

Event Flight Rules at a Glance

All flight times to be recorded to Last Completed Second

EVENT #	EVENT	FLIGHT		FLIGHT Scoring	DOC. REQ'D?	INSP. REQ'D?
		MIN.	MAX			
#2	FAC Rubber Scale	20	120	Avg of 3	YES	JUDGED
#35	Embryo Endurance	*	120	Total 3	PLAN	DURING MEET
#37	Fiction Flyers	20	120	Total 3	YES	JUDGED
#60	Pinkham Field Stick	NO	NO	Hi Single	NO	RANDOM
#61	Flying Aces Sport	20	NO	Total 3	PLAN	RANDOM
#62	Legal Eagle	20	NO	Total 3	PLAN	INITIAL ONLY
#63	Victory Models	20	NO	Total 3	PLAN	INITIAL ONLY
#64	Tow Line Scale	NO	120	Best 3 of 6	PLAN	Random No line Limit
#65	Pinkham Field Ten Cent	20	NO	Hi Single	PLAN	Plan & Model at End of Flying

*Once Higher Than Card Table Flight is Official

#66 Baby Glider. 10" max wingspan (measured on plan). Everyone launches together, (catapult launch) last one down wins that round. The number of fliers dictates the number of rounds to win to be the winner. Example: 5 fliers, the first to win -5- rounds is the winner. Optional at CD's discretion is a set number of rounds or Best 3 of 6. No min. No max. Plan not required. Beware of Random Inspection. Modern technics viewed upon with jaundiced eyes.

#67 Hung-Aereon. Mass Launch, however Contest Director sees or thinks fit.

#68 Air Devil Model Co. Any model from Dave Stott's Air Devil Series. Morning Mass launch (timed), high time posted as time to beat. Fly all day to beat high time, If you have two Air Devils fly'em both. If you missed the Mass Launch (try not to) you can still fly. Air Devil pilot with the highest time at the end of the day wins. Plan and model required for initial inspection.

FAC OFFICIAL EDITION OF THE PINKHAM FIELD FLYER'S HANDBOOK

(1/20/2016)

A Ready Reference for Contest Flyers, Scale Judges and
Event Starters

CONTAINING

- An Explanation of Events Flown at Pinkham Field
- Event Rules at a Glance
- Simple Beam Scale for Weighing 15% Motors
- Other Vital Information to Answer Questions Most Often Asked

Fold and Arrange the Pages to form a Booklet.

Keep the Handbook in your Field Box

Get Rid of your Old Handbook



FLYING ACES

BUILD...FLY...WIN!

EFF...AAY...CEEE!

INTRODUCTION

The events run at Pinkham Field are numerous. Some of them are official in that they are run in accord with current FAC Rules. Others are original, or variations of current FAC official events. All of this sometimes causes uncertainties and confusion to enter our minds. Confusion is not limited to just the contestants. Contest Directors and Event Starters are often in need of clarification on some points. It is with this in mind that this handbook has been printed.

It is strongly suggested that the Clubster read all of the information in this handbook even though he may think certain aspects of it may not concern him. It is to your advantage to have a complete understanding of event starting and scale judging. And, above all, keep the handbook handy in your field kit for quick reference. For normal official FAC events, the FAC Rule Book should be consulted.

To preserve the history and integrity of our Handbook and avoid further confusion it is strongly suggested that the contents are not altered when republishing. This is not meant to discourage the use of "CD's discretion". A simple footnote may be used to notify contestants of a warranted change by the acting CD.

THE USE OF PINKHAM FIELD

This should never be taken for granted. We are just guests there. By simply keeping the place clean and not parking on the grass, it is likely we will remain welcome. At one contest a year we have a box at the CD desk for donations to the Durham Conservation Society. Be generous. We need them more than they need us.

WHEN YOU SIGN UP TO FLY

1. You must be a current AMA member. Sign in on the AMA registration sheet.
2. Fill out an address label LEGIBLY.
3. Indicate if you are an active member of the Flying Aces Club (That is you receive the FAC Newsletter) by printing "FAC" in the upper right hand corner of the address label. This is important in registering a victory with GHQ for Kanone credit.
4. Register for any mass launch events you will be competing in.

DESCRIPTION OF OUTDOOR CONTEST EVENTS CUSTOMARILY USED IN OUR CLUB

In order to provide a more casual atmosphere some of the events held at our outdoor meets are not in total compliance with the rules as written in the FAC Rule Book. Other events are not official FAC events at all. They are in the spirit or the Flying Aces Club however, and earn a Kanone credit for their winner.

PINKHAM FIELD STICK

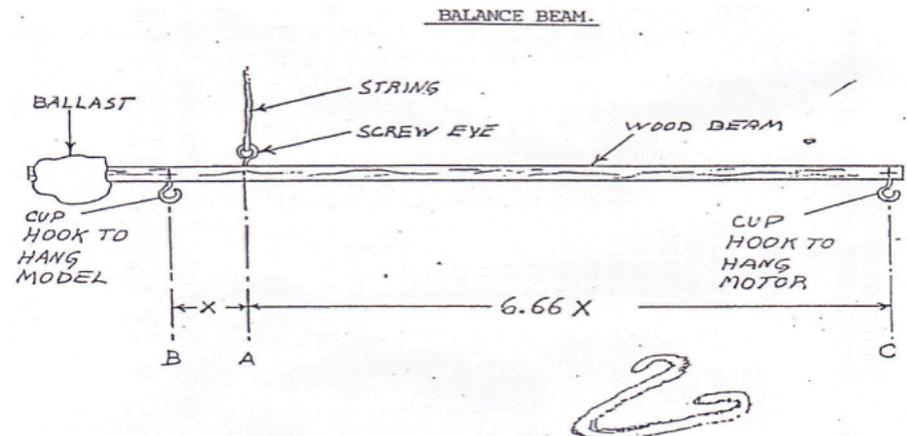
This event is for "stick" models having a solid stick or non-scale profile-models with a span not greater than 20 inches. They may be built up, all sheet, or a combination of both. They can be flown as many times as you wish all day. There is no Max flight time. Highest single flight time wins. Only the winner is listed. No second or third place credit is given.

THE 15% RULE

This simply means the motor, lubed and tied, as used in your model can weigh no more than 15% of the weight of your ship without the motor installed. A sketch for a simple home-made beam scale is shown below. We customarily use the 15% motor weight rule in World War II, Thompson Trophy, Greve Trophy, and Bendix Trophy Race mass launch events. As proficiency is gained, other mass launch events may come under this rule.

BEAM SCALE FOR 15% MOTOR WEIGHING

Make this simple beam scale which can be used to make up the 15% motors needed in some of the mass launch events held at Pinkham Field. It is well within the abilities of any modeler to construct one accurately. The prototype was built with a 30 inch long balsa beam. The A to B dimension is 3 inches, while the A to C dimension is 20 inches. This makes layout easy and at the same time produces a scale just the right size to handle most models we deal with. Once the scale is completed, add ballast to the short end until the beam is level. Some modelers add a protractor as an aid in leveling the beam.



To hang the model use a pipe cleaner bent to the shape shown to capture the leading edge of the stabilizer next to the fuselage sides. For better clearance, a length of music wire with a hook bent on both ends was used between the pipe cleaner and the cup hook on the beam. Remember, the music wire and the pipe cleaner are part of the balance beam weight, not the model. So, adjust the ballast to level the beam again. Hang some rubber on the other end until you think it is balanced. Remember to allow a bit for the weight of the rubber lube you will be adding.

GET RID OF YOUR OLD HANDBOOK

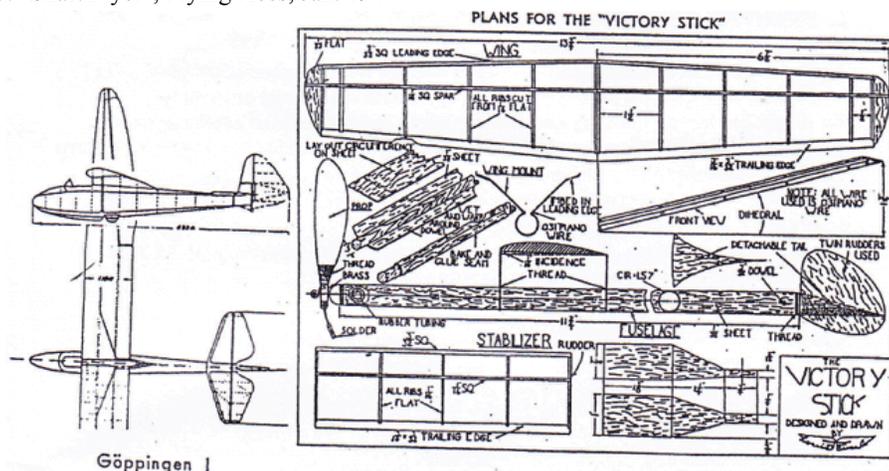
VICTORY MODELS

Victory Models were conceived and designed during World War II by the team of Ira Dyer and Louis Bucalo. The motivation was the conservation of modelers dwindling supplies of rubber and balsa wood. Beginning in the January, 1943 issue of Flying Aces magazine, seven different plans were published, some of them companion magazines to Flying Aces. The rules for building and flying these small models are few and simple.

1. Models must be built per plans, including a folding prop where it is called for.
2. Winning score is the highest total of three official flights.
3. Any flight of 20 seconds or more is official.
4. There is no maximum flight time.

The seven Victory Models are listed below with their known sources. A (p) indicates the plan has been published in a past issue of Squadrons Up / Airflow

1. "Speedysport", Flying Aces, Oct. 1943.
2. "G-Whiz", Flying Aces, July 1943.
3. "Fleet Wood Flyer", Air Age, Aug. 1943 (P)
4. "Flying Elevator", Aircraft Age, April 1944 (P)
5. "Tri-Flyer", Flying Aces, Nov. 1943
6. "Victory Stick", Flying Aces, Jan. 1943
7. "Shaft Flyer", Flying Aces, Jan. 1944



TOW LINE SCALE GLIDERS

1. Max span is 36 inches.
2. The model subject must be a full size man carrying glider.
3. Line length to be determined on contest day, considering weather and field conditions.
4. Pilot must fly his model from a fixed position by reeling line in. No walking or running.
5. Best 3 of 6 flights used in scoring. Once model leaves line the flight is official.
6. Two minute max flight time. Timing begins instant model is released from tow.
7. Only one model may be entered. A second model may be used to complete the 6 flights if the primary model is lost or treed.

FLYING ACES SPORT

Similar to the official FAC "2- Bit Plus 1 Old Time Rubber", this event is for kit or published models having an open cockpit or a cabin and a wing span not over 25 inches. The original plan may be enlarged or reduced to suit. There is no max flight time, and there is no cut-off date on the models. Embryo Endurance and Legal Eagle models are not eligible. A 10% bonus in flight time is given for models built from plans appearing in the old Flying Aces magazine. Score is a 3 flight total with the 10% bonus added when applicable.

FICTION FLYERS

Subject modeled must be of a fictional airplane as described in a published fiction story. Scale airplanes used in fiction stories are not eligible such as the Grumman Skyrocket used in Blackhawk comics. But, the variations on the Skyrocket, as used in the Skyhawk comics and shown in Airflow, for July and August 2005, bottom of the page are acceptable. Fiction Flyers will use the FAC Bonus system. Judging will be for color and marking, only, although pertinent details must be included. Flight scoring is per FAC Rubber Scale rules. Wingspan limit is 22 inches for single motor models and 25 inches for multi-motored models.

DOCUMENTATION

Documentation should be brief, clearly outlined and accompanied by a synopsis. Reference books should be tabbed at appropriate pages. Judges should not waste time searching through ill prepared documents to answer puzzling issues. If such is the case, the model will be awarded a token score and the entrant will be made aware of his deficiency so as he may correct the condition in the future.

Some published and kit model plans contain enough information to be acceptable. Others do not. The modeler is expected to do the research to fill in what is lacking or incorrect.

HINTS AND AN EXAMPLE OF GOOD DOCUMENTATION

It is best to model a particular airplane, rather than a generic one. Match the color scheme with the registration numbers, or the squadron markings and serial number to the color scheme. Judges should make allowances where logical assumptions are made in the case of difficult to research entries, especially where coloring is concerned. Any assumptions and the reasoning behind them should be explained in the synopsis as well. An example of a clear and brief synopsis follows.

SAMPLE

WESTLAND P.4 (PV7)

The model was built from an enlargement of the enclosed plan published in Max Fax. Some details were added and modifications made in accord with the 3-view and the photo just above it on page 310 of "Profile" publication. The main modification was to enlarge the radiator and add armament to coincide with the data mentioned above. Coloring and marking is based on the color rendition in the same "Profile" on page 305.

PINKHAM FIELD TEN CENTER (rev. f-Nov)

As a kid, you could hardly wait to show your pals that first model plane kit you finally completed against all odds. After school you would all meet at that grassy empty lot to fly them. Or, at least try to. Harry was the ace. He had a biplane that flew right across the street one time. He'd try to help all the other guys get their models to fly. You wound yours up with your finger for a double row of knots and let'er go! Wow! It actually flew before it crashed! Eureka! Alas, it all ended in 1948.

Put yourself back in time to 1940.

You build the model like the plan, because you don't know any better. You cut out all the parts and carve the blocks. You cover it with kit paper, whatever color comes in it. Kits had either Jap tissue, or paper akin to that used on kites. And, put on any insignias or numbers you want to. Who cares? Sometimes you might want to put on wheel pants, cowlings, skis, guns, bombs, or even 'pontoons'. Do it!

The ten cent kits came in 10, 12, 14, 15 and 16 inch wing spans. Use the kit size wood, except if the model has a wing span of 12 inches or less. Then you can use 1/20 strip and 1/32 sheet, if you want to. This will help'em chase the big ones all over the sky.

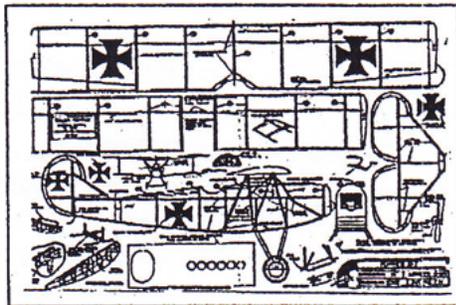
You can be smart and figure out a way to make the wing and tail one piece for more strength. Even smarter, if you make the tail a little bigger. If your dad won't let you bend bamboo, use reed, or cut the outlines from scrap balsa. Some of us had those finished Paulownia props! One piece plastic props are almost the same thing, so you can use'em. Or, one piece balsa wood ones are OK, too.

At a contest

Fly two models all you want however, the CD says if one model is a monoplane, the other must have more wings, and it must be of a different wing span by 2 inches. Remember, he's the boss. Write your first flight on the big score board right away for everyone to see. If you get a longer flight later, write that one in right away. Don't forget to write in the span of your model and the kit company's name there, too. Some of the other guys might want to buy one of those kits for themselves.

There's no max time. The sky's the limit. None of those bonus points, either. Those are for the big boy's airplanes, not ours. The longest flight wins, But only if your model gets the OK from the CD. He has to look at both your model and the plan for it to see if you did a good job. Show them to him when you are finished flying that one for the day. If you're as smart as your teacher is, you'll fly two models just in case one lands someplace where you can't find it. This way, you'll still be in the game with all the other guys. Good luck!

If any of you kids want to draw your own ten center, it's gotta be of a plane that flew before Dec.7, 1941, Pearl Harbor Day. Do it just like the Comet plan shown here, and make it fit the same size paper, even if you have to make the model smaller. Make it and fly it like a real ten center.



LEGAL EAGLE

This event is designed to allow the "rule bender" types try their skill. The rules are as important in what they do not say, as well as what they do say. Also, it is a challenging lesson in compromise for model designers. Design latitudes are not as restricted as they seem at first glance. There is great opportunity for originality. Have a look for yourself.

DRAWING REQUIREMENTS

1. Drawing must fit on one side of one sheet of legal size (8.5 X 14) paper.
2. No parts drawing may be superimposed or overlap one another and must clear one another and the edge of the paper by at least 1/8 inch.
3. Wing(s) and stabilizer(s) must be drawn full span tip to tip.
4. Fin(s) may be drawn where space allows and not necessarily shown in place on the side view.
5. Landing gear must be drawn in its place on the side view showing its full length.
6. No top or front view is required.
7. Drawing must be presented to Contest Director on demand.

DESIGN REQUIREMENTS

1. Smallest wood size to be 1/16 square.
2. Fuselage volume must contain a box 1 X 1 1/2 X 3 inches.
3. Fuselage must contain a cabin or open cockpit with a raised windshield of at least 30 degrees. Cockpit must actually be open with a headrest or canopy.
4. Flight Surfaces: Leading and trailing edges cannot parallel each other.
5. Tip outlines must have no straight lines except for stabilizer where twin fins are mounted on the tips.
6. If twin fins or two wings are used in the design, parts may be built in exact duplicate over the same drawing
7. Jap tissue covering. No Gampi or other light weight covering is to be used. Flight surfaces may be single or double surface covered.
8. Landing gear must use at least one 1" hardwood wheel.
9. Use of motor sticks or motor tubes is OK

FLYING

1. Model must ROG from ground, ice, table top, gym floor, or any solid place designated by the Contest Director on the day of the contest.
2. Highest total of 3 flights wins. FAC timing rules in effect.

FINES

Although not an official part of the Legal Eagle rules, it has been our custom to fine a first time entrant for any deviation found in checking his entrant for rules compliance. The line is an arbitrary percentage of his flight time to be gained with consideration of the magnitude of the deviance. The contest Director or his appointee acts as "Judge Roy Bean" in this matter. Any attempt to re-enter an uncorrected model will result in disqualification.

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