



## ***The President's Thoughts***

*By Mickey Breunig, President*

We needed to put out this newsletter a little early so we could get it to you before the upcoming fly-in. The Lew McFarland Model Aviation Day Fly-In is scheduled for this Saturday, August 15th. The August meeting will be in another week, August 22nd.

The Lew McFarland Model Aviation Day Fly-In is a new event that will allow pilots to showcase some of the planes they may have acquired from a member that does not fly any longer or has passed away. Some of the models will be flown and some will only be displayed. We invite everyone to come out for the day and see some of the creations of those past pilots and take a trip down memory road with us. This will be an opportunity to see some unusual aircraft or some that may just remind you of the members that built them.

We moved the meeting date to August 22. This will give us the opportunity to have the meeting and the event without overcrowding the field. We want to keep everyone safe.

Hopefully we will have nice weather for both weekends. I hope to see everyone there.

Michael Breunig  
[mbreunig@windstream.net](mailto:mbreunig@windstream.net)



## ***Minutes of July 11, 2020 Meeting***

*by George Kissick*

### **Call to Order**

Mickey Breunig called to order the regular meeting of the Lexington Model Airplane Club at 11:15 a.m. on July 11 at the LMAC Air Field.

### **I. Approval of minutes from last meeting**

Minutes were accepted and approved by the members present at the meeting

### **I. Treasurer Report**

Same as last month

### **I. Safety Report**

- a) Mickey reminded those at the meeting to be aware of the trucks traveling the road back and forth to the compost pile. The trucks can be on top of LMAC traffic exiting the field before we can react.

### **II. Senior Advisor Report**

- a) None

### **III. Training Report**

- a) Two members soloed as of the meeting
  - (a) Mark Clifton
  - (b) Tim Clifton

### **IV. Old Business**

- a) The EAA young eagle meeting is held on every Saturday from 10am to noon
- b) John Royalty and Gary Hyde are assisting on the construction of the LT-40 trainer
- c) The Lew McFarland Memorial is scheduled August 15 unless conditions exist with covid -19 that prohibit the meeting.
- d) The Fall Classic will be open to LMAC members only and those specifically invited by the club.
- e) The motion to cancel the open fall classic was called by Buddy Hale and seconded by Curtis Adams.

### **V. New business**

- a) The swap meet is scheduled for November 2020. The covid-19 virus will be considered as we get closer to the date if we need to cancel. The decision will also be up to Joe Woods as to whether the Swap is a go. The voting body approved the change.
- b) The aluminum flashing repair was completed by Curtis Adams and Sylvester Hale.
- c) New members at the meeting were Jerome S. Stocker and Mike Ritter
- d) Repair of fencing at the front gate will be made by Lester and Carroll Ware

### **VI. Meeting Adjourned**

- a) Meeting adjourned at 11:45
  - i) Motion by Mickey

Seconded by Sylvester Hale

**Treasurer's Report***By Carroll Ware, Treasurer*

Dues information and forms, click on this link .....

<http://www.lmacky.org/membership.html>

100 Paid Members as of August 6, 2020 .

Future Airfield Maintenance Accrual Account .

\$0.00 Money went to Runway Repair

Educational Savings Account Balance.

\$622.21

Funds provided by the Lex. City Council for use in  
Fayette County School programs.



<u>DATE</u>	<u>TRANSACTION</u>	<u>PAYMENT</u>	<u>DEPOSIT</u>	<u>BALANCE</u>
6/24/2020	By-pass Rental cat: Utilities:Portable Restrooms memo: June	86.00		16,500.17
7/9/2020	K.U. cat: Utilities:Gas & Electric memo: July	41.08		16,459.09
7/22/2020	By-pass Rental cat: Utilities:Portable Restrooms memo: July	86.00		16,373.09
8/3/2020	Michael Breunig cat: FOOD memo: Meeting Food	353.35		16,019.74
8/6/2020	B.T.A. Lawn Care cat: Cutting Grass memo: June/July Mowing	825.00		15,194.74

## Blast from the Past

By David J. Price

This series of articles will present advertisements from vintage modeling magazines. The intent is to illustrate technological advances that have taken place in our hobby. For some it will bring back memories, for newcomers it will present a piece of history of radio control model aviation.

Here is an advertisement from the August 1942 issue of Model Airplane News for Kresge Department Store's Hobby Center. They had a whole floor for the Hobby Center, which had model airplanes, ship models, and scale model railroads. And yes, in 1977, the S.S. Kresge Corporation changed its name to the Kmart Corporation.

### JERSEY MODELLERS... ...Kresge is FOR YOU!





**OFFICIAL U.S. NAVY IDENTIFICATION MODELS:** Official Scale: 8 models at 15c ea., 4 models at 20c, 5 models at 35c, 2 models at 50c and 1 at 75c. GLIDERS-SOARERS, complete kits, \$1—50c—25c.



**GASOLINE ENGINES:** Over 20 different model engines in stock! Skychief, Class "C" ready-to-run \$7.95; RMC-2, Class "B" \$7.95; Super ATOM, Class "A" \$16.50.



**SCALE RAILROADS "O" and "HO-OO" Gauges:** Complete selection, foremost lines! "HOTSHOT" "O" Kit for constructing Open End Coach or Combination Car, deluxe equipment throughout, complete \$3.95 (less trucks). "HOTSHOT" "O" to construct REEFER or BOX CAR—choice 12 types—\$3.75, less trucks.



**SHIP MODELS:** Wasp (Aircraft Carrier) 18" long moulded plastic hull. Printed wood parts, detailed plans. Kit \$1.50; PT-MOSQUITO BOAT—12 1/2" long, carved wood hull. Complete Kit \$2.50. SUBMARINE, makes 24" detailed model, carved balsa hull, \$2.50. Other ship model kits from 25c to \$40.00.

With characteristic thoroughness of a KRESGE Specialized Department—our 6th floor HOBBY CENTER is recognized as the central supply source for any project!

Be it Model Airplanes or Gas Engines—Ship Models or Scale Railroads—Miniature Race Cars or just plain "talk" and friendly, helpful assistance with a project—KRESGE IS FOR YOU!

What's *YOUR* pleasure, Men (from sixteen to sixty, we mean), it will be *OUR* pleasure to "build with you" every step of the way, and conjure up every item called for in the final specifications.

Regular privileges to charge-account patrons. Prompt deliveries in established delivery zone. Mail and phone orders promptly filled. Telephone Mitchell 2-8000, Extension 1.

**HOBBY CENTER, SIXTH FLOOR,  
KRESGE DEPARTMENT STORE, NEWARK, NEW JERSEY**

I am interested in:

MODEL AIRPLANES: ☐ Gas ☐ Rubber ☐ Scale

☐ SHIP MODELS ☐ RACE CARS

MODEL RAILROADS: ☐ "HO" ☐ "OO" ☐ "O" ☐ TINPLATE

☐ The Kresge Aero Club

Name \_\_\_\_\_ PRINT \_\_\_\_\_ Age \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ STATE \_\_\_\_\_



Model Airplane News - August, 1942

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## ***Training Successes***

***Thanks to Jeff Cummings for a couple more Solo Pilots***



Congratulations to Evan and Ian Prinssen. The father and son both had solo flights today Tuesday, July 21, 2020





Congratulations to Scott Stocker, Greg Stocker, and Glenn Wright. All three of these gentlemen soloed on Tuesday, July 28. All three should be very proud. Keep up the practice.



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## ***Come out for the Lew McFarland Model Aviation Day FlyIn by Curtis Adams***

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Don't forget about the Lew McFarland Model Aviation Day Fly-in. This fly-in is open to everyone even if you don't plan to bring a plane to present. We will be flying all day except while we are presenting planes of past members. This will take place at noon or shortly after. Hopefully we can supply lunch but just in case bring a snack and something to drink.

This event will be taking place while we are in the midst of the Corona virus out break so we would appreciate you following all the rules / mandates the governor and CDC have put forth. I know our guests will appreciate it.

For those of you planning to bring out a plane that you wish to present during the noontime show please ask their relatives, friends or anyone you think might like to join us to come out for this special event. If you would rather someone else contact the family send me the contact information if you have it and I will try to contact them. Also be prepared to say a few words about the plane and owner. If you have a story to go along with the plane or owner we would love to hear it.

Also please send me the name of the plane or planes you're bringing and who it belonged to. If you have asked someone to come or plan to ask them we would appreciate a head count if possible. Please let your guest know that we will be social distancing and mask will be required if you are closer than 6 feet to another person unless they are family. Tell them to bring a lawn chair and a snack in case lunch doesn't work out.

I have one last favor to ask. If you have an EZ Up you could loan us for the noontime show. I would appreciate it if you would let me know you have it. We may not need it but I plan to put the family members under them so that social distancing won't be a problem.

Contact me at [cadams5420@gmail.com](mailto:cadams5420@gmail.com) or PM me on Face book.



# Lew McFarland Model Aviation Day Fly-in

**An event to recognize those Past and Present who aren't active or are no longer with us.**

Lexington Model Airplane Club Facility

Airfield address: 4200 Hedger Lane, Lexington, KY.

See [www.lmacky.org](http://www.lmacky.org) for directions

Date 8.15.2020, 9am – 5 pm.

**No landing fee. Donations accepted**

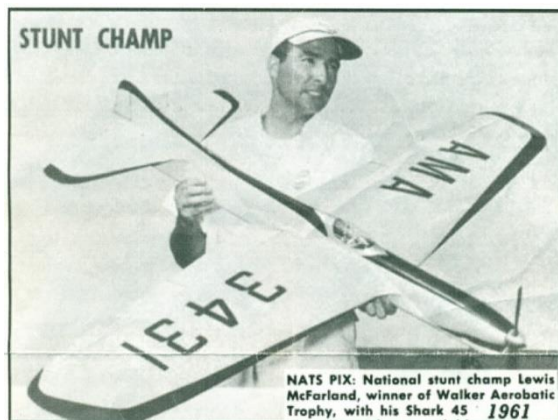
**Lunch will be available. Donations accepted**

**This is a non-chartered fly-in. AMA membership is required.**

**Any type and size plane is welcome.**

**Open flying all day except for the time taken to honor some of those we want to recognize / remember.**

**Come out and help us celebrate some of the people that have helped make our hobby great. If you have a plane that belonged to someone who is no longer actively flying or is no longer with us or please bring it out and let us see it. We would like for you to say a few words about the plane and it's owner.**



As you can see I have put in a picture of our friend Lew McFarland. Lew is a perfect example of why we need to remember these past members and what they contributed to our hobby. Lew is holding a plane he designed for control-line stunt flying. This plane was called the shark and I am told it took the world of stunt flying by storm. He kitted the plane and I believe he won the control line nationals with it. Of course we can't forget that he sold most of us everything we needed to build and fly our planes. So with Lew in mind let's see how many planes from your hanger belonged to one of the people you want to remember.



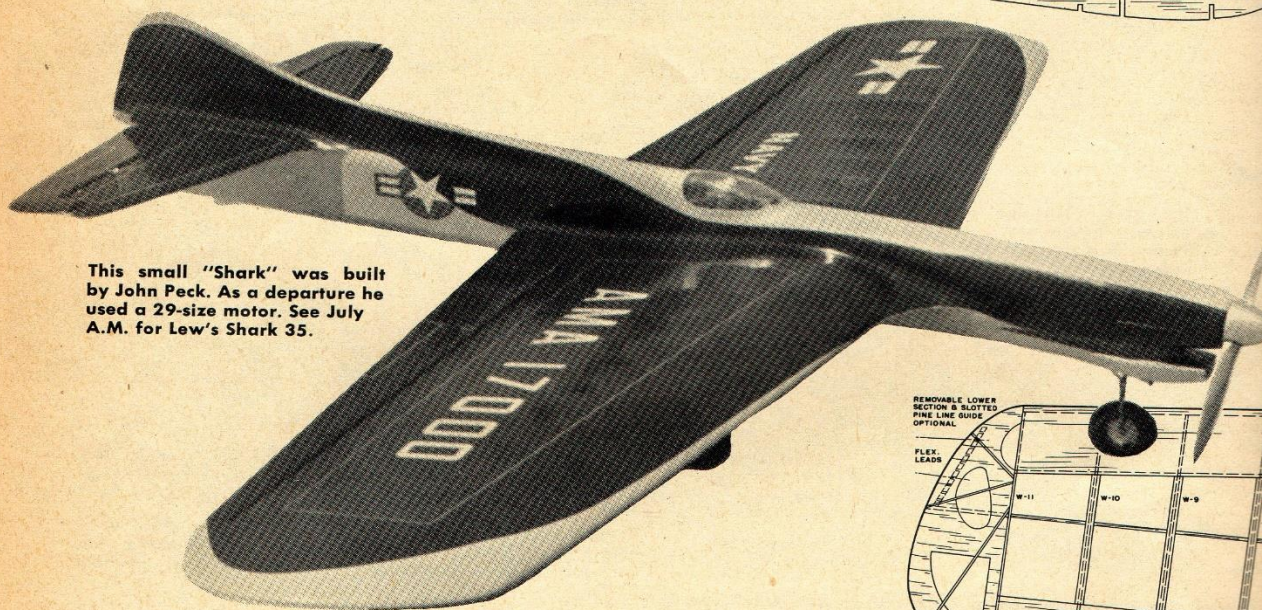
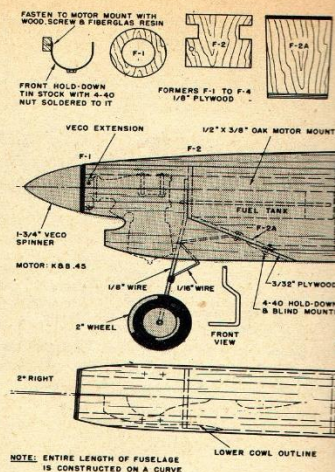


**National  
Champion  
Lew McFarland's  
SHARK "45"**

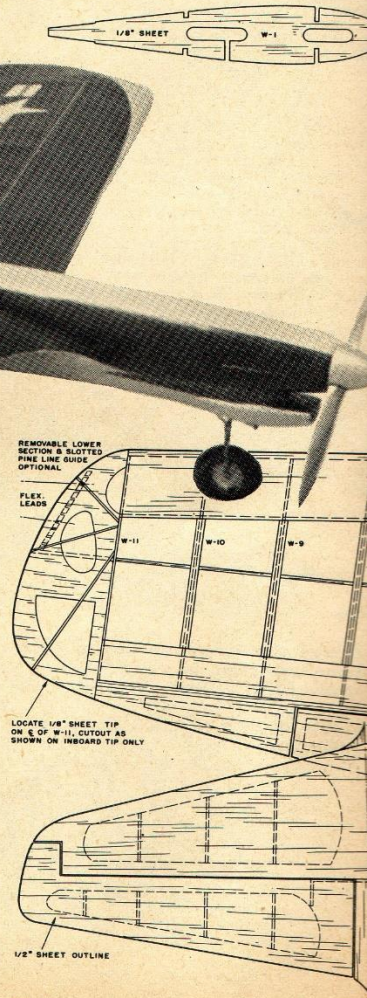
■ Do you feel your stunt flying is in a rut? I did until K&B introduced their .45 featuring R.C.F. (rear counterbalancing flywheel) which makes it very adaptable to stunt. My previous efforts with .59 and .60 ships proved impractical due to the 900 sq. in. of wing area required and the 6 oz. of fuel needed to complete a decent pattern. Moreover I feel that 70 ft. of lines is not enough for a hot .60. However, additional length would create additional drag which in all probability would cancel out any theoretical advantages. (This brings up one of my pet



Lewis McFarland of Lexington, Ky., is navigator on MATS Super Constellations (C-121) and a budding pharmacist. He is well known for his design of such models as the Sterling "Ruffy." Plans for the "Shark 45" are on Plan # 1061 from Hobby Helpers, 1543 Stillwell Ave., New York 61, N. Y. (60c).



This small "Shark" was built by John Peck. As a departure he used a 29-size motor. See July A.M. for Lew's Shark 35.



peeves. Why should .45 powered ships be handicapped by having to fly under the same requirements as those governing .60's?)

The "Shark" is not an overnight wonder. It is the result of ten years of designing and flying stunt ships in an effort to make others obsolete or "shark bait." I feel that a "Shark" gives its owner an edge before the engine is even started.

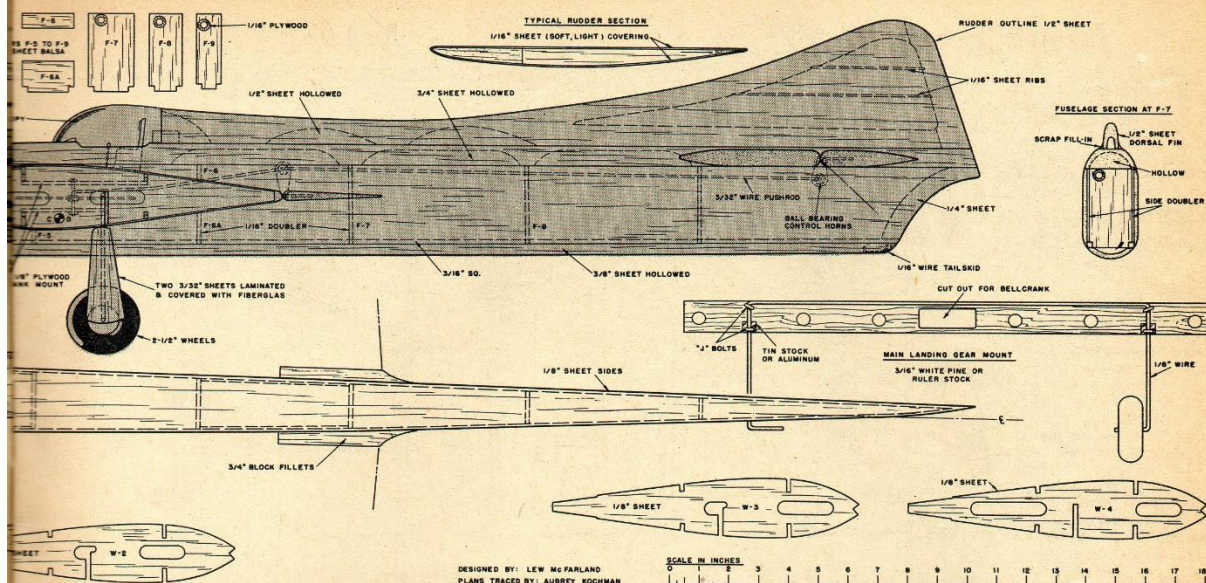
Patterns should be scored in respect to the perfect geometric figures flown, but let's not kid ourselves—judging sometimes is as imperfect as most of our flights. Judges' impressions of you and your model are important as they can get points or take them away whether you and the judge are conscious of it or not.

With these facts in mind and a few

hours at the drawing board my dream ship was born. A shift from military to civilian life necessitated a six month wait to see if it would live up to my expectations. I must say that I have never been more pleased with first flights than those of the "Shark." It gave a constant pull on the lines in all maneuvers, was not too fast and did round and square maneuvers equally well. I have never seen a ship square so well and not lose flying speed. My goal of ten years had finally been achieved. No modifications were necessary.

The "Shark" gives the thrill of a sixty ship and at the same time has all the maneuverability of a good thirty-five. The performance of the K&B .45 amazed me more with each flight. A very smooth run without any change of sound or





rpm even in the most violent maneuvers. There are many good .35 ships but they have approached their optimum performance as can be noted by the fact that planes designed 10 years ago are still consistent winners. My optimism grew and the 1960 contest season proved the "Shark" worthy of my enthusiasm. Two firsts were won in Louisville, Ky., another in Cincinnati, Ohio, plus a Testor's Best Finish Award. At the Nationals, the "Shark" was given the most appearance points but the bellcrank pulled out on the pull test.

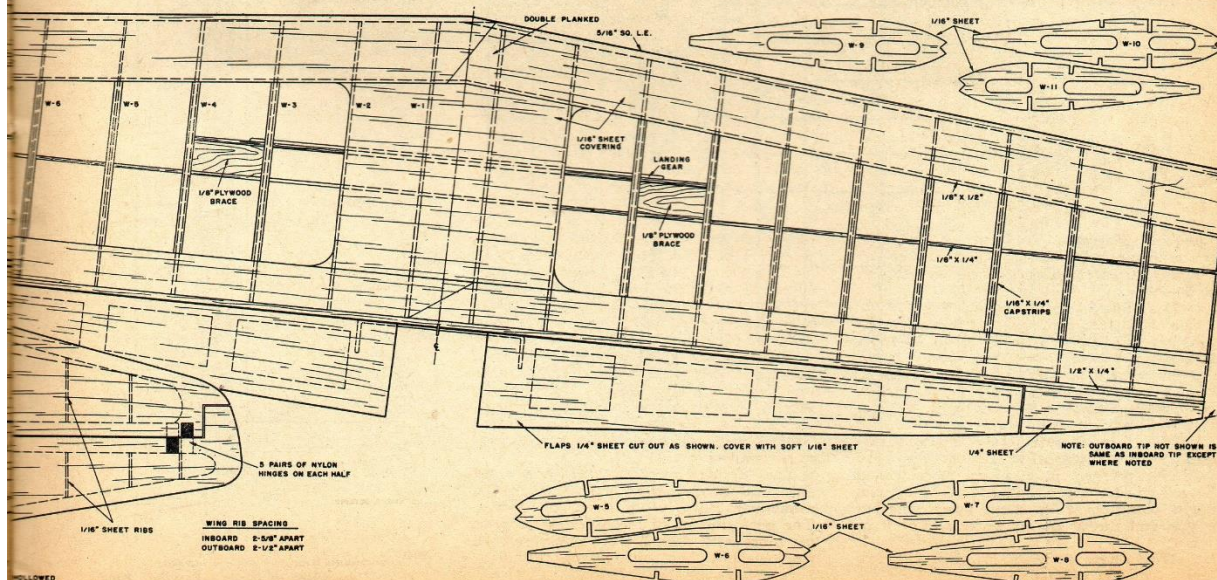
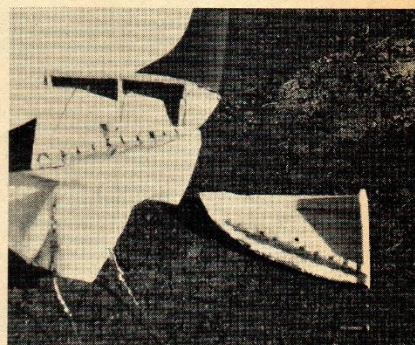
All wins were by large enough margins to make second flights unnecessary.

One feature incorporated in this ship that is not new but is seldom used is

variable position lead-outs. Although this is not absolutely necessary, there is no other way of insuring that the lead-outs are coming out the right location and spacing for the particular design, wind conditions or slight variations in balance. Although there are several ways in which this may be accomplished, I chose to make a portion of the lower half of the tip removable. Slotted pieces of white pine in each half make changes both simple and quick.

Before we get into the construction, let's remember that the success of any design depends upon the model builder. Care must be used in selecting wood to get strength without excess weight. Don't

(Continued on page 54)





## Shark

(Continued from page 23)

be afraid to use the knife and sandpaper on portions that are not needed for strength. The original model weighed 57 oz. which compares very favorably with its little brothers. This ship can be built in about 10 percent more time than a .35 job but will give back 100 percent more fun and wins. A good investment in any book.

I shall dwell only on the construction points that are not too conventional or need some clarification. However, in performing each step let's ask ourselves a few questions. Is there a way to improve this? How does this affect flight?

The wing can be built very easily in an inverted position once the ribs and spars have been pre-notched. The same number of ribs are used in both wing panels with  $\frac{1}{8}$ " wider spacing on the inboard panel thus increasing its length by  $1\frac{1}{4}$ ". Care should be taken to make good splices. Double plank the center portion of the leading and trailing edges. A double plywood bellcrank mount is recommended. The upper pieces being inserted after the system has been installed in the normal manner. A longer  $\frac{1}{8}$ " bolt is required to extend up through the second platform. Forty-five pound pull tests are hard on any model so take care and cement well.

Ribs W-1 and W-2 on the inboard side in line with the center of the bellcrank, when inverted on a flat surface, make the wing appear to have a little dihedral or at least prevents the drooped appearance of tapered ribs. The slots for the gear spar are cut out after the wing construction has been completed except for center planking and cap strips. The  $\frac{1}{8}$ " wire and gear spar (yardstick) are inserted separately and "J" bolts inserted into pre-drilled holes. A small piece of  $1/32$ " sheet aluminum or tin is inserted behind the gear wire at the bottom of the spar so that any shock received will be spread over a larger area. Note that ribs W-3 and W-4 are  $\frac{1}{8}$ " to give the system added strength. Selection of very light balsa for the wing flaps is very important.

The fuselage construction is fairly conventional but here again the finer points will make the difference between a bunch of square boards glued together and a sleek "Shark." Fuselage area, thickness and moments have considerable effect on all maneuvers. The fuselage has been designed to be more than just a motor mount. Its sweeping curve, in overhead maneuvers, acts as a wing. To keep the balance point from being too far back, much care is required in selecting wood for points aft of the C.G. Hollowing out the weighty parts where shown is also important in this respect. Note the concave shape of the elongated fin which is similar to the Navy's Fury.

The nose section is built around a  $4\frac{1}{2}$  oz. rectangular semi-pressure baffled fuel tank. Good solid oak or hard maple motor mounts and liberal use of fiberglass resin where they join the wing and other stress points is advisable. Fiberglassing the nose section is also strongly recommended but the use of nylon externally and  $1/16$ " plywood internally is a good substitute. The cowlings are built from  $\frac{3}{4}$ " blocks with the engine mounted. A large opening is not required as long as the air flow is forced around the cylinder head.

The rudder, stabilizer and elevators are made of light  $\frac{1}{2}$ " sheet balsa with the  $1/16$ " sheet ribs inserted and sanded

to proper airfoil. Note that the elevators and stab are symmetrical while the rudder has its outboard side flat. This lifting rudder, plus the slight curve (2 degrees) built into the fuselage, achieves the desired constant pull on the lines. The tail surfaces are covered with light  $1/16$ " sheet. Additional ribs and paper covering may be substituted without sacrificing flying characteristics if you prefer or have difficulty in procuring light wood.

I feel that the control system is the heart of any stunt ship. For this reason I went all out and used ball bearings at all push rod fittings and in mounting the bellcrank. The original utilized a home-made 4" bellcrank to insure enough leverage to turn a big ship but this is not an absolute must since the "Shark" turns so easily. The ratio of 30 degrees flap movement to 40 degrees elevator gives excellent results.  $\frac{7}{8}$ " movement of the leads gives the desired degrees of movement.

The control horns were made by inserting small ball bearings into an enlarged version of the conventional type. Instead of using two on the flap horn, the second was mounted on the elevator push rod which was in turn mounted on the flap push rod which extends through the flap horn. If ball bearings are not available, good results can be obtained by fitting the system with nylon or teflon bushings.

The plywood guides on the fuselage formers are also important. It is foolhardy to put in a system that will wear out in a few flights. A set of smooth responsive controls helps keep you from getting in those tight spots and gives more positive control under slack lines or upwind conditions. The semi-balanced elevators are also factors in making this ship so easy to control.

The "Shark" was meant to look like a real jet plane so realistic colors were chosen. A light gray top and light blue approaches official Navy colors and that of a real live shark. Cockpit details help make a more realistic ship and also help in picking up a few of those all important appearance points.

The wing should be covered with heavy Silkspan and the rest of the ship with medium weight. I find that wood fillets give less trouble. It should be noted that the exaggerated fillets at the leading edge of the wing and stab are not only for appearance but add considerable strength at these stress points.

Be sure your .45 is well broken in before attempting any serious stunting. Excellent results were obtained with an 11/6 Top Flite prop but full power was not required permitting a slightly rich run and insuring a longer engine life. If you find your .45 has power to burn as I did, a very small restrictor in the intake will cause a slight reduction in power and improve fuel economy.

Well, I guess we are set to go hunting for some "Shark Bait."

### "SHARK" BILL OF MATERIALS

Balsa: Eleven sheets  $1/16$ " x  $3$ " x  $36$ "; two sheets  $3/32$ " x  $3$ " x  $36$ "; four sheets  $1/4$ " x  $3$ " x  $36$ "; (1)  $1/2$ " x  $3$ " x  $36$ "; (1)  $3/4$ " x  $3$ " x  $36$ "; (4)  $3/16$ " x  $3/16$ " x  $36$ "; (2)  $5/16$ " x  $5/16$ " x  $36$ "; (2)  $1/4$ " x  $3$ " x  $36$ "; (4)  $1/8$ " x  $1/4$ " x  $36$ "; (4)  $1/8$ " x  $1/2$ " x  $36$ "; (2)  $1/4$ " x  $1/2$ " x  $36$ ". Also: (2)  $1/2$ " x  $3/8$ " oak motor mounts;  $3/16$ " x  $1\frac{1}{2}$ " x  $17\frac{1}{2}$ " white pine or yardstick;  $1/8$ " plywood;  $1/16$ " plywood; Blind mounting nuts; (6) 4-40 bolts; Berkeley F8F Bearcat Canopy;  $1/8$ " wire;  $3/32$ " wire;  $1/16$ " wire; one pair  $2\frac{1}{2}$ " wheels; (1) 2" wheel; Aero Gloss Fillercoat; Silkspan; fiberglass cloth and resin; tin can stock;  $1/8$ " brass tubing;  $1\frac{3}{4}$ " Veco spinner; Veco prop extension.

American Modeler — October 1961



**Check Out This Old Article from 1962 about LMAC Club**



**American Modeler®**

September 1962 • 35 CENTS

**Lexington, Ky.  
On The Model Map**

**How the SKY DEVILS  
start 'em flying!**

**RECORD  
SETTING  
GLIDER**

**"XS-29"  
Speed Saga**

Al Williams' great "Gulfhawk"

**Radio Control Hillites:  
SQUARE HARE FROM DELAWARE  
EASIEST R/C PLANE**

**HOW TO GET F.C.C. LICENSE**

**LITEWEIGHT, YOU-BUILD-IT  
PROPORTIONAL SERVO**



## Check Out This Old Article from 1962 about LMAC Club

### Lexington, Ky., Puts Modeling On The Map

■ Nobody, but nobody, would venture to tell you that obtaining a flying site is as easy as A-B-C. But, down in Lexington, Ky., the heart of the bluegrass country, the Lexington Model Airplane Club will tell you that, in their case, it was as easy as D-M-I.

D-M-I, in this instance, means "demonstrated modeling interest." H. E. Whallen, L.M.A.C. president, says that the abundance of interested young modelers in Lexington and the lack of sites for them to fly was one of the factors that prompted a group of the older modelers to set up a new club.

And it was the D-M-I of the entire club which resulted in an improved flying site at the Blue Grass Field Airport, plus flying privileges at four school grounds and at a private airstrip.

The L.M.A.C.'ers' conception of demonstrated modeling interest Whallen explains as a combination of: (1) large club membership, (2) insurance coverage through A.M.A., (3) willingness to work for the cause and (4) adequate publicity.

Organized modeling had slumped in Lexington during the latter 1950's, but a hard core of serious modelers had continued to fly together informally.

In the latter part of 1959, H. E. Whallen, Lewis McFarland, John Peck, Thomas Riley, Carl Friedman and other long-time Lexington modelers got together and, after reviewing their old club roster, decided that it would be best to form a new club. This they did, electing John Peck as the first L.M.A.C. president.

The following six months were devoted to building up the club membership sufficiently to push for a permanent flying site. Also, the club began to work toward an A.M.A. charter. In the meantime, they kept their eyes open for a potential field.

They decided that a field within a park would be more likely to be permanent. So, early in 1960, John Peck and Carl Friedman approached the Fayette County Airport Park board with a flying site request. They were promised consideration at the next board meeting.

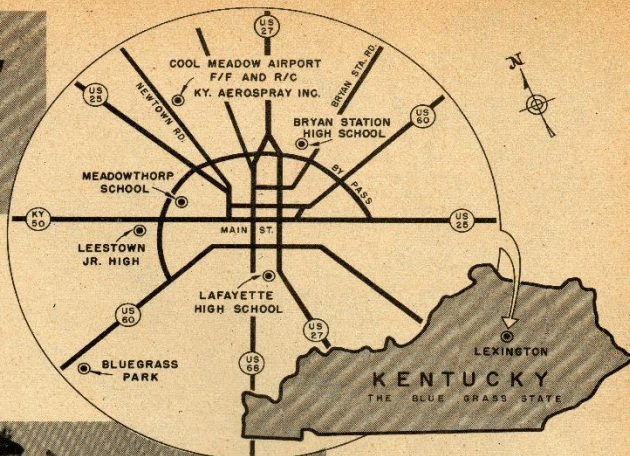
Before this session, L.M.A.C. members personally contacted the men on the board and explained the club's proposal, emphasizing especially the club's A.M.A. insurance coverage. The result? When the board met, a flying site was approved on the edge of a new runway construction.

The club members were elated—until they saw the spot. Their treasury simply couldn't stand the cost of the grading work which would be necessary to put the field into flying condition. So, the search was resumed.

The Fayette County Park board was kind enough to agree to hold the original site for them to give them a chance to accumulate funds for improvement, and the L.M.A.C. still hopes someday to develop a permanent site here.

Peck and Friedman next explained their plight to Frank Phillips, manager of the Blue Grass Field Airport, about four miles west of Lexington. Phillips

*American Modeler*—September 1962



Mid-American scale champ Ralph Burnstein gets award from Miss Lexington.

offered them a 200 x 500-foot strip of an auxiliary landing field.

This area had been seeded several years and was flat and obstacle-free! After a close mowing, three circles were laid out and the L.M.A.C. was in business. Flying privileges were offered to all Lexington modelers with A.M.A. membership.

Soon, the need for partial surfacing on at least two of the circles for take-off areas began to be discussed. A local contractor offered to put down two blacktop strips, 60 x 9 feet and 40 x 9 feet, for the discounted price of \$140.

The club members voted to take the club initiation fees (\$5 per member) and to seek contributions of \$50 from hobby dealers and businessmen to fi-

nance these strips. With everyone cooperating, the money was soon raised.

With the landing strips laid and the club members sharing the moving chores, the L.M.A.C.'ers were ready to polish their stunt flying techniques. This specialization of the club, and their proficiency at it, are reflected by the fact that one of their charter members, Lewis, "Lou", McFarland is the 1961 grand national stunt champion. Lou is also a designer of note. His Rufy is kitted by Sterling and plans for his Shark "45" appeared in A.M.'s issue of Oct., '61.

Another result of the club interest in stunt work has been the formation of a demonstration flying group, which is much in demand for entertainment purposes.

As Thomas Riley puts it, "A well-timed, fast-moving flying demonstration helps give the man-on-the-street an understanding and respect for those 'toy airplanes.' Also" he adds, "we have found that giving, instead of always asking, does much better than mere words to demonstrate our continuing modeling interest to the public."

During the summer of 1961 the club put on shows at the Danville, Ky., Auto Races, Lions Club County Fair, Kiwanis July 4th Fireworks Display, Shriners' Crippled Children's Hospital, Dixie Plantation Subdivision Grand Opening and Stanton, Ky., Powell County Airport.

An average of 8 to 15 flyers take part  
(Continued on page 53)



Optimist Club buys meet trophies, helps run LMAC's annual. From left: OC'ers Bob Berryman, Armondo Alforo, Tom Freeman, Paul Owens, Harold Bishop.



## Lexington

(Continued from page 17)

in these programs, which include demonstrations of stunt, close formation stunt and combat. Each program also includes several junior flying demonstrations such as balloon bursting and the youngsters are consistent crowd-pleasers.

The planes used include a little of everything: Ruffy, Thunderbird, Nobler, Magician, Ringmaster, Flightstreak, Voodoo, Quicker, Super WhatZit, A Jumper Bean and special owner designs. One of the club members, using a loud-speaker, describes the types of planes and the maneuvers being performed.

H. E. Whallen says that he and his son try to maintain at least 12 pieces of flyable equipment because they take six planes when they participate in one of these demonstrations.

In order to make time for perfecting their flying show, the L.M.A.C. decided to forego inter-club contests. The only exception to this is the 1/2A rat racing program in which they have a separate division for juniors.

This doesn't mean that the L.M.A.C.-ers have given up contesting. They travel to meets over a wide area and each June they host an AAA, A.M.A.-sanctioned meet of their own, with the assistance of the South Lexington Optimist Club, which buys the trophies and helps run the contest.

Glenn Jones of the Optimists also helps with the publicity by arranging with TV stations, WLEX and WKYT, and radio stations, WLAP, WBLG, WV-LK and WLEX for coverage. About two weeks before the contest, Jones and several L.M.A.C. members appear on some of these stations with an informal interview type program about the meet and modeling in general. On the TV appearances several models are displayed.

In addition, the radio stations list the contest in their daily coming events announcements. The *Lexington Herald-Leader* also cooperates with contest articles.

The club members disqualify themselves from competing in this meet, which is known as the Mid-American Championships, in order to put on a better contest. The only exception being that the junior L.M.A.C. 'ers can enter the H.I.A.A.-A.Y.S.C. event for the Kentucky championship.

The club now numbers over 35 members, of which around half are juniors and seniors. It was for the benefit of these boys especially that the club recently made a successful bid for some additional flying privileges, where travel distance could be cut to a minimum.

By contacting the superintendents and principals of several schools they were able to get the use of baseball diamonds or parking lots at Leestown Junior High, Meadowthorp elementary, Bryan Station High and Lafayette High.

Also, they have been given the use of a meeting room in the educational building of the Meadowthorp Presbyterian Church. The club members who have some free flight and R/C (1 channel) ships have been granted flying privileges at an airstrip owned by Kentucky Aerospray, Inc.

This is only the third year for the Lexington Model Airplane Club, but with their demonstrated modeling interest, L.M.A.C. horizons are, indeed, blue.

### October Issue:

### AIR-NATS FLASH NEWS!

*American Modeler* — September 1962

## Club Meeting Scheduled

**Saturday, August 22 ,2020, 11:00am**  
**Meeting Location: LMAC Flying Facility**  
**4200 Hedger Lane, Lexington Ky**



# Plane of the Month

Congratulations to Buddy Hale for ***Plane of the Month*** award with his Hanger 9 Ultra Stick



## SPECS

**Hanger 9 Ultra Stick**  
**Wingspan: 60 inches**  
**Extreme Flight Torque Motor**  
**12x8 Propeller**  
**6S 3300ma Battery**  
**Futaba Receiver and Servos**

***Plane flies fantastic and tracks as though it is on rails.***

## 2020 Calendar of Events

### Lexington Model Airplane Club (LMAC)

Numb Thumb Fly..... Jan 1, 2020 Till Cold  
 Lew McFarland Aviation Day Fly-In.....August 15, 2020, 9am – 5pm  
 Kentucky Fall Classic Fly-in.....Canceled  
 Trainer Banger Flying Competition..... October 2020  
 LMAC Swap Meet..... November 14, 2020

### Central Kentucky Float Fly (CKFF)

Charity Float Fly-in Event ..... TBA  
 Brown Bag Float Fly-in Event ..... TBA

### Clark County R/C Barnstormers

Spring Fun Fly..... May 9, 2020  
 Harold Brown Memorial Fly In..... June 13, 2020  
 Brown Bag Fall Fun Fly..... September 26, 2020

### 2020 Club Officers

President	-Mickey Breunig	mbreunig@windstream.net
Vice President	-Gary Hyde	g_hyde@hotmail.com
Secretary	-George Kissick	gkissick@aol.com
Treasurer	-Carroll Ware	carroll.ware@gmail.com
Safety Officer	-Mike Lambert	mikeandme1081@yahoo.com
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