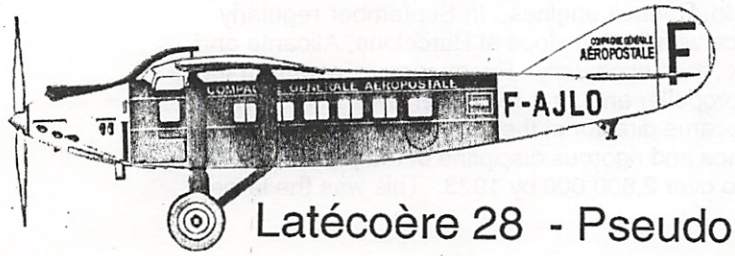
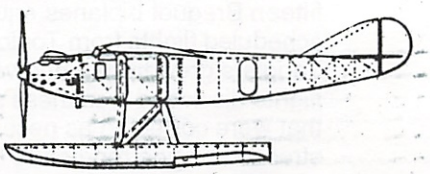
CROSSWINDS 110



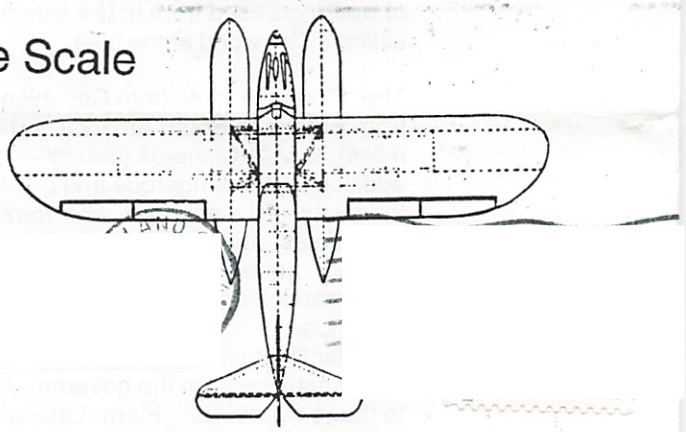
ARADO Ar.96 B-1
Nation: Germany; *manufacturer:* Arado Flugzeugwerke GmbH; *type:* trainer; *year:* 1940; *engine:* Argus As.410 12-cylinder at V air-cooled, 450 hp; *wingspan:* 36 ft 1 in (11.00 m); *length:* 29 ft 11 in (9.13 m); *height:* 8 ft 6 in (2.60 m); *weight:* 3,747 lb (1,695 kg); *maximum speed:* 211 mph (340 km/h) at 9,840 ft (3,000 m); *ceiling:* 23,295 ft (7,100 m); *range:* 615 miles (990 km); *armament:* – ; *crew:* 2

Arado 96B - Peanut Scale



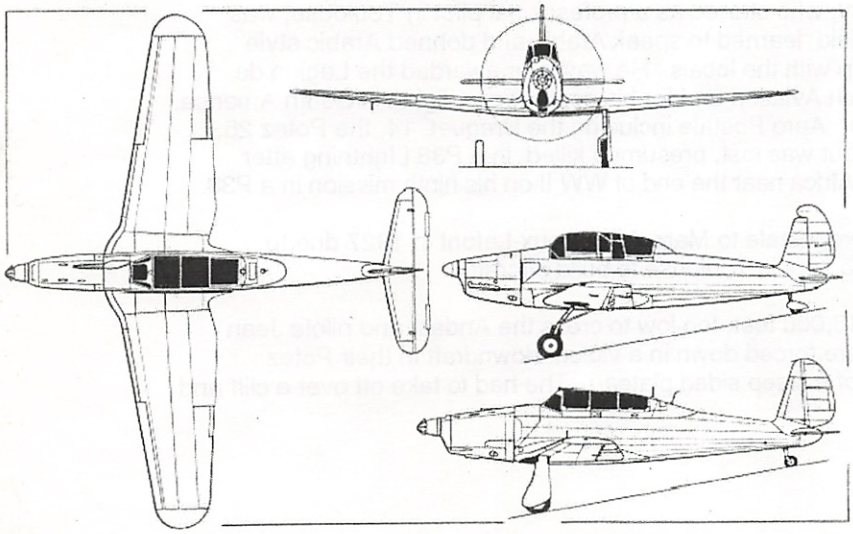


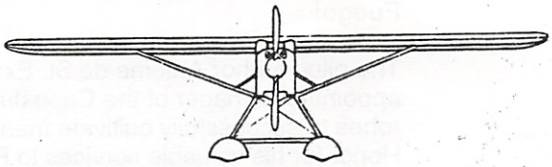
Latécoère 28 - Pseudo Dime Scale



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

(Above, top to bottom) The Ar 96 V1 after cockpit canopy revision, the Ar 96 V2 and the Ar 96 V9 for Bulgaria. The general arrangement drawing depicts the Ar 96B-5, the upper sideview illustrating the Ar 96 V1 as originally flown.





The Latécoère 28 History

Pierre Latécoère manufactured railway coaches in his factory in Toulouse before World War I , but during the war, produced many aircraft. As early as 1917 he proposed an air mail route from France to French Morocco via Spain even though planes at the time had a maximum range of only 250 miles. This astonishingly bold plan was met with extreme skepticism by his contemporaries who were surprised that this practical gentleman had such a wild idea. The only air mail flights during the war years were from Great Britain to Belgium (1915), Rome to Turin (1917) and Berlin to Cologne (1918) although there was a brief series of flights to relieve the hunger of the Austrians by flying food from the Kiev to Vienna for seven months in 1918.

Latécoère arranged for flights from Toulouse to Barcelona in a Salmson biplane on December 25, 1918, and later engaged Beppo de Massimi to discuss overnight flights along the Spanish coast to various cities in Spain with Spanish officials. Didier Daurat was appointed head of the Latécoère airlines and flew his Salmson beside that of Massimi in February 1919 from Barcelona to Alicante. The field they were to land on was only 2000 square feet (about the size of a tennis court) instead of the 2000 feet in length they requested due to a misunderstanding, so they both ended up damaging their planes by rolling out into a rocky field off the end of the "runway".

In the late summer of 1919 the "Lignes Aeriennes Latécoère" was established in business with fifteen Breguet biplanes equipped with 300 Hp. Renault engines. In September regularly scheduled flights from Toulouse to Casablanca with fueling stops at Barcelona, Alicante and Tangiers grew from 2 per week to 3 per week , then once daily. Experience gained from these flights disclosed weakness such as needed propeller and strut reinforcements in the Breguet 14s that were corrected as necessary. Daurat became director of the Latécoère flight school which stressed engine repair and aircraft maintenance and rigorous discipline of the pilots. The volume of mail increased from 9,124 letters in 1919 to over 2,800,000 by 1923. This was the largest airline in the world at the time.

The 1700 mile route from Casablanca to Dakar served as a proving ground for the proposed flights from Europe to South America . This was to be a series of flights from Agadir to Cape Juby (300 miles), to Villa Cisneros (380 miles), to St. Louis, Senegal (235 miles) then to Dakar (140 miles). In addition to the dangerous and bleak travel across the desert, unfriendly Moors were a threat to all the pilots and mechanics who were forced to land short of their destinations and even, sometimes, at their destinations because these Moors resented any aliens on their sacred ground. At first the pilots were held for ransom or killed outright, but later, some of the more reasonable Moors were paid to guarantee safety for pilots and planes and successfully fought off rival tribes.
Regular flights to Dakar started in mid 1925 and an emissary from Latécoère met with representative from the governments of Brazil, Uruguay and Argentina to get permission to fly mail to these countries. Pierre Latécoère envisioned 8000 mile flights from Toulouse to Tierra del Fuego!

The pilot/ author Antoine de St. Exupery, who started as a professional pilot in Toulouse, was appointed manager of the Cape Juby field, learned to speak Arabic and donned Arabic style robes to successfully cultivate friendship with the locals. He was later awarded the Legion de Honor for his valuable services to French Aviation and for his courageous flights in South America. He flew a number of different aircraft for Aero Postale including the Breguet 14, the Potez 25, the Laté 28 and the Caudron Simoun, but was lost, presumed killed, in a P38 Lightning after taking off from an American Air base in Africa near the end of WW II on his ninth mission in a P38.

Pierre Latécoère was forced to sell Aeropostale to Marcel Bouilloux-Lafont in 1927 due to financial problems and returned to his factory in Toulouse to build aircraft.

In 1928 aircraft in use had a ceiling of 13,000 feet, too low to cross the Andes, and pilots Jean Mermoz and his mechanic Collenot, were forced down in a violent downdraft in their Potez biplane, landing on a narrow rocky top of a steep sided plateau. The had to take off over a cliff and

barely gained control in time to clear a peak dead ahead. In 1929 they were issued a later model Potez 25 biplane whose ceiling was 19,000 feet.
On may 12-13, 1930 Mermoz and crew members J. Darby and L. Gimmié, flew a special Latécoère 28 seaplane, powered with a 650 Hp. Hispano Suiza engine, 1900 miles in 19-1/2 hours from St. Louis, Senegal to Natal, Brazil carrying 270 pounds of mail and 27 hours of fuel.
The standard Latécoère 28-0 was fitted with a 500 Hp. Renault 12 Jb or a 500 Hp. Hisso 12 Hbr and had room for eight passengers and two crew members. There were at least thirty eight built for Aeropostale. Three were delivered to Aviacion Nacional Venezolana and four to Aeropostale Argentina. The mailplane versions had greater wing area and twin floats and either a 600 Hp. Hisso 12Lbr or 650 Hp.12 Nb (Laté 28-5).

A military model, fitted with a turret and machine guns, was also flown by the French Navy and named "La Frégate". In 1930 it set nine world records for speed, endurance and distance with payloads ranging from 1,102 lb. to 4,409 lb.

Aeropostale was liquidated in 1932 due to a scandal involving forged documents, bribery and lack of pay for the pilots. In 1933 the remnants of Aeropostale and other French airlines were merged soon after to become Air France, which did not encourage the development of new French Aircraft due to lack of financial support from the government.

Thanks to Russ Brown for raiding his archives once again to provide the data and color rendition of the Laté 28 float plane from his book "Airliners from 1919 to the Present" Peerage Books revised, 1982, by Kenneth Munson, and to Rich Weber for loan of his book "Les Avions de Mermoz" 2002 by "Along Press", Paris. The landplane version, photo of the floatplane, the map and other historical detail of the Aeropostale history was from the Time-Life Book "Flying the Mail" by Donald Dale Jackson and from "Antoine de Saint-Exupéry His Life and Times" by Curtis Cate.

Latécoère 28 Model Construction

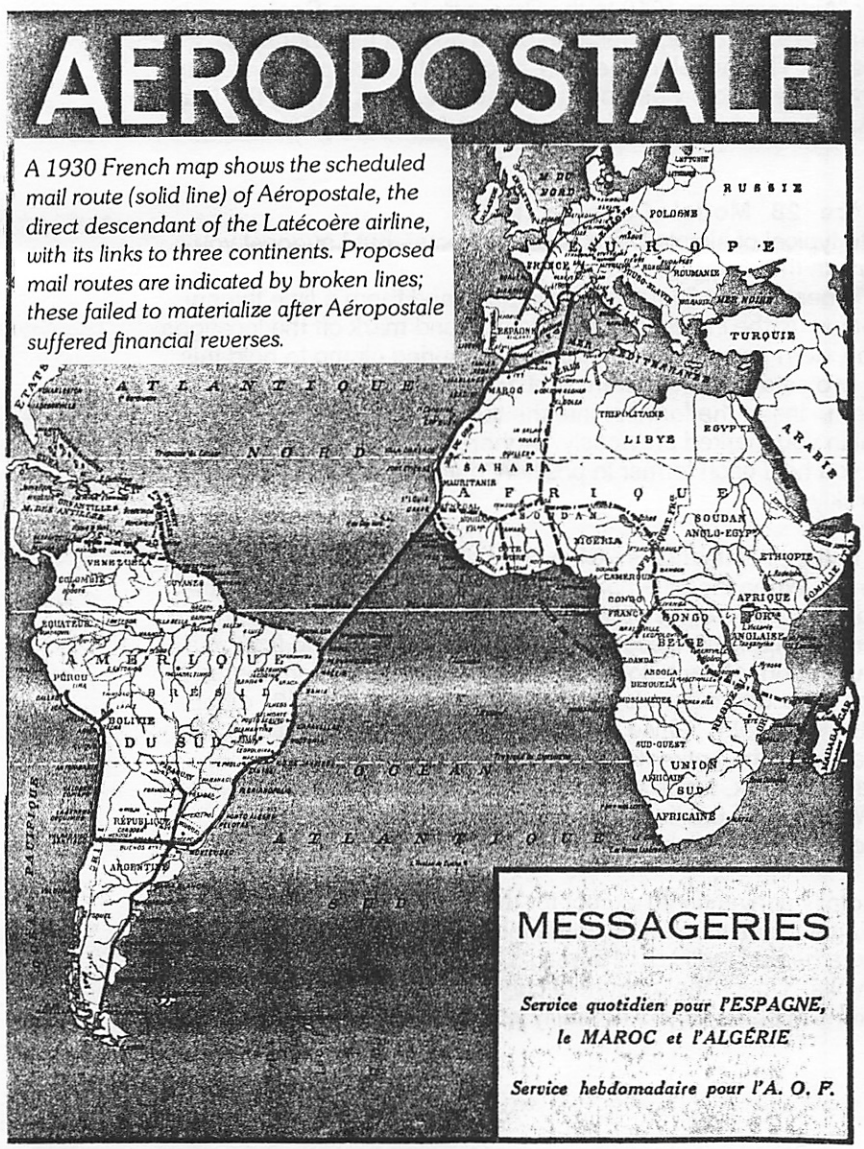
The construction of the model is quite typical of simple Dime Scale subjects, but I suggest you start with the floats if you decide to make the seaplane version.
Cut two pieces of 'A' grain light 1/32" sheet for the float top panels and sand them a little thinner with 320 grit paper and draw a centerline on the inside from front to rear and mark off the locations for the formers, then fold and glue the stern ends together. Use a light spring clamp to hold this joint closed while the glue sets. Cut two sets of formers from light 1/16" sheet and draw centerlines from top to bottom on them. Insert the formers into the top sheets, lining up the centerlines and former location s which you marked previously. Adhere them with "Hot Stuff" and using a small hypodermic syring, as you hold each former in position, put a little "Instant Set" accelerator on the Cyano to set it quickly.

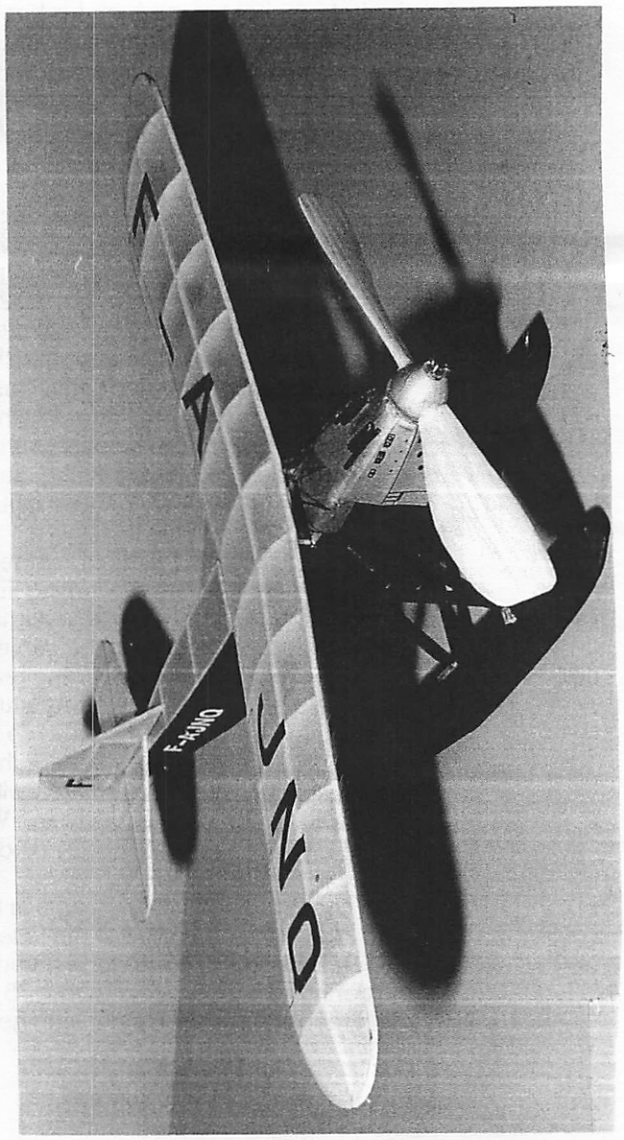
Cut four panels of 1/32" light for the bottoms of the floats. Glue one panel on each float using Titebond glue (for longer working time). When the glue has dried, carefully sand the center joint edge so it is smooth and straight and has an edge that will allow the second piece to lap over it so as to make a good joint at the centerline. Apply the second sheet to the bottom of the float and add a piece of 1/32" sheet to the rear, bottom of each float. (Pieces of styrofoam, contuoured to produce the concave curvature of the floatbottom panels can be held in place with 1/16" rubber strip wound around the floats while the glue sets). Once the Titebond has dried completely, trim and sand the excess wood away, then sand the entire float surface to lighten it. Finish by covering with red tissue adhered with glue stick, which will not swell the balsa sheet or soften the glue holding the panels together. Water shrink the tissue and apply two coats of dilute clear dope. Each of the floats on my model weighed 2 grams.

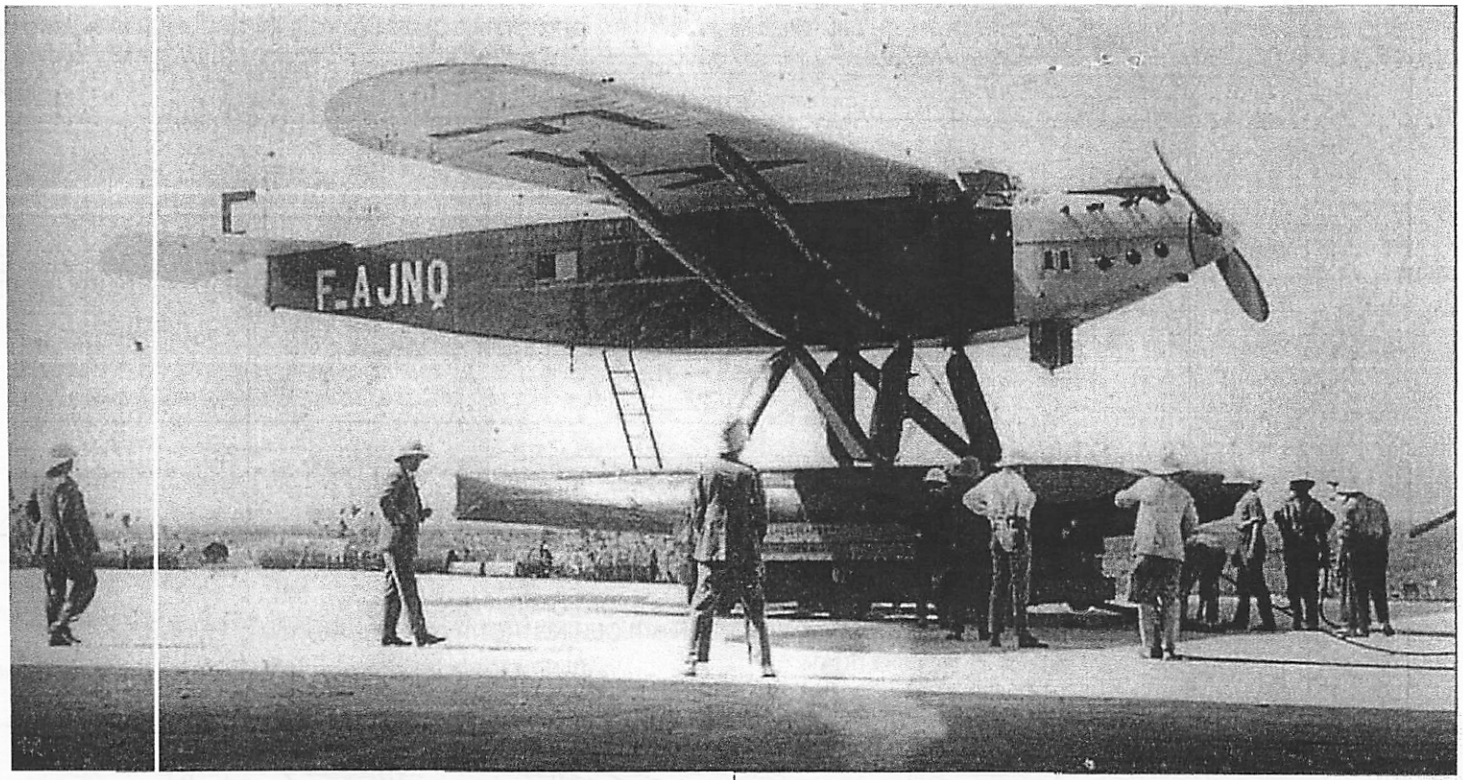
The construction of the airframe is totally conventional except for the bending of the longerons and stringers in the front of the fuselage. Soak the portion of the longerons in water for a few seconds, then bend the wood around a heated rod like a 15 watt hair curling iron or a 75 watt soldering iron operated at about 75 volts. Check the amount of curvature against the plan till you get it about right, then pin the longerons in place as you normally would. Use the same bending

technique for the stringers which are added later. Pre bending longerons and stringers in this manner keeps the fuselage from distorting.
I like to make the rear motor mounts from bass wood so the hole for the 1/16" aluminum tubing motor peg does not become enlarged and sloppy with use. Simply block up one of these bass strips by 1/32" as you make **one** of the side frames so the bass wood will be flush to the surface of the longerons when you cover the fuselage.
The windshield is a little unusual. I decided to make it in one piece, without wood structure, for simplicity. Where the "join here" lines are shown, make a small overlap and apply a bit of "Scotch" magic tape to hold the joint closed. Glue the flap to the top cabin cross piece, under the wing's leading edge. The flaps beyond the crease lines form the side windows. You can draw black structure lines right on the .003 acetate with a fine tip"Sharpie" pen . I find it is a good idea to make a trial windshield from paper and adjust its pattern for a perfect fit before cutting the plastic.

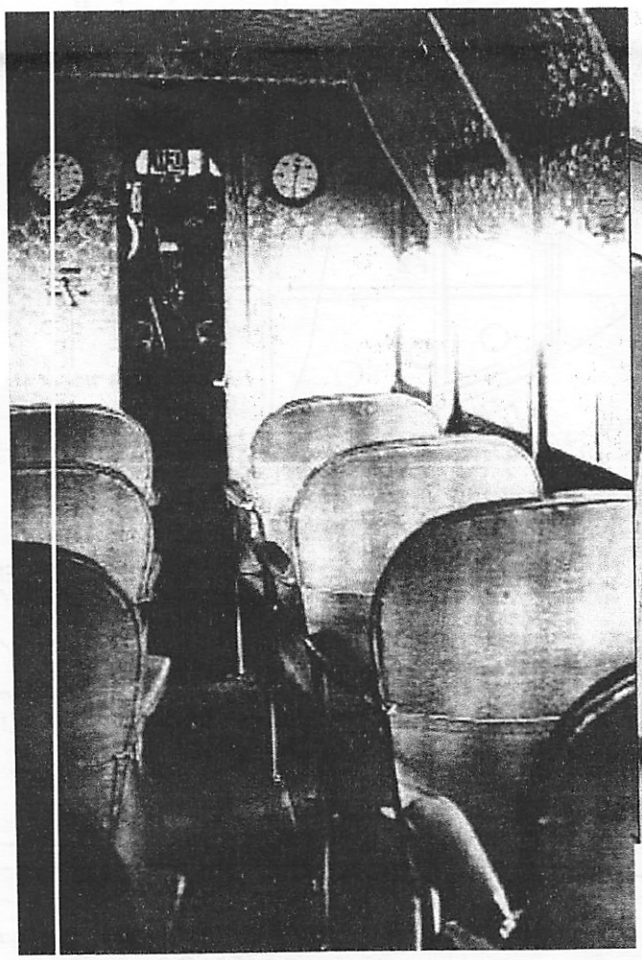
I decided to make the shaft bearing from a short piece of 1/16" brass tubing adhered to the 1/32" plywood nose bearing plate with Hot Stuff. This keeps the prop and spinner close to the bearing plate for a neater looking front end. If you are not this fussy, use a Peck nylon nose plug.
I made a balsa prop and a hardwood spinner for my model, but if you leave off the spinner, you may prefer to use a plastic prop to add the necessary nose weight.
The completed model, without motor, weighed 16 grams. Use two loops of .075 braided rubber.
Steve Griebling, CFFS

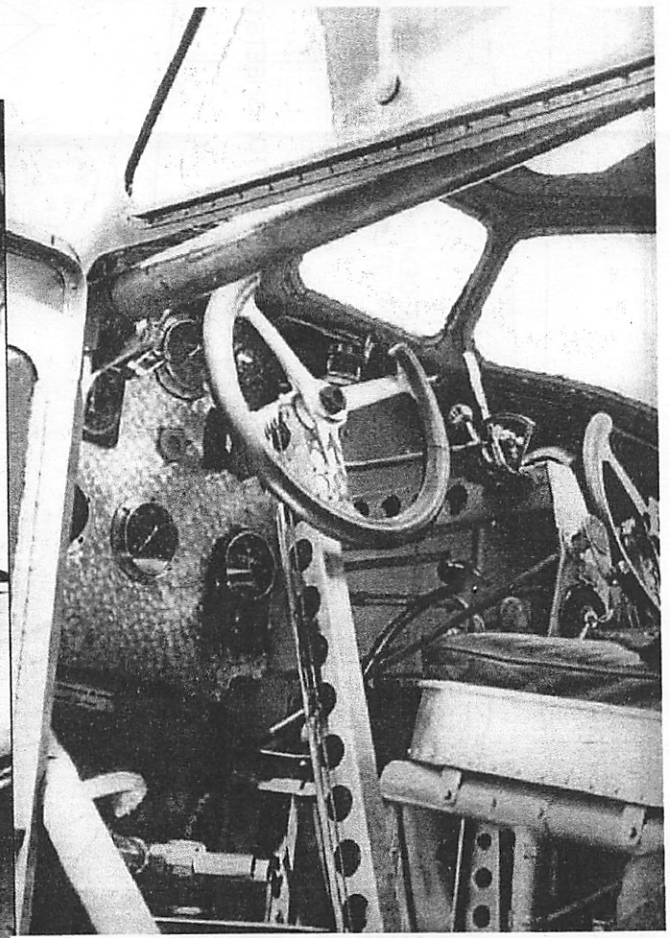






Latécoère 28-3 "Comte de la Vaulx"

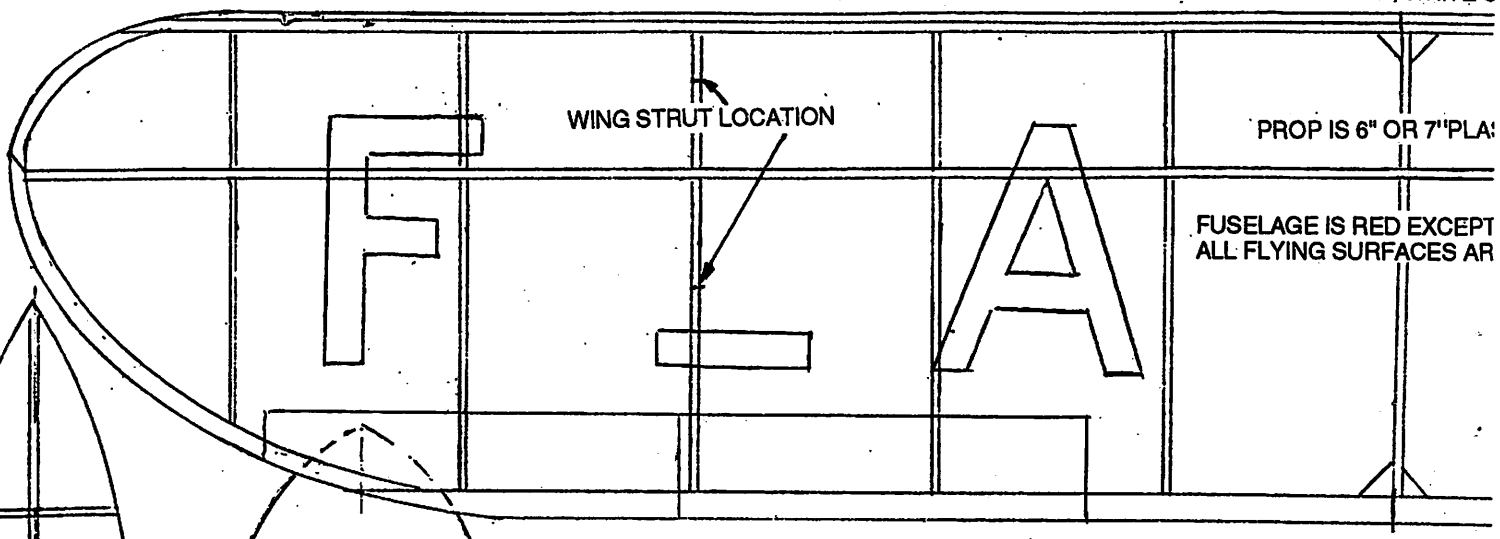


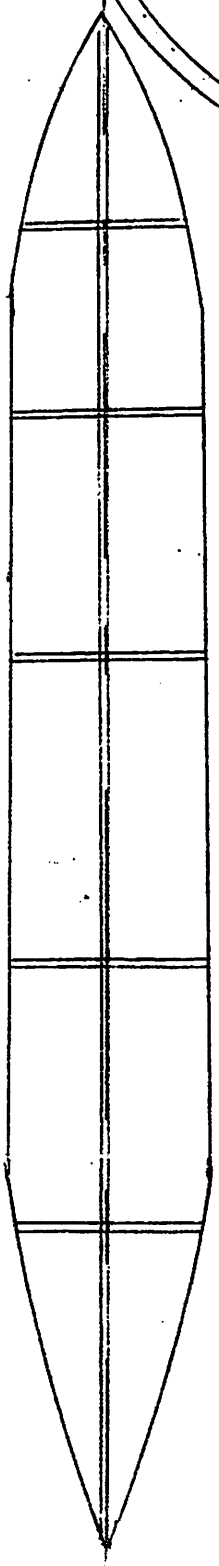


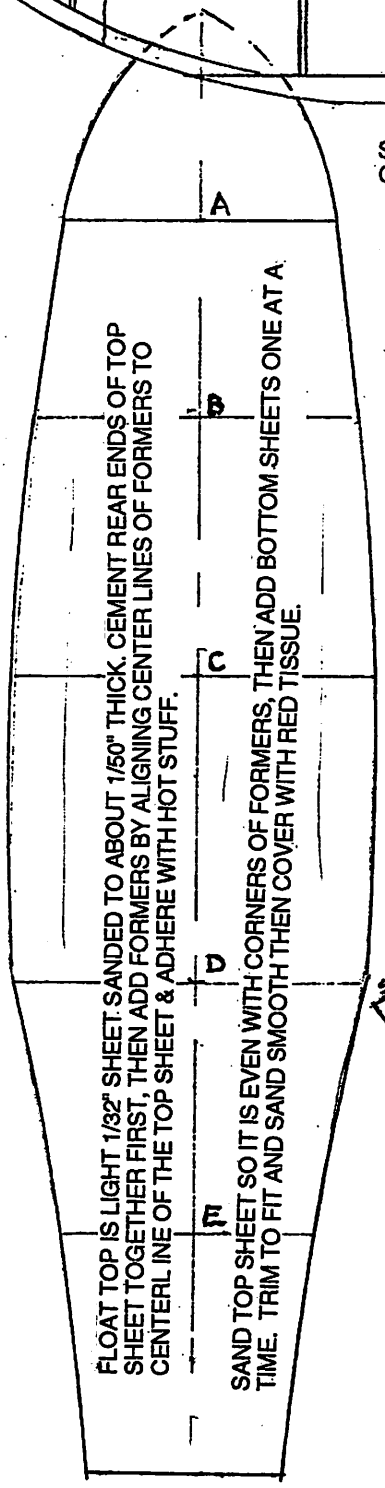
Above, port side of the cockpit of a Laté 28

Left, passenger seats in the Laté 28

REGISTRATION ON WINGS AND RUDDER IS BLACK, WHITE C

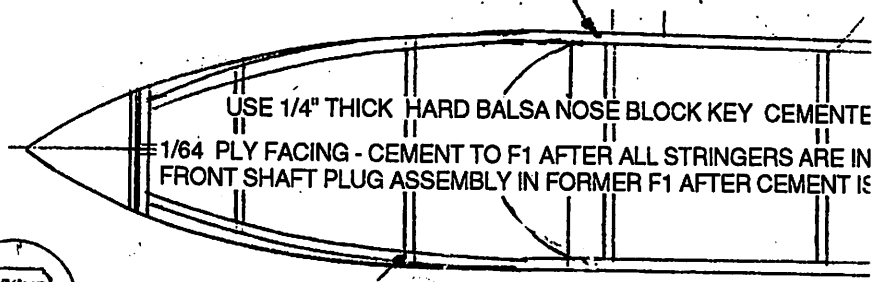


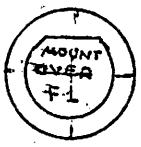




SOAK FRONT PORTION OF LONGERONS AND STRINGERS IN WATER AND BEND AROUN CURLING IRON OR SOLDERING IRON TO SET CURVATURE. (SEE TEXT).

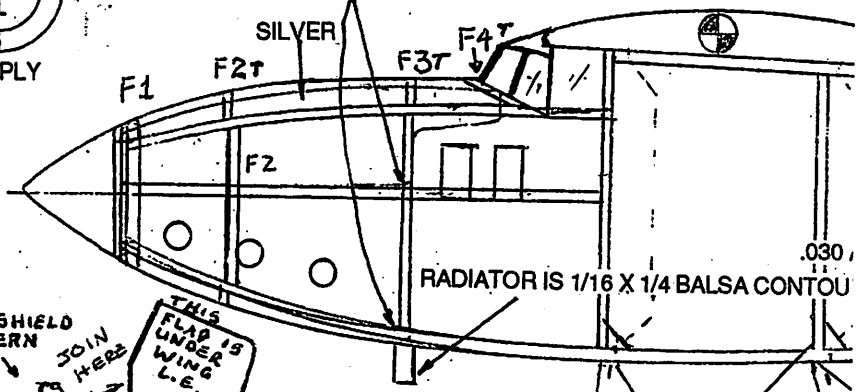
BUTT SIDE AND BOTTOM STRINGERS TO THESE UPRIGHTS.

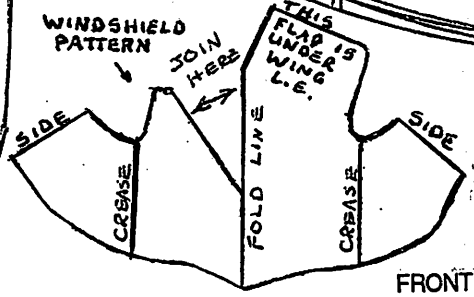




1/64" PLY

FILE 1/32" DEEP NOTCH IN SIDE AND BOTTOM STRINGERS



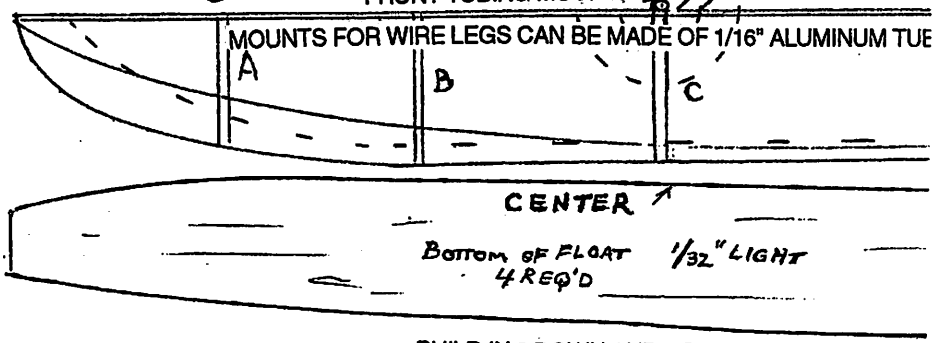


.030 ACETATE WINDSCREEN PATTERN
DRAW STRUCTURE LINES WITH "SHARPIE" P

FRONT TUBING MOUNT

7/8" WHEELS.

MOUNTS FOR WIRE LEGS CAN BE MADE OF 1/16" ALUMINUM TUE



BUILD IN 2 DOWN AND 2 DEGREES RIGHT THRU

ARADO Ar 96B

There is a dandy 16" span Comet kit of the "German Arado Ar96B-2 "available from Penn Valley Hobby as one of their 'Scale Flight Model Co.' kits. It is listed as #1155; Comet # A-39 for $10.95. It has been a real winner in dime scale events for Dan Kane and others and also in kit plan scale, but the Comet plan is not true scale as far as the wing layout is concerned, so it would not do for a Peanut scale subject unless the wing plan were corrected.

The peanut plan in this issue has the corrected wing plan, and the detail shown on the accompanying photos should suffice to get you the scale detail needed for a good Peanut Scale subject. You will note that the Ar96 was used primarily as a trainer for the Luftwaffe, but was also flown with non-military colors. Even in non-military use, the swastika was displayed on the fin/rudder. The plane shown here as D- IGME was all yellow in the illustration in Kenneth Munson's book, except for the red band across fin and rudder, surrounding the swastika. Registration letters and swastika were black.
Other color schemes used were all aluminum or Camouflage Khaki. The Hungarian Arado model appears to be medium blue with red, white and light green stripes (from tip to root) on the rudder and stabilizer, with a black field surrounding the white crosses and a yellow band around the black field surrounding the flight number 27. (Photo from Rich Weber's files)

The Arado company was originally opposed to the Nazi party, but Hitler prevailed and took it over as an aircraft manufacturer early in his regime. (See Crosswinds # 102 for the Ar 66).
The Ar 96 was built almost entirely by the Ago Flugzeugwerke plus Avia and Letov in Czechoslovakia. It was classed as an advanced trainer and multi role tactical aircraft.
A few Ar96 trainers were fitted with a machine gun or bomb racks to give their pilots experience with weaponry, but it was not used in combat as far as can be determined. The Ar96-A was designed by Walter Blume and entered Luftwaffe service in 1939. In 1940 large orders were placed for the Ar96-B which had a larger engine and became the most important advanced trainer for the Luftwaffe. Primary trainers were the Ar66 or Focke Wulf 44. The two bladed Argus propeller had a distinctive, windmill type, pitch control mechanism on the spinner. By Dec. 1944 total production was 11,546. (The C.2B version was produced by Letov till 1948). A significant number of Ar 96's bore French insignias and were used in occupied France.
It has been reported that an Ar96 was at the ready to fly Hitler out of Berlin as he committed suicide in his underground bunker.

Dimensions: Span: 36 ' 1", Length: 29' 11.25"; Height: 8' 6.25"; Wgt. empty: 2,854 lbs.
Wgt. max.: 3,747lbs.; Max. speed: 205 mph.; range: 615 miles.
Armament: one 7.92mm MG 17 above engine on the right, sometimes 7.92mm MG 15 in rear cockpit and/or other guns in wing bulges and/or light bombs.

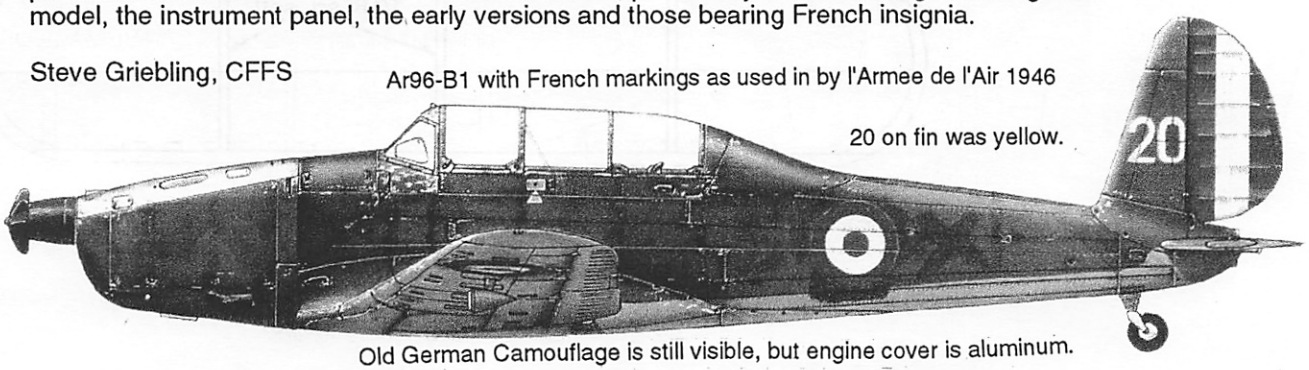
Construction of the model is simple and conventional throughout. The canopy may be made of three pieces of .003 Acetate or may be vacuum formed if you prefer. It may be helpful to carve the form for the canopy in order to fit the acetate pieces together if you decide to use that solution.

If you decide to carve a balsa prop for your model, a P/D ratio of as high as 1.7/1 can be used because this is a fast, low drag plane and should be launched with a fast arm motion to obtain flight speed. I suggest a motor made of two loops of 1/16" braided rubber and a free wheeling mechanism if the high pitched prop is to be used.
References: "Hitler's Luftwaffe" by Tony Wood and Bill Gunston, Chartwell books inc. Kenneth Munson's book on "Civil Aircraft since 1946", Macmillan, New York. and the Rand McNally book "Military Aircraft" by Enzo Angelucci. Thanks also to Rich Weber for additional photos and historical details from his extensive files, particularly those showing the Hungarian model, the instrument panel, the early versions and those bearing French insignia.

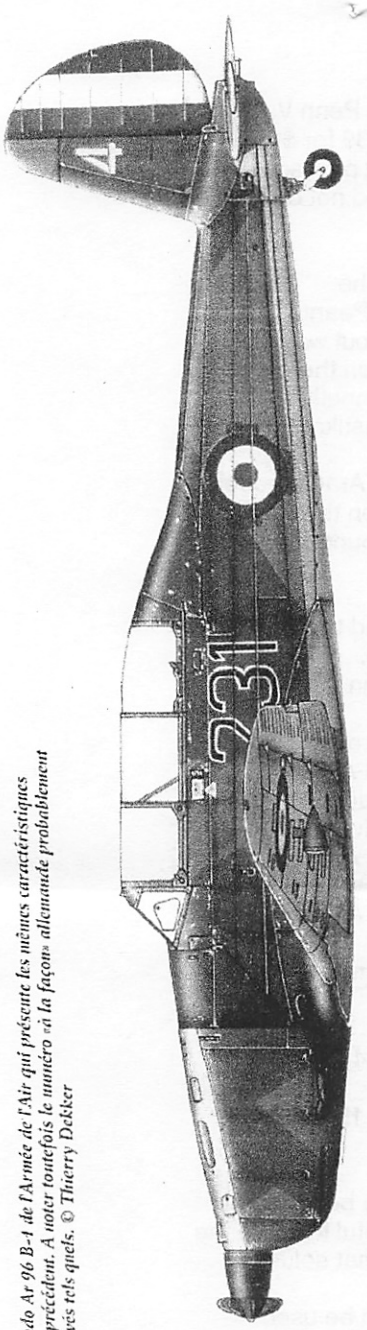
Steve Griebling, CFFS

Ar96-B1 with French markings as used in by l'Armee de l'Air 1946

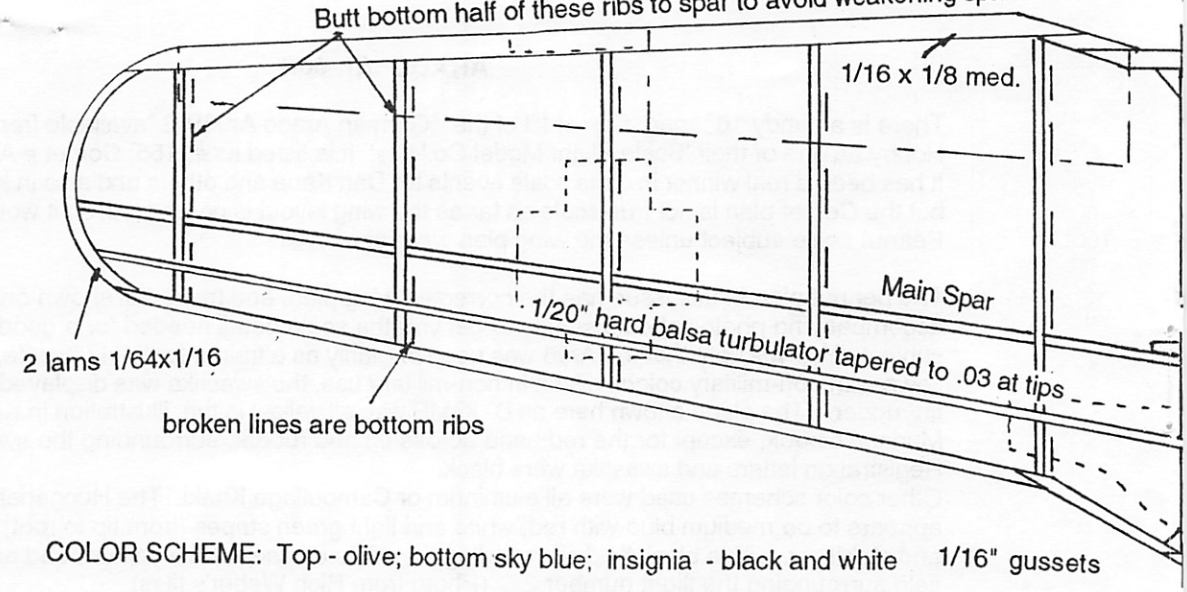
20 on fin was yellow.



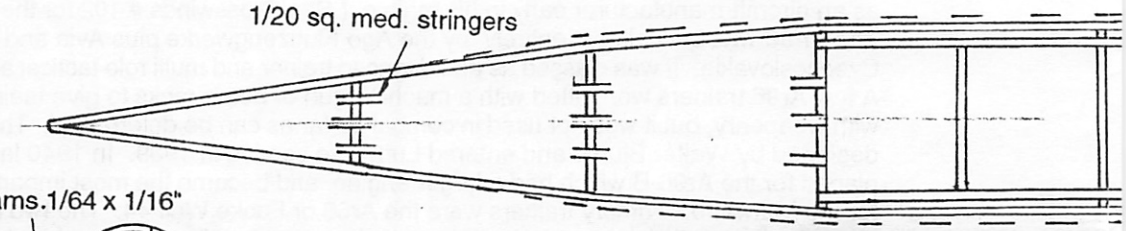
Old German Camouflage is still visible, but engine cover is aluminum.

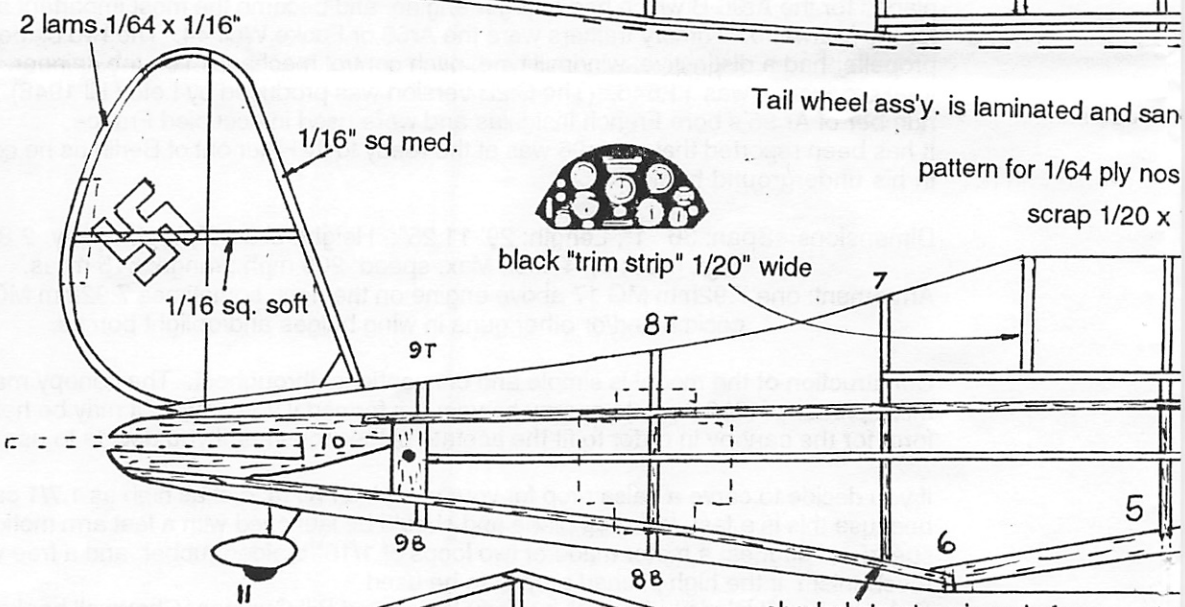


3) Arado Ar 96 B-1 de l'Armée de l'Air qui présente les mêmes caractéristiques que le précédent. A noter toutefois le numéro «4 la façon» allemande probablement conservés tels quels. © Thierry Dekker



COLOR SCHEME: Top - olive; bottom sky blue; insignia - black and white 1/16" gussets





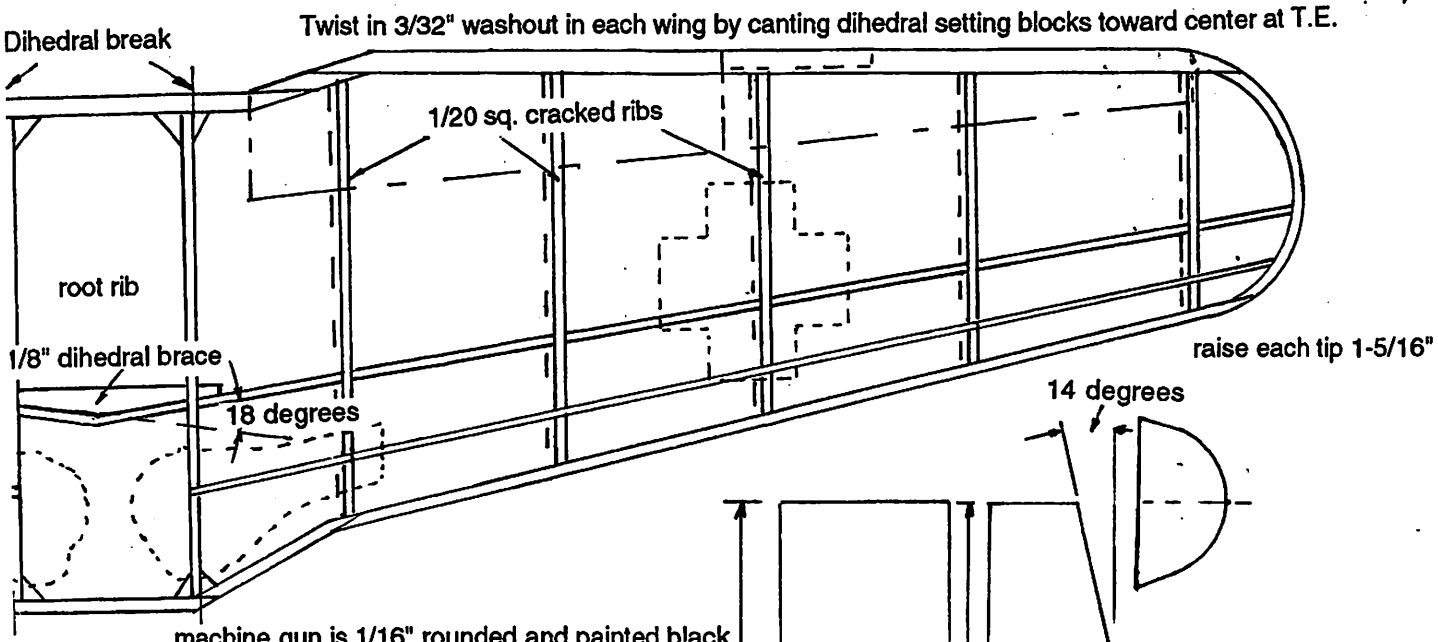
Tail wheel ass'y. is laminated and san

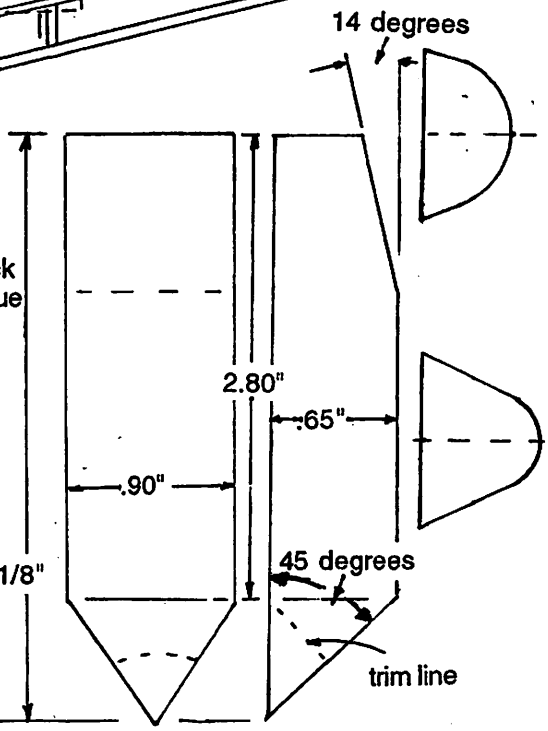
pattern for 1/64 ply nos

scrap 1/20 x

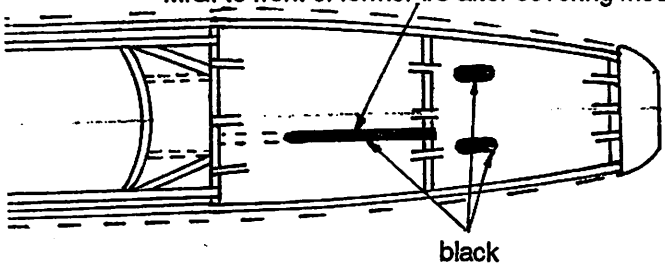
shaded structure is main framework (

Recommended pr



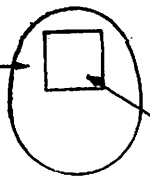


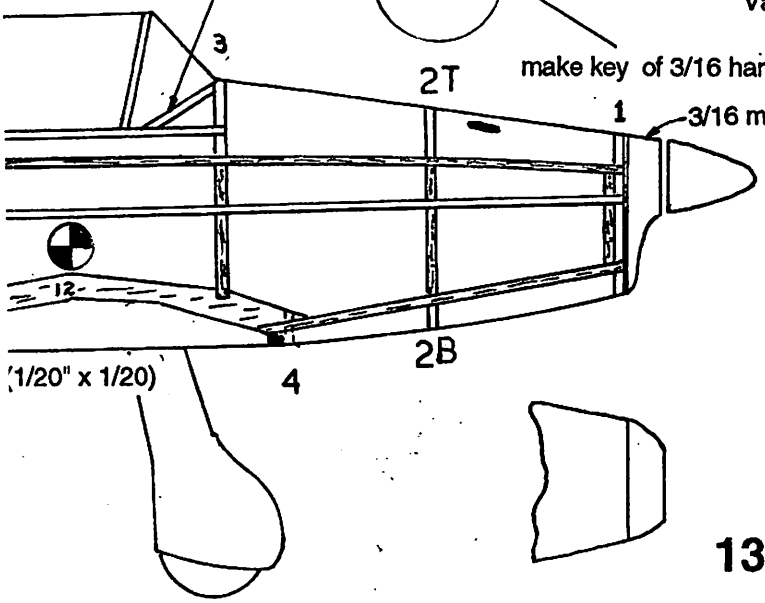
machine gun is 1/16" rounded and painted black
poke hole in tissue with a small rat tail file and glue
M.G. to front of former #3 after covering model.



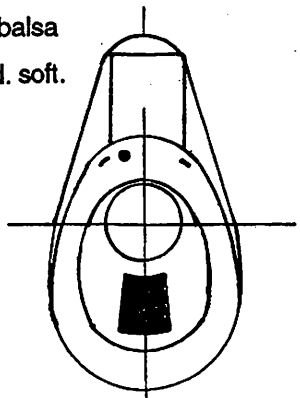
ded - see printwood for #11.

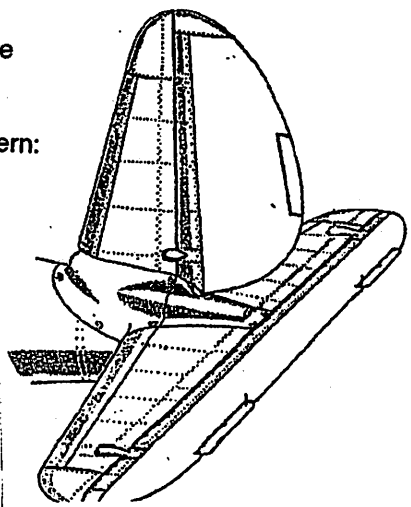
e former and nose block
1/8"sanded to fuselage contour





Vacuum formed canopy mold pattern:





ARADO Ar 96-B
13" wingspan - peanut scale

Steve Drieblein 2-22-01

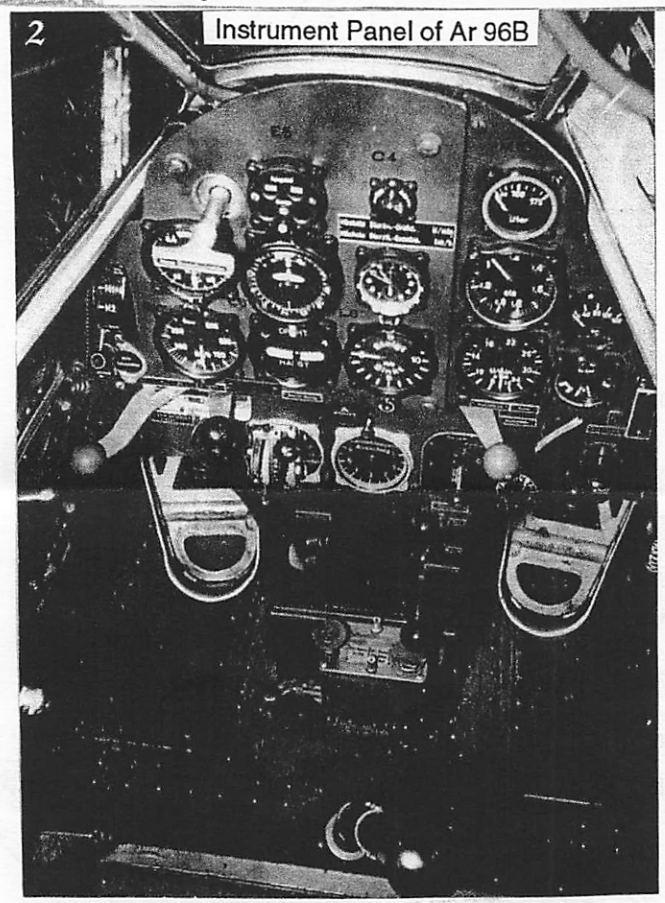
op 5" with P/D ratio of 1.3 to 1.4, power with two loops of .056 TAN II - braided.



Model of Ar 96B in 1944 Hungarian Air Force colors showing location of forward mounted MG and bomb racks

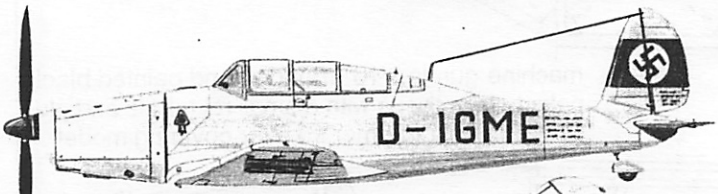
dk. blue & grey blue block camou on top.
Lt. blue underside with Yellow tips underside wing.

2 Instrument Panel of Ar 96B

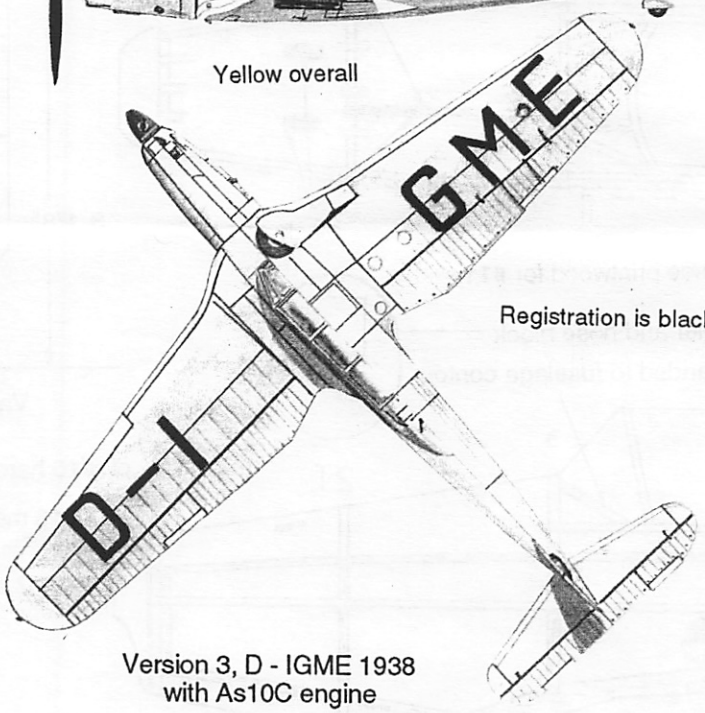


ARADO Ar 96 (Germany)

Red band
white circle and black swastika



Yellow overall



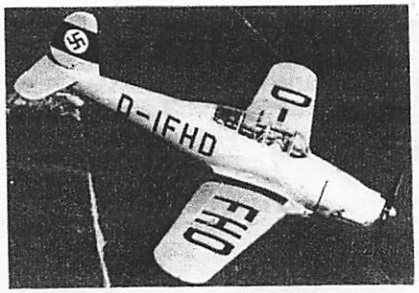
Registration is black

Version 3, D - IGME 1938
with As10C engine



Early Development versions of Ar 96
Version 1 D - I RUU 2936

76
Arado Ar 96V prototype in civil markings, *ca* 1936. *Data apply to Ar 96A-1 production version. Engine:* One 240 hp Argus As 10C 8-cylinder inverted-Vee type. *Span:* 36 ft 1 in. (11·00 m). *Length:* 28 ft 9¾ in. (8·78 m). *Height:* 8 ft 8 in. (2·64 m). *Take-off weight:* 3,307 lb (1,500 kg). *Maximum speed:* 171 mph (275 km/hr) at 9,843 ft (3,000 m). *Operational ceiling:* 16,076 ft (4,900 m). *Range:* 590 miles (950 km). *Armament:* None.



Version 2 with D 410-A engine



Version 9 with Bomb racks
and MG in rear cockpit.
This plane went to Bulgaria

ON FUSELAGE.

STIC, OR PINE WITH A 1:1.3 P:D RATIO.

SILVER IN NOSE AREA AS SHOWN.
E WHITE.

GUSSETS ARE 1/16" SCRAP

1/16" SQ. MED.

WT-1

WT-2

J N Q

5/8" DIHEDRAL EA. TIP

SHAFTBS 1/16" X 5/16" BRASS TUBING CEMENTED IN PLACE WITH HOT STUFF.

D A HOT

LANDINGEAR WIRE IS .020. TWO REQUIRED FOR FLOAT PLANE.

CUT GROOVE IN BACK SIDE OF
LANDING GEAR STRUTS TO ENVELOPE WIRE LEGS.
ADHERE WITH MODEL CEMENT THEN COVER WITH RED TISSUE.

D TO 1/32 PLY BEARING PLATE

PLACE, THEN CUT OPENING FOR
DRY.

R 1

SCALE OUTLINE

R 2

F

S AT THIS STATION

DOOR OUTLINE DRAWN WITH FINE "SHARPIE" PEN

1/16" SQ. MED.

F-AJNQ

ACETATE WINDOW EACH SIDE
RED TO FIT FUSELAGE

TAIL SKID FROM SCRAP

1/32 X 1/4" BASS REAR MOTOR ANCHOR

1/16 X 3/32 LIGHT

FOR LANDPLANE VERSION, REAR LANDING GEAR WIRE IS NOTUSED.

ALL STRUTS ARE 1/16 X 1/4 LIGHT

EN

REAR STRUTS ONLY ON PONTOON MODEL.

1/16" SQ.

S1

SCALE OUTLINE

ING ADHERED TO FLOATS WITH HOT STUFF.

D D-1

E

SEE PHOTO AND FRONT VIEW DRAWING FOR SHOCK
ABSORBER STRUT PLACEMENT.

1/32" PLY
NOSE
BEARING
PLATE

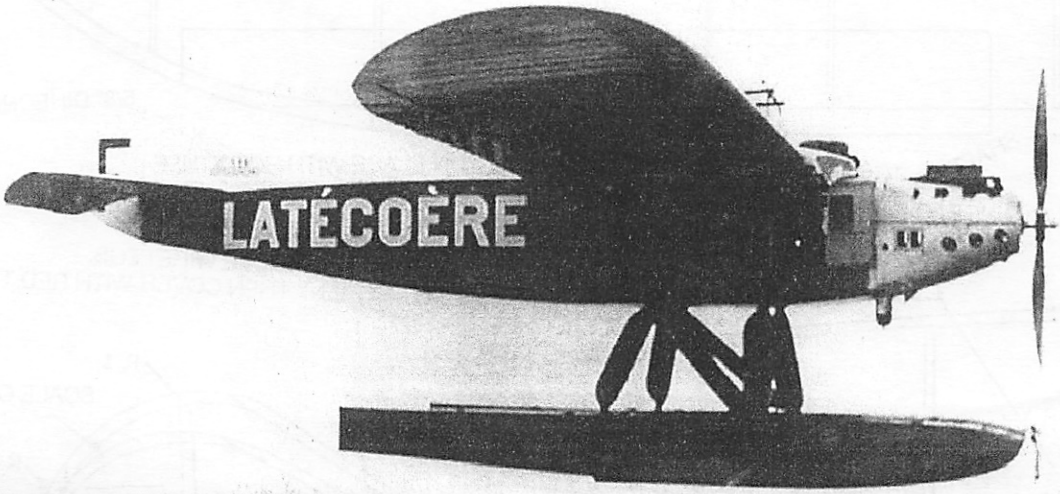
IST

LATÉCOÈRE 28

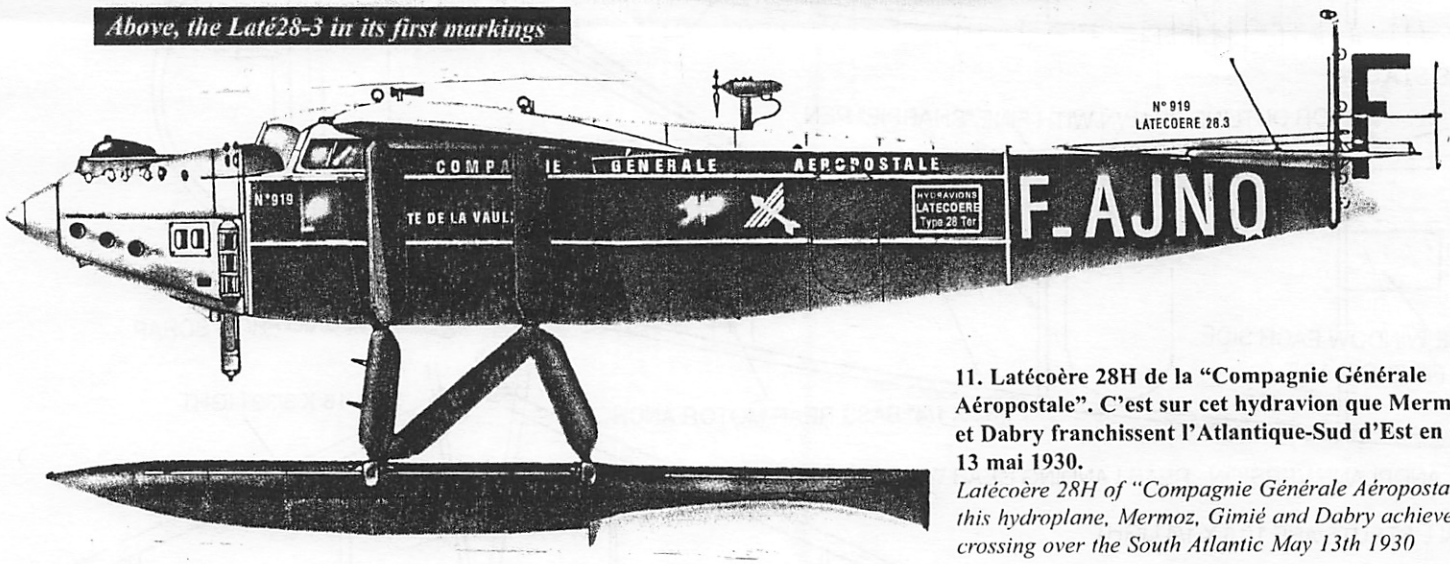
MODEL PLAN BY STEVE GRIEBLING, CFFS 8/14/'04

Right, Laté 28-1 N°933, F-AJVB in 1932 during the Algeria-Morocco rally



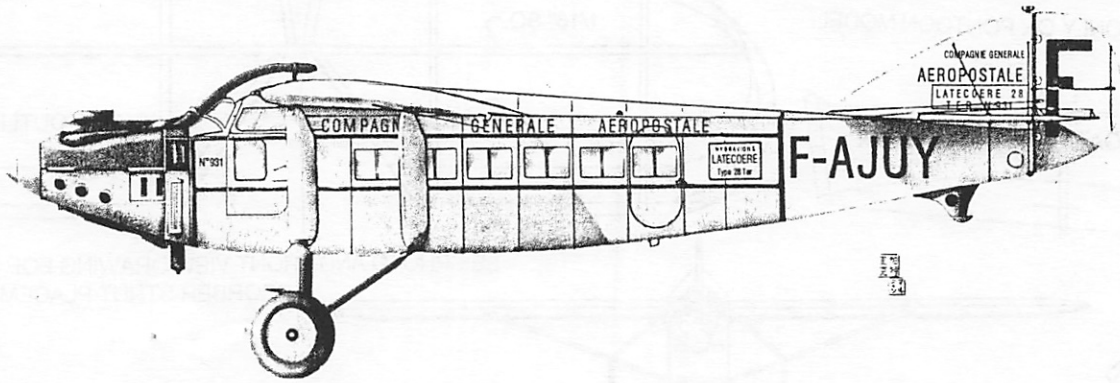


Above, the Laté28-3 in its first markings



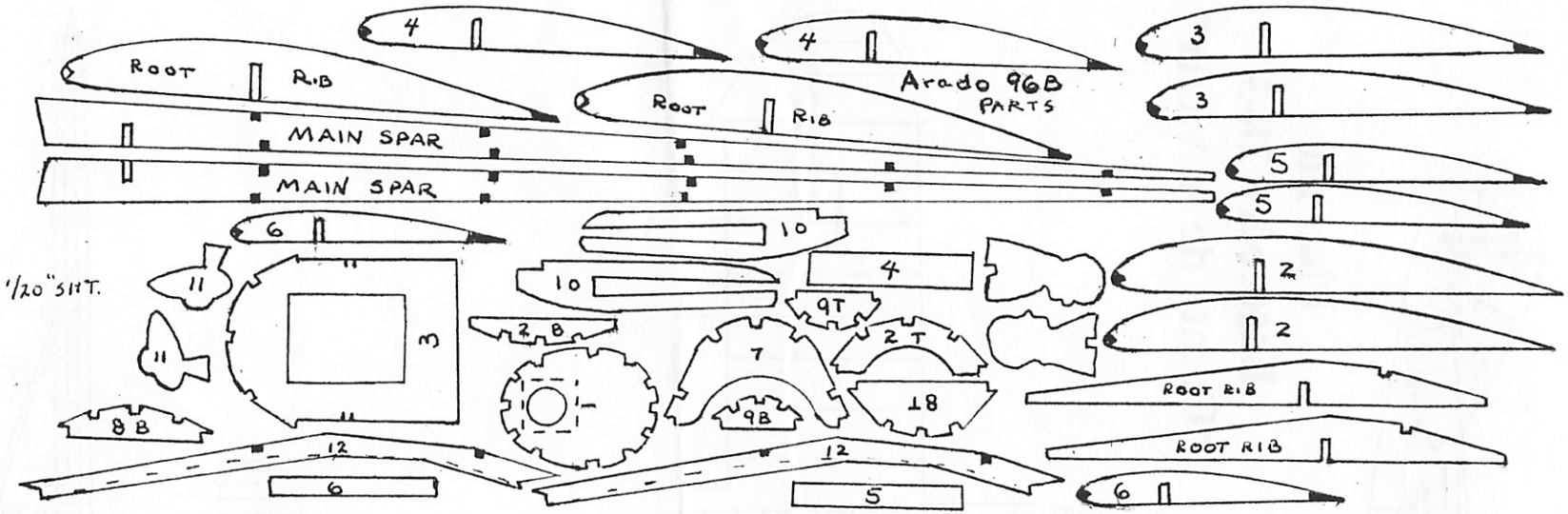
11. Latécoère 28H de la "Compagnie Générale Aéropostale". C'est sur cet hydravion que Mermoz, Gimi et Dabry franchissent l'Atlantique-Sud d'Est en Ouest le 13 mai 1930.

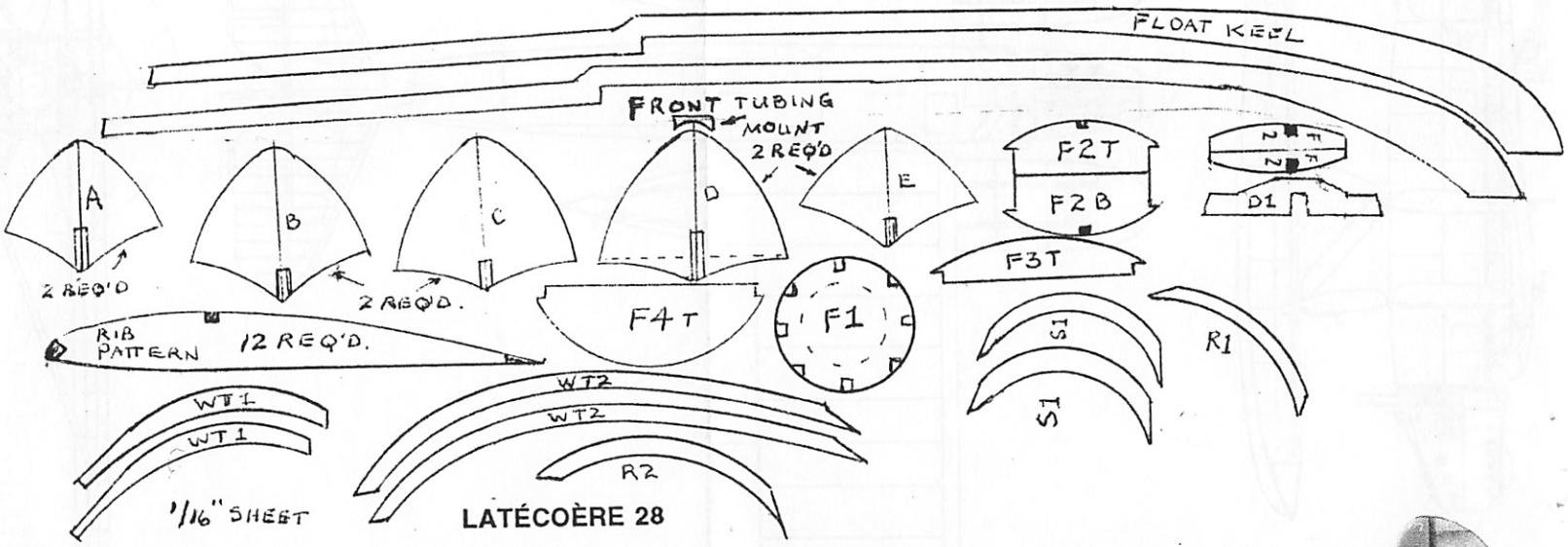
Latécoère 28H of "Compagnie Générale Aéropostale". With this hydroplane, Mermoz, Gimié and Dabry achieved the crossing over the South Atlantic May 13th 1930



8. Latécoère 28-1 à moteur Hispano N°931 F-AJUY de l'Aéropostale sur la ligne Casablanca - Dakar en 1932

Latécoère 28-1 N°931 F-AJUY with Hispano-Suiza engine of Aéropostale lines Casablanca - Dakar in 1932





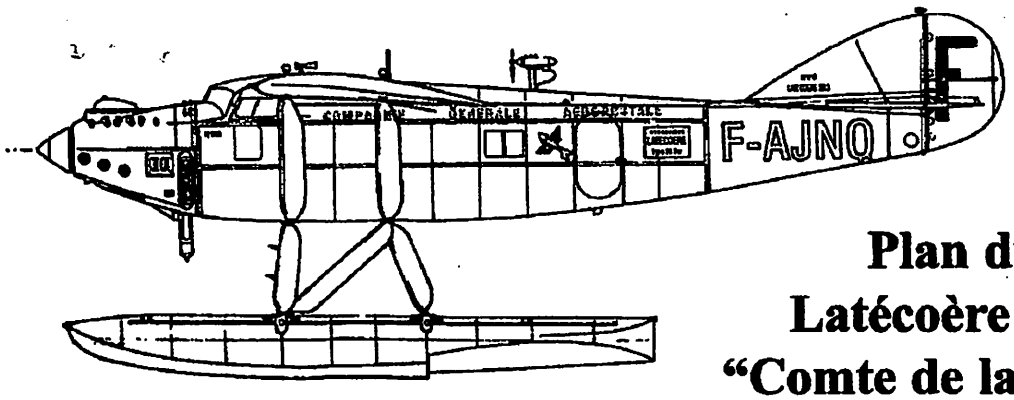
Hungarian Ar96 captured in Klangenfurt Austria in 1945

red white

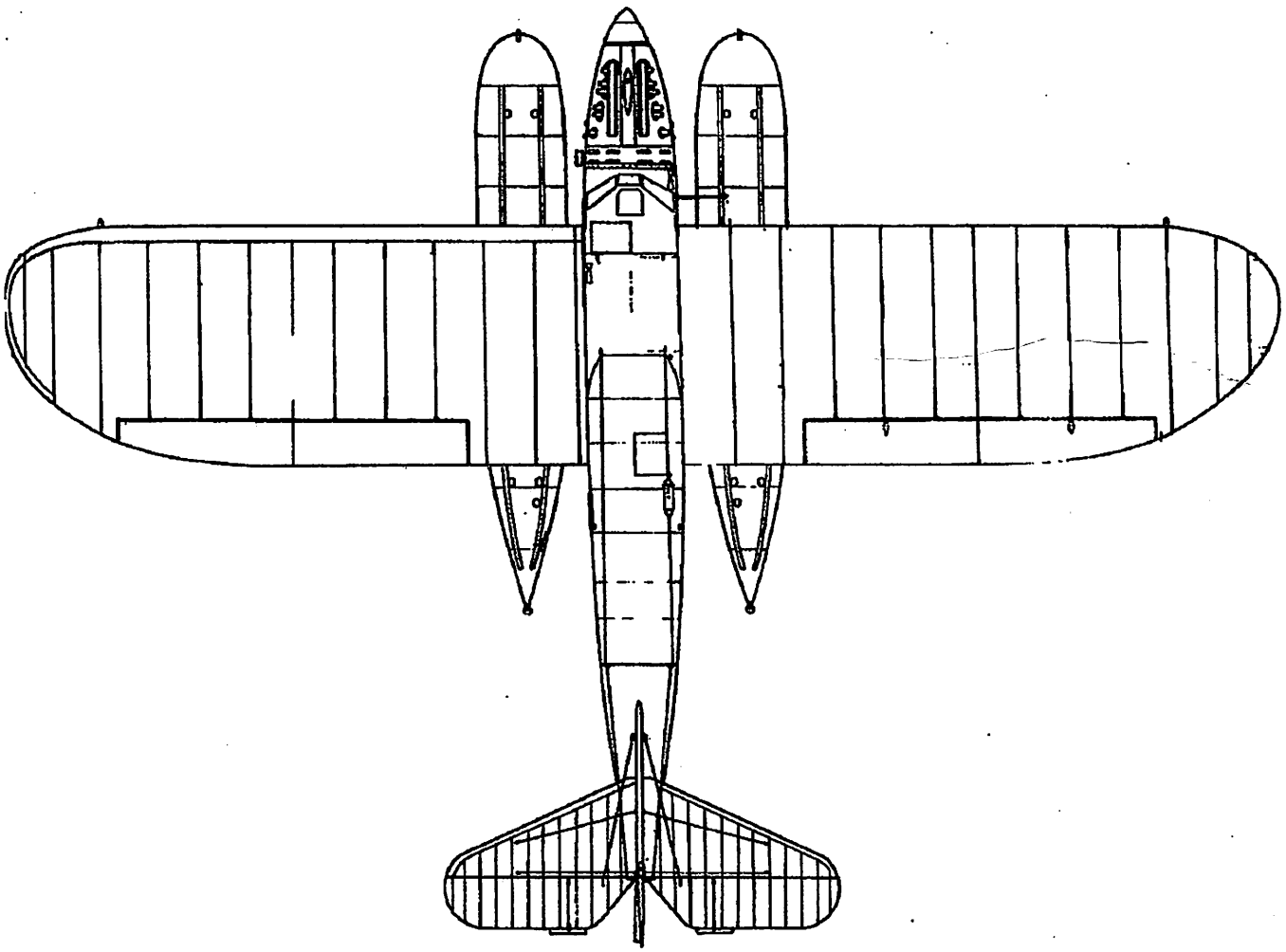
Dark Blue above, Light Blue underside.

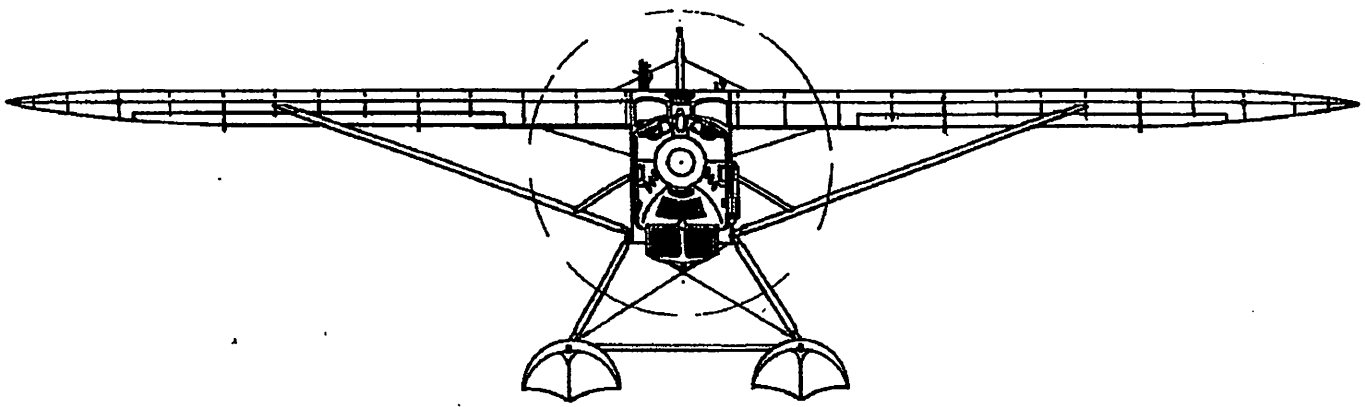


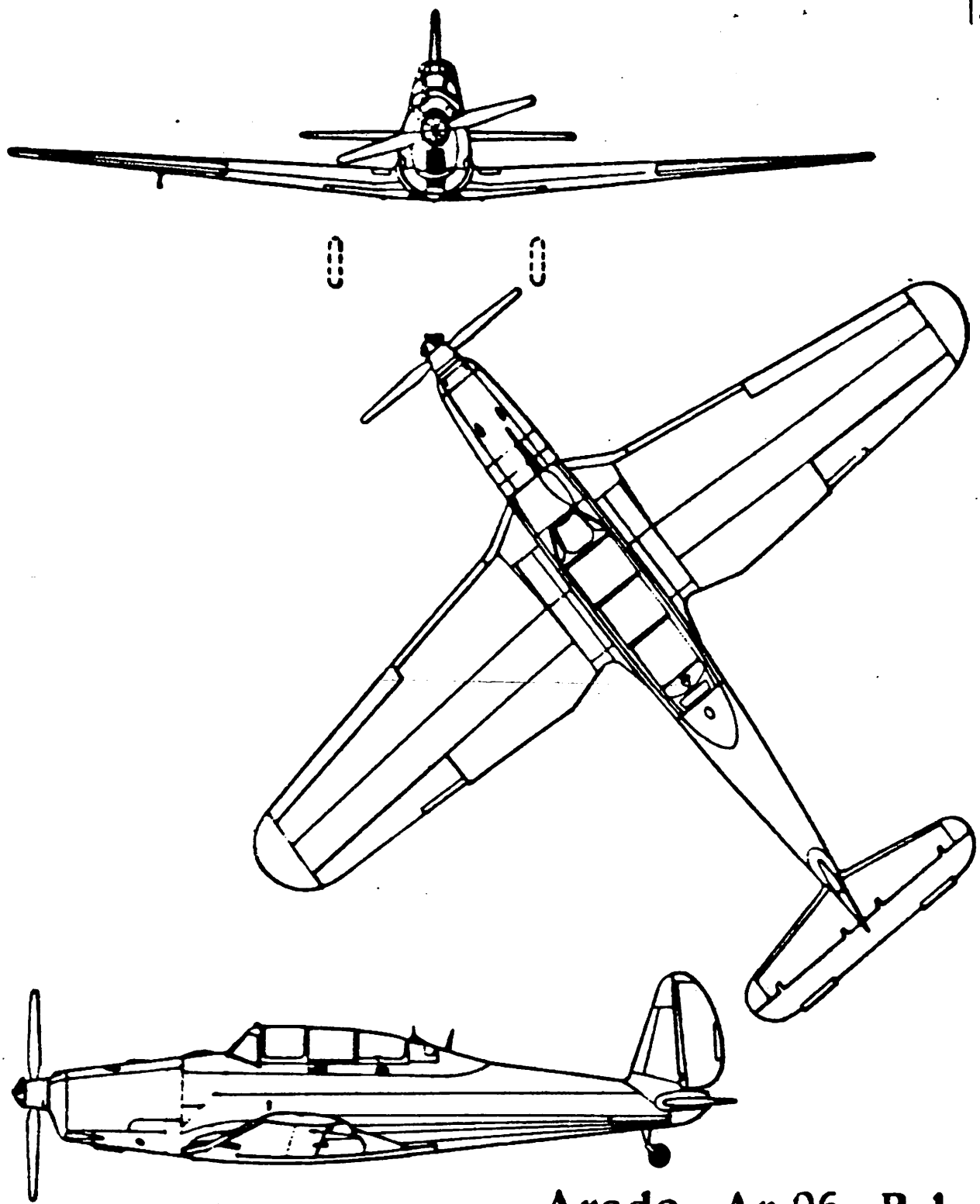
G-9 &35 were yellow, 753 on fin was white



Plan du Latécoère 28-3 "Comte de la Vaulx"







Arado Ar.96 B-1

STEVE GRIEBLING
CFFS

CFFS CONTEST EVENTS AT LORAIN COUNTY COMMUNITY COLLEGE

1. FAC PEANUT SCALE, FULLPOINTS
2. HI-WING CABIN PEANUT EXPERIMENTAL
3. HI -WING CABIN PRODUCTION
4. FAC DIME SCALE
5. FAC RUBBER SCALE
6. FAC OH FUNK & WACO LTD. ML 11:30
7. FAC JUMBO SCALE
8. FAC PIONEER SCALE
9. FAC GOLDEN AGE CIVIL AIRCRAFT
10. FAC GOLDEN AGE MILITARY A/C
11. FAC No. CAL PROFILE SCALE
12. No CAL WW II 3 FLT. TOTAL
13. FAC POWER SCALE ELWCT, OR CO2
14. O.T. GAS REPLICA ELECT OR CO2
15. EMBRYO ENDURANCE (J)(S)(O)
16. P-20, 8" PROP, 20 gm, 4 gm RUB, 3 FLT.
17. FAC PULP FICTION SCALE, 3 FLT. TOTAL
18. Jr. Rubber. 3 flights, No Max (Jr.)
19. H.L. GLIDER (J)(S)(O) $1 POT PRIZE
20. 6" STICK CATAPULT GLIDER $1 POT
21. FAC O.T. RUBBER 36" W.S. MAX $1 POT
22. FAC O.T. STICK 36" MAX $1 POT PRIZE
23. FAC O.T. TWO BIT 25" MAX $1 POT
24. P.T. JIMMIE ALLEN R.O.T. $1 POT.
25. SHELL DASH 2 FLTS BY 3:00 PM.
26. MODERN MILITARY M /L 12:00
27. WW I MULTI WING PEANUT M/L 12:30
28. WW I MULTIWING FAC M/L. 1:00
29. WW II PEANUT COMBAT 1:30
30. WW II FAC COMBAT M/L. 2:00
31. BENDIX PRE WAR RACE M/L/. 2:30
32. GOODYEAR & F.1 RACE M/L. 3:00
33. GREVE INLINE RACE M/L. 3:30
34. THOMPSON RADIALS RACE M/L.4:00

FAC RULES APPLY WITH INSPECTION OF No. CAL, DIME AND COMBAT M/L. MINIMUM DETAIL AND O.T. PER PLAN. NO SIZE CHANGE FOR 25" MAX PER PLAN O.T.
PRE SELECT EVENT FOR MULTIPLE OPTION MODELS. ALL MAY PICK A PLAN PRIZE.

SUNDAY Oct. 3 - CFFS at LCCC. 9AM to 5PM, CD Gordon Roberts (216) 749 4817

CFFS INDOOR AND S.O. FLYING is on Sundays at ANDREWS SCHOOL Noon TO 5 PM.
Check DOC HACKER (216) 486-4990, or DON SLUSARCZYK (440)918-0290.
SEND CONTRIBUTIONS FOR USE OF ANDREWS SCHOOL TO : DR. VERNON HACKER
25599 Breckenridge, Euclid, OH 44117-1807. (THE GOAL IS $600 PER YEAR.)
SAM O.T. FF & R/C FLY THURSDAY AT SHELBY AIRPORT RT. 96, on 10/7.

ERIE FAC EVENTS 10/2 AT ERIA, PA PRANGMORE FIELD.
2nd ANNUAL Ted Dock Memorial FAC Contest is **OCT. 9-10** AT MUNCIE, IN.

CFFS Holiday Party is at Dimitri's Restaurant 1839 Snow Road - Parma, OH, **Nov. 13.**

CFFS Indoor Meet is at Kent State University Field House **April 10, 2005.**
Events: Std. Class Catapult Glider AMA rules; EZB - best of 5 official flights, 30 sec. min.
Limited Penny Plane; Mini Stick - best of 5 official flights, 20 sec. min.
7 Gram Bostonian - AMA Rules; WWI Combat ML; High Wing Peanut exp. & prod. Combined; Peanut scale (except pioneer) ; WW I Biplane ML; Golden Age Scale; Dime Scale; No Cal WWII combat 6.2 gram min. wt. w/o motor; No Cal profile scale Min 6.2 gms. w/o motor; Phantom Flash ML. **Note: No Pioneer scale this year and High Wing Peanut combines experimental and Production types.**

Crosswinds readers with the dreaded red X at issue renewal code No 110 or lower can send $16 per year to Russ Brown 4909 N. Sedgewick, Lyndhurst, OH - 44124 - USA.

