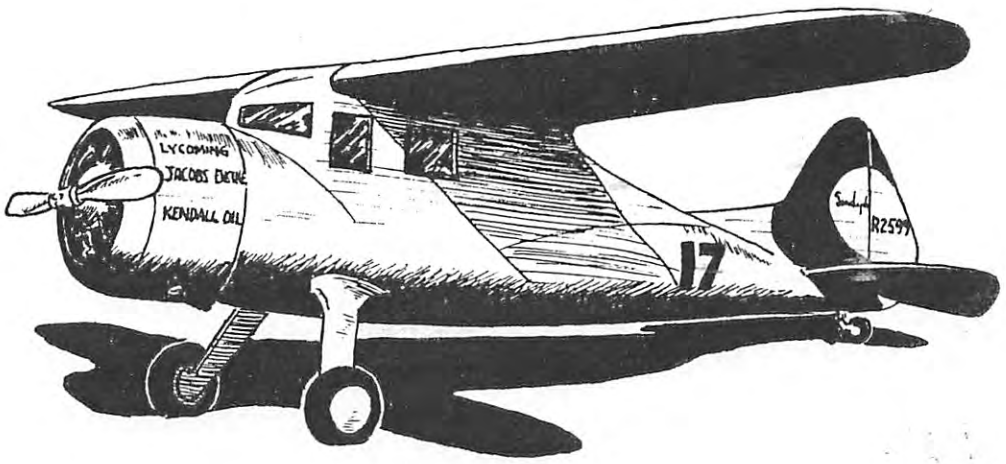
CROSSWINDS

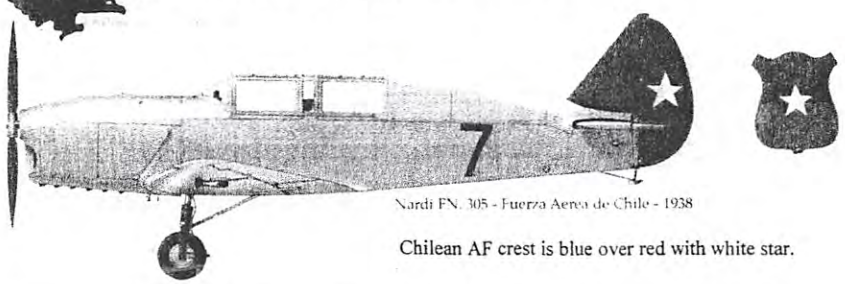
117

CLEVELAND FREE FLIGHT SOCIETY



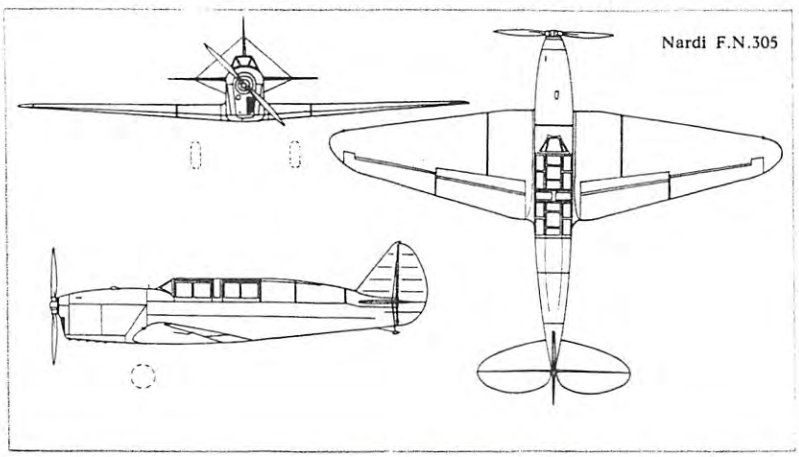
SUNDORPH A-I

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124



Nardi FN. 305 - Fuerza Aerea de Chile - 1938

Chilean AF crest is blue over red with white star.



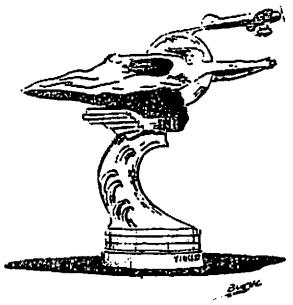
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RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

CROSSWINDS

CLEVELAND FREE FLIGHT SOCIETY

Crosswinds 117



THE BENDIX TROPHY

Flat hatin' on rara avis arts

Salute to FAC Air Marshal Steve Griebling.

Crosswinds highly productive feature designer Steve Griebling gets a well-earned R&R break from creating models, plans, and hardware craft to support family success in musical achievement. An 'ataboy for model contributions to media magazine and newsletter articles by Steve for Flying Aces Club GHQ use found over three dozen notches for his drafting pencil! While "resting", Steve is developing an early production SE5 to wrap up coverage after enhancing the Easy Built Models 18" span SE5 kit in Crosswinds No. 116 SE5 and Hughes Racer issue.

Dennis Norman remains enchanted by elegant Lockheed Constellation four motor rubber power potential for the FAC Nats July 14-16/06 at Geneseo, NY. Dennis will extend the WW I era reviews in Crosswinds with a fresh French form two seater biplane to follow.

Here and now, the spotlight swings to "Wingnut" Rich Weber to convert research and development on the colorful Sundorph A-1 Special 1937 Bendix racer into a rare or "never bin" model with a good configuration for Bendix Race mass launch FAC action. The Bendix Race attracts FAC builders eager to create choice examples and proof that all need not fly just Cessna CR-3s or Mr. Mulligan to win. Paul Boyanowsky flew a blue and orange Lockheed Altair design by Steve Griebling to win at Geneseo. Wingnut will add to the '06 race splendor with the Sundorph A-1 Sp'l. Big thinkers may want to enlarge the wing span 1.5x to the ever popular 24 inch wingspan racer size. As Teddy Roosevelt said at Gitmo Hill: "Carry more soft tissue and swing a big prop." (fractured history remembering Maine and Rough Riders).

CROSSWINDS READERS WITH THE DREADED RED X AT ISSUE RENEWAL CODE #117 OR LOWER CAN SEND $16 PER YEAR TO RUSS BROWN 4909 N. SEDGEWICK, LYNDHURST, OH 44124 – U.S.A.



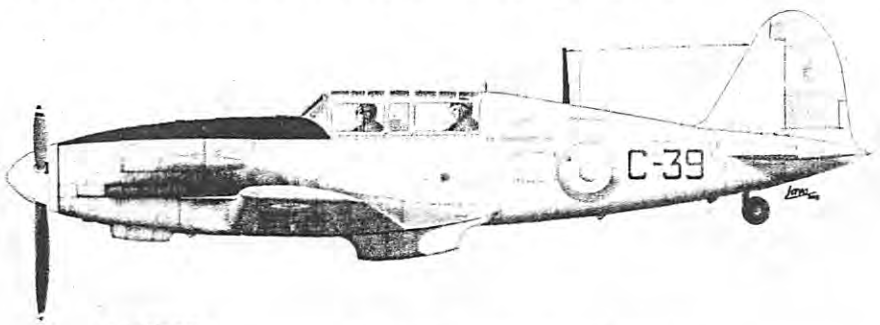
Nardi FN. 305 - Regia Aeronautica - reparto non identificato, insegna di Comandante di Gruppo, MM sconosciuta

Crosswinds 117

Wingnut is on a roll! Doubling up the development and exploitation of rare air birds, Wingnut moves into the novel neighborhood of Low Wing Military Trainers to roll out the Nardi FN 305 I-ty two seater. As the Low Wing Military Trainer event gains "altitude", it is so good to see the short rules "ain't broke" as FAC GHQ resists temptation to fix rules, and even single seat trainer and turbo types can play the game. *

While not as exotic as modern turbo nose trainers with elegant curves, the boxy body Nardi offers simplicity for lightness and a flat panel canopy. The clean nose gains effective length from the mean airfoil chord by wing taper. Color options add character and visibility.

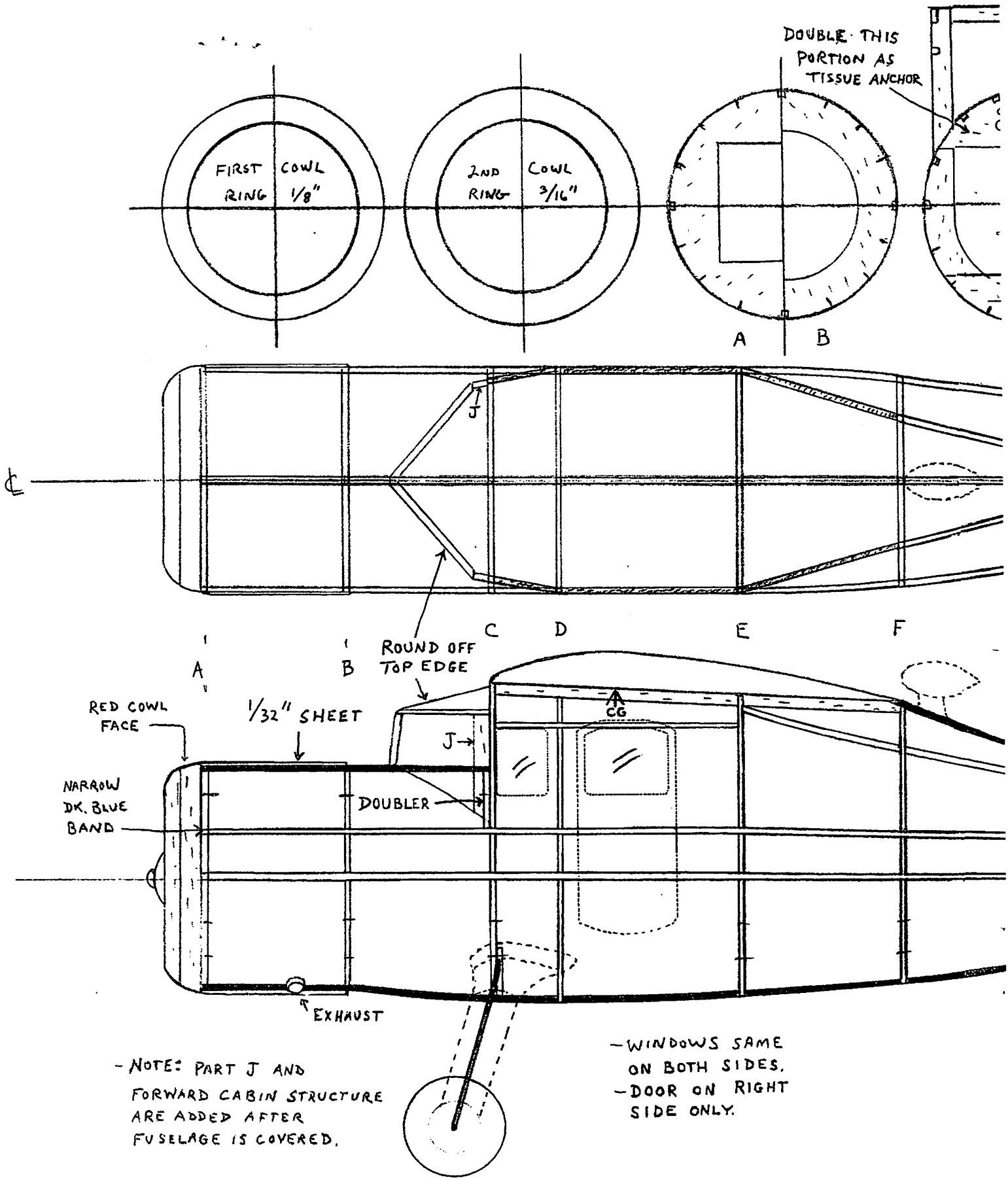
* Just in from Mario Battagion in Mendoza, Argentina is a profile on the Fiat G 55A and G 55B Centauro L.W.M.T. with sky blue and white Argentine trainer markings. Flying models of single seat trainers is a rules OK gray area. The two seat G 55B is a safer long term option. The good flying Dave Smith and Bill Henn enlarged plan G 55 WWII fighter was published in Free Flight Quarterly. Thirty G 55As were numbered C-01 through C-30 in Argentina on silver overall trim, while fifteen G 55B two seat trainers were numbered C-31 through C-45. / RB



Fiat G 55B C-39
Grupo 1 de Caza del Comando Aéreo de Defensa. Base Aérea Militar El Plumerillo (Mendoza). Marzo de 1951

May Day & 12/06

We mourn the passing sunset of Warren Weisenbach, a present day great Northern Ohio free flighter. Warren and dearly departed wife Marge leave a legacy of aviation memories and model flying and support, full size Piet flying and amateur radio work.


DOUBLE THIS PORTION AS TISSUE ANCHOR
FIRST RING
COWL 1/8"
2ND RING
COWL 3/16"
A
B
J
C
D
E
F
ROUND OFF TOP EDGE
RED COWL FACE
1/32" SHEET
CG
NARROW DK. BLUE BAND
DOUBLER
EXHAUST
- NOTE: PART J AND FORWARD CABIN STRUCTURE ARE ADDED AFTER FUSELAGE IS COVERED.
- WINDOWS SAME ON BOTH SIDES.
- DOOR ON RIGHT SIDE ONLY.

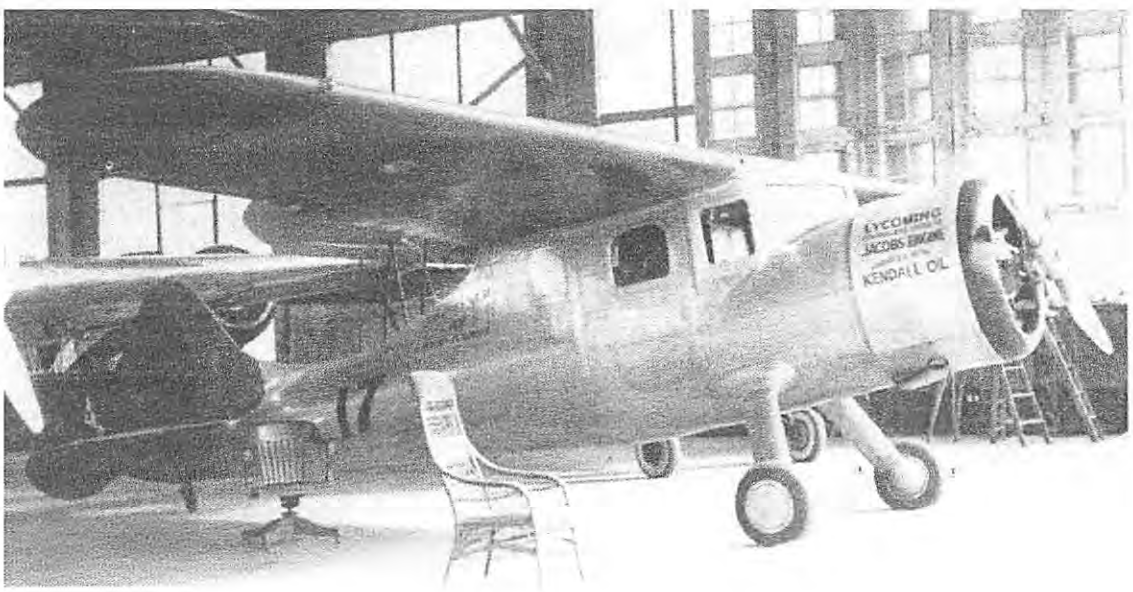
Lately it seems like the FAC version of the Bendix race has become a Mr. Mulligan fly off here in Cleveland. Benny Howard's racer is hard to resist when selecting an entry. The high wing configuration, great flight characteristics, and the relatively simple color scheme make it an obvious choice for FAC modelers. I've flown my Sig version for many years and it remains one of my all time favorite models, but there was another high wing type to fly in the classic cross-country race. It was the Sundorph A-1 "Special." It was an airplane that has been relegated to the footnotes of racing history, but its roots here in my home town of Cleveland have fascinated me since I first saw it in Pappy Weaver's book. It's taken several years and the help of many people, but I've found a few pieces of the puzzle. I would welcome any additional information.

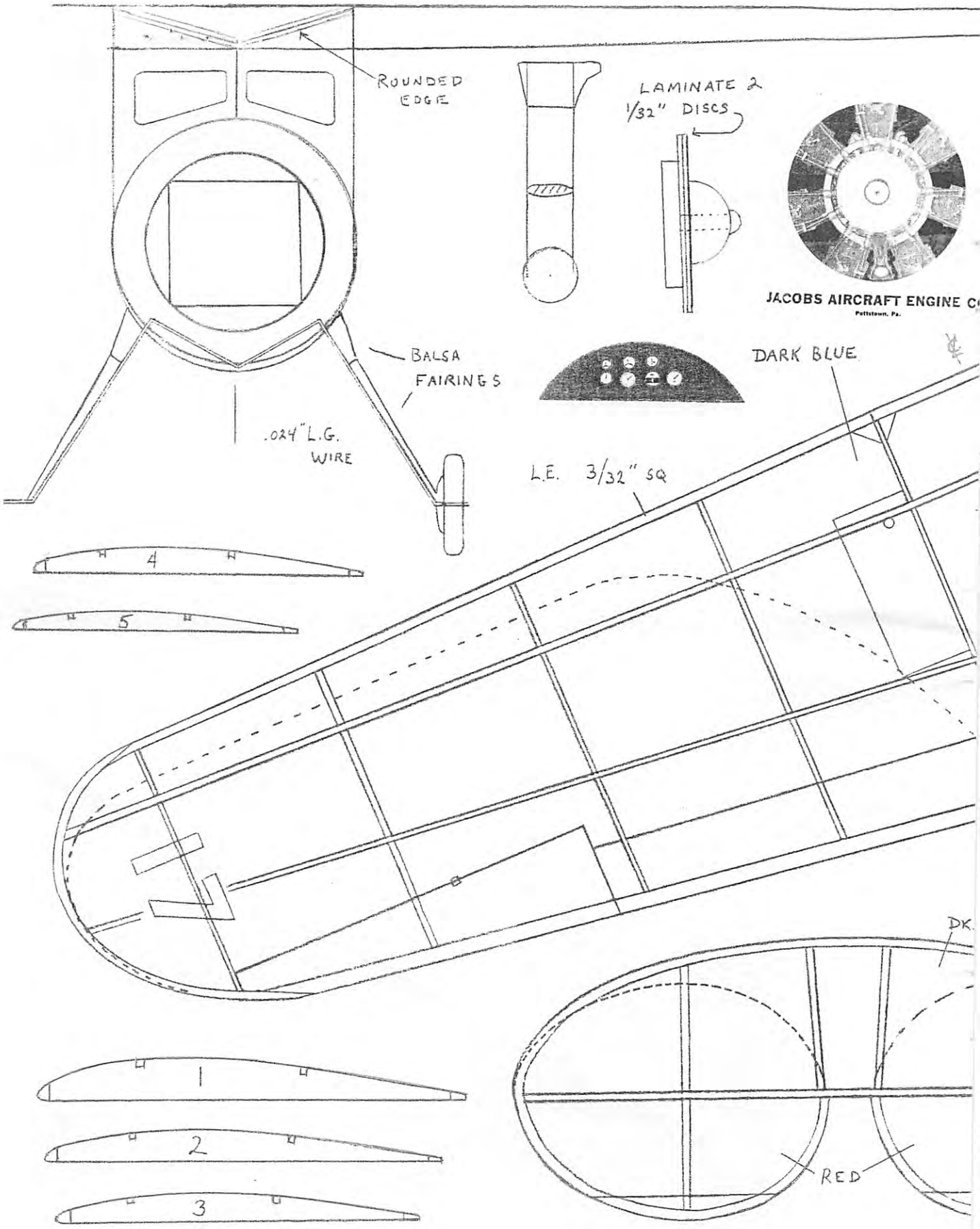
Eiler Sundorph ran a general aviation business at Cleveland Municipal Airport during the 1930s. He became a Cessna dealer and purchased the prototype C-34 in 1935. He wanted to get into aircraft manufacturing and decided that the best way to get a piece of the executive transport market was to grab some attention with a Bendix race entry. The Sundorph Aviation A-1 was designed around the flying surfaces of the Cessna. The fuselage was entirely monocoque aluminum construction and powered by a 285 hp Jacobs.engine. I'd be the first to admit that it's not the prettiest airplane out there, but it was fast for the type, and very efficient. He had the bad luck to get into the Bendix the same year that the big Seversky's showed up. In the 1937 race, eight planes took off from Burbank, all of them with more horsepower than the A-1. One crashed on take off. One stopped at St. Louis with mechanical trouble. The other six made it to Cleveland, with Sundorph in last place and out of the money, but his time was faster than the '36 winner. No orders materialized for the odd looking monoplane. Eiler was killed in an accident in '41 and the Special was dismantled. The fuselage went into one of the WWII aluminum scrap drives. The flying surfaces were remounted on the original Cessna C-34 and it is still in one piece today.

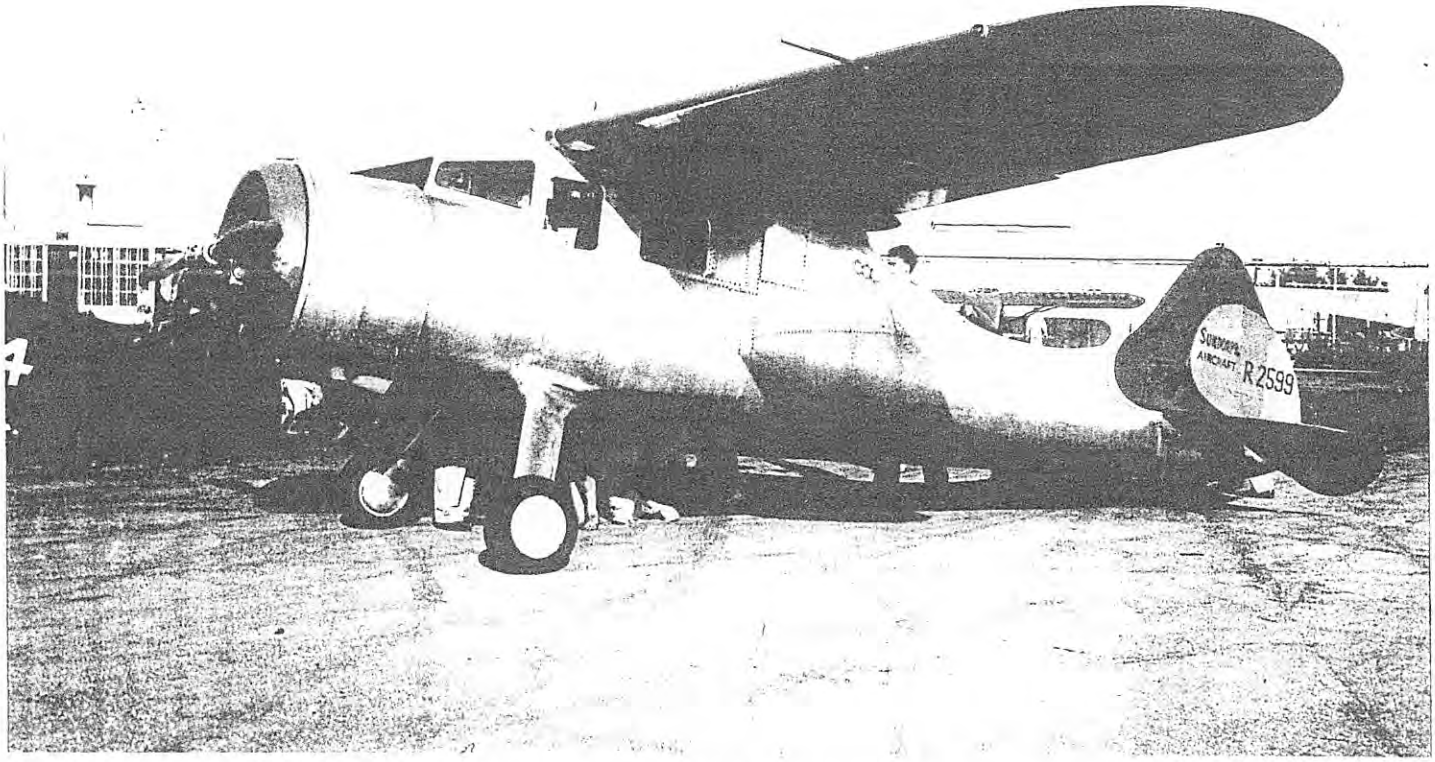
I built my prototype model at 16" span, just as it appears here. The design is fairly clean, with no struts or wires to add drag, and the long nose allows a good hook to peg length. Build the nose light to avoid the need for tail weight. The unusual shape of the fuselage can be captured fairly well with stickentish. The formers in the mid section are built of multiple pieces for best strength. Notch formers A and G before assembly. The rest can be marked and notched after assembly to assure that the stringers won't wander. The front cabin is added after that portion of the fuselage is covered. I covered the whole window area between former C and E with shrink-wrap plastic and added the silver tissue on top, using gluestick. The window openings were cut out of the tissue before gluing. It's light, and very unfussy. That oddball windscreen can be made of bond paper, or tracing paper with a layer of clear shrink-wrap on the back, and silver tissue on the front. Cut out the pattern and then glue the whole thing to silver tissue using glue stick. Cut it out leaving about 1/16" of tissue hanging out around the edge. This will give you a nice clean joint when you glue it to the fuselage. Add the clear plastic to the back and install.

The two tone blue and red wing and tail surfaces (Cessna factory colors "Moonstone" and Tennessee Cub Red") can be done with tissue overlays, cut and joined tissue, or printed on your computer. All of the colors and color lines are marked on the plan. The list of sponsors on the cowl and fuselage can be best handled using "tissuecals," as Easy Built Models calls them. These markings are printed full sized on the plan so you can scan them and print them directly onto a piece of silver tissue. Cut them out close to the printing and stick them on the model using gluestick. Because they are printed on the same stuff that the model is covered with, the seam is not noticeable. Do the same with the markings on the vertical tail using red tissue. Be sure that your check to be sure that your finishing method won't dissolve the printing. Some inks are affected by dope, others by water.

I think the Sundorph A-1 will have a better chance in FAC competition than it did in the Bendix! Wingnut



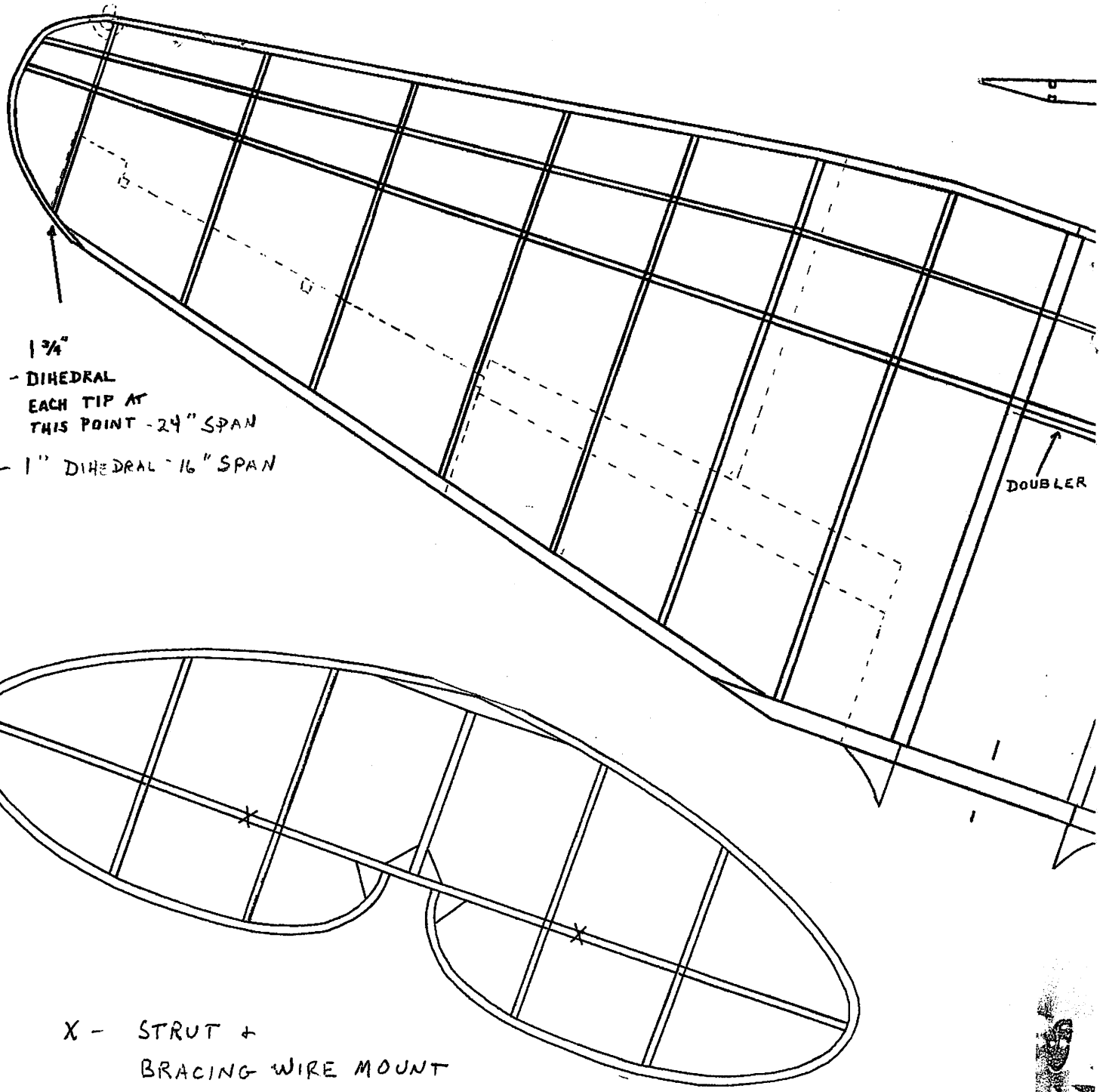

ROUNDED EDGE
LAMINATE 2 1/32" DISCS
JACOBS AIRCRAFT ENGINE C
Pottstown, Pa.
BALSA FAIRINGS
.024" L.G. WIRE
DARK BLUE
L.E. 3/32" SQ
4
5
1
2
3
DK.
RED



Sundorph A-1 prior to fuselage lettering and race No. 17 painting.



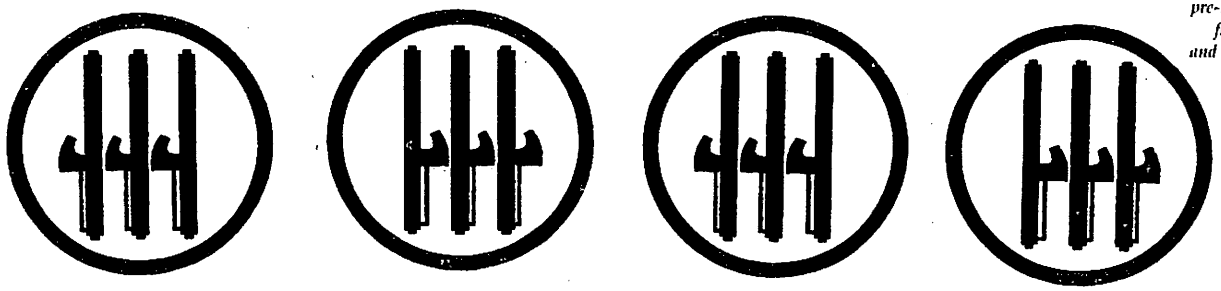
Sundorph A-1 at Cleveland Municipal Airport Sundorph hangar.

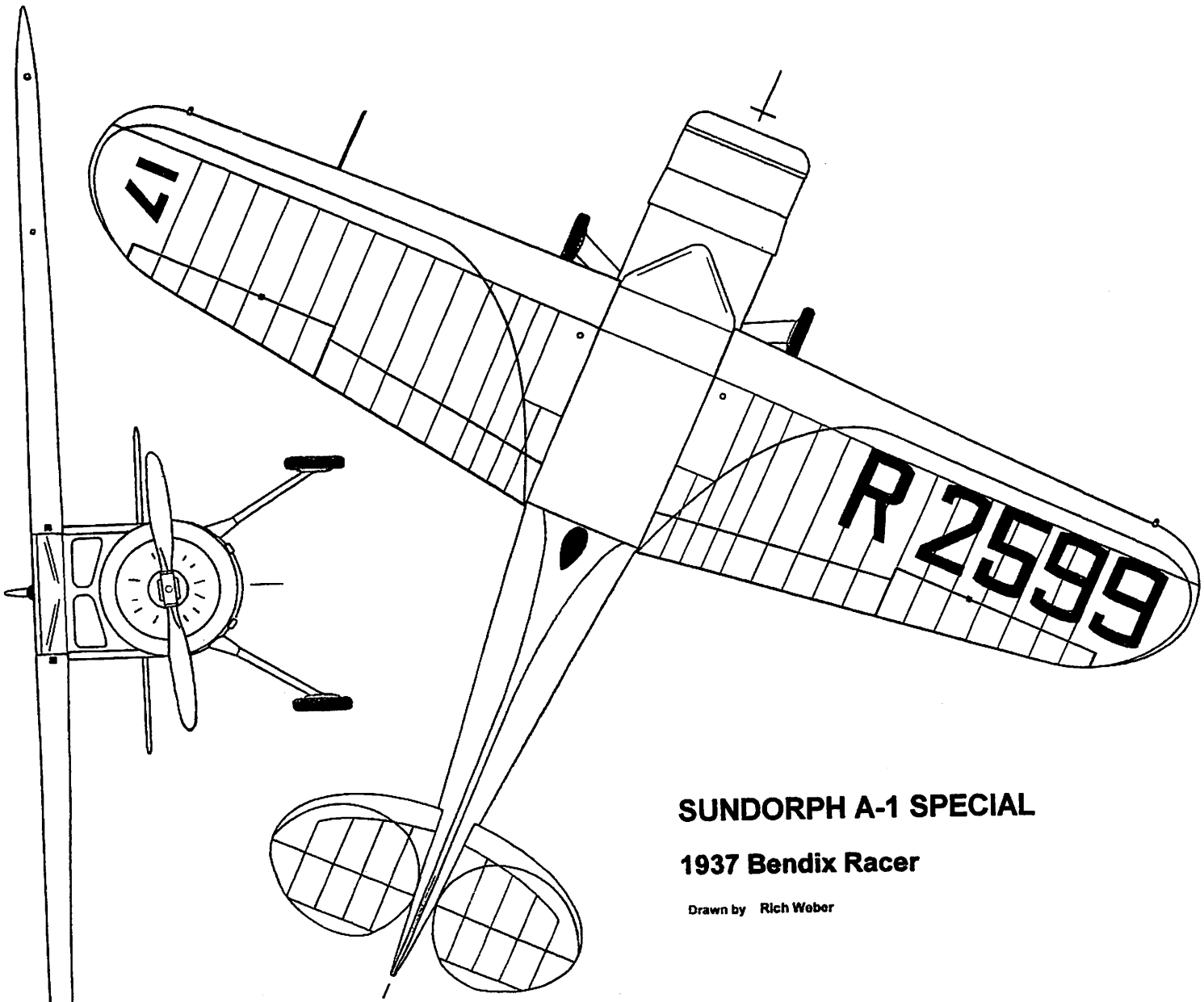


X - STRUT &
BRACING WIRE MOUNT

REFERENCE - ALI D'ITALIA MINI SERIE 6
NARDI FN.305 BY GREGORY ALEGI

The next step was I-CARI/MM.354, an Alfa Romeo 115-powered two-seater with Nardi canopies. The aircraft was flown in several races by Carina Negrone, the leading woman pilot in Italy. Original pre-1940 photos show that the fuselage lighting was green and the undercarriage legs red.

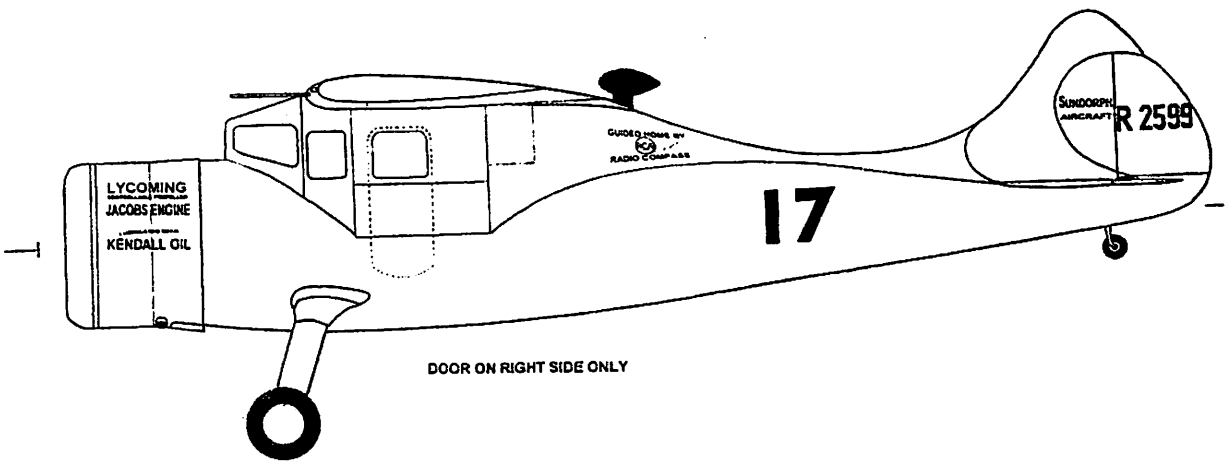




SUNDORPH A-1 SPECIAL

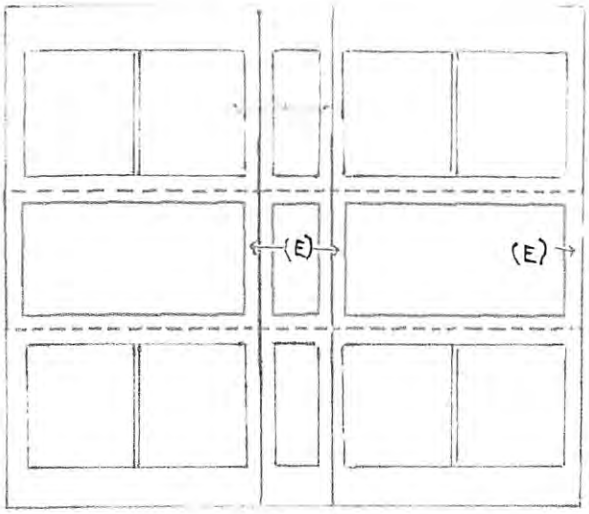
1937 Bendix Racer

Drawn by Rich Weber



DOOR ON RIGHT SIDE ONLY

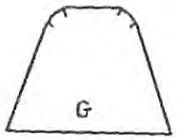
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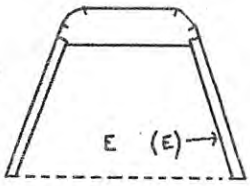


REAR

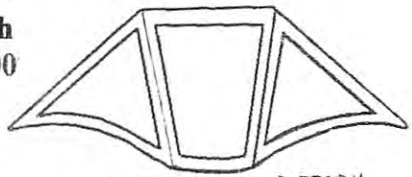




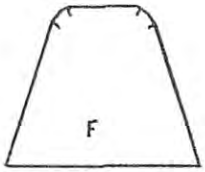


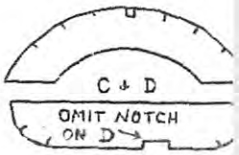


AD08 "Griebling Guy"
Free-Wheeling Clutch
Small - $4.00

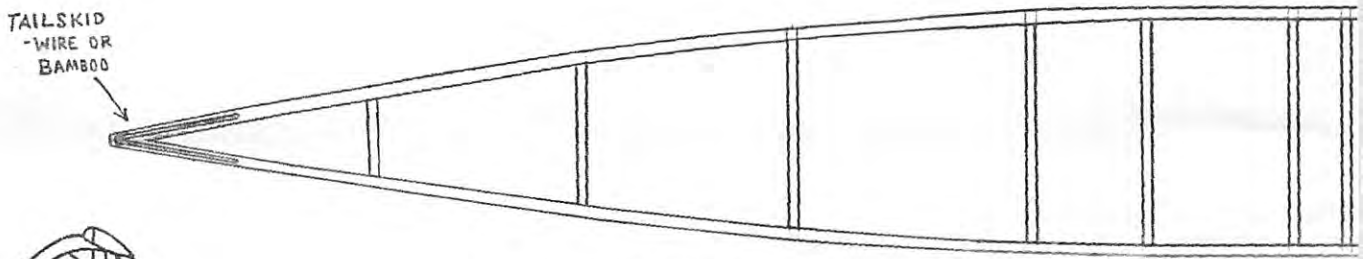


FRONT CANOPY PATTERN



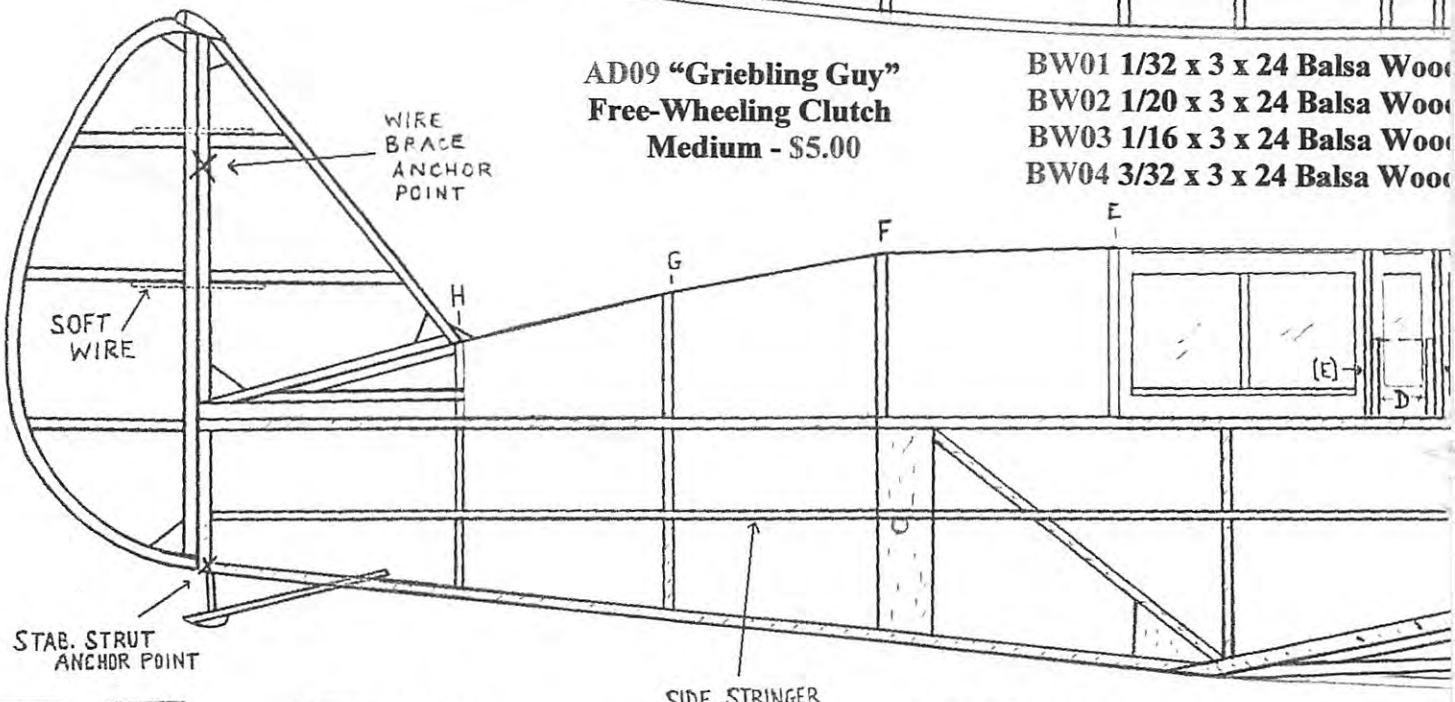


Shorty's Basement 1036 Bexley Ave., Marion, OH 43302 7
Visit us on the web at: www.shortysbase



AD09 "Griebling Guy"
Free-Wheeling Clutch
Medium - $5.00

BW01 1/32 x 3 x 24 Balsa Wood
BW02 1/20 x 3 x 24 Balsa Wood
BW03 1/16 x 3 x 24 Balsa Wood
BW04 3/32 x 3 x 24 Balsa Wood



33 33

LOW WING MILITARY TRAINER ALB

www.shortysbasement.com has a
trainer kits are the Aerograp
at $ 22.50 and the Moth MINOR
Esaki Jap'se tissue is just $
1036 Bexley Ave. Marion, OH 4

FRONT

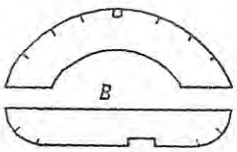


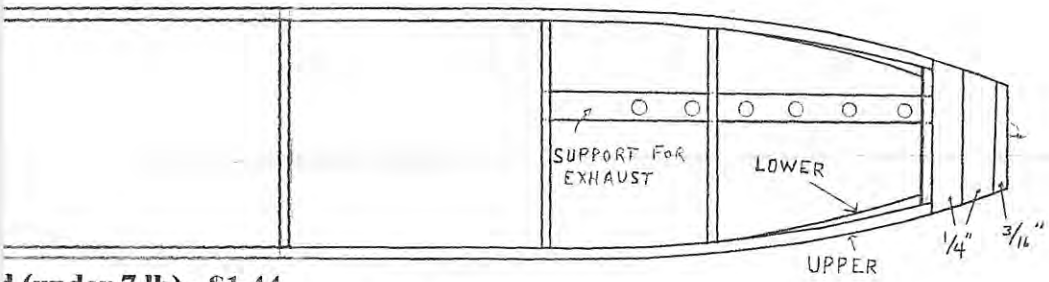


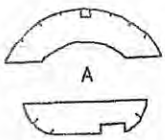
I-EEDO, the fifth FN.305 built, was the first to sport the conventional cockpit canopies which were adopted as standard on the Piaggio series beginning with the first batch ordered by the Regia Aeronautica.

ET01 Japanese Esaki Tissue – Red $1.00
ET02 Japanese Esaki Tissue – Yellow $1.00
ET03 Japanese Esaki Tissue – Green $1.00
ET04 Japanese Esaki Tissue – Orange $1.00

40-223-7471 or 740-225-8671
ment.com

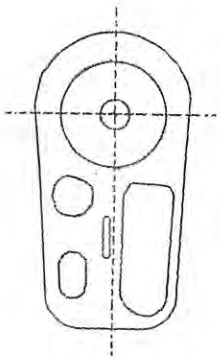


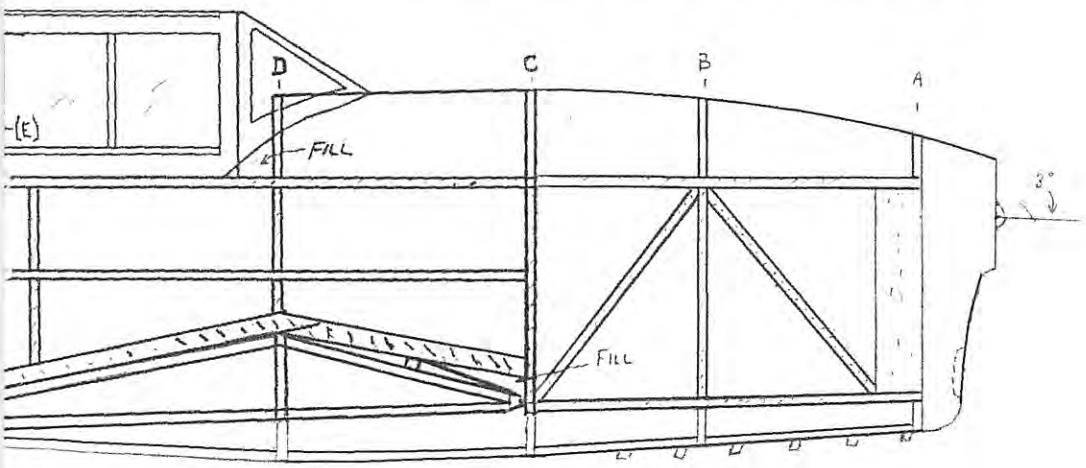




l (under 7 lb) - $1.44
l (under 7 lb) - $1.44
l (under 7 lb) - $1.50
l (under 7 lb) - $1.70

ET05 Japanese Esaki Tissue – Blue $1.00
ET06 Japanese Esaki Tissue – Black $1.00
ET07 Japanese Esaki Tissue – White $1.00



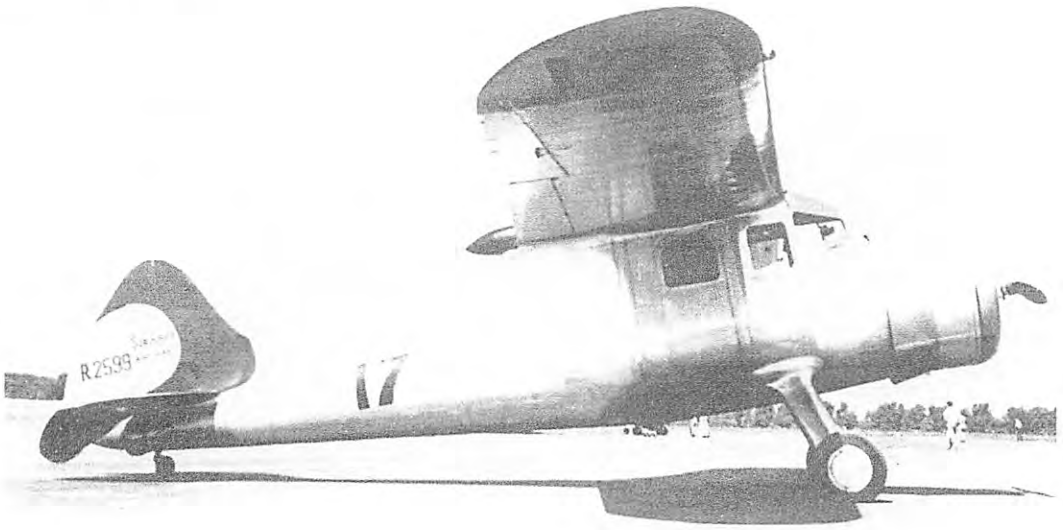


NARDI FN 305
WW II ITALIAN TRAINER
PAGE 1 OF 2
WINGNUT AEROWORKS, LTD. RICH WEBER '06

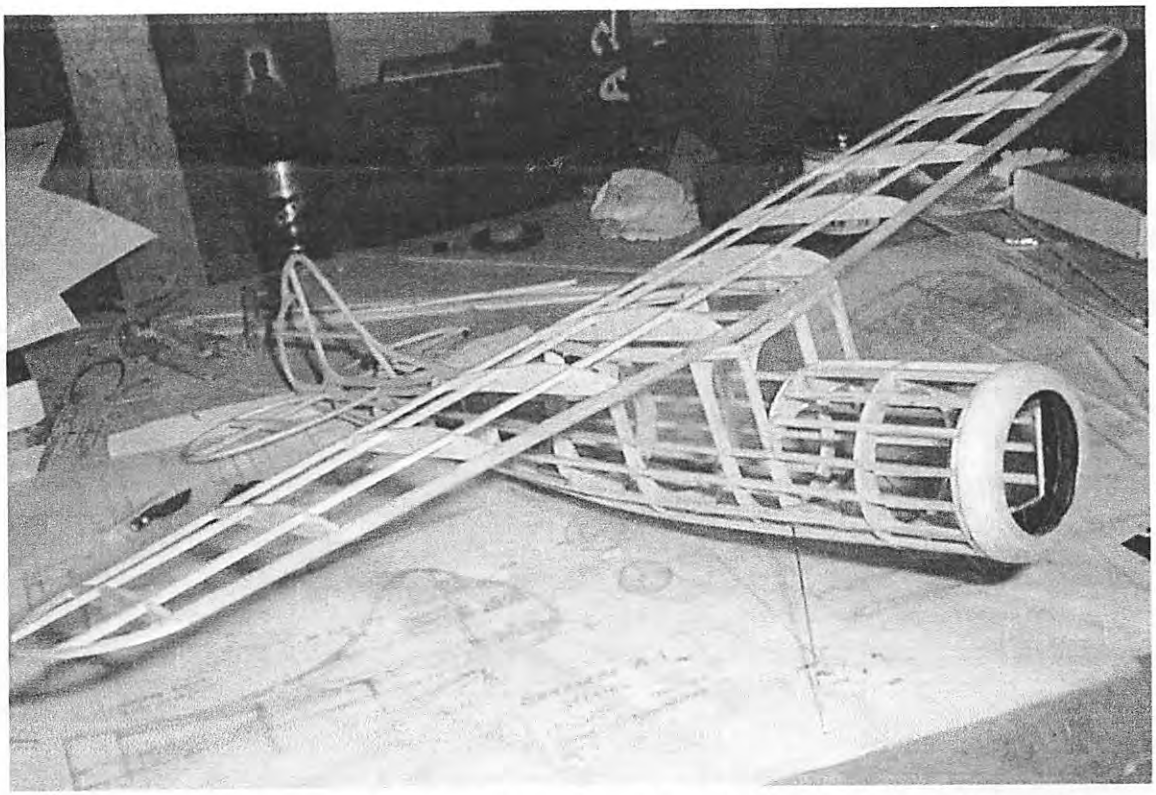
:RT

new color catalog. Low wing military
phic Kit AG-320M Chipmunk, 21 inch w/s
AG-322M at $ 25.50. Trainer yellow
1.00 a sheet.Shorty 5 9 's at
13302 Ph 740-223-7471 Or 740-225-8671.

AD10 "Griebling Guy"
Free-Wheeling Clutch
Large - $6.00



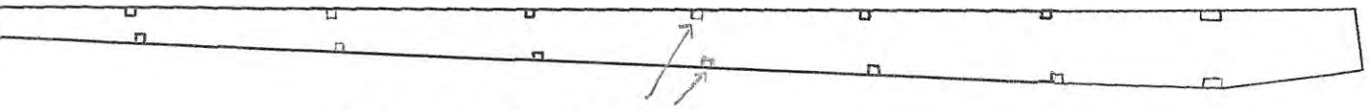
Right profile view of 1937 Sundorph A-1 ready for Bendix Race to Cleveland.



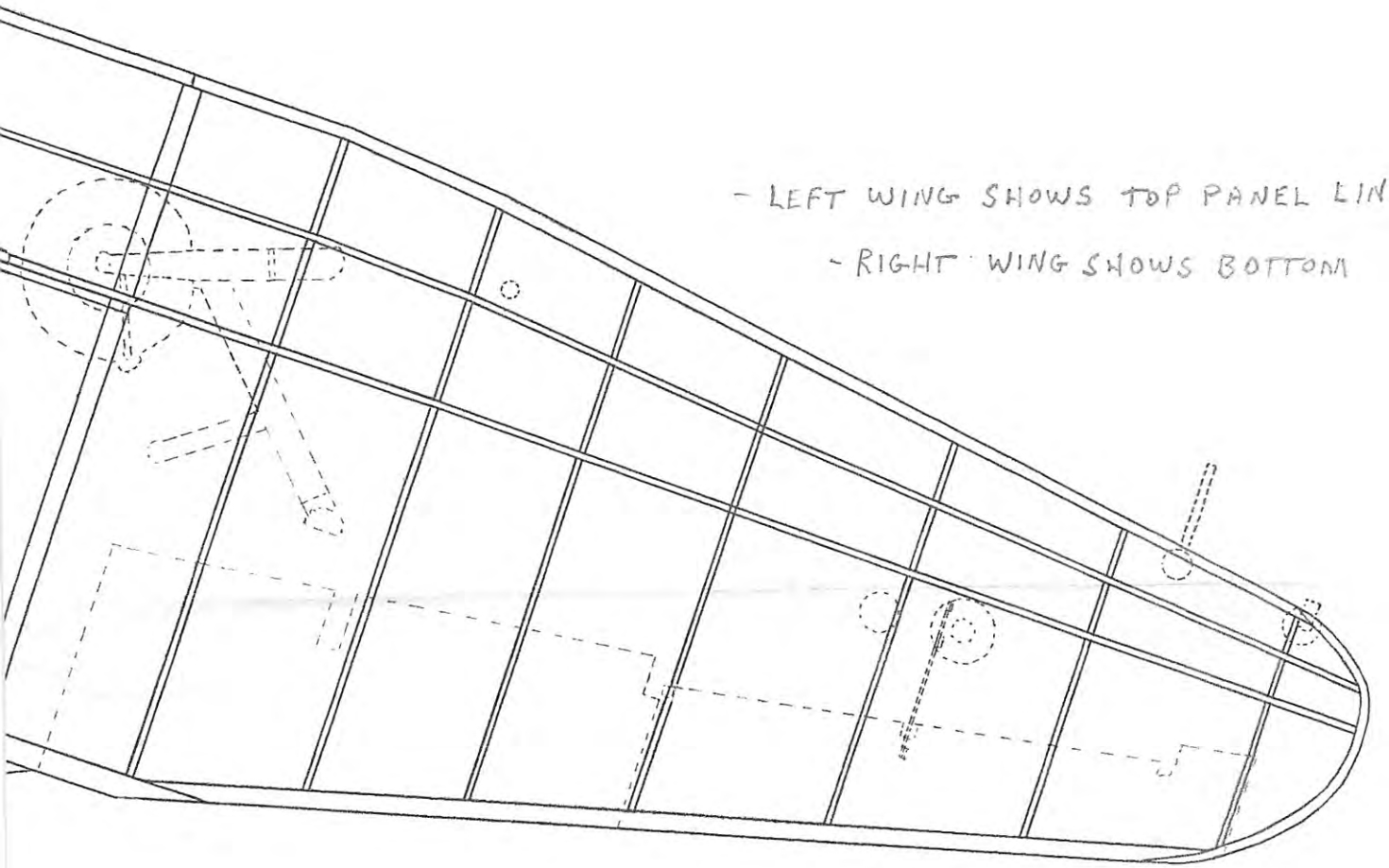
Rich Weber's Sundorph A-1 model bones on workbench.

LOW WING MILITARY TRAINER ALERT

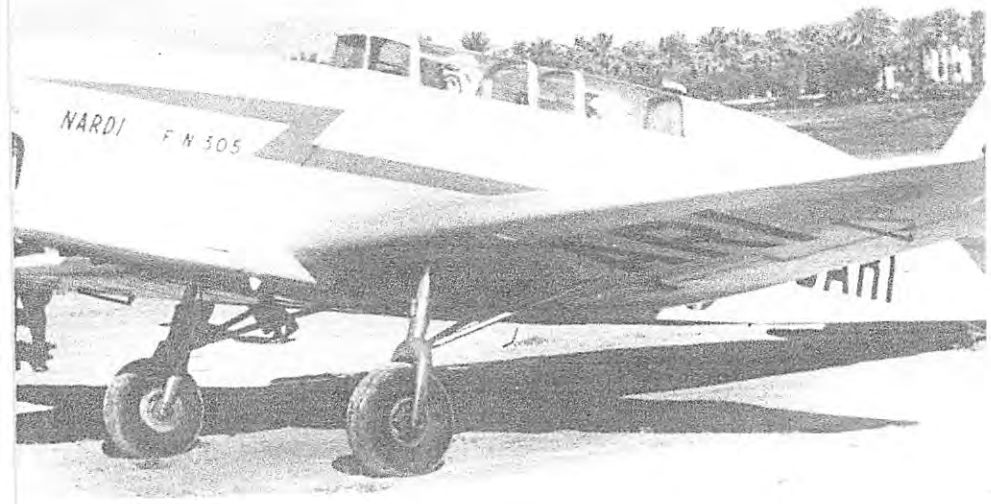
www.shortysbasement.com has a new color catalog. Low wing military trainer kits are the Aerographic Kit AG-320M Chipmunk, 21 inch w/s at $ 22.50 and the Moth MINOR AG-322M at $ 25.50. Trainer yellow Esaki Jap'se tissue is just $ 1.00 a sheet.Shorty 5-9 's at 1036 Bexley Ave. Marion, OH 43302 Ph 740-223-7471 Or 740-225-8671.



RIBS ARE OFFSET



- LEFT WING SHOWS TOP PANEL LINES
- RIGHT WING SHOWS BOTTOM



NARDI FN 305

WW II ITALIAN TRAINER

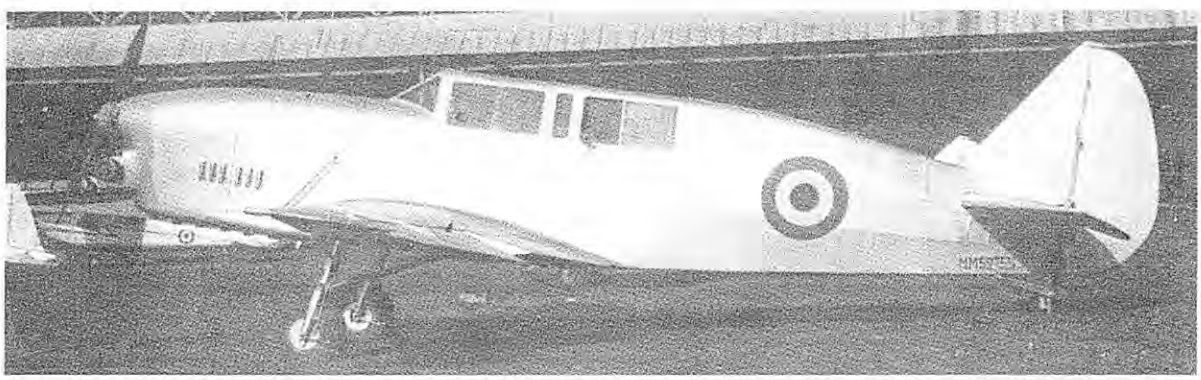
WINGNUT AEROWORKS, LTD. RICH WEBER '06

When the FAC announced the new Low Wing Military Trainer event, my first reaction was to get the remains of my old Harvard out of the rafters, blow the dust off, and start dreaming of a rebuild. It wasn't long before my concentration wandered and before I could stop myself, I was digging in the books looking for something that hadn't been done before. I came up with a short list of candidates, and after comparing the relative Free Flight merits and the charisma factors, the Nardi FN. 305 ended up on top.

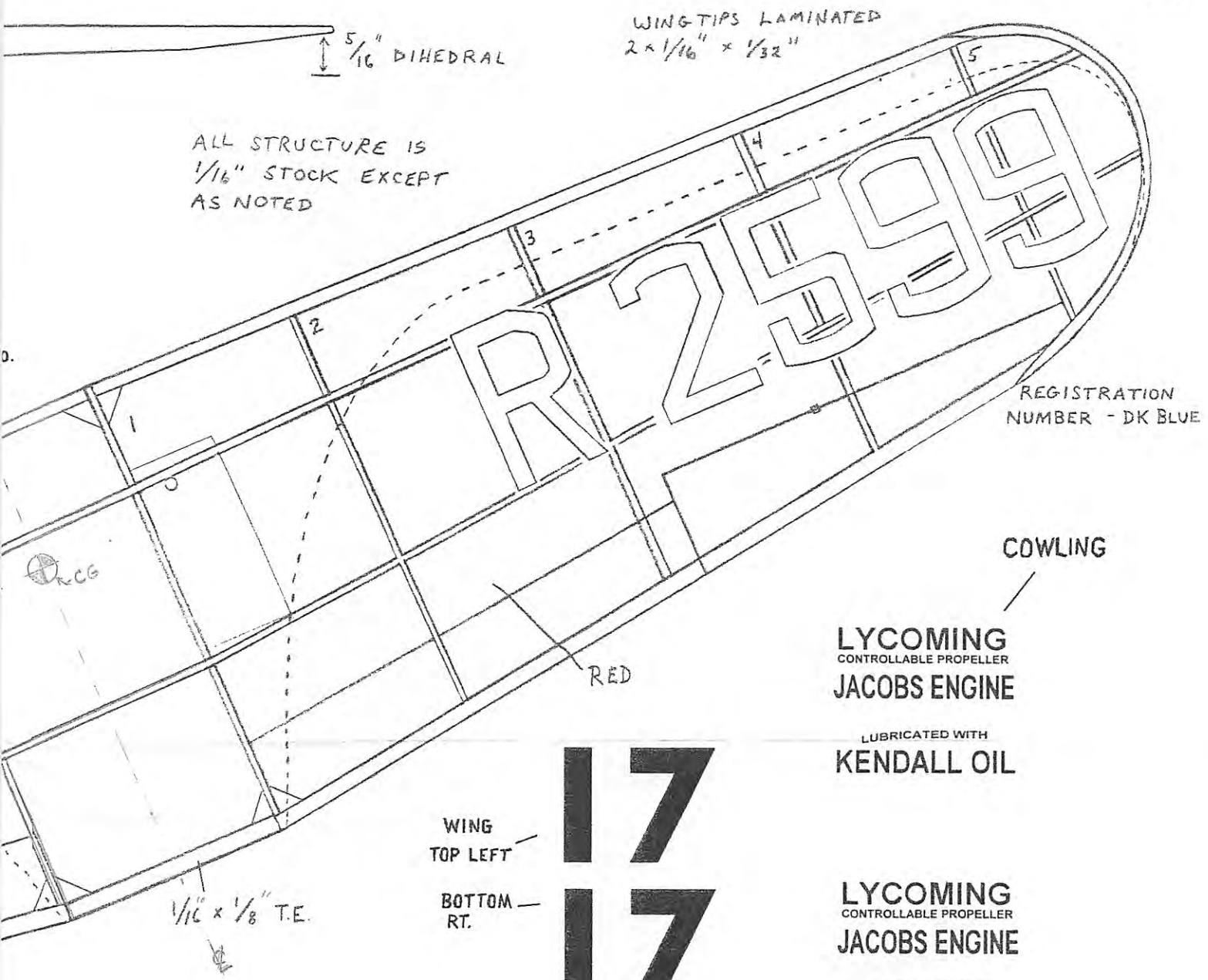
While the sharply tapered wings may not be considered optimal for FF, there were enough successful pointy wing models out there to encourage me to move ahead with the project. The Nardi brothers developed the 305 in the mid thirties. Early machines used a variety of engines and were successful racers and record breakers. When they were awarded the first large order for the Regia Aeronautica, production was subcontracted to Piaggio. The Italians used them throughout the war as advanced trainers. They ended up on both sides after the armistice, and many of those in the north were taken over by the Germans. After the war, the surviving aircraft plus a small batch that was made up from spares at Piaggio soldiered on until 1948. The Rumanians ordered a batch before the war, built 124 of them under license, and ordered an additional batch from Piaggio in '41. These remained in service into the mid 50s so the same airplanes went from being fascists to commies. The next largest user of the type was the Hungarian Air Force. These were all ordered from Piaggio. Chile bought a small batch in '37, and the French placed an order for 300, but only about 40 of them got there before the war broke out. I haven't yet found any reliable color information on the French machines. The Swiss also got a couple of them, but these had the early style canopy and a Hirth engine so our plan won't work for them. There are lots of nice color schemes to choose from, and if you're not inclined to build military aircraft, there are colorful civil versions too.

The Nardi has no tricky bits to consider. The fuselage is nearly slab sided so it can be built quite lightly. The wing uses cracked rib construction, and all the curved parts are laminated. The plan is printed at 16" span. This size is a nice fit for newsletters, but perhaps a bit smaller than many modelers prefer. At 150% enlargement it will be 24" span, which is the size of my prototype. The large greenhouse canopy is made up of flat surfaces so it's simple to fabricate. I avoided making a vac formed or plunge molded version by making up three extra formers [marked (E) on the plan] and covered the whole thing with shrink wrap plastic that I took off of a kit box. See, kits can be useful! I used strips of tissue to make up the framing, sticking them on with gluestick adhesive. It's the lightest way I know to make a big canopy. A more conventional method would use bond paper and sheet acetate. I didn't show any detail on mounting the noseblock as most modelers have their own favorite way of doing it. Mine is held in place with rare earth magnets. If you decide to build a 24" or larger version, I would advise that you add some bracing to the long inner ribs. There's a lot of unsupported balsa behind the spar that will wander when the tissue shrinks if you don't help it out. You can add the bottom stringers to the nose area after mounting the wing to avoid shoving the wing through the completed fuselage.

Mine was finished in Chilean AF markings using chalked tissue and bond paper insignia. If you opt for the Hungarian version, I've lined up the structure on the tail surfaces for the three color bands, and the formers on the fuselage line up with the yellow band. Mine finished out at 30 grams and balanced without ballast. I may have to scrape the 8" Peck prop when I install a longer motor. With over 75 square inches of wing area, it has allot of potential. It's been too cold to do any serious flying, but the early test flights indicate that it's a real floater! Wingnut



The Nardi trainers that remained in Italian service after the war were doped silver overall and carried roundels in six positions as shown in this 1947 photograph.



COWLING

LYCOMING
CONTROLLABLE PROPELLER
JACOBS ENGINE

LUBRICATED WITH
KENDALL OIL

WING
TOP LEFT

17

BOTTOM
RT.

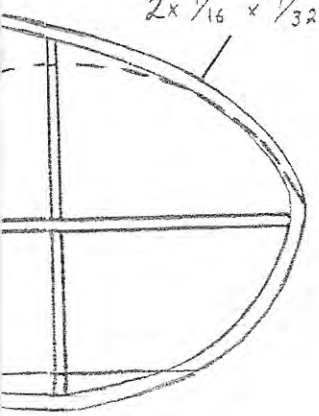
17

LYCOMING
CONTROLLABLE PROPELLER
JACOBS ENGINE

LUBRICATED WITH
KENDALL OIL

BLUE

LAMINATED
2 x 1/16" x 1/32"



GUIDED HOME BY
RCA
RADIO COMPASS

17

GUIDED HOME BY
RCA
RADIO COMPASS

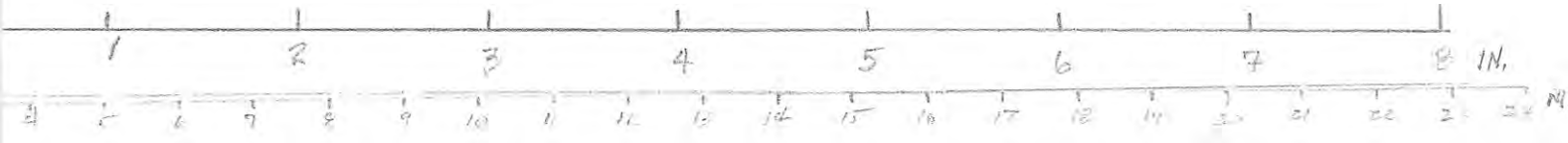
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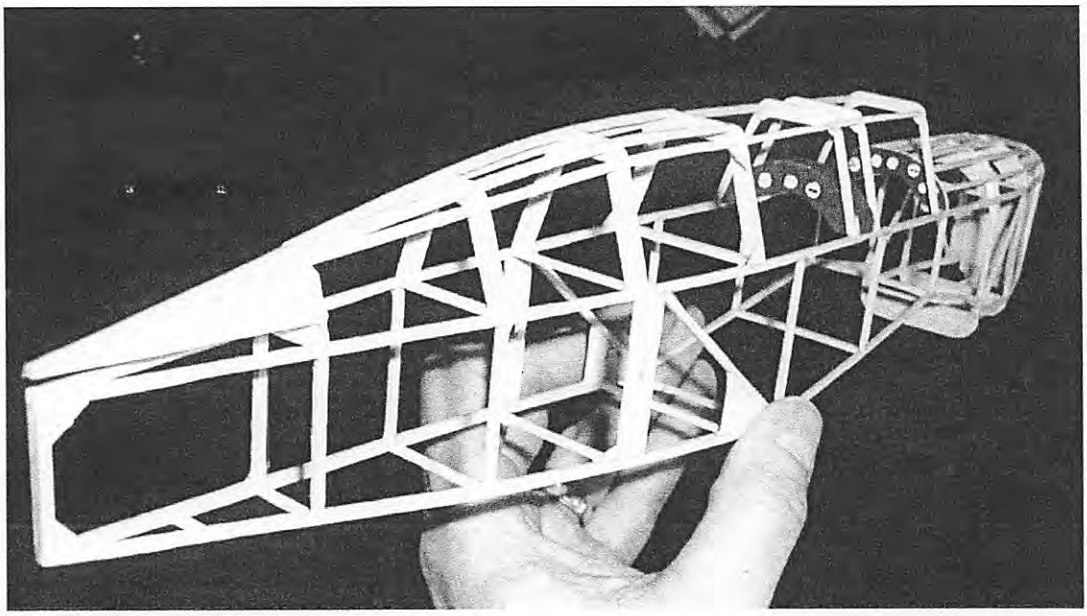
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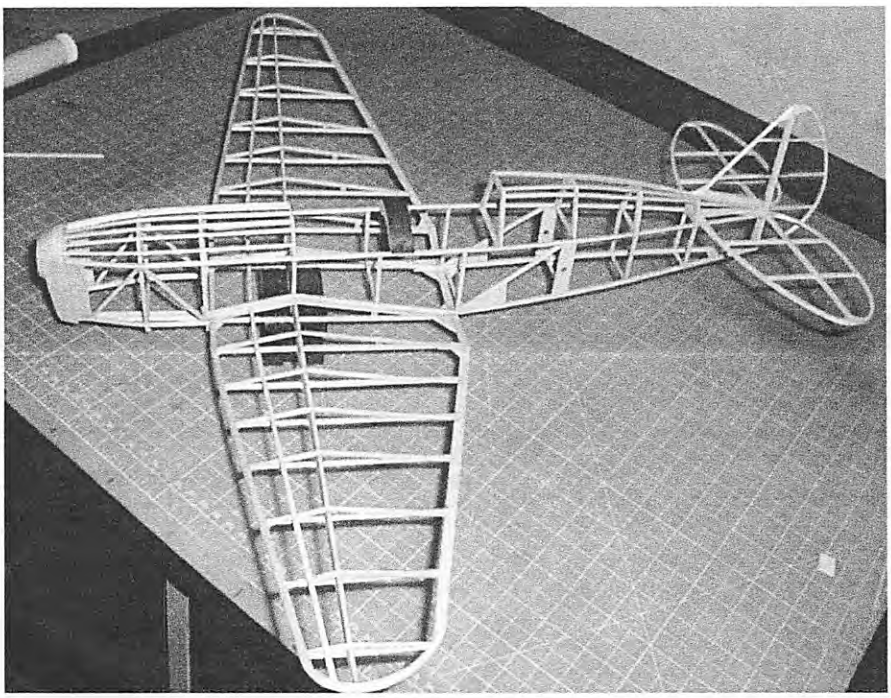
SUNDORPH A-1
SPECIAL

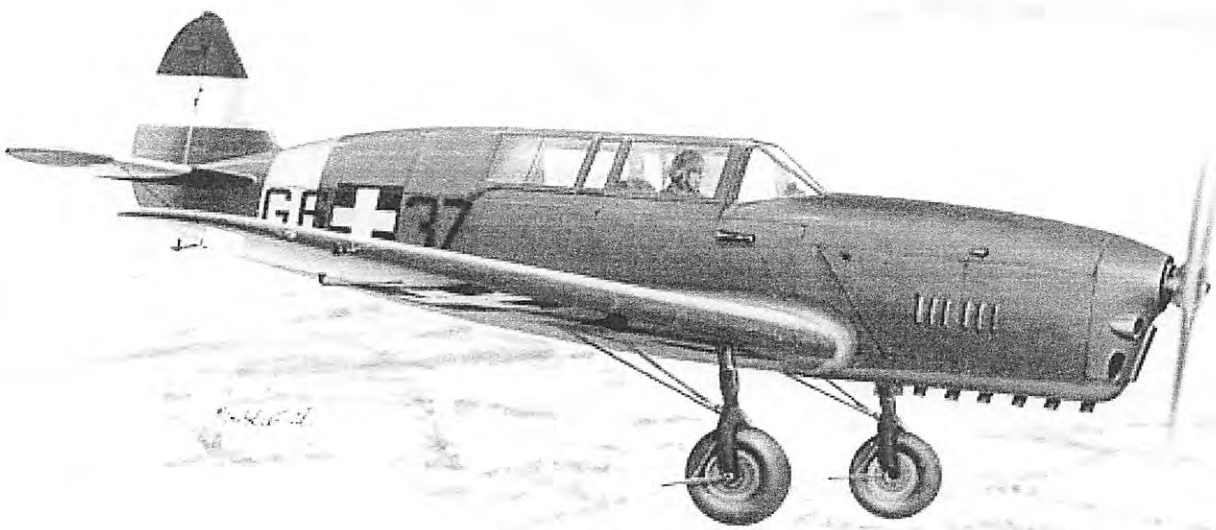
16" SPAN PAGE 2 OF 2

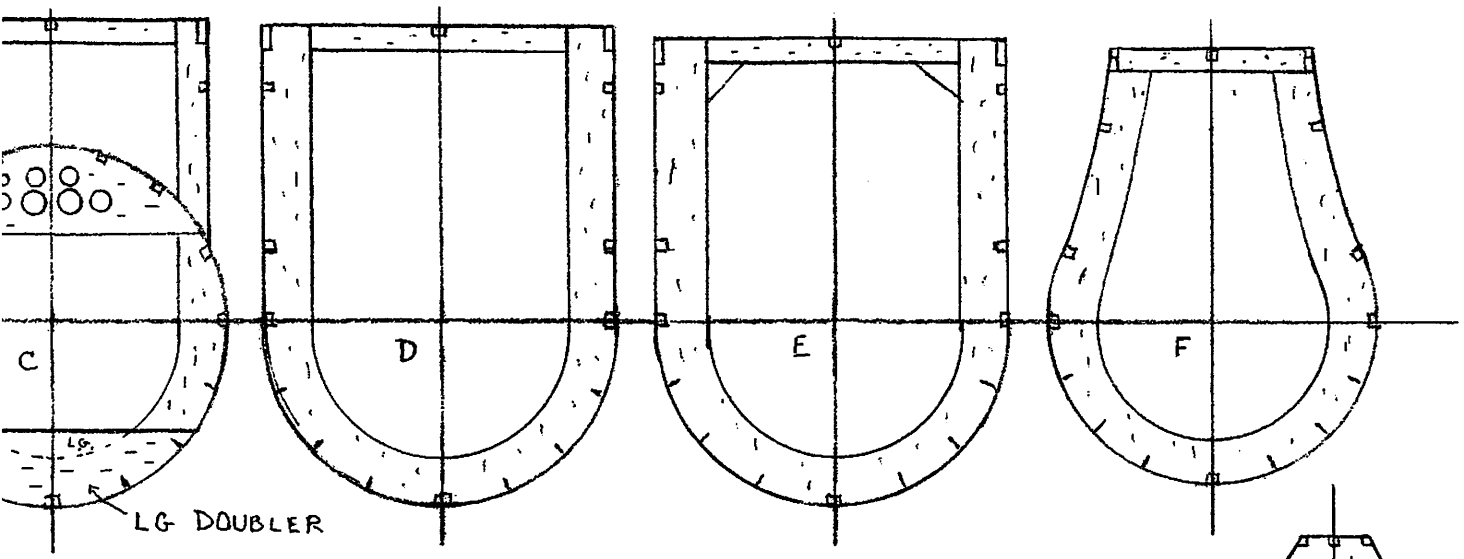
WINGNUT AERO
WORKS, LTD. RICH WEBER '06

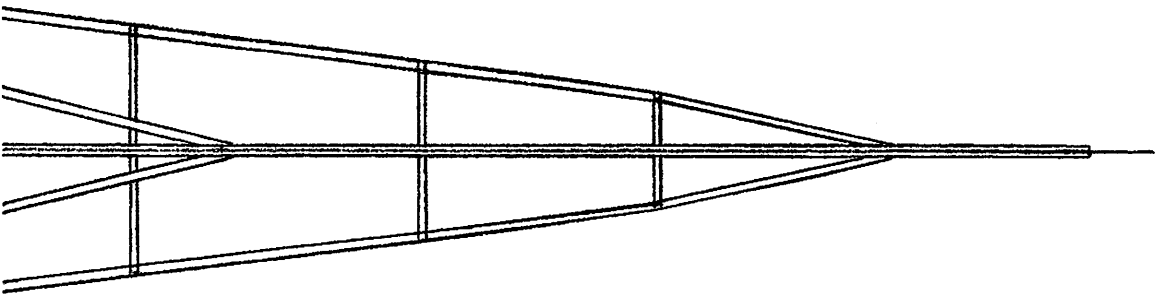


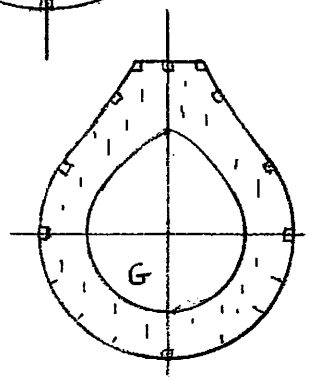


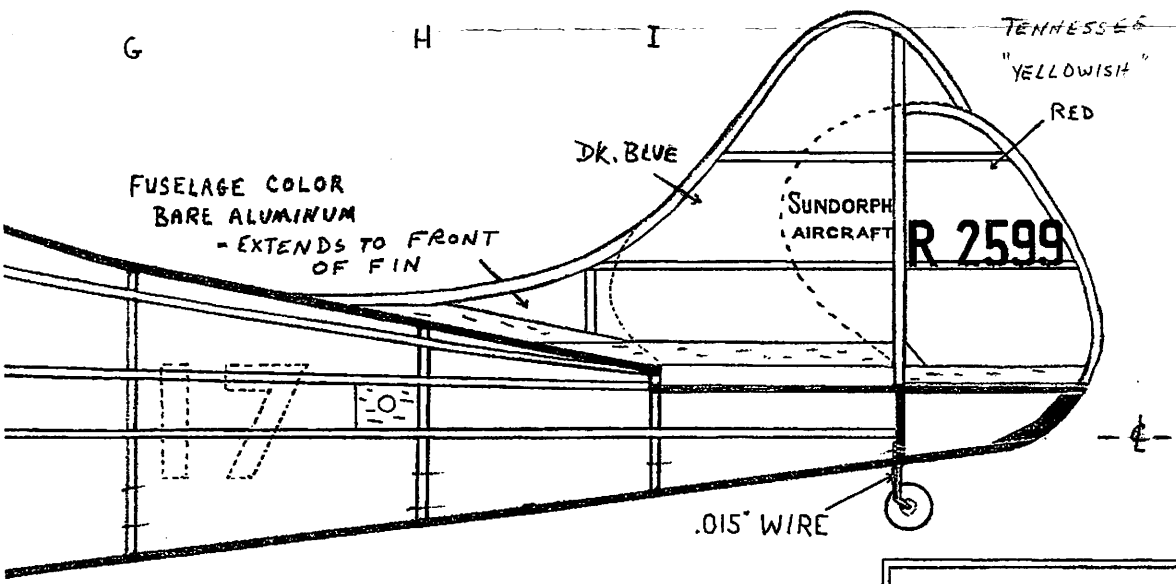


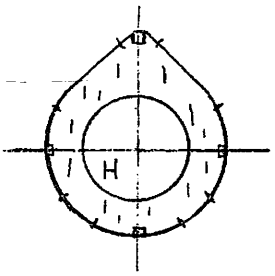

GR 37

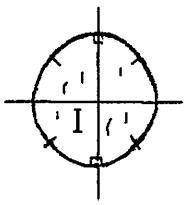


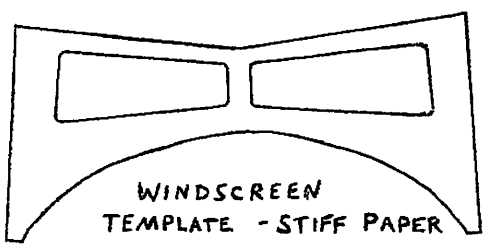








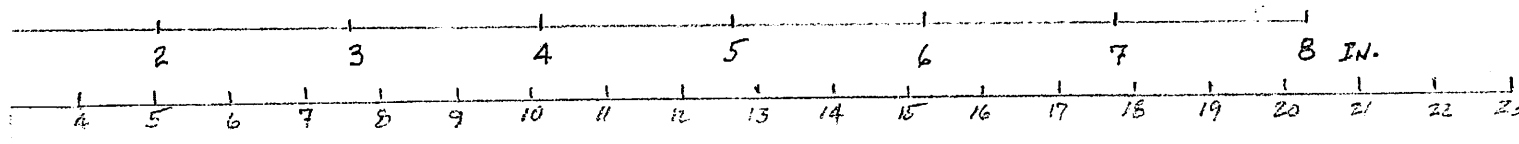


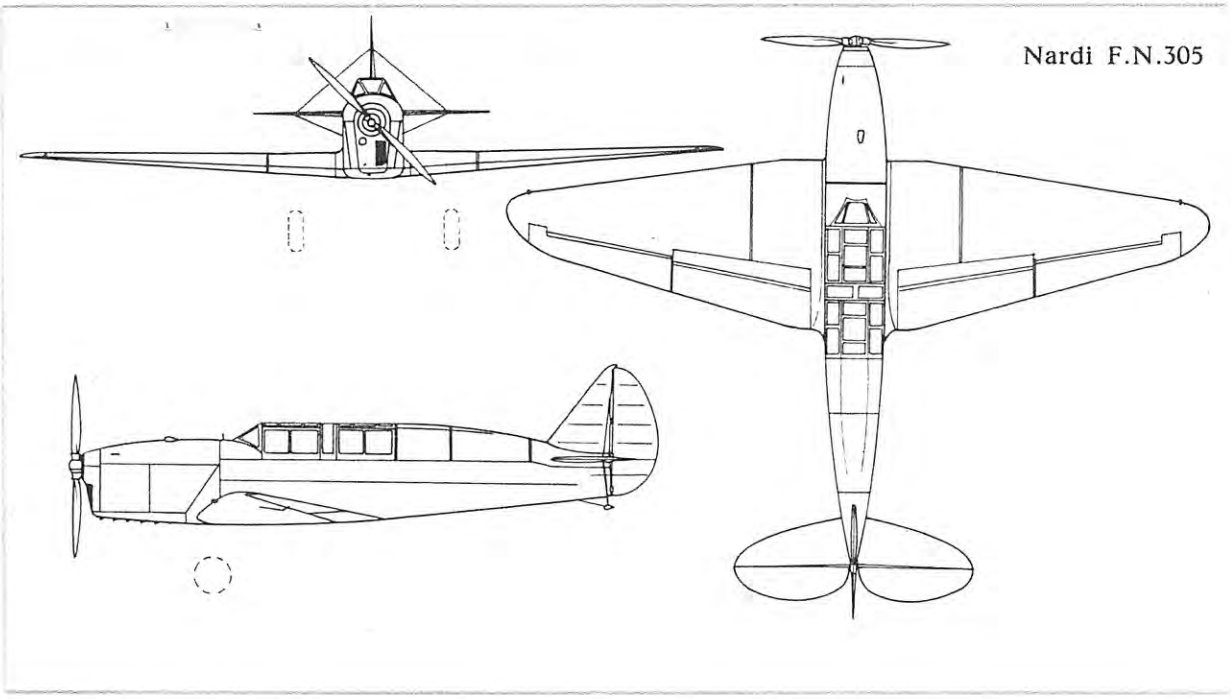


SUNDORPH A-1 SPECIAL

16" SPAN

WINGNUT AERO WORKS, LTD. RICH WEBER '04



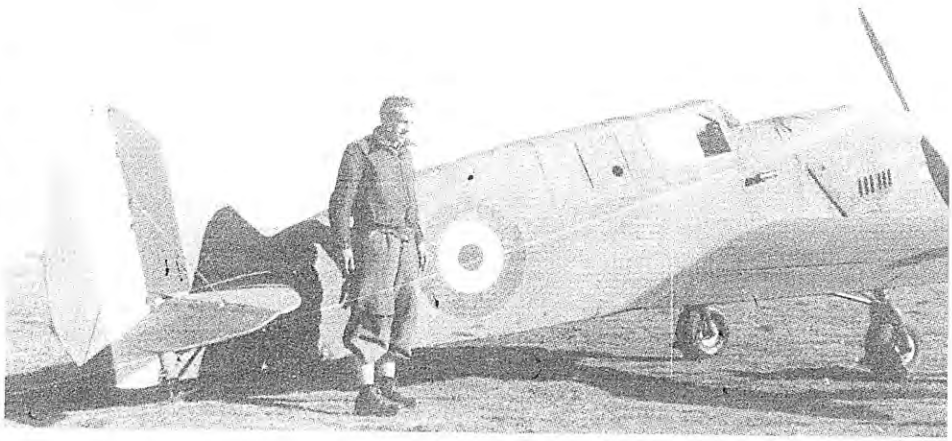


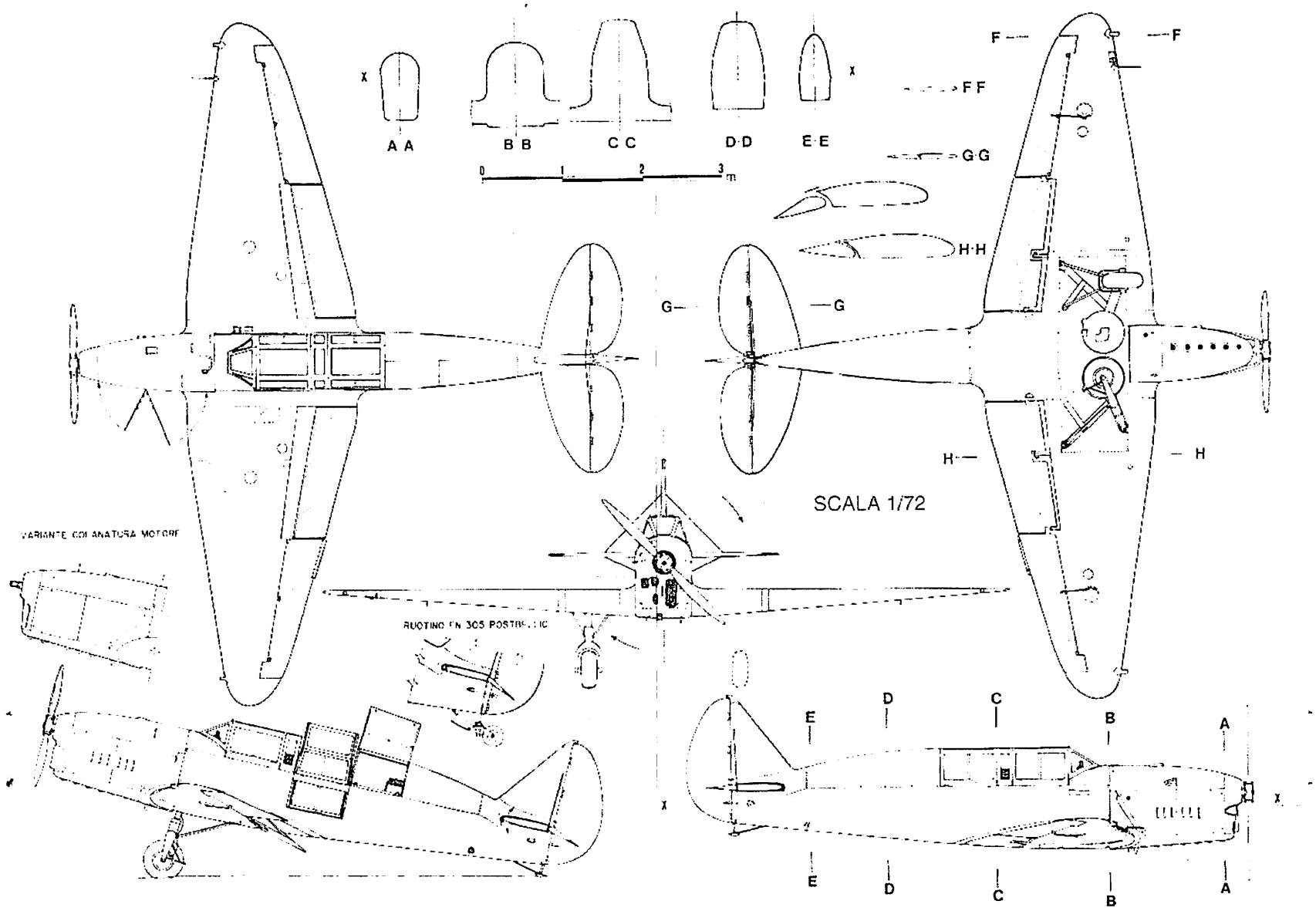


These two Nardi trainers were in service with the Luftwaffe FFS A14 at Klagenfurt in the summer of 1944. The closer of the two machines carries DP+ZX codes, the rear one is DP+ZW.



The identity of this machine is unclear. Some believe that it is French, captured in 1940. Another theory is that it has been painted to resemble a RAF fighter for use in a war movie. Note the painted over rear canopy.




A A
B B
C C
D D
E E
F F
G G
H H
0 1 2 3 m
SCALA 1/72
VARIANTE CON APERTURA MOTORE
RUOTINO FN 365 POSTERIORE
A
B
C
D
E

CLEVELAND FREE FLIGHT SOCIETY

Results of the Annual Indoor Contest at KSU Fieldhouse, April 22, 2006

Hand Launch Glider (best two of 9 flights)
1. Jim Buxton - 51, 50 = 101
2. Bill Gowen - 42, 40 = 82
3. Rob Romash - 38, 38 =76

Standard Class Catapult Glider (best two of 9 flights)
1. Kurt Krempetz - 51, 53 = 104
2. Jim Buxton - 52, 49 = 100
3. Don Slusarczyk - 45, 47 = 92
4. Rob Roman - 41, 42 = 83
5. Kenny Krempetz - 40, 41 = 81
6. Bill Gowen - 42, 10 = 52

EZB (best of 5 flights)
1. Fred Tellier - 18:48
2. Jeff Hood - 16:50
3. Larry Mzik - 11:13

Mini-Stick (best of 5)
1. Walt Van Gorder - 10:31
2. Nick Ray - 8:47
3. Rob Romash - 8:44
4. Jeff Hood - 8:17
5. Tom Sova - 3:06

Penny Plane (best of 5 flights
1. Jim Richardson - 12:05
2. Bill Gowen - 11:08
3. Walt Van Gorder - 11:07
4. Fred Tellier - 10:46
5. Max Zaluska - 10:40

Penny Plane
6. Tom Sova - 10:38
7. Rob Romash - 10:21
8. Garrett Gustafson - 8:42
9. Bryon Baron - 7:12

7 Gram Bostonian
Steve Griebling - Akron Flash 114", 153", 47", 110", 50"

Jetco ROG (best of 5)
1. Walter Van Gorder - 2:16, 2:29, 2:53
2. Tom Sova - 2:48
3. Don Slusarczyk - 2:14, 2:09,2:13

FAC Events
World War II Combat
1. Jim Buxton - P-51A
2. Don Slusarczyk - Kate
3. Steve Griebling - Judy

WW I Peanut Biplane Combat
No Entries

High Wing Peanut

Flyer	Aircraft	Time	Flt. Pts.	Scale	Total	
S. Griebling	Lacey	93	78.25	60	138.25	1
Jim Miller	Hi Max	85	72.5	55	127.5	2

Peanut Scale

Flyer	Model	Time	Flt. Pts.	Scale	Total	
Jim Buxton	MissAshley	112	80.5	70	150.5	1
Jim Miller	Lemberger	69	64.5	74	138.5	2
STeve Griebling	Waco C-8	45	45	76	121	3
Del Balunek	Waco SRE	45	45	68	113	

Golden Age Scale (total of 3 flights)
1. Steve Griebling - Waco E 58, 61, 42

Dime Scale (total of 3 plus bonus)
1. Don Slusarczyk - Mauboussson - 100, 96, 93, (3x15 =45) 334
2. Steve Griebling - Bat Mono - 78, 24, 46, 3x5 =15) 163

No-Cal WWII Combat (6.2G)
1. Jim Buxton - Avenger
2. Don Slusarczyk - Brewster Buccaneer
3. Larry Loucka - Spitfire MKXIV
4. Chuck Slusarczyk- Hurricane

No-Cal Profile Scale (6.2g) (total of 3)
1. Larry Loucka - Hosler Fury - 907
2. Chuck Slusarczyk - Hosler Fury - 847
3. Don Slusarczyk - Hosler Fury - 784

Phantom Flash (best 2 of 5)
1. Chuck Slusarczyk - 186-189 = 375
2. Don Slusarczyk - 179-181 = 360
3. Jack Karn - 51-51 = 102
4. Michael Zand - 51-47 = 98

Some Thoughts About the April 22, 2006 CFFS Contest

Thanks to everyone who entered and to those who also contributed to the rental of the Fieldhouse. Did you like the Saturday? We are limited in choice by the Kent school year calendar as well as avoiding conflicts with other model airplane activities. As some of you requested, we will consider a two day meet. It is possible if we can pay the rent. Many of you came a great distance and hopefully we can expand the contest next year. We will keep you posted.

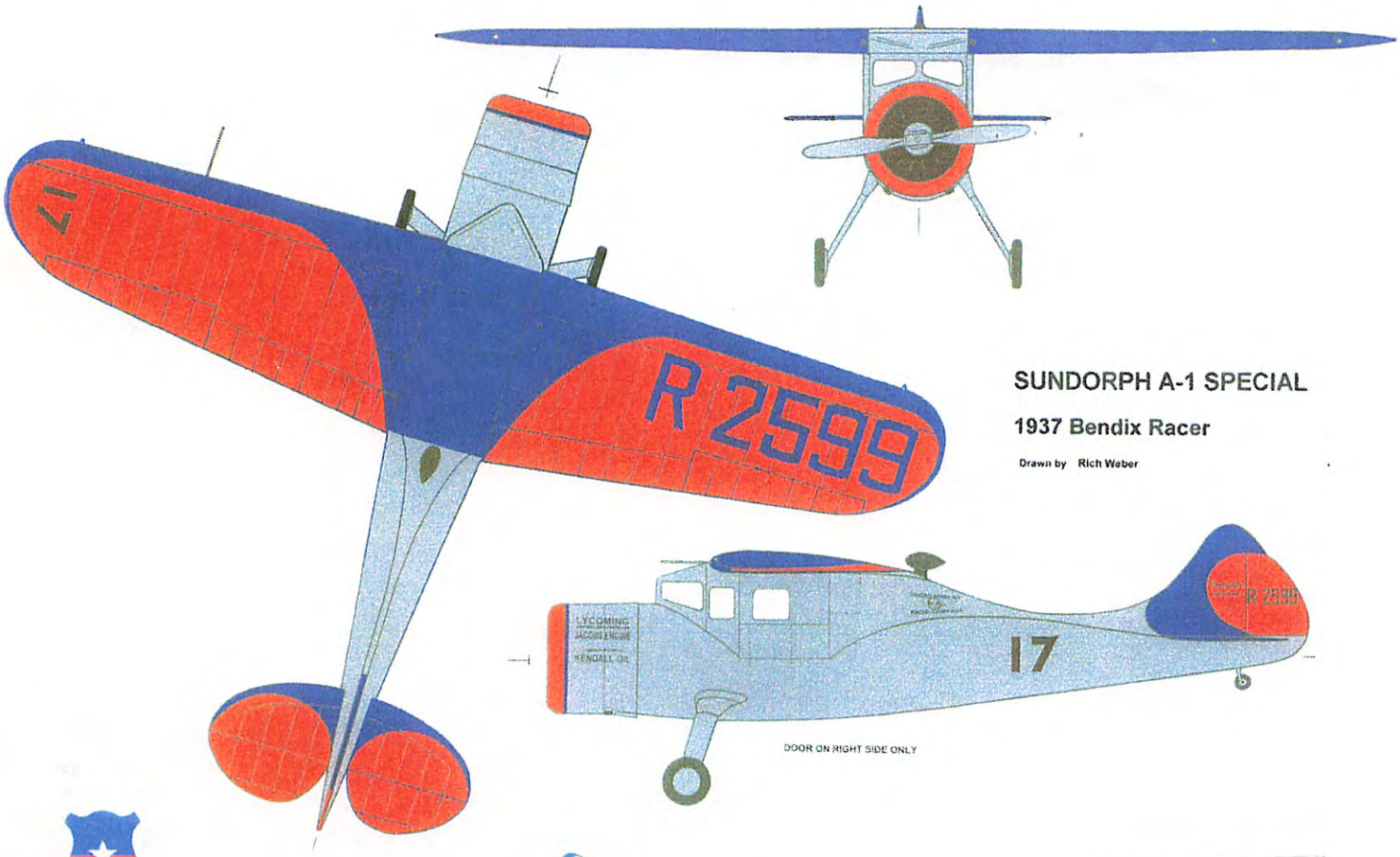
A one day extension of flying time from 8 am-8 pm is now probable for 2007.

BENDIX TROPHY RACE, 1937

PLACE	PILOT	PLANE	RACING NUMBER	LICENSE NUMBER	ENGINE	TIME	SPEED	PRIZE MONEY
1	Frank Fuller	Seversky SEV-S2	23	R-70Y	P&W Twin Wasp	7:54:26.31	258.242	$13000[a]
2	Earl Ortman	Marcoux-Bromberg	4	R-14215	P&W Twin Wasp Jr.	9:49:21.73	224.833	5000
3	Jacqueline Cochran	Beech D-17W	13	R-18562	P&W Wasp Jr.	10:29:08.70	194.740	5500[b]
4	Frank Sinclair	Seversky	63	R-18Y	P&W Twin Wasp	11:02:33.08	184.920	2000
5	Milo Burcham	Lockheed 12A		R-18130	P&W Wasp Jr.	11:03:58.28	184.526	1000
6	Eiler Sundorph	Sundorph A-1	17	R-2599	Jacobs L-5	12:17:08.26	166.210	
	Robert Perlick	Beech A-17F	85		Wright Cyclone	Crashed on takeoff		
	Joe Mackey	Wedell-Williams	25	R-61Y	P&W Hornet	Forced out at St. Louis		

a Includes award of $1500 for being first to Bendix N.J. Also includes $2500 award for new record.

b Includes $2500 award for first feminine finisher.

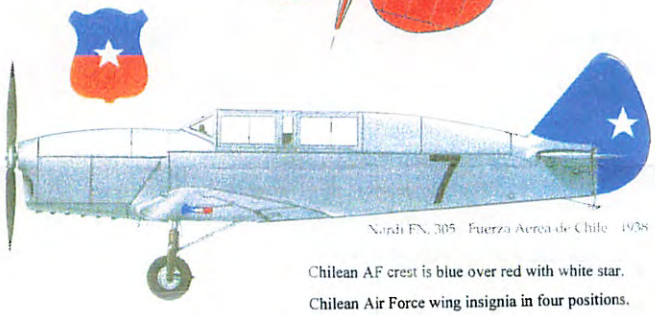


SUNDORPH A-1 SPECIAL

1937 Bendix Racer

Drawn by Rich Weber

DOOR ON RIGHT SIDE ONLY



Nardi FN. 305 Fuerza Aerea de Chile 1938

Chilean AF crest is blue over red with white star.

Chilean Air Force wing insignia in four positions.

Overall light gray or aluminum dope. Blue vertical tail. Black number.



Nardi FN. 305 Aviazione R[illegible] 1938-[illegible]

Post war Rumanian Air Force machines were doped silver and carried red numbers. No wing insignia.

Red star insignia has yellow disc with blue center.

Nardi F.N.305



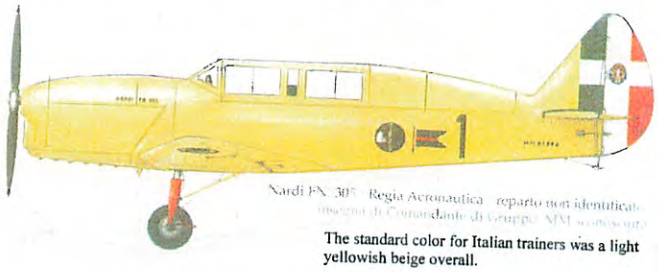
S.I. F. Nardi FN. 305A Aeronautica Regala Romana
Regale Aviazione Rumena 1941

This license built machine has a different engine and nose contour as well as the early style canopy and rear deck.

The Nardi FN 305 was one of the standard advanced trainers used by the Regvi (Pilot Training School) during 1942.



Hungarian machines carried the national colors on the tail surfaces. Vertical: top down - red, white, green.. Horizontal: same order from the center out. Upper surfaces were dark green. Lower were light blue gray. Eastern front yellow band on the fuselage and under the wing tips.



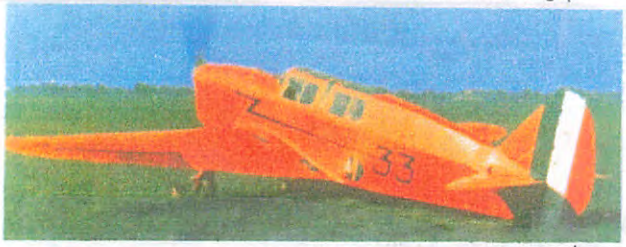
Nardi FN. 305 Regia Aeronautica reparto non identificato
insegna di Comandante di Gruppo, AM [illegible]

The standard color for Italian trainers was a light yellowish beige overall.

Rudder stripes are green, white and red, front to back. Red landing gear legs.



Coat of Arms of the House of Savoia, rudder marking.



This Italian military machine was painted red with a black stripe and racing number to participate in the 1939 Littoio Air Rally. It retained the standard military rudder stripes of green, white, and red, as well as the fascist symbol on the fuselage side. Note the black wing walk areas.



Coat of Arms of the House of Savoia, rudder marking.



Fuselage fasces marking.



Fuselage fasces marking.





Fuselage fasces marking.



Fuselage fasces marking.



Coat of Arms of the House of Savoia, rudder marking



Coat of Arms of the House of Savoia, rudder marking.