CROSSWINDS #113

18-1/4" POTEZ "25"

15-7/8" CHESTER "GOON"

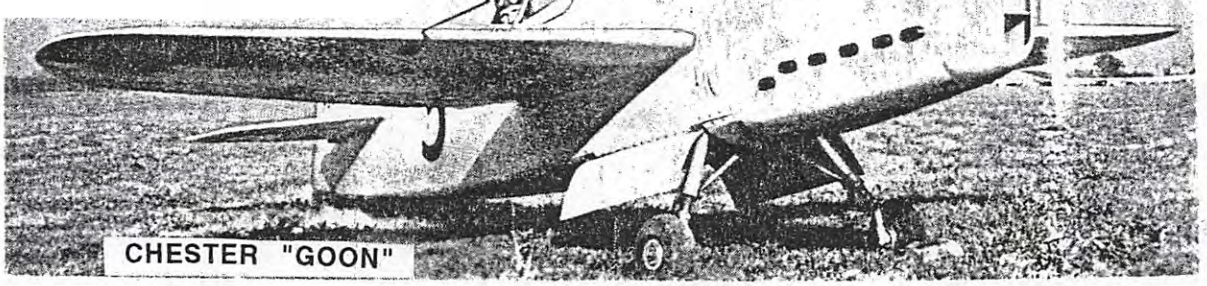
POTEZ 25 (1925)
Henri Guillaumet's Potez 25 had a top speed of 136 mph and a range of 310 miles. First exhibited in 1924 at the Paris Air Show, the Potez 25 became one of the most widely used planes of its day and some 4,000 were eventually built.



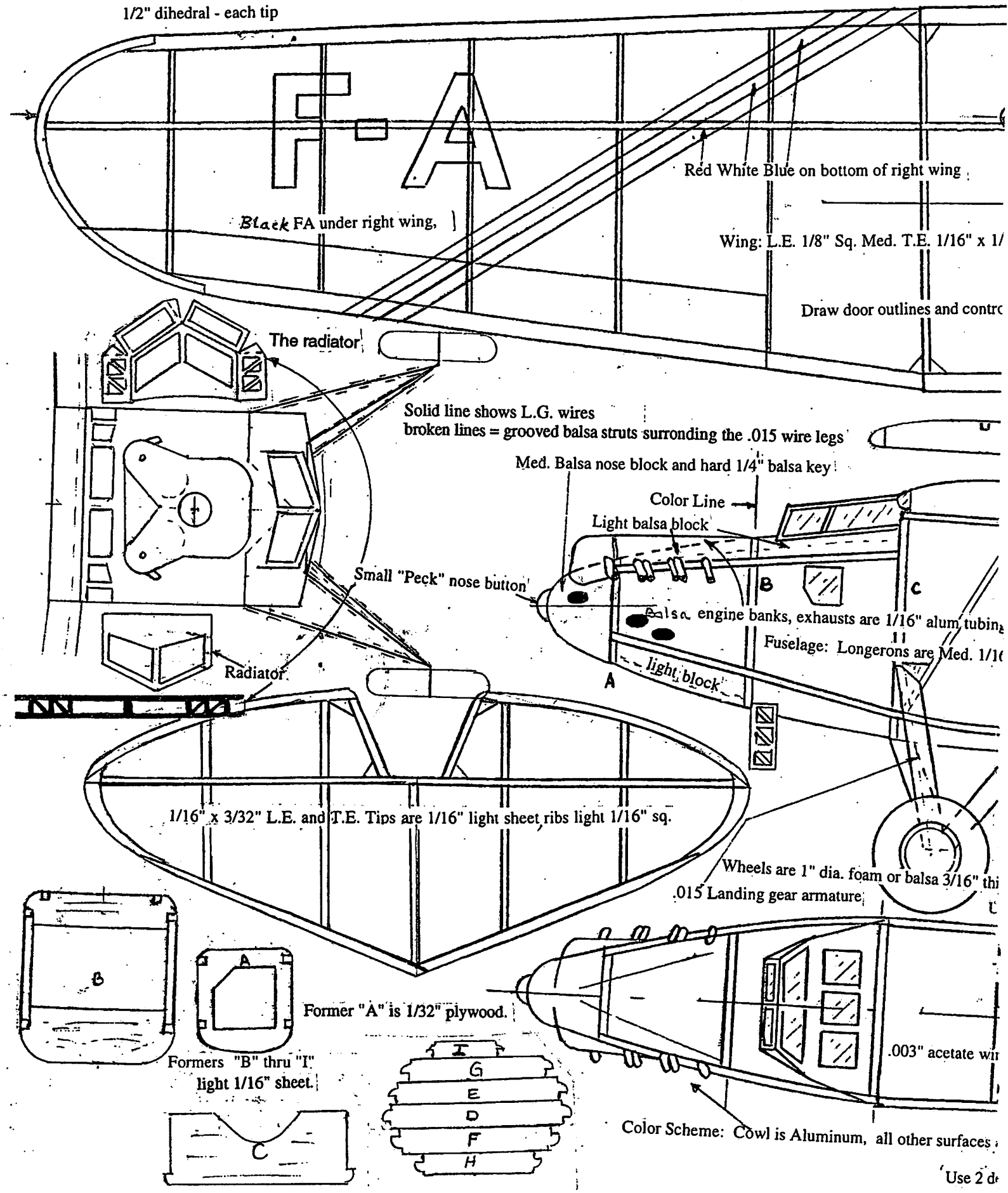
POTEZ "25"

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

CLEVELAND, OHIO
PM
06 JUL



CHESTER "GOON"


1/2" dihedral - each tip
Red White Blue on bottom of right wing
Black FA under right wing,
Wing: L.E. 1/8" Sq. Med. T.E. 1/16" x 1/
Draw door outlines and contrc
The radiator
Solid line shows L.G. wires
broken lines = grooved balsa struts surronding the .015 wire legs
Med. Balsa nose block and hard 1/4" balsa key
Color Line
Light balsa block
Small "Peck" nose button
Balsa engine banks, exhausts are 1/16" alum tubing
Fuselage: Longerons are Med. 1/1(
Radiator
light block
1/16" x 3/32" L.E. and T.E. Tips are 1/16" light sheet ribs light 1/16" sq.
Wheels are 1" dia. foam or balsa 3/16" thi
.015 Landing gear armature
Former "A" is 1/32" plywood.
Formers "B" thru "I"
light 1/16" sheet.
.003" acetate wi
Color Scheme: Cowl is Aluminum, all other surfaces
Use 2 d

THE POTEZ 25

The Potez 25 Sesqiplane served from 1925 to 1940 as a bomber, scout and mail plane for the French. A total of 4100 were built. Construction was of wood, steel and fabric, and most were fitted with the Lorraine 12Eb 450 hp engine. They had a maximum speed of 137 mph but the huge top wing gave them the necessary lift to fly over the Andes mountains of South America for Pierre Latécoere's postal service. The lower wing on some Potez 25s was removed, making it a parasol plane, but I was unable to locate a photograph of such a conversion. For long distance flights, a jettisonable fuel tank was fitted. This can be seen in the front view of the three view drawings in this issue, and the cutaway side view of the fuselage also shown here. Its great durability and serviceability accounted for the purchase of many Potez 25s by twenty other countries and for its popularity with the French Black Cross squadron in 1933.

Aside from the Lorraine engine a number of Potez 25s were fitted with other engines such as the 450 hp and 500 hp Parmi, the 500 hp Hisso, the 500 hp Gnome/ Jupiter radial and the 500 hp Salmson. Time to climb to 13,123 ft. (4000 meters) was 21 minutes. Top ceiling was 23,620 ft. Span = 46'7", length = 30'2", Area 505.9 sq. ft. and weight was 4,316 lbs. It had a crew of 2, two machine guns and carried 600 lbs. of bombs.

References: "Les Avions de Mermoz" published by Along Press, Paris. (Thanks to Rich Weber for the loan of this excellent source), the Time /Life book "Flying the Mail" and the "Encyclopedia of Military Aircraft" by Enzo Angelluci - published by Rand McNally.

My original model had the scale stabilizer and slightly enlarged rudder, but was nearly impossible to trim. I assumed this was due to the huge upper wing and the relatively short tail moment along with the rather small stabilizer, so I enlarged the stabilizer hoping it would provide the necessary leverage to balance the wing forces. This was successful, as early test flights during the one week of good weather in April 2005 showed a great improvement in stability and trimmability.

Construction of the model is entirely conventional with a standard box type of fuselage and simple non curved wing tips etc. Choose light balsa for the tail feathers since the nose moment is short. The lower, contoured fuselage section under the nose is light balsa, hollowed out for lightness.

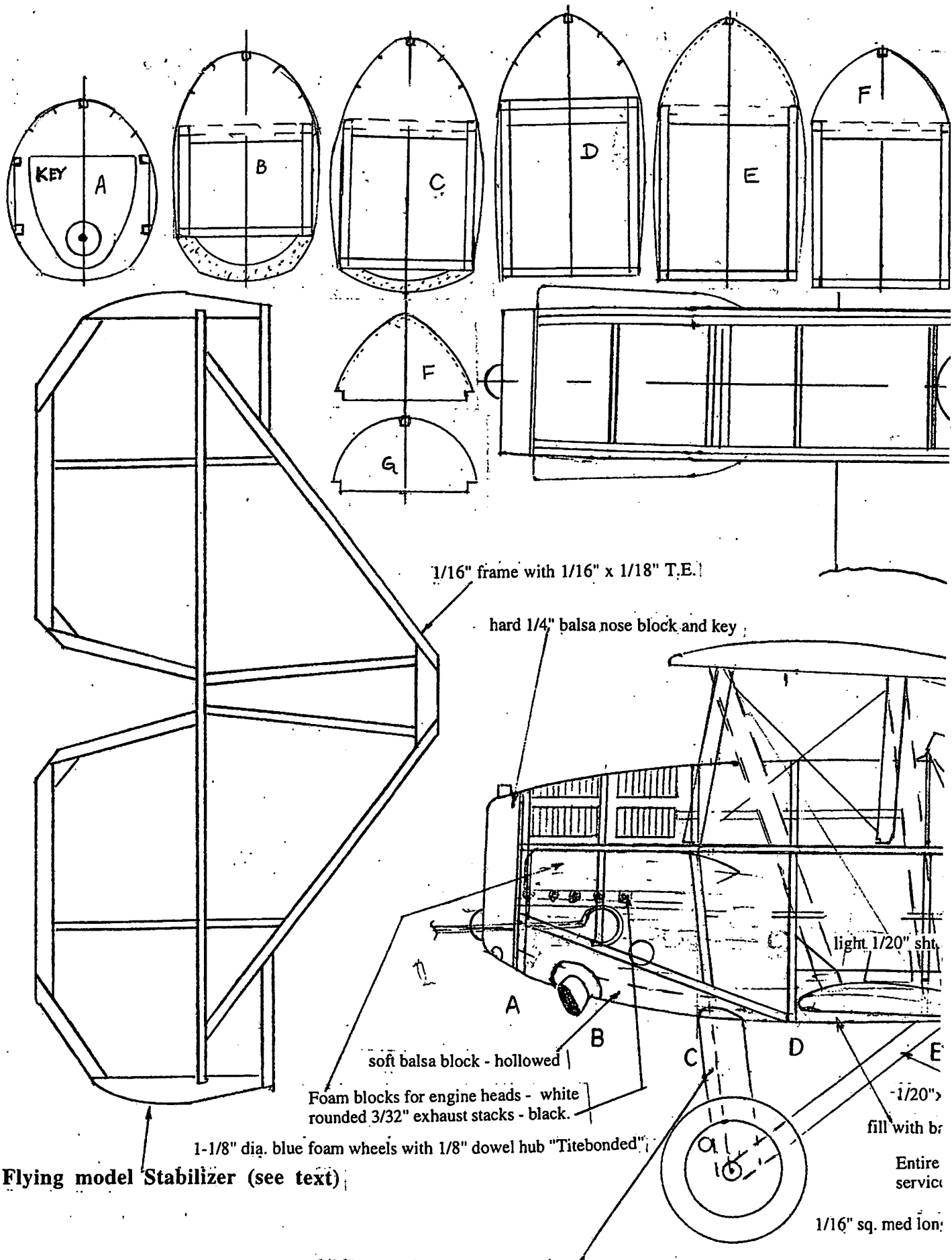
I prefer to add ballast as far forward as possible, when it is needed, to keep the overall weight to a minimum. The best way to do this is with the prop itself, so a plastic prop is quite appropriate for this model. It should have a low pitch since I've found that biplanes, which fly slowly because of their high drag and lift, will not tolerate high pitched props. (Think of a heavy, slow truck trying to start out in high gear!) A P/D ratio of about 1:1 is probably about right. I used one of the red "Sig" props on my model.

If you want to enter this plane in the Golden Age Military event, you will have to add the Vickers machine gun and sight as shown in the cutaway drawing as numbers 16 and 17.

Military versions were not all white, but rather had light brown flying surfaces, top and bottom, light brown vertical stabilizer and aluminum colored forward fuselage from the lower wing leading edge to the front and extending from the top longeron back to the rear of the cockpit area. The picture from the Rand McNally "Encyclopedia of Military Aircraft" shows this on page 116 and also shows the rear mounted machine gun in the aft cockpit as well as the French Roundel locations.

Steve Griebling - CFFS 2005.

Crosswinds readers with the dreaded red **X** in the box at issue renewal code of 113 or lower can renew their subscriptions by sending $16 per year to Russ Brown 4909 N. Sedgewick, Lyndhurst, OH 44124 - USA.


KEY
A
B
C
D
E
F
F
G
1/16" frame with 1/16" x 1/18" T.E.
hard 1/4" balsa nose block and key
light 1/20" sht
A
B
C
D
E
soft balsa block - hollowed
Foam blocks for engine heads - white
rounded 3/32" exhaust stacks - black.
-1/20"
fill with b
1-1/8" dia. blue foam wheels with 1/8" dowel hub "Titebonded"
Entire
servic
1/16" sq. med lon
Flying model Stabilizer (see text)
1/16" x 3/8" light balsa struts, groove for wire and cover with paper

THE "GOON" BY ART CHESTER

Art Chester replaced his trusty old "Jeep" with a new, mid-wing racer which was built in 1937 and hauled to Cleveland just in time for the 1938 Air Races. The new plane was powered with a Menasco Buccaneer engine and was equipped with a French Ratier controllable pitch, two position propeller, similar to that used by Michael Detoyat on his Caudron 460 in 1936. The propellers used in France were built for engines turning clockwise, so Art went to a great deal of trouble setting up the Menasco to accommodate the French prop, while the Ratier company had likewise built his prop for American engines which ran counterclockwise, so Art had to re-do the engine set up, putting it back to the original configuration to accommodate the "American modified" Prop!

Art named his plane "GOON" from a character in the "Popeye" comic strip. The new, cream colored plane was completely streamlined, with retractable landing gear enclosed behind doors which left the fuselage completely smooth. It placed second in the 1938 Greve race with a speed of 250.42 mph just behind Tony LeVier in the Keith- Rider. Chester and LeVier battled it out, changing places during most of the race, but an oil leak from the propeller mechanism fouled the "Goon's" windshield causing Art to cut number 2 pylon. When he re-circled the pylon he fell a half lap behind. The final average speed difference between the two planes was less than 1 mph.

The Ratier prop also threw oil during the 1938 Thompson race causing Art to drop out, but Art was pleased enough with the "Goon's" performance that he solved the oil leak problem over the winter. In the 1939 Greve, LeVier and Chester again fought for the lead, but this time LeVier's magneto failed in the 11th lap allowing the "Goon" to finish first at a speed of 263.39 mph, a new speed record. Art was awarded $8,000 or the first prize and an extra $1,000 for the speed record.
Engine trouble in the 1939 Thompson race forced Art to withdraw after the 17th lap with an average speed of 264 mph. This was the last race before World War II.

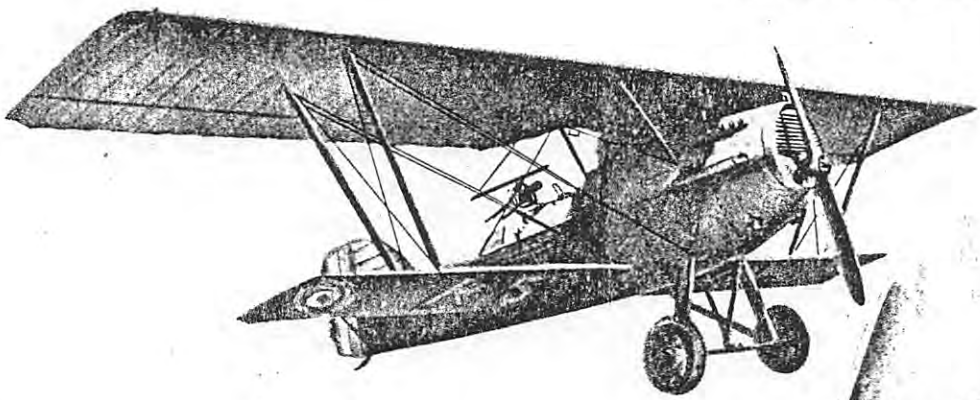
Bottom left Potez 25 A2 of The Green Hell Air War Vs. Bolivia is olive green with grey nose panels. No. 13 is white. Rudder stripes are red at top. white, and blue, with a yellow' star. Wing stripes not showing may be thin red outside,white and blue?

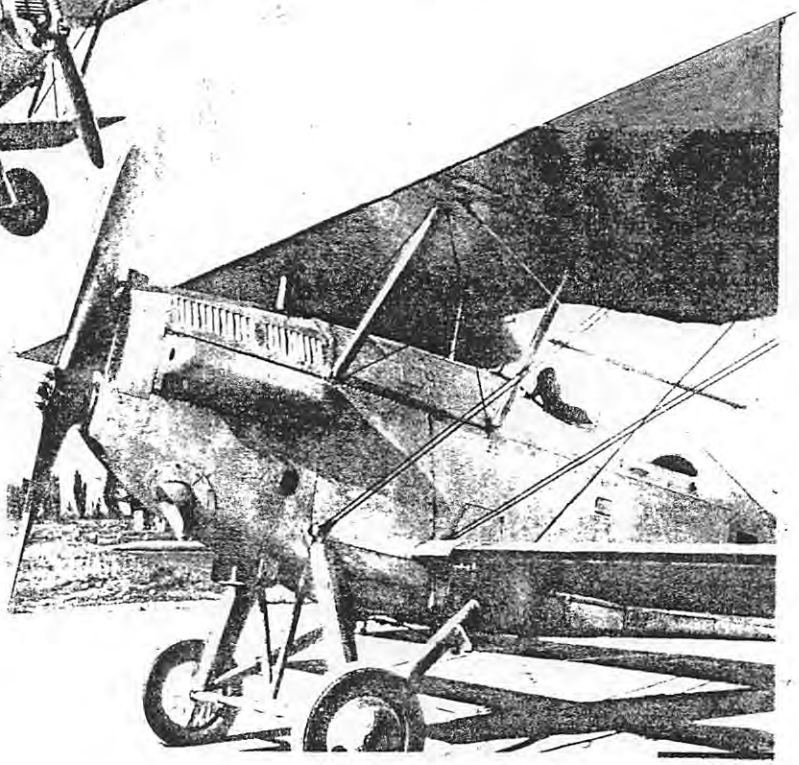
Errata in Issue #112

1. Reliable sources have advised us that the radiator on the "Oiseau Canari " was not totally retractable. Therefore, it will be necessary to add a dummy radiator to make your model more authentic. It could be built up from balsa and painted black or made from black paper.

2. The colors of the lettering on the rudder of the "Canari"were reversed on the drawing. Please refer to the color picture for the correct rudder colors.

3. "Doc" Hacker claims that the first ariel stowaway was on a dirigible, so the "Oiseau Canari" will have to satified as the first heavier than air ship to carry a stowaway.



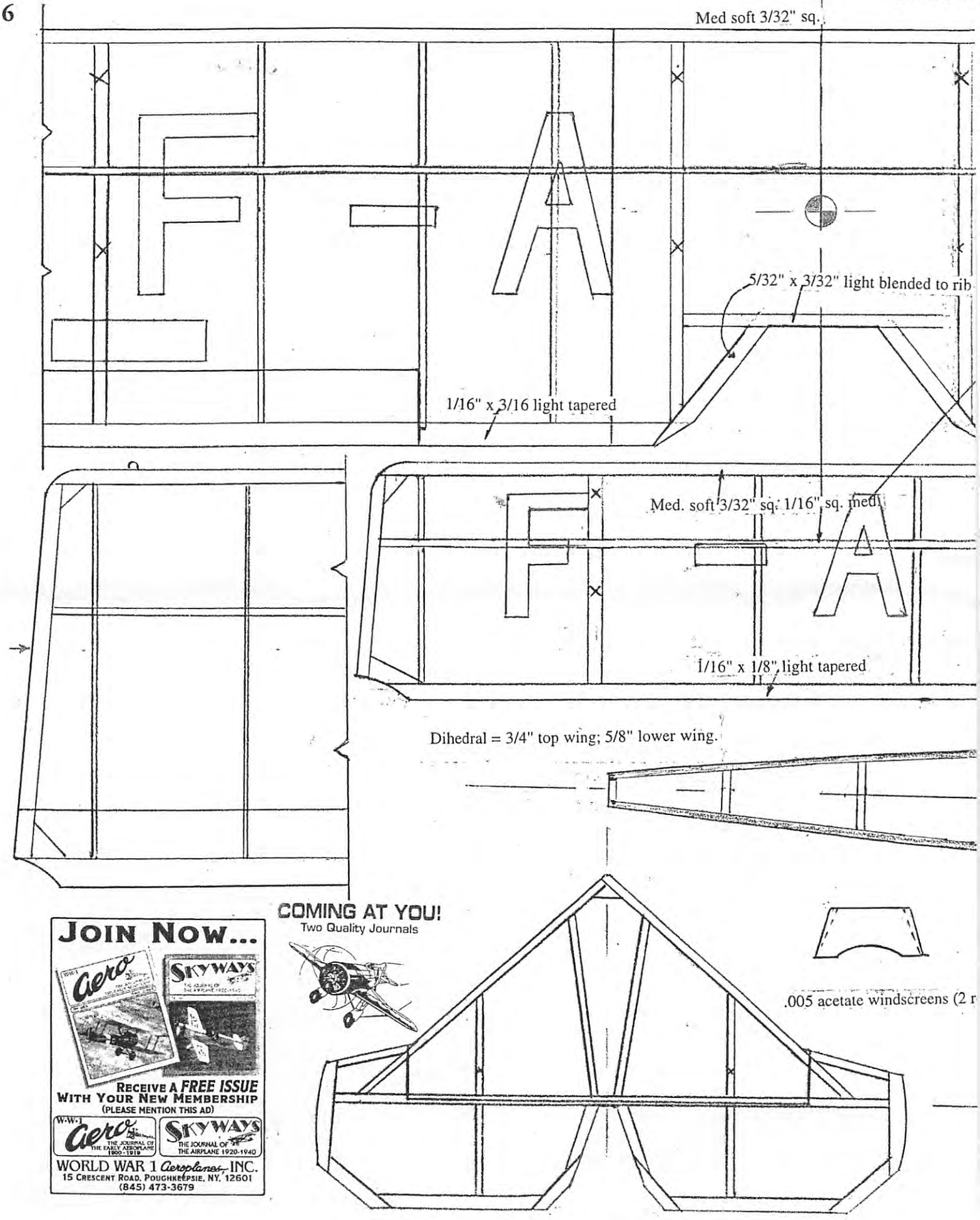


POTEZ 25 A 2
Nation: France; *manufacturer:* Société des Aéroplanes H. Potez; *type:* reconnaissance; *year:* 1925; *engine:* Lorraine-Dietrich 12-cylinder at V liquid-cooled, 450 hp; *wingspan:* 46 ft 7 in (14.19 m); *length:* 30 ft 2 in (9.19 m); *height:* 11 ft 11 in (3.65 m); *weight:* 4,316 lb (1,958 kg); *maximum speed:* 137 mph (220 km/h); *ceiling:* 23,620 ft (7,200 m); *range:* 410 miles (660 km); *armament:* 2 machine guns; 600 lb (272 kg) of bombs; *crew:* 2



Red
Wh.
Blue

A Potez 25 A2 of the Paraguayan 2do Escuadron de Reconocimiento y Bombardeo operating from Isla Poi in June 1933. The Paraguayans obtained 14 Potez 25s.



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The "Goon" Model

The model construction is conventional with the exception of the water soaked, hot bent outlines for wing tips, stabilizer, rudder and top formers "B" through "E". These are made from 1/32" x 1/16" "A" grain light balsa ,water soaked for at least 10 minutes, then carefully bent around a heated hair curling iron or soldering iron just before they are wrapped around pre-cut cardboard forms. Use "Titebond" glue to assemble the strips after they have dried on the forms. Use cardboard or low grade balsa about 1/20" thick for the forms. Cut the forms to the inside lines for the tips and per the form outlines as shown on the plan. Note that the "bows" for formers "C" through "E" are identical, so you'll need three of 'em. The notches for the stringers forward of the cockpit are shown only on formers "A" and "F".
The longerons are joined together at the stern post and glued in to the notches in former "A" as the first step in making the "Box" fuselage. Then add bottom formers starting with "E" and work toward the tail.
The top center stringer is glued in before the "bows" are installed, then "bow E" is put in position and elevated so the stringer is pushed up so it's parallel to the top longerons just in front of the cockpit. When the glue for this has dried, add the "bows" for "B", "C"& "D" so they just touch the top center stringer.
The lower formers serve also as crosspieces, so make them of light balsa to keep the weight down. 1/16" sq. crosspieces are cut to the same widths as the side flats on these formers, but set them 1/2" below the top longerons to allow clearance for the rubber motor. It is not necessary to use cross pieces at stations "D" & "E" because the 1/8" wing fairings are stiff enough to give the needed support here. Note that these fairings are positioned so their front ends stick out 1/16" beyond the uprights at "C", but their rear ends are flush with the uprights at "F". Add these fairings after the fuselage sides are removed from the building board. In other words, the side frames are built only over the black lines and the 1/16" x 1/8" lower wing "rails".
The top longerons and the two full length stringers immediately above these longerons are made of medium hard balsa (1/16" for the longerons, 1/20" for the stringers) since they have to take the motor tension. Insert a 1/32" thick bass wood piece between these hard strips for the rear motor anchor. The lower longerons and all the other stringers can be a little softer.

Side stringers are butted to the front ends of the wing fairings, extending from "A". Sand the wing fairings to blend in to these stringers.
Note that the top center stringer to the rear of the cockpit extends to the front of the cockpit roof. This cantilever supports the soft 1/8" thick balsa roof which is grooved with a file to let in the stringer.

The wing airfoil is "Clark Y", so I recommend using a soft 1/16" x 5/16" leading edge set on the building board, and then sanding the top and bottom edges to blend in to the ribs after the wings is off the board. Note that the leading and trailing edges are reinforced at the dihedral joint with 1/64" plywood braces bent to conform to the sweep-back. The spar and all but the bow formers are notched using a "Swiss Pattern" file which is 1/20" thick. This gives the 1/20' sq. a good fit and he 1/16" sq. a very snug fit. The spar notches align the ribs making their installation easier. Use light balsa for the spar since it is fairly beefy.

When the wing as been completed and thoroughly sanded, fit it to the fuselage and add 1/20" scrap fairings under the wing and taper them to 0 thickness at their rear ends at location "F"..
Rudder and stab construction is conventional. Use medium balsa for the spars and light balsa for the ribs.

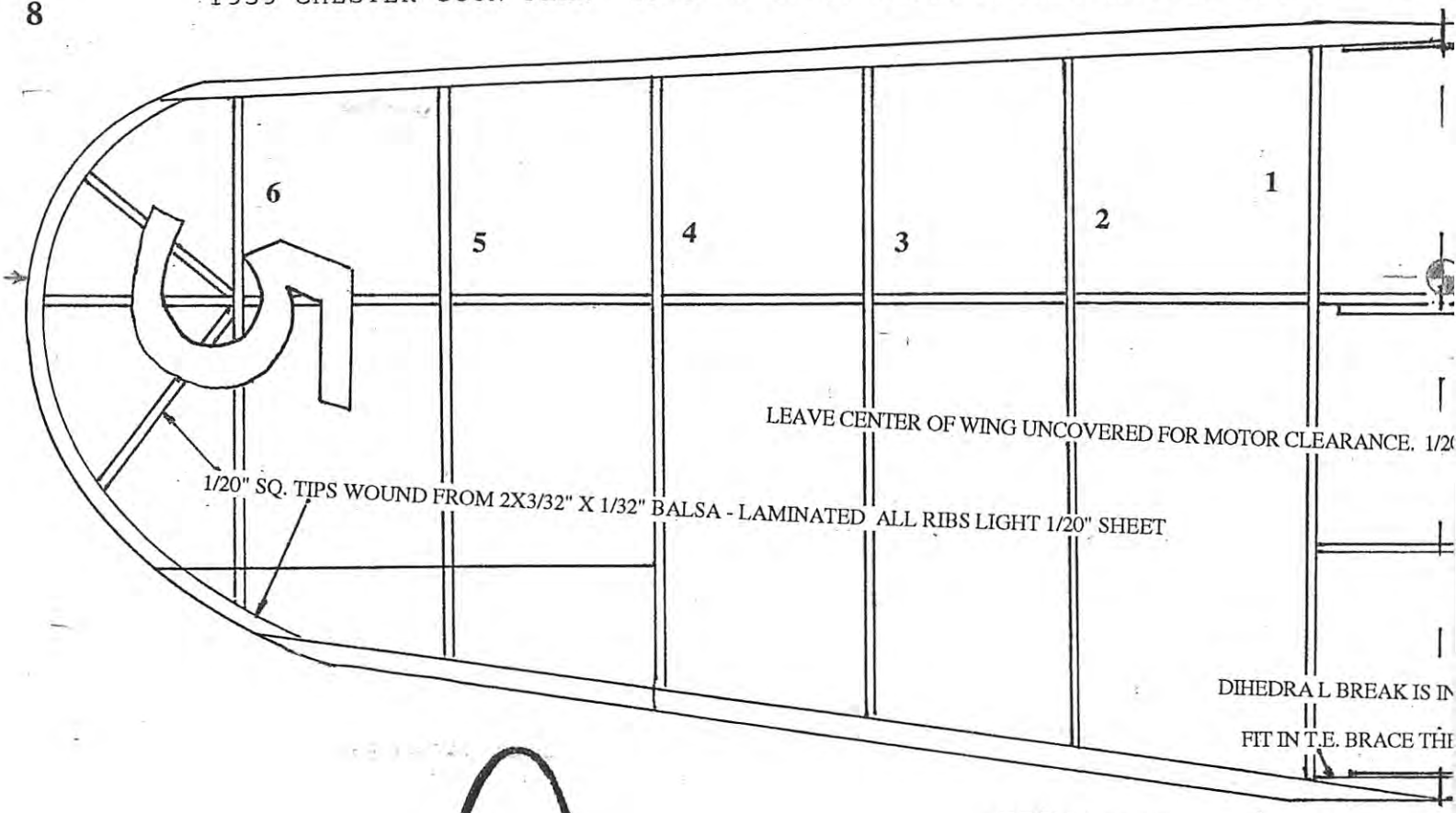
Cover the model with cream colored tissue (I used Micro -X "early Bird" tissue, although it is rather fragile) or white tissue that has been chalked on the back side to achieve a cream color. I like to put on wing and rudder registration lettering by drawing directly on the tissue with a "Sharpie" marker before it's applied to the airframe, but you might want to use black tissue for the fuselage "5" since it will be spanning two pieces of tissue due to the compound curve of the fuselage. Make the spinner from light to medium balsa and hollow it with Dreml tool. I like to use the Henry Struck type of free-wheeler on models with spinners and wind the motor by removing it from the prop shaft hook.

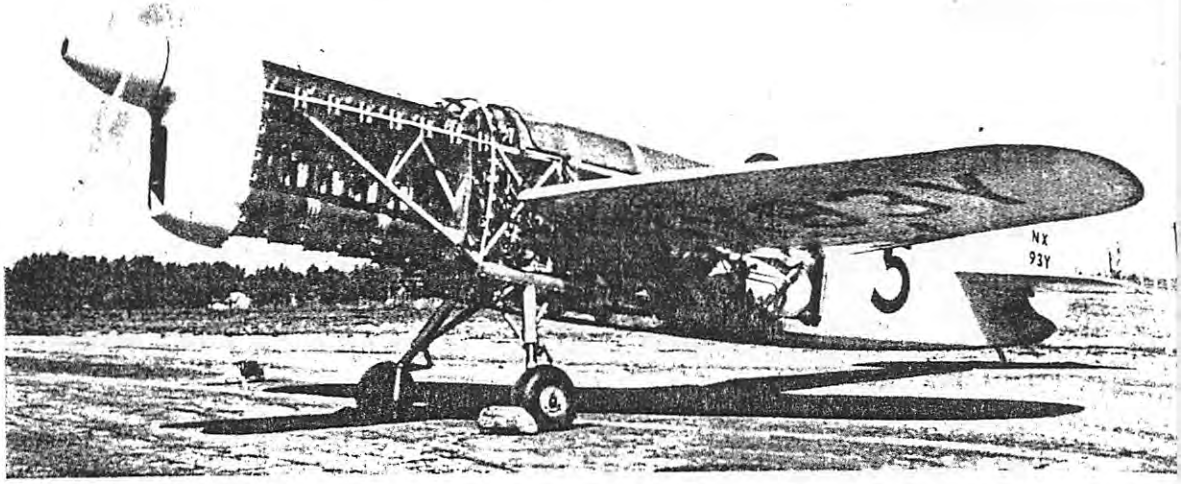
Steve Griebling, CFFS for "Crosswinds" April, 2005

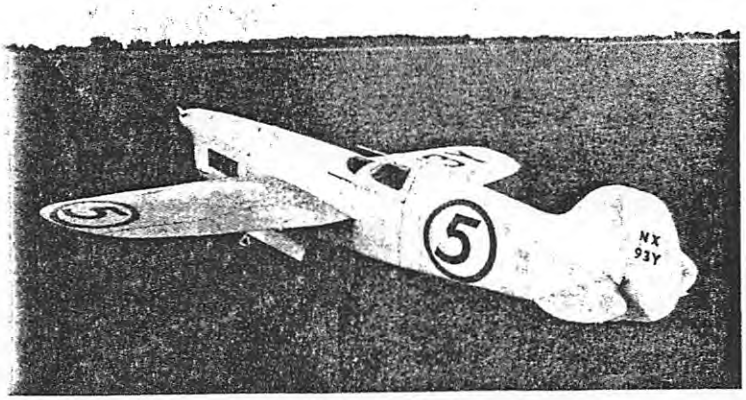
The Goon Racer is in the Fred C. Crawford Auto & Aviation Museum of Western Reserve Historical Society in Cleveland, Ohio.

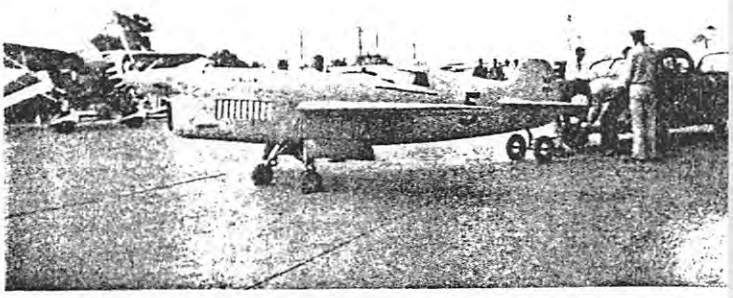
Art Chester built the Goon wing with the symmetrical section root and tip ribs washed out to 0-0 incidence for low drag at the fuselage and tips. An inverted gull wing look resulted along the wing trailing edge.

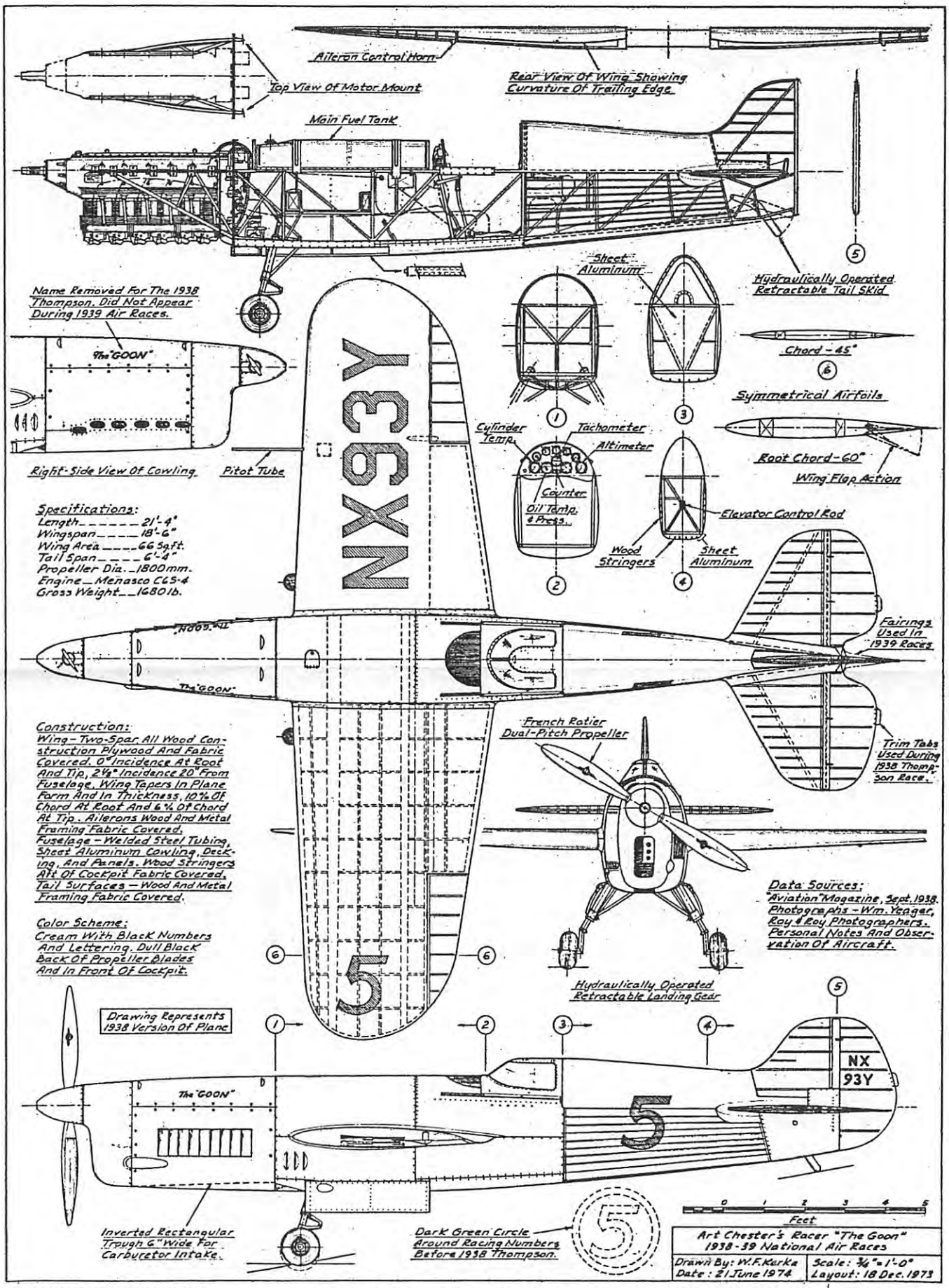
1939 CHESTER GOON PLAN 15.8" W.S. BY STEVE GRIEBLING FOR "CROSSWINDS"





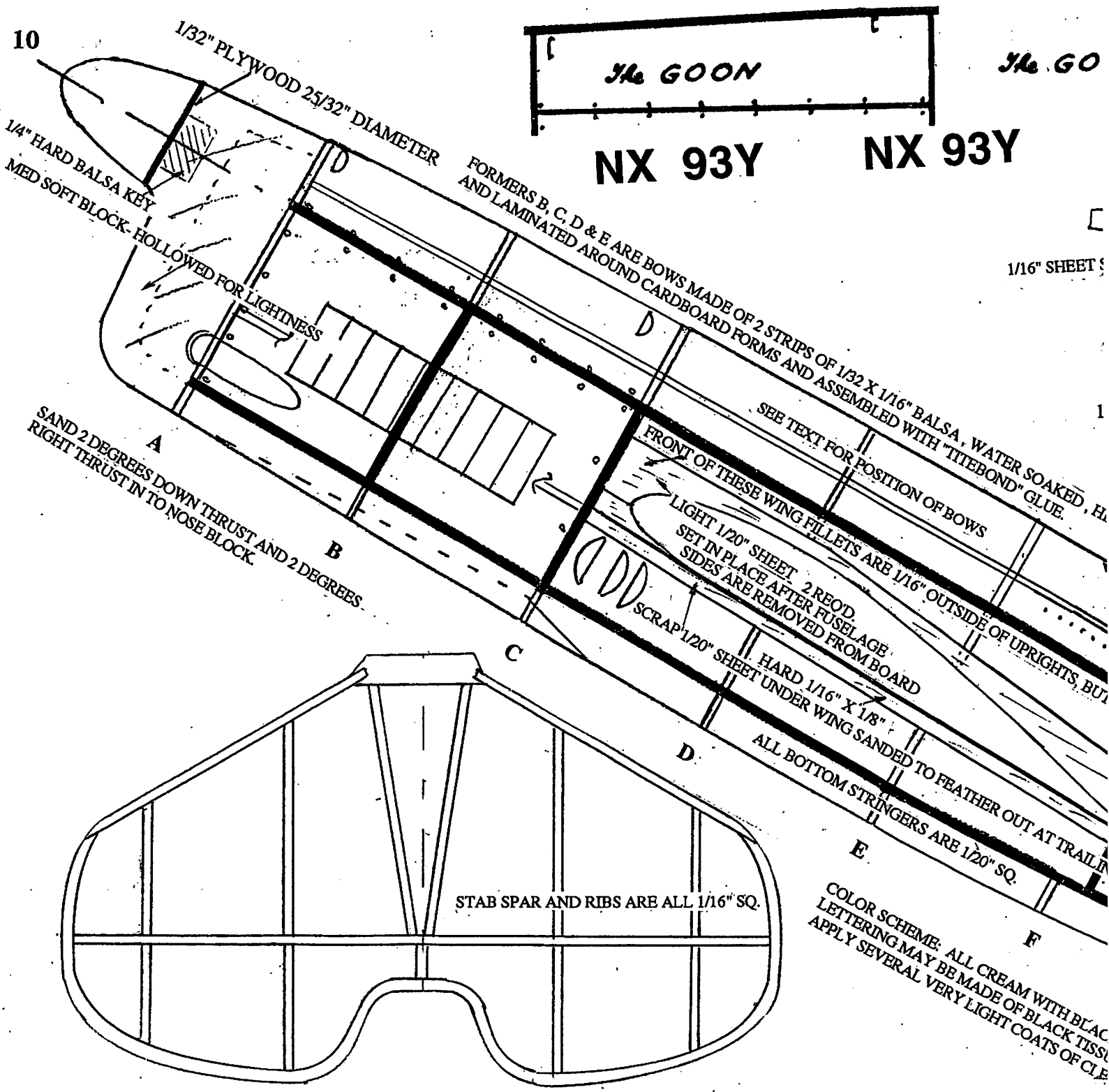






DRAWING BY WILLIAM F. KERKA

COURTESY BILL KERKA AND PAPPY WEAVER



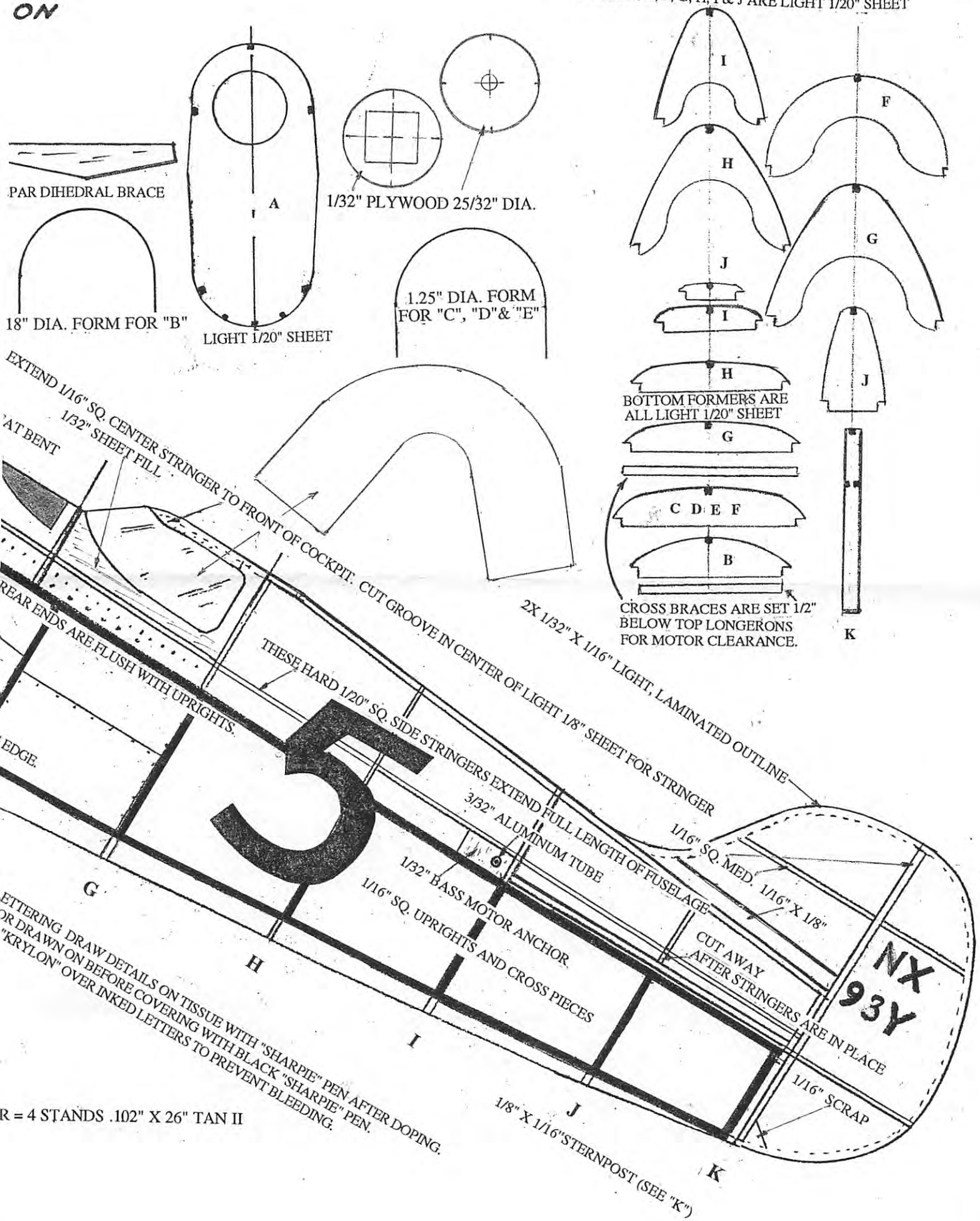
3X1/16" X 1/32" LAMINATED OUTLINE SANDED TO TAPER AT TRAILING EDGE.
TIPS ARE LAMINATED FROM THREE LAYERS 1/16" X 1/32" LIGHT BALSA

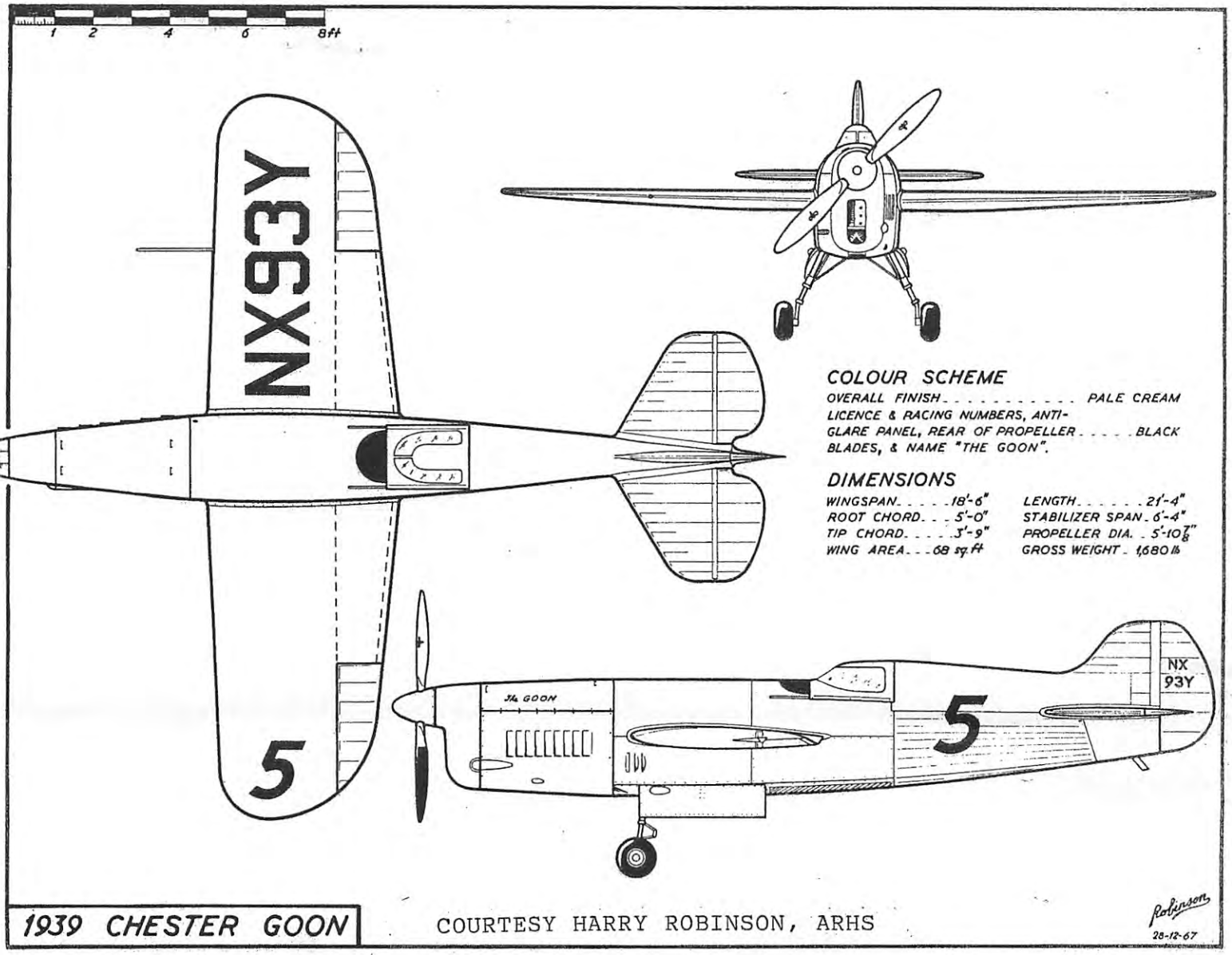
PLAN BY STEVE GRIEBLING, CFFS - 2005 FOR "CROSSWINDS"

THE ART CHESTER "GOON"
15-7/8"

EMPTY WEIGHT = 19 GRAMS; PO

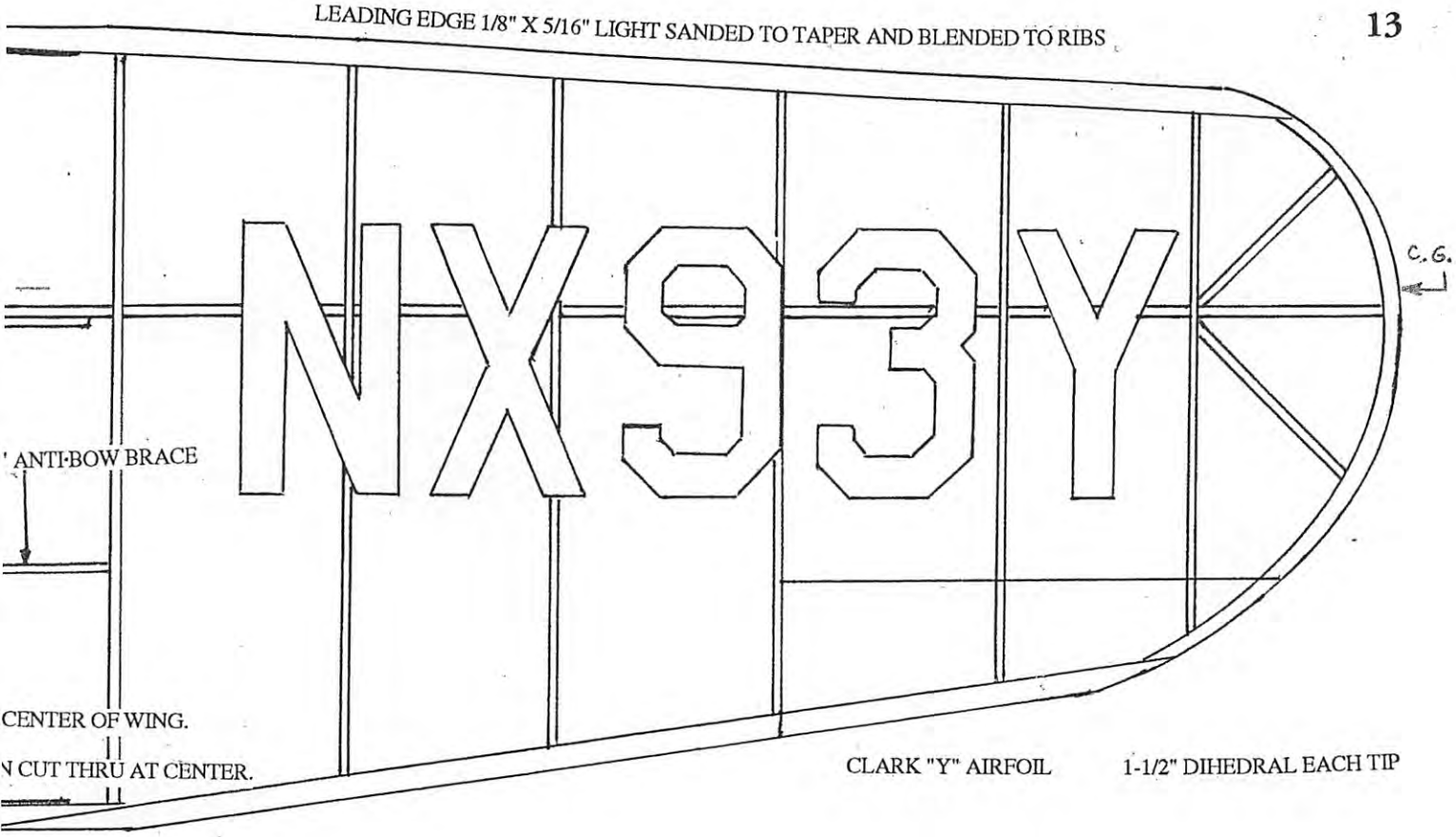
ON

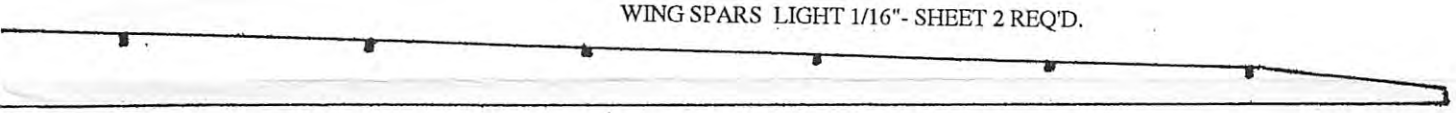

FORMERS A, F, G, H, I & J ARE LIGHT 1/20" SHEET
I
F
H
G
J
I
H
J
BOTTOM FORMERS ARE ALL LIGHT 1/20" SHEET
G
C D E F
B
CROSS BRACES ARE SET 1/2" BELOW TOP LONGERONS FOR MOTOR CLEARANCE.
K
PAR DIHEDRAL BRACE
A
1/32" PLYWOOD 25/32" DIA.
18" DIA. FORM FOR "B"
LIGHT 1/20" SHEET
1.25" DIA. FORM FOR "C", "D"& "E"
EXTEND 1/16" SQ. CENTER STRINGER TO FRONT OF COCKPIT. CUT GROOVE IN CENTER OF LIGHT 1/8" SHEET FOR STRINGER
1/32" SHEET FILL
AT BENT
REAR ENDS ARE FLUSH WITH UPRIGHTS.
EDGE.
THESE HARD 1/20" SQ. SIDE STRINGERS EXTEND FULL LENGTH OF FUSELAGE
2X 1/32" X 1/16" LIGHT, LAMINATED OUTLINE
3/32" ALUMINUM TUBE
1/16" SQ. MED. 1/16" X 1/8"
1/32" BASS MOTOR ANCHOR
1/16" SQ. UPRIGHTS AND CROSS PIECES
CUT AWAY AFTER STRINGERS ARE IN PLACE
NX 93Y
1/16" SCRAP
1/8" X 1/16" STERNPOST (SEE "K")
G
H
I
J
K
ETTERING DRAW DETAILS ON TISSUE WITH "SHARPIE" PEN AFTER DOPING.
OR DRAWN ON BEFORE COVERING WITH BLACK "SHARPIE" PEN.
"KRYLON" OVER INKED LETTERS TO PREVENT BLEEDING.
R = 4 STANDS .102" X 26" TAN II

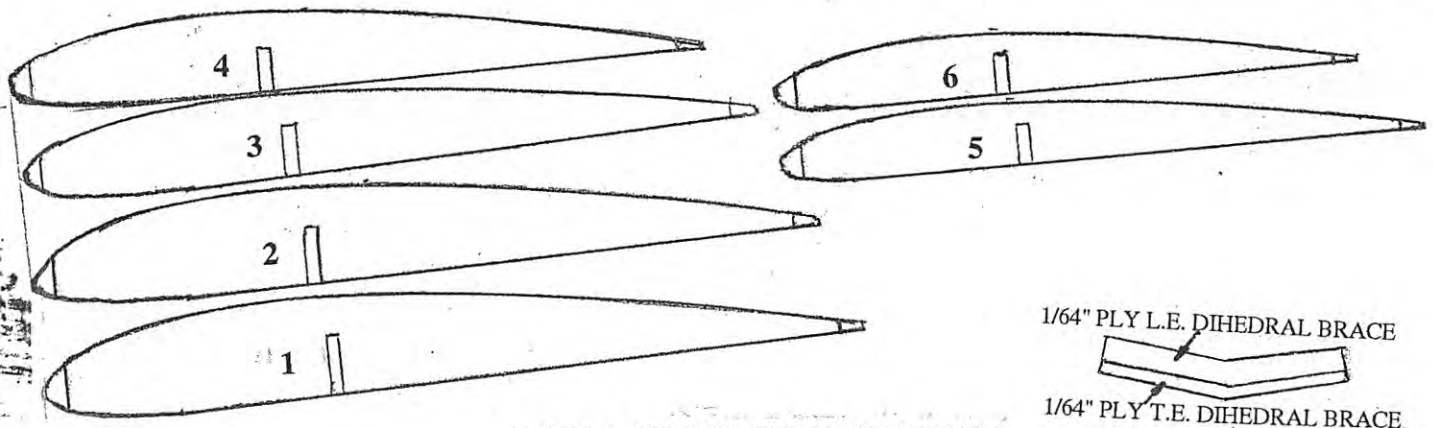


NX93Y55

NX93Y55



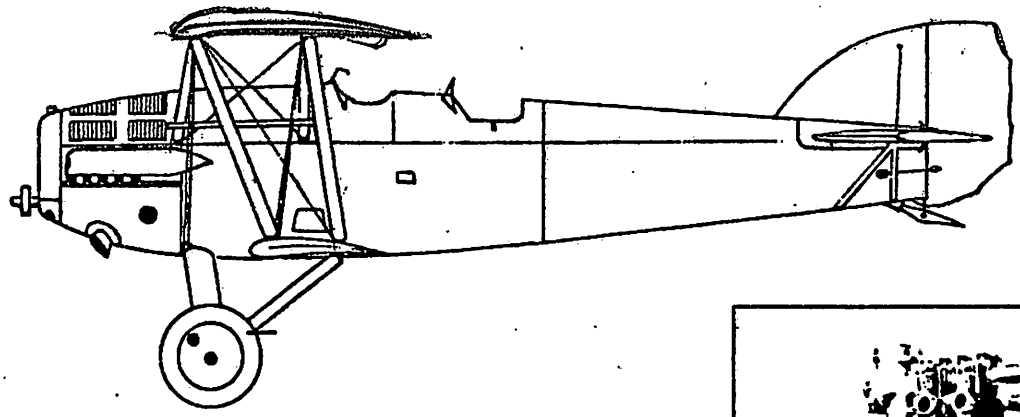




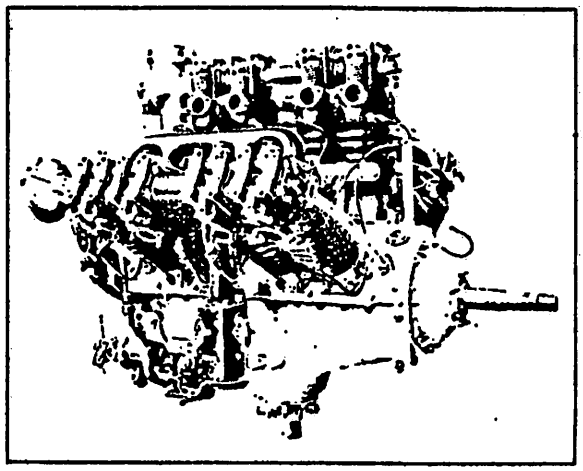
THE ART CHESTER "GOON"



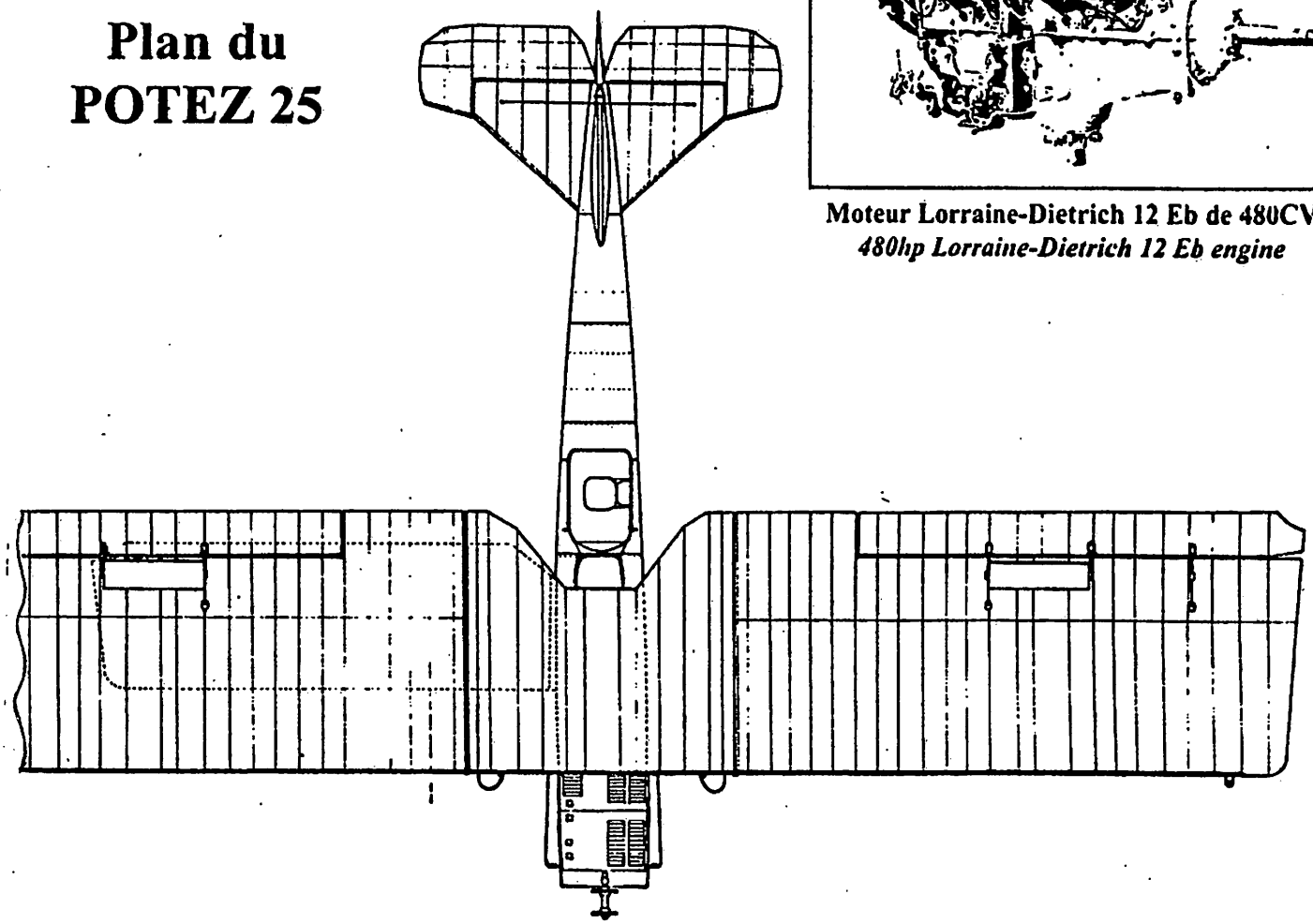
The "Goon" as she appeared at the 1939 races. Ring around the race number was for its part in a 1938 Tailspin movie. Art shown running Menasco prior to a test flight.

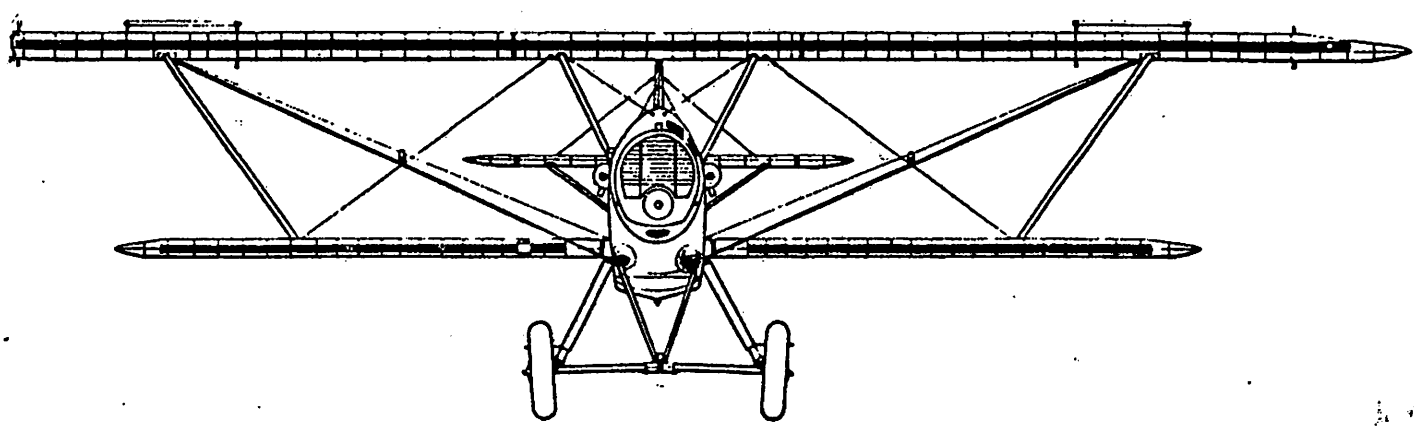


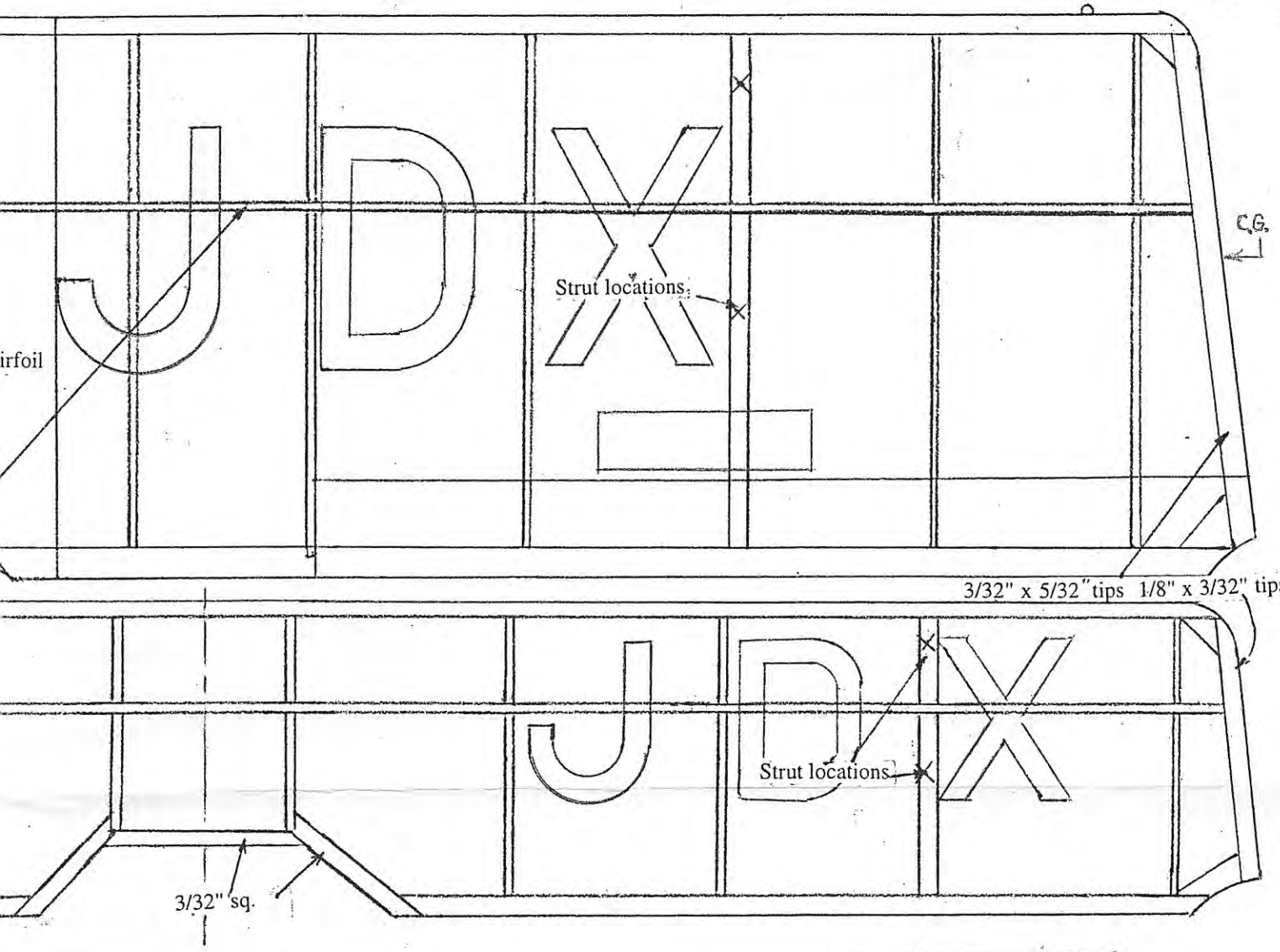
Plan du POTEZ 25

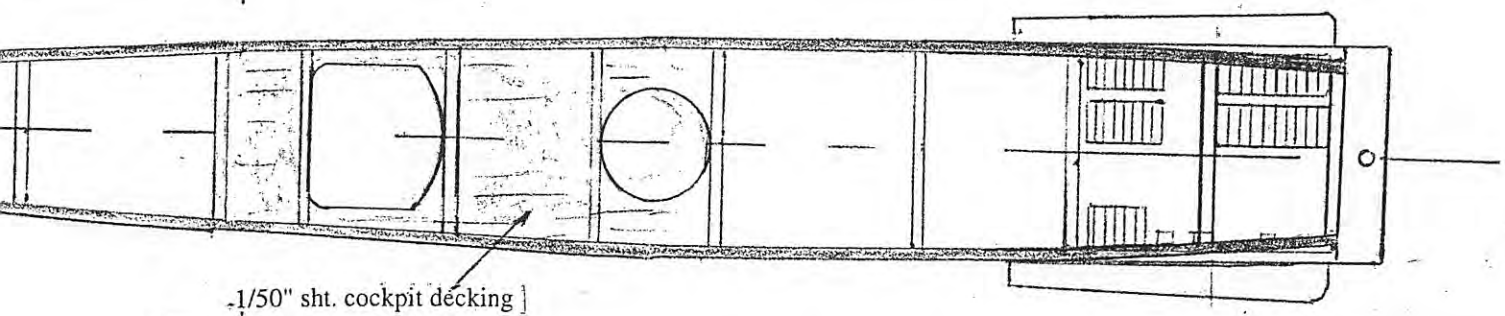


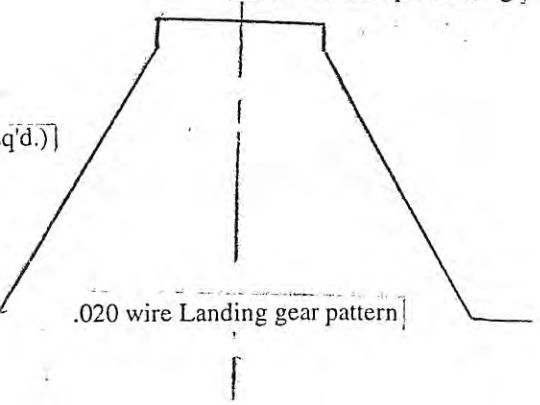
Moteur Lorraine-Dietrich 12 Eb de 480CV
480hp Lorraine-Dietrich 12 Eb engine

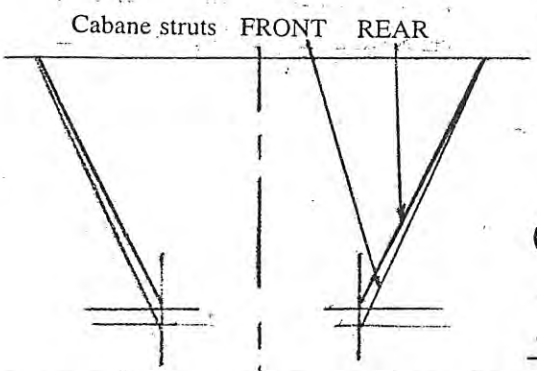






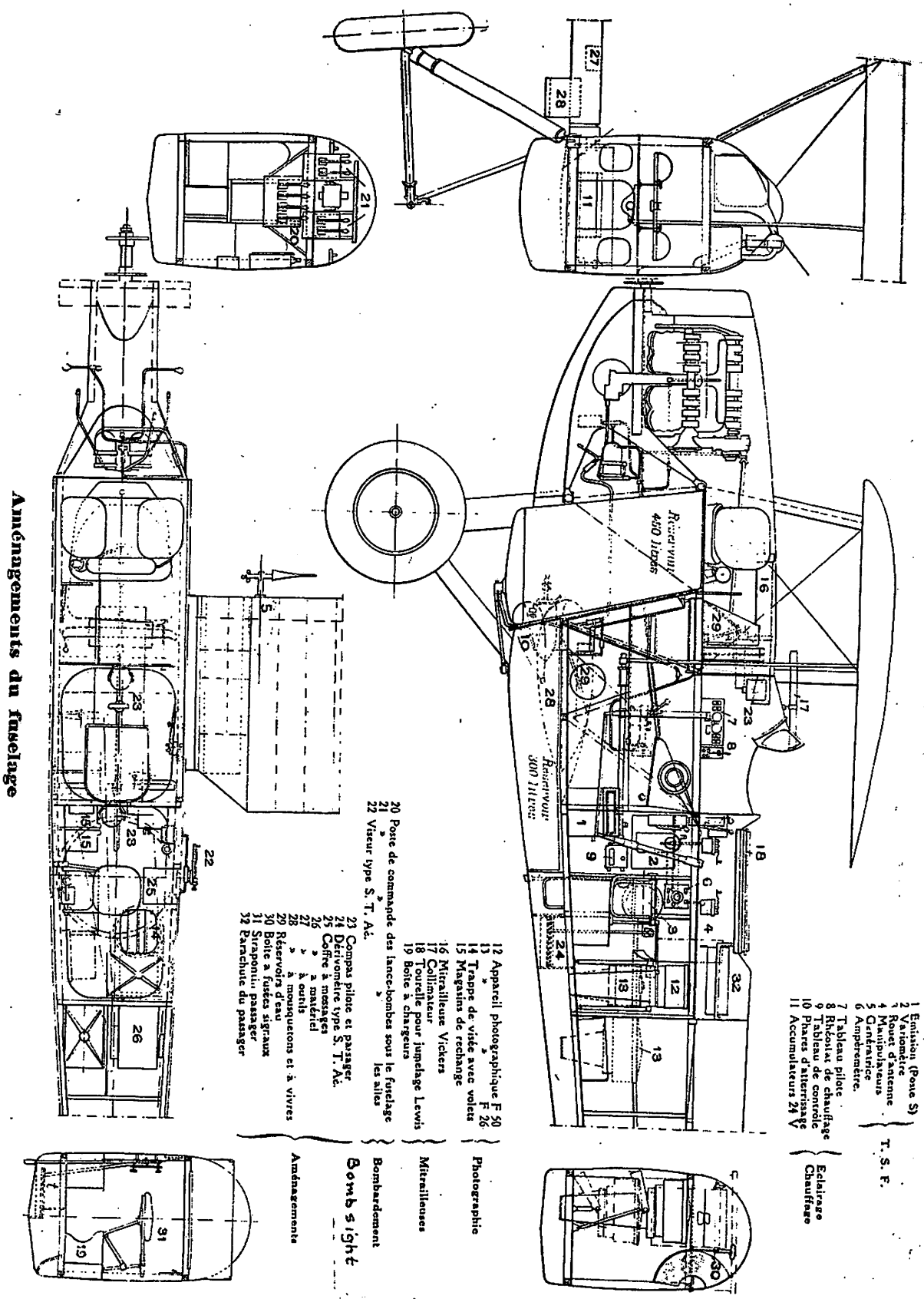






Datafiles • AeroPlans
Frank Zaic books
& more !
MODEL
& AVIATION
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POTEZ 25



We revere the long association with Vic Didelot, the right arm and ever supporting Director passing on 3/31/05 in Erie, PA. Vic's impressive eulogy is in FAC CLUB NEWS. Vic was a founder of Cleveland Free Flight Society.

Out West, WW II P-39 and P-38 Recon pilot Dick Howard of Cactus Squadron has gone West with golden vapor trails. After WW II, Dick flew Funks from Coffeyville, KS to California. Dick was the Master of Multi engine models.

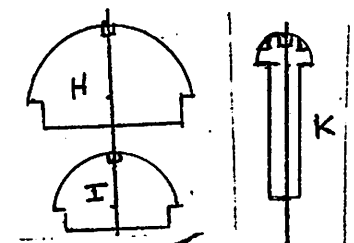
Jeff Hyka, dear son of Jim Hyka passed away 4/4/05 in California. Jeff was greatly admired and Leader of HYKA Band which he took West.

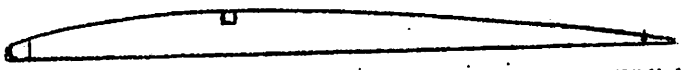
I ESPECIALLY WANT:

ALAN C. KING
204 WESTWOOD AVENUE
DELAWARE OH 43015

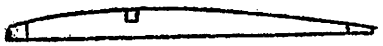
Telephone 740-369-6839
evenings after 7:00 P.M.

All Strombecker solid wooden model kits, unbuilt in original boxes, complete kits only. I also WANT Monogram "Super kits" of the P-51, P-40, Mig-15 and F-86 Sabre.

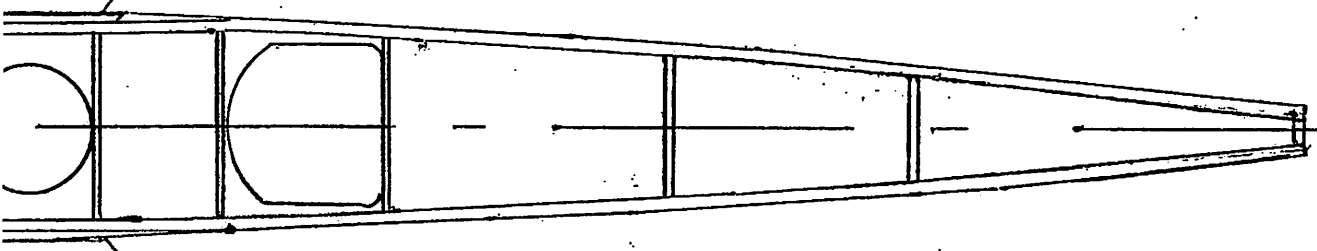




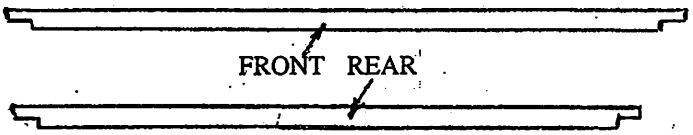
Top wing rib pattern (10 req'd.- 1/16" med.; 4 req'd.- 1/8" light).



Lower wing rib pattern (1/20" med.)
2-1/8" light.



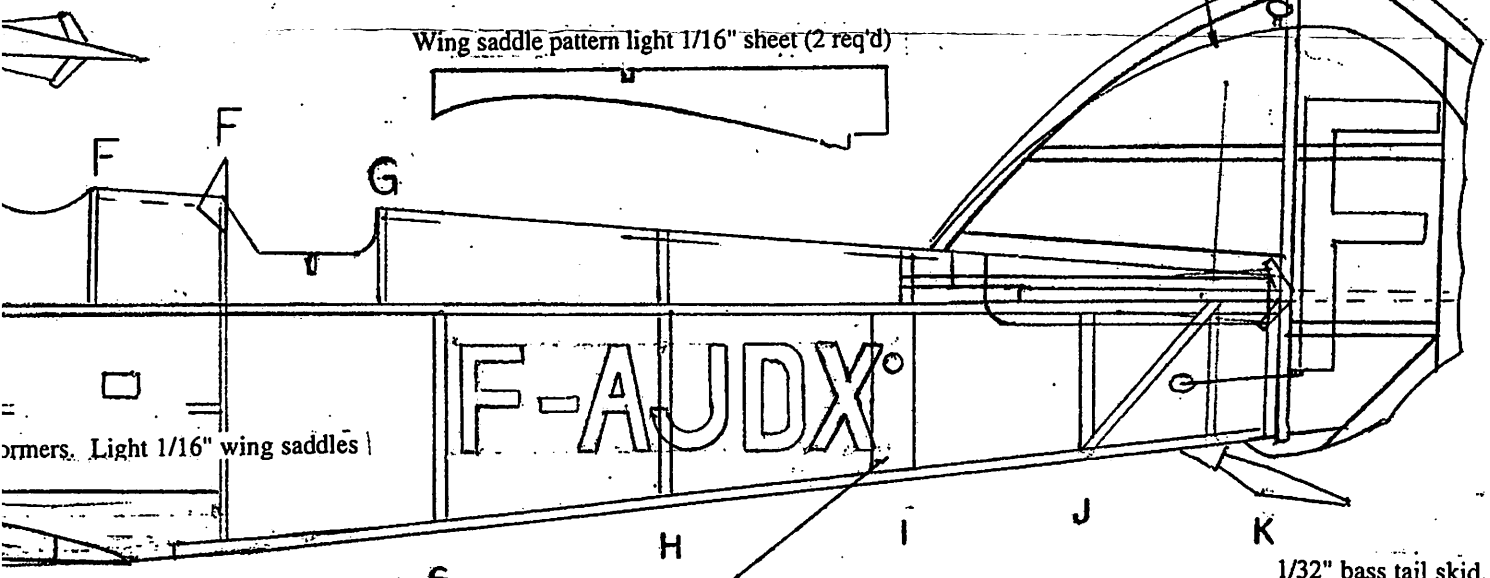
1/32 x 1/8 bass interplane struts front & rear (2 each)



FRONT REAR

Scale Outline Flying model Outline

Wing saddle pattern light 1/16" sheet (2 req'd)



ormers. Light 1/16" wing saddles

1/32" bass tail skid.

Light 1/16" sheet rudder outline with 1/16" sq. spar and ribs

1/16" x 3/16" bass motor mount for 3/32" aluminum tubing anchor

5/32" med. balsa struts

sa scrap under lower wing to blend to longerons after lower wing is in place

lane was white with black registration as flown over the Andes in Brazil for the French Aeropostale by Jean Mermoz in the early 1930's.

erons, uprights and spreaders. 1/20" sq. stringers top and sides

POTEZ 25

Sheet #2

APOLOGIES AND CORRECTIONS
to the "Canari" Plan

In order to maintain the high standards of "Crosswinds" that have been set by such as Dennis Norman, Gordon Roberts and the Braunlich brothers I find it necessary to provide the following corrections to the plan for the Bernard 191- GR No2 "Oiseau Canari" that appeared in issue #112 :

1. The red/white /blue striping should be as on the color photo provided in issue #112, that is the blue stripe is forward on the left side of the fuselage and on the underside of the wings, but the red stripe is forward on the right side of the fuselage.

2. The lettering on the fin is red but the large "F" on the rudder is black.

3. The radiator is only partly retractable, so I have shown a pattern below that will enable you to make a paper radiator that is only partly retracted. The two large "openings" in the front and the small triangles on the sides are black, but the narrow outlines are yellow.

4. The trailing edge of the stabliizer is curved, not straight. There are several ways to handle this - namely: (a) wet- form laminates of 1/32 x /1/20 balsa around a cardboard form - or
(b) add 1/32" sheet balsa curved "trim tabs" to the straight trailing edge shown on the plan, and color it yellow - or (c) make the outline of 1/20" sheet typical of a dime scale model of the past.

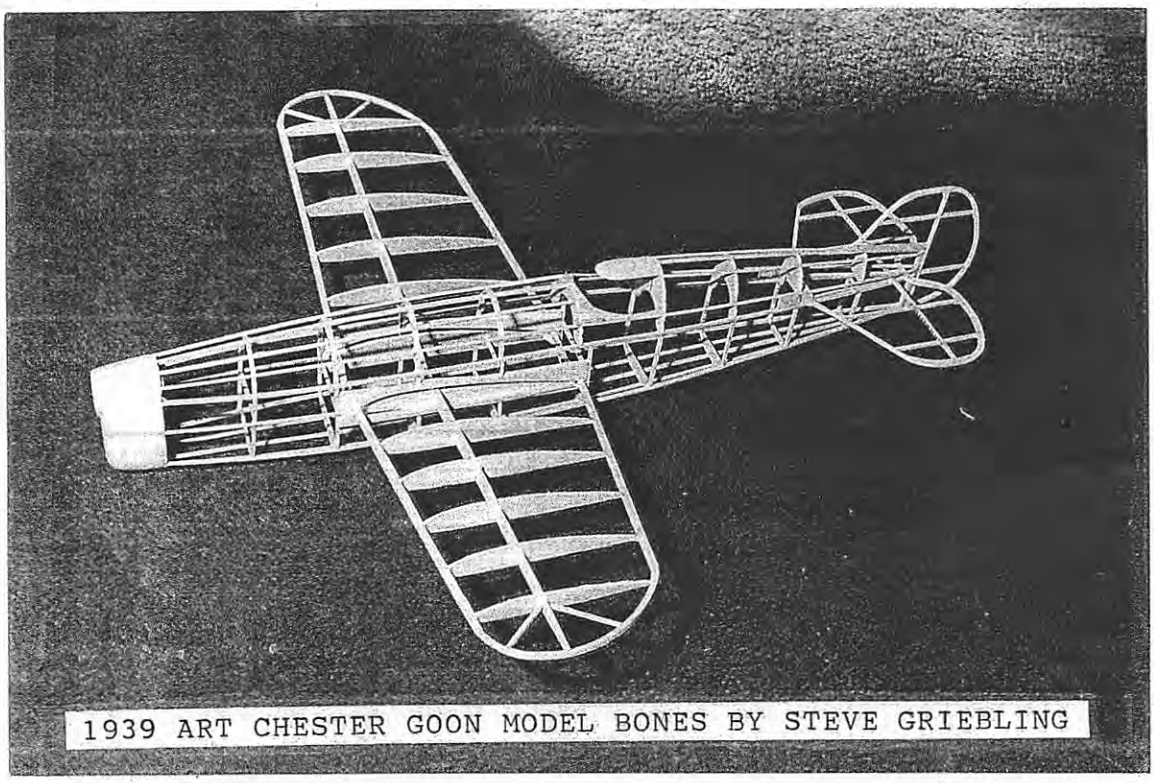
I decided on the "Trim tab" method on my modified model since I already had the completed stabilizer with the straight trailing edge. The "trim tab" provided a convenient way to adjust elevator trim too!

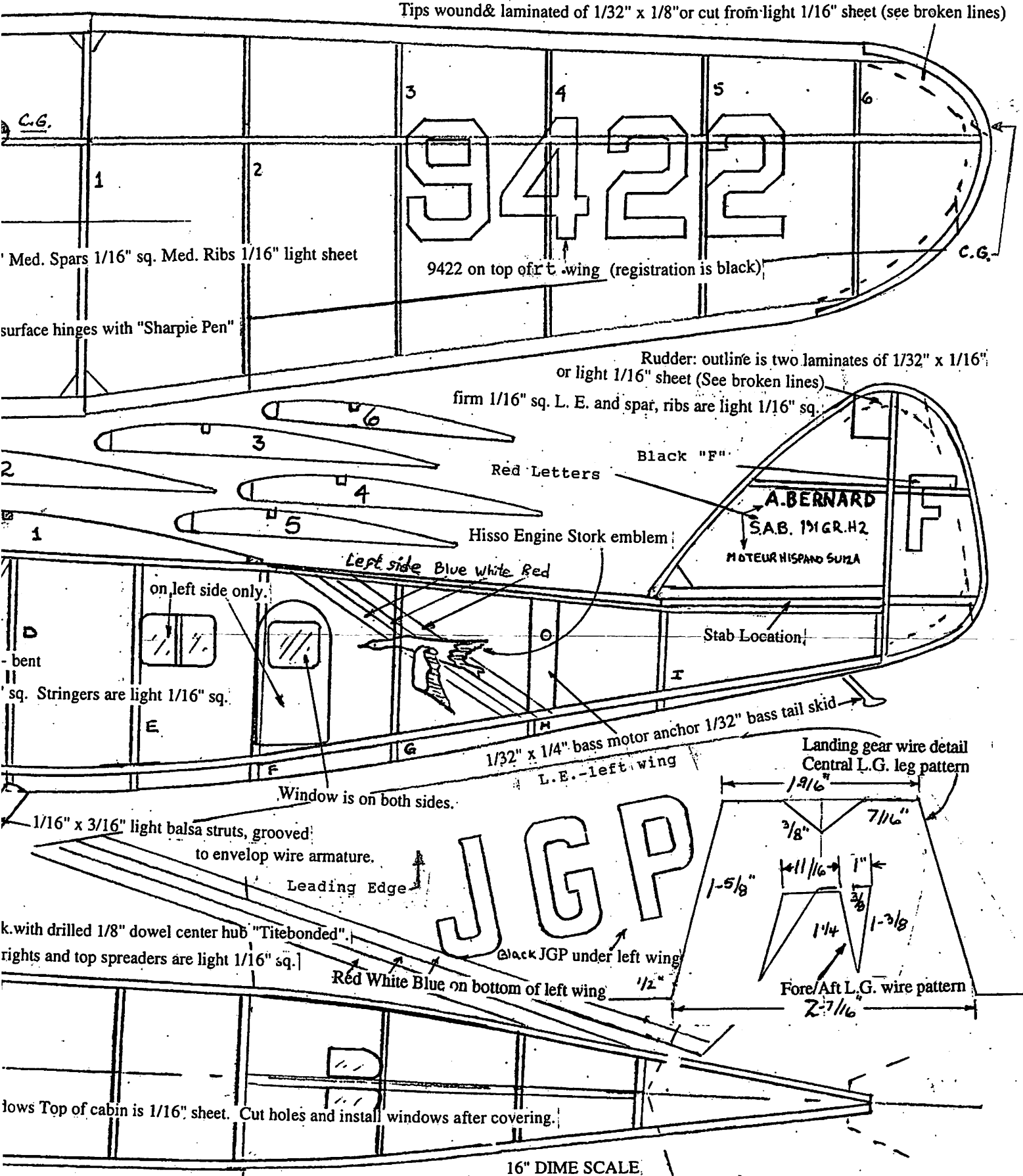
5. The dummy engine block must be made of balsa according to Lin Reichel our commander in chief at Flying Aces Headquarters, not foam.

Sorry for all these errors. I will attempt to do better in the future by comparing source materials to photos and accurate three view drawings!

Steve Griebling - CFFS

We thank Tom Schmidt, MAXECUTERS for color photos of the Bernard Oiseau Canari at the Museum de La Air, Paris, FRANCE.





BERNARD "CANARY" (OISEAU CANARI)

Plan enlarged, re structured and drawn from Peck Polymer's "Peanut" plan by Steve Griebling for "Crosswinds"

CFFS CONTEST EVENTS AT LORAIN COMMUNITY COLLEGE ATHLETIC FIELD RT 301 S.

1. FAC PEANUT SCALE, FULL POINTS
2. HI-Wing CABIN PEANUT EXPERIMENTAL
3. HI-Wing CABIN PEANUT PRODUCTION
4. DIME & HI FLYER RUBBER SCALE
5. FAC RUBBER SCALE
6. OHIO FUNK & WACO LTD. M.L. AT 11:30
7. FAC JUMBO RUBBER SCALE
8. PIONEER THRU 1914 RUBBER SCALE
9. GOLDEN AGE CIVIL AIRCRAFT
10. GOLDEN AGE MILITARY A.C.
11. FAC No. CAL PROFILE SCALE
12. No. CAL WW II 3 FLT. TOTAL
13. FAC POWER SCALE ELECT or CO2
14. O.T. GAS REPLICA or CO2
15. EMBRYO ENDURANCE (J) (S) (O)
16. P-20, 8" PROP, 20 gm. 4gm. RUBBER 3 FLT.
17. FAC PULP FICTION SCALE, 3 FLT. TOTAL
18. JR. RUBBER 3 FLIGHTS, NO MAX.
19. H.L. GLIDER (J) (S) (O) $1 POT PRIZE
20. 6" STICK CATAPULT GLIDER, $1 POT PRIZE
21. FAC O.T. RUBBER 36" W.S. MAX. $1 POT PRIZE
22. FAC O.T. STICK 36" MAX. W.S. $1 POT PRIZE
23. FAC O.T. TWO BIT 25" W.S. MAX, $1 POT PRIZE
24. O.T. JIMMIE ALLEN R.O.T., $1 POT PRIZE
25. MODERN CIVIL SCALE 3 FLIGHT TOTAL
26. MODERN MILITARY M.L. 12:00
27. WW I MULTI WING PEANUT M.L. 12:30
28. WW I MULTI WING FAC M.L. 1:00
29. WW II PEANUT COMBAT M.L. 1:30
30. WW II FAC COMBAT M.L. 2:00
31. BENDIX PRE WAR RACE M.L. 2:30
32. GOODYEAR & FORMULA ONE M.L. 3:00
33. GREVE INLINE ENGINE RACE M.L. 3:30
34. THOMPSON RADIAL ENGINE RACE M.L. 4:00
35. FAC LOW WING MILITARY TRAINER M.L. 11:00
36. ALL SCALE FLYING HORDE M.L. 5:00

FAC RULES APPLY WITH INSPECTION OF No. CAL, DIME AND COMBAT M.L. FOR MINIMUM DETAIL. O.T. MUST BE BUILT TO PLAN WITH PLAN PROVIDED FOR INSPECTION. NO SIZE CHANGE FOR 25" MAX. PER PLAN O.T. FLYER MUST PRE SELECT EVENT FOR MULTIPLE OPTION MODELS. SPECIAL EVENTS EARN DOUBLE CREDIT TOWARD ONE "YEAR END PRIZE" AWARDED FOR THE MOST ACCUMULATED POINTS.

CFFS WILL BE HOLIDING **MONTLY MEETINGS** THE THIRD THURSDAY OF THE MONTH AT "DIMITRI"S" RESTAURANT AT THE CORNER OF BROADVIEW AND SNOW ROADS AT **7:00 PM.** ON : APRIL/21,MAY/19,JUNE/16,JULY/21 & AUG./18.

SUNDAY JUNE 19 CFFS AT L.C.C.C 10AM TO 5PM C.D. - JIM HYKA (216) 481-6525
SPECIAL CLUB EVENTS: FAC RUB SCALE, EMBRYO, G. AGE CIVIL, WW I PEANUT & WW I FAC MASS LAUNCHES

JUNE 24-26 WACO FLY-IN AT WYNKOOP FIELD, MOUNT VERNON, OH.
JULY 8-10 TAYLORCRAFT FLY-IN AT ALLIANCE, OH. BARBER FIELD.
JULY 14-17 FAC NON-NATS AT GENESEO, N.Y. C.D LIN REICHEL (814) 833 0314
JULY 25-31 EAA ARI VENTURE AT OSHKOSH, WI. www.airventure.org.

SUNDAY JULY 31 CFFS AT L.C.C.C 10AM TO 5PM C.D. - GORDON ROBERTS (216) 749-4817
SPECIAL CLUB EVENTS Hi Wing PEANUT, FAC O.T. RUBBER CABIN, DIME SCALE, WWII PEANUT & FAC WWII M.L.
AUG 1-5 AMA FF NATS AT MUNCIE, IN.

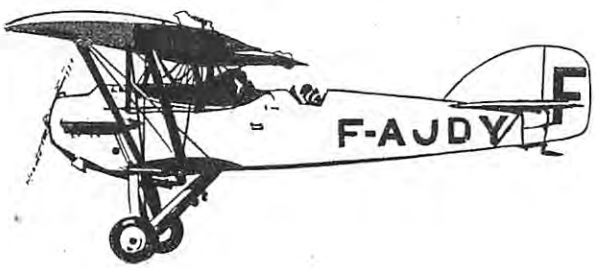
SUNDAY AUG 7 CFFS AT L.C.C.C 10AM TO 5PM C.D. - PETER ZBASNIK (216) 476-4824
SPECIAL CLUB EVENTS: ELECT OR CO2 POWER SCALE, FAC O.T. STICK, G. AGE MILITARY, GREVE & THOMPSON M.L. RACES

AUG 18-21 NOFFA F.F. AT MUNCIE, IN. C.D. CHARLIE JONES (440) 833 7377
AUG 24 AERONCA FLY-IN AT ALLIANCE, OH. BARBER FIELD
AUG 24 JIMMIE ALLEN POSTAL & FAC AT PENSACOLA NAVY STE. 8A ON 9 MILE RD. CALL PAUL GRABSKI (850) 475 2275 TO BE ON GUEST SITE LISTING
AUG 26-28 EAA MID EASTERN FLY-IN AT MARION, OH.

SEPT 2-4 BURKE AIR SHOW, CLEVELAND LAKEFRONT.
SEPT 10-11 FAC OUTDOOR CHAMPS AT MUNCIE, IN. C.D LES BIRDSAL & VON ROTTENSOX (313) 835 7141

SUNDAY SEPT 18 CFFS AT L.C.C.C 10AM TO 5PM C.D.- DAN KANE (740) 223-7471 FAX (740) 387 0853
SPECIAL CLUB EVENTS: MULTI ENGINE RUB SCALE, TWO BIT O.T., PULP FICTION, BENDIX & GOODYEAR M.L. RACES
SUNDAY OCT. 2 CFFS AT L.C.C.C. 10AM TO 5PM C.D.- JIM HYKA (216) 481-6525
SPECIAL CLUB EVENTS: O.T. JIMMIE ALLEN, O.T. REPLICA ELECT & CO2, FUNK & WACO, WWII No. CAL.

CFFS INDOOR AND S.O. FLYING IS ON SUNDAYS AT ANDREWS SCHOOL NOON TO 5PM. CHECK DOC HACKER (216) 486 4990, OR DON SLUSARCZYK (440) 918 0290. SEND $ CONTRIBUTIONS FOR USE OF THE SCHOOL TO DR. VERNON HACKER 25599 BRECKENRIDGE, EUCLID, OH. 44117-1807. THE GOAL IS $600 PER YEAR.
SAM CHAMPS IS AT LAS VEGAS, N.M. FOR F.F., NFFS, NOSTALGIA AND SAM RC., R/C/ NOSTALGIA.



Le Potez 25 F-AJDY avec lequel MERMOZ et GUILLAUMET ouvrent la ligne Mendoza-Santiago le 15 juillet 1929 (musée de la Poste)