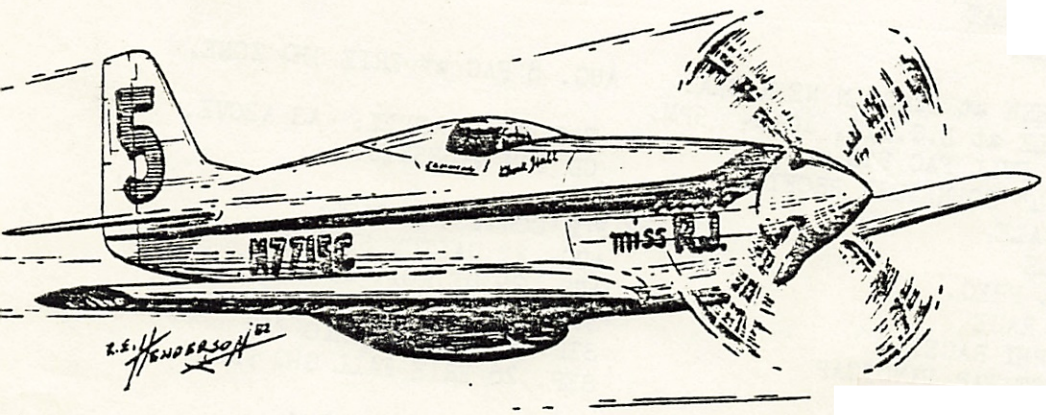
CROSSWINDS

ISSUE 64 1Q '82



TRW TM 2833
23555 EUCLID AVENUE
CLEVELAND, OHIO 44117



1982 CALENDAR

Sun. June 13 ERIE FAC Scheduled. Check in for events. McKean Pa. Vic Didelot814-838-3263
June 12 & 13 COFFC at Wilmington. Trial Site Contest for Power FF, O.T. & Nost./D. Smith.
June 12-19 Indoor Week at West Baden, In. 24 Hr. Scale flying 6/18-6/19.

Sun. June 20 NOFFA O.T. FF at NASA Plum Brook, Sanduskey, Oh. MUST PRE REGISTER by 6/12.
P-30, O.T.Rub.,HLG, P-Nut FAC, .020 Rep.,ABC O.T. Pylon, ABC O.T. Cabin.
Plan ahead! Call Karl Emde (216) 521-9464 or Warren Weisenbach 671-8623.

Sun. June 27 CFFS JR. BIRDMEN FF MEET at Lorain CCC 1 PM-9 PM.CALM AIR EVENING FLYING.

1. PEANUT SCALE- Orig. GHQ rule factor.
2. EMBRYO ENDURANCE (JS)(O).
3. ALL FLY (NO GAS) (J).
4. H.L. GLIDER (J)(S)(O).
5. JET CAT. SC. GLIDER.
6. WW I BIPLANE DOGFIGHT M.L.
7. WW II COMBAT MASS LAUNCH.

FAC SCALE RULES APPLY.
ENTRY: '82 AMA, 1 Place.
$3 plus $1/additional events
JR. and SR. FREE.
Mike Zand is CD.524-3480
Abbe Rd. Rt 301S. near
I-90 exit 148 Sheffield/Det.Av

Sat. July 3 CFFS BECALM HYDRO FF AFTERNOON at L.C.C.C. 1 PM-9 MP. LAKE BUTCHSAN :

1. PEANUT SCALE-FULL FAC PTS. Plus 5 for R.O.W.
2. No. Cal & 3/4" SCHNEIDER PROFILE. Hand launch.
3. FAC RUBBER SCALE. Plus 5 for R.O.W.
4. EMBRYO ENDURANCE. 1ROT & 2 ROW.
5. CO_2 O.T. PRECISION 40 SEC. ROW.
6. O.T. RUB. KIT SCALE. Plus 5/ ROW.
7. JET CATAPULT GLIDER SCALE.
8. H.L.GLIDER(J)(S)(O).

BYO 1 GAL. WATER.
FAC RULES, 1 PLACE
$3 Entry plus $1/add'l.
JR. & SR. FREE. '82 AMA
CD Russ Brown
(216) 382-4821 eve. or
(TRW) 383-2833 days.

JULY 16-18 FAC NAT'S Mk.III at Johnsville NARTC. HQ. at Warrington Motel. PA.
THIS IS IT! THIS IS NOT A DRILL! MASS FLYING SCALE FUN ! DON'T MISS THIS!
Roll calls begin friday PM at Warrington. Anybody not here, speak up!

Sun. July 25 CFFS CENTRAL SECTOR SCRAMBLE at L.C.C.C. 10 AM-5 PM.

1. PEANUT SCALE- ORIG. GHQ FACtor.
2. FAC RUBBER SCALE
3. O.T. KIT SCALE
4. CO_2 O.T. REP. PRECISION
5. GREVE INLINE RACERS M.L.
6. THOMPSON RADIALS MASS L.
7. EMBRYO ENDURANCE (JS)(O)
8. WW I BIPLANE DOGFIGHT
9. WW II PEANUT COMBAT
10. WW II FAC COMBAT

FAC RULES APPLY:
ENTRY '82 AMA. 1 PLACE.
$3 Entry plus $1 per extra event.
Jr. & Sr. free.

CD: G-8 Jim Hyka
Phone (216) 582-0257 evenings.

Aug. 1- 8 AMA 1982 NAT'S WEEK at LINCOLN NEBRASKA. AUG. 8 FAC at ERIE GHQ ZONE.
Sun. Aug. 15 CFFS SCALE SCRAMBLE at L.C.C.C. 10AM- 5PM.

1. PEANUT SCALE- FULL FAC PTS.
2. No. CAL. & 3/4" SCHNEIDER PROFILE.
3. FAC RUBBER SCALE
4. O.T. KIT SCALE
5. CO_2 O.T. REP. PREC.
6. GREVE TROPHY RACE
7. THOMPSON TROPHY RACE.
8. CLEVELAND POST WAR HANDICAP
9. WW II PEANUT COMBAT
10. WW II FAC COMBAT
11. ALL FLY-NO GAS (J)(S)

FAC RULES APPLY: AS ABOVE.
CD TOM MAJESTIC.

LOOK FOR CONTEST ACTION:
AUG. 22 DAYTON SECTOR
AUG. 29 DETROIT C.B. FAC
SEP. 12 CFFS at LCCC
SEP. 19 CANTON OHIO FAC
SEP. 26 ERIE FALL GHQ FAC.

GO BREAK A GUMBAND !

ALSO: JUNE 26-27 EASTERN US FF at Galeville, NY/ ALAN MKITARIAN (609) 829-6573
JULY 3-4 CANADA FAI, FF WITH FAC at BASE BORDEN, TORONTO ZONE/ JACK McGillivray

CROSSWINDS QUARTERLY.
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EDITORIAL COMMENT.

I hope you all enjoyed the three issues of "CROSSWINDS" that you recieved recently.They represent a great deal of work by several dedicated guest editors working under pressure to get rid of the backlog.It appears that my turn has come round again!

This issue will be devoted to RACING MUSTANGS-a fertile field that is almost untouched.There is potential here for another FLYING ACES event in the true spirit of the F.A.C.:- Post-WW2 Racers.

The Flying Aces have always been fond of raceplanes-right from the start we have had Thompson and Greve events,with qualifiers and consolation events also. To win the Thompson or Greve events is to climb one of the supreme pinnacles of FAC-dom. However,apart from the efforts of CFFS to popularise Hansen racers as a contest,nothing has been done to organise a true Post-WW2 event. This could include modified WW2 ships,Hansen racers Formula V etc.etc.,all to the usual span limit of 24". These planes are sleek,streamlined and usually are decorated in beautiful,exotic or utterly wild color schemes. One could fairly describe them as erotic!

Dennis,Russ and I have discussed this idea at some length,and the more we talked the more we liked it. We would welcome comments from our readers as to their reactions to this idea and their interest in and future support of such an event if GHQ thaught it worthy of inclusion in the calendar of events.(Is approved with FAC Class models) R.B.

To get back to Mustangs,I have to be very careful in what I include in this issue.There is certainly enough material to fill out several Crosswinds so I have to be selective! The problem is the very diversity of subjects. In addition to the normal span of 37 feet,there have been various degrees of wing-clipping; a popular clip is to 33 feet, while an extreme clip is to only 30 feet 10". Stabilizers are also commonly clipped,while the fin has also been known to grow a little. Combine these variations with the many color schemes applied to examples of each full or clip species,together with canopy variations ranging from the normal big bubble to tiny streamlinedthings (how does the pilot get his head inside so as to be able to see out?),and you will appreciate the problem we have.

Details of a few individual planes are included here,mostly taken from Reed Kinerts various volumes of Racing Planes,but there are many more we cannot even touch on here. My advice is to get as many issues of the Kinert books as you can and enjoy,enjoy! Air Enthusiast Quarterly No.13 also has an article with some breathtaking color pictures.Who can resist such machines?

Apart from the racing aspects,there are other events in which clipped wing Mustangs have the potential to be very competitive. Foremost here is the Peanut class. If you want to build a stock P-51D then you have the Peck kit,which flies very well if you keep it light. It is hampered by lack of wing area. Consider a clipped Mustang shrunk down to 13" span - the fuselage will be larger than stock (allowing a longer motor) and the wing area will be greater because of the smaller "shrink factor" and the lower aspect ratio. All things being equal,the clipped Mustang should have the advantage airborne.

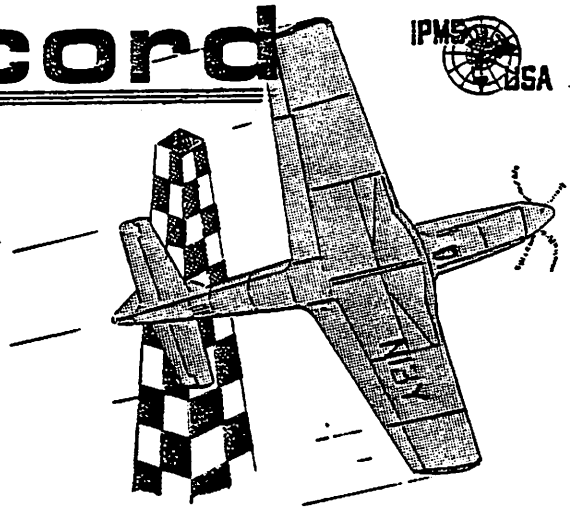
Considering all things,we decided to include the following plans in this issue:-

A. A Peanut based on a clip of 30 feet 10 inches.
B. A Peanut based on the popular clip of 33 feet.
C. A 3/4"-1 foot model based on the maximum clip as for A. (the span is less than 24" for the raceplane event).

For The Record

Anson Johnson & N13Y

1948-1949 Versions



N13Y first saw the light of day on January 26 1945. It was rolled out of the Inglewood plant as 44-72400. It served the 340th Base Utility Squadron until October 25th. It was declared surplus, and sold to a W. W. "Woody" Edmunson July 1, 1946. Civil registration NC 69406 was assigned. Then, in September Woody showed up in Cleveland to have a go at racing. Across the cowl, the legend "City of Lynchburg" was painted. Number 42 as the race ID was on the sides for the Thompson Trophy Race. All that Woody could manage was seventh in the field, turning an average of 354.4mph.

Reregistered N13Y on December 5, it was sold to DiPonti Aviation on the 21st. This company, in turn sold it to one Anson L. Johnson. He was told that the beauty he now owned, had a small fault that might spoil his day. The engine had a habit of quitting with out a warning. On the trip home, at 15,000', "it all of a sudden got awful quiet". Johnson found an airfield under his wing, and he greased it on to the field deadstick. He was towed into a hanger by a fellow that happened to be in the area. He watched as Anson probed for the trouble. Two useless mags were attached to his engine. Flying with mags that did not operate could be disconcerting!

With help from the old timer, Anson found gobs of brand new mags in crates. Seems as this had been a P-51 Base at one time. He picked out ten of the goodies, attached a couple to the engine, and stowed the rest in the empty gun bays. The cost.....his extra chute and twenty bucks from his now dwindling bankroll. N13Y fired up, and made the trip home, purring all the way. In fact, these mags served Anson well for several years with out a hitch.

Johnson had raced a P-39 in Miami during 1946 and was anxious to compete again. He took a couple of feet off both wings (N13Y became the first clipped wing Mustang) and cleaned up the airframe. He did not fare as well as Woody did the previous year. He was forced out on the fifth lap of the Kendall Race.

Johnson felt that N13Y had potential, but not with the V-1650-3 that it then sported. He found a -225 which was much lighter. He souped it up promptly, added a paddle blade prop, made cooling changes and stripped it of all weight possible. With a high gloss dark blue and yellow paint job, he was now ready for the 1948 races in Cleveland.

Cleland and his Corsairs, Brown in Cobra II were his main concern. Anson felt that he could out last them. The Corsairs did go out early, loose cowls to blame. (An article on these soon) Many others pulled out with one malfunction or another. On the next to last lap, Brown had to go out also, and Anson had his win. A P-51 and a 63 were the only other planes to finish. Seven of ten aircraft failed the grueling test. Anson had to be content with this win by endurance. He now wanted to take N13Y into the winners circle on pure speed and his ability as a race pilot.

Johnson turned down an offer to fly "Beguine" in the 1949 Thompson. With the help of J.D. Crane, he modified N13Y. Only Beguine would come close to matching the changes in a P-51 airframe.

Glycol coolers were installed in both slender wings. The right wing also housed the oil cooler. The familiar lower scoop was removed, and a new cowl was fashioned from the spinner to the wing. N13Y looked sleeker than ever. Exhaust stacks were made that would be flush to the cowling, to further reduce drag. Since he would race a low level, the 11' 2" prop was clipped eleven inches. Changes in the retract system, to get the gear up sooner after take off were made. Directly under the carburator, a scoop and boundary layer slot were attached. N13Y became to be the slickest aircraft in the skies.

After take off in the race, Johnson found that the gear was not fully retracted. He poured on the coal when it was fully nestled in the wings. He moved up on the Corsairs with each lap turned. Some at 450+mph. Then he heard clanking noises outside the cockpit. Not knowing what was wrong, he pulled up and out of the race, saving the aircraft for a go at the world record for recips. He landed the red and yellow bullet to discover that his flush exhaust stacks had been sheding pieces and clunked against the fuselage. Could he have beaten the Corsairs if he had elected to airborne? We will never know. Bad luck followed N13Y during the attempt at the world record, but that my friend is a whole nuther article.

BRANDT C. PEARCE JR.

REFERENCES:

AAHS JOURNAL, Winter 1974, Saga of N13Y
MODELCRAFT, July/Sept 1973 Issue IPMS/Australasia
RICHARD KOLTHOFF, Photo Files
BRUCE FRAITES, Sketches and Corrspondence

Courtesy WRIMPS PYLON.

However, after working on the drawings for a while, it became clear that a further 5 models could be assembled with a little extra detail on the plans. How about that! Eight models in one issue--some sort of record! The other variants and where they may be used is as follows:

A/A. A 33' clip wing on the A variant (maximum clip). This will be over Peanut size, but will be eligible for Flying Aces Scale, Walnut and Post WW 2 Raceplane events (if approved).

A/B. The full 37' wing on the A variant. Again over Peanut size, but eligible for the events under A/A and WW 2 combat if decorated as a combat P-51D.

B/A. The full 37' wing on the B variant. Over peanut size, but eligible for events as A/B.

C/A. The 33' clip wing on the C variant. This would be over the raceplane limit of 24" span *1 but could be flown in Flying Aces scale.

C/B. The full 37' wing on the C variant. This would be a 3/4" - 1' scale model of a "real" P-51D and, depending on decoration, it could be flown as a raceplane (Flying Aces scale only) or as a WW 2 Combat aircraft plus Flying Aces scale.

With all this in mind, you will find the plans will show construction details for the specified clip, but with just outlines added for the other options. You will have to fill in your own construction if you do the options. Most racing Mustangs have clipped stabilizers (the tip itself is removed) and this is shown in the plans. Also shown are the tip shapes if you need them. It is a little strange that the tail is clipped on the actual aircraft, so that on the model the clip has to be perpetuated but the actual area has to be increased for flying stability. Strange? Yes, but we FAC-ers understand these things. On all plans the full WW 2 canopy is shown, but the outlines of appropriate sleeker bubbles is also shown.

Documentation (again taken from Kinert's books) is included for the two clips dealt with here plus the unclipped "real" P 51D. Pictures show some of the color schemes, but there are many, many more. Just pick one that turns you on.

This is all I can do for you in this issue. If the response is good, then we could devote a subsequent issue to some of the other goodies, such as P-51B's, 'Cobras and Corsairs (a good Bearcat plan is in Racewings, so we will not do this). That will then leave us all the smaller racers that have not been "done" as models. Quite a few!

As soon as I have this issue completed I have to do some building in readiness for the F.A.C. Nats, but afterwards I have the urge to "do" a Mark 14 Spitfire at 3/4" - 1' with all the trimmings. When it's my turn to be editor again I shall probably inflict this upon you, dear reader. Until then, good weather, good flying and I hope to see you all at the Nats.

*1. CROSSWINDS is reduced 4% by XEROX 7400 double copy. By drawing the original 3/4" per foot scale to size. a 33 ft wing is 24.75 in. less 0.99"; 23.76 in. Thus by the miracle of XEROX, most P-51 wing clips fit under 24" wingspan! The full 37' span here will measure about 26.65". Good for WW II Combat FAC! See JUNE '82 AEROMODELLER for 26"(0.7"/ft.) P51D Super Scale as LOU IV, Yellow nose full span WW II. Replica raced as #19 decal over fuse. star. RB

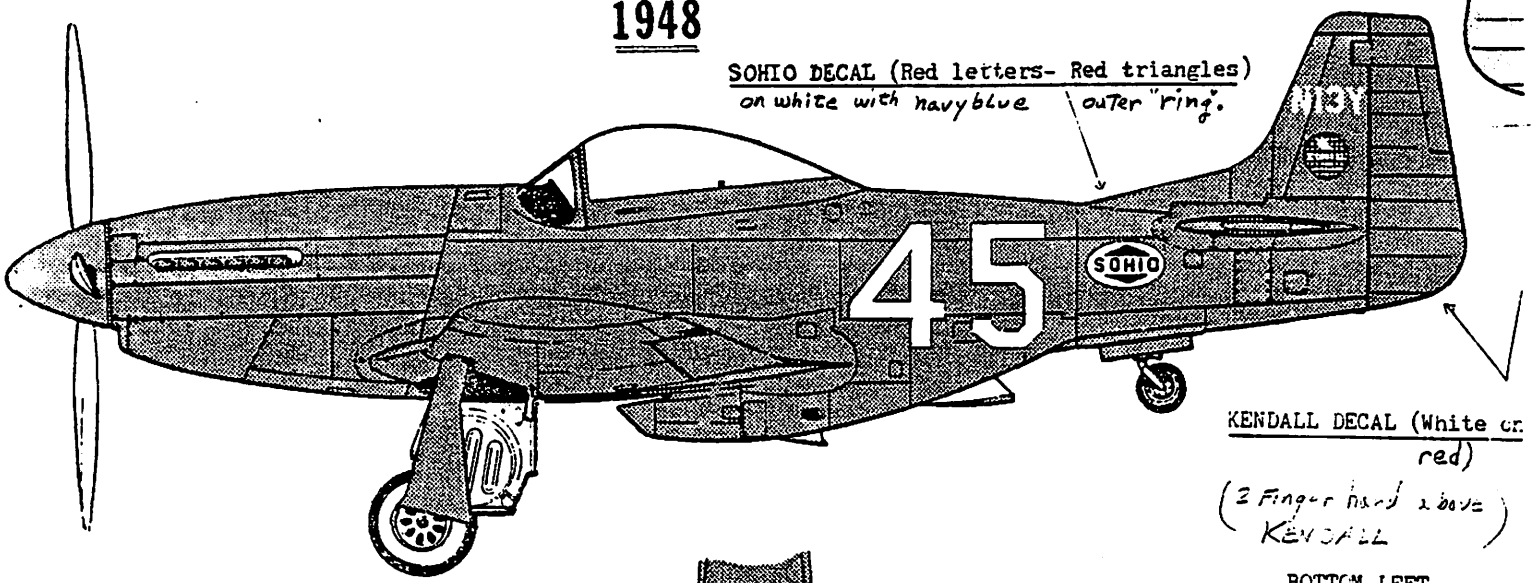
N13Y

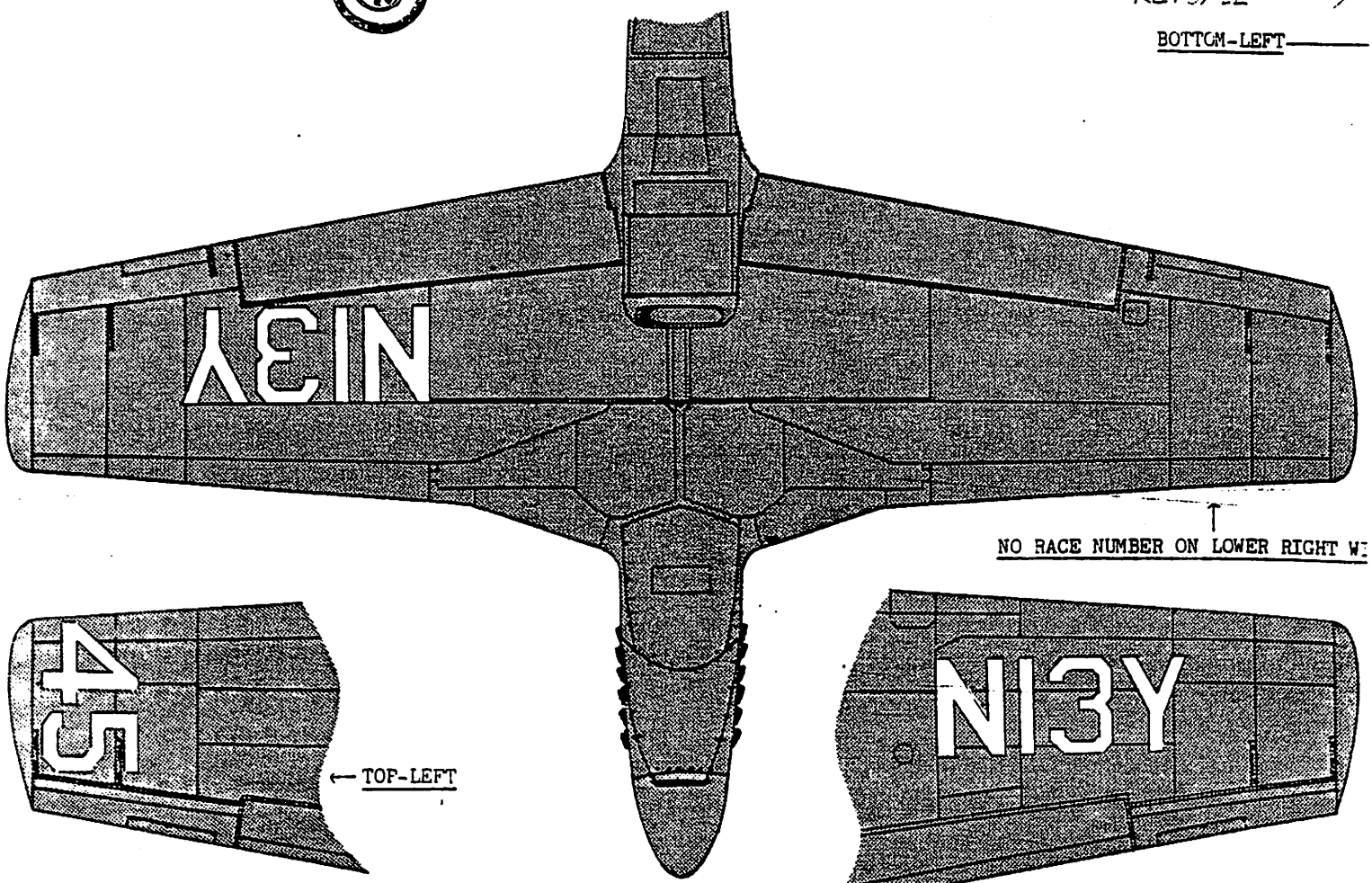
COLOR SCHEMES

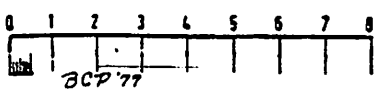
1948 Dark Blue/Yellow Trim
Prop Flat metal front and back, no cuffs
No Racing Number under right wing
Bare Metal Exhaust Shrouds

1949 Yellow/Red Trim
Bare Metal (polished) panels around flush exhaust stacks.
Red Spinner/Yellow Tip
Prop Flat Metal
"EXPERIMENTAL" very small both sides of canopy

1948







The early color scheme was all black with name and number in gold, the name having a red outline and the number a white outline. Foxy Lady is reclining this time, has auburn hair and a gold drape. A 3-view is included. The same tiny canopy remains. These are two reasonably simple color schemes.

2. #5. Miss R.J. This has changed hands several times. In its original guise, as raced by Chuck Hall it was white with orange trim with the bottom scoop black. A 3-view is included. Again a very small canopy, the stabilizer being clipped, just the same as Foxy Lady.

The machine was sold round about 1971 to Gunther Balz who re-finished it dull silver all over, bearing the name Roto-Finish Company and various product names. A photo is included.

I think that the machine was sold again and, Phoenix-like arose from a complete rebuild as Red Baron, complete with a Griffon engine, completely changed nose contours and much faster by virtue of more horses up front. I haven't dealt with Red Baron because of its differences and because I couldn't get anyone to try the gorgious but infinitely difficult decoration scheme. Suffice it to say that this machine was timed at 499 mph, but later was totally destroyed in a fast emergency landing out in the Reno desert when the engine decided to stop! Fortunately, the pilot survived despite multiple injuries. RB-51 3-V, VOL. XII '76. 1974 RB-51 was ALL RED with clip wing, D rudder, and RR Merlin. See 5 trims.

If you decide to do a stock Mustang here is a very wide variety of subjects. I did start making a list, but got very bogged-down, which is when I called Russ and asked for help. Let me just put down a few details of what I know and leave the rest to Russ. A few trim notes are added here, with more in FLAT HATIN'. R3

1. The Weiner #14, stock, but with a tiny canopy. Originally in bright red with STP markings. Later re-appeared with yellow and black checks as per 3-view and the name Bardahl II. #14 N 335 was first all white with black checks, then yel.& Black, finally red.'69.

2. Miss Van Nuys #64, passionate purple and white. A 3-view is included here, plus a picture. No Way! Bad art from 3 set THE RACER.

3. Miss America #11. Howie Keefe's machine, patriotic decor. Full 37' Wing 1970 at CLEVELAND. Near 33' clip '74 on.

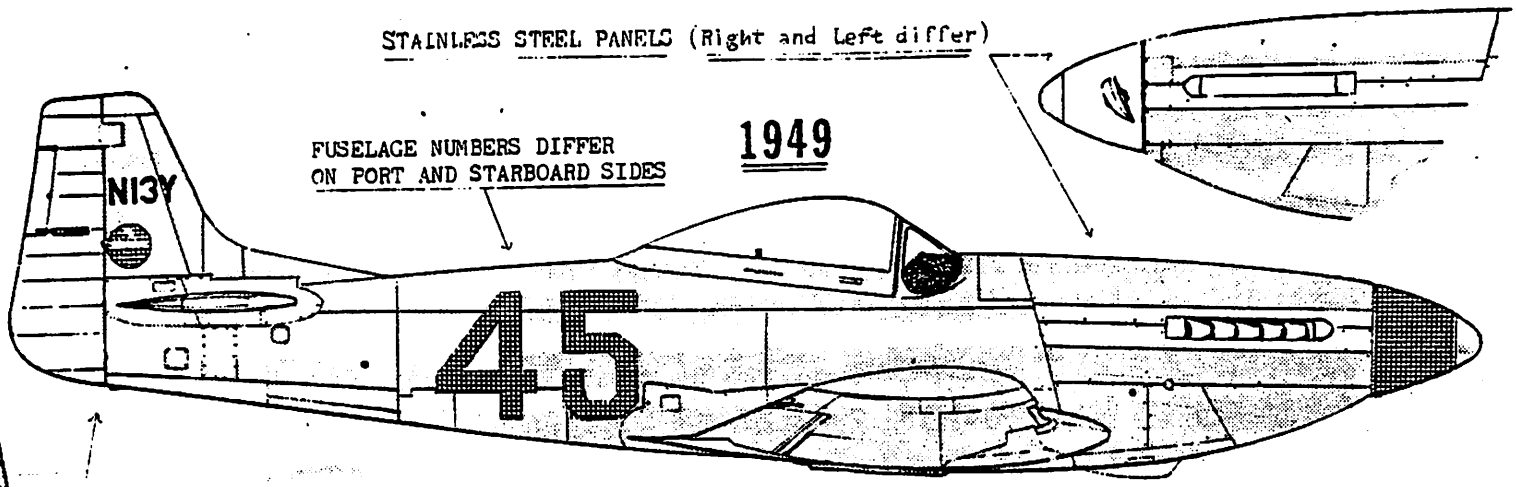
4. Iron Mistress, finished in black and white, flown by Clay Klabo. N311G Race no. 85 Full 37'W/S, B&W Military trim. "Fat Cat" '78 RENO. was dark green with black & white D day stripes as B 6D.

5. Tangerine #71, olive drab, simulated white invasion stripes. 37' W/S, N169MD Dr. Burns Byram. was #7 Black & White plus Bunny on fin.

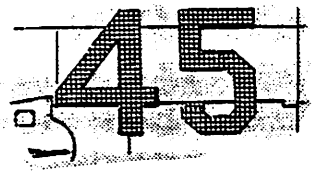
6. #81. Originally yellow with an orange stripe down the fuselage side, later to appear as #81 Precious Metal wi h the bigger fin from a P51H. This was apparently sold and reappeared bearing the race number 09, flown by Don Whittington. Still later we find Gary Levitz flying Precious Metal, but this time the photo looks like it's had its wings clipped. Maybe Russ can help here! N6519D, 37'as #81.Bare metal, clip '75. Cavalier H fin tip '76. #09,3.

7. Miss Florida #9 was silver with red, white and blue rudder with some red trim. It next appeared as #97 Oogahonk Special which was all silver. Russ? Two A/C: N9LR Silver & Red Mil. Jimmy Leeward.

STAINLESS STEEL PANELS (Right and Left differ)

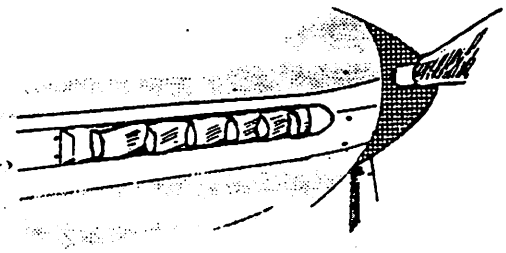


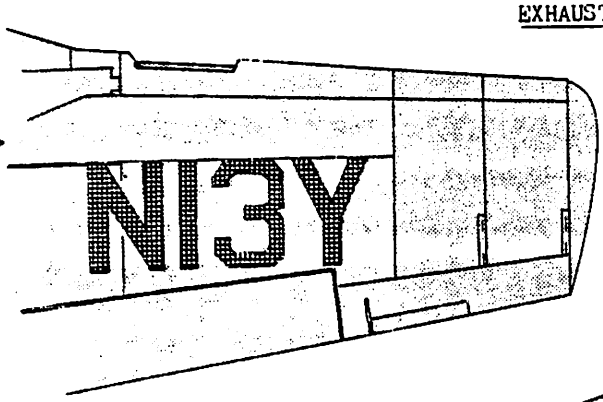
NO RACE NUMBER ON LOWER RIGHT WING

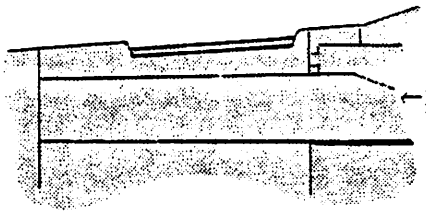




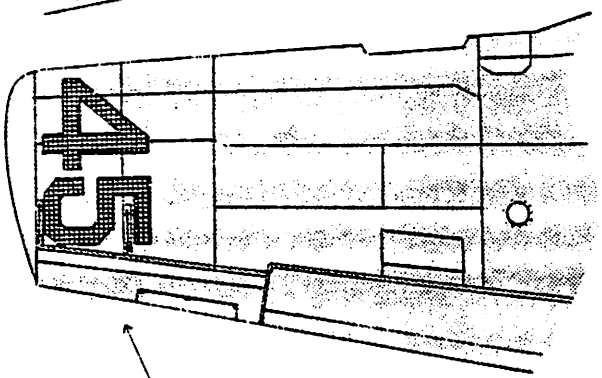
EXHAUST STACK DETAIL



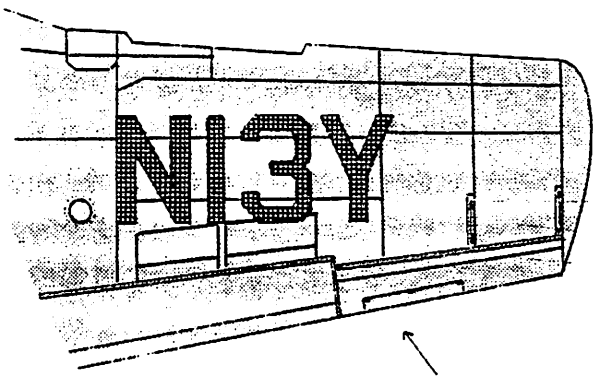




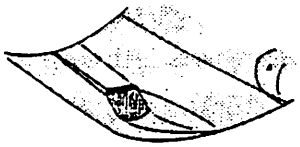
BOTTOM-RIGHT



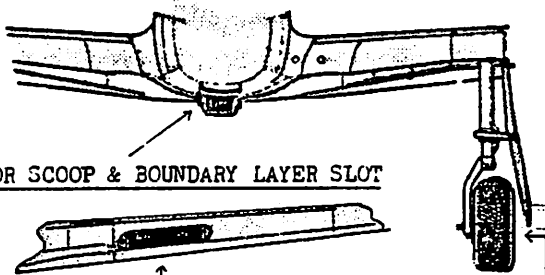
TOP-LEFT

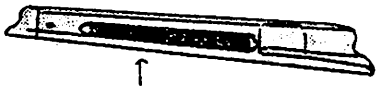


TOP-RIGHT



CARBURETOR SCOOP & BOUNDARY LAYER SLOT





RIGHT WING OIL AND GLYCOL RADIATORS

LEFT WING GLYCOL RADIATOR

RED WHEELS

THE MODELS

Both the "big" Peanut and the 3/4"-1' models are based on the 30'10" clip. I might give you details of two such aircraft and the variety of disguises they have existed in. As you delve into the history of post-WW 2 races, you will find that aircraft have changed hands (some several times), have been re-named, re-decorated and sometimes clipped and otherwise structurally modified. I'm hoping that Russ can fill in some more details along these lines as he has been "into it" for many years.

1. #49. E.D. Weiner's "Bardahl Miss". You will find a 3-view of this plus Weiner's other P-51D #14 (stock, but with a small canopy) in the text somewhere. As far as I can find out, up to 1966 this aircraft raced in stock form, but appeared clipped in 1967. In this guise it was called Hi Time II and had a really wild but snazzy decor. White all over except for black zebra stripes on the fuselage-a bit of a pain to reproduce but what an eye-catcher! Its next metamorphosis was in black and yellow checks on fuselage and fin, yellow surfaces; and sporting the name Bardahl Miss. After Weiner's death the machine was housed at the EAA Museum for 10 years and is now racing again in the same decor but named Boomer II. There is a super color picture in Air Enthusiast, Vol. 13, page 60. Sorry I can't put this pic. into Crosswinds for you, because it's a real stunner! All along it has had the big stock P-51D canopy. The regristration is N335J.

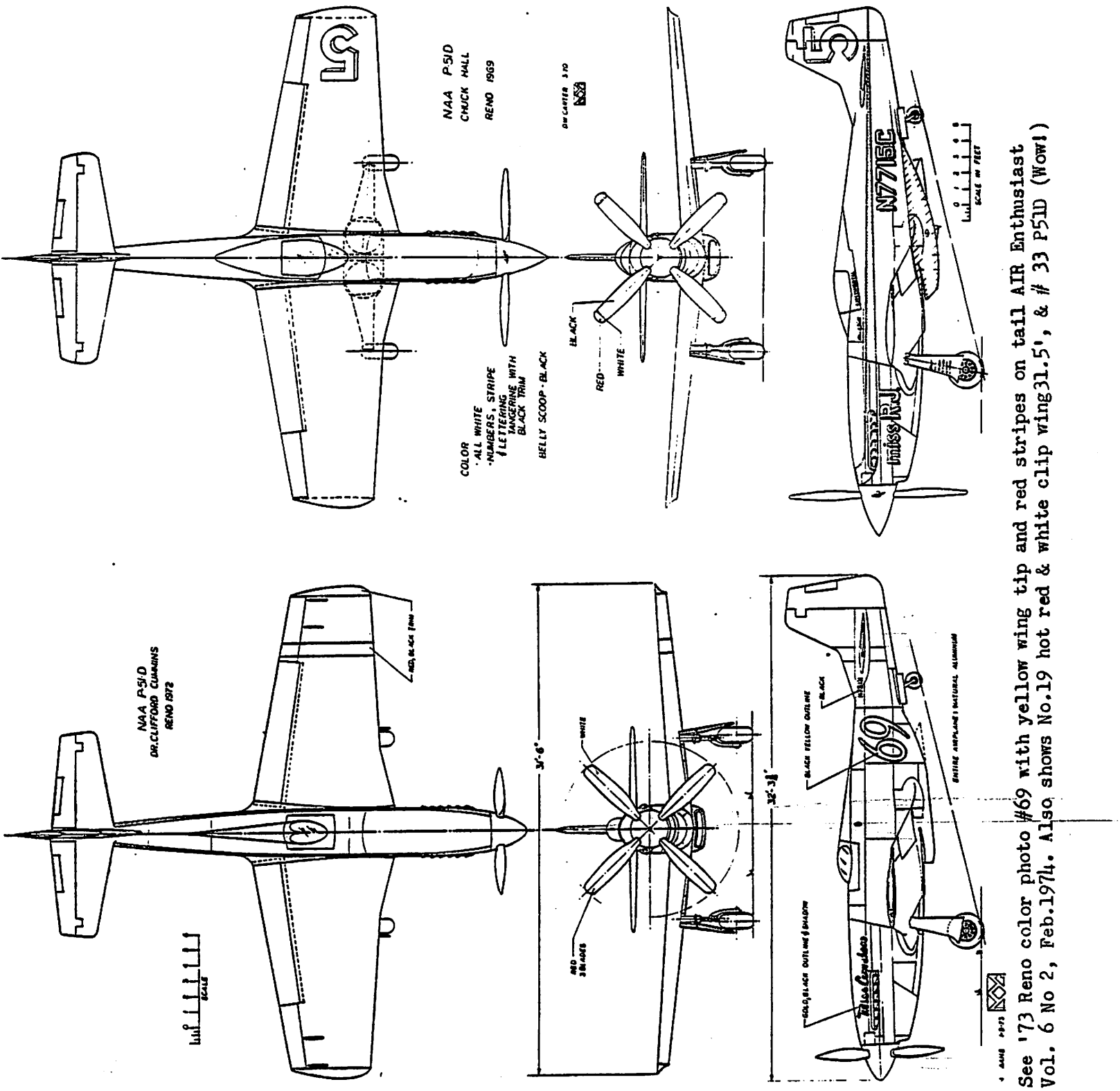
2. #69. Miss Candace. This was clipped to 31'6" (I don't think the Flying Aces judges would mind if you decorate this airframe as Miss Candace-after all, what is 8" between friends-we are supposed to be a low-key organisation, eh?). The original color scheme was all aluminum with the name in gold with black outline and shadow and the racing number in black with a yellow outline. A tiny canopy was fitted. A 3-view is included in this issue plus a picture. This machine suffered a somewhat damaging forced landing and was rebuilt and modified, reappearing as #69 Jeannie. Air Enthusiast #13, page 60 has another of those gorgeous color pictures. Jeannie is still plain aluminum with name and racing number in red, the latter doubly outlined.

Miss Candace/Jeannie looks to be an easier option to reproduce than Bardahl Miss/Boomer II/Hi Time II, but I hope to see examples of each on the flying field one of these days!

The smaller Peanut (33' clip) model could be decorated as several original machines. I will describe two such options.

1. #34. Miss Foxy Lady. This has appeared in two color schemes. The later'75 version was in plain white with the name and racing number in gold, somewhat "Olde-Worlde" characters, not forgetting the Foxy Lady portrait (kneeling) aft of the 34. A very abbreviated canopy was fitted. A picture is included here? See RACING PLANES '76 Vol XII. Also '74 Black trim 3-view and photo by Dustin Carter in '75 Annual Vol XI. RACING PLANES and air races by R. KINERT.

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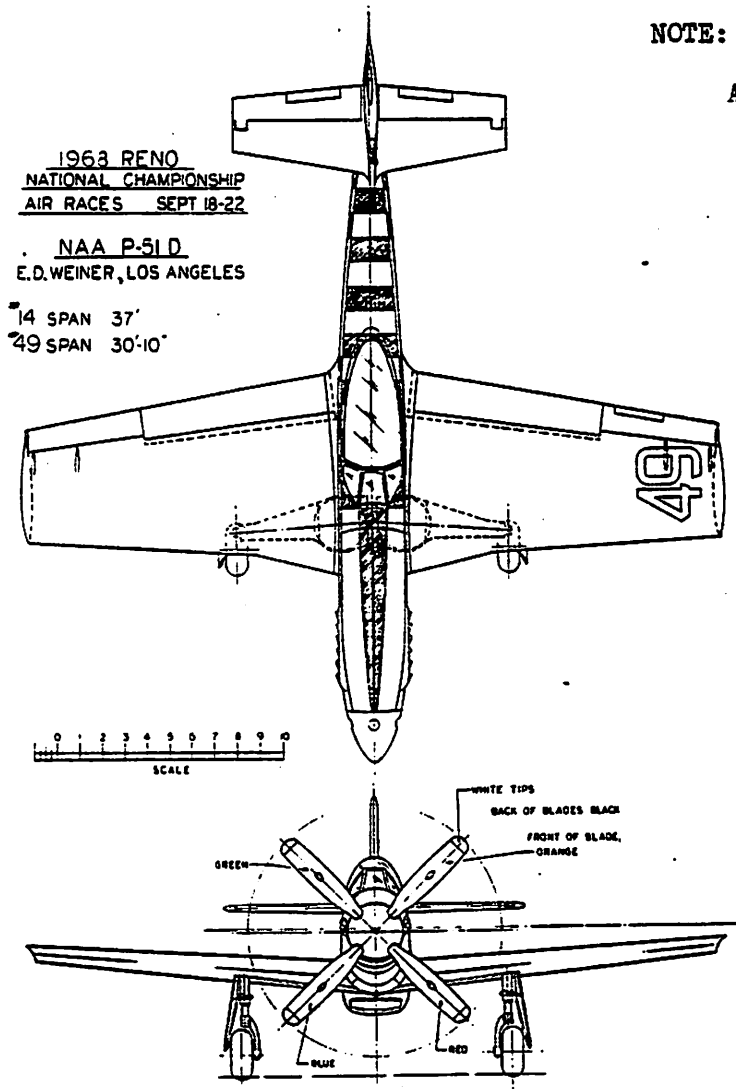
See '73 Reno color photo #69 with yellow wing tip and red stripes on tail AIR Enthusiast Vol. 6 No 2, Feb.1974. Also shows No.19 hot red & white clip wing 31.5', & # 33 P51D (Wow!)

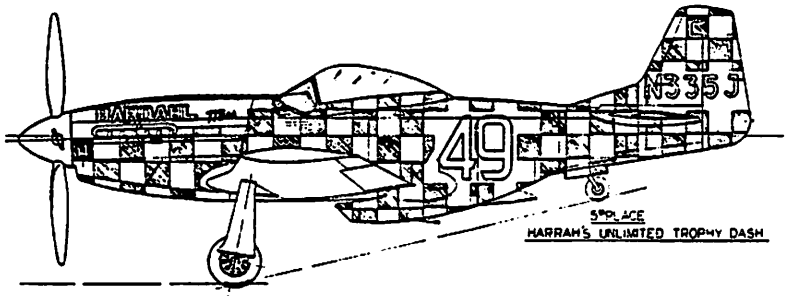
Reduced views courtesy RACING PLANES and air races by Reed Kinert, AERO PUBLISHERS, INC. 329 Aviation Road Fallbrook, Cal. 92028. USA. Vol I thru XII, $4.95 each. Vol.13 is $7.95 Hardbound Vol.5-8 is $16.95. Join AAHS P.O. Box 99 GARDEN GROVE CA 92642 U.S.A. Membership is $20/yr., $36/2yr. Other countries: $23/yr., $40/2yr.U.S.funds. LIFE AAHS is $300.(U.S.$)

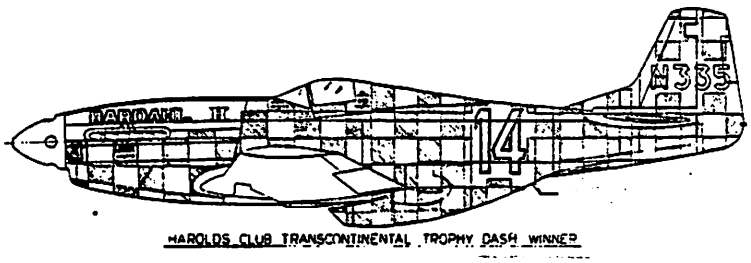
Leewards' N9LR full 37' Mustang "Miss Florida" was always race no. 9, with several art forms by adhesive vinyl decals. English under wing and fin military marking with red stripes on the rudder and wide red wing bands are a thing of beauty. The shark mouth nose art and "Cloud Dancer" name are more than this JAWS P-40 lover can resist! Tip Clip '82.

Now 97, N576GF as the Bob Love clip wing, chop canopy "Oogahonk Special" (iz zat as in Ah ooga Ford Model A horns?) is all over silver. I'd look for brighter marking on this later. Bob Love flew N576GF as no. 6 in a neat red, white with black stripe Cavalier Mustang trim. later as no 9, this plane was orange and white with black, still carrying the name GOLDEN PRODUCTS. Both very attractive high visibility color schemes on 37' P-51Ds. At least two others used #9. Wayne Adams N332 in Brown, white, &black; and N119H,Red,W,Bk.

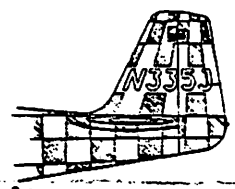
NOTE: THIS ADVERTISEMENT IS SHOWN IN CROSSWINDS AS SPECIAL INCENTIVE TO RACE PLANES FANS. ALL RIGHTS RESERVED.







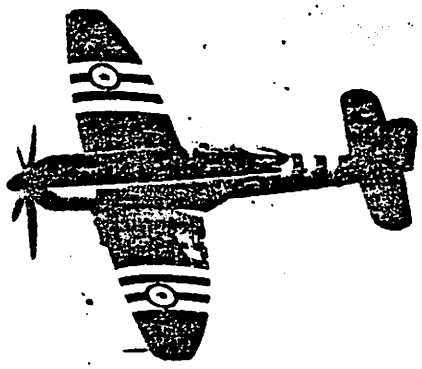
COLOR SCHEME:
- ALL YELLOW WITH BLACK CHECKS ON FUSELAGE & VERTICAL
- '14' & 'BARDAHL'-BLACK,WHITE TRIM
- '49' ON FUSELAGE-DARK GREEN,BLACK TRIM
- 'MISS FLORIDA' '49' ON WING & TAIL NUMBERS-BLACK
- LANDING GEAR, WHEELS & WHEEL WELL INTERIOR-WHITE
- NO WING NUMBER ON '14



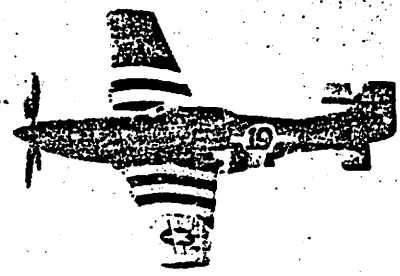
D.W.CARTER 1-5-69

Reduced views by Dustin Carter courtesy RACING PLANES and air races Vol. V, 1969 Annual provided by the late Reed Kinert. Volumes include drawing and photo contributions by Dustin Carter AAHS, Russ Brown ERUSARA & CFFS, and Bob PauleyERUSARA. Vol. IV includes 1946 THOMPSON & GOODYEAR thru 1967. A Great place to start, like one peanut. Get all 13. AERO had a bound set of Vol. I thru IV, or separate Vol I thru 12 at $4.95 with the big Vol. XIII at $7.95. Check with AERO PUBLISHERS,INC. at 329 Aviation Road, Fallbrook, Ca.92028, $16.95price on the hard bound set. Look at your hobby shop or order from Historic Aviation 3850 Coronation Road. Eagan,Minn.55122 USA,set 1-4 or 13. Zenith Aviation Books shows all 13 volumes. Add $1.95 Handling. CANADA & Foreign add $3.00 US funds. ZENITH AVIATION is at North Branch, Mn. 55056 USA. Best get what you can now; the press may be 'bout run dry. AERO PUBLISHERS has Vol. 5-8 available in hardbound also. Ask Mr. Ernest Gentile for 1-4. JOIN AAHS P.O.Box 99 GARDEN GROVE CA 92642 and get book discount. $20/yr. $36./2yr.+20%disc.

12

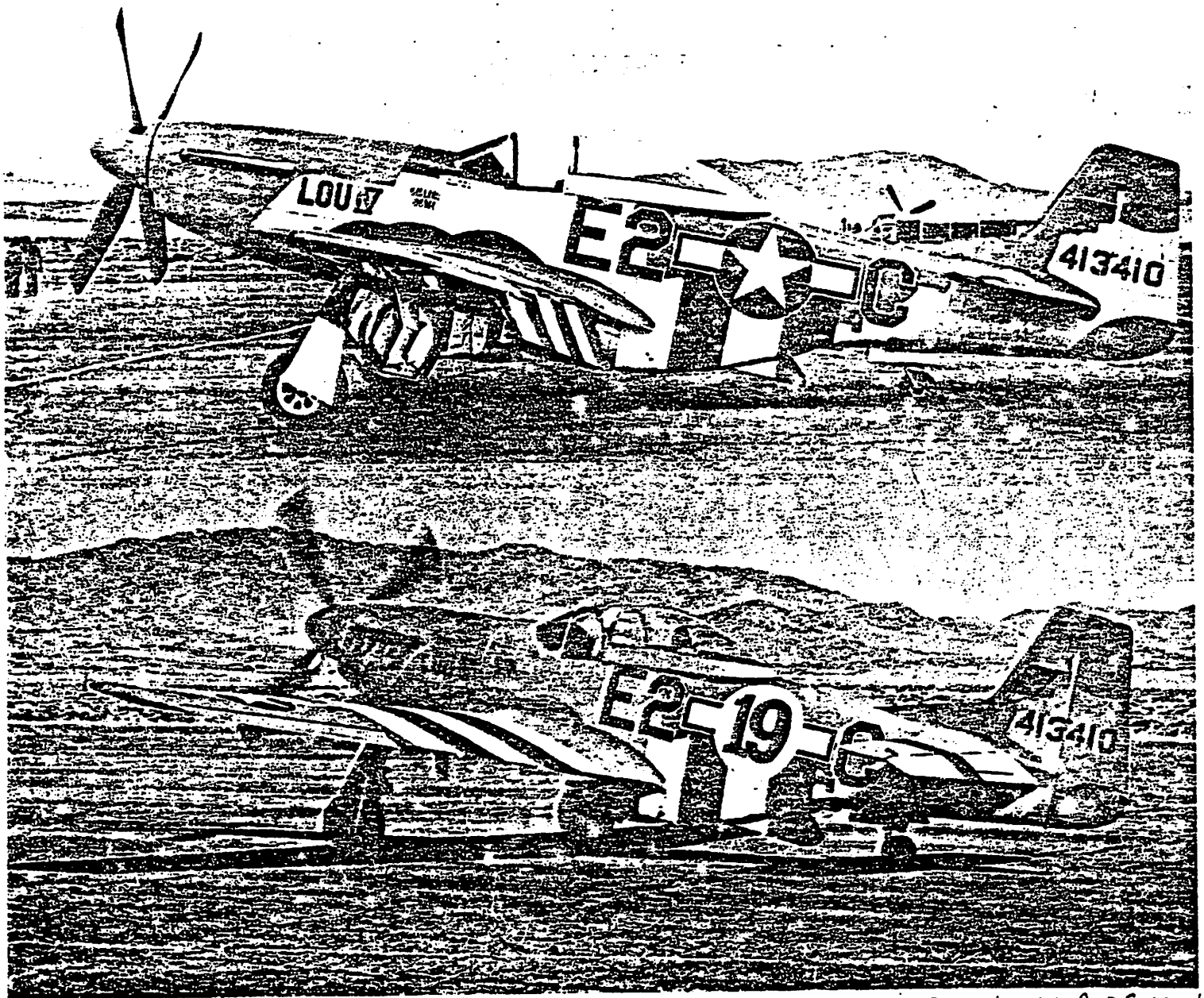


Newcomer to the Unlimiteds was Dr. Bill Harrison flying the big two-seat Hawker Sea Fury "Wasa Hooker."



Experimental Aircraft Association President Paul Poberezny flew this P-51D restored in the markings of Lou IV.

Yellow nose P51D replica of LOU IV. LT. Grey OVERSPRAY MED. BLUE CAMOUFLAGE. BLK & WHITE STRIPES. Temporary No. 19 DECAL OVER STAR. 1/72nd



WWII TRIM E2-C 375TH FS, 361ST FG; YEL NOSE, BLUE OVER SPRAY, BLACK LOU IV, RED SHADOW'S.

CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

FLAT HATIN' ON A HORSE OF ANOTHER COLOR

CROSSWINDS BL FOX B

4909 N. Sedgewick

Lyndhurst, Ohio 44124

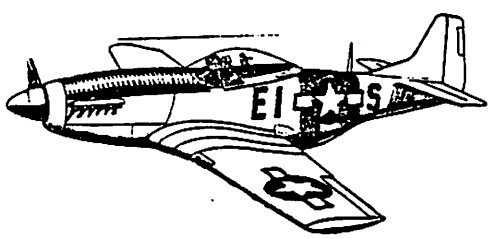
June, 1982

Russ Brown, X-winds
Operations Editor.

The Details of FAC NAT's III are THE no.1 priority here. we are on hold with your issue 'till FLYING ACES CLUB NEWS comes out with a flier to relay along the pomy express.Make that Federal bureau of MUSTANG Express! Stay loose it will all work out great! C U Dere! We thank you all who sent in $10 and $20 contributions to CROSSWINDS. It sure helps. The Issue no. is a reminder, not a cut off. If it goes 6 Months without an issue, please do check in with Russ Brown as the Post Office does mess up on C.O. address rejects. If the Government can keep records on income tax, why the hell don't they keep C.O.A. mail too? Your Military service no.may be part of your new long zip code Haw-aw-aw-w-w-w.SS # too.

Now place your bet; we have a horse race! Lets go with the favorite Mustang in the feature race. Now you can have your dream, and fly it too. Even way back in time the flying Peg-ass us was the best flyer. A wooden horse won at Troy, and now we can make it fly too. Good flying Mustangs are not a breakthrough. As Earl Stahl writes in LOOKIN' BACK in the latest MAX-FAX ($9/yr. Allan Schanzle 8311 Exodus Drive, Gaithersburg,MD 20760); "The most overall enjoyment was probably derived from what I called a semi-scale North American Apache." " I liked the appearance, and flights were super--- stable, powerful, smooth, and consistant." Jack Moses of Rottenville (Detroitengeschwader) demonstrated this with his Earl Stahl P 51A Jumbo Scale model at the Canada Nat's. Jack enhanced the A 36/ P-51A with good detail and an eye catching Wright Field Zebra camouflage. Earl also developed a P-51D rubber scale model that looked real good. They look right, and fly right too-well some do some of the time. Tom Majestic flew a Kiel-Kraft P-51D that would hold turns in the which ever way it was banked on launch. Congratulations are due to newlyweds Tom and Brenda Majestic, who are off scouting in Blue Flight & South sector.

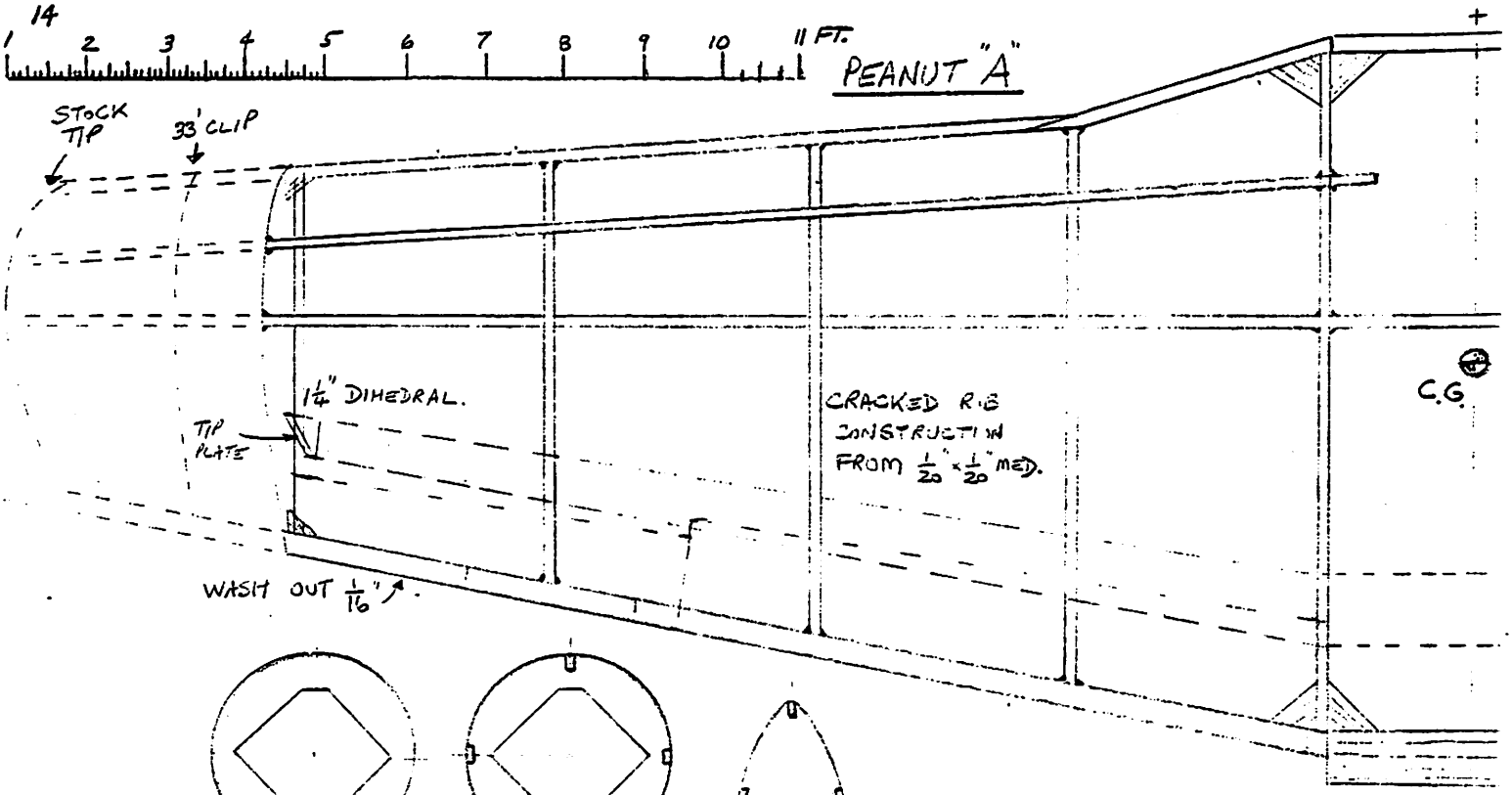
Besides the three scales of Mustangs we offer here,there is the 1/2" scale MODEL BUILDER plan book P 51B plan. Dennis Norman reworked this scale into our prototype clip wing D frame Mustang. As no. 49 Boomer II in 1/2" black and yellow checkerboard, this racer is a total success! It won Dennis a FAC Kannone at Dayton, and was equal to the good flying Ole Tiger Midget and the clip wing Kingcobra in the Cleveland Post War Handicap Race. The Cleveland Post War Handicap Race is for all types of Post war raced planes, to FAC Racer rules, and flown for FAC time points plus 10 for biplanes and plus 5 for fixed down landing gear types. The event is flown best one flight of three plus handicap, but not with scale points too. Rather like a Shell Dash Qualifier Nes paw? Maximum wingspan is 24" with good detail and as raced marking required. That cuts out some of the military marked Mustang 37' wing WW II combat models; but not all. Jimmy Leeward,for example,put no.19 decals over the very pretty yellow nose, blue replica of LOU IV to race at Reno '78. Several"Military"full wingspan Mustangs now race with temporary race numbers. Whatever turns you on, go with it. STERLING MODELS has a 24" P-51D kit A-13; $11.25 at hobby shops.

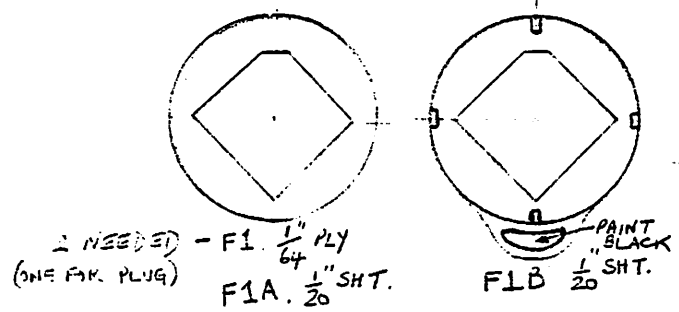


FAC GHQ used to encourage modellers to build race planes with a bonus for designed to race types. This extra incentive soon overloaded the points for such fine fliers as Folkerts SK2s and SK3s. With the bonus for "designed to race" removed, the door was open for a post war event including the unlimited WW II hot rods. By combining these with Goodyear Formula Midgets and Biplane racers and handicaps we get a "Race" event without the extra pressure of mass launch regimentation. Gives the CD more time to get the mass launch events in.

1 2 3 4 5 6 7 8 9 10 11 FT.

PEANUT "A"



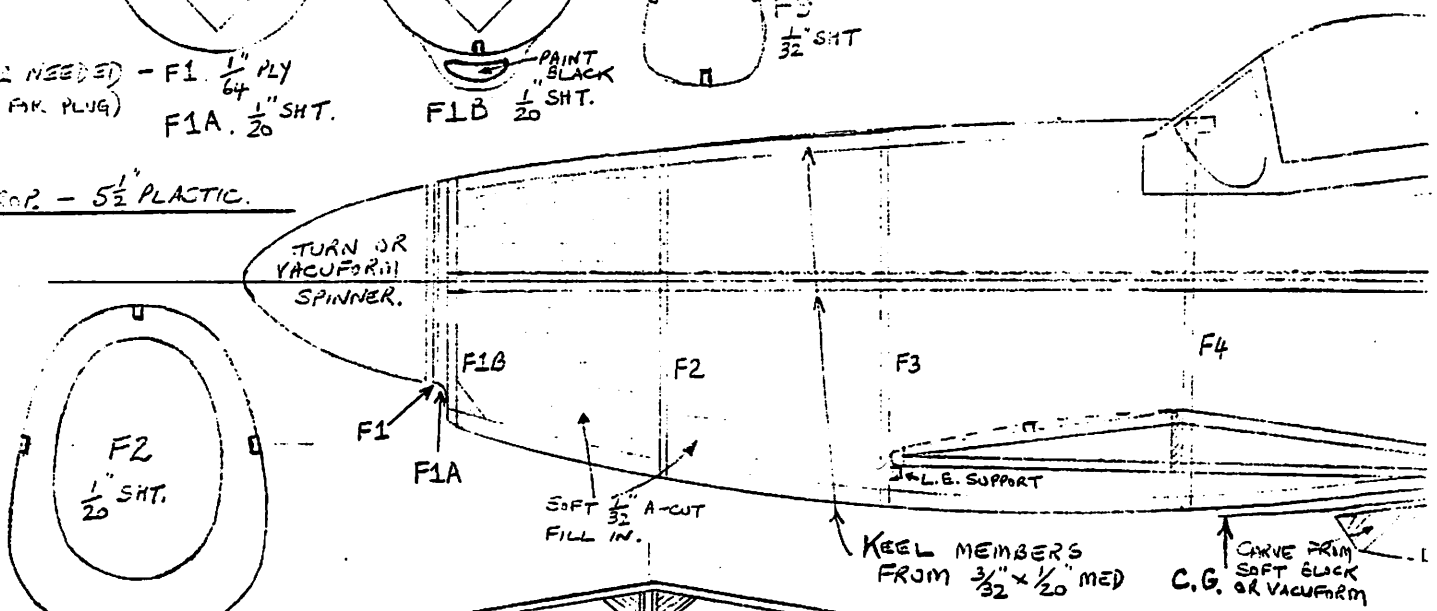


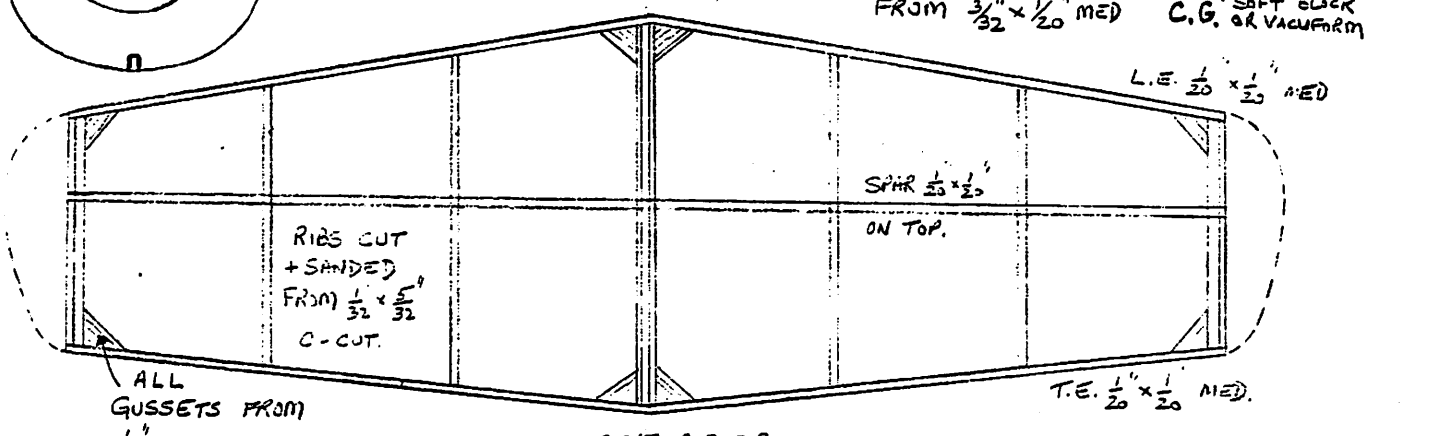
2 NEEDED - F1. 1/64" PLY (ONE FOR PLUG)

F1A. 1/20" SHT.

F1B 1/20" SHT.

PROP. - 5½" PLACTIC.



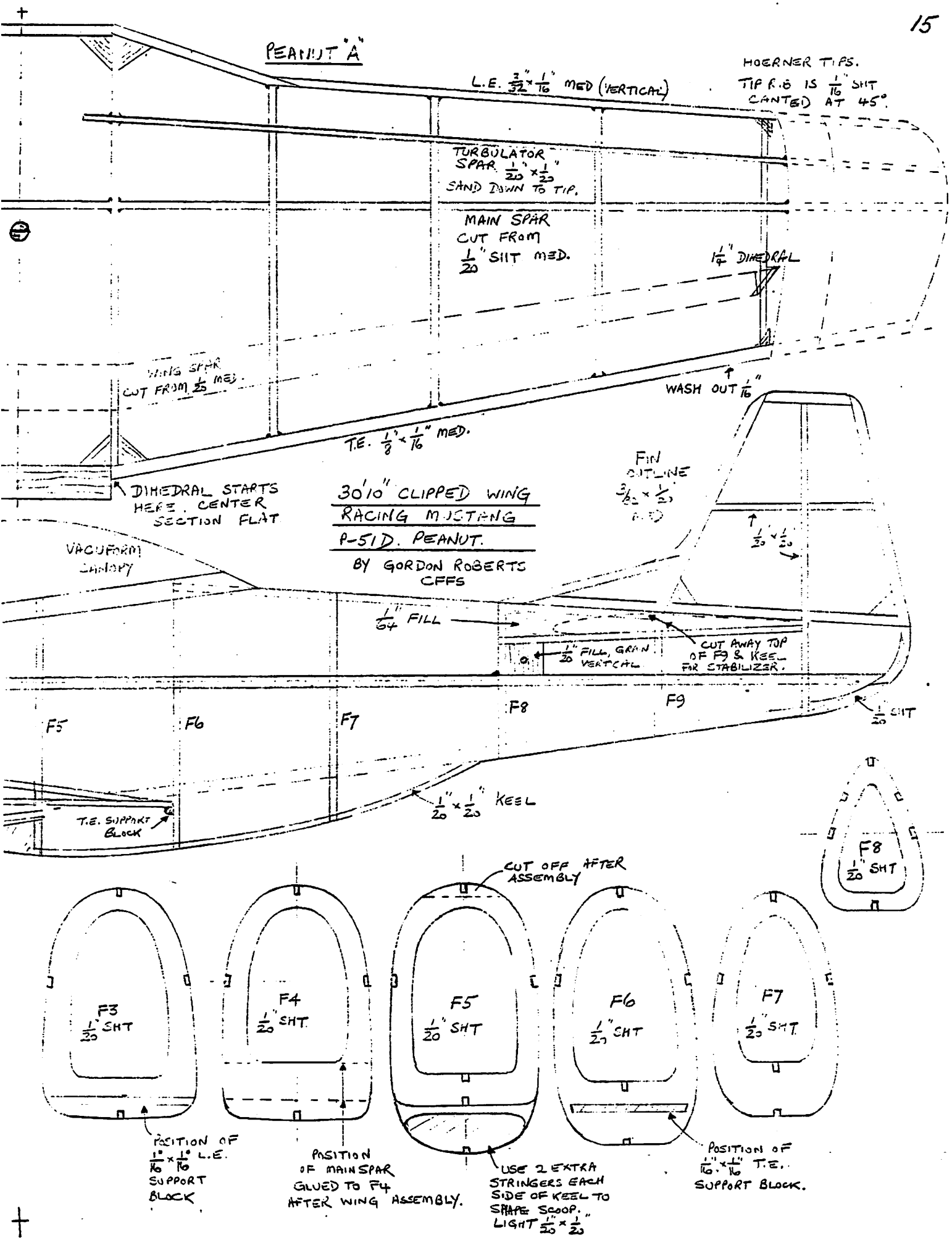


CENTER & TIP RIBS ARE 1/20" x 3/32" MED. (FLAT) WITH 1/32" x 3/32" (VERTICAL).

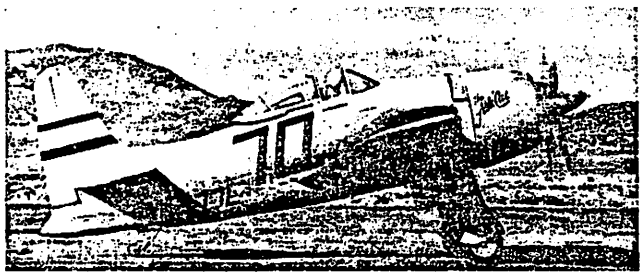
CROSSWINDS P-51D

BY GORDON ROBERTS

MAY 1, 1982

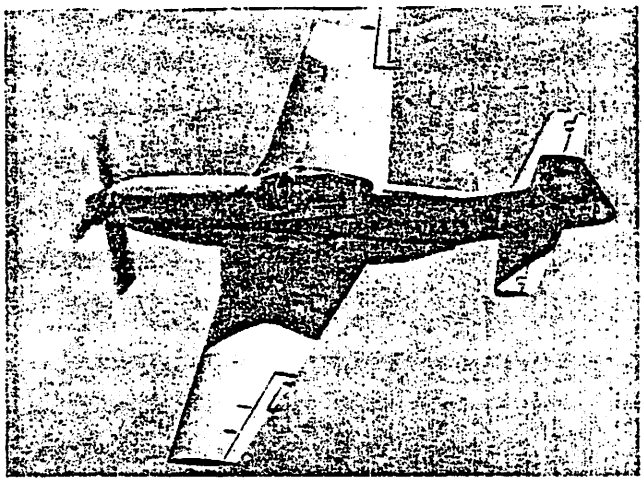

PEANUT "A"
L.E. 3/32" x 1/16" MED (VERTICAL)
HOERNER TIPS.
TIP R.B IS 1/16" SHT CANTED AT 45°.
TURBULATOR SPAR 1/20" x 1/20"
SAND DOWN TO TIP.
MAIN SPAR CUT FROM 1/20" SHT MED.
1 1/4" DIHEDRAL
WING SPAR CUT FROM 1/20 MED.
WASH OUT 1/16"
T.E. 1/8" x 1/16" MED.
DIHEDRAL STARTS HERE. CENTER SECTION FLAT
30'10" CLIPPED WING
RACING MUSTANG
P-51D. PEANUT.
BY GORDON ROBERTS
CFFS
FIN OUTLINE 3/32 x 1/20 MED
1/20 x 1/20
VACUFORM CANOPY
1/64" FILL
1/20" FILL, GRAIN VERTICAL
CUT AWAY TOP OF F9 & KEEL FOR STABILIZER.
1/20 SHT
F5
F6
F7
F8
F9
1/20" x 1/20" KEEL
T.E. SUPPORT BLOCK
F8 1/20" SHT
CUT OFF AFTER ASSEMBLY
F3 1/20" SHT
F4 1/20" SHT
F5 1/20" SHT
F6 1/20" SHT
F7 1/20" SHT
POSITION OF 1/16" x 1/16" L.E. SUPPORT BLOCK
POSITION OF MAIN SPAR GLUED TO F4 AFTER WING ASSEMBLY.
USE 2 EXTRA STRINGERS EACH SIDE OF KEEL TO SHAPE SCOOP. LIGHT 1/20" x 1/20"
POSITION OF 1/16" x 1/16" T.E. SUPPORT BLOCK.

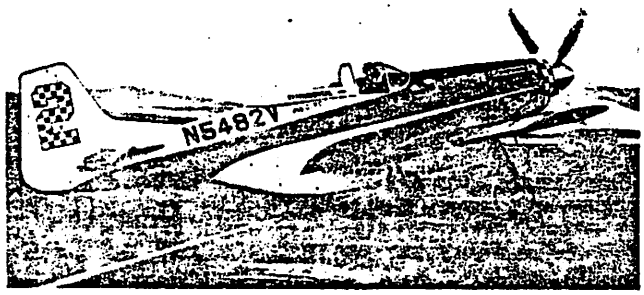
16



The distinguishing feature of Able Cat is not visible; under that normal cowl is huge Wright engine. Still testing, not even painted.
ZINC CHROMATE YELLOW

This guy's stomach feels rather heavy in tight pylon turn. Nifty racing number(?). Wings clipped and Hoerner tips fitted. →
"O", N711 UP NEAR 35'-8" ± TIP REFIT, NOT A BIG CLIP.

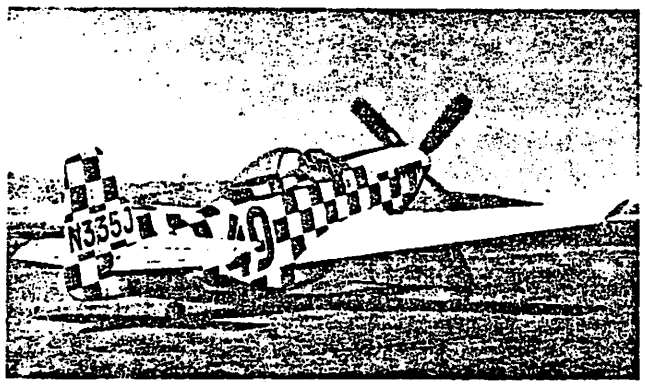




A colorful name and plane. It is red, white, and black. Wings and stab black. Red is the long stripe on fuselage. A P-51D.
"Boise Bitch" & "CHANCE III" NEAR 32' W/S CLIP.



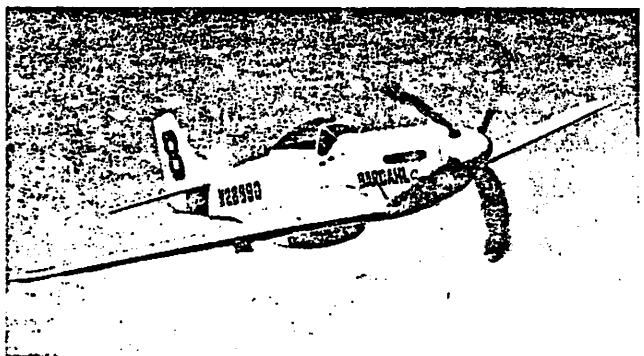
An early model Corsair in green with red "fire," gold stripes and an emblem/shield on cowl. An almost stock plane with big engine.



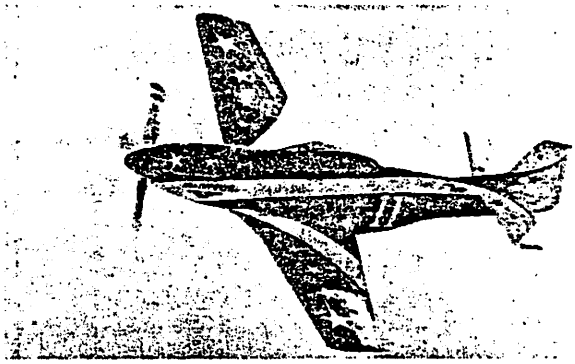
The pylon racer of the late E. D. Weiner meticulously painted with black 12" squares on yellow. Prop blades: green, blue, orange, red.
SHORT CLIP 30'-10" W/S. GREEN 49's.



Fourth in finals at 358 mph with no airframe mods. Highly polished surfaces helped Dr. Cummins place well. Many-color trim design.
Gold Miss Candace, Black 69, red stripes.

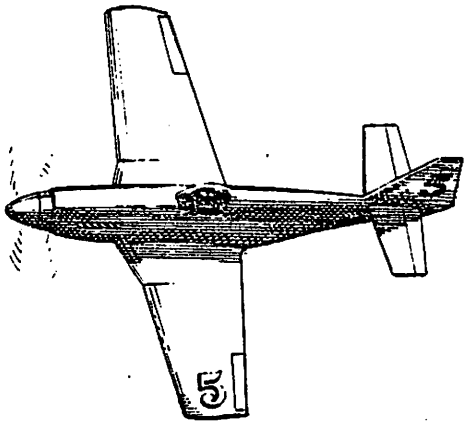


White. YELLOW 8 ON CLIP WING MOD. BLACK NAME.
Bardahl Special is not modified other than in engine department but is fast cross-country racer. Loud and beautiful in flight.



Another P-51 with no mods, but what a gorgeous paint job; it is obviously red, white and blue. Owner/flyer is Howard Keefe.
LATER CLIP WING AT OUTER EDGE OF STAR, ± 33'

Courtesy



RED BARON RB-51 Highly modified North American P-51D Mustang used for Unlimited Class pylon racing has Rolls-Royce Griffon engine and contra-rotating props from Avro Shackleton patrol bomber. Top speed near 500 m.p.h. required much enlarged tail.

3V Vol. XII,'76 Annual

Racer selection: Our cover art features the white, tangerene and black form no.5, N7715C of Chuck Hall. Ron Henderson drew this view for CROSSWINDS to focus on this machine as a choice clip wing Mustang. The colors are very good, and we have a real good fix on the exact wingspan at 32.33 feet (4") Very close to 24" at 3/4" per foot scale with extra dihedral. As Gordon mentions earlier, this did become the RB-51 Red Baron. The all red '74 paint version is intresting too with one prop stage left off. Counter rotating props are as bad for our models as they are for full size A/C. The big fin may turn tighter too.(75). Vol. XIII RACING PLANES and air races shows the fancy script Red Baron in red with black shadowing on white .

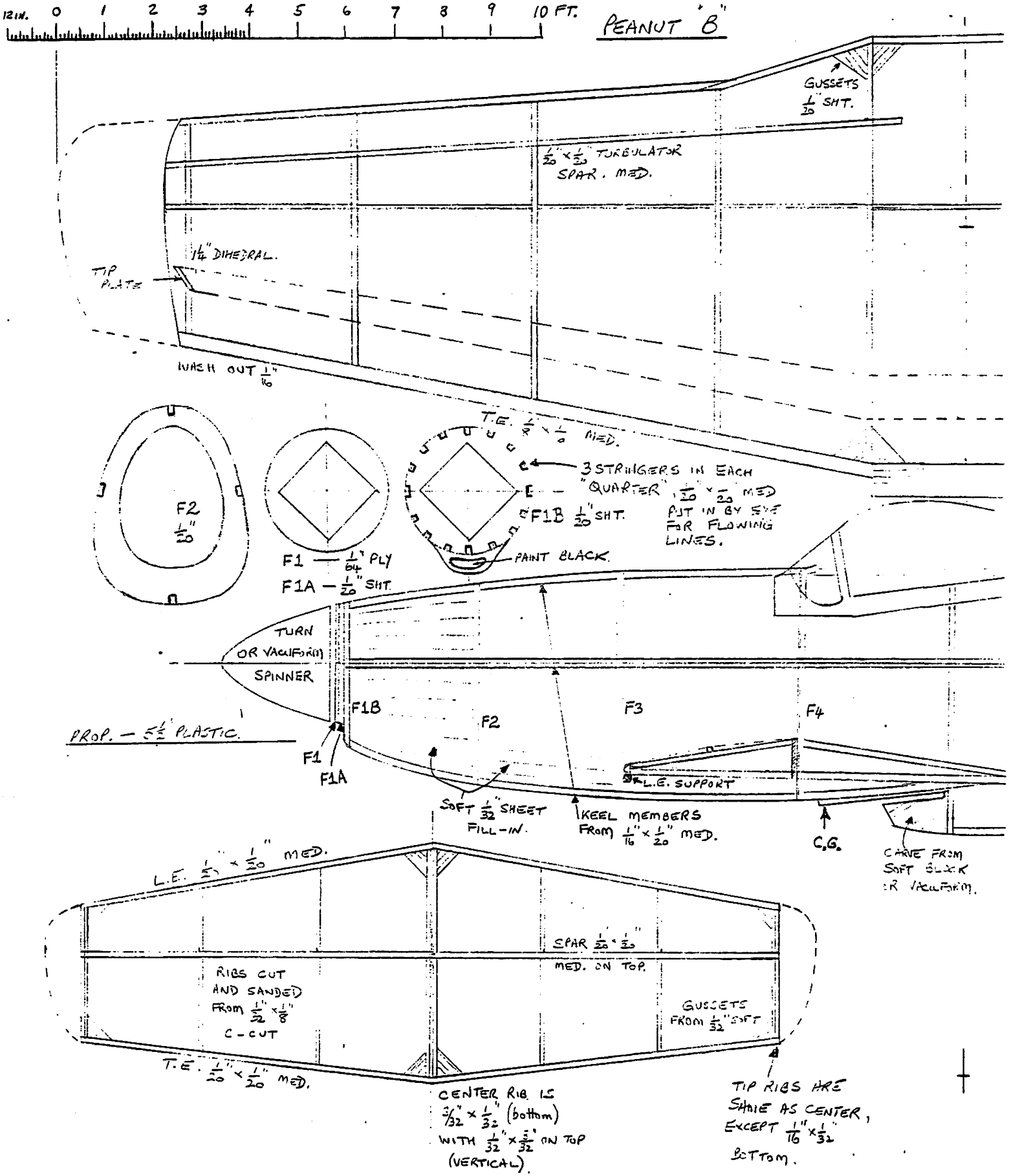
Lets run off a list of clip wing Mustangs by race numbers:

2 N5482V Ben Hall Seattle Miss as Mike Leoning white, red, black Chance III,near 32'w/s
3 N6519D Garry Levitz Precious Metal was 81 yel/orange; o9 polished, yel trim, blk 09.
5 N7715C Chuck Hall Miss R.J. Above pre clip was silver/green with yel.& green checks.
6 NX51VC John Crocker Sumthin Else clip & chop is white with blue stripe.
8 N2869D Charles Lyford Bardahl Special sub 31' short clip. white, yellow, black.
09 now 3 has extended Cavalier conversion P-51H style fin tip,disc and stripe yellow.
11 N991R Howie Keefe Miss America Flag marked red,wh,bl. near 33' mid clip to star tip.
14 N335J pre clip as 49, N335J was bronze,white, black full 37'. same no.14 as on N335!
17 N10607 John Sliker Escape I. metal with red trim with tip plates or cessna tanks.
19 N5452V Dave Allender 31.5' short clip, small bubble. Hot red fuselage, white wing.
34 N70QF Ken Burnstine Foxy Lady was black, then white with art. See his 33 shark mouth.
45 N13Y Anson Johnson Dk blue/yel no. was no. 42 NX 69406 Woody Edmunson"Lynchburg" short clip '48 Thompson. '49 had in wing radiator, yellow with red numbers.
49 N335J Ed Weiner Pylon racer was short clip 30'-10". White,blk,gr.zebra, then Yel/bk. red.
69 N79111 Cliff Cummins Miss Candace short clip 31'6"bare metal, red stripes,gold,black. was 77, NX79111 Steve Beville/Bruce Raymond bare metal "The Galloping Ghost" now 69 Jeannie polished metal with red 69 and tips. black pin stripes. FAST!
75 N68183 James DeSanto '48 near32' clip. all red, white spinner, no, Connie III.
97 N576GF Bob Love Oogahonk Special was 6 then 9. now silver, clip and chop as 97.
81 N6519D Garry Levitz Precious Metal was orange 81 on yellow. short clip, chop ,H fin. polished metal as clipped. then fin raised. later 09, then 3.

Bill Hannan selected the highly modified 1949 no.45 as a peanut scale subject before the 1977 NAT'S. We have good views of the '48 and '49 Anson Johnson no.45 from the WRIMPS newsletter PYLON.(Long gone out of print). Brant Pearce reported 45 as the first clip wing Mustang in 1948. Reed Kinert reported no. 75, N68183 James DeSanto CONNIE III as the first clip wing Mustang, also in 1948. Just about a tie.

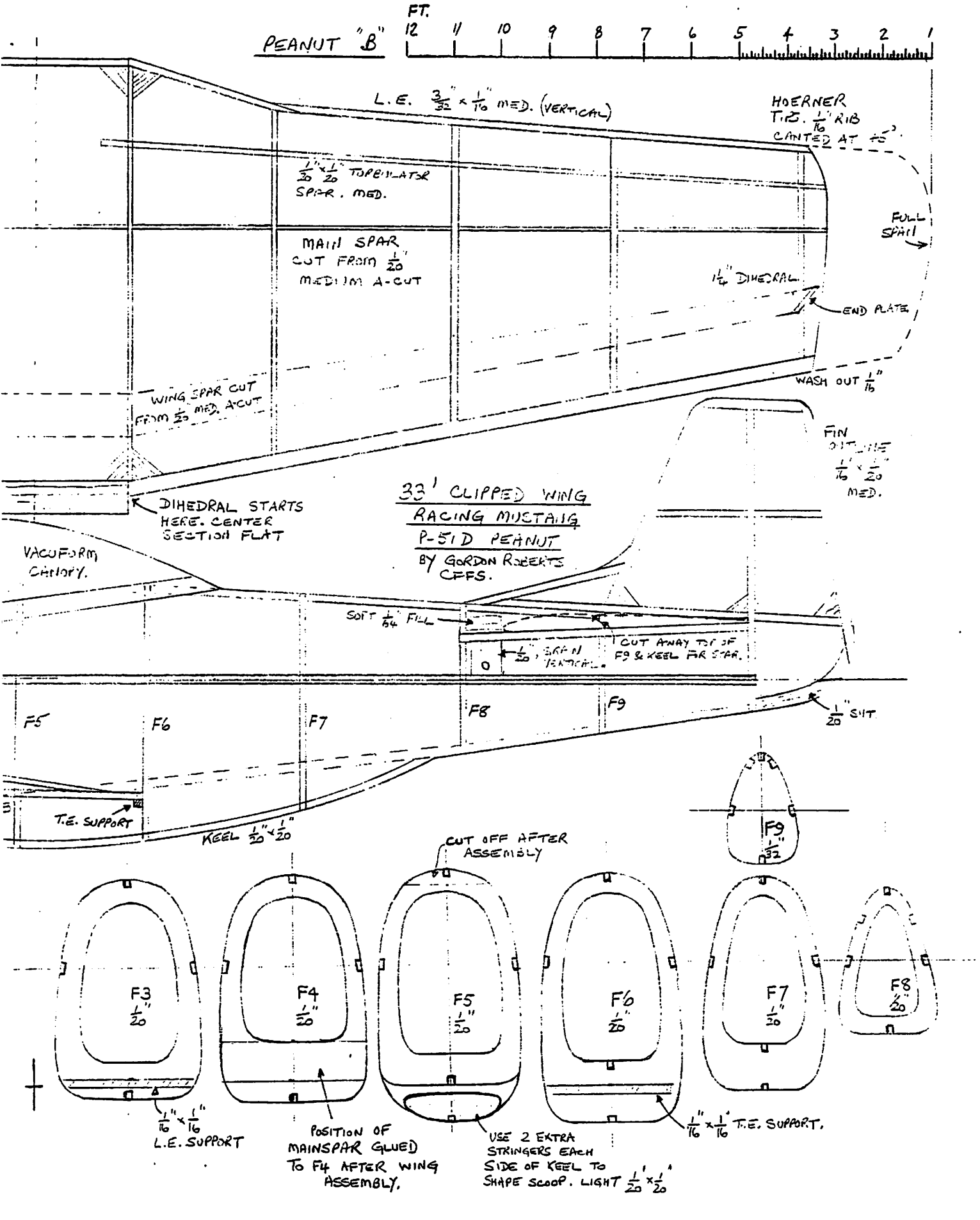
But let me tell you about Major Dik' and his clip wing P-51D "JOSE" way back in June, 1945. As a young gum band winder in Cleveland, Ohio, Mike Dikovitsky was a member of the Balsa Butchers club with Dick Korda, Chet Lanzo, the Reichs, and all. Naturally he built a Wake. Mike also built a Fok. DR I, a Curtiss Robin, and a Cessna C-34 like the new Golden Age O.T. Kit Scale model. Then WW II started and Mike learned to fly large fast and heavy type flying machines. CROSSWINDS P-47 Issue 43 recalls Mikes' adventures with the P-47.

By June, 1945 the tide was flowing toward Japan. The 340th Fighter Squadron, 5thAF was flying out of San Marcelino on Luzon, Phillipines. Three P-51D Mustangs were delivered


12 IN. 0 1 2 3 4 5 6 7 8 9 10 FT.
PEANUT "B"
GUSSETS 1/20" SHT.
1/20" x 1/20" TURBULATOR SPAR. MED.
1/4" DIHEDRAL.
TIP PLATE
WASH OUT 1/16"
T.E. 1/8" x 1/20" MED.
3 STRINGERS IN EACH "QUARTER" 1/20" x 1/20" MED PUT IN BY EYE FOR FLOWING LINES.
F2 1/20"
F1B 1/20" SHT.
PAINT BLACK
F1 — 1/64" PLY
F1A — 1/20" SHT.
TURN OR VACUFORM SPINNER
PROP. — 5 1/2" PLASTIC.
F1B
F2
F3
F4
F1
F1A
L.E. SUPPORT
SOFT 1/32" SHEET FILL-IN.
KEEL MEMBERS FROM 1/16" x 1/20" MED.
C.G.
CARVE FROM SOFT BLOCK OR VACUFORM.
L.E. 1/8" x 1/20" MED.
SPAR 1/20" x 1/20" MED. ON TOP
RIBS CUT AND SANDED FROM 1/32" x 1/8" C-CUT
GUSSETS FROM 1/32" SOFT
T.E. 1/20" x 1/20" MED.
CENTER RIB IS 3/32" x 1/32" (bottom) WITH 1/32" x 3/32" ON TOP (VERTICAL).
TIP RIBS ARE SAME AS CENTER, EXCEPT 1/16" x 1/32" BOTTOM.

CROSSWINDS P-51D

DRAWN BY GORDON ROBERTS MAY 1, '82



Fourth-placer Harry Crosby was gone, but Steve Wittman, who had placed fifth in that last old Thompson Race, left his red "Bonzo" at home and got a Bell P-63.

Most of the four dozen big ones that were at Cleveland in 1946 were pretty much stock. They may have been missing guns and armor and most of the heavy radio gear, but few of the airframes had been changed, and hardly anyone had bothered to soup up engines that were already more powerful than anyone had ever raced.

The few that were modified were winners. A bunch of guys at Bell Aircraft, in Buffalo, N. Y., completely reworked a pair of late-model P-39's and then watched one of them qualify 15 mph faster than anyone else and go on to win the Thompson with ease — 90 mph above the prewar record. In the transcontinental Bendix Race, Paul Mantz' red P-51C won by 15 mph, thanks to its then-secret wet wing and a beefed-up engine, and added more than 150 mph to the old record. The best of the prewar racers would have had to be content with last in the Thompson and "only" 17th in the Bendix.

These new racers were far heavier and much larger than their home-built predecessors, but they had so much more power that it really didn't matter. And so a lot of pilots figured that if a lot of horsepower gave them all that speed, even more horsepower would give them even more speed. The idea was simple and it worked. The most obvious case was that of ex-Navy test pilot Cook Cleland. In 1946, he flew a 2,000-hp Goodyear FG-1D Corsair to sixth place at 357 mph. He replaced it with an F2G-1 (FG-1D with a huge P&W R-4360 putting out around 4,000 hp) and won with a record 396 mph the next year.

From then on, cut-down wings, souped-up engines and hot fuels were common. While the airplanes may have lacked the total individuality of the custom-built prewar racers, they were fast and colorful and very loud and exciting. At least until the industry lost interest in air racing in 1949 and the Cleveland Air Races closed up shop.

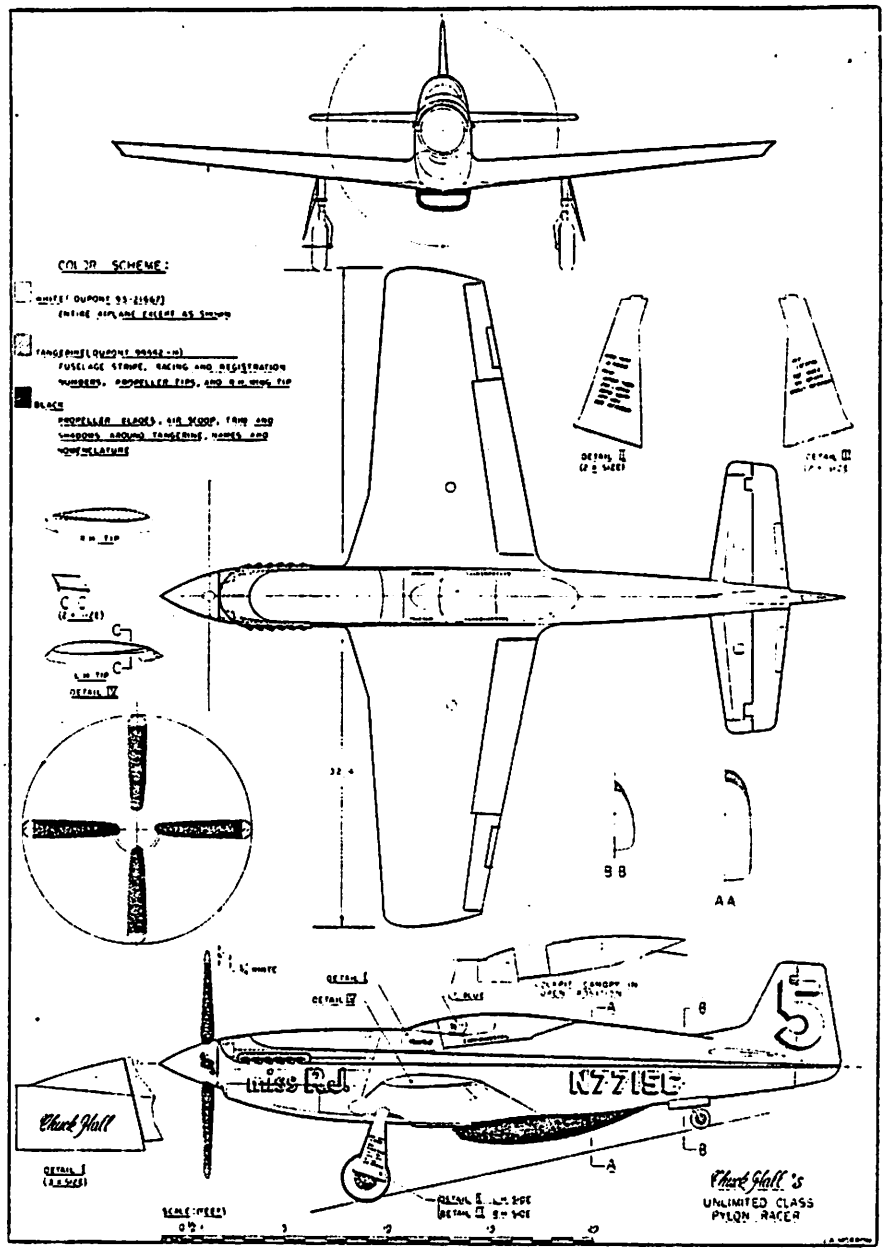
For the next 15 years, the only racing was for the Goodyear midgets, renamed the 190-cu.-in. class. Most of the unlimiteds sat around and corroded, many of them back in the weeds at Cleveland-Hopkins Airport and at small fields around Ohio. It was a sad time for big, fast airplanes with propellers.

Anybody who knew anything about air racing knew that the Thompson and Bendix airplanes were a thing of the beautiful, romantic past. Too bad, but that was one of many things that had changed, along with the length of skirts and the beat of music.

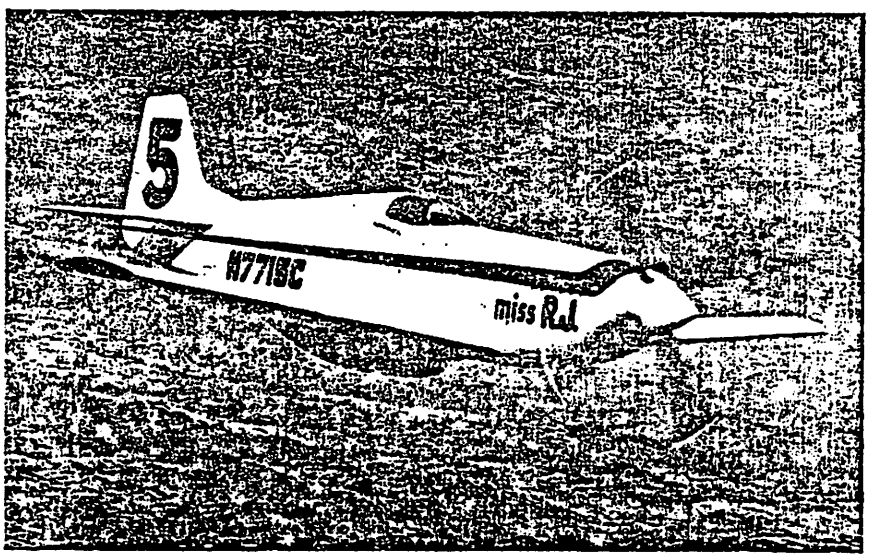
Of course, there were an awful lot of people who didn't know very much about air racing. One of them was a short, stocky Nevada cattle rancher who had made quite a name for himself in the dangerous world of unlimited hydroplane racing and was flying a white Bearcat around his 270,000-acre ranch. In addition to being a real sport, Bill Stead was a first-class businessman; his decision to bring back big-time air racing was followed by the kind of planning and hard work that had made him a successful rancher. It was to make him one of the leading figures in the history of air racing.

The new era started out in 1964 much like the one in 1946, with one really hot modified job and a bunch of beautifully maintained but basically stock airplanes. The need for more speed quickly became apparent, and enthusiasm took the place of reason, the way it is supposed to in racing. And while Reno wasn't the only place the Unlimiteds raced, it was the first and it was the only one to stick with them. Las Vegas tried it, and so did Palm Springs, and even that old folks' haven, St. Petersburg, Fla. But Reno remained the place to go if you wanted to

Continued on page 83



Clean, much modified P-51D flown by Chuck Hall placed second in pylon races at 377 mph. Drawing prepared by Hall's crew chief.



Courtesy *American Aircraft Modeler* MAY 1970

to the 340th. The CO. Col. Roland, Major Brown, and Major Dik'. got these, while the other pilots flew P-47s. The occupying Japanese were evacuating troops across Manilla bay at night. Powered barge-tugs towed strings of boats across the bay at night. Major Dik' led a flight of two Mustangs with two Thunderbolts over the Bay in daylight. A dozen. empty boats were beached along the shore. The fighters shot these up in a pass. As the last P-47 was clearing out, Mikes' agile Mustang had circled back for another run. Now a powered ship moved into the path of fire. It was fascinatingto see the steel deck plates curl up as the .50 caliber fire walked along deck. Suddenly the air was fire red, enveloping Mike in a very volatile thermal of heavy debris. The spell of those dancing shells along the deck had sucked mike over the target, where the target bites back.

Out of the red air, a glance left looked O.K. When Mike looked right, he saw the right wing tip was clipped off! Still the Mustang handled normally with a minor trim adjustment. Mike made a mental note then that he could fly a clip wing mustang in the Cleveland Air Races! Mike pulled out and headed straight back to base with no further problem.

The Airplane was used for ground cockpit orientation from then on. The wing tip had been torn off in a trailing edge in angle clip. Another 6 inches and he would have lost the 2nd aileron hinge, and would have to swim back. This data indicates a near 2' 7" clip at the right wing trailing edge. Under the wing was the indent of a large 2" hemp rope. That smoked grass sure packed a wallop!

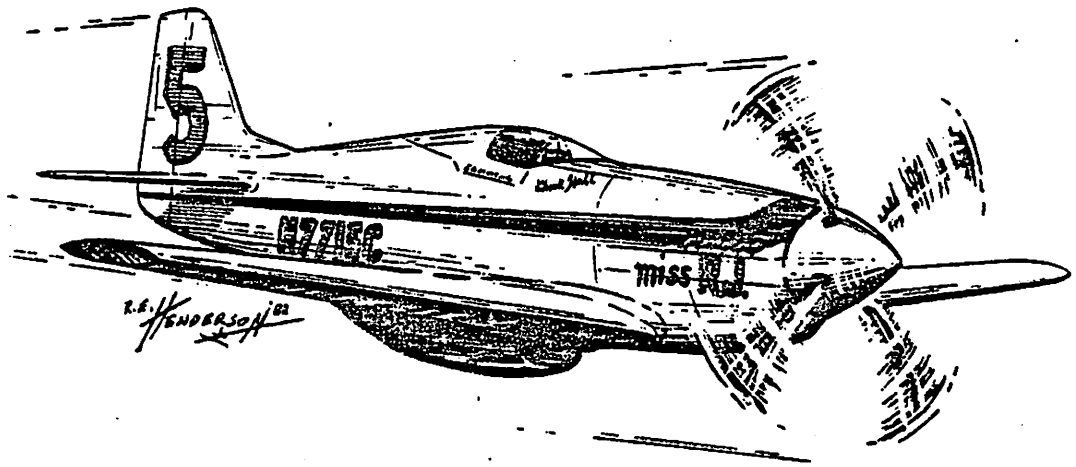
There, that takes care of most of the clipwing Mustangs. Now if you go for a full span Mustang, about 100 were raced. Remarkable! But it's 3 AM, and I don't think I want to cover these beyond what we said up front. One plan is worth a thousand words, and Gordon Roberts has a whole herd to clip and brand!

PROJECT CRUD: I get a shot at the lead Editor chair next # 65 CROSSWINDS. We will follow on with the Miss Cosmic Wind Midget Racer. The taper mid wing Minnow 4 to barn door 6 black and white 1951 era presentation gives us 4 sizes for two scale plans. The streamline wheel pants get an extra 5 seconds in the post war race. Our research here is still going on. Just scrapped a batch of drawings based on R.S.Hirsh that looked right when Dusty Carter sent in an accurate 3-view. We take space here to thank Gordon Roberts for taking so much of his valued time for CROSSWINDS. We can congratulate him too; maybe give him a pair of red sox, and a bottle of burnt castor after close shave lotion. Why? At long last, our FAC leading Ace has cracked the 80 KANNONE barrier. WOW! von Roberts broke through with a big day May 23 at the CFFS meet in Lorain. Yes he used a MUSTANG for Peanut WW II! Helmits off FACers as we salute our fearless leader. We are taking up a collection to send Gordon and a close friend to the "Bad Wine Islands"for the rest of the flying season. Haw-aw-aw-w-w-w-w-w. Seriously, It is a heck of an accomplishment, and we have had a whole lot of fun with Gordon on the way. May I carry your bag SIR?

TOLEDO: This is the tscret staging hangar for our recapture of OUR PELEE ISLAND from the CANADA fleet. Our fish live all around there. History is on our side, as Admrial Perry won it from the BRITISH Fleet Sept. 10, 1813. It is at least partly over on the US side of Lake Erie. The wine ain't bad either. You can go there Gordon! At Toledo, I talked to the Damnamyic leader at M.A.N. We can drop our mufflers and buzz PELEE with all ARF R/C type guided missiles. That and the support of an all electronic operator team will be heard! (But not read, as This Gumband twister is no longer counted as a reader. One Collection shot to HELL!)
No space left to describe our secret plans at Toledo. The GOLDEN AGE REPRODUCTIONS and SEAGLEN O.T. kit scale models, even Jerry and Marge with an outstanding display at the Micro X bench, and Aero Modeller, and Model Builder T shirt show; all gives way to the Hot Rod Mustang.

SPACED OUT: Lee Campbell goes too far ! Really; A Sal Taibi design SPACER Kit with all cut out fitting wing ribs, cut out 45 degree gussets, and the pylon glued together. The plan is even well drawn. It would look good framed as a by number painting in color. CAMBELL'S CUSTOM KITS at P.O. Box 5996, Lake Worth Florida 33461 $15.98 plus $2.00 if your Hobby Shop don't know what to load up on. Best for O.T. Nostalgia Gas F.F.

As you were, Gen. duBlue.


5
N7715C
miss RJ
R.E. HENDERSON '82


miss RJ
5
N7715C
N7715C
5
miss RJ
MERLIN POWERED 1979
RED BARON with PSID Fin

CONTEST REPORT C.F.F.S. SCRAMBLE, MAY 23 rd., 1982.

Heavy rain on Saturday and a forecast of more for Sunday did not deter 20 hardy wood-stickers and rubber-twisters from coming out to Lorain C.C.C. After some variability, the wind dropped to 5-10 m.p.h. and swung round to the best possible direction. The sun even popped out occasionally! This seemed to be a day best suited for last years well-trimmed models, the new ones seemed to be having trimming problems.

H.L. GLIDER OPEN. (7 entries)

1. Rudy Kluiber	161	secs.
2. Mike Thompsen	141	"
3. Bill Reuter	135	"

H.L. GLIDER JNR. (3 entries)

1. Jason Thomsen	60	sec
2. Scott Woodward	45	"
3. Robert Zand	39	"

PEANUT SCALE (Full FAC pts.) 6

1. Gordon Roberts	Ole Tiger	101
2. Mike Zand	Nieuport	100
3. Lad Plachy	Piper Vagabond	95

O/T Kit Rubber Scale. 5 entries

1. Gordon Roberts	Howard	156 secs
2. Lad Plachy		73 "
3. Mike Zand		55 "

NO-CAL Scale (3 entries)

1. Russ Brown	Tailwind	99	secs.
2. Mike Zand	Nieuport	43	"
3. Dennis Norman		8	"

CO_2 Replica (50 sec target) 3 entries

1. Dan Briehl	Powerhouse	94
2. Mike Zand	New Ruler	59
3. Dick Woodward	Demon	58

F.A.C. RUBBER SCALE (4 Entries)

1. Gordon Roberts	C-maid	107	pts
2. Robert Zand	He-113(100D)	97	"
3. Mike Zand	Aeronca K	80	"

EMBRYO ENDURANCE (6 entries)

1. Gordon Roberts	257	secs
2. Tad Jones	186	"
3. Gerry Skrjanc	99	"

W.W.2. Peanut Combat (3 entries)

1. Gordon Roberts	Mustang	
2. Andy Medovitch	B-P Defiant	
3. Mike Zand	Mustang	

W.W.2. Full Combat (6 entries)

1. Gordon Roberts	B-P Defiant	
2. Del Balunek	Nakajima Ki-43	
3. Robert Zand	Heinkel 113	

Just a few comments on the action. We have a new contest threat in our junior ranks! Robert Zand had a very nice Heinkel 113 that flew as well as it looked. He placed second in F.A.C. Scale and third in W.W.2. Combat against much more experienced opposition and even beat his dad! Good Show!

Embryo first and second places were taken by versions of the dreaded Début-Gordon was flying #5 , while Tad aired #1 (or was it #2, Tad?) Gerry and his son Robert were flying examples of his soon-to-be-kitted Hornet. After an easy max. on his first flight, Gerry got involved with rescuing an errant model from a very tall, unclimbable tree and did not take any more flights. We will hear more of this model, though, it will be a toughie to beat!

Mike Zand almost took Peanut with his weird-looking Bleriot canard. I always have to marvel when I see this machine in flight --just cannot believe what Im seeing! Anyway Mike turned in times of 25, 26 and 27 seconds--probably the most consistent flying of the whole day, and with a good scale score of 73 points he totalled 100 points, only one lousy point behind the winner!

Del was testing a very nice Ki-43, still without adequate comforts for the pilot (minus the canopy-forward visibility is restricted in the prone position by the banks of cylinders). However he was persuaded to fly in the combat event and placed second to the equally-dreaded Boulton-Paul Defiant. Finish it off, Del, its a good one!

To sum up, it was a real good day!



N335J 49 49

BLACK

49 49

GREEN RED

N335J

N335J IS BLACK
1967 DARK GREEN ON WHITE 49
HI TIME II B & W ZEBRA
1968 GREEN 49 ON YELLOW & BLK.
BLACK OUTLINES
1979 RED 49, RED SPINNER,
BOOMER II ON
YELLOW & BLACK

1973 DAVE ALLENDER #19 HAD
2 RED WING STRIPES &
1 RED STAB STRIPE ON
WHITE. RED FUSELAGE. AIR En.V6#2.

BARDAHL Miss

BLACK, WHITE OUTLINE ON YELLOW PEANUT A

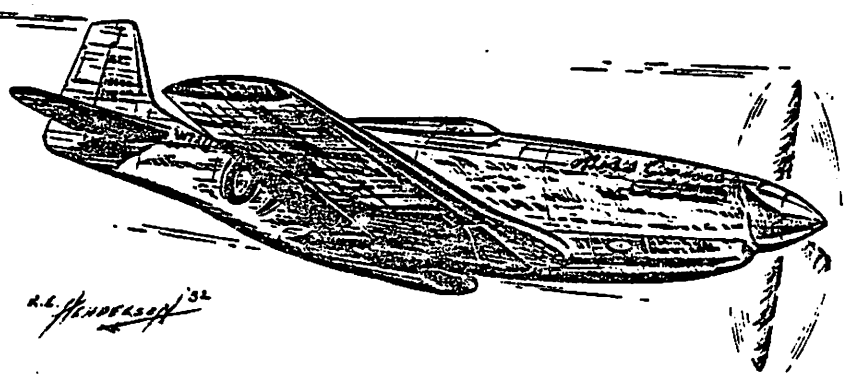
BARDAHL Miss

PEANUT A
31.5"W/S.
N5452V

19 19

WHITE N5452V AND 19
ON RED FUSELAGE FIN

N5452V



R.L. Henderson '32

Miss Candace

Miss Candace

69

N79III

Peanut B

69

N79III

Sanders

6

Rt. Side

69

6

Rt. Side

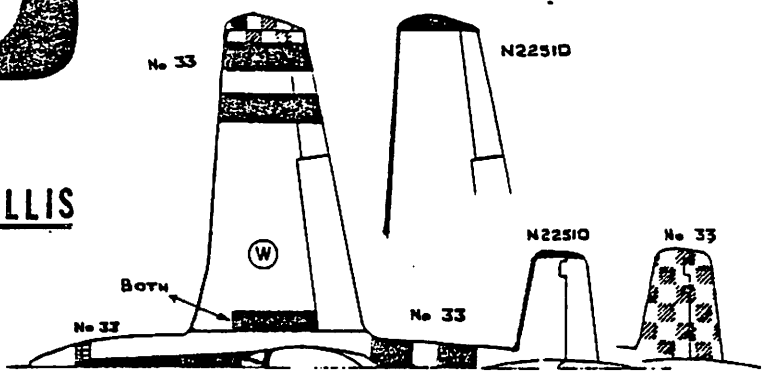
69

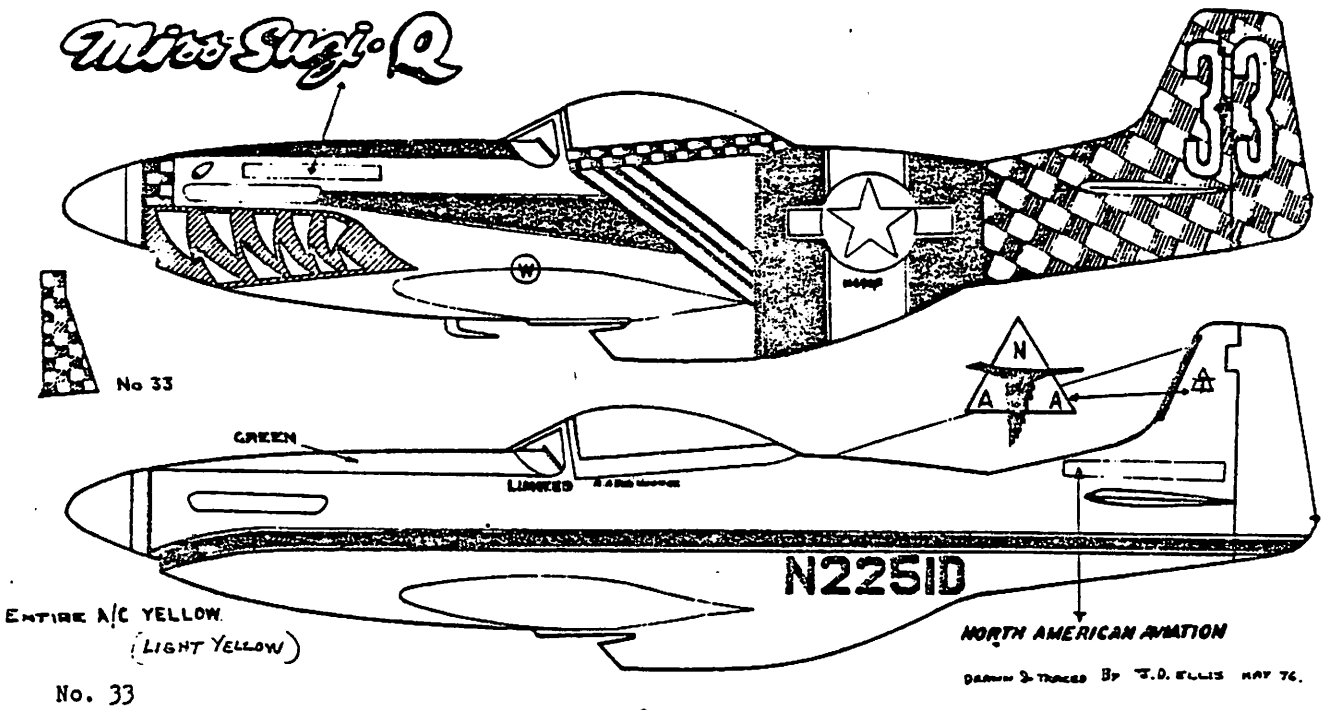
Jeannie

P51D

PYLON RACERS by J.D. ELLIS

RED. (W) WHITE.





No. 33

This twin-seat P51D was purchased by Ken Burnstine for personal transport, but ended up as an unlimited pylon racer. Colour details as below.

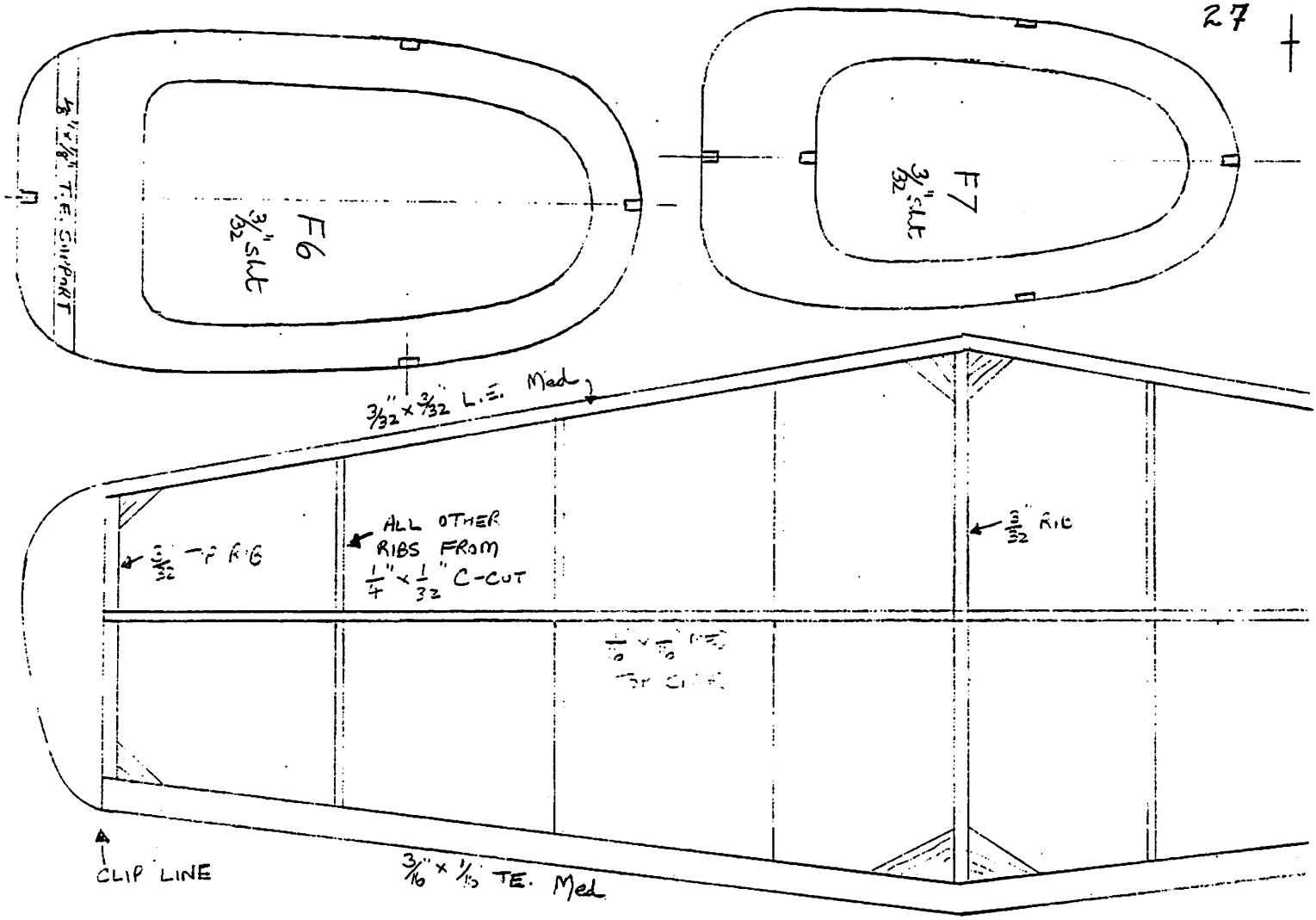
FUSELAGE: Basically gloss white with black "invasion stripes" trimmed in yellow. Sharkmouth is red with white teeth. Two diagonal stripes are yellow, outline black, whilst horizontal flash is black, yellow outline. Tail surfaces, noseband and cockpit framing are yellow/red checkerboard. Anti-glare panel is flat black.

WINGS: Gloss white, black stripes near tips, outline yellow. Tips yellow/red checker, both upper and lower surfaces. Flat black walkway, both sides. Inside of undercarriage doors and wheel hubs, gloss white.

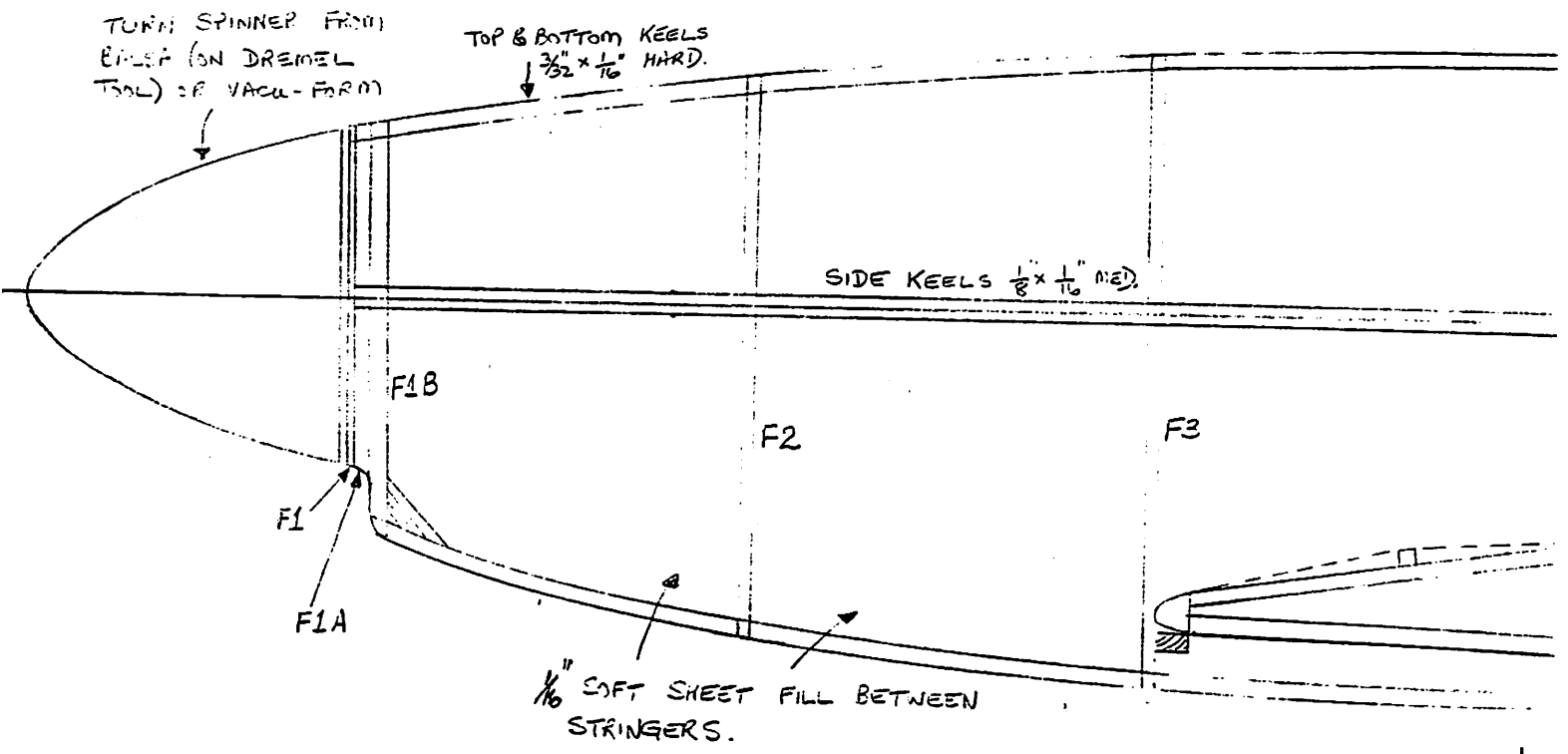
PROP: Propeller and spinner are highly polished metal. Rear of blades are flat black.

MARKINGS: N69QF, black. "Miss Suzie Q", gold with black shading. "33" is white with a pale blue outline. U.S. insignia, pale blue. See color photo by Charles Aro in AIR Enthusiast Vol 6 No 2, Feb. 1974. Also color on #19, #69, and silver P-51H N551H. RE N2251D

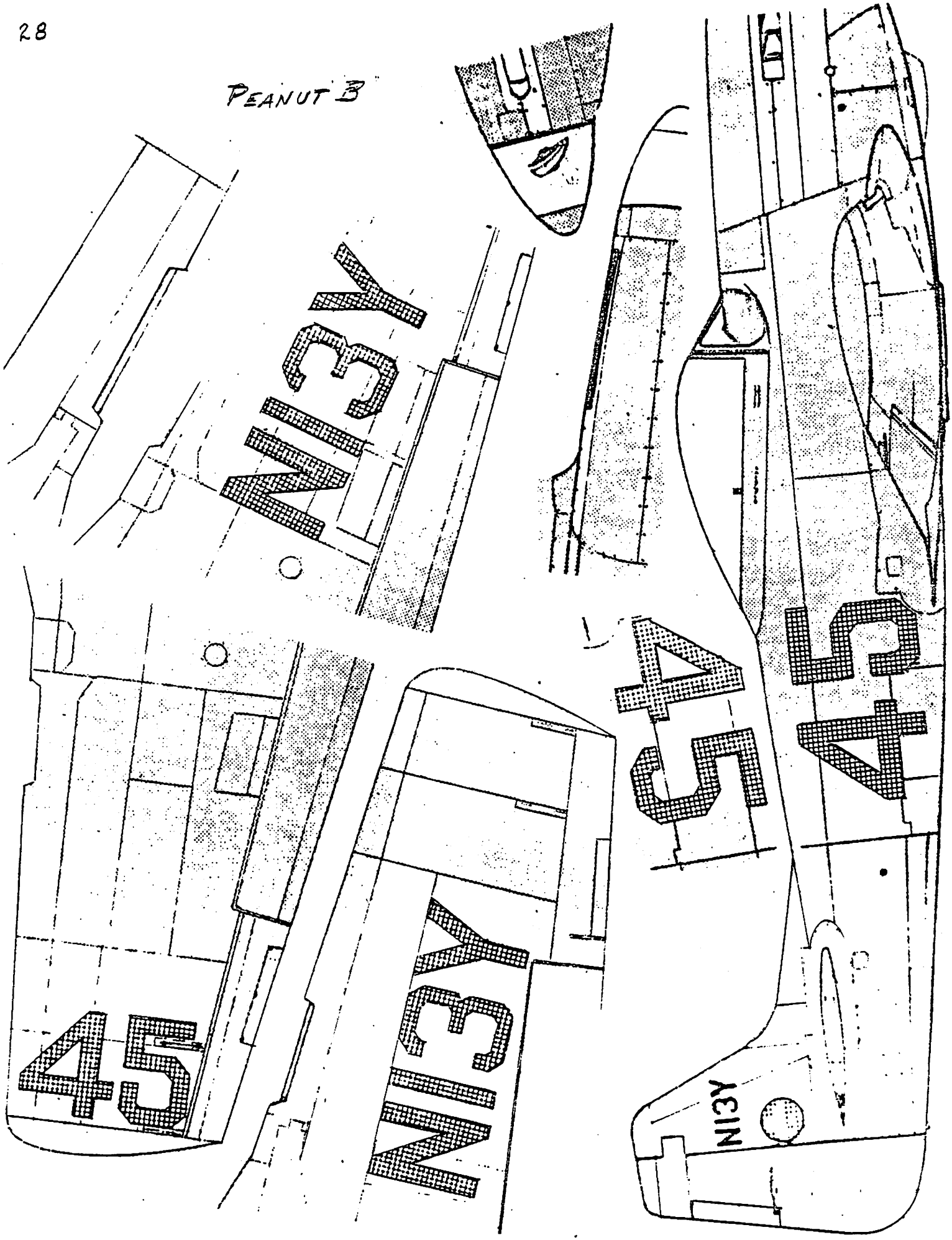
Again a twin seat P51D. This particular example owned by North American Rockwell, was flown by their executive R. A. "Bob" Hoover. Aircraft was used as a pace plane for a period of six years. In this capacity it started all unlimited class races, bar Reno, 1969 and 1970 and the California 1000. Basically a stock Cavalier, entirely lemon yellow. Tips of wings and horizontal tail, gloss black, as were all leading edges of flying surfaces. Propeller, polished metal with black rear faces, spinner yellow. All other markings and inscriptions were gloss black.



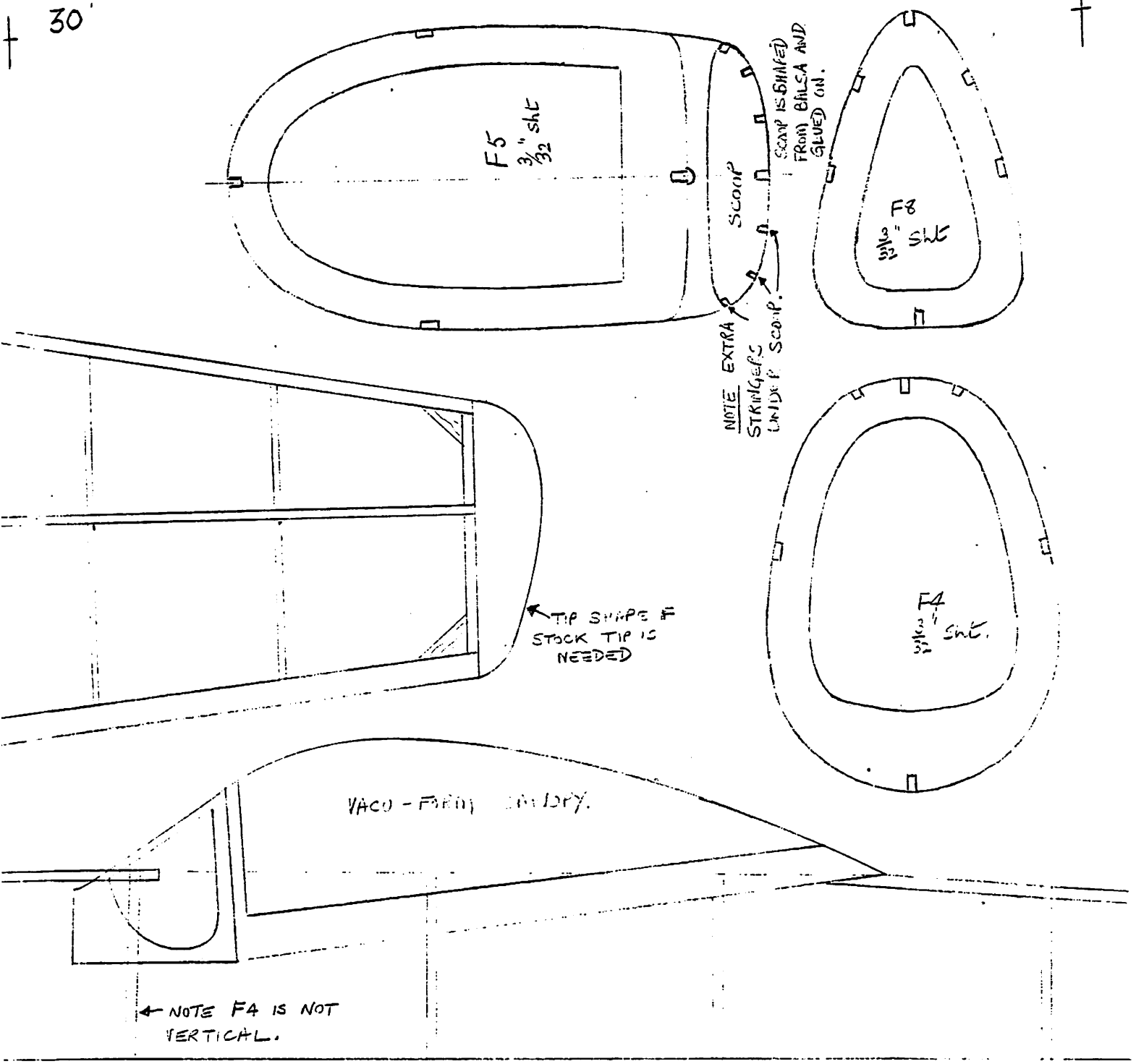
PROPELLER :- 8½" PLASTIC OR CARVE A 9" FROM OLD-TIMER BLANK.

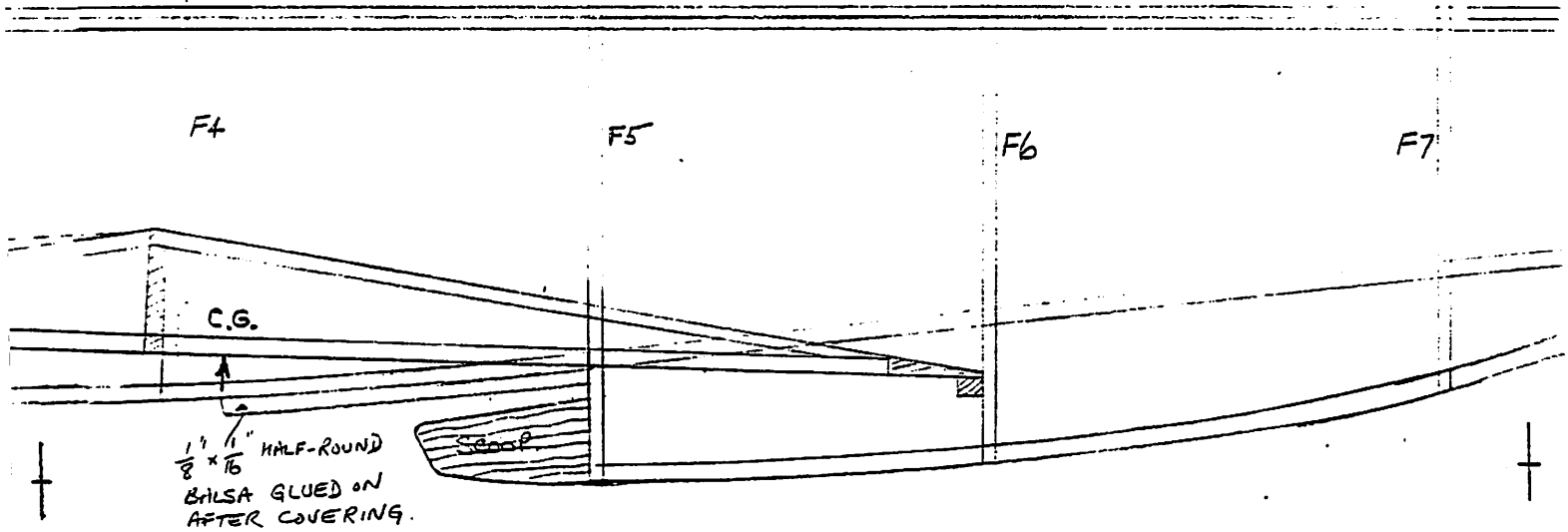


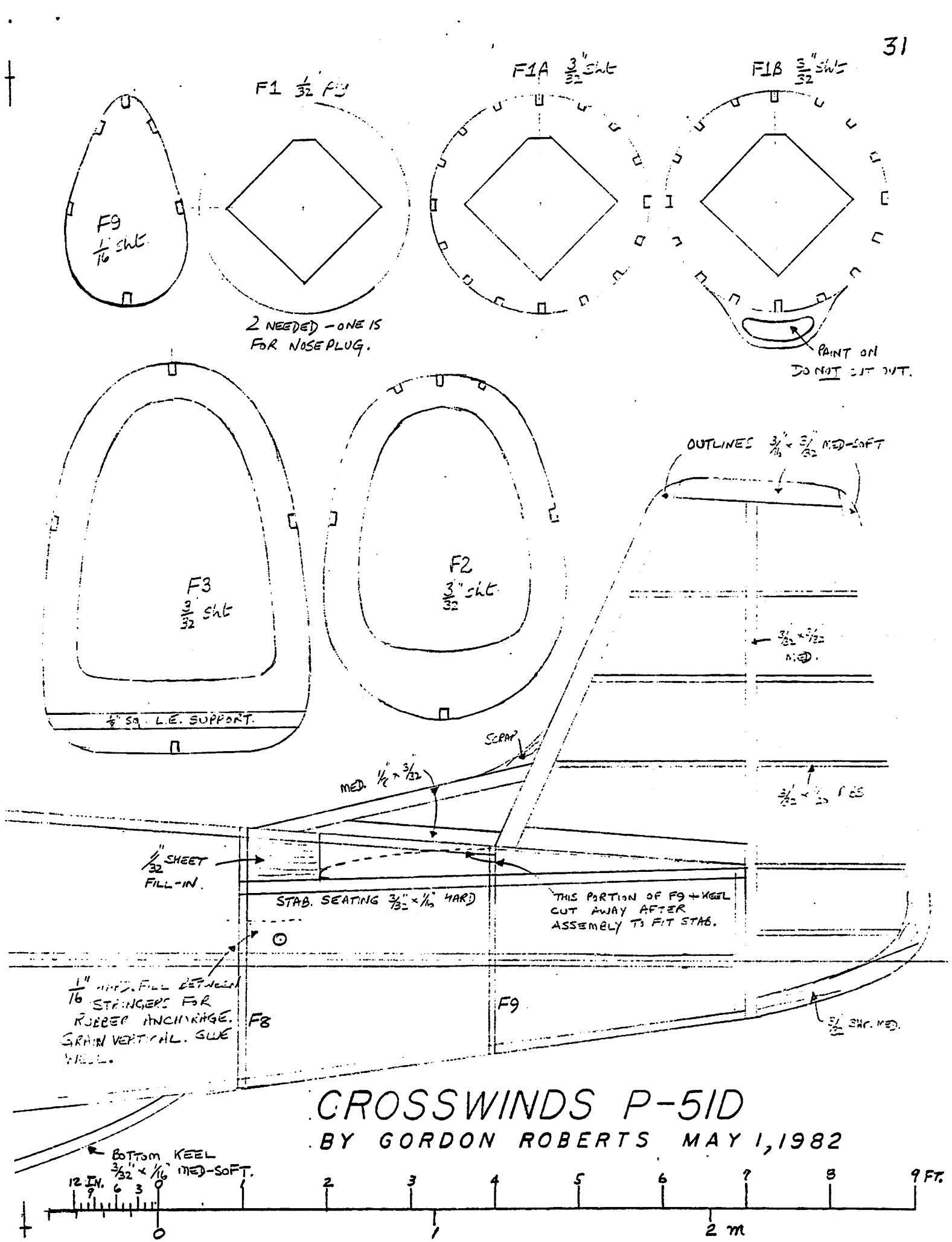
PEANUT B



WISCONSIN
54
SOHIO
54
SPEEDWAY
54


F5
3/32" sht
SCOOP
SCOOP IS SHAPED FROM BALSA AND GLUED ON.
F8
3/32" SHT
NOTE EXTRA STRINGERS UNDER SCOOP.
F4
3/32" SHT.
TIP SHAPE IF STOCK TIP IS NEEDED
VACU-FORM ENTRY.
NOTE F4 IS NOT VERTICAL.


F4
F5
F6
F7
C.G.
1/8 x 1/16" HALF-ROUND BALSA GLUED ON AFTER COVERING.
SCOOP

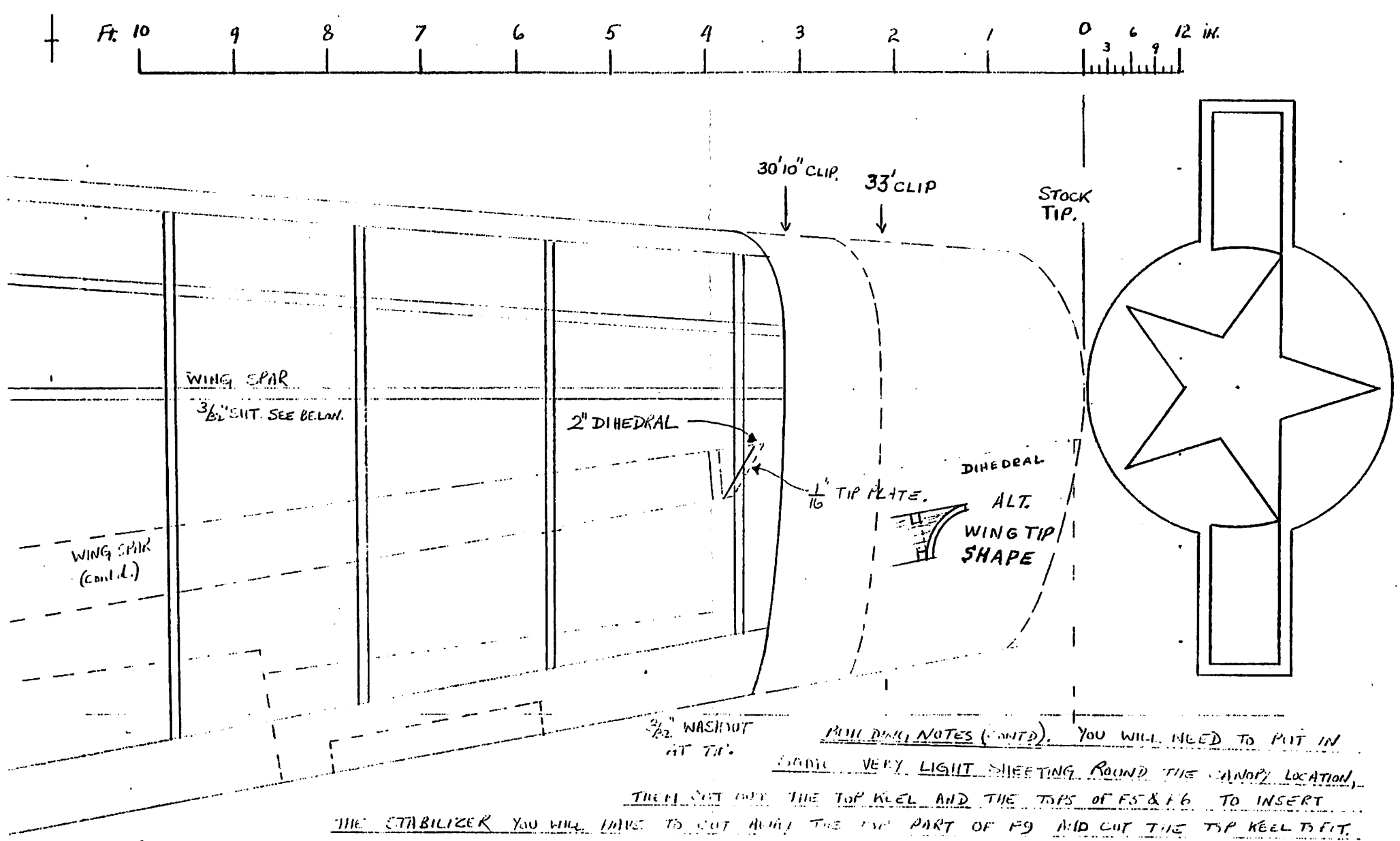


CROSSWINDS P-51D

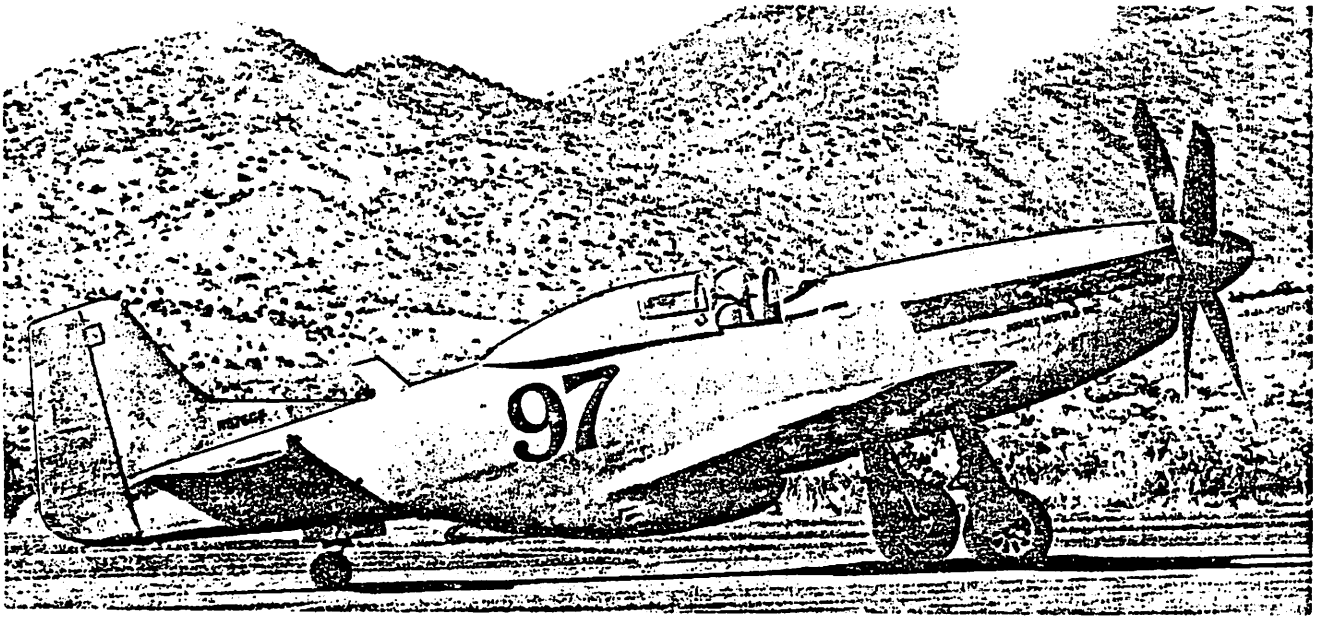
BY GORDON ROBERTS MAY 1, 1982

81

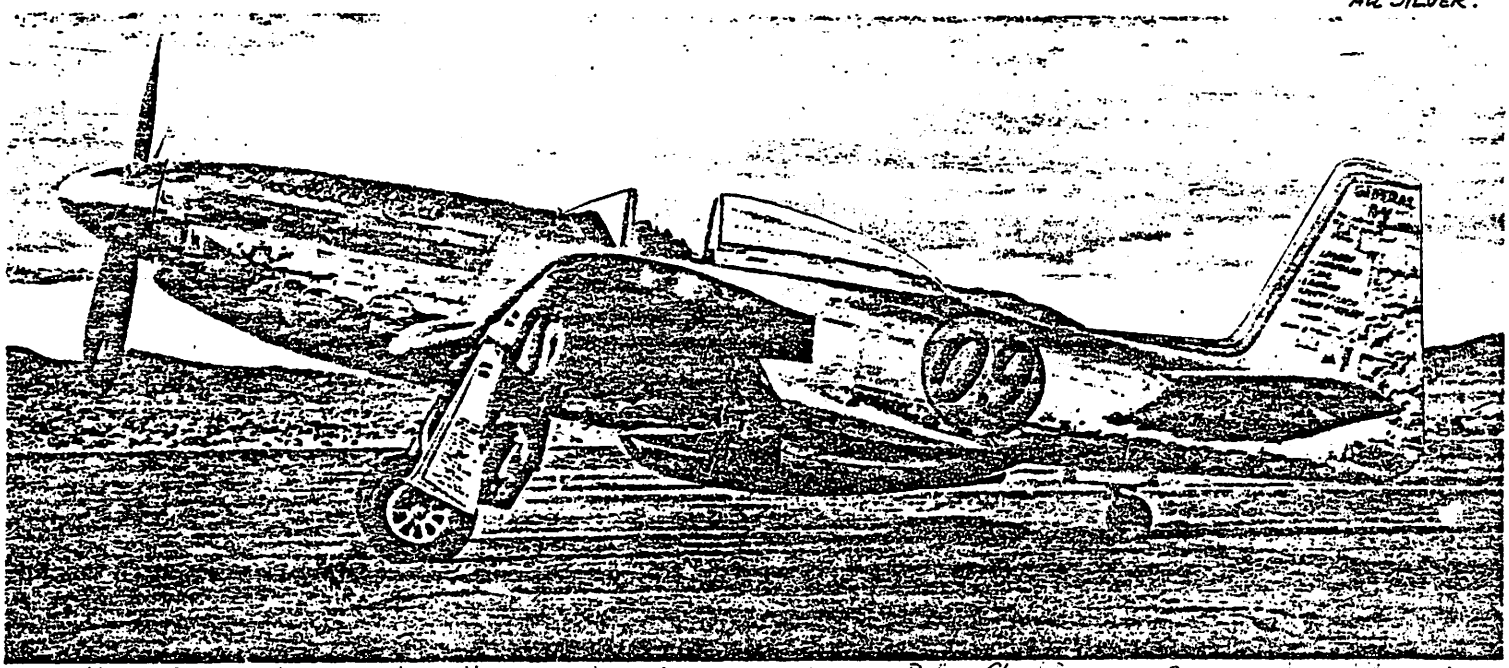
MAYDAY! Be on the alert for June Aeromodeller P-51D, and SCALE MODELS WARPLANE SPECIAL $3
The WARPLANES SPECIAL is an exceptional effort with EIGHT color pages. Jump on these fast;
they are sure to be all sold out on the first flip of a page. RAY RIMELL really screwed up
real bad, 'cause Ron Moulton is sure gonna lock him in for the next 10 years for more!
Just a snowflake on the Glacier of aircraft. Eleven subjects down, and INFINITY to go!
Art Editor Steve Archibald will share credit and extra duty for his HELLCAT art to support
the Al Bentley drawings, and Ray Rimell shows the Fok DR I in several "new" markings. At
last we find the appealing DR I flight line photo is the yellow & black tail Jasta 19.
So far only English, German, and U.S. types, but we expect lots more. " WARPLANES SI, WAR NO"



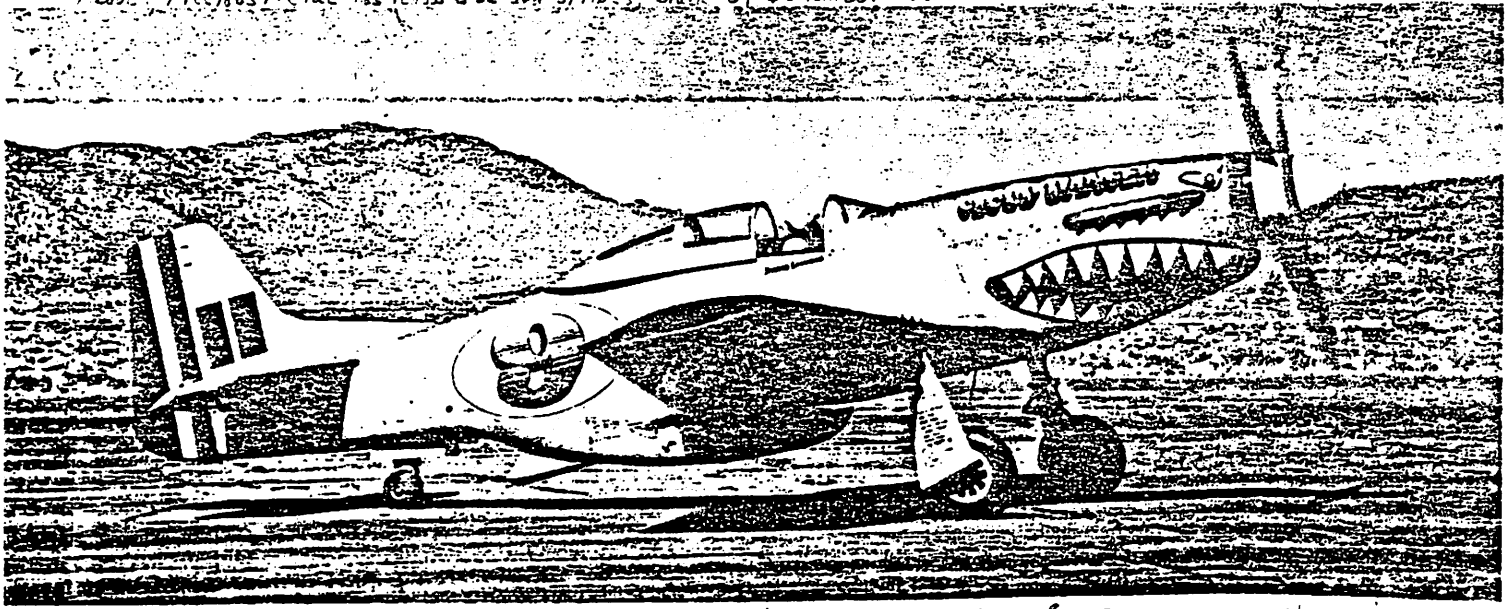
BUILDING NOTES (CONT'D). YOU WILL NEED TO PUT IN SOME VERY LIGHT SHEETING ROUND THE CANOPY LOCATION, THEN CUT OUT THE TOP KEEL AND THE TOPS OF F5 & F6 TO INSERT THE STABILIZER YOU WILL HAVE TO CUT AWAY THE TOP PART OF F9 AND CUT THE TOP KEEL TO FIT. THE STAB SEATING PIECES SHOULD BE TOUGH TO PREVENT ACCIDENTAL KINKS. WING IF YOU HAVEN'T TRIED A CRACKED RIB CONSTRUCTION METHOD, TRY IT — IT BUILDS QUICKLY AND IT WORKS VERY WELL. CUT OUT THE SPAR, NOTCH TOP AND BOTTOM FOR 1/16" × 1/4" NICS AT CORRECT ANGLES (CAN BE HALF HARK OFF). ASSEMBLE CENTER SECTION FIRST (LE, TE, SPAR AND THE TWO INBOARD RIBS — USE TOUGH 1/16" SHEET. PUT IN [illegible] BUT ONLY) AN IDEA LE AND TE OF ONE OF THE OUTBOARD PANELS, LEAVE AT BOTTOM 1/16 × 1/4 PIECES, GLUE IN SPAR (VERTICAL!). LIFT OF TIP TE 3/32" WITH PIN KING AND PROCEED WITH TOP RIBS — STICK AT SPAR — MAKE SURE, USE GRAIN DIRECTION AS SHOWN ON PLANS. FACTORY AT TE. GLUE ON TIP PLATE. DO OTHER WING THE SAME. GLUE ON TORQUE TUBE SPARS, MAKE SURE THEY ARE SQUARE TO TIP GLUE INTO FUSELAGE.



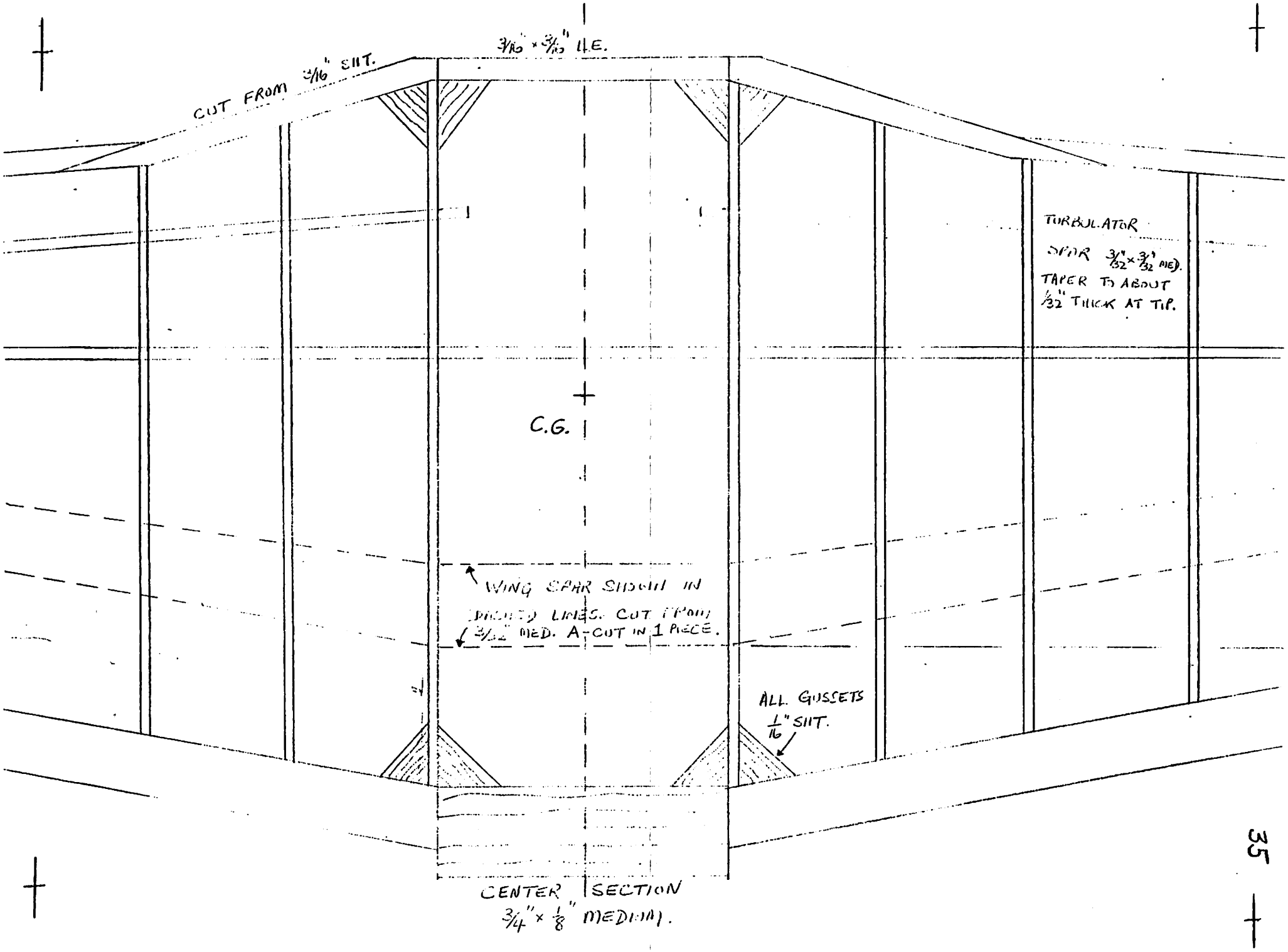
Pilot Bob Love, one of the more colorful characters of the Reno Air Races, taxies out toward the runway in his clipped-wing, cut-down, souped-up North American P-51D Mustang. After narrowly missing a time trials speed record, he was ready to win. AL SILVER.



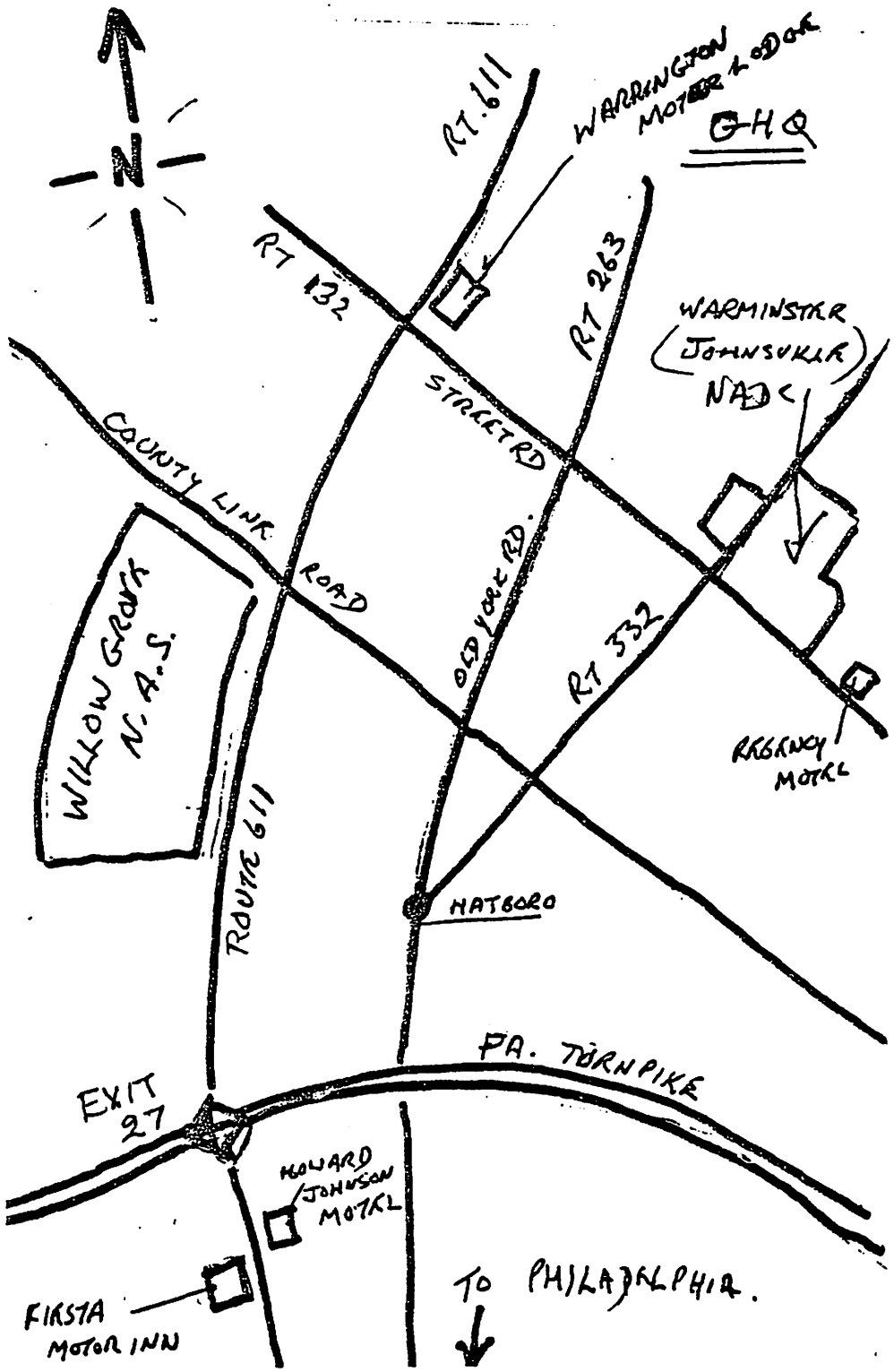
Above: Precious Metal has yellow disc and stripes, black 09 & outlines. Below Cloud Dancer's silver, red tiwail...



Race No. 9 is white, Yellow - orange & Red Top To Bottom! '82 Trim has Red wing stripes, No Teeth.

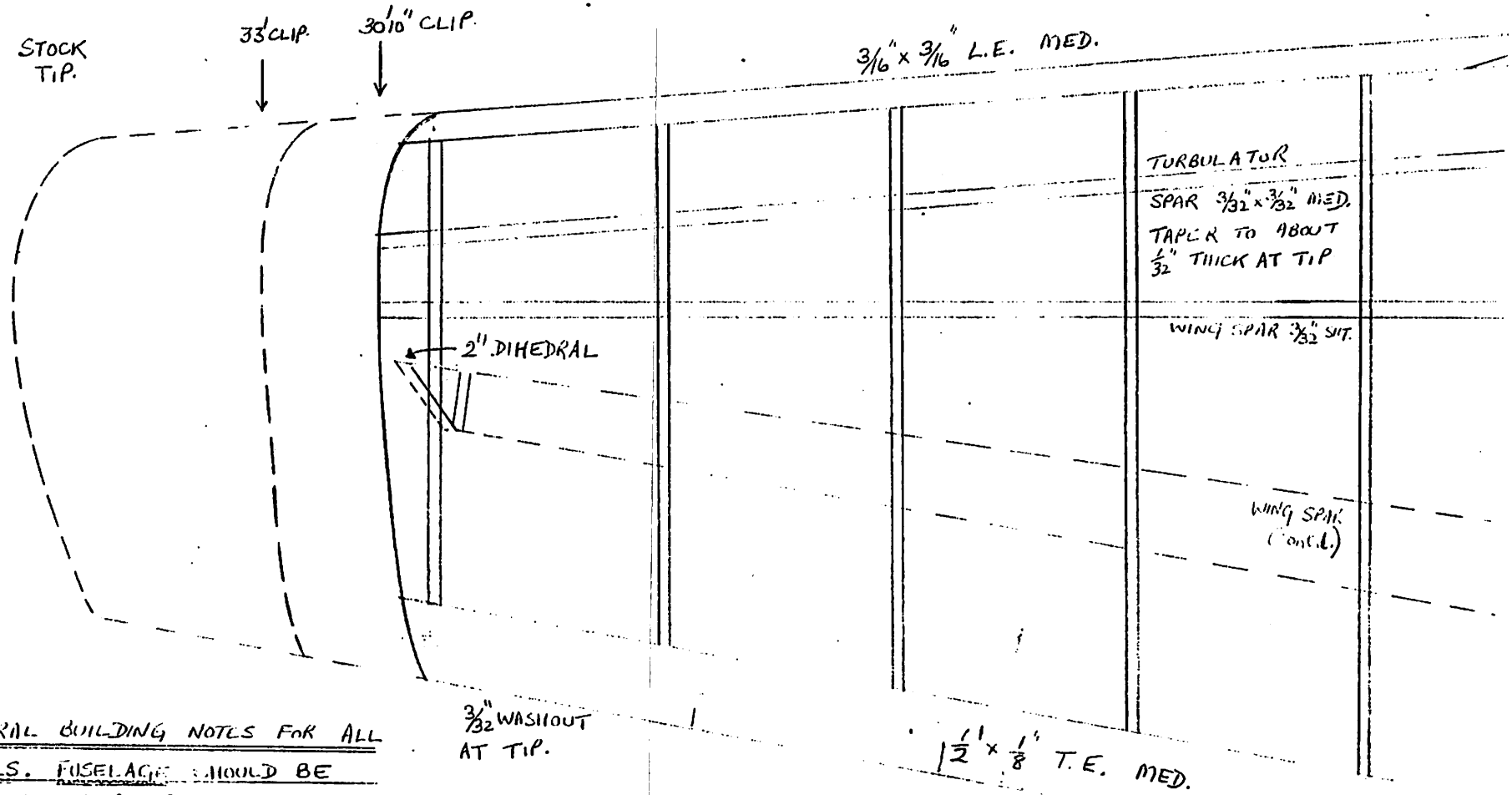

3/16 x 3/16" L.E.
CUT FROM 3/16" SHT.
TURBULATOR SPAR 3/32" x 3/32" MED. TAPER TO ABOUT 1/32" THICK AT TIP.
C.G.
WING SPAR SHOWN IN DASHED LINES. CUT FROM 3/32" MED. A-CUT IN 1 PIECE.
ALL GUSSETS 1/16" SHT.
CENTER SECTION 3/4" x 1/8" MEDIUM.

Now for some good news. The Flying Aces Nats Mark III is all set for July 17th and 18th at the Johnsville Naval Air Station in Warminster, Pa. All info you will probably need is in this issue. If not write or call Bob Leishman who is the Contest Director. His address and phone number are on the flyer in this issue. When making your motel rservations please tell them that you are with the Flying Aces and you will get your with all of the rest of us, not tucked way back in a corner somewhere. room Also if you plan on attending the banquet on the night of the 18th, you must have your reservation and money in to the Contest Director no later than July 10th or you are going to miss out on a very good time.



Three cheers for the red, white, and blue : GEORGE ALDRICH has a buy in tubes of Superfine 18" X 24" tissue, 100 sheets 12822 TARRYTOWN 1/3 each of red, white, and blue for $22.50. Weights match "LITE" SAN ANTONIO, TX 72833 tissues at 1.2 gm/ft.sq. white and red, and 1.28 gm/sq.ft. in blue.

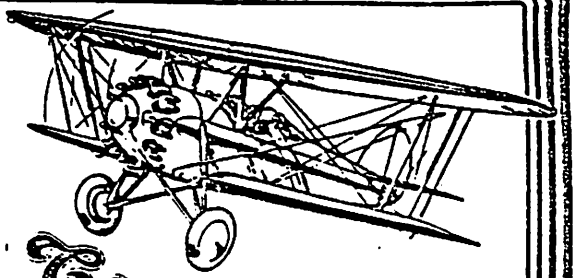
18 JUL 82 Uniform of the day is a FAC NATS III T shirt edged in Squadron colors red,green, blue, or all white for $6 and flight line cap in red, green, or blue $5 by order from Air Vice Marshal Dennis Norman at 12900 Lake Ave. #1706, Lakewood, OH 44107 (216) 282-0662.



GENERAL BUILDING NOTES FOR ALL MODELS. FUSELAGE SHOULD BE MADE EITHER BY THE HALF-SHELL METHOD OR ON A JIG. PUT IN THE INTERMEDIATE STRINGERS (3 PER QUARTER) BY EYE FOR SMOOTH FLOWING LINES. INSTAL THE WING BEFOR YOU PUT IN THE LOWER STRINGERS. DONT FORGET THE L.E. AND T.E. SUPPORT PIECES - THEY ALSO STRENGTHEN THE FORMERS, BEING SET AT 90° TO THE GRAIN DIRECTION OF THE FORMERS. SHEET IN AROUND THE NOSE (BETWEEN F1B AND F2) WITH VERY SOFT 1/32" (PENNY) OR 1/16" (DIME: 1"). EXTEND THIS SHEETING FROM F2 TO F3 ON THE UNDERSIDE ONLY TO STRENGTHEN THE BELLY AGAINST LANDING DAMAGE (2 PIECES EACH SIDE). HERE IS MY SECRET, REVOLTING METHOD OF DOING THIS SHEETING. CUT OUT PIECE TO FIT, LICK IT ON THE OUTSIDE TO MAKE IT PLIABLE, TWIST AND MOULD IT TO THE CORRECT CONTOUR, PUT INTO PLACE AND HOT-STUFF. UGH!

THE FLYING ACES CLUB Nationals II

AT JOHNSVILLE NAVAL AIR STATION
WARMINSTER, PA 1982



Come Fly With Us!

AMA SANCTIONED

HOSTED BY THE SCALE OLD TIMERS SOCIETY-"SOTS"
FAC EAGLE SQD. BLACK FLIGHT, & U.S. NAVY

SATERDAY JULY 17

FAC SCALE-RUBBER - WING SPAN OVER 13",& UNDER JUMBO SIZES.
FAC SCALE-POWER - GAS, CO2, OR ELECTRIC POWERED.
FAC PEANUT SCALE - WING SPAN 13" MAX.
EMBRYO ENDURANCE - PER FAC RULES.
* FAC WW1 COMBAT - MULTI WING ONLY, OVER 13",& UNDER JUMBO.
* FAC WW2 COMBAT - NO LIAISON TYPES, OVER 13",& UNDER JUMBO.
* FAC GOLDEN AGE - ANY AIR CRAFT (CIV. OR MIL.) OF 1920 TO 1940 ERA WHICH DOES NOT QUALIFY FOR ANY OTHER MASS LAUNCH EVENT.

SUNDAY JULY 18

FAC JUMBO SCALE - BIPLANE SPANS 30" MIN.,MONO PLANE SPAN 36" MIN.
FAC GHQ PEANUT - PER SPECIAL FAC RULES.
* FAC THOMPSON TROPHY - FOR RADIAL ENGINE TYPES ONLY.
* FAC GREVE TROPHY - FOR INLINE ENGINE TYPES ONLY.
THOMPSON & GREVE TO FLY IN HEATS- NO SHELL DASH OR AEROL RACES.
* FAC WW1 PEANUT COMBAT - MULTI WING ONLY, 13" MAX.
NOTE: * DENOTES THE MASS LAUNCH EVENTS; FLOWN IN ROUNDS OR HEATS.

ENTRY FEES: SR.-OPEN $ 5.00 PER DAY - ANY OR ALL EVENTS.
JUNIORS $ 2.00 PER DAY - ANY OR ALL EVENTS.
AWARDS: TO THIRD PLACE ALL EVENTS, PLUS OTHER SPECIAL AWARDS.

FAC NATS H.Q. - THE WARRINTON MOTOR LODGE
ROUTES 611 & 132, WARRINTON, PENNA. 18976
5 MILES NORTH OF WILLOW GROVE EXIT 27, PENNA. TURNPIKE.
CONTACT LODGE FOR RESERVATION - 215 343-0373

FRIDAY EVENING JULY 16; THERE'S TO BE A GATHERING OF SQUADRONS AT THE LODGE FOR SOME HANGER FLYING. ALL ARE INVITED.

SATERDAY NITE JULY 17; FAC NATS BANQUET-HOT BUFFET-$12.00 PER PERSON.
ADVANCE BANQUET RESERVATIONS & PAYMENT REQUIERED!
PLEASE FORWARD TO THE C.D. NO LATER THAN JULY 10 TH.

FAC NATS C.D. ROBERT LEISHMAN
STONY LANE RD4
DOYLESTOWN, PA. 18901

1982 FLYING ACES RULES AVAILABLE
ON REQUEST FROM C.D.



KEEP 'EM FLYING!

DENNIS NORMAN HAS FAC NATS T SHIRTS

