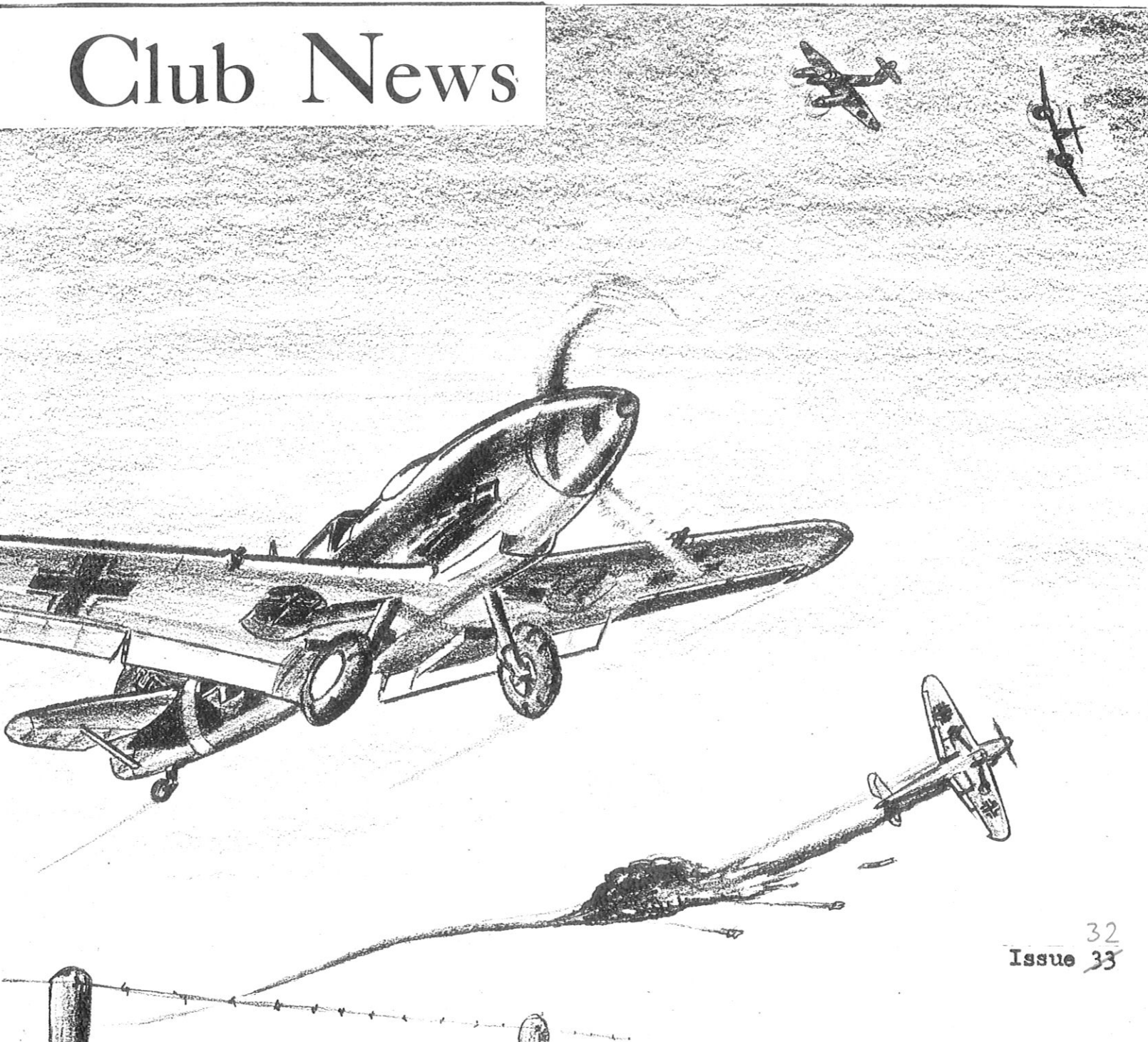


FLYING ACES

Club News



Issue ³² 33

You can write your own story to accompany this nifty drawing done by clubster Frank Scott, McCook Field Sqdn. How about "Caught With Their Pants Down" for a title? Haw-w-w-w. It sure looks to us like those Limey Whirlwind pilots caught the Krauts that way! That Fritz that just shed his aileron will not be sold any life insurance as he is too low to hit the silk and in too bad a shape not to. Ach, we miss him bie der beer garten dis abend, mit zingen und trinken.

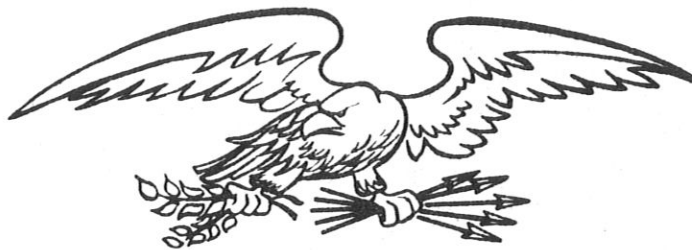
GORILLA GOD CONTEST.

Boy wingsters, GHQ has had a flow of names for the Gorilla God Naming contest like the flow of wine at a Roman orgy! But, the naming of a god must be given a bomb bay full of consideration. We must be sure and not anger this Mighty One who is perhaps more vengeful than Hung, himself. You must admit, Ribslicers, there is honor attached to losing a model to Hung., but when the un-named Gorilla God works his will on your rubber motor there is only anguish and shame, followed by anger and the choicest of ol' fashioned cussin'.

So, we shall wait for even more names to be contributed before we place them on the altar to await His selection when He shall point out the winner with that ever so sharp fingernail! Perhaps by next issue it shall be done, amen.

Note of Thanks.

Thanks to our printer yet another issue has reached all our clubsters. Any of you fellows who may need some printing done would do well to get in touch with him. We owe him this much, at least.



thermoprint

We don't know how many of our clubsters are aware of it, but new Peanut Scale rules have been tentatively approved by the AMA Scale Board that have some very undesirable and non-FAC factors.

As most of us agree, the theory behind Peanut has been to have a light hearted, kind of "greasy kid" type event using models like the old 10¢ kits of the thirties that an ambitious builder would doll up with extra ribs, etc. One thing we did not want was to have to use 3-views and all sorts of documentation as is needed in the other AMA scale events. Sort of a "Stand Off" scale for rubber models. A relaxing event that would have appeal to junior builders too.

Well, the new rules proposed by Bob Clemens require all the scale research and documentation that the other events do. They are also directed against raceplanes as they limit the length of the model to the same 13 inch limit the wing span is. They also give a very substantial bonus for R.O.G. which once again eliminates many types worth modeling. In short, they make a project out of a pleasure.

The current rules as proposed by the FAC may not be adequate. For one thing they were supposed to be used outdoors. Somehow, over the years they have been shifted to indoors by the AMA. Probably because most of the publicity on Peanut has been on indoor meets. Even the unofficial Peanut events at the Nats has been run indoors every year. The flight times of Peanuts has risen beyond the widest thoughts of the most avid Peanut pilot of four years ago, thus helping to make the FAC rules obsolete.

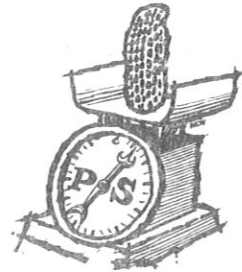
But this we maintain. Be new proposals indoors or out, they should not clutter the event with use of the "Unified Scale Judging Rules" in the AMA Rulebook. They should not have factors to limit the selection of type to model as a length limit and ROG attraction would do.

We like the following quote from the "Model Maker's Manual", published in 1932 by the International Model Flyers of which Joe Ott and Paul Lindberg were officers. -"A flying scale model need not be an exact duplicate of it's representative type. It should be scaled down on outside dimensions and have all the surfaces and external arrangements so it will look approximately the same as the large plane it represents".

If you fellas agree with the FAC line of thought on this matter of Peanut we must vote out the new Clemens proposal and do it quickly. The way to do this is to write your AMA Scale Rep in your district. The finalizing of new rules will be done at the Nats, so act quickly. We are reprinting a form you can use for this purpose from the Competition Newsletter of the AMA, on the last page. We are also listing the Scale Reps addresses for your convenience. The Scale Reps of district I & X, where most of the Peanut activity is have voted against the rule, but they still need the written support of modelers in their district to bolster their argument.

If the clubsters in New York and New Jersey get busy we can alter that vote. You clubsters in Pennsylvania and Ohio can alter the vote in your district by writing your Rep. And the Detroiten Geschwader can sway the vote in their district. BUT YOU MUST WRITE QUICKLY! We must kill this proposal until a better one is put forth or we will be stuck with it for many years to come.

Turn to the last page now and fill out the form, add your comments. Check the district map. Find your Scale Rep's name and address.



Results of the FAC Spring Meet Shell, Greve, and T.T.

What Hungly weather greeted our sky scourchers on that great day in June as six pilots hurled their clipped winged ships skyward in the Shell event to win prizes and a trophy as well as to qualify for the two big race events of the day, the Greve and the Thompson Trophy.

Colonel Chet Bukowski sure shocked the rest of the gang when his brand new Chester Jeep turned in a flight of 1min and 10 secs. Now when you get a new ship off to a start like that you sure do know your onions.

Caudrons were the prevalent type, three being entered. Ed Heyn entered one of about 20 inch span, Don Garafalow had a larger ship, and new-comer to the pylons, Bill Miller, had a reworked Burd 16" 10¢ kit Caudron.

Ed heyn also entered his Brown B-2. Ed Novak had his good ol' boxey Bonzo and Dave Stott his usual Brown B-2 and Cessna CR-3.

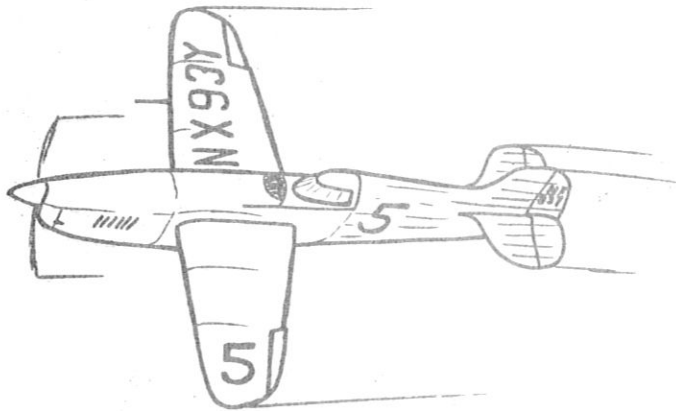
When the three random flights were in and tallied up it was Colonel Bukowski the winner with a total of 191. Don Garafalow was next with his big Caudron at 99 secs. Major Dave Stott brought his Brown in third with 87 secs. Fourth was Dave's CR-3; fifth, Bill Miller and the little Caudron; sixth, Ed Heyn and his Brown; seven was Ed Heyn's Caudron; and Novak and the Bonzo trailed in last with only one flight because of engine trouble. But all qualified their ships for the mad scramble of simultaneous launching in the Greve and Thompson held later in the day.

Now fellow pylon polishers, let's have a gander at the line up for the Greve as starter George Armstead gets his flags ready.

Colonel Bukowski is on the pole with the Jeep's Menasco ticking over. A few scant paces away is the sharp nosed Caudron of Don Garafalow. The tiny Cessna piloted by Dave Stott is next followed by the pair of Caudron's flown by Bill Miller and Ed Heyn.

"Wind 'em up", says the starter and the race is on! Suddenly "SNAP!", and Bukowski and the Jeep are out of it! It sure looked like Chet had this one in the bag, too! "SNAP!", again!! Ed Heyn has blown his motor!! What rotten luck! The three remaining pilots continue to wind up quite a bit more tensly than before. Mechanics holding the ships try not to show the strain, their pilots already under enough pressure! The two minute winding time is up and our lads are eagerly awaiting the drop of the flag. There it is!! They are off!!

It is now only a two lap(2 flights) race due to the dropping out of the Jeep and Caudron. Dave Stott's Cessna is the first ship to land. This gives the Cessna 3rd spot. The two Caudrons of Bill Miller and Don Gare falow remain and are wound up for the final lap of the Greve. The flag drops and off they go banking to the left just like the real thing. It is a pretty close one but Don Garafalow is up the longest and is winner of the Greve!! Congrats from GHQ, Don!



The Greve is history (FAC archives, anyhow.) and the Thompson is up next. Bukowski has re-engined his Jeep and Ed Heyn has his Brown B-2 to replace his Caudron. Others in the line up are Dave Stott and his Brown; Ed Novak and his Bonzo; Bill Miller and Don Garofalow with the Caudrons that did so well an hour before in the Greve.

Bob Thompson is the starter for the Thompson (vot could be besser?) as the five ships roar of at the drop of his flag! The "Big One" is on! Holy mackerell! The favorite to win is down first! Yep, Col. Chet and the Jeep must have had a bit of a trim problem as they were landed in only a few seconds after the start!

Now the sky scourchers are winding for the next lap. "Bzzzzt" What now? "Bzzzzt", Don Garofalow is having trouble with the Ratier prop on his Caudron! Is the spinner leaking air pressure?? No, it is the free wheeling mechanism loosening up. Don winds a bit more to replenish lost turns. Time is running out! "Bzzzzzzzt"! There it goes again!! Darn it, the two minute winding period is up and Don withdraws from the race leaving only The two Browns, Bonzo, and Burd Caudron to race on.

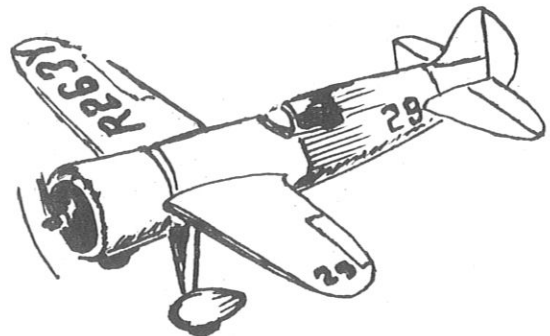
There they go off on the second lap. Packed in as tight as peas in a pod they bore into the ozone. Lt. Ed Novak is the first down in this lap. The Bonzo will have to be content with 4th place.

After a successfull winding of motors for the third lap Ed Heyn, and Dave Stott in the two Brown racers slash skyward with the Miller Caudron. It is a long one and Ed Heyn is down first putting the Brown in an honorable third place.

Now the remaining two flyers wind their tired over taxed motors for the final lap. Will the motors stand the strain??? These two intrpid pilots must wind every turn they dare if they hope to win, for now more than ever every turn of the prop counts!

Winding done without any blown motors they roar into the last lap! Both ships look in good trim as they climbout and bank left. And who stays up the longest to win the Thompson?? Why the new-comer with the 10¢ Burd Caudron!! Isn't that the way it was in all the great old stories in the Flying Aces mag of old? Bill Miller, winner of the race in story book style! Helmets off in salute!!

And the rest of you Skysters in the GHQ area had better get building those racers for the Fall meet as we plan to have trophies thru third place then. We don't want you fellas to miss out on the swell fun these races are any longer. Any ship that was in the pre-war T.T. or Greve qualifies except for parasols like the Page Racer, and high wing cabin types like the Mulligan. Span limit is 24 inches. And if it is model plans you lack, just read about the Detroiten Geschwader's new plan book on racers called "Race-Wings". It should be available when you read this. See the next page.





At last fellas, the long awaited planbook of sky-burnin' racers of the Detroiten Geschwader is here! All planes have been built and tested. All particulars on trim, amount of rubber, weight of model, and documentation is given as well as plenty of photos of the models. There are six different racers presented and the price of the book is \$4.00. "Racewings" should be available now. GHQ thinks a check to Lt. Ralph Kuenz, 14645 Stahelin, Detr., Mich. zip 48223 will do the trick. And by way gang, all the models are Peanuts! Bi-i-i-g ones!

Von Rottensocks and his geschwader are grooming their racers for the Thompson and other ships for the other events at Chagrin Falls which is probably over with by the time you read this. We will report on the entire meet in the next issue of the FAC News when all the reports are in from the Erie Model Aircraft Assn. who sponsors these swell meets just overflowing with FAC style events.

THE CAMERA'S EYE.

The following report was turned in at G-2 Headquarters concerning the races at our Spring Meet held at Glastonbury on June third.

"I had stationed myself at the end of the starting line, aiming along it and actuating the shutter of my camera as the Starter gave the command to go. Imagine my interest when the developed pictures showed that all was not in order! The case was the same in each picture. Each showed a number of sleek racersclimbing for the ozone urged on by their pilots, but each also showed (oh, the treachery of it!) one still on the line, poised for flight but still unlaunched, it's pilot furtively glancing from beneath his visored cap at his unnoticing fellows!!!"

The report continues, "Who of us for the sake of a point or two or mention in the dispatches would do this you ask? Who would risk derision of his comerads to gain a few seconds? I'll not say, but he knows who he is andhe knows he cannot dream among the clouds much longer for he will be met in the sky come Fall and the score will be settled!!" End report.

Well skysters, this isn't so good. GHQ kinda always thought all the bad guys flew R.C.! Perhaps it was fear of a mid-air collision that caused our clubster to hesitate? It does take nerves of fine steel to launch simultaneously with other flyers so close by, but that is just the sort of excitement that makes FAC air racing fun. GHQ urges all of our race pilots not to miss out on the true flavor and furor of the air races of the golden era. When the starter says, "GO", let 'er rip!! Perhaps the biggest setback this incident has brought about is the other-wise swell action photos we will not be able to publish, alas,

A special note of thanks to clubsters Ed Franklin and Ted Wales for Plastic raceplanes given to GHQ for use as future trophies. True Spirit of the Skies, eh fellas??

HUNG GIVES US A GOOD ONE.

It is as rare as sunstroke eskimos that such a great flying day as we had on June third should fall on a week end, let alone a contest day! But there it was, windless and full of lift right up until the last hour of the meet. Absolutely the best contest day many of us have ever witnessed. All hail to Hung, Great God of the Thermals!!! On top of all this swell weather we had a record turn out that included five new clubsters. Welcome aboard, wingsters! Five new and thirty two regulars for a total of THIRTY SEVEN anxious pilots competing. Let's see how they did---

In FAC Scale 21 clubsters entered 26 planes! And the goin' was tough. Just push your goggles back on your dome and take a look at the results listed below. See where only four points separate the first four places?? That is what we mean by tough goin', fellas.

1st-Lt.	"Peanuts" O'Dwyer, Waco "E",	best flight-75secs;	total-139.5pts:
2nd-Lt.	Bud Dillman, Mig-3,	" -7mins!;	total-137.5pts:
3rd-Lt.	John Stott, Corben Super Ace	" -142 secs;	tot-136.5pts:
4th-Lt.	George Moreland, Stinson SR9	" -120 secs;	tot-135.5-ts:
5th-Lt.	Bill Miller, Caudron Racer	" -49 secs;	tot-128.0pts:

How about that flight of Dillman's, fellas! Seven minutes and the ship did not go more that 100 yards from launch! That's the kind of day it was! We can safely say that these lieutenants are right on course for captaincies, by turbulence!

There were plenty of other fine crates that did not make the winners circle that were winners in their own right. Royal Moore (Crow Hill Models) had a smooth flying Spirit of Saint Louis and Sopwith Tripe powered with the geared drive we described last issue. Lt. Ed Novak and his Jumbo Comet Curtiss Robin put up a very scale like flight. How about that Keane Ace Ed Heyn had right from the pages of good ol' Flying Aces mag? That's the way to build, Ed!

Eleven Sky Battlers entered the Embryo Endurance event with Lt. Ed Franklin emerging top man after a cloud cuddling flight of 10 minutes! And Hung was kind enough not to take Ed's original bird to his Great Hangar in the Sky until his last official! Ed's score was 351. George Armstead was next with a score of 275, and third was Tom Nalen Jr. (who is a Jr.-AMA style) racking up a score of 238 with his original "Hung Fighter".



First time up at an FAC meet was our old postal contest favorite, No-Cal Scale. Just plain old profile scale with a new name. Ten slender sky cavorters tested the ozone for traces of Hung and trophies and prizes. Quite a variety of ships from a couple European transports to a good batch of racers were in the duel. Who won? Why our ace junior's pop, Tom Nalen Sr. flying his Jodel 150 for a 3 flight total of 231 seconds! One flight alone was 142 seconds. Ed Taylor was second with a total of 170 for his flights with a Laird Solution. Third man was Lt. Kevin Barrett racking up 120 on his Floyd Bean Spl. racer.

total of 170 for his flights
Kevin Barrett racking up 120

Strangest No-Cal job seemed to be Lt. Don Garofalow's Caudron that had tail surfaces made of sheet balsa with slots cut in them for lightness. Don was going to cover the tail with tissue, of course, but was so anxious to fly his baby that he tried it without covering and the darn thing flew swell!! So why spoil a good thing? Don just left the ol' tail bones to the breeze!!

Speaking of strange models, Major Dave Stott showed up with an Embryo Endurance job that looked like a pregnant goose! A couple of stabilizers, a couple of rudders, and a long motor tube sticking out in front of a blimp like hull! The "HUNG-aereon", it was named. No doubt about this machine making the $1\frac{1}{4}$ X $1\frac{1}{2}$ X 3 inch cube-in-fuselage rule, eh wot?

Peanut Scale attracted 19 avid aviators. The flight times were very high for Peanuts, especially here in the East. Why some of the old timers sittin' around Hangar #1 remember when a three flight total of 90 secs was winning score back in the old days. Well fellas, the skysters are doing that in one flight these days, yessir! And not with "Ghostplanes" either! Let's face it, if Peanut were flown outdoors as it was intended there wouldn't be all this turbulence over the so called "Ghostplanes". That type model just could not survive out doors here in the East and would chance wing failure in most other parts of the country as well. But we have wandered off course-- back to the meet. Here's the run down-

Pilot.	Plane.	Flt. #1	#2	#3	Sc1.	Total
1. Lt. Col. Bukowski, Cub		65	146	95	6	312
2. Lt. Fritz Weitzel, Helio Stallion		85	116	50	7	258
3. Lt. Tom Nalen, Texan homebuilt		50	100	97	9	256
4. Lt. Ed Franklin, Lacey		54	51	48	10	163
5. Lt. George Armstead, Luton Minor		41	47	60	11	159

Any of you skysters that missed out on this meet will have another chance in the Fall when the skies will again be filled with the winged efforts of FACs from far and wide. Once again we will have trophies and reprints of old plans as prizes, signed order blanks for plenty of Peanut plans from Bill Hannan, and would you believe it, two more old issue of FLYING ACES magazine!!! We will announce the date and flying field in the next issue. Meanwhile, better make the balsa chips fly. There is plenty of good testing weather between now and Fall, so get those staunch and speedy sky buggies in fine trim for that big day. Maybe a hymn to Hung might help to, huh??

GHQ wants to give special thanks to Lt. George Armstead who made all arrangements for the use of the field at Glastonbury. We also want to add that anyone having any photos of the last meet they would like to see in the FAC News please send them to GHQ and we will be glad to run a photo revue of the meet in the next issue..

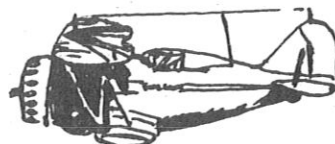
Erie Model Aircraft Assn.

The Pennsylvania Peanut Pilots are still trying to knock down the walls in that tight gym they hold their indoor meets in. And they have not much choice as clubster Lin Reichel reports 32 days of rain out of a span of 35 days??? Gosh fellas, try those hymns to HUNG, quick!!!

Here is how things went- Meet #3.

1st, Tony Frackowiak flying an Alco Sport	37:5
2nd, Joe A. Barna, Andreason biplane	34:0
3rd, Tom Hoyt, another Andreason	24:0

The above are Peanut results; next page for the run down of No-Cal Scale.



No-Cal Scale-	1st, Lin Reichel, Citabria	32:0
	2nd, Vic Didelot, Nieuport monoplane	18:0
	3rd, Steve Hoyt, Lacey M-10	15:0

Meet #4

Peanut-	1st, Tom Hoyt, Andreason	32:5
	2nd, Lin Reichel, Alco Sport	30:0
	3rd, Mike Midkiff, Bellanca Skyrocket	24:0

No-Cal	1st, Lin Reichel, Citabria	27:0
	2nd, Vic Didelot, Nieuport monoplane	21:0
	3rd, Steve Hoyt, Lacey M-10	17:0

Meet #5

Peanut-	1st, Tom Hoyt, Jodel	30:0
	2nd, Mike Midkiff, Bellanca	25:5
	3rd, Lin Reichel, Alco	23:0

No-Cal-	1st, Lin Reichel, Citabria	31:5
	2nd, Vic Didelot, Nieuport monoplane	21:0

The walls of the old gym still standing, the staunch and fearless flyers had two more meets. Steve Hoyt and Joe Barna Sr. winning a Peanut battle each and Lin Reichel taking No-Cal twice with his Citabria. So winds up our contest coverage this issue, fellas.

Flying Aces Model Laboratory

Letadla Sportovní, Letov S239

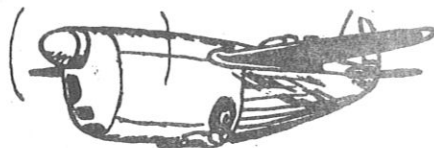
Leonard Wiecezorek is our designer this issue, fellas. And he's been wise in his selection of type to model, the Letov S39 sportplane. Len was taken by the 3-view published in the FAC News a while back and decided to draw her up Peanut size. Is this the same Leonard Wiecezorek that did the 3-views years ago that were published in MAN and Flying Aces?? Well, one gander at the professional style of the plan and you will know you can bet your last sheet of silver Jap tissue it is!

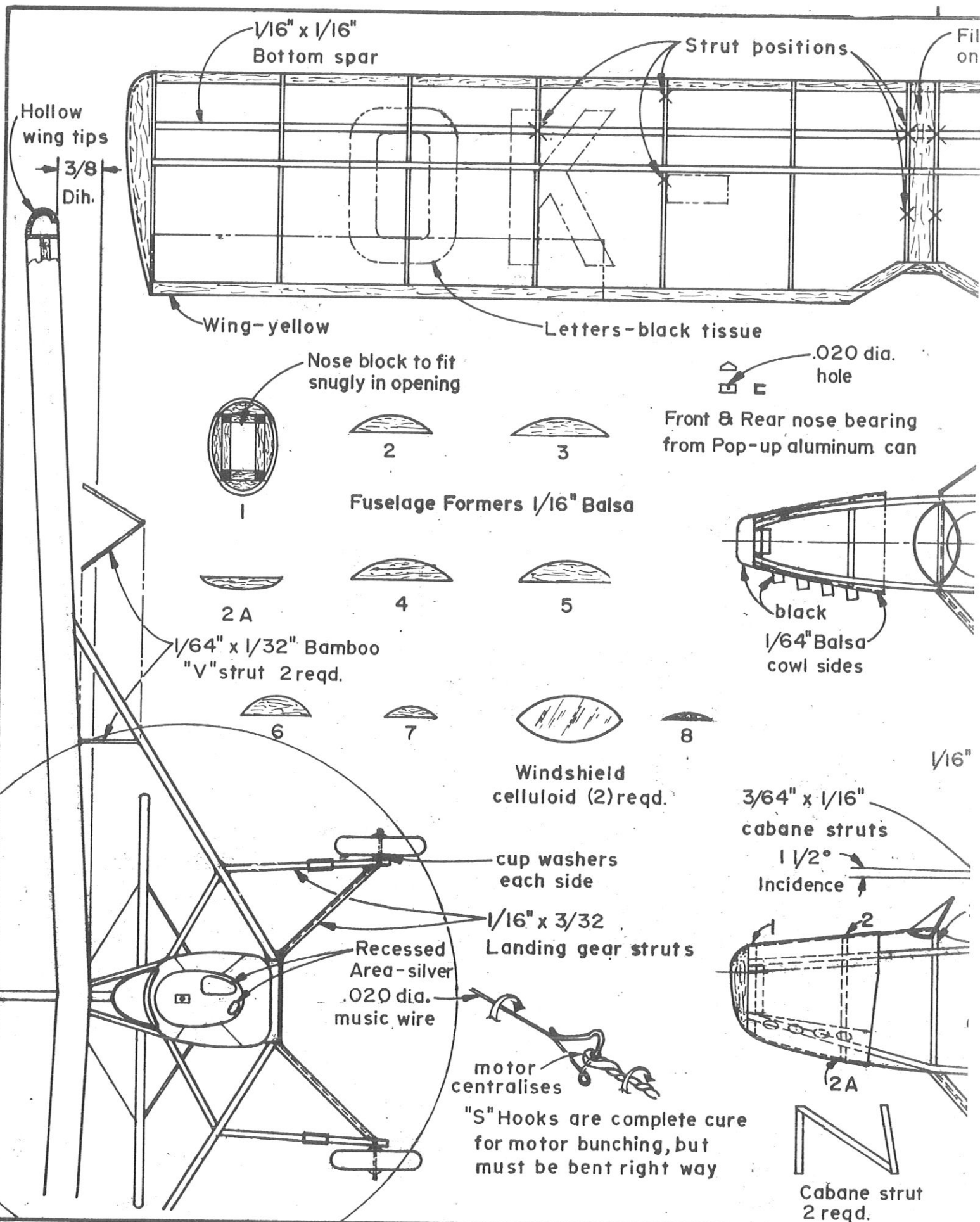
The plan tells all, so reach for the balsa and glue! This job looks like it has what it takes to cuddle those clouds high in the ozone! This is one Czech you had better check on your list of desirable Peanuts to be built! Gangway! I'm headin' for the workshop myself!

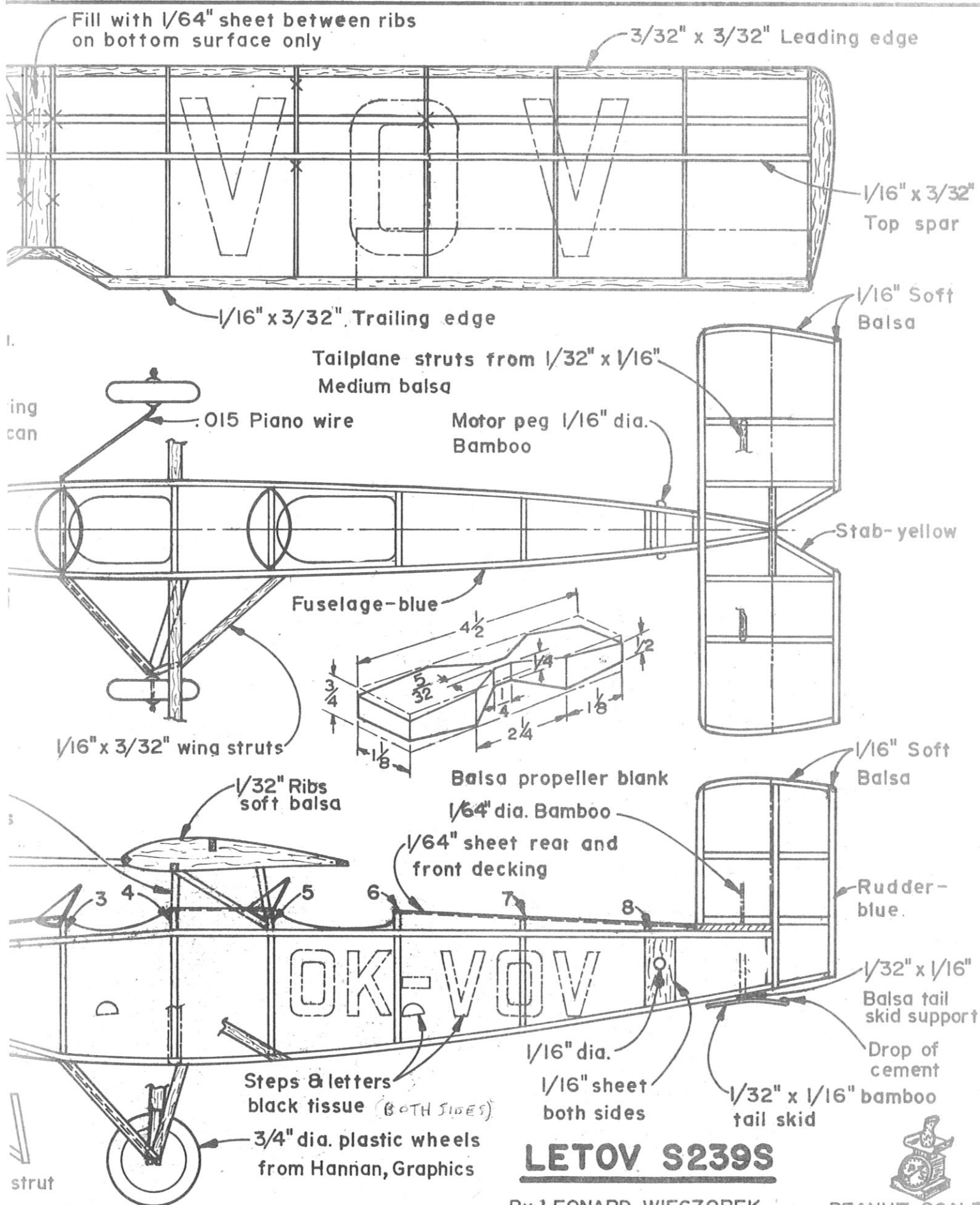
A ROMANY ROAMER FOR EMBRYO.

Yes sir fellas, the Earl Stahl "Gypsy" as published in Flying Aces mag in September 1942 is half size and just happens to be just right for a swell Embryo Endurance model. Just under 50 square inches wing area and all the other requirements. Of course you will have to use a non folding prop, but she still looks like one to make Hung's mouth water like Niagara after a cloudburst. Don't get fooled by the dimensions given. They are for the full size class "D" cabin model. You have to make her the size she is printed.

"Lessee, how can I hook up a D.T. on this crate?"







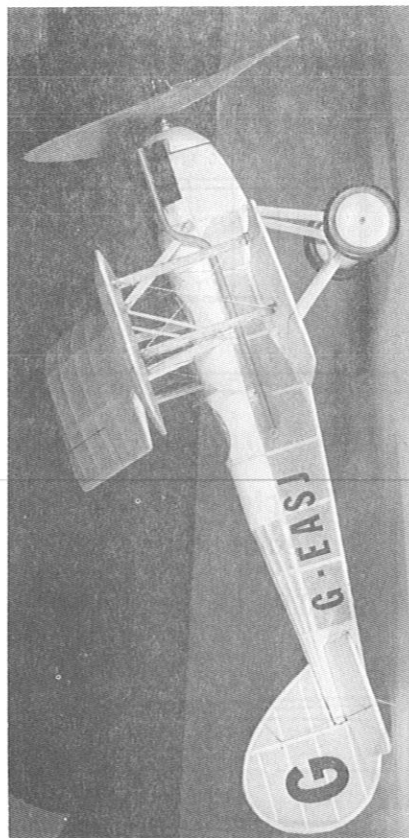
WITH THE MODEL BUILDERS

Pg. 12

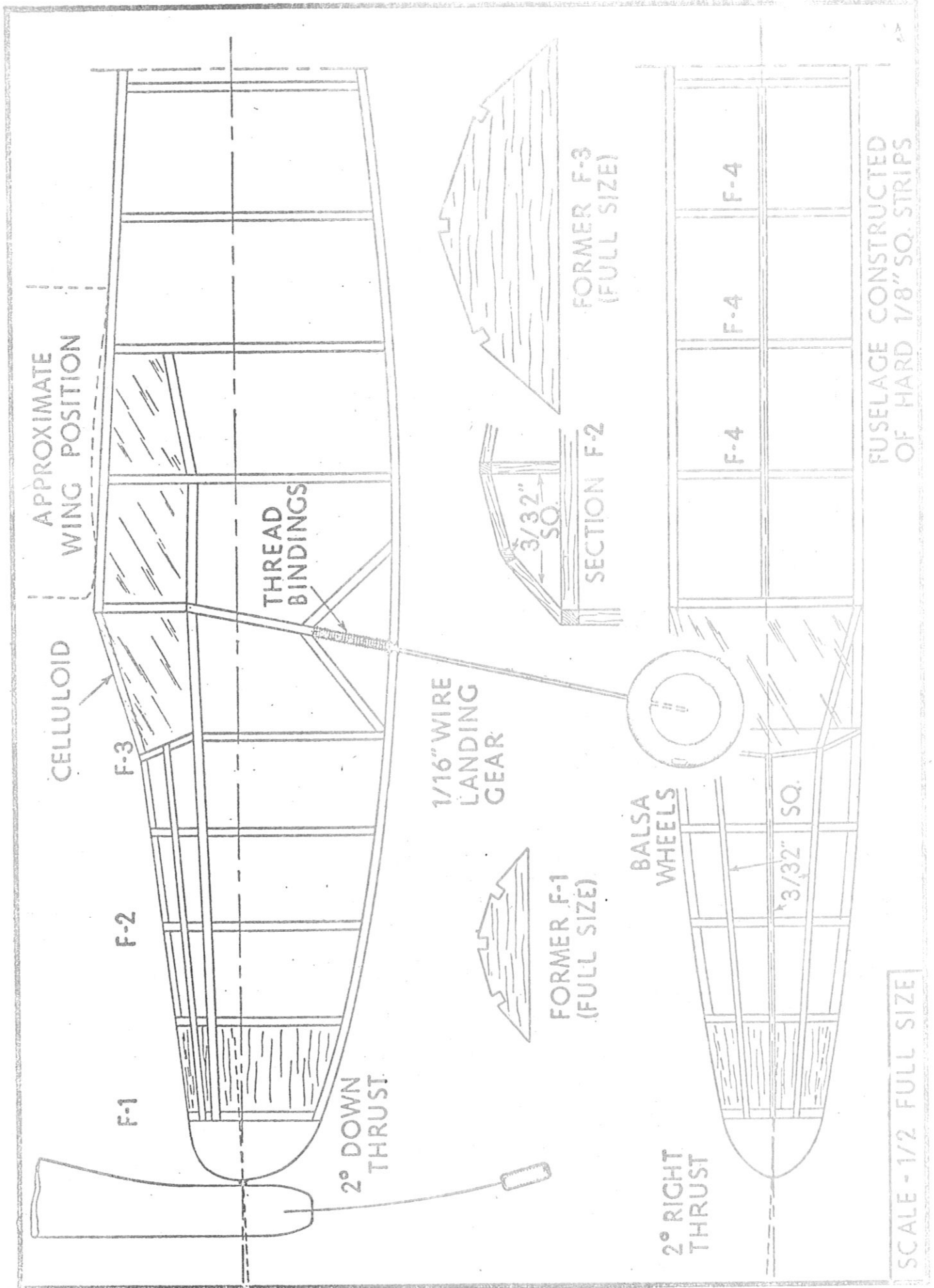
FAC officers having an impromptu A.M.L.A. ROG contest at a recent Oldtimer meet sponsored by SAM 7. In the upper left photo Lt. George Moreland, Lt. Hank Hill, and Maj. Dave Stott get 'em off.

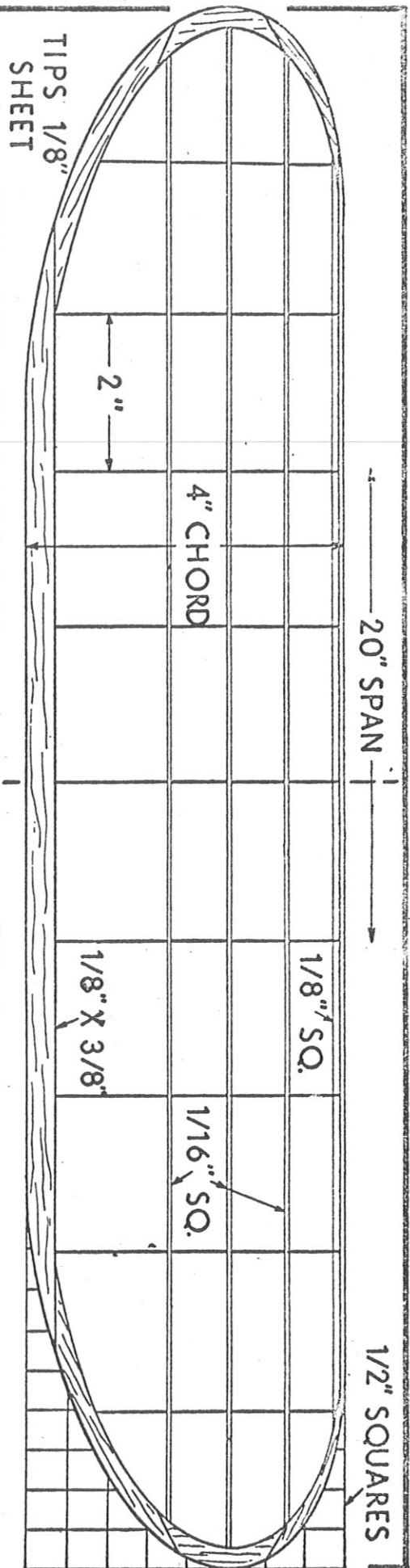
In the pic at the lower left it looks to us like the Major is about to pull rank; or some other dirty trick, on Lt. Hill who seems blissfully unaware of it! Note the Major's medals. All self-presented, no doubt.

Photos by Col. Chet Bukowsky

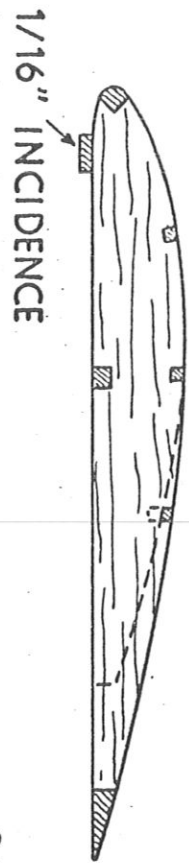


Nicely done Boulton and Paul P-9 Peanut scale by Lt. Ed Heyn. A rare type to be seen in model form. A good subject because of good scale areas. A stable flyer.





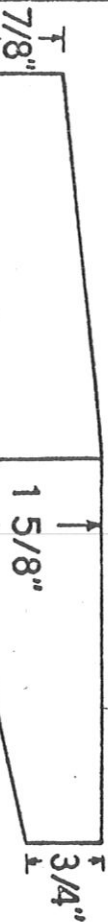
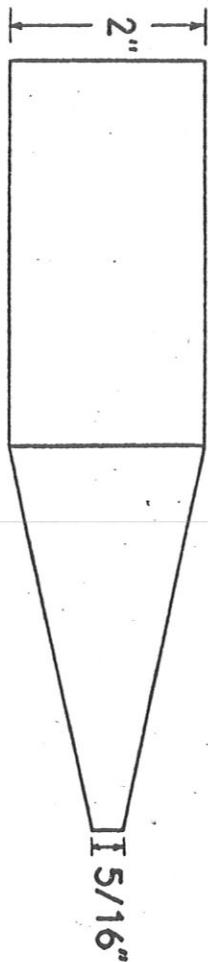
FULL SIZE STABILIZER RIBS
(7 REGULAR; 2 DOTTED)



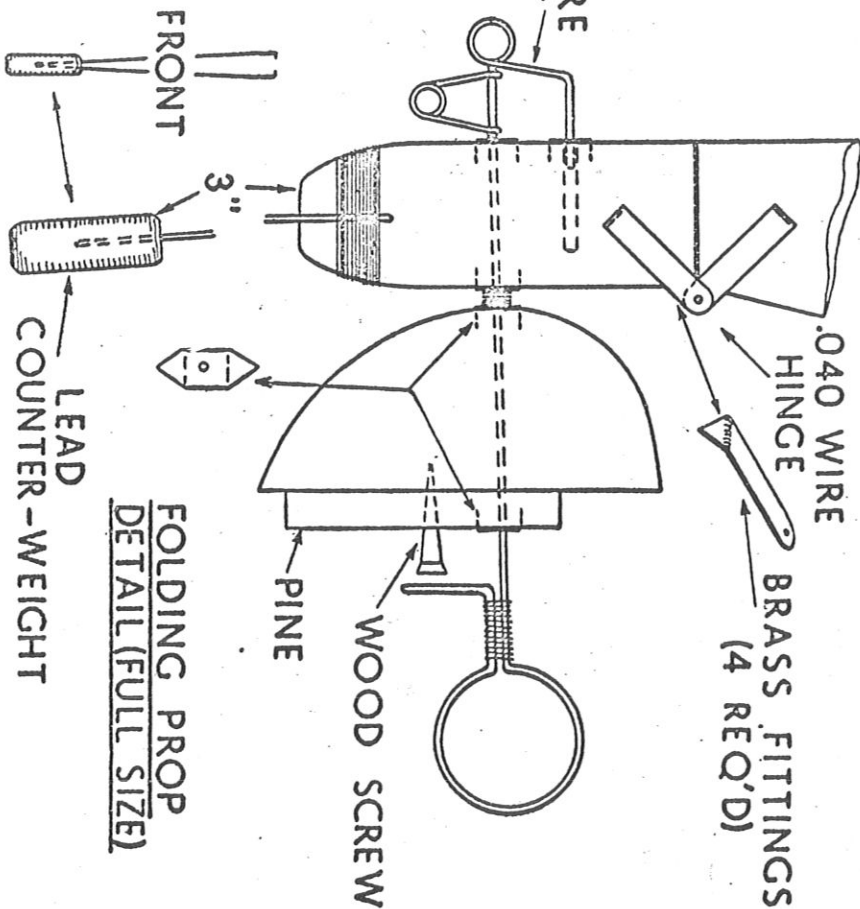
1/16" INCIDENCE

.063 WIRE
SHAFT

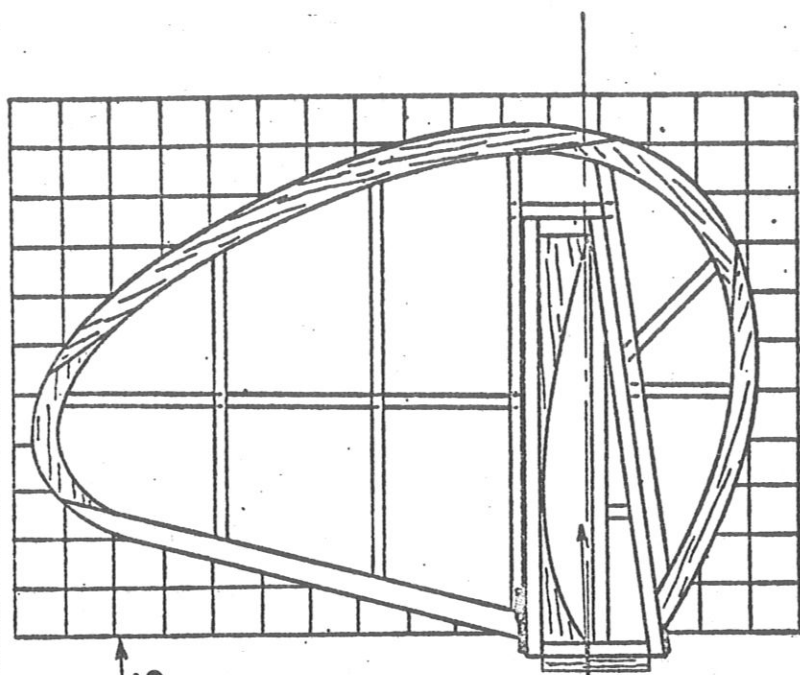
PROP BLOCK 8"X2"X1 5/8"



SCALE - 1/2 FULL SIZE



SCALE - 1/2
FULL SIZE



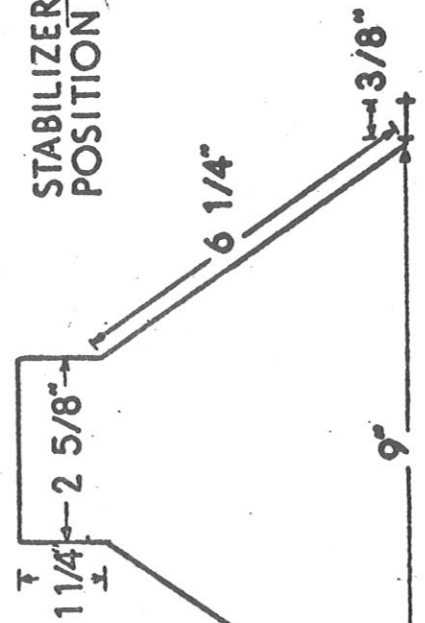
TAIL HELD TO FUSELAGE
BY RUBBER BANDS
WRAPPED AROUND
BAMBOO SPLINTS &
DOWEL



FUSELAGE FORMER F-4
1/8" SHEET; 3 REQ'D

1/2"
SQUARES

STABILIZER
POSITION

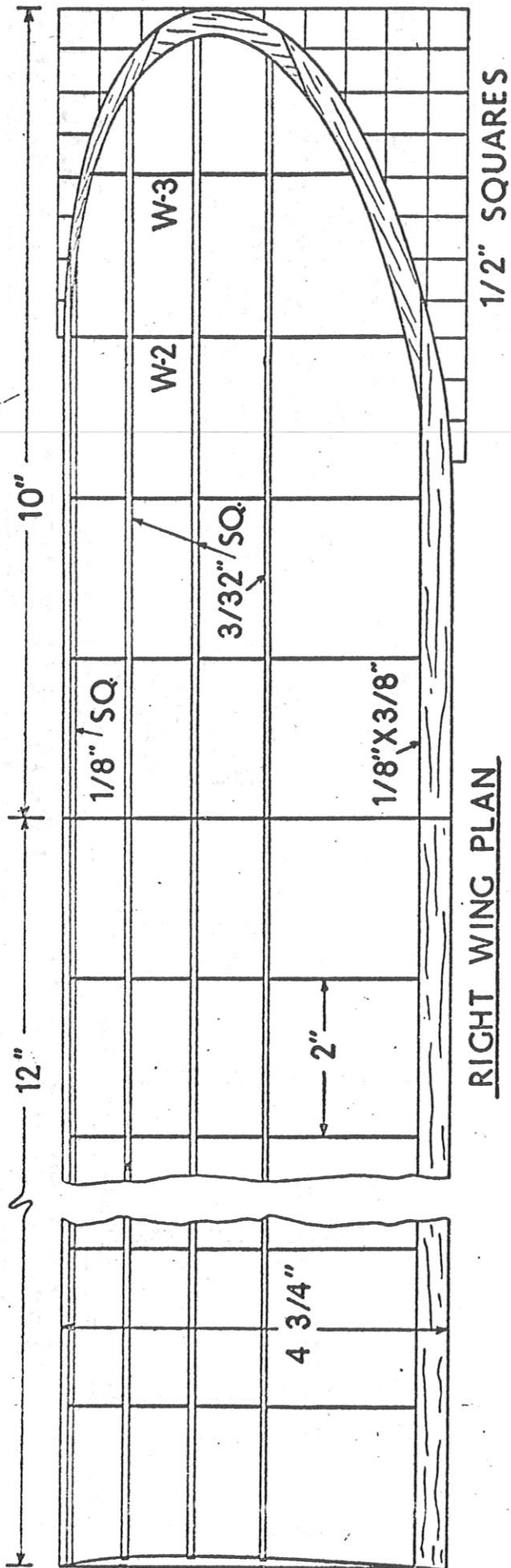


1/16" MUSIC WIRE
LANDING GEAR
(NOT SCALE)



HARDWOOD DOWEL
HOLDS RUBBER MOTOR

LONGERONS & CROSS PIECES
ROCK HARD 1/8" SQ



NOTE: ALL PLANS 1/2
FULL SIZE, UNLESS
INDICATED OTHERWISE

WING SPAN.....44"
WING AREA.....197"

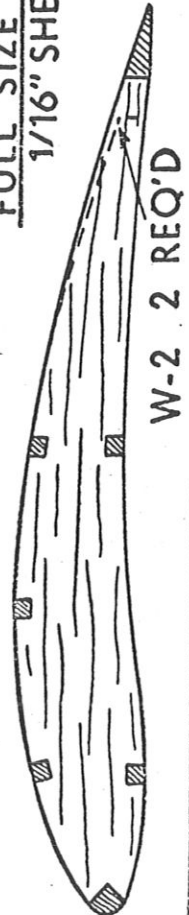
FRONT VIEW
(NOT SCALE)



REGULAR 18 REQ'D

FULL SIZE RIBS
1/16" SHEET

W-3 2 REQ'D



Below is a section of a chart from the AMA Competition Newsletter showing how the voting went concerning the new Peanut rules proposal.

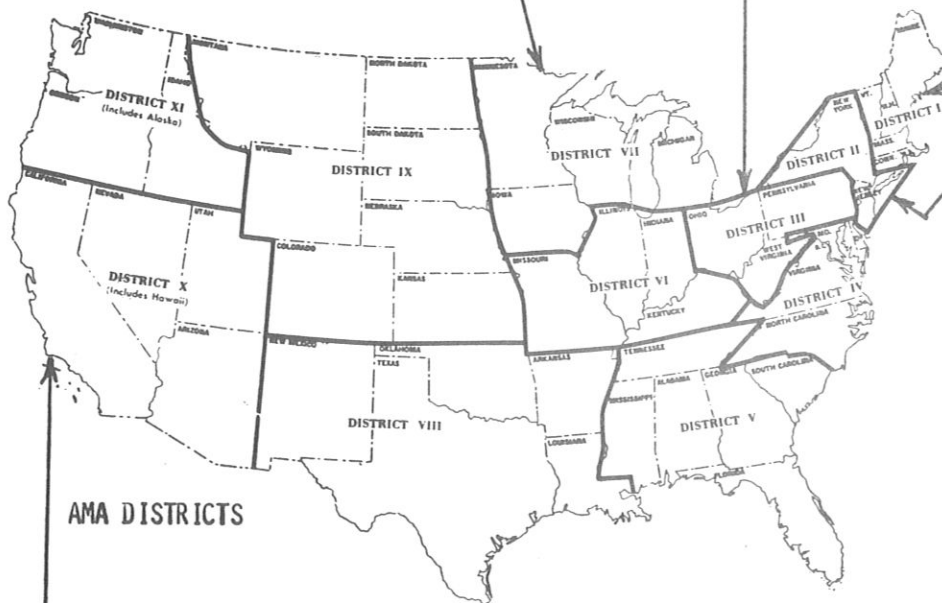
SCALE CONTEST BOARD TALLY OF PRELIMINARY VOTES												RESULT OF VOTE AND TALLY
	Richard Sherman Tewksbury, MA	Lou Perretti Lincolndale, NY	Edward Wisser McKeesport, PA	Hurst Bowers McLean, VA	Lee Webster Manchester, TN	Frank Beatty Granite City, IL	Claude McCullough Montezuma, IA	John Casburn Ft. Worth, TX	Dean Copeland Omaha, NB	Russ Barrera Lake San Marcos, CA	Earle Moorhead Salem, OR	
QUESTION (See May CN for more complete description of proposals)	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	
SC-73-13 Peanut Scale. Rewrite dropping materials penalty and balancing static vs. flight scoring.	N	A	A		(A)	A	(A)	(A)	A	(N)		A--10A, 1N
Notes: A blank box means no vote was cast. CB Procedures provide for automatic "acceptable" Preliminary Vote in such instances. A vote surrounded by parentheses means that it was received at AMA HQ later than the established voting deadline; such vote was officially tallied as "acceptable" irrespective of the actual past-deadline vote.												

Detroiten Geschwader attacks here.

Eire M.A.A. attacks here.

Strengthen this position

Others attack here.



AMA DISTRICTS

SCALE CONTEST BOARD

I: Richard Sherman, 408 River Rd., Tewksbury, MA 01876
 II: Lou Perretti, Box 166, Lincolndale, NY 10540
 III: Edward Wisser, 1521 Summit St., McKeesport, PA 15130
 IV: Hurst Bowers, 1649 Birch Rd., McLean, VA 22101
 V: Lee F. Webster, 1000 Sycamore Cir., Manchester, TN 37355
 VI: F. Beatty, 2556 Pontoon Rd., Granite City, IL 62040
 VII: Claude McCullough, Box 40, Montezuma, IA 50171
 VIII: J. Casburn, 6508 Normandy Rd., Fort Worth, TX 76112
 IX: Dean Copeland, 7817 Seward St., Omaha, NB 68114
 X: Russ Barrera, 1451 LaHabra St., Lake San Marcos, CA 92069
 XI: Earle Moorhead, 275 S. View Pl. S., Salem, OR 97302

Strengthen this position

2

SCALE RULES QUESTIONNAIRE (CONT.)

off.....() For () Against
 SC-73-9 CL Sport Scale. Proposed new event with rules as put forward by Clark Macomber.....() For () Against
 SC-73-10 CL Sport Scale. Proposed new event with rules as put forward by Mike Stott.....() For () Against
 PROPOSAL SIMILARITY. The above 2 proposals are similar in purpose but different in detail (which is too lengthy to summarize here). In your response, please indicate which of the 2 is most preferable and/or whether some combination of the 2 is desirable.

SC-73-11A FF Gas Power Types. Proposal to allow any type power and rename the category as "Outdoor Free-Flight Scale Fidelity".....() For () Against
 SC-73-11B FF Gas Power Types. Same as SC-73-11A except excludes rubber power.....() For () Against

SC-73-12 Outdoor Rubber Flight Points. Proposal to limit such points to no. of static points earned... () For () Against
 SC-73-13 Peanut Scale Static/Flight Balance. Proposal to strike an equal balance by letting static scoring and flight scoring independently establish a rank-order point value, the combination of which determines the winner; also to not restrict or penalize construction materials, and to have 13" be the max overall length as well as max wingspan.() For () Against

Submitted By _____ AMA # _____

Street Address _____

City _____ State _____ Zip _____

MAIL TO SCALE CONTEST BOARD
MEMBER IN YOUR DISTRICT

