CROSSWINDS

#148

CLEVELAND FREE FLIGHT SOCIETY

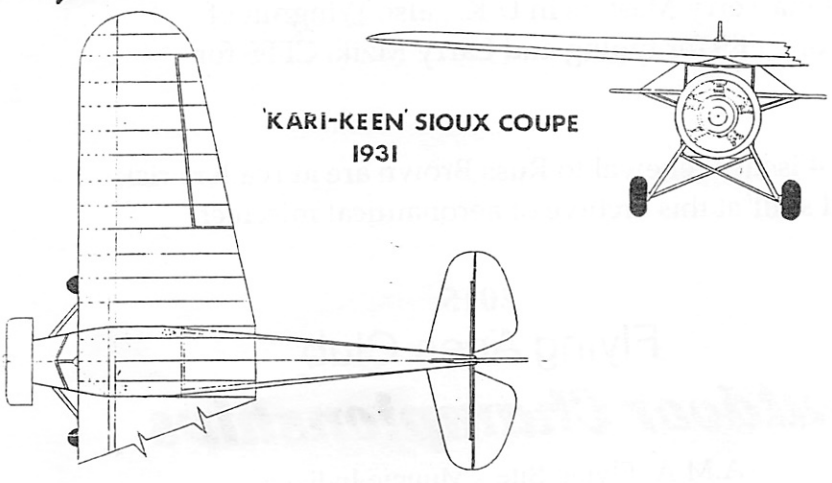
Kari Keen

SIOUX AIRCRAFT CORP.

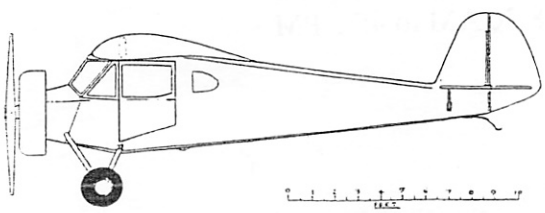
KARI KEEN
SIOUX COUPE 90-B



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST,OH 44124



'KARI-KEEN' SIOUX COUPE
1931



CROSSWINDS No. 148

K.K. Coupe Dime Scale developments

Progress with the Kari Keen as a free flight scale model for Crosswinds bashing was energized by Howard Koverman building of the Dave Livesay plan and crash testing for re-work to a 16"w.s. Dime Scale form. Fragile landing gear struts were replaced with a single bent wire main strut mounted under the fuselage bay at the windshield peak.
Balsa wood landing gear conforming structure mounts under the fuselage, free from the wire strut. Touch down landing impacts can flex the wheel mount wire back, free from fixed l.g. struts.
Diagonal crossing struts are shown by a front view.

The subject Coupe 90-B, NC 10721 was the only one with a cowl ring on the 5 cylinder Warner 90 h.p. engine.
K.K. builders completed 24 coupes before the 3 A.T.C approval engine types.
Another 6 were completed with Lambert 90 h.p. engines like on the bright orange and dark blue on NC 244 K. Color photos in Nov. '77 EAA SPORT AVIATION show the restored K.K. NC 10721 characteristic markings with a broad mash of colors over black and white trims.
The horizontal stabilizer is white with black trailing edge arcs. Wing and fuselage tops in the restored color photos appear as sky blue and white with a blue NC 10721.
The under wing NC 10721 may be red.
This revised color splashing can be good for a dimer! Stay loose and go for what you like for a brilliance and marking contrast to sky and grass.
Red is the"new black" is another bright option.

We salute Howard Koverman, of CFFS Stork Squadron FAC No. 2, Dave Livesay of Detoit Geshwader, Dennis Tapsfield via Terry Masters in U.K. , also Wingnut of Storkville FAC HQ, Steve Griebling of CFFS for typing and Larry Mzik, CFFS for Printing CROSSWINDS.

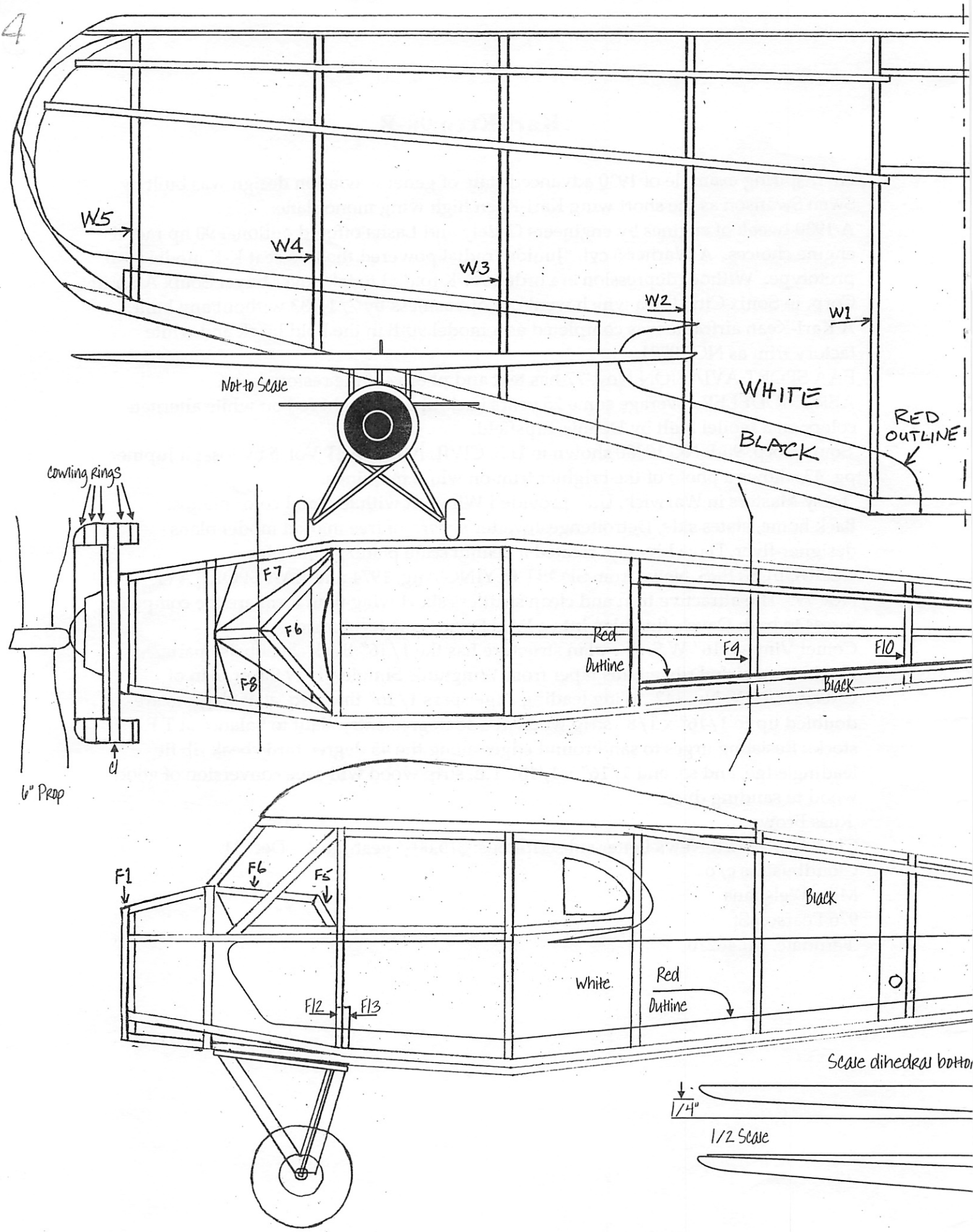
Red X fix contributions of $20.00 for 4 issues renewal to Russ Brown are at readers risk considering "old age and diminished skill' at this archive of aeronautical mischief.

Russ Brown
4909 N SEDGEWICK RD
LYNDHURST OH 44124-1104

2015
Flying Aces Club
Outdoor Championships
A.M.A. Flying Site - Muncie Indiana
Sept 17 & 18 8:30 AM to 4:30 PM

Kari-Keen 90-B

An inspiring example of 1930 advanced state of general aviation design was built by Swen Swanson as the short wing Kari-Keen high wing monoplane.
A 1930 tweak of engines by engineers Gazely and Lasha offered optional 90 hp radial engine choices. A Warner 5 cyl. "Junior" radial powered the two seat K-K model 90-B prototype. Without depression era orders, K-K folded to take over buyer Souix Aircraft Corp. in Souix City, Iowa which went out of business by 7/1/'33 without any built.
A Kari-Kean airframe was completed as a model 90-B in the bold black and white factory trim as NC 10721.
EAA SPORT AVIATION Nov.'77 has text and photos of the restored K-K.
AEROMODELER coverage some 25 years back, shows bright red on white alternate colors on a model built by Dennis Tapsfield.
Souix Corp. 90-B NC 10380 shown in U.S. CIVIL AIRCRAFT Vol. 5 by Joseph Juptner, pg. 43, shows a photo of the brighter trim on white markings.
Terry Masters in Warwick, U.K. provided Wingnut with text and color photos.
Back home, states side, Detroitengeshwader's, hero of free market model plans - designer-flyer, Dave Livesay, created a peanut scale plan 7/20/'93 for CLOUDBUSTERS News from SPORT FLYING Aug, 1974 and EAA SPORT AVIATION Nov'77. The attractive trim and clean strutless short wing plan form are the compelling forces to bash Dave's fine plan into a FAC Dime Scale legal form.
Comet Vintage 16" W.S. like plan structure has the 1/16" thick sheet balsa parts. Flat bottom airfoil rib lengths taper from Wingnut's Simplex 1929 Racer plan of CROSSWINDS No. 142. Wing leading edge spars 1/16" thick. sq. at 45 degrees are doubled up to 1/16" x 1/8" strip wood at a 45 degree entry slant to balance at T.E. stock. Resisting urges to sand round edges along the 45 degree birds beak rib fit leading edge, and sq. end 1/16" x 1/18" T.E. strip wood will save conversion of good wood to sanding dust.
Russ Brown
CLOUDBUSTER News Letter subscriptions: $15.00 / year Jan 1 - Dec. 31.
Cloudbusters c/o
Mike Welshans
976 Pearson St.
Ferndale, MI 48220


W5
W4
W3
W2
W1
Not to Scale
WHITE
BLACK
RED OUTLINE
Cowling Rings
F7
F6
F8
Red Outline
F9
F10
Black
6" Prop
CL
F1
F6
F5
F12
F13
White
Red Outline
Black
Scale dihedral bottom
1/4"
1/2 Scale

U.S. CIVIL AIRCRAFT

A.T.C. # 413
(4-8-31)
SIOUX "COUPE", 90-A

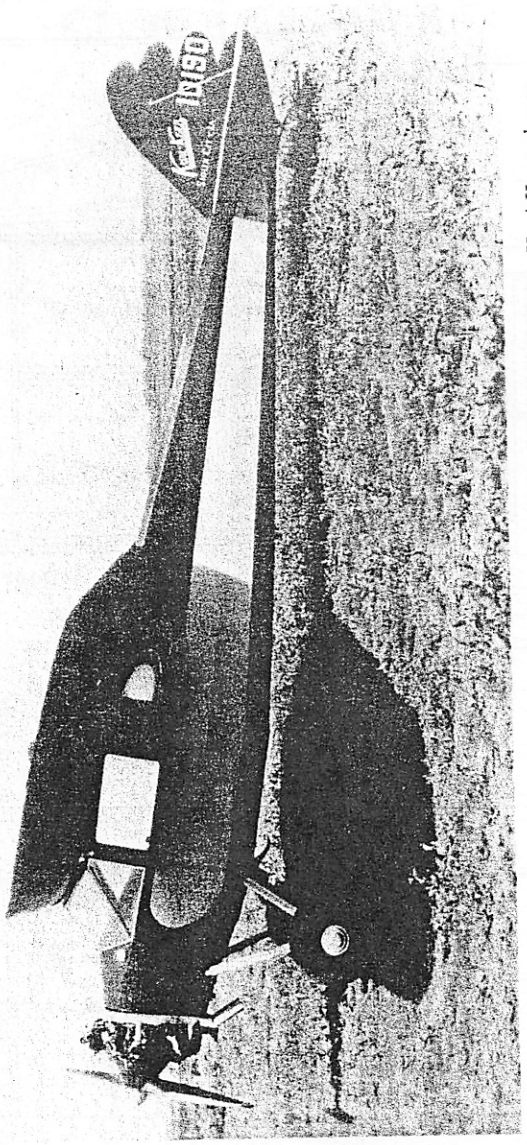


Fig. 43. Sioux Coupe 90-A with Brownback "Tiger" 90 engine actually similar to Kari-Keen shown.

Cloudbusters

Broome Park 2015
Schedule and Information

This information covers the events and procedures that will be flown at Stanley Broome Park during the summer of 2015. All dates will start official flying at 9:30AM and will run through 4:00 PM.

IMPORTANT - The designated CD should be at the field or flying site a minimum of 30 minutes prior to the start of scheduled flying. Failure to arrive in the starting time frame gives the designate alternate the right to choose the set up location. CD has the right to change start and end time to compensate for the weather. All official FAC events will be flown to the current FAC 2014/2015 Rule Book. Regarding Pinkham Field Stick, Pinkham Field Rules are published on the Cloudbuster Web Page. Note that all FAC Event #'s following Event #3 have changed. Please refer to the new FAC Rulebook on the FAC web site. All FAC rule book changes n the FAC web site are in red text for your quick referral.

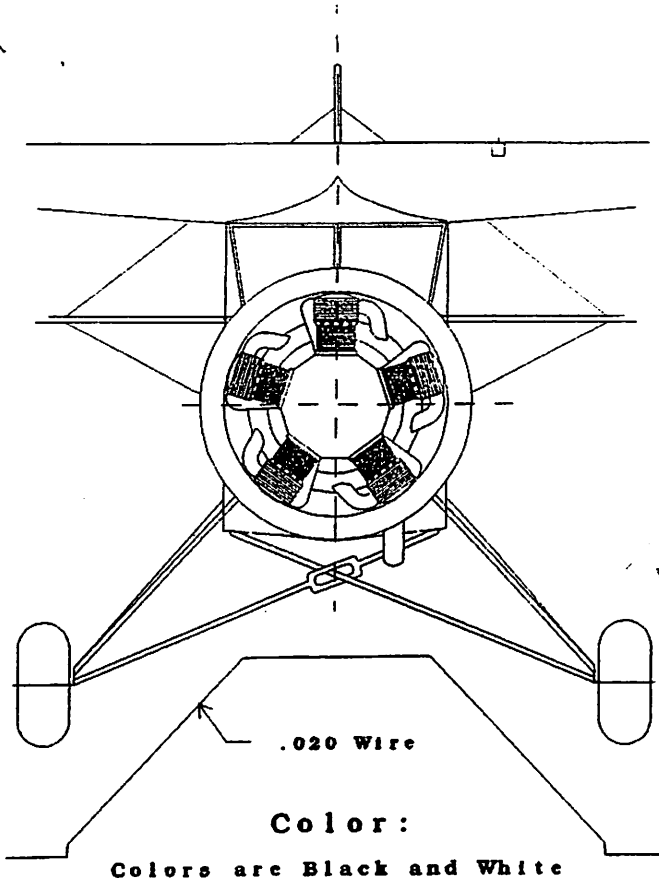
Dates and CD's

Sun	Apr 12	Winn Moore	winn_moore@yahoo.com
Sat	May 23	Mike Welshans	mbwelshans@aol.com
Sun	Jun 7	George Bredehoft	volare61@gmail.com
Sun	Jul 5	Club Picnic and Contest –	
		Chris Boehm	merlin236@comcast.net &
		Mike Welshans	mbwelshans@aol.com
		A pre registration for this event, because of the free food and refreshments will be required to make sure we do not run out of food.	
Sun	Aug 2	Winn Moore	winn_moore@yahoo.com
Sun	Sept 20	George Bredehoft	volare61@gmail.com
Sun	Oct 4	Mike Welshans	mbwelshans@aol.com
Sun	Oct 18	Winn Moore	winn_moore@yahoo.com
Sun	Nov 1	George Bredehoft	volare61@gmail.com

Events – Flown on All Dates

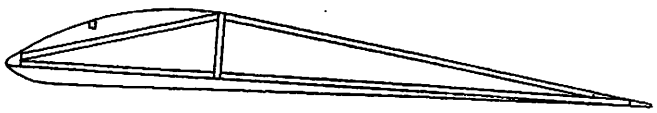
Event # 1 FAC Peanut Scale
Event # 2 FAC Scale
Event # 12 Golden Age Biplane
Event # 13 Golden Age Monoplane
Event # 32 FAC Dime Scale
Event # 33 FAC No Cal Scale
Event # 34 FAC Phantom Flash - Must ROG - Best 3 of 6
Event # 35 FAC Embryo – Must ROG
Event # 36 FAC Jet Catapult
Event # 41/42 Combined Greve/ Thompson Race (* and ** Apply)
Event # 43 Goodyear/ Formula Race (* and ** Apply)
Event # 44 WW-I Combat (* and ** Apply)
Event # 45 WW-II Combat (* and ** Apply)
Event # 53 ½ Size Wakefield - Must ROG (*** Applies)
Event # X Pinkham Field Stick (**** and ***** apply)

* All Mass Launch Events Minimum 2 Rounds per FAC Rule Book
** Must Comply to FAC Pilots Pre Launch Check List
*** ½ Wake, because of field size and due to high performance flight characteristics, will be flown with a 60 second max. If multiple contestants have 3 maxes we will have a fly off with 15 second increases in max time (75 seconds, 90 seconds etc until a winner is declared or someone gives up or loses a model.
**** Regarding Pinkham Field Stick Models 1st Place Only is Awarded. 2nd or 3rd place do no apply to Top Gun Trophy.
***** Pinkham Field Rules are available on Cloudbuster Web Page. Must present plan with model

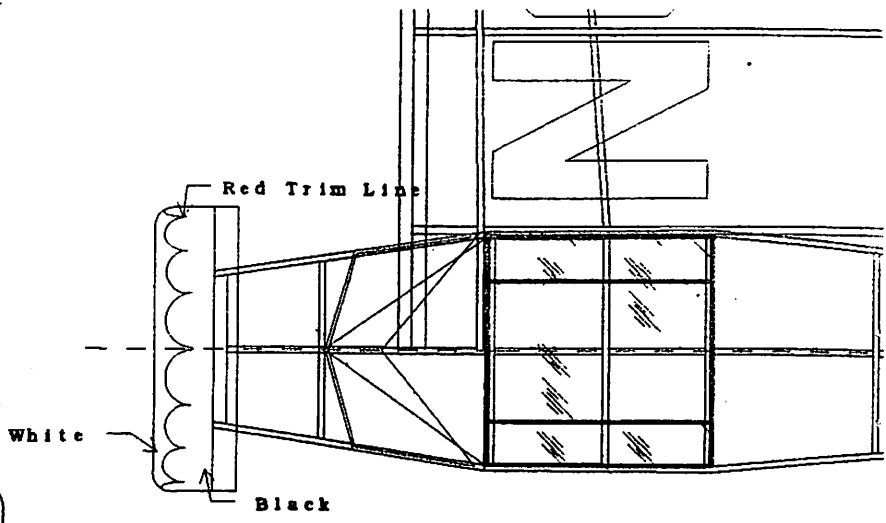


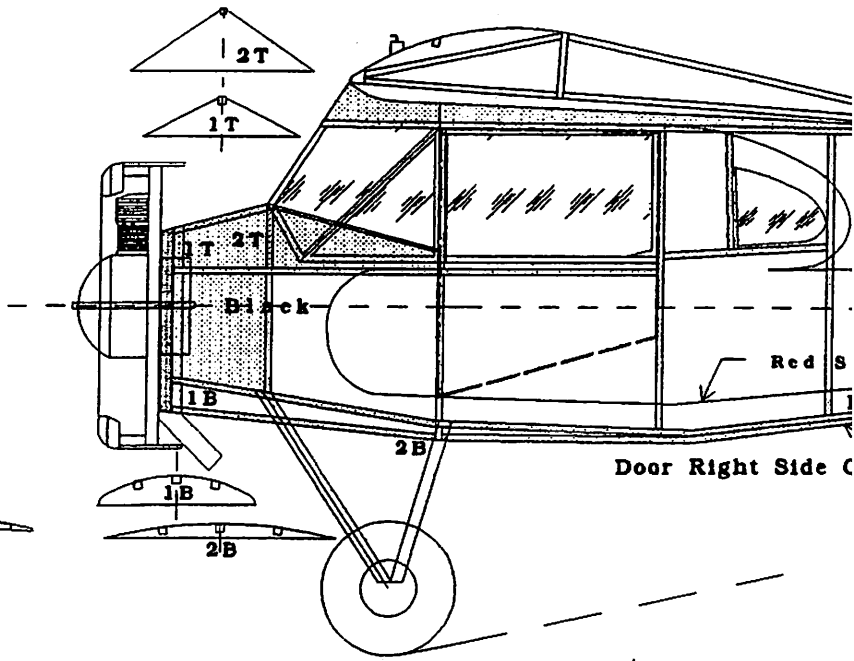
Color:

Colors are Black and White
with a Red Trim Line
between two colors.
Rudder all markings are Gold.
Numbers on wing are
Black with Red outline.

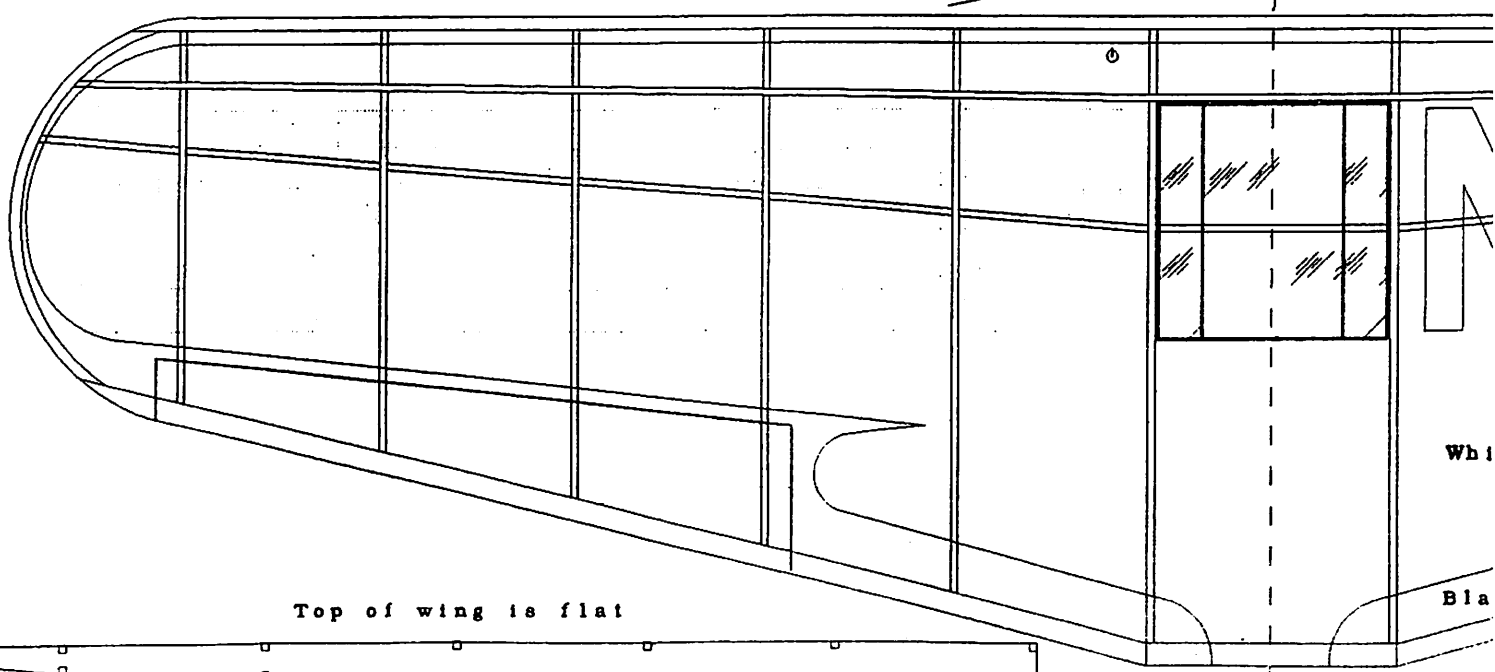


Wing is built with cracked ribs.
After wing is built a piece is
added to the bottom of the first
four ribs. This is then sanded
to shape.

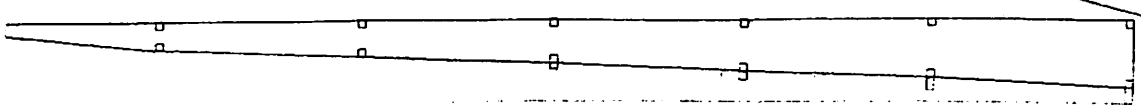




Door Right Side C



Top of wing is flat

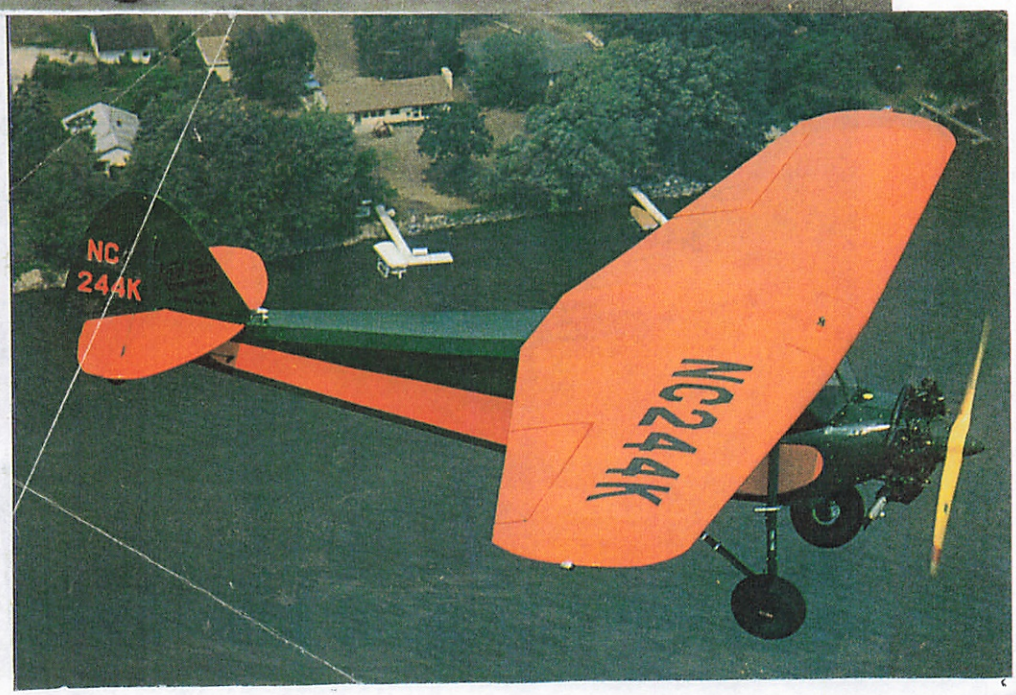



NC
10721

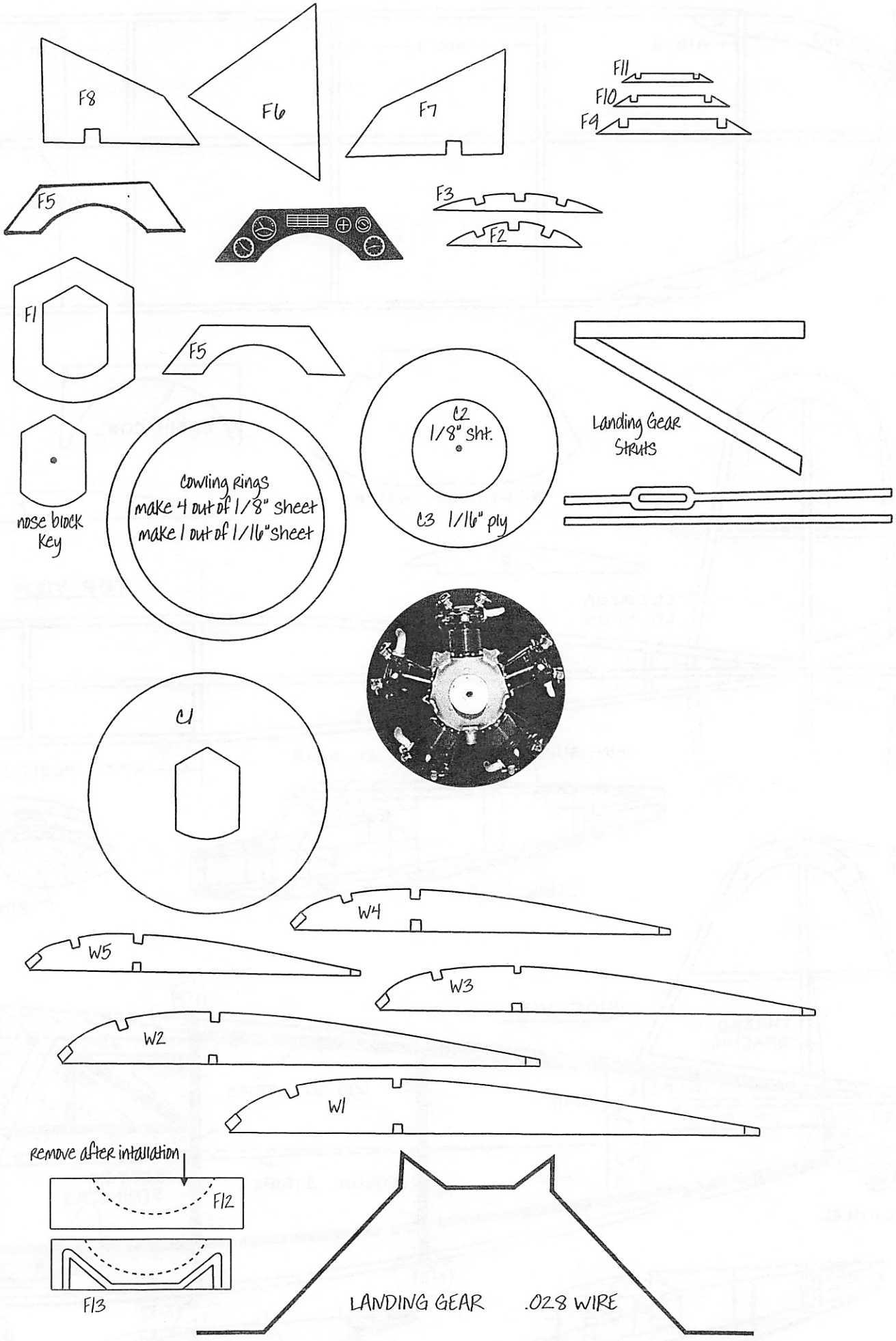


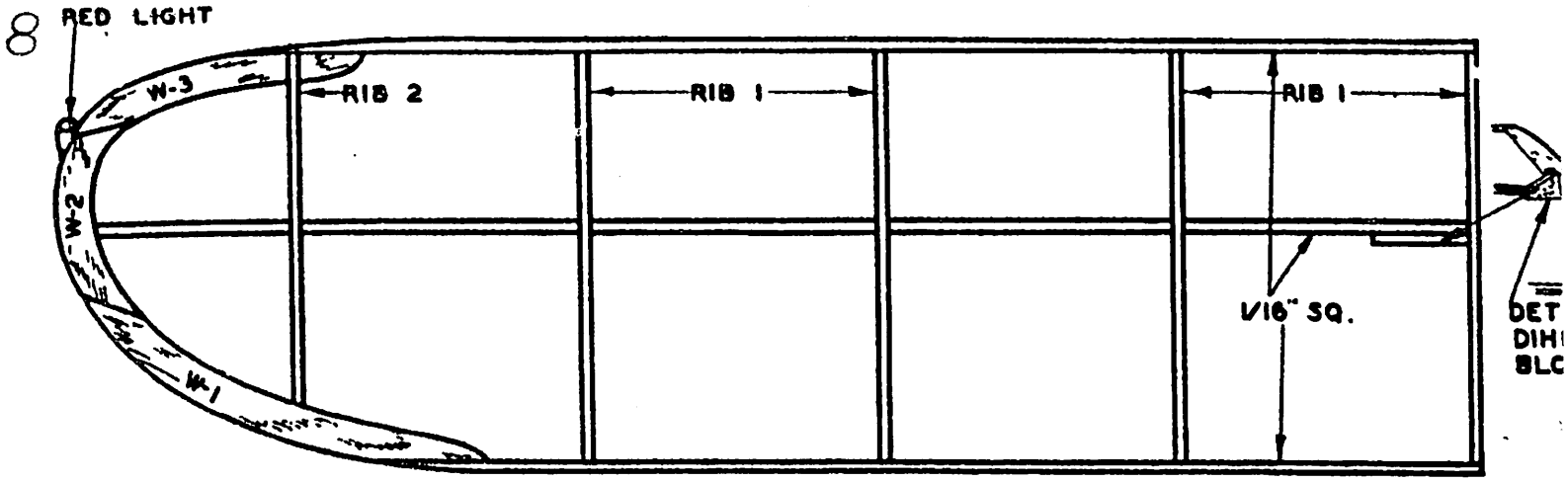

NC
10721

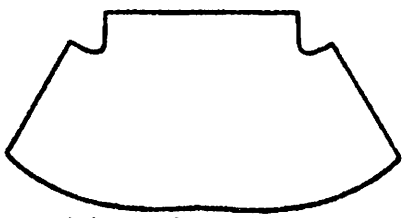


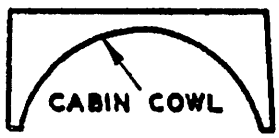


Frank Bass of Moore, MT flew his little 90 hp Lambert powered Kari-Keen Coupe to Oshkosh '88 . . . and flew home with the Silver Age Champion trophy. Originally designed by Swen Swanson, the Kari-Keen was unique in the lightplane field of the late '20s and early '30s in that it sported a full cantilever wing. Swanson designed several cantilever winged aircraft and is said to have been originally inspired by the structure of a Fokker D-VII wing.

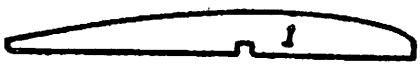

F8
F6
F7
F11
F10
F9
F5
F3
F2
F1
F5
C2
1/8" sht.
C3 1/16" ply
Landing Gear
Struts
nose block
key
cowling rings
make 4 out of 1/8" sheet
make 1 out of 1/16" sheet
C1
W4
W5
W3
W2
W1
remove after installation
F12
F13
LANDING GEAR .028 WIRE

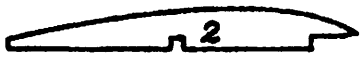

RED LIGHT
W-3
W-2
W-1
RIB 2
RIB 1
RIB 1
1/16" SQ.


WINDSHIELD PATTERN

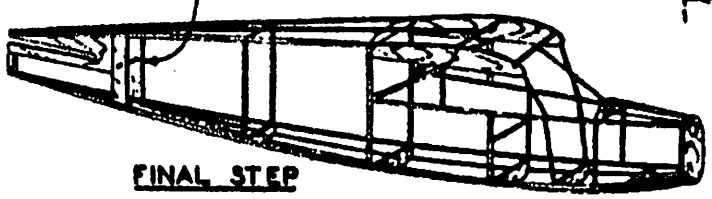

CABIN COWL


TWO 1/16"
GLUED TOG


1

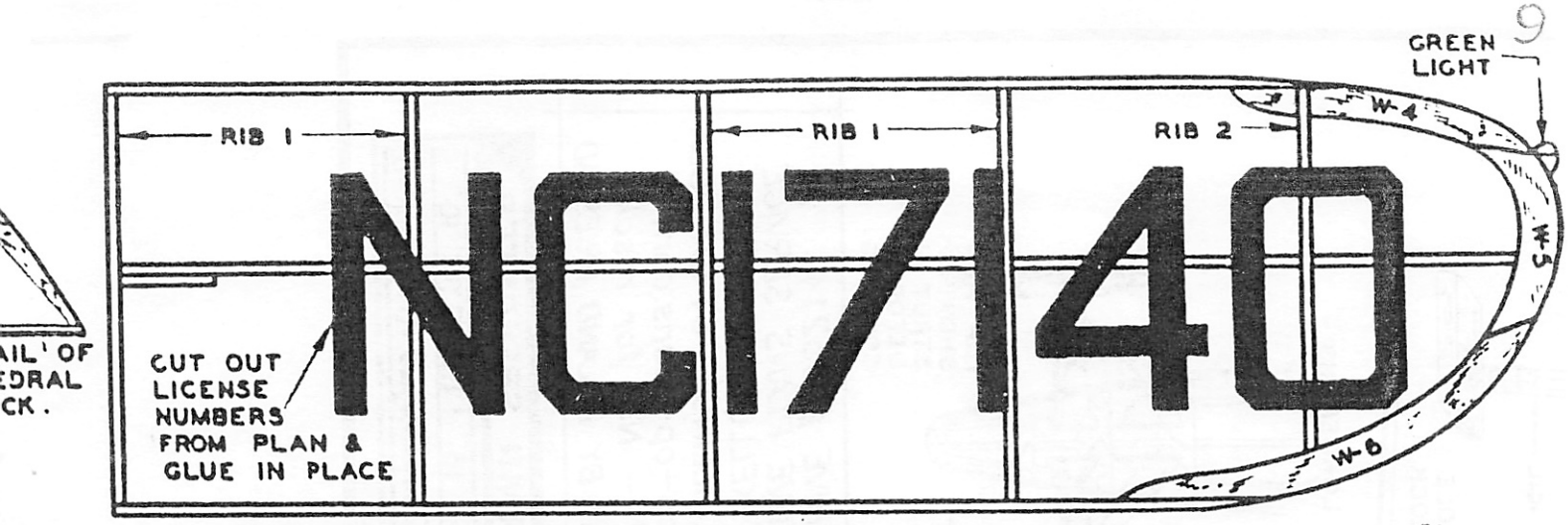

2

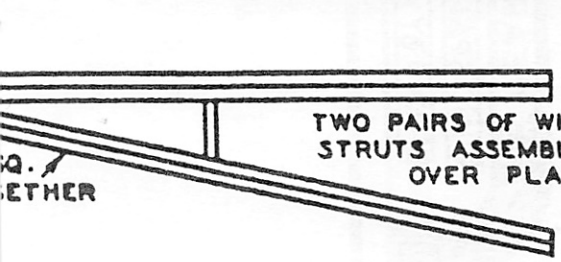
ELEVATOR
LOCATION
TOP VIEW
WING POSITION

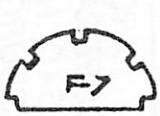

PIN SUPPORTS RUBBER AT REAR
FINAL STEP


PIN FOR AXLE

WHITE
LIGHT
R-2
SIDE VIEW
F-3
F-5
THREAD
BRACING
F-1
PIN
1/16" SQ. STRIPS
R-1
F-2
COLOR STRIPE
BOTTOM
STRINGERS
TAILWHEEL
F-11
F-10
F-9
PINS

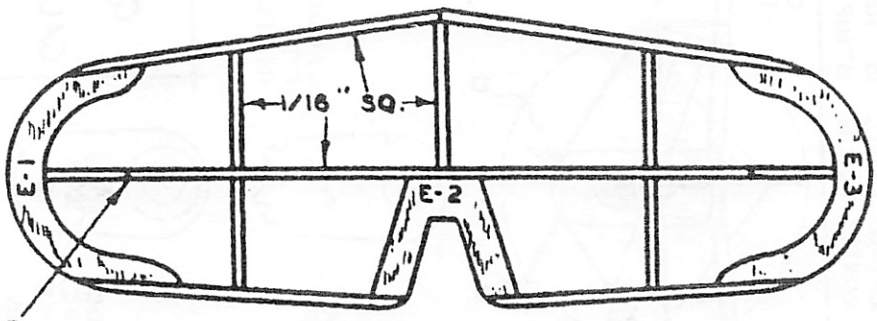




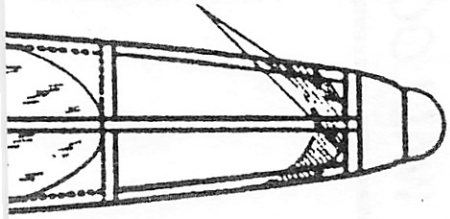








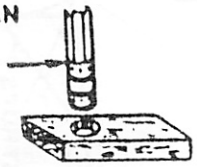




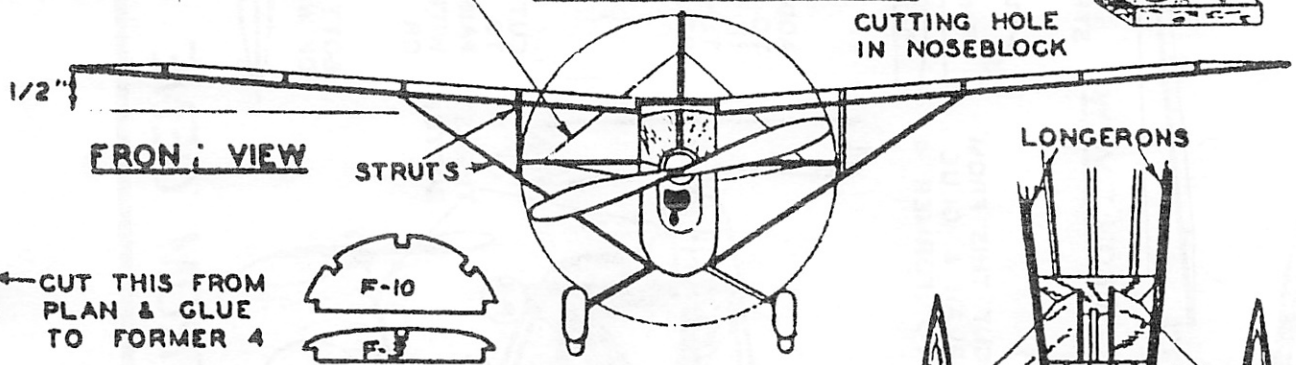
THREAD BRACING

ASSEMBLE ELEVATOR OVER PLAN

ENTIRE MODEL IS RED. WHITE COLOR STRIPE



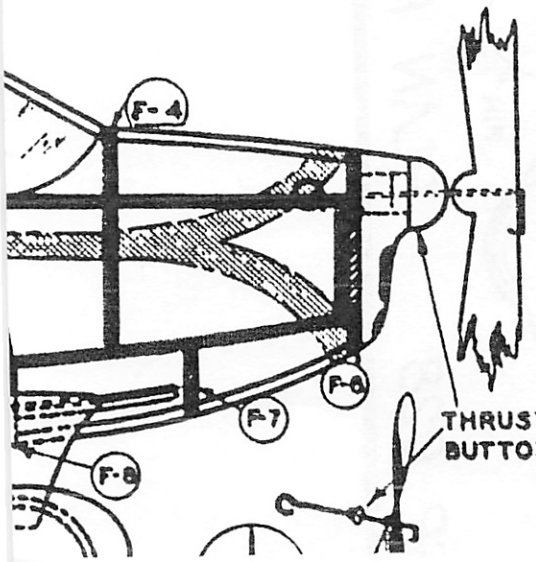
CUTTING HOLE IN NOSEBLOCK



FRONT VIEW



CUT THIS FROM PLAN & GLUE TO FORMER 4



ADD WEIGHTS TO THE NOSE IF THE MODEL TENDS TO STALL.



LANDING GEAR FITS INTO SLOT IN FORMER F-8

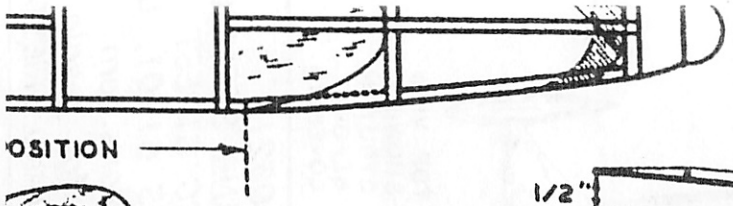
TOP VIEW SHOWING STRUT IN BEFORE COVERING.



CUT NOSE BLOCK TO THIS SHAPE. PAINT MARKINGS WITH INDIA INK OR BLACK DOPE

BOTTOM VIEW

ARCHIVE #003214
COOPERATIVE PLANS SERVICE
1640 N KELLOGG STREET
GALESBURG, ILLINOIS 61401, U
www.co-op-plans.com
(C)2012 – Not for resale
RESTORATION BY ROLAND FRIESTA



OSITION



PIN FOR AXLE

ENTIRE MODEL IS RED.
WHITE COLOR STRIPE

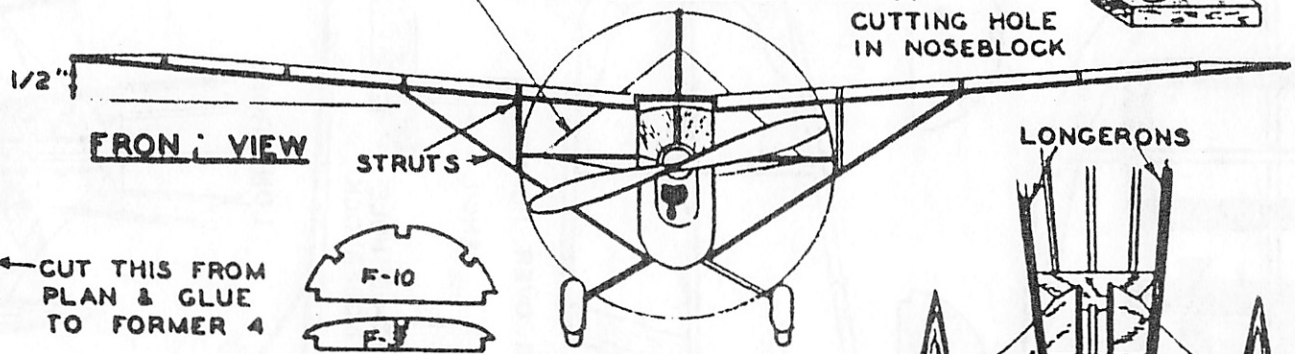
PENCIL

CUTTING HOLE
IN NOSEBLOCK

1/2"

FRON ; VIEW

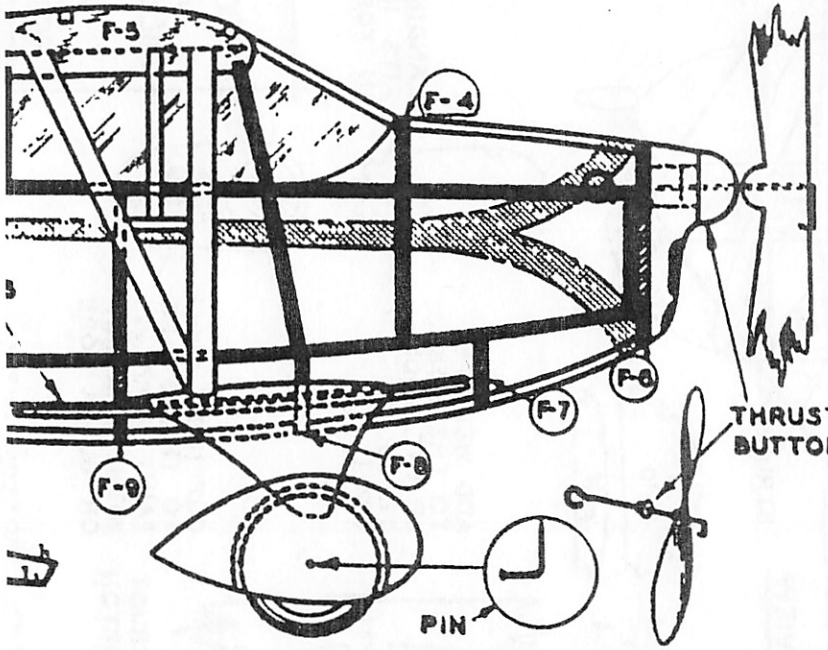
STRUTS



LONGERONS

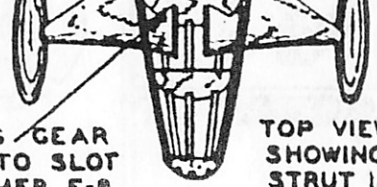


CUT THIS FROM
PLAN & GLUE
TO FORMER 4



ADD WEIGHTS
TO THE NOSE
IF THE MODEL
TENDS TO
STALL.





LANDING GEAR
FITS INTO SLOT
IN FORMER F-8

TOP VIEW
SHOWING
STRUT IN
BEFORE
COVERING.



CUT NOSE BLOCK
TO THIS SHAPE.
PAINT MARKINGS
WITH INDIA INK
OR BLACK DOPE

BOTTOM VIEW
OF WHEEL PANT.



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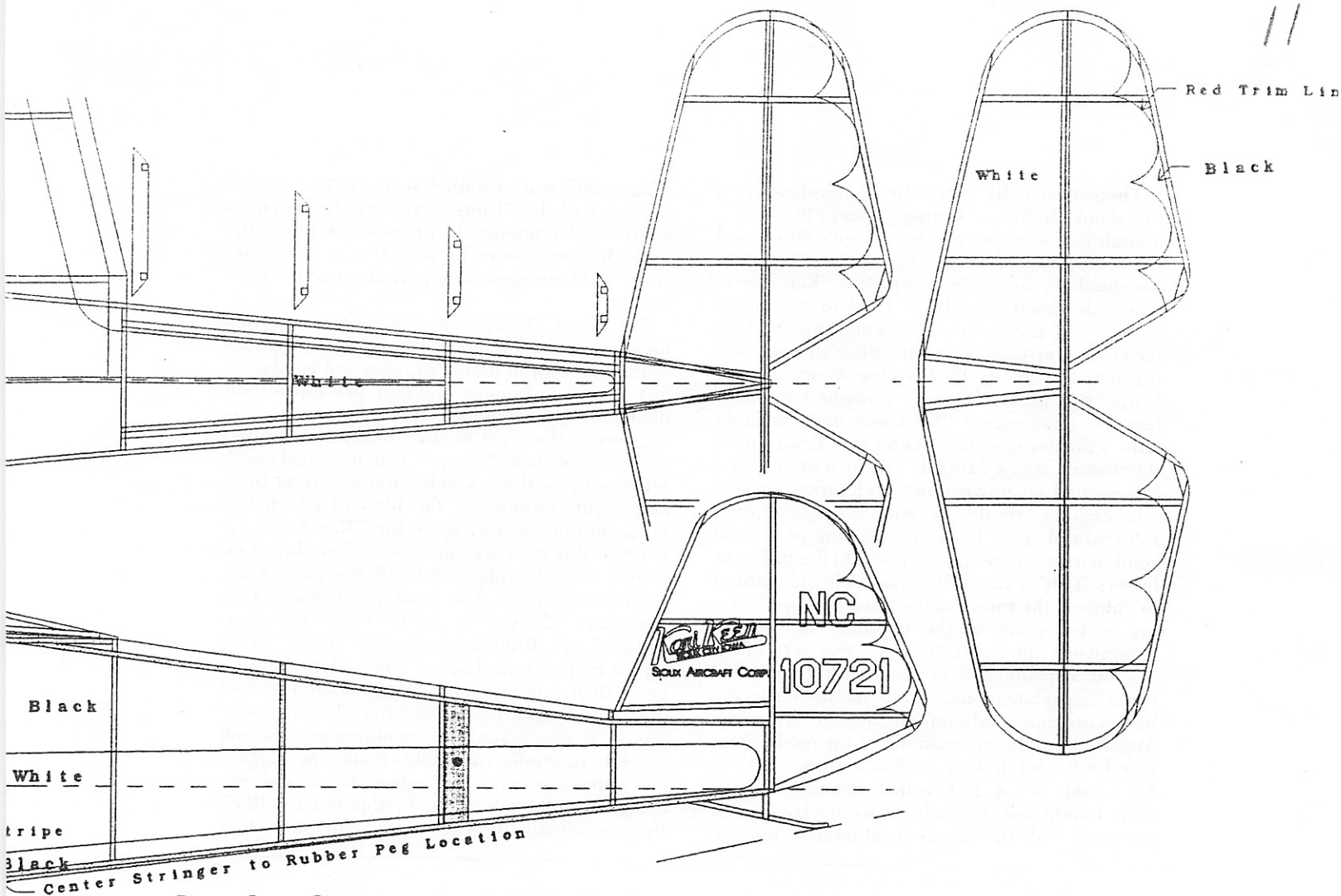
REARWIN SPEEDSTER

WINGSPAN 16" | LENGTH 10"

DRAWN BY Edward Lidgard. KIT NO. A 28

SP 028 PLAN FROM GENE WALLOCK

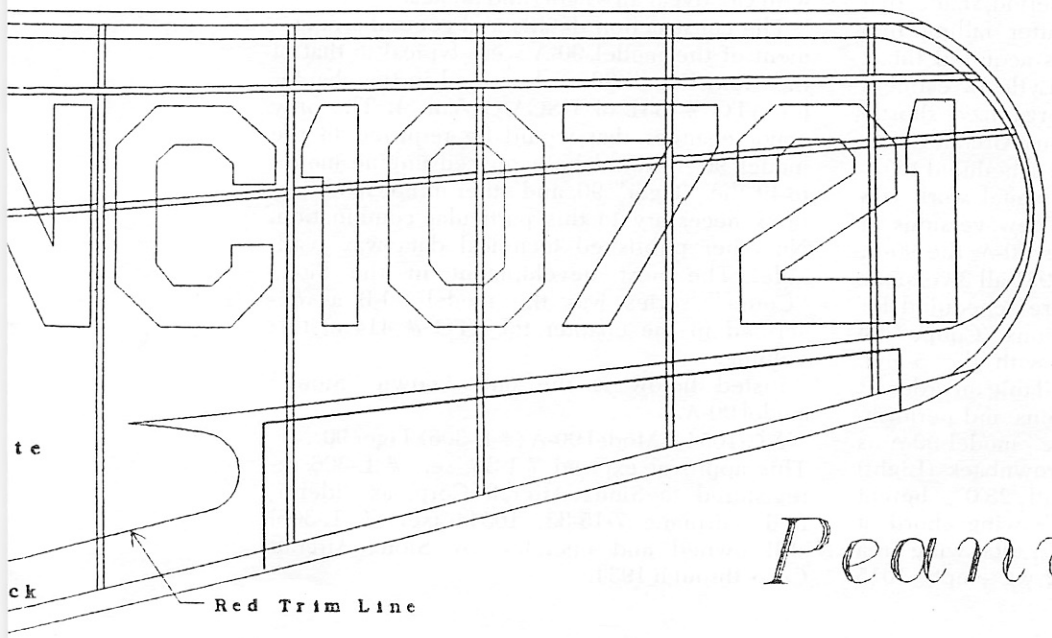
11



Scale Sources

Sport Flying August 1974

Sport Aviation November 1977 ~ COLOR PICS



KariKeen
SIOUX AIRCRAFT CORP.

KARI KEEN
SIOUX COUPE 90-B

DRAWN BY:
David Livesay
(7-20-1993)
BIS 5-7-15
~~B~~

Peanut Scale

There is actually very little of significance to say about the Sioux "Coupe", except that it was a slightly warmed-over "Kari-Keen" 90 offered in the selection of 3 different engines. Originally designed by Swen Swanson, the "Kari-Keen" was redesigned slightly in 1930 by engineers Gazely and LaSha to a somewhat improved offering that actually met with little success. Reorganized early in 1931 as the Sioux Aircraft Corp., the perky "Coupe" remained more or less the same except that it was now available with a greater selection of engines. It was often theorized among aircraft manufacturers that buyers had an unwavering preference for certain engines, so the keynote to more aircraft sales would seem to be the offering of several combinations more apt to appeal to the different buyers. This theory quite apparently did nothing to enhance the future of the Sioux "Coupe". Being a direct kin of the popular "Kari-Keen" monoplane, the Sioux "Coupe" was very much a good airplane and perhaps would have enjoyed acceptance and some national success had economic conditions been more favorable. Apparently only one example of the model 90-A was built and it was modified from a "Kari-Keen" 90 (ser. # L-306) that was already partially completed; normally it would have been powered with the Lambert 90 engine, but the "Tiger 90" was installed instead. The rugged character of the "Coupe" and its sly infectious nature had tendency to promote its longevity; those few that were built in this newer series since 1930, enjoyed long periods of active service.

The Sioux "Coupe" model 90-A was a light high-winged cabin monoplane with side by side seating for two in plenty of room and good comfort. A rather chummy and lady-like type of airplane, it was very often described as easy to like. Of course, the most distinguishing feature first seen on the little "Coupe" was its broad cantilever wing, a stout wooden framework of thick and robust proportion, the likes of which had been introduced earlier on the "Kari-Keen". A wing of this type was not usually employed on a high-winged airplane so small, therefore it was quite conspicuous. The powerplant selected for the Sioux "Coupe" model 90-A was the interesting 6 cyl. Brownback (Light) "Tiger" of 90 h.p., a twin-row package of power that offered a good lively performance with smoothness and unstrained ease. By any yardstick of comparison, this craft was a sensible combination that had much to its credit. Ironically enough the "Tiger" 90 engine soon acquired a shaky future and was discontinued from active production by 1932; this was actually of little matter to the Sioux 90-A because it was on its last legs also. Together they quietly slipped away into the shadow of the side-lines. The type certificate number for the Sioux "Coupe" model 90-A was issued 4-8-31 and possibly no more than one example of this model was built by the Sioux Aircraft Corp. at Sioux City, Iowa.

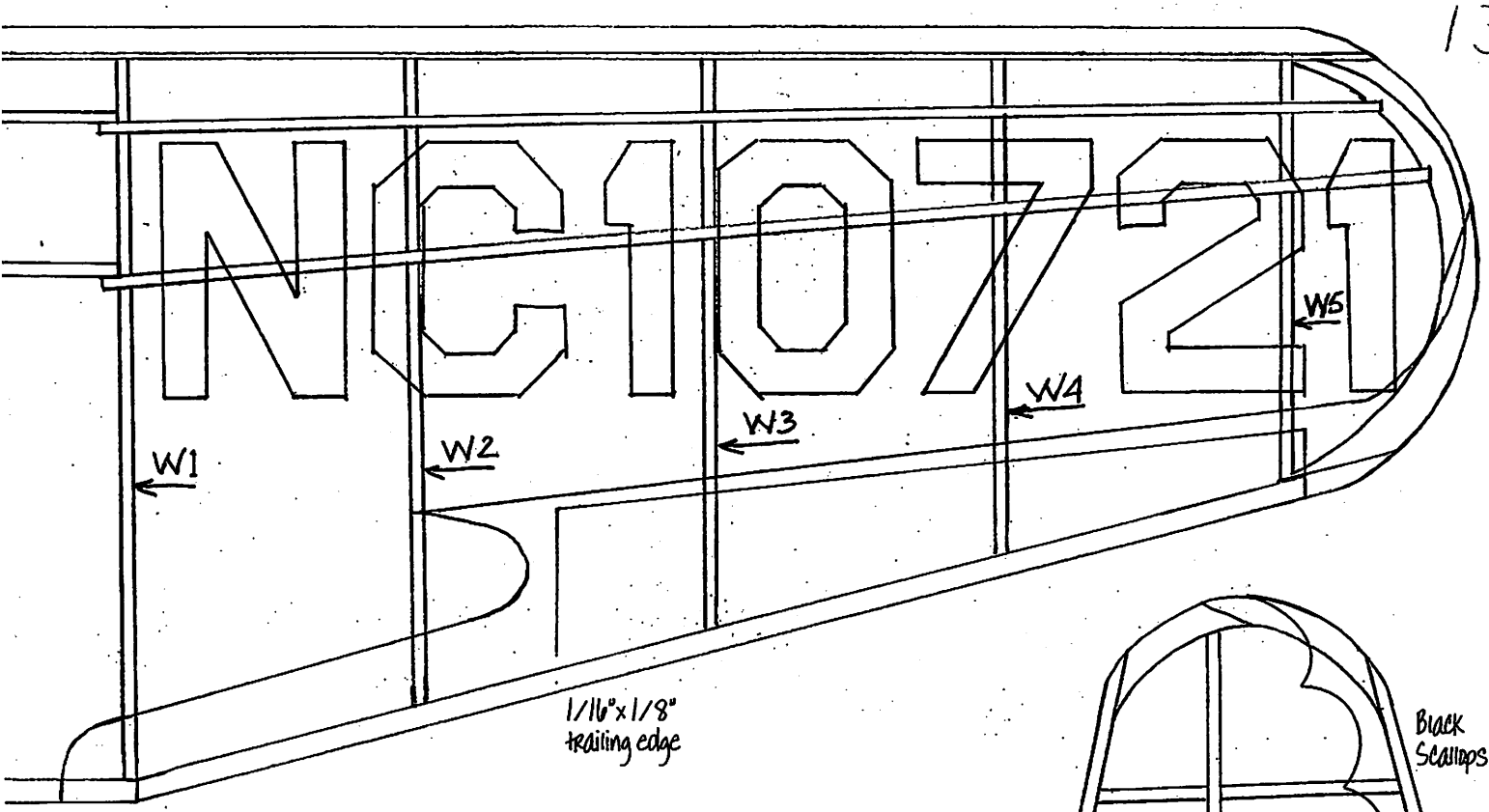
A published report of the period stated that the Kari-Keen Aircraft Co., after falling into serious financial difficulty, was acquired intact in Nov. of 1930 by the C. F. Lytle Investment Co. of Sioux City, Iowa. Reorganized shortly after with new capital as the Sioux Aircraft Corp., the plant and its facilities were scheduled to reopen in Jan. of 1931. Experimental work was then in process to develop 3 new versions of the basic "Coupe", the models 90-A, the 90-B, and the 90-C. By mid-year of 1931 all 3 versions had been certificated and were scheduled for production on demand. The Sioux "Coupe" 90 (formerly the Kari-Keen 90) with the 5 cyl. Lambert 90 engine was still available on order.

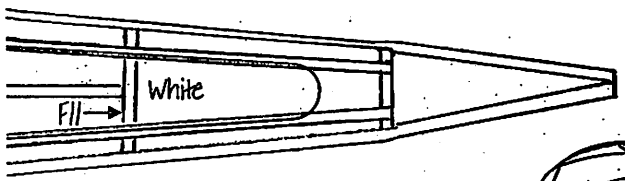
Listed below are specifications and performance data for the Sioux "Coupe" model 90-A as powered with the 90 h.p. Brownback (Light) "Tiger" engine; length overall 23'0"; height overall 7'4"; wing span 30'0"; wing chord at root 90"; wing chord at tip 54"; total wing area 150 sq.ft.; airfoil "Eiffel" 385; wt. empty 1015 lbs.; useful load 533 lbs.; payload with 25 gal. fuel 195 lbs. (1 pass. at 170 lbs. & 25 lb. baggage); gross wt. 1548 lbs.; max. speed 115; cruising speed 100; landing speed 45; climb 850 ft. first min. at sea level; ceiling 14,000 ft.; gas cap. 25 gal.; oil cap. 2.5 gal.; cruising range at 5.5 gal. per hour 400 miles; price $3355. at factory with Goodyear airwheels and brakes.

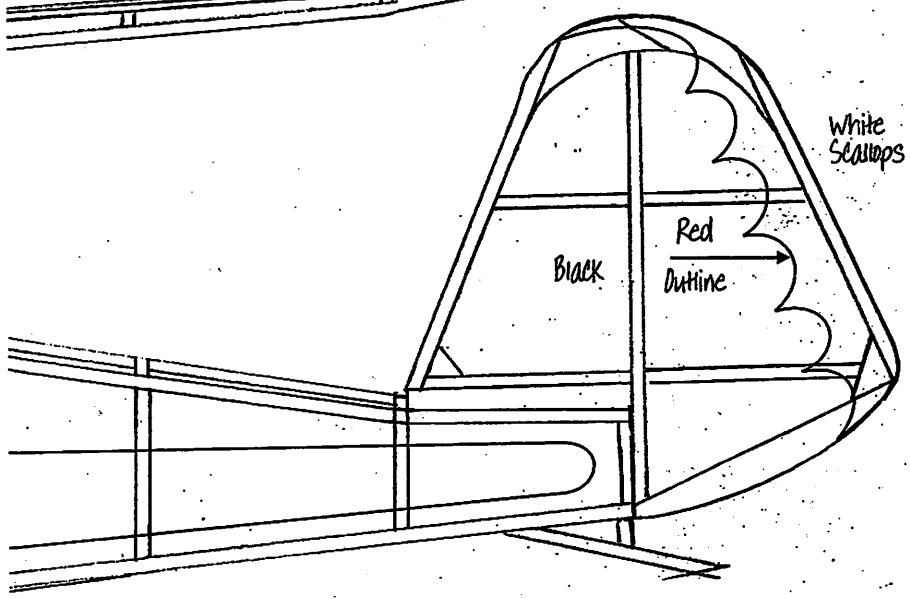
The construction details and general arrangement of the model 90-A were typical to that of the "Kari-Keen" 90 as described in the chapter for ATC # 331 of USCA/C, Vol. 4. The only major changes that would be required in the model 90-A would be a revised engine mount to fit the "Tiger" 90, and other minor modifications necessary to this particular combination. No other published technical data was available. The next development in the Sioux "Coupe" series was the model 90-B as described in the chapter for ATC # 414 of this volume.

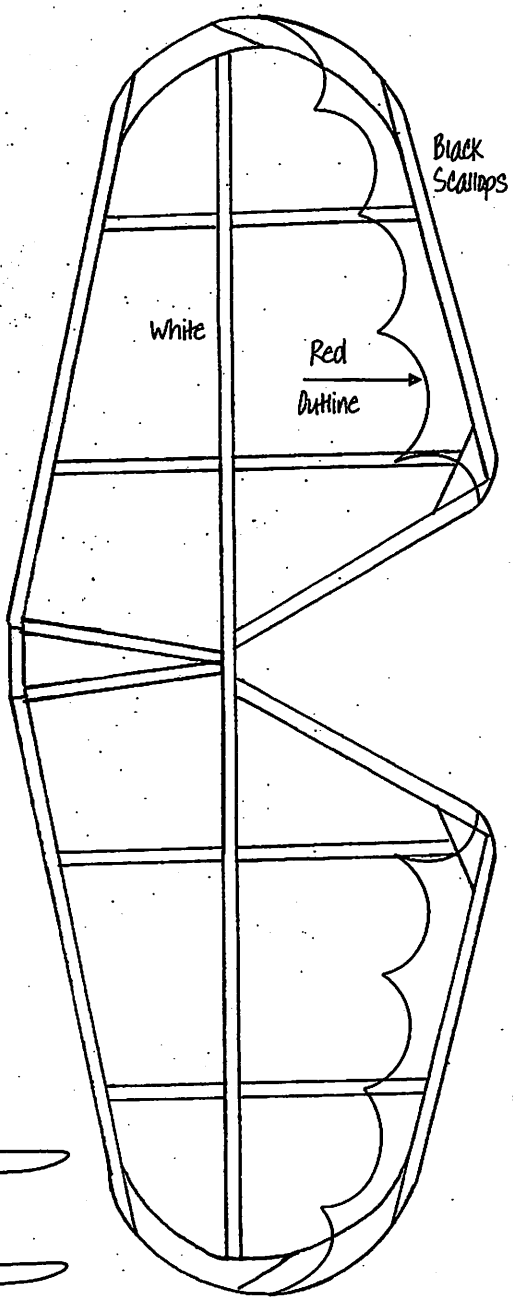
Listed below is the only known "Sioux" model 90-A.

NC-10544; Model 90-A (# L-306) Tiger 90. This approval expired 7-1-33; ser. # L-306 reregistered to Sioux Aircraft Corp. as "identified" airplane 7-15-33; 10544 (ser. # L-306) still owned and operated by Sioux Aircraft Corp. through 1934.

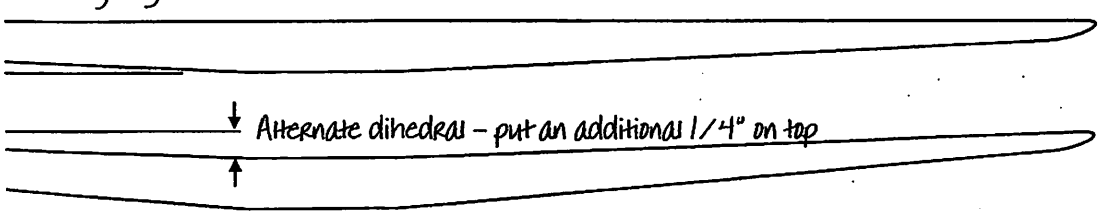








n of wing only



NC 10380

A.T.C. # 414
(4-8-31)
SIOUX "COUPE", 90-B

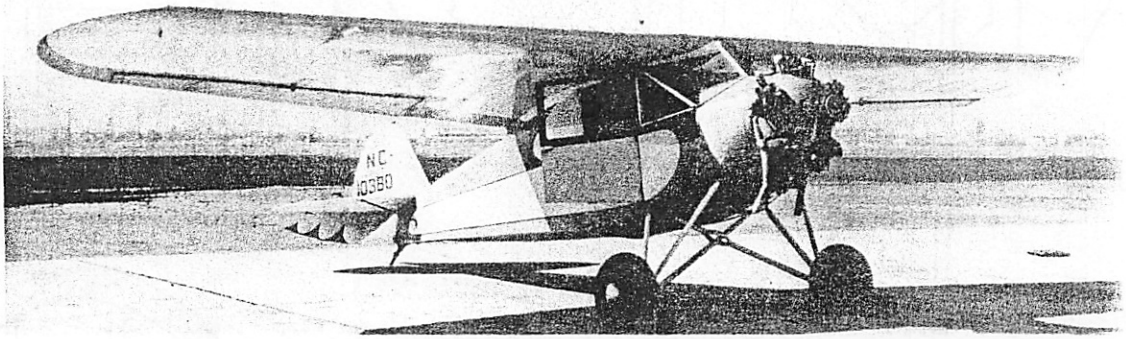


Fig. 44. Sioux Coupe 90-B with Warner 90 engine actually similar to Kari-Keen shown. Difference was in engine installation only.

Extensive research into reams of published data, and interrogation of several likely individuals had failed to turn up very much fact or even fancy about the rare Sioux "Coupe" model 90-B. It is only known as fact that the 90-B was typical of the new "Coupe" series for 1931, and was powered with the 5 cyl. Warner "Junior" engine of 90 h.p. Whether this model was developed from partially constructed "Kari-Keen" airframes that were left over, or was built up from scratch, also could not be determined. In registration listings awarded to the Sioux Aircraft Corp. this model (90-B) was labeled the "Coupe Jr.", and the model 90-C as powered with the 7 cyl. Warner "Scarab" engine of 110 h.p., was labeled the "Coupe Sr.". Manufacturer's serial numbering for both these models was in the 400-block, so we can at least assume they probably were developed by Sioux Aircraft, and not left-overs from Kari-Keen. Both the models 90-B and 90-C were developed and approved before mid-year 1931; all the evidence available would indicate that only one of each was built, and the firm was all but folded up again by year's end. Although there was no active production, Sioux Aircraft was not entirely disbanded yet, and both the 90-B and 90-C were still registered to the company into 1934. Approval had expired for all "Sioux" models by 7-1-33, so we can then assume this was the end of the line for manufacture at least.

The Sioux "Coupe Jr." model 90-B was a high-winged cabin monoplane with side by side seating for two. Ably supported by a stout tapered cantilever wing it was basically typical of the earlier "Kari-Keen 90" and the Sioux "Coupe" 90-A, except perhaps for some minor changes necessary to this particular combination. Powered with the 5 cyl. Warner "Junior" (series 40 or 50) engine of 90 h.p., the all-round performance of the 90-B would be at least comparable to either the Kari-Keen 90 or the Sioux 90-A. As powered with the 7 cyl. Warner "Scarab" engine of 110 h.p., the model 90-C of course had the benefit of 20 h.p. extra for a much better performance. Described as basically typical of the original Swanson (Kari-Keen) design, the 90-B and 90-C no doubt were inherently well-mannered airplanes that performed very well. The type certificate number for the Sioux "Coupe Jr." model 90-B was issued 4-8-31 and only one example of this model was built. The "Coupe Sr." model 90-C was built on a Group 2 approval numbered 2-356.

Listed below are specifications and performance data for the "Sioux" model 90-B as powered with the 90 h.p. Warner "Junior" engine; (the following data has not been verified, so a certain amount of it is qualified assumption); length overall 23'0"; height overall 7'4"; wing span 30'0"; wing chord at root 90"; wing chord at tip 54"; total wing area 150 sq.ft.; airfoil "Eiffel" 385; wt. empty 992 lbs.; useful load 530 lbs.; payload with 25 gal. fuel 195 lbs. (1 pass. at 170 lbs. & 25 lb. baggage); gross wt. 1522 lbs.; max. speed 115; cruising speed 98; landing speed 45; climb 850 ft. first min. at sea level; ceiling 14,000 ft.; gas cap. 25 gal.; oil cap. 2.5 gal.; cruising range at 5.5 gal. per hour 400 miles; price at factory approx. $3500.

No factual data for construction details or general arrangement was available so we can only assume again that the model 90-B was typical of the "Kari-Keen" 90 as described in the chapter for ATC # 331 of USCA/C, Vol. 4, or the "Sioux" model 90-A as described in the chapter for ATC # 413 of this volume. From all facts rumored or implied, there is very little reason to believe that the "Sioux" varied to any extent from the previous "Kari-Keen".

Listed below are 90-B and 90-C entries as gleaned from registration records:

NC-10721; Model 90-B (# 401) Warner 90.
NC-10735; Model 90-C (# 402) Warner 110.
This approval expired 7-1-33.

APPENDIX F: Pilot's Pre Launch Checklist (PPLC)

For MASS LAUNCH and TOTF SCALE Events

FAC Mass Launch and TOTF (Total of Three Flight) Scale events are designed for maximum fun with scale models. These models do NOT need to be museum pieces, but fliers should remember that they are SCALE models in the stick and tissue tradition of the Flying Aces Club, and must meet the standards outlined below.

Be prepared with documentation to avoid being DQ'd after the event in case of questions.

ALL MASS-LAUNCH & TOTF MODELS MUST HAVE THE FOLLOWING:

___ National insignia and side / wing registration letters / numbers appropriate to the era, event or conflict.

___ Colors appropriate to the era, event or conflict. Aluminum finish must be represented by gray or silver tissue / paint; white tissue alone is not acceptable.

___ No unfinished balsa or foam on the exterior.

___ All principal load / stress bearing struts and wires, exclusive of control horns and control wires.

___ Control surfaces outlined.

___ Scale landing gear, or if retracted, gear panel outlined

___ If radial engined, at least a paper engine if visible from the front.

___ 3-D exhausts, if they protrude above the skin of the original aircraft.

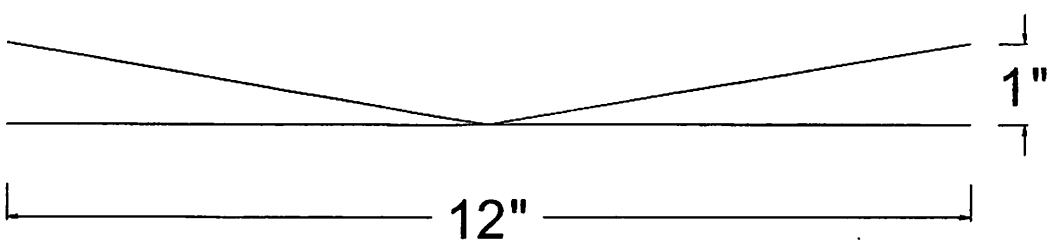
___ Cowl bumps if applicable.

___ Wing fillets if they are shown on the three view. May be small, flat triangular pieces when fillet amounts to a small, mostly flat fairing used only to blend the trailing edge of the wing into the fuselage.

___ Approximate scale outlines, allowing for modifications as specified in FAC rules (e.g. enlarged stab). Side stringers required to represent approximate scale cross sections on oval fuselages.

___ Military combat aircraft: all visible gun troughs and forward-firing guns must be 3-D; non-protruding gun ports must be appropriately marked.

___ Dihedral: a maximum of 1" per tip per foot of wingspan **or**, in the case of low wingers, no higher than the bottom of the canopy-**whichever is higher.** Models built from kits may be built to plan even if the specified dihedral exceeds these standards. Bring your plans.



16

2015 Cleveland Free Flight Society
Contest Events
Lorain County Community College Field

Located on Rt.301/Abbe Road - I-90 Exit to Rt.301 S
Flight line accessible from main campus entrance or Hoag Rd., whichever is upwind
10:00 am to 5:00 pm

A. May 24 July 26 Sept 13

FAC Peanut Scale	
FAC Dime Scale	
FAC Simplified Scale	
FAC Embryo Endurance	
FAC Two Bit O.T. Rubber	
FAC Half Wakefiled	
FAC Golden Age Combined	
Earl Stahl Scale *	
AMA Hand Launched Glider	
AMA Catapult Glider	
FAC Jet Cat Glider	
CFFS Classic All-Sheet Models**	
FAC Goodyear F1 Race Mass Launch	11:30
FAC Greve Race M.L.	12:30
FAC Thompson M.L.	1:30
FAC WW I Peanut Combat M.L. ***	2:30
FAC WW I Combat M.L.	3:30

B. June 14 August 16 October 4

FAC Peanut Scale	
FAC Dime Scale	
FAC Simplified Scale	
FAC Embryo Endurance	
FAC Two Bit O.T. Rubber	
FAC Half Wakefiled	
FAC Golden Age Combined	
Earl Stahl Scale*	
AMA Hand Launched Glider	
AMA Catapult Glider	
FAC Jet Cat Glider	
CFFS Classic All-Sheet Models**	
FAC Goodyear F1 Race M.L.	11:30
FAC Greve Race M.L.	12:30
FAC Thompson Race M.L.	1:30
FAC WW II Peanut Combat M.L.	2:30
FAC WW II Combat M.L.	3:30

* Any Earl Stahl *scale* design. Flown under FAC Simplified Scale Rules. **Bring your plan.** 3 flight total.
** Club rules. Check with the CD.
*** Monoplanes may be entered in the WWI Peanut Scale M.L.



FAC rules apply, with inspection of O.T., Simplified Scale, Embryo, and Dime Scale models prior to first flight. **Bring your plan.** FAC Pilot's checklist will be used in all non-judged scale (total of three flight & mass launch) events. No size change for 26" max per O.T. plan. Flier must pre-select event for multiple option models. **Mass Launch events will start at posted clock times! Be ready!**

Russ Brown
4909 N. Sedgewick
Lyndhurst, OH 44124