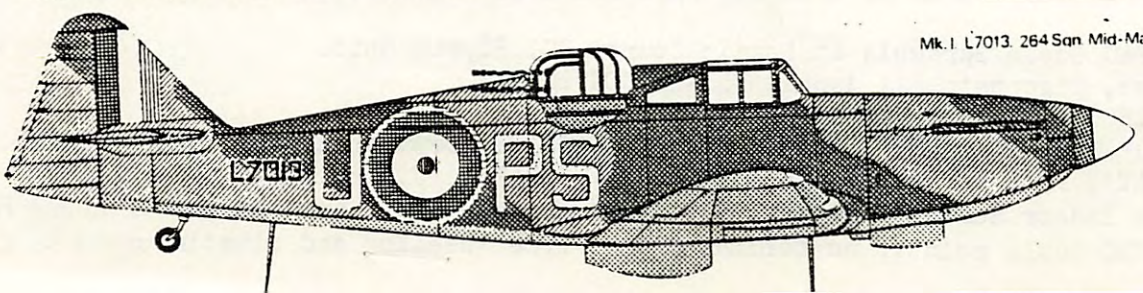
CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

ISSUE 56
JAN.,FEB., MAR./'80

TRW TM 2833
23555 EUCLID AVENUE
CLEVELAND, OHIO 44117

Boulton-Paul Defiant two-seat four-gun fighter (1,030 h.p. Rolls-Royce Merlin motor)



1980 CALENDAR

Fri. Feb. 29 CFFS Leap Year Indoor Contest at Cleveland Oh. Engle Rd. Armory 7-10PM. (EZB & Penny plane), Scraps, Super Scraps, Jetco R.O.G. Full FAC Peanut.

March 7-9 Cleveland National Model Plane Show at Randall Mall, Warrensville, Ohio. C/L, FF, R/C, & Plastic Static Contest. CFFS Electric R.T.P. flying.

Sun. Mar. 9 Visalia, Ca. Sky Kings March FF & FFS at Stuhaan Ranch Rd. 108 & Av. 368.

Sun. Mar. 16 Rochester N.Y. Kodak 4th Peanut Scale Meet at Kodak Auditorium 343 State St. 26 ft.; Event #52 Peanut Scale, AMA Racer/Cub, & HLG.R.Clemens 716-392-3346.

Thurs. Mar.20 TORA! TORA! TORA! at WPAFB Museum. Keep trying till they get a flat top!

Mar. 22-23 D.C. Maxecuter Annual Indoor Scale at Andrews AFB or Pension Bldg. Penny Plane,Peanut Scale-Mooney Rank, No.Cal. Profile, WW I, NAVY, F.A.C., Golden Age 1920-'35, Manhatten. Al Schanzel 8311 Exodus Dr. Gaithersbg Md.

Sun. Mar. 23 ERIE MAA 4th Snowbird Indoor at Edinboro Pa. St. College Fieldhouse,32ft. Ind. HLG, (EZB & Pennyplane), FAC Peanut Scale, FAC Rubber Scale, Cabin.(tissue) Vic. Didelot 4410 Lorna Lane Erie Pa. 16506 Phone 814-838-3263.

Sun. Mar. 30 E. St. Louis Armory Indoor Champs. McDonnel-Douglas FF. J. Bennet St. Louis.

CFFS Meeting at Mike Zands 7055 Seven Hills Blvd. Seven Hills Oh. 524-3480.

Apr. 11-13 Toledo Weak Signals 26th Annual Exposition at Toledo Oh. Sports Arena. Annual Don Belote bust out/get together for all modelers. Meet at Fly-Line; See Gene Thomas Classic Models, Joe Fitzgibbon Golden Age, Mag. Editors;Wow!

Sun. Apr.13 Glastonbury Ct. High Gym Spring Fling Indoor & Scale Contest. G. Armstead Jr. 89 Harvest Lane, Glastonbury Ct. 06033.

Sun. May 11 COFFC Fun Fly "A" date at WPAFB Museum, Dayton, Ohio. Dick Smith 614-888-0453.

Sat. May 24 COFFC Fun Fly and trim date at WPAFB Museum, Dayton, Ohio.
Sun. May 25 Probable COFFC FF Meet. D. Smith 1617 Oakview Dr. Worthington, Oh. Unconfirmed Dayton Buzzard FAC Scale Contest at WPAFB Museum. Frank Scott.

Sun. Jun. 8 COFFC A Fun Fly and trim date at WPAFB, Dayton Ohio.

Sun. Jun.15 CFFS FAC Scale Scramble at Lorain County CC. Ohio.

Sat. Jun.21 COFFC Fun Fly and test date at WPAFB Museum, Dayton,Ohio.
Sun. Jun.22 CIA Old Timer date at WPAFB & CFFS Formula FAC Wright Races, Dayton, Ohio.

June 21-28 Indoor and World Proxy Peanut Grand Prix 6/25/'80 at W.Baden, Indiana U.S.A.

Sun. July 6 COFFC Fun Fly and Trim date at WPAFB Museum, Dayton, Ohio.

July 12-13 WNYFF Pike,N.Y. FF Meet and maybe even a S.O.T.S. FF Scale at Johnstown,Pa?

July 19-20 COFFC Fun Fly and AA FF date at WPAFB Museum, Wright Field.

Sun. Jul27 CFFS FAC Scale Scramble at Lorain County CC, Elyria Ohio.
Aug. 2-9 Oshkosh, Wisconsin EAA annual FLY-IN CONVENTION.
STANDBY- YES! THIS IS IT; THIS IS NOT A DRILL!
AUG.8,9,10 FLYING ACES NAT'S MK. II at WRIGHT FIELD WPAFB, Dayton Ohio. FRANK SCOTT CD.
AUG.10-17 AMA NAT'S FF & R/C SAILPLANE at WRIGHT FIELD.Ind. U.Cincinnati. We hope to switch Indoor Scale to Monday. Battle of Britain & O/T pre '43 Rubber Scale FAC. Full FAC Scale points, no folding props; free wheeling and plastic props O. K.

CROSSWINDS QUARTERLY

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

ISSUE FOR JANUARY, FEBRUARY
AND MARCH, 1980
VOL. 7, NO. 1
ISSUE NO. 56

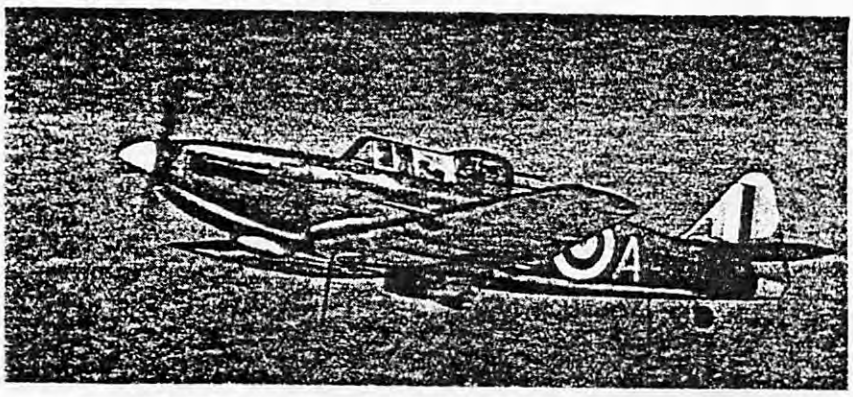
EDITOR: DENNIS O. NORMAN
13885 EDGEWATER DRIVE
LAKEWOOD, OHIO 44107 USA
TELEPHONE: 1-216-228-7531

EDITORIAL COMMENT:

The pressures and demands of my new law practice have increased to the point where I am left with very little time for modeling or modeling related activities. Our pathetic effort to meet a monthly publishing schedule in 1979 became so feeble that it would be funny if it was not so sad. The truth is there are times in everyone's life when even doing the things one enjoys most must be put aside or drastically reduced to survive.

Since opening my own law office, I have managed to more than survive, but it has demanded nearly all of my waking hours and the full energies of my secretary. In time I hope to have a secretarial staff and a larger office that may permit me to indulge in the amount of typing which went into the Crosswinds Newsletters from 1977 to 1979. Regrettably at this time I can neither afford the time, nor the cost of such an elaborate effort.

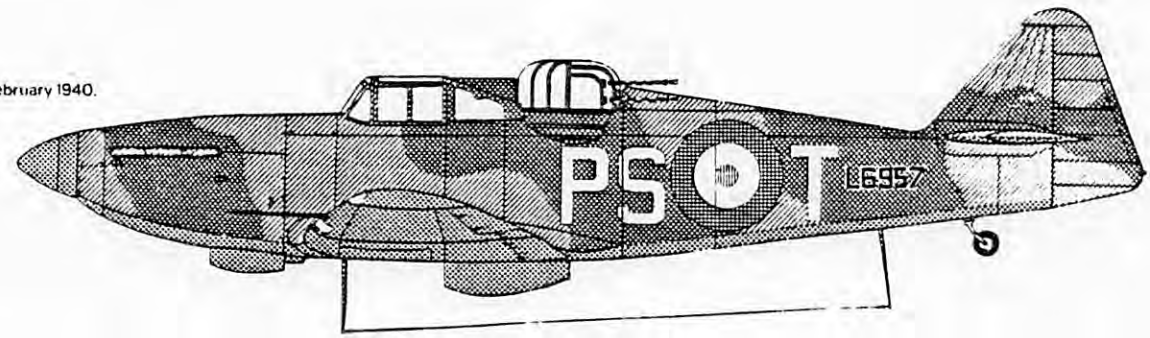
Now don't get all down in the mouth. I am not quitting (at least not yet), but I have reached a point where I must either approach Crosswinds differently or pass the responsibility for it to someone else. I am willing to do the latter, but no one has volunteered. At our January, 1980 club meeting, I brought the situation to the club's attention and it was decided that for the time being, we would shift from a monthly to a quarterly format. Hopefully, we will still provide you with enough fresh plans and data to make Crosswinds something to be looked forward to. If anyone has unpublished plans which could be presented in Crosswinds, we would be honored to receive them. As it takes everything we receive to simply put the letter out, we have no money to pay for original work. It would have to be "an act of love" for you just as it has been for us. That is probably asking a lot, but as modelers often tend to be very generous people, I am hopeful that some of you may be able to assist us. We do not want to simply republish old plans that have been seen over and over again in other newsletters. We want to bring you fresh, accurate, plans and data to help you grow as a modeler and to improve the performance of your models. If we receive enough plans from our readers, we will consider doing special "plans only" issues during the year to try and restore the volume of plans which will be lost by going to a quarterly format.



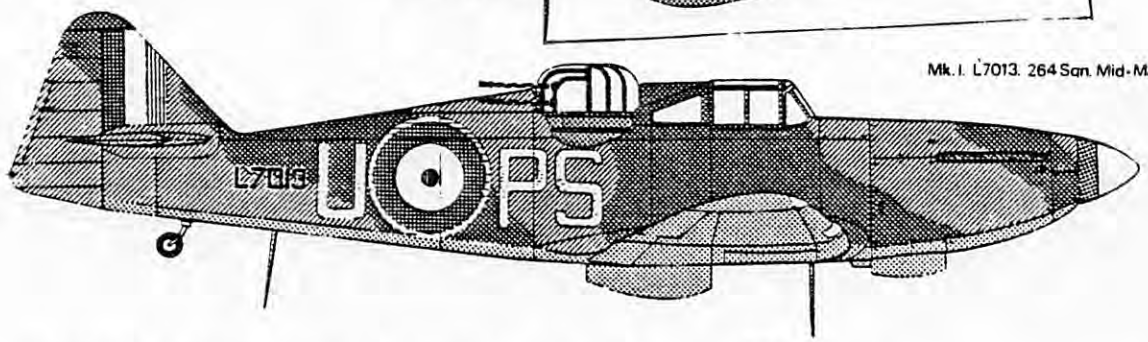
Line astern formation of Defiants of No. 264 Squadron illustrates the apparent similarity to the Hawker Hurricane when viewed from this angle. (Imp. War Museum.)



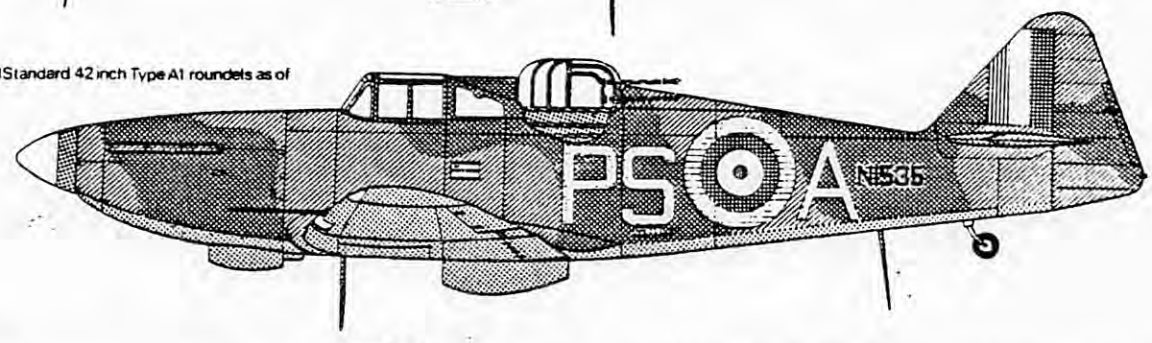
Mk I. L6957. 264 Sqn. February 1940.



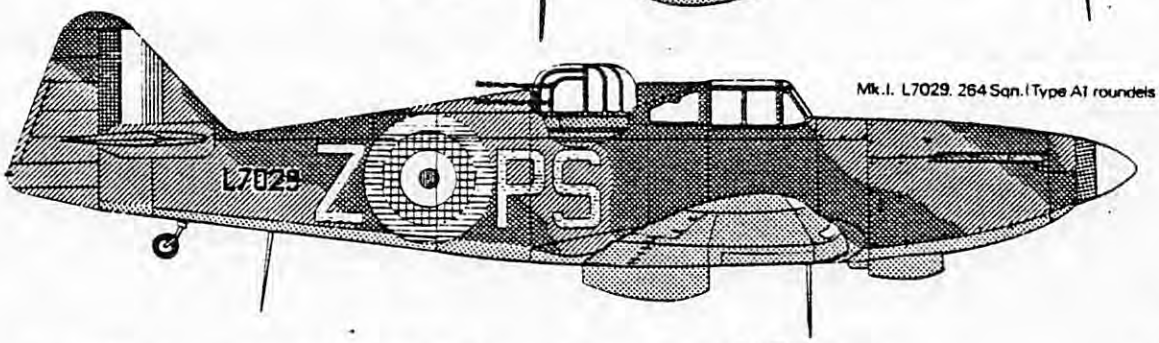
Mk.I. L7013. 264 Sqn. Mid-May 1940. (Note roundels)



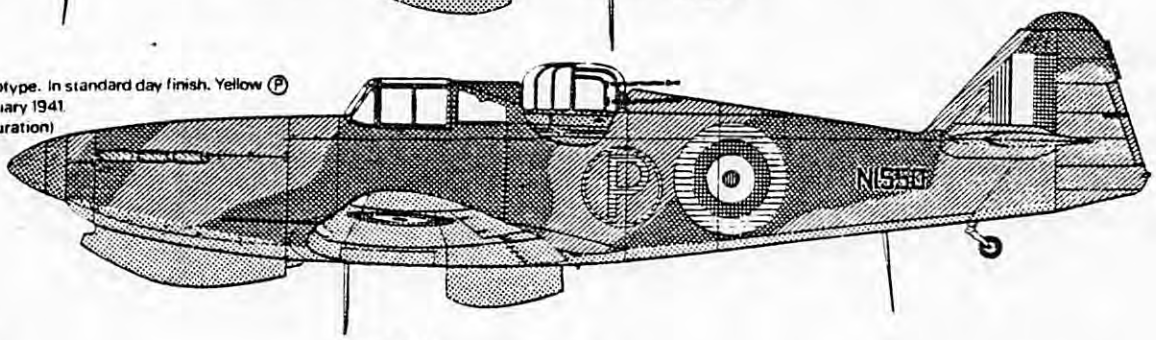
Mk.I. N1535. 264 Sqn. (Standard 42 inch Type A1 roundels as of mid-August 1940)



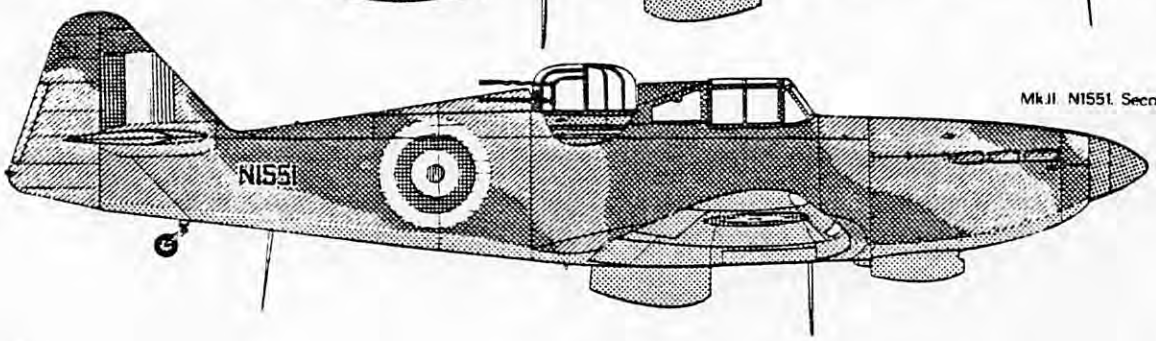
Mk.I. L7029. 264 Sqn. (Type A1 roundels with pre-war light blue)



Mk II. N1550. First Prototype. In standard day finish. Yellow (P) marking added 1 January 1941. (In tropical trials configuration)



Mk.II. N1551. Second Prototype. late 1940.



DESIGNER'S NOTEBOOK:

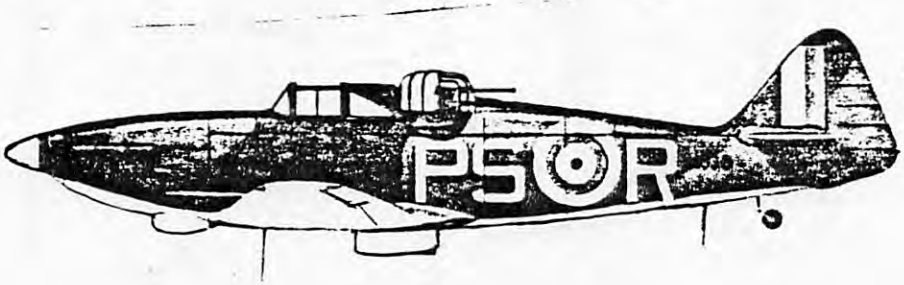
The Battle of Britain Combat Event will be a special feature of FAC contests held in 1980. As with other combat events, there will be mass launches with elimination of those who are first down or who blow motors or who fly too far to be returned in time for the next round, etc. There is, I believe,a 30" span limit set on entrance for the Battle of Britain and all participants must be in authenic coloring and must have actually participated in the fighting over Southern England from June, 1940 through October, 1940.

The Boulton-Paul Defiant participated in the Battle of Britain and its conceptual lineage dated back to the highly successful two seat fighters of the First World War. Indeed, during early skirmishes with the Luftwaffe it looked as though the Defiants would carry on the proud tradition of their bi-plane ancestors. It seems that the Defiant's similar size and configuration to the Hurricane lead some Luftwaffe pilots to make attacks of what they thought were the defenseless tails of Hurricanes only to discover a withering concentration of fire greeting them from the Defiant's four gun turret. The Germans quickly caught on, however, and began making their attacks head-on with the result that the Defiants,which lacked fixed forward armament, were decimated to the point where they had to be withdrawn from daylight operations.

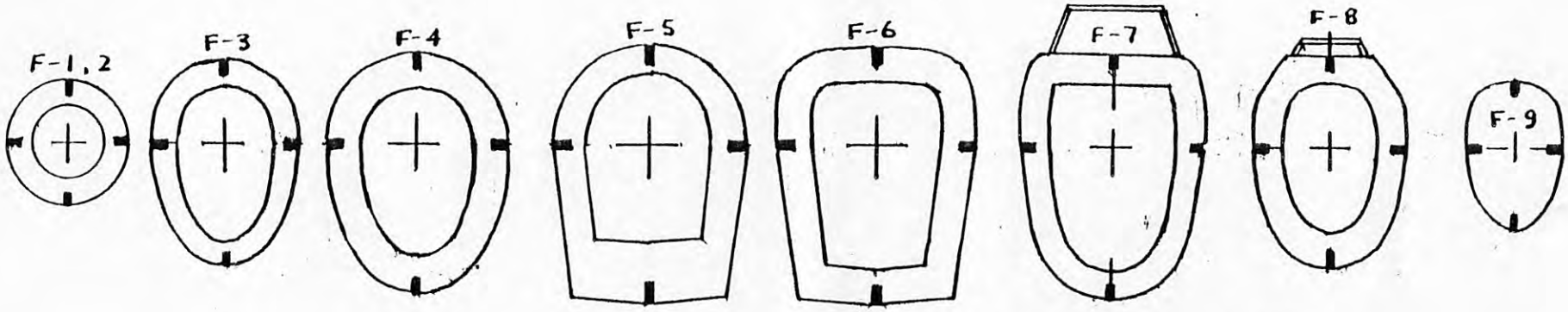
If the Defiant would have had an additional five or six hundred horsepower, then it might have performed well despite the weight of its two man crew and turret. As it was, the Defiant was "blessed" with horsepower comparable to a Spitfire or a Hurricane, but its greater weight reduced the Defiant's performance drastically.

Looking at plan views of English Battle of Britain types, one is immediately impressed with the proportions of the Defiant Mk I. Its nose is similar to that of the Hurricane and Spitfire, but appreciably longer than either. Its overall look amidships is strongly reminiscent of a Hurricane and of course the camouflage and markings are comparable to the far more successful single seaters. In the July, 1942 issue of Air Trails Magazine, Earl Stahl presented what was termed a "semi scale" Defiant. Most of us are familiar with that plan and are aware, thanks to the outstanding performance of Jack Moses' model at the 1978 FAC Nats, that it flies very well. A comparison of the Stahl plan with subsequent photographs and line drawings clearly show a considerable difference. It is, however, to Stahl's credit that he did as well as he did considering that in 1942 he probably had only photos and rudimentary drawings to work from.

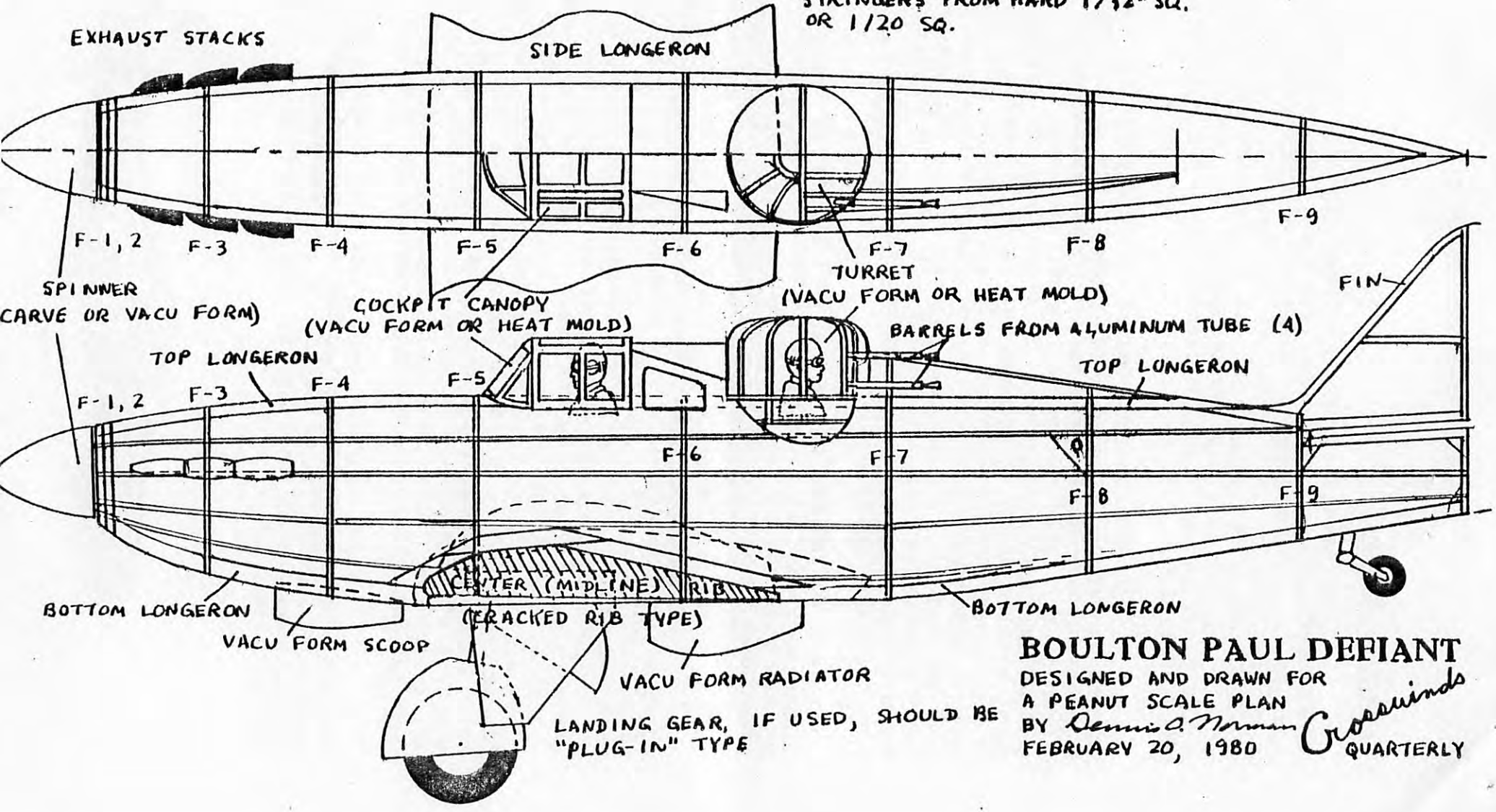
As you have no doubt noted, our subject for this issue of Cross-winds is the Defiant presented in peanut scale and one-half inch scale. It should be a good flyer at either size, but serious competitors might well consider enlarging the plans to 3/4 inch scale for a model with a span of approximately 30".



Defiant Mk.I, N1536, of No. 264 Squadron; Kirton-in-Lindsey, July 1940. "A" scheme camouflage.



FORMERS FROM 1/32" SHEET
STRINGERS FROM HARD 1/32" SQ.
OR 1/20 SQ.



BOULTON PAUL DEFIANT

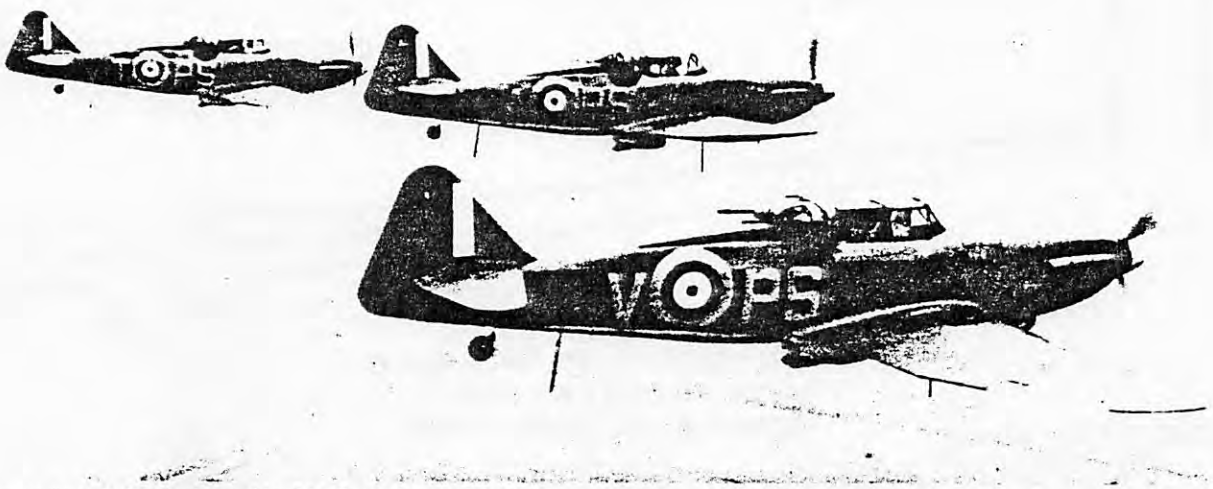
DESIGNED AND DRAWN FOR
A PEANUT SCALE PLAN
BY Dennis A. Norman
FEBRUARY 20, 1980

Groupwinds
QUARTERLY

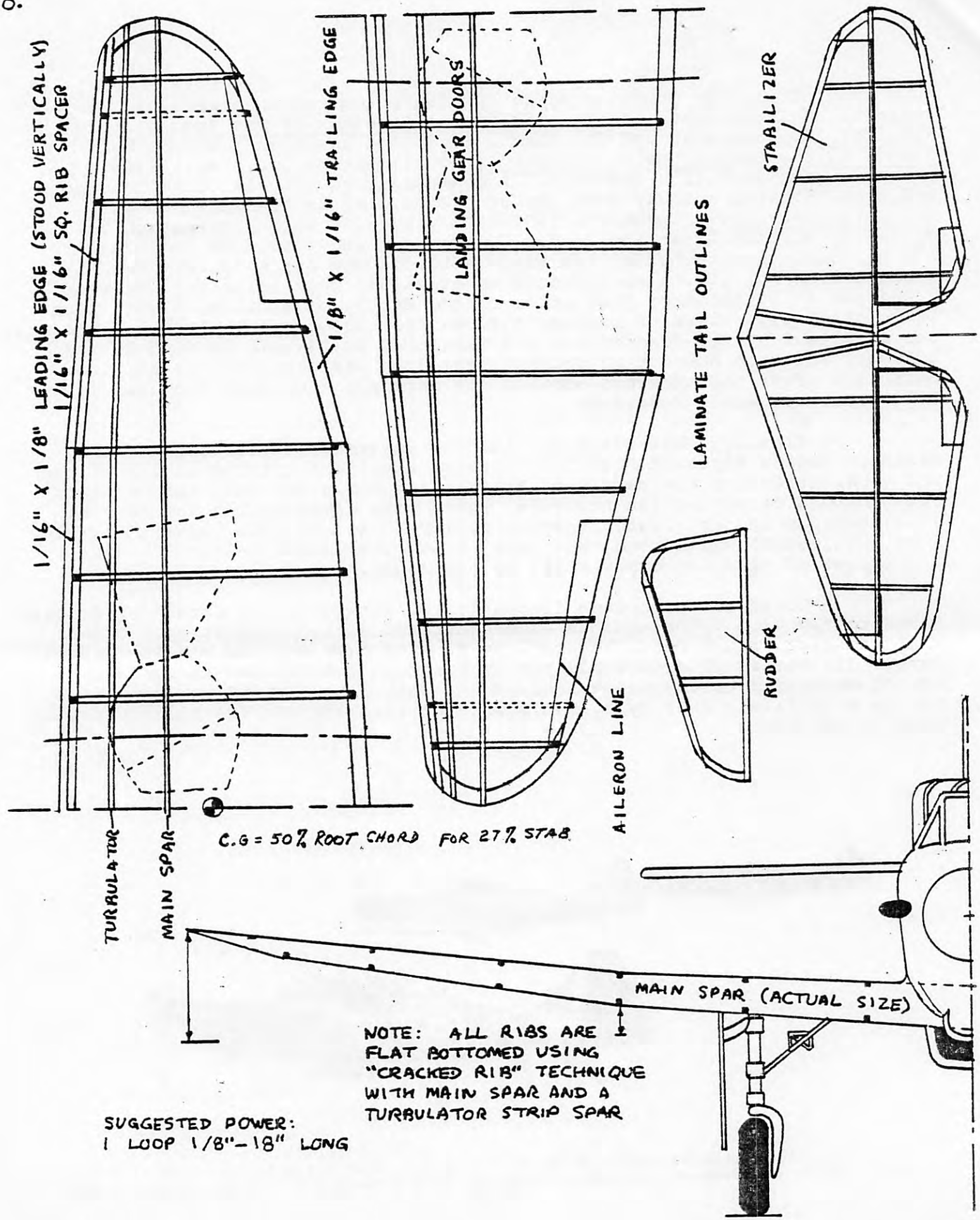
There are numerous scale reference sources available on the Defiant. William Green in his book Famous Fighters of the Second World War, Vol. 2, Doubleday and Co., Inc., 1962, and again in his book War Planes of the Second World War, Vol 2, Doubleday and Co., Inc., 1968, presents excellent line drawings. A comprehensive article, line drawings and breath-taking cutaway drawings of the Defiant is presented in Air Enthusiastist Five (November, 1977-1978) issue. This publication is edited by William Green and Gordon Swanborough and should be included in any serious aviation buffs' library. Although now out of print, Profile Publications No. 117, also presents an excellent full color five view of a Defiant as it appeared just prior to the Battle of Britain, plus a page of colorful side views of Defiant's flown from 1940 through 1946. Similarly, the excellent series "Camouflage and Markings" No. 8, was devoted to the Defiant, although now out of print, these fine publications are still to be sought after and excerpts showing the markings have been included in this issue for scale reference.

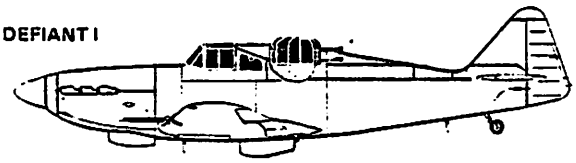
Finally, Vol. 1 and No. 12, the September, 1979 issue of the magazine "Scale Aircraft Modelling" has an excellent article on camouflage and markings during the Battle of Britain and shows not only the Defiant, but numerous other English aircraft which were flown during the Battle. This magazine is distributed through Bill Dean Books, Ltd., 166-41 Powells Cove, Boulevard, Whitestone, New York 11357 (telephone 1-212-767-6632) and copies of this issue may still be available.

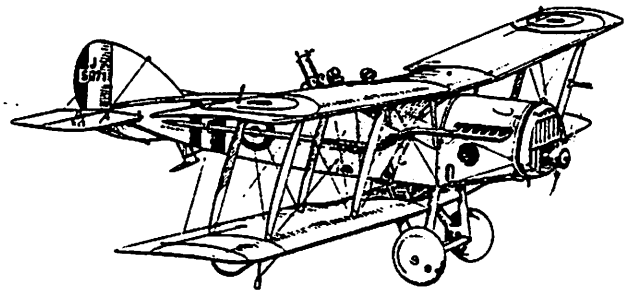
There has been some discussion of arranging the Battle of Britain heats to fly Axis types against each other and Allied against each other with the final round being between the winning Axis and the winning Allied type. If this is done, I would put my money on the Defiant as being a strong contender to represent England's cause. The Bf-109E would no doubt be the most likely Axis type, but plans for that subject are already available in abundance.



A three-aircraft flight from No 264 Squadron, the first unit to equip on the Defiant I in the day fighting rôle. The centre aircraft, coded PS:A, is here flown by the squadron's CO, as indicated by the squadron leader's pennant on the side of the fuselage


1/16" X 1/8" LEADING EDGE (STOOD VERTICALLY)
1/16" X 1/16" SQ. RIB SPACER
1/8" X 1/16" TRAILING EDGE
LANDING GEAR DOORS
STABILIZER
LAMINATE TAIL OUTLINES
RUDDER
AILERON LINE
TURBULATOR
MAIN SPAR
C.G = 50% ROOT CHORD FOR 27% STAB
MAIN SPAR (ACTUAL SIZE)
NOTE: ALL RIBS ARE FLAT BOTTOMED USING "CRACKED RIB" TECHNIQUE WITH MAIN SPAR AND A TURBULATOR STRIP SPAR
SUGGESTED POWER:
1 LOOP 1/8"-18" LONG





DESIGNERS NOTEBOOK THE BOULTON-PAUL DEFIANT I

Affection for the Defiant as the choice candidate for Battle of Britain combat honors is inspired by Earl Stahls' fine 36 inch span rendition in July '42 Air Trails and Herr Jack vonMoses' Jumbo Scale success with the Night Fighter Stahl Defiant at the 1st FAC NAT'S. Now Half inch per foot 1/24 scale and Peanut Scale interpretations by Dennis O. Norman apply updated Defiant data and '80 state-of-the-art techniques to this fine subject.

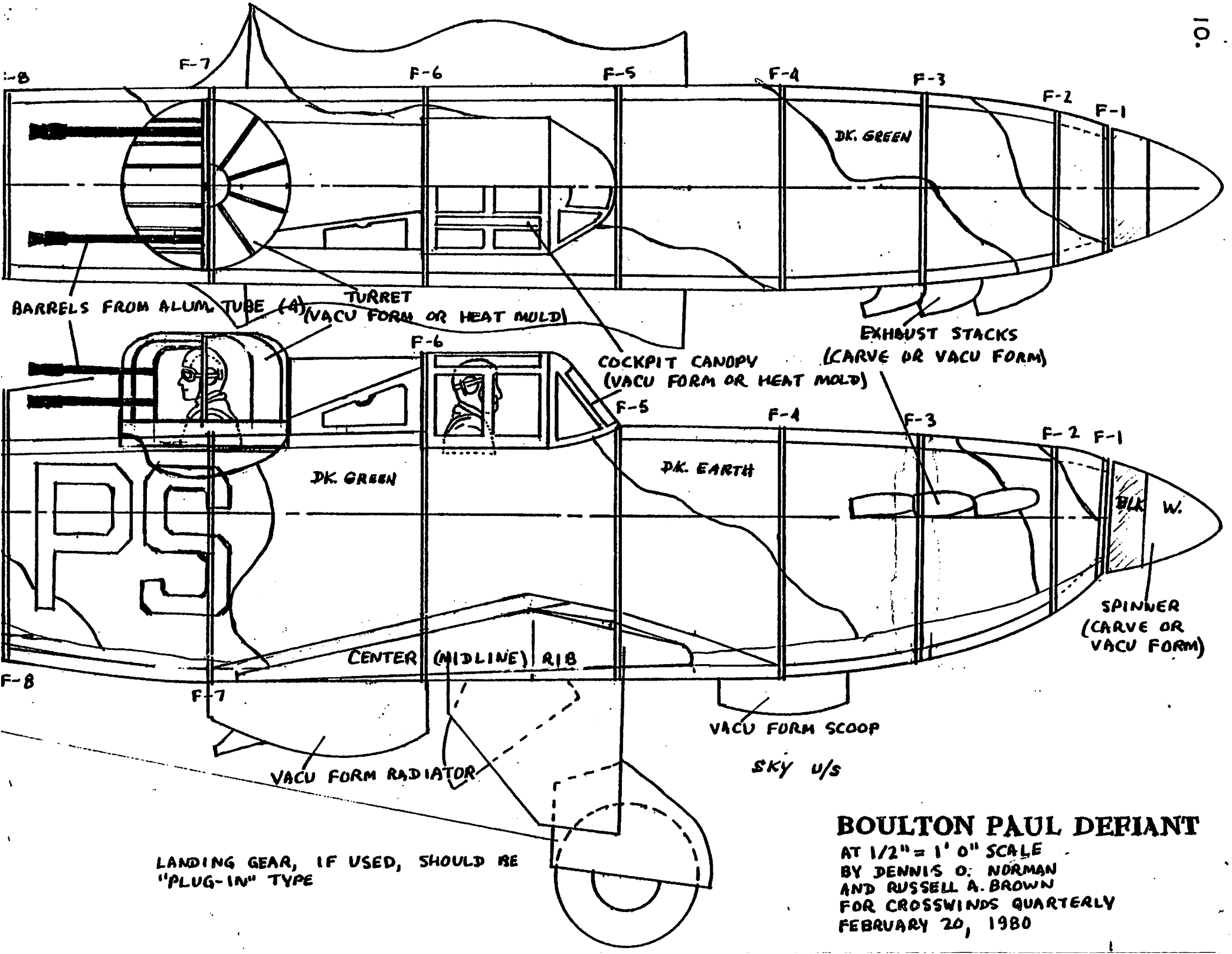
The evolution of the Bristol Fighter WW I two seat fighter followed French developments to enclose and increase fire power of flexible guns. The flying pill box theory was to soon be shot full of holes. Me 109 attackers found a porcupine from above, but a dead duck from below. Early Defiant successes were the result of confusion with Hawker Hurricanes or mixed Defiant and Hurribox formations. Even in the streamlined attractive B-P Defiant planform, the burden of weight and a weakness to frontal or underside attack favored use for night fighter duty.

Design objectives of a streamlined, stable flying gun platform are particularly attractive for a Battle of Britain rubber scale combat subject. The Defiant is both out of the rut of Hurricanes and Me 109s (maybe soon fat li'l Fiats too), and every bit as good for flying duration potential. In comparison with the Hurricane, the Defiant has a longer nose by half a mean wing chord thanks to the rear turret weight. The horizontal tail area is larger also. With equal stab. enlargements for improoved flying, the slightly larger tailed Defiant is trimmed more rearward also. With the C.G. established by formula to a slightly more rearward location, the motor may be longer, or more useful as nose weight. All this for the price of making a turret behind the C.G. A nicely rounded vacuformed 4 gun turret will be impressive here at the focal point of attention for Defiants. Detail Defiant drawings seem non-existant, but Air Enthusiast Five reveals the flattened form at the turret. Retractable fairings clean up the turret a bit. Underslung antenna masts will be a belly ache on landings with the landing gear up and at launch. With good detail elsewhere, this detail is best omitted. Do think about hanging a tailwheel, as B.o.B. fighters all had 'em draggin' down and dirty.

Profile Publications #117 The Boulton-Paul Defiant by Michael J.F. Bowyer (out of print), Air Enthusiast Five, and Famous Fighters Warplanes of the Second World War Second Series by William Green offer 1940 camouflage and markings for both day and night schemes. Light grey squadron codes PS for the 264 th or TW for the 141st with another letter behind the roundel were flown in both day or night colors. FAC scale judges will not bark at DO G, or otherwise wag down personality codes the builder is inspired to apply. Black tissue is good for daytime finding in green stuff. Jack Moses flew a nifty all black Defiant to 1st place at the Lst FAC Nat's. But later flying damage has taken this black bird out of action.

Smaller Defiant plans are available: John Pond Old Timer Plan Service, P.O. Box 3215 San Jose Calif. 95156 has the 36 inch Stahl plan at $2.25 plus 20% plus several other sizes below the 30 inch span limit for B.o. B. Combat. This Stahl plan was published in July '42 Air Trails reduced to 12 inch 1/3 size, with the full size 36 inch plan for 15 cents! Dirty Ed La Sade Toner over at Buzzer Model Airplane Co. 52 Newbury Rd. Howell N.J. 07731 also has the 27 inch span Defiant drawing by H.J. Towner. Send Ed $1.75 for a look at this robust plan.

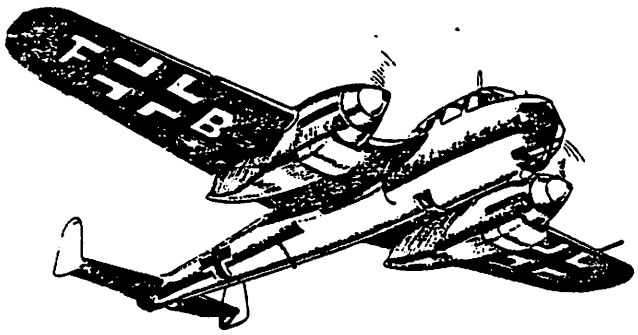
CROSSWINDS 1/2 inch scale feature drawing by Executive Editor Dennis Norman spans 19.7". The stab is modestly enlarged "in good taste Charlie" and the dihedral may be raised to get the wing tips above the thrust line. Wing tip wash out of 3 to 4 degrees will help also. Now lets get crackin' on ribs and get one ready for the WW II FAC Combat and Battle of Britain action at the FAC NAT'S MK II in Dayton. Dates pending SNAFU AMA Nat's location.

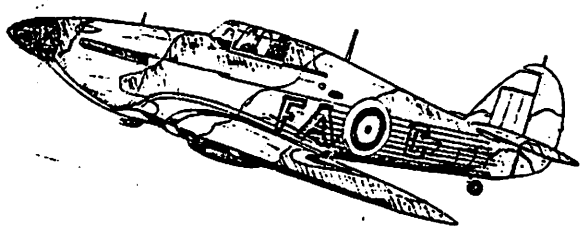


LANDING GEAR, IF USED, SHOULD BE "PLUG-IN" TYPE

BOULTON PAUL DEFIANT

AT 1/2" = 1' 0" SCALE
BY DENNIS O. NORMAN
AND RUSSELL A. BROWN
FOR CROSSWINDS QUARTERLY
FEBRUARY 20, 1980





BATTLE OF BRITAIN COMBAT

1980 will be the 40th Anniversary of the Battle of Britain, so it is appropriate that we commemorate it with special combat events during the year (July to September contests would be even more appropriate!). I know you are going to ask what is so special about a 40th Anniversary; wouldn't it be better left untill the 50th? Heck,folks, that's 10 years off and we want to get some flying done now. We might not all be around in 10 years time with all the Combat flying we're doing nowadays!

The event will be a subdivision of our favorite "WW II Combat" event. All models eligible for " BOB Combat" will automatically be eligible for WW II Combat, so it doesn't involve special models (as long as you have a model of one of the planes listed below!).

Models should be built to the same general FAC Scale standards as for WW II Combat. By this we mean the maximum span of 30", following the ERIE rules, and all models shall be colored and marked as used in the B.O.B.

A list of some eligible aircraft is given below. It is certainly not complete. If you want to build something else you must provide some documentary evidence that the aircraft was involved in the B.O.B. Additions to the list are solicited- write in to CROSSWINDS if you have any (with proof) and we will publish a more complete list at a later date.

ENGLAND: B.P. Defiant NF Mk I, H. Hurricane I (the Mk II flew in Sept. '40, but we don't know wether it was combat flown), S. Spitfire I & II. and G. Gladiator.

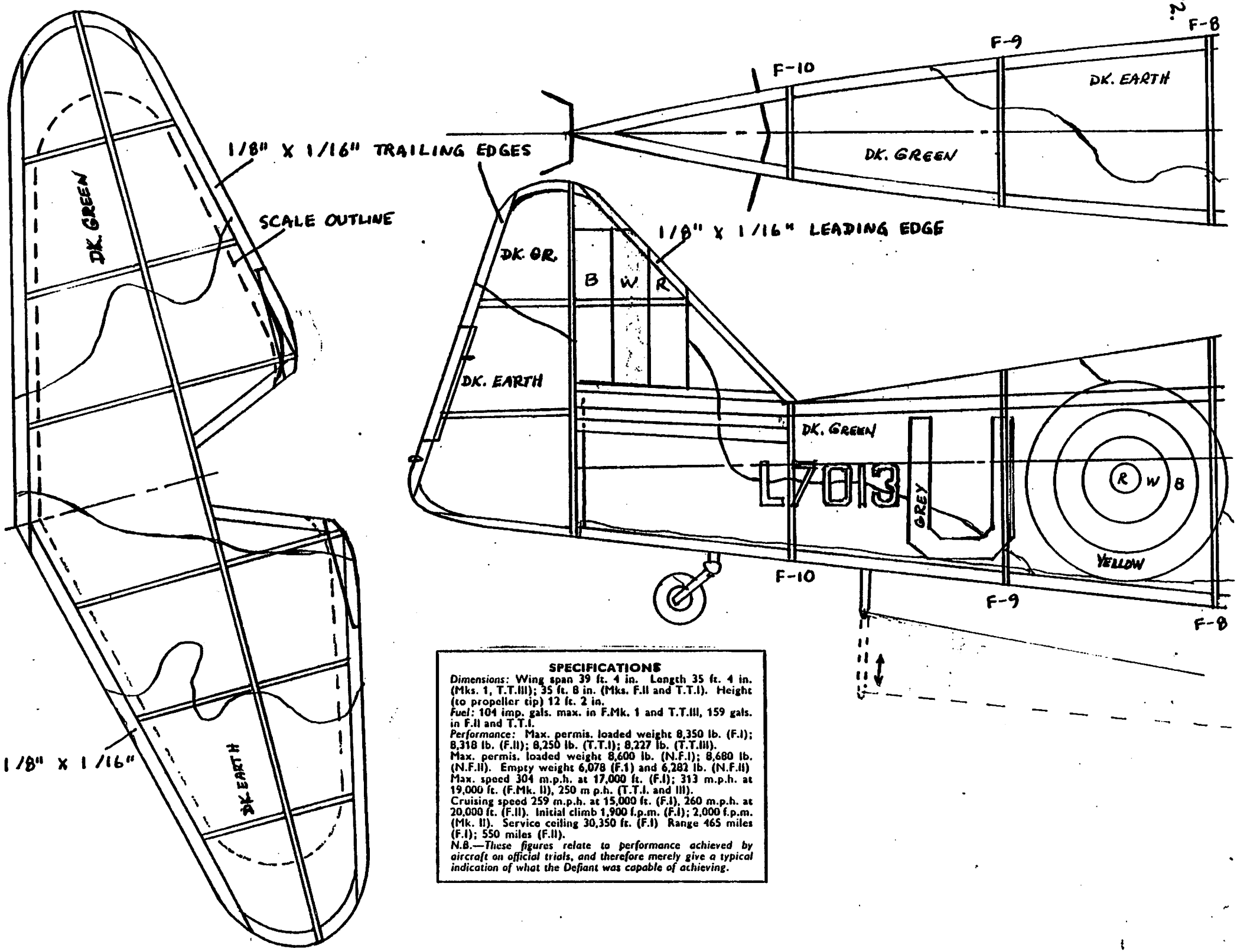
GERMANY: Do 17Z, Do 215, He 59B, He 111H, Ju 87B, Ju 88A, Me 109E, Me 110C & F.

ITALY: Breda 88, Fiat CR-42, and Fiat G-50. (Ursel, Belgium; late 1940).

There are some daunting prospects in the list and I feel that people will opt. for either Me 109's, Spits or Hurriboxes; just like the B.O.B, in fact.

There are many plans and kits available. Just take a look at the WW II Scale (1/2") Models book- all these are here! A few mod's here and there, a bit lighter construction and you are in business! A larger version of the Hawker Hurricane by Earl Stahl was re-printed in CROSSWINDS #34, Oct. '77, together with scale documentation. Another 26" span choice subject is the FIAT G-50 by Piassano Pat Daily in Feb. '80 Model Aviation,# 290 for $1.50, 815 Fifteenth St., N.W. Washington, D.C. 20005.

U.S.A. Bell and Curtiss types in the Theater are documented as not used in combat, on hold for invasion day use. Reports of captured FRENCH Chance-Vought SB2U Vindicators or Chesapeaks attacking English ports were properly questioned in FLYING ACES CLUB NEWS Issue # 68 devoted to the neat Peanut SB2U by Major Herr von "Bat" Bruning, vonRotterhat FAC, Strohsville Sector. The report was falsely circulated by an unnamed 1st cousin of Leftt'na' Chester Cheetwell, now flying with BGBF-SS (Bad Guy Belligerant Forces-Skull Squadron), to fog up history on his mis-identification and shooting down of Fleet Air Arm Blackburn Skuas over the Channel.



SPECIFICATIONS

Dimensions: Wing span 39 ft. 4 in. Length 35 ft. 4 in. (Mks. 1, T.T.III); 35 ft. 8 in. (Mks. F.II and T.T.I). Height (to propeller tip) 12 ft. 2 in.

Fuel: 104 imp. gals. max. in F.Mk. 1 and T.T.III, 159 gals. in F.II and T.T.I.

Performance: Max. permis. loaded weight 8,350 lb. (F.I); 8,318 lb. (F.II); 8,250 lb. (T.T.I); 8,227 lb. (T.T.III). Max. permis. loaded weight 8,600 lb. (N.F.I); 8,680 lb. (N.F.II). Empty weight 6,078 (F.1) and 6,282 lb. (N.F.II) Max. speed 304 m.p.h. at 17,000 ft. (F.I); 313 m.p.h. at 19,000 ft. (F.Mk. II), 250 m p.h. (T.T.I. and III). Cruising speed 259 m.p.h. at 15,000 ft. (F.I), 260 m.p.h. at 20,000 ft. (F.II). Initial climb 1,900 f.p.m. (F.I); 2,000 f.p.m. (Mk. II). Service ceiling 30,350 ft. (F.I) Range 465 miles (F.I); 550 miles (F.II).

N.B.—These figures relate to performance achieved by aircraft on official trials, and therefore merely give a typical indication of what the Defiant was capable of achieving.

FLYING ACE CLUB SCALE RULES CFFS SHORT FORM REV. '80

1. Any two miniature aircraft or modifications of subjects may be entered. Bring 3-views or model plans with color data, details, and pictures for max. points. Prototype aircraft need not have flown.

2. Tail area, dihedral,etc. may be increased retaining prominent shapes including tail outlines, fuselage 3-D form, and airfoil section (undercamber) to resemble aircraft subject.

3. Hand launch. Retracting gear subjects may outline marked up. Working prop diameter and placement is optional. No scale points for prop. No folding props.(allows prop on nose of Jet or Multi Engine).

4. No extra points for use of scale construction, rib space. tail area, airfoil, interior detail, etc.

5. Cover both surfaces of wings and tail, or bring proof as full scale aircraft.

CONSTRUCTION POINTS

1. Detail extent for struts, rigging,engine, cowl, exhausts, armament, windscreen, pilot, and dash: ALL THERE a full 30 pts; MOST OF IT 20-25; SOME OF IT 10-20; NOT MUCH 0-10. Thrust line is considered.

2. Color and Marking accuracy and extent, flat or gloss, marking, outlines,etc. Proof of aircraft color and numbers earn higher points. Prototypes may reflect Era and use. May color interior. POINTS 0-20.

3. Workmanship alignment, covering, neatness, etc. EARNS 0-12½ POINTS.

FLIGHT HANDICAPPING

Points	
- 5	for High wing cabin types.
0	for parasol wing types.
+ 5	for shoulder to mid-low wing types.
+10	for low wings.
+15	for biplanes.
+20	for more than two wings.
+ 2	for each dummy nacel with scale free prop.
+ 1	for each jet engine assembly pod.

BONUS

Points	
+ 5	for seaplanes, flying boats, and amphibians.
+10	for tandem wings.
+10	for pusher props.
+10	for working tandem engines, both effective.
+14	for trimotor with two outboard dummy props.
+20	for unorthodox designs; canards, wings,autogiros.
+25	for trimotor with all three props generously turn'
+25	for multi working non tandem outboard props (24)

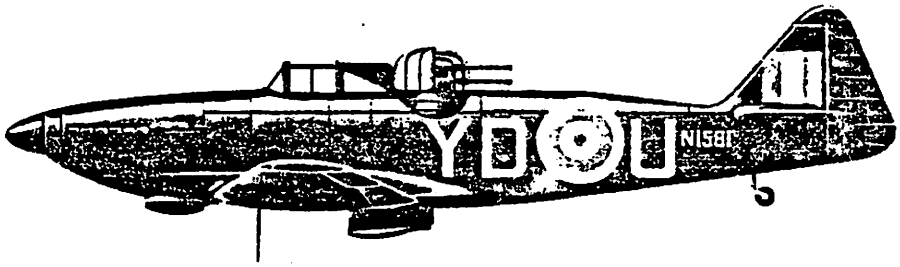
FLIGHT POINTS: Best single flight of 3 officials over 15 seconds. No attempt limit. TIME 15-60 seconds, 1 point per second; 61-90 seconds, ½ point per sec.; 91-120 seconds. ¼ points per sec. 82½ points MAX. GHQ and some other areas may require a 15 sec. plus flight before scale judging. Ask at desk.

FLYING ACES CLUB EVENTS and unofficial events earning victors credit on FAC Kanone List; FAC GHQ 66 Bankside St. Bridgeport, Conn. 06606 records KANONES and awards merit rank. ERIE BLUE MAX,16K.

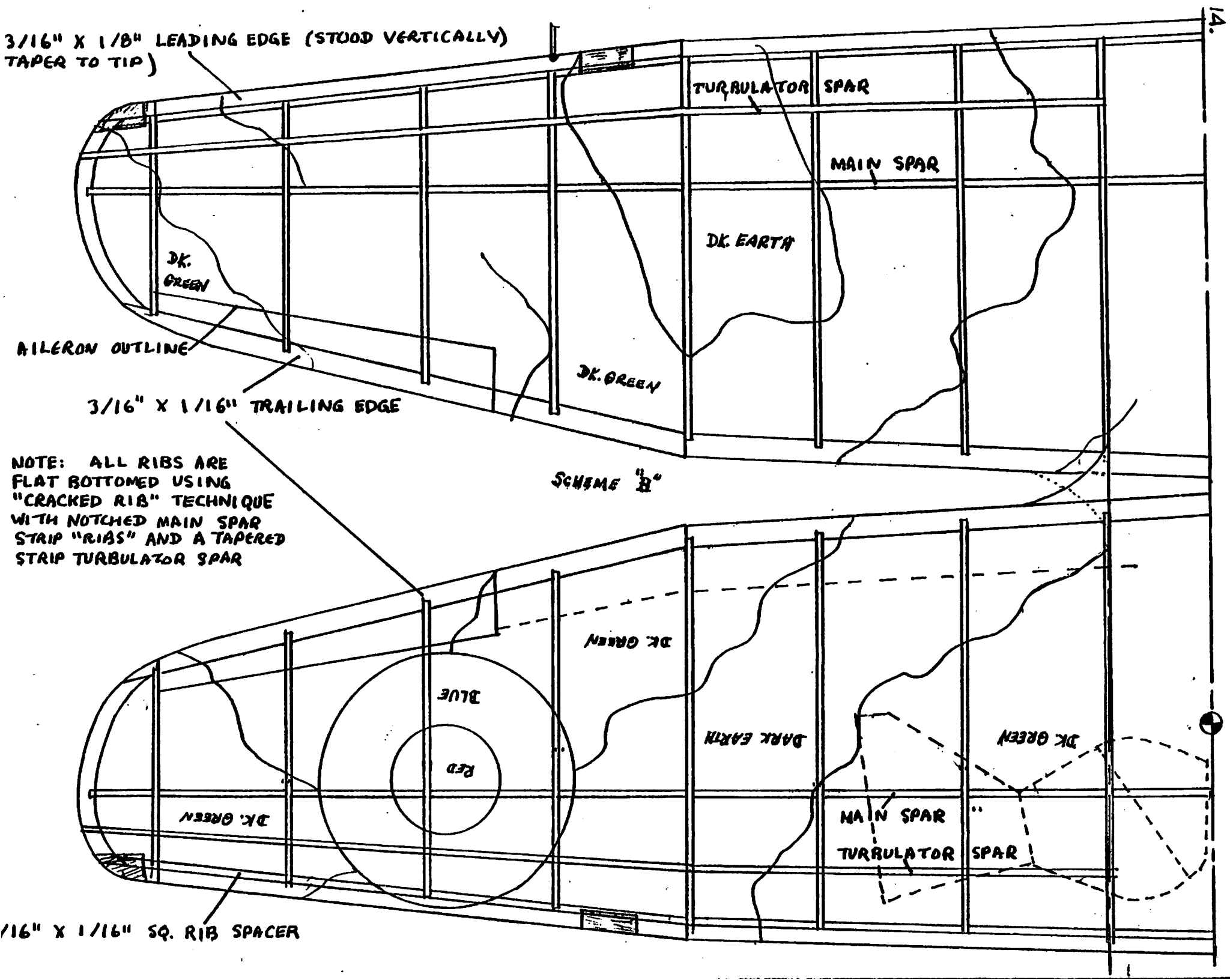
1. Peanut Scale; 13in. max. wingspan per original GHQ point rules times first two digets of days best 3 flight total plus time flown.(for 12 point model flying 200 sec. vs.300 sec. best of day, 12x 30. plus 200 sec= 560 points.) Or Peanut Scale may be flown for full FAC points above. CFFS alternates.
2. No. Cal. Scale for 16 inch max. span profile types. Hand launch for 3 flight total; no max., 15 sec. Off.
3. Walnut Scale: Over 13 to 18 inch max wingspan using FAC Handicap Representative Scale.
4. Flying Aces: FAC Handicap Scale over 13 inch wingspan up, or to 36" monoplane/ 30" biplanes with Jumbo.
5. FAC Jumbo Scale: FAC Scale for over 30 inch span biplanes or 36 inch monoplanes with pilot figure.
6. FAC Power Scale: FAC Scale for gas, CO_2 plus 5 pts., or Electric plus 10 pts. Full FAC Points.
7. Embryo Endurance: Sporty Rubber Duration 50 in. sq. max. monoplanes or 70 max. in. sq. biplanes with 45/25 max dif. Fuselage box 1½ X 1½ X 3 inch, 50% max stab. Two wheels, 3/4 min. dia. No folding props. Wing and tail built up, double covered with tissue. No C. paper or film. A bonus of 5 seconds for a 30 degree plus raised cabin or wind screen, headrest, and open hole. Plus 3 for 3-D wheel pants and Plus 1 for 3-D exhaust stacks. Score is Bonus plus total of 3 Official rise above card table from unassisted 3 pt. R.O.G. Fly off ties.
8. Hi-Flier Kit Scale for O/T Bellanca, Howard, Monocoupe, Rearwin. Stinson, or Taylorcraft. Use of Kit print wood and plastic is required. Tail may be enlarged, and marking is optional. Use a Plastic prop.
9. Old Timer FAC Rubber Scale: Pre 1943 Kit or plan models to FAC Scale Handicap and detail. No fold prop.
10. Jet Cat. Scale: Catapult profile glider event for handicap plus time.
11. Air Tour or Derby: Jr. and/or Sr. age mass launch elimination rubber scale event.

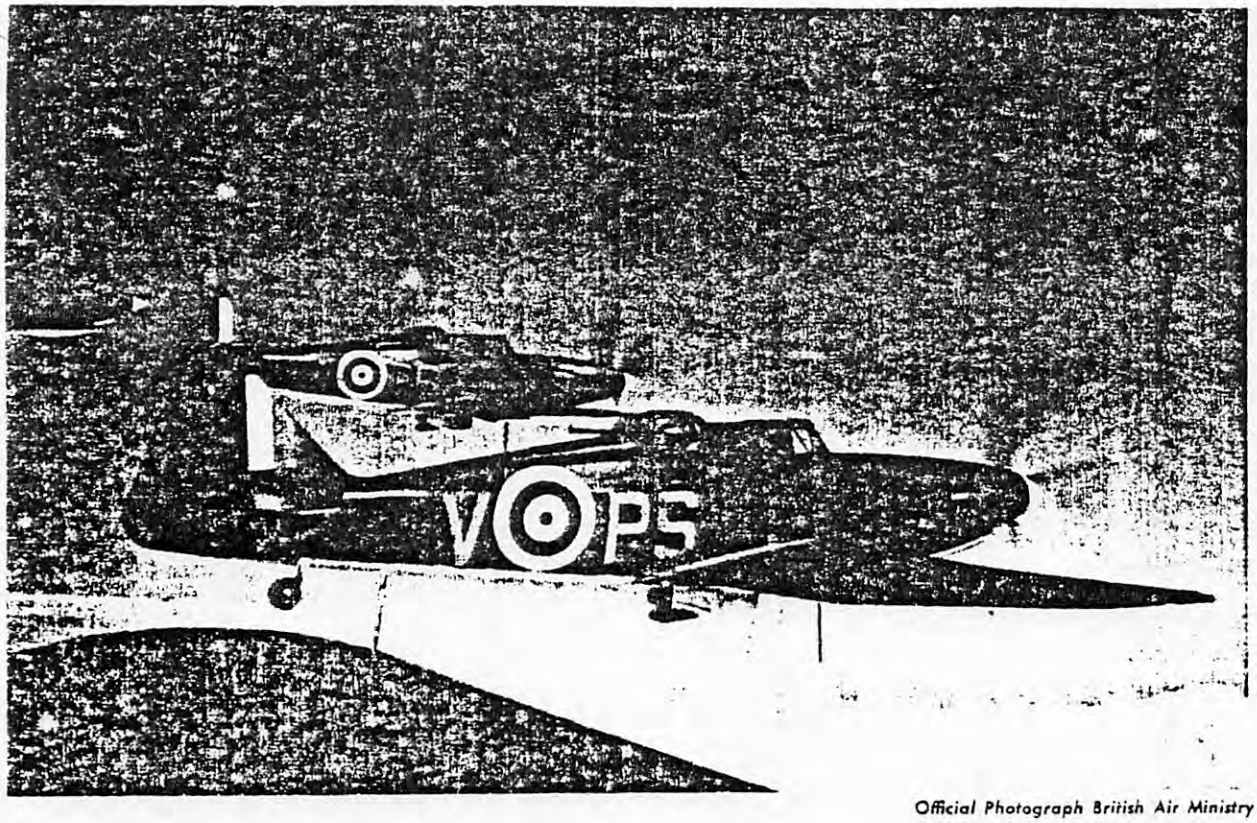
MASS LAUNCH RACE AND COMBAT EVENTS:
FAC rules apply; 24" span max race planes, 30" span max combat types; flown mass launch elimination. No changing motors, launch delays, or repairs during rounds. No high wing design racers or WW II. Racing, pre war or war time colors and marking and 40 pt. FAC detail req'd. Special class rules apply.

12. Thompson trophy; Radial engine race planes '29-1939 Era FAC list. 24" max as above.
13. Greve Trophy; Inline engine race planes as above.
14. Hansen Handicap; Post war Unlimiteds, Midgets +5 sec gear down launch delay, Biplanes plus 10.total.
15. Schneider Cup; 3/4" profile scale float plane for flown type. Mass hand launch. Scale float position. SHELL DASH; A 2 flight total qualifier for top (10) of race class. AEROL RACE; One mass launch consolation race flight for SHELL cut pilots and racer.
16. WW I DOGFIGHT; Over 13" span to 30" max. WW I used Biplanes, or multi wings. FAC colors and 40 pts. Special events for 13inch PEANUTS, or PEANUT BIPLANES of WW I. Local rules apply.
17. WW II COMBAT; Over 13" to 30" max. wingspan WW II era combat designs (use not req'd). Pre war color OK. Special class for PEANUT WW II, and over 30" span JUMBO WW II COMBAT.
18. BATTLE OF BRITAIN; 30" max.restricted type list marked as used July-Oct. 1940 in B.of B. action. *COLORS.*
19. SPANISH FLY; for FAC class aircraft used in '37-'39 Spanish Civil War in best effort war time marking.



Defiant Mk.I, N1581, of No. 255 Squadron, operating over East Midlands in early months of 1941, night defence duties.


3/16" X 1/8" LEADING EDGE (STOOD VERTICALLY) TAPER TO TIP)
TURBULATOR SPAR
MAIN SPAR
DK. EARTH
DK. GREEN
AILERON OUTLINE
DK. GREEN
3/16" X 1/16" TRAILING EDGE
SCHEME "B"
NOTE: ALL RIBS ARE FLAT BOTTOMED USING "CRACKED RIB" TECHNIQUE WITH NOTCHED MAIN SPAR STRIP "RIBS" AND A TAPERED STRIP TURBULATOR SPAR
DK. GREEN
BLUE
RED
DARK EARTH
DK. GREEN
DK. GREEN
MAIN SPAR
TURBULATOR SPAR
/16" X 1/16" SQ. RIB SPACER



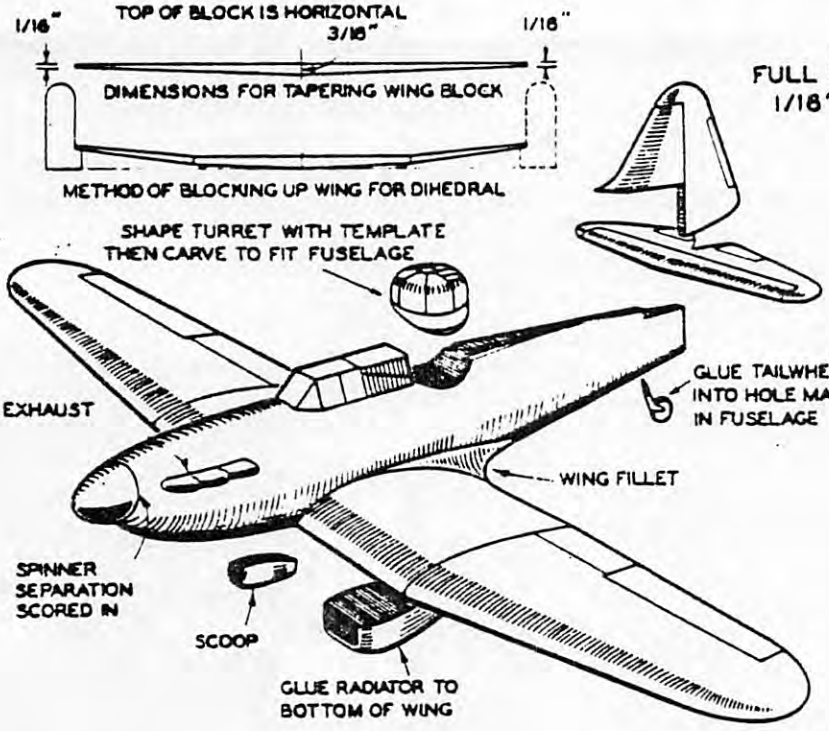
Official Photograph British Air Ministry

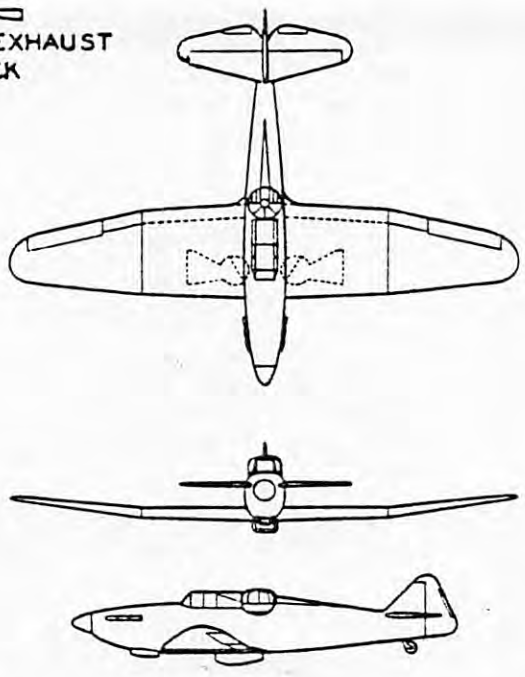
IDENTIFICATION

Low-wing monoplane with outer panels tapered more than center section. Long fuselage has pointed nose; turret mounted behind pilot's cockpit. Triangular-shaped tail surfaces with rounded tips. Deep radiator below wing under turret.

BOULTON PAUL "DEFIANT"

A two-place British fighter equipped with an electrically operated four-gun turret behind the pilot. Powered by a Rolls-Royce "Merlin" liquid-cooled engine. Has been used very successfully by the R.A.F. as a night fighter. Span 39′ 4″; length 35′ 4″.





FULL SIZE SCOOP



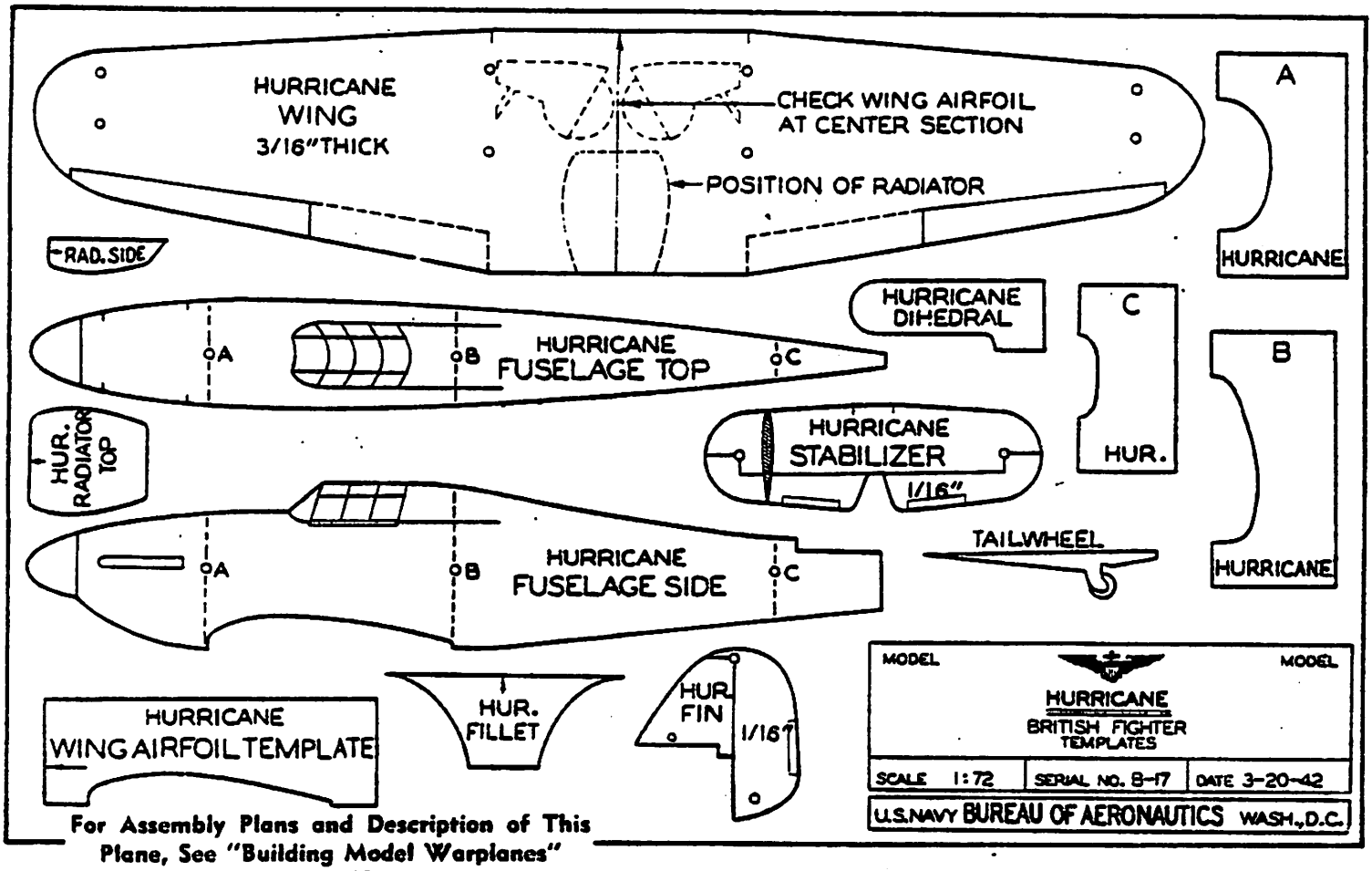
BILL OF MATERIALS

Fuselage	3/4" x 1" x 4 3/4"
Wing	3/16" x 1 3/8" x 6 3/4"
Tail	1/16" x 1" x 3 1/4"
Turret	7/16" diam. x 11/32"

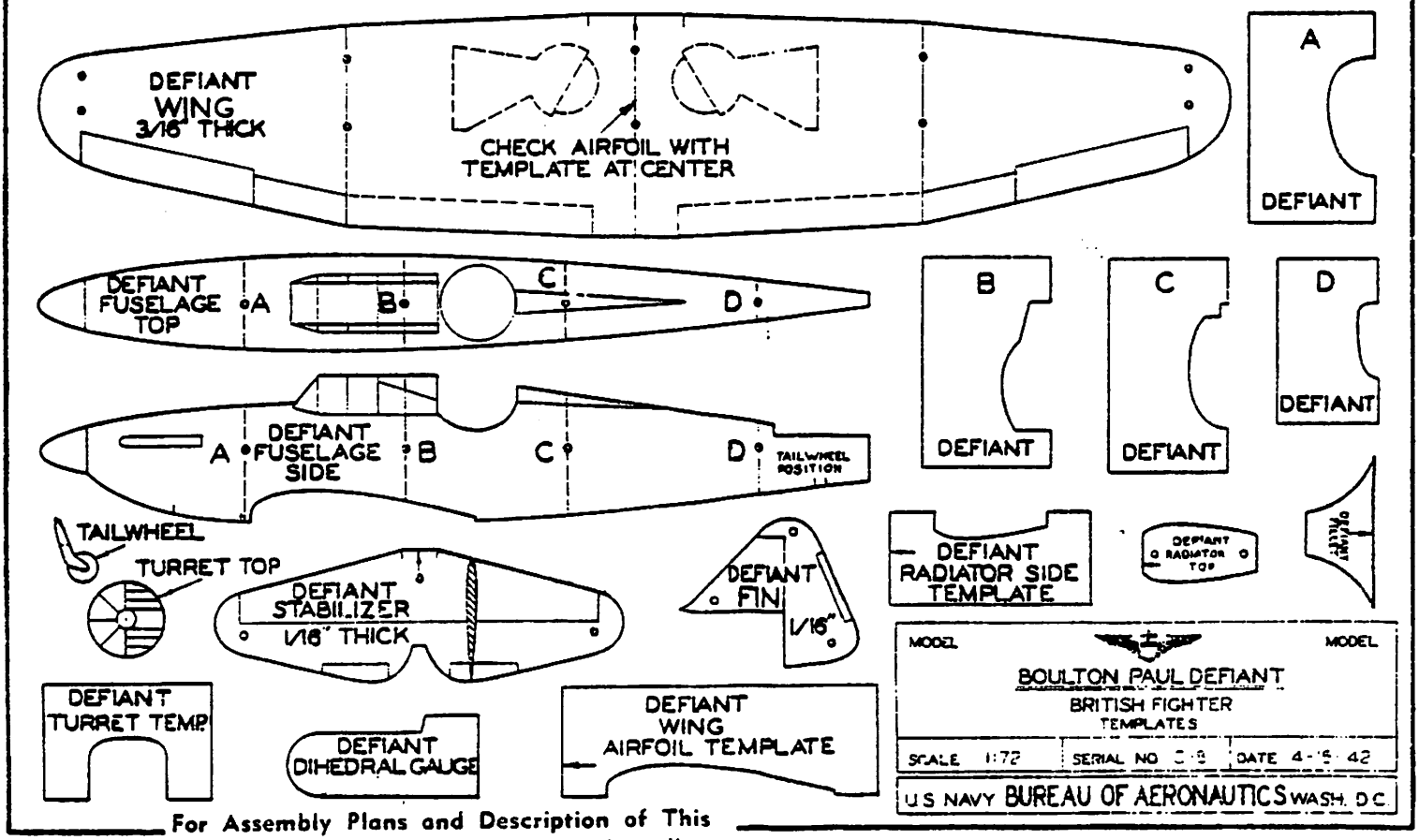
MODEL		MODEL
BOULTON PAUL DEFIANT BRITISH FIGHTER FINAL ASSEMBLY		
SPAN 6-9/16"	SERIAL NO. C-8	DATE 4-15-42

U.S. NAVY BUREAU OF AERONAUTICS WASH., D.C.

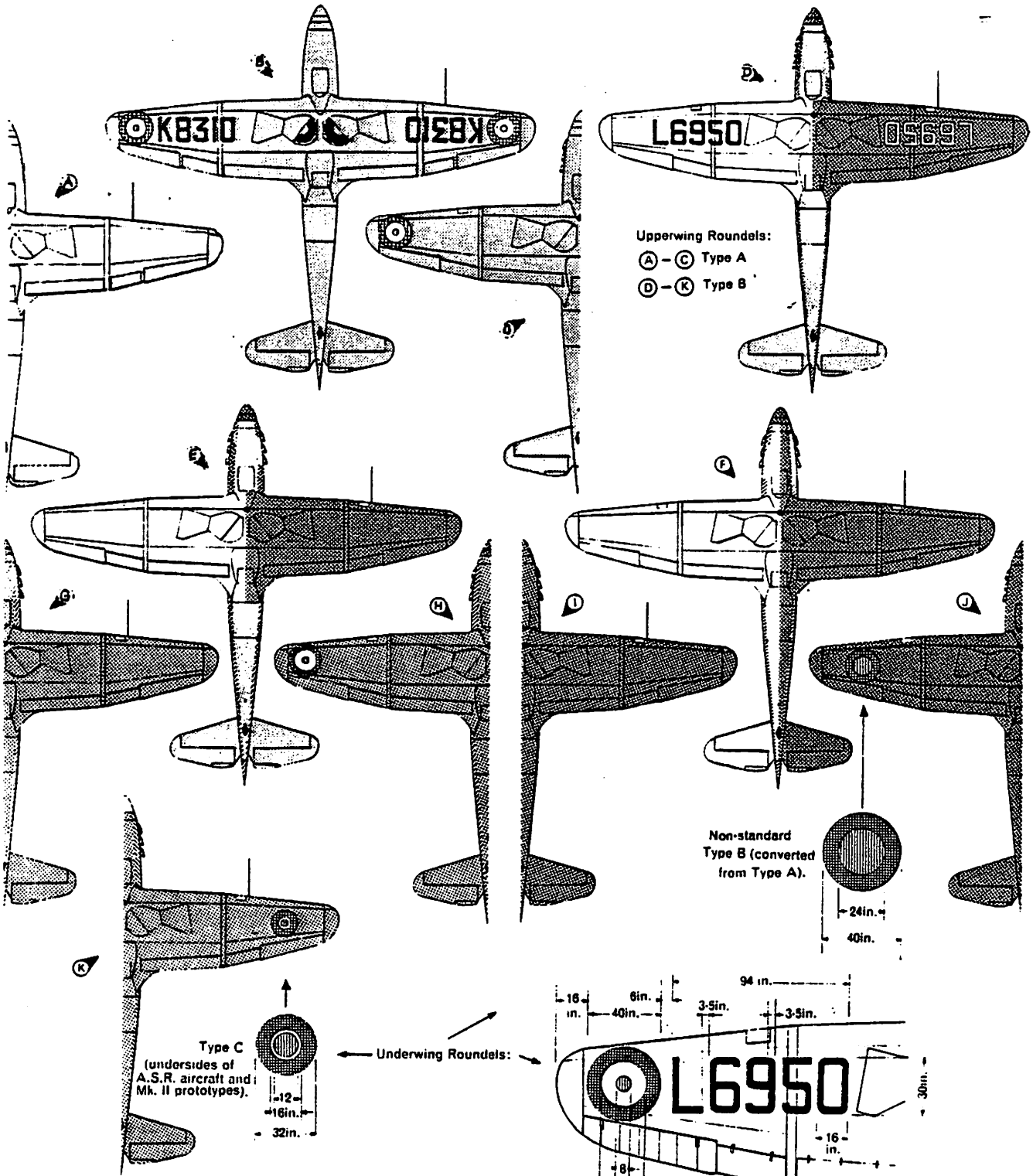
By mid-August 1940 42in. Type A.1 fuselage roundels had become standardised on No. 264 squadron as had the fin flashes. (Imp. War Museum.)



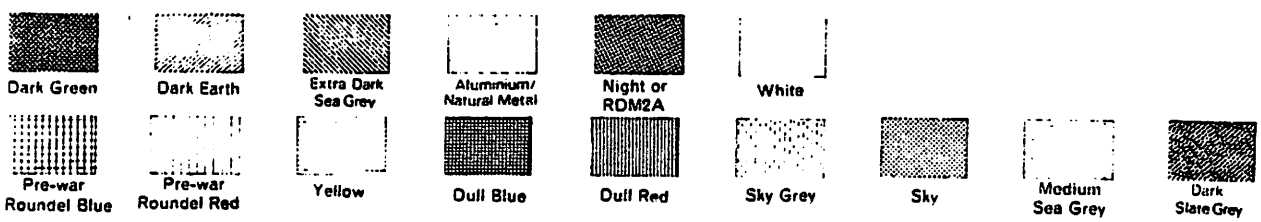
For Assembly Plans and Description of This Plane, See "Building Model Warplanes" Page 63



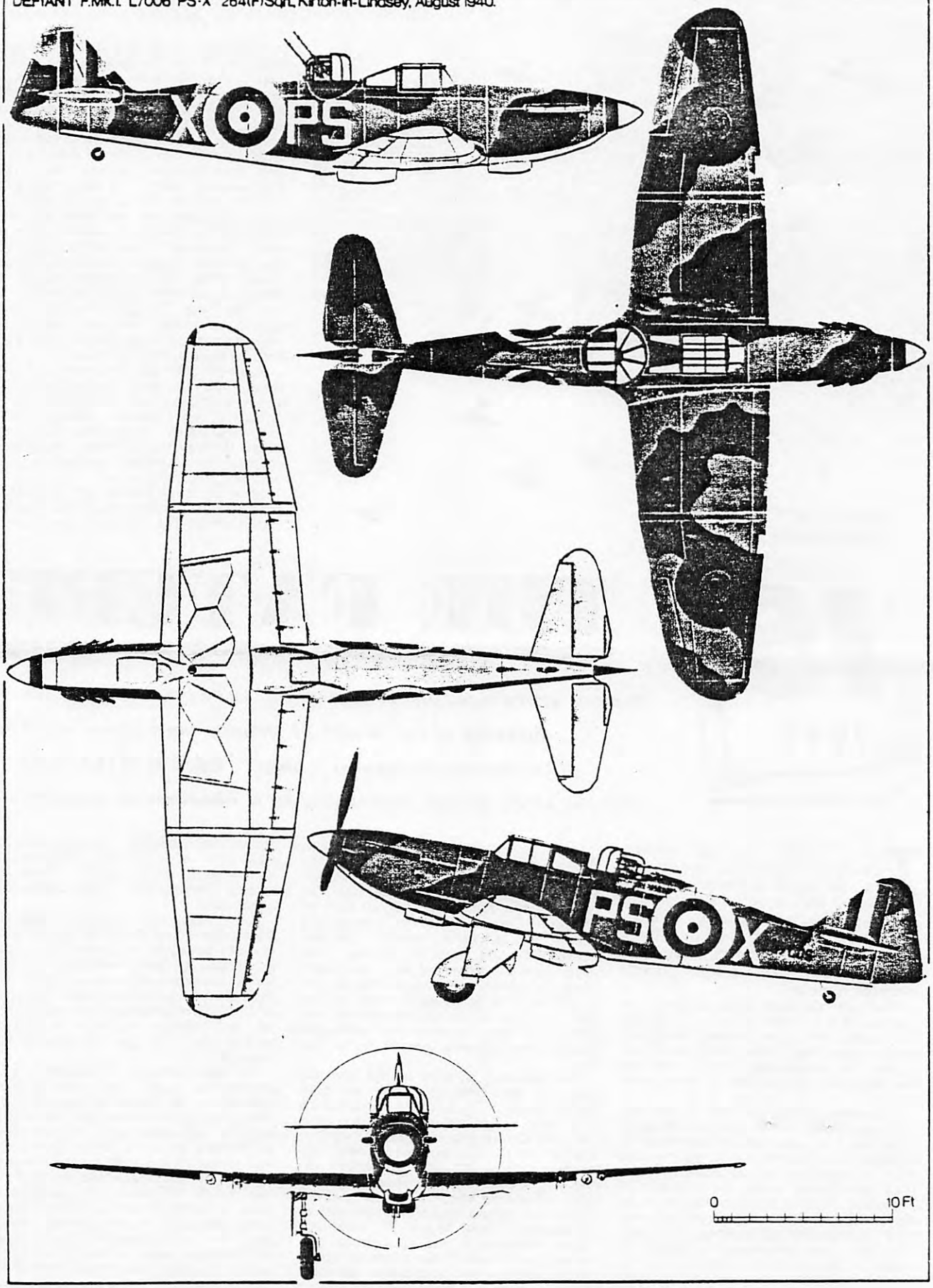
For Assembly Plans and Description of This Plane, See "Building Model Warplanes"



COLOUR KEY: All colours matt finish unless otherwise specified.



DEFIANT F.Mk.I. L7006 "PS-X" 264(F)Sqn, Kirton-in-Lindsey, August 1940.







THE FATEFUL

Sixteen years ago, on August 15th, 1940, the heaviest air fighting of the Battle of Britain took place—and the RAF scored its largest "bag." PETER WILLIAMS tells the story of one fateful day in a momentous summer. . . .

THAT Thursday morning dawned partly cloudy with a hint of rain in the warm summer air. At Biggin Hill aerodrome, in Kent, a young pilot officer scanned the skies and pronounced it "good Gerry weather." For Londoners generally it was just one more day in a particularly pleasant summer.

The night had been strangely quiet. In contrast to the enemy activity of the past few weeks, only a few isolated reconnaissance sorties had been made over our coasts. The melancholy moan of the siren had disturbed only a few in their slumbers.

"Invasion" talk was still in the air. The day before, Prime Minister Winston Churchill had proposed the formation of a Home Guard Reserve—"to be provided with no weapons and no uniform other than arm bands"—but the prospect of imminent invasion struck no terror in the hearts of the public. Their attitude was well evidenced by the increasing numbers who left their gas-masks at home, by many of the more venturesome who refused to take shelter during the scattered "raids." The war in the air, on that warm August morning, seemed to augur no more than wispy vapour trails in a blue, blue sky.

But the calm was only on the surface. At fighter stations on the south coast, round the Thames Estuary, on Tyneside, squadrons were at instant readiness. For there was no doubt that the vast concentration of German air power, now massed across the Channel, meant business. Poised like cats about to pounce, *Luftflotte 2* in Germany and the Low Countries, *Luftflotte 3* in Northern France, and *Luftflotte 5* in Scandinavia were waiting only for a day of favourable weather conditions to begin a concerted onslaught. August the Fifteenth proved to be that day. . . .

The uncanny serenity of the morning was not shattered until half an hour before noon. Then, at 11.29, came the first alert. Roaring in over the coast between Dover and Dungeness, two formations of Ju. 87s, escorted by Me. 109s, made a determined attack on British airfields in southern Kent. There were well over a hundred enemy aircraft. Against them, four British squadrons were sent up to intercept. Nos. 54 and 501 Squadrons from Hornchurch and Gravesend prevented the enemy from bombing accurately and extensive damage was restricted to the airfield at Lympne—which was, in any case, not used very much.

But this was only the beginning. While *Luftflotte 2* was harassing our defences in the south, *Luftflotte 5* launched a large scale attack on Tyneside. The raiders were first plotted some hundred miles out from the Firth of Forth, heading south-west. The radar indicated about thirty bandits. No. 72 Squadron scrambled a few minutes after noon—and ran headlong into an enemy force of about a hundred He. 111s and seventy Me. 110s! This was the "thirty" the radar had seen!

It is difficult to judge whether the enemy or ourselves was more surprised. Certainly the Germans had not expected much resistance in the north, imagining that Dowding, Britain's Fighter Command Chief, would have concentrated his defences almost entirely in the south. At any rate, No. 72 Squadron had now a tactical advantage and they split up the raiding forces, turning part of them away before they reached the coast.

Some got through, however. A formation of Me. 110s made a determined effort, and were chased by planes from No. 79 Squadron and involved in a series of running dog fights. When they did finally break through the defences, the Messerschmitts found themselves short of petrol and had to turn for home.

Most of the Heinkels got through to their targets—airfields, factories and dock installations—but, thanks to the harassing fire of the defenders, including the Ack Ack guns of Tees and Tyneside, the bombs went wildly astray. Their sole success : twenty-four houses destroyed at Sunderland.

But meanwhile another large-scale attack was being mounted further south. No. 616 Squadron, at Leconfield, were in the middle of lunch when the call came for the entire squadron to scramble. They roared off over Flamborough Head and at 15,000 feet and some ten miles out to sea they encountered fifty Ju. 88s and several Me. 110s making towards Scarborough.

616 was joined by 73 Squadron for the ensuing battle, but they were unable to stop most of the enemy crossing the coast. Once over, the Junkers split up into two sections, one making for the aerodrome at Driffield while the others turned north and joined in the attacks on Tyneside.

The Driffield attack had the most serious results. Considerable damage was done to hangars, and ten of our aircraft were destroyed on the ground. Against this, No. 616 Squadron claimed eight Ju. 88s shot down without loss to themselves. Indeed, the whole episode suggested that the Germans were completely surprised at the reception accorded them in this area.

In the midst of this intense activity,

courtesy *Royal Air Force Flying Review*

FIFTEENTH

some squadrons had a strangely peaceful day. No. 85, having moved from Martlesham to Debden two days earlier, was able to indulge in non-operational flying. At the precise moment when the fierce dog fights were taking place further north, a Squadron Leader from 85 was carrying out a routine half-hour patrol. His name was Peter Townsend. Further south, at Manston, a young Irish pilot by the name of "Paddy" Finucane reported "nothing of importance."

At this moment of the war, indeed, despite the vast number of enemy aircraft hurled at our shores, Fighter Command still had power in reserve. Of the 61 Squadrons in Fighter Command, 54 were available for operations—a total of 645 aircraft in all—but most of the fighting was done by twenty-two squadrons. On that day in August the enemy sent over 1,790 aircraft—520 bombers and 1,270 fighters.

At twenty past two in the afternoon, the force of the enemy swung away from the north and returned once more to the south-east. At Martlesham Heath, most of No. 17 Squadron were ordered up to deal with a large force of enemy aircraft coming in over the Thames Estuary towards Harwich. But something went wrong with the control procedure. While the aircraft were away, a force of Ju. 87Bs and Me. 110s calmly proceeded to Martlesham and began dive-bombing the aerodrome. Only three pilots were left available for its defence, but they took off —Flight Lieutenant Harper, Sergeant Griffiths and Pilot Officer Pittman—in the midst of the inferno of bombs. Getting to grips with the enemy at 20,000 feet over the aerodrome, they at once set about them, joined later by the returning members of their own squadron. Flight Lieutenant Harper got his sights on a Me. 109 which he later claimed as destroyed. But he himself had to forced-land near Felixstowe, wounded in the leg and face.

No. 32 Squadron from Biggin Hill were also ordered up to tackle the raiders over Harwich, but had little better luck. One of their pilots, Pilot Officer Grice, DFC, was attacked by one of the Germans and shot down in flames east of Harwich. He baled out, landed in the sea, and was picked up ten minutes later by a motor torpedo boat. A Polish pilot, Pilot Officer Wlasnowalski, at one moment found himself attacking nine Me. 109s. He shot down one of them in flames but, not surprisingly, had to forced-land in Essex shortly afterwards.

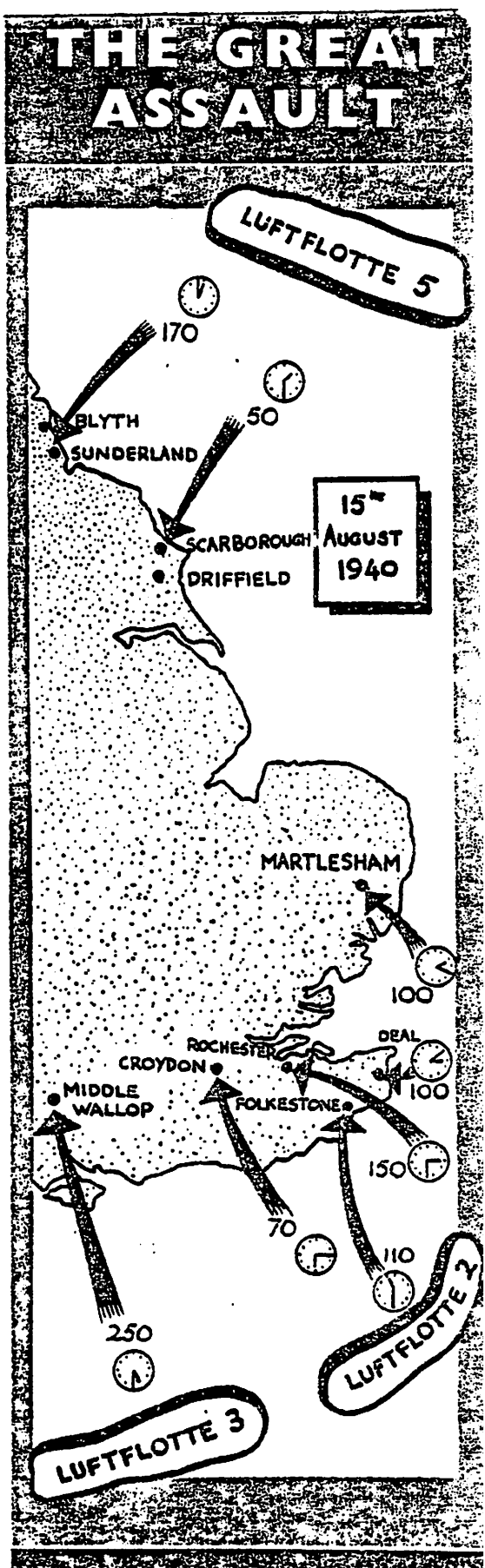
Meanwhile, two more large formations of enemy aircraft were plotted in over the south-east coat. Nearly a hundred were making for Deal and some 150 for Folkestone. No. 111 Squadron, from Croydon, played a large part in these engagements. Twelve Hurricanes from the Squadron took off at 14.54 and were vectored towards Dover. There they began a series of head-on attacks against the enemy and managed to break up their formations. One Dornier 215 was claimed as shot down in flames. Then a section headed by Squadron Leader Thompson and Squadron Leader McNab turned south and chased six Me. 109s who were escorting some more bombers. Two of the enemy were reported shot down over the Thames Estuary.

Returning to base, the squadron had scarcely refuelled when another scramble took place. Ten Hurricanes flew off to join with other squadrons in breaking up seven strong enemy formations (some 200 to 300 aircraft in all) coming in over the Isle of Wight. To meet this attack, Fighter Command threw in the largest force it had yet wielded : eight British squadrons were airborne, comprising some 150 Spitfires and Hurricanes, and they saw some of the fiercest fighting of the day. Mostly they succeeded in diverting the Germans from their main objectives, but one section got through to Middle Wallop airfield and did considerable damage to two hangars and a few aircraft. Flight Lieutenant "Mike" Crossley from No. 32 Squadron was particularly successful in these engagements, destroying two Ju. 88s.

The six o'clock news was coming through on the radio when yet another enemy assault was launched. Sixty or seventy of them were coming in between Dover and Dungeness and four British squadrons went up to intercept. Other squadrons joined them as the attack penetrated inland. This time the targets were Croydon and West Malling airfields, and the British fighters rallied to the defence of their "homes."

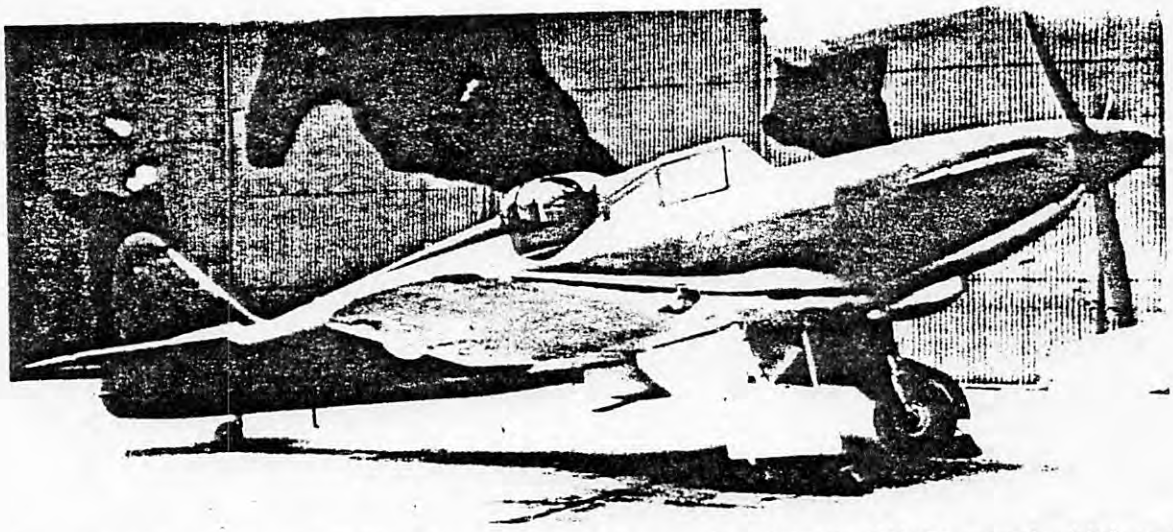
The raid on Croydon was composed of fifteen to twenty Ju. 88s and Do. 17s escorted by Me. 110s and Me. 109s, and Nos. 32 and 111 Squadrons tore in amongst them. The enemy approached Croydon from the east and dived low towards the hangers, dropping a number of high explosive bombs. Part of the main aerodrome buildings and also the Redwing factory next door were severely damaged. No. 111 Squadron formed line astern and attacked the enemy formation, chasing them away to the south-west. Five of their own squadron mates, however, were killed by the bomb explosions on the ground. No. 32 Squadron again played a notable part, claiming four Me. 109s, one Ju. 88 and three Do. 17s shot down, one of them by "Mike" Crossley. All their own aircraft returned without loss.

This was the last raid of the day, though it was only the beginning of the Battle over Britain. The events of September were subsequently to overshadow this Fifteenth of August, but in the light of post-war knowledge we now know it to have been the crucial moment of the battle. Enemy losses were seventy-six (the largest number ever shot down in one day over Britain). Our losses were thirty-four.

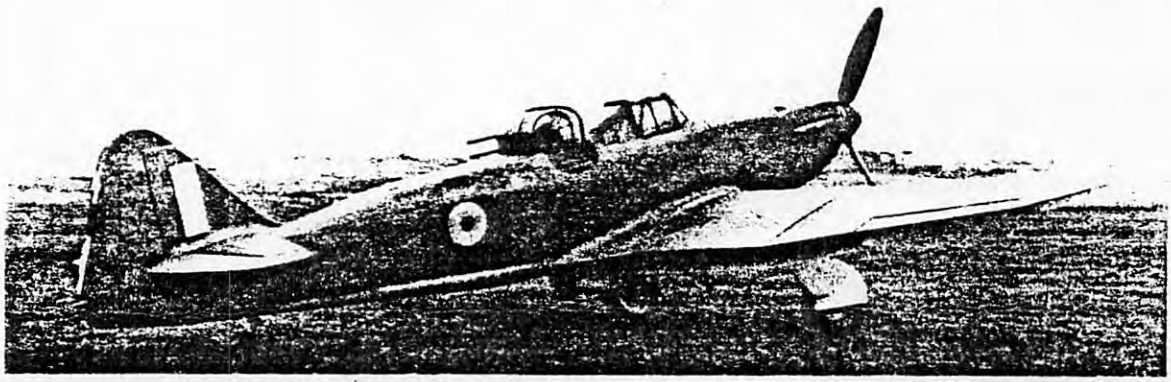


August 15th was the day on which the German Air Chief-marshal put forth the whole of his power to break down our fighter defence and to destroy our aircraft in the air and on the ground. He failed in both. The British fighter pilots proved themselves superior in the fighting qualities of their machines and in their individual skill and prowess. Our aircraft factories repaired damage with surprising speed, and pilots shot down and wounded were quickly returned to their squadrons. Above all, the enemy could not face the fact that the British fighter pilots were destroying them at a rate which bore no relation to the numbers of pilots and machines which they themselves could afford to lose.

SIR WINSTON CHURCHILL



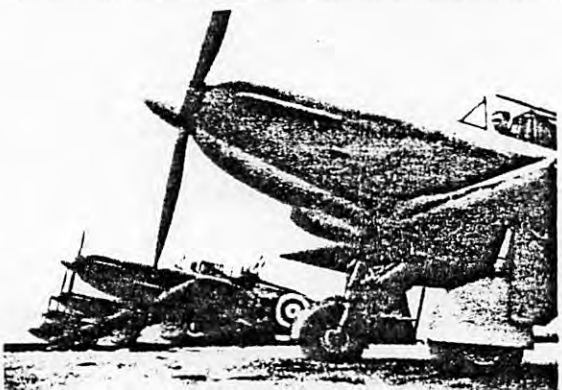
The sixty-second production machine (L7012) awaiting delivery to a squadron, December 1939. Temperate Land Scheme A on upper surfaces and Black, White and Silver undersides. Underwing serials and roundels removed according to Para. 4 amendment to A.154/39. (Boulton Paul Aircraft.)





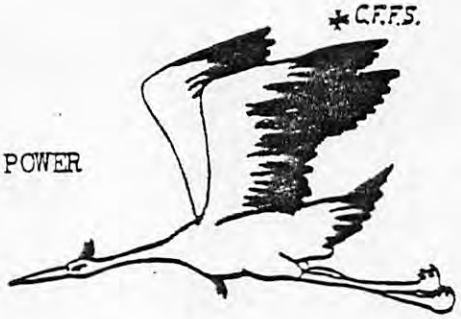
In August 1940, No. 264 Squadron was based at Kirton-in-Lindsey, Yorkshire, by which time their Defiants had incorporated changes in camouflage from that of A.5301/39 and amendments. The squadron code letters were standardised as 30in. high painted in Medium Sea Grey. The addition of the Yellow surround to the fuselage roundels together with fin flashes was promulgated by Signal X.485, 1st May, 1940. From 1st June, 1940, the under surfaces were painted Sky Type 'S' and underwing roundels removed. Fin flashes were standardised as being 27 by 24in. from 1st August, 1940. (Imp. War Museum.)





BLUE FOX BASE
OHIO ESCADRILLE F.A.C.
4909 N. Sedgewick
Lyndhurst, Ohio 44124

FLAT HATIN' ON PEANUT POWER



Postmark Jan. 17, 1980 the Federal Bureau of Pony Express (U.S.Mail) is off and running from Tempel City California (Paul R. Matt Historical Aviation Album) with a lode (load) of PEANUT POWER straight from Hannans' Hanger. Ah ! here comes the East Central route past Fox Hole OH 10 with the most eagerly awaited printing of Bill Hannans' expose of PEANUT POWER. Artistic, Basic, Crafty; all of that; much more, this light but 'airy (prounounced Harry in Aerovilleland U.K.) evaluation of the Flying Aces phenomenon is a treatise for all affectionados. Everything philosophical 'bout flying Peanuts, including the inspired founding of Peanut Scale-still retained in original form by FAC GHQ, expansion of (Rubber/Craft) Model Builder proxy postal Peanut meets, and the international evolution is covered as basic traning to what Peanut Scale is all about. Bill gets into building and flying techniques (lightly Nest paw?) and how best to get into it all for just hawking around, or en mass for greater inspiration.

Supplementary expertese (heavy stuff) may be adsorbed by sitting on a copy of Flying and Improving Scale Model Airplanes by Wm. F. McCombs,($6.95 plus .75. Model Airplane News 837 Post Rd. Darien, Conn.06820) while building your Peanut.

Aerotic cover art with curvaceous anatomy poses by brown skin Nita and her well built yellow skinned companion Miss Penny F.II (an ex cocktail waitress from Lufthansa- see cover and pg. 49 photo) are artfully displayed in living color by Bill Hannan and Bill Noonan. The cover shot is a beaut', and will generate much enthusiasm for Miss Penny F. II Ask Bob Peck at Peck Polymer P.O. Box 2498, La Mesa Ca. 92041 for Fokker F.II Plan BH-105 at $1. plus .10 (%). Add $1 for a catalogue too. Bob can fix you up for the making of a good time.

Top quality printing and wide distribution for PEANUT POWER was assured by establishing printing by Paul R, Matt of the highly regarded Historical Aviation Album, P.O. Box 33 Temple City, California 91780 U.S.A. For $ 7.95 plus $1 postage (Overseas W.E. Hersant, Ltd. 228 Archway Road, Highgate London N. 6 England), the next rider out will cary your copy of PEANUT POWER. Paul does superb drawings for the Historical Aviation Album series, and has plans seprate for the out of print albums. We hope to save space to run the book flyer with book prices added on. That magnificant Bristol Scout Peanut is by Warren D. Shipp, now editor of the Scale Staffel SQUADRON FLYER ($6/ yr. or $8 dues 17199 W. Bernardo Dr. 201, San Diego, Ca 92127. SQUADRON FLYER has grown to 10 entertaining pages of 'Dago sector news. Recent references to Websters Dictionary on French Connections (fuselage length weasel wording) were rendered un necessary or worse for 9 inch M & M (Martin- Mooney) ccvered peanuts to be proxy flown at the 1st World Grand Prix Proxy Peanut Indoor Contest, June 25 at West Baden, Ind. Doc Martin, renown undercover Peanuteer, shows Event 53 Indoor Provisional Rules with " Or of 9 inch overall length, and with a 10 pt. Max K factor; K1 Judges Appreciation 0-5 (For unusual features). That should deflect extraneous flak on how to cheat big with pods and rods. Thanks Doc for the update. The MIAMA Flyer NEWS is available at $5/ yr. from John B. Martin 3227 Darwin St. Coconut Grove Miami Fla. 33133. Mike Arak 10900 SW 61 Ct. Miami Fla 33156 U.S.A. will sign up proxy pilots for flying duty. Why let Flightmasters have all the fun? Enlist; see West B!

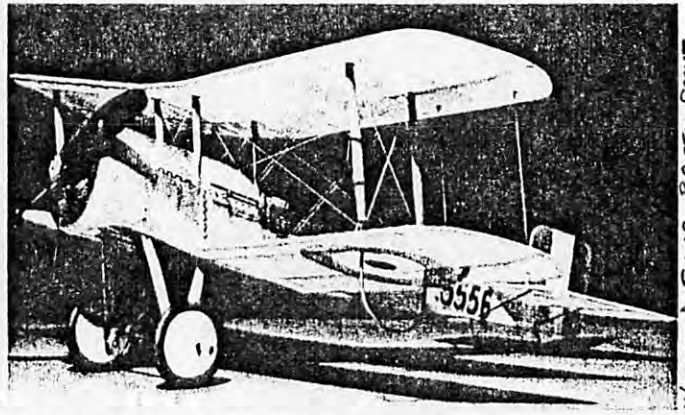
Indoor action is on Feb. 22 & 29 at Engle Rd. Armory Cleveland, March 16 at Kodak Meet, Rochester N.Y. and maybe March 23 at Edinboro State Fieldhouse (32'). Call Vic Didelot at 4410 Lorna Lane, Erie Pa. 16506 phone (814) 838-3263 for events. Probably Rubber Scale, Peanut Scale with FAC Outdoor scoring, Hi Flyer Old Timer Kit Scale, HLG, EZB, etc. Randall Mall Static Show is March 7-9 , with many ff events and CFFS Electric RTP flying.

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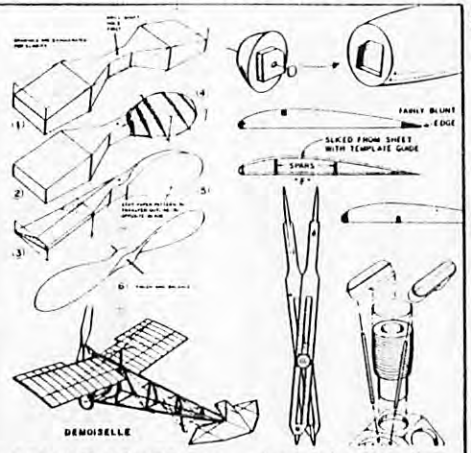
PEANUT POWER is your key to this fascinating hobby, and covers almost every aspect of the subject, including:

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- CONTESTS
- PROXY-FLYING
- GAMESMANSHIP

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PEANUT POWER was authored by long-time model designer/writer Bill Hannan, who conducts "Hannan's Hangar" in *Model Builder* magazine and the "Obscure Aircraft" historical series in *R/C Sportsman*. His work has also appeared in such U.S. publications as *Model Airplane News, Model Aviation, Sport Modeler, Model Retailer,* and *Sig Air-Modeler*. Foreign journals which have featured his work include *Aeromodeller* and *Scale Models* (England), *MRA* (France), and *Flug + modell-technik* of Germany.

FORMAT: 8½" x 11" size, 80 lb. coated body stock, 80 pages, over 140 photos and 85 line illustrations. .012 card, varnished full-color cover, "Perfect" spine binding.

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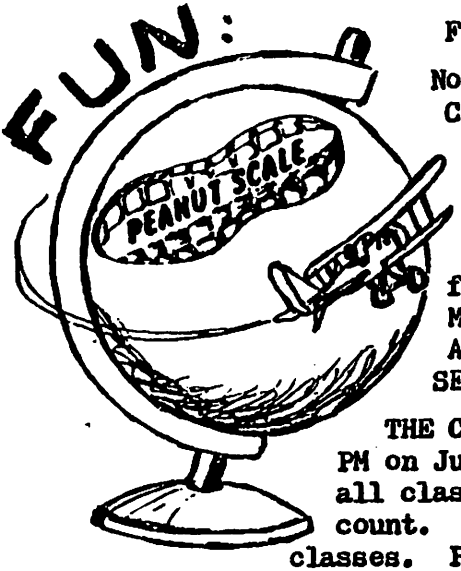
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FUN:



FIRST WORLD PEANUT GRAN PRIX June 25 1980

Northwood Institute, West Baden Indiana, U.S.A.
Contest Director:Clive(Butch) Hadland, UK
Director of entries, and proxy flying: Mike Arak
10900 SW 61 Ct. Miami,Fla. 33156
Sponsor: MIAMA indoor club AMA 986, Miami Fla.

THE TIME:Proxy entries must send in application form below by MARCH 31, 1980
Models must be presented at Northwood before 10:00 A.m on JUNE 24, 1980. ALL ENTRIES SHOULD HAVE SENT IN ENTRY FORM BELOW BY JUNE 10, 1980.

THE CONTEST: The flying will be from 8:00 AM to 8:00 PM on June 25 1980. Multiple entries are permitted in all classes at $1.00 each, but only your best effort will count. As in the Model Builder contest we will have 5 classes. Pioneer, WW I (1914-1918), Golden Age (1919-1939), WW II (1939-1945),& modern. MIDNIGHT AWARDS GIVING:::

Proxy entries are encouraged. If you need a proxy flyer, check the box on the entry form, and get it to MIKE ARAK by March 31, 1980. We will assign a proxy flyer to your plane, and you can both make the necessary arrangements. THE RULES: Other side of this sheet has the rules. You can build to a 13" SPAN, or a 9" overall LENGTH. We MMM hope that the three days prior to this the 1980 World Indoor Champs will be held. We will know in Dec. On the three days following this meet we will hold the Fifth NIMAS Anmual Record Trials. THIS IS DEFINITE: Information for the VNART will be in issue 59.

PLAN AHEAD - A FULL WEEK OF INDOOR - JUNE 21-28 '80 ON PROXY ENTRIES - ALL ARRANGEMENTS FOR ENTRY AND FLYING MUST BE MADE BY THE ENTRANT.

ENTRY - 1ST WORLD PEANUT GRAN PRIX

CHECK → ☐ I NEED A PROXY FLYER (SEND THIS IN BEFORE MAR 31 1980)

NAME: _____ AMA No. _____

ADDRESS: _____

I PLAN TO ENTER: (ENTRY FEE IS $5.00 plus $1.00 for each additional model)

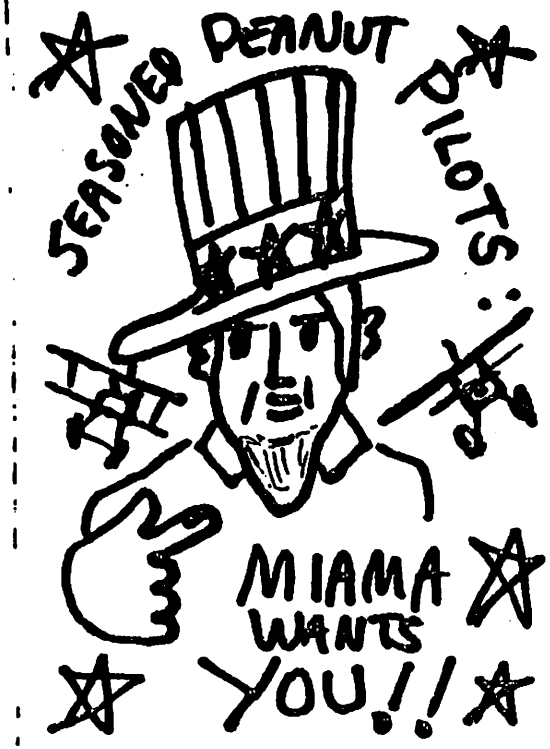
PLANE: _____ CLASS _____ PLANE: _____ CL:

PLANE: _____ CLASS _____ PLANE _____ CLASS _____

PLANE: _____ CLASS _____ PLANE _____ CLASS _____

SEND TO: J:B:Martin 3227 Darwin St. Miami Fla. 33133, U:S:A: BY JUNE 10

VOLUNTEER TO : MIKE ARAK
10900 SW 61 CT. (10)
MIAMI FLA, USA. 33156



THE FIRST WORLD PEANUT GRAN PRIX !!

Proxy fliers needed. Your Job: To correspond with your entrant, make arrangements with him to receive, fly, and return hismodel. Of course this means a trip to West Baden on June 25. This is the only way a small club like MIAMA can have a proxy meet. We don't have a vast staff of hot pilots like they do at MODEL BUILDER.. The entrant's job is to write to MIKE ARAK who will assign a pilot to him from our pool of volunteers. Lets hope we get enough volunteer fliers to go around. BRING YOUR MODEL TOO!

THE FIRST CHANCE MEET, JAN. 20th. 1980.

This meet used to be called the Last Chance because it was held in mid-December before Xmas temporarily stopped serious aviating. Last years meet had really abominable weather, only four contestants turning up, each making one trimming flight into the scrub near I-271 In response to pleas to move the date to the new year, this years contest had to be transmogrified into the First Chance. It enjoyed quite benign weather comparatively speaking, wind of about 15 -20 m.p,h. from the west, a temperature just about zero and no precipitation. However, we did inadvertently clash with the Superbowl, though this did not start until well after the meet was over.

In the event, 11 hardy souls entered and flew, while several others came along to view. By far the best-patronized event was the H.L.glider, understandable in view of the weather. Six people flew and there were two re-entries. The standard of flying was extremely high and several convincing demonstrations of winter thermals were seen as a few bits of weak sunshine crossed the field. Dave Pishnery caught two beauties, one official, one while trimming, while Bill Reuter, Larry Loucka, Dick Woodward and Tad Jones got one each.

We were very pleased to see two of our R/C friends join us with H L. gliders, and the most happy incident of the whole meet concerned Jack Leaventree . While learning how to trim and throw his strange beastie , he caught the very granddaddy of all winter thermals! The expressions of disbelief, joy, ecstasy and a dawning of what turns a free-flighter on showed on his face as the model dwindled from a dot in the distant patch of blue to nothing except spots before the eyes! Betcha he tries again! Dave added two other respectable scores to his max. to end up a well-deserved winner. His model was large very stable and was exactly right for the conditions.

Flying in the other events was confined to the last hour and was more of a desperation situation, trying to avoid the scrub only 35-40 seconds downwind. In Embryo, Gordon Roberts narrowly won with 3 reasonably-judged flights on half-turns, being chased home by Dennis Norman and Tad Jones. Peanut was a bit of a fiasco as none of the usually reliable models would perform anything like normal. Official flights of over 15 seconds were hard to come by, only 3 of the 6 entrants managing this mediocre standard. Mike Zand was best with 21 seconds, flying with a double motor . Dick Woodward won the Jet-Cat event, flying his long-lived Saab Lansen to a best flight of 28 seconds

(twice),which with 19 scale points gave a total of 47 points. Dennis and Todd Allen turned up with models but were too late to fly,while Larry did not fly his small delta,which had severe trim problems.

RESULTS.

H.L. GLIDER

1. D.Pishnery	150	secs.
2. R Woodward	142	"
3. L.Loucka	135	"
4. T.Jones	131	"
5. W Reuter	118	"
6. L.Plachy	104	"

EMBRYO ENDURANCE

1. G Roberts.	139	secs.
2. D.Norman	136	"
3. T.Jones	124	"
4. W.Reuter	67	"

P-NUT SCALE (F.A.C scoring)

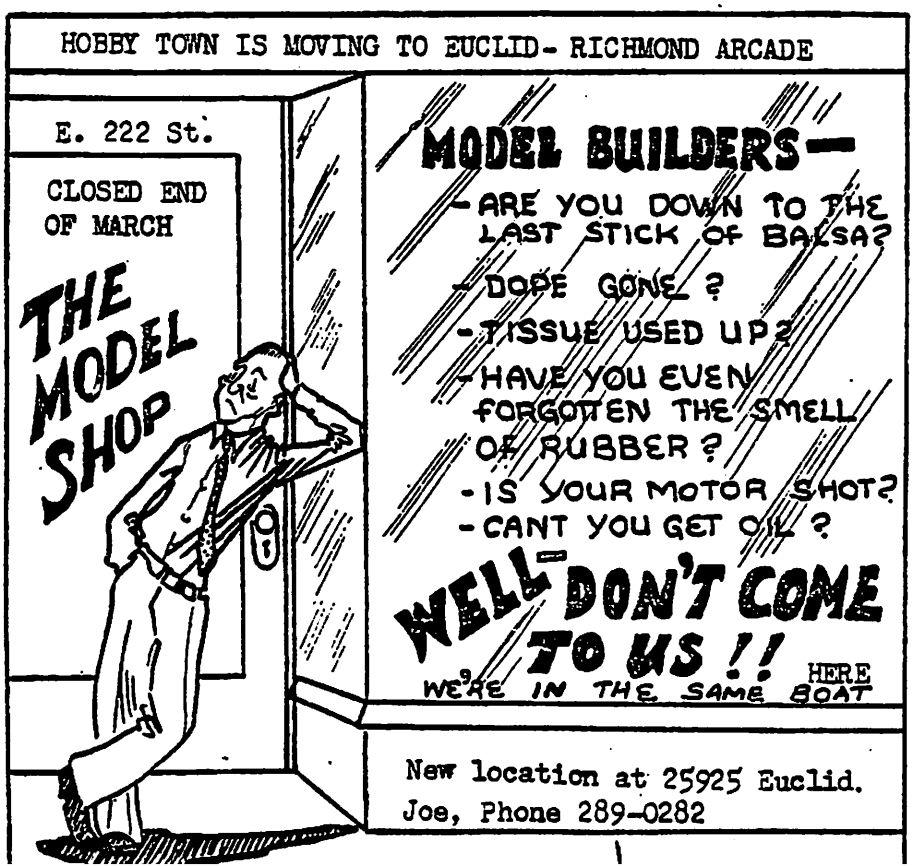
1.M.Zand	453	pts.
2. G.Roberts	411	"
3. L.Plachy	369	"

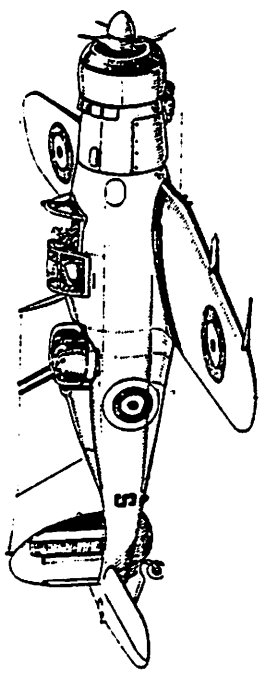
(3 did not fly)

JET-CAT SCALE

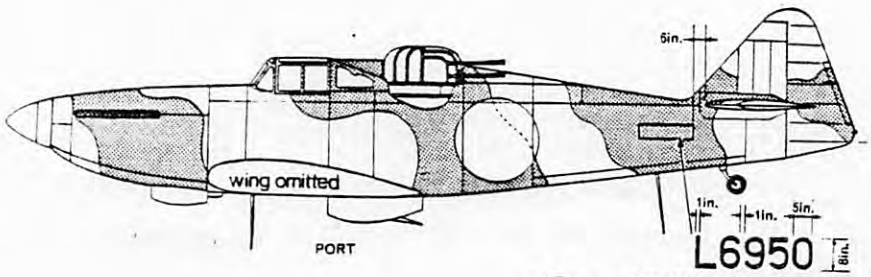
1.R. Woodward 47 pts.

(3 did not fly)



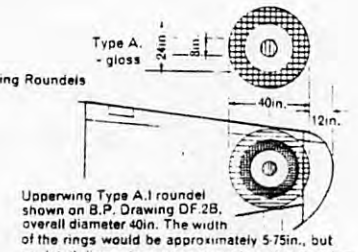


BLACKBURN ROC 905-h.p. radial engine. British Navy torpedo-bomber which served with distinction in the war. Its cousin, the Blackburn Skua, was similar except for power turret.

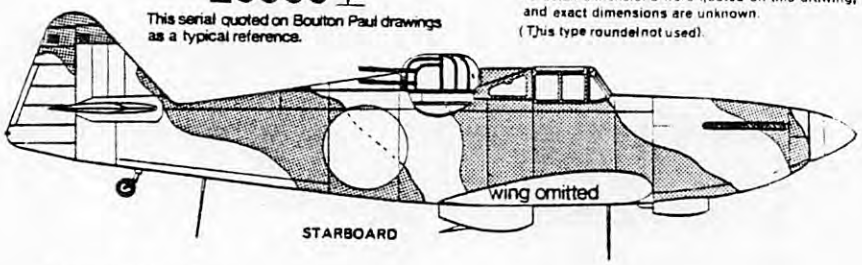


This serial quoted on Boulton Paul drawings as a typical reference.

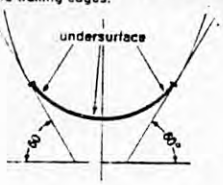
Early Upperwing Roundels



Upperwing Type A.I roundel shown on B.P. Drawing DF.2B, overall diameter 40in. The width of the rings would be approximately 5·75in., but no detail dimensions were quoted on this drawing, and exact dimensions are unknown.
(This type roundel not used).



Undersurfaces are defined as those from which the tangent makes an angle of not more than 60° with the horizontal, except for horizontal aerofoils where line of demarcation is at centre lines of leading and trailing edges.



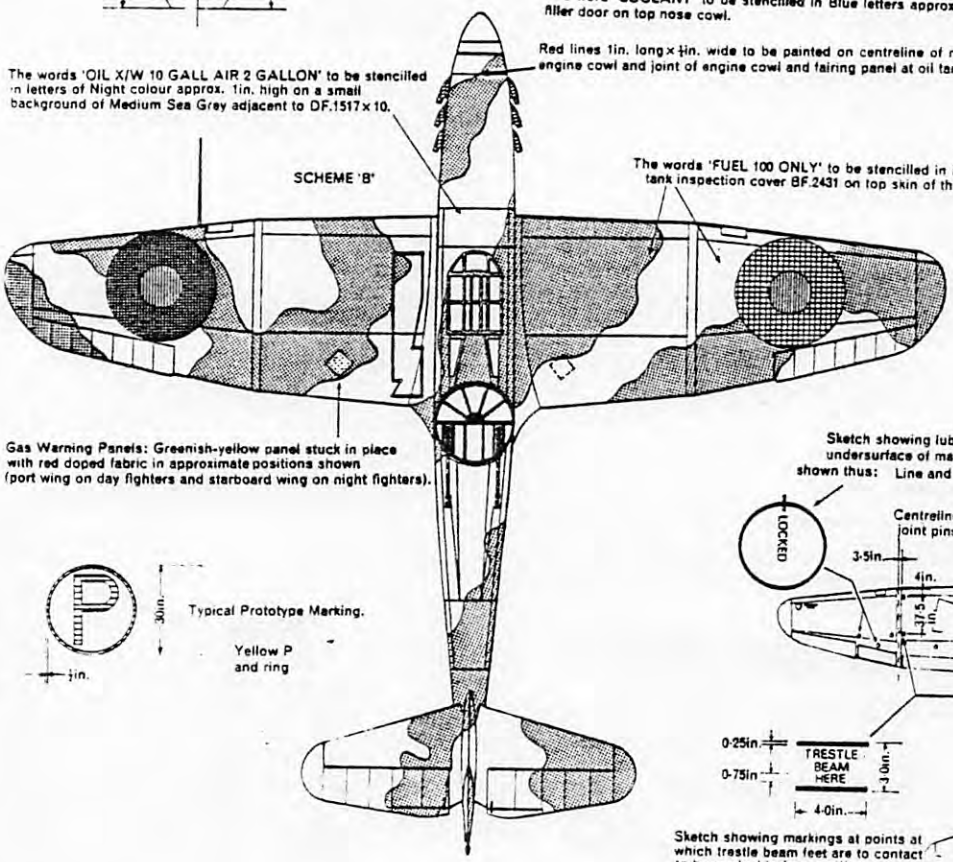
The word 'COOLANT' to be stencilled in Blue letters approx. 1in. high adjacent to header tank filler door on top nose cowl.

Red lines 1in. long × ¼in. wide to be painted on centreline of machine at joint of nose cowl and engine cowl and joint of engine cowl and fairing panel at oil tank.

The words 'OIL X/W 10 GALL AIR 2 GALLON' to be stencilled in letters of Night colour approx. 1in. high on a small background of Medium Sea Grey adjacent to DF.1517 x 10.

SCHEME 'B'

The words 'FUEL 100 ONLY' to be stencilled in Red letters approx. 1in. high adjacent to the fuel tank inspection cover BF.2431 on top skin of the inner and outer wings.

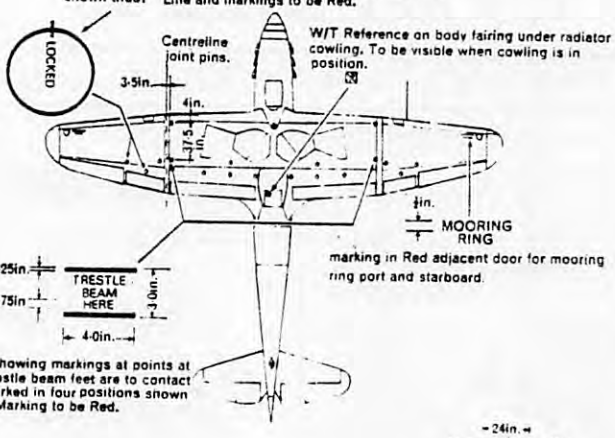


Gas Warning Panels: Greenish-yellow panel stuck in place with red doped fabric in approximate positions shown (port wing on day fighters and starboard wing on night fighters).

Typical Prototype Marking.

Yellow P and ring

Sketch showing lubber line and markings for circular inspection doors in undersurface of mainplanes to be marked at 14 doors shown thus: Line and markings to be Red.



marking in Red adjacent door for mooring ring port and starboard.

Sketch showing markings at points at which trestle beam feet are to contact to be marked in four positions shown thus: ■ Marking to be Red.

Night Fighter finish as specified on Messrs. Boulton Paul Drwg. DF0006, Sheet 2 (amended circa May 1942 to incorporate the Type C.I fuselage roundels and corresponding fin flashes.)

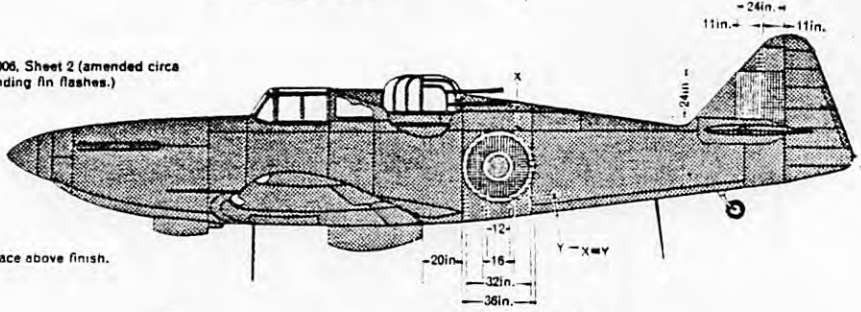
Finish all surfaces Special Night Finish

Primer Ref. 33/B/207-209 or 338/260-262.

Followed by Special Night Finish D.T.D./R.D.M.2A.

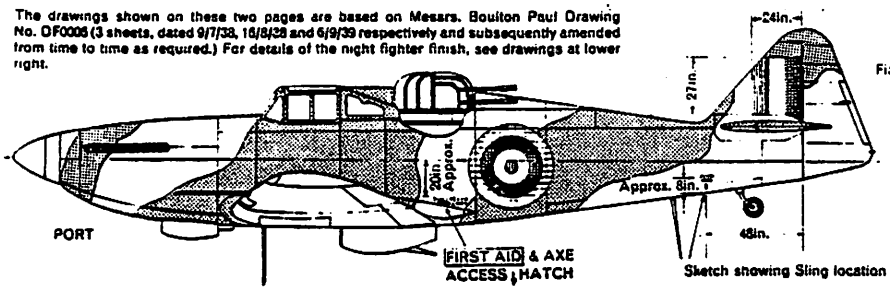
Red, White, Blue, Yellow to Specification D.T.D. 83A.

For new aircraft or components 'Coloured Primer' to DTD314 may replace above finish.

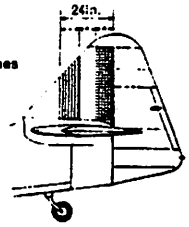


Type C.I roundel

The drawings shown on these two pages are based on Messrs. Boulton Paul Drawing No. DF0006 (3 sheets, dated 9/7/38, 16/8/38 and 6/9/39 respectively and subsequently amended from time to time as required.) For details of the night fighter finish, see drawings at lower right.



Fin Flashes

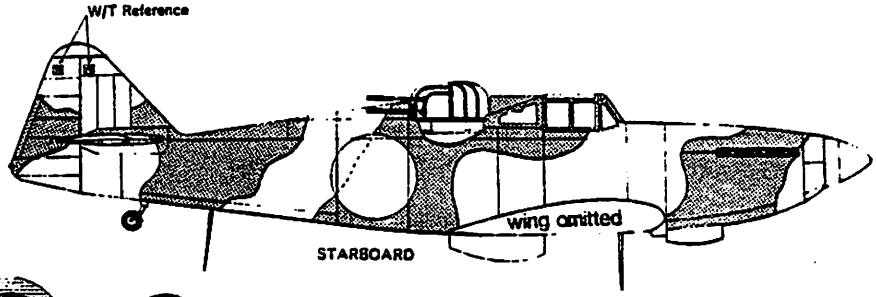


End of Red, White and Blue strips to coincide with top edge of fillet.

This notice on port side only. Lettering to be ½in. height. 'FIRST AID' to be painted in red on a white rectangular background as shown, the remainder of notice painted in red. A strip of rubberised fabric to be placed over 'FIRST AID' notice (i.e. the area of the white background only) and held in place by Bostik at edges.

Sketch showing Sling location on rear fuselage. Marking to be Red, marked thus.

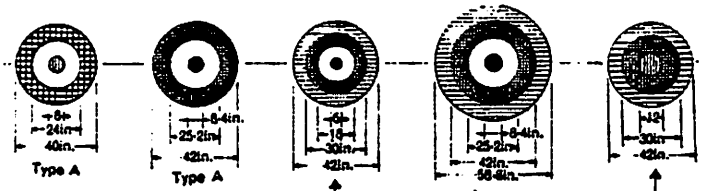




Dark Green

Figs. 1-6 on these two pages only:

Fuselage Roundels:



Type A.I Production (Late August 1940)

Modified 'A' to Type 'A.I' as on L7008 'PS-X', etc. (see colour plate.)

Type B.I (Modified Type A.I): certain night fighters only; see colour plate of N3340 'YD-D' of 255 Sqn.)

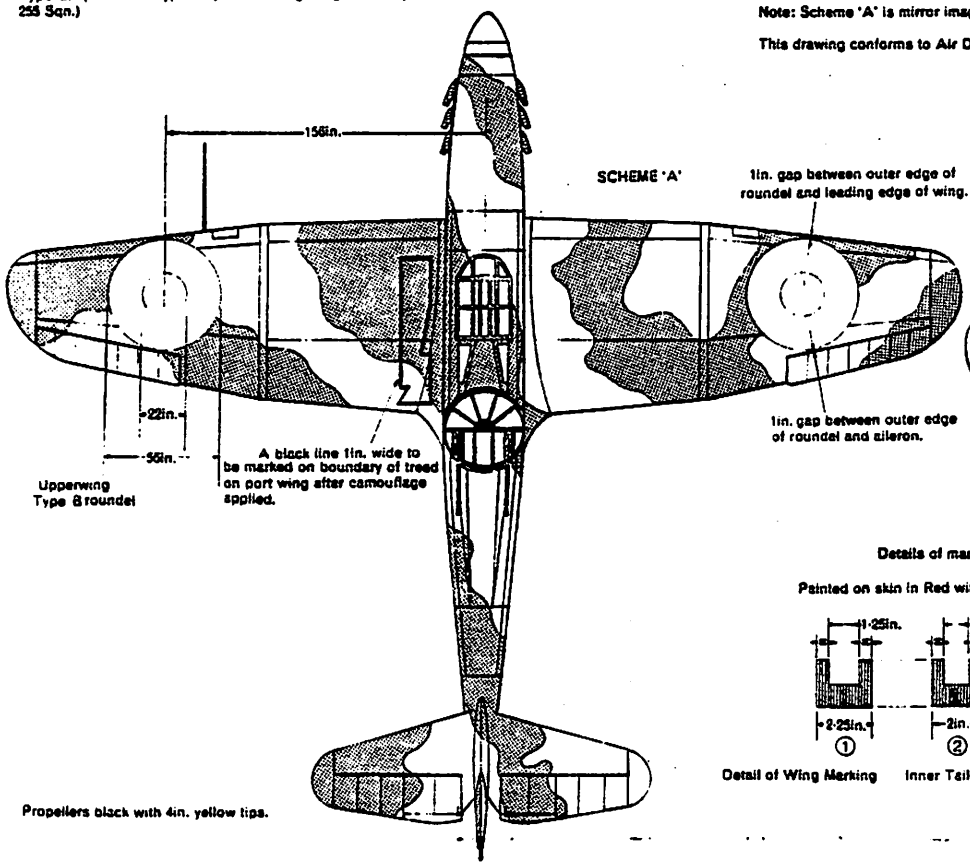
The camouflage patterns to the elevations shown here are drawn as they appeared on the manufacturer's original drawings, i.e. without the Sky undersides of the forward and rear fuselage sections being shown. It should also be borne in mind that a large number of the small stencilled markings specified on the manufacturer's drawings did, after a period of service use, become partially or completely obliterated due to the effects of weathering, repainting, etc. This is particularly true of the machines in day fighter finish that were repainted in night fighter finish.

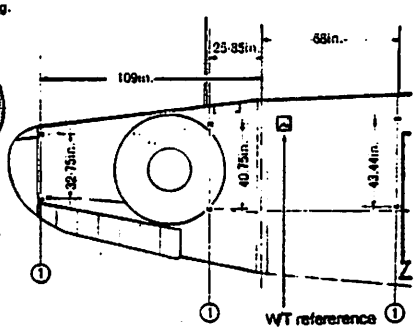
The outlines surrounding the Green, Earth and Sky on this Diagram are not to appear on the aircraft but the edges of the adjacent colours are to be merged. The whole undersurface of aircraft as defined by Diagram and Notes to be finished Sky.

Materials must comply to Specification D.T.D. 308 Type 'S' and D.T.D. 83 Type 'S'.

Note: Scheme 'A' is mirror image of Scheme 'B'.

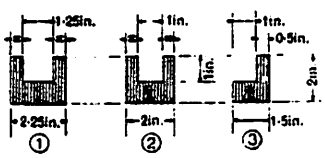
This drawing conforms to Air Diagram AD1150.



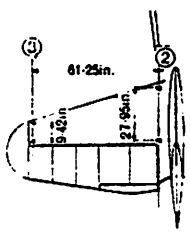


Details of markings for Incidence Boards.

Painted on skin in Red with appropriate No. in White.



Detail of Wing Marking Inner Tail Marking Outer Tail Marking



THE KODAK AEROMODELERS PRESENT

4TH ANNUAL INDOOR AIR MEET



SUNDAY MARCH 16, 1980 9AM-5P.M.

KODAK OFFICE AUDITORIUM (26 ft. ceiling) 343 STATE STREET, downtown Rochester

EVENTS: Peanut Scale, A.M.A. Racer/Cub & Hand Launched Glider

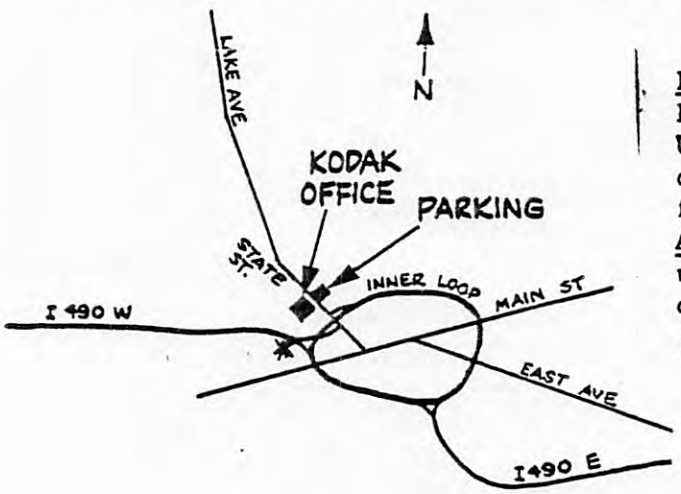
A.M.A. membership required A.M.A. Sanction #120

JUNIOR: 14 and under; Open: 15 and over

Entry Fee: $1.00 per entry in Open ages class; 25¢ per re-entry

No charge for Juniors

Free parking in Kodak Office visitor's lot directly across State Street



*From 490 W take Broad, Brown Street Exit straight ahead to Allen Street to State Street.

Peanut Scale event #52 as per 1980-81 AMA rules. Proof of scale is responsibility of contestant. Up to three(3) Peanuts can be entered by each contestant.,Models may be re-entered.Deadline for Scale judging turn-in is 12 noon.
AMA Racer/Dart models must be"STOCK" construction useing only materials supplied in KIT. Models can be re-entered for additional official flights.
AMA membership can be applied for at meet.

For additional information, contact:
BOB CLEMENS 716-392-3346
JIM STEVELY 716-352-1106

4th ANNUAL SNOWBIRD INDOOR MEET

DATE: March 23, 1980 AMA Sanction applied for

PLACE: Edinboro State College Fieldhouse, Edinboro, PA
(32 foot ceiling)

AWARDS: Merchandise through 3 places each event

SPONSOR: Erie Model Aircraft Assoc.

EVENTS:
1. Indoor hand launch glider
2. Easy-B and Pennyplane combined
3. Peanut Scale
4. Rubber Scale
5. Cabin

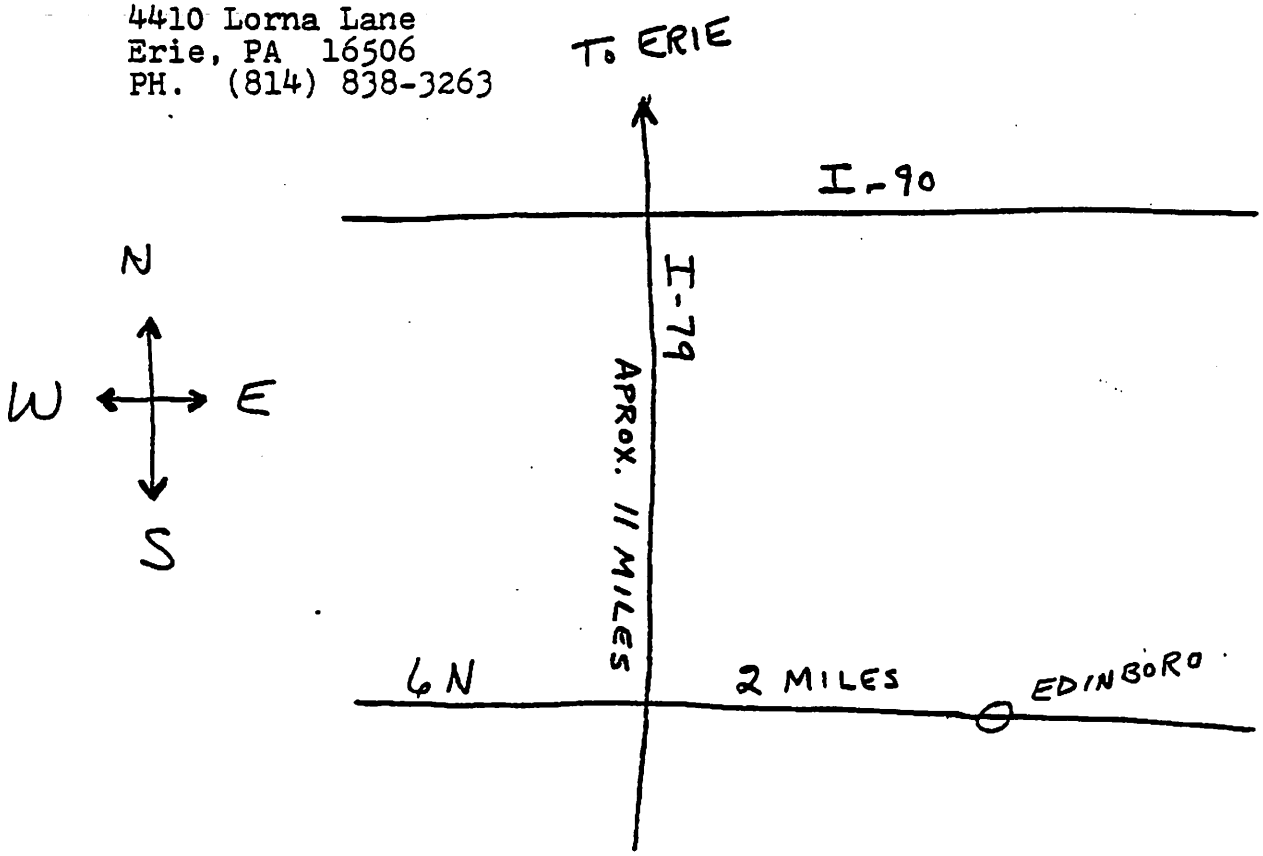
1. No condenser paper covered models allowed except in event no. 2.

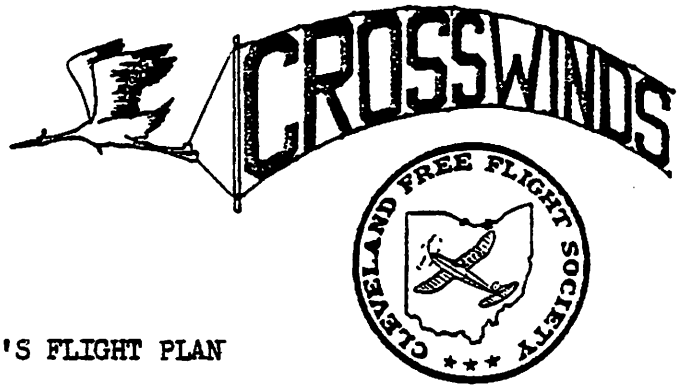
2. Events 3 and 4 will be judged by Flying Aces Rules.
Be sure to bring proof of scale for events 3 and 4.
No scale points will be awarded without proof.

FEES: Open $3.00 1st entry, $1.00 each additional entry. Max. $5.00

SR.,JR. $1.00 FLIES ALL

CONTEST DIRECTOR:
Vic Didelot
4410 Lorna Lane
Erie, PA 16506
PH. (814) 838-3263





CROSSWINDS

4909 N. Sedgewick

Lyndhurst, Ohio 44124



UNOFFICIAL NAT'S FLIGHT PLAN

TAIL WAGS DOG-CAN 'ARDLY WAIT!

With an energetic wag from the Flying Scotty tail, FAC Captain Frank Scott and the Buzzin Buzzards open the Great Unofficial Nat's of 1980 at Wright Field WPAFB. Flying Aces Club Nationals events are Friday Aug. 8 thru Sun. Aug. 10 to the attached event schedule pending sanction approval. Housing at Wright will be scarce after Aug.10.

Battle of Britain FAC Combat and FAC Old Timer Rubber Scale follow at Wright Field in the Unofficial Nat's schedule to be firmed up by fearless leader Terry Rimert.

SAM CHAMPS dates are expected to lead the Nat's about one week. Updates via John Pond.

INDOOR FLYING is Aug. 10-11 at the University of Cincinnati Field House. This Hangar has a 64 foot (19,5 M) smooth arch dome. Events seem to be stuck to the '79 event schedule of Ind. HLG, Pennyplane, EZB, AMA Scale, and Peanut Scale on Sunday; vs. the Monday date requested in consideration of the FAC NAT'S.

INDOOR AUTOGIRO, HELICOPTER, and ORNITHOPTER events are sponsored by NFFS.

OUTDOOR AUTOGIRO, HELICOPTER, and ORNITHOPTER are run (or flapped?) by NFFS.

CARGO lifting is via The Minniapolis Model Aero Club.

RUBBER SPEED and a chance to show off your BEAT MATSUNO shirt is offered by the Illinois Model Aero Club, with top three trophies plus the Don Lockwood Perpetual Trophy and $1 per mph for the winner. Fast action!

DICK KORDA OPEN RUBBER EVENT fliers ALL get award ribbons from the free spirits of the McDonnel Douglas Free Flight Club of St. Louis. The winner gets both a keeper and perpetual

WAKEFIELD winner will be presented the AERO CUP perpetual trophy for 1980.

7-11 RUBBER DISTANCE is also offered by the McDonnel Douglas Free Flight Club.

P-30" is expected from the Aeronuts of Chicago.

ROW has a sponsor in Waterbird George Perryman, but needs a puddle or something to ROW off of, and a Naval Aviator to run the event. EMBRYO ENDURANCE will be a FAC event Sun.

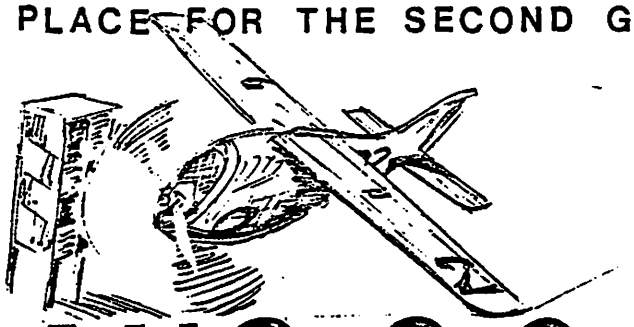
Send Terry Rimert, 367 Orange Avenue Baldwin Fla. 32234 a SASE for event rules, Fike E 3-v, or even proper shirt art for BEAT MATSUNO events. Terry has it on Nest Paw? Blue Fox Base has a local dealership in Rimert offerings at "the usual fee".

Dennis Norman is expected to escape his own "Bear trap" to offer FAC NAT'S T SHIRTS with the next CROSSWINDS due out May Day. CROSSWINDS " General breakdown" of monthly schedule follows overriding stresses on both editors and their families. With Faith, Hope, and Charity, our gladiators will keep CROSSWINDS alive and well. We trust most will find this issue worth the wait.

Currant AMA licence required. Sanction applied for.

DAYTON IS THE WRIGHT

PLACE FOR THE SECOND GREAT



THE FLYING ACES CLUB Nationals

AUG. 8, 9, 10 1980

WRIGHT FIELD - AREA B - WRIGHT PATTERSON AFB OHIO

FRIDAY, AUG.8 9AM-5PM	SATURDAY, AUG. 9 9AM-5PM	SUNDAY, AUG. 10 9AM-5PM
WW 1 Peanut Dogfight	Schneider Profile (3/4") Race	Thompson Trophy Race (Radial)
WW 11 Peanut Combat	WW 1 Dogfight	Gr eve Trophy Race (Inline)
Full FACtor Peanut Scale	WW 11 Combat	Aerol Trophy Race
Catapult Jet Scale	No-Cal Scale	FAC GHQ Peanut Scale
JUNIOR Nat. Reliab. Tour	FAC Power Scale	FAC Scale
JUNIOR R.O.G.(JASCO, Peck)	Jumbo Scale	Embryo Endurance

Entry Fee ; $ 1.00 per event to $ 10.00 max.
Kids (Jr.& Sr.) get in free

Frank H. Scott, C.D.
4283 Honeybrook Ave.
Dayton, Ohio 45415
(513) 890-5989

1980 FLYING ACES CLUB NATIONALS REGISTRATION FORM

NAME_____ AMA NO._____

ADDRESS_____ AMA CLASS JR. SR. OPEN

_____ ZIP_____

Check off event that you wish to enter

FRI. Aug. 8		SAT. Aug. 9		SUN. Aug. 10	
WW 1 Peanut dogfight	___	Schneider Race	___	Thompson T.	___
WW 11 Peanut Combat	___	WW 1 Dogfight	___	Gr eve T.	___
Jr.(only) TOUR	___	WW 11 Combat	___	Aerol T.	___
Jet Catapult	___	No-Cal	___	GHQ Peanut	___
Full FACtor peanut	___	FAC Jumbo	___	FAC Scale	___
Jr. (only) ROG	___	FAC Power	___	Embyro	___

Note that qualification flights will be required for all mass-launch events, and should be in by 1 PM.(Best flight of 2 attempts). Top 10 qualifiers will be selected for mass fly-offs.

SEND FORM TO : FRANK H. SCOTT
4283 HONEYBROOK AVE.
DAYTON, OHIO 45415

Entry fee enclosed ? _____

Number attending Banquet ? _____

34.

Welcome to the Second Official Flying Aces Club National Contest !

We offer to you, our fine FF scale flying friends, the very best in Ohio cities, flying sites, comradeship, and FAC flying scale competition. Additionally, the FAC NATS is so timed and situated as to allow you to compete as well at the even bigger AMA Nationals immediatly following, all in the very same trip !

18 outstanding FAC events are offered, including two just for the youngsters. Prizes are impressive hand-crafted trophys for first place, with special award badges for second and third places, Plus some pretty nice merchandise scrounged from all over modeldom !

Don't miss the big FAC BANQUET Saturday night ; hob-nob with modeling's greats from all over !

SEND ADVANCE REGISTRATION AND BANQUET RESERVATIONS TO ;
FRANK H. SCOTT
4283 HONEYBROOK AVE.
DAYTON, OHIO 45415 (513) 890-5989

(Note that it is not necessary to send entry fees with the advance registration, but those who do will receive a special FAC NATS CONTESTANT BADGE at no additional cost !

FAC NATS CONTESTANT HOUSING

Housing accomodations in double dormatory rooms will be available at the University of Dayton from Thursday, Aug.7, afternoon through Monday, Aug. 11 morning, and in any desired combination of dates. Sheets, pillows, etc. will be provided, but you must furnish your own towels.

Rates ; $ 7.00 per person for the first night
$ 6.50 per person for each additional night

Reservation deadline May 23. There will be a limited number of rooms available thereafter for late reservations from July 1 through July 31. A few single rooms are also available at $ 11.50 for the first night, and $ 10.50 for each additional night.

Cooking facilities may be available. though with out refrigeration, at the UD dorms.

Family activities , for the non-modelers, such as swimming, shopping, and museum tours, will be announced later. Kindly indicate if interested.

Please send payment with your reservation requests. Your payment will be refunded for cancellation received by July 31, 1980.

SEND TO : MRS. DONNA MEIXELL
5467 COLRAIN DRIVE.
DAYTON, OHIO 45424 (513) 233-4173



ISSUE 56.5

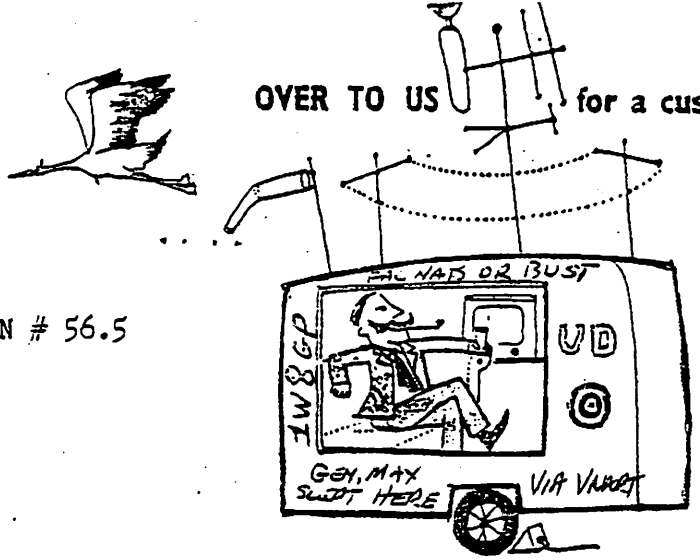
383-

T R W T/M 2833

23555 EUCLID AVE.

CLEVELAND, OH 44117

SUBJECT CENSORED AS NFG
FOR PEANUT COMPETITION
(NAT'L FIKE GROUPIE)



CROSSWINDS *BLUE LEADER*

4909 N. Sedgewick

Lyndhurst, Ohio 4412[illegible]

30 May, 1940 + 40.

SPECIAL EDDITION # 56.5

MAY DAY PLUS 29

Only 29 days late, and the presses roll! Well; half a roll, as this is just a local issue in the panic of a reschedule of the June 15 contest at Lorain County C.C. I lied a mite in the flier. We are really not trying to get into the Battle of Britain action before General Norman gets the new Messerschmitt Peanut and 3/4" scale Emils into competition. Heck no; if we wanted to get a flight up on Dennis, we'd just advance the schedule to 9AM-4PM. Haw-aw-aw-aw! As it turns clockwise, the L.C.C.C. site has graduation June 15. Also NOFFA took 6/15 at Plumb Brook, Sandusky for an O/T meet.

We have a big meet at WPAFB, Dayton on June 22. So-o-o-o, It's move ahead to June 8. This may be just as well for several despite the short notice. The 6/15 date was in consideration of the FAC bash 6/8 at Pinkham field, Durham Conn. A long haul nes paw? The CFFS meeting is also advanced to June 8, at ' Del Baluneks 2227 Garden Dr. Avon.

While we command your attention, let's get into the Calander. The NOFFA and 6/22 WPAFB WRIGHT RACES fliers are attached. Look 'em over and see where you can get into action. Or drop by and see all the fun to be enjoyed. Note that the NOFFA O/T MEET requires pre regristry per flier. Note that CFFS event for CO_2 powered O/T replicas as a target time event was scratched from CFFS 6/8 schedule due to NOFFA conflict. This event is crammed into the busy busy busy July 27 date at LCCC. No sweat it's G-8's meet to C.D. The target time technique was selected both to save precious CO_2 motors and equalize the tankage factor, as there is no limit to endurance here. A target of 60 seconds may be in effect , umless shortened due to wind and field considerations. Any pre '43 type model may be used; even a FIREBALL if you want to carve it that thin. But seriously, even O/T scale types may be entered if you want something to fly in CO_2 power scale also. The BUZZER M.A.C. BUZZARD BOMBSHELL is a real good rendition if you like orange and black. New Ruler is real neat too. Golden Age has a whole book full of plans to pick from; likewise John Pond.

Gotta move on, the Air Races are on TV5 at 5 and I usually miss this show .

After the Wright Races 6/22, it's off to French Lick. No kiddin'. The 1ST WORLD PEANUT GRAND PRIX is on over at Northwood Institute, West Baden Indiana. Du Blue took a weeks' vacation, and will hang a left out of Dayton, and watch World Indoor meet prior to the big IWPGP June 24 &25. Just so I'll have somethin' to do, General Roberts will loan me his enormous Fike to proxy fly. Hope you got it entered Gordon. Entry is due by June 10 to Doc Martin, as shown in CROSSWINDS 56 DEFIANT ISSUE pg.25.

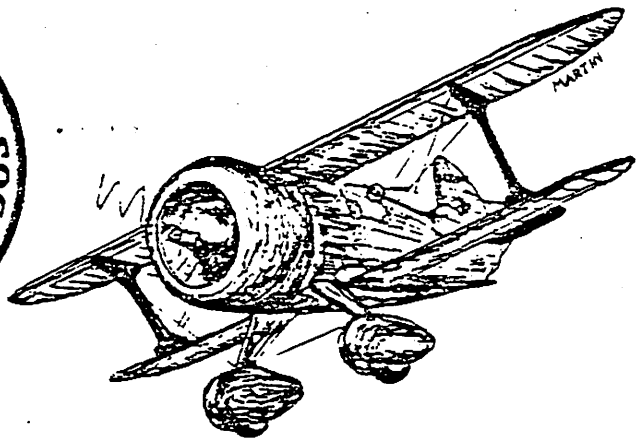
ERIE offers us a meet July 20 at LCCC, and CFFS follows July 27. Erie Flier due in#57.

FAC NATS/ SAM NATS is THE PLACE TO BE AUG.8-10, as you well know. Dorm housing at Univ. of Dayton is offered for those attending only this meet. Fliers attending AMA NATS may enter Wright State dorm housing through AMA. To be with the gang, register for U.D. with Dick & Donna Meixell, 5467 Colrain Dr. Dayton Ohio 45424 Phone (513) 233-4173. $.50 plus $6.50 per person double occ. Bring towels. AMA housing also begins 8/7 at Wright State at $7, double occ. pre paid through AMA only. This Fox will dig in at U.D. and move 8/11. Get those FAC advance regristration forms in now.

Gen. Max du Blue. B



CLEVELAND FREE FLIGHT SOCIETY



CONTEST! CONTEST! CONTEST!

SCALE SCRAMBLE, JUNE 8 AT LORAIN COUNTY COMMUNITY COLLEGE 10AM-5PM. FLYING ACE RULES APPLY. ADVANCE OF 6/15 DATE TO AVOID MESSERSCHMITT PLAGUE SPREADING FROM LAKEWOOD, OHIO.

1) PEANUT SCALE FOR 13" SPAN MAX. FULL FAC POINTS.

2) WALNUT SCALE FOR 13"-18" SPAN FAC RUBBER SCALE.

3) FLYING ACE SCALE, OVER 18" SPAN WITH WALNUT EVENT.

4) OLD TIMER HI FLIER KIT. USE KIT WOOD AND PLASTIC. Use a plastic prop. Any tissue. O/T BELLANCA,. HOWARD, MONOCOUPE, REARWIN, STINSON, OR TAYLORCRAFT. MAY ENLARGE STAB.

5) WW II PEANUT COMBAT MASS LAUNCH ELIMINATION.

6) ~~BATTLE OF BRITAIN MASS LAUNCH RUBBER SCALE FOR 30" SPAN MAX. TYPES USED IN 1940 B.O.B.~~ FAC RULES APPLY WITH PROPER MARKING FOR SUBJECT. TYPE LIST CROSSWINDS DEFIANT ISSUE 56.

7) STICK R.O.G. FOR 24" MAX. (J)(S)(O). INCLUDES SIG/AMA CUB RUBBER STICK. TABLE R.O.G.

8) H.L. GLIDER.(J)(S)(O). BEST 3 OF 6 FLIGHTS

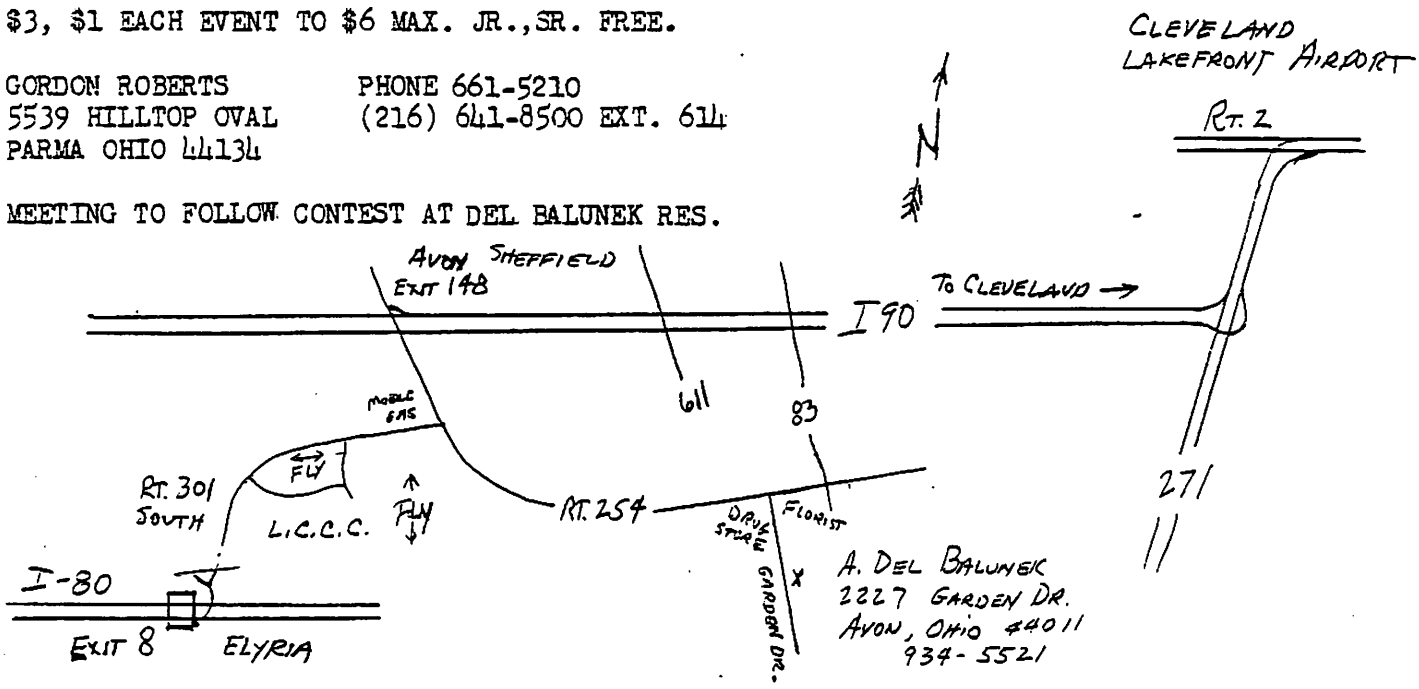
9) ALL FLY JUNIOR EVENT FOR ANY FREE FLIGHT MODEL. 3 FLIGHT TOTAL TIME.

FIRST PLACE PRIZES. SHOW 1980 AMA CARD.

OPEN $3, $1 EACH EVENT TO $6 MAX. JR.,SR. FREE.

C.D. GORDON ROBERTS PHONE 661-5210
5539 HILLTOP OVAL (216) 641-8500 EXT. 614
PARMA OHIO 44134

CFFS MEETING TO FOLLOW CONTEST AT DEL BALUNEK RES.



NOFFA OLD TIMER MEET

BOB REUTER
MEMORIAL
HIGH POINT
TROPHY

SUNDAY, JUNE 15, 1980

Plum Brook Station

LEWIS RESEARCH STATION,
SANDUSKY, OHIO

SIX EVENTS

.020 Replica -- A -- B -- C -- (All ages combined)
RC Assist OT (All Classes combined) - Current SAM RC Rules
O.T. Rubber - (All ages combined)

TROPHIES -- First thru third places. TIME -- 9:00 a.m. to 4:00 p.m. ENTRY FEE -- Senior-Open $3.00 first event, $2.00 for second and third events, $7.00 for all six events; Junior - $1.00 covers all events.

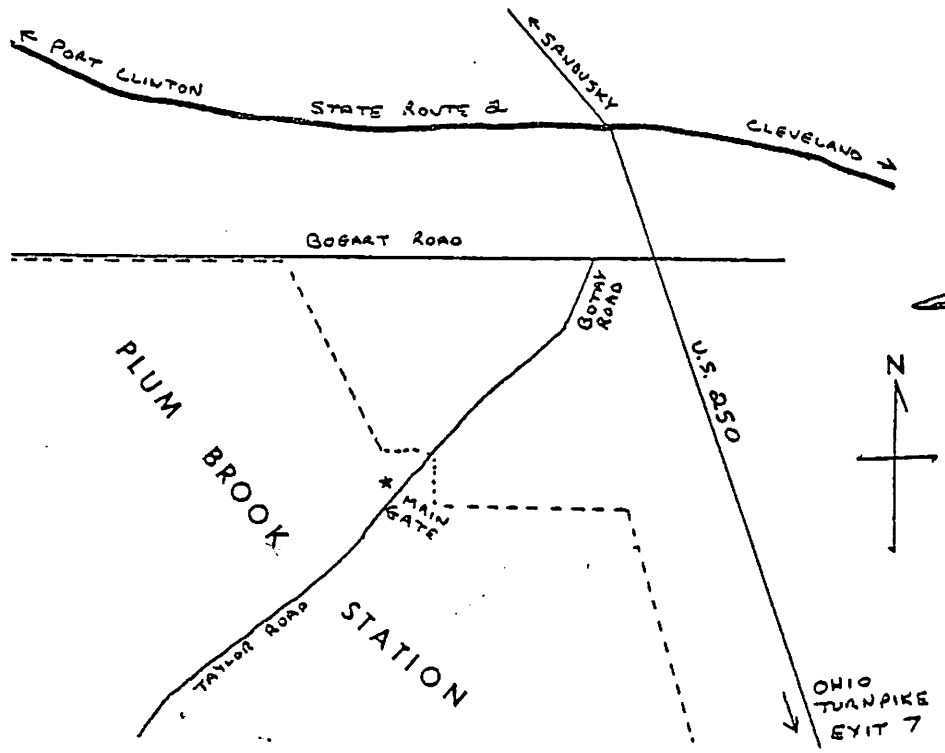
CONTEST DIRECTORS

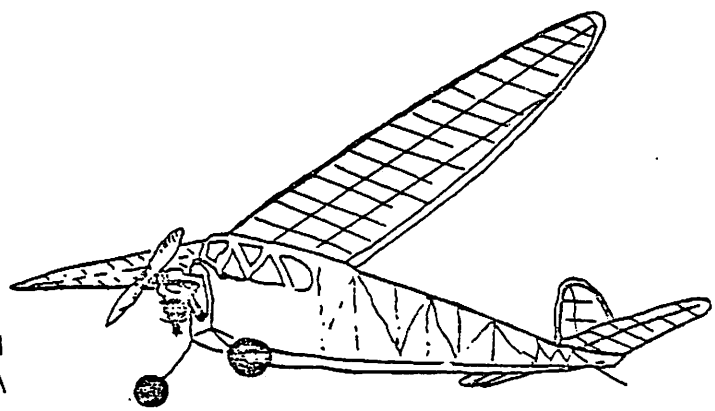
KARL EMDE
1538 Lakeland Ave.
Lakewood, OH 44107
1-216-521-4964

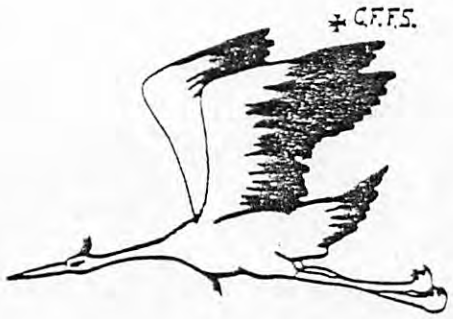
WARREN WEISENBACH
4568 W. 146th. St.
Cleveland, OH 44135
1-216-671-8623

A.M.A. SANCTIONED -- A.M.A. LICENSES REQUIRED
Transmitter license required for RC assist event

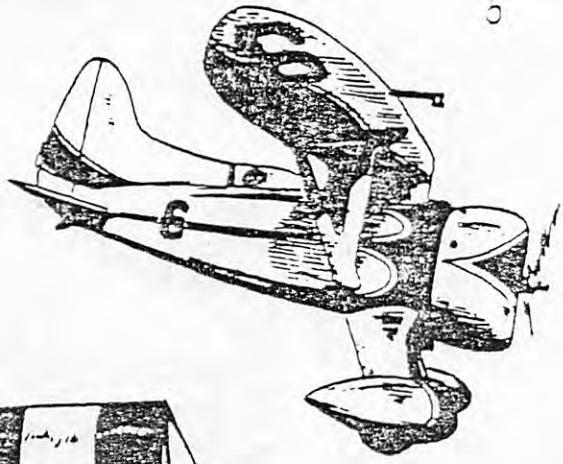
RULES -- **No entry closing deadline **No re-entries **Engine run and maxs depends on field conditions **A roster must be presented one (1) week in advance to get into the station. get on the list if there is any chance of attending **Field rules must be strictly followed **Glo and conversions will have reduced engine runs. **Models will be weighed.

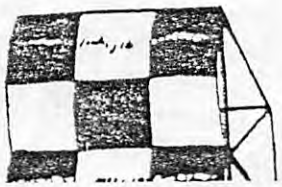












FORMULA FAC WRIGHT RACES

June 22, 1980 10AM-5PM at WPAFB, Dayton, Ohio. Test fly Sat. 6/21 courtesy COFFC./CIA O.T. Enter Gate 19, National Rd. Observe traffic direction. No motor bikes. Pick up litter.

EVENTS:



1. SHELL DASH. A two flight top ten qualifier in by 1PM for each of GREVE and THOMPSON CLASS . 24" max span, 40 pts static.

2. GREVE RACE. Mass launch elimination heat races for inline engine pre 1939 race planes. FAC rules. No launch delays.

3. THOMPSON TROPHY. Radial engine type racers of pre war U.S.race era. FAC rubber scale in race markings as above.

4. AEROL RACE. One mass launch consolation race for SHELL over 10th cuts.

5. HANSEN HANDICAP. Postwar Biplane, Formula I/ GOODYEAR, or Unlimited types in race colors. Bonus of 10 sec. for biplane, and 5 sec. for L.G. fixed down type; plus best of 3 flights timed. FAC time points for 2 min. max. 82½ pts.

6. SCHNEIDER CUP. Profile 3/4"max. rubber scale mass launch elimination for flown types (Pegna factor) in race type marking. Floats profile, in scale position.

7. NO. CAL. Profile rubber scale, 16" max. span. 3 flight total.

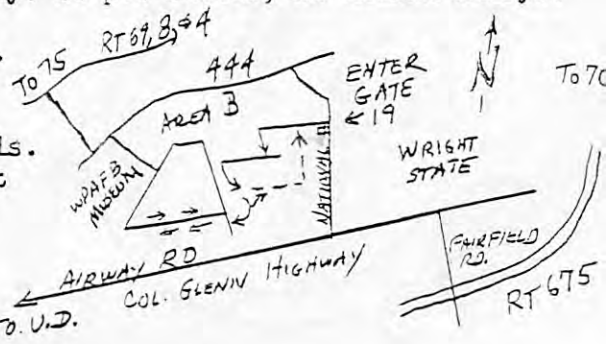
8. PEANUT SCALE. GHQ FACtored original rule points X best 3 flt. total X .1 of day, plus 3 time total.

9. FLYING ACE. FAC Rubber scale points plus best of 3 flights, 15 sec -.

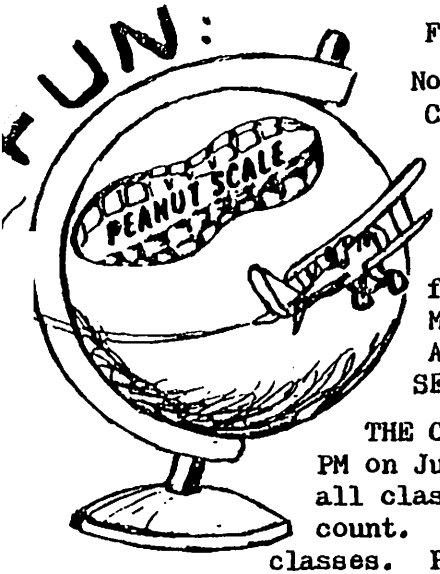
10. WW I BIPE. DOGFIGHT. Mass launch eliminations. Combat types, 40 FACpt..

11. BATTLE OF BRITAIN. Mass launch 30" max. B.O.B. used types in proper marking. FAC rules apply. 40 pts static, no launch delays.

ENTRY: Show 1980 AMA Card. Open $3,$1 each event $6 max. Sr., $1 flies everything. Jr. free .
Single prize per event. Mass launch begin 1PM.
FAC Rules apply. 2 A/C per event, 15 sec officials.
CD/ Info: Russ Brown 4909 N. Sedgewick, Lyndhurst Ohio 44124. Phone (216) 382-4821.
Canadians show MAAC card. All other FOREIGN ENTRANTS may fly in AMA Scantion meets for $1.
Help Miama, bring a CUBAN! GITMO for a buck!



B.



FIRST WORLD PEANUT GRAN PRIX June 25 1980

Northwood Institute, West Baden Indiana, U.S.A.
Contest Director:Clive(Butch) Hadland, UK
Director of entries, and proxy flying: Mike Arak
10900 SW 61 Ct. Miami,Fla. 33156
Sponsor: MIAMA indoor club AMA 986, Miami Fla.

THE TIME:Proxy entries must send in application form below by MARCH 31, 1980
Models must be presented at Northwood before 10:00 A.m on JUNE 24, 1980. ALL ENTRIES SHOULD HAVE SENT IN ENTRY FORM BELOW BY JUNE 10, 1980.

THE CONTEST: The flying will be from 8:00 AM to 8:00 PM on June 25 1980. Multiple entries are permitted in all classes at $1.00 each, but only your best effort will count. As in the Model Builder contest we will have 5 classes. Pioneer, WW I (1914-1918), Golden Age (1919-1939), WW II (1939-1945),& modern. MIDNIGHT AWARDS GIVING:::

Proxy entries are encouraged. If you need a proxy flyer, check the box on the entry form, and get it to MIKE ARAK by March 31, 1980. We will assign a proxy flyer to your plane, and you can both make the necessary arrangements.
THE RULES: Other side of this sheet has the rules. You can build to a 13" SPAN, or a 9" overall LENGTH. We MMM hope that the three days prior to this the 1980 World Indoor Champs will be held. We will know in Dec. On the three days following this meet we will hold the Fifth NIMAS Annual Record Trials. THIS IS DEFINITE: Information for the VNART will be in issue 59.

PLAN AHEAD - A FULL WEEK OF INDOOR - JUNE 21-28 '80
ON PROXY ENTRIES - ALL ARRANGEMENTS FOR ENTRY AND FLYING MUST BE MADE BY THE ENTRANT.

ENTRY - 1st WORLD PEANUT GRAN PRIX

CHECK → ☐ I NEED A PROXY FLYER (SEND THIS IN BEFORE MAR 31 1980)

NAME:_____ AMA No._____

ADDRESS:_____

I PLAN TO ENTER: (ENTRY FEE IS $5.00 plus $1.00 for each additional model)

PLANE:_____CLASS_____PLANE:_____CL:

PLANE:_____CLASS_____PLANE_____CLASS_____

PLANE:_____CLASS_____PLANE_____CLASS_____

SEND TO: J:B:Martin 3227 Darwin St. Miami Fla. 33133, U:S:A: BY JUNE 10

VOLUNTEER TO : MIKE ARAK
10900 SW 61 CT. (10)
MIAMI FLA, USA. 33156



THE FIRST WORLD PEANUT GRAN PRIX !!

Proxy fliers needed. Your Job: To correspond with your entrant, make arrangements with him to receive, fly, and return hismodel. Of course this means a trip to West Baden on June 25. This is the only way a small club like MIAMA can have a proxy meet. We don't have a vast staff of hot pilots like they do at MODEL BUILDER.. The entrant's job is to write to MIKE ARAK who will assign a pilot to him from our pool of volunteers. Lets hope we get enough volunteer fliers to go around. BRING YOUR MODEL TOO!

6 25.

WORLD'S GREATEST INDOOR MEET! ①

(8 DAYS OF INDOOR FLYING - 3 MEETS IN ONE!)

JUNE 20-24 = WORLD CHAMPS, JUNE 25 = PEANUT & GRAN PRIX)

JUNE 26-28 = NIMAS VNART

NORTHWOOD INSTITUTE, WEST BADEN INDIANA. USA.

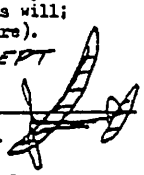
CALENDAR OF EVENTS: EVENT NUMBER ONE: WORLD FLD INDOOR CHAMPS:

Fri. June 20 Check in. Vans ferry teams from Louisville or Chicago Airports.
Sat. June 21 Practice all day for all teams.
Sun. June 22 Rounds 1 and 2 CONTEST DIRECTOR: DICK KOWALSKI
Mon. June 23 Rounds 3 and 4
Tue. June 24 Rounds 5 and 6 Evening Banquet & Prize Giving. Turn in Peanuts on this day before 10:00 AM(unless other arrangements) for Gran Prix Wed.

EVENT NUMBER TWO: FIRST WORLD PEANUT GRAN PRIX CD: BUTCH HADLAND
Wed. June 25: 9 A.M. to 9 P.M. all day peanut meet(See application).

EVENT NUMBER THREE: VNART: 5th NIMAS ANNUAL RECORD TRIALS: CD: BUD TENNY
Thurs. June 26 All day (9AM to 9 PM) The lightweight indoor classes: Cabin, ROG Stick, Paper Stick, FAI Stick, HL Stick, Ornothopter, Autogyro, Helicopter.
Fri. June 27 All day (9AM to 9 PM) The heavier indoor classes: Penny, Novice Penny, Manhattan, Bostonian, Easy B. (Any lighter model can be flown today for record-but not for index- at owner's risk). Turn in scale models today by noon for tomorrows scale day.
Sat. June 28 Glider and Scale Day. Times for each event to be announced at meet commensurate with number of entries we receive. 8 AM to 7 PM
8 PM will be VNART AWARDS BANQUET. SCALE: CO2, Elec., AMA rubber, Peanut Flying Aces type Word War One mass launch event, and ROG Scale Speed event for any Peanut..not just raceplanes. These last two events will; be flown to peanut rules same as Gran Prix (AMA Rule 53 in brochure).

AMA RULES APPLY TO ALL ABOVE EVENTS EXCEPT RULES THAT APPEAR IN THIS BROCHURE.



BRING YOUR NO-DOZ, AND HAVE LOTS OF REST BEFORE COMING! YOU WON'T GET MUCH SLEEP.

AIR CONDITIONED MOTEL: Lane's Motel Box 224 French Lick 47432
1-812-936-9919
West Baden Springs Motor Inn. Box 38 West Baden 47469 1-812-736-9995
Plush accomodations: Sheraton Hotel, French Lick Indiana.

THE VNART ③

5TH NIMAS ANNUAL RECORD TRIALS

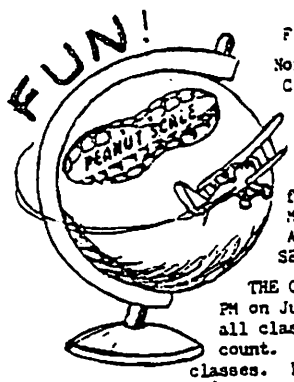
JUNE 26, 27, 28, 1980

NORTHWOOD INSTITUTE; WEST BADEN INDIANA 1-812-936-9971. All the indoor fraternity is well aware of the annual gathering that indoor devotees here muster. The method of measuring the ceiling height is presently under consideration for no other reason than to be constant ...AMA & FAI methods of measuring produce different maximums. The NIMAS "Index of Performance" will be calculated on the list of times printed below. If not CAT II times they are at least "Site Times". We hope this problem will exit.

THE NIMAS RECORD TRIALS: Every type of indoor model is flown and recognized. This is 12 AMA classes, and 7 other classes. Individual trophies to Manhattan, Bostonian, AMA, Elec.; & CO2 Scale, Easy B, Peanut Speed, and Peanut de 1 mass launch. All other classes are eligible for famous Index of Performance plaque bottom pewter Mugs. The "Index" is based on the comparison of how well your best flight compares to the national record. USA There are no limits on the number of flights you make, and no limits on the number of classes you enter. The schedule on page one of this brochure has all the events listed. AMA rules apply to all classes except the rules that are printed in this brochure.

NORTHWOOD INSTITUTE: The Atrium is a domed room 90' high by FAI measurements, and 108' high by AMA measurements. (Don't ask). The dormatory rooms surround the Atrium. This is an old college, and not plush, or air conditioned. Bring many of the creature comforts you will be wanting with you. There is plenty of activity for the entire family at nearby French Lick.

NEXT PAGE



FIRST WORLD PEANUT GRAN PRIX June 25 1980 ⑧

Northwood Institute, West Baden Indiana, U.S.A.
Contest Director: Clive(Butch) Hadland, UK
Director of entries, and proxy flying: Mike Arak
10900 SW 61 Ct. Miami, Fla. 33156
Sponsor: MIAMA indoor club AMA 986, Miami Fla.

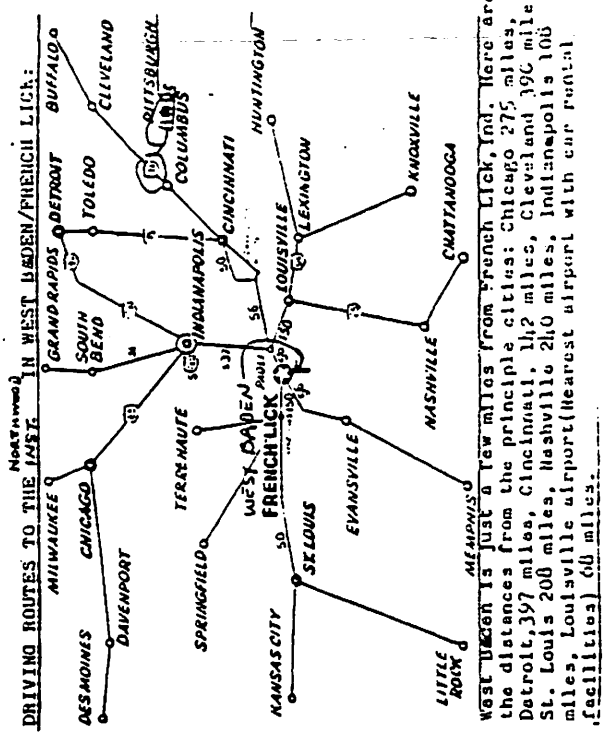
THE TIME: Proxy entries must send in application form below by MARCH 31, 1980
Models must be presented at Northwood before 10:00 A.m on JUNE 24, 1980. ALL ENTRIES SHOULD HAVE SENT IN ENTRY FORM BELOW BY JUNE 10, 1980.

THE CONTEST: The flying will be from 9:00 AM to 9:00 PM on June 25 1980. Multiple entries are permitted in all classes at $1.00 each, but only your best effort will count. As in the Model Builder contest we will have 5 classes. Pioneer, WW I (1914-1918), Golden Age (1919-1939), WW II (1939-1945), & modern. MIDNIGHT AWARDS GIVING:::

Proxy entries are encouraged. If you need a proxy flyer, check the box on the entry form, and get it to MIKE ARAK by March 31, 1980. We will assign a proxy flyer to your plane, and you can both make the necessary arrangements.

THE RULES: Other side of this sheet has the rules. You can build to a 13" SPAN, or a 9" overall LENGTH.

PLAN AHEAD - A FULL WEEK OF INDOOR - JUNE 20-28 '80
ON PROXY ENTRIES - ALL ARRANGEMENTS FOR ENTRY AND FLYING MUST BE MADE BY THE ENTRANT.



West Baden is just a few miles from French Lick, Ind. Here are the distances from the principle cities: Chicago 275 miles, Detroit, 397 miles, Cincinnati, 142 miles, Cleveland 396 miles, St. Louis 208 miles, Nashville 240 miles, Indianapolis 106 miles, Louisville airport (Nearest airport with car rental facilities) 60 miles.

BOSTONIAN RULES:
Wing: Max. 3" chord, 16" span.
Prop.: Max 6" diam. Rubber power
Weight: Min., 7 grams
Overall Length: 14" from prop bearing. (Or less)
Fuselage: Min. box 1 1/2x 2 1/2 x 3 inches.
No motor sticks.
Windows: 1" sq. Front & both sides.
Rigid & fixed L.G. 3/4" diam. wheels.
R.O.G. unlimited flights.
Charisma factor 1 to 1:1 to be multiplied by 3 best flights.

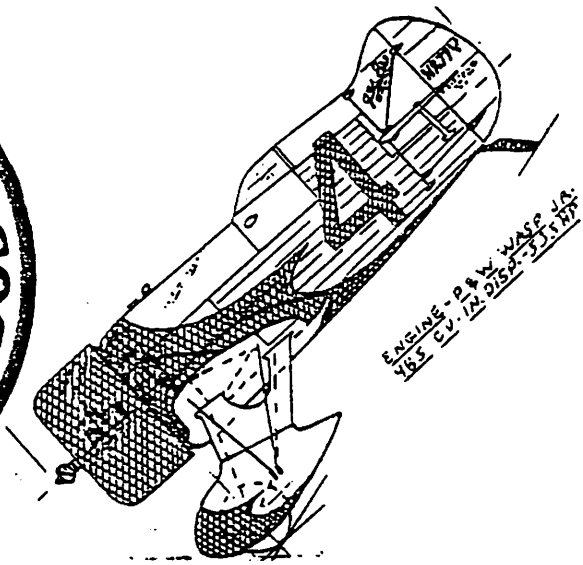
WORLD INDOOR CHAMPS, COSTS
$ 150.00 for five days & Banquet
Fri. to Tue. night's lodging
Breakfst Sat., Sun., Mon., & Tue.
Lunch " " " "
Dinner Fri., Sat., Sun., & Mon.
Banquet Tue.
These costs are the same for entrants or for supporters, or workers.

WORKERS NEEDED, PLEASE MENTION IF YOU ARE AVAILABLE WHEN YOU SEND IN YOUR ENTRY FORM.

MORE RULES NEXT TIME!



CLEVELAND FREE FLIGHT SOCIETY



JULY 27,'80 FAC CENTRAL SECTOR SCALE SCRAMBLE AT LORAIN COUNTY COMMUNITY COLLEGE 10AM-5PM.

1. PEANUT SCALE GHQ TIME FACTORED POINTS. 3 FLIGHT TOTAL PLUS PTS X .1 X DAY BEST TOTAL.

2. WALNUT FAC SCALE OVER 13" SPAN THRU 18" SPAN RUBBER SCALE.

3. FLYING ACE SCALE, OVER 18" SPAN WITH WALNUT CLASS.

4. OLD TIMER FAC RUBBER SCALE. FULL FAC POINTS APPLIED TO PRE 1943 SUBJECTS.

5. (NO. CAL. & SCHNEIDER CUP COMBINED) PROFILE RUBBER SCALE FOR 3 FLIGHT TOTAL TIME.

6. GREVE RACE FOR 24" MAX. SPAN U.S. PRE WAR INLINE ENGINE RACE PLANES.

7. THOMPSON TROPHY 24" MAX. SPAN U.S. PRE WAR RADIAL ENGINE RACE PLANES.

8. WW I BIPLANE MASS LAUNCH DOG FIGHT FOR FAC CLASS COMBAT USE TYPES.

9. WW II PEANUT COMBAT MASS LAUNCH ELIMINATION EVENT.

10. BATTLE OF BRITAIN COMBAT FOR B.O.B. COMBAT USED SUBJECTS IN PROPER MARKING. FAC SCALE RULES APPLY. 30" MAX. SPAN. TYPICAL 40 POINT DETAIL MIN. NO LAUNCH DELAYS. 1 MOTOR.

11. OLD TIMER CO_2 POWER REPLICA FOR TARGET TIME 3 FLIGHT TOTAL. ANY PRE 1943 SUBJECT.

12. STICK R.O.G. FOR 24" SPAN MAX. (J) (S).

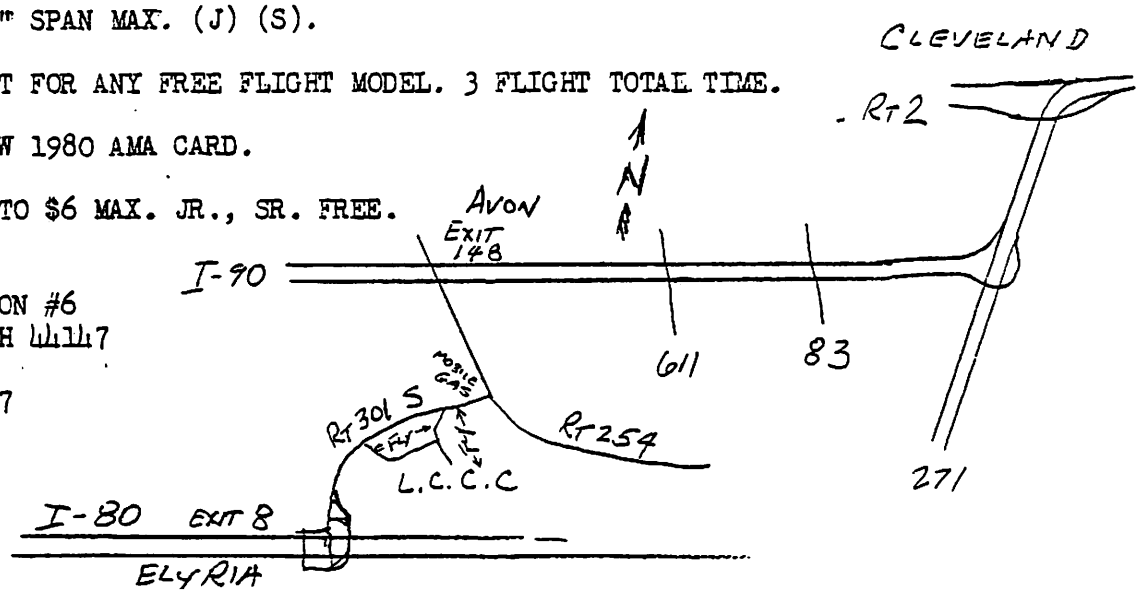
13. ALL FLY JUNIOR EVENT FOR ANY FREE FLIGHT MODEL. 3 FLIGHT TOTAL TIME.

FIRST PLACE PRIZES. SHOW 1980 AMA CARD.

OPEN $3, $1 EACH EVENT TO $6 MAX. JR., SR. FREE.

C. D. G-8 JIM HYKA
1604 WEST ROYALTON #6
BROADVIEW HTS. OH 44147

PH (216) 582-0257



Welcome to the Second Official Flying Aces Club National Contest !

We offer to you, our fine FF scale flying friends, the very best in Ohio cities, flying sites, comradeship, and FAC flying scale competition. Additionally, the FAC NATS is so timed and situated as to allow you to compete as well at the even bigger AMA Nationals immediatly following, all in the very same trip !

18 outstanding FAC events are offered, including two just for the youngsters. Prizes are impressive hand-crafted trophys for first place, with special award badges for second and third places, Plus some pretty nice merchandise scrounged from all over modeldom !

Don't miss the big FAC BANQUET Saturday night ; hob-nob with modeling's greats from all over !

SEND ADVANCE REGISTRATION AND BANQUET RESERVATIONS TO ;
FRANK H. SCOTT
4283 HONEYBROOK AVE.
DAYTON, OHIO 45415 (513) 890-5989

(Note that it is not necessary to send entry fees with the advance registration, but those who do will receive a special FAC NATS CONTESTANT BADGE at no additional cost !

FAC NATS CONTESTANT HOUSING

Housing accomodations in double dormatory rooms will be available at the University of Dayton from Thursday, Aug.7, afternoon through Monday, Aug. 11 morning, and in any desired combination of dates. Sheets, pillows, etc. will be provided, but you must furnish your own towels.
Rates ; $ 7.00 per person for the first night
$ 6.50 per person for each additional night

Reservation deadline May 23. There will be a limited number of rooms available thereafter for late reservations from July 1 through July 31. A few single rooms are also available at $ 11.50 for the first night, and $ 10.50 for each additional night.
Cooking facilities may be available. though with out refrigeration, at the UD dorms.

Family activities , for the non-modelers, such as swimming, shopping, and museum tours, will be announced later. Kindly indicate if interested.

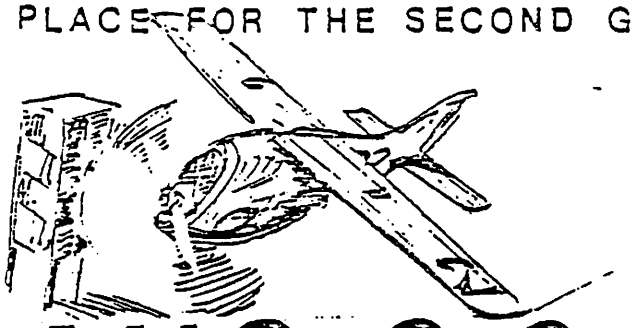
Please send payment with your reservation requests. Your payment will be refunded for cancellation received by July 31, 1980.

SEND TO : MRS. DONNA MEIXELL
5467 COLRAIN DRIVE.
DAYTON. OHIO 45424 (513) 233-4173

Currant AMA licence required. Sanction applied for.

DAYTON IS THE WRIGHT

PLACE FOR THE SECOND GREAT



THE FLYING ACES CLUB Nationals

AUG. 8, 9, 10 1980

WRIGHT FIELD - AREA B - WRIGHT PATTERSON AFB OHIO

FRIDAY, AUG. 8 9AM-5PM	SATURDAY, AUG. 9 9AM-5PM	SUNDAY, AUG. 10 9AM-5PM
WW 1 Peanut Dogfight	Schneider Profile (3/4") Race	Thompson Trophy Race (Radial)
WW 11 Peanut Combat	WW 1 Dogfight	Gr eve Trophy Race (Inline)
Full FACtor Peanut Scale	WW 11 Combat	Aerol Trophy Race
Catapult Jet Scale	No-Cal Scale	FAC GHQ Peanut Scale
JUNIOR Nat. Reliab.. Tour	FAC Power Scale	FAC Scale
JUNIOR R.O.G.(JASCO, Peck)	Jumbo Scale	Embryo Endurance

Entry Fee ; $ 1.00 per event to $ 10.00 max.
Kids (Jr.& Sr.) get in free

Frank H. Scott, C.D.
4283 Honeybrook Ave.
Dayton, Ohio 45415
(513) 890-5989

1980 FLYING ACES CLUB NATIONALS REGISTRATION FORM

NAME_____ AMA NO._____

ADDRESS_____ AMA CLASS JR. SR. OPEN

_____ ZIP_____

Check off event that you wish to enter

FRI. Aug. 8		SAT. Aug. 9		SUN. Aug. 10	
WW 1 Peanut dogfight	___	Schneider Race	___	Thompson T.	___
WW 11 Peanut Combat	___	WW 1 Dogfight	___	Gr eve T.	___
Jr.(only) TOUR	___	WW 11 Combat	___	Aerol T.	___
		WW II JUMBO COMBAT	___		
Jet Catapult	___	No-Cal	___	GHQ Peanut	___
Full FACtor peanut	___	FAC Jumbo	___	FAC Scale	___
Jr. (only) ROG	___	FAC Power	___	Embyro	___

Note that qualification flights will be required for all mass-launch events, and should be in by 1 PM.(Best flight of 2 attempts). Top 10 qualifiers will be selected for mass fly-offs.

SEND FORM TO : FRANK H. SCOTT
4283 HONEYBROOK AVE.
DAYTON, OHIO 45415

Entry fee enclosed ? _____

Number attending Banquet ? _____

14TH ANNUAL S.A.M. CHAMPS

AUGUST 8, 9, 10, 1980 WRIGHT FIELD, DAYTON, OHIO

OFFICIAL ENTRY BLANK | Contestant # | Date

Name_____ Age____ Address_____

City _____ State_____ Zip_____ AMA #_____

R/C Entrants Only - Frequency_____ FCC #_____

FRIDAY, AUGUST 8th (Check events and fill out completely)

EVENT	MODEL NAME	ENGINE	WING AREA	WT - REQ'D
Class B Cabin				
Class C Pylon				
30 Sec. Antique				
Scale				
Rubber Stick				
R/C Class A Glo				
R/C Class C Glo				
R/C Class C Ign				
SATURDAY, AUGUST 9th				
Class A Cabin				
Class B Pylon				
.020 Replica				
O.T. HL Glider				
Slag. Eng. Event				
R/C Class B Glo				
R/C Class A-B Ign				
R/C Antique Glo/Ign				
SUNDAY, AUGUST 10th				
Class A Pylon				
Class C Cabin				
Nostalgia Glo				
Rubber Cabin				
R/C Texaco Glo/Ign				
R/C ½A Texaco				
R/C Electric				

ENTRY FEE: $5 first event, $3,2nd, $2 ea. additional event to $14. max. Total $_____

TRADITIONAL BEAN FEED (with potato salad) Thurs. evening, $1.25 per person. Total _____

AWARDS BANQUET Sunday evening $8.00 per person. No.tickets required._____ Total _____

SAM BUSINESS MEETING Saturday evening — no charge. GRAND TOTAL $_____

Refund on entry fee if "no show." Can't refund on food after July 23.

Make checks payable to Society of Antique Modelers and mail entry blank with fees to Bob Larsh, SAM Champs Mgr., 45 South Whitcomb Ave., Indianapolis, IN 46241 PH:(317)244-2354

Please Complete: I need dorm applications __ SAM Champs info. __ Motels & Camps__ Hand Maps__

(NOTE: Send self-addressed, stamped envelope for above information.)

I/we will attend the SAM Champs only. Yes__ No__ Desire Dorms. Yes__ No __

I/we will attend the SAM Champs and the AMA F.F. Nats at Wright. Yes __ No __

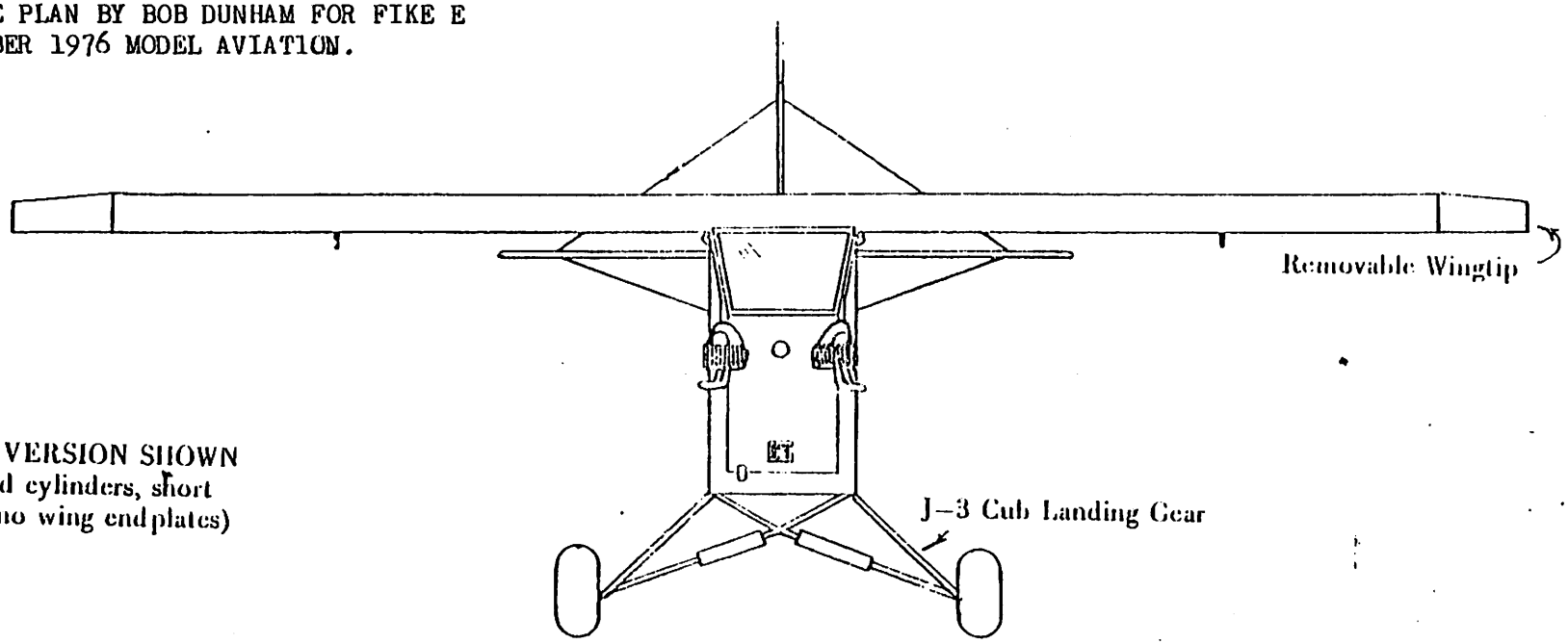
NOTE: Read info sheet carefully on dorm applications.

I/we hereby release the Society of Antique Modelers, its officers, Wright Field personnel and all persons connected with the meet from any liability for any accidents incurred while attending said contest. I agree to abide by all the rules set forth governing the SAM Champs and field restrictions.

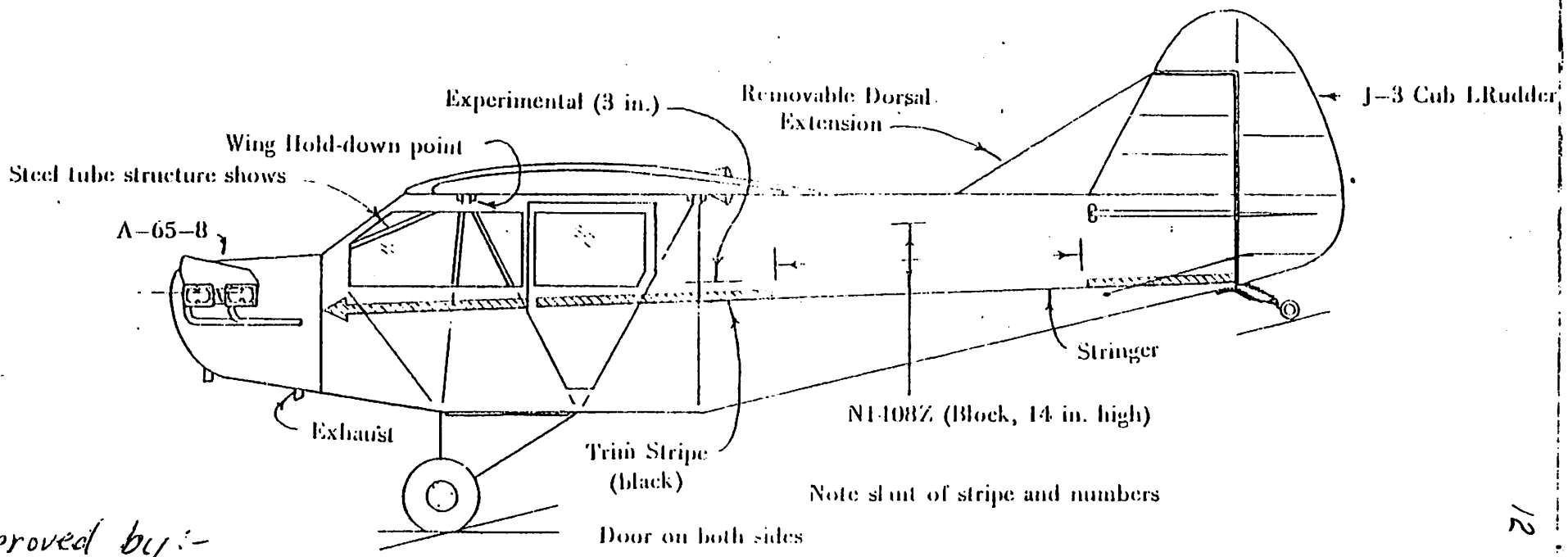
Signed _____(Parent or guardian if under 21) Date_____

NOTE: Enter the unofficial events, Comp. Air, Twin Pusher Rubb., 02 F.F. Electric, and Two Min. Precision at the field. Dates not set yet. See CHAMPS Info Sheet for more detail

PEANUT SCALE PLAN BY BOB DUNHAM FOR FIKE E
IS IN DECEMBER 1976 MODEL AVIATION.



EARLY VERSION SHOWN
(Exposed cylinders, short wing, no wing endplates)

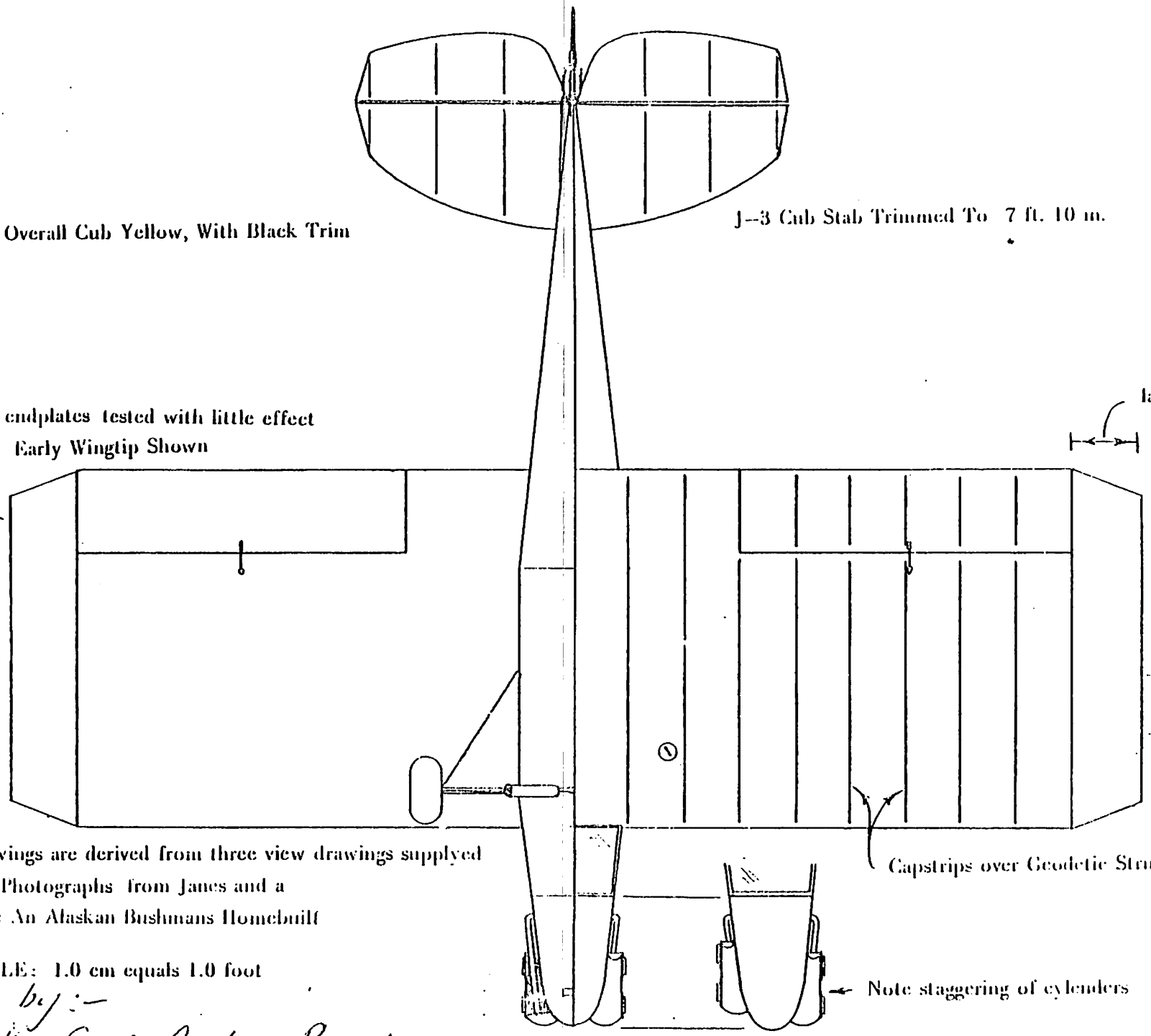


Approved by:-
D.F. Platt
Scale Contest Board

FIKE MODEL E

COURTESY
NICK DECARLIS
11/4/78

sheet 1 of 2



These scale drawings are derived from three view drawings supplyed by Mr. Fike, Photographs from Janes and a magazine article An Alaskan Bushmans Homebuilt

SCALE: 1.0 cm equals 1.0 foot

Approved by:-
D.R. Platt, Scale Contest Board

NFFS Unofficial Schedule

(Supplied by Terry Rimert)

Manhattan Indoor event sponsored by CFFS, Larry Loucka CD and Indoor helicopter. autogiro. and ornithopter. will be flown Monday. August 11. There will be seperate classes for Juniors. Seniors. and Open flyers. Juniors will have no entry fee. Sponsored and run by NFFS

Outdoor Helicopter. Autogiro. and Ornithopter will be flown Wednesday. August 13. Seperate classes for Juniors Seniors. and Open flyers. Junior entry is free. Sponsored and run by NFFS

RUBBER SPEED will be flown Wednesday. August 13. Sponsored and run by Illinois Model Aero Clubs. NFFS will pay the winner $1 per mile per hour. providing the speed is over 50 mph. "BEAT MATSUNO EVENT"

RUBBER DISTANCE will be flown Wednesday. August 13. Sponsored and run by McDonnell Douglas Free Flight Club.

P-30 will be flown Thursday. August 14. Sponsored and run by Chicago Aeronuts.

DICK KORDA U.S.A. OPEN RUBBER will be flown the morning of Thursday. August 14. Sponsored and run by McDonnell Douglas Free Flight Team.

Flying Aces Club BATTLE OF BRITAIN. and Flying Aces Club OLD TIMER RUBBER SCALE . will be flown on TUESDAY, AUGUST 12 sponsored and run by the Cleyland Free Flight Society.

There is ~~possibility~~ ROW flying. If a pond can be arranged or found, or created on spot. Sponsored by George Perryman — Water bird.
Rubber Row & Gas Row.

Not associated with NFFS Unofficial Events, but bound to be great fun are the Flying Aces Club National Scale Contest sponsored and run by the Buzzin Buzzards of Dayton on August 8. 9. 10. and the S.A.M.. Championships on the same dates. on the same field. Frank Scott C.D.

Friday. August 8- WW1 Peanut Dogfight. WW2 Peanut Combat. Full FAC or Peanut Scale. Catapult Jet Scale. Junior National Reliability Tour. Junior R.O.G.. (Jasco Peck)

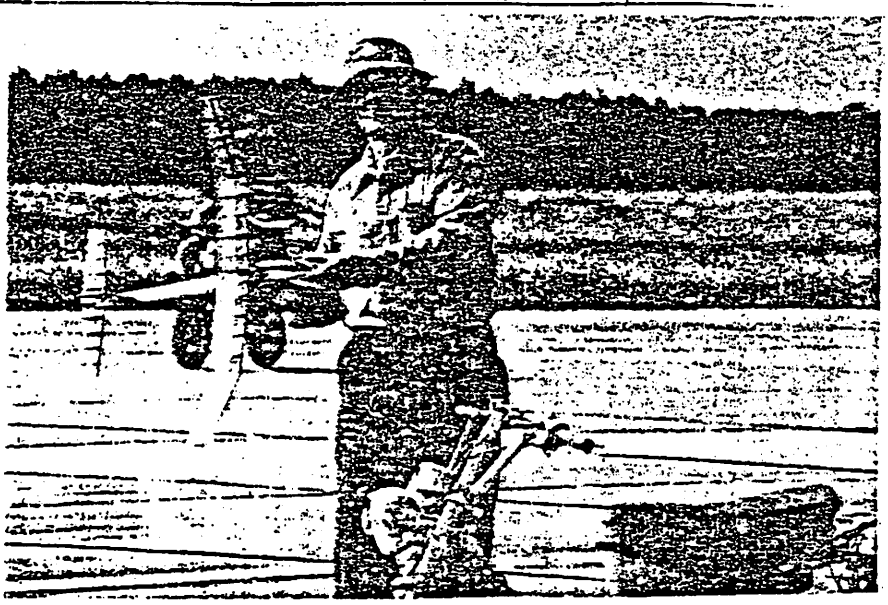
Saturday. August 9 - Schneider Profile (3/4 in.) Race. WW1 Dogfight. WW2 Combat, No-Cal Scale, FAC Power Scale, Jumbo Scale.

Sunday. August 10 - Thompson Trophy Race (Radial). Greeve Trophy Race. (Inline). Aerol Trophy Race. FAC GHQ Peanut Scale. FAC Scale. Embryo Endurance

WARNING: These events are subject to change without notice. Check with your Unofficial Official every 10 minutes, or at least shortly after arriving at the Nats.

Most Unofficial Events will have an entry fee of $2. and NFFS members will be given a buck discount.

Late bulletin: ROW will be flown, Rubber powered ROW. and Gas ROW





cenes from KOI
.bove: Bob Baker about to release O.T. to "Hung"