

FLYING ACES

Club News

Issue #31



HUNG
Se em no mor

Don Edson

FAC Spring Meet Announcement on last page!
One more event added!

See that King of the Clouds there on our Spring Issue cover? That's the guy who reaches down and snatches your Embryo Endurance ship on its first (never third!) flight, and takes it to his bosom, or, worse, finds it not quite to his liking and, rejecting the tender balsa and tissue morsel, deposits it in a woodland glade, twenty-five miles away, high up in a gnarly oak tree. Another ship gone. Another long thirst for an FAC trophy and a spot on the Kanone List....in vain. Wasted time! Except for the fine, clean companionship of the fellow FACs on the model tarmac and their crocodile tears of sympathy for you, all that remains is to go home, lick your wounds, build another Embryo, and do something to try and propitiate an ever-capricious God of the Gbaming!

And Hung has a taste not only for Embryos, but also scale ships, as you can see from the Hung's Altar section we occasionally run. His lusts are as universal as they are capricious.

Now and then we have had a huge sacrifice of ships, burned in a huge pyre like those AEF left-overs on Frogland in 1919. Perhaps Hng liked the burnt offering. Or perhaps the smell of that tired Pirelli disgusted him, but he has yet to truly favor our skysters with a deft snatch of a plane on its third flight, giving the proud flyer his coveted trophy, and making him snare that plave on the Knone List. What a thrill it is to see a happy skyster snatch victory from the jaws of defeat; usually it is the other way around!

Hung....our Hero.

This fine and terrifying rendition of the Great God of the Skies was created exclusively for this issue by Don Edson. Don, you remember, has had some particularly nasty scrapes with Hung, who either doesn't like Don, or loves his planes. It's all the same difference to Don, whose models Hung quickly carries off in his nasty net...either on the first flight, or, better, on a test flight. All Don can do is to say "Shucks", like our Yank Pilot at the right. And go back to his building board to make another determined try.



That's the spirit of the skies, Don! Even though you know how mean Hung can be, and what a capricious master he is, you have rendered him homage with your artistic skills. Can we do less than print this picture on our cover? Can we do less than to build offerings to this diabolical deity?

No sir! Get those new or rebuilt ships ready. Despite the howling winter winds, summer (and Hung) will be here, and we have to appease him, his haughty mein, his gnawing hunger for balsa, jap tissue, rubber, and wire.

Yep. Here we are. The "Hung People".

Hey, motor-peg breakers, do you know that moment when your motor breaks? All twelve strands? Or two? That instant when the uprights and shreds of insignia-emblazoned tissue go flying about in a spray of doom? And you know your greed for more seconds was a stupid quest, for now you have hours or oath-filled rebuilding to do?

Sure. We all do. And your FACbuddy next to you says, "Oooops....back up one turn, and you'll have it just right."

Well, there is one more problem associated with this grief and mess. That is removing that too-tightly wound bit of motor, maniaaally twisted about itself in the rear of the fuselage, still ready to give its all, but now only a dire threat to ruin forever what is now a merely broken plane.

There are several ways of licking this problem. One ex-FAC used to hang the model up for six months and let the motor rot itself to death. Obviously, having this incorrect attitude, he left us years ago to play with machine guns of something similarly constructive. Or, you can try to fish into the side of the fuselage...through that gaping hole you just made with your greed...and attempt to grasp one strand of the motor and deftly draw it out of the model, toward yourself, hoping that thereby the motor will then begin to unwind itself and by endlessly repeating this fine method for about five minutes, you'll get the bits of the motor slack enough so that you can get the rear peg out, etc. This is, of course, if your shaking hands do not too firmly grasp the fuselage (already grievously mis-handled) and crush it like a little wren, dashing your efforts again.

Then there is the FAC Method. Users of the FAC Method firmly take hold of the mess and withdraw the rear peg, trying not to pull the entire motor through the hole intended for the peg and so enlarging it that another day's flying is ruined. If you are successful in pulling out the peg, you are presented with a truly marvelous sight. A huge, AMA Scale gorilla is loosed within your fuselage, and hops about, smashing everything within sight, uprights, cockpit celluloid, more tissue, until, his energies spent in trying to escape from his tissue cage, he lies down dead on the bottom of the fuselage. He can now be withdrawn from any number of jagged holes in the tissue, choose whichever is nearest to hand or most convenient. When his poor carcass is dropped to the floor, note the final twitching of the nerves after he lands.

This MA Scale gorilla has heretofore merely been known as "the Gorilla God".

Since he is a fellow we all know too well, we think he ought to have a name, and we are opening the floor to you namesters out there who think they can give this destructive fellow a decent monicker.

We will award several sets of vintage Peanut plans to the person who comes up with the name we think best. This is appropriate, for this gorilla seems to most

happily romp inside Peanuts. Drop us a line at GHQ! Think, name, win with the FAC!



Our annual Big Doings in the Winter Wonderland of gyms and Hung's element is again over. Once more the gang here at GHQ has been poring through piles of mail, in hopes of winners.

Dave Stott's commanding lead on the Ne-Cal Outdoor of 185 seconds held up. He crushed us all. He made that flight on a dank, dark day. In the fog. Despite that cloud-dew wight over the ground, Hung was there, higing. Remember, gorilla-gapers, our thermal god can be there on any day. All it takes is that old temperature differential. Dave caught one and rode it to a win.

No-Cal Indoor saw a real pitched battle for a while, with John Stott gesperately challenging Dave's Kalknin (the Indoor Winner). He got to within .5 of a second, and Dave thought he had things all wrapped up. Think he won? Nope...at the last minute in came Koller Chet Bukowski with a flight of 122.3 on his Howard Mike. Drat Bukowski! He always wins!

Peanut Outdoor saw Bob Thompson thinking himself a pretty keen skyster with 63 seconds on his Lacey. Alas! Clarence Mather went out on a beautiful day and destroyed you, and the Lacey. We'll let Clarence tell about it. "Received the true blue newsletter - great, as usual. It reminded me of the Peanut Postal. Today was a beautiful day, so I took the Nesmith Cougar and it rode a weak thermal for 212 seconds. Drift was light, and I kept up with it on foot. It landed in the desert brush about a quarter mile from launch. It was just a speck to the timer."

Well, Clarence, Hung might well be here, too, but at this time of year, hes hardly around in such strength to give anybody a winner like that! In a "weak thermal". You've got yourself a winner. That Cougar drove the poor Lacey and its builder right back into their hangar for the duration of the meet! They never dast again show their heads, being "sportsmen".



Indoor Peanut finds Dave Stott the winnah. Again with a Kalinin. Don Edson had a good lead, right up to Dave's indoor session on 11 March. It looks to us Peanut Roasters that Dave has himself a pretty good design with that Kalinin, and we hope tat Dave will be so kind as to run this Stalin's Standby in a

future issue of the News so you other roasters out there can have one.

G-2 AT WORK ! (?)

The other day, while reading our favorite mag, we noticed the following letter in the March, 1940 issue,

"I built your Hi-Climer" from Earl Stahl's plans in the August, 1939 FLYING ACES, and it sure is a beautiful flyer. That fellow Tom Laine, who wrote in the December issue that he didn't like it, probably needed a little downthrust for the prop of his ship, as did mine. On calm evenings, without thermals, my Hi-Climer makes 45 seconds on 325 hand turns. Let's have more flyers from Earl!"

This epistle is signed Clarence Mather, Plainfield, Illinois. Is this our same sanut Winner, who caught the "weak thermal" with the "light drift"? Tell us, Clarence!

Bill Hannan took note of our Caproni Dream Ship and says the "funniest thing I ever read about it said the ship was destroyed when it "burned down". Note that a normal aircraft is considered to "burn up". But when it gets that huge, it simply must burn down, like any other building". Yeah...sort of like a Cecil B deMille Western set when the stagehands get too drunked-up and carouse around with matches. All that wood and cloth could have kept Rome heated throughout the Mussolini years if they hadn't been so prodigal! Think of all the Italians who had to go without bedsheets so that they could burn that thing down!

MUSEUM MUSINGS

At Glastonbury, on 13 January, Henry Struck gave us his old Dallaire Howard Pete, to have it forwarded to the Model Museum in San Diego. This is a historic occasion for a historic model, for that old Pete won the very first Peanut Scale meet ever held, way back in 1967, at old Pinkham Field, in Fairfield, Conn. We have since shipped it out to Bill Hannan for a final check-over before being enshrined forever in the Smithsonian of Modeldon....Russ Barrera's Russ-Craft Museum. The model has safely arrived, Henry, and Peanut flyers everywhere thank you.

Here is a shot of Hank and Pete at one of the past FAC meets. How about the admiration in the face of that observing young fledgling on your left, Hank? We kind of think a seed may have been sewed right then. That is the FAC GHQ tent in the background.



CONTEST CALENDAR

6. Flying Scale (Gas).....
6a. Flying Scale (Rubber).....
7. Rocket.....
8. FAI Wakefield.....
9. Unlimited Rubber.....
10. W.L. Glider.....
11. FAI A-1 Towline.....
12. FAI A-2 Towline.....
12a. Payload (From).....
12b. Cargo (From).....
12c. Helicopter (From).....
12d. FAI Coupe D'Alouette.....
INDOOR (Cat D, CH, CHH, CHV)
13. Paper Stick.....
14. Stick, AM.....
14a. Stick, FAI.....
15. Cabin.....
16. W.L. Glider.....
16a. Flying Scale.....
16b. Easy B (Suppl.).....
16c. Peanut Scale (From).....

April 14-- Cambridge, Mass. (AA) Tech Model Aircrafters Indoor Meet for 13, 16a, 16c (JSO), 16 (JS) (O), Delta Dart (J). Site: Mit Armory. R. Harlan CD, 15 Happy Hollow Rd., Wayland, Mass. 01778.

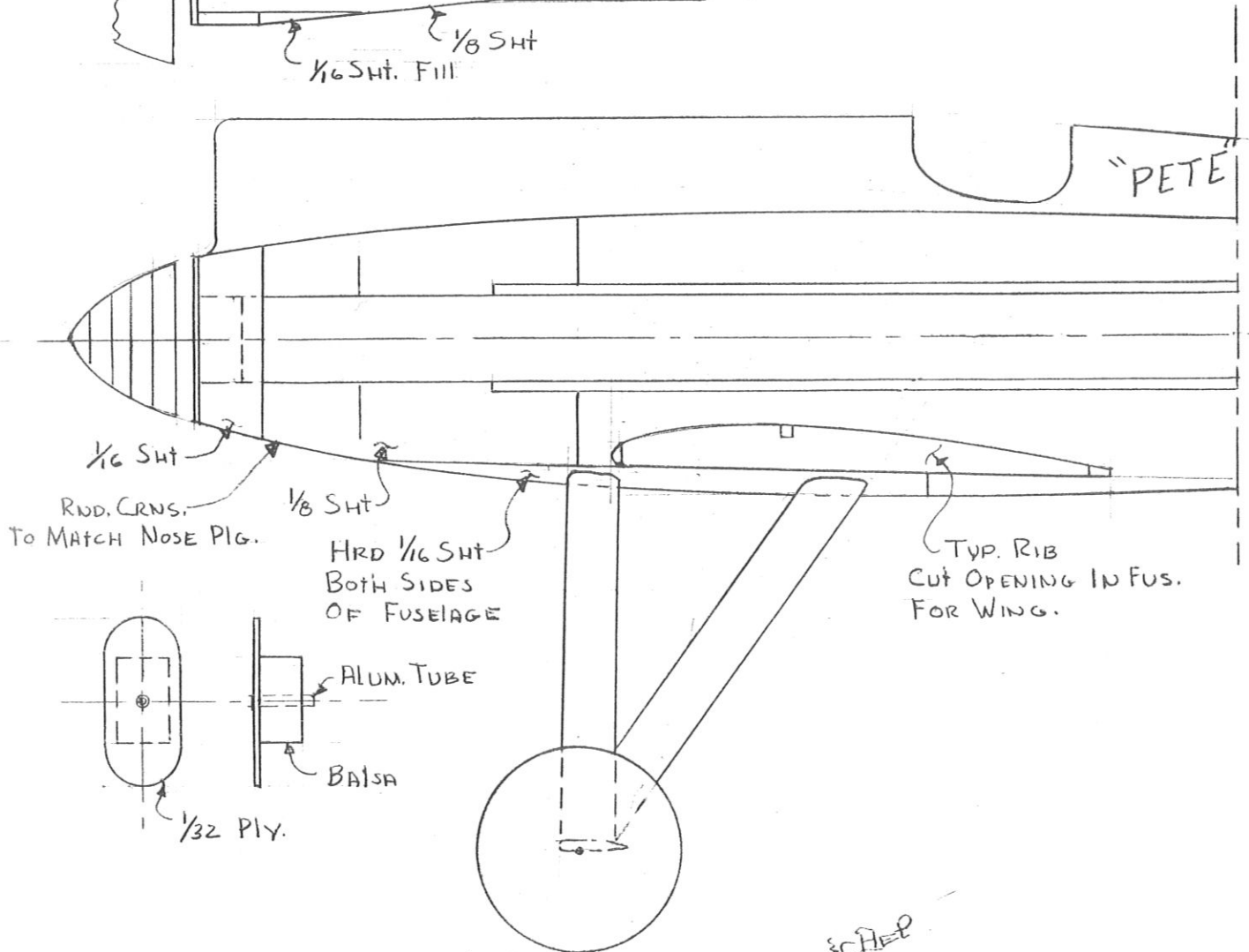
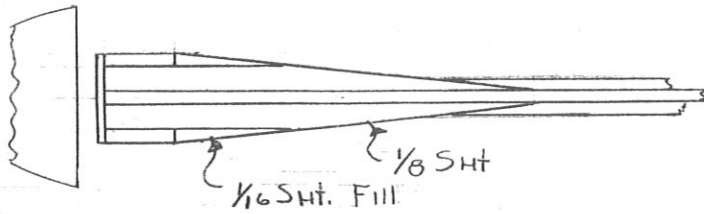
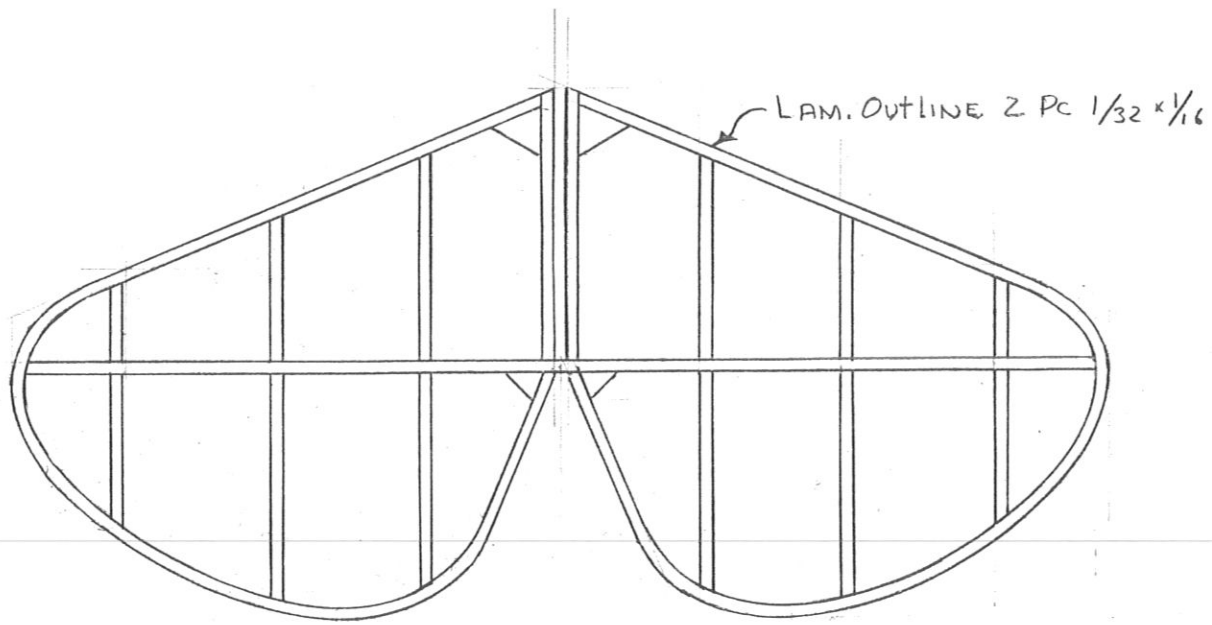
April 29-- Hicksville, L.I., N.Y. (AA) LIAMAC Indoor Championships for 14, 16a (JSO), 16, 16b, *16c (JS) (O). *LIAMAC Rules. Site: Cantiague Park. W. Dunwoody CD, 985 Ft. Salonga Rd., Northport, N.Y. 11768.

May 20-- Glastonbury, Conn. SAM-7 Spring Rally (Old Timer) for (2-4), 6a, (8, 9), SCIF, Peanut Scale (J) (SO), RC Old Timer (JSO). Site: Meadow Road. J. Whittles CD, 43 Farview Ave., Saybrook, Conn. 06475. Sponsor: SOCIETY OF ANTIQUE MODELERS CHAPTER 7.

June 24-- Chagrin Falls, Ohio (B) 2nd Annual Great Lakes Rubber Scale Meet for 16c, Flying Aces Scale, Jumbo Scale, No-Cal Profile Scale, Thompson Trophy Event (JSO). Site: Savage Road. V. Didelot CD, 4410 Lorna Ln., Erie, Penna. 16506. Sponsor: ERIE MODEL AIRCRAFT ASSN.

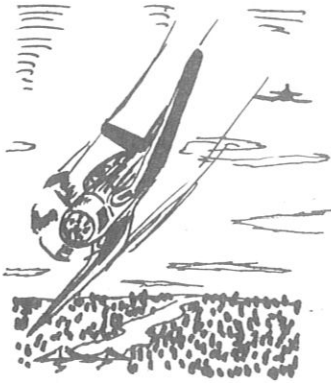
And speaking of fun, have you read the contest flyer on the last page of this sparkling issue yet??? Yep, it has all the dope on our big FAC Spring Meet that is going to be held in Glastonbury, on the Glastonbury Meadows this year, fellas. And we are adding one more event---No-Cal Scale! Lt. Gerry Donahue thought it would make for even more winged fun and has donated a trophy to get things

Pg.6.

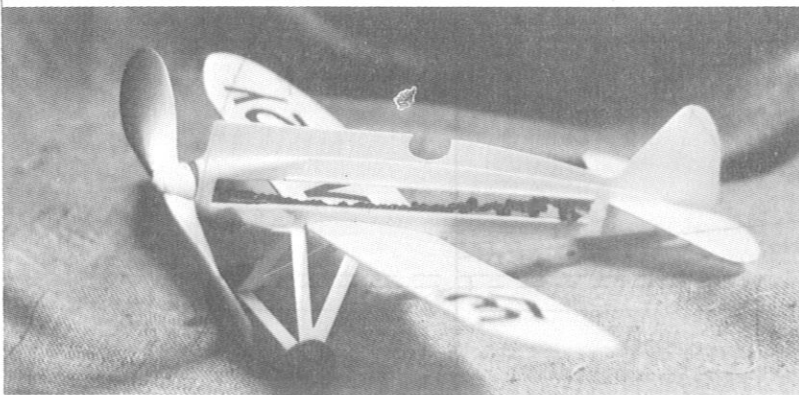


No-Cal Howard "Pete", by F.A.C. Colonel Chet Bukowski.

Hey Wingsters, slide your Meyrowitz goggles up onto the leading edge of your helmet and get a gander at this swell crate! Seems like Col. Chet and the FACs up Boston way are having them selves a pylon polishin' good time indoors these winter months flyin' No-Cal racers in simultaneous R.O.G.s ! G.H.Q. sure admires these Clubsters from Bean Town for their enginuity in keeping the FAC spirit of the scoured skies alive thru our long hard winters. How about letting G.H.Q. hear more of your activities, fellas?



Now fellas, G.H.Q. sure hopes you have been trying to outdo the out doers in our No-Cal Postal meet. Them bummers sure can use a shake up and Chet's crate is the one job that might just do it for you. G-2 agents here at G.H.Q. have seen this bird perform and can vouch for it's doing competitive times. Why not try one yourself? If you cannot get her to go your way now, maybe by the time the next FAC meet is held you will have her in tip top trim as No-Cal Scale will be one of our latest events to be added to our contest agenda. One more chance to get your name and rank on the coveted FAC Kanone list.



Here is Chet's model No-Cal Pete on the left and a fine job he has done of it, too.

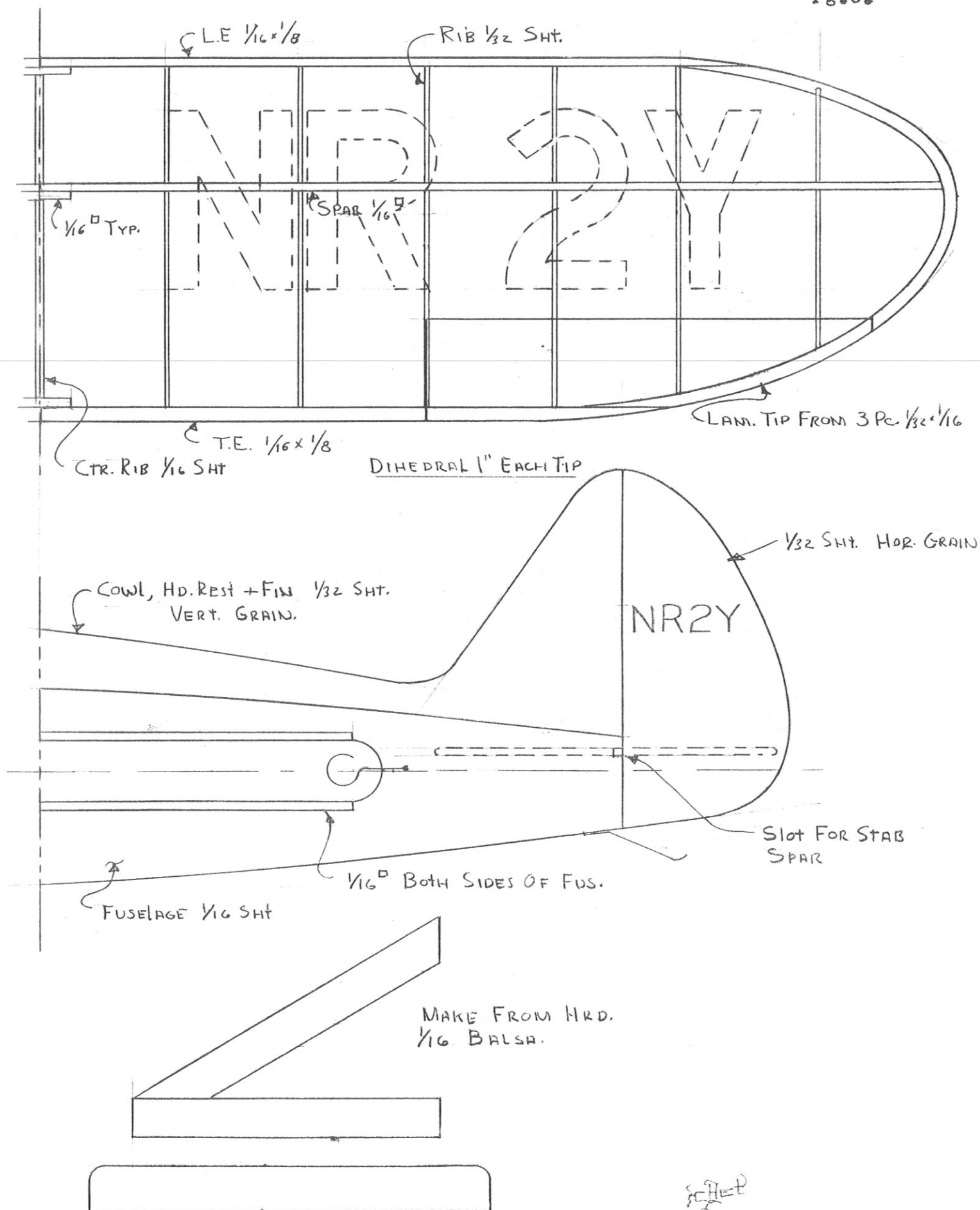
By the way, fellas. Note how Chet signs his moniker. Just like an old Ray Weeks article describes in the old Flying Aces magazine. Glad Chet is keeping up with his studies!

CONTEST CALENDAR, continued.

off &-rollin' straight down the FAC runway. So don't put those slender sky slicers away in the back of the hangar after the Postal Contest is over this year 'cause you Wingsters will have yet another attempt to add a victory to your credit on the FAC Kanone list.

Of course we will have all our other events that you fellas look forward to so dust off the ol' crates right now and get 'em in trim for that big day in June when the FAC-gulls will gather again! (We don't want to anger the R-C boys by being so protensious as to call it a "gathering of eagles"! Besides, what is wrong with Jonathon Livingston Seagull???)





For once in our hectic life, your F.A.C. is going to describe some of the sources of old time plans and supplies as well as gadgets for rubber models. We have made it a point in the past to leave it up to other publications to clue our clubsters in on what modeling goodies are available to them. Well Skysters, we just can't contain ourselves any longer. We were as shocked as Ben Franklin's kite string to find that there are many of our pals of the ozone as well as F.A.C.s that are not savvy on the really coveted stuff for rubber modeling. Let us take a look at what is offered--



Let's take a look at plans for a take off, fellas. Most of us do know that Bill Hannah has plenty of good Peanut plans, Pirelli rubber in small strips, wire hooks, Hungerford wheels, Karlstrom 3-views, Brown CO2 motors, etc. Send to Bill for his catalogue. Address is P.O. Box "A", Escondido, Calif., 92025.

Also, for all you Peanut Pilots, Clubster Walt Mooney is offering a "Bag 'o Peanuts" for a five dollar bill,. You get at least a dozen Peanut plans by Walt, as well as about three "trinkets" like we publish in the FAC News from time to time.

Now John Pond is the FAC you should contact for all the swell old time plans by Comet, Megow, and most of the more rare companies of old. John has a swell supply of rubber scale, rubber endurance, and gassies to select from. Write to John Pond, 4135 Avati Dr., San Diego, Cal. 92117. (Say John, does "Avati" mean anything connected with Aviation in Spanish??)

Those ozone oscillators of Detroit, Mich. tell us their book of plans of Race Planes will soon be ready. GHQ will keep you fellas posted on this as well as the book of W.W. II jobs and a third book of biplanes if the first endeavors are successfull.

Another source of Peanut Scale kits (Thats KITS, fellas) is Peck Polymers, P.O.BOX 2498, La Mesa, Calif., 92041. Helmets off to the first kit-maker of Peanut Scale jobs, Clubsters. Proof positive that Peanut Scale is alive and well right in Fernando's back yard!

O.K., fellas, lets take a look at some of the three views that we can get our greedy paws on. Gordon Coddling is one such supplier. His tastes run from repros of factory drawings on WWI and light planes to scale drawings of Race planes and even more light planes, such as the Storms mono-plane and the Snyder - MacReady Baby Bomber. Howzat for odd balls??????? Gordon's address is 4572 West 147th St., Lawndale, Calif. 90260.

Pylon Polishers??? You bet! From Bob Hirsch, 8439 Dale St, Buena Park, Calif. 90620. Bob has more three views on racers than you can shake a joy stick at. They have cross-sections a-plenty for all you dare devil draughtsmen to use in designing your own rubber powered sky streakers.

So has J.A.Skinner. Skinner's drawings of racers are $\frac{1}{2}$ inch to the foot scale with about three sections to help you draftsmen out. These plans are available thru John W. Caler Publications, 7506 Clybourn, Sun Vally, Calif. 91352.

Also from J.W.Caler are "Obscure Aircraft Plans" of vintage flying machines in rubber powered flying model form.

Classic and rare old racers are available in model plans from Caler Pubs. These designs for rubber powered flying models are by Art Hall and are as loaded with detail as a Joe Ott plan lacks it.

Now that you have all these plans (have you?) you will need some supplies to build your models, nest paw?, as P. Pinkham would ask?

Omer Marsden, 801 Orchard Dr., Dayton, Ohio. 45419 has some really rare supplies for you clubsters. Like nitrate dope and glue like you have not whiffed in thirty five years or more! Brass washers and music wire!.

Whoops! We almost overlooked the American Air Racing Society and the three views they offer in 3/4 inch to the foot scale with sections of such sky streakers as the Gordon Israel Radhead and Haines "Mystery H-3". The address of the A.A.R.S. is P.O. Box 121, South Euclid, Ohio, 44121. Clubster Rudy Profant is one of the draftsmen on these drawings so you know real race fans are behind this organization.



Oldtimer Models of 7454 W. Thurston Circle, Milwaukee, Wisc. 53218 still has some great old stuff left from plans to compressed air motors! And these plans are not reprints, but the real thing! Also listed in their catalog are other sources of reprints of some swell rubber scale plans. Better check this one out, fellas. They carry good balsa, too. In those good old sizes like 1/64 and 1/20 sheets.

About the best mag goin' for FAC types is "The Model Builder". You are assured of a rubber scale plan per issue and plenty of swell pics and info, including three views which seem to be rather rare in some modeling mags these days. A year's subscription costs \$8.25. The address is 12552 Del Rey Drive, Santa Ana, Calif., 92705.

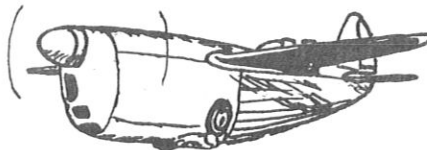
Another source of plans of unusual subjects as well as favorite is from Modernistic Models, Box 6932, Burbank, Calif., 91505. There is a good number of Peanut Scale plans in the group offered by this outfit, so keep that in mind Peanut Peelots!

Harold Osborne, 1932 Conejo La., Fullerton, Calif., 92633 has some highly detailed large size three views with plenty of sections so that a model could be built directly over the drawing. Latest is a Consolidated PT-3 biplane spanning 24 inches.

Boy fellas, as sure as we may have missed a plans producer or supplier we come upon yet another! As we have been composing this coverage another plans outfit has come into being for all us rubber powered scale advocates to consider. J.W.Fitzgibbon, P.O.Box 13 (Vot a number) So. Braintree, Mass, 02184. has quite a selection including books and mags for sale. One buck will bring you his list and sample plan.

That is about it so far, Skysters. We may have omitted a favorite supplier of yours. If so we did not do it except on pure ignorance or forgetfulness. If we have done this please let us know here at G.H.Q. and we will make it known in our next issue. This is one reason why we have never mentioned any particular product or supplier in the past. All are important to our hobby and we felt we might not give ample coverage to one as we might to others. But as we mentioned in the first place, we were rather surprised at the lack of knowledge of the sources of plans and supplies available to the rubber scale builder.

Now we mentioned gadgets as well as supplies and plans. Let's hop to the next page and see what is offered in this phase of good old rubber powered model flying-----



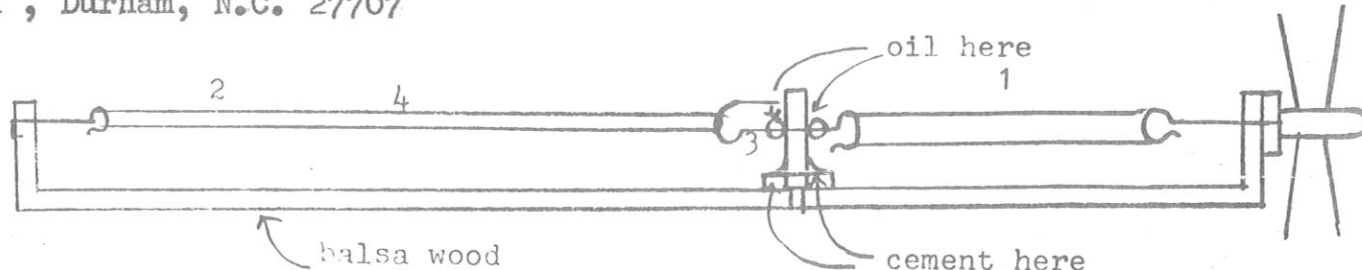
The F.A.C. Goes Commercial, cont'd.

Through the many years of building models, both scale and non scale, many systems of "gadgets" to prolong motor runs and increase endurance of flight have been devised. Some winning and prominent Wakefield designs of old have used "Return gear boxes" in the tail to run a double length motor (before motor weight restrictions) to increase endurance. They have been successful. There have been gadgets to increase motor run by breaking the motor up into separate motors of lesser numbers of strands to drive the same prop, gadgets to cut in a fresh motor after the first motor has delivered it's power to the prop, reduction gearing and "up" gearing that supposedly increase the efficiency of the prop and power delivery. Some devices are light, some heavy. Some complex and tough to build, some are simple. Some are effective, others not quite. Some are reliable, others lack the reliability needed for contest flying. BUT, they all are the brainchildren of modelers like ourselves who are not satisfied to sit back and say, "this direct drive, simple way to power a prop to fly this model is the only way to do it."

Lately G.H.Q. has noticed a rebirth in this form of thinking and we remove our helmets in salute to these modelers who have gone so far as to offer their ideas (for that is what you are paying for when you buy one of these gadgets) on the market. The few dollars you might pay for any of these articles hardly repays the inventor for his time and effort.

We now present some of the gadgets currently offered. If they be worthy of incorporating in your next model or not is up to you to decide. G.H.Q. feels it is our duty to mention, not to criticize. The following gadgets are available as of this writing. The older ones will be covered in future issues for your comparison.

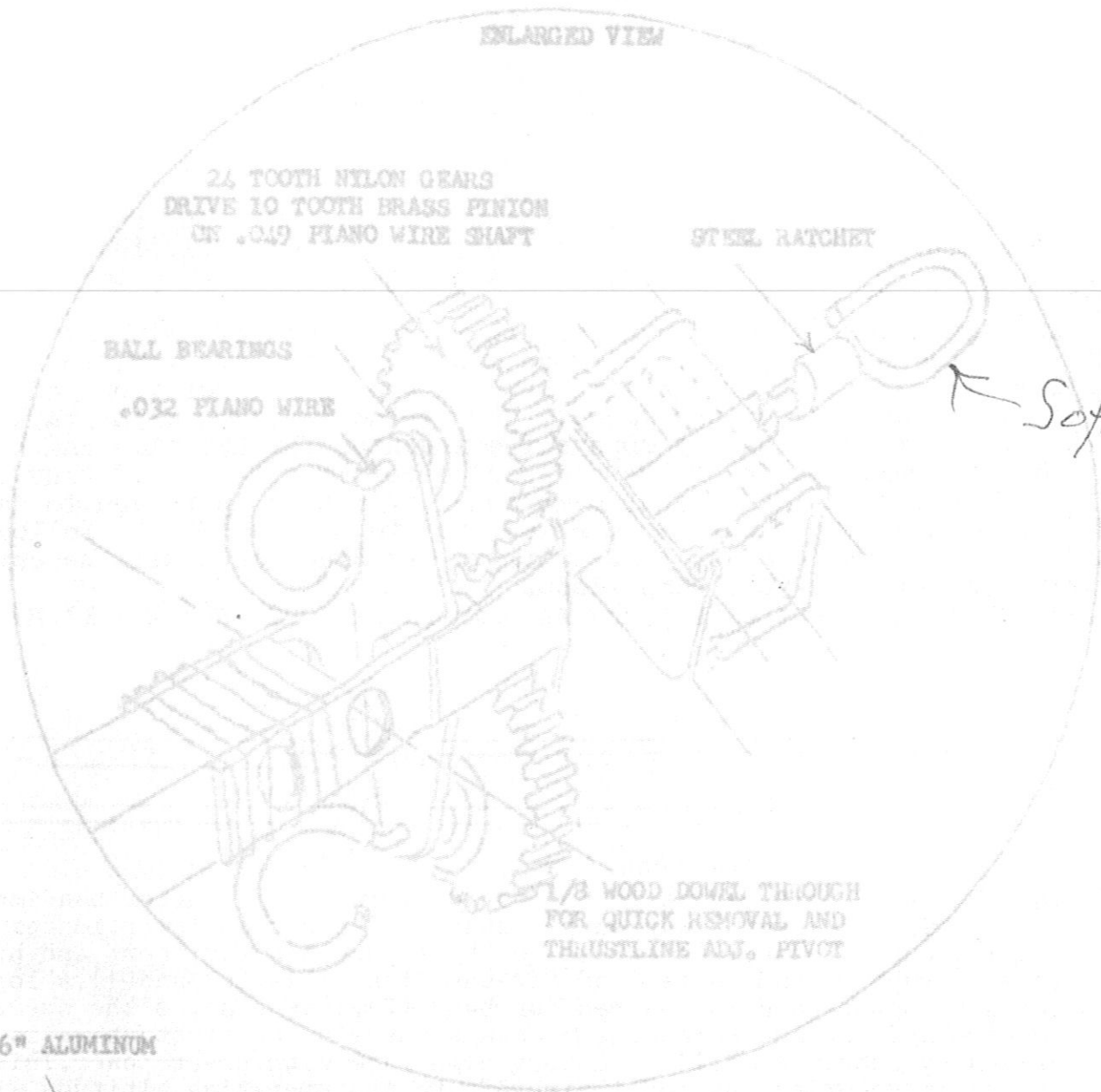
Below is a gadget offered by Al Cain Plans, 3022 Chapel Hill Rd., #37 A, Durham, N.C. 27707



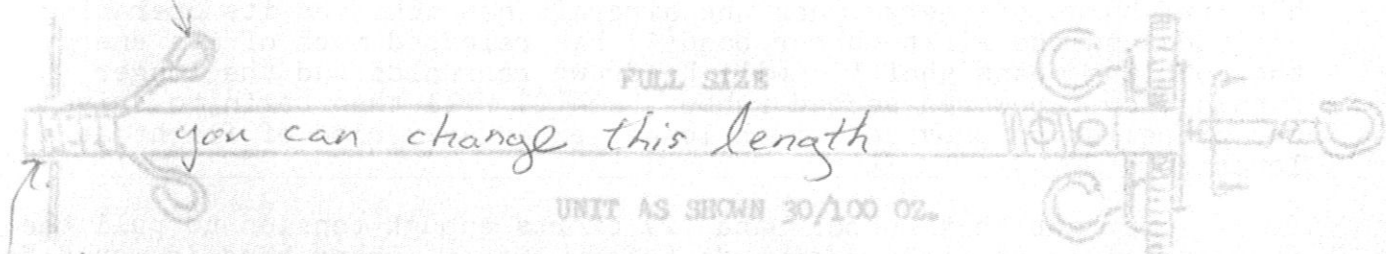
The object of this device is to provide a two stage rubber band motor with an initial high power output stage and a second lower, longer running output stage. Referring to the figure, a heavy, short, and high tension rubber band is desired for the first elastic band (1). A longer, thinner rubber band is desired for band (2). This enables the operator to have a first and second power stage, wherein the first stage is driven by rubber band (1) at a very high rate with great power. This will assist in powering the model aircraft to its operating altitude with a high rpm burst of energy. Once the aircraft has achieved its operating altitude and the first rubber band (1) has released much of its energy, the coupling means shaft (3) will be drawn rearwards and the longer running, lower powered second rubber band (2) will then begin to drive the propeller to provide a much longer extended period of flight at a lower power.

It is important that rubber band (2) exerts enough tension to pull the coupling means shaft (3) rearwards before either rubber band is wound (See Fig). With one hand grasp the rubber band (2) near its center (4) and continually pull the rubber band rearwards and release it as the propeller is being wound. After rubber band (2) is completely wound, hold the propeller and then push the coupling means shaft (3) forward so that it cannot rotate and then you can wind rubber band (1). The propeller is then released and is rotated first by rubber band (1) and then by rubber band (2).

Next from Crow Hill Models, Box 37, Mill River, Mass., 01244 is the motor split up and reduction gearing with free wheeling and prop saving device.



Soft wire



Sq. hole
in bulkhead

THIS CAN HELP STABILITY OF SCALE MODELS BY CONCENTRATING WEIGHT TOWARD FRONT. ANY RUBBER BEHIND COCKPIT MAKES BALLAST NECESSARY IN NOSE. THE GEARING USED REARRANGES THE TORQUE AND TURNS TO EXCEED THOSE OF A SINGLE GEARED MOTOR OVER TWICE AS LONG. SAME RUBBER GIVES 20% MORE TURNS AND EVENER TORQUE CURVE.

Erie Squadron Indoor Meets.

Lt. Lin Reichel of the Erie, Pa. F.A.C. Squadron #1 has sent G.H.Q. the results of their latest indoor meets the Clubsters have been holding in a pretty tight cubicle of ozone. Lin says, "After a flying session the floor lookslike the Pacific Ocean floor after the Mariana's Turkey Shoot. Well Lin, if you fellas train in a place like you describe (35 X 42 with a 16 foot ceiling!) you ought to do pretty good in any larger place you might have to compete in. Here are the results of their meets. More aces to add to the F.A.C. Role of Honor, The Kanone List!

First Meet.-Peanut Scale.

1. Joe A. Barna...Andreason...35pts.
2. Tony Frackowiak...Alco...34pts.
3. Tom Hoyt...Jodel Mascarat...29pts.

Pretty close betwixt the winner and second placer.

Second Meet.-Peanut Scale.

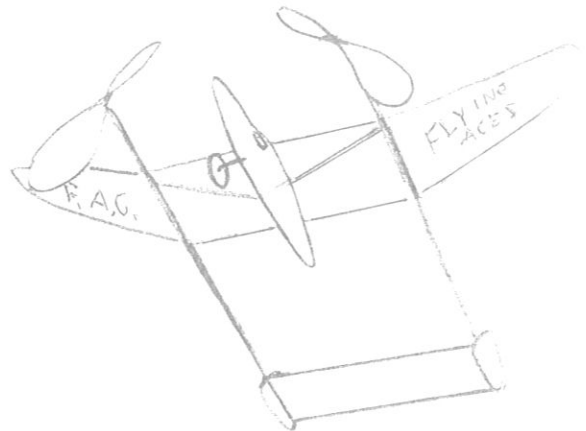
1. Joe A. Barna...Andreason...31pts.
2. Joe R. Barna...Taylor Cub...24pts.
3. Tony Frackowiak...Alco...21pts.

Joe A. does it again! And this time it is not Joe Archibald as in the old F.A. mag.

No-Cal Scale.

1. Barry Reichel...Citabria...14pts.
2. Lin Reichel...Citabria...7pts.

Looks like family affairs here fellas!



"F.A. TWIN TRACTOR STICK"

S.O.S.

Clubster Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506 is looking for a 3-view of the Martin MO-1. How about it FACs, anyone got one???? If someone does have one please send a copy to Lin and if you can, also one to F.A.C.G.H.Q. so as we can publish it in a future issue.

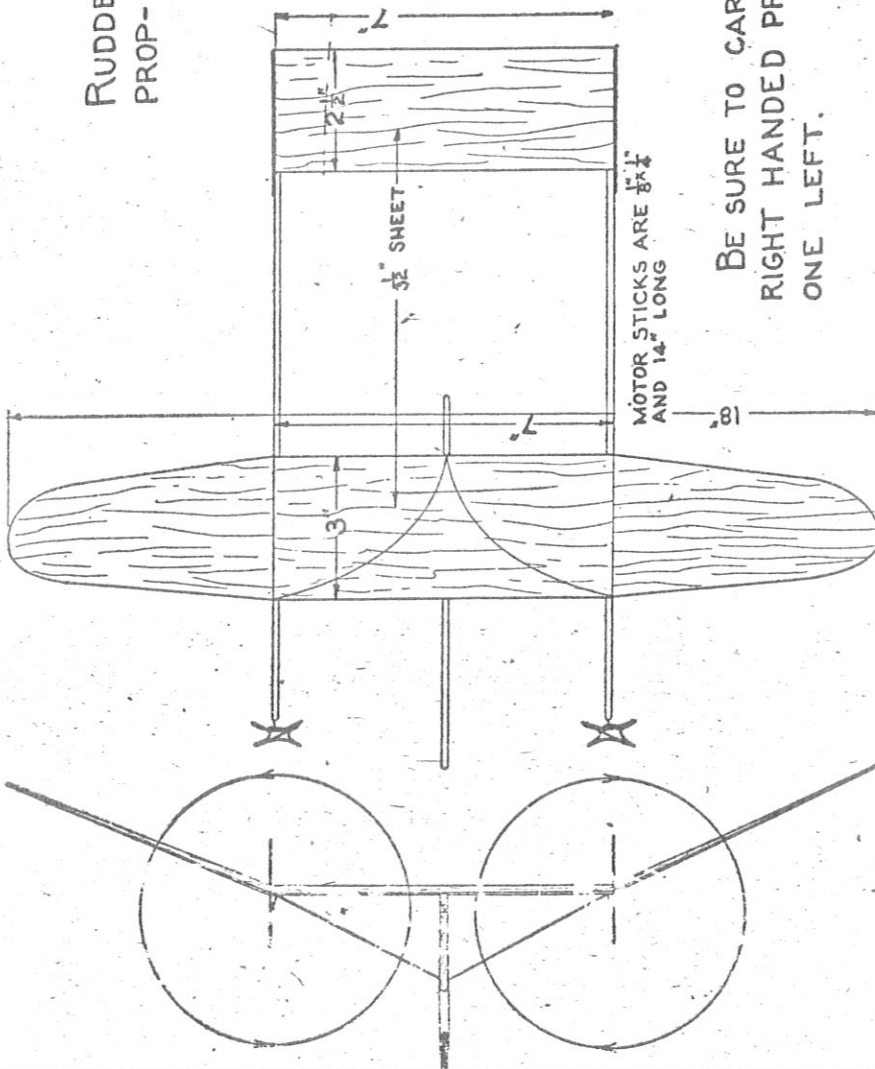
Time for a Trinket.

In almost every issue of the FAC News we have published a plan from the old Flying Aces mag or an original from one of our clubsters that we have dubbed "Trinkets". The Milford Fox has given us the "Flying Aces Gnat", a tiny HLG that has been carried aloft on stick models to soar as high as any real gnat has dared venture. The "Flying Aces Teardrop Stick" by Alan Orthof, the "Arial Handyman" of the F.A. of old has brought thermal riding pleasure to some of the lads here at G.H.Q.

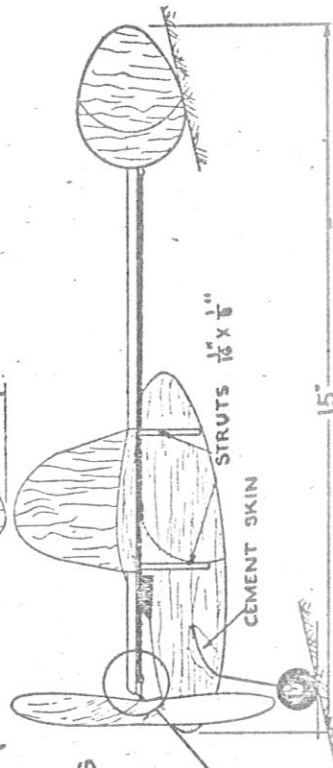
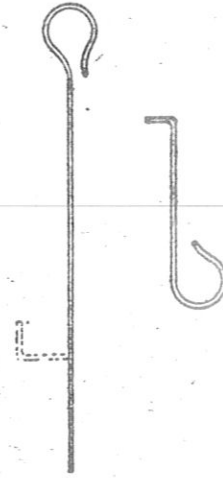
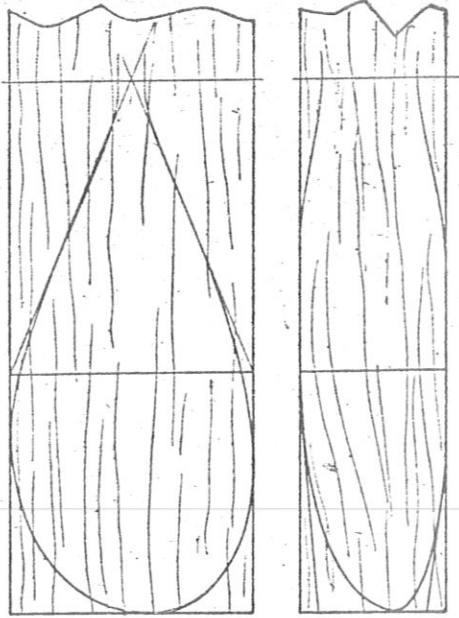
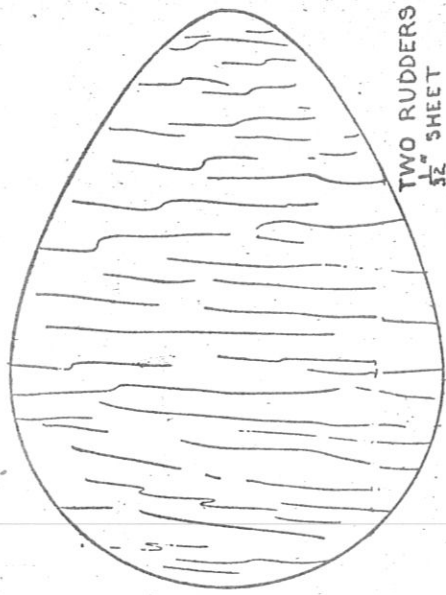
At the last indoor flying session at Glastonbury there were no less than two "Flying Aces Mosquitos", an "F.A. Soda Streak", Two more AMLA ROGs from plans in the FAC News, and others. Lt. Henry Hill got a durn good 34 secs out of his six inch "F.A. Mosquito"! Anyone for Peanut Endurance????

Anyhow, we know the trinkets we print are being built and enjoyed. Although the FAC is dedicated to the ancient art of rubber scale modeling, we are also dedicated to modeling FUN. So Skysters, here is yet another "Trinket"----The "TWIN TRACTOR STICK" by Gilbert Shurman, Aug., '41, F.A. Reach for the ol' balsa, fellas! Spring thermals are around the nearest cloud bank! Up and at 'em!

RUDDER AND
PROP—FULL SIZE

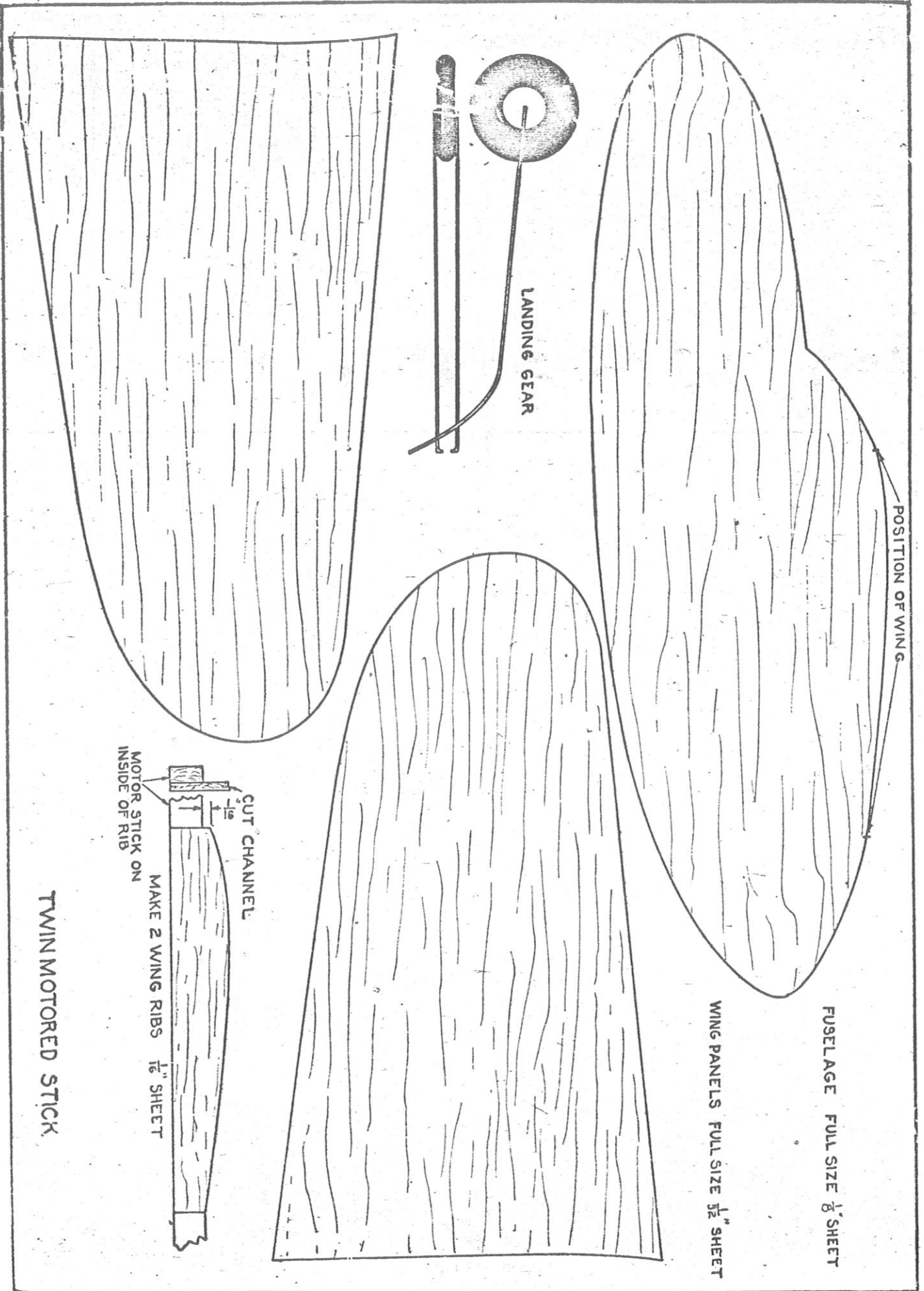


BE SURE TO CARVE ONE
RIGHT HANDED PROP AND
ONE LEFT.

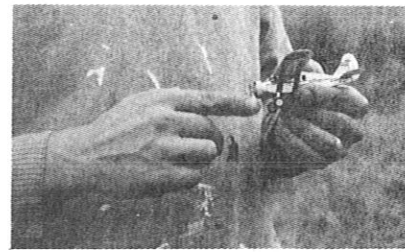


ASSEMBLY VIEWS
ARE 1/4\" SIZE

TWIN MOTORED STICK
G. SHARP

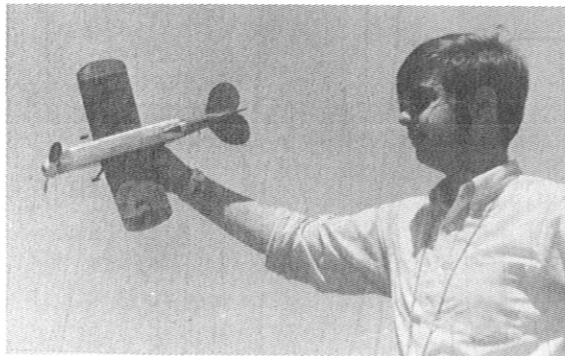


With the Model Builders

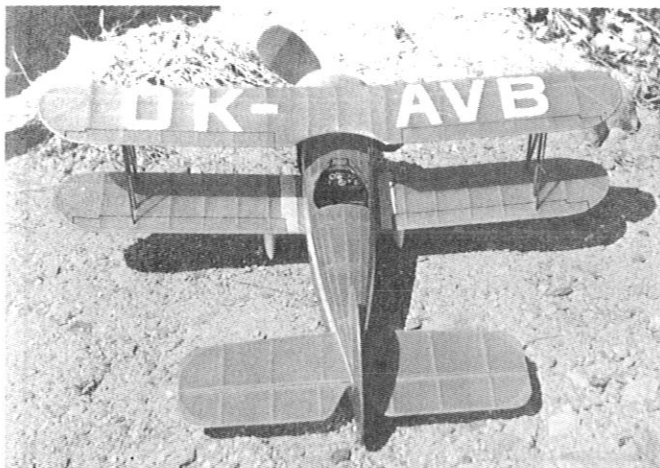


Hands of the Jolly Green Giant? Nope, hands of Lt. Hank O'Dwyer that built that terrific six inch span Bellanca XRE-1. SKIF peanuts?

On the left Major Hank Struck takes his Pete up one last time before sending her to Barrera's Museum. Lt. John Stott assists.



This pair of pylon polishers is ready for the starter's flag on the day of the next FAC bash. Lt. Ed Novak and Bonzo left. Lt. Jeff Chrisey and Ike on the right. Can't you just smell that scoured ozone, Pirelli Packers???



Fine model Avia B222 stunt plane on the left is the output of the dexterous digits of GHQ Cap'n Bob Thompson. She looks "OK" to us, just as the Czech registration spells out.

Got a good photo of one of your FAC type models? Why not send it to FAC GHQ so we can serve 'er up to the rest of the gang in these pages?

FLYING ACES

Flying Aces Club Spring Meet

JUNE 3, 1973. 9:00 AM to 5:00 PM.
AT GLASTONBURY MEADOWS, Conn.
(Near Hartford.)
For Rubber Powered Models Only.

AMA membership required. All AMA age groups combined. (JSO)
You may join the AMA at the field. Come early and stay late!
There will be action a-plenty for all you rubber modeleers!
There are SIX events to enter! Blanket entry fee of \$2.00 gets
you in any and all events! Trophies and plan prizes! All con-
testants receive the FAC News for one year! Take a look at these
swell FAC events listed below and start winding up those motors!



Flying Aces Club Scale; An event for any scale model that gives bonus points for more difficult to trim models. Two ships may be entered. Plans and any other endorsement must be presented for judging.

Peanut Scale; AMA rules. No further explanation needed.

Embryo Endurance; An easy event for non-scale models of certain specifications.

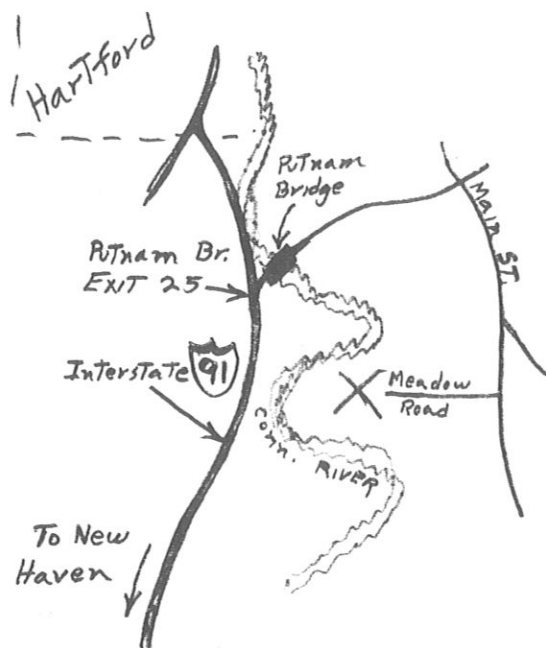
No-Cal Scale; For profile scale models. 16 inch span limit.

Shell Speed Dash; An endurance event for raceplanes not exceeding 24 inch wing span. All flights must be in by 11:00 AM. You must fly this event in order to enter the Greve and Thompson Races described below. So come early!

Greve Trophy Race; An endurance event for racers with simultaneous launching for wild action like the real races!!

Thompson Trophy; Same exciting style as the Greve! Can you take it??

All events are hand launched over grass so you can enjoy scale modeling to the fullest. AMA Sanction #277 Direct any questions to Bob Thompson, C.D., Flying Aces Club G.H.Q., 66 Bankside St., Bridgeport, Conn. 06606.



To get to the airdrome take Interstate 91. Exit by Putnam Bridge (#25) to cross Conn. River. After crossing bridge turn right on Main St. Follow Main St for 1.6 miles and turn right on Meadow Rd. Follow signs to the FAC Headquarters tent and sign up for a day's flyin' fun with the rest of the gang.

For the first time we are holding NO-CAL Scale at one of our meets. It has proved so popular in our Postal Meets that Clubster Jerry Donahue suggested we hold it as a "regular", Jerry donated the trophy to get things off to a flyin' start.



