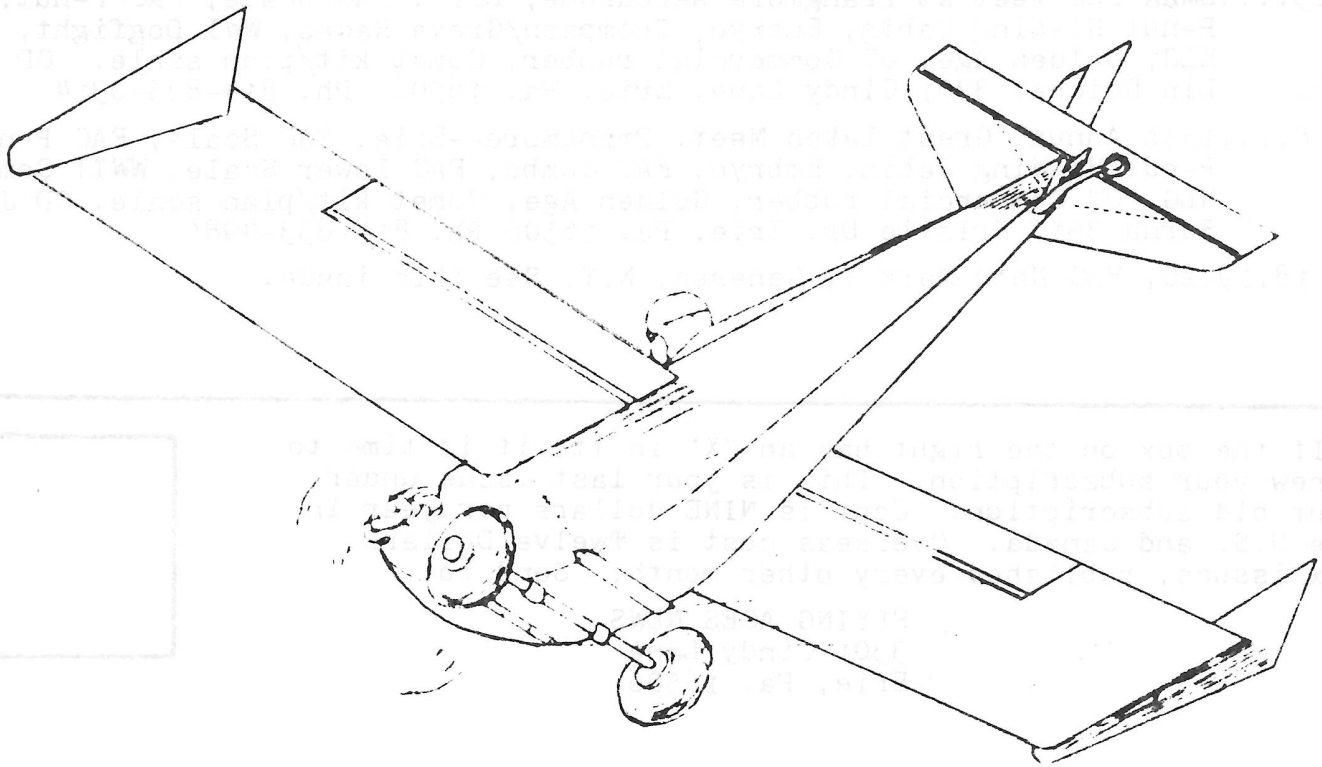


FLYING ACES

Club News

ISSUE #107-33 JAN.-FEB. 1986



2. NEWS ON THE WING

How do you like that nifty little fliver on the cover, skysters? She is our feature plan this issue, done for us by Dick Howard. Dick has had a couple of his multi-engine plans published recently in the model mags. The fuselage and tail are white and the wings are red. She should make a fine addition to your hanger. Let us know how she goes if you build her.

We have several requests for Pres Bruning to do the modifications for the Jumbo plan of the Northrop Gama that he presented as a souvinier plan for the FAC Nats Mk IV. So we are giving you the mods for the inline engine version in this issue also. Hats off to Pres and Dick for this issue's working drawings.

This issue also includes the "Kanone" list as of Jan. 1, 1986. We have eliminated some names as they are no longer active that we know of. If your name was left off please let us know so we can reinstate you. There were a few clubsters who qualified for the coveted "Blue Max" medal and they are; Bill Hannan, Jack Fike, Jack Moses, Allan Schanzle and Dean McGinnes. Hats off to these intrepid warriors of the sky. May they continue to rack up wins! Their medals will be presented at the FAC Nats Mark V.

S.O.S.--S.O.S. Rudy Kluiber, 2021 Lakeland Ave. Lakewood, Ohio 44107, is in need of scale documentation for the Lemberger biplane. Help him!

PHOTO PAGE

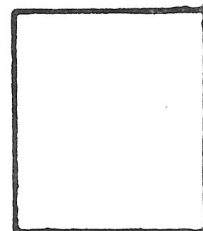
The photos this time come from Ed Heyn, and the look like real winners to us here at GHQ. The top photo is a 1912 Boland "tailless", a real FAC point getter. Ed says she is very stable in flight. Rubber goes through the nacelle to a false cross member below the stab. Bottom photo is Ed's 26 inch span Waterhouse Cruzair as flown by Dick Grace in attempting a record flight from Hawaii to California. Ed built this ship for the AMA Nats. All officials not taken due to landing gear damage and heavy rain.

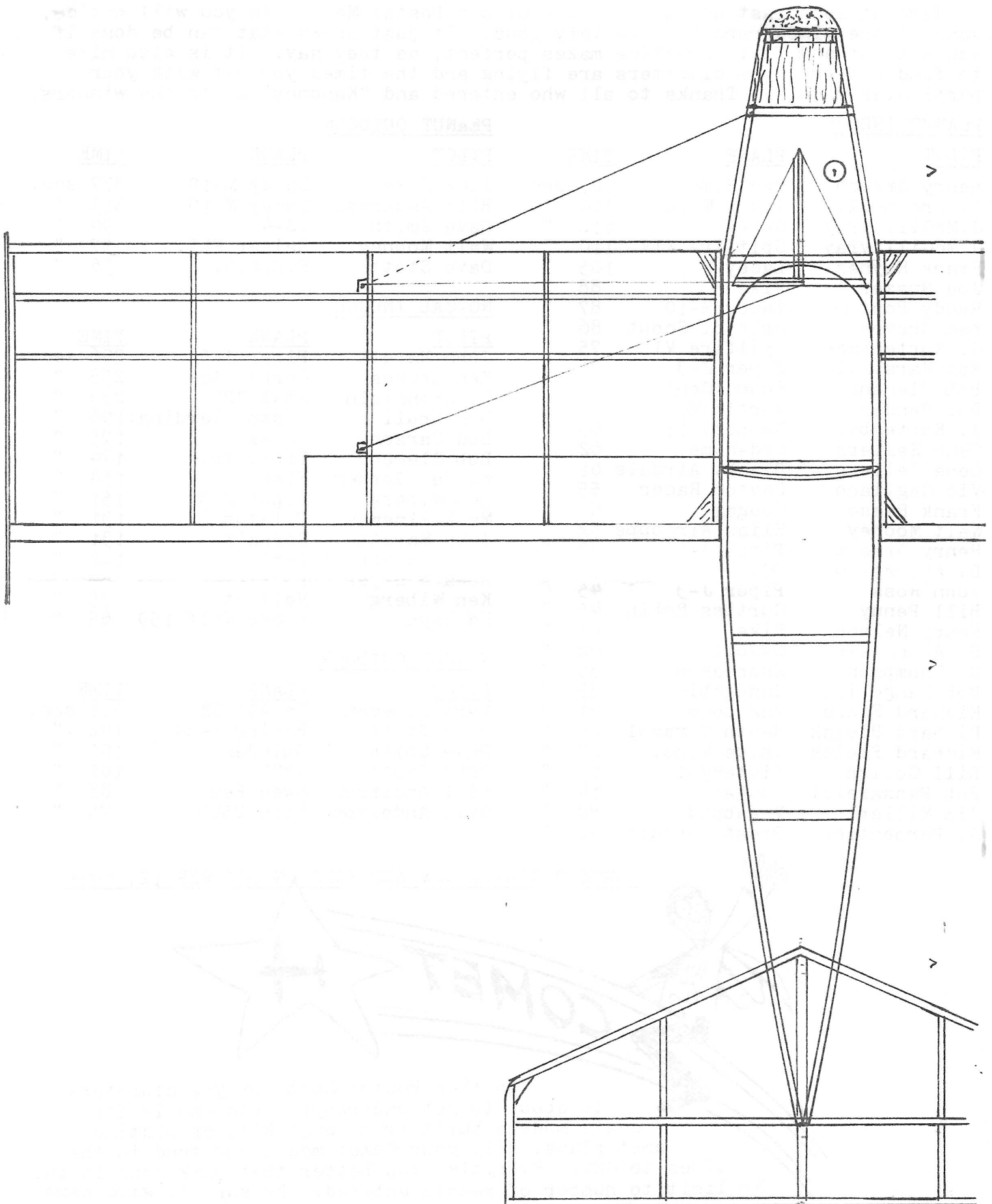
CONTEST SCHEDULE

- May 25....EMAA FAC Meet at Prangmore Aerodrome, Erie. FAC Scale, FAC P-nut, P-nut Hi-Wing Cabin, Embryo, Thompson/Greve Races, WWI Dogfight, HLG, Golden Age, OT Commercial rubber, Comet kit/plan scale. CD Lin Reichel 3301 Cindy Lane, Erie, Pa. 16506 Ph. 814-833-0314
- June 8....15th Annual Great Lakes Meet. Prangmore--Erie. FAC Scale, FAC P-nut, P-nut Hi-Wing Cabin, Embryo, FAC Jumbo, FAC Power Scale, WWII Combat, HLG, OT Commercial rubber, Golden Age, Comet kit/plan scale. CD Joe Barna 3517 Kristie Dr. Erie, Pa. 16506 Ph. 814-833-4985
- July 18,19,20, FAC Nats Mark V, Geneseo, N.Y. See this issue.

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. Six issues, published every other month. Send to;

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506





4.

Peanut & No-Cal Scale Postal Meet

Here at long last are the results of our Postal Meet. As you will notice, some of the times reported are very good. It just shows what can be done if you get out and fly! Practice makes perfect, as they say. It is also nice to find out what you clubsters are flying and the times you get with your particular models. Thanks to all who entered and "Kanones" go to the winners.

PEANUT INDOOR

PILOT	PLANE	TIME
Henry Orzech	Ord-Hume	127 sec.
C. Brownhill	Lacey M-10	124 "
J. McGillivray	Se5-A	112 "
J. McGillivray	Spitfire XIV	110 "
Frank Haynes	Lacey M-10	105 "
Joe Nuszer	Fike	88 "
Randy Boston	Lacey M-10	87 "
Ken Groves	Bristol Scout	86 "
J. Kortenbach	Spitfire VI	75 "
Ray Marshall	Piper J-3	71 "
Bob Clemens	Found Cent.	67 "
Bob Bender	Martin MO	66 "
J. Kortenbach	Neuport 11	65 "
Gene Sellers	Ord-Hume	62 "
Gene Sellers	Black. Airdale	61 "
Vic Gagliano	Dayton Racer	55 "
Frank Reese	Cougar	55 "
Walt Mooney	Elias Aircoupe	52 "
Henry Orzech	Piper J-3	52 "
D. Aronstein	DC-8	51 "
John Ross	Piper J-3	45 "
Bill Penny	Curtiss Robin	45 "
Henry Nelson	Fike	44 "
D. Aronstein	Dewoitine	42 "
G. Thompson	Andreason	35 "
Bob Langelius	Ganagobie	33 "
Richard Fiore	Vagabond	31 "
Richard Bielak	Heath Parasol	28 "
Richard Bielak	White Mono.	27 "
Bill Colish	Pietenpol	15 "
Bob Passarelli	Cougar	14 "
Jim Miller	Vagabond	80 "
A. Parmentier	Prest Pursuit	72 "

PEANUT OUTDOOR

PILOT	PLANE	TIME
Jack Fike	Lacey M-10	377 sec.
Bill Anderson	Lacey M-10	315 "
Dave Smith	IS-4	94 "
Walt Mooney	Kaiser FLT.	57 "
Dave Stott	F.R.E.D.	56 "

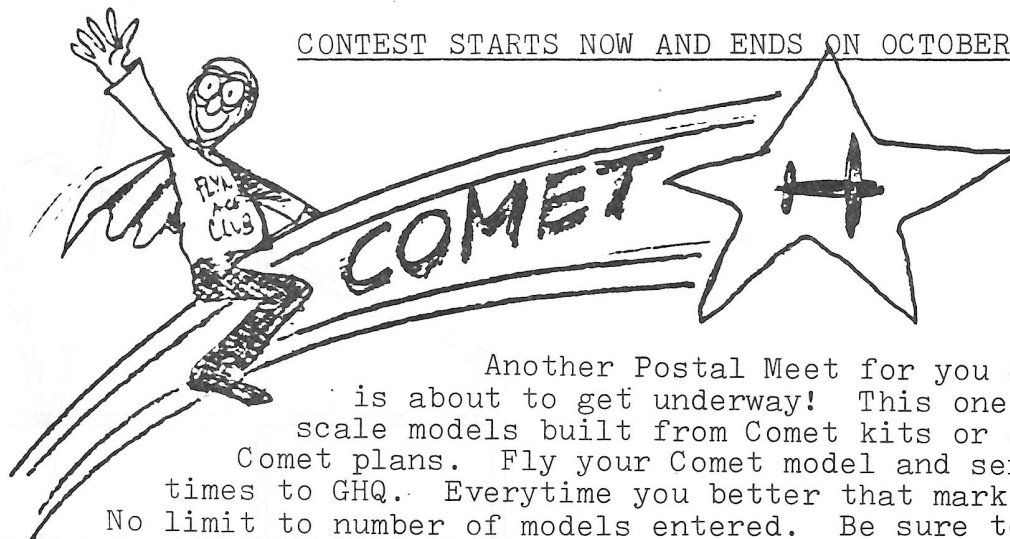
NO-CAL INDOOR

PILOT	PLANE	TIME
John Marett	Piper J-3	296 sec.
Ken Groves	Corben Ace	258 "
D. Aronstein	Stal "2"	239 "
Don Srull	Cessna Cardinal	196 "
Bud Carson	Jodel	175 "
Bob Clemens	Tipsy Jr.	174 "
W. Van Gorder	Fike	154 "
Ken Wiberg	Piper J-3	151 "
Mark Fineman	Pilatus	131 "
John Marett	Corsair	131 "
Bob Passarelli	P-51	102 "
Howard Dryer	P-51	84 "
Ken Wiberg	Hellcat	75 "
Ed Heyn	Focke Wulf 159	65 "

NO-CAL OUTDOOR

PILOT	PLANE	TIME
Mark Fineman	Ts AGI SK	301 sec.
Dave Stott	Boeing F4B4	192 "
Dave Smith	Shinden	105 "
John Stott	????	101 "
Bill Anderson	Swea Pea	88 "
Bill Anderson	Zlin 250L	75 "

CONTEST STARTS NOW AND ENDS ON OCTOBER 12, 1986



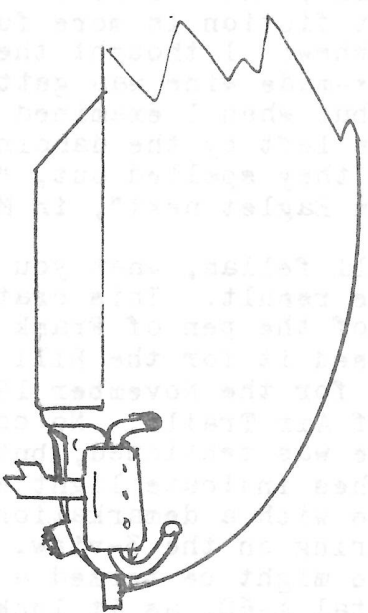
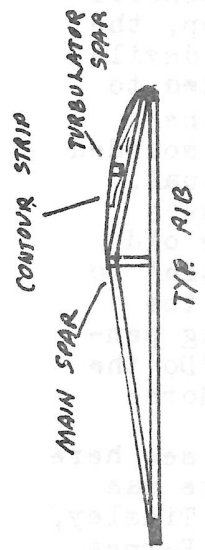
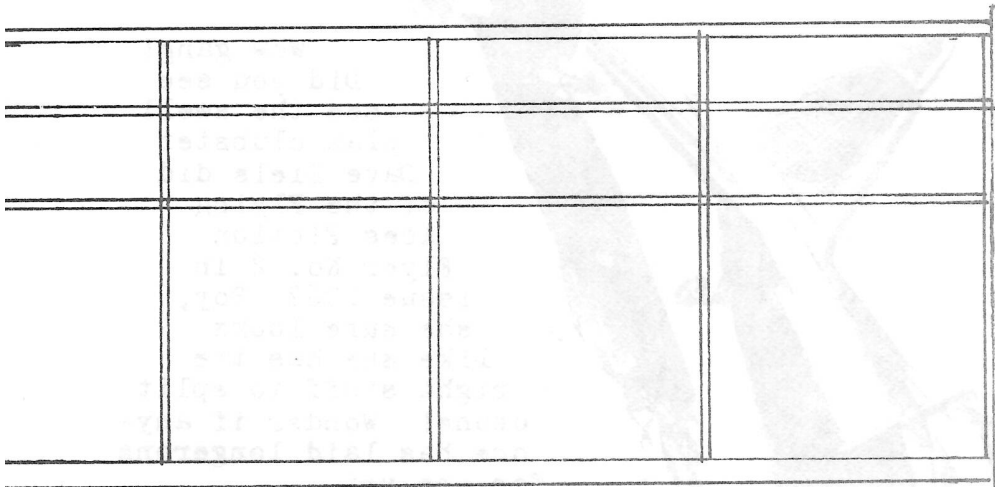
Another Postal Meet for you clubsters is about to get underway! This one is for scale models built from Comet kits or oldtime Comet plans. Fly your Comet model and send in the times to GHQ. Everytime you better that mark send it in. No limit to number of models entered. Be sure to give name of model. This is to commemorate the year of "Halley's Comet"

DICK HOWARD

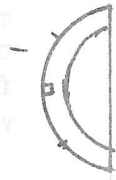
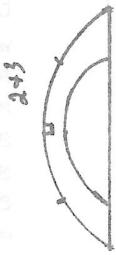
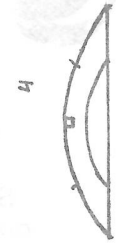
TEFFT

"MOLECULE"

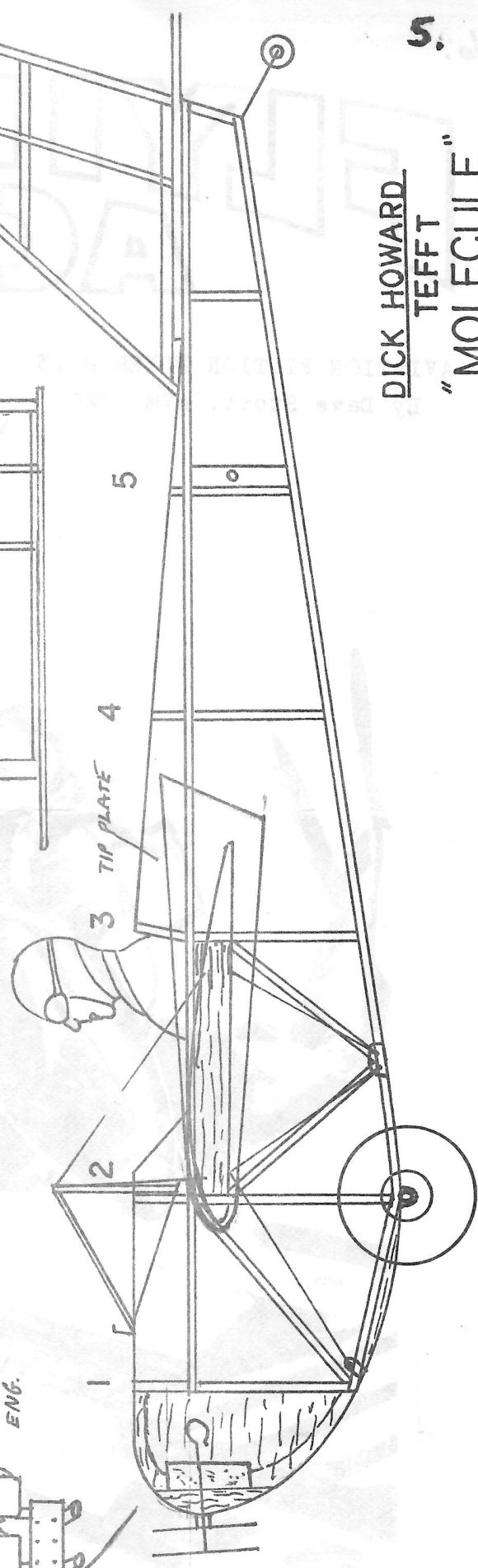
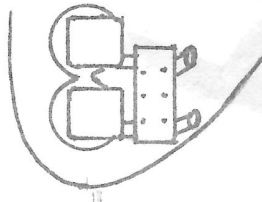
5.



VW
ENG.



AERONCA
CHAMP
ENG.



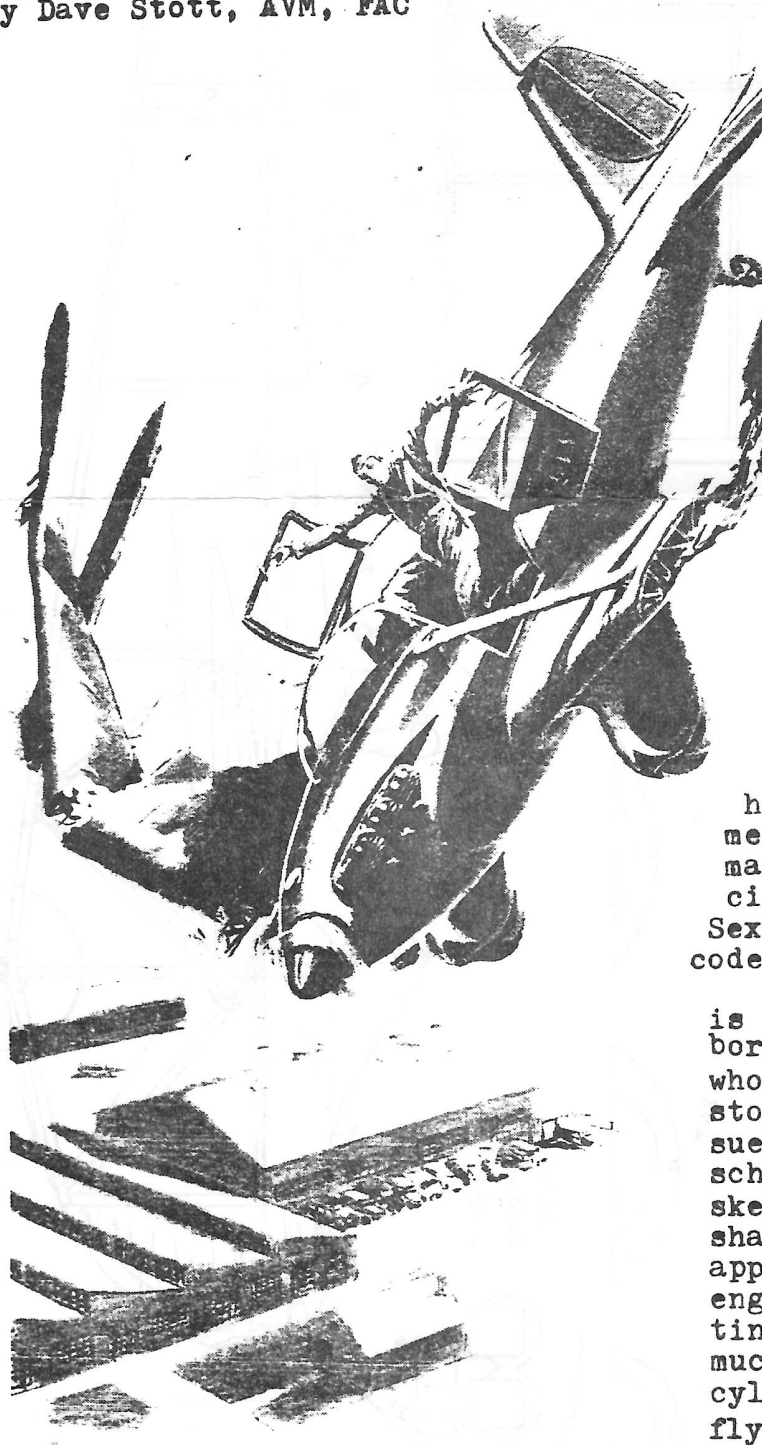
3 TIP PLATE 4

5

FLYING ACES

AVIATION FICTION FLYER No. 3

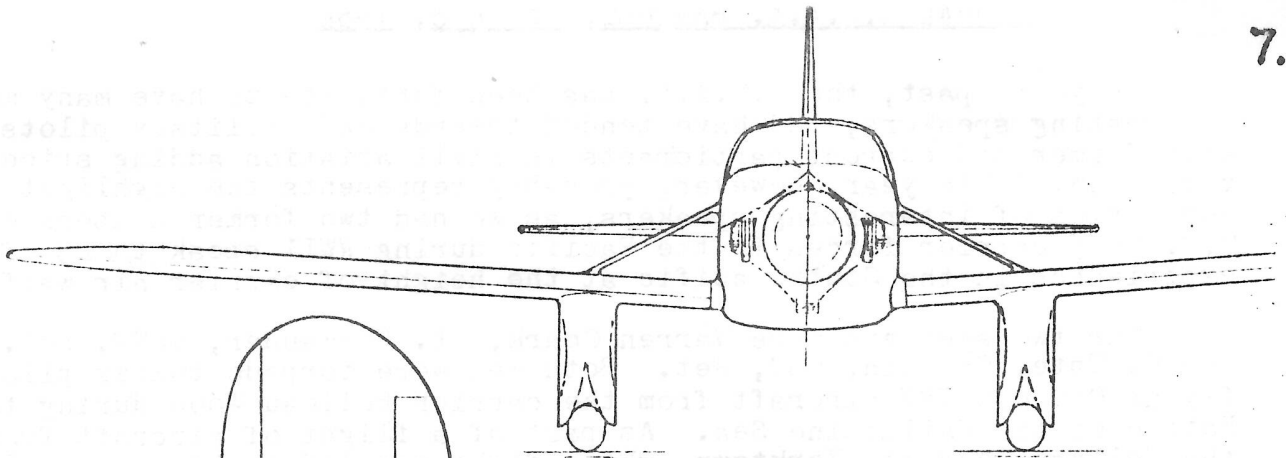
By Dave Stott, AVM, PAC



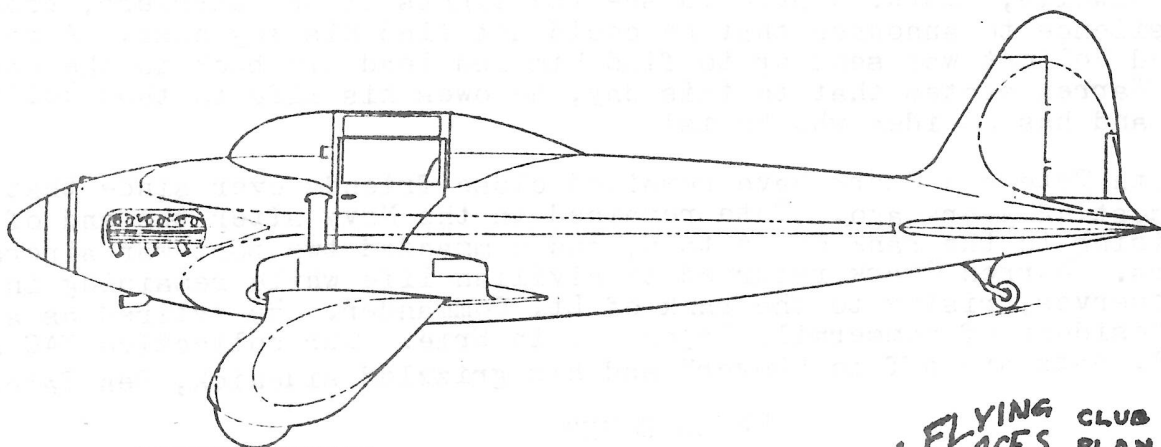
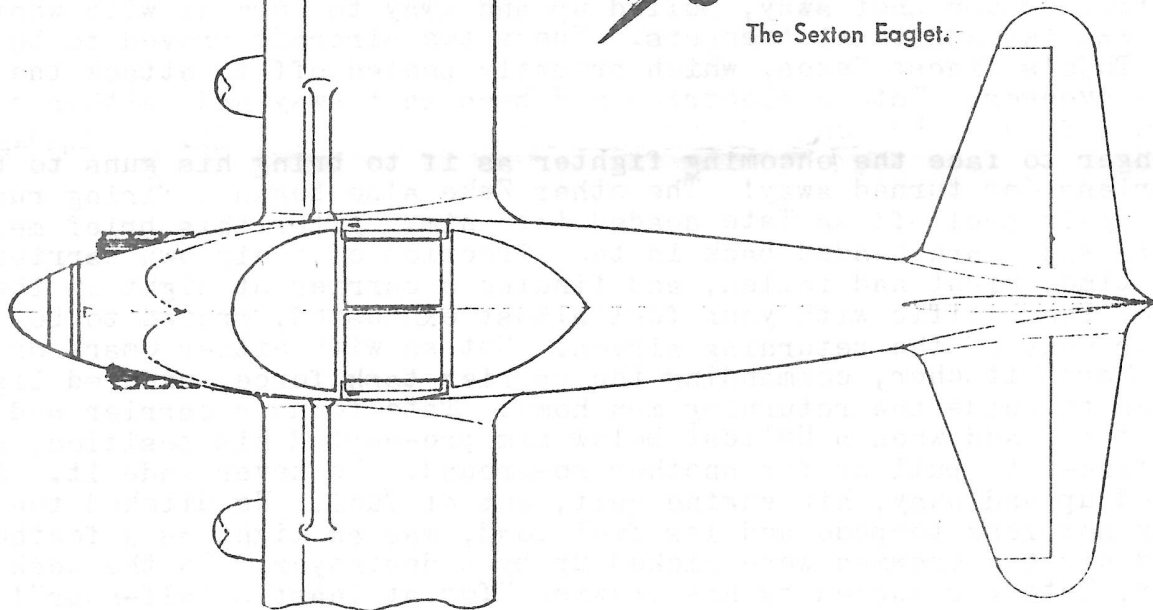
Wow gang!
Did you see
see the swell
plan clubster
Dave Diels did
of the Flying
Aces Fiction
Flyer No. 2 in
issue 106? Boy,
she sure looks
like she has the
right stuff to split
ozone! Wonder if any-
one has laid longerons
for one yet.

Tell ya one thing.
All my drafting pencils
saw that plan. Yep, the
little lead filled devils
hopped up and started to
dance and sing on the
drafting table. It sounded
like, "Actual is factual,
but fiction is more fun!"
Whew! I thought the old
home-made wine was gettin' to
me, but when I examined the
marks left by the dancing pen-
cils they spelled out, "Do the
Sexton Eaglet next", in Morse
code!

Well fellas, what you see here
is the result. This crate was
born of the pen of Frank Tinsley,
who used it for the Bill Barnes
story for the November 1937 is-
sue of Air Trails. No color
scheme was mentioned, but the
sketches indicate light and dark
shades with a demarkation line
appearing on the 3-view. The
engine might be termed a Con-
tinental A-60, as it looks very
much like an A-40 with two more
cylinders! How about it you
flying model designers, worth
Your attention?



The Sexton Eaglet.



A FLYING CLUB PLAN 20.8
ACES 3/86

In years past, the E.M.A.A. has been fortunate to have many most interesting speakers, and have tended towards WWII military pilots, with former and current participants in civil aviation adding spice and variation. This year, however, probably represents the highlight of our series of interesting speakers, as we had two former members of U.S. Navy carrier forces in the Pacific during WWII speak to us of their experiences in the South Pacific at the height of carrier air warfare.

Our two speakers were Warren Omark, Lt. Commander, USNR, Ret., and Ben C. Tate, Captain, USN, Ret. Both men were torpedo bomber pilots flying Grumman TBF aircraft from the carrier Belleau Wood during the Battle of the Phillipine Sea. As part of a flight of aircraft from both the Belleau Wood and Yorktown, which flight was led by Lt. George B. Brown of the Belleau Wood, attacked the Japanese carrier Hiyo late in the afternoon of June 20, 1944. Lt. Omark and Lt. Brown both put their deadly missiles into the side of the Hiyo, but Brown and his aircraft were hit mortally. Brown ordered his two crew-men to bail out and while floating in the water in their life jackets, witnessed the death throes of the Hiyo. Brown was seen later by both Tate and Omark, in dire straits, and was lost at sea with his badly battered TBF. He had, however, fulfilled his vow that he would get a Japanese carrier "at any cost". The cost was his own life. A brave man, never to be forgotten.

Tate, after having taken withering AA fire, and with the top of his control column shot away, pulled up and away to form up with what he thought was two additional Avengers. These two aircraft proved to be a pair of Tojo's finest Zekes, which promptly peeled off to attack the now helpless Avenger. Tate's electrics had been shot away and neither of his guns could fire. When one of the Zekes began his approach, Tate turned the Avenger to face the oncoming fighter as if to bring his guns to bear. The fearless Jap turned away! The other Zeke also began a firing run, only to again peel off as Tate headed into him. After this brief melee, both Tate and Omark headed back in the direction of their own carriers. By this time, night had fallen, and finding a carrier at night in the middle of the Pacific with your fuel almost exhausted, proved to be fatal for many of the returning airmen. Not so with either Omark or Tate. Admiral Marc Mitscher, commanding the carrier task force, ordered lights turned on to guide the returning men home. Tate found a carrier and was about to land when a Hellcat below him pre-empted his position, and he was forced to pull up for another go-around. He never made it. As he pulled up and away, his engine quit, out of fuel. He ditched the TBF, which by now less torpedo and its fuel load, was as light as a feather! Tate and his two crewmen were picked up by a destroyer. On the deck of the ship, Tate was hugged by his crewmen "for at least a half-hour"!

Meanwhile, Omark, unable to see the lights of the carriers, broke radio silence to announce that he could not find his way home. A radar equipped Hellcat was sent up to find him and lead him back to the carrier deck. Warren states that to this day, he owes his life to that Hellcat pilot, and has no idea who he is!

Both Tate and Omark have remained close friends ever since that epic day almost 42 years ago. Tate remained in the Navy after the end of the war, rising to the rank of Captain, and commanded two post-war aircraft carriers. Warren Omark returned to civilian life while remaining in the Navy Reserves, rising to the rank of Lt. Commander. He retired as a Vice President of Hammermill Paper Co. in Erie. Our collective FAC and E.M.A.A.A. hats are off to "Rover" and his grizzled sidekick, Ben Tate!

"WELL DONE"

KANONE LIST: JAN. 1, 1986

7.

Reflecting the universal increase in FAC style flying, both scale and non-scale, the Kanone List is again showing record promotions and new additions. We are, however, effective with this list, deleting some names which are known to GHQ as flyers who are no longer active. This has been done to get the Kanone List into a more manageable form and length. If anyone has been deleted who wishes to be reinstated, please inform GHQ of this fact and your name will be included in the next published list.

<u>RANK</u>	<u>VICTORIES</u>	<u>RANK</u>	<u>VICTORIES</u>
<u>Air Marshal</u>		<u>Major</u>	
Gordon Roberts	146	Tom Nallen, Sr.	14
Dennis Norman	63	Mick Nallen	13
Don Srull	56	Del Balunek	13
Dave Stott	54	Ed Heyn	13
		Al Lawton	12
<u>Air Vice-Marshal</u>		Doc Martin	12
Geo. Meyers III	47	Chas. Schobloher	12
Mike Midkiff	46	Ken Hannan	11
		Bob Thompson	11
<u>General</u>		Ted Langley	11
Chet Bukowski	42	Geo. Leffler	11
Russ Brown	42	Fred Wunsche	10
		Ted Russell	10
<u>Lt. General</u>		Ed Morrisson	10
Jack McGillivray	39		
Mark Fineman	38	<u>Captain</u>	
<u>Major General</u>		Andy MacIsaac	9
None		Butch Hadland	9
<u>Brig. General</u>		Frank Scott	9
Ross Mayo	28	Dave Smith (Ariz)	9
Vic Peres	28	Blake Mayo	9
Ken Groves	27	Larry Loucka	8
		Randy Kleinert	8
<u>Colonel</u>		John Blair	8
Dave Rees	24	Hank O'Dwyer	8
Mike Zand	23	Bill Warner	8
Dan Briehl	23	Tom Nallen, Jr.	8
Roland Hoot	22	Rolfe Gregory	7
Ralph Keunz	20	Phil Cox	7
Dean McGinnes	20	Pat Dailey	7
Fred Ewing	20	Padre Bill Anderson	7
		Jim Miller	7
<u>Lt. Colonel</u>		Tom O'Brien	7
Pres Bruning	19	Chris Scott	7
Lin Reichel	18	Don Assel	7
Rudy Kluiber	18	Ed Pelatowski	7
Jack Moses	18	Tom Schmitt	6
Jack Fike	17	Walt Eggert, Sr.	6
Allen Schanzle	16	Paul Spreiregen	6
Clarence Mather	16	Dan McDonald	6
Bill Hannan	16	Mark Schneider	6
Royall Moore	16	Mike Welshans	6
John Stott	16	Rob't. Zand	6
Henry Struck	15	Dudley Prisell	6
Bob Clemens	15	Todd Allen	6
G. Wagner	15	Bill Miller	6
		Joe Whiting	6
		Fudo Takagi	6

10. Captain (Cont'd.)

Don Steeb	5
Mark Drela	5
Em Elwell	5
Dick Howard	5
Herb Shirley	5

Lieutenant

Paul Helman	4
Dave Smith (S.C.)	4
Herb Redding	4
Gary Hunter	4
Bob Leishman	4
R. Bender	4
R. Woodward	4
Ed Novak	4
Bob Masters	4
Kevin Sharbonda	3
Duncan McBride	3
Warren Weisenbach	3
Geo. Armstead	3
Norm Poti	3
Mike Escalante	3
Bob Heywood	3
Andy Medovitch	3
Joe Barna	3
Bob Siedentopf	3
Mike Peres	3
C. Sanford	3
W. Van Gorder	3
Les Bird	3
Henry Frautschy	3
Jack Humphries	2
Chas. Sotich	2
Bud Carson	2
Jim Hyka	2
Dan Driscoll	2
Les Barber	2
Chris Brownhill	2
Louis Liefer	2
Jeff Briehl	2
Dave Aronstein	2
Claude Powell	2
Geo. Lewis	2
Bill Passarelli	2
Bill Mitchell	2
Scott Paisley	2
Leon Bennett	2
J.E. Pederson	2
Bill Musolf	2
Ferril Papic	2
Chuck Connover	2
Tom Sandor	2
Ed Marcello	2
Bill Caldwell	2
Ed Vargo	2
H. Thomasian	2
Chris Schanzle.	2
Ted Wales	2
J. Reichel	2
Jeanette Scott	2

Walt Mooney	2
Gerry Skranjc	2

The following Lieutenants all have been credited with one Kanone each:

Bob Peck, Bill Strohman, Bob Haigh, Les King, Bill Kalb, Terry McDonald, Shirley Campbell, Chris Clemens, Jim Dailey, Tony Faranda, Jerry Donohue, Bob Haight, Lad Plachy, Amos Ponder, Guy Larsen, Betsy Majoros, Ed Baltera, John Sites, Walt Eggert, Jr., Mike Siedentopf, Priscilla Betz, Dick Kohfield, Greg Davis, Bill Bell, Bill Reynolds, Dick Dunmire, Ron Sears, Carl Schueler, Eric Anderson, David Chen, Rob't. Gordon, Chris Rubrich, Steve Hales, Henry Orzech, Terry Allen, Mark Houck, Dave Bubolz, Tim Boches, Doug Barber, Terry Gumm, Art Maiden, Doug Buchanan, Earl Schick, Tom Odom, Jim Park, Don Brimmer, Rick Midkiff, Cy Hanzely, Tom Hughston, Mike Moskow, and Vance Gilbert.

Good show, men! We are pleased to see so many new names added to the Kanone list!

PROMOTIONS PROMOTIONS PROMOTIONS

From Air Vice-Marshal to Air Marshal:
Don Snull and Dave Stott.

From General to Air Vice-Marshal:
Mike Midkiff and George Meyers III.

To Lieutenant General:
Jack McGillivray and Mark Fineman

To Brigadier General:
Vic Peres and Ken Groves

To Colonel: Fred Ewing, Dean McGinnes, Ralph Kuenz, Roland Hoot.

To Lt. Colonel: Jack Moses, Allen Schanzel, G. Wagner

To Major: Al Lawton, Chas. Schobloher, Ted Langley, Geo. Leffler, Fred Wunsche, Ted Russell.

To Captain: Randy Klienert, Padre Bill Anderson, Tom Schmitt, Paul Spreiregen, Dan McDonald, Mark Schneider, Mike Welshans, Rob't. Zand, Bill Miller, Don Steeb.

Many of the above officers jumped several ranks to achieve their current standings. All deserve a hearty "WELL DONE"!!

See you all at Geneseo!!

Mumbo Jumbo #21 from the Glue Guru aka Leon Bennett

Salutations, disciples! Having competed at the '85 Others Nats with a geared Piper Cub at Mr. Grillo's behest, (see MJ #20) Mr. Thumbsome and I were homeward bound, on foot. We join the trek somewhere south of Chicopee.

* * * *

Bob Thumbsome: Who won, GG? We sure didn't!

Glue Guru : I'm not certain. Perhaps Mr. Don Skoal. His model certainly demonstrated an extraordinary degree of spiral stability. One wonders if biplanes are somehow superior in this respect. I must look into ...

BT: We sure bombed out! Weren't those gears supposed to do us some good? Is Grant right when he says that gears aren't worth the trouble?

GG: For straight performance classes, with a limited rubber allowance, gears make little sense. However, in scale, with unlimited rubber and a small prop diameter, gears have a powerful case.

BT: Then why doesn't somebody get gears to really work?

GG: Gears offer difficult detail design problems. To solve these, there must be a strong incentive. Under FAC rules, with no ROG requirement, unlimited prop diameters and usually no landing gear, the incentive is weak.

BT: Gears won't do FAC models any good?

GG: No, I wouldn't say that. But so long as we are content with around one minute on hand launch from smallish models - there are easier solutions than gears.

BT: Such as?

GG: The simplest is a ghost model swinging a 40% span prop with a motor length perhaps 3 times the hook to peg distance.

BT: What's wrong with that?

GG: They're not to my taste.

BT: Yeah. When you judge those boney ghost things, you've got to be careful not to cut yourself on the stringers - they stand out so sharp. And cracked rib construction is not all its cracked up to be. And the next guy who hands me a 4 longeron box and calls it a Spitfire - - -.

GG: You should offer understanding, if not sympathy, to ghost models. Their birth follows inevitably from the rules.

BT: You're not knocking the rules, are you? Those rules are traditional! They make FAC what it is!

GG: Unfortunately they do. All rules have serious limitations and unhappy side effects. Such is the nature of rules. Ours have the virtues of eliminating ROG trauma, at the price of scale appearance. Ghost models, enormous prop diameters and the inability to land at all, are the stiff prices we pay for our rules.

BT: Maybe, but we make it safer to launch and easier to get a minute of flight. Don't forget - we invented mass launch and there's nothing like it for excitement.

GG: That's all true. But it's also true that our overly protective attitude towards take-off disasters has weakened the breed.

BT: Bunk! After all that work in construction, who wants to risk crashing on take-off? Those smash ups on concrete are heart breaking. We can use some protection from that kind of thing.

GG: Perhaps. But as philosopher Herbert Spencer noted, "The ultimate result of shielding men from the effects of folly is to fill the world with fools."

BT: Awww, that philosophy stuff is a lot of bunk. Anyway there are no fools in FAC.

GG: Ummmmmm.

BT: I said there are no fools in FAC.

GG: Your position is clear. However, my point is that models that lack landing gears cost the builder considerable pleasure - that of a scale landing. In Jumbo, a 2 inch wheel will land gracefully on bare ground, ending with the prop ticking

over in the breeze. A 4 inch wheel permits the same thing in short grass. By eliminating the landing gear, we have gained in performance and certainly stopped ROG trauma, yet overall, we have sacrificed much beauty and wonder. It's a poor trade.

- BT: Bunk. If models were meant to land on wheels, the rules would say so. Anyway what has this ROG and landing stuff got to do with gears? I don't see anything in FAC rules to prevent gears.
- GG: If we put aside the special problem of the very large model, gears will pay only if we value either very long duration - say 90 seconds - or if we insist on scale prop diameters. Gears are so difficult, that unless we view one or both these goals as important, there is little likelihood of a practical solution. Right now, neither of these goals is sensed as critical. It is no accident that most rubber scale gear progress came about under old British rules prohibiting larger than scale prop diameters.
- BT: You're wrong about duration not being considered important. Everybody would like to get 90 seconds, dead air.
- GG: Not really. If that were so, the rules would reward the 90th second handsomely. Instead, we give it much less weight than the first second.
- BT: That's because we don't want lucky thermal flights to tilt the scores.
- GG: Of course. Still, the effect is to provide little incentive to those struggling with gears to achieve long flights.
- BT: Well, if the rules don't favor long flights or scale prop diameters or ROG, that means that nobody cares about that stuff.
- GG: No. Some people do.
- BT: Who?
- GG: The Others.
- BT: Arrrrgh! You're crazy! The Others? All they care about is RC and junk jewelry!
- GG: Perhaps, but it is curious that their rubber scale rules foster geared prop development. ROG necessity, scale landing gear length and full credit for the 90th second are all part of the Others rules - not ours.
- BT: You mean that it's likely that the Others will develop geared props before us?
- GG: Yes - much more likely.
- BT: That proves that gears are no good. We don't need that stuff - we're happy the way things are.
- GG: There really are configurations that would really benefit from geared props. All short nosed models, all those with stumpy non-retractable landing gears, all- --.
- BT: That's all bunk. Take the stumpy non-retractable model. Ever see the Puss Moth designed by --.
- GG: Cheat Laslo?
- BT: Er - yes. OK, he did extend the landing gear a bit and that prop is a mite larger than scale, but it sure flies pretty good- --.
- GG: The model flies well indeed. However it is so distorted - so remote from reality - that it has little to do with flying scale.
- BT: But if everybody is happy the way things are - --.
- GG: Are you?
- BT: Nah. That Puss Moth is disgusting. But I'm fussy. I have a sensitive soul. Most guys don't.
- GG: You have become cynical?
- BT: Nah. I'm a fighter for truth, beauty and tradition. That's why I became a CD. I reward good models and step on bad ones. My life is rewarding. You ought to try it. The trouble with you is you think too much. Trying to make it on brains is just stupid.
- GG: That may be a wise reflection.
- BT: I sure hope not.

* * * *

GG's views on Rubber Scale Zoom are to be published in SYMPO 86. No math - much of the material is fresh. Photos, much Jumbo experience. "Absolutely rotten" says well known CD, Mr. Bob Thumbsome.

FLYING ACES

Nats mk V

13.

JULY 19/20 1986

GENESEO, NY

Dear Fellow FAC Fanatic:

The Flying Aces Nationals Mk. V are ON for 1986! The site is the Geneseo (say Jen-ess-eeoh) airport, Geneseo, New York, located about 30 miles south of Rochester, New York, off Interstate 390. Meet sponsor is the Western New York Free Flight Society.

Geneseo airport is the home base of the National Warplane Museum, a 300-member organization devoted to preserving, restoring, exhibiting, and flying World War II aircraft. On hand for the FAC Nats will be a Fairchild PT-19, a Vultee BT-13, an Aeronca "Defender," a Curtiss P-40E, and a B-17 Flying Fortress!

Housing and meals are available as an inexpensive package: \$96 per person at the State University College located near the field. Included in this price are: room for Fri., Sat., & Sun. nights; dinners Fri. & Sun. nights; breakfast Sat. & Sun.; the traditional FAC banquet Sat. night; a wine & cheese reception at the college gym Fri. night from 6 until 10.

Please note: Rooms are doubles, but a third bed can be added if needed. A limited number of single rooms are available on a first-come, first-served basis. We'll give you a double unless told otherwise. For those choosing to find housing and meals off campus, banquet tickets are available for \$10 each. The wine & cheese reception costs \$4.00 for those not taking the package deal.

Entry fee for the FAC Nats will be \$12 before July 1st; \$14 after. This covers all events of the two-day meet. No entry fee for juniors.

The event schedule is as follows:

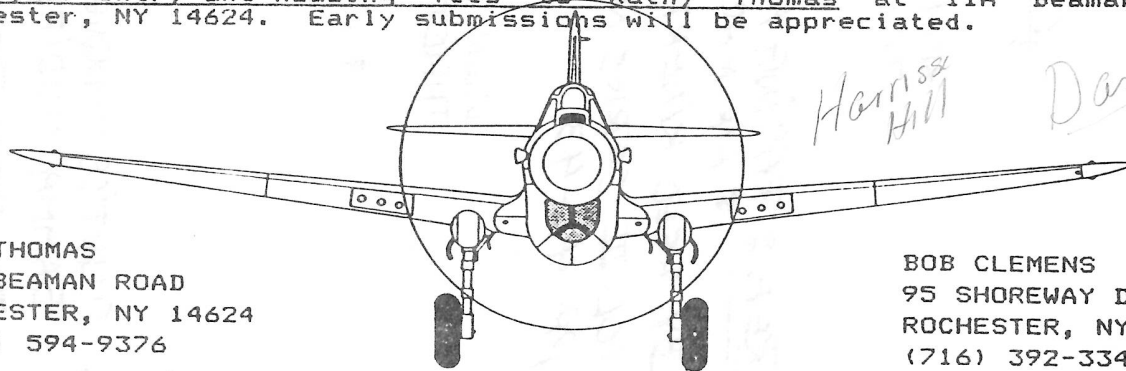
SATURDAY, JULY 19: FAC Rubber Scale, FAC Peanut Scale, Embryo Endurance, Greve Trophy Race (1 p.m.), Thompson Trophy Race (3 p.m.), and WWI Peanut Combat (9 a.m.).

SUNDAY, JULY 20 - GHQ Peanut, FAC Jumbo Scale, FAC Power Scale, WWI Combat (9 a.m.), Golden Age Mass Launch (1 p.m.), and WWII Combat 3 p.m.).

As an added bonus, an indoor contest will be held Friday night at the college gym for FAC Peanut, No-Cal scale, and a WWI mass launch event for multi-wing peanuts. This contest will be run by FAC GHQ, and will have its own entry fee. Plan to arrive early enough on Friday to enjoy flying, wine, cheese, and FAC friendship.

Mail your entry and housing fees to Kathy Thomas at 11A Beaman Road, Rochester, NY 14624. Early submissions will be appreciated.

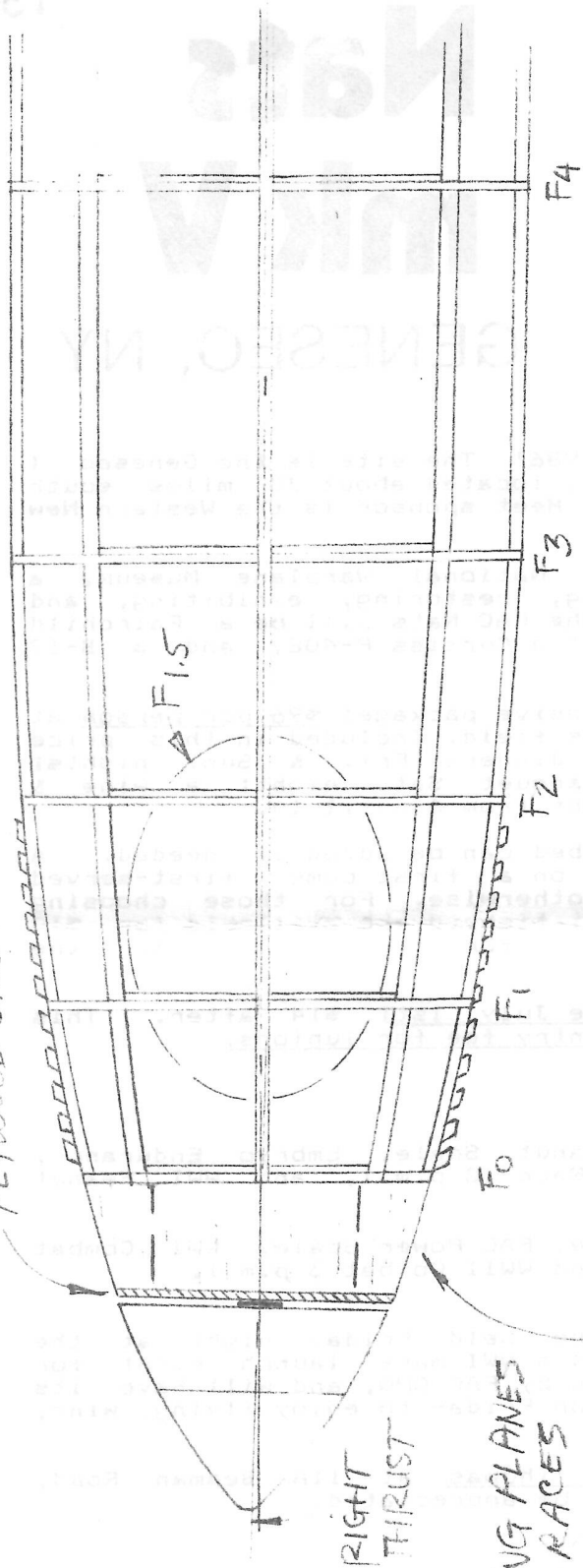
Kathy
VET THOMAS
11A BEAMAN ROAD
ROCHESTER, NY 14624
(716) 594-9376



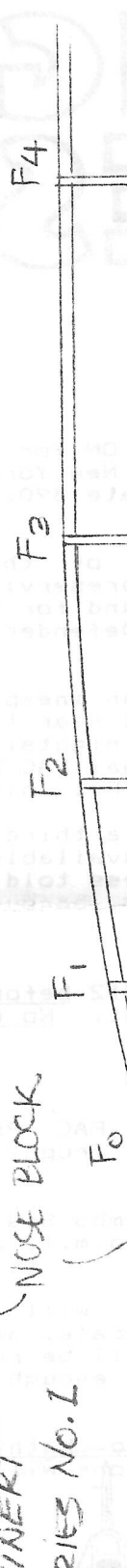
BOB CLEMENS
95 SHOREWAY DRIVE
ROCHESTER, NY 14612
(716) 392-3346

14.

NOSE PLUG -
PLYWOOD DISC.



NOSE BLOCK



F1.5

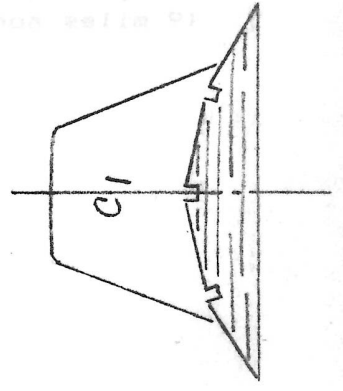
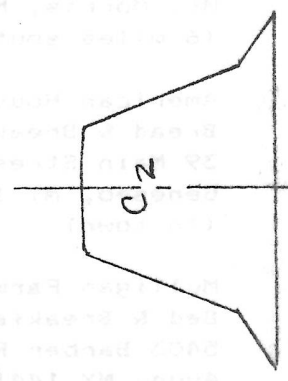
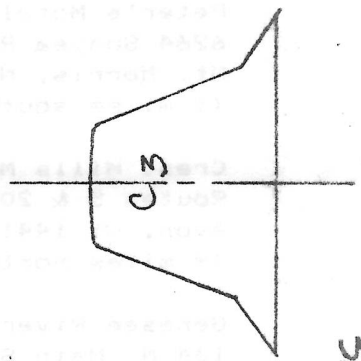
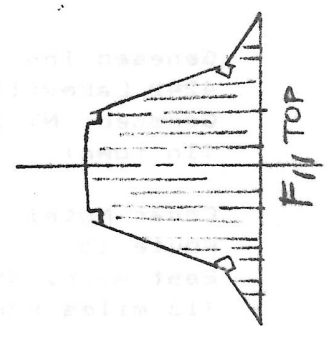
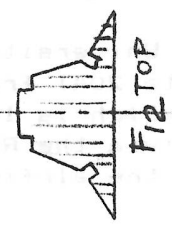
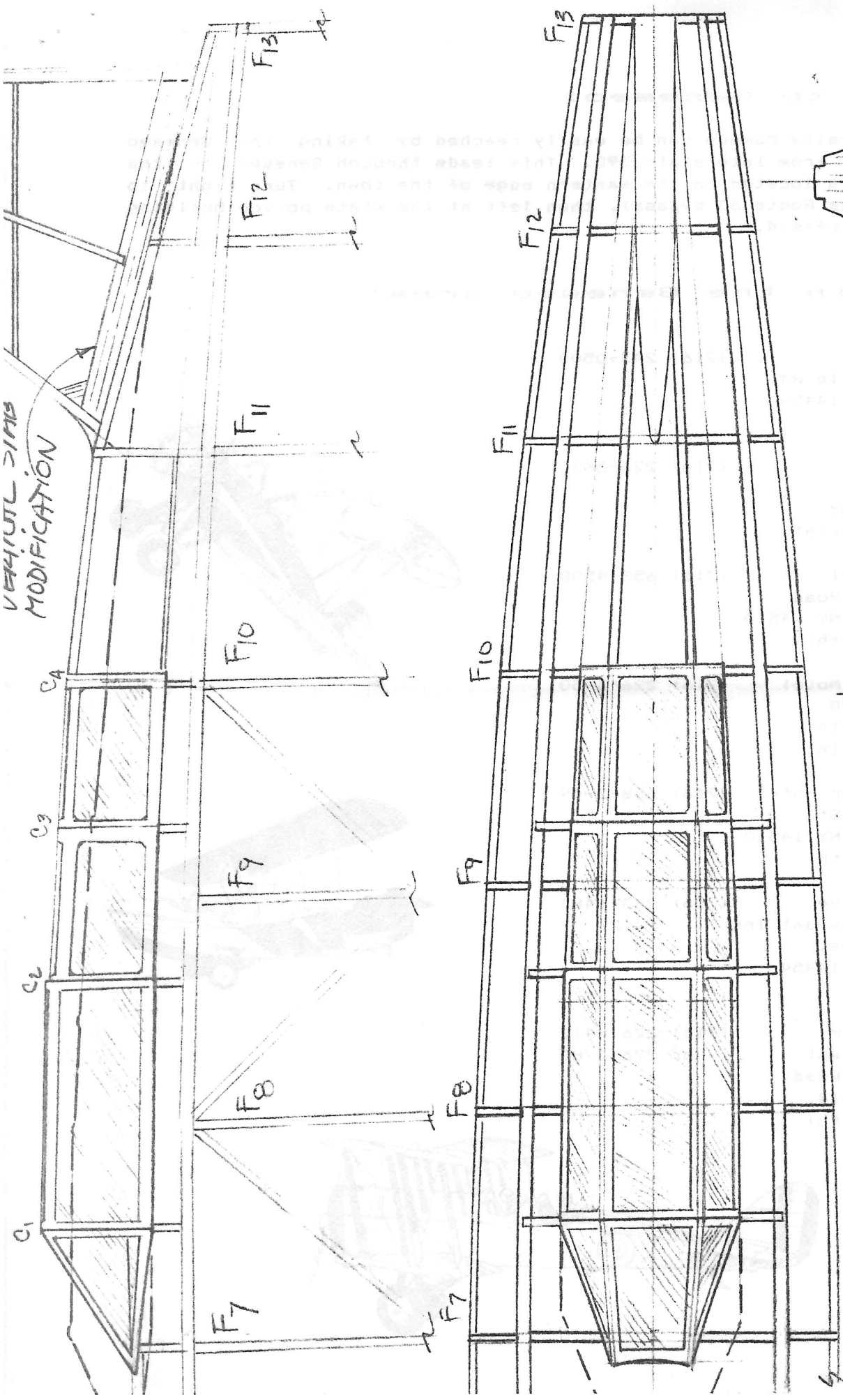
F3.5

F4.5

REF. RACING PLANES
BY REED KINERT
VOL. III SERIES NO. 1
PP. 42-43

QUIRTISS CONQUOR- POWERED
GAMMA MODIFICATION
BY PRES BRUNING
16 DEC '85

VERTICAL DIMS
MODIFICATION



CANOPY SECTIONS

CONQUEROR GAMMA
CANOPY MODIFICATION
BY PRES BRUNING
16 DEC '85

Getting to Geneseo:

The State University campus can be easily reached by taking the Geneseo exit (Route 20A) from Interstate 390. This leads through Geneseo to the college, which is located on the eastern edge of the town. Turn right to Route 63 (via the Route 63 bypass), then left at the state police building to get to the airfield.

Motels in the Geneseo area:

Geneseo Inn (716) 243-0500
4242 Lakeville Rd.
Geneseo, NY 14454
(In town)

Cedar Motel (716) 226-3630
Route 15
East Avon, NY
(13 miles north)

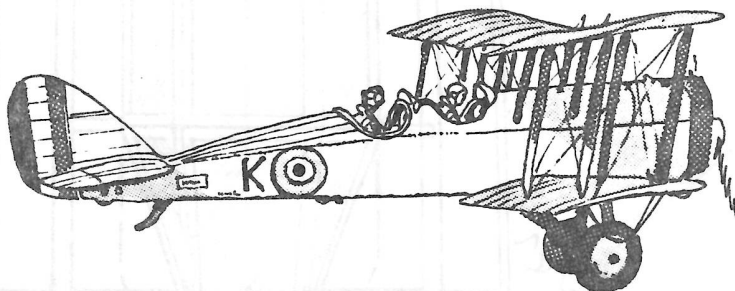
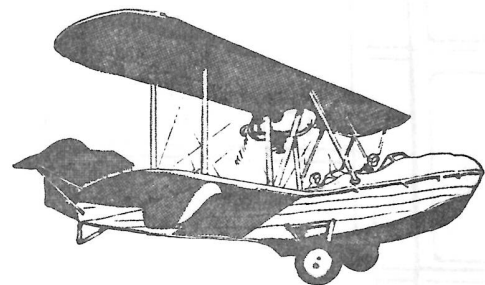
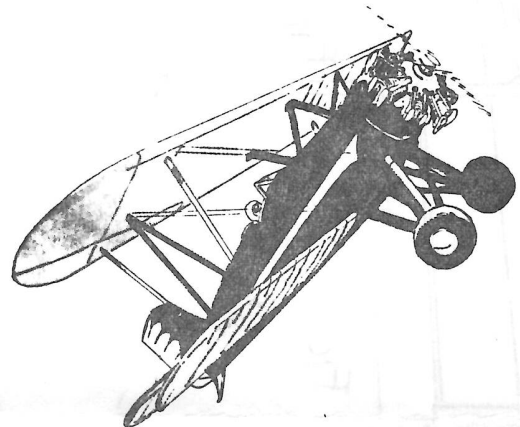
Peter's Motel (716) 658-4500
6264 Sonyea Road
Mt. Morris, NY 14510
(6 miles south)

Crest Hills Motel (716) 226-3450
Routes 5 & 20
Avon, NY 14414
(9 miles north)

Genesee River Hotel (716) 658-2949
134 N. Main St.
Mt. Morris, NY 14510
(6 miles south)

American House (716) 243-6483
Bread & Breakfast Inn
39 Main Street
Geneseo, NY 14454
(In town)

Mulligan Farm (716) 226-6412
Bed & Breakfast or 226-3780
5403 Barber Road
Avon, NY 14414
(9 miles north)



AREA ATTRACTIONS:

Letchworth State Park. Entrance at Mt. Morris, 6 miles from Geneseo. The "Grand Canyon" of the east, with spectacular gorge and waterfalls; famous Glen Iris Inn restaurant overlooking falls. Two beautiful outdoor swimming pools.

Niagara Falls. A good day trip from Geneseo (about two hours by car). What more is there to say?

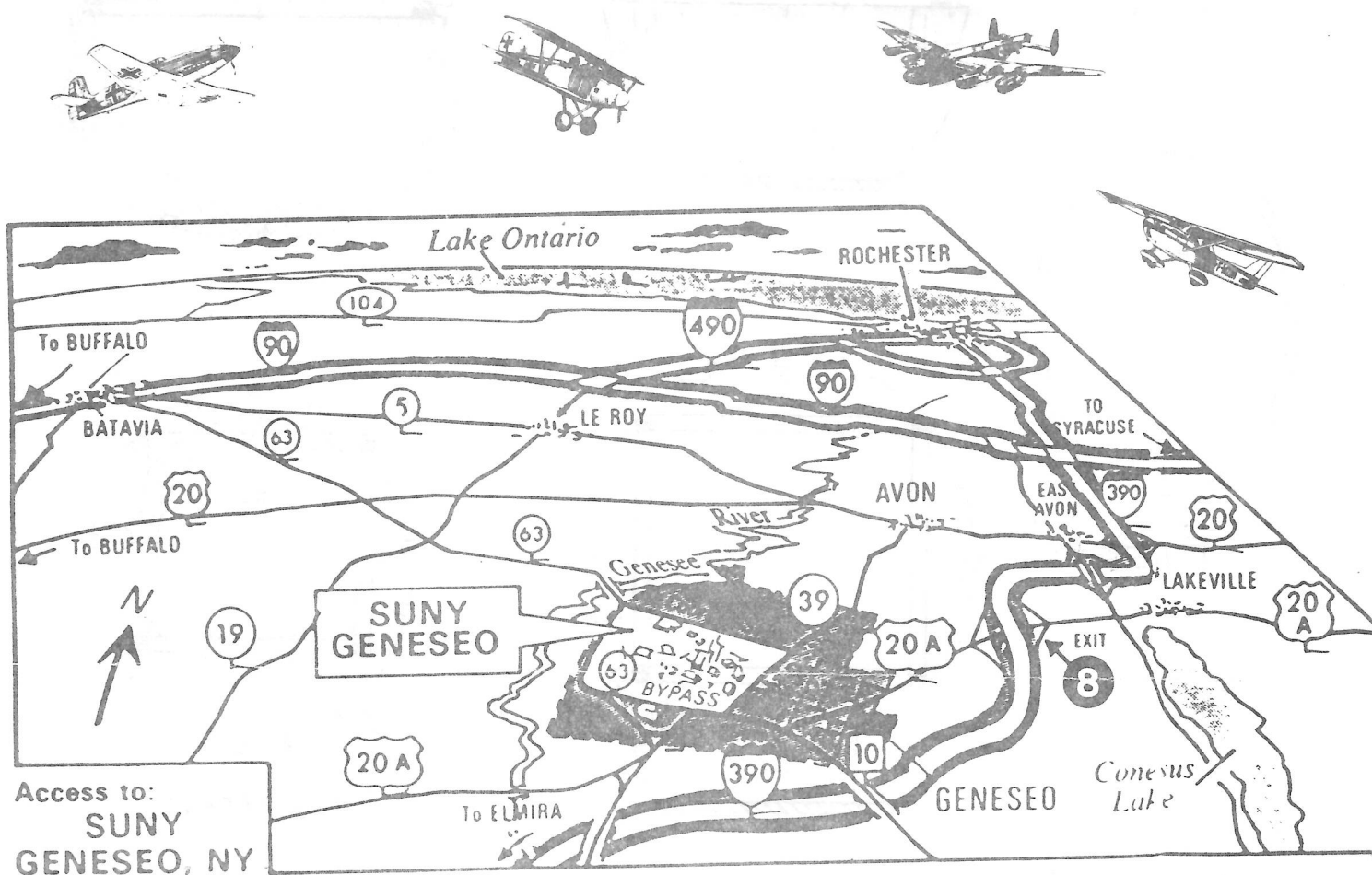
Corning Glass Works. Located in Corning, NY, about 65 miles south of Geneseo on I 390. Corning Glass Center & museum.

Sonnenberg Gardens & Mansion. located 36 miles away in Canandaigua, NY.

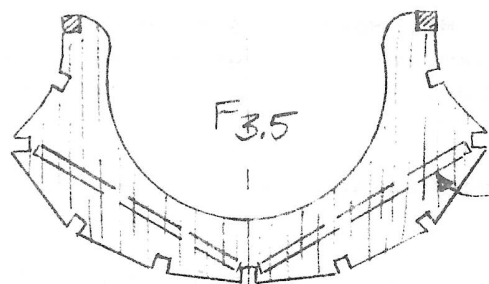
Rochester, NY. About one hour north of Geneseo on I 390. Tours of Eastman Kodak installations; Margaret Woodbury Strong museum, devoted to artifacts of middle class 19th century life; Rochester Museum & Science Center; Strasenburgh planetarium; George Eastman House & International Museum of Photography; Memorial Art Gallery; Susan B. Anthony house.

Genesee Country Village. A re-creation of village life of the 1800's with more than 40 restored buildings, about 17 miles north of Geneseo.

Various wineries, parks in nearby picturesque Finger Lakes area.

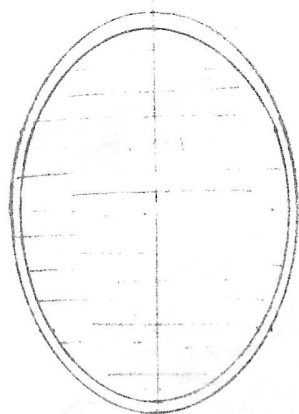
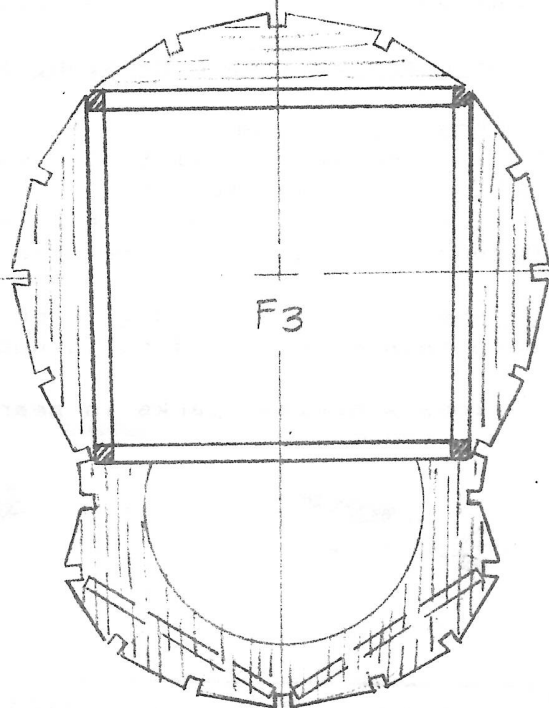
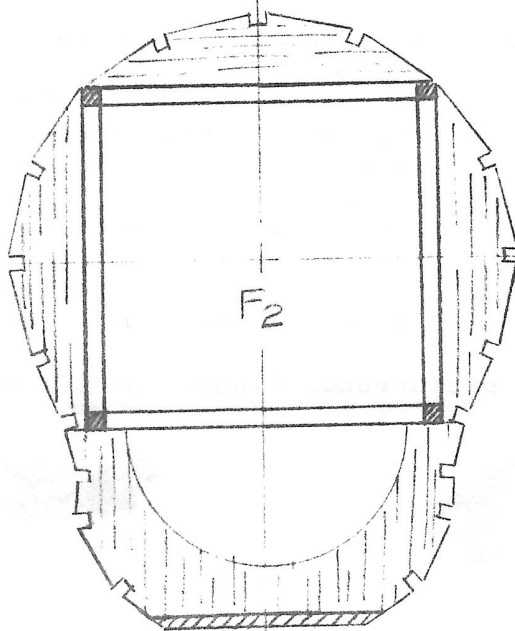


UPPER CONQUER-POWERED
GAMMA MODIFICATION (SECTIONS)
BY PRES BRUNING
16 DEC '85

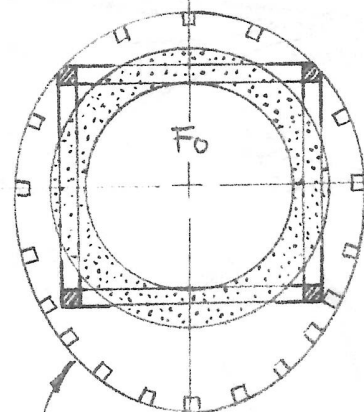
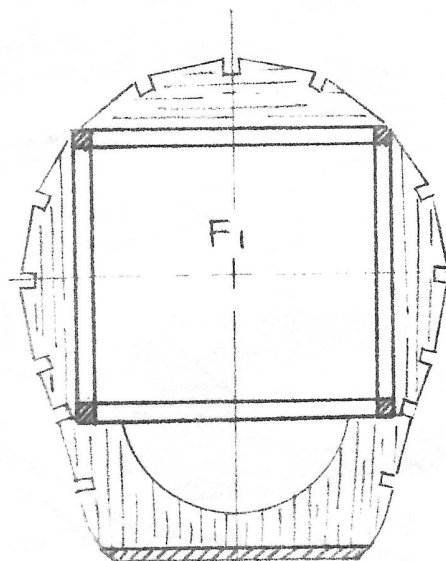


1/16" SQ.
BRACING

F 4.5



F1.5



NOSE BLOCK

