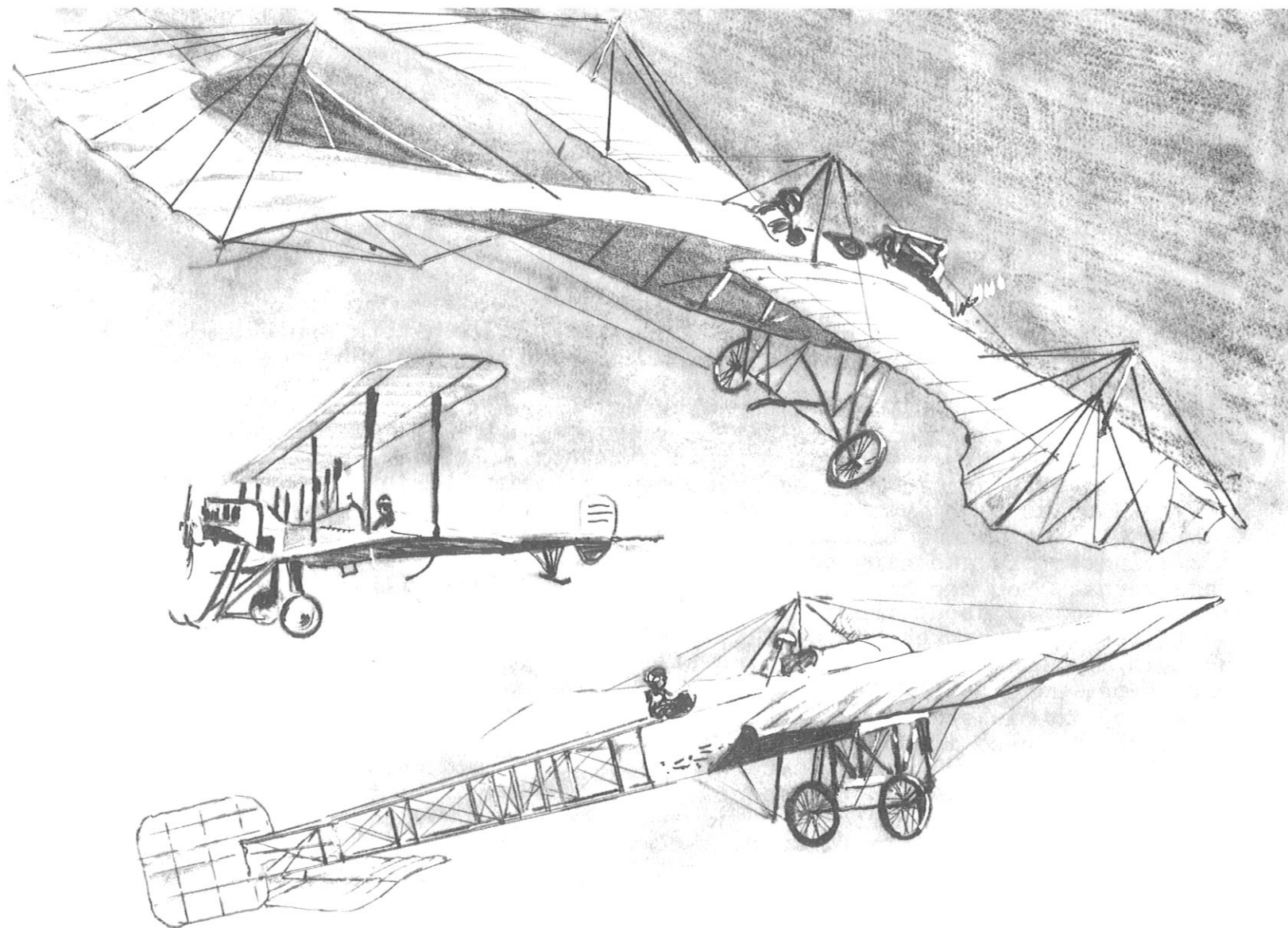


FLYING ACES

Club News

1976

Issue #50!





NEWS ON THE WING!

F.A.C. FALL MEET.

Yep, plans are all set on this end for another swell FAC battle over Pinkham Field at Durham Meadows this October. All our events, as usual. Just check the last page of this issue for all the details, and head for the hangar. Don't get caught with your wheel pants down! Be ready!

NEW PEANUT RECORD.

FAC Bill Warner reports a new World's Record set in Peanut Scale at Taft, California of 22 minutes and 1½ seconds!!! That is going some, fellow Peanuteers! Bill himself timed the flight made by a Nesmith Cougar built by Mike Mulligan. (How's zat for an aviation tuned name? If he has brothers named Ike and Pete, and mom and pop were Maxine and Benny,...well,)

Anyhow, the flight was followed with the naked eye for 15 minutes and binoculars thereafter. Helmets off to Mike, fellas!

STARTLING COVER STORY!

Bob Rogers of the Ponca City FAC provided us with this month's cover art, a scene which depicts some wild & wooly, grim & bloody aerial comback over the Western Front in the first year of the Big Scrap. And he's got all the major warring powers of the West represented, too. From top to bottom they are: Germany with her Rumpler Taube (early version), Britain with her BE2A, and lastly come the snail & garlic-reeking Frenchmen in their Blériot XI. From the looks of things, that Beer-Guzzler in the Taube is really feeling his oats since he has no passenger to weigh him down, and he's going to try and slug the hapless Frogs with his 1914 Fulton Hungerfords. You can bet the sons of la belle France will have something to say about that! Perhaps one of them is packing a Model 1086 Lebel pistol and will give that knockwurst-eater a knock in the knoggin with it. Meanwhile, in "splendid isolation" over there, John Bull goes cruising along in a manner most gentlemanly and suited to his station in life, wondering what he'll be wearing for dinner to best impress the natives.

These were three pretty fine planes in their own ways, and the BE and Blériots served in one capacity or other throughout the war, the BE, which was so stable it could actually fly hands off, even was pressed into service as a fighter: the wretched BE 12, with a single Vickers or Lewis gun, angled out, away from the prop disc. Good hunting!

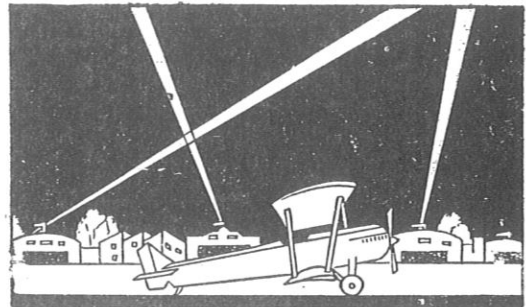
Once again, D-Day, 6 June, saw the skysters gathered under the FAC tent for a day of aviating, aerating of tall takes, ambling around in the tall grasses, awaiting thermals, and anticipating a visit from Hung. Alas, the skies were grey and somewhat threatening in the morning, but by afternoon the "front" was upon us all, bringing with it the usual squalls, rain, mists, and other aerial unpleasantnesses that all the skysters to detest....especially those who postponed their flights in hopes of better weather. Those unhappy ozone-chewers were condemned to fly during the few lulls. T was a mercy that most flyers did sense vile weather a-coming, and so very few were faced with the necessity of making those last flights in the middle of a rain squall.

Of course, at PRECISELY five PM, it cleared off and became beautiful; just enough so that the rays of the setting sun illuminated the soaked GHQ-sters as they struck tents and stole off into the night.....after making a few exhibition flights of their own creations.

We at GHQ are constantly adither at the number of new ships that turn out for pur meets. It is so encouraging to see that we do seem to be making some headway in our efforts to foment a revival of rubber-powered scale.

There were about thirty eager skysters present in FAC Scale, of whom four (to our knowledge.....our company clerk seems to have put the rain-soaked extra sheet in the stove in a drunken, shivery moment. Right now he s on that piece of linoleum in front of the old Man's desk known as "the carpet" answering questions in a stammering voice. We can hear his bleats for mercy all the way down here in the wine cellar, but it doesn't bring back our lost entry sheet., were determined enough to enter two ships. Those four lads of golden memory to GHQ and resignation to the harried judges are: Ed Heyn with his Comet Porterfield and Halton Minus, Fred Hall with his Gee Bee D and Fairchild 24, Fred Hamlen with his Bellanca Airbus and Cleveland Douglas O-38, and Gerry Mallett (a new skyster of great promise, with an Aeronca K and an A-26...both from the Comet kits. How many of you trophy-hounds out there ever DAST enter your first meet with a twin? Helms off to the Malletts!

There were about seven brand-new ships out there, some of them types and models we haven't seen in a balsa tree's age. Bob Neulin reached back into his files of Good Old FA to build his Curtiss R-6 racer. Sad to relate, she was so new she wasn't yet fully trimmed. We look for some high trophy-tearing flights from that bird, Bob! Howie Stewart showed up with an absolutely GORGEOUS SE-5. This was only the second time maximum scale points have been earned at one of our meets. Fred Hamlen's O-38 was new, all a-twinkle in her California National Guard markings, as was Ed Heyn's Halston Minus with her interesting variations on British civil markings. Ted Langley had a new Comet Ercoupe, and Bob Bender had a new Waco Custom Cabin. (How's about somebody building some of those neatsy Waco open pit jobs that are lying dormant in the files and memory banks?). John Stott decided to kill two birds with one prop carving. He has come up with an Interstate Cadet from the old Berkeley plans. As you know, that ship



was designed and first built by the (not so) Old King of the Hills, Henry Struck himself. Henry used it to deStruckt the opposition in 1941 and took away a National Championship. John can use this ship in the great Beat Henry Struck meet coming up on October 1/ at Glastonbury, but he's first going to have to do a few repairs. His ship was the only one that got "treed" by Hung's dogs all day, and as it showed considerable of what the RC boys call "penetration", it was well hung (no pun) up. What with the delays in finding the wreck, the weather and all, it is back to the building-board for John!

Fred Hall took the first prize with that lovely-flying little Gee Bee D, whose BTB was 93 seconds! Combine that with a thoroughly respectable scale score, the bonus points for a Gee Bee, and you have a winner!

Second was Tom Nallen, Jr. with that pretty little Messerschmitt M-35 B, a small replica of Willy Stör's ship of forty years ago. His best flight was of 5/ seconds, yet his scale score was high enough to bring him even over the Great Pan General, Chet Bukowski (the Skyster's Despair), who was vying for the bacon with his Allied Sport, and got a hefty portion (more than a rasher) with a third.



peanut Scale had seventeen eager entries twirling their winders. It also had the GHQ gang twirling their calculators to try and figure out the scores using Dave's new method. As you know, in that method, the BEST flight total of the day's first two digits is used as a multiplication factor for all scale scores. (This tends to make a "ghost ship" self-defeating.)

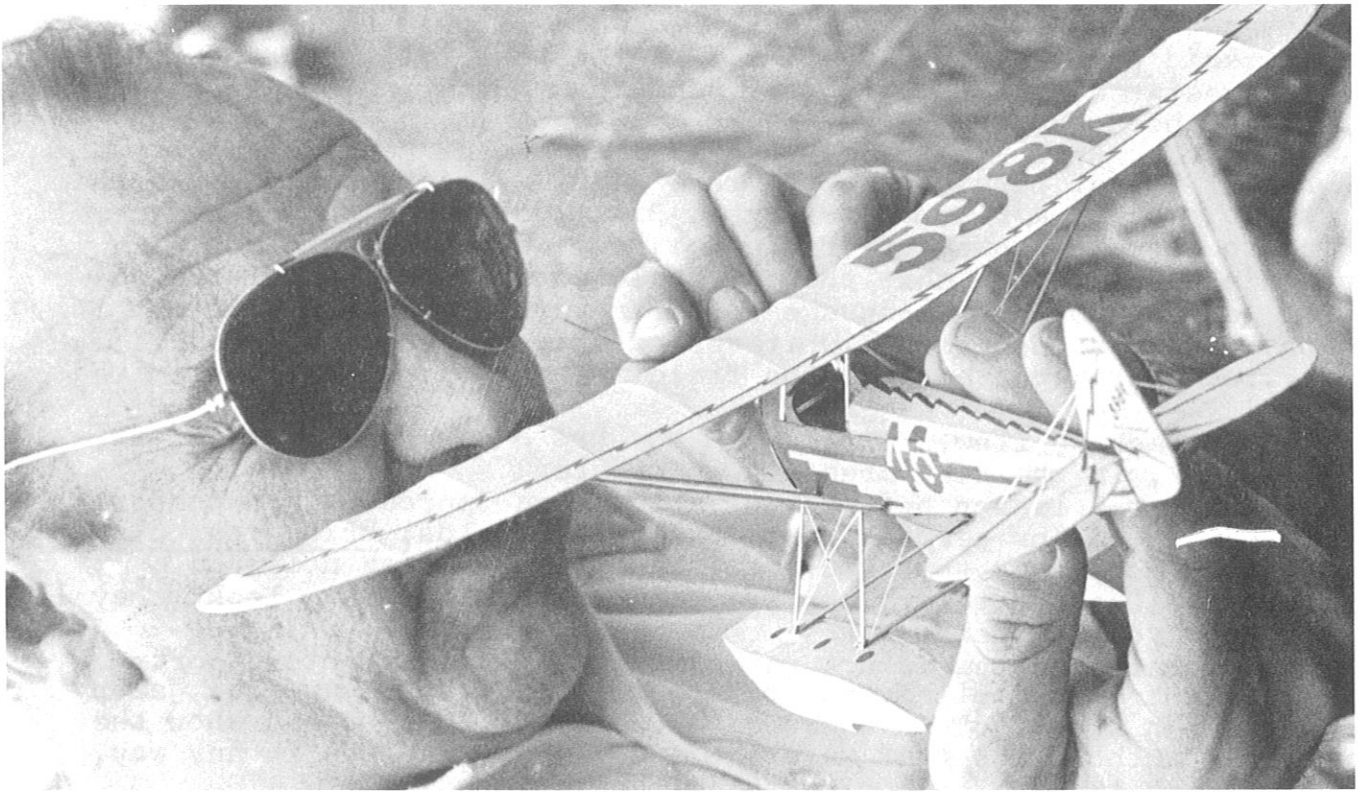
Mick Nallen won this event, under the new scoring as well as the old....think you ought to get a pair of wins, Mick? He had a brand new Wendt Swift, an identical twin to his brother's.... the only way to tell the models apart was by the launcher! Second was Henry Struck, still showing how, with his Dayton-Wright Racer. Did any of you Hungorilla-hecklers notice that this ship sports a fully retractable landing gear? Third

was Tom Nallen with that other Wendt Swift.

If you'll turn the page, you'll catch a glimpse of the ship that was fourth place (and regrettably out of the running): Gene Thomas' Heath Parasol floatplane. This has to be just about the finest looking peanut on anybody's farm, and Gene has done an incredible job on it, from the detailed engine to the very complicated color scheme, which he has perfectly rendered.

Embryo Endurance had ten maniacal entrants, all winding, running out to the table, eagerly praying and promising to Hung, only to find the old Coot just wasn't there that day. Chet Bukowski proved again to us all why he is the Pan General with his original design which flew for a total of 326 seconds. Second was Fred Hall (whose name you're reading a lot, aren't you?) at 235, and third was Henry Struck with 220.

No-Cal Scale was won by (who else?) Chet Bukowski with that Curtiss XF-13C that flies so well you want to give up No-Cal right away and leave him the field all to himself. Second was Mickey Nallen with an RWD-2, and third was (who else?), Fred Hall!



As we promised you, here is Gene Thomas, whose pretty little model seems to have set him on his ear (actually, it is the only way we can fit in Dick Benjamin's swell photo, lads!). Note the nifty color scheme Gene has rendered so well. Gene has a line of kits w/ scale documentation. Why not give him a blast (and a check, at PO Box 601, Melville, New York, 11746.

From the looks of his models, the gang at the Eastern end of the FAC might have found an answer to the Detriten Geschwader's Pres Bruning.

A MERCIFUL OFFICIALDOM HEARS F A C ENTREATY

We here at GHQ always knew there was a difference between a snarling RC job and a Cleveland Boeing 95, but as so many of us have found out, Your Government often doesn't. How many times have you been booted out of a field because the RC boys and their noisy nasties had also used the place and buzzed houses filled with hung-over citizens bitterly filled with rue for the previous night's exertions? At 0800 hours of a Sunday morning, such "activity" is apt to result in enraged calls to the local gendarmerie, who, having nothing else to do, run you out! or the property-owner, tired of flak ("flack" to the Challenge Publications types, from his neighbors, gives you the walking-papers.

Well, JUST this recently happened to the FAC in Wilton, Conn. Wilton has this beautiful field that is scheduled to become a clover-leaf (the national flower?), but the environmentalists have kept the highway construction gangs at bay, and while they sit there with engines idling, the FAC invaded and did some flying. So did the "let's get the technology into modelling" people (subspecies, homo arcencicus), who hadn't been there a week before they were buzzing the houses nearby with great bravado. The result: Polizei!

It seemed there had been a Stern Edict from the town fathers that the recreation area was off limits to humanity from 4:00 AM to 10:00 AM, this being due to the noise caused by homo internalcombusticus, and even then, ONLY permit holders would be allowed to tread the area...said permits being available at the town hall, etc.....

Devastated, the FAC withdrew, sulking, muttering about the State of the Hobby, humanity, and the rest of it.

However, Bill Miller of Hungorilla fame went down to the town hall to get permits for the rare times we might want to use the place, but being a resourceful type, Bill took along one of his ships to show the town authorities. The result: officialdom recognized in a trice that the FAC could do no harm, could make no noise (except for ugly language Mother never taught when a motor snaps), and was insured for whatever catastrophes might occur..... so.....of course you can use the field whenever you like. Unlimited access!

And back we flew. So the FAC now has a new Home Drome, just off Route 1, in the tiny area of Cannondale.

There's a lesson here for us all. When approaching a property owner or a town for permission to use their fields, bring your planes with you. Show them that you are incapable of making noise to disturb the local revelers who rue, and that unless they look, they'll never know you're there.

Our main problem is not ourselves; it is other Motor Sports Enthusiasts: snowmobiles, minibikes, motorcycles, RC models, jalopy drivers. In short, OTHER users of I C engines. If we can show the owners or authorities that we are NOT using I C engines in any way, we might get them to un-harden their hearts to us.

If it worked for a bunch of doddering clods like the GHQ Gang, surely it can work for you!

Try it!

As the old cartoon said: "Yes, there is a difference." How fine that one town recognizes that difference. Maybe we can get others to do the same.

Down memory's runway



Here's a pic and a pair for you trophy hounds! Recognize them? Nope? They are the stalwart and staunch FACs, Randy Wilson and Jerry Donahue. Here they are, circa 1945, proudly displaying their winnings after a meet. Speedy skysters, then as now, they haven't changed a bit.

PARRAKEET PEANUT.

"A Rose by any other name would fly the same", scribed the poet! A "Rose Parrakeet" is what he means. As cute as the little feathered pal it is named after, too. Her designer is not yet an FAC, either! His name is Sears McCorrison and he is contest director for many meets up in his home state of Mass. Seems Sears got a look at issue #48 of the FAC News and sent this plan to GHQ with the following message..."I read in the FAC News your requirements for publishing plans. The enclosed plan of my Rose Parrakeet Peanut should fit your pages." Well, we say it fits more than just our pages, Sears. She'll fit the needs of many an FAC's empty hangar space, and ozone above his local 'drome as well! Thanks a bomb bay full from the gang here at GHQ, and we hope to see you soon at one of our FAC meets so we can add your name to our membership of happy tissue trimmers!

GARAMI BI-SPORTSTER.

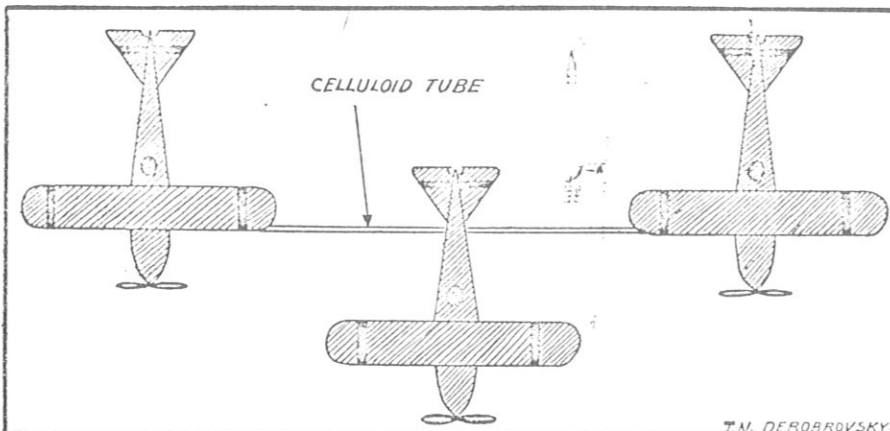
Here is a neat aerial trinket by the ol' master of such types, Louis Garami. This little bird was swiped from the pages of Model Airplane News for May, 1939. It was designed to be flown as either monoplane (high wing), or bi-plane. Now you clubsters with an Embryo enigma will take notice that as a monoplane this nimbus nudger will solve your problem. You can even stretch that wing a bit before you hit the 50 square inch limit. The neccessary cube size is easily absorbed in the fuselage, so no mods needed there. And with that 8 inch ozone chewer on the beezzer, well....'nuf said. Let's head for the workshop!

EXPERIMENTAL DEPARTMENT.

Taken from an old Popular Aviation magazine, the idea given below is from the one time head of the model department of Model Airplane News in the very early 1930s. Yep, you old timers will remember Prof. "Dynamite" DeBobrovsky, aerial wizard for editor Bernarr Macfadden.

Any of you clubsters ready to take on the task of making three models alike and risk 'em in that fashion? How many bonus points do you think that stunt is worth?

How to Make a Squadron Formation Flight

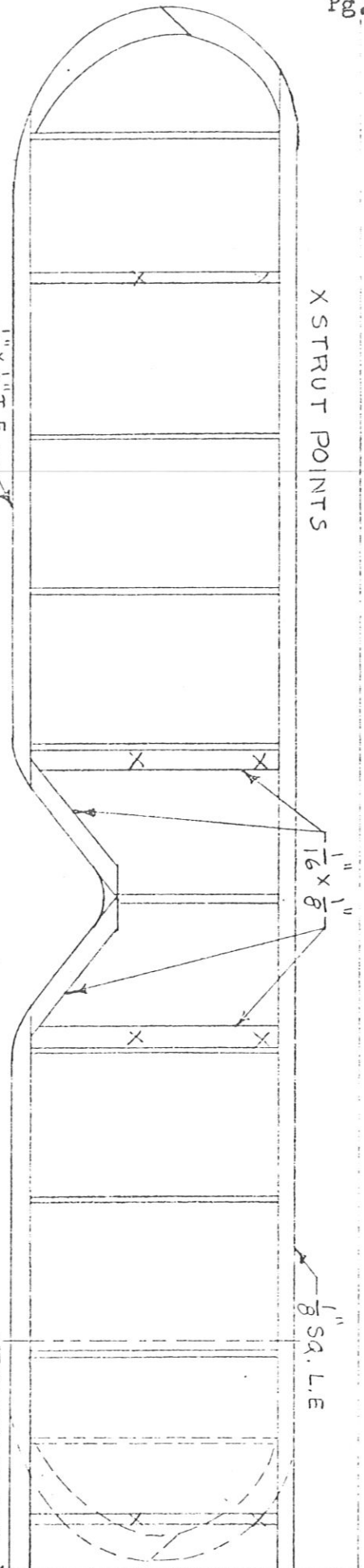


Here they go in perfect formation. Tied together with a celluloid tube they must be in perfect alignment.

MR. T. N. DE BOBROVSKY, 4 Cubberly Place, Jersey City, N. J. has submitted a novel and interesting scheme for flying models in formation. We can see in advance that flying this squadron of three pursuit ships in formation will contribute a lot of fun to model flying and we hope to hear from those of our readers who have tried it.

As indicated in the sketch, three flying pursuit models are connected together in squadron formation by a celluloid profile tube, and as the celluloid tube will be invisible, the climbing, banking, rolling and zooming of the three connected models will give as much of a thrill as a real Army Air Corps exhibition.

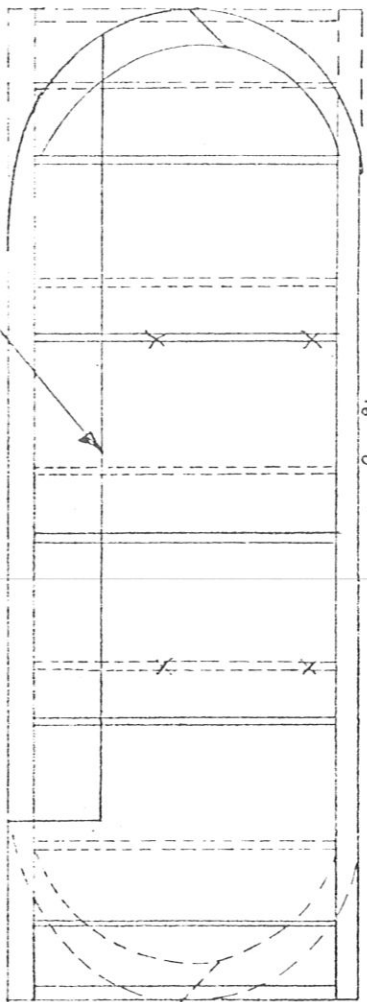
X STRUT POINTS



16" x 1/8" T.E.

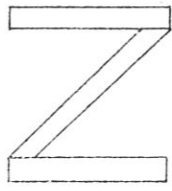
1/8" SQ. L.E

TIP, TRACE AND
ADD TO PLAN AT Y

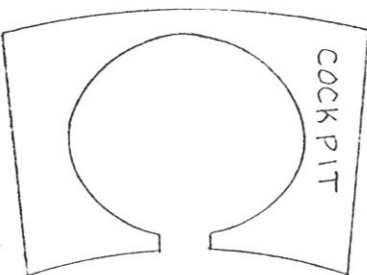


AILERON
L.G. WIRE

CABANE STRUT
(TRUE LENGTH)



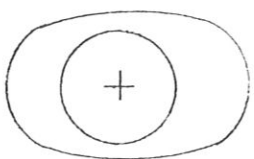
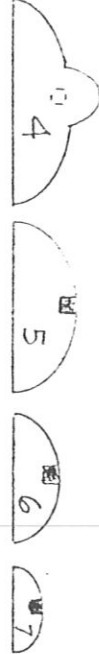
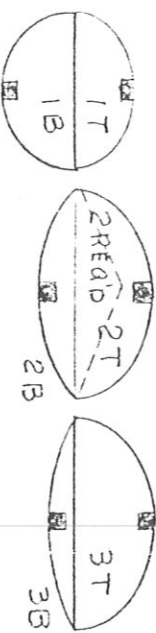
COCK PIT



HEAD REST



WINDSHIELD



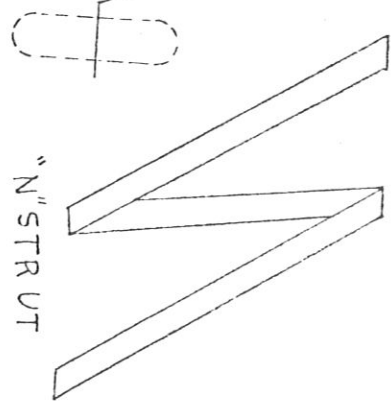
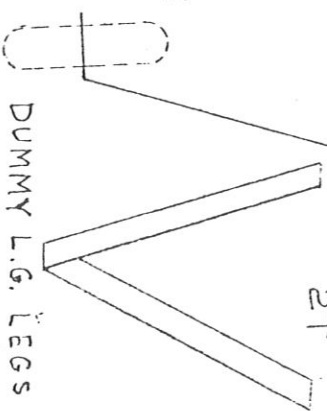
NOSE BLOCK
1/4" SHEET



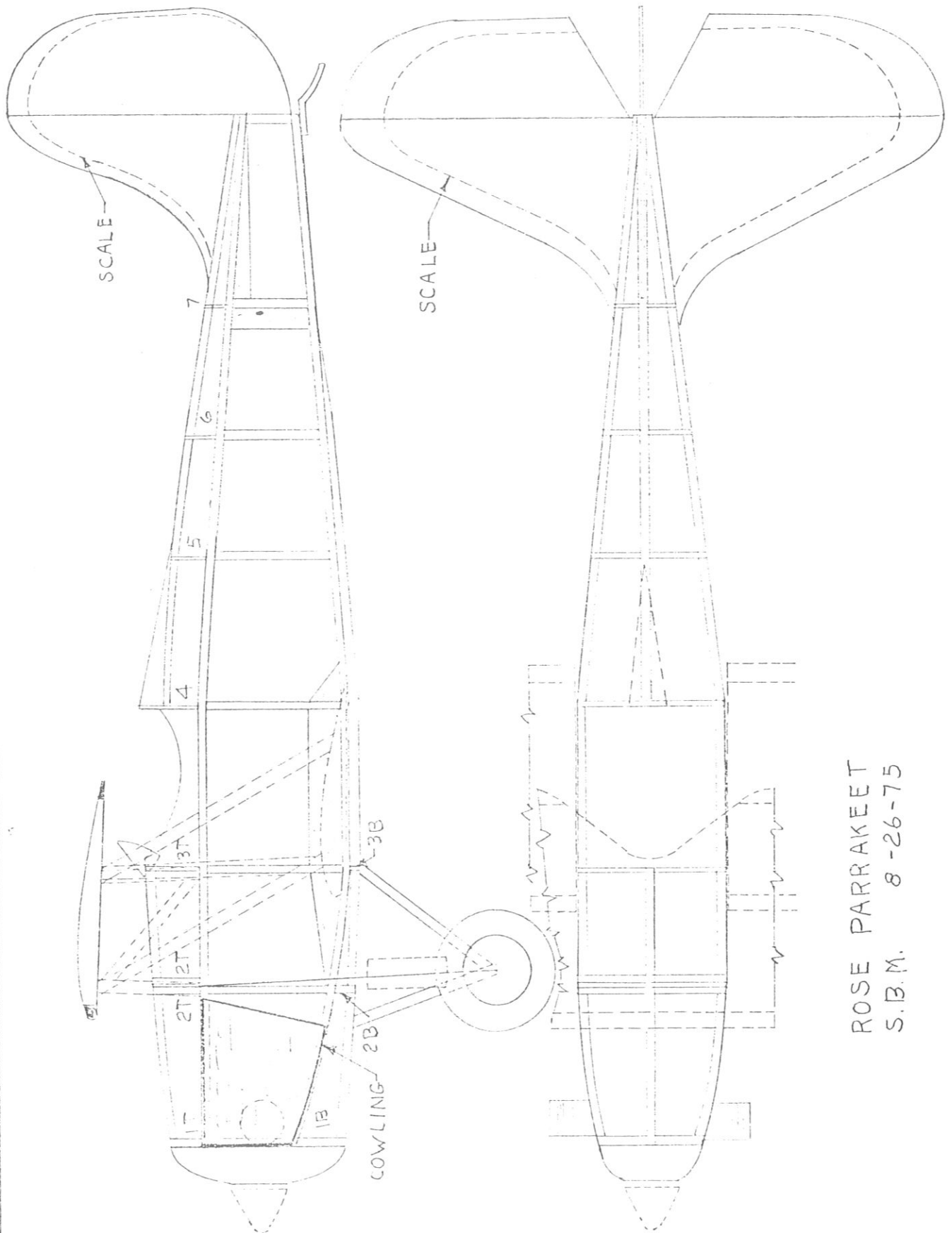
WING RIB
2 REQ'D 1/16" SHEET
20 REQ'D 1/32" SHEET
CENTER RIB
1 REQ'D 1/16" SHEET

L.G.
MAKE FROM
.032" WIRE
SANDWICH
BETWEEN FORMERS
2T

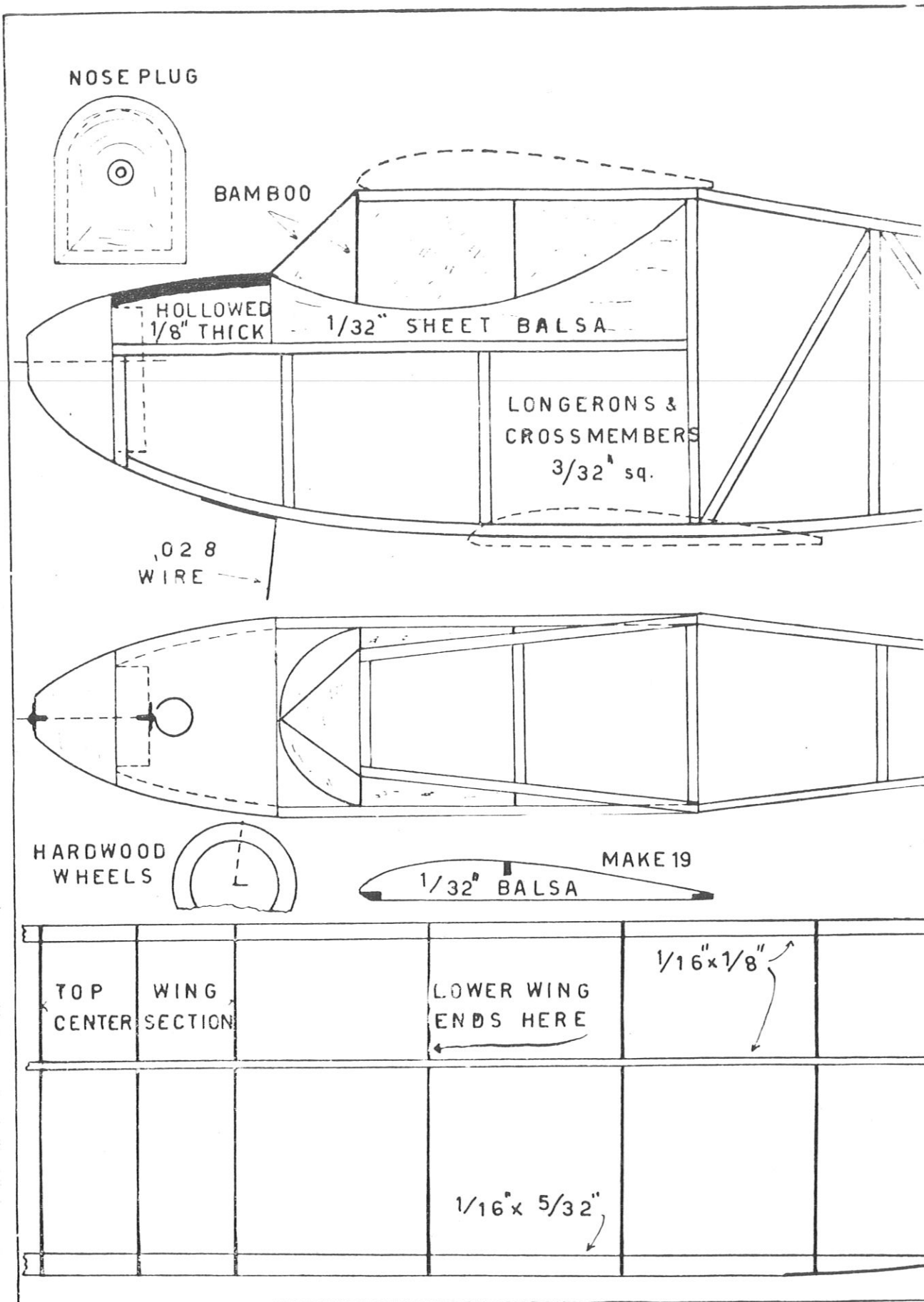
DUMMY L.G. LEGS
(TRUE LENGTH)

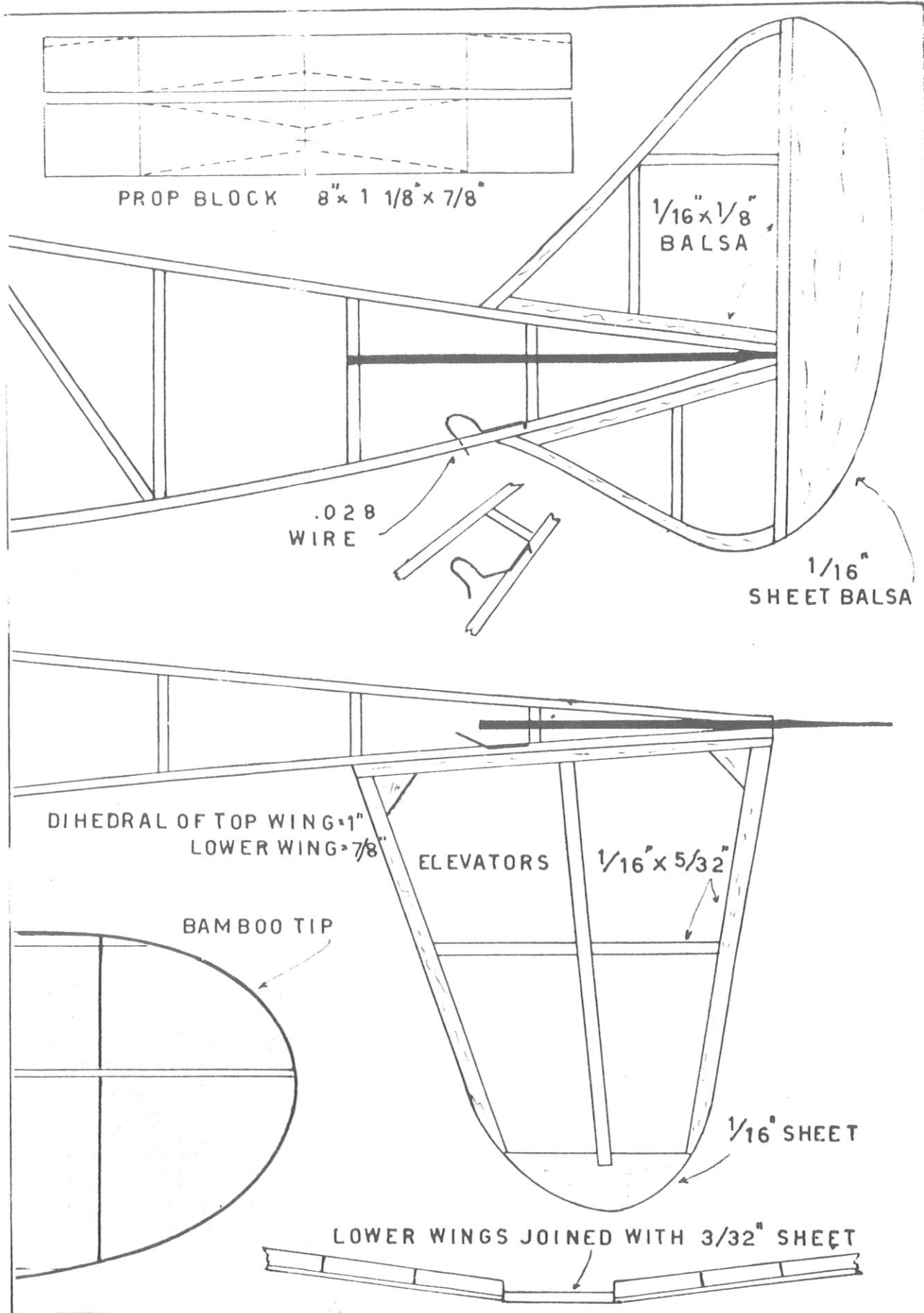


"N" STRUT



ROSE PARRAKEET
S.B.M. 8-26-75





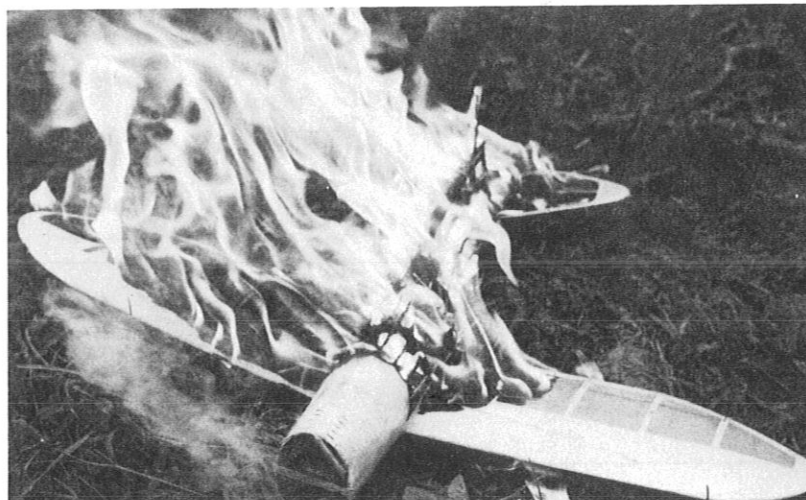
Spring Meet Results.

Wow race fans, the morning dew was sure pulverised by the propwash of the thirteen anxious aviators blasting their clip-winged sky scorchers aloft over Pinkham Field to qualify in the Shell Speed Dash for the afternoon's wild and wicked Greve and Thompson events! Let's look below and see how they all faired, and later on line them all up again and relive the flashing and adventurous moments when a split second could mean the difference between victory and defeat, or even a crunching mid-air crash and getting a chance at one more lap! You have to admit, fellas, it sure takes a certain breed of skyman to risk his best efforts time and lap again while the Grim Reaper rides his turtledeck! But THESE, are F.A.C.s!!!

	score.
1st. Fred Hall, Gee Bee "D"	165
2nd. Royall Moore, Gee Bee "Z"	122
3rd. Chet Bukowski, Chester "Jeep"	111
4th. Bill Wood, Chester "Goon"	105
5th. Tom Nallen Sr., Keith Rider "Suzy"	67
6th. Bill Miller, Keith Rider "8 Ball"	62
7th. Jeff Chrisey, Chester "Goon"	60
8th. Tom Nallen Jr., Chester "Goon"	55
9th. Ed Heyn, Brown B-2 "Miss Los Angeles"	45
10th. Paul Cherubini, Laird "Super Solution"	44
11th. Jeff Chrisey, Gee Bee "D"	35
12th. Bill Miller, Caudron	27
13th. Ed Heyn, Chester "Goon"	20

Next raceplane event to be run was the Aerol, a single lap (flight) battle for ships that did not qualify for the Greve or Thompson events. A few scant feet separated the four pilots and their mounts as they waited the drop of the starter's flag. We see Bill Miller and his Caudron, Chrisey and the Gee Bee "D", Ed Heyn and the Goon, and Don Garofalow with his sleek Caudron. Don missed his chance in the Shell earlier in the day by the act of parking in a tree top! Guess we'll have to put "No parking" signs up in those trees for Don. Seems he always manages to pull that lazy bird trick! But wait! The flag is dropped! Away they roar in a dangerously close pack! Finally they spread out a bit and Ed Heyn's Goon is down first, followed by the Gee Bee of Jeff Chrisey. This leaves the two Caudrons aloft, but Miller's ship is no match for the other, and Garofallow is the winner of the Aerol! And this is only the warm up for the strut straining wing tip to tip duels to follow!!!

Firey crash
of Ed Novak's Ike
after 1975 Greve
race. Yes sir
fellas, when Ed
slams 'em down,
they BURN!! What
will we toast
marshmallows on
next time, Ed??



As skies darken overhead the Greve Trophy Race is begun. Two heats are run off that eliminate Ed Heyn's Brown and the Keith Rider "8" Ball flown by Bill Miller. As the first lap of the final is under way there is a near mid-air collision! That's the way it is with the simultaneous launching of these temperamental ozone burners! And that only makes this form of model flying all the more exciting.

The end of the first lap finds Tom Nallen Jr.'s Goon out of the running, being first to land. While winding for the next lap Tom Nallen Sr. finds a hole in the motor of his Keith Rider Suzy! Trouble ailing for Tom! But the end of this lap finds Tom still in there with the Bukowski Chester Jeep out.



Off they roar into the third lap! Nallen's Suzy, Hall's Gee Bee "D", and the Goons of Chrisey and Bill Wood. Chrisey's Goon is down first leaving lap 4 to the other three.

And lap 4 finds the Sick engined Suzy out of the race trailing smoke!

The final lap is a battle between the Goon of Bill Wood, and newcomer to the race course, Fred Hall piloting his Gee Bee "D" with Fred emerging the winner! A fine job of rounding pylons!

The weather worsens as the Thompson Race heats are run off. These heats eliminate the Heyn Brown B-2 and Paul Cherubini's Laird Super Solution from the Final.

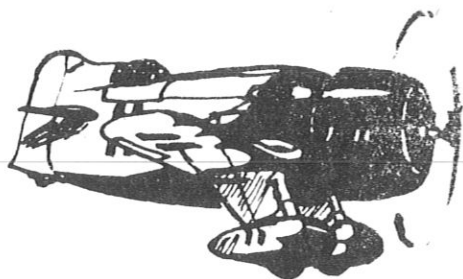
As the clipped wing sky slicers line up for the big event we take a moment to look them over and try to pick the winner. Maybe it will be the dark horse Caudron flown by Don Garofalow who made this line up the hard way. That is by winning the Aerol and filling a spot in the T.T. line up vacated by Chet Bukowski's scratching of the Chester Jeep.

A good chance it will be Wood's Goon that just placed 2nd in the Greve. The Miller "8" Ball? She's shown she has what it takes rounding those pylons at a greater altitude than most other racers.

Suzy, with a new motor? Two more Goons of Tom Nallen Jr. and Jeff Chrisey. One of them could be the winner, by turbulence! And then there is the only radial powered ship in the race, the Gee Bee "Z" of Royall Moore with it's split skein motor and geared propeller. An earlier Gee Bee "Z" so equipt and piloted by "Toothed Wheels" Moore did it once before, as you race fans well remember. Think it will repeat??? Lessee!!

Flashing past the scattering pylon go all seven of these mighty speed demons! The Chrisey Goon is down and out first, followed by the two Tom Nallens and their ships in the following laps. The fourth lap finds the Miller "8" Ball out of the race, and on they go with no blown motors to mar the air duel! We'd say these skysters are well prepared with ships finely tuned for the long grind.

Lap 5 finds the dark horse Caudron piloted by Don Garofalo out of the race after some really neat cloud crushing flights. It is pretty tense for our remaining flyers as they wind motors already pushed to extreams. NOW is not the time to blow a motor! It is Bill Wood's Goon versus the Gee Bee "Z" flown by Royall Moore. Both ships have been handling well so far. There, they are both wound successfully! Off they go!! But what's this?? Moore's Gee Bee is suffering from a bad launch and noses in quickly as Wood's Goon soars off to victory in the Thompson Trophy Race for this Spring FAC Meet! Congrats, Bill! Well done!



Fellas, be sure you get the ol' balsa out and get started on your entry for this Fall's FAC Air Races. Once you have a go at this exciting phase of FACdom you will be sorry you waited so long to try it. Just remember the rules for building these jobs. They were printed up in issue #21 of the FAC News. Any of you Ribslicers not having this issue, or in doubt over something concerning raceplanes just send your query to FAC GHQ and we'll be glad to fix your compass!

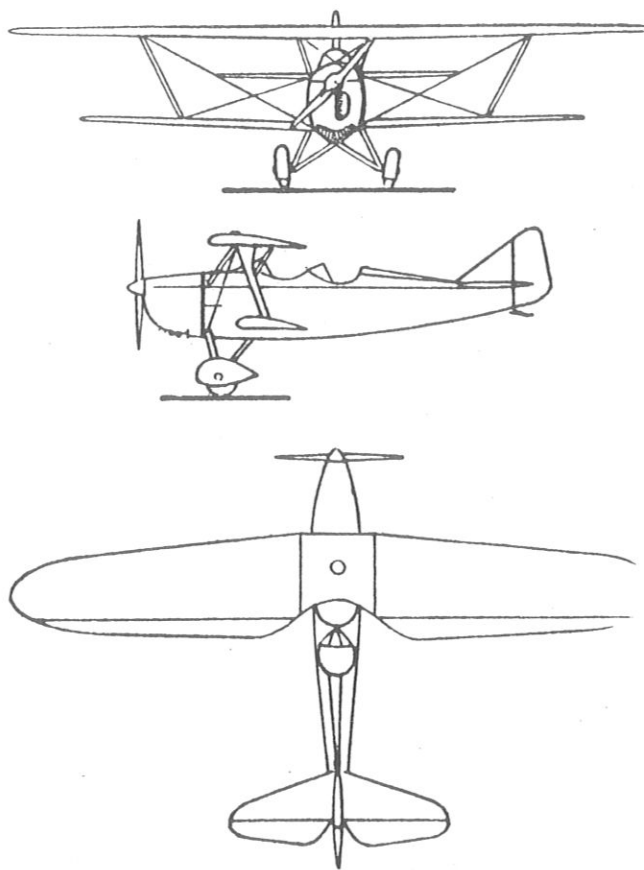
LUCKY LINDY CONTESTS IN 1977.

Yep fellas, better get the thinking cap on and hover over the drawing board. Get those Spirit of St. Louis drawings out! "Lessee, what size should I make it? Boy, those cylinders are going to be a pain in the empennage to make",! Well, maybe so. But, what better way to honor that great pair called "We" on their 50th anniversary?

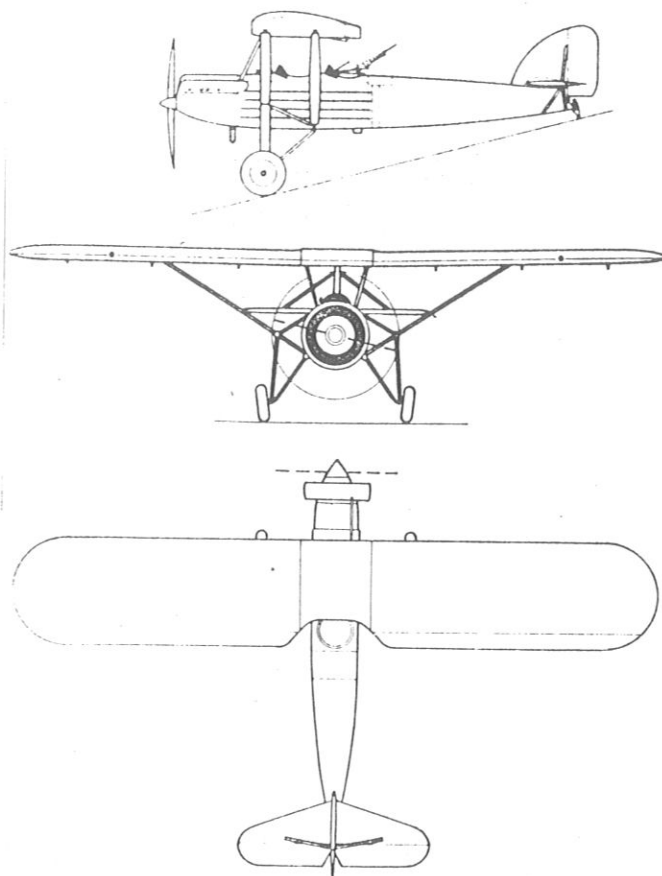
FAC Lt. Royall Moore is the prop boss and sponsor of this neat idea. The event will be run with each FAC meet and each meet of the Glastonbury Modelers held next year. GHQ thinks it a grand idea and victors in these events will be credited on the FAC Kanone List. "Hey Gene Thomas, howja say you make those "swirls" on the cow ls"???

THREE VIEW SALOON.

Carefully side stepping the Bermuda Triangle, let us amble over to the land of castinet clicking Castilian cuties and drink up the clean lines of the Iberian eyefulls on the following page. Yep, this trio of spanish sky slicers are fully home grown and partook in the civil war there in 1936-1939. They are from a 4 volume set of pocket size books titled. "La Aviacion en la Guerra de Espana" by Salvador Rello. Printed in Spain, and in the spanish language it might be possible to get them from "The Four Continent Book Corp.", 156 Fifth Ave., New York, N.Y. These little books are full of 3-views and photos of some surprising airplanes that participated in that war. For instance, a pair of Miles Hawks were fitted with racks and used as light bombers! Monocoupes, DH 9s, Northrop Gammas and Deltas!!!!!!

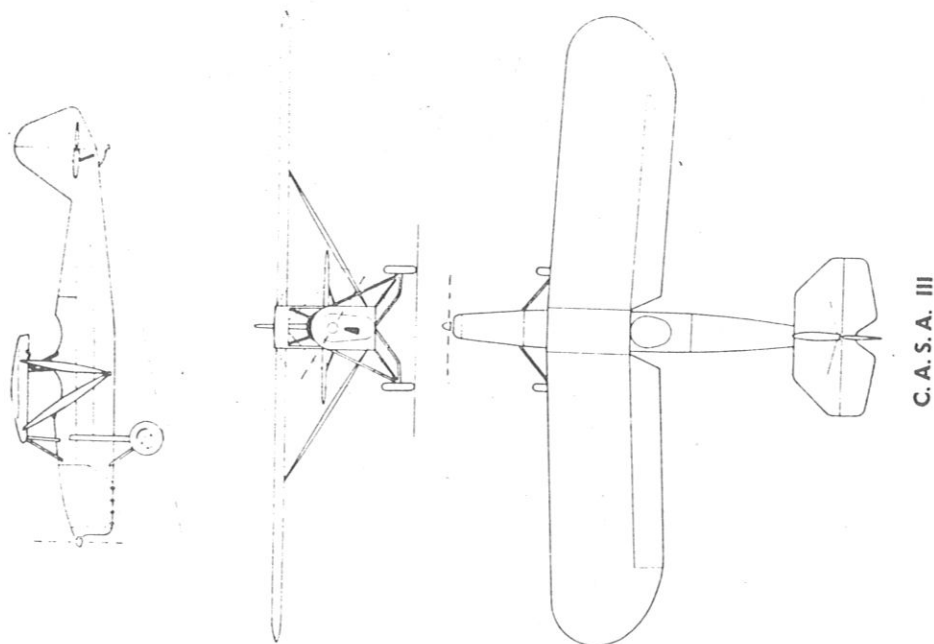


Adaro 1.E.7 «Chirta»



HS-30 de perfil y dos vistas de E-30

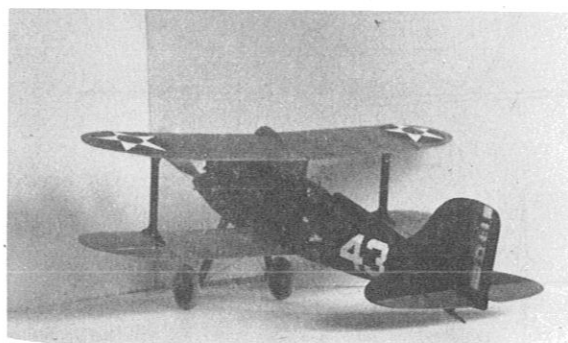
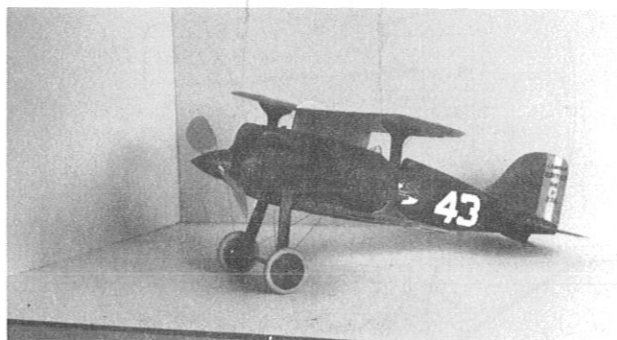
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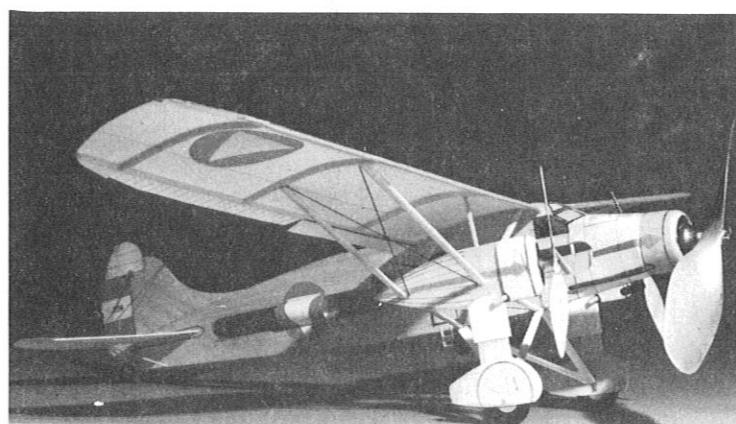
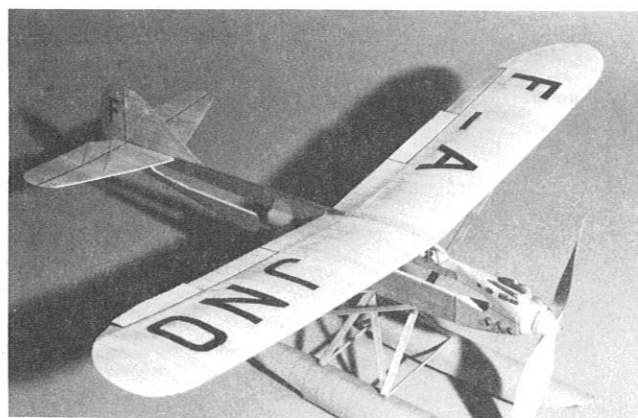
C.A.S.A. III

With the model builders

Pg.16.



Here's a couple of pics of Bob Neulin's Curtiss R-6 (Aug '36 FA, Golden Age Reproductions). These shots don't do justice to the fine job of lettering he did, nor to the nifty eagle on her fuselage side. Bob tried to dye the tissue gold, using "RIT" dye, and had a horrible time doing it and getting it right, only to then have the color bleed through his tissue insignias, as he put them on. You'd have probably been better off, Bob, if you'd have used yellow tissue for the wings and masked off the radiator areas and then sprayed those gold with some old Testor's dope, thinned Rub & Buff, or whatever. It's a thorny problem for those without an airbrush, that's for sure. A nice ship, Bob.



Look closely at this model, tissue-trimmers. Yikes! It is a No-Cal. See why the Great von Bruning is the mortal despair of his contemporaries? Pres just uses regular bond paper for his wings, and by drawing in a line here & there, gets the effect of three-D. The plane? a Latécoère.

Here's the same scene! Just look at that Caproni Ca 133 in Austrian markings. Once more you have to look twice to be sure it is just another harmless No-Cal, and won't be gobbling up all the points in FAC scale, leaving no scraps for the likes of the rest of us. How does this 10" span beauty fly, Pres? It's for sure that we see no such nice No-Cals in these parts! Just fan my brow!

FLYING ACES

Flying Aces Club Fall Meet

pg.17.

OCT. 3, 1976 9:00 AM to 5:00 PM
At Durham Meadows, Durham. Ct.
For Outdoor Rubber Powered Models.
All Events Combined Age Groups, (JSO)
AMA Membership Required. You May
Join At The Field. Sanction # **952**
Entry Fee \$3.00 (Under 21-Free)

Just take a gander at all these swell events you tissue trimmin' modelers can enter for a mere \$3.00! Yep, one entry gets you in' any and all events, a year subscription to the coveted FAC News, a chance to win prizes and trophies, and best of all a day's flying with the best bunch of stringer benders in the East! Better come early and stay late so as you don't miss any of the high flyin' action. And don't forget to bring along all your plans, photos, and whatever to endorse your scale entries.

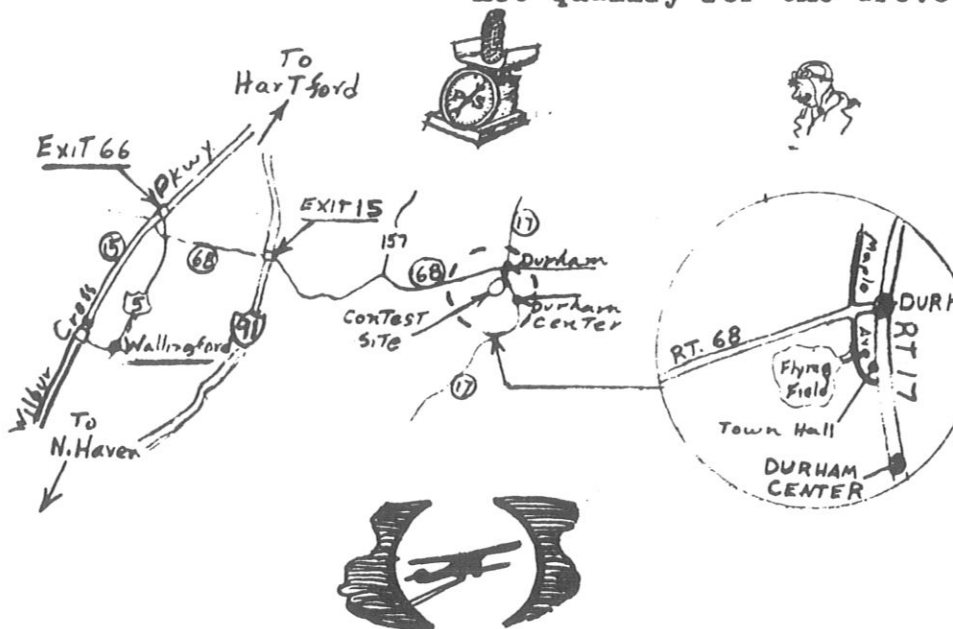
1. Flying Aces Scale; An event for any scale model that gives a bonus for difficult to trim models. Two ships may be entered. No penalty for deviation from scale tail area or dihedral.



2. Peanut Scale; Modified FAC rules as used last Spring.
3. Embryo Endurance; An easy event for non scale models of certain specifications. Great for fledglings.
4. No-Cal Scale; For profile scale models. 16 inch span limit.
5. Shell Speed Dash; An endurance event for raceplanes not exceeding 24 inch span. All flights (2) must be in by 12:00 Noon. Top 10 qualify for Greve and Thompson described below. If you plan to race in the Greve and Thompson you must be in the top 10 in the Shell! G'luck!



6. Greve Trophy Race; An endurance event for racers with simultaneous launching for wild and turbulent action just like the real races! Even the spectators get sweaty-palmed over this!
7. Thompson Trophy; More of the Greve style flying! Think you are made of tough enough stuff????
8. Aerol Trophy; One great big simultaneous launch for those who did not qualify for the Greve or Thompson.



For rules or any info regarding this meet contact our C.D.---

Capt. Bob Thompson
Hat Shop Hill
Bridgewater, CT.
Zip 06752

or
FAC GHQ
66 Bankside St.
Bridgeport, CT
Zip 06606

BUILD! FLY! WIN!
F.A.C.



FLYING ACE'S CLUB G.H.Q.
66 BANKSIDE STREET
BRIDGEPORT, CONN. 06606