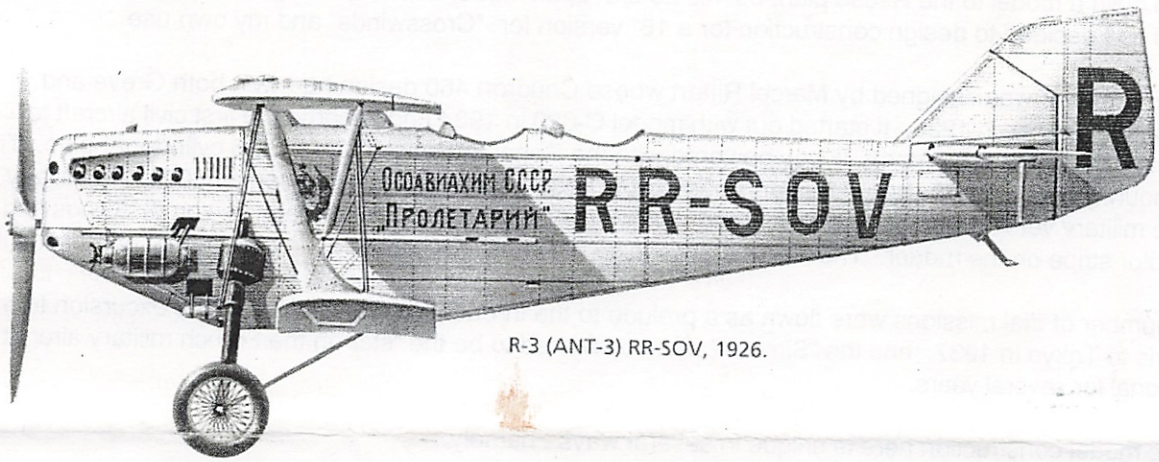
CROSSWINDS

#114

16" CAUDRON "SIMOUN"

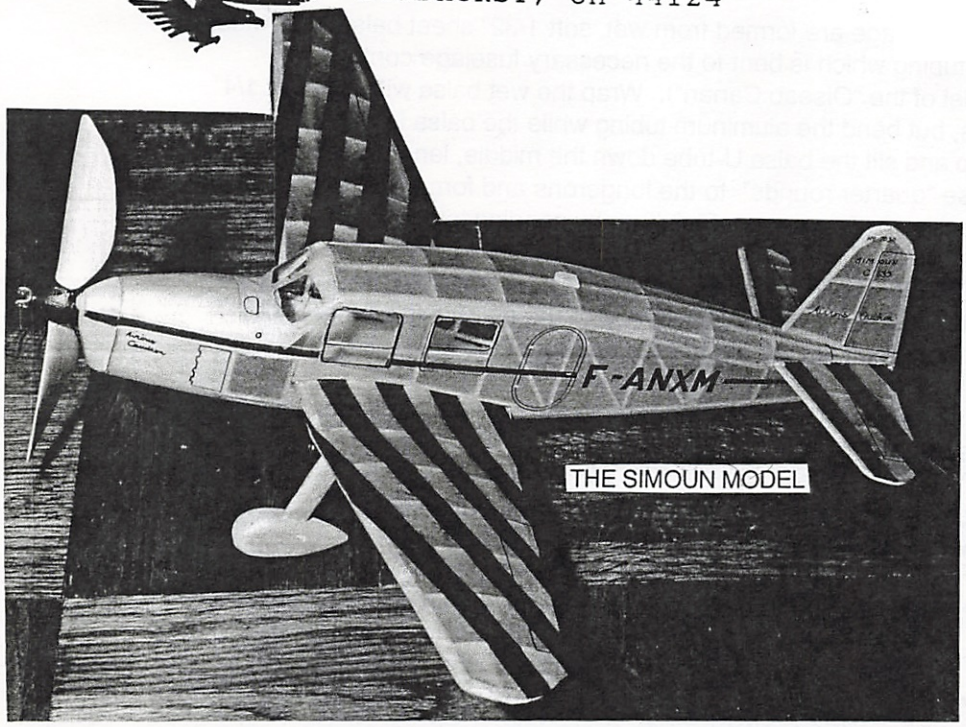
AND

16" TUPOLEV R - 3



R-3 (ANT-3) RR-SOV, 1926.

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124



THE SIMOUN MODEL

CAUDRON C- 635 "SIMOUN"

My interest in the "Simoun" began after reading several books by the famous pilot/poet Antoine de St. Exupery who crash landed a "Simoun" in pitch blackness in the North African desert. He and his mechanic were stranded for several days before they started out on foot to find civilization and were finally rescued by friendly Arabs. His books include "Wind, Sand and Stars" , "Night Flight" and "The Little Prince".

I had great difficulty finding documentation for the "Simoun" till Russ Brown alerted me to the fact that Dave Reese had won first place in the Nationals in 1980 with a model of the Simoun which plan appeared in the March 1981 issue of "Flying Models" magazine. I contacted Dave who generously sent me a full size plan of his model, along with a color print of the Heller plastic model (long since discontinued) and the Heller decoration recommendations for both civil and military versions.

I did build a model to the Reese plan, but his 25-5/8" span model was rather large and fragile for our flying field so I decided to design construction for a 16" version for "Crosswinds" and my own use.

The "Simoun" was designed by Marcel Riffart whose Caudron 460 design had won both Greve and Thompson races in 1936. It started out with model C-620 in 1934 and became the first civil aircraft to exceed 300 KPH (186 mph). It was powered with the Renault "Bengali" 220 h.p. 6 cylinder engine. The Simoun was an immediate success and was built in large quantities, including some 500 for the military. The military version was generally polished aluminum with the usual French roundels on the wings and tricolor stripe on the rudder. The Heller drawings do not show installation of any armament or mention it at all.
A number of trial missions were flown as a prelude to the threatening war, including one excursion from Paris to Tokyo in 1937, and the "Simoun" was considered to be the "star" in the French military aircraft arsenal for several years.

The model construction here is unique in several ways - namely:

1. The landing gear wire runs down the **rear** of the L.G. struts so it can easily bend rearwards in case if a hard landing, thereby exerting little stress on the wings and making it unnecessary to provide a slot in the wings for the struts to project into on landing. The wires are bent forward to serve as axles for the wheels and are hidden in a narrow slot in the external, inside surface of the wheel pants. A 1/16" aluminum tubing bushing around the wire, glued to the L.G. mounting piece, allows the wire to twist freely in torsion.

2. The small-radius curved edges of the fuselage are formed from wet, soft 1/32" sheet balsa, 1/2" wide, formed over round 5/32" dia. aluminum tubing which is bent to the necessary fuselage contour. (I originally used this technique in my model of the "Oiseau Canari"). Wrap the wet balsa with 3/16" or 1/4" wide rubber under low tension till it dries, but bend the aluminum tubing while the balsa is wet. When the balsa has dried, remove the rubber wrap and slit the balsa U-tube down the middle, lengthwise to form the fuselage edges, then carefully glue these "quarter rounds" to the longerons and formers. Strap them in place with light rubber strip under low tension. (See photo). Finish up by sanding 'em smooth.

3. The fuselage structure is basically 1/20" square to minimize weight, which is possible because of the reinforcement gained by the formed 1/32" corners in item #2, above, and the diagonals necessary to retain the longeron contour. Aft of the formed edges, stringers take up part of the load.

4. I moved the wing spar aft from Dave's drawing so it would be nearer to the center of lift and gravity and provide support for the landing gear assembly..

5. Since the stabilizer had no "Vee" cut at its rear edge, I decided to build it without a spar.
If you wish to add a spar at the hinge line, please feel free!

I have some uncertainty about the side windows. The three view drawings show an extension panel

below the large windows, but photos of the plane do not show this. I suggest leaving them out, because they interfere with the red stripe decoration on the "flashy" civil version and add complexity. Chances are there were two different versions of the C-635 so why not use the simpler version?

If you decide to build the "Flashy" Civil version I suggest you apply the red stripes, registration and tail lettering with "Berol" felt tip markers on the tissue before covering. Outine the wide lettering and stripes with a red ball point pen before using the felt tip markers because it serves as a barrier to keep the felt tip ink from spreading. Apply the tissue, water shrink as usual, then apply a very light coat of "clear "Krylon" to set the red ink. Wave the part in the air to dry it quickly so the solvents in the Krylon don't get a chance to spread the ink, then spray on additional coats of Krylon.

Rich Weber, CFFS president, generously provided alternate color schemes for the Simoun as shown .

Read the following paragraph before you cover the wings!
It is essential to plan the covering of your model carefully, because you will have to install the landing gear wires **after** the wing is inserted in the fuselage, but not glued in place. I suggest you cover, water shrink and "Krylon" spray the fuselage covering without the wing, cover the wing panels, except at the L.G. bay, without water shrinking its tissue. Then install the L.G. assemblies. Cover the panels over and under the L.G. mounts last, then water spray all the wing tissue by carefully sliding the wing from side to side to permit access to the tissue. Let it dry, check and correct any warps (warp1/16" washout in both wing tips) then dope the tissue. Lastly, glue the wing in place at the leading and trailing edges.
Note that you can slant the L.G. wires forward a bit to put the struts in firm contact with the wings when the model is at rest. The light .020 wire will easily bend rearward if necessary when landing and it will keep the L.G. aligned nicely if carefully bent and installed! I used a razor saw to cut the slot in the pants for the wire to "hide" in. You can inject cement into the slot over the wire to keep it in place and close the slot. Then paint over it. Note that this slot extends from the rear edge of the struts to the axle location in the pants so the wires are bent forward to connect these two critical points. This route affords a very strong attachment of the wheel pants so they should never come unglued! The 1/16" alum. tubing in the wing allows the wire to twist in torsion on hard landings.
My completed model, without motor, weighed 19 grams. I installed a motor consisting of 4 strands of 1/8" rubber, 20" long and braided although an equal weight of 3/32" rubber should be adequate. The long nose moment made it necessary to use a light balsa prop. A plastic prop would have been too heavy.

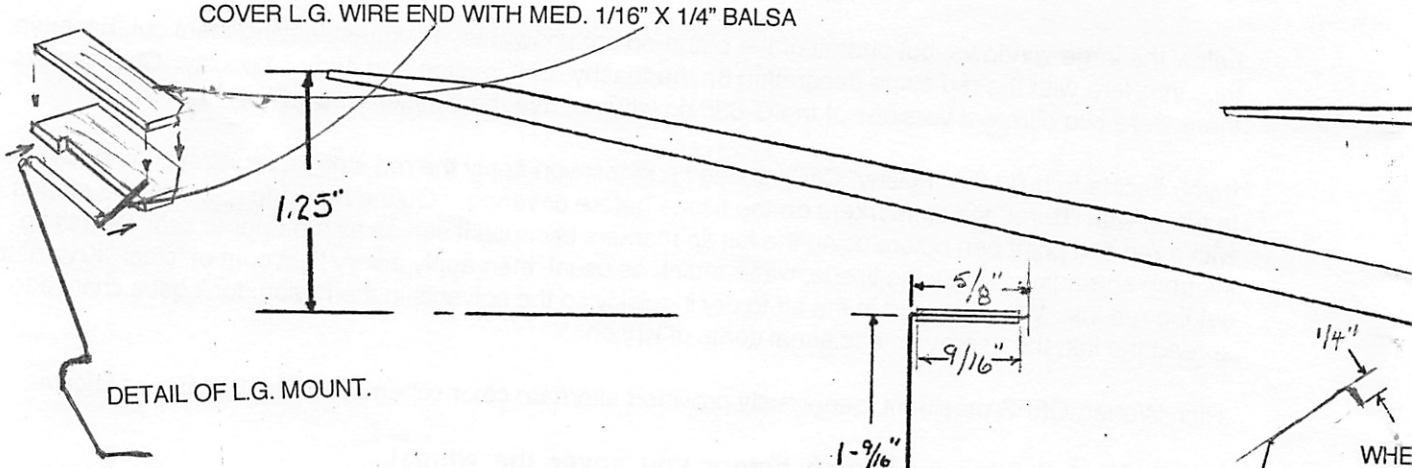
Many thanks to Dave Reese, Rich Weber and Russ Brown for their references and documentation for the "Simoun".

Flight Trimming

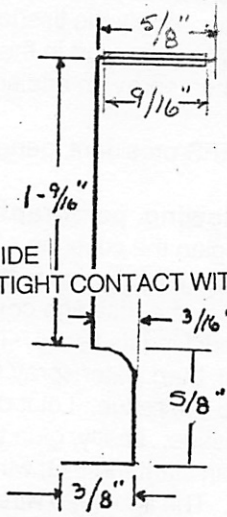
I found this to be a very challenging model to trim. I ended up with a 6" balsa prop having a 1.1:1 P:D ratio. It was necessary to raise the stabilizer trailing edge 1/20", so I suggest sanding the underside of the rear-most, top strngers to allow the stab to be raised without distorting the stringers and tissue above it.
The thrust adjustments were critical and sensitive. I used a 1/20" shim for right thrust and 1/32" downthrust with shims behind the nose block. the 1/32" shim overlapped the top edge of the right thrust shim. A neater looking nose will result if you drill the hole for a white Peck nose button at a slant as shown on the plan.
It was essential to put1/16" washout in both wing panels, toward the tips. I did this as the tissue was being water shrunk by pinning each wet wing panel, one at a time, to my work table and inserting a tapered shim under the trailing edge at rib #7. Cover the work table with a sheet of waxed paper to keep any "Titebond" from sticking to the table. (This is a useful method for either removing or adding warps in wings or stabilizers that cannot be removed from the fuselage). You should not need to pin the wings down when clear dopeor Krylon is drying.
My model needed no balance correction at all. I was just lucky!

Steve Griebling

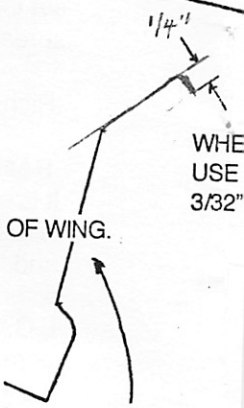
COVER L.G. WIRE END WITH MED. 1/16" X 1/4" BALSA



DETAIL OF L.G. MOUNT.

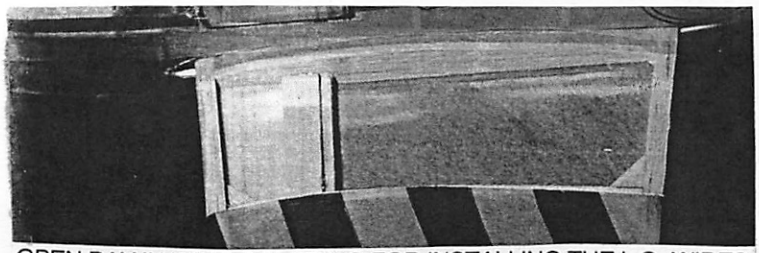


.020 DIA L.G. WIRE PATTERN RIGHT SIDE; REVERSE FOR LEFT SIDE
NOTE- BEND L.GL WIRE A BIT FORWARD SO L.G. STRUTS ARE IN TIGHT CONTACT WITH BOTTOM OF WING.

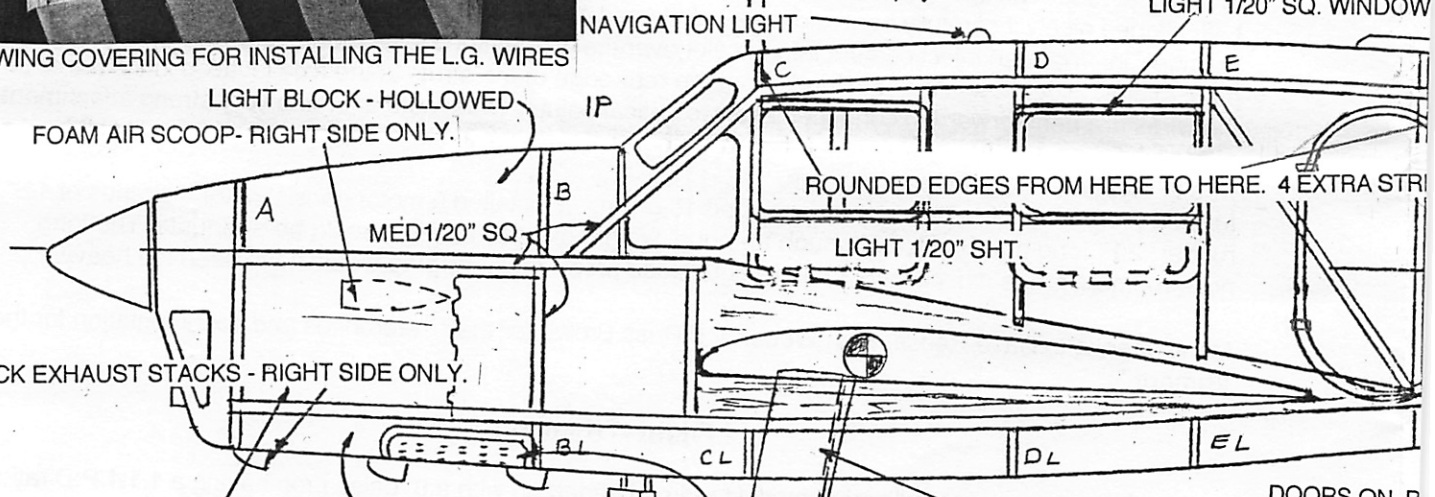


ISOMETRIC VIEW OF WIRE

WHE
USE
3/32"



OPEN BAY IN WING COVERING FOR INSTALLING THE L.G. WIRES



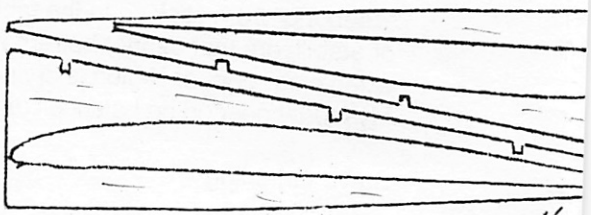
DOORS ON B

YELLOW COLORED PAPER "SHOCK ABSORBER"

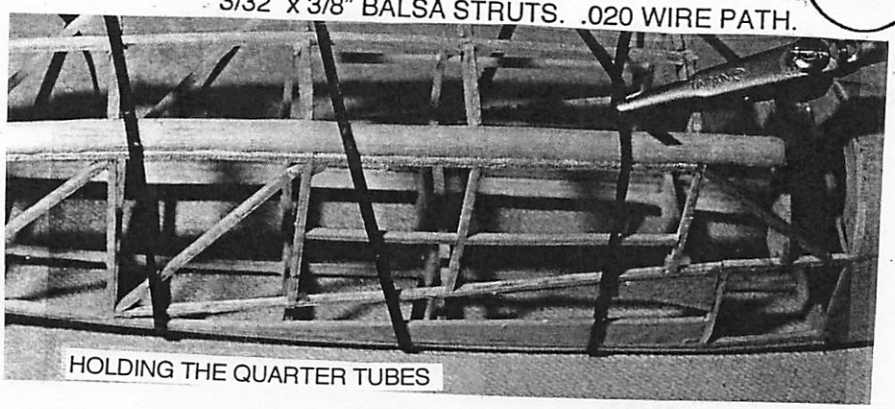
1/2\" WIDE LIGHT1/32" SHEET WET FORMED ARO
OUTLINE WHILE WET. ALLOW TO DRY THEN SLIT

CUT SLOT IN PANTS WITH RAZOR SAW T
STRUT WITH TISSUE AFTER WIRE IS IN

USE 6" BALSA PROP WITH BALSA SPINNER. "STRUCI
RECOMMENDED.



1/2



HOLDING THE QUARTER TUBES

4-SEAT TOURING AIR PLANE.
SPAN. 34'1"; LENGTH. 28'6"
WING AREA 172.16 SQ. FT.
EMPTY WEIGHT. 1760 LB;
LOADED. 2706 LB.
POWER PLANT: ONE 195-220 HP
RENAULT BENGALI SIX
MAX SPEED 186.3 MPH;
RANGE (NORMAL) 560 MILES AT
167.6 MPH, SERVICE CEILING 19680 FT.

THE CAUDRON C.620 SIMOUN WAS FIRST SHOWN AT THE PARIS AERO SHOW IN 1934. IN DECEMBER, 1935, IT WON THE FRENCH AIR MINISTRY PRIZE FOR FASTEST TIME FOR A FLIGHT BETWEEN PARIS AND MADAGASCAR (57 HRS. 32 MINS.)
IT ALSO SERVICED WITH THE "DE LA COMPAGNIE AIR-BLEU" AS STANDARD LIGHT MAIL CARRIER. MANY NOTERABLE LONG-DISTANCE FLIGHTS WERE MADE WITH THIS TINY MACHINE: PARIS - SAIGON (GEORGES LIBERT); PARIS-HANOI-PARIS (MARYSE HILZ); CROSSING OF THE SOUTH ATLANTIC IN 1936 (MARYSE BASTIÉ).

1934 CAUDRON C.620 "SIMOUN"
SCALE: 1:160 | DRAWN BY: JOACHIM KINSTETTER

THE SIMOUN WAS OF ALL WOOD CONSTRUCTION WITH PLYWOOD COVERING. FUSELAGE ROOF AND BOTTOM HAD SHEET MAGNESIUM COVERING.

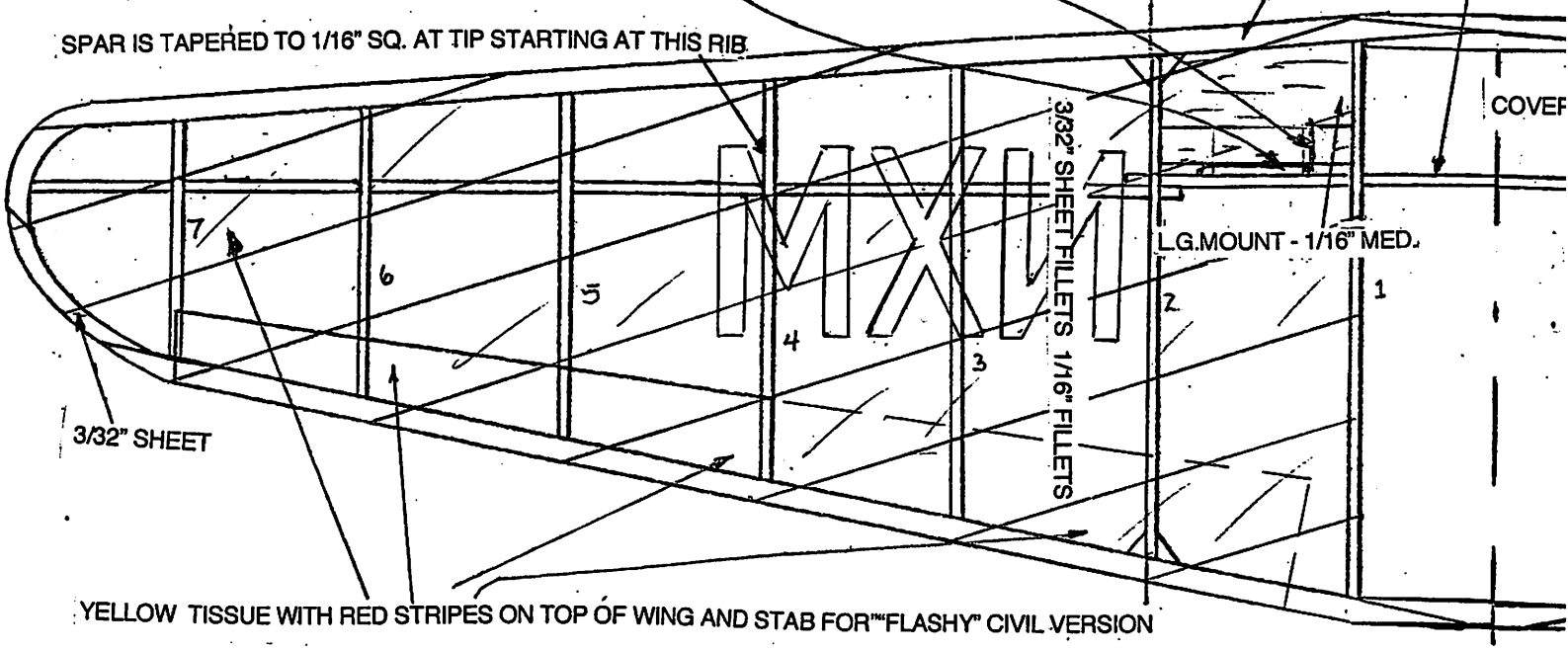
SKIN-TYPE OIL COOLER
FLAPS
FABRIC COVERING
GAS TANK
FILLER CAP COVER
WOODEN WING SPAR
BLACK PROPELLER WITH YELLOW TIP-BANDS
ANTENNA
DOOR ON BOTH SIDES
CABIN VENT. OUTLET
FABRIC COVERING
PITOT
SHOCK TRAVEL
DIRECTION OF FLIGHT
EXHAUST
10-FEET
3-METER

BIND ALUMINUM TUBING TO REAR EDGE OF MOUNT WITH TISSUE AND TRA
TUBING BETWEEN THE MOUNT AND THE SPAR. GLUE WELL. INSERT THE WIRE AND MAKE THE FIN
THEN COVER THE TUBING AND THE FINAL END WITH A BALSA STRIP AND GLUE WELL.

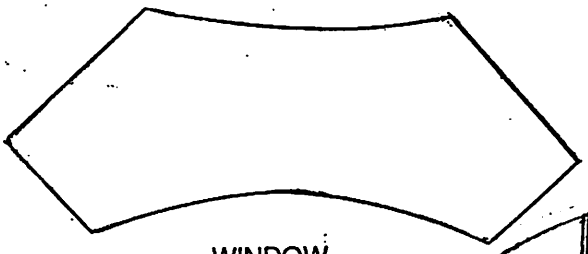
MED.3/16" X 1/8" L.E. MED.1/16" X 1/8" SPA

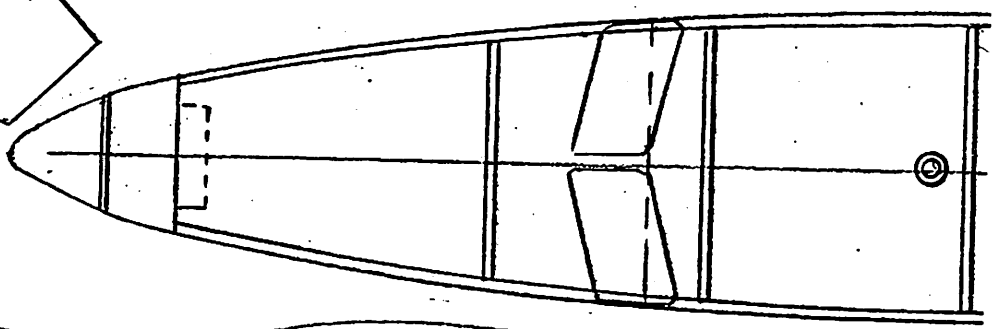
SPAR IS TAPERED TO 1/16" SQ. AT TIP STARTING AT THIS RIB

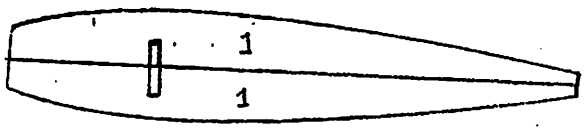
COVER

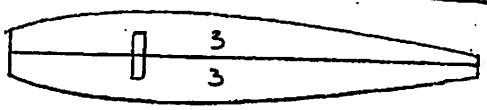


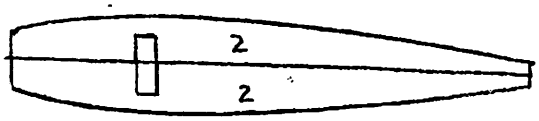
YELLOW TISSUE WITH RED STRIPES ON TOP OF WING AND STAB FOR ""FLASHY" CIVIL VERSION

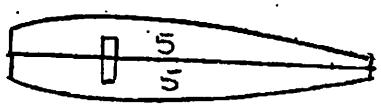


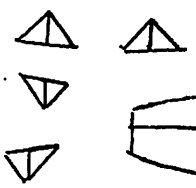




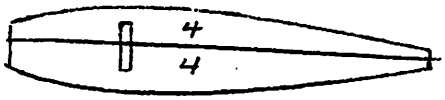


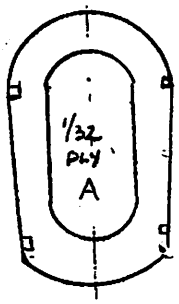


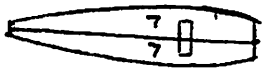


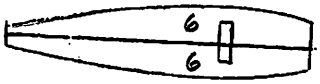


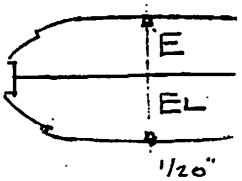
1/16" SHT. RIBS











TUPOLEV R -3 (ANT 3)

CFFS president Rich Weber, obtained the beautiful plan of the Tupolev R -3 and permission to use it in "Crosswinds" from Mike Heinrich this summer while at Geneseo. Rich admired the performance of Mike's model and took the trouble to seek out its designer. Thanks, Rich and Mike!

The Tupolev R -3 first flew in 1925. It was designed around the 400 hp Liberty engine, but only twelve were so equipped. Eighteen more were fitted with a Soviet Liberty copy (their M5,) one with a Napier Lion, one with a 500 hp BMW, and seventy-nine with French Lorraine engines. In 1925, a French Potez 25 made a long distance flight around Europe and the Soviets decided to make a similar tour with the R -3, powered by a Napier Lion in 1926. The Napier powered plane had a number of radiator leaks en route, but eventually completed the tour. In 1927, an M5 powered R -3 made a flight from Moscow to Tokyo in response to Britain's cessation of diplomatic relations with the Soviet Union. The maximum speeds for three engines were as follows: Lion--218 kph, Liberty--207 kph, and M5--194 kph.

In 1927, the French made the Lorraine-Dietrich engine available for a good price, so most R -3s were fitted with them and their corresponding oval radiator at this time. Note the difference in appearance of the front cowling with the Lorraine-Dietrich engines compared to the others.

The Tupolev R -3 fuselage consisted of seven frames and three longerons aft of the cockpit and four longerons forward. The deep triangular fuselage was designed to allow the observer / gunner to stand at his station. The duralumin covering was corregated on the sides of the fuselage and tail members but was not corregated around the engine or aft of the cockpit. Short cabane struts, placing the upper wing close to the fuselage, restricted the pilot's visibility. This was considered to be the chief defect of the design.

Armament consisted of one synchronized 7.62 mm PV-1 machine gun on the left side below the pilot's cockpit, a twin Lewis or single DA machine gun on a flexible turret mounted over the rear cockpit and eight small bombs on racks under the lower wings. Elevators and rudder were horn balanced. Ailerons, fitted only to the top wings, were not balanced. Both wings had dihedral -3.6 degrees on the lower wing and 0.5 degrees on the upper.

The Tupolev R -3 was used as a reconnaissance plane, but the only military service occured in Tadzhikistan when engine failure resulted in a crash landing. The pilot was captured and executed by Basmachi warriors.

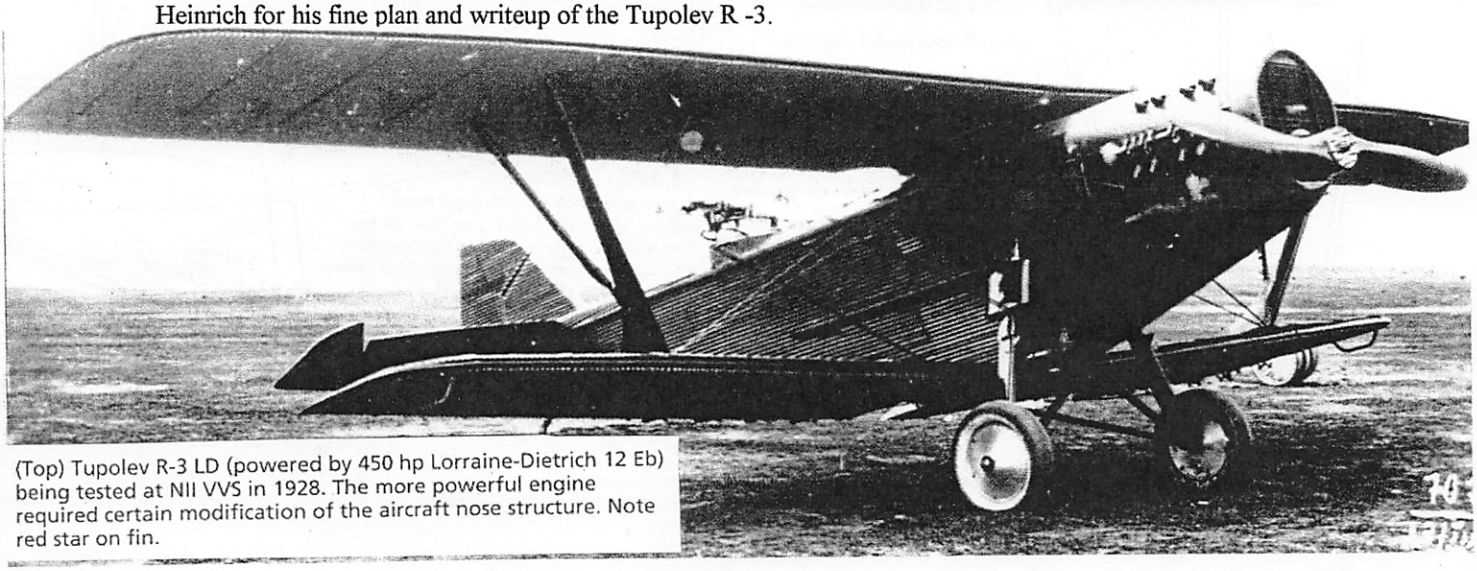
Although some R -3s remained in civilian service as late as 1934, the design was officially written off in 1933.

References: "Tupolev--the Man and His Aircraft" by Paul Duffy and Andrei Kandolov

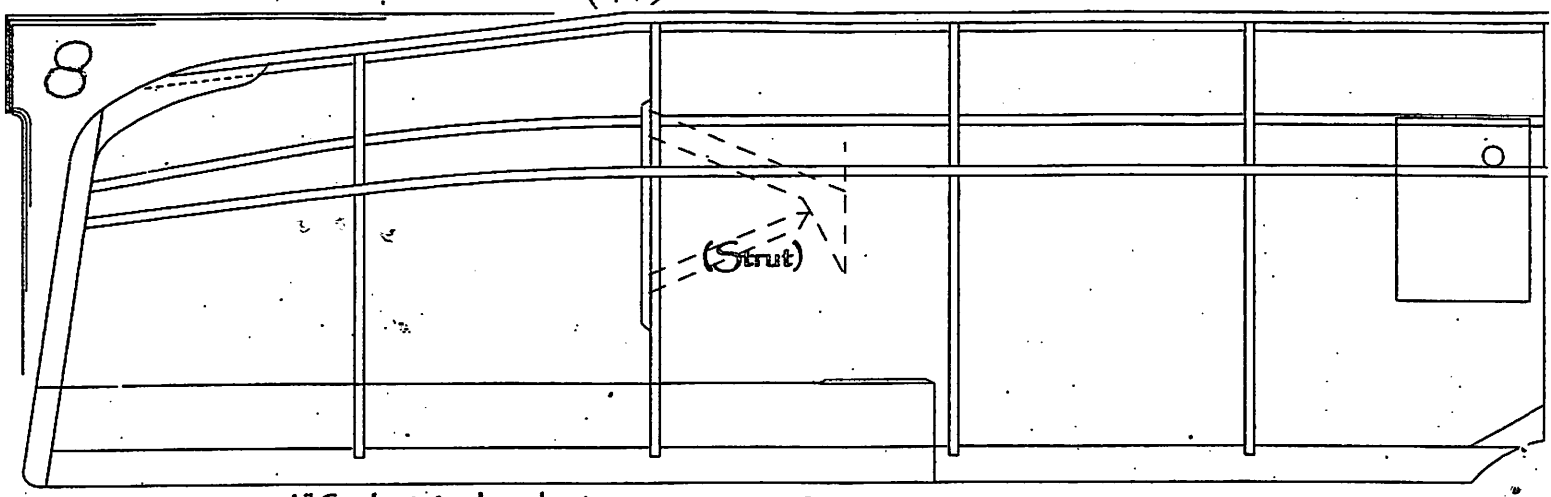
"Red Stars 3" by C. F. Geust and G. Petrov

"Soviet Aircraft and Aviation, 1917-1941" by Lenart Andersson

Many thanks to Rich Weber for providing the photos, the three-views, and the documentation, and to Mike Heinrich for his fine plan and writeup of the Tupolev R -3.



(Top) Tupolev R-3 LD (powered by 450 hp Lorraine-Dietrich 12 Eb) being tested at NII VVS in 1928. The more powerful engine required certain modification of the aircraft nose structure. Note red star on fin.

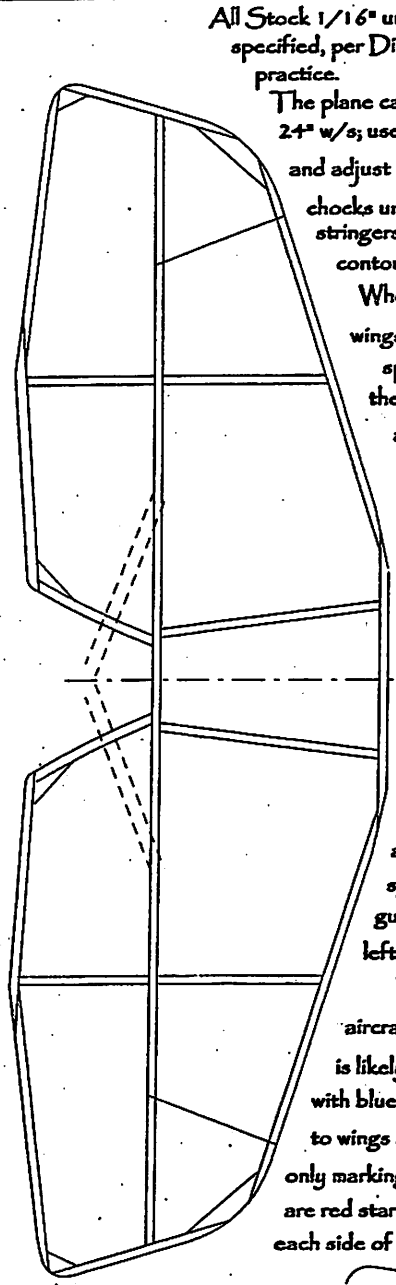


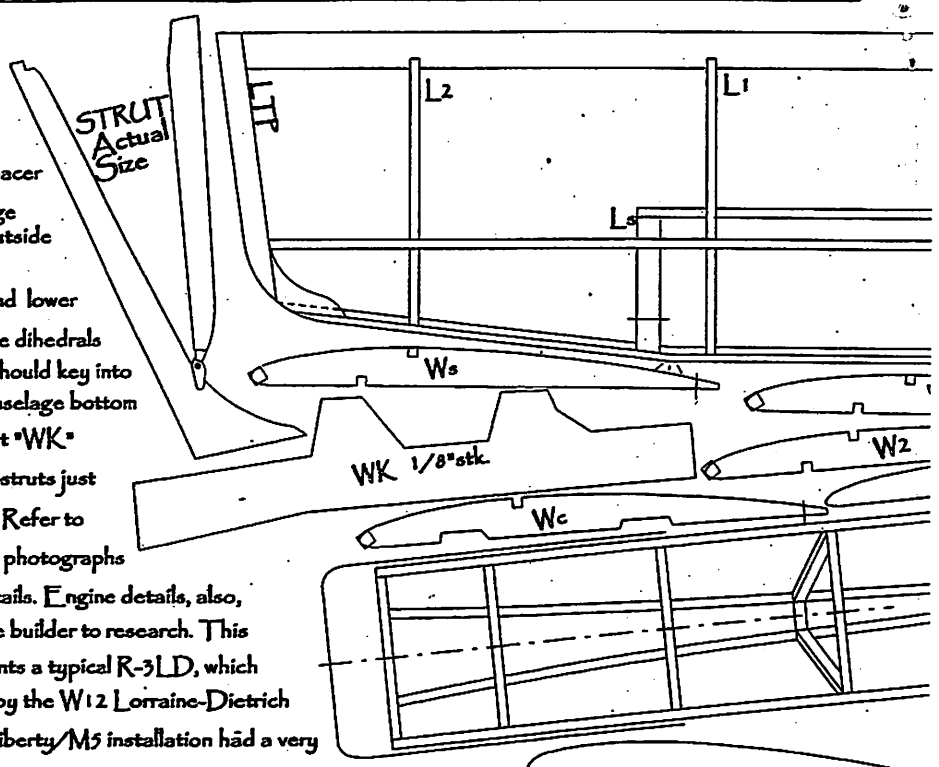
All Stock 1/16" unless otherwise specified, per Dime Scale practice.

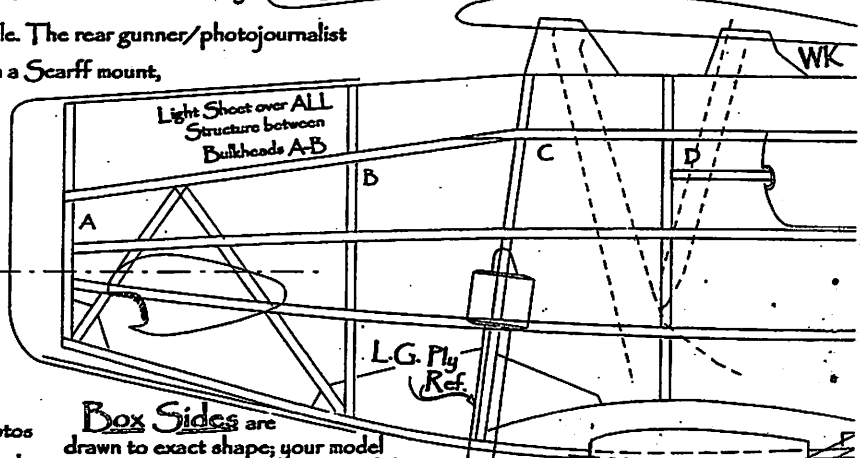
The plane can be built at 24" w/s; use 1/16" stock and adjust notches and spacer chocks under the fuselage stringers to keep the outside contours the same.

When the upper and lower wings are built to the dihedrals specified, they should key into the notch in the fuselage bottom and cabane part "WK" and the two V-struts just about right. Refer to contemporary photographs for rigging details. Engine details, also, are left for the builder to research. This model represents a typical R-3LD, which was powered by the W12 Lorraine-Dietrich engine. The Liberty/M5 installation had a very different cowl and grille. The rear gunner/photojournalist swings a Lewis gun on a Scarff mount, and the pilot fires one synchronized Vickers gun in the blister to the left below his cockpit.

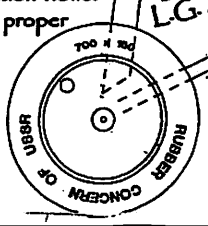
The reconaissance aircraft this model depicts is likely dull drab/ green with blue-gray undersides to wings and stabilizer, and the only markings readily visible in photos are red stars on upper wing tops and each side of fin.

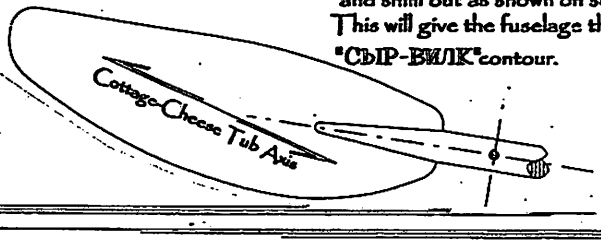


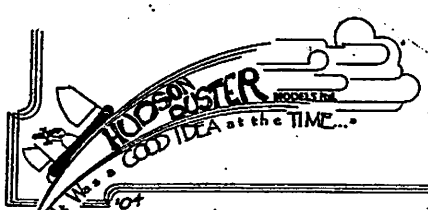




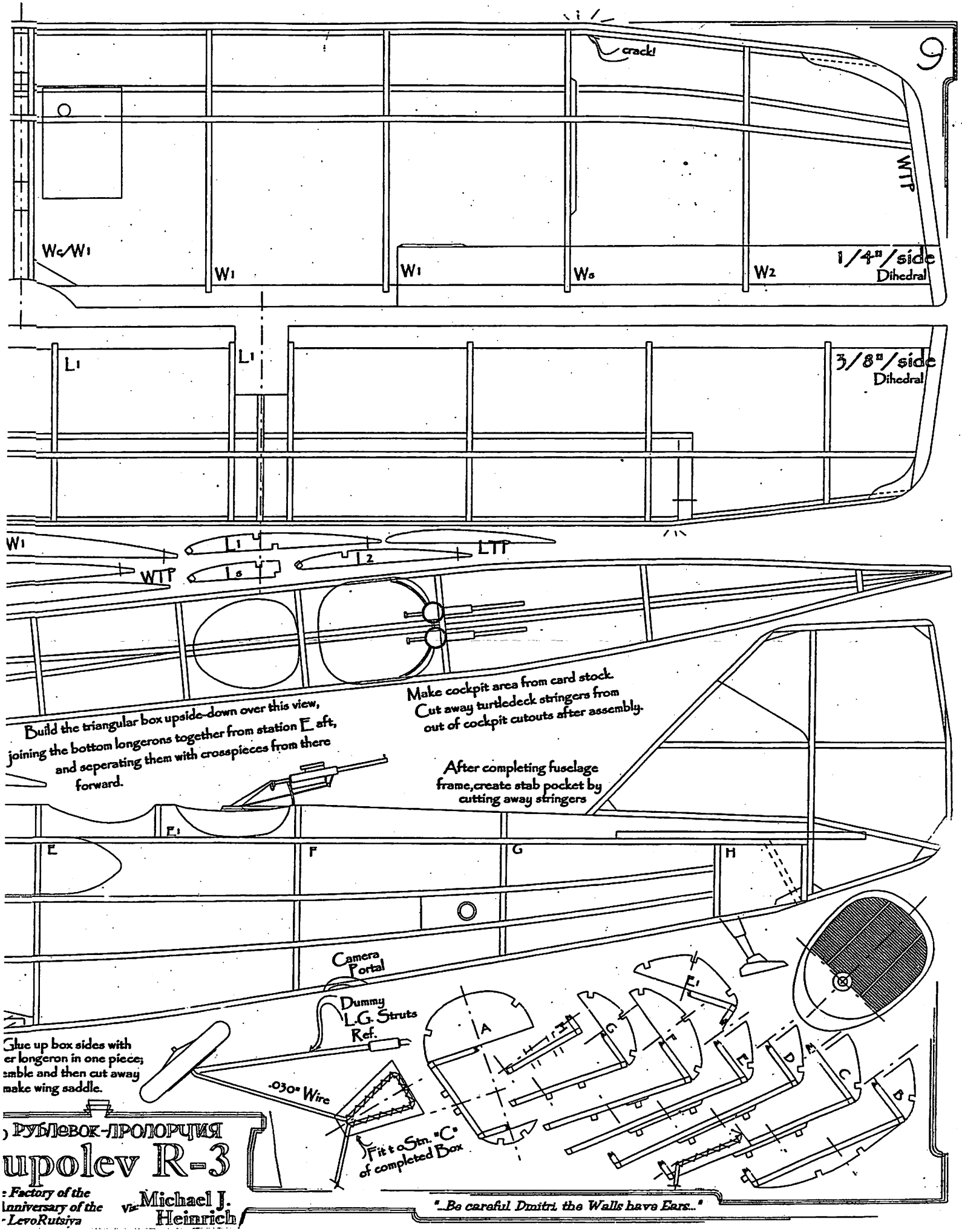
Box Sides are drawn to exact shape; your model will be skinnier. Mark position of the two side stringers on each crosspiece and shim out as shown on section views. This will give the fuselage the proper "CbIP-BWJK" contour.







From the Tenth A Oktober



РУБЛЕВОК-ПРОПОРЦИЯ

upolev R-3

: Factory of the
Anniversary of the
- LevoRutsiya

Via: Michael J. Heinrich

"...Be careful Dmitri, the Walls have Ears..."

Golden Age Spyplane

TUPOLEV R-3

Trust a Russian to salvage some advantage from an awkward situation. When Germany, struggling to rebuild its aviation industry after WWI, defaulted on its agreements to set up a Junkers factory near Moscow, the Soviets took over and by the way acquired a good lot of Hugo's technology in the move. With Andrej NikolaivichTupolev heading up the new GAZ-5, some very interesting planes began to emerge from the former auto factory.

The ANT-3/R-3 was a two-seat all-metal reconnaissance plane originally sporting a Liberty mill under the hood. The stated reason for the triangular-section fuselage was to provide more stable footing for the GIB to operate his gun, and I wonder if considerations of visibility might have influenced this choice as well. The plane was rolled out in April '24 after a four-month gestation, and despite teething troubles and trials continuing into 1926 the plane was in production as of Dec. 1925. Some stripped-down and unarmed airframes were fitted with the more powerful Napier Lion engine and sent off for record-attempt promo flights. The plane performed well with this engine, but it was expensive. The Liberty-copy Soviet M5 engine wasn't getting up to the quality of its daddy, and ultimately only about thirty R-3s were built with this powerplant; but at that, it was good enough for one propaganda flight of about 20,000 kilometers in 153 flight hours. The main run of aircraft were powered by the 450hp Lorraine-Dietrich W12, the engine France would sell to just about anyone who'd wave a sou at them (this is why you notice a real clear similarity of airplanes from many countries during the 20's & 30's, they were all designed around this motor!)

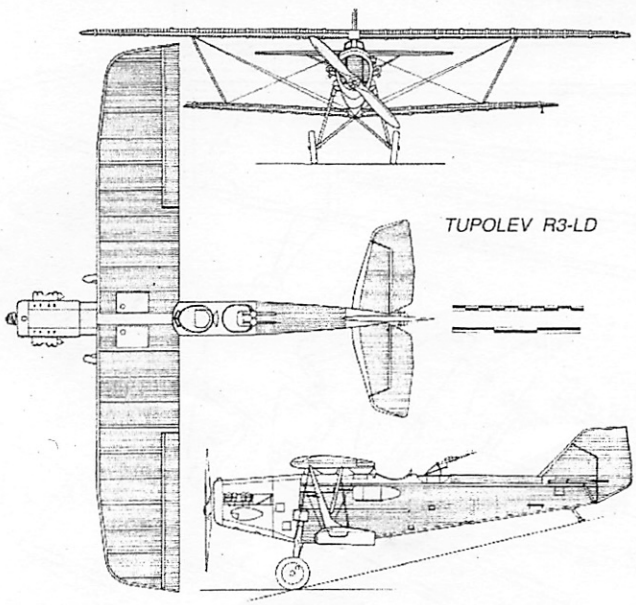


R-3LD (Lorraine-Dietrich); Plane is likely dull green with gray undersides on the flying surfaces, with stars on fin and top of wing the only markings.

Liberty-powered civvy ANT-3, natural alum/gray & black markings, cSoviet crest behind cowl, and inscribed "Osoaviakhim SSSR Nash Otvyet" (Our Answer)



Some attempt was made to turn the R-3 into an armored attack plane; this was abandoned when it became clear the extra ~400kg would hamper the performance a wee bit.



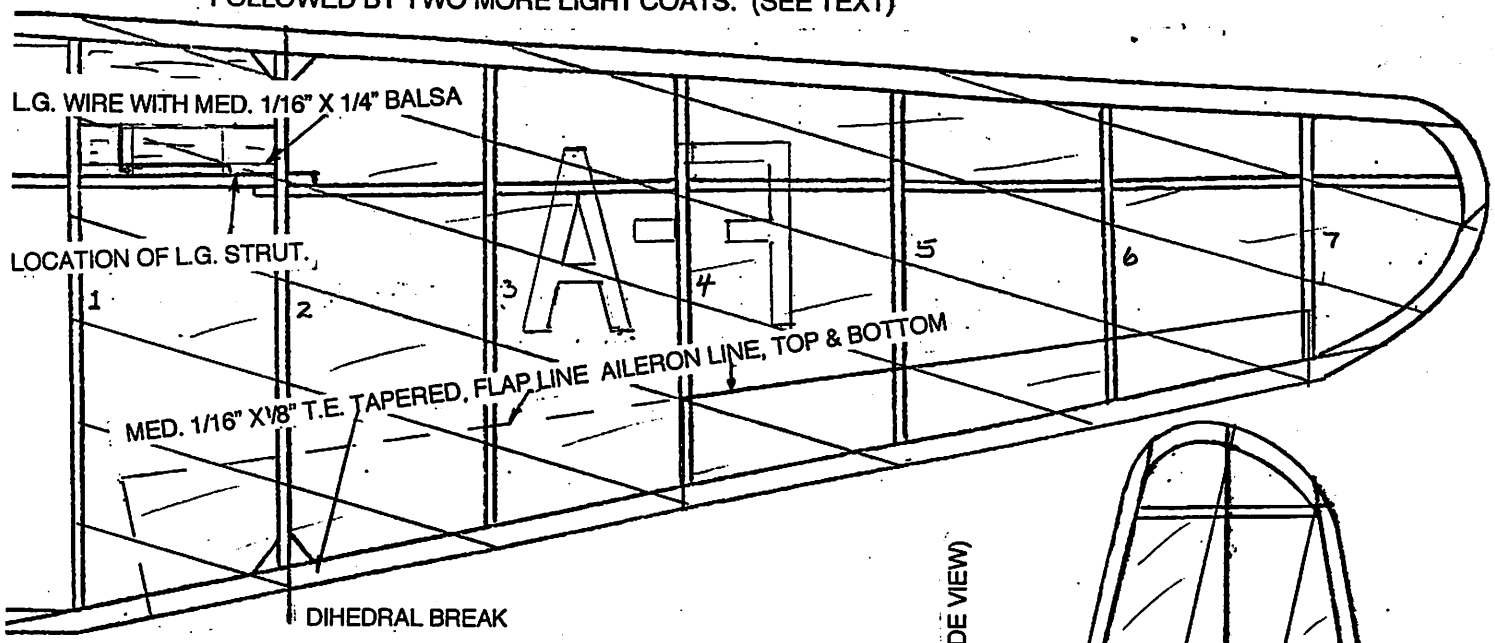
TUPOLEV R3-LD

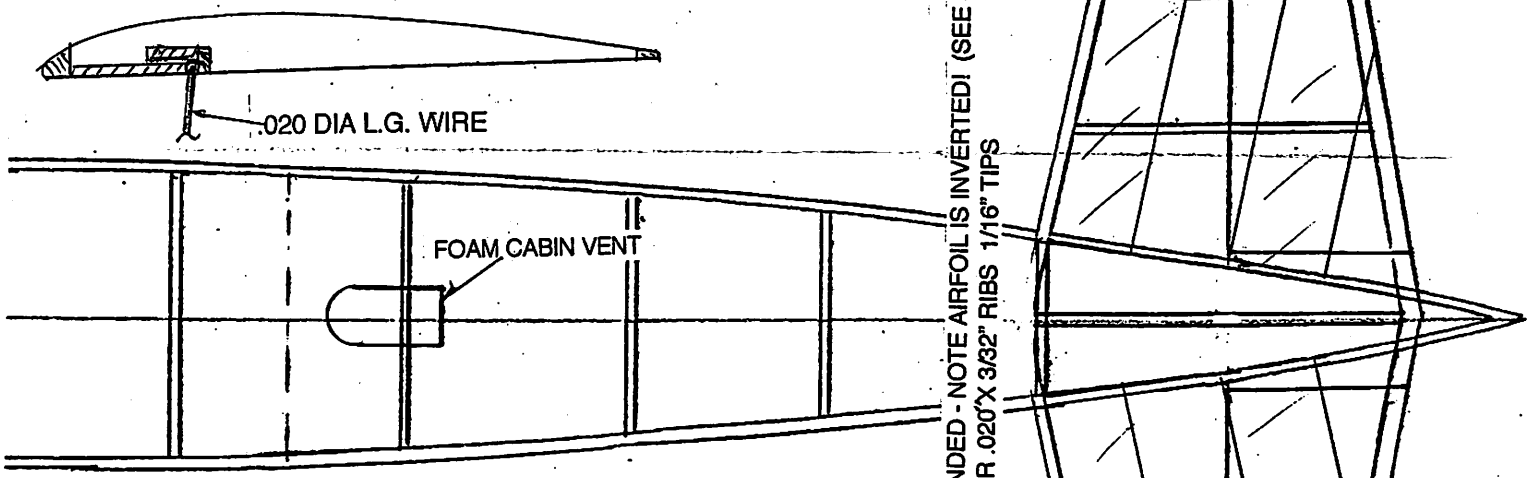
With its rather small lower wing, the prototype model trimmed out like a parasol. Notice how the wings and tail forms presage current thinking in our duration models? And having both wings pretty well attached to the fuselage allows us to tie the structure up nicely without the vagaries of cabanes. I've drawn the R-3 as a Pseudo-Dime model, you may enlarge if you like. Dime aside, the 11x17 FAC format is a nice size to print out and it's convenient for Xeroxing. If you blow up to 20" or 24" you can keep the wood sizes the same and just fill out the spacers under the fuselage stringers to compensate; and add one more stringer to the top wing. Built this large, a good bit of detail could be hung on the plane in the way of nice guns, engine details, and the like. Look around online for photos and more.

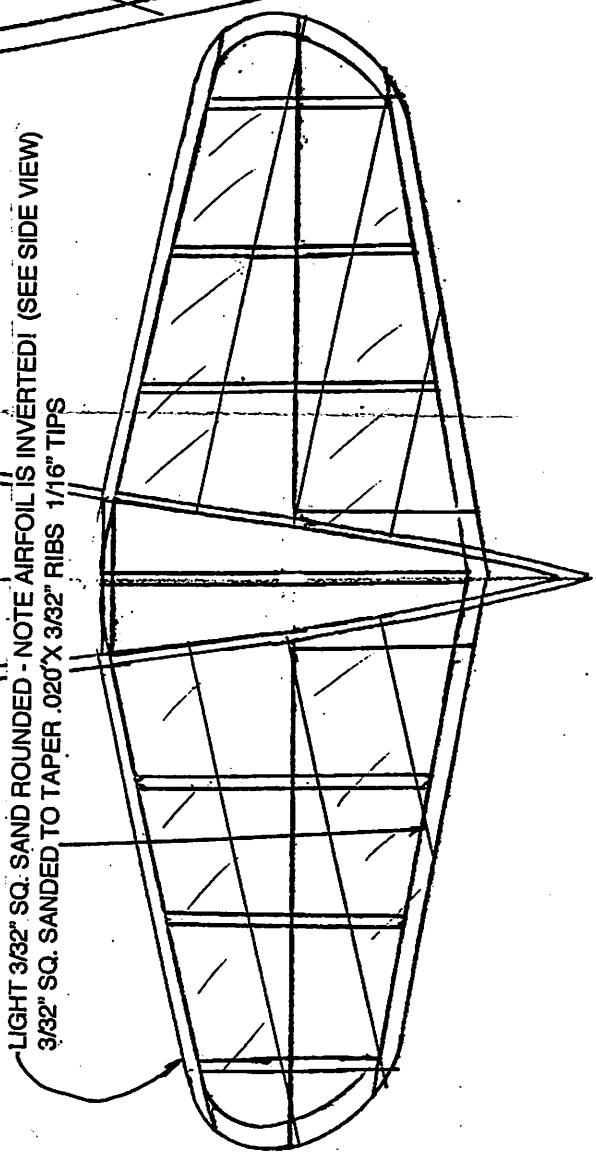
Michael J. Heinrich
w/Comments by Fate

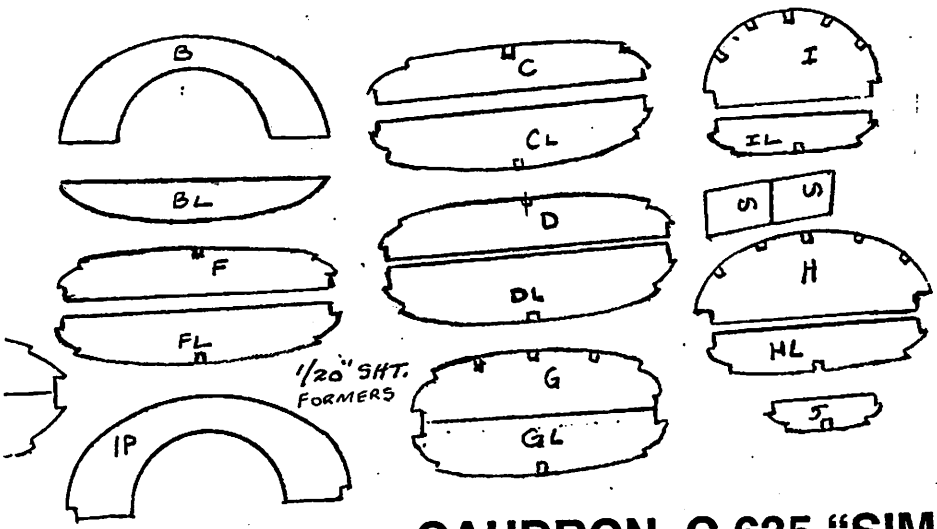
THE
. BEND,

APPLY RED STRIPES FOR "FLASHY" VERSION WITH "BEROL" OR SIMILAR FELT TIP MARKERS ON YELLOW TISSUE BEFORE COVERING. FIX WITH VERY LIGHT COAT OF CLEAR "KRYLON" FOLLOWED BY TWO MORE LIGHT COATS. (SEE TEXT)



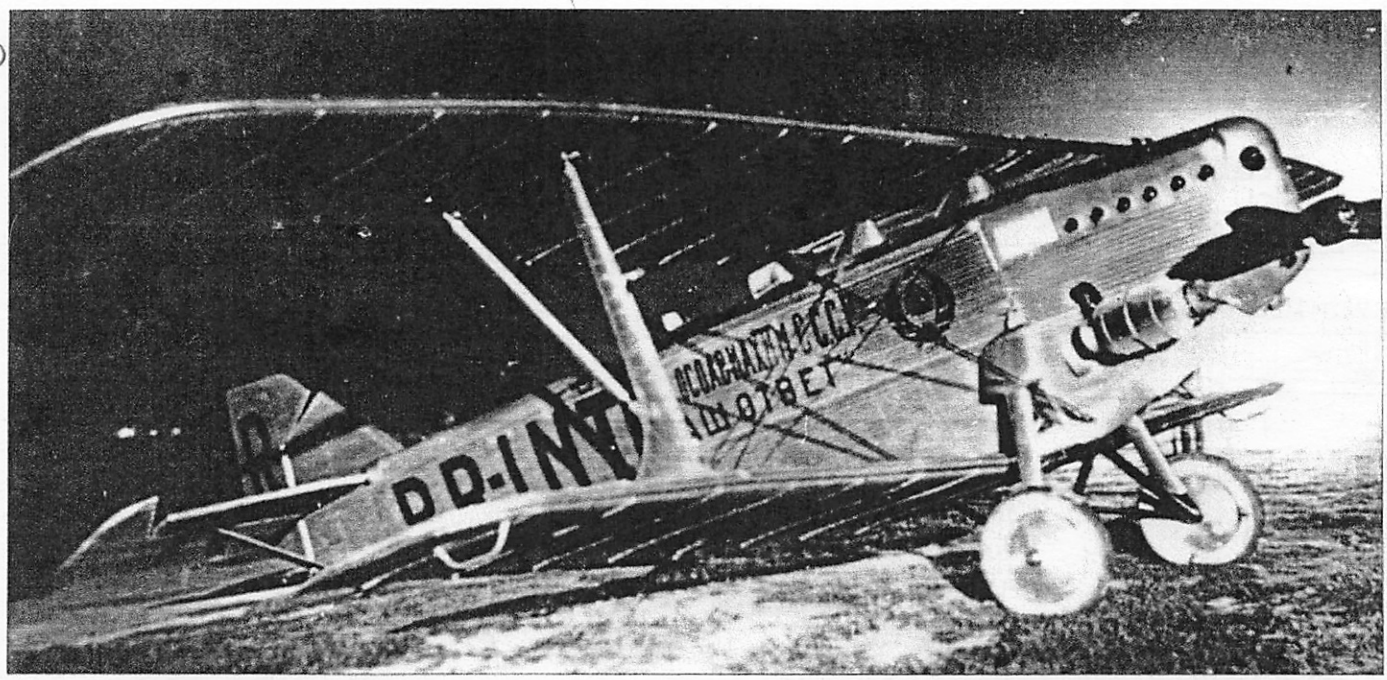






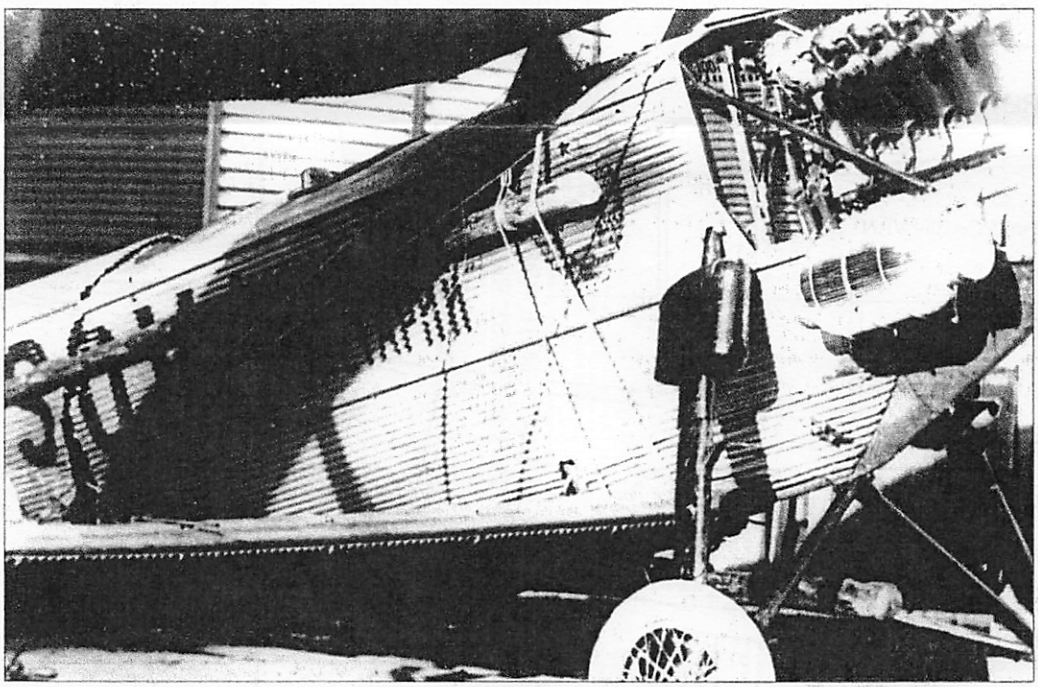
CAUDRON C 635 "SIMOUN"

PLAN BY STEVE GRIEBLING FOR "CROSSWINDS" 2005



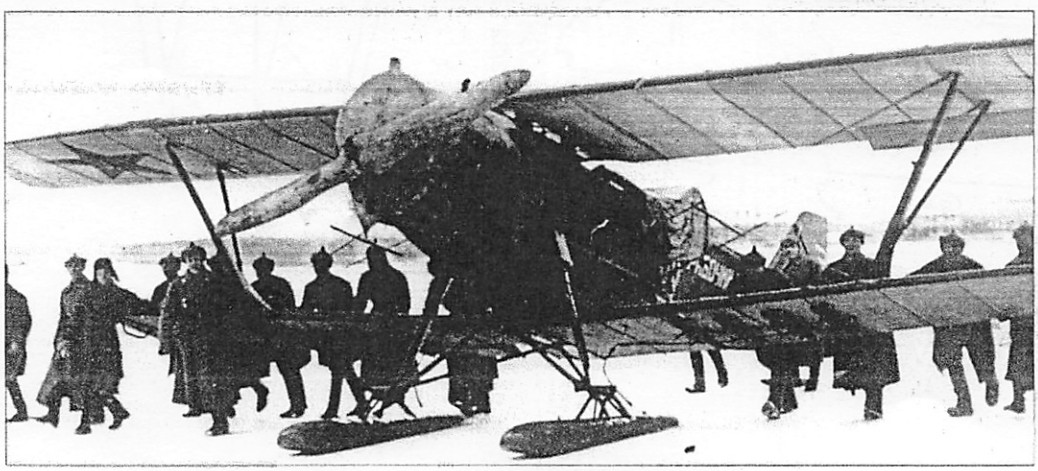
(Top) Tupolev R-3 "RR-INT" (c/n 4002, powered by a licence produced 400 hp Liberty engine, with Soviet designation M-5) of Osoaviakhim, inscribed "Nash otvet" (Our answer – referring to the Soviet-British diplomatic problems in 1927; see also page 75). This aircraft made a 22.000 km long-distance flight Moscow-Tokyo between 20 August and 22 September 1927, actual flight time 153 hours. The crew consisted of S.A.Shestakov and D.V.Fufayev. Note the Latin lettering registration code and the Soviet coat-of-arms.

(Ylhäällä) Osoaviahimin Nash otvet (Vastauksemme - nimi viittaa diplomaattiseen välikohtaukseen vuonna 1927; vrt. sivu 75) - niminen Tupolev R-3 RR-INT (c/n 4002, moottorina lisenssivalmistettu 400 hv Liberty, tyyppimerkiltään M-5). Tämä kone teki 20.8.-22.9.1927 22.000 km pitkän lennon Moskovasta Tokioon, lentoajan ollessa 153 tuntia. Miehistönä oli S.A.Shestakov ja D.V.Fufajev. Huomaa latinalainen rekisteritunnus sekä Neuvostoliiton vaakuna.



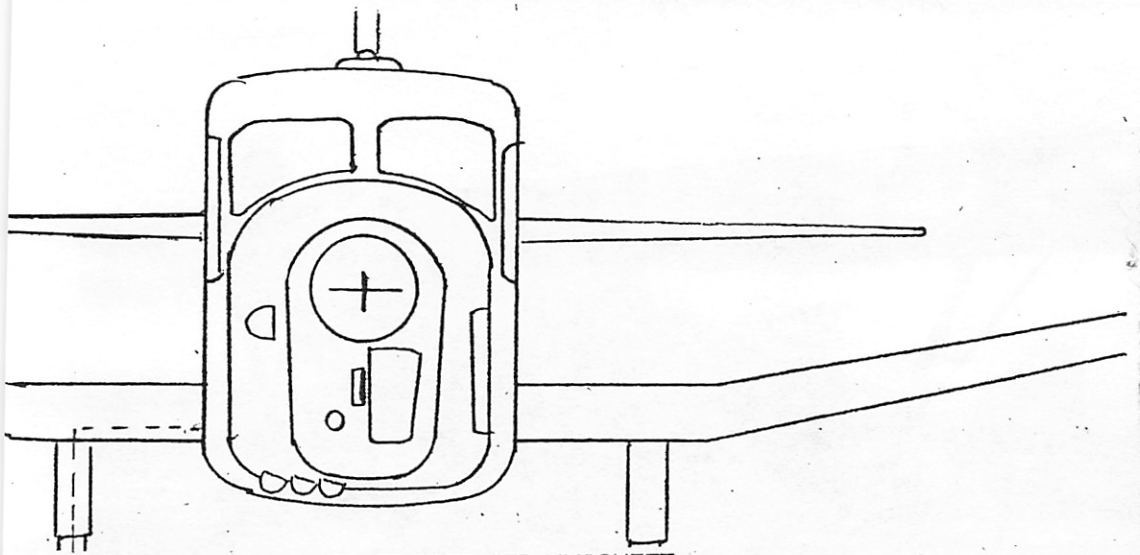
(Centre) "RR-SOV" "Proletariy" was the second prototype of the Tupolev ANT-3. This Napier-Lion powered aircraft made a long-distance flight Moscow-Berlin-Paris-Vienna-Prague-Warsaw-Moscow between 31 August and 2 September 1926, piloted by M.M.Gromov and Ye.V.Rodzevich. The R-3 prototype was called ANT-3 (after the initials of the designer) while R-3 was the service designation. Gromov was made HSU 28 September 1934 in connection with the ANT-25 testing (see page 129).

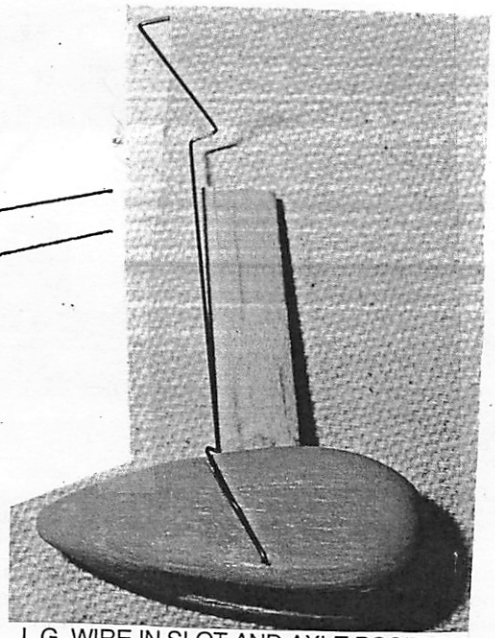
(Bottom) An all-green R-3 LD inscribed "Rabochiy" on skies. Note the under-wing bombracks.



(Keskellä) Tupolev ANT-3 koneen toinen prototyyppi oli Proletarij-niminen RR-SOV. Tämä Napier-Lion moottorilla varustettu lentokone suoritti Moskova-Berlin-Paris-Wien-Praha-Varsova-Moskova kierroksen 31.8.-2.9.1926, miehistönä M.M.Gromov ja Je.V.Rodzevitsh. Suunnittelijan nimikirjaimien mukaan nimetyn ANT-3 koneen palvelustunnus oli R-3. Gromov nimitettiin Neuvostoliiton sankariksi 28.9.1934 ANT-25 koneen koelentojen jälkeen (ks. sivu 129).

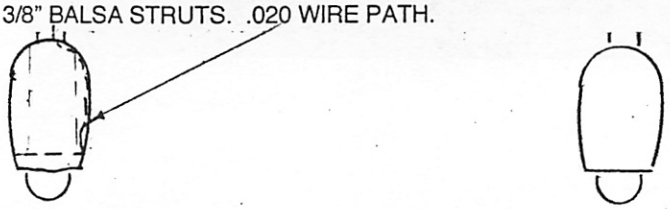
(Alhaalla) Kokonaan vihreä Rabotshij-niminen R-3LD suksikone. Huomaa pommitelineet.

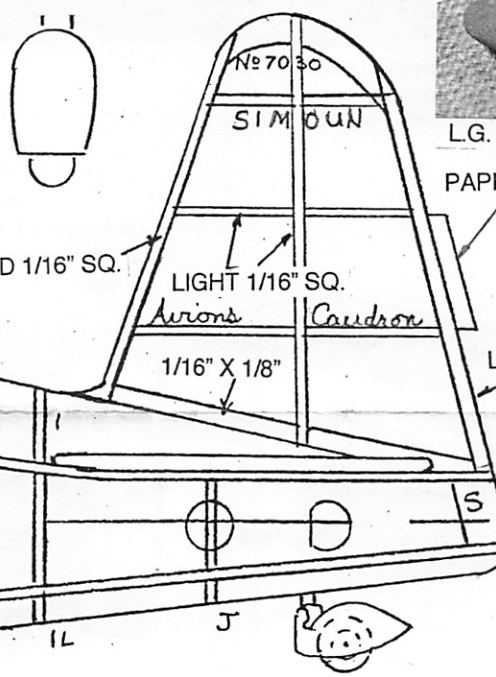




L.G. WIRE IN SLOT AND AXLE POSITION

EL PANT CORE IS LIGHT 1/4". COVERS ARE MED 3/32" SHEET
3/4" WHEELS - PLASTIC OR BALSA WITH 1/16" ALUM TUBING BUSHINGS.
x 3/8" BALSA STRUTS. .020 WIRE PATH.





PAPER TRIM TAB.

FRAMES. LIGHT 1/20" SQ. DIAGONALS

MED 1/16" SQ.

LIGHT 1/16" SQ.

1/16" X 1/8"

LIGHT 3/32" X 1/16"

NGERS START HERE.

BALSA TAILWEEL ASSEMBLY

OTH SIDES

1/32" BASS OR HARD 1/20" BALSA MOTOR MOUNT

UND 5/32" DIA ALUMINUM TUBING, BEND TO FUSELAGE IN HALF AND GLUE TO LONGERONS.

IDENTIFICATION, REGISTRATION AND SIDE STRIPES ARE RED BASIC COLOR IS YELLOW. YELLOW STRUTS AND PANTS.

RED SPINNER

O ENVELOP WIRE THEN COVER WITH CEMENT AND PAINT. WRAP
PLACE.

CAUDRON C 635 "SIMOUN"

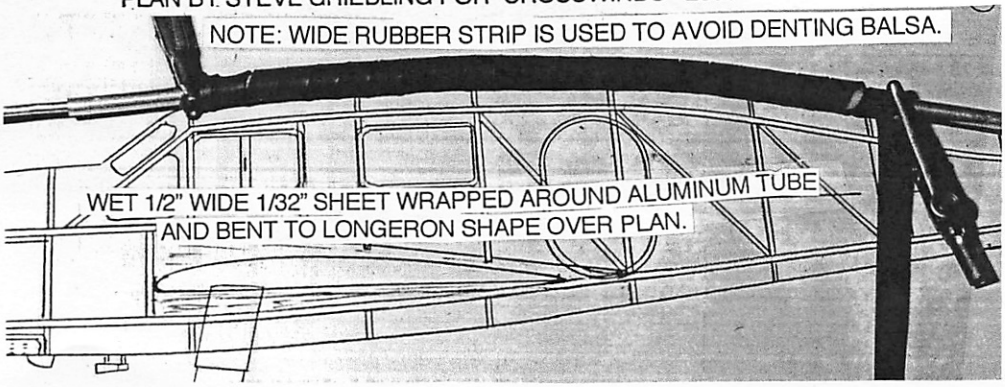
K" TYPE OR REMOVABLE FREE WHEELER IS

PLAN BY STEVE GRIEBLING FOR "CROSSWINDS" 2005



"SHT.

NOTE: WIDE RUBBER STRIP IS USED TO AVOID DENTING BALSA.

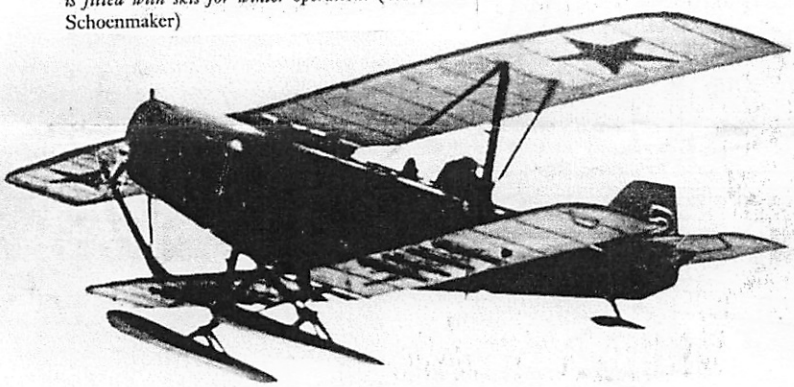


WET 1/2" WIDE 1/32" SHEET WRAPPED AROUND ALUMINUM TUBE AND BENT TO LONGERON SHAPE OVER PLAN.

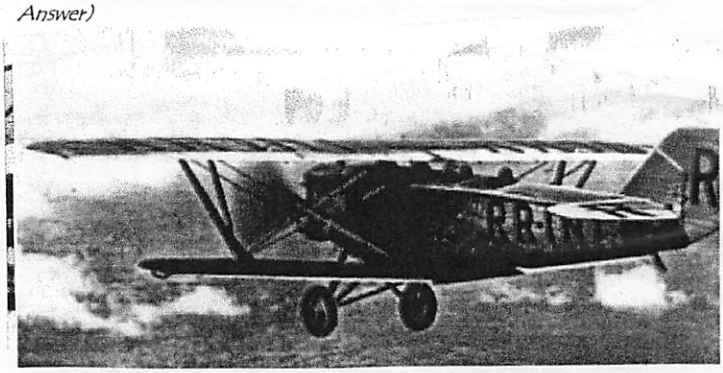


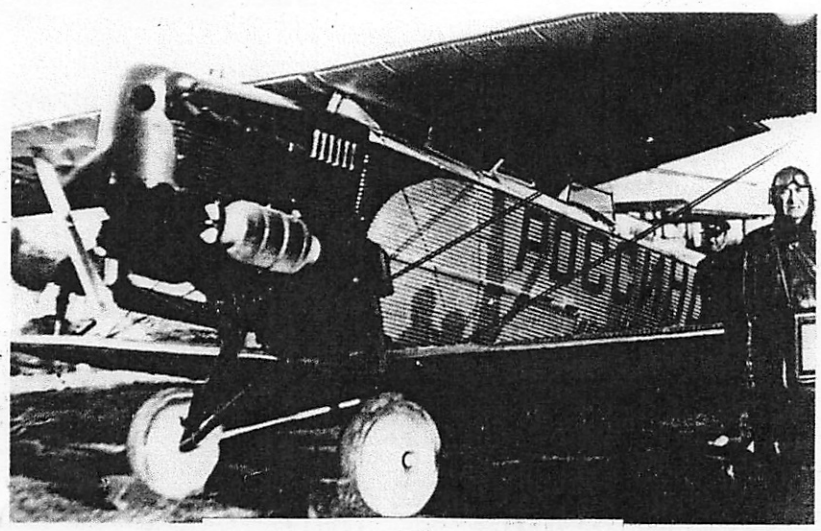
(Top) Tupolev R-3 LD (powered by 450 hp Lorraine-Dietrich 12 Eb) being tested at NII VVS in 1928. The more powerful engine required certain modification of the aircraft nose structure. Note red star on fin.

The majority of the production Tupolev R-3s were powered by Lorraine-Dietrich engines. This example is fitted with skis for winter operation. (Wim H Schoenmaker)



Liberty-powered civvy ANT-3, natural alum/gray & black markings, Soviet crest behind cowl, and inscribed "Osoaviakhim SSSR Nash Otvyet" (Our Answer)





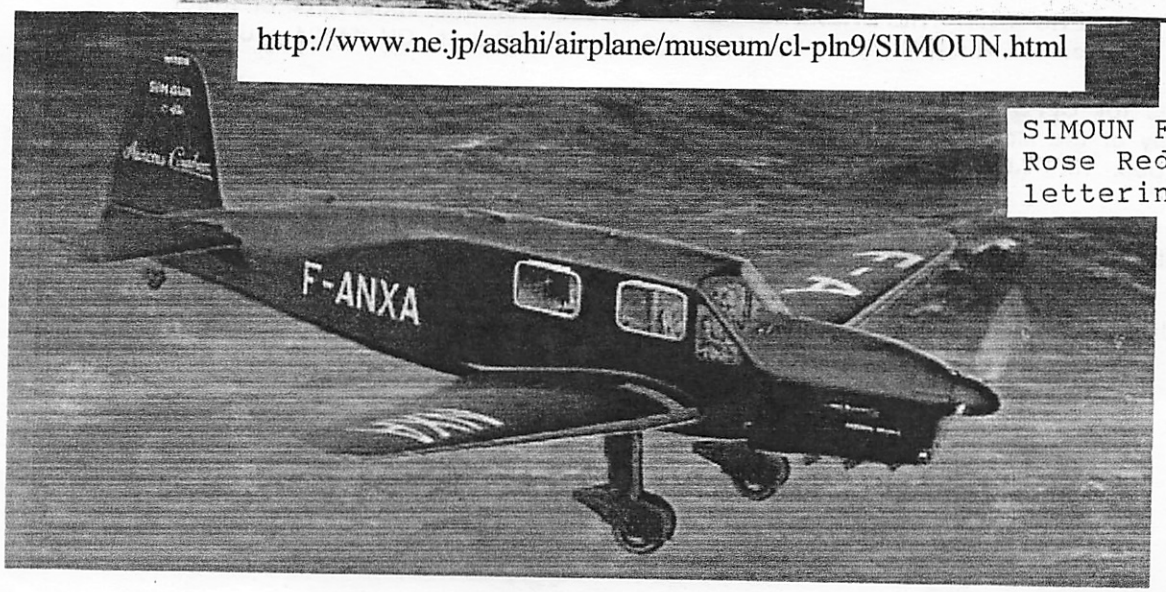
An M-5-engined civil Tupolev ANT-3 named Rossinsky, *possibly CCCP-193, which was acquired by Dobrolet in 1929 for evaluation as a mailplane on the Moscow–Irkutsk route.* (G F Petrov)





ANT-3 RR-SOV *Proletarii* at Khodinka in 1926
Maksimillian B. Saukke Collection

http://www.ne.jp/asahi/airplane/museum/cl-pln9/SIMOUN.html



SIMOUN F-ANXA shown Rose Red with White lettering

CFFS CONTEST EVENTS AT LORAIN COMMUNITY COLLEGE ATHLETIC FIELD

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 AIRCRAFT
11. FAC No Cal PROFILE SCALE
12. No Cal WW II 3 FLT. TOTAL
13. FAC POWER SCALE ELECT or CO2
14. O.T. GAS REPLICA or CO2
15. EMBRYO ENDURANCE (J)(S)(O)
16. P-20, 8" PROP, 20 gm., 4 gm. 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" STOCK CATAPULT GLIDER, $1 POT PRIZE
21. FAC O.T. RUBBER 36" W.S. MAX., $1 POT PRIZE
22. FAC O.T. STICK 36" W.S. MAX., $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 FLT. TOTAL
26. MODERN MILITARY M.L. 12:00
27. WW I MULTI WING PEANUT M.L. 12:30
28. WW I FAC MULTI WING 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 INLINE ENGINE RACE 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 HOARD 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 O.T. PLAN. FLYER MUST PRE-SELECT EVENT FOR MULTIPLE OPTION MODELS. SPECIAL EVENTS EARN DOUBLE CREDIT TOWARD ONE "CFFS YEAR- END- PRIZE," AWARDED FOR THE MOST ACCUMULATED POINTS FOR THE YEAR.

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Tentative dates for CFFS Winer activities: Holiday Dinner: Nov 5 at HARRY'S STEAK HOUSE. "Third Thursday of the Month" meetings will continue to be held at Dimitri's with the possible exception of Dec. 15. (Jan 10/'06, Feb. 16/'06 March 15/'06, April 20/'06).

NOTE: "FALLS HOBBY SHOP" (A NEW SHOP) OPENED RECENTLY. IT IS LOCATED AT THE CORNER OF PORTAGE TRAIL AND 12TH ST. IN CUYAHOGA FALLS, OH.

Major Indoor Contest Flying is April 1-2 in ILLINOIS.

The CFFS Annual Contest at Kent State U. is Sat, 4/22,06.