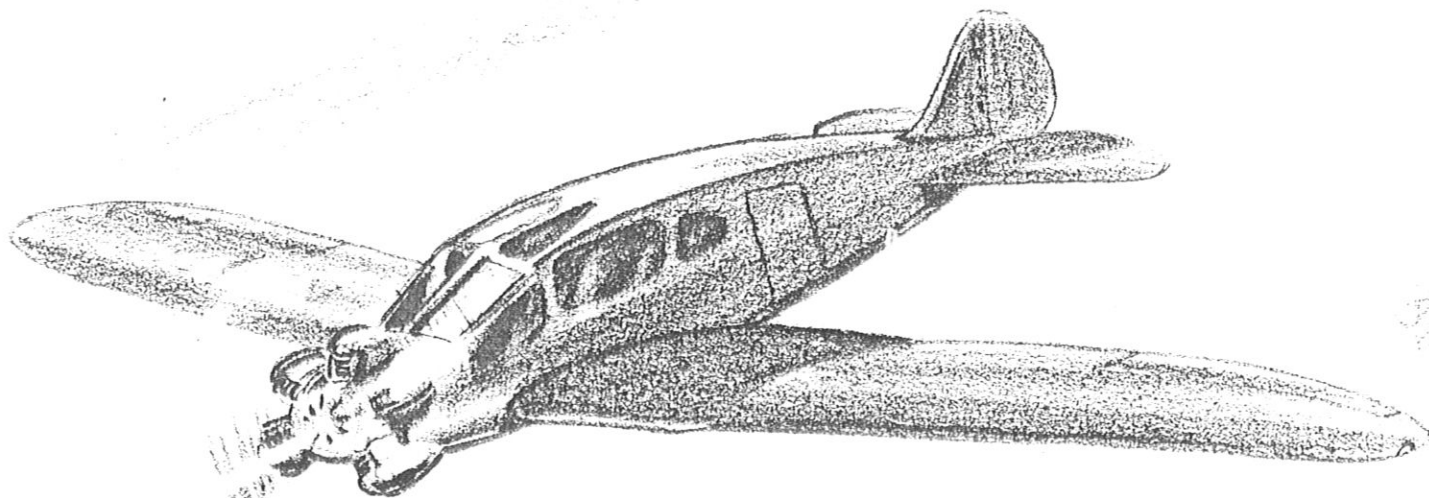


# FLYING ACES

## Club News

Issue Number 28

FLYING ACES FALL MEET OCT. 15  
see last page.



The cover drawing for this issue was sent in by Frank Scott, of Dayton, Ohio. We mightily appreciate Frank's efforts, because he has been mighty busy in moving lately. It's truly the FAC Spirit of the Skies to be doing the old artwork when you're so busy and have so little time, Frank. We're sure all the prop-cuppers out there are glad you took the time!

How many of you recognized the cover plane? What is it, now? That's right; it's the Alexander Bullet, one of the great "might-have-beens" of aviation history. Designed in 1927-28 by Dpn Alexander, the Bullet had everything.....speed; lots of wing for easy, slow landings; a retractable undercart if the buyer wished; comfort.....the works. Trouble was, she also had some unpleasant spin characteristics. Like she was very hard to get into a spin, being almost too stable for the times, but once the spin began, it was apt to turn into a flat spin, which is something only a pilot determined on suicide is ready to like. As a result of these problems...the CAA wanting airplanes that spun easily and readily, and which DIDN'T tend to flat-spin, Alexander had quite a problem on their hands getting the plane certified. Oddly enough, the plane's great stability and great reluctance to spin unless forced to, would make it desirable today.

Anyhow, by the time the stock market crash knocked the Bullet flatter than her spin, the end was near, for stories of the Bullet's troubles had made the rounds of the competition, and what was a truly fine airplane for its time went the way of the Great Auk. Of the handful built, are there any "alive" today? Whether flying, or a weed-grown mess on the side of a field, or a pet project for somebody's future, we'd like to hear.

### THE BOOMING EXHAUST OF GRATITUDE

Our printer does a marvelous job, as you all should agree. Jerry Donahue says he hopes the recipients of FAC News "realize how lucky they are. The quality of the pictures is great, Must be a government job. How you can do it plus build all those models is beyond me". Well, Jerry, our printer does indeed do a fine job, and it is due to him that the quality of the News grows by Lindy leaps. We all hope that if any of you out there have some printing they want done, they'll think of him as Hung thinks of fine models.....here's a message from him.....



ATTENTION CLUB MEMBERS AND FRIENDS.

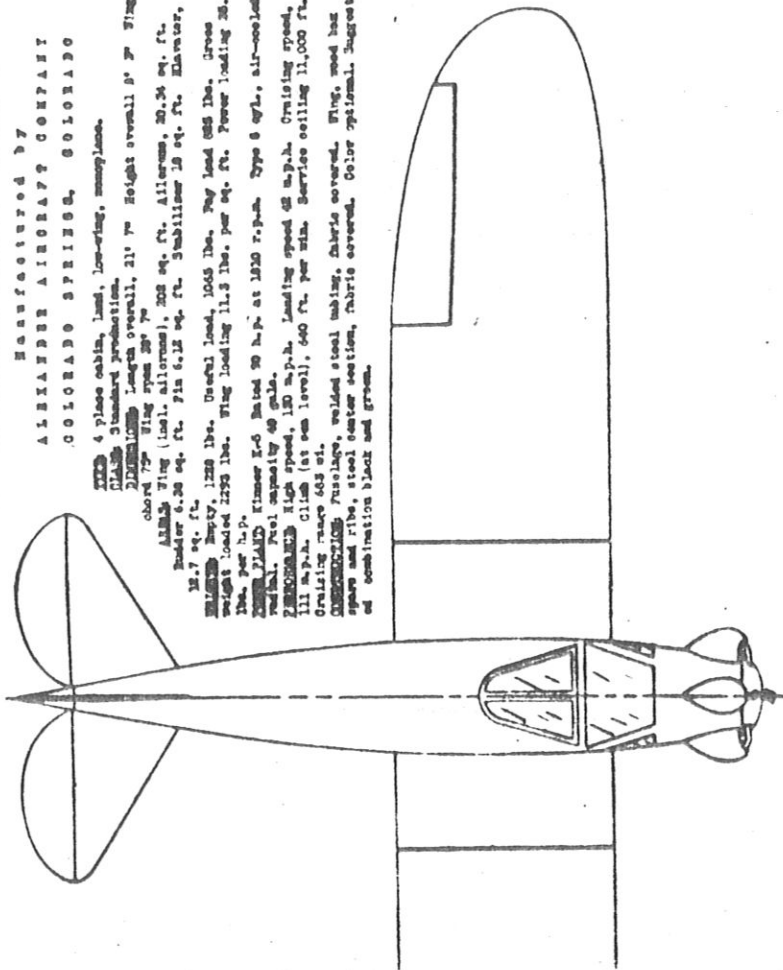
Does your club need "EXTRA CASH".

You can help by referring your friends or relatives who are getting married and need wedding invitations, napkins or accessories to call us on the phone or drop us a line for an appointment at your convenience. We give personlized service and you are in no obligation to buy if there is nothing that you like. We will give 15% discount to the Bride and we will rebate the club 10% for getting the order. These invitations are printed in New York by VOGUE THERMOGRAPHERS. Please call or write to JOHN OR JEAN KWIATKOWSKI 2] Alan Drive Ansonia Conn. 06401 for appointment. ANSONIA 735-6108

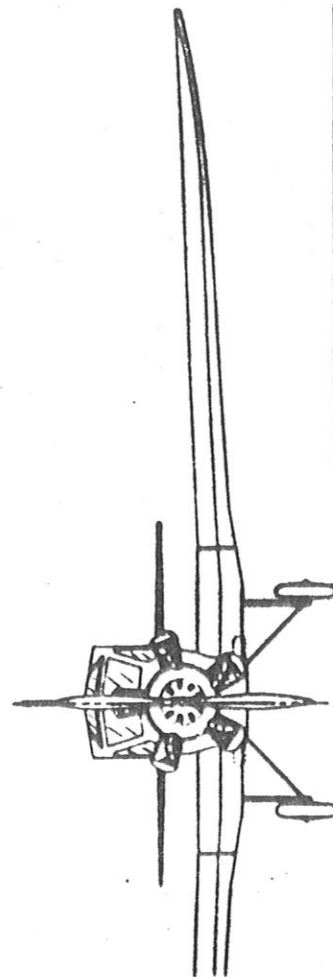
# BASLERBROOK BULLDOG MODEL C-3

Manufactured by  
ALEXANDER AIRCRAFT COMPANY  
COLORADO SPRINGS, COLORADO

**TYPE** 4 place cabin, land, low-wing, monoplaner.  
**CLASS** Standard production.  
**DESIGNER** Length overall, 21' 7" Height overall 8' 2" Wing chord 7' 7" Wing span 28' 7"  
**ALMA's** Wing (incl. ailerons), 208 sq. ft. Ailerons, 20.24 sq. ft. Elevator, 12.7 sq. ft. Rudder 6.20 sq. ft. Fin 6.12 sq. ft. Stabilizer 16 sq. ft. Elevator, 12.7 sq. ft.  
**WEIGHT** Empty, 1225 lbs. Useful load, 1045 lbs. Pay load 685 lbs. Gross weight loaded 2270 lbs. Wing loading 11.3 lbs. per sq. ft. Power loading 20.4 lbs. per h.p.  
**ENGINE** PLANT Kinner K-6 Rated 90 h.p. at 1850 r.p.m. Type 6 cyl., air-cooled, radial. Fuel capacity 40 gals.  
**PERFORMANCE** High speed, 130 m.p.h. Landing speed 45 m.p.h. Cruising speed, 111 m.p.h. Climb (at sea level), 640 ft. per min. Service ceiling 11,000 ft. Cruising range 643 mi.  
**CONSTRUCTION** Fuselage, welded steel tubing, fabric covered. Wing, wood box spar and ribs, steel center section, fabric covered. Color optional. Suggests combination black and green.



Use this scale of feet to measure the three views

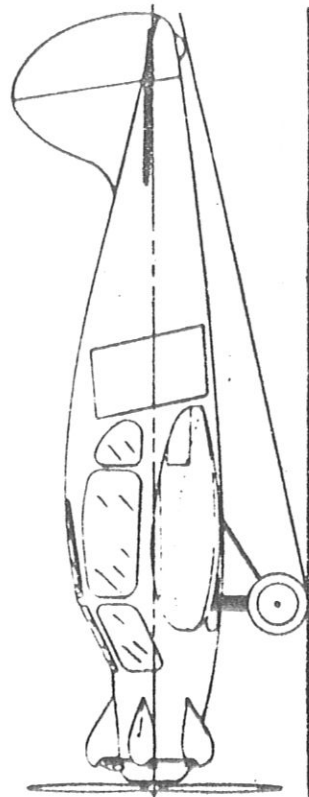
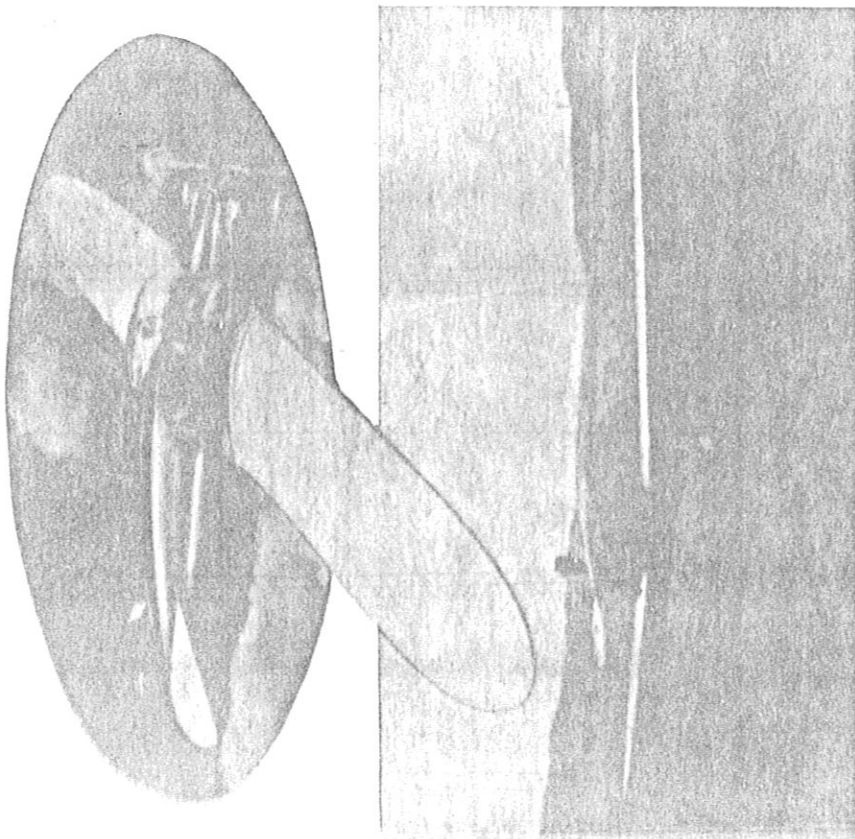


Scale of Feet

An exhibition model built to this scale will have a span of 7-1/2', length 6-13/16", and height 2-1/16"

Scale of Feet

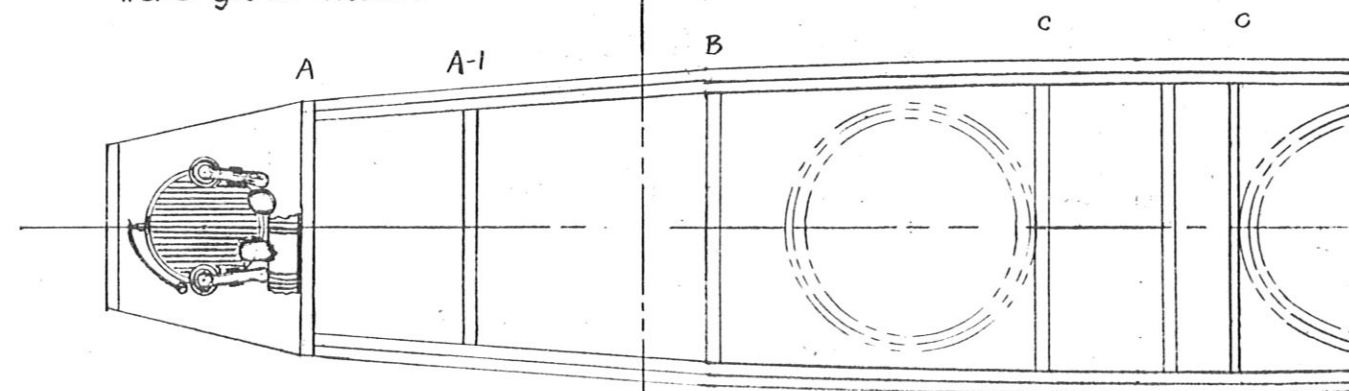
A fly-in, model built to this scale will have a span of 20-15/16", length 16-3/16", and height 6-3/16"



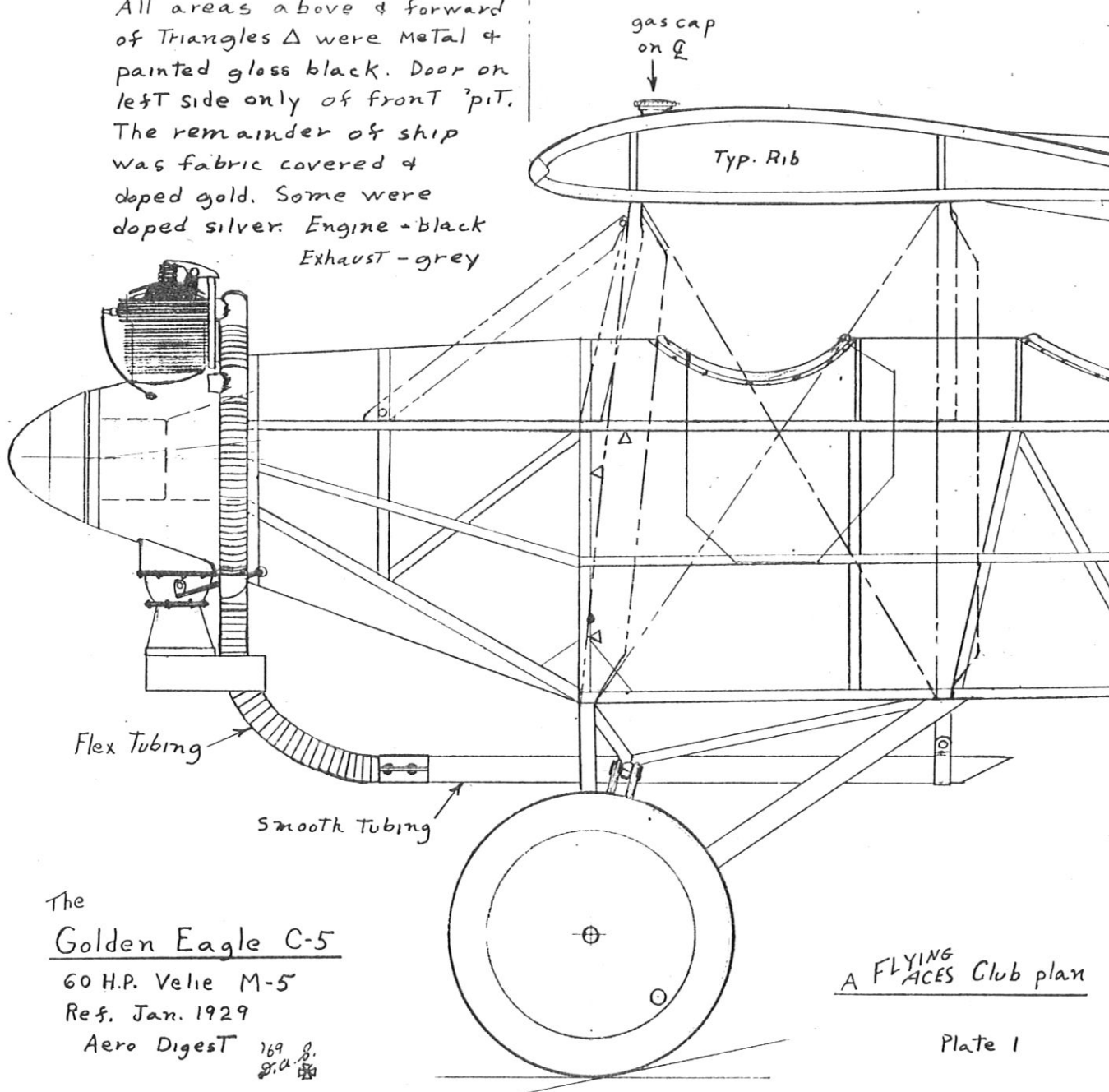
These views, photographs and data are reproduced by Cleveland Model & Supply Co. for exhibition and courtesy of the manufacturers of this airplane.

Alexander Aircraft Company  
ALEXANDER BULLDOG MODEL C-3  
CLEVELAND MODEL & SUPPLY CO.  
MODEL BUILDERS  
Drawings, kits and supplies for Model Aircraft Engineers  
1044 West 57th Street, Cleveland, Ohio.

Wheels & all struts  
were gloss black.



All areas above & forward  
of Triangles Δ were Metal &  
painted gloss black. Door on  
left side only of front pit.  
The remainder of ship  
was fabric covered &  
doped gold. Some were  
doped silver. Engine - black  
Exhaust - grey



The

# Golden Eagle C-5

60 H.P. Velie M-5

Ref. Jan. 1929

Aero Digest

169 8.  
2.0. 80

A FLYING  
ACES Club plan

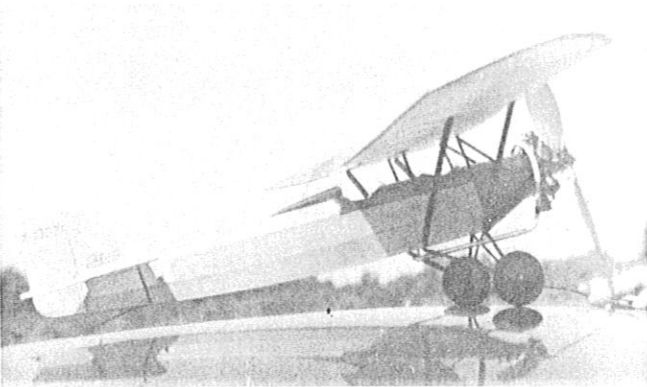
Plate 1

The Golden Eagle Monoplane.

Scale subject for this issue is this snazzy lookin' sky cruiser that was designed by Mark M. Campbell and built by the R.O. Bone Co. of Inglewood, California back in 1929. Just in time for the stock market crash to spin it in, alas.

Powered by a 60 H.P. Velie this two placer spanned 30 feet p'us 6 inches of Clark Y wing. Lenth was 21 feet.

According to Aero Digest this crate had wings finished in silver or gold while the fuselage and tail would be finished in any color desired. We can only wonder if the stabilizer was finished as was the wing, or was that done the same as the fuselage. The photo published in Aero Digest (registration X-10071) seems to have been colored as described on plate one of the model plan. At least it seems more appropriate for X-10071.

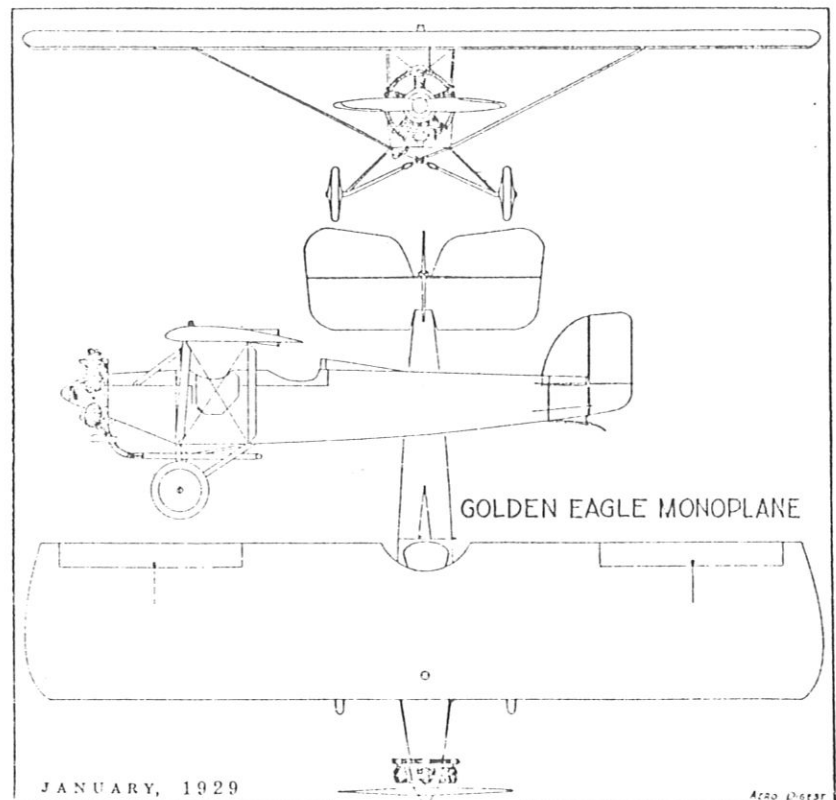


Right here on the left is a photo of Bob Thompson's rendition of the Golden Eagle as built from the model plans on the following pages. Captain Dave Stott is the guy to blame if you build one that can't outfly a Dodo with arthritis as he is the dare-devil dreamer of the drafting board for this cloud cuddler.

As you can see by the picture, Bob has followed the color scheme given on the plan.

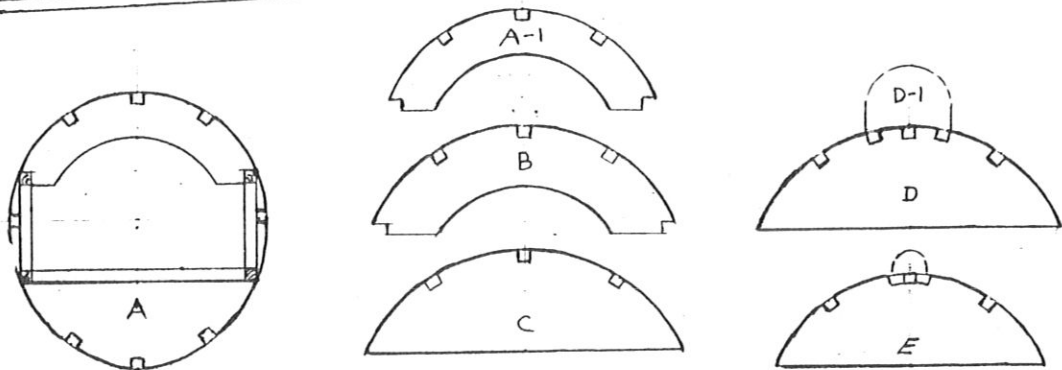
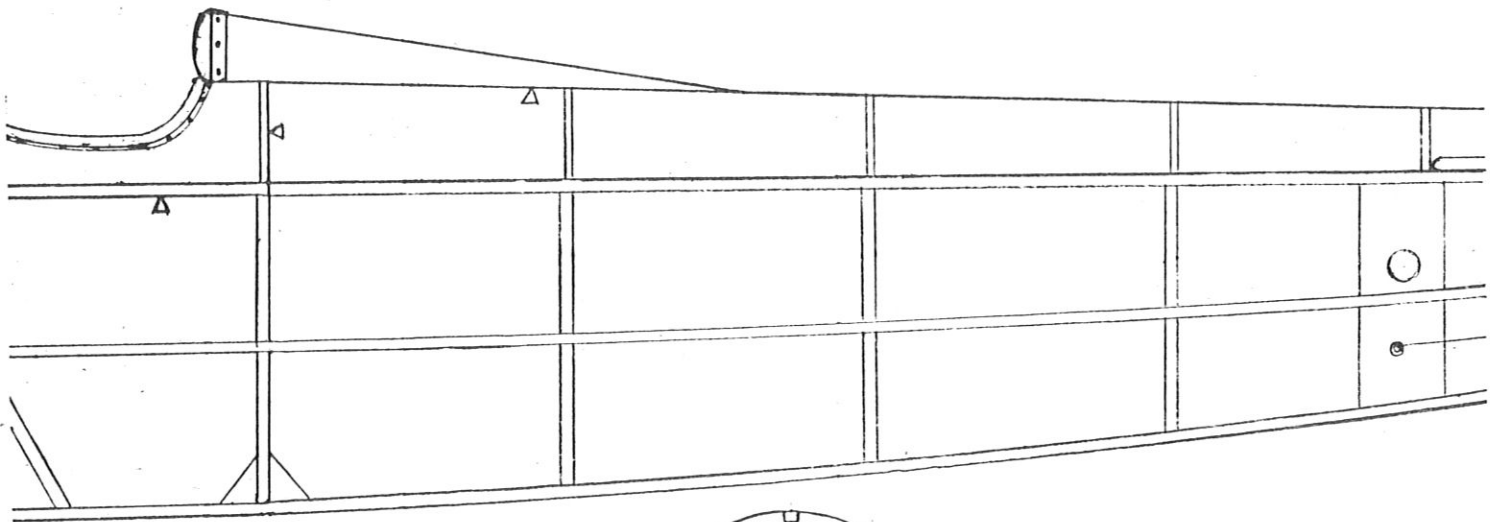
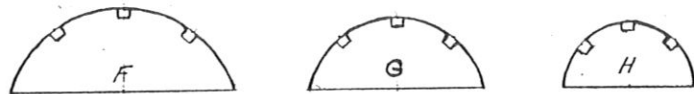
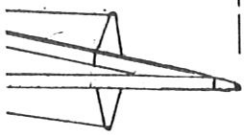
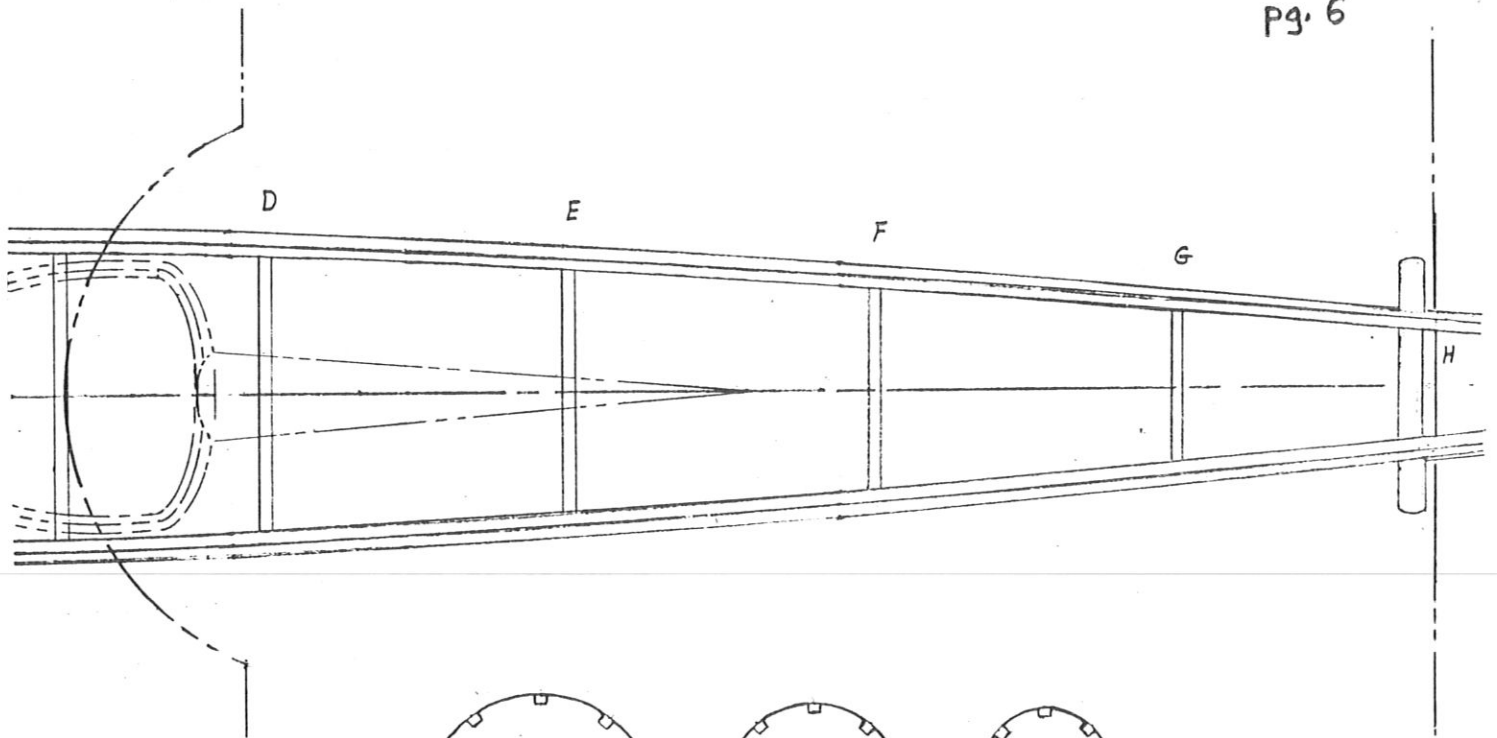
On the right is the 3-view used in drawing up the model. As many of you former nothcers will notice this crate has proportions for tough competition like a Miss America winner. Sure, there are a few hours needed to build up a swell looking dummy Velie like Lt. Thompson did but isn't that why you are a scale modeler?

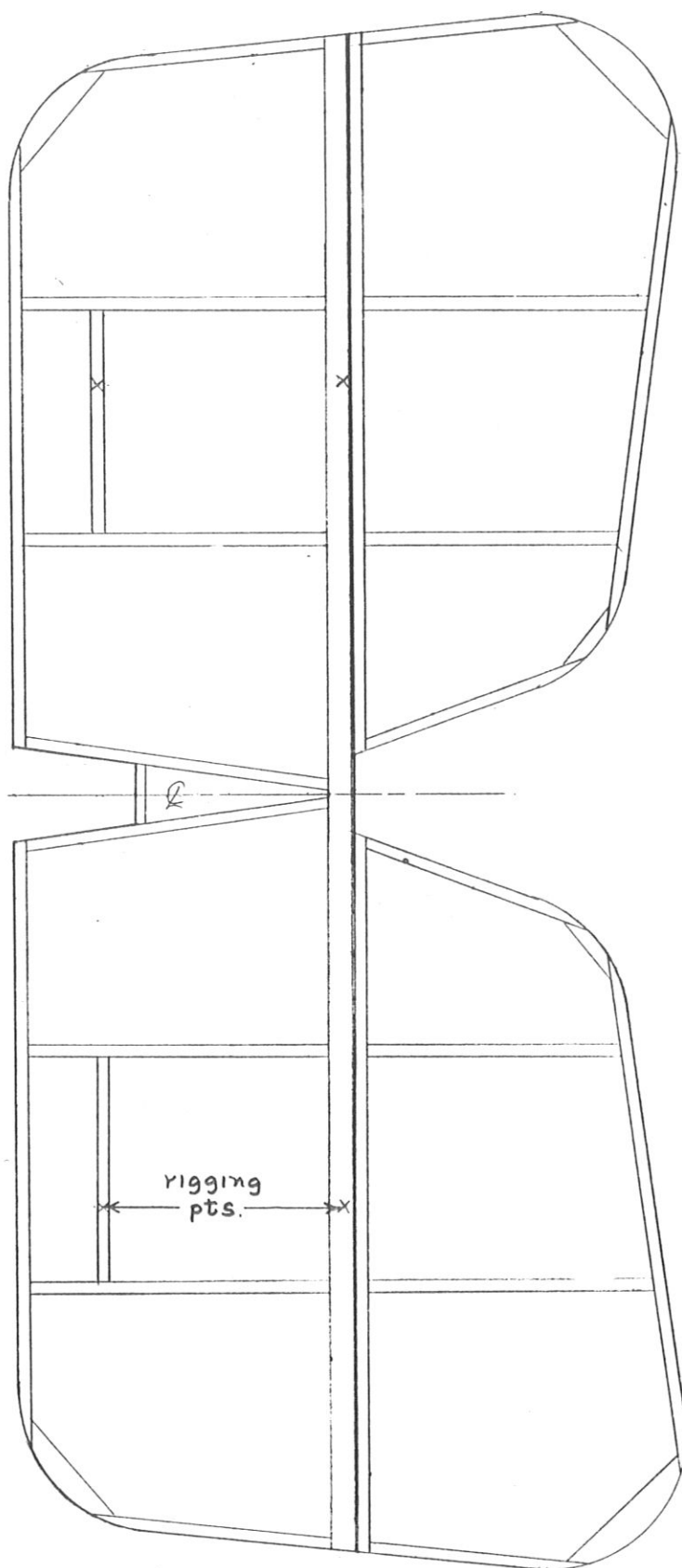
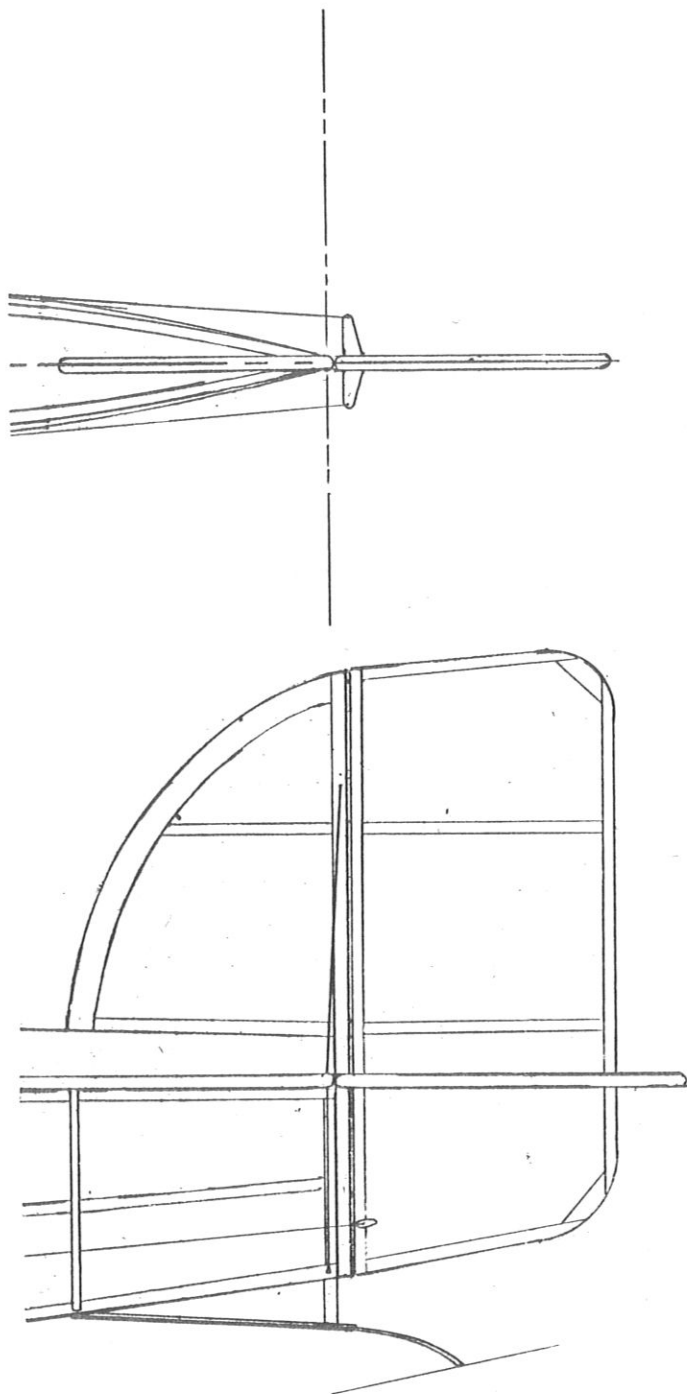
G.H.Q. would sure like to hear from any Clubster who builds this job or any of the others we have printed in the FAC News. It would make our efforts in making up the News more pleasurable knowing what is published is usefull and used by our Clubsters. We are all ears like a nervous bunch of rabbits listening for the hungry fox. (The Milford Fox?)



Scale outline drawings of the Velie-engined Golden Eagle monoplane

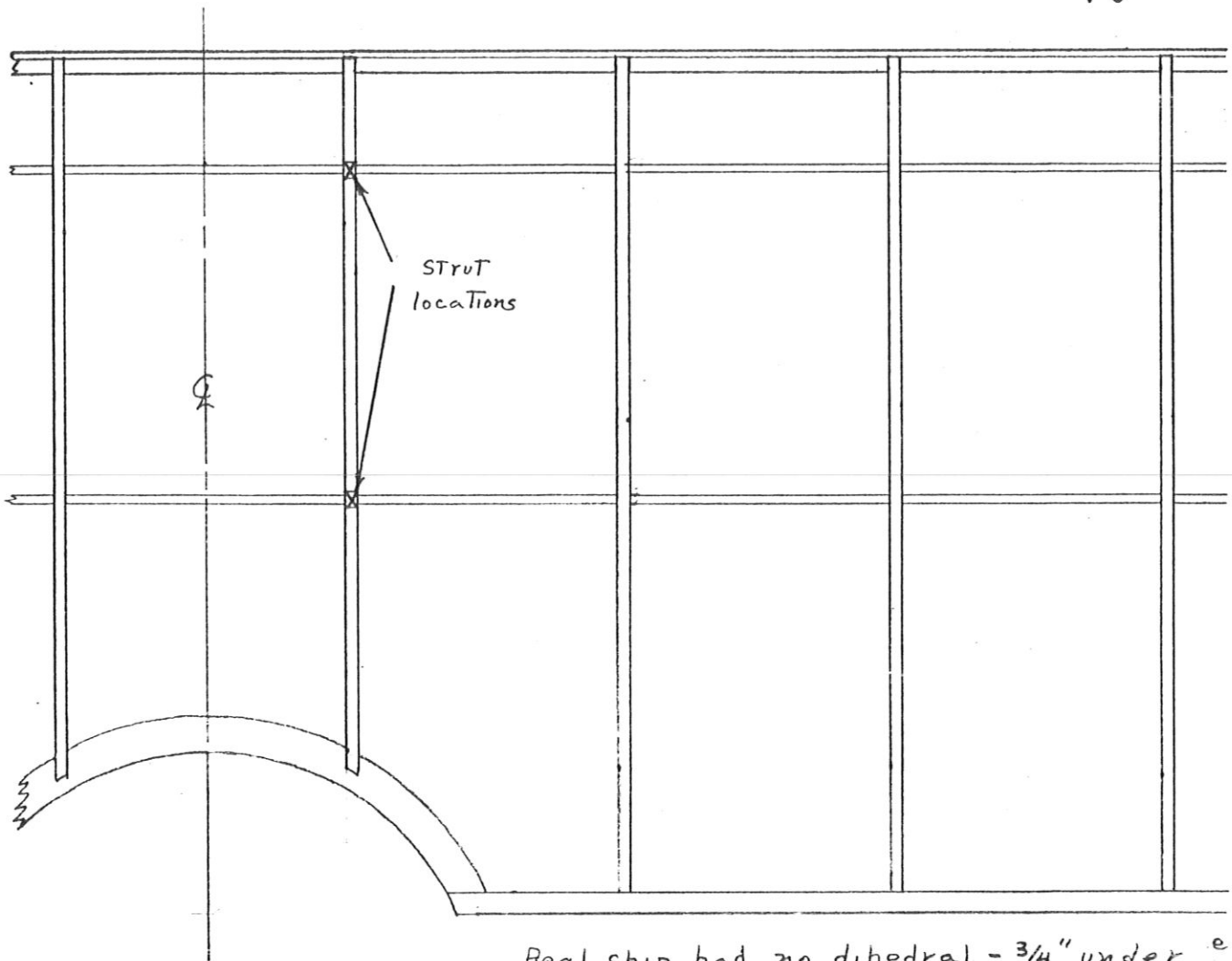






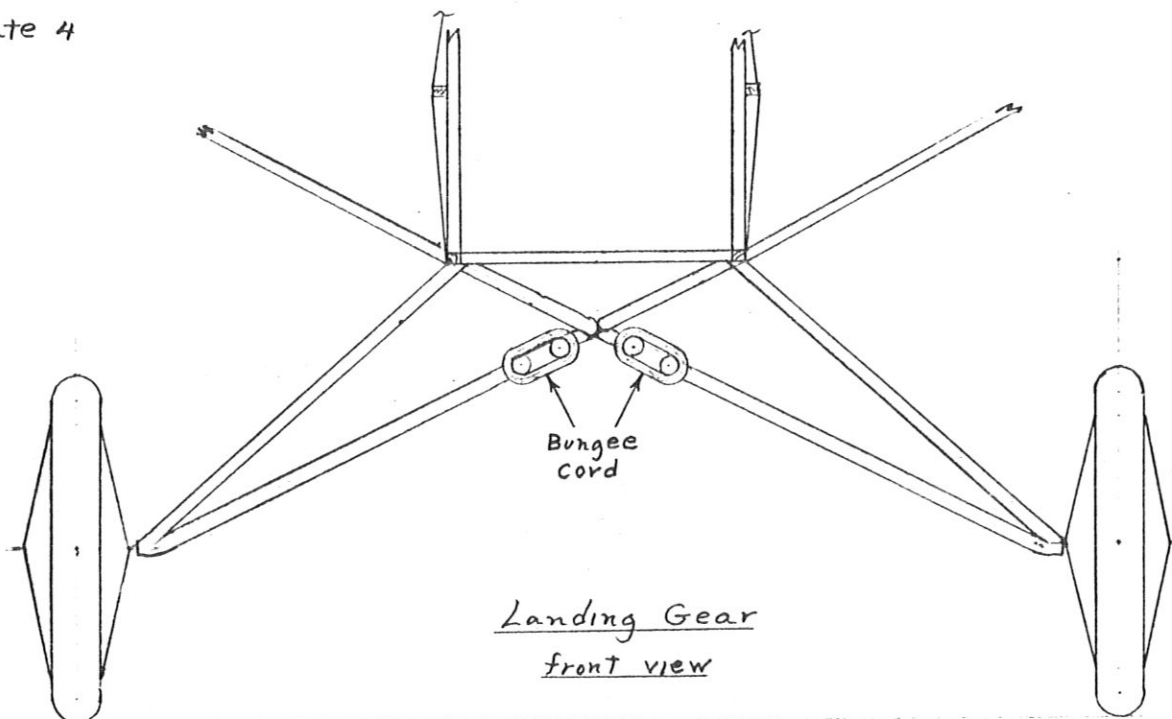
Rudder is 6% of wing area  
 Stab. " 24% " " "  
 Stab. is enlarged 16.6%  
 over scale.

Plate 3

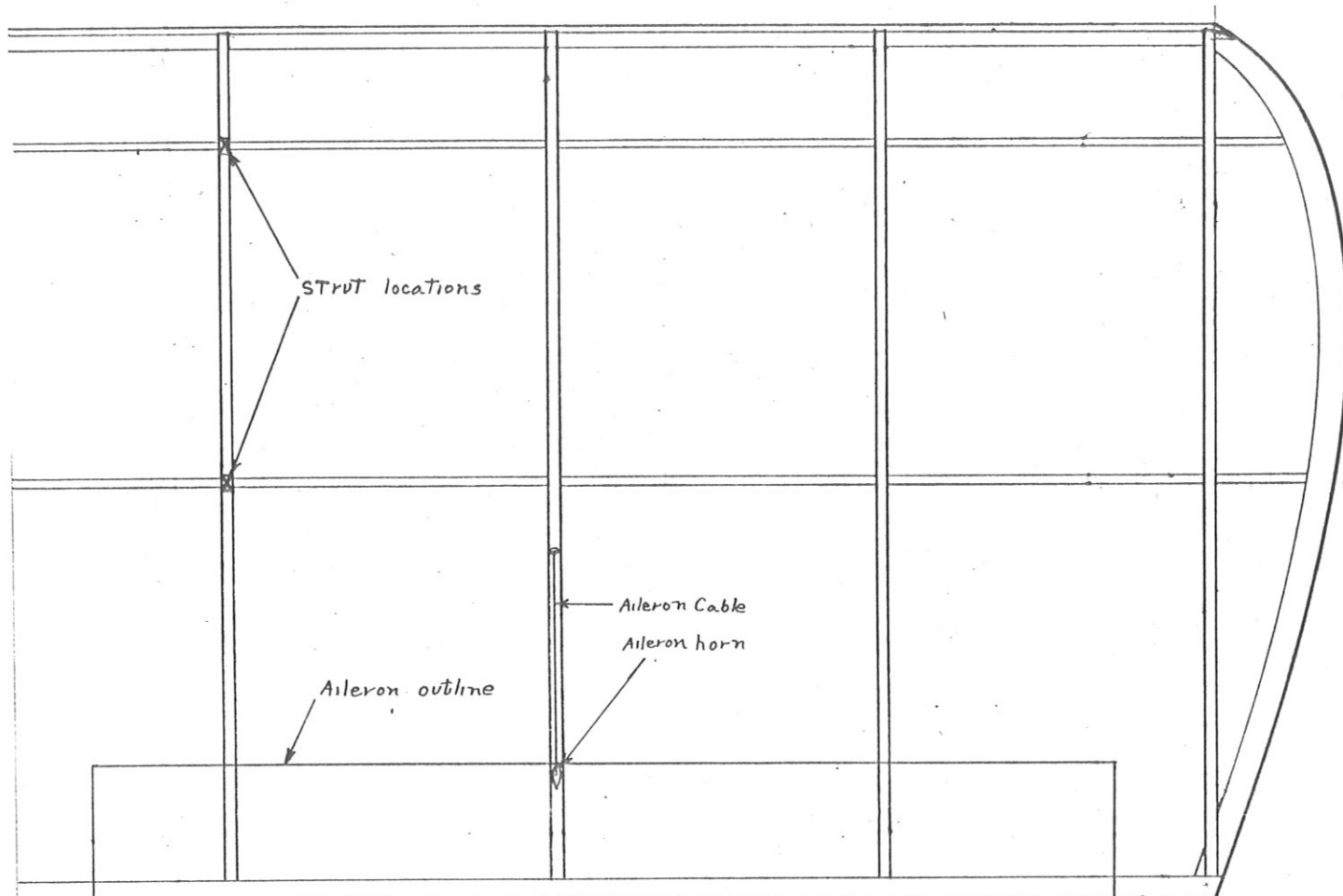


Real ship had no dihedral -  $\frac{3}{4}$ " under e

Plate 4



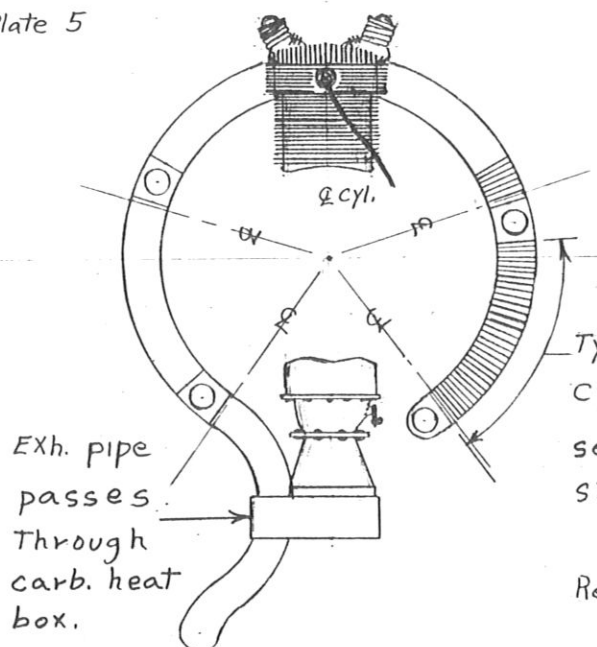




ach Tip rib for model

Eng. details.

Plate 5



Typ. between each cyl. outlet pipe sect, which was smooth as shown.

**X-10071**



**GOLDEN EAGLE  
MONOPLANE**

Rudder markings -  
Eagle - white  
Printing and  
registration -  
black

Reg. also on wing in  $2\frac{1}{2}'' \times 1\frac{1}{2}''$  blk. letters  
Top of right wing - bottom of left.

Chagrin Falls, Ohio, July 9, 1972

Lt. Lin Reichel, Erie, Pa. Sqdn. held a swell meet for rubber jobs at Chagrin Falls, Ohio that featured 4 F.A.C. events and Jumbo Scale as well! Here is the report Lin sent G.H.Q..... take over, Lin,

"Please send out an S.O.S. in the FAC News for reinforcements to come from all fronts to our Fall Scale Meet. Dot bummer, Von Rottensox must be defeated! Once again he was victorious, taking four out of five events! He must be stopped!!"

"The meet was truly a success as there were 27 different models entered in the five events. A couple of interesting models Al Kohler's 6" span P-47 No-Cal and Rudy Profant's "Mr. Smoothie" Thompson racer. Watch for this one in the future."

"How are chances of making Jumbo Scale an official FAC event?"

Thanks for the report, Lin. The results are listed below, fellas. First we want to comment on Lin's request to adopt Jumbo Scale as an official FAC event. Well Wingsters, we don't feel it would be the right thing to do as that event was the brainchild of the NAR Flightmasters and we don't want to do anything to distort the credit that is their due in originating this event. We are not saying not to run the event in, or with FAC events (or AMA events either) in contests our Clubsters organize by any means. That sort of decision is all up to the Contest Director who is naturally guided by local interest.

O.K. fellas, read it and weep-- the results.

#### FAC SCALE

1. Ken Johnson piloting a Waco "E"	69 Sc.pts;	52Flt.pts.	121 Tot.
2. Dan McDonald flying a Pilatus Pottter	91	25	116
3. Jim Hyka with a Gee Bee "D"	80	22	102

#### Peanut Scale

1. Ralph Kuenz, alias Von R. Folkerts SK-2	10 sc pts;	93 flt;	103 Tot.
2. Don Assel also flying a Folkerts SK-2	13	71	84
3. Dan McDonald again with the Pilatus	6	59	65

#### No-Cal Scale

1. Ralph Kuenz, (dot bummer) Wittman Buster	111 flt pts;	Total
2. Paul Cherubini, the Lone Eagle, Dornier Falke	46	
3. Al Kohler with that 6" P-47!	42	

#### Thompson Trophy

1. Ralph Kuenz, (himmel!) mit der Folkerts	76 sc pts;	42 flt;	118 Tot.
2. Al Kohler burnin' sky in a Chester Goon	76	27	103
3. Ken Johnson chasing 'em in a Chester Jeep	76	25	101

#### Jumbo Scale

1. Von Rottensox for the last time mit a Taylorcraft	184 Tot.
2. Ken Johnson flying a Gee Bee "D" (Vot a monster!)	-----

There we are and it looks like it was a good battle for 2nd in No-Cal as the times are pretty close. G.H.Q. is glad to see the Lone Eagle, Paul Cherubini in some freindly skys and with a crate built off the pages of the FAC News at that.

Was that a Peanut Pilatus that Dan McDonald brought in third in FAC Scale?? Durn good piloting if it was, Dan. And how about the three way tie in scale points in the Thompson, fellas. Pretty good building.

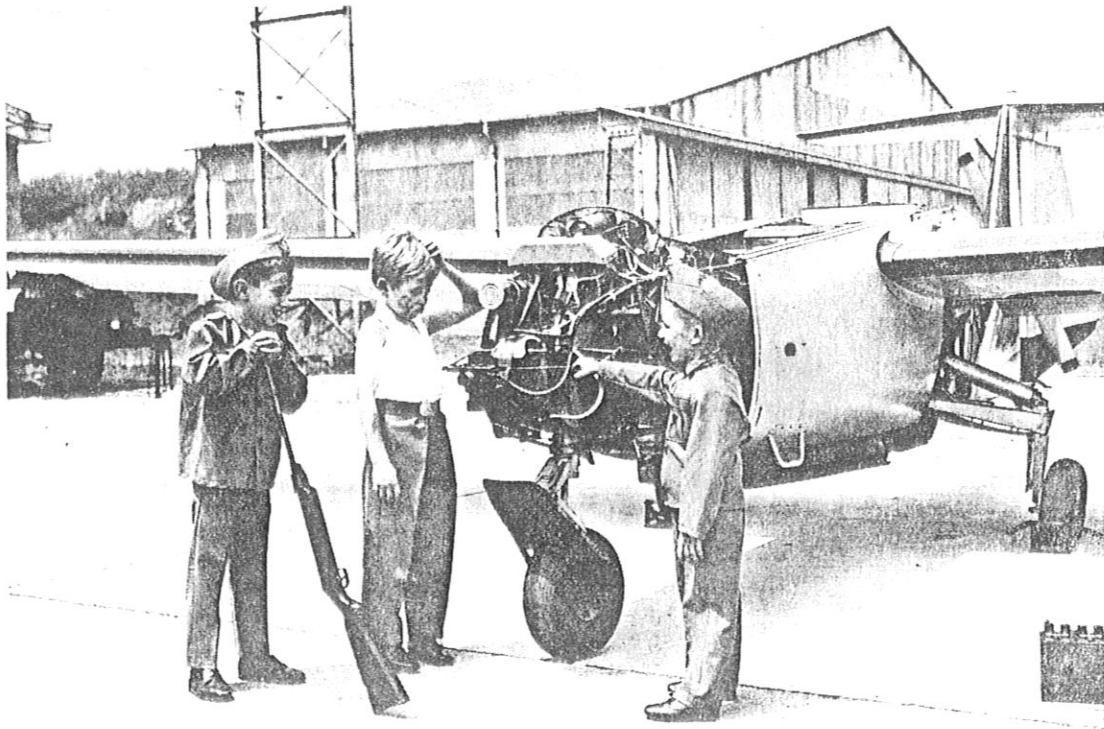
Lin says the next big air duel at Chagrin Falls is due Oct.1, 1972 so limber up the Pirrelli, Wingsters, it promises to be a good one again!

Yessir fellas, ol' SAM Seven tossed in Peanut along with it's usual Oldtimer events at Mystic, Conn. on July 23. Guess who won----- Yep, it was Chet Bukowski, who is now an FAC Major. Shucks, you fellas in the Pa. and Ohio Sqdns think you have it tough with Von Rottensox shootin' up your contests??? We will trade you Major Bukowski from this sector for Von R. any time, haw-w-w-w-w. It is a good thing the rest of us do not have appetites like elephants as Chet always bags the Peanuts and walks away with 'em, haw-w-w-w-w-w! Here are the results-

- |   |          |
|---|----------|
| 1. Major Chet Bukowski piloting his clipped wing Cub            | 182 Tot. |
| 2. Capt. Dave Stott trailing well out of Chet's propwash, Alco  | 75       |
| 3. Lt. John Stott in the action with his Dallaire Fokker D VIII | 31       |

Caption Contest Winner.

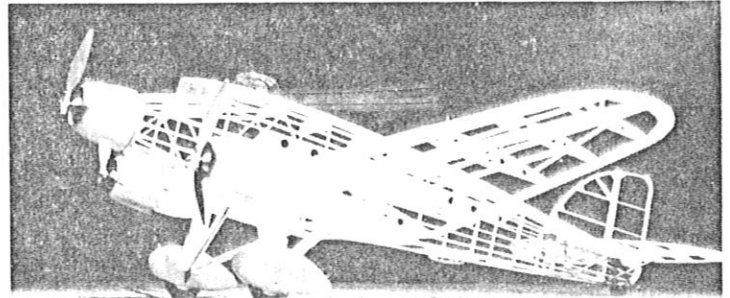
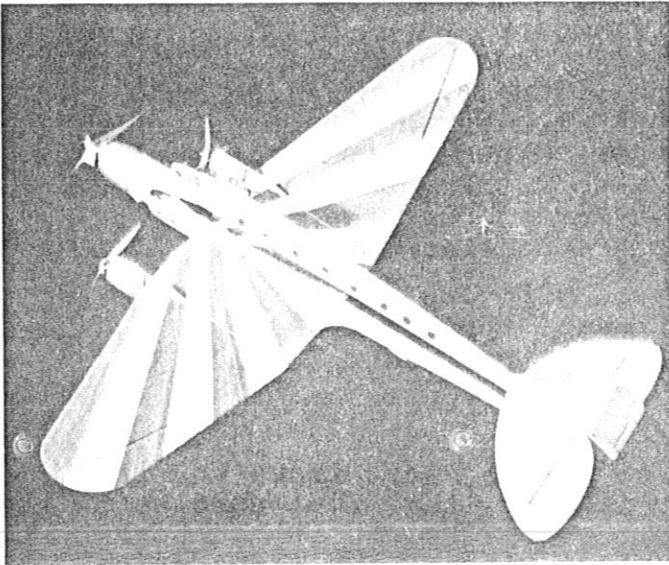
Do you Skysters remember the photo we printed last issue and invited all of you to send in captions for it? Boy, that idea sure went over like an iron balloon. We had only one entry! He was Lt. Ed Novak and needless to say Ed is our Caption Contest winner. The plans prize is on it's way to you, Ed. See Ed's captions below- He sent in a bunch of 'em just to be sure.



1. I don't think you quite understood the rules for Peanut Scale.
2. Guess it was a bad batch of rubber!
3. I just want to see the winder you are going to use!
4. What do you mean, hand launch only?
5. A nice lookin' Embryo, but do you think the card table will hold up?

Haw-w-w-w! pretty good Ed. We like #2 especially.

the SM-81 flies again!  
Just check these two Eyeties, rib-  
slicers! Pres Bruning built the No-  
Cal version, and now the Pasta one,



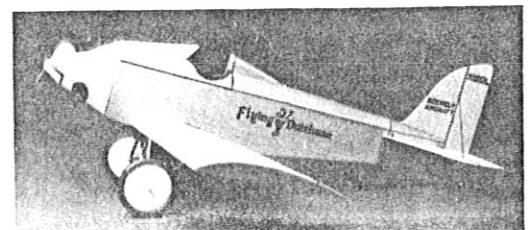
### WITH THE MODEL BUILDERS



now that he knows she  
is a flyer. Better duck,  
all Ethiopians! This  
ship is all marked up in  
Musso's "colonial scheme",  
for ready finding in case  
of a forced landing in the  
wastes of Africa. Not too  
much chance of Hubert  
Julian shooting her down!

The picture on the right  
shows that not only  
elephants, but also  
skysters are happy in a  
peanut patch. That is  
Hank C'Dwyer determinedly  
launching his Ryan M-1  
(Mooney design), and  
Jeff Chrisey of Lacey  
M-10 fame is closely  
studying his peanut pal's  
flying technique. Jeff  
is holding his Dallaire  
Kawasaki 91.

The bottom photo shows  
Bill Hannan's newest  
creation; a Szekely  
Flying Dutchman. Is  
she good enough to show  
up in your catalogue, Bill?



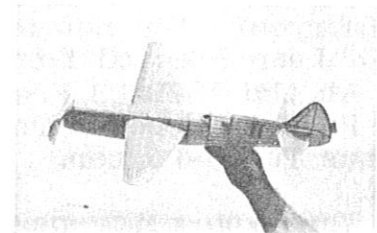


Here are a few racey words on air racing from Clubster Rudy Profant of Cleveland (where else would be more appropriate?) Ohio.

"Just a note to let you know that Rotten Ralphie Rottensox did it to us good guys again! He and his Storm Troopers made us feel we should have stayed on the ground.....He only won 4 out of five possible first places. At this point I removed my Lt. bars and traded them for PFC stripes!"

Haw-w-w-w-w! well, you have our sympathies Did you guys ever think the trouble might be in the name of the field you have the meets at??? We mean Chagrin Falls. The dictionary has this to say about the word "Chagrin"-To be vexed or mortified. Disappointment mingled with shame. Now if you fellas out there could get the town to change it's name maybe Von Rottensox's luck would follow suit, huh??? Maybe just a name for the model 'drome. Like "Dung Field" or somthin', haw-w-w-w! I guess it is more like Dachau or Buchenwald for you Clubsters though! Haw-w-w-w. Maybe we could send Major Bukowski out there to battle Von Rottensox. Who knows, they might shoot each other down and the skys will be no longer cloudy for us poor "good guys", huh?

Over on the right is a photo of Rudy's Pearson-Williams Mr. Smoothie built from Hall plans. Span is 24 inches. She sure is a swell lookin' sky scorcher, Rudy. Keep flying her and getting her in fine trim and maybe that Folkerts will be bouncin' in her slipstream yet.



Lin Reichel is hard'at work on a 17 inch Wittman Bonzo. Let us know how she flies, Lin.

Lt. Ken Johnson had some bad luck'at Chagrin Falls and crashed his 50 inch span Gee Bee "D" Too bad, Ken.

Von Rottensox reports the following members of the Detroiten Geschwader are hard at work on the sky hurtlers with which to capture more of the laurels in future races---some being already built and in the scorched sky of their home dromes. Duane Beane. Laird Solution all done; Pres Bruning, Crosby complete; Norm Muench. Bonzo; Fritz Wunsche and Herman Russ, a Caudron apiece and set to go; and the Von himself has a Chambers "Chambermaid" along the way as well as a Floyd Bean Spl.



On the left is a photo of Von R's Folkerts and Chuck Schobloher's spiffy Laird-Turner. Chuck's Laird has a styrofoam fuselage covered with sheet balsa. He then added stringers followed by tissue. Wings are built up in the usual manner. The three blade prop is adjustable pitch. Span is 22 inches. Truly a beauty, eh fellas?? Nice looking engine detail' hiding in that cowling too.

Clubsters Pres Bruning and Ralph Kuenz, alis Von R. are working on a plan book of rubber powered flying scale racers for publication. Pics and text will cover each plan ala the old "Air Age Flying Scale Models". Good luck fellas. We know every FAC will want to buy a copy. Just what the modeling world needs, yessiree.



Any of you winder-wonders out there who have neglected to build a Comet C-1 Pursuit are really missing some fun. Be it in a nearby school yard (the traditional place for such activities), or a huge Western flying field, that is a ship that is sure to go. She flies long, easy, and has that real "kid's ship" look we all long for. Dave Stott put his OOS with a five minute, seventeen second flight....and he only

reached for the watch when it was obvious that ship didn't want to come back down, and Hung wanted a better look at her. A good gander he had, but he was cheated. Yes, Dave got his ship back after she spent a night in a tree and some honest boys found her and called him up. Don Edson wasn't so lucky at our Spring Meet. Beside his Peanut Scale Robin, Hung up and grabbed Don's Embryo Endurance ship! It's nice to have you feeding Hung, Don, but Hung is sleek enough these days! If you're going to feed him, why send him little tidbits like Peanuts and Embryos? Why not one of those Giant Scale jobs...or an OT gassie... that'd keep him fed for six months! Haww!

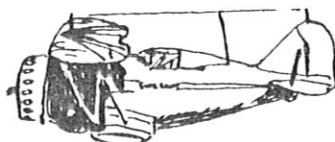
At the 1972 US Free Flight Championships Bill Hannan copped a Third with a Peanut Pilatus Turbo-Porter. Pretty hot stuff, Bill!



When you motor-peg poppers come to the Great FAC Fall Meet, we want you to have plenty to do, and so we're running this little Baby Glider for your entertainment....entertainment in that you can use some scrap balsa on her that you'd otherwise throw out, entertainment because she's a sweetie to build, and entertainment in watching her sweep through the skies, dodging Hung's ethereal breath. Of course, if you have faithfully built yourself a racer for the big events, you'll have your hands full with the fast and furious action alone. But otherwise, this little soaring sailer will fill your empty hours with gladness and cloud-watching. Or, even if you have yourself a racing plane, staunch and speedy though she may be, remember well what can happen in those last seconds before a heat..... Ppoww! Snapskrlquicprod! Flying sticks and shreds of tissue! Oops! You got greedy! Back up one turn! And you are out of the race! You blew your motor, just like the big kids do in their cars at the "strip". But if you have a little Baby Glider, you can at least have a "consolation" race of your own. The Milford Fox, Bob Jespersen, says the skies were filled with these when he was a kid. Let's fill them again on October 15th, when for the last time this year the Hymns of Hung will echo over the landscape, and the whir of the winder will be heard in our land.

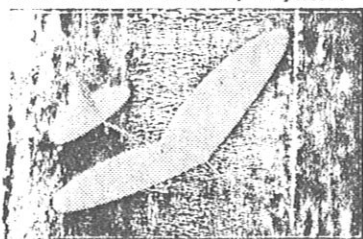


Al Lewis, the designer of the Baby Glider, was one of the greatest early AMA leaders with many an article in the old Air Trails. Give his handiwork a try and a toss.





Here she is—the little ship in person!



## HERE'S A NIFTY "VEST POCKET SOARER"!

Simple enough to suit the absolute amateur, yet with "performance plus" packed into her design, this little glider is one of the most pleasing jobs we've ever seen. And for such a swell flyer, the construction cost is next to nothing. All you need is a sheet of 1/32" balsa, a bit of hard 1/16" sheet, and the usual odds-an'-ends of razor blades, sandpaper, and the like. Got those in your workbox? Right, then—let's go!

Page 15

# Try a Baby Glider

\* \* \*

By Al Lewis

President, American Academy  
of Model Aeronautics

**S**TEP right up and meet the vest pocket soarer, fellows—one of the smallest performing gliders in captivity and one of the best tree-climbers known to science! This Lilliputian will perform as well in your parlor as at the largest airport.

Rugged, yet graceful, this baby soarer can be built in a short time, and its lengthy flights will be comparable to those of many of its large contest-type brothers.

Construction is easy. The plan below is full size. Trace the outline of the wing, stabilizer, rudder, and fuselage on light cardboard, using carbon paper underneath the plans. Cut out the cardboard forms. This method keeps the F. A. page intact and provides templates so you or your pal may build any number of gliders quickly and conveniently.

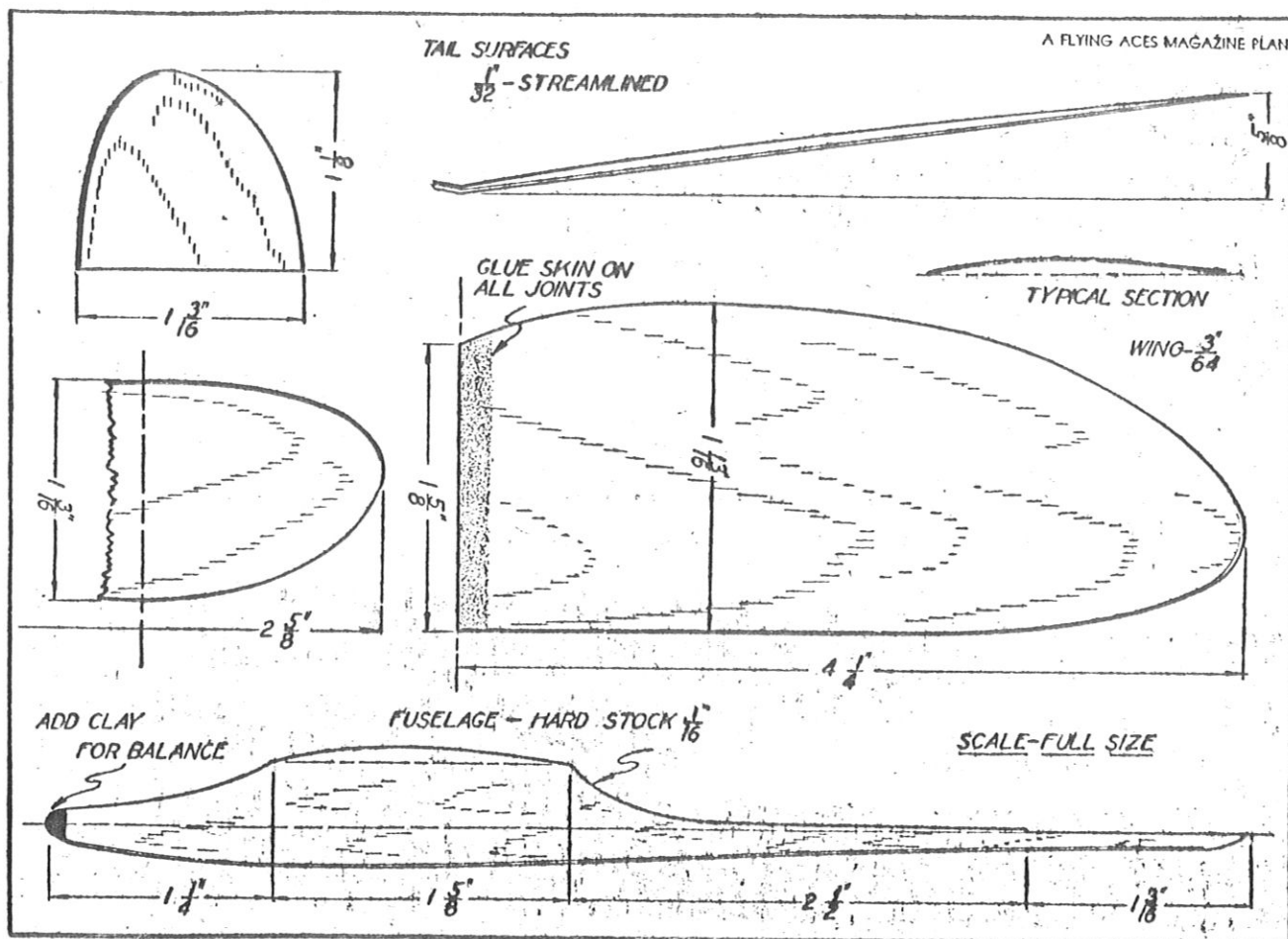
With templates in hand, trace wing, stabilizer and

rudder outlines on 1/32" sheet balsa. The fuselage outline is traced on 1/16" hard sheet. The camber (or airfoil) in the two wing panels is bent by breathing on the balsa while curving it with the fingers. Hold the wood while the curve sets.

Apply a preliminary coating of cement to the inner ends of the two wing panels (where they will be joined), and allow this to dry. Then coat the ends again with glue and join them together. With one half flat on your working board, prop the other with blocks up to the proper height, to provide the dihedral angle shown on the plan.

While the wing is drying, sand the tail surfaces slightly thinner with fine sandpaper. Apply preliminary coatings of cement to the bottom edge of the rudder and to the center top side of the stabilizer, where the rudder will set. After this "pre-coat" dries, add more adhesive

(Continued on page 73)



Here's an example of that little-known type of plane called "colonial". Generally they were World War I left-overs (like the DH-9, Bristol Fighter, or Breguet 14), for in dealing with a band of intractable "natives" one always assumed they'd have no air force, thus performance wasn't of too great importance, but reliability and short-field ability were.

The Loire 10 was the pappy of the 11, which was derived from it when the French government issued specifications for a three-seat single engined plane for the colonies. Only two examples

were built, so it couldn't have been very successful for the firm.

### LOIRE 11 Monomoteur colonial (France)

APRES avoir, en 1926, participé à la construction aéronautique en fabriquant, sous licence, des Gourdou Lescurre GL-32, la Société anonyme des ateliers et chantiers de la Loire créa, à Saint-Nazaire, son propre bureau d'études. Le premier produit de ce bureau fut le Loire 10 à moteur Salmson de 230 ch. En 1930, un programme officiel était émis, qui visait la livraison d'un triplace monomoteur destiné à l'emploi aux colonies.

La firme de Saint-Nazaire dérivait de son type 10 le type 11 répondant aux spécifications officielles et se présentant comme concurrent des Farman 196, Nieuport-Delage 690, SPCA VIII et Weymann 40.

Dessiné sous la direction de l'ingénieur Asselot, le Loire 11 fut construit à deux exemplaires commandés par l'Etat au prix unitaire de 570.500 F. L'appareil était doté d'une voilure de forme en plan elliptique dotée de volets de courbure simples. La cabine, longue de 3,25 m, large de 1,20 m et haute de 1,65 m pouvait recevoir quatre passagers ou 185 kg de courrier ou encore un blessé couché accompagné d'un assistant. Les missions coloniales pouvant imposer un caractère militaire, l'avion était armé de deux mitrailleuses Lewis, de douze bombes légères de 10 kg ou de 27 grenades.

Le train d'atterrissage à large voie et amortisseurs Messier de 18 cm de course comportait des roues Loire en dural embouti.

L'ensemble de la construction était métallique avec ossature en treillis de profilés ouverts disposés en poutres de Warren et revêtement rivé. Malheureusement, le programme colonial fut abandonné en 1933 et aucun des concurrents ne fut finalement retenu.

Moteur. — Un Lorraine 9 Na « Algol » de 300 ch.

Caractéristiques. — Envergure : 16,50 m, longueur : 10 m, hauteur : 3,25 m, surface alaire : 35 m<sup>2</sup>, poids à vide : 1.238 kg, poids total : 2.100 kg.

Performances. — Vitesse maximale : 210 km/h, vitesse de croisière : 185 km/h, autonomie suivant les missions : 900-2.900 km.

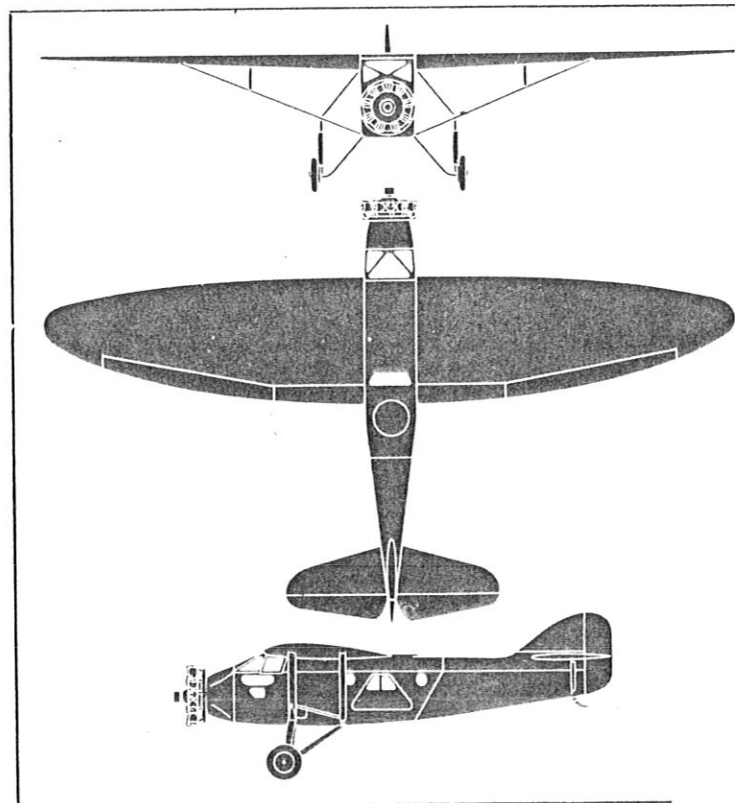
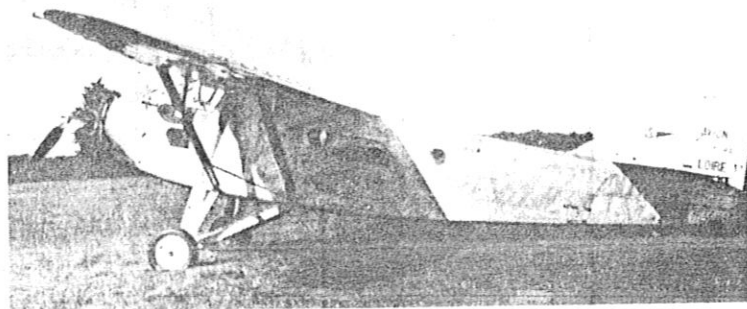
She was of all metal construction (no rust or rot in the jungles and a glancing spear or arrow might bounce off her rhinoceros-hard hide), and besides seating three, she could be modified so as to carry one wounded man and his "attendant".

The military load consisted of two Lewis guns, twelve light bombs, or of 27 grenades. It seems that twelve light 22 lb bombs weigh a lot more than 27 grenades, but perhaps there was some safety regulation about all those pineapples rolling about the cabin, with the aft gunner tossing them merrily into Rif villagers. Or, perhaps the natives would have had enough and surrendered after 25 grenades.

The engine was a Lorraine "Algol" of 300 hp, top speed 130 mph, cruising speed 110 mph, and the range could vary from about 500 to 2500 miles, according to mission and load.

Being all metal, the color seems simple enough...bare silver, but the rudder looks like it was painted white.

Anybody out there want to try this elliptic-winged "native knocker"?



# FLYING ACES

FLYING ACES CLUB FALL MEET, OCT., 15, 1972  
AT DURHAM MEADOWS, DURHAM, CONN.  
9:00 A.M. TO 5:00 P.M. SIX EVENTS!

O.K. you Pirreli punishers, the FAC has got plenty of action lined up for your rubber scale crates and our one non-scale event, Embryo Endurance. So get out the lube bottle and come on out and get in the action. There are trophies and old plan prizes for the winners and fun for all who fly!

Here is a list of events. All AMA age groups combined. (JSO)

1. Embryo Endurance; an event for non-scale sport jobs of certain dimensions.
2. Flying Aces Scale; two ships may be entered in this event that offers bonus points for difficult to fly models to give all types a chance to win first place.
3. Shell Speed Dash; an endurance event for racers. All flights must be in by 12:00 noon as you must fly this event in order to qualify your racers for the Thompson and Greve races later in the day.
4. Greve Trophy Race; an endurance event for racers with simultaneous launching of racers just like the real thing!
5. Thompson Trophy Race; same exciting style event as the Greve! Lots of split second action here fellas!
6. Peanut Scale; probably the most popular rubber event in the U.S. and originated by the Flying Aces Club in 1967.

A.M.A. sanction # 741. All contestants must be AMA members. You may join the AMA right at the field on the day of the meet if need be. A blanket entry fee of \$2.00 gets you in any and all events and entitles you to receive the club newsletter for a year.

For answers to any questions concerning this meet write to  
Dave Stott, C.D.  
FAC GHQ  
66 Bankside St.  
Bridgeport, Conn. 06606

If rubber scale modeling is right down your runway you will not want to miss this meet. It is the largest of it's kind in New England. And don't let that scare you, 'cause it is also the most friendly and low pressure competition modeling you will find. So reach for the glue tube and who knows- maybe HUNG, Great God of Thermals will favor you this time, eh wot???

