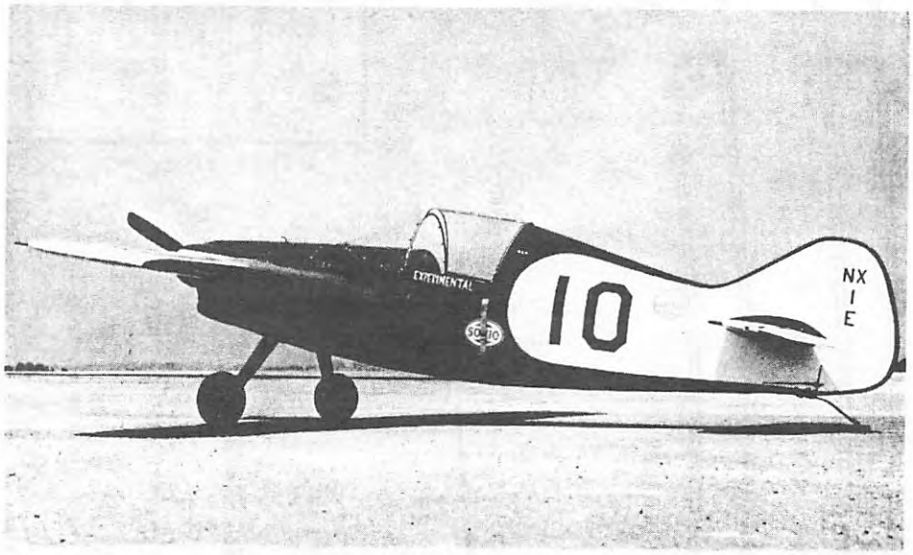
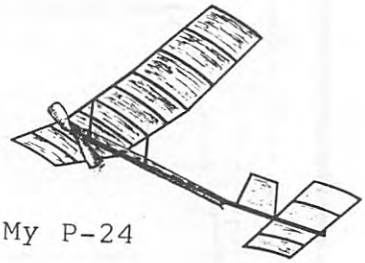
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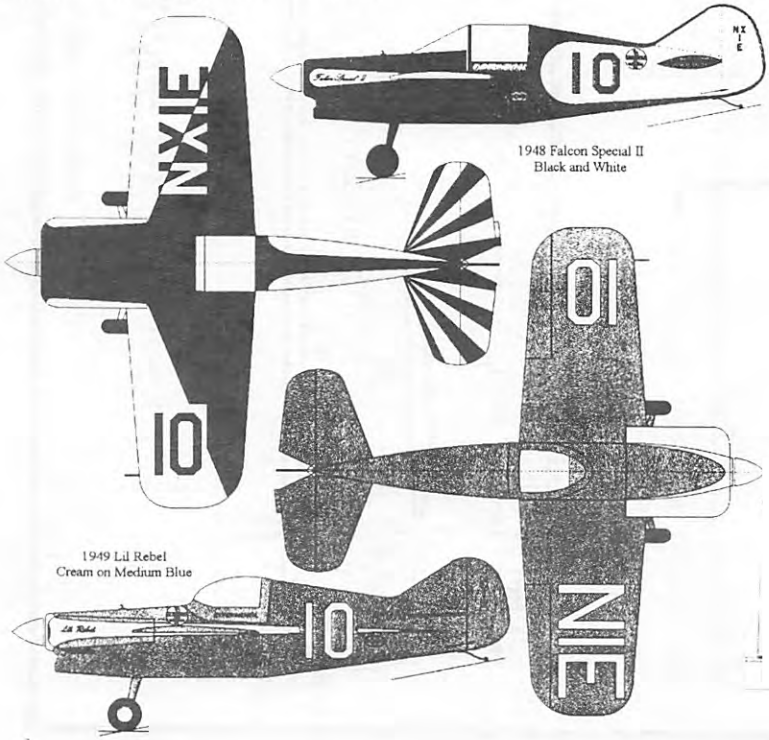
M. L. LeFevers qualified black and white Falcon Special II Lil Rebel 10th in field of 32 midgets to earn start in 1948 Goodyear finals, finished 8th and last after No. 42 and 67 dropped out. Lil Rebel raced for several years. *Warren M. Bodie*

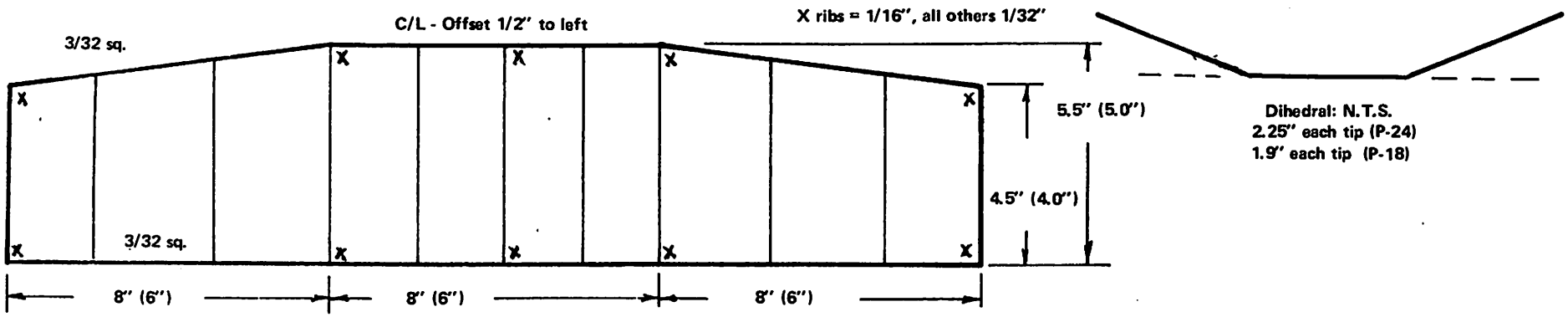
CLEVELAND FREE FLIGHT SOCIETY

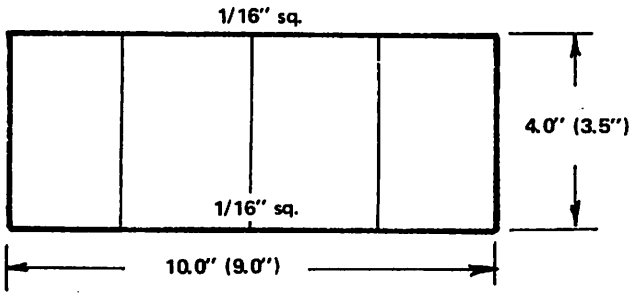


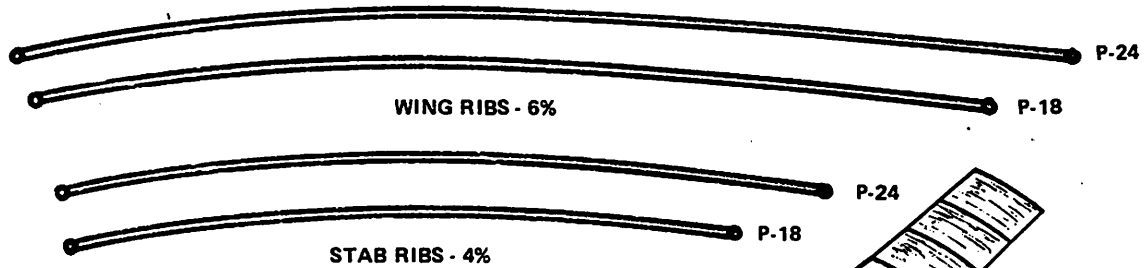
My P-24

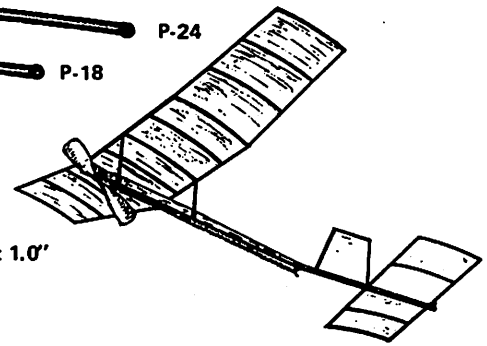
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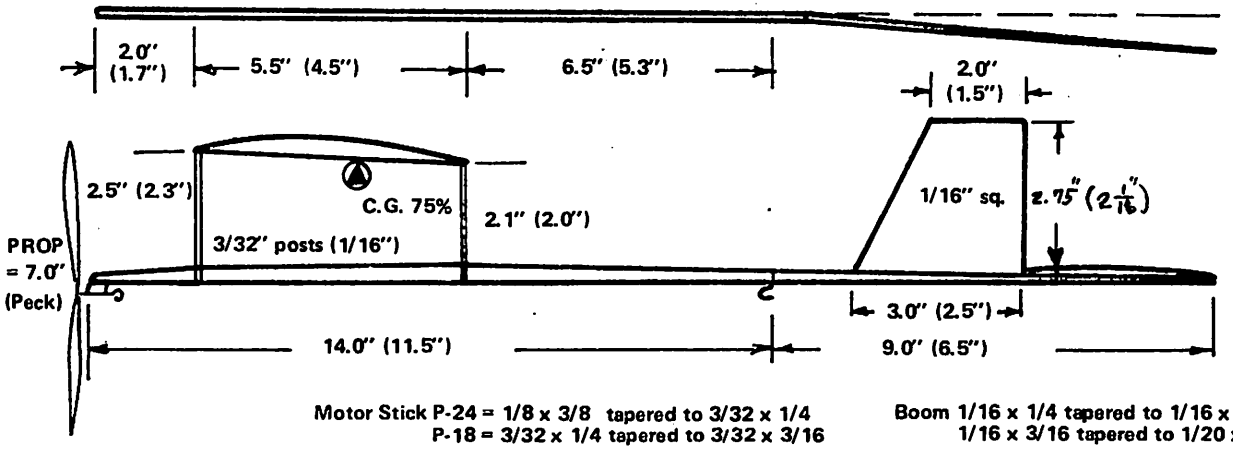












Motor Stick P-24 = 1/8 x 3/8 tapered to 3/32 x 1/4
P-18 = 3/32 x 1/4 tapered to 3/32 x 3/16

Boom 1/16 x 1/4 tapered to 1/16 x 1/8 (P-24)
1/16 x 3/16 tapered to 1/20 x 3/32 (P-18)

Power: P-24 = .09 FAI - 24" loop P-18 = .08 FAI - 18" loop.

MY P-24 or P-18
by Bob Stalick
Proposed Beginners
Indoor Duration Event
1/4" Scale - (P-24)
Japanese Tissue Covering
Left Power Pattern
Weight (original): 8 grams
without motor.

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

EDITORIAL COMMENT

ISSUE NO. 95

This last winter CFFS members Vern Hacker, Steve Griebling and myself became involved with the 1999 Science Olympiad, specifically the event for *Propeller Propulsion.* This proved to be a most worthwhile and interesting activity. "Doc" Hacker mentored ten students from Chardon Middle School, Steve Griebling worked at the Senior High level with students from Stow, and for the second year, I mentored seventh grader David Lozar from Brecksville Middle School. We all witnessed a spirited group of young people and were very happy to donate our time and experience to help these students with their Science Olympiad modeling projects. Because of this, I am including in this issue some guidelines for preparing students and their models for this activity. My observations are based on actual experiences that occurred along the way to the Ohio State Finals that was held at Ohio State University on April 17, 1999.

Also in this issue, we will again feature an outstanding model by George Bredehoft. George has designed the Falcon Special II (1948), aka the Lil' Rebel (1949). Full size plan is included for your building pleasure. FAC Goodyear has become a popular mass launch event and these models really fly. The prototype model won both FAC Peanut Scale and the Goodyear events at our May Contest, took a second in the Goodyear Event in June as well as a first at a recent contest in Flint, MI.

By the time **CW95** is published our outdoor flying and contest season will be over. Our first three contests at LCCC were well attended and at the June Contest many good flights were put up and several models were lost. Especially spirited was the Greve Race with ten models flying. The July Contest featured some very hot weather and a strong west wind. Fortunately this is away from the highway and there was some good flying. George Bredehoft flew his new Jumbo Scale FW189. This is a twin and he had one flight of 66 seconds. After the July Contest we all were guests of Del & Clara Balunek for an outdoor dinner at their home. Many thanks to them for their hospitality.

Clubsters who attended the non NATS at Geneseo were Steve Griebling, Vern Neff, Dan Kane, Dennis Norman, George and Jack Bredehoft, and Lundy Goesling. Steve placed first in Hi-wing Peanut, took second in OT Rubber and placed third Peanut Scale. Dan Kane was first in No-Cal Scale. Jack Bredehoft won Jr. E.E.

CFFS would like to welcome to our club ten new members. They are Alvin Brown Jr. (Akron), Dan Kane (Mt. Gilead), George Klenkar (Parma), Al Mitro (Parma), Dave Narance (Galion), Geoffrey Phillips (Garfield Hts), Herb Schubert (Lorain), Gary Ruschak (Middleburg Hts.) Rich Samuel (Aurora),and Francis Zink (Wadsworth). We will prepare an up to date roster for the Millennium year.

Club member Lad Plachy is recovering from an operation for a blocked heart artery. He had successful surgery on May 22 and returned home on May 31st. Lad is looking forward to his 88th Birthday in August.

The Kent State University Fieldhouse will again be the site for the CFFS Annual Contest. The date is Sunday, April 16, 2000. The schedule of events will remain basically the same and we will again encourage participation by Junior modelers.

Michael C. Zand

CROSSWINDS readers with the dreaded RED X at issue renewal codes 95 or lower can avoid the chop to address label by sending $ 12 to Russ Brown at 4909 N. Sedgewick, Lyndhurst,OH 44124. Thank you.

SCIENCE OLYMPIAD

PROPELLER PROPULSION

DESCRIPTION: Participants will construct and test up to two rubber (band) motor-powered, propeller-driven airplanes in advance of the tournament. The flight time of each airplane will be measured and recorded. The team with the highest score as describe below will win. The event should occur inside and the room dimensions (approximate length, width and ceiling height) should be made available to teams in advance of the competition.

NUMBER OF PARTICIPANTS: 1 or 2 APPROXIMATE TIME: 10 minutes

CONSTRUCTION SPECIFICATIONS: A rubber motor-powered, propeller-driven airplane may be constructed from **published plan(s),** commercial kit and/or a student's design as long as the following specifications are satisfied:

1. total mass **of airplane without rubber motor to be** 10 grams **or more; rubber motors will be massed separately and may not have a mass of more than 3 grams**
2. **maximum** wing span **of 60 cm,**
3. use a **single** two blade **commercially molded** (one piece) plastic propeller **with a maximum diameter of 17 cm** (longer propellers may be trimmed to meet this specification. Trimming is also permitted to balance and/or reduce the weight of propeller.)
4. powered by a single loop rubber motor **(which may include one knot)** with a relaxed length ≤ **30 cm** (as measured when rubber motor is hung vertically from a small diameter nail or hook--**if loop has a knot, it should be placed on nail or hook for measurement)**
5. constructed only from wood, paper, glue and clay used for trimming/ballast except for propeller bearing, landing gear system, rubber motor attachment points, **rubber bands to attach wing assemblies to fuselage** tape used to attach control surfaces.
6. the team name must be displayed on the airplane so that it can be easily identified. Airplanes may be decorated with ink (such as from felt markers).

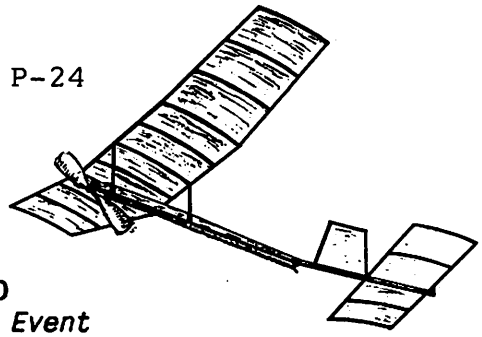
COMPETITION:

1. The airplanes will be impounded until **completion of the tournament.** Prior to impounding, a one (1) hour period will be made available to the participants to trim and inspect their planes for compliance with specifications. **Multiple airplanes may test fly at once. Inspection station(s) will be made available to students during this period for checking their planes. It is recommended that the station(s) be staffed by official(s) to assist students.** The participant may also impound an envelope with the airplane that contains spare propellers and rubber motors (that **meet specifications**) for use during the competition. The envelope must have the team name on it. The participant may bring and use a lubricant on the rubber motor if desired. The use of any type of winder is recommended. However, electricity may not be available at some sites. **For easier handling of fully wound motors, rubber o-rings may be placed on the rubber motor prior to winding and used to attach the motor to the airplane and propeller drive shaft. The mass of the o-rings will be included in the total mass of the motor but will not be included in the length measurement.** No launching devices are permitted other than the participants arms & hands.
2. The flight area will be designated by the event supervisor and all flights must initiate from any location within this area.
3. **Teams will be given approximately 7 minutes to prepare for official flights in the holding area: 3 mins. final flight trim, 1 min. for final inspection an 3 mins. to wind motors followed immediately by 5 minutes to launch up to a maximum of two flights.** The event supervisor will measure and record the time aloft in seconds (rounded off to nearest tenths second) for each flight.
4. Timing will stop when the airplane is no longer aloft, i.e. hitting the floor, resting in/on a rafter, on a bleacher, etc. Ricocheting off a wall or obstacles does not stop timing. Sliding or bouncing along the floor is not aloft. Participants will be permitted to make adjustments to the airplane, however, time for such adjustments will be part of the five minute flight period. **Any flight begun within the five minute period will be permitted to complete its flight, even if the flight extends beyond the five minute period.** Flights having the longest time aloft will be used for the score.
5. Event Directors are urged to minimize the effects of environmental factors such as air currents due to open door(s), fans, etc.

SCORING: The winner is the team with the best time aloft for either flight measured to the nearest tenth of a second. Ties will be broken by the best average time aloft for the two flights.

THIS EVENT IS SPONSORED BY MIDWEST PRODUCTS CO.

My P-24



SCIENCE OLYMPIAD
Propeller Propulsion Event

The Science Olympiad began as the brainchild of Gerald Tutz, Ed.Phd. The activity is devoted to the improvement of the quality of Science Education and increasing student interest by fostering creative problem solving. Dr. Tutz realized that our country needs scientists, engineers and physicists and with the Science Olympiad activity he hoped to spark interest among our secondary school students. This competition is sanctioned by the National Association of Science Educators and in Ohio, is sponsored by the Ohio State University. Further information is available at the following site:

http://www.macomb.k12.mi.us/science/olympiad.htm

Students are organized by their respective science teachers and represent their schools. This is an extracurricular team competition. Initially there is an invitational meet where the students test there projects and the best performers on each team are chosen to compete in a regional contest. The best teams from each regional activity then compete in the state competition. Winning teams from the state competition then may compete in a National Science Olympiad. The events include Propeller Propulsion, Naked Egg Drop, Battery Buggy, Mystery Architecture, Bottle Rockets and other science related activities totaling twenty three separate categories. Every event deals with practical problem solving and the students are encouraged to be creative and to seek help from experts. This is the area that CFFS members played a role this last school year.

The following suggestions are based on observation and personal experience with *Propeller Propulsion* type models.

1. Keep in mind that this is a kid's event and guide them in the building and test flying process.
2. Study the rules (they can change from year to year) and choose a model that will be as close to the minimum weight as possible .(1999 rules= 10 grams without motor)
3. Use the maximum wingspan of 60 cm. (23½") Make the wing mount movable to simplify trimming the model.
4. Trim the required plastic prop to 17 cm (6½") and shave it to weigh about 2¼ grams.
5. Use the lightest tissue available. *Gampi* is good and can be pre shrunk on a frame. If you want color for artistic reasons, then dye the tissue on the frame as part of the shrinking process. Be careful doing this. It is wise to drill draining holes in the frame to keep the tissue from tearing when removing it from the dye.
6. Make sure the prop bearing is secure.
7. Experiment with different batches of rubber. The 30 cm loop of rubber cannot weigh more than three grams. The width will fall somewhere between 3/32 and 1/8" probably around .1080.
8. Find a suitable test flying site. Seek out the school gym. Usually the school science teacher can take care of this.

The plan of the P-24 appeared in the May 85 *Model Builder*. A modified version of this airplane placed third in the OHIO STATE Science Olympiad *Propeller Propulsion* event. Check with the indoor specialists for similar designs. Don Slusarczyk designed a model that was built and flown by Ben Clouser, (Doc Hacker's prodigy) and this airplane placed first at OHIO STATE.

I hope this information is helpful. Enjoy the activity. Its great to work with the kids.

The My P-24 (P-18)

This is the design that represents the P-24 rules flown here in the N.W. Most of the models in this class have the appearance of large PennyPlane models. Although our rules have no weight restrictions, the plastic propeller tends to even out the minor weight differences that occur from model to model. One or two tips about building P-24 are in order: 1) The Peck seven-inch propeller has a shaft hole larger than 1/32 diameter. Consequently, the prop tends to be a bit wobbly. I suggest that the prop hole be drilled out to 1/16 diameter and a short length of aluminum 1/32 I.D. tubing be installed in the hole. 2) The wingposts may be glued directly onto the fuselage, but with the size of this model, it would be better to make the wing removable. To do this, use the standard tissue tube method as per PennyPlane and EZB.

All other construction features are straightforward. I built mine with Hot Stuff and Ambroid. The covering is white Japanese tissue adhered using nitrate dope... just like an outdoor model. Initial power was 1/16 FAI rubber about 18 inches long. It wasn't enough power. I now use an 18 inch length of 3/32 FAI, and the flights are easily and regularly in the three-minute range. Flight pattern is a tight left climb all the way to the ceiling. Although the design is straightforward, much room for experimentation still exists...for example, how would it fly with a Peck 9-1/2-inch prop?

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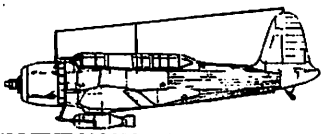
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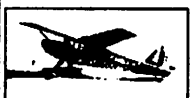


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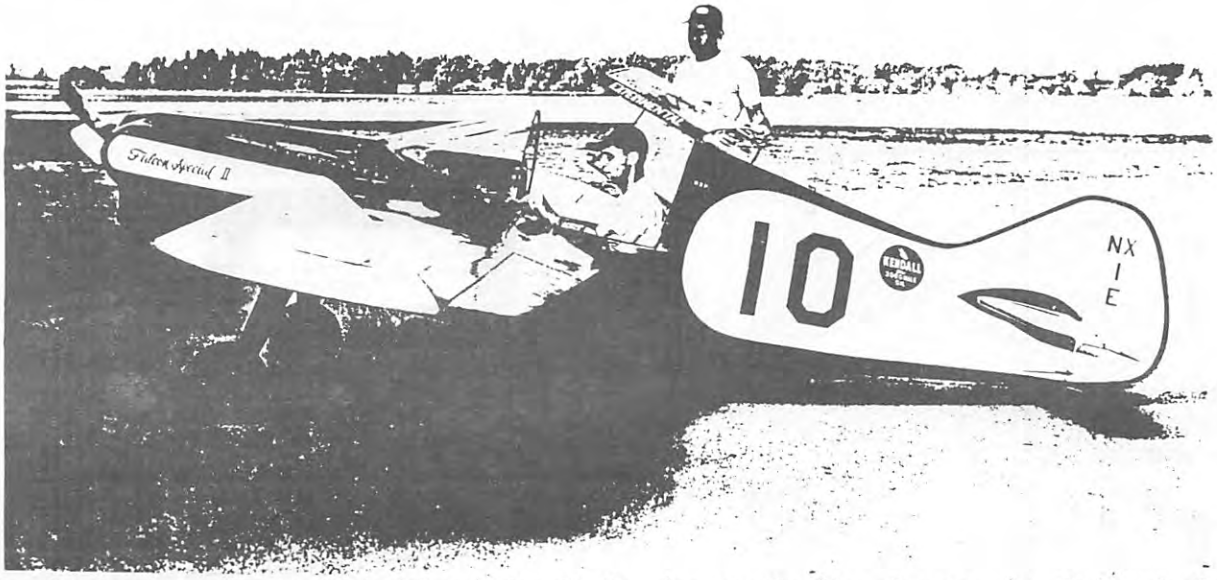
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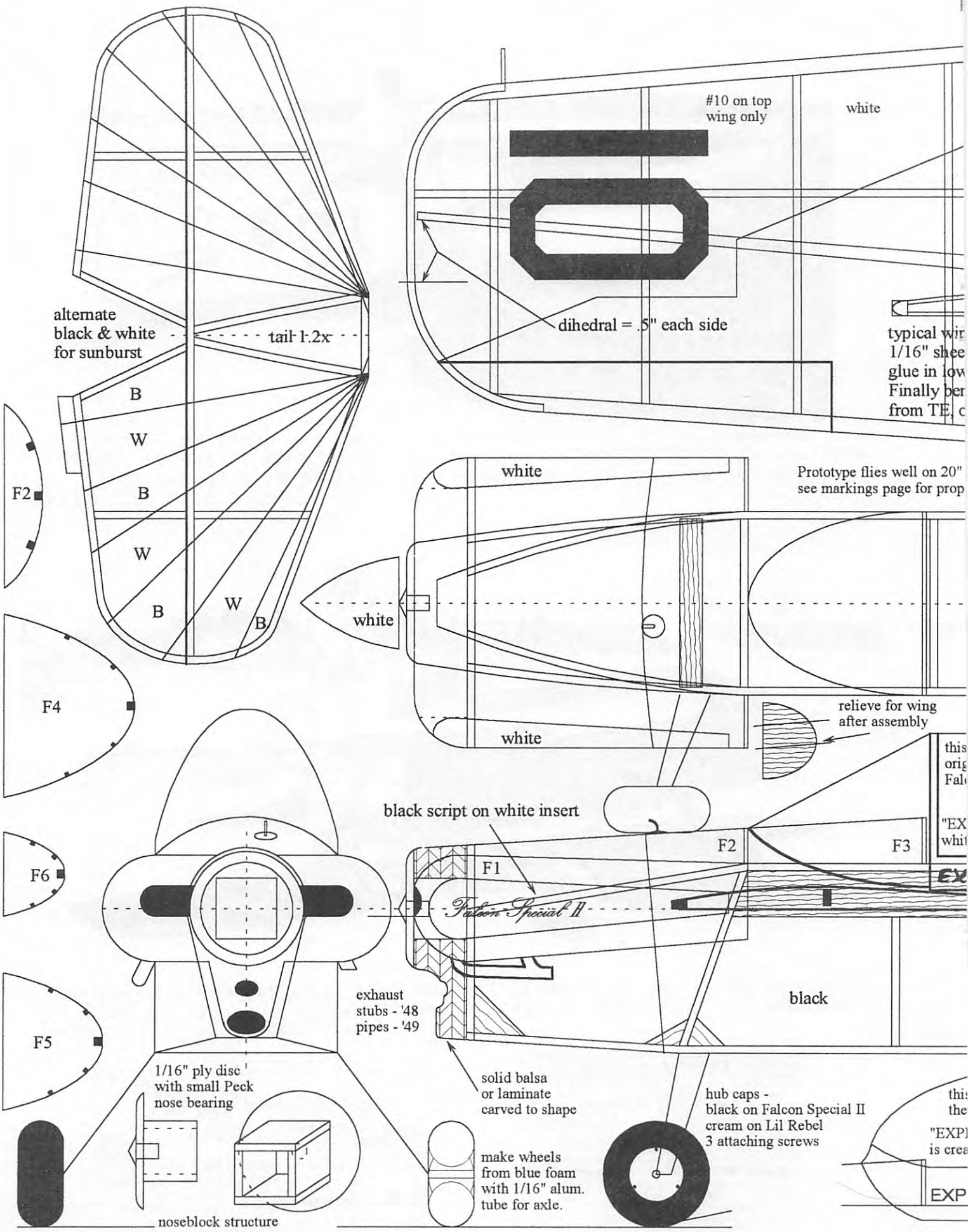
W.L. LeFevers Jr. of Reidsville,N.C. in cockpit. Owner is Robert S. Hopkins. White EXPERIMENTAL on canopy is neatly hand painted. SOHIO decal is not on yet. Fin and rudder profile has flat top at hinge.
Robert S. Hirsch file.

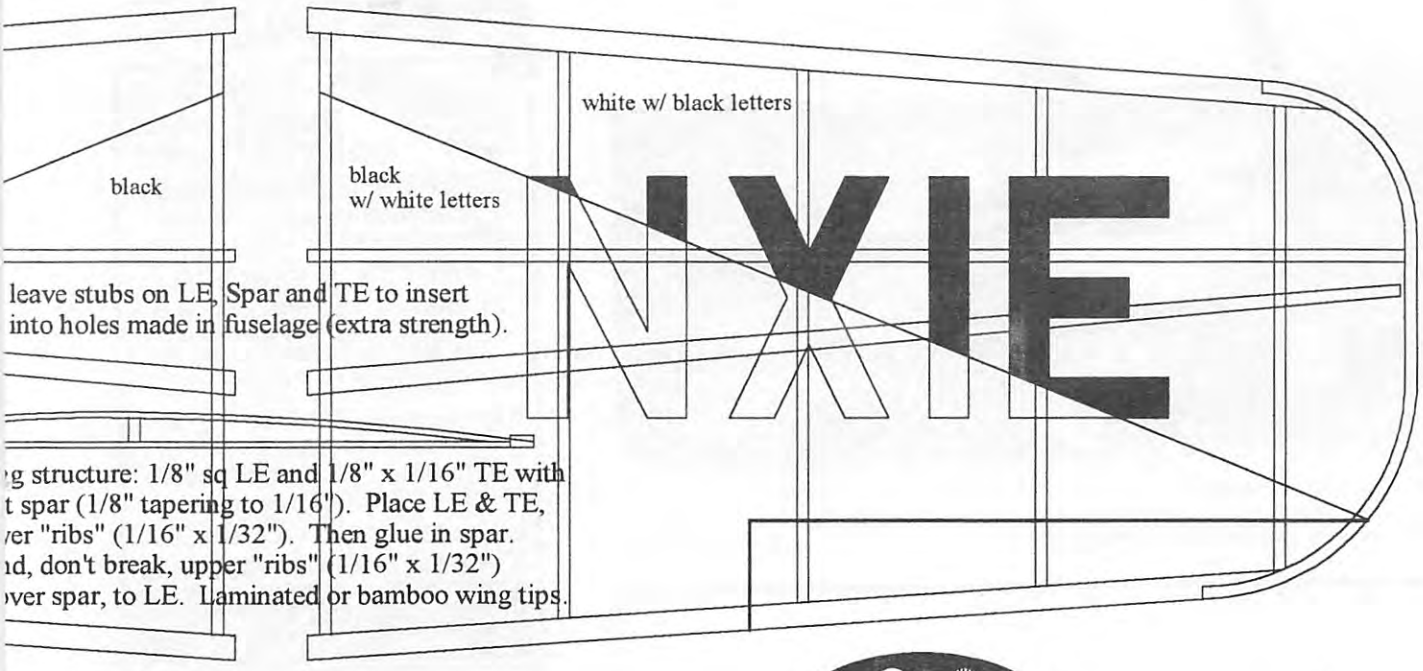


Low view of Falcon Special II locates NXIE letters on black-white divide line. Underside of right wing is without a number 10 in 1948.
Robert S. Hirsch file.

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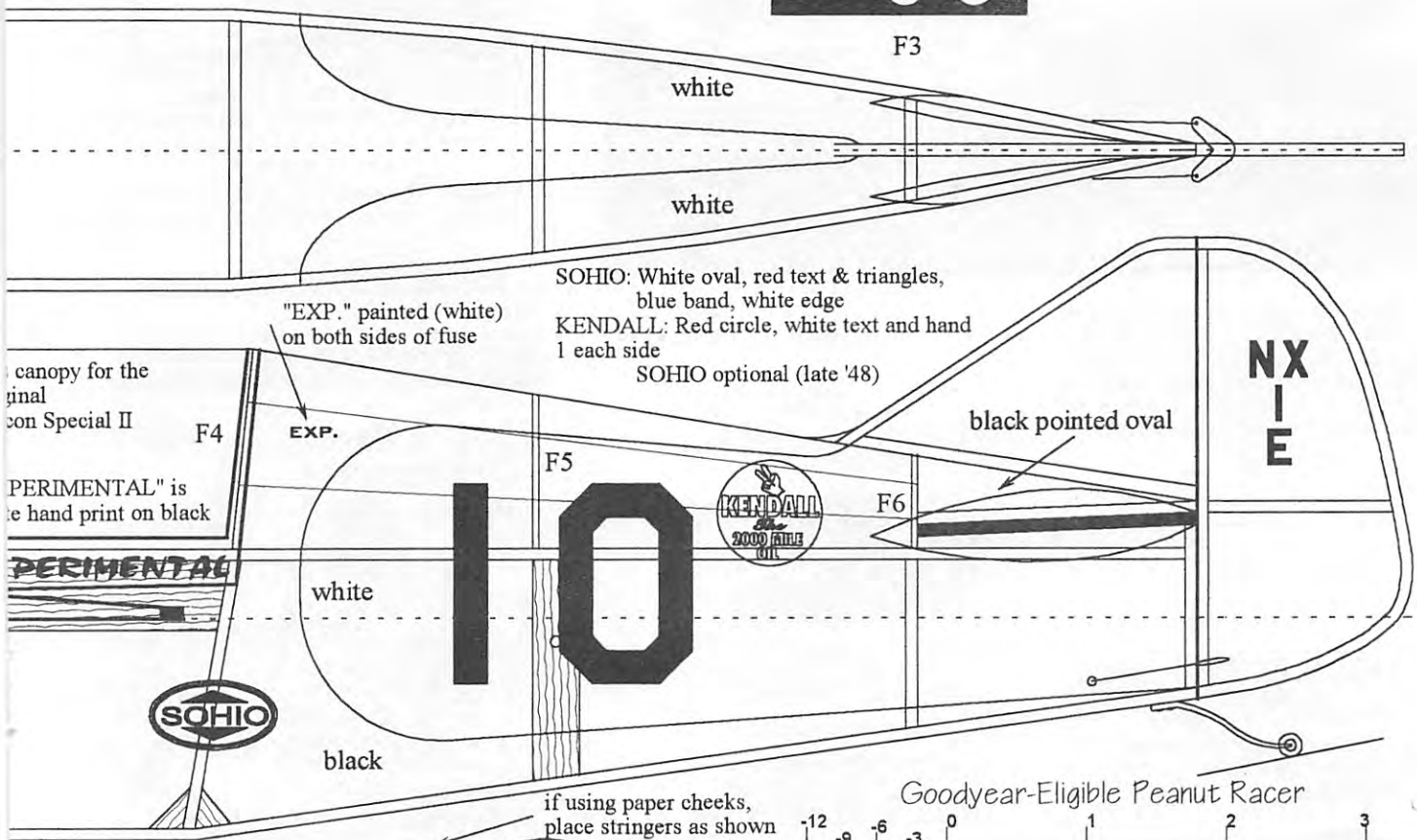

#10 on top wing only
white
dihedral = .5" each side
typical wir
1/16" shee
glue in low
Finally ber
from TE, c
alternate black & white for sunburst
tail 1.2x
B
W
B
W
B
W
B
F2
F4
F6
F5
white
white
white
Prototype flies well on 20"
see markings page for prop
relieve for wing after assembly
this
orig
Fal
"EX
whit
black script on white insert
F1
F2
F3
Falcon Special II
black
exhaust stubs - '48 pipes - '49
solid balsa or laminate carved to shape
hub caps - black on Falcon Special II cream on Lil Rebel 3 attaching screws
1/16" ply disc with small Peck nose bearing
make wheels from blue foam with 1/16" alum. tube for axle.
noseblock structure
this
the
"EXP
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EXP

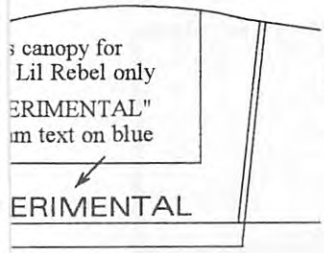


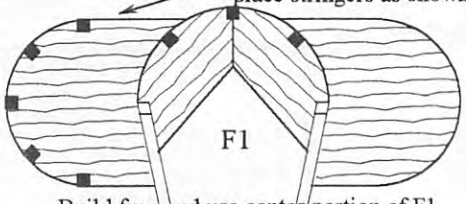
loop 3/32" and a 5" prop
layout



F3

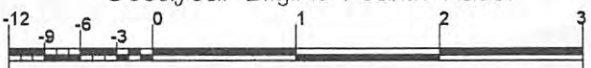






Build fuse and use center portion of F1. Cover top cowl back to F3 with bond paper or THIN balsa. Then place cheek formers on F1 and at F3 and cover with paper or fill with hollow balsa block.

Goodyear-Eligible Peanut Racer



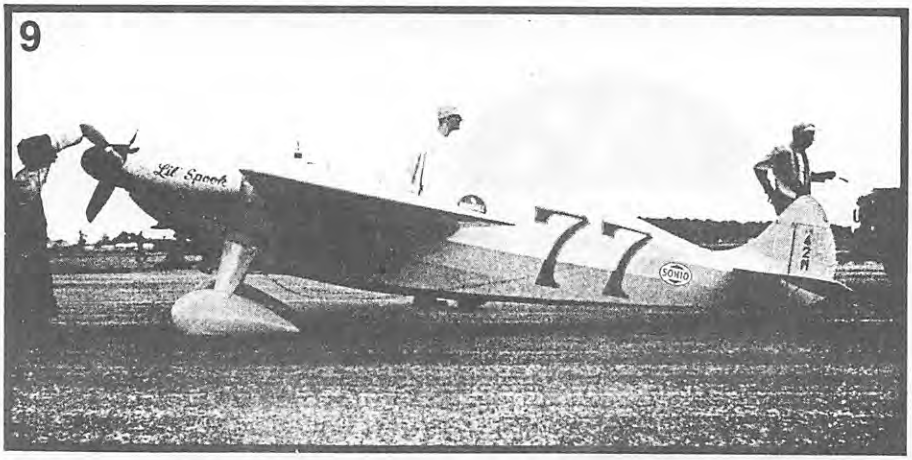
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Clean and well-proportioned Lil' Spook, No. 77 N42M, flown by Steve Beville, above, turned in a disappointing 143.3 mph to qualify 20th in 1949 Goodyear. Steve cut two pylons in a heat race, finished 7th in consolation. *Robert B. Downey*



9. The Beville "Lil' Spook" was a conservative tube and wood design in the style of the 1947 Wittman, with two-spar wire-braced wing. No world beater, the all-gray ship had a quick fabric repair job done on its right wing in time for the Consolation event, in which it placed seventh.

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FLAT HATIN' ON A GOODYEAR

U.S. Post WW II air racing resumed in Cleveland, Ohio in 1946. Traditional Thompson Trophy Pylon Races and Bendix cross country races were entered with a wonderful collection of hot rod and stock looking aircraft. The fine tuning aerodamnnamic (can't spell dynamic) refinements to this high power hardware continues some 53 years and counting. Now, the cost and extreme stress to engines far exceed the financial reward.

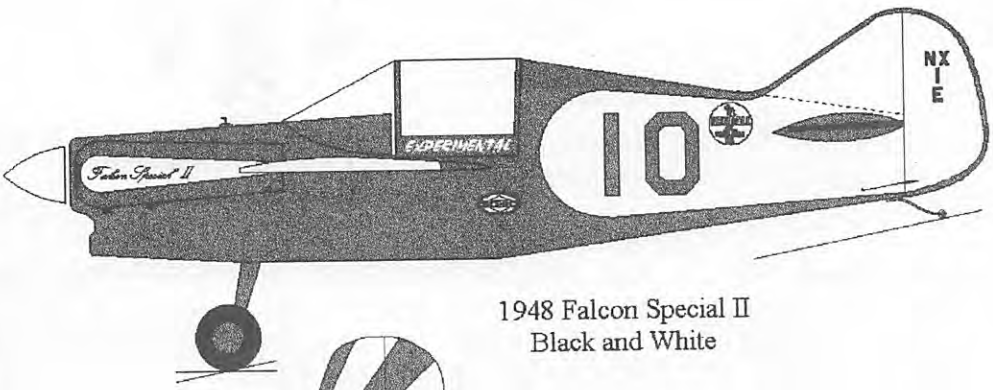
A prewar decision to establish an air race event was set with rules devised to create economical, safe, and sturdy raceplanes. A formula for the readily available stock Continental flat four C-85 engine was fixed with a maximum 66 sq.ft. wing area, pilot view angles, fixed down landing gear, and a 6 G pull out stress check.

GOODYEAR sponsorship for the first three years at the National Air Races began at the 1947 race in Cleveland, Ohio. Little time was left to be ready to race by the September 1947 date. Modifications to pre war race planes contributed to deja-vu to the entry list. Steve Wittmans/ BUSTER flown by light weight Bill Brennand won at 165.867 mph. Bill was a feature speaker on Midget Air Racing at the 1999 annual Air Racing Historians Symposium in Cleveland. GOODYEAR competition increased dramatically as the entries increased from 12 in '47 to 38 in 1948. With the exception of BUSTER, the '48 finalists were all newly built to race specifications. Fish Salmon/s refined Cosmic Wind MINNOW, race No. 4 won at 169.688 mph. Steve Wittman followed in the new BONZO, No. 1, then Art Chester in Swe' Pea II, No. 2, and Bill Brennand, 4th in BUSTER No. 20 at 167.063 mph.

Among the finalists was the FALCON SPECIAL II entered by Falcon Racers Inc. Builders were Robert S. Hopkins and C.P. Smith of Reidsville, N.C. Pilot M. L. LeFevers flew the '48 version with contrasting black and white diagonal color split wing, and sun burst ray horizontal tail trim. (The first Falcon Special was a low winger with Gee Bee type trim.)

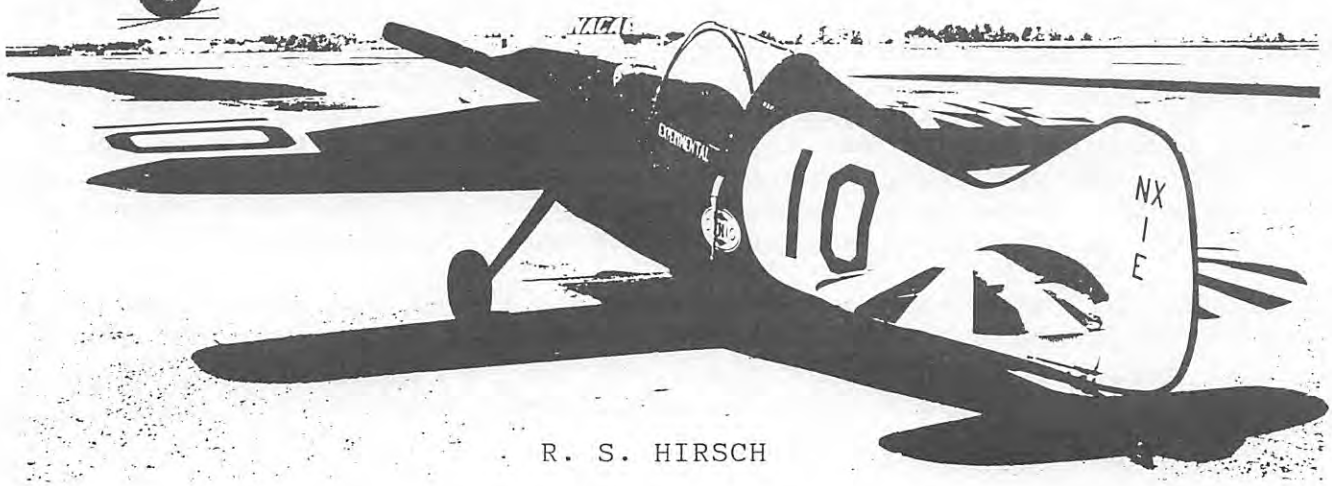
After '48 GOODYEAR modifications to The Falcon Special II altered the look a bit, without doing much for performance. The large windscreen and cover panel were replaced with a one piece bubble canopy. Colors were changed to dull mid-blue, with cream trim and numbers. The name was changed to LI'L REBEL (Not to be confused with later Pack racer LI'L REBEL No. 47) Earl Ortman flew the re-worked No. 10 at Cleveland in the 1949 GOODYEAR. Pilot M.L. LeFevers attended the '49 race, where he greatly resented the switch. He got really wasted (drunk) and went to the airport hangar, using his '48 pilots pass to get in. Determined to take out No. 10 if he couldn't fly it, he was too blasted by booze to recognize it in blue paint. Le Fevers picked the Steve Bevile light grey No. 77 LI'L SPOOK in error, and cut the right wing fabric before being stopped by hangar security and sent to lock up. Steve Bevile missed the second heat race as a covering patch was put on. He placed seventh in the consolation race.

The Rebel No. 10, with race great Earl Ortman flying was real slow at 141.936 mph for forth in the 4th elimination heat, and 140.763 mph in the second semi-final heat. It also flew at Miami, FL and in California in '49 with modifications, but not good results. Earl Ortman died shortly after.

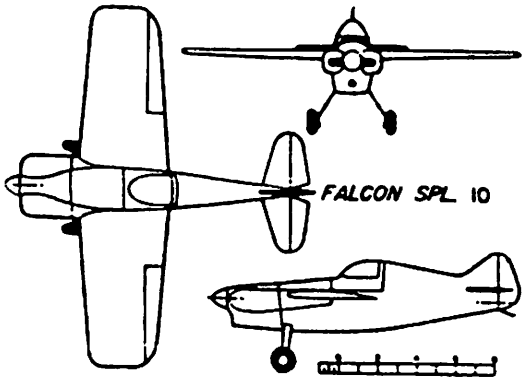


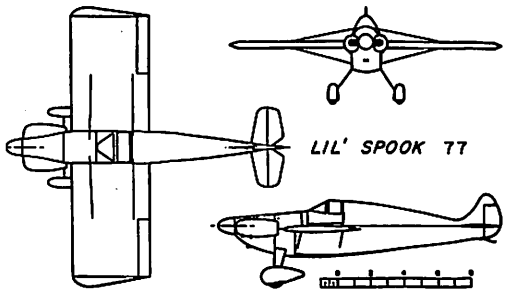
1948 Falcon Special II
Black and White

1949 Lil Rebel
Cream on Medium Blue



R. S. HIRSCH





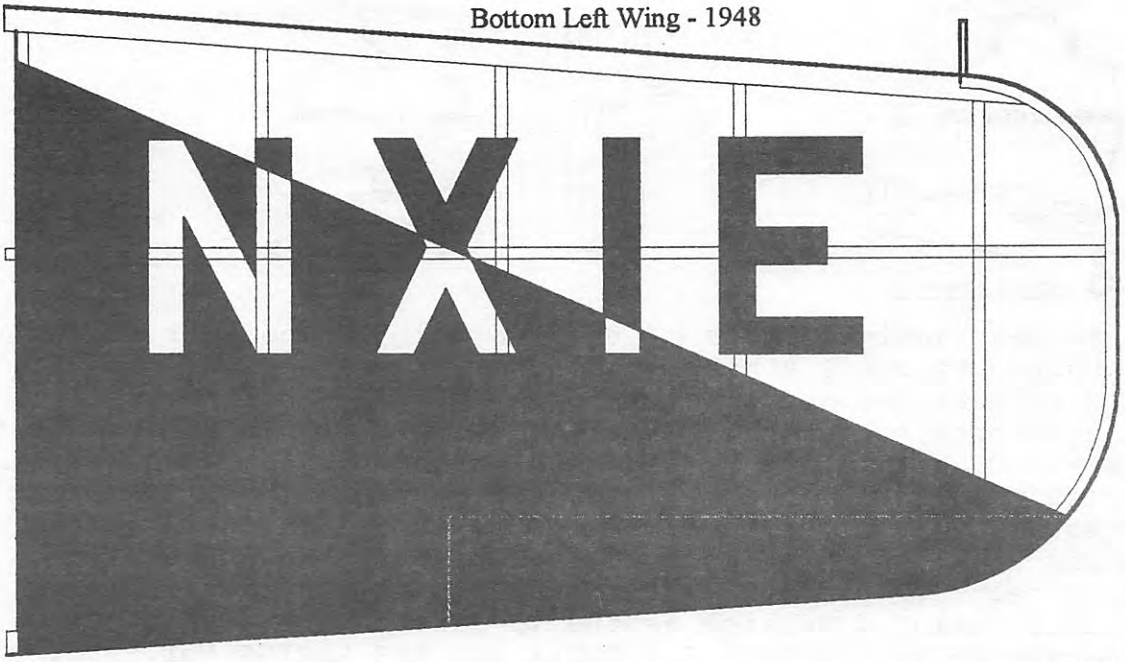
Just in time for 50 year anniversaries of the '48 and '49 Goodyear races, FAC GHQ II was inspired to offer a mass launch peanut scale race. Several nifty Goodyear and Formula One models are flying in FAC contest competition. FAC top Ace Gordon Roberts selected the IDGIT'S MIDGET for CROSSWINDS No. 91 Both Gordon and Steve Griebling are flying this yellow beauty. Meanwhile, we looked at the '49 Goodyear Race three views in February 1950 AIR TRAILS for a choice subject. The No. 10 racer form looked especially good with a broad chord wing for area, and high mounting, just above the thrust line. No wing struts or wires were present, and there were no wheel pants. A much more dramatically painted version as the 1948 Falcon Special II was shown by Robert S. Hirsch in GOODYEAR & FORMULA ONE AIR RACING Vol. ONE. R.S. HIRSCH is at 8439 Dale St. Buena Park, CA 90620, USA. The publisher is Wind Canyon Publishing, Inc. P.O. Box 1445, Niceville, FL 32588-1445. Check with Bill Hannan at Box 210 Magalia, CA 95954-0210 for a set price. Another attractive feature of the black and white '48 Falcon Special II is the two piece bent plastic canopy. The '49 Cleveland race single form canopy and marking is shown on the plan for another choice. You will need to carve a canopy mold for this form. After the blue and cream trim paint went on Li'l Rebel, a two piece canopy modification was in place. Short stack exhaust pipes exit through two near flush holes under the cowl cheek. A collector pipe was added to the '49 form. This pipe fits up a bit tighter and in line with thrust line more than shown on the plan.

George Bredehoft worked up the Falcon Special II plan for this issue. An excellent first effort model was ready in time for the 3/28/99 CFFS indoor contest at Kent State Univ. A great exchange of CRUD (CROSSWINDS RESEARCH UNDER DEVELOPMENT) for drawing changes followed to adjust the plan to the form and marking to fit photo detail. We thank Robert S. Hirsch for sending additional file photos to Blue Fox Base to assist with the project. A good source for more photos is the Mighty Mites article by Peter M. Bowers in May 1980, Part II, and Sept. 1980, Part III of AIR POWER magazine.

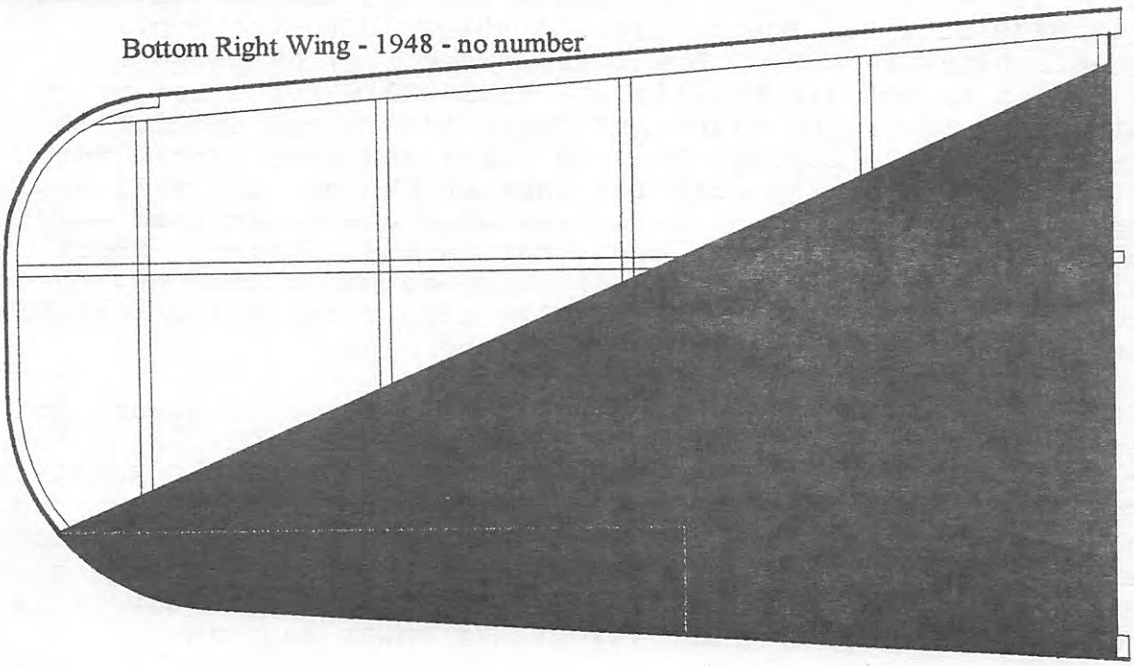
Meanwhile the prototype peanut scale model by George Bredehoft has proven extremely competitive in FAC contest action. The black color is computer printed on white tissue. Kendall Oil and SOHIO decals are color printed to scale size on the color page . The SOHIO decals are optional on the 1948 black and white form, as photos taken at Cleveland show the SOHIO decal was added during the races. It is so sad to report Bad Guy Squadron invaded SOHIO and switched the Red, White, and Blue colors to a slime bright green and rookie yellow BP standard marking. The fuel virus also is into AMOCO Red, White, and Blue gas stations. My car will not drink at green and yel.!

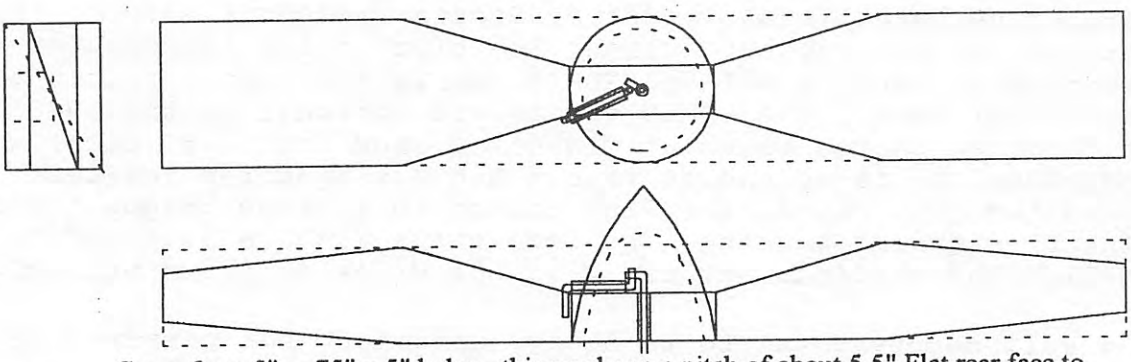
I digress from a well deserved salute to George Bredehoft for persevering through the many detail adjustments this curmudgeon at Blue Fox Base sighted to develop this most accurate rendition of the forgotten Falcon. It remains to see who will be first to build, fly, and win with this Goodyear Peanut. We can do so much better than the original Falcon Special Team! The scatter pylon is in sight! Go break a gum band! R.P.

Bottom Left Wing - 1948

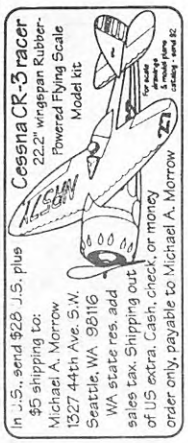


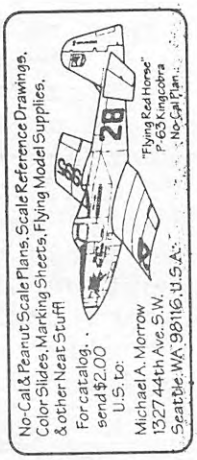
Bottom Right Wing - 1948 - no number





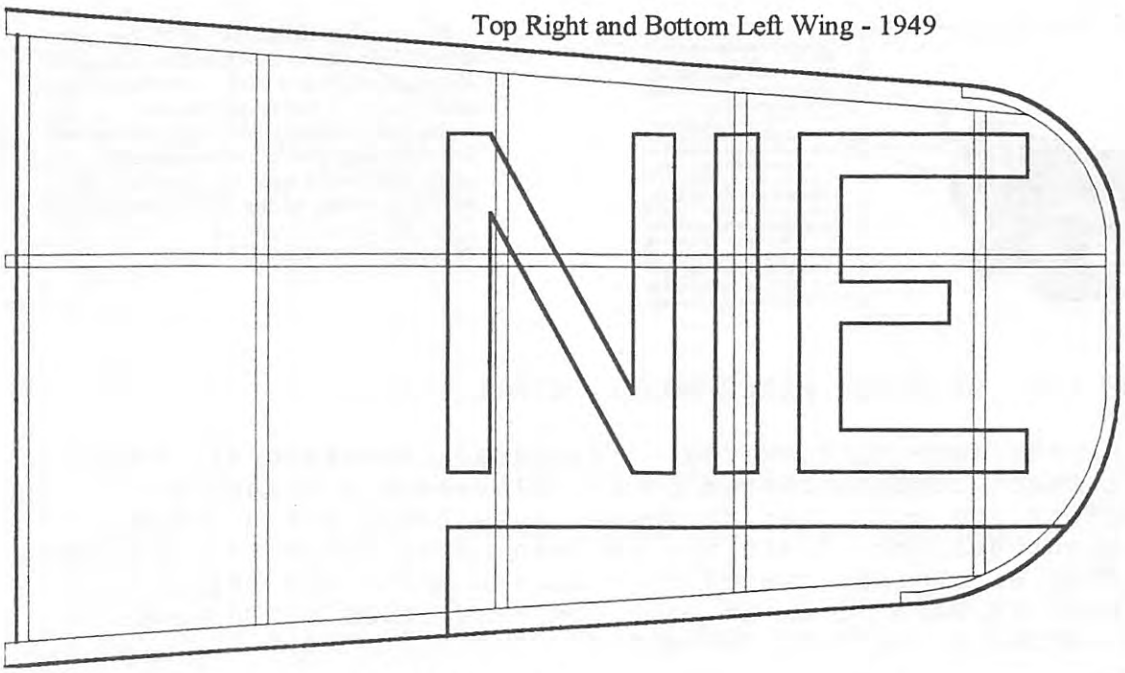
Carve from 5" x .75" x.5" balsa - this produces a pitch of about 5.5" Flat rear face to clear cowling. Make the spinner a separate piece. Use a "Z" catch - catching inside the spinner and anchoring just outside the spinner - a small groove will need to be cut in the spinner to accomodate the tubing.

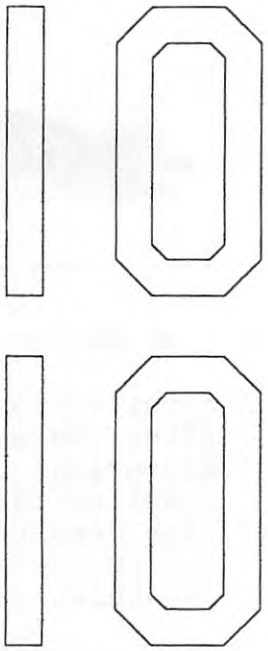




GOLDEN AGE REPRODUCTIONS illustrated catalog of 212 plans, 32 kits, canopies, decals, wheels, tissue $3.00. PO Box 1099 1685, Andover, MA 01810.

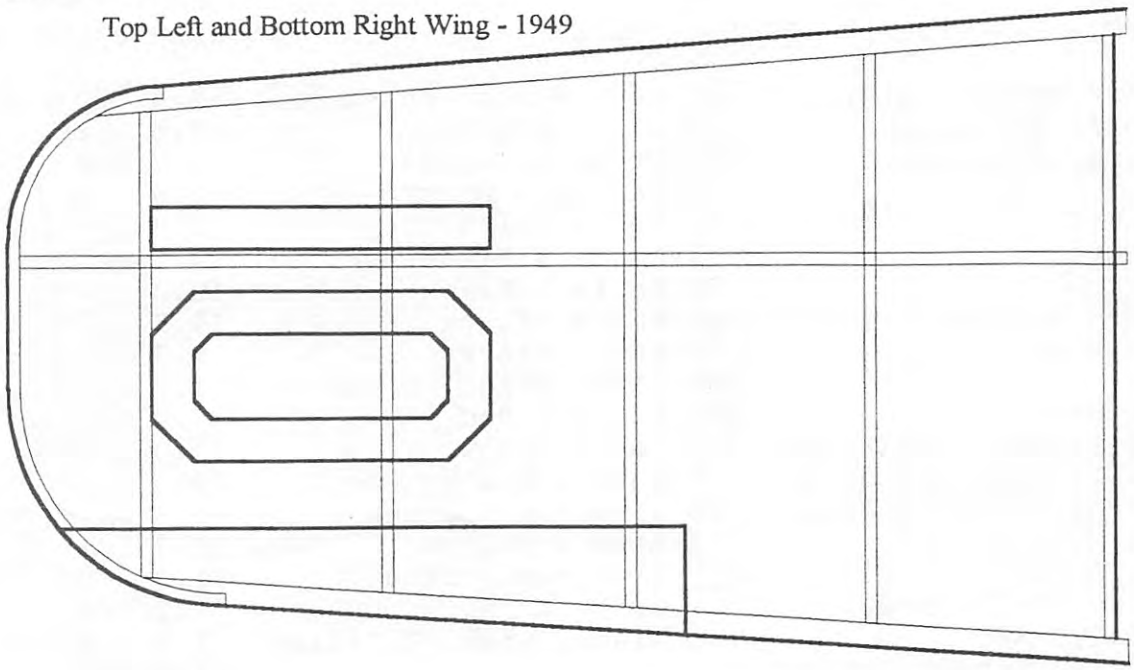
Top Right and Bottom Left Wing - 1949

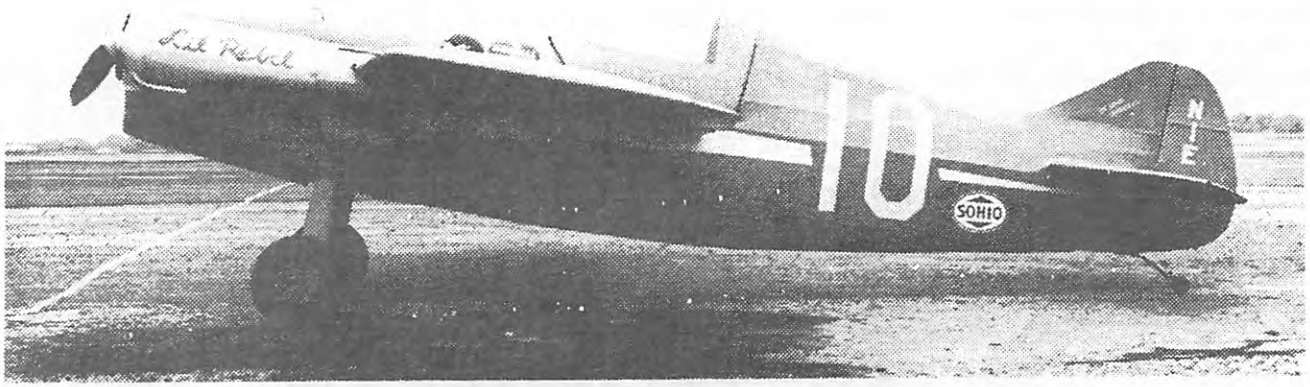




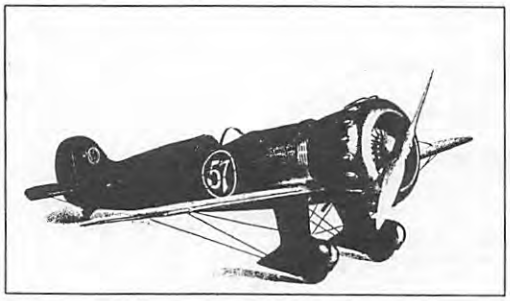
numerals for
1949 Lil Rebel
fuselage sides

Top Left and Bottom Right Wing - 1949





PETER M. BOWERS



"The stuff that dreams are made of." Well, maybe it's not the Maltese Falcon, but the idea is the same. We all share it...and here is one of those dreams come true. Paint faded? Do you really "see" it? When your "love" walks in and looks you in the eyes, so you look for wrinkles and flaws? Let the "presence" fill your heart! As to Cleveland models such as this gem, thanks to John Jacox of Cleveland Model & Supply Co., P.O. Box 55962, Indianapolis, IN 46205-0962, you can build one yourself. Get his great catalog for only $5.00 and receive a $5.00 credit coupon with it. What a deal!

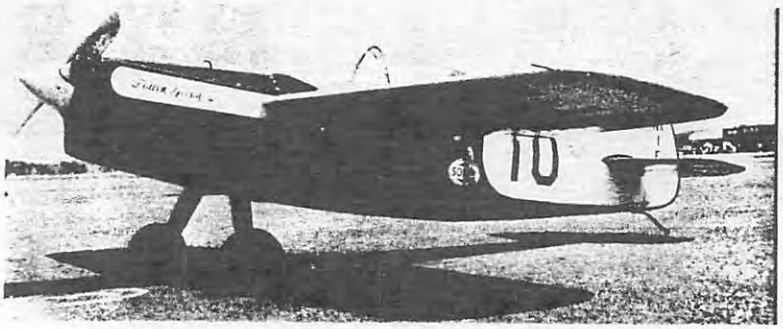
Membership in KAPA ($6.00 per year) brings their quarterly publication, the KAPA Kollector, which is a good source for old time solid model kit and magazine plans, as well as periodic articles about solid scale modeling techniques and about the companies that made solid scale kits. For membership in KAPA or a copy of the "Resources for Old Time Modeling" list, write to: KAPA, 1788 Niobe Ave., Anaheim, CA 92804.

FLAT HATIN' ON CLEVELAND AIR RACER MODEL DETAIL PLANS

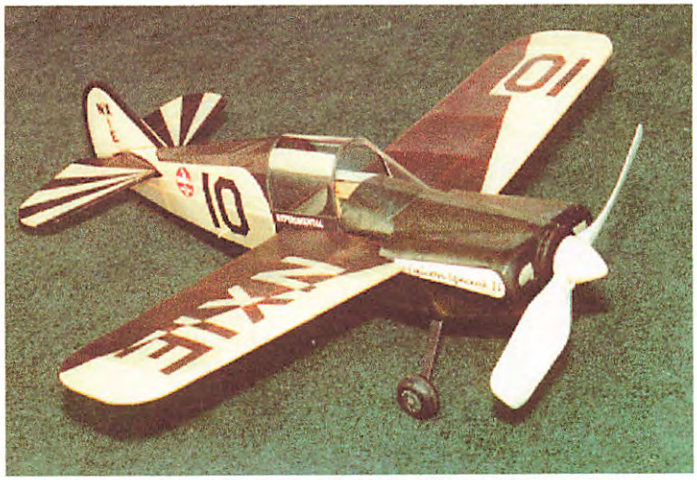
A collection of the late Ed Packards' (Pachasa) Cleveland Air Racer plans and part sheet copies donated to the Cleveland Air Racing Historical Society are consigned to member Russ Brown for dispersal to model building enthusiasts. Plans and pattern strip for balsa printing with dope thinner or alcohol, which ever smells best, are FREE plus $ 3.50 S & H each to Russ Brown at Blue Fox Base, 4909 N. Sedgewick, Lyndhurst, OH 44124. Phone 216/ 382-4821.

YEAR	AIRCRAFT	RACE #	COLORS	WINGSPAN	SCALE
1929	Travel Air Mystery Ship	31	Red, Black, Wh, & Gr.	14.4	1/2"/ft.
1930	Laird Super Solution	77	Black & Gold	10.5	1/2"
1931	Laird Super Solution	400	Green & Yellow	7.7	3/8"
1931	Gee Bee Z	4	Yellow & Black	11.6	1/2
1932	Gee Bee R-1	11	Red & White	12.3	1/2"
1930	Howard Pete	31	White & Black	7.5	3/8"
1932	Howard Ike	39	White & Black	10.3	1/2"
1935	Howard Mr. Mulligan	40	White, Black, & Gold	15.5	1/2"
1932	Hall Bulldog	6	Red & Black	9.7	3/8"
1936	Caudron	100	Blue, White, & red	11.1	1/2"
1937	Folkerts SK 3	301	Cream & Red	7.9	1/2
1934	Wedell Williams, Jim Wedell	44	Red & Black	12.9	1/2"
1934	Wedell Williams, Roscoe T.	57	Gold & Black	13.0	1/2"
1938	Laird Turner Pesco Special	29	Aluminum & Black	12.3	1/2"
1937	Seversky X 18 Y	7	Blue & Yellow	15.7	1/2"
1929	Supermarine S 6 B	1	Aluminum & Blue	11.3	3/8"
1928	Boeing 100, P-12, Army		Olive & Yellow	11.2	3/8"
1929	Boeing Navy F4B5		Alum., Gray, & Yellow	11.2	3/8"
1928	Curtiss Hawk Export 2-view			11.8	3/8"

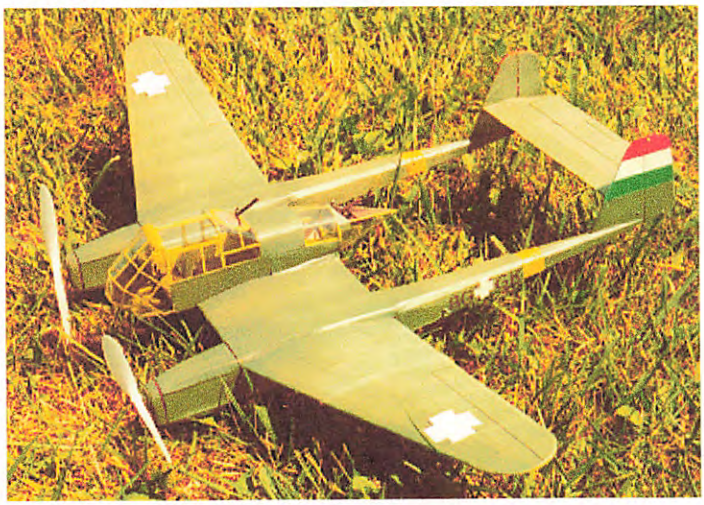
No part pattern with 3/8" scale, except Laird Super Solution # 400. Duplicate plan for DIY parts. Cut out part and invert on wood. Rub on thinner soaked copy.
See KAPA Kollector #22, Sept 1999 for a color photo of above Wedell #57. Send $5 to John Jacox of Cleveland Model & Supply Co. P.O. Box 55962, Indianapolis, IN 46205-0962 for full catalog and $ 5 credit on order.



Peter M. Bowers



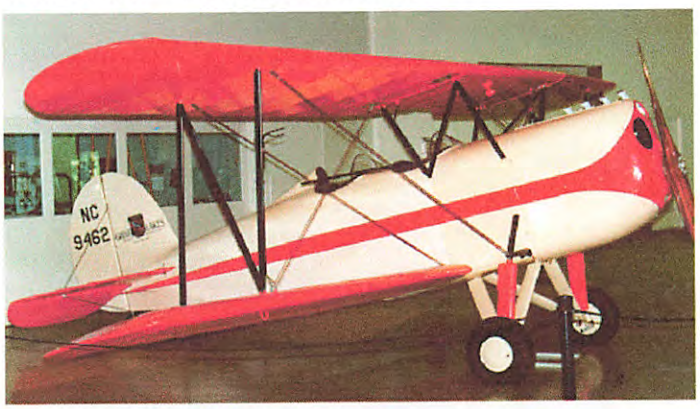
This issue's featured model, *Falcon Special II*, by George Bredehoft.



FW 129 by George Bredehoft. Jumbo size model is in Hungarian markings.



1912 Farman — **War Museum**, Athens, Greece



Great Lakes Trainer on the floor at the **Crawford Auto-Aviation Museum**. Museum is located in University Circle, Cleveland, OH.

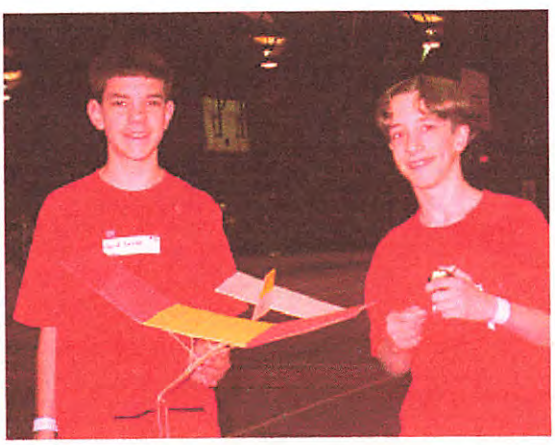


Ben Clouser with Penny Plane entry at the CFFS Indoor Meet at Kent State University. Holding the model is "Doc" Hacker.





Rich Weber with his *Nakajima Type 91.*



Right: David Lozar holds his winning model (3rd place) at the State Olympiad. His assistant is Jonathan Rosch. This event was held at Ohio State University, April 17, 1999.