61-20




TRW TM 2833
23555 EUCLID AVENUE
CLEVELAND, OHIO 44117



# Uncle Clarky's Building Board

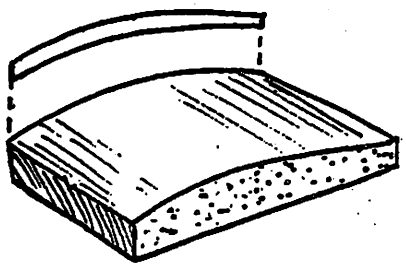


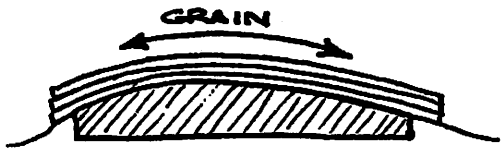

WELL, HI AGAIN! BACK FOR ANOTHER MODELING TIP? WELL, I THINK I MAY HAVE ONE FOR YA.

SEEMS A LOT OF PEOPLE ARE GETTING INTERESTED IN THE PIONEER PLANES --- Y'KNOW --- PRE- WWI. LOTTA THINGS ABOUT 'EM ARE TOUGH TO BUILD --- LIKE THOSE THIN, UNDERCAMBERED WING RIBS. MAKE 'EM OUT OF SHEET, AND THEY'RE APT TO SPLIT ALONG THE GRAIN.

NEXT TIME, TRY THIS:

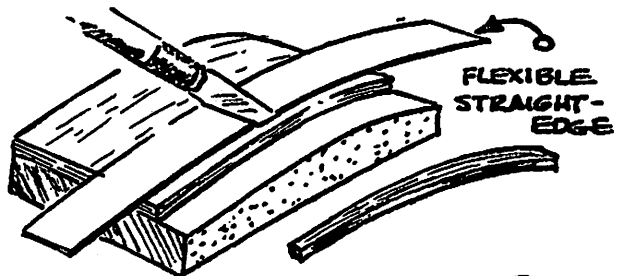
SHAPE THE TOP OF A BLOCK OF SCRAP BALSA TO MATCH THE UNDERSIDE CONTOUR OF THE WING RIB.






NEXT, COVER THE BLOCK WITH WAX PAPER OR SARAN WRAP. CUT SOME PIECES OF 1/32" SHEET A LITTLE LONGER ALONG THE GRAIN THAN THE RIB CHORD.

CUT ENOUGH PIECES TO STACK UP EQUAL TO THE MAXIMUM RIB THICKNESS. SOAK 'EM IN WATER & LAY 'EM DOWN ON THE BLOCK. SPREAD THINNED GLUE BETWEEN EACH PAIR OF SHEETS. WEIGHT OR TAPE 'EM DOWN TILL THEY'RE DRY. WITHOUT TAKING 'EM OFF THE BLOCK...




... SAND 'EM FLUSH WITH THE ENDS OF THE BLOCK, SAND IN THE TOP SURFACE CONTOUR, & SLICE 'EM UP INTO RIBS!

CROSSWINDS

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY.

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Euclid, Ohio 44117
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Kerry Keen, a.k.a. The Griffon, lifted the Black Bullet clear of Long Island Sound's still waters, while Barney O'Dare gave the twin Brownings a clearing burst. Keen tugged nervously at his red mask; he'd overcome some tough challenges before, but this one was unique--this could very well be his rendezvous with destiny.

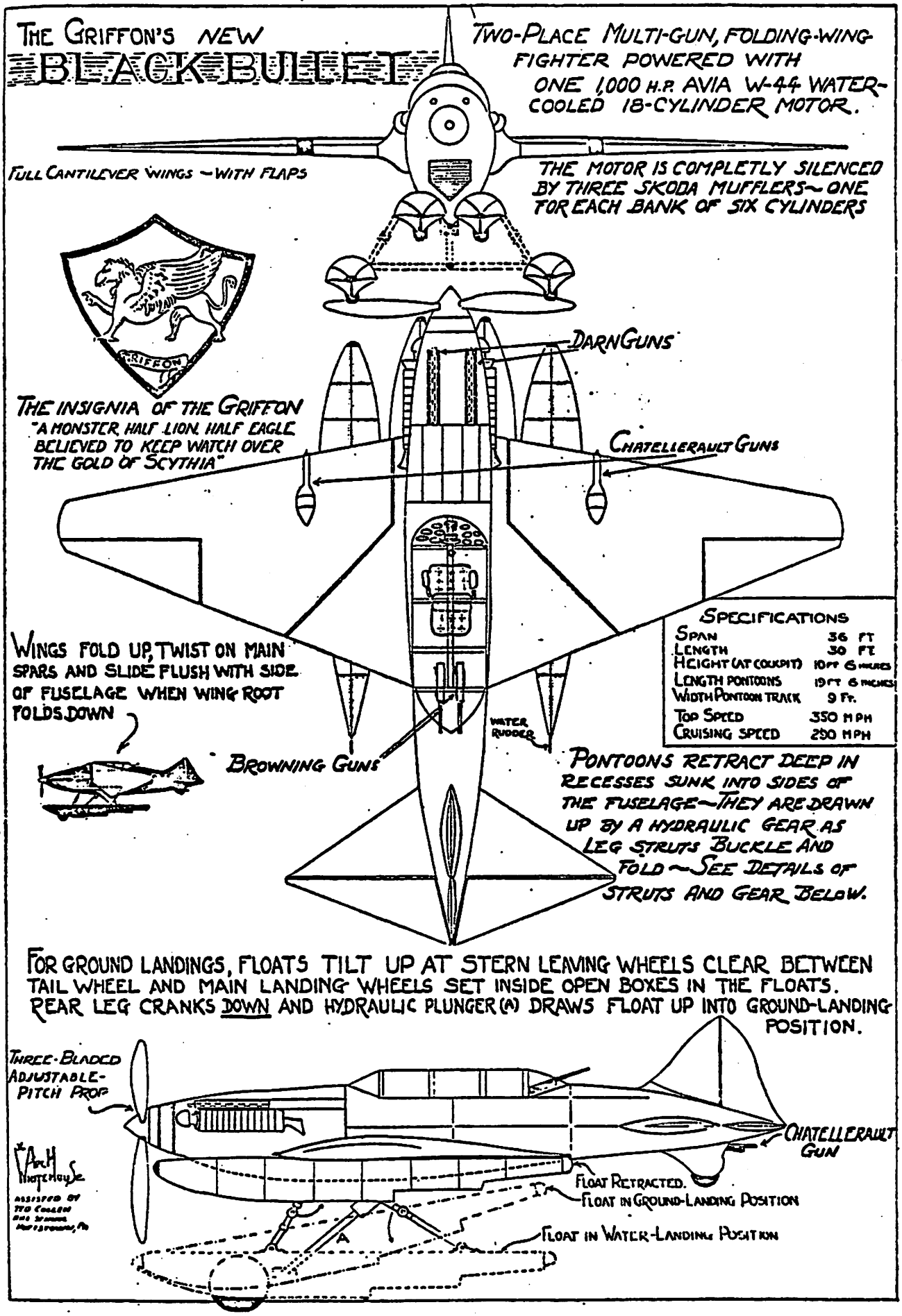
Similar thoughts crossed Bill Barnes' mind as the Lancer blasted into the brightening morning sky. His thumb glided lightly over the stick button that controlled the Lancer's 23 mm Masden cannon. This was going to be a tough one, all right. Bill looked back over his port wing. Shorty Hassfurther would soon have his Snorter alongside. One of them, maybe both, wouldn't return from this mission.

Stratosphere Jim pushed forward the six throttles of the Flying Fortress as he tried to make up time lost to headwinds. His underground hangar, carved out of the stone of the Rocky Mountains, was now 3 hours behind him, and he didn't want to be late. Deep within the Fortress' bomb bay hangar, Jim's sleek pursuit was being readied for deadly combat.

Barney Baxter was already circling the field in his RXB when he saw the Lancer and Snorter fall in on the Black Bullet's tail. They were so preoccupied he'd be able to catch them all in one pass. He pushed the RXB over into a steep, screaming dive...

TIME OUT.

What's going on? A modest proposal--for another FAC mass launch event, but instead of air racers and fighters, this one would pit the fictional planes and pilots of yesteryear against each other. And what's more in the spirit of the Flying Aces than those great heroes of the Golden Days, the ones who kept us eagerly buying all those comic books and pulp magazines?


THE GRIFFON'S NEW
BLACK BULLET
TWO-PLACE MULTI-GUN, FOLDING-WING FIGHTER POWERED WITH ONE 1,000 H.P. AVIA W-44 WATER-COOLED 18-CYLINDER MOTOR.
FULL CANTILEVER WINGS — WITH FLAPS
THE MOTOR IS COMPLETLY SILENCED BY THREE SKODA MUFFLERS — ONE FOR EACH BANK OF SIX CYLINDERS
GRIFFON
THE INSIGNIA OF THE GRIFFON "A MONSTER HALF LION, HALF EAGLE BELIEVED TO KEEP WATCH OVER THE GOLD OF SCYTHIA"
DARN GUNS
CHATELLERAULT GUNS
WINGS FOLD UP, TWIST ON MAIN SPARS AND SLIDE FLUSH WITH SIDE OF FUSELAGE WHEN WING ROOT FOLDS DOWN
BROWNING GUNS
WATER RUDDER
SPECIFICATIONS
SPAN 36 FT
LENGTH 30 FT
HEIGHT (AT COCKPIT) 10 FT 6 INCHES
LENGTH PONTOONS 19 FT 6 INCHES
WIDTH PONTOON TRACK 9 FT.
TOP SPEED 350 M.P.H.
CRUISING SPEED 290 M.P.H.
PONTOONS RETRACT DEEP IN RECESSES SUNK INTO SIDES OF THE FUSELAGE — THEY ARE DRAWN UP BY A HYDRAULIC GEAR AS LEG STRUTS BUCKLE AND FOLD — SEE DETAILS OF STRUTS AND GEAR BELOW.
FOR GROUND LANDINGS, FLOATS TILT UP AT STERN LEAVING WHEELS CLEAR BETWEEN TAIL WHEEL AND MAIN LANDING WHEELS SET INSIDE OPEN BOXES IN THE FLOATS. REAR LEG CRANKS DOWN AND HYDRAULIC PLUNGER (A) DRAWS FLOAT UP INTO GROUND-LANDING POSITION.
THREE-BLADED ADJUSTABLE-PITCH PROP
CHATELLERAULT GUN
FLOAT RETRACTED.
FLOAT IN GROUND-LANDING POSITION
FLOAT IN WATER-LANDING POSITION
A
ASSISTED BY

Rules would be basically the same as any other FAC mass launch event, and FAC scale rules would apply.

Only fictional aircraft would be permitted. It just wouldn't be fair to have Terry and the Pirates in their P-40's, chewing up all those exotic, float-equipped beauties. Considering the questionable aerodynamics of some of the subjects, 18" or maybe 24", would make a good wingspan limit.

Surprisingly, there are scale drawings of quite a few of the Pulp Pursuits, even though none of them really existed. We've got several for you in this issue. Where no drawings of your favorite subject exist, you're welcome to cook up your own out of story artwork. The artwork becomes your scale documentation. And where it falls short on details or markings, use your own creativity, just like you did when you were a kid.

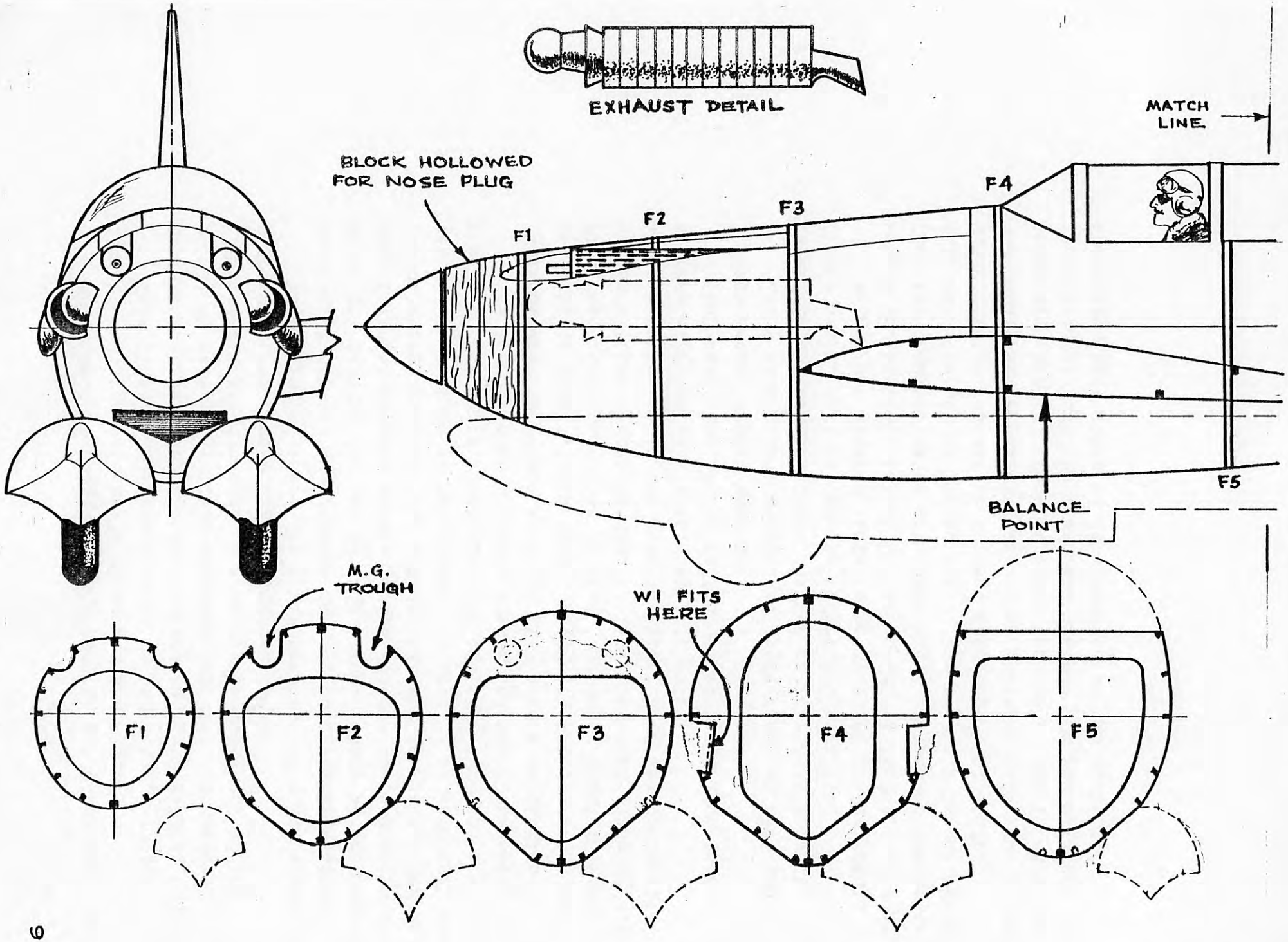
One look at some of these planes and you'll probably ask, "Why bother?" No where will you find such a collection of retractable floats, twin booms, undersize tail surfaces and sophisticated inducements to drag. No doubt about it--most of 'em will be a real handful to fly. But that's the beauty of it--everyone's in the same cockpit. No Fikes or Laceys to make everyone else's efforts look silly.

The whole idea of FAC is fun. What better fun than a contest among flying bricks?

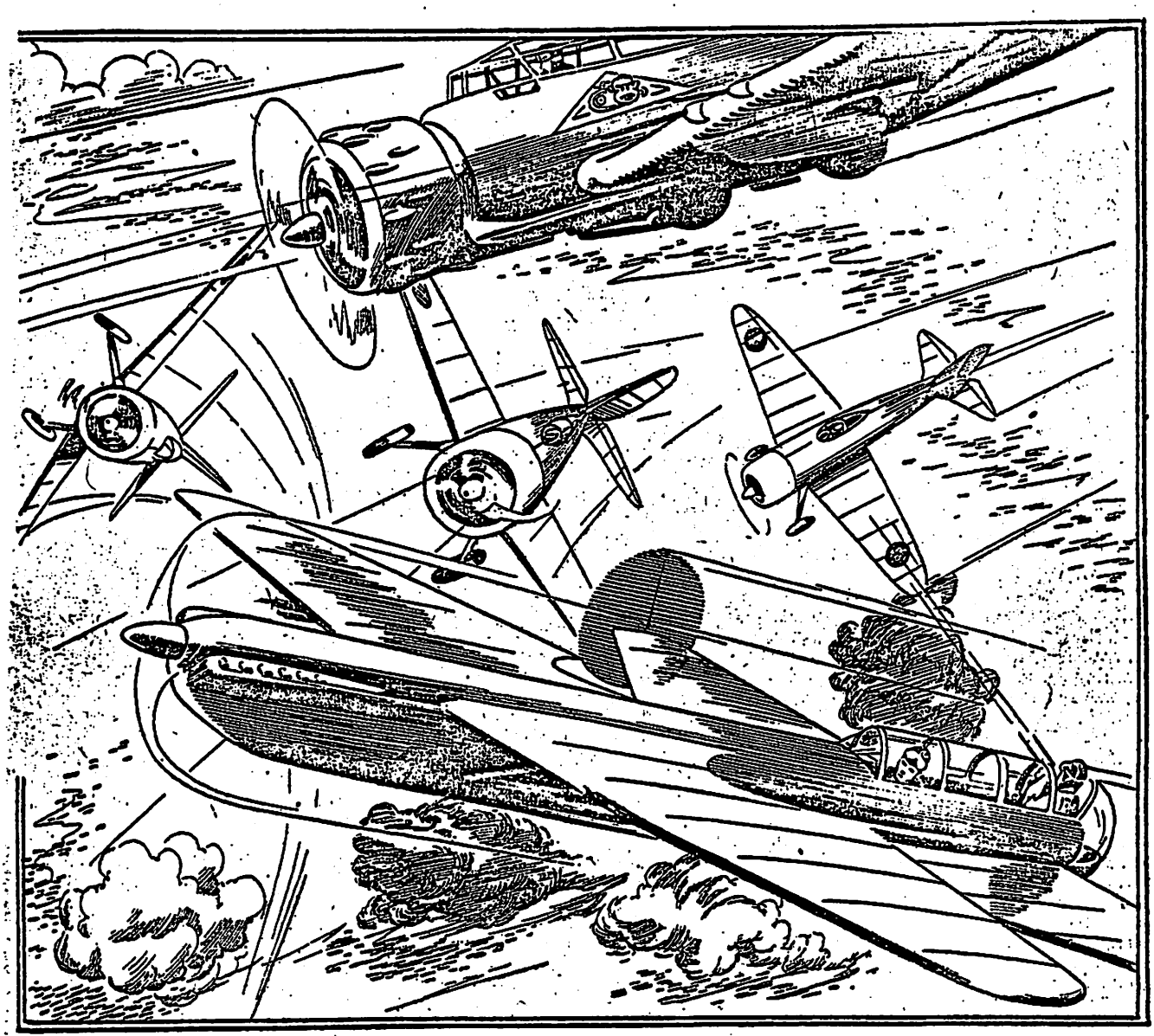
Let's have your thoughts and suggestions on this whole idea. In the meantime, get started on your Pulp Pursuit. The flying season will be upon us before you know it.

To get you started, this issue features The Griffon's single engine Black Bullet in Peanut and 18" spans. As further food for thought, we've got scale views of some of the other Pulp Pursuits out of Flying Aces. For you Bill Barnes fanatics, we're tipping you off to a great source of B.B. stuff.

O.K., we've had our say. Now, write us with your thoughts about span limits, proof of scale and such. Should we allow the fictional guys who flew real planes? Do you have any other scale drawings, plans or data sources we can publish?

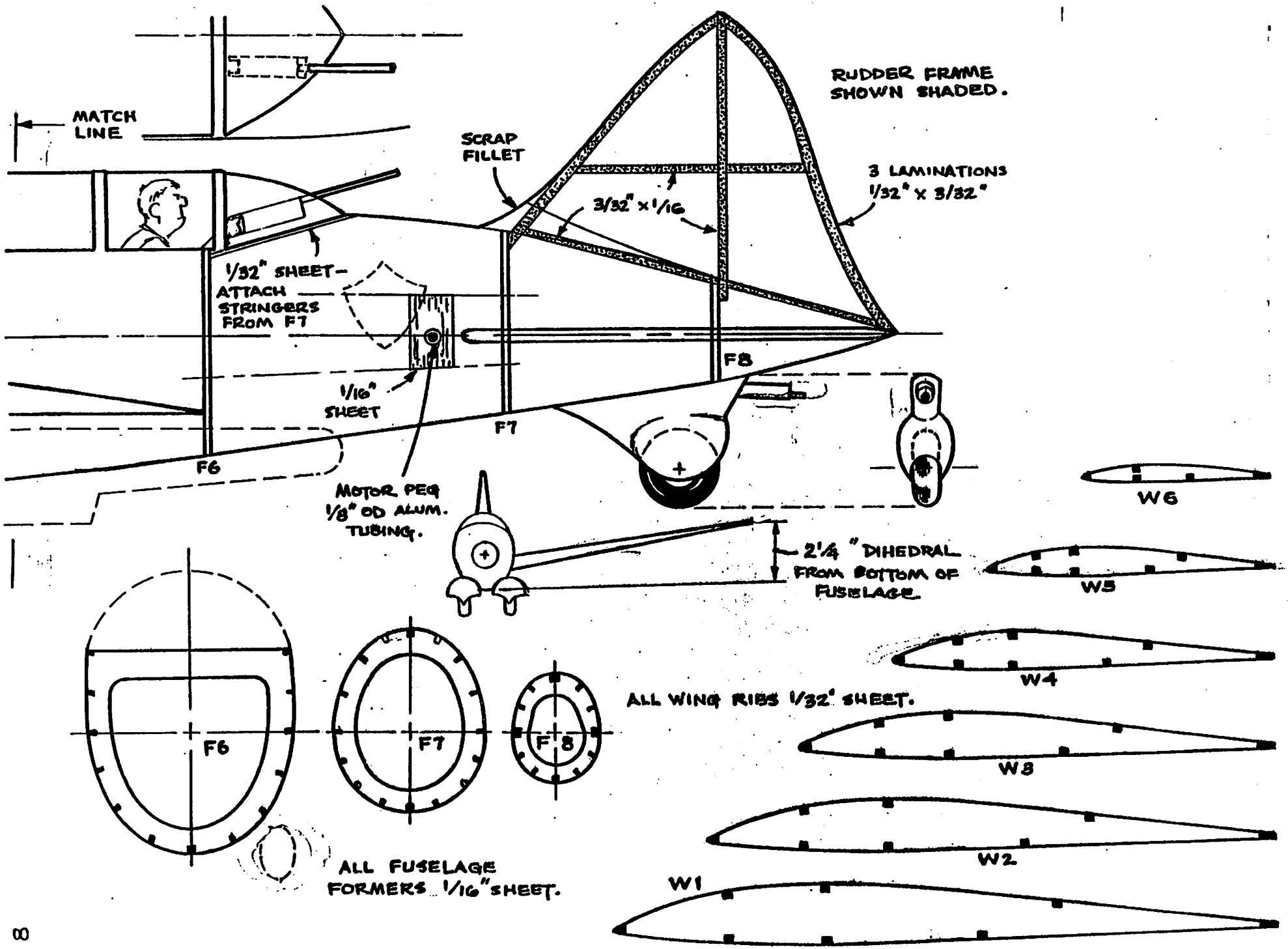

EXHAUST DETAIL
MATCH LINE
BLOCK HOLLOWED FOR NOSE PLUG
F1
F2
F3
F4
F5
BALANCE POINT
M.G. TROUGH
W1 FITS HERE
F1
F2
F3
F4
F5

In closing, I'd like to doff the old flying helmet to Sid Bradd, Jim Hyka, Jerry Bockius, Bob Thompson, and Dave Stott for their help in hammering this newsletter together. And most of all to Russ Brown for his patience during the gestation of the slowest newsletter ever.



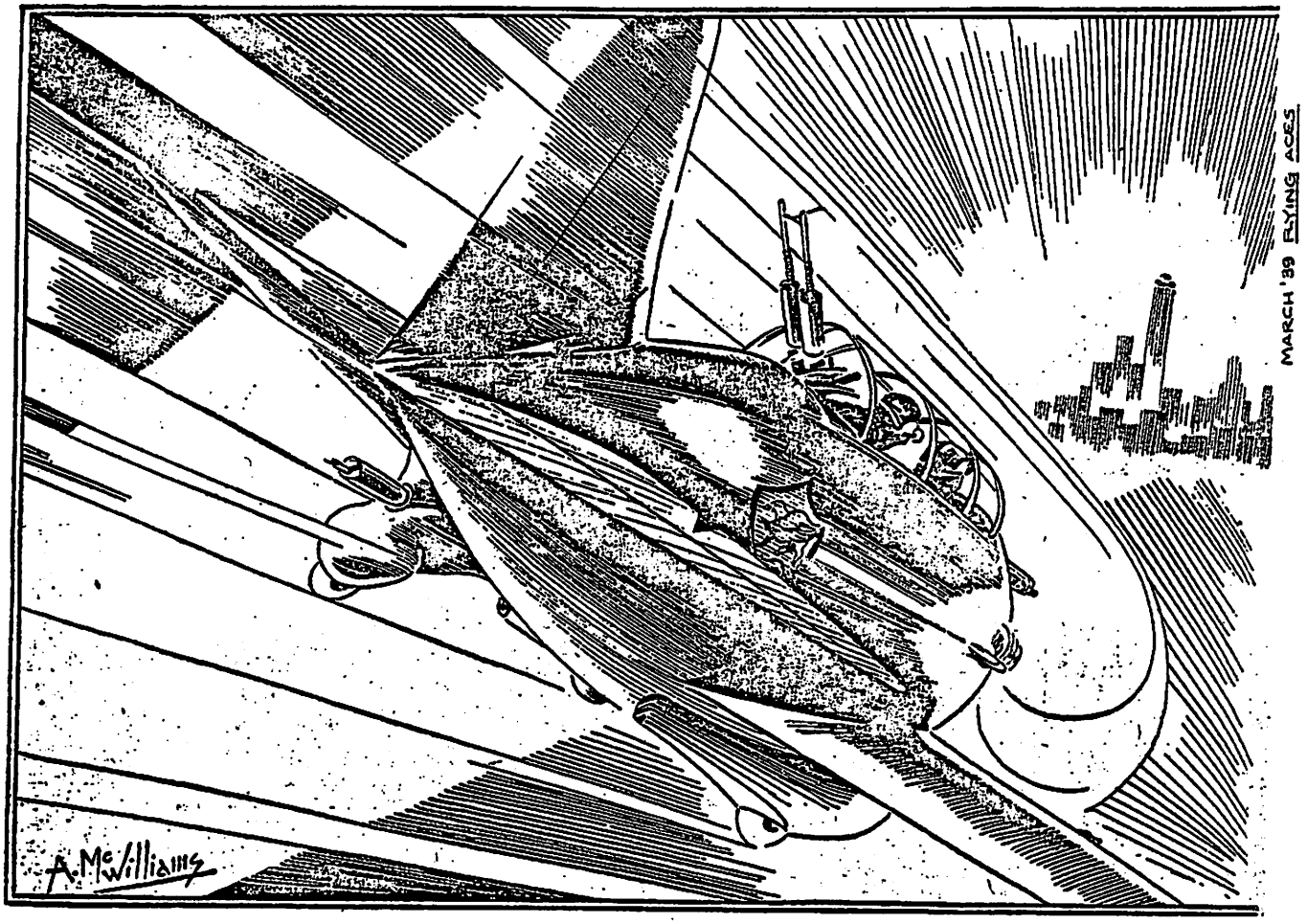
COFFIN KIRK & TUG HARDWICK MIX IT UP WITH THE NIPS.

AUGUST '39 FLYING ACES


MATCH LINE
SCRAP FILLET
RUDDER FRAME SHOWN SHADED.
3 LAMINATIONS 1/32" x 3/32"
3/32" x 1/16"
1/32" SHEET - ATTACH STRINGERS FROM F7
1/16" SHEET
F6
F7
F8
MOTOR PEG 1/8" OD ALUM. TUBING.
2 1/4" DIHEDRAL FROM BOTTOM OF FUSELAGE
W6
W5
W4
W8
W2
W1
ALL WING RIBS 1/32" SHEET.
ALL FUSELAGE FORMERS 1/16" SHEET.

PROJECT CRUD --

THE GRIFFON'S BLACK BULLET

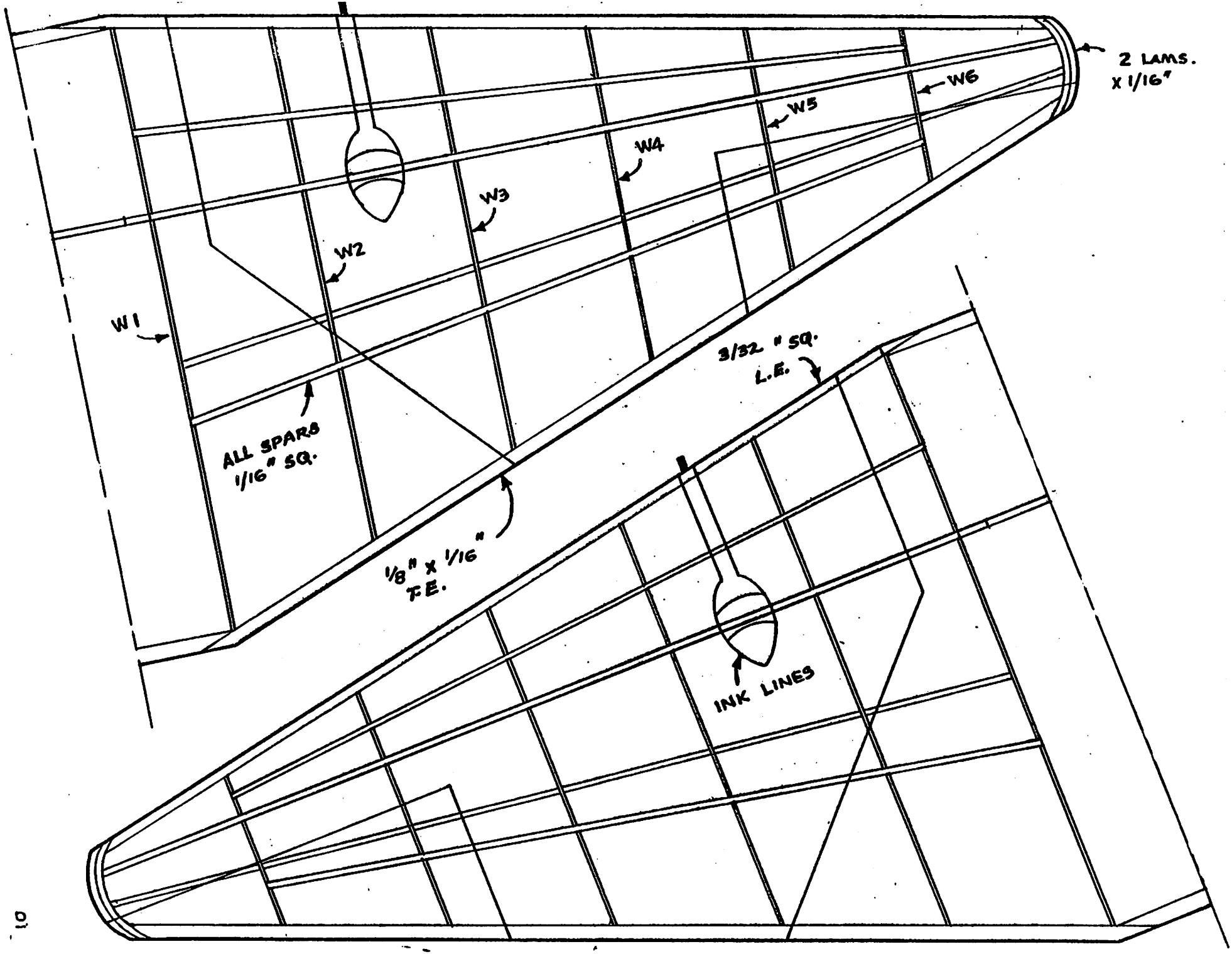



In the June 1935 issue of Flying Aces, Arch Whitehouse introduced the Griffon, his sidekick, Barney O'Dare, and their sleek black-and-silver mount, the Black Bullet. Custom-built for the Griffon, the Black Bullet incorporated all the latest technical features gleaned by Whitehouse from contemporary aeronautical journals.

As a modeling subject, the Black Bullet is a mixed bag, trading off a fairly decent nose moment and clean lines against a sharply tapered wing and those big floats. Wing area, however, is ample, so light construction could easily produce a floater.

We've drawn her up with the floats tucked to her bosom; however, if you like to live dangerously, let the floats dangle. Just modify the fuselage by putting in the float recesses.

Scale documentation (snicker!) was limited to Arch Whitehouse's not-too-consistent drawings until we were fortunate enough to come across a rare, out-of-print Prifole publication. Because of its value as a documentation source, we have taken the extraordinary step of reprinting it in its entirety, along with our handwritten color notes.


2 LAMS.
X 1/16"
W6
W5
W4
W3
W2
W1
3/32" SQ.
L.E.
ALL SPARS
1/16" SQ.
1/8" X 1/16"
T.E.
INK LINES

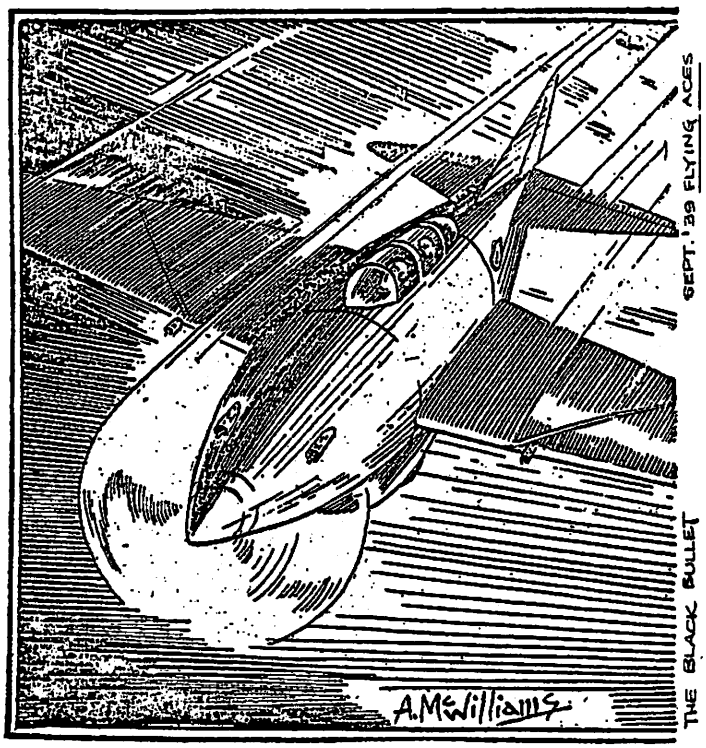
# THE PULP PURSUITS

A THRILLING MODERN AIR NOVELETTE

by

HOOCH LIGHTHOUSE

Author of "The Zap Flap Flap," "Devil's Dihedral," "The BE-2c Pilot's Handbook," "Reefer Madness," "Deuteronomy," and "The Complete Works of Sir Francis Bacon."

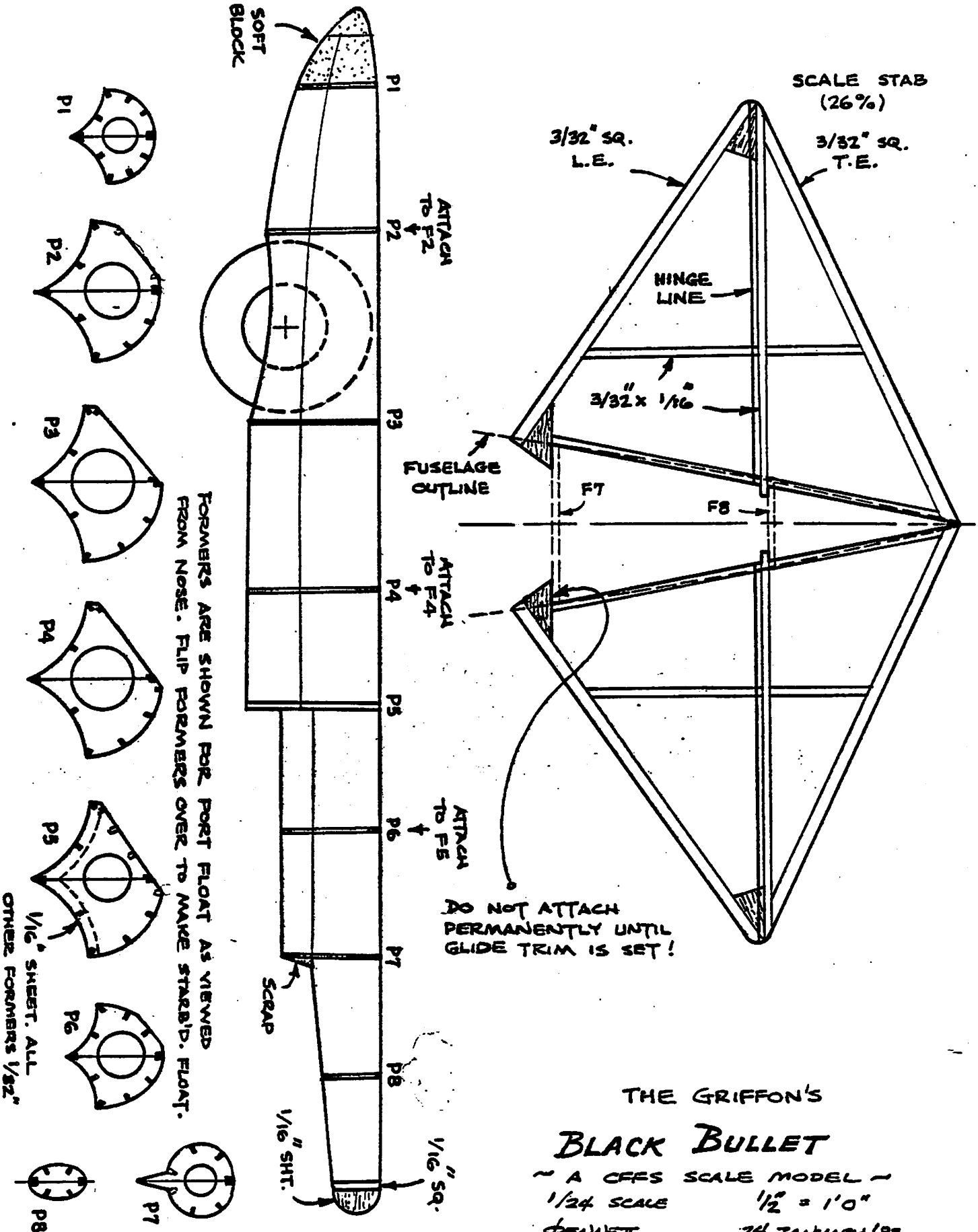



They came straight out of the exploding skies, beckoned to us, and then turned back sharply. We followed them into the soft, not-quite-white paper. We had been hooked, and we'd follow them month after month. The Pulp Pursuits, the Fantasy Fighters, had won our allegiance.

They were all around us--in Flying Aces, Air Trails, the pulps; the comics, and even an occasional hardback. In a time when America had no serious enemies, they gave us some, and then promptly knocked 'em out of the sky.

There was something for everyone. Want to relive WWI? Look who you had to choose from: Phil Strange, created for Flying Aces by Donald Keyhoe (yes, that Keyhoe--Major, USMC), U.S. G-2 agent, crack SPAD pilot, and master of disguises. The Boche thought they had killed him dozens of times, but he kept coming back to upset their devious plots.

Or, how about the legendary G-8--"America's master spy who could pilot a SPAD in circles around any other WWI ace, master of makeup, crack shot, superb physical specimen, noble and true, ruthless to the enemy". He took on the most bizarre opponents Germany could throw at him--skull-headed fliers, zombies, resurrected Vikings--and always won. In print from 1933 to 1944, he got so cocky




THE GRIFFON'S

# BLACK BULLET

~ A CFFS SCALE MODEL ~

1/24 SCALE 1/2" = 1'0"

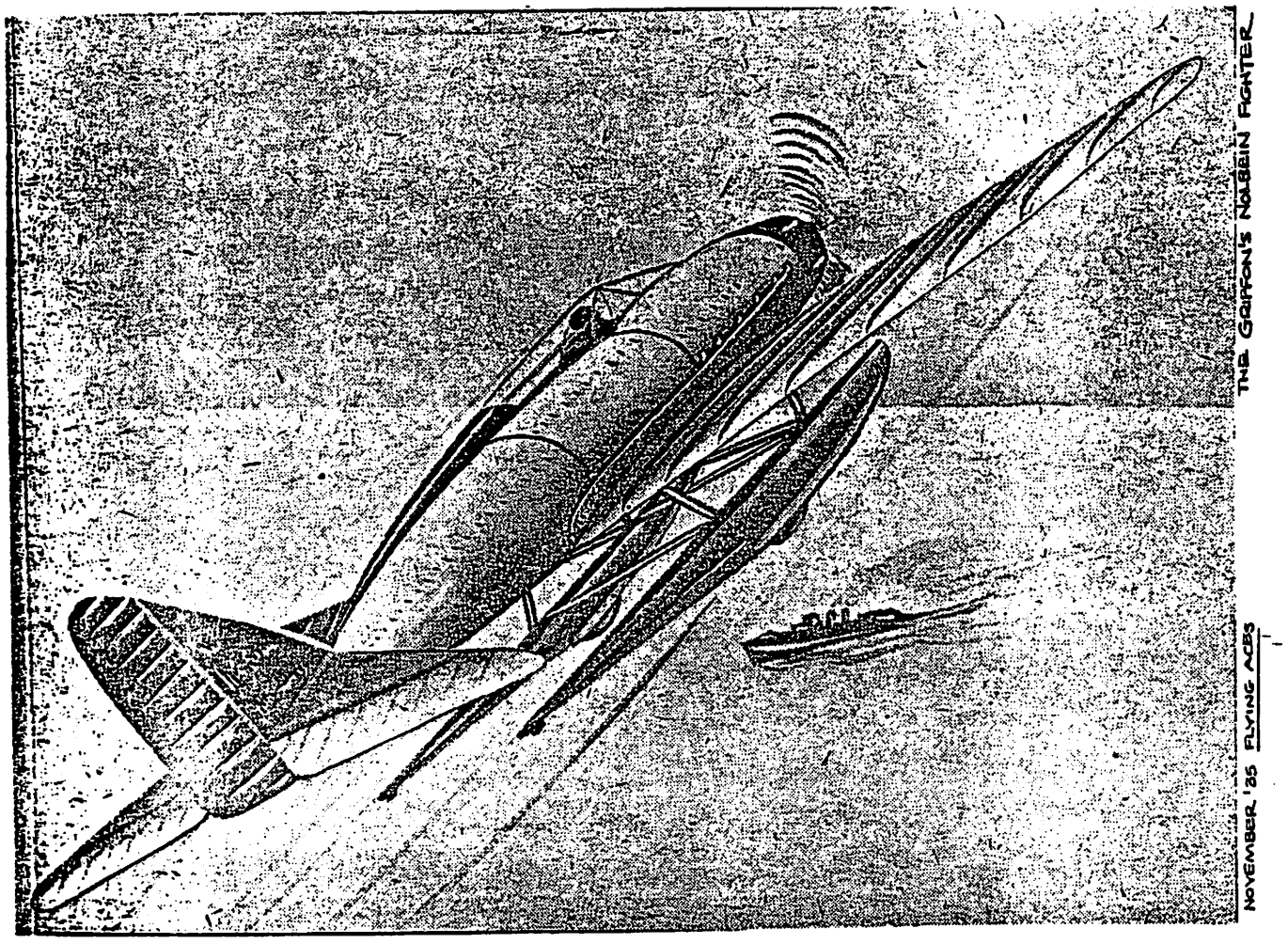
BENNETT 24 JANUARY '82

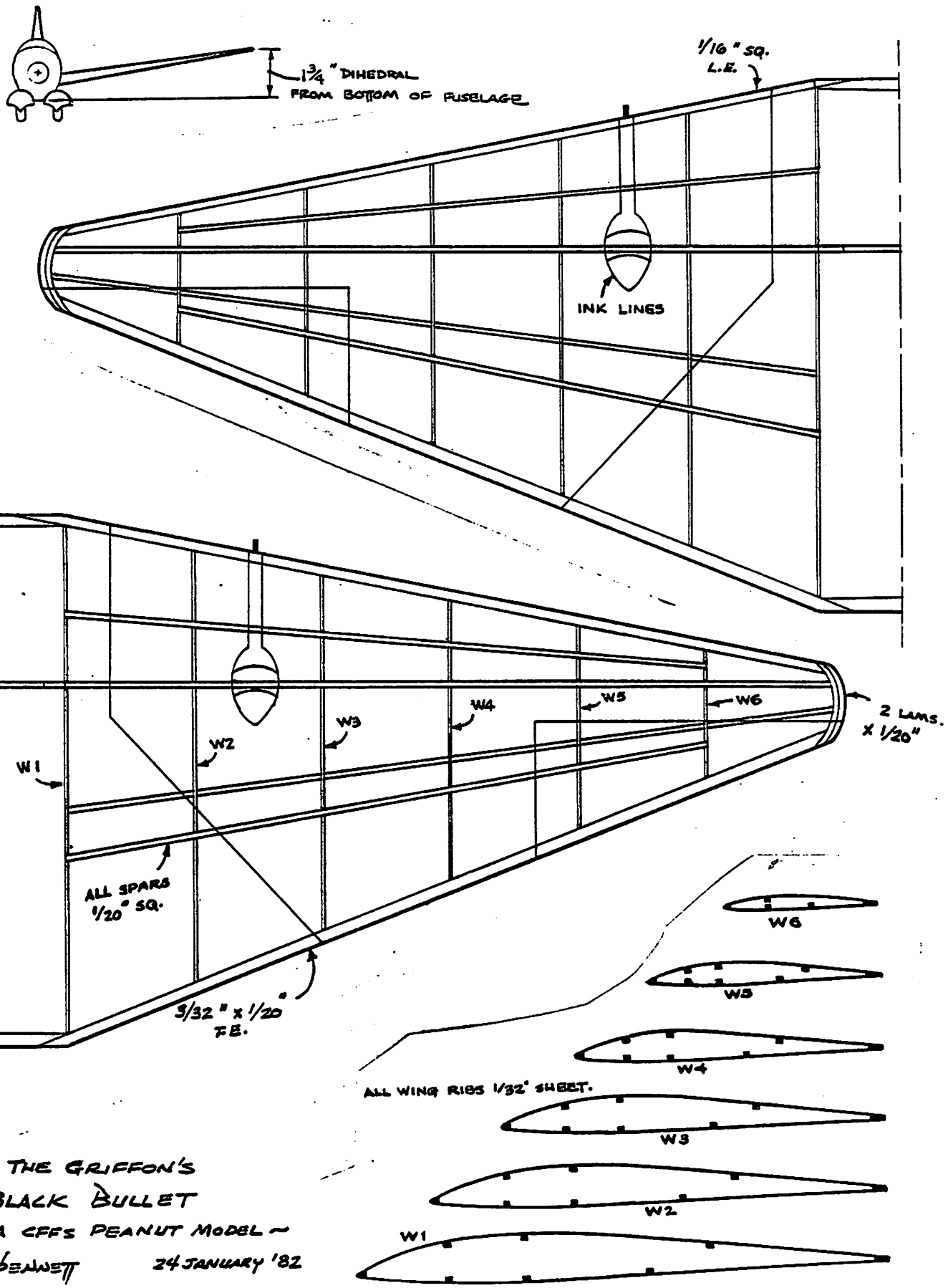
toward the end that he splashed "G-8" in large white characters on the fuselage and wing of his yellow SPAD. Good way to blow your cover.

Oh, the Great War had lots of stories. Pick up a copy of Daredevil Aces and you could read of the sad, lonely odessy of Barry Rand, alias the Red Falcon. Falsely accused of treason, he escaped the firing squad and was befriended by Sika, a huge Senegalese. On the run from Allies and Hun alike, they puttered about the Western Front in an all-blood red 2-seat contraption clobbered together from a Fokker D-7 fuselage, SPAD wings, and a Liberty engine. If they were around today, they'd be running from the FAA as well.

Skybirds, FA's pulp sister, rarely appeared without another exploit of Don Keyhoe's Devil Dogs--Lucky Law, Jim Burke, Larry Brent, and a host of other leatherneck SPAD jockeys.

Some pilots seemed to have their allegiances a bit mixed. Ralph Oppenheim's Three Mosquitoes flew SPAD's emblazoned with black mosquitoes (somehow, "emblazoned" just isn't the right word for mosquitoes). Oh,. they flow strictly for the Allies, but they did it both in Flying Aces and rival Daredevil Aces.

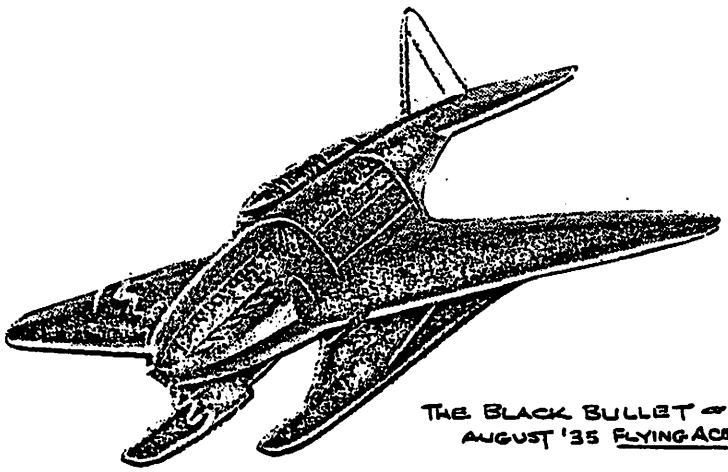





# THE GRIFFON'S BLACK BULLET

~ A CFFS PEANUT MODEL ~

ΦEANUTT 24 JANUARY '82

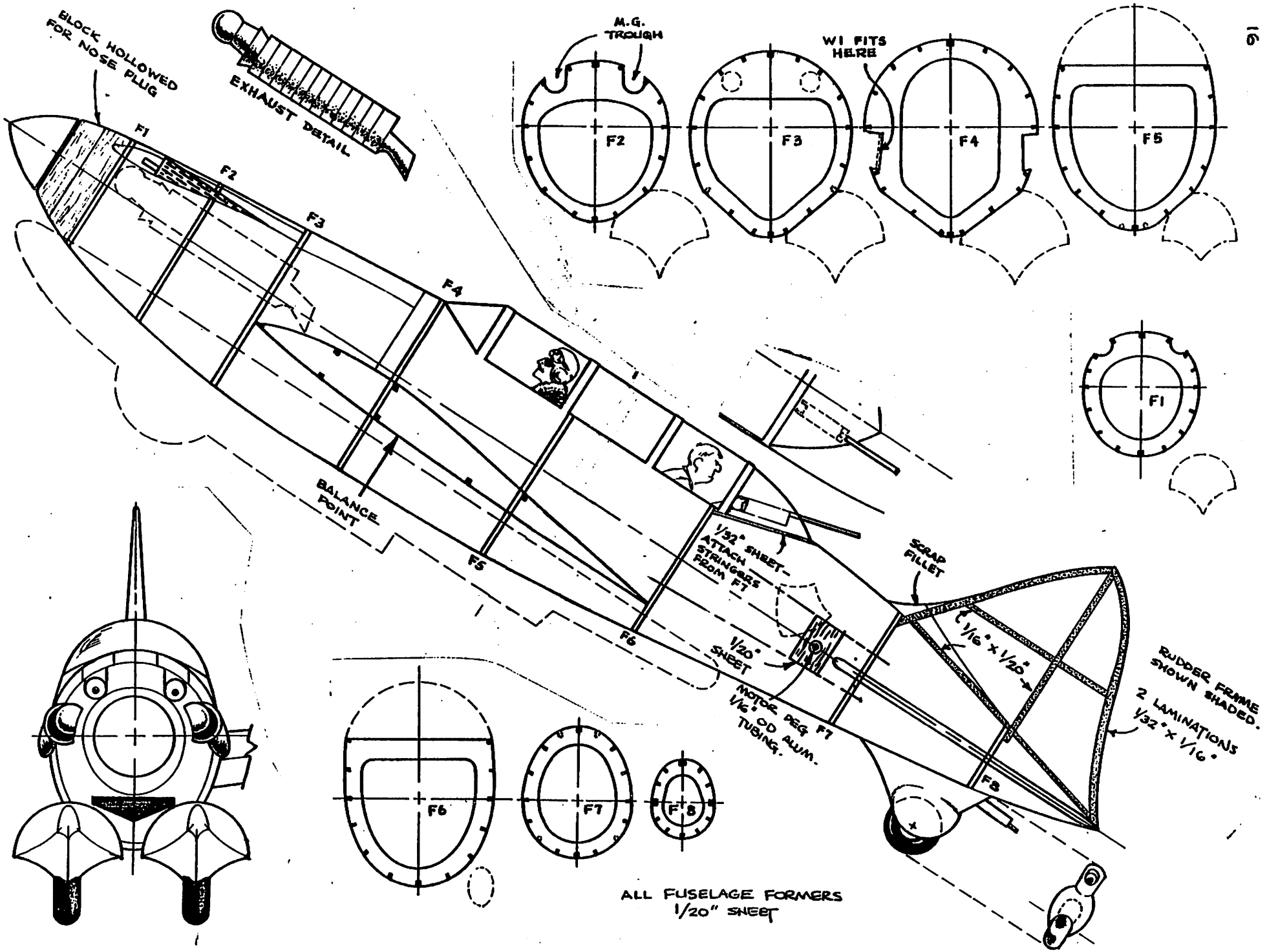


THE BLACK BULLET — AUGUST '35 FLYING ACES

And no account of WWI is complete without Phineas Pinkham, Boontown, Iowa's favorite son, who always managed to see the lighter side of war. Joe Archibald's creation also spent most of his flying time in a SPAD. (We seem to be in a SPAD rut).

The Depression spawned a new breed of hero--the freelancer. The Griffon, Bill Barnes, and Stratosphere Jim were some of the best examples. More often than not, they were superb aeronautical engineers, crack pilots, and loaded with money--Howard Hughes, Batman, and Robin Hood, all rolled into one. They flew their own custom-built creations--Black Bullet, Lancers, and Flying Fortresses (the 6-engined one--made a B-17 look like a Pea-Shooter--that could outrun, outmaneuver, and outshoot the world's best. Nobody made them paint NR registrations on their wings, and they possessed aeronautical knowledge years ahead of its time. Skeptical? Consider this: Japan's remarkable Zero, rigged with floats and dubbed "Rufe", was hard-pressed to hit 270 mph with one man and 4 guns aboard. In 1935, the Griffon's Black Bullet was clocking 350 mph with two men and seven guns, all on the same 1000 hp! And we haven't even mentioned the fact that the freelancers carried the latest, most sophisticated navigation and communication equipment and enough fuel to travel halfway around the Globe. Remarkable, indeed.

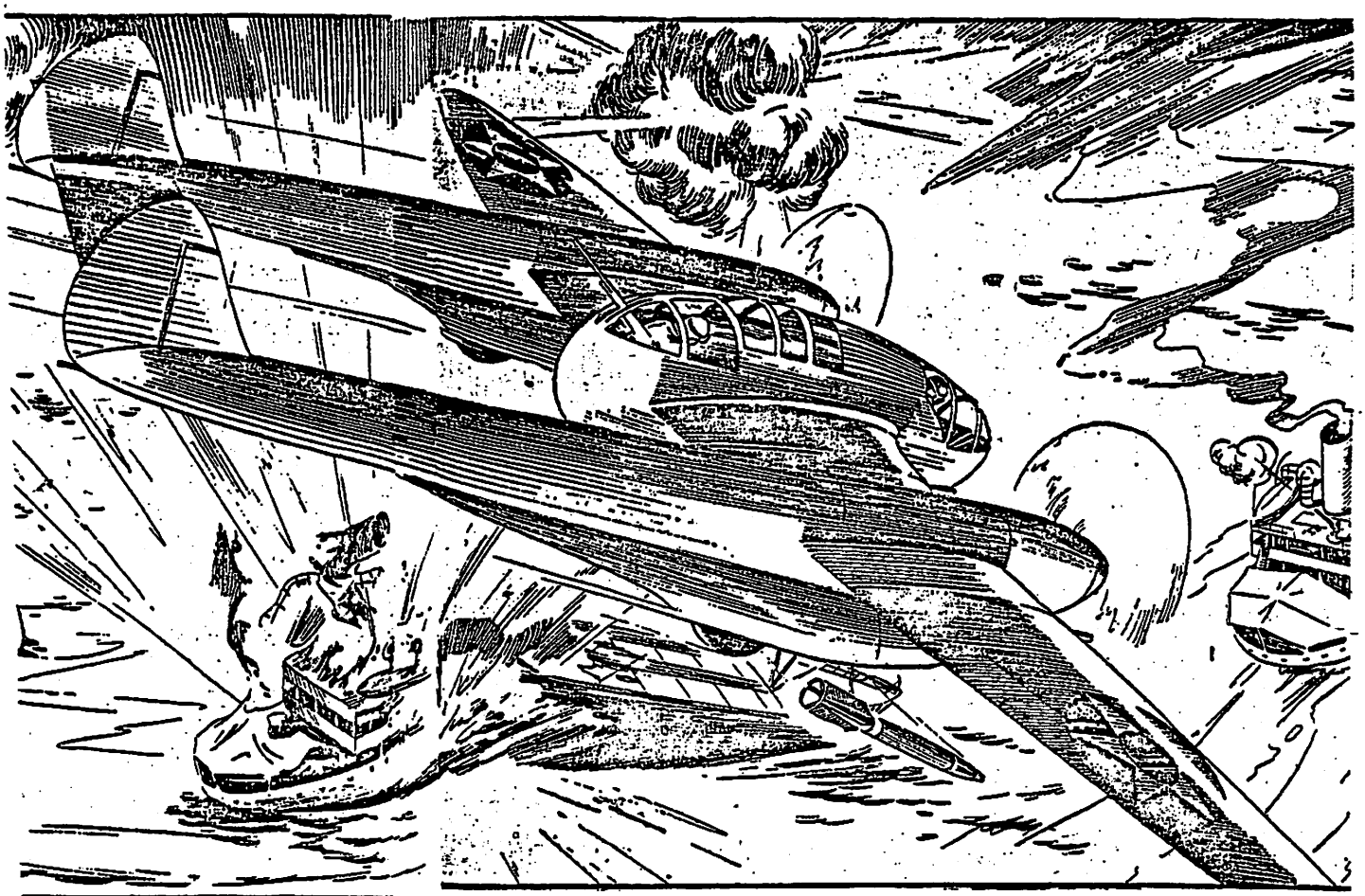
Actually, the Griffon usually hung around the Middle Atlantic area, breaking up dastardly plots fomented by crooked businessmen, foreign agents, mad scientists, and other heavies. The Griffon was selective, though--he always managed to get his hands on the bad guys' money to finance his next escapade and keep Kerry Keen in the chips. Matter of fact, he even swiped the Black Bullet II. Drury Lang, his nemesis from the Feds, suspected Keen was the Griffon, but never could get the goods on him.


BLOCK HOLLOWED FOR NOSE PLUG
EXHAUST DETAIL
M.G. TROUGH
W1 FITS HERE
F1
F2
F3
F4
F5
F6
F7
F8
BALANCE POINT
1/32" SHEET ATTACH STRINGERS FROM F1
SCRAP FILLET
1/20" SHEET
1/16" x 1/20"
MOTOR PEG F7 1/16" OD ALUM. TUBING.
RUDDER FRAME SHOWN SHADED. 2 LAMINATIONS 1/32" x 1/16"
ALL FUSELAGE FORMERS 1/20" SHEET

Bill Barnes, on the other hand, was a businessman, and a darn good one. Operating a tightly-knit organization out of his Barnes Field headquarters, he sold his services to all (good) comers, had an attorney to handle the sticky legalities, and realized you needed 2000 hp to haul all that ordinance and avionics around. Yessir, ol' Bill Barnes was the most realistic of 'em all, right down to Frank Tinsley's crisp drawings.

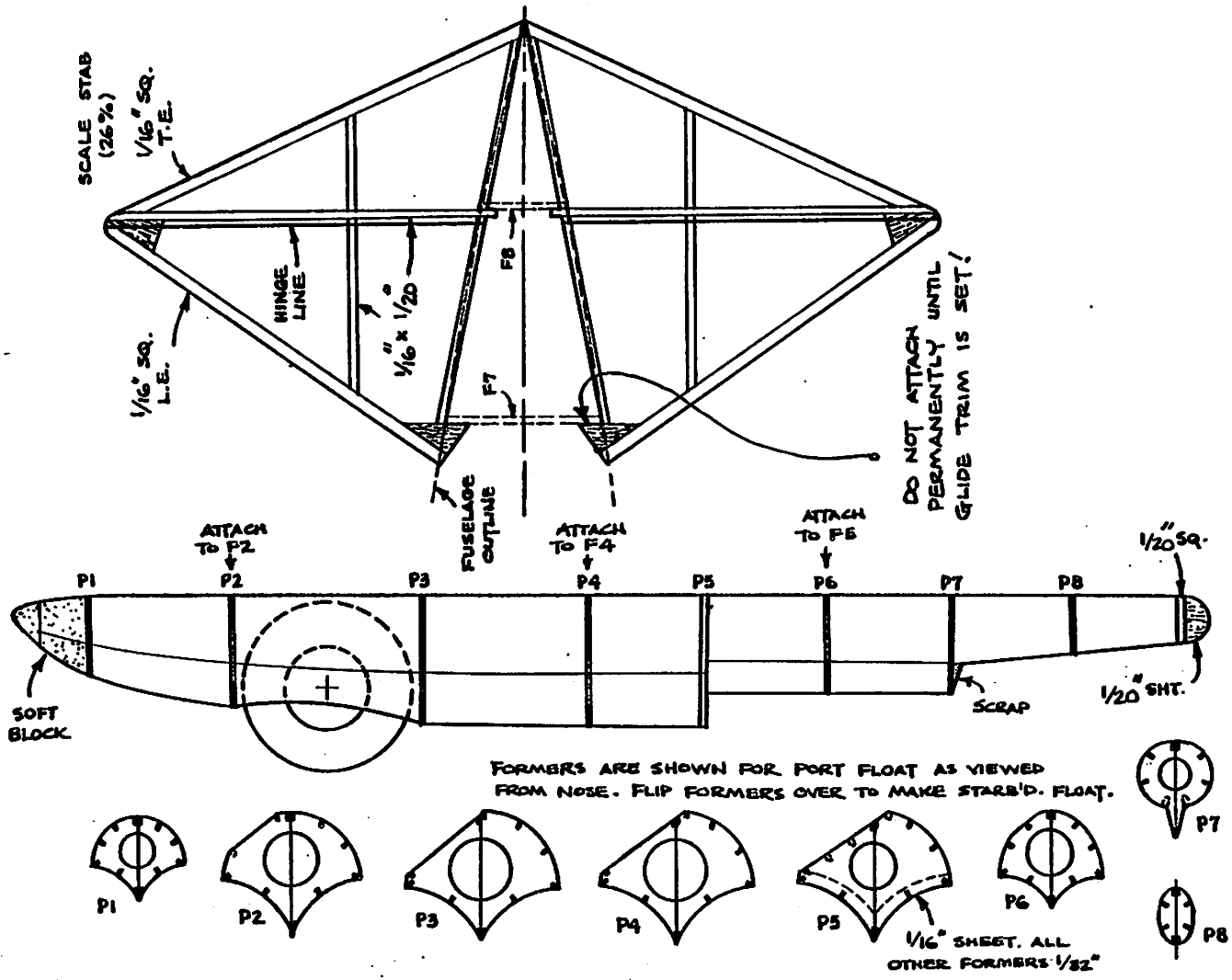
Arch Whitehouse's "Crash" Carringer, adventurer, soldier of fortune, and barroom brawler, kept bread on the table by trying to sell Hale Aircraft Corporation's "Hellion" fighter. Flying the prototype around the world, he stumbled from one scrape to another. A lesser man would have been fired.

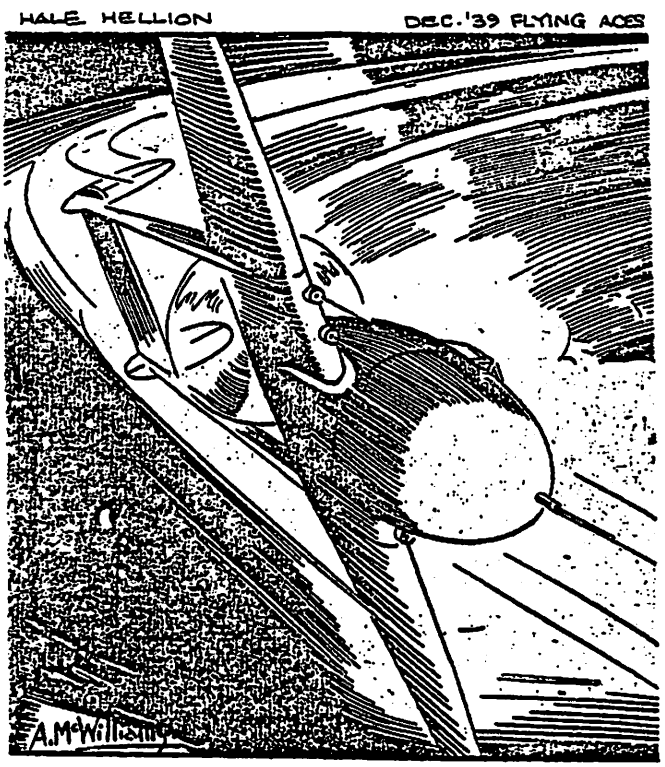
If you couldn't afford custom coachwork, you bought a stock model. So it was with Brian "Coffin" Kirk, another Whitehouse creation, who wow'ed 'em with a Breda 65, the plane that made the Regia Aeronautica the terror of Abyssinia. Kirk's sidekick was Tank, as ape who had rescued him from the Germans in 1918. Kirk mastered ventriloquism to fool the folks into thinking Tank was really human--no kidding!!



THE BLACK BULLET II (EX-DOYAL DESTROYER)

NOVEMBER '39 FLYING ACES


SCALE STAB (26%)
1/16" SQ. T.E.
1/16" SQ. L.E.
HINGE LINE
1/16" x 1/20
F8
F7
FUSELAGE OUTLINE
DO NOT ATTACH PERMANENTLY UNTIL GLIDE TRIM IS SET!
ATTACH TO P2
ATTACH TO F4
ATTACH TO F6
P1
P2
P3
P4
P5
P6
P7
P8
1/20" SQ.
1/20" SHT.
SCRAP
SOFT BLOCK
FORMERS ARE SHOWN FOR PORT FLOAT AS VIEWED FROM NOSE. FLIP FORMERS OVER TO MAKE STARB'D. FLOAT.
1/16" SHEET. ALL OTHER FORMERS 1/32"




Battling Grogan turned to Grumman Aircraft for his F4B-4, painted it saffron with Chinese dragons on the wings and fuselage, and then went off to the Middle Kingdom to head up a bunch of Chinese pilots kicking the daylights out of the Japanese.

Dick Knight sprang from Don Keyhoe's pen ready to do battle with Facists the world over. He flew anything he could lay his hands on--Northrop 2E, Potez 630, Koolhoven FK 52, and Arsenal-Delanne 10 (look that one up in your William Green!)

The tandem-winged Delanne caught everyone's fancy. Eric Trent, who wandered starry-eyed into the March 1940 Flying Aces, used one to chew up the Nazis.

Apparently, Arch Whitehouse didn't have as much drag with the French government as Don Keyhoe. His Tug Hardwick couldn't get the real thing from France, so he had to settle for an exact copy of the Delanne. ("Northrop Fighter").

Meanwhile, the heroes at Skybirds had to settle for second best, with Billy "Buzz" Benson, aviation reporter for the Los Angeles Mercury, tooling around in Waco D-2's and Grumman F2F's.

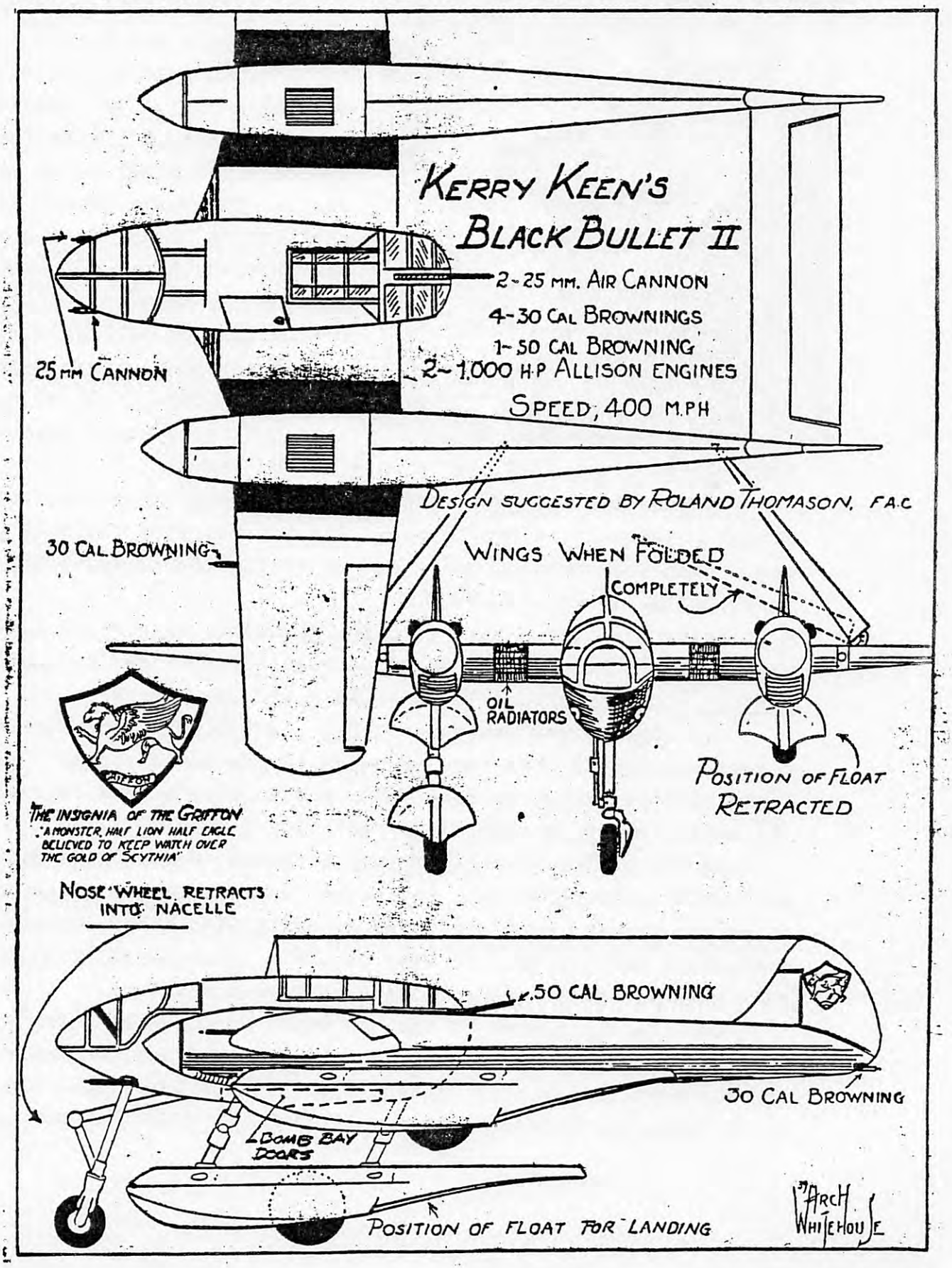
Did someone say newspaper? Let's not forget those intrepid flyers who had to work regular hours in the comic pages. Tailspin Tommy, Ace Drummond, Scorchy Smith and Hurricane Hawk swarmed around the skies, sweeping them clean of Baddies.

Barney Baxter with his trusty sidekick, Gopher Gus, rambled around the world in Barney's RXB, while the immortal Smilin' Jack, patterned on Roscoe Turner, kept our heads spinning with a bewildering cast of characters and planes. We hung in there, though--after all, you never know when you might get a glimpse of Downwind's face.

But the big cheese of the newspaper strips were Terry and the Pirates. Terry, Burma, the Dragon Lady, Big Stoop, Chopstick Joe, and the rest of the gang crossed paths year after year. Chasing South China Sea Pirates gave way to tangling with the Japanese.

# PLANS FOR KERRY KEEN'S SLEEK NEW FIGHTER

**Yes, fans, when the scarlet-masked flyer's first Bullet job crashed in the Alleghenies, a striking successor was needed in quick order. And here it is! Flying Aces Clubster Roland Thomason suggested the design. Specifications are: Length, 28 ft. 6 in.; span, 35 ft.; and height, 10 ft. 5 in. Try making a model of her!**

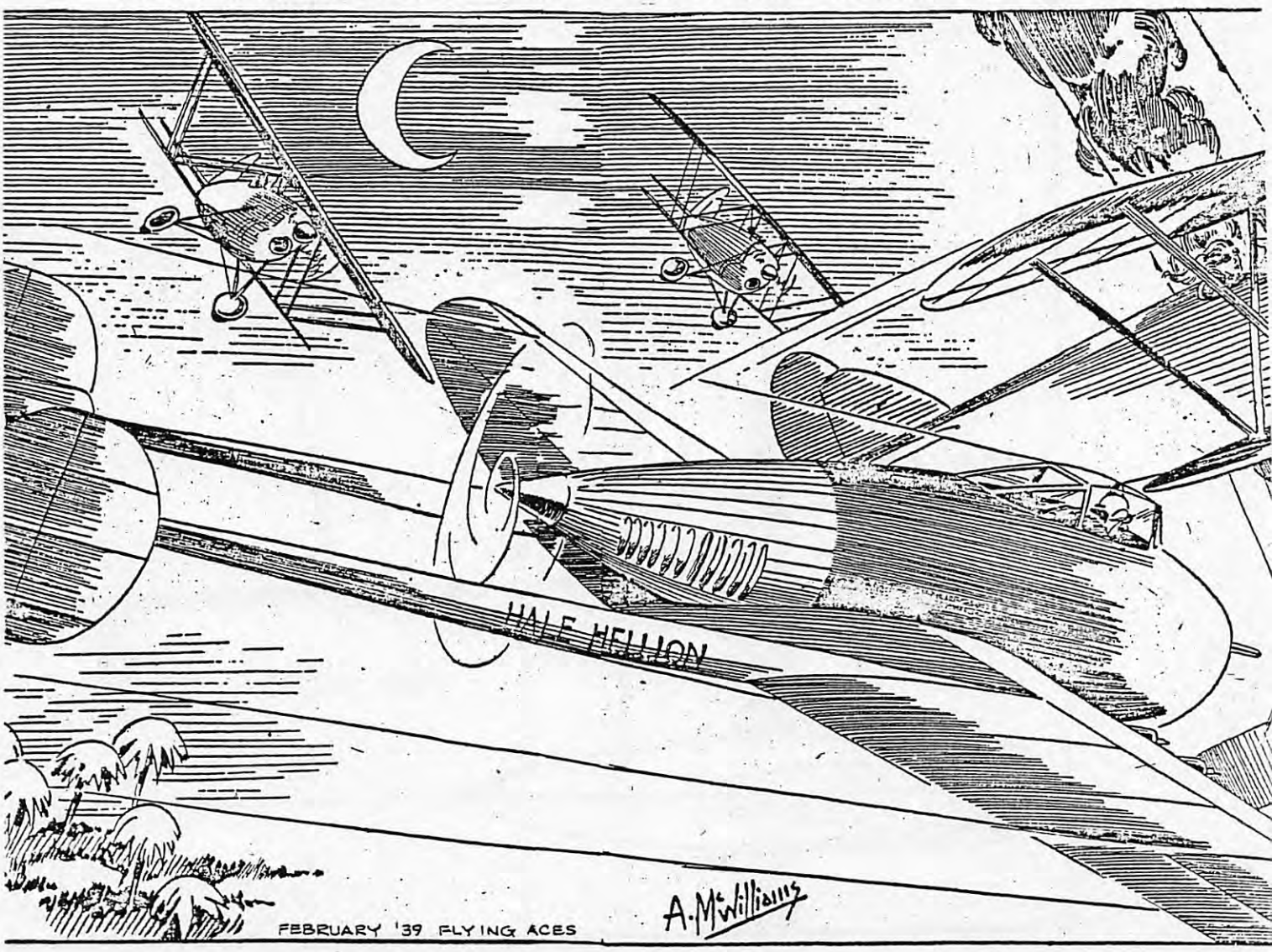


In 1946, originator Milton Caniff turned the strip over to George Wunder. The stories got stale, but nobody ever matched Wunder' fantastic rendering of aircraft sheet metal work.

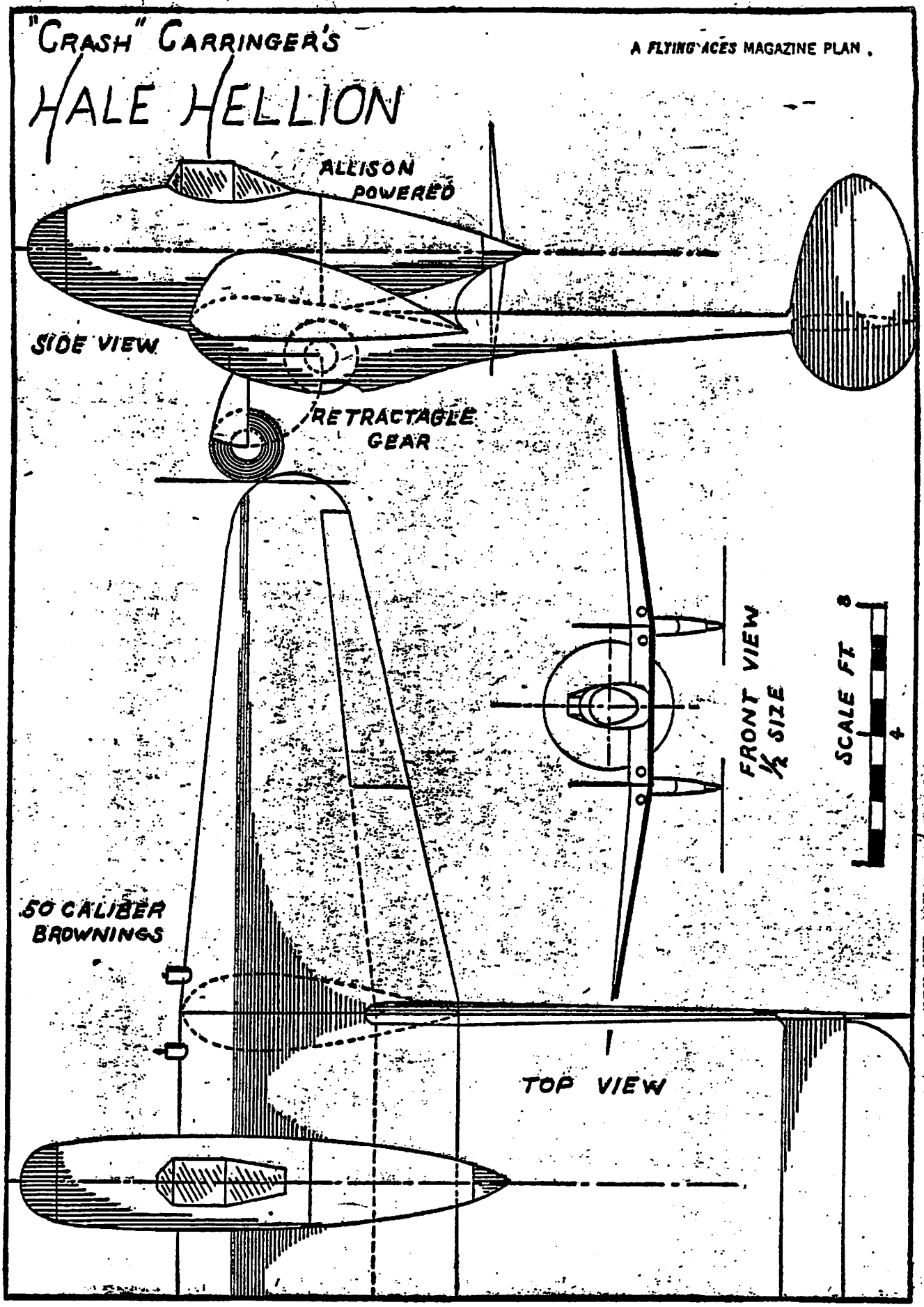
Ironically, it took the greatest air war in history to end the careers of the Pulp Pilots. We had a whole new cast of heroes now--guys named Doolittle, Kelly, Chennault, Gentile, and Bong. A few of the Pulpers tried to hang on with the Eagle Squadron and the Flying Tigers, but the days of the Magnificent Loners were over.

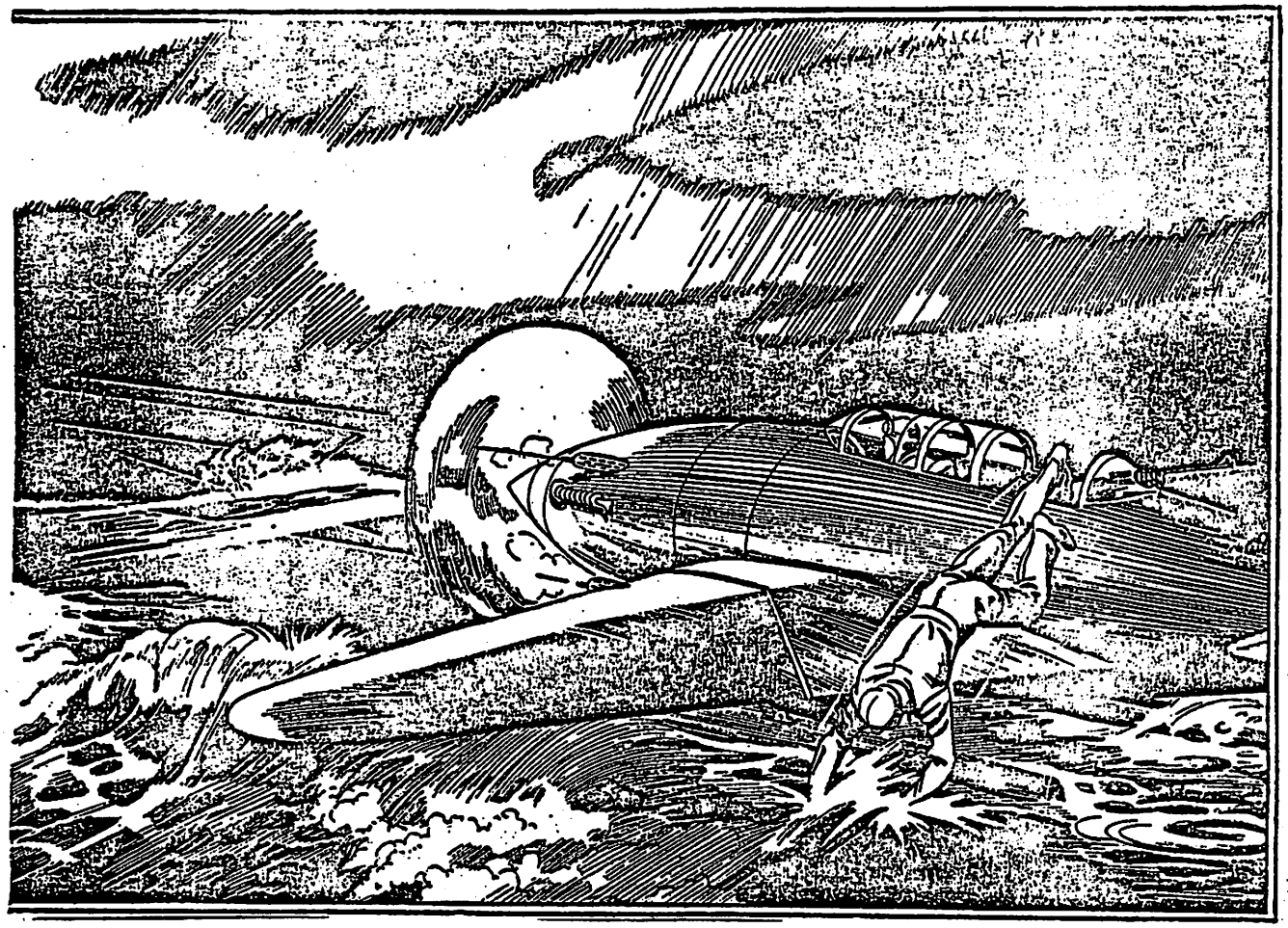
By 1945, most of them had dropped out of sight. They say Crash Carringer spent his last days playing pinochle at a nursing home in northern Connecticut. His daughter, son-in-law, and two grandchildren would visit him every other Sunday.

They also say Bill Barnes flew with a P-38 squadron in the South Pacific. When the war ended, he took a fling at the 1946 Thompson (didn't qualify) and then went to work with Pan Am, where he's now an executive. Barnes Field is now a housing development.



AND HERE'S A THREE-VIEW OF CRASH'S SHIP!





MAY '39 FLYING ACES

BLACK BULLET

It's rumored that Kerry Keen traded his ballistics expertise to a small weapons manufacturer for a sizable block of stock. When the war broke out, Keen took personal control, and the company flourished. Eventually, he sold out to a conglomerate. Now in his 80's, Keen is Chairman Emeritus. The Black Bullet II still exists, perfectly maintained, in the underground hangar at Graylands. Every so often, he goes down to the hangar, pulls on his leather helmet, and sits in the silent cockpit for a little while.

Saddest rumors of all deal with Terry Lee. Travelers returning from Macao say you'd hardly recognize him--a human wreck who spends his waking hours in one seedy dive or another, mumbling about going back to China. His old group is scattered. Only the Dragon Lady remains, and she's taking in washing to make ends meet.

At least that's what the informed sources say. But we know better. They're still alive and well, their tanks topped and their guns armed, waiting for the call.

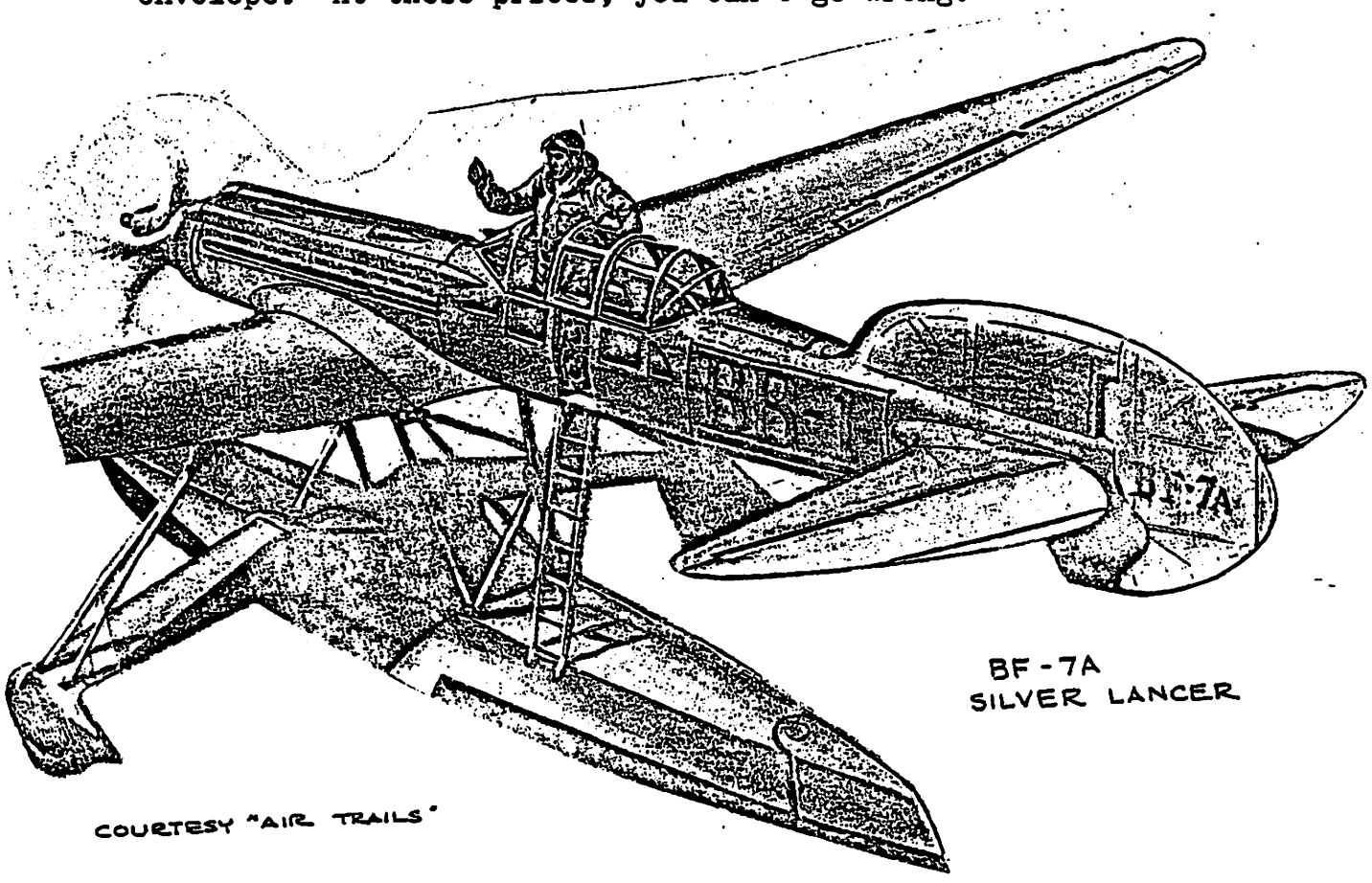


O.K., Bill Barnes fans. You sat silently through all this Kerry Keen stuff. Now it's your turn.

Gordon Codding, 3724 John L. Avenue, Kingman, AZ 86401, has a huge archive of scale drawings, including just about every Bill Barnes plane ever made--er, thought up. Gordon's plans lists are reprinted on the next two pages.

Gordon kindly sent us samples of some of the plans. The BF-1 Bumblebee is strictly a model-building project for masochists. The BF-4C Snorter bears a strong resemblance to the Black Bullet except for fixed floats and a straight wing. The BF-5C? Well, picture a Hall Bulldog with a bump cowl, floats, and a Sparrowhawk Zeppelin hook. The BF-6A Scarlet Stormer looks like a winner with its retracting floats and larger than usual vertical stab. The BF-7A Silver Lancer also has good potential if its tail feathers are enlarged. But if you just like to ogle big, magnificent drawings, treat yourself to a set on the 1/12 scale BF-4D Improved Snorter.

Gordon cautions that his prices are approximate, depending on rates prevailing at the nearest blueprint shop, 100 miles away. So, if in doubt, toss a few extra shekels in the envelope. At these prices, you can't go wrong.



BF-7A
SILVER LANCER

COURTESY "AIR TRAILS"

"Bill Barnes,Air Adventurer"...Famous Fictitious Flyers Series,
Airplanes in 1/48th Scale (1/4"-1')

BT-1 Transport,1934 design,resembles enlarged Boeing 247, Span 98",Length 66',two radial "Hurricane" diesels. $1.00(prelim.)

BT-2 Transport,1934 design,enlarged BT-1,Span 118',Length 82",first transport to have hook-on fighter plane w/BF-5A. $1.00(prelim.)

BT-3 Transport,1934 design,development of BT-2,twin-fins,Barnes V-12 diesels,smooth nose,hook-on & hangar for BF-5A. $1.00 (prelim.)

BT-4 Transport,1934 design,Span 144',Length 109'6",Height 38',twin-float,twin-fin,four engine in two nacelles,counter-rotating props, 20' wide fuselage/hangar for BF-5A. Two dwgs.30x36 & 33x37.$2.00

BF-1 Fighter,"Bumblebee",radial engine,single-seat cabin,retractable low wing & autogiro rotors over cabin,JATO pod. 25¢ (prelim)

BF-2 Fighter,"Porpoise",1934 submersible twin-float,single-seat,sea-plane,midget racer size,Barnes V-12 engine. 25¢ (prelim)

BF-3 Fighter,"Hellion",1934 huge twin-boom,twin retractable floats, four flat diesels paired to counter-rotating props,Span 112', Length 107',Height 29',hook-on & hangar BF-5A, $1.00 (prelim)

BF-4C Fighter,"Snorter",1934 twin-float model,single Barnes V-12 diesel engine,fixed wheels. 6 sheets 8x10/u-join, 75¢ (prelim)(49')

BF-4D Fighter,single-float,retractable tricycle gear,52' span,46'Length, length,last of the "Snorters". Dwg. 17x20", 60¢

BF-5A Fighter,"Eaglet",1934 single-seat hook-on for "Sandy Sandefur" parasol folding wing,Hurricane radial diesel. 15¢ (prelim)

BF-5B Fighter,similar to -5A w/gull-typw wing,outboard struts,last of "small" Eaglets. 15¢

BF-5C Fighter,"Eaglet" 1936 model,(last),28' Span,Length 26'6",Height 10'.retractable amphibious floats(twin),folding wings,hook-on assembly,100Chp twin-row radial. Dwg. 11x17 35¢

BF-6A Fighter,"Scarlet Stormer",1934,2-seat,gull-wing,twin-engine, counter-rotate props,retractable twin amphib.floats,Span 47'8", Length 35'10",Height 15'8". 5 sheets 8x10,u-join. 60¢ (prelim)

BF-7A Fighter,"Silver Lancer",1936 2-seat,twin-engine,counter-rotate props,retract.central & tip floats on stub wing,wheels in tip floats,like stretched P-51 plus. Dwg 14x25, 65¢

BF-8 Fighter "Charger",1938,multi-seat,twin Junkers "Jumo" diesels in wings (flat),twin rudders,retract trike gear,inflatable retract twin floats.Last BB design. Dwg 16x 21, 65¢

BF-5BX Fighter,"Eaglet" prototype,Span 40',Length30',Height 16'3", 830 hp Wasp twin,secret disguised model testing Stormer and other components. 4 sheets 8x10, u-join. 50¢ (prelim).

Note:BF-series being drawn at 1/12th scale for flying model use, write for data.Gordon Codding, 3724 John L. Ave.,Kingman,Arizona 86401.

"Bill Barnes, Air Adventurer"...Famous Fictitious Flyers Series, Airplanes in 1/12th scale (1"-1')

"Improved Snorter, BF-4D", 52" span, 45½" long, scale outline with framework for rubber band power useing counter-rotating propellers. Two drawings 24"x57",all ribs,formers,etc,working landing gear. $3.50

"Eaglet BF-5C","Sandy's Eaglet",28" span,27" long,scale outline with framework for homebuilt lightplane design-study useing Warner "Super Scarab" 7 cylinder radial of 110 hp (or equivalent). Twin retracting floats,folding wings(optional)special C.G. trim system.36"x40",$2.00

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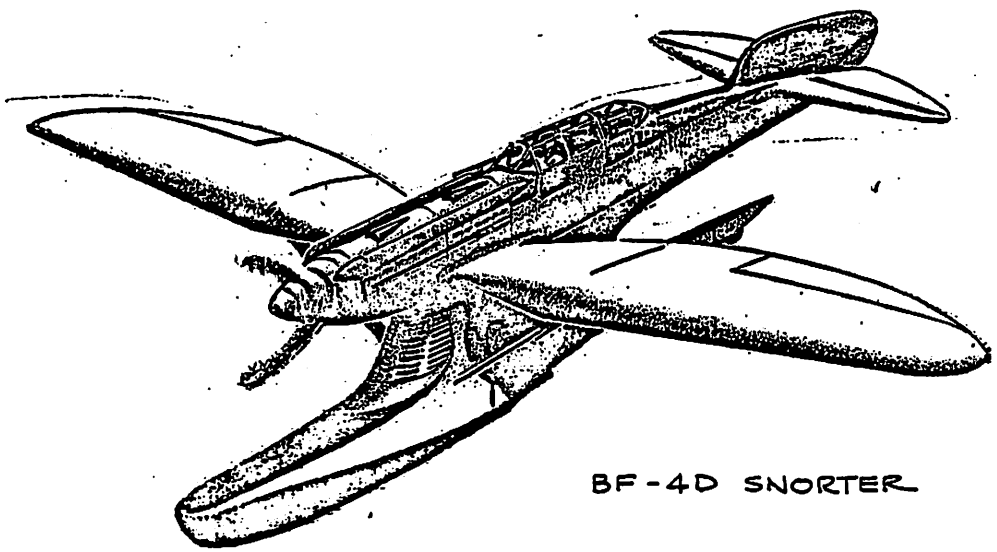
"Bumblebee BF-1",1934 first Barnes plane,26" span,23½" long,scale outline with details of special mechanisms.Cabin fighter with retractable wings, retractable four-blade autogiro rotor,JATO rocket pod under belly,radial engine.(Preliminary dwgs) 30"x48"(2), $3.50

"Snorter,BF-4X,-4A,-4A Production", 36" span, 31"/33" long.Scale outlines with framework for rubber band power.Preliminary dwgs. cover development of this plane from single-seat land plane (semi-Curtiss P-31 style) to two-seat semi-amphibian with single float and flotation wheel pants as sponsons.Radial and V-12 engines.30"x48"(2),$3.50

"Snorter,BF-4B, -4C, -4CX",36" span, 41" long, scale outline with framework for rubber band power.Twin amphibious floats,wire-braced taper or constant-chord wing,regular & "Barnes" tail. Dwgs cover development this plane through several modifications(preliminary) Dwgs. 30"x48"(2),30"x54"(1) $3.50

"Eaglet BF-5B",("The Small Eaglet"),26" span,20" long,scale outline shows influence of Curtiss F9C in gull-type upper wing applied to Eaglet monoplane.Preliminary dwg. for homebuilt design study.36"x36",$1.50

"Scarlet Stormer,BF-6A",46" span,34" long,near-scale outline with framework for rubber band power,also full-scale "possible" to develop engine,mounts,etc.,strictly preliminary/development study.Three dwgs 30"x48", $3.50



BF-4D SNORTER

COURTESY "AIR TRAILS"

ing overhead. Keen and O'Dare managed to escape the disintegrating craft as it plunged into the heavily wooded Allegheny Mountains.

The Black Bullet's career was ended, but its name lived on. Shortly after the Bullet's demise, the Griffon appropriated one of two existing prototypes of the Doyal "Destroyer", a twin-engine, two-seat fighter-bomber then undergoing testing. Renamed the Black Bullet II, the Doyal fighter carried on in the tradition of its illustrious forebear.

© Pebbles Colony, 1939

**SPECIFICATION - The Black Bullet**

Two-seat, single-engine, low-wing amphibian monoplane. All-Duralumin monocoque fuselage. Duralumin-skinned wings and tail surfaces. Twin retractable Alclad floats of Whitehouse Patented Two-Step design, with water rudders. Main landing wheels located in watertight boxes in the bottoms of the floats. Wings can be folded flat against fuselage sides for storage beneath rock gardens and other tight spaces.

*Powerplant:* Avia W-44 18 cylinder W-type liquid-cooled engine developing 1000 hp. Equipped with Viet pressure starter and three-bladed adjustable pitch propeller, 11 ft in diameter. Engine carburetted to burn Avgat or O'Doul's Dew. Each bank of cylinders is equipped with a Skoda muffler.

*Dimensions:* Wing span 36 ft, Overall length 30 ft, Height to top of fin, 13 ft 10 in. Wing incidence 0°, Dihedral 0°. Undercarriage track 9 ft. Length of floats 19 ft 6 in.

*Performance:* Maximum speed 350 mph, cruising speed 290 mph.

*Armament:* Two forward-firing 7.5 mm Darne machine guns in the fuselage cowling, two 7.5 mm Chatellerault machine guns in the wings, firing outside the airscrew arc, two .30 caliber Colt-Browning machine guns on a flexible mount in the rear cockpit, and one fixed, rearward-firing 7.5 mm Chatellerault machine gun mounted in the tailwheel fairing.

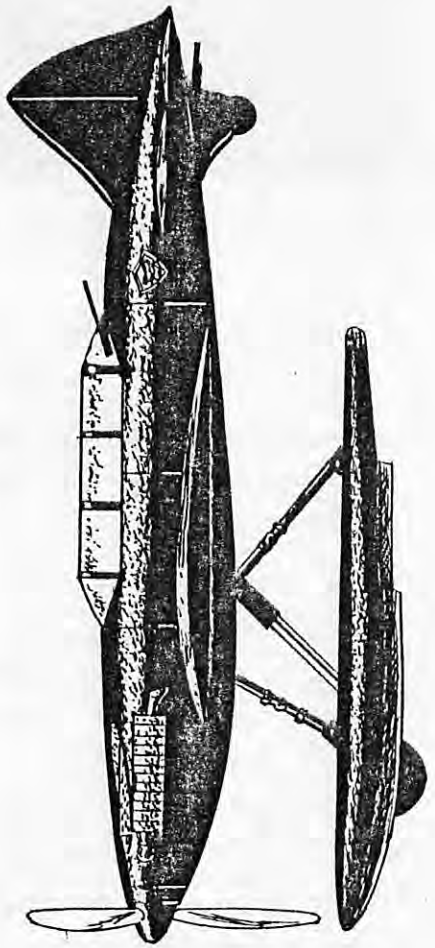
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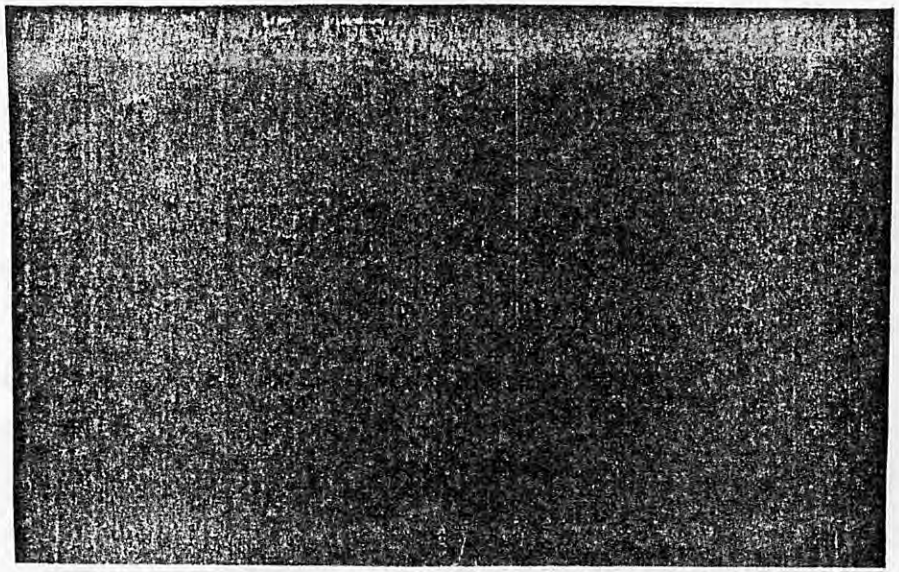
PRIFOLE PUBLICATIONS

# The Griffon's Black Bullet

NUMBER 976
RETAIL PRICE
UNITED KINGDOM TWO BOB
COLONIES & CANADA, EH?
FOUR BITS

← yucky magenta





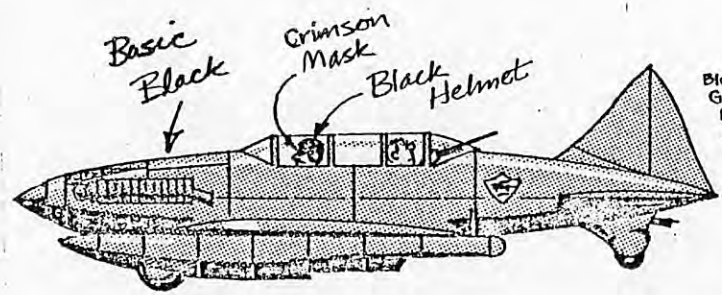
*The Black Bullet in flight. This rare night-time photograph shows off its flat black camouflage to good advantage.*
(Photo: Drury Lang collection)

# The Griffon's Black Bullet

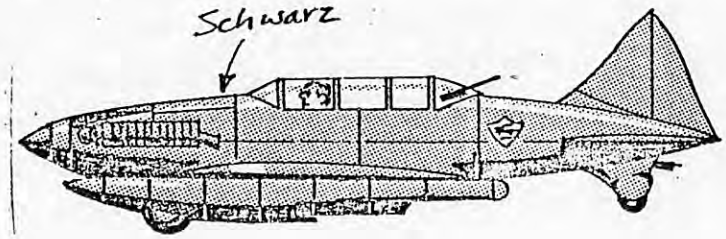
**by Pebbles Colony**

The 1930's saw the explosive growth of air travel and transport and, regrettably, the use of aircraft as a tool of the Dark Forces of the World. Fortunately, a few intrepid adventurers also took to the air to keep the world safe. Operating on the fringes of the law, they relied on their wits, courage, and technical skills to thwart the designs of crime syndicates, power-mad dictators and evil secret societies.

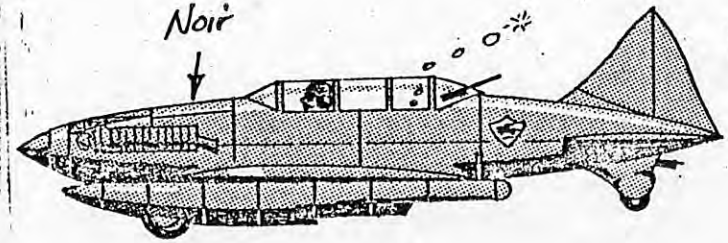
One of the best-known of these heroes was the Griffon, in public life Kerry Keen, sophisticated raconteur, man-about-town, and ballistics expert. Aided by his gentleman's gentleman/tail gunner, Barney O'Dare, the Griffon



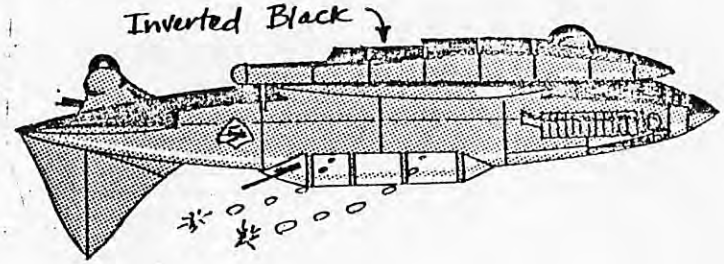

Black Bullet with the Griffon piloting and Barney O'Dare manning rear guns.




Black Bullet with Barney O'Dare piloting and the Griffon suspended from his parachute (not in view).



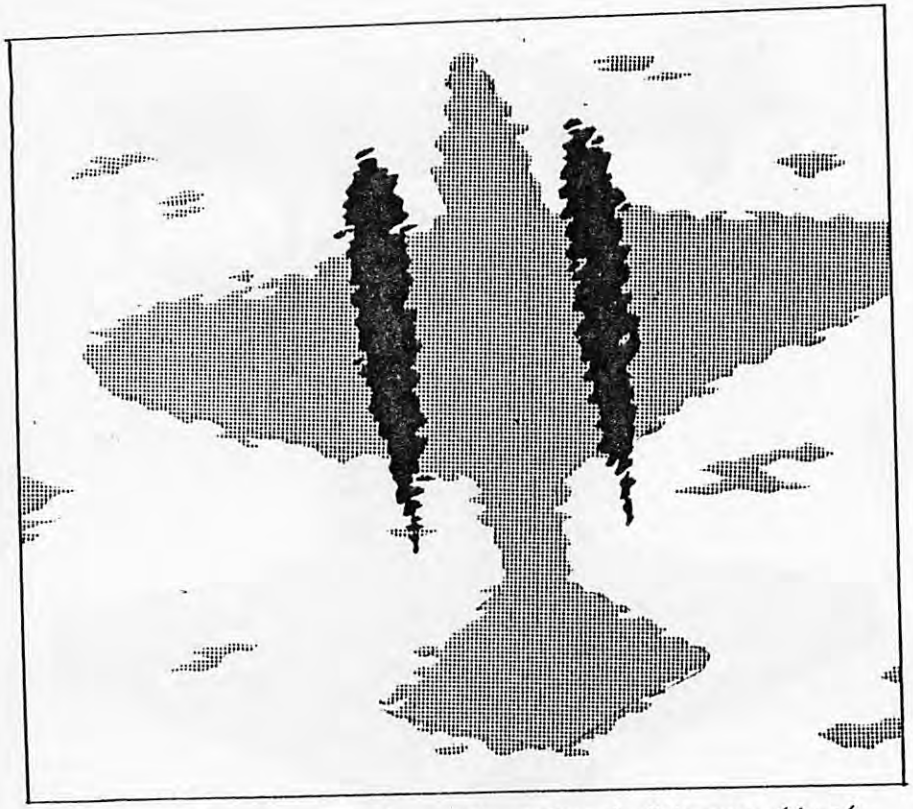

Black Bullet with the Griffon piloting, Barney O'Dare and a case of O'Doul's Dew in the rear cockpit.




Black Bullet with the Griffon & a case of '98 Moët et Chandon in the front cockpit, Barney O'Dare and a case of O'Doul's Dew in the rear cockpit.

© RRICHARRD —.

EVER WONDER WHY THE ARTISTS' SIGNATURES ARE THE ONLY WORDS PRINTED LARGE ENOUGH TO READ?



*Taken by Drury Lang in Long Island Sound, this exceptional photograph is the only known view of the underside of the Black Bullet. Lang was a Federal Agent & pioneer scuba diver.*

Corporation. In the years that followed, the Griffon roamed the Eastern Seaboard seeking out evil-doers and bringing them to justice. Despite numerous close brushes with disaster, the Black Bullet's speed, maneuverability and firepower invariably saved the day.

Fate caught up with the Black Bullet, however. In September 1939, it was destroyed by a thermite bomb suspended from a plane flyswept dozens of evil-doers from the skies, land and seas around his Graylands, Long Island base.

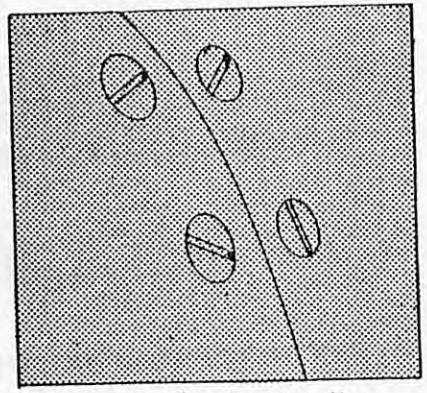
THE BLACK BULLET DESCRIBED

Under great secrecy, Keen commissioned a private builder to construct the Black Bullet. An all-metal low-wing cantilever monoplane, the Black Bullet was an amphibian, but the floats could be retracted against the fuselage. Powered by the recently-developed Avia W-44 1000 hp engine, the two-seater posessed performance far in excess of any contemporary military types. To aid clandestine operations, the engine's exhaust could be diverted through Skoda mufflers, and the plane was painted low visibility black.

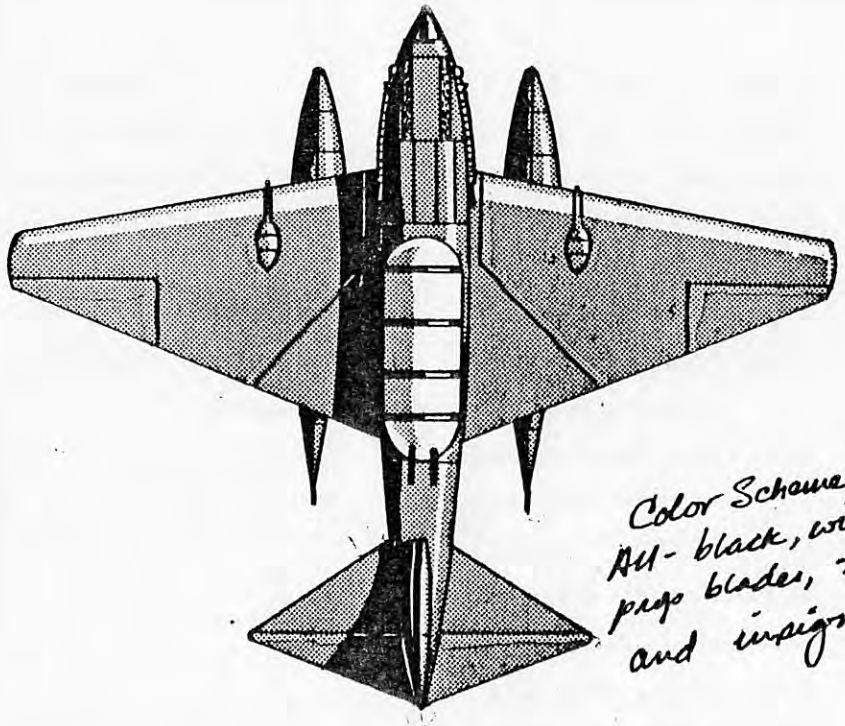
Armament was exceptionally heavy by the standards of the day--four forward-firing and three rearward-firing machine guns.

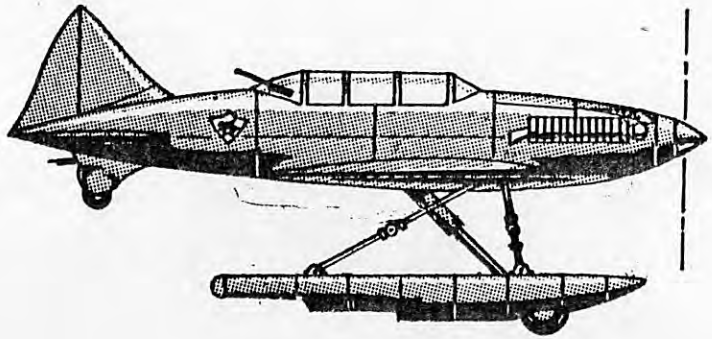
THE BLACK BULLET IN ACTION

Little is known about the early activities of the Griffon and his Black Bullet, but by June 1935 they had come to national attention by upsetting a plot to destroy The Gervais Aircraft

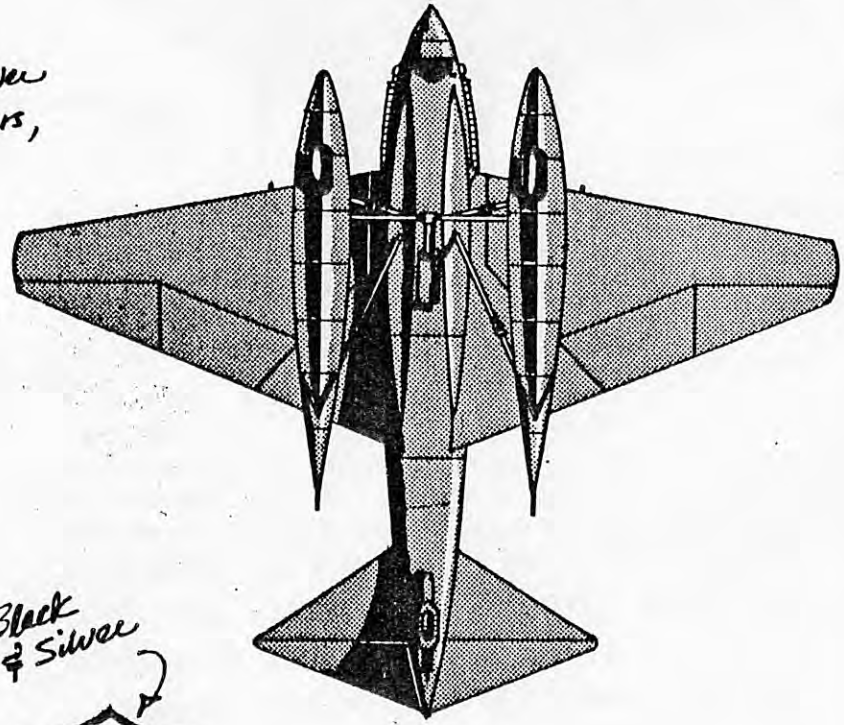


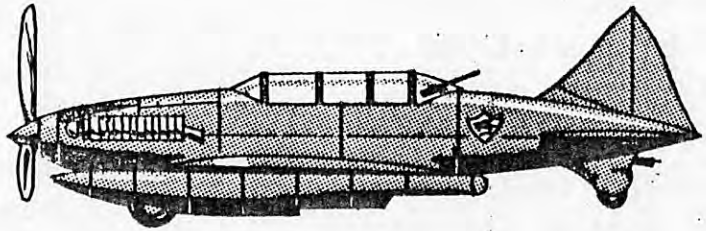
*Close-up showing cowling panel details*
(Photo: Drury Lang Collection)



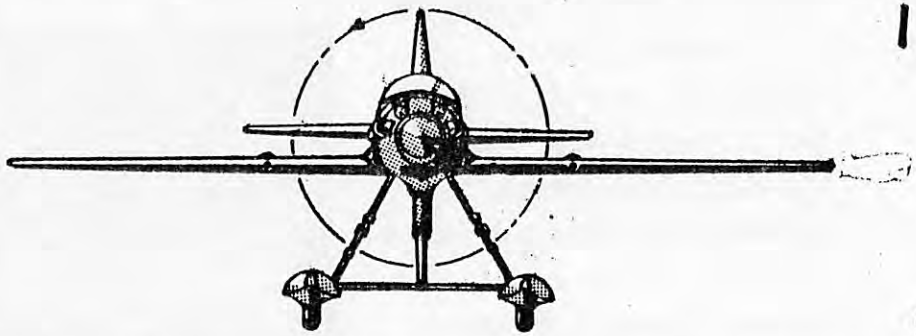


Color Scheme:
All-black, with silver prop blades, mufflers, and insignia.



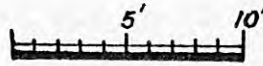


Black & Silver





Fuselage Insignia




Ⓤ R. LEE BENNETT MPG, LSMFT, A&P

# CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

CROSSWINDS, R. BROWN
4909 N. Sedgewick
Lyndhurst, Ohio 441

FLAT HATIN' ON PULP PURSUITS




*This insignia, designed by Artist Henry Lunardi, Keeper of the Log for Philadelphia's F.A.C. Skull Squadron, was recently chosen as the unit's official emblem. Quite sinister looking eh?*

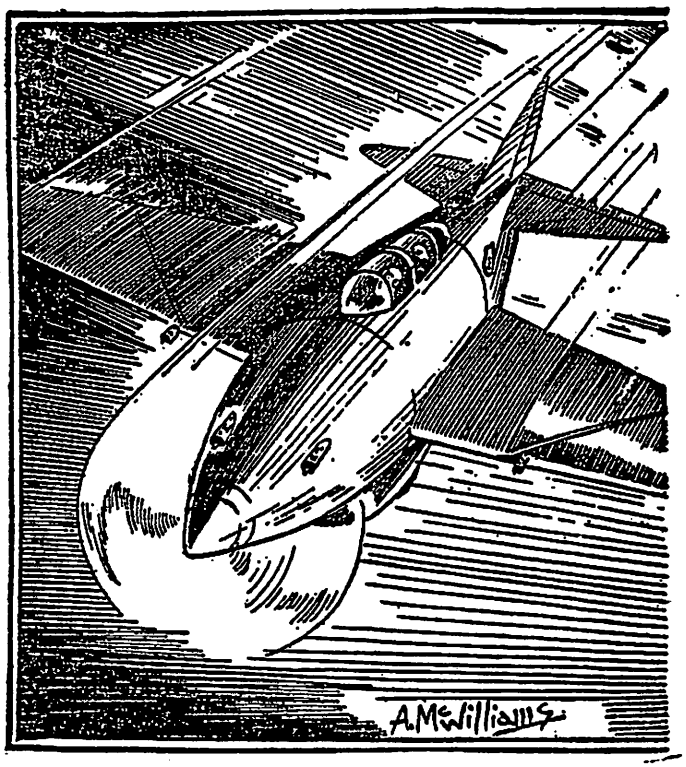
Bad Guy Squadron beware! Bennet's dream ( or nightmare) takes shape as the Arch Whitehouse design Black Bullet I for the lighter delights of The Griffon's Groopies. "Another fine mess you've gotten us into" as Editor/ flier Dick Bennet fans the embers of another hot bed of flying forms. The CFFS meeting at Blue Fox Base came to a screetch -in' halt as we all zoomed in on the select drawings of pulp pursuits from Gordon Coddings' Model Museum out at 3724 John L. Ave. Kingman, Arizona 86401. Quite a selection for expanded production in the ever expanding underground network of FAC factories. "Another fine mess" only that we have ever so many events to fly now. Tough to keep up for all. Happy daze and building nights too; the fearless leaders of FAC GHQ have long encouraged builders to firm up designers' paper dreams for flying in FAC action. With a good shot of dihedral for courage, and all the 3-view details plus points, this CROSSWINDS Black Bullet can be a real competitive FAC flying machine. Even the scale judges will be favorably impressed, as we only take "nasty pills" for those other rule book events. Haw-aw-w-w-w.
All ahead! Break out the Jim Jones Striper and cut a frame. Lotza time to get in trim before the big show at FAC NATS III.

SCARLET MASKED GRIFFON FLIES AGAIN

FLASH BACK '81

Mid summer, Central Sector fliers took a X-country hop up to the Canadian Nationals for a weeks flying with our Canadian hosts. Fear of corn-a-phobia on site was cured a bit by hasty CD action, re-locating to a short crop farm site, with the big green plane eating weed off a bit down runway. Michigan and Ohio turned out with the Toronto guys for FAC scored FFS events. Un official event participation was a bit low, as a " dismount"of the Canadian Postal riders prevented a spread of news. BGS strikes again?
The gals' dorm at Agg. School was new, and I would'a' gone just for the beer. Haw-aw-w-w-w-w. Even HUNG was under wraps as the wind and rain blew in after flying hours. The second scale day was brisk, but flyable. Gas FAC Scale rallied up a nice variety of planes, with Warren Weisenbach's winning Ramsey Bathtub out flying the Dick Woodward BROWN $CO_2$ powered Sopwith $1\frac{1}{2}$ Strutter, a good gas powered Cub, and a too too scale like flying ( hop-skip-sink) gas pusher Republic Seabee by Chuck Schobloher. The Toronto WW II FAC Combat event much entertainment in knocking out some good flying entries. The semi-final spotters had Jack McGillivray in a Heinkel 100D down last. with Gordon Roberts Boulton Paul Defiant out lasting Robert Gordon's long nose Focke-Wulf. Gordon Roberts-Robert Gordon just like a '47 Studebaker, and they all fly alike! Soak your fuse in gin and try agin. In the same round, Jack watched the Heinkel go far over the big ditch and deep into corn. Oh no! that same green Heinkel he lost in trees at Cleveland was hiding in corn with a final round to go. Jack had his experienced Wakefield eye line on it, and the search was on.

FLAT HATIN' ON PULP PURSUITS CONT'D.




One big dummy tested the ditch for size, and found it a silly little meter too wide & wet. Well I almost made it. No time to waste lookin' for dry crossings with the final round a waitin'. A wet fox for sure, but back to the line of sight and on in with pogo hops through the high corn to keep on line.
Wow! Holy McGillicutys, there it is, an ughly green thing, too bad to loose. Haw-aw-w-w-w-w. Sorry, Gordon, but we got you a real tough kraut to tangle with for that kanonne.
This is it. Wind 'em up, wait for that calm gust and off they go. Up and up, 'round and 'round 'till it's hard to tell which is which. Both come down in the open, short of the corn. It was the Defiant down last by a very few seconds. Congratulations Air Marshall Roberts. Good Show.

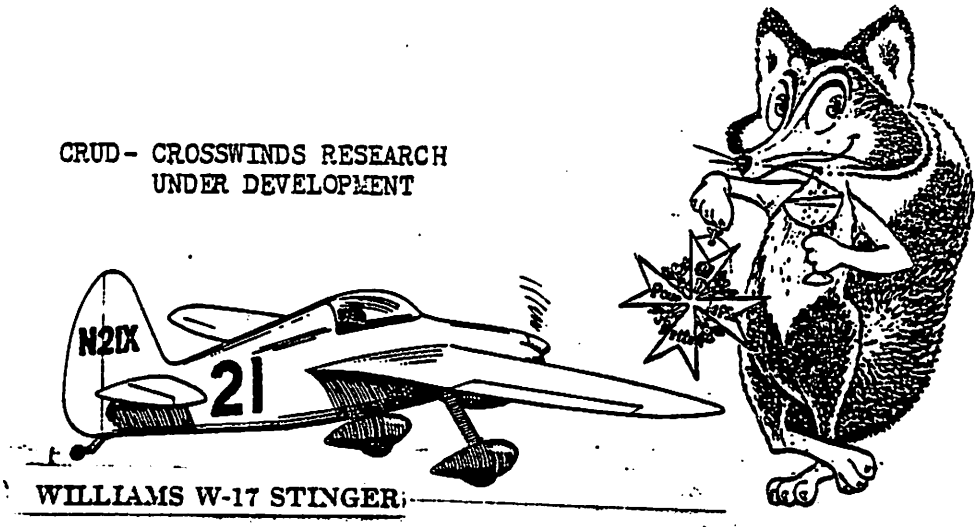
Jack Moses won Jumbo with the big zebra P-51B. Gordon Roberts scored a K-K-K with wins in Embryo Endurance and in FAC Scale with the Chambermaid. Ralph Kuenz Folkerts SK-2 from the RACE WINGS Plan won Peanut Scale with a super long flight. 'At a boy 'Sox. SKs fly good. Canada Nat's will go West for '82.

CLANKING AND GRINDING AT CANTON

Sunshine and a light breeze favored Dogpatch Field for Don Assel's annual Canton Meet. WW II Combat attracted a mele of types, with the early betting odds from Vegas favoring the dynamic duo from Erie's Hellcat Squadron Lin Reichel and Ross Mayo. Like the Fokkers & Messerschmitts, both them Hellcats flew Heinkel 100s. Round by round the music of winders played, and when it stopped,a pilot was shot off his seat. First a Zero, then the little green Yak-3 flown by G-8. Now Mike Zands' winter white Il Strumovik "froze up" and out. Along the way, Fearless leader Reichel's flat hatted the field and tried to level a wire mesh fence. The fence won that round, taking off a wing. Even with out Lin's green thing. an all Heinkel pair survived for the final duel. Erie brave Ross Mayo's Fly Line He 100 D was still in there to tangle with a curvic Hungarian yellow tail He 112 B from the 20 inch span Golden Age Reproductions Kit crewed by Russ Brown. Up and away into the now turbulent air; this time the curves pleased Hung for a longer look at this new blonde (yellow nose) as he smacked down the straight line Heinkel. A victory roll was her un-dooing in this "smashing" victory. Back to base for repairs, she will fly onin Old Timer Kit action at Erie. Shake, rattle, and rotate; Ross Mayo had much better luck in Peanut Scale with the good flying Dayton Wright Racer. A war woop noise during wind up was actually a death chant by his iron case winder, which put out a frantic chatter at half winds. A quick switch to a plastic case cranker got Ross the turns for his top total time. Ross missed out on the prize Gaylord 6.7/1 winders CFFS offered at WPAFB, and still may be looking for a better crank.

Ah! there's good news for Indoors fliers, as the new 16/1 ratio MARK I winder from R.M.S. TOOLING is in production. This is a good looking winder in the popular 16/1 ratio group. The case is a tidy black hockey puck shape at 2½ inch dia by 3/4 inch thick, and has a few cranks to turns numbers on the case. Along with the winder comes a warning, not to wind over one loop of 1/8" SIG. Just to check that out, a loop the thicker 1/8" FAI X 1mm was cranked up. At about 3/4 max turns, the winder just didn't want to go around. No harm to the Mark I apparently by this one time overload, but the leverage just isn't there for larger motors. On 3/32" and under FAI or Pirelli, the MARK I will do just fine. $11.95 at your hobby shop. As of this issue, I don't know if Majestic Models will be stocking them with the Kiel Kraft Kit line; If you can't find one, Blue Fox Base can get you one via UPS.

CRUD- CROSSWINDS RESEARCH
UNDER DEVELOPMENT




WILLIAMS W-17 STINGER

RUSS BROWN
BLUE FOX BASE
4909 NO. SEDGEWICK
LYNDHURST, OHIO 44124

At Canton, designer/flier Bob Howard consigned us a delightfully bold Old Timer 24 inch wingspan radial style kit model of NR-321, the MONSOON 800. This red and yellow tissue trim bump cowl racer is a two holer with a bit of Gee Bee Y, Wedell-Williams, and a Heath Parasol shape stab. Bob said the kit box was from way down state. The late Norm Schaufle made it many years ago, along with a Cleveland Itsy-Bitsy FF turned over to Don Assel. How does that rub your recall button skysters?

Next issue of CROSSWINDS QUARTERLY the editorial hat goes to Mike Zand at 7055 Seven Hills Blvd. Seven Hills, Ohio 44131 and Dick Woodward 4818 Maplecrest Parma,Oh 44134. Mike has a notion to feature a $CO_2$ power theme. Ed Toner has been helpful here, and Woody has won a couple of the O.T. Replica Precision time events. Ichiro Yamada now handles the Czech Modela $CO_2$ motor. This larger mill is big enough for 36" or so size wings- about right for .020 Gas O.T.Replicas or 24-30 in. O.T. Scale. The 7" dia prop runs about 25 seconds. Just about right for a 50 second target flight. Mike is working on a Toner Kit American Ace.



Dave Pishnery has a 20" span Polikarpov I-16 ready to roll ( roll out the barrel) for BROWN or Telco power. This is a good looking Mosca or Rata drawing from Air Enthusiast Quarterly One data.

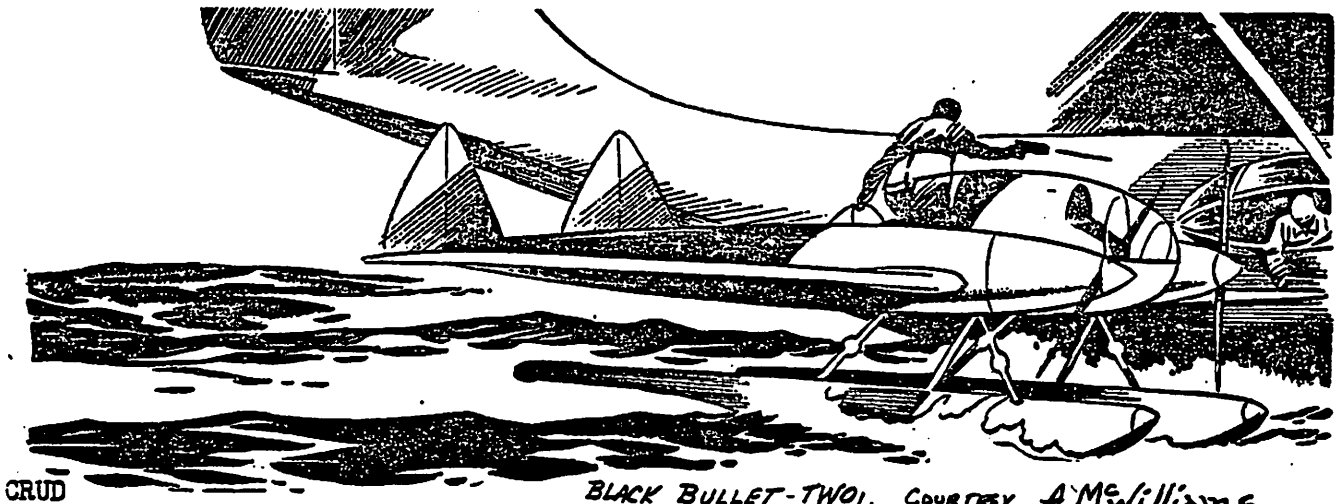
Bob Howard gave X-Winds a 21 inch drawing of the Russky UT-2M for another Red subject. Sweep back wings and a big tail here.

Vic Nippert, who drew the Long Midget Peanut, sent in a 1/2 inch/ft. drawing (18") Kingfisher on wheels plan. Lets check with our Czech leader Ing. Lubomir Koutny and see if he wants to add his on float Peanut Scale Kingfisher as a feature theme. CFFS will fly R.O.W.'82.

Neville Coldrick in Liverpool U.K. sent in a big 36 inch span twin $CO_2$ power dH Rapide bipe plan of his latest mind shaker. Too big to use at present, but can offer copies if you really want to build one. Neville likes big bipes (Heyford); has Gas Bristol Bulldog too.

Another big plan is Dave Pishnery's French Alb. Tri-Avion, but we didn't get any color feed to back it up. Sorry guys. Likewise in Moth balls for lack of colors is the Phillips CT ( Cirrus Trainer?) biplane built by California AERONEER team. Went back through the old F.A.s here looking for Arch Whitehouse material, and saw a photo of that Mercury Monsoon we need colors for. Now with a dark or black trim stripe and maybe yet another color insert in the stripe. Pity we don't have these colors, as this may be the best combination of nose length and gear up biplanes. The Monsoon is really a French engine with overseas sales.

With every issue of SPORT AVIATION there is more inspiration for subjects to build. We should be able to keep plenty of original material up front here. Re-runs are for TV Nes Paw? You can get much of the old plans from Gordon Codding, Golden Age, and John Pond.



CRUD BLACK BULLET-TWO bis. Courtesy A.McWilliams

Bill Hannan reports the RAE Hurricane of '23 Lympne Races era is silver with black codes and race number. Bill has a model of this in the works. You're sure go'na like that one!

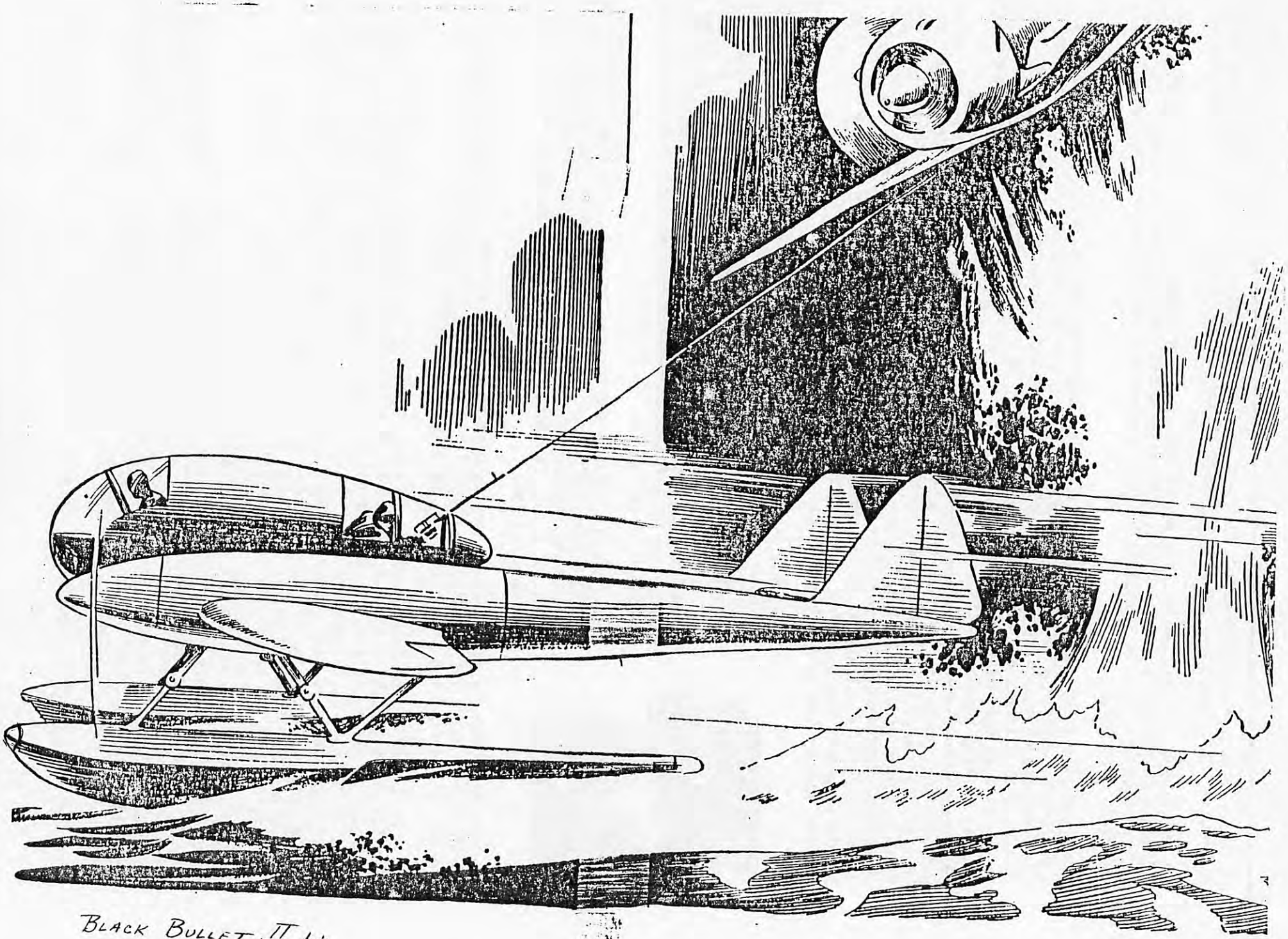
Fat li'l FIAT G-50 builders will want Dec.'81 Scale Models for good and gaudy Finnish colors. SCALE MODELS ran WW I Austro-Hungarian colors on the Hansa, Phonix, and Alb. DIII Sept & Nov '81. Lots of WW I material. Back issues are at PAM News. J.J. Daileda at 4314 W. 238 St. Torrance CA.90505. A MAP SCALE MODELS subscription is ± 10.7 or a special high price of $26. overseas! AEROMODELLER Dec. '81 has a Jumbo parasol F.R.E.D., not quite big enough big enough for Eric Clutton to sit in, but then, he has the big original to fly. Hope to see Eric again soon. He was over from England at FAC NATS Mk. II time. '81, Feb. AERO MODELLER presents the E. Fillon peanut version of the Hegy "Chuparosa". Builders of the Don Brown version from Dean McInnes will want to look at this for a box frame and marking. It is a very attractive presentation of a bright red bipe with personality. Subscribers via Model & Allied Publications Ltd. P.O. Box 35, Bridge Street, Hemel Hempstead Hertfordshire HP1 1EE are ± 10, ± 11 overseas, or $25./. Don't get ripped off here on the exchange. At under $1.90 to the Pound all Fall, others get it for under $21/ year. Come many moons or May Day we dab on war paint and march on Bill Deans for a "Boston tea party" Haw-aw-w-w-w.

ERIN GO BRAh less ; Fly more in red and silver S.E.5A. The Mike Keep views of the Irish Air Corps July '81 issue of Scale Aircraft Modelling has irresistible color and markings. Just picture a bright red fuselage S.E.5A, A black body AVRO or Miles, and an apple green Gladiator; all with silver wings and tails. Then orange, white and green markings. Wow! Love it.love it.love it. Lots of Jet markings, but enough Prop planes to keep it good. Send in to Alan W. Hall (Pub.) Ltd. 226 High Street Berkhamsted, Herts HP4 1AD ENGLAND ± 14 U.K., ± 15 ALL OVER WORLD EXCEPT U.S. $38 and CANADA $45. Sorry 'bout that Canada; U.S. too. Check Bill Deans Ltd. 166-41 Powells Cove Blvd, Whitestone N.Y. 11357 or call (212) 767-6632 for back issues. Take your tomahawk and feathers too. Haw -aw-w-w-w-w. We should subscribe to Bermuda and have'em air delivered to Doc Martin with the grass drop.

Dave Diels of Box 101 Woodville OH 43469 offered CROSSWINDS his new Blackburn Firebrand peanut plan. So kind. Thanks, but since both guys who read all this can get it now for onlytwo bucks, lets get it from Dave instead of here. Daves' Brewster SB2A-2 Bermuda is a choice WW II Peanut Combat subject. Now working on a Buffalo, Dave is stuck in Brewster. ( Me too, working on two!). In draft phase is a Fairey Fulmar. Air En. Q. had coverage on this. Dave was tickeled Army pink to get his Spearfish and Vultee P-66 peanuts in flying trim. Yes it is a whole lot of fun to see your craft carving a hole in near sky. Lets get out to the contests Dave,and fly with the whole gang!



So sorry to report the Detroiten geschwader for flying without their canopies. vonRottensox ordered and paid for a batch from that Indy Model plan and kit supply. And we asked too. Bad Guy Squadron again!



BLACK BULLET II bis

At times, like now, words will not flow.Writing is inadequate. Nostalgia rules as reality is tempered by reflection. Two dear devotees to the checker flag--- climb the home pylon.

Joe Baechle, Aero historian, a founder and editor of the American Air Racing Society was killed in Salt Lake City by an unattentive buss driver turning right on a red light. Joe's dedicated efforts will be sustained by Rudy Profant and fellows, now at 4060 W. 158th St. Cleveland Ohio 44135.

Bob Downey, So skilled-so strong- such a shock. But going fast with his flying boots on. Bob's latest Formula I racer Stinger broke down and in after a practice pylon turn at Reno. A leader both on and off the course, Bob will be fondly remembered by those of us so very fortunate to meet him and enjoy his dramatic fast and low route to the checker flag. Bob leaves us with universal good advice on the dash of Ol'e Tiger " to go faster loose weight" Thanks. we will remember.

Rudy Profant has detail plans of the Hall Springfield Bulldog, 3 sh/$7.50 and the Marcoux Bromberg '36 racer 2sh/$5 or '37 2sh/$5 for Thompson Race fans and Joe Baechle's favorite Miles & Atwood at $2.50 or the Chester Jeep '33 to final 3sh/ $7.50. Almost lost Rudy off CROSSWINDS LIST when the Post Office stamped a non delivered C.O.A. curse on his copy. Not So! Rudy is still active at the same 4060 W.158th St. Cleveland OH 44135 address. Bill Hannan says Rudy has a film of Granger Williams flying the Gee Bee Z. WE'll have to ask Rudy to show movies at a CFFS meeting.



We hooked up with Rex Kay, retired to 3004 Hopi Trail, Alamogordo NM 88310 , and bought up a collection of magazines for CROSSWINDS use. Rex still has many MAN '60-'75(14), FLYING MODELS '64-'79(125), AAM '70-'75(29), and MODEL BUILDER'72-'79(42) to fill in your sets. Send for his list. Rex builds solids and colors Fok. D VII views. I owe him a letter. He is not alone; am over 6 Mo. behind on mail. Really want to get back to you all, but must get this out and then get going to set up the '82 schedule.

Thanks to the readers who thought to send in the annual $10 offering to CROSSWINDS. I'll try and slip a few notes in this mailing and hope the renewal number hint on the address is extended another 4 to about #63 Or so. Newsletter time is a frantic push to get over 400 together and out.

As '82 ticks down, wish we were on way to Dean McInnes's big meet in still hot Florida. Between Snow balls and oranges, the choice is oranges Nes Paw? Out West Dave Smith has a meet in Phoenix, and things are heating up North and North West too.

We want to set up the local schedule in good formation with Detroit, Erie. Toronto, and the big FAC NATS III. Richard Smith has Wright Field dates requested. Subject to WPAFB approval we may be able to fly Sat. practice & Sun. contest dates: May 29,30; June 19,20; Aug. 21,22; Sept 11,12; and Oct 2,3. AS YOU WERE: USE OF WPAFB IS NOT APPROVED AND IN DOUBT.
CFFS January,'82 Pot Luck Dinner Meeting & Scraps Fly at Gordon Roberts, party center room.
The Spring schedule has CFFS and all looking at Feb.28 or April 4 for an outdoor meet. IS 3/28
The Erie Indoor Snowbird is Mar. 7 at Edinboro St. Pa..
Mar 13,14,15 is the Annual CAS Indoor Static show at Randall Mall, Warrensville, Oh.
April 2 ,3,4 is the Toledo Weak Signals Trade Show.
Thurs. April 22 is a Delta Dart building program in Parma. Mike Zand CD.
CFFS contest dates are yet to be sanctioned. May 23 at LCCC is a good bet.
May 30 at WPAFB, Dayton Buzzards may offer FAC Dayton Sector Skirmish. ALERT: WPAFB SITE IS UNCONFIRMED FOR
June 6 & 13 may be good dates for Toronto Canada and Erie, Pa FAC FF.
June 20 at WPAFB is usually the CFFS FAC Wright Races at C.I.A. O.T. Meet. → ISSUE IN DOUBT 1/82
June 12-19 is the Indoor week at West Baden In. AMA Nats, VII SNART, & 24 Hr. Peanut Proxy.
July 3,4,5 is S.A.M. Champs at Westover AFB, Chicopee. Ma. to be confirmed.

JULY 16,17,18 FAC NAT'S MK. III at Johnsville NATC, Warminster, Pa. Build, fly, win! FACeee!