

# FLYING ACES

Club News

ISSUE #161-87 Jan./Feb. 1995



# NEWS ON THE WING!

Dreams....I guess all of us Skysters have had dreams such as the one on our cover haven't we? I know I remember seeing those airplanes flying overhead during my early years in modelling. Formations of pursuit biplanes flying high above, and the bombers....I'm sure a lot of you older FACers can relate to that. We have Tom Hallman to credit for this cover. Thanks Tom, and to all of the other Clubsters who contributed to this issue.

As promised in the last issue we have the new up-dated FAC rules in this issue. They are included in the plan packet so that you can take them out without taking the newsletter apart and you can carry them with you to all the contests without having to ask, "Why?, for this and Why not?, for that. If you think you've been wronged, you'll have the answers with you more times than not. Refer to the rules often and you'll always have an idea of what's going on.

Starting right now all contest results sent to Roy Courtney must include the scale score, the flight times, the name of the aircraft as well as the name of the contestant for the top three finishers in each event or the event winners will not be credited with a win. Please, Contest Directors, do not cheat your contestants out of their "Kanone" credits. It's important to them! I won't get into the why's and when's for this ruling, but let's just say that their have been some things going on that we don't like and we have to stop it. All events must be run strictly by the "book". Please give us your full co-operation in this matter. Thanks.

You will notice that we have added some new events to the FAC line-up. They are Giant Scale and Old Time Rubber Stick. O.T Rubber and O.T. Stick cannot be flown together, they must be kept separate for obvious reasons. If you have any questions on the rules please ask GHQ.

We have another new squadron to add to the list. If you live in their area please contact them if you would like to get in on the fun. They are looking for members right now. So get where the action is Gumbanders!

Squadron #47  
Blue Angels Squadron  
Phil Thibodeau  
3236 Park St.  
Jacksonville, Fla. 32205

We have had some cloth embroidered patches made that are just like the patches that were offered to the FAC members back in the days of the "Flying Aces" magazine in the 1930's. They are done in red, blue and gold and have glue on the back so that you can iron them onto your shirt or jacket if you can't sew. These are really neat and you can get yours for only three dollars each plus a S.A.S.E. (32¢). Don't show up at the flying field without yours! Also, about the middle of February, we will have plan pack #3 available for you. The price will be the same as the first two plan packs, \$10.00 postpaid.

We came across an envelope that has been missing for some time now. In it were two of the plans we are giving you in this issue. One was sent by our friend from France, Alain Parmentier and the other from our departed friend from England, Butch Hadland. We wanted to get them to you sooner but we just couldn't locate them. Along with those plans we have Dave Livesay's latest drawing, the "Time Flies" race plane that is eligible for the Thompson Races.

We have several letters asking about some items that may be of concern to a lot of our Clubsters. First, Tony Harper, of England would like to ask the manufacturers who advertise, to please state what the postage would be for overseas mailing. This would help them when ordering anything from them. Sounds like a good idea here. Second, Bob Woodhouse says that some articles on engine detail, method of trimming, etc. would be a great help for the beginner. Can you help? Third, David Kennedy asks, can anyone give us the history on the "Junior Birdmen"? Some of you Oldtimers may be helpful here. How about it? Can anyone remember that far back? Joe Joseph would like to know about our policy toward advertising in the newsletter. Joe thinks we should be getting paid for the ads. Maybe so, Joe, but that would mean a lot more paper work, plus taxes, etc. What we do do though is insists that all advertisers be members of the FAC and we also ask them for donations of merchandise and/or money for our contests at Geneseo and they respond admirably. Sometimes we don't even have to ask them, suddenly there in our mailbox is a package or an envelope with a check in it and some are very generous for which we thank them immensley.

Now for some product news. Golden Age Reproductions has purchased Seaglen Models and those kits will once more be available from them. You can get their catalog by writing to Golden Age Reproductions, Box 1685, Andover, Ma. 01810. G.A.R. catalog is \$2.50 and you can get the list of the Seaglen kits for a S.A.S.E. We want to wish Glen Roark a full recovery from his many friends. Get well! Glen.

3.

Aero Plans number 6 is now available to us. This issue is just as exciting as the previous five. A.C. Anson continues to give us those obscure and delightful articles and three-views of aircraft of the Golden Age. This, #6, has plans for the Elias Aircoupe, Argonaut "Pirate", Mitsubishi "Claude" and the Blohm und Voss P.204. Three views include the P.204, Piper Sky-cycle, Argonaut "Pirate", the RWD-15 and the Polikarpov I-16 as well as some good articles that will be of interest to most all modellers. Priced at \$10.95 plus \$2.00 postage you can get your copy from; AeroPlans, 8931 Kittyhawk Ave., Los Angeles, Ca. 90045.

Our prolific model builder and friend, Jake Larson is now producing some items that will interest all model builders. He has now available light-weight wheels and radial engines of various sizes. They are cast out of resin (alumilite, with micro-ballons added). Right now Jake has about 12 sizes of wheels and 12 sizes of radial engines. A S.A.S.E. should get you a copy of his catalog. Write to; Jake Larson, 12412 Lagoon Lane, Apt. #2, Treasure Island, Fla. 33706.

Ed Seay, Sr. of Model Aircraft Labs. is looking for the Plan of the Curtiss Condor that was kitted by the Golden Model Aircraft Corp. back in the 1930's. He is also in need of a kit box from the same company. Ed would like to kit some of this companies models again and needs the aforementioned items. All he wants to do is borrow them and then return them. If you can help him his address is; Ed Seay, Sr., 108 South Lee St., Irving, Tex. 75060.

Hope to see a BIG crowd of FACers at Geneseo, NY on July 14, 15, 16 this year.

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

Lt. Col. Lin Reichel, CinC-FAC

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**FAC SOCIAL NOTES:**

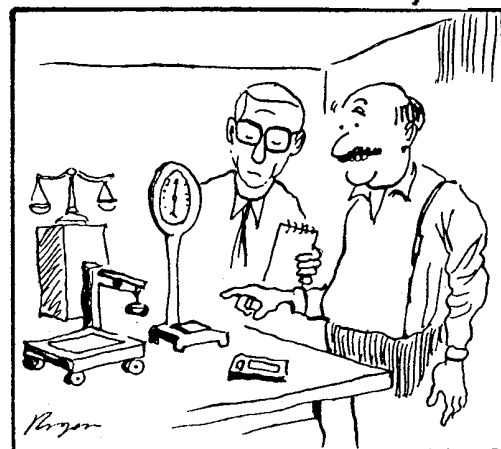
Ye GHQ Editor interviewed  
a local scale modeler today.

FLYING ACES P-X

FAC Nats T-shirt, Curtiss Gulfhawk featured on the front. (beautiful shirt!) sizes; S, XXXX XL, \$10.00 plus \$2.00 postage. FAC Nats plan of the Curtiss Gulfhawk 22½ inch span, \$5.00 postpaid.

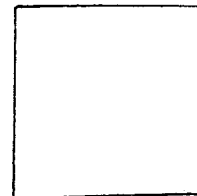
FAC Plan Packets No. I and II, \$10.00 each postpaid. Each contains 16 pages (11 X 17 sheets) of plans published in the early issues of the FAC Newsletter. Great "STUFF"!

Send your orders to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



... and this one weighs accurately  
to a half gram

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 \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



A listing is probably the best way to convey information in a compact manner. Unfortunately, lists are dry, hum-drum, and lack-lustre. For instance, our list here says, "WICKO....red & white." Not very inspirational, is it? But find the photo and look at this Gipsy powered high wing cabin ship sporting wheel pants and race numbers in harmony with a flashing paint scheme. Quite a turn on! As I have mentioned before, these listings are presented as an aid to documentation. More searching must be done to tie all the requirements for a good model together.

With all this in mind let us go on with mostly British aircraft as gleaned from Putnam's "British Racing and Record Breaking Aircraft", by Peter Lewis.

AIRCRAFT	MODEL/NAME	PHOTO PAGE	TEXT PAGE	REGIS.	COLOR
AVRO	627 Mailplane	239	240	G-ABJM	Yellow
DE HAVILAND	83 Fox Moth	241	240	G-ABUT	Black and gold
COMPER	CLA 7 Swift	242	245	G-ABWU	Red & blue (Guard's Color)
DE HAVILAND	80A Puss Moth	244	244	G-ABXY	Silver (The Hearts Content)
VICKERS	210 Vespa VII	245	245	G-ABIL	Silver
PERCIVAL	Gull Four	*	245	G-ABUR	Silver with ? trim.
DE HAVILAND	80A Puss Moth	254	247	G-AAYA	Silver (Lady Bailey's)
DE HAVILAND	84 Dragon	254	251	G-ACCV	Black (Mollison's Seafarer)
DE HAVILAND	85 Leopard Moth	254	253	G-ACHD	Black with gold trim.
DE HAVILAND	60M Gipsy Moth	258	258	G-AARB	Silver (Gean Batten's)
DE HAVILAND	60GIII Moth	262	262	G-ABVW	Light & dark green
PERCIVAL	New Gull	263	263	G-ACND	White
DE HAVILAND	83 Fox Moth	264	263	G-acrk	Yellow (on floats)
AIRSPED	AS.5 Courier	267	267	G-ADYN	Silver, red trim
AIRSPED	AS.5A Courier	268	267	G-ACJL	Light & dark blue
FAIREY	IIIF	268	268	G-AABY	Silver
DE HAVILAND	88 Comet	268	269	G-ACSP	Black, gold trim (Black Magic)
DE HAVILAND	88 Comet	268	269	G-ACSR	Green, white trim
DE HAVILAND	88 Comet	*	269	G-ACSS	Red, white trim (Grosvenor House)
DE HAVILAND	88 Comet	273	273	CS-AAJ	Black, white trim (Salazar) Port. Gov.
DE HAVILAND	88 Comet	275	274	F-ANPY	Red, white trim (French Gov.)
DE HAVILAND	88 Comet	277	277	G-ADEF	Blue & silver
British Aircraft	Eagle 2	275	275	G-ADES	Scarlet
PERCIVAL	New Gull revised	276	276	G-ACND	White
AIRSPED	AS.6 Envoy	280	277	G-ADAZ	Silver
PARNALL	Heck	280	280	G-ADTC	Black, gold trim
PERCIVAL	Gull Six	280	280	G-ADPR	Silver
DE HAVILAND	T.K.4	283	284	G-AETK	Red & white
MILES	Falcon Six		284	G-ADLC	Cream & red
PERCIVAL	Gull Six		284	G-ADZO	Pale blue. (Amy Mollison's)
PRAGA	B Baby		284	G-ADXL	Yellow
PERCIVAL	Vega Gull	286		G-AEAD	Pale blue & silver
TAYLOR	Cub J2		287	G-AEIK	Yellow
DE HAVILAND	T.K.2 1936 version		288	G-ADNO	Green, white trim.
BRISTOL	Type 138A		289	K4879	Silver & black (High altitude)
PERCIVAL	New Gull	292	290	ZS-AHM	White, gold trim, black regist.
PERCIVAL	Mew Gull	292	290	ZS-AHO	Red, gold lettering
PERCIVAL	Vega Gull	291	290	G-AEKE	Pale blue & silver
PERCIVAL	Vega Gull		290	G-AEKD	Pale blue & silver
PERCIVAL	Vega Gull		290	G-AEAB	Pale blue & silver
PERCIVAL	Mew Gull	292	291	G-AEKL	Black and white (Miss Liverpool 1)
BELLANCA	Irish Swoop-1934		293	EI-AZZ	Green & white (Fitzmaurice)
BELLANCA	Dorothy-1936		293	NR190M	Green and orange (Mollison)(G-AEPC)

## Peanut & No-Cal Scale Postal Meet

When you read this our winter postal contests are underway. Once again we will have four contests, or wings. They will consist of No-Cal Indoor and No-Cal Outdoor as well as Indoor Peanut and Outdoor Peanut. All you have to do to enter is to fly your models and send in the times to F.A.C.-G.H.Q. 3301 Cindy Lane, Erie, Pa. 16506. Enter as many models as you want in each event. Every time you better a score with a particular model send it in. Make sure you specify what event you are entering for each model. Contest times count too. Contest will end on May 28, 1995. Entries postmarked after May 30, 1995 will not be accepted.

### No-Cal Indoor

1. Barrie Taylor	Lacey M-10	361 sec.
2. Stu Weckerly	Stallion	321 "
3. Tom Nied	Ultimate Biplane	223 "
4. Steve Moskal, Sr.	Mitsubishi Zero	147 "
5. Ken Graham	Farman 190	78 "

### No-Cal Outdoor

1. Ron Hummel	Helio Courier	56 sec.
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### Peanut Indoor

1. Stan Fink	Huntington H-12	68 sec.
2. Sam Burke	Nesmith Cougar	67 "
3. Lin Reichel	Huntington H-12	47 "

### Peanut Outdoor

1. Dave Stott	Fairchild 24	86 sec.
2. Ron Hummel	Lemberger ID-20b	69 "
3. Dave Stott	Curtiss-Reid Courier	57 "
4. Dave Stott	Short Seawew	48 "
5. Jeff Row	Beechcraft Skipper	12 "

## VIDEO

### FAC NATS MARK IX

July 1994 • Geneseo, N. Y.

Runs 2 Full Hours

Cost is \$22.50 post paid

Canadian orders add \$1.50 • Overseas add \$7.50

Send your check or money order to:

Charlie Sauter  
3372 Kirkham Road  
Columbus, OH 43221

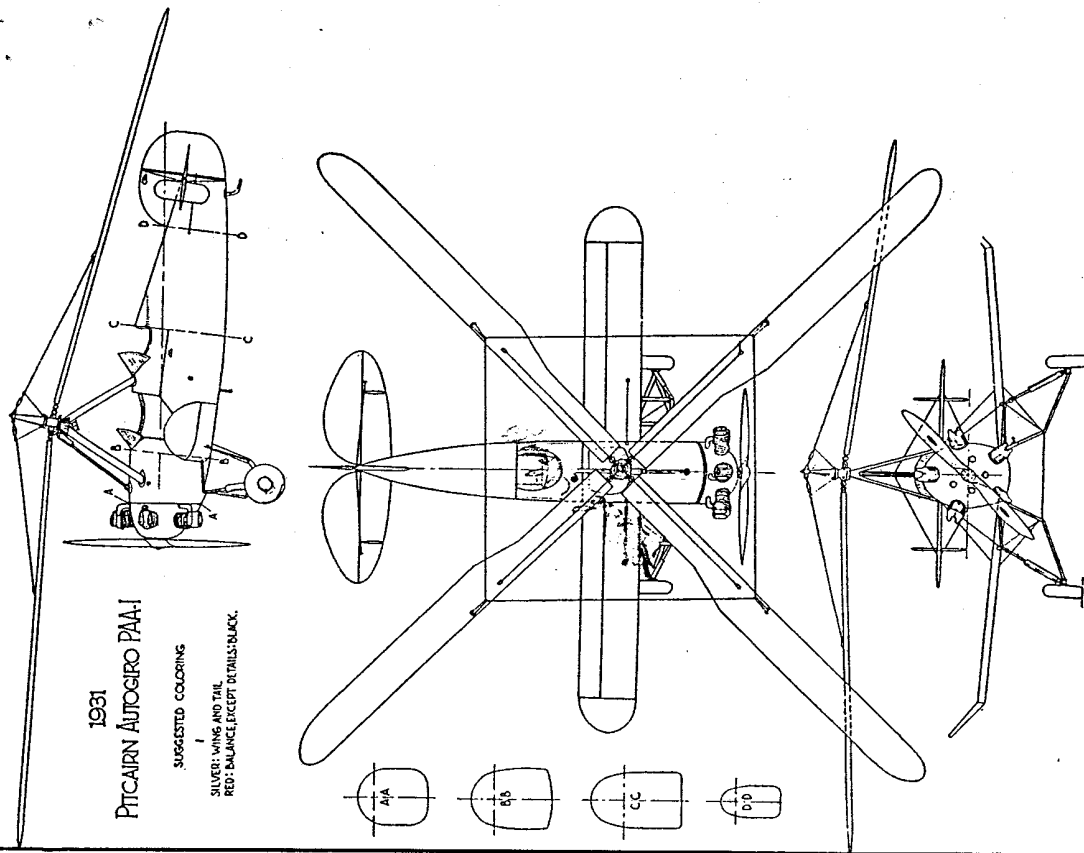
1993 Non Nats video (2 hrs) also  
available for \$22.50 or both for  
\$39.00 post paid

VHS Format only



AIRCRAFT	MODEL/NAME	PHOTO PAGE	TEXT PAGE	REGIS.	COLOR
PERCIVAL	Mew Gull E.3H	304	309	G-AFAA	White, blue trim, gold pin stripes
MILES	Hawk Speed Six	306		G-AGDP	Black & white
DE HAVILLAND	T.K.2 1938 vers.	312	312	G-ADNO	Black & white
PERCIVAL	M.14 Hawk Trnr.	314	312	G-AEZR	Red
PERCIVAL	Mew Gull 1938	314	313	G-AEKL	Maroon & gold
CHILTON	Mew Gull 1938	*	317	G-AEXF	White with gold letters
SUPERMARINE	D.W.1	319	316	G-AESZ	Red
CHILTON	Speed Spitfire	341	318	N.17	Blue, gold trim & under surfaces.
WICKO	D.W.1	350		G-AFGH	Blue & silver
PERCIVAL	G.M.1	351		G-AFJB	Red & white
HAWKER	Mew Gull 1950	353		G-AEXF	White, green regist.
MOSS	Tomtit	356		G-AFTA	Blue & gold
HAWKER	M.A.2	363		G-AFMS	Cream
HAWKER	Hart 1951!	367		G-ABMR	Blue & gold
PERCIVAL	Hurricane Mk II	372		G-AMAU	Blue and gold
COMPER	Mew Gull 1953	387		G-AEXF	White, blue regist.
STAMPE	Swift (Pobjoy)	422		G-ABUS	Black, silver trim & regist.
DE HAVILLAND	SV.4B	428		G-ASHS	Yellow & red
MILES	82 Tiger Moth	430		G-ANDA	Blue & silver
ARROW	Hawk Speed Six	440		G-ADGP	Cream & red
MILES	Active	441		G-ABVE	Silver & red
FALCO	Messenger 2A	442		G-AKKO	Cream
CONDOR	F.8L	442		G-AVUJ	Silver & maroon
CONDOR		442		G-AWFN	Yellow
CONDOR		443		G-AWEI	Yellow
CONDOR		443		G-ASEU	Yellow
FALCO		443		G-AVEX	Yellow
JODEL		443		G-ATAK	Red
DE HAVILLAND	DR.1050M	442		G-ATLB	White, black & yellow
DE HAVILLAND	Chipmunk	442		WK608	Silver
DE HAVILLAND	Chipmunk	442		G-AOSK	White & red
DE HAVILLAND	Hornet Moth	449	439	G-ADKM	Silver & red
DRUINE	82 Tiger Moth	444		G-ASKP	Red & yellow
TAYLORCRAFT	Turbulent	445		G-ASAM	Yellow
COMPER	Gipsy engine	445		G-AHGZ	Silver & green
FOURNIER	Swift (Pobjoy)	454		G-ABUU	Mushroom, Turquoise & gold trim
TAYLOR	RF.D4	454		G-AWGO	White & green
CASSUT	Monoplane	460		G-AVPX	Black & white
BETA	Racer	460		G-AxEA	Red
EMERAUDE	2	457		G-AWHV	Dark blue & white
JODEL	CP 301 A	449		G-ASSU	Cream
DRUINE	D.117	448		G-ASZH	White & red
PERCIVAL	Turbulent	428		G-ARZM	Blue
PERCIVAL	Gull	295		VH-UVA	Blue
PERCIVAL	Mew Gull	295		G-AEXF	White
BRITISH AIRCRAFT	Mew Gull (rebuilt)	298		G-AEKL	Dark blue, lt. blue trim & letters
MILES	Double Eagle	300		G-AEIN	Red & silver
MILES	M.5 Sparrowhawk	290		G-AELT	Dark blue
BRITISH AIRCRAFT	Hawk Speed Six	290		G-ADOD	Cream & red
	Eagle 2	290		G-ADID	Dark blue & silver "Frobisher"

(\*) The asterisk in the photo page column indicates a photo can be found in Putnam's "British Civil Aircraft since 1919", by A.J. Jackson as follows  
 PERCIVAL, Gull Four G-ABUR, page 93, Vol.3. (Page 95 has a 3-view)  
 DE HAVILLAND, Comet G-ACSS, page 345, Vol.1.  
 PERCIVAL, Mew Gull, 1938 G-AEXF, page 99, Vol.3.

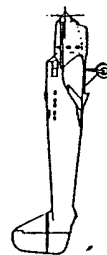


## PLANS

Rubber Scale. Old Timer,  
 Nostalgia & Sport - powered,  
 rubber & towline. RC Sailplanes - scale, sport &  
 electric. All models illustrated. Catalog \$2.00  
 Formerly B2 Streamlines Plans Service.

Cirrus Aviation

PO Box 7093, Depot 4  
 Victoria, BC V9B 4Z2  
 Canada



# WHAT COLOR WAS IT? Part 9 cont'd.

Having gleaned what we could from our primary reference, let us turn to what has been our secondary source, British Civil Aircraft, and see what can be found.

AIRCRAFT	MODEL/NAME	PHOTO PAGE	VOL.	REGIS.	COLOR
MILES	M 2 Hawk	46*	3	G-ACHZ	Yellow
MILES	M 2 Hawk	46*	3	G-ADBK	Yellow
MILES	M 2 Hawk	46*	3	G-ADGI	Yellow
SPARTAN	Three Seater II	580	3	G-ACEF	White, brown trim
AIRSPPEED	Courier	20*	1	G-ACJL	Two tone blue
AIRSPPEED	Courier	20*	1	G-ACLF	Green & gold
BRISTOL	47 Tourer	189	1	G-EART	Blue & silver
CHILTON	D.W.1	221	1	G-AFGH	Blue & silver
COMPER	Swift, Pobjoy	248*	1	G-AAPE	Night fighter black with rondels and code ZK.
COMPER	Swift, Pobjoy	248*	1	G-ABUS	Green, red, & gold
COMPER	Swift, Gipsy	249*	1	G-ABWW	At first in Guards colors (Red & blue with white), later unknown solid color.
DE HAVILLAND	D.H.9C	277*	1	G-EAYT	Drab green, white lettering.
DE HAVILLAND	D.H.18	284*	1	G-EAWO	Blue & silver
DE HAVILLAND	D.H.18	284*	1	G-EAWW	Blue & silver
DE HAVILLAND	D.H.18	285	1	G-EAWX	Blue & silver
DE HAVILLAND	D.H.34	287*	1	G-EBBQ	All red, white markings.
DE HAVILLAND	D.H.34	288*	1	G-EBBR	Blue & silver
DE HAVILLAND	D.H.34	287	1	G-EBBT	Blue & silver
DE HAVILLAND	D.H.34	288*	1	G-EBCY	White
DE HAVILLAND	D.H.50	290891*	1	G-EBFP	First blue, then silver & black.

Now from "De Havilland Aircraft since 1909" also by A.J. Jackson, Putnam publication.

DE HAVILLAND 85 Leopard Moth 338\* CH-368 Scarlet

(\*) Asterisk indicates text, no photo.

A word about the colors used by the early foreign airlines is in order here. Imperial Airways ships had either medium blue fuselages, struts & other appendages, while all flight surfaces were silver, or all silver with blue trim. Lettering was the light color on the dark surface, or trim color on the silver.

Imperial Airways had true blue fuselages and appendages, with silver flight surfaces. Lettering was white on blue, and blue on silver. Hence, the three D.H.18s in the list above belonged to Imperial.

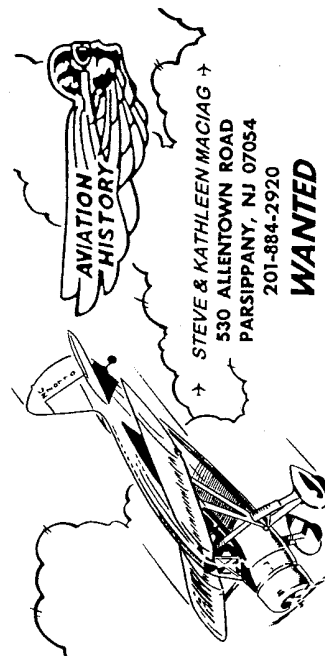
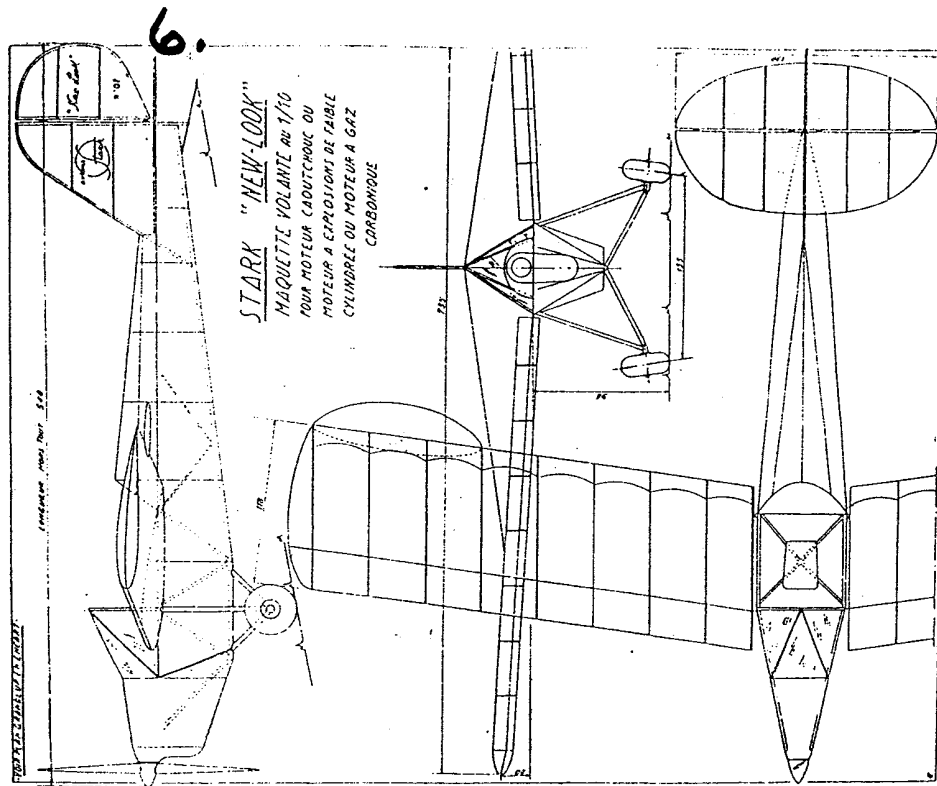
Daimler Hire, who did not survive too long, used all red as their scheme, with white lettering. Hence the D.H.34 G-EBBQ belonged to Daimler. Daimler also had a D.H.29 in mind, and judging from black and white photos of it, it probably was painted in the Daimler red, but never was delivered to them. Bit of a dog.

Air France used silver and medium blue for their colors. For example the Wibault - Penhoët 283-T12 trimotor & Breguet 393T trimotor.

The Czechoslovak State Airline colors were Earth brown and silver. For example the Letov S-32. Lettering was black, outlined in white if on the brown surface.

Now anytime you see a black and white photo of ships of any of these airlines you can be reasonably assured it was the combination of colors mentioned if the tones of the components agree.

There is enough data left to do one more part to this series that will deal once more with American airplanes. I hope this listing will serve as a reference for those F.A.C.S. in their search for info on the much neglected colors of civil aircraft of bygone days. Many is the model I have not built because I had no idea as to it's color...it's most obvious characteristic.



**WANTED**

**AVIATION MEMORABILIA**

THE GOLDEN AGE  
by  
FRAN PTASZKIEWICZ

In the 1930's, Autogyros were the novelties of the airplane industry. Although a regular aircraft passing overhead no longer made people on the ground below, crane their necks to look at it, an autogyro was uncommon enough to cause excitement when it passed.

With its huge arms, or more correctly called rotor blades slowly revolving, it was at various times described as an inverted Dutch windmill.

Even then, there had been much talk about aircraft for private use. Many persons even then had speculated as to whether airplanes would ever be so common that every family would keep one in its garage, like an automobile. A similar philosophy filled the minds of light plane makers after World War Two. The aircraft which designers of the time filled most of the requirements for family use was felt to be the autogyro.

Only a small landing field was said to be required because the landing speed was so low that the plane could land in almost any backyard. In addition, it was reported that pilots who had flown autogyros described them as being much simpler to operate than conventional aircraft. Thus the long and difficult training period associated with learning to fly would not be necessary.

It was further assumed that fatal accidents would no doubt be reduced if the autogyro was used more extensively, because of its moderate speed, perfect control and many safety devices inherent in this type of machine.

It was doubtful whether any type of airplane since the Wright brothers first powered designs had aroused as much attention as the autogyro. Reams of newspaper columns had been used in acclaiming its triumphs and for the most part, very successful undertakings. Upon its introduction into this country, its many safety features were displayed before inquisitive audiences, for here was found a really different skybird.

It remains for one of unusually acute foresight to grasp the value of this new aircraft, and that person was Harold F. Pitcairn, who was already sustaining an enterprising aircraft manufacturing business.

Though short in years, the experience acquired in the short period of experimentation which followed the purchasing of manufacturing rights, was rich with well learned lessons. From the various stages through which the "gyro" passed, there finally evolved a design which nearly approached the ideal, or so it was thought at the time.

The original was an open cockpit machine having seating accommodations for three people. After much worthy service, the design was modified to a more practical cabin machine. It was powered with a Wright engine and this new "windmill" as it was described, could ascend vertically at speeds in excess of 80 m.p.h....So it was claimed. The straight-a-way speed was considered to be 120 m.p.h., an unusually high speed for a machine of this type. It was said to have compared favorably with other aircraft of similar load and power capacities of the period.

In the process of landing, was to be found the main advantage, which the autogyro entailed above all others. The descent was controlled at all times by the will of the pilot and the aircraft could be brought to a stop within 15 feet.

When considering autogyros, research has found that it attained some success and besides Cierva and Pitcairn, there was the Kellet Company as well as Platt-LePage who were into and dabbled in the "gyro" business.

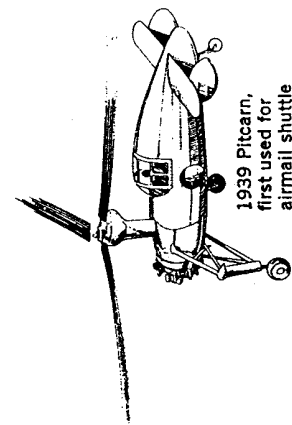
The helicopter came along not too long after and that pretty much ended the autogyro.

There is a Kellet design in olive drab livery on display at the Air and Space Museum in Washington D.C. (ed. note, there is also one at the Henry Ford Museum in Dearborn, Mi. done up in the scheme of the Detroit News newspaper.)

The three view enclosed is one of the Pitcairn designs, I believe it may be a PA-18. This one still has wings. As development continued, the wings were found to be unnecessary due to better blade design, more power and in at least one case, a partially powered rotor.

KANONES

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



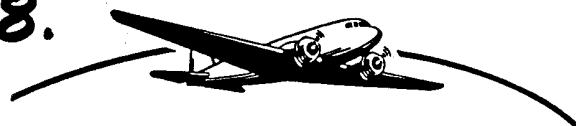
S.O.S.--S.O.S.

Wanted; 3-views of the Bellanca XSOE-1 Navy Seaplane. Wayne Love, 108 Bush Gardens, Alden, NY 14004.

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

Wanted; Clear pictures and or drawings of the Armstrong Siddeley Jaguar IV, 14 cylinder engine. Will pay all costs and reciprocate with unpublished plans or rare model plans. Ralph Kuenz, 14645 Stahelin, Detroit, Mi. 48223.

8.



## READING INDOOR AIR RACES

SATURDAY MAY 6, 1995 - 9AM to 4PM  
DKI HANGAR - READING AIRPORT - READING, PA

### EVENTS FLOWN ALL DAY

FAC SCALE  
COCONUT SCALE\*\*\*\*  
GOLDEN AGE SCALE\*  
5 GM NO-CAL  
10 GM BOSTONIAN  
HARVEY WALLBANGER\*\*\*

### MASS LAUNCH EVENTS\*\*

PEANUT 11AM  
WORLD WAR I 12PM  
POST WWI MILITARY 1PM  
COCONUT 2PM  
NO-CAL 3PM  
BOSTONIAN 3:30PM

FAC RULES - JUDGING STARTS AT 10:30AM  
TROPHIES AWARDED THROUGH THIRD PLACE

- \*\*\*\*\* TOTAL OF THREE OFFICIAL FLIGHTS IS SCORE - WINGSPAN UNDER 36"
- \*\*\* ONE MASS LAUNCH PER AIRCRAFT
- \*\*\* HARVEY WALLBANGER AWARD GOES TO FLYER WITH ATTITUDE
- \*\*\*\*\* WINGSPAN 36" AND OVER FOR MONOPLANES, 30" AND OVER FOR BIPLANES

### SPONSORED BY SOTS AND SKYSCALERS

CONTEST DIRECTORS:  
TOM SANDERS 215-249-1409  
TOM HALLMAN 610-395-5656



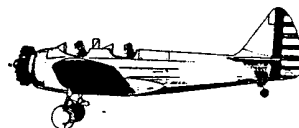
Flying Aces fly 'em high!  
Flying Aces, in the sky!  
We will fly through rain or sleet,  
Flying Aces can't be beat!

### THE FLYING ACES SONG PLUS OTHER STUFF

90 minutes of nifty flying songs and humour from "Come Josephine in my Flying Machine" to Bill Warner's "Flying Aces Song" from the 1994 FAC NATS. On audio cassette only \$5.00 plus \$1.00 S/H. to Bill Warner, 1370 Monache Av., Porterville, CA 93257. Double your \$ back if not delighted.

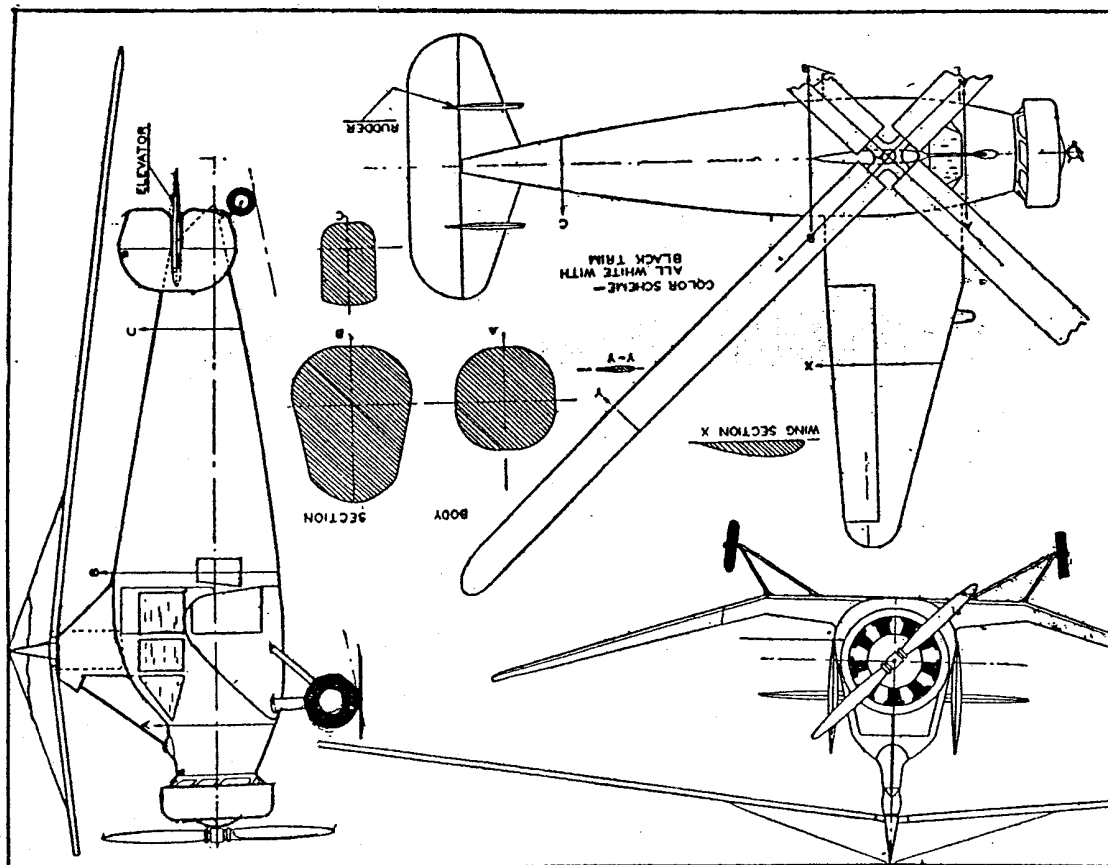
### YESTERYEAR PLAN SERVICE, LIST #7

165 plans for sale on list #7, all with patterns. Send \$1.00 plus S.A.S.E. (55¢) for your copy to; Yesteryear Plan Service, 3517 Kristie Dr., Erie, Pa. 16506.



### CONTEST CALENDAR

Cleveland Free Flight Society Indoor contests on Feb. 25 and March 12, 1995. Many events including many FAC events. CD for Feb. contest, Mike Zand, 7055 Seven Hills Blvd., Seven Hills, Ohio 44131 Ph. (216) 524-3480. CD for March contest, Chuck Slusarczyk, 4200 Royalton Rd., Brecksville, Ohio 44141



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

Wanted; 3-views of the Caspar C-35  
Privall Biplane used by Lufthansa  
in 1928. Registered "D-1360" and  
named "Rostock". Dave Stott, 4304  
Madison Ave., Trumbull, CT. 06611.



NAME	VICTORIES	NAME	VICTORIES	NAME	VICTORIES	NAME	VICTORIES
AIR MARSHALL	=====	MAJOR GENERAL	=====	LT. COLONEL	=====	MAJOR CONTD.	=====
ROBERTS, GORDON	309	GILBERT, VANCE	33	HEYN, ED	19	BENTON, OLIVER	11
SRULL, DON	161	HOOT, ROLAND	33	LEISHMAN, BOB	19	DALEY, JIM	11
MCGLLIVRAY, JACK	153	TRIVIN, WAYNE	33	REICHEL, LIN	19	GILBERT, SIDNEY	11
REES, DAVE	103	DELOACH, DON	32	SCHOBLOWER, CHARL	19	HILL, CHARLES	11
NORMAN, DENNIS	98	TUDOR, JOHN	32	SHARBONDA, KEVIN	19	RUSSELL, TED	11
WECKERLY, STU	91	MCGINNIS, DEAN	30	CLEMENS, BOB	18	THOMPSON, MIKE	11
MIDKIFF, MIKE	78	STOTT, JOHN	30	FIKE, JACK	18	DECOOK, ALLAN	10
MILLER, JIM	75			HELMAN, PAUL	18	ESCALANTE, MIKE	10
STOTT, DAVE	75	BRIGADIER GENERAL		KLUIBER, RUDY	18	KRUSE, LARRY	10
FINEMAN, MARK	69	=====		LANGLEY, TED	18	KUTKUH, JIM	10
MARTIN, DOC	63			MOORE, ROYALL	18	PASSARELLI, BILL	10
BRIEHL, DAN	61	BROCK, WAYNE	29	NUNEZ, GEORGE	18	POWELL, CLAUDE	10
MEYERS, III GEORGE	58	KLIENERT, RANDY	29	WUNSCH, FRED	18		
LAWTON, AL	54	LOUCKA, LARRY	29	DRISCOLL, DAN	17		
LIVESAY, DAVE	51	BLAIR, JOHN	28	GREGORY, ROLFE	16		
ZAND, MIKE	50	HALLMAN, TOM	28	PITTMAN, TERRY	16		
		HOUCK, JOHN	28	SCHMITT, TOM	16		
AIR VICE MARSHALL		KUENZ, RALPH	28	SLUSARCZYK, DON	16		
=====		DAILY, PAT	27	BOURKE, ROY	15		
		STOTT, PAUL	27	BOYLES, RED	15		
COX, PHIL	49	SUGDEN, BOB	27	HINES, MIKE	15		
NIEDZIELSKI, DAVE	49	MATHER, CLARENCE	26	MILLER, RICH	15		
BUKOWSKI, CHET	46	MOSES, JACK	26	NALLEN, MICK	15		
SCHANZLE, ALLAN	46	THOMPSON, BOB	26	SANFORD, CURT	15		
BROWN, RUSS	45	BACOM, STEVE	25	SCHLOSBERG, BOB	15		
		LOEHLE, CARL	25	SPRIEREGEN, PAUL	15		
GENERAL		MARETT, JOHN	25	STRUCK, HENRY	15		
=====		ROWSOME, FRANK	25				
				MAJOR			
HOWARD, DICK	44	COLONEL		=====			
MAYO, ROSS	44	=====					
PERES, VIC	44						
EGGERT, WALT SR	42	CHAPPELL, HOWARD	24	BOJAN, ED	14		
SMITH, DAVE (AZ)	40	SIEDENTOPF, BOB	24	DECOOK, DON	14		
		WELLS, MILLARD	24	HURDLE, JOE	14		
		BARLOW, PHIL	23	LINSTRUM, DAVE	14		
LT. GENERAL		BREDEHOFT, GEORGE	23	PAISLEY, JERRY	14		
=====		BRUNING, PRES	23	PAISLEY, SCOTT	14		
		SMITH, DAVE (SC)	23	BALUNEK, DEL	13		
ANDERSON, PADRE B	39	CARSON, BUD	22	BOJANOWSKI, BOB	13		
BOYANOWSKI, PAUL	39	DELOACH, ED	22	DOCK TED	13		
NALLEN, TOM JR	37	DUNMIRE, DICK	22	NIPPERT, VIC	13		
		MCDONALD, DAN	22	ARONSTEIN, DAVE	12		
		SMITH, GENE	22	BUXTON, JIM	12		
		NASSISE, MIKE	21	KOPTONACK, JOHN	12		
		EWING, FRED	20	OBARSKI, DICK	12		
		LEFFLER, GEORGE	20	ROPAR, NICK	12		
		NALLEN, TOM SR	20	STARLEAF, CHRIS	12		
				STEEB, DON	12		

## FAC Squadrons

For a list of all FAC Squadrons send a self-addressed, stamped envelope to; FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

## Contest Results

Please send all contest results directly to; Roy Courtney, Box 88, Elma, N.Y. 14059.

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## FLYING ACES KANONE LIST 1/13/95

NAME	VICTORIES	NAME	VICTORIES
LIEUTENANT CONTD.			
COLLINS, DAVE	2	BAECKE, FLORENT	1
COURTNEY, ROY	2	BAIRD, TEX	1
DAILEY, JIM	2	BARISH, JOE	1
DERBER, DAN	2	BARKER, JOHN	1
DIDONATO, PAULA	2	BARR, BILL	1
EVERSON, WALT	2	BELONEK, A. BELA	1
FACTOR, R.	2	BENNER, DAN	1
FLESHER, AL	2	BETJEMANN, BOB	1
HAAKONSEN, ERIK	2	BETZ, PRISCILLA	1
HARLAN, DAVE	2	BLAIS, TIM	1
HARRIS, JIM	2	BRADLEY, PAUL	1
HEDLEY, CARL	2	BRAUNLICH, MARK	1
HUDSON, RALPH	2	BRAUN, DAVE	1
HUMMEL, RON	2	BUCHANAN, PEARL	1
ISERMAN, MIKE	2	BURRY, CLAUDE	1
KAGEN, JOHN	2	CASGILL, WALDO	1
KANE, DAN	2	CAVE, ED	1
KOTHE, HERB	2	CERVIONE, MIKE	1
LEIFER, LOUIS	2	CHAFE, WARREN	1
LIONBERGER, FRED	2	CHRISTIE, DAVE	1
MARCELLO, ED	2	CLUTTON, ERIC	1
MILLER, DON	2	COLLINS, DAVID	1
MITCHELL, BILL	2	COPEMAN, KEN	1
MOULTON, BOB	2	CORNELIUS, DALLAS	1
MUNN, DON	2	DAVIS, CHARLOTTE	1
MUSOLF, BILL	2	DAVIS, GREG	1
PAILLERON, A.J.	2	DEHAAS, BILL	1
PAPIC, FERRIL	2	DOTEN, ART	1
PEDERSON, JOE ED	2	ECKERSON, EARL	1
PHELPS, JACK	2	ENGLERT, DOUG	1
PHOENIX, ROCKY	2	EPP, BRIAN	1
RECKER, GERD	2	ESPIL, JOE	1
REICHEL, J.	2	FEDOR, JEFF	1
RUSSELL, BOB	2	FLETCHER, BARRY	1
SAVAGE, TOM	2	FRANKS, DAVID	1
SEATH, DAVE	2	GEARING, GEORGE	1
SHAW, D.	2	GRIEBLING, STEVE	1
SHERMAN, LEN	2	GUENING, TOM	1
TELFORD, TONY	2	GUERRA, OMAR	1
THOMASIAN, HARVEY	2	GUMM, TERRY	1
THOMAS, PHILIP	2	HAIGHT, BOB	1
VANDERLINDE, DAVE	2	HAIGH, BOB	1
VON BUEREN KARL	2	HALES, STEVE	1
WAGNER, JERRY	2	HARDING, HAROLD	1
WALES, TED	2	HARWOOD, ERNIE	1
WATTS, RON	2	HASLAM, LIN	1
ALLEN, TERRY	1	HENDERSON, BILL	1
ANDERSON, JAMES	1	HENDERSON, JOHN	1
BAECKE, AL	1	HENDERSON, WM.	1

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

Wanted; 3-views of the Curtiss YO-40  
 "Raven", Lin Reichel, 3301 Cindy  
 Lane, Erie, Pa. 16506.

## FLYING ACES KANONE LIST 1/13/95

NAME	VICTORIES	NAME	VICTORIES
CAPTAIN CONTD.			
PERRYMAN, GEORGE	7	HARDING, BILL	4
SMITH, OSCAR	7	HASKELL, CURT	4
GARAFLOW, DON	6	KOMP, HENRY	4
HUDSON, NEAL	6	LANDRUM, BILL	4
MATHIS, PETE	6	LAENDER, TIM	4
MILLER, WILLIAM	6	LORIMER, HAL	4
PORTER, JERRY	6	MASTERS, BOB	4
PRISEL, DUDLEY	6	MOSKOW, MIKE	4
STEED, CHAS.	6	PHILLIPS, BERT	4
TAKAGI, FUDO	6	PLACHY, LAD	4
WHITEMAN, JIM	6	REDDING, HERB	4
BARFIELD, DAVID	5	RODEN, BOB	4
BATTUK, GEORGE	5	SCHICK, EARL	4
BATTERSON, REG	5	SKRANJC, GERRY	4
BURDSAL, LES	5	WEISENBACH, WARRE	4
COLSON, STAN	5	ANDERSON, DICK	3
COX, VIC	5	BARBER, DOUG	3
DRELA, MARK	5	BIRD, LES	3
FEDOR, MIKE	5	BUCHER, TIM	3
HOPKINS, HARVEY	5	COFFEY, WENDELL	3
HOUCK, MARK	5	DERBER, TOM	3
HUNTER, GARY	5	DOCH, ZACH	3
JOSEPH, JOE	5	GALLO, GREGG	3
MCENTEE, RICH	5	HERR, TOM	3
MCGOWAN, MEGAN	5	HUGHSTON, TOM	3
PRICE, BRUCE	5	KNIGHT, MARION	3
ROTH, MEL	5	LANE, RANDY	3
SANDOR, TOM	5	LUNBERG, BOB	3
SHIRLEY, HERB	5	LYONS, BOB	3
SOTICH, CHAS.	5	MCBRIDE, DUNCAN	3
STEIN, HARRY	5	MCCOY, TOM	3
TIMMONS, RUSS	5	MEYERS, STEW	3
WALLACE, PETE	5	NELSON, BOB	3
WEBB, JASON	5	ODOM, LOUIS	3
LIEUTENANT			
ARNOLD, TOM	4	ZBASNIAK, PETE	3
BARNA, JOE	4	ALLEN, DICK	2
BRIEHL, JEFF	4	BALCER, WALT	2
BRIMMER, DON	4	BARBER, LES	2
CERESA, BILL	4	BELL, BILL	2
EGGERT, WALT, JR	4	BENNETT, LEON	2
FARANDA, TONY	4	BLACKHAM, RICH	2
FARRELL, WALLY	4	BOWERS, HURST	2
GARBER, LES	4	BUTCH, ROBERT	2
GILLIS, RICH	4	CALDWELL, BILL	2
HANNAY DOUG	4	CLARKE, BILL	2

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

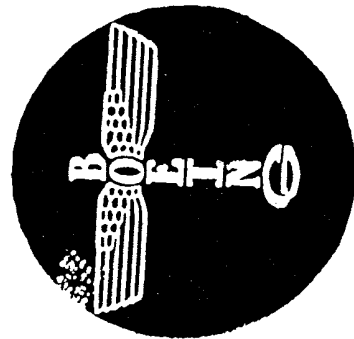
Wanted; Color onfo, markings, etc. for the  
 DeLan 20T French lightplane. Jeff Row,  
 3112 E. Yorba Linda Blvd. #C-9, Fullerton,  
 Ca. 92631.

LIEUTENANT CONTD.  
=====

HENSEL, RICH	1
HERBST, PAUL	1
HINTON, BILLY	1
JOHNSON, GARY	1
KEAR, KEN	1
KING, LES	1
KOHFIELD, DICK	1
KONEFES, ED	1
KRAMER, J	1
LANG, J.	1
LARSEN, TIM	1
LEAH, DAVE	1
LELONG, HENRY	1
LIDBERG, AL	1
LIGARSKI, STAN	1
LOATES, FRANK	1
LOVETT, GRANT	1
LUZZI, KRISTINA	1
MAGERS, CHAS.	1
MANKOWSKI, JIM	1
MASTERS, RICHARD	1
MCELVEEN, JACK	1
MCKINNEY, MIKE	1
MCLELLON, BOB	1
MCMAHON, JIM	1
MCPHEAT, JIM	1
MIDKIFF, RICK	1
MILLER, DICK	1
MINO, CHRIS	1
MYERS, GREG	1
NEARING, LARRY	1
ODOM, DOT	1
O'LEARY, JACK	1
OSBORNE, BOB	1
PAFOLIS, ALWX	1
PARK, JIM	1
PARTIN, GENE	1
PAVEK, BILL	1
PAYNE, DOUG	1
PAYNE, RAY	1
PETERSON, AARON	1
PHOENIX, GOEFF	1
POWELL, CHUCK	1
PROULX, T	1
REES, MARIE	1
REYNOLDS, BILL	1
ROBERTS, MIKE	1
ROSS, RICHARD	1
ROTH, BRIAN	1

LIEUTENANT CONTD.  
=====

ROTH, CHARLES	1
RUBRICH, CHRIS	1
RUPPERT, CONRAD	1
SANDERS, TOM	1
SATERTHWAITE, BA	1
SAUTER, CHARLIE	1
SCHMIDT, WILLIAM	1
SCHUELER, CARL	1
SEARS, RON	1
SEEVER, TED	1
SHEPHERD, CHAS.	1
SIEDENTOPF, MIKE	1
SMITH, DAN	1
SOLMONOFF, GEORGE	1
SOUTH, STEPHEN	1
SPIESS, MIKE	1
SQUEGLIA, RALPH	1
STALEY, BILL	1
STEINMAN, ELVIN	1
STONE, RICHARD	1
TARANGO, GLENNA	1
THOMAS, MIKE	1
THORNTON, JIM	1
TOMCZUK, STEVE	1
TRACY, DAVID	1
TRITTLE, PAT	1
TROUTMAN, JIM	1
WEBSTER, LEE	1
WHITACRE, DON	1
WHITFORD, STEVE	1
WIENKER, CLIVE	1
WILLIAMS, JAY	1
WOODS, JIM	1
WURMAN, BOB	1
YANOSKY, TOM	1
YODER, MARVIN	1



Mumbo Jumbo #66 from the pen of the Glue Guru

Salutations, disciples! Today we shall contemplate the launch process itself: the means by which our models take to the air. At issue is the best means of launch, one that is safe and yet supplies the greatest possible duration. Advice in this area seems confused, ranging from a peaceful 'ever so gently, open your fist and let it escape' to that fierce, all-out javelin heave of Elvance. Surely somebody has it wrong!

In terms of duration, more energy is always best. If nothing else, it offers the hope of conversion from the velocity form of energy (kinetic) into the altitude form (potential). With more altitude, and a reasonable glide, one should have more duration. In other words, the greatest launch velocity is seemingly the better in terms of duration. As experimental proof, performance people (Wakefield) all use the javelin heave. Why don't we?

The catch has to do with longitudinal stability and those rascally phugoids of Lanchester. A stable model, given too much speed, continues to fly at the trimmed-out angle of attack. We trim for a high angle of attack, as best in glide. Unfortunately, this angle results in a great deal of lift when amplified by too much speed. The enormous lift produced forces an upward ballooning of the model into a loop pattern, a process usually resulting in a stall and crash.

How do performance people avoid disaster? The trick is to prevent models from becoming too stable. This is done by locating the CG way back towards the wing trailing edge and by employing an enormous tail. The combination produces just enough in the way of stability to get by without that obsession to maintain angle of attack designed into most scale models. Performance people trim their models for low angles of attack, when speed is elevated, to avoid much of the worst of the phugoid follies. Given a docile zoom, they are thus able to convert extra energy into a peaceful spiral.

Can we do it? Not usually, but much here depends on the model. To make javelin launch practical, the model must have a long tail moment arm and a huge tail, a tail beyond any hope of scale fidelity. Then it must suffer the slings and arrows of reduced stability, with a heightened sensitivity to turbulence upsets. Finally there is the question of net gain. A skillful Wakefield javelin launch yielding 15 feet of altitude might well translate into 10 seconds of duration. In scale, with our much draggier models, the same 15 feet might result in only three seconds gained. Three seconds isn't much. Few are willing to face the problems involved for so small a profit.

As for its opposite, the no-speed launch, it doesn't meet the needs of the usual over weight Jumbo. Be it calm or windy, a determined launch along the expected climb-out trajectory is best. Don't aim at too great an angle, or at too low a speed. Heave at flying speed, releasing it immediately after a gust passes by. As for how much wind is bearable, I tend to quit when the wind speed exceeds the flying speed - for an obese Jumbo, about 10 MPH or 14 feet per second. The actual numbers will depend on wing loading and can vary. Fortunately numbers aren't necessary to detect wrap-up time; it has arrived should the model hover, while moving against the wind. At issue is not only stability in high turbulence but damage in the event of a too fast downwind landing.

Finally there are torque and prop wash factors to control. Next time. One practical observation: it's best to let the motor run for a second or two before launch, establishing a good prop wash flow about the rudder; otherwise, that infamous left dork, into the ground...

Contest Calendar

17th Annual Indoor Contest, Merrimac Valley Air-Istocrats.  
Wilmington, Ma. Many scale events as well as other indoor events. CD, Jim Fiorello, (508) 687-0024.

# THE MAGIC OF THE PEANUT by BRUCE HOLBROOK PART II

In establishing the Peanut class, the AMA made it official that the Peanut was a new and important type of flying model. But there remains a general impression that Peanuts are somehow distinctively "easy". Not as much of a challenge to build and fly as larger models, not as serious. Maybe that impression exists because Peanuts are more associated with fun than any other type of flying model--and for good reasons. But just because Peanuts are fun doesn't mean that they can't be miniatures which demand maximal concentration and self-discipline to execute well, as they are when they obtain 90 AMA or 56 FAC scale points. And it doesn't mean that a Peanut which flies for over a minute didn't demand more patience and finesse in trimming (and the design of noseblock and flying-surfaces) than a larger model of the same airplane. A 56 point Peanut that flies for 90 seconds in "quiescent air" (to use Grayhawk Lawton's realistic term) is fun, not because it was easy to build and fly long, but because at the highest level of achievement in free-flying scale aeromodeling, it's a triumph of the desire to make an airplane live again in miniature. And there is something magical, amazing and exciting about miniaturization--a matter I'll return to.

Actually, the Peanut is the type of flying model which embodies the most progress made since the Golden Age of Aeromodeling, in free-flight scale. As a 10-cent kit it was "stand-way-off scale", and flew more for ballistic or thermal than aerodynamic causes; and the flight-times of the first official Peanut averaged around 20 seconds. Now we have true miniatures which gracefully climb, cruise and glide for up to two minutes, such as Jack McGillivray's Isaac's Fury. No other type of free-flying scale model has evolved so much in the indicated period. And, where in the Golden Age of Aeromodeling do you find small plans of the artistic style and realistic calibre of, say, Pres Bruning's? Or kits like Dave Diels? Or Peanuts of the precise complexity of Paul Boyanowski's? To us belated members of the FAC, now is the Golden Age. Not of aviation or its popularity, of course, but of flying scale models.

What distinguishes the current age is that free-flight scale is at its peak, but the Good Stuff is now concentrated in flying-modelling real airplanes from the past. The models of Pioneer through WW 2) airplanes are far more interesting than the airplanes now in our skies. Our natural focus is to make-relive the Golden Age of aviation--that era of maximum freedom to fly, popular obsession with airplanes, individualism, independence and extreme design-creativity. It takes more guts to launch your miniature Westland "Dreadnought" (which you dread will nought fly) than to pilot a modern Cessna. This desire and increasing skill-ability to connect with the best in aviation of the past (and all it symptomized) is what all FACers, when-why- or however they became aeromodelers, equally have in common.

Perhaps we have yet to realize how dramatically things have changed. In the (so-called) Golden Age of Aeromodeling, which can get confused with the Golden Age of Aviation, kits and plans represented airplanes that had just begun to fly or were recent successors, identifiable as such, to those which no longer did. And to build and fly such models was to prepare to enter the world of aviation--to be a miniature, kid, pilot or aviation engineer. Now, the worlds of aviation and aeromodeling are distant from each other while the kid inside remains alive and present, with an adult brain and skills to better amuse himself with than ever before. Museums are now closer than the aviation "industry" to the FAC World, and we are more like archeologists who make models of lost cities than we are like kids imitating the adults they want to become. It's much more interesting

12.  
to re-create the past--to create a new, miniature form of it--than to imitate the present. So it's natural for our models, as reborn-miniaturized character-planes, to be the focus of our activity, attention and affection.

When I see a really good miniature (that means, somebody else's) I think, "this is not as much a model of a real airplane as it is a real miniature airplane." The model is the primary reality, the real airplane that inspired it, the underlying one. The model is what makes the real airplane exist again, or, if it is to be found in a museum, what makes the real airplane be present elsewhere. Think about it. Nine out of ten, the modeller has never seen the airplane he has modelled. He has seen black-and-white photos and drawings of the airplane, which themselves are models, and made those two dimensional re-presentations five-dimensional, adding the third spatial dimension, colors, and the form and movement of flight--the latter being the dynamic dimension intersecting the previous static ones. Sure, there are among us World War Two pilots such as Dick Howard, who have enjoyed full knowledge of (some of) the aircraft they model. But most commonly, what we are doing is completing fragmentary images, archeological traces, to create five-dimensional miniature re-presentations of no-longer flying, sometimes no-longer extant, airplanes. The effect, the power of it, is greatest when the airplane modelled no longer exists. Only once the two dimensional traces extant are transformed into four (three spatial, one color) can the airplane be seen from all angles, and so, be known as a real, four-dimensional object. When, thanks to Alain Parmentier, who provided the drawing to The Hangar Pilot, and further documentation to me, I became able to do this with my Farman, it hit me: the Farman 200 T-2 Touring Monoplane exists again--and it exists only in my workroom. To be able to join other modellers to share such effects is a powerful and wonderful thing.

Ours is a type of airplane in its own right, a flying miniature which makes an airplane lost in the past come into the present. And when we fly our models together, we make past aviation events occur again, too. We bring the context of the airplanes into the present, and so, reciprocally, are, only together, able to "be there" in that best sector of the past. There is such a thing as (to use Dave Stott's expression) "FAC World," and it is a microcosm which exists at many different periods in time.


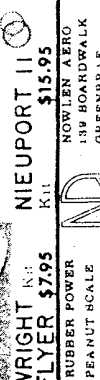




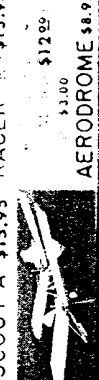

Part three in the next issue....

## AIRDEVIL MODEL CO.

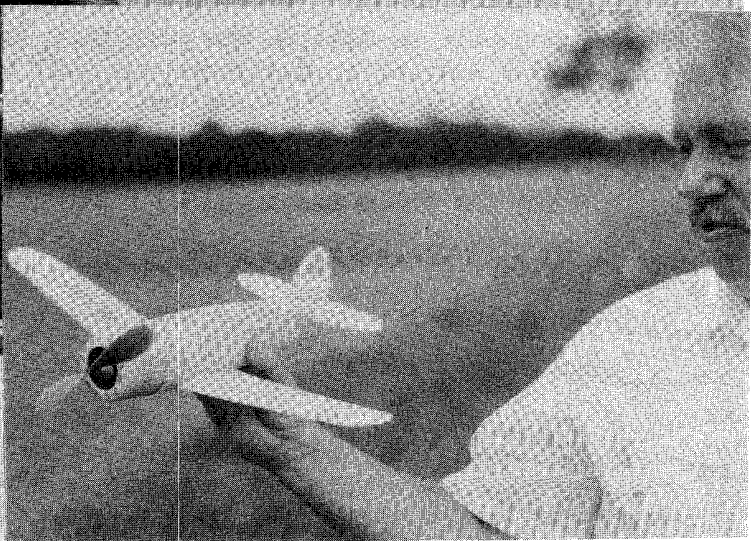
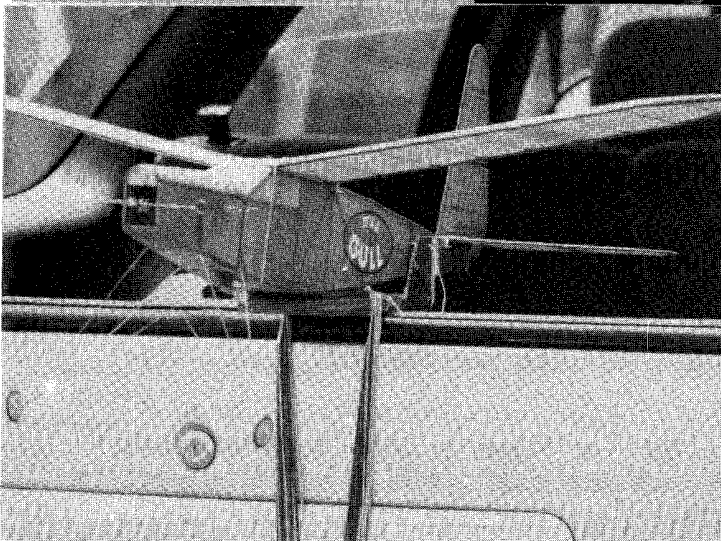
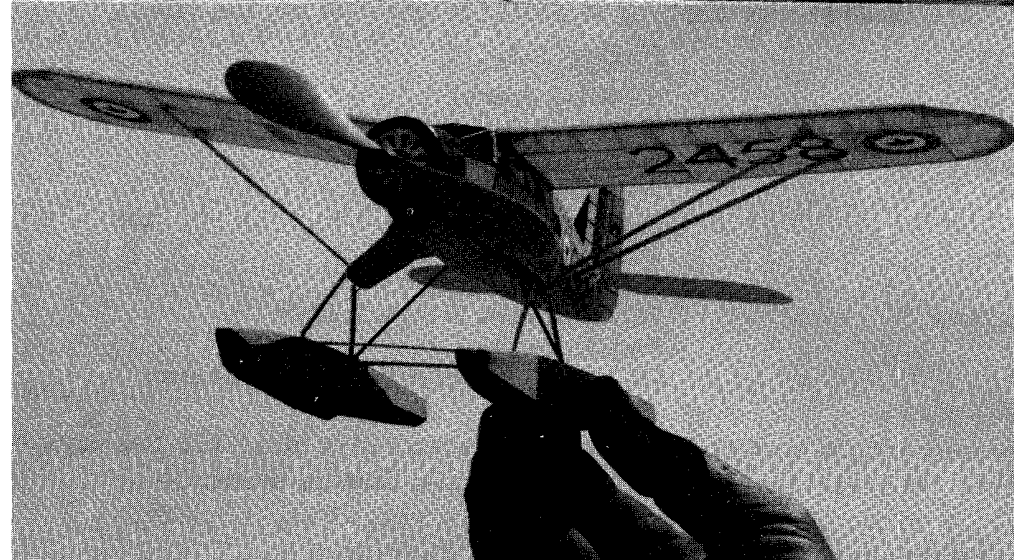
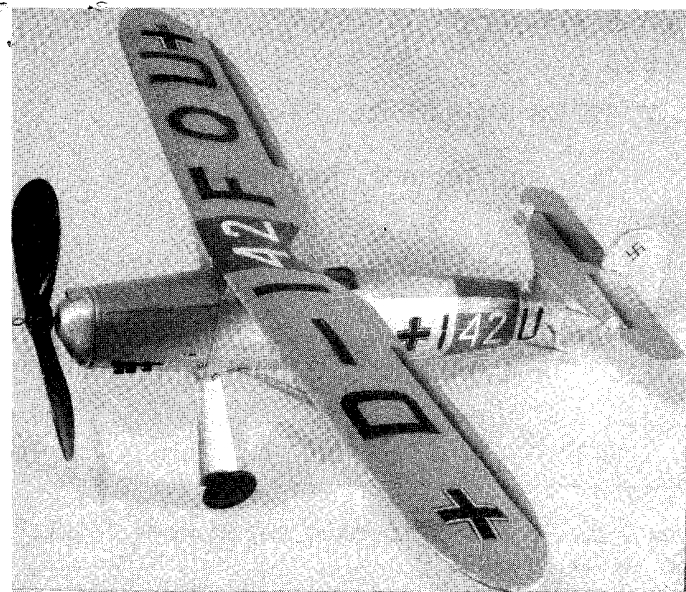
### Planbook

SIX FLYERS AND ONE SOLID  
IN THE 10¢ STYLE OF OLD  
\$10.00 P.P. TO DAVE STOTT,  
4304 MADISON AVENUE,  
TRUMBULL, CT 06611



	<b>WRIGHT FLYER</b> KIT \$15.95		<b>NIEUPORT II</b> KIT \$15.95
	<b>RUBBER POWER</b> PEANUT SCALE FLYING MODELS Add \$5.00 for U.S. Delivery. CA Res. Add 7%		<b>NOWLEN AERO</b> 139 BOARDWALK GREENSBORO CA 94004
	<b>BRISTOL SCOUT A</b> \$15.95		<b>DEPERDUSSIN RACER</b> \$15.95
	<b>AERODROME</b> \$12.00		<b>AERODROME</b> \$8.95





Top photos; Focke-Wulf Stösser by Butch Hadland, Plan in this issue.

Richard Miller and his nicely done Currie Wet Wot.

Middle row; A nice looking Nordyn Norseman by Jake Larson from Scientext plan. Fairey Barracuda cruising by. Built by Chris Starleaf. Chris has promised this plan to GHQ.

Bottom row; Sky Gull by unknown builder, probably Bill Passarelli. Great flyer. Dave Livesay with the Time Flies. Plan in this issue. Placed third at last years FAC Nats in the Thompson Race.



14.

GENESEEO, N.Y. FLYING ACES CONTEST  
JULY 15--16, 1995

SPONSORED BY FAC, GHQ AND THE BAY STATE SQUADRON, FAC

Time 8:30 am until 5:00 pm

Geneseo, New York

REGISTRATION FORM

Please Print

Name \_\_\_\_\_ AMA or MAAC No. \_\_\_\_\_  
Street \_\_\_\_\_ Jr./Sr. \_\_\_\_\_ Open \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Enntry fee \$20.00 flies all events. Please remit by June 30, 1995 to ease paper work later.  
Mail entry fee to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place. All Contestants must be members of the AMA or the MAAC.

<u>Schedule</u>	<u>Saturday July 15</u>	<u>Sunday July 16</u>
	FAC Scale	Hi-Wing Peanut
	FAC Peanut	Golden Age Scale
	Embryo Endurance	Jumbo Scale
	Pioneer Scale	FAC Power Scale
	Greve Race *	Thompson Race *
	World War One *	World War Two *
	Lympne Race *	Modern Military *
	FAC Old Time Rubber	FAC Old Time Stick Rubber
	Giant Scale	No-Cal Scale
	Dime Scale	FAC Old Time Electric Gas Replica

\* These events are mass launch events.

All events are for rubber powered models except for Power Scale and O.T. Electric Gas Rep.

You must show proof of scale to get past the 50 point rule in mass launch events.

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

Dime Scale models cannot fly in the Golden Age Scale event.

Scale judging will be done in the dormitory lounge on Friday July 14th from 1:00 pm until.

If you are not staying in the dorms you will have to bring your models to the dorm to be judged. As of now we do not know what dorm we will be in. Should know for next newsletter.

Giant Scale and Jumbo Scale models will be scale judged on the field the day of their event.

I wish to make the following advanced reservations for the contest.

\_\_\_\_\_ entry fees at \$22.00 each.....\$ \_\_\_\_\_  
\_\_\_\_\_ reservations for double occupancy with meals, \$120.00 per person.....\$ \_\_\_\_\_  
\_\_\_\_\_ reservations for single occupancy with meals, \$150.00 per person.....\$ \_\_\_\_\_  
Total \$ \_\_\_\_\_

Please note, we will not be able to refund cancellations received after June 30, 1995.

If you plan to share a room with someone, please indicate their name so we can direct the University to set up the proper room arrangements. \_\_\_\_\_

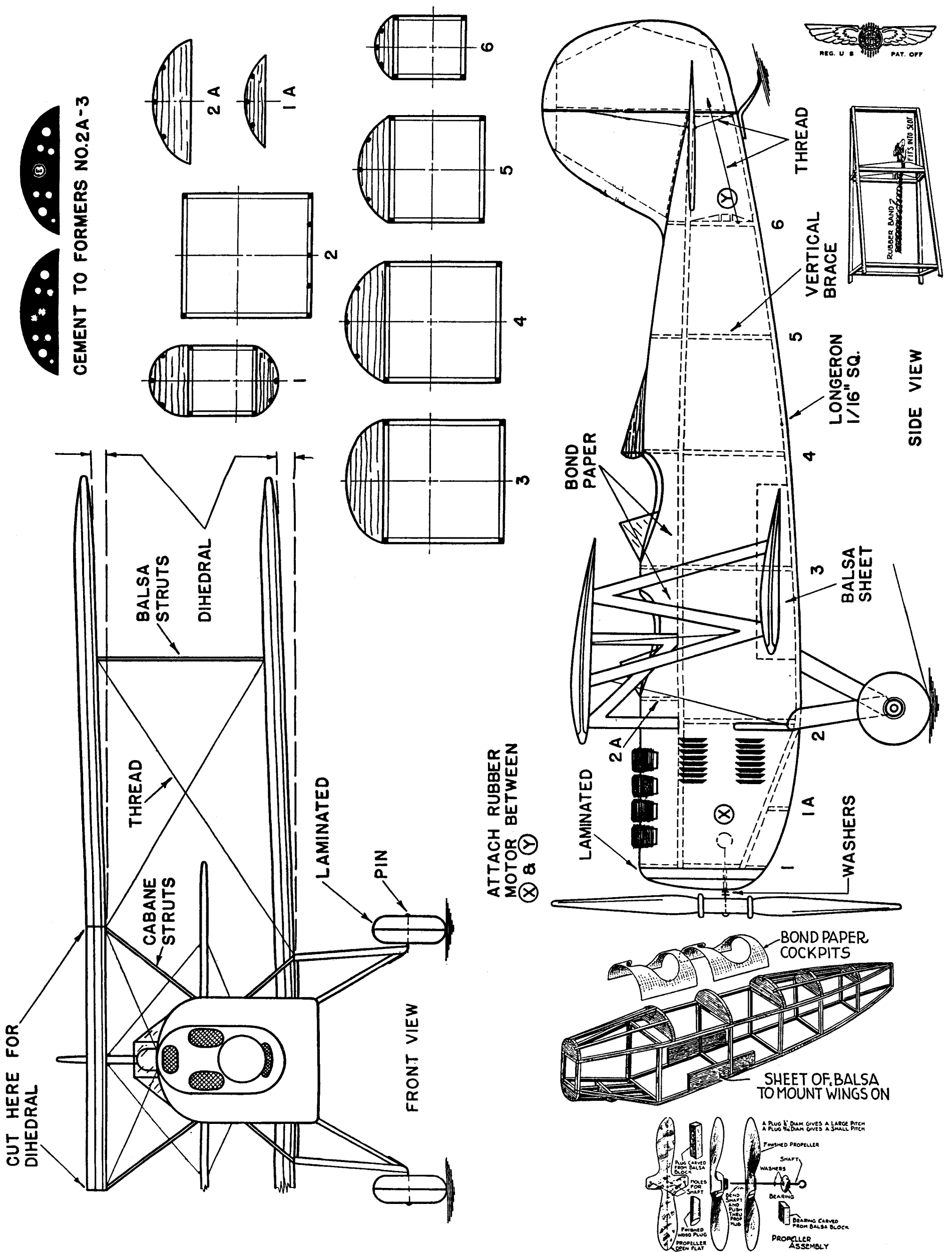
Your meals at the University will include dinner on Friday July 14th, Breakfast and dinner on Saturday July 15th, Breakfast and dinner on Sunday July 16th and Breakfast on Monday July 17th.

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

Contest Directors; Lin Reichel and Mike Nassise.

# NC3231

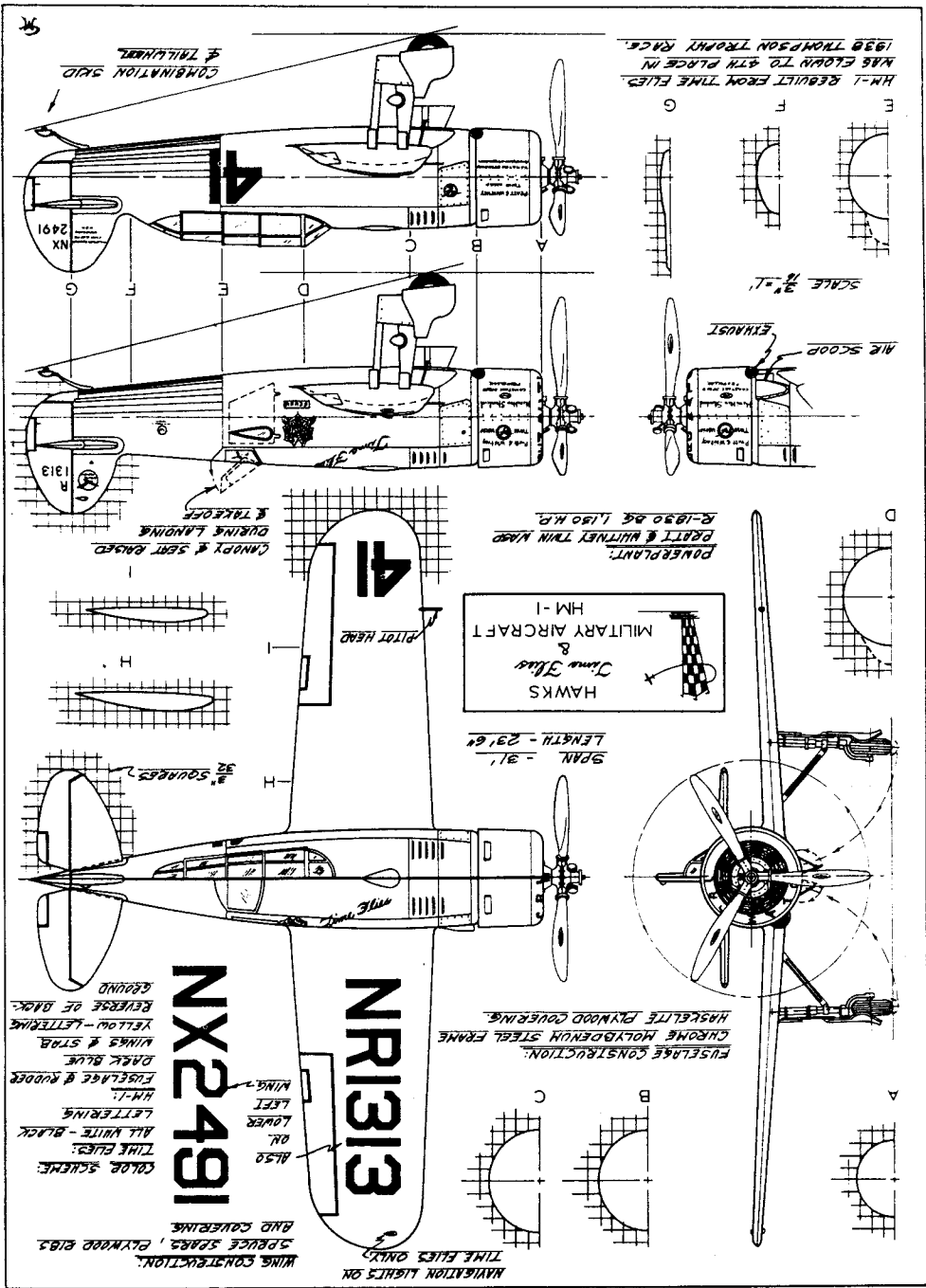
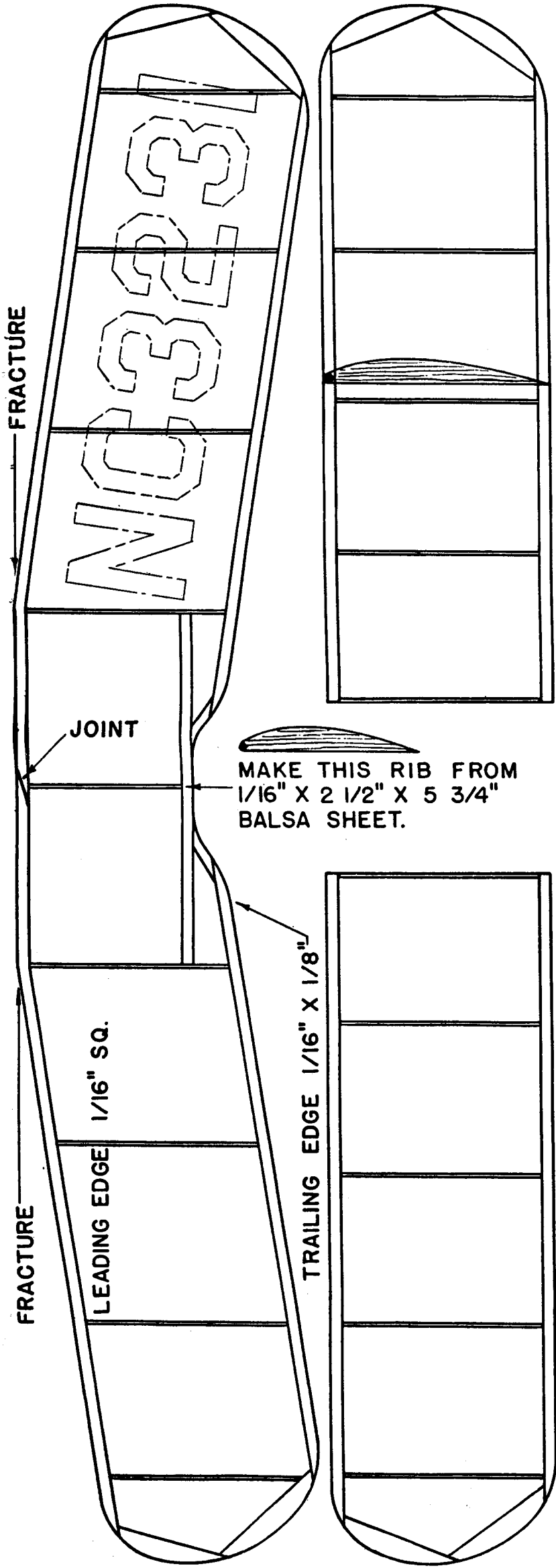
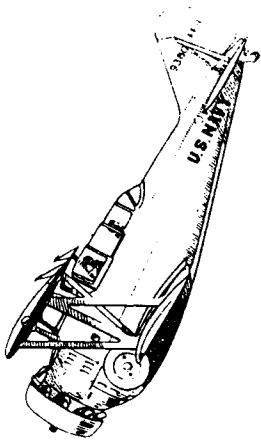
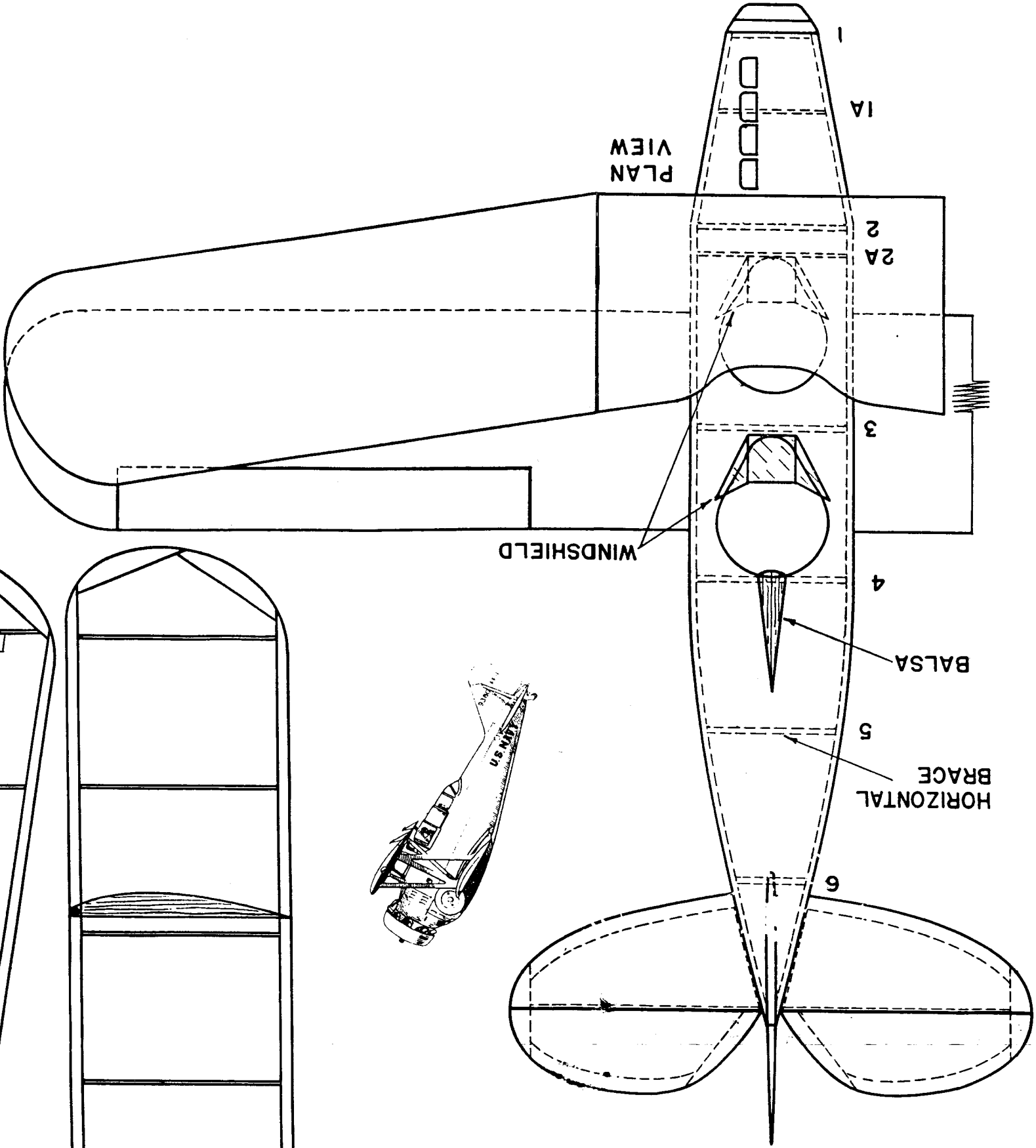
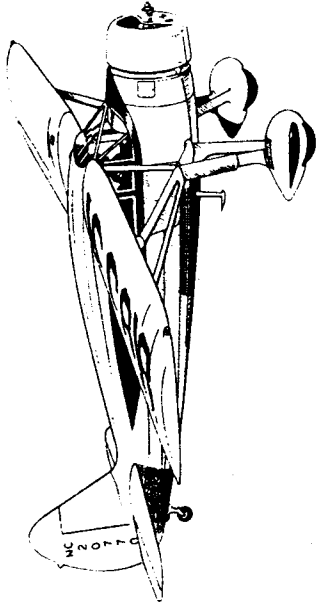
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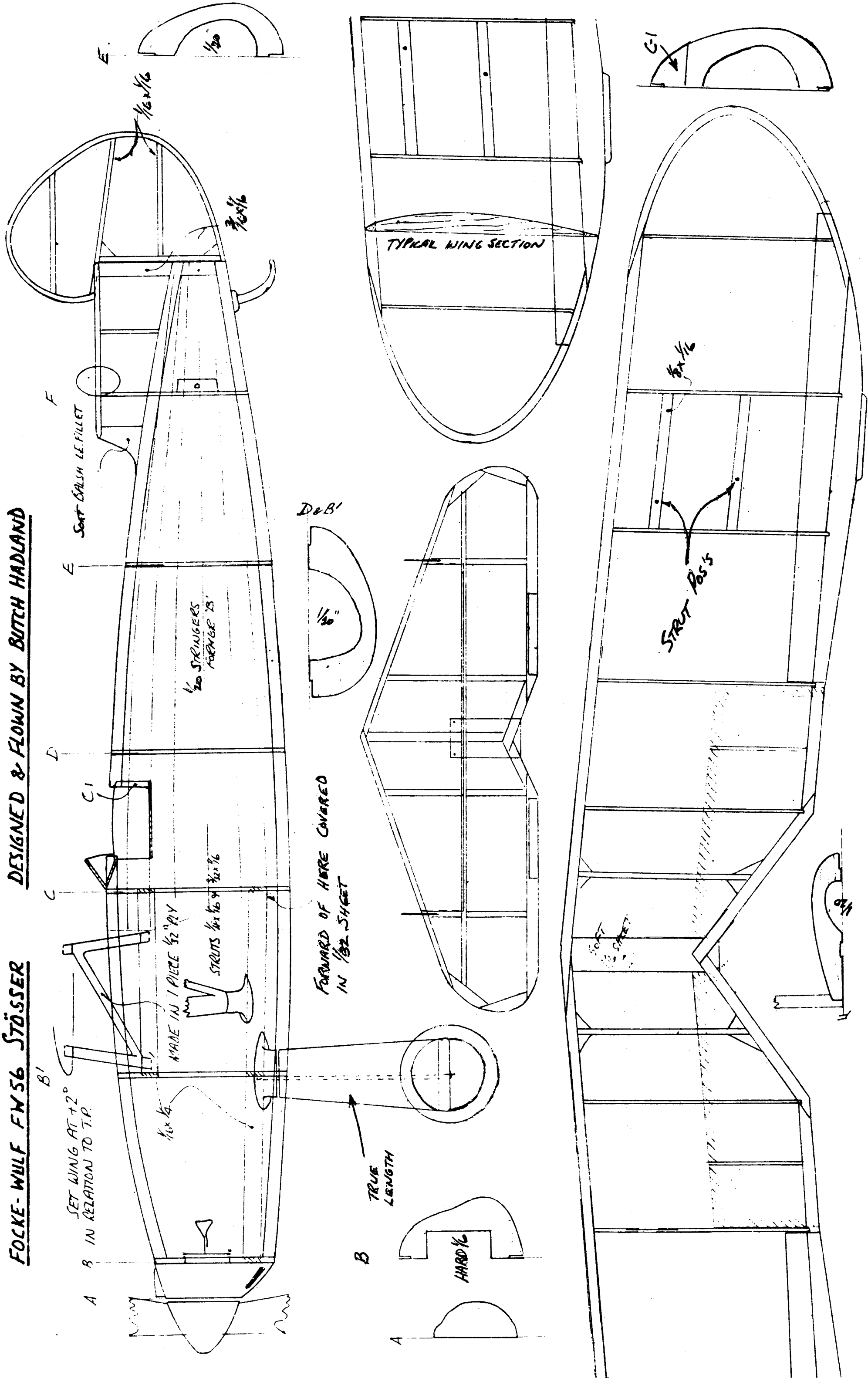
COPYRIGHT BY DONALD F. DUNCAN INC., CHICAGO, ILL.

## GREAT LAKES TRAINER

DRAWN BY L.H. DEUBLER



DESIGNED & FLOWN BY BUTCH HADLAND



# NEW-LOOK

AVION STARK

Echelle 1/22  
poids 9 gr  
moteur 1 gr  
nombre de tours  
durée de vol 2  
virage impérial  
entourage japonais

PORCHIA GERARD 120277

(A) épaisseur constante  
Altitude atteinte avec  $A = 10m$

balsaplein

confragos

ಪರಮಪೂಜ್ಯ

100

- 4) coller l'enduit le japon sur couvercle  
boite carton. Remplir la structure d'air
- 5) laisser secher. Apposer la structure et  
la fixer a l'acetone

01/01 05100

balso porca o 304 4/10

57

५

(4) contreplaqué 10/40

copaux de  
bolsa contrabols  
vinyle

bord d'attaque et  
longeron paille Ø 15  
ou balsa dur 13x15

## Montage pour hélios interchangeables

una seule goutte de condure

Tête de vis

44 51

二

五

File 200

2x40

ie, en diro

Palmer

Twelve

Rondelle soudeé

10

Palmer Graphite

**10-1**

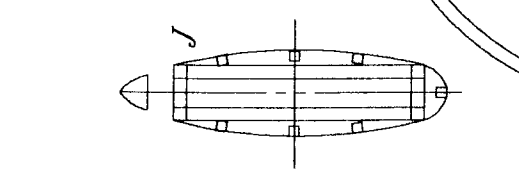
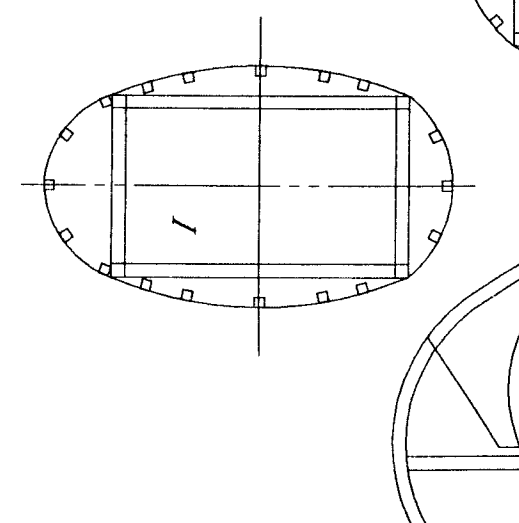
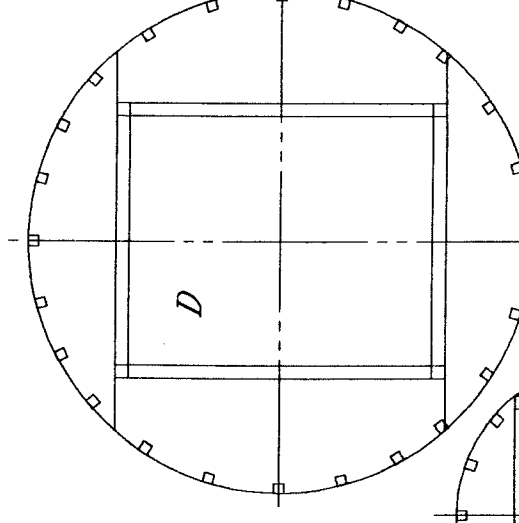
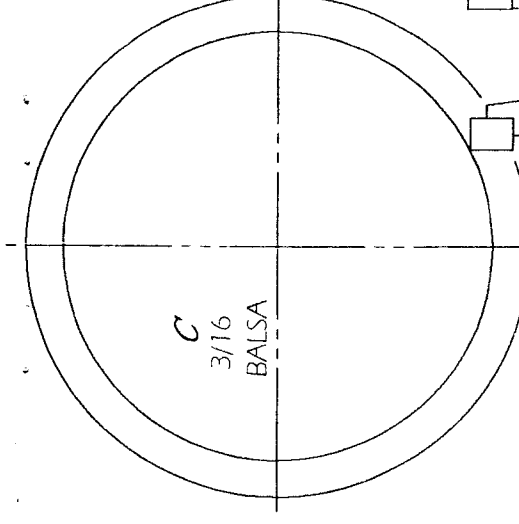
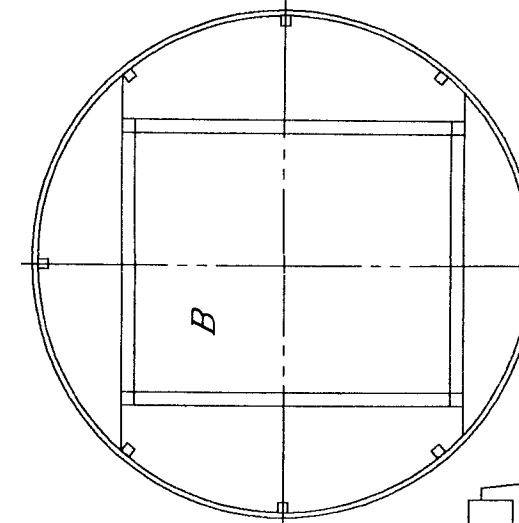
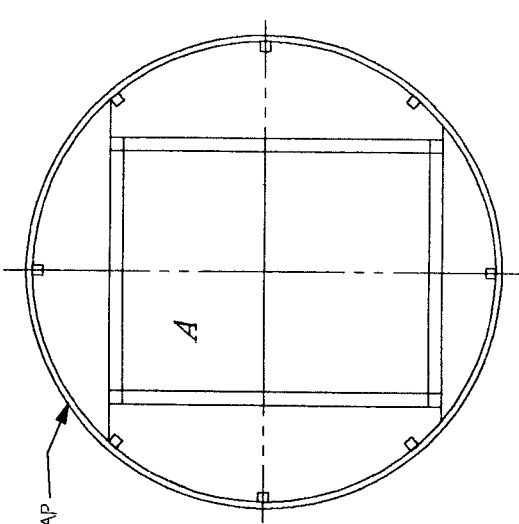
Tubes de paille  
 coulisants l'un dans  
 l'autre, l'amortisseur  
 est représenté  
 à fond de course

1

cap. 0.5 cm



1/32 SHEET WRAP

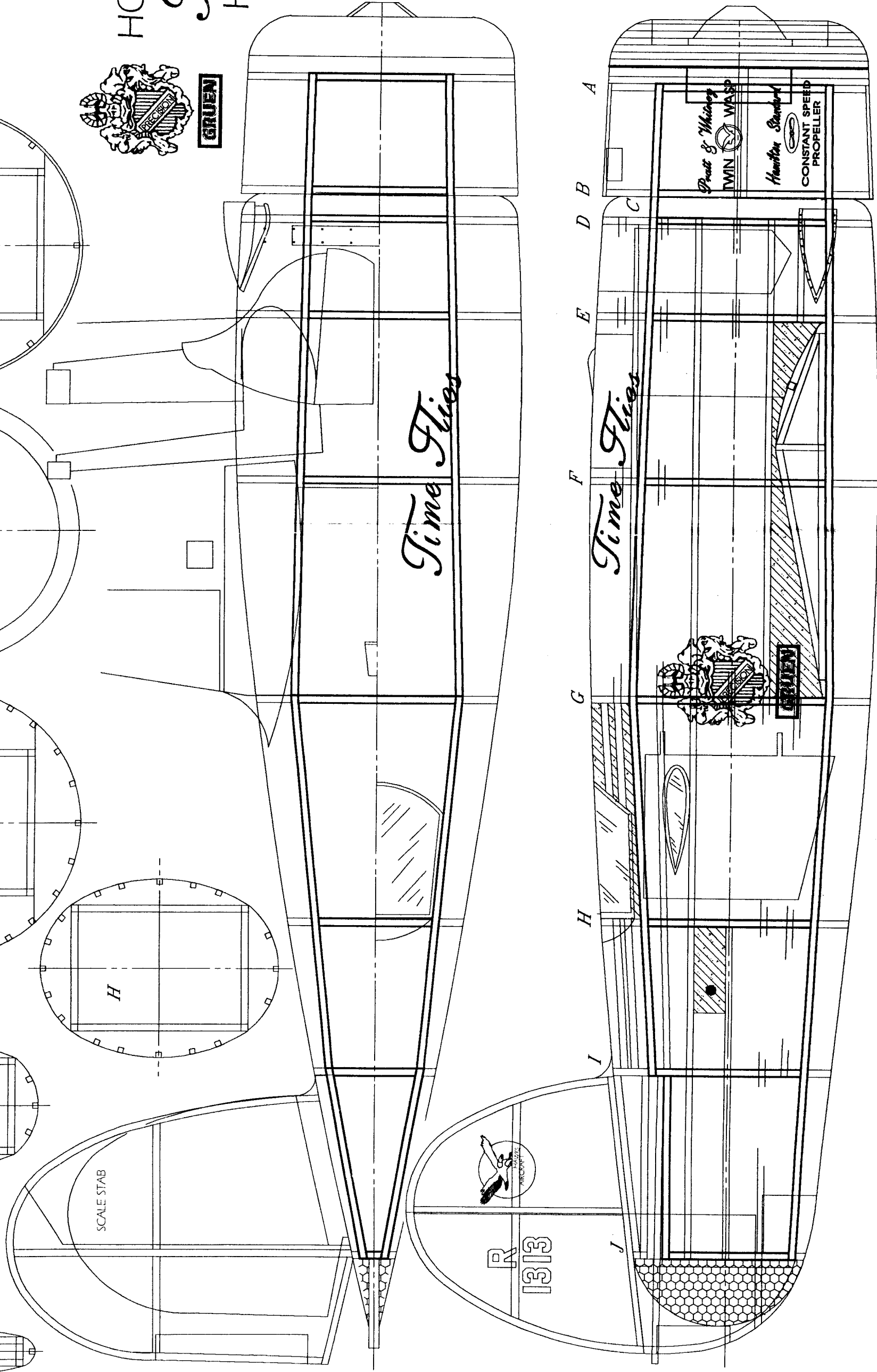
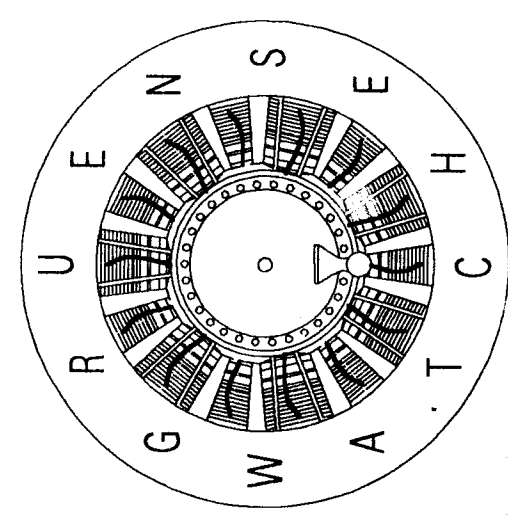


GRUEN

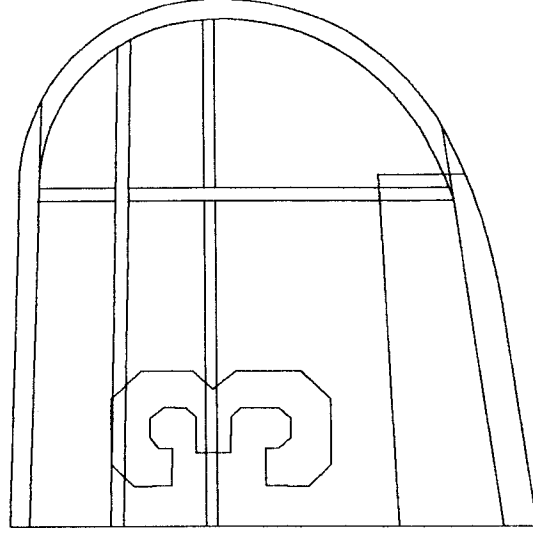
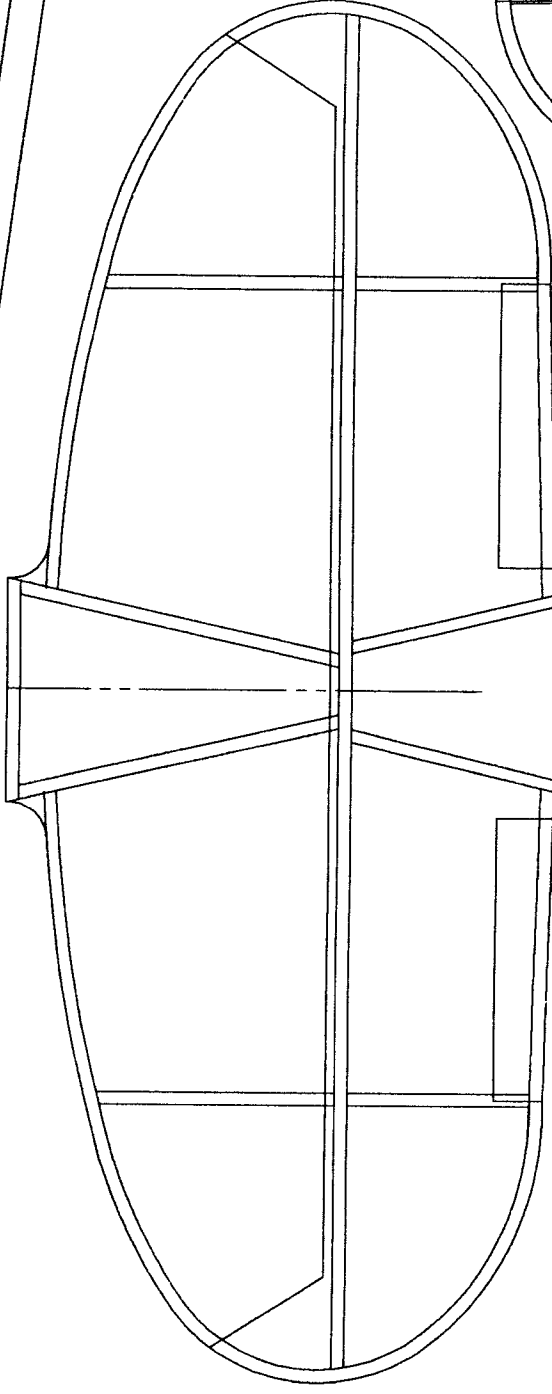
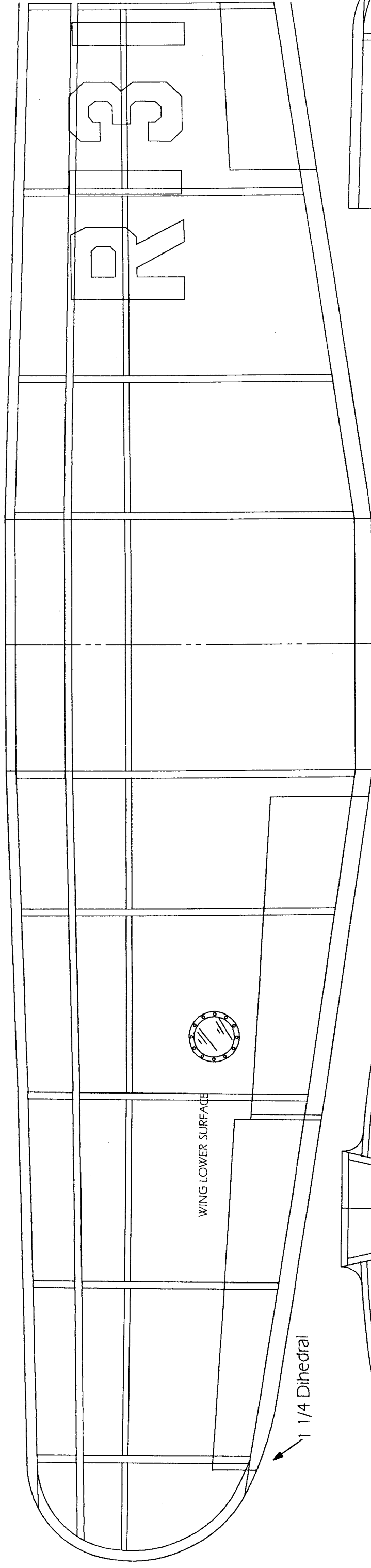
HOWARD W. MILLER  
*Time Flies*  
HAWKS AIRCRAFT  
&  
HM-1  
MILITARY AIRCRAFT

Drawn by: David Livesay  
(10-24-94)

SCALE REFERENCES  
R. S. Hirsch Drawings  
Model Aviation July 1978  
The GEE BEE Racer by  
Charles A. Mendenhall



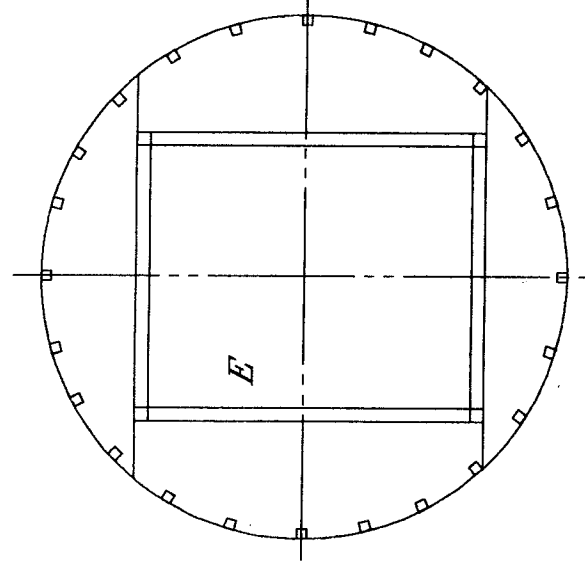
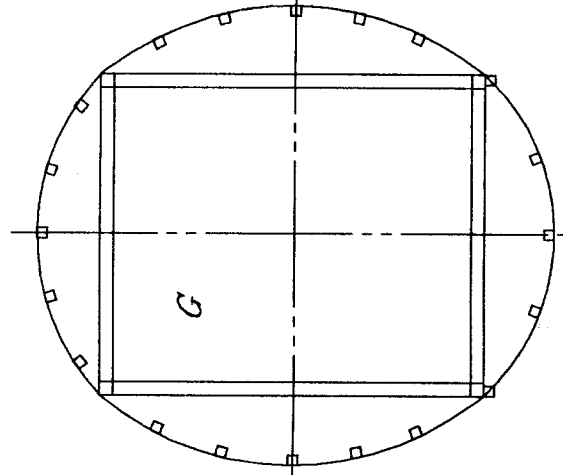
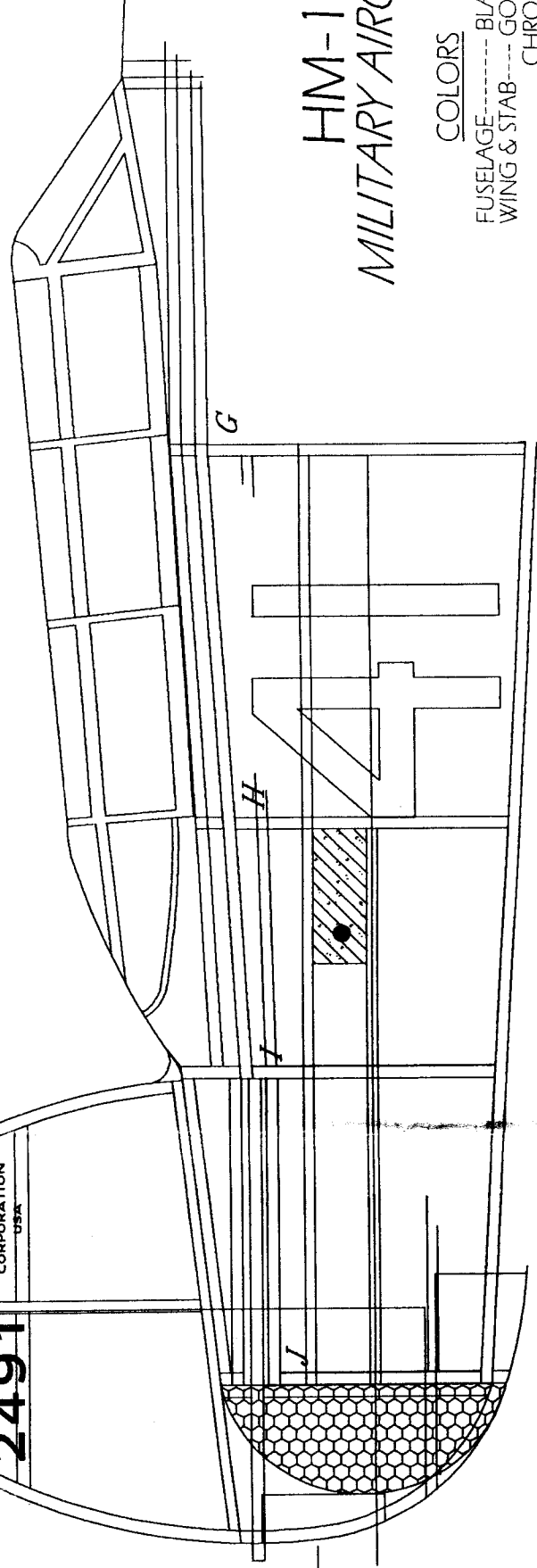
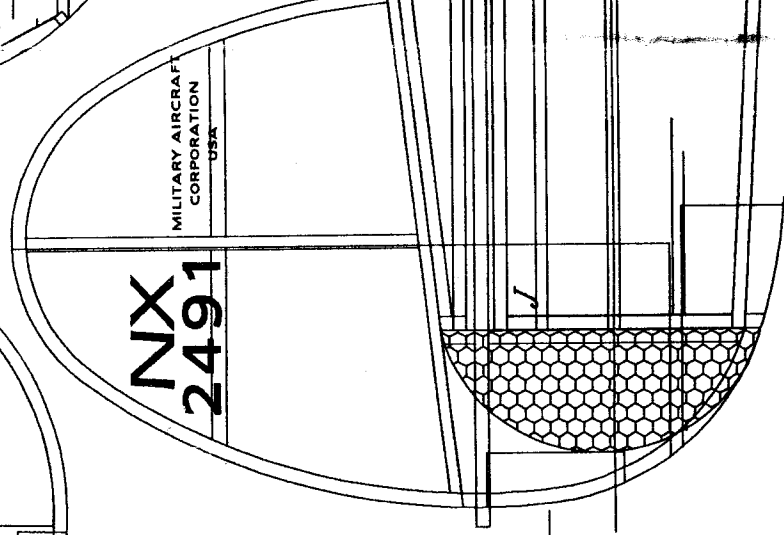
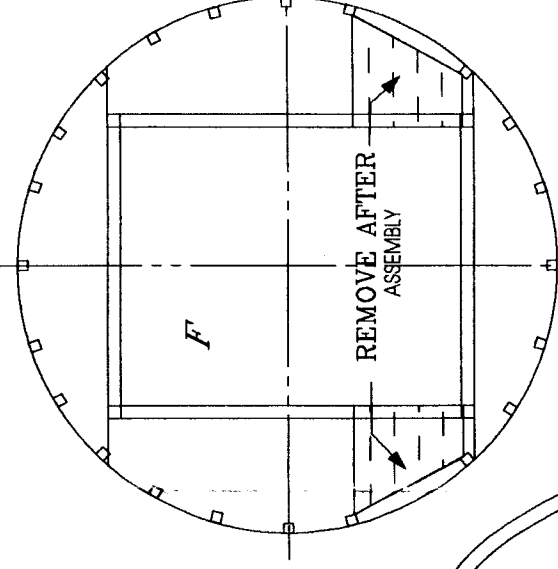
R  
1313



*Time Flies*

COLOR

OVERALL FINISH---HIGH GLOSS WHITE  
 REGISTRATION  
 TIME FLIES ALL---BRIGHT BLUE  
 OTHER LETTERING  
 GRUEN---BLUE ON GOLD( WHITE  
 INSIGNA OUTLINE TO LETTERING)



HM-1  
 MILITARY AIRCRAFT

COLORS

FUSELAGE--- BLACK  
 WING & STAB--- GOLD or  
 CHROME YELLOW  
 LETTERING--- GOLD or BLACK

## FLYING ACES EVENTS:

- |                         |   |
|-------------------------|---|
| 1. FAC Rubber Scale     | 9. Giant Scale  |
| 2. FAC Peanut Scale     | 10. Pioneer Scale   |
| 3. FAC Jumbo Scale      | 11. FAC Oldtimer Electric Gas Replica                                       |
| 4. FAC Power Scale      | 12. FAC Oldtimer Rubber   |
| 5. GHQ Peanut Scale     | 13. FAC Oldtimer Stick  |
| 6. No-Cal Profile Scale | 14. Embryo Endurance  |
| 7. Golden Age Scale     | 15. Any pre-publicized events retaining the spirit of the Flying Aces Club. |
| 8. Shell Speed Dash     |   |

## Mass Launch Events:

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

- Greve Trophy Race; Models with inline engines of aircraft that were entered or flown in either the Greve or Thompson Races or other races (domestic) held from 1929 to 1939.
- Thompson Trophy Race; Models with radial engines of aircraft that were entered or flown in either the Thompson or Greve Races or other races (domestic) held from 1929 to 1939.
- Aerol Trophy Race; Model aircraft that have been entered in the Shell Speed Dash (qualifying event for the Greve and Thompson Races) but which did not qualify for either race event.
- World War One; Models of aircraft that were in actual combat or been massed produced and intended for combat during WW-I (1914-1919). The C.D. may, at his discretion, limit this event to multi-winged aircraft. Models must have armament, struts and rigging.
- World War Two; Models of aircraft that were in actual combat or been massed produced and intended for combat during WW-II (1939-1945). Must have armament, struts and rigging.
- Any collection of model aircraft for a specific category of Aviation History, provided they retain the spirit of the FAC (such as WW-I Peanut, WW-II Jumbo, etc.)

## GENERAL RULES

- All events are for rubber powered models except FAC Power Scale and pre-publicized special events. Add Oldtimer Electric Gas Replica.
- No feathering or folding props which feather or fold at the end of motor run will be allowed.
- Only one example of each design permitted each builder. (no duplicate back-up models allowed). However, each contestant may enter two different models in each event except in mass launches, where only one model may be entered.
- Each entrant must be the builder of the model he/she enters.
- Proxy entries may be allowed by the C.D.'s discretion.
- At least three models by three different builders must be entered and make a qualifying flight in an event before the winner can be credited with a "Kanone".
- No condenser paper or other ultra-light covering material may be used to cover your model.
- All racing events have a maximum wingspan of 24 inches.
- Wingspan for Jumbo Scale will be 30 inches or greater for multi-wing models and 36 inches or greater for monoplanes.
- Giant Scale, same as Jumbo Scale except that wingspan will be over 36 inches for multi-wing models and over 42 inches for monoplanes.
- Peanut Scale models limited to no more than 13 inch wingspan.
- All mass launch aircraft must have a minimum of 50 scale points to qualify, not including bonus points.
- Minor rule modifications to fit local conditions is left to the discretion of the C.D.
- Once a mass launch event starts, there will be no replacing rubber motors or any repairs made to the models. There may also be a time limit set by the C.D. as to when and how much time contestants have to retrieve their models and be ready for the next heat, including winding time.
- Foam construction is prohibited in all events. However, foam is permitted for the use of air scoops, radiators, machine guns, etc.
- No single model may be entered in more than one judged event or in more than one mass launch event.
- Models built for a scale judged event cannot be entered in any other scale judged event during a publicized contest.
- Gear driven propellers using one or more rubber motors will not be allowed in events that are scored only by flight times. However, gear arrangements which do not increase or decrease propeller RPM will be allowed in order to accommodate high or low thrust lines.

## FLYING ACES RUBBER PEANUT JUMBO SCALE, ETC.

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

## BASIC RULES:

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

## SCALE POINTS:

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

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

NOT MUCH	SOME OF IT	MOST OF IT	ALL THERE
0 to 10	11 to 20	21 to 25	30

- Coloring and Markings;  
A maximum of 20 points will be given for accuracy and extent of coloring and markings. Judging will consider items such as insignia, numbering, striping, etc., and correct coloring of serial number for a particular subject modeled. Where a model is built of a proposed design, the full scale prototype never having been built, then its color and markings should reflect its designed purpose and era of its creation. Silver colored tissue may be used to represent polished aluminum. There will not be any difference in scoring between the proper colored tissue and painted surfaces.
- Workmanship;  
A maximum of 12½ points will be given for workmanship. Good covering, alignment, neatness, etc.

## FLIGHT POINTS:

A maximum of 82½ flight points will be awarded for each flight as follows;

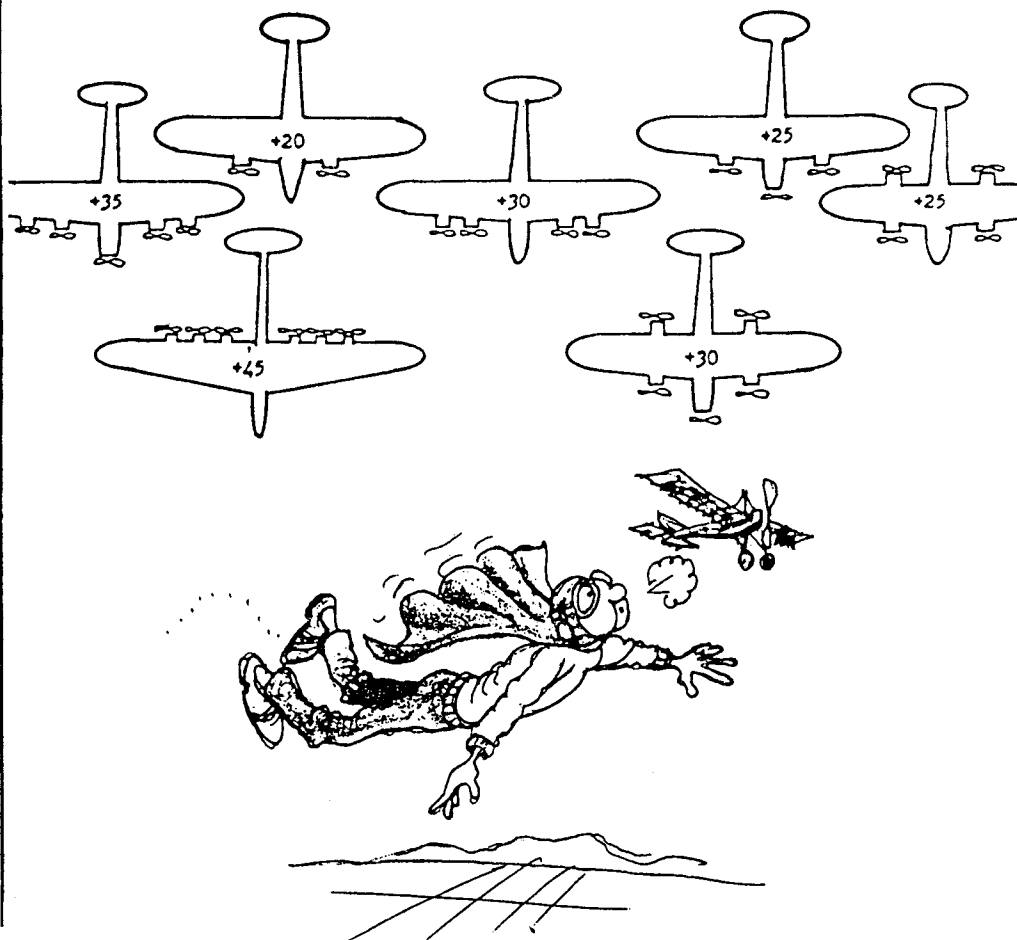
- 0--60 seconds: one point per second.
- 61--90 seconds: one half point per second.
- 91--120 seconds: one quarter point per second.
- over 120 seconds: no points.

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

## BONUS POINTS

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

BONUS POINTS	AIRCRAFT CHARACTERISTIC
0	High wing cabin monoplane types.
3	Parasol wing types.
3	For skis if they are scale in width and length.
5	Shoulder and mid-wing types.
5	Canards and tandem wings.
10	Low wing types.
15	<b>Biplane and sesquiplane types.</b>
20	More than two wings.
10	Seaplanes, flying boats and amphibians.
15	Unorthodox designs (flying wings, autogyros, etc.)
1	Each jet engine pod, regardless of how many engines were contained in it on the full scale machine.
5	For each dummy nacelle with a scale diameter free wheeling prop on it.
5	Single engine pushers.
	<b>MULTI-ENGINED AIRCRAFT, EVEN NUMBER OF MOTORS</b>
5	If any of the off-center motors are pushers or in tandem.
10	Centerline tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (example: Fokker D-XXIII).
20	Off center-line twins.
10	Any additional pair of motors at different off-center locations, provided all are equally powered.
	<b>MULTI-ENGINED AIRCRAFT, ODD NUMBER OF MOTORS</b>
5	If any of the off-center motors are pushers or in tandem.
25	Tri-motors, provided the off-center motors contribute significant power.
10	Each additional pair of motors at a different off-center location provided all motors are equally powered.



## EXAMPLES:

Convair XB-46 (with non-scale prop on nose or tail)  
 5 points for shoulder wing.  
 2 points for jet engine pods.  
 7 total bonus points.

Sikorsky S-40 (with two props driving and two dummies).  
 3 points for parasol wing.  
 10 points for being amphibian.  
 20 points for being off-centered multi-engined.  
 10 points for two dummy props.  
 43 total bonus points.

## TOTAL SCORING:

Total score = Scale points + bonus points + flight points.

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

## FAC POWER SCALE

1. Power must be other than rubber, such as glo, diesel, gas, Co/2, electric, etc.
2. Same scoring as FAC Rubber Scale except the bonus points will be added to the highest flight time (in seconds) before the flight score is determined as in FAC Rubber Scale. There-fore, the flight, including bonus points, cannot exceed 82½ points.

Example: A model given 50 bonus points and having a best flight time of 80 seconds will have a flight time of 130 seconds, which becomes 82½ points.

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

## G.H.Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches wingspan.
2. Flight score determined by total of three official flights, hand launch.
3. Unlimited attempts to gain three official flights. Any flight of 20 seconds or more is official.
4. There will be no maximum flight time.
5. All models must be covered with Japanese tissue or equivalent.
6. All surfaces must be double covered, unless the real ship was single cov.
7. Planes with retractable gear may be built with gear represented in the up position with no penalty.
8. Scale points:
  - A. Color; Reasonable effort to use tissue and/or dope to simulate realistic coloring.....3 points
  - B. Markings; Civil registration and striping, or military insignias, serial numbers, squadron markings, etc.....3 points
  - C. Details; Struts, cowl, cylinders, pilots, rigging, armament, exhausts, windshields, steps, control surface outlines, and any other outstanding details.....Stark:-3 points  
 Lax: 0 points  
 Good: 3 points  
 Great: 6 points
9. Scale determined by multiplying scale judging points by the first two digits of the best G.H.Q. Peanut flight score of the day. Example: If the best three flight total is 279 seconds, then everyone's scale score is multiplied by 27. If only two digits comprise the top score (say, 97 seconds), then only the first digit will be used as a multiplier, everyone's scale score being multiplied by nine.
10. Highest total of flight and scale score wins. Ties to be broken by a single flight fly-off, multiplied by 3, and added to the scale score.

## NO-CAL PROFILE SCALE

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

## GOLDEN AGE SCALE

1. Models of any aircraft produced from 1920-1940, but excluding military aircraft produced from 1935-1940.
2. Retract gear planes must have gear in down position.
3. Planes eligible for race events are excluded.
4. No scale judging required, but the 50 minimum scale point criteria will apply.
5. Official flights are 20 seconds or more, and a three official flight total is the score. Highest total time is the winner. Fly-off to break ties.

## THOMPSON AND GREVE RACING EVENTS

1. High wing and parasol types are excluded.
2. All racers must be in their proper color, tissue or doped, and carry proper race numbers and registration.
3. Any model of a race plane that had a retractable landing gear may be built with the gear represented in the up position.
4. Construction:
  - A. Sheet covering over built up structure is acceptable, where the real aircraft was wood or metal covered.
  - B. Wings; Non-scale airfoils may be used, as long as they are not undercambered. Dihedral may be increased as long as it is not to the extent of damaging the appearance of the model.
  - C. Fuselage; Scale cross sections are required.
  - D. Tail; Area may be increased provided it is not to the extent of damaging the appearance of the model.
5. Proof of eligibility and compliance with the text and intent of these rules is the total responsibility of the contestant. Judges decisions are final. If you are uncertain as to a model's eligibility, write to GHQ for a ruling. Eligible aircraft list is available for a S.A.S.E.

## AEROL RACE

One large mass launch for all planes that did not qualify in the Shell Speed Dash for the Greve or the Thompson races. Last one down wins.

## SHELL SPEED DASH

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

## EMBRYO ENDURANCE

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

## FAC OLDTIME RUBBER

1. Any non-scale endurance type model built from a kit or plan published before Dec. 31, 1945 is eligible.
2. Fuselage must be built up, no stick models.
3. Wingspan not to exceed 36 inches.
4. Must have fixed landing gear. Wheel diameter must be as per plan.
5. Propellor diameter must be as shown on plan or not more than 1/3 of the wingspan. No folding or feathering props allowed. Plastic props OK.
6. Structural changes may be made to incorporate a D/T.
7. Original airfoil must be used.
8. Original structure may be beefed up but not lightened. Same size wood and number of ribs, etc. as on plan.

## FAC OLDTIME STICK

Same as FAC OLDTIME RUBBER except delete item number four (4).

## GIANT SCALE

Same as Jumbo Scale except wingspan must be over 36 inches for multi-wing models and over 42 inches for monoplanes. Of course, if there is no Giant Scale event in a contest these giants can compete in Jumbo.

## PIIONEER SCALE

Models of aircraft that were produced before 1914 regardless of size. If no Pioneer event then model may be flown in its regular category.

## FAC OLDTIMER ELECTRIC GAS REPLICA

1. Any non-scale endurance type model built from a kit or plan published before Dec. 31, 1945. Model must have been gas powered originally.
2. No profile fuselages.
3. Wingspan not to exceed 30 inches.
4. Model must land within the confines of the flying field to be an official flight. All off-field flights will be considered an attempt. Unlimited attempts to score three official flights.
5. Model plans for these type of models may be reduced from the original plan to conform to the 30 inch wingspan rule.

## MASS LAUNCH RULES COMMENTS

Repairs; Absolutely no repairs of any kind can be made to your model once the mass launches start, regardless of how the damage was done. This includes holding parts together with saliva! Don't laugh, it has been done.

Broken motors; Broken motors cannot be replaced, glued or tied, period! Ballast; Ballast can be added or moved on your model provided there is no test gliding after this is done. This applies only after the model has flown in the event.

Contest Directors; Please take the weather and the contestant's ages into consideration when setting times between rounds of the mass launch events.

Any questions on the Flying Aces Rules for 1995 should be directed to GHQ.

## CONTEST RESULTS

Starting January 1, 1995, all contest results must be sent to Roy Courtney on a form similar to the one in the newsletter that shows the results for the first three places in each event. Without this, the winner of each event will not get credit for his win.

The reason for this is that there have been rumors of some individuals sending in names of event winners when there wasn't sufficient entries to warrant a victory. We want the scale score, flight times, etc. for each of the top three finishers in every event including the mass launch events.

