

Pete Azure

I was in South Vietnam from July '68 thru July '69. A standard 1 year tour. In the 1st Cavalry (Airmobile.) Helicopter assault. Although we walked rather a lot for that airmobile name to be exact. When they found a fight we would be picked up by a flight of choppers arranged in goose formation from an open field. I offered to walk, however. I could be there Thursday afternoon, late. Nope. We flew. 6 or 8 of us in full gear on a ubiquitous “slick.” A Huey UH-1 helicopter. Thousands of them in service over there.

I was lucky enough to be wounded only slightly. Back in the field the next day. All there have their stories of war. Many will not tell them. Others selectively. Told my wife of standing on the skids of a chopper with all my squad while heading back to the landing zone. 4,000 feet up. Thought I was crazy. I was. Young and unbreakable.

“Hot” landing zones would make me question my invincibility. Those were, and are, scary. Memories come sometimes unbidden. I didn't keep up with my war buddies after 'Nam. Although I still email with my squad leader, sometimes. Re-fought the war at parties in the '70's. Not any more as I age. The fire goes dim, at last.

So, if you see me at a restaurant looking for a chair facing the door, don't laugh. Some things never leave.

Ted Allebone's Father Edwin Charles Allebone

My father, Edwin Charles Allebone, was "called up" or conscripted into National Service in 1939 & almost immediately dispatched to France with his British Army unit. (For many years after, he swore that his days under canvas started & finished right there, but he subsequently relented & accompanied me to the British Nationals model aircraft championships several times, spending the nights in a tent).

As the German forces overran France, Operation Dynamo was instigated in order to evacuate British forces from Dunkirk but dad's unit was not geographically positioned to take part in this operation. His evacuation came shortly later as part of Operation Ariel & commenced from the port of Le Havre. Dad reckoned that Le Havre probably turned out to be a better bet, as the Germans were more focused on Dunkirk.

Upon his return to Britain, dad was stationed in Northern Ireland where he met & subsequently married my Mother. Dad remained on duty in Ireland until the end of hostilities, by which time I had come along, & we as a family moved back to dad's home town in England. He finished his army service with the rank of Sergeant. I have attached pics of dad when he was called up, & one of his wedding in Northern Ireland, yours to use if appropriate.

Rich Weber's Dad R. O. Weber

R.O. Weber enlisted in the US Army Air Force in 1943 with the ambition of becoming a pilot. He took the opportunity to switch to navigation training when his math scores marked him as a good candidate. His philosophy was to volunteer for anything that would extend his training so when the Air Force was looking for fellows to cross train as bombardiers for the new B-29, he volunteered again.

Just as he completed this phase of his training, the call went out for volunteers for B-25 crews, and after hearing about the long, over-water missions planned for the Superfortress, he made the switch.

In July of 1944, he was sent to Georgia to join a crew and pick up a new B-25J to ferry around the world. They went in stages to Florida, British Guiana, Natal Brazil, Ascension Island, and then across Africa, and the Indian Ocean, arriving in Fenny India (now Bangladesh), assigned to the 83rd Bomb Squadron, 12th BG.

The ship that carried him there was the first one to arrive in the new aluminum finish, and the squadron CO promptly took it for his own.



Rich’s Dad R.O. Webernext to a B-25

The 12th, known as "The Earthquakers" during their tour in N. Africa, was assigned to the 10th AF and tasked with helping the British push the Japanese out of Burma. Pa was assigned to various aircraft, both H and J models. He flew 68 combat missions, and took part in the battle for Meiktila, where his unit was based on a forward air strip to provide close air support to the advancing infantry.

The 12th used the cannon firing H model Mitchells in bridge busting operations. While Pa didn't talk very much about his combat experiences, he did say that those cannon firing missions were his least favorite. His reticence to talkabout the war, and the fact that the military records from that period were lost in a fire many years ago leave us to wonder about the reasons he was awarded an Air Medal and a DFC.

By May of 1945, the air war in Burma was winding down, and Pa had enough points to rotate home. He was fortunate that navigators were in short supply so he could work his way home on a transport C-54. He was released from active duty before VJ Day.I also had a brother in the USN during the Viet Nam War and currently I have a nephew who is serving with the USN as a SEAL.

Jack Moses

Around Memorial Day I'm always reminded of my own military experience during the Korean "police action". I was stationed with the 212th Psychiatric Detachment, the first ever psychiatric MASH like unit, located in what had been a Japanese prison during their earlier occupation of Korea. Being just south of the Han River we were close enough to quickly receive helicopters and ambulances carrying young soldiers suffering from "battle fatigue" and other problems.

Working in teams of three headed by a psychiatrist, we were able to begin treating patients very soon after the trauma that caused their disability. This early treatment was key to fast recovery and return to duty. We saw all UN troops, having translators for all languages except Turkish, which was okay since we never saw any Turks anyway. They must have liked fighting too much to get bothered by it.

Our quarters looked just like Alan Alda's MASH tent, and living conditions were very similar. What sticks with me most is the remembrance of the suffering those young men (boys, really) were experiencing. We must have been doing a good job though as Time Magazine took note of our efforts in an article in Jan. 1953.

We were able to get most back on their feet and back to duty within a few days. Very few required evacuation to Army hospitals in Japan and the U.S.

I met a lot of wonderful people there, and many, many brave young men. My year and a half there is an unforgettable part of my life.

Paul Crowley US Army 1959-1969

I was drafted in July of 1959 one month after Peg and I were married. This was not unexpected as I had been deferred while attending collage. I was sent to Fort Leonard Wood , MO for basic training, just had a lot of fun marching around in the heat all summer. I must have done well on all the testing while there because I was the the onlyone from my company that was sent to Fort Monmouth, NJ to train as an electronic repairman for computers.

After finishing school in April of '60 I shipped out on a nice troop ship for two week cruse bound for Okinawa courtesy of the U.S. Navy with stops in Hawaii, Korea and Japan. By the way as I remember that was the best food that I had the whole time I was in the service. The Navy eats well!

On Okinawa I was assigned to the Ordnance Company as an electronic repairman on the Nike Hercules Missile System which at that time was our defense system with several sites located around the island. My job was repairing the ground guidance computers. It was very good duty, eight hours a day in an air conditioned shop (it rained 250 days out of the year so the humidity was sky high and electronics don't take to that very well).



In the evenings there were several of us who started to hang out at the base hobby shop and because of my modeling experience I got an after hours and weekend job working there. Had a lot of fun and had time to build a few models plus made a few extra bucks.

While on the island I had been promoted to Specialist 4th Class and that's the way I ended up. I shipped home for San Francisco in June of '61 and was Honorably Discharged.

You guys would have loved my trip home. I flew back across the Pacific on a Super G Constellation at a whopping 250 MPH. What a beauty! We had to stop twice to refuel, at Wake Island and Hawaii. At Wake it was high tide and the end of the runway was actually built out into the ocean and since we were heavy we actually taxied out in the water to run up the engines. I'll never forget that.

I am proud that I had the opportunity to have served our country.

VP Winn Moore's Brother

USAF Col. Ron "Gunman" Moore 1947 – 2013

This years Outdoor Champs will start what I hope to be a vary long tradition of presenting the "Gunman Mug" to the winner of the WW2 mass lunch event. The mug is in memorial for my oldest brother USAF Col. Ronald G. Moore, who passed last August from lung cancer.

My brother was a friend, mentor, husband, father, leader and great fighter pilot. He also had a vary active and productive life.

His military career began in the Navy in 1966, with a draft number of 3 he liked blue better than green. He read satellite weather images on Guam for a couple of years before being discharged. Ron then attended Emery Riddle in Daytona, were he finished second in his class in aeronautical engineering and attained his private pilots license. He was granted a pilot slot by the Air Force, but the 72 gas crises turned that into a WSO (Weapons System Operator) position. Upon competing training he went into the back seat of a F4 Phantom.

His first front seater (pilot) started the naming process, as Ron was referred to as the tail gunner. After competing his tour as WSO, somehow Ron finally got his pilot slot and went to Del Rio Texas for pilot training.

He was senior in his class both in age and rank, so Pappy was born. Ron qualified in both T-37 and T-38's, was number 2 in academics and

flight. He drew one of the few fighter slots and was now in the front seat of an F4 and transformed from rear gunner to Gunner in Ogden UT. The squadron converted to F-16's and was then transferred to Germany to sit 2 years of nuke alert. Upon arriving in Germany, the European air traffic controllers could not get Gunner to not sound like Gunther and Gunman was born.

The engraving on the mug is the nose art from Ron's F-16 while in Germany. During this time he also became the safety officer for the squadron and caught the attention of the Inspector Generals (IG) office. After serving the nuke commitment he went to work for the IG in Europe. He spent the next 5 years going to every crash site in Europe and drinking his cherished German wine.

A leave to Michigan turned into a new job with the Michigan Air Guard at Selfridge, flying the F4 and sitting alerts. Ron was the conversion officer for the squadron when they went to the F-16's. His leadership and excellent flying skills made him one of the squadron's Instructor Pilots (IP) for the 16's.

The squadron was again converted, this time from fighters to of all things, trash haulers, C-130's, and Ron loved it. He said he was actually back to flying the plane as opposed to providing input for the computer to decide if they could do that. Ron's final job for the government was when he was selected to become the Base Commander for Battle Creek and their A-10's and yet another aircraft for Ron. It was during his time in the A-10 that Ron actually got combat pay, flying patrols over Bosnia, only time in his 30 year career.

Ron retired for the Air Guard and moved south to raise his two girls, flying for several different companies in everything from Mix-masters to Lear's. He owned several of his own aircraft but he loved his Moonie's. He will be missed.

Ross Mayo, His Dad and Brothers all Served

My father, Percy Joseph (Little Beaver) Mayo was born on the Mohawk reservation of Kahnawake, Quebec, Canada. After the sixth grade, he opted to leave school (where the nuns would not allow the Mohawks to speak their Native tongue). And become an “iron worker” in what would become a tradition of the Mohawk men from Kahnawake.

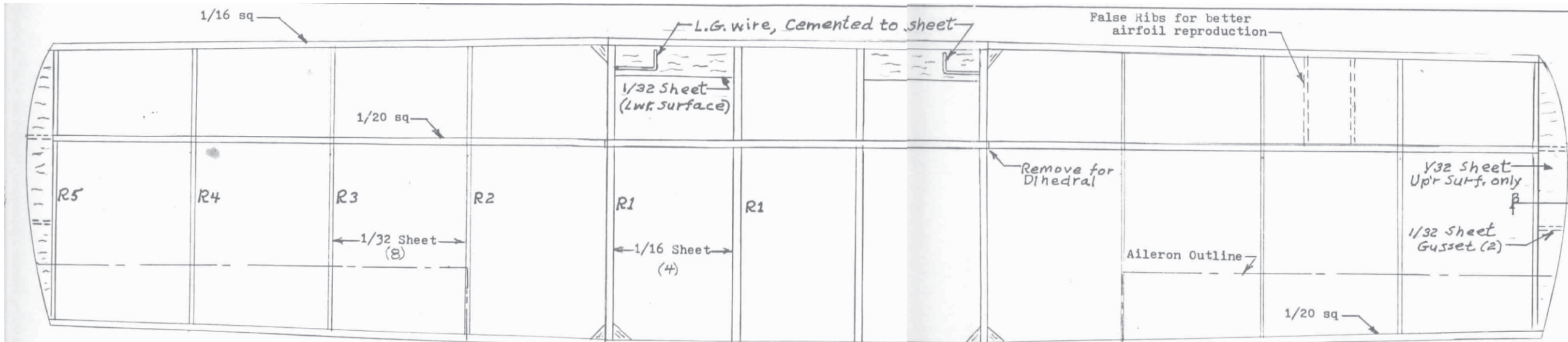
And then he opted to partake in another tradition of most of the young Mohawks from that little reservation near Montreal did. He enlisted, not in the Canadian Army, but the U.S. Marines. His Sweetheart (my Mom!) asked him to reconsider, but he became a Marine and served proudly. The birth date on his military records is 2/17/1923 but that's not quite right...he lied about his age. He was barely



FAC Leader Ross Mayo in Fatigues & Dress Whites

17 on July 17, 1943 when he was sworn in at Buffalo, NY.

He served in the Pacific from Sep. '44 to May '46 as a Corporal earning sixty-six dollars a month at discharge. He was a rifleman and amphibious truck operator. He took part in the landings at Iwo Jima, the Volcano Islands and finally the occupation of Japan.



For outdoor model and 60 second duration capability (R.O.G.), keep the structural weight (everything but the rubber motor) down to 6 grams (.21 oz) and use a rubber motor weighing 1.2 grams (1/5 of the structural weight). One gram is .035 oz. For an indoor version and a 90 second duration capability keep the structural weight down to 4.5 grams (.16 oz) and use a motor weighing 1.2 gms.

Wood densities per Table 9-4. If 1/20 balsa is not available use 1/16.

Adjust for flight per Chapter 4.

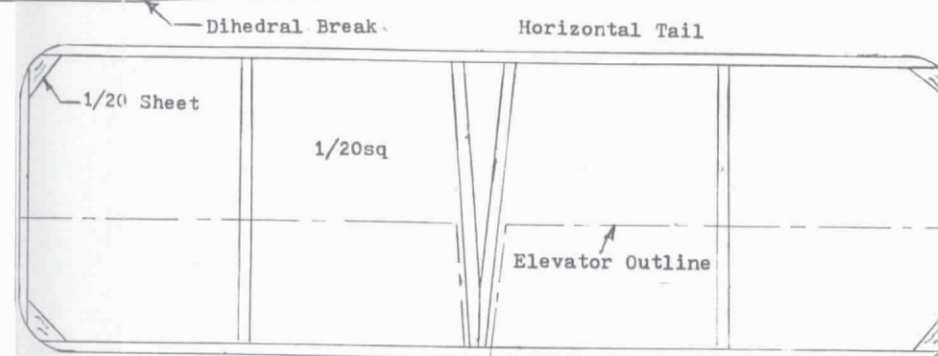
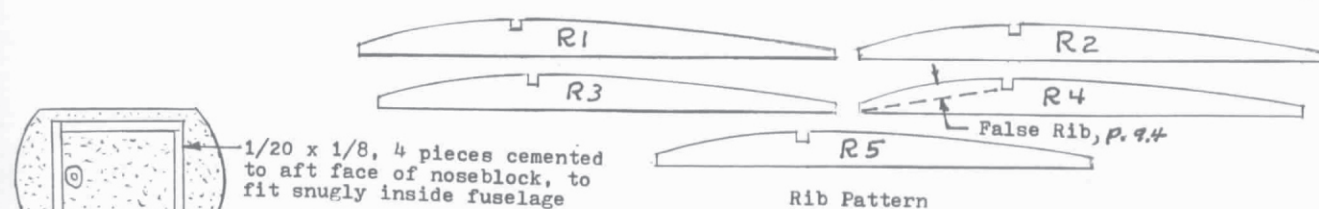
Use 2-strand 3/32 rubber motor for outdoor model, 1/16 for a light indoor model. Lubricate break-in etc. per Chapter 8.

To easily transfer rib, frame, wingtip etc patterns to sheet balsa, make a good (dark) Xerox copy and put this face down on balsa. Then either rub dope thinner or acetone into the paper or pass a hot iron (set for Wool) along the paper. Either way the pattern will transfer to the sheet balsa.

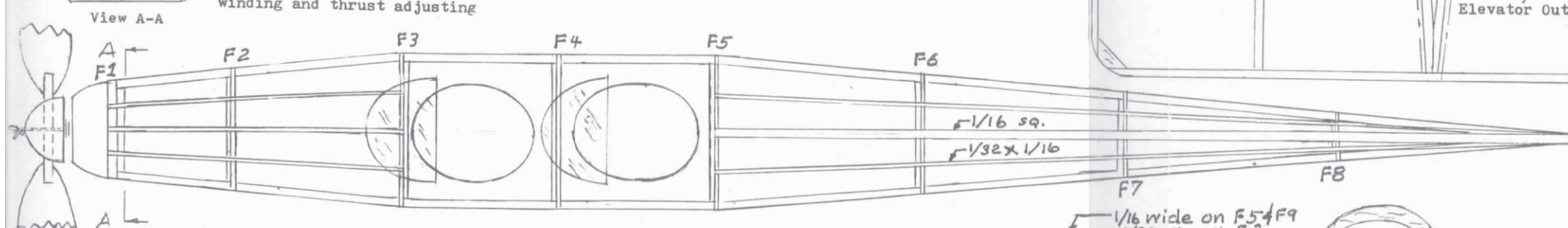
For tight circling flight use wing warping, p.4.6-.7

For an indoor version select wood sizes and densities per Table 9-4

Cover per p.9.8 and Table 9-4



Rib Tissue View B-B



See chapter 6 for carving and forming prop blades

Prop has 5 1/8" diam. P/D = 1.5 and 3/4" blade chord. Free-wheeling per p.6.10

Windshield is very thin plastic sheet

See Nesmith "Cougar" plan (and the book) for front hook and noseblock washer notes.

Front Hook .025 Wire

Balance Point

Sand as necessary to properly accommodate wing

Fuselage construction per Fig.9-3a-c

Crack, 4 places

1/20 Sheet

Nose-block

Exhaust Pipes, black

.012 or .015 Music Wire

2 laminations of 1/32 sheet balsa with paper bushing

For simpler tail wheel bend wire to form a circle and fill in with 1/32" sheet balsa

Horiz. Tail

Cut slot in rear upright, insert horiz. tail and recement piece in upright

1/16 dowel or alum. tubing

1/20 Sheet

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

1/20 sq

Vertical Tail

For best vertical tail size see Appendix B

Front View, 1/2 size

Hollow wheels per Fig.9-22, 1/32" sheet balsa sides

All construction and flying references are to the book "Making Scale Model Airplanes Fly", published by Aircraft Data, \$14.95, the best investment a modeler can make.

MILES M.18

A "PEANUT" CLASS
FFS MODEL

Plan No. P-14

AIRCRAFT DATA, Box 763576
Dallas, TX 75224

Dad did not talk much about his military service, but once told me, “In the Corp, you will carry the BAR (a large automatic rifle). I asked why such a little guy like me would carry such a large (and heavy!) weapon. His answer wasn't encouraging, “Because you make the smallest target.”

My older brother Glenn enlisted into the Corp right after high school graduation in 1966. He served in Viet Nam at a Marine air base across a “road” from a Navy Hospital.

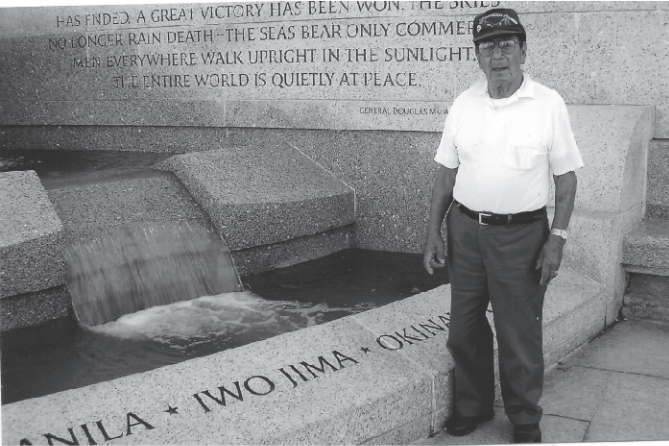
I also graduated from high school in 1966, but I was only 17 and my mother would not sign for me. It took six months for me to convince her to sign, but the deal was, “You're not going into the Marines!” I was cool with that as my Sweetheart really like Navy “bell bottom” trousers.

The recruiter told Mom and me that I was going into the Dental Corps. We didn't see the fine print that read, “Or the Hospital Corps.” I trained at Great Lakes and then on to the Navy hospital near Oakland, CA where I became an Operating Room Technician.

With a year left on my enlistment (1969), I was on a plane high over the Pacific. It was months later that I learned my brother was also in the air at that time, but going east, back to the world.

At the hospital in Nam I was frequently entrusted to do surgery that only a surgeon would do back in the States due to the multi-system trauma of the casualties.

It was there that I first got interested in anesthesia...assisting the “Nurse Anesthetists.” And it was the GI Bill that got me though Penn



Ross Mayo's Dad Percy at the Iwo Jima Memorial

State and started on my anesthesia career...that just finished...thank you very much.

And when the first Gulf War broke out, my youngest brother Brian joined the Corps and eventually went over to the big sand box. It was because of him, asking Dad to go to the local Marine Corps Birthday celebrations that Dad started to relate his experiences to us.

After Brian's return to the States, all the Mayo men went on a fishing trip up north of Montreal. I remember thinking, “My poor mother...what she must have gone through.”

A few years ago I finally had enough courage to go to Washington to visit the Viet Nam Memorial Wall. There are names on that wall of men, who died in my O.R.; who made the ultimate sacrifice while surgeons, nurses and I tried to preserve their existence. Needless to say, the visit was rather emotional for me.

I also visited the new National Museum for Native Americans. Within is a permanent wing dedicated to the Mohawks of Kahnawake who helped develop high steel construction. Because of the display, I took my Father there the following summer.

The museum greeted him as a VIP. He was given a private tour by a young Marine veteran. And then his oldest son joined us to cap a perfect visit.

From the museum we went to the just opened National WW II Memorial. One section is a wall of brass stars. Each star represented

thousands soldiers killed or missing in action. Where I was able to keep emotions in check at the Viet Nam Wall, here I was not able to keep my eyes from welling up. If my Father's life was honored by one of those stars, I would not be here today.

Sad to say, both my Father and brother passed away a few short years ago. I thank the Clodbuster's for this opportunity to honor their memory.

My brother Glenn was a modeler. My last visit to his widow resulted in her giving me his last model...a Mr. Mulligan. Dad also modeled and got me started. He would go with me to Geneseo year after year. And when asked what my earliest childhood memory is I say, “I remember being in a crib. And hanging over me was a little red and white airplane.” Once I asked Dad what was the first model he ever built. He answered, “I built a Gee Bee Racer and hung it over your crib when you were a baby.”

Chris A. Boehm, His Brother Patrick L., Brother -in-law David G. Knapp, and five uncles served.

My time in the army seems pretty insignificant to most of the others here. Mine was in peace time, so long as you consider the cold war and



the Ayatollah Khomeini time peace time. My brother Patrick devoted a lot more of his life to the navy, as well as my brother-in-law David to the marines. But my uncles have a different story. Each one as they were old enough to join, during WWII, signed up, it ended before my father was old enough, besides he was the baby of the family, had a bad heart, and was flat-footed.

My oldest uncle though, gave all. He parachuted into France on June 6, 1944...



Remember on this Memorial Day, we live in the greatest and freest country that has ever been.

**If you enjoy your freedom,
THANK A VET
&
THANK A VET'S FAMILY
THEY HAVE KEPT US FREE!**

Presidents Notes

Hi all and welcome to the warm weather, at least it's warm as I sit here and write this column. Hope it is also warm in your neck of the woods about now. We hope everyone had a productive winter and we hope to see lots of new models being flown in the Soccer Arena and at the flying field this year.

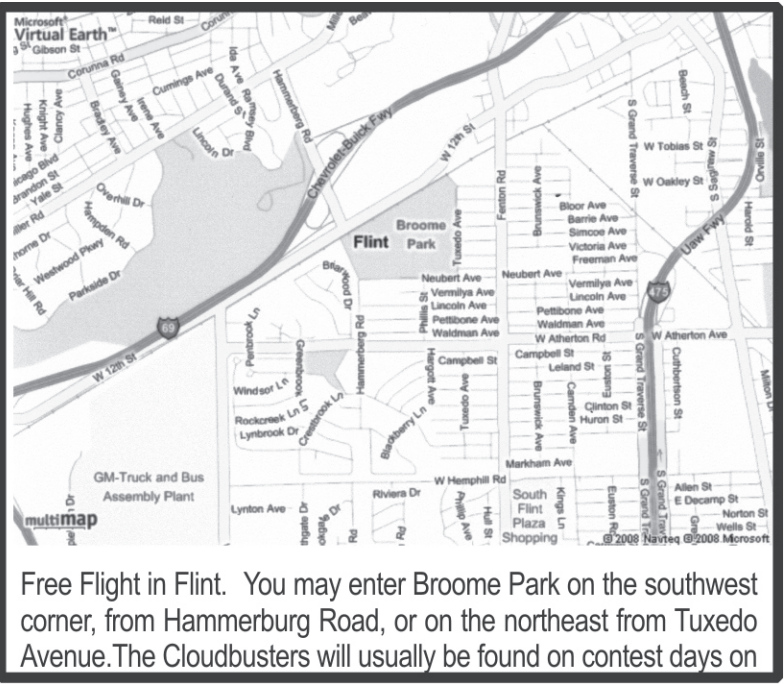
Some important information regarding Clodbuster's. Our long time Treasurer, Dan Olah has been having some serious health issues. That in mind the officers have appointed an assistant Treasurer to learn Dan's trade and to take over a portion of Dan's duties as Treasurer. John Jackson has accepted this position and will begin learning what Dan does in the near term.

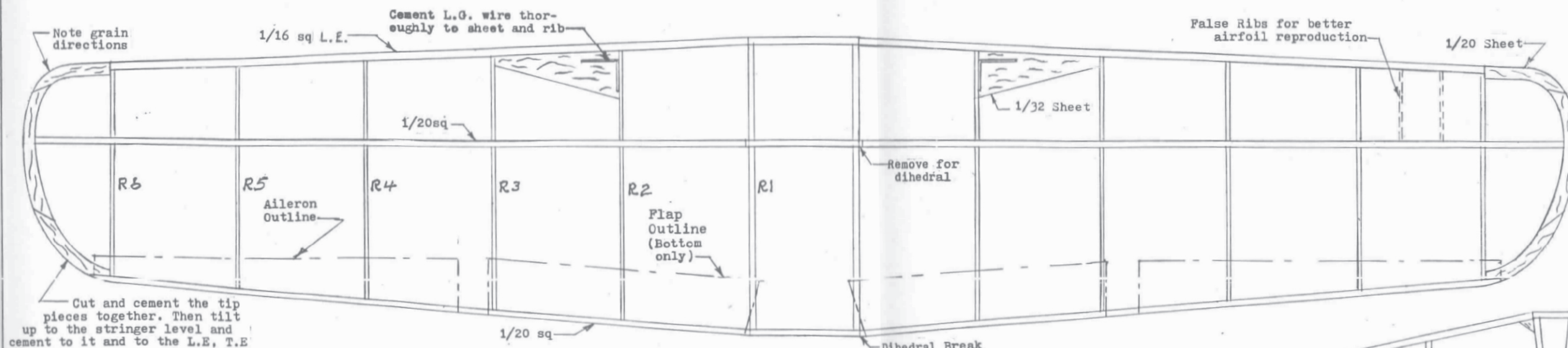
A few very special upcoming events to mention.

Sunday, May 4th is the Annual Indoor Fling at the Ultimate Soccer Arena complex. This is one of the largest indoor contests in the country and draws FAI & AMA contestants from several states as far away as Georgia. There are eleven (11) AMA/FAI Events and (11) FAC Events plus special events for Juniors including Science Olympiad and Phantom Flash. It's a lot of fun and free to spectators. There is an on site restaurant and a balcony lounge overlooking the field for those so inclined.

Sunday, May 25th is the annual Memorial Day Concert at White Chapel Cemetery in Troy. This event honors our past and present military members and the Master of Ceremonies is our own Clodbuster Secretary Davis Gloff. Davis is a professional entertainer and does a great job at this concert.

Sunday, July 6th is the Clodbuster's Annual Picnic and FAC Contest. This event has been a huge hit in the past (even on the windy days) and is lot's of fun for the entire family.





For outdoor model and 60 second duration capability (R.O.G.), keep the structural weight (everything but the rubber motor) down to $5\frac{1}{2}$ grams (.19 oz) and use a rubber motor weighing 1.3 grams. One gram is .035 oz.

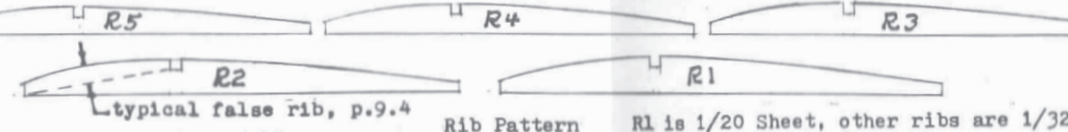
For an indoor version and a 90 second duration capability keep the structural weight down to $4\frac{1}{2}$ grams (.16 oz) and use a motor weighing 1.3 grams.

To easily transfer rib, frame, wingtip etc patterns to sheet balsa, make a good (dark) Xerox copy and put this face down on balsa. Then either rub dope thinner or acetone into the paper or pass a hot iron (set for Wool) along the paper. Either way the pattern will transfer to the sheet balsa.

Wood densities per Table 9-4. If 1/20 balsa is not available use 1/16 or sand down. Adjust for flight per Chapter 4.

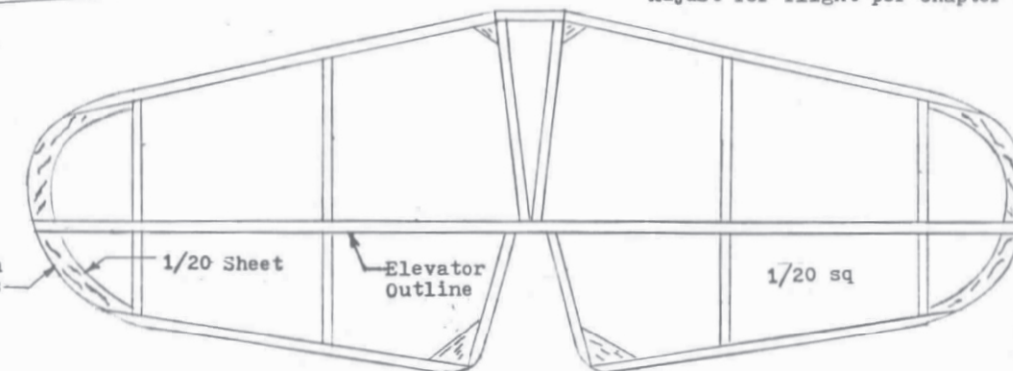


3/32 Sheet must fit very snugly inside fuselage. Nose block detachable for winding and thrust adjusting.



Note curved shape when cementing 1/32 stringers to F6, F7 and F2.

Note Grain Directions



Horizontal Tail



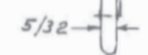
Test (and tailor) with index card stock before cutting plastic

Windshield pattern

End Rib

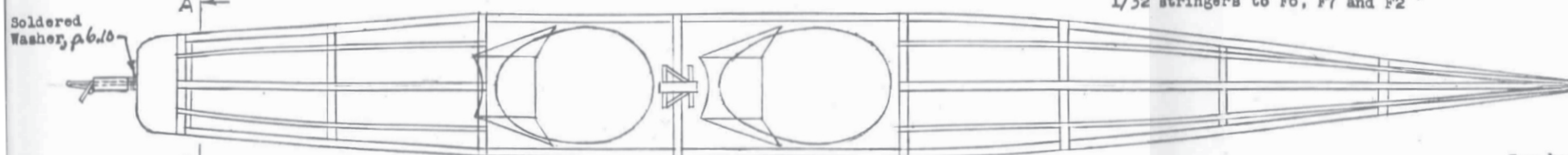
7/16"

Front View, 1/2 size



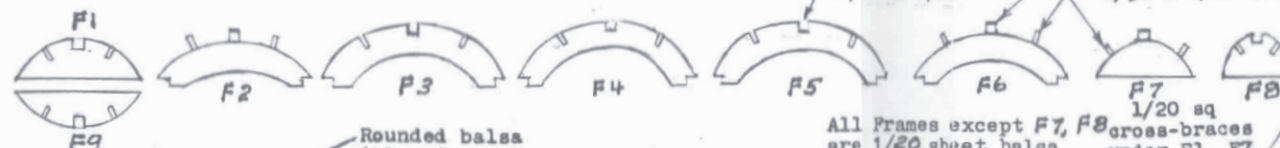
Hollow wheels per Fig.9-22, 1/32" sheet balsa sides

Colors: Blue fuselage, yellow surfaces. Army Air Corps insignia on wings, rudder. Upper fuselage is black from F1 to F5.

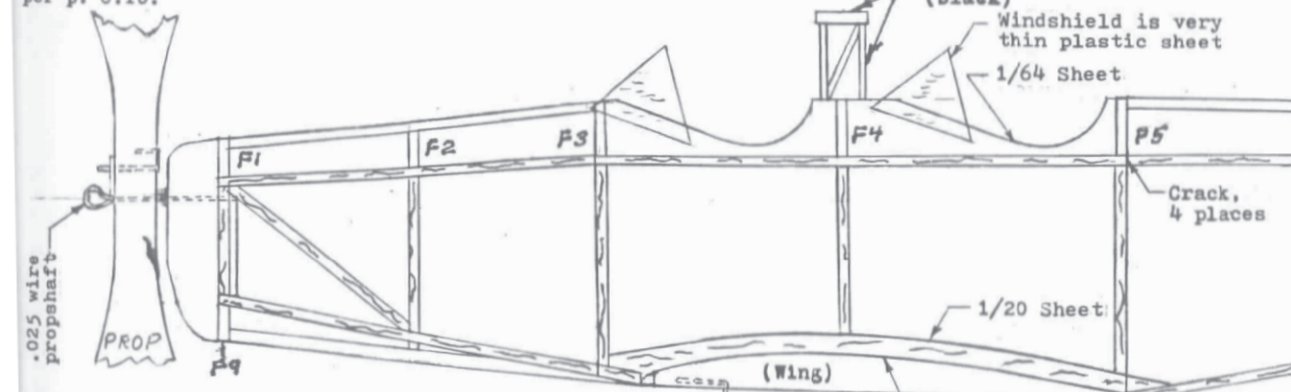


Nose block detachable for winding and thrust adjusting. See Chapter 6 for carving and forming prop blades.

Prop has $5\frac{1}{8}$ diam., P/D=1.5 and 3/4" blade chord. Free-wheeling per p. 6.10.



All Frames except F7, F8 are 1/20 sheet balsa. Sand or shim unnotched formers to accommodate stringers as necessary.



Fuselage construction per Fig.9-3a-c

For better appearance and structure use laminated outline per p.9.4-.5

Cover per p.9.8 and Table 9-4

For tight circling flight use wing warping, p.4.6-.7

All construction and flying references are to the book "Making Scale Model Airplanes Fly", published by Aircraft Data, \$14.95, the best investment a modeler can make.

FAIRCHILD PT-19

A "PEANUT" CLASS FFS MODEL

Plan No. P-18

AIRCRAFT DATA, Box 763576
Dallas, TX 75224

2014 INDOOR FLING

An AMA Sanctioned Class AAA Contest
Sanction Number 14-xxx

Presented By: Clodbusters Model Airplane Club of Michigan & The Detroit Balsa-Bugs
In conjunction with: The Michigan Indoor Aircraft Association

Official Registration Form

Name _____ AMA # _____
Address _____
City _____ State _____ Zip _____

____ Yes, I would like to be on the Clodbuster Official Email List _____

Email Address Here Please Print Legibly.

Entry Fees:
\$30- post marked by April 25
\$35- at door

Special Entry Fee! { Junior Entrants
\$1.⁰⁰ Science Olympiad
Junior Phantom Flash

Contest Director
Dan Olah 248-542-8144
Event Managers
AMA-Paul Crowley 586-294-1236
FAC-Mike Welshans 248-545-7601

Make check payable to:
Clodbusters Model Airplane Club
Send by April 25, 2014 to:
Dan Olah
25436 Wareham Dr.
Huntington Woods, MI 48070-1604

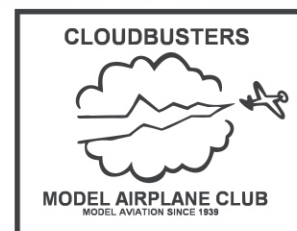
When: Sunday, May 4 from 9:00 AM to 5:00 PM
Where: Ultimate Soccer Arena
867 South Blvd E,
Pontiac MI
2 miles south of the Silverdome

Event Schedule:

8:00 AM Registration
9:00 AM-10:30 AM FAC Scale Events Judging
9:00 AM-5:00 PM Open flying for all events.

Mass Launches: 12:00 Noon - WW-I,
1:00 PM - WW-II,
2:00 PM - Mini-Stick
3:00 PM - Goodyear Racers

All official flight times must be turned in by 5:00 PM
5:30 PM - 6:00 PM Awards Presentation



All AMA Events will be flown to current AMA Rules
for Indoor Free Flight.

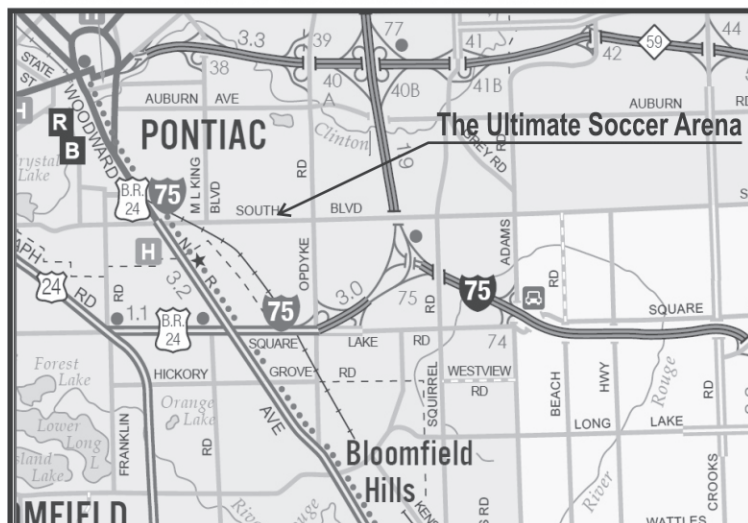
<http://www.modelaircraft.org/events/compreg.aspx>

All FAC Events will be flown to current FAC Rules.
<http://www.flyingacesclub.com/FACrules3.html>

Email mbwelshans@aol.com for Pinkham Field Rule Book in PDF Format.

Phantom Flash for Beginners flown to current FAC Rules.

All decisions of Event Managers Are Final.
Please make sure your models qualify
to the current rules.



CLODBUSTERS



MODEL AIRPLANE CLUB
MODEL AVIATION SINCE 1939

The Clodbusters & The Balsa-Bugs

In conjunction with
The Michigan Indoor Aircraft Association

Present
The 2014



Indoor Fling

Michigan Indoor Aircraft Association
A. M. A. Charter Club 5064

An AMA Sanctioned Class AAA Contest
AMA Category III Ceiling

Sunday, May 4, 2014
Ultimate Soccer Arena

867 South Blvd E, Pontiac MI
2 miles south of the Silverdome

Flying

9:00AM- 5:00PM*

Flying Floor split in half.

South End for FAC – North End for AMA*

Entry Fees:

\$30.⁰⁰ post marked by April 25
\$35.⁰⁰ at door

Special Entry Fee! { Junior Entrants
\$1.⁰⁰ Science Olympiad
Junior Phantom Flash

Spectators – FREE!

Send Check or Money order to
Dan Olah
25436 Wareham Drive
Huntington Woods MI 48070

AMA EVENTS

Standard Cat Glider*	218
Unlimited Cat Glider*	219
Hand Launched Glider*	212
Manhattan Cabin	205
Limited Penny Plane	208
Penny Plane	207
Bostonian	215
F1L Easy B	217
Mini Stick + MS ML	220
Inter Stick	202
F1D (no rounds)	203

* Glider flown only 9:00 AM - 10:30 AM
at the same end as scale

Phantom Flash for Juniors Separate Awards

Phantom Flash kits Available at
Prop Shop Hobbies, Inc. – “Your Complete Model Shop”
23326 Van Dyke Ave. Warren, MI 48089
586-757-7160 propshophobbies.com
Carlton Hobbies – “We make hobbies affordable.”
8194 Cooley Lake Road
White Lake, MI 48386
248-360-4910 carltonhobbies.com
Flight Line Hobbies
1192 S Lapeer Rd, Lake Orion, MI 48360
248-814-8359 www.flightlinehobbyus.com
Retro RC – Vintage & Retro Model Aeroplane Kits
PO Box 193 Keego Harbor, MI 48320
248-212-9666 – retrorc.us.com
Volare Products - Shorty's Basement
Pinkham Field Victory Model plans and kits
269-339-9795 volareproducts.com

FAC EVENTS

- 1 FAC Peanut Scale
- 2 FAC Scale
- 16 FAC Dime Scale
- 17 FAC No Cal
- 18 FAC Phantom Flash
- 19 FAC Embryo
- 24 FAC Goodyear Racers
- 25 FAC WW-I ML
- 26 FAC WW-II ML
- 98 Pinkham Field Stick**
- 99 Pinkham Field Victory Models**

All FAC Events flown to 2014 FAC Rules
** No Kanones for these unofficial events

See Registration Form for map to site and details of events.



A wonderful site with a 72' center ceiling and 40' at the walls.
The Arena is on South Blvd. E. (20 Mile Rd.) just west of Opdyke Rd. on the northwest corner.
Food Services on Site.
Floor area is equal to a full size soccer field plus!
Eight AMA CATEGORY III Records Were Set Here in 2012!