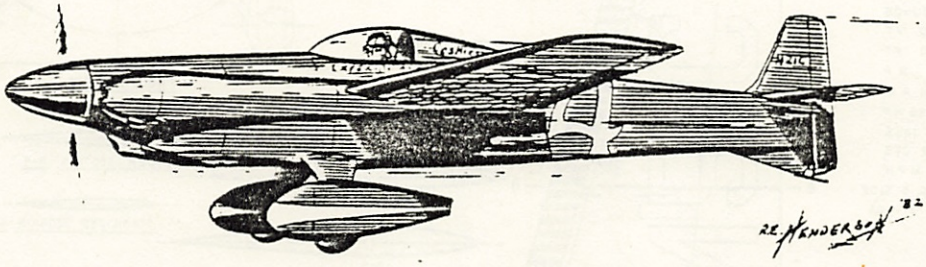
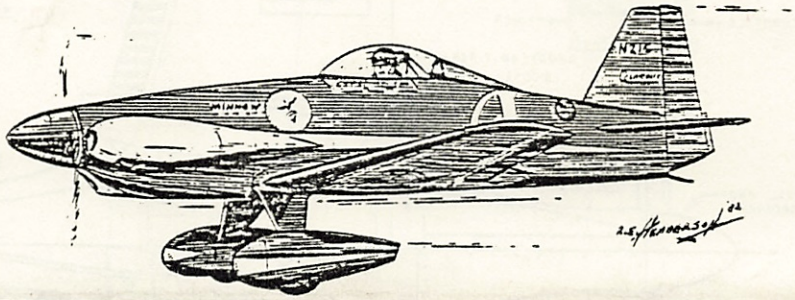
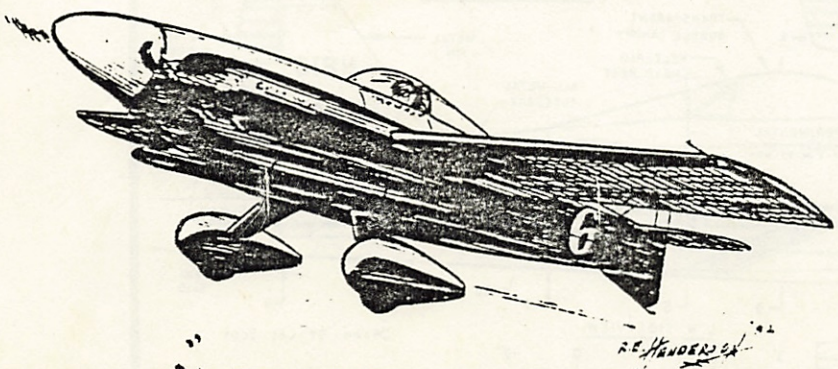
CROSSWINDS

No. 65
2Q, 1982

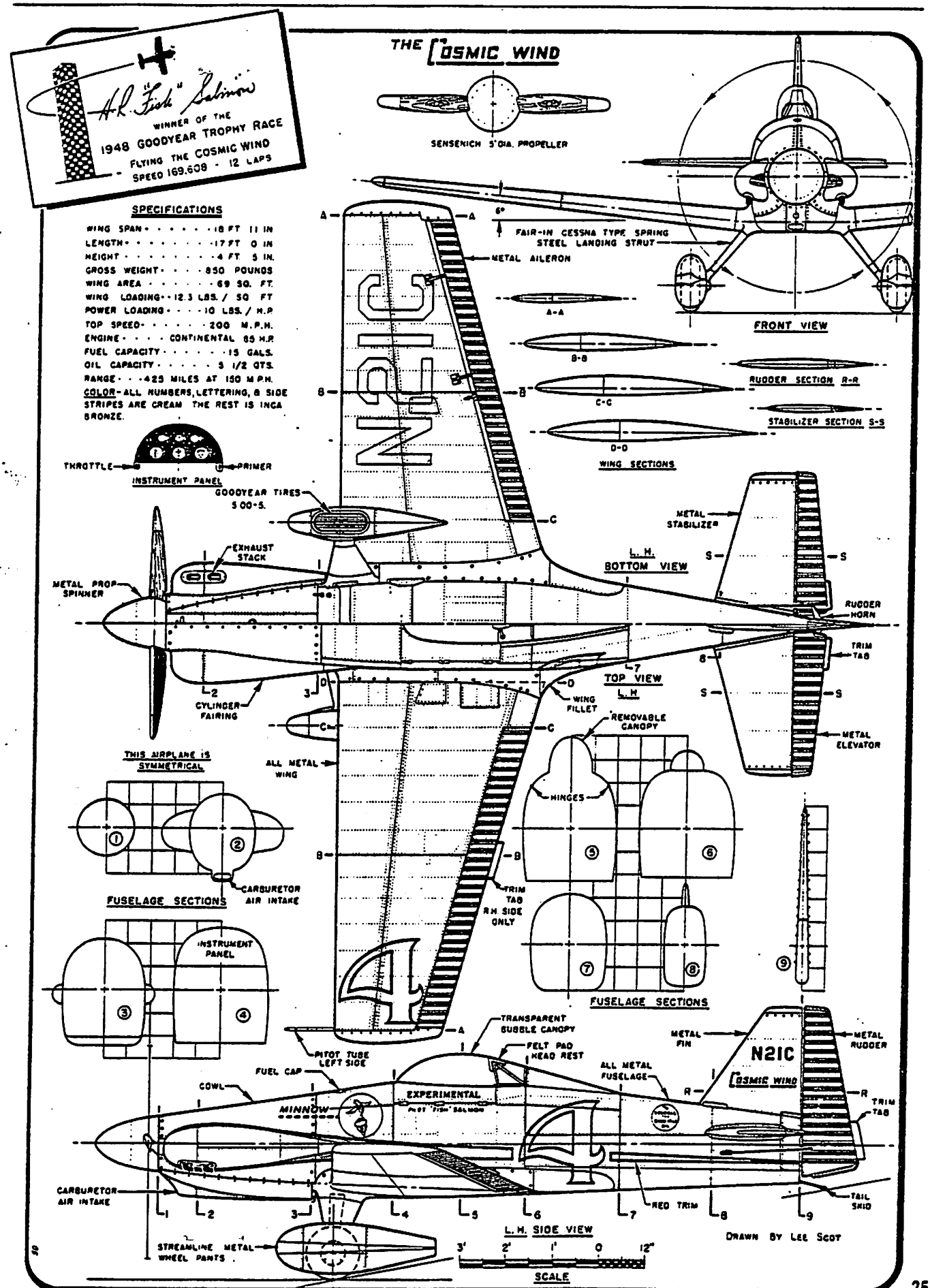




TRW INC. R M. 2465B
23555 EUCLID AVENUE • CLEVELAND, OHIO 44117



"Miss" COSMIC WIND



COURTESY SPORT FLYING APR. 1970

CROSSWINDS

QUARTERLY

2Q 1982

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CROSSWINDS
4909 N. Sedgewick
Lyndhurst, Ohio 44124
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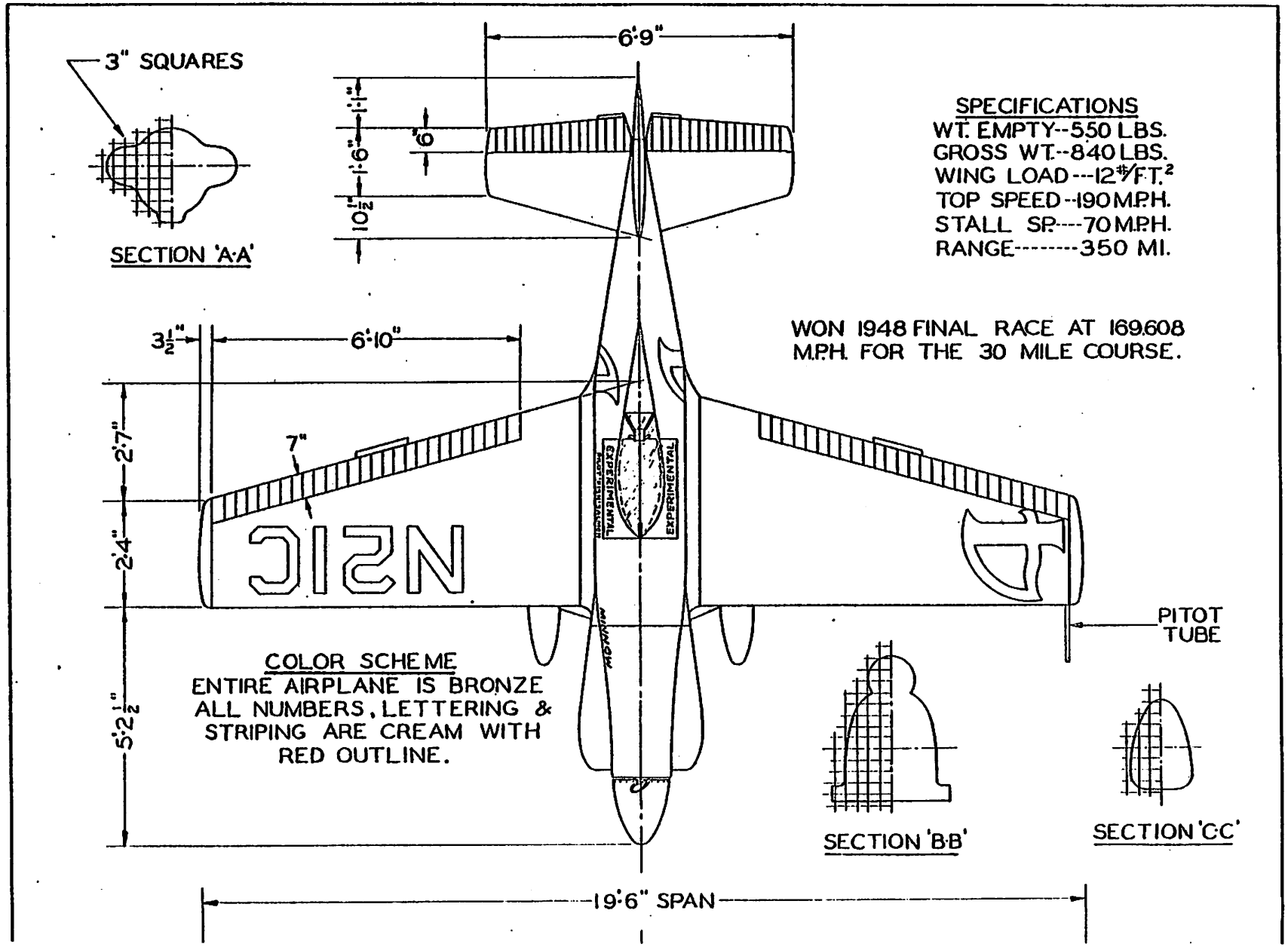
SUMMER OF 1982

White mini balls are peening the tarmac in a strong CROSSWIND. Winter has arrived in OHIO. As we dig in for the indoor season, starting Nov. 21 at Edinboro, Pa., Dean McGinnes flew over Blue Fox Base to drop a Gator skin boot. This challenge offers choice of five FAC events ; FAC rubber scale, Peanut scale, WW II Combat, (Thompson & Greve), and Embryo Endurance at the annual King Orange at Whitehouse, Fla. Dec.31-Jan 2 '83. Vector in on Dean for a schedule and chart at 5275 William Clark Rd. Lakeland, FL 33805 . Lee Campbell is CD of the whole FF & CL bash from 1785 64th Terrace S. West Palm Beach, FL 33406; TEL. 305-968-1045. Bring some extra change and pry a couple of Lee's new kits loose!

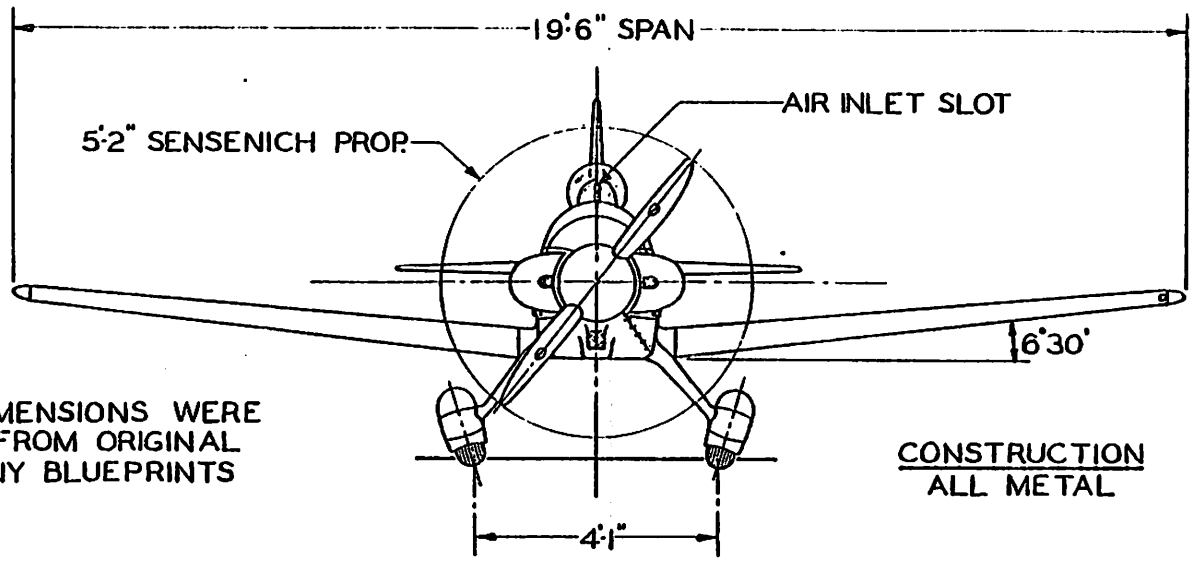
A quick stringer laying pass on the brewkeg bomber (Brewster XA-32) fermenting on the building bench, and it's back to flying a desk time. Let's warm up to newsletter duty with an action review: Upp'a U.S. fliers have to fly while the sun shines. The contest action is hot between June and October; then it's back to the drawing board. The FAC Central Sector season was extended to Oct. 10 by special invitation of the Dayton Buzzards. News that the brass curtain 'round Wright Field had been eased up was so good to hear. A CIAFF meet on Sept 26,'82 went off well in ideal conditions. Then the Dayton Buzzard FAC scramble closed up the season with another good day on WPAFB. Things are looking up in Dayton, with several local devotees to FAC Scale transcending the observer level into visual credibility of competition flying. Walt VanGorder took No. Cal. Scale; Jim Miller led most of the day in FAC Peanut with his J-3 Cub 'till being overtaken by Del Balunek with the Micro - X Waco. Then Les Bird and Walt VanGorder's Prarie Birds looked real good in Embryo Endurance by almost catching Gordon Roberts' Debut No. 7. CFFS and Detroit Red Hats sent brass (Officers) to partake in the occasion. VonRottensox hisself celebrated by climbing his Fok D VII into lift and winning FAC Scale. His new Lockheed Altair flew in the race too. Jumbo fliers in the air were Gordon Roberts Chambermaid, Jack Moses' zebra stripe P-51A Mustang, and Del Baluneks' A5M4.

MAX SUNDAY 26 SEPT. 1982: Ohio and Indiana FF duration fliers enjoyed the re-opening of WPAFB with exceptionally low drift air with cloud cover all stalled out overhead . CFFS flier Norm Poti, just back from TAFT, CA. with a place on the AUSTRALIA bound U.S. FAI Team, got lots of practice in by racking up a pending C Gas record 44 minutes on 22 maxes with his '71 K&B .40RR powered SATELLITE 788. An over 4 sec engine run on flight 23 ended the string. In A Gas, Gil Morris flew his K&B 3.25 powered TOOTHPICKS to 17 straight maxes. Contest ending at 5:00 PM ended Gil over Rol Andersons' 13 and Dale Mateers' 10 maxes. Mulvihill Rubber worked up to 7 minute max.rounds, with Joe Macay logging another record of 30:36. The high climing muscle power events became a consistency race. CFFSs' Joe Mekina took HLG in a low lift, no max event, as typical for low climbers that day.

300 miles N.E. at Prangmore, PA. (just east of Erie), FF Scale fliers gathered for the fall GHQ Meet. Here, Gary Hunters big Zero from Canada shot the tails off the local Heinkels. Nice to see the variety in WW II Combat. The A6M Zero was enlarged from the MODEL BUILDER WW II 1/2 inch scale Plans Book, but lighter, with small tail timbers. A new Box Fox Embryo Endurance, that has a part in the CROSSWINDS delay (Editors must fly to be credible, 'Nes Paw?), maxed its first flight, but must'a found a fox hole to hide in beyond the trees West of Prangmore. Lost on first hunt! Ross Mayos' new Embryo babe MISS ADVENTURE and Bob Clemens' flying crate of tea leaves (no dis-respect; a tee tail design with English rings) added just a spoon full of sugar to the party flavor. As the England Weather (damp) follows Englishers, the tea party m oved inside for an awards banquet courtesy able host Vic Peres and the Erie Hellcat Squadron.

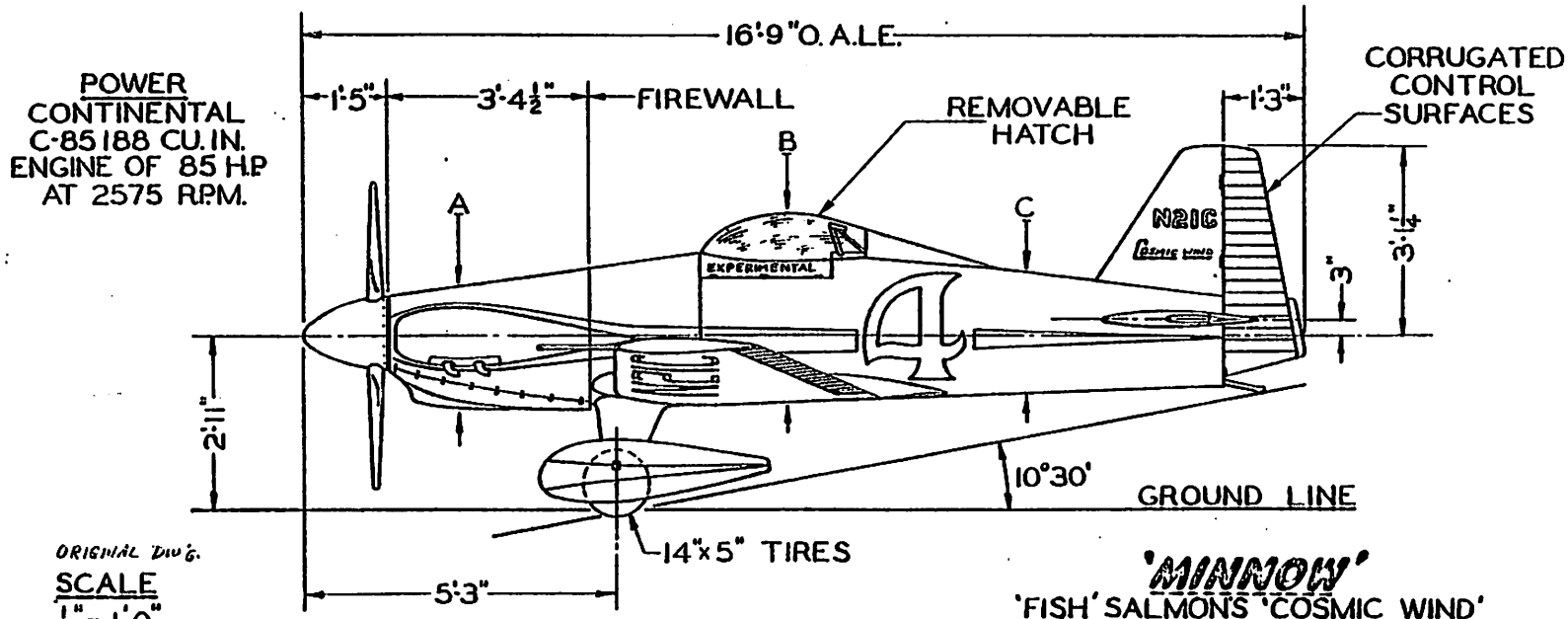


SEE AIR TRAILS JAN. 1949 FOR PEANUT SCALE SIZE DRAWING OF MINNOW '48 BY PAUL RECHN.



NOTE: DIMENSIONS WERE SCALED FROM ORIGINAL COMPANY BLUEPRINTS

CONSTRUCTION
ALL METAL



ORIGINAL DWG.
SCALE
¼" = 1'-0"

DRAWN BY R.F. PAULEY

'MINNOW'
'FISH' SALMON'S 'COSMIC WIND'
1948 GOODYEAR RACE WINNER

COURTESY BOB PAULEY

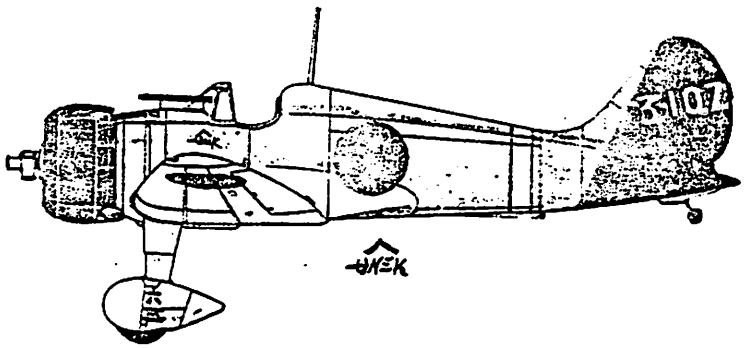
September continues to be our most active time. Every Sunday had FAC Scale action: Erie GHQ on the 26th, Canton, Ohio with Don Assel and Bob Howard Sept 19th, CFFS at LCCC Sept 12, and the hydro rain date make up on Sept 5th. GHQ should give us married guys a kanone for just getting out of the hangar that often. Down the fall stretch, several fine Peanuts emerged. Dan Briehl is consistently in good times with the Russky experimental Nitikin Schevchenko IS 4 gull wing (fold up biplane) inspired by Mark Fineman. Del Balunek has a real good trim on his Micro-X kit WACO SRE. Dennis Norman has another good flying GOON in Peanut size, and Lad Plachy beat all these hot shots with his MICRO-X Piper Vagabond in GHQ Peanut Scale on Sept 12. Lad is having fun in retirement. Life begins at 60! Got married; now on long term honeymoon, getting time to fun fly, and once in a while a contest win! Bob Wedel drove " a fur piece"(far) from Jamestown NC to air his wings with us.

Hydro Day 5 Sept, Butch Kluiber leveled up a near 2ft. X 4 ft. table top plywood plate lake for a 4 liter lake to fly R.O.W. Embryo Endurance. Dan Briehl did best with a Debut on foam plug in floats about 3/4 inch sq. X 1½ inch long plus one tail float ½" sq. X 1" long. Just enough volume to float test at rest. Butch Kluiber used a pair of 1" X 2" X ½" deep streamline 'foil foam floats up front with a ½" X 1" rear float. Both Embryos barely kissed the water on the climb off. Mike Zand took advantage of the lake to R.O.W. his Aeronca K . Next time we'll have to get a photo of those twin floats droppin' water as they break loose. Much as we liked the scale R.O.W., even plus 10 wasn't enough to get the Airknocker close to top points. The mysterious CROSSWINDS feature Black Bullet pulp era fighter by our most exceptional Editor Dick Bennet was away battling the sinister forces of drag in the oil skid economy. Just praise of Dicks' Pulp Hero CROSSWINDS issue has been rolling in.* Just got one renewal for 3 years: Last year, this year, and next year! Thank you all. The Black Bullet apparently R.O.W.'d at night, under the cover of lense caps as shown by Inspector Drury Langs' hidden camera film: [redacted] (developed film) and [redacted] (positive print).

RED TALES ON THE SUN SET

Ending August, The Detroit Cloudbuster FAC meet at Rottenville (Southfield, MI) was well supported by Detroitengeschwaders, CFFS, and Erie too. Red Hatter Pres Bruning was in his usual good form, winning FAC Rubber scale with the magnificent Persian Hawker Fury bipe; and the single flight mass launch event with of all things, his twin motor powered Martin B-26. WOW! Think about that winders; A twin winning on duration alone after confirming scale points inspection. That shows what can be done. Multi motors A/C can fly well, as demonstrated by Bruning, Dave Smith, Dave Stott, Jack McGillivray, and Dennis Norman, etc. They (multi engine types) may become more popular for mass launch by rounds if the CD can equalize the winding rush by starting launch count downs with all but one motors wound up. Co-ordinated coverings of FAR EAST IMPERIAL NAVAL AIR ATTACHE Bar-u-neksan showed great respect to ancesters of Craude with flied Jumbo shrimp A5M4. This being brilliant silver sea borne type with black face marking and bold red tail; as matured to Jumbo size from school of nimble Craudetts.(He built about 3 smaller A5M4s.) With most honorable modesty, the reconstructed Kokutai (Navy) warrier delicately shaved scallops in the sky. The lofting of a Jumby is a drama not to be taken lightly. Most appropriate to the A5M "Claude" refitting and air conditioning (flight trimming) was the formal Far East attire of Bar-u-neksan and deck officer Lt. Todd Allen. Casual deck hands observe these ground effects as mere mood conditioners or worse. But learned FAC fliers are well aware of the compilmentary mind conditioning so necessary to properly attain reciprocal direction. Ah so it is with the mini Mitsubishi. The energetic HINOMARU head bands (Sun spot) and tread tracks (script) worn by the flight director is of vital elevancy to contemplation of the aura of suspended matter. This is best understood as you assert prefered orientation on the Dragon that dwells in a no neck frame.(Short Nose A/C trim.) As Craude attained an aggressive flight attitude, with time worthy of note (20 sec. official), the advice of elders was graciously taken. Here, the suggestion to use a 12 inch plastic hook made in England in place of a good 9½ inch dia. Niponese Pecksan was politely accepted so as not to embarrass the offerer of such disOriented opinions. The Englisher prop (from Tom Majestics' K K AJAX kit) later hooked on was at least red, which co-ordinated with the pilot and plane decor! One big dis-advantage to the co-ordinated aura flying is that acupuncture of body tissue felt by both plane and pilot. Severe damage to the body later at LCRAIN was treated with glue or with

* STILL $10/YR/4 QUARTERS. (#67 Ends 1982, due out '83) B.



Mitsubishi A5M courtesy
JAPANESE NAVAL AIR FORCE
CAMOUFLAGE AND MARKINGS

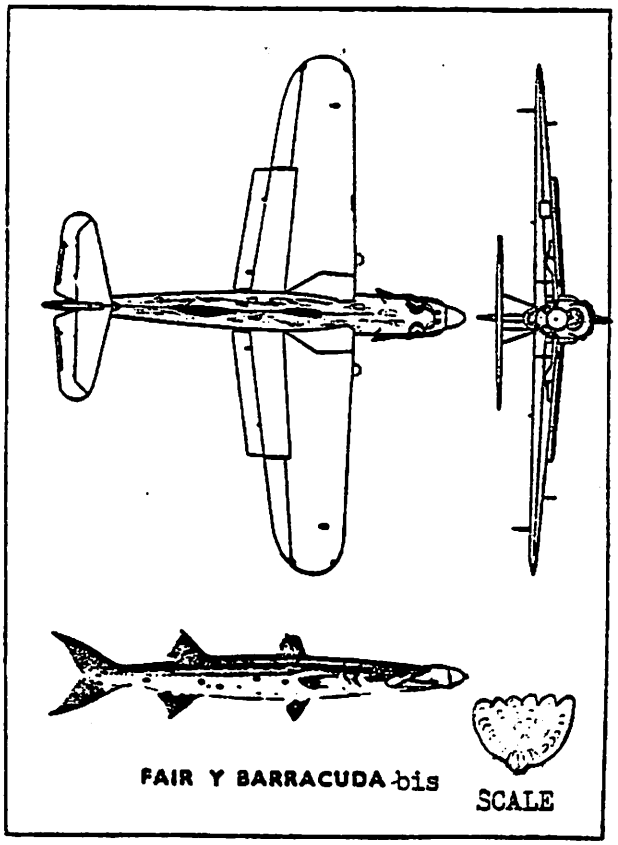
by Donald W. Thorpe

internal medication as needed. Here again, the bond of plane and pilot hastened recovery sufficiently to challenge the air at Dayton. Now, let's leave the revelation on co-ordination of aircraft attire to continue back through local action.

Most pleasing to junior officers was Andy Medovitchs' win of WW II Combat Aug. 15, '42+40. with the ½" /ft. (1/24th) Clarence Mather plan P-39 white tail snake (Dog snake) over Gordon Roberts Defiant. Todd Allens' nearly finnished long nose FW-190D9 "Dora" Peanut out flew pairs of Mustangs and Thunderbolts in WW II Peanut. Dora is big up front, where she carries her weight most advantageously (She has a long nose for CG use with a short wing for area). Pres Bruning drew up the FW-190D-9 for Flying Models, which has been reduced to Peanut Scale. The long nose with long wing TA-152 at ½" scale by Hal Cover in the MODEL BUILDER WW II PLAN BOOK has flown well enough to win WW II often also.

At the CFFS July 25th contest directed by G-8 Jim Hyka, Ken Groves flew his Canada Fike Dream to first place in FAC GHQ Peanut over 4 (too many?) M-10s. Jack McGillivray notched kanones in both FAC rubber scale with his twin motor Yougoslav 45-T and in WW II Combat. Probably used the He 100 there. That's three more kanones to Canada as the maple leaf mob racks up scores. The Canada Nat's will be back East in '83 to add to action in the off FAC Nat's year. Plan to be there! Lt. Tad Jones edged Jack Fike, Dan Briehl, Dan McDonald and Dr. Debut in a tight Embryo Endurance event, as a tree ate Gordon Roberts first entry on flight two, and his second entry didn't get enough flights logged. Gordon lost a kanone here, but got a BIG moral victory equalizer when a re-chek of FAC NATS III flight cards added the third flight points to put Debut on top.

Mid July at FAC NATS III! Bob Leishmans' tally of this extravaganza details each event. FLYING ACES CLUB NEWS and MAX-FAX readers get a third look at this, without digging out newsletters. Forth look including being there, still fun to look at. The large variety of subjects in each event is worthy of attention for future project selections. Sept.-Oct. MAX-FAX and FLYING MODELS Dec. '82 has good photo coverage by Tom Schmitt. As GHQ looks at '83 rules with some consideration toward reducing canard points, while still encouraging creativity, we are pleased to note Dave Rees did so very well with conventional 'craft. Peanut Scale, No. Cal Profile Scale, Old Timer Kit Scale, and The Golden Age Mass Launch events remain advantageous for high wing types. WW II Combat attracts an intresting melee of types, with the high mid-wing Barracuda back as a real bad predator. Billy Henn flew one at FAC NATS I, and George Meyer this year. Dave Smith of Phoenix AZ likes the beast, and asked for a three view. At the great risk of having our Minnow feature devoured en route, we cheerfully offer a 3-view for casual reference. A close relative works for the loan Dept. Just miss one payment, and you will know someone cares! A B-25 Mitchell Bomber from Shangri-La flew WW II with impressive range amid much hostive fighter opposition. Most able General Dave Stott of Pinkham Field wears a nautical officers cap to impart mind to motion communication with his multi power challenges! Pinkham Field leaders Stott and Thompson are the model of flying style 'Nes Paw? Application of mind in model is evident in Jumbo data, as the White Tri-motor float plane responded to aero-nautical white cap direction with a max flight. But the most memorable "big hits" are often in Jumbo Scale. While unlisted in the tally, two impacts of note were observed by spotters. MAX*FAX observation flights snapped a great silver Bear climbing smartly with all four props gnawing air. Plenty of power to fly the beast. Unfortunately, the Russian manual remains un-translated, so the flight acceptance program (trimming flights) remains out of time with events. The Bear rolled in right, breaking a wing.



By popular demand of Dave Smith ; THE FAIRY BARRACUDA bis three view. This species has well developed pink Pectoral Fins and Lateral Caudal Fins, with dark blue marking camouflage on a silver body. Shown here striking yellow nose Gustav.

CROSSWINDS editor Dennis Norman put the Bear in the air in 1980. Crash testing has been limited with a series of stressful traumas to business, home and loss of his loving mother at the end of August. A very rough year. We are compassionate through it all.
The worst of this is about over. With re-structured spirit we look for brighter days ahead.

We continue with Jumbo Scale observations. Another inspired Eastern Front veteran has fed his home computer the derivative a training program. Now ever larger Trainer replicas pop up to escalate the wing race. Yet there is a peril of crouding HUNG (maker of thermals). By Murphy's Manual of Aero Physics, each upward force is undone by its' downward component. Instruction flights with regal air forces on Hungorillas' tightly wrapped vine (rubber) was followed by a big bang shutdown. The aftershock was felt clear back to the East Coast. Bad Guy Squadron was elated. Could the skull and bones bunch rip off a segment of FAC action? No by Jumbo! The spirit rises despite shattering dis engagements. Help is on the way. Now a spokesperson of Jumbo Wheels survived the big bang at Johnsville to write on attractions of Jumbo Scale. Take it away GLUE GURU, the runway is cleared. Flying Aces Club News ran the text and we hope to back this up with wider distribution this issue if we can work it all in. This is go'nna be another fat issue. As it is, we can only show the smaller feature drawings.

AIRCRAFT SPOTTER

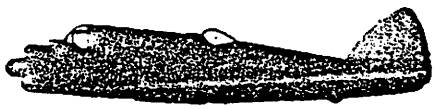
Dave Diels has firmed up several new drawings. List#6 Peanut Scale continues past the big Brewster XA-32 ($1.75 and all the tail you can use) with a Vought Kingfisher on wheels $2., and a Mitsubishi J2M3 Raiden fighter, also $2.00. Walnuts added past the Brewster Buccaneer SB2A-2 $2.00 are the Russian Lavochkin LA-5FN and LA-7 radial nose fighters in 1/24th scale; 2 sheets/ $2.75. Also from WW II, Macchi C.202 Folgore in 1/24th, $2.75. Now due is the Curtiss SBC4 U.S.Navy retractable gear biplane 1/24th scale at $3.25 from DAVID DIELS at P.O. Box 101 Woodville, Ohio 43469. plus 10% postage,$.50 minimum or plus 15% and $.60 minimum overseas. Two or more plans are less 20% each, six or more less 25% ea! WOT a deal from DIELS!

Out West, Paul Plecan completed Plan Pack 3 with a 29" span Arado 76 parasol and Jumbo 37" Macchi-Castoldi M.C. 72 racer. That one gets a long fond look. Quite a challenge, but that's what bonus points encourage. With a 15" prop and lighter (less) construction, this dream can fly! $4.50 for this pack, and $17.50 for all five from Paul Plecan 3663 Polk St. Riverside, CA. 92505. Paul moved, and has lots of printed material on a sale list. Look at Reed Kinerts RACING PLANES and AIR RACES.Vol. 5 and Vol. 8 thru 12 are only $3.25 each.

AIR CLASSICS OCT. '82 describes the "ughliest airplane of W.W. II" as the Fairey Baracuda. lots of photos, no color. Nice colors for the red target Culver PQ-14 and T-28. December AIR CLASSICS begins part 1 of "Bell's Iron Dog". P-39 text reveals RAF combat use of 4 with 601 Squadron Oct. 9, 1941. Also "Super Corsair" shows a new clip wing F4U-1 racer with a P&WA R4360 Wasp Major (F2G quad row engine) project by Steve Hinton and Jim Maloney for the Reno Races. That is exciting news; we'll watch for Reno Results 'bout 2/'83.

RAF Flying Review

AIRCRAFT SPOTTER CONT'D



AIR POWER v12 #5, Sept '82 covers the Arado 234 B Blitz Jet bomber and Part 1 SOLDIERS OF FORTUNE with many rare photos of types used in the Spanish Civil War. Vol. 12,#6 NOV. '82 covers the Douglas Dolphin, Italian Schneider Cup racers (including the M.C. 72), and the first MIGS.

WW I AERO, 15 Crescent Road, Poughkeepsie,N.Y. 12601 U.S.A. has three views of S.V.A. 10, Sop. Triplane, Danish scout Nielson & Winter Jäeger and a Voisin 1911 canard biplane. Send about $20 contribution to L.E.O. and get on the distribution.

DIRTY PLASTIC, of Arizona IMPS Phoenix AZ at 509 W. El Camino Dr. Phoenix, Ariz. 85021 features marking view sketches. Fall '82 shows "Fat Cats" F4F including black tail pre WW II Wasp Carrier trim, French Navy , and U.S. WW II. Also a P-47D, T-33s, and F-86s. $9 for 4 issues per year.

EAA SPORT AVIATION ($25 per yr. $48/2yr., $69/ 3yr Memberships from P.O. Box 229 Hales Corners, WI 53130) October '82 shows the MOST beautiful orange on white Marquart Charger grand champion '82 by Jim Smith. Also 11th World Aerobatic types, Lowers-Baker-Falck 500 handicap raced planes, Pt. 2 Fahlin SF-1 & Plymo Coupe SF-2, and Sea Fire Amphibian 3-v.

Overseas help is on the way! From Britain, another MAP Scale Models special on Aircraft from the Battle of Britain with great color profiles via Alan Carr. L1.75, this may be available at next Toledo Weak Signals Show. Oct.'82 Aero Modeller has the Christian Eagle bipe described by Pat Lloyd with views. Just saw one being built here with dk. brown, tan, orange on white feather trim.

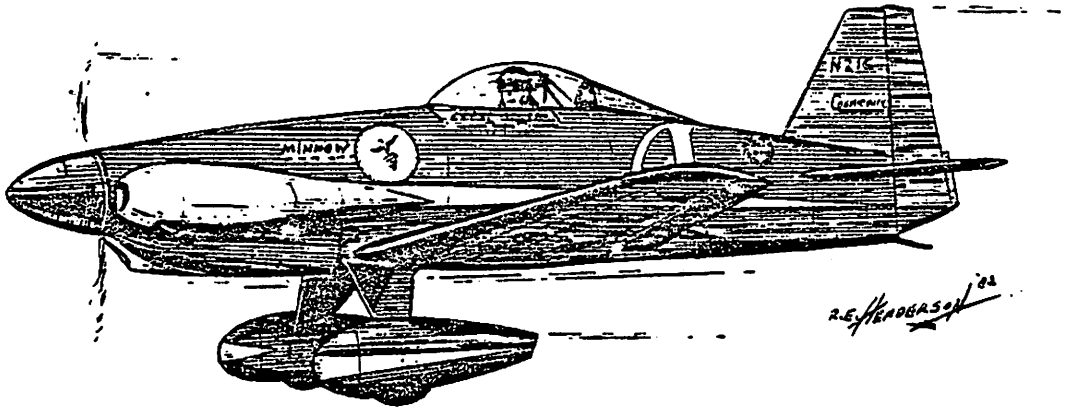
AEROPLANE MONTHLY April '82 shows a silver Fairey Flycatcher with blue & white stripes and a yellow band; a P-51A centerfold in English paint, plus material on AW-16 Fighter and Blackburn B-2 biplanes. May '82 has a yellow N3N-3 float plane cover with Sop. Camel, Sop. 1½ strutter, and Gary Levits silver P-38J N345 racer no.38 in color. We like the Blackburn 1925 Bluebird. Photos show two colors, but sadly no color description. June AEROPLANE MONTHLY leads with the Robinson Redwing 1932 biplane. Brilliant red wings , stab, and trim on silver. Inside color shows a dark green on cream Miles M.17 Monarch G-AFLW, A bright red cessna AW-28, NC 4725, a Finnish Gloster Gladiator, a red & white Swiss marked Fairchild 24 Argus HB-EMI (radial motor), and a Bristol Boxkite pusher, all in color photos. Missed the July Issue. August has a bright red DH. 88 racer no. 34, G-ACSS, an Australian bare metal Mustang, and an add for color prints.

AIR INTERNATIONAL Aug. '82 has an F-80 color plate, Tiger Moth details, Me 109 photos, Aerobatic Yak-53 3-view, and Savoia-Marchetti SM.93 3 view plus H.S. Buccaneer jets.

FLY PAST from 1, Wothorpe Road, Stanford Lincs, PE9 2JR England is L15 annually overseas. August '82 has a Sea Fury, Fairey Firefly, Sordfish, and Sweedish EZ planes in color plus much more SKUA, HP 0/400, Chino Museum A/C and BE2C/ Zeppelin coverage. Sept. color from '82 CWH Canadian Airshow includes a bright red wing tip and stab P-51D in Canada Military marking, and coverage of Cosford Aerospace Museum, Wolverhampton West Midlands.

PLANES is 75p UK or $2.50 plus L 1.5 for bank charges on checks. (One continues to get the impression that U.S. Dollars do not convert to pounds except at half exchange value) PLANES is a very good AERODATA INTERNATIONAL QUARTERLY MAGAZINE from VINTAGE AVIATION PUBLICATIONS LTD VAP HOUSE, STATION FIELDS, KIDLINGTON OXFORD OX5 1LL , ENGLAND. Vol. 1 No. 4 Summer '82 has FIREFLY I drawings and data, AVRO Anson 1, Airspeed Oxford 1, and Canadian Golden Hawks Sabre drawings plus data and a color shot over the falls. Also, a Fairey wings story and Sea Harrier color. Vol 1, No 5 Autumn 1982 shows RAF bombers, a Supermarine section, many views of the Supermarine Attacker naval jet fighter, and a Westland Wapiti IIA Biplane 3v feature. The cover shows a PR Blue Griffon Spitfire XIX.

SCALE AIRCRAFT MODELLING Vol 5 No 1 Oct. has a big spread of overseas SNJ & AT6 colors. Even authentic HINOMARU markings, not a movie trim! AVRO VULCAN , SABENA JETS , B.O.B.



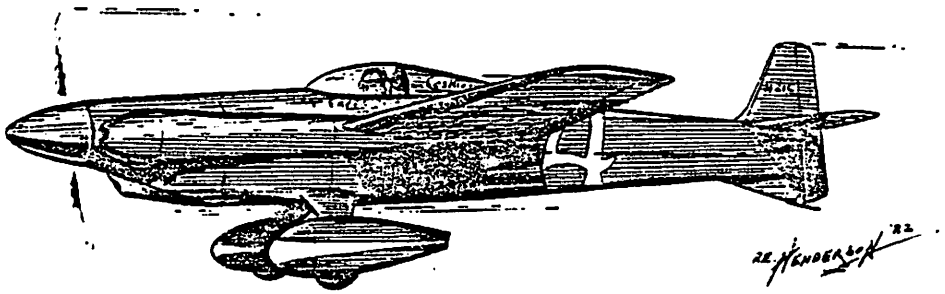
RACING THE WINDS A LONG MINNOW TALE OF MISS COSMIC WIND

The long tail Minnow racer is this editors choice of both a virgin flying scale subject of considerable merit for FAC competition flying use, with builders choice configuration and marking scheme. It is a midget race plane of proud tradition and dynamic dimensions. Miss Cosmic Wind has a long involved history to be established. We bravely attempt to unravel this aging chronology of a classy lady for the appreciation of race plane lovers and aero crafters.

Cosmic Wind is the dynamic designation of LeVier Associates race planes developed for the post war II Midget Race class. LeVier Associates was named after Golden Age race pilot Tony LeVier of pre-war race fame in the bright yellow Rider R4 Schoenfeldt Firecracker. Tony won the 1938 GREVE TROPHY RACE in CLEVELAND, OHIO over the popular hero Art Chester in the new GOON RACER, Joe Jacobson in RYDER R-6 EIGHT BALL , Earl Ortman in RYDER R-6 NO. 22 JACKRABBIT and Harry Crosby in the CR-4. Out of action were Russell Chambers, who did not survive the crash of his pale yellow CHAMBERMAID, and Roger Don Rae in the quick FOLKERTS SK-4. Rudy Kling was killed in the SK-3 at the 1938 MIAMI RACE. The small radial Pobjoy Light Aircraft Developers FLAGGSHIP was out of action with small landing gear for grass starts. At the 1939 CLEVELAND NATIONAL AIR RACE, Tony LeViers fast RIDER R-4 racer was forced out of the GREVE RACE lead on lap 11 just after passing winner Art Chesters GOON. In the 1939 THOMPSON TROPHY RACE, Tony in FIRECRACKER finished 2nd between the big, powerfull P&WA Twin Wasp radial powered racers of winner Roscoe Turner in Laird Pesco Sp'l, and Earl Ortman in the Wasp Jr. powered Keith Rider R-3 MARCOUX-BROMBERG racer. It was very expensive to equip a first class racing machine then and even more so now. Here in 1939 Art Chester promoted the limited specifications Midget Racer Class that continues from the Post War 1947 Goodyear Races.

During WW II Tony LeVier and Herman R "Fish" Salmon test flew for Lockheed Aircraft Co. The outstanding maneuverability and performance of the P-38 LIGHTNING was most ably demonstrated to inexperienced fighter pilots by Mr. LeVier. With one engine shut down, LeVier could beat up the runway in a most convincing manner, as Bob Hoover now shows off in the N.A. Rockwell Aero Commander at air shows.

Intrest in air racing revived with the close of WW II. Tony with Glenn Fulkerson, Herman "Fish" Salmon, Chuck Tucker, Tommy Wolfe and some 50 associates formed an air race enterprise. Designer Irv Culver refined the ideas for production as the COSMIC WIND racer series. Two were ready for the 1947 racing season. Little Toni, named after LeViers' daughter emerged first in bare metal with a wide red band trim as NO. 3, NX 67888. Second off the line was the yellow and black painted Cosmic Wind NO. 10, NX 67889 for Fish Salmon. Both flew with raised canopy back rear decks and no wheel pants. Tony LeVier continued to race the bright red with white lightning stripe trim P-38 in the Thompson class. Both Cosmic Winds were refined for 1948 with bubble canopies on cut down backs. Little Toni was painted all over red with cream trim and the honorary race NO. 3 as N 20 C. Fish Salmons' Cosmic Wind was re painted Inca Bronze with Ivory trim as Minnow, NO. 4, N 21 C. Bob Pauley notes that the number 4 was outlined with red.



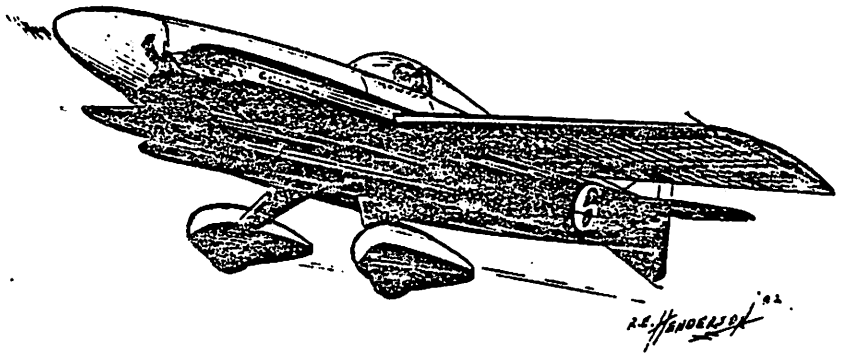
Fish Salmon won the 1948 Goodyear race in the slick newly bronzed Minnow with wheel pants added. Bill F. Robinson finished 5th in Little Toni, and Bob Downey flew the third Cosmic Wind completed as green with chartreuse NO. 5, N 22 C, Ballerina for 7th place. 1948 was the most rewarding year for Minnow. Jack Dianiska, Formula I race plane builder of the Eastern Region USARA was on the field at CLEVELAND,and recalls Minnow as the most beautiful of the racers. Minnow continued to win 3 California races in April '49 at San Diego with Fish Salmon flying; May 8 at Newhall and May 22 at Ontario, CA. with Bob Downey pilot.

By Sept. 1949 at CLEVELAND, Minnow was drastically modified. The wing was raised to a high mid wing position in line with the engine cylinder cheeks, at a bit shorter wing span at 18 feet- 4 inches vs. 18 feet 11 inches for the low wing spans. The rear fuselage was now a long fabric covered steel tube frame fuselage and tail assembly painted bronze and ivory NO. 4, N 21 C to match the front end metal nose, wheel pants, and wing. The slant block lettering of the COSMIC WIND name on the canopy head rest fairing matches the letter form used by Continental Motors, manufacturer of the engines and later long throw crank O-200. The new shape long tail Minnow flew almost as fast, as the opposition got ever faster. Buster, Bonzo, Shoestring, Rivets, The Cassutt Special, Jim Millers Little Gem (Ole Tiger), and Deerfly won races, Minnow placed 3rd June 25th 1950 at San Jose CA. with Eddie Custer flying, and Bob Downey finnished second to Steve Wittman in Bonzo May 20th 1951 at Chattanooga, Tennessee, still with NO. 4, N 21 C . But for for these races, the configuration was most likley restored to the low wing form. Dustin Carter, AAHS past president , race plane drawing contributer, and later editor of RACING PLANES AND AIR RACES kindly provides data, sketches, and timely observations:

" In 1950 when I went out to Van Nuys to see the "Cosmic Wind " racers, my intent was to photograph my U-Control scale model of " Ballerina" along with the real airplane. That is when I met Bob Downey and the whole Pacific Air Race Team. In the rafters in thier hangar was the "long Minnow" fuselage & tail feathers. They said that a new wing was being made for it. That is when I discovered that the , what you call the "long Minnow" used the wing from the "standard " Minnow and because of the poor performance of the new configuration they removed the wing and reinstalled it on "Minnow", returning it to its original configuration.

The first time I saw "Miss Cosmic Wind" was in 1951 at Ontario Calif airport, either at an air race or an air show. It was painted black & white as noted on the sketch. I saw it some time later when Downey was flying it at an air show and it was all over medium metallic blue but I have no photos of it in that color nor do I recall what the markings were."

With the new rectangular 15 ft.-4inch span wing mounted on the long tail fuselage, and race no 4 with N 21 C restored to the low wing Minnow, this long tail assembly became the 4th Cosmic Wind Race NO. 6 , N 36 C in white on top and black on the lower half. But it was still relatively heavy, and shall we say"creative engine parts"were not slipped in. Jon E. Smith purchased the Cosmic Winds and tooling. Mrs. B. Smith later sold them to Milton Blair around 1958 to 1960. Tom Pidemonte reports that " Minnow was used as a test ship for pre production planning and was torn up" Milton Blair sold Little Toni to Rick Townsend, who raced it in metallic blue paint as NO. 7 French Quarter. Roy Berry bought it and raced at the 1969 CLEVELAND race, and out West. Roy restored Little Toni to the Red and white NO. 3 N 20 C markings. Milton Blair passed away in England.



Ballerina was smashed up doing acrobatics , before Formula I Racing spread to Europe. Minnow parts may have gone into the re-build of Ballerina, and/or into another low wing Cosmic Wind assembled in England as NO. 6 Filly.

Bob Downey bought the long tail Miss Cosmic Wind in 1962. As reported by Dusty Carter, some metallic medium blue paint from Bobs' paint store was applied all over. The color cover photo by Bob Pauley on the cover of Jan.'66 AIR PROGRESS shows Sept. '64 colors as red and white with dark blue trim, with a high fin rudder, and no sub fin. Behind NO. 6 is Old Yeller Cassutt no. 58 owned by Bob Greiger of Sanduskey Ohio, and possibly flown by the late Marion Baker. Bob Porter won this Sept. 20, 1964 Reno race in the black and white Jim Miller Little Gem racer NO. 14, N74J. This NO. 14 was then sold to Bob Downey, picking up NO. 6 Miss Cosmic Wind. Bob Downey now had a first class race plane, which he painted white with red and blue trim, and transfered the Ole Tiger name he had warmed up on Miss Cosmic Wind. Bob Porter raced 6, Miss Cosmic Wind at St. Petersberg Fla. in March 1965, and Bill Stead, who had revived Unlimited racing at his Reno ranch, flew her as"Miss RENO" June 6, 1965 at Lancaster, Ca. and at Reno Sept 12. Bill Stead was killed at Maimi testing Deerfly. John Paul Jones flew 6 on May 30, 1966 at Lancaster, still with a red fuselage and white wings plus dark blue trim; but with a full bubble shape canopy replacing the headrest shape rear cone fairing, and with a new spinner. In this form and colors, the racer went East to Bob Greiger of Sanduskey and Bob Wright of Astro Aviation in Toledo. Some service mechanics work was done by Oliver Wicker. Jack Dianiska had borrowed the trailer to move Cassutt 99, and declined an offer be owner of Miss Cosmic Wind. The Plane was listed for sale in TRADE-A-PLANE. A phone call to Toledo for a try at dimensions and photos was too late, as Roy Berry was picking her up to go back to California. Roy painted Miss Cosmic Wind purple with white star burst stripe trim, and kindly took special requested measurements. Roy Berry and son Damon exercised Miss Cosmic Wind at the Reno races, and then moved her along to Ian Mc Cowen in England. We see no further race listings, but have asked Ron Moulton (while he was extremely busy at Toledo) to check around. Pat Lloyd had asked for material after the Mace Shark drawings were developed, and may still want to do a good three view of Miss Cosmic Wind. Little Toni was back in U.S. at Watsonville,Ca. as N 289 A. A rebuild of No.5 Ballerina carries G-ARUL, while another collection of Cosmic Wind parts flies as No. 6 Filly; G-BAER in white and blue. Hopefully this machine will survive Formula I racing, and be a candidate for restoration in Minnow colors and trim .

Additional Cosmic Wind form components are assembled as the two seat low wing Dewey Bird by A.J. "Jim" Dewey in California. See AIR PROGRESS HOMEBUILT AIRCRAFT Spring/ Summer 1967 for a color cover photo of N 3 Y in Navy Blue on white with yellow trim and story photos. A 4 ft.-8 inch center wing section mounts fold back retracts between " stock" wing panels. Son Mike flew the Foss Jinny racer as Little Mike. Roy Berry also bought this veteran.

This is about as far up stream as we can follow the long tale of MINNOW. Photos of 1947 thru 1964 trims are shown in Vol. IV of RACING PLANES and AIR RACES 1946-1967. See X-WINDS 64 on Mustang racers. Now fliers, our MINNOW may be ready to spawn and hatch an air stream full of little long tails. The later high rectangular wing form is the Peanut flier bait. The No. 6 form results in a 13 inch wing Peanut Scale with racy lines and an area midway between 4 letter types. With the No. 4 taper wing, we get a 16 inch span Walnut class racer. We will not have room to run the larger 20 & 24 " FAC Post War Race size plans. Paul Plecans U/C MINNOW is re-run from AIR TRAILS at 13" span if you want to build the low wing form. Ron Henderson drew the sketches; We thank Roy Berry, Jack Dianiska, Dusty Carter, Leo Kohn, Bob Pauley, Paul Plecan, and Pete Bowers via AIR TRAILS PLAN SERVICE for aid.

FLYING ACES NATS MARK III
July 17&18, 1982

Contest Director Comments;

I feel it was a great and very pleasant privelage for me to C.D. our third nationals. We did as good a job as we could. We made some mistakes- but overall we enjoyed every enchanting minute of the whole affair. For those of you who were there until the end we have to make an apology for goofing up the Grand Champion points-- it seems we inadverdently transposed one point and awarded the trophy to the wrong man. However we did a lot of grovelling and apologising by phone to the involved protagonists and I must say they were both gentlemen in every sense of the word-- So publicly, Don Srull and Dave Rees, again I apologise!

Apart from weird Navy regulations tho, everything else went off well and the only thing I missed was the presence of a few hard core FACers-- Pat Daily, Bob Thompson, Mike Midkiff, George Leffler and Hurst Bowers-- to name a few. Be sure to make it next time guys, promise.

The spirit of FAC was very evident in many ways, some, like Bob Haight, Bill Stroman, Fernando Ramos, Bill Noonan and Ferrell Papic travelled great distances and really did nothing more notable than have a damn good time! To me, that's the name of the game. Many thanks to the FACers who took the trouble to seek me out or write me to comment on the meet. That makes it worth while. I salute you all and may Hung smile on your efforts---see you all in '84!

Bob Leishman, Director FAC Nats Mark III
Bar-le-Duc on the Delaware
July 1982

Following are the final results:

FAC Rubber Scale 55 Entries

	Pilot	Aircraft	Scale	Bonus	Flt.	total
1.	Roland Hoot	Santos DuMont 14Bis	83	15	82.5	180.5
2.	Don Srull	Santos DuMont 14Bis	92	15	63.5	170.5
3.	Dave Rees	Cuadron Simoun	62	10	82.5	154.5
4.	Mark Fineman	Curtiss XP-55	56	30	67.5	153.5
5.	Walt Eggert Sr.	SE-5	68	15	66.5	149.5
6.	Jack Moses	Chambermaid	59	5	78	142
7.	Fred Ewing	Curtiss XP-55	61	30	50	141
8.	Dave Stott	Handley-Page W8F	76	19	40	135
9.	George Meyers III	Curtiss SOC-3	56	15	63.5	134.5
10.	Walt Eggert Jr.	SE-5	58	15	60	133
11.	Bob Clemens	Cranwell CLA-3	62	0	70	132
12.	Gordon Roberts	Boulton-Paul Defiant	51	10	71	132
13.	Dudley Prisel	Heinkel He112-B-0	61	10	59	130
14.	Bill Passarelli	Nesmith Cougar	62	-5	71.5	128.5
15.	Tom Sandor	Vari-eze	80	5	43	128
16.	Rolfe Gregory	Itoh	53	5	64	122
17.	Henry O'Dwyer	D.H. Puss Moth	54	-5	69	118
18.	John Stott	Mabousin	53	10	52	115
19.	Ross Mayo	Heinkel He-100	45	10	57	112
20.	Ralph Kuenz	Fokker D-VII	59	15	35	109
21.	Glen Simpers	Grumman TBF-1	51	10	47	108
22.	Ed Heyn	Yak-3	46	10	49	105
23.	Jim Miller	Piper J-3	46	-5	61	102
24.	Chuck Schobloher	Sopwith Tabloid	44	15	41	100
25.	Henry Frautschy	Grumman F4F	52	10	36	98
26.	Ted Langley	Zlin 42	58	10	29	97
27.	Stu Meyers	1911 Caudron	49	5	43	97
28.	Ed Baltera	Focke-Wulf Ta 152	49	10	35	94
29.	Sal Alu	Heinkel He-100	61	10	20	91
30.	Dan Driscoll	Howard NH-1	51	-5	39	85
31.	Bill Bell	Spartan Cabin	56	-5	31	82

FAC Scale continued;
Plus three "second entry" aircraft not tabulated, and six aircraft not presented for scale judging.

FAC Peanut Scale · 48 Entries

	Pilot	Aircraft	Scale& Bonus	Flt.	Total
1.	Dave Rees	Corona Cougar	56	79.5	135.5
2.	Gordon Roberts	Folkerts SK3	64	57	121
3.	Ed Heyn	Koolhoven FK-55	60	60.5	120.5
4.	Mark Fineman	IS-4	56.5	64	120.5
5.	Bill Passarelli	Fike E	54	63.5	117.5
6.	Ross Mayo	Dayton Wright Racer	56.5	60.5	117
7.	Bob Clemens	Pacific Racer	65	50	115
8.	Tom Sandor	Chambermaid	50	61.5	111.5
9.	Dick Kohfeild	Davis	54	57	111
10.	Tad Jones	Contestor	62	48	110
11.	Jim Miller	Piper J-3	50	56	106
12.	Emerson Elwell	Dayton Wright Racer	57.5	47	104.5
13.	Ted Langley	Wittman Tailwind	53	50	103
14.	Walt Eggert Jr.	Farman Sort	58.5	44	102.5
15.	Henry Frautschy	Caudron Simoun	66	36	102
16.	Jack Moses	Folkerts "Toots"	59	43	102
17.	Mike Escalante	Bristol D	71	28	99
18.	Bill Noonan	Martinsyde Semiquaver	75	21	96
19.	Henry O'Dwyer	Piper Cub	46	47	93
20.	Dick Bennett	Regianne RE-2005	62	30	92
21.	Stu Meyers	Fokker E-III	65.5	28	91.5
22.	Ferrell Papic	1912 Blackburn.	62	29	91
23.	Ed Baltera	JD-1	62	29	91
24.	P. Herman	Piper Cub	48	41	89
25.	Rolfe Gregory	Monocoupe	56	32	88
26.	Ralph Kuenz	Grey Ghost	59	26	85
27.	Dan Briehl	Wittman Tailwind	54	31	85
28.	Dan Driscoll	Comper Swift	49	26	75
29.	R. Kleinert	Lacey	47	26	73

Plus five "second entry" aircraft not tabulated and three aircraft not presented for scale judging.

FAC GHQ Peanut Scale 26 Entries

	Pilot	Aircraft	Scale	Flt.	Mult,	Total
1.	Dave Rees	Lacey	12	356	420	776
2.	Dennis Norman	Chester Goon	12	197	420	617
3.	Dan Briehl	Wittman Tailwind	9	275	315	590
4.	Bob Clemens	Farman Moustique	12	151	420	571
5.	Don Srull	Waterman Racer	9	228	315	543
6.	Henry Frautschy	Caudron Simoun	12	82	420	502
7.	Paul Herman	Piper Cub	9	178	315	493
8.	Ted Langley	Currie Wot	12	71	420	491
9.	Ross Mayo	Dayton Wright Racer	9	164	315	479
10.	Jim Miller	Piper Cub	9	149	215	464
11.	Henry O'Dwyer	Mr. Mulligan	9	125	315	440
12.	Gordon Roberts	Nesmith Cougar	9	100	315	415
13.	Tad Jones	Lacey	9	65	315	380
14.	Mike Escalante	Bristol D	9	31	315	346
15.	Ed Heyn	Koolhoven	6	136	210	346
16.	Richard Bielak	Luton Minor	9	27	315	342
17.	Dick Kohfeild	Davis	3	164	105	269
18.	Ed Morrison	Robin Tiara	3	128	105	233

COURTESY FLYING ACES CLUB NEWS

FAC Jumbo Scale 24 Entries

	Pilot	Aircraft	Scale & Bonus	Flt.	Total
1.	Don Srull	Santo DuMont 14Bis	113	62.5	175.5
2.	Roland Hoot	Santo DuMont 14 Bis	110	54	164
3.	Dave Stott	White Trimotor	78	82.5	160.5
4.	Dave Rees	G.H. Gadfly	76	82.5	158.5
5.	Jack Moses	P-51	67	69	136
6.	Gordon Roberts	Chambermaid	52	79.5	131.5
7.	Scott Paisley	Albatross DV	70	52	122
8.	Ferrell Papic	Cardinal	36	82.5	118.5
9.	Bill Noonan	A.W. Ape	77.5	40	117.5
10.	Chuck Schobloher	Curtiss Demon	53	56	109
11.	Mark Fineman	Lockheed Vega	43	58	101
12.	Bob Haight	Samelot	47	31	78
13.	Bill Bell	Taylorcraft	26	40	66
14.	Bill Balcer	Curtiss Robin	17	21	38
Second aircraft,					
	Dave Stott	Dh4-A	76.5	64	140.5
	Jack Moses	Schlepp	56	57	113

Golden Age Mass Launch 28 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	John Stott	Curtiss Robin	13.	Tom Sandor	Ryan ST
2.	Ed Heyn	Curtiss Air Sedan	14.	Walt EggertSr.	Farman Bipe
3.	Dan Driscoll	Howard GA-1	15.	Gordon Roberts	Howard DGA
4.	Jim Miller	Piper J-3	16.	Mike Escalante	Stinson
5.	Roland Hoot	Farman Monoplane	17.	Glen Simpers	?
6.	Don Srull	Curtiss XF13C-1	18.	Greg Meyers	Taylor Cub E2
7.	Henry O'Dwyer	Piper Cub	19.	Bill Bell	Fairchild
8.	Ted Langley	Percival Gull	20.	Walt Eggert Jr.	Farman Bipe
9.	Dan Briehl	Stinson 105	21.	Bob Haight	Uniplane
10.	Dave Rees	Cuadron 325	22.	Ross Mayo	Rearwin
11.	Dudley Prisel	Ercoupe	23.	Rolfe Gregory	Corben Ace
12.	Leon Bennett	D.H. Moth			

Thompson Trophy Race 12 Entries

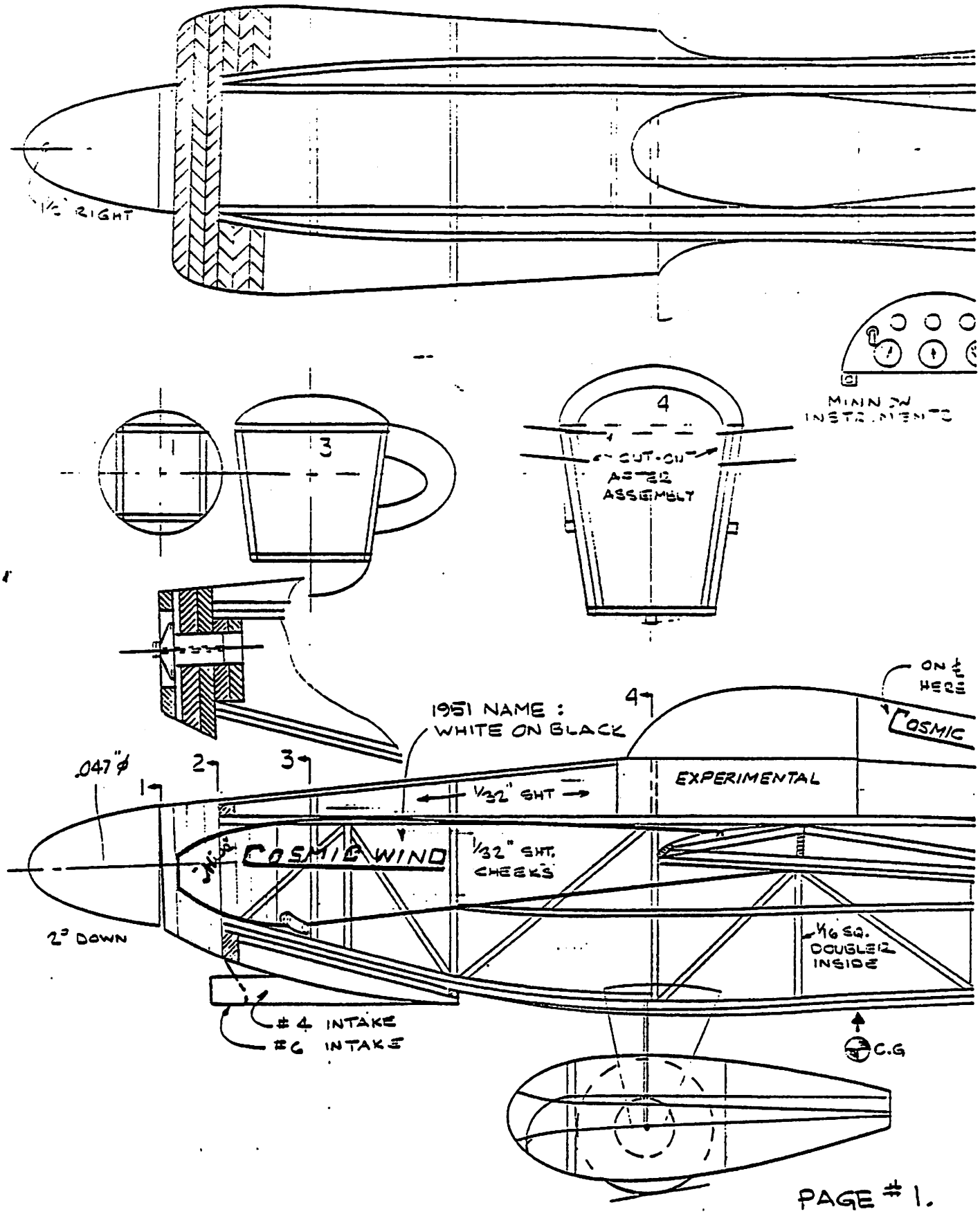
	Pilot	Aircraft
1.	Roland Hoot	Pesco Special
2.	Ralph Kuenz	Lockheed Altair
3.	Dave Stott	Lair Solution
4.	Dan Briehl	Cessna CR3
5.	George Meyers	Pesco Special
6.	Ed Heyn	Hughes Racer
7.	John Stott	Cessna CR3
8.	Gordon Roberts	Hughes Racer
9.	Bill Kalb	Hughes Racer
10.	Bob Haight	Laird Super Sol.
11.	Dick Bennett	Hall Bulldog
12.	Tom Nallen	Marcoux Broberg

Greve Trophy Race 11 Entries

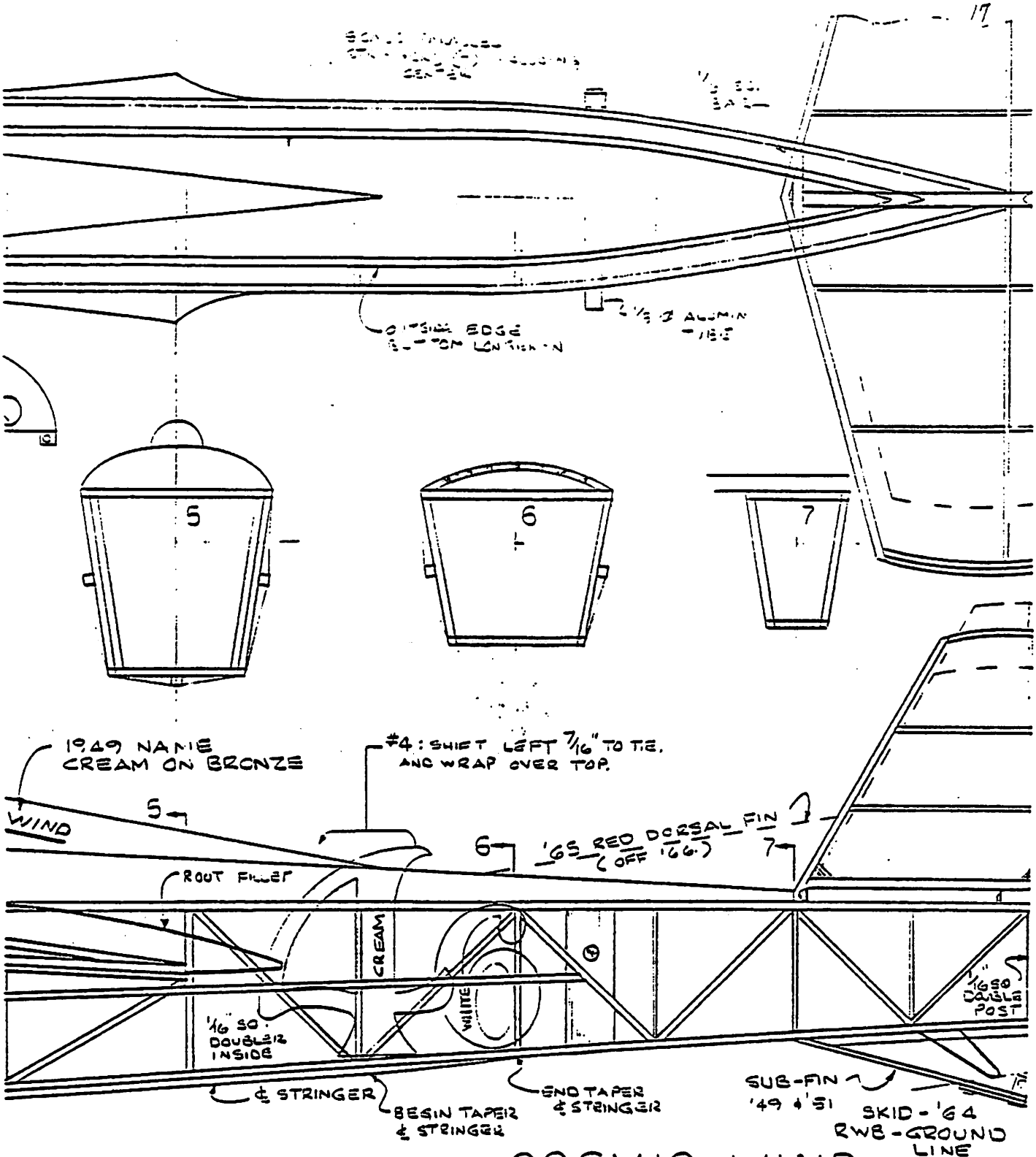
	Pilot	Aircraft
1.	Gordon Roberts	Chambermaid
2.	Ed Heyn	Folkerts "Toots"
3.	Dave Stott	Tilbury Flash
4.	Dennis Norman	Goon
5.	Henry O'Dwyer	Suzy
6.	Mark Fineman	Jeep
7.	Rolfe Gregory	Suzy
8.	Roland Hoot	Suzy
9.	Jack Moses	Chambermaid

World War I Combat 17 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	Walt Eggert Sr.	Se-5	8.	Walt Eggert Jr.	Se-5
2.	Don Srull	DH-6	9.	Dave Stott	Martynsyde
3.	George Meyers	Euler D-1	10.	Roland Hoot	Albatross DIII
4.	Dave Rees	Fokker DVII	11.	Bob Haight	Pfalz D3A
5.	Gordon Roberts	Fokker DVII	12.	Rolfe Gregory	Nieuport 17
6.	Scott Paisley	Albatross DIII			
7.	Ed Heyn	Curtiss S-1			


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MINN-KOTA INSTRUMENTS
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COSMIC WIND
1/32" SHT. CHEEKS
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#4 INTAKE
#6 INTAKE
C.G

PAGE #1.



COSMIC WIND

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DRAWN BY RUSS BROWN / TRACED BY : DAVE PISHNERY 5/82

FAC Power Scale 23 Entries

	Pilot	Aircraft	Scale	Bonus	Flt.	Total
1.	Don Srull	Bleriot Canard	90.5	20	82.5	193
2.	Allan Schanzle	Fokker DR-1	56.5	30	82.5	169
3.	Ferrell Papic	1907 Bleriot	54	25	77	156
4.	Bob Clemens	Farman Jabiru	58	15	82.5	155.5
5.	Dave Rees	Bellanca Skyrocket	53	5	82.5	140.5
6.	Ralph Kuenz	Waterman Aerobile	88	5	44	137
7.	Mike Escalante	Sperry	51	0	82.5	133.5
8.	Walt Eggert Sr.	DH-60	59.5	15	38	112.5
9.	Walt Eggert Sr.	Fokker DR-1	60.5	20	21	101.5
10.	Ed Baltera	Bristol Brownie	55	20	21	96
11.	Sal Alu	Fokker DVII	59	10	20	89

Embryo Endurance 30 Entries

	Pilot	Aircraft	Time	Bonus	Total	
1.	John Stott	Eaglet	304	o	304	
2.	Chuck Schobloher	Will Power	281	9	290	
3.	Roland Hoot	Rare Bird	240	8	248	
4.	Dick Kohfield	?	236	0	236	
5.	Dan Briehl	Debut	226	9	235	
6.	Dave Stott	Ionosphere Intruder	220	9	229	
7.	Ross Mayo	RR Special	223	0	223	
8.	Tad Jones	Debut	212	9	221	
9.	Don Srull	Twit 2	209	0	209	
10.	Mark Fineman	X-2	199	9	208	
11.	Gordon Roberts	Debut	204	0	204	
12.	Scott Paisley	Zing	200	0	200	
13.	Jack Moses	Eaglet	175	9	184	
14.	Tom Nallen	Barley Duck	141	4	145	
15.	Dan Briehl Jr.	Eaglet	134	5	139	Jr. high tim
16.	Ed Baltera	Prairie Bird	114	9	123	
17.	Andy Medovitch	Debut	120	0	120	
18.	Bill Stroman	Prairie Bird	89	6	95	
19.	Larry Fair	Eaglet	89	3	92	
20.	Dennis Norman	Varney	74	0	74	
21.	Ed Heyn	FAC Cabin	21	9	30	

Pilots who did not receive bonus points apparently did not present aircraft to Embryo Director for review.

World War II Combat 27 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	George Meyers	Fairy Barracuda	12.	Dan Briehl	Nitikin-Shevenko
2.	Mike Escalante	Heinkel HE-100	13.	Ted Langley	Hawker Typhoon
3.	Fred Ewing	Heinkel HE-112	14.	Scott Paisley	Stormovik
4.	Mark Fineman	Nitikin-Shevenko	15.	Walt Eggert Jr.	P-47
5.	Bob Clemens	P-51B	16.	Walt Eggert Sr.	P-47
6.	Ross Mayo	Heinkel HE-100	17.	Dave Rees	PZL-24
7.	Gordon Roberts	B.P. Defiant	18.	H. Frautschey	F4F
8.	Dave Stott	B-25	19.	Rolfe Gregory	P-51
9.	Ed Heyn	Stormovik	20.	Roland Hoot	Vultee Vengance
10.	Bill Kalb	Focke-Wulf TA-152	21.	Glen Simpers	TBF-1
11.	Stu Meyers	P-47	22.	Dennis Norman	BF-109

WW I Peanut Combat 17 Entries

	Pilot	Aircraft		Pilot	Aircraft
1.	George Meyers	SE-5	7.	Mike Escalante	Bristol Scout D
2.	Jim Miller	DH-6	8.	Ed Heyn	Graham White
3.	Bob Leishman	SE-5	9.	Bill Stroman	DH-10
4.	Dave Rees	Albatross	10.	Dick Bennett	S.S. DIII
5.	Rolfe Gregory	SE-5	11.	Ross Mayo	Avro 504.
6.	Dennis Norman	Se-5			

Event Directors;

FAC Rubber Scale	Dick Mallow
FAC Power Scale	Bill Kalb
FAC Peanut Scale	Pat Ciambrello
FAC Jumbo Scale	Walt Eggert Sr.
FAC GHQ Peanut	Vic Didelot
Embryo Endurance	D.C. Maxecuters
WW I Combat	Fred Ewing
WW II Combat	Alan Mkitarian
WW I Peanut Combat	Roland Hoot
Thompson Trophy	Russ Brown
Greve Trophy	Bill Kalb
Golden Age	George Meyers

Junior Awards

Top Jr. in Embryo	Dan Briehl
Top Jr. in Scale	Walt Eggert Jr.
Runner up in scale	Greg Meyers

Grand Champion Award

1. Dave Rees	20 pts.
2. Don Srull	19 pts.
3. Roland Hoot	18 pts.
4. George Meyers	14 pts.

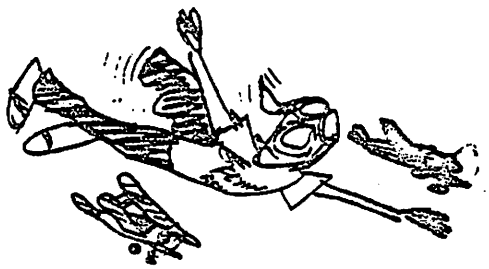
Additional Helpers

Prizes and awards Charles Danila
Bob Wedel

Awards designed and executed by Mark Fineman.

Registration and Tabulation Dorothy Danil Evelyn Mallow, Juanita Reichel, Irene Leishman and Shirley Kalb.

Miss FLYING ACES Cheryl Danila



****

THE DISTINGUISHED SERVICE MEDAL

It was appropiate to award the Distinguished Service Medals at the Flying Aces Banquet during the Nats Mark III. This year we honored Bob Peck, of Peck-Polymers, Joe Fitzgibbon, of Golden Age Reproductions, Bob Leishman, and two Skyters from the GHQ Squadron Who are a tremendous help in putting out your newsletter. These guys represent what the Flying Aces are all about. Undieing dedication for the fun part of scale modelling. A deserving award to all of them. May they continue to serve us in the future as they have done in the pas

We also had the privelage to award two Blue Max Medals at the banquet. These are given to the clubsters who have accumulated sixteen victories in battle that have been recorded by GHQ. The Warriors of the Sky who received the honor this time were George Meyers III and Ralph Kuenz. Both are valiant aviators and gentlemen. All CD's, please send in the results of your contests to GHQ as soon as possible so we can keep our records up to date. Several clubsters approached your C.O. at the Nats and wondered why they did not have more wins recorded on the Kanone List. I had to tell them that they would have to get after their Contest Directors to send them in, so let's get with it C.D.s.

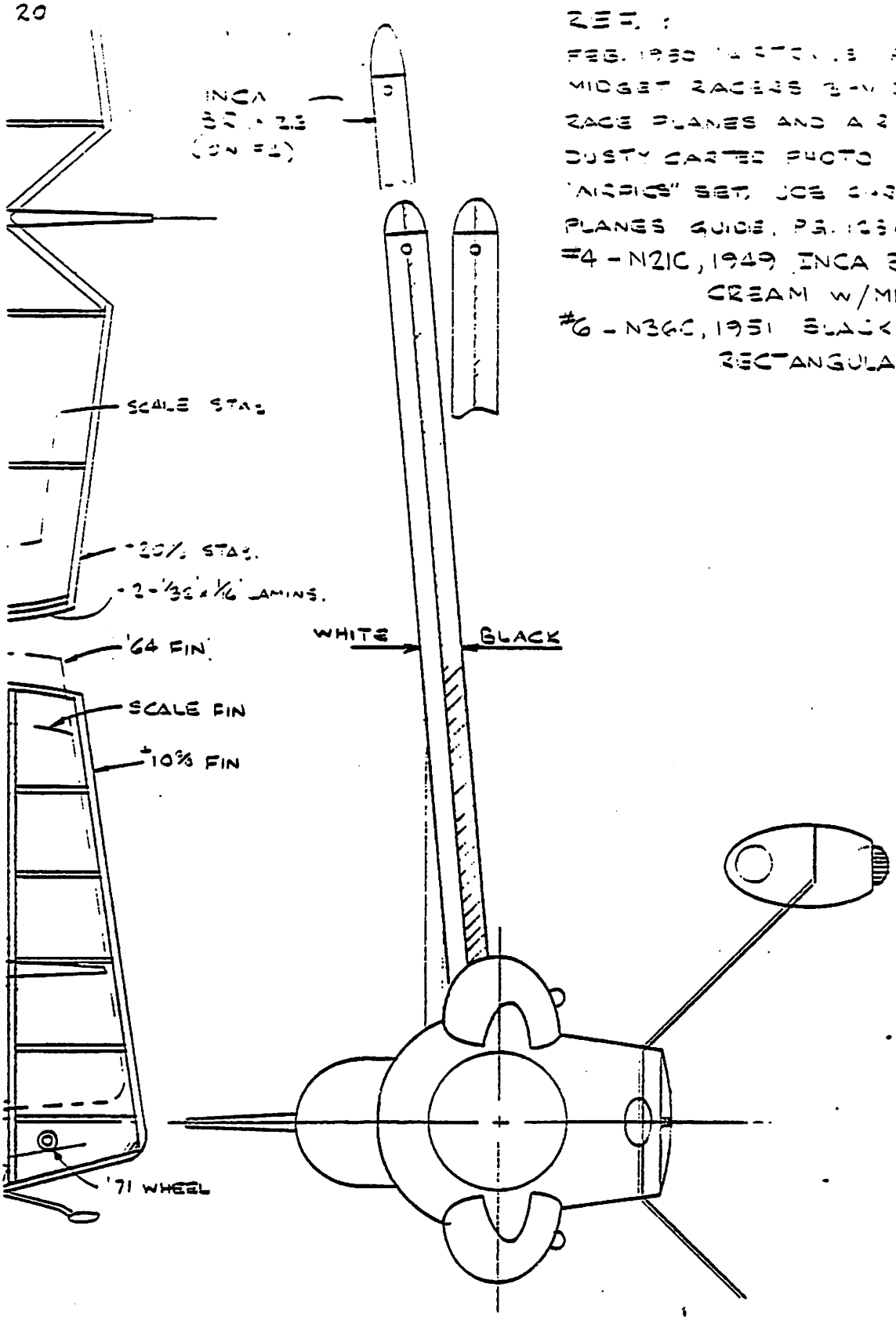
Russ,

E.M.A.A. Aug. 8th contest rescheduled for Aug. 22nd!

****

Butch Hadland has found a source of elasticated "rigging wire" that is just great for using as rigging on your next ship. We just got a sample and it wil do nicely as it is very light, now I've got to build that bipe I've been wanting to do. He will send you a good supply if you enclose a dollar bill to cover the postage. Send to; Butch Hadland,26 Tithe Barn Dr., Windsor Rd. Bray Berkshire S16 2DG, England.

20

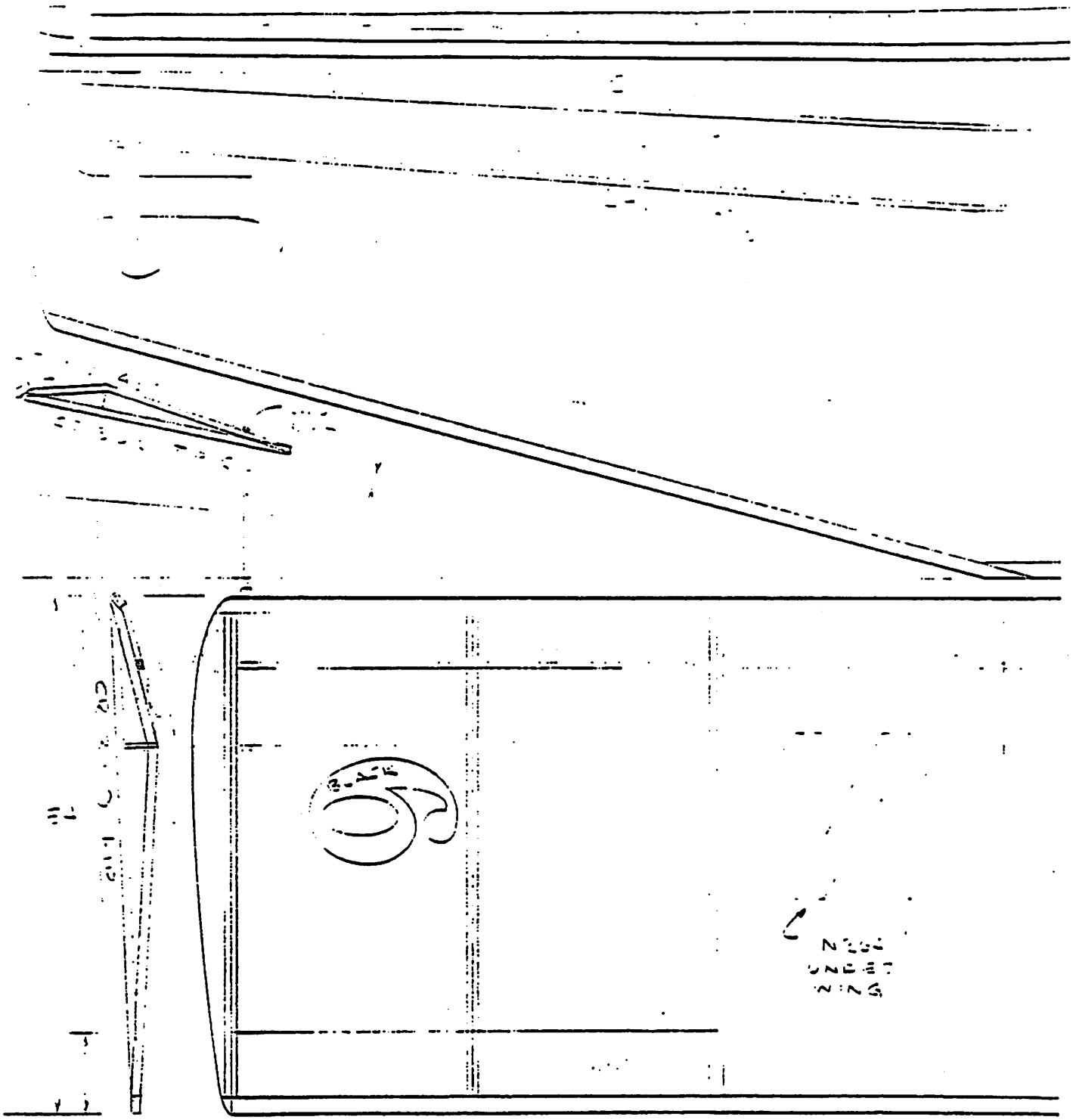


REF.:

FEB. 1950 [illegible] FOR FREE MIDGET RACERS PLANS VOL I RACE PLANES AND AIR RACERS PG. 55 DUSTY CARTER PHOTO SEC (JOHN "AIRPICS" SET, JOE [illegible] RACING PLANES GUIDE, PG. 103 (#103)

#4 - N21C, 1949 INCA BRONZE AND CREAM W/MINNOW WING

#6 - N36C, 1951 BLACK & WHITE WITH RECTANGULAR WING



PILOT		NAME	NUMBER
[illegible] SALMON	1947	COSMIC WIND "SLICK	NX67559
[illegible] SALMON	1948	" " "MINNOW	NC[illegible]
[illegible] CUSTER	1949	"COSMIC WIND"	N[illegible]
[illegible] DOWNEY	1951	"MISS COSMIC WIND"	N[illegible]
[illegible] DOWNEY	1964	"OLE TIGER"	N[illegible]
[illegible] PORTER & [illegible] STEAD	1965	"MISS RENO"	N[illegible]
JOHN PAUL JONES	1966	"	N[illegible]
ROY SEARS	1971	MISS COSMIC WIND	N[illegible]

**********AVOIDING THE WEAK ROCK DESIGN**********

The Glue Guru Mumbles On; Alas, He Can't Be Silenced

Salutations, disciples! Today we shall meditate on the weak rock design and means of avoiding same.

We have defined the weak rock design as one that flies like a rock and crumples like a kleenex. Unhappily, most Jumbo designs--kits and plans--are of this genre. To an extent, the prevalence of the weak rock syndrome is a testament to the difficulty of Jumbo design.

Yet another pertinent factor is the baseness of human nature. There are those among us who are not above vending kits comprised of what appears to be chain-sawn chunks of old railroad ties. That such wood is capable of floating appears dubious; to anticipate sustained flight from a collage of such materials passes beyond mere madness. May sick dogs befoul the graves of those who design and sell such kits.

Designs, even those from modelling greats, must be treated with scepticism until certain tests have been applied and passed. The mere fact that somebody once did six minutes with the design in question means little; after all, under the right conditions entire houses have been known to go out of sight.

To guard against the weak rock design, it is necessary to adapt the viewpoint of a French trial judge, namely that all defendants are guilty unless proven innocent. Within this framework we establish these test questions:

1. What is the wing loading of the design? Many plans or accompanying articles will supply the all up weight and wing area. If so, compute the ratio of weight (in grams at 29 grams to the ounce) to wing area (square inches). If the weight is not given, you may compute it by allowing 2 grams per cubic inch for average density balsa wood and an additional 20% for the glue. Japanese tissue weighs 1 gram per 90 square inches. Sig quarter inch rubber weighs 1.6 grams per linear foot. Music wire (one sixteenth) weighs 0.4 grams per linear inch.

When calculated, the wing loading will probably fall between 0.5 grams/square inch and 1.5 grams/square inch. At the lower level, you have a potential winner; at the upper level you have a rock. A good dividing line is 0.75 grams/square inch. Under no circumstances build anything approaching or exceeding 1.0 grams/square inch. Such models are hopeless.

2. What is the power loading of the design? In other words, what percent of the all up weight consists of rubber? A reasonable range is 7 to 20%. If above this value, the desparate designer, trying to compensate for deficiencies in wing loading or propeller diameter, has resorted to brute force in the attempt to gain duration. The resulting model will be of the skyrocket type--a quick up followed by a quicker down. Avoid it. If it is below 7%, you have an indoor model, genteel and kindly, but unlikely to prevail on a windy day. Avoid it.

3. What is the contest record? If there is no contest record, be on guard. Do not be swayed by poetic descriptions of flights seen only by the designer. Winning one contest won't do; anybody can get lucky. What is wanted is a consistent record over a number of contests.

4. Is it a multi-purpose design? If the claim is made that the design is suited not only for Jumbo, but also for control line, radio control, attic fan purposes, etc., forget it. The demands on Jumbo are so severe that there is little chance of a suitable design satisfying yet other purposes.

5. Is it scaled up from a Peanut or Walnut? Is it scaled down from a gas job? View such designs with a particularly beady eye. While scaling is not a sure recipe for disaster, it usually sets the stage for flunking all the previous questions. See the first article in this series for explanation.

6. Does the author/designer imply that an energetic launch is necessary? If there is any suggestion or hint that running or a strong arm is involved, return to question one and re-calculate wing loading. If there is any suggestion that launching from a speeding car may prove useful, drive a stake through the C.G. before the damn thing kills us all.

Now, disciples, there will be a short quiz. Consider the following true-life example; a 56 inch-span Mr.Mulligan taken from the Oct 75 issue of Model Builder. The various "givens" are stated below. The question is whether you should build it. We've done the calculations--you supply the verdict.

1. Wing loading: the total weight is given as 13 ounces bare plus 16 strands of ¼ Pirelli some 30 inches long. Multiplying the 13 oz by 29 grams/oz we have 377 grams. The rubber will weigh 80 grams at 2 grams/ft. The total weight is 457 grams. By scaling the true wing area from the reduced plan we have 492 sq. in. Finally the wing loading is 457/492 or .93 grams/sq. in.

2. Power loading: the power loading is 80/457 or 17.5%.

3. Contest record: none. "We have no jumbo rubber scale contests in Wisconsin."

4. Multi-purpose: no. Designed specifically for Jumbo.

5. Scaled up or down: no.

6. Energetic launch: we will quote,"Break into a fast trot...heave-and I mean heave-the model..."

There you have it, disciples. Do you build it? Spend a few minutes looking over the six pieces of information given above and make your decision. The answer is given immediately below the dotted line. Do not peek--think it through on your own!

- -

OK, disciples; the answer is NO. The wing loading of 0.93 grams/sq. in. is unacceptable. As supporting information, the launch story is a perfect fit. What we have here is a rock. Remember, the most critical number in Jumbo is wing loading. Do not build anything with a wing loading approaching 1 gram/sq. in. High wing-loading models offer short durations and a generally mean temperament. Avoid them.

At contests, modelers will frequently ask about the weight of a novel design. They are asking the wrong question. Again, what counts is wing loading, not weight. If the Mr.Mulligan somehow offered twice the wing area (Mr.Fike?), the one pound weight would be easily carried and we would have a potential winner. As it is, Mr.Mulligan is best avoided in Jumbo.

It is by now obvious that configuration choice has a great deal to do with success. We shall examine this and other issues in future meditations. To prepare, study the following glossary.

Glue Guru Glossary

Wakefield--Contest site where enthusiasts test unmuffled gas engines at night; for example, Taft.

rubber lube--A soapy white paint used to coat the inside of rubber model fuselages by means of a spattering process. Hides otherwise visible structural damage when the motor bursts, thereby reassuring the builder.

winding protector--A means of concentrating the blast effect of a bursting motor so as to blow off the tail end of the fuselage. Similar in concept to a shot gun.

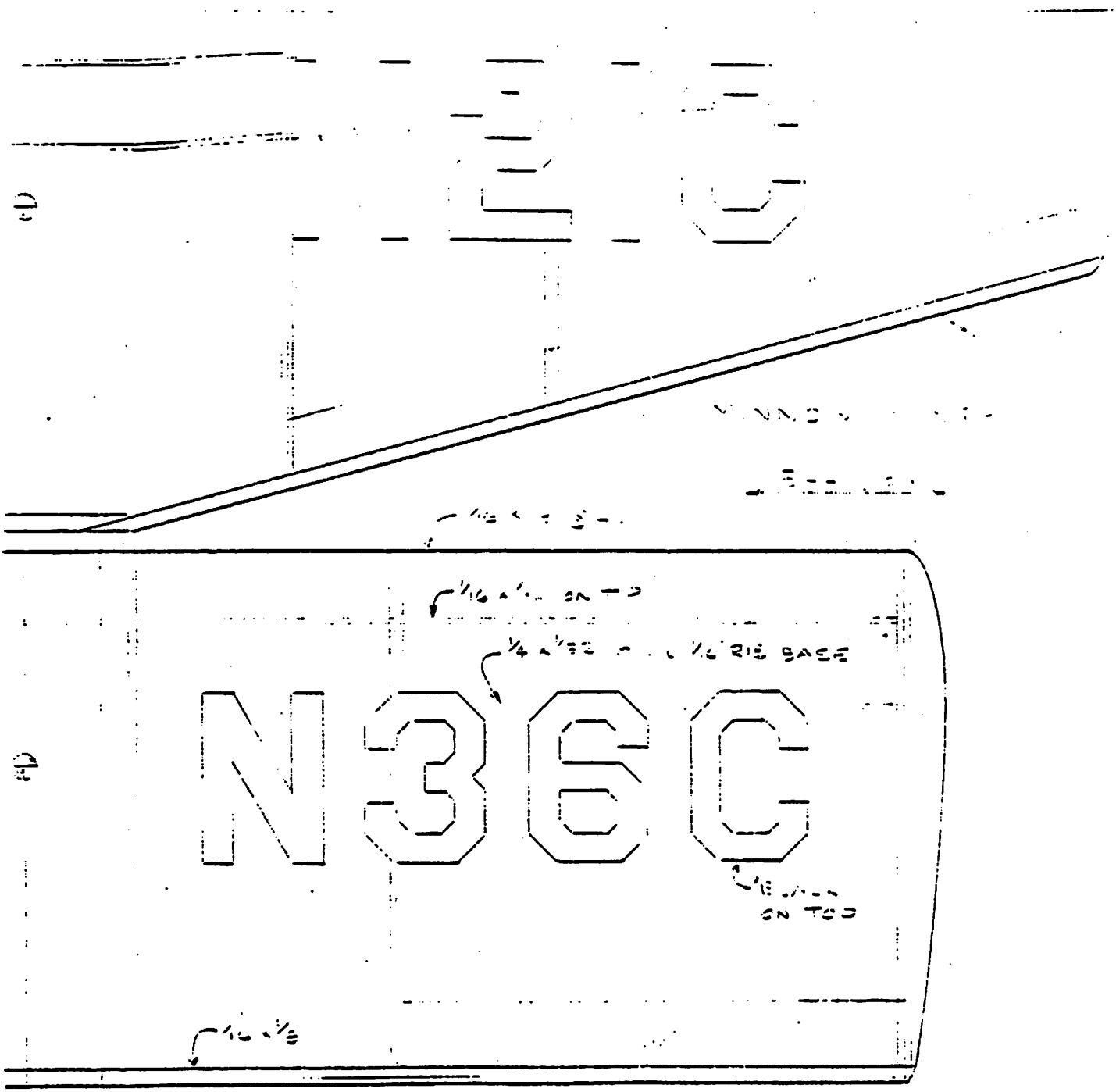
blew max--Two minutes or more of officially timed suspension of scale model particles after a blown motor.

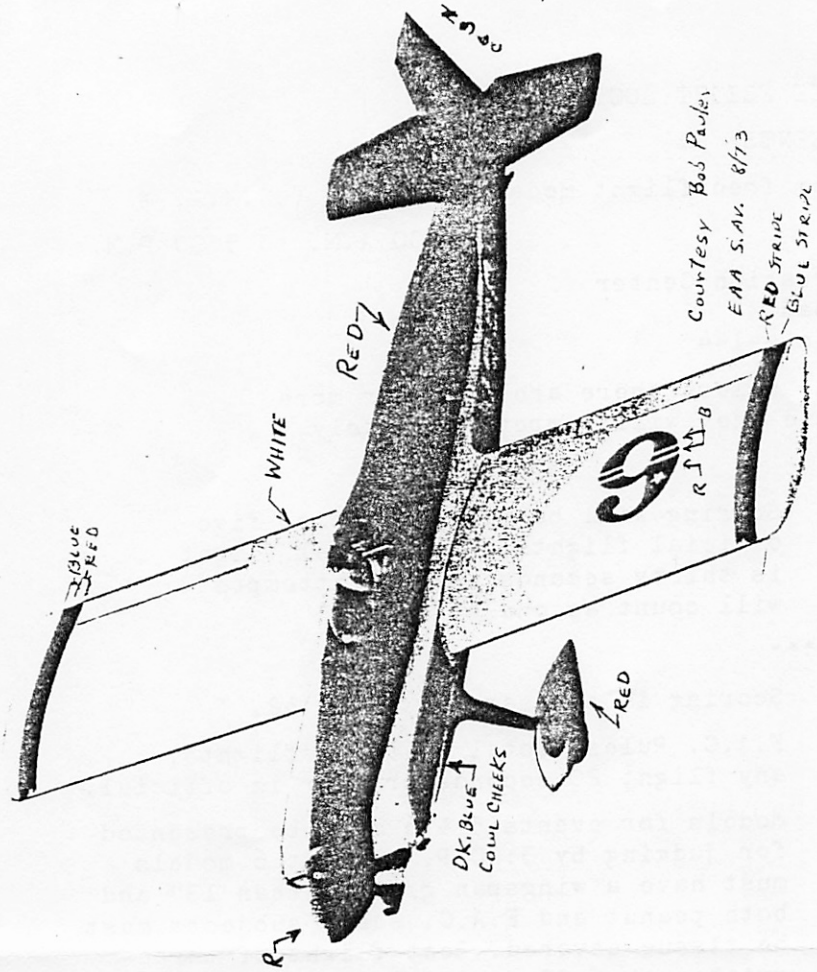
cracked lib construction--E.R.A.

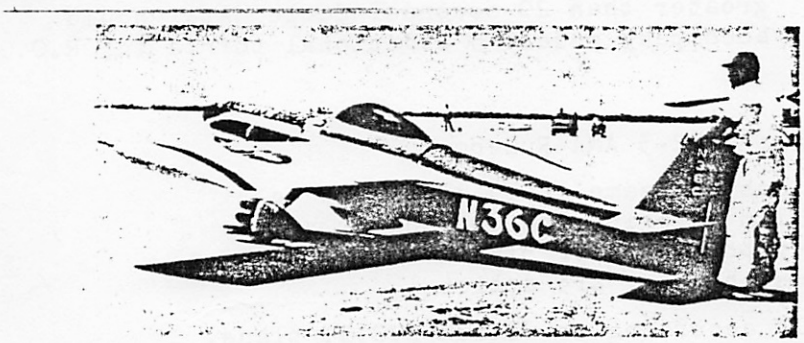
Wily Messerschmidt--The 109 H, which offers substantially more wing area than the Emil or the George.

R.J. Mitchell--Early supporter of FAC rules, who designed the Spitfire with a particularly narrow tread and tiny tail to harrass AMA builders.

rear peg--A temporary anchoring device for a rubber motor, arranged to slip out when subject to vibration. Provides positive dethermaliser action after three seconds of flight.

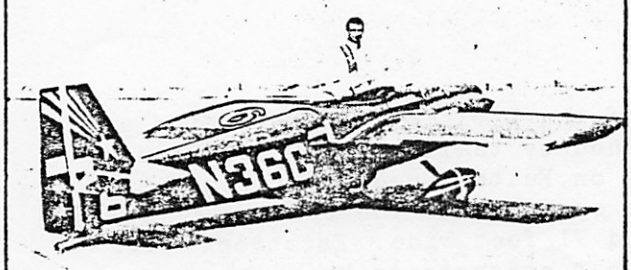

N3EC





1966 John Paul Jones was at the throttle of #6 for Fox Field competition.
Courtesy AirProgress Fall/Winter 1966-67

SEE VOL. IX, RACING PLANES and air races, by Reed Kinert.



1972 PURPLE & WHITE TRIM. SPORT FLYING

Venerable Cosmic Wind Goodyear Racer, Roy BERRY

THE CLEVELAND FREE FLIGHT SOCIETY

PRESENTS

An A.M.A. sanctioned contest for free flight model airplanes (.A.M.A. #)

Sunday, February 20, 1983 11:00 A.M. to 5:00 P.M.

Estabrook Recreation Center
4125 Fulton Road
Cleveland, Ohio 44144

All events flown J.S.O combined, unless there are three or more juniors in an event. In this case they will compete separtely.

The Events:

11:00 to 2:00	1. EZB/Penny Plane 2. Scraps	Scoring will be the longest of five official flights. An official flight is thirty seconds and two attempts will count as one official.

****

2:00 to 5:00	3. Jetco R.O.G.	Scoring is the same as in # 1&2.
	4. No-Cal Scale	F.A.C. Rules. Total of three flights, any flight 20 seconds or over is official.
	5. F.A.C. Peanut Scale 6. F.A.C. Scale	Models for events 5 & 6 must be presented for judging by 3:00 P.M. Event 6 models must have a wingspan greater than 13" and both peanut and F.A.C. scale subjects must be tissue covered. Best flight of three greater than 20 seconds. Scale data should accompany model. 5 additional points for R.O.G.

Additional Rules

EZB/Penny Plane-see page 14of 1982-3 AMA Rulebook

Scraps - Keep all the outlines the same. Wood sizes may be changed, no microfilm covering, no bracing or hollow sticks. 5" diameter prop,wood or plastic only. Dihedral, trim tabs and thrust bearing are optional.

Jetco R.O.G. - Must be built according to Jetco R.O.G. plans. No structural changes, tissue covered. Any commercial prop hanger allowed. 5½" max. diameter plastic prop.

NO SMOKING in the flying area. Smoking tolerated in the lobby area.

Gym or tennis shoes must be worn in the flying area.

****

The Flying Site

Estabrook Recreation Center is part of the Division of Recreation of the City of Cleveland. It can be reached by taking the Fulton Road exit off of I-71. Head south, staying on Fulton Road, bear right and it will be on the left, just past the apartments. The ceiling height is 22 feet, the gym is 100 feet long and 71 feet wide. Estabrook will provide six tables. It is suggested that contestents bring their own.

Entry Fee

Open- $3.00 first event, $1.00 each additional event. $6.00 max.

Jr. and Sr. $1.00 total

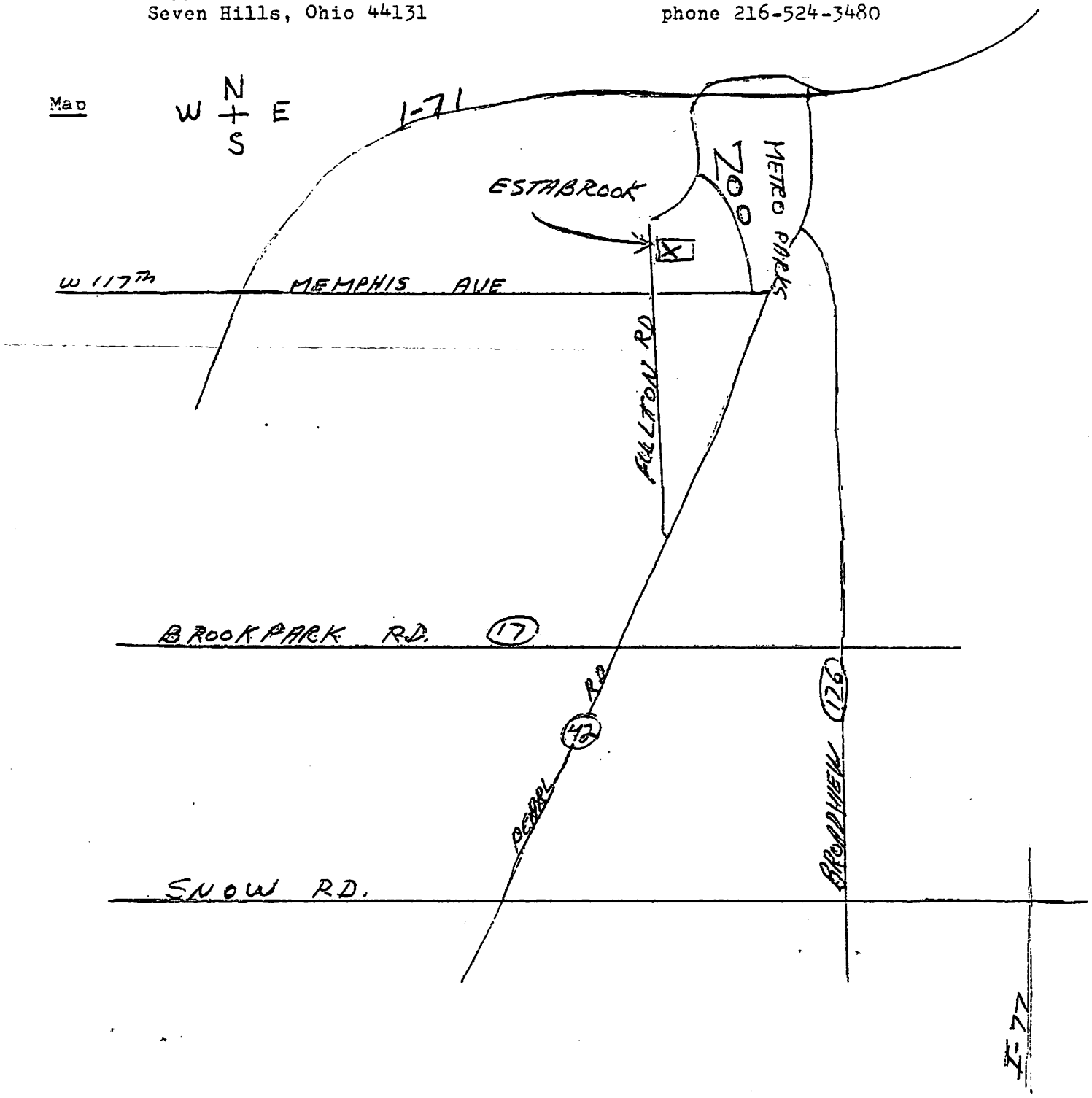
Prizes

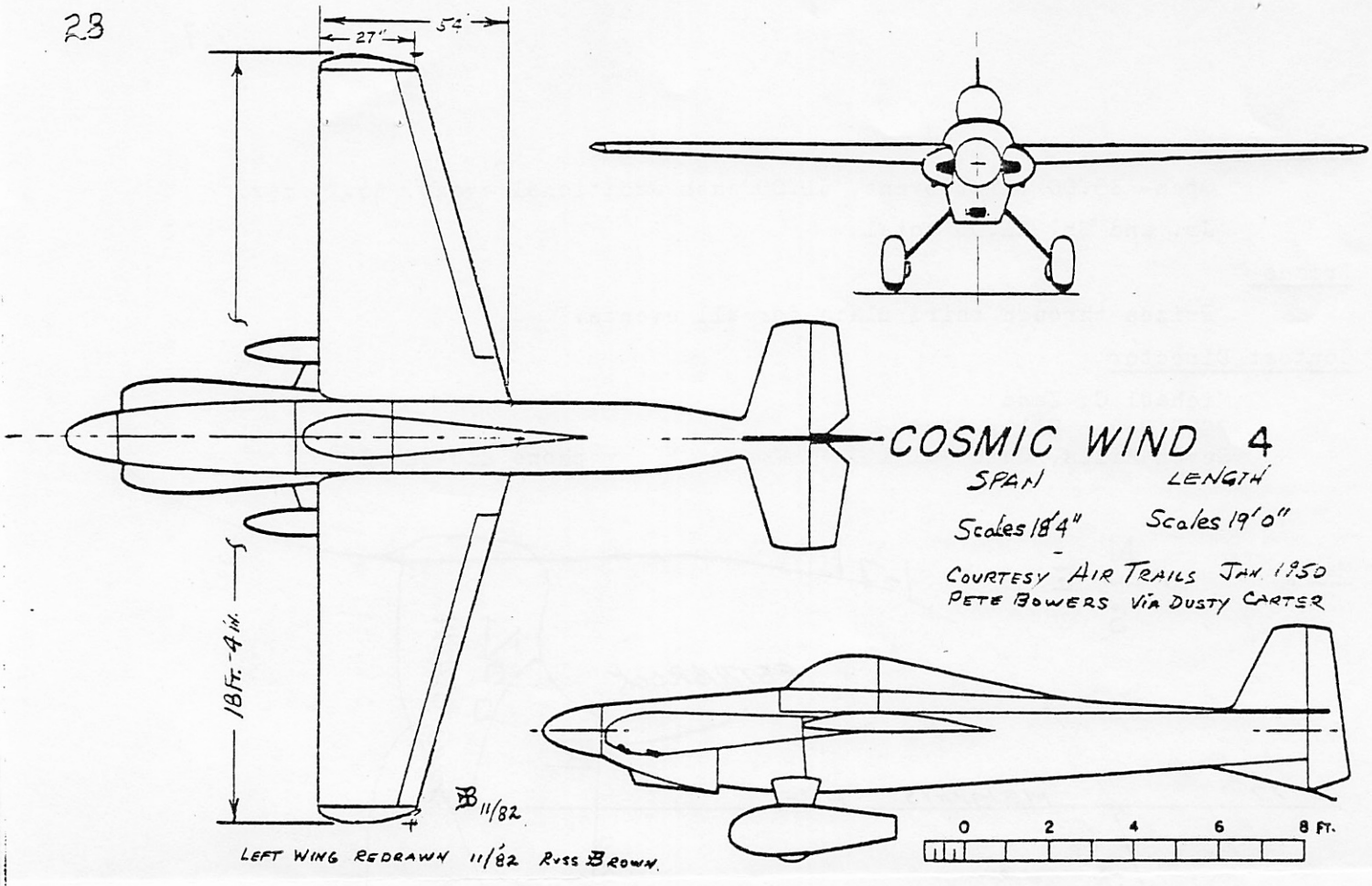
Prizes through third place for all events.

Contest Director

Michael C. Zand
7055 Seven Hills Blvd.
Seven Hills, Ohio 44131 phone 216-524-3480

Map





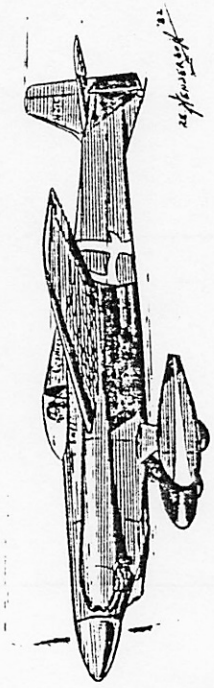
COSMIC WIND 4

SPAN Scales 18'4"

LENGTH Scales 19'0"

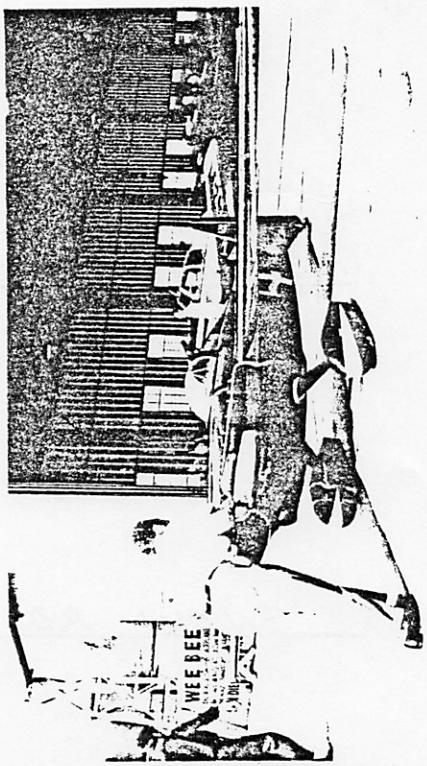
COURTESY AIR TRAILS JAN 1950
PETE BOWERS VIA DUSTY CARTER

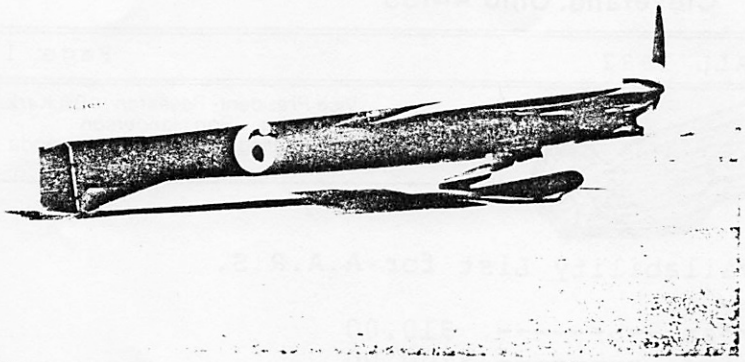
LEFT WING REDRAWN 11/82 RUSS BROWN



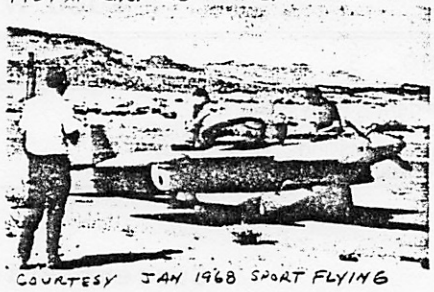
Collect-Air Photos
Phone: (414) 453-2186 COURTESY LEO J. KOHN
P. O. Box 14234 MILWAUKEE, WISCONSIN 53214
COSMIC WIND SET #37B 22 Prints/ $6.36 PLUS .75 POSTAGE.







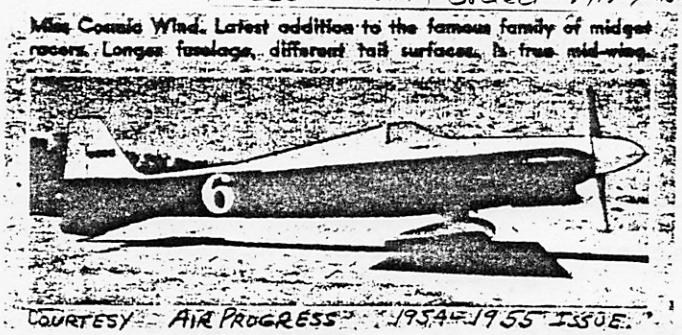
1967 AT RENO. RED & WHITE. BL. & RED TIP STRIPES



COURTESY JAN 1968 SPORT FLYING

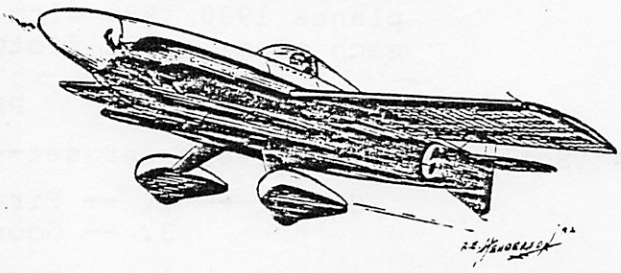
RED FUSELAGE. BLACK N36C, WHITE 6

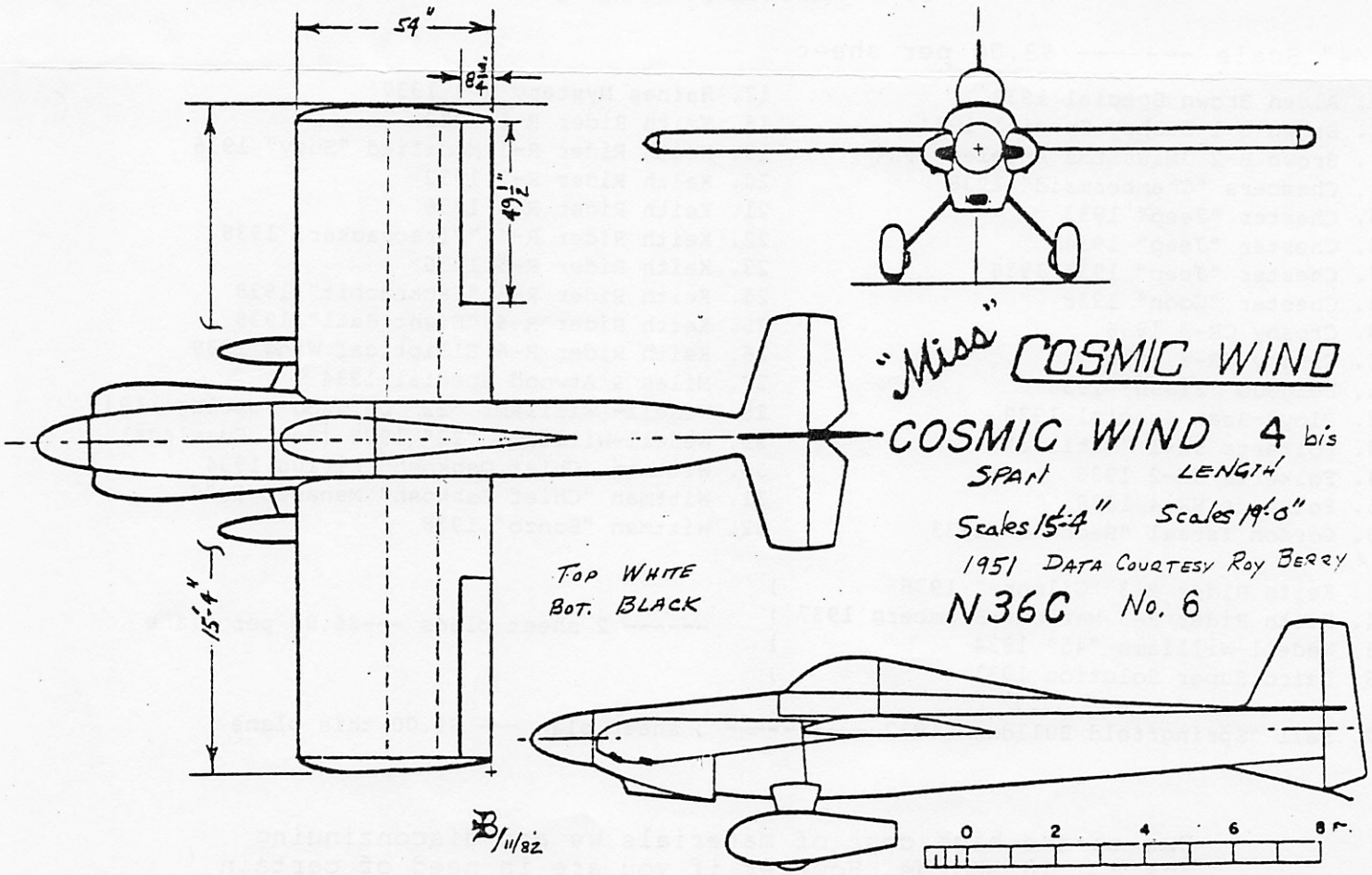
37B, COURTESY LEO J. KOHN Collect-Air Photos



Miss Cosmic Wind. Latest addition to the famous family of midget racers. Longer fuselage, different tail surfaces, is free mid-wing.

COURTESY AIR PROGRESS 1954-1955 ISSUE.





"Miss" COSMIC WIND

COSMIC WIND 4 bis

SPAN Scales 15'-4" LENGTH Scales 19'-0"

1951 DATA COURTESY Roy BERRY

N36C No. 6

TOP WHITE
BOT. BLACK

B 11/82

AMERICAN AIR RACING SOCIETY

4060 W. 158th St. Cleveland, Ohio 44135

NO. 3 FALL 1982 Page 1

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Contributing Writer: Mike Kusenda



Current Price and Availability List for A.A.R.S.

Membership for one year --------- $10.00
Membership for lifetime --------- $100.00
Honorary Membership ---------- FREE
Thompson Trophy Set of 5 x 7 photos of winning planes 1930/1939 with chart of information on each plane, plus picture of pilot ------- $7.50

PLANS

1/4" Scale -------4 sheets per set---------- $5.00 per set

Set #1--- 1. -- Firecracker 2. -- Miles & Atwood
3. -- Goon 4. -- Bonzo

Set #2--- 1. -- Miss Los Angeles 2. -- Crosby CR-4
3. -- Marcoux Bromberg R-3 1937 (2 sheets)

3/4" Scale ------- $3.00 per sheet

1. Alden Brown Special 1932
2. Brown B-1 Bushey Special 1934
3. Brown B-2 "Miss Los Angeles 1934
4. Chambers "Chambermaid" 1938
5. Chester "Jeep" 1933
6. Chester "Jeep" 1934
7. Chester "Jeep" 1935/1936
8. Chester "Goon" 1938
9. Crosby CR-3 1936
10. Crosby CR-4 1938
11. Delgado "Flash" 1938
12. Floyd-Bean Special 1939
13. Folkerts SK-1 "Matilda"
14. Folkerts SK-2 1936
15. Folkerts SK-4 1938
16. Gordon Israel "Redhead" 1933
17. Haines Mystery H-3 1937
18. Keith Rider R-1 1932
19. Keith Rider R-1 Modified "Suzy" 1936
20. Keith Rider R-2 1932
21. Keith Rider R-4 1936
22. Keith Rider R-4 "Firecracker" 1938
23. Keith Rider R-5 1936
24. Keith Rider R-5 "Jackrabbit" 1938
25. Keith Rider R-6 "Eight Ball" 1938
26. Keith Rider R-6 Elliptical Wing 1939
27. Miles & Atwood Special 1934
28. Wedell- Williams "22" Delgado Fuselage 1933
29. Wedell-Williams "22" 1935 (Reg. Fuselage)
30. Wittman "Chief Oshkosh" Cirrus 1934
31. Wittman "Chief Oshkosh" Menasco 1936
32. Wittman "Bonzo" 1938

33. Keith Rider R-3 "Gilmore" 1936)
34. Keith Rider R-3 Marcoux-Bromberg 1937) ------ 2 sheet plans ---$6.00 per plane
35. Wedell-Williams "45" 1934)
36. Laird Super Solution 1931)

37. Hall "Springfield Bulldog" 1932 ---------- 3 sheet plan --- $9.00 this plane

Due to the high cost of materials we are discontinuing the 8 X 10 photos. However if you are in need of certain ones please write for available views and price.