CROSSWINDS 111

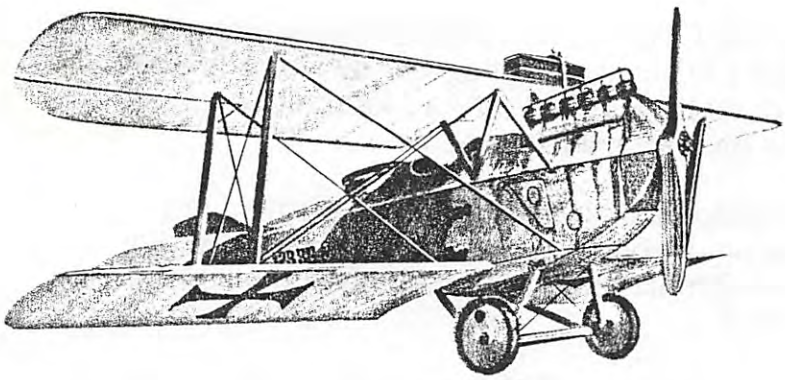




Latécoère 26 - French Mailplane

UFAG - W.W .1 Hungarian Fighter

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124



UFAG C I
Nation: Austria; *manufacturer:* Ungarische Flugzeugfabrik; *type:* reconnaissance; *year:* 1918; *engine:* Hiero 6-cylinder liquid-cooled inline, 230 hp; *wingspan:* 35 ft 2 in (10.69 m); *length:* 23 ft 7½ in (7.2 m); *height:* 9 ft 7 in (2.92 m); *weight:* 2,315 lb (1,050 kg); *maximum speed:* 118 mph (190 km/h); *ceiling:* 16,075 ft (4,900 m); *endurance:* 3 hrs; *armament:* 2–3 machine guns; *crew:* 2

THE PRESIDENT'S MESSAGE

Another year of Free Flight fun has slipped by. Hope you were able to partake of some of it.
I missed more of it than I saw, but wait till next year!
We got the year started with a couple of "how - to" seminars. One was held a Dennis Norman's house in conjunction with a regular meeting. The other was done at a meeting room at Parma Hobby. They were wide open discussions and demonstrations of some newer wrinkles on construction techniques, and judged to be a huge success by all involved. We'll be doing another one in '05.

This year's contest activity kicked off with our annual indoor bash at the Golf Dome. We had a pretty good turn out, but the consensus was that the KSU field house is a better place to fly. Looks like we'll be going back to Kent on April 10. Mark your calendar. It's a great opportunity to get some air under your models while the weather is still crummy.

This year's outdoor flying season weather was a mixed bag. We didn't have any rain out or blow out days, but the wind never took a day off either. Out Veep, Geoff Phillips, treated attendees to grilled hot dogs for lunch at several events, helping to keep our strength for those long chases. Despite the breezy conditions, there was a whole lotta flying goin' on.

Our display at the Cleveland Air Show was once again staffed by the usual gang of stalwarts. The show itself was pretty weak this year, but our display was terrific. The new banner was a big plus and we had a nice selection of models and related material on the tables. Geoff Phillips was once again at the fore, flying his rubber powered helicopter and ornithopter around the tent. We met a lot of nice people and were able to do some recruiting for the CFFS. We also attracted the attention of a newspaper reporter who, true to his word, showed up at our next contest and spent most of the day learning about us. His report in the Plain Dealer was very nicely done and brought in several calls from people interested in joining up. The air show looks to be our best recruiting tool.

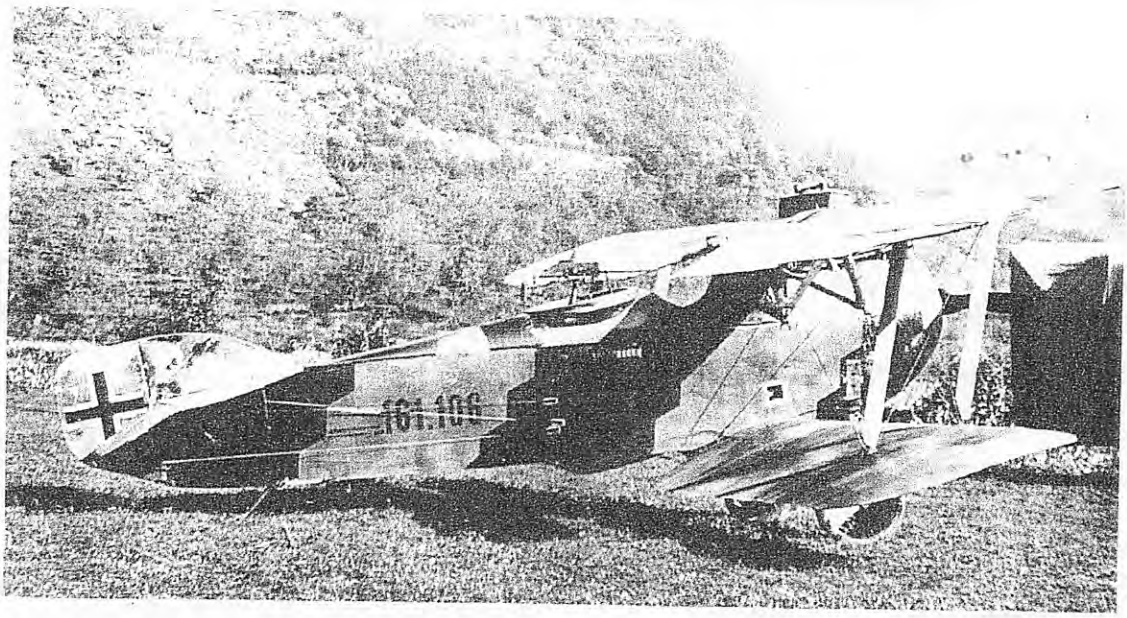
In the "three cheers" department, the CFFS is honored to have among its members,another inductee into the FAC Hall of Fame. Gordy Roberts was selected at this year's Nats. Congrats to our resident Air Marshall! Also worth noting, Geoff Phillips got his Blue Max this season!

Thanks go to out to the crew who keep this thing going: Russ Brown, the guy who works behind the scenes on everything we do; Mike Zand, the guy who keeps track of it all; and Steve Griebling, who has stepped in to keep the newsletter chock full of good stuff.

All in all, a pretty good year. Hope to see you all at our events in '05!

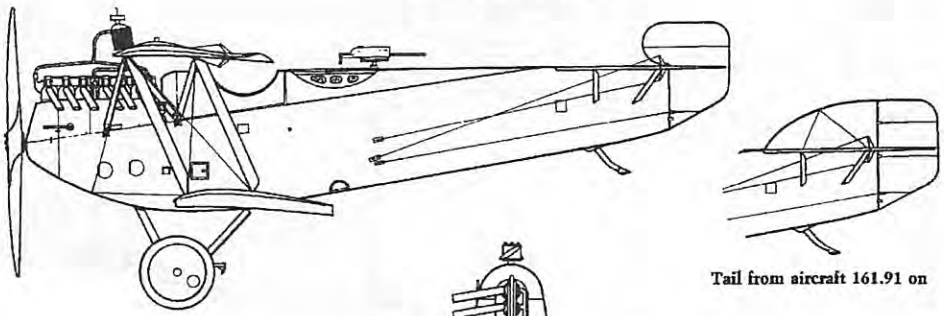
Rich Weber - Wingnut

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

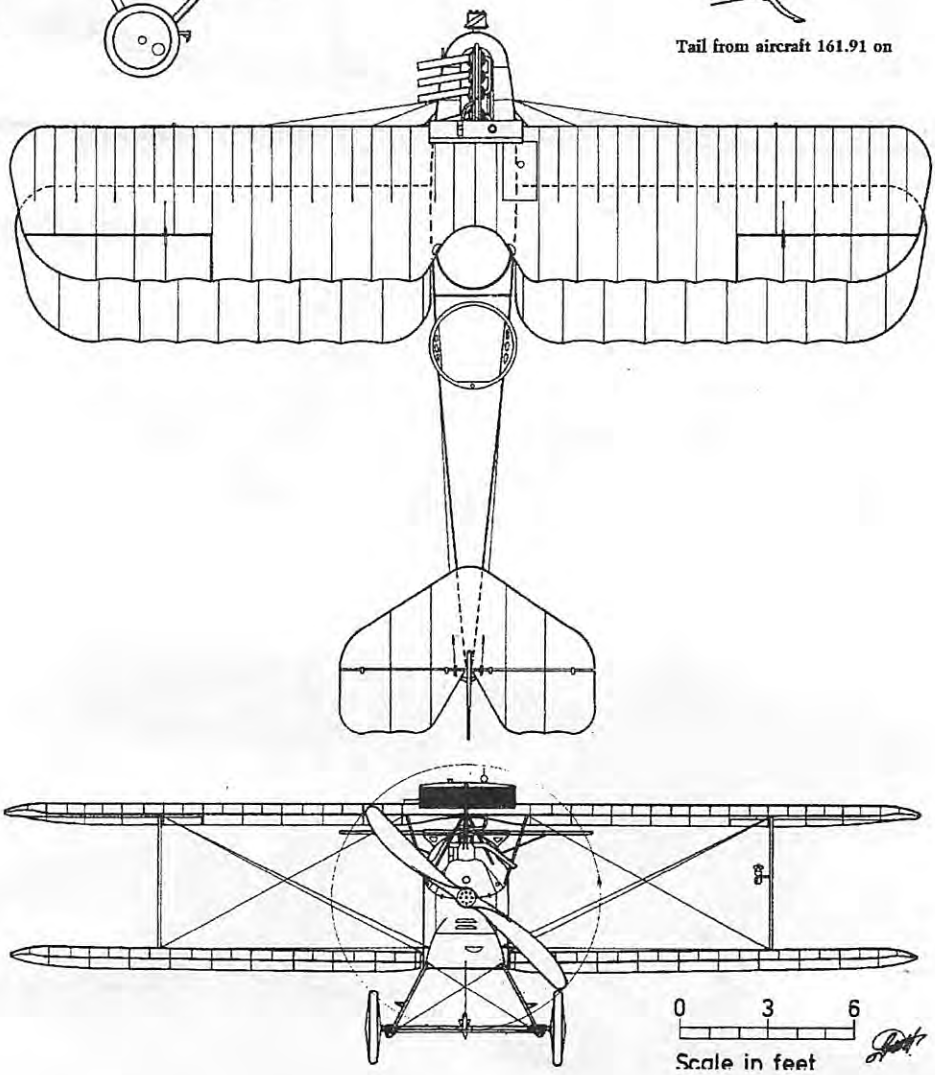


Flik 4/P flew the UFAG C.I 161.106 in September 1918. The early crosses on the upper wing have been over-painted and replaced by late 1918 markings. The field of fire for the observer is exemplary.

UFAG C.I Series 161

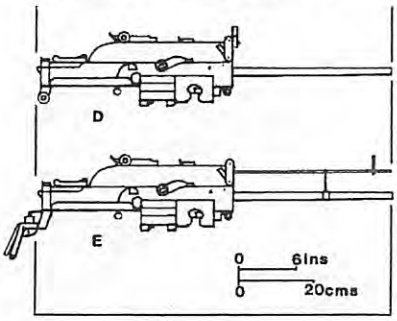


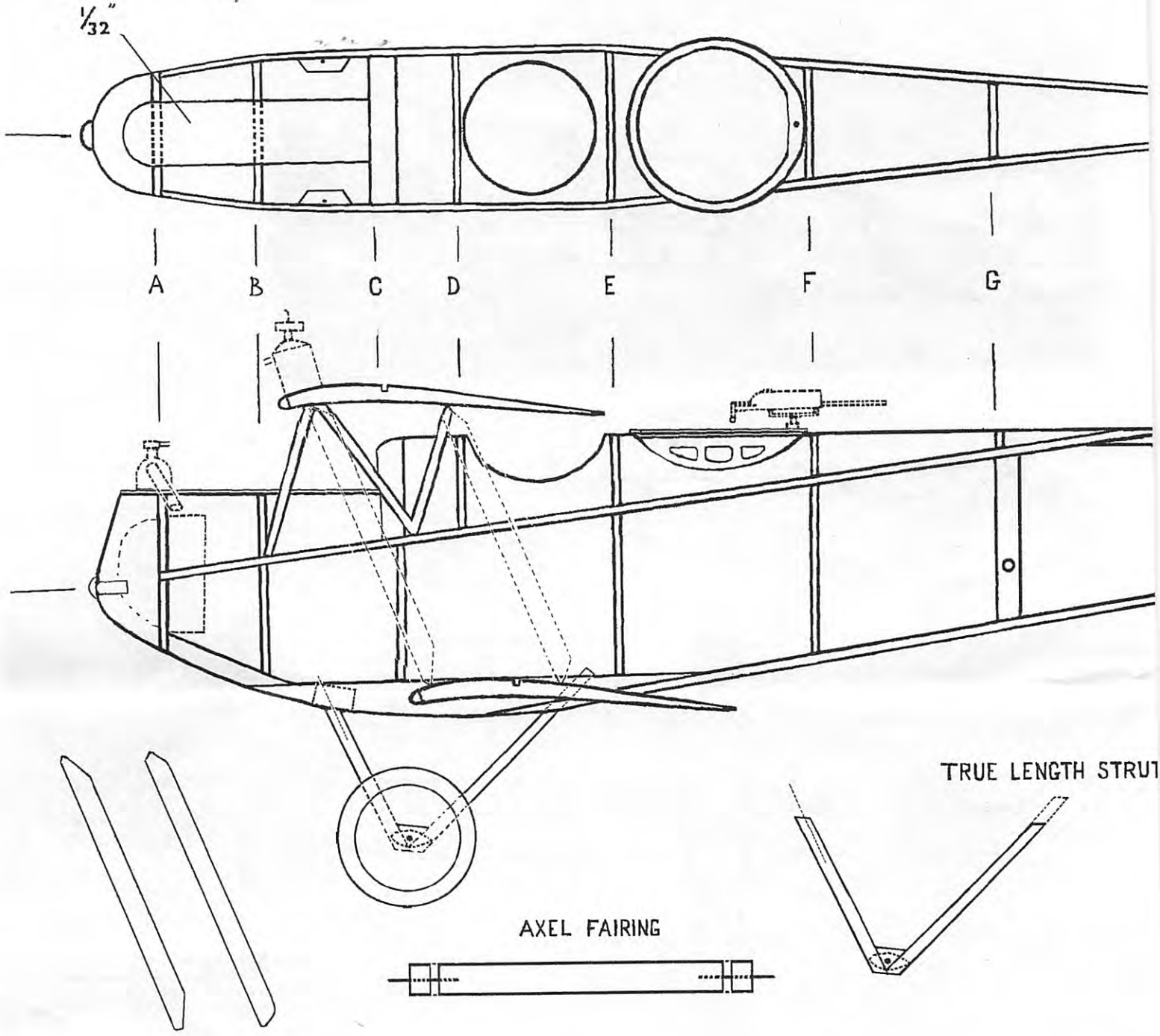
Tail from aircraft 161.91 on





D. The M16 gun issued in 1917.
E. The M16 showing the sight bar sometimes fitted and the large hand-grips. The right grip incorporates a trigger control. These hand-grips were also fitted to earlier models of the gun.

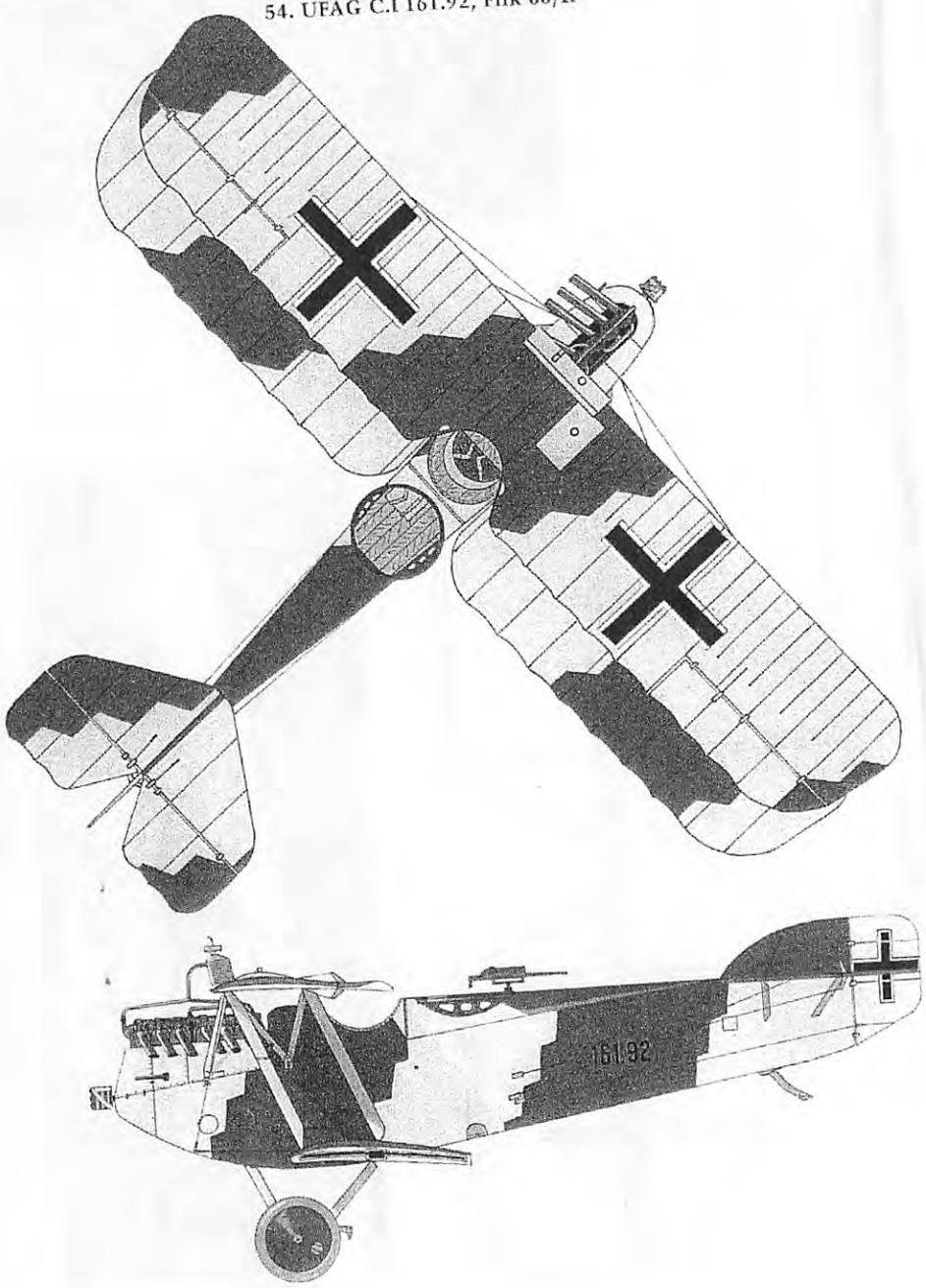




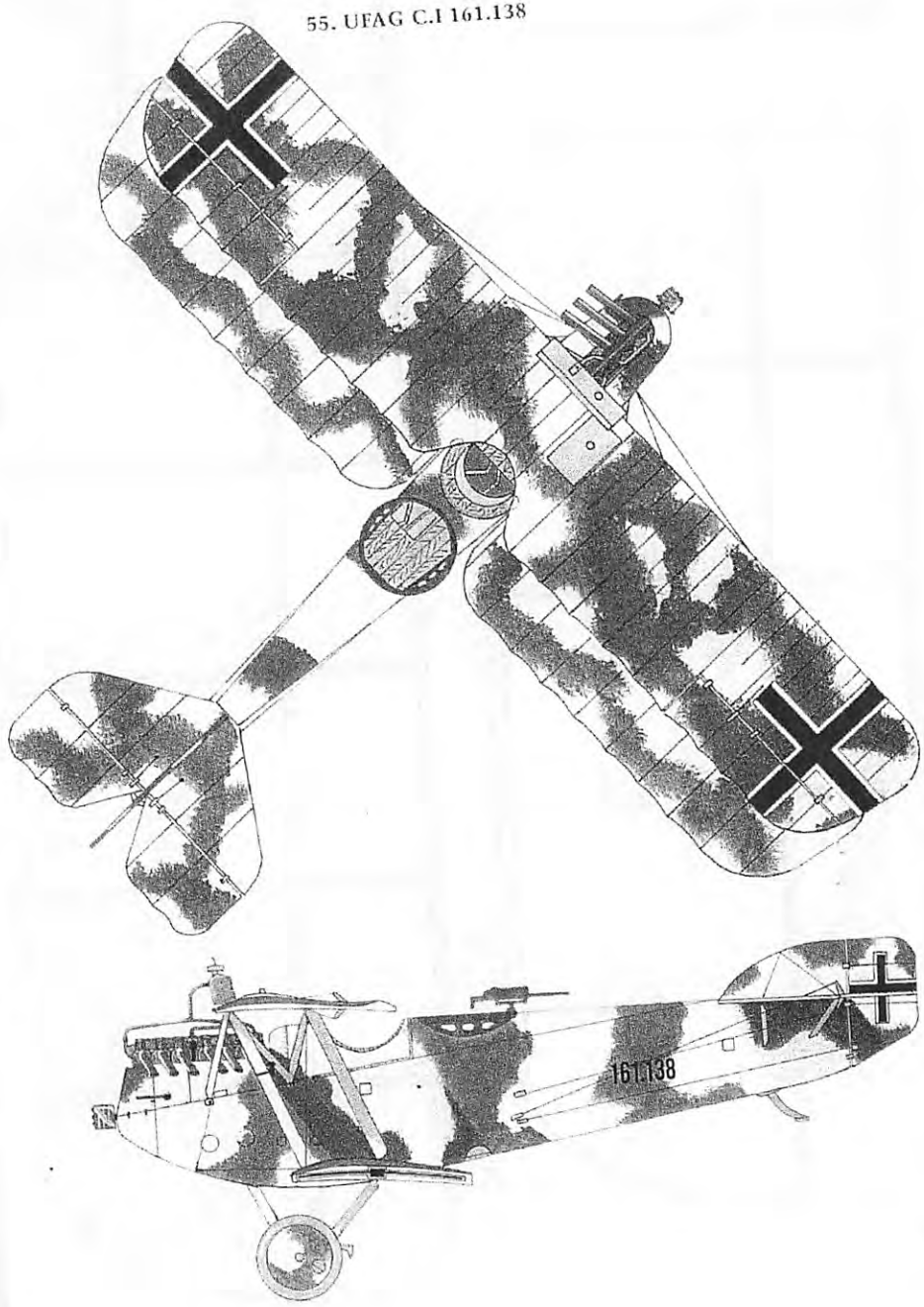
Photographed at Flik 23/D in the summer of 1918, the UFAG C.I 161.67 was fitted with underwing bomb racks. Each wing could hold six 12.5 kg bombs. The production series had an increased wing span. The blast-tube and shell-ejection apertures of the synchronized gun are visible below the engine. Running from the observer's ring is the line leading to the parachute stored in the fuselage floor.

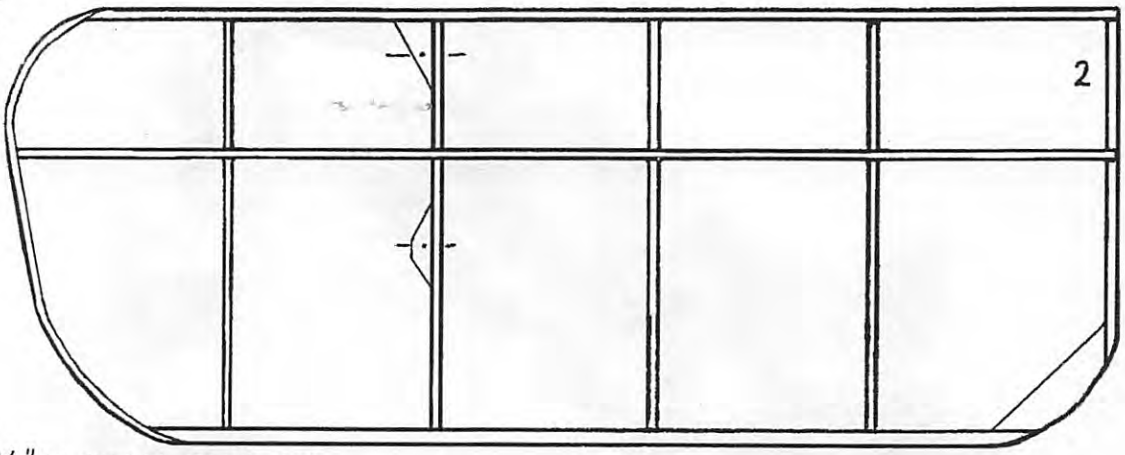


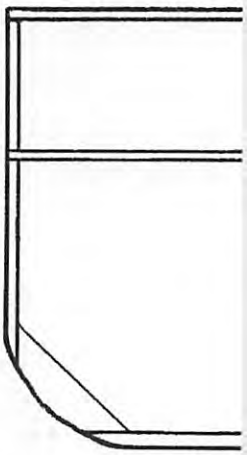
54. UFAG C.I 161.92, Flik 66/K



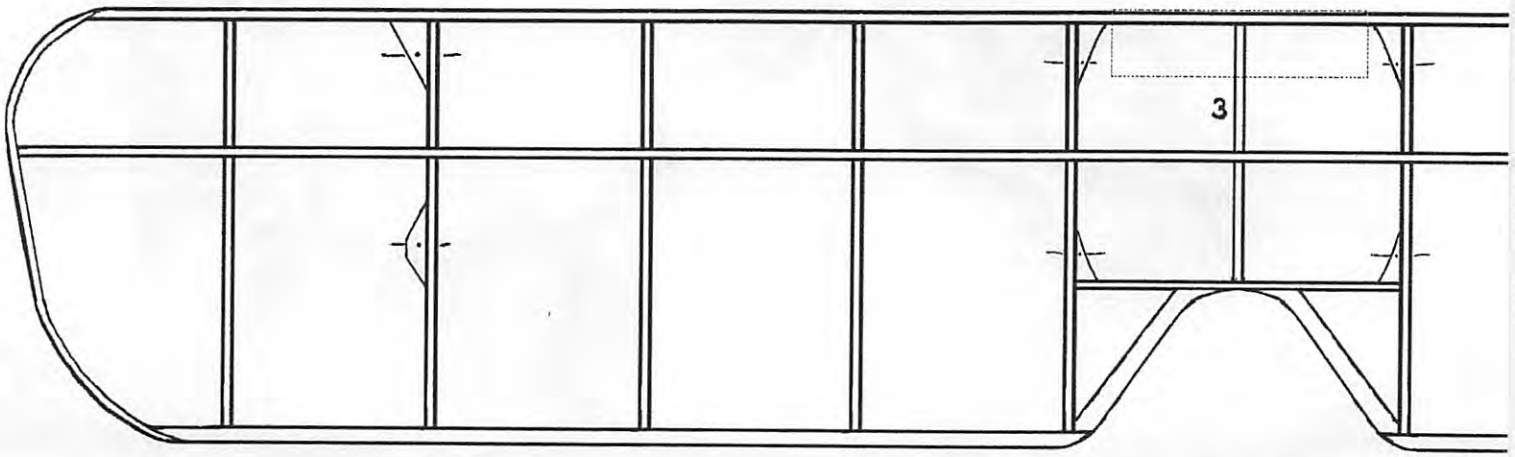
55. UFAG C.I 161.138





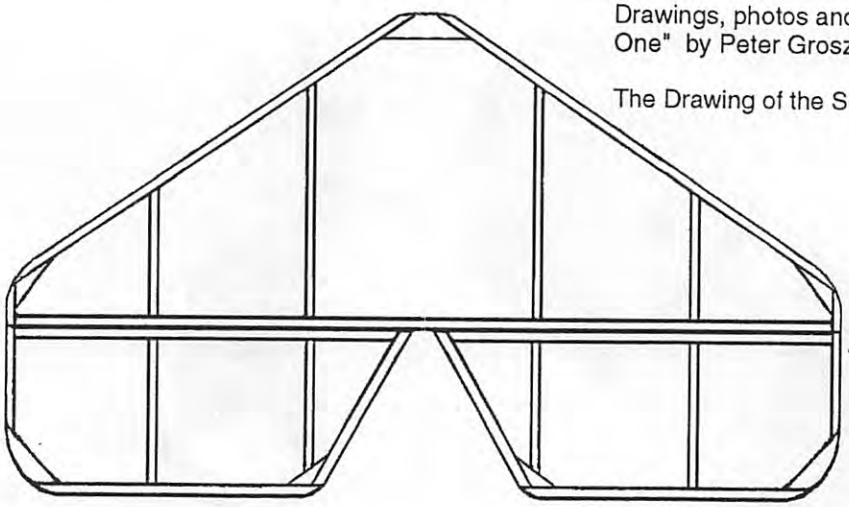


3/8" DIHEDRAL EACH TIP

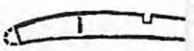


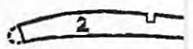
Drawings, photos and information on the UFAG is from "Austro-Hungarian Ar
One" by Peter Grosz, George Haddow and Peter Scheimer.

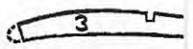
The Drawing of the Schwarzloze Machine Gun is from "Early Aircraft Armame

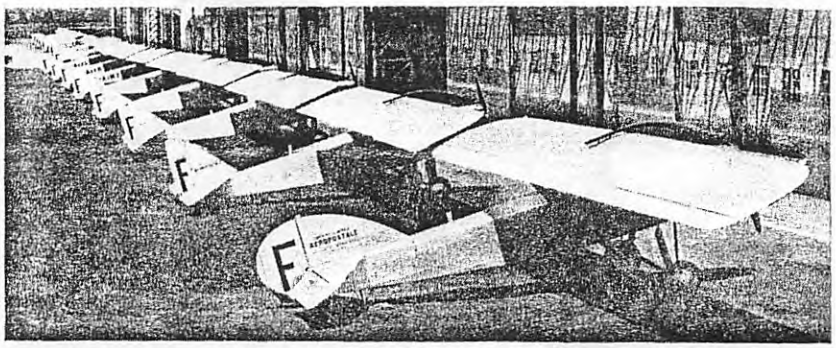


OPTIONAL HINGED ELEVATORS

(18) 

(2) 

(1) 



A batch of Latécoère 26s at Toulouse. The aircraft in the foreground is the Laté 26.6.2 F-AJIJ with modified fin and rudder. Further along the line are the Laté 26.2.Rs F-AIMY, F-AIXR and F-AIXS and in the far distance some Breguet 14s. (*Air France.*)



LATÉCOÈRE 26 MODEL CONSTRUCTION

The airframe is simple and conventional throughout, but it is wise to select balsa with appropriate hardness for each application to keep the weight to a minumum.

The wing attachment is unique, simpie and strong. The cabane, or parasol struts form a triangle with the top fuselage cross braces. Connect the wing to them by means of "hinge" made of 1/16" aluminum tubing with a thin wire or a 1/64" bass hinge pin passing through. Build the parasol struts over the plan. Then, after the parasol struts are mounted on the fuselage, attach 1/8" long bits of the tubing to their top ends with cyanoacrylate. In order to get perfect alignment of the three pieces of tubing. Use the aluminum tube which is to be mounted on the underside of the wing, between the short pieces of tubing on the strut apexes with a wire passed through all three pieces, then carefully apply the cyano. It is a good idea to file a semi-circular dip in the apex of the strut triangles with a tiny 'rat-tail' file so it will cradle the bits of tubing for a better attachmeent.

Draw and fill in the registration lettering on the tissue of the wing with black a "Sharpie"pen then cover the wing on the bottom only, Attach the long piece of wing mounting tubing with model cement and sew it with silk thread to bottom of the center rib. It only takes two or three loops of thread near the ends of the tubing to make a really firm attachment.
Draw the aileron lines with a fine "Sharpie" pen, but do not water shrink or dope the wing yet.
After you have covered and doped the fuselage and added windscreens and cockpit edging etc. you can install the wing as follows:

1. Cut wing struts from 1/20" x 3/16" balsa and sand them to a streamlined cross section.
2. Cover the **tops** of the wing struts with pieces of red tissue 1/2" wide, adhered with 'glue stick', so the rear edges of the tissue strips are flush with the rear edges of the struts, and the rest of the tissue extends forward -but is not yet attached.
3. Fit and glue the struts in place with model cement.
4. Sew silk thread thru the 3/32" strut attachment rib on one wing, passing it along the bottom of the front strut, across the bottom of the fuselage, up the bottom of the other strut and thru the 3/32" rib on the other wing. Glue the ends of the silk thread well.
(Use a small alligator clip to weight the end of the thread to keep it taut while the glue sets.)
5. Wrap the unattached portions of the tissue strips on the struts, around the struts, and adhere them with glue stick.
6. Now, add the registration letters to the upper wing tissue and cover the top of the wing.
7. Water spray the wing tissue to tighten it. When dry, apply a very light coat of clear "Krylon" to set the ink of the lettering, and follow with two more light coats when the first is dry. Finally, draw the aileron lines on the top wing tissue with a fine line "Sharpie" pen.

The lettering on the fuselage is pre-applied to its tissue in a similar manner, before the fuselage is covered. Always apply a **very light** coat of Krylon over the solvent- soluble- ink lettering to set it. If your Krylon is too "wet", it will cause the ink to bleed.

The rudder lettering on the plan may be cut out transferred to tissue by running the tissue thru a copy machine. I suggest you run a piece of plain paper thru the machine first to see where the lettering will be located, then adhere the tissue to the same piece of paper with glue stick applied to the leading edge of the tissue right over the lettering on your trial paper, and pass it thru the copy machine. Attach the tissue to the rudder with dilute "Titebond" or glue stick.

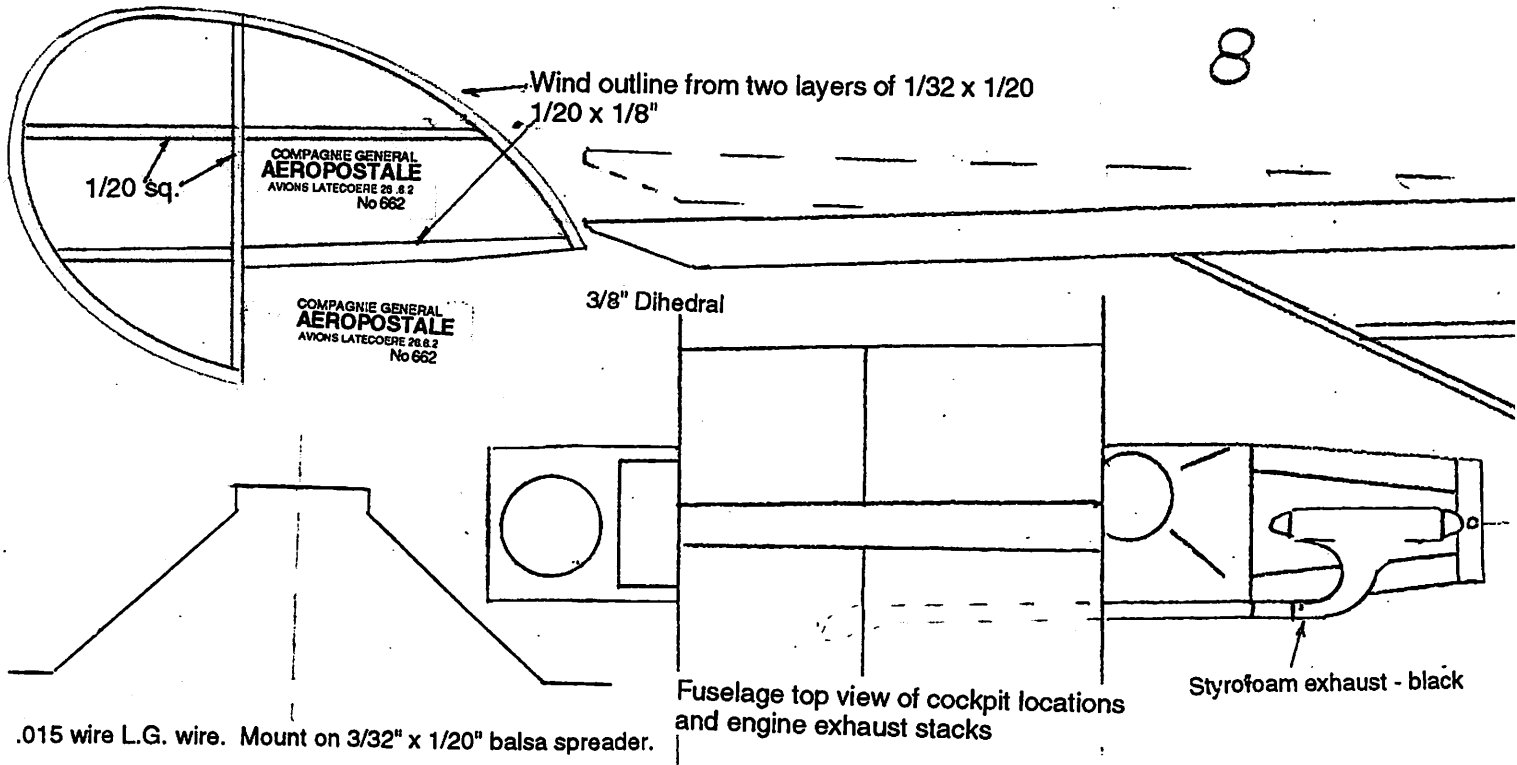
Make the dummy engine, the exhaust and the front air scoop of blue foam, painted black with Acrylic paint. The air driven generator can be made of balsa, painted silver. Make its little prop from a piece of 1/8" and 1/16" basswood, and carve in the pitch so it will rotate in the breeze!
Use a "silk" (very thin) pin for its shaft and a piece of hard, rounded 1/20" for the mounting post.
Control horns may be made from stiff aluminum cut from a pastry tray ("Sarah Lee") which is .005" thick.
Pierce the ribs etc. where the horns are located with a #11 blade and then attach them with cyano. The control cables are easily made from cheap paint brush bristles. Attach them with a tiny dot of "Titebond", T-56 or model cement.

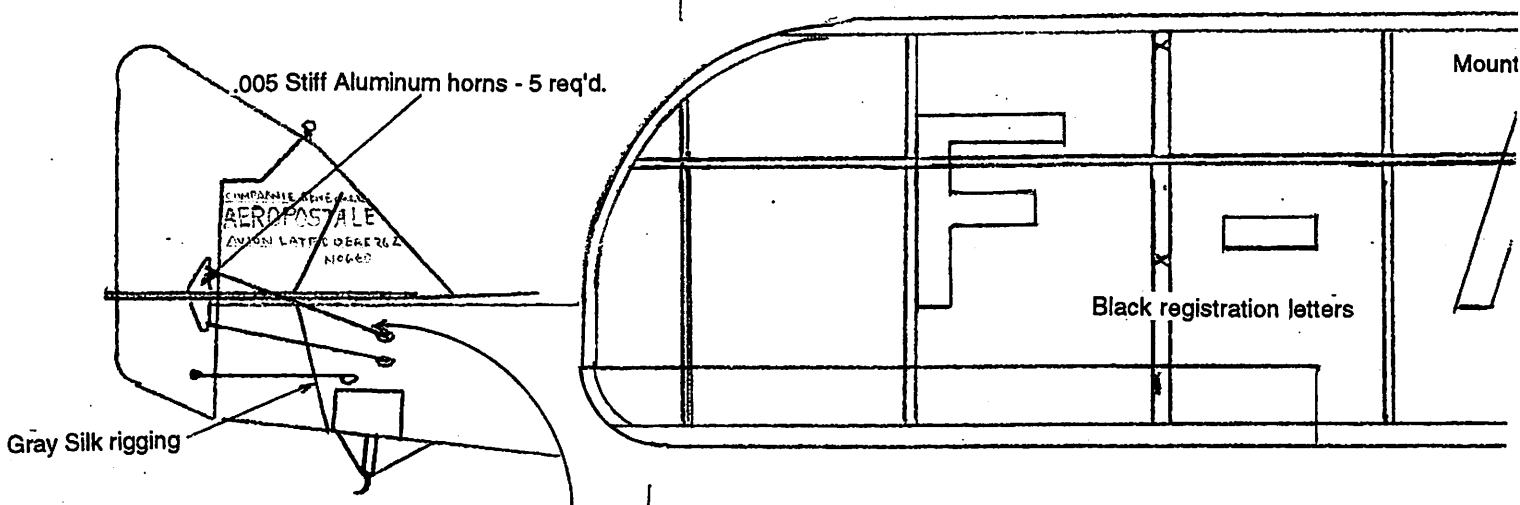
Make cockpit edgings from thin rings of blue foam cut with sharpened brass tubing. (Remember the cork borers from high school chemistry lab?). Cut only about 1/16" deep into a block of foam at least 1/4" thick,
cut and sand the outside so it's concentric with the tubing cut, then separate the rings with a razor blade.

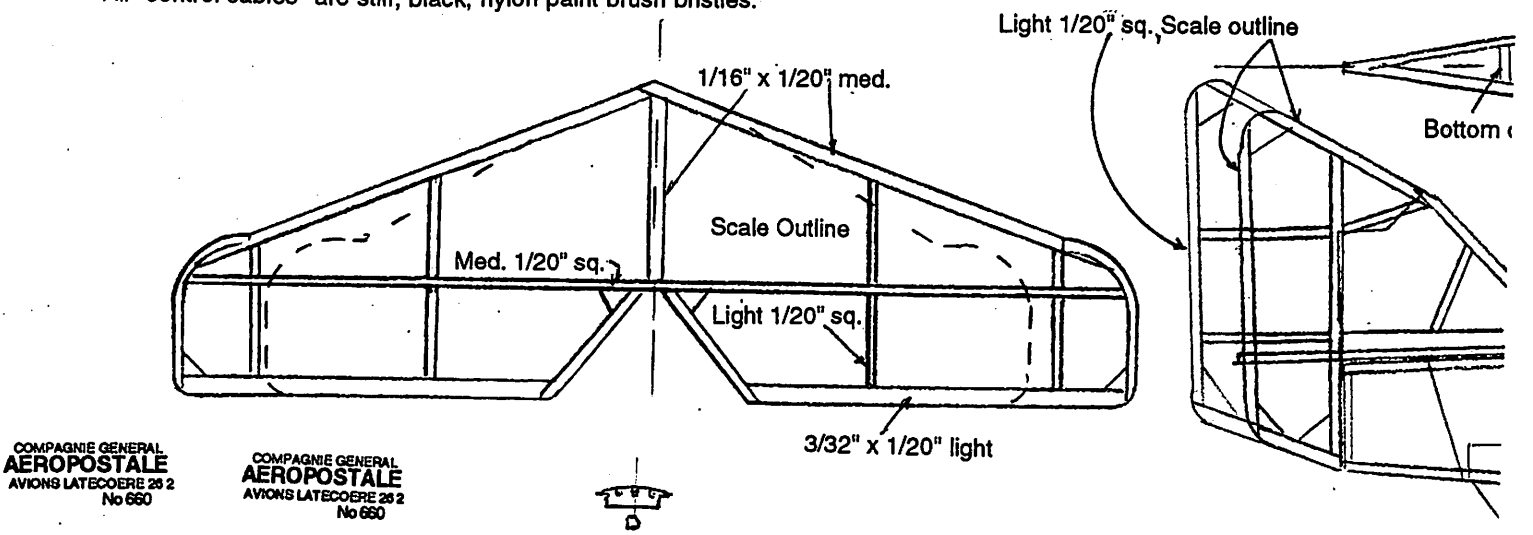
The alternate rudder shown in the upper left corner of the plan was featured on Laté 26.6.2 registered as F-AJIJ.
This modification will surely correct the "Dutch Roll" experienced on my original model.
Wind the outline from two layers of water soaked 1/32 x 1/20" balsa and make the rest from 1/20" stock.
Don't forget to change the registration!

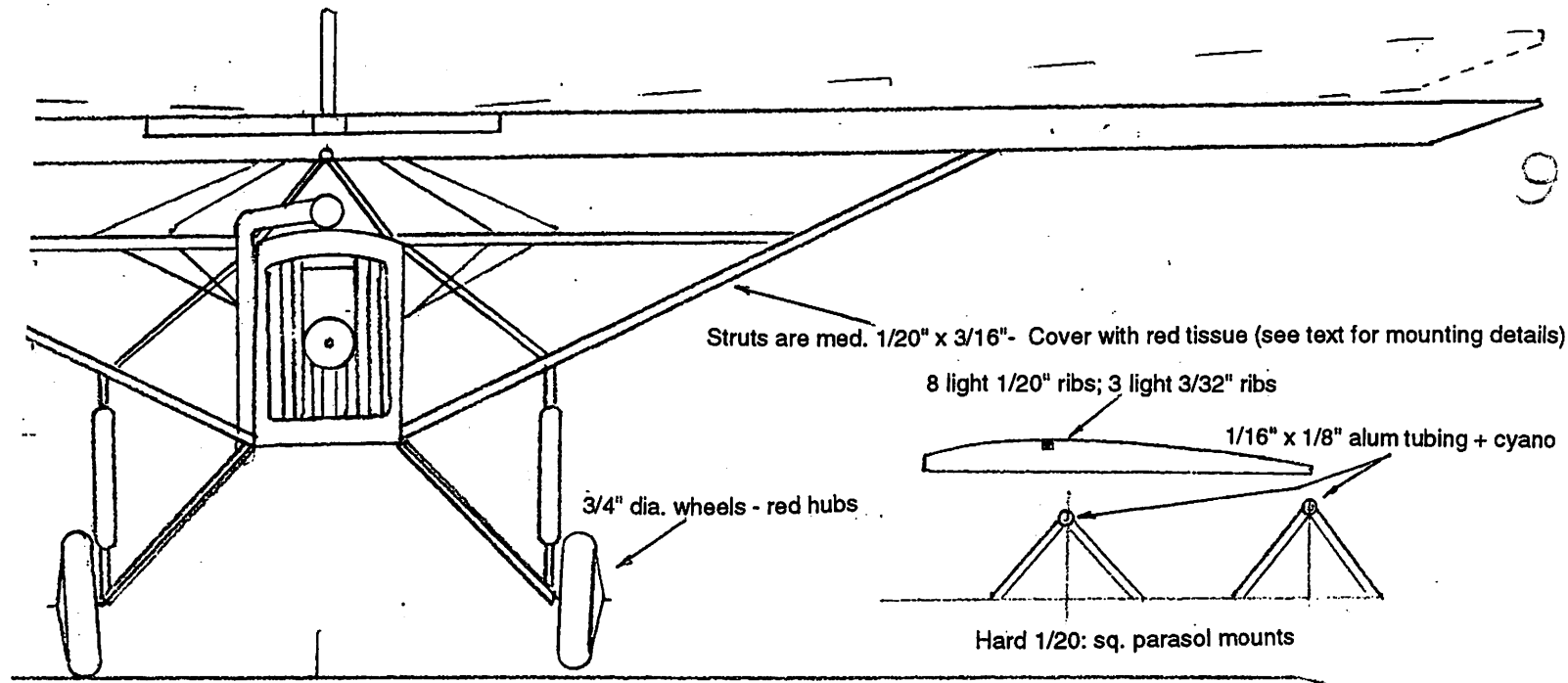
The little labels for the rudder in the lower, right corner of the plan may be cut from the plan or copied directly on to tissue for the rudder by running the tissue, attached at its leading edge to a paper carrier sheet, thru a copier .

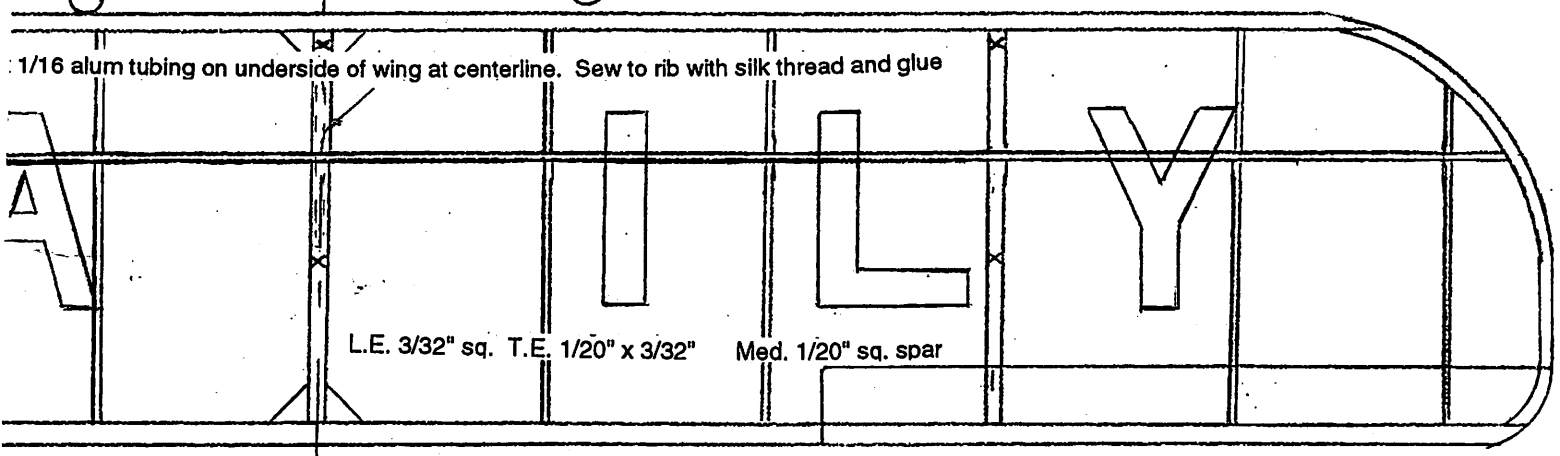
Steve Griebling - CFFS, 2004

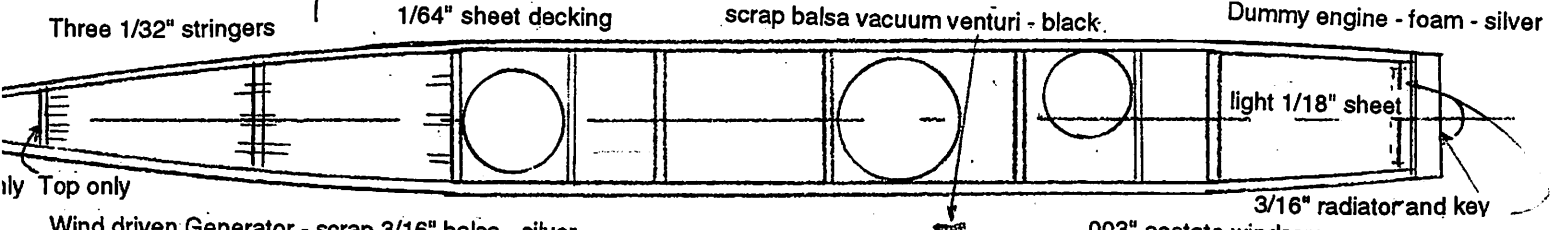

Wind outline from two layers of 1/32 x 1/20
1/20 x 1/8"
1/20 sq.
COMPAGNIE GENERAL AEROPOSTALE AVIONS LATECOERE 26.62 No 662
COMPAGNIE GENERAL AEROPOSTALE AVIONS LATECOERE 26.62 No 662
3/8" Dihedral
.015 wire L.G. wire. Mount on 3/32" x 1/20" balsa spreader.
Fuselage top view of cockpit locations and engine exhaust stacks
Styrofoam exhaust - black


.005 Stiff Aluminum horns - 5 req'd.
Mount
Black registration letters
Gray Silk rigging
All "control cables" are stiff, black, nylon paint brush bristles.


Light 1/20" sq., Scale outline
1/16" x 1/20" med.
Bottom
Scale Outline
Med. 1/20" sq.
Light 1/20" sq.
3/32" x 1/20" light
COMPAGNIE GENERAL AEROPOSTALE AVIONS LATECOERE 26 2 No 660
COMPAGNIE GENERAL AEROPOSTALE AVIONS LATECOERE 26 2 No 660
D
C
B
5 REQ'D.
A
Glue rudder to stern post only till flight trimmed move L.E. to adjust turn then glue to final position.
Power with two loops of 1/16" Tan II and 5" light balsa prop with 1.3:1 P/D.
White-wings, empennage an

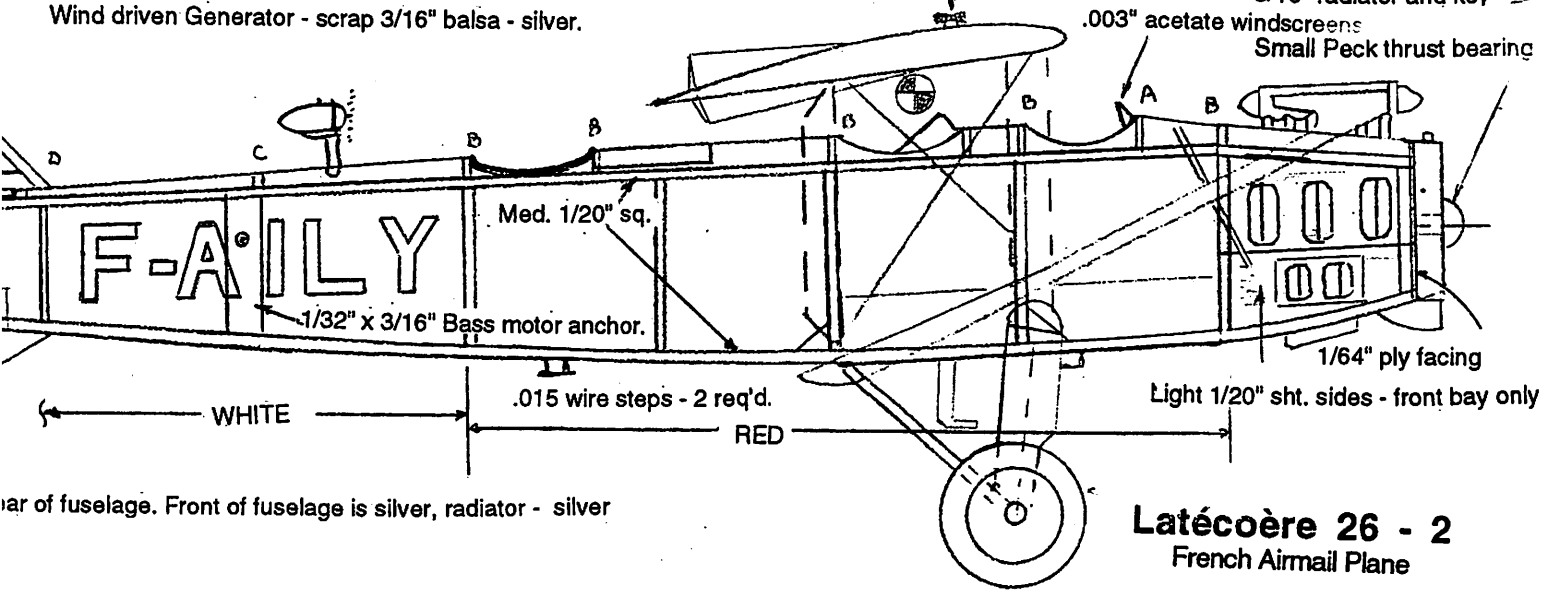






ıly Top only

Wind driven Generator - scrap 3/16" balsa - silver.



ıar of fuselage. Front of fuselage is silver, radiator - silver

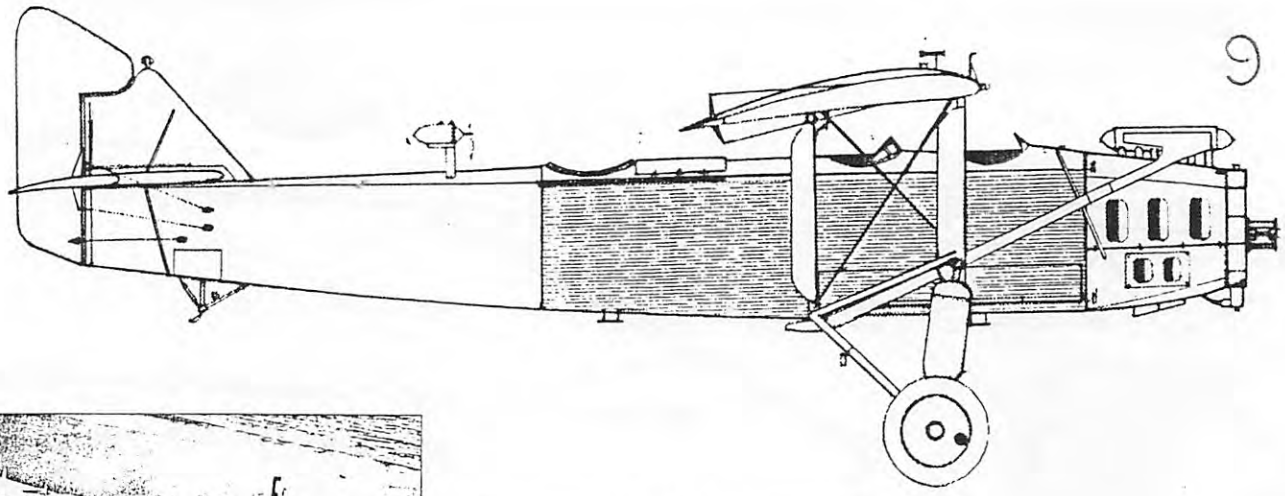
Latécoère 26 - 2

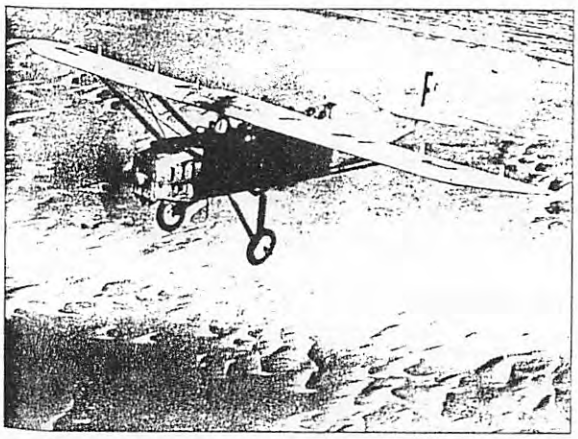
French Airmail Plane

Model designed by
Steve Griebling - CFFS, 2004

10

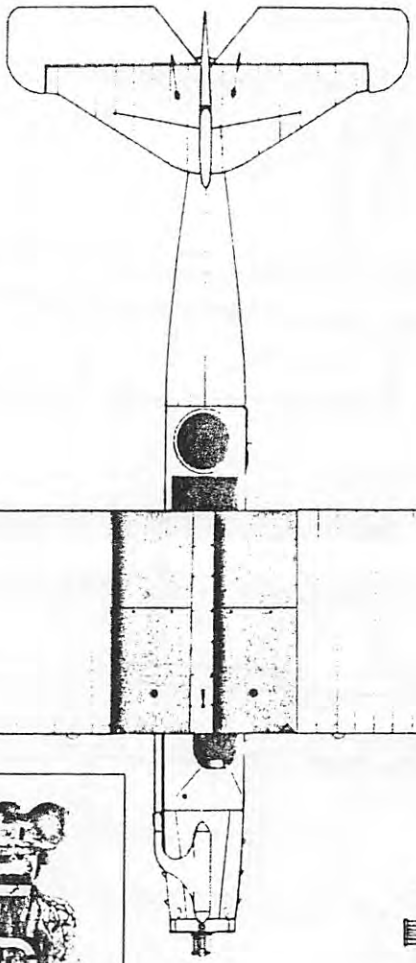
9



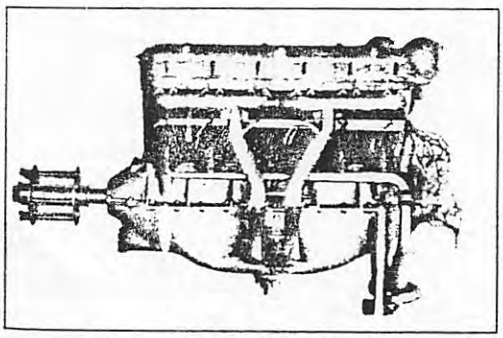


Laté 26 au-dessus de la côte africaine (DR)
Laté 26 over the African coast

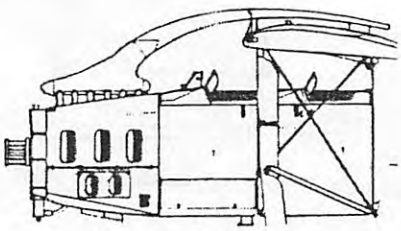
Plan du Latécoère 26-2



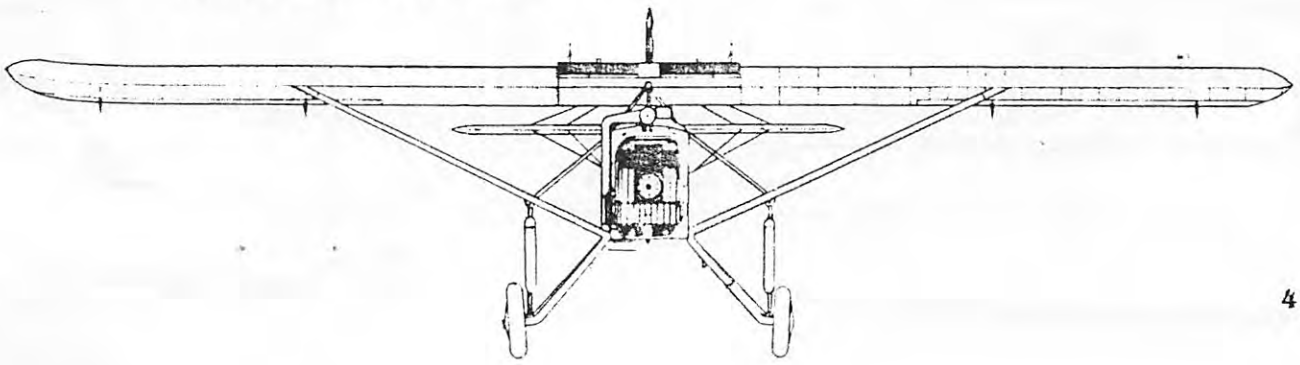


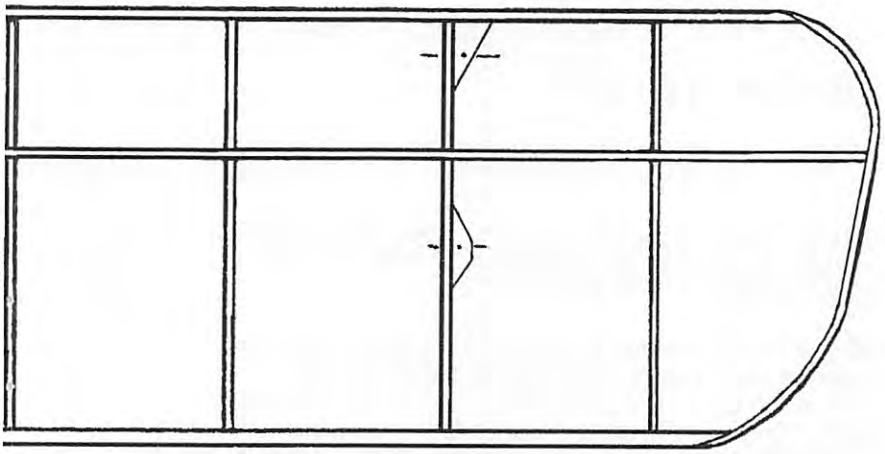


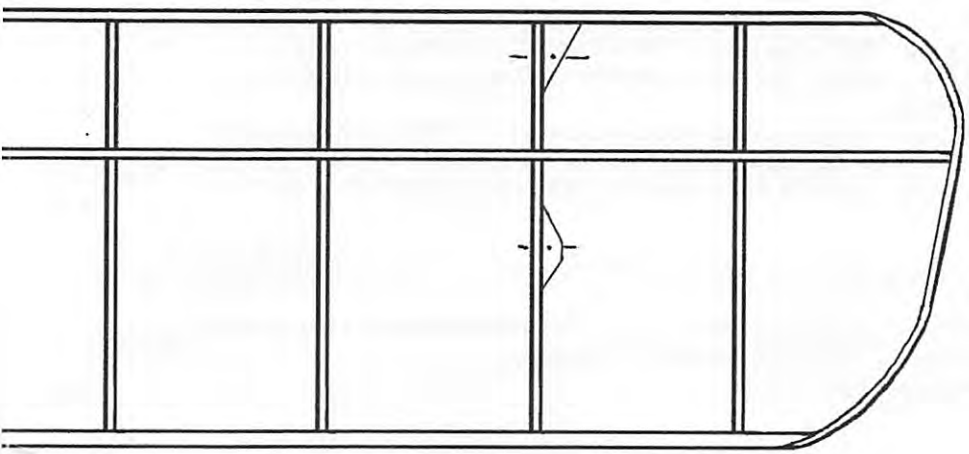
Renault 12 Ja 450CV (coll.Marchand)



Laté 26-6





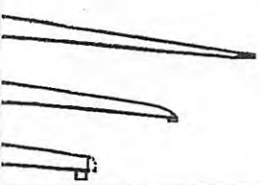


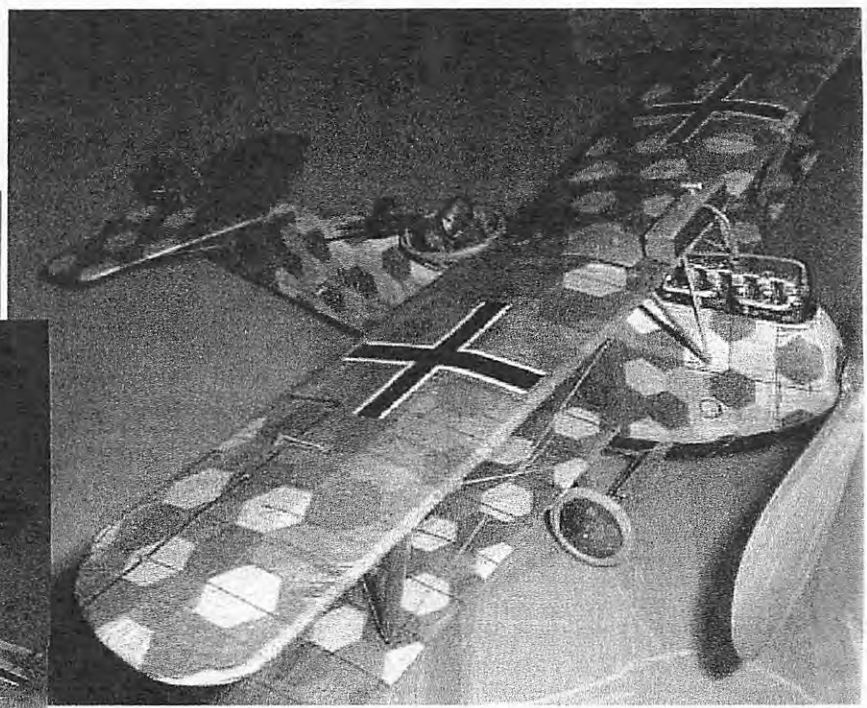
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LATÉCOÈRE 26-2 HISTORY

The history of Pierre Latécoère's Aéropostale venture was addressed in Crosswinds issue # 110 along with the plans of the Latécoère 28 float plane.

Latécoère introduced models 25 and 26 into his airmail and passenger line in 1926. Both were parasol wing monoplanes, although they were not as beautiful, sleek and high powered as the later model 28 which was the first plane to cross from Africa to South America non-stop in 1930.

The center of the wing on both model 25 and 26 was mounted on two pairs of inverted "Vee" cabane struts which formed rigid triangles with the top fuselage cross pieces. The outer wing panels were supported by a pair of parallel struts extending well out from the fuselage. Model 25 had a rather bulbous, oval fuselage cross section, whereas the fuselage on the model 26 was a simple, clean, rectangular structure rounded off on the top only. The empennage on both was identical to that on earlier model 17. Model 25 had seats for 5 passengers and two crew plus mail, but the 26 had three open cockpits and carried four passengers (rarely) and two crew. The 26 models were fitted with radio starting in 1927. Both the Laté 25 and 26 saw service in Africa and South America, but made no attempt to cross the Atlantic. Mail was simply transported by ship to Brazil before 1930 and for sometime afterwards, then loaded onto the planes for local delivery in South America.
In one famous, dramatic incident, pilot Jean Mermoz and his mechanic, Collenot, were forced down on to a steep sided, rocky plateau in the Andes by a violent down draft in their Laté 25, and barely made it to safety as they dove off the cliff and frantically fought for flying speed in order to gain control to fly over the surrounding peaks.

The Laté 26 was used in regular flights in Argentina, flying from Natal to Buenos Aires starting in 1927 and in Africa, from Casablanca to Cape Juby.
Neither the model 25 or 26 could fly high enough to cross the Andes, so their mail was usually transferred to Potez 25 biplanes which had the necessary 19,000 foot ceiling for flying mail to Chile.
A total of sixty one Laté 25's and ninety Laté 26's were built.

Latécoère 26 specifications:

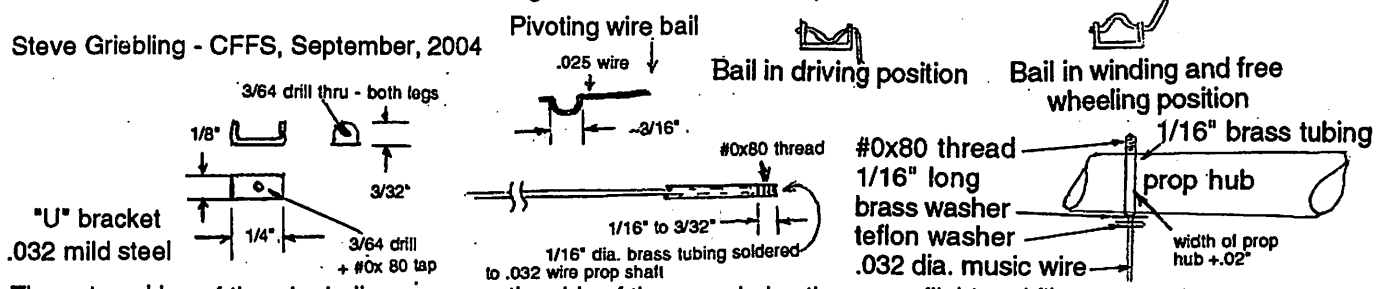
Length:	12.2 m	(40 ft.)	Area:	48.6 sq. m	(159 sq. ft.)
Wgt. empty:	1.590 kg.	(3,500 lbs.)	Span:	17.4 m	(57 ft.)
Loaded wgt:	3.365 kg.	(7,403 lbs.)	Max speed:	188 kph.	(116 mph.)
Height:	3.90 m	(12.8 ft.)			
Engine:	12 cylinder 450 hp. Renault 12 Ja or 500 hp. Renault 12 Jb				

References: "Flying the Mail" Time-Life Books - Alexandria, Virginia, by Donald Dale Jackson
"Les Avions de Mermoz" - Along Press, Paris By courtesy of Rich Weber (President of CFFS.)

The simple lines of the Laté 26 attracted me to build a peanut size model of it because it could be made light and still suppport a great deal of interestingdetail, useful for peanut scale events.

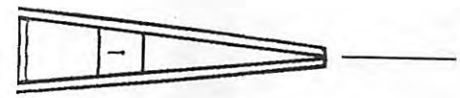
By means of the removable free wheeling device shown below, I easily evaluated several different propellers on my Laté 26 model. A 5" prop with a 1.3:1 - P:D ratio seemed best. Larger diameter props caused a little "Dutch Roll" even with the enlarged rudder shown on the plan.

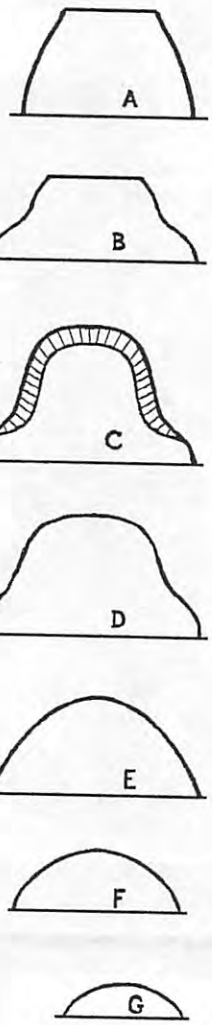
Steve Griebling - CFFS, September, 2004

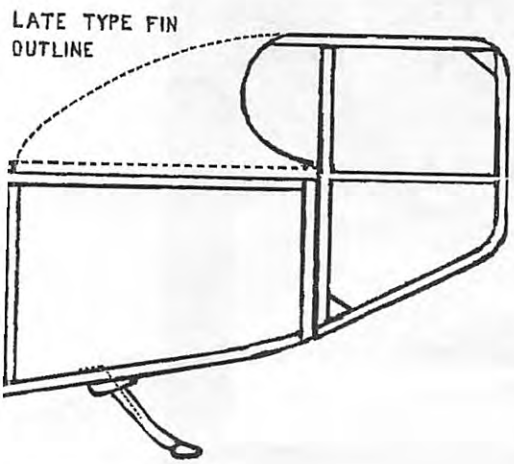


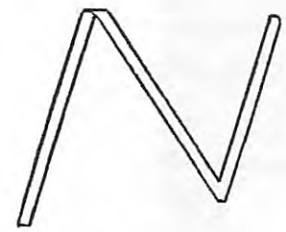
The external leg of the wire bail engages on the side of the prop during the power flight and flips up out of the way for the glide. Its "U" shaped loop bottoms out against the bottom of the "U" bracket under power. Make the wire loop to fit the bracket, squeeze its loop shut, insert it in the bracket, then re-open it and bend the external leg to drive the prop. Small round nose (Chain) pliers are useful for bending the wire bail. A 3/64" dia. drill is recommended for all three holes in the steel "U" bracket. Make the steel bracket from mild steel, about .025 to .035 thick. Prop hub is narrower than length of brass tubing.

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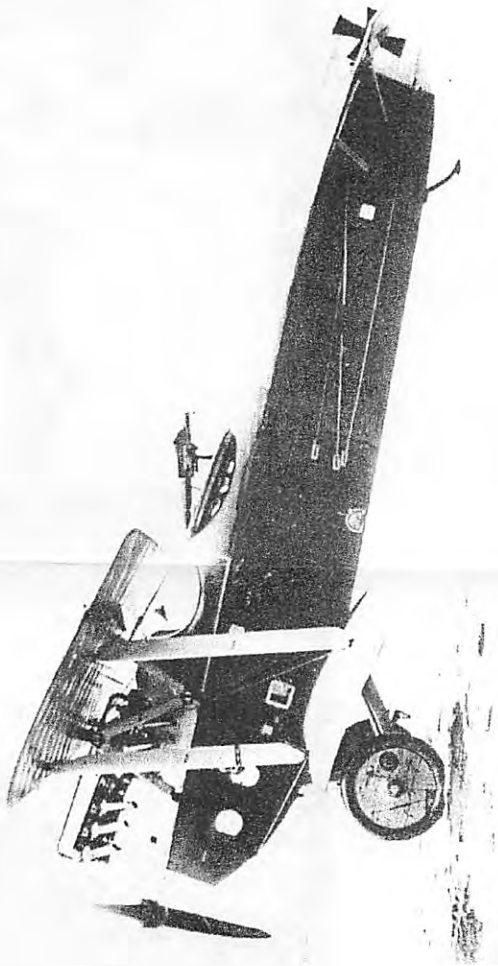


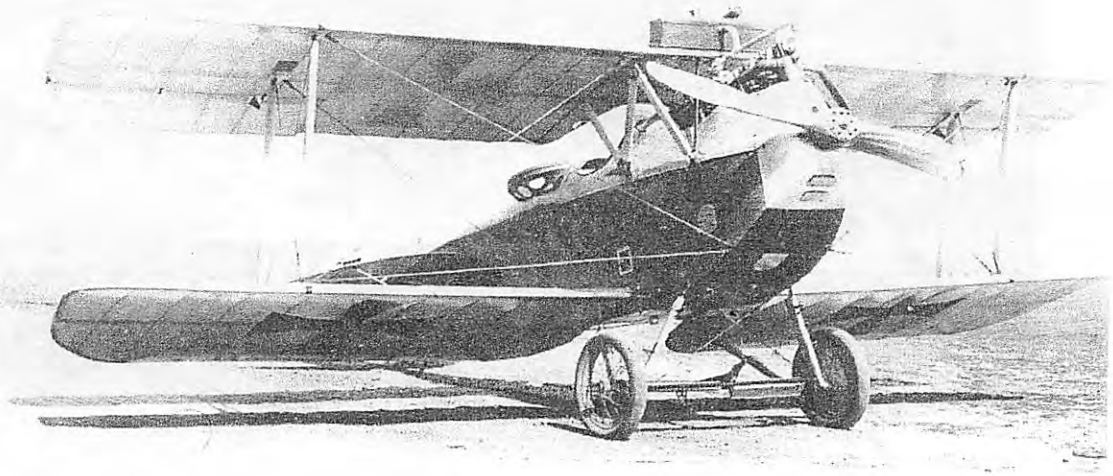




UFAG C.1
AUSTRO HUNGARY 1918
PEANUT SCALE
WINGNUT AEROWORKS, LTD.
PAGE 1 OF 2 Rich Weber '04

The UFAG C.1 161.14, of the pre-production batch, was first flown by Antal Fehér on 16 January 1918. Compared to the 161.01 prototype, the center section structure has been strengthened. The angle of incidence could be changed by adjusting the front strut. The aircraft served with Flik 16/D in January 1918 and Flik 44/D in August 1918.





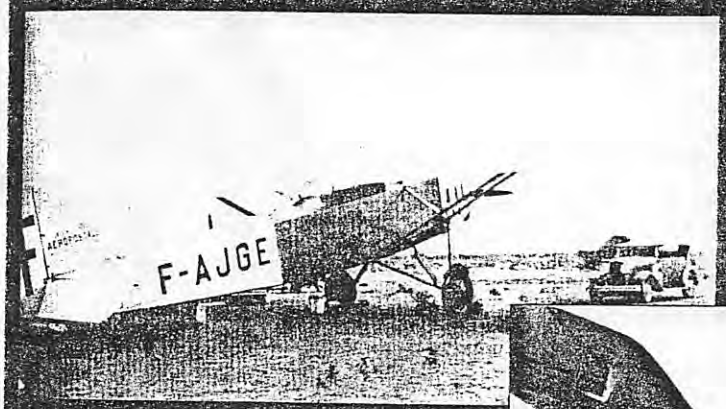
Without forward armament installed, UFAG C.1 161.11 performed its maiden flight at Albertfalva on 30 January 1918 and was delivered to the LFT in February. It remained with Fleks 6 and 8 at Weiner-Neustadt to acquaint aircrews with the new type.

14



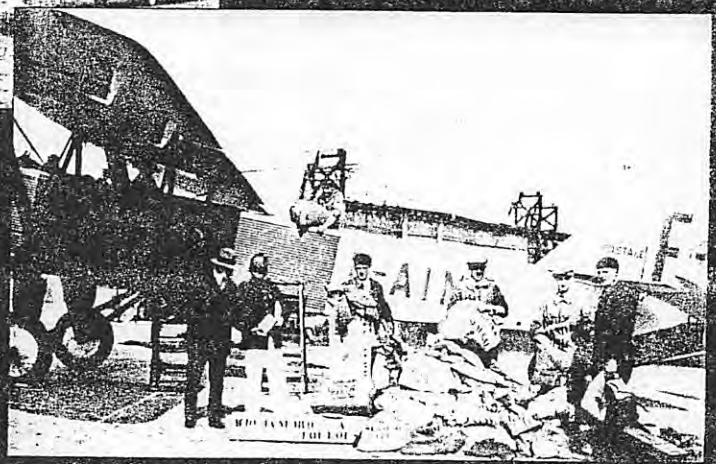
Ci-dessus, Mermoz (au centre) entouré de Dabry à sa droite et de Gimié à sa gauche devant un Laté 26 de l'Aéropostale qu'ils utilisèrent pour rechercher une aire de déjaugeage pour leur laté 28 "Comte de la Vaulx". (M-V Latécoère)

Above, Dabry, Mermoz and Gimié in front of a Laté26 of Aéropostale Lines which they flew over Brasil in order to find an aera to take off the Laté 28 "Comte de la Vaulx"



Latécoère 26 N°723 au Vénézuela en 1931 (DR)

Latécoère 26 N°723 in Venezuela in 1931



Le Laté26-2 F-AINF décharge son courrier en provenance de Rio (DR)

Laté 26-2 F-AINF unload the mail from Rio (Brasil) at Toulouse

UFAG C.I

The two seat observation aircraft of W.W.I offer many subjects that have been seldom modeled. In modeling, just like in real life, the fighter boys get all the glory.

UFAG (Ungarische Flugzeugwerke A.G. or Hungarian Airplane factory, Ltd.) was the second largest manufacturer of aircraft in the Austro Hungarian Empire. It has received little note due to the fact that most of the types produced were designed by either Lohner, or Brandenburg and built under contract.

The UFAG C.I was the only company design to see large scale production. It entered service with the AH observation squadrons (Fliks) in the Spring of 1918. Equipped with a 230 hp Hiero engine, its performance was considered quite good and large orders were placed. A total of 166 were accepted for service before the war was over and production continued for some time afterward. Pilots found it fast and maneuverable, if a little demanding to fly. The observer's field of fire was outstanding.

Modelers will find the construction completely conventional. I used laminations for the wing tips and portions of the tail surfaces. Other than the 1/16" wing leading edges, it can be built using mostly 1/20" and 1/32" balsa. I sheeted the top of the fuselage with thin balsa from the nose to behind the observer's cockpit. This allowed me to get the somewhat complex shape right. The cockpit openings were cut out after it was all sanded paper thin. The observer's gun ring was laminated around a piece of pipe of the proper diameter. After it was glued in place, the paper skirt was glued in.

The undercart may be sprung by mounting the front struts using bits of thin music wire imbedded in the strut and stuck into a small block in the fuselage. The rear struts are made a bit long and "float" through holes in locating plates. If you build your UFAG real light, you can just glue the lg on in the usual fashion and trust that the landings won't be hard enough to knock it off.

When it comes to color schemes, the AH Army gives you plenty to choose from. The topsides could be very simple, or quite complex. Some entered service with clear doped linen (CDL) flying surfaces and varnished plywood fuselages. Some had regular hexagon lozenge camouflage applied. Later examples had less elaborate camouflage, usually consisting of dull green paint applied in patches over the CDL. The undersides of all versions were clear doped linen. Struts and cowling panels were usually gray.

I went a little nuts and did up the lozenge camouflage on my computer. This was a major bother as the pattern on the fuselage has to match all the way around. Unlike the preprinted German lozenge fabric, the AH Army version was painted on after the aircraft was covered. My next UFAG will sport a much simpler livery.

The tail surfaces on the plan are slightly enlarged over scale and have proven quite satisfactory. I started flight testing with a scale sized rudder and had a problem with dutch roll, even with the minimal dihedral. With a slightly larger rudder as shown on the plan, it settled down nicely. The lower right wing tip was slightly washed out to help keep things running right in the turn.

Best thing about the UFAG is that even if you don't win the contest with it, it's fun to say.

FLAT HATING ON AMA MUNCIE AND FUTURE CROSSWINDS FEATURES

Contrasting flows of wind and wetness this flying season, Hung flung calm and lift to major events in August and September at AMA Muncie Field. Walt Rozelle reports on the well supported FF Nats/U.S. Outdoor Champs Aug. 2-6 in NFFS FREE FLIGHT NEWS DIGEST. Bob Perkins of Central Ohio Free Flight reviewed the Muncie site advantages, limitations and outlook. You can support Free Flight with membership in NFFS by sending $25 for one year, or $ 48 for two years Open membership, to NFFS Membership Office, 22 Pine Street, Homoassa, FL 34446-4654 U.S.A. While you are at it, Join the Society of Antique Modelers with a $ 25 check to Charlie Reich at P.O. Box 860236, St. Augustine, FL 32086. To Hung, enough with the Hurricanes!

Fabulous flying continued at Muncie for the COFF and Fall FAC Outdoor Champs Aug 11-12. Dennis Norman will comment in MODEL AVIATION. Mass Launch events provided great excitement. C.D. Ralph Kuenz will report results in FLYING ACES CLUB NEWS; $ 15/ year USA, $20 US to CANADA and $ 25 overseas to FAC GHQ, 3301 Cindy Lane, ERIE PA 16506 USA.

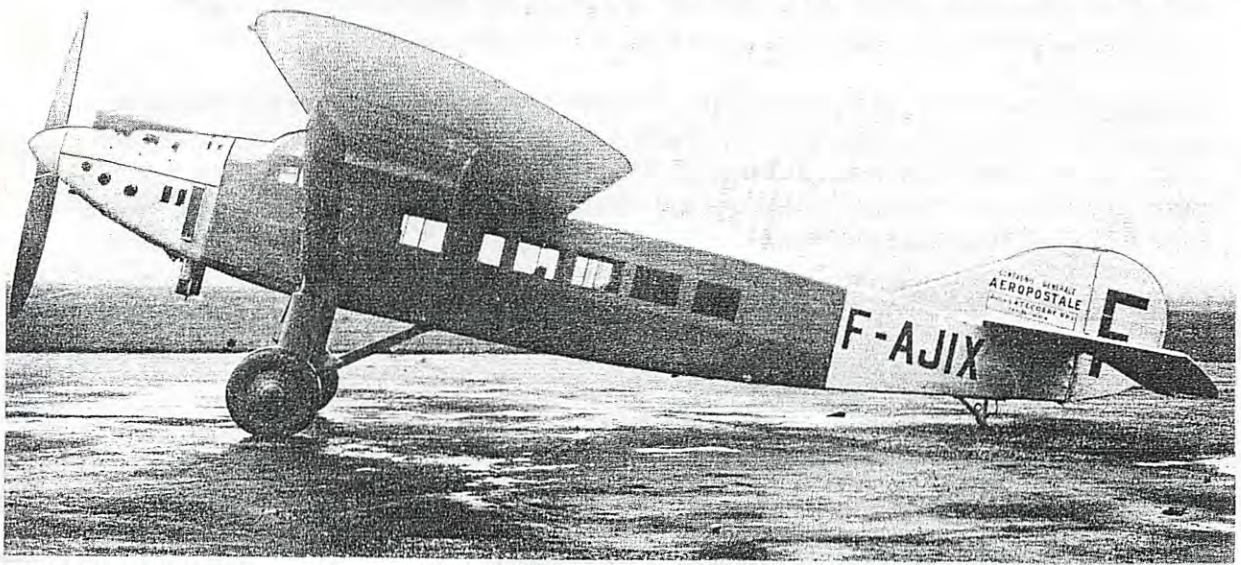
At Muncie, we had the pleasure of meeting Al Backstrom in action and saw trim flights of his Sopwith Bee prototype for FLYING ACES CLUB NEWS. We need to create a 3-view for this wide wing chord biplane made from cut down Sopwith Pup parts. The Bee, like Port Victoria fighters, was political fodder to sooth mass concern for the Zeppelin bombing raids.

Joe Ott, his ACE WHITMAN kit history, source information and reader recall add support for the near future Joe Ott "JUNIOR" Low-Wing Monoplane CROSSWINDS. Research and correspondence continues for a 2005 presentation.

A deHavilland DHC-2 Beaver or Turbo Beaver feature is inspired by the exceptional history, text, and over 100 brilliant color prints of mostly Beavers on floats up North. Order the book "The Beaver Bush Plane at Home in Ontario" by Henry and Linda Friesen from Leftseat Publishing, P.O. Box 22043, Town and Country Plaza, Niagara Falls, ONT. L2J 4J3, CANADA. Send $ 54.57 CAN or $ 45 US by check or IMO. CROSSWINDS readers may ask for a $ 5.00 discount, courtesy Linda Friesen. Peck Polymers has less than 12 of the special buy of Czech Hacker 26" w.s.Beaver $ 35 kits left. Russ B.

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 111 or lower can send $16 per year to Russ Brown 4909 N. Sedgewick, Lyndhurst, OH - 44124 - USA.



Source: l'histoire des essais en vol (France, undated)
Latécoère 28 Courtesy W. C. Hannan