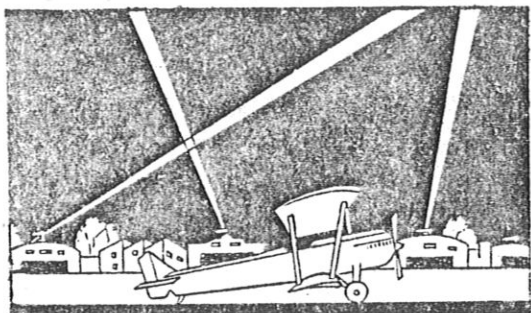


# FLYING ACES

Club News

ISSUE #55



PEANUT POSTAL CONTEST WINNERS!

GORDON AND CHESTER LAFF! GRIFFON YARN!

PHINEAS MIRTHQUAKE! NEWS.

## ASTOUNDING COVER STORY!

Pg 2.

Oh cripes! Is it really him?? You bet it is, wingsters! And he is no clip from an old Flying Aces mag, either! That cover is a recent Joe Archibald original as a result of a letter Joe received from Neil Armstrong, now Professor of Aerospace engineering at Cincinnati U. Moonstroller Neil Armstrong is an old Pinkham fan and laments the fact that he lost his collection of Flying Aces in a fire. Now there is a nice gesture that can be made by any FAC with a duplicate old copy of F.A. in his possession.

## ★BULLETIN★

Gee fellas, the gang here at G.H.Q. hopes you tissue trimmers won't be too sore at us for not having any model plans in this issue, but we decided it was high time to condense and consolidate the widely scrambled FAC rules. What with our many new Clubsters and the ever growing popularity of our events, it seemed the right time to do it. So hang on to this issue for reference so you can plan your next attack on contest day!

And contest day is just around the next cloud, by turbulence! June 5th! On the flyer in our last issue we omitted a couple of very important things. One is that there is a special event for Spirit of St. Louis models sponsored by Lt. Royal (Bee Beeble) Moore. This event will be held at both Glastonbury Modeler meets and once again at the Fall FAC bash. And we also forgot to mention the High total Peanut flight time of the day (10% of it, that is) will be used as a multiplier to boost everyone's Peanut scale points as we have done in the past.

### FAC Plague Spreads.

The Washington D.C. Maxecuters will hold a meet May 28 for Greve and Thompson racers and Embryo Endurance using FAC rules. GHQ will be waiting to hear the outcome so as to credit the new aces on our official Kanone List!

And Lt. Frank Scott is the germ carrier as the terrible FAC Plague strikes the Buzzin Buzzards Control Line Club out at Wright Field July 10th! Yep Stringer benders, we said "C-O-N-T-R-O-L L-I-N-E C-L-U-B" Peanut, FAC Scale, Jumbo (using FAC scoring) No-Cal, Embryo, and Gas scale with FAC scoring. Also 5 other events including Glastonbury Modeler's W.W.I Peanut Dogfight.

\*\*\*\*\*

Here is a quote from the Editor of SAM Speaks, Pete Vano. It appears Pete became a little tired of all his newsletter space being taken up by the nearly two year old haggling over the "engine dispute". "Rules are not always easy to live by", says Pete. "There are many who spend most of their energy seeking loopholes, chopping the original, stretching, distorting..." "The difference between a winner and a loser is DESIRE.....the difference between a winner and a champion is DEDICATION".

Well put, eh FACs? Lets keep the Flying Aces a club of real CHAMPIONS! BUILD! FLY!! WIN!!! "EFF, AY, SEE"!

Here they are, sky-scouters, the results of our annual Great Winter Bash in the Slops and Slushes of Boreas. This winter was a famous bad one around here, but that didn't stop the dedicated FACs. No siree, all a-sweat, they were out there in the cold blasts, readying their ships for flight and glory, holding them prest to the breast, lest the breath of Death crush their best hopes. Aaah, we'd have loved to see some of those chicken-hearted Californios with their eternal thermal weather tackle some of the cold fronts we had in January and February! Not only was the mercury stuck below zero, it was a howling gale outside. Weather only an oil sheik or travel agent could love.

Anyway, the skyssters were bashing at it, vying for that coveted FAC award.

The Peanut Outdoor Wing had seven eager proppers, including Walt Mooney, who figgered he'd sneak in there while those Easterners were contemplating their oil bills and so would be a helpless mass of quaking jello, reaching for the phone to the credit union. He was right, you know. For a while, that New Year's flight of 52 seconds had him firmly ensconced in the lead. Then Major Mick Nallen came up with 53 seconds off his SE-5, just a mere eight days later.

That looked to be the scene, until the weather prematurely cleared here in the East, which brought more than the groundhogs scurrying around. You could hear the props whirring like bees as Dave Stott and Fred Hall got busy on their home dromes to see who would be the Winco of the Year. Fred looked like a sure winner with his 77 seconds from his Ol' Ironsides, but Dave went out on the 12th of March, two days after Fred thought he had the bacon all stripped and packaged, and made 79 seconds with his Arrow Sportster. That's how you get to be a General in the FAC, Fred and you others out there.....you keep trying, and maybe, JUST maybe Hung will bless you.

A thought just occurred to the evilminded Editor here, Fred..... Why not collect all sorts of brush in the middle of your New Hampshire drome (failing brush, old models will do nicely), and then upon a propitious day when the winds have seemed to quieten a bit, simply touch the mass off...have it ablaze....and launch your model into the Instant Thermal. This is a Sure method, guaranteed to bring Hung to your very own drome, whenever YOU want him! Instant God's on our team. All you have to do is collect the brush, call the DEP, get a burning permit, buy off the fire department with numerous promised libations, gather the necessary Indian pumps (be careful to add anti-freeze!) lest a general conflagration ensue, and have your planes ready. Instant FAC win!

Just trim for a tight circle....but not too tight!

Peanut Indoor had only four competitors, three of them Henns (No, we don't mean the barnyard variety that give eggs, even though these Henns seem to like to hang around the rafters, too.) Here Bill Henn beat out his family to the trophy trough, He beat his wife, Elsie (O dreadful day...an FAC beat his wife! What would Phineas Pinkham say), by over a minute: 2:51 to 1:49, and his son Billy by another threeseconds.



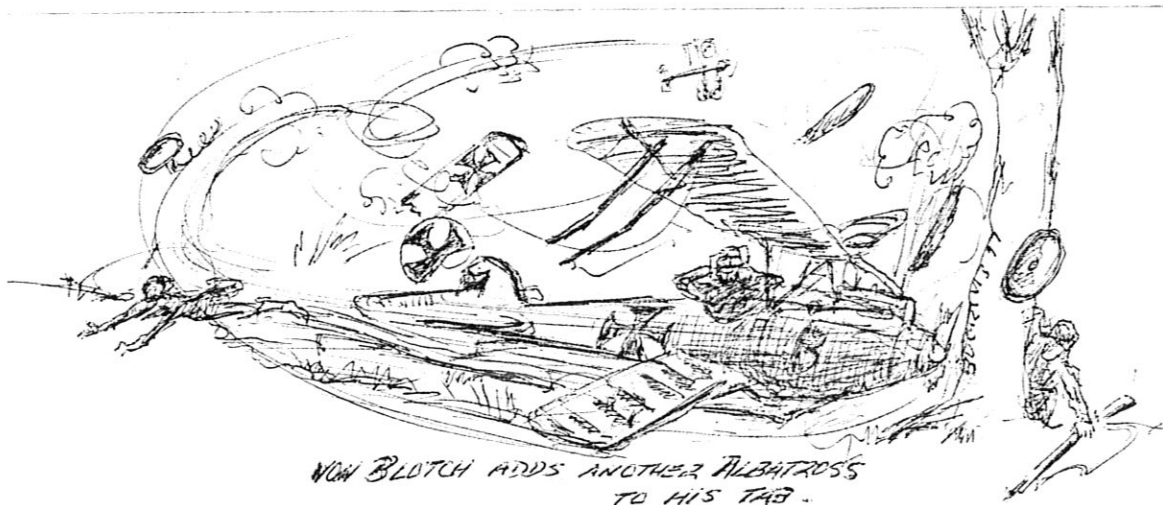
For those of us in possession of Lacey's, the Henn men used a pair of Fikes, while Elsie had a Lacey. Is the Handwriting on the wall for the Lacey? We'll keep you posted as to this summer's events.

As you well know, we offered a prize to the top Peanut Aviatrix of the Season, and we're proud to announce that Elsie Henn is the Winnah! All stand up, take off helmet and goggles, and give three cheers for Elsie Henn! All set? Hip Hip..... Elsie will get a coveted FAC prize as a reward for her efforts. Even though the prize is non-political, we hope her political orientation is correct to allow her to wear this bauble, bang e, or bead.

No-Cal Outdoor had only five competitors, two of them (Henns) equipped with Helio Stallions, which they say really corkscrew up there, into Hung's regions. I think we can look for some OOS flights this summer at the FAC meets, gang....these Henns are really loaded for fox and ready to clean house at the FAC bash come June! Yep...that's right! Billy Henn made his winning flight (of 2:06) with his Stallion, during an off-the-cuff flying session in a park, which goes to show you, you never know when Hung will be "there". (Unless you have followed the FAC Instant Thermal Directions of the previous page)

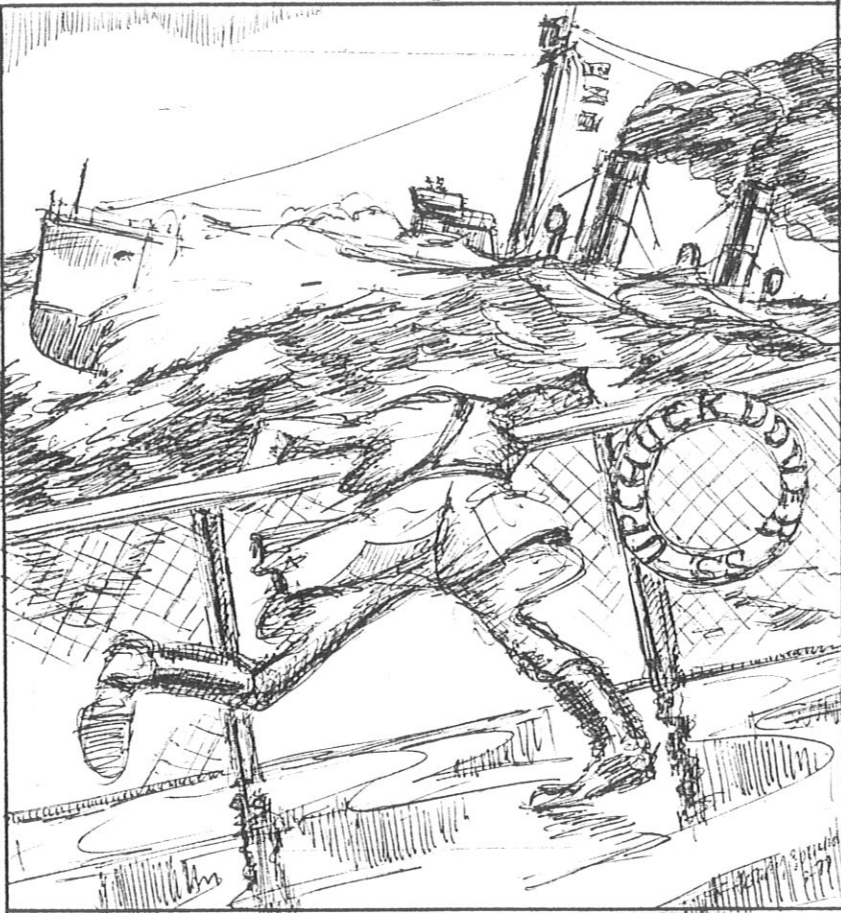
No-Cal Indoor, with a mere four flyers (Where are you trophy hounds? We've always made all sorts of comments here at GHO about the desperation with which FAC aerial victories are pursued by the skysters, and now only a mere four desperate ones), once more saw the Henns dominate the coop. Bill Henn, with his Fike and 1:45 beat out Fred Hall and his Waterman Gosling, who had 1:32. Third was Billy Henn and his Lacey, at 1:12.

A brief glance over the proud winners here shows that again the barn-door wings are dominant, and it behoves the rest of us to get building that sort of ship if we want to convincingly demonstrate to our families that we can bring home the chicken-feed/hardware. The days of high aspect ratios seem to be dead with the original Thermic 30s of bygone days.....ever try to hi-start one of those old all-balsa monsters? I did when I was about twelve, and I wasn't too successful. All I got was high aspect ratio splinters.



NOW BLOTCH ADDS ANOTHER ALBATROSS  
TO HIS TAG.

# THE ADVENTURES OF GORDON GOODCHAP & CHESTER CHEETWELL



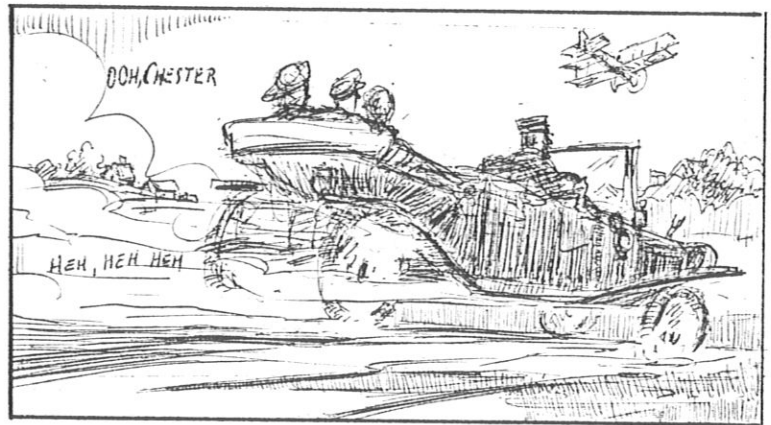
GORDON'S TRIP TO BLIGHTY



CHESTER, HAVING MORE TIME, CHOSE A CALM DAY WHEN HE KNEW HE HAD FRIENDS ABOARD WITH CHAUFFERED MOTOR CARS FOR THE TRIP TO LONDON



I'M SORRY, (YAWN) GOODCHAP, BUT THE LAST TRAIN FOR LONDON DEPARTED TWO MINUTES AGO.



Bob Rogers, the Ponca City FAC squadron, sends us in the following follow-up to the Kerry Keen Griffon mysteries that Arch Whitehouse used to thrill us with.....

# DEATH SCOURGE VORTEX HURTTLES SKY-SCORN CURSE AT RADAR'S OBLIVION - BY ARCH WHITEHOUSE

AUTHOR OF "BLAZING WINGS"  
"DEATH IN THE LINK-TRAINER", ETC.



"PROOF? WHAT PROOF?" SAID KEEN.

"Kerry Keen settled his aged frame gingerly into the huge, well-worn leather chair and snapped on his antique Philco. An orange-dim light flicked on reluctantly and the set hummed as its tubes warmed for several minutes.

"Gee, boss, if we can't have a TV, at least we oughta get one o' them transistor radios!" Barney O'Dare put down his cane and removed a bottle of O'Doul's Dew from a shelf piled high with Flying Aces and Aero Digests.

"Tradition, my dear old colleague, tradition! It's all around us." Keen waved his hand at the room and its dusty furnishings. "This, don't forget, is the very radio over which we received much information essential to the prosecution of our secret war against our country's enemies."

"Well, there's still plenty of enemies around," rejoined Barney as he poured two generous glasses, "and we're not too old to fight, neither. But boss; we do need a new plane. The Black Bullet was fast in her day, but why...a Cessna Centurion passed us so fast last week, I thought we were stalling out!"

Keen applied the glass to his lips and sighed, "Ah yes...the Black Bullet is a bit obsolete, but I'm afraid a replacement is out of the question. Barney, my man, do you have the foggiest idea how difficult it would be this day and age to purchase clandestinely a high performance ship?" He took another healthy draught and peered into the fireplace. "Beside; no one is building supersonic amphibians. We have to land in the harbor, you know."

Outside, a gentle, heavy snow was falling. Barney shivered, wrapped his shawl a bit tighter, and stared morosely at Montauk Light as it swept its appointed rounds. "That's another thing, boss. I almost got caught by the harbor police last week. They can see in the dark. And them air-cushioned vehicles are lightnin'!"

Kerry Keen sighed again. "What is Greylands coming to? What is the world coming to? Skoda mufflers notwithstanding, you just can't flit about unobserved these days, thanks to the bloody radar. And it's so hard to tell one's friends from one's enemies. Remember the good old days, Barney, when the Japs and the Huns sent agents over, filled with all sorts of elaborate schemes, and we engaged them in mortal combat right over old Gotham?"

Barney laughed and hiccuped wetly. "Yeah! Parachutists right into Times Square! Secret Weapons! And that doll you used to string along...Barbara Colony...she used to get herself kidnapped all the time...."

"And we had to rescue her...." Keen lighted a cigarette, puffed and laughed weakly.

"Say, I've been meaning to ask you something all these years, Kerry. I've always wondered....well...how could you recognize a pilot in another plane at night at closing speeds in excess of 400 miles perhour?"

"My dear O'Dare! After all, I am a ballistics expert!"

"Oh yeah." Barney took a thoughtful swig of O'Doul's Dew. A long silence ensued, broken at last by Keen's motion to have his glass refilled. Both men sat back in their chairs and examined the ceiling as if to read a record of their exploits printed thereon. Keen put his hand in the dressing-gown pocket, felt something he didn't seem to recognize, and pulled it forth. It was, to his pleasant surprise, a scarlet mask,

"Barn....look at this! I'd wondered where.."  
He fitted the mask down over his eyes. "To every-one I was just a rich playboy and famous authority on waepnry. Only you, Barney, and Miss Colony



were entrusted with the secret information that I was.....the Griffon."

A movement caught Keen's masked eye; a drape near the window fluttered almost imperceptibly. "I say, old chap," whispered Keen, "I do believe we have company. Do fetch my pistol from the desk."

The gunner guy opened a drawer. "Hey, here's a notice from the building inspector's office. They want to look at our basement, where the secret hangar is!"

Keen fidgeted. "I know. That's going to be a bit sticky. But we'll think of something. Er--the gun."

"And look at this!" Barney chuckled. "Now I know why I didn't win the Captain Midnight Secret Code Contest back in 1940. Here's my entry. I forgot to mail it in!"

Suddenly a figure doddered from behind the curtain. "Lang!" cried Keen. "What are you doing here?"

The FBI agent laughed and produced a set of handcuffs. "At long last I have finally got proof that you are the Griffon! Just as I so long suspected! I'm taking you in!"

Barney gasped and wheezed, "Chee, boss....da jig is up..."

"Proof? What proof?" said Keen, blinking composedly behind his mask.

"I heard every word you and the Mick said just now. I've been waiting for forty years for this! Scott will be pleased. I'd call him at the nursing home right now if I had the number. Kerry Keen.....the Griffon!"

Keen adjusted the elastic band which was pinching his temple. "Lang, you always were one to jump to conclusions. Overlooking the obvious has ever been the FBI's greatest failing. Think now, my friend, of all the good deeds the Griffon has done. Think of the many cases he solved, single-handedly, and how he gave the credit to you for the work he did."

Lang sniffed. "Yes, that's all well and good, but the Griffon was a recognized criminal and needs to be brought to justice, and....." Keen interrupted him dramatically. "So you would arrest me, as a suspect. If I am indeed the Griffon, for which of all those good works would you prosecute me?"

"Not for your good works", Lang replied, "I guess you never knew I was also with the IRS. We knew you spent a fortune on aviation fuel, repairs, ammo, and the like. Yet your income tax returns were never compatible with your income or outgo. Oh, you played a subtle game, Keen, and there's some who suspect you were funded by.....yes....I'll say it...the Mafia!" Lang extended the cuffs. "Come on, let's go to headquarters."

"I'm not going anywhere, Lang". Keen, even at eighty, had a steely authority about him. "The fact is, my friend, you are simply barking up the wrong tree. I'm not the Griffon. I'm a wealthy man-about-town and a famous ballistics expert." He removed his mask reverently. "Oh yeah?" retorted Lang, uncertainly, and pulling at his beard. "Well, if you're not, then who is?"

Barney took a long swig of O'Doul's Dew.....



Does that make you want to fish out a few old FAs to see WHY Lang was so mad at Keen? We sure bet it does!

WHERE ARE THEY NOW....Part II

A letter, dated 16 April, 1977, dropped in on the GHQ apron the other day, and the return address was "Lt Phineas Pinkham, ret. 33½ pancake Drive, Boontown, Iowa". Needless to say, a great scramble ensued as to who should open it first, and after a fly-off, the following epistle dropped dit, along with some itching powder, a few dead lizards and other nasties:

Dear CO:

Maybe you hot shot pilots will jump off your butts when you hear I am one of the two survivors of the Ninth Pursuit Squadron, World War One, which made nothin safe for anybody. Glad Tidings Goomer is the other and is in a padded Nissen hut up in Montana, cuttin out paper Spads and Fokkers. Poor old Rufus Garrity lived in Kankakee, Illinois, up to five years ago, when he jumped out of a fifteenth storey window after hearing I was planning to pay him a visit. Bump Gillis took a souvenir home from the Guerre that he stole from me, a Kraut potato masher grenade. Two years ago it went off for no reason, takin' Bump and part of a bedroom with it. If I ever see him in spirits, which is generally the way he was, he'll blame me as usual.

Every once in a while I read over Babette's last letter to me, wishin' mea mixture of the hives, more than a touch of leprosy, and a case of shingles that would roof a house. She hired a frog lawyer to sue me for breach of a dozen promises which I made when loaded to the scalp with vin rouge, therefore illegal, hawwww!

They named a part of the town after me. It is called Pinkham Plaza on which they say they will build a statue once it is no longer the dump, one that will draw all the pigeons away from the snootier part of town where too many fly over the statue of Daniel Boone.

I'm still pretty spry at eighty, but not being able to run faster than a hippo with bunions, I don't hand out no loaded Coronas no more. Save for the gall stones and some shrapnel I have in my empennage, I am about stratus crow, and I have as many marbles as I had back in Bafley Duck. Enough anyway to find a place to hide when I see somebody in a white coat coming.

Hopin' you are the same, I remain,



votre obeisant serviteur  
(which you can look up)

P. Pinkham, Crow de Guerre  
plus Victoria's Cross, and  
Frog Legion of Honor

Nobody needs to be told where that came from! Continued  
success and more laughs to Joe Archibald.

### INTENT

The intent of these rules is to permit the modeler to have an opportunity to exercise his skill in producing a good flying model which retains most, or all, of it's scale appearance without being burdened by scale rib spacing, an inadequate scale tail area, too small a prop due to R.O.G. requirements, and other similar restrictions that bring a penalty if deviated from.

It is hoped that the handicap section will, by it's bonus system, bring forth here-to-fore neglected subjects for scale modeling. Subjects which have been rejected "non-competitive" by modelers due to their complexity of design, or lack of inherent flight qualities.

### GENERAL RULES

1. Any 2 models built from published plans, kit plans, or from original plans of any heavier than air full size aircraft, built or proposed, may be entered. Model plans, published or kit, may be embellished upon by the builder to make his model more closely resemble the real machine.
2. If a model is built from original plans the builder must present 3-views, photos, or any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder in making his particular model should be presented with his entry to aid judges in verifying coloring, marking, and details.
4. Any model built directly over a 3-view or factory drawing will also require the same endorsements as those above.
5. Tail surface area and dihedral angle may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross section must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale ship. THE OPINION OF THE JUDGES IN THIS MATTER IS FINAL.
7. All flights are hand launched. Consequently, there is no limit to prop diameter and any retractable landing gear may be represented in the up, or down position. Full flush retracting gears may be represented by nothing more than india ink lines or the like. Props will not be considered for scale or workmanship points except on dummy engines. No folding props allowed.
8. All surfaces double covered except those which were single surface covered on the full scale machine.
9. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS

1. A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowl, exhausts, machine guns, etc. No cockpit or cabin interior details will be considered except for the windscreen and the instrument panel (except where a high thrust line makes the inclusion of a panel impossible).

<u>ALL THERE</u>	<u>MOST OF IT</u>	<u>SOME OF IT</u>	<u>NOT MUCH</u>
+ 30	+ 20-25	+ 10-20	0- +10

2. Coloring and Marking

A maximum of 20 points will be awarded for accuracy, extent of coloring, and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc.

3. Workmanship

A maximum of 12-1/2 points will be given for workmanship, good covering, alignment, neatness, etc.

FLIGHT POINTS

A maximum of 82-1/2 points will be awarded as follows;

0-60	Seconds	1 point per second
61-90	Seconds	1/2 point per second
91-120	Seconds	1/4 point per second
120-	Seconds and over	no points.

Three official flights. Best of the three is considered for scoring.

In order to obtain handicap, workmanship, and construction points a minimum of one official flight of at least 15 seconds must be made.

HANDICAPPING

The following table will be used in giving or subtracting points in proportion to inherent flight qualities of different types of models:

- 5 points	for high-wing cabin types.
0 points	for parasol wing types.
+ 5 points	for shoulder & mid-wing types.
+10 points	for biplanes or tri-motors with dummy outboard engines.
+ 15 points	for low and mid-low wing types.
+20 points	for more than two wings.

Any model of a prop driven or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose or tail may be entered. One bonus point will be given for each dummy nacelle with a scale diameter free-wheeling prop. One half bonus point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

In addition the following bonus points will be awarded:

- + 10 points for racing types.
- + 10 points for seaplanes, flying boats and amphibians.
- + 10 points for pushers and tandem wings.
- + 20 points for unorthodox designs; canards, flying wings, autogyros, etc.
- + 25 points for multi-engines if at least two props are powered in such a manner to contribute generously to the thrust and duration of motor run needed for flight, and if props are carried on either side of the aircraft (viz. P-38) ( or Sikorsky S-40 with 2 engines driving.)
- + 10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight ( viz. Fokker D XXIII)

The 10 point bonus for a racing plane will be given only to a plane that was originally designed and intended for racing.

For example:

Convair XB-46 (With non-scale prop-on-nose, or tail)  
     5 points for shoulder wing.  
     1 point for jet engine pods. (2 at ½ pt. ea.)  
     6 points added to flight points.

Supermarine S6B  
     +15 points for low-wing.  
     +10 points for being a racer.  
     +10 points for being a seaplane.  
     + 35 points added to flight and scale points.

Fokker XXIII  
     +15 points for low-wing.  
     +10 points for tandem engine.  
     + 25 points added to flight and scale points.

Sikorsky S-40 with two props being driven, two dummies.  
     0 points for parasol wing.  
     + 10 points for being amphibian.  
     + 25 points for being a multi-engine.  
     + 35 points added to flight and scale points.

#### HIGHEST TOTAL POINT SHIP WINS

In the event of a tie, there will be a fly-off, handicap and scale points once again being added to flight points to determine the winner. Where one modeler enters two ships only the higher scoring of the two will be used in determining his standing.

#### Conclusion:

Now the Fokker Triplanes, Howard Petes, P-51s, and maybe even Gee Bees have a chance against those Taylorcrafts and Aeroncas.

Also, due to the low maximum workmanship (12-1/2), less experienced builders are in the running.

INTENT:

Inspired by the surprising performance of 10¢ Dallaire Kawasaki and Boeing P-12 biplanes spanning a mere 12 inches. The intent of this event is to provide competition for models like these with certain embellishments to delight the builder. Remember the extra wing ribs, big black bomb, personal insignia, or set of skies you added to your model back in the good old days? THIS is the flavor of Peanuts.

1. Open to any scale model not more than 13 inches in wing span.
2. Total of 3 flights, hand launched to be used in addition to construction and workmanship points to determine winner. Fly off to break any tie.
3. Unlimited attempts to gain 3 official flights: Any flight of 5 seconds or more is automatically "official".

Construction.

- a. Use of condenser paper instead of jap tissue- minus 10 pt.
- b. No microfilm allowed.

Flight Surfaces.

- |   |              |
|---|--------------|
| a. Built up, tissue covered (jap tissue only)                         |              |
| on top or bottom surface only   | minus 5 pts. |
| b. All, or partial sheet  | minus 5 pts. |
| c. If proof shown real ship covered on one side only, and model is so | zero pts.    |
| d. Built up with top and bottom covered with Jap tissue               | plus 3 pts.  |

Workmanship.

- |   |              |
|---|--------------|
| a. Color: Reasonable effort to use tissue and/or dope to simulate realistic coloring for type modeled   | plus 3 pts.  |
| b. Marking: Civil registration & striping or military insignia, serial numbers, sqdn. mks   | plus 3 pts.  |
| c. Details: Struts, cowls, cylinders, pilots, rigging, armament, windshields, exhausts, steps, control surface outlines, and any other outstanding details for the type modeled shall be scored thus- |              |
| 1. Stark  | minus 3 pts. |
| 2. Lax  | zero pts.    |
| 3. Good   | plus 3 pts.  |
| 4. Great!   | plus 6 pts.  |
| d. Planes that had a retractable landing gear may be built with the gear represented in the up position.  |              |

NO-CAL SCALE

1. A simple event for recognizable profile scale models with a span limit of 16 inches. Total of 3 flights to determine highest score. Any flight of 15 seconds or more is official. Hand launched.

Intent:

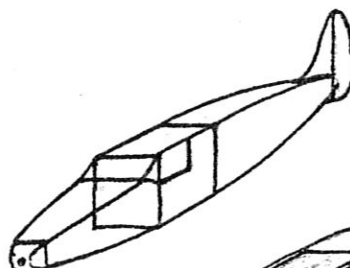
This event is intended to give the designer/builder a chance to fly in competition a sporty looking, simple model reminiscent of the "Jimmie Allen Thunderbolt", Flying Aces Moth, Triangle Sportster, Comet C-1 Pursuit, models of years ago. These were the good flying, fun models many of us were weaned on.

1. Monoplanes; Not over 50 square inches of usefull wing area.
- Bi-planes; Not over 70 square inches of usefull wing area with no one wing larger than 45 square inches.
2. Lifting stabilizers permitted. Area not to exceed 50% of the wing area.
3. Wing and tail to be built up and covered both sides with tissue paper. No condenser paper or micro film allowed.
4. Fuselage to be built in such a manner as to have part of it contain a theoretical cube  $1\frac{1}{2} \times 1\frac{1}{2} \times 3$  inches, or larger.
5. No folding props.
6. Model must R.O.G. from a card table top unassisted, and from a three point rest.
7. Landing gear must consist of two main wheels of at least  $\frac{3}{4}$  inch dialeter.
8. Four attempts to make three official flights. Once model leaves table and attains an altitude higher than the top of the table, the flight is "official".
9. Highest total time wins. Fly off to break a tie.
10. A bonus for the following details will be given:
  - a. 5 seconds for a raised cabin.
  - b. 5 seconds for an open cockpit with windshield, headrest and real hole in the fuselage.
  - c. 3 points for three dimensional wheel pants.
  - d. 1 point for three dimensional exhaust pipes.

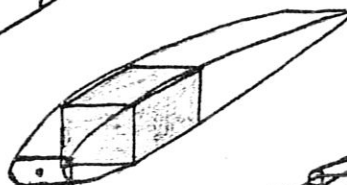
Some Fuselage designs  
containing The  $1\frac{1}{4} \times 1\frac{1}{2} \times 3$   
cube for the new F.A.C.  
"Embryo Endurance"



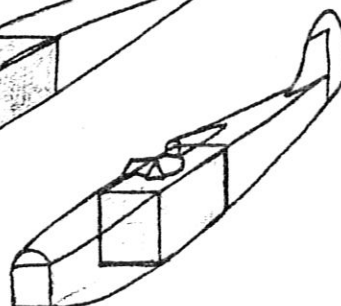
Cabin



Airfoil  
(cube laid on side)



Open Cockpit



Requirements of the models.

1. Any Rubber powered model of a 1929 thru 1939 Thompson or Greve racer or any of the listed racers in the style of the afore mentioned racers may be entered except for high wing cabin and parasol types. (Such as Mr. Mulligan and The Page Racer. The advantage of these types in endurance over other racers is obvious.) There is a 24 inch wingspan limit.
2. All racers must be their proper color, tissue or doped, and carry proper race numbers and registration. (Due to the hazardous method of flying these racers, as you will see later, it is only fair that all the ships be completed to the same extent so that each flyer will not tend to be reckless in his flying habits because he has less effort at stake than his opponent. After all, the real race pilots their life's savings in many cases, as well as their life.)
3. Any model of a racer that had a retractable landing gear may be built with the gear represented in the up position, if desired. (Models will be hand launched.)
4. Wings: A change from a scale airfoil to one more suitable for model use is O.K. as long as it is not undercambered and is of the same thickness to chord ratio as the scale airfoil. Dihedral may be increased provided it is not done to the extent of damaging the scale appearance of the model. Sheet covering over built up structure O.K. where real ship was wood or metal covered.
5. Fuselage: Scale cross section required. Sheet structure O.K. where real ship was metal or wood. Internal motor tube or box O.K.
6. Tail: Solid sheet O.K. where real ship was wood or metal. Area may be increased provided it is not done to the extent of damaging the scale appearance of the model. A clear plastic "cheater" may be used to increase area where a general enlargement of the tail would utterly destroy the scale appearance of the model such as a Gee Bee R-1.
7. Proof: Proof of a model's eligibility and compliance with the text and intent of the rules is the total responsibility of the contestant.

THE SHELL SPEED DASH

1. In order to qualify your racer for the Greve &/or Thompson events you must fly in the Shell. This is done simply by taking two official flights before noon and handing your time tickets in so as your position for the start of the Greve &/or Thompson may be worked out. Only the top 10 ships start in the Greve & Thompson.

AEROL TROPHY RACE

1. This event is one flight, mass launch, for those racers who did not qualify for the Greve &/or Thompson. Last ship down wins.

FLYING THE GREVE & THOMPSON

1. All flights hand launched into the prevailing wind.
2. All flights official regardless of duration.
3. All flights begin with the winding of the motor!
4. A motor broken during a race eliminates you from the event.
5. Flyers will be positioned about 6 feet from each other in a line and facing the wind.
6. Each flyer must provide himself with a "mechanic" to help him

- wind and to observe the flight.
7. At a signal from the starter two minutes will be allowed to wind motors.
  8. At the end of the winding period the starter will shout, "Ready, set, go!" At the word "go" all flyers MUST launch. Any hesitation will bring elimination.
  9. The first plane down is eliminated. The models should be retrieved quickly so as the next "lap" or flight may be run off. This process is repeated untill there are only two flyers left. The last to land on this "last lap" is the winner.
  10. Any model lost in a thermal or trapped hopelessly in a high tree will, unfortunately, be disqualified due to the great time lost to other competitors while an attempt is made to retrieve the hapless flyer's model.
  11. "Mechanics" may be called upon by the starter to aid in determining who "came down first" during the race. It is important to the smoothness of operation that each Mechanic observe closely the flight of his pilot's ship, and others as well.
  12. If a definite decision cannot be reached as to who came down first during a lap, it may be necessary to run the lap again.

#### Intent:

It is the intent of the raceplane events to transmit to the modeler some of the risks and action experienced by the builders and flyers of America's golden age of air racing, 1929-1939.

The design and building of the plane. The apprehension of test flights. The hard job of qualifying the ship. The race itself, with encumbrant fears of motor failure, and mid-air collisions. And for a few, the flush of victory.

Below is a list of race planes and other aircraft that did actually race in the Greve and/or Thompson. Added into this list are other race planes that could well have been included in the list of actual runners had they not been plagued by bad luck. For the purposes of modeling enjoyment and to offer a wider selection of subjects we see no reason to omit them. A check (X) under "T.T." or "Gr." indicates it eligible for the Thompson or Greve events, after qualifying via the Shell, of course.

Plane	Gr.	T.T.
#301 Kling's Folkerts	X	X
#4 Marcoux-Bromberg		X
#29 Turner's Pesco Spl.		X
#70 Schoenfeldt-Rider	X	X
#15 Folkerts SK-4	X	
#88 Haines H-3	X	
#49 Delgado Flash	X	
#41 Military A/C Corp. Ftr.		X
#18 Rider R-8	X	X
#5 Chester Goon	X	X
#17 Bushey-McGrew (Rider)	X	
Pearson-Williams Mr. Smoothie		X
Howard Hughes Racer (Short wing version)		X
Delgado Maid		X
Cessna CR-2	X	
Cessna CR-3	X	
Chambers Chambermaid	X	X
Folkerts Mono Spl.	X	
Hostler Fury		X
Wedell Williams We Will Jr.	X	X
Floyd Bean Spl.	X	X

Plane	Gr.	T.T.
Gee Bee QED		X
Gee Bee "D"	X	
Gee Bee "E"	X	
Gee Bee "Z"		X
Gee Bee "Y"		X
Gee Bee R-1		X
Gee Bee R-2		X
Laird Solution #77		X
Travel Air S (NR 428N)		X
Howard Pete	X	X
Travel Air of Paul Adams		X
Travel Air #13 (Hawk's)		X
#44 Wedell Williams		X
Lockheed Altair		X
#400 Laird Super Solution		X
#121 Wedell Williams		X
#92 Wedell Williams		X
Hall Bulldog		X
Howard Ike	X	X
Howard Mike	X	X
#131 Keith Rider Miss San Francisco	X	X
#97 Israel Spl.	X	X
#1 Rider R-2 Bumble Bee	X	X
#2 Turner's Wedell Williams		X
#57 Turner's Wedell Williams		X
#33 Brown Miss Los Angeles	X	X
#15 Chester Jeep	X	X
#6 Miles and Atwood Spl.	X	X
Wittman Chief Oshkosh		X
Wittman D-12 Bonzo		X
X2106 Seversky Sev 3		X
#63 Seversky P-35		X
#23 Seversky Sev- S2 Amphib.	X	X
#100 Caudron C-460		X
#54 Rider R-3	X	X
#1 Flokerts "Toots"	X	X
#52 Crosby CR-4	X	X
Crosby CR-3	X	X
Crosby CR-2	X	
Butz Spl. #8	X	
Flagg Pretor En Parvo	X	
Heath Cannon Ball	X	
Heath Baby Bullet	X	
Rasmussen Racer	X	
Tilbury Flash	X	
Hauser Spl.	X	
Burrowws R-5	X	
Allenbaugh #66	X	
Alton Brown Racer #203	X	
Jamieson Speedwing		X
Nicholas Beazley Pobjoy Spl. #111	X	
Graham-Perrin	X	

