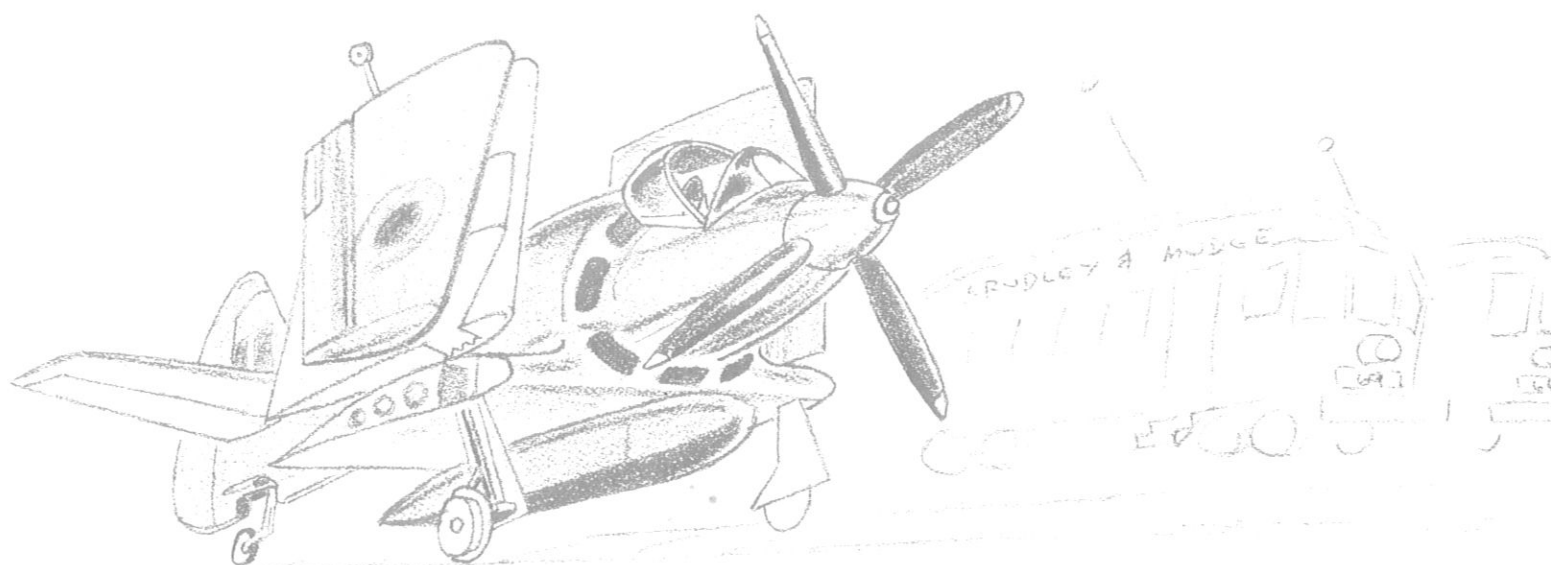


FLYING ACES

#46

Club News



IN THIS ISSUE

SCOTT HYSTERICAL HYSTORY

KANONE LIST

MODEL PLANS

PHINEAS ROAR

NEWS OF THE MODEL MEETS

AND OTHERS!

An Hysterical Hystory, by Lt. Frank Scott.

We were clearing off the desk in the McCook Squadron's Archives when we heard the curious sound of a sleeve valve Bristol Mercury engine. Running out of the ops shack we saw the unmistakable shape of the squadron Lysander gliding down through the trees to a safe landing in a near by soy-bean patch. (Our pilot was briefed to land at near by Wright Patterson, so was a natural enough error.) Completing his roll-out, he taxied smartly into a manure spreader. Our pilot has since been banished from the officer's mess until he attends to a matter of personal hygiene with liberal applications of soap, water, and after shave. Phew!

We are truly fortunate that in the collision the enclosed documents were thrown clear, unlike our pilot who did manage to find something (too base, too gross to mention) with which to cushion (?) his fall, and are thus, undamaged. We present them herewith for approval of the GHQ intelligence (?) staff.

(THE FOLLOWING TEXT IS CLASSIFIED "FAC SECRET" AND SHOULD BE BURNED BEFORE READING)

Britian's plight following the debacle in France persuaded many that more must be done than to rely upon the government for proper defense.

It was this spirit that brought Lady Goodleigh, Dutches of Cleanser, (and owner of a finely maintained vintage Baker Electric) to prevail upon the Board of her late husband's firm in the matter of the defense of the realm. Accordingly, an interceptor fighter design was initiated by the Mudge, Charletan, and Montebank Omnibus and Tramway Co., Ltd.

Fully appreciating the aircraft industries reliance on light metals and petroleum products, and considering that the firm was unable to obtain the necessary priorities, the design group chose to investigate viable alternatives.

Quickly realizing the folly of steam for aeroplane propulsion, as embodied in the great Cunard "Calliope", the designers instead wisely chose to draw upon their own store of knowledge, and therefore proceeded to develop a wooden framed aeroplane powered by electricity.

The resulting airframe was of conservative conception, although the electric powerplant posed serious obstacles, chief among these being the lack of 1000 HP units in the Tram industry. However, the day was saved when the Ministry of Mining offered to loan a refurbished "Sludgesucker" mine-water pump motor rated at 1020 HP. Certain delays ensued as the motor's main casing (a sturdy casting of 4,500 lbs.) was re-cast in aluminum and a gear box was provided in order to make the 250 RPM pump motor more compatible to the Rotol airscrew.

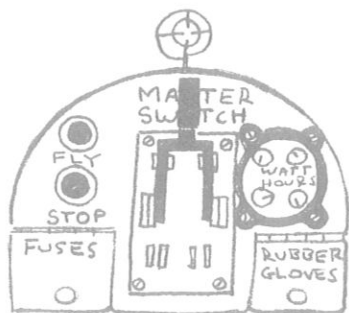
Lacking aeronautical expertise, the Tram Co. hired in aero engineers from the nearby Short Bros. works to assist in the design effort. Inevitably, and over Lady Goodleigh's vehement objections, the embryonic electric fighter became known as the "Short Circuit".

The utilization of the electric powerplant necessitated other features not common to aircraft; such as the use of flanged wheels to render the machine compatible with existing tramways (in lieu of the more prosaic and vulnerable runways), folding wings (so that production machines might be dispersed in car barns) and, of course, the obvious externally mounted

accumulators. (Storage batteries, yanks!)

The Mudge, Charletan, and Montebank Omnibus and Tramway Company, Ltd. subsidiary in Humpty was chosen for flight tests, largely because of their car barn's proximity to the Prangmore Aerodrome. Capt. DeBris (on convalescent leave due to prolonged wetting following the torpedoing of the Cunard "Calliope") was acquired to perform the tests. (Capt. DeBris, it will be recalled, was a graduate of the Flight Test School at Prangmore, where he achieved especially high marks in attendance and personal hygiene.)

While the prototype "Short Circuit" was enroute (taking advantage of the flanged wheel undercart, the aeroplane was delivered by towing it down the tramway with a handcar.) Capt. DeBris prepared for the forthcoming tests by enrolling in the Humpty Transit company's Motorman and Conductor class.



SCALE DRAWING OF
INSTRUMENT PANEL

In order to expedite flight tests it was decided to utilize the longest tram tracks (Humpty's main street) available for take off, and subsequent landing at Prangmore. The wisdom of this decision was immediately apparent during the first flight when the Short Circuit's accumulators became exhausted only 50 feet from take off (and the end of the tram tracks) giving barely time for the pilot/motorman to initiate flare-out at the adjoining Prangmore aerodrome. Capt. DeBris was unharmed, though the aircraft's wheels promptly sank from sight through the runway.

gard, it is a matter of record that the aeroplane was so heavy it had no less than seven centers of gravity!

Back in the car barn, as the aircraft's hangar was known, and in fact was, it was realized that while the demands of take off quickly drained the aeroplane's accumulators, a remedy was at hand in the tramway's overhead wires. Thus, in spite of a rebellious aerodynamics group, a standard trolley pole was fitted to the fighter. The plan being to utilize overhead power to accelerate to take off speed, then, as the end of the track was reached, to simultaneously retract the pole, switch to accumulator power, unfold and lock the wings (which would not fit going down the street), and retract the wheels.

Due to daytime activities, the main street of Humpty could not be relied upon as a flight test runway, thus it was hoped to develop the aeroplane further as a night-fighter. Regretably, the power required for take off blacked out the city, and the motor's sparking commutator caused reports to come in of a large meteor shower visible in several adjoining shires.

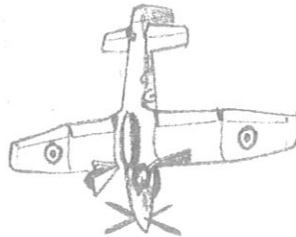
With this set back it was decided to redevelop the Short Circuit as an all weather interceptor. However, a take off into a heavy mist caused the electric motor to fuse into a solid lump (to the distress of the Minister of Mines). Captain DeBris promptly initiated landing procedures (the Short Circuit never having gained sufficient

height during flight to contemplate bail out, even with the unusual electric solenoid ejection seat), and landed dead-stick (as was his custom) at Prangmore.

Unfortunately, and nearly inexplicably, it was found necessary to terminate this promising project. Reasons usually given being the sudden disappearance of Capt. DeBris, the unwillingness of the Ministry of Mining to cooperate further, and the fact that no use, military, civil, or indeed even aeronautical, could be found for this craft. The final blow came when it was learned that the Humpty Trolly Coach Motorman and Conductor School could not be readily expanded to accomodate a large influx of combat pilot trainees.

SEQUAL: Some years later after the conclusion of the war, a dump truck hauling the remains of the fused mine pump motor to the Humpty Municipal Memorial landfill, inadvertantly struck the curb, thereby dislodging the motor, which fell and rolled into an open air art show in the park. The ruined mine pump motor and prop boss was acclaimed by judges and critics alike as a truly marvelous art discovery and was awarded the Grand Prize.

This was the project's only known success.



FINAL APPROACH

Next issue; The German Response. More Hysterical Hystory
by Lt. Frank Scott, McCook Field Squadron, FAC.

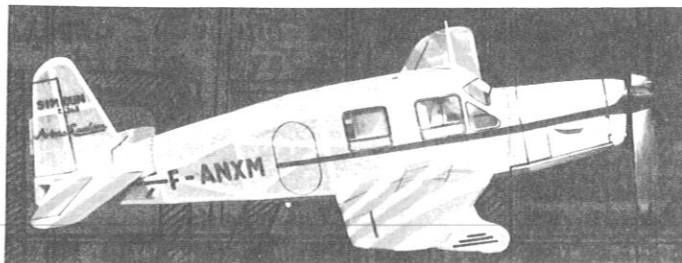


The Prest Baby Pursuit Peanut Scale, by Capt. Pres Bruning.

When Capt Bruning told GHQ he was looking for some time for a 3-view of the Prest Baby Pursuit and was happy to see our G-2 agents dig one up he wasn't just screachin' in the ol' slipstream, for he got right to work and got one airborne "toot sweet", as Phineas used to say. Just take a gander at the "Snap Shot Von Mosher" (ace photog of the Detroiden Geschwader)! Doesn't that look like a real ship leaving it's drome behind? You bet, fellas! Makes you want to head for workshop, huh? Just flip the pages and find the full size plan and hop to it. She's all yours!

*PRES'S PREST IN FLIGHT*

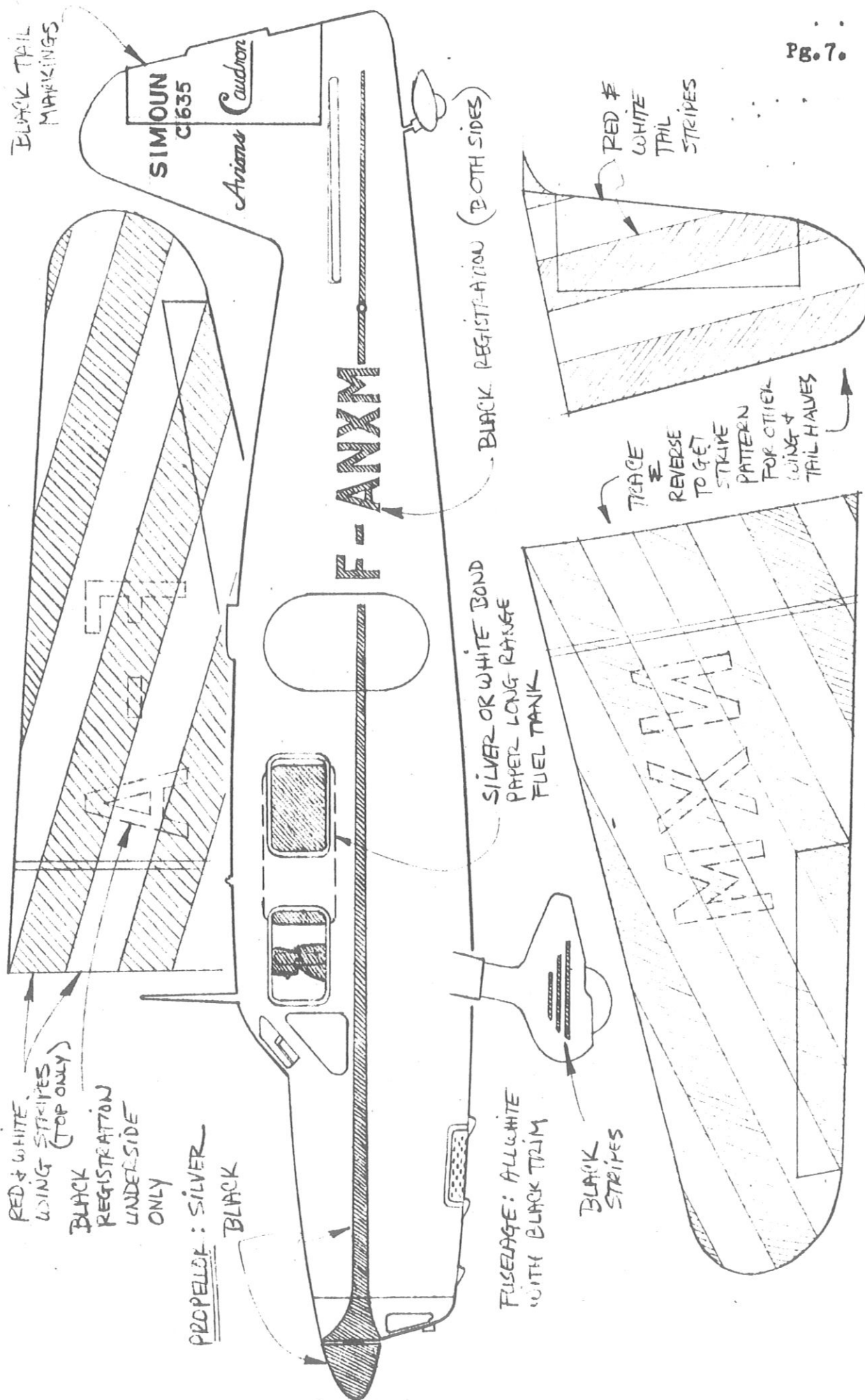
CAUDRON SIMOUN COLOR SCHEME.

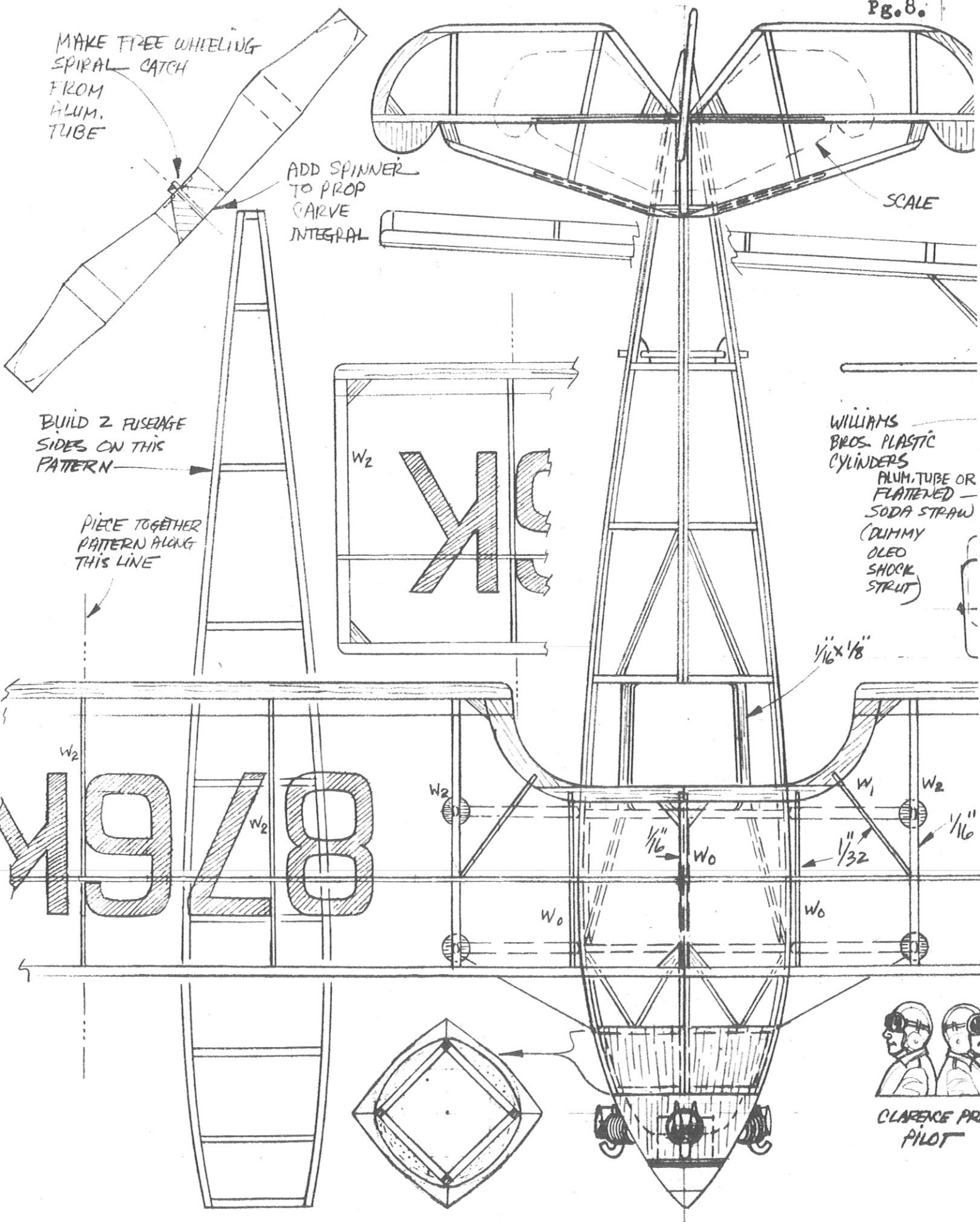


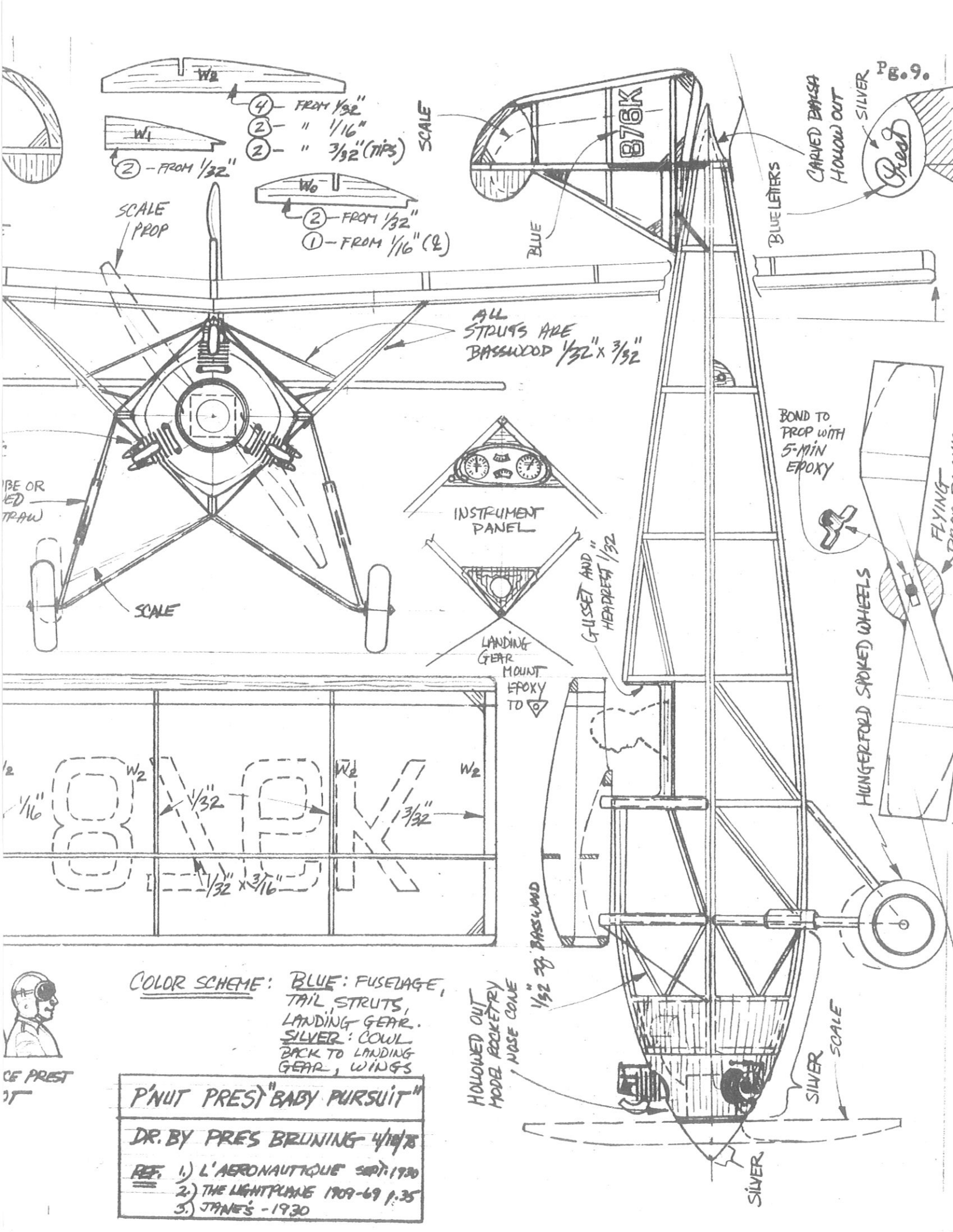
Once again Capt. Bruning fills the needs of our ranks of balsa munchin' modeleers by providing us with all the color and marking info a guy could want to build Marcel Doret's Paris-Saigon non-stop flyer complete to the extra fuel tank in the cabin.

Doret's flight was made in May of 1937, and was quite a distance for the Simoun to handle and over some pretty formidable terrain as well. Once again the photo is "Snap Shots Von Mosher", and a fine job of shutter clickin' it is.

Incidentally wingsters, Pres recommends the use of PLA in spray cans for trimming models. He says the spray is VERY fine. The Simoun above was trimmed thus, and the nose of the Prest sprayed with PLA silver. Sure looks good to us, Pres!







News of the Model Meets

Pg.10.

F.A.C. Fall Meet.

Once again Hung, Great God of Thermals smiled upon avid aviators (plus an aviatrix) of the FAC by providing the first decent week end of weather in almost a month! Old Sol showed his smiling face and lifted many a model on his ethereal puppet strings. The gambling of far off FACs Linda and Mike Midkiff, Bob Clemens, and Bob Neulin paid off weatherwise. Yep, these Skysters have quite a drive to attend the sky slicing duels over Durham! GHQ whips off their helmets in salute to such enthusiasm!

But let's get on with the story of skilled Skysters did on this glorious day. Embryo Endurance had 10 designs roaring skyward. No less than 14 Peanuteers were on hand. Five of the 14 Peanuts were the ever popular and top notch performing Laceys! Mike Midkiff made one official with his J-3 Cub of SIX minutes. Ironically, Mikes other 2 officials were not up to his usual snuff and the Cub came in 4th! As strange as this seems, if Mike's 6 min flight had been used he still would not have won because the winning Lacey of Charlie Learoyd would have totaled 100 more seconds due to 2 officials scoring well over the 2 min max!!! Such are the fatefull tricks of the ozone.



No*Cal Scale had only 4 entries, but our Clubsters assure the gang at GHQ that the reason is they are as busy as a squadron of bees in a clover field doin' their stuff in other events.

FAC Scale is still the big attraction with 23 ships splitting sky for top honors. From Tony Faranda's tiny Nieuport, to Ed Taylor's 36 inch Waco Coast Guard, on up to Mike Midkiff's huge Bristol ML-C, ships were aloft all day in search of the flight that would do the trick for them and earn an honored spot on the FAC roll of honor, the Kanane List!

And who can forget the trials and tribulations of that days pilots pitting their all in the sky streaking raceplane events! Aye lads, there are the flyers with nerves of steel! Minds as clear as the waters of a virgin stream even though the handling of tricky clipped wing speedsters brings beads of sweat to furrowed brows. "Will I get into a mid-air crash?" "Will the motor blow on the next lap?" We are sure all this went through the minds of many, including our 2nd FAC to make the coveted clean sweep of Shell, Greve and Thompson wins, Lt. (now Capt.) Tom O'Brien! Yessiree fellas, the sight of Tom's yellow and brown Folkerts flashing around those imaginary pylons flawlessly lap after lap will live long in the memory's of his fellow pylon polishers!

The next page has a listing of results: See you at the next one!!! BUILD FLY WIN! Eff-ay-see! F.A.C.!!!

Listed below are the results of the FAC Fall Meet, Oct 5.

No-Cal Scale.

- 1st. Lt. Bill Wood; Corben Super Ace; 175 pts.
- 2nd. Gen. Chet Bukowski; Curtiss XF13C-1; 146 secs.
- 3rd. Capt. Bob Thompson; Consolidated Fleetster; 112 secs.

Embryo Endurance. 10 entries.

- 1st. Maj. Hank Struck; Original; 304 pts.
- 2nd. Lt. Bob Clemens; ?; 276 pts.
- 3rd. Lt. George Armstead; Original; 261 pts.
- 4th. Lt. Bill Wood; ?; 238 pts.
- 5th. Lt. Ed Franklin; Original; 218 pts.

Peanut Scale. 14 entries.

- 1st. Lt. Charlie Learoyd; Lacey M-10; 327 pts.
- 2nd. Lt. Bob Clemens; Bede BD-4; 238 pts.
- 3rd. Lt. Al Volmer; Nesmith Cougar; 237 pts.
- 4th. Col. Mike Midkiff; J-3 Cub; 195 pts.
- 5th. Capt. Bob Thompson; Lacey M-10; 139 pts.

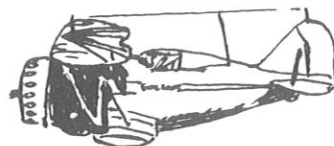


FAC Scale. 23 entries.

- 1st. Gen. Chet Bukowski; Allied Sport; 45.5 scale pts; 141.5 total;
- 2nd. Lt. Bob Clemens; Farman Mostique; 62.5 scale pts; 140.0 total;
- 3rd. Lt. Bill Miller; Kieth Rider 8 Ball; 52 scale; 132.0 total;
- 4th. Lt. Jeff Chrisey; G&H Gadfly; 55 scale pts; 120.0 total;
- 5th. Capt. Mick Nallen; Miss San Francisco; 54. scale; 119.0 total.

Shell Race. 14 entries.

- 1st. Lt. Tom O'Brien; Folkerts SK-2; 134 secs.
- 2nd. Capt. Tom Nallen Jr.; Goon; 121 secs.
- 3rd. Lt. Bill Miller; 8 Ball; 116 secs.
- 4th. Lt. Bill Wood; Goon; 93 secs.
- 5th. Lt. Herb Shirley; Howard Ike; 77 secs.



Aerol Race. 4 entries.

Four ships from the Shell Speed Dash that were not able to qualify for the Greve and/or Thompson events lined up for the fast and furious one lap (flight) Aerol. Herb Shirley once again showed his Travel Air's tail feathers to the rest of the pack to win. Second place went to Bill Miller flying his revamped Caudron. Third was Royall Moore with a brand new Gee Bee "Z", while Lt. Ed Heyn streaked in 4th flying his Chester Goon.

Greve Trophy Race. 10 entries.

The first heat of the Greve saw the elimination of Herb Shirley and his Ike, followed by Mick Nallen and the silver Kieth Rider Miss San Francisco.

The second heat was trouble for Bill Wood and his Goon, while yet another of the Nallen squadron ran into bad luck, being Tom Sr. piloting the Kieth Rider Suzy.

With the imaginary scream of high revving Menascos in the mind of all scale race plane flyers and spectators alike the first lap of the Greve was on. Of the half dozen sky scorchers off in that first lap Ed Novak and his Ike were first down. Next time 'round the pylons it was another Ike to land first piloted by Major Mike Midkiff here from Erie, Pa.

The third lap found the last of the Nallen lads out, Tom Jr. piloting his Chester Goon. The twists of fate were working against the combined skills of this terrible trio of pylon polishers!

Into the next to last lap roar our three remaining flyers of clipped wing meteors. Chet Bukowski at the controls of his Art Chester Jeep, Tom O'Brien and the Shell winning Folkerts, and Bill Miller with the 8 Ball. Miller and the 8 Ball are first to land leaving Chet and Tom to battle it out for the coveted Grève Trophy and FAC glory and fame! The winding of motors is tense. No one has blown one during the whole race. The last lap is not the time to have this happen. It does not! Off they go, and it is a close one with Tom O'Brien touching down in a neat landing to capture his second race of the day! Well done, Tom!

Thompson Trophy. 10 entries.

Her it is, Sky Streakers, the big one! The REALY big one. The T.T.! Five racers are off in the first heat! Mike Nallen and Miss San Francisco are still having trouble and are down first, followed by Mike Midkiff and his Howard Ike. This leaves O'Brien (Folkerts), Miller (8 Ball), and Shirley qualified for the final.

In the second heat Novak and his Ike are out first, followed by more trouble for the Nallens when Tom Jr. has the motor blow in his Chester Goon.

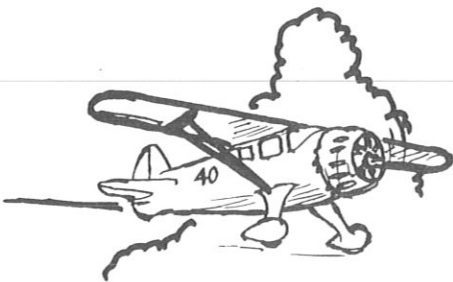
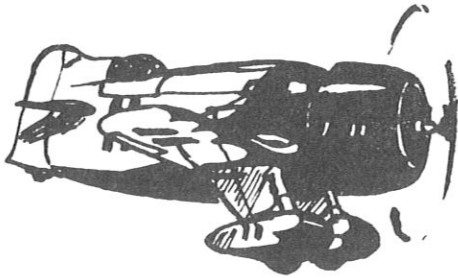
The results of this heat add Bukowski (Jeep), Wood(Goon), and Tom Nallen Sr. (Suzy) to the three qualifiers from the first heat.

Once again lady luck snubs the Nallens as Tom blows the motor winding Suzy for the very first lap. The five remaining blast skyward in an eye pleasing array. The Kieth Rider 8 Ball is first down putting Bill Miller in 5th spot. In winding for the 2nd lap the Menasco tosses a rod in Bukowski's Jeep. Boy! two laps and two blown motors! You can tell the heat is on in this on Skysters! Throttles are being pushed to the fire wall already!

Bill Wood and his Goon are the first ones down in the second lap. this leaves the last lap of this shortened race to Herb Shirley and his truly "roaring" Caudron and the tried and true Folkerts of Tom O'Brien.

There they go! And with that big "roar" we mentioned Herb's ship really grabs sky! It is 'way up there! Tom and the Folkerts are rounding the pylons at a dangerously low altitude! It could be anyone's race.

The Caudron's motor has unwound and it is gliding at a very high altitude. The Folkerts has gained a bit of height and is still running. The Caudron is gliding well, but the altitude is going and Tom's Folkerts just doesn't seem to want to quit running! Yep, it looks like it is over for the Caudron unless that Folkerts prop stops that endless turning. Yep! The Caudron has landed! Herb Shirley has taken a tidy second and Tom O'Brien makes the second clean sweep in FAC raceplane history by winning the Shell, Grève and Thompson!



With the model builders



Who's this ace on the FAC model tarmac? Looks to us like he thinks he's a youthful Hubert Julian with those shades. A piece of smashed 1/6" balsa to the man who guesses correctly!



Here's Bob Thompson's (Elmer Pilzer designed...Apr '34 MAN, Kawasaki 91, complete with patriotic inscriptions from loyal citizens of the Mikado. She's all set to head off for the "Manchurian Disturbances", but unfortunately for those hopeful contributors who paid for it, this ship was an utter dog. Bob never could get her trimmed, and today she reposes in Dick Sherman's museum, those endless side-slips and general directional instability having been too much even for Captain Thompson's Job-like patience.



Yeeps! Except for that big, hairy paw, bet you thought that was a real Travelair BM 4000 mailplane, coming in for a Chinese Three pointer! Well, it's Bob Thompson's solid of that plane, made from the Creature Enterprises kit that was available last year. The kit is already gone from the market, but its creator, KO Eckland, has other kits on his dream-deadline, so if you missed out on the Travelair, get set for the next ones. They might well be the "last of the solids"....you know..."Be the last kid on your block to"..... Eckland has thought these kits out well and they contained several break-throughs to help the builder. Get one next time.

Tissue-trimmers, it's fall once more, and time to review the year's achievements in our great annual Cavalcade of Aces, or Kanonen as the Heinies once called them. There might as yet be several unrecorded meets, but as long as some willing skyster sends in his Message to Garcia to GHQ here, the Keeper of the Log here will eagerly snatch it into his gnome-like hands and make sure you get credit for an FAC Luftsieg.

A brief comparison with last year's listing will show there have been quite a few promotions, with Dave Stott, Mike Midkiff, Pres Bruning, and Hank Struck all advancing nicely among the ranks of the field grade officers...them's the ones get to wear the clouds & lightning bolts on their hats. And there ain't no political officers here, neither! They all's got they victories right up in the clouds, fearfully clawing away other trophy-maddened FACs!

So, helmets off to the Kanonen of the FAC! Here come's the steel band, the rhythm is great, the FACs are all formed up in order of rank, by height, everybody's in step....."Eyyyyyes right!"

And on the reviewing stand we find first of all.....

Rank:

Victories:

Brigadier General:

Chet Bukowski, Mass. Sqn.....29

Full Chicken Colonel:

Dave Stott, GHQ Sqn.....23

Lieutenant Colonel:

Hank Struck, SAM Sqn.....15

Mike Midkiff, CFFS Sqn.....19

Major:

Bill Hannan, California Geschwader.....11

Pres Bruning, Detroiten Geschwader.....10

Captain:

Black Jack Chilmark, GHQ Sqn.....9

Kenny Hannan, California Geschwader.....9

Jack Russ, Detroiten Geschwader.....9

Lin Reichel, Penn Squadron.....9

Jim Hyka, Ohio Ozone Operator.....9

Mike Nallen...Ace of the Nallen Flight.....9

Tom Nallen, Sr. Sire of Aces..the Kanonenkönig.....8

Ralph Hauptmann von Rottensocks Kuenz, Detroiten Gesch.8

Russ Brown, CFFS.....7

Tom O'Brien, Glastonbury Sqn.....7

Fudo Takagi, California Chutai.....6

Clarence Mather, California Esquadria.....6

Bob Thompson, GHQ Sqn.....6

John Stott, GHQ Sqn.....	6
Tom Nallen, Jr....completing the Family Vee.....	5
Hank, "Peanuts" O'Dwyer, the Saybrook Sky Slicer.....	5
Bill Warner, California Cloudster.....	5
Don Garafolow, the Jersey Sky Jouster.....	5
Lieutenant:	
Doc Martin...Miami's Master.....	4
Rich Ivers, Jr...the Massachusetts Marauder.....	4
Ed Novak, GHQ Sqn.....	4
Douglas Mooney, California Squadron.....	3
Bob Jespersen, the Milford Fox.....	3
Joe A Barna, William Penn Squadron.....	3
Steve Hoyt, William Penn Squadron.....	3
Norm Poti, Ohio Escadrille.....	2
Terry McDonald, Ohio Escadrille.....	1
Charlie Learoyd, the Amherst Attacker.....	1
Bill Wood, the Rearwin Ripper.....	3
Herb Shirley, the Rasputin of the GHQ Sqn.....	3
Fred Wunsch, Detroiten Geschwader.....	5
Chuck Schobloher, Detroiten Geschwader.....	3
Norm Getzlaff, Cleveland MFM Squadron.....	3
Ed Franklin, New Jersey Sqn, the Bergenfield Basher.....	3
Bob Clemens, the New York Nimbus Nudger.....	3
George Moreland, Mass Max Maker.....	3
Bob Nelson, our First FAC Winner.....	2
Royall Moore, the Racing Ace of Crow Hill.....	2
Ted Langley...relative of Samuel Pierpont?.....	2
Juanita Reichel...Pennsylvania Aviatrix.....	2
George Armstead...Glastonbury Go-Getter.....	2
Ted Russell, Ohio Squadron.....	2
John Peck, William Penn Sqn.....	2
Ted Wales, the Westwood Winner.....	2
Kim Mather, California Junior Ace.....	2
Curtiss Mooney, California Sqn...note the second S, skysters...2	
Al Koehler, Detroiten Geschwader.....	2
Fritz von Weitzel...New York Geschwader.....	2
Tom Hoyt, William Penn Sqn.....	2
Bob Haight, the Hughesville Hero.....	1
Ed Heyn...the lozenge camouflage learner.....	1
Al "Buzzard Bailey", SAM Sqn.....	1
Jack Whittles.....SAM Sqn.....	1
Jim Warner, California sky streaker.....	1
Bob Mickelson, Nevada Nuncio.....	1
Bud Dillman, Mass Sqn.....	1
Jerry Donahue, the Shrewsbury Shrike.....	1
Mark Assel, Ohio Junior Ace.....	1
Bill Miller, GHQ's own Hungorilla in Poison.....	1
Tony Frackowiak, William Penn Squadron.....	1
Paul Cherubini, Lone Eagle.....	1
Bob "Bamboo Bender".....	1
Dick Woodward, Ohio Oriole.....	1
Gordon Roberts, Ohio Osprey.....	1
Phil Futo, Ohio Junior Ace.....	1
Walt Mooney, the Ol' Professor himself...welcome!.....	1
Don Assel.....Ohio Ozone-chewer.....	1
Rudy Kluiber...Ohio.....	1
Frank Scott, the Honeybrook Horror and (sometime) RAC author..1	

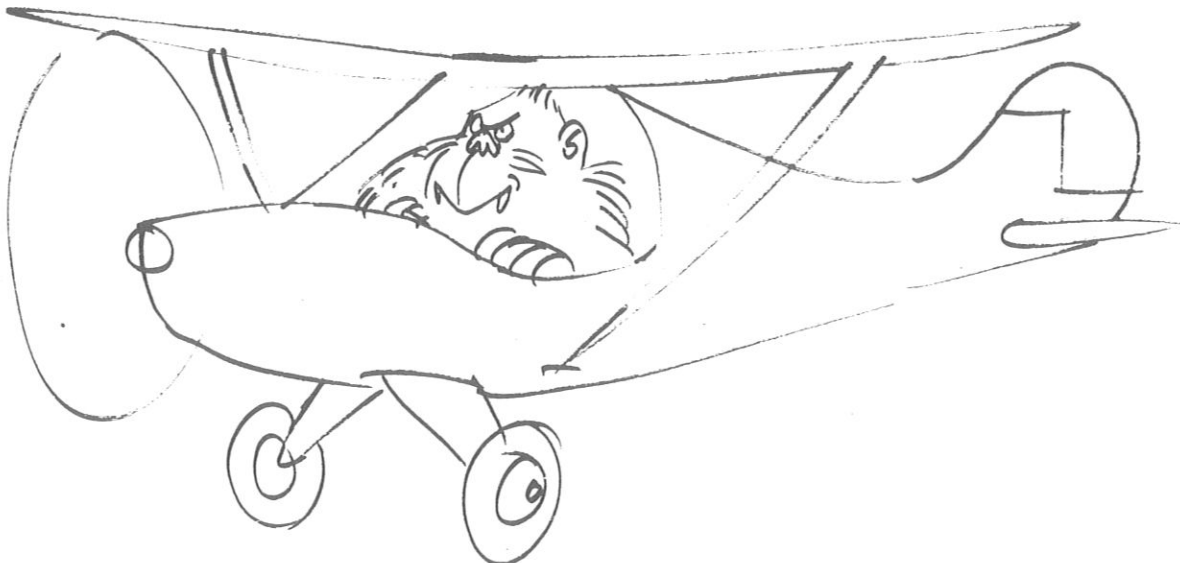
Whew! If that crowd all threw their helmets into the air, why it'd look like a crow-convention! Just watch them march, thanks!



Well, we know none of you skysters will recognize this knickered rabob playing Darius Green on the barn roof, so we'll tip our hands at the start and tell you it's Jerry Donahue, the Shrewsbury Shrike, perched up there, so proud and eager for the skies. Being modest about his age, Jerry hasn't told us just when this snap was taken, but our G-2 tells us he thinks it was some time about 1938-1940.

Jerry tells us this picture proves not only that he once had hair on his pate, but that his models would fly that "guaranteed half minute", too! Sure, Jerry; just go and launch your planes from those "Sky Boxes" at Fenway Park toward the infield and watch them fly a whole minute.

The ship? Look closely, you FAC plane spotters, check your old catalogues and kit box backs carefully now...what is it? That's right, Comets old faithful phantom Fury, the ship with the Soulful Aiffoil in the Many Sizes. Get yours, today!

BILL MILLER'S HUNGORILIA

Citations and Promotions



Major Henry Struck promoted to COLONEL, FAC

Capt Fred Bruning promoted to MAJOR, FAC

Captain Tom Nallen, Jr...citation for plan

Lieutenant Tom Nallen, Sr promoted to
CAPTAIN, FAC

Lieutenant Tom O'Brien promoted to
CAPTAIN, FAC

Lieutenant Bob Roden...citation for plans

Lieutenant Herb Shirley citation for plans

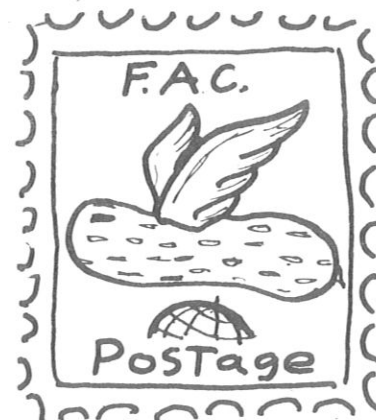
HUNG'S ALTAR

Here's a sad place, skysyers, for here is where we make final mention of those ships which have gone to Hung; those ships which were hung in one of his thermal waves, wafted up to his presence, and which were deemed acceptable in his eyes. He kept them, and they are seen no more among mortals. Any other know entries?

Dave Stott: Comet 25" Porterfield
Comet 25" Rearwin Speedster
Comet 15" Fairchild 24

Hung thought that one was a "fair child"..Haww!

Frank Scott: Dayton-Wright No-Cal Racer



Peanut & No-Cal Scale Postal Meet News

Here's a few target times that have been posted throughout the real by some skysters who are hot for a victory and place (or promotion) on that Anone List. These times are about "right"; not so high you give up, yet a pretty hard target.

Outdoor Peanut

Rich Ivers (Jr) 58 Seconds, Lacey M-10
Dave Stott (open) 72 Seconds Kalinin K-5

Indoor Peanut

Rich Ivers (Jr) 90 Seconds Ord-Hume

Outdoor No-Cal

no times yet

Indoor No-Cal

no times yet

