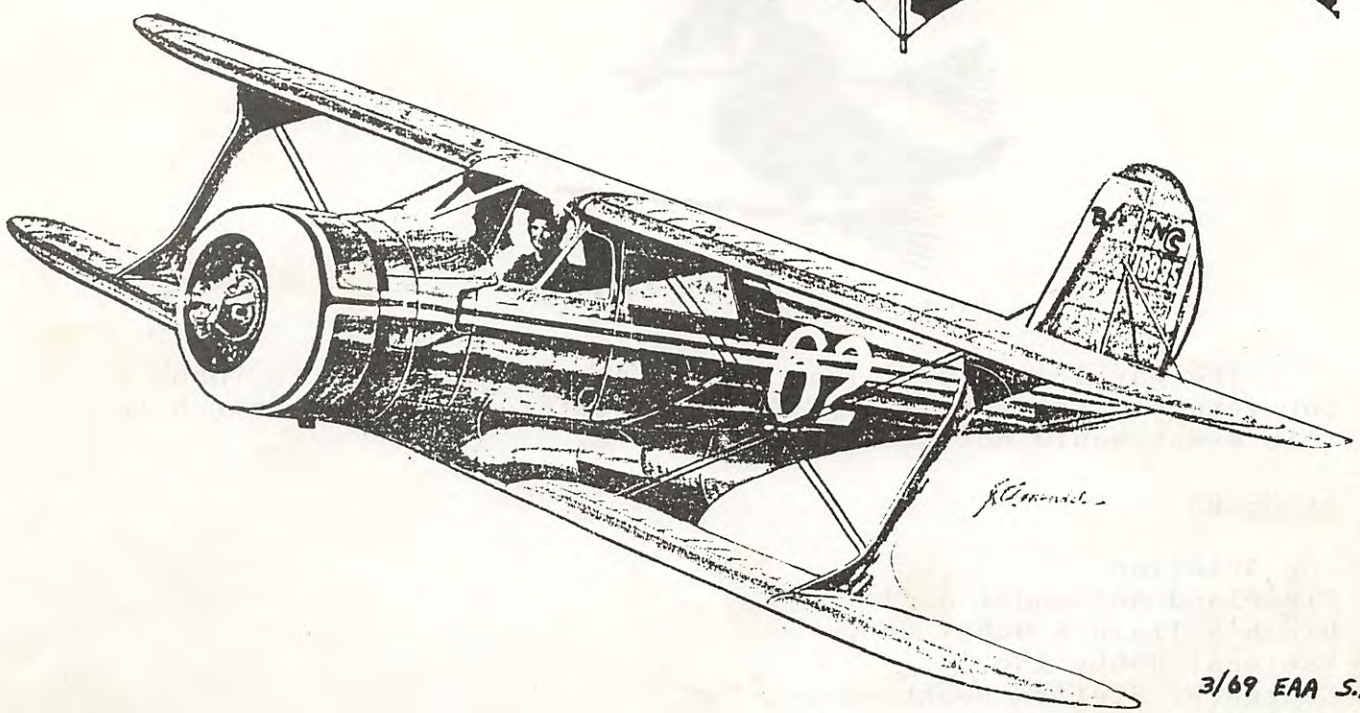
CROSSWINDS 79



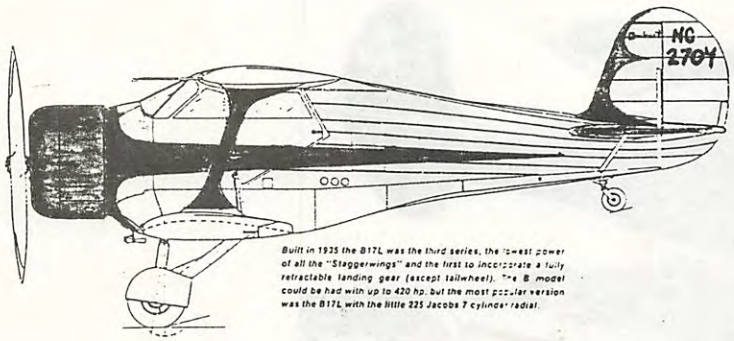
3/69 EAA S.A.

In this color rendition by John Amendola, Jr. is the Beechcraft C-17R, R-15835, which Louise Thaden and Blanche Noyes flew to first place in the 1936 Bendix Trophy Race. White on Blue.

ARGO-TECH

RM 1930

23555 EUCLID AVENUE
CLEVELAND, OHIO 44117



Built in 1935 the B17L was the third series, the lowest power of all the "Staggerwings" and the first to incorporate a fully retractable landing gear (except tailwheel). The B model could be had with up to 420 hp, but the most popular version was the B17L with the little 225 Jacobs 7 cylinder radial.

B17L

Beechcraft

Queen of the biplane relics—and proud of it



VINTAGE WITCHCRAFT STAGGERWING

The participants of this year's event would like to thank our generous sponsors and prize contributors. Without your help this event would not have been possible.

SPONSORS

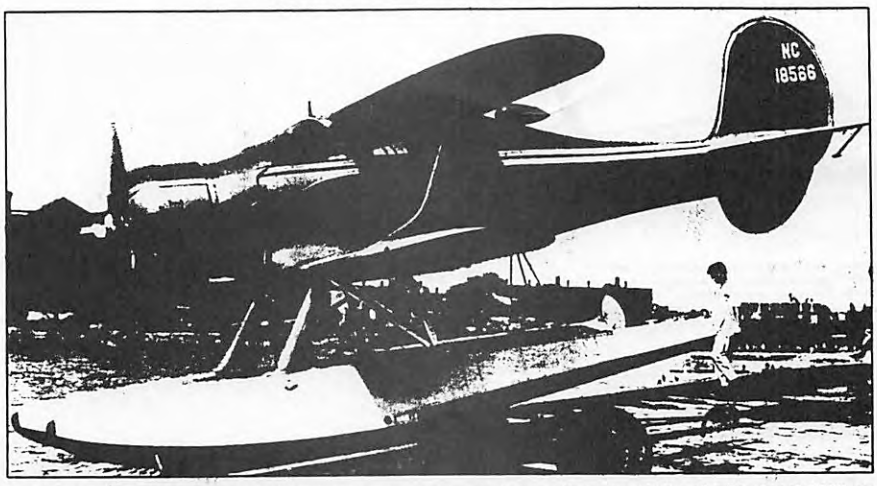
CGS Aviation
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CONTRIBUTORS

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Indoor Model Supply, Lew Gitlow
Allen Hunt Plan Service
Northeast Aero Inc.
Seaglen Models
Sig Manufacturing Co., Inc.
Williams Bros., Inc.

Award Certificates provided by **Larry Mzik's Willowick Printing and Lithograph Inc.**

VINTAGE SEAPLANES



A 1938 Beech company brochure, recently donated to the EAA library, features these two photos of a Beechcraft SD17S on Edo Wa-4665 floats. The aircraft shown is NC18566, S/N 168, powered with P & W R-985 "Wasp" rated at 400hp. Note seaplane ventral fin below tail and seaplane grommets visible on lower trailing edges of the wings. The SD17R model featured the Wright R-975 engine of 420hp.

 VINTAGE AIRPLANE SHOWING SPLIT FUNNEL NOSE TRIM

CROSSWINDS

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

Issue #79

This Issue's Editor:

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

Editorial Comment:

The Normandy High School gym was this year's site for the annual CFFS indoor contest. Normandy is located on Pleasant Valley Road in Parma, Ohio and is the newest of the three high schools in the Parma City School District. The contest was held on Sunday, March 12, 1989, and twenty three contestants, several non-competing flyers, and many interested spectators, were present.

Admittedly, the contest advertising could have included a description of the gym:

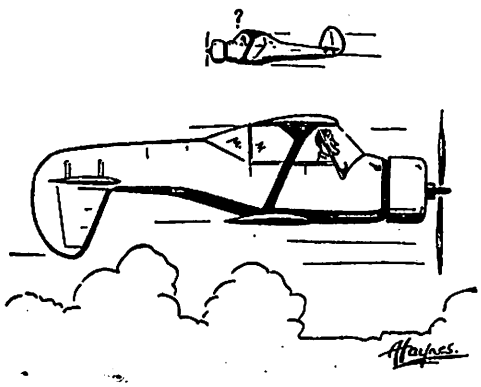
Ceiling: domed, 53' high in center
Floor Space: 100' * 92' with bleachers folded

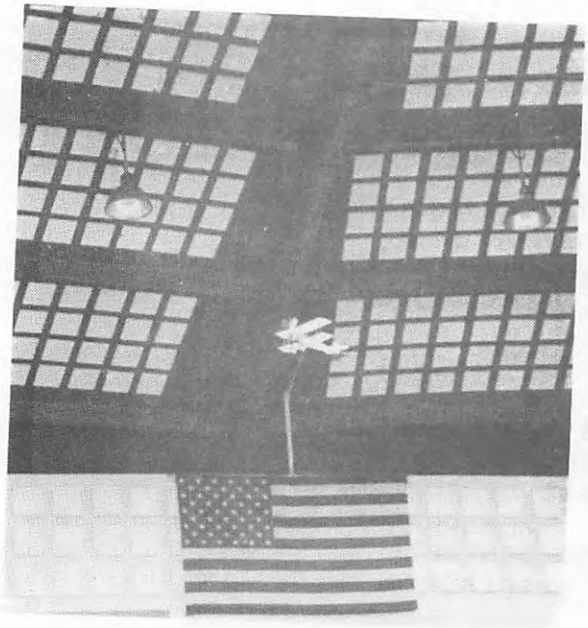
SPREAD THE WORD !! CFFS has asked for the site again next year and we hope that this excellent flying site can attract a larger crowd in order to justify it's cost. We were able to obtain many generous sponsors, yet we need participation from the local flyers and those within a few hours of the site in order to continue this event.

Next year we plan on adjusting the schedule, and offering more events, including **Novice Penny Plane**. Although Peanut Scale had few entrants, the event will still be offered, along with the popular No-Cal and mass launch events. We welcome your suggestions as to how we may improve the events and/or their scheduling.

This issue includes all the results from the "Inaugural" Normandy Contest as well as a miniature Megow plan of the Beechcraft D17L Staggerwing, courtesy of Allen Hunt, one of our contest prize contributors. A 23" version is available from Allen for $3.00 (plan f-5). ALLEN HUNT BOX 726 DUNBAR, WV 25064-0726

The Beech Aircraft Company
WICHITA, KANSAS

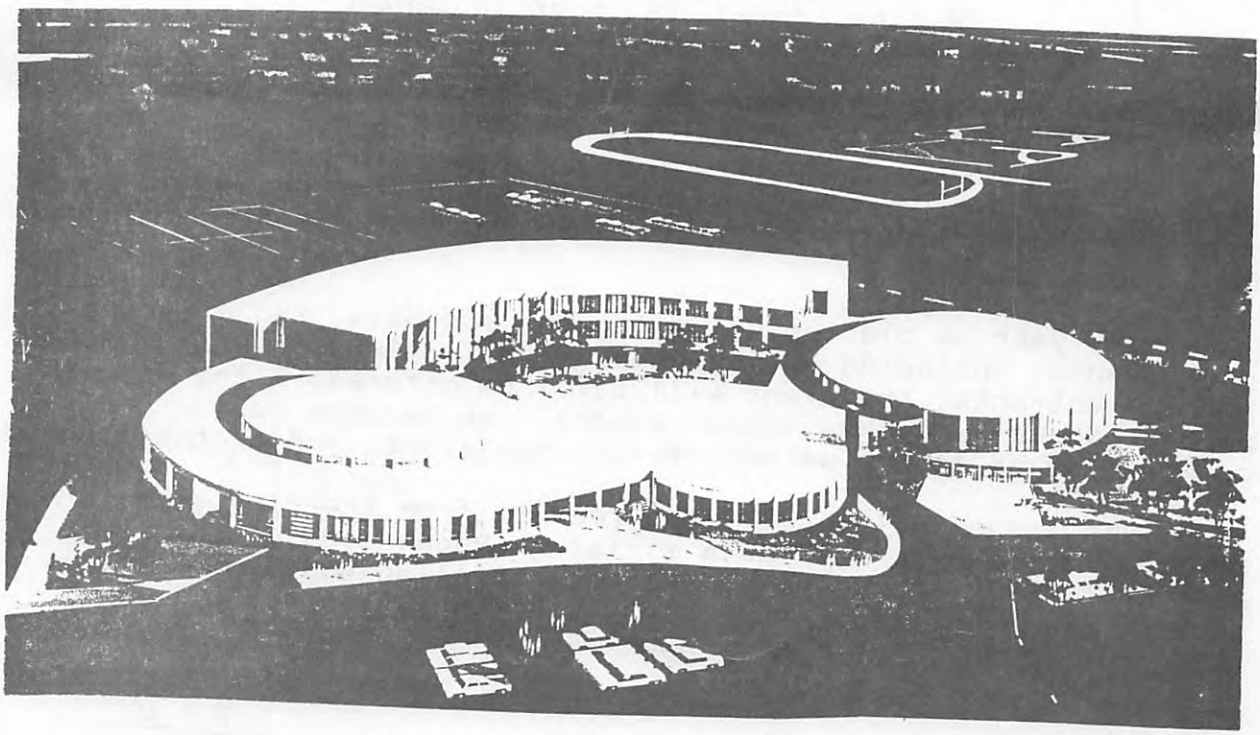




Ken Groves' Bristol on a test flight.



W.W.II NO-CAL Combat--Good view of the Normandy dome.



NORMANDY

HIGH SCHOOL

2500 west pleasant valley road
parma ohio 44134

F.A.C. PEANUT SCALE

Flyer	Model	Flight Times	Scale Pts	Total	Place
Jack McGillivray	Yugo 45T	52 69 = 64.5	87	151.5	1
Don Slusarczyk	Voisin Hydro	63 - = 61.5	83	144.5	2
Andy Medovitch	Waco	Att. = DNQ	72	-	
Michael Zand	Bleriot Canard	Att. = DNQ	72	-	
Warren Weisenbach	Berg C-1	Att. = DNQ	64	-	
Allan Hewston	Fokker D7	Att. = DNQ	63	-	
Larry Loucka	DH6	DNF	61		

HI-WING F.A.C PEANUT

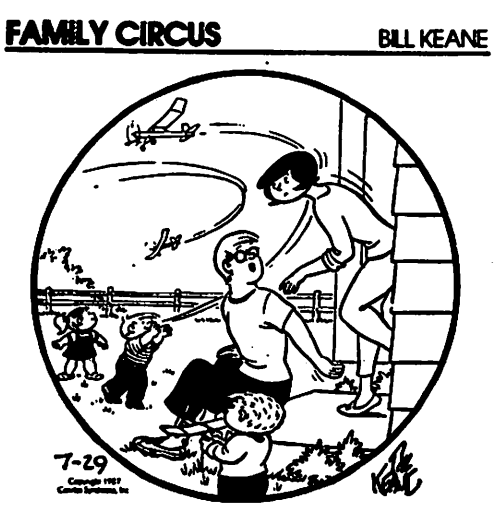
Don Slusarczyk	Lacy M-10	31 59 -	53	112	1
Lad Plachy	Piper Cub	48 54 54	51	105	2
Gordon Roberts	Texan	38 45 25	57	102	3
Warren Weisenbach	Ramsey Bathtub	21 35 45	53	98	4
Michael Thompson	Clipped Cub	44 42 43	52	96	5

WWI PEANUT BIPLANE COMBAT

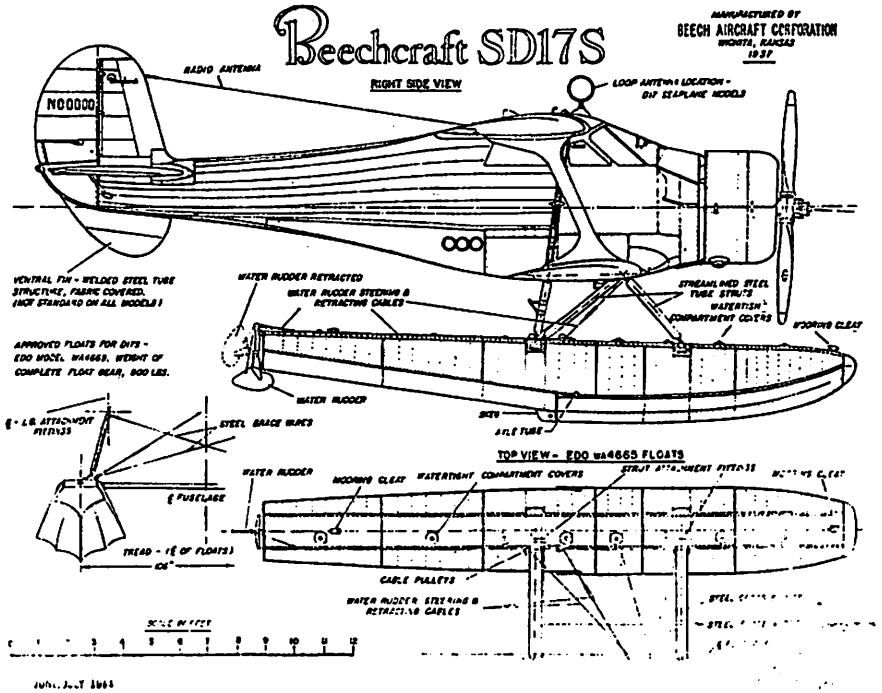
Larry Louka	DH6	1
Jack McGillivray	SE5	2
Gordon Roberts	SE5	3
Michael Zand	Martinsyde S-1	4
Warren Weisenbach	Aviatic C-1	5

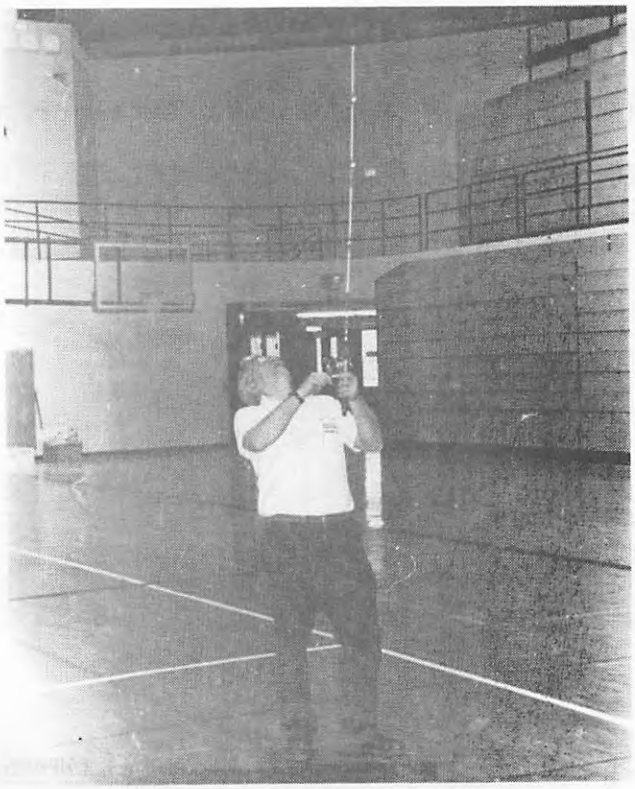
WWII NO-CAL MASS LAUNCH

Larry Loucka	Spitfire XIV	1
Jack McGillivray	F190D	2
Don Slusarczyk	Spitfire XIV	3
John Marett	F4U Corsair	4
Ken Groves	Barracuda	5
Allan Hewston	Zero	6
Gordon Roberts	Heinkel He 100D	7
Chuck Slusarczyk	Stormovik	8



"Caution: low-flying aircraft."

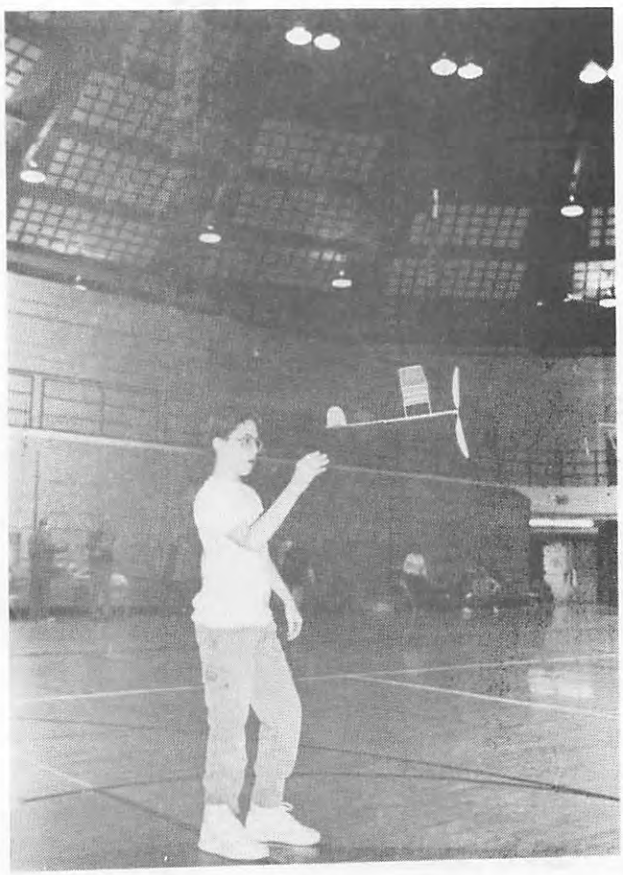




Larry Mzik steering his EZB.



"Doc" Hacker with Jason Pund,
a young friend and future modeler.



Paul Golownia launches his EZB.



Ken Groves and his
magnificent Bristol Scout.

EZB

Flyer	Flight Times	Place
Larry Louka	8:43 11:07 13:59 14:25	1
Ken Groves	12:36 14:16	2
Jack McGillivray	13:29 5:04 13:21 13:50 13:12	3
Chuck Slusarczyk	11:30 12:27.5	4
Don Slusarczyk	10:59 12:05 11:25	5
John Marett	8:38 1:52 11:26 2:58 1:46	6
Walter Van Gorder	10:26 5:50 11:15	7
Larry Mzik	5:22 9:00 10:49	8
Robert Mullins	8:34 8:38 6:56 2:25 6:08	9
Vern Hacker	7:10	10
Al Chute	5:38 6:14	11
Michael Thompson	6:00 5:46 1:45	12
Esther Beris	1:47 1:52 2:16 2:58 1:46	13

JUNIOR EZB

Paul Golownia	5:21 5:30	1

JETCO R.O.G. (time in seconds)

Walter Van Gorder	121 121 138	1
Chuck Slusarczyk	126 130 112	2
Warren Weisenbach	85 95 81	3
Michael Thompson	94	4
Al Chute	88	5
Vern Hacker	78	6
Michael Zand	67 64 63	7
Jim Whelan	49 44	8

NO-CAL (time in seconds)

		TOTAL	MODEL	
John Marett	271 258 266	795	Citabria	1
Jack McGillivray	257 224 236	717	FW-190D	2
Chuck Slusarczyk	229 232 200	661	Lacy	3
Larry Loucka*	203 202 187	592	Chambermaid	4
Ken Groves	183 182 155	520	Buster	5
Walter Van Gorder	161 179 178	518	Fike	6
Don Slusarczyk	215 206 -	421	Spitfire	7
Gordon Roberts	136 76 68	280	Heinkel 100D	8

*
Special Certificate



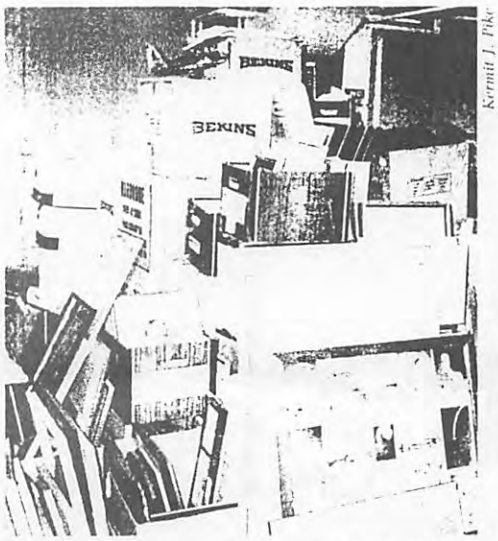
BEECHCRAFT E17B VT-ALV IN SILVER WITH BLUE TRIM.

8

Western Reserve Historical Society NEWS

March-April 1989 *Preserving Your Heritage Since 1867* Volume 43, No. 2

Library Grant Projects Open Doors to the Past



Kermit J. Pike

Several generous grants have made it possible for the Society's library, under the supervision of John Grabowski, to organize a large backlog of manuscript material.



Eric Johannesen

Daniel Linke, Bari Stith, and Richard Hite comprise the nucleus of the Library's manuscripts processing staff. Since July 1987 they have been working their way through the sixty tons of archival collections moved from an off-site warehouse to the new library in 1984. Through December 1988 they had sorted, cleaned, arranged, inventoried, and made available for research 170 different collections, nearly one-half of the backlog. Their work is funded by a three-year grant from the Cleveland Foundation and the George Gund Foundation.



Kermit J. Pike

Left: *The Clifford W. Henderson Collection thoroughly documents the history of the National Air Races from their inception in the late 1920s through 1939, including those which took place in Cleveland in 1929, 1931-32, 1934-35, and 1937-39. It consists of minutes, correspondence, flyers and brochures, photographs, scrapbooks of clippings, and a wide variety of memorabilia. Dan Postotnik has sorted all of this material, which is now being microfilmed in the library. This project was funded by the George Garretson Wade Charitable Trust #2 and the Cleveland National Air Show.*

Right: *Robert Ray, after sorting and arranging the records of Society National Bank, moved the finished collection to the manuscripts storage area on the third floor of the library. The collection, which now occupies 82.2 linear feet of shelf space, reflects the considerable history of one of Cleveland's most venerable banking institutions dating back to its founding in 1849 as the Society for Savings. This project was funded by a grant from Society National Bank.*



Eric Johannesen

BEECHCRAFT STAGGERWING

An explanation of the Staggerwing's history can be found in a chapter of the book, The Great Planes by James Gilbert. (Grosset & Dunlap, Inc., Publishers, New York.) This book can be found in many public libraries.

If Pistachio Scale appeals to you, then try the 8-inch version of the 1946 Beech G-17. This model originally appeared in the August 1980 Flying Models in a Peanut Scale version. The Karlstrom 3-view is from the August 1968 American Aircraft Modeler, and shows bright yellow with maroon or brown trim, edged with black.

The B17L Beechcraft was first built in 1934-1935. The Megow plan is basic and should result in a light and simple model. The B version is the first to feature retractable landing gear.

CONTEST CALENDAR

Please mark the contest dates on your personal calendar and plan on attending and participating at our club meets. The CFFS contests are conveniently arranged one per month through the summer. A few new participants at each contest means new friends, renewed interest, and last, but very important, morale and financial support of our hobby and club. Several "old timers" returned to the fold at the Normandy Indoor Contest. Thanks again to all who participated and helped with this important event.

In closing, I would like to call your attention to the Clifford W. Henderson Collection at the Western Reserve Historical Society that thoroughly documents the History of the National Air Races from their inception in the late 1920's through 1939. (See the attached reprint.)

Michael C. Zand
Crosswinds Editor, Issue #79

CFFS Contests at LCCC		EMAA Contests at Prangmore	
June 17	August 5	May 20	August 19
July 22	September 9	June 10	September 16

CONTEST CALENDAR

10/29-4/30/90 FAC Peanut & No. Cal Postal Meet, Outdoor and Indoor Wings. Fly, fly. Send Date, Flight Time, Model Name, and Wing event data or re-flights to FAC GHQ 3301 Cindy Lane, Erie PA. 16506. Unlimited flights for times.

Sat. Dec 2, 1989 CFFS Annual Dinner, 6:00 pm at Dimitris on Snow Rd. West of Broadview, Parma, OH. Dinner at 6:30. Call Gordon Roberts (216) 749-4817. Roast Beef, Pork, or Chicken Dinners $15. Cash Bar. D. Norman Plan.RSVP.

March 9-11, 1990 Cleveland National Model Plane Show at Randall Park Mall. FF Static display and R.T.P. flying. Entry Fri. P.M. and Saturday. Pick up Sun. pm.

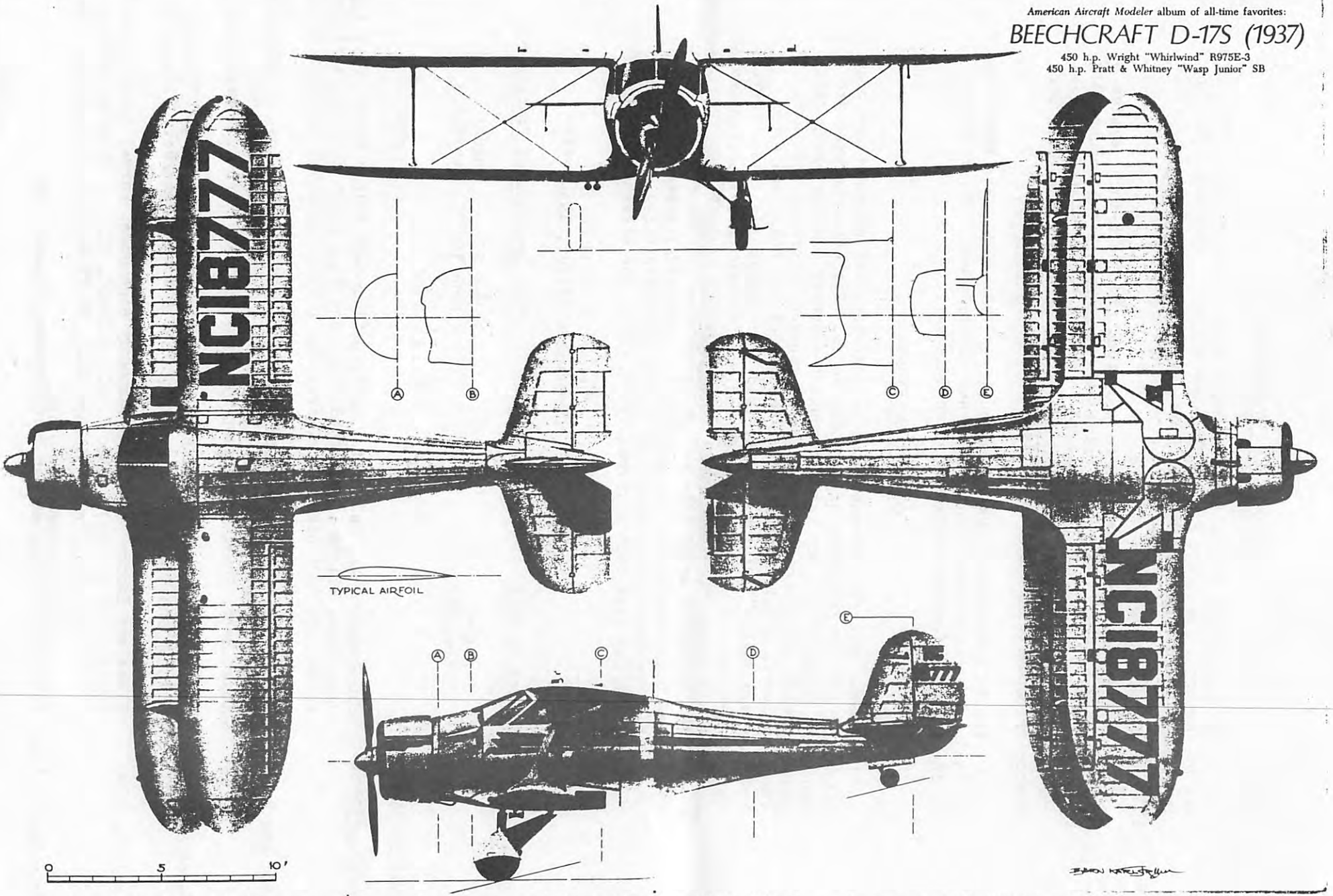
April 1, 1990 Cleveland Indoor Contest at Normandy High Dome, Parma, Ohio. 8 AM- 5 PM. Events: EZB (J)(SO), Jetco R.O.G. (J)(SO), FlD , Hi-wing Peanut, No. Cal., WW I Biplane M.L., WW II No. Cal., Bostonian 7 gm. and Intermediate Stick.

July 13-15, 1990 FAC Nat's at Geneseo War Birds Museum, Geneseo, NY.

American Aircraft Modeler album of all-time favorites:

BEECHCRAFT D-17S (1937)

450 h.p. Wright "Whirlwind" R975E-3
450 h.p. Pratt & Whitney "Wasp Junior" SB



color is bright yellow over all, with maroon or brown trim edged in black. Courtesy AAM August, 1968

Russ Brown Bus./Sub. Editor
CROSSWINDS
4909 N. Sedgewick
Lyndhurst, Ohio 44124

Please check your address lable for issue expiration No. Numbers below 79 are a reminder for $10 contributions. Thanks!

Flat Hattin' on Contest Capers

1989 contest action got off to a great start March 12 at Cleveland in the arched dome at Normandy High School in Parma, Ohio. We are indebited to Mike and the sponsors for providing a first rate site. This issue includes Mikes' summary and sponsor credits. Participating U.S. and Canada contestants will be pleased to know that The Cleveland Indoor Contest will be back in Normandy High in 1990. Bostonian Cabin will be added to the event list, so pick and pack your Bos' Box. Mike is allready building for the box beauty event with a fancy pusher type. He can call it a Zand Box if the other cats dig it! Haw-aw-aw-aw-aw-w-w-w.

Central Sector indoor action continued with Detroit and the April 30 Erie MAA contest at Edinboro State College. Erie, like Cleveland, features lots of Flying Aces scale and mass launch elimination combat events along with duration events. Send $9 to Flying Aces Club News at 3301 Cindy Lane, Erie, PA 16506 to keep up on FAC action and postal contests.

Up your East Coast are hot spots of indoor offerings. MIAMA in Florida is really hot in season with a 10 rank for contests. Doc Martin has an eye for beautiful hangars! Six of the ten events are indoors. With summer off for building, the '89-'90 season starts Sept. 23 & 24 at St. Pete/Clearwater Airport, including a WW II Mass Launch Sat. Dinner P.M. Keep posted on Florida flying, scale plans, and light humor with a $10 well spent on THE HANGAR PILOT Editor: Doc John Martin, Jr. at 2180 Tigertail Ave. Miami FLA 33133 USA.

On up the coast to Maryland, the D.C. MAXECUTERS mix indoor and outdoor flying for a busy year. Keep up with the Maxecuters events and scale plan offerings in MAX-FAX Newsletter. Send $10 in North America or $11 for all other countries to Allan Schanzle at 20008 Spur Hill Dr. Gaithersburg, MD 20879 USA.

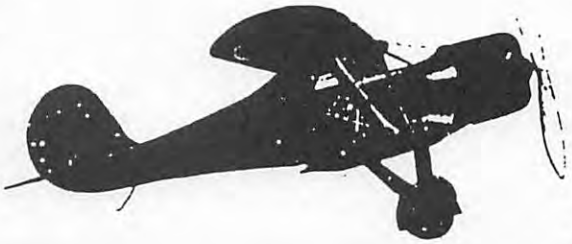
If you overshoot D.C., still more indoor flying is available in New York City and New Jersey. The New York INDOOR Times will keep you informed on Columbia action. Send $10 to ED WHITTEN, P. O. Box 176, Wall St. Sta. New York, NY 10005.

For the best indoor flying since the World, U.S. Indoor Champs, and 24 hour Peanut Grand Prix at West Baden, In., take a week off and go to the "Mini-dome" at East Tennessee State University in Johnson City, TN. Picture a dozzen models milling around at the same time under the 116 ft. max arch, with 420 ft. length floor by 208'width to the grandstands plus over seat spread to 420 ft. Big enough for a whole football field on the open floor, but no room for the Dallas Cowboy Cheerleaders! That ain't at all bad. NFFS and Scale indoor events plus the MIAMA Pistachio Gran Prix and Tony Becker Federation ROG Challenge add up to plenty of flying. Doc Martin reports 124 total scale entries plus 36 Bostonians, and 23 representing home states in Federation ROG. New Jersey led by Gary Underwood and Doug Barber claims Stateside honors over Washington, New York, Texas, Ohio, Pennsylvania, Florida, Michigan, and Illinois. The CFFS son and father team of Don Slusarczyk and dad Chuck put Ohio in for a fifth. I'll drink to that! Over all events, our CFFS and Ohio fliers put up a real good show. Chuck Slusarczyk won No. Cal and Pennyplane, with Larry Loucka second in Pennyplane and Manhattan Cabin plus a third in Intermediate Stick and R.O.G. Cabin, and a fourth in Hellicopter. Frank Kieser and Don Slusarczyk were 1 and 2 in Ornithopter; we can still claim Frank for a share of CFFS team efforts even if his Ohio retirement checks go to Florida. Great gobs of 'disa and data are recordedin Hangar Pilot, address above. When the 1990 flying calendar rolls around, keep the first week in June in mind for a whole year of flying all in one week. Go for it!

One last plug before we leave the indoor scene; Indoor News and Views with technical views and all is $8 USA,CAN, & Mex; $9 Overseas or $11 by Air Mail to Europe & South America; or $12 to Aust. and Aisa from 6 Canary Hill Drive, Pontiac, MI 48055 USA. Richard Doig editor.



B

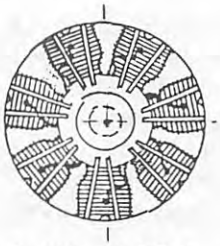


Model B17 L

BEECHCRAFT

MECOW'S

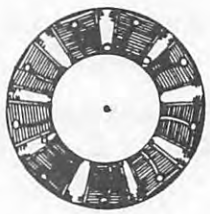
MODEL PLANES

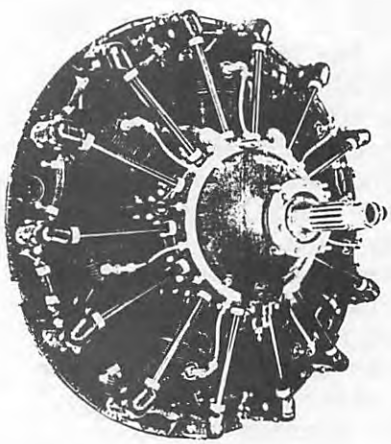


7 CYL R 17 L
"SHAKEY JAKE"

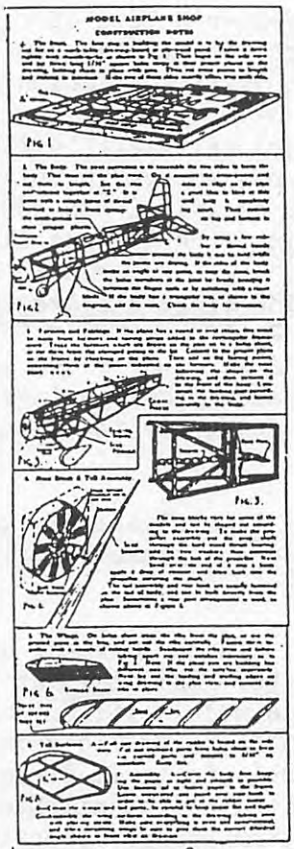


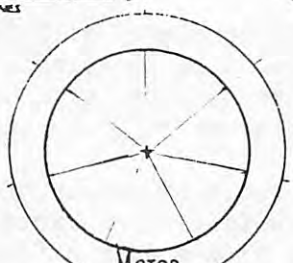
CEMENT TO NOSE
9 CYL S or R





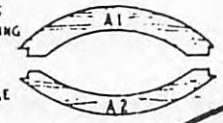
Jacobs R-755



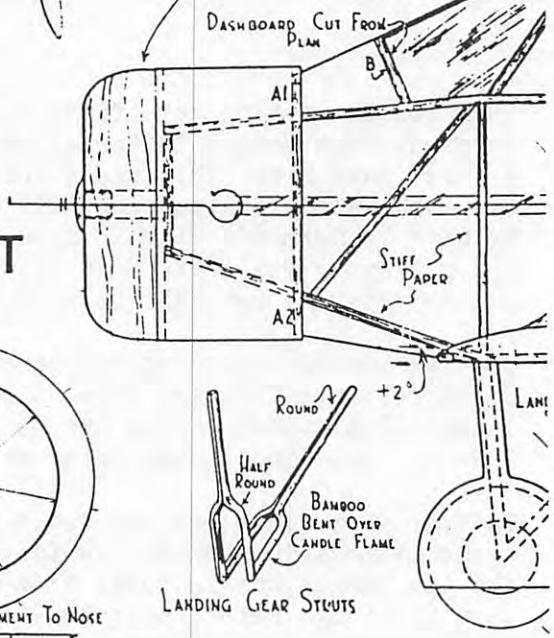


MOTOR
CUT FROM PLAN - CEMENT TO NOSE

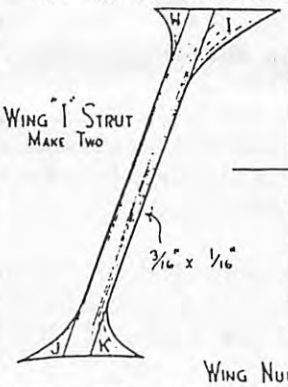
NOSE BLOCK IS SHAPED, PAPER RING ATTACHED, BEFORE CEMENTING TO THE FUSELAGE



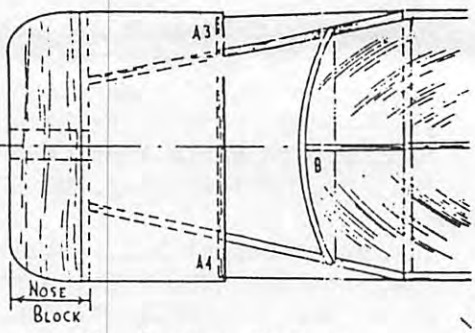
DASHBOARD CUT FROM PLAN



LANDING GEAR STRUTS



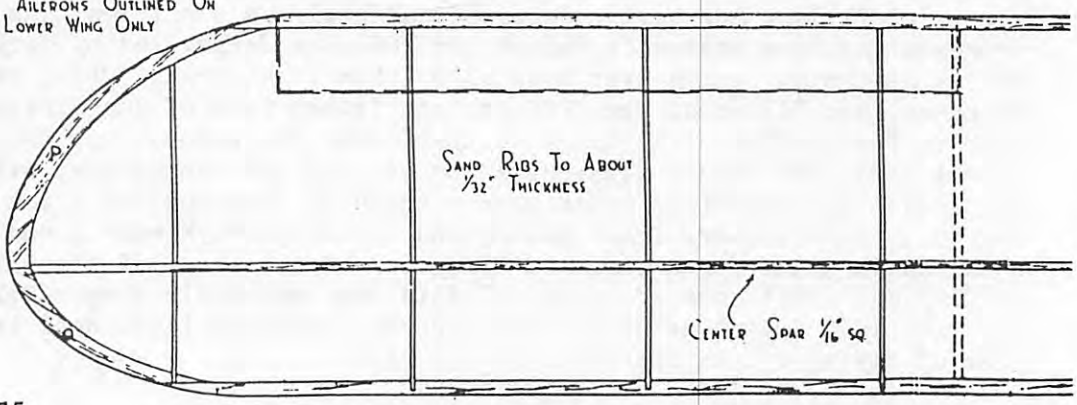
WING "I" STRUT
MAKE TWO

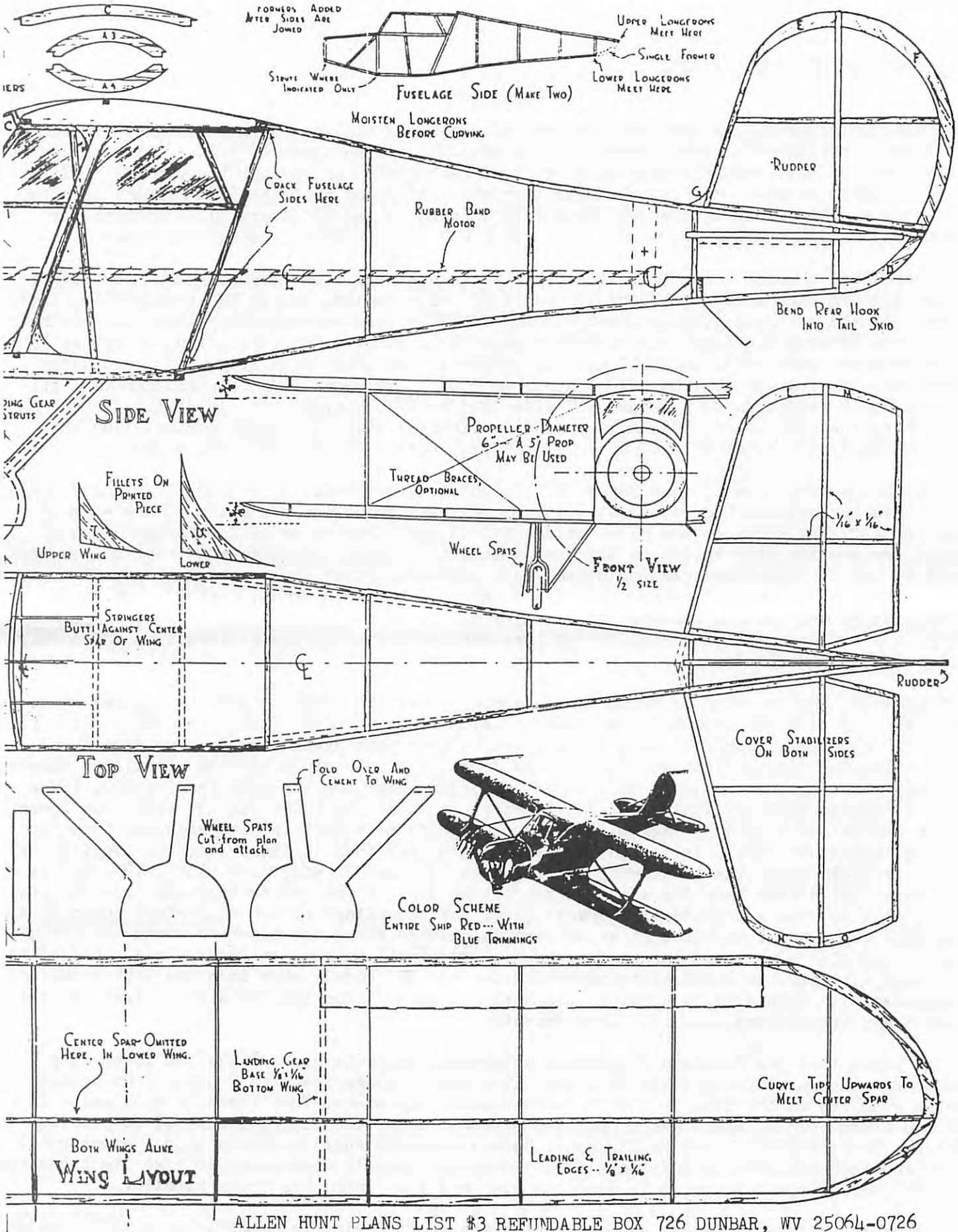


WING NUMERALS, MAY BE WHITE, OR COLORED

NC-1258

AILERONS OUTLINED ON LOWER WING ONLY





ALLEN HUNT PLANS LIST $3 REFUNDABLE BOX 726 DUNBAR, WV 25064-0726
FULL SIZE 23 INCH BEECHCRAFT B17L PLAN IS $3.25. MIN. ORDER $5

FLAT HATTING ON STAGGERWINGS

The Beech Staggerwing is the best and last of the great biplane flying machines. The model 17 Beech backstagger biplane endures as the most attractive queen of golden agers, reigning from the 1932 most powerful 17R and A17F fixed gear speedster through the post WW II 1946 G17S ultimate classic. Retractable main gear was introduced with the 1934 production model B17, and a retractable tail wheel, less tail bracing on the WW II era D17S and post war model G17S. Tail bracing remained on the E17 & F17 with the retractable tail wheel.

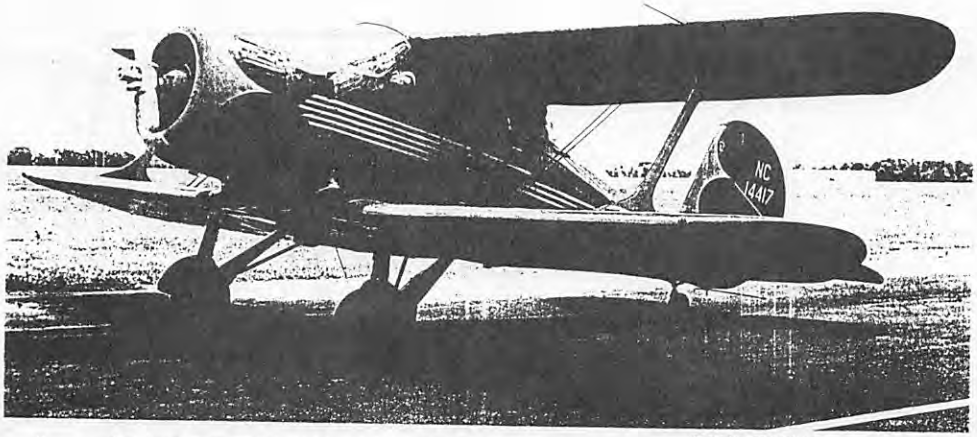
The appeal as a model subject of this cabin biplane with little round engine, backstagger cabin mounted wings, retracts, and a rainbow of color choices should be irresistible. Let's clear off the building board and get at it. CROSSWINDS Beech Staggerwing theme is inspired by a romp through the Megow Flying Models page of Al Hunts' plan list. Plan F-5 of the 23 inch wingspan Beech B17L is $3.25 plus 15% postage. The large plan list is $3, refundable with order from ALLEN HUNT BOX 726 DUNBAR, WV 25064. The Megow B17L construction is light enough for a reduction to a peanut 13" size that will look right and fly right. The 225-hp Jacobs engine cowl of 17L models is a smaller diameter than the larger engines like the 17R 420-hp Wright 9 cyl Whirlwind, or 17S 450-hp Pratt & Whitney Aircraft engine.

Building the full size 23 inch Megow B17L is encouraged without major modifications for use in Golden Age events. Moderate modifications of these reduction plans are at the whim of the builder. Revisions to the plan include a full size front view to fix former B and a notch for the top wing spar. The original dash art by Megow designers was lost, so you may want to use the scale sketches or other Megow dash art. Other scale detail like a fixed down tail wheel, wing double wire and tail strut bracing, ballance horns, ducts, pitot tube, lamps, door, and control surface line marking may be added for personality. This is^classy^ lady, not a plane jane airplane! We can preserve the original plan construction and merely suggest a few tweeks.

Fortunately, the top wing is built in one piece, so we can build in about 2 degrees washout in both wing tips and dihedral, and keep the wing lined up even. The lower wing panels are butt rib mounted, so extreme care is required to keep them even. Wing spacing jigs should help solve the rigging problem. The plan is drawn with both wings and the stabilizer planes at plus zero degrees. Build in plus .093 " or 3/32" under the top wing leading edge for a plus 1½ degree angle of attack on the 23" wing, or about .052" for the 13" wing. The lower wings can be set at plus ½ degree to the top wing for more lift in down wash air bouncing off the top wing. Plus ½ degree is only about .010" per inch of chord (airfoil length), or .035" or 1/32" under the lower wing leading edge for the 23" wing, and plus .019" for the 13" wing. Build this into the wing hanging spacer jigs if you follow this approach. If you don't want to draw and build wing spacer jigs, try cementing the top wing <u>after covering</u> at the plus angle and then block it up on parallel blocks above the floor or bench top. Shim up the trailing edge the ½ degree dimension above, and then glue on lower wings parallel to the base surface. Add dihedral to match the top wing dihedral; more than the 5/8" shown is suggested. Too much will look bad to the scale judge. 7/8"for the 23" wing or 1/2" for the peanut may help flying and still look decent.

A one piece thru the fuselage lower wing alternate construction will aid the lower wing mounting concern. Build a lower wing seat into the fuselage frame by pinning in a double thick wing rib on the plan at plus 2 degrees angle of attack. Then laminate wing seats in to the frame double layer. Again, put the bottom flat of the top wing airfoil at plus 1½ degrees for the best flying performance. Square up those fuselage sides into a symmetrical box frame and all this discussion (B.S.) will be usefull. Otherwise, go like the thousands of 1936, and on, kids who tried it like the plan and then burnt the crash kindling.

If we don't build split wings, we won't like the split horizontal stabilizer either. Build the stab in one big piece and add a triple wide slot in the fuselage side frame for trim. An oversize stabilizer will smooth out flying and add to duration and rear CG trim.



Tom Rench of Racine, WI and his 1935 Beech B17L Staggerwing. NC14417 is Serial No. 30 of the first production series of Staggerwings. Powered by a 225 hp Jacobs. (Photo by Ted Koston)

Beechcraft Model B 17 color choices for the Megow plan include the prototype dark red on red trim NC 270 Y, and the following:

B 17L NC 14417 Navy blue with hot orange trim cowl and wings, tail leading edge scalops, and five linear stripes, and NC over 14417 on the rudder. the fin name Beechcraft is gold or yellow. NC 14417 on the wings is navy blue. SA 11/80.

C 17 NC 15812 Light blue with black and red stripes per add in classified AVIATION 11/37.

C 17 NC 16434 Dark blue with yellow stripes " "

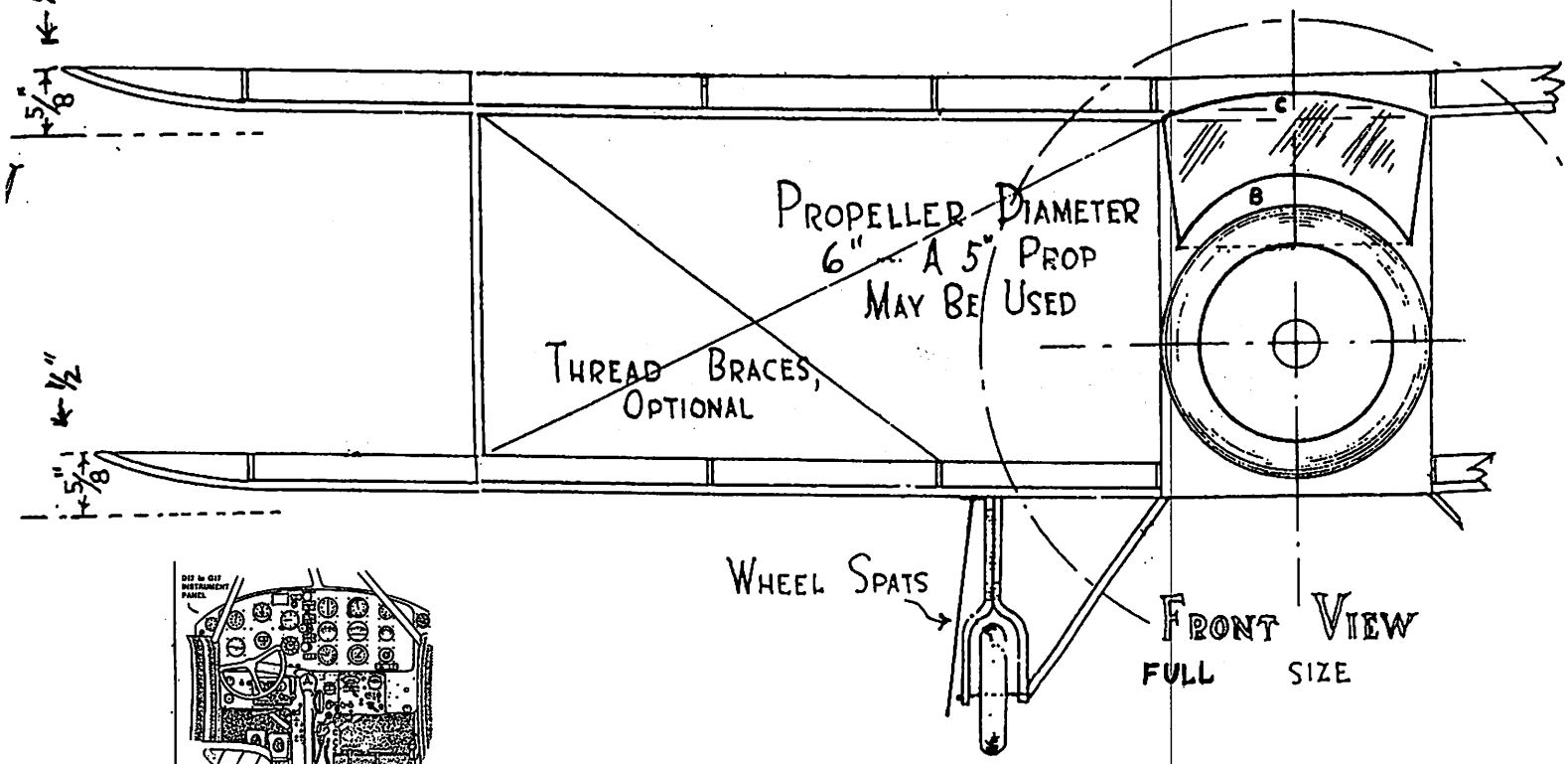
C 17R NC 16520 Diana cream with blue stripe custom trim. " "

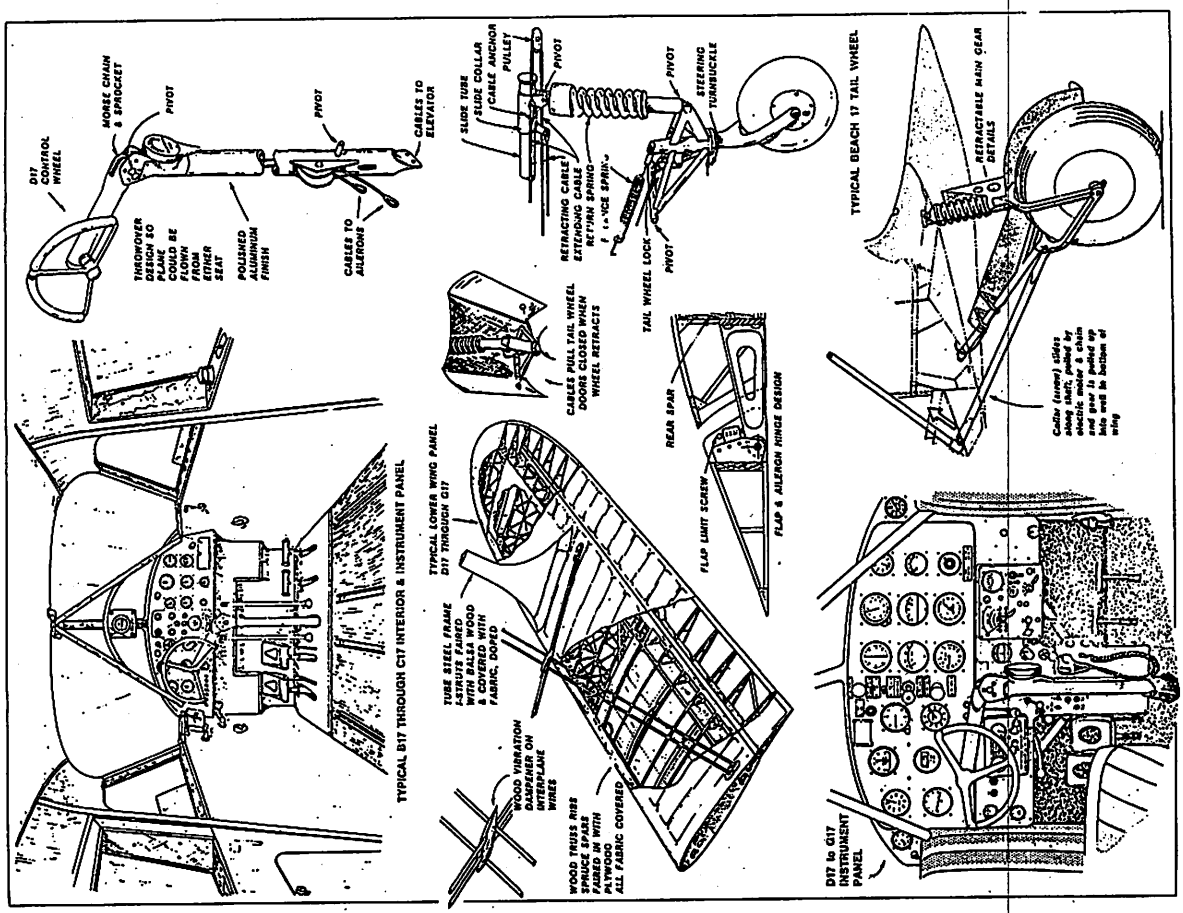
Sale adds for Jacobs engine B 17L or 17D models In Dec. '35 AVIATION described colors as blue and white, cream and maroon, and black and yellow. NC numbers in the 14000 to 15500 range are appropriate choices for model B 17 Staggerwings.

The 1989 WACO Fly-In at Mt. Vernon, Ohio attracted fine airplanes and warm, talented folks. Following up on the WACO convention, we have news that Orville Williamson has a B 17 in a frame up restoration in Flemington, NJ. This B 17 may appear in a year or two with an inspiring bright color scallop trim, if Orvilles' original bright red and coordinated white scallop line trimmed WACO UPF-7 sold to UAL Pilot Jack Hill is an indicator! Besides the restoration projects on airplanes, and teaching, Orville likes to build and fly rubber powered twin engine seaplanes! Picture the likes of Grumman Albatross, Goose, and Widgeon flying boats scooting over grass green seas, and you may be inspired to join the fun. The long Ranger engine Widgeon and extra long turbo-Goose offer useful rubber motor lengths. We will certainly want to keep in touch with Orville for both Beechcraft news, and for twin engine seaplane adventures! Orville flying a twin float SD 17 at the FAC Nat's in Geneseo, NY in 1990 would be a most welcome sight. Here is your plan, just add Edo floats.

AMA members in 1974 were introduced to the NAA affiliation and NAA AERONAUTICS Magazine. If you saved the Nov.-Dec. issue, dig it out, and enjoy the variation of colors on the 25 Staggerwings parked on the field at Tullahoma, TN. Also see the centerfold add for the AVIATION QUARTERLY with the dark red on red chin striped G 17S N44G. That color would look good on a pistachio 'Nes Paw? We like red Pistachios, don't you? Try Lite beer for a lube.

More Beechcraft news from SKYWAYS; The Journal of the Airplane 1920-1940 advises that the fixed gear prototype 17R NC499N that crashed and was burried in a ravine has been dug out and is under restoration. The original color black and red NC499N carried a white race No. 40 at its' first race. Ethyl Gasoline Corp. bought NC499N and repainted it orange and blk. Send $20 or greater contributions to Leo Opdyke at WW I Airplanes, 15 Crescent, Poughkeepise NY 12601.





courtesy SPORT FLYING 4/'70



Dub Yarbrough's brillant G 17S N44G carries 32 hand rubbed coats of crimson and deep maroon butyrate dope featuring dual strip split funnel marking and rudder trailing edge trim. The spinner is deep maroon.

Dub retired from Presidency of the Staggerwing club, and turned this beauty over to John Parish at Tullahoma, TN Beech Museum.

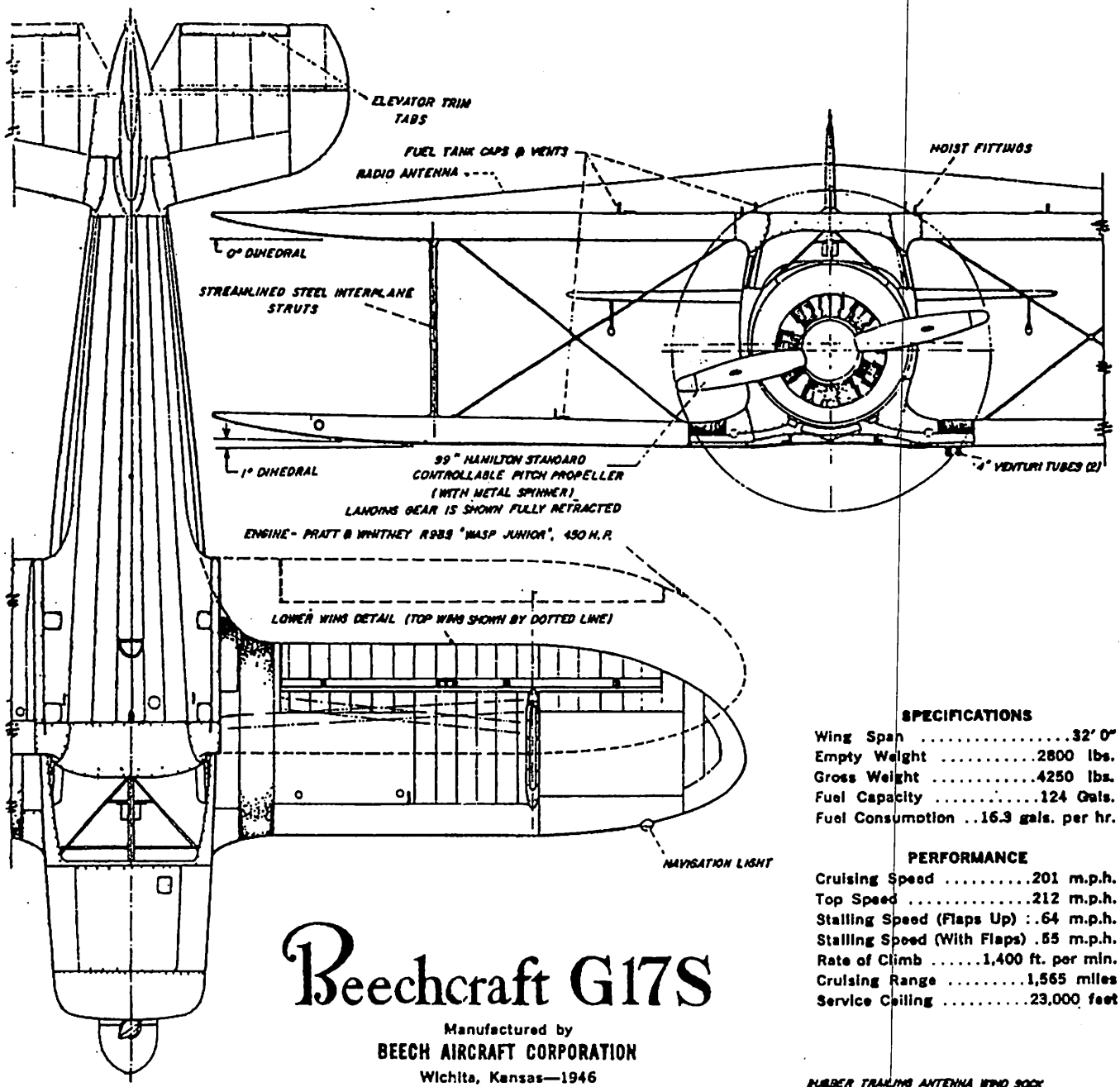
N44G — a G17S owned by John Parish of Tullahoma, TN. VINTAGE AIRPLANE

Beechcraft G-17S fanciers will want to look up the August, 1980 FLYING MODELS article by Gene Sellers,A Peanut Scale Staggerwing Beech. Tom discusses the laminated tips construction, and assembly of the two layer fuselage sides in detail. The full size center fold peanut plan is neatly drawn and inked by FM working Editor Bob Hunt. This G-17S version is our choice for the Pistachio size reduction plan. Thank you Gene Sellers and Bob Hunt.

Jumbo Scale builders can go wild zooming on a copy machine, or work in construction on a 32 inch wingspan 1" scale plan available from Gordon Codding's The Model Museum at 3724 John L. Ave. Kingman, AZ 86401. Send Gordon about $2 for his list or about $2 plus some postage for the Beechcraft plan. Gordon sent us a really snappy looking light weight airplane designed to look like a Princess of the Queen Beech Staggerwing. The cuite Li'l Baby Beech A-17 has high A/R (short chord) backstagger biplane wings with fixed, spatted landing gear. The open cockpit single seater retains Beech 17 tail shapes with a small engine ball nose fuselage. It would be a delightful Ultralight. Chuck Slusarczyk might be intrested if we can convince him it is a Polish built Staggerwing! Haw-aw-aw-w-w-w-w-w-w. Equally delightful WACO biplanes have been borrowed from as ultralights, but so far, no ½A-17 baby beech that we are aware of. By the way, or "meanwhile back at the aerodrome", Vic Peres will be ready to fly the F-5151 Mustang UL at his Prangmore Aerodrome. By the 1990 FAC NAT'S TIME, Vic may be flying it in Power Scale? Or, maybe he will be up to his own design Beechette A-17? We will stay on top of these wild rumors for CROSSWINDS readers by a trip to the next FAC NAT'S at Whereinthehellisit. The NFFS-SAM-FAC bash at the wide open spaces of Vincennes, IN-Lawernceville, IL was sensational. Every bit as good a week outdoors, as the indoor week in the "Mini Dome". See FAC Club News for details and 1990 news. A top notch 1989 year for NFFS action. The 1990 FAC NAT'S is at Geneseo, NY 7/13-15.

The WACO fly-in at Mt. Vernon, Ohio provided the usual colorful collection of antique open cockpit and cabin WACO biplanes. Several modelers dropped in to admire and photograph the 30 plus WACOS around Wayne Hayes's WACO Hangar at Brian Wynkoop's grassstrip off Rt. 661. See Russ Brown's book of WACO Photos for a look at '87-'88 Hamilton and '89 Mt. Vernon airplanes at the fly-in. Look for Mt. Vernon to be the future location of WACOville 6/20-23.

Taylorcraft fliers provided another look for us kids on the airport fence at Forrest Barber's field just North of Alliance, Ohio July 7-9 '89. The T-Craft folks are just as warm and approachable as the good guys with WACO wings. Again this kid ate too much, and bought too many trinkets while snapping shots of model worthy paint jobs. Not all dime scale Taylorcrafts need to be the yellow with black trim NC 19641 ! Tom Young's 1939 BL 65 Lycoming powered with open cylinder head cowl T-Craft is N 23850. This Yellow plane has black cowl top, side striping, and lower fuselage bottom trim. An all red 1939 T-Craft restored by A. C. Hutson, NC 23663 with the diamond poind split stripe on the fuselage center and black wing leading edge trim is in bright color on the cover of The VINTAGE AIRPLANE June, 1988. Readers feel free to send in your favorite airplane color and trim detail to share with our plans bound associates. We still desperately seek colors of the Mercury Monsoon inline type engine backstagger biplane (with retracts) for example. Alas, backstaggering through all the archives here at Blue Fox Base leaves this great subject underground and colorless!



Beechcraft G17S

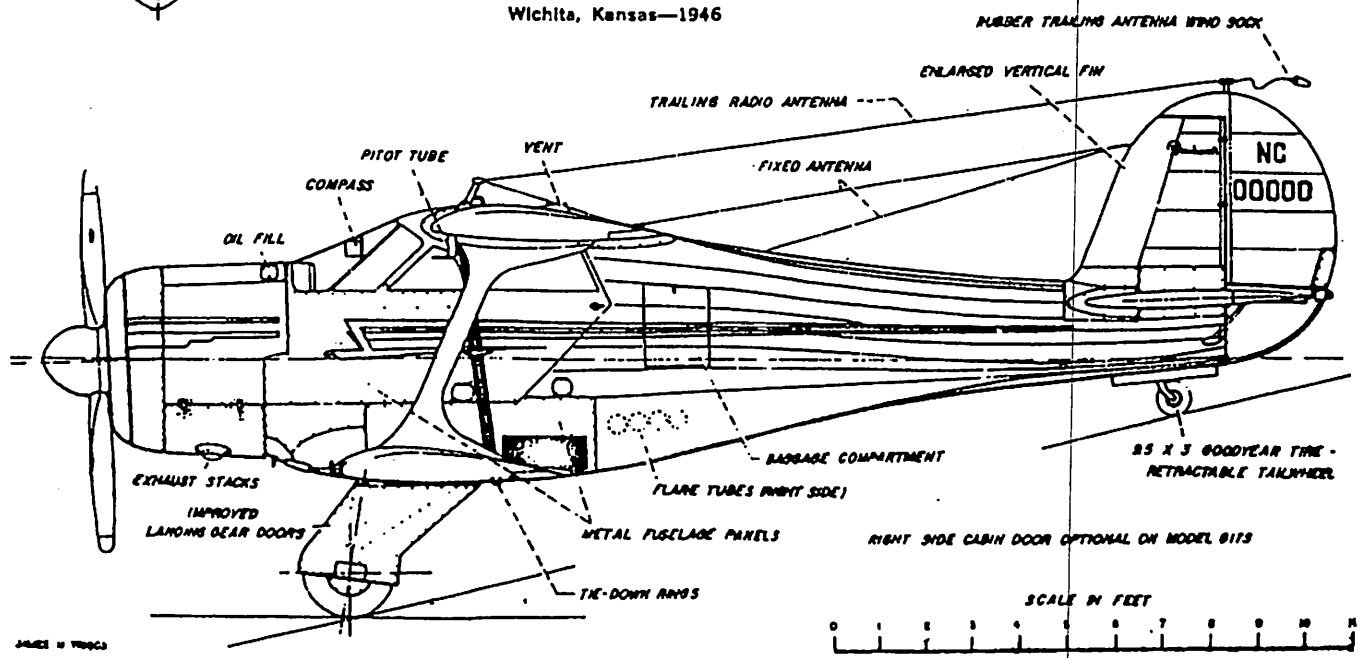
Manufactured by
BEECH AIRCRAFT CORPORATION
Wichita, Kansas—1946

SPECIFICATIONS

Wing Span	32' 0"
Empty Weight	2800 lbs.
Gross Weight	4250 lbs.
Fuel Capacity	124 Gals.
Fuel Consumption	16.3 gals. per hr.

PERFORMANCE

Cruising Speed	201 m.p.h.
Top Speed	212 m.p.h.
Stalling Speed (Flaps Up)	64 m.p.h.
Stalling Speed (With Flaps)	55 m.p.h.
Rate of Climb	1,400 ft. per min.
Cruising Range	1,565 miles
Service Ceiling	23,000 feet





Prototype B 17C is bright red with dark red full cowl, wide funnel stripe, stab, and fin scallop trim. Registration number 270Y on rudder omitted NC.

AVIATION
October, 1934

FLAT HATIN' OVER THE RAINBOW

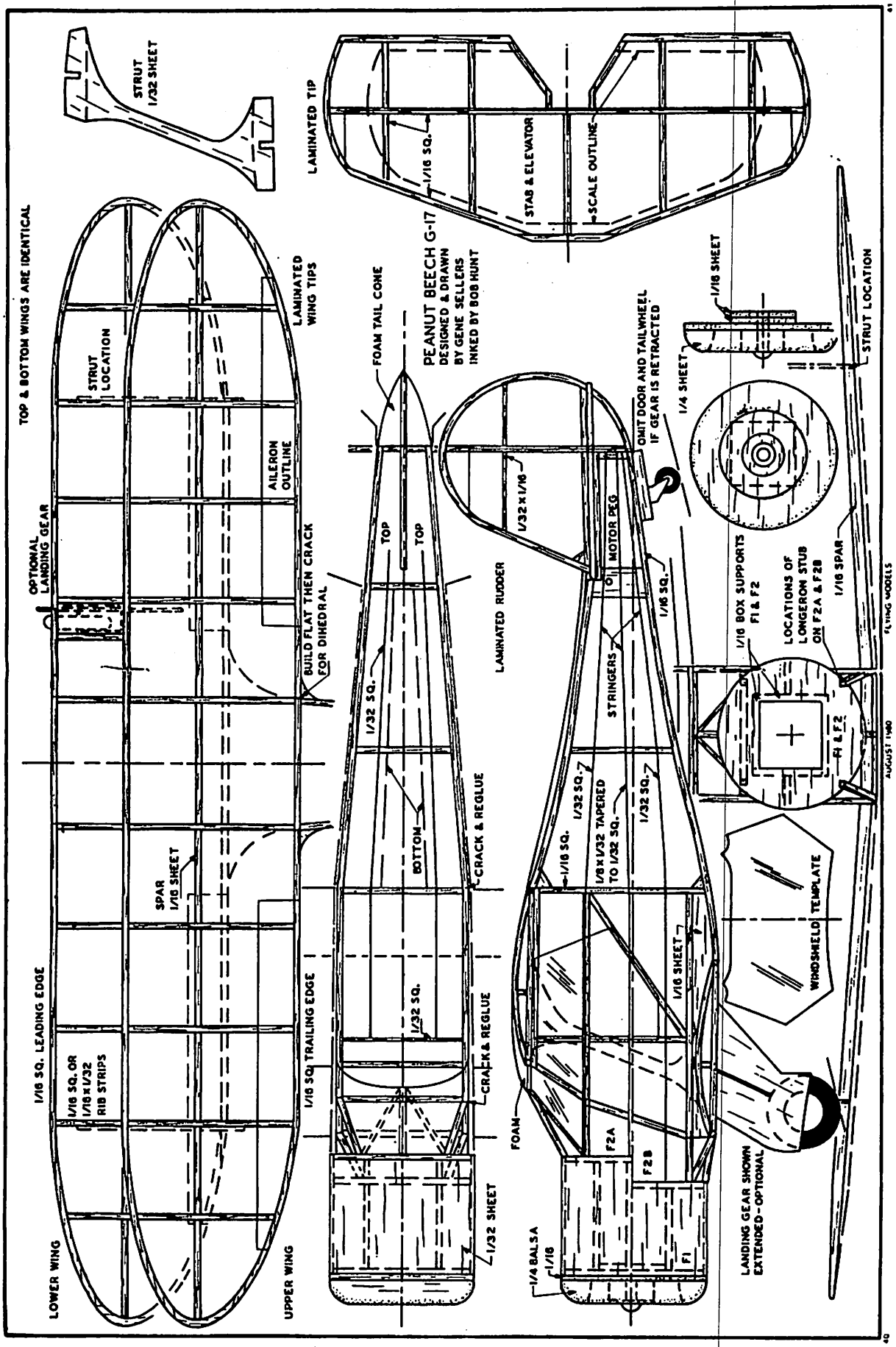
At last we are over the rainbow and winding down to the gold spectrum at the end of this long odyssey through Staggerwing reflections. The extended romp through archives for Staggerwing detail gratifies the devotion to this awesome backstagger beauty. While seeing double (wings) sorting through piles of magazines and data we have flown through another outdoor flying season. The time is here to break out of research goofing off, and share the Staggerwing infatuation among CROSSWINDS devotees. While darkness rains on our readers during the busy season, the sun is breaking through for a pot full of rainbow colors.

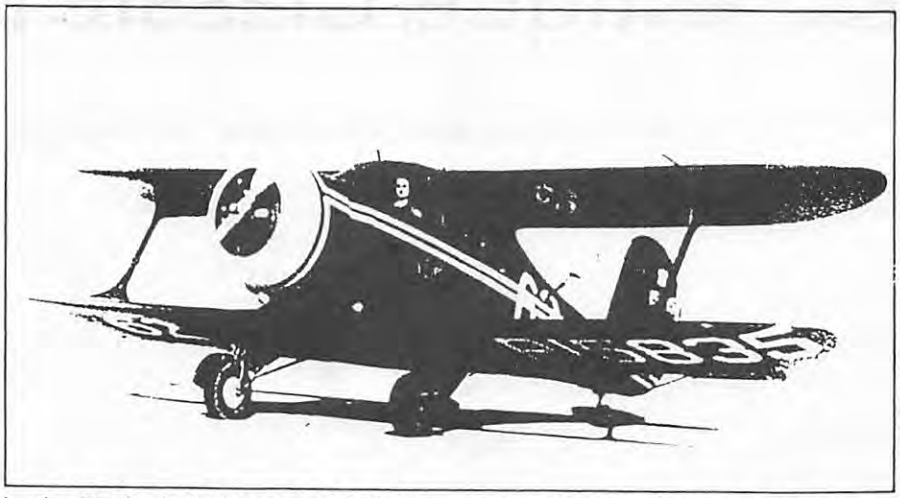
Thanks to the brilliant extension of Travel Air Mystery Ship colors, model 17 Staggerwings can be decorated in a full spectrum of colors. Early prototypes were contrast scallop trim with dark red on bright red applied to the fixed gear N 499 N and the B 17 NC 270 Y. Contrast scallop trims continued on B 17 and C 17 models, with custom markings adding to the bright variations. Orange C 17R No. NC 288 Y with bold black scallops and diagonal wing root trim is an excellent example from EAA SPORT AVIATION and EAA VINTAGE AIRPLANE.

Linear 3 or 5 stripe fuselage marked B and C models followed on 1935 and 1936 production Staggerwings. See the cover art on POPULAR AVIATION Dec. '36 for an all over white C 17B with three red stripes plus cowl bump location stripes.

"Lockheed funnel ring striping" with a cowl ring, and dual high line stripes appeared on the blue and white trim 1936 Bendix Trophy Race winning C 17R NR 15835 flown by Louise Thaden. Race plane enthusiasts may view the Staggerwing as a direct evolution of the 1929 Travel Air Mystery Ship in biplane form (improving on the Laird Super Solution).

Ring and high dual striping progressed to the distinctive chin and dual stripes scheme. 1938 Beechcraft adds for a SD 17R on Edo floats NC 18566 shown in Aug. '89 VA combines the dual stripe and rudder stripes theme as a high stripe at window bottom level with a split funnel lower cowl trim arcing into a stripe. the rudder stripe changed to a fin and rudder outline extension of the fuselage stripes. Wish we had colors here.


PEANUT BEECH G-17
DESIGNED & DRAWN
BY GENE SELLERS
INKED BY BOB HUNT
TOP & BOTTOM WINGS ARE IDENTICAL
STRUT
1/32 SHEET
LAMINATED TIP
1/16 SQ.
STAB & ELEVATOR
SCALE OUTLINE
OPTIONAL
LANDING GEAR
STRUT
LOCATION
AILERON
OUTLINE
LAMINATED
WING TIPS
FOAM TAIL CONE
TOP
TOP
1/32 SQ.
BOTTOM
CRACK & REGLUE
1/32 SQ.
CRACK & REGLUE
1/16 SQ. LEADING EDGE
1/16 SQ. OR
1/16 x 1/32
RIB STRIPS
SPAR
1/16 SHEET
1/16 SQ. TRAILING EDGE
BUILD FLAT THEN CRACK
FOR DIHEDRAL
LOWER WING
UPPER WING
1/32 SHEET
1/4 BALSA
1/16
F1
F2B
F2A
FOAM
1/16 SQ.
1/32 SQ.
1/8 x 1/32 TAPERED
TO 1/32 SQ.
1/32 SQ.
1/16 SHEET
STRINGERS
1/16 SQ.
MOTOR PEG
1/32 x 1/16
LAMINATED RUDDER
OMIT DOOR AND TAILWHEEL
IF GEAR IS RETRACTED
1/4 SHEET
1/16 SHEET
STRUT LOCATION
1/16 BOX SUPPORTS
F1 & F2
LOCATIONS OF
LONGERON STUB
ON F2A & F2B
1/16 SPAR
F1 & F2
WINDSHIELD TEMPLATE
LANDING GEAR SHOWN
EXTENDED-OPTIONAL
AUGUST 1980
FLYING MODELS



Thaden Collection

Louise Thaden in the Beechcraft C17R Staggerwing, NR15835, S/N 77 in which she and co-pilot Blanche Noyes won the 1936 cross-country Bendix Trophy Race from New York to California. Later, Louise was awarded the prestigious Harmon Trophy for 1936 as the "most outstanding women flyer in America."
Blue and white trim. Aug. '87 VINTAGE AIRPLANE 23

The 1936 Bendix Trophy Race winning Beech C-17R NR 15835, race number 62 flown by Louise Thaden and Blanche Noyes is blue, with white cowl and dual funnel side stripes extending up the back of the rudder. The John Amendola color art is courtesy EAA SPORT AVIATION March, 1969. The Beech 17 is a direct follow on from the Travel Air Mystery Ship racers as a biplane arrangement with military engine power and brilliant scallop trim colors. Walter Beech sold Travel Air to Curtiss Wright, and introduced the 1932 Beech Model 17 as the first Beech Aircraft Corporation production airplane. The Laird Solution 1931 racer may have inspired the Beech 17R and A-17F; just a s.w.a.g. standard wild guess. The Bob Perlick A-17F Bendix/Thompson entry was the 720 H.P. Wright Cyclone powered brute with 34'-6" wingspan and fixed gear (it did retract up into the wheel covering struts, but broke before Bendix). Wings were "clipped" to 32 ft. on the retractable gear versions, retaining the attractive tip curve. We can take a second crack at 17R or A-17F models later as short nose electric power gets more attention by contest active model fliers. But for now, let's continue to flat hat with the B-17 on. (B-17 here is not to be confused with the previous CROSSWINDS 78 multi engine theme, which neglected the Beech 18 and later King Air turbo versions. Dennis Norman was up to his twin fins in B-24 design last Spring). My how easy we can peel off on tangents! A Beech D-17S flown by Jacqueline Cochran R 18562 placed third in the '36 Bendix, but we will not mention it here, because the all green with yellow race no. 13 is a real bad color for outdoor models in green grass medowlands. Forget it, the scale judge may like warm colors.

Overall yellow with black stagger striping wears well on later vintage staggerwings. Chuck Schobloher with the Detroit Red Hat Detroitengeschwader group impressed all with his Jumbo Scale Staggerwing in all yellow and black stripe trim. Fond memories of the big yellow biplane tracking majestic circles overhead long enough to count kanones was inspiration enough to zoom up the B-17L Megow plan to 30 inch wingspan. Let's make a mental note to ask Chuck about his wing angles of attack and C.G. location, and prop.

X WINDS 79 Editor Mike Zand found the AMERICAN AIRCRAFT MODELER Aug. '68 centerfold color 3-views of yellow D-17S NC 18777 by Bjorn Karlstrom pleasing as the supporting scale doccumentation. To these eyes and lighting, the trim color looks like maroon with black edge lines. Very good Mike; An early publication of indoor results and sponsor credits was our fondest hope. Efforts to maintain publication timeliness, however are subject to the diversions of life, and our desire to really pack in the supporting color and scale detail. Publication became secondary to a search through stacks of magazines for the best 3-views and color schemes for B-17L and G-17S Staggerwings. Make that for all Stagerwings. We will get that part right.

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EAA Antique/Classic DIVISION

P. O. BOX 229 • HALES CORNERS, WISCONSIN 53130 • TELEPHONE 414/425-4860

August 10, 1983

Russ Brown
4909 N. Sedgewick
Lyndhurst, OH 44124

Dear Russ:

Thanks for your letter of July 28 and the correct answer to the July Mystery Plane. Your answer is the first we've received.

The color of the Beech C17R, NC282Y was orange with black trim. To verify this, I checked with Dub Yarbrough with the Staggerwing Museum in Tullahoma, TN and their historic records confirm the colors. Unfortunately I don't recall the top wing markings. It was a beautiful aircraft and I also remember another Staggerwing from Denver which was a medium green with dark green trim . . . not nearly as pretty!

Beech NC270Y was a 1934 Model B17L and if you saw it at Oshkosh this year, you know it was a spectacular red with maroon trim.

Your suggestion to mention color schemes with the Borden/Thompson poster series is a good one, but in many cases that information is difficult to acquire. As you know, several of the manufacturers delivered new aircraft finished per the owners' requests and without access to the original factory records, the colors are hard to come by. However, when I can determine colors I will include them in the planes' descriptions.

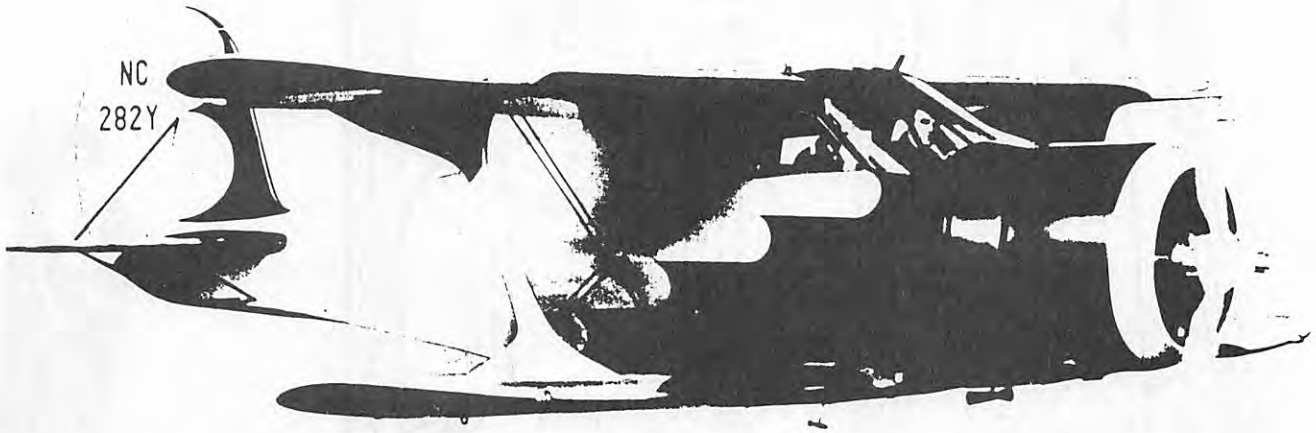
It's always nice to hear from you, Russ. Hope all is going well for you.



Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION, INC.

Gene R. Chase
Senior Editor.
Publications

NC 282Y PHOTO FROM EAA SPORT AVIATION 1/61

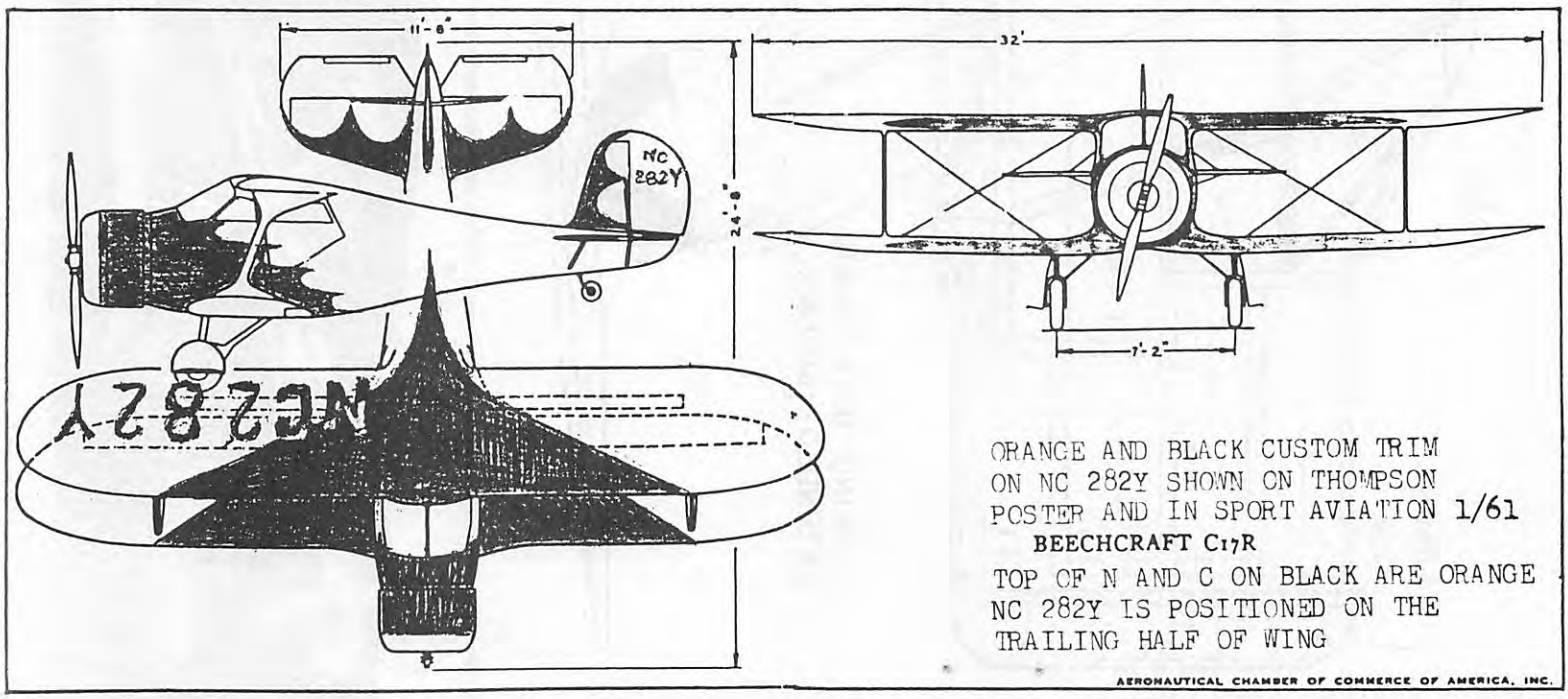


SPECTACULAR ORANGE AND CUSTOM BLACK TRIMMED BEECHCRAFT C 17R NC 282 Y
FLOWN BY MARTIN AND MANNING OIL CO. OF DENVER COL. 1936 S/N 75, ATC #604

Orange and black NC 282Y is a choice example of scalop tail marking with a custom black scalop trim on the fuselage and wings. The black wing trim slants back from the wing leading edge at the strut rib, to about 3/4 chord at the fuselage side. The top of the N, and perhaps the C are contrasted orange over the black trim. Wing struts were all orange. The Borden/Thompson poster and text by Gene Chase is shown in EAA VINTAGE AIRPLANE July 1983. A top view is shown in SPORT AVIATION 1/61.

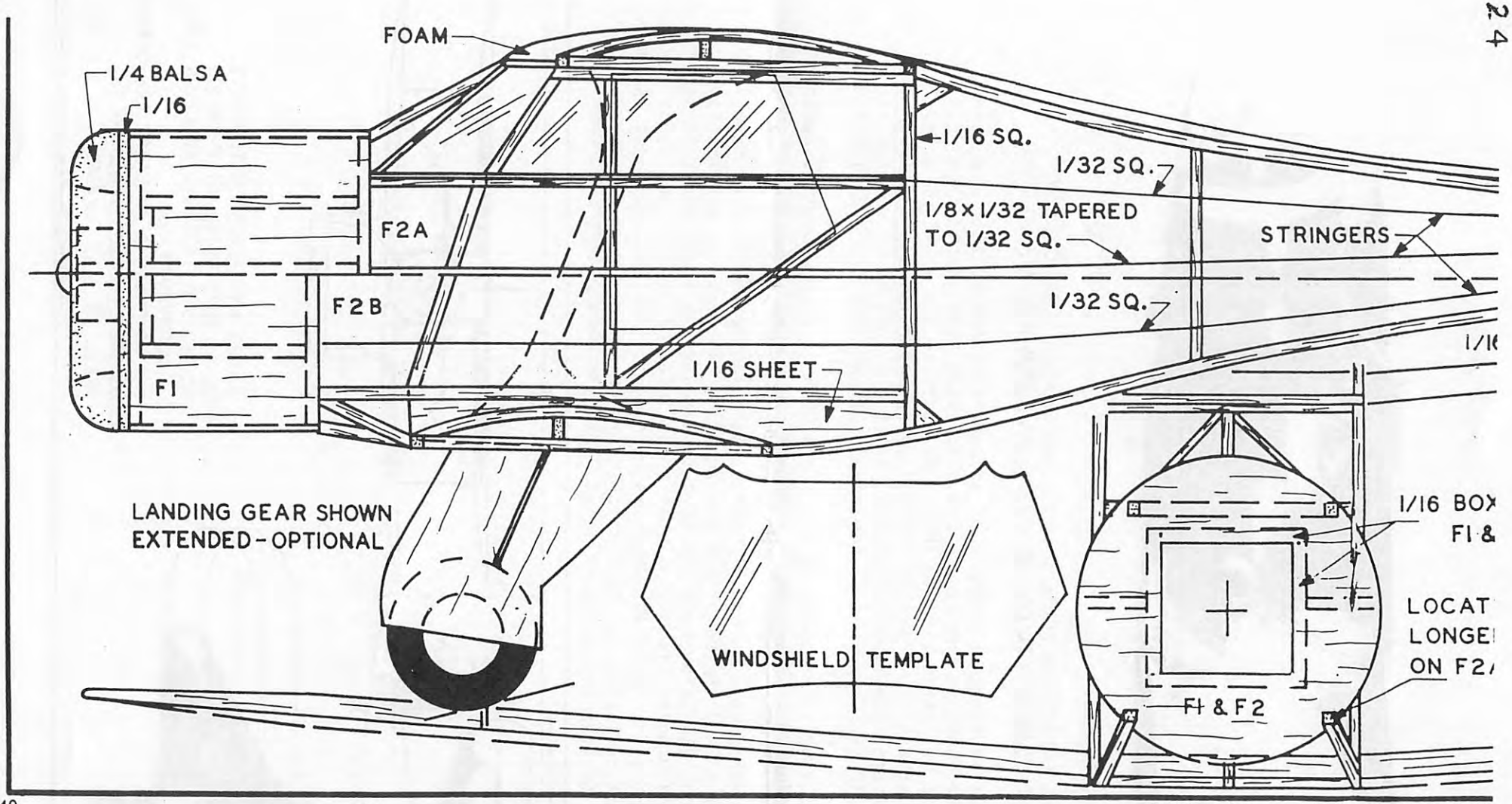
Gene reports " the following information on the Model C17R is from Joseph P. Juptner's "U.S. Civil Aircraft - Vol. 7".

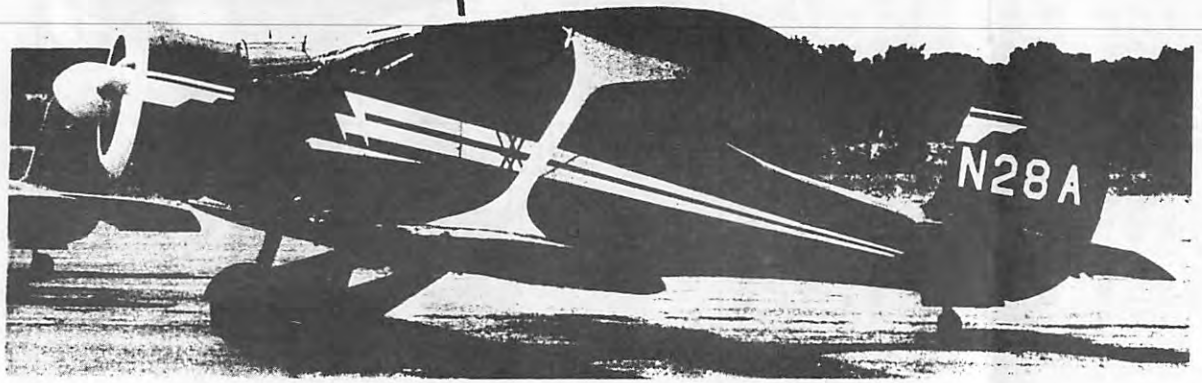
The C17R was a negative-stagger-wing cabin biplane with seating for four or five, powered with a Wright R-975-E3 engine of 420 hp. In 1936 Blanche Noyes won the famous Bendix Trophy race in a C17R flying from New York to Los Angeles in 14 hrs., 55 min." Gene saw this Martin and Manning Oil Co. C17R at Scotsbluff, NB in 1936 and 1937. Wing span 32'0", length 24'5"" Empty wt. 2250 lbs. Gross wt. 3900 lbs. Max Spd. 211 mph. An all orange with black cowl ring and bird striping is on the cover of the book Beechcraft Staggerwing to Starship"by Ed Phillips. This may be a D 17S?



ORANGE AND BLACK CUSTOM TRIM
ON NC 282Y SHOWN ON THOMPSON
POSTER AND IN SPORT AVIATION 1/61
BEECHCRAFT C17R
TOP OF N AND C ON BLACK ARE ORANGE
NC 282Y IS POSITIONED ON THE
TRAILING HALF OF WING

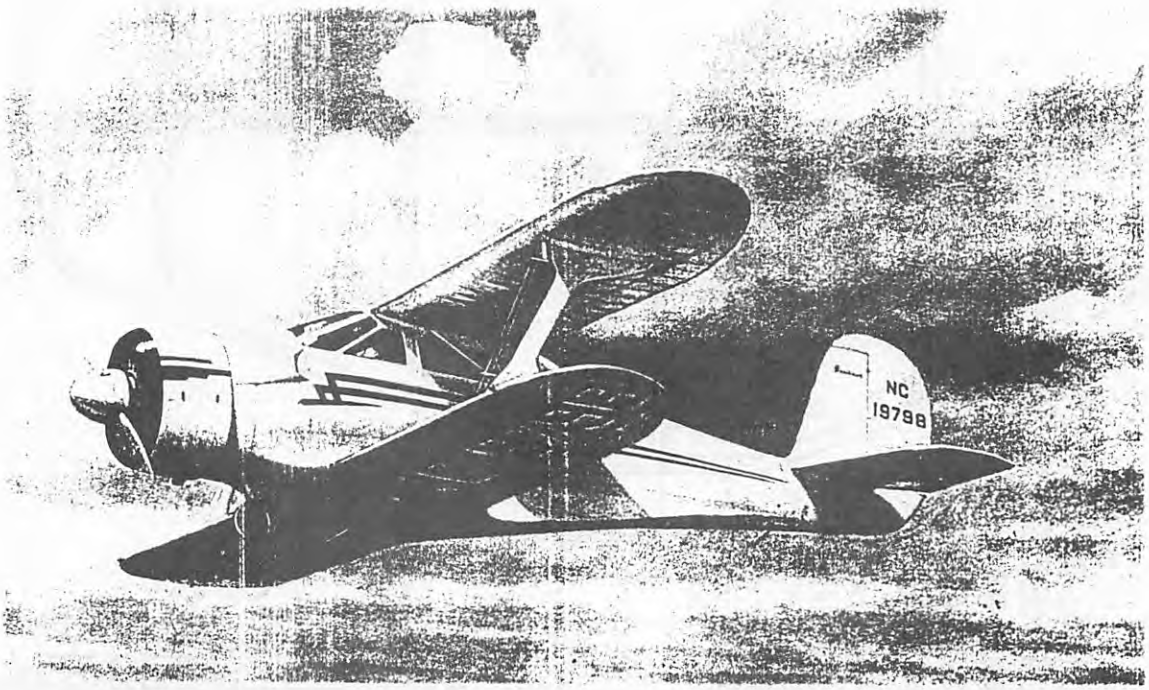
AERONAUTICAL CHAMBER OF COMMERCE OF AMERICA, INC.





D 17S N 28 A IS DARK RED WITH WHITE TRIM
AS SHOWN ON AIR PROGRESS NOVEMBER 1969



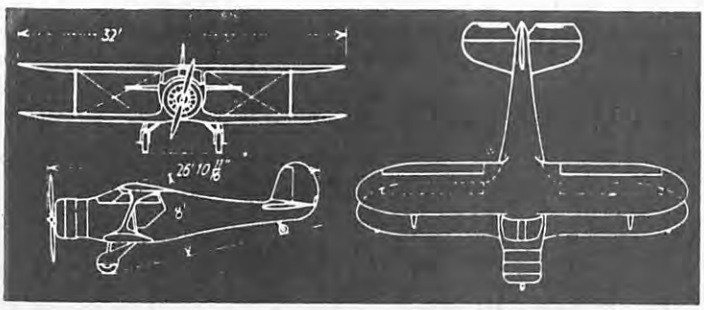


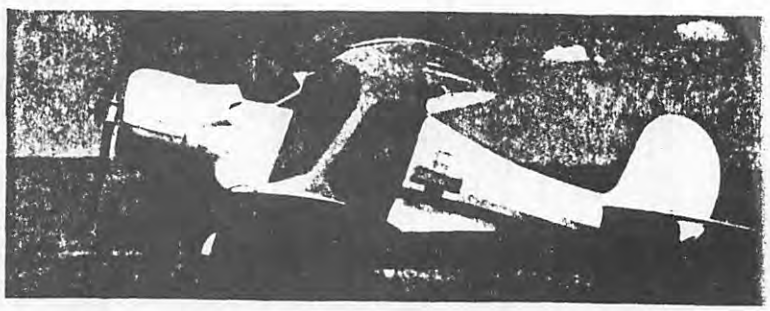
Beechcraft D 17S NC 19798 is all over bright yellow with black trim as painted on the rear cover of EAA SPORT AVIATION by Don DeGasperi 1/'79.

Military roles add to the variety of Staggerwing colors. The U.S. Navy V.I.P. and embasy use marking was all over aluminum. Blue trim and civil regristration were added to some. Another GB-1 is flying with the medium blue over white wartime camouflage and white stars.

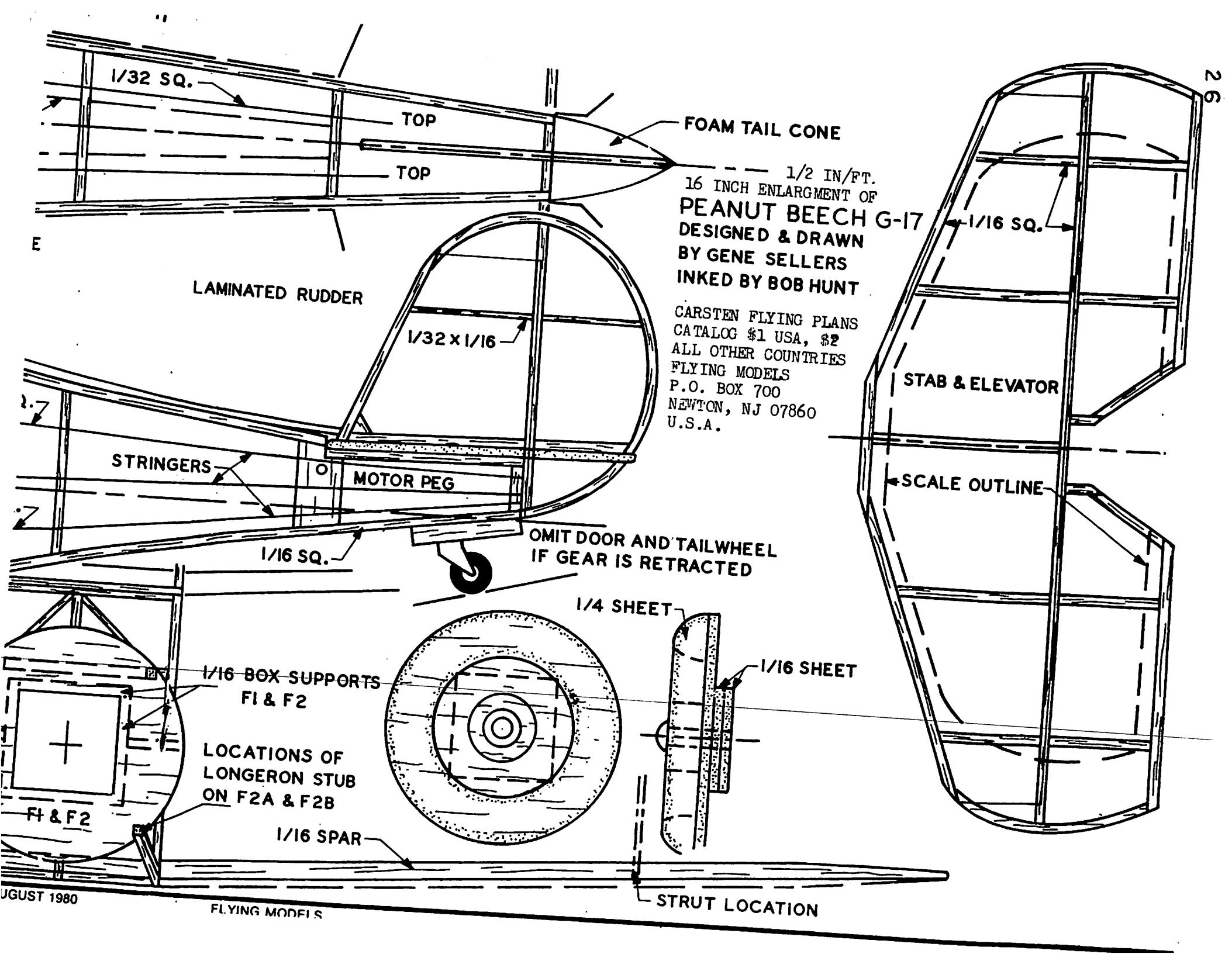
WHITE MERCENARY MERCY PLANE

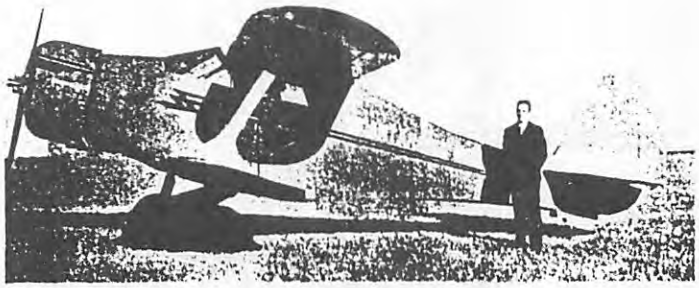
Beechcraft adds offer a sanitary white D 17R marked with a big red cross on the fuselage rear, and the usual script Beechcraft lettering on the fin. the fin letters may be gold. No regristration numbers were applied. G.I.'s and red cross donors with twisted arms may delight in this as a clandestine hack used for ferrying Red Cross campaign officials off to the islands for conference, or for coffee and donut delivery for sales behind the front. Yes boys and girls, The royal Queen of biplanes will look brilliant as a Red Cross V.I.P. hack. But untill we win the lottery, we will have to drive to the rental condo on Marko Island, Fla. by car. A small red cross decal and a box of powdered sugar donuts will just have to do 'till we get that Staggerwing!





A.T.C. 638, 649, 641, 689 Beech D-17R - D-17S - E-17B - F-17D AVIATION FEB '39


1/32 SQ.
TOP
TOP
FOAM TAIL CONE
1/2 IN/FT.
16 INCH ENLARGMENT OF
PEANUT BEECH G-17
DESIGNED & DRAWN
BY GENE SELLERS
INKED BY BOB HUNT
CARSTEN FLYING PLANS
CATALOG $1 USA, $2
ALL OTHER COUNTRIES
FLYING MODELS
P.O. BOX 700
NEWTON, NJ 07860
U.S.A.
LAMINATED RUDDER
1/32 x 1/16
1/16 SQ.
STAB & ELEVATOR
STRINGERS
MOTOR PEG
SCALE OUTLINE
OMIT DOOR AND TAILWHEEL
IF GEAR IS RETRACTED
1/4 SHEET
1/16 SHEET
1/16 BOX SUPPORTS
F1 & F2
LOCATIONS OF
LONGERON STUB
ON F2A & F2B
F1 & F2
1/16 SPAR
STRUT LOCATION



FOR A BYRD'S EYE VIEW: This Beechcraft is what will be carried atop Rear Admiral Byrd's Snow Cruiser for hops around the South Pole. Piloting the plane will be Theodore A. Petras of the Marine Corps (with the plane).
Orange fuse. & rudder, red wings & stab?
AVIATION, December, 1939 Black bird stripes
White lettering BIRD'S ANTARTIC SERVICE



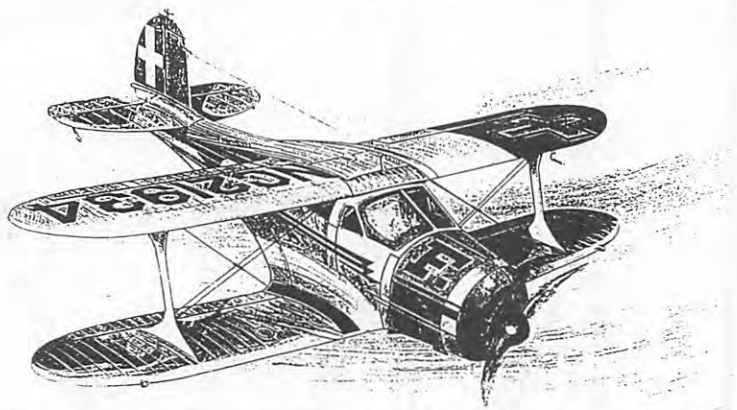
"Hold 'er up just a few minutes more, Mac. I'm having some trouble with the patch."



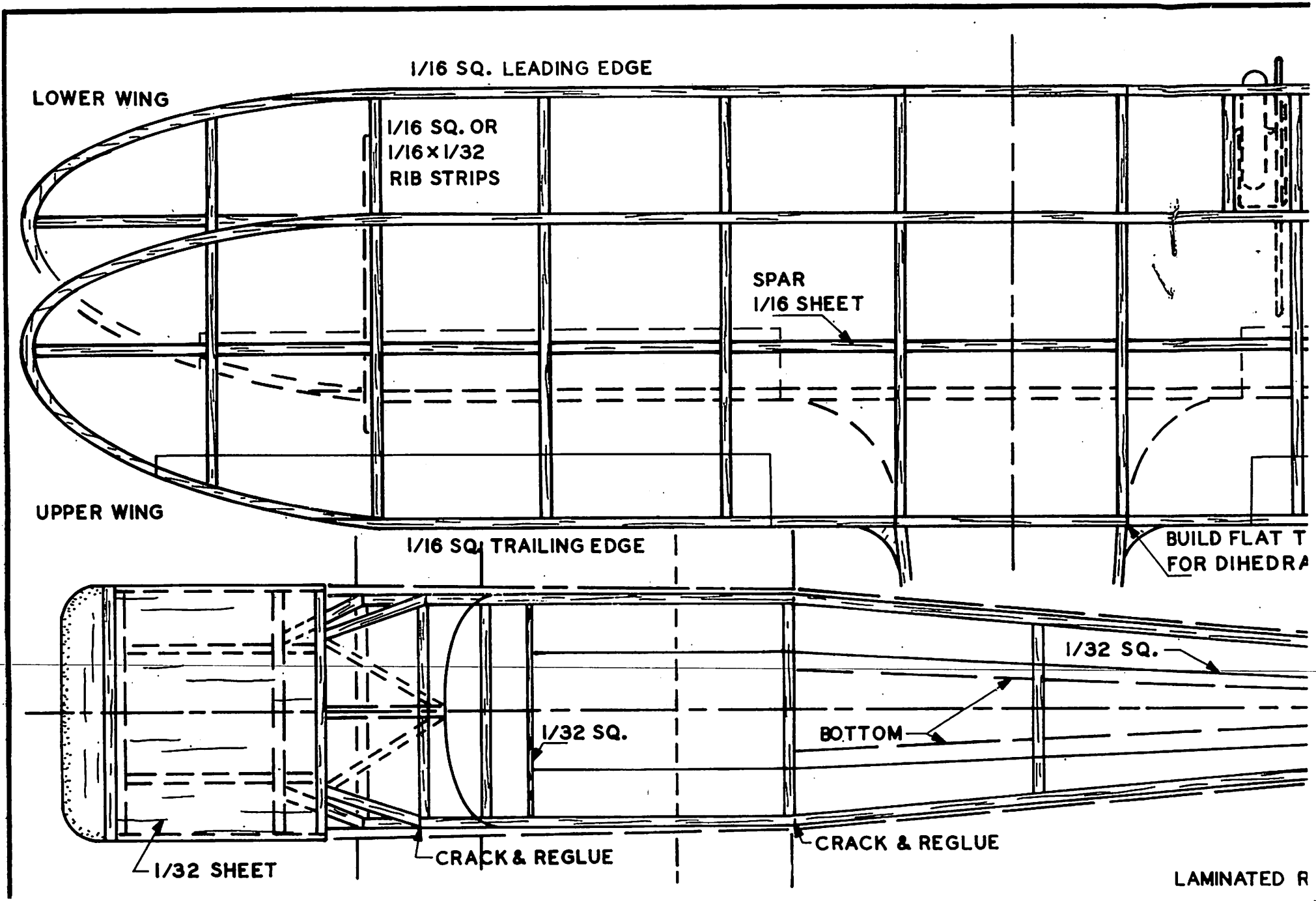
BIRDWING STRIPES

1938 D 17 and post war G 17 Staggerwings often apply the the familiar bird form stripes and cowl ring with high bird wing stripes on a single over all color, or dual colors. Rear Admiral Bird had what looks like a D 17R in warm colors. The fuselage and vertical tail was orange, and the wings were red. The cowl ring and wing stripe and fuselage staggered bird wing stripes were black. White lettering above the stripes is block printing BIRDS' ANTARTIC SERVICE. This Staggerwing was to be carried on top of Birds' Snow Cruiser. Reference AVIATION Dec. 1939, pg. 97. We need more views to fix the stab. color as a orange or red horizontal surface.

The March - April 1984 aviation calander art by Biederman pictures an all crossed up Beechcraft D-17R from 1939-1940. Artist Biederman improvises more than usual with good effect for a Red Cross hack or I-ty embasy plane. The yellow model 17 has a red cross on the top port (left) wing on an all black field. The rudder has a white cross edged by a thin red line on a light green verticle field. Looks like a house of Savoy cross. The cowl is postwar G 17S and carries a green face ,white band- red broad ring and big F. A U.S. registration NC 21934 from 1946 era numbers and bird stripe add pizaz to this pizza courier. Throw on a black spinner to match the calander doccumentation. A pizza for the scale judge will add to the concept. With enough Rose wine, your judge will swallow it all.



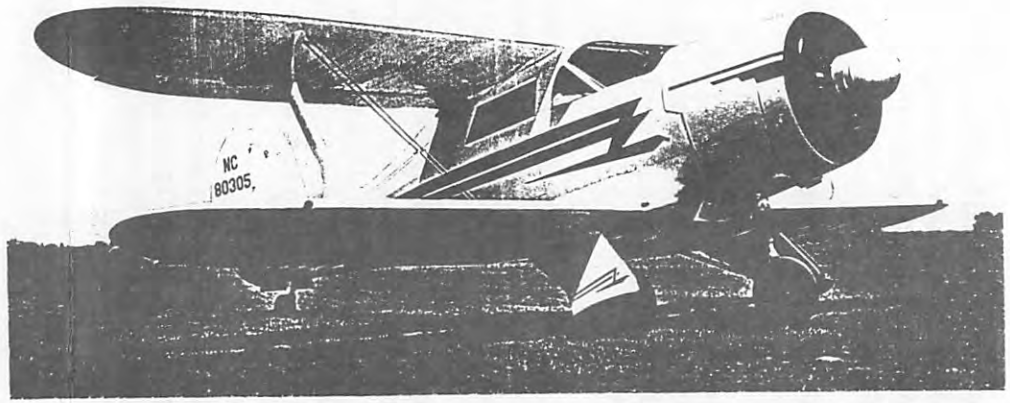
Crossed up fast lady from Las Vegas painted by Biederman as a yellow Pirelli packer on a Sunday off.


1/16 SQ. LEADING EDGE
LOWER WING
1/16 SQ. OR
1/16 x 1/32
RIB STRIPS
SPAR
1/16 SHEET
UPPER WING
1/16 SQ. TRAILING EDGE
BUILD FLAT T
FOR DIHEDRA
1/32 SQ.
1/32 SQ.
BOTTOM
1/32 SHEET
CRACK & REGLUE
CRACK & REGLUE
LAMINATED R

BEECHCRAFT MODEL 17

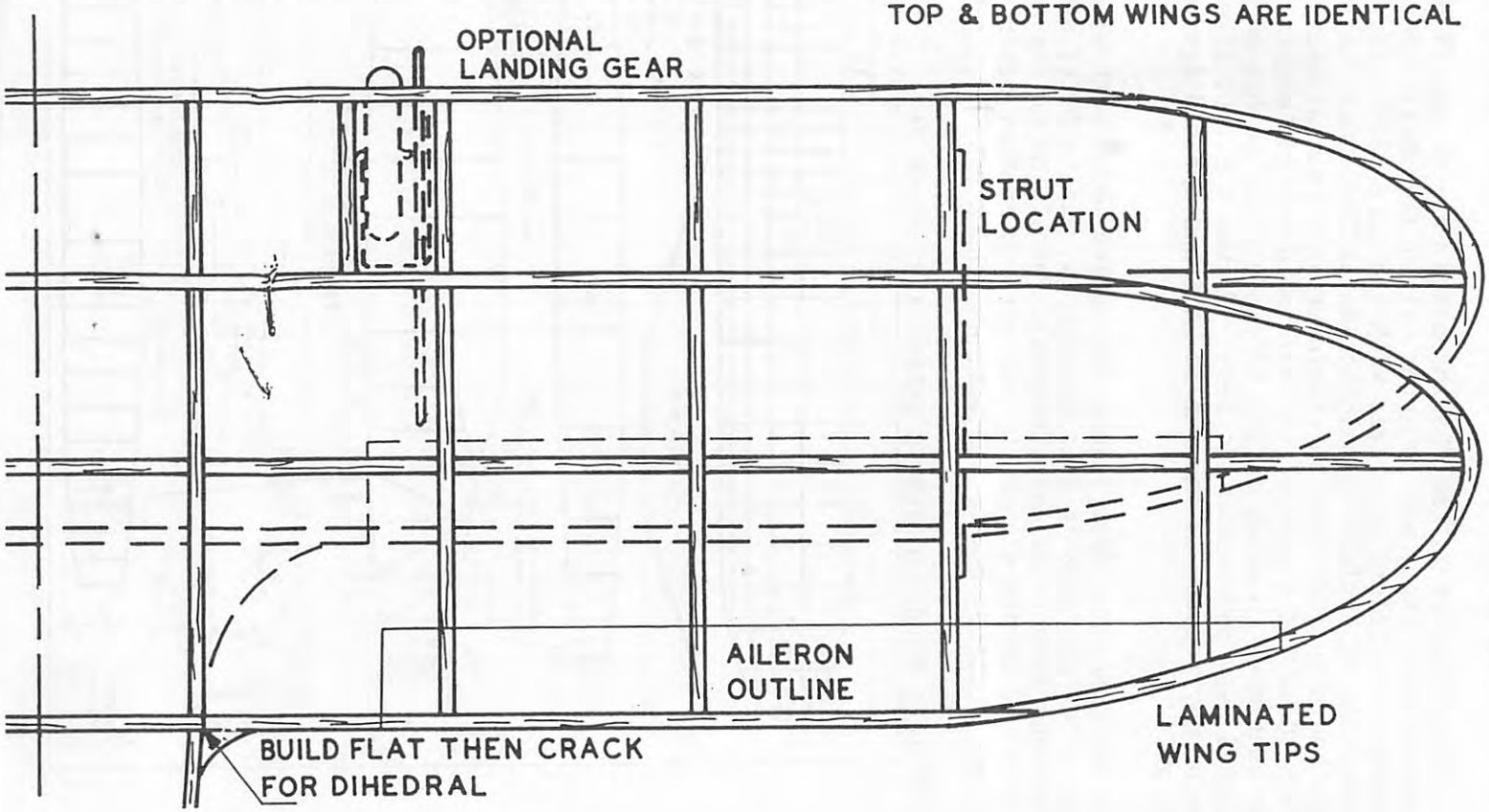
PERFORMANCE AND SPECIFICATIONS

MODEL	B-17L	E-17B	F-17D	D-17R	D-17S	
Top speed	175	195	195	212	212	mph
Cruising speed	152	177	182	202	202	mph
Landing speed	45	45	46	50	50	mph
Rate of climb	1,000	1,200	1,300	1,500	1,500	fpm
Service ceiling	15,000	18,000	18,000	23,000	24,000	feet
Cruising range	500-850	700	755	840	840	miles
Wing span	32	32	32	32	32	feet
Wing area	273	294	296	296	296	sq. ft.
Weight empty	1,800	2,060	2,155	2,570	2,540	lbs.
Gross weight	3,150	3,350	3,550	4,200	4,200	lbs.
Power loading	14	11.8	10.75	10.5	10.5	lbs/hp
Wing loading	11.5	11.3	11.97	14.17	14.17	lbs/sq. ft.
Fuel capacity	50	77	76	100	100	gals.
Oil capacity	5	5	5	6.5	6.5	gals.
Horsepower	225	285	330	450	450	hp
Engine	Jacobs L-4	Jacobs L-5	Jacobs L-6	Wright J-6	P and W	
Propeller	Hartzell	Curtiss	Hamilton	Hamilton	Hamilton	

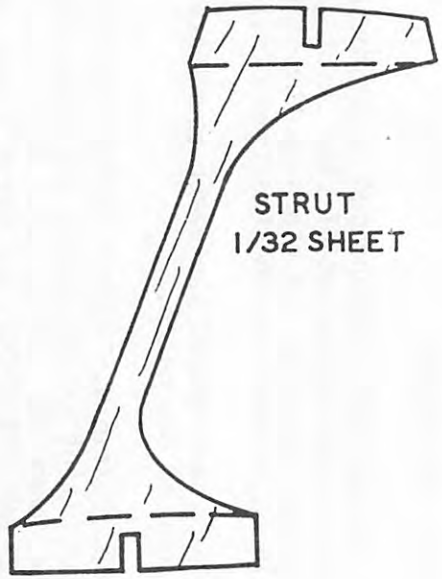


YELLOW G17S NC 80305 HAS BOLD BLACK STRIPES AND BLUE COWL RING
JAMES GORMAN, MANSFIELD, OH OWNER. COVER SPORT AVIATION 6/71

TOP & BOTTOM WINGS ARE IDENTICAL



LAMINATED
WING TIPS



LAMINATED TIP

Four Stars Pass Into Night

Our journey through life is enhanced by appreciation of the environment and companions. This fragile existance in an instant of time is brightened by the works of nature, spirit, and our peers. Time goes on,as do the stars on the stage of life. Stars build in brillance, and the light travels on in space beyond the time of illumination source fading.

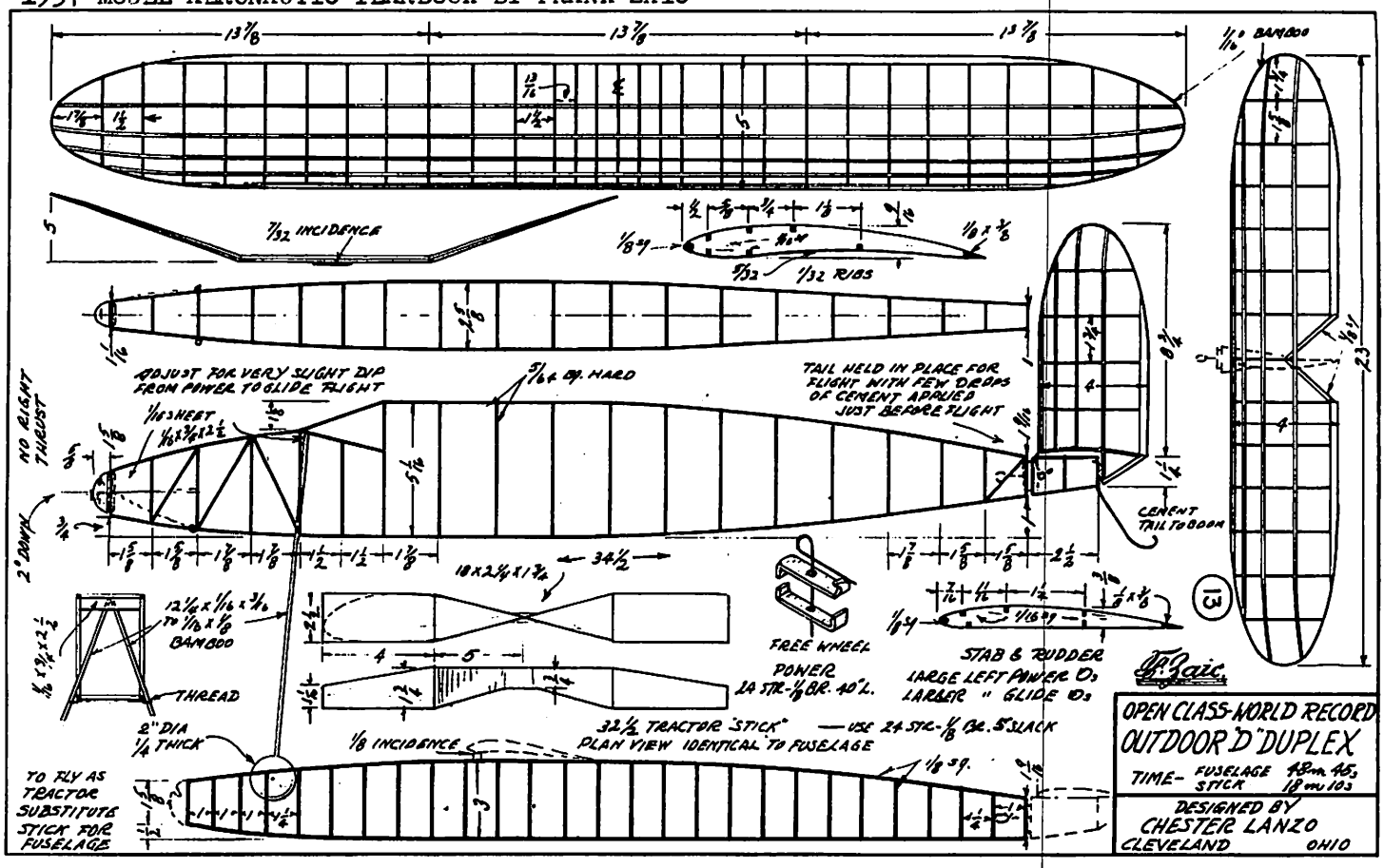
Four more stars have traced the earth bound sky. It is our sad and reverent time to observe the passing of four of our peers.

In California, Dustin W. "Dusty" Carter departed loving wife Margaret, and a multitude of friends earned in pursuit of racing planes and historical detail: at Vultee, and North American/Rockwell International Space Div. Dusty contributed to, and Edited the last Reed Kinert series of RACING PLANES AND AIR RACES, and was a 5 year term president of AAHS.

In Ohio, Chester D."Chet"Lanzo passed away at age 75 on August 13,1989. Chet is survived by devoted wife Peggy and daughter Sylvia Jane Bell. Chet was the most highly respected model designer, builder, and flyer with the late 1930s Cleveland Balsa Butchers Club. His advance knowledge of airfoil turbulation makes Chet Lanzo designs ever popular for Old-Timer replication. Mr. Lanzo retired from an engineering career at Cleveland Pneumatic Tool Co. and NACA/NASA in 1974. Chet was a pioneer in 1937 radio control models during the era of 48 minute record flights. He continued to enjoy flying R/C models out in his back yard. Also, George Jensen from Cleveland, passed away on November 13, 1989. He was a F.1.D. flyer, Wakefield, Nordic Flyer and Power. He held many records at the Public Hall and the old Armory. This great competitor will be missed by all.

In Michigan, our dear friend and active model enthusiast Andrew "Andy" MacIssac is no longer with us. The news adds to this meloncholy, all to brief attempt for words. While we share in the loss and support of "Sir Regginald Percy", as he was affectionately known in more humorous pursuits, we are pleased he was with us another dozen years after heart surgery. We just wish it was double. Fly on comrade, and thank you for the kind words and company.

1937 MODEL AERONAUTIC YEARBOOK BY FRANK ZAIC



CROSSWINDS

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

Issue #79.5

This Issue's Editor:

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

This is the premier issue of a supplemental newsletter, to be published, as necessary, for the sole purpose of dispatching information relevant to various club activities. Regular issues of Crosswinds, with plans and data, will continue but no longer will be responsible for contest dates and the like.

The first item of interest is the CFFS INDOOR CONTEST.

Date - Sunday, April 1, 1990
Site - Normandy High School Gym, Parma, Ohio

Besides the traditional EZB, Jetco ROG, No-Cal and Peanut events please note that the following events will be flown:

7 gram Bostonian Cabin	Intermediate Stick
Novice Penny Plane	F1D

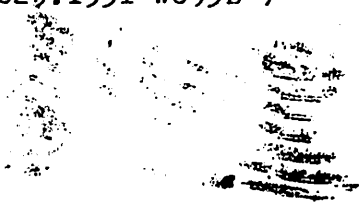
These latter events will be supervised by club members, Chuck and Don Slusarczyk, and Larry Mzik. If you are in need of plans for models for these events send a SASE to Chuck and he will send you copies of any of the following: (specify which)

1. 7 Gram Bostonian
2. EZB Serendipity
3. Intermediate Stick
4. No-Cal Stormovik
5. No-Cal Spitfire
6. Novice Penny Plane

Chuck's address:

Chuck Slusarczyk
4200 Royalton Rd.
Brecksville, Ohio 44141

Many plans and much information for indoor enthusiasts can be found in the book Building and Flying Indoor Model Airplanes by Ron Williams. It is published by Simon and Schuster and sells for $12.95. It is available at some of the local branches of the Cuyahoga County Public Library. (call # Q629.1331 W695B)



CFFS will follow the 1990-91 AMA rules for the following events at the April 1st contest at Normandy High.

F1D
EZB
Novice Penny Plane
Intermediate Stick
7 Gram Bostonian Cabin

1990 FAC Rules will be in effect for the following events:

Hi-Wing Peanut - 20 second official, no bonus points, best of three flights.

World War I Peanut Biplane - Mass launch event, please note: Models must have a minimum of 40 scale points and have guns, struts and rigging.

No-Cal - FAC rule #4 models must have all wing struts as part of scale detailing.

Complete FAC rules are published in the latest issue of the Flying Aces Club news. Send nine dollars to :

Published six times a year.

FLYING ACES NEWS
3301 Cindy Lane
Erie, Pa. 16506

Jetco ROG Rules

1. Build per plan with no structual changes.
2. Any plastic prop up to 5½".
3. Prop may be altered only by sanding and cutting to size.
4. Tissue covering.
5. Model must ROG.
6. Unlimited Attempts.
7. Best flight is score.
8. An attempt is an ROG. Two attempts equal one official.
9. Any prop hanger and bearing may be used.
10. Center section of wing may be flat.
11. Minimum weight of model must equal 3.5 grams without rubber.
12. No camber to wing.

DATES TO REMEMBER

Jan. 21, 1990 CFFS meeting at Russ Brown's 7:30 p.m.
March 4, 1990 CFFS meeting at Dennis Norman's 7:30 p.m.
March 9-10-11 Randall Mall Show
April 1, 1990 CFFS INDOOR at Normandy H.S. Parma, Ohio.

PERSONAL NOTE

Dennis Norman is now at home recovering from a double by-pass operation. Fortunately the surgery was performed before any heart attack or heart damage occurred. Dennis was discharged from the Cleveland Clinic on December 29th, and will begin limited work at his office on January 22nd.

Dennis will be glad to hear from his friends via phone at his home. Some of his recuperation time will be spent walking around the malls and also preparing an article and plan for the JU-88. This will appear in the British magazine Aeromodeler in commemoration of the fiftieth anniversary of the Battle of Britain.

RULES: Here are the OFFICIAL AMA BOSTONIAN for 1990. MIAMA and NFFS will be using them next year so you may as well study them over to build a legal Bostonian. 17.6.6 clears up the fuselage construction debate. 7Gm. monoplane, or 10 Gm. Bipe or tandem.

17. BOSTONIAN CABIN. For Event 215.

17.1. General. All rules applying to FF Indoor Rubber, with the exceptions noted below, shall apply.

17.2. Intent of Rule. This is an event to promote indoor flying of realisticly appearing, propeller driven, rubber powered models of a size and complexity which are suitable for small buildings and limited skills. It also allows fanciful designs, for which no full-size counterpart exists, to be flown.

17.3. Charisma Judging. A "charisma factor" of 1.00 through 1.20 will be awarded each airplane before flight, based on the purpose stated above. The assignment of charisma factor will be made with all the models grouped together so they can be ranked and compared. There is no reason to award either a 1.00 or a 1.20 score to any of the models in a particular competition. These numbers simply represent the limits of the range to be used. The judge is encouraged to assign values with at least two significant numbers to the right of the decimal point to fully use the factor to differentiate among the models being judged. This factor will be awarded with whatever weighting the appointed charisma judge sees fit and is not to be the subject of protest after judging. Argument about charisma scoring will be considered unsportsman-like conduct with penalties provided in this book.

17.4. Flight Scoring. Five (5) official flights will be allowed with the sum of the best two, in seconds, being used as flight score. The final score will be the flight score multiplied by the charisma factor. Flight begins when the model is released for an unassisted takeoff and ends when the model next touches the floor, or is prevented from forward flight by an obstruction for more than ten (10) seconds. The ten second rule will be applied in the same way as in endurance events. A flight of less than twenty (20) seconds may be considered an attempt or an official flight (at the flier's option, to be exercised immediately) and ten (10) attempts will be allowed for five (5) official flights. Any flight in which there are accidental contact with steering apparatus, people, or other models may be considered no-flight (at the flier's option, to be exercised immediately) with neither an official flight or an attempt being recorded. A flight in which the model does not take off or is assisted in takeoff is listed as a zero time attempt. A bounce caused by roughness of the takeoff surface or a liftoff with a stall and no climb is not to be considered a takeoff. Hand launching may be used if, in the opinion of the Contest Director, floor surface conditions are likely to prevent a significant number of the entries from rising off the ground.

17.5. Timing. All flights must begin with release for unassisted takeoff from a position in which the model is resting on the takeoff (landing) gear with no push allowed. If the flier's hand moves in the direction of flight on release, this will be interpreted as a push and a zero time attempt will be charged.

17.6. Bostonian Cabin Characteristics.

17.6.1. Maximum projected wingspan shall not exceed 16 inches.

17.6.2. Maximum wing chord (measured parallel to the direction of flight) shall not exceed 3 inches.

17.6.3. The diameter of the propeller(s) shall not exceed 6 inches.

17.6.4. The length of the model, excluding the propeller(s) but including the thrust bearing(s), shall not exceed 14 inches.

17.6.5. The fuselage structure must include a box which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule.

17.6.6. The fuselage structure must be built so that the longitudinal members (the longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a lightweight structure added on is not acceptable.

17.6.7. The fuselage must have a transparent windshield and side windows of at least 1 square inch area each. An open cockpit design need not have side windows, but the windshield must meet the 1 square inch rule and must stand at least ¾ inch above the top longeron.

17.6.8. The model must have at least two wheels of at least ¾ inch diameter which rotate freely and support the model for takeoff and landing. The inside surfaces of the wheels must be separated by at least 2.5 inches in the direction of the axis of the wheels.

17.6.9. All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 3/64 inch at the maximum point in each chordwise element.

17.6.10. To qualify as a monoplane, the total projected area of the secondary horizontal surface(s), excluding that inside the fuselage, shall not exceed 24 sq. inches. This may be a conventional stabilizer and/or a canard surface. Secondary horizontal surfaces exceeding this total area limit will be considered to be additional wings.

17.6.11. The airframe, excluding the rubber motor(s), shall weigh at least 7 grams for a monoplane or 10 grams for others. These weights may be increased at the discretion of the Contest Director if advanced notice is given to contestants.

SPONSORS of CFFS INDOOR to DATE

Cleveland Aeromodel Society
GCS Aviation
Hinch's Train & Hobby
National Hobby
Willowick Printing
Williams Bros.



Tear off and return with check

- -

DUES NOTICE

NAME Larry Loucka

1990 Dues	8.00
Credits (if any)	—
Debits (if any)	—
Total owed CFFS	8.00

CLEVELAND FREE FLIGHT SOCIETY

YOU ARE INVITED TO THE

CLEVELAND FREE FLIGHT SOCIETY MEETING

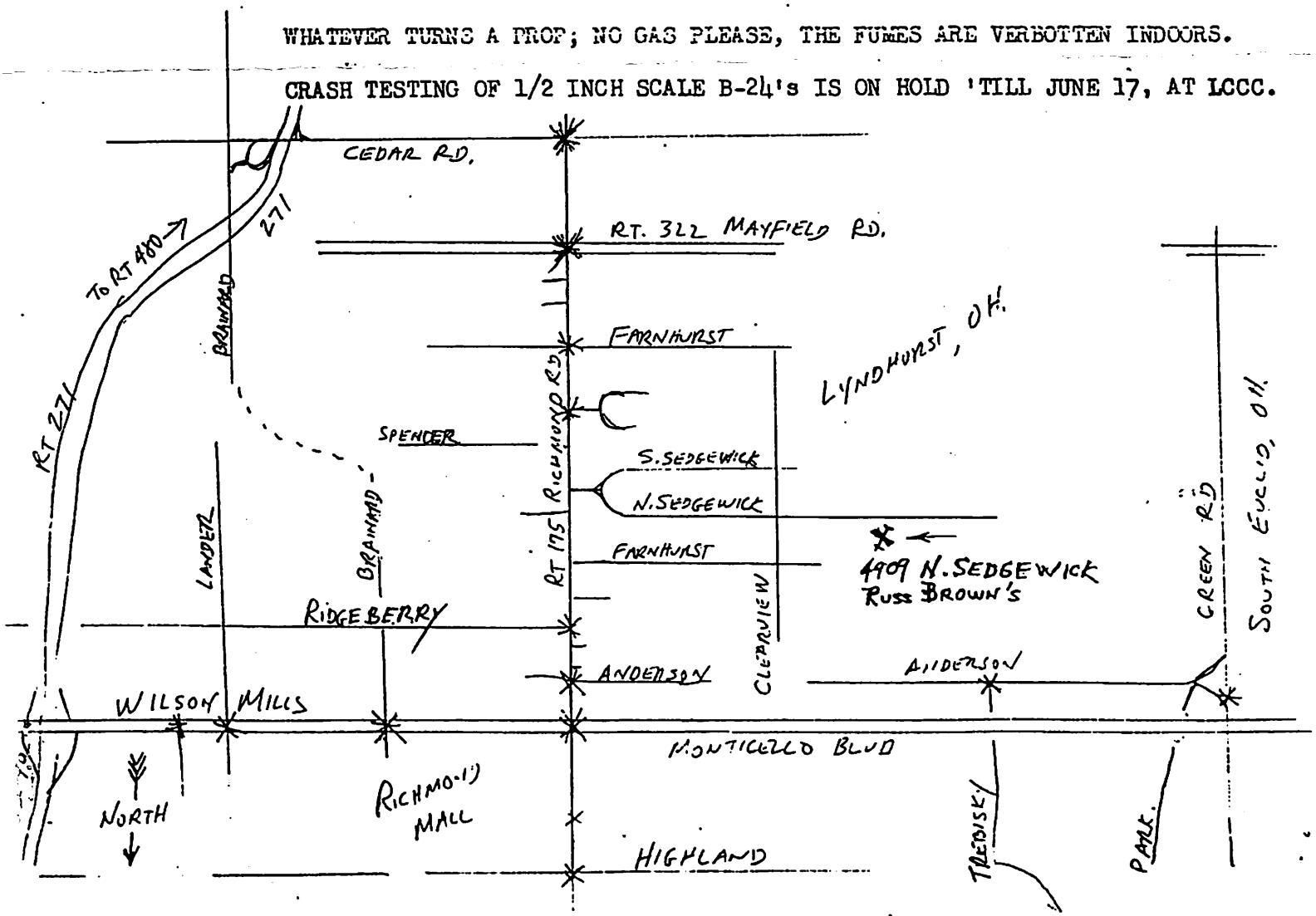
SUNDAY, JAN. 21,1990 AT 7:30 P. M.,AT THE FOX HOLE OF

RUSS BROWN AT 4909 N. SEDGEWICK, LYNDHURST, OHIO 44124 PH 382-4821

CEILING IS 7FT. - 11 INCHES FLAT AND CLEAN. BRING SCRAPS , MITES, OR

WHATEVER TURNS A PROP; NO GAS PLEASE, THE FUMES ARE VERBOTTEN INDOORS.

CRASH TESTING OF 1/2 INCH SCALE B-24's IS ON HOLD 'TILL JUNE 17, AT LCCC.





THE CLEVELAND FREE FLIGHT SOCIETY
PRESENTS

A.M.A. Sanction

Seventh Annual A.M.A. sanctioned contest for free flight model airplanes
Sunday, April 1, 1990. 9:30 a.m. to 5:30 p.m.

Normandy High School
2500 West Pleasant Valley Road
Parma, Ohio 44134

8:30 a.m. to 9:30 a.m. -- EZB test flying

9:30 a.m. to 1:00 p.m.

1. EZB -- Scoring will be the longest of five official flights. An official flight is 30 seconds and two attempts will count as one official.
2. Intermediate Stick
3. F1D -- 1 Gr Min
4. Novice Penny Plane

1:00 p.m. to 5:30 p.m.

5. No-Cal Scale -- F.A.C. Rules
6. F.A.C. Hi-Wing Cabin and Parasol Wing Peanut Scale -- Models must be presented for judging by 2:00 p.m. Models must be tissue covered. Best flight of three. 20 seconds is official. Scale data should accompany model. No bonus points.
7. 7 Gram Bostonian
8. W.W. I Peanut Biplane Combat -- Flown at 3:00 p.m.
9. W.W. II - No-Cal Combat -- Flown at 4:30 p.m. One mass launch only.
10. Jetco R.O.G. -- May be flown from 1:00 to 2:30 p.m.

All events are JSO, except EZB and Jetco ROG, which will have separate junior events.

Awards -- 1st through 3rd - All events except mass launch. WWI and No-Cal Combat 1st place award only.

Prizes - Merchandise and Certificates

Entry Fee

Open Fee -- $5 first event, $1 each additional event. $10 maximum.

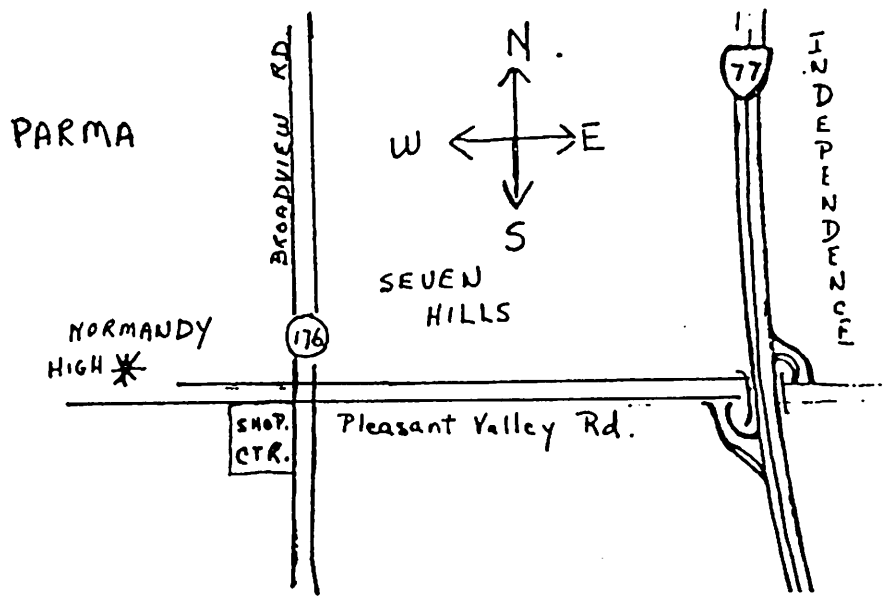
Junior -- $2 flies all.

No record trials at this contest.

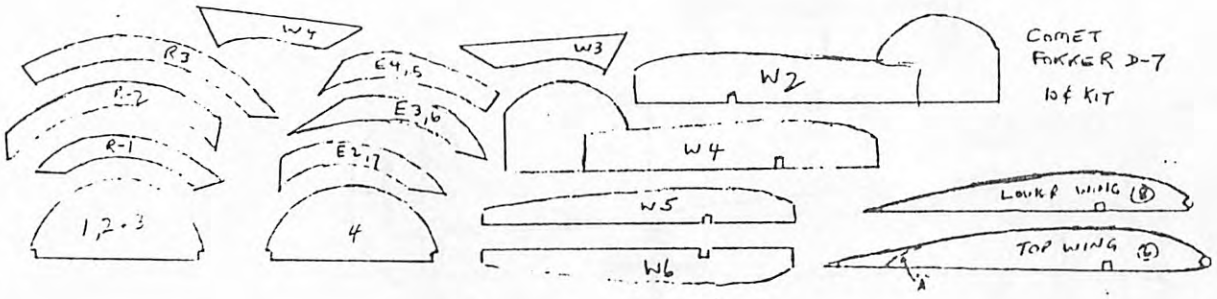
Contest Directors

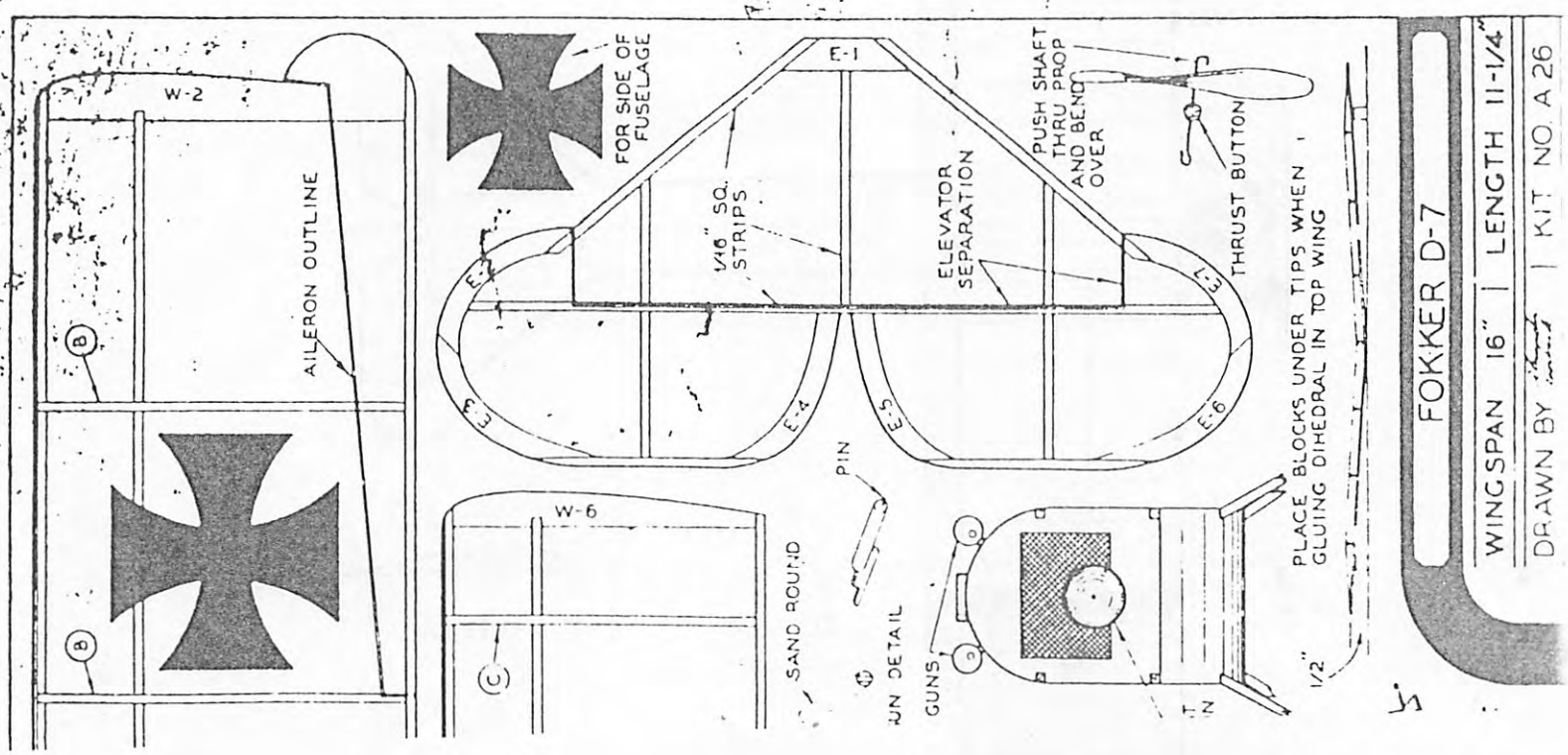
Russ Brown
4909 North Sedgewick
Lyndhurst, OH 44124
(216) 382-4821

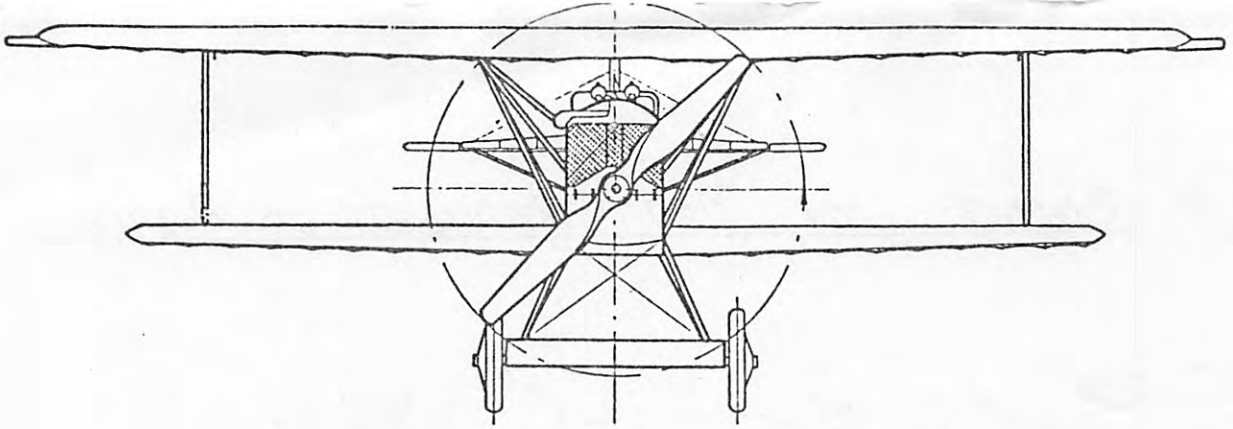
Michael C. Zand
7055 Seven Hills Boulevard
Seven Hills, OH 44131
(216) 524-3480

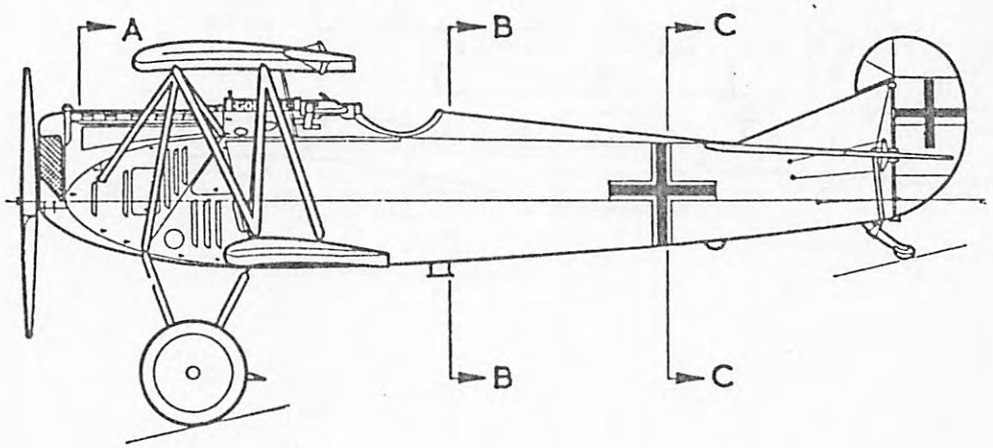


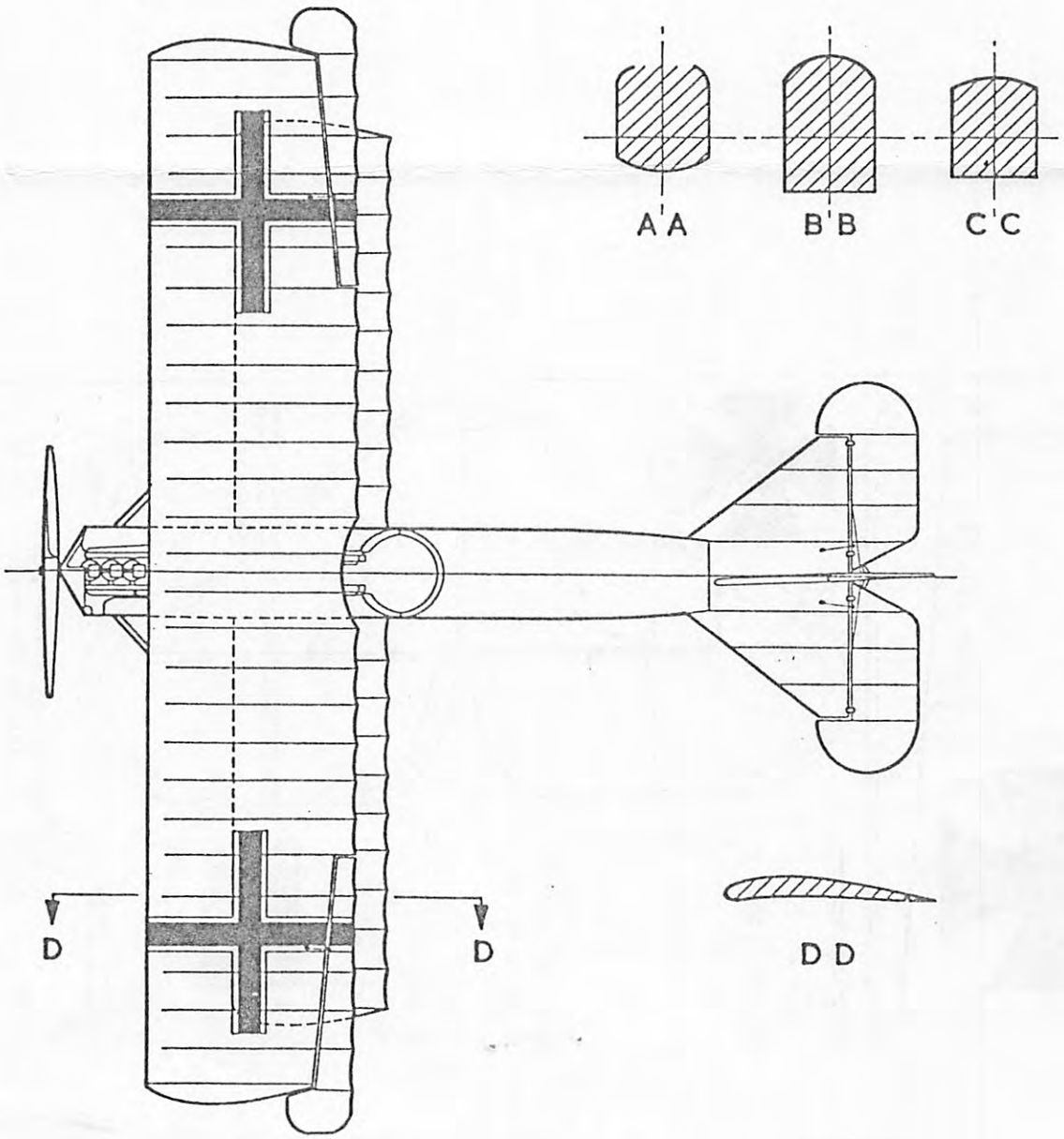
COMET 10¢ D-7 REDUCED TO P-NUT

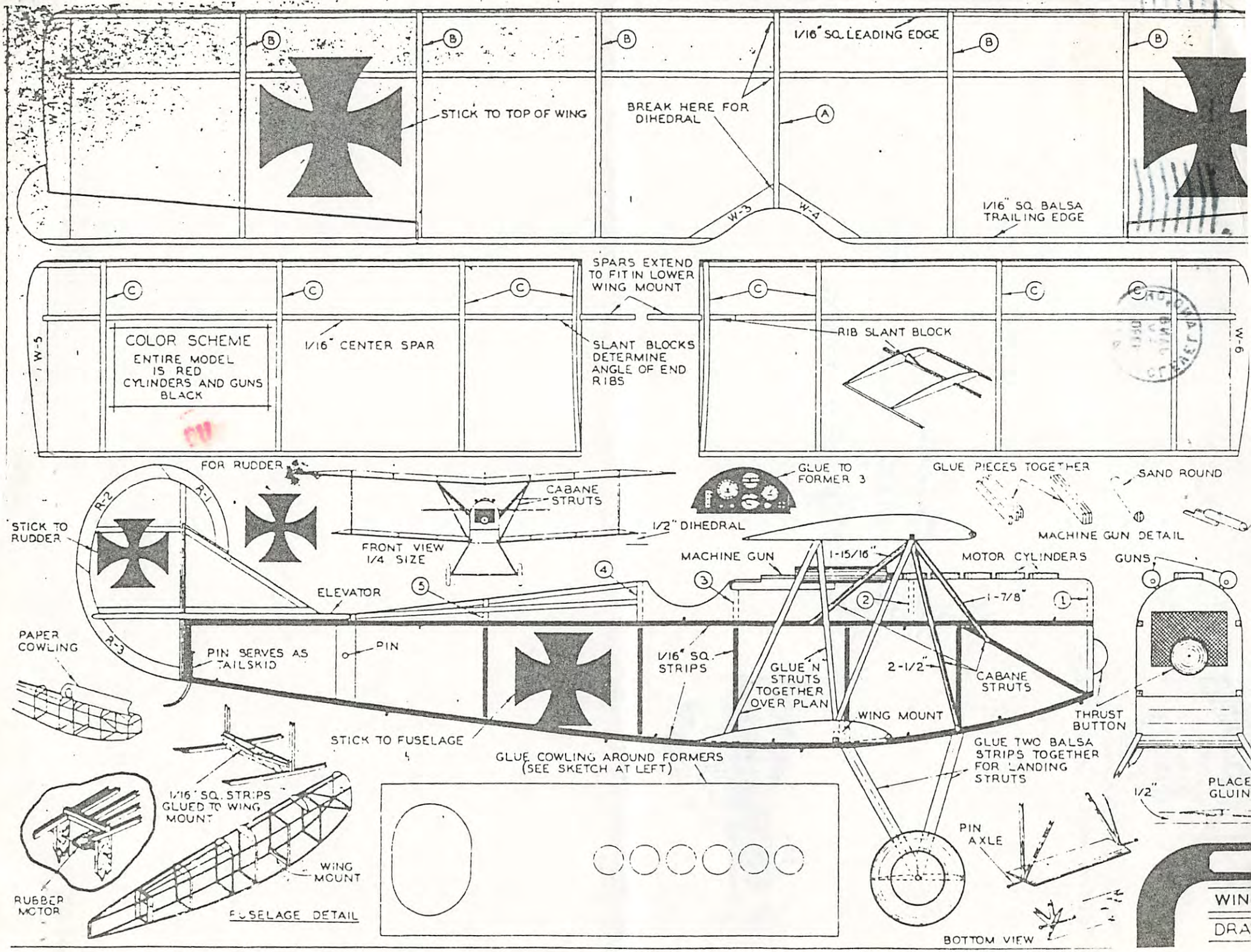







A
B
C
B
C


A'A
B'B
C'C
D
D
D D


1/16" SQ. LEADING EDGE
STICK TO TOP OF WING
BREAK HERE FOR DIHEDRAL
1/16" SQ. BALSA TRAILING EDGE
W-1
W-2
W-3
W-4
W-5
W-6
SPARS EXTEND TO FIT IN LOWER WING MOUNT
COLOR SCHEME
ENTIRE MODEL IS RED
CYLINDERS AND GUNS BLACK
1/16" CENTER SPAR
SLANT BLOCKS DETERMINE ANGLE OF END RIBS
RIB SLANT BLOCK
FOR RUDDER
R-1
R-2
R-3
STICK TO RUDDER
CABANE STRUTS
1/2" DIHEDRAL
FRONT VIEW 1/4 SIZE
GLUE TO FORMER 3
GLUE PIECES TOGETHER
SAND ROUND
MACHINE GUN DETAIL
MACHINE GUN
1-15/16"
MOTOR CYLINDERS
GUNS
ELEVATOR
1-7/8"
PAPER COWLING
PIN SERVES AS TAILSKID
PIN
1/16" SQ. STRIPS
GLUE 'N STRUTS TOGETHER OVER PLAN
2-1/2"
CABANE STRUTS
WING MOUNT
THRUST BUTTON
STICK TO FUSELAGE
GLUE COWLING AROUND FORMERS (SEE SKETCH AT LEFT)
GLUE TWO BALSA STRIPS TOGETHER FOR LANDING STRUTS
1/16" SQ. STRIPS GLUED TO WING MOUNT
WING MOUNT
RUBBER MOTOR
FUSELAGE DETAIL
PIN
AXLE
BOTTOM VIEW
1/2"
PLACE
GLUIN
WIN
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