

# FLYING ACES



## Club News

ISSUE #145-71

May/June 1992

LAST ISSUE BEFORE THE FLYING ACES NATIONALS

(SEE INFO INSIDE)

2.

# NEWS ON THE WING!

No cover story! Just a drawing we pilfered from an old magazine a long time ago in hopes that some day we would have a plan of the SE5 for you. Well, it happened! John Low has given us his civil version of it and of course you may convert it to wartime configuration if you so wish.

We hate to start off with bad news but we do have more to report. With sadness we have to report of the death of two of England's finest modelers, both Butch Hadland and Eric Coates passed away within days of each other. Not only will they be missed by their friends in England, but by modelers all over the world. Our sympathy to their friends and families.

We want to wish a speedy and complete recovery to our good friend and FACer Tom Hughston who recently suffered a stroke. Hang in there Tom, we need you back on the flight line.

AMA backs down on that ridiculous proposal for a \$5.00 Competitors License. Thanks to all of you who wrote to your District VP's and other AMA officials to drown this thing. NUFF SAID.

Oliver Benton reports that there are now 40 members of the Mid-South FAC Squadron. Looks like the FAC has really taken a hold in the mid south. Way to go Ollie!

Joe Joseph writes to tell us he is glad to see the FAC responding to some of the AMA's doings as expressed by Roger Schroeder's letter in the last issue of the news. The past several issues of Model Aviation indicate that they scarcely know we exist. How right you are Joe!

In the last issue we made some comments on the rules. Apparently we didn't make ourselves clear. So maybe this will clear it up. On painted windows on models we meant that to be on full scale models. It would be alright to paint windows on No-Cal models. But the rest of the comments stand as written. Since the last issue was mailed out we have had a request for a ruling on foam parts on models, and the defining of a sesquiplane. Foam may be used for outrigger floats such as on the Vought Kingfisher and the PBX Catalina but not for the main floats such as on the Kingfisher or on pontoons as on a Piper Cub. We feel that these types of floats or pontoons are major components of the aircraft and should be built up as is the rest of the aircraft. As to the sesquiplane. If one wing is less than 50% of the other wing then it must be ruled a sesquiplane, therefore no biplane bonus points. Please adhere to the rules and saving your CD and the scale judges a hassle!

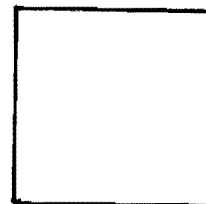
The Flying Aces Plan Packet is selling very well. So well in fact that there will be a plan packet #2 sometime this fall. Meanwhile if you haven't got yours they are still available for \$8.00 each plus \$2.00 postage from GHQ, 3301 Cindy Lane, Erie, Pa. 16506

The rules for FAC events are also still available from GHQ for \$2.00 each. Squadron listings can be had for a S.A.S.E. from GHQ. Get one, there may be a squadron right around the corner from you and you don't know it. This is a good way to get in on the fun and to meet new buddies.

At the last minute we got a brainstorm (yes we do get them from time to time), On this years postal contests we are going to add the FAC bonus points to your postal entry times in both the Comet and the Scientific contests. Maybe this will inspire some of us to build ships other than those Hi-Wing jobs. It may not work out but we are going to try it.

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If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$9.00 per year in the United States and Canada. Overseas cost is \$12.00. Six issues published every other month. This is your last issue under your old membership. Make checks payable to Flying Aces, send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506



It's not too late to enter/attend the Flying Aces Nats. Even though we have a large advance entry there is still rooms available in the college dorms. (see registration form for prices) We would like to see as many of you there as can possibly come. You won't be disappointed!

Now for a few words on the contest itself. If you hope to fly in the Thompson and/or Greve races then you must enter the Shell Speed Dash in order to qualify for the races. Only the top ten qualifiers for each race will get to compete in the actual races.

The Aerol Trophy will be one big mass launch for all race planes that didn't qualify for the Thompson and Greve races.

Golden Age Scale will be the total of three official flights. Model must conform to the 40 point bonus rule to be eligible.

World War I, World War II, Battle of Midway, the Thompson and Greve races, World War I Peanut and the Flying Horde will all be mass launch events. The Battle of Midway is for models of aircraft that actually participated in the battle. You must prove your model is eligible if it is questioned. Further more, they must also be in the color scheme that was prevalent at the time of the battle.



All Pioneer scale models must fly in the Pioneer event only, regardless of size.

The Pres Bruning event is for models built from Pres's plans only. You may enlarge them or reduce them if you wish. The plan will be your proof of scale. These models can fly only in this event.

The Jet aircraft event is for models of jet powered aircraft powered with rubber and a prop on the nose or in the pusher position. No bonus points for a pusher prop. These models must participate in this event only.

The FAC Old Time Rubber event will be flown thusly, two official flights each day. We will take your best flight for each of the days and total them and that will be your final score.

Now for some words on scale judging. We must limit each contestant to a total of three models to be judged for each judged event. Why?, you ask. Well, the judges work long into the night to judge your models and some of the contestants in the past have entered as many as seven and eight models to be judged in one event! And then never even flew them. Now, is this fair to the judges? We think not! So we have to limit your number of models. You can only enter two models per judged event anyway, so we are still giving you an extra model to be judged in case you are not sure which models you want to fly. This way we feel we can give the judges as little work as is possible. They work hard enough as it is. We hope you understand this and please go along with it. Incidentally, our judges do not get paid as in some other organization. If you think about it when you are out on the field please give the judges a little thank you, I'm sure they'll appreciate it.

If you plan on being a vendor on Friday July 10th please let GHQ know by June 25th.

We have to ask you to not sell your products on the field before the Friday nights activities.

# FLYING ACES NATS Mk.VIII AGENDA

## Thursday, July 9, 1992

Check-in	Ontario Dorm	1:00 PM	- 5:00 pm
Dinner	College Union Snack Bar	6:30 pm	- 7:30 pm

## Friday, July 10, 1992

Breakfast	College Union Snack Bar	7:30 am - 8:30 am
Check-in/Housing	On-the-Field	All day
Dinner	College Union Snack Bar	6:30 pm - 7:30 pm
Cash Bar	Upstairs at Mary Jemison	7:30 pm - 9:00 pm
Judging	Mary Jemison	7:30 pm - ?

## Saturday, July 11, 1992

Breakfast	College Union Snack Bar	7:30 am - 8:30 am
Cash Bar	College Union Fireside Lounge	6:30 pm - 7:30 pm
Banquet	College Union Snack Bar	7:30 pm - 10:00 pm

## Sunday, July 12, 1992

Breakfast	College Union Snack Bar	7:30 am - 8:30 am
Dinner	College Union Snack Bar	6:00 pm - 7:00 pm

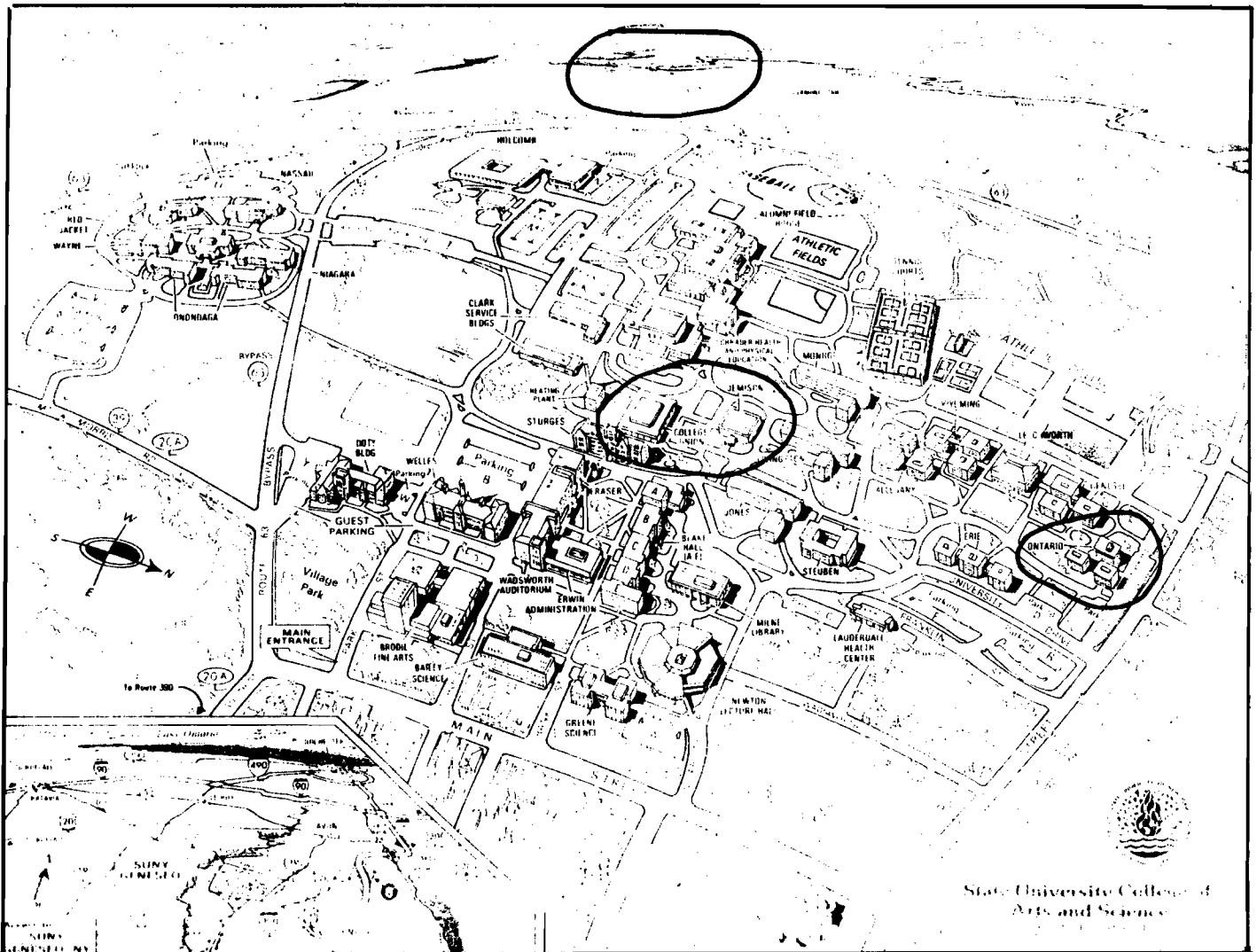
## Monday, July 13, 1992

Breakfast	College Union Snack Bar	7:30 am - 8:30 am
Check-out	Ontario Dorm	By 11:00 am

Below is a map of the camp of S.U.N.Y. The circle on the right hand side is the Ontario Dorms where you will check in when you arrive at Geneseo on July 9th. You must check in even though you may not be staying in the dorms. The circle in the center is where your meals will be served and the banquet will be. Regular meals for dorm residents only. The scale judging will also be done in the center circle. (See agenda at the left).

The circle at the top of the map is the National Warplane Museum where all of the flying activity will be held.

ENJOY!!!!!!!



After each war, certain military aircraft are sought by both sportsman and commercial aviators to be recycled as civil aircraft. Usually trainers are the most popular acquisitions. However, much as the Confederate Air Force restored and flew higher performance military aircraft after WWII, there seems to have been a number of WWI fighter planes adapted for civil use. G-EBPA was one such example. Meager information on this subject was presented in the October '79 issue of the English publication "Aeroplane Monthly" which disclosed that it had been flown at one time by sportsman pilot F. G. Miles and was scrapped in 1932. Most important, the article contained a photograph of G-EBPA which served as the main inspiration for this model.

A peanut scale SE-5 had been built 2 years ago and, although its flying characteristics were gratifying, it had sparse detail and was simply covered with pale green tissue. As such, it stood short in a competition where points were given for color, markings and detail. G-EBPA presented an opportunity for a scale model of an SE-5 without the necessity of extensive detailing and application of military heraldry. So, the original plans were retrieved, refined a bit, and construction got underway.

Research could reveal many facts about SE-5's in civilian service, but I have elected to rely on the reference noted and a little imagination and in this way produce a model at least accurate in character. Silver gray tissue and black markings were chosen partly because the black and white photograph suggests this and because aluminum dope was customary for civilian conversions following WWI. If another modeler wished to use white, pale yellow or blue for his color scheme, it would be difficult to prove him incorrect.

#### General

Minimum weight is important in all flying model aircraft and this is no less an adage when applied to peanut scale. The SE-5 is a veritable lumber yard, with nearly scale rib spacing, etc., so build with the lightest possible wood to achieve a favorable trade off between weight and strength. Use your favorite glue, but sparingly, and resist temptation to apply second and third coats of dope. Experience shows flying wires, even of the finest silk or monofilament, reduce performance. However, if you feel additional scale points are worth it, use your own judgement and proceed accordingly.

#### Fuselage

The fuselage is conventional except for 1/32 inch gussets and the manner of joining the sides at the rudder post. You may wish to make a tracing, reverse it, and make right and left sides, or alternately, block thinner members - either way will work. Assemble former #7, the front cabane struts, and the bamboo flying wires on the plan. Join the sides with temporary 1/16" square cross pieces by pinning the top longerons upside down to the plan. Four horizontal formers

at the rudder post are required. When the basic fuselage frame is complete, remove the top cross pieces one by one and replace them with formers. The rear cabane struts and remaining bamboo wires are positioned with a cardboard or sheet balsa jig. Apply several coats of cement where the cabane struts meet the top longerons. The bamboo wires may be sharpened to a fine point, inserted into tiny holes drilled in the longerons and secured with a speck of "hot stuff". The functioning landing gear is bent music wire, nestled in a groove on the side of the main struts. The remaining portions of the landing gear are merely eyewash with the wheel and wire strut taking the brunt of impact.

#### Surfaces

Make a sufficient quantity of ribs to include the riblets. These can best be made by pinning a stack together and carving and sanding them to a uniform shape. It is prudent to make a few spares to compensate for loss and breakage. Trim riblets from entire ribs later on. It will be necessary to thread ribs on the spar "hand held", but do not cement them. Once the ribs are in place, complete the wing frames by pinning in the usual way. Now the various members can be cemented except where the spar passes through the rib at the dihedral break. The wings are built flat with a trapezoidal trailing edge applied as a single piece. Add bits and pieces for the trailing edge notches. After the wing panels have dried, remove them from your board and add the riblets. Re-pin the wings at the center only and carefully cut the leading and trailing edges. Force the ribs at the dihedral break over a bit and cut the spar at the center of where it engages the rib. Block in the dihedral, being careful to shorten the spar the proper amount for a snug fit and cement the assembly back together along with 1/32 inch thick gussets. When the panels have dried thoroughly, remove them from the board again and cut away the center of the lower wing panel, leaving sufficient spar to engage the spar socket panels in the fuselage aides. The fin/tailskid is the same as a tiny rudder and is made in a similar way.

#### Details

Hungerford wheels would not be out of character as aircraft of this type were flown without fabric spoke covers. The wheels shown are round edge balsa discs, bushed with 1/16 inch aluminum tubing and faired with paper cones. Four ply bristol board sliced to 1/32 inch square, simulates radiator louvers. The cylinder heads are "carved out of soft balsa", a device to be used when all else fails. The valve cover on the Hisso was painted with a glossy black enamel.

#### Covering

Little or no difficulty should be experienced in applying tissue to this little model as most of its surfaces are either flat or simple curves. Watch the top of the wing between the cabane struts. Keep the pieces small in this area or wrinkles will develop. Cut out the bond paper panels, apply dope, cover, and cement in place. The tissue used for the model pictured was selected for color only, otherwise, it was heavy, grainless, barely strong enough and probably better suited to wrapping birthday presents. Shrink the covering carefully, taking all known precaution to avoid warps. Misting with rubbing alcohol has been helpful on many occasions. Apply a coat of clear dope at the consistency it comes from the container when fresh, or two coats of thin dope if you prefer. Trace the markings on thin paper. Lay over a double thickness of black tissue held in place with drafting tape and cut all at once with a #11 Exacto. Position the markings and float on with thinner. After all the markings are in place, any misplaced letters can be repositioned by a fresh application of thinner. Finally, for security, a coat of thin dope may be in order.

#### Miscellaneous

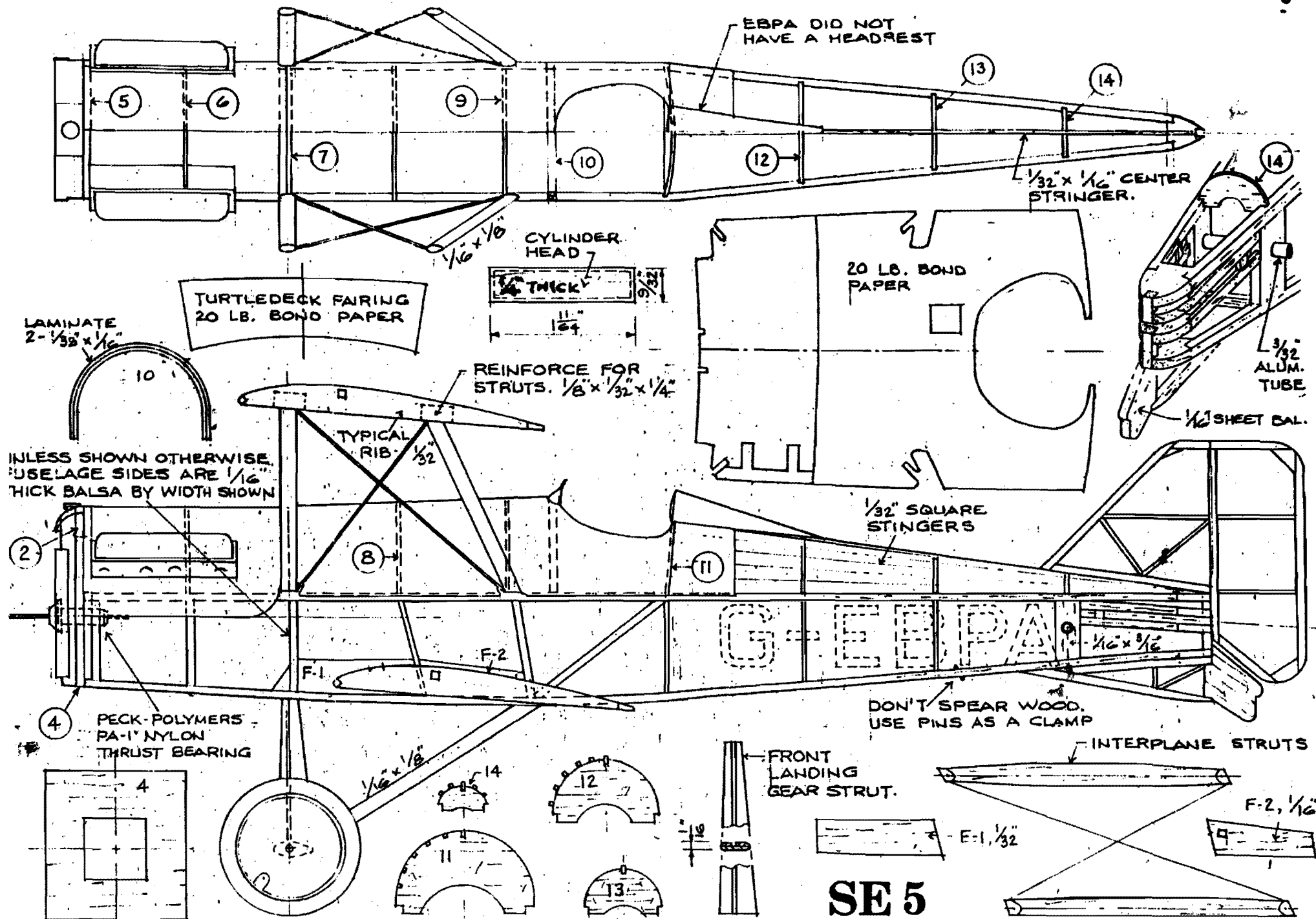
The interplane struts are 3/64" thick by the width shown. Stain a reddish tan spruce color and coat with sufficient dope to produce a glossy finish. Dipping the ends of the struts in dark gray dope will simulate steel strut fittings and add realism. Try a 5 inch plastic propeller.

#### Flying

This is a great flyer. It may be flown indoors or out, or in right or left circles, depending on how it has been adjusted. Best results seem to be indoors to the left, with a 16 to 18 inch loop of 1/8 inch wide, fairly thin rubber, lubricated and wound to 1000 turns. A little right thrust will flatten and widen a left turn. If you wish to fly outdoors, a 10 or 12 inch loop of 1/8 inch F.A.I. rubber will produce a spectacular climb.

Doug Wilkey is looking for a book of airfoils that was published back in the 1930s or 40s. He would like to buy, borrow or trade for this book if someone has it. Contact him at 9901 Club Creek Drive, #249, Houston, Tex. 77036.

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



Mumbo Jumbo #50 from the Pen of the Glue Guru

Salutations, disciples! Last summer, as the sun baked fields of Geneseo cooled in the moonlight, Mr. Thumbsome and I batted down the tall grass to make way for our sleeping bags. While the dorms held the truly rich, those of us with more modest means were settling in for the night, kicking aside burst motors and weary fuselages in our search for a level surface, free of lumps.

Mr. Thumbsome was at his usual expansive best as he cushioned his pate upon a gleaming collection of burst motors. "You ought to try it, GG, the rubber is butter soft and the lube does wonders for my hair."

"Perhaps, Mr. Thumbsome, but I prefer a simple air pillow, for air is our medium. The vagueries of air, even when entrapped in a pillow form, offer opportunities for study. For example..."

"You mean all those coefficients? That stuff is a lot of baloney."

"Come now Mr. Thumbsome, those coefficients are the stuff of model flight itself. Why the lift coefficient alone..."

"Nah, if you're going to do it, do it right! It isn't a lift coefficient, it's a left coefficient. First they've got Liberals. Then they've got Socialists. Finally they've got Commies. What the left coefficient does is to nail down..."

"I think not, Mr. Thumbsome. The idea is to express that force at right angles to drag. Now the drag coefficient is..."

"Well it's a good thing they've got one of those drag tests, because half of those lefties are walking around in drag, if you know what I mean."

"I don't believe garb is the issue. Instead..."

"Some of those lefties, well woo-woo doesn't begin to say it."

"Woo-woo? What on earth is woo-woo?"

"Well, if you don't know, I'm not going to tell you."

"Does the correlate follow? Would you tell me if I happened to know the answer? Surely you appreciate the illogic implicit in your approach?"

"Nah. All I know GG, is that you're dumb. But that's OK with me because you can't help it. That's the way you are."

"I regard your views as condescending."

"Don't mention it. Good night, GG."

"Good night, Mr. Thumbsome."

The voice of a furious Col. Run Likehell rose from the furthest sleeping bag. "Why don't you morons shut up!"

"My deepest regrets, sir. Still, you may be relieved to learn that we were engaged in earnest dispute."

"Well, maybe he was, but I wasn't. I can't argue with anyone that dumb. That's his problem all right, he's just plain..."

"Shut up, you morons! This is an order!"

And so peace and slumber descended upon the flying fields of Geneseo. Come to the Nats this year and sample the tranquility yourself....

FLYING HORDE MUSINGS

The imagination Soars when contemplating the extrapolation of the biggest single mass launch one has ever seen--maybe a Golden Ager or WW2--into a 50 or 75 ship encounter of the wildest kind! Mid airs, kamikazes, WOW! In the absence of an explanation of what models are eligible, how it will be run etc., we decided to research "Horde" in the hopes of finding if a point of origin existed that might provide some insight.

So we delved into the dusty back area archives of the local library, warily keeping a book stack between us and the very senior librarian, Grunhilde Grinchly, who, in spite of her years, has maintained unerring aim and velocity with an equally ancient Websters Unabridged--against perceived or imagined misuse of her domain. Her appreciation of things aeronautical is that the Wright Brothers should have kept mending bikes.

After a non-stop, dust breathing search we were rewarded with a reference to "Lou Snut Horde" in a dingy no account early aviation history by "Z.Choleric Prang", part time writer and part time proprietor of the Auger Inn at Palm Tree, Alaska. Ah, maybe this would be a clue.

Z.C. Prang attributed Lou Snut Horde's fling at immortality to an early heavier-than-air experiment. Lou, a sometimes gold miner's helper and full time drainer, undertook the crafting of a flying machine powered by a heavy sluice pump engine. Lots of 2X4 bracing and blunt edges of the 3 to 1 aspect ratio wing led the snickering miners to aptly dub it "Horde's Board".

One balmy day in Palm Tree (temperature -4°F) Lou, aided by his husky, "Tail-skid", pulled his abomination to the top of Overlook Cliff, adjacent to the biggest goldmining site on the creek. Unaware of the effect of the super high wing loading and gross tip losses attendant with the very low aspect ratio wing, Lou revved up the rickety sluice engine and attempted a carrier-like takeoff.

Witnessed by the Palm Tree populace (all 24, including 9 pack burros), Lou Snut's bid for immortality was quickly snuffed out when the machine, beset with it's plethora of aeronautical indignities, refused to fly and dove toward the creek. First impact was a bounce off the top of the sluice gate which parted Lou from his craft, arcing him in a degree of difficulty ten dive, well down stream. The Board's next impact occurred with almost laser like direction, into the dynamite shack snuggled at the base of the cliff. The ensuing explosion succeeded in starting a major landslide which inundated the goldsluicing operation, rendering it forever hors-de-combat!

Lou Snut Horde was last seen silhouetted against the late afternoon Northern Lights as he crested the ridge, pursued by pick wielding miners.

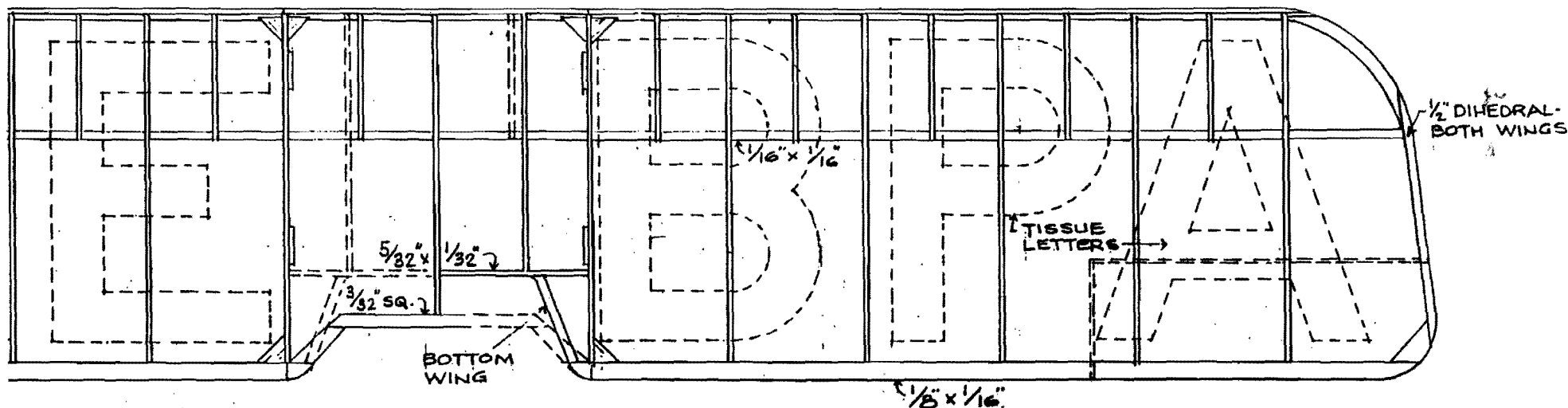
What does this lead to? Well, Lou goes back in the archives and we all journey to Meccageneseo geared up (we hope) for the mysterious "Flying Horde" event. See ya on the Horde Line unless Mz Grinchly has parted my skull with her change-up. Meanwhile the thrilling in-depth account of Lou Snut Horde's misadventure can be obtained, including 3-views, by sending an SASE (along with plenty of gold nuggets--Alaskan or other-wise) to the writer.

From the hangar of Grayhawk Lawton

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PEN PALS WANTED

Two of our FAC members overseas would like to correspond with members here in the States. If you are interested please contact; Pieter Visser, Nr 5 Villa Li, Smuts Ave., Somerset West, 7130, Republic of South Africa and Graham McAllister, 60 School Rd., Wales, NR. Sheffield, S318QJ, England.



## Airmail

10151 Parlett Place  
Cupertino, Ca. 95014  
4 May 1992

Academy of Model Aeronautics  
1810 Samuel Morse Drive  
Reston, Va. 22090

Attention; the Executive Council

Dear Sirs,

I am not in the habit of complaining but I think the Council's actions in several matters do not represent the views of many of the members and recent issues are of such importance that my comments need to be heard. For example: the move to Muncie (and its financial impacts), the continual lack of consideration for free-flighters, the plan for a "Competitors License", the excessive emphasis on bigness and corresponding lack of interest in keeping the youth and financially-limited people active in modeling.

I see that (some of) you voted for an "Executive Council Code of Conduct" (minutes of Jan. 10th Council meeting). I hope none of my grandchildren read either the May or June '92 Model Aviation District 10 Reports by Mr. Keyawa because they contain comments that are at best inappropriate and in my opinion are unacceptable. Is that representative of your code?

So my requests are, please: pay some attention in meaningful ways to our youth; give some additional consideration to the minority members (free Flight et,al); focus on reducing expenses and therefore the cost of membership, and "manage" the Executives (or remove them).

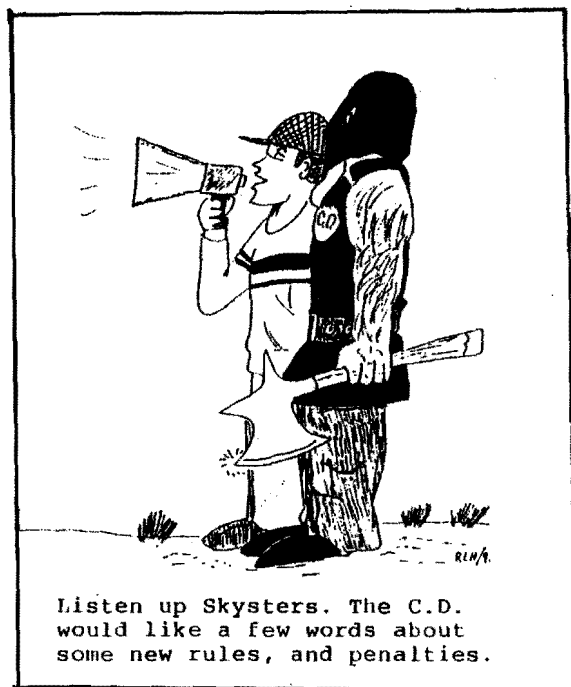
What's wrong with bringing key issues (Muncie, licenses, etc.) directly to the membership for input (approval) prior to implementing them?

Yours truly,  
Charley Roth

CC; FGMAC  
FAC, HQ ✓  
NFFS  
Mr. Keyawa

Miami  
SAM 27  
El Torbellino

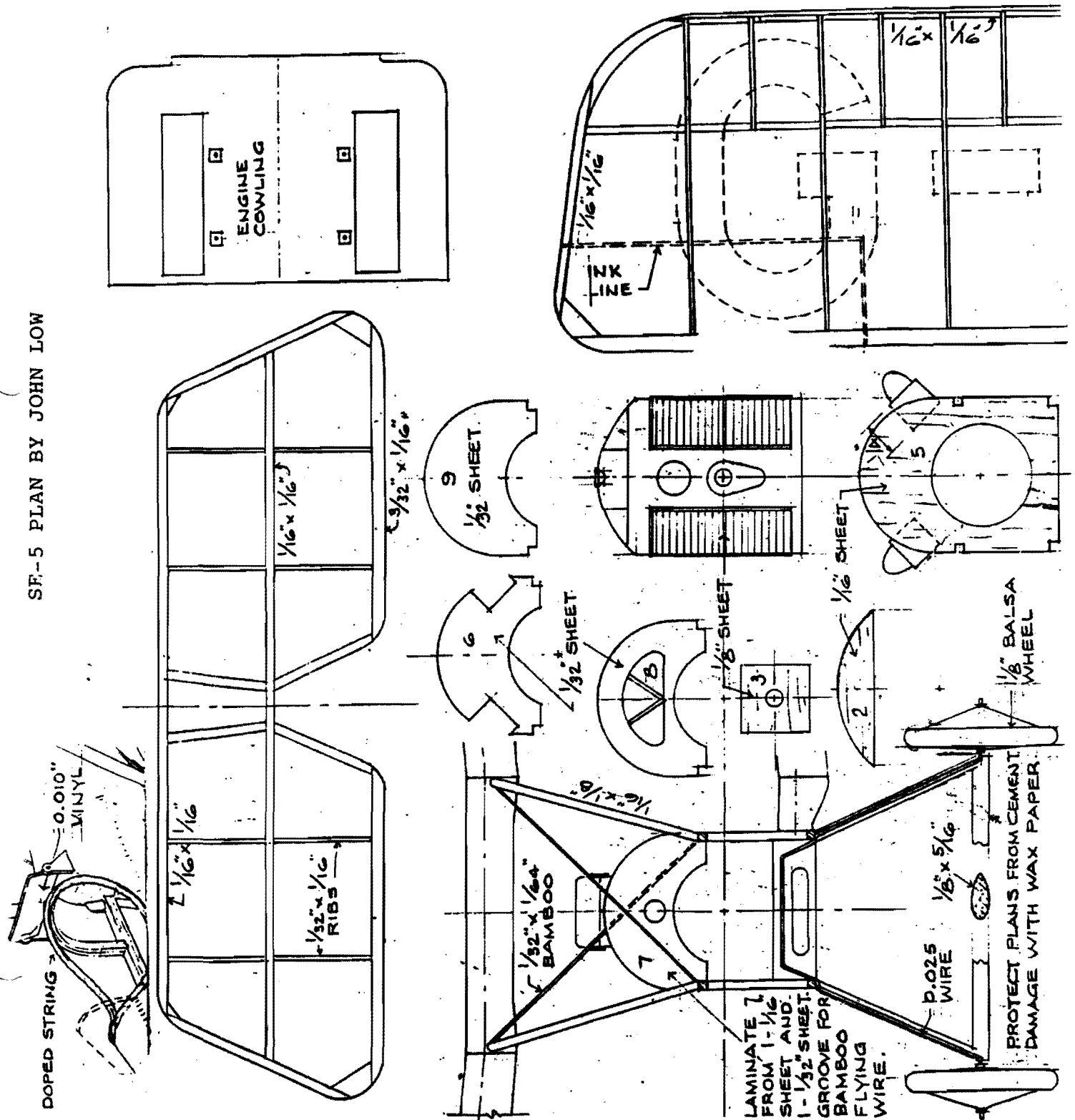
Maxecuters  
AMPS  
Cloudbusters



By Bob Howard



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**KANONE LIST**

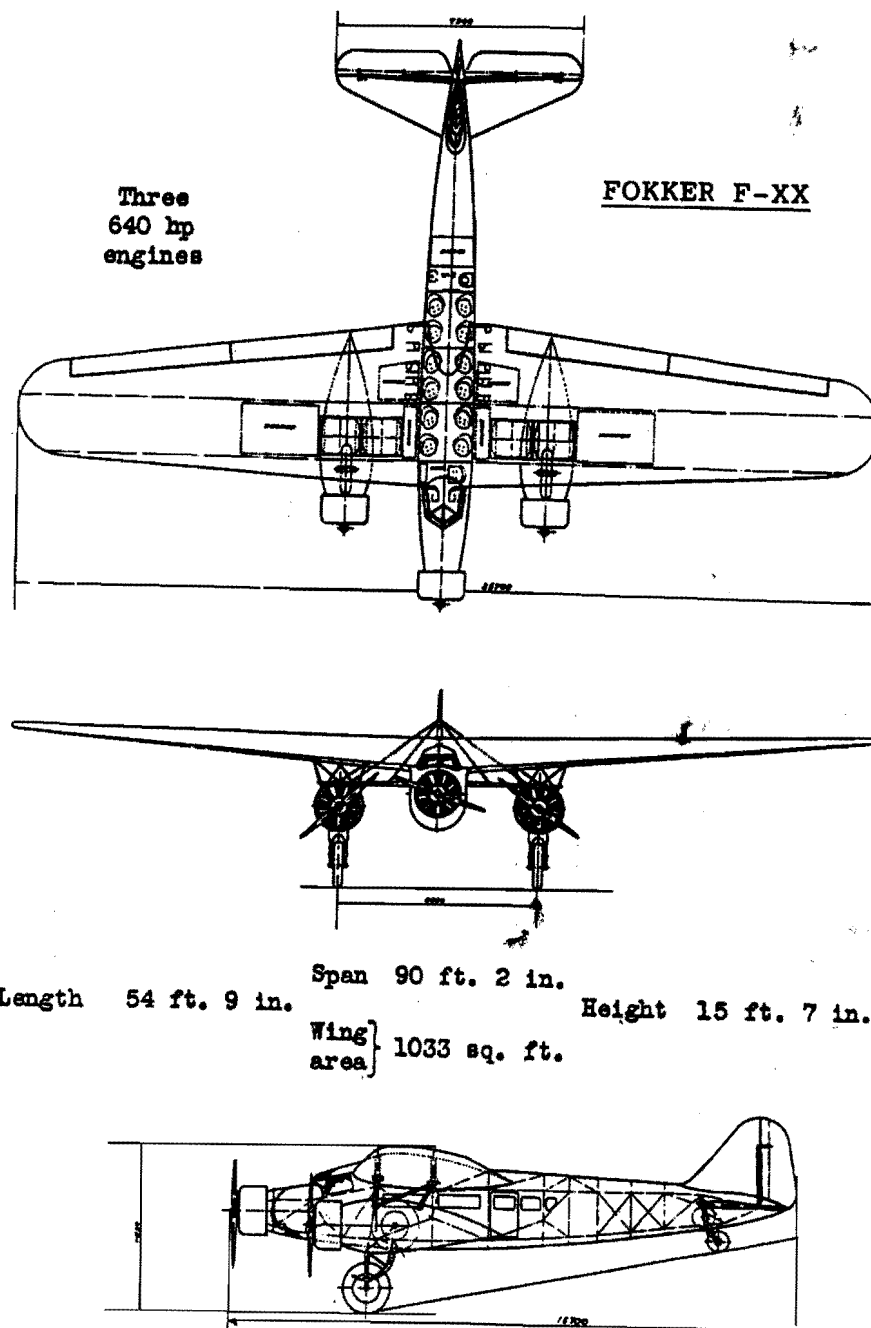
MAY, 1992

**THREE-VIEW FOR PLAN IN FAC PLAN PACKET**

10.

The following list of **KANONEN** reflects all reported victories up to May 1, 1992. Some names have been deleted where there are indications that the flyer is no longer active. If your name has been deleted and you are still an active flyer, please notify GHQ at once and your name will be reinstated.

<u>RANK</u>	<u>VICTORIES</u>	<u>RANK</u>	<u>VICTORIES</u>
<b>AIR MARSHAL</b>			
Gordon Roberts	258	<b>COLONEL</b> (Cont'd.)	
Don Snull	129	Larry Loucka	20
Jack McGillivray	103	George Leffler	20
Dennis Norman	88	Paul Boyanowski	20
Dave Rees	79	<b>LT. COLONEL</b>	
Dave Stott	68	Lin Reichel	19
Geo. Meyers, III	58	Clarence Mather	19
Mark Fineman	57	Royall Moore	18
Jim Miller	57	Rudy Klumber	18
Dan Briehl	55	Bob Clemens	18
Mike Midkiff	53	Jack Fike	18
<b>AIR VICE MARSHAL</b>			
Russ Brown	45	Chas. Schoblower	17
<b>GENERAL</b>			
Vic Peres	44	Fred Wunsche	17
Chet Bukowski	44	Steve Bacom	17
Al Schanzle	44	Kevin Sharbonda	17
Walt Eggert, Sr.	40	Wayne Trivin	16
<b>LT. GENERAL</b>			
Mike Zand	39	Bob Leishman	16
Ross Mayo	38	Ed Heyn	16
Doc Martin	36	Paul Spriereggen	15
<b>MAJOR GENERAL</b>			
Dick Howard	34	John Tudor	15
Roland Hoot	33	Paul Helman	15
Stu Weckerly	32	Dave Smith (S.C.)	15
Dave Niedzielski	32	Henry Struck	15
Al Lawton	32	Tom Nallen, Sr.	15
Padre Bill Anderson	32	<b>MAJOR</b>	
Phil Cox	31	John Blair	14
Dave Smith (AZ)	31	Tom Schmitt	14
Dean McGinnis	30	Mick Nallen	13
<b>BRIGADIER GENERAL</b>			
Randy Kleinert	28	Tom Nallen, Jr.	13
Don Deloach	27	Del Balunek	13
Paul Stott	27	Ted Langley	13
Ralph Kuenz	27	Rolfe Gregory	13
Pat Daily	26	Carl Loehle	13
John Marett	25	Dave Livesay	13
<b>COLONEL</b>			
Bob Thompson	24	Joe Hurdle	13
Jack Moses	24	Phil Barlow	13
Pres Bruning	22	Doug Buchanan	12
Dan McDonald	22	Don Steeb	12
Vance Gilbert	21	Ted Russell	11
Fred Ewing	20	Don Slusarczyk	11
		John Houck	11
		Dan Driscoll	10
		Dave Aronstein	10
		Claude Powell	10
		Bud Carson	10
		Dave Linstrum	10
		<b>CAPTAIN</b>	
		Al Decook	9
		Bill Passarelli	9



**RANK****VICTORIES****RANK****VICTORIES****CAPTAIN (Cont'd.)**

Mike Escalante 9  
 Mike Welshans 9  
 Butch Hadland 9  
 Frank Scott 9  
 Howard Chappell 9  
 Stuart VanDorn 8  
 R. Bender 8  
 Bill Warner 8  
 Jim Hyka 7  
 Eric Anderson 7  
 H. Frautschy 7  
 Chris Brownhill 7  
 Tom O'Brien 7  
 Chris Scott 7  
 Don Assel 7  
 Ed Pelatowski 7  
 Jerry Paisley 7  
 Rich Miller 7  
 Tom Nied 7  
 Millard Wells 7  
 Ed Deloach 7  
 Neal Hudson 6  
 Chas. Slusarczyk 6  
 Jim Buxton 6  
 Bob Schlosberg 6  
 Todd Allen 6  
 Wm. Miller 6  
 Joe Whiting 6  
 Don Garafalow 6  
 Fudo Takagi 6  
 Robert Zand 6  
 Dudley Prisel 6  
 Dick Dunmire 6  
 George Nunez 6  
 C. Sanford 5  
 Mark Drela 5  
 Scott Paisley 5  
 Chas. Sotich 5  
 Tom Odom 5  
 Bruce Price 5  
 Herb Shirley 5  
 Ed Novak 5  
 Mike Hines 5  
 Tom Hallman 5  
 Jane Schlosberg 5  
 Nick Ropar 5  
 Russ Timmons 5  
 Rich McEntee 5  
 Larry Kruse 5

**LIEUTENANT**

Pete Wallace 4  
 Jim Whiteman 4  
 Ted Dock 4  
 Les Garber 4  
 Frank Rowsome 4  
 Red Boyles 4

**LIEUTENANT (Cont'd.)**

Chas. Steer 4  
 Wally Farrell 4  
 George Bredehoft 4  
 Herb Redding 4  
 Gary Hunter 4  
 Gerry Skranjc 4  
 Bob Masters 4  
 Walt Eggert, Jr. 4  
 Warren Weisenbach 4  
 Lad Plachy 4  
 Ed Bojan 3  
 Jerry Donohue 3  
 Duncan McBride 3  
 Tom Sandor 3  
 Joe Barna 3  
 George Armstead 3  
 Tom Hughston 3  
 Jeff Brieht 3  
 Doug Barber 3  
 Henry Orzech 3  
 Les Bird 3  
 Bob Nelson 3  
 Jim Kutkuhn 3  
 Roy Bourke 3  
 Wendell Coffey 3  
 Joe Joseph 3  
 Al Backstrom 3  
 Bob Bojanowski 3  
 John Voorhees 3  
 Bob Lunberg 3  
 Oliver Benton 3  
 Doug Hannay 3  
 Mike Fedor 3  
 Zach Dock 3  
 Vic Nippert 3  
 Mark Houck 3

**LT. (2 Victories)**

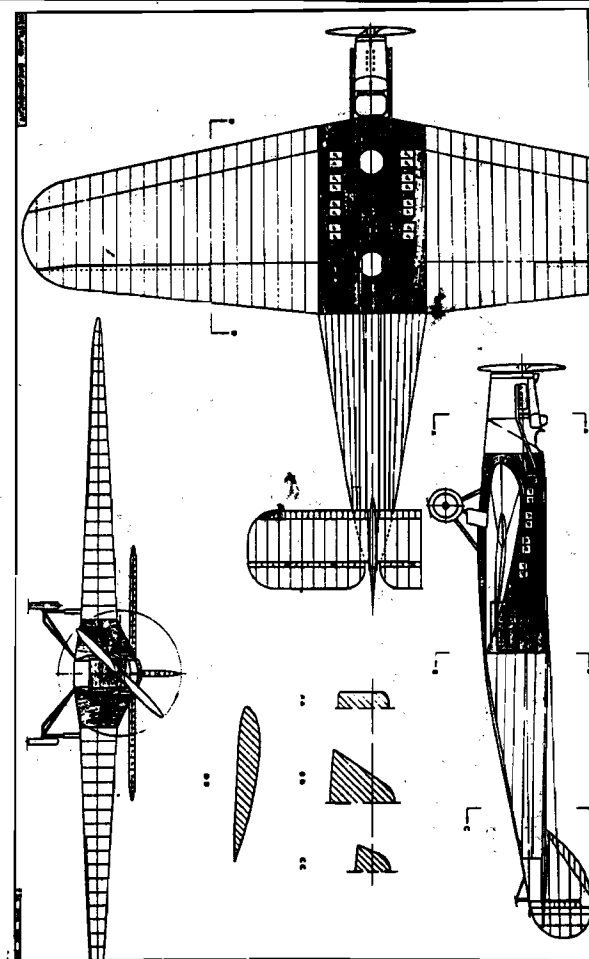
Geo. Perryman, Don Brimmer, Curt Haskell,  
 Henry Komp, Al Flesher, Jerry Wagner,  
 Bert Phillips, Bob Russell, Dick Allen,  
 Juergen Kortenbach, Mike Nassise, Gerd  
 Recker, Harvey Hopkins, D. Shaw, Tim  
 Bucher, Vic Cox, R. Factor, Don Decook,  
 John Koptonack, Jim Dailey, Harold  
 Cannon, Sid Gilbert, Gene Smith, Jason  
 Webb, Bill Clarke, Bob Moulton, Bill  
 Ceresa, Don Campbell, Erik Haakonsen,  
 Ralph Hudson, Wayne Brock, Mike Moskow,  
 Geo. Lewis, Earl Schick, Les Barber,  
 Jack Humphries, Bill Mitchell, Louis  
 Leifer, Leon Bennett, Harvey Thomasian,  
 Ted Wales, J. Reichel, Bill Bell, Joe  
 Ed Pederson, Bill Musolf, Ferril Papic,  
 Ed Marcello, Bill Caldwell.

**LT. (1 Victory)**

Bob Haigh, Les King, Bob Haight, Mike Siedentopf, Priscilla Betz,  
 Dick Kohfield, Greg Davis, Bill Reynolds, Ron Sears, Carl Schueler,  
 Chris Rubrich, Steve Hales, Terry Allen, Terry Gumm, Jim Park, Rick  
 Midkiff, John Henderson, Al Lidberg, Rich Gillis, Jim McMahon, Chas.  
 Magers, Mark Braunlich, Stan Ligarski, Frank Loates, Mike Thompson,  
 Hurst Bowers, Walt Everson, Chris Mino, Eric Clutton, Steve Tomczuk,  
 Jim McPheat, Waldo Casgill, Hal Lorimer, Lee Webster, Jeff Fedor,  
 Dallas Cornelius, Jim Troutman, Bob Betjemann, Geo. Gearing, Art  
 Doten, Tim Larsen, Oscar Smith, Gleana Tarango, Allan Decook, Claude  
 Burry, Steve Whitford, Dick Obarski, Gary Johnson, Harry Stein, Bob  
 Sugden, Larry Peavey, Bob Lyons, Dot Odom, Chas. Shepherd, Bill  
 Staley, J. Lang, Chas. Roth, Don Harwood, Earl Eckerson, Jim Harris,  
 Jim Mankowski, Dave Leah, Greg Myers, Rich Hensel, Reg Batterson,  
 Tom Yanosky, Tex Baird, Pearl Buchanan, David Zand, Tom Groening,  
 Barry Satterthwaite, Pat Trittle, Brian Epp, Mike Cervione, Mike  
 McKinney, Bill DeHaas, Tom McCoy, Stan Colson, Terry Pittman.

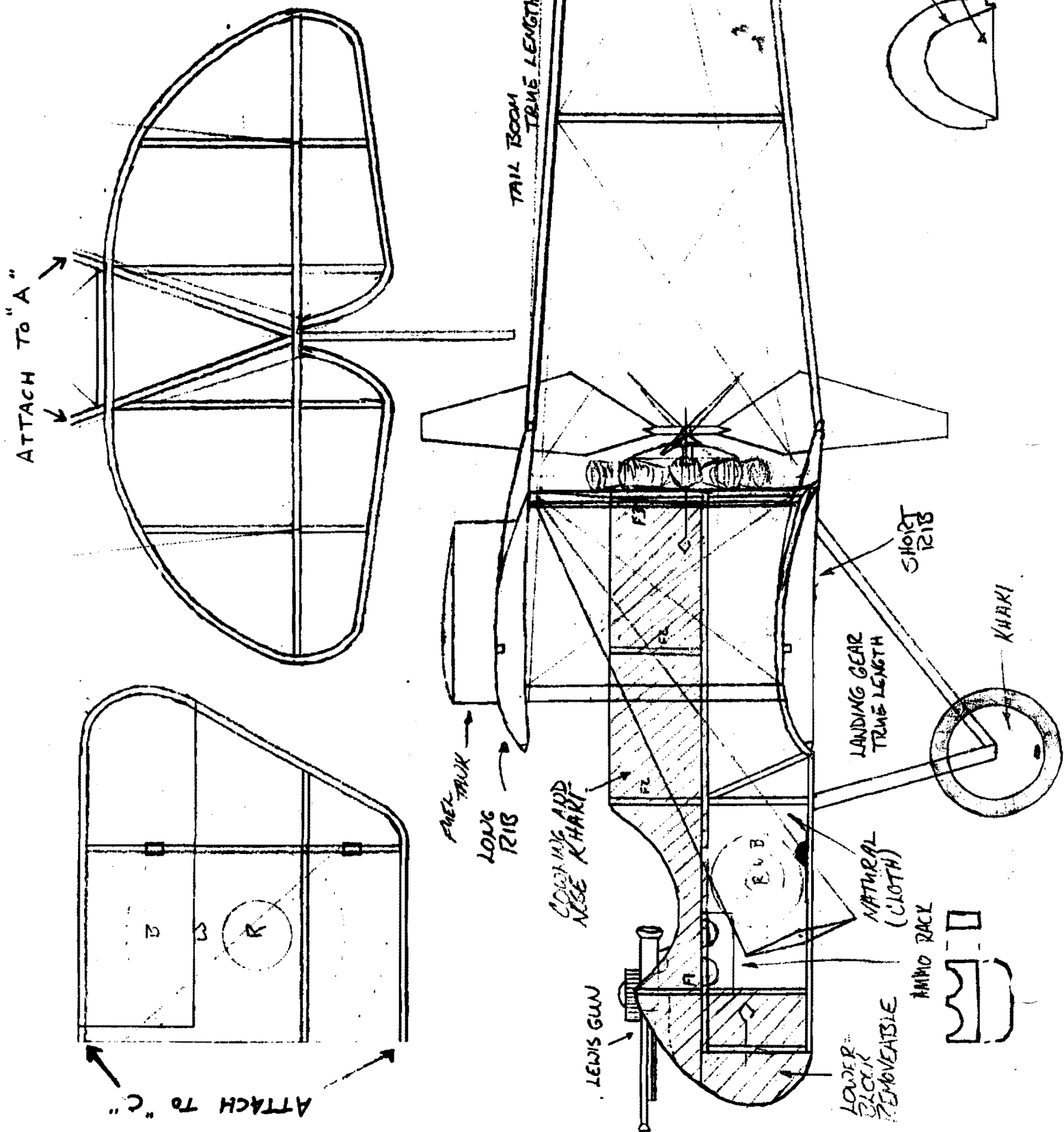
Inadvertently, Bob Siedentopf was left off the Major's listing.  
 Bob has been credited with 14 victories.

WESTLAND DREADNAUGHT  
 THREE VIEW FOR THE PLAN IN THE  
 FAC PLAN PACKET



12.

AUGUST 1916 MCCADDEN FLEW  
 # 29 SQUADRON FIRST FIVE  
 "C" FLIGHT KILLS IN A  
 AIRCRAFT # 5985 D.H. 2



CAPTAIN DeBRIS

and the

Handley Page P.O.Y. Water Bomber

The P.O.Y.\* Water Bomber was developed in 1922 at the Handley Page Works, Cricklewood, a northwest suburb of London. Handley Page was working on the Hyderabad bomber, but the P.O.Y. bomber was funded by the Air Ministry and, as the result of a typing error by Lord Frittering - the sometimes permanent Undersecretary for Air - the Royal Automobile Club. P.O.Y. Engineering worked up the design and Handley Page provided the works.

The specialist civil aircraft in the early 1920's was exemplified by the Bristol Bhedsore air ambulance built for the Maharaja of Bhedsore, India. That it was demonstrated by Captain DeBris as a bomber against the neighboring state of Eyesore continues as vituperative speculation to this day. The Bhedsore did indicate one thing; the converted Avros, DeHavillands and Lloyd Llewellynns could not carry on forever.

The development of the Water Bomber coincided with a brief period when it was considered fashionable in some technical circles to retain foreign engineering talent. POY, Ltd. installed that known-the-world-over Italian engineer, Porcellano Urinale. The Handley Page works manager complained to POY, Ltd. He said, "All this bloke can say in English is 'Hallo, where ees washroom; Queek pullerout, and I dunno why she crash'". Porcellano was then given the consultant's role. He nodded assent whenever a Water Bomber component drawing was presented to him. Truly a necessary fixture in any office.

The Water Bomber was designed to fight brush fires in Eritrea. The proposed sales prospectus included alternative activities such as agricultural irrigation, the dispensing of teas at seaside resorts and as a flying beer wagon.\*\*

Speculative Water Bomber specifications and a general arrangement drawing have appeared in a previous issue; however, the official Air Ministry position remains to this day - the aircraft did not exist. Briefly, the Bomber was a two-bay bi-plane which employed a high lift aerofoil. Except for the aerofoil, the flying surfaces had not been introduced to a set of French curves. This, of course, indicated the presence of Captain F. DeB. Scott in the drawing office. (Editor's note - this was indeed true. After the unfortunately disastrous affair of the Leland Lancer - said to have been the most beautifully designed aircraft to emerge from the World War I era, Captain Scott had departed Lelands, sacked an hour ahead of Captain DeBris who apparently commanded a larger inventory of limp excuses. It was rumored that Scott took this position under an assumed name, but this has yet to be confirmed.)

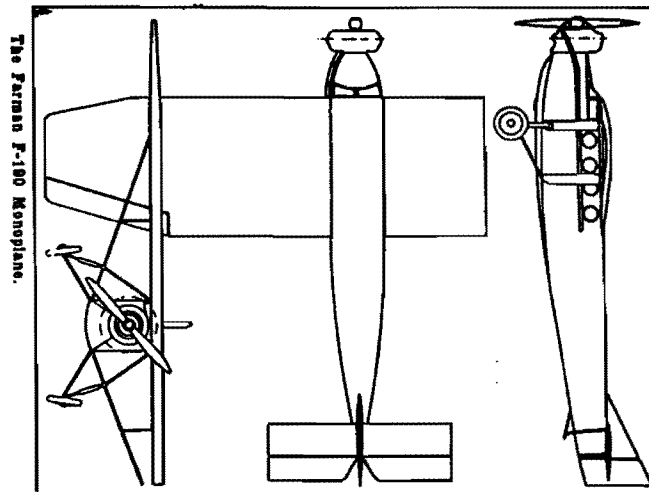
The Water Bomber fuselage was a large tank of three separate but interconnected sections. It was fabricated by Armstrong-Whitwoths. The tank completely filled the gap between the wings. The forward, or nose, section contained the engine bearers, radiator, tea urn and cockpit with the usual fittings. The pilot sat in front of the top wing and main tank and behind a Napier Lion motor whose prior career had been highlighted by several sinkings at Thornycrofts. The largest, or main, section of the tank began just behind the pilot's compartment and contained the filler and jettison valves, the latter operated from the cockpit. There were wing and undercarriage attachment fittings and fairleads for the double control cables. The third and last section was moderately conical and provided the empennage fittings and tail skid.

The undercarriage was the usual V-type with steel tube struts. There were also fittings on the forward V's which supported dual wheels on a heavy-duty axle assembly. To help save weight, the designers had provided a thread of less than five feet.

\* P.O.Y. - generally Powis, Ostrander, Young Engineering, Ltd.

\*\* Some writers have erroneously attributed the derivation of the P.O.Y. Bomber to the Watney "Wallaby". Indeed, some Watney enthusiasts continue to claim the Watney product preceded the P.O.Y. activity.

Let's get the struts on our No-Cal models Skysters. As you can plainly see by the above that struts are employed on the Farman F-190. All No-Cal models should have all struts and details as well as rigging on them when called for. Don't be disqualified!



The Farman F-190 Monoplane.

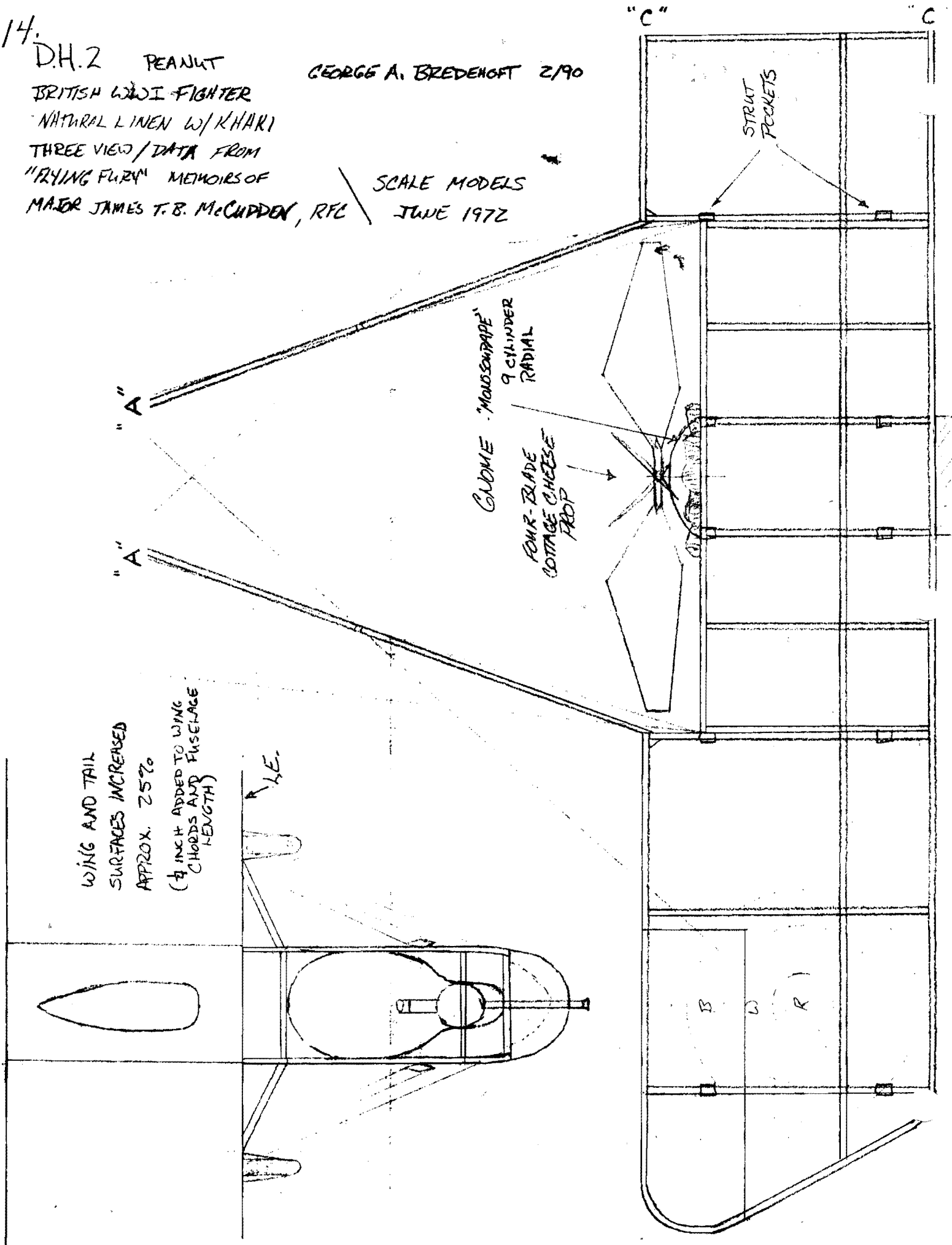
FOR SALE

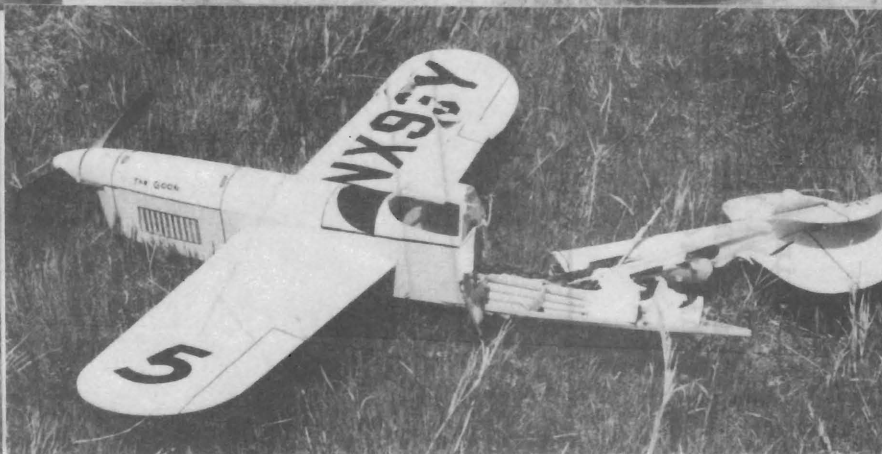
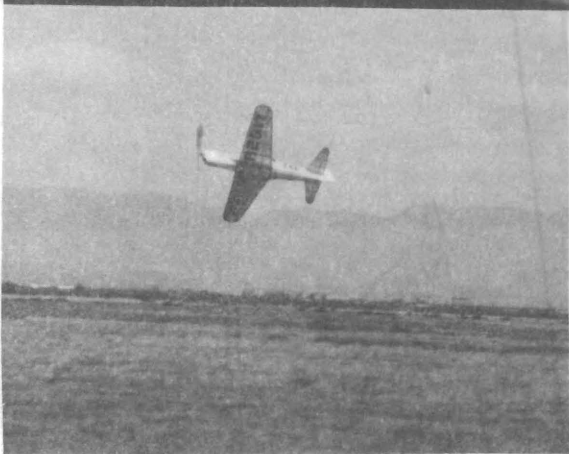
Ken Ketner, of Chainmaker Projects, can supply new Telco Co/2 engines. There are many magazine plans for models using this engine. If you want to purchase one ready to fly engine complete with tank, line, filler pip and 6" prop (less charger), send a check (no cash or credit cards) for \$40.00 plus \$4.00 shipping to Ken Ketner, Box 65135, Lubbock, Tex. 79464.

14. D.H.2 PEANUT  
 BRITISH WWI FIGHTER  
 NATURAL LINEN W/KHAKI  
 THREE VIEW/DATA FROM  
 "FLYING FURY" MEMOIRS OF  
 MAJOR JAMES T.B. MCCUPPEN, RFL

GEORGE A. BREDEHOFT 2/90

SCALE MODELS  
 JUNE 1972





Left column; John Low's beautiful civilian SE-5. Flies great! Plans in this issue.

Another view of John's SE-5. John is doing another souvenir plan for the FAC-Nats. Photos by John.

Don Harwood's Keith-Ryder with Salt Lake City skyline in background, Twenty minutes away by car. Great flying site! Photo by Phil Barlow.

Right column; Bob Schlosberg's 36" General Aristocrat. Flies well on Cox .020/Co-2 conversion. Below it is wife Jane's Mr. Smoothie. A great flying model. Photos by Bob.

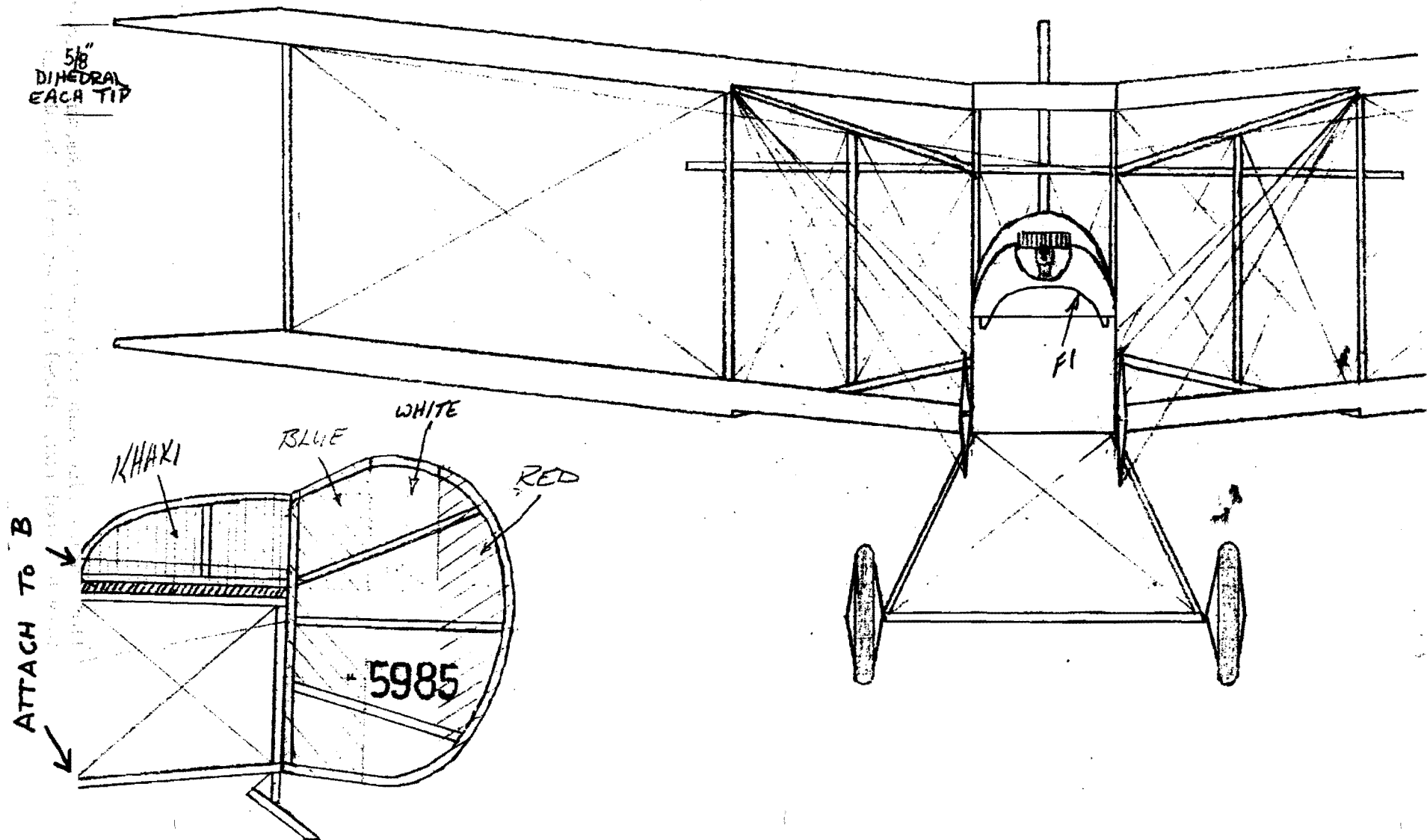
Phil Barlow also sent this photo of Bob Sugden's "Goon" after a conflict with his tool box. Model retired to the trash can.

# S.O.S.

16.

Wanted; Parts or complete engines---K & B  
.020 Infant and Cub .049X---Will buy or I  
have some scale kits to trade. Rudy Kluiber  
2021 Lakeland, Lakewood, Ohio 44107. Phone  
(216) 226-6838.

While on the subject of S.O.S.'s, Richard  
Padgham would like to thank the person who  
sent him the 3-view of the Northrop Avion  
Flying Wing X-216H. They didn't include  
their name or address.





# SCIENTIFIC H-FLYERS

Hey! Skysters! A new postal contest for you to spice up your summer. We decided to go for the old Scientific kit plans for this one. Any model (scale) built from an old Scientific plan is eligible. Any size will do. Just as in our other postal contests fly your model and send the times to GHQ. Fly as many times as you want with as many different models as you wish. Every time you better a time with a particular model send that time. Contest times also count. The contest starts now and will end on Oct. 31, 1992. Entries postmarked after Nov. 1, 1992 will not be accepted. BUILD--FLY--WIN--FAC!!!!

## Peanut & No-Cal Scale Postal Meet News

Another season of Peanut and No-Cal postal contests is over and the results are listed below. Congratulations to all the winners. They will each be credited with a "Kanone" and their plan prizes will be in the mail shortly. Kristina Luzzi was the winner in the Indoor No-Cal event for Juniors. Kristina, Paul Herbst and Tom Herr all received their first "Kanones". All Right! We'll do it again!

### Final Standings

#### Indoor Peanut

Pilot	Plane	Time
1. Larry Kruse	S.D. 14bis	93 sec.
2. Gene Smith	Stinson 125	86 "
3. Mike Ransom	Cougar	71 "
4. Padre Anderson	Weedhopper	67 "
5. Tommy Westlin	Lacey M-10	59 "
6. Jack Tisinai	Waterman Racer	49 "
7. Chris Starleaf	Curt. Helldiver	43 "
8. Jim Kutkuhn	Cougar	43 "
9. Ed Bojan	Fike	42 "
10. Walt Leonhardt	Farman 190	40 "
11. Henry Komp	Lacey M-10	36 "
12. Jack Tisinai	SE-5	33 "
13. Jim Kutkuhn	SE5-a	28 "

#### Outdoor Peanut

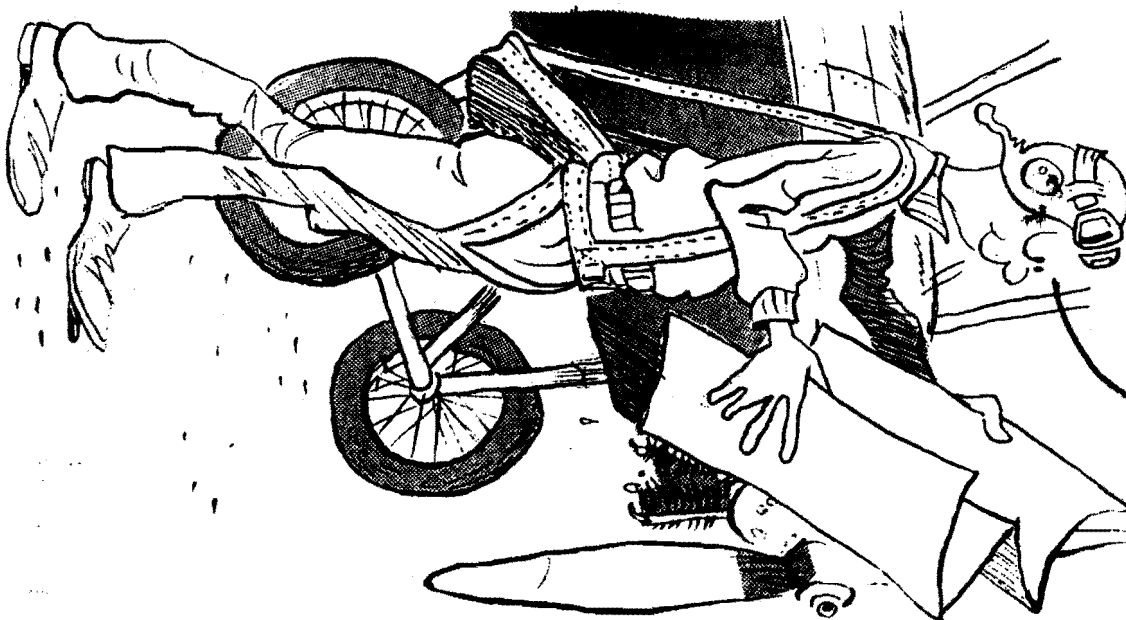
Pilot	Plane	Time
1. Dave Stott	Curtiss OC-2	607 sec.
2. Dave Vanderlinde	Farman 400	149 "
3. Dave Stott	Fairchild 24	144 "
4. Gene Smith	Stinson 125	110 "
5. Paul Herbst	Wittman Big X	84 "
6. Darold Wilken	Nikitin IS-4	67 "
7. Mike Ransom	Davis DA2-A	66 "
8. Paul Stott	Farman F380	51 "
9. Mike Nassise	Cougar	50 "
10. Padre Anderson	Wittman V-Witt	49 "
11. Mike Nassise	BD-4	46 "
12. Jim Kutkuhn	SE5a	42 "
13. Walt Leonhardt	Alco Sport	27 "
14. Darold Wilken	Caudron C-460	23 "

#### Outdoor No-Cal

Pilot	Plane	Time
1. Paul Herbst	Mit. Zero	487 sec.
2. Gene Smith	Grum. Bearcat	405 "
3. John Stott	Floyd Bean	217 "
4. Padre Anderson	Olds Tailwind	191 "
5. Dave Linstrum	Farman Sport	158 "
6. Dave Stott	Nieu. DeLage	122 "
7. Walt Leonhardt	Farman F190	31 "

#### Indoor No-Cal

Pilot	Plane	Time
1. Tom Herr	Grumman F4F	293 sec.
2. Ted Dock	Schlepp	276 "
3. John Vorhees	Farman Sport	238 "
4. Earl Gumm	Pilatus Porter	217 "
5. Larry Kruse	Cassutt Racer	198 "
6. Wendell Coffey	Maule Rocket	180 "
7. Gene Smith	Aichi Val	160 "
8. Dave Linstrum	Farman Sport	155 "
9. Dave Linstrum	Cassutt Racer	151 "
10. Al Lawton	Mr. Smoothie	149 "
11. Walt Farrell	Ballerina	139 "
12. Mike Ransom	F4U Corsair	135 "
13. Dave Linstrum	Curtiss P-36	92 "
14. Kristina Luzzi	Piper Cub	78 "
15. Graham McAllister	Avenger	26 "
+ WALT FARRELL P-51 RACER		180 "



GENESEO, New York  
IS EASY TO LOCATE!

## Contest Calendar

- July 4-5....Moskito Squadron FAC at Palm Bay, Fla. Contact; Steve Bacom, 836 Banbury Dr., Port Orange, Fla. 32119.
- July 5.....Canadian Nationals at Huron Park, Canada. Contact Art Doten, 11 Kells Ave., Scarborough, Ont., Canada M1K4W6.
- July 10-11-12..FAC-Nats at Geneseo, NY. See info this issue.
- July 18-19.....Sunflower Squadron FAC contest. Contact Jim Kutkuhn, RR 5 Box 430, Augusta, Kansas 67010.
- July 18.....Calumet Escadrille, FAC contest. Contact Phil Cox, 3351 Highway Ave., Highland, Ind. 46322.
- July 19.....Cleveland Free Flight Society FAC contest at Lorain Co. Community College. For event info contact Russ Brown, 4909 No. Sedgewick, Lyndhurst, Ohio 44124.
- Aug. 1-2....Moskito Squadron FAC at Palm Bay, Fla. Contact Steve Bacom. Address above.
- Aug. 2.....Cleveland Free Flight Society at LOCC. Contact Russ Brown, address above.
- Aug. 8.....Erie Model Aircraft Assn. FAC picnic Contest at Prangmore Aerodrome, Erie, Pa. Contact Vic Didelot, 4410 Lorna Lane, Erie, Pa. 16506.
- Aug. 15-16..FAC Mid-South Champs. At Manchester, Tn. Contact Ollie Benton, 409 Brady Pt. Rd., Signal Mt., Tn. 37377.

### MAGAZINE REVIEW

Once again we give you a review of our favorite magazines. Every scale modeler should make it a priority to subscribe to these magazines. Let's start with Air Wars 1919-1939. This current issue has articles on the Culver Cadet, Macchi-Castoldi MC-72, Building the Arado 96 by Lou Buffardi, an interesting piece on "Those Confusing Navy Designations" plus model plans for the Culver Dart, American Eagle A-129, the ABC Robin and a beautiful 3-view of the Fairchild FC-1.

The Sister publication to Air Wars is of course Aeroplans. Issue #4 is now ready and this one is GREAT! They seem to get better with every issue. This one contains 3-views for the 1918 Blackburn Blackbird, Sopwith 1½ Strutter, 1929 Focke-Wulf Fw-42, the Sukhoi SU-26M-X, Zlin Z-50LS-A, Gotha-Ursinus floatplane from 1916 and the Monarch "B" MIT man-powered aircraft. Plus plans for the Great Lakes 2T-1A by John Blair, Sorrell Hiperbiplane by Andrew Anson, Sukhoi SU-26M by Andrew Anson, an old Megow plan of the Aeronca C3 Megow's Grumman Gulfhawk and, get this, a plan by Sig Sigman of the Messerschmitt ME-262-V1, this is the piston engined version of the jet powered aircraft.

You can get both of these fine publications from; 1919-1939 Air Wars, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045. The price for Air Wars is \$24.00 US and foreign \$30.00. This is a quarterly. The price for Aeroplans is \$10.00 plus \$2.00 postage, Foreign \$17.00 includes postage. Don't pass these up!

The publisher, Mr. Anson, says that the first modeler to send photos of model of the Sukhoi SU-26M built from the plans in Aeroplans will get the next five copies of Aero Plans FREE!!

Another fine publication useful to all of us modelers is Skyways. The current issue covers such subjects as the Junkers aircraft, the Pander "D", Boeing MB-3, Fairchild 24, Payen aircraft, Consolidated Fleetsters, the Fieseler Storch, Cuban Waco, Macchi 200, a column on models by Lou Buffardi plus some 3-views. This magazine is also a quarterly and the price is \$25.00 US and overseas is \$30.00 plus \$30.00 for overseas airmail. Address is Skyways, 15 Crescent Rd., Poughkeepsie, NY 12601, USA.

Don't forget the ONLY magazine that remembers that there are still modelers who build rubber powered models and includes us in every issue. Hats off to Bob Hunt! You can get this one at your local newstand or better yet subscribe to it by sending your subscription to; Flying Models, Box 700, Newton, NJ 07860. Price is \$23.00 per year, Canada \$6.00 extra.

Sept. 13..CFFS at LOCC, contact Russ Brown, see above

Sept 5-6-7-..Moskito Squadron Contact Steve Bacom, See above.

Sept 20...Erie, FAC at Prangmore, contact Ross Mayo, 6725 Alan Lane, Fairview, Pa. 16415.

Oct. 3-4..Cactus Squadron Annual FAC contest. Contact Glenna Tarango, 10 So. Cooper Rd., Chandler, Az. 85225.

Aug. 12-13-14..Great Grape Gathering at Gananoque, Ont. Canada. Rubber scale & Old Time Rubber among other FF events. Contact Noel Kirby, 5 Tiffany Crescent, Kanata, Ont. Canada K2K1W1.

Sept.  
Sept. 5-6..FAC at Muncie, Ind. See info this issue.

Add Comet Phantom Flash to all Erie contests this season.

Note! Due to other area activities,  
make advanced reservations ASAP!

**MUNCIE INN (C-4) . . . . . 282-5981**  
414 N. Madison St., Muncie, IN 47305 • 48 Rooms

**PEACHTREE INN (C-4) . . . . . 288-9953**  
2000 N. Broadway Ave., Muncie, IN 47303 • 122 Rooms

**PITTENGER STUDENT CENTER  
HOTEL (C-3) . . . . . 285-1555**  
Ball State University, 2000 University Ave., Muncie, IN 47306  
• 24 Rooms

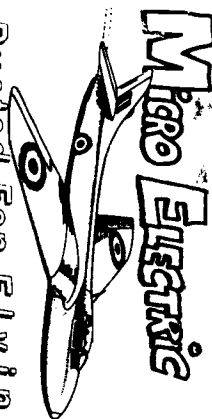
**SIGNATURE INN (C-2) . . . . . 284-4200**  
3400 Chadam Ln., Muncie, IN 47304 • 102 Rooms

**SUPER 8 MOTEL (C-2) . . . . . 286-4333**  
3601 W. Foxridge Ln., Muncie, IN 47304 • 63 Rooms

**SUPER 8 MOTEL (F-1) . . . . . 378-0888**  
R.R. 1, Box 15, I-69 & St. Rd. 67, Daleville, IN 47334 • 44  
Rooms

**WISE MOTEL (F-1) . . . . . 378-0222**  
I-69 & St. Rd. 67, Daleville, IN 47334 • 39 Rooms

NEW OWNERSHIP--NEW ADDRESS  
for Hiline Ltd. New address  
Hiline Ltd., Box 11558,  
Goldsboro, N.C. 27532



# Ducted-Fan Flying

**NEW "Micro-Jet" Package  
TO BUILD FAN POWER MODULE**

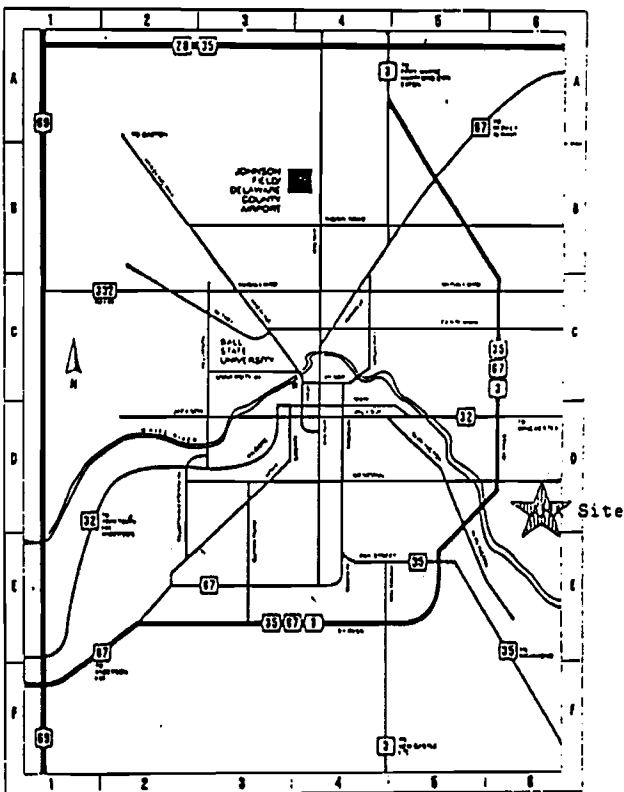
- Entire module weighs just 26 grams
- One ounce thrust
- Fires models of 60 to 90 in.<sup>2</sup>, & up to 3 ounces
- Package includes motor, 3x50mah NiCd battery, wiring harness and charger parts, and complete instructions to build tan unit

**\$19.95 + \$2.50 P&H**

**Send \$100  
for Catalog**

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5920 Scamersfield Rd., Anderson, IN 46013

**Best Western Sterling House** 1-800-528-1234/649-0451  
5901 Scamersfield Rd., Anderson, IN 46013

**Lees Inn** 1(800)733-5337 or 649-2500  
2114 E. 59th.,  
Anderson, IN 46013

Motel Six 642-9023  
5810 Scatterfield Rd.  
Anderson, IN 46013

**Comfort Inn**  
2205 E. 59th St.,  
Anderson, IN 46013

644-4422

Mark Motor Inn 642-9966  
2400 SR 9S,  
Anderson, IN 46016

For sale; Old model kits and aviation memorabilia. Send S.A.S.E. for list to; Chris Norris, Flying Circus Hobbies, 2017 Wildwood Center, California, Md. 20619. Ph. (301) 8635561

\*\*\*\*\*

Domeduster Plan Packet is available for \$8.00 including P/H. Scale plans and other indoor model plans. Domeduster Newsletter, 1810 Pine St., Philadelphia, Pa. 19103.

Wanted; Flying Aces magazines, to fill my collection, the following issues are needed, Oct. 1940, June 1941, Dec. 1941, April 1934, June 1934. Will buy. Contact; Don Davis, 1400 Bliss Lane, Bloomington, Mn. 55431. Phone (612) 888-6122

\*\*\*\*\*

\*\*\*\*\*

NFFS UNITED STATES OUTDOOR CHAMPS  
FLYING ACES OUTDOOR CHAMPS

Sept. 5-6, 1992

Time 8:30 am. til 4:00 pm. AMA National Flying Site-----Muncie, Indiana

REGISTRATION FORM

Please print

Name \_\_\_\_\_ AMA No. \_\_\_\_\_

Street \_\_\_\_\_ Jr/Sr. \_\_\_\_\_ Open \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee \$16.00, please send before August 15, 1992.

Mail FAC entry fee directly to Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place, more places if advance entries warrant them.

All contestants must be members of the AMA or CAAM and sign AMA waiver.

Schedule

Saturday Sept. 5

FAC Scale  
Hi-Wing Peanut (only)  
WW I (mass launch)  
Thompson/Greve Race  
Pioneer Scale  
Embryo Endurance  
FAC Old Time Rubber

Sunday Sept. 6

FAC Peanut Scale  
Jumbo Scale  
WW II (mass launch)  
Golden Age Scale  
FAC Power Scale  
FAC Old Time Rubber

All Pioneer Scale models will be flown in the Pioneer event only regardless of size.

No Hi-Wing Peanuts in the FAC Peanut event.

FAC Old Time Rubber will have two official flights each day and the three best official flights of the four will be used as your total score. Flyoff to break ties.

To obtain SAM entry form, send #10 SASE to; Don Sachtjen, RR5, Box 56B, Bloomfield, In. 47424  
For NFFS entry form, send #10 SASE to Phil Sullivan, 5151 E. Memorial Dr. Muncie, In. 47302



The contest runs from now until October 31, 1992. Entries postmarked after Nov. 1, 1992 will not be accepted.

Get out those "Comet" crates and get them into the ozone, Gum-banders! It's time for another Comet Postal Contest. To enter all you have to do is fly your model that you built from a Comet kit or plan. Send in the time to GHQ, along with your name and the name of your model. This is for scale models only. Fly as many times as you want with as many different models as you can build. Every time you better a score with a particular model send it in. Contest times will be good too.

REGISTRATION FORM  
FAC NATS MARK VIII

MAIL TO:

Lin Reichel  
3301 Cindy Lane  
Erie, Pa. 16506

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ AMA No. \_\_\_\_\_

I wish to make the following advanced reservations for the FAC Nats Mk. VIII.

\_\_\_\_\_ entry fees at \$18.00 each.....\$ \_\_\_\_\_

\_\_\_\_\_ banquet tickets at \$18.00 each  
(with no dormitory reservations).....\$ \_\_\_\_\_

\_\_\_\_\_ reservations for double occupancy with meals  
and banquet at \$163.00 each.....\$ \_\_\_\_\_

\_\_\_\_\_ reservations for single occupancy with meals  
and banquet at \$206.00 each.....\$ \_\_\_\_\_

Total enclosed.....\$ \_\_\_\_\_

Please note that we are unable to refund cancellations after June 15, 1992. If you plan to share a double occupancy with someone else, please indicate their name so we can direct the University to set up the proper room arrangements.

WAIVER: I (we) hereby release the National Warplane Museum, the State University of New York, the Flying Aces Club, the Detroit Cloudbusters Club, the Glastobury Modelers Club and all persons connected with this meet from any liability whatsoever for accidents incurred while participating in this meet. I (we) also agree to abide by all FLYING and FIELD RULES in force at this meet.

SIGNATURE \_\_\_\_\_

(parent/guardian if under 21 years old)

\*\*\*\*\*

EVENT SCHEDULE FOR THE FAC NATS MARK VIII

<u>Friday July 10, 1992</u>	<u>Saturday July 11, 1992</u>	<u>Sunday July 12, 1992</u>
Shell Speed Dash	FAC Scale	FAC Peanut
WW I Dogfight	Hi-Wing Peanut	Thompson Race
Embryo Endurance	Greve Race	WW I Peanut Dogfight
No-Cal Scale	WW II Combat	FAC Power Scale
Aerol Trophy Race	Pioneer Scale	Jumbo Scale
Golden Age Scale	Pres Bruning Scale	Jet Aircraft Scale
Battle of Midway	FAC Old-Timer Rubber	FAC Old-Timer Rubber
FAC Old-Timer Rubber		Flying Horde

\*\*\*\*\*

Daily contest directors;  
Friday July 10...Ed Novak  
Saturday July 11....Dave Livesay  
Sunday July 12....Vic Didelot