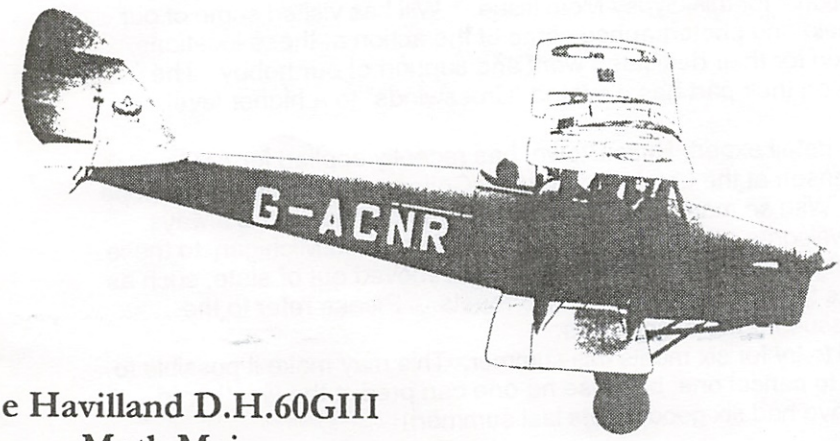
CROSSWINDS

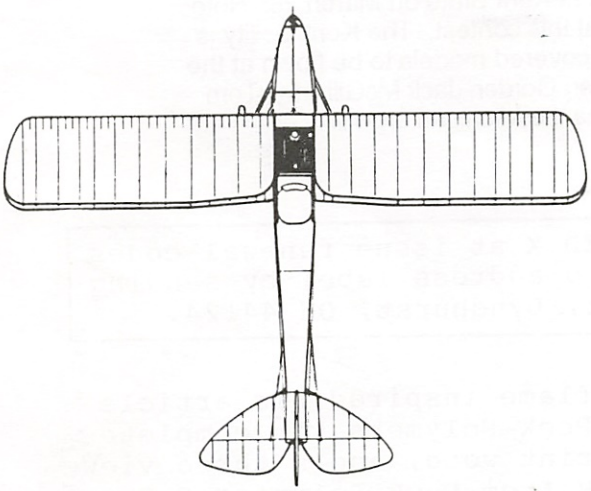
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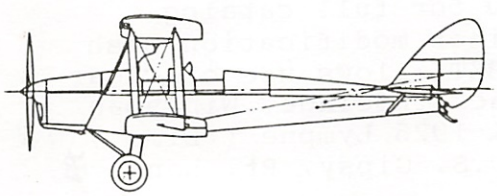


De Havilland D.H.60GIII
Moth Major

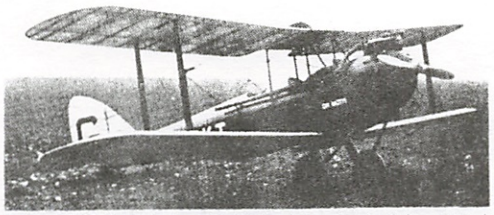
CLEVELAND FREE FLIGHT SOCIETY

CROSSWINDS
Russ Brown
4909 N. Sedgewick Rd.
Lyndhurst, OH 44124









Registered G-EBKT, with fuselage painted black and wings clear doped, the prototype de Havilland Moth became the centre of interest for every potential flying club as the first really practical dual-control light aeroplane. (*Flight*)

EDITORIAL COMMENTS

The DH 60 Gypsy Moth plan and historical background featured in this issue of "Crosswinds" is the work of Mark Braunlich. Mark advises that the Gypsy Moth uses printwood from a popular kit. Mark's brother, Martin, donated the metal plates for reproduction of the plan to preserve accuracy and detail. We well remember Mark's outstanding plan for the Gloucestershire (Gloster) "Bramel" in "Crosswinds" issue No. 89 which earned rave comments from far and wide.
We also wish to acknowledge the fine color reproductions by Will Hubin of Kent, Ohio who has generously photographed and reproduced photos for recent issues of "Crosswinds" at minimal cost as well as making the reproductions for this Gypsy Moth issue. Will has visited some of our contests at Kent State and at Call field and photographed some of the action at these locations. Please join me in thanking these men for their dedicated work and support of our hobby. The extra effort , expense and expertise on their part has elevated "Crosswinds" to a higher level.

Our editor, chief historian and scale detail expert, Russ Brown, has recently applied for AMA sanctions for the upcoming flying season at the Lorain Community College athletic field. We hope to see many of you at these meets. With so many fine builders/flyers the competition is always keen. We are always pleased to welcome several of the "Cloud Busters" from Michigan to these events and, of course are happy that some of our members who have moved out of state, such as George and Jack Bredehoft, still take the trouble to enter CFFS meets. Please refer to the contest calendar elsewhere in this issue for the exact dates.
You will notice that we have decided to try for six meets this summer. This may make it possible to have five meets for sure, if we have to cancel one, because no-one can predict the weather in north east Ohio! (We could easily have had six good meets last summer!)

Let us take a moment at this time to reflect on those who serve as contest directors at these meets. They perform a great service and generously sacrifice some of their own flying time to see that the rest of us have fun at a well run contest. Aside from Russ, Gordon Roberts, Jim Hyka , Peter Zbasnik, Larry Mzik and Michael Zand assume these duties. Russ is always present to do the scale judging and serves as contest director or assistant director at all the meets!

At our November CFFS meeting, it was decided that the 15% motor rule would no longer be used at our local meets for any categories because of confusion (some contestants were using unlimited motors) and the time consuming requirement to weigh models and motors. As far as we know, the 15% rule will still be applied to certain events at Geneseo, however.

We hope for the usual large turn-out at our annual indoor meet at Kent State on March 28. Note that there will be events for FAC scale and Golden Age Scale at this contest. The Kent facility is large enough to allow ultra light endurance models and tissue covered models to be flown at the same time. This meet usually attracts such notables as Walt Van Gorder, Jack McGillivray, Tom Sova, Fred Tellier, the Slusarczyk's and 'Doc' Hacker, as well as the Michigan crowd!

Steve Griebling, president CFFS

Larry X ; Mike Zand needs your CFFS DUES! Thanks Russ

CROSSWINDS readers with the dreaded RED X at issue renewal codes 94 or lower can avoid the KAPUT chop to address label by sending $12 to Russ Brown at 4909 N. Sedgewick, Lyndhurst, OH 44124.

The Gipsy Moth attracted to Bob Peck,s flame inspired his article in EAA Sport Aviation July 1975, and a Peck-Polymers kit complete with formed engine deck, Moth decals, print wood, and a three view plan. Kit PP-11 is $ 10.75 plus $ 5.00 P&H from Peck-Polymers P.O. Box 710399-XW, Santee, CA 92072-0399. $ 4.00 for full catalog. Phone 619/ 448-1818; Fax 619/ 448-1833. A minor modification bash of the Peck Kit to prototype GH-60 Moth G-EBKT allows use of clear doped natural fabric wings and tail on a black fuselage. Wingspan is reduced to 29/30ths. Moths flew in 1925 & 1926 Lympne ("Lime") Races. The Cirrus engine rotation was like U.S. Gipsy, Rt. hand. B.

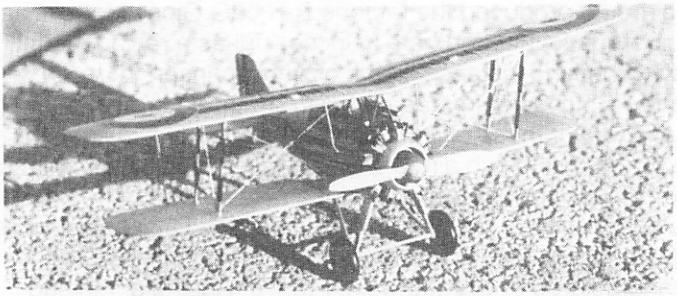
Modeling the De Havilland D.H.60GIII Moth Major

By Mark Braunlich

Have it <u>your</u> way...

This issue's design for a peanut D.H.60GIII Moth Major may be built from a kit. Well, sort of.

Last year my employer sent me to live and work in England for five months. As my wife stayed home in Illinois, I had lots of time for model building. However, thoughts of trying to get a flying model back home in one piece prompted me to build a traditional British 1/72 scale solid model from hard wood...a perfect souvenir of my stay in the UK. The model, a Gloster Grebe, was built using the neat white metal castings for the engine, prop, wheels and machine guns from an *Aeroclub* kit. The fuselage and wings were made from birch and basswood. The whole process of using the kit as a source of parts to build a unique model "my own way" prompted the thought that it might be fun to start with a fairly common peanut kit and see what we could come up with.



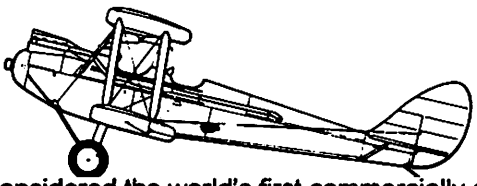
Author's solid 1/72 Gloster Grebe
"Made in England"

If any of our readers have spent part of their hobby years within the realm of plastic modeling, especially around the IPMS (International Plastic Modeling Society) clubs, they will be familiar with the term "kit bashing". The term refers to the use of one or more kits as the basis for building something different from what the kit manufacturer intended. It might be as simple as making a bubble canopy Spitfire Mk XVI out of a Mk IX or as radical as producing a Sopwith Swallow monoplane from a kit of the ubiquitous Camel. The thought of using scale flying model kits in a similar way has always intrigued me. Why not, for instance, convert the *Peck Polymers* P-51D into the razorback B model? Or how about using the *Dumas, Flyline*, or *Dubois* kits of the Curtiss OX5 Robin to produce the radial Challenger version or even Doug Corrigan's Wright J5 Robin?

Now the De Havilland Moth series have always been among my favorites so I was anxious to attend the annual rally of the De Havilland Moth Club at Woburn Abbey, the 3000-acre estate of Lord and Lady Tavistock in Bedfordshire. Nearly every type of Moth was present as well as the elegant twin engine Rapides and even the exotic Dragonfly. Among the very rare types seen was a D.H.60GIII in the form of the nearly perfect reconstruction of G-ABZB. At first glance it looks like a Tiger Moth but it's really a Gipsy Moth with the engine turned upside down. Hey, doesn't *Peck-Polymers* make a kit of the Gipsy Moth? Close enough!

D.H.60GIII G-ABZB
at De Havilland Moth Club rally
Woburn Abbey, August, 1998





D.H.60 history in a nutshell....

The D.H.60 Moth can probably be considered the world's first commercially successful mass-produced light airplane. Having failed to sell more than a handful of the D.H.53 Hummingbird (too small and under powered) and the D.H.51 (too large) D-H, as Geoffrey de Havilland was known, finally captured much of the world's light plane market with the Moth. With it's unusual and much copied folding wings, the Moth could be stored in a garage and towed behind a car to a suitable field if needed. The original D.H.60 Moth of 1925 was powered with the Cirrus I but the design quickly evolved into the Cirrus II Moth of 1926 and the refined D.H.60X and Genet Moths of 1927. With improved production capacities the price was progressively reduced and the name "Moth" became a household word in Great Britain. Moth components were also shipped to De Havilland agents in Canada, Australia and South Africa for final assembly.

In 1928 the Moth was further refined with the offering of optional Handley Page slots and a new split-axle undercarriage. The year also saw the introduction of the De Havilland produced Gipsy I engine, which when mated to the Moth airframe produced the famous D.H.60G Gipsy Moth. The historic flights of Gipsy Moths are too numerous to mention here. Successful as a racing mount, the design is perhaps best remembered for the long distance flights of Amy Johnson in *Jason* (England to Australia, 1930) and Sir Francis Chichester in *Madam Elijah* (England to Australia, 1930; and New Zealand to Japan, 1931). Both of these historic aircraft were early Gipsy Moths with plywood fuselages. Flights into the tropics with such aircraft, though successful, showed the limitations of plywood construction and in 1928 a new welded steel tube fuselage was offered on the various Moths and such variants are known as the D.H.60M (M for metal). The Gipsy Moths were selling in the hundreds and soon it was necessary to license production outside of Great Britain. Gipsy Moths were eventually manufactured in Great Britain, France, Australia, Finland and by the Moth Aircraft Corp. in Lowell, Massachusetts.

The ultimate development of the D.H.60 is usually considered to be the D.H.60T Moth Trainer, produced in 1931 through the marriage of the D.H.60M with the Gipsy II engine and extensive modifications and strengthening for the rigors of military training. One of the drawbacks of the D.H.60 series was the difficulty in exiting the front cockpit and this was finally addressed with a complete redesign of the 60T with revised center section strut layout and sweep back of the wings. Together with the new inverted Gipsy III engine the result was the immortal D.H.82A Tiger Moth. (The pre-production aircraft were called D.H.60T Tiger Moths.)

Enter, the D.H.60GIII...

While metal Gipsy Moths, Moth Trainers, and the Tiger Moth were all commercial successes, Geoffrey de Havilland was still committed to the concept of the simple (and inexpensive) plywood light plane with folding wings for the private owner. (The wings of the Tiger Moth cannot be folded.) The inverted Gipsy III engine, originally developed for the D.H.80 Moth Three (later called Puss Moth) allowed much improved forward visibility so in 1932 the Gipsy III was installed in the plywood fuselage and the old Moth soon had a new lease on life. Fifty-seven examples of the new D.H.60GIII were built before the type was replaced in 1934 by the nearly identical D.H.60GIII Moth Major which featured the new Gipsy Major engine. Externally, D.H.60GIII Moths and D.H.60GIII Moth Majors are identical. A further 96 Moth Majors were built until production ceased in 1935, the flying public preferring the niceties of side-by-side seating and the enclosed cockpit of the D.H.87A Hornet Moth. However, the wooden fuselages of the Moth Major remained in production in Glasgow for the D.H.82B Queen Bee target drone, basically a Moth Major with Tiger Moth wings. Mounted on floats, the radio controlled Queen Bees were catapulted as targets for H.M. ships gunnery practice.

Edward Pachasa, the well known E. T. Packard of Cleveland Model & Supply Co. passed on to the great kit shop in the western sky. Ed was 93 years young, with almost 80 years in the family business.

A Moth Major was involved in one long distance flight. In February and March of 1934, Carlos Eduardo Bleck of Portugal flew CS-AAI from Lisbon to India. The type is also known for its role in the mysterious disappearance of Mary du Caurroy, Duchess of Bedford. In March of 1937, at the age of 72, she took off in G-ACUR and was never seen again. She was presumed lost at sea. Most British D.H.60GIIIs were impressed into military service at the outbreak of World War 2 and many of these ended their days rotting in the open as decoys on dummy airfields. Six are known to survive.

Kit bashing the Moth Major...

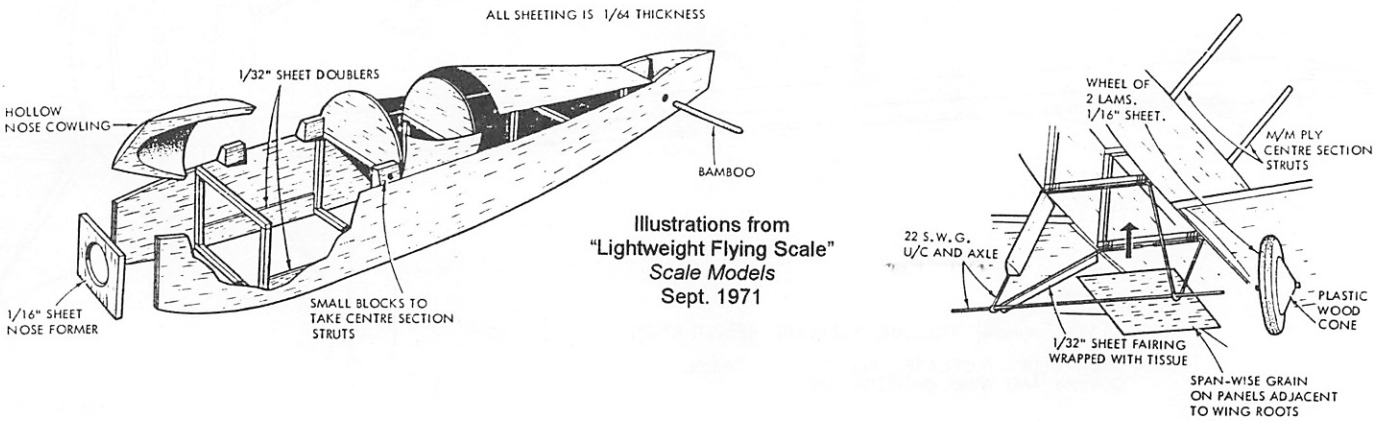
The *Peck Polymers* Gipsy Moth, kit PP-11, designed by the late Bob Peck, has been around since 1976. It is a fairly accurate representation of the silver and red American built (Moth Aircraft Corp.) D.H.60GMW (NC917M) then owned by Hank Wheeler. The W means it has a Wright, license built copy of the Gipsy engine. Wright-Gipsy engines run in the opposite direction of their British counterparts and because of this, their exhaust pipe runs down the starboard side of the fuselage whereas the exhaust is on the port side on Moths with D.H. Gipsies. (Anyone wishing to view a D.H.60GMW in action need go no further than the local video store. The film *Out of Africa* includes spectacular flying scenes of Cliff Lovell's beautiful yellow and black G-AAMY, alias G-AAMT). Modelers wishing to build the *Peck* kit "out-of-the-box" should be aware that the kit depicts an aircraft with a tail wheel which was a common retrofit to American Moths. British Moths are fitted with a tailskid.

The *Peck-Polymers* kit provides many of the basic materials needed to build the peanut D.H.60GIII shown on the *Crosswinds* plan. The wings and tail surfaces use the kit printwood. The fin/rudder is slightly modified from the kit and the upper wing center section (fuel tank) is slightly wider than the kit version so be sure to build these components on the *Crosswinds* plan. The kit is also a source for the 1/20 square balsa stock that can be difficult to find.

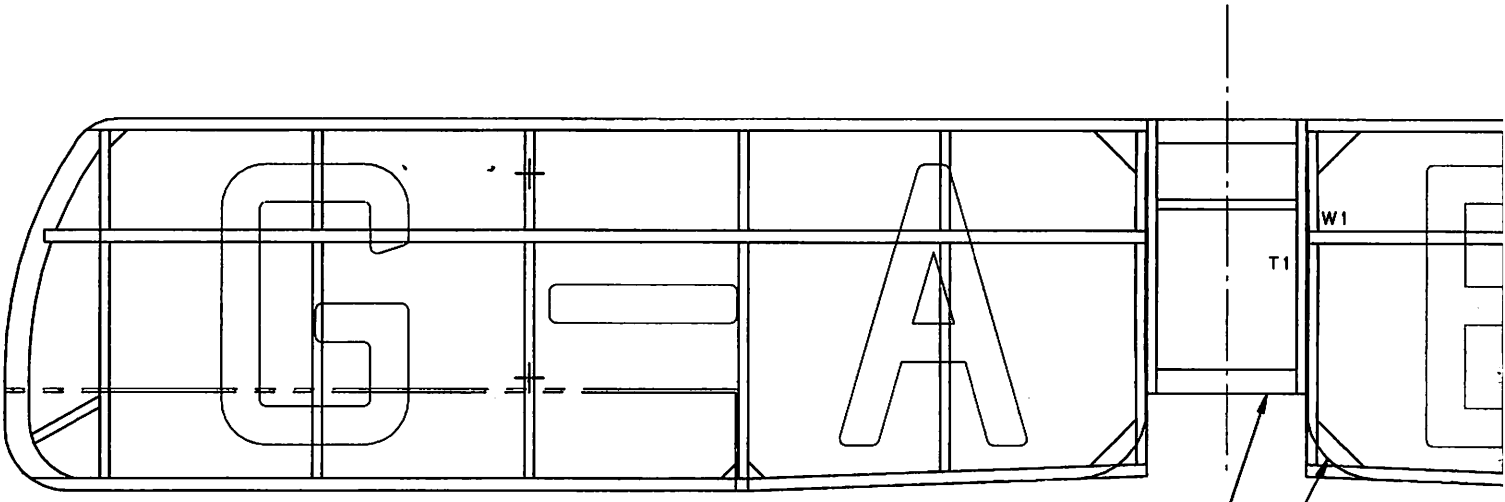


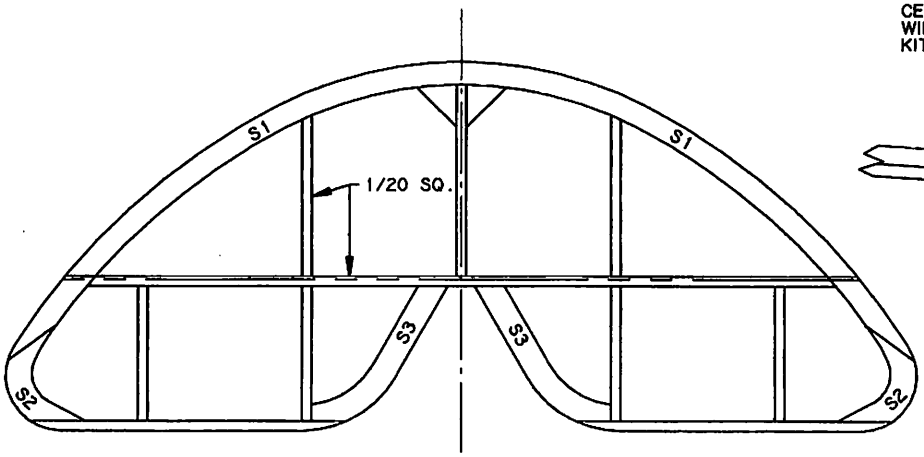
And now for something different...

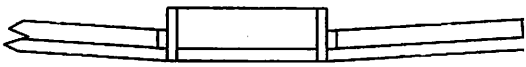
The fuselage is a complete departure from the *Peck* kit. The D.H.60GIII's inverted engine gives the last of the D.H.60 series a distinctive look. For the modeler, the benefit is a higher thrust line that lessens the need for down thrust. While the kit depicts a Moth with a fabric covered fuselage, most D.H.60GIIIs had plywood fuselages and I have tried to simulate this with the sheet balsa construction used to good effect by Kenneth McDonough in the U.K. in the late '60s. His miniature scale masterpieces and the techniques used to build them were described in the September 1971 issue of *Scale Models*. In short, his models were built of 1/64 sheet balsa with a minimal framework under the sheet skin. The sheet balsa is "stained" with thin colored dope before cutting to shape. Markings are stippled on in enamel. You may of course revert to a "stick and tissue" fuselage if you wish.

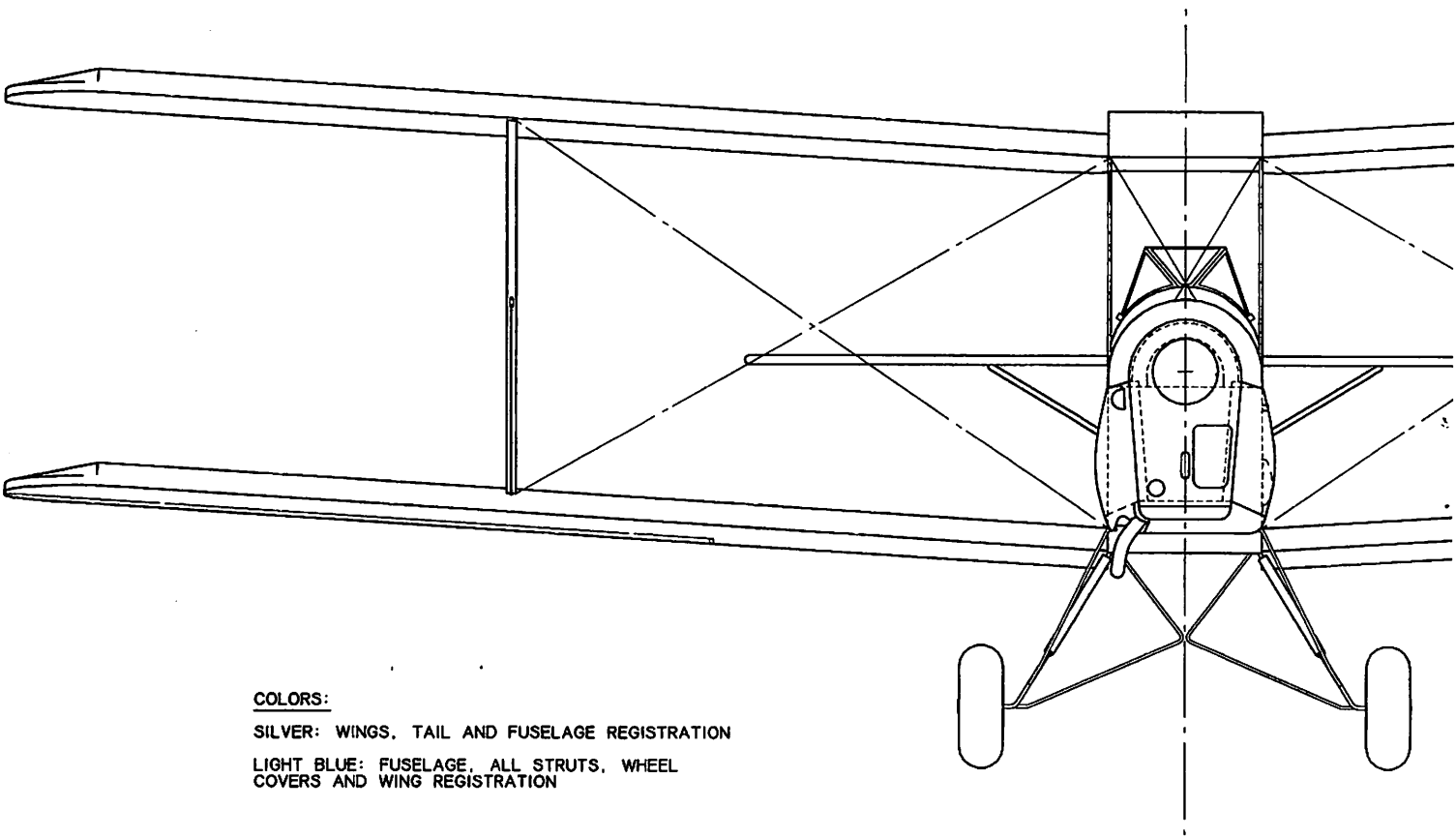


Illustrations from
"Lightweight Flying Scale"
Scale Models
Sept. 1971







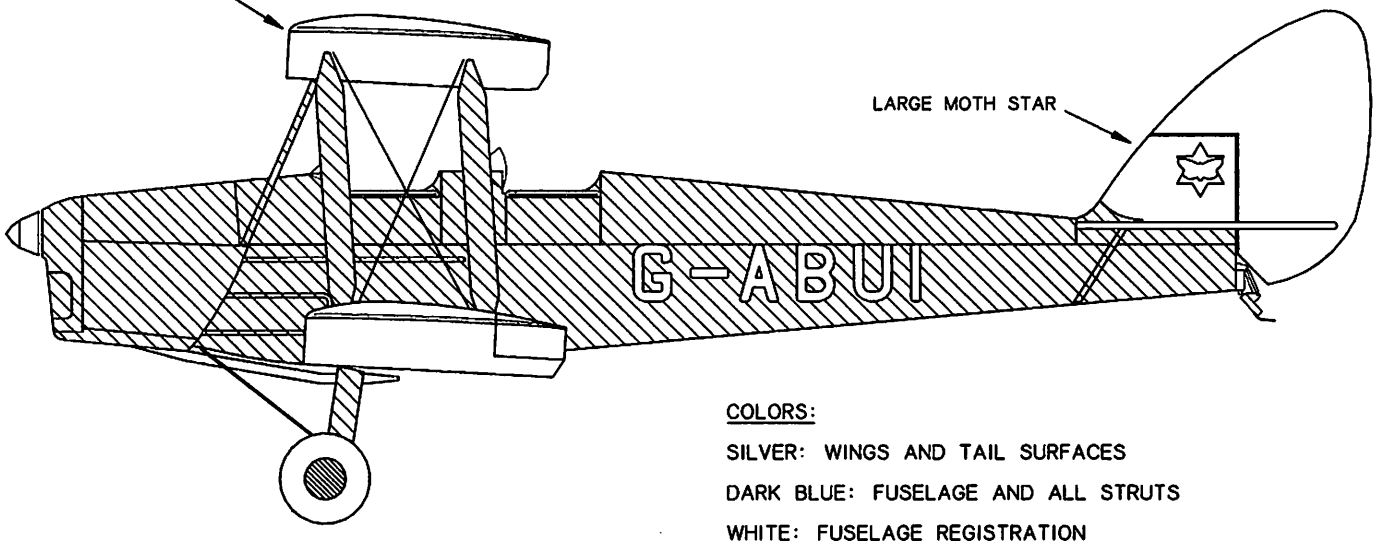


COLORS:

SILVER: WINGS, TAIL AND FUSELAGE REGISTRATION

LIGHT BLUE: FUSELAGE, ALL STRUTS, WHEEL COVERS AND WING REGISTRATION

MOTH G-ABUI
THE FIRST D.H.60GIII
EASTERN COUNTIES AERO CLUB



COLORS:

SILVER: WINGS AND TAIL SURFACES

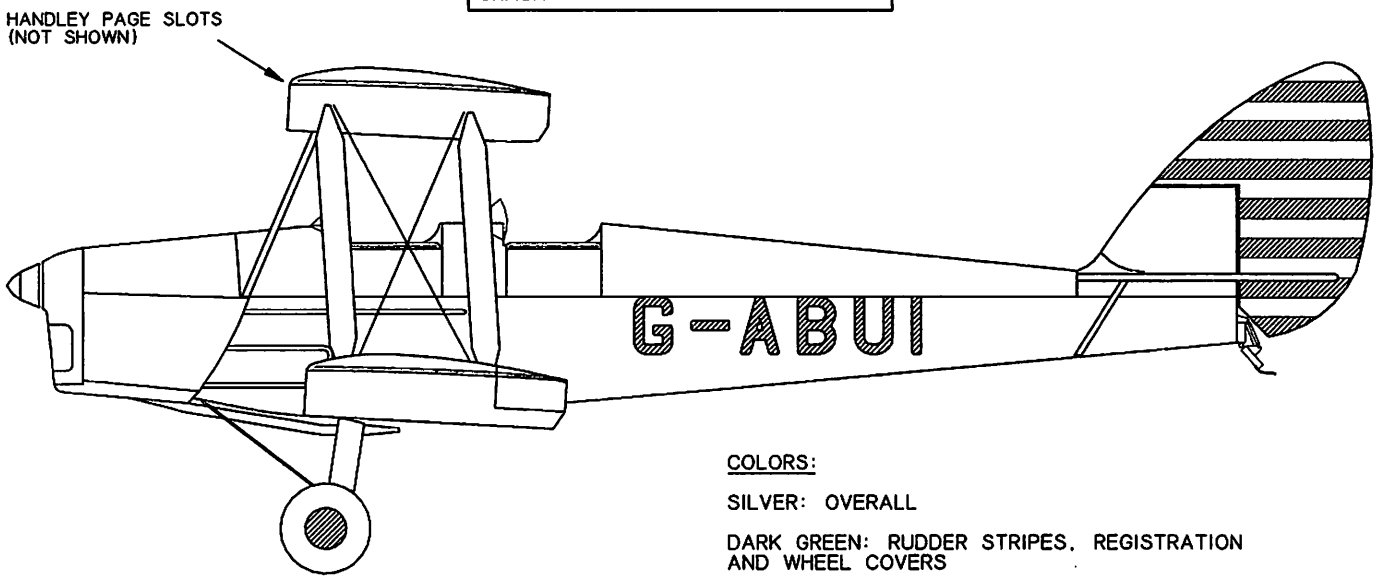
DARK BLUE: FUSELAGE AND ALL STRUTS

WHITE: FUSELAGE REGISTRATION

BLACK: WING REGISTRATION AND WHEEL COVERS

REGISTRATION SIMILAR TO G-ABZB
BOTH WINGS

MOTH G-ABUI
THE FIRST D.H.60GIII
FOLLOWING REBUILD AFTER 12/1935
CRASH

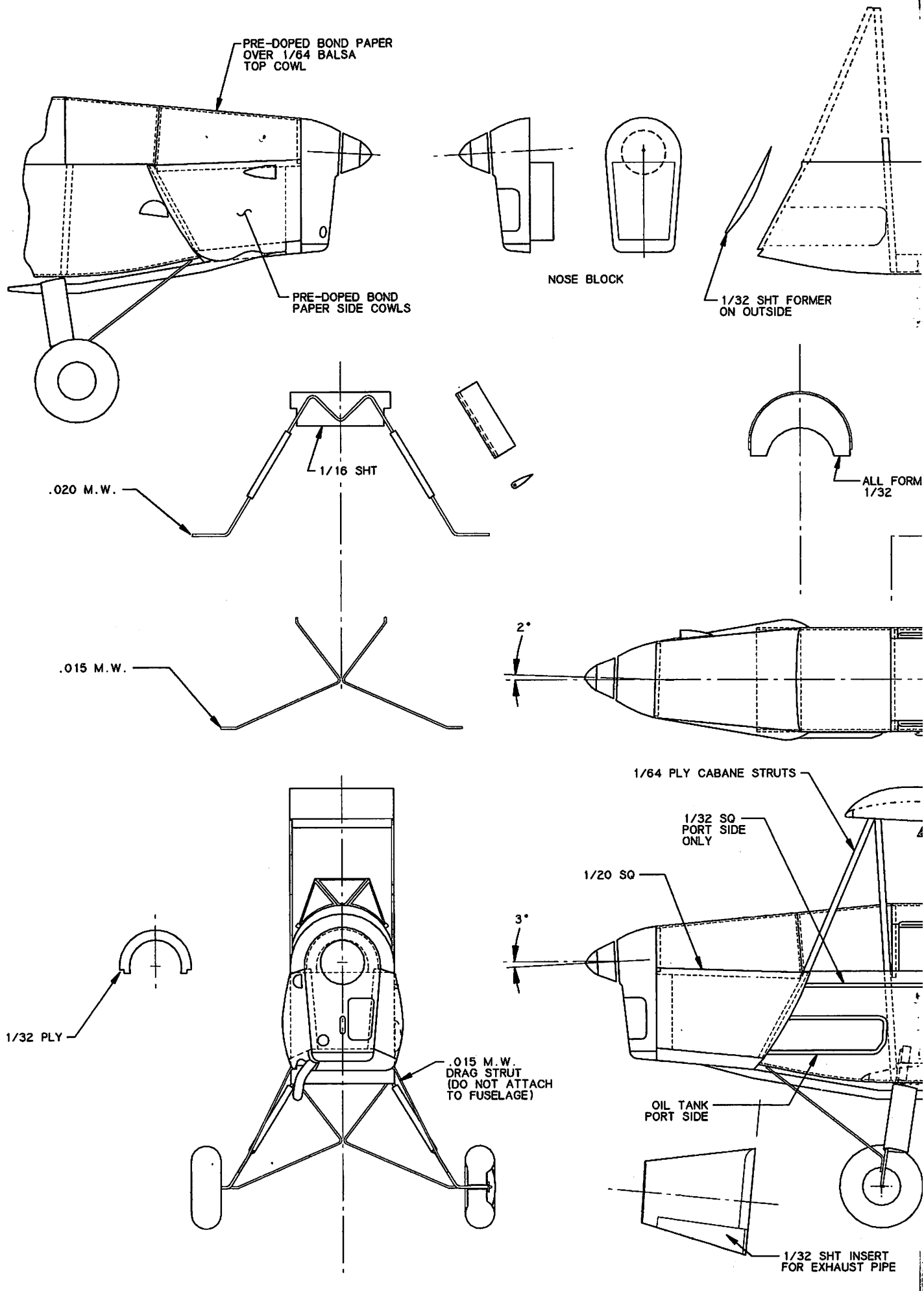


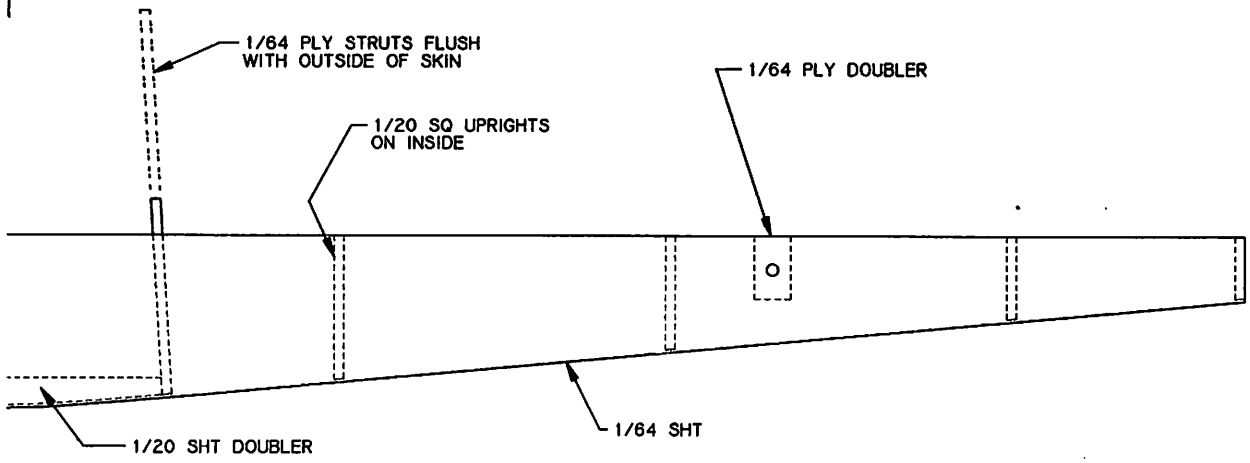
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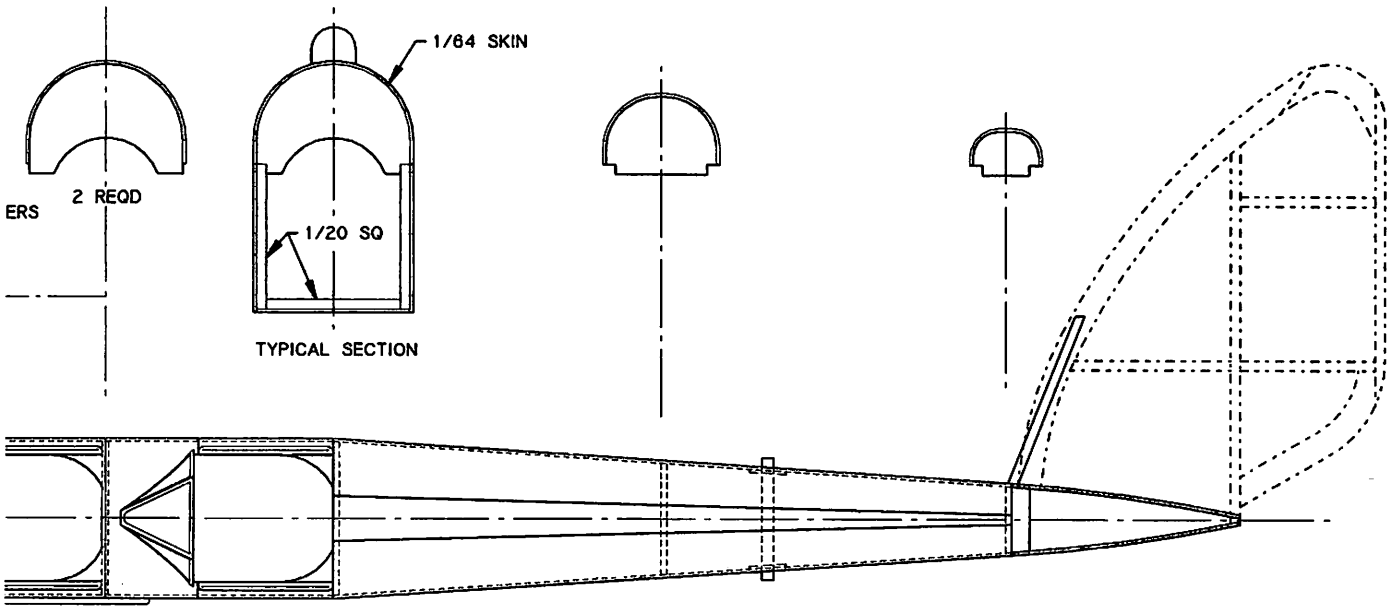
SILVER: OVERALL

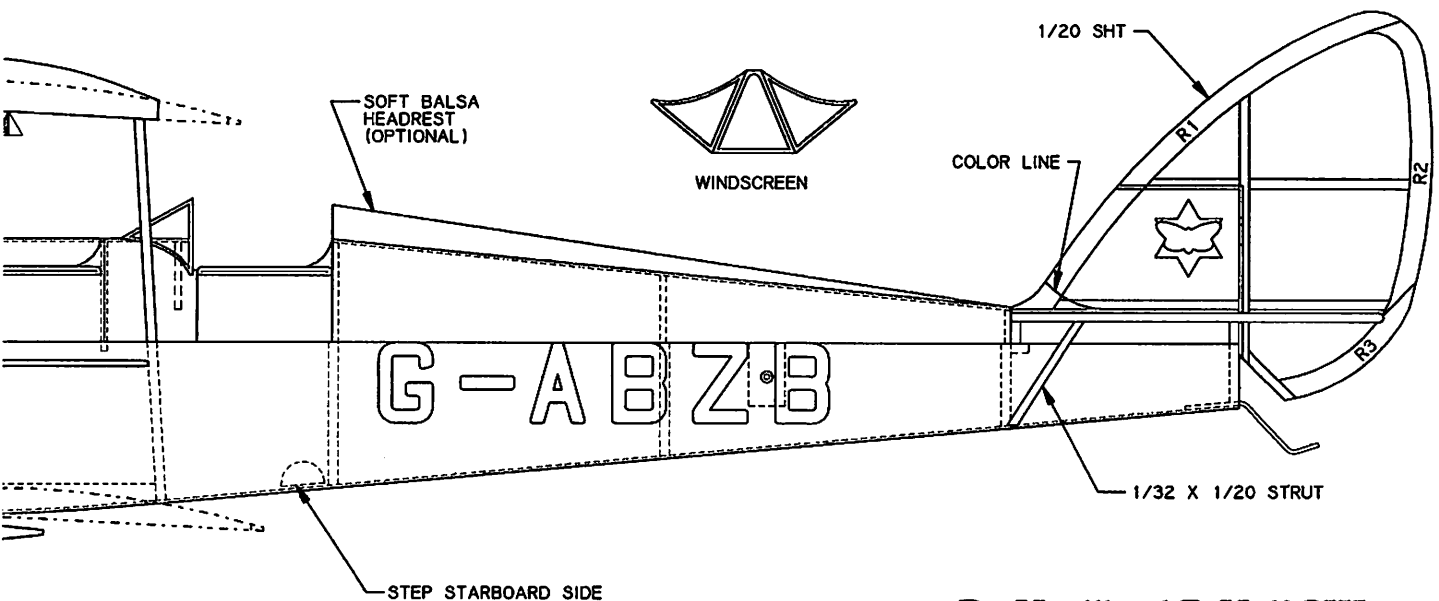
DARK GREEN: RUDDER STRIPES, REGISTRATION
AND WHEEL COVERS

REGISTRATION SIMILAR TO G-ABZB
BOTH WINGS


PRE-DOPED BOND PAPER OVER 1/64 BALSA TOP COWL
PRE-DOPED BOND PAPER SIDE COWLS
NOSE BLOCK
1/32 SHT FORMER ON OUTSIDE
1/16 SHT
.020 M.W.
ALL FORM 1/32
.015 M.W.
2°
1/64 PLY CABANE STRUTS
1/32 SQ PORT SIDE ONLY
1/20 SQ
3°
1/32 PLY
.015 M.W. DRAG STRUT (DO NOT ATTACH TO FUSELAGE)
OIL TANK PORT SIDE
1/32 SHT INSERT FOR EXHAUST PIPE





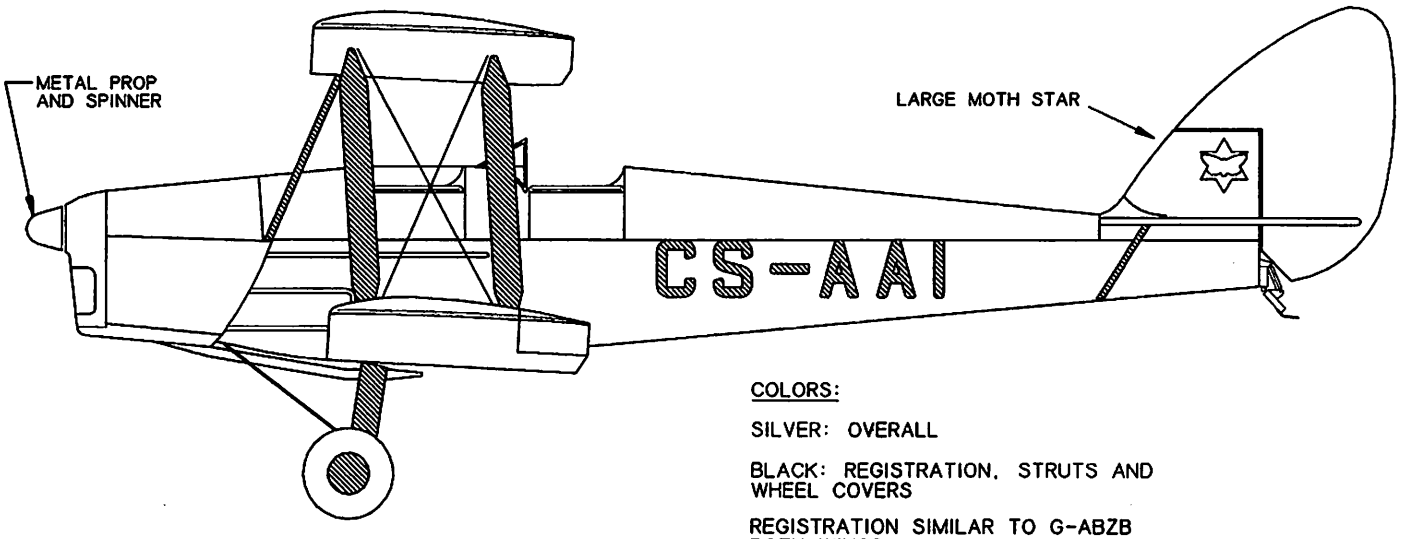


De Havilland D.H.60GIII
Moth Major

MODEL SCALE: 1/28.235

DRAWN BY: MARK F. BRAUNLICH
JAN. 1999
FOR CROSSWINDS No. 94

MOTH MAJOR CS-AAI
FLOWN BY CARLOS EDUARDO BLECK
FROM LISBON, PORTUGAL TO INDIA
19 FEBRUARY TO 5 MARCH, 1934



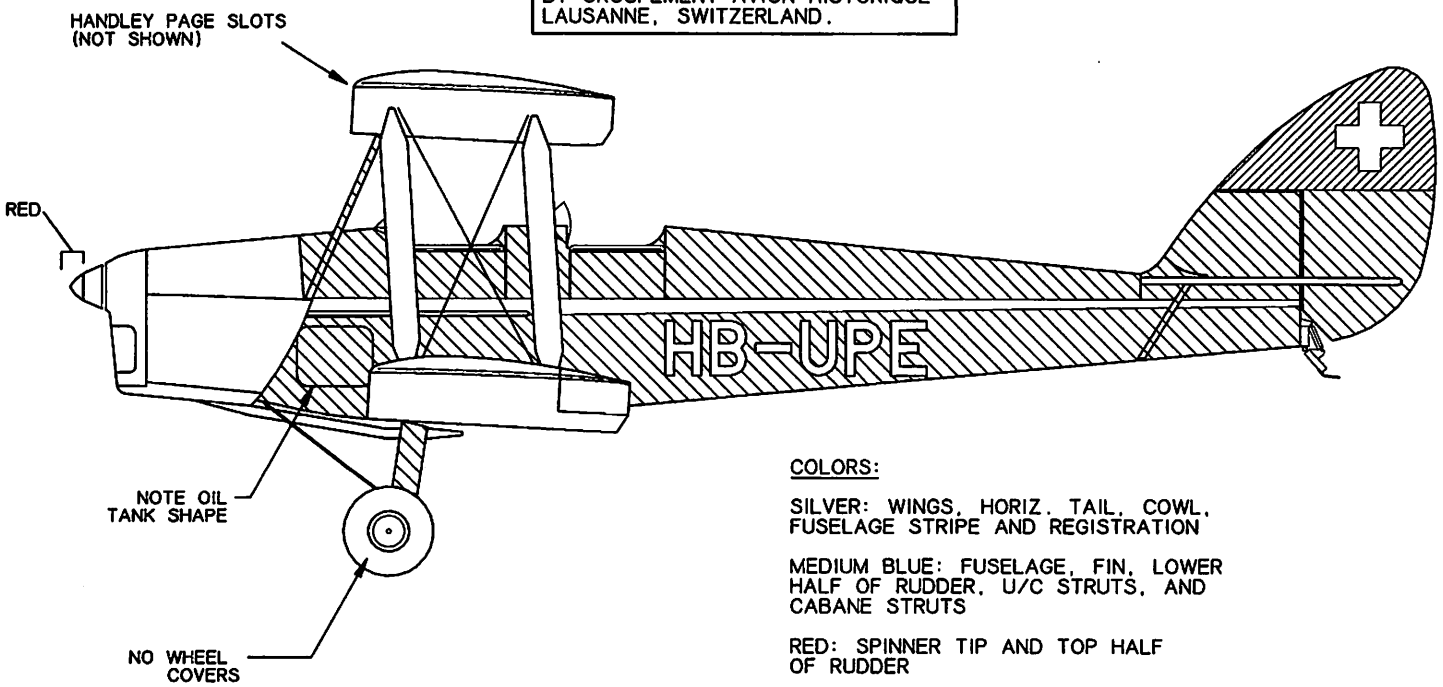
COLORS:

SILVER: OVERALL

BLACK: REGISTRATION, STRUTS AND WHEEL COVERS

REGISTRATION SIMILAR TO G-ABZB BOTH WINGS

MOTH MAJOR HB-UPE c/n 5078
ORIGINALLY CH-348
MAINTAINED IN AIRWORTHY STATE
BY GROUPEMENT AVION HISTORIQUE
LAUSANNE, SWITZERLAND.



COLORS:

SILVER: WINGS, HORIZ. TAIL, COWL, FUSELAGE STRIPE AND REGISTRATION

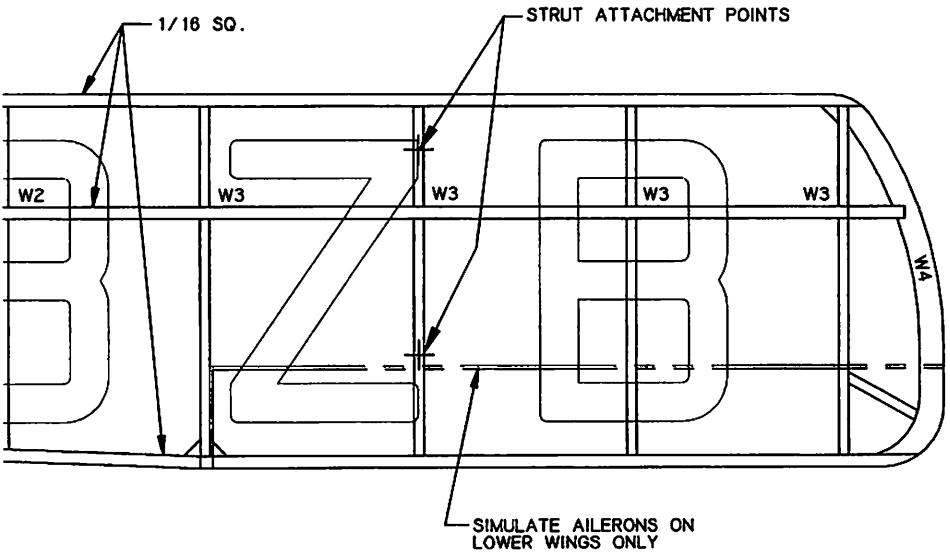
MEDIUM BLUE: FUSELAGE, FIN, LOWER HALF OF RUDDER, U/C STRUTS, AND CABANE STRUTS

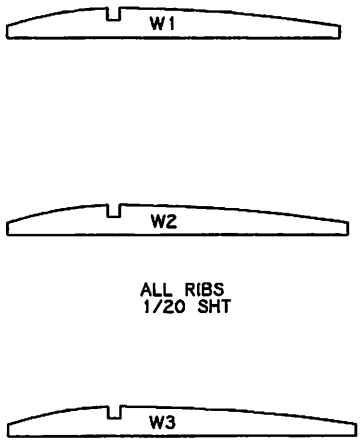
RED: SPINNER TIP AND TOP HALF OF RUDDER

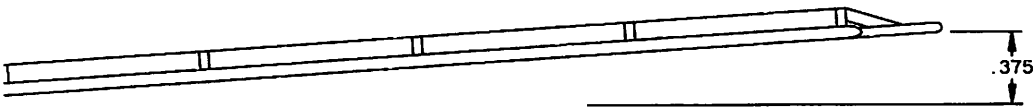
WHITE: SWISS CROSS

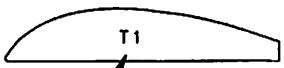
NATURAL WOOD: INTERPLANE STRUTS

NO WING REGISTRATION

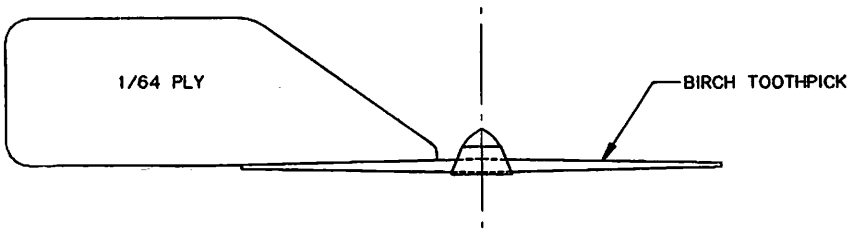


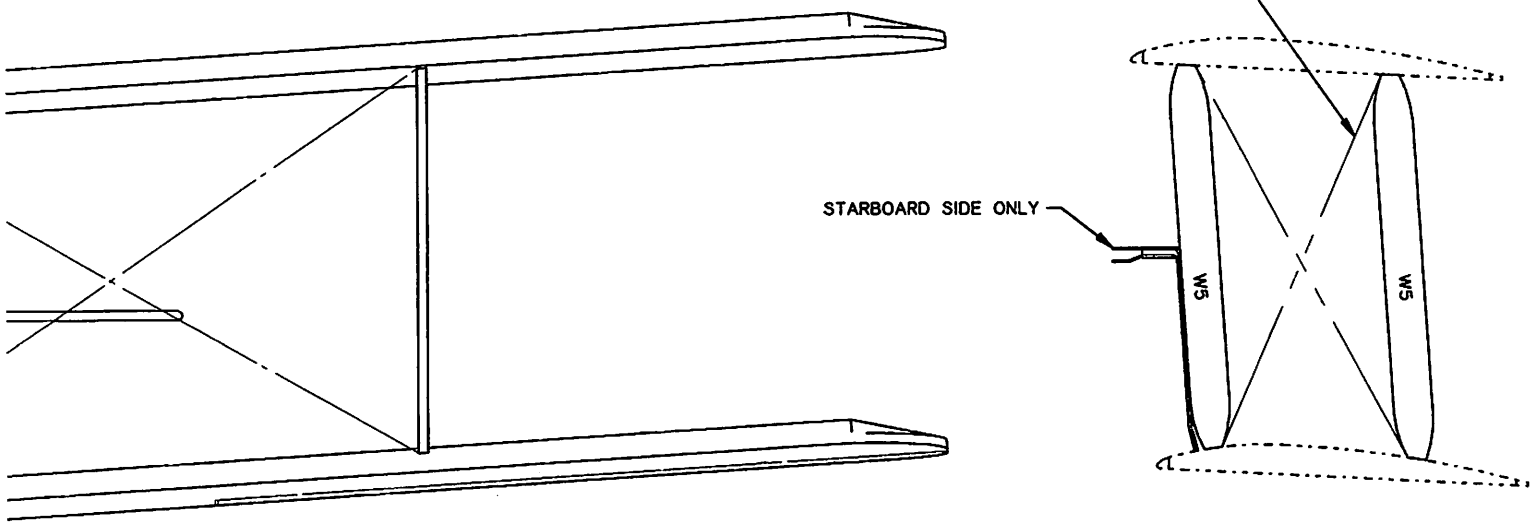






PART NUMBERS CORRESPOND TO
PECK-POLYMERS GIPSY MOTH
KIT PP-11 PRINTWOOD





De Havilland D.H.60GIII
Moth Major

MODEL SCALE: 1/28.235

DRAWN BY: MARK F. BRAUNLICH
JAN. 1999
FOR CROSSWINDS No. 94

Continued from p.5

All the various Moths have a very small spinner, a major problem for the modeler. You can of course use the plastic propeller supplied in the kit but it is almost impossible to mount anything like a scale spinner on this prop. The propeller shown on the plan is one way of making a flying propeller with a small spinner. The design is not my own but is shown and described as part of the peanut Tiger Moth plan by Hoby Clay in the 3/83 *Model Builder*. The 1/64 ply blades are soaked and then bound to a 2" diameter can at a 15° angle and "cured" in a 200°F oven for 30 minutes. Epoxy the blades to a dowel or toothpick with the leading edge of the blades blocked up 13/32" at a point 2" from the pre drilled shaft hole. Changes to propeller pitch may be achieved by holding the blades in a jet of steam for a few seconds and applying appropriate twist. Be careful not to burn yourself!

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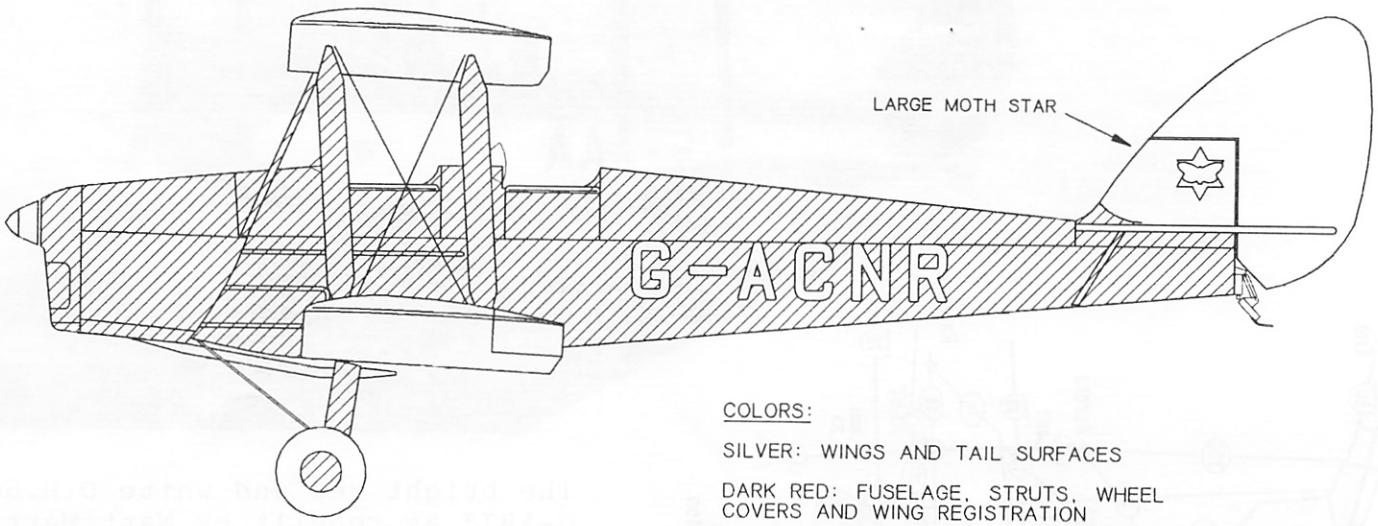
Websites: http://www.geocities.com/CapeCanaveral/Hangar/2852
http://www.ndirect.co.uk/~rt.jackson/d4.htm

WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

Photographs and color information of Ranger powered Great Lakes Trainer "*Ole Demon*" N380H, owned and stunted on West Coast by Clyde Parsons in late 1960s, for possible future *Crosswinds* model plan.

Mark Braunlich, 512 N. Randolph St., Princeton, IL 61356; (815) 879-8023
mfbraun@theramp.net

MOTH MAJOR G-ACNR
MIDLANDS AEROPLANE CLUB
CASTLE BROMWICH



COLORS:

SILVER: WINGS AND TAIL SURFACES

DARK RED: FUSELAGE, STRUTS, WHEEL COVERS AND WING REGISTRATION

WHITE: FUSELAGE REGISTRATION



REAR COCKPIT
INSTRUMENT PANEL





THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest for Free Flight model airplanes.

SUNDAY, March 28, 1999 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 is the longest of five officials (30 seconds). Two attempts equals one official.

to

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

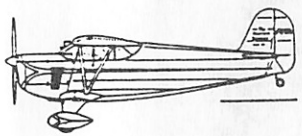
4:00 p.m. 3. *NOVICE PENNY PLANE*

4. *MINI-STICK* - - Best flight of 5 officials. 20 second minimum. 2 attempts/Flight. MINI-STICK Mass launch at 12:00 Noon.

9:30 a.m. to 4:00 p.m.

5. *SEVEN GRAM BOSTONIAN* A.M.A.Rules.
6. *JETCO R.O.G.* (J,SO) - Club Rules - prop must be 5½"max. May be cut down and have pitch altered.

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



7. *Hi-Wing Peanut* (Experimental - 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*
13. *FAC Scale*
14. *W.W.II No-Cal Combat*. Flown at 4:25 p.m.
15. *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

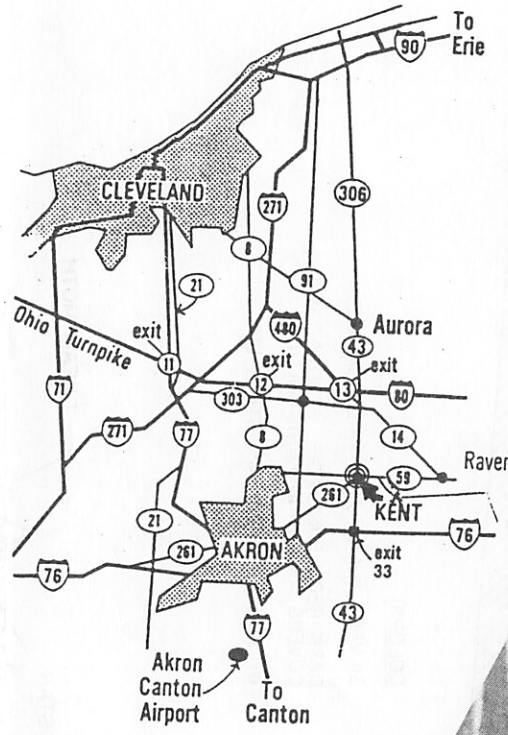
1st through 3rd - All events except mass-launch.
W.W.I Peanut and No-Cal Combat
1st place award only.
2nd place - minimum of 7 entries in the event.
2nd and 3rd place - minimum of 10 entries in the event.

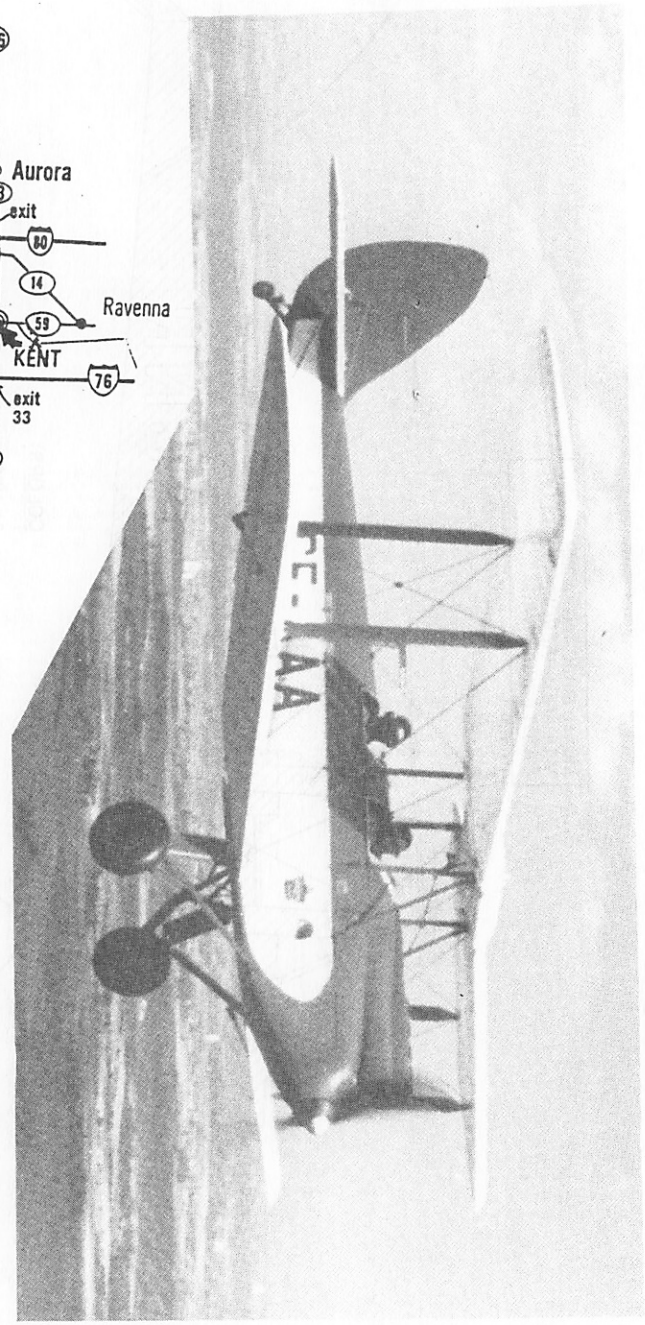
SPONSORS - *Diels Engineering, Flying Aces, Parma Hobby*

CONTEST DIRECTORS

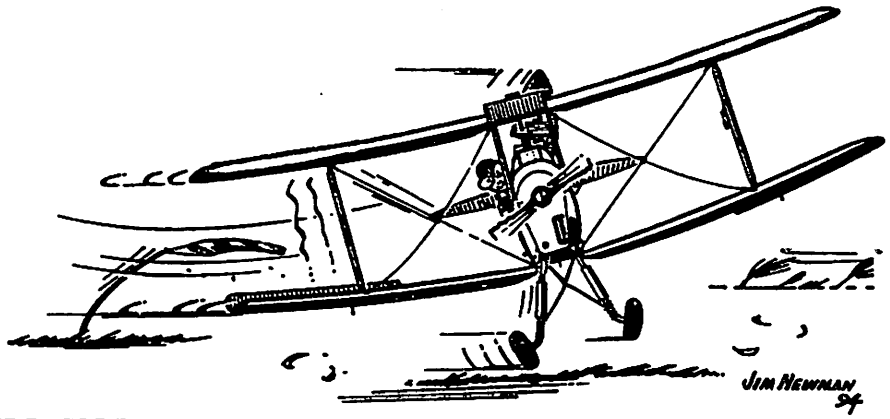
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216-524-3480

Larry Mzik
117 Sycamore Drive
Painsville, Oh 44077
440-357-7361





The bright red and white D.H.60 G G-ABJJ as rebuilt by Watt Martin of Milton, Ontario as CF-AAA is shown in Aeroplane Monthly July 1980. Views show under aileron, rudder and elevator horns the scale judge looks for on your Peck kit or CROSSWINDS D.H.60GIII.



CROSSWINDS CALENDAR

March 28	CFFS Indoor Contest at Kent State U. Field House 8am-4:30pm. Larry Mzik CD. 440/357-7361.
April 11	Glastonbury Modelers Indoor Contest at High School 8am-5pm.
April 11-17	25th Annual Sun & Fun Fly-In at Lakeland, FL.
April 24-25	Eastern U.S. Champs at Ingleside, MD.Higgs Bros. Farm.
May 1- 2	Air Racing Society Symposium at Cleveland, OH..W 150 Hol. Inn.
May 2	Cloudbusters Indoor Fling at Flint, MI Indoor Swing Dome.
Sat May 8	Erie FAC at Prangmore Field, Erie, PA . Date to be confirmed.
May 15	FAC Postal Contest ends for Ind. & Outdoor Peanuts & NO. CAL.
Sat May 22	Emp. State Indoor at Buffalo Bills Fieldhouse. CD Vet Thomas.
Sun May 30	CFFS FAC at Lorain County Com. Col. CD Russ Brown.
Sat June 5	Erie FAC at Prangmore. Rt. 91 Exit 5N. Rt.on **Millfair Rd. to field.**
June 6-19	The History Channel Great Race. Marietta, GA to Anaheim,CA. for Antique Autos and Funk airplanes. XC in hops and stops.
Sun June 13	CFFS FAC at L.C.C.C. CD Jim Hyka 216/481-6525.
Sat June 19	Dayton FAC at WPAFB McCook SQDN CD Frank Scott 937/335-3057.
June 26-27	Waco Fly-In at Mt. Vernon, OH Wynkoop Field. Date unconfirmed.
July 9-10	Taylorcraft Fly-In at Barber Field, Alliance, OH unconfirmed.
July 16-18	FAC Non-Nats at Genesee, NY. Registration in FAC Club News.
Sun July 25	CFFS FAC at L.C.C.C. CD Gordon Roberts. 216/749-4817.
Jul 28-Aug 3	47th EAA Fly-In at Oshkosh, WI. Wittman Field.
Sat Aug 7	Erie FAC at Prangmore Field. Date to be confirmed FAC Club News.
Aug 14-15	NOFFA FF Contest at AMA Muncie, IN Field.
Sun Aug 15	CFFS at L.C.C.C. CD Peter Zbasnik 1 216/476-4824.
Aug 27-28	FUNK Owners Fly-In at Coffeyville, KS.
Sept 4- 5	COFF at Muncie, IN. FF Rubber events. CD Larry Willis.

CFFS CONTEST EVENTS AT LORAIN COUNTY COM. COL.10AM-5PM. I-90 EXIT 148 TO RT 301S. ENTER AT HOAG RD. IF WIND IS FROM NORTH: OTHERWISE AT L.C.C.C.

1. FAC PEANUT SCALE, FULL FAC POINTS.
2. PEANUT HI-WING CABIN EXPERIMENTAL.
3. PEANUT HI-WING CABIN PRODUCTION.
4. DIME SCALE
5. COMET & GOLDEN AGE RUBBER SCALE.
6. FAC RUBBER SCALE
7. FAC JUMBO RUBBER SCALE.
8. PIONEER THRU 1914 RUBBER SCALE
9. No. CAL. PROFILE SCALE.
10. FAC CO_2 & ELECT. POWER SCALE.
11. O.T. REPLICA CO_2 & ELECT. PREC.
12. EMBRYO ENDURANCE (J)(S)(O).
13. JR. FUSELAGE RUBBER.(JR.)
14. JR. STICK RUBBER (JR).
15. HAND LAUNCH GLIDER $1 ENTRY POT.
16. HAND CATAPULT GLIDER 6" STK. $1 .
17. FAC O.T. RUB. 36" MAX. $1 POT PRIZE.
18. FAC O.T. STICK, 36" MAX. $1 POT.
19. JIMMIE ALLEN BEST 3 OF 6, 120 MAX.
20. WWI PEANUT BIPE. MASS L. AT 11·00
21. WW I FAC DOGFIGHT M. L. AT 11:30
22. WW II No. CAL ONE M.L. AT 12·00
23. FUNK & WACO ONE MASS L. AT 12·30
24. PRE WW II BENDIX M. L. AT 1:00
25. GREVE RACE/ INLINE ENG. AT 1:30
26. THOMPSON TROPHY /RADIALS AT 2:00
27. GOODYEAR ,F 1 /13" ONE L AT 3:00
28. WW II PEANUT MASS LAUNCH AT 3:30
29. WW II FAC COMBAT M.L. AT 4:00
    NO RUBBER WEIGHT LIMIT.

BRING DIME SCALE, OLD TIMER, AND JIMMIE ALLEN PLANS FOR CONSTRUCTION CHECK.

SUN. MAY 30 CFFS AT LCCC 10AM-5PM. CD RUSS BROWN 216/382-4821.

SUN JUN 13 CFFS AT LCCC. CD JIM HYKA 216/481-6525; INFO: RUSS BROWN

SUN JUL 25 CFFS AT LCCC. CD GORDON ROBERTS 216/749-4817 10AM-5PM.

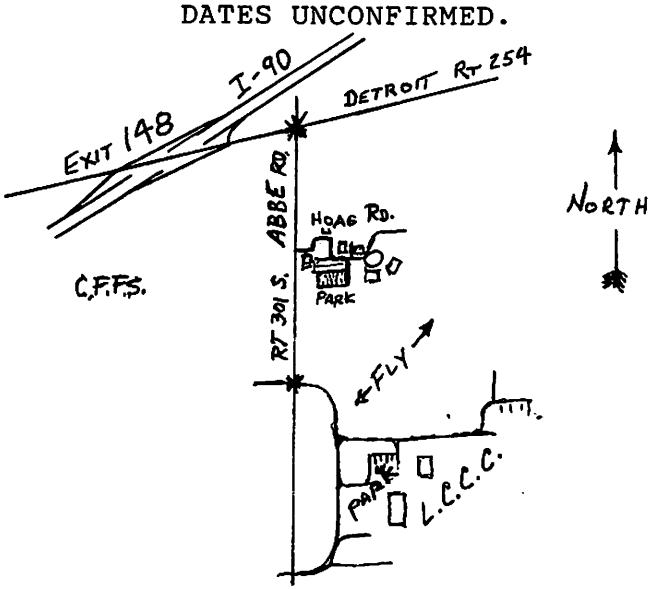
SUN AUG 15 CFFS AT LCCC. CD PETER ZBASNIK.216/741-7478. INFO: RUSS BROWN.

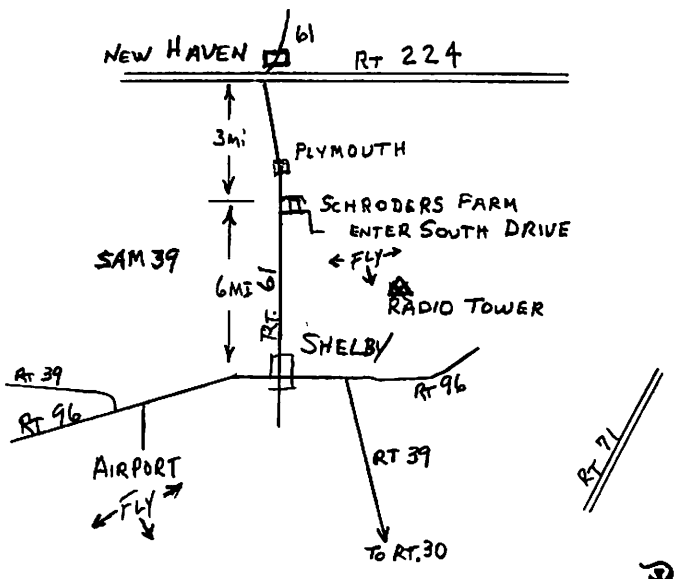
SUN SEPT 12 CFFS AT LCCC. CD RUSS BROWN & JIM HYKA. 10AM-5PM.

SUN OCT 3 CFFS AT LCCC. CD GORDON ROBERTS & PETER ZBASNIK.

ERIE FAC SATURDAY DATES AT PRANGMORE FIELD ARE TO BE MAY 8, JUNE 5 AUG 7, SEPT 25, AND OCT 9. RT. 91 EXIT 5 NORTH TO MILLFAIR RD. RT. TO FIELD.

SAM 39 OLD TIMERS FLY 1ST WED. OF MONTH AT SHELBY AIRPORT, RT.96, AND A 3RD, 4TH, OR 5TH WED. AT SCHROEDERS FARM AT RT. 61 (314), 6 MI N. FROM SHELBY, OH; OR 3 MI. SOUTH OF NEW HAVEN AT RT. 224 & 61. DATES UNCONFIRMED.













De Havilland

D.H. 60 GIII Moth

Gipsy III engine
Woburn Abbey
August 16, 1998

Owned by
R. Earl &
B. Morris

Photos
by
Mark F.
Braunlich



