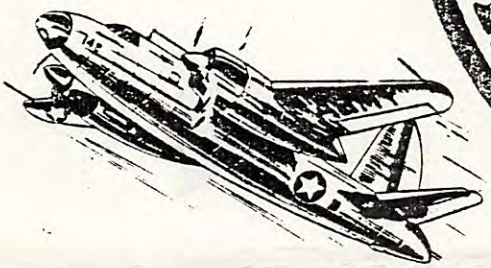
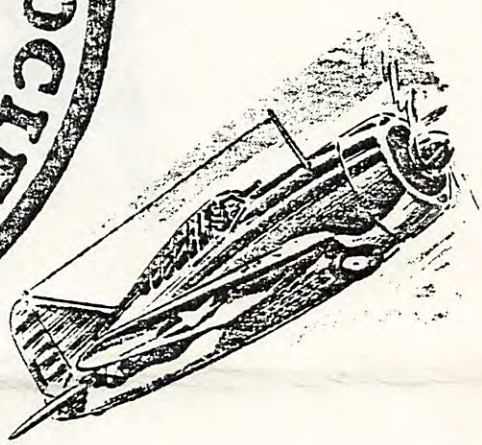
58/3Q-'80

CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY



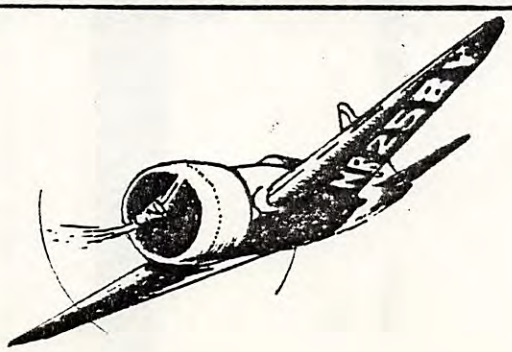


T R W T/H 2833

23555 EUCLID AVE.

CLEVELAND, OH 44117

THE FLYING ACES CLUB Nationals











Dennis Norman Bear in the air with 4 props entered Jumbo Inboard claws paw air on two motor trim hop. This slim Bear eats silver tissue; will train to dance on all fours. Will come out of Winter nap hungry for Jumbo meals.

Dark green on green beast is Fernando Ramos Arado Ar 240 Off on recon goes the multi motor Arado for a good 28 seconds action in FAC Rubber Scale. Multi mania photos by Phoenix airman Dave Smith.

CROSSWINDS QUARTERLY

THE JOURNAL OF THE CLEVELAND FREE-FLIGHT SOCIETY

ISSUE FOR JULY, AUGUST,
AND SEPTEMBER, 1980
VOL.7, NO. 3
ISSUE NO. 58

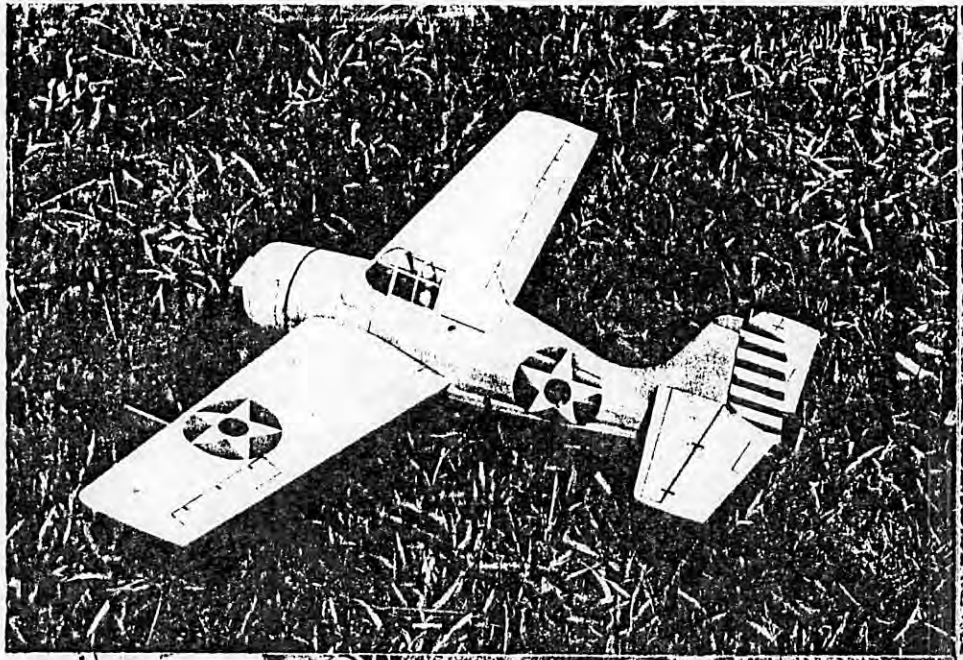
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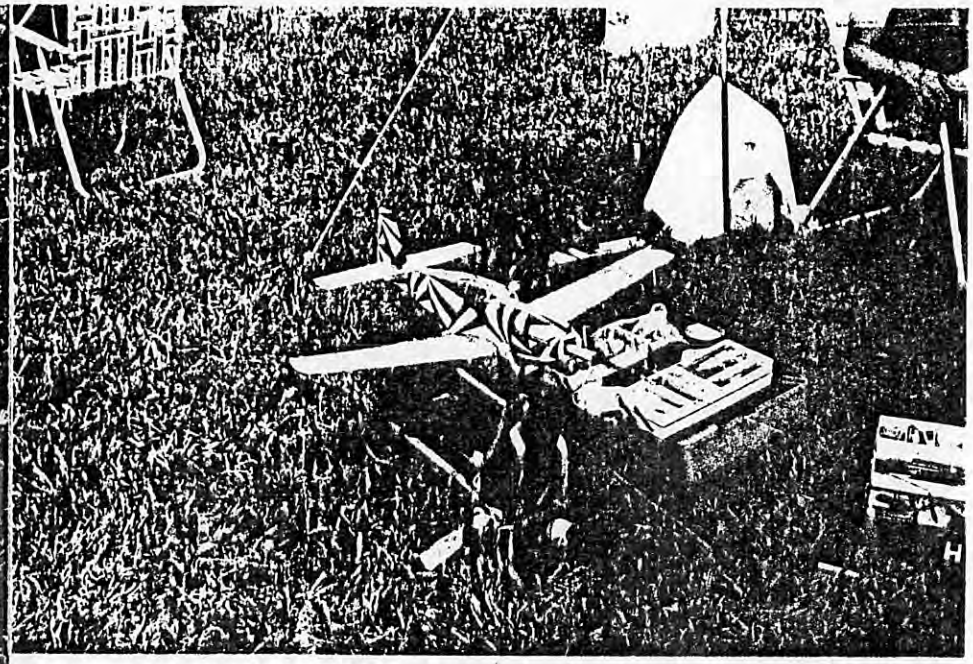
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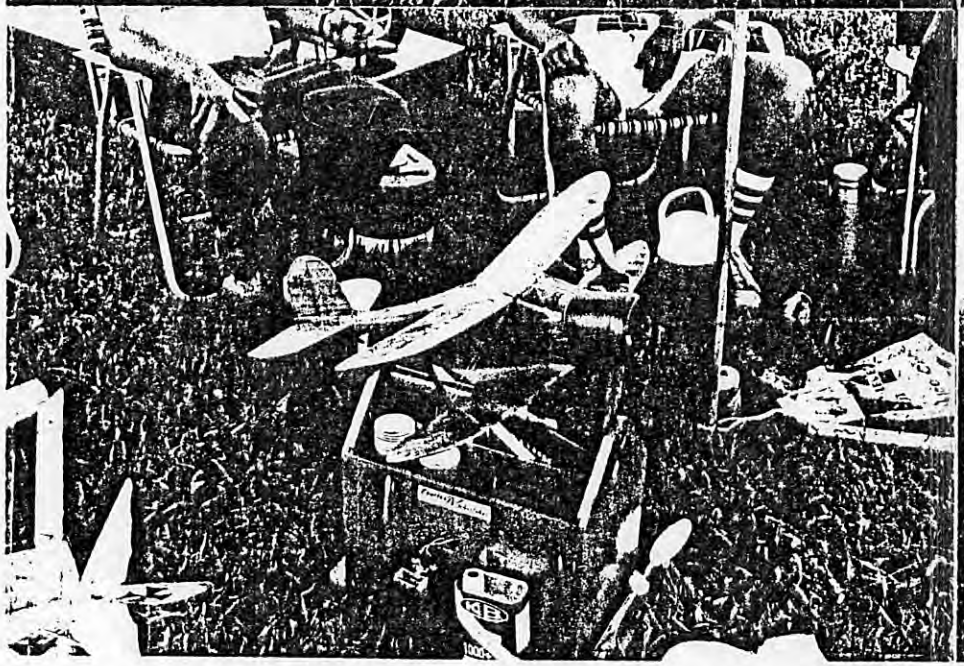
It is 209 miles from my home to the Ramada Inn North of Dayton, Ohio where my son Chris and I stayed during the 1980 Flying Aces Club Nationals. Now 209 miles may sound intimidating or even depressing to those of us with concern over the cost of gasoline or whose backs get stiff if we have to ride in a car for more than a couple of hours, but I tnink I have discovered a better, at least less threatening, way of measuring travel time and distance. The unit whose history I will describe in a moment, is called the "Bee-Gee" or if you like the "B-G."

When I opened my own law office in late 1978, we had only one car in the family: a 1976 Pontiac three seater station wagon. On a good day with favorable conditions it gets approximately 8 1/2 miles per gallon of gasoline. In opening my office, I began taking referrals and consultations which required that I travel nearly 2,000 miles a month. Figuring 8 1/2 miles per gallon and the rising cost of those gallons, I calculated that I could very easily work my way in bankruptcy by using that station wagon as my business car. Resolved to avoid this, I then purchased a cute little 1977 AMC Pacer which gets almost 19 miles to the gallon. I know that still is not very good mileage. I also know that there are cars around like the Volkswagon diesel(or some thing like that)tnat get 40 miles per gallon or better and I went and sat in a lot of those cars, but given my size and their size, I felt as though I was straddling roller skates. The seats in most of them come about half way up my back and I could not face the thought of 2,000 miles a month, even at good gas mileage, in such vehicles. The Pacer looks a lot like a mushroom, but more importantly it has large seats which comfortably match my own and so it was that I selected a Pacer as my business car.

Now the Pacer is not such a great machine. If it was made by the Japanese or the Germans or the Swedes it might be fine, but being made where it is it has a tendency to rattle a lot and to have things go wrong with it. One of the things that went wrong by early 1980 was the radio. It did not play at all. For my birthday in June, 1980, my wife made me a gift of a brand new radio with a tape deck. My teenage daughter,Suzanne, also made me a gift of a tape cassette entitled "The Bee-Gee's Greatest Hits" or something like that. I was not really into contemporary rock, but there was something about the Bee-Gees and the disco sound that appealed to me and I found myself playing the cassette often as I drove along. So often, in fact, that it became a way for me to measure distance. The cassette is divided into four sections which I call "Quarter B-G's" with the whole cassette, of course, being simply a "B-G."









Ironworks F4F Wildcat flown by Mike Midkiff took WW II Jumbo Combat event.
Classic yellow Beechcraft 17 by Chuck Schobloher takes on motor winds in protection tube for Jumbo flight.

Jack Moses trimmed P-51B Jumbo in Wright Field photo plane marking. Looks right at home in tent hangar. Launch view shows black & white dazzle splinters. Snapy photos in color by Dave Smith .

The press of everything, but modeling kept Chris and I from leaving Cleveland for the FAC Nats until about 10:30 P.M. on Thursday, August 7, 1980. I was tired. Chris was tired. I had started a lot of models, but none of them were finished. Somehow, however,we managed to fit everything including my 5' span "Bear" into the back of that Pacer. As I backed out the driveway, I did not want to think about it being 209 miles to Dayton. I also did not want to think it being nearly four hours on the road in what appeared to be a severe thunderstorm. To dispel those thoughts, I pluged in the Bee-Gee's cassette and decided to listen to the driving sounds (forgive the pun) of the Brothers Gibb as we sped into the night.

It went smoothly and there was no rain until we were about 3/4 of a B-G South of Cleveland which put us in the area of Mansfield, Ohio. Now there the elements may have picked up my music because Chris and I were treated to one of the most spectacular electric storms (mostly lightning no rain) that we have seen. It was sort of like one of those rock laser shows that came and went in the late 70's, but a lot more theatrical. Several times three or four lightning bolts flashed simultaneously. At other times the whole sky would light up giving us a purple gray view of the next ten miles or so of rolling Ohio country side. It was not really frightening, but it held our attention. By the time we had gone just over a B-G the rain hit us and we drove along for another quarter of a B-G or so in a driving thunderstorm after which the rain stopped and it got quiet. By the time we were a B-G and a half on our journey, Chris, who was six at the time, was sound asleep.

Towards the end of the second B-G I stopped to refuel and Chris and I bought a couple cans of pop and crackers to munch on. That treat no doubt refreshed us and gave us that energy we needed at one o'clock in the morning to finish our trip. We parked at the motel just as the first quarter of the B-G ended which lead me to the cheerful conclusion that I did not have to think of traveling from Cleveland to Dayton as a 209 mile journey, nor as a nearly four hour ride, but only as a double concert and an encore or, more specifically, as 2 1/4 B-G's all of which made a much more positive start to the immensely pleasurable experience that was the 1980 FAC Nationals to which this issue of "Crosswinds" is dedicated.

Along with results from Frank Scott and photos by Russ Brown, Pres Bruning and Dave Smith, we present the FAC full FACtored point Peanut Scale event winning HUGHES H-1 short wing racer. Reference material is courtesy G-8 Hyka, Dave Stott and Jan.'36 MAN. Also see Vol. III RACING PLANES and AIR RACES, March '76 AIR CLASSICS, or Harold Osbornes' Hughes H-1 plan. Write American Air Racing Society. P.O. Box 121. South Euclid OH 44121 for H-1 or other racer photos. See the H-1 with long wings at the Smithsonian Museum.

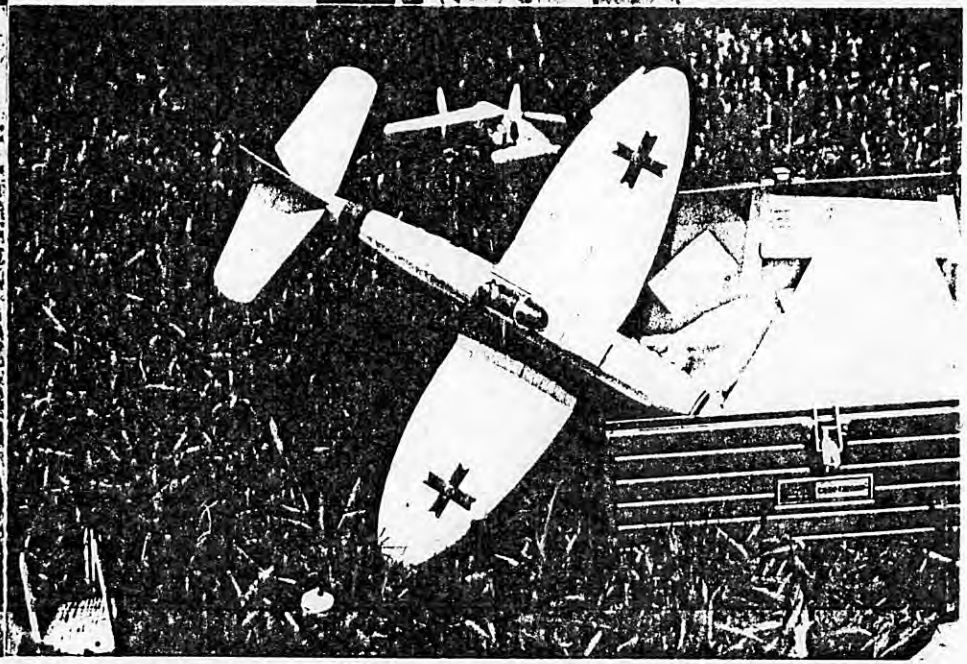
Dennis Norman built the H-1 on a keel with 1/32" sheet balsa rings and stringers. Lighter laminated hoops formed the rear. The nose cowling section is built up with 2 1/16" diameter balsa on a hard face plate. About 1/16" downthrust was packed in on top of the 3/4" square(minus a corner) plug cut out box. Extend the cowling back to a No. 1 former ring with stringers, and glue on to the fuselage No. 1 ring. After adding stringers, chop out the tail cone and station 9 slot to slip the stab in. Add support rails and shim to flight trim. Add 1/64" sheet wood wing fillets and light block wood or foam to fill in the leading shape. Wing construction is cracked rib on a 3/8" to 3/16" taper 1/32" sheet wood spar. The H-1 Peanut spar was butt joined in the fuselage, and a doubler spar added. Flying weight is 18 grams without prop assembly or rubber, on a 41 inch square wing area. Indoor versions with landing gear down should be built lighter. Hung took a long 119 second look at this HUGHES H-1 in the full point FAC Peanut event to just edge Pres Bruninings' WACO and Mike Midkiffs' Dayton Wright. In the GHQ Peanut event, average flight times were 46 seconds. The power on flight pattern was probably left with a tweek of left twist in the rudder and more wash out (warp up)in the right wing trailing edge. Try about a 24" loop of 1/8" FAI RUBBER from FAI or Majestic Models and a 6" dia.plastic prop for starters.

CFFS BUFFET & EXCHANGE MEETING 12/19/80 AT DENNIS NORMANS PT-E 28.





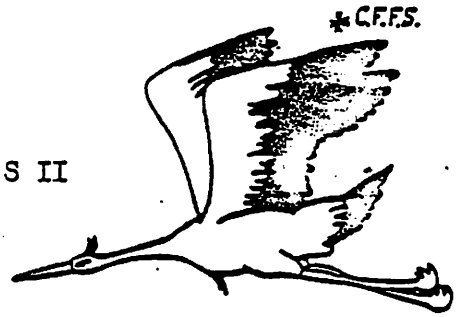




Navy Ace Mike Midkiff launches WW II winner F2A-1 Buffalo 26 in span chip from Brewster in Pa. 3-v isn't that bad! Below, Mark Fineman from Pinkham Field flew Russky IS-2 fold up wing fighter. IS-2 flies as Gull, lands as Bipe.

Don Srull He 112 chews up ozone with formed plywood prop. Masking tape aileron holds up left wing as trim fix. Top view shows nice lines and pilot form. Dave Smith Pics. Behind He 112 is Dons No. Cal Profile Shinden canard.

FLAT HATIN' ON FAC NAT'S II



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

Our last episode of FOX TALES covered the 24 hour Le Flymans at VNART West Baden, the 1st World Peanut Grand Prix. Gen. Max duBlue went underground and found the friendly Havana,Fla. bartender serving peanuts 24hrs a meet! Doc Martin toasts night fliers with one for the road back to West Baden. Before the covering (ink) on the MIAMA FLYER was dry (results printed), Doc had a contract to fly a load of Peanuts to the SNART at West Baden another 24hrs on Fri-Sat. June 26/27,1981. SAVE that weekend for another flight fantastic! Periodic events will be adjusted to fit in a class for unorthodox flying machines. Classes are : I Pioneer to WWI; II Warplanes I & II- Combat Designs, not yer basic green grasshoper type ; III Golden Age 'tween the wars; IV Modern Age after WW II; and V Weirdo multi-engines, flying boats or amphibians (not Cubs on floats). auto gyros, helicopters, triplanes, or quadraplanes (NO canards, pushers, or flying wings unless also one of above categories-because they fly too well).

Weirdo events may inspire Western entries, as Flightmaster Editor Count Pisana has perfected the cliped paper frisbe . Although the Count has craftily doccumented with lots of points (10 rated fuselage types),the existance of a fan cooled potty seat with sleek streak sheet wings in the gap, a rumor persists to credit the design to action at the annual Bob Haight New Years Eve BEAT FERNANDO MEET. Here we take the fifth (decline testimony, or take vodka) rather than disclose that hot chile ate clear through the Counts paper plate center, and he was timed tossing the rim. Der Count is no litter bug, but Herr Professor Mooney had requisitioned the disposal bag for his mandatory party hat. Next June 26 we may see such improbable shapes flying past midnight.Party hats are optional; coal miner lamps would be a dramatic sight for the vast dark at West Baden.

At West Baden, we talked with Bob Wilder of Custom 20/1 Winder fame, and looked at his new torque meter to fit indoor winders. The meter dial is calibrated in 10 divisions per full revolution at approx. one inch ounce of torque. This may be stiff enough for motors up to a loop of 2mm X 1mm (3/32) FAI rubber strip. Bob also offers a collection of over 800 model and aviation magazines up for bids in large sets only. These include 400 of '51-'80 era Air Trails thru AAM, 200 of '51-'73 MAN, 3doz.Model Builders of mid'76-'79, and another 173 bunch of such goodies as 7 Nat'Aeronautics, 20 Aeromodellers, 15 Model Aircraft, and 20 Model Aviations. Quite a valuable stack of knowledge in view of rising subscription costs. Even older issues bring $4 to $5 each at the Toledo W/S Trade Show. Bobs collection includes some duplicates for trading stock, and a couple FLYING ACES from '42! Write to Bob Wilder at 2010 Boston St. Irving Texas 75061. Drop by Blue Fox Base for a look at the neat meter.

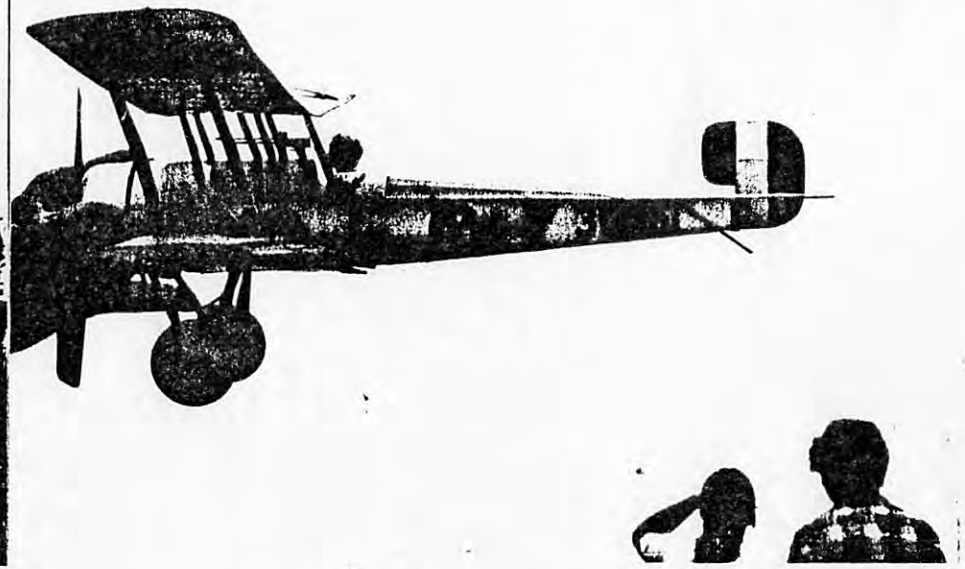
Jim Jones of 36631 Ledgestone Dr. Mt.Clemens Mi. 48043 is another indoor expert we saw winding motors with a torque meter at West Baden. Jim is well known hereabouts for his ABS adjustable balsa striper ($17), carbon steel razor blades (100/ $6.65) and fiberglass prop form blocks. His latest aid to indoor fliers and ABS users is a postalgram card on how to cut single or double taper balsa spars. Crafty! Thank you Jim.

Both Jerry Skrjanc of MICRO-X, P.O. Box 1063 Lorain Ohio 44055 and Lew Gitlow, Indoor Model Supply Box C, Garberville, Ca. 95440 split flying time with customer service to provide a handy source of indoor materials at the site. MICRO-X also carries an extensive line of Peanut Scale and duration kits. Jerrys' lime flavor Stinson 105 is a real beauty. Ken Johnson, Pittsburger gone West, who writes Indoor rubber craft in Model Builder has designed for MICRO-X. (I liked Kens Jumbo Gee Bee Sportster best, but it doesn't fit in a 13inch box.) Lew Gitlow has a how-to-do-it sheet on microfilm covering to advance the probable success.









Hot shots fly WW I. Left back is Geo. Meyers, Dick Meixel has horn. Frank Scott hidden, roten pits Bruning checks entry list, Rolf Gregory holds S.E.5, vonRottensox &D-7, behind Doc Martin, Dave Rees, and Mrs Gregory, Srull, and Roger Wathen. Below Walt Eggerts blue and red trim S.E.5s.

First off in WW I Bipe Dogfight is Bob Thompson Brandenberg. On line is Tom Stark D-7, Gregory, Srull dH-6, Meyers Euhler, a U.S. Spad 13, and Walt Eggert S.E.5. Detailed Bristol Scout carries Pilot and low mount Lewis. W.W. I aero plates by Dave Smith.



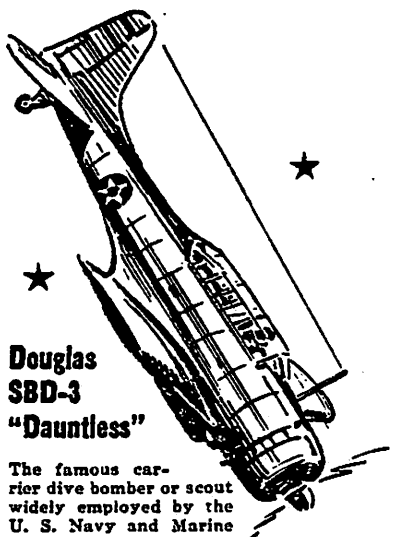
" The local farmer's been complaining about low-flying again, Mr. Toner. Any ideas ? "

FLAT HATIN' X COUNTRY TO DAYTON

Jim Noonan has checked out Mike Mulligan on all phases of the OLD TIMER MODELS line to continue this very good source of materials. Mikes catalog is ready to mail from P.O. Box 913, Westminster Ca. 92683 U.S.A. Look for Mike in action flying next time Flightmasters scrambles a WW I Dogfight. Some OLD TIMER MODELS ultra light C paper ($2.50/ 10 ft.) is in the mail to our Czech mate Lubomir Koutny for his next indoor duration. Meanwhile , back in Milwaukee, Jim may be free to fly with the Sudsville FAC, as he has threatened to join the flying fun.

FAC CLUB NEWS lives on as "Gnats" Lin & Juanita Reichel take over publication of the GHQ banner. This epoch continuous manual from the time machine of GHQ leaders Dave Stott and Bob Thompson is a most treasured volume. Now Lin and Juanita will carry on the bi-monthly crusade with zeal, enthusiasm and the stability we fly by. Fliers in the boondocks and places remote to GHQ will now be granted openings on the FAC Club News mailing list. Keystone FAC GHQ 3301 Cindy Lane Erie PA. 16506 will accept donations of $9 (and over) for a place in the mail bag. This is a moment of revrent reflection for the '40s dime kit era that GHQ brought back and sustained through 74 precious issues of FAC CLUB NEWS. Eighteen pages an issue of at ease text, memorable reprints. extension of the art features, the Kanone list for meritorious rank from combat tours, and results from the everlovin' FAC action at PINKHAM FIELD. Holy prop hooks all that for all ready to participate at GHQ. A solid foundation for the ERIE extension to keep up.

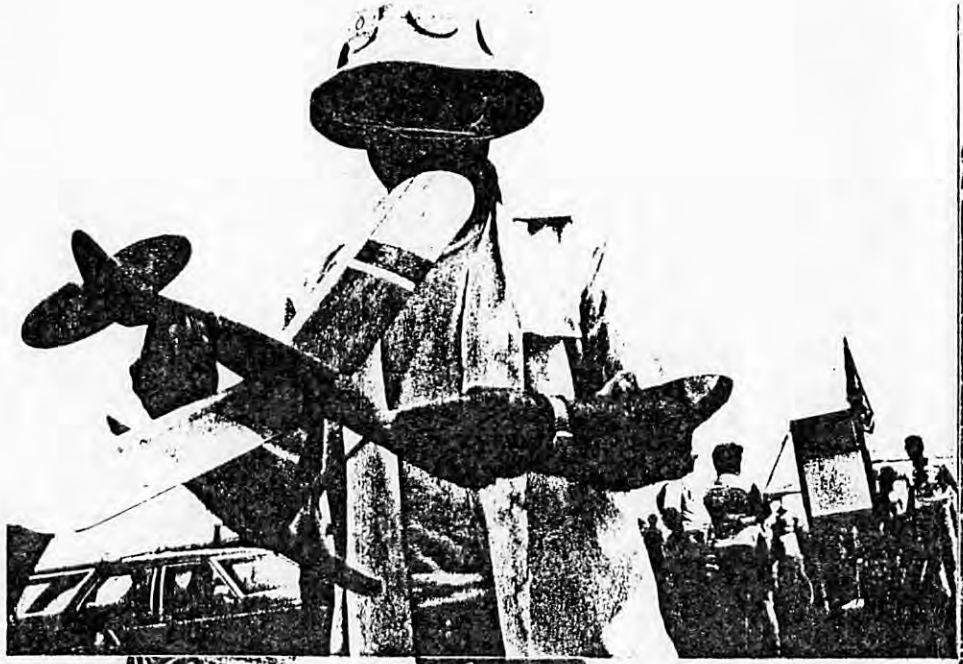
The FAC NAT'S Mk II/'80 supporting cast did a spectacular job at popular prices in contrast to the overburden of follow on events. It is a bit too much to charge a gum band winder $23 just to enter his $5 Fike; and if he dares to show up late all red eyed and fuzzy from building all night, he can join the fun for only $55 plus room and all. And he had to get there early so they could chase him or her back and forth to Wilmington twice to fly! Who needs that administration? Mass participation at popular prices is best Nes Paw?



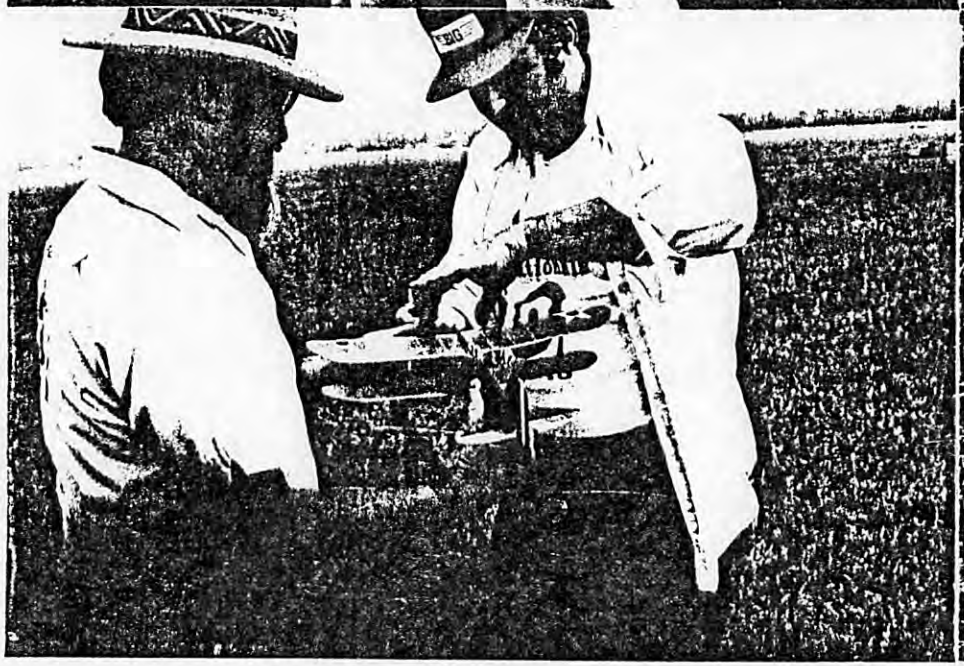
Douglas SBD-3 "Dauntless"

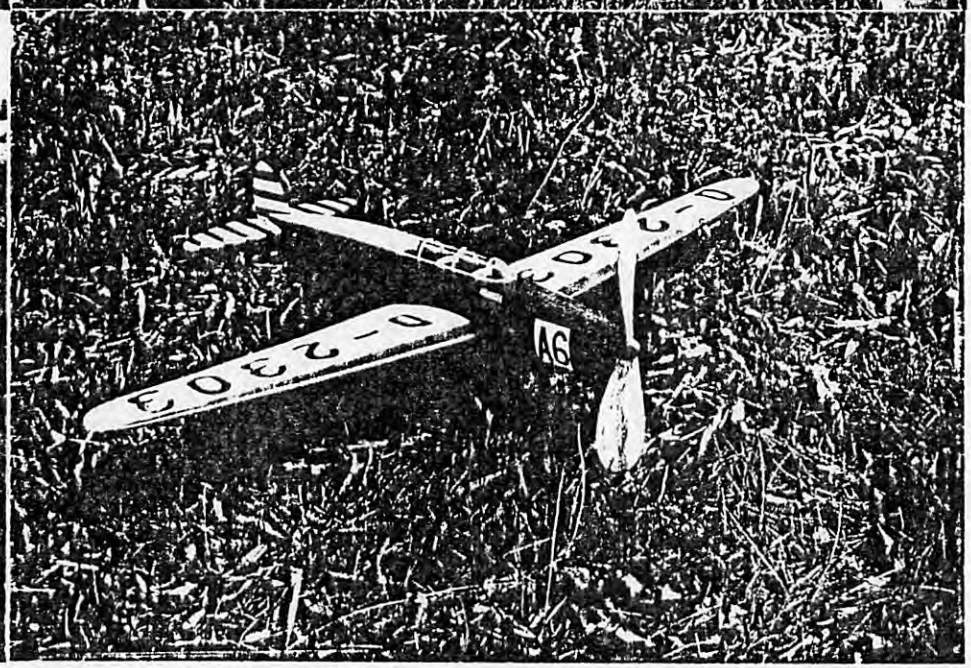
The famous carrier dive bomber or scout widely employed by the U. S. Navy and Marine Corps. Known as the A-24 in the Army. World's hardest hitting dive bomber. Span 30 5/16". C-D "Master" Kit SF-89....

At last we are up to the good news on how great the FAC NAT'S MK II went. Le'me tell you it was an 'ell of a bash! So much goin' on, we can't begin to tell it all. You just had to be there. Next time don't mess up; see for your self. In lieu of millions of words, we lifted a roll of Dave Smiths color prints, and more prints came in to Dennis Norman for this issue. Thank you all.A big big show. Special commendation is due the desk crew: Dick and Donna Meixell, Lin and Juanita Reichel,Linda Midkiff. Gerald and Lynn Cunningham, and certainly Judges Vic Didelot and Dave Shipton of Hobby Hideway, race starter Bob Thompson, and timers all. What a group ! Hey, it takes a good group to keep a hundred pilots in the air. these "kids" did a bang up job. Thanks group. It was a distinguished gathering of " Men and Machines". The banquet collected top brass and elastic scale fliers from all sectors for social studies with the legionaires of early times. Along with hardware presentations, we heard from all points: East(Bob Thompson) to West (Sweetheart Phyllis and Bill Warner), South (the immortal Earl Stahl) to Uppa U.S. (Lin Reichel) and back to the Golden Age of air racing with a most entertaining flash back to the personalities in air racing by SEPTEMBER CHAMPIONS author Robert Hull. Bill Brown displayed his engine developments and the event winners collected booty. Great to rub elbows with this bunch! But lets knock off, it's 3 am and time to hit the sack.



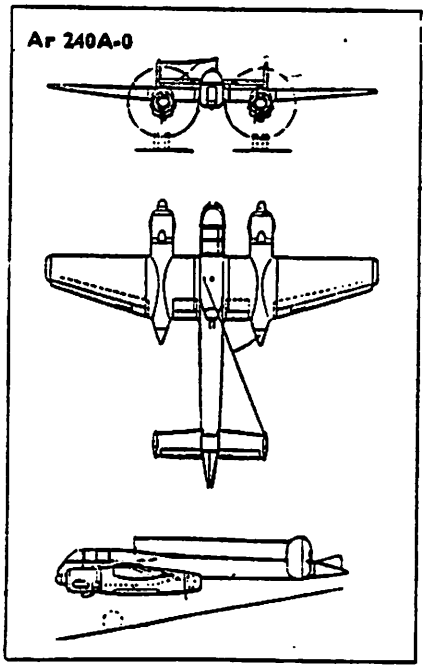






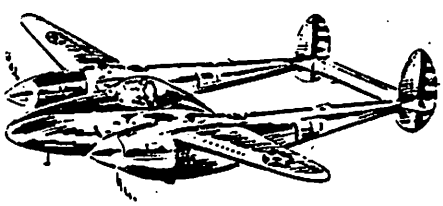
Don Srull all sheet wood No.Cal Schneider Cup Macchi M-39. Below is Dennis Norman profile Curtiss CR3 with rolled sheet tube fuselage and built up wing and stab. Racy prints by Dave Smith shot on inverted pass!

Fred Ewing winds Marcoux Bromberg. Behind, John Stott is stretched outasight of Cessna holding gal,rt.of Frank Scott. Below is red, white and black Heinkel by unidentified quiz master and bare body photojournalist of rubber/craft rag.



Spotters at the front observed a most impressive variety of flying craft from an all sector basment factory dispersion. The emergence of multi-engine types among the ever so many out-of-the-rut subjects continues a positive trend. Pres Brunings eagerly awaited Martin B-26 was a piece de resistance! Very good detail points were supported by an exceptionally realistic flat circular power pattern of 49 seconds. With the 25 sec. multi and 5 sec. mid wing bonus, Pres placed a good 5th, just one point ahead of Dave Smith of the Phoenix S.W. sector with another choice multi-engine Lockheed P-38 Lightning. It a day for glorious olive drab, as Dave got 50 seconds on his new twin in a wide left climbing pattern. Dave used a counter on his winder for even turns and counter turning 3-blade props (left hand on right) just to prove he was ambidextrous! Devilish good fork tailing around Dave. Such fine performances merit further encouragement. We will stage a special multi event in '82. The docile Pres Bruning Martin B-26 flew a nice tight left pattern with two standard right hand 4 blade props. Up thrust on the inboard, down on the right outboard nacel held the inboard wing up. Pres is even smarter than he looks. Haw-aw. Another promising assembly of pencils or broom sticks in the form of Hungs trident is above. Fernando Ramos picked out this sinister drab twin attack plane as a likley flier. The long cowl beastie racked up 28 seconds before blitzing the Dayton deck. Count Pisana reports Fernando winds both motors backwards for "english" on his 2 blade props. A strange twist!

The Dennis Norman F7F Tigercat flew 26 seconds in a return to its 1st FAC Nat's flying trim. Later at Canton it took a second, and at last Won in FAC Rubber Scale at Dayton in Sept. But Dennis had a new multi to "bear down" on. Out of winter born hibernation, the Jumbo silver Tupelov Bear was together and had survived low power trial hops. With two claws out of four (inboard long nacels only), the Bear danced(flew) to an airy tune and had a taste for grass. Times are not posted but with further testing the big bad bear will fly far.



The bright YIPPIE red trimmed P-38 flew short hops for LLoyd Wood, but did not back up its good scale points with time. vonKration Bill Kalb didn't make this Nat's with his P-38. Also missing was vonRottensoxs A-26 and Schoblohers Westland Whirlwind. Warren Hall is working on a Douglass B-26 also. Bob Thompson did well with the LB-3 as his second entry.

Iron Mike Midkiff expandedhis naval air task force with salty renditions of the Brewster F2A Buffalo and Douglass SBD Dauntless in FAC Rubber Scale and the Grumman F4F Wildcat in Jumbo. Again Mikes radial engine subjects flew as great as they looked to earn kanones in WW II Combat with the Buffalo over a Hellcat and a P-47, and the F4F in Jumbo Combat. Recall Mikes Hannah Hellcat good flight vs Pat Dailys winning fat li'l Fiat G-50 at the first FAC Nat's. The credibility of radial power types for rubber scale gets a big boost.

Equally impressive fliers were the Thompson Trophy finalists. a chubby Cessna CR-3 by John Stott and the Laird Turner Pesco Sp'l by George Meyers III. And in Peanut Scale. Dennis Norman won the full FAC point event with our feature Hughes H-1 racer. Even the GHQ FACtor Peanut Scale winner Dayton Wright RB-1 racer presents a blunt nose radiator front to enforce the equality of flat fronted twiggy birds. This success of radial shapes may be a matter of inside action rather than aerodamnamics. Wide open nose space prevents front end motor bunching jams. The slim long nose inline models are more prone to binding. with a resulting short flight or spit out nose block. George Meyers III s' He 112 Peanut Combat model dropped out of a favorite role from this problem, and I see it occasionally effect P-63 shapes with too too much rubber length stuffed in.

Project CRUD brings you the Hughes H-1 Peanut this issue. Larger Plans are available in 19. 20, and 24 inch spans from John Pond P.O. Box 3215 San Jose Ca. 95156. List 11 is out. We also plan a radial power Ki 44 feature as Orange Bug is taken with Demons. Old Timer Models has Ichiro Yamada's Peanut Plan of this ready now. duBlue is taken with the Ki 100 but this may be a long way off.







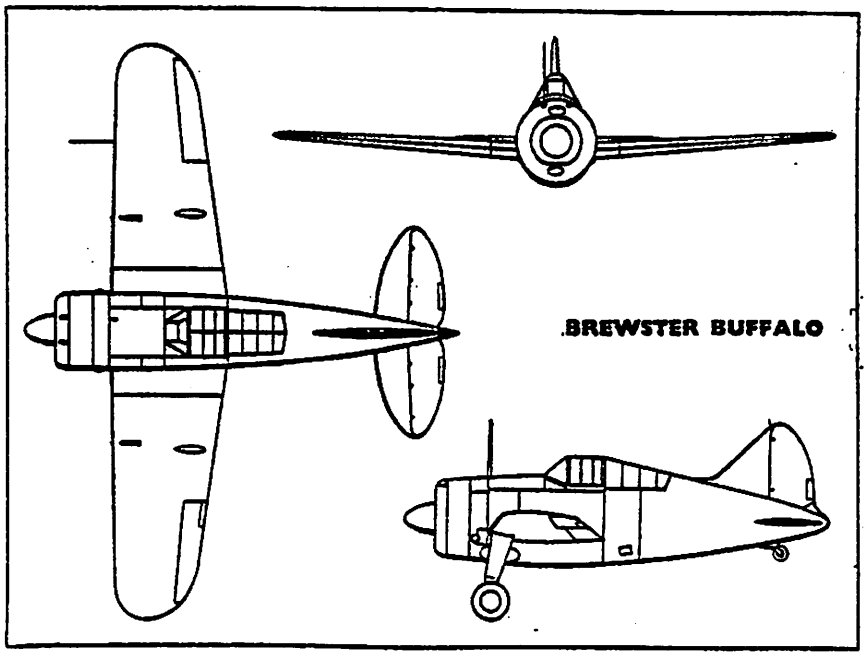


Forked flyer from Phoenix Dave Smith at Star Base. Later at Flightmasters Ca. meet Lightning strikes twice to win!

Marauder vonBruning holds [illegible] Chambermaid by waist. A Cloudbuster Racewings [illegible] Pack original, by Pres.

Dennis Norman F7F Tigercat flew again at FAC NATS II, and scored a win here at the Fall FAC Scale Scramble.

The creative effects of bonus points for difficult or unusual subject configuration was effective. Don Srull with the Kyushu J7W1 Shinden canard, Santos Dumont 14bis, and Butch Kluiber Burgess-Dunne bipe wing pusher flying float plane were successful examples of odd shapes that flew great. When it wants to fly, Butch's boat provides an entertaining dipsy doodle and recovery pattern. But high bonus points with good scale scores were not enough for Count Pisana's potty seat, nor for vonRottensox's Watterman flying wing pusher. The big flight point times had to be there also to place high.



High wing types were especially good in GHQ Peanut Scale, where it usually takes top 15 scale points and a real good flight total to win. Ross Mayo did best here with a Struck Dayton Wright RB-1 kit at double the best Fike or Lacy time! And second in both peanut events for Mark Fineman and Mike Midkiff. Must be the silver Jap. tissue on the Dayton Wright Racer.

Another Jetco Struck design Eaglet won Embryo Endurance for the Bloomington Boomer Jack Fike; but also finished last for what ever that means. Full 120 sec. maxes were hard to repeat in Embryo action, as Jack got 2 in 3 flts. Most Embryos were properly equipped with full bonus details. Again Pres Bruning's Whimsy was most unusual in the absence of bipes or canards.

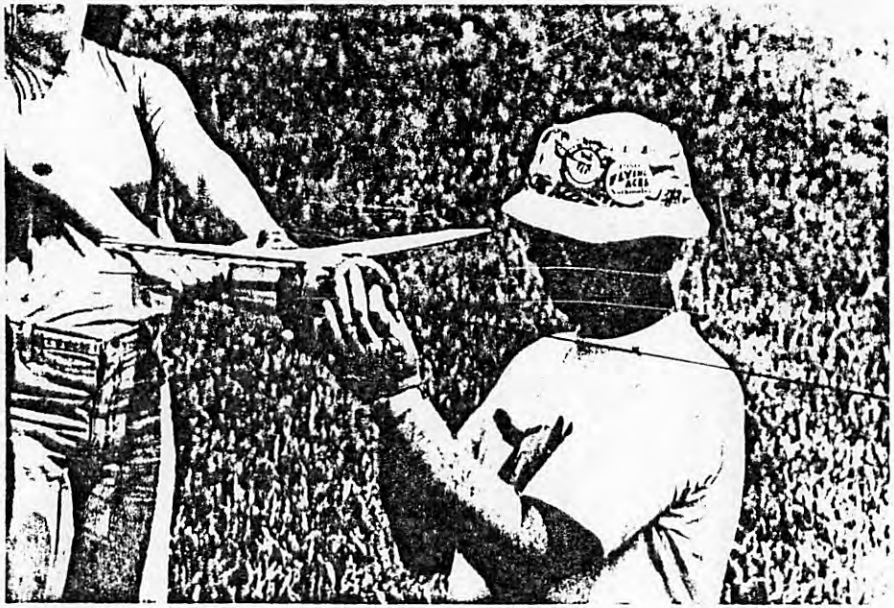
In the later week, Dave Reese got his neat Caudron Simoun in sunburst red on yellow going to win Rubber Scale, and Bill Warner's circular wing (seat?) edged Walt Eggerts dH Moth in Power Scale. The Royal Order Of Purple Bandaid is administered to L.V.Vulture Bob Haight for his determined chin up effort to soften the concrete tarmac with his ether & kerosene flying spray truck. Bill Stroman was equally courageous and amiable as the runway wanted to disassemble his elegant Sopwith Pup. Even the Rubber Scale fliers took lumps as the black tarmac seams bit off and hid black prop blades fron Al Schanzels Spitfire. Later hand launch launch flights went better. Als Spit missed the Battle of Britain on Tuesday as all the judges and fliers at Wright Field had to go to Washington (Wilmington) with models for processing, and back for pick up.

Paul Plecan picked the the Unlimited shaped Turbo Porter and ½A O/T Tornado for the first issue in his subscription Packet service. Paul even gives us a 9" fuselage 3/V Porter! Send $15 for the 5 plan set to Paul Plecan, 3023 Saratoga St. Riverside Ca. 92503 or $2 for openers. 1981 price will pop to $17.50/5 pack, $12/3, $8.50/2 and $4,50 each.

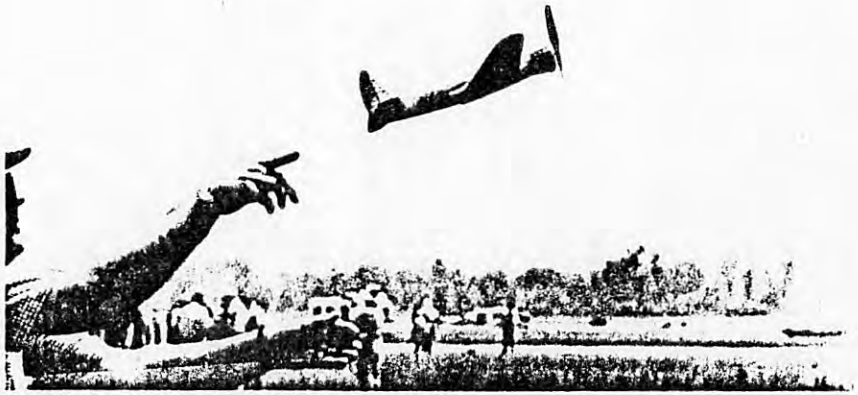
Art Hall at Box 485 Winter Park Fla. 32789 has up dated his racer plan list with a Thompson Event sized Marcoux-Bromberg 19" span #R75-03 for $3.50; a lightened frame 20" span Mr. Smoothie #RTT-20-02 at$3 and 24" Chester Jeep RTT24-04 at $3 for Greve class inline racers.

WWI buffs will want WW I Aeroplanes very special eddition devoted to Modelling art, craft, and tooling techniques. The model special Spring issue is $3.50 BEFORE March 1, '81 from World War I Aeroplanes, 15 Cresent Rd. Poughkeepsie N.Y. 12601. Better yet reach down,and send this Non-profit devotee about $15 for a years contribution including the Spring issue.

Builders of the Hughes H-1 will want to look at Paul R. Matts' latest Historical Aviation Album for $10 at your Book shop. Pick up Peanut Power while you're at it. Paul Matt does a great job on drawings and books Nes Paw? Larger H-1 plans are listed in John Ponds Scale list out at P.O. Box 3215 San Jose Calif. 95156. Paul Plecan may have the Paul Matt books.







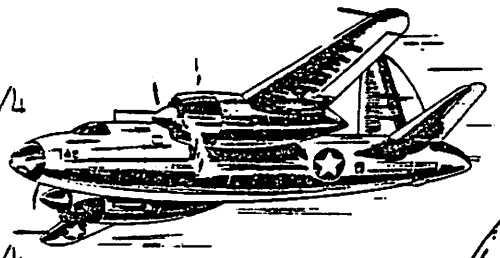


Fat Cat Stroman steadies front from floppin as John Stott cranks up Cessna CR-3 Thompson Trophy winner.
Dennis Norman points Howard Hughes in H-1 Racer to route for checker flag by a flat nose over 13" FAC full pt.class flyers in a closely packed race for the top points.

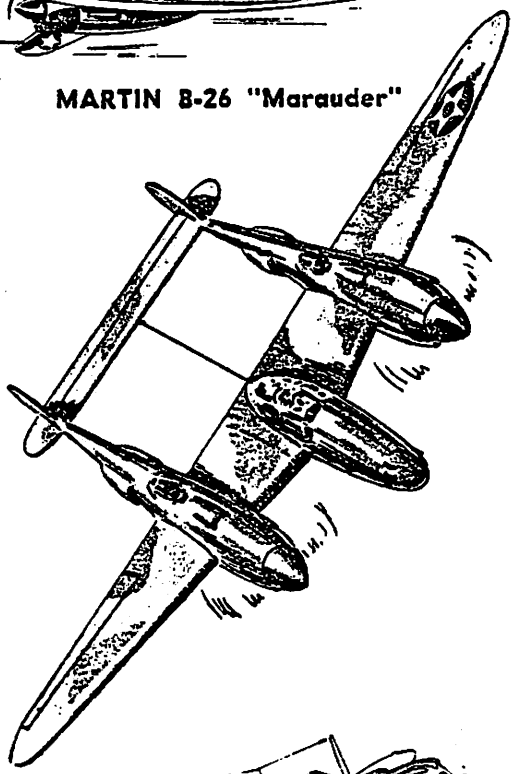
Chaste Chambermaid wore down chasers as Gordon Roberts ups rank with Greve win by Bill Henn plan 24" Chambermaid. Mass launch in Greve heat has left; Jack Fike Caudron, Pres Bruning Chambermaid, and Rider Suzy. Photos by Brownie.

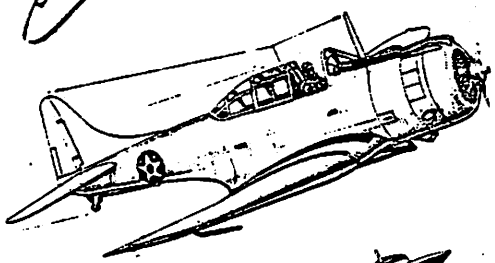
FAC NATS II — FAC RUBBER SCALE — 41 ENTRIES, 94 FLIGHTS

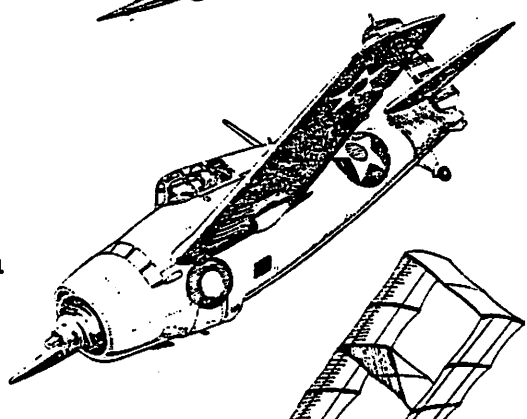
PLACE	FLYER	MODEL	SC	BON	FLT	TOTAL
1	Don Srull	Shinden	53	40	78½	171½
2	John Stott	Maubousin H're	48	20	76 3/4	144 3/4
3	Leon Bennet	Moth Minor	46	10	82½	138½
4	Pres Bruning	Marauder B-26	58	30	49	137
5	Dave Smith	P-38 Lightning	55	30	50	135
6	Jack Fike	He 100D	48	10	75	133
7	Gordon Roberts	Chambermaid	50	5	77 3/4	132 3/4
8	Geo. Meyers III	Vari Viggen	48	40	43	131
9	Martin Varney	Focke-Wulf	44	10	70½	124½
10	Mike Midkiff	SBD4	58	10	55	123
11	Curt Sanford	Lacy M-10	46	-5	82	123
12	Russ Brown	Pylonair P-63	40	10	72½	122½
13	Ralph Kuenz	Fok.D VII	58	15	45	118
14	Walt Eggert	S.E.5A	49	15	54	118
15	Geo Toot Meyer	Moller Stomo	51	10	56	117
16	Walt Eggert Jr.	P-47N T-Bolt	45	10	59	114
17	Al Schanzle	Bf 109	60	10	43	113
18	Walt Eggert	P-47N Jug	50	10	52	112
19	Bob Thompson	Mit'Ki30 Ann	46	10	55	111
20	Dennis Norman	F7F Tigercat	55	30	26	111
21	Ross Mayo	He 100D	52	10	47	109
22	Bob Clemens	C-1 Racer	52	10	46	108
23	Phil Cox	Franklin Sport	59	15	33	107
24	Alan Schanzle	Tiger Moth	55	15	37	107
25	Rolf Gregory	S.E.5	42	15	48	105
26	Dave Smith	PT-19	44	10	50	104
27	Mike Midkiff	Fleet	54	15	35	104
28	Chas Schobloher	Fok.D. VII	42	15	47	104
29	Fernando Ramos	Arado Ar240	45	30	28	103
30	Bob Thompson	LB-3 Keystone	50	19	34	103
31	Bob Clemens	P-51B	52	10	37	99
32	Dave Rees	Velie Monocoupe	46	-5	49	94
33	Dennis Norman	Bf 109E	54	10	28	92
34	Lloyd Wood	D.W. RB-1	55	5	26	86
35	Bob Siedentopf	Stinson SR-7	48	-5	17	60
36	Eric Anderson	Monocoupe	46	-5	15	56
37	William Bill	Fairchild F.24	25	-5	34	54
38	Robert Blissett	dH Puss Moth	8	-5	17	20
	Lloyd Wood	Lockheed P-38	55	30	10	DNQ



MARTIN B-26 "Marauder"

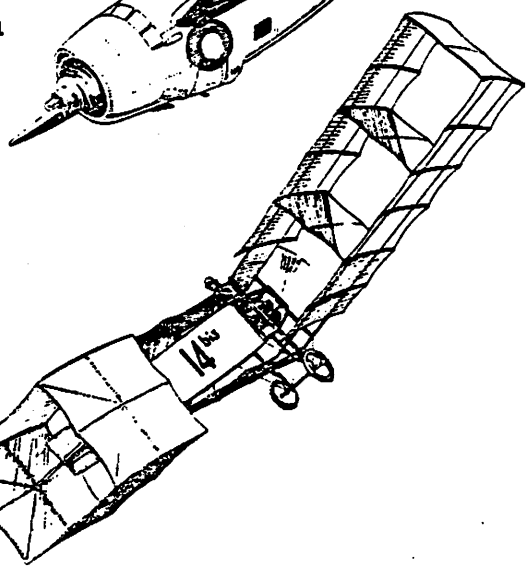




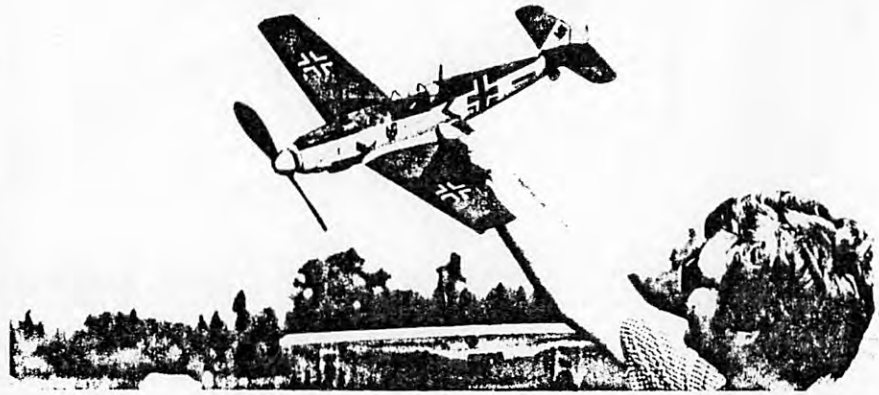


FAC JUMBO SCALE — 18 ENTRIES

1	Don Srull	S.D. 14bis	60	45	81 3/4	186 3/4
2	Jack Moses	P-51B	55	10	71	136
3	Leon Bennett	dH Moth Minor	43	10	82½	135½
4	Mike Midkiff	F4F Wildcat	55	5	71	131
5	Bob Thompson	Ant 25	50	10	61	121
6	Jack McGillivray	Missel Thrush	56	15	43	114
7	Russ Brown	P-63	26	10	61	121
8	Bob Siedentopf	Fi. Storch	56	-5	60	111
9	Chas. Schobloher	Beech 17	51	15	43	109
10	Bob Thompson	Boeing 95	38	15	51	104
11	Frank Kastory	Waco SRE	46	15	36	97
12	Bill Noonan	Missel Thrush	53	15	28	96
13	Geo. Meyer	Farman 400	55	-5	20	70
14	Ralph Kuenz	Waco S-6	38	15	15	68
15	William Bell	Taylorcraft	30	-5	41	66
16	Dan McDonald	Pilatus Porter	42	-5	17	54
17	Lloyd Wood	P-38 Lightning	60	30	12	DNQ
18	Dennis Norman	Tupolev Bear				DNQ









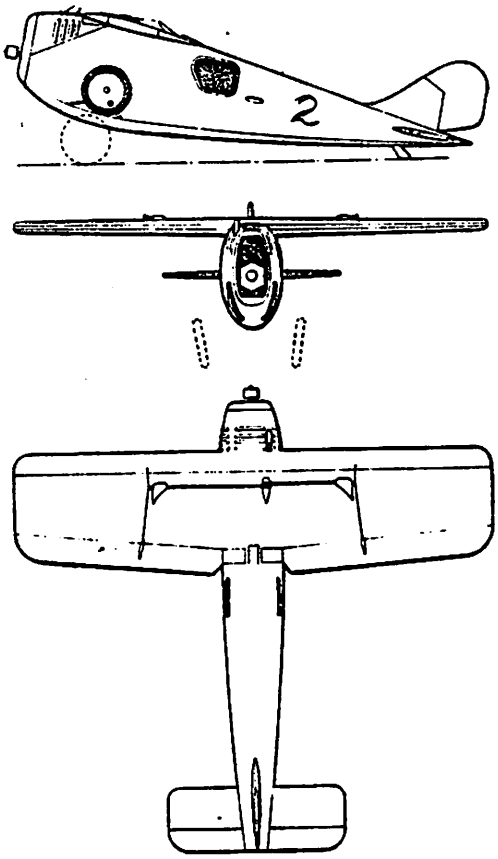


OH-10 brass Bar-U-neck san left and Dennis Norman tweek stab. on 3/4 inch scale CROSSWINDS plan Bf 109E. Below, Emil takes to the air

Emil looks O.K. from here in B.O.B. trim. Let's fly. Geo. Meyers III takes wound up Laird Turner Pesco Sp'l from Dave Rees. Photo finish in Thompson placed second.

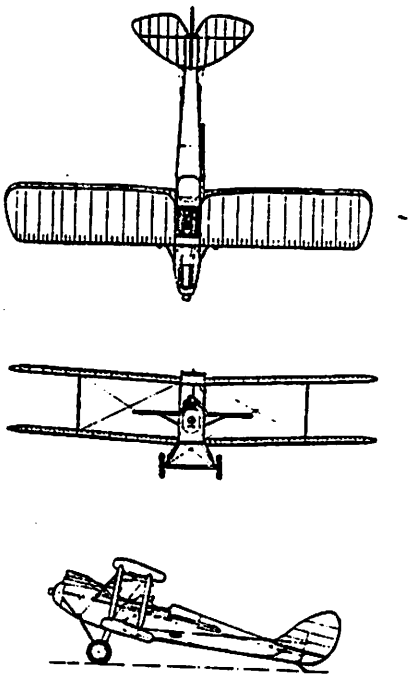
FAC NATS II/80, GHQ PEANUT SCALE 36 ENTRIES, 88 FLIGHTS

PLACE	FLYER	MODEL	SC	X35	FLT	TOTAL
1	Ross Mayo	Dayton RB-1	15	525	350	875
2	Mark Fineman	Dayton RB-1	15	525	252	777
3	Fred Ewing	Tailwind	15	525	173	698
4	Bob Wiley	Fike E	15	525	162	687
5	Dave Rees	Cougar	15	525	144	669
6	Chas. Schaaf	Lacy M-10	15	525	141	666
7	Dennis Norman	Hughes H-1	15	525	138	663
8	Doc Martin	S.D. 14bis	15	525	133	658
9	Vic Larson	Airdale	15	525	125	650
10	Bill Warner	Farman 1020	15	525	114	639
11	Curt Sanford	Lacy M-10	12	420	213	633
12	Pres Bruning	Waco SRE	15	525	107	632
13	Mike Midkiff	Dayton RB-1	15	525	105	630
14	Bill Turbett	SK-3	12	420	176	596
15	Rolf Gregory	Monocoupe	15	525	68	593
16	Jim Miller	Currie Wot	15	525	62	587
17	Clarance Rakow	P-51	15	525	59	584
18	John Tudor	Waterman	15	525	57	582
19	Bob Clemens	C-1	15	525	42	567
20	Geo.Meyers III	Davis -2A	15	525	41	566
21	Ralph Kuenz	SK-2 Toots	15	525	40	565
22	Tom Stark	Saiun Myrt	12	420	140	560
23	Melanie Sanford	Lacy M-10	12	420	137	557
24	Gordon Roberts	Fike E	12	420	136	556
25	Dave Smith	Yak 3	15	525	30	555
26	Liz Sanford	Lacy M-10	12	420	120	540
27	Stephanie Sanford	Lacy M-10	12	420	118	538
28	Del Balunek	Bf 109 F	12	420	92	512
29	Bob Thompson	S.E.5	12	420	88	508
30	John Tudor	Cougar	12	420	82	502
31	Del Balunek	Bf 109G	12	420	81	501
32	Martin Varney	Zeke	12	420	68	488
33	William Bell	SRE WACO	12	420	45	465
34	Michael Gilbert	Tailwind	12	420	29	449
35	Robert Bissett	Chambermaid	3	105	94	199
36	Geo. Batiuk	Lacy M-10				44

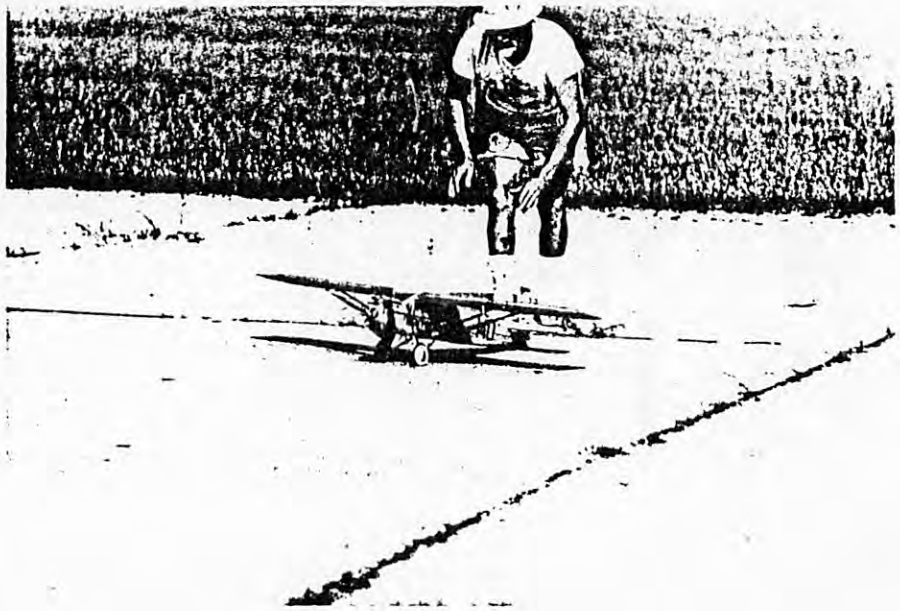


FAC POWER SCALE 19 ENTRIES

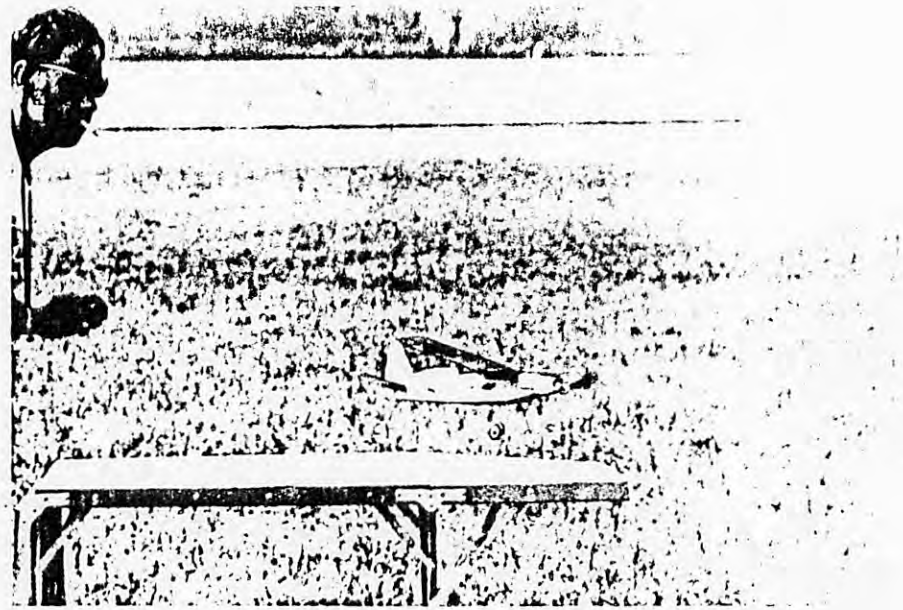
PLACE	FLYER	MODEL	SC	BON	FLT	TOTAL
1	Rudy Kluiber	Burgess-Dunne	37	55	82½	174½
2	Fernando Ramos	Kinner Sport	56	10	79¼	145¼
3	Phil Cox	F4F	53	15	75½	144½
4	Dave Smith	Fok D VIII	54	10	79½	143½
5	Wm. Warner	L.Richards III	58	45	40	143
6	Wm. Bell	JN	51	15	77	143
7	Curt Sanford	J-3	50	5	82½	137½
8	Jack Fike	Aeronca K	45	5	82½	132½
9	Don Srull	S.D. 14bis	59	45	22	126
10	Tom Stark	REP B	51	15	58	124
11	Alan Schanzle	Cessna 150	44	-5	81½	120½
12	Chas.Schobloher	Hyperbipe	56	15	39	110
13	Bob Clemens	Jabiru	60	15	28	103
14	Ted Dock	Farman	54	25	21	100
15	Geo.Toot Meyer	Jungster II	57	10	26	93
16	Stephanie Sanford	J-3	40	5	48	93
17	Michael Gilbert	Taylorcraft	44	5	27	76
18	Michael Escalante	Howard DGA	41	5	27	73
	Pat Ciambrello	D VII	52	25	14	DNQ











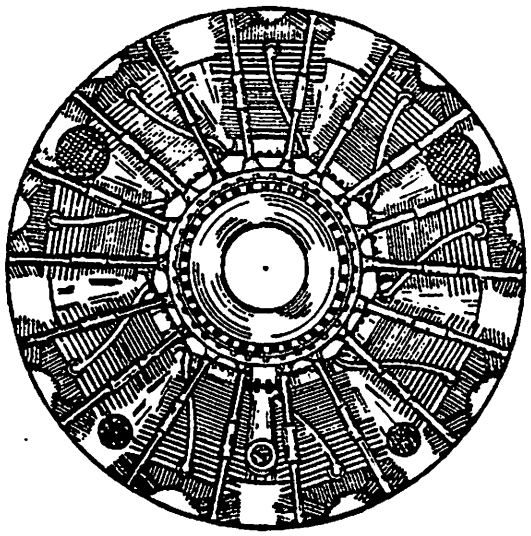
Bellanca Skyrockets off to Berlin, or bust. Would you believe to down town Dayton? To the loop? A bust is O.K. once in a while,nes paw? Just needed a few more rpms. Fred Ewing Marcoux Bromberg black & silver Thompson racer. Bradley Field Tornado beat up full size racer. Sob.

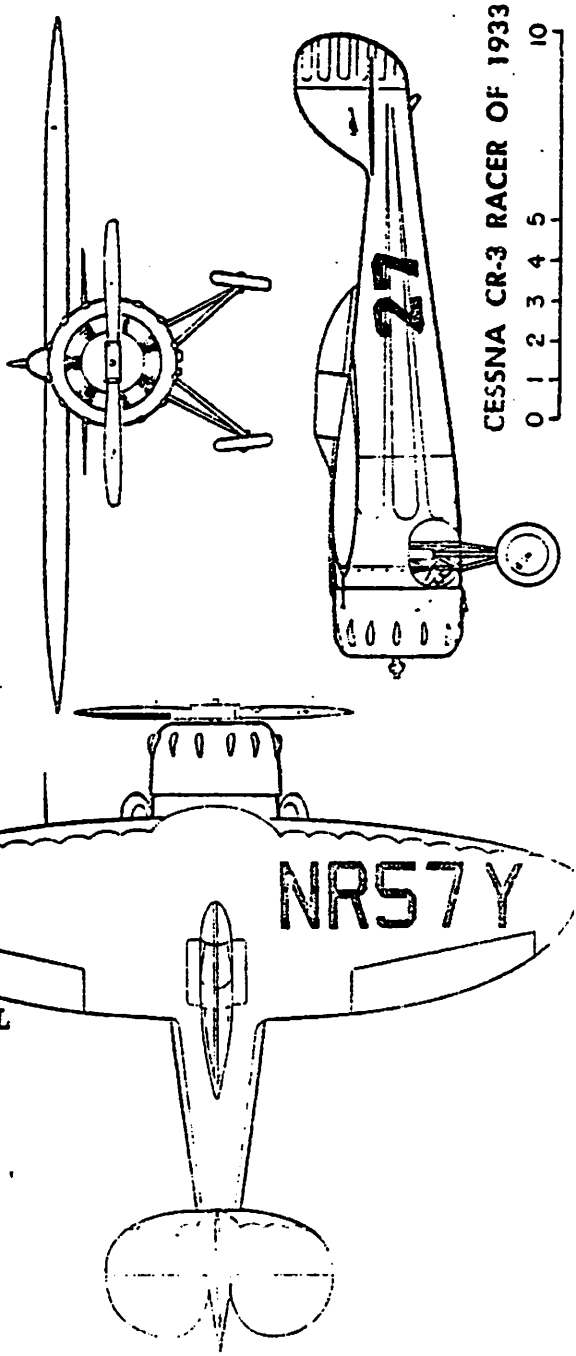
Shine Mister? Kerosene sprays giant mosquito foot with a not so dry sip from Bellanca Whine Seller by Bob Haight. Fearless Leader Bob Thompsons' Pugnacious Pursuit Embryo from FAC Club News wears red eye stars; is under age/bars. B

FAC NATS II/80 FULL FAC POINT PEANUT 45ENTRIES,100 FLIGHTS



PLACE	FLIER	MODEL	SC	BON	FLT	TOTAL
1	Dennis Norman	HUGHES H-1	50	10	119	179
2	Mike Midkiff	Dayton RB-1	58	-5	120	173
3	Jack Fike	Lacy M-10	53	-5	120	168
4	Pres Bruning	Waco SRE	58	15	90	163
5	Bill Warner	Farman Bipe	59	15	79	153
6	Bob Clemens	C-1	59	5	53	117
7	Curt Sanford	Lacy M-10	49	-5	71	115
8	Don Srull	dH-6	47	15	49	111
9	Fred Wunsche	Druine Turbulent	50	10	50	110
10	Bob Clemens	Waterman	60	0	48	108
11	Gordon Roberts	Fike E	54	-5	58	107
12	Emerson Elwell	Andereasson	55	15	36	106
13	Tom Stark	Goon	55	5	45	105
14	Jack Moses	Ole Tiger	58	10	36	104
15	Ross Mayo	Dayton RB-1	52	-5	55	102
16	Bob Thompson	S.E.5	54	15	32	101
17	Tom Stark	C6N Saiun Myrt	51	10	40	101
18	Bill Noonan	Martinsyde	60	15	25	100
19	Ralph Kuenz	Folkerts SK-2	55	5	40	100
20	Jack Fike	Helldiver	47	15	37	99
21	Dave Smith	Yak 3	51	10	38	98
22	Chas Schobloher	Skyfarer	48	-5	54	97
23	Jim Miller	Currie Wot	55	15	26	96
24	Stephanie Sanford	Lacy M-10	35	-5	65	95
25	Geo.Toot Meyer	Airsport	56	0	38	94
26	John Stott	Chambermaid	47	5	41	93
27	Chas. Schaaf	Lacy M-10	57	-5	33	85
28	Pat Ciambrello	Andreasson	49	15	20	84
29	Geo. Batiuk	Found	45	-5	43	83
30	Pat Ciambrello	J-3	53	-5	34	82
31	Juanita Reichel	Cougar	48	-5	39	82
32	Lin Reichel	Chambermaid	52	5	24	81
33	Dan McDonald	Lacy	48	-5	38	81
34	Doc Martin	J-3	40	-5	41	80
35	Andy MacIsaac	Cougar	46	-5	36	77
36	Liz Sanford	Lacy M-10	35	-5	47	77
37	Clarence Rakow	P-51	49	10	17	76
38	Eric Anderson	Lacy M-10	51	-5	27	73
39	Stephan Kastory	Dayton RB-1	50	-5	28	73
40	Michael Gilbert	Cougar	49	-5	27	71
41	Gene Konznick	Davis DA-5	38	10	21	69
42	Melanie Sanford	Lacy M-10	26	-5	38	59
43	John Warner	Lacy M10		-5	24	
	Glen Rakow	Brandenberg				
	Rolfe Gregory	Monocoupe				

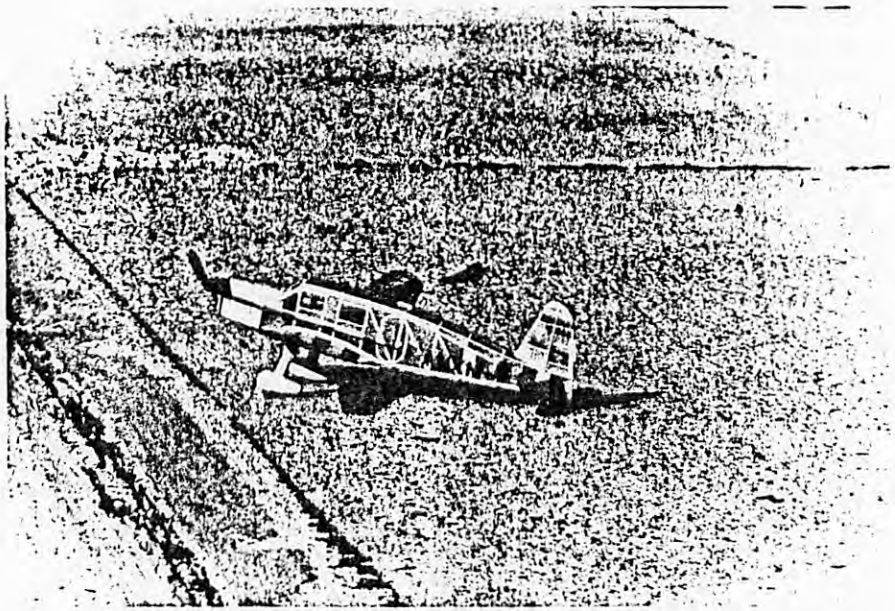


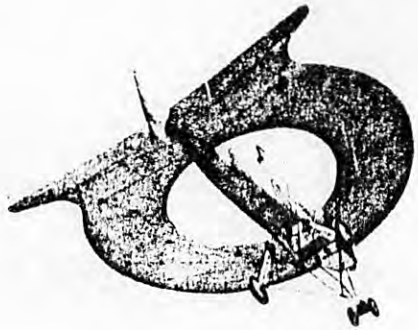


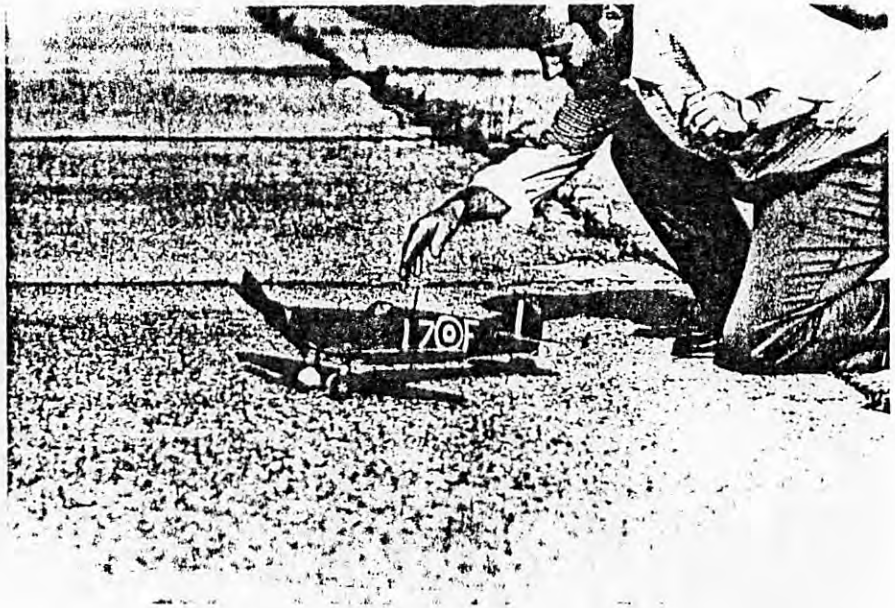
CATAPULT JET SCALE 8 ENTRIES 5 FLIGHT TOTAL

PLACE	FLIER	MODEL	SC	BON	FLIGHT TOTAL	
1	Rudy Kluiber	Canberra	29	4	225	258
2	Dick Woodward	B-52	38	6	124	168
3	Stacy Juby	F-89	24	2	130	156
4	Don Assel	Bell X-5	23	2	84	109
5	Al Schanzle	Heinkel He280			94	94
6	Geo Meyers III	Victor II	3	0	85	88
7	Chas. Sotich	Comet	13	4	62	79
8	Alan Hewston	F9F Panther	24	0	41	65

Best flight 62, Worst 02. Hotest Landing: Schanzle in Strohs man (in Bill Stromans FAC NATS Badge). Flat hat!









"Gotta go" for "seat of pants" flying Lee Richards III as Count Pisana aims to please expression of AMA gas. Walt Eggert Sr. Silver,white, and green dH Moth also looked and flew great in FF power scale.

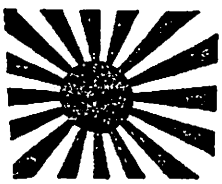
Dave Rees brilliant rendition of sunburst Caudron Simoun in FF Rubber Scale flew as good as it looked for win. Max Fax Ossifer Al Schanzle scrambles Spitfire I to treat runway to sand and spinach color salad. Le box Brownie Pic.

FAC NATS II/80 EMBRYO ENDURANCE

PLACE	FLYER	MODEL	PTS	3 FLIGHTS			TOTAL
1	JACK FIKE	EAGLET	9	120	120	86	335
2	Gordon Roberts	Debut 4	9	104	120	87	320
3	Don Srull	Twit	9	120	88	107	314
4	Michal Escalante	Praire Bird	9	70	101	120	300
5	Bob Siedentopf	-	9	104	91	90	294
6	John Stott	Eaglet	9				287
7	Walt Eggert	No Name	9				281
8	Wm. Baker	Praire Bird	9				279
9	Philip Rogers	-	8				275
10	Chas Schobloher	Yellow Pearl	5				268
11	Bill Stroman		9				266
12	Walt Eggert Jr.	No Name	9				261
13	Henry Komp	Praire Bird	9				245
14	Bob Clemens	WestlidWhatzt	9				235
15	Bob Thompson	Pugn' Pursuit	9				234
16	Mark Fineman	Pugnacious "	9				223
17	Geo.Perryman	Baby Bird	5				221
18	Jack Moses	Punkin	9				215
19	Ter.Mrakava						201
20	Chas.Sotich	Skinny Dip					192
21	C.E. Roth		6				185
22	Fred Wunsche	Matchsticks	6				177
23	Pat Ciambrello	Hall	9				174
24	Fred Gregg Jr.	Praire Bird	9				156
25	Mark Pfiefer	-	9				132
26	P. Ciambrello	Eaglet	6				117
27	Pres Bruning	Whimsy	9				84
28	Tom Stark	One Day Wonder	-				78
29	Dan McDonald	-	6				61
30	Bill Warner	Baxter	5				60
31	Martin Varney	Lace	9				59
32	Frank Kastory	Eaglet					48
33	Eric Anderson	Eaglet	-				15

No. CAL PROFILE SCALE

PLACE	FLYER	MODEL	3 FLIGHTS
1	John Stott	Chambermaid	281
2	Don Srull	Shinden	244
3	Mark Fineman	Turbo Porter	170
4	Pres Bruning	Caproni	143
5	Dirk Komp	Taylorcraft	108
6	Stephan Kastory	Porter	17



WW I PEANUT COMBAT

1 Geo.Meyers III Siemens Sch. III
2 Bob Thompson S.E. 5
3 Gordon Roberts Fok. D VIII

WW II PEANUT COMBAT

1 Gordon Roberts P-51D
2 Del Balunek Bf 109F
3 Todd Allen Bf 109E

BATTLE OF BRITAIN

1. Gordon Roberts Defiant
2. Eric Clutton Spitfire
3. Russ Brown Spitfire

FAC OLD TIMER RUBBER SCALE

		SC	FLT	TOTAL	MODEL
1.	Doc Martin	28	55	83	Piper Cub, Weiss 12/'38
2.	George Batiuk	28	51	79	Interstate Cadet, Struck
3.	Bill Baker	26	49	75	Puss Moth, Lanzo

SHELL AEROL TROPHY 5 ENRTIES

1. Pres Bruning Chambermaid

THOMPSON TROPHY -RADIAL POWER

1. John Stott Cessna SR3
2. Geo Meyers III L.T. Pesco
3. Al Schanzle Hughes H-1

GREVE TROPHY- INLINE POWER

1 Gordon Roberts Chambermaid
2 Glenn Rakow Suzy
3 Bill Turbett SK-3

SCHNEIDER CUP PROFILE

1 Don Srull Macchi M-39
2 Dennis Norman Curtiss R3C
3 Russ Brown Supermarine S4

WW I COMBAT 22 ENTRIES

1 Don Srull dH 6
2 Walt Eggert S.E.5
3 Geo. Meyers III Euler

WW II COMBAT 44 ENTRIES

1 Mike Midkiff F2A Buffalo
2 Fred Ewing F6F Hellcat
3 Walt Eggert P-47 Thunderbolt

WW II JUMBO COMBAT

1 Mike Midkiff F4F Wildcat
2 Russ Brown P-63 Kingcobra
3 Gordon Roberts TBD Devastator

JR. RELIABILITY TOUR

1 Stacy Juby

JR. R.O.G.

1 Stacy Juby







Pres Bruning FAC NAT'S PHOTOS:

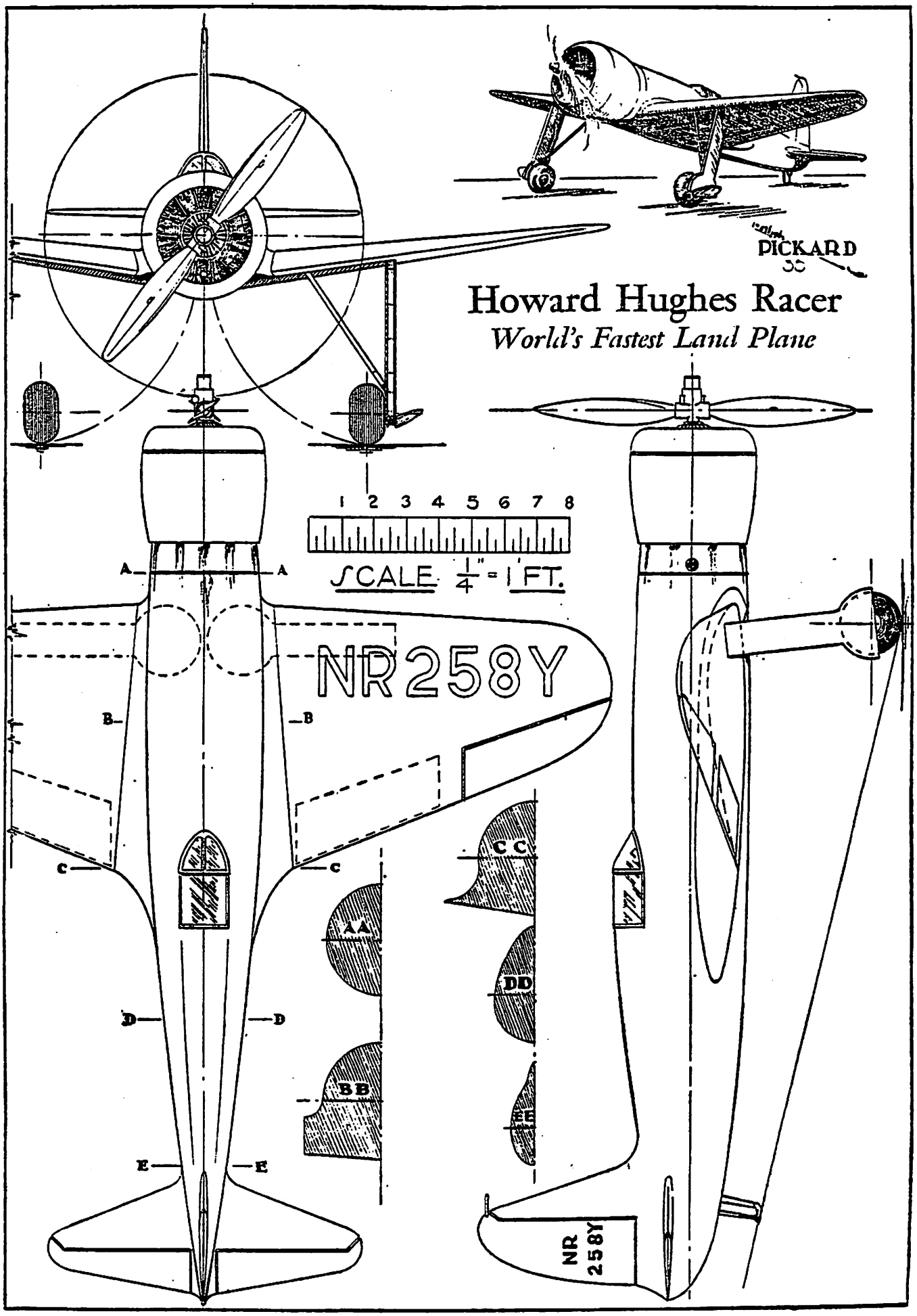
Above is Dave Smith in Gee Bee art shirt with CROSSWINDS Yak-3 Peanut.

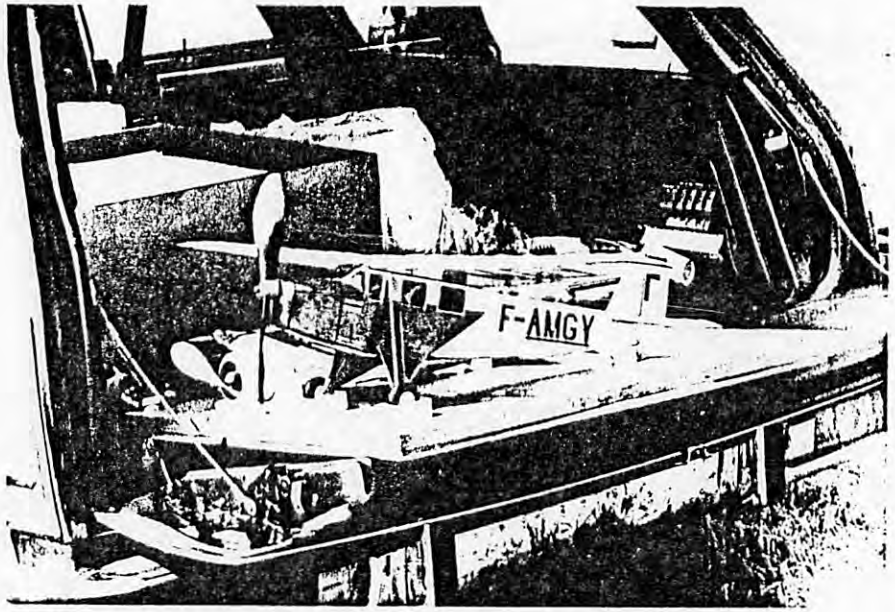
Top leftist is a non union plumber from Lee Richards Do nut Shop with lift side of antique equipment shown.

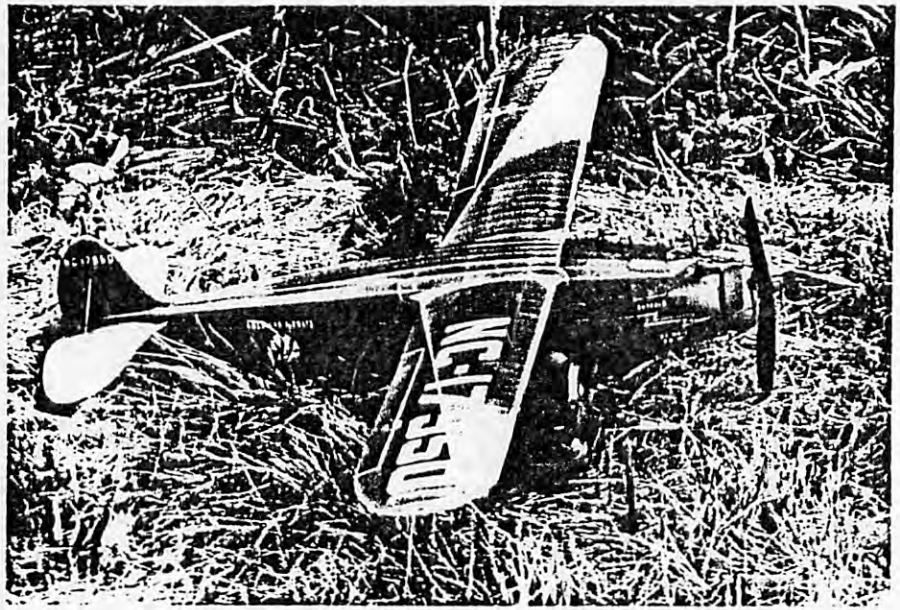
Center, Gen. "Iron" Mike Midkiff and Grumman "Iron Works" F4F Wildcat Jumbo.

Below is Dave Rees and FAC Rubber Scale Velie Monocoupe. Fly Line has this kit. Of Monocoupes and Men is required reading here! Harry Robinson drew the 3-view plans. Look for his Mew Gull art in Model Aviation soon. Harry is fond and famous for race plane art.




PICKARD
Howard Hughes Racer
World's Fastest Land Plane
1 2 3 4 5 6 7 8
SCALE 1/4" = 1 FT.
NR258Y
A
A
B
B
C
C
D
D
E
E
AA
BB
CC
DD
EE
NR 258Y



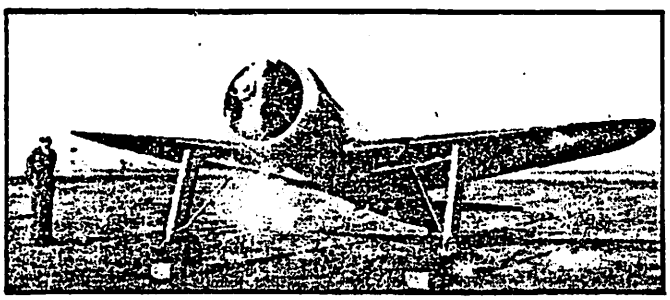


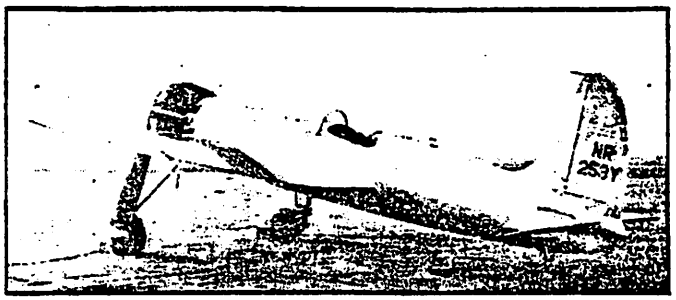




George Meyer Farman Renault and Hughes H-1 racer on packing box.
Below, GHQ cape crusader Bob Thompson inserts silent Hisso motor in S.E.5 fighter. Hapt. von Bruning shots.

Bob Siedentopf Stinson SR-7 tri-motor in American Airlines decour qualified in FAC rubber scale.
Lloyd Wood bright red P-38 Jumbo with right prop pin holding winds. Hat in ring Vic Didelot left.





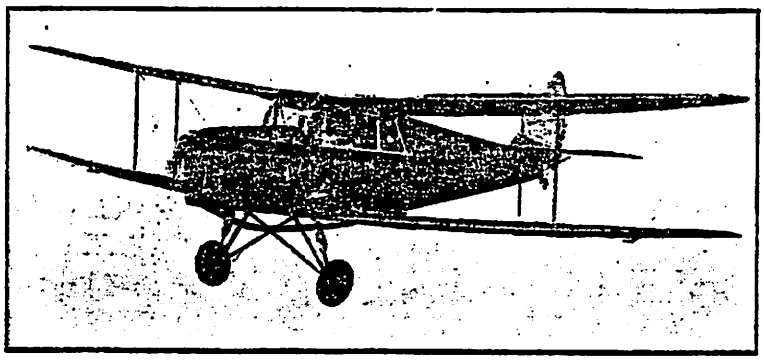
Two views of Howard Hughes' 353 mile per hour racing plane which recently broke the world's record. (McLarren)

On the Frontiers of Aviation

New Developments That Will Make Our Fighting Air Forces Superior to Any and How You Can Build a Scale Model of the Art Chester Racer

By ROBERT C. MORRISON

THE truth is now out about the mystery Northrop pursuit that disappeared into the Pacific. It is just a revamped version of the Navy pursuit that was so popular at the beginning of this year. However there are some very great improvements in its design and it may be possible that its speed actually ranges above the 300 m.p.h. mark. A retractable landing gear is incorporated in its design, one that folds up into the wing instead of just into the pants as on the revamped Navy pursuit of Northrop's described in former issues of this paper. The new Army plane that disappeared cost Northrop $100,000 to build. It will not be long before another is built. The Northrop organization is very prosperous, having about $2,000,000 worth of orders on hand. Some of the planes being built are attack planes for China. An interesting feature of these is their retractable gun turret in the "belly" just aft of the wing fillets.



The De Havilland Hornet Moth powered with a Gypsy Major engine, 130 hp. High speed, 131 m.p.h.; climb 658 ft. per min.

Howard Hughes and his new superspeed craft did not compete in the Bendix as had been contemplated because of uncompleted preparations. A few weeks later, however, he took the plane up and brought the world landplane speed record back to the United States! His speed for five dashes over a fixed course were 337, 350, 340, 350, and 353 m.p.h.! At the completion of the dashes, he switched on another gas tank to the engine but it would not take the gas and stopped functioning. Hughes made a forced landing, bending the prop and doing a little damage to the bottom of the racer. After repairs to the plane are completed, an attempt to shatter the coast-to-coast record will be made.

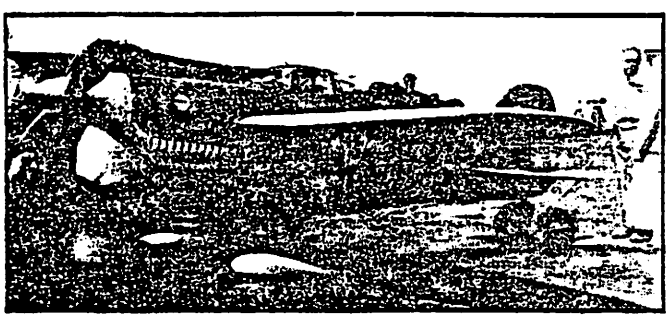
Howard Hughes' racer was designed by Richard Palmer. It is a full cantilever low-wing monoplane with the single pilot sitting just aft of the trailing edge of the wing. Dimensions are as follows:

Span—25 ft. Wing area—140 sq. ft.
Length—27 ft. Tread—10 ft.

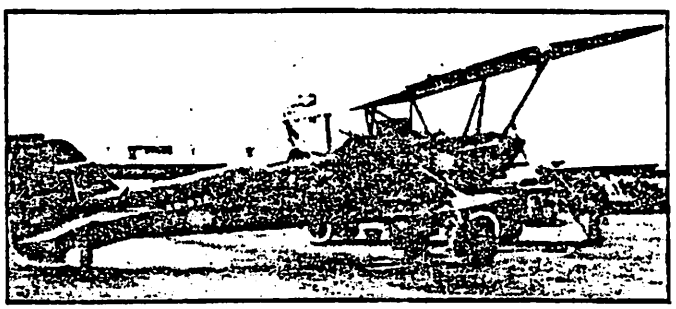
The landing gear is completely covered and smooth when retracted. Its wide tread offers little possibility of the plane "ground looping." It is hydraulically operated and has low pressure tires and oleo shock units. Flaps are used and the ailerons, as on the S-43, may be dropped when landing to form additional flap area. The fuselage is of dural monocoque construction with a wood monocoque wing. The large tail surfaces (giving the plane good controllability) are full cantilever and of metal construction; movable tail units are fabric-covered. The 1,000 hp. Twin Wasp Jr. engine turns a Hamilton controllable constant speed prop. Quick dump valves are employed on the four gas tanks which total 250 gallons.

During tests, Hughes, who is the famous producer of "Hell's Angels," flew the ship at low altitudes with landing gear down during first flight tests instead of taking it up to higher altitudes and "opening her up" to see what she would do. Evidently there were some "bugs" to take out of the ship before the world's record was established. Hughes' latest blue-winged "plaything" is an example of the best construction employed as yet on a racing plane. All rivets are flush with the skin. The pilot's seat is adjustable to any comfortable position as are the rudder pedals. Hughes expects to get the plane up to a speed of 365 m.p.h. in future speed trials. According to the papers and gossip, the price for the plane runs from $75,000 to $300,000. Take your pick.

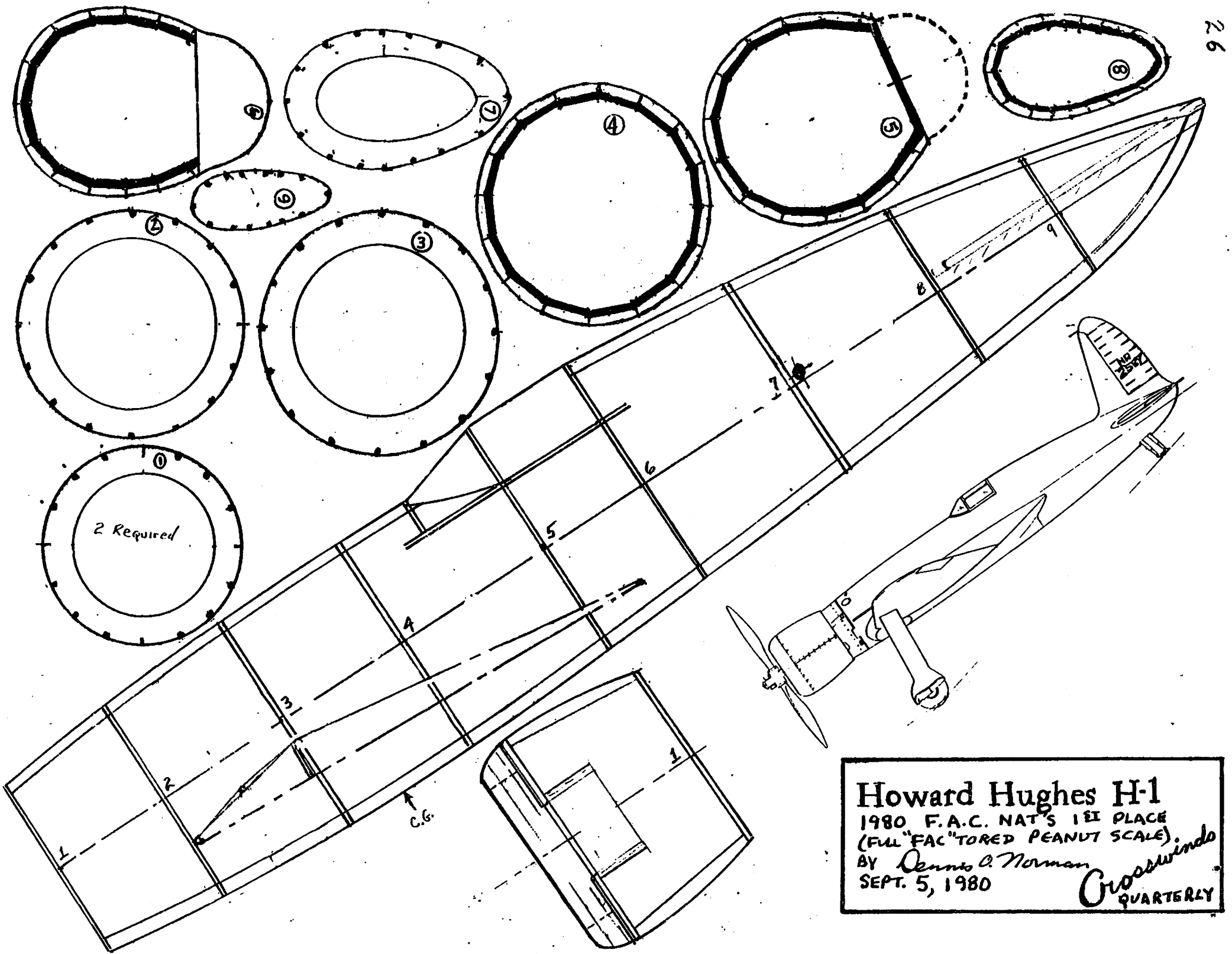
The latest Vought, Model SBU-1, has been completed and test flown. Eighty-three more are to be built for the Navy, completion of which will take place early



Art Chester at the dolly of his mid-wing racer, during the Cleveland Races. One of the best racers in existence



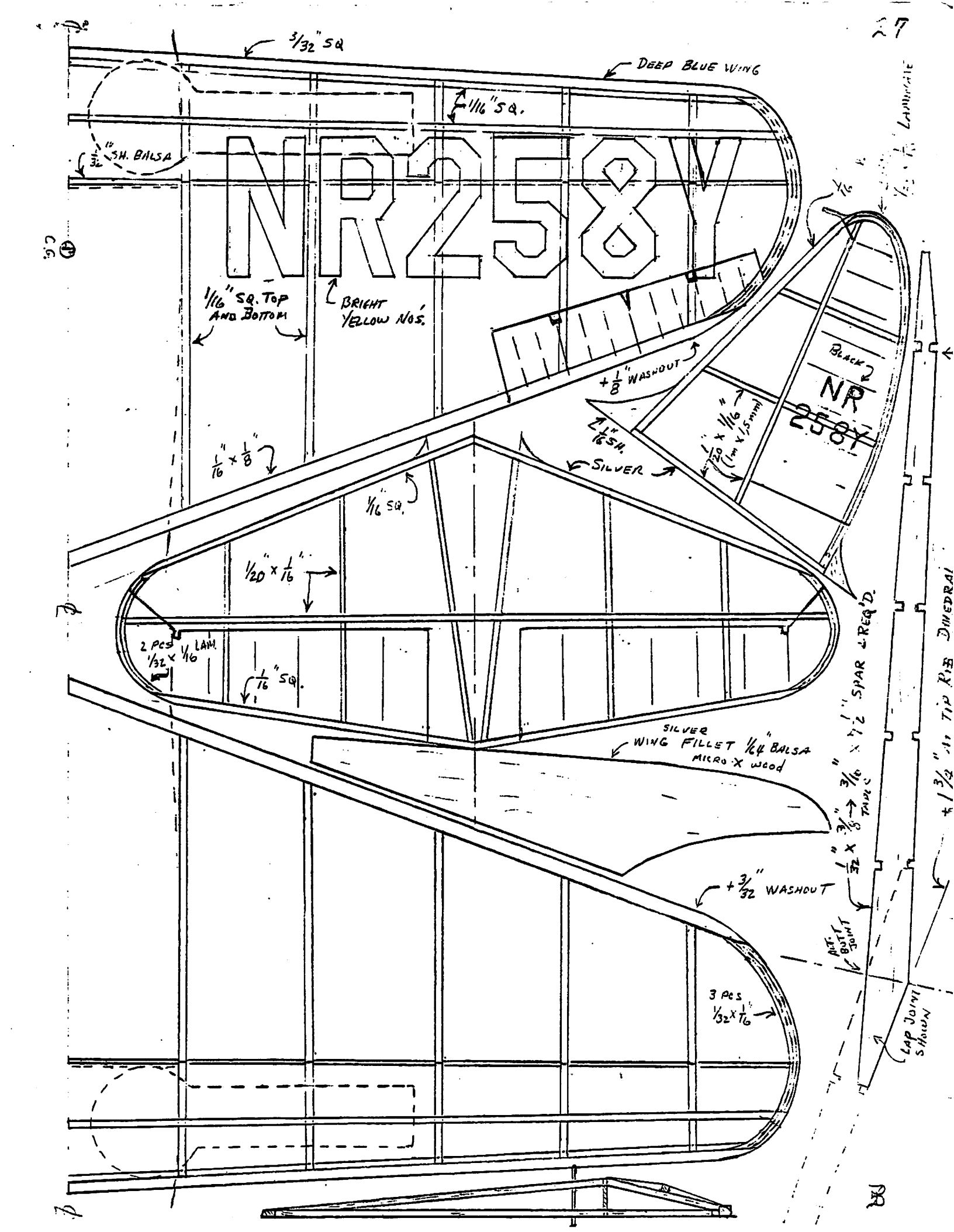
The Consolidated XO-932 observation plane which made a surprise appearance at the races. Built in 1934



Howard Hughes H-1

1980 F.A.C. NAT'S II PLACE
(FULL "FAC" TORED PEANUT SCALE).
BY Dennis A. Norman
SEPT. 5, 1980

Crosswinds QUARTERLY


3/32" SQ
DEEP BLUE WING
1/16" SQ.
1/32" SH. BALSA
NR258Y
1/16" SQ. TOP AND BOTTOM
BRIGHT YELLOW NOS.
+1/8" WASHOUT
BLACK
NR 258Y
1/16 x 1/8
1/16" SQ.
1/16" SH.
SILVER
1/20" x 1/16" (1mm x 1.5mm)
1/20" x 1/16"
2 PCS 1/32 x 1/16 LAM.
1/16" SQ.
SILVER WING FILLET 1/64" BALSA MICRO-X WOOD
+3/32" WASHOUT
3 PCS 1/32 x 1/16
BUTT JOINT
LAP JOINT SHOWN
1/32" x 3/8" TAPER
3/16" x 1/2" SPAR REQ'D.
+1 3/4" TIP RIB DIHEDRAL

CLEVELAND FREE FLIGHT SOCIETY INDOOR CONTEST

Twenty five contestants, many spectators, and the Mini-Cam from WKYC-TV, with reporter Cheryl Brown, gathered at the Brookpark Armory for a gala Class A Indoor Contest on Friday evening, November 14, 1980.

As contest director for this meet I am delighted to report that all present appeared to have a good time, either by active participation, or observation of the evenings' activities.

Peanut Scale turned out to be the most popular event of the evening, there being a total of 14 entries in F.A.C. monoplane, 6 in F.A.C. Pioneer/ Biplane combined, and 5 in A.M.A. Peanut. Next year we can expand this to include a junior peanut event as we had an unexpected showing of four junior peanut entries. If we announce this far enough in advance I am sure that juniors Bennett, Loucka, Skryanc and Zand will dilligently prepare for next year in order to enlarge the competition.

The Erie, Pa. squardron showed up in force and along with the juniors Ken and Mike Peres, Rory and Rowdy Gehrlein, came Ross Mayo, Vic Peres and Lin Reichel. Vic Peres captured his first Kanone in F.A.C. Monoplane Peanut winning the traditional edible peanut trophy and a year's subscription to the Model Builder magazine.

Among the many interesting peanut entries was the 1911 Bleriot Canard which won Pioneer Peanut. I discovered the plan in the April 1973 Model Builder. For an unusual subject it turned out to be very forgiving and easy to trim. Gordon Roberts' new Itoh showed promise in A.M.A. Peanut but suffered the usual low static score due to the inherent lack of detail for this type of model. Perhaps we can somewhat modify these rules if we plan to have this event again so that the flying and static scores are more in balance.

I would like to thank Mark and Martin Braunlich for their time spent judging, my wife, Irene, for handling the scorers' and registration table and acknowledge the following companies for their contributions to the prize list.

Flyline Models
Micro-X
Model Builder Magazine
National Hobby Company
Paul Plecan
Peck-Polymers
Sig

Reported by Michael C. Zand, Secretary-Treasurer of CFFS.

1980 CALENDAR

Sunday Dec. 14 7:00 PM CFFS X-MASS meeting and $5 value exchange at Dennis Norman home. 13885 Edgewater Dr. Lakewood, Ohio 44107. Phone 228-7531. Buffet supper prior to meeting.

CROSSWINDS supporters may note that the address labels reminder issue numbers have been adjusted back to reflect a Quarterly issue schedule. We expect the forth quarter issue to follow along shortly. 1981 may see a revised ZIP CODE system with 4 extra digets added amid great screams of anguish by all who tend mailing lists. We may also enjoy the views of guest editors in '81 as Dennis Norman goes on R & R from CROSSWINDS.

November 14, 1980

Indoor Contest Results

Scraps	Time	Place
Larry Loucka	245	1
Robert Mullins	225	2
Jerry Skrjanc	217	3
Gordon Roberts	148	4
Dick Bennett	46	5
Chris Norman	10	6

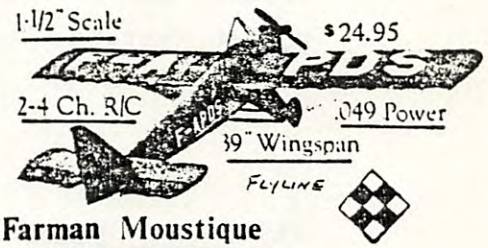
R.O.G.	Time	Place
Larry Loucka	148	1
Paul Loucka	102	2
Jerry Skrjanc	101	3
Robert Mullins	88	4
Dick Woodward	45	5
Mike Zand	44	6
Chris Norman	19	7

EZB	Time	Place
Larry Mzik	377-320	1
Jerry Skrjanc	155-377	2
Robert Skrjanc	305	3
Robert Mullins	239	4
Mike Yanke	233	5
Dave Pishnery	142	6
Larry Loucka	DNQ	

Pioneer/Biplane Peanut (F.A.C.)	T	S	
Mike Zand, Bleriot	29	+78 =	107
D. Norman, SE-5A	31	+60 =	91
R. Mayo, Andreson	27	+60 =	87
Dan Briel, SE-5A	DNQ		
A. Medovitch, Waco	DNQ		

AMA Peanut		Flying Place	Scale Place	Total	Place
Mike Zand	Farman Moustique	4	2	6	1
Dick Woodward	Monocoupe	3	3	6	2
Jerry Skrjanc	Farman	1	6	7	3
Gordon Roberts	Itoh	2	7	9	4
Mike Zand	Bleriot Canard	DNQ	1		
Mike Yanke	Piper Cub	DNQ	5		
Andy Medovitch	Jeep Racer	DNQ	4		

Monoplane Peanut (F.A.C.)		T	S		Place
Vic Peres	Nesmith Cougar	55	+45 =	100	1
Vic Peres	Fike	57	+43 =	100	
Mike Zand	Farman Moustique	28	+59 =	87	2
Mike Peres	Fike	44	+40 =	84	3
Ross Mayo	Dayton-Wright	26	+46 =	72	5
Rory Gehrlein	Quail	20	+47 =	67	6
Dick Bennett	G. Leisurre	17	+48 =	65	7
Mike Peres	Cougar	26	+38 =	64	8
Dick Woodward	Monocoupe	24	+37 =	61	9
Ken Peres	Alco Sport	39	+22 =	61	10
Rowdy Gehrlein	Ganagobie	16	+30 =	46	11
Rory Gehrlein	Heath Parasol	DNQ			
Jerry Cunningham	Nesmith Cougar	DNQ			
Gordon Roberts	Fike	39	+43 =	82	4



13" SPAN PEANUT - PECK PLAN WCH

1980 NATIONALS INDOOR OFFICIAL UNOFFICAL MANHATTAN RESULTS AUG. 11, 1980
Unlimited attempts for 5 officials; attempt under 30 sec. Best flight is score.

1. W. Zink	6:23.0	5:52.4	4:27.1	7:25.4	7:33.6
2. R. Ganser	5:47.4	6:32.6	6:57.2	7:13.4	
3. B. Baker	3:09.1	3:49.2			
4. D. Rees	3:27.4	1:25.4	3:20.2	2:01.5	
W. VanGorder	------				

LEAP YEAR INDOOR MEET Brookpark Armory February 29. 1980

Results

EZB/Pennyplane

1. Jerry Skrjanc	439
2. Larry Mzik	341
3. Bob Mullins	288
4. Larry Loucka	260
5. Mike Yanke	238
6. Ted Katsanis	178
7. Gordon Roberts	124
8. Ralph Turner	111
9 Ralph Turner	94

Standard Scraps

1. Larry Loucka	135
2. Bill Reuter	119
3. Gordon Roberts	98
4. Bill Turbett	71
5. Bob Masters	65
6. Paul Masters	55
7. Bucky Walter	34

Super Modified Scraps

1. Gerry Skrjanc	337
2. Larry Loucka	213
3. Bob Mullins	180
4. Ted Katsanis	131
5. Gordon Roberts	112
6. Warren Weisenbach	108
7. Bill Reuter	107
8. Bill Turbett	75
9. Bob Masters	-

R.O.G.

1. Larry Loucka	138
2. Bob Mullins	115
3. Gerry Skrjanc	98
4. Bob Masters	85
5. Paul Loucka	76
6. Paul Masters	75
7. Bucky Walter	65
8. Bill Turbett	63
9. Bill Reuter	60
10. Mike Zand	50
11. Larry Mzik	-

FAC Peanut Scale

1. Mike Zand	Farman Moustique	65 + 24 = 89
2. Bob Masters	Howard Pete	65 + 18 = 83
3. Gordon Roberts	Fike E	28 + 53 = 81
4. Bob Masters	Bristol Scout	44 + 28 = 72
5. Andy Medovitch	Waco	62 DNQ
6. Andy Medovitch	Corsair	40 DNQ
7. Dan Briehl	Cougar	37 DNQ