

FLYING ACES

Issue # 64

News





NEWS ON THE WING!

O.K. Clubsters---full throttle, pull back on the stick, and off we go into the next issue, and there's plenty in store for you, too. On the cover, like a hangover from the FAC Nationals, is Captain Down Thrust, Supreme Commander In the Field, of the Flying Aces Club. The Captain is from a long line of military leaders. Ancestors of his were at the battle of Waterloo, the Alamo, and Custer's Last Stand. The Captain himself, led the squadron of Stringbags against the Scharnhorst, and Gneisenau. Cover artist, Bob Rogers, has captured the Captain's likeness in a most refreshing manner, that holds us all in awe. Any similarity between our beloved leader and Captain Bob Thompson is, of course, coincidental.

* * F.A.C. BATTLE FLAG. * *

Either the recent changes in FAC Scale Rules have coincided with the demands that were to be put to GHQ by the terrorist group known as "The Three Bad Guys", or this treasonous trio has at last grasped the magnitude of their foul deed, and repented, for during the running of the race plane events at the October FAC meet, the FAC Battle Flag re-appeared in the command tent just as mysteriously as it vanished from the podium at the banquet during the FAC Nats.

Further in this issue you Wingsters will find the rest of the FAC's official model flying rules. Most of the changes are well known by now, and this re-printing is only to consolidate them.

Also in this issue is the ever growing FAC Kanone list. Most all of you Stringer-benders know that everyone who flies in an FAC meet is automatically a lieutenant. When a lieutenant scores his first win in an FAC event, his name is placed on the coveted column known as the Kanone List. His win, or number of wins, (victories) is placed after his name. When the Tissue-trimmer gains five victories, he is promoted up one grade to the rank of captain. For each of his next five wins he is advanced again, one grade. So by turbulence fellas, it is time to prepare for the coming season in '79 and get your name added to the role of honor, the "aces" of the F.A.C.





This picture about sums up our fall meet, wingsters! Umbrellas, slop, expressions with a mixture of hope, expectancy, stoic acceptance of Hung's cruelty, and foolish thumb-sucking. The day dawned threatening, but tolerable. The CD wisely (?) decided it wasn't really bad enough, even thought the unfriendly weatherman said there was a slow-moving frontal system approaching Pinkham Field. The weatherman was right and the FAC CD was wrong. Not only did the front approach Pinkham Field, it made it to it (all the way!), and then it stalled right over the heads of the eager-eyed flyers. The results of Jupiter Pluvius' wrath at the FAC you can see in the pictures we've peppered throughout this article.

Slop.

Still, the level of enthusiasm and participation was as high as ever. The DC Maxcutters wisely decided to stay on their home drôme and play ground-grippers for the day, but the Philadelphia gang of Bill Kalb, Fred Ewing, and George Meyers were there, as was Bob Clemens, all the way from Kodakville. And there were several new FACs, attracted like flies to honey by all the kind things said about us in the recent national magazines. A real shame the weather gods were so miserable to us, but I think all these newcomers had themselves a fine time and will be back.



As the weather deteriorated throughout the day, most of the nicest flights were made in the early morning. (Remember Henry Struck's rule.... get there early; make your flights, and hang around the rest of the day, waiting for the others to beat themselves in the windy weather. Then pick up your hardware at the end of the day.) Alas, the weather was so bad that not even this usually successful strategy brought any worth-while results, except those sky-smashing twins, Fred Hall and Chuck Drew. Chuck ROG'd to three maxes in Embryo Endurance, which was more than enough to "show 'em how". Fred boo-boomed on one flight and got a mere 117 seconds, his other two being maxes. Even a cruel and rainy Hung wasn't enough to stop these guys. A nice surprise in Embryo was Ted Langley's ship: a 1939 Scientific Skyscraper. That thing could FLY, but having "obsolete" type construction, it

didn't fare at all well in the rain, and as it got more and more sodden, its times got shorter and shorter. With a nicer day, we could easily have had our first three-way fly-off!

And if you think the Embryos had it tough, well, take a look at those sodden No-Cals, lined up over there! They had their weight about doubled by all the little droplets and mists that landed on them. Look at the times, too! Chet Bukowski won with a mere 29.7 seconds on his Curtiss XF13C. Usually that thing is a destroyer! It was still way over a minute better in total time than its nearest rival, Billy Henn, Jr.'s Helio Stallion. Third was George Meyers TEENSY indoor Lacey....that thing must have a wingspan of no more than 6 inches and it goes like crazy.

Yikes! What's Fred Hall's Jodel doing among all those he-man racers up there? Beside the Jodel, we also spot Dave Stott's Tilbury Flash, Joe Whiting's Caudron, and Jeff Chrisey's Folkerts.

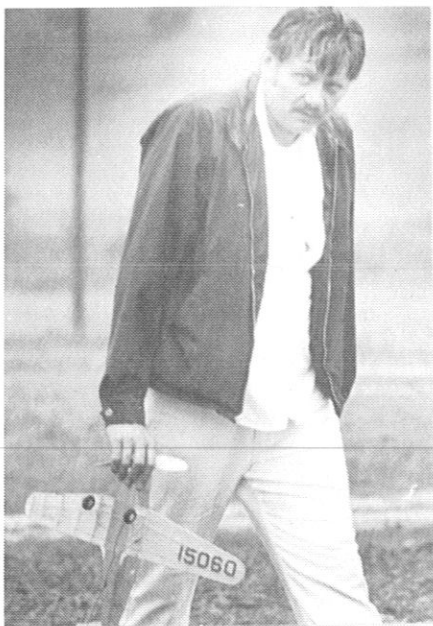
The Shell Speed Dash saw what was undoubtedly the beginning of a very long day for the racers, especially for the better ones. All morning the racers were streaking skyward, through the rain and the fog, hoping for a little "lift", so they could at least qualify for the Big Ones...the coming Thompson and Greve. As seems so often the case, Bill Henn, with a fine choice of two models...the Chambermaid for the Greve, and the Mr. Smoothie for the TT, was right there on top of the heap. Gosh, how his racers fly! Why Bill Henn, you single-handed have removed that handicap from the racers....you ought to give the rest of us the handicap points! Bill was so convincing because he won the Shell "twice", once with the Chambermaid, and "once" again with the Smoothie. Second was Joe Whiting with a badly faded and wrinkled Caudron 460 that was to receive no improvement as the day went on, and third was Hank O'Dwyer, who is rapidly getting the hang/Hung of racing technique with his Keith-Rider Suzy. All the Shell was over by noon, but the worst was yet to come for the racers.

Meanwhile the peanutteers were winding away, and sending their soggy handiwork into the tent for the unkind judge to peer into and cruelly criticize for wrinkles and sloppy workmanship. Peanut entries were unusually low for this meet; we just hope it was the horrid weather that kept most of the ships in the cars. Fred Ewing showed the scrap-pers that he meant business with his Wittman Tailwind. Not only did he rack up a perfect scale score of 15, but he uncorked the best flight of the day with his little red blazer. With that kind of performance, a man becomes hard to catch, and while Jeff



Here's Mark Fineman, a fine newcomer about to launch a fine Megow Monocoupe. Jeff Chrisey was trying with a Nesmith Cougar, it wasn't to be done. Hey Jeff! How do you beat maximum scale points when those points are multiplied by the best time....and the same guy got both! Stay home! Bob Clemens was a mere four (4) points behind Jeff, losing out 469 to 464. You can't get much closer, and if Bob had made a decent

first flight...he only got seven seconds....that kind of thing is usually enough to put anybody out for the day, but not Bob the Battler....the order might well have been reversed. Pg.5.



That dripping wretch you see on the left really isn't such a nasty fellow, even though he looks like an angry hen at the moment. You'll all recognize Chet Bukowski under the scowl and disgust, but who can blame him? His Fairchild 45 there looks about as wet as he does, and it isn't as able to stand the rain! And not only that, but with 133 points, Chet finished well out of the money, the winner having 140. Talk about a close meet! And skysyers, remember when a total of 133 would have been an easy winner, WAY out in front of the pack? Time was, a man with a ship that could bring home about 120 points was VERY "competitive". Nowadays he's just another modeller, way back in the pack.

Bill Henn's large San Francisco I was the winner that garnered those 140 points, with 82 flight points from a flight of 75 seconds in the rain, plus a thoroughly good Scale score of 58. The only Scale scores that were higher were Ted Langley's cute little Taylor Cub and Sal Alu's absolutely gorgeous Howard DGA-15, and those are both high wingers, taking a penalty. No doubt, clubsters, Bill Henn's the man to beat. It was a heartening thing to see Fred Hamlin finally get up in the winner's circle. His drone is getting to be a better flyer at every meet, and this time Rewarded Fred with the BTD (Best Time of Day), which was enough to launch Fred into second place. For third place we have a shameful thing to confess to you skysyers. There was a tie, and in our rush and confusion at the end of the meet and day, we failed to notice it. And you were all too good sports to tell us, we'd "gone and dood it". Yep, that's right; Fred Hall went away with the prize for a score of 136 (it was a CLOSE meet!), but due to the tie, Hank O'Dwyer rates a duplicate prize. Keep your eye on the mails, peanuts! Some nifty plans are coming your way! Fred's whip was his Jodel D-9, the one that's flitting among the racers in the pic on page one; Hank's was his K-R Suzy. Fourth with 135 was Ed Taylor's Waco Coast Guard, which later crashed hideously, and fifth was Chet with that sodden Fairchild 45, at 133. Only seven points separated six guys. That's how good the FAC is getting!

The racers went to the combats under ever darker and more threatening skies. For both events there were enough planes for two heats for openers, but this day wasn't only one to challenge and test flyer's nerve and motor. With all that rain, it was a true test of your staunch and speedy skysyers....just HOW staunch were they going to prove? This was the ultimatetest of the whole team: man, motor, model, tissue, structure, glue, dope (are some brands more porous than others?). If you'll turn the page, you'll see a mass launch from the first heat of the Greve Trophy. Note the numbers of Keith-Riders that fill the sky. As a clean, simple model, those are a natural choice. To the left, out front of the pack (where he was all day, anyway), is Bill Henn, launching his Chambermaid. Then, heading right you'll see Bill Miller's San Francisco, and Hank O'Dwyer and Frew Ewing's Suzys. About to launch his own San Francisco is Bill Kalb, back in the pack, between Fred Ewing and Hank O'Dwyer.



Here they go in another fine Dick Benjamin shot. Thanks for all your shots, Dick. The mag would be half as good without you! It's shots like these that put all the homebound skysters right into the thick of the action.

As we got down to the finals, Dave Stott and his Tilbury dropped out, likewise did Fred Ewing and Joe Whiting, whose Caudron is beginning to show signs of age and hard use. Hank O'Dwyer is down in the next heat, leaving it up to Bill Henn and Jeff Chrisey with the Folkerts SK-2. Both move up to the line and launch on command. Jeff's plane is unable to gather much altitude, but that seems to be its normal way...like Royall Moore's Gee Bees, the thing just seems to hang in there, to keep flying, but finally it is down, leaving Bill Henn's Chambermaid still happily flapping about in the rain. Congratulations, Bill. You've got another win.



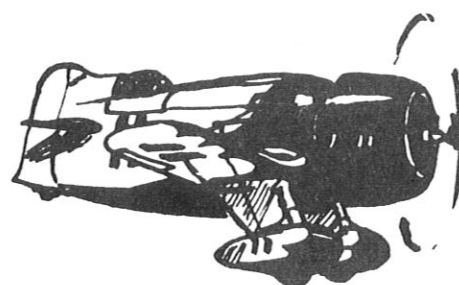
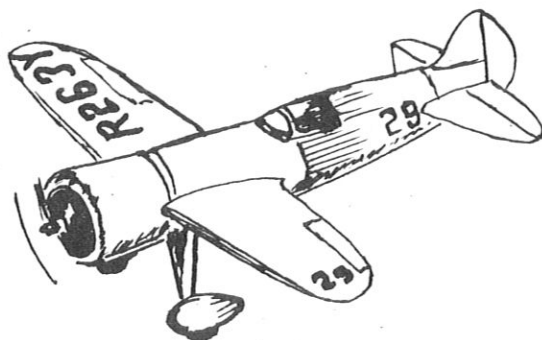
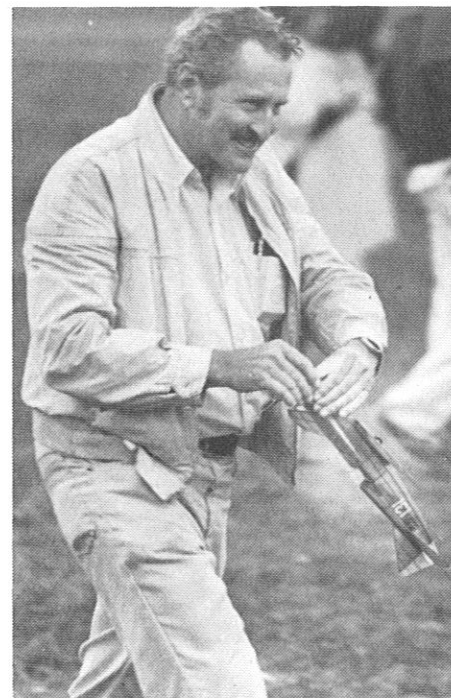
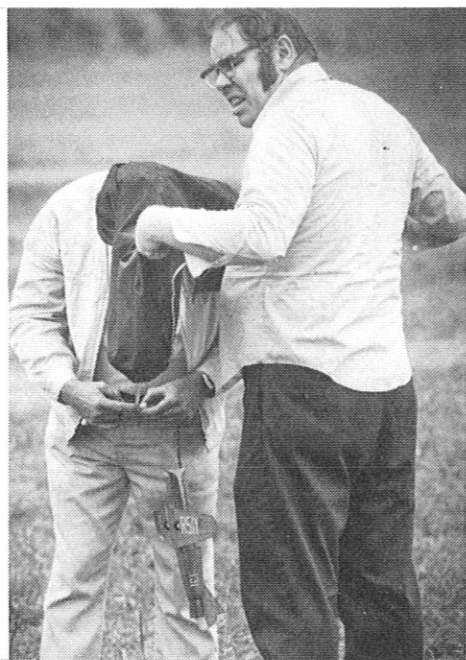
Let these Dick Benjamin pictures tell a lot of the TT Story. Here are the sopping Bukowskis and a grinning Ed Novak getting a wound.....



And here's the Chet Bukowski we all know and love! Grinning gamely as Ed Novak supplies a little ribbing.

For the Thompson, the weather had deteriorated. It had gone from bad to really nasty. Yet the end of the meet was approaching....we "had" to.

So, off they went. Two heats, nine ships in all. The final saw Bill Henn and his deadly Mr. Smoothie, Jeff Chrisey with Toots, Fred Ewing with Suzy, George Meyers with Howard rete, Chet Bukowsky with his trusty Wedell-Williams, and Joe Whiting with that tiring, but still deadly Caudron. Mirabile dictu, Bill Henn and the Smoothie are the first out! And then Joe Whiting is down and out! Jeff Chrisey's ship is getting soaked and can't hack it any longer, either. George Meyers gives a stiff battle, but the wind and water prove too much for the rete and he is eliminated. That sets the scene you saw on the previous page: Chet Bukowski winding up that Wedell-Williams for the last "go" of the day, being heckled by Ed Novak and Diane Bukowski as he gets ready. Now, if you'll look below, you see Fred Ewing and Bill Kalb, readying Fred's Suzy for flight. They launch, and that poor old Wedell-Williams is now a sodden mass of glop, gamely clubbing its way through the sky, wings flapping, water flying off, and a munchkin for an airfoil. It just can't make it, and comes in with a sigh..."I can't do it any longer, I simply can't," chugging off to the roundhouse. But Fred Ewing had the Little Engine that Could! Just look at the picture on the lower right. There is an FAC who has just won a hard and cleanly fought test of endurance of the most gruelling kind. Helmets off to Fred Ewing, winner of the Thompson in the Rain!





Here Sal Alu (with the Eaglerock), Leonard Wieczorek, Ed Heyn, and Joe Fitzgibbon swap a few pointers during one of the few nice moments of the day.



And the Winnahs! Here they are (left to right, front row, Fred Hall, Bill and Billy Henn, and Chuck Drew. Back Row: Ted Langley, Chet Bukowski, Fred Hamlin, Joe Whiting, Jeff Chrisey, Hank O'Dwyer, George Meyers, Fred Ewing, and Bob Clemens. Congratulations all! (and again thanks to Dick Benjamin, who took all these shots of the meet for us skysters to remember things by.)

Kanone List

Pg.9.

Wow Battlebirds! What a list of aces, or "kanonen" as the Jerries termed their top fliers in the 1914-18 fuss, we have here! Thirteen new aces have joined the ranks of the FAC since last year! The old Keeper of the Log is havin' to burn the midnight oil here at Hangar #1 keeping his files straight! And speaking of straight files, let's whip our helmets off in salute as our aces file past us here in the reviewing stand! Here they come, gang!! Oh, er..cripes look at the Detroiden Geschwader..they are led by Von Rottensox and they are goose-stepping!!!!

Rank:

Victories:

Lt. General:

Dave Stott, GHQ Sqdn.....	37
Chet Bukowski, Brighton Blaster.....	37

Major General:

Mike Midkiff, Iron Mike.....	34
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Brig. General:

Russ Brown, Max du Blue.....	25
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Full Colonel:

Fred Hall, New Hampshire nimbus nudger.....	23
Dennis Norman, catapulting catapulter of the C.F.F.S.....	22
Gordon Roberts, "Yank"	20

Lt. Colonel:

Clarence Mather, California cloud climber.....	16
Hank Struck, Flying Aces Trail Blazer.....	15

Major:

Mickey (Mannock) Nallen.....	13
Bill Hannan, Hangar Hotshot.....	12
Pres Bruning, Detroiden Destroyer.....	12
Ralph Kuenz, Von Rottensox.....	11
Jack Russ, Herr Von Hair himself.....	11
Tom Nallen Sr.,seventh Granville brother.....	11
Bill Wood, pylon polisher.....	11
Ken Hannan, 'Diego airdevil.....	11
Bill Henn, really a falcon.....	10

Captain:

Lin Reichel, Keystone cloud crusher.....	9
Rudy Kluiber, "Clobber".....	9
Butch Hadland, John Bull's battler.....	8
John Stott, GHQ SQDN.....	8
Frank Scott, Hysterical Hystorian.....	8
Tom Nallen Jr., move over, pop.....	8
Bill Warner, ancient, rarebird expert.....	8
John Toth, Pennsylvania torpedo.....	8
Bob Thompson, caped crusader of the FAC.....	7

KANONE LIST, continued.

Captain:

Royall Moore, sixth Granville brother.....	7
Doc Martin, Miama maunder.....	7
Tom O'Brien, Bloomfield blaster.....	7
Marion Majestic, Thompson Trixie.....	6
Hank "Peanuts" O'Dwyer.....	6
Andrew MacIssac, Sir Reginald Percy.....	6
Tom Majestic, Ohio Ozone Chewer.....	6
Fudo Takagi, California Chutai.....	6
Don Garafalow, Jersey sky-jouster.....	6
Steve Hoyt, Erie aerialist.....	5
Bob Clemens, Rochester Rocket.....	5
Don Srull, Blue Flight Maxecuter.....	5

Lieutenant:

Blake Mayo, fighting fledgling of the FAC.....	4
Jack Moses, Detroiten Geschwader.....	4
Del Balunek, CFFS.....	4
Bill Miller, Greasy Kid Ace.....	4
Ted Langley, Sam Pierpont.....	4
Bob Masters, CFFS.....	4
Chuck Schobloher, Detroiten Geschwader.....	4
Fritz Wunsch, Detroiten Geschwader.....	4
Ed Novak, Never-ready Eddie.....	4
Herb Shirley, GHQ Sqdn.....	4
Chuck Drew, downey eagle.....	4
Pat Daily, Blue Flight Maxecuter.....	3
Joe Whiting, "Flaming Coffin".....	3
Chris Scott, Dayton daredevil.....	3
Don Assel, Ohio organizer.....	3
George Armstead, Glastonbury Grinder.....	3
Norm Poti, OH-10 Esquadrielle.....	3
Ed Franklin, detached service.....	3
Ted Russel, Ohio ozone slicer.....	3
George Morland, Mass Max maker.....	3
Norm Getzlaf, Cleveland cloud crasher.....	3
Fred Ewing, SOTS.....	3
Billy Henn , eagle in disguise.....	2
Mike Norman.....	2
Jerry Skrijanc, CFFS.....	2
Walt Mooney, 3 bags full.....	2
George Meyers, Philly Flash.....	2
Jeanette Scott, Dayton's daring damsel.....	2
Ed Morrison, West Hartford hellcat.....	2
Juanita Reichel, Pensy aviatrix.....	2
Ted Wales, Westwood warrior.....	2
John Peck, by heck.....	2
Rich Kastory, Pennsy Jr.....	1
George Leffler, Blue Flight Maxecuter.....	1
Bob Peck, Polymer Peanuteer.....	1
Scott Oliviera, Scalestaffeler.....	1
Bill Stroman, Flightmaster.....	1
Bob Haigh, Haigh flyin' peanuteer.....	1
Don Osalza, Glastonbury Gadfly.....	1
Ed Vargo, Detroiten Geschwader.....	1

Lieutenant:

Bob Leishman, SOTS.....	1
Bill Kalb, SOTS again.....	1
Terry McDonald, Ohio Clan.....	1
Shirley Campbell, Michigan belle.....	1
Chris Clemens, Rochester riser.....	1
Mike Zand, CFFS.....	1
Jeff Chrisey, GHQ Sqdn.....	1
Jim Miller, Dayton Buzzard.....	1
Paul Masters, CFFS.....	1
Jim Daily, Blue Flight Maxecuter.....	1
Dan McDonald, CFFS Clan.....	1
Grg Gosky, CFFS longeron layer.....	1
John Grigsby, CFFS	1
Phil Futo, Ohio sky slicer.....	1
Dick Woodward.....	1
Bob "Bamboo" Bender.....	1
Paul Cherubini, lone eagle.....	1
Mark Assel, Ohio ace.....	1
Todd Allen, CFFS.....	1
Tony Faranda, GHQ Sqdn.....	1
Jerry Donahue, Shrewsbury Shrike.....	1
Bud Dillman.....	1
Al "Buzzard" Bailey, SAM Sqdn.....	1
Ed Heyn, rare bird.....	1
Bob Haight, Vegas Vulture.....	1

That was some long parade, eh Clubsters? Sixteen more staunch and speedy Skysters added to the ranks this year! Better head for the workshop and get started on that new super sky chariot, because we are ready to make room on this page for next year's list. If you work at it, YOU can be on it! BUILD!!!!!! FLY!!!!!! WIN!!!!!! EFF-AAY-SEEEEEEE!!!

Citations and Promotions

The following named Rib slicers, by virtue of having added an additional 5 victories to their credit on the ol' FAC Kanone list have won themselves the following promotions. When your name is called, step forward to receive your new insignia of rank....

Lt..John Toth, CFFS, promotion to the rank of Captain.
 Maj. Dennis Norman, CFFS, promotion to the rank of Lt. Colonel.
 Lt. Col. Dennis Norman, promotion to the rank of Full Colonel.
 Capt. Bill Henn, promotion to the rank of Major.

And in this little space remaining, the gang here at GHQ wants to wish all our FACs everywhere "Happy Holidays", and a swell new year full of nice flying days, and plenty of new crates to fly!

INTENT:

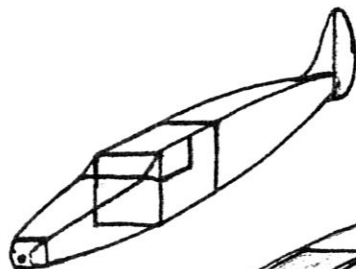
This event is intended to give the designer/builder a chance to fly in competition a sporty looking, yet simple model reminiscent of the Jimmie Allen Thunderbolt, Flying Aces Moth, Triangle Sportster, and Comet C-1 Pursuit of years ago. These were the fun to fly little jobs many of us were weaned on.

1. Monoplanes: Not over 50 square inches of useful wing area.
Biplanes: Not over 70 square inches of useful wing area with no one wing larger than 45 square inches.
2. Lifting stabilizers permitted, not to exceed 50% wing area.
3. Wing and stabilizer to be built up and covered both sides with tissue. No microfilm, or condenser paper allowed. Rudders may be built up, or all sheet balsa.
4. Fuselage to be built in such a manner as to have part of it contain a theoretical cube $1\frac{1}{4} \times 1\frac{1}{2} \times 3$ inches, or larger.
5. Landing gear must consist of two main wheels of at least $\frac{3}{4}$ inch diameter.
6. Model must R.O.G. from a card table top unassisted, from a three point rest.
7. Four attempts to make three official flights. Once model leaves table and attains an altitude higher than the top of the table, flight is automatically official.
8. Highest total of three official flights, added to bonus seconds using table below, wins. Fly-off to break a tie. As many Embryo Endurance models are easily fitted with dethermalizers, a two minute maximum flight time suggested, at the option of C.Ds.
9. A bonus for the following details will be given;
 - a. 5 seconds for a raised cabin, at least 30° windshield slant.
 - b. 5 seconds for an open cockpit with windshield, headrest, and actual hole in fuselage.
 - c. 3 points for three dimensional wheel pants.
 - d. 1 point for three dimensional exhaust pipes.

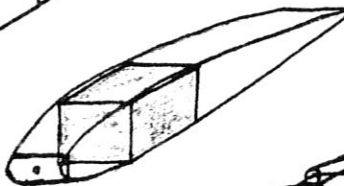
Some Fuselage designs
containing The $1\frac{1}{4} \times 1\frac{1}{2} \times 3$
cube for the new F.A.C.
"Embryo Endurance"



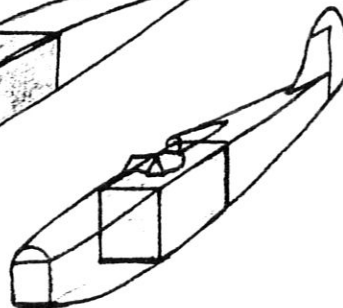
Cabin



Airfoil
(cube laid on side)



Open Cockpit



INTENT:

Inspired by the surprising performance of 10¢ Dallaire Kawasaki and Megow 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 skis 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. Flight score determined by total of three official flights, hand launched.
2. Unlimited attempts to gain three official flights. Any flight over 15 seconds is automatically official.
3. There will be no maximum flight time limit.

CONSTRUCTION

- a. Use of condenser paper instead of Jap Tissue- minus 10 points
- b. No microfilm allowed.

Flight Surfaces

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

WORKMANSHIP

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

4. Scale points determined by judging using tables above.
5. Scale score determined by multiplying scale judging points by the first two digits of the best Peanut flight score of the day. Example: If a Peanut turns in a 3 flight total of 279 seconds, and is not bested by any others, then EVERYONE'S scale points are multiplied by 27. If only two digits comprise the top flight score (say 97), then only the first digit will be used as a multiplier, everyone's scale points being multiplied by 9.
6. Highest total of flight and scale score wins. Tie to be broken by a single flight "fly-off", multiplied by 3, and added to scale score.

INTENT

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

The design and building of the plane, the apprehension of test flights, the hard job of qualifying the ship. Then comes the race itself, with ensuing fears of motor failure, and mid-air collisions. And for a few, the flush of victory! This, was air racing in that golden era of Gee Bees, Folkerts, Browns, and Howards.

Below is a list of race planes and other aircraft that did actually race in the Greve and/or Thompson Trophy races. Added to 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 modelling 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 Pecsco		X
#70 Schoenfeldt-Rider	X	X
#15 Folkerts SK-4	X	
#88 Haines H-3	X	
#49 Delgado Flash	X	
#41 Military Aircraft Corp. fighter		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 Special	X	
Hostler Fury		X
Wedell Williams, We Will Jr.	X	X
Floyd Bean Special	X	X
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
#77 Laird Solution		X
Travel Air "S" (NR 428)		X
Howard Pete	X	X
Travel Air of Paul Adams		X
Travel Air #13 (Frank Hawk's)		X
#44 Wedell Williams		X
Lockheed Altair		X

	<u>Gr.</u>	<u>T.T.</u>
#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 Gordon Israel Special	X	X
#1 Keith Rider Bumblebee	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 M ^l es and Atwood Special	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 Amphibian		X
#100 Caudron C-460	X	X
#54 Kieth Rider R-3		X
#1 Folkerts Toots	X	X
#52 Crosby CR-4	X	X
Crosby CR-3	X	X
Crosby CR-2	X	X
#8 Butz Special	X	
Flagg "Pretor En Parvo	X	
Heath Cannon Ball	X	
Heath Baby Bullet	X	
Rasmussen Racer	X	
Tilbury Flash, all versions.	X	
Hauser Special	X	
Burrows R-5	X	
Allenbaugh #66	X	
#203 Alton Brown Racer	X	
Jamison Speedwing		X
Nicholas Beazley Pobjoy Special #111	X	
Graham-Perrin	X	

As any more racers become known to GHQ that may fit the spirit of this event, we shall happily add them to this list.

REQUIREMENTS OF THE MODELS

1. Any model appearing on the foregoing list may be entered. The omission of Mr. Mulligan, The Page Racer, and other high wing cabin and parasol types is intentional. The advantage of this type over the other race planes is obvious. No model to exceed 24 inches in wing span.
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 models, it is only fair that all 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 of this era had their life's savings, in many cases, at stake, as well as life, itself).
3. Any model of a race plane that had a retractable landing gear may be built with the gear represented in the up position.

4. 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/chord ratio as the scale airfoil. Dihedral may be increased, as long as it is not 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 of a tail where a general increase would utterly destroy the scale appearance of the model, as with a Gee Bee R-1.
7. Proof: Proof of a model's eligibility and compliance with the text and intent of these rules is the total responsibility of the contestant. Judges decisions are final.

THE SHELL SPEED DASH.

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 random official flights (at least 15 seconds duration) before noon and posting your time. This determines your starting position in the Greve and Thompson events. Only the 10 top qualifiers will be allowed into the Greve and Thompson events.

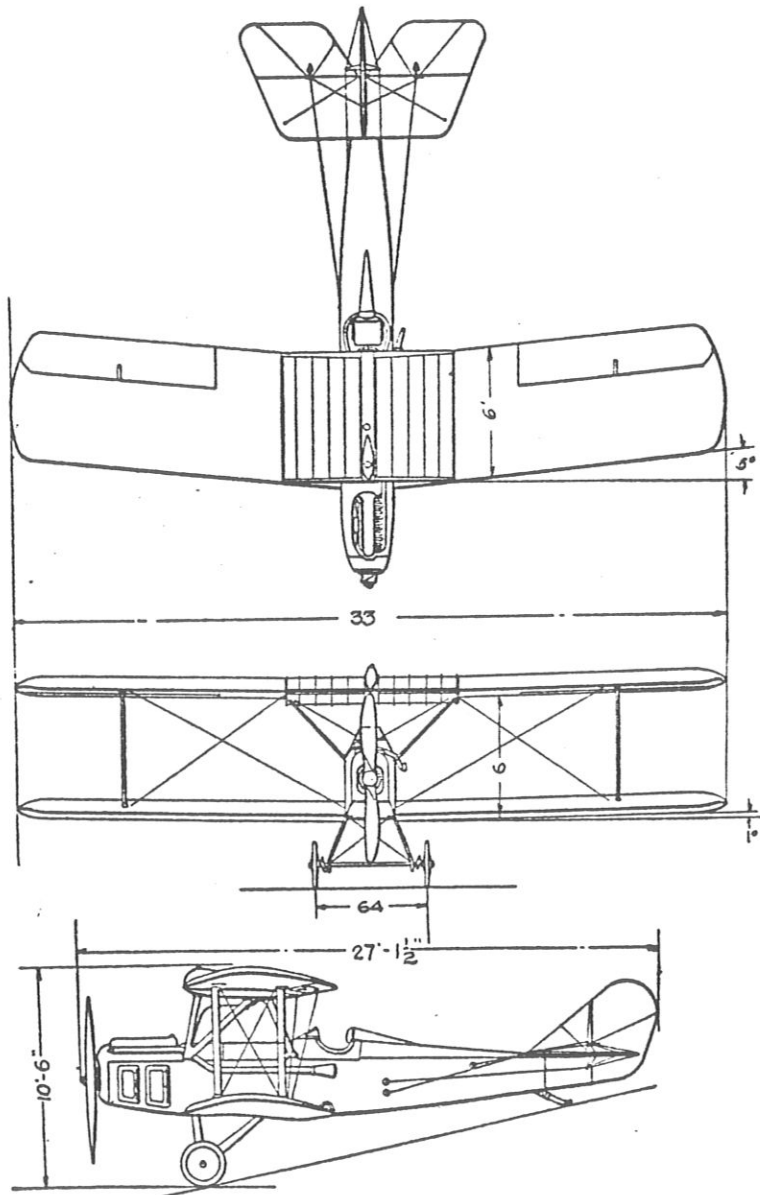
THE AEROL TROPHY RACE.

This event is one flight, mass launched, for those racers that did not qualify for either the Greve or Thompson events. Last ship down wins.

FLYING THE GREVE AND 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! No tying of motors, or any other repairs once event is under way.
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 his motor, and observe the flight. A "retriever" should also be provided to help eliminate delays in recovering models, as flyers may be eliminated by undue delays in retrieval.
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 must be retrieved quickly so as the next "lap" may be run off. This process is repeated until there are only two flyers left. The last to land on this "final 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 time element.
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, as well as others. If a close finish is evident, he can shout, "Down", when his ship touches ground, and in this way aid in determining the facts.
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 over.



THE CURTISS AEROPLANE AND MOTOR COMPANY INC.
GARDEN CITY, L.I.N.Y.

CURTISS NIGHT MAIL PLANE - CURTISS C-6 MOTOR
160 H.P. — 106 M.P.H.
ENDURANCE — 3.8 HRS.

Any of you former notchers interested in pipes now that they get a fat 15 on the score board? Well, here is a swell proportioned crate the U.S. Airmail pilots dubbed "Puddle Jumper", as she could not quite hack it luggin' Uncle Sam's sacks of mail, and the boys at Hadley Field put her to work as an emergency beacon repair bus.

From the looks of a photo in the 1924 Aeronautical Yearbook, she was all over silver with black struts and engine cowl. The surface radiator on the center section of the upper wing was probably natural copper, or maybe brass. At any rate, it did not reflect the light in the black and white photo in the same manner as the silver fabric did. She's a flighty looker to us. Anybody heading for the Tee Square???

