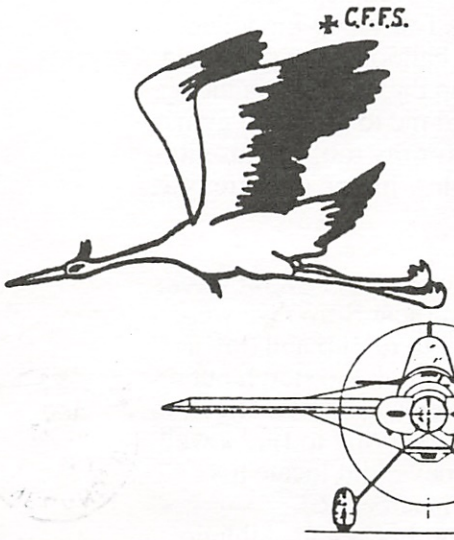
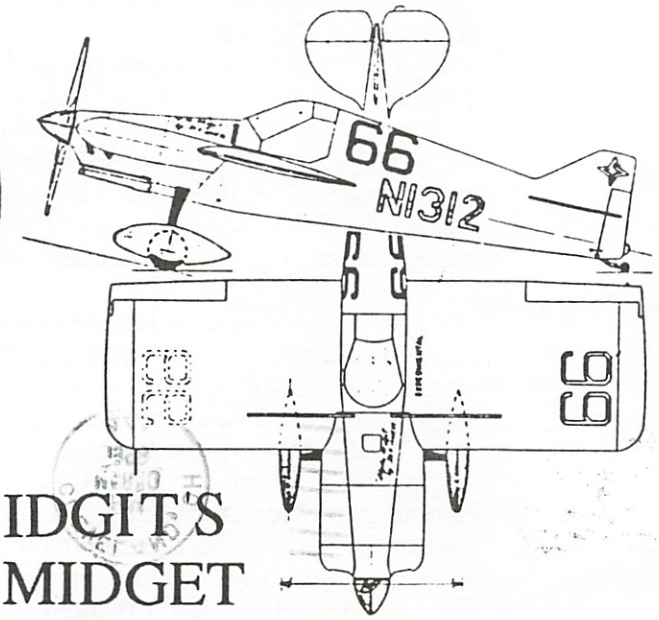
CROSSWINDS

No 91





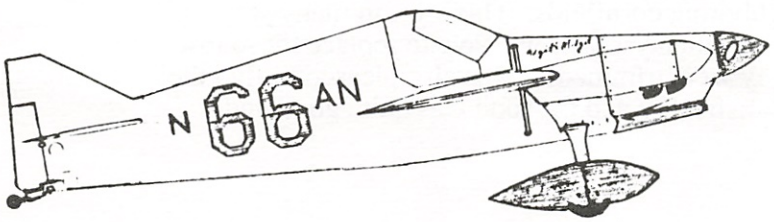


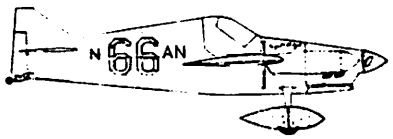
IDGIT'S
MIDGET



CROSSWINDS
Stephen Griebling
753 Cliffside Drive
Akron, OH 44313-5609







As the New Year begins it's natural to look back and remember some of the events that took place during our free-flying hours of the previous year.
There was a good turn-out for our indoor meet at the Kent State University field house on April 6, with contestants from several neighboring states and Canada helping the CFFS celebrate its 25th anniversary. Quite a number of high flying models became snared in the netting or its support system around the periphery of the gym, and a few lucky modellers were able to retrieve their models with the help of steering poles or balloons, but some had to wait months for the maintenance crew at KSU to find the time and the models to pluck them out! Even so, George Bredehoft had to wait for Vern Neff and me to go to the gym and retrieve his Stallion with a long pole made from the snow rake for my roof because it was so difficult to see in the net. This April I intend to bring the pole with me so there is a better chance of getting the models down on the day of the contest.

The first outdoor meet, scheduled for May 26, had to be canceled because of several weeks of almost unending rain. When we finally had a meet at "Call" field (near Stow) we were situated toward the NW. corner of the field which made it necessary to run up and down the slopes to retrieve our models. This, in addition to the heat, really took the starch out of some of us. Furthermore the high grass at "Call" and neighboring fields made it difficult to find planes. On one occasion several of us spent more than two hours trying to find a well camouflaged Messerschmitt in the tall weeds, and Gordon Roberts never did locate his wonderful "Goon" racer lost in the high grass in the field beyond Fishcreek Rd.
We had chosen "Call" Field as an alternate site to the Lorain Community College Athletic Field because of the newly planted saplings at Lorain, but these are maturing slowly, and have not yet posed a threat. Furthermore, it appears that the college will want to keep the field open for athletic events, so we can probably avoid the trees for a few more years. For this reason, we have decided to hold all outdoor meets at LCCC in 1998.
We have also decided to start the summer meets in June and extend them into early October to have a better chance of good weather. Hopefully the date for our indoor meet (April 19) will be late enough to miss the worst of the winter storms, (remember 1996?).

The plan feature for this Crosswinds is a little Goodyear Racer, which is a relatively new event for Flying Aces. We wanted to make the plan available soon so you balsa whittlers could complete the "Idgit's Midget" in time for the first summer contest.
This plan was started by Martin Braunlich and completed by Gordon Roberts. Russ Brown, historian, archivist and contest director extrordinaire has contributed his own photos and historical facts to supplement those of Gordon. The generous wing area and long fuselage should make it a winner, but don't forget the wing bracing wires, because Russ has an incredible eye and memory for scale detail and bracing wires are a departure from the usual Cassut designs!

As a relative newcomer to the Flying Aces, I had the great pleasure of attending my first Geneseo meet in 1997. The quality of many models on display the Friday before the flying days was astonishing and just to associate with some of the legendary names one reads about (besides the ones in the Stork Squadron!) was an inspiration; and this was a "between the Nationals" year! Even so there were 119 entrants and one great day for flying on Sunday, which compensated for a rather breezy Saturday. Quite a number of modellers decided not to fly their Embryo Endurance planes on Saturday because of the drift which carried some of them into neighboring cornfields. This was, in many ways, a worse fate than losing models to thermals on Sunday. Now we have to replace those lost planes - - if only we can remember how they were trimmed! I was also pleased to find the accomodations at the College dorm to be satisfactory and the food was quite good and plentiful. Altogether a real fun weekend!

Another benefit to the Geneseo meets is to see the vast choice of modeling supplies, plans, tee shirts and kits which are for sale following the scale judging on Friday.
One final comment : the 15% motor weight rule used for Greve, Thompson and W.W.II planes proved to be no problem at all, in fact my Caudron 460 never flew better! I think we might be well advised to incorporate this scheme in local contests. It would enable us to better trim our models prior to the Geneseo meets anyway. Those of you who plan to fly mass launch events need to arrange for a "mechanic" to hold your plane while winding and to notify the official when your model lands, because you'll be out there chasing it!

Not to be overlooked was the fine showing by our splinter group "The Cleveland Clowns" in winning the EZB postal contest. Larry Loucka also did very well at the Canadian Indoor Nationals. The U.S.team was shown in the Jan. 1998 issue of "Model Aviation" magazine, page 112. Most of these experts attended our KSU meet last April!

In December, our holiday party was held on a very snowy Dec. 6 at the Independence Holiday Inn. Our Vice President, Dennis Norman, arranged for the evening's speaker, Bill Meixner, who gave a fascinating presentation on the Cleveland Air Races supported by slides showing some of the famous planes and pilots.
Dennis presented the Medovich award to Gordon Roberts who has contributed many plans for Crosswinds and has earned 390 plus Kanones during his membership with CFFS. Maybe the Idgit's Midget will put him over the 400 mark! (I personally want to thank Gordon for much helpful advice since I joined the club and I suspect he has helped other aspiring seekers of the Blue Max as well).
Just after dinner the yearly "report cards" were handed out to those contestants present showing how they fared in our CFFS meets during the year. These certificates show the number of 1st, 2nd and 3rd placings for each contestant by event for each contest date. I was particularly pleased to see that young Jack Bredhoft, from Michigan, had some very fine flights this year. Keep up the good work Jack!
Although only 17 members attended the holiday party due to the weather, all seemed to enjoy the colorful decorations, good food, entertainment and fellowship. Their wives even had the pleasure of taking home a poinsettia for the holidays. Maybe this will atone for some of the hours we spend in shop and field!

In closing I wish all you readers calm, sunny days and happy landings for 1998!

Steve.

The auditorium will be decorated with displays of scale-model race planes, drawings and paintings, as well as magazines, books and memorabilia.

For further information, contact Tony Ambrose, Symposium Chairman, 7161 Burridge Ave., Mentor OH 44060; phone: 440-255-8100.

The symposium site — the Holiday Inn-Airport, 4181 W. 150th St., Brook Park, Ohio — is two miles northeast of the location of the 1929-49 Cleveland National Air Races.

R. S. MIRSCH SELLS GOODYEAR / F 1 PLANS AT AIR RACING SYMPOSIUM MAY 1-3 AT CLEVELAND HOLIDAY INN. W. 150th & I-71.



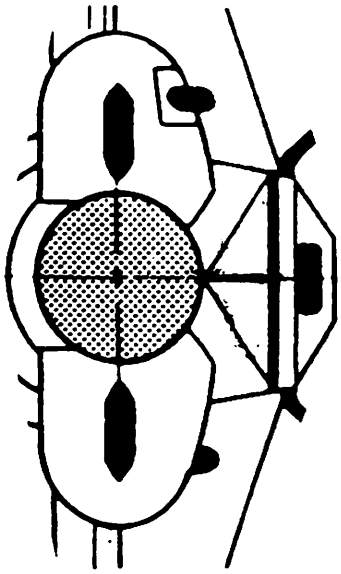


#66. "Idgit's Midget"—N1312. Built in 1967 by Jack Lowers, Clinton, N. C. Wood and fabric wing, steel tube and fabric fuselage and tail; yellow with red and black trim; length 17'0"; wingspan 15'6". Owner/pilot is Lowers, a crop-duster. First raced at Cleveland, 1967.

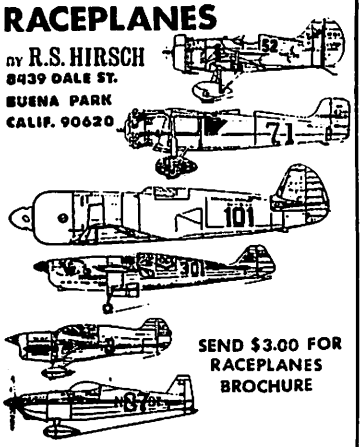
1968 photo with yellow wheel pants. rb

■ Racing Symposium
The 14th annual Air Racing Symposium is scheduled for May 1-3 in Cleveland, Ohio.
The program, sponsored by the Society of Air Racing Historians, will feature talks by air-racing veterans and historians. They will cover racing history from the earliest days before World War I through the Reno era.

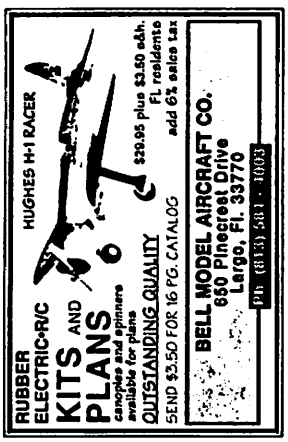
NEWS FLASH ! Wallace Kemper saves It's A Funk! reprint for Aviation Publishing $ 24,95, also Paul Matt Book 1, $24.95, and W.W. Directory of Racing Airplanes Vol 1 at $ 34.95 Rearwin Book is $ 29.95 S&H is $4.50. Call 1-800-748-9308. Ref CROSSWINDS # 81 FUNK Aviation Publishing is at P.O. Box 5674 Destin, FL 32540-5674
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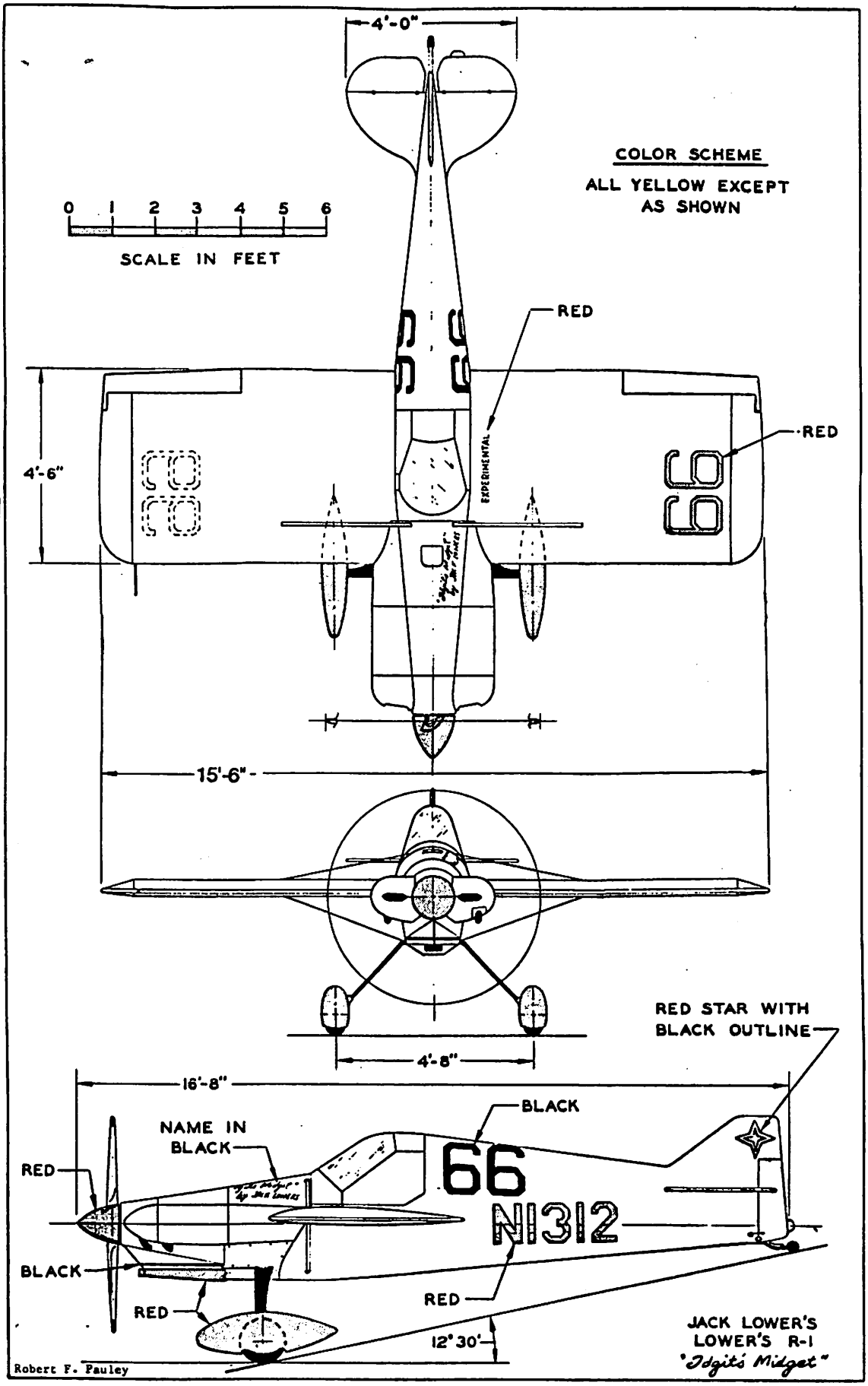


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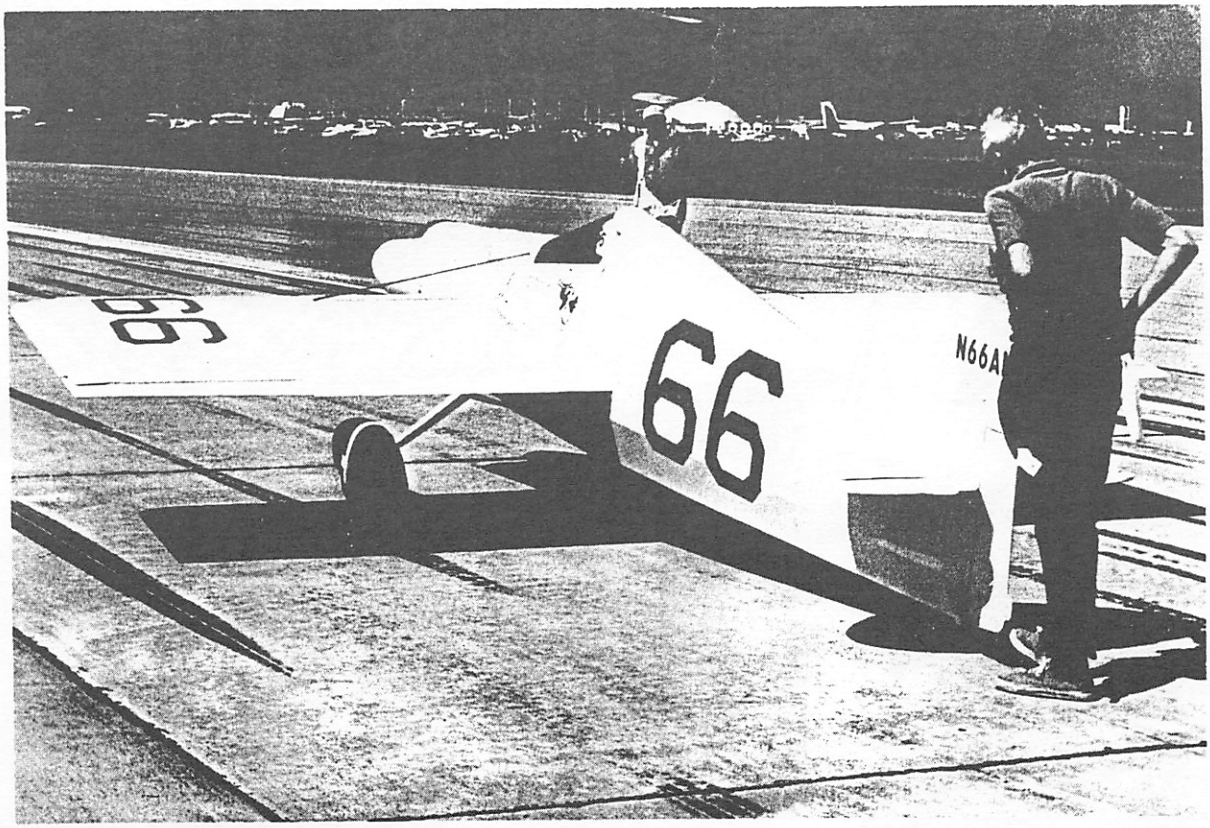
- PRINTED WOOD
- COMPLETE HARDWARE
- PLASTIC PROP
- DOMESTIC TISSUE
- PRINTED PLANS
- DETAILED 4-VIEW
- MOLDED COWL
- PATTERN SHEET
- INSTRUCTIONS



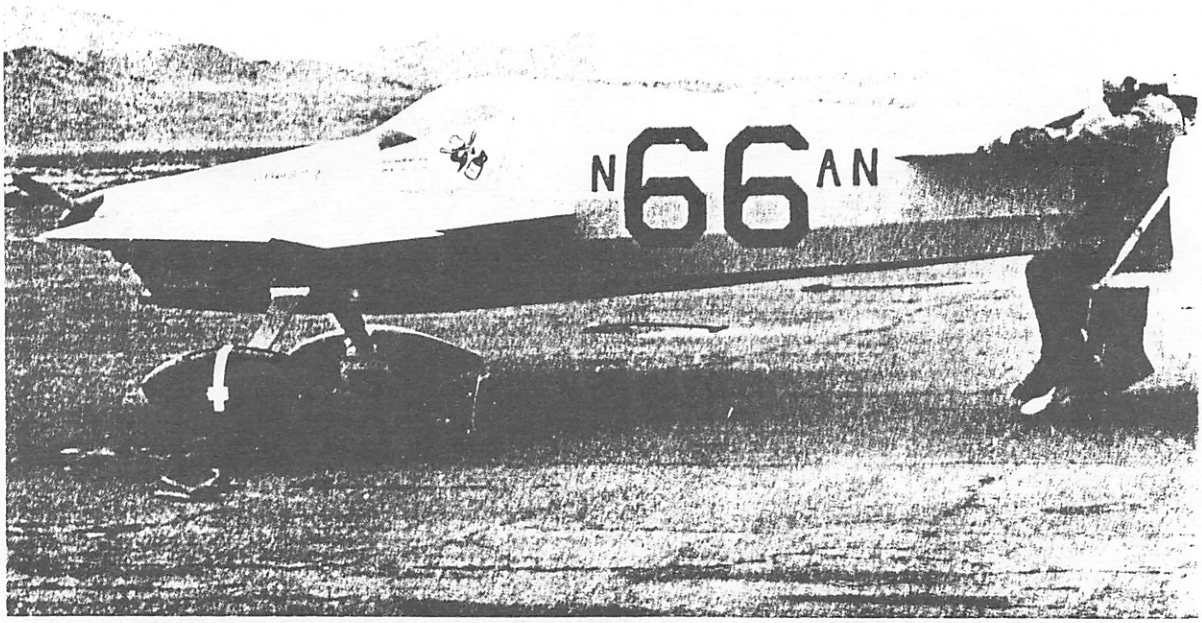
VERNON PAYNE'S · DON FAIRBANKS
IMPERIAL KNIGHT TWISTER
15½ IN. WINGSPAN



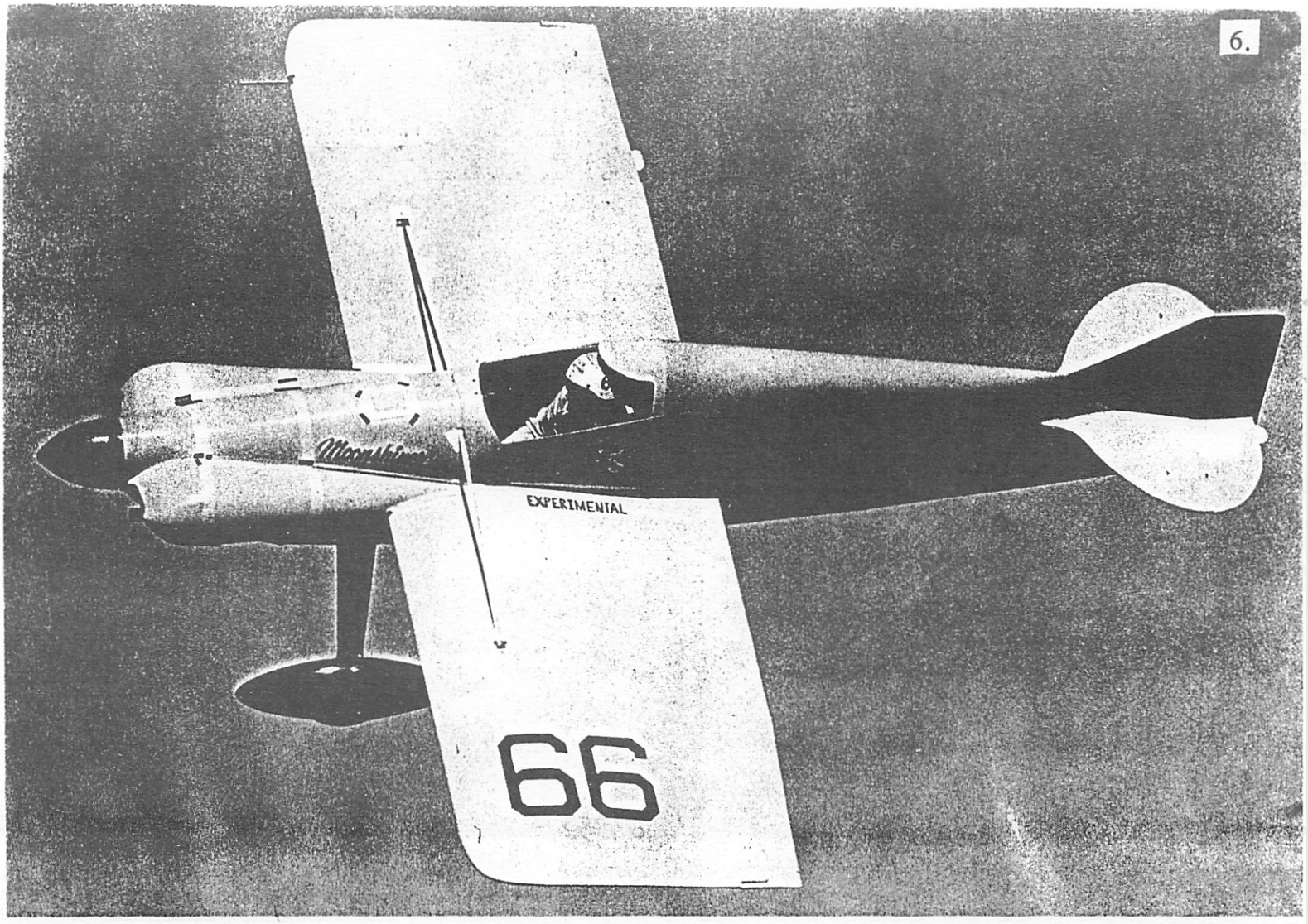
Use wood & tissue nose, not foam for FAC



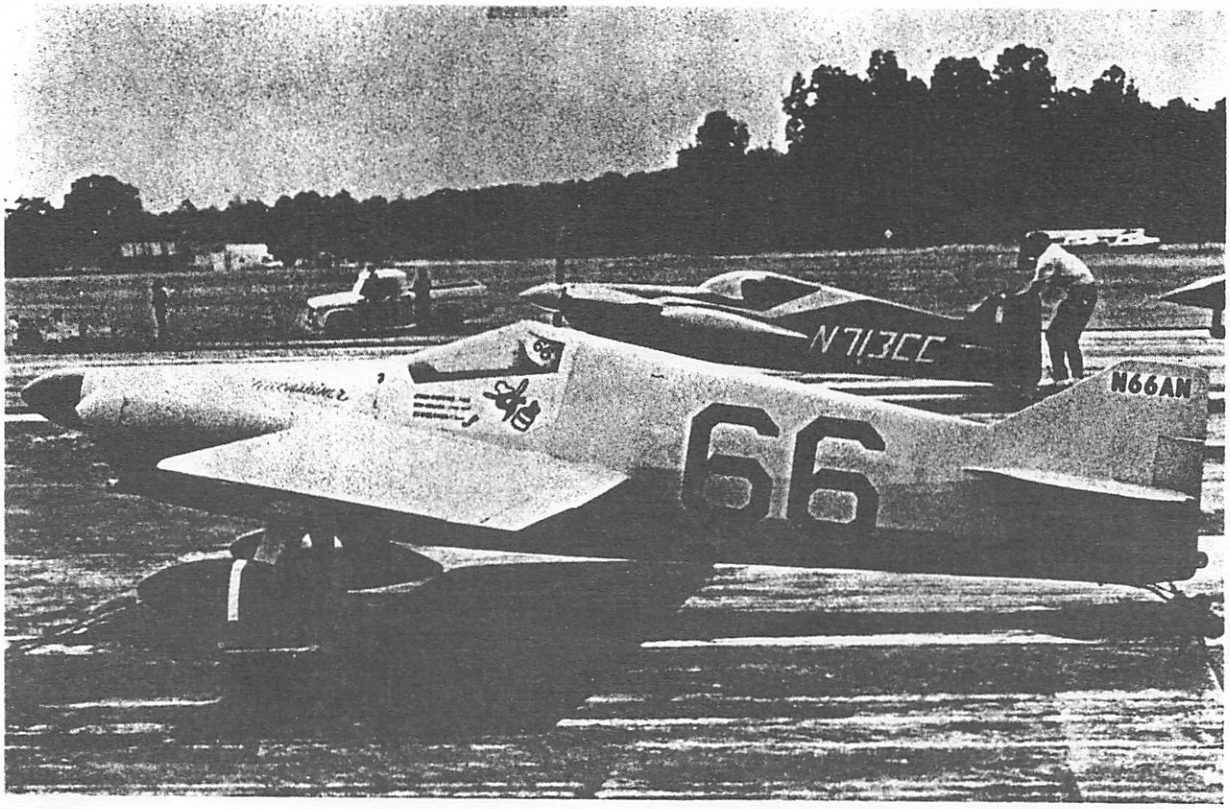
5/'72 *Major Charles T. Andrews USAF, 35, Charleston, West Virginia awaits race start at Transpo with his Moonshiner just before his mid-air collision. Starter Michael C. Murphy with flag. Moonshiner was built by Jack Lowers in 1967 as Idgit's Midget R-1. Yellow with red trim.* *Robt. F. Pauley*



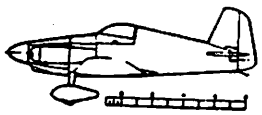
9/'70 Lowers R-1 Moonshiner, original design built by Jack Lowers in 1967, extensively modified for Chuck Andrews, 33, USAF Major, Canal Zone, by his father Nelson this year. Deck lowered 3" and new canopy built. Shorter legged landing gear installed, oil cooler in tail and oil lines in belly removed. Now 507 lbs. dry, 574 gross, without pilot. Yellow and red. New license after Florida. Dustin W. Carter



1/73 *Major Charles T. Andrews, USAF, 36, rounds Miami pylon in R-1 Moonshiner which has been rebuilt to original form after June 1972 mid-air at Cape May. Craft designed and built in 1967 by Jack Lowers. Yellow, red lettering and trim. Jim Larsen*



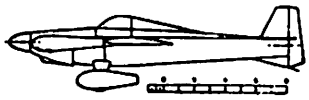
6/74 *Charles T. Andrews, Major, USAF, Charleston, S.C., ready for Evansville Heat A start Saturday in his 7-year-old yellow and red R-1 Moonshiner.* *Robert F. Pauley*



Crosswinds 53

back issues $ 4
to Russ Brown

LONG MIDGET 67,9,19,28



Crosswinds 65

COSMIC WIND 4,6

This issue of Crosswinds has become a multifamily affair through a series of happy coincidences.

When the GHQ, FAC announced a new contest for Peanut Midget Racers last year, I knew that at last I must build "IT". What was "IT"? - it had been dormant in my grey matter for many years because here was no way it could fit into any of the usual FAC categories with a chance to win. Now, Idgit's Midget had to be done. Pressure of work and too much sleeping in front of the TV led to a very slow start, punctuated by bouts of digging into Reed Kinerts various books on racing.

You may not know that for many years Russ Brown covered the Cleveland Air Races and has had several photographs published in the Kinert annuals. Two of these pictures are of Idgit's Midget, so Russ became a resource and an inspiration. Secondly, Martin Braunlich heard that I was intending to do "I.M." and called to say that he had almost completed plans for the "Moonshiner" and that he was not likely to to able to finish them in the forseeable future, again because of pressure of work.

Now, "Moonshiner" is really Idgit's Midget with a few modifications, so we are talking about the same plans. So, over came the "Moonshiner" plans and I was committed to finish them off for Crosswinds as a dual plan for "Idgit's Midget" and "Moonshiner".

A little history might be in order here: *1)

Idgit's Midget is a modified Cassutt and was built by Jack Lowers in 1967. It is unusual in that it had wire braced wings, the only Cassutt type so equipped. The color scheme was gorgeous for a model - all yellow, except for black landing gear legs and the **66** race number on the fuselage. Registration letters, spinner, wheel pants and race numbers on the wings were red.

The "Midget" was raced extensively for several years and was a so-so performer (these were the days of "Rivets" which won everything and of "Old Tiger" which was usually second).

Maximum speed around the pylons was usually sub 200 mph - (still terrifyingly fast for us mere mortals!).

Jack Lowers eventually sold the Midget to Chuck Andrews and it became the "Moonshiner", still all yellow, but the registration had disappeared from the fuselage and a bigger **66** in red was put in its place. Again it was raced extensively by Andrews, who finally was involved in a mid-air collision in 1972, necessitating a rebuild. During the process the canopy was modified and lowered together with the rear decking. During Andrews tenure, the plane's speed increased by perhaps 10-15 mph, but it was still "Rivets", "Old Tiger" and several newer ships to contend with, but it was always there or thereabouts.



Gordon Roberts

Martin Braunlich submitted additional information and photos as follows:

"On September 1st, 1984, while flying Jim Miller's new two place GEM-260 at San Marcos, Texas, Chuck Andrews was lost when the airplane somehow disintegrated in flight. The cause of the accident is unknown at this time: no eye-witnesses. He was planning to race it at Reno. This is the airplane that Jim had placed 2nd in all three of the 1984 Oshkosh 500 events."

Chuck was well known as a formula race pilot, Oshkosh 500 competitor, NAA record-holder, the Bleriot Award winner, and former president of USARA. It was Chuck who initiated merger negotitions with NAG in 1982 and who had the great respect of the NAG Board for his efforts and integrity."

A retired Major, Chuck was also a test pilot for the B-47. He was recommended for the Medal of Honor in Viet Nam for saving some 5o lives in an overrun position by setting his ship down in an 1800-foot jungle strip at night with no lights and airlifiting out the wounded. The IF1s dedicated their '84 reno races to his memory."

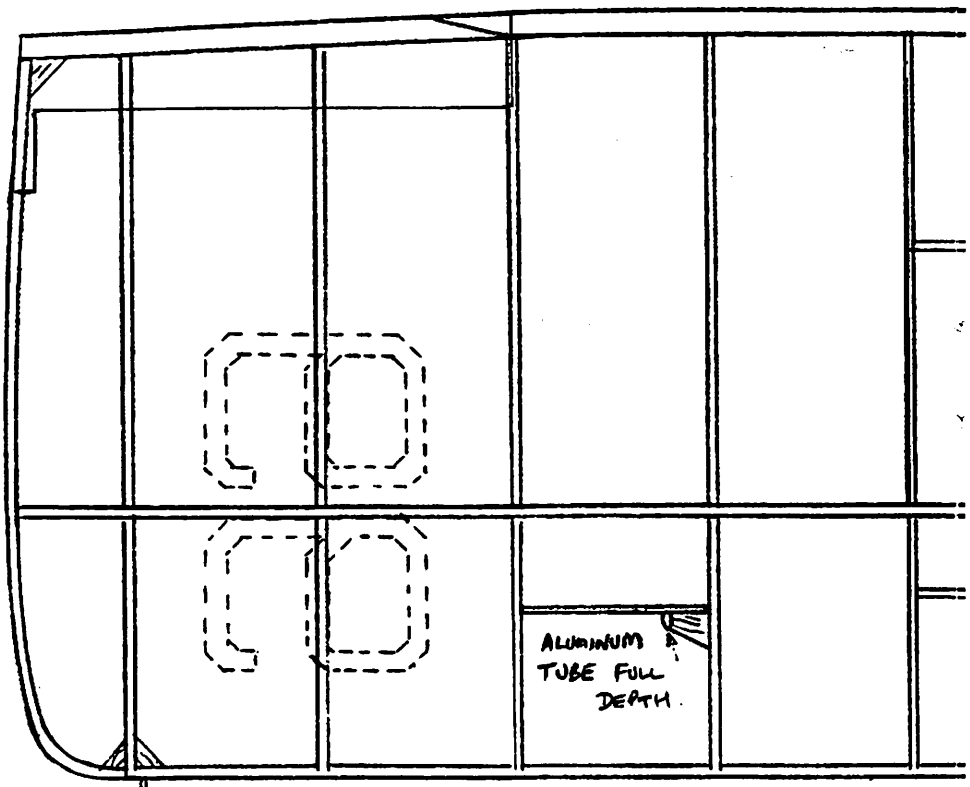
(From Professional Air Racing Oct./Nov. 1984 Vol XI#9)

*1) Not a Cassutt, the Lowers R-1 resembles the master's touch with Steve Wittman yellow Bonzo II -like features of wire braced wing, short rudder, stab. shape, and lightness. Be sure to add lightness.

Russ Brown

PROP IS CARVED FROM A STANDARD BLOCK 6" x 1" x 5/8". NICE AND THIN WITH ~1/16" UNDERCAMBER. LET INTO SPINNER; FREEWHEEL OF YOUR OWN CHOICE.

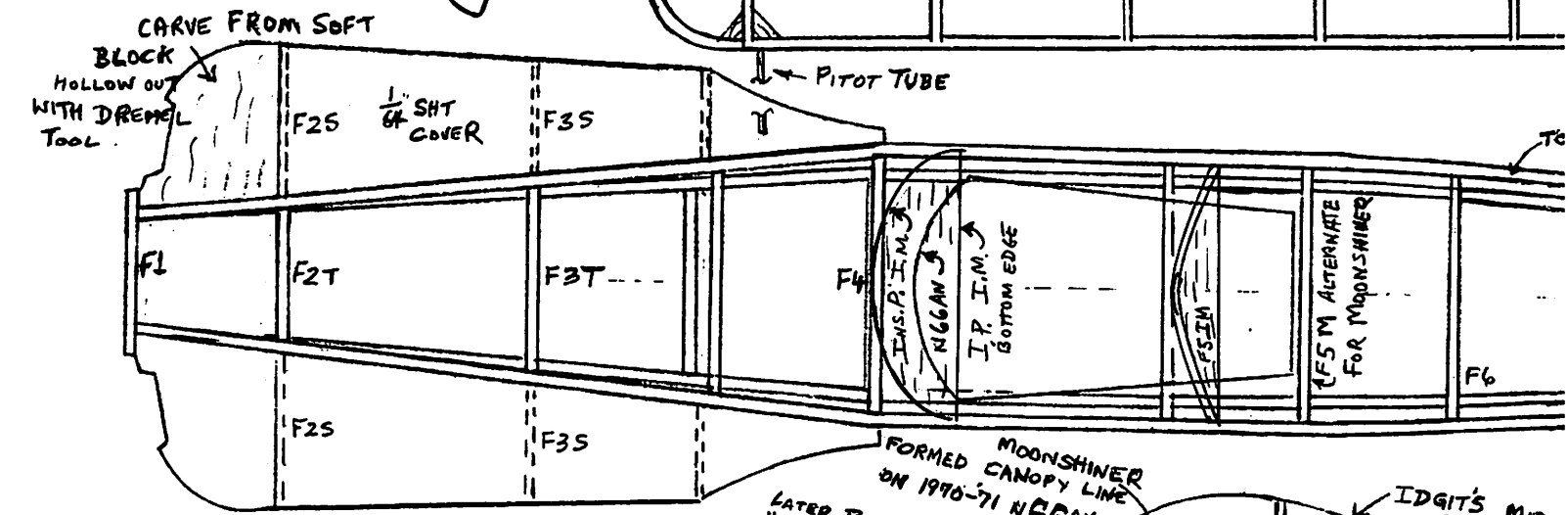
WIRE BRACING IS SIMULATED BY 2 lb. NYLON FISHING LINE. THREAD THROUGH VARIOUS TUBES, TIE OFF AT BOTTOM TUBE, WIGGLE KNOT JUST INSIDE, CHECK DIHEDRAL IS OK THEN SECURE WITH DABS OF CYANOACRYLATE.



Moonshiner



TIP 2 LAMS 1/16 x 1/16

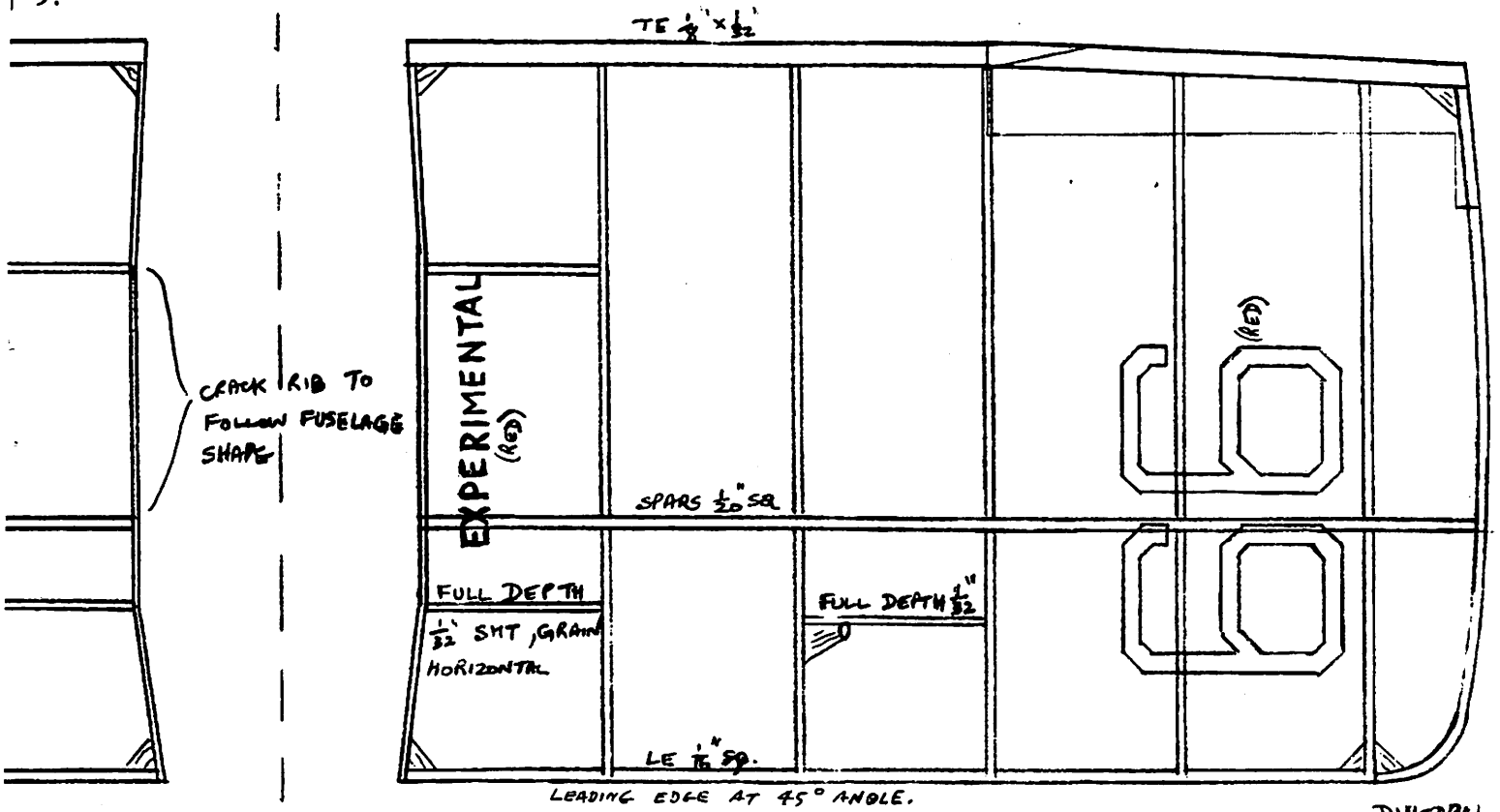


BASIC FUSELAGE STRUCTURE FROM 1/20" SQ. MEDIUM. 1/32" SHT.

FILL IN FIRST BAY ALL FORMERS 1/32" SHT.

LIGHTEN THOSE BEHIND COCKPIT.

JACK LOWERS
LOWERS R-1
"Idgit's Midget"



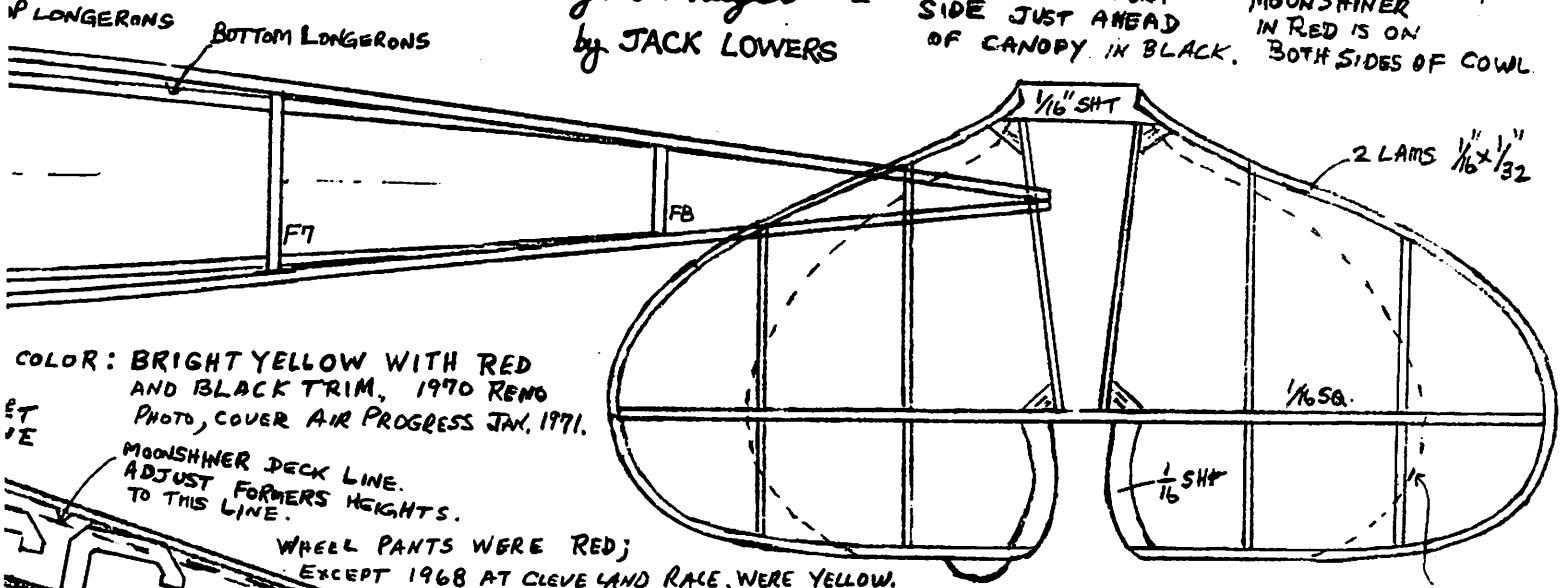
"Idgit's Midget"

by JACK LOWERS

← CARRIED ON PORT SIDE JUST AHEAD OF CANOPY IN BLACK.

LATER, MOONSHINER IN RED IS ON BOTH SIDES OF COWL.

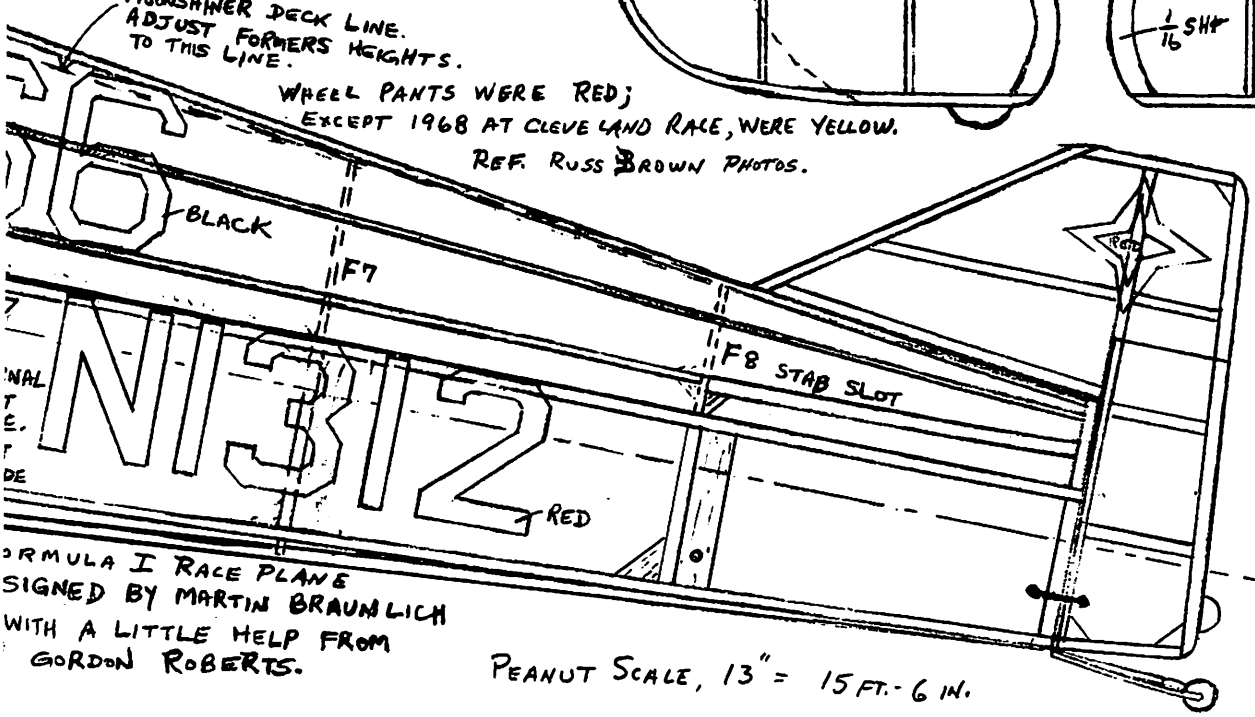
DIHEDRAL ¾".



COLOR: BRIGHT YELLOW WITH RED AND BLACK TRIM, 1970 RENO PHOTO, COVER AIR PROGRESS JAN. 1971.

MOONSHINER DECK LINE. ADJUST FORMERS HEIGHTS TO THIS LINE.

WHEEL PANTS WERE RED; EXCEPT 1968 AT CLEVELAND RACE, WERE YELLOW. REF. RUSS BROWN PHOTOS.



SCALE OUTLINE

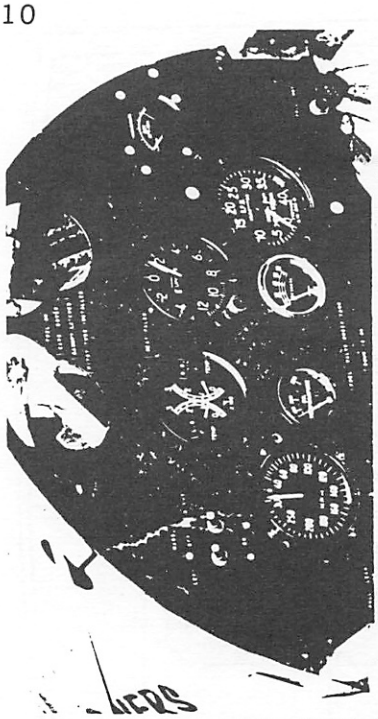
1967-1969 #66, N1312 JACK LOWERS IDGIT'S MIDGET.

1970-1977 #66 N66AN CHUCK ANDREWS MOONSHINER

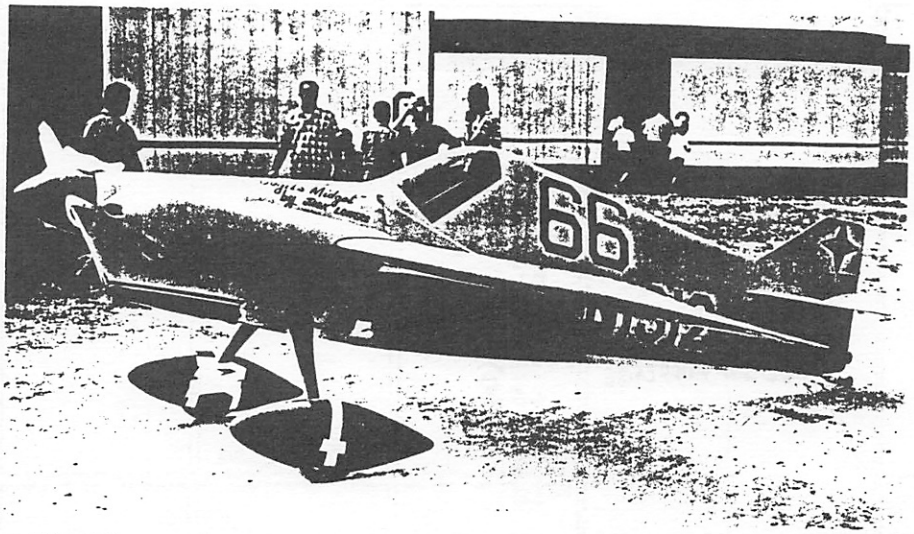
1978-1979 #82 N66AN BILL CHEVALIER FLYING FRENCHMAN, IN BLUE, PURPLE & HOT YELLOW.

FORMULA I RACE PLANE SIGNED BY MARTIN BRAUNLICH WITH A LITTLE HELP FROM GORDON ROBERTS.

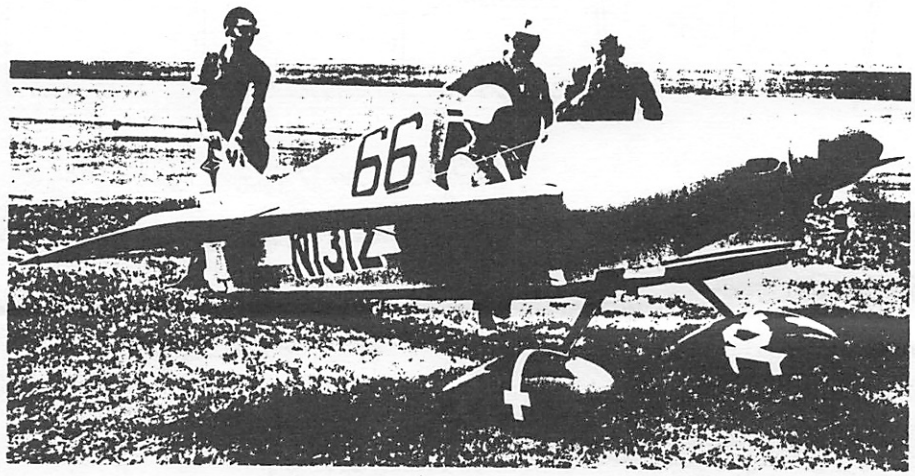
PEANUT SCALE, 13" = 15 FT. - 6 IN.



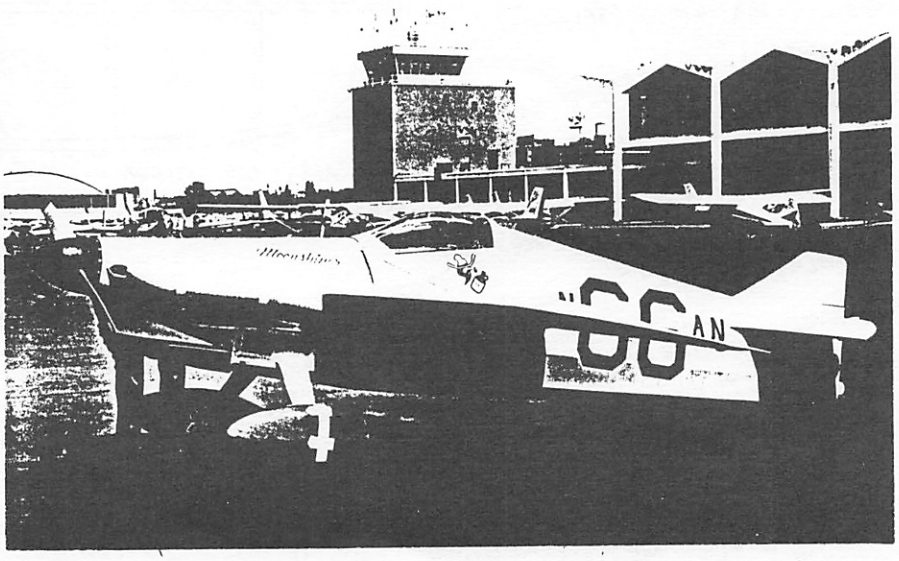
No. 66 Idgit's Midget panel. Top, left to right: Magneto toggle switches, cylinder head temp, 'G' meter, EGT gage. Lower, left to right: airspeed, oil pressure, tach (to 4,000 rpm), carb heat knob. "Beat Falck", center. Check list top center; Fuel on, carb cover, canopy latched, pilot tube installed. *Russ A. Brown*



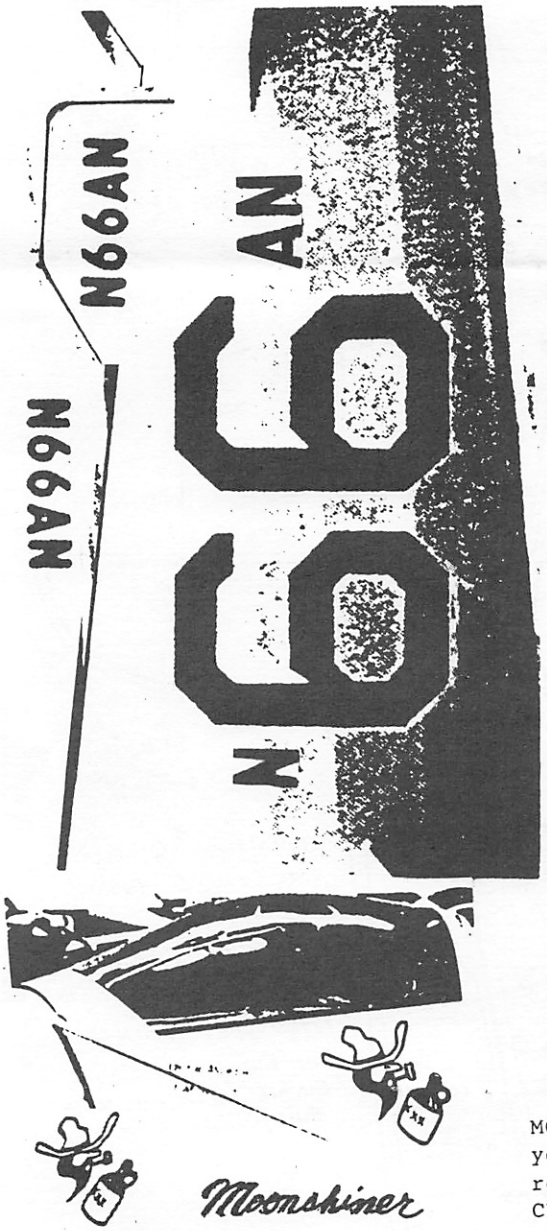
Idgit's Midget was sold to Nelson Andrews Aircraft Company of Charleston, W. Va. and Charles Andrews, Air Force Major stationed in Panama, placed 3rd in St. Louis and Reno Consolation races. Renamed Moonshiner at Reno. Yellow with red and black trim. Cleveland photo. 1969 *Russ A. Brown*



Jack Lowers, above, crop duster from Clinton, N.C. warming up Idgit's Midget at Cleveland. Jack built this ~~modified Cassutt~~ in 1967. This year he was awarded 6th place prize money at Ft. Lauderdale, took 4th in Consolation race at Cleveland. Sept 1969 RED WHEEL PANTS. *Russ A. Brown*

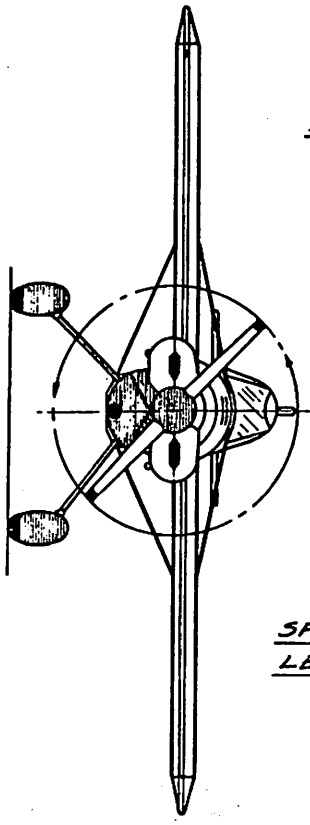


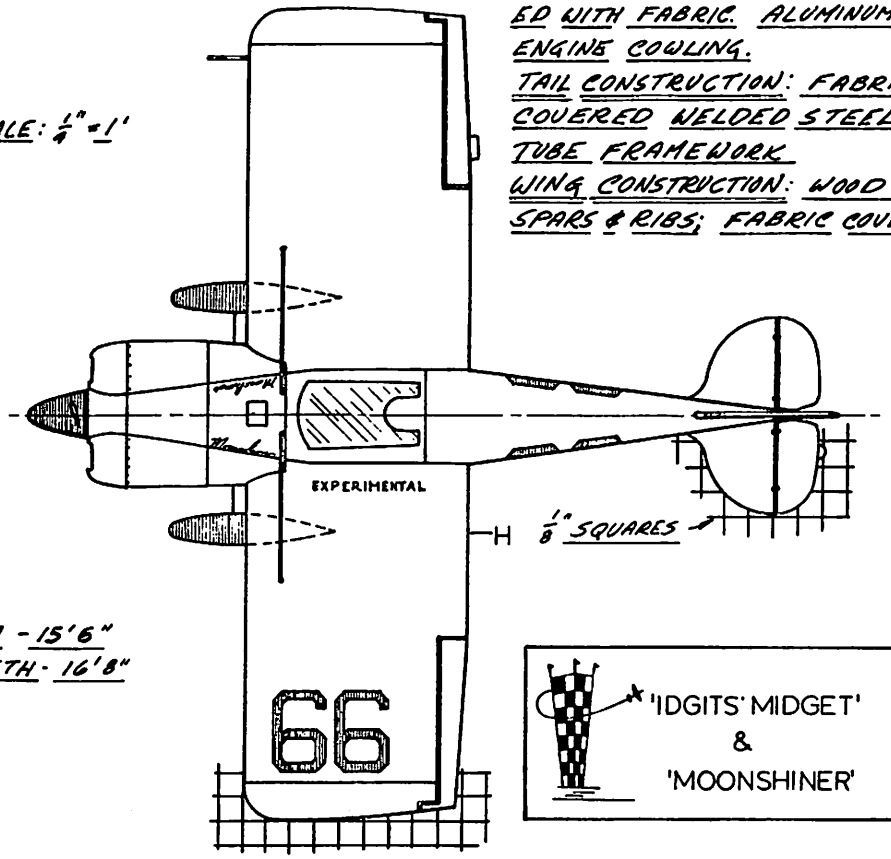
MOONSHINER at July '71 Cleveland F-1 Race has low canopy, short yellow gear struts, short carb. intake under chin, and on fuselage registration N 66 AN. Lettering under canopy looks like CHUCK ANDREWS Pilot above TIM WILSON Crew Chief. Russ Brown photo.



FUSELAGE CONSTRUCTION: WELDED STEEL TUBE FRAMEWORK COVERED WITH FABRIC. ALUMINUM ENGINE COWLING.
TAIL CONSTRUCTION: FABRIC COVERED WELDED STEEL TUBE FRAMEWORK
WING CONSTRUCTION: WOOD SPARS & RIBS; FABRIC COVERING.

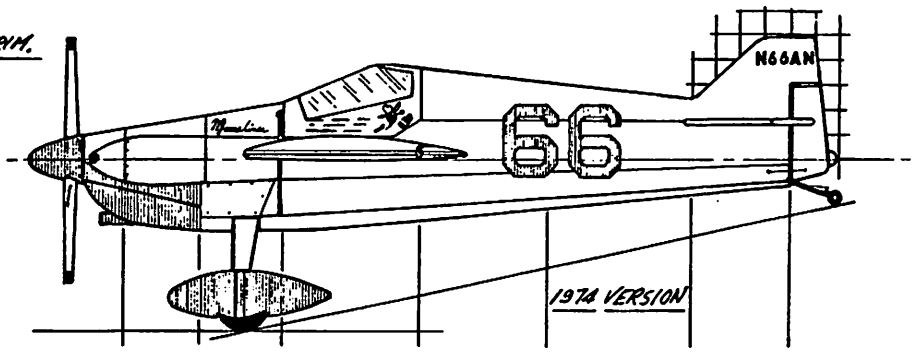
SCALE: 1/4" = 1'

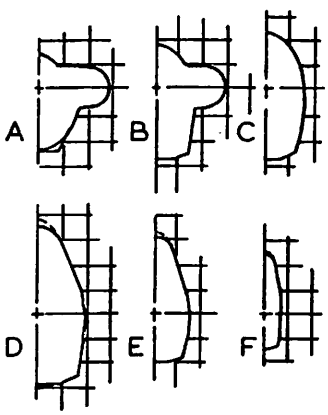


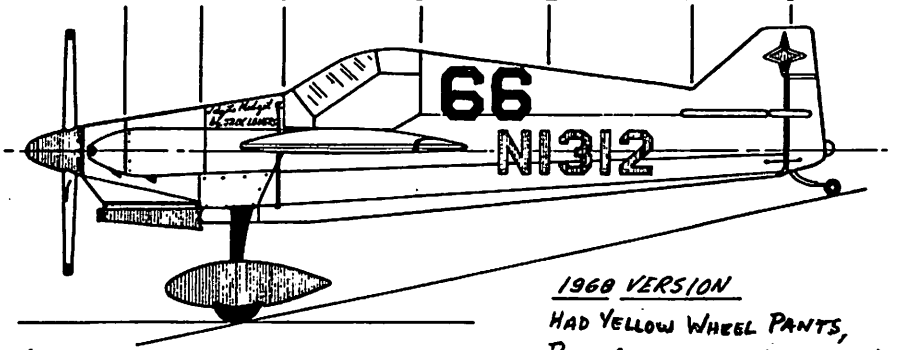


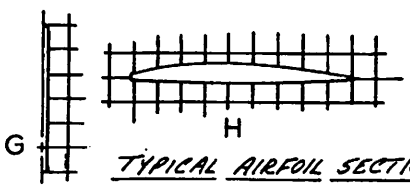
SPAN - 15'6"
LENGTH - 16'8"

COLOR SCHEME: (1974)
ALL YELLOW WITH RED TRIM.





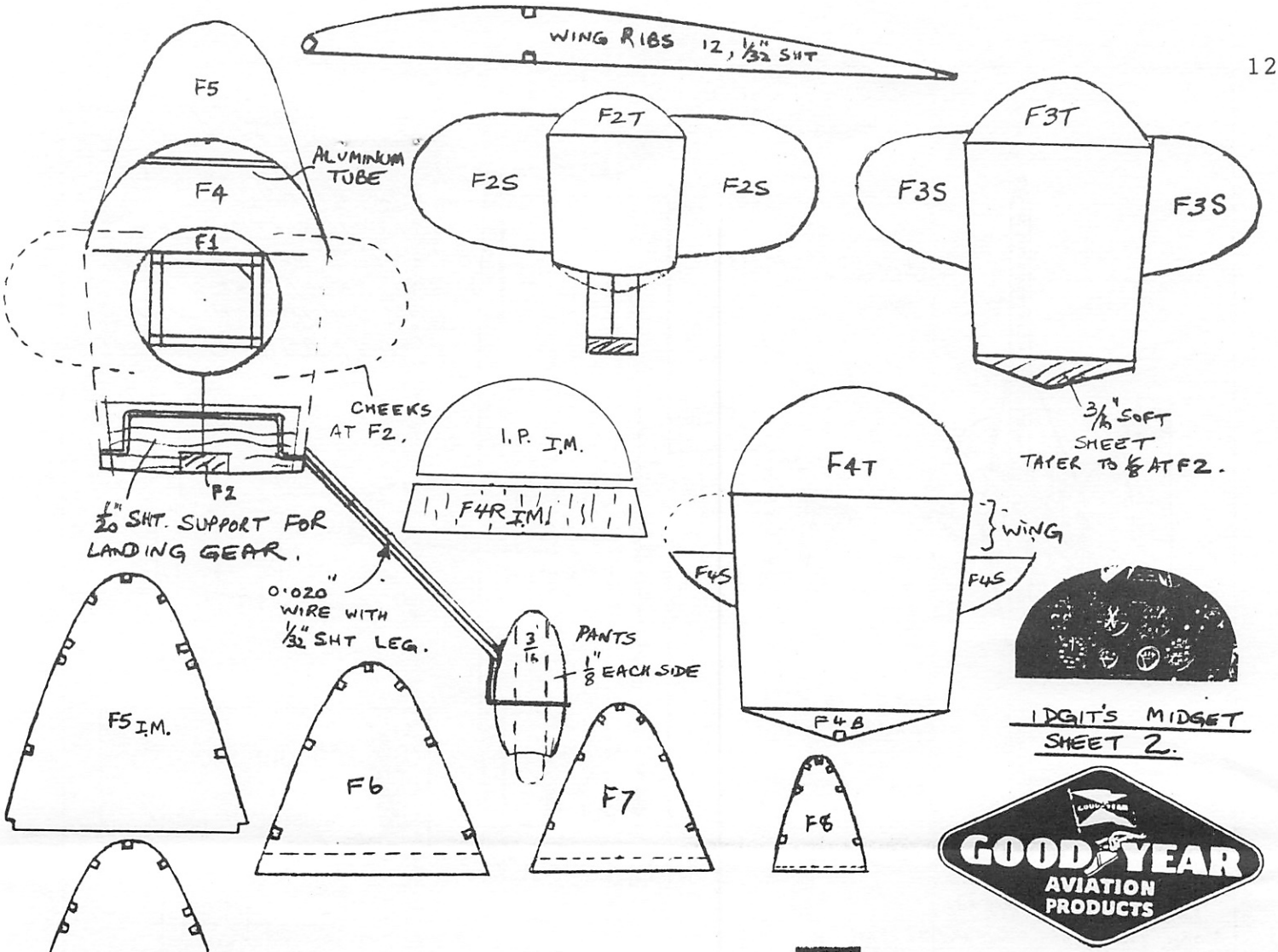




TYPICAL AIRFOIL SECTION

1968 VERSION
HAD YELLOW WHEEL PANTS, RED ALL OTHER YEARS. R B
1967, 1969-1977.

COLOR SCHEME: (1968) ALL YELLOW WITH RED SPINNER, WHEEL PANTS AND LICENSE NUMBER. RACE NUMBER & AND SPRING STEEL LANDING GEAR STRUT WERE BLACK. BUILT BY JACK LOWERS IN 1967, THIS MODIFIED CASSUTT WAS SOLD TO CHARLES ANDREWS IN 1969 AND NAME CHANGED FROM 'IDJITS MIDGET' TO 'MOONSHINER'. CRAFT HAS BEEN RACED BY BOTH MEN EXTENSIVELY.





9/68

Idgit's Midget, *at Cleveland awaiting start of final race Labor Day. This is the only wire-braced midget to race in 1968. Owner-builder Jack Lowers qualified 6th at Frederick with 197.69 mph, turned his best speed, 201.12 mph in taking 3rd in heat 2-B. Jack was quite busy at Frederick, also raced his biplane there. Qualified 4th at Cleveland, took last place in final event.* *Charles G. Mandrake*

Note 1968 yellow wheel pants. RB

Cleveland Free Flight Society
Call Field, Stow, OH, July 27, 1997

Photos - courtesy of Will Hubin

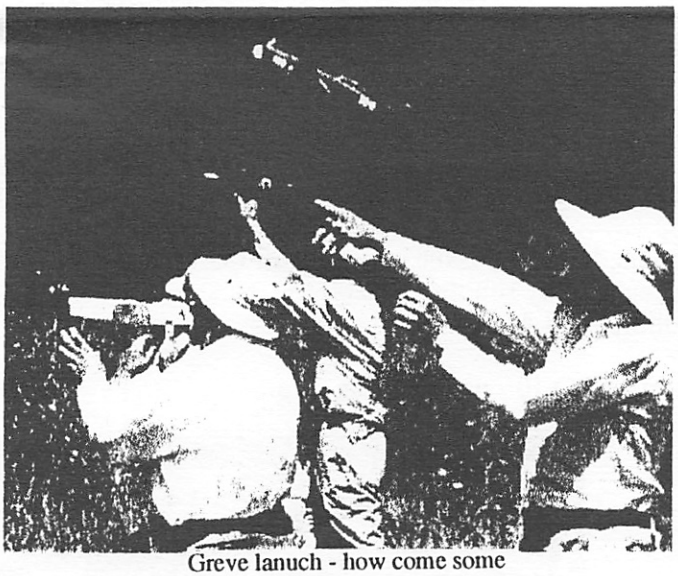


Vern Neff trying to find the courage to launch Roger Oakely's Fokker D VII.



The Zbasniks in a family effort!

Last look at Gordon's Great "GOON"



Greve lanuch - how come some planes are not in the air yet?



Great wrist action by Stu Weckerly!

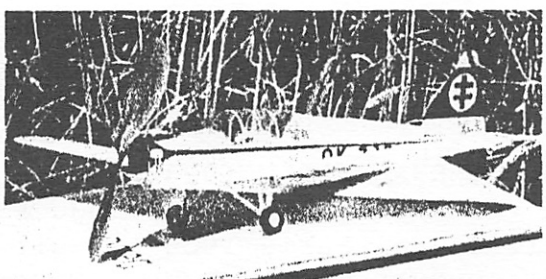
Dalotel flew too far.

Fairey Spearfish
by Dave Livesay



Evidence of "Call Field's" weeds.

Dave Livesay



Zlin XII A real beauty waiting for the citical, discerning eye of Russ Brown!

Regards
Will

MEN WHO ATTENDED THE CFFS 1997 CHRISTMAS PARTY
Holiday Inn -- Independence, Ohio: Dec. 6, 1997

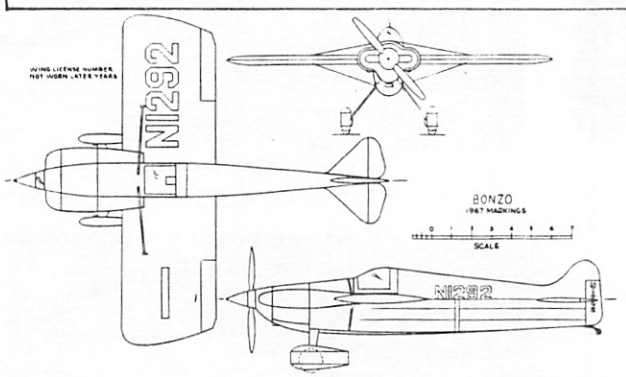
Standing, Left to Right:
Mike Zand (secretary-treasurer), Russ Brown (contest director, historian and Crosswinds Editor), Bob Quinn, Lundy Goesling, Dennis Norman (vice president), Dave Diehls, Dan Briehl, Peter Zbasnik, Larry Loucka

Kneeling, Left to Right:
Jim Hyka (contest director), Bill Meixner (speaker- guest), Steve Griebling (pres.) Gordon Roberts (contest director, holding Medovich award) Del Balunek, Vern Neff, Larry Mzik (indoor contest director), Dick Woodward.



CROSSWINDS readers with red feather scratched renewal issue codes lower than this #91 can avoid KAPUT chop to the address label by sending $12.00 to: RUSS BROWN, 4909 N. Sedgewick, Lyndhurst OH 44124.

The next issue of Crosswinds will feature the WACO 10 - peanut scale size.





Steve Wittman and fabulous red trim and yellow Bonzo posed for take-off at St. Petersburg, Florida, 1966. Bonzo is one of few midgets employing wire bracing. Bonzo is 2nd in midget wins with nine 1sts, sixteen 2nds and five 3rd places. Robert F. Pauley

FLIGHT JOURNAL APRIL 1998 has color views of GOODYEAR F-1 racers, B & W views of Bell P-63 orange Pinballs, P-40 vices, F-86 Sabre, Flap lift, and Paris 1908 1st Air Show. $ 19.95 for 6 issues to FLIGHT JOURNAL p.o. BOX 791 Mount MORRIS,Il. 61054-8340. $ 27.77 to CANADA, $ 25.95 elsewhere prepaid in U.S. funds.

THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned **Indoor Contest** for free flight model airplanes.

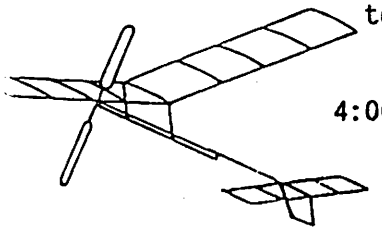
SUNDAY, April 19 , 1998 Kent State University 8:00 a.m. to 4:30 p.m.

Flying Site - KSU Field House, Summit Road (near Dix Stadium)

SCHEDULE of EVENTS

8:00 a.m. -- Building opens

8:30 a.m. -- 1. *EZB* - - Scoring will be the longest of five official flights (30 seconds). Two attempts equals one official.



to

2. *EZB/PENNY PLANE COMBINED* - - Juniors only.

4:00 p.m. 3. *NOVICE PENNY PLANE*

4. *MINI-STICK* - - Best flight of 5 officials. 20 second minimum. 2 attempts/Flight.

9:30 a.m. 5. *SEVEN GRAM BOSTONIAN* A.M.A.Rules.

to 6. *JETCO R.O.G.* (J,SO) - Club Rules remain the same, except that the prop must be 5 1/2" max. May be cut down and have pitch altered.

4:00 p.m.

10:00 a.m. to 4:00 p.m. **F.A.C. EVENTS**



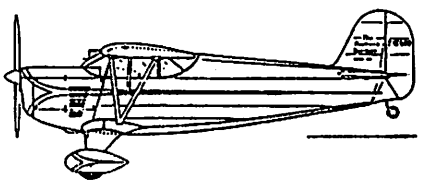
Caudron C.460

7. *Hi-Wing Peanut* (Experimental ex. Lacey, Fike etc.)

8. *Hi-Wing Peanut* (Production types).

9. *Peanut Scale* (all others except pioneer models).

10. *W.W.I Peanut Biplane Combat* - 4:00 p.m.



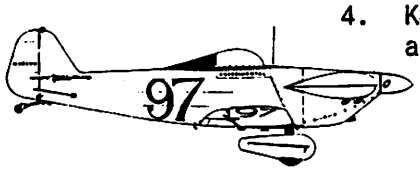
11. *Golden Age Scale*

12. *W.W.II No-Cal Combat.* Flown at 4:25 p.m.

13. *No-Cal Profile Scale* (total of three flights) Minimum weight - 5 grams without motor.

For Your Information

1. Steering of Models: as per A.M.A. rulebook.
2. Entry Fees: - *Open* - $20.00 - *Junior* $2.00
3. **VERY IMPORTANT** - You must provide your own table and chair.
4. KSU Fieldhouse is a non-smoking facillity. Also, please wear athletic type shoes. Ample free parking outside the fieldhouse.



AWARDS - In lobby area at 4:45 p.m.

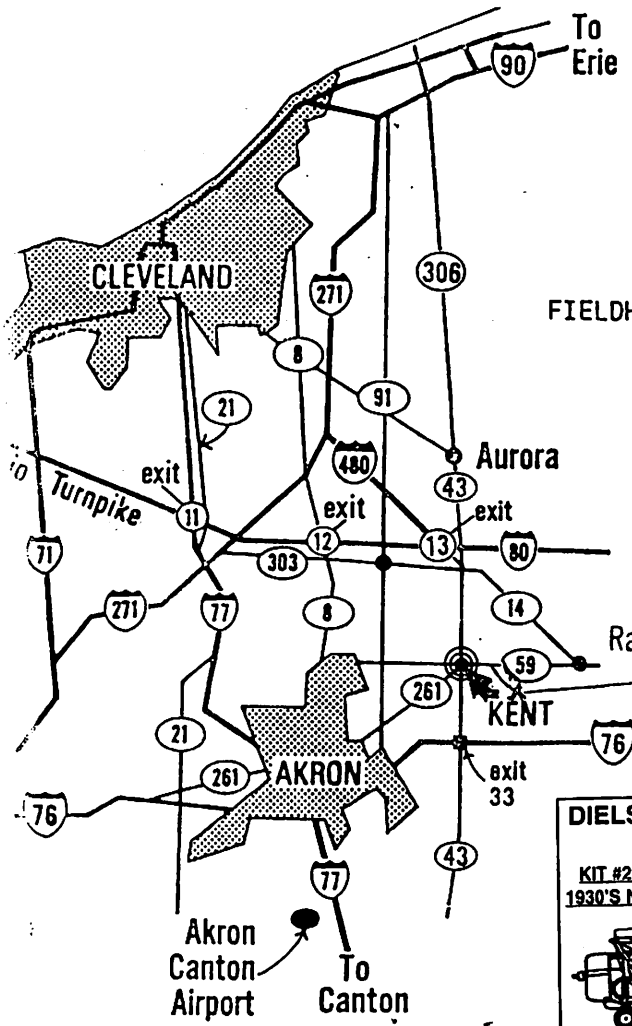
1st through 3rd - All events except mass-launch.
W.W.I Peanut and No-Cal Combat
1st place award only.
2nd place - minimum of 7 entries in the event.
2nd and 3rd place - minimum of 10 entries in the event.

SPONSORS - *Diels Engineering, CAS, Flying Aces.*

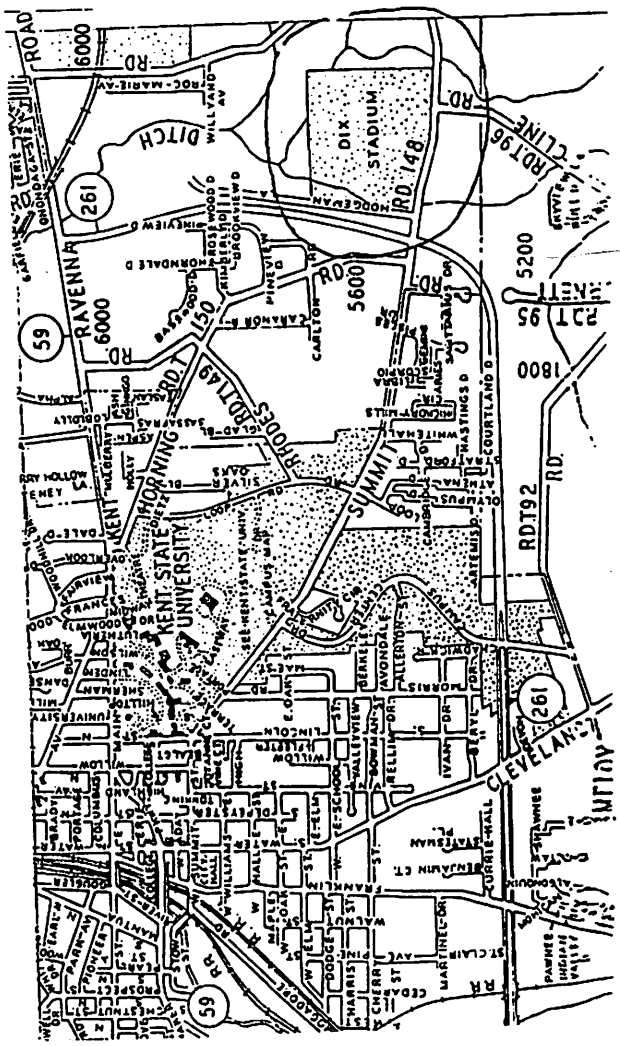
CONTEST DIRECTORS

Michael C. Zand
5803 East Ash Road
Independence, OH 44131
216-524-3480

Larry Mzik
117 Sycamore Drive
Painsville, Oh 44077
216-357-7361



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1:24 scale.
16" span. Build either version.

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