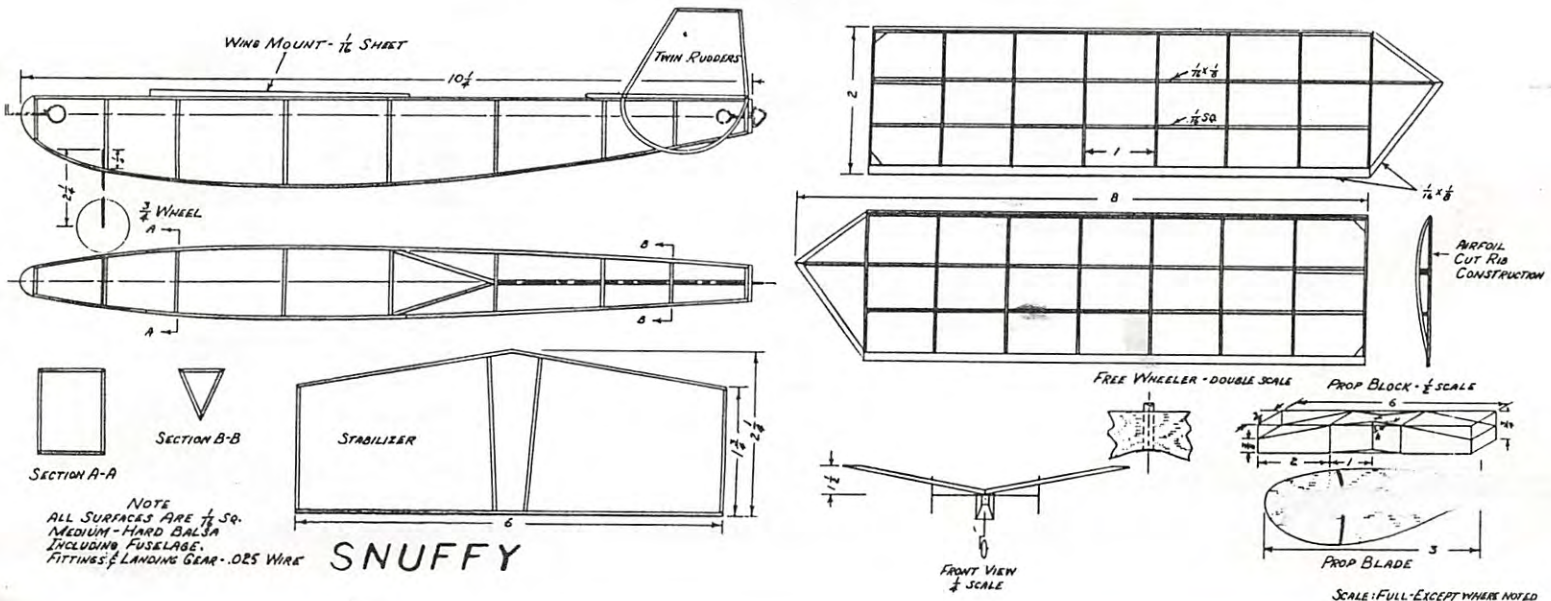
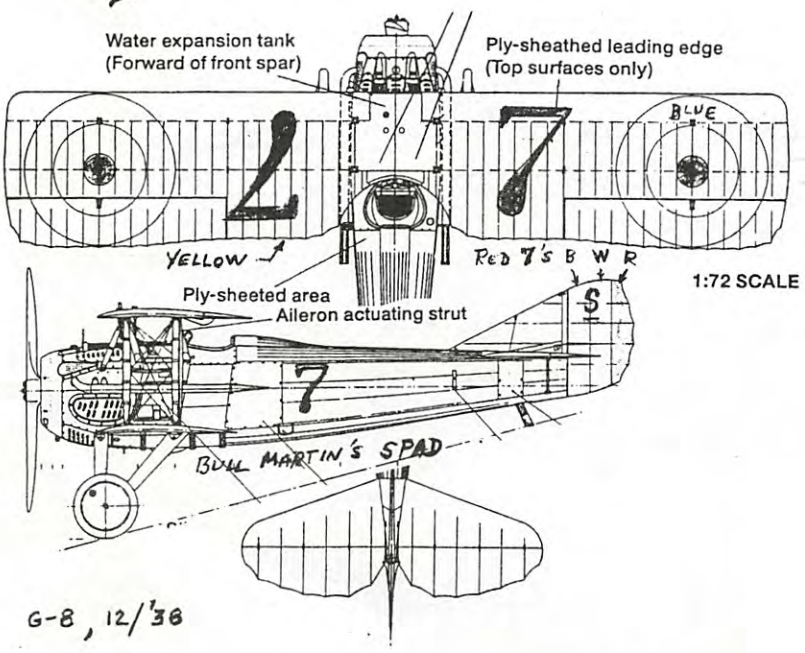
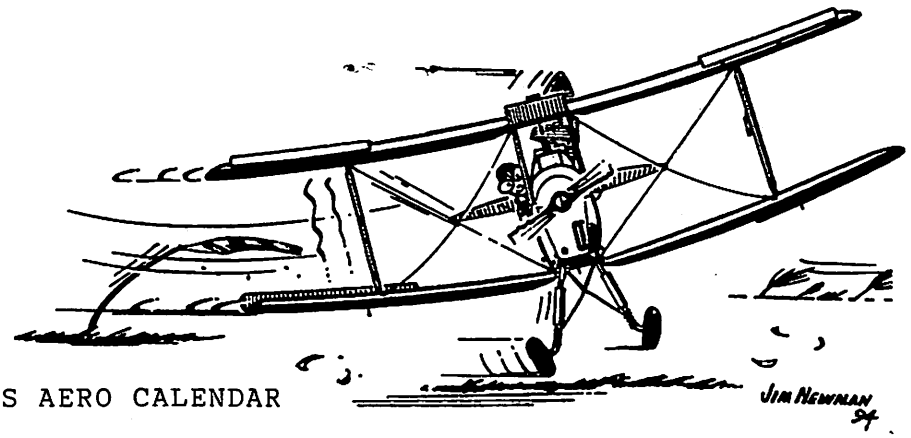
CROSSWINDS 98



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

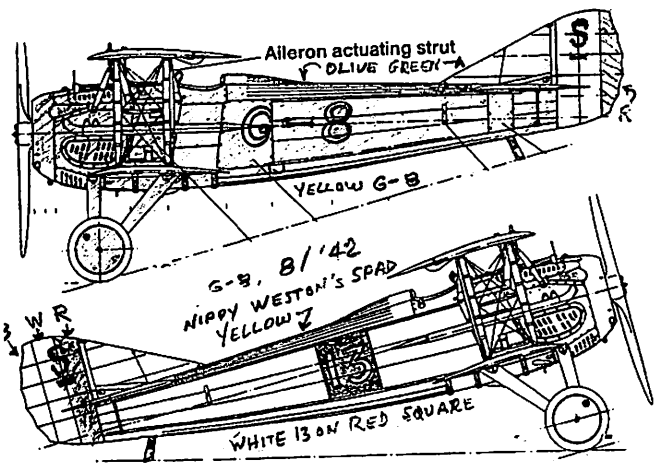


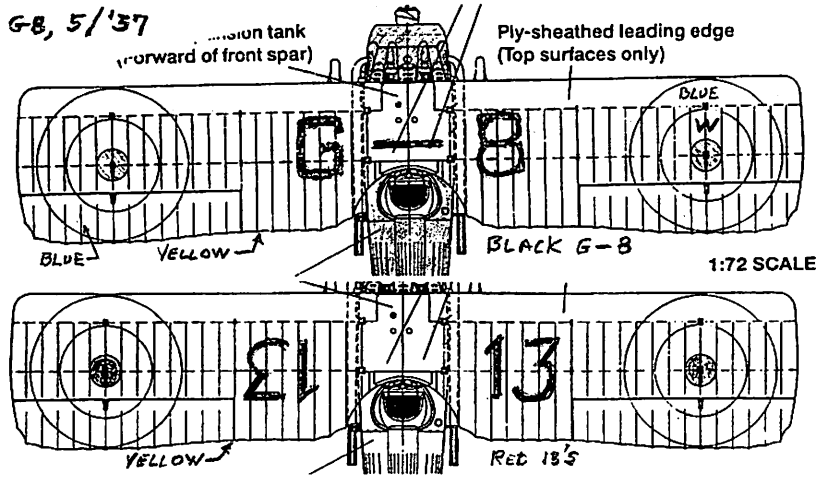
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CROSSWINDS AERO CALENDAR

SUNDAYS	Indoor flying at Andrews School, Noon to 5. Check with Doc. Hacker 216-486-4990 or Don Slusarczyk 440-918-0290.
July 6-8	Taylorcraft Fly-In at Alliance, OHIO Barber Field
July 20-22	FAC Non-Nat's at Geneseo, NY. Judging 7/20 2:00 PM-?
July 21-30	EAA Fly-IN at Oshkosh, WI
Sun July 29	CFFS FAC at Lorain CCC, Gordon Roberts CD. 216-749-4817
Sat Aug 4	Erie Great Lakes FAC at Prangmore CD Vic D. 814-838-3263
Sun Aug 12	CFFS FAC Squadron #3 Storks Scramble Pete Zbasnik 216 476-4824
Aug 24-25	Funk Owners Fly-IN at Coffeyville, KS. Banquet Sat. PM.
Aug 24-26	Waco Field Fly-In at Troy, Ohio.
Sun Aug 26	Flint, MI FAC at Stanley Broome Pk. CD Dave Livesay
Sept 1-3	AHHS, & PARMA HOBBY & CFFS at Cleve. AIR SHOW. BURKE AIRPORT DISPLAY & PAPER GLIDERS
Sept 1-6	COFFC at Muncie, IN CD Gil Morris 614-451-2106.
Sept 7-9	MERFI Mid-Eastern EAA Fly-In at Marion, Ohio.
Sept 8	Erie FAC Mid-west Scale at Prangmore. Ross Mayo CD.
Sept 9	CFFS FAC at Storkville Lorain CCC, Elyria, OH. CD R. Brown.
Sept 22-23	FAC Outdoor Champs. at Muncie, In. CD Chris Starleaf 936 Lafayette, N. Sandwich, Il 60548. $ 25 entry & shirt.
Oct 7	CFFS at Stork Sector LCCC, Elyria, OH. CD Gordon Roberts





CROSSWINDS # 98
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

"SNUFFY"- A WAR BABY FOR OLD TIMER TWO BIT COMPETITION.

Dick Obarski's SNUFFY was a mid-WW II solution to model materials war time shortages by a design for duration at reduced size. The attractive twin fin fuselage model won the July 1943 Akron Beacon Journal contest in an area heavy with model talent. Cleveland Balsa Butchers Club fliers included famous names learning from Chet Lanzo like Elgin, Lamb, Korda, Reich, Plachy, and Mike Dikovitsky, who was away in the South West Pacific offensive. Snuffy flew out-of-sight at Akron, Ohio, and was recovered to fly again. Dick Obarski's talent as a model designer was pre- established and recorded by an attractive tandem prop design and an indoor Comet Robin like cabin duration model shown in the 1937 Model Yearbook by Frank Zaic. Dick also had an arm for hand launch gliders. A drafting board too.

Nearly 60 years later we find Dick Obarski is still flying a half size SNUFFY in Florida indoor contests as a model of a model Pistachio 8" size, where he often wins in competition with 8" Pussy Cats. Dick also is very competitive in indoor duration events including the Leagle Eagle sticks. It is another example " where old age and treachery beats youth and skill".

SNUFFY was drawn and described in August, 1943 for an October 1943 AIR TRAILS article, but was passed over for the limited model coverage space in the big magazine. Bad Guy Squadron was in Bill Winter's works again. Hangar Pilot carried the half size plan in 2000, and now CROSSWINDS # 98 of June, 2001 introduces the full size plan and text. Dick covered the 1943 wing and tail with white Jap tissue, and put blue on the fuselage. The text suggests a boilermaker inspired (liquid kind, or just Purdue University passion) orange with purple fuselage and black prop. Dye or pastel artists chalk backing rubbed into white Esaki tissue may help gain the purple pain text colors; or make the white more opaque and visible. Smaller is not easier to see or find, 'Nes Paw?

Mike Zand has just completed a SNUFFY with white wing and horizontal tail (single surface covered tail like original), and an orange fuselage and fins, and pointed wing tips. Mike hung on a wire spoke wheel and added a pop up stab D/T . Mike compliments Dick Obarski's building skills as it took Mike about 10 hours building to two for Dick. The Box to Triangle on fuselage bottom was the biggest challenge.

FAC Old Timer 25 inch wingspan max. or "Two Bit" Old Timer rubber power duration continues as an FAC approved event for 2001, although not listed in the FLYING ACES CLUB Rules for 2001 due to lack of space. FAC rules are for pre Dec. 31 1945 rubber powered models of 25 inch maximum wingspan,and no size changes from original plan. A box of mothballs to stuff in bodies of opponents Flying Aces Moths was donated by Bad Guy Squadron.

CROSSWINDS readers with the dreaded Red X at issue renewal code No. 98 or lower can send $12 or more to Russ Brown at above address. Thank you.

We mourn the passing of three exceptional friends of free flight model recreation.

Marge Weisenbach passed to a higher, painless place this May after near fifty years participation with free flight team Weisenbach. Marge provided continuous support to model and fullsize air race timing, to radio communication, and long service to AMA as contest coordinator.

Jack Little passed West on February 11, 2001 from Columbus, Ohio area. Jack flew ff models and supported a hobby shop in Flightmasters sector in California. His tale of wave skipping with a large proped Barracuda after his Proxy Peanut entry at West Baden, In. added amusement to our Barracuda issue text. Jack contributed to maintaining free flight activity with model material stocking at Capstone Hobby Shop in Worthington, OH.

With sunset over Parma, Ohio, the missing man flight formation salutes Cleveland Free Flight Society member George Klenkar.

Science Olympiad activities are very encouraging with good news from Detroitengeschwader sector and from Doc Hacker on Cleveland Clowns program and participation in the just completed U.S. Indoor Champs. Hack's summary of the CFFS activities is enclosed. Word from Johnson City is our Clowns put up good flights more than left 'em laughing. Good show CFFSers. Besides the Sci-Olympiad support, Wayne Johnson is turning out excellent latest versions of the classic 20:1 Wilder Winder. Watch for advertising and price.

FLAT HATIN' ON SPAD SPATTER

Colorful reflections from the Dennis Norman SPAD are a delight to this sad sack SPAD spotter. While Dennis is busy refining how to put a perfect color on the SPAD, the great flying and scoring Martinsyde F4 Buzzard by Steve Griebling remains best in WW I combat over Lorain in Stork Sector. The Federal Bureau of Pony Express (U.S. Mail) celebrates with a nifty Snoopy Stamp out this July. Meanwhile, the SPAD review brings inspiring correspondence.

From the Jim Hyka collection came an excellent book "THE YEARS OF THE SKY KINGS" by WWI Pilot and second seat target Arch Whitehouse. Mr. Whitehouse tells it well, with accounts of leading fliers from both sides. The hero status of Von Rotter is diminished by news to me that the German data was inflated by giving kills to M. Von R.for all aircraft that went down in his sector. Propaganda is a word not new to WW I or WW II. The great waste of men and machines is well doccumented by one who survived to tell all.

Bad SPAD flying probabilities were were revealed by our most eminent expert in SPAD CRASHING Dave Stott. Dave shows us the SPAD may not be the best place to spend your Dime. At the same time Dave leads us to recall the many heros and aircraft flown in the "Bloody Pulp" accounts in small books. This clever prod by our fearless leader opens the archive door at Blue Fox Base to complete the WW I SPAD color and marking data of CROSSWINDS # 97.

SPAD camouflage is contrasted by the bright saffron yellow SPADS used in the Tscret war of WW I to battle the diabolic creations of German origin. Doccumentation of the WW I secret service is by such as WW I pilot and most prolific writer Robert J. Hogan in his reports of G-8 AND HIS BATTLE ACES. This is so secret that not even the Federal Bureau Of Scotland Yard admits all. A complete collection of the wonderful reports from WW I by Hogan has been completed in Storkville sector by our G-8 expert Jim Hyka. We are so blessed to see and describesuch bright cover art that transcends Profiles.

March 28/2001

Dear Russ.

A couple of weeks ago I promised that I would give you a run down on the Science Olympiad activities of the Cleveland Clowns aka CFFS.

The following people have been intimately involved with this event. Don and Chuck Slusarczyk, John Kagan, Larry Loucka ,Larry Mzik ,Wayne Johnson , Lundy Goesling ,Dave Rigotti and my self. Starting last November we have mentored a variety of both middle schools and high schools. The schools involved included the following, Piqua middle and high schools, Copley, Nordonia, Cuyahoga Heights, Shaker middle and high school, University school, Solon middle and high school, Mentor middle school, West Geauga middle school, Chardon middle and high school, Brecksville. Westlake and Perry. It has been interesting to see the improvement in both building and trimming techniques. I wish that we had photographed some of the fiirst attempts. We had planes covered with a variety of coverings. Those included the Cleveland Plain Dealer, wax paper, Saran Wrap, toilet paper. The use of a variety of glues was also interesting. Most first models used too much carpenter type glues and of course the cyanos were well represented and used in excess.

Inorder to educate the coaches of the Wright Stuff plane we sponsored a two day clinic at the Andrews School for Girls. This clinic was attended by eleven coaches and the major load being carried by Don , John and Chuck . Dave Thurston drove up from Columbus to attend and gave the program a rave notice. It was at this event the Don was able to introduce a CD and kit called Olympus. His CD is a masterful piece of work and hopefully will stimulate more interest in this event.
As I write about helping I should mention that there has also been a considerable inter- net communication with youngsters from many states..

The results of our mentoring is well shown in the fact that at the local invitationals and regional contests those that we have helped seem to always takethe first three or four places.

During this period we the Cleveland Clowns in the name of the CFFS have donated $500 to the athletic dept of The Andrews School for girls. That is in addition to the $105 given by the club

Part of those funds will be spent to place a flag in the gym with a proper notation as to who supplied the funds. There will probably be a ceremony of some type when it is in place.
As an additional use of the collected funds we have given the NFFS $100 to help support the up coming Wright stuff contest at the USIC. The other activity worth mentioning is a postal contest for the SOplane with Donald Slusarczyk as the administrator. Again we have been able to support this effort with a $100 donation.

This then brings things up to the KSU contest. There were at least 16 SO planes and fourteen recorded flyers. The best was by Dave Rigotti ,a middle schooler, with 4:2 2 and 3:57 by Ben Saks at the high School level. Perhaps the most inportant thing is that our kids set several national records at the KSU meet. Those that I recall are ministick EZB,in two age groups, and catapult glider

I am truly looking forward to the USIC where the CFFS, aka, the Clowns will have no less than five Soers there.

I have been accused of being the father figure of indoor in northern Ohio. If so :I amvery proud of my indoor off springs Hack.

Hack

Wayne's Wilder Winder

Cleveland Clown craftsman Wayne Johnson replicates the classic Wilder Winder with new options. Wayne's Wilder Winder is $95 for a basic 20:1 winder, or $ 110 with locking feature. Special 10:1 geared winders are available for $ 20 premium more. Toe mounts for on table winding are $ 15.

Order with choice of winder hooks of either .031 inch or .047 inch diameter wire. Both hooks are $ 15 extra.

Delivery is now 4 to 8 weeks with shipping by USA Mail at $5. Outside USA shipping is at cost. Sales tax is 7 percent of order.

Order from Wayne Johnson
at 9113 Robinson Rd.
Chardon, OH 44024
USA
Phone 440-285-3759 or E mail to johnson w.d. @ earthlink.net see at www.indoorduration.com or in Indoor News and Views.

Dennis Norman uses a 20:1 Wilder on up to 1 loop of 1/8" strip. His 10:1 winds 2 loops of 1/8". Two loops of 3/16" may be clumsy. Dennis goes to his Dave Reese winder for 3/16 and up strip in multi engine crates.

My 16:1 winder made from a hand grinder got squirrelly on over 3 loops of 1/4" strip in the Jumbo Russky P-63 Kingcobra. I turned blue and then grey remembering to wind the Reese Winder counter clockwise. Just one more gear would save from backing off full winds. R B

Dave Reese has wife Marie hold for winding to remind him to crank left. Haw-aw-w-w-w.

SPAD MAIL

MAXVILLE Sector reports in with a look at the Grillo SPAD from MAX FAX WW I series, but no lies on how it flies. Pat Daily's foam SPAD is best.

PINKHAM FIELD IRREGULARS
22 SQUADRON, FLYING ACES CLUB
4304 MADISON AVE.
TRUMBULL, CT

3/7/01

Hi Clubster,

Spads, huh? Well, over the years I have found that my most stable Spads were solid models. I still have the one I built from a Maircraft kit. Built a couple of "flying" models, the first being a 12 inch Dallaire in the markings of one Lt. Phineas Pinkham, 9th Pursuit Sqdn., AEF. It was fully rigged with 3/16-inch dihedral and a 5-inch Kaysun plastic prop. Much to my surprise, it flew pretty nicely! I remember it had to have right thrust and right rudder to do it, and yet it did not fall off to the left.

In later years, when I was grinding out Comet 10 centers at lunch times at work, I decided that the Spad in that series would be a cinch. It had all the good things, such as a larger fin and stabilizer than the Dallaire had. Well, the durn thing was a flop. It just would not go anywhere. It was like a Mick on St. Patties Day! I finally gave up on it and handed it over to Bill Miller.

Now Bill is a pal of mine who hardly ever builds a model of his own, yet has a hangar full of crates. He just waits for one of the rest of the squadron to get digusted with one of their planes, and hand it over to him to work on. Bill is known as "Doc Salvage" in these parts. Sometimes he has success with these hand me downs, and sometimes not. In truth, I do not recall his measure of success with the Comet Spad. One tends to blot out bad memories.

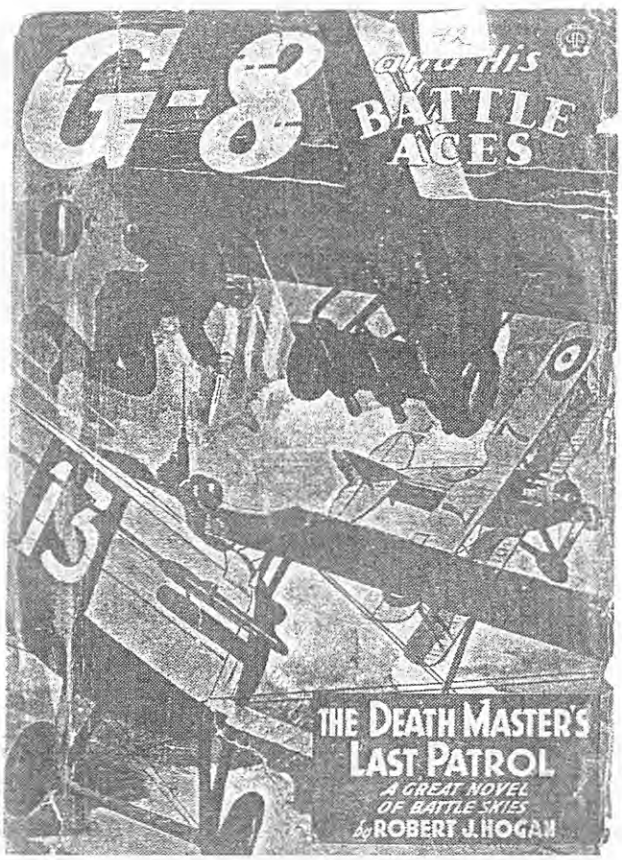
I recall some of the things about the covers of 'G-8 and His Battle Aces" magazines. G-8, whose real [?] name was David Masters, had two noble assistants, Nippy, and another, whose name I cannot remember. Their Spads were all yellow, with a large number 1 on G-8's ship, and 2 & 3 on the others.

I do recall them living in sumptuous underground quarters beneath Paris. They had a batman named "Battle", of all things! I can't seem to recall where the Spads were hangared, or who serviced them. Someone had to service them; even the Griffon had Barney O'Dare who did the job on the Black Bullet between slugs of O'Douls Dew!

The Czechs and the Japanese also had Spad XIIIs. They lookled like the AEF Spads except for the national insignia.

You fellows have done your usual bang-up job on this Spad presentation. The insignia was the icing on the cake. Congratulations to all.

David Hatch



Model Airplanes

Many might think of my childhood. as boredom most hard to compare.
Didn't have the "tube" or arcade games and my movies-- sterile fare.
But I did have the big old radio--and imagination is free.
A mind's eye sees better what's heard—(far better than if it can **see**).

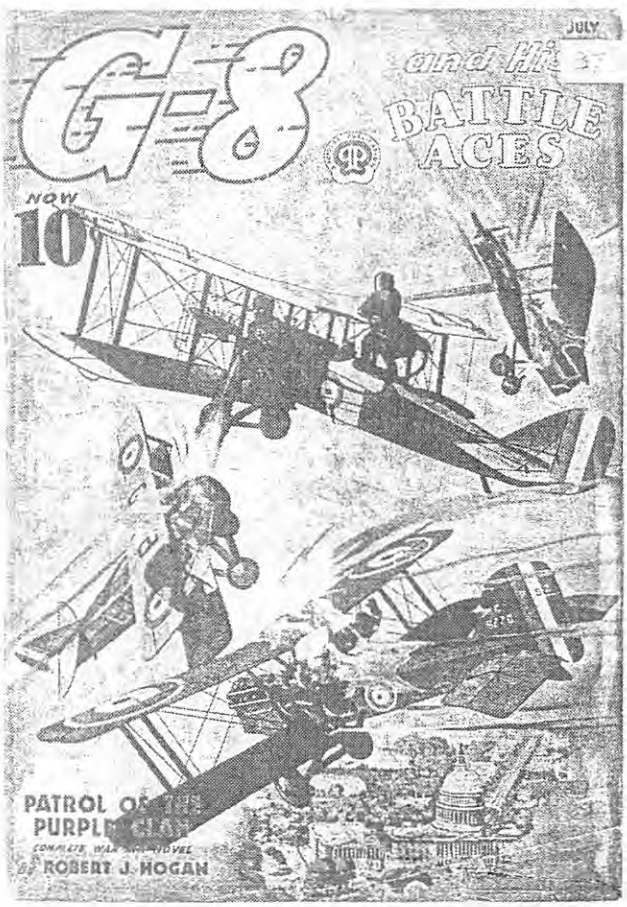
If I were growing up right now—midst all of this "plastic" bliss,
The absence of model airplanes. I think is what I'd most miss,
For they taught me many a lesson of life, as I tried again and again,
To follow all the instructions—my balsa pinned under the pin.

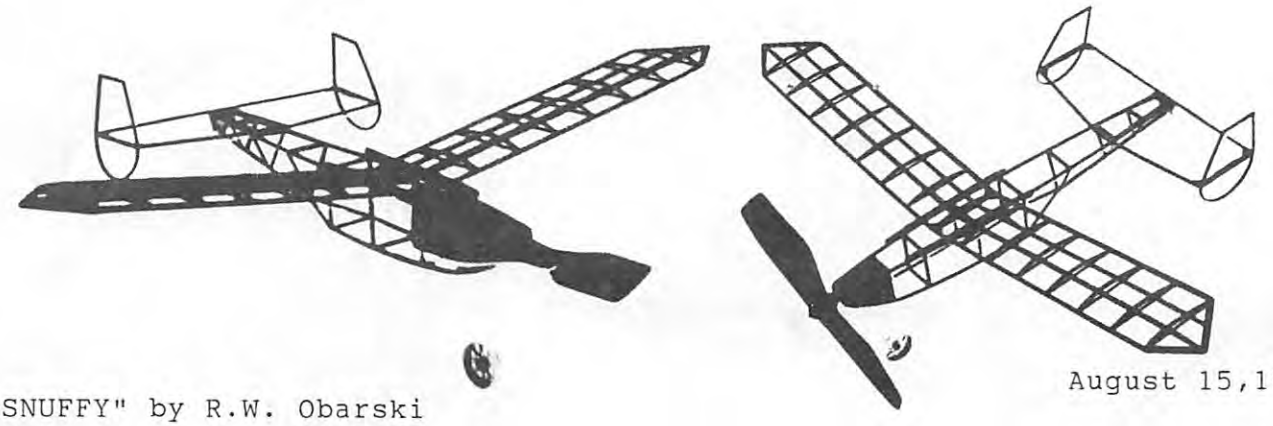
For you really **do** have to wait- for the glue must be **dry**, to be **strong**!
Drawings need accurate following- errors **compound** when you're wrong.
That should you do a bad cover. regardless how good was the frame,
Work you held in your hand at the end, somehow mingled with shame.

The feeling one had, when the time, it had come, to see if it really would fly,
Was hard to describe--- it's almost like **you**-- that is going to be making this try.
If the model flew well, the thrill that arose, could last far more than a day,
Though crashes may come and undo your work-- that **etch** in your mind-it will **stay**.

So patience was learned, and purpose of work and the quiet rewards that these give,
The thrill of success—to **know** one might fail—and the balance that's needed to live.
I mourn for this new generation whose motto is "pleasure right now",
Someday they'll find they might **like** to work-- but will they have ever learned **how ?**

Bill Wardell





August 15,1943

"SNUFFY" by R.W. Obarski

Here's a wartime midget that's full of pep, and despite its' size,turns in a real performance. It posesses a number of advantages for a wartime model. The lightness and careful design of the model enable it to withstand flying conditions of a much larger model. Only 2 strands of 3/16in. rubber is required for the motor, which should appeal to all builders whose supply of rubber is down close to rock bottom. "Snuffy" can be flown in a very limited area due to its' size; in fact it can be flown in a small gym quite satisfactorily. The model can be carried in a shoe box with only the wing and propeller dismantled.

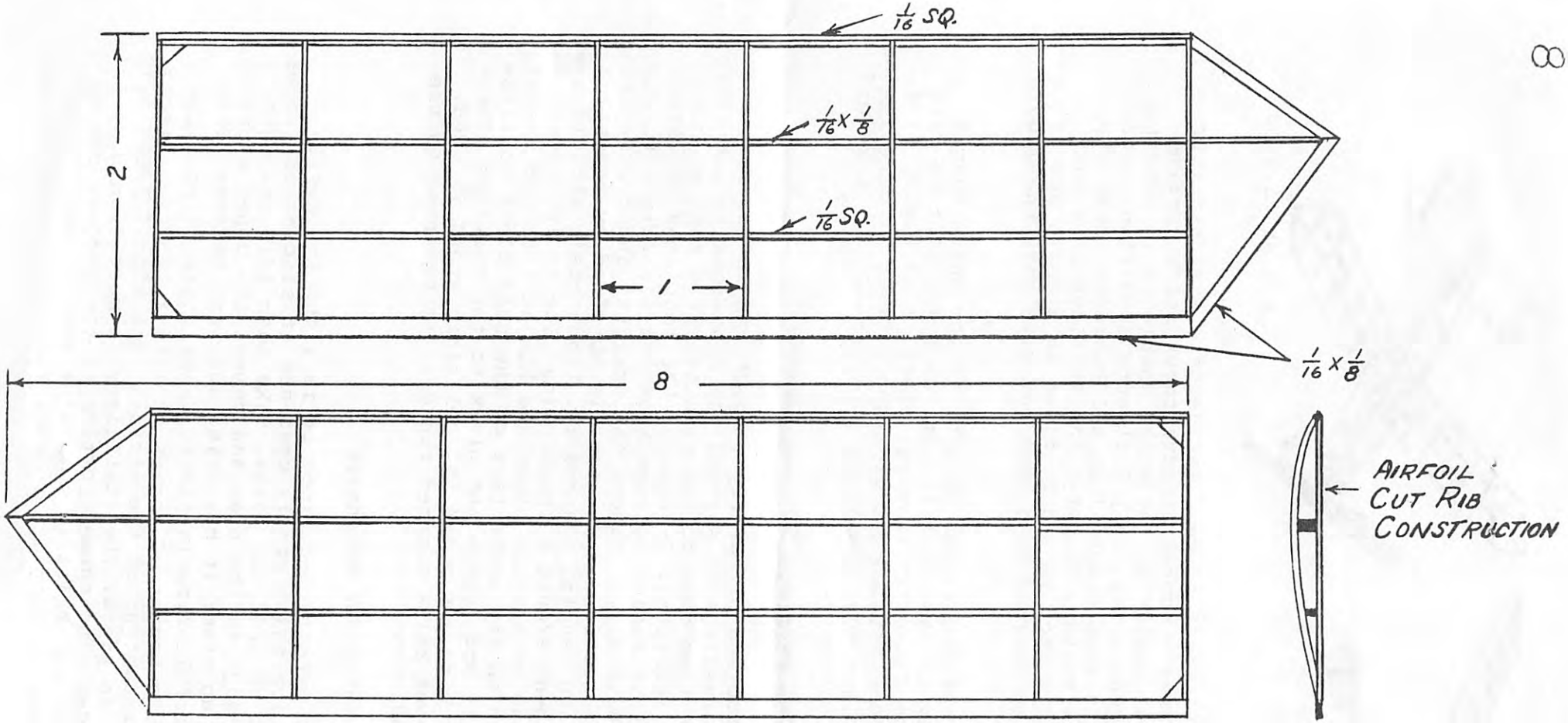
"Snuffy" turned in a flight of 2 min. and 48 sec. at the Akron Beacon Journal Air Cadets meet in July of '43. This flight was sufficient to take a trophy for first place in the Class "A" fuselage event. A 15 m.p.h. wind was blowing all day and the model drifted out of sight rapidly. The following day "Snuffy" was recovered and was none the worse for wear. It has a record of 2 firsts and 1 second in 3 contests.

Fuselage

Lets get on with the construction of "Snuffy", which can be accomplished in 2 evenings. Start with the fuselage by soaking the longerons in hot water for a few minutes, and pinning them down to the plan two at a time so both sides of the fuselage will be identical. By soaking the longerons in water before placing on the plan, it is easier to form them and a straight fuselage results. After the longerons have dried, cement the uprights and cross-pieces in place. The triangular cross-section at the rear is obtained by cementing the lower longerons together and sanding generously. Light music wire is used for the rear hook, and it is bent around a sheet balsa plug to facilitate winding. The nose piece is made of a solid block and has an aluminum bushing insert. Cut a "V" shaped notch on the upper face of the nose block to allow a rubber band to fit through it and secure the block to the fuselage. The landing gear is made of light wire and a 3/4 in. celluloid eheel is used. After covering, 1/16 in. sheet balsa tapered runners are cemented to the top of the fuselage for a wing mount.

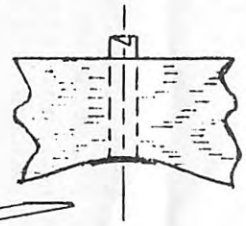
Wing and Empennage

The wing must be carefully constructed since it is light and easily warped. Use cut rib construction which simply consists of slicing off upper airfoil contours from a sheet of 1/32 in. balsa. Make them 1/16 in. deep. Pin the leading and trailing edge to the plan and cement the upper airfoil ribs in place. Pick the wing up after it has dried and turn it over. Then cement the spar and bottom airfoil ribs in place. Since there is no curve to the bottom of the airfoil, a number of strips of 1/16 X 1/32 in. pieces can be used to form the lower contour of the airfoil. The tips (1/8 X 1/16 in. balsa) are then cemented in place. The stabilizer is made from hard 1/16 in. sq. balsa, slightly rounded. The curved portion of the rudders can be formed by soaking the 1/16 in. sq. balsa in hot water and crimping it to shape with your finger nail, or drawing it around a template of the curved portion.

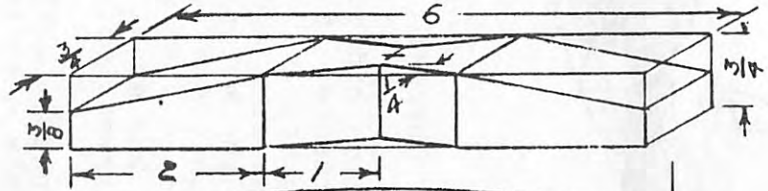


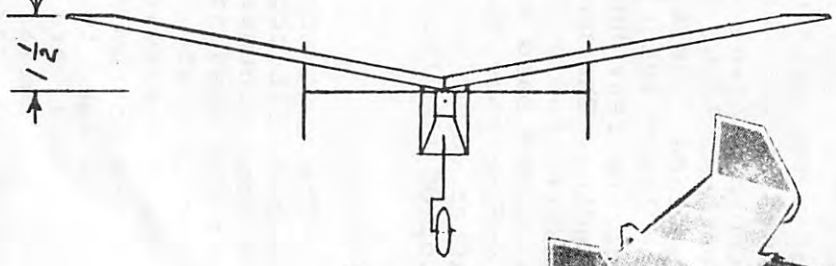
AIRFOIL CUT RIB CONSTRUCTION

FREE WHEELER - DOUBLE SCALE

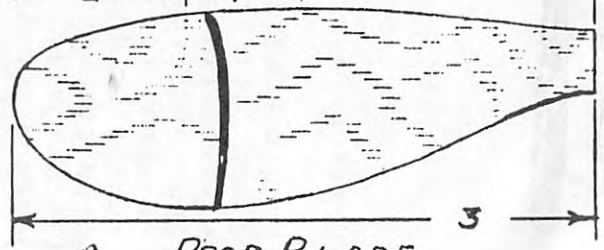


PROP BLOCK - 1/2 SCALE

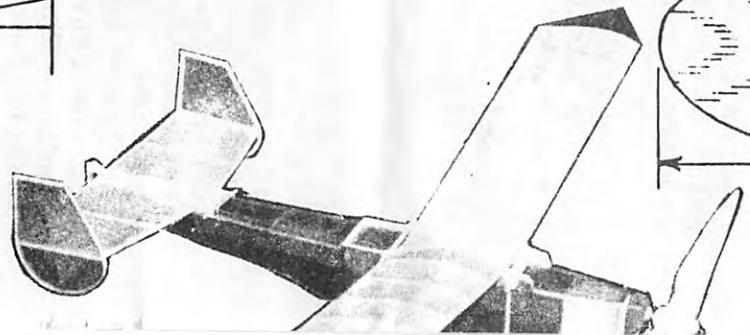




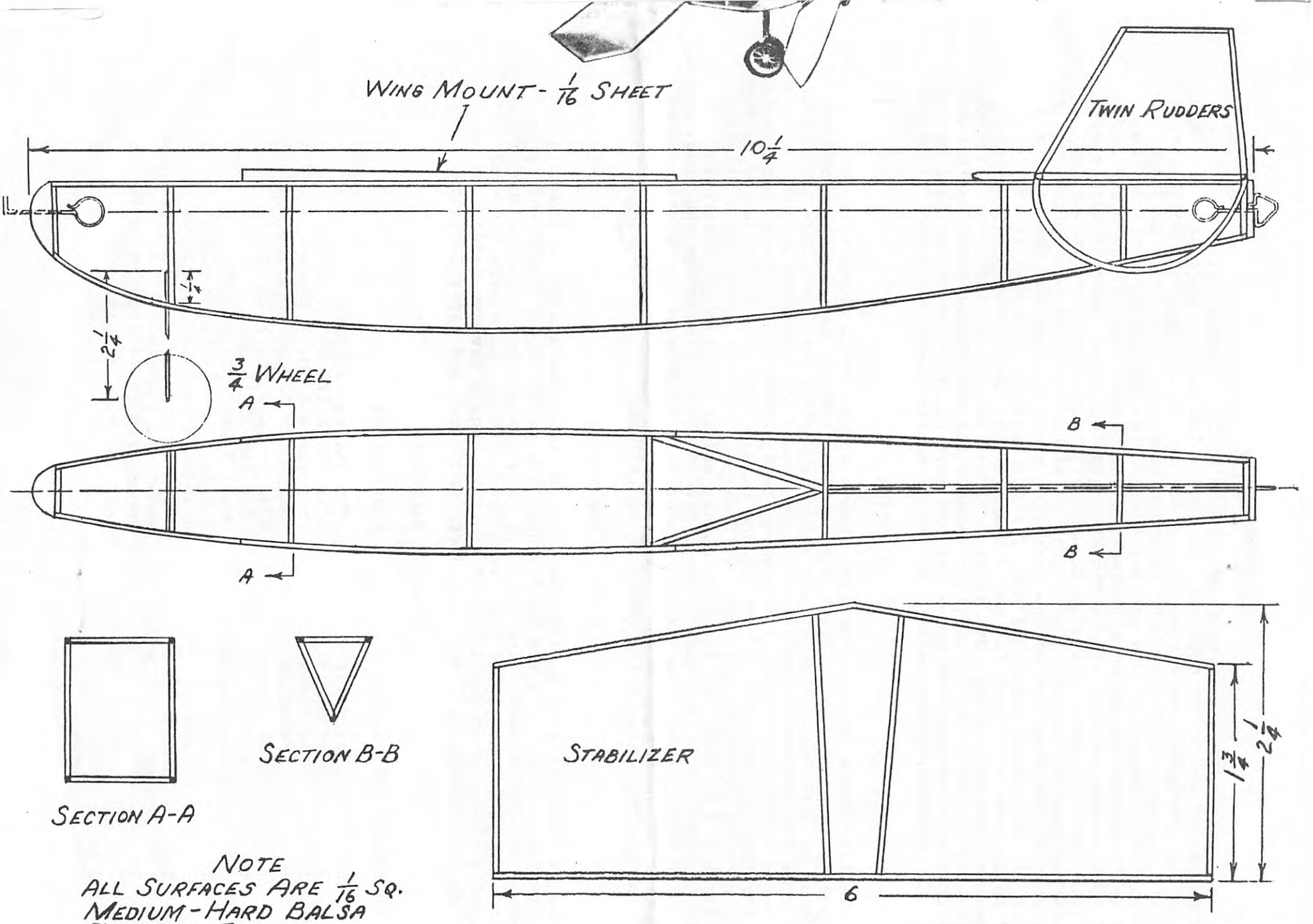
FRONT VIEW 1/4 SCALE



PROP BLADE



SCALE: FULL - EXCEPT WHERE NOTED
DRAWN & DES.- R. OBARSKI 3-25-44



SECTION A-A

SECTION B-B

NOTE
ALL SURFACES ARE 1/16 SQ.
MEDIUM - HARD BALSA
INCLUDING FUSELAGE.
FITTINGS & LANDING GEAR - .025 WIRE

SCALE.: FULL
DRAWN & DES - R OBARSKI

Propeller

The prop should be carved from a light block of balsa, with the dimensions of which are given on the plans. The concave side of the blades should be completely made first, even down to finish sanding. Shape with a knife and then sand the "cup" in the blades with a piece of sandpaper fastened to a teaspoon. Use progressively finer sandpaper until the blades are very smooth. Repeat this process on the convex side of the blade but use your finger instead of a spoon when sanding. After sanding completely, apply 2 coats of clear dope and 2 coats of black dope to the propeller. The free-wheeling device is made from aluminum tubing with a spiral cut in one end for the bent end of the propeller shaft to ride on. The other end is split and flanged over the hub of the propeller to fasten it securely and to provide a bearing for the 3 washers that are inserted between the propeller and nose block. Use about 1/32 in. downthrust and about 1/32 in. right thrust. This can be modified to suit the individual model by trimming the rear face of the nose block. If you have plenty of time and want better gliging characteristics, make a single or double bladed fold-back propeller.

Covering

"Snuffy" has a purple fuselage, orange wings, and a white tail. The propeller is painted with black dope and the tips of the blades should be covered on both sides with tissue before applying the dope. This strengthens the tips and prevents them from chipping. Sand all surfaces smoothly before covering. Cover with the grain running length-wise in all cases. Spray water on the fuselage and wing to shrink the tissue. Use very little water on the wing because excessive shrinkage will warp it. Do not water spray the tail as it should be covered on one side only and it would warp if sprayed. Apply 3 coats of thin, clear dope to the fuselage, 2 coats on the wing, and 1 on the tail. Cement the stabilizer and twin rudders in place and connect the prop and nose plug to the tail plug with 2 strands of 3/16 in. X 1/30 1n. rubber. Use about 2 in. of slack in the motor.

Gliding and Flying

Adjust the glide by moving the wing on the runners until a smooth glide is obtained. Then try a few hand winds. The model should climb easily on 50 turns. "Snuffy" should climb in steep, tight right hand spirals when fully wound and glide in larger, flat left hand circles. On a warm day with capacity winds, your duplicate of "Snuffy" should have no difficulty in giving you flights of 2 min. and over. Good luck and happy landings.

Bill of Materials

Quantity	Material	Description
8	Balsa Strip	1/16 in. sq. X 18 in.
2	Balsa Strip	1/16 in. X 1/8 in. X 18 in.
1	Balsa Block	Prop Block 6 in. X 3/4 in. X 3/4 in.
1	Balsa Block	Nose Block 1/2 in. X 1 in. X 1/2 in.
1	Balsa Sheey	1/32 in. X 2 in. X 12 in.
1	Music Wire	.020 dia. X 18 in.
3	Brass Washers	Small Type.
1	Tissue	Purple 12 in. X 12 in. Light Grade.
1	Tissue	Orange 24 in. X 12 in. Light Gr.
1	Tissue	White 8 in. X 8 in. Light Gr.
1	Celliloid or Al.	Wheel 3/4 in. dia.
1	Rubber	Motor 3/16 in. X 1/30 in. X 24 in.
1	Aluminum Tubing	1/16 in. O.D. X 1 in.
1 oz.	Clear Dope	
1 oz.	Cement	







FLAT HATIN ON G-8

From the reports of WW I pilot and writer Robert J. Hogan, the Allies secret service employed a master of make-up and flying skill as a spy in service of America and the Allies. This American was named only G-8 in WW I service. He was supported by two fliers named Bull Martin of large physique, and Nippy Weston of smaller but equally able talent. A female spy called R-2 was a blond associate as a nurse in some reports. Battle, the English manservant provided for needs to G-8. G-8 with Bull and his buddy Nippy flew mostly SPAD 13's from a hangar at Le Bourget Field in France. Colors and marking on cover art by Fredrick Blakeslee show some variation in markings as the SPADS were replaced after combad damage. One report cover even shows the team flying yellow SE 5,s. G-8 flew a SPAD with yellow wings and tail, and usually a light olive green fuselage and landing gear struts. Rudder marking was standard SPAD marked with verticle blue stripe at the hinge, white with lettering in black, and red at rear. At least one cover reversed colors with red in front. Roundels were English with red centers, white, and blue outer rings on the wings. G-8's SPAD usually had a large G-8 centered on the top wing in black, or red, bottom of letters foreward. The fuselage had only a white or red G-8.

Bull Martin flew an all hot yellow SPAD with red number 7's on the top wing with the 7 onthe left wing top reading from front, and reversed to aft on the right wing top. A few were 7 marked under the lower wing also or more often unmarked below, except for Englisc Cockades. A red 7 was on the fuselage, without cockade.

SPAD No. 13 was flown by slight of hand specialist Nippy Weston with no fear of 13's. Again the all over yellow SPAD 13 had reversed 13's on top wing. The fuselage 13 was white on a red square box on the yellow covering.

At least one Fokker D-VII was all over bright red with yellow rear of fin and rudder, with the later latin Crosses.

All up, these bright WW I airplanes kept the Germans from victory in WW I and kept Robert J. Hogan busy doccumenting the action monthly for 10 years from 1933 'till 1943, along with churning out Wu Fangs and more adventure in the bloody dime pulps.

Others saving the Allies in WW I included Smoke Wade flying a "Pinto color " SPAD,grease ball Joe, and Red Falcon " der Rot Falc" from the Vogue Mountain sector. G-8 was a Captain in the American Air Service and answered only to the Great General.

Phil Strange also flew the ever popular SPAD with much night action as told by Marine Major Donald E. Keogh.

The Lone Eagle is John Masters with Sky Fighters by Lt. Scott Morgan. We humbly defer to WW I expert enthusiasts Mark and Martin Braunlich for color on Lone Eagle doccumented aircraft as their dad collected this text. G-8 art and now reprints are courtesy Adventure House and John P. Gunnison.



This G-8 SPAD has red G-8's on the fuselage, but none on wing top.



Bull Martin's yellow SPAD has the lower wing red 7's on JULY 1940.

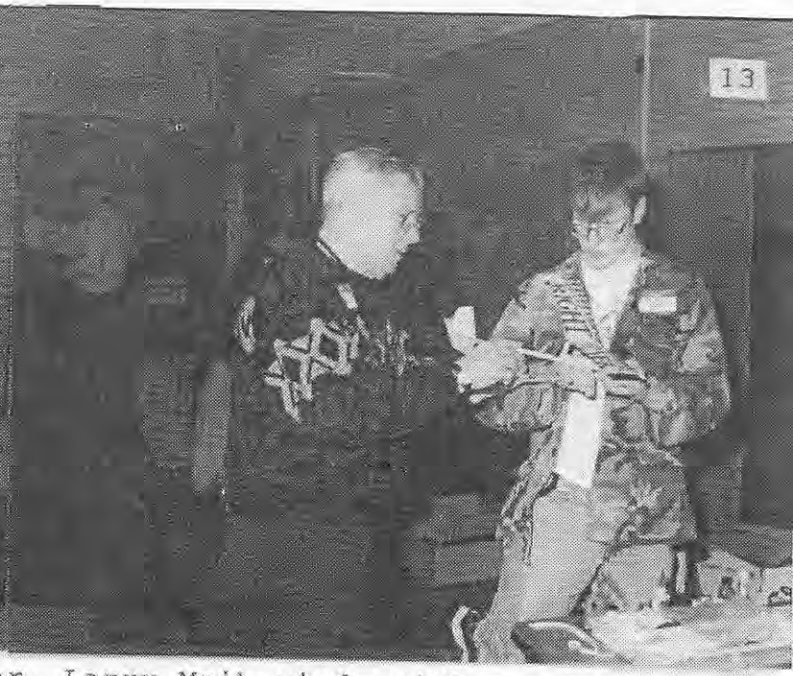


5/39 G-8 has G-8 between Herr Doktor Kruger and Stahlmask.



2/43 G-8 posts up a keg as Bull Martin flys by in yellow No.7.



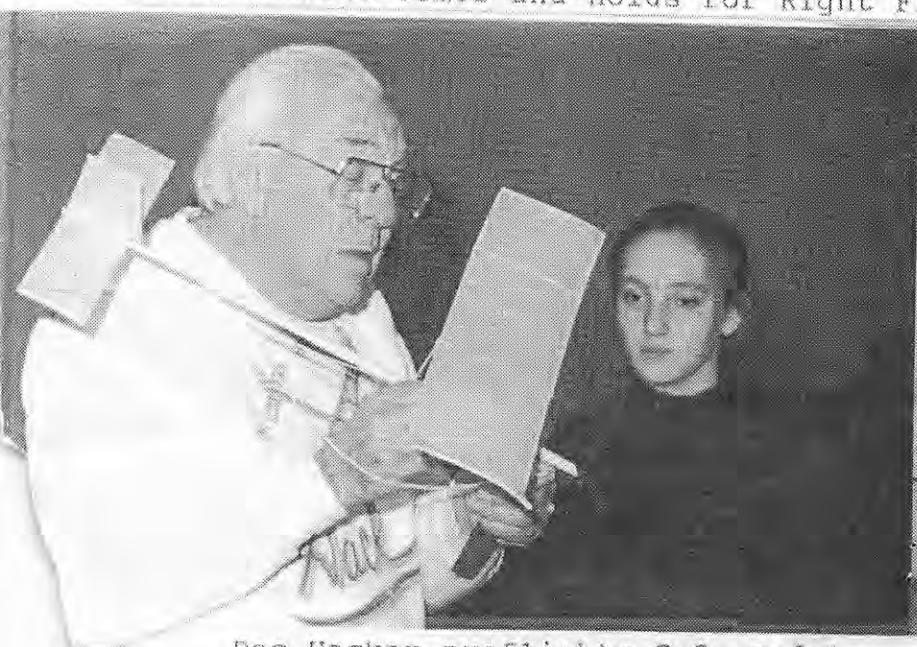


'99 Chardon S.O. group build Right Flyer. Larry Mzik winds with Ian Bennett.





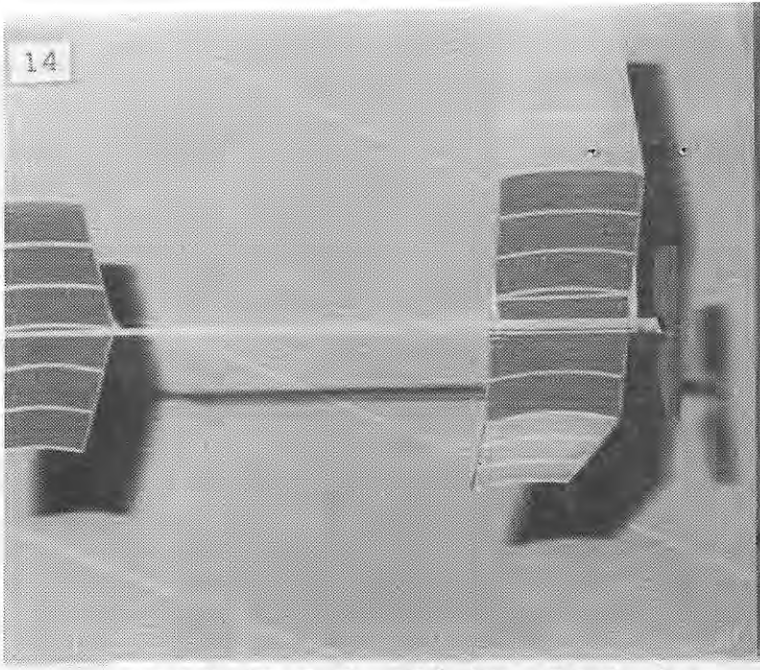
Susan Bennett times and holds for Right Flyer builder Evan Bennett.



Doc Hacker preflights S.O. model.



John Kagens shows Ben Parson winding



Red tail S.O. climbs slowly by.



Matt cranks up blue s.O. with Hack.



John Kagens with Lee's red S.O. Pylon.



Chardon builder hooks on with Mzik.



Hack eyes Ben Clouser's '99 S.O.



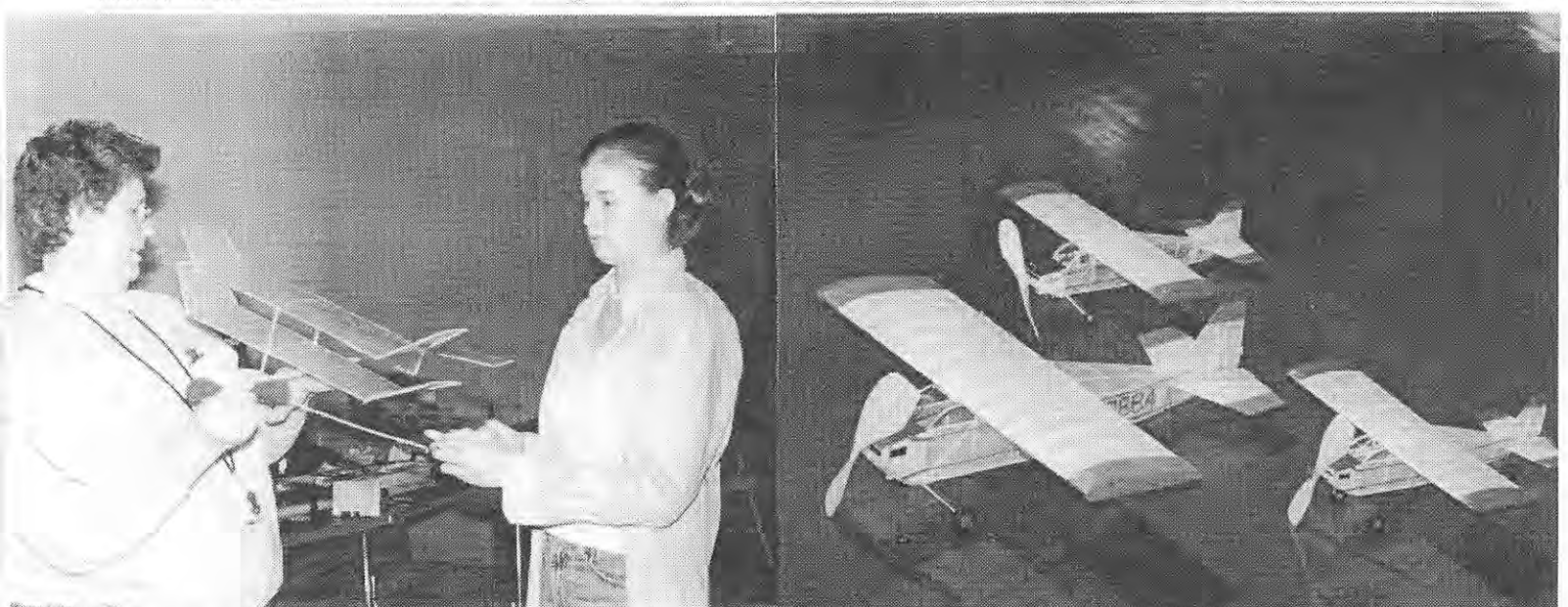
Film covered stick mod. climbs a



John Kagens and Josiah Miller 2000 S.O. Larry Mzik coaches winding of S.O.



Mark Schafer holds as Doug Schafer winds and low launches 2000 S.O. model.



Pat Gillespie holds as Mary powers up Biplane. Lacy pit parking at Andrews.

CFFS CONTEST EVENTS AT LORAIN COUNTY COMMUNITY COLLEGE

1. FAC PEANUT SCALE, FULL PTS.
2. HI-WING CABIN PEANUT EXPERIMENTAL
3. HI-WING CABIN PEANUT PRODUCTION
4. FAC DIME SCALE
5. FAC RUBBER SCALE
6. FAC OH FUNK & WACO LIMITED
7. FAC JUMBO SCALE
8. FAC PIONEER SCALE
9. FAC GOLDEN AGE CIVIL AIRCRAFT
10. GOLDEN AGE MILITARY AIRCRAFT
11. FAC NO. CAL PROFILE SCALE
12. NO. CAL WW II 3 FLT. TOTAL
13. FAC POWER SCALE ELECT OR CO2
14. O.T. GAS REPLICA ELECT OR CO2
15. EMBRYO ENDURANCE (J)(S)(O)
16. JR. RUBBER 3 FLT. NO MAX.
17. H.L. GLIDER (J)(S)(O) * $1 POT.
18. 6" STICK CATAPULT GLIDER, $ POT.
19. FAC O.T. RUBBER 36" OR 150 SQ. "
20. FAC O.T. STICK 36"/ 150" $ POT
21. FAC O.T. TWO BIT 25" MAX. $ POT.
22. O.T. JIMMIE ALLEN R.O.T. $ POT
23. SHELL SPEED DASH 2 FLT. BY 3:00 P.M
24. MODERN MILITARY MASS LAUNCH 12:00
25. WW I MULTIWING PEANUT M.L. 12:30
26. WW I MULTIWING FAC M.L. AT 1:00
27. WW II PEANUT COMBAT M.L. AT 1:30
28. WW II COMBAT FAC M.L. AT 2:00
29. BENDIX TROPHY RACE M.L. AT 2:30
30. GOODYEAR F.1 RACE M.L. AT 3:00
31. GREVE INLINES RACE M.L. AT 3:30
32. THOMPSON RADIALS M.L. AT 4:00

FAC RULES APPLY WITH INSPECTION OF NO.CAL & DIME DETAIL, MASS LAUNCH 45 PT.MIN DETAIL, AND O.T. PER PLAN. PRE SELECT EVENT FOR MULTIPLE OPTION MODELS. NO SIZE CHANGES IN O.T. 25" MAX. MASS LAUNCH AND O.T. GAS REPLICA OUT OF BOUNDS TO BE SET AT FIELD. ALL MAY PICK A PLAN PRIZE.

SUNDAY MAY 27 CFFS AT LCCC 10AM-5 PM CD RUSS BROWN 216-382-4821. I-90 EXIT 148 TO RT. 301S ABBE RD. CHECK HOAG RD. OR UPWIND.

SUNDAY JUNE 10 CFFS AT LCCC 10AM-5PM CD JIM HYKA 216-481-6525.

SUNDAY JULY 29 CFFS AT LCCC 10AM-5PM CD GORDON ROBERTS 216-749-4817.

SUNDAY AUG. 12 CFFS AT LCCC 10AM-5PM CD PETER ZBASNIK 216-476-4824.

SUNDAY SEPT 9 CFFS AT LCCC 10AM-5PM CD RUSS BROWN & LUNDY GOESLING.

SUNDAY OCT 7 CFFS AT LCCC 10AM-5PM CD GORDON ROBERTS.

FAC NON-NAT'S AT GENESEO, NY IS JULY 20-22. ERIE FAC AT PRANGMORE MEETS ARE 5/19, 8/4, AND 9/8. DAYTON SECTOR SKIRMISH AT WPAFB IS SAT. 6/16 PRE ENTER 6/1 DETROITEN GESCHWADER FAC MEETS AT FLINT ARE 6/24, 8/26, 10/14, 10/28 & 11/4. FAC OUTDOOR CHAMPS IS SEPT 22-23 AT MUNCIE, IN.

SAM O.T. FF & R/C FLY 1ST WED OF MONTH AT SHELBY AIRPORT RT. 96 ON 7/3, 8/1, AND 9/8; AND 3RD OR 5TH WED AT SCHROEDER'S FARM RT. 61, 3MI S. OF RT. 224 ON 5/30, 7/18, 8/15, 8/29, AND 9/19.

CFFS INDOOR AND S.O. FLYING IS ON SUNDAYS AT ANDREWS SCHOOL NOON TO 5PM. CHECK DOC. HACKER OR DON SLUSARCZYK 440-918-0290. HACK IS AT 216-486-4990.



