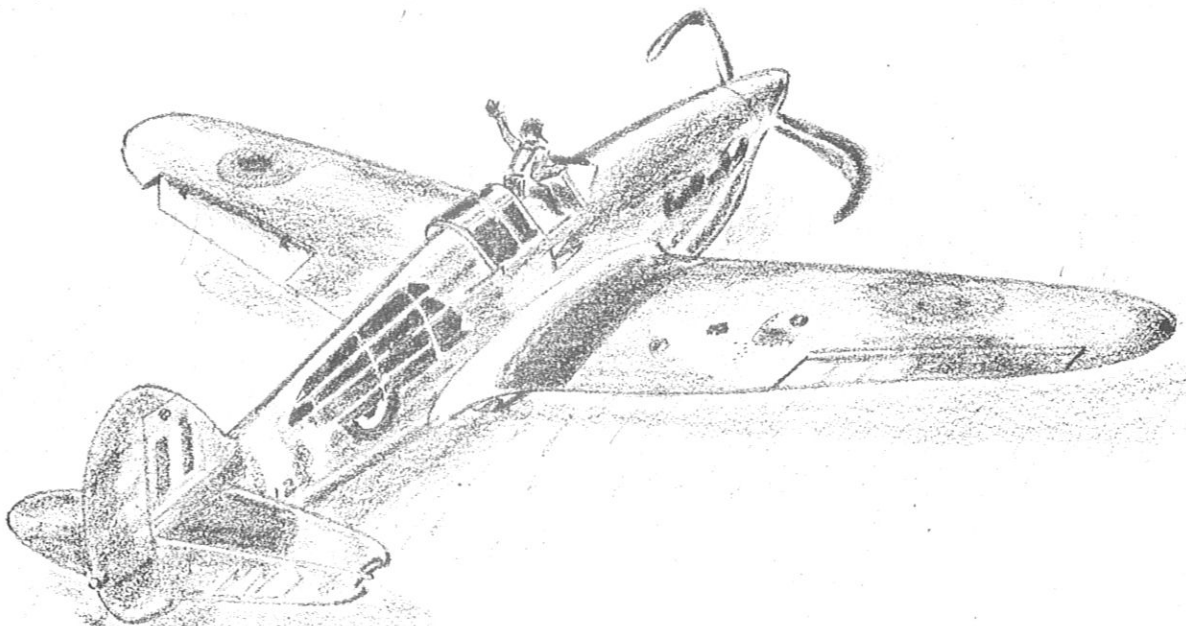
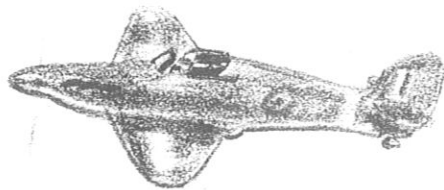


# FLYING ACES

## Club News

Issue #39

See last page for Fall Contest info!



STORY BEHIND THIS MONTH'S COVER

Now of course, one could just say that Frank Scott (our artist) had a hankering to draw a couple of Hawker Hurricanes and let it go at that, but such was never the way with the FACs. We first want you to give a once-over to that downed bird and note the extensive damage it has suffered from some Jerry cannon shells: rear fuselage fabric shot away (what a whistling noise that must have made in his radio, what with mother's best linen flapping in the breezes like that), left aileron out of commission, 20 mm holes in the right wing (happily the shells were duds, filled with sand by a brave and freedom-loving Czech slave laborer deep inside the Reich), and the left elevator neatly nicked.

Despite this extensive damage, it looks like our intrepid Anglo Aviator will be OK and able to hop into his three litre Bentley and make that High Tea date with Gwendolyn this after. Note how he, still filled with hate and fight, is urging his wingman to go up yonder and bag that sneering Hun that so rudely interrupted his afternoon. No British "phlegm" here, just British pluck and fight! Those Nasties, poor blokes. Never knew they hadn't a chance.

This is Frank's fourth cover for the News. Why can't some other budding pencil-pushers out there send in some of your best work?

CONTACT WITH ARCH WHITEHOUSE !!!

You all know Arch Whitehouse who was one of the leading general aviation and aviation fiction writers of the FA era, as well as one of the principal authors of FA. Why, he must have had about two to three articles a month in our mag, plus his own drawings. Well, as most of us know, he's still going strong. Here's how strong:

"...thank for the issue #38 of FAC News, with the kind words about the Griffon's new Black Bullet plans and the flashback to the 1930s with all my "heroes" of the day. My wife and I had a good laugh about it all. Ruth said: "I knew you were slightly mad in those days, but had no idea you whelped so many as wild as yourself."

As for me, I'm 78 now but still bang out a novel or a history per year and get in a couple of rounds of golf a week, and walk four miles every afternoon, after I have knocked out 3,000 deathless words...."

As they used to say in FA...."pretty good for an old feller!"  
Helmets off to Arch Whitehouse, King of Aviation Fiction!

## Great F.A.C. Spring Bash a Winner Again!

That's right. All you tissue-tearers who stayed home on the 9th of June ought to have your last stocks of Pirelli spirited away and Filati stowed in its place...a fair exchange being no rubbery. Haww: How our old friend here on the right smiles upon our skysters, and how they always vie for the rich prizes he offers through his agents, the FAC GHQ gang! The day was perfect and the competition hot and sizzling, with some 71-odd different sky-splitters looking to bring home the hardware. Why even the clouds of black flies gave up the effort and went elsewhere...what with all those large birds whizzing around, they espied certain doom and went to torment the hapless fisherfolk.



FAC Scale saw 18 cloud cleavers ready for action, all showing fine examples of FAC craftsmanship. John Stott won the Big Haul with his Mauboussin Mr 4-. This ship has to be about the king of the bonus pointsters, and it can really put out the old high performance when called upon to do so. John was well back in the pack until he got some help from his friend Hung and uncorked a 61 second winning flight. That put him out of range of Hank O'Dwyer who had brought his faithful Earl Stahl Waco SRE, and Hank wound up second. That Waco SRE has to be one of the nicest flying ships around, as well as one of the handsomest to contemplate, and we don't know why we don't see more of them at the meets. Ed Novak was a close third (one point behind, with his Farman.

The peanuteets were out there at the same time, battling away with their bags of nuts and whistles and scattering mulch all over the place. After Tom Nollen, Jr unleashed a max on his first flight with his Texan, it was already all over. Wasn't nobody on that model tarmac about to catch that little devil, and the fight was over Tom's leavings. (Incidentally, Tom's little prize-plucker is our plan for the month, so we look forward to seeing quite a few of his little brain-children this fall., Ed Morrison and George Armstead wrestled it out for second and third places. Despite a fine 50 second effort by George and his Aircoupe, Ed's Mr. Mulligan emerged the second place winner.



But there was no heading George in Embryo Endurance! His score was more than double the nearest competition with two maxes and one flight of over a minute. George's total was 308. Ed Franklin was second with 148 and John Stott third with 139. All these ships were original designs, too. We (and Hung) like to see that! That's the real spirit of the Skies!

No-Cal Scale continues to grow in popularity, this time having eight entrants, and a high percentage of racing types. (You testing designs, lads?) John Stott won (again!) with his Chambermaid, Mike Nallen was second with his F6F, and Ed Heyn third with his Mr. Smoothie.

Lin Reichel sends us in the results of the Erie Model Aircraft Association Third Annual Great Lakes Rubber Scale Meet. Lin tells us that there were only 18 flyers entered, but those intrepid 18 had managed to whip up a total of 45 different ships. That's nearly three per entrant, so there's plenty of the old cloud-hurting enthusiasm among the FAGs by the scummy waters of Lake Erie! And this on a day of 30 mph winds! Winds that Frank Scott tells us had many c/l types across town cowering in their cars during their "meet"! Now maybe if those c/l guys would make their models into a "burnt offering" for Hung and come on over to the FAG side of the tracks/airfield, maybe our Friend in the Skies would be propitiated.

The winners were: Jumbo Scale (FAG rules)

|   |                  |                |           |         |    |
|---|------------------|----------------|-----------|---------|----|
| 1 | Jack Russ        | Taylorcraft    | 55 points | 32 secs | 87 |
| 2 | Norm Getzlaff    | Russ Moth      | 50        | 20      | 70 |
| 3 | Chuck Schobloher | Taylor Cub J-2 | 50        | 15      | 65 |

Peanut Scale

|   |              |                |    |     |     |
|---|--------------|----------------|----|-----|-----|
| 1 | Bob Clemens  | Nesmith Cougar | 13 | 140 | 153 |
| 2 | Fred Bruning | Chambermaid    | 15 | 135 | 150 |
| 3 | Jim Hyka     | Piper Cub      | 14 | 124 | 138 |

Thompson Trophy

|   |              |                |    |    |     |
|---|--------------|----------------|----|----|-----|
| 1 | Fred Bruning | Chambermaid    | 76 | 54 | 130 |
| 2 | Ralph Kuenz  | Floyd Bean     | 76 | 28 | 104 |
| 3 | Jack Russ    | Folkerts Toots | 71 | 33 | 104 |

(Jack was unable to fly off with Rottensocks due to loss of  $\frac{1}{2}$  stabilizer in the heated competition.)

No Cal Scale

|   |              |                     |    |
|---|--------------|---------------------|----|
| 1 | Fred Bruning | Curtiss Seagull     | 70 |
| 2 | Bob Heywood  | Chester Goon        | 66 |
| 3 | Frank Scott  | Dayton Wright racer | 55 |

(cover artist)

FAC Scale

|    |               |                  |    |    |     |
|----|---------------|------------------|----|----|-----|
| 1. | Fred Wunsche  | Druine Turbulent | 76 | 63 | 139 |
| 2  | Fred Bruning  | Savoia SM-81     | 87 | 48 | 135 |
| 3  | Andy MacIsaac | Itoh Eaglet      | 56 | 47 | 103 |

## Notes from the Workbench

Here's a swell one from the hallowed pages of FA: cigarette cylinders. You take one fag from somebody's packet of extra longs, dope it up real well with at least two good coats. Then you put a light coating of glue on the mess and let dry thoroughly. Then wrap the doped and glued cigarette with your thread, dope it again to make all that thread stick in place, and then cut to desired length, tap the tobacco out, and presto....made to order cylinders to any rotaty engine you might want!

A modern version of this might be to use filters, as they already have that light "stuffing" in them. Plus, you smokers get to use the heavily-taxed cigarette. That way the thing will even smell, if hardly of castor oil! Haww!





# Weigh 'Em This Way

*Every builder needs a good scale to find the weight of his materials and finished models. Construct this simple, clever, direct-reading all-balsa balance and you'll have the best.*

SINCE the contest weight rule of one ounce for every 50 square inches of wing area became almost universal, the local butcher and the druggist have been bothered by builders who wanted to use their scales for weighing models. To save these suffering merchants from further annoyance, just follow the two exact-size plans on the opposite and following pages for the simple scale given herewith.

Even if for no other reason than to decide the total tonnage of a newly built model, the need for a device like this is apparent. In designing or copying an outdoor model, a scale should be used in order to select wood of proper weight and strength. When all the different units such as tail, wing, and so forth are weighed, the total weight and the location of the center of gravity can be determined. Dozens of useful little experiments can be performed with a scale which will increase the field of your imagination and knowledge.

Before going into a detailed explanation of its construction, I will point out the scale's advantages. Unlike a beam scale, it has no moving weights; it works through its whole range (.1 to 2.5 ounces) without adjustment. This is why it is called "direct reading." The weight balancing is done when the scale is built; it remains balanced as long as it stands horizontally. It can be taken apart in ten seconds and put together just as quickly. It is accurate within three hundredths of an ounce.

The whole scale is made of hard balsa. Try to get the same type of wood for the different sizes used, so that the printed scale will match the original. First cut out the 3/16" base and cement thumb tacks in the corners. Now cement the two 3/8 x 3/8" uprights in the middle 3/8" apart. They have to be perfectly perpendicular to the base, so check with a triangle or carpenter's square several times while they are drying. Put this aside, because it takes 3 or 4 hours before the cement dries completely.

For the weighing table the best thing to use is two thicknesses of 3/16" balsa cemented together. Sandpaper the edges and mark off the center. Now cement

by Louis  
Garami

the two 1/4 x 1/4" supports 3/8" apart and exactly perpendicular.

Make the swinging arm out of 1/4 x 1/4" stock; glue its two pieces to the exact shape and angle shown. The clay holder is a little balsa box of 1/16" sheet, open on the top. The curved piece for the scale marking should be cut out of 3/16" sheet. The printed scale given in the drawing, or a tracing, is cemented right on it, and it is notched into the rear upright. A 1/8" brace adds strength. Try to cut this scale piece so the grain runs fairly straight to prevent breaking. If the grain runs off toward the end, you can cement a 1/8 x 1/8 x 2" piece lengthwise along the back.

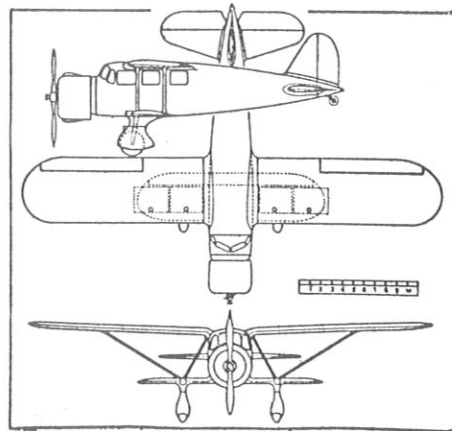
After the parts have been made, start the assembly. Holes through the balsa should be made with either a strong pin or piano wire. It's best to put the scale together without the bearings first to see how well it shapes up. The two 1/4 x 1/4" pieces holding the weighing table have to be parallel to the uprights at every position. The other moving parts also have to line up.

If a part seems to be out of alignment, find the reason and remedy it by truing up the holes or re-centering them. When adjusted, put in the bearings, which may be either small eyelets or 1/16" outside-diameter aluminum tubing. The shafts are .040 piano wire.

The clay holder should be filled up with about .3 ounce of clay. Wax may be substituted. The weight of the clay should be sufficient to bring the scale into balance. That is, the pointer should rest at the zero mark. Add or take away as much clay as necessary. To make sure of the scale's accuracy, check it with another accurate scale.

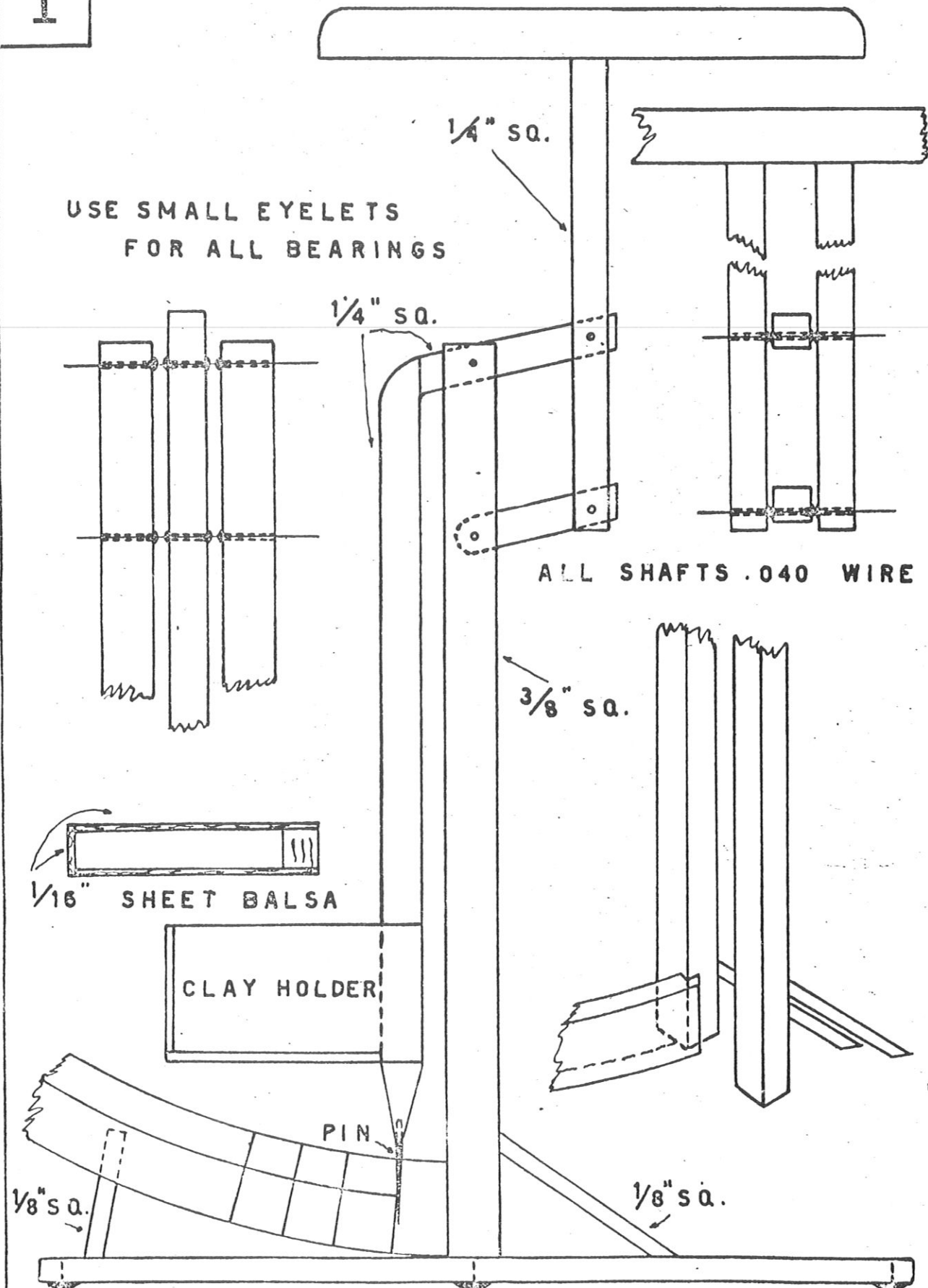
One last visit to the druggist will enable you to correct any errors. If you don't care to carry your scale with you, take a few different coins or other small objects and have them weighed. Make a note of their weights and then use them in different combinations to test the values printed on your balsa scale.

Bill of material: 1 piece balsa 3/16 x 3 x 36", 1 pc. 3/8 x 3/8 x 36", 1 pc. 1/4 x 1/4 x 36"; eyelets or aluminum tubing, wire, thumb tacks, cement.



Laird sesquiplane with 450 h.p.  
P. & W. Wasp engine

1





Racing Results of the FAC Spring Meet.

Zoweee! The FAC has the highest gloss on it's well polished pylons this year more than any other, fellas! There were 18 entries in the Shell, 18 in the Thompson, and 11 in the Greve! This sure made for some long and gruelling races. But we have some changes in mind for next Fall that will put more accent on the Shell and hold down the running time of the Greve and Thompson. But more of this later on. Right now let's take our seats in the grandstand and watch the races----

Plenty of brand new Sky Scorchers are evident as we watch the Shell unfold. There are two Folkerts SK-2 jobs there. One is the work of Bill Wood and the other is by Tom O'Brien. Hey! Look over there! Son of a gun! A Hall Racer! Bob Bender is the builder-pilot of the Bulldog.

Wow, fellas, they are rollin' out a couple more sleek Menasco powered jobs! Tom Nallen's Keith-Rider "Suzy" is one of 'em, and a swell lookin' Sky Slicer she is! Boy, the other one is another Kieth-Rider, the "Eight Ball" built and flown by past T.T. winner, Bill Miller.

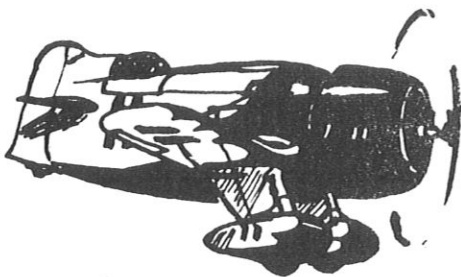
Here are a pair of big radial powered jobs blastin' past the 'stands! That blue and silver streak is the Hughes H-1 entered by Jack Chambliss. The next roar is made by ....impossible! It just can't be....! But there it is, fans, a Gee Bee R-1! Who is responsible for this? Who else but our Gee Bee expert and winner in last Fall's T.T. but Royall (Crow Hill Models) Moore!

If you fellas recall, last Fall Royall blasted over the finish line in his Gee Bee "Z" to win the "Big One". The "Z" was powered by two motors geared to one prop. The Gee Bee R-1 Royall is using this time is powered by 4 separate motors geared to the single prop!

Well bend our ollos! There is another biplane this year! It is the Laird Solution-Super Solution hybrid entered by Paul Cherubini.

Couple all these new ships with many of last season's entries and you as blind as a gopher at midnight if you can't see the hot competition there was at this year's opener! Let's see how they all fared in the Shell -----

- |       |                       |                       |
|-------|-----------------------|-----------------------|
| 1st.  | Chester Jeep.....     | Chet Bukowski         |
| 2nd.  | Keith-Rider Suzy..... | Tom Nallen Sr.        |
| 3rd.  | Rider Eight Ball..... | Bill Miller.          |
| 4th.  | Caudron .....         | Don Garafallow.       |
| 5th.  | Tom Nallen Jr.....    | Marcoux-Bromberg      |
| 6th.  | Ed Novak.....         | Howard Ike.           |
| 7th.  | Paul Cherubini.....   | Laird Super Solution. |
| 8th.  | Bob Bender.....       | Howard Ike.           |
| 9th.  | Bob Bender.....       | Hall Bulldog.         |
| 10th. | Bill Wood.....        | Folkerts SK-2         |
| 11th. | Royall Moore.....     | Gee Bee R-1.          |
| 12th. | Ed Heyn.....          | Brown B-2.            |
| 13th. | Paul Cherubini.....   | Howard Ike.           |
| 14th. | Jack Chambliss.....   | Hughes H-1.           |
| Tie-  | Tom O'Brien.....      | Folkerts SK-2.        |
| 15th. | Ed Novak.....         | Wittman Bonzo.        |
| 16th. | Herb Shirley.....     | Caudron               |
| 17th. | Bob Thompson.....     | Laird Solution.       |

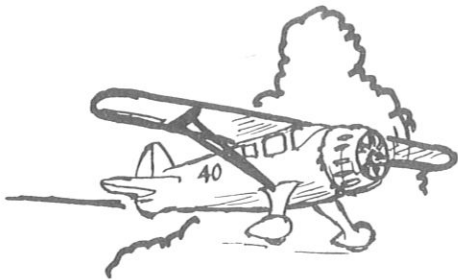




There they all are, Skysters. Including Herb Shirley, another FAC rounding the pylons for the first time. But now it 's time for the Greve Trophy as the staunch and speedy sky slicers line up for the heats. During the second Heat Herb Shirley crashed his Caudron and in the third Heat Cherubini's Ike blew it's Menasco.

Ed Heyn and his Miss Los Angeles makes the final the hard way--thru the Consolation Race where he has bested the two Folkerts of Wood and O'Brien. Tom O'Brien having broken a prop.

Now it is time for the Final of the Greve Race. Lined up we see Heyn and the Brown, Bob Bender and Ike, Novak and his Ike, Garafallow and his Caudron, Bill Miller with the Rider Eight Ball, Tom Nallen Sr. flying the Keith Rider Suzy, and Bukowski with the Jeep.



Zoom! Rowerrrr! After the first 2 laps Ed Heyn and Bender are out of it. The end of the 5th lap finds Garafallow in the tree tops. He is scratched. Winding for the fourth lap the "Suzy" blows a motor. The last lap finds only Novak and Bukowski left, Bill Miller & the Eight Ball having taken third spot. Alas! Novak's Ike blows the motor and the race goes to Bukowski and the Chester Jeep. Helmets off, fellas! Looks like Chet has another chance at a clean sweep--1,2,3! Shell, Greve, Thompson! Will he do it this time????

The "Big One", the Thompson Trophy Race was run off by first having two Heats of 7 planes each. During the second Heat Bender's Hall Bulldog knocked on the wing tip of Nallen's Keith Rider with it's prop. Yep, the Grim Reaper was looking for another victim to convey across the river Styx! But he was cheated! Neither ship deflected much from it's course! But the worry dew sure sprouted out on the domes of our two pilots.

In the line up for the Final of the Thompson we see once again Col. Chet and the Jeep, Tom Nallen Sr. with the tattered tipped Suzy, Tom O'Brien and the Folkerts, (his prop repaired after snapping in the Greve) Tom Nallen Jr. flying the Marcoux-Bromberg, Cherubini & his Laird, Heyn and Miss Los Angeles, Bill Miller and Bill Wood having made it the hard way thru the Consolation.

Well fellas, it was the longest race yet. With 8 starters and no one blowing a motor the Final lasted a full seven laps. Tom Nallen Jr. was the first down in the first lap and thus out of it. Much to the surprise of the race fans Col. Bukowski and the Jeep were out in the next lap!

On roared the rest until only Bill Miller and his Eight Ball, Tom O'Brien and the Folkerts, and Tom Nallen Sr. flying Suzy sped into the next to the last lap. Bill Miller, who had been outflying all the rest each lap by a considerable margin somehow lost the edge and was down first, thus placing third. Into the final lap went Nallen and O'Brien. Fans noticed that the Flying Irishman & his Folkerts had been getting longer and longer flights each lap and now in this final lap a slight bit of waver at launch put Tom Nallen's Suzy in a few tight turns that hurt it's duration and O'Brien took the Thompson! Helmets off again, fellas! Believe us, we could never have guessed the winner at the beginning of the next to last lap as all 3 ships were performing just great, but it looks like O'Brien saved a last bit of oomph for that last lap.

Well fellas, it took an hour and 3/4 to run the Thompson this year. Much too long. Even the Greve took considerable time. The performance of the racers is away up over previous years and retrieving them takes a lot longer. It would help greatly if each race flyer had a helper stationed downwind to at least locate his model for him.

The great increase in the number of planes entered is also responsible for the races lasting so long. GHQ has come up with a plan to shorten the line up of qualifiers for the Greve and Thompson and put more accent on the Shell where many racers are simply flown for one flight (rather than three) by their builders just to get them into the Greve and T.T.

So here is what GHQ has come up with to shorten the time used in these events so as our flyers can enter the other events.

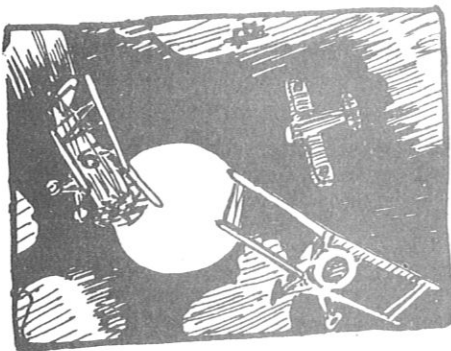
1. ALL SHELL FLIGHTS MUST BE MADE BY 12:00 NOON. This rule will be held to. NO ONE will be allowed to enter the Shell after this cut off time. Neither will any Shell flights be timed after this cut off time even if entry has been made earlier.
2. The Shell event will now be a total of 2 flights rather than a total of 3 as in the past.
3. Only the top ten qualifiers in the Shell will be allowed to fly in the Greve & Thompson.

Now you can see how it will be important to you to arrive at the field early if you intend to enter the races. These rule changes should make it much easier for all our flyers to enter and fly the other events without having to devote so much time to the races.

GHQ is thinking of adding a one lap race event to the end of the day for all the flyers who did not make the top ten in the Shell and for those who did not make the Finals in the Greve & T.T. Just a simple mass launch, last one down is the winner. But seeing as most contestants head for home before the meet is over, it may not work out too well.

At any rate, the 3 rules up above will be tried out this Fall, so be ready! Don't be caught with your flaps down!!!

#### OPPORTUNITY KNOCKS



Yes sir, FACs will have an extra shot to split ozone this Fall when the Glastonbury Modelers hold an out door meet Sept. 15 on the Glastonbury Meadows. Among other events Peanut Scale and FAC Scale will be held! So keep that date in mind, fellas. Perhaps if there is a big turn out for this meet it will become an annual affair. I know the gang here at GHQ will be as happy as a skeeter at a Jay Bird camp to have the chance to fly in events they have fostered. We doff our helmets in salute to the Glastonbury Modelers. May HUNG provide us with calm ozone sprinkled with thermals.

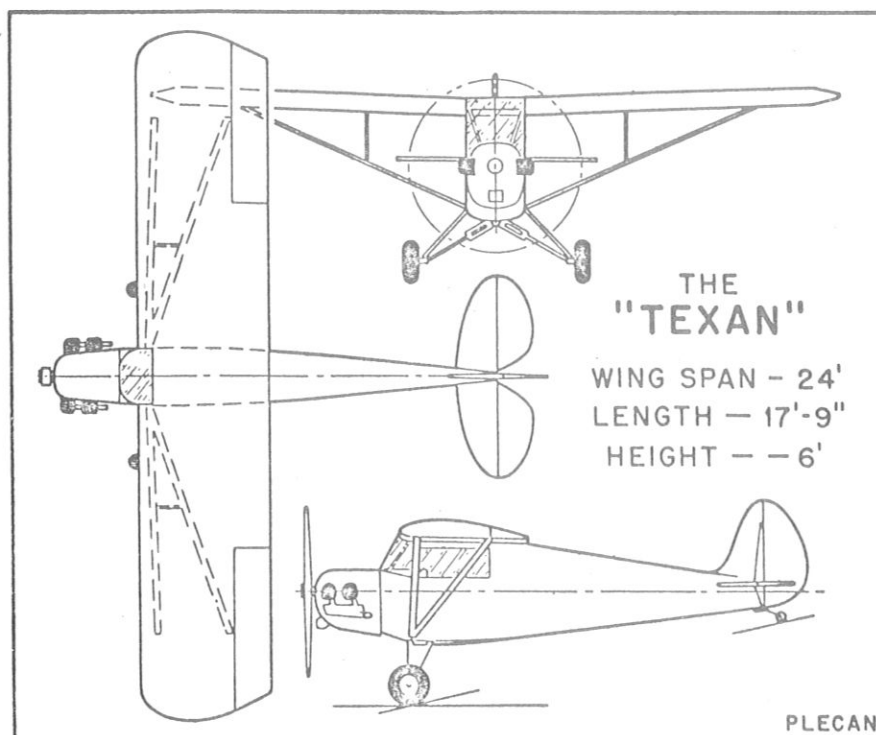
And don't forget the two remaining SAM 7 Oldtimer Meets. Sept. 22 & Oct. 13. Warm up those old time Peanuts. Those count on the FAC Kanone List!

See the last page of this issue for the flyer concerning the FAC Fall Meet. All the usual events, trophies, prizes, action, glory, crashes, Don't miss this one! G-2 reports some new racers under construction! Come early and stay late!

Here's the place where we say, "Helmets off", to the loyal and enthusiastic FACs who have made significant contributions to the Club, it's ideals, contests, and newsletter. All the following named Cloudsters have either received their coveted citations or have them in the mail, on their way to a framed place in dens and workshops.

|                    |  |
|--------------------|--|
| Lt. Jeff Chrisey   | Cover drawings, issues 34 and 38.        |
| Lt. Jim Hyka       | Cover drawing, issue 36.                 |
| Lt. Doc Martin     | Plans contribution & No-Cal Postal win.  |
| Lt. Gary Myers     | Postal win.                              |
| Lt. Col. D. Stott  | Postal win and promotion.                |
| Lt. Don Garofalow  | News contributions(plans and cover dwg). |
| Lt. Pres Bruning   | Plans contribution.                      |
| Lt. Bob Rogers     | Cover drawing and plans contribution.    |
| Lt. Tom Nalen, Jr. | The plan in this issue.                  |
| Capt. John Stott   | Promotion to Captaincy                   |
| Major Bill Hannan  | Promotion to Majority.                   |

## Flying Aces Model Laboratory



In accordance with our policy of bringing you fellas the latest winners, we proudly present Tom Nallen's Texan, which really showed the other Peanuts which way "up" is this last Spring. (And remember; this is Tom junior!)

Tom tells us that for a 73 second flight under a 35' ceiling he used a 25 inch loop of 2 mm Pirelli turning a 5½ inch prop.

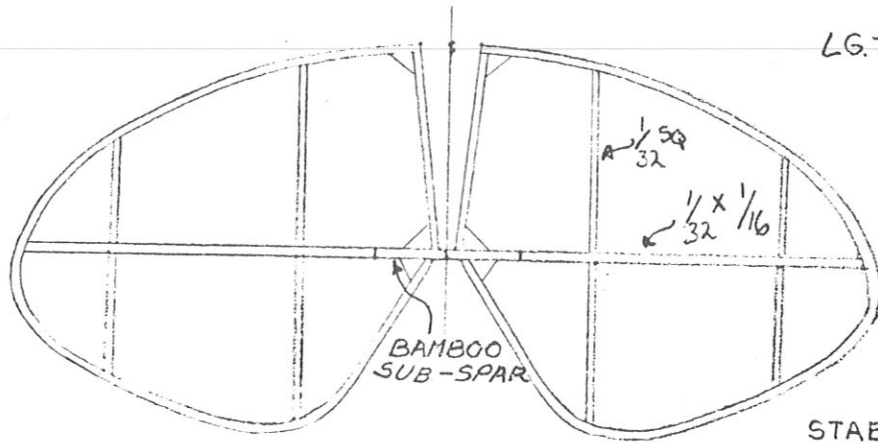
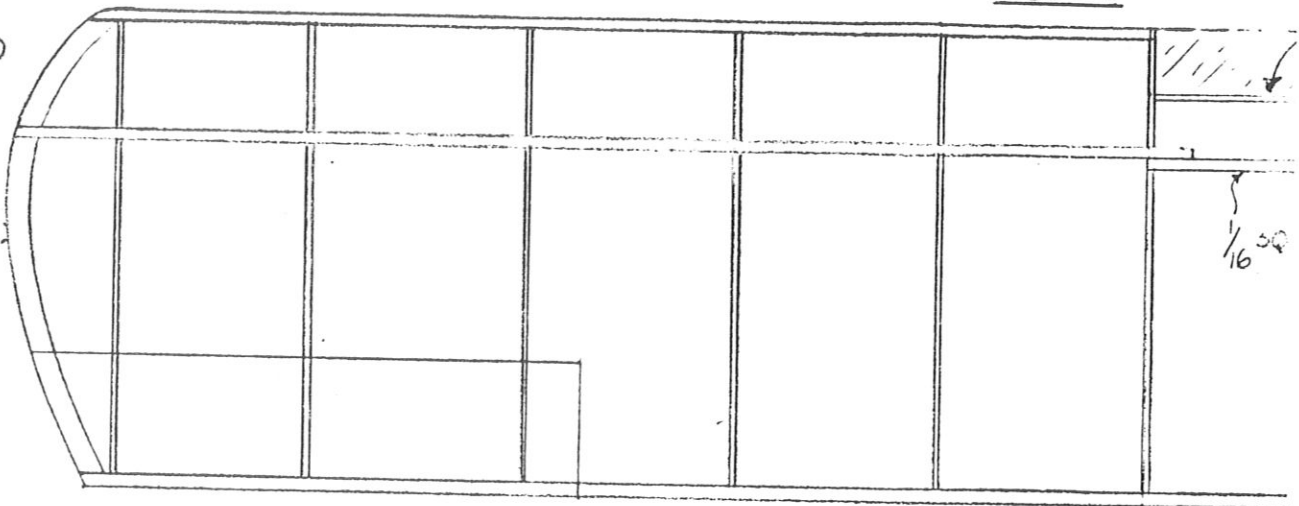
For the 185 sec outdoor flight he used a 16" loop of 2 mm turning a 5" prop.

Of 7 meets the ship has flown in. it has taken 2 firsts, 3 seconds, and 2 thirds! Wow! Never out of the money!

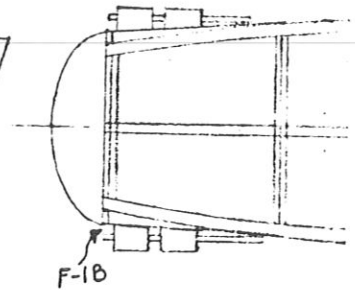
Flick an orb over this 3-view Tom used. This little Sky Scrapper is a darned accurate model! According to the text in Oct. 1959 M.A.N. her colors were all over Piper Pacer Cream, with red trim outlined with a black pin stripe. Black registration. A pretty nifty little ship, and an even better model. Better head for the hangar and get your own Texan skyborne as soon as y' can.

WINGTIPS RAISED  
TO MEET SPAR  
(SEE FRONT VIEW)

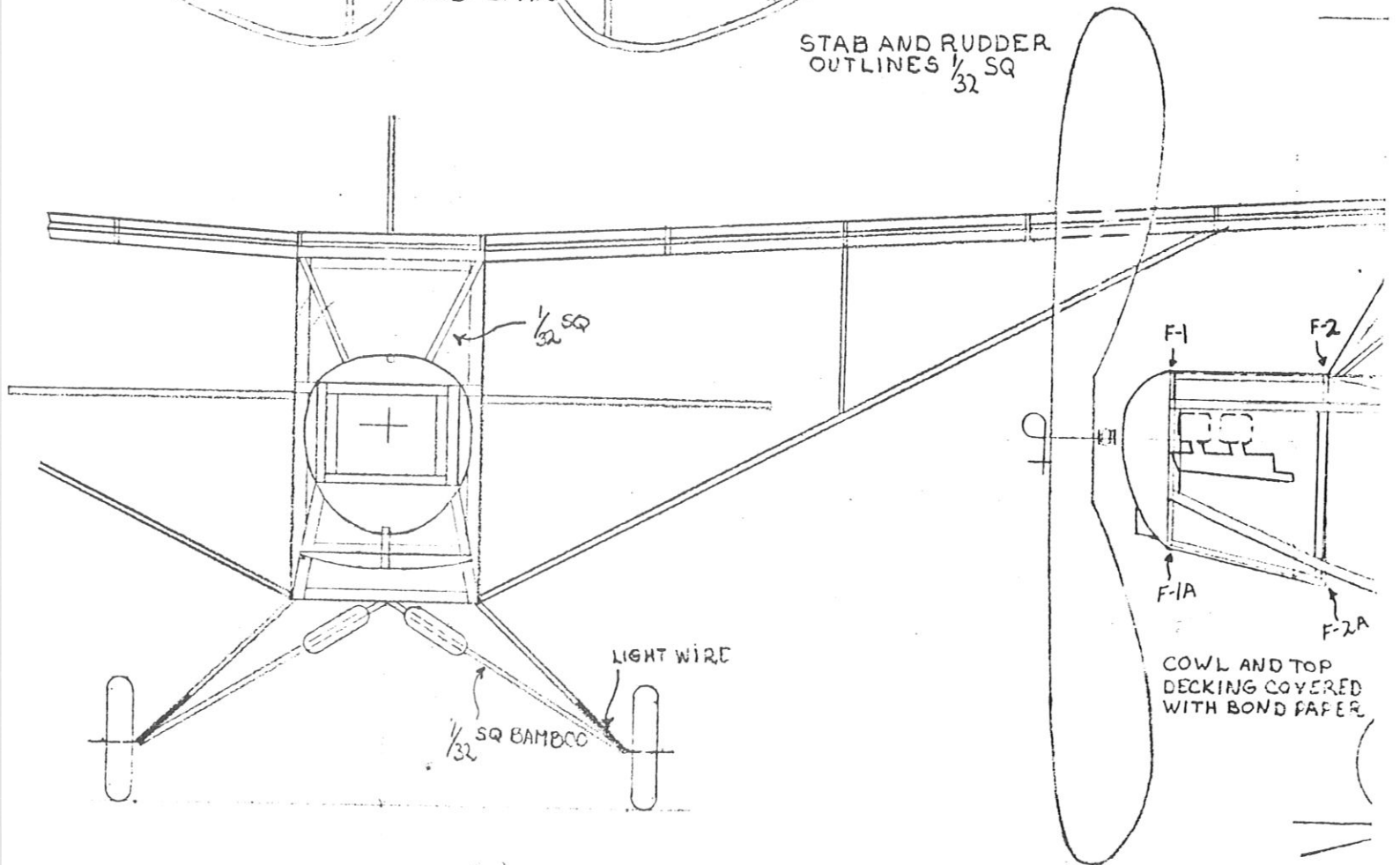
$\frac{1}{2}$ " Dihedral  
each tip.



LG. TRUE LENGTH  
 $\frac{1}{32}$  SHEET



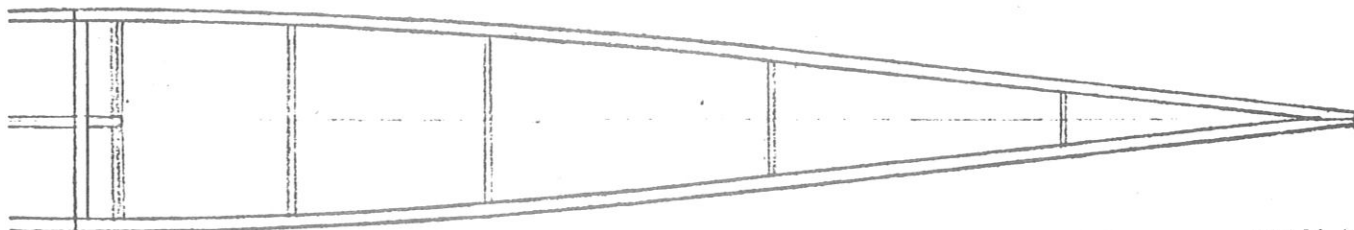
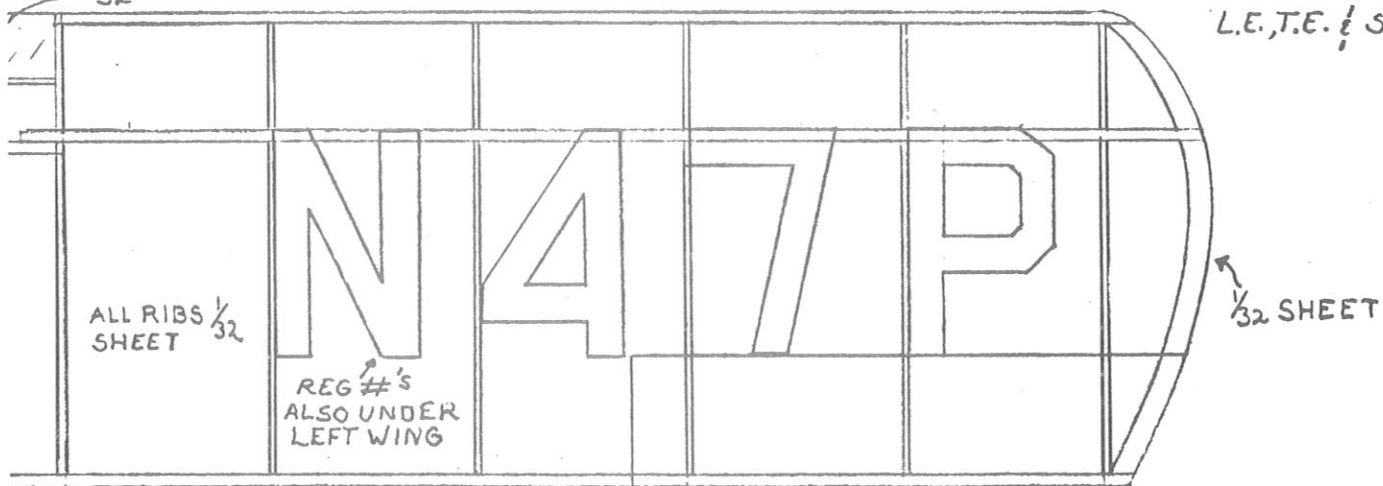
STAB AND RUDDER  
OUTLINES  $\frac{1}{32}$  SQ



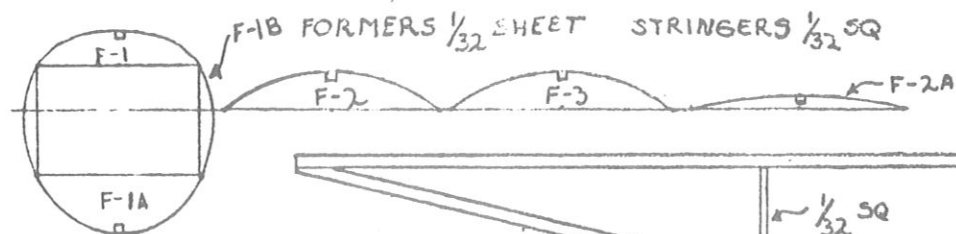
1/32 SHEET (FULL DEPTH)

Pg.13.

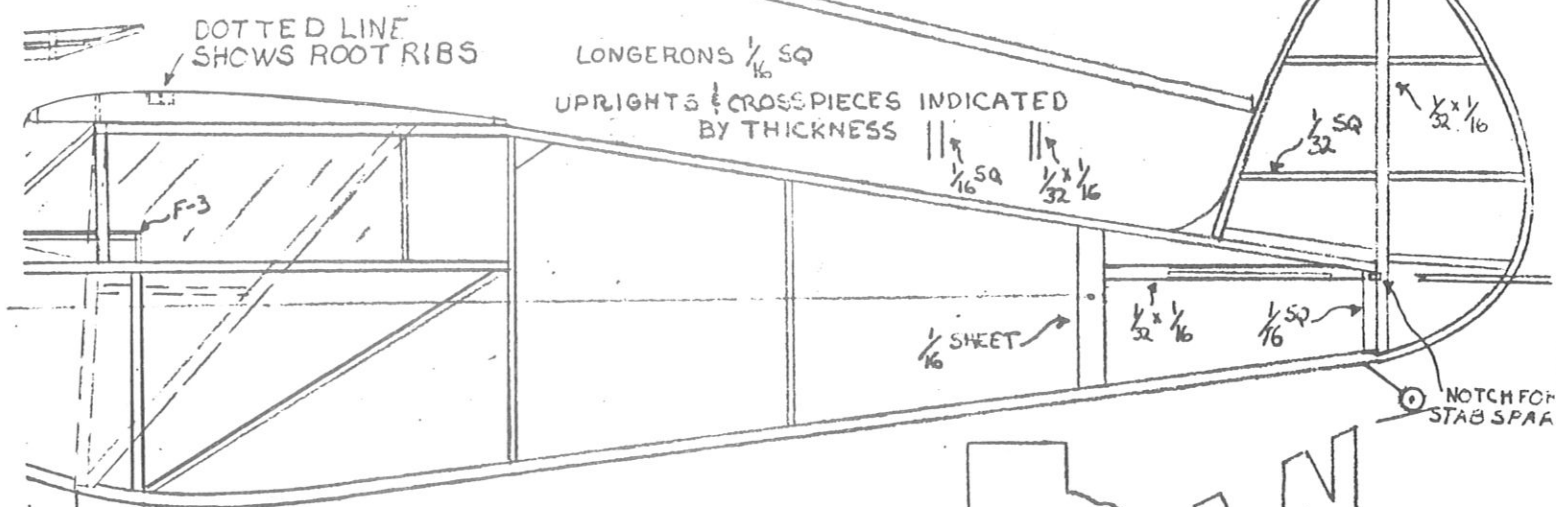
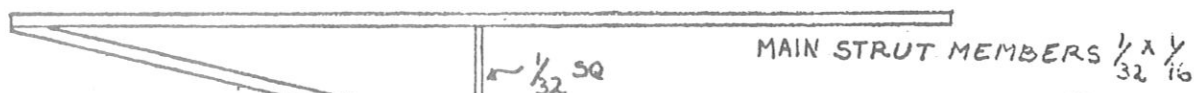
L.E., T.E. 1/16 SPAR 1/16 SQ



REFERENCE: MAN. 10/59 PG.34



F-1B FORMERS 1/32 SHEET STRINGERS 1/32 SQ



BEST TIME INDOOR: 73 SECS  
BEST TIME OUTDOOR: 3.05 MIN.

DESIGNED & DRAWN BY:  
TOM NAILLEN JR. FAC

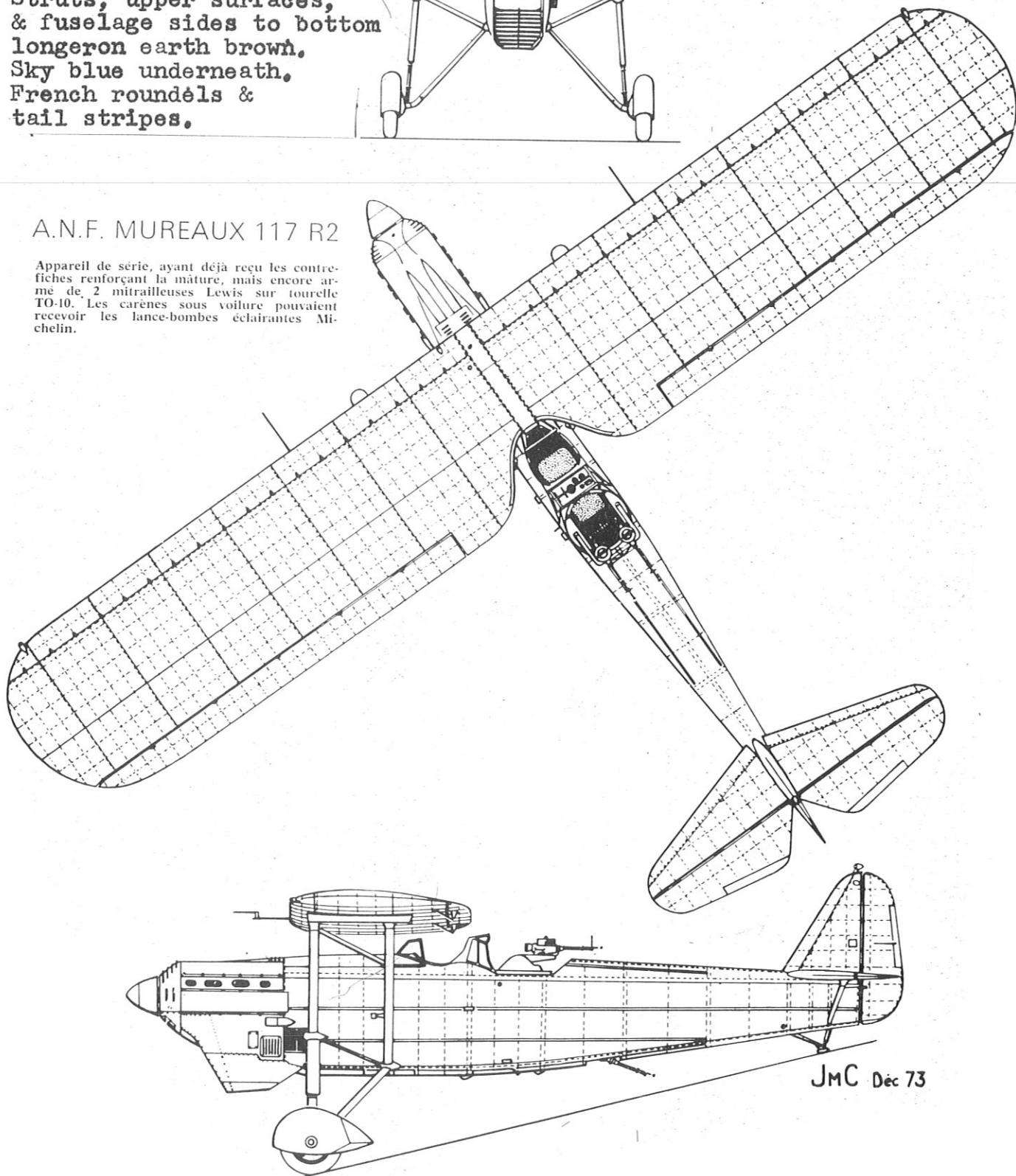
TEXAN



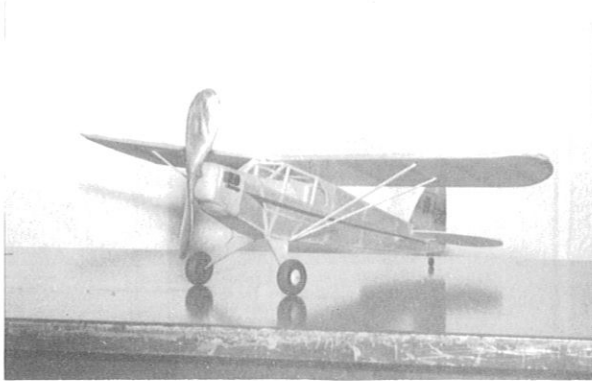
Silver cowl & pants.  
Struts, upper surfaces,  
& fuselage sides to bottom  
longeron earth brown.  
Sky blue underneath.  
French roundels &  
tail stripes.

# A.N.F. MUREAUX 117 R2

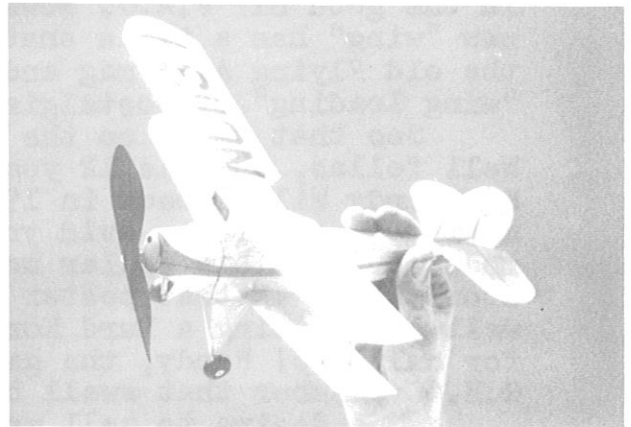
Appareil de série, ayant déjà reçu les contre-fiches renforçant la mâture, mais encore armé de 2 mitrailleuses Lewis sur tourelle TO-10. Les carènes sous voilure pouvaient recevoir les lance-bombes éclairantes Michelin.



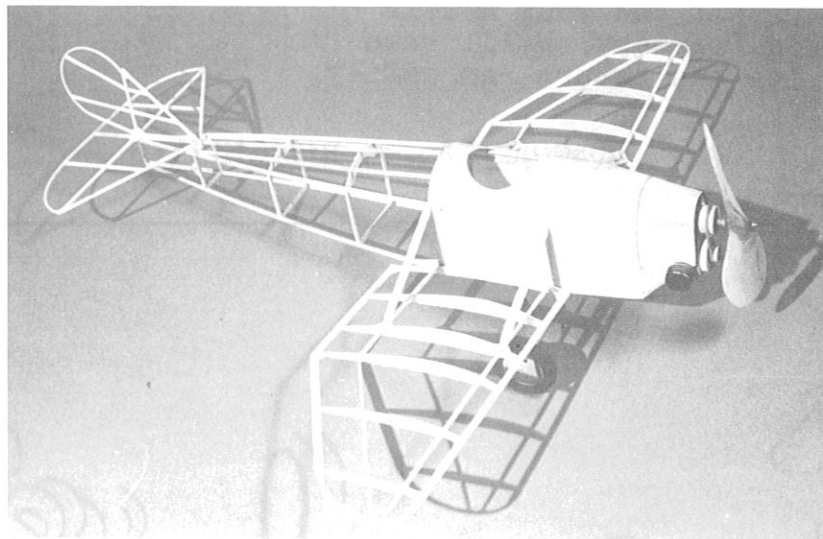
## WITH THE MODEL BUILDERS



This little gem is Jim Hyka's clipped-wing Chet Bukowski Piper Cub, straight from the pages of your good old FAC News. Jim copped a win with this ship to raise himself onto the Kanone List



Here is George Moreland's 15 inch Wiley Post Model A. Despite that horrendous picture of George as a Hungorilla in the last issue, you can see by eyeballing his creation that even (temporary) Hungorillas can be craftsmen.



You all know that great book put out by the Detroit Geschwader called Race Wings. You don't? Get a copy from Cloudbuster Venture, PO Box 2921, Livonia, Michigan 48154! There's a sequel to that one coming out and it's going to be called "Sportwings". And just to let you know that you'll not be getting untested, never-flown ships that "look good", here's Andy MacIsaac's Parnall Pixie from that second tome. Knowing Andy's careful workmanship and winning ways with models, we'll bet you'll have many a good crack at an FAC trophy with this pretty little pixie. When released....BUY!

Here we go Wingsters! With this issue we launch a brand new feature in the good ol' F.A.C. News. This new "wing" has a title snatched from the old Flying Aces mag and a high "wing loading" of nostalgia.

See that photo on the right? Well fellas, that is 12 year old FAC Randy Wilson back in 1939 making a sale to an avid young modeler from his cellar model store! Look at that poster on the wall advertising a Burd Korda kit for only 39¢! Randy, the gang at G.H.Q remember that swell bargain.

The desire to sell models and supplies never left Randy Wilson, fellas. He still operates a hobby and cycle shop on route 140 in Boylston, Mass. and it is no longer in the cellar. Why not drop in for a visit if you are up that way. Randy has a lot of old model company catalogs that he enjoys looking thru with fellow FACs.

And if you Clubsters like our new "Down Memory's Runway" feature let us know about it here at GHQ by sending us a photo of yourself and your models from your fledgling days. We'll take good care of 'em and return 'em safely.

HUNGORILLA by Bill Miller