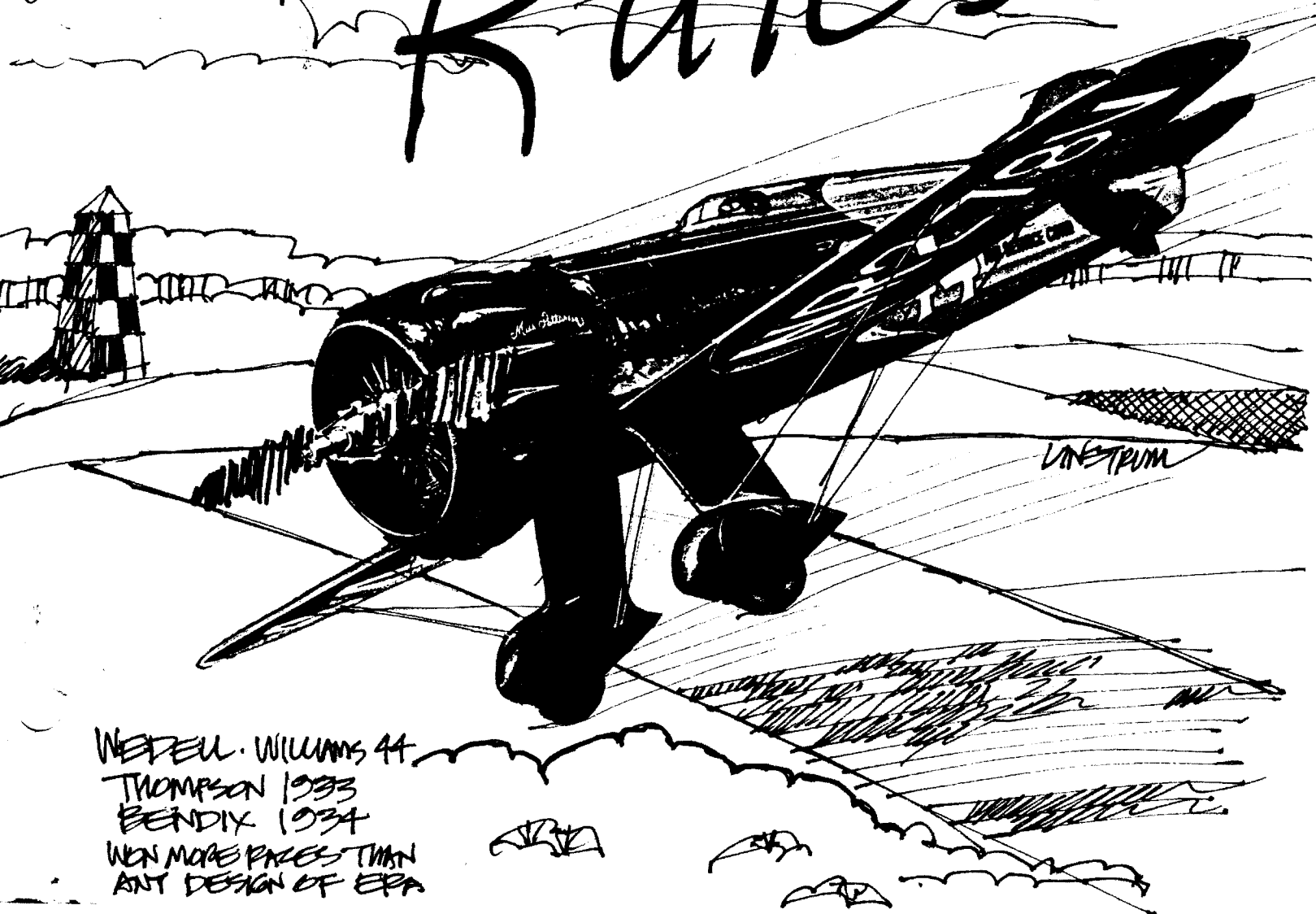


Rules FLYING ACES

ISSUE #114-40 Mar./April 1987

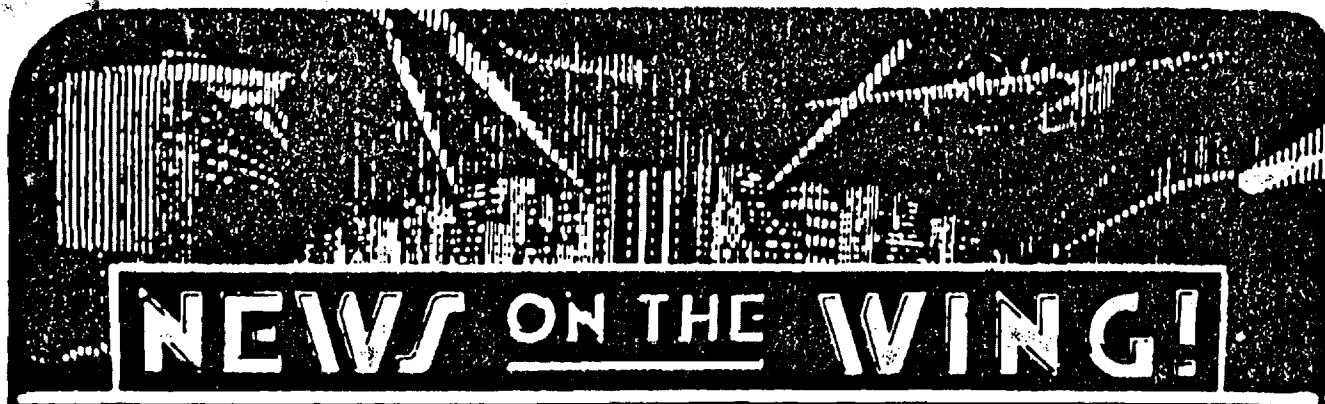
Club News

Rules



WEEBULL WILLIAMS 44
THOMPSON 1933
BENDIX 1934
WEN MORE PAGES THAN
ANY DESIGN OF EPA

2.



Well lubsters, here we are, late again as usual. But this tardiness will end with this issue, New Years resolutions and all that kind of stuff.

We were going to start this issue with some bad news for the 1988 FAC Nats, Mark VI, but that has all been straightened out now. Following is the letter received by Tom Schmitt from Mr. Lehman of the National Warplane Museum;

National Warplane Museum

P.O. BOX 159
GENESEO, N.Y. 14454
716-243-9887

November 16, 1987

Mr. Tom Schmitt
11014 Marcliff Road
Rockville, Maryland 20852

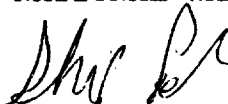
Dear Tom:

I regret to inform you that the National Warplane Museum Board of Directors has voted against having any model airplane competition on museum property. In fact, the Board has voted to prohibit all model airplanes from flying at the Museum.

We sincerely regret any inconvenience that this may have caused your group.

Sincerely,

NATIONAL WARPLANE MUSEUM


Skip Lehman

SL:dm

CC: Austin Wadsworth
Chester Ostrowski

The above letter definitely sounded final and irrevocable, but when Bob Clemens heard what was happening he went to work on the problem to see if the decision of the museum people could be reversed. Bob's efforts were successful as noted in the following letter received by Tom Schmitt, dated 12/16/87.

National Warplane Museum

P.O. BOX 159
GENESEO, N.Y. 14454
716-243-0690

December 16, 1987

Mr. Tom Schmitt
11014 Marcliff Road
Rockville, Maryland 20852

Dear Tom:

As per our telephone conversation of December 15, 1987, we are pleased to advise you that the terms as outlined your letter dated November 3, 1987, are acceptable to the National Warplane Museum.

Please bear in mind that aircraft landing and taking off will have priority of the airport. Please confirm exact dates of your event.

Sincerely,

National Warplane Museum


Skip Lehman

SL:co

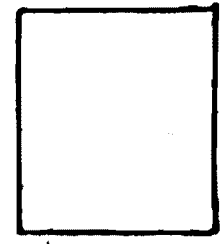
CC: Austin Wadsworth
Chester Ostrowski

If the lateness of the news pertaining to this year's FAC Nats has caused anyone any inconvenience please blame GHQ. Although all of the delay is not the fault of GHQ, we should have informed you sooner of what was going on. In this we do take all of the blame and under no circumstances is it the fault of the Contest Director, Allan Schanzle. As mentioned earlier, you will be getting the newsletter more frequently in 1988! All FAC Nats info will be coming to you almost as soon as we get it. That's a promise!

This issue also includes the new edition of the Flying Aces Club rules for 1988. You will notice there are some changes, but not too many or too radical.

If the box on the right has an "X" in it, it is time to renew your subscription. This is your last issue under your old subscription. Cost is NINE dollars per year in the U.S. and Canada. Overseas cost is Twelve Dollars. x issues, published every other month. Send to;

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506



4. News On The Wing, continued;

We had several rules proposals, some we liked, some we did not. All were considered very carefully. The whole set of rules were gone over very carefully, too, as the language used was not self explanatory, or had double meaning, and in some cases, they were duplicated elsewhere in the rules. If some parts are difficult for you to understand please let GHQ know so we can make adjustments in the next rules publication. We want to thank Allan Schanzle and Don Srull who took the time to help us compile and edit the rules for "88". Mostly through their efforts, the FAC rules are more clear and understandable than ever before. Thanks again to Allan and Don.

Also included along with the rules is a list of aircraft that are eligible for the raceplane events. You will note each aircraft listed is marked as to what event you can fly your model in. We have a list of eligible aircraft for World War One that was compiled for us by Ed Heyn and we will put that in the next issue for you to scrutinize when you want to build your next WWI model. The updated "Kanone" list will also be in the next issue and if you feel your total is not as high as it should be, you probably have your Contest Director to blame because some of them do not send in the results of their contests so that we can record them. Get after them at every meet and tell them to get it in to us, it only takes a postcard.

Once again we are asking for your help for the newsletter. We need scale plans badly! Other articles, like building hints, stories and anything you think the Clubsters would be interested in are welcome. Please comply.

We had to omit the ramblings of the Great Glue Guru in this issue because the rules have taken so many pages. However, for all you "Guru" fans, he will be back in the next issue as well as another tale from S. Bilder. We may give you another Hysterical Hystory yarn too, if we have space.

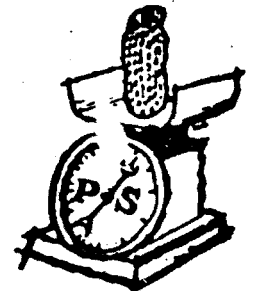
A few weeks ago we were surprised by a package that arrived via the postman. Upon opening said package we were pleasantly surprised with a beautiful plaque from the Academy of Aeronautics denoting that the AMA has conferred upon Lt. Col. Lin Reichel, membership in the "Aero Honor Society for Newsletter Editors". I wish to thank both Mr. John Worth and Mr. Jim McNeill for this honor. I would be remiss if I did not thank everyone who contributes to the newsletter and to my faithful staff here at headquarters, too. THANK YOU ALL!

BUILD, FLY, WIN EFF--AAAA-CEEEE!!!!

Lt. Col. Lin Reichel

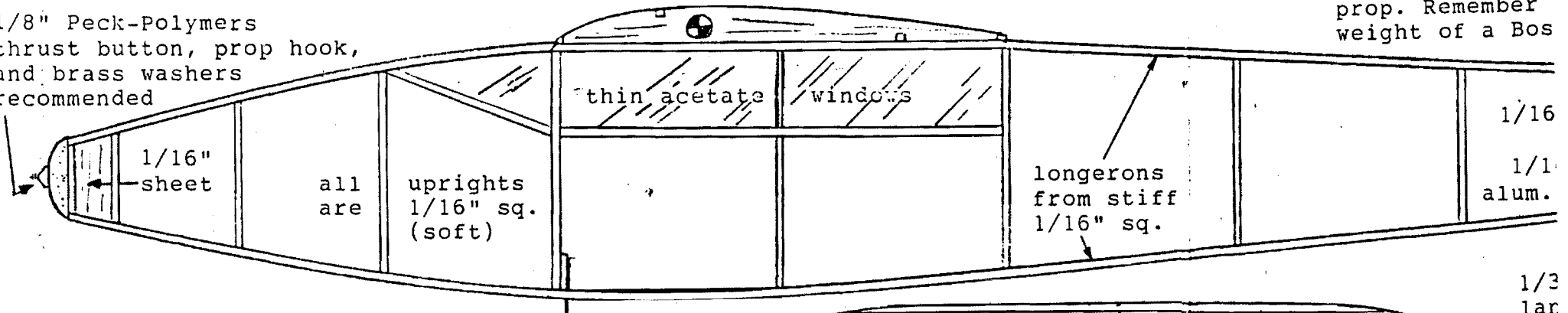
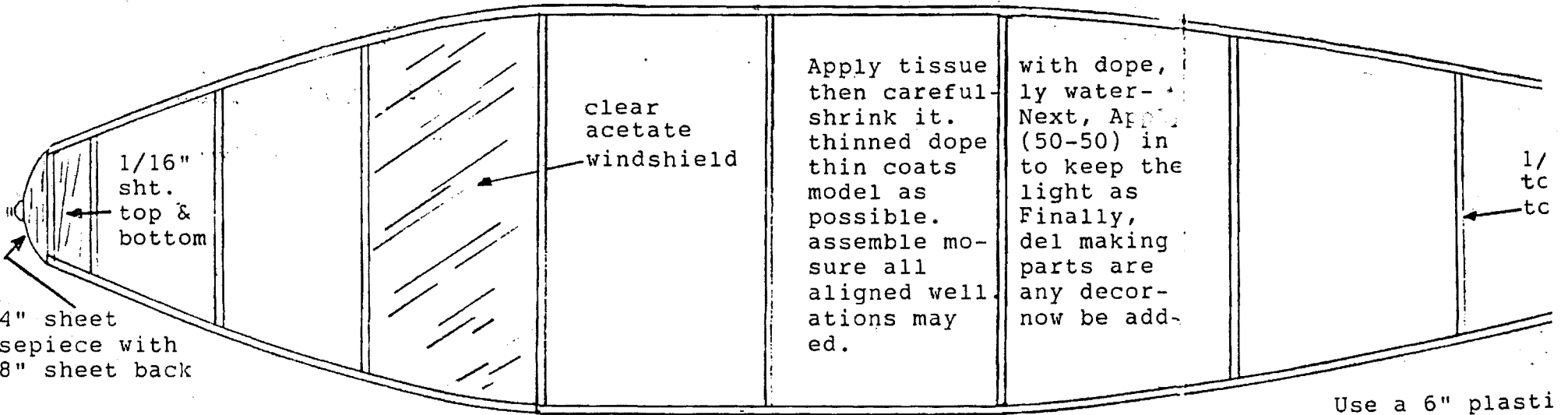
Peanut & No-Cal Scale Postal Meet

Let's get going on the Postal Contest again, Skysters! We will have four "Wings" again as always. They are made up of "Indoor Peanut", "Outdoor Peanut", "Indoor No-Cal" and "Outdoor No-Cal". Enter as many times as you wish and every time you better your time with a given model, just jot your time down on a postcard giving the name of the model, the wing you flew in, your models flight time and the date, and send it in to GHQ. The contest starts as you read this and ends on May 1, 1988.



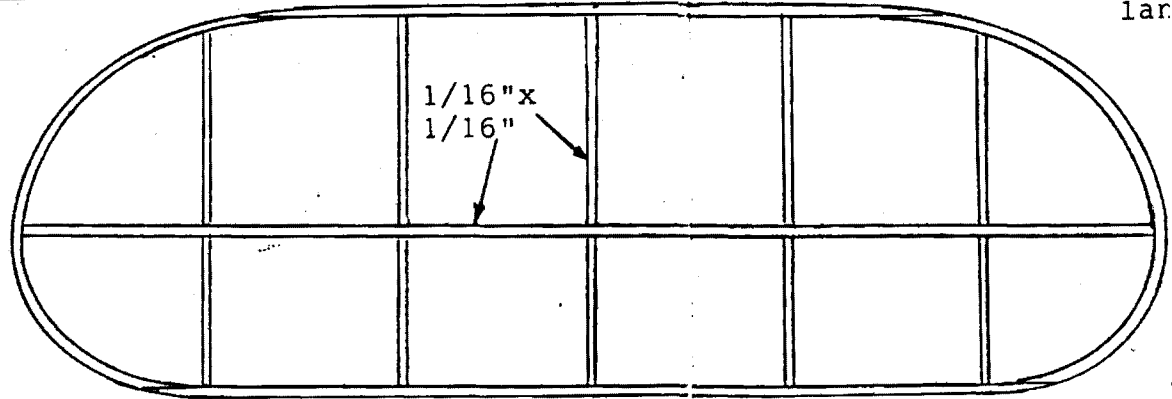
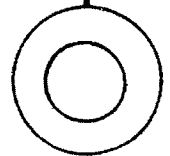
BUILD...FLY....WIN.....EFF-AAA-CEEEE!!!!!!

The "Padre" has three-views available of his "Weedhopper" scale model ultralite aircraft. Anyone in need of this three-view please send a S.A.S.E. to; Rev. William Anderson, RD#4, Box 4349, Mercer, Pa. 16137



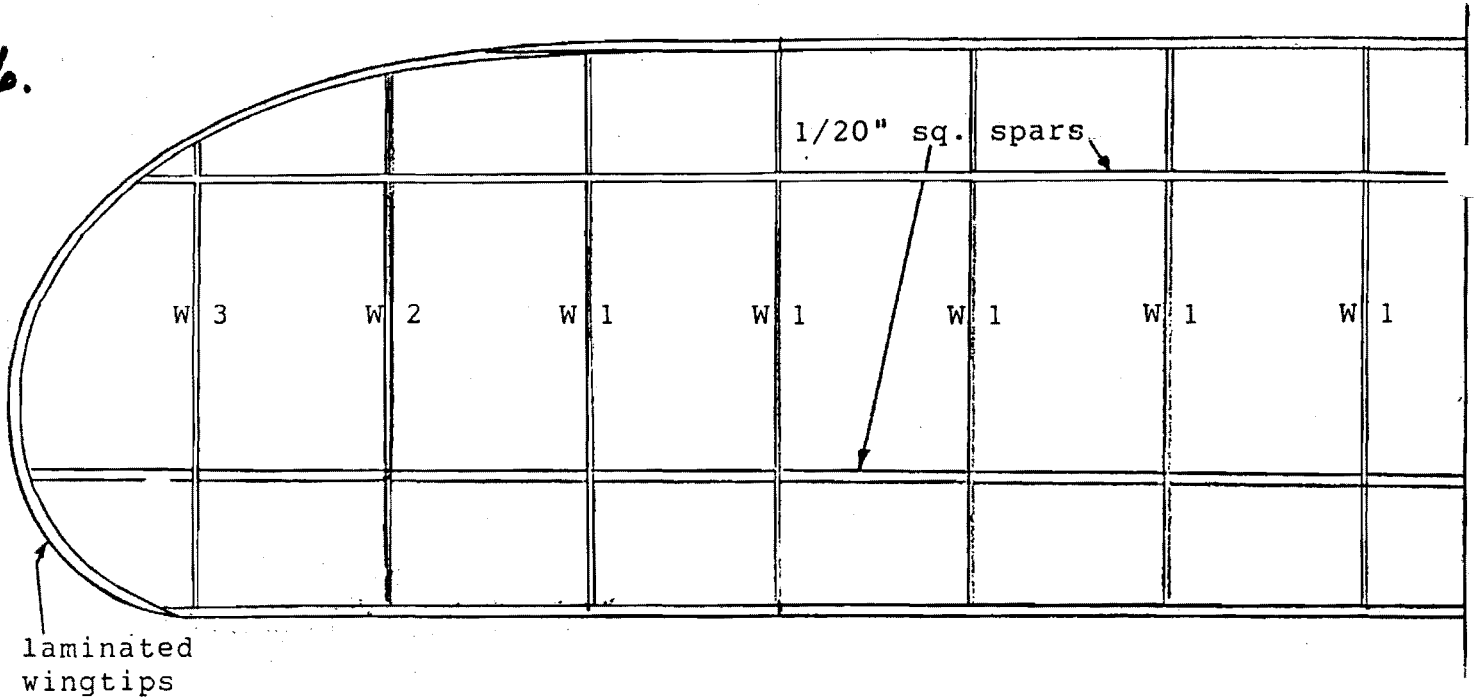
BOSTONIAN:
CELTIC
 Span: 16" May '87
 by Don DeLoach

3/4" dia. wheels 1/8" from balsa

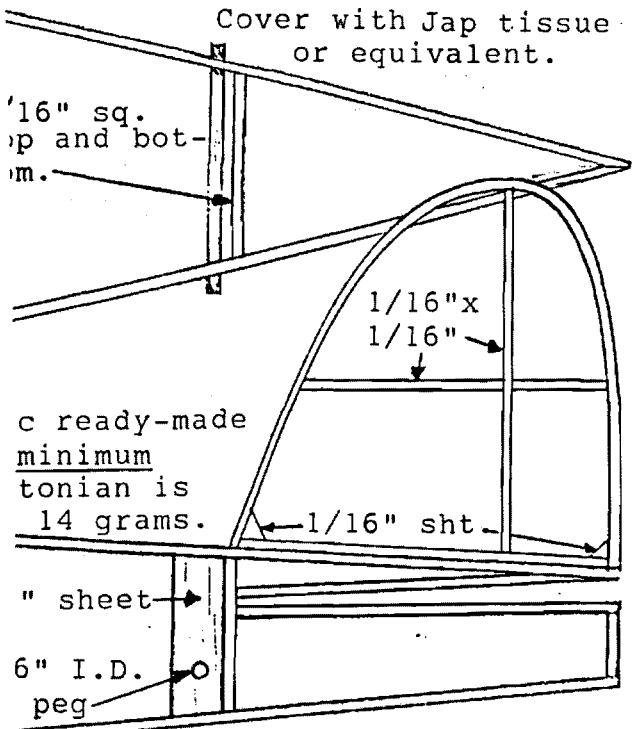


Motor is one loop of 3/32" about 18" long.

6.



laminated wingtips



Cover with Jap tissue or equivalent.

1/16" sq. top and bottom.

ready-made minimum tonian is 14 grams.

1/16" x 1/16"

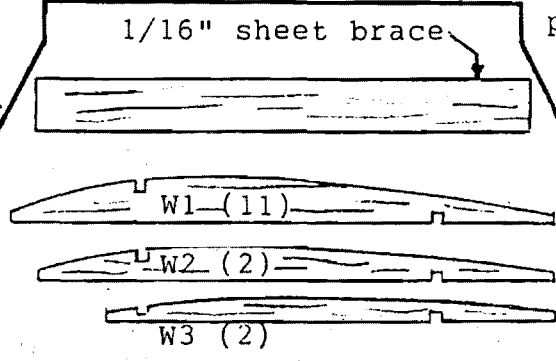
1/16" sht.

sheet

6" I.D. peg

Leave this bottom section open for rubber access.

1/2" music wire binding gear



All ribs from light 1/32" sheet.

1. The tips on the wing, the fin, and the stabilizer are made by laminating two stiff 1/16"x1/32" strips over a balsa form. First soak the strips in warm water for a day or so. Then wrap them around the 1/8" balsa form, tape, and allow to dry. Then cut to shape and use to construct with surface.
2. Another prop that is best for indoor Bostonians is one with blades from a sour cream cup glued to a toothpick hub.

Dear Lin,

With sadness, I have to report that one of our number has made his final flight. Ed Morrison "went west" on Oct. 17, 1987, victim of a heart attack at the age of 75.

Ed had lived and participated in the "Golden Age" of aviation, and, as we know, has always been an avid modeler, and an excellent one.

Helmets off for Ed, a real credit to the human race.

Al Lawton



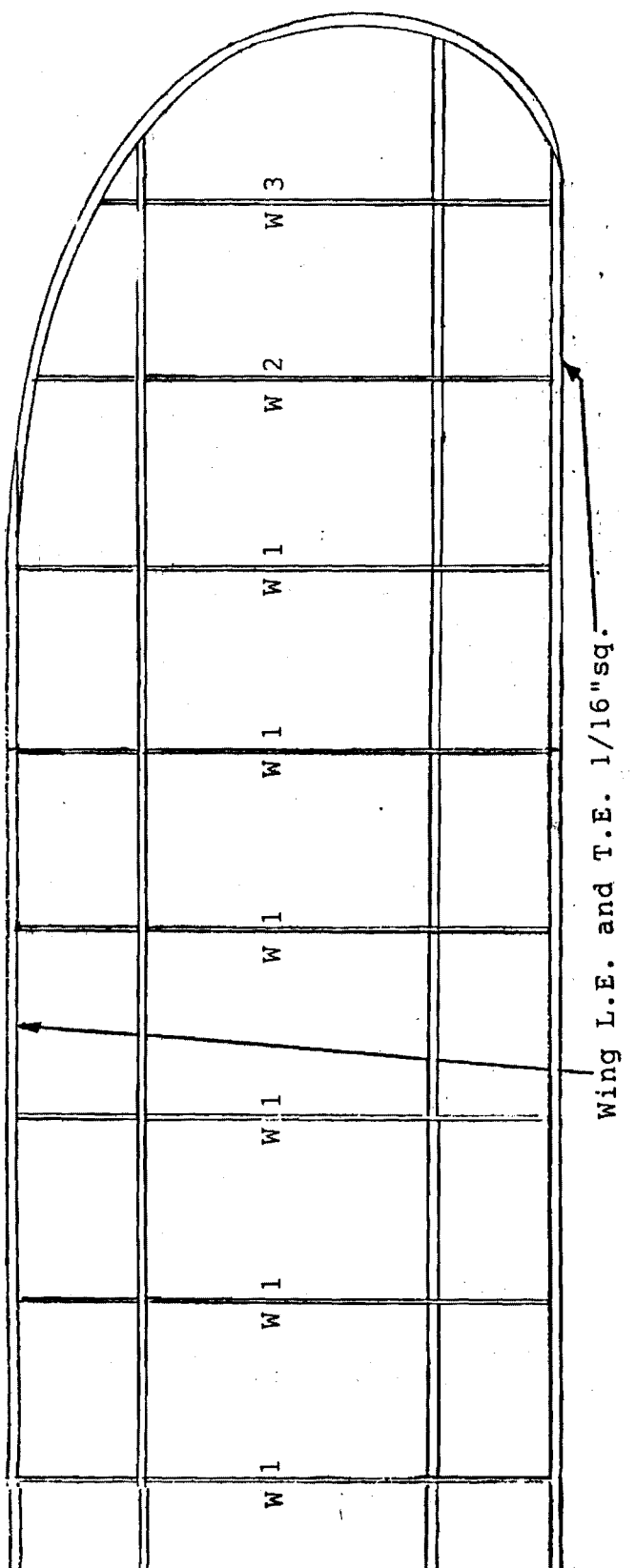
S.O.S.--S.O.S.

If anyone has a copy of the book "Gloster Aircraft Since 1917" by Derek James and they wish to dispose of it please contact Wayne Love, 108 Bush Gardens, 3 Rod Rd., Alden, N.Y. 14004

Roy Biddle of R.Rt. #1, Box 517, Baden, Pa. 15005 would like a three-view and color scheme for the Jodel D-9.

Rubber scale plans of the following aircraft in the 20 to 30 in. wingspan class are wanted by Bob Russell, 504 Stewart Ave., Hubbard, Ohio 44425
 Piper Vagabond
 Piper Clipper
 Monnett Moni

Lin Reichel wants scale data for the Lemberger Ld-20B with color scheme and a color scheme for the Canadair CL-215. Send to FAC-GHQ, 3301 Cindy Ln. Erie, Pa. 16506



CONTEST RESULTS-----E.M.A.A.
NOVEMBER 22, 1987

No-Cal WW II Combat

<u>Pilot</u>	<u>Plane</u>
1. John Marett	F4U Corsair
2. J. McGillivray	Fw-190D
3. Ken Wiberg	P-47D
4. D. McDonald	Heinkel 100
5. Jim Miller	Heinkel 100
6. Vic Peres	Heinkel 100
7. Bert Majetic	P-40
8. Dave Neidzelski	Ki-61
9. Dan Briehl	Barracuda

Bostonian

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. J. McGillivray	Yeti	421 sec.
2. Rich Miller	Miller-Lite	365 "
3. John Marett	C-Tern	315 "
4. Vic Peres	Boston Wind	302 "
5. "Padre" Anderson	Shucks	264 "
6. Chris Brownhill	Blackbird	215 "
7. Emerson Elwell	Bos. Blacky	141 "
8. Roy Biddle	Found	49 "

Blatter 10"

<u>Pilot</u>	<u>Time</u>
1. Vic Peres	517 sec.
2. John Marett	401 "
3. Jim Miller	367 "
4. Ken Wiberg	357 "
5. "Padre" Anderson	340 "

World War Peanut Dogfight

<u>Pilot</u>	<u>Plane</u>
1. Vic Peres	Fokker D-7
2. J. McGillivray	Se-5
3. Ross Mayo	Bristol Scout
4. Dennis Norman	Albatross D-2
5. Chris Brownhill	Halberstadt D-II

FAC Peanut Scale

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
1. Jim Miller	Voisin	138
2. Vic Peres	Fokker D-7	126
3. D. Norman	Albatross D2	106
4. D. Neidzelski	Curt. So3c1	101
5. Ross Mayo	Brist. Scout	94
6. Bert Majetic	Druine Turb.	87

FAC Scale

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
1. Jim Miller	14 Bis	150½
2. Vic Peres	Savoia SM-79	142
3. J. McGillivray	Curtiss P1-B	137
4. "Padre" Anderson	Bleriot VII	120
5. Dan McDonald	Taylorcraft	106

No-Cal Scale 7 Grams Plus

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. John Marett	Fike	498 sec.
2. "Padre" Anderson	J-3	314 "
3. Ken Wiberg	P-47D	270 "
4. Dan Briehl	Cessna	189 "
5. Dan McDonald	Ord-Hume	157 "
6. Bert Majetic	P-51	153 "
7. Bert Majetic	P-40	129 "

No-Cal Scale Under 7 Grams

<u>Pilot</u>	<u>Plane</u>	<u>Time</u>
1. Rich Miller	J-3	680sec.
2. J. McGillivray	FW-190D	623 "
3. John Marett	Citabria	440 "
4. Dave Neidzelski	Ki-61	223 "
5. Roy Biddle	Swee'Pea	12 "

FAC Hi-Wing Peanut Scale

<u>Pilot</u>	<u>Plane</u>	<u>Score</u>
1. Chris Brownhill	Lacey	127
2. "Padre" Anderson	Piper Vag.	125½

NEXT INDOOR MEET AT EDINBORO, PA.

MAY 1, 1988

GHQ just received a catalog from Al Lidberg and it is one all you Skysters will want. It lists plans for rubber scale, peanut scale, control line, Co/2 scale, Co/2 non-scale, .020 Replica and No-Cal scale as well as an article on electric motors. Get yours by sending \$1.00 to;

A.A. Lidberg
Model Plan Service
614 E. Fordham Dr.
Tempe, Az. 85283

OFFICIAL1988 FLYING ACES CLUB RULES
(Indoor and Outdoor)FAC EVENTS

SCALE EVENTS:

1. Flying Aces Rubber Scale.
2. Flying Aces Peanut Scale.
3. Flying Aces Jumbo Scale.
4. Flying Aces Power Scale.
5. General Headquarters (GHQ) Peanut Scale.
6. No-Cal Profile Scale.
7. Golden Age Scale.

MASS LAUNCH EVENTS:

Any of the following events may, at the contest directors (CD's) discretion, have qualifying flights. The CD will select the number of models that are to fly in the event, and the flight times for the qualifying flights will be ranked by endurance. The top qualifiers are then selected for the event.

1. Greve Trophy Race: Models with inline engines of aircraft that were entered or flown in either the Thompson or Greve Races held from 1929 to 1939.
2. Thompson Trophy Race: Models with radial engines of aircraft that were entered or flown in either the Thompson or Greve Races held from 1929 to 1939.
3. Aerol Trophy Race: Model aircraft that have been entered in the Shell Speed dash (qualifying event for the Thompson and Greve Races) but which did not qualify for either race event.
4. WW-I: Models of aircraft that were in actual combat or been mass produced and intended for combat during WW-I (1914-1919). The CD may, at his discretion, limit this event to multi-winged aircraft.
5. WW-II: Models of aircraft that were in actual combat or been mass produced and intended for combat during WW-II (1939-1945).
6. Golden Age: Models of any aircraft produced from 1920-1940, but excluding military aircraft produced from 1935-1940. Retractable gear planes must have gear in down position. Planes eligible for Race events excluded.
7. Any collection of model aircraft for a specific category of aviation history, provided they retain the spirit of the FAC (such as WW-I Peanut, WW-II Jumbo, etc.).

OTHER EVENTS:

1. Embryo Endurance.
2. Shell Speed Dash
3. Any pre-publicized specific events retaining the spirit of the FAC.

KANONES

In the first big fuss, WW-I, German pilots were credited

with a victory for each enemy aircraft they shot down. After 16 confirmed victories, the pilot was awarded the BLUE MAX medal. The spirit of this pilot competition is continued by the FAC. First place winners in any of the above events will be credited with a Kanone (Ka-no'-nuh, german for "canon", or in English, a "big shot" or "ace") After 1 victory, you will have the rank of Lieutenant. After 5 victories, you will be promoted to Captain. Each successive 5 victories will earn another promotion. After 16 victories, you will have earned the coveted BLUE MAX medal, which is usually awarded at the following FAC National Championships.

GENERAL RULES

1. All events are for rubber powered models except FAC Power Scale and prepublicized special events.
2. No folding or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back-up models allowed). However, each contestant may enter two different models in each event except in mass launches, where only one model may be entered.
4. Each entrant must be the builder of the model he/she enters.
5. Proxy entries may be allowed if announced by the CD in advance.
6. At least three models by three different builders must be entered and make a qualifying flight in an event before the winner can be credited with a kanone.
7. No condenser paper or other ultralite covering material may be used.
8. All racing events have a maximum wingspan of 24 inches.
9. Wingspan for Jumbo Scale will be 30 inches or greater for multi-wing models and 36 inches or greater for monoplanes. Peanut models limited to no more than 13 inch wingspan.
10. All mass launch aircraft must have a minimum of 40 scale points to qualify, not including bonus points.
11. Minor rule modifications to fit local conditions is left to the discretion of the CD.
12. Once a mass launch event starts, there will be no replacing rubber motors or any repairs made to the models. There may also be a time limit set by the CD as to when and how much time contestants have to retrieve their models and be ready for the next heat.
13. Foam construction is prohibited in all events. However, foam is permitted for the use of air scoops, radiators, machine guns, etc.
14. No single model may be entered in more than one judged event or in more than one mass launch event.

FLYING ACES RUBBER, PEANUT, AND JUMBO SCALE

The intent of these rules is to offer the modeler the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by excessive scale requirements (scale rib spacing, scale stab area, etc.) or too small a prop due to ROG requirements. It is hoped that the bonus system will bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity, design, or lack of inherent flight qualities.

BASIC RULES

1. Any two models built from published plans, kit plans, or from original plans of any heavier than air, full size aircraft, built or proposed, may be entered. Model plans, kit or published, may be embellished and/or improved upon to make the model more closely resemble the real machine.
- 2, If the model is built from original plans, the builder must present a 3-view, photos, or any other material used in creating the entry.
3. Models must be accompanied by the building plan and any additional 3-views, photos, etc. used by the builder. This material should aid the judges in verifying coloring, markings, and details.
4. Tail surface area and dihedral may be increased moderately, but not to a point that the scale appearance of the model is destroyed. The general outline of all surfaces and fuselage cross sections must be retained.
5. All models must closely resemble the full scale aircraft with respect to outline and proportions. The opinion of the judges in this matter is final.
6. Undercambered airfoils are not allowed unless the full sized aircraft utilized this feature.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on the full scale machine.
9. No extra points for exact scale rib spacing, tail area, or the like.
10. Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose or tail of the fuselage may be entered. However, no extra bonus points will be awarded for location of propeller(s).
11. Motor sticks may be used on multi engined models without penalty.

SCALE POINTS

Scale points are the sum of the points awarded for Construction and Details, Color and Markings, and Workmanship.

1. Construction and Details.

A maximum of 30 points will be given for general accuracy and the extent of detail, such as struts, rigging, engine cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, unless a full panel is impossible due to a high thrust line.

NOT MUCH
0 TO 10

SOME OF IT
11 TO 20

MOST OF IT
21 TO 25

ALL THERE
30

12.
2. Coloring and Markings.

A maximum of 20 points will be given for accuracy and extent of coloring and markings. Judging will consider items such as flat or gloss finishes where applicable, insignia, numbering, striping, etc., and correct coloring or serial number for a particular subject modeled. Where a model is built of a proposed design, the full scale prototype never having been built, then its color and markings should reflect its designed purpose and era of its creation. Silver colored tissue may be used to represent polished aluminum. There will not be a great difference for scoring between the proper colored tissue and painted surfaces.

3. Workmanship.

A maximum of 12 1/2 points will be given for workmanship: Good covering, alignment, neatness, etc.

FLIGHT POINTS

A maximum of 82 1/2 flight points will be awarded for each flight as follows:

- 0 - 60 seconds: One point per second.
- 61 - 90 seconds: One half point per second.
- 91 - 120 seconds: One quarter point per second.
- Over 120 seconds: No points.

Three official flights are allowed. A flight of 20 seconds or more is considered an official flight. At least one official flight must be made to be awarded the scale points. In the case of large entries in any one contest, the CD may require an official flight before the model is judged for scale points. Flight points are determined from the highest single official flight time.

BONUS POINTS

The following bonus points will be awarded for inherent flight qualities of different types of models. The total bonus points is the sum of the points for all categories.

BONUS POINTS	AIRCRAFT CHARACTERISTIC
0	High wing cabin monoplane types.
3	Parasol wing types.
5	Shoulder and mid wing types.
5	Canards and tandem wings.
10	Low wing types.
15	Biplanes.
20	More than two wings.
15	Seaplanes, flying boats, and amphibians.
15	Unorthodox designs (Flying wings, autogyros, etc.)
1	Each jet engine pod, regardless of how many engines were contained in it on the full

scale machine.

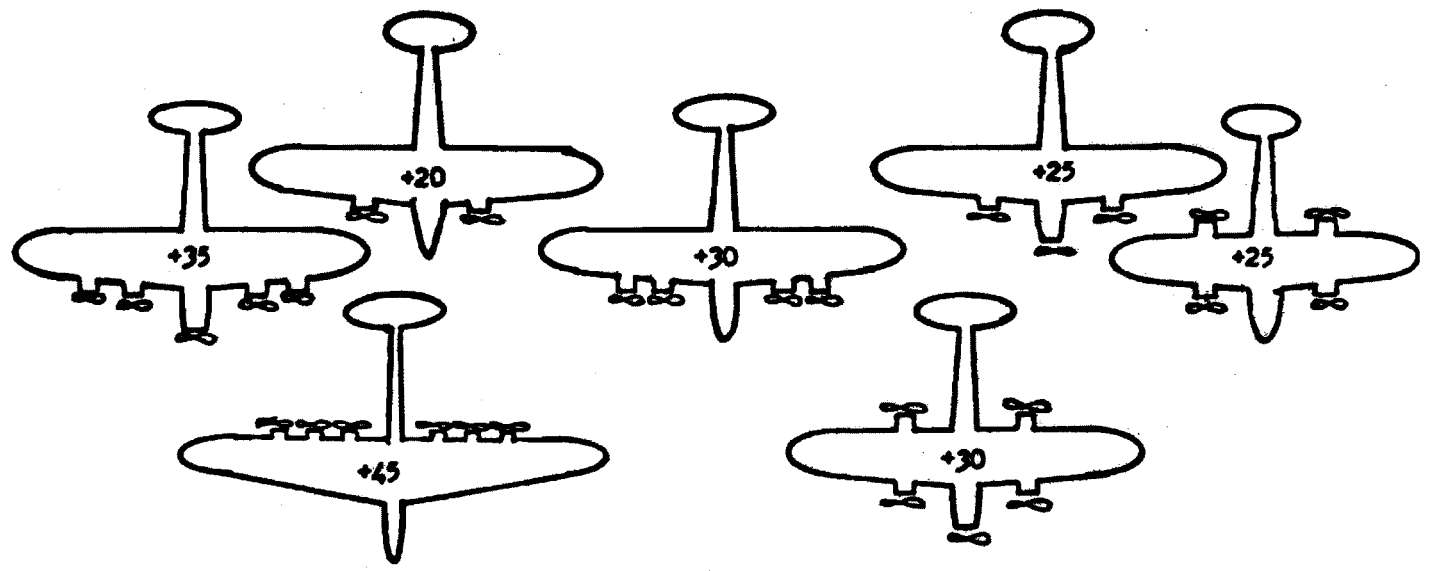
- 2 Each dummy nacelle with a scale diameter free wheeling prop.
- 5 Single engine pushers

MULTI-ENGINED AIRCRAFT, EVEN NUMBER OF MOTORS

- 5 If any of the off-center motors are pushers or in tandem.
- 10 Centerline tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (Example: Fokker D-XXIII).
- 20 Off-centerline twins.
- 10 Any additional pair of motors at different off-center locations, provided all are equally powered.

MULTI-ENGINED AIRCRAFT, ODD NUMBER OF MOTORS

- 5 If any of the off-center motors are pushers or in tandem.
- 25 Tri-motors, provided the off center motors contain a significant portion (for example, approximately 50%) of the model's total weight of rubber.
- 10 Each additional pair of motors at a different off-center location provided all motors are equally powered.



EXAMPLES:

- Convair XB-46 (with non-scale prop on nose or tail)
 5 points for shoulder wing.
2 points for jet engine pods.
 7 total bonus points.
- Sikorsky S-40 (with two props driving and two dummies).
 3 points for parasol wing.
 15 points for being amphibian.
 20 points for being off-centered multi-engined.
4 points for two dummy props.
 42 total bonus points.

TOTAL SCORING

Total score = Scale points + bonus points + flight points

Highest total point aircraft wins. In the event of a tie score, a fly-off will be held. Bonus and scale points once again added to the flight points to determine the winner. Where two ships are entered by one contestant, only the higher scoring of the two will be used to determine the modelers standing.

FAC POWER SCALE

1. Power must be other than rubber, such as glo, diesel, gas, CO-2, electric, etc.
2. Same scoring as FAC Rubber Scale except bonus points will be added to the highest flight time (in seconds) before the flight score is determined as in FAC Rubber Scale. Therefore, the flight score, including bonus points, cannot exceed 82 1/2 points.

Example: A model given 50 bonus points and having a best flight time of 80 seconds will have a flight time of 130 seconds, which becomes 82 1/2 points.

3. In the event of a tie, the model with the highest scale points (exclusive of bonus points), wins. If scale points are identical, highest flight time is winner. When scale points and flight times are the same, multiple awards will be made.

G. H. Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches wingspan.
2. Flight score determined by total of three official flights, hand launched.
3. Unlimited attempts to gain three official flights. Any flight of 20 seconds or more is official.
4. There will be no maximum flight time.
5. All models must be covered with Jap tissue or equivalent.
6. All surfaces must be double covered, unless real ship was single covered.
7. Planes with retractable gear may be built with gear represented in the up position with no penalty.
8. Scale points:
 - A. Color: Reasonable effort to use tissue and/or dope to simulate 3 pts realistic coloring.

- B. Markings, civil registration and striping, or military insignias, 3 pts
serial numbers, squadron markings, etc.
- C. Details, struts, cowls, cylinders, pilots, rigging, armament, exhausts Stark: -3 pts
windshields, steps, control surface Lax : 0 pts
outlines, and any other outstanding Good : 3 pts
details. Great: 6 pts
9. Scale score determined by multiplying scale judging points by the first two digits of the best G.H.Q. peanut flight score of the day. Example: If the best three flight total is 279 seconds, then everyone's scale score is multiplied by 27. If only two digits comprise the top score (say, 97 seconds), then only the first digit will be used as a multiplier, everyone's scale score being multiplied by 9.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight fly-off, multiplied by 3, and added to the scale score.

NO-CAL PROFILE SCALE

1. A simple event for recognizable profile models with a wingspan limit of 16 inches.
2. Total of three flights to determine score. Highest total score wins. Fly-off to break ties.
3. Any flight of 20 seconds or more is official. All flights to be hand launched. No maximum flight time.
4. Model must have control outlines, registration numbers or letters, etc. Model must be in correct color scheme, have documentation to prove it. Model must also have full landing gear, either one, two, or three legged. No profile gears. Retractable gear may be built in the up position. Judges decision is final.

GOLDEN AGE SCALE

Eligible models are the same as defined in the Mass Launch Event. No scale judging required, but the 40 minimum scale point criteria will apply. Official flights are 20 seconds or more, and a three official flight total is the score. Highest total time is the winner. Fly-off to break ties.

THOMPSON AND GREVE RACING EVENTS (THE ORIGINAL MASS LAUNCH EVENT)

1. Any model appearing on the following list may be entered. The omission of Mr. Mulligan, the Page Racer, and other high wing cabin and parasol types is intentional.
2. All racers must be their proper color, tissue or doped, and carry proper race numbers and registration.
3. Any model of a race plane that had a retractable landing gear may be built with the gear represented in the up position.
4. Construction:
 - a. Sheet covering over built up structure is acceptable, where the real aircraft was wood or metal covered.
 - b. Wings: Non-scale airfoils may be used, as long as they

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are not undercambered. Dihedral may be increased as long as it is not to the extent of damaging the appearance of the model.

c. Fuselage: Scale cross sections required.

d. Tail: Area may be increased provided it is not to the extent of damaging the appearance of the model.

5. Proof of eligibility and compliance with the text and intent of these rules is the total responsibility of the contestant. Judge's decisions are final.

Plane	Greve	Thompson
#400 Laird Super Solution		X
#1 Wedell Williams		X
#92 Wedell Williams		X
Hall Bulldog		X
Howard Ike	X	
Howard Mike	X	
#131 Keith Rider Miss San Francisco	X	
#97 Gordon Israel Special	X	
#1 Keith Rider Bumblebee	X	
#2 Turner's Wedell Williams		X
#57 Turner's Wedell Williams		X
#33 Brown Miss Los Angeles	X	
#15 Chester Jeep	X	
#6 Miles and Atwood Special	X	
Wittman Chief Oshkosh	X	
Wittman D-12 Bonzo	X	
X2106 Seversky Sev 3		X
#63 Seversky P-35		X
#23 Seversky Sev S2 Amphibian		X
#100 Caudron C-460	X	
#54 Keith Rider R-3		X
#1 Folkerts Toots	X	
#52 Crosby CR-4	X	
Crosby CR-3	X	
Crosby CR-2	X	
#8 Butz Special	X	
Flagg "Pretor En Parvo"	X	
Heath Cannon Ball	X	
Heath Baby Bullet	X	
Tilbury Flash, all versions	X	
Hauser Special	X	
Burrows R-5	X	
#203 Alton Brown Racer	X	
Jamison Speedwing	X	
Nicholas Beazley Pobjoy Speical #111		X
Graham-Perrin	X	
#66 Allenbaugh Racer (Salmson)		X
#66 Allenbaugh Racer (6 cyl. Menasco)	X	
NR 13518 Rasmussen "Skippy" (4 cyl. in line)	X	
#10 Rasmussen "Skippy" (5 cyl. radial)		X
#11 Kadiak Speedster (Velie)		X
#105 Laird LC-DE (Ranger or Chevrolair)	X	
NR10422 Laird LC-DE (Warner)		X
Carr Racer (OX-5) (Hisso)	X	
Carr Racer (110 Warner)		X

Plane	Greve	Thompson
Church's Mid-wing Racer (Church Marathon)	X	
NR12050 Franklin's Church Racer (Church Marathon)	X	
#7 Love's modified Davis Racer (? radial)		X
R89Y Flagg "Flagship" (Pobjoy)		X
#3 Heath 115 Special (Continental A-40)	X	
#16 Hunt Racer (Cirrus)	X	
1932 Loose Racer (Church)	X	
1935 Loose Racer (Retract L.G. radial)		X
1937 Loose Racer (Lanbert)		X
1932 Neuman Special (Cont. A-40)	X	
NR 1987 Robbins Racer (Hisso)	X	
13 23 Mummert S-1	X	
12094 Rowinski Racer (Tank)	X	
NR12992 Rowinski Racer (Cont. radial)		X
NR12094 Rowinski Racer (Wright)		X
NR12028 Reece Rocket (LeBlond)		X
NR582W Hansen Racer (Cont. A-40)	X	
NR860W Parker "Winged Bullet" (Cirrus)	X	
R562H Clipped wing American Eagle		X
#89 Cessna GC-1 (Cirrus)	X	
NR404W Cessna GC-2 (110 Warner)		X
NX479W Linberg Special (Warner)		X
R1W Nicholas-Beasley "Phantom I"		X
Wittman modified Pobjoy Special		X
#64 Newhall Racer	X	
#91 Wedell Williams "We Will" (Hisso)	X	
#8 Brown B-1 (4 cyl. Menasco)	X	
12936 Chilleen Fitten Special (Church)	X	
#301 Kling's Folkerts	X	
#4 Marcoux-Bromberg		X
#29 Turner's Pecsco		X
#70 Schoenfeldt-Rider	X	
#15 Folkert's SK-4	X	
#88 Haine's H-3	X	
#49 Delgato Flash	X	
#41 Military Aircraft Corp. Fighter		X
#18 Rider R-8	X	
#5 Chester Goon	X	
#17 Bushey-McGrew(Rider)	X	
Pearson-Williams Mr. Smoothie	X	
Hughes Racer (Short wing version)		X
Delgato Maid	X	
Cessna CR-2		X
Cessna CR-3		X
Chambers Chambermaid	X	
Folkerts Mono Special	X	
Hostler Fury	X	
Wedell Williams We Will Jr.	X	
Floyd Bean Special	X	
Gee Bee QED		X
Gee Bee D	X	
Gee Bee E	X	
Gee Bee Z		X
Gee Bee Y		X
Gee Bee R-1		X
Gee Bee R-2		X

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Plane	Greve	Thompson
# 77 Laird Solution		X
NR 428 Travel Air S		X
Howard Pete	X	
Travel Air of Paul Adams		X
Travel Air # 13 (hawk's)		X
#44 Wedell Williams		X

AEROL RACE

One large mass launch for all planes that did not qualify in the Shell Speed dash for the Greve or Thompson race. Last one down is the winner.

EMBRYO ENDURANCE

1. For rubber powered models with not over 50 square inches of wing area for monoplanes. For biplanes, not over 70 square inches, with 45 square inches maximum for the largest wing area. Stab area not to exceed 50 % of wing area.
2. Fuselage volume to enclose a space 1.25 x 1.50 x 3.00 inches or larger.
3. Wing and tail to be built up, covered on both sides with Jap tissue or equivalent.
4. Model must ROG from a card table top UNASSISTED from a 3 point rest.
5. Landing gear legs must have 3/4 inch diameter wheels or larger.
6. Four attempts for three official rise above table top level flights.
7. A bonus for the following details will be given:
 - 5 seconds: For a raised cabin or windscreen with open cockpit and headrest.
 - 3 seconds: For 3-dimensional wheel pants.
 - 1 second : For 3-dimensional exhaust pipes.
8. Highest flight total plus bonus wins. Fly-off to break ties.

SHELL SPEED DASH

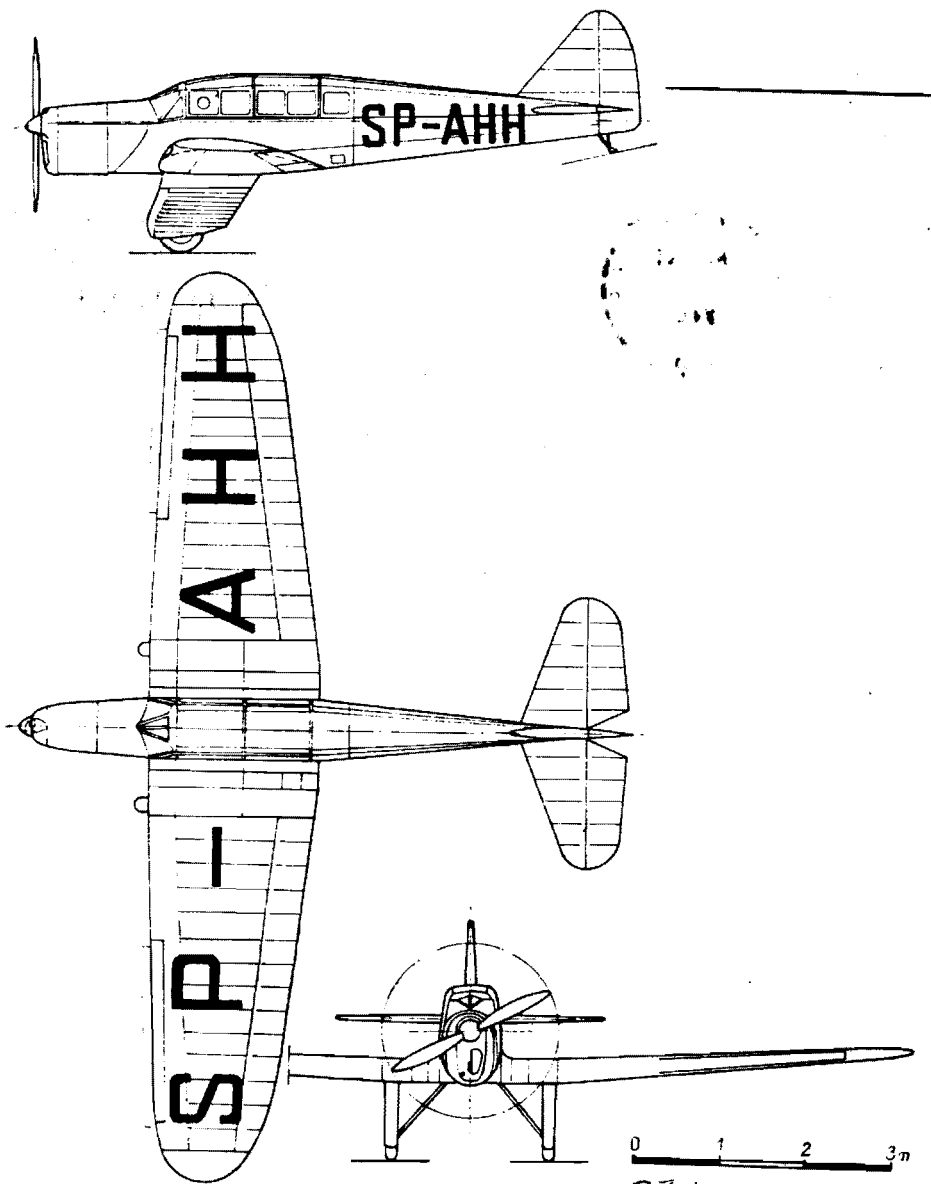
This event may be held to qualify models for the Greve or Thompson Races. Two official (20 seconds or more) timed flights will be made. Highest total wins the Shell Speed dash event. Fly-off to break ties. The top ten qualifiers for planes eligible for the Thompson and Greve are selected for these two racing mass launch events.

YESTERYEAR PLAN SERVICE

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3517 KRISTIE DR., ERIE, PA. 16506

This service has been organized to provide the rubber/gas scale builder with a source of scale subjects from the Golden Years of model building, and to be a means of preserving plans to scale subjects not ordinarily available through magazine and kit producers. For the most part, these plans are from kits and magazine pages long out of print or circulation. ALL plans will have patterns for building. Plans will be available as blue line or black line prints made from new vellum masters, themselves made from original plans or redrawn by our staff. New vellums from old plans have been enhanced for clarity in order to provide clear clean prints. We will NOT attempt to provide plans, as a general rule, which are available from other sources, unless we can provide a better rendition. Since we are continually adding plans to our files, ask for the availability of a subject YOU want. Send a SASE, long size, please, for a current list and price sheet. Plans are available folded or rolled and tube shipped. We hope you will be pleased with this new service. Can we help YOU??



PZL-19

Masa własna	478 kg	Wznoszenie	4 m/s
Masa użyt.	314 km/h	Pułap	4000 m
Masa całk.	792 kg	Zasięg norm.	1000 km
Prędkość maks.	216 km/h	Zasięg maks.	5000 km
Prędkość przelot.	190 km/h	Rozbieg	90 m
Prędkość min.	68 km/h	Zuż. paliwa	25 l/h

LEN WIECZOREK