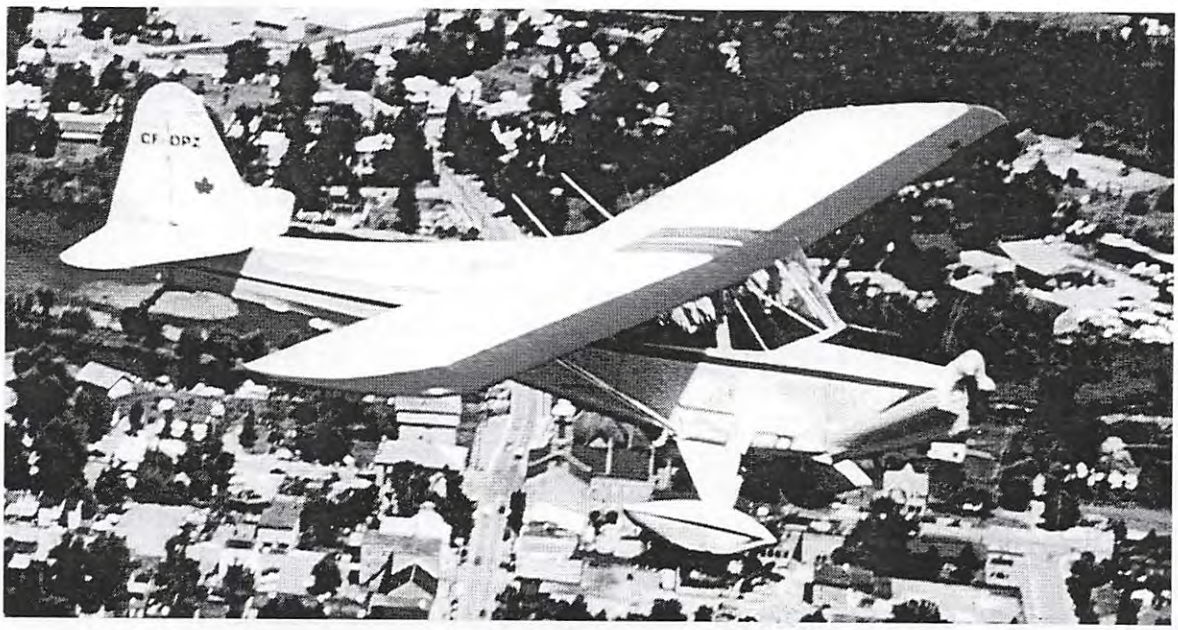
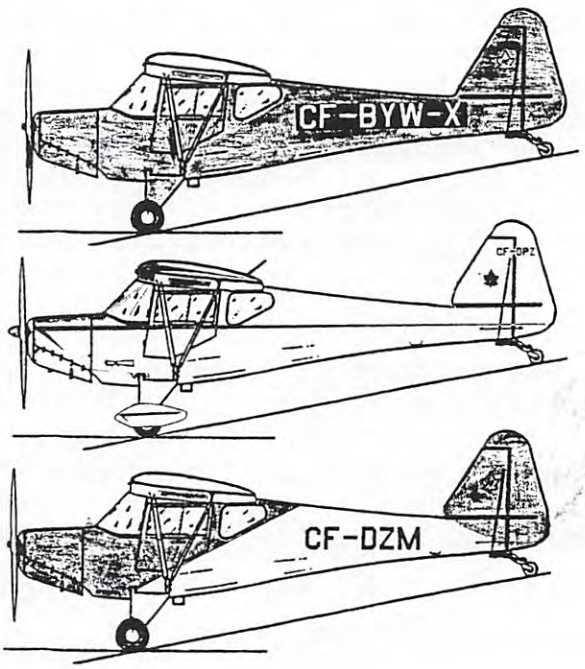
CROSSWINDS

Fleet 80



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124



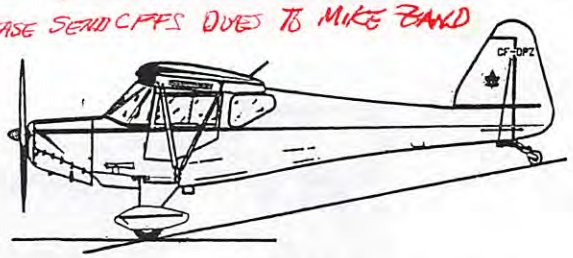
CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

XRED X RENEWAL $16 AT # 104

PLEASE SEND CPFS DUES TO MIKE BAKO



FLAT HATING ON THE

FLEET MODEL 80 CANUCK

An exceptionally good light plane design was entered into the weak post WW II market by Fleet Aircraft Ltd. in Fort Erie, Ontario Canada. With research for a CROSSWINDS worthy feature plan comes appreciation that the Fleet 80 Canuck blends excellent Taylorcraft form and function with Funk B like performance, rugged structure, and unexcelled spin resistant flying. Wheel, Ski, and Float versitility with near 100 mph cruising speed added to safe flying zooms the Canuck to the top shelf of favorite light planes. Pilot notes sent to FAC GHQ confirm Canuck qualities:

" The Fleet Model 80 is a very rugged aircraft. It is quite fast for a small taildragger and handles like a dream. Sitting side by side with your partner is also an asset (and with a true stick!) and makes the plane feel bigger than it is. This aircraft has the best stall/spin characteristics of any plane I have flown. In a spin, one simply releases the stick and the aircraft recovers in less than one turn. The stall is very gentle with no tendency to drop a wing. Landing the Canuck is actually fun, wether it be on land, skis, or floats. This is a very nice cross-country aircraft ! "

Aeronautical Engineer O. "Bob" Noury initiated a project to have a Canadian designed and built high wing cabin monoplane. Bob built the Noury T-65 CF-BYX-X in 1939. Noury Aircraft Ltd. was formed and built the production design with side by side seating in 1944.Fleet Aircraft needed a post war product as war sales dried up. The Noury N-75 was selected and purchased as the Fleet Model 80 CF-BYW-X. Fleet test pilot Tom Williams flew the N-75 June 4,1945 to July 26, when it was modified for production. The Continental C 85 engine was mounted 4 inches lower and 4 inches farther foreward to aid visibility and allow placing the gas tank in front of the windshield. A cabin top skylight replaced the wing leading edge tank. With added power, vertical tail area was needed. The fin and rudder was raised 4 inches, with the characteristic fin leading edge bend down at the stab. leading edge. Fleet made skis were made to mount over the Goodyear 6.00 X 6 tires. Fleet made boots were mounted on Northwest skis. The landing gear was removed to mount Fleet made floats. Fleet floats were 14 ft.-6 in. long X 2 ft. beam. Wood wing spars were replaced with Dural 24S Aluminum caps and webs. The all metal Canuck was stressed for 7G loads. The name Canuck was recycled from the WW I Curtiss JN4C Jenny that Fleet V.P. & Production manager Walter N. Deisher was fond of.

The Canuck wing with NACA 23012 airfoil was mounted at 3 degrees-13 min. angle of attack to a flat mounted stab. Wingtip washout may be built in, as the the resistance to spin and recovery are like the Funk B's stability. Excellend aerodynamic handling added to popularity for flight training in Canadian Aero Clubs with funding to purchase the Canuck. Lower cost aircraft remained popular to bush pilots. Weak sales ended production in 1947. The unassembled frames and parts were sold to LEAVENS Bros. for two dozzen more. Production totaled 225, with 95 still registered in 1980 in CANADA.

A request for Canuck colors by CIC Lin Reichel in FLYING ACES CLUB NEWS stimulated a suggestion by this curmudgeon that Fleet would have black and trainer yellow paint on hand. This S.W.A.G. (Scientific Wild Ass Guess) color is correct for Fleet Bulletin No. 14 color option No.4. A color print of Bruce MacRitchie's S/N 105, CF-DZM shows Fleet color option (1) with dark Navy Consolidated blue trim on A.N Trainer Yellow. The blue nose trim is back to the landing gear front, slanting up the door rear line under the rear window to the top , and curving down under the horizontal tail. The Fuselage top is all blue from the skylight back, including the vertical tail. The wings, rear fuselage, horizontal tail, struts, and landing gear is hot Trainer Yellow. A Fleet maple leaf fin decal not on CF-DZM is yellow with blue script Fleet and 80. Registry letters are dark blue on top and bottom of the wing panels and on the fuselage, smaller. Recent rules have wing letters entirely under the left wing, not on top, and small fin and rudder letters. Canucks in (1) trim include CF-DDX, -DEE, -DMZ, - EBE and -EOC.

Option (2) has an all blue fuselage, vertical tail, and landing gear,and on wing lettering. Wings, horizontal tail, struts, hub caps and fin leaf, and on fuselage letters are A.N. Trainer orange-yellow. Color prints from Byron Reynolds of the Reynolds Aviation Museum in Wetaskiwin, Alberta CANADA show the prototype CF-BYW-X is option (2), but a brighter blue color. The prop spinner is polished metal on an allwood prop with yellowish tips.

Option (3) was all over blue with yellow letters. CF-ENT may be this trim.

Option (4) was all over Trainer yellow with black struts, L.G. and CF-___.

Option (5) was Blue fuselage, tail, and L.G. with Aluminum Wings, struts, and hub caps.

Option (6) was like (1) using chocolate brown trim on Loening lt. yellow. Loening yellow looks like lemon yellow.

Option (7) was like (2) with brown trim on Loening yellow.

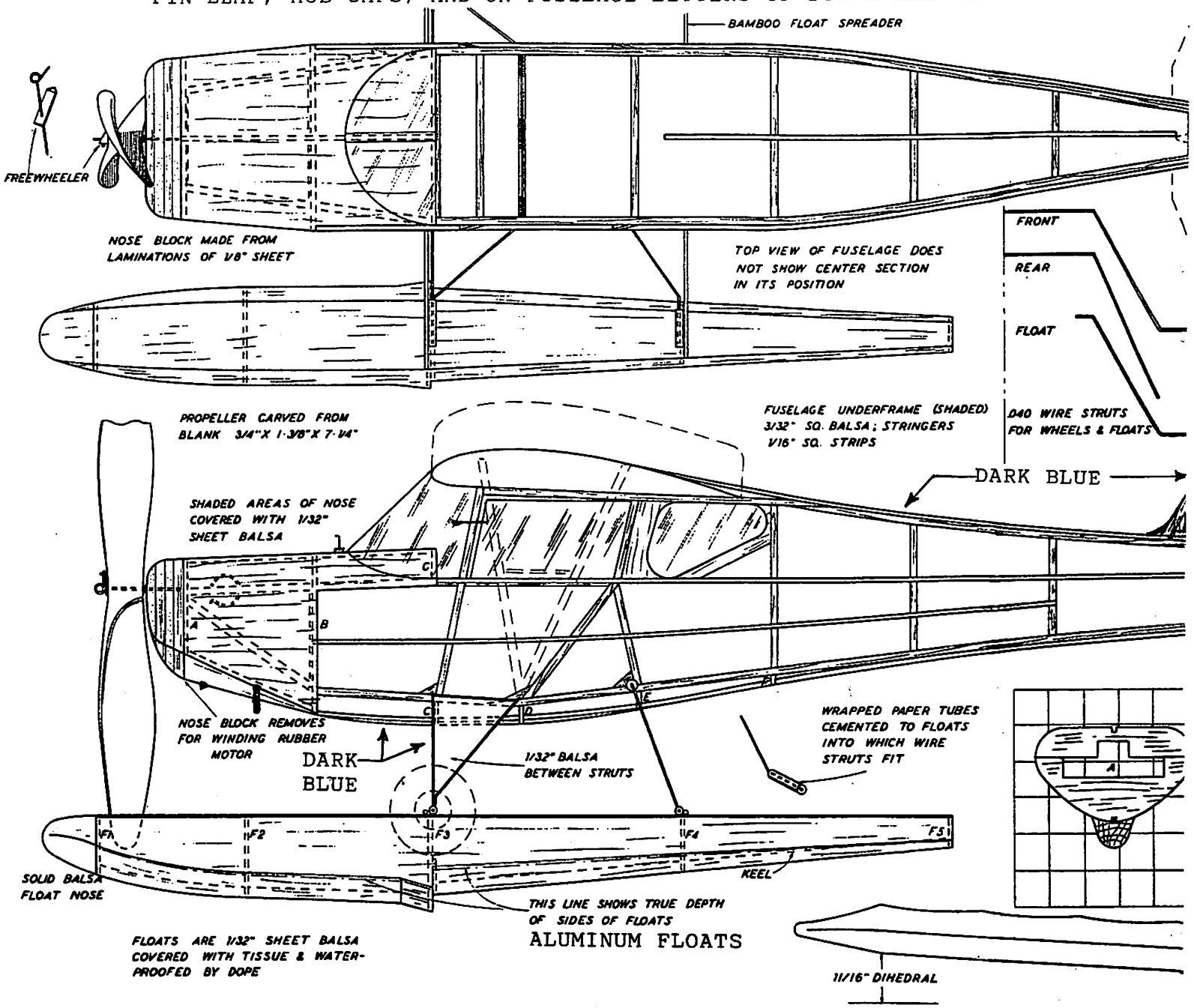
Option (8) was like (4) in Loening yellow with black struts and landing Gear.

Special option cost was all white fuselage and wings.

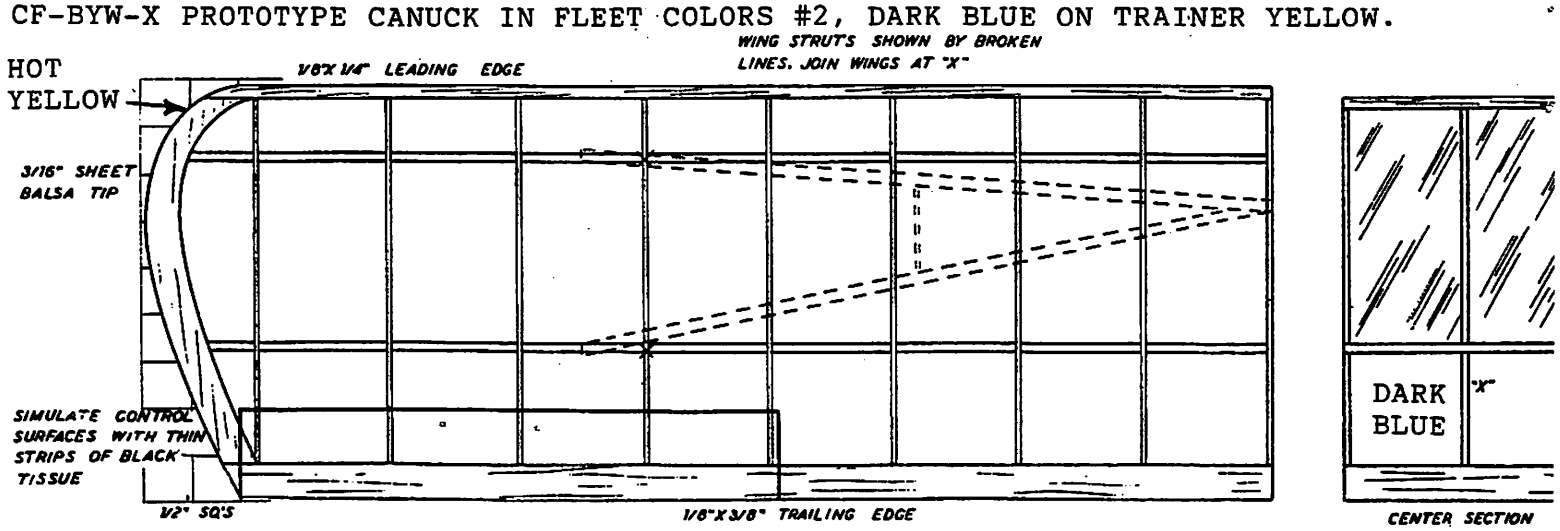
Further research may identify more finish types with registry. The good information source and owner of Canuck S/N 052 CF-DPZ has 200 color slides and may publish a book. "Thumper"Jack Thorpe's CF-DPZ is now all over Stits Poly-Fiber # 132 Sun Valley Ivory with # 187 Eagle Red trim. CF-DPZ is Black under the left wing panel (not on top) and on the vertical tail.



NOURY N-75/FLEET CANUCK CF-BYW-X HAS A BLUE FUSELAGE, L/G STRUTS AND VERTICAL TAIL, AND ON WING LETTERS. THE WING, HORIZONTAL TAIL, STRUTS, FIN LEAF, HUB CAPS, AND ON FUSELAGE LETTERS CF-BYW-X ARE TRAINER YELLOW.



CF-BYW-X PROTOTYPE CANUCK IN FLEET COLORS #2, DARK BLUE ON TRAINER YELLOW.



NOURY N-75, FLEET MODEL 80 PROTOTYPE CANUCK CF-BYW-X BY EARL F. STAHL 3/48 MAN

Earl Stahl introduced us to the Fleet Canuck with his 26-1/2" w/s model printed 1/2 size in MODEL AIRPLANE NEWS March, 1948 for just 25 ¢! Earl's handiwork is shrunk to a peanutish sub 13 inch w/s as the Noury N-75 like prototype CF-BYW-X (prior to lowering the thrust line) Earl even drew Fleet floats for production Canuck R.O.W. model fun. Bruce Lester's 17 " w/s Fleet Canuck plan and text was published in Sept. 1947 AIR WORLD, without marking detail. Bruce did work from a later 3-view, as he did get the thrust line down, like the Fleet modified prototype, but still shows the Noury-like straight line fin leading edge.

A fine Fleet Canuck model kit is the Easy Built Models Kit FF-62 design by Roy Thomason. This kit is a real good representation of the subject at 20 inch wingspan on floats. Wing construction is light enough for rubber power flying with 1/16 X 3/16" edges and top and bottom 1/16" squares at 30% chord on the flat bottom airfoil. Extra 1/32" sheet balsa vertical wood grain webs between the 1/16" spars are advised to add bend strength. The horizontal tail 1/16 X 3/16 edges with 1/16 sq. inside flats. Larger and lighter horizontal tails are best for flying time. Copy machine size enlargement by 5% will line up the stab. leading edge with the fin bottom leading edge vertical clip for Fleet production form. Enlargement by up to 15% can still fit within the fin base slot. Tail edge size can be reduced to 1/16" sq. for lightness.

Fuselage construction is a unique precision beam invention with 1/16 X 3/16" interior beams to slide formers over. This precision beam can be cut away to save weight after stringers are added to create the fuselage outer shape. The kit wood looks good, as expected from Easy Built Models, and the tissue colors are correct for the common Fleet #1 marking of dark trim on trainer yellow, with silver tissue floats. The dark blue is darker than the japanese tissue blue, and the Cub yellow is hot enough to look great. Easy Built Models Kit FF-62 of the Fleet Canuck is only $ 12 plus $5 S & H from Easy Built Models. Web is www.EasyBuilt Models. Com. Color Catalog $3 Phone 334-358-5184 P.O. Box 681744, Prattville, AL 36068.



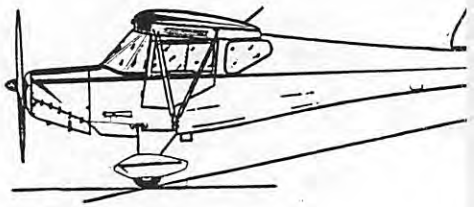
NOURY N-75, FLEET MODEL 80 PROTOTYPE CANUCK CF-BYW-X

CF-DPZ

CF-DPZ

CF-DPZ

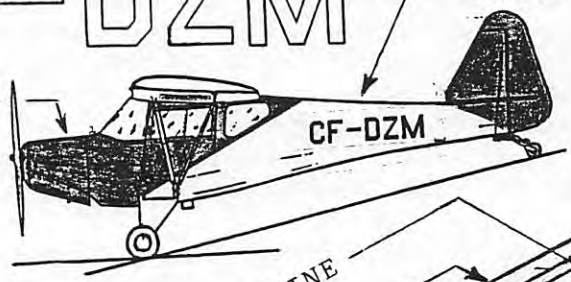
CF-DZM



CF-DZM CF-DZM

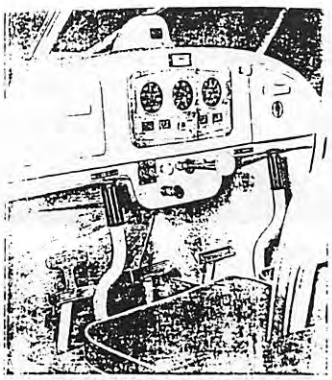
TRAINER YELLOW

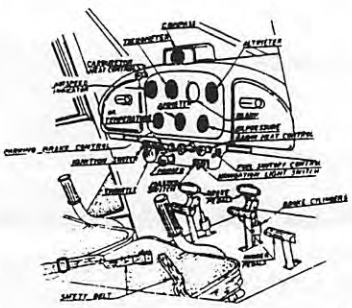
DARK BLUE



SKYLIGHT ON

DIHEDRAL C





FLEET MANUFACTURING AND AIRCRAFT LIMITED
FORT ERIE ONTARIO

CF-DPZ RED TRIM LINE

1/20" X 1/10" AT 45 DEG. SLANT L.E.

STRUT BRACE MOUNT 1/20" SQ.

STRUT MOUNTS 1/20" X 1/10"

RED WING LIGHT

LANDING LIGHT

OPTIONAL TIP RIB.

C.G.

FBA 2509

+1/32"

+1/16"

1/20" X 1/10"

RIBBED AL. AILERONS

3/32" TIP WASHOUT

7/16" DIHEDRAL

7/16"

CROSSWINDS FLEET CANUCK MODEL

The half inch per foot scale Fleet Canuck model is presented as a fresh look at the subject with light construction and competitive flying range. Wing design advances to a thin flat bottom airfoil with lightness behind the center of gravity and sharp nose turbulation and 45 degree anti-twist bracing pyramids up front. Artistically, the saggy X wing looks as busy as the painting " Nude descending a staircase or explosion in a shingle factory" But it's just a basic modern cracked rib with mid bay X works and sharp corners. Start by finding some light 1/20th balsa sheet wood. Strip 1/20th square stock and dive in. Mid cut at least four short 1/8" sq. pcs. at a 45 degree angle for leading edge tilt clamps. The leading edge is 1/20 th X .100 strip with the front corner down at the leading edge. Cut the lower 1/20th sq. ribs longer than 2-5/8" with a 45 degree front slope, add a pin dot of white glue and slide in place under the leading edge. Trim the trailing end and glue on the trailing edge 1/20th X .100 strip. Laminated wing tips can be formed by pre water sosking pairs of 1/32" X 1/16" strips. Paint on thin titebond glue and stretch around multiple pins offset in by the thickness of a plastic box binding band. The plastic strip eliminates pin dents on the inside curve. Small outside balsa bits are pinned to hold the shape untill dry. Trim ends to fit and glue on with the center raised about 3/32". Raise the trailing edge with 2 degree tip washout twist of 1/32, 1/16, and 3/32 thick shims under both wing panels. Cut a 1/32" X 3/16" sheet main wing spar for a 9% thick airfoil at 25% chord. Edge glue this spar over the 1/20th lower rib strips at quarter chord. This thin main wing spar is not notched at the top. Aerospace Materials engineers avoid stress concentration notches! Cut the 5/8" long top front rib caps to fit under the 45 degree slanted leading edge and trim to meet the top main wing spar. The front edge of these ribs are glued in beside the lower rib strips for double width ends. The top rib is butt glued to the wing spar. Add rear rib tops of 1/20th sq. X 2" trimmed to length beside the lower strips for a double wide joint. 40 pieces of 1/20"sq. X 1" are needed for the lazy X crossbracing pyramids. Eyeball trim the front angle cut to fit under the leading edge at the rib ends. Trim the upper rear end to fit the wing spar at mid rib bay. Cut nine more with these angle cuts and another 10 with end cuts to fit the other side to center brace. The pyramid rear braces back to the lower ribs will be easier to fit, as both ends are at verticle surfaces. Add a 1/32" X 1/20" high top spar above the 45 degree braces at 12 % chord to turbulate and round up the airfoil shape.

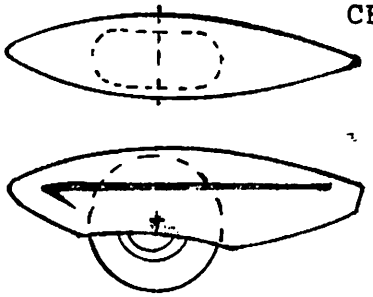
Save the sandpaper at the leading and trailing edges! The sharp corner leading edge adds to turbulation and reduces drag, while the sharp corners at the trailing edge reduce high pressure underside air back flowing into the top of the wing. Sanding the leading edge of the tail surfaces will look good. On frame shrinking and dopeing will help keep out twists. Pastel color chalk tissue as described in CROSSWINDS 103 by Rich Weber. Tan vintage tissue will approximate the Sun Valley Ivory color of Canuck CF-DPZ. Hot yellow for other Fleets can be made by mixing a small amount of Higgins red ink into a bottle of Higgins Fadeproof yellow ink. Add two ink bottles of 50-50 clear dope and 7 to 9 ink bottles of thinner. Shake well. Airbrush to desired yellow (several coats). Ref. Buzzard Bombshell orange July-Aug 2002 SAM SPEAKS.

Campbell Model Supply at 37742 Carson; Farmington Hills, MI 48331 has 4-6 lb. 1/20th sheet balsa, Esaki Light Flight Tissue, Gampi Antique color tissue and even still lists FAI Tan II rubber stock. But did not respond to questions about supply. Send $2 for the catalog.

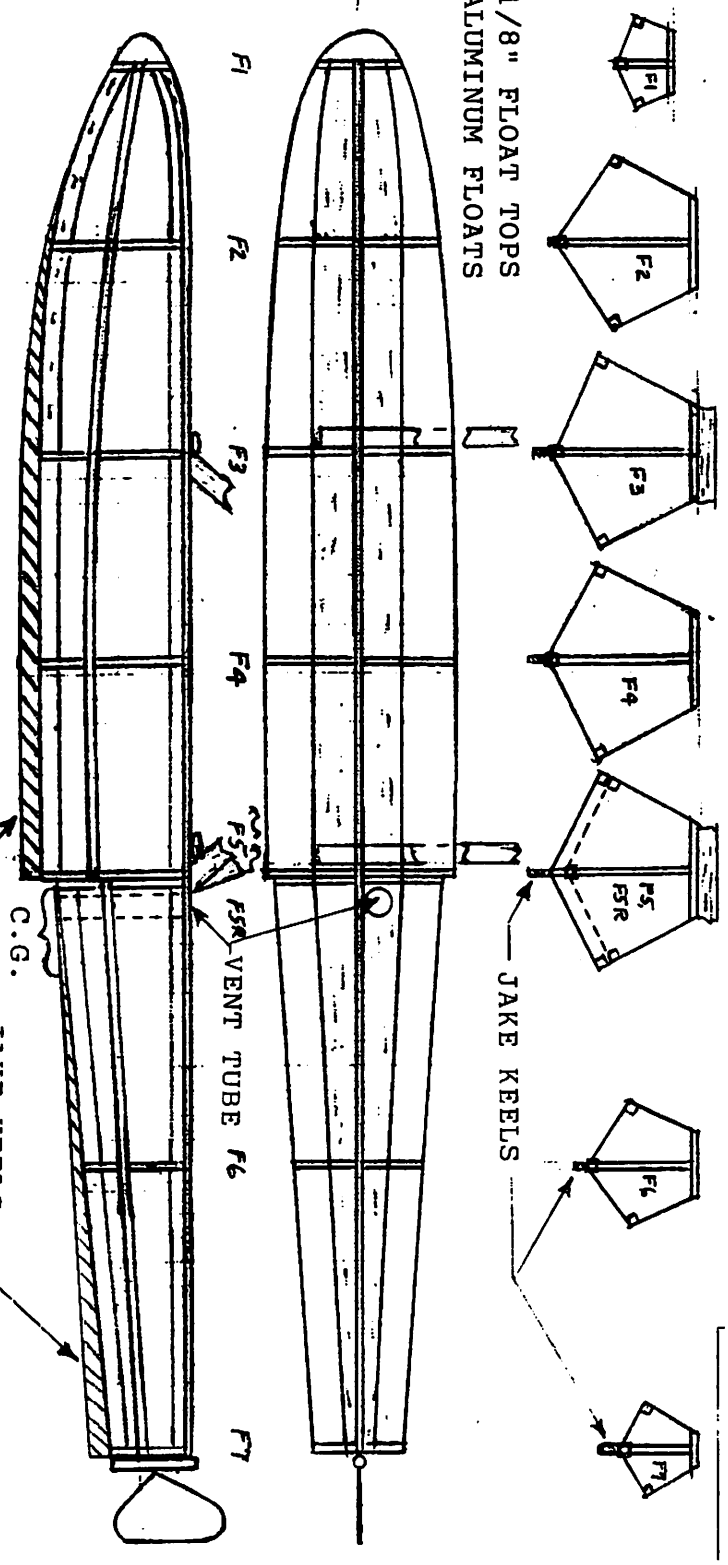
CAHS
Canadian Aviation Historical Society
National Headquarters P O Box 224 Station A Willowdale Ontario M2N 5S8

Annual membership is $35 US (US & overseas addresses). Send $5 US (Visa/cheque/cash) for a recent sample copy of the CAHS Journal and membership information. The CAHS Index, listing over 500 articles published over the last 36 years is also available for $5 US. Both are $8 US. Web site address: www.cahs.com.

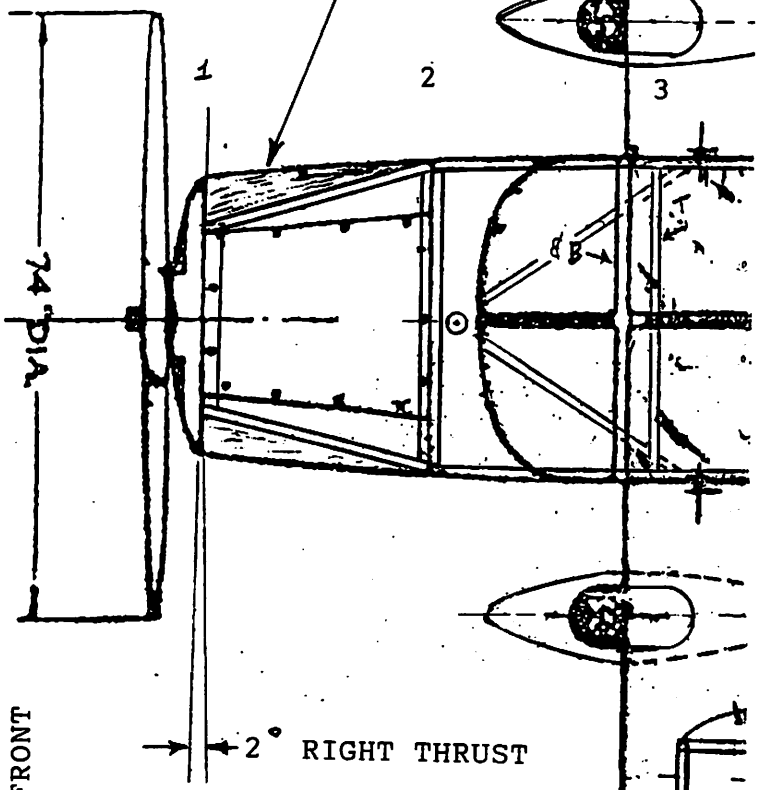
JACK THORPE FLEET CANUCK S/N 052 IN EAGLE RED TRIM ON SUN V
CF-DPZ AND COWL TOP ARE BLACK. FIN LEAF IS RED; INTERIOR DA



1/32" X 15/32" X 7-1/8" FLOAT TOPS
ALUMINUM FLOATS



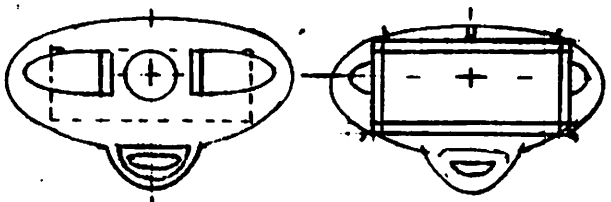
SOFT BALSA BLOCK FILL



2° RIGHT THRUST

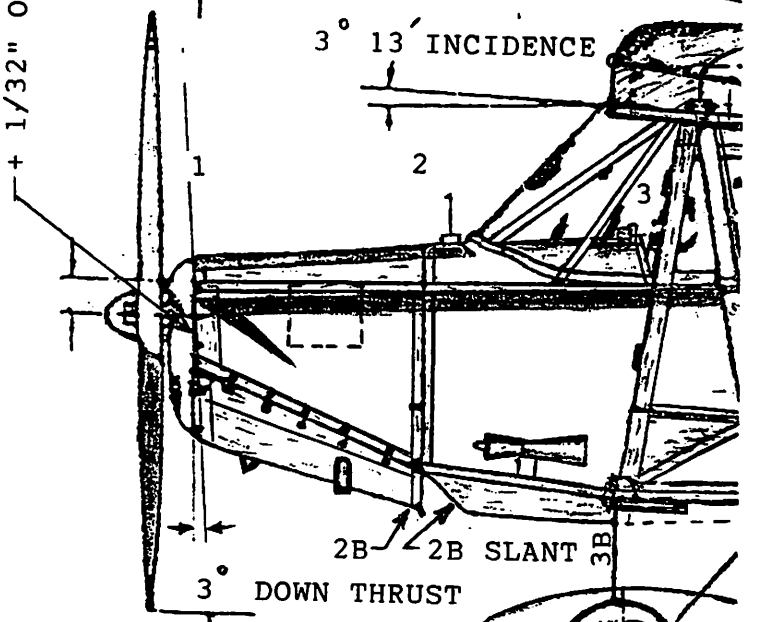
1 FACE

1 REAR



1/32" ON LEFT FRAME FRONT

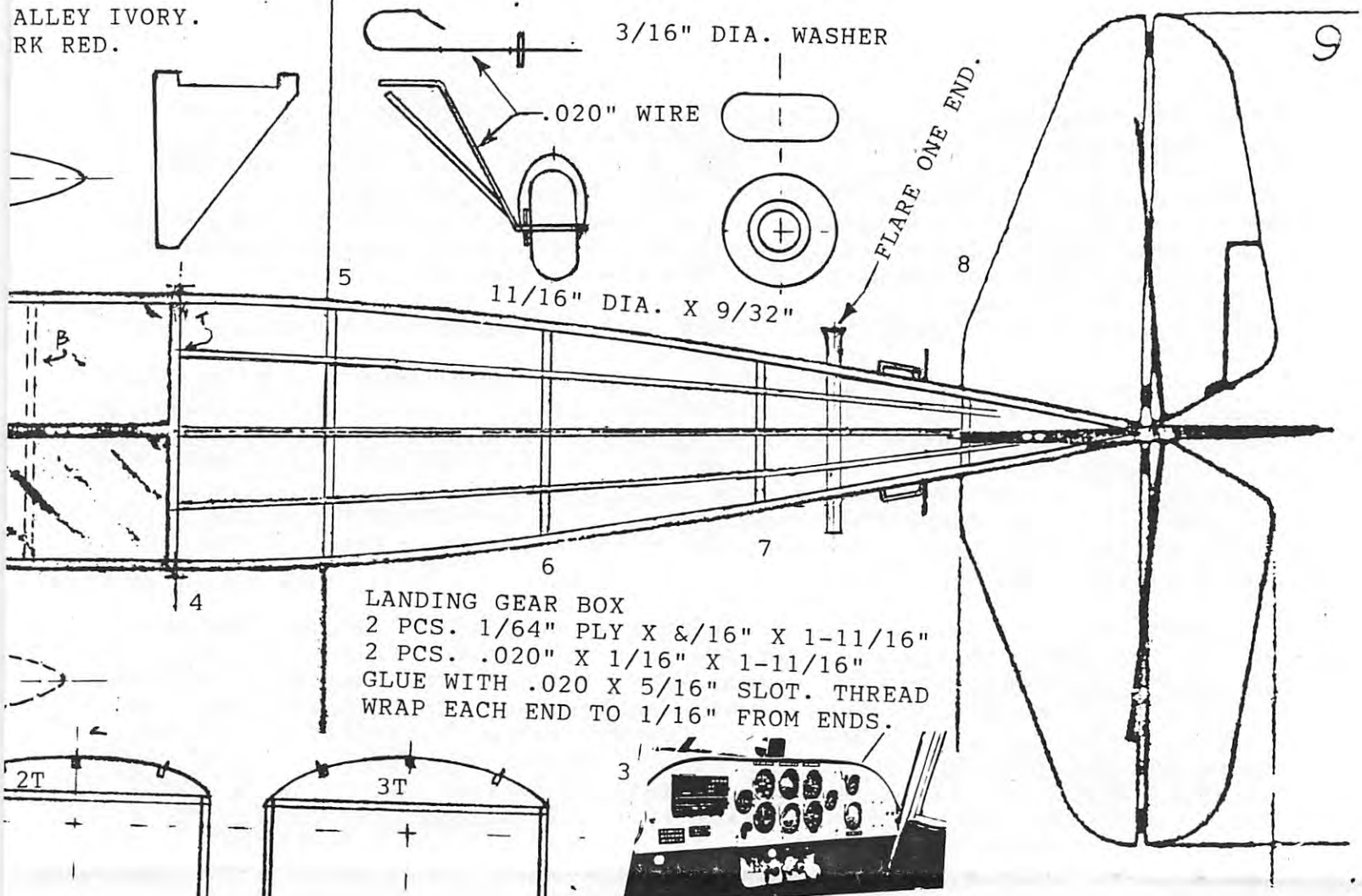
3° 13' INCIDENCE



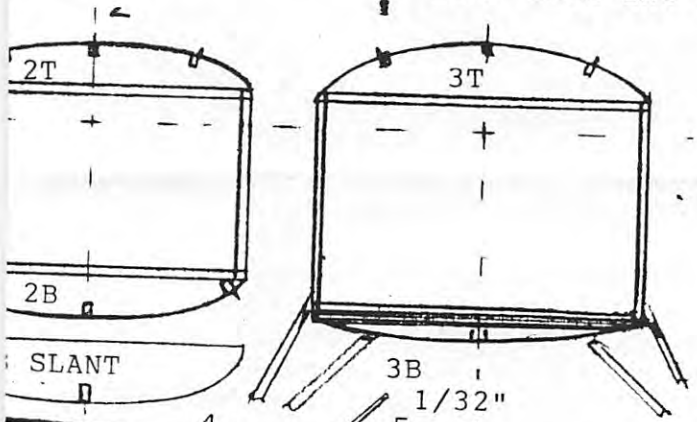
3° DOWN THRUST

CROSSWINDS NO. 104
FLEET MODEL 80 CANUCK
17" W/S, 1/2" PER FT.
BY RUSS BROWN 2/14/03

ALLEY IVORY.
RK RED.

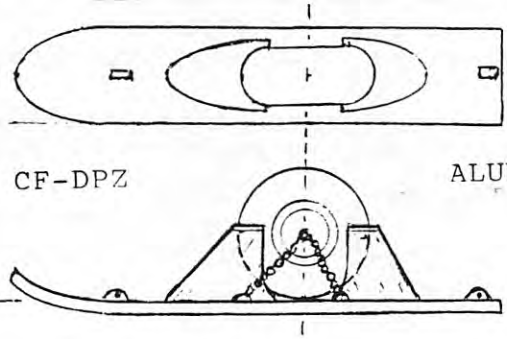


LANDING GEAR BOX
2 PCS. 1/64" PLY X &/16" X 1-11/16"
2 PCS. .020" X 1/16" X 1-11/16"
GLUE WITH .020 X 5/16" SLOT. THREAD
WRAP EACH END TO 1/16" FROM ENDS.

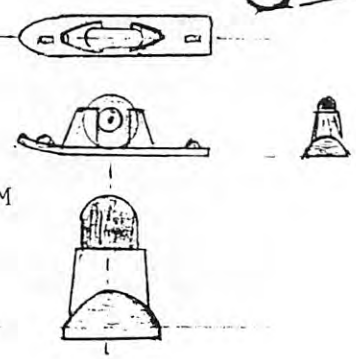


CF-DPZ DASH

3B



ALUMINUM



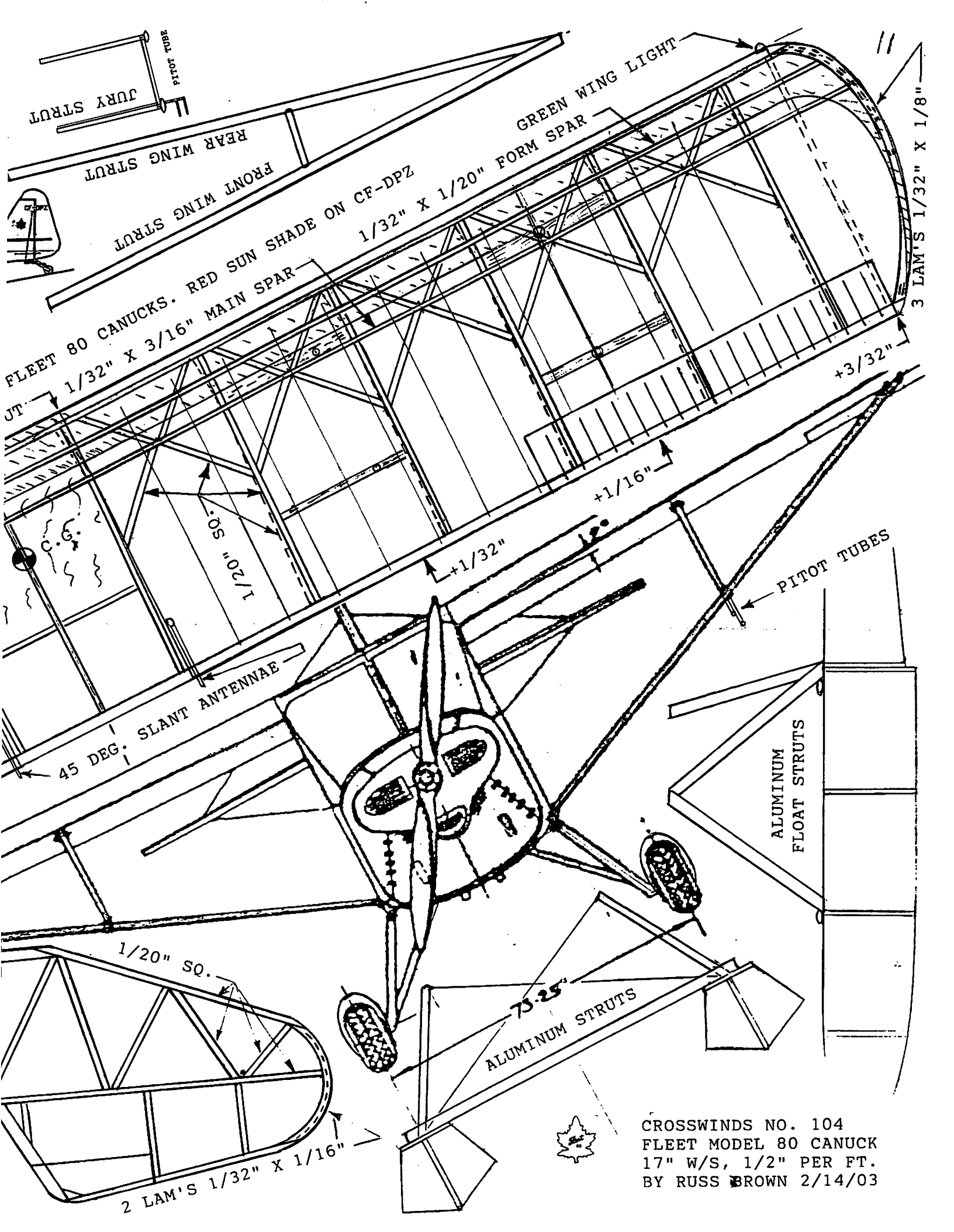
Frame the fuselage with 1/20th sq. strips. Double widths at the front and rear door edges. The top front longeron can end at the door front post, and jog up under the door window. The door frame is shown single framed at top and bottom. Double up if you want the doors to open for electric power battery access. Build the second side frame directly on top of the first with saran wrap or wax paper separators at glue joints. Add 1/32" to the left side for right thrust. The rear rubber peg upright can be 1/16" X 1/4" or wider. Cross pieces are shown in the top view. Fill in the nose shape with light balsa block or foam, and sand to outside shape.

Build a 1/64" X 3/8" X 1-11/16" plywood box with .020" X 1/4" inside space for plug-in .o20" wire landing gear, like the Debut Embryo Endurance design by Gordon Roberts in CROSSWINDS No. 99 (Also to be Kitted by Easy Built Models). Glue the landing gear box to the fuselage frame under the door post. The top rear edge of the landing gear strut can be left un-attached to flex. Carve the wheel pants for Canuck CF-DPZ from light 1/4" sheet balsa pairs tack glued together for outside form sanding. Hollow out for lightness.

Fleet skis are an unusual variation that earn +3 FAC scale time points vs. +5 for twin floats, and skis are short enough to allow those long .4X wingspan prop diameters. The Fleet Skis are drawn from the photo of Canuck CF-DEE. Fleet made boots were mounted on Northwest Skis to fit over the wheels. Front and rear cables limit travel, while an elastic front cord keeps the ski nose up. The cables are loose when on snow, and tight when unloaded while flying. Skis may be painted aluminum. Wet form the nose curve. Glue fish line under the skis to R.O.G. off dry surfaces. Canuck CF-DPZ owner Jack "Thumper" Thorpe had a pair of Fleet Skis untill a trade for work in Montana, USA. Go look there for more detail Haw-w-w-w.! Ski data seems real hard to come by, even for the popular Federal Skis. Help?

Twin Fleet floats are offered for the Earl Stahl, Easy Built Models, and The CROSSWINDS models. Earl's are 1/32" sheet balsa construction. Walt "Sledgehammer" Farrell went wet with a Earl Stahl Fleet Canuck for KUDZU contest flying, and won twice in three contests. Walt reports:
" R.O.W. flying requires enough power to get off in 6 feet, but not to power stall in the air." Walt built light with 8 lb. fuselage wood and 6 lb. ribs. Floats are 1/32" sheet with krylon aluminum spray; and recently added deck sealer. Use tightbond type glue, not glue stick for wet flying.The floats knock off, using Vance Gilberts system with 45 degree small plastic tube mounts in the floats, and flare out bent wire plug ins in four places. Four wire reassembly is tricky! Too much plane incidence relative to the floats will cause the float toes to dive in, with a wet back flip. Walt may be pleasd to learn that his all yellow tissue is right for Fleet trim # 8, all over Loening yellow with black struts, undercarrage and registry. CF- D and -E series letters are closer to scale than builder initials. The 26-1/2" w/s weighs about 60 gm, empty including the 14 gm floats. Power is two loops of 1/4" FAI Tan X 24" long wound to 8-9 inch ounces by Stan Buddenbohm torque meter. Prop is a Dave Rees Hi Line blue plastic 9 " dia. cut down to 8". Wing tips are washed out. C.G. is 30-35 percent chord. Keep float rudders straight, and trim over grass for straight ahead flight.

Capt. Jake Larson adds float bottom keel strips to track straight without effecting flying trim. Jake keels are 1/16"-3/32" deep for Peanuts, 3/32" to 1/8" deep for 13 to 24 inch wingspan, and 1/8" to 3/16" deep for 24" to 36" wingspans. Float rudders are scale size, set at 0 deg. turn. Floats are mounted so the C.G. is at the step, back to 1/2 float depth behind the step.



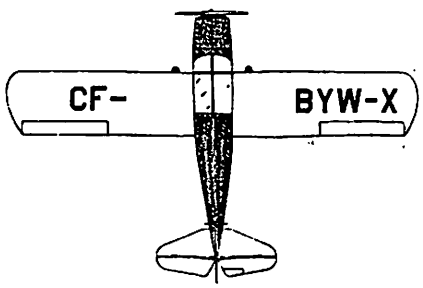
CROSSWINDS NO. 104
FLEET MODEL 80 CANUCK
17" W/S, 1/2" PER FT.
BY RUSS BROWN 2/14/03

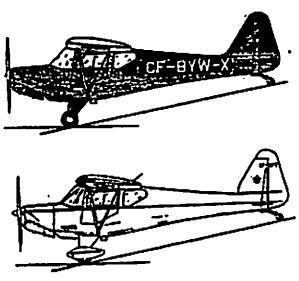
Hand launch trim fly over tall grass, and wet launch into the wind.The Jake Keel form is shown on the CROSSWINDS Fleet Floats by slant shading. Jake adds this cauton: " Make sure you have plenty of power for R.O.W.! I didn't and had to take a long swim. My Curtiss Robin on floats went straight over 90 feet out into Tampa Bay. The Hamilton All Metal Plane R.O.W.'d in about 8 feet. Winds were about 3-5 mph." We add that the U.S. Coast Guard has yet to discover a link with Jake's swim and the dead water mass spreading South from Tampa, FL.

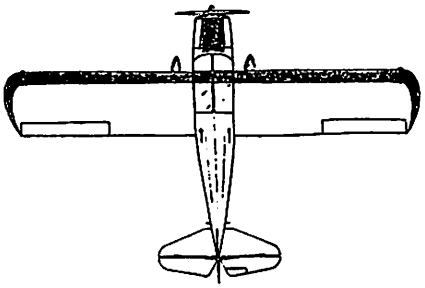
CROSSWINDS Fleet Floats are scaled from the Easy Built Models float 3-view adjusted to the scale length of 14 ft.-6 inches. Floats can plug into the Ply box gear mount. Add X bracing between rear struts. A small plastic tube glued in vertically behind the step may vent enough to break the aft. under float vacuum grip. A 1/32" sheet float skin aids tube mounting. Cut down a 7" dia. Tern Aero plastic prop to 5" dia. for the CROSSWINDS 1/2" per ft. scale Canuckon floats. Try a loop of 1/4" X 16" Tan Sport rubber. The Earl Stahl Noury N-75/ FLEET CANUCK at 13" w/s on floats may need Jake boards too. Rich MacEntee's Peanut Canuck and the Late, Great Doc. John Martin's Peanut Interstate Cadet both were unsuccessful at R.O.W. at the '99 Millard Wells Florida Keys Meet 7/24/99. We do miss Doc. and his HANGAR PILOT Newsletter of Florida and Indoor action.

The Earl Stahl Fleet Canuck form is a sentimental favorite and is good scaled for Peanut or other wingspan sized events. When Earl drew the Fleet Canuck plan before the March 1948 M.A.N. issue, available 3-views like the Jan. 1947 AERO DIGEST pg.68 show the Noury N-75/ Fleet prototype high thrust line and straight fin leading edge. The wing chord interpretation is a bit advantagous vs. the 5ft.-3in. chord from Fleet data. But the nose may be short without the 4 inch drop and 4 inch extension of Fleet modifications. Earl did observe the production raised fin base and Fleet#1 paint trim, and added his on wing trim and Initials registry. The prototype CF-BYW-X is restored in the original #2 Fleet original paint with a bright blue entire fuselage and vertical tail and hot A.N. Trainer yellow wings, horiz. tail, struts, hub caps, fuselage lettering and fin leaf.CF-BYW-X on wings is dark blue. Earl's model appears to be decorated like Fleet #1 trim of dark blue on the foreward fuselage, fuselage top, curve down rear,vertical tail and letters. Wings, horizontal tail, struts, landing gear and mid body are hot trainer yellow.The entire body top behind the sky light is blue, with only letters on the wing. Pre and post WW II Canadian registry had large CF- on one wing, and three letters on the other panel; top and bottom. Smaller letters were on the fuselage sides. Later era rules eliminate the wing top letters and the under wing letters are all on the left side. CF-DPZ has black under wing letters now, with 4" letters on the fin and rudder. Jack thorpe's CF-DPZ adds Eagle red wing leading edge trim that includes the center section. Production Canucks had full skylights after the early form prototype with in wing gas tank.

The over all Sun Valley Ivory on CF-DPZ will have good visibility if opaque pastel chalk is added to tissue. Un painted white tissue is harder to see in haze. Skis or floats can be aluminum.







CF-BYW-X

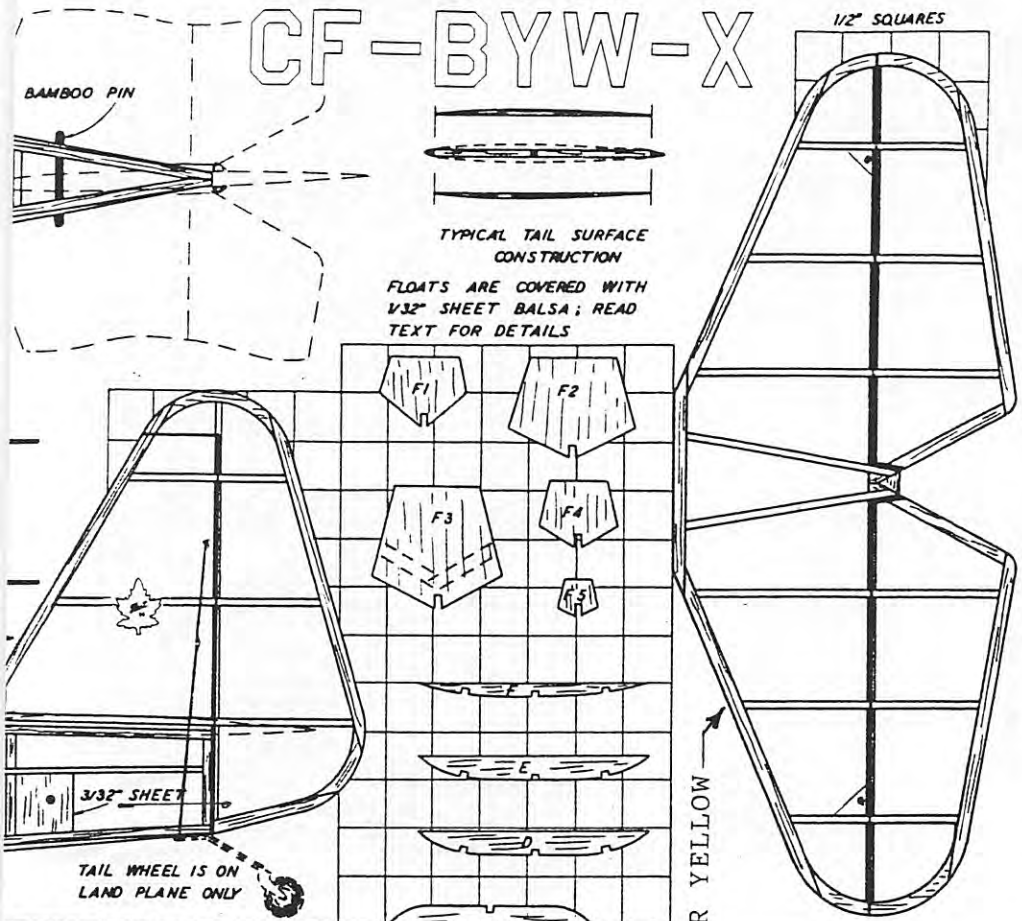
HOT YELLOW

CF-BYW-X

CF-BYW-X

CF-BYW-X

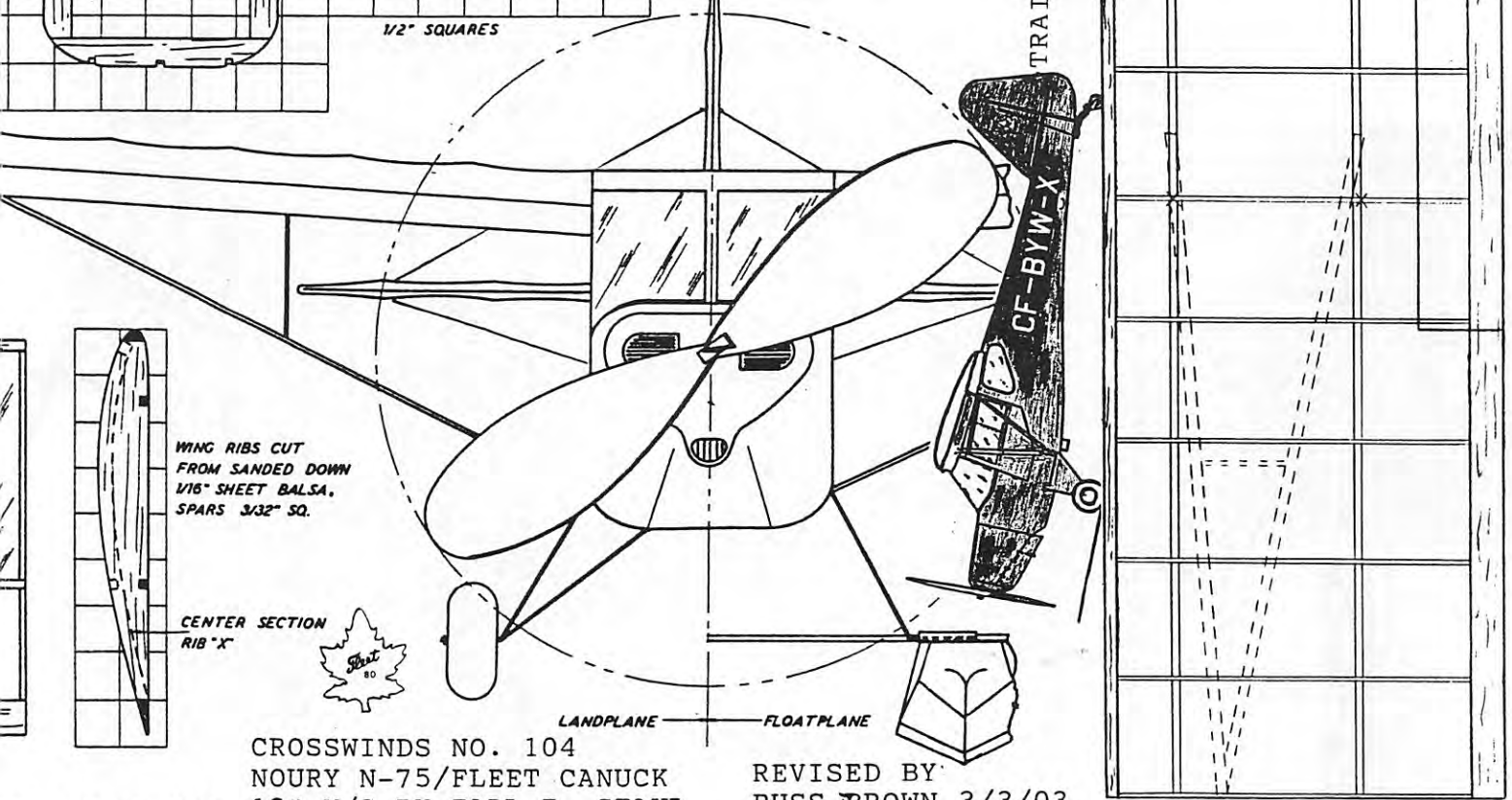
DARK BLUE



TRAINER YELLOW

FLEET "CANUCK" by EARL STAHL

TRAINER YELLOW



LANDPLANE — FLOATPLANE

CROSSWINDS NO. 104
NOURY N-75/FLEET CANUCK
13" W/S BY EARL F. STAHL

REVISED BY
RUSS BROWN 3/3/03

Sad to say, the Angles Wing gains three major contributors to aeromodeling.

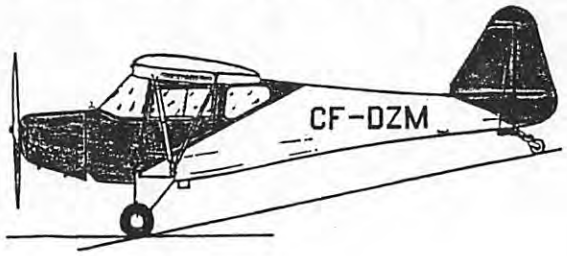
Bill Brown of Brown Jr. Motors fame flew West in January, leaving a legacy of accomplishment in gas ignition engines and CO2 power invention and development.

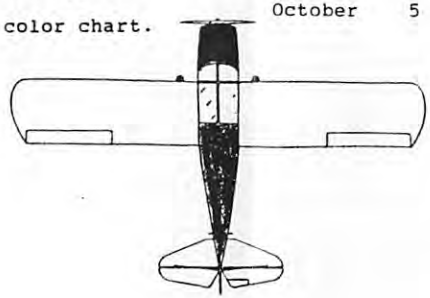
CFFS sage John Grega left us in November 2002, with 89 years and a memorable career in local model aviation and Experimental Aviation. John was a pioneer in club coordination and a vital source for advice and information. He helped at the annual Experimental Aircraft Association fly-ins at Oshkosh, and provided Pietenpol Aircamper builders with plans and craft. Son Robert Grega will maintain the plans service. Grandsons continue to enjoy flying models. We fondly miss his support of activities and flying fun. Dick Woodward recalls John flying across town to Lake Erie Model Club meetings in a Smith Miniplane Biplane that was a real tight fit to squeez into. John will rock wings at future flying action.

Vivian Skrjanc, wife of the late Jerry, and mother of Robert; all well respected as MICRO-X providers passed to the golden West. Vivian kept Micro-X open as Jerry declined, and supported Robert to keep Micro-X as a prime source of indoor and outdoor flying models.

FLEET CANUCK REFERENCES

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Earl F. Stahl, Yorktown, VA.
Barrie Taylor, Winnipeg, Manitoba CANADA
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Jack "Thumper" Thorpe, FLEET CANUCK CF-DPZ detail.
WACO AIRCRAFT PRODUCTION by Ray Brandly pg.77 Berryloid dope color chart.

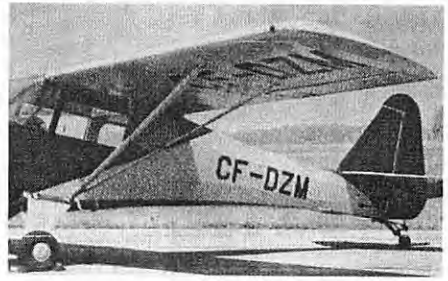




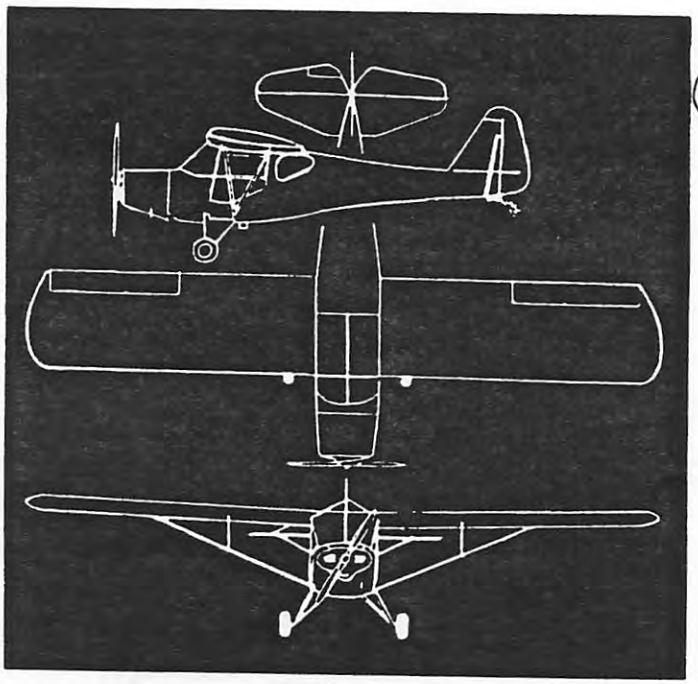


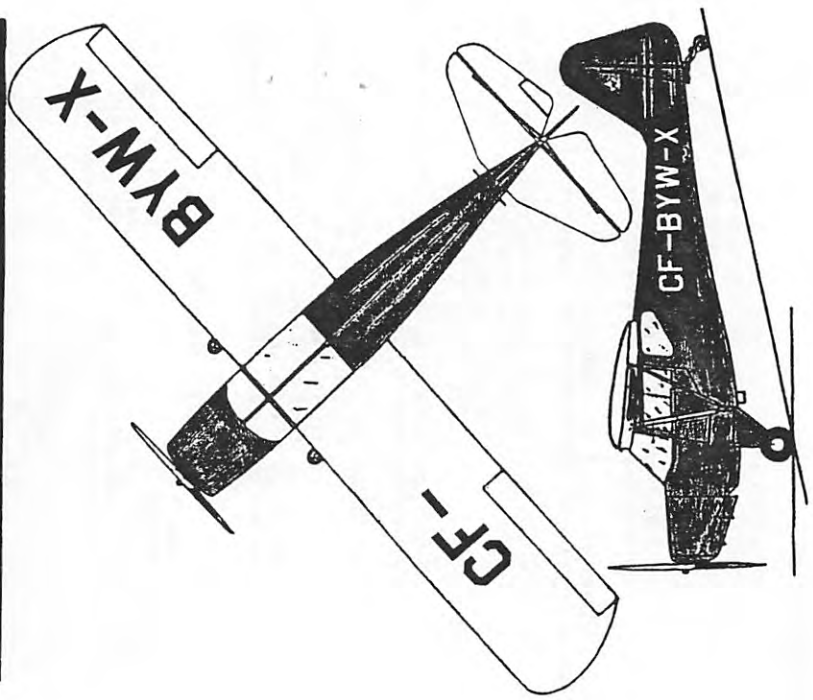
CROSSWINDS AERO CALENDAR

SUNDAYS		Indoor flying at Andrews School, Willoughby,OH 12- 5.Check with Don Slusarczyk 440-918-0290 or Doc. Hacker 216-486-4990.
April	2-8	Sun'n Fun EAA Fly-In at Lakeland, Florida
April	6	CFFS Annual Great Lakes Indoor at Kent St. Field House 8 am-4 pm. CD Mike Zand 216-524-3480.
May	2- 4	Air Racing Historians Symposium at Cleveland Holiday Inn W. 150th. Fri pm, Sat 10 am-to late pm. 216-676-6475.
May	25	CFFS FAC & FF at Lorain County C.C.Elyria, OH 9 am-5 pm. I-90 Exit 148 to 301S. to Hoag Rd. Russ Brown 216-382-4821.
May 28-Jun	1	USIC & NFFS Indoor Nat's at Johnson City, TN.
June	6- 7	National Biplane Gathering at Bartlesville, OK.
June	6- 8	Mid Eastern Gathering of Funks at Alliance-Barber Field 2D1.
June	22	CFFS FAC & FF at L.C.C.C.. CD Jim Hyka 216-481-6525.
June	27-29	WACO Fly-In at Mt. Vernon, OH Wynkoop Field.
July	4- 6	Taylorcraft Fly-In at Alliance-Barber Field 2D1.
July	4-20	Inventing Flight Celebration, Dayton OH.
July	18-20	FAC FF 'tweener at Geneseo, NY.
July	27	CFFS FAC & FF at Lorain C'ty CC. CD Gordon Roberts 749-4817.
July 28-8/	1	Outdoor Champs for FF at AMA Muncie, IN.
July 29-8/	4	EAA AIR VENTURE Fly-In at Oshkosh, WI.
Aug	8-10	5th Aeronca Fly-In at Alliance-Barber Field 2D1.
August	10	CFFS FAC & FF at LCCC. 9-5. CD Peter Zbasnik. 216-471-7478
August	22-24	Mid-Eastern EAA Fly-In at Marion, OH.
August 30-9/1		Cleveland Air Show & Parma Hobby-CFFS Display at Burke Apt.
Sept	14	CFFS FAC & FF at LCCC. 9am-5pm. CD Russ Brown .
October	5	CFFS FAC & FF at LCCC. 9-5 CD Jim Hyka 216-481-6525.

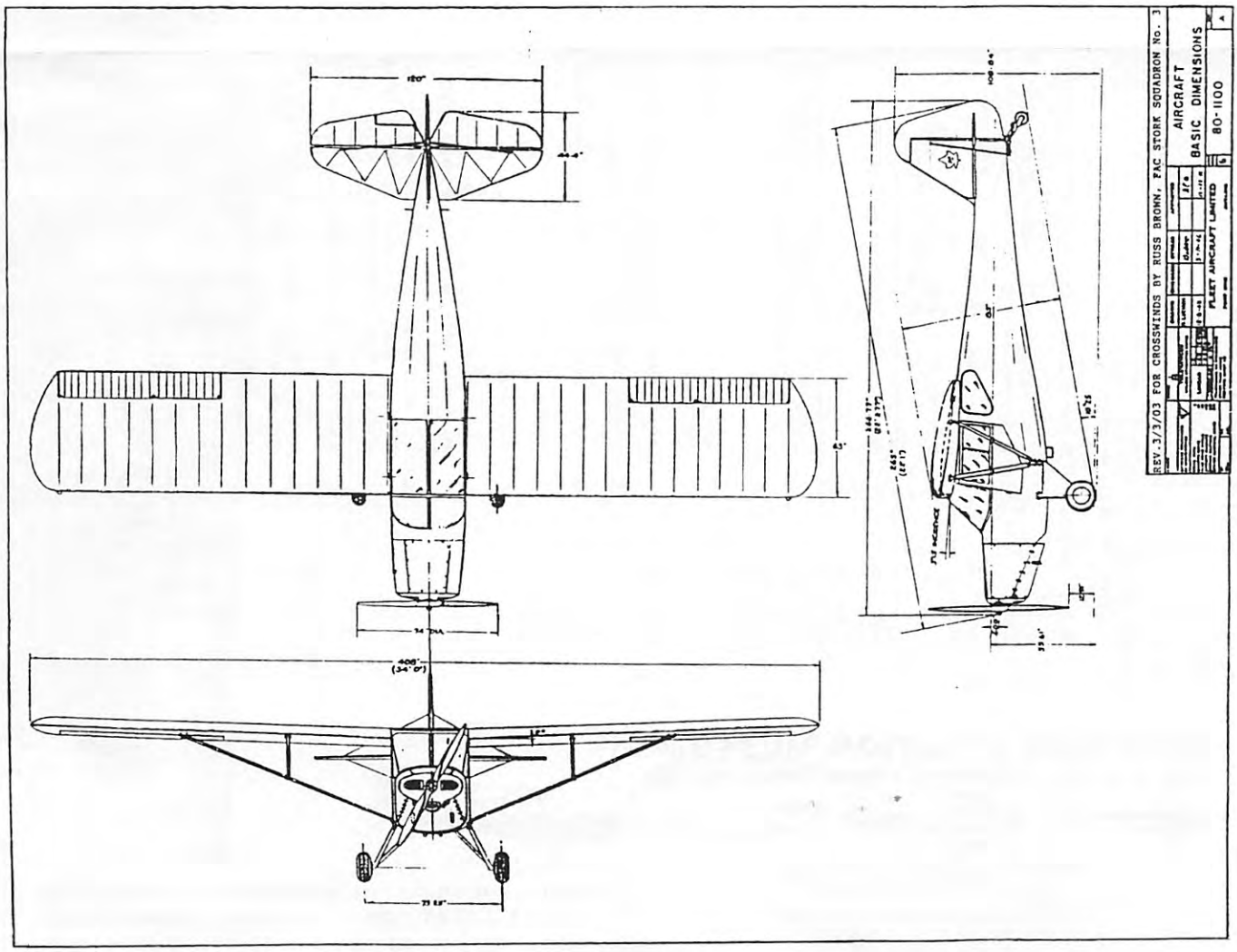


LEAVENS
"In Aviation Since 1927"



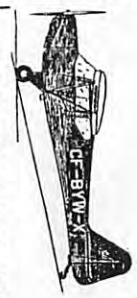


NOURY N-75/FLEET CANUCK CF-BYW-X



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THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest

SUNDAY, April 6, 2003 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

8:15-10:30 a.m. 1. *Standard Class Catapult Glider.* AMA Rules

8:30 a.m. to 4:00 p.m.

2. *EZB* - - Scoring is the longest of five officials. 60 seconds minimum. Two attempts/flight.

3. *Limited Penny Plane*

4. *Mini-Stick* - - Best flight of 5 officials. 2 attempts/Flight.

9:00 a.m. to 2:30 p.m.

5. *Seven Gram Bostonian* - A.M.A. rules.

9:30 a.m to 3:30 p.m.

6. *Jetco R.O.G.* - Club Rules - prop must be 5½"max. May be cut down and have pitch altered.

F.A.C. EVENTS

10:00 a.m. to 4:00 p.m.

7. *W.W.II Combat* - 12:01 p.m. (any size model) (Mass launch)

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

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

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

11. *Golden Age Scale*

12. *Dime Scale*

13. *No-Cal Profile Scale* (3 flight total) **Minimum weight - 6.2 grams without motor.**

14. *Pioneer Scale* - Bonus points added to the flight points . This event for any size model of an aircraft produced before 1914.

Mass Launch Events

15. *W.W.I Peanut Biplane Combat* - 4:05 p.m.

16. *W.W.II No-Cal Combat.* Flown at 4:25 p.m. **Minimum weight - 6.2 grams without motor.**



For Your Information

1. All events are JSO combined.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - *Open* - $25.00 - *Junior* $1.00 for AMA Lic. Parent **signature required for license.**
4. **VERY IMPORTANT** - You must provide your own table and chair.
5. KSU Fieldhouse is a non-smoking facillity. Also, please wear athletic type shoes. Ample free parking outside the fieldhouse.

A Science Olympiad event will be scheduled if this activity does not conflict with regional or state S.O. competitions. No charge for S.O. flyers.

AWARDS There will be a Contest Grand Champion based on the following criteria: 3 points for a first place
2 points for a second place
1 point for a third place

Highest total determines the winner. There will be a special merchandise award for the Grand Champ.

1st through 3rd - All events except mass-launch.
W.W.I & II Peanut and No-Cal Combat
1st place award only but 2nd and 3rd place points for Grand Champion will count.
2nd place - minimum of 5 entries in the event.
2nd and 3rd place - minimum of 7 entries in the event.

CONTEST DIRECTORS

Michael C. Zand
5803 East Ash Road
Independence, OH 44131
216-524-3480 *imzand@hotmail.com*

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



