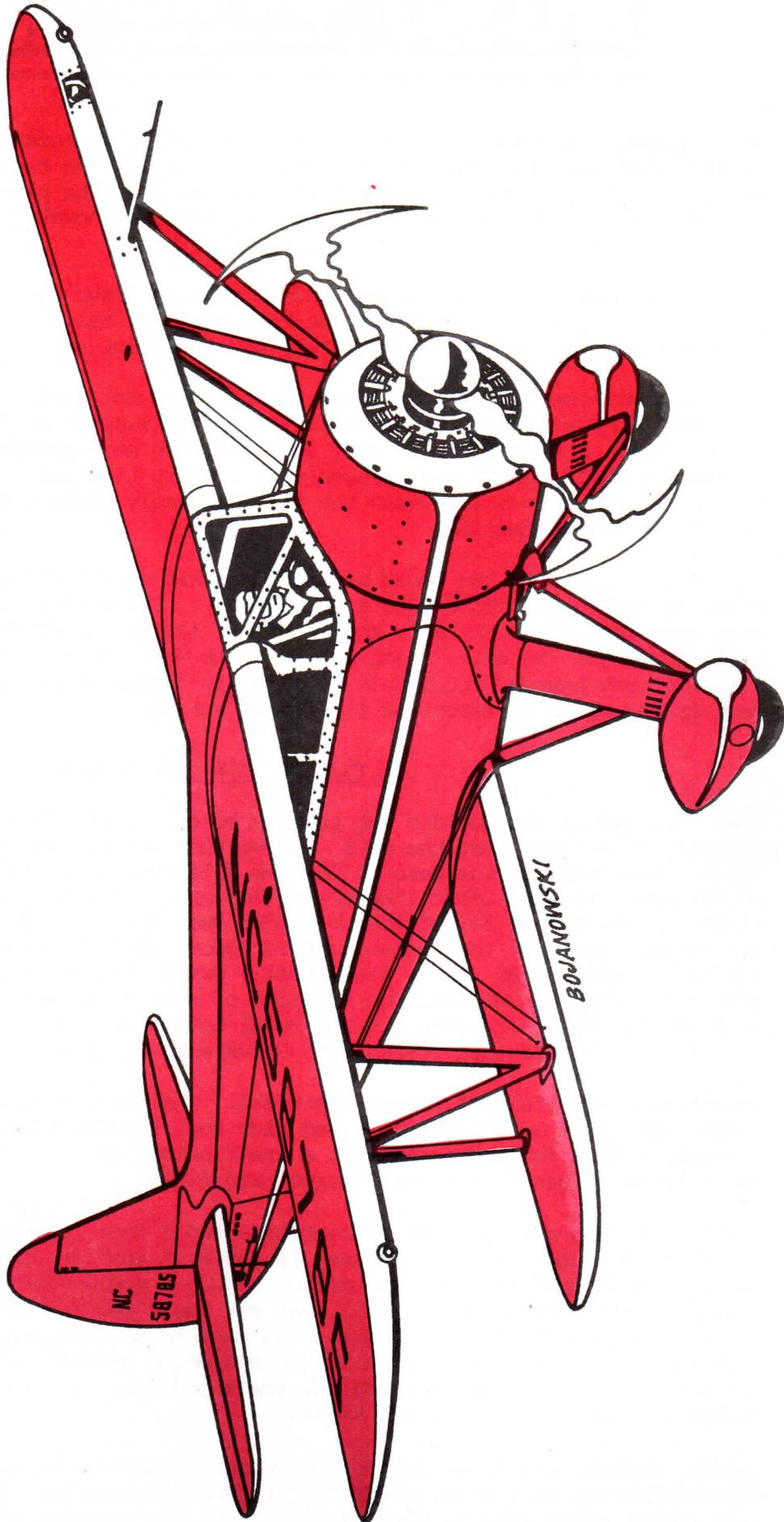


FLYING FACES

Club News

ISSUE #182-108 July/Aug. 1998



NEWS ON THE WING!

Bob Bojanowski did the cover for this issue and it depicts the aircraft on our annual T-shirt that was featured at this year's FAC-Nats. The Waco biplane is colored red with white trim, a real beautiful shirt if I do say so! The plan for this year's Nats is also available and is of the Waco Cabin done by Paul Boyanowski. Both plan and shirt are available, see ad in this issue. Thanks, Guys!

I wish to thank everyone who contributed to this issue along with those who sent in the plans. They were Peter Mann for the Fairchild 24, Kalinin K-1 from Ted Davis, Super Turbo by John Blair and we dug the Bell P-59 Airacomet out of our files here at GHQ.

We have lost some more of our loyal FACers in recent weeks. Earl Van Gorder, our Buddy who promoted the Flying Aces so faithfully over the years lost his battle to cancer in the middle of June, Don Munn passed away suddenly, you may remember Don for the huge race planes he used to build and Ed Heyn passed away a short time ago. Ed was in the Flying Aces almost from its beginning. These men will be sorely missed. Our condolences to their many friends and their families.

I have just finished the bones of the Dumas kit of the Stinson SR-10 Reliant. This baby spans 30 inches and looks like a sure winner. The wood in this kit is some of the best I have seen in a laser-cut kit, really nice. All of the other items in the kit are equally good except the tissue. I really think that when you have to pay the current price for a kit, from any source, you should get quality tissue. The model should be in the air by the next issue and we'll report on its flying ability.

FLYING ACES NATS MARK XI

WOW! You Facers who decided not to come to this year's FAC-Nats, for one reason or another probably missed the best one yet! The weather was all you could hope to ask for or dream about. The temperatures were in the low 80's every day with very little breeze. In fact, on Saturday, it was almost like flying indoors. It really wasn't that hard to get a max flight as there were 241 of them recorded over the three days. On Saturday Dave Rees lost his Pioneer model of the Plage Court Torpedo 2 when it disappeared overhead at 43 minutes! Not to be outdone, Ed (never ready Eddie) Novak lost his Giant Scale Beardmore Inflexible with a 90 plus inch wingspan on a flight of over 47 minutes and landed no more than a mile away on the University Campus. The model never was found and probably is resting in the top of one of those tall trees. The University Security Force is still looking for it.

There were 1426 official flights recorded! That tells you how nice the weather was. All contestants took advantage of it and flew their models time after time. And we tied the previous record for contestants at a great number of 163. You will find the contest results in this issue. They are correct and final.

I think all who attended had a great time and I want to thank everyone for their part in making this contest a success, even if you were just a spectator. I also wish to thank all who worked so hard at the registration tent. I would like to name them all but I'm afraid I would leave someone out so I'll just say thank you all very much, WELL DONE! As I was a little under-the-weather myself, I do want to give my special thanks to Ross Mayo and Dave Niedzielski for filling in for me and doing a Great job. Thanks also to the Clubsters who took on the big job of doing the scale judging. A long and tedious task as they scale judged 252 models in about six hours.

Several awards were given out to some worthy Clubsters at the Nats banquet. Tom Nallen, II was awarded the Earl Stahl award for his Beardmore WB-26. The Walt Mooney award for the best Peanut model went to Chris Starleaf for his Kawasaki Ki-10. The Cole Palen award went to Dave Rees for winning the World War One event with his Martinsyde Buzzard.

Dave Rees took the honors for achievement for his Plage Court Torpedo 2 model and Dave was also crowned the Grand Champion!

In 1996 the Cheetwell Cup was presented to Fernando Ramos and on the way home from the contest he visited with Don Srull at his home for a few days. When Fernando left for home he inadvertently (?) left the Cheetwell with Don. Well, that little bit of Tomfoolery didn't get him anywhere. This year, because of what happened in '96, he gets to keep it for another two years! That'll learn Ya!

Distinguished Service Medals were awarded to the following; David Smith (Az.), John "Doc" Martin, Ed Lamb, John Clapp, Janet Lang, Don Lang, Lynne Lewis and George Lewis. This award is presented to individuals that give that "just a little more" to the cause.

The following Clubsters were awarded the Blue Max Medal for gaining their sixteenth victory over the last year. They are, Bill Landrum, Jerry Paisley, Scott Paisley, Richard Hawley, Dave Linstrum, Pete Mathis, George Perryman, Jim Kutkuhn, Herb Kothe, Richard MacEntee and Harold Cannon. Congratulations to all!

Inducted into the Flying Aces "Hall of Fame" were the following Clubsters; Earl Van Gorder for his constant plugs in his Flying Models magazine column promoting the FAC, Pres Bruning for the hundreds of plans he has drawn as well as his inovations for the cause, Bill Warner and Bill Hannan for their continued support in their columns and to Dave Rees for all of his efforts for the FAC. To them we say thank you for helping to make our hobby what it is!

As soon as I get the dates for next year's contest at Geneseo I will let you know via the newsletter. In the meantime please send in your comments to GHQ about the FAC-Nats. We would like to improve our performance. Your help with some ideas will be appreciated. Pics and videos would be gladly accepted, we will even pay for them, of the Nats. We have none at the present time.

That's all for now and I hope to see a lot of you at the FAC Outdoor Champs at the AMA Flying Site in Muncie, Ind. on the Labor Day weekend.

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

Lt. Col. Lin Reichel, Cinc-FAC

SUMMER POSTAL CONTEST

This season we will have two postal events for you to enter. They will be Golden Age Civil and Modern Civil. Enter as many models as you wish in each event. Send in your times, name of your model and the event you flew it in to FAC-GHQ. Every time you better a time with a particular model send it in too. Contest closes on October 25, 1998. Entries postmarked after Oct. 27 will not be accepted. The contest starts NOW!

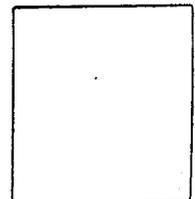
GOLDEN AGE CIVIL

| <u>Pilot</u> | <u>Plane</u> | <u>Time</u> |
|-------------------|--------------------|-------------|
| 1. Larry Kruse | Messerschmitt M-18 | 137 sec. |
| 2. Walt Leonhardt | Cessna C-34 | 43 " |

MODERN CIVIL

| <u>Pilot</u> | <u>Plane</u> | <u>Time</u> |
|--------------------|-----------------|-------------|
| 1. Larry Kruse | Found Centenial | 197 sec. |
| 2. Juanita Reichel | Piper Clipper | 95 " |
| 3. Walt Leonhardt | Found Centenial | 42 " |

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.



* * * Obeechi * *

Mumbo Jumbo #85 from the pen of the Glue Guru

Salutations, disciples! Today we shall contemplate Obeechi, a novel hardwood widely touted as useful for modeling purposes. Long used in Europe, Obeechi is achieving some success here, mostly as a foam wing covering material, a form of employment significant to the Others. Does it suit our thing?

Consider weight first. Sheet Obeechi comes in a thickness of .025, somewhat less than 1/32 or .031. Comparing dense 1/32 balsa (C grain, AAA grade) to the thinner Obeechi, we measure 7 grams for balsa against 10 grams of Obeechi. Or, comparing materials in terms of the thinnest commercially available stock, balsa weighs 70% as much as Obeechi. While the weight figure is a downer, it's not disastrous; it can be tolerated. One way of accepting the bad news is to view Obeechi as equivalent to a greater thickness of balsa: .025 Obeechi weighs more than 1/32 and less than 1/16 sheet balsa. Still, to accept any weight disadvantage is foolish unless there is some compensation. What is the good news?

Obeechi comes in much larger sheets than balsa - 2 or 3 times sheet balsa width is routine. Obeechi is cheap - much cheaper than premium grade balsa. Obeechi is strong. Though I have no formal strength figures, my sense of the material's strength suggests several times balsa's values. Before failure, deflection is considerable; a useful characteristic in absorbing crash damage. When it does give way, it goes in a fibrous fashion. In color and grain it looks like a blond mahogany, one that happens to be closed grain and smooth. It sands easily and requires no filler before painting.

Unfortunately, there is more bad news: it splits. It splits so readily that it can't really be used without a glue backing on at least one face. Obeechi application to foam wings is most sensible - glueing to foam, or to any backing for that matter prevents splitting. However, putting on a layer of glue adds weight to an already high figure and amounts to the last straw, explaining why the stuff is rarely seen in free flight.

Yet despite all, there is one practical use for Obeechi - making curved laminates such as fuselage formers or built up ribs. Here the glue backing comes about naturally; glue must be used to hold the laminations together in any event; nothing extra in the way of glue is necessary to prevent splitting. Far from any splitting tendency, Obeechi laminations are quite springy and flexible, a sign of toughness. Given real trauma - a motor explosion - the springy aspect pays off. Breaking a laminated Obeechi former is most unlikely; it is only too easy to smash the usual sheet balsa former. Finally, smaller laminate dimensions permit more room for the rubber motor to thrash around. In short, laminated Obeechi formers are a good idea.

How to make one? Redraw each former perimeter shown on the plans, contracting the size by 3/32 inch, an amount equal to the laminate thickness. Build a wall of pins around the new perimeter with pins spaced about 3/8 inch apart, by eye. The wall corresponds to the inner face of the laminate-to-be. Lay a few pins down flat on the drawing, across the wall, to serve as a means of elevating the laminate slightly, providing a gap into which excess glue can escape. Using a metal ruler as a guide, cut three strips with the grain, each about 1/8 inch wide and an inch longer than the former perimeter. Working on a glue pan fashioned of supermarket aluminum foil, spread Titebond II glue on 2 of the 3 strips. Use too much glue - excess is squeezed out automatically when the laminate pack is forced around the pin perimeter and too much is infinitely better than the voids created by not enough. Additional pins are used to force and retain the laminate against the wall. Of course your plans should be protected by supermarket plastic wrap. About 4 hours for drying is right. The wood/Titebond glue package sands readily.

I've found Obeechi laminations impressive. Other uses for this odd material are unknown here as yet, but are under study. (Perhaps something can be done with ribs...)

EARL VAN GORDER

People, it is said, are "tribal creatures" most comfortable in small groups of a few hundred or so kindred souls. Even though they may reside in communities of thousands, hundreds of thousands, or even millions. I affectionately call my Flying Aces buddies "my tribe".

As Flying Aces we share a passion for aircraft, model aircraft, design, construction, craftsmanship, history and free flight. Aviation is a 20th Century phenomenon. Model aviation extends back for centuries. It is said that the young Wright brothers were inspired by a flying model toy bought by their father in France. Models flew and delighted our ancestors long before Kittyhawk.

One of the keys to the success of any movement is the free exchange of ideas among its participants. Earl Stahl is revered by us as a designer of free flight rubber powered scale models. His legacy lives on and will be enjoyed by future generations of modelers.

Earl Van Gorder was a delighted main link for our interest group. He was like a favorite uncle who, for about 20 years welcomed us to his wonderful "hangar" where he shared the latest news "from the gang" and informed us of new products, techniques and achievements of modelers around the world. In doing so he was a catalyst in the growth of the Flying Aces movement. He encouraged us to join in his enthusiasm for "more news from the gang". His legacy is the myriad of articles he wrote, the hundreds of connections he made between us and fellow modelers, and the friendly spirit that is so central to the Flying Aces movement.

Van is gone, but he lives on in our hearts and minds. It was a pleasure and an honor to have known him.

DENNIS NORMAN

WANTED:

Colors scheme for the Culver Cadet.
Robert Butsch, 6419 Walnut Drive,
Independence, Ky. 41051.

Information and drawings for the Detroit Parks biplane that Richard Bach owned when he wrote the book "Biplane".
David Barfield, 2000 Trophy Drive,
Marietta, Ga. 30062.

LETTER FROM BOB:

Hi Lin,

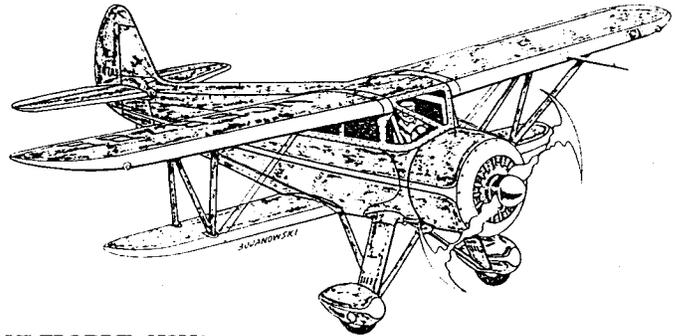
Jane and I would like to thank you and Ross for the information printed in the latest FAC newsletter about our Carol's death. I think all the attendant publicity in the Northeast coupled with the internet activity and the web site set up by our son-in-law brought quite a bit of pressure on the local Mexican authorities in Puerto Escondido to solve the crime.

The good news is that about 3 weeks ago the American Embassy in Mexico notified us that the two men (we call them animals) who brutalized Carol have been caught. They both have confessed to the rape attack and are in the process of accusing each other for her actual death. They're in prison and awaiting trial before a judge,--and now we have to hope that the corruption of the Mexican system won't screw anything up to let them loose.

Please feel free to use this information in the FAC newsletter if you like,--and please thank all the FACers who sent cards and notes for their support during this most horrific event for Jane and myself. It helped to know that others felt our pain with us.

Best regards,
Bob Schlosberg

FLYING ACES



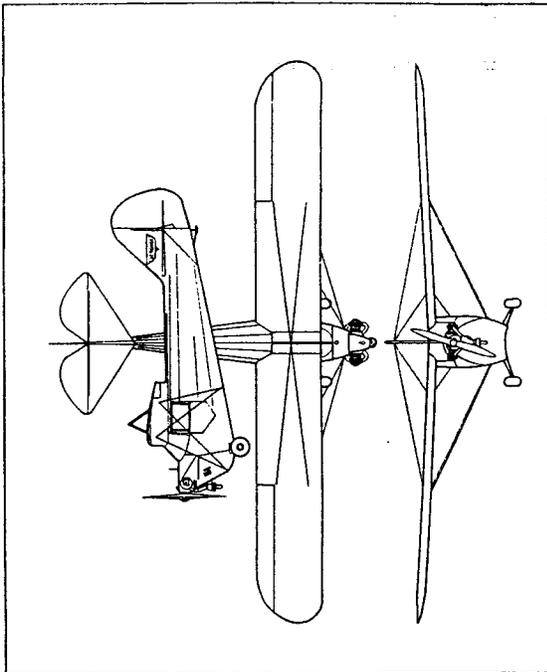
AVAILABLE NOW!

If you liked our other T-shirts then you will love this one! This years FAC-Nats shirt is adorned with the Waco Cabin biplane all done up in red with white trim. A real beauty! Bob Bojanowski did the artwork for it and he did a real bang-up job of it. They come in the usual sizes of small, medium, large, x-large, xx-large and xxx-large. Price is \$12.50 postpaid.

The Geneseo contest plan this year is of the Waco Model C-7 drawn and designed by Paul Boyanowski. The plans is 2 sheets 24 X 19 and the wingspan of the model is 22 inches. Price of the plan is \$5.00 postpaid.

To order either of the above items or both send your order to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Aeronautical Corp. of America, Lunken Airport,
Cincinnati, Ohio
Aeronca C-3 (Aeronca, 36 h.p.)



Aeronca C-3

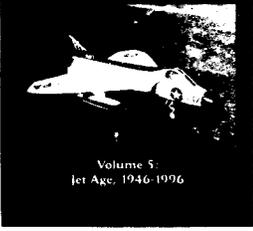
A.T.C. No. 396. Type: 2-place, cabin, land, monoplane.
Dimensions: Length overall, 20 ft. Height overall, 7 ft. 6 in. Span, 36 ft.
Chord, 50 in.
Area: Wing (incl. ailerons), 142.2 sq. ft. Ailerons, 15.7 sq. ft. Rudder, 9.1 sq. ft. Fin, 6.72 sq. ft. Elevators, 12.32 sq. ft. Stabilizers, 14.88 sq. ft.
Weights: Empty, 659 lbs. Useful load, 437 lbs. Pay load, 213 lbs. Gross weight loaded, 1096 lbs. Wing loading, 7.06 lbs. per sq. ft. Power loading, 23.1 lbs. per h.p.
Power Plant: Aeronca E-113C. Rated 36 h.p. at 2400 r.p.m. Fuel capacity, 8 gals. Oil capacity, 3/4 gal. Fuel consumption, 3 gals. per hr. at 2250 r.p.m. Oil consumption, 1/4 pint per hr. at 2250 r.p.m.
Performance: High speed, 93 m.p.h. at 10 feet; cruising speed, 85 m.p.h. at sea level; landing speed, 35 m.p.h. at 10 feet; climb at sea level, 450 ft. 1st min. Service ceiling, 12,000 ft. Cruising range, 200 mi.
Construction: Wings, Clark Y airfoil section, solid spruce spars, spruce truss type ribs, fabric-covered. Fuselage, welded steel tubing, fabric-covered. Empennage, welded steel tubing, fabric covering. Landing gear, non-retractable, 16 x 7 tires, Goodyear wheels, with or without Goodyear brakes. Aeronca oleo shock absorbers.
Rigging: Angle of incidence, 0 deg. Dihedral, 1.5 deg. Engine, instruments, tachometer, oil pressure and temperature gauges. Propeller, Floortop wood. Dual pedals, single stick. Luggage compartment.
Remarks: Compass, and/or fuel tank in baggage compartment, available at additional cost.
Price: \$1590 (at factory).

6.

LAST CHANCE!

MODEL WARPLANES 1996

Compiled By
John C. Fredriksen, Ph.D



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See my website at <http://www.rconline.com/1812> or <http://www.scaleaero.com>

PHOTO PAGE

Top row; Keith-Rider R-4 Firecracker by Ray Payne, photo by Ray.

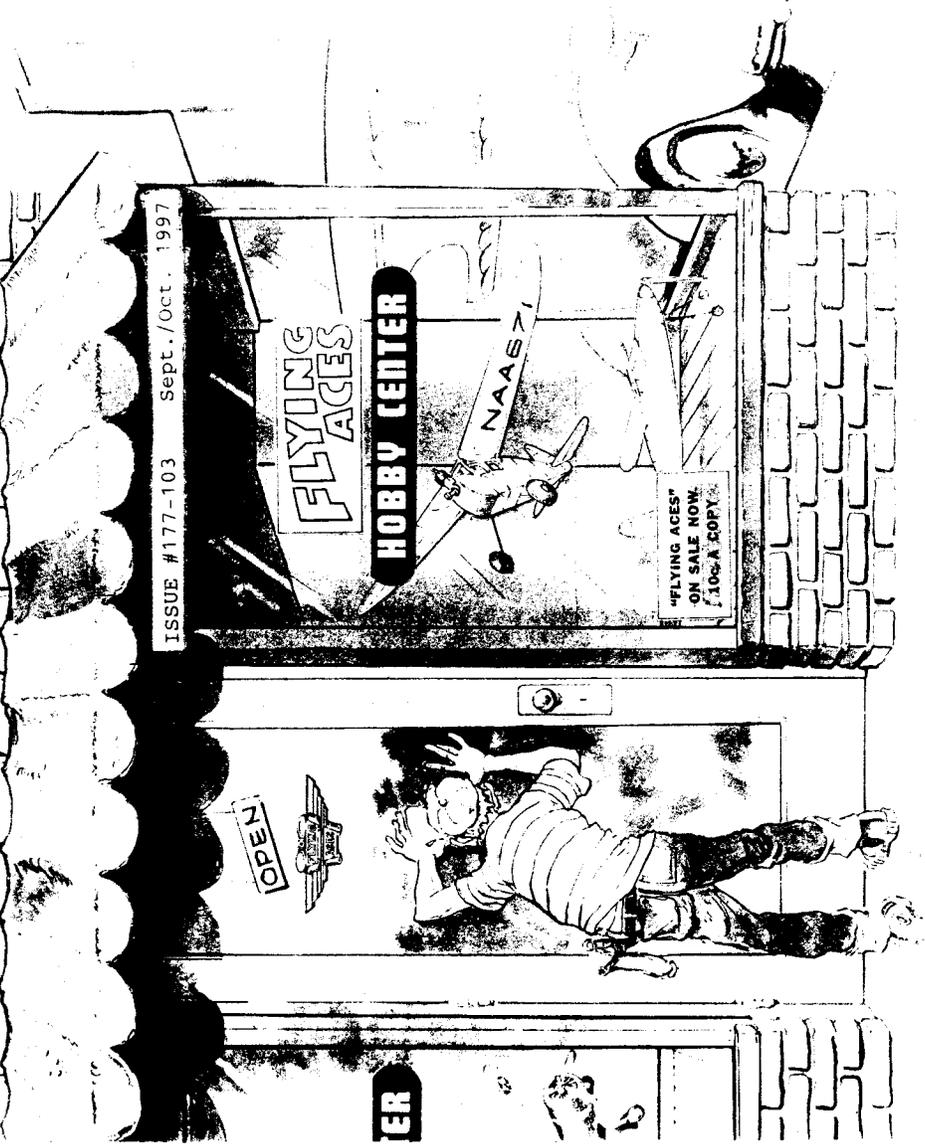
Bob McLellon sent this pic of his ME-109E-1. Plans in the last issue.

Bottom row; Circa 1918, Katie Mauldin sits in a little cafe and ponders the fate of her young man over the trenches earlier that year. Photo by David Barfield.

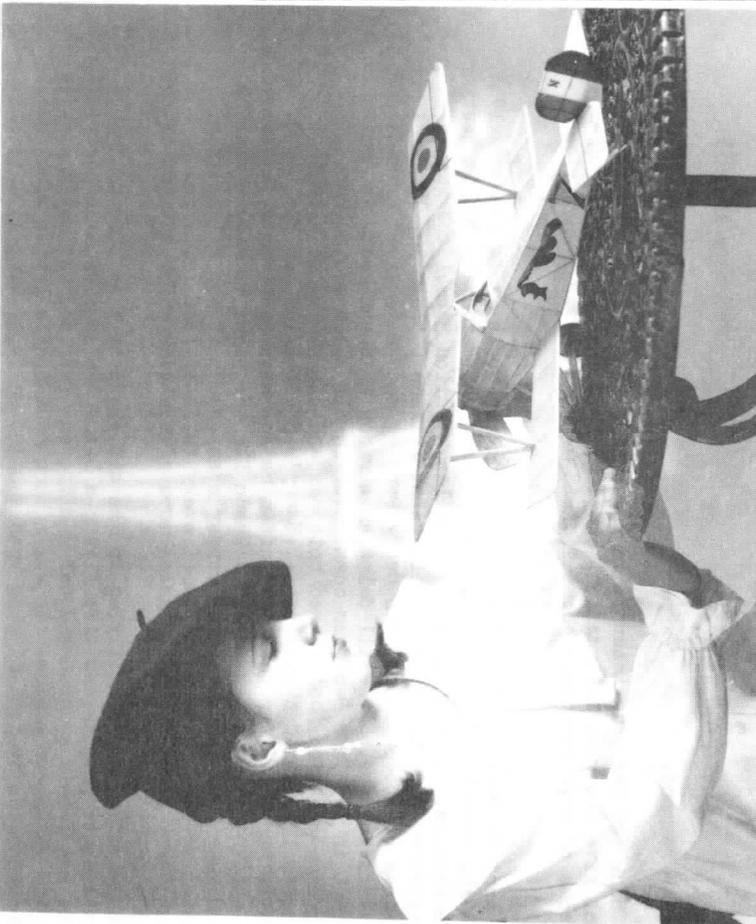
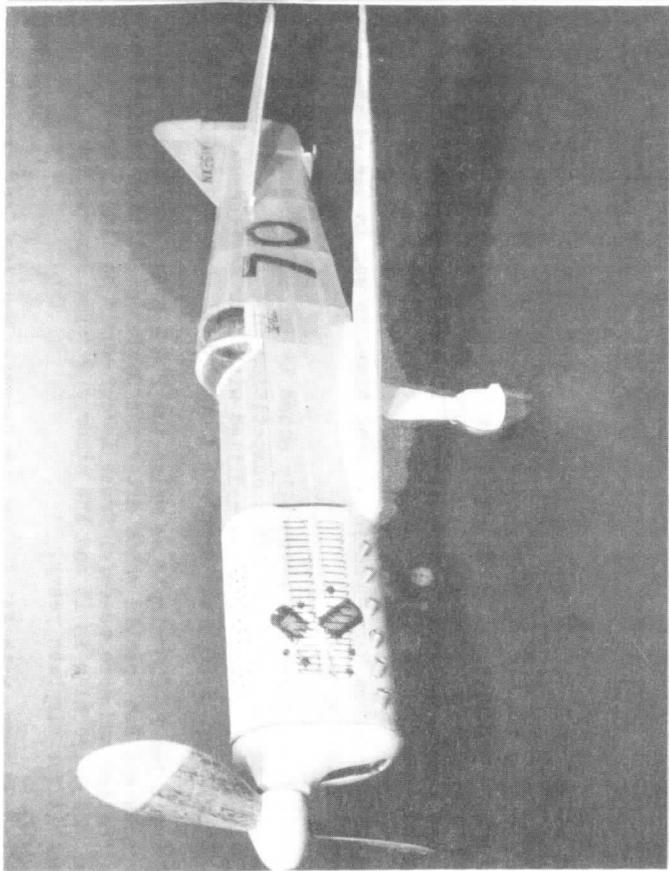
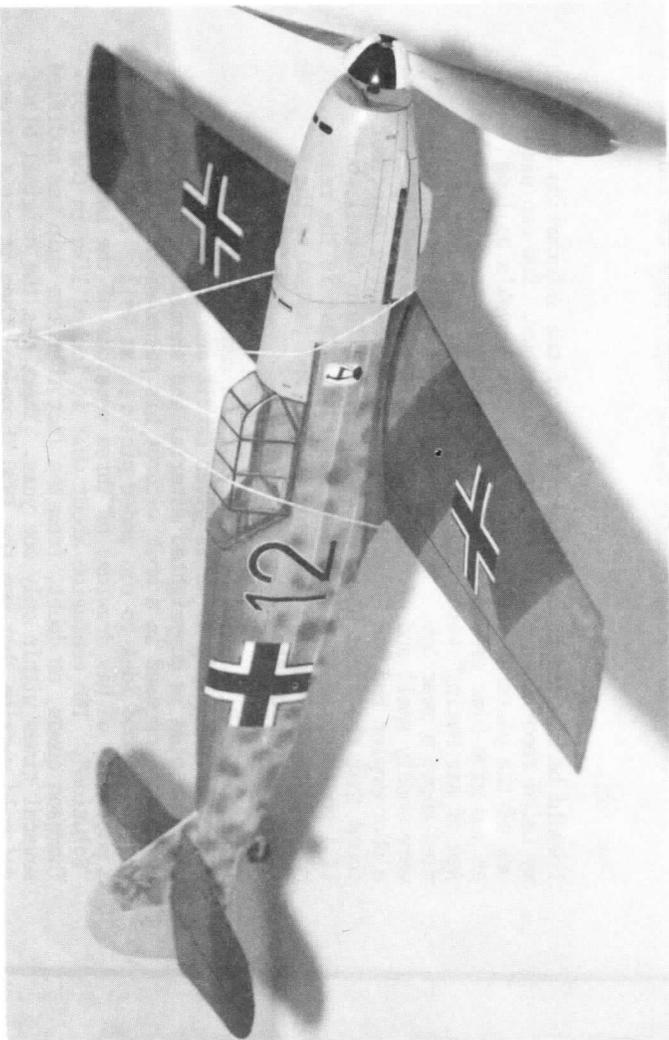
Earl Stahl Taylorcraft held by its builder, Ed Wickland. Pic by Paul Grabski.

FLYING ACES

Club
NEWS



HEY! Clubsters! Remember this cover on the Sept/Oct '97 issue? Well, we have had numerous requests to have it made into a poster. We have done it! In five colors. Now all we need is for you to buy it! The size is 18" X 23" and has to be shipped in a tube. The price of the poster is \$3.00 plus \$1.70 for the tube and \$1.30 for shipping, a total of \$6.00 each. You'll love it!



LAIRD STORY

February 19, 1995

Dear Raymond,

Thank you for your interest in the Laird. I am sorry that I can not give you more information, but I will do what I can and answer some of your questions about it.

I went to work for Buck Frame as an instructor in early January 1941 flying Waco UPF-7's teaching both primary and secondary and instructors aerobatics. I left and went to Dallas Aviation School and got an instrument rating and joined Eastern Airlines October 20, 1941. I became well acquainted with Harry Porter, and we remained friends for years to come. I recall doing an airshow in Chattahoochee about in 1950 and Ben Gunn came over in his Laird and put on a demonstration that scared both him and his wife, and with that he and Harry traded airplanes... Harry's Great Lakes for the Laird. While Harry did fly the Laird often he did have problems with it. I told him that I saw Harold Johnson fly the plane on many occasions and each time landing it on runway even though it had a tail skid, which would have to be replaced every three or four landings. But Harry tried it in the grass most of the time which did not always turn out too well.

Raddy Batzel was also flying in the air shows at that time doing parachute jumping and also flying a Laird the same size as Harry's but was fabric covered and had a different gear and was equipped with a 145 HP Warner engine. It was a much more docile little airplane. Both had twenty foot span and 100 sq ft of wing as I recall. Raddy would ferry the Laird that Johnson flew and never had a problem with it, but always used runways. The Laird was also flown by Karl Kurth, who worked for Harry and Joe Stewart who also flew for Harry. Karl died while at work in Harry's shop in Chattahoochee, and Joe was killed in a Delta Airlines accident in the 1940's. When Harry sold the Laird to Klem Whittenbeck he told him not to do anything to the inverted system, but Klem, I understand, did not take heed and it resulted in an engine failure. I do not believe he was killed in the crash, but the airplane was destroyed, and I do not know where it went from there. It was somewhere in Florida it happened.

Al Whiteside has been dead for a long time. He was in the Jacksonville area the last I knew.

Harry's Great Lakes was eventually owned by Bob Nance, and it competed in the world aerobatic competition in Spain in the late '50's or early '60's. It was modified with four aerolons, and a 185 Warner. I flew the airplane a great deal when Bob had it.

I built two PJ-260 airplanes which the P & J stand for Linsey Parsons and Rod Joselin which after the Spain competition thought a "Better and more powerful Great Lakes" would be fine. One I put a 230 Lycoming in it and the other a three hundred Lvc. I kept it for eighteen years.

After 36 years with EAL I flew for Georgia Tech two Convairs for

thirteen years until they colsed the flight department two years ago. I still have my own 182 and fly out of a private strip in Cherokee county. (strip is 1200')

I ended up on the L-1011 with EAL and have enjoyed a very happy life in aviation. I am flying a Stinson Tri-Motor about a hundred hours a year at conventions. Oshkosh, Lakeland, and a couple in Indiana, and Iowa.

Thank you again for asking me to help...I don't know if I did much food, but it was my pleasure.

Sincerely,



It is well I can fly better than I can type or I would have been dead long ago.

Hasson Callaway
1658 Northridge Road
Dunwoody, GA., 30350
(404) 396-0003

NOTE

He flew a stripped down Lockheed P-38 fighter in the 1946 cross country Bendix Trophy race and finished 5th.

Dear Lin,

I would be honored to have you use any of the information from my Laird reports in the Flying Aces Club News. You can use any of the pictures that I made, and John Sunyak's as long as you give him credit. Most of the pictures from "The Golden Age of Air Racing" were made by Major Truman C. Weaver who died about a year ago. The pictures that I copied from books were mostly small and of different size. I blew them up on a photocopier and had hoped to photocopy a complete page, but found that the first blown up photocopy had fair detail, but if I photocopied it much detail was lost. That is the reason most of my photocopied pix were cut out and pasted to the sheet scrap-book style.

I called Bob Hirsch and he said that you can run his 3 views free-gratis as long as he is given credit and there is a note that the plan is copyrighted material and should not be copied to be sold or used in a book without his permission. I think that is a good idea to run under pictures as well. I am enclosing a photocopy of his drawings of three versions of the Laird "Solution". The confusion about what it looked like in the 1931 Thompson comes, no doubt, from the fact that the ship was modified several times within only one year. There was the original black and gold version that won the 1930 Thompson, then it got a larger

cowl to remedy cooling problems. In late 1930 Brock and Shoenhair bought it and added shock struts and refinished the fuselage in white, then sold it to Goodrich Tire & Rubber. In September of 1931 The Sweet Kiss Toothpaste Co. completed the purchase of the ship, and they went back to rigid landing gear with wheel pants, changed the "Wasp Jr." for a Wright "Whirlwind" and equipped it with a new more bullet shaped cowl. Some race historians say that this ship had a white fuselage, rudder and landing gear, yet two photographers swear that the fuselage, rudder, landing gear and struts were all lavender. Some insist that the wings were red, but I suspect that this was due to the red tinted gold that was in fashion during the 30's. I can remember when Yellow gold came in in the 40's.

You could write an interesting article on the many faces of the "Golution" and ask if any of the 75 year old members saw it at Cleveland in 1931, and if so, what color was it. Sunyak claims that he and his brother kept a note book in which they described every ship that they photographed.

I have written John for more information on the colors of the "Sweet Kiss" Laird such as what color was the wing lettering, what color was the edging around the gold race number 77 on the fuselage and the Sweet Kiss logo. He thinks that all of the edging was red, but is looking it up in his notebook.

I think that the many modifications of the 30's racers is one of the reasons that they are such interesting subjects for us model builders.

You called this afternoon and made my day. I have wanted to talk to you for sometime now, particularly since my heart failure just about makes travelling impossible. The guys in our club chase my planes or I would have to give up the hobby that has come to mean so much for me.

I am enclosing John's three articles that he sent to me about his contention that the TravelAir "Mystery Ship" had only two scallops on the top of each wing when it won the Thompson Cup at the 1929 Nationals. His argument about the lime green wing and rudder lettering seems to be borne out by the difference in contrast of the letters shown in his pictures.

As ever, we all appreciate all that you do to keep our hobby flying well, and to keep us all informed.

Sincerely

Ray
Raymond Payne Jr.

NEW PLAN SOURCE

25 scale plans plus 6 "Old Timers", scale plans are originals. More plans added frequently. For list send a S.A.S.E. to;

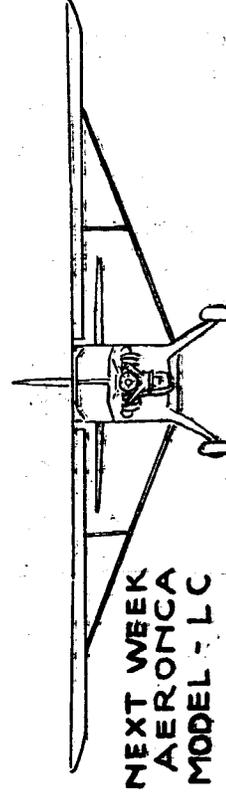
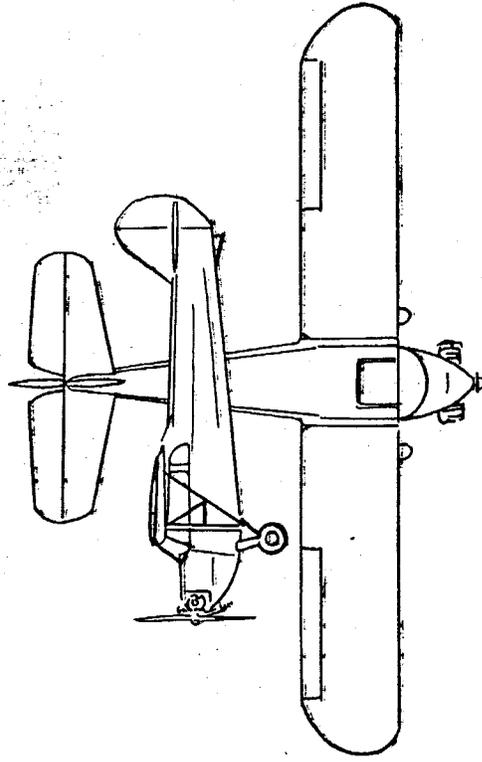
John Blair, 443 Henson Rd.
Warne, N.C. 28909

TAILSPIN TOMMY



FLYING CLUB

AERONCA MODEL - K

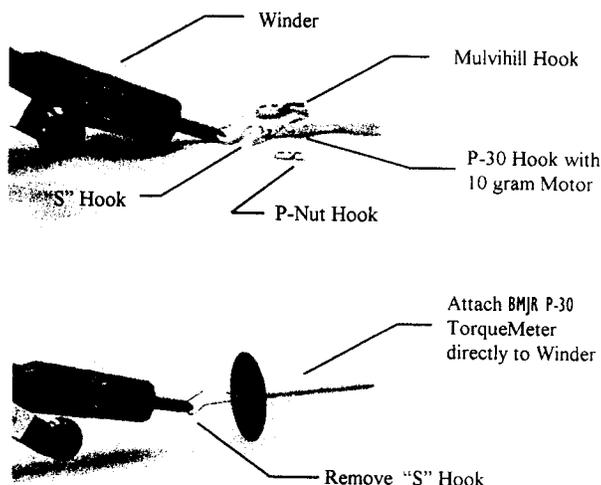


NEXT WEEK AERONCA MODEL - LC

10.

Rubber Motor Winder

The BMJR Winder has a ratio of 3 1/2 to 1 and has been used on rubber powered model airplanes ranging in size from P-Nut's with 1 loop of 1/8" rubber to Mulvihill with 12 strands of 1/8" rubber. The winder may be used with the "S" hook provided to attach directly to the rubber motor, or remove the "S" hook and attach a BMJR Torque Meter directly to the winder.

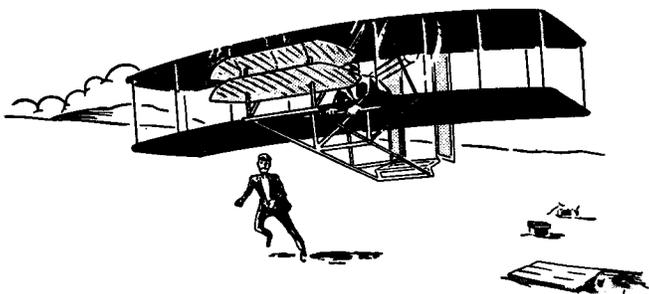


Warranty

BMJR Model Products guarantees this Winder to be free from defects in both materials and workmanship at the time of purchase. In that BMJR Model Products has no control over the use of this winder, no liability shall be assumed or accepted for any damage resulting from its use. In no case shall BMJR Model Products liability exceed the original purchase price. If a problem does arise, please return your winder to BMJR for a refund or replacement item.

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WORLD'S BEST GLUE GUN

Is of the same general design as the Bigge/Micro-X glue gun of several years ago with improvements in the seal where the "cleaning / micro drop delivery wire" enters the neck of the long narrow gauge delivery nozzle. It now has a curved pickup tube that is close to the side of the bottle. \$10.00 plus \$1.00 post will put one of these wonderful tools in yours hands. Send your \$11.00 to:

Harry G Geyer
81 W Bruceton RD
Pittsburgh PA 15236

UP, UP AND AWAY!

Stu Weckerly

The Time - Sept. 1941 (56 years ago)

The Place - Anderson Field (Toledo Model Mangler's Field)

The Model - Sal Taibi's Pacer Scaled down to 36" for the "Mighty Atom" 09 Engine

It was a beautiful sunny day with a light breeze and the "Model Manglers Club" was out for a fun fly at their favorite field in Maumee, Ohio adjacent to the Anderson Grain Elevators. It was a large field (now built up semi-commercial) so we were setting the ignition timers for 15 second engine runs. The little Pacer had a typical spiral climb and settled down (or up) in a respectable thermal. We chased the little yellow and green model in a friend's Model "T" Ford until it was lost in the clouds - gone forever - I thought!

Now for the rest of the story! The Model Manglers also flew at a field (McCord Road) in Sylvania, Ohio about 15 miles from Anderson Field. A Sylvania lad had pedaled his bicycle to McCord expecting to watch the model flying but no one was there. However, a lone model descended from the clouds - yes, will wonders never cease, my little Pacer was found and returned to me for flying another day.

LATEST FAC PLAN PACK

Five brand new, never before published plans by Tom Nallen. GREAT STUFF by one of modelings super designers and builders. Get yours for only \$15.00 postpaid from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

| | |
|----------------------------|--------------|
| Douglas A-1 Skyraider | 19" span |
| Halton HAC-2 Minus | 21 1/2" span |
| No. American P-51B Mustang | 18 1/2" span |
| Hawker Hurrigan I | 20" span |
| Gee Bee Model "E" | 18 7/8" span |

| FAC SCALE | | | | | | | | |
|-----------|-------------------|----------|----------------------|----------|-----------|-----------|-------|--------|
| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. | Bonus | Total |
| 1 | Srull, Don | 32 | Cant | 120 | 82.5 | 47 | 35 | 164.5 |
| 2 | Rees, David | 41 | DH Fox Moth | 120 | 82.5 | 48.2 | 15 | 145.7 |
| 3 | Stott, Dave | 52 | A.N.E.C. | 116 | 81.5 | 48 | 15 | 144.5 |
| 4 | Hallman, Tom | 20 | Mitsubishi 1MF1 | 107 | 79.25 | 48.3 | 15 | 142.55 |
| 5 | Weckerly, Stu | 4 | Waco CVC | 120 | 82.5 | 39.2 | 20 | 141.7 |
| 6 | Gilbert, Vance | 61 | SM 73 | 79 | 69.5 | 46.7 | 20 | 136.2 |
| 7 | McGillivray, Jack | 21 | SE5 Replica | 89 | 74.5 | 46 | 15 | 135.5 |
| 8 | Peavey, Larry | 54 | Lippisch | 61 | 60.5 | 37.5 | 35 | 133 |
| 9 | Boyanowski, Paul | 139 | Waco Biplane | 85 | 72.5 | 45 | 15 | 132.5 |
| 10 | Gilbert, Vance | 61 | Avro 547 | 71 | 65.5 | 45.8 | 20 | 131.3 |
| 11 | Smith, L. | 2 | TA 152H | 67 | 63.5 | 57.6 | 10 | 131.1 |
| 12 | Burns, Michael | 84 | Hellcat | 68 | 64 | 56.7 | 10 | 130.7 |
| 13 | Miller, Rich | 103 | Wet Wott | 82 | 71 | 44 | 15 | 130 |
| 14 | Pelatoski, Ed | 134 | Kawasaki | 83 | 71.5 | 42 | 15 | 128.5 |
| 15 | Nallen II, Tom | 98 | Beardmore WB26 | 68 | 64 | 49 | 15 | 128 |
| 16 | Niedzielski, Dave | 132 | Mr. Smoothie | 120 | 82.5 | 38.5 | 5 | 126 |
| 17 | Arnold, Tom | 76 | Super Savage | 73 | 66.5 | 32.5 | 25 | 124 |
| 18 | Zapf, Richard | 66 | Stinson A Tri-motor | 58 | 58 | 30.5 | 35 | 123.5 |
| 19 | Noll, Jack | 135 | K161 | 74 | 67 | 46 | 10 | 123 |
| 20 | Parent, Chris | 79 | Albatross DV | 57 | 57 | 50 | 15 | 122 |
| 21 | Lewis, George | 25 | Douglas Y1043 | 84 | 72 | 47 | 3 | 122 |
| 22 | Parent, Chris | 79 | Ryan STA | 72 | 66 | 46 | 10 | 122 |
| 23 | Clemens, Bob | 111 | Farman F450 Mosquito | 82 | 71 | 45.8 | 5 | 121.8 |
| 24 | Miller, Jim | 50 | Wet Wot | 74 | 67 | 34.8 | 20 | 121.8 |
| 25 | Reichel, Juanita | 101 | Clipper | 93 | 75.75 | 45.5 | 0 | 121.25 |
| 26 | Sweat, Larry | 58 | P38 F | 51 | 51 | 43 | 25 | 119 |
| 27 | Ross, Lincoln | 64 | Cessna 180 | 83 | 71.5 | 46 | 0 | 117.5 |
| 28 | Houck, John | 57 | Seversky 2DA-204A | 78 | 69 | 38 | 10 | 117 |
| 29 | Azure, Pete | 86 | Lone Eagle | 85 | 72.5 | 43.3 | 0 | 115.8 |
| 30 | Harris, Wm | 44 | Winnie Mae | 101 | 77.75 | 29.7 | 0 | 107.45 |
| 31 | Niedzielski, Dave | 132 | FW190 | 44 | 44 | 43.5 | 15 | 102.5 |
| 32 | Ross, Lincoln | 64 | Seversky Racer | 70 | 65 | 27 | 10 | 102 |
| 33 | Stott, Dave | 52 | Bristol Brandon | 35 | 35 | 50 | 15 | 100 |
| 34 | Noll, Jack | 135 | P38 | 26 | 26 | 46 | 25 | 97 |
| 35 | Daily, Pat | 140 | Curtiss OC2 | 35 | 35 | 45.75 | 15 | 95.75 |
| 36 | Helman, Paul | 24 | Gloster IV | 30 | 30 | 45.5 | 20 | 95.5 |
| 37 | McDonald, Tim | 106 | McDonald Madcap | 40 | 40 | 44 | 10 | 94 |
| 38 | Novak, Ed | 130 | Pegna | 47 | 47 | 31.5 | 15 | 93.5 |
| 39 | Zand, Mike | 153 | Bellanca Tri-motor | 28 | 28 | 26 | 35 | 89 |
| 40 | Stott, Paul | 53 | Hamilton Floatplane | 42 | 42 | 33 | 5 | 80 |
| 41 | Mellander, Elmer | 115 | Pilatus PC6 Porter | 46 | 46 | 29 | 0 | 75 |
| 42 | Kent Le'Mon, F. | 109 | Koolhaven FF55 | 44 | 44 | 24 | 5 | 73 |
| 43 | Lewis, Ted | 34 | Pitts Special | 27 | 27 | 28 | 15 | 70 |
| 44 | McQuaid, Ed | 81 | Bebe Jodel D-92 | 30 | 30 | 28 | 10 | 68 |
| 45 | Miller, Jim | 50 | Lockspeiser | 48 | 48 | | 20 | 68 |
| 46 | Pastel, Harvey | 17 | L19 | 31 | 31 | 25 | 0 | 56 |

| WWII MASS LAUNCH | | |
|------------------|-------------------|--------------------|
| Position | Entrant | Plane |
| 1 | Gallo, Greg | Kawasaki K161 Tony |
| 2 | Smith, Gene | Kawasaki K161 Tony |
| 3 | McGillivray, Jack | Fairey Barracuda |
| 4 | Stott, Paul | Fiat G55 |
| 5 | Boyanowski, Paul | P47 Thunderbolt |
| | Sweat, Larry | A36 Mustang |
| | Nallen, Tom | Bucaneer |
| | Arnold, Tom | Do335 |
| | McLellon, Bob | F4F |
| | Meyers, Stew | F4F |
| | Thomas, Vet | F4U Corsair |
| | Bredehoft, George | Fairey Barracuda |
| | Parent, Chris | FM2 Wildcat |
| | Kuenz, Ralph | FW190 |
| | Niedzielski, Dave | FW190 |
| | Norman, Dennis | FW190 |
| | Schobloher, Chuck | FW190 |
| | Kacian, Jack | HE112 |
| | Burns, Mike | Hellcat |
| | Zapf, Richard | Hurricane |
| | Starleaf, Chris | Ikarus IK-2 |
| | Smith, L. | IL2 Stormovik |
| | Franks, Dave | Judy |
| | Livesay, Dave | Judy |
| | Roberts, Gordon | Judy |
| | Lawton, Al | K161 Tony |
| | Noll, Jack | K161 Tony |
| | Kirby, Noel | ME109E |
| | Hallman, Tom | Mig 3 |
| | Kutkuhn, Jim | Mig 3 |
| | Stott, John | Mig 3 |
| | Pittman, Terry | P47 |
| | Bojanowski, Bob | P51 |
| | Pelakowski, Ed | P51 |
| | Smith, Oscar | P51 |
| | Zand, Mike | P51 |
| | Houck, John | P51A |
| | Miller, Rich | P51B |
| | Griebing, Steve | P51D |
| | MacDonald, Tim | Stormovich |
| | Burdsal, Les | TA152 |
| | Lewis, George | TA152 |
| | Moon, Roger | TA152 |
| | Foster, Bruce | White P39 |
| | Helman, Paul | Yak 9 |

12.

DIME SCALE

| Position | Contestant | Entrant# | Plane | Flight Times | | | Bonus | Total |
|----------|-------------------|----------|----------------------------|--------------|-----|-----|-------|-------|
| 1 | McGillivray, Jack | 21 | Comet Arado | 99 | 120 | 120 | 30 | 369 |
| 2 | Kothe, Herb | 8 | Farman | 119 | 120 | 120 | 0 | 359 |
| 3 | Wekerly, Stu | 4 | Stinson 105 | 120 | 106 | 120 | 0 | 346 |
| 4 | Kane, Dan | 108 | Taylorcraft | 120 | 120 | 90 | 0 | 330 |
| 5 | Zapf, Richard | 66 | Bf109 | 74 | 120 | 101 | 30 | 325 |
| 6 | Miller, Rich | 103 | Foker DVII | 44 | 98 | 120 | 45 | 307 |
| 7 | Burke, Sam | 121 | Aeronca Chief | 106 | 80 | 70 | 0 | 256 |
| 8 | Dailey, Pat | 140 | Vega | 100 | 67 | 86 | 0 | 253 |
| 9 | Stott, Paul | 53 | Comet Howard (10" WS) | 78 | 120 | 47 | 0 | 245 |
| 10 | Moses, Jack | 11 | Hawker Hurricane | 86 | 62 | 59 | 30 | 237 |
| 11 | MacDonald, Tim | 106 | Comet Winnie Mae | 105 | 72 | 58 | 0 | 235 |
| 12 | Houck, John | 57 | Rearwin Speedster | 103 | 66 | 63 | 0 | 232 |
| 13 | Boyanowski, Paul | 139 | Luscombe | 74 | 87 | 70 | 0 | 231 |
| 14 | Roberts, Gordon | 131 | Stinson 105 | 120 | 105 | | 0 | 225 |
| 15 | Nallen, Tom | 98 | Rearwin | 55 | 120 | 33 | 0 | 208 |
| 16 | Driscoll, Dan | 110 | Corbin Ace | 58 | 68 | 78 | 0 | 204 |
| 17 | Meyers, Stew | 149 | Curtiss Robin | 72 | 46 | 65 | 0 | 183 |
| 18 | Kuenz, Ralph | 117 | ME109 | 49 | 39 | 51 | 30 | 169 |
| 19 | Bucher, Tim | 36 | Bristol Browning | 34 | 58 | 35 | 30 | 157 |
| 20 | DeCook, Don | 23 | Curtiss Carrier Pigeon | 32 | 23 | 46 | 45 | 146 |
| 21 | Griebing, Steve | 1 | Puss Moth | 67 | 78 | | 0 | 145 |
| 22 | Azure, Pete | 86 | Spitfire | 40 | 45 | 30 | 30 | 145 |
| 23 | Dock, Ted | 22 | Curtis Robin | 51 | 39 | 44 | 0 | 134 |
| 24 | Zand, Mike | 153 | Fairchild 24 | 43 | 44 | 47 | 0 | 134 |
| 25 | Noll, Jack | 135 | Puss Moth | 86 | 47 | | 0 | 133 |
| 26 | Azure, Pete | 86 | ONG Continental | 60 | 59 | | 0 | 119 |
| 27 | Stott, Dave | 52 | Air Devil Nicholas Beazley | 55 | 53 | | 9 | 117 |
| 28 | Kutkuhn, Jim | 102 | Puss Moth | 20 | 58 | 28 | 0 | 106 |
| 29 | Phillips, Bert | 26 | Monocoupe | 35 | 29 | 38 | 0 | 102 |
| 30 | Moon, Roger | 138 | Puss Moth | 33 | 28 | 34 | 0 | 95 |
| 31 | Meyers, Stew | 149 | Puss Moth | 62 | | | 0 | 62 |
| 32 | Harris, William | 44 | Kittyhawk | 26 | | | 15 | 41 |
| 33 | Moses, Jack | | Rearwin Sportster | 33 | | | 0 | 33 |

THOMPSON RACES

| Position | Entrant | Plane |
|----------|-------------------|----------------|
| 1 | McGillivray, Jack | Cessna CR3 |
| 2 | Lawton, Al | Hughes Racer |
| 3 | Zapf, Richard | LTR 14 |
| 4 | Starleaf, Chris | Cessna CR2 |
| 5 | Hallman, Tom | Loose Sp Racer |
| 6 | Ross, Lincoln | Seversky |
| 7 | Nallen Sr., Tom | Laird Solution |
| 8 | Griebing, Steve | Cessna CR3 |
| 9 | Stott, Dave | Losse Sp Racer |
| 10 | Roberts, Gordon | Seversky |

GREVE RACES

| Position | Entrant | Plane |
|----------|------------------|-------------------------|
| 1 | Starleaf, Chris | Chambermaid |
| 2 | Boyanowski, Paul | Fokerts SK4 |
| 3 | Nallen Sr., Tom | Keith Rider Jack Rabbit |
| 4 | Livesay, Dave | Mr. Smoothie |
| 5 | Lawton, Al | Mr. Smoothie (OOS) |
| 6 | Griebing, Steve | Chambermaid |
| 7 | Gallo, Greg | Floyd Bean Sp |
| 8 | Peavey, Larry | Chambermaid |
| 9 | Roberts Gordon | Chambermaid |
| 10 | Holbrook, Bruce | Keith Rider |

ONE DESIGN

| Position | Contestant |
|----------|------------------|
| 1 | Ross, Don |
| 2 | Fiore, Richard |
| 3 | Kriete, Charles |
| 4 | McCarthy, Leo |
| 5 | Gorman, Richard |
| 6 | Schepers, Gene |
| 7 | Passarelli, Bill |

ELECTRIC OLD TIME GAS REPLICA

*(CLOSEST 2 MINUTE)

| Position | Contestant | Entrant# | Plane | Flight Times | | | *Flyoff | Total |
|----------|----------------|----------|-------------------|--------------|-----|-----|---------|-------|
| 1 | Houck, John | 57 | Albatros | 120 | 120 | 120 | 118 | 360 |
| 2 | Nippert, Vic | 60 | Kerswap | 120 | 120 | 120 | 124 | 360 |
| 3 | Miller, Dick | 38 | Half Pint | 120 | 120 | 120 | 170 | 360 |
| 4 | Whalen, M | 163 | Shereshaw Cumulus | 120 | 120 | 118 | | 358 |
| 5 | Bucher, Tim | 36 | Simplex | 120 | 120 | 110 | | 350 |
| 6 | Dock, Ted | 22 | Zomby | 115 | 114 | 120 | | 349 |
| 7 | Meyers, Stew | 149 | Kerswap | 120 | 120 | 92 | | 332 |
| 8 | Phillips, Bert | 26 | Airtrails Sport | 70 | 120 | 98 | | 288 |
| 9 | Kutkuhn, Jim | 102 | Alert | 82 | 84 | 102 | | 268 |
| 10 | Layboure, Bob | 45 | Baby Fleetster | 68 | 120 | 67 | | 255 |
| 11 | Lewis, Ted | 34 | Buzzard Bombshell | 79 | 56 | 104 | | 239 |
| 12 | Kuenz, Ralph | 117 | Clipper | 62 | 68 | 62 | | 192 |
| 13 | Noll, Jack | 135 | New Ruler | 83 | 77 | | | 160 |
| 14 | Zand, Mike | 153 | Buzzard Bombshell | 48 | 47 | 64 | | 159 |
| 15 | Harris, Bill | 44 | Zipper | 82 | | | | 82 |

FLYING HORDE

| Position | Contestant |
|----------|-----------------------|
| 1 | Rees, Dave (Citabria) |
| 2 | Bredehoft, George |

AEROL RACE (14 Entrants)

| Position | Contestant |
|----------|-----------------------------|
| 1 | McDonald, Tim (Jack Rabbit) |

| FAC GIANT SCALE | | | | | | | | |
|-----------------|-----------------|----------|-------------------|----------|-----------|-----------|-------|--------|
| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. | Bonus | Total |
| 1 | Nallen II, Tom | 98 | Secat | 120 | 82.5 | 53.5 | 15 | 151 |
| 2 | Bojanowski, Bob | 19 | Rearwin Speedster | 120 | 82.5 | 57.5 | 0 | 140 |
| 3 | Rees, Dave | 41 | Schweitzer | 74 | 67 | 55.5 | 10 | 132.5 |
| 4 | Stott, Dave | 52 | Taylor Cub E2 | 93 | 75.75 | 54 | 0 | 129.75 |
| 5 | Smith, Oscar | 146 | J3 Cub | 88 | 74 | 47.5 | 0 | 121.5 |
| 6 | Moon, Roger | 138 | Puss Moth DH8 | 86 | 73 | 44 | 0 | 117 |
| 7 | Bucher, Tim | 36 | Corben Superace | 74 | 67 | 44.5 | 3 | 114.5 |
| 8 | Bojan, Ed | 16 | Nesmith Cougar | 68 | 62 | 52 | 0 | 114 |
| 9 | Novak, Ed | 130 | Beardmore Inflex | 120 | 82.5 | 0 | 15 | 97.5 |
| 10 | Bennet, Leon | 162 | Fournier RF5 | 53 | 53 | 33 | 10 | 96 |
| 11 | Azure, Pete | 86 | Fairchild FC1 | 35 | 35 | 56.5 | 0 | 91.5 |

| GOODYEAR MIDGET RACES | | |
|-----------------------|-------------------|-------------------|
| Position | Entrant | Plane |
| 1 | Kacian, Jack | Whittman Racer |
| 2 | Zapf, Richard | Lil Gem |
| 3 | Starleaf, Chris | Pogo |
| 4 | Griebing, Steve | Idgits Midget |
| 5 | Moses, Jack | Dixon Special |
| 6 | Niedzielski, Dave | Dixon Special |
| 6 | Pelatoski, Ed | Whittman Racer |
| 8 | Houck, John | Whittman VW |
| 8 | Roberts, Gordon | Idgits Midget |
| 8 | Noll, Jack | Long Midget |
| 11 | Livesay, Dave | Thompson Balbonie |
| 11 | Rakow, Ray | Somera |
| 11 | Stott, Dave | Long Midget |
| 11 | Nallen Sr., Tom | Bonzo |

| GOLDEN AGE CIVIL | | | | | | | |
|------------------|-------------------|----------|-------------------|--------------|-----|-----|-------|
| Position | Contestant | Entrant# | Plane | Flight Times | | | Total |
| 1 | McGillivray, Jack | 21 | DH Moth Minor | 120 | 120 | 120 | 360 |
| 2 | Weckerly, Stu | 4 | Stout 2AT | 120 | 120 | 120 | 360 |
| 3 | Rees Dave | 41 | Nicholas Beasley | 120 | 117 | 120 | 357 |
| 4 | Kothe, Herb | 8 | Taylorcraft | 116 | 120 | 120 | 356 |
| 5 | Lorimer, Hal | 33 | Cranwell GLA3 | 113 | 120 | 120 | 353 |
| 6 | Nippert, Vic | 60 | Piper Cub | 120 | 120 | 106 | 346 |
| 7 | Azure, Pete | 86 | Fairchild 24 | 93 | 99 | 120 | 312 |
| 8 | Kacian, Jack | 55 | Rearwin Speedster | 89 | 120 | 97 | 306 |
| 9 | Hallman, Tom | 20 | Gadfly | 72 | 120 | 108 | 300 |
| 10 | Boyanowski, Paul | 139 | Waco 2CC-7 | 120 | 73 | 88 | 281 |
| 11 | Parent, Chris | 79 | Ryan STA | 120 | 55 | 75 | 250 |
| 12 | Lewis, George | 25 | Rearwin Speedster | 73 | 57 | 101 | 231 |
| 13 | Burdsall, Les | 91 | Cessna Phantom | 89 | 71 | 62 | 222 |
| 14 | Kutkuhn, Jim | 102 | Taylorcraft O57 | 90 | 80 | 50 | 220 |
| 15 | Kane, Dan | 108 | Stinson 105 | 82 | 73 | 56 | 211 |
| 16 | Dock, Ted | 22 | Rearwin Speedster | 56 | 78 | 72 | 206 |
| 17 | Houck, John | 57 | Rearwin Sportster | 66 | 62 | 52 | 180 |
| 18 | Starleaf, Chris | 73 | Lincoln AP-K5 | 92 | 80 | | 172 |
| 19 | McQuaid, Ed | 81 | Comper Swift | 72 | 61 | 34 | 167 |
| 20 | Driscoll, Dan | 110 | Howard DGA8 | 76 | 53 | 26 | 155 |
| 21 | Nassise, Mike | 123 | Taylorcraft | 51 | 52 | 50 | 153 |
| 22 | Foster, Bruce | 77 | Stinson SR6 | 126 | | | 126 |
| 23 | Griebing, Steve | 1 | Vega | 62 | 61 | | 123 |
| 24 | Helman, Paul | 24 | Gadfly | 120 | | | 120 |
| 25 | Zand, Mike | 153 | Taylorcraft | 120 | | | 120 |
| 26 | Lorimer, Hal | 33 | Gadfly | 109 | | | 109 |
| 27 | Foster, Bruce | 77 | Gadfly | 100 | | | 100 |
| 28 | Kutkuhn, Jim | 102 | Fairchild 22 | 52 | 48 | | 100 |
| 29 | Gilbert, Vance | 61 | Avro 547 | 50 | 40 | | 90 |
| 30 | Shales, Lloyd | 142 | Leopard Moth | 24 | 28 | 26 | 78 |
| 31 | Smith, Gene | 40 | Curtiss Robin | 74 | | | 74 |
| 32 | Noll, Jack | 135 | Westland Widgeon | 33 | | | 33 |

| WWI MASS LAUNCH | | |
|-----------------|-------------------|--------------------|
| Position | Entrant | Plane |
| 1 | Rees, Dave | Martinsyde Buzzard |
| 2 | Lawton, Al | Fokker DVII |
| 3 | Griebing, Steve | Martinsyde Buzzard |
| 4 | Stott, Dave | Big Ack |
| 5 | McGillivray, Jack | Junkers CL1 |
| 6 | Nallen II, Tom | AW FK 8 |
| 7 | Miller, Jim | Grain Kitten |
| 8 | Weckerly, Stu | Grain Kitten |
| | Parent, Chris | Albatros DV |
| | Bredehoff, George | Albatros DII |
| | Courtney, Roy | DH6 |
| | Gallo, Greg | Fokker DVII |
| | Helman, Paul | Fokker DVII |
| | McLellan, Bob | Fokker DVII |
| | Miller, Rich | Fokker DVII |
| | Niedzielski, Dave | Fokker DVII |
| | Pelakowski, Ed | Fokker DVII |
| | Schobloher, Chuck | Fokker DVII |
| | Smith, Oscar | Fokker DVII |
| | Stull, Don | Fokker DVII |
| | Starleaf, Chris | Fokker DVII |
| | Zapf, Richard | Fokker DVII |
| | Houck John | Junkers J1 |
| | Roberts, Gordon | Martinsyde Buzzard |
| | Kutkuhn, Jim | SE5 |
| | Ramsey, Bob | SE5 |
| | Zand, Mike | SE5 |
| | Meiers, Stew | SPAD |

14.

OLD TIME COMMERCIAL RUBBER

| Position | Contestant | Entrant# | Plane | Best Three Flights | | | Flyoff | Total |
|----------|-------------------|----------|------------------------|--------------------|-----|-----|--------|-------|
| 1 | Kothe, Herb | 8 | Miss Canada | 120 | 120 | 120 | 240 | 360 |
| 2 | Lewis, George | 25 | Miss Canada | 120 | 120 | 120 | 240 | 360 |
| 3 | Passarelli, Bill | 120 | F.A.Gull | 120 | 120 | 120 | 208 | 360 |
| 4 | Nippert, Vic | 60 | Miss Canada | 120 | 120 | 120 | 182 | 360 |
| 5 | Kutkuhn, Jim | 102 | Orr's Chieftan | 120 | 120 | 120 | 179 | 360 |
| 6 | Seath, David | 75 | Miss Canada | 120 | 120 | 120 | 133 | 360 |
| 7 | Moore, Richard | 7 | Pacemaker | 120 | 120 | 120 | 87 | 360 |
| 8 | Hannan, Don | 105 | High Climber | 120 | 120 | 120 | 68 | 360 |
| 9 | Weckerly, Stu | 4 | Phantom Fury | 120 | 120 | 120 | DNF | 360 |
| 10 | Hammett, Bob | 122 | Albatross | 120 | 120 | 120 | DNF | 360 |
| 11 | Houck, John | 57 | Stahl Hurricane | 120 | 120 | 120 | DNF | 360 |
| 12 | McQuaid, Ed | 81 | Sparky | 120 | 120 | 120 | DNF | 360 |
| 13 | Morre, Richard | 7 | High Climber | 120 | 120 | 120 | DNF | 360 |
| 14 | Stott, Paul | 53 | Snooky | 120 | 120 | 120 | DNF | 360 |
| 15 | Thomas, Vet | 82 | Miss Canada | 120 | 120 | 120 | DNF | 360 |
| 16 | Layborne, Bob | 45 | Skygull | 120 | 105 | 120 | | 345 |
| 17 | McConnell, Ken | 95 | Sparky | 108 | 115 | 103 | | 326 |
| 18 | Ramos, Fernando | 70 | 33 Lonzo Cabin | 120 | 116 | 88 | | 324 |
| 19 | Lorimer, Hal | 33 | Jabberwok | 120 | 120 | 79 | | 319 |
| 20 | Kornrich, W. | 155 | Sparky | 76 | 120 | 76 | | 272 |
| 21 | Zand, Mike | 153 | Victory | 80 | 113 | 72 | | 265 |
| 22 | Forbach, Walt | 141 | Sparky | 105 | 120 | | | 225 |
| 23 | Ramos, Fernando | 70 | Miss Canada | 120 | 101 | | | 221 |
| 24 | Daily, Pat | 140 | Pacific Ace | 100 | 120 | | | 220 |
| 25 | McQuaid, Ed | 81 | Moth | 63 | 70 | 80 | | 213 |
| 26 | Roberts, Gordon | 131 | F.A.Moth | 110 | 103 | | | 213 |
| 27 | McConnel, Ken | 95 | Miss Canada | 120 | 85 | | | 205 |
| 28 | Anderson, Jim | 10 | NZ Yellow Bird | 114 | 89 | | | 203 |
| 29 | DeTar, Jim | 89 | Moth | 69 | 63 | 59 | | 191 |
| 30 | Bredehoft, George | 147 | Peerless | 58 | 74 | 57 | | 189 |
| 31 | Lewis, Ted | 34 | Gorden Light Gull | 64 | 120 | | | 184 |
| 32 | Reichel, Jaunita | 101 | F.A.Moth | 45 | 66 | 70 | | 181 |
| 33 | Nippert, Vic | 60 | F.A.Moth | 110 | 65 | | | 175 |
| 34 | Nassise, Mike | 123 | F.A.Skygull | 52 | 52 | 55 | | 159 |
| 35 | Hellman, Paul | 24 | Zep Stoker | 57 | 53 | 41 | | 151 |
| 36 | Forbach, Walt | 141 | Jabberwock | 83 | 62 | | | 145 |
| 37 | Phillips, Bert | 26 | Flyabout | 45 | 78 | | | 123 |
| 38 | Hannan, Dan | 105 | HyFlyer | 120 | | | | 120 |
| 39 | Markson, Jerry | 46 | Jabberwock | 120 | | | | 120 |
| 40 | Canfield, Tom | 113 | Jabberwock | 29 | 39 | 30 | | 98 |
| 41 | Bredehoft, George | 128 | Peerless Jr. Endurance | 95 | | | | 95 |
| 42 | Barker, Jack | 85 | Phantom Fury | 81 | | | | 81 |
| 43 | Azure, Pete | 86 | Stahl Hurricane | 56 | | | | 56 |
| 44 | Stott, John | 14 | F.A.Moth | 54 | | | | 54 |
| 45 | Harris, Wm. | 44 | F4U | 23 | 26 | | | 49 |

MODERN MILITARY MASS LAUNCH

| Position | Entrant | Plane |
|----------|-----------------|----------------------|
| 1 | Zapf, Richard | Ryan Fireball |
| 2 | Noll, Jack | T28 |
| 3 | Houck, John | Bell XF2L-1 Aracomet |
| 4 | Nallen Sr., Tom | Skyraider |
| 5 | Arnold, Tom | Turbo Mustang |
| 6 | MacDonald, Tim | Bearcat |
| 6 | Norman, Dennis | Hawker Hunter |
| 8 | Burdsal, Les | T28 |
| 8 | Harris, Bill | Sky Shark |
| 10 | Livesay, Dave | Vultee XA41 |
| 10 | Zand, Mike | F82 |
| 10 | Hallman, Tom | Mig 15 |
| 10 | Miller, Jim | OV30 |
| 10 | Parent, Chris | T28 |

GOLDEN AGE MILITARY MASS LAUNCH

| Position | Entrant | Plane |
|----------|-----------------|---------------------|
| 1 | Hallman, Tom | Mitsubishi 1MF1 |
| 2 | Parent, Chris | Type 91 Nakajima |
| 3 | Meyers, Stew | Vultee Attack |
| 4 | Stott, Dave | Blackburn Blackburn |
| 5 | Griebing, Steve | Avia 534 |
| | Livesay, Dave | Bernard 260 |
| | Shales, Lloyd | Magister |
| | Stott, Paul | Spartan Fighter |
| | Starleaf, Chris | Kawasaki |
| | Helman, Paul | High Speed Fury |
| | Miller, Jim | Martin MO1 (Lost) |
| | Zapf, Richard | PZL-P1 |
| | Smith, Oscar | Bucker |
| | Nippert, Vic | Martin MO1 |

BENDIX RACE

| Position | Entrant | Plane |
|----------|-------------------|---------------|
| 1 | Smith, Oscar | Lockheed Vega |
| 2 | Livesay, Dave | Vultee VI-A |
| 3 | Griebing, Steve | Mr. Mulligan |
| 4 | Nallen Sr., Tom | Orion |
| 5 | Ross, Lincoln | Seversky |
| 6 | Starleaf, Chris | |
| 7 | Stott, Dave | |
| 8 | Zapf, Richard | |
| 9 | Houck, John | |
| 10 | McDonald, Tim | |
| 11 | Helman, Tom | |
| 12 | Nassise, Mike | |
| 13 | Bredehoft, George | |
| 14 | Roberts, Gordon | Seversky |
| 15 | Zand, Mike | Seversky |

| HIGH WING PEANUTS | | | | | | | |
|-------------------|--------------------|----------|------------------|----------|-----------|-----------|--------|
| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. | Total |
| 1 | Hallman, Tom | 20 | Clipped Wing Cub | 120 | 82.5 | 58 | 140.5 |
| 2 | Rees, Dave | 41 | Corona Cougar | 120 | 82.5 | 57 | 139.5 |
| 3 | Weckerly, Stu | 4 | Stout 2AT | 118 | 82 | 56.5 | 138.5 |
| 4 | Passarelli, Bill | 120 | PAMA | 120 | 82.5 | 53 | 135.5 |
| 5 | McGillivray, Jack | 21 | Kalinin | 120 | 82.5 | 51.5 | 134 |
| 6 | Roberts, Gordon | 131 | Lacey | 120 | 82.5 | 51.5 | 134 |
| 7 | Smith, Gene | 40 | Piper Colt | 120 | 82.5 | 49.5 | 132 |
| 8 | Miller, Rich | 103 | Piper Vagabond | 105 | 78.75 | 53 | 131.75 |
| 9 | Braderhoff, George | 127 | M5 Lunar Maule | 120 | 82.5 | 47.5 | 130 |
| 10 | Gallo, Greg | 148 | Nesmith Cougar | 120 | 82.5 | 47.5 | 130 |
| 11 | Detar, Jim | 89 | Nesmith Cougar | 120 | 82.5 | 45.5 | 128 |
| 12 | Noll, Jack | 135 | Fike | 98 | 77 | 48 | 125 |
| 13 | Nippert, Vic | 60 | Fike E | 81 | 70.5 | 52 | 122.5 |
| 14 | Clemens, Bob | 111 | Found 100 | 75 | 67.5 | 55 | 122.5 |
| 15 | Peiatowski, Ed | 134 | Wittman Tailwind | 73 | 66.5 | 52 | 118.5 |
| 16 | Miller, Jim | 50 | Fike E | 75 | 67.5 | 49 | 116.5 |
| 17 | Zand, Mike | 153 | Lacey | 69 | 64.5 | 52 | 116.5 |
| 18 | Driscoll, Dan | 110 | Cougar | 67 | 63.5 | 49 | 112.5 |
| 19 | Roberts, Gordon | 131 | Piper Pacer | 64 | 62 | 50.5 | 112.5 |
| 20 | Clemens, Bob | 111 | PAMA | 49 | 49 | 54 | 103 |
| 21 | Zand, Mike | 153 | Wittman Tailwind | 51 | 51 | 48.5 | 99.5 |
| 22 | Kutkuhn, Jim | 102 | Maule M5 | 49 | 49 | 50 | 99 |
| 23 | Smith, Oscar | 146 | Nesmith Cougar | 51 | 51 | 46 | 97 |
| 24 | Dock, Ted | 22 | Bede 4 | 43 | 43 | 45.5 | 88.5 |
| 25 | Griebing, Steve | 1 | Lacey M10 | 120 | 82.5 | ?? | 82.5 |
| 26 | Griebing, Steve | 1 | Stinson 125 | 69 | 64.5 | ?? | 64.5 |

| Position | Contestant | Entrant# | Plane | Best Fl. | | | Bonus | | | Fl. Score | | | Scale Sc. | | | Total |
|----------|----------------|----------|-----------------------|----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| | | | | Best Fl. | Fl. Score | Scale Sc. | Best Fl. | Fl. Score | Scale Sc. | Best Fl. | Fl. Score | Scale Sc. | Best Fl. | Fl. Score | Scale Sc. | |
| 1 | Hallman, Tom | 20 | Bleriot VII | 77 | 10 | 73.5 | 77 | 10 | 73.5 | 55.5 | 40 | 129 | 55.5 | 40 | 122.5 | 129 |
| 2 | Rees, Dave | 41 | Plage Court Torpedo 2 | 120 | 5 | 82.5 | 120 | 5 | 82.5 | 40 | 122.5 | 40 | 40 | 122.5 | 122.5 | |
| 3 | Nallen II, Tom | 98 | Short T5 | 89 | 20 | 79.75 | 89 | 20 | 79.75 | 39 | 118.75 | 39 | 39 | 118.75 | 118.75 | |
| 4 | Snull, Don | 32 | Voisin | 107 | 30 | 82.5 | 107 | 30 | 82.5 | 32 | 114.5 | 32 | 32 | 114.5 | 114.5 | |
| 5 | Kacian, Jack | 55 | Wright Flyer | 94 | 45 | 82.5 | 94 | 45 | 82.5 | 29 | 111.5 | 29 | 29 | 111.5 | 111.5 | |
| 6 | Miller, Jim | 50 | Voisin | 120 | 30 | 82.5 | 120 | 30 | 82.5 | 28 | 110.5 | 28 | 28 | 110.5 | 110.5 | |
| 7 | Nippert, Vic | 60 | Bleriot Type | 40 | 15 | 55 | 40 | 15 | 55 | 46 | 101 | 46 | 46 | 101 | 101 | |
| 8 | Novak, H. | 130 | Bleriot VII | 52 | 10 | 61 | 52 | 10 | 61 | 40 | 101 | 40 | 40 | 101 | 101 | |
| 9 | Helman, Paul | 24 | Sopwith Tabloid | 35 | 20 | 55 | 35 | 20 | 55 | 28 | 83 | 28 | 28 | 83 | 83 | |
| 10 | Starleaf, Chns | 73 | Santos Dumont 14 | 120 | | 82.5 | 120 | | 82.5 | 0 | 82.5 | 0 | 0 | 82.5 | 82.5 | |
| 11 | McDonald, Tim | 106 | Eastbourne Monoplane | 70 | 5 | 67.5 | 70 | 5 | 67.5 | 14 | 81.5 | 14 | 14 | 81.5 | 81.5 | |
| 12 | Nippert, Vic | 60 | Eastbourne | 33 | 5 | 38 | 33 | 5 | 38 | 30 | 68 | 30 | 30 | 68 | 68 | |

| NoCal Event | | | | | | | |
|-------------|--------------------|----------|----------------|---------------|-----|-----|-------|
| Position | Contestant | Entrant# | Plane | Three Flights | | | Total |
| 1 | Bredelhoff, George | 127 | Hosler Fury | 682 | | | 682 |
| 2 | Kane, Dan | 108 | Schlepp | 184 | 202 | 262 | 648 |
| 3 | Sandusky, Carol | 104 | F4F | 84 | 74 | 374 | 532 |
| 4 | Nallen II, Tom | 97 | Zero | 123 | 153 | 115 | 391 |
| 5 | Noll, Jack | 135 | HE100D | 83 | 178 | 108 | 369 |
| 6 | Crawmer, G. | 99 | Cessna | 116 | 120 | 91 | 327 |
| 7 | Helman, Pul | 24 | Moncoupe | 111 | 108 | 102 | 321 |
| 8 | Dock, Ted | 22 | Schlept | 82 | 69 | 153 | 304 |
| 9 | Gallo, Greg | 148 | Fairy Firefly | 129 | 118 | 30 | 277 |
| 10 | Sandusky, Russ | 104 | Jap Jack J2M2 | 122 | 150 | | 272 |
| 11 | Hallman, Tom | 20 | Hawker Typhoon | 86 | 85 | 90 | 261 |
| 12 | Lewis, George | 25 | Gosling | 107 | 60 | 65 | 232 |
| 13 | McConnell, Ken | 95 | Rare Bear | 85 | 65 | 61 | 211 |
| 14 | Lang, Don | 13 | Mustang | 36 | 156 | | 192 |
| 15 | Lewis, George | 25 | Tipsy Nipper | 56 | 48 | 47 | 151 |
| 16 | Barker, Jack | 85 | LA-5 | 42 | 36 | 56 | 134 |
| 17 | Burdsall, Les | 91 | Mr. Smoothie | 120 | | | 120 |

| Jimmy Allen Event | | | | | | | | |
|-------------------|-------------------|----------|------------|--------------------|-----|-----|--------|-------|
| Position | Contestant | Entrant# | Plane | Best Three Flights | | | Flyoff | Total |
| 1 | Weckerly, Stu | 4 | Bluebird | 120 | 120 | 120 | 218 | 578 |
| 2 | Passarelli, Bill | 120 | Skokie | 120 | 120 | 120 | 215 | 575 |
| 3 | Kothe, Herb | 8 | Sky Chief | 120 | 120 | 120 | 181 | 541 |
| 4 | Lorimer, Hal | 33 | Skokie | 96 | 120 | 120 | | 336 |
| 5 | Nippert, Vic | 60 | Skokie | 107 | 106 | 120 | | 333 |
| 6 | Driscoll, Dan | 110 | JA Special | 75 | 101 | 87 | | 263 |
| 7 | Bojanowski, Bob | 19 | B&A | 62 | 120 | 59 | | 241 |
| 8 | Seath, Dave | 75 | Bluebird | 58 | 120 | 55 | | 233 |
| 9 | Kuenz, Ralph | 117 | BA Parasol | 81 | 67 | 68 | | 216 |
| 10 | Laybourne, Bob | 45 | Skokie | 65 | 74 | 63 | | 202 |
| 11 | Schobloher, Chuck | 47 | Skokie | 64 | 56 | 49 | | 169 |
| 12 | DeCook, Don | 23 | BARacer | 84 | 53 | | | 137 |
| 13 | Hammitt, Bob | 122 | Skokie | 88 | | | | 88 |
| 14 | Markson, Jerry | 40 | Bluebird | 47 | 40 | | | 87 |
| 15 | Burke, Sam | 121 | Skokie | 79 | | | | 79 |

16.

SHELL SPEED DASH

| Position | Contestant | Entrant# | Plane | Flight Time | | Total |
|----------|--------------------|----------|--------------------|-------------|-----|-------|
| 1 | Smith, Gene | 40 | Jack Rabbit | 120 | 120 | 240 |
| 2 | Lawton, Al | 30 | Mr. Smoothie | 120 | 86 | 206 |
| 3 | McGillivray, Jack | 21 | Cessna CR-3 | 91 | 104 | 195 |
| 4 | Livesay, David | 92 | Mr. Smoothie | 98 | 67 | 165 |
| 5 | Hallman, Tom | 20 | Loose Sp. | 69 | 85 | 154 |
| 6 | Peavey, | 54 | Chambermaid | 88 | 62 | 150 |
| 7 | Holbrook, Bruce | 145 | Keith Rider | 110 | 35 | 145 |
| 8 | Starleaf, Chris | 73 | Chambermaid | 85 | 57 | 142 |
| 9 | Nallen Sr., Tom | 97 | Jack Rabbit | 76 | 65 | 141 |
| 10 | Roberts, Gordon | 131 | Chambermaid | 70 | 69 | 139 |
| 11 | Boyanowski, Paul | 139 | Folkerts SK-4 | 69 | 69 | 138 |
| 12 | Lawton, Al | 30 | Hughes Racer | 57 | 80 | 137 |
| 13 | Noll, Jack | 135 | Time Flies | 96 | 38 | 134 |
| 14 | Nallen II, Tom | 98 | Haines Mystery | 49 | 84 | 133 |
| 15 | Gallo, Greg | 148 | Floyd Bean Sp | 35 | 97 | 132 |
| 16 | Griebling, Steve | 1 | Chambermaid | 65 | 65 | 130 |
| 17 | Zapf, Richard | 66 | Suzy KR-1 | 69 | 59 | 128 |
| 18 | Roberts, Gordon | 131 | Seversky | 60 | 66 | 126 |
| 19 | Niedzielski, Dave | 132 | Mr. Smoothie | 51 | 73 | 124 |
| 20 | Zapf, Richard | 66 | LTR-14 | 53 | 68 | 121 |
| 21 | Srull, Don | 32 | Keith Rider R-4 | 70 | 50 | 120 |
| 22 | Pelattowski, Ed | 134 | Folkerts SK-2 | 64 | 55 | 119 |
| 23 | Pelattowski, Ed | 134 | Folkerts SK-3 | 62 | 54 | 116 |
| 24 | Rakow, Ray | 118 | Mr. Smoothie | 64 | 49 | 113 |
| 25 | Griebling, Steve | 1 | Cessna CR-3 | 48 | 63 | 111 |
| 26 | Ross, Lincoln | 64 | Seversky | 50 | 59 | 109 |
| 27 | McGillivray, Jack | 21 | Jack Rabbit | 54 | 53 | 107 |
| 28 | Starleaf, Chris | 73 | Cessna CR2 | 58 | 49 | 107 |
| 29 | Noll, Jack | 135 | Jack Rabbit | 53 | 52 | 105 |
| 30 | Stott, Dave | 52 | Loose Sp. | 60 | 40 | 100 |
| 31 | Gorham, Dick | 151 | Keith Rider R-4 | 53 | 44 | 97 |
| 32 | McDonald, Tim | 106 | Jack Rabbit | 48 | 48 | 96 |
| 33 | Schobloher, Chuck | 47 | Jack Rabbit | 61 | 34 | 95 |
| 34 | Nallen, Tom | 97 | Laird | 43 | 51 | 94 |
| 35 | Smith, L | 2 | Marcoux Bromberg | 44 | 48 | 92 |
| 36 | Lang, Don | 13 | Mr. Smoothie | 54 | 36 | 90 |
| 37 | Sauter, Charlie | 119 | Firecracker | 46 | 44 | 90 |
| 38 | Houck, John | 57 | Allenbaugh Model A | 47 | 37 | 84 |
| 39 | Smith, Oscar | 146 | Mr. Smoothie | 42 | 41 | 83 |
| 40 | Stott, Dave | 52 | Tilbury Flash | 46 | 37 | 83 |
| 41 | Bredelhoff, George | 127 | Chief Oshkosh | 41 | 39 | 80 |
| 42 | Moses, Jack | 11 | Jack Rabbit | 44 | 34 | 78 |
| 43 | Clemens, Bob | 111 | Keith Rider R-2 | 45 | 32 | 77 |
| 44 | Houck, John | 57 | Chester Jeep | 30 | 46 | 76 |
| 45 | Smith, Gene | 40 | Marcoux Bromberg | 42 | 33 | 75 |
| 46 | Miller, Jim | 50 | Goon | 37 | 35 | 72 |
| 47 | Harris, W. | 44 | Chester Jeep | 33 | 33 | 66 |
| 48 | Moon, Roger | 138 | Marcoux Bromberg | 27 | 37 | 64 |
| 49 | Helman, Paul | 24 | Time Flies | 21 | 41 | 62 |
| 50 | Lang, Don | 13 | Marcoux Bromberg | 28 | 33 | 61 |
| 51 | Zand, Mike | 153 | Suzy | 27 | 33 | 60 |
| 52 | McDonald, Tim | 106 | Hostler Fury | 29 | 30 | 59 |
| 53 | Markson, Jerry | 46 | Mr. Smoothie | 25 | 25 | 50 |
| 54 | Mayo, Ross | 157 | Cessna CR-3 | 26 | 20 | 46 |
| 55 | Zand, Mike | 153 | Seversky | 22 | 20 | 42 |
| 56 | Helman, Paul | 24 | Jack Rabbit | 40 | | 40 |
| 57 | Moon, Roger | 138 | Jack Rabbit | 13 | 23 | 36 |

OLD TIME STICK RUBBER

| Position | Contestant | Entrant# | Plane | Best Three Flights | | | Flyoff | Total |
|----------|------------------|----------|-----------------|--------------------|-----|-----|--------|-------|
| 1 | Anderson, Jim | 10 | Gollywock | 120 | 120 | 120 | 240 | 360 |
| 2 | Kothe, Herb | 8 | Korda C | 120 | 120 | 120 | 240 | 360 |
| 3 | Passarelli, Bill | 120 | Thermolier | 120 | 120 | 120 | 228 | 360 |
| 4 | Burns, M. | 84 | Gollywock | 120 | 120 | 120 | 157 | 360 |
| 5 | Kutkuhn, Jim | 102 | Ritz 36 | 120 | 120 | 120 | 136 | 360 |
| 6 | Lorimer, Hal | 33 | Sunspot | 120 | 120 | 120 | 128 | 360 |
| 7 | Nippert, Vic | 60 | Thermolier | 120 | 120 | 120 | 90 | 360 |
| 8 | Laybourne, Bob | 45 | Korda C | 120 | 120 | 120 | dnf | 360 |
| 9 | Nippert, Vic | 60 | Sunspot | 120 | 120 | 120 | | 360 |
| 10 | Fiorello, Jim | 133 | Struck Stick | 120 | 120 | | | 240 |
| 11 | Moon, Roger | 138 | Gollywock | 120 | 120 | | | 240 |
| 12 | Seath, Dave | 75 | Korda C | 105 | 120 | | | 225 |
| 13 | DeCook, Don | 23 | Gollywock | 102 | 120 | | | 222 |
| 14 | Stott, John | 14 | Ritz | 80 | 120 | | | 200 |
| 15 | Doman, Daren | 161 | Sparkey | 66 | 36 | 50 | | 152 |
| 16 | Farback, Walt | 141 | Gollywock Stick | 120 | | | | 120 |
| 17 | Franks, Dave | 27 | My Sparky | 120 | | | | 120 |

MODERN CIVIL PRODUCTION

| Position | Contestant | Entrant# | Plane | Flight Times | | | Total |
|----------|--------------------|----------|---------------------|--------------|-----|-----|-------|
| 1 | Rees, Dave | 41 | Citabria | 120 | 120 | 109 | 349 |
| 2 | McGillivray, Jack | 21 | Found 100 Centenial | 99 | 120 | 114 | 333 |
| 3 | Boyanowski, Paul | 139 | Piper Clipper | 96 | 89 | 89 | 274 |
| 4 | Reichel, Juanita | 101 | Clipper | 88 | 75 | 76 | 239 |
| 5 | Smith, Gene | 40 | Piper Colt | 79 | 84 | 75 | 238 |
| 6 | Detar, Jim | 89 | Aeronca Champ | 78 | 65 | 60 | 203 |
| 7 | Bredelhoff, George | 127 | Maule M5 | 55 | 71 | 76 | 202 |
| 8 | Driscoll, Dan | 110 | Helio Courier | 37 | 89 | 57 | 183 |
| 9 | Kutkuhn, Jim | 102 | Piper Clipper | 61 | 71 | 47 | 179 |
| 10 | Schobloher, Chuck | 47 | Piper Clipper | 56 | 69 | 52 | 177 |
| 11 | Houck, John | 57 | Vagabond | 44 | 46 | 55 | 145 |
| 12 | Ross, Lincoln | 64 | Cessna 180 | 48 | 47 | 50 | 145 |
| 13 | Smith, Oscar | 146 | Citabria | 48 | 25 | 49 | 122 |
| 14 | Hallman, Tom | 20 | Clipped Wing Cub | 120 | | | 120 |
| 15 | Peavey, Larry | 54 | Found FB float | 98 | | | 98 |
| 16 | Noll, Jack | 135 | Zlin T37 | 47 | 44 | | 91 |
| 17 | Zapf, Richard | 66 | Belanca T250 | 70 | | | 70 |
| 18 | Burdsal, Les | 91 | Piper Vagabond | 64 | | | 64 |

FAC POWER SCALE - MULTI-ENGINE

| Position | Contestant | Entrant# | Plane | Best Fl. | Bonus Fl. | Score | Scale Sc. | Total |
|----------|----------------|----------|----------------|----------|-----------|-------|-----------|-------|
| 1 | Srull, Don | 32 | DOX | 66 | 55 | 82.5 | 60 | 142.5 |
| 2 | Pittman, Terry | 93 | Farman Jabaru | 108 | 30 | 82.5 | 57.5 | 140 |
| 3 | Noll, Jack | 135 | DH8 | 63 | 25 | 74 | 51 | 125 |
| 4 | Knight, D. | 143 | B17 | 54 | 40 | 76 | 48 | 124 |
| 5 | Helman, Paul | 24 | Farman Goliath | 27 | 30 | 57 | 48 | 105 |

| FAC JUMBO SCALE | | | | | | | | |
|-----------------|-------------------|----------|--------------------------|----------|-----------|-----------|-------|--------|
| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. | Bonus | Total |
| 1 | Lawton, Al | 30 | Spruce Goose | 58 | 58 | 53 | 55 | 166 |
| 2 | Srull, Don | 32 | P13 | 77 | 68.5 | 56.5 | 35 | 160 |
| 3 | Srull, Don | 32 | Short | 99 | 77.3 | 59 | 20 | 156.25 |
| 4 | Starleaf, Chris | 73 | Waco Custom | 120 | 82.5 | 57 | 15 | 154.5 |
| 5 | Gilbert, Vance | 61 | Lincoln Standard | 91 | 75.3 | 60 | 15 | 150.25 |
| 6 | Rees, Dave | 41 | DH Hornet Moth | 84 | 72 | 56.5 | 20 | 148.5 |
| 7 | Hallman, Tom | 20 | Gadfly | 92 | 75.5 | 60 | 10 | 145.5 |
| 8 | Stott, Dave | 52 | Hisso Standard | 75 | 67.5 | 61.5 | 15 | 144 |
| 9 | Bruning, Pres | 12 | JV88 A4 | 59 | 59 | 59 | 25 | 143 |
| 10 | Bojanowski, Bob | 19 | Bebe Jodel | 90 | 75 | 53 | 10 | 138 |
| 11 | Wekerly, Stu | 4 | Found Centennial 100 | 120 | 82.5 | 46 | 5 | 133.5 |
| 12 | Gilbert, Vance | 61 | Cant Z506 | 33 | 33 | 57 | 40 | 130 |
| 13 | Bredelhof, George | 127 | Aircraft Design Stallion | 120 | 82.5 | 47 | 0 | 129.5 |
| 14 | Starleaf, Chris | 73 | DH-84 Dragon | 36 | 36 | 56 | 35 | 127 |
| 15 | Burdsall, Les | 91 | AN2 | 55 | 55 | 51.5 | 18 | 124.5 |
| 16 | Noll, Jack | 135 | TA 152 | 68 | 64 | 44 | 10 | 118 |
| 17 | Seath, David | 75 | Corben Superace | 57 | 57 | 50 | 3 | 110 |
| 18 | Bennett, Leon | 162 | Moth Minor | 76 | 68 | 29 | 10 | 107 |
| 19 | Smith, Oscar | 146 | Citabria | 53 | 53 | 52 | 0 | 105 |
| 20 | Moses, Jack | 11 | Hurricane | 39 | 39 | 56 | 10 | 105 |
| 21 | Mellander | 115 | Cessna 180 | 42 | 42 | 46 | 0 | 88 |
| 22 | Harris, Wm | 44 | Boulton Paul Defiant | 28 | 28 | 45 | 10 | 83 |
| 23 | Helman, Paul | 24 | AR605 | 23 | 23 | | | 23 |

| FAIRCHILD 24 MASS LAUNCH | |
|--------------------------|-------------------|
| Position | Entrant |
| 1 | Gregg, Fred |
| 2 | Moses, Jack |
| 3 | Bojanowski, Bob |
| 4 | Houck, John |
| 5 | Roberts, Gordon |
| 6 | Zapf, Richard |
| 6 | MacDonald, Tim |
| 8 | Griebing, Steve |
| 8 | Burdsall, Les |
| 8 | Schobloher, Chuck |
| 8 | Detar, Jim |
| 12 | Edgecomb, Ray |
| 12 | Starleaf, Chris |
| 12 | Osbourne, Dennis |
| 12 | Felter Jack |

| Embryo Event | | | | | | |
|--------------|-------------------|----------|------------------|---------------|-------|-------|
| Position | Contestant | Entrant# | Plane | Three Flights | Bonus | Total |
| 1 | Kothe, Herb | 8 | Go Devil | 120 120 120 | 9 | 369 |
| 2 | Passarelli, Bill | 120 | Sunbird II | 120 120 120 | 9 | 369 |
| 3 | Bukowski, Chet | 158 | Chef's Plane | 120 120 120 | 9 | 369 |
| 4 | Stott, John | 14 | Nit II | 120 120 116 | 9 | 365 |
| 5 | Niedzielski, Dave | 132 | Debut | 120 107 120 | 9 | 356 |
| 6 | Wunsche, Fred | 29 | Yellow Cab | 120 120 106 | 9 | 355 |
| 7 | Miller, Jim | 50 | Embryomatic | 119 120 89 | 9 | 337 |
| 8 | Bredelhof, Jack | 128 | Big Cat | 120 103 98 | 6 | 327 |
| 9 | Orphan, Bill | 107 | Honey Bee | 108 65 120 | 9 | 302 |
| 10 | Kirby, Noel | 43 | Semiter | 45 120 120 | 9 | 294 |
| 11 | Houck, John | 57 | Hornet | 99 119 72 | | 290 |
| 12 | Pastel, Harvey | 17 | Hornet | 120 100 52 | 9 | 281 |
| 13 | Weckerly, Stu | 4 | Tomahawk | 101 96 78 | | 275 |
| 14 | Pelatoski, Ed | 134 | Eaglet | 85 72 100 | 6 | 263 |
| 15 | Boyanowski, Paul | 139 | RCAF Cadet | 120 120 | 9 | 249 |
| 16 | Shales, Lloyd | 142 | Honey Bee | 61 62 81 | 9 | 213 |
| 17 | Zand, Mike | 153 | Debut | 74 87 38 | 9 | 208 |
| 18 | Nallen Sr., Tom | 97 | Skiptown Cadet | 90 117 | | 207 |
| 19 | Thomas, Vet | 82 | Turbo | 52 43 92 | 9 | 196 |
| 20 | Weiczorek, Len | 71 | Skyark | 115 73 | 6 | 194 |
| 21 | DeCook, Don | 91 | Modified Deloach | 91 85 | 9 | 185 |
| 22 | Smith, Lind | 2 | | 61 60 | | 121 |
| 23 | Barker, Jack | 85 | Hornet | 40 33 | 9 | 82 |
| 24 | Rozea, Bill | 72 | Zipper | 33 42 | | 75 |
| 25 | Smith, Gene | 40 | Atlas | 73 | | 73 |
| 26 | DeCook, Don | 23 | M.D. | 70 | | 70 |
| 27 | Mellander, | 115 | EXP | 61 | 9 | 70 |
| 28 | Crawmer, Gerry | 99 | Hornet | 58 | | 58 |
| 29 | Rozea, Bill | 72 | Red Bid | 34 | | 34 |
| 30 | Wenlock, Charles | 68 | Squarechild | 27 | | 27 |

| POWDER PUFF SCALE | | | | | | | |
|-------------------|------------------|----------|-------------|----------|-----------|-----------------|--------|
| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. Bonus | Total |
| 1 | Rees, Marie | 42 | Porterfield | 120 | 82.5 | 43 0 | 125.5 |
| 2 | Reichel, Juanita | 101 | Clipper | 95 | 76.25 | 45.5 0 | 121.75 |
| 3 | Smith, M.S. | 3 | P51 | 56 | 56 | 50.5 10 | 116.5 |

FAC SCALE PEANUTS

| Position | Contestant | Entrant# | Plane | Best Fl. | Fl. Score | Scale Sc. | Bonus | Total |
|----------|--------------------|----------|-----------------------|----------|-----------|-----------|-------|--------|
| 1 | Miller, Jim | 50 | DH6 | 120 | 82.5 | 58.5 | 15 | 156 |
| 2 | Griebing, Steve | 1 | Martinsyde F4 Buzzard | 120 | 82.5 | 54.5 | 15 | 152 |
| 3 | Starleaf, Chris | 73 | Kawasaki Fighter | 89 | 74.5 | 58.5 | 15 | 148 |
| 4 | Peavey, Larry | 54 | Lemberger | 115 | 81.25 | 48 | 15 | 144.25 |
| 5 | Hallman, Tom | 20 | Martinsyde Buzzard | 74 | 67 | 57.5 | 15 | 139.5 |
| 6 | Griebing, Steve | 1 | P51 D Mustang | 92 | 75.5 | 54 | 10 | 139.5 |
| 7 | Kacian, Jack | 55 | Whitman Racer | 89 | 74.5 | 55.5 | 5 | 135 |
| 8 | Kacian, Jack | 55 | OV10 Bronco | 52 | 52 | 54 | 25 | 131 |
| 9 | Zand, Mike | 153 | Andreason | 67 | 63.5 | 49 | 15 | 127.5 |
| 10 | Weckerly, Stu | 4 | Waco Seaplane | 54 | 54 | 53 | 20 | 127 |
| 11 | Miller, Jim | 50 | Andreason | 61 | 60.5 | 50 | 15 | 125.5 |
| 12 | Bredenhoft, George | 127 | Fairey Baracuda | 70 | 65 | 54.5 | 5 | 124.5 |
| 13 | Noll, Jack | 135 | Floyd Bean | 74 | 67 | 51.5 | 5 | 123.5 |
| 14 | Nallen II, Tom | 98 | Penquin | 83 | 71.5 | 47 | 5 | 123.5 |
| 15 | Starleaf, Chris | 73 | Pond Racer | 36 | 36 | 58 | 25 | 119 |
| 16 | Smith, Gene | 40 | Tigercat | 37 | 37 | 56.5 | 25 | 118.5 |
| 17 | Parent, Chris | 79 | Thunder Mustang | 52 | 52 | 55.5 | 10 | 117.5 |
| 18 | Moses, Jack | 11 | IS-4 | 66 | 63 | 48.5 | 5 | 116.5 |
| 19 | MacDonald, Tim | 106 | Hosler Fury | 70 | 65 | 45.5 | 5 | 115.5 |
| 20 | Zapf, Richard | 56 | Pacific Standard | 56 | 56 | 49.5 | 5 | 110.5 |
| 21 | Knight, D. | 143 | Swift | 51 | 51 | 49 | 10 | 110 |
| 22 | Barish, Joe | 78 | Umbrella Plane | 33 | 33 | 53.5 | 18 | 104.5 |
| 23 | Novak, Ed | | Pegna PEI | 38 | 38 | 44.5 | 15 | 97.5 |
| 24 | Stott, Paul | 53 | Farman Renault | 40 | 40 | 47 | 10 | 97 |
| 25 | Niedzielski, Dave | 132 | Dixon Special | 44 | 44 | 46.5 | 5 | 95.5 |
| 26 | Zand, Mike | 153 | Bristol Scout | 30 | 30 | 49.5 | 15 | 94.5 |
| 27 | Kutkuhn, Jim | 102 | Rans S-10 | 20 | 20 | 46.5 | 5 | 71.5 |
| 28 | Foster, Jack | 77 | Lutin Minor | 49 | 49 | | | 49 |

Photo Page

Top row; Super Turbo Embryo model and pic by John Blair. Plans in this issue.

Florent Baecke's photo of his Pilatus Porter. From FAC Newsletter?

Bottom row; D

PHOTO PAGE

Top row; Super Turbo Embryo by John Blair. Plans in this issue.

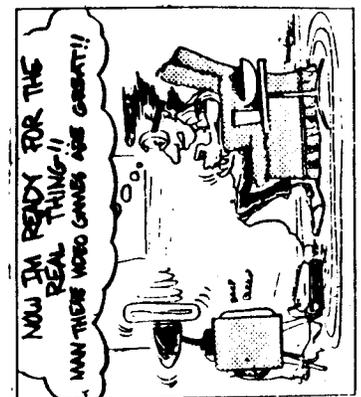
Florent Baecke's photo of his Pilatus Porter. Plans from the FAC newsletter?

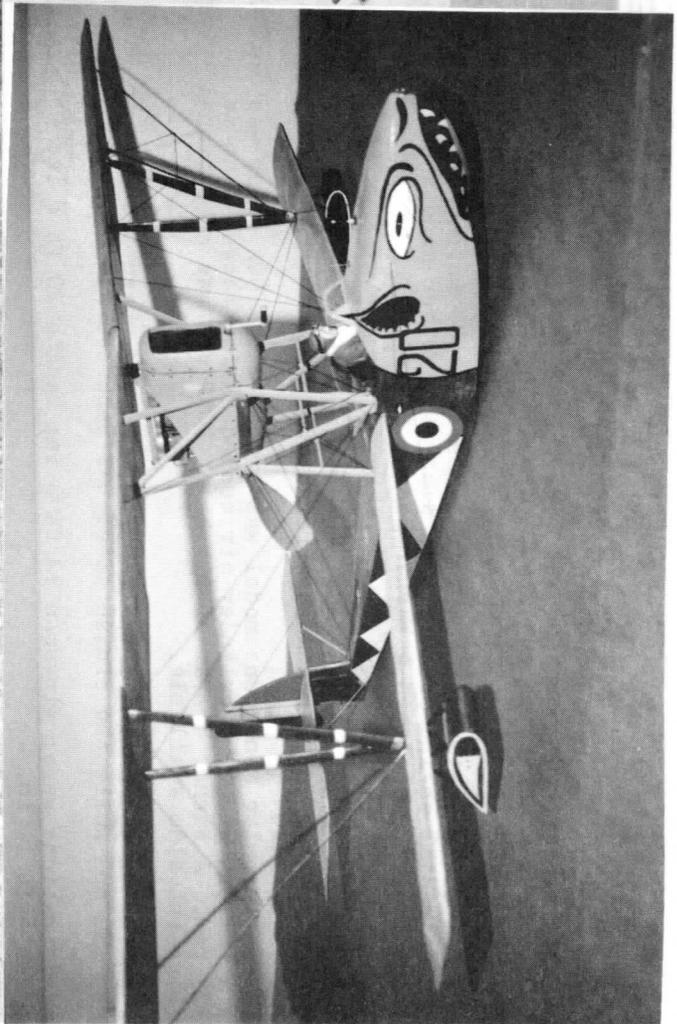
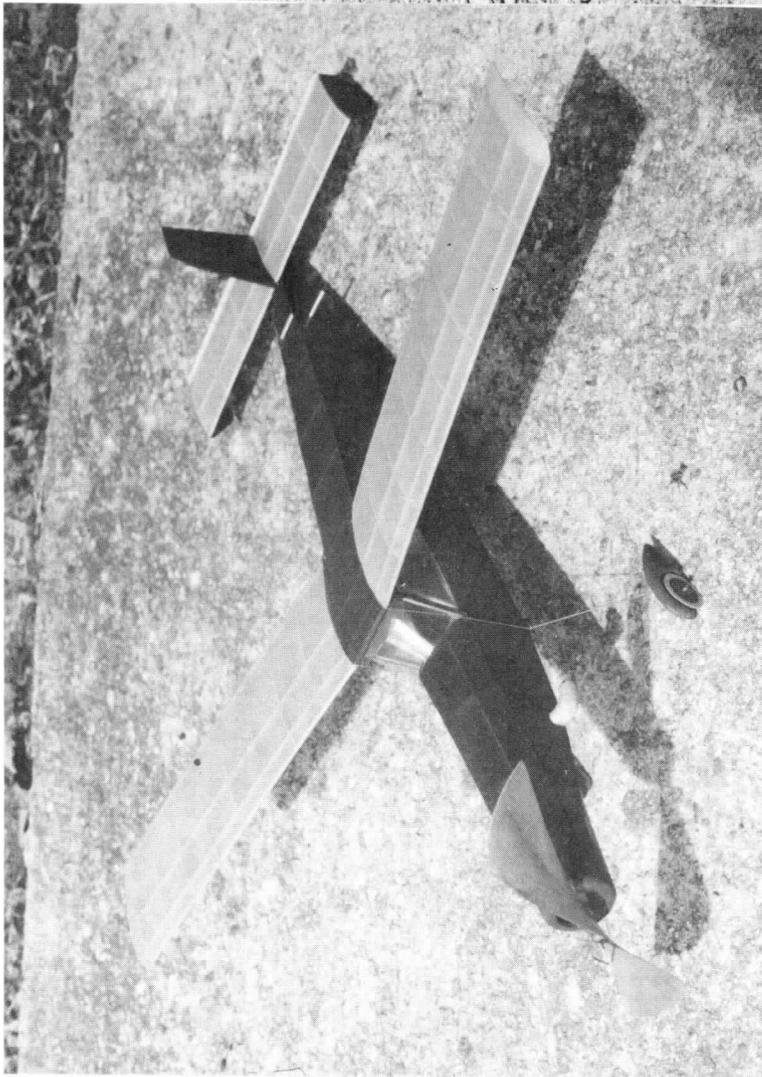
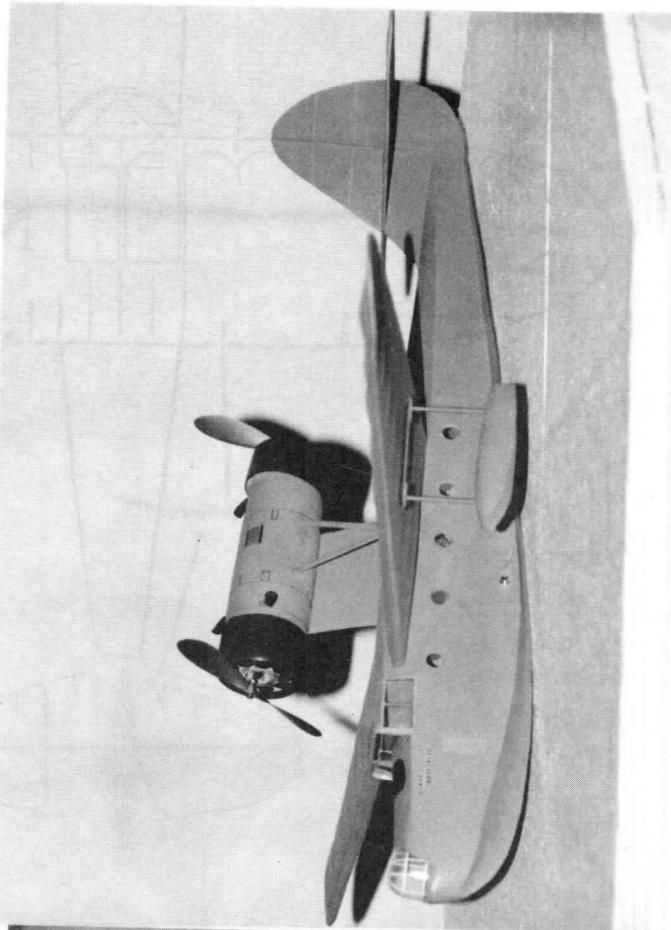
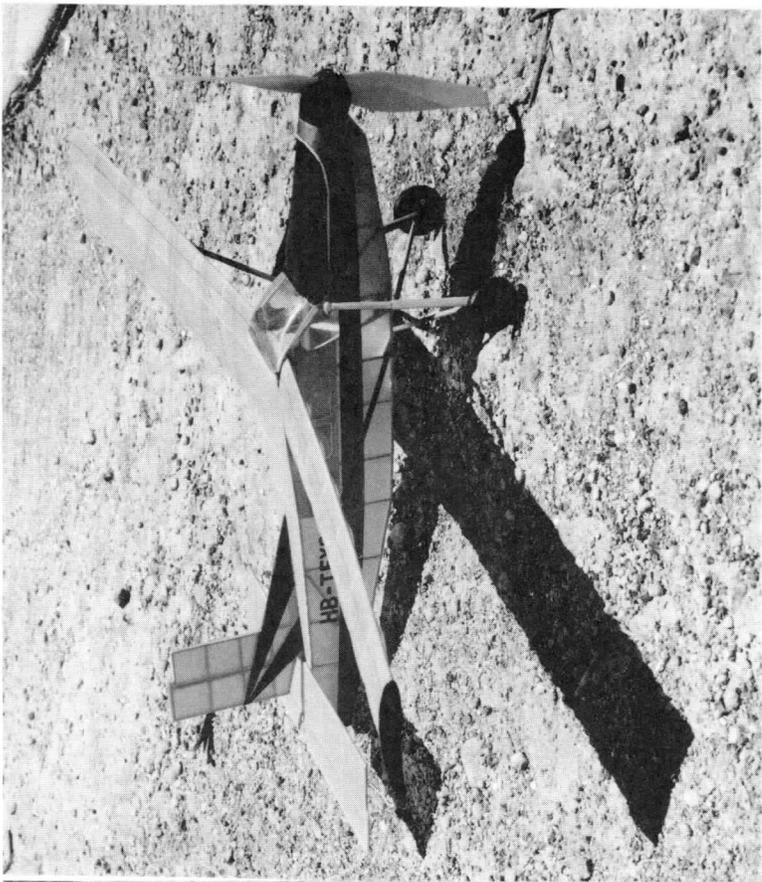
Bottom row; Dick Meixell's pic of his electric Macchi M-5, 39" spn.

Another electric, this one by Pete Mathis. 40" span ARK-3

FAC POWER SCALE - SINGLE ENGINE

| Position | Contestant | Entrant# | Plane | Best Fl. | Bonus | Fl. Score | Scale Sc. | Total |
|----------|-----------------|----------|---------------------|----------|-------|-----------|-----------|--------|
| 1 | Schanzie, Allan | 18 | Rearwin Skyranger | 120 | 0 | 82.5 | 57 | 139.5 |
| 2 | Barish, Joe | 78 | Aerocar | 120 | 5 | 82.5 | 56 | 138.5 |
| 3 | Daily, Pat | 140 | Albatros DIII | 120 | 15 | 82.5 | 55.5 | 138 |
| 4 | Rees, Dave | 41 | Eagle Rock Bullet | 120 | 10 | 82.5 | 54.8 | 137.3 |
| 5 | Marek, Dan | 114 | Sikorsky S6a | 89 | 15 | 79.25 | 58 | 137.25 |
| 6 | Srull, Don | 32 | Missle Thrush | 120 | 15 | 82.5 | 53.5 | 136 |
| 7 | Moses, Jack | 11 | RWD 5 bis | 120 | 0 | 82.5 | 50.5 | 133 |
| 8 | Clemens, Bob | 111 | Farman Jabaru | 120 | 5 | 82.5 | 46.5 | 129 |
| 9 | Nippert, Vic | 60 | Bebe Jodel | 119 | 10 | 82.5 | 44 | 126.5 |
| 10 | Burdsal, Les | 91 | Stinson Reliant SR5 | 120 | 0 | 82.5 | 43 | 125.5 |
| 11 | Lewis, George | 25 | Piper J3 | 94 | 0 | 76 | 47.5 | 123.5 |
| 12 | Pittman, Terry | 93 | Bleriot 32 | 82 | 5 | 68.5 | 46 | 114.5 |
| 13 | Phillips, B. | 26 | Nieuport 11N | 50 | 15 | 62.5 | 48.5 | 111 |
| 14 | Pittman, Terry | 93 | Farman Sport | 20 | 15 | 35 | 54.5 | 89.5 |
| 15 | Zand, Mike | 153 | Farman Biplane | 30 | 15 | 45 | 44 | 89 |
| 16 | Sweat, Larry | 58 | DH80 Puss Moth | 32 | 0 | 32 | 49.5 | 81.5 |
| 17 | Zand, Mike | 153 | Piper J3 Cub | 35 | 0 | 35 | 38 | 73 |
| 18 | Harris, Wm | 44 | Spitfire | 21 | 10 | 31 | | 31 |





THE GOLDEN AGE

by Fran Ptaszkiewicz

The Mono Aircraft Corporation was formed at Moline, Illinois and manufactured a series of two-seat, hi-wing cabin monoplanes during the 1920's and 1930's.

These aircraft included the original Monocoupe 70 which was powered by a Velie radial engine of 40/60 hp, along with other models up to the Monocoupe 110, which had a Warner Scarab engine for power.

In July 1934 the company was acquired by the Lambert Aircraft Corporation of Robertson, Missouri, to take over and continue production of aircraft originally designed by the Mono Aircraft Corp..

The most popular Monocoupe model was probably the 90A which was powered by a Lambert R-266, 5 cylinder air cooled engine rated 90 hp at 2375 rpm. A Warner Scarab of 125 hp at 2050 rpm was an optional powerplant also available.

Depending on the engine installed, the maximum speed was said to have been 130 mph while the cruise speed was reported as 110 mph.

Specifications were; Wingspan 32 ft 0 in; Length 20 ft 6 in; Height 6 ft 11 in.

In an attempt to prepare an airplane for racing and or air show work. John Livingston began the modification of a 1930 factory stock Monocoupe and by early 1932 had clipped the wings from their original wingspan of 32 ft down to a new span of 22 ft. The aircraft was then further modified with a greatly improved cowl, smaller rocker arm bulges and a varied assortment of smaller wheel pants, which he experimented with in the interest of greater speed, which would probably show up in fractions of a mile per hour.

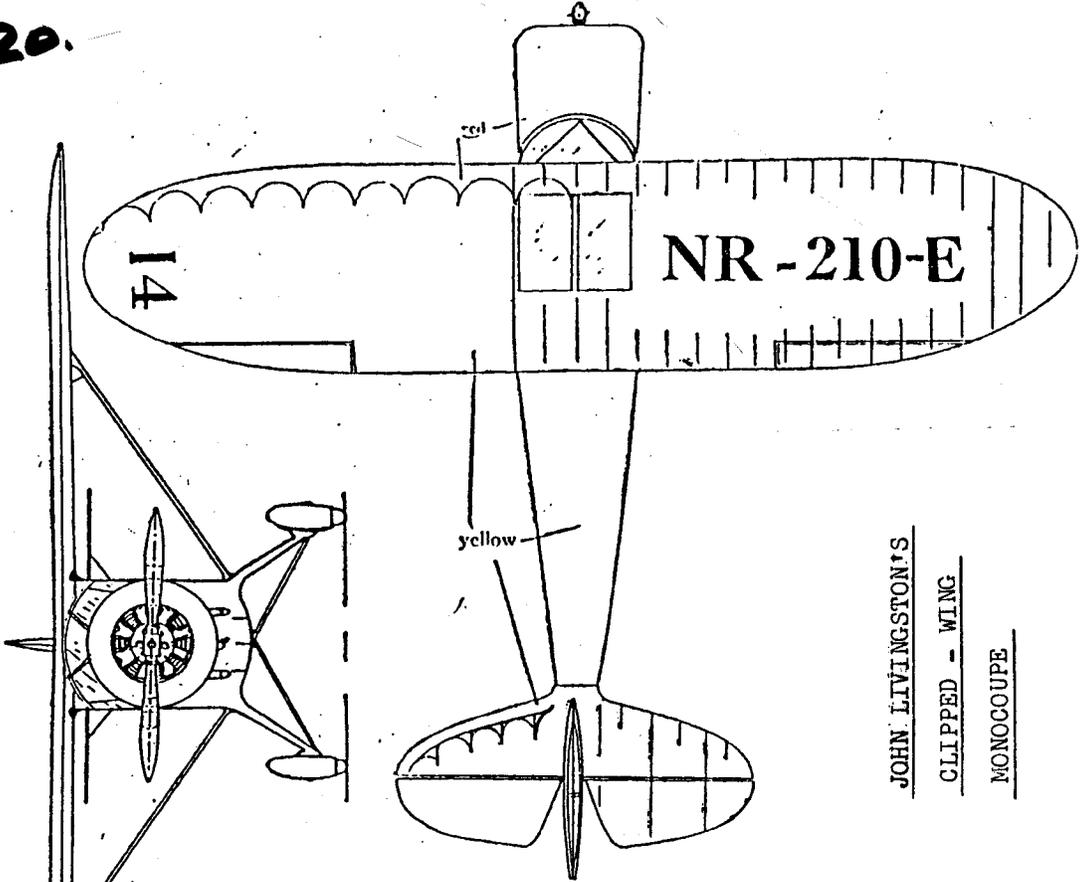
The powerplant was increased by the installation of a 145 hp Warner 7 cylinder radial engine, which gave the modified design a maximum speed of over 220 mph.

Color scheme of the finished Livingston Monocoupe was bright yellow with red trim and featured the racing number 14.

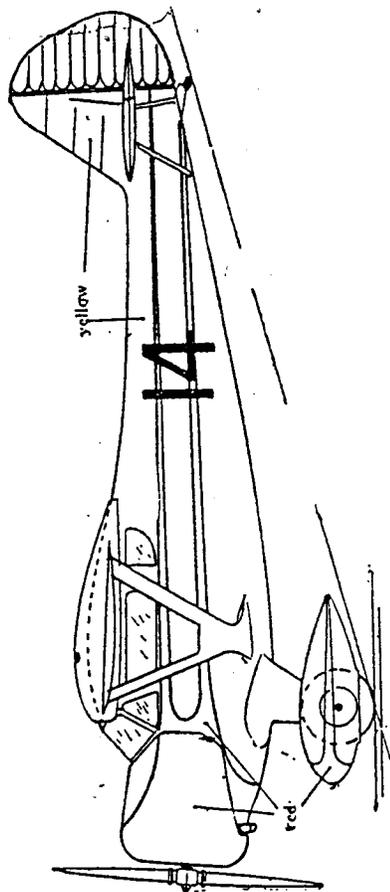
My marginal records do not indicate it having participated in any major air races, however this does not mean that it may have started in some and perhaps fell out of a race because of some problem or other.

In discussing this particular modification with a wizend old pilot in our area, he mentioned that there were a few other clipped wing Monocoupes in the skies during the 1930's era.

The Monocoupe shown in the three views depicts one of Livingston's original experimental cowls which indicates no rocker arm bulges. Most racing pilots of the day did not have access to wind tunnels and so had to resort pretty much to the try and fly technique of speed improvement.



JOHN LIVINGSTON'S
CLIPPED - WING
MONOCOUE



The following is a list of manufacturers and individuals who contributed to the prize list for the FAC-Nats, Mark XI. We thank them very much for helping to make this contest a very huge success.

To all you FACers out there, when ordering kits, supplies, etc. please remember all those listed. Thank you!

John Pond Plan Service
Jim O'Reilly (plans)
Dumas Products (kits)
Lone Star Models (balsa)
Sig Manufacturing
Hannan's Runway
Fred Wunsche
Charlie Schobloher
Bob Whittier
Charles Schultz (plans)
Penn Valley Hobby
F.A.I. Model Supply
Bob Isaacks
Peck-Polymers
R.S. Hirsch (3-views)
Herr Engineering
Michael Morrow
E.M.P.S. (electric stuff)
Scale Model Research (photos/3-views)
Mike Midkiff (plans)
BMJR Model Products
John Blair (plans)
Harry Geyer (glue gun)
Charlie Sauter (videos)
Fantasy Flyers (gliders)
Cirrus Aviation (plans)
HiLine Electric Motors
Diels Engineering

The following is a list of manufacturers and individuals who sponsored events at this year's FAC-Nats. We want to thank them very much for helping to make this contest a success. In addition to the following there were some sponsors who wished to remain anonymous.

Calumet Escadrille, FAC Squadron #9
Bay State Squadron, FAC #24
Diels Engineering
Detroit Cloudbusters, FAC #4 (3 events)
E.M.P.S. (Electric motors)
Sky Scalars Club, FAC Squadron #30
Harold Bickford Models
HiLine Electric Motors
Alan Clarkson
Western New York Free Flight Society
Volare Products
Peck-Polymers
Glastonbury Modelers FAC Squadron #2
Erie Model Aircraft Assn. FAC #1



21.

JIM McNEILL here in B'ham, Alabama. I am currently the District V Vice President for AMA in MS, AL, TN, GA, FL, SC, PR, & Guam. I am in a tough battle for re-election and I need your vote. You may laugh when I say this but I care something about my members. My people. I've been looking after them these past 9 yrs and I want to keep on looking after them. If you think I've been doing things right then vote for me. Every vote COUNTS. I had a friend, now deceased, who won re-election in Dist IV by 8 votes a couple of years ago. One of my opponents is a computer expert and the word is: he'll win easily. I'm going to keep battling to the end. I want your vote. Thank you.

NATIONAL MASS LAUNCH

The National Mass Launch event is back! David Franks has volunteered to take charge of the contest this year. This event will take place on Sunday September 6, 1998. Launch times for your sector are listed below. Launch your model at the appropriate time and send your time, the name of your model and your name to; David Franks, 10130 Epsilon Rd., Richmond, Va. 23235. Send your entry no later than Sept. 8, 1998.

Launch times; 4:00 pm eastern time
3:00 pm central time
2:00 pm mountain time
1:00 pm pacific time

Other countries should use the corresponding times to their area.

FOUND AT THE NATS

One torque meter, one prop/nose block assy. One winder. If the owners of these items can describe them to us we will mail them to you. Also found at the judging site was some travelers checks. If the owner can tell us how many there are and their denomination we will send them to him.

Ross...Please add my email address to your list (srtudor@msn.com). Thanks.

As for the Laird story...pass this on. As a flight instructor in WWII my squadron Leader was Clem Whittenbeck. We flew for the US Army Air Corps at Carlstrom Field Florida (Arcadia). The school was run by Embry-Riddle. After the war I instructed out of McGhee-Tyson airport in Knoxville, TN (about 1945-48). Parked in the TVA hangar was this Laird owned by Harry Porter of Chattanooga. He also hangared a Curtiss P-36 there. About 3 years ago I attended Sun and Fun in Lakeland, Florida and learned that Clem Whittenbeck lived in the area. Later I learned that he had just passed away. Therefore this negates the story that he had been killed in the Laird in Tampa. Maybe this will shed a little more light on the Lairds. I have no idea when that particular Laird left Knoxville. As I recall, it was sans wheel pants and the wings were yellow (I think). Hope you can use this info to jar somebody elses memory.

John J. Tudor

WANTED:

A 3-view of the "Maxim Gorki" a large multi-engined ship built by the Russians. Bill Poythress, 2 Hemlock Ct., Saugerties, NY 12477-2232

WANTED:

3-views, color and markings data for the Curtiss-Wright CW-21B in service with the Netherlands East Indies forces during WW-2. Jim Hanegan, 1424 W. Day, Denison, Texas 75020.

ANNUAL BANQUET

Erie Model Aircraft Assn. & FAC-GHQ will be holding their annual banquet on the evening of Sept. 26, '98. This will be held following the contest held on the same day.

For more details contact; Vic Didelot, (814) 838-3263.

FLYING ACES OUTDOOR CHAMPS

September 5-6, 1998

Time 8:30 am until 4:30 pm each day
Registration form
Please print

AMA National Flying Site
Muncie, Ind.

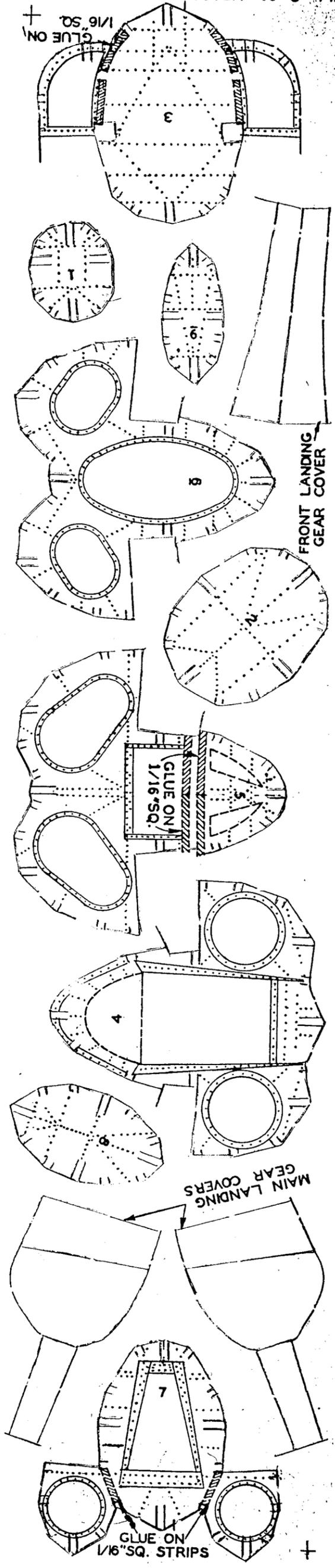
Name _____ AMA No. _____
Street _____ Jr/Sr _____ Open _____
City _____ State _____ Zip _____

Entry fee \$25.00 flies all events. Please send before August 15th if possible. Send to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. Awards through third place. All Contestants must be members of the AMA or MAAC.

| <u>Schedule</u> | <u>Saturday Sept. 5</u> | <u>Sunday Sept. 6</u> |
|-----------------|-------------------------|------------------------|
| | World War I * | World War II * |
| | Greve Race * | Thompson Race * |
| | FAC Scale | Power Scale |
| | Golden Age Military * | Jumbo Scale |
| | Dime Scale | Peanut Scale |
| | Golden Age Civil | No-Cal Scale |
| | Embryo Endurance | Modern Civil |
| | Old Time Stick | Old Time Rubber |
| | Jimmie Allen | Modern Military * |
| | Watson Challenge | National Mass Launch * |

* Mass Launch events. Dime Scale models can only fly in that event. Golden Age Military must have landing gear down. Both Old Time Rubber events must have all flights turned in by 2:00pm each day to give us time for fly-offs.

The Watson Challenge event is for any rubber powered model. Total of two flights. Sponsored by the McCook Field Squadron, FAC.

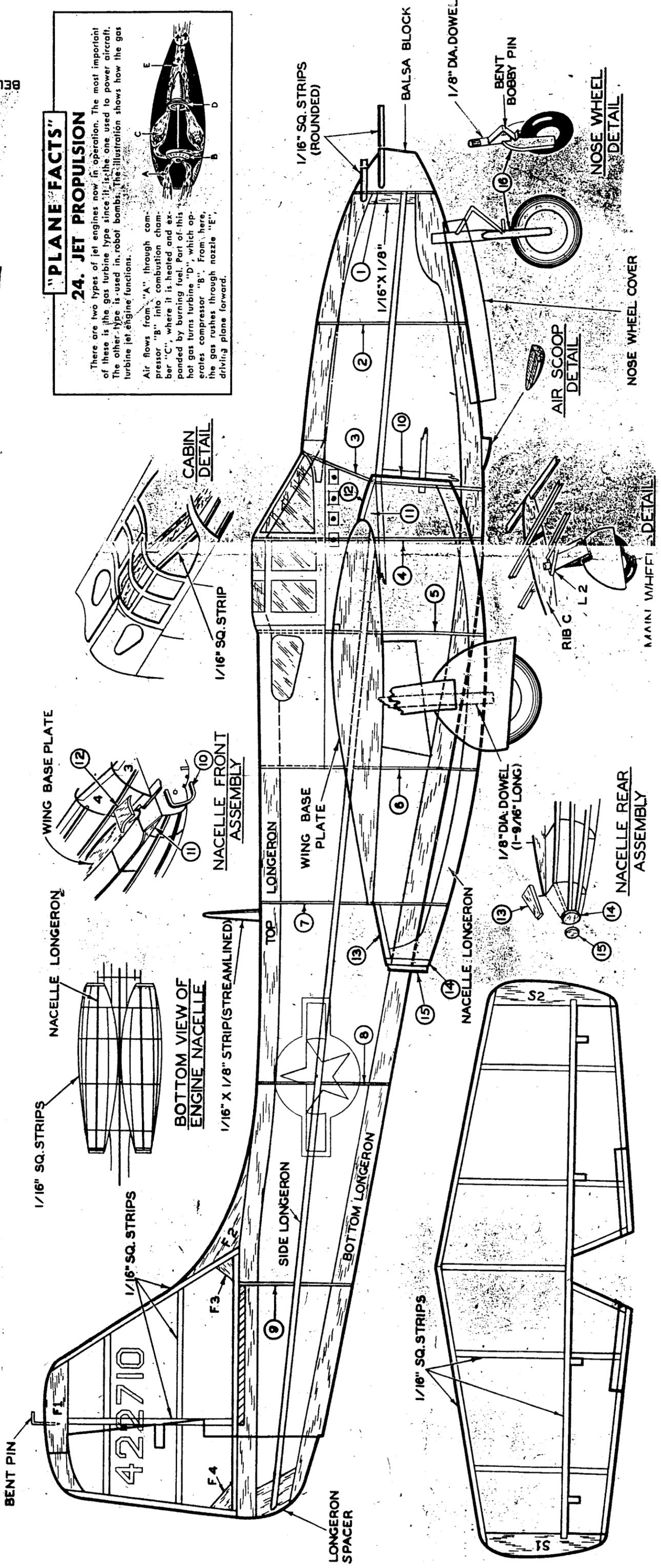


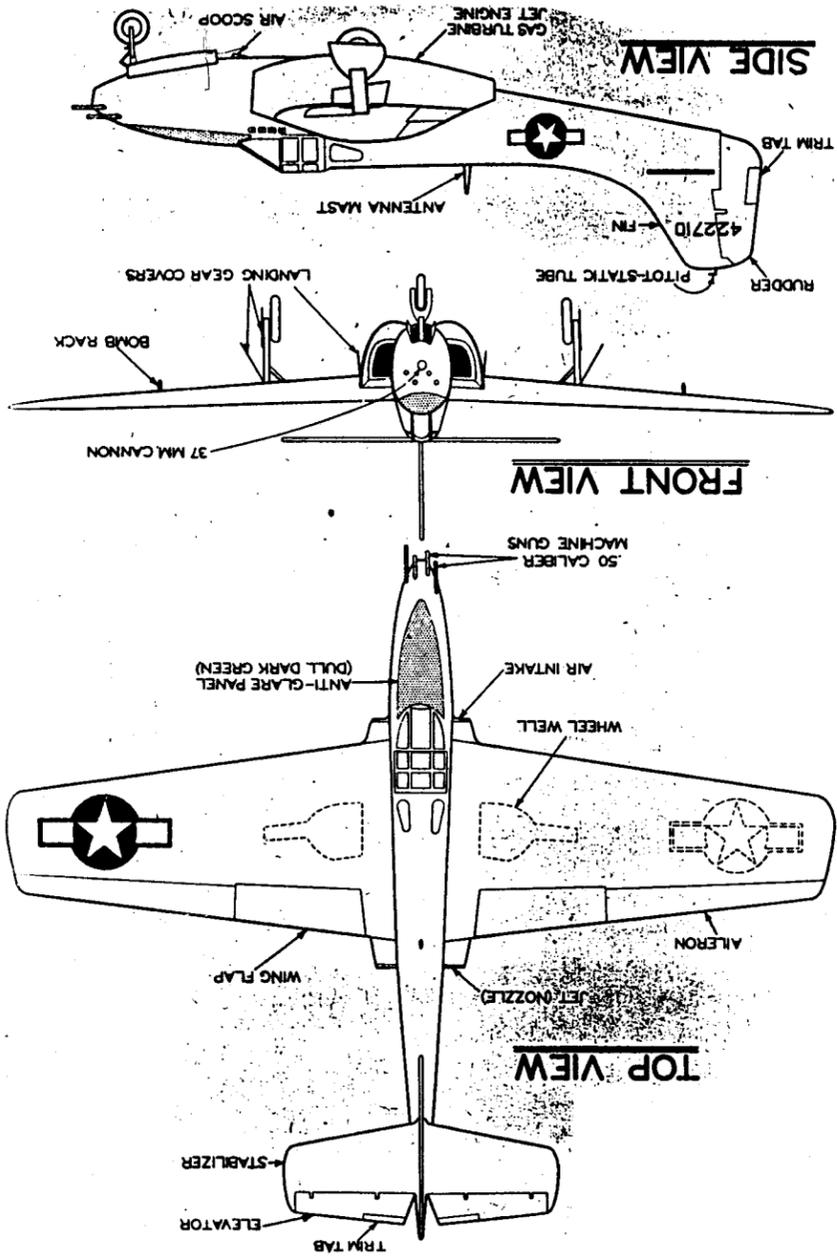
"PLANE FACTS"

24. JET PROPULSION

There are two types of jet engines now in operation. The most important of these is the gas turbine type since it is the one used to power aircraft. The other type is used in robot bombs. The illustration shows how the gas turbine jet engine functions.

Air flows from "A" through compressor "B" into combustion chamber "C", where it is heated and expanded by burning fuel. Part of this hot gas turns turbine "D", which operates compressor "B". From here, the gas rushes through nozzle "E", driving plane forward.



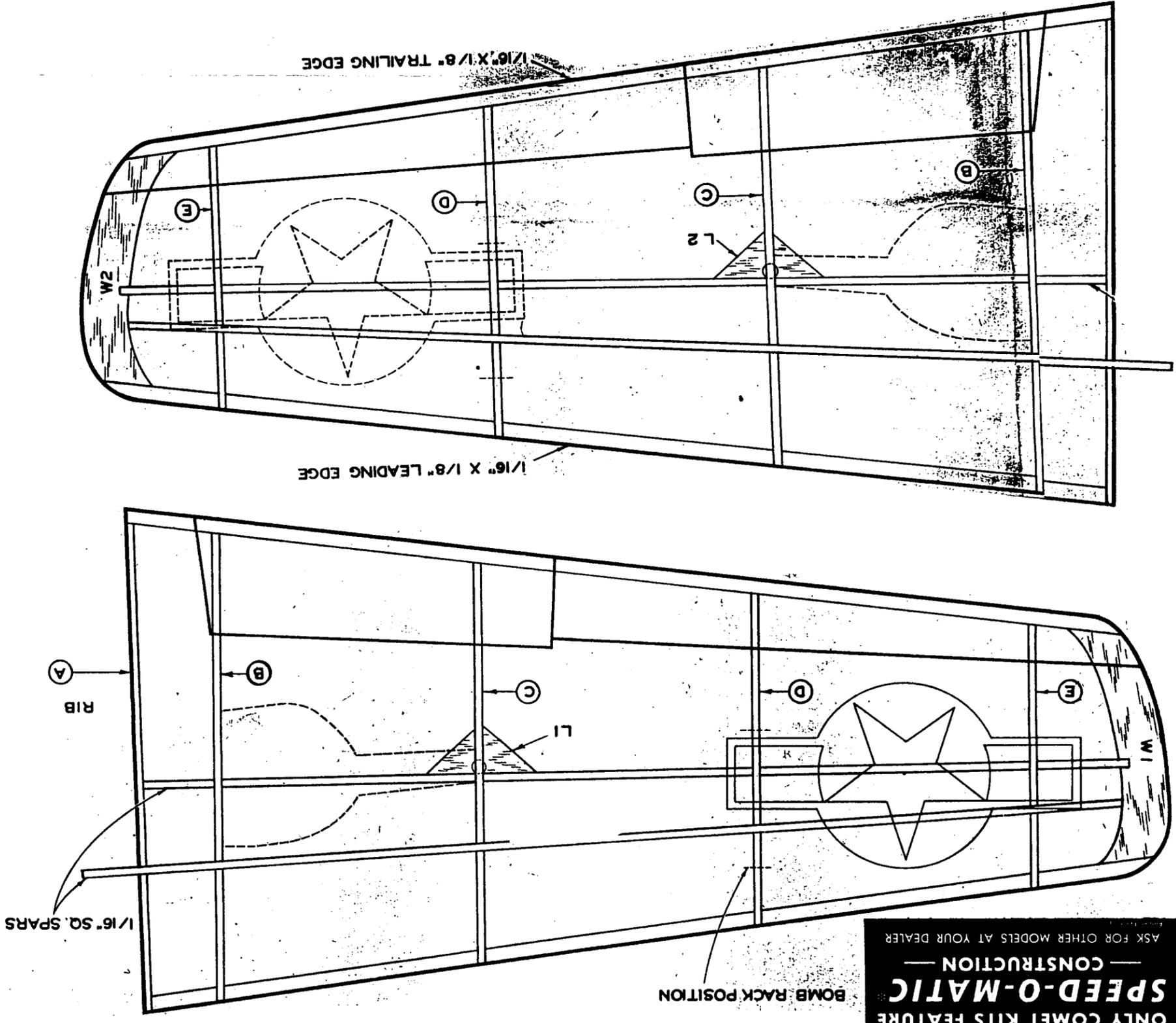
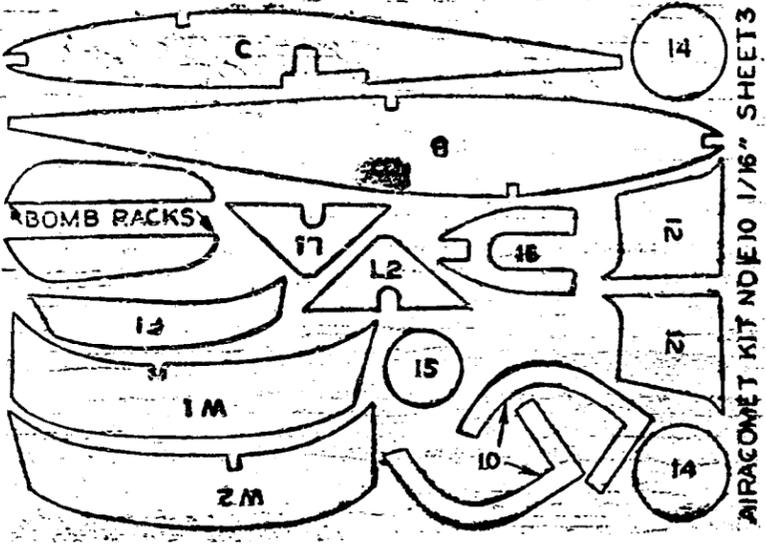


BELL P-59 AIRACOMET

Because of its speed, its high rate of climb and the unusual nature of its power source, it has been called the "Airacomet." It is the first U. S. plane to be flown by jet propulsion.

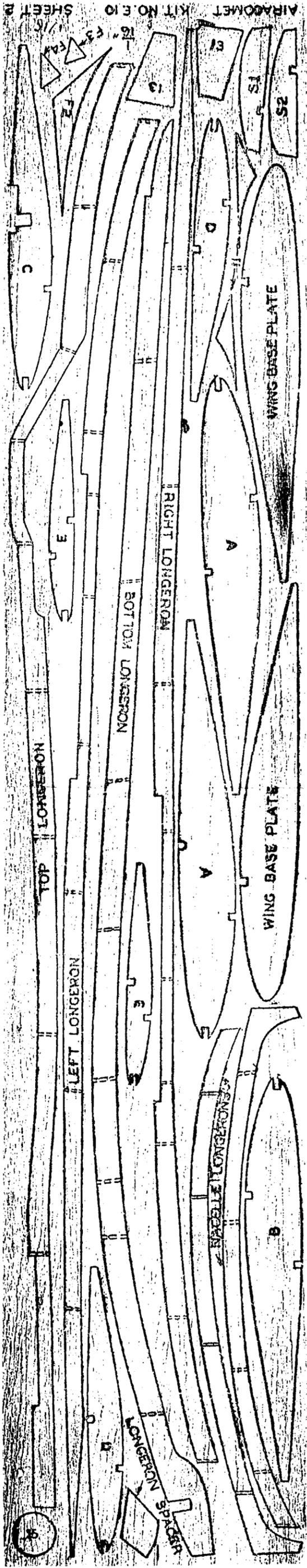
Powered by twin gas turbine jet engines and using kerosene for fuel, this single seat fighter has a speed of over 400 M.P.H., with new altitude limits.

Its jet engines do not require any warm up, permitting almost immediate take-offs. Armament consists of 4-.50 cal. machine guns and a 37 mm. cannon in the nose. The plane has a wingspan of 49 ft. and weighs a little more than 5 tons.



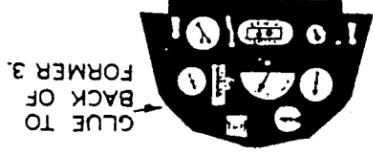
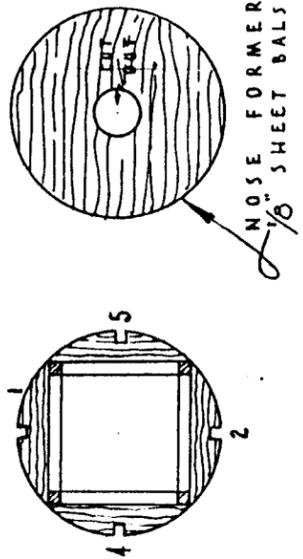
ONLY COMET KITS FEATURE SPEED-O-MATIC CONSTRUCTION
ASK FOR OTHER MODELS AT YOUR DEALER

BELL P-59 AIRACOMET
WINGSpan-18 INCHES | LENGTH-14-7/32 IN.
KIT NO E10 | DRAWN BY *Alger Underly*
Copyright 1945 by COMET MODEL AIRPLANE & SUPPLY CO. All Rights Reserved

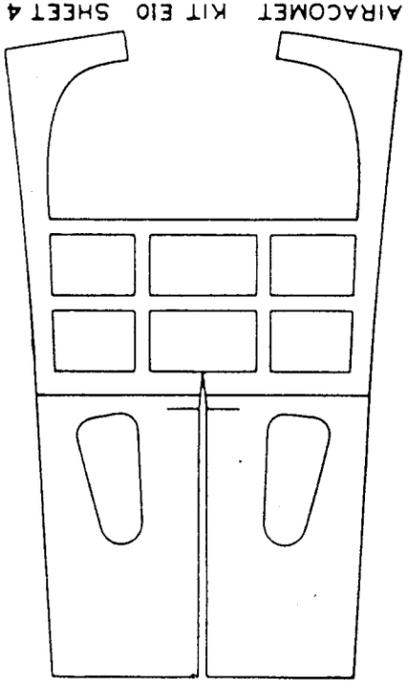


AIRCOMET KIT NO. E10 SHEET 2

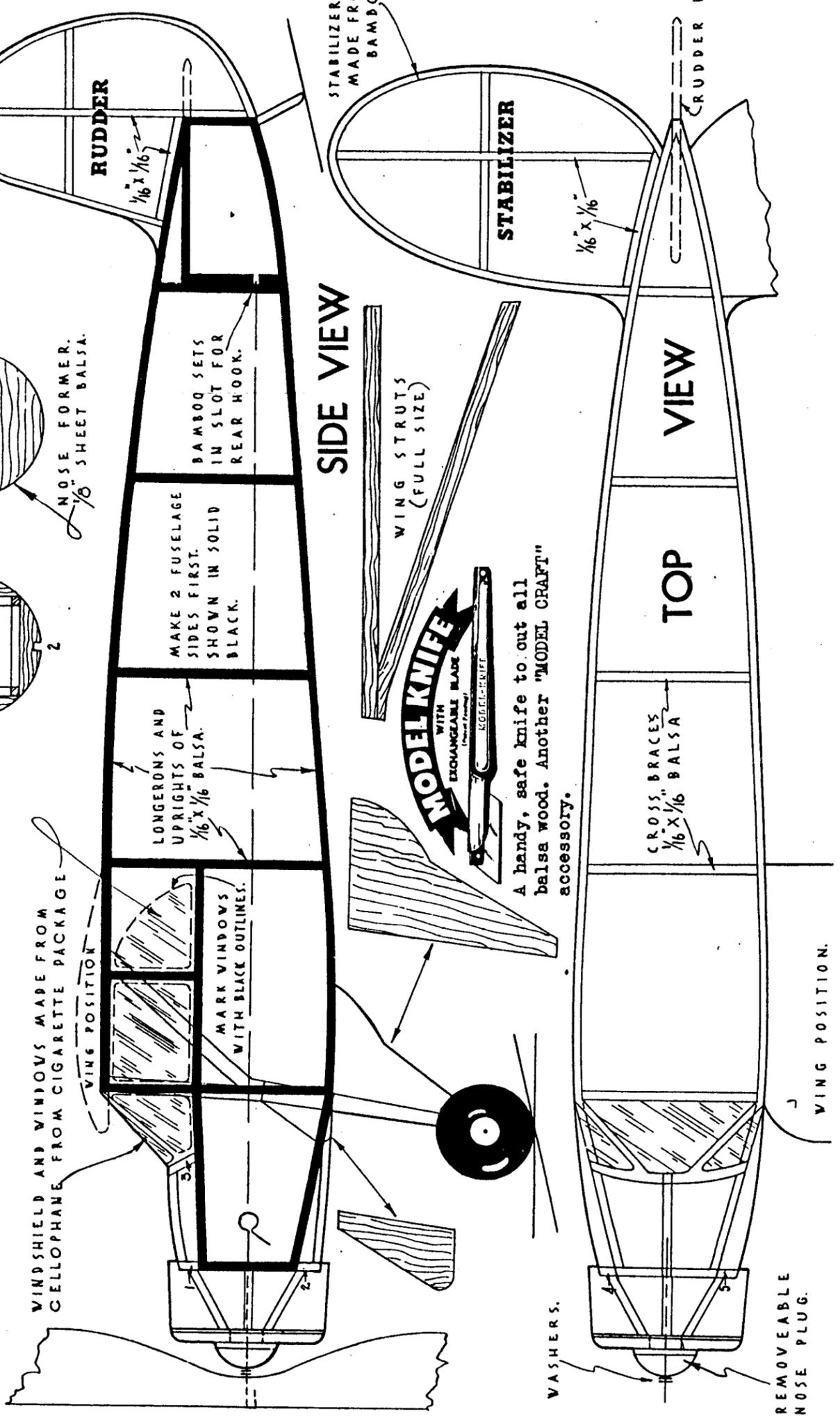
OUTLINE OF RUDDER MADE FROM BAMBOO HEATED AND BENT TO SHAPE.



GLUE TO BACK OF FORMER 3



AIRCOMET KIT E10 SHEET 4



SIDE VIEW

VIEW

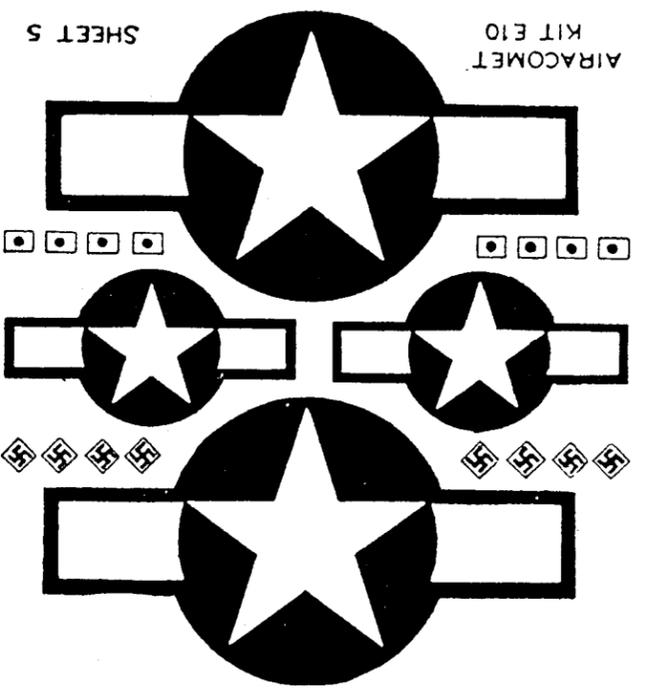
TOP



A handy, safe knife to cut all balsa wood. Another "MODEL CRAFT" accessory.

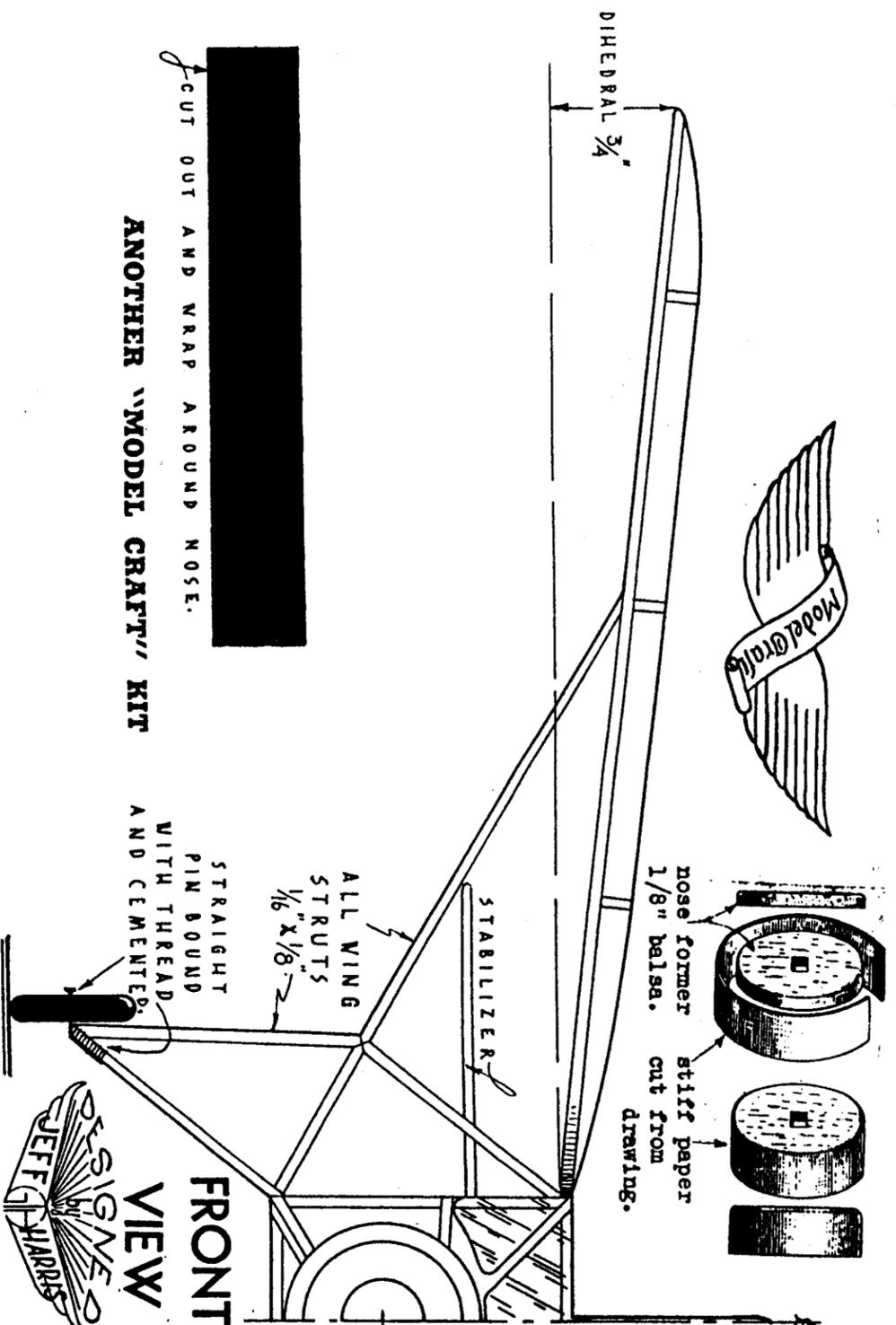
CROSS BRACES 1/16" X 1/16" Balsa

REMOVEABLE NOSE PLUG.



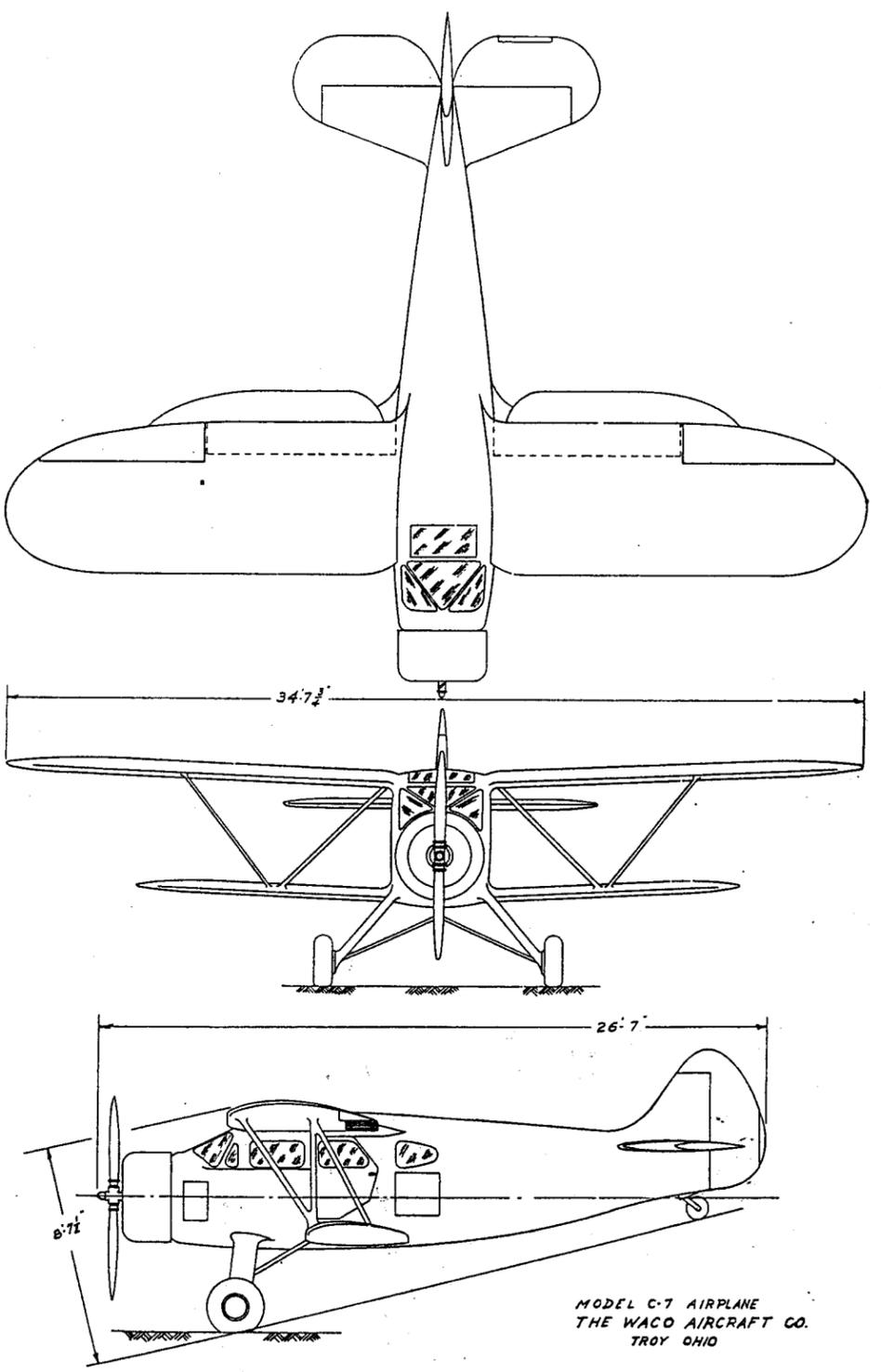
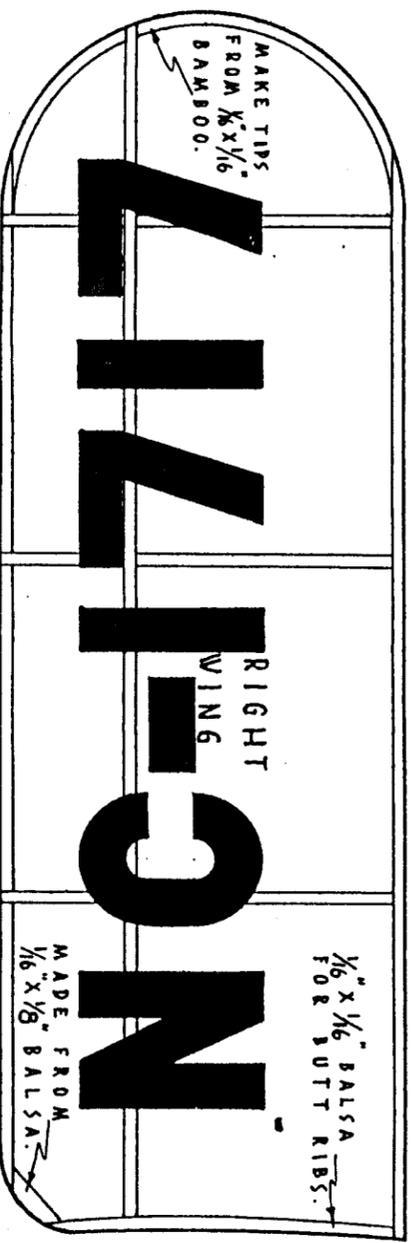
SHEET 5

AIRCOMET KIT E10



CUT OUT AND WRAP AROUND NOSE.

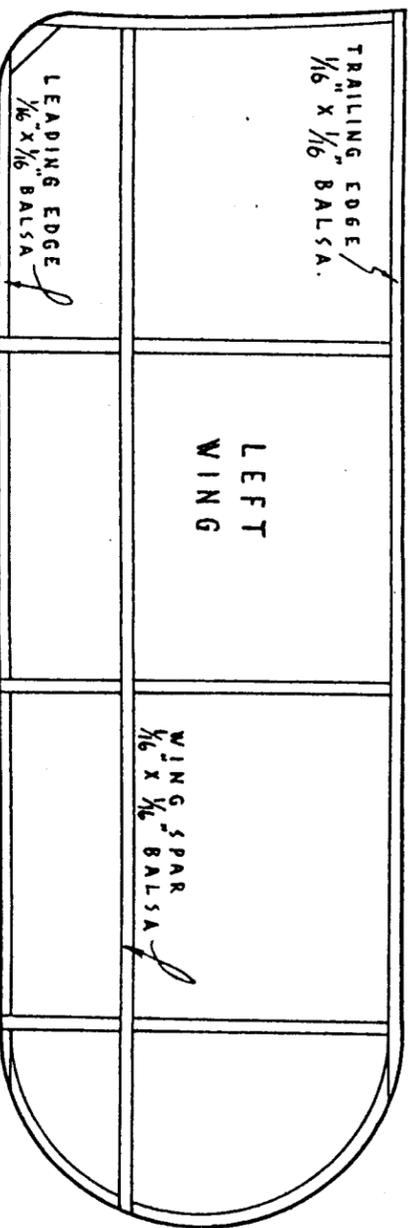
ANOTHER "MODEL CRAFT" KIT



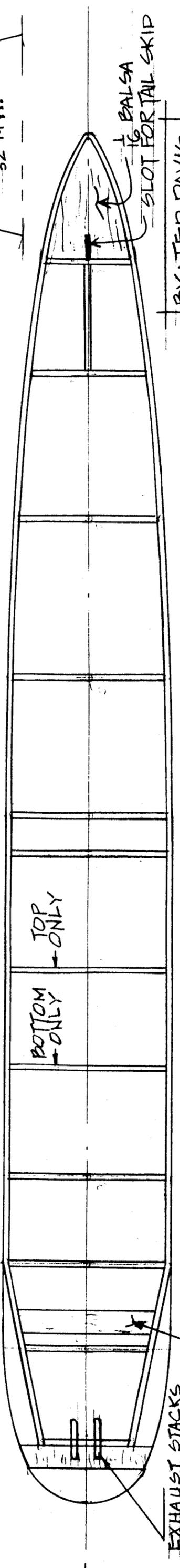
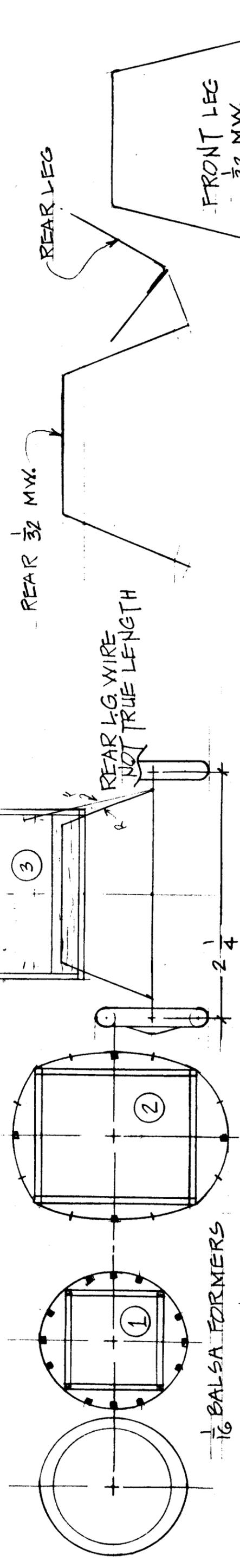
CHECKED BY—*Ray Smith*
APPROVED BY—*J.E. Lucas*

Send a 3¢ stamp for complete list of "MODEL CRAFT" Kits and Supplies

15" FLYING MODEL FAIRCHILD-24



Manufactured By—
ONTARIO MODEL AIRCRAFT CO.
TORONTO, ONTARIO, CANADA

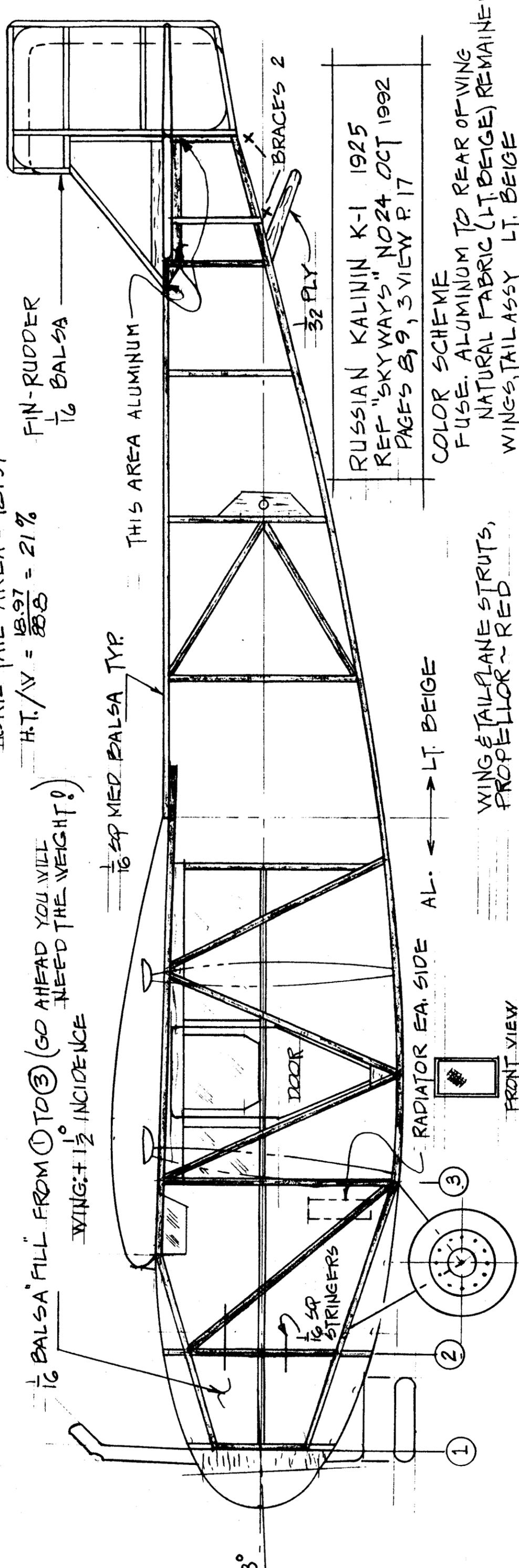


BY: TED DAVIS
LOUDDON TN. 11-97
423-458-5493

MODEL DATA
WING ~ SPAN: 24" AREA: 88.8 in²
HORIZ TAIL AREA = 18.97 in²
H.T./W = 18.97 / 88.8 = 21%

GLUE L.G. WIRE
TO BOTTOM

1/16 Balsa FILL FROM ① TO ③ (GO AHEAD YOU WILL
NEED THE WEIGHT!)
WING: + 1 1/2° INCIDENCE



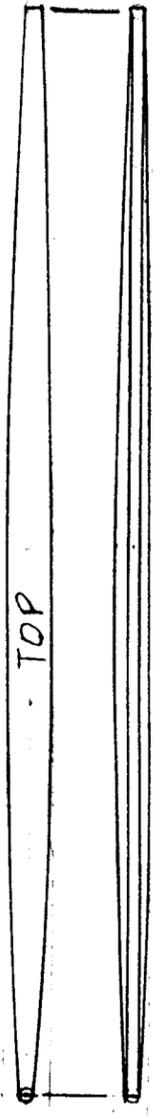
RUSSIAN KALININ K-1 1925
REF "SKYWAYS" NO 24 OCT 1992
PAGES 8, 9, 3 VIEW P. 17

COLOR SCHEME
FUSE: ALUMINUM TO REAR OF WING
NATURAL FABRIC (LT. BEIGE) REMAINDER
WINGS, TAIL ASSY LT. BEIGE

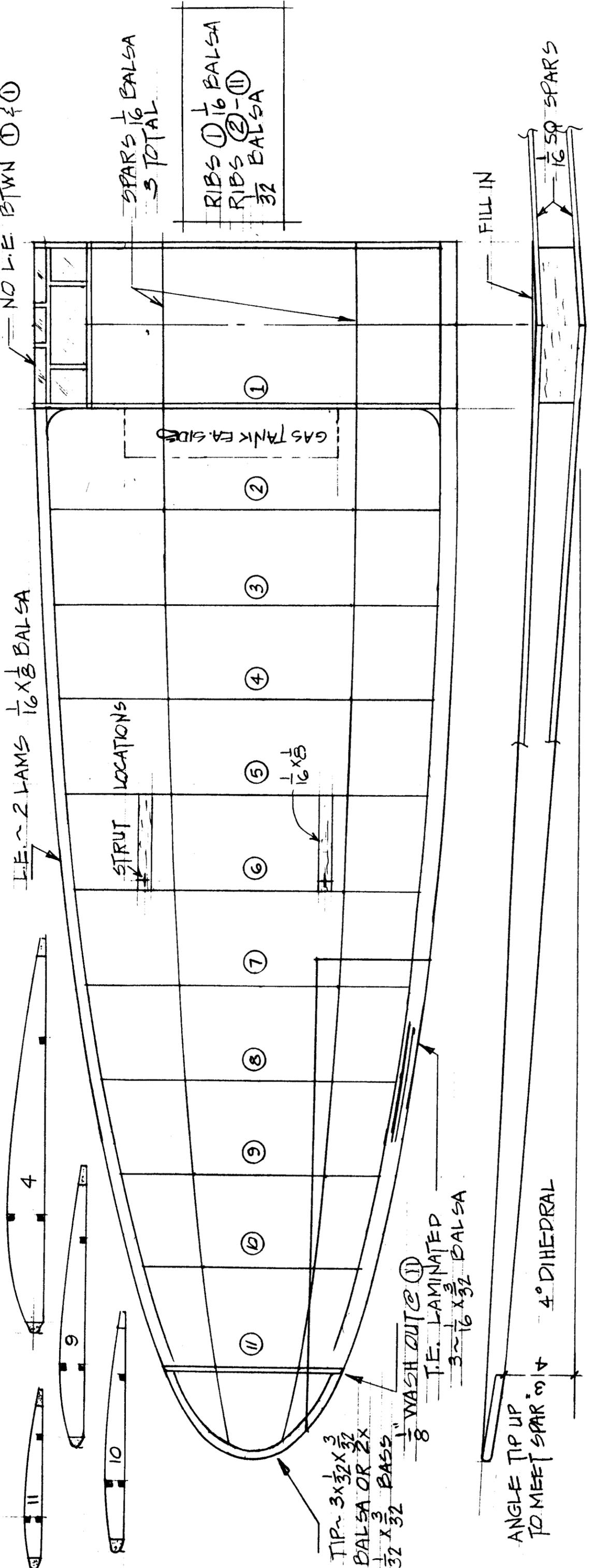
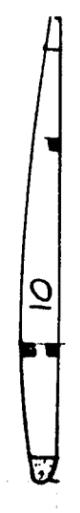
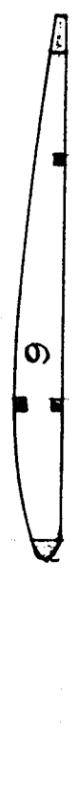
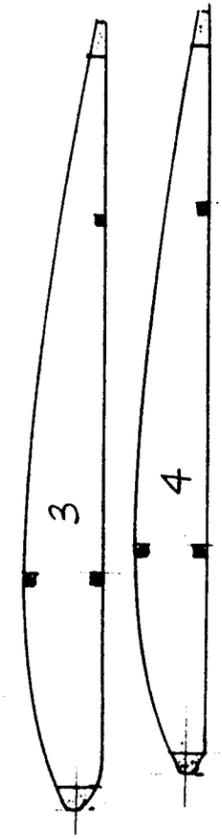
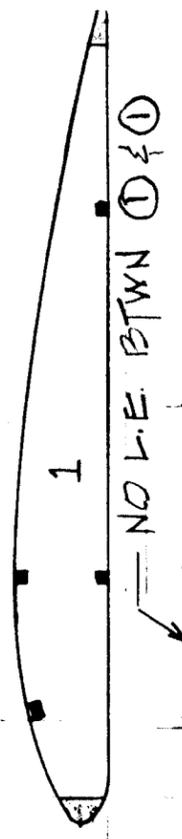
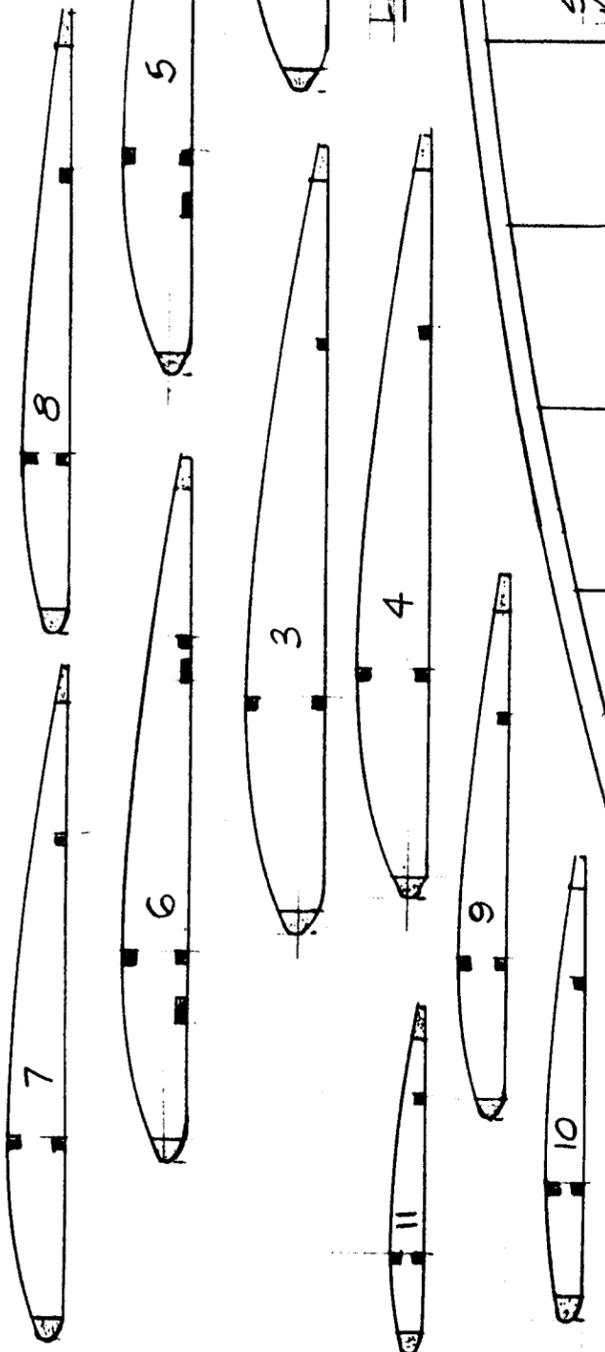
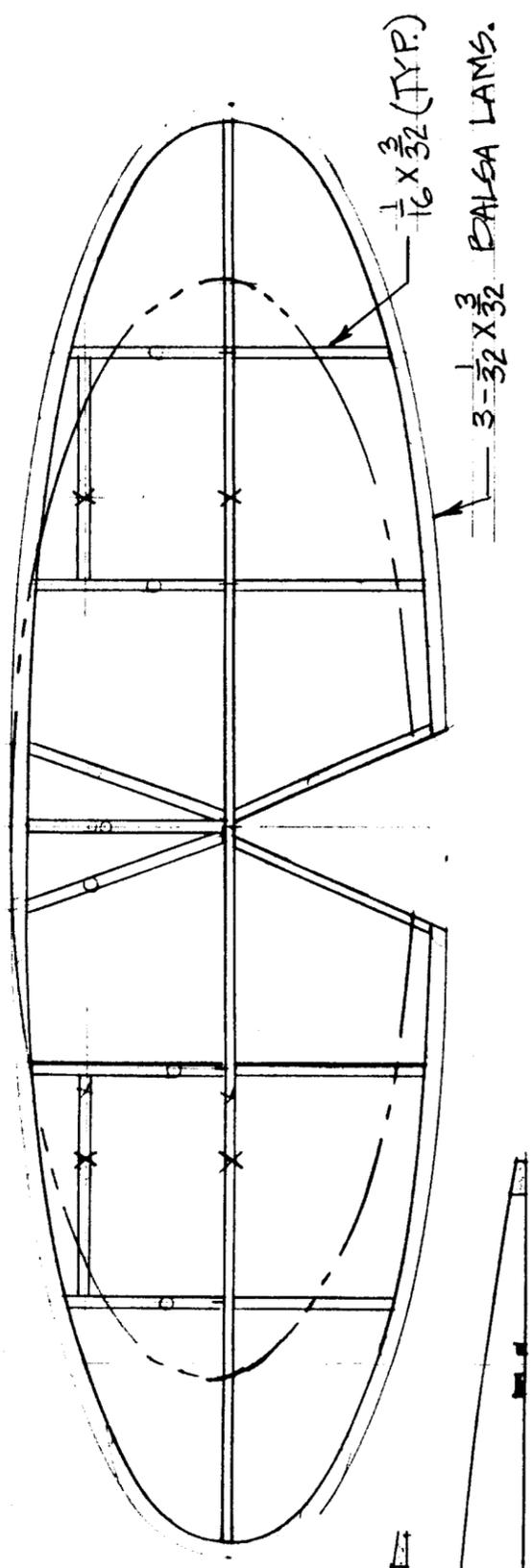
WING & TAIL PLANE STRUTS,
PROPELLOR ~ RED

FRONT VIEW

3°



WING STRUT 4 RPD
 1/16 Balsa CORE FILL OUT W/ BLUE FOAM



SPARS 1/16 Balsa
 3 TOTAL

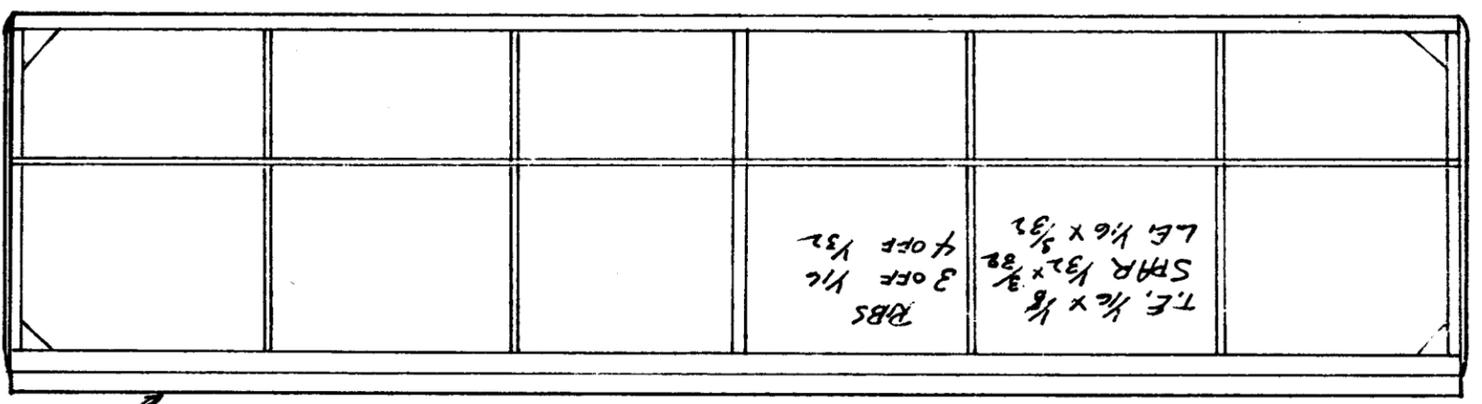
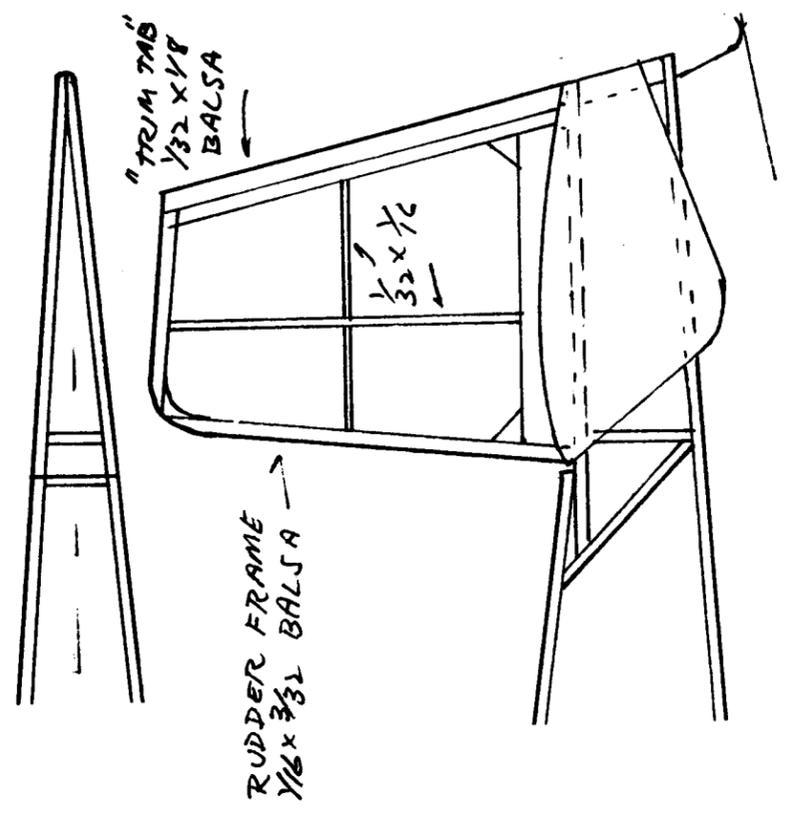
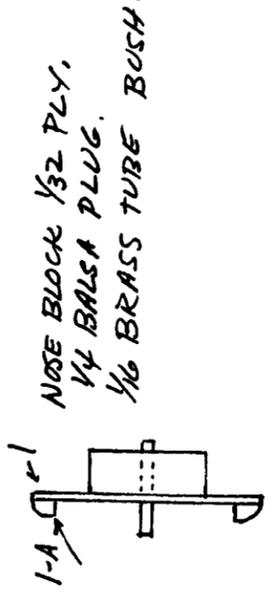
RIBS 1 1/16 Balsa
 RIBS 2-11 1/32 Balsa

TIP ~ 3 x 1/32 x 3/32
 Balsa OR 2x
 1/32 x 3/32 BASS

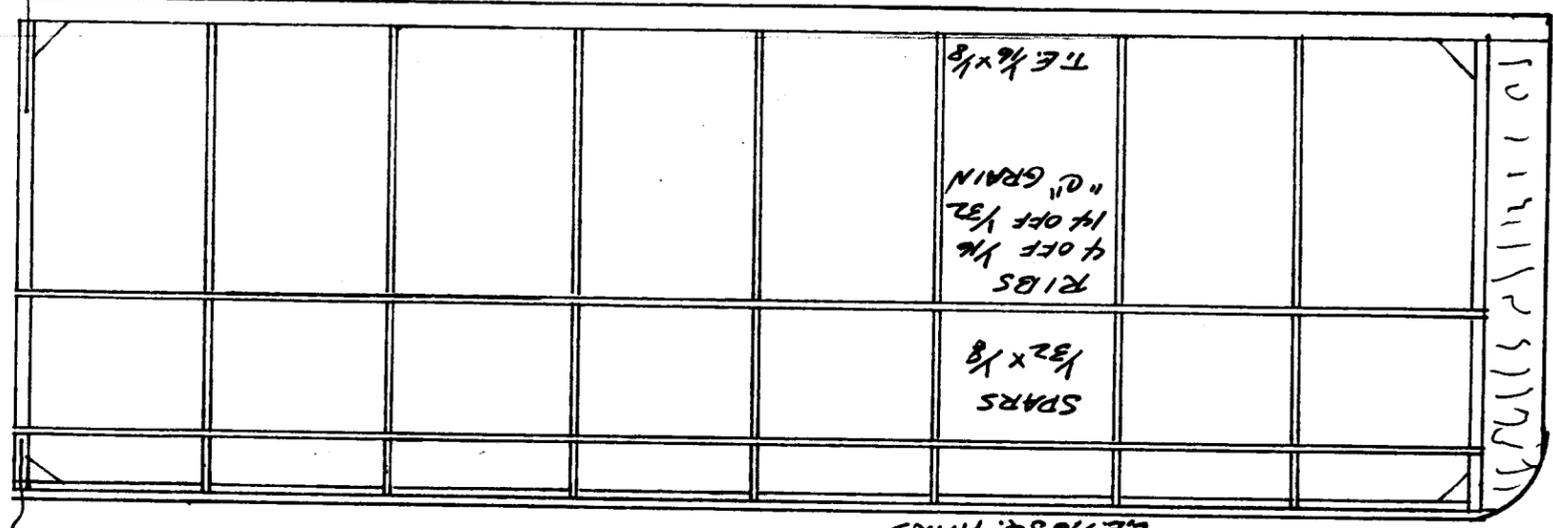
1" WASH OUT @ 11
 I.E. LAMINATED
 3 ~ 1/16 x 3/32 Balsa

ANGLE TIP UP
 TO MEET SPAR @ 4° DIHEDRAL

PROTOTYPE USES CARVED PINE PROP
 8" DIA, 10" PITCH, POWER IS 4 STRANDS 0/110
 TAN II, 30" LONG. "TWICE TWISTED".
 TRIM FOR SWEEPING RIGHT CLIMB + GLIDE.



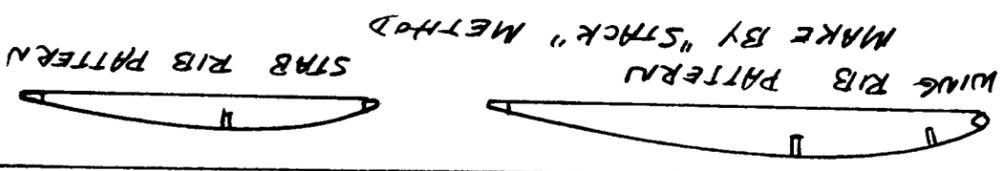
DIHEDRAL: 1" UNDER EACH TIP.
 1/32 x 1/8 "TRIM TAB"



1/32 SHEET TPB
 FIT FLUSH
 WITH TOP OF
 RIB.

"BUTON + CARPET" THREAD
 GLUED TO TOP OF RIBS

L.E. 1/16 SQ. HARD



.020 WIRE HINKE
 GLUED TO TOP
 OF RIB.

