

FLYING ACES club

FAC-GHQ
3301 Cindy Lane
Erie, PA 16506

The-
FLYING ACES CLUB
is a society of unique individuals with a common interest that at times borders
on a passion. It is our intent to preserve and promote the traditional building
and flying of free flight stick and tissue model aircraft. Although
competitive at times, the sharing of innovations, assistance
and camaraderie is second nature to all that
believe in the unique spirit of the
FLYING ACES CLUB.

2005 COMPETITION RULES

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OFFICIAL FLYING ACES CLUB CONTEST EVENTS

- | | |
|-----------------------------|--------------------------------------|
| 1. FAC PEANUT SCALE | 16. WWII COMBAT * |
| 2. FAC RUBBER SCALE | 17. GOLDEN AGE CIVIL SCALE |
| 3. FAC JUMBO SCALE | 18. GOLDEN AGE MILITARY |
| 4. FAC GIANT SCALE | 19. MODERN AGE CIVIL SCALE |
| 5. FAC POWER SCALE | 20. MODERN AGE MILITARY |
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| 7. GHQ PEANUT SCALE | 22. FAC NO-CAL PROFILE SCALE |
| 8. THOMPSON RACE * | 23. FAC EMBRYO ENDURANCE |
| 9. GREVE RACE * | 24. FAC OLD TIME STICK |
| 10. SHELL SPEED DASH | 25. FAC OLD TIME RUBBER |
| 11. AEROL RACE * | 26. FAC 2-BIT OLD TIME RUBBER |
| 12. BENDIX RACE * | 27. FAC OLD TIME GAS REPLICA |
| 13. GOODYEAR RACE * | 28. FAC DIME SCALE |
| 14. FORMULA RACE * | 29. FAC OLD TIME KIT SCALE |
| 15. WWI COMBAT * | 30. FAC JIMMY ALLEN |
| | 31. FAC O.T. PLAN SCALE |

* Denotes FAC Mass Launch Event

***** GENERAL FAC RULES *****

The ideals of the FAC are founded in friendly competition that promotes improvements to the appearance and flights of our models. The intentions of the GENERAL FAC RULES are to help the competitor understand the most basic of the FAC rules that all others are based upon.

1. Each entrant must be the builder of the model he / she enters.
2. Proxy entries will be allowed at the C.D.'s discretion
3. Each builder is permitted only one example of a specific design. There will be no duplicate "back-up" models allowed.
4. Each contestant may enter two different models in any event except the mass launch events where only one model may be entered per event.
5. Three models by three different builders must be entered with each making a qualifying flight in an official FAC event for the winner to be credited with a "Kanone."
6. All events are for rubber powered models except:
 - FAC Power Scale
 - FAC Old Time Gas Replica
 - FAC Jet Catapult
7. All flight times are in seconds and rounded down to the last full second.
8. The minimum official flight time is 20 seconds unless a specific event rule states otherwise.
9. A maximum flight is 120 seconds unless a specific event rule states otherwise.
10. All events are hand launched unless a specific event rule states otherwise.
11. Props that feather or fold at the end of the motor run will not be allowed.
12. No condenser paper or other ultra-light covering material may be used to cover any model.
13. Foam coverings and foam material used as components within the basic structure is prohibited.
14. Foam and other non-balsa materials may be used in the construction of such "add on" parts as air scoops, radiators, machine guns, etc.
15. Engine cowls up to the firewall may be of foam or any other non-balsa material.
16. Gear arrangements with a 1:1 ratio may be used in any FAC rubber powered event.
17. A gear driven prop may not be powered by more than one rubber motor.
18. Binoculars may be used in all events.

***** BASIC SCALE RULES *****

The intent of these rules is to offer the scale modeler the opportunity to exercise his / her skill in producing a good flying model ... a model that retains the appearance of the full scale aircraft without being burdened by excessive scale requirements such as scale rib spacing, scale stab area and the like.

1. All models must closely resemble the full-scale aircraft with respect to outline and proportions. The general outline of all surfaces and fuselage cross sections must be retained. The opinion of the judges in this matter is final!
2. Model plans, kit or published, may be embellished and / or improved upon to make the model more closely resemble the full-scale aircraft.
3. Models presented for scale judging must be accompanied with proof of scale. Documentation should include the plan, 3-views and photos. Documentation should aid the judges in verifying coloring, markings and details. The location of documentation material in publications **MUST** be clearly indicated.
4. If a model is built from original plans, the builder must present a 3-view, photos or any other material used in creating the plan.
5. Dihedral and tail surface area may be increased moderately, but not to the point that the scale appearance of the model is destroyed.
6. No extra points will be awarded for exact rib spacing, tail area or the like.
7. Under cambered airfoils are not permitted unless the full size aircraft utilized this feature.
8. Non-scale asymmetrical wings or tilted stabs to enhance turn are not permitted.
9. All surfaces must be doubled covered except where the full size craft utilized a single covering.
10. As all flights are hand launched, there is no limit to prop diameter.
11. Props will not be considered for scale or workmanship points except those on dummy engines.
12. Multi-engine aircraft, prop or jet, with thrust provided by one (or two) propeller (s) in a non-scale position on the nose (and / or tail) of the fuselage may be entered. Such a prop (s) does not earn bonus points.
13. Motor sticks may be used on multi-engine models without penalty. The props must be in their scale location.
14. Any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than ink lines.
15. Wingspan shall be determined from plan view centerline to wingtip.

16. Except for FAC Pioneer Scale (Refer to Basic Scale Rule # 20.), all judged scale events are classified by the following wing span:

FAC Peanut Scale shall not exceed 13 inches.

FAC Rubber Scale is greater than 13 inches when
FAC Peanut Scale is an accompanying event of the contest.

FAC Jumbo Scale: 30 inches or greater for multi-wing models and 36 inches or greater for monoplanes.

FAC Giant Scale: 36 inches or greater for multi-wing models and 42 inches or greater for monoplanes.

17. Any two different scale models built from original plans, published plans or kit plan of any heavier-than-air, full size aircraft (built or proposed) may be entered in any one scale event determined by wingspan.

18. No scale model may be entered in more than one judged scale event.

19. Models built for a specific wingspan event may not be entered into an alternate, yet qualified event if the original class event is listed as an official event of the contest. That is:

A) A Peanut may not be entered into FAC Rubber Scale if there is a Peanut event in the contest.

B) A Jumbo may not be entered into FAC Rubber Scale if there is a Jumbo event in the contest.

C) A Giant may not be entered into FAC Jumbo Scale if there is a Giant Scale event in the contest.

20. Pioneer Scale models of any wingspan will compete in the same event when there is a Pioneer Scale event listed. When no such event is listed, each Pioneer model will compete according to Basic Scale Rule # 16.

21. All windows must be constructed of a clear material, however, "passenger compartment" windows may be represented via black tissue.

******* DETERMINING SCALE POINTS *******

Scale Points are the sum of the following three areas:

1) Construction and Details:

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

<u>NOT MUCH</u>	<u>SOME OF IT</u>	<u>MOST OF IT</u>	<u>ALL THERE!</u>
0 TO 10	11 TO 20	21 TO 29	30

2) Coloring and Markings:

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

3) Workmanship:

A maximum of 12.5 points will be given for workmanship, such as good covering, alignment, neatness, etc. Wear and tear should not be a negative factor in determining workmanship points. Models do not have to be in pristine condition to get maximum workmanship points.

******* DETERMINING SCALE FLIGHT POINTS *******

A maximum of 82.5 flight points will be awarded for each flight as follows:

- 20 to 60 secondseach second = one point
- 61 to 90 secondseach second = one half point
- 91 to 120 secondseach second = one quarter point
- over 120 secondsno points.....boasting rights only!

A flight of 20 seconds or more is an official flight. Three official flights are allowed per scale event. Highest single official flight determines the flight points. An official flight must be made before scale points can be awarded. In the case of a large number of entries in any one event, the C.D. may require that an official flight be recorded before the model is judged for scale points.

******* DETERMINING SCALE BONUS POINTS *******

The following bonus points will be awarded for inherent flight qualities and construction complexities of different types of models. Total bonus points are the sum of all-applicable characteristics and motor combinations listed below:

BONUS POINTS for AIRCRAFT CHARACTERISTIC of

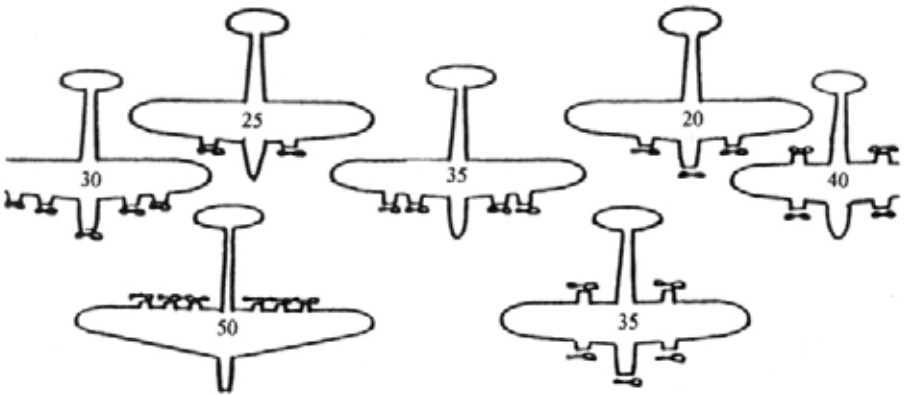
- 0 high wing cabin monoplane
- 3 parasol wing
- 5 shoulder or mid-wing
- 5 canard or tandem wing
- 10 low wing
- 15 biplane or sesquiplane
- 20 more than two wings
- 10 seaplane with multiple floats of proportional scale dimensions
- 10 flying boat or amphibian
- 5 single engine pusher
- 15 unorthodox design (flying wing, autogyro, etc.)
- 3 skis of scale width and length
- 1 each jet engine pod, single or multiple engines within
- 3 each dummy nacelle with a scale, free wheeling, hand made prop
- 1 each dummy nacelle with a scale, free wheeling, commercially available prop

**BONUS POINTS for MULTI-ENGINE AIRCRAFT
with
ODD NUMBER OF MOTORS**

- 20 tri-motor, provided the off center motors contribute significant power
- 10 each additional pair of motors at a different off center location,
provided all motors are equally powered
- 5 if any of the off center motors are pushers

**BONUS POINTS for MULTI-ENGINE AIRCRAFT
with
EVEN NUMBER OF MOTORS**

- 10 for center line tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight
EXAMPLE: Fokker D-XXIII
- 25 off center line twins
- 10 any additional pair of motors at off center locations, provided all are equally powered
- 5 if any of the off center motors are pushers



******* CALCULATING TOTAL SCORE *******

SCALE PTS. + FLIGHT PTS. + BONUS PTS. = TOTAL POINTS

****** TIE BREAKING for ABOVE RUBBER EVENTS ******

With a tie score in the above events, a fly off will be flown. Bonus and scale points will be added to the fly off flight points to determine the winner.

***** MULTIPLE ENTRIES IN ONE EVENT *****

When the same contestant enters two models, only the higher scoring of the two models will be used to determine the contestant's standing.

FAC POWER SCALE

1. Power must be other than rubber i.e., glo, diesel, gas, CO2, electric, etc.
2. **STATIC SCORE** will be the sum of:
 - A) Construction and Detail scale points as per Basic Scale Rules.
 - B) Color and Marking scale points as per Basic Scale Rules
 - C) Workmanship scale points as per Basic Scale Rules.
Judges are encouraged to use fractional points to further eliminate the chance of a tie.
 - D) "Complexity" points will equal one tenth of the bonus points.
3. **BONUS POINTS** as per Basic Scale Rules and applied as below.
4. **FLIGHT SCORE** as per Basic Scale Rules, **HOWEVER**, the bonus pts. will be added as seconds to the highest flight time **BEFORE** factoring is done. Therefore, the flight, including bonus pts. cannot exceed 82-1/2 points.
Example: A model given 50 bonus points with a best flight of 80 seconds will have a flight score of 130 seconds which factors to 82-1/2 flight points.
5. **TOTAL SCORE** will be the sum of the static points plus the modified factored flight points.

TOTAL SCORING = TOTAL STATIC POINTS + MODIFIED FACTORED FLIGHT POINTS

Examples

Const & Details Points	Color & Markings Points	Workmanship Points	Bonus Points	Complexity Points	Total Static Score	Best Flight (Seconds)	Flight Score	Total Score
20	15	10	0	0.0	45.0	70	65.0	110.0
20	15	10	10	1.0	46.0	70	70.0	116.0
20	15	10	15	1.5	46.5	70	72.5	119.0
20	15	10	30	3.0	48.0	70	77.5	125.5
20	15	10	0	0.0	45.0	120	62.5	127.5
20	15	6	0	0.0	41.0	120	62.5	123.5

The first four rows of the above table show that when the static score and flight times are equal, the higher bonus point aircraft wins, which is reasonable, but perhaps not perfect. The fifth row indicates that when the judge's evaluations are the same, a zero bonus point model that gets maximum flight points can win. The sixth row indicates that when a model has the same construction and coloring points, but relatively poor workmanship points, it can not win, but the maximum flight time gives it a high placing, even against high bonus point models.

***** BREAKING TIES IN POWER SCALE EVENTS *****

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

FAC PIONEER SCALE

1. Models of aircraft that were produced before 1914.
2. All models will compete as a group regardless of wing span when FAC Pioneer Scale is flown as an event.
3. When there is no FAC Pioneer Scale event at a contest, each pioneer model will compete in the appropriate wing span event.
4. BONUS POINTS as per Basic Scale Rules and applied as below.
5. FLIGHT SCORE as per Basic Scale Rules, **HOWEVER**, the bonus pts. will be added as seconds to the highest flight time **BEFORE** factoring is done. Therefore, the flight, including bonus pts. cannot exceed 82-1/2 points.

Example: A model given 50 bonus points with a best flight of 80 seconds will have a flight score of 130 seconds which factors to 82-1/2 flight points.

***** TIE BREAKING IN FAC PIONEER SCALE *****

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

GHO PEANUT SCALE

1. Open to any scale model of not more than 13 inches wingspan.
2. Flight score determined by total of three official flights.
3. There will be NO maximum flight time.
4. All models must be covered with Japanese tissue or equivalent.
5. All surfaces must be double covered, unless real ship was single covered.
6. Planes with retractable gear may be built with the gear represented in the up position with no penalty.
7. Proof of scale must be presented for scale points.

SCALE POINTS

A) COLOR:

reasonable effort to use tissue and/or dope
to simulate realistic coloring3 points

B) MARKINGS:

civil registration and striping or military insignia,
serial numbers, squadron markings, etc3 points

C) DETAILS: struts, cowls, cylinders, pilots, rigging, armament, steps, windshields, exhausts, control surface outlines and other outstanding details shall be scored as:

STARK **minus** 3 points
LAX 0 points
GOOD 3 points
GREAT 6 points

8. Scale score determined by multiplying scale points by the first two digits
of the best GHQ Peanut flight (total of three) score of the day.

EXAMPLE: If the best three flight total is 279 seconds,
everyone's scale score is multiplied by "27." However, if only
2 digits comprise the top score (i.e.: 97 seconds) then only the
first digit will be used as the multiplier and everyone's score
will be multiplied by "9."

9. Highest total of flight and scale points wins.

10. Ties broken by single fly off flight multiplied by 3 and then added to the
scale score.

***** BASIC MASS LAUNCH RULES *****

1. All mass launch models (race and combat) must have a minimum of 45 scale points to qualify for competition.
2. There are no bonus points awarded to mass launch event models to help achieve the 45-point minimum.
3. All obvious markings, struts and wires, 3-D exhaust pipes, etc. are required.
4. Models of radial engine aircraft must have at least a paper radial engine as seen from the front view with cowl bumps where applicable.
5. Models of military aircraft must have armament.

6. With the first command to "start winding," tying, gluing or replacing broken motors is PROHIBITED.
7. With the first command to "start winding," absolutely NO REPAIRS to the models are permitted in any way, shape or form.
8. Ballast or shims may be added or moved once the elimination rounds start, but test flights, glided or powered, after such an adjustment is prohibited.
9. At the C.D.'s discretion:
 - A) Minor rule modifications ("ground rules") may be implemented to fit local conditions.
 - B) Any mass launch event may require one or more qualifying flights. The C. D. will determine in advance how many models will qualify for the heat eliminations using the total flight scores of those qualifying flights.
 - C) The C.D. may set a maximum time limit between rounds, which would include time for winding, and time for retrieval.
10. Number of rounds to be flown where there are:
 - A) 3 contestants - 2 rounds must be flown.
 - B) 4 or more contestants - there must be a minimum of 3 rounds.

CONTEST DIRECTORS: PLEASE TAKE THE WEATHER AND THE CONTESTANT'S AGES INTO CONSIDERATION WHEN SETTING TIME BETWEEN ROUNDS OF MASS LAUNCH EVENTS.

******* RACE EVENT RULES *******

THOMPSON and GREVE RACES

1. The Thompson Trophy Race is for models with radial engines of aircraft that were entered in the Thompson, Greve or other domestic races held from 1929 through 1939.
2. The Greve Trophy Race is for models with in line engines of aircraft that were entered in the Thompson, Greve or other domestic races held from 1929 through 1939.
3. High wing cabin and parasol types are excluded.
4. Maximum wing span for Thompson and Greve racers is 24 inches.
5. Any model of an aircraft that had retractable landing gear may be built with the gear represented in the up position.
6. Construction:
 - A) Sheet covering over built up structure is acceptable where the full-scale racer was wood or metal covered.

- B) Wings: A non-scale airfoil may be used as long as it is not under cambered; dihedral may be increased but not to the extent of damaging the appearance of the model.
- C) Fuselage: Scale cross sections are required.
- D) Tail: Area may be increased but not to the extent of damaging the appearance of the model.

7. All models must be in the proper color (tissue or paint) and display accurately race number and registration.

8. Proof of eligibility and compliance with the text and intent of these rules is the total responsibility of the contestant. Judges decisions are final. If you are uncertain as to a model's eligibility, send a business size S.A.S.E. to GHQ for a list of eligible aircraft.

9. At the C.D.'s discretion, the Thompson and Greve Races may be combined.

10. At the C.D.'s discretion, the SHELL SPEED DASH may be flown with the AEROL RACE to follow.

SHELL SPEED DASH

1. A timed event to qualify Thompson and Greve racers when there are more than TEN contestants in either division.

2. Two official flights of 20 seconds or more will be totaled prior to a deadline announced in advance by the C.D.

3. The top ten scoring racers in each division qualify for the races.

4. Fly off to break ties.

5. Highest scoring Thompson racer and highest scoring Greve racer will be awarded Kanones for winning their division.

AEROL RACE

1. A single mass launch for contestants that did not qualify for the Thompson or Greve in the Shell Speed Dash.

2. There must be a minimum of three contestants.

3. Last one down wins and will be awarded a Kanone.

BENDIX TROPHY RACE

1. The Bendix Trophy Race is for models of aircraft that were entered in the Pre-WWII Bendix Races.

2. All Basic Mass Launch Rules apply.

3. Maximum wing span for Bendix racers is 24 inches.

4. Thompson and Greve Race rules # 5 through # 8 apply.

GOODYEAR and FORMULA RACES

1. For models of Goodyear and Formula Racers that actually competed.
2. All Basic Mass Launch Rules apply.
3. Maximum wingspan for Goodyear and Formula racers is 13 inches.
4. Thompson and Greve Race rules # 5 through # 8 apply.

******* COMBAT EVENT RULES *******

1. There are no wing span restrictions for WWI or WWII combat.
2. High wing cabin and parasol types are excluded.
3. At the C.D.'s discretion, monoplanes may be allowed to compete in the WWI event if pre-published.
4. All Basic Mass Launch Rules apply.
5. Any model of an aircraft that had retractable landing gear may be built with the gear represented in the up position.
6. Construction:
 - A) Sheet covering over built up structure is acceptable where the full-scale aircraft was wood or metal covered.
 - B) Wings: Non-scale airfoils may be used. Under cambered airfoil permitted if original had such; dihedral may be increased but not to the extent of damaging the scale appearance.
 - C) Fuselage: Scale cross sections are required.
 - D) Tail: Area may be increased but not to the extent of damaging the appearance of the model.
7. All models must be in the proper color (tissue or paint) and display proper armament, markings, numbers, insignias, nose art, etc. of aircraft modeled.
8. Proof of eligibility and compliance with the text and intent of these rules is the total responsibility of the contestant. Judges decisions are final. If you are uncertain as to a model's eligibility, send a business size S.A.S.E. to GHQ for a list of eligible aircraft.

WWI COMBAT

For models of aircraft that experienced or had been mass produced and intended for combat during the WWI years of 1914 through 1918.

WWII COMBAT

For models of aircraft that experienced or had been mass produced and intended for combat during the WWII years of 1939 through 1945.

GOLDEN AGE CIVIL SCALE

1. Event intent: Competition for civil aircraft produced from 1920 - 1945 **INCLUDING** any military high wing cabin types.
2. Scale considerations: 45 scale points minimum.
3. Wing span: NA.
4. Prop diameter: NA.
5. Launch technique: hand.
6. Landing gear: retractable gear may be in the up or down position.
7. Official flight: 20 second minimum with 120 second maximum.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly-off.

GOLDEN AGE MILITARY SCALE

1. Event intent: Competition for military aircraft produced from 1920 – 1939, **EXCLUDING**: A) high wing cabin types or B) any aircraft that saw combat in WWII.
2. Scale considerations: 45 scale points minimum.
3. Wing span: NA.
4. Prop diameter: NA.
5. Launch technique: hand.
6. Landing gear: retractable gear **MUST** be in the down position.
7. Official flight: 20 second minimum with 120 second maximum.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly-off.

MODERN CIVIL SCALE

1. Event intent: Competition for civil aircraft **AND** military high wing cabin aircraft, **EXCLUDING** any pre-war designs with post - 1946 "upgrades."
2. Scale considerations : 45 scale points minimum.
3. Wing span: NA.
4. Prop diameter: NA.
5. Launch technique: hand.
6. Landing gear: retractable gear may be in the up or down position.
7. Official flight: 20 second minimum with 120 second maximum.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly-off.

MODERN MILITARY SCALE

1. Event intent: Competition for military aircraft produced from 1946 to the present,

EXCLUDING:

- A) high wing cabin types or
 - B) any WWII designs with post-1946 "upgrades."
2. Scale considerations: 45 scale points minimum.
 3. Wing span: NA.
 4. Prop diameter: NA.
 5. Launch technique: hand.
 6. Landing gear: retractable gear may be in the up or down position.
 7. Official flight: 20 second minimum with 120 second maximum.
 8. Scoring: total of three flights.
 9. Bonus points: NA.
 10. Tie breaking: fly-off.

FAC JET CATAPULT SCALE

1. Event intent: Competition of any man carrying jet or rocket propelled aircraft.

2. Scale considerations:

- A) coloring and markings 0 - 8 points
 - B) details 0 - 8 points
 - C) workmanship 0 - 4 points
- NB: profile fuselages are permitted.

3. Wing span: NA.

4. Prop diameter: NA.

5. Launch technique: stretched rubber catapult.

6. Landing gear: NA.

7. Official flight: NO minimum and NO maximum.

8. Scoring: total best 3 of 6 flights to determine flight score.

9. Bonus points:

- A) 5 points for flying wing or Canard
- B) 1 point for each scale engine, pod or tank in profile not contained within the contours of the airframe.
- C) Bonus points added just once to the total flight points.

10. Tie breaking: a single fly off flight will be flown. Bonus and scale points will be added to the fly off flight score.

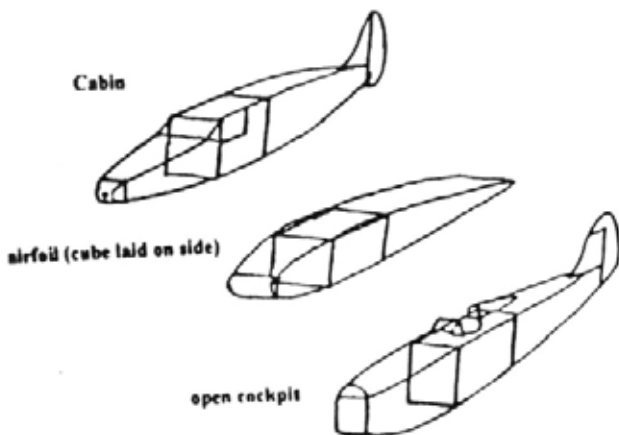
FAC NO-CAL PROFILE SCALE

1. Event intent: Competition for recognizable profile scale models.
2. Scale considerations:
 - A) Motor sticks shall not exceed fuselage length.
 - B) Surfaces may be single covered.
 - C) All wing struts must be on the model.
 - D) Model must be in correct color scheme.
 - E) Model must have control outlines, registration numbers, etc.
 - D) Have proof of scale. Judge's decisions are final.
3. Wing span: 16 inches maximum.
4. Prop diameter: NA.
5. Launch technique: hand.
6. Landing gear: aircraft with fixed landing gear must have each landing gear represented as per the original subject.
7. Official flight:
 - A) 20 second minimum.
 - B) NO MAX!
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly off.

FAC EMBRYO ENDURANCE

1. Event intent: Competition for non-scale endurance type sport models.
2. Design considerations:
 - A) MONOPLANES not to exceed 50 square inches of wing area.
 - B) BIPLANES not to exceed 70 square inches of wing area with 45 square inches of area maximum for the larger wing.
 - C) Any part of any wing that sits atop the fuselage is considered wing area.
 - D) Stab area not to exceed 50% of the wing area.
 - E) Fuselage volume to enclose a space 1.25 x 1.50 x 3.00 inches or larger.
 - F) The wing and tail must be built up and covered on both sides with Japanese tissue or equivalent.
3. Wing span: NA, but refer to wing area rules above.
4. Prop diameter: NA.
5. Launch technique: Model must R.O.G. **UNASSISTED** from a three-point rest off a card table or other suitable "runway."
6. Landing gear:

- A) Landing gear legs must be in conventional configuration. For example, two wheels on a single landing gear leg are prohibited.
 - B) Wheels must be 3/4 inches or larger in diameter.
 - C) Wheels must rotate on their axles.
7. Official flight:
- A) Max is 120 seconds unless reduced by CD for local conditions.
 - B) Once the model is higher than the tabletop, the flight is official.
 - C) The 20-second minimum flight rule DOES NOT APPLY here.
8. Scoring: total of three flights.
9. Bonus points:
- A) 1 point for 3 dimensional exhaust pipes.
 - B) 3 points for 3 dimensional wheel pants.
 - C) 5 points for an open cockpit with windscreen and headrest
OR a raised cabin with no less than a 30-degree windshield slant.
 - D) Bonus points added just once to the total flight points.
10. Tie breaking: fly-off with bonus points added to the fly-off score.



FAC OLD TIME STICK

1. Event intent: Competition for non-scale endurance type models built from a kit or plan published before December 31, 1945 is eligible.
2. Construction considerations:
 - A) The fuselage must be built up with original cross sections maintained.
 - B) Original rolled-tube fuselages are permitted.
 - C) Structure changes may be made to incorporate a dethermalizer.
 - D) Original structure may be "beefed" up but not lightened.
 - E) Same wood sizes and number of ribs, etc. as per plan.

3. Wing span:
 - A) Wing span to be 36 inches maximum.
 - B) If original model had a span greater than 36 inches, the entire model may be reduced to fit this requirement, **HOWEVER**, the structure must stay the same, but wood sizes may be reduced **PROPORTIONALLY** to fit the new structure.
 - C) Original airfoil must be used.
4. Prop diameter: Propeller diameter must be as per plan or not more than 1/3rd of the wing span.
 - A) No folding or feathering props permitted.
 - B) Plastic props are permitted.
5. Launch technique: hand.
6. Landing gear: NA.
7. Official flight: 20 second minimum with a 120 second max.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly off.

FAC OLD TIME RUBBER

1. Event intent: Competition for non-scale endurance type models built from a kit or plan published before December 31, 1945 is eligible.
2. Construction considerations:
 - A) The fuselage must be built up with original cross sections maintained.
 - B) Original rolled-tube fuselages are permitted.
 - C) Structure changes may be made to incorporate a dethermalizer.
 - D) Original structure may be "beefed" up but not lightened.
 - E) Same wood sizes and number of ribs, etc. as per plan.
3. Wing span:
 - A) Wing span to be 36 inches maximum.
 - B) If original model had a span greater than 36 inches, the entire model may be reduced to fit this requirement, **HOWEVER**, the structure must stay the same, but wood sizes may be reduced **PROPORTIONALLY** to fit the new structure.
 - C) Original airfoil must be used.
4. Prop diameter: Propeller diameter must be as per plan or not more than 1/3rd of the wing span.
 - A) No folding or feathering props permitted.
 - B) Plastic props are permitted.
5. Launch technique: hand.

6. Landing gear: Must have fixed landing gear.
 - A) Wheel diameter and thickness as per plan.
 - B) Wheel must rotate on axle.
7. Official flight: 20 second minimum with a 120 second max.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly off

FAC 2 BIT OLD TIME RUBBER

Rules as per FAC Old Time Rubber with these two differences:

- A) Rule #3 A) Maximum wing span is 25 inches.
- B) Rule #3 B) Not applicable to this event.

FAC OLD TIME GAS REPLICA

1. Event intent: Competition for non-scale endurance type models built from a kit or plan published before December 31, 1945 that was originally gas powered.
2. Construction considerations:
 - A) Any power source other than rubber may be used.
 - B) Profile fuselages are prohibited except where the original fuselage was in profile.
3. Wing span:
 - A) Span shall not exceed 36 inches.
 - B) Original published plans may be enlarged to 36 inches.
 - C) Original published plans may be reduced to 36 inches or less.
4. Prop diameter: NA.
5. Launch technique: hand.
6. Landing gear: as per plan.
7. Official flight:
 - A. 20 seconds or more.
 - B. The model MUST land within the confines of the flying field.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly off.

FAC DIME SCALE

1. Models must be from kits that typically sold in the 10-cent price range of the 1930's and 40's. Pseudo-Dime Scale models such as those from Dave Stott (Airdevil), Mike Nassise and others published in various newsletters (i.e.; FAC News, Tailspin and Max Fax) are eligible when wing span is 16 inches or less.
2. Any non die-cut or pre-finished parts kit design up to December 31, 1941 is eligible.
3. Wing span is limited to 16 inches.
4. Models must be built to original plan size.
5. Retractable landing gear may be represented in the up or down position.
6. Any size or type prop may be used.
7. Each contestant may enter two models, but only the highest scoring of the two is eligible for an award.
8. The model and plan must be presented to the C.D. at the end of the event for "static judging." To save time where there are MANY models entered, only the top finishers will be static judged (as many as there are awards).

STATIC JUDGING

Models will be judged solely on the fidelity to their construction plan in the following areas: construction, details, coloring and markings with certain modifications allowed which will be listed separately.

CONSTRUCTION

1. Wood size specified on plan (or heavier) must be used.
2. Tail and wing outlines must be built as per plan with laminated outlines prohibited.
3. No under cambered airfoils permitted unless shown on original plan.
4. Flight surfaces are to be covered as shown on original plan.
5. Covering material must be standard domestic or Japanese tissue, such as Esaki.
6. No Gampi tissue or condenser paper permitted.
7. Foam, vacuformed or "plunge molded" parts are prohibited, including canopies.

ALLOWABLE CONSTRUCTION MODIFICATIONS

1. Stringers and tissue may be used instead of stiff paper (called for on some

plans) and may be added where needed to help more accurately shape the fuselage surface.

2. Nose area may be modified with an improved thrust bearing and a removable nose block to improve motor clearance so long as no alteration is made to the original external shape shown on plan.
3. Rear rubber motor attachment and location may be changed.
4. Tail surfaces may be increased but not to the extent of damaging the appearance of the model.
5. Wing spars may be moved.
6. Butt attached wings may be made in one piece and carried through the fuselage for added strength.
7. Where flight surfaces are single covered on the original plan, the builder may double cover.
8. Traditional dime model butt joints, such as those typically found on wing and landing gear struts, may be reinforced using materials such as wire, sheet balsa and plywood.
9. Basswood may be used in lieu of balsa.

DETAILS

Minimum acceptable details are those shown on the plan with navigation lights, pitot tubes and steps being exempted.

COLORING AND MARKINGS

The color scheme and minimum acceptable markings shown on the plan may be changed to more accurately represent those of a particular aircraft when the contestant provides documentation.

FLIGHT SCORING

1. Standard FAC bonus points will be added to each official flight according to model type. (See page 7.)
2. Total of three hand launched official flights will determine the winner.
3. A fly off will be used to break ties, with the bonus points once again added.

PSEUDO DIME SCALE MODELS

Pseudo Dime Scale is **NOT** a separate FAC event.
Pseudo Dime ships compete in FAC DIME SCALE
subject to all FAC DIME SCALE RULES plus:

1. Subjects are limited to aircraft flying before December 7, 1941.
2. The design must be of a subject not yet modeled as a Dime Scale Kit.
3. Drawing size is limited to one side of one sheet of 11 X 17-inch paper.
4. A separate sheet of "printwood" patterns may be used for parts layout, or parts may be shown on plan itself.
5. Drawing format must closely follow that of the 10-cent Comet series plans.
6. Drawing must reflect as much detail and markings as the 10-cent Comet series.
7. Fuselage design limited to box girder type with formers added to produce the desired cross section.
8. The modern practice of sliced or cracked ribs is prohibited.
9. Design must follow the wide spacing of structural member's characteristic in original 10-cent models.
10. Dihedral is limited to 10 degrees.
11. Wood size not to be less than 1/16th inch.
12. Curved outlines must follow the methods used in the early kits, that is sheet balsa or bamboo, HOWEVER, formed hardwoods or balsa may be substituted for bamboo by the modeler who has difficulty working with bamboo.

FAC OLD TIME KIT SCALE

1. Any non die-cut or pre-finished parts kit design prior to 1948 is eligible.
2. Wing span limited to 20 inches.
3. Models must be built to original plan size.
4. There is no restriction on the cost of the original kit.
5. A very early "Curtis Robin" that was kitted by Comet in both 12" and 17-1/2" wingspans are ineligible. This design was more endurance model than anything else and was a Curtis Robin in name only.

MATERIALS

1. No tyvek, Teflon, carbon fiber, boron, epoxy, condenser paper, microfilm, foam or plastic permitted.
- EXCEPTIONS: windshields, canopies, windows and commercial props.
2. Vacuformed or "plunge molded" parts are prohibited.
 3. No wood sizes smaller than 1/16th inch unless original plan calls for something less.

PROPELLERS

Props must be one-piece molded plastic, palowina, machine cut balsa blank or block balsa.

AIRFRAME

1. Structure may be added, but none deleted. Exception to deletion is when design is modified to accept a straight thru wing or stabilizer, and the use of a larger nose plug.
2. Existing wing spars that are flush with the bottom surface of the wing may be shifted to become flush with the upper surface of the wing.
3. Empennage area changes are permitted within reason. Aft fuselage may be lengthened to maintain original gap between trailing edge of wing and leading edge of enlarged tail plane.
4. Flight surfaces are to be covered as shown on original plan. Where flight surfaces are single covered on the original plan, the builder may double cover.
5. Curved outlines must be constructed per plan. However, those who find bamboo too difficult to work with may substitute formed hardwood or balsa for bamboo.
6. Dihedral may be increased to max of 10 degrees. Max may be exceeded only if called for on a genuine plan.
7. If subject had a retractable landing gear, it may be built with the landing gear represented in the up position.
8. Wheels must spin freely on main gear.
9. Dethermalizers are prohibited.

DETAILS

Minimum acceptable details are those shown on the plan with navigation lights, pitot tubes and steps being exempted.

COLORING AND MARKINGS

The color scheme and minimum acceptable markings shown on the plan may be changed to more accurately represent those of a particular aircraft when the contestant provides documentation.

COMPETITION

1. There will be no scale judging or bonus points.
2. Each contestant may enter 3 models, HOWEVER, each of the three models must be of a different wing span and of a different configuration* as well.
3. Models may be flown limitless times during a meet.
4. Highest single flight time wins, but the model, along with its plan must be presented to the C.D. for rules compliance at the end of the meet. If either

plan or model is unavailable, contest's number 2 model becomes the prime entry and so on.

5. Above conditions apply to models that place.

6. Once a particular model wins 2 times it must be retired and not duplicated by the same contestant.

* Recognized configurations are:

- | | | |
|------------------------|--------------|---------------------------|
| 1. Low wing monoplanes | 3. Biplanes | 5. Multi-engines |
| 2. Other monoplanes | 4. Triplanes | 6. Seaplanes / Amphibians |

- EXAMPLES:
- | | |
|-----------------------------------|--------------|
| 1. 15" Megow B.A. Eagle | (config. #1) |
| 2. 12" Duncan Great Lakes Trainer | (config. #3) |
| 3. 16" Guillow Grumman Skyrocket | (config. #5) |
| 1. 20" Scientific Mr. Mulligan | (config. #2) |
| 2. 12" Dallaire Fokker Triplane | (config. #4) |
| 3. 16" Comet Aeronca Seaplane | (config. #6) |

FAC JIMMIE ALLEN

1. Event intent: Entry must be a recognized Jimmie Allen design.

2. Construction considerations:

A) Model structure must be built as to the original plan with original outlines and cross sections: airfoil, dihedral, fuselage, wheel diameter and cross section, etc., however:

- 1) Minor changes to strengthen the structure are permitted.
- 2) Minor changes to accommodate a dethermalizer are permitted.
- 3) Scaling down structure, wood sizes or covering material is prohibited.
- 4) There is no limit on rubber motor size or model weight.

B) Coverings:

- 1) Japanese tissue or its equivalent is permitted.
- 2) Bamboo paper, Silk or Silk Span is permitted.
- 3) Plastic films are prohibited.

3. Wing span: as per plan.

4. Prop diameter:

- A) The prop diameter shall not exceed 33% of the wing span.
- B) Any pitch wood or plastic prop is permitted.
- C) Freewheeling props permitted.
- D) Folding or feathering props are prohibited.

5. Launch technique: All flights must R.O.G. from a suitable long, hard surface such as a sheet of plywood, trailer or tabletop.
6. Landing gear: as per plan.
7. Official flight:
 - A) 20 second minimum.
 - B) The maximum flight time to be determined by the C.D. on the field taking into account the local conditions.
8. Scoring: total of three flights.
9. Bonus points: NA.
10. Tie breaking: fly off

FAC OLD TIME PLAN SCALE

1. Event intent: Competition for scale models from plans found in so many model magazines and kits of the early days. These models were the inspiration for today's FAC rubber scale events. Eligible models will be constructed from plans published and the plans of kits produced before December 31, 1945.
2. Scale considerations: models will be judged for "eligibility to compete." If **ANY** detail presented on the published plan is **OMITTED**, the model is **NOT** eligible to compete. The model and plan must be presented to the C.D. at the end of the event for "static judging." To save time where there are **MANY** models entered, only the top finishers will be static judged (as many as there are awards).
3. Wing span: 17 inch minimum.
4. Prop diameter: any size and type prop may be used.
5. Launch technique: hand
6. Landing gear: retractable gear may be in the up or down position.
7. Official flight: 20 second minimum with 120 second maximum.
8. Scoring: total of three flights.
9. Bonus points: standard FAC bonus points will be added to each flight.
10. Tie breaking: fly off with bonus points added to flight score.

CONSTRUCTION

1. Wood size specified on plan (or heavier) must be used.
2. Tail and wing outlines must be built as per plan with laminated outlines prohibited.
3. No under cambered airfoils permitted unless shown on original plan.
REMEMBER! Any "OTPS model" with an under cambered airfoil may not be cross-entered into any other FAC rubber scale event.
4. Flight surfaces are to be covered as shown on original plan.
5. Covering material must be standard domestic or Japanese tissue, such as Esaki.

6. No Gampi tissue or condenser paper permitted.
7. Foam, vacuformed or "plunge molded" parts are prohibited, including canopies.

ALLOWABLE CONSTRUCTION MODIFICATIONS

1. Stringers and tissue may be used instead of per plan "stiff paper" to help shape the fuselage surface more accurately.
2. Nose area may be modified with an improved thrust bearing and a removable nose block to improve motor clearance so long as no alteration is made to the original external shape shown on plan.
3. Rear rubber motor attachment and location may be changed.
4. Tail surfaces may be increased but not to the extent of damaging the appearance of the model.
5. Wing spars may be moved. Additional spars may be added.
6. Plan airfoils may be changed to anything other than "under cambered."
7. Butt attached wings may be made in one piece and carried through the fuselage for added strength.
8. Single covered flight surfaces of the original plan may be double covered.
9. Butt joints, such as those typically found on wing and landing gear struts, may be reinforced using materials such as wire, sheet balsa and plywood.
10. Basswood may be used in lieu of balsa.

DETAILS

Details shown on the published plan **MUST BE ON THE MODEL!**
Additional details from documentation will not be penalized.

COLORING AND MARKINGS

The color scheme and markings shown on the plan may be changed to represent those of a particular aircraft when the contestant provides documentation.

FLIGHT SCORING

1. Standard FAC bonus points will be added to each official flight according to model type. (See page 7.)
2. Total of three hand launched official flights will determine the winner.
3. A fly off will be used to break ties, with the bonus points once again added.

******* REPORTING CONTEST RESULTS *******

1. Contest reports must be made using the form that is printed in the January / February 2003 issue of the FAC Newsletter ... #209-135.

2. Results must be reported within 30 days of the contest.

NO EXCEPTIONS

NO EXCUSES

3. Send results to:

Ross P. Mayo
Keeper of Kanones
4207 Crosswinds Drive
Erie, PA USA 16506

4. Got questions?

814-836-1299 (Return calls will be collect.)

facghq@velocity.net

SASE will also work.

WHAT IN THE SAM HILL IS A KANONE?

By Dave Stott

I feel sure most of our FAC'ers are in the know on this, but a few may not be too clear on just what a "Kanone" is. Well skysters, a Kanone is a who, rather than a what. In the first Big Fuss, 1914 to 1918, the term was coined on the other side of the lines and was used to describe the flyer we would call an "Ace" on our side. Kanone can be translated from German as "cannon." A looser translation as used by the Kaiser's airmen meant "big gun" or "big shot." Rather like today's term of "top gun."

On our side of the lines you became an ace on scoring your fifth confirmed victory. All except for the Brits. They did not exactly go for the individual heroics, as they thought it might cause their chaps to get a bit reckless. Eventually, they came around to the ace system, but demanded ten confirmed victories before recognition. In truth, most flyers felt quite satisfied to get a single victory over the enemy. In this they felt that should they be killed, it would not have been in vain. Their death being pre-avenged.

A year after the inception of today's FAC, the top brass at GHQ decided to publish a record of the accomplishments of its members and to use this listing as a means of creating rank and promotion in rank. And so, the Kanone List was born. The first list being published in issue #1 sent out in November 1967. At that time we had no idea the bookkeeping burden this would create for Commander Reichel in later years. (Ed. note ... For the past few years, Ross P. Mayo, Keeper of Kanones, has shouldered that responsibility.)

The FAC made it easier for its flyers than the requirements laid down for fullscale sky battlers. Everyone starts out as a Lieutenant in the FAC. Not even "First Lt. or Second Lt." Simply Lt. After achieving 5 victories the Kanone is promoted to the next higher rank. The promotions continue for each step of the 5 new victories. (Ed. note ... After 16 confirmed victories in contest flying you are awarded the coveted "**BLUE MAX MEDAL.**") Thus, we now have a few that sitteth at the right hand of Hung, Great God of Thermals.

A MESSAGE FROM THE COMMANDER IN CHIEF

The FLYING ACES CLUB is well established and continues to grow. I do not hesitate to say we now have a rich history with many traditions. The future promises more of the same for us, our younger members and the modeler that may decide to join our world wide family tomorrow, next month or even a year from now.

This rule book is just one aspect of the FAC which will ensure our members that they will be competing in the same ocean of air - be they in the USA, Canada, Europe or elsewhere - under the exact same rules as all other FAC members.

Okay, so you read that message before. Well, it was true then and it's true today. The FAC family continues to grow and as it does, so does the competitiveness of its members.

As a result of our growing competitiveness and feedback from loyal members, GHQ has tweaked a few of the rules. We have also rewritten a few of them for better continuity.

In the past, the "Spirit" of the FAC ruled the skies. It appeared to have dimmed for a while, but over the past flying season, the "Spirit" seems to have gotten stronger and brighter with revised rules leading the way.

Remember clubsters, only events listed in the rulebook **AND** flown to the letter of the rule will meet the criteria for Kanones. Clubs may fly any and all events they wish - to any rules they create - for whatever reason they deem suitable, but if it isn't an official FAC event, it will not qualify for a Kanone.

As before, squadrons may sponsor "postal contests" or "special events" at "major" FAC contests. Specifications must be submitted to GHQ well in advance for approval and publication in the FAC newsletter. This is so every member has the opportunity to consider competing in such an event. Those events will qualify for Kanones.

I encourage each and every one of you to read the rulebook completely. There are a few minor changes here and there. If you have any questions, you know how to contact me.

Col. Lin Reichel, CinC, FAC

FAC SCALE FLIGHT POINTS

20 - 60 SECONDS = 1 POINT PER SECOND

61 - 90 SECONDS = 1/2 POINT PER SECOND

91 - 120 SECONDS = 1/4 POINT PER SECOND

<u>SEC.</u>	<u>PTS.</u>	<u>SEC.</u>	<u>PTS.</u>
60	60	90	75
61	60.5	91	75.25
62	61	92	75.5
63	61.5	93	75.75
64	62	94	76
65	62.5	95	76.25
66	63	96	76.5
67	63.5	97	76.75
68	64	98	77
69	64.5	99	77.25
70	65	100	77.5
71	65.5	101	77.75
72	66	102	78
73	66.5	103	78.25
74	67	104	78.5
75	67.5	105	78.75
76	68	106	79
77	68.5	107	79.25
78	69	108	79.5
79	69.5	109	79.75
80	70	110	80
81	70.5	111	80.25
82	71	112	80.5
83	71.5	113	80.75
84	72	114	81
85	72.5	115	81.25
86	73	116	81.5
87	73.5	117	81.75
88	74	118	82
89	74.5	119	82.25
		<u>MAX</u>	120
			82.5

LIST OF OFFICIALLY RECOGNIZED FAC THOMPSON TROPHY RACERS

Compiled by Dave Stott

(Revised Feb. 4, 2005)

Some of the aircraft listed were powered by different engines at different times. Some competed under more than one race number. From year to year, color schemes were sometimes changed. The year listed is when the ship first appeared. There are no known drawings for many of them. Research is up to the modeler. Except for some which are historically correct, such as the Severskys, they were designed expressly for racing. They are all radial engine powered. Some of them could serve you double duty because they also qualify for the FAC Bendix mass launch event. Others, such as Mr. Mulligan, are high wing configurations that would give them a substantial advantage over the others and therefore are not listed here. What the Lacey did to Peanut, Mulligan could do to the Thompson. If you don't see it here, it does not qualify for the FAC Thompson mass launch event. But, don't despair, it may be listed for the Bendix mass launch event.

AIRCRAFT	ENGINE	REGISTRY	RACE NO	YEAR
Allenbaugh Model A	Salmson AD9	R256Y	66	1934
Buchanan Zipper		R12239		1935
Carpenter Special	Salmson AD9		9	1934
Carr Special	Warner	12844		1936
Cessna GC-2	Warner	NR404W	44	1930
Cessna CR-2 & CR-2A	Warner	NR 11717	34,35,37	1932
Cessna CR-3	Warner	NR57Y	27	1933
Flagg, L.A.D. Flagship	Pobjoy	R89Y		1937
Flagg, L.A.D. F-15	Pobjoy	R89Y	19	1938
Frank Hawks' "Time Flies"	P&W	NR1313		1936
Gee Bee E	Warner	NC46V	52	1932
Gee Bee E	Warner & Lambert	NC72V		1932
Gee Bee E	Warner	NC656Y		1932

Thompson racers continued

Gee Bee E	Warner	NC 11041		1932
Gee Bee E	Warner	NC 11044		1932
Gee Bee Z	P&W	NR77V	4	1931
Gee Bee R-1	P&W	NR2100	11	1932
Gee Bee R-2	P&W	NR2101	7	1932
Gee Bee Y	P&W	NR 11049	54	1931
Gee Bee Y	Lycoming & Wright	NR718Y	7	1932
Gee Bee R-1/R-2 hybrid	P&W	NR2101	7	1933
Gee Bee QED	P&W	NX14307	77,46	1936
Granville "Mickey Mouse"	Warner	694N		1932
Haines H-2	Warner	14518		1936
Hall-Lynch "Cicada"	P&W	NR3205		1932
Hughes H-1 (Short wing)	P&W	NR258Y		1935
Hall Bulldog	P&W	NR2111	6	1932
Kadiak Speedster	Velie	NR 11312	11	1932
Keith Rider R-3 (Marcoux-Bromberg)	P&W	NX14215	4,3,2	1937
Laird LC-DE Speedwing Jr.	Warner	NR10422	17,171	1931
Laird LC-DW Solution	P&W	NR10538	77	1930
Laird LC-DW Super Solution	P&W	NR12048	400	1932
Linberg Special	Warner	NX479W		1938
Loose Special	Loose	NR10545	2	1933
Loose Special	Loose	R13686	11	1935
Military Aircraft Corp. HM-1	P&W	NX2491	41	1938
Nicholas Beazley Phantom I	Pobjoy	RI W	23,111	1930
Rowinski TM-I Miss Milwaukee	Wright	R12094	36	1932
Rowinski	Continental	NR12992	10	1933
Rasmussin Skippy	Rasmussin 5 cyl.	NR13518	10	1934

Thompson racers continued

Reece Rocket	LeBlond	NR12028		1931
Simplex	Wright	NR43M	71	1932
Seversky IXP	P&W	R18Y	63	1937
Seversky SEV-2S (S2)	P&W	R70Y	23	1937
Seversky SEV-3 Amphibian	Wright	X2106		1935
Travel Air Mystery (D.Davis)	Wright	R614K	31	1929
Travel Air Mystery (Haizlip)	Wright	NR482N	26,35	1930
Travel Air Mystery (Hawks)	Wright	NR1313	13	1930
Turner-Laird Pesco Spl, Meteor, etc.	P&W	R263Y	29	1937
Wedell Williams We Winc	Wright	NR536V	92	1931
Wedell Williams (Wedell's)	P&W	NR278V	44	1931
Wedell Willuams (Turner's)	P&W	NR61Y	121,57,2,25	1932
Wedell Williams (Haizlip's)	P&W	NR536V	92	1932

LIST OF OFFICIALLY RECOGNIZED FAC GREVE TROPHY RACERS

The aircraft listed here were powered by engines other than radials. Some by different engines at different times. Color and race numbers sometimes changed from year to year. The year given is when the ship first appeared. There are no known drawings for many of them. Research is up to the modeler. Some actually did race in the Greve. All were designed expressly for racing. If you don't see it here, it does not qualify for the FAC Greve mass launch event. But take heart, it might be on the Bendix list.

AIRCRAFT	ENGINE	REGISTRY	RACE NO.	YEAR
Alden Brown	Menasco	NR71Y	203	1932
Allenbaugh	Menasco	R256Y	66	1936
Armitage, or Armistead S-8	Sturdevant		50	1938
Ambrosini Special	Heath Henderson	13563		1935

Greve racers continued

Brown B-1 (Bushey)	Menasco	NR83 Y	8	1934
Brown B-2 Miss Los Angeles	Menasco	NR255Y	33	1934
Buchanan Zipper	Miller straight 8	R12239	4	1937
Bushey-McGrew Special	Menasco	NX98Y	17	1938
Butz Special	Cirrus	R12040	8	1930
Burrows R-5	Martin 333	NR214Y		1934
Burrows R-6	Miller 4	NR214Y		1935
Caudron C-460	Renault		100	1936
Carr Special	OX-5 or Hisso	NR12844	36	1932
Cessna GC-1	Cirrus	NR144V	89	1930
Chileen-Fitten	Church	12936		1933
Chambers Chambermaid	Menasco	NX95Y	21	1938
Church Special	Church	NR12050	100	1930
Commandair Little Rocket	Cirrus	10403	45	1930
Curtiss Wright Bunting	Aeronca Twin	259Y		1935
Chester Jeep	Menasco	NR12930	15,2,3,5	1932
Chester Goon	Menasco	NX93 Y	5	1938
Crosby CR-3	Menasco	R260Y	52	1936
Crosby CR-4	Menasco	NX92Y	52	1937
Delgado Maid	Curtiss Conqueror	NR65Y	6,17	1935
Delgado Flash	Menasco	R68Y	9,49	1934
Dugan Gill	Church J3, 4AIL		2	1934
Folkerts SK-1	Cirrus	NR500W	12,4,21	1933
Folkerts SK-2	Menasco	R283 Y	1,11	1936
Folkerts SK-3	Menasco	R14899	301	1937
Folkerts SK-4	Menasco	NX288Y	15	1938
Floyd Bean Special	Menasco	NX97Y	22 (assigned)	1938

Greve racers continued

Gee Bee X	Cirrus	NR49V		1930
Gee Bee D	Menasco	NC 11043	53	1931
Gee Bee D	Menasco	NC855Y		1931
Gee Bee D	Menasco	NC854Y		1931
Graham-Perrin	Wright Gypsy	13620		1930
Haines H-3	Menasco	R91Y	88	1937
Hansen Baby Bullet	Wright Morehouse	N11351		1931
Hansen Baby Bullet	Continental A-40	NR282W	44,46	1932
Hansen Baby Bullet	Continental A-40	N84Y	14	1934
Heath Cannon Ball	Heath, Menasco	10372	3,74	1930
Heath Cannon Ball	Martin 333	10372	102,9	1931
Heath 115 Special	Continental A-40	NR12882	3,44	1932
Heath Baby Bullet	Continental A-40	NR282W	18,4	1933
Heath Baby Bullet (Mono-wheel)	Continental A-40	R6784	50	1932
Hosler Fury	Curtiss Conqueror	NX14Y		1938
Howard Pete	Wright Gypsy	NR2Y	37	1931
Howard Ike	Menasco	NR56Y	39	1932
Howard Mike	Menasco	NR55Y	7,38	1932
Hunt Special	Cirrus	NR10421	7,16	1930
Israel Redhead	Menasco	NR111 V	97	1933
Jamieson Speedwing	Curtiss Conqueror			1933
Kamm Airdale	Globe Ford			1932
Keith Rider B-1	Menasco	NR10216	123	1930
Keith Rider R-1 San Francisco I	Menasco	R51 Y	131	1931
Keith Rider R-2 San Francisco II	Menasco	R52Y	132	1931
Keith Rider R-3 Firecracker	Menasco	NR261 Y	70	1936

Greve racers continued

Keith Rider R-5 Elmendorf Special, Jackrabit	Menasco	NX264Y	22	1936
Keith Rider R-6 Eightball	Menasco	NX96Y	8,18	1938
Laird LC-DE	Cirrus, Menasco	R10422	5,74,44	1930
Laird LC-DE	Ranger, Chevrolair	NR10537	105,1	1930
Loose Special	Lambert Twin	10545	47,64	1931
Mummert Mercury S-1	Cirrus	13223	23	1931
Miles and Atwood Special	Menasco	NR225Y	6,1,4,44	1932
Neuman	Continental A-40	R11331		1932
Newhall DLX	Menasco		64	1936
Pacific Engineering Special	Cirrus	R10358	7	1930
Parker Winged Bullet	Cirrus	NR860W		
Pearson Williams Mr. Smoothie	Curtiss Conqueror	NX94Y	11	1938
Rasmussin Skippy	Rasmussin 4 cyl.	NR13518		1933
Robbins	Hisso	NR11987		1934
Rowinski TM-1	Tank	12094	36	1932
Tilbury & Fundy Flash	Church	12931	7,21,71	1932
Travel Air Mystery	Chevrolair	R613K	32	1930
Wedell Williams We Will	Hisso	NR278V	91	1930
Wedell Williams We Will Jr.	Cirrus	NR10337	17,90	1930
Wedell Williams We Will Jr.	Cirrus	NR60Y		1930
Wedell Williams We Will Jr	Menasco	NR60Y	54,22	1933
Wedell Williams Model 22 (Delgado fuselage)	Menasco	NR64Y	22	1936
Wittman Chief Oshkosh	Cirrus	12047	8,21,66,101,111	1931
Wittman Chief Oshkosh	Menasco	R14855	2,111	1936
Wittman Bonzo	Curtiss Conqueror	NR13688	101,6,2,4	1934

AIRCRAFT ELIGIBLE FOR THE BENDIX RACE

COMPILED BY MIKE NASSISE

<u>Airplane</u>	<u>Registration No.</u>	<u>Race No.</u>
Beech Staggerwing C-17R	NC15835	62
" " D-17W	R18562	13
" " D-17S	NX18562	31
Bellanca 28-92	NX2433	99
Gee-Bee R-1	NR2100	11
" R-2	NR2101	7
" R-1/R-2	NR2102	7
" R-6H "Q.E.D."	NX14307	61
" R-6H "Q.E.D."	NX14307	77
Howard DGA-6 "Mr. Mulligan"	NR273Y	40
Keith Rider R-3 ('34)	NR14215	none
" " R-3 ('35)		9
Laird Super Solution ('31)	NR12048 (green/yellow)	400
" " ('32)	NR12048 (yellow/red)	"
Lockheed Altair	none	none
Lockheed Orion	NR12222	23
" "	NR232Y	72
Lockheed Vega	NR965Y	88
Marcoux-Bromberg Special	R14215	4
Northrup Delta	NC14220	27
Northrup Gamma 2-G	NX13761	55
Seversky SEV-S2	R70Y	23
" "	R70Y	77
SEV-AP7	R18Y	63
Spartan Executive	NX17815	72
" "	X17605	51
Sundorph A-1	R-2599	17
Vance Flying Wing	NR12700	61
Vultee VI-A	NC14255	B3
Wedell-Williams ('32)	NR61 Y	121
" " ('35)	NR61Y	57
" " ('38)	NR536V	92