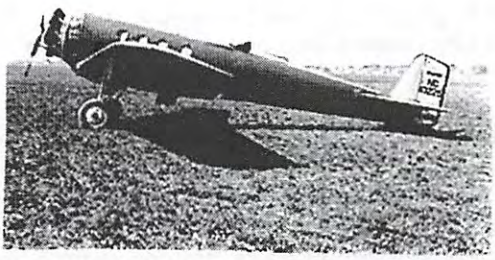
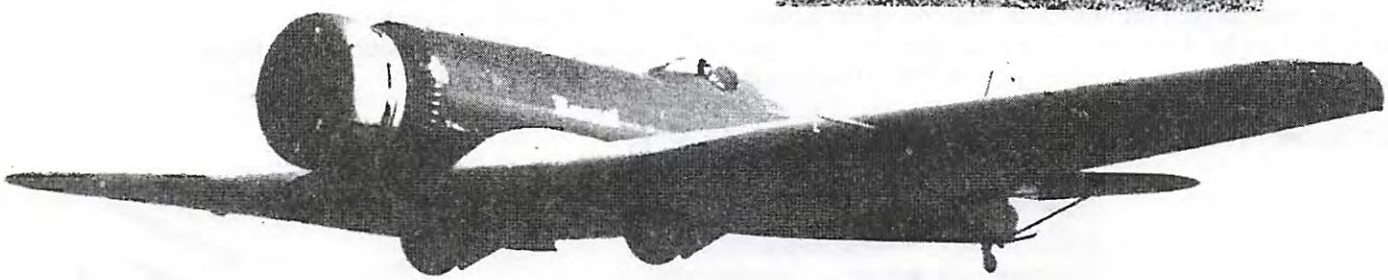
CROSSWINDS #121

16" Boeing Monomail
and
16" Beech Staggerwing



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124





The Boeing 'Monomail"

Boeing built only two of the all metal low wing Monomails in 1930. Its low drag design, without struts and with retractable landing gear, was ahead of its time. The engine, too, was enclosed in the newly developed NACA cowling, further reducing drag, but its fixed pitch propeller, necessary for take off, allowed the engine to over rev at cruising speed, causing it to overheat. By the time variable pitch propellers were developed the Monomail had become obsolete because it inspired the all metal twin engined transports that soon followed.
Monomail model 200 was a mail plane with green fuselage, orange and grey wings and grey empennage edged with green. Model 221 was an all aluminum passenger version capable of accomodating 6 passengers.
Monomail specifications:
Span: 59'1", Length: 41'10", Gross Weight: 8, 000 lbs., Top Speed: 158 mph., Cruising Speed; 135 mph. Range; 575 miles, Ceiling: 14, 700', Power: 575 hp. P&W Hornet, Load: 1500 lbs. cargo plus pilot.

Notes from the model designer – Rich Weber "Wingnut":

As is often the case, I came across the three view drawing of the Boeing Monmail while I was looking for something else. When I saw the Free Flight potential in the big wing and an appealing color scheme, I checked some of the experts to see if it had been done as a ten cent kit "back in the day". No one had any evidence of a pre existing kit so it was legal fodder for a neo-dimerization.

Not much to say about the construction. It was conventional all the way, as required by the FAC rules. The only tip I can pass along is to cover the top of the fuselage before adding the headrest framing. Sure makes covering easier. The 3 view doesn't show any fairings behind the wheels. Some pictures do. I think that leaves it up to the builder.

When it comes to color schemes, you don't have too much to worry about. With a production of run of two, your choices are limited. If you build the first version straight from the plan you have only one scheme to choose from. All the color lines are noted on the plan. One shot shows the headrest as gray, in another it looks green. You choose. I made some gray Esaki tissue by smearing gray chalk on a sheet of white. The only "tricky" part is the "Monomail" logo on the side of the fuselage. I used white gel pen and did it freehand. I think that's in tradition of ten cent models. The green outline on the tail surfaces is easily done by cutting some narrow strips of green tissue and sticking them on with glue stick or dope.

If you decide to go with the later passenger version, you can make a silver model with lots of writing on the tail and a fancy airline logo on the fuselage. I can't imagine why you'd like to do that, but it's an option. Like Grandpa used to say: "Some folks like to kiss mules".

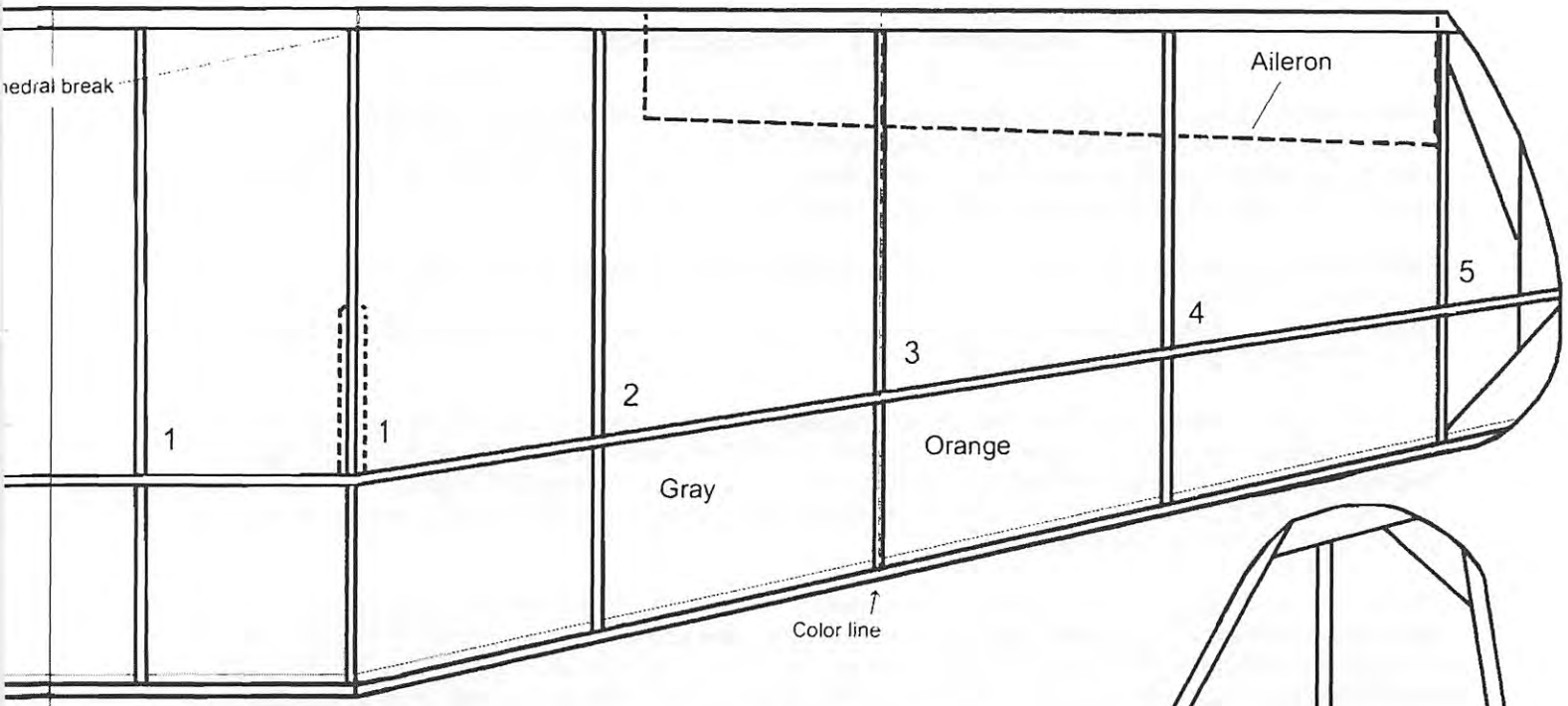
I used a 6" Ikara prop. These come from the Czech Republic and look a lot like a regular Peck, but with more pitch. Two loops of 1/16" Tan seems like enough power for now. I may add more as the season progresses. The wing planform is a lot like the T-6. I learned (the hard way, as usual) that the T-6 is much happier flying to the left so when it came time to get the Monomail to the field, I didn't waste any time trying to go right with this one. Balance point is near the leading edge at the wing tips. The sweeback can be deceiving. The nose moment is longer that it appears. It will fly with about two degrees of down thrust and about one degree of right. Have fun with it.

Rich Weber "Wingnut"

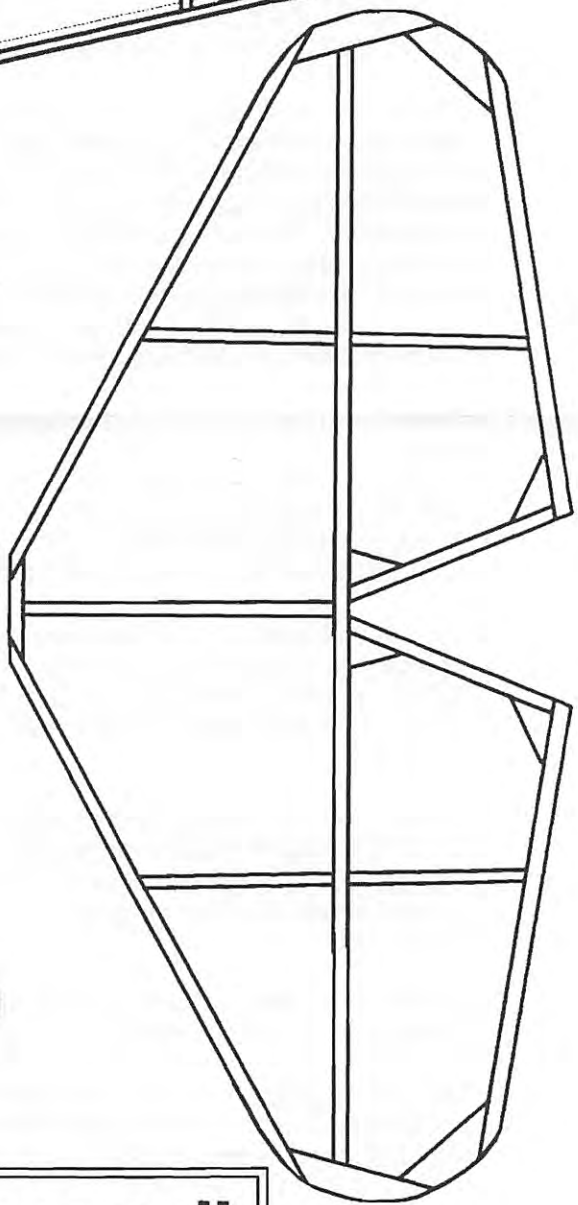


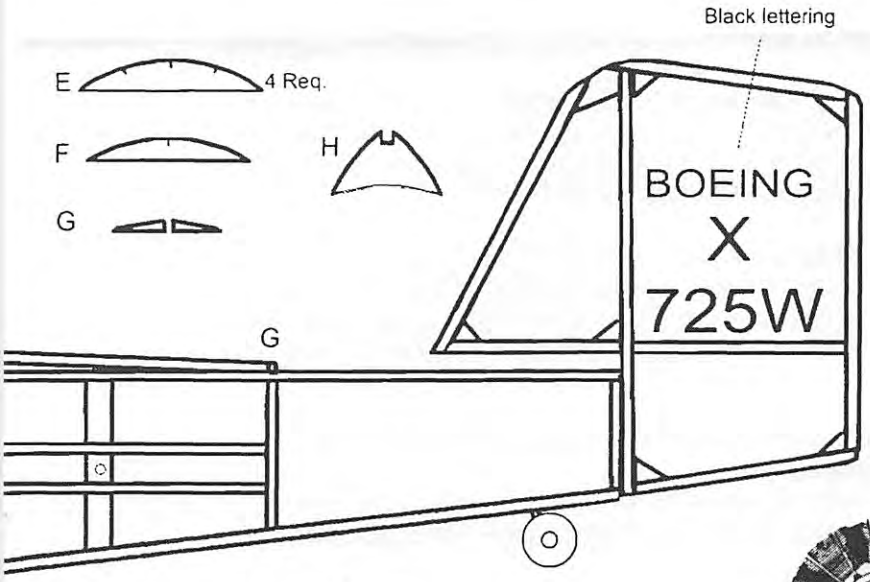


D17R N35E in white, red trim

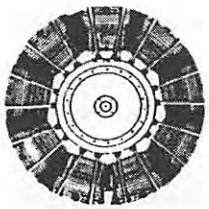




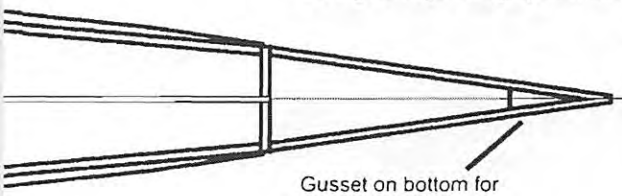








Color notes:
- Fuselage green
- Cowl and headrest gray
- All tail surfaces gray with green border stripe, including hinge lines
- Wings orange and gray as marked



Boeing Monomail

16" span Neo Dime

Wingnut Aero Works, Ltd.

Rich Weber 2006

The Beech 17 "Staggerwing"

Walter Beech, Clyde Cessna and Lloyd Stearman started the Travel Air company in 1924 and manufactured conventional biplanes in their factory till 1927, at which time they built a monoplane something like the Ryan NYP which they called "Woolaroc". This plane was flown by Art Goebel to first place in the ill fated Dole Derby Race from San Francisco to Honolulu.

Stearman was first to leave Travel Air, but was soon followed by Cessna who built nothing but monoplanes thereafter.
Walter Beech sold out to Curtiss Wright but stayed at Travel Air to design and build a series of "Mystery Ship" monoplane racers beginning in 1928.

In 1932, Walter A. Beech set up the Beechcraft company in Wichita, Kansas and with his designer, Ted Wells, started manufacturing a sleek biplane capable of 200 mph. with a landing speed of only 60 mph. This was the famous model 17 which was produced in 8 versions for a total of 781 aircraft.
The high price of $14,000 to $17,000, depending upon engine size, kept sales meagre and only 18 were sold in 1933, the first year of production.

The first two were models 17R which had 420 hp. Wright Whirlwind engines, fixed landing gear with pants and steel tube fuselage and wing spars. Refinements and economies resulted in the model C 17B with partially retractable landing gear and the 285 hp. Jacobs engine, and wood wing spars. Model C 17L was produced in 1936 with a 225 hp. L-4MB Jacobs engine to further reduce the cost. This model had a top speed of 175 mph. and a landing speed of 45 mph.
In 1936 Louise Thaden and Blanche Noyes won $7,000 in the Bendix trophy race with NC 15835, a Beech C-17, with an average speed of 165.3 mph. Their Royal Blue Staggerwing with white trim, had race number 62 and was fitted with a 420 hp. Wright R-975E-3 engine. This plane had a top speed of 210 mph. and could climb at 1,600 ft. per minute to a maximum altitude of 21,500 ft.
Each Staggerwing was built bay hand and had a luxurious leather and mohair trimmed interior. The Beech could carry up to five passengers, but on one occasion, nine people we are carried on a flight from Mexico.
In 1933, an early version won the 1933 Texaco Trophy Race and in 1935 a British diplomat successfully flew around the world in a model B17R by way of Siberia, Southeast Asia, the Middle East and North Africa, then back across Europe. Jacqueline Cochran won 3rd in the 1937 Bendix Race and set several women's speed records and an altitude record of 30,000 ft. in a Staggerwing Beech.

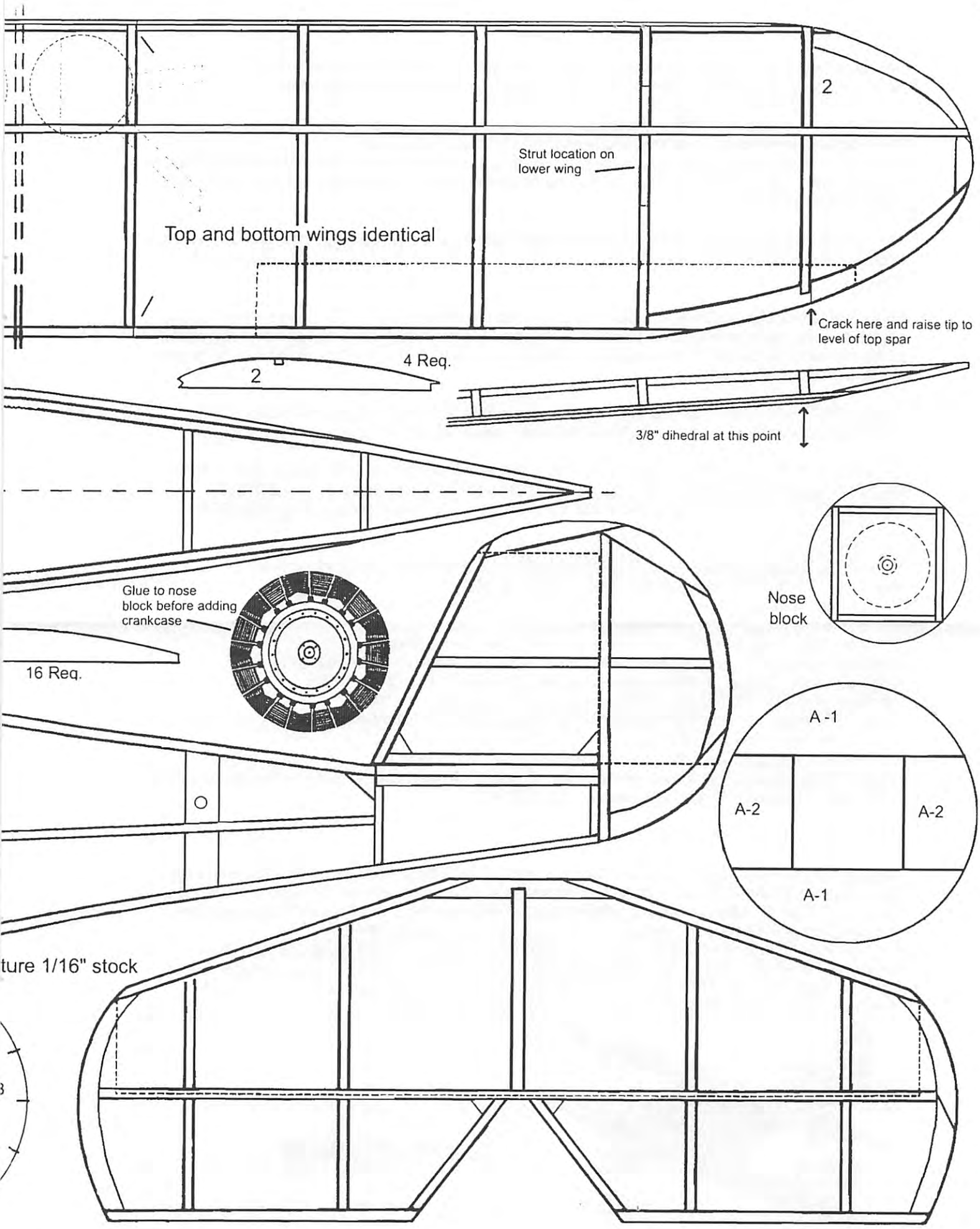
The Beech Model 17F was fitted with Wright Cyclone 690 to 710 hp. engines. The Sanford Textile Company purchased the first with the 690 hp. engine and Howard Hughes purchased the 17HS with its 710 hp. engine. Hughes used his as a trainer for his speed record breaking H-1 flights. Only two of these 17Fs were built but were difficult to land because of their nose heavy condition. The Model 17F sold for $18,000.

Model C17s were designed to improve handling by featuring a shorter landing gear and increased tailplane incidence to help keep the tail down on landings.
The glide ratio of the Beech was 15:1, better than many gliders at the time, and the Beech company advised Model 17 pilots to gain altitude in case of engine failure, while planning their emergency landing procedures!

Beechcraft models D-17 had a longer fuselage, toe operated brakes and their ailerons were moved to the upper wings to improve handling.

The reverse staggered wings of the Beechcraft afforded better visibility, an easy stall recovery and also provided a convenient mounting for the electrically operated retractable landing gear. The Staggerwings were the only commercial airplane ever that outperformed the military planes of their time.

William Wylam's master plans show the Beech wings to have 1-1/2 degrees of incidence in the early 17 and A – 17 models with the LYH airfoil, and 3 degrees on the B -17 and C –17 with NACA 23012 airfoil.
The stabilizer incidence was negative 2 degrees on early Beeches and zero on later models.
All model 17's were shown to have zero tailplane incidence.


2
Strut location on lower wing
Top and bottom wings identical
Crack here and raise tip to level of top spar
4 Req.
2
3/8" dihedral at this point
Glue to nose block before adding crankcase
16 Req.
Nose block
A -1
A-2
A-2
A-1
ture 1/16" stock

Beechcraft salesmen sometimes landed the plane with wheels up and the prop horizontal, then simply jacked the plane up, cranked down the gear and took off demonstrating its ruggedness!

Just before the outbreak of WW II, the Spanish government used a number of B17Ls as bombers and China ordered a number for use as ambulance planes in its war with Japan.
In 1943 more than 290 Staggerwings were purchased by the USAAF, the US Navy and the Royal Navy and one was supplied the Prince Bernhardt of the Netherlands for his private use while he was in exile in England during the war.

The reverse staggered wings of the 17 provided good visibility in the air, reduced stalling tendency and improved stall recovery and provided a good housing for the electrically powered retractable landing gear.

William Wylam shows that early models 17 and A17 had LYH airfoils with 1-1/2 degress incidence and negative 2 degrees of stabilizer incidence. Later models had the NACA 23012 airfoil with 3 degrees of incidence with the stab set at zero degrees. Down thrust was built in at 1-1/2 degrees on early models and 2 degrees on later versions.

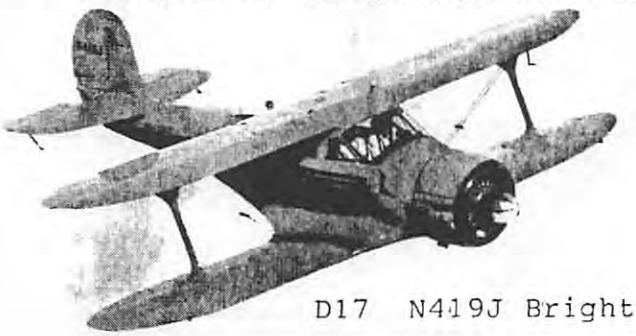
Sixteen G17S models were the last of these famous biplanes and sold for $29,000 in 1945 –1948.
They were followed by the lightweight V-tail "Bonanza" which sold for about one third the price.

Dimensions: C17L: span =32', length = 24'5", hgt.= 8'6", empty wgt. = 1,825 lbs. gross wgt. = 3,165lbs.
D17BG-2 Span=32', length=26'1-1/2", hgt.= 8'6", empty wgt=2,080 lbs, Gross wgt.= 4,250 lbs
Max speed = 212 mph. cruising speed = 202 mph. Range = 785 miles service ceiling = 20,000ft.

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P.O. Box 2, Osceola, Wisconsin 54020.
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"The Golden Age of Air Racing", S.H. Schmid and Truman C. Weaver - EAA Aviation.
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Roger Guillemette, from the internet, referenced Donald Pattillo A History in the Making – 80 turbulent Years in the American General Aviation Industry. Mc Graw-Hill, N.Y.
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Edward Phillips; Beechcraft: Pursuit of Perfection. A History of Beechcraft Airplanes–Flying Books, 1996.
"Old Yeller" Airshows P.O. Box 122 Rexburg, Idaho 83440.

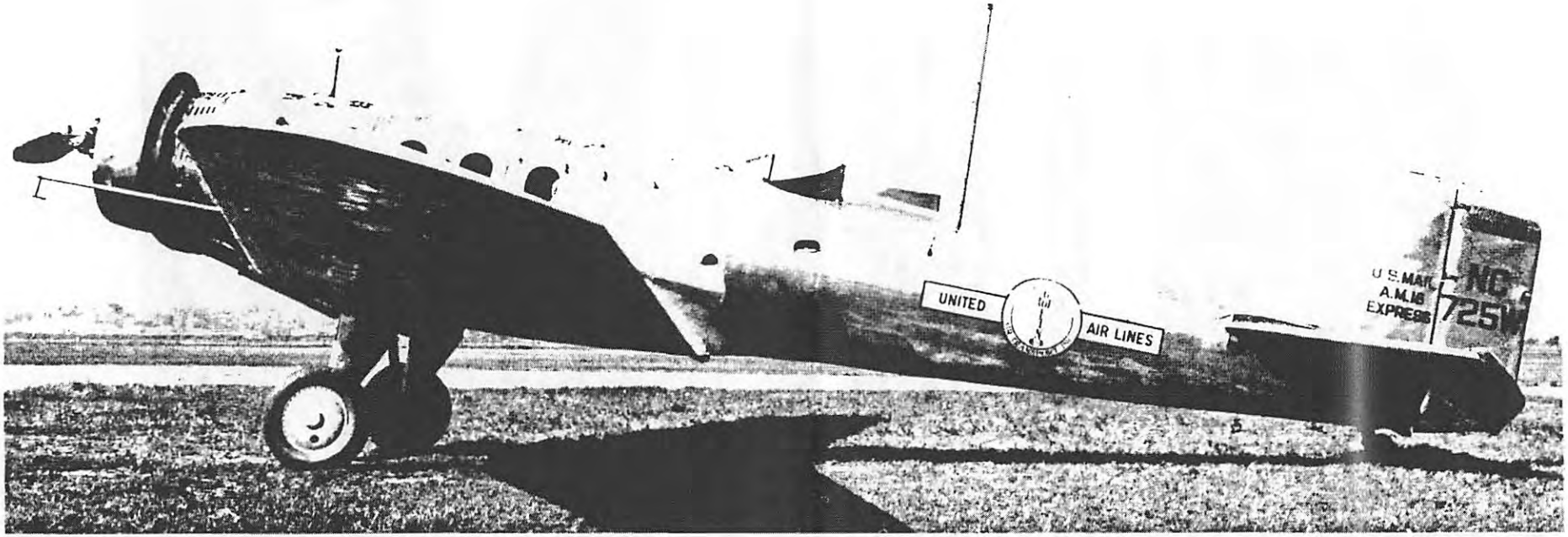
Steve Griebling for Crosswinds, 2007

The photo of the R.C. model of Louise Thaden's Beech 17, built by Dr. William Miller, was generously provided by Cris Takacs of the International Women's Air & Space Museum, Burke Lake Front Airport, Cleveland, Ohio. Dr. Miller was a former flight surgeon and member of the Board of Trustees at the museum. His wife, Doris, has been an air race pilot and is still a Board Member.
The Women's Air & Space Museum welcomes visitors. It is located at 1501 North Marginal Road, Cleveland, OH 44114. Phone: (216) 623-1111, Fax (216) 623-1113. Exhibits feature memorabilia of women in air and space. The Fay Gillis Wells Research Center is open Monday thru Friday 10-4.
There is a special events and gift shop as well at this non-profit museum.



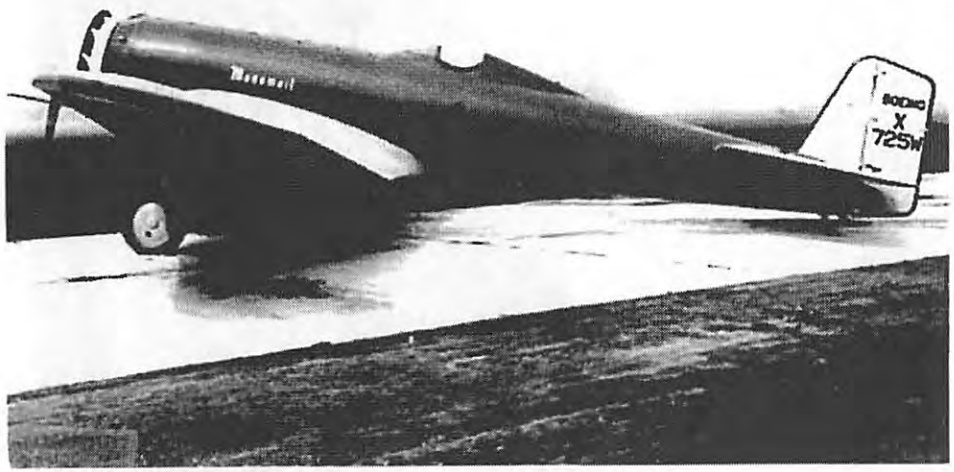
Sport Aviation
EAA'S MONTHLY MEMBERSHIP MAGAZINE
MAY 1999

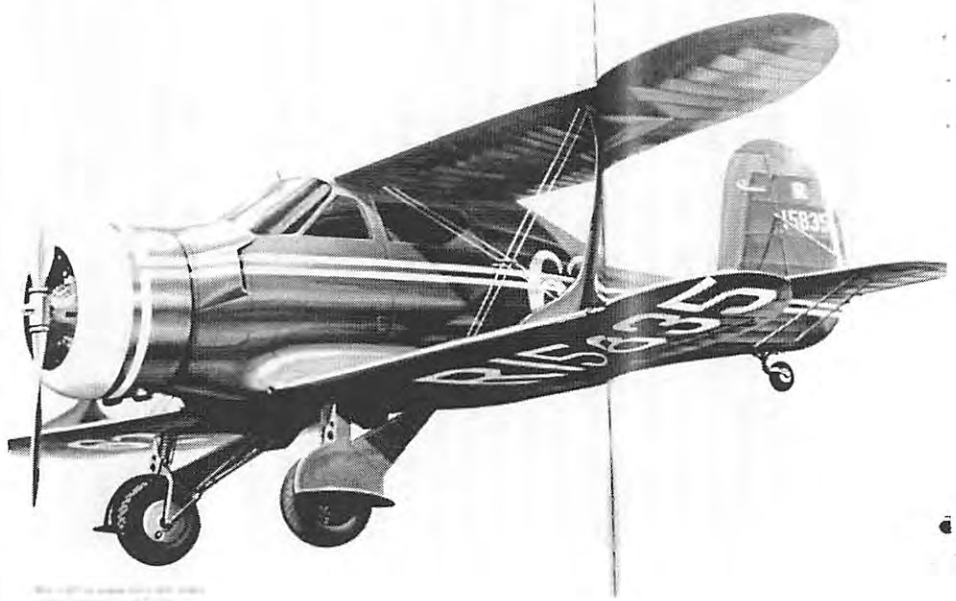
D17 N419J Bright red, black trim, maroon cowl.



221A

The Monomail
(Models 200, 221, 221A)





Louise Thaden's famous flight in a Beech 17.

In 1936, Louise Thaden and Blanche Noyes set off from Brooklyn, N.Y. and fourteen hours and 55 minutes later, landed at Mines Field in Los Angeles. They were embarrassed that they had crossed the finish line in the wrong direction and were convinced they were dead last in the competition. A large group of men were chasing after their blue and white Beech 17 on foot, waving their arms and shouting for them to stop. They taxied their plane to an inconspicuous corner of the field, away from the overflowing grandstands wondering what they had done wrong this time. They had experienced radio failure almost from the beginning of the flight and had to rely on dead reckoning for navigation. Only after the chasing men finally got to their parked Beech did they learn they had won the race! Louise and Blanche had set a new transcontinental speed record in winning the coveted Bendix Trophy. It was only in 1935 that the ban on women aviators had been lifted, so they had made a double impact on the aviation world.
Their Beech C17-R had been fitted with an extra 56 gallon fuel tank replacing the rear seat so their only fuel stop was at Beech field in Wichita. The flight had been made with extreme head winds after Albuquerque causing them worry that they might be unable to complete the flight without an additional refueling.

Louise was born in 1905 and reared in Bentonville, Arkansas and the airport there was named in her honor in 1951, and in 1976, three years before she died, she attended the re-dedication ceremony of Thaden Field in Bentonville.

Louise had been a good friend of Amelia Earhart and defeated both Earhart and Pancho Barnes in the first women's air derby from Santa Monica to the National Air Races in Cleveland in 1929.
She had been a sales person for the Travel Air Corporation and had earned a degree from the University of Arkansas but switched careers from Journalism to Physical Education to Aviation in 1927. She received her pilot's license in 1928 and set an altitude record on 20,260 ft. in a Hisso powered Travel Air 3000, and three months later set a new endurance record of 22hr:03 min. She was only the fourth woman pilot to earn her transport license. Also in 1929 she won the Women's Air Derby in a Travel Air B-4000 and another endurance record of 196 hours with passenger Frances Marsalis, a light plane speed record and a new East-West speed record, and the same year married Herbert Von Thaden.

The Beechcraft C17-R flow by Thanden and Noyes was royal blue with white trim in the standard Beech pattern. It was awarded race number 62. A model of this famous plane, built by Dr. William Miller, hangs in the lobby of the Women's Air & Space Museum at Burke Lake Front Airport in Cleveland.
See photos, below:





Beechcraft Model 17

When I got the idea to build a dime version of the Beechcraft Model 17, I went looking for plans. I checked my files, the on-line sources, and all the guys I knew with deep file drawers. Nothing. It was hard to believe that this one had gotten by all the ten cent model manufacturers of the Golden Age, but none has turned up. Looked like an opportunity to draw up my own version.

The design offers a reasonable nose moment, retracted landing gear, and biplane bonus points without the bother of cabane struts. There are also dozens of great color schemes to choose from. The Staggerwing is such a classy airframe that it even manages to look good in military paint jobs. Being a FAC Neo Dime model, the construction is completely traditional, by law. All the balsa is 1/16" stock, although I used 1/32" to sheet the cowl. Stiff paper could be used instead if you prefer, or add some stringers and cover it with tissue.

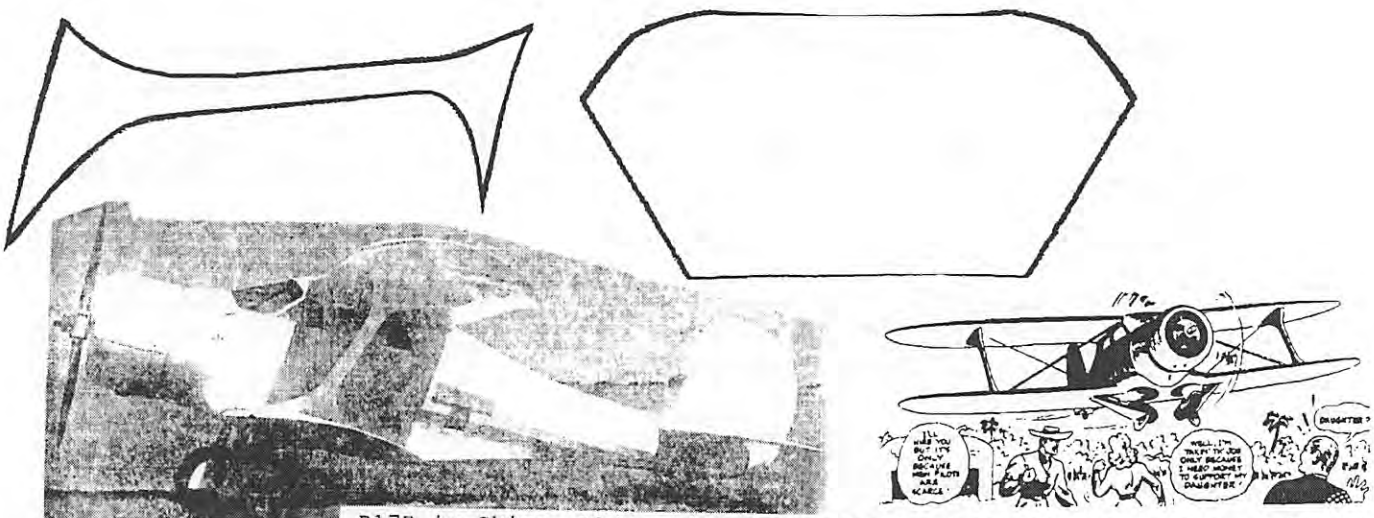
I'll let the builder decide how many gussets to add to the framework. I used plenty because I'm ham fisted. (That's something to consider before you hand me your latest creation at the field.) You also might want to make the stab a little thicker so you can sand an airfoil shape into it and still keep the minimum required 1/16" thickness.

The wings are identical, and set at the same incidence and dihedral angles. I made a cardboard jig that matched the wing seats at the side of the fuselage. This is used when setting the wing struts to insure the wings didn't get twisted. If you make an extra copy of the plan and cut this jig pattern from it, the position of the strut is drawn right where it belongs. Use the jig, or better yet the fuselage frames to get the angle and length of the struts exactly right before you cover anything. This is probably the most important step in getting this model to fly right. Take some time with the bare frames to get the incidence angles right.

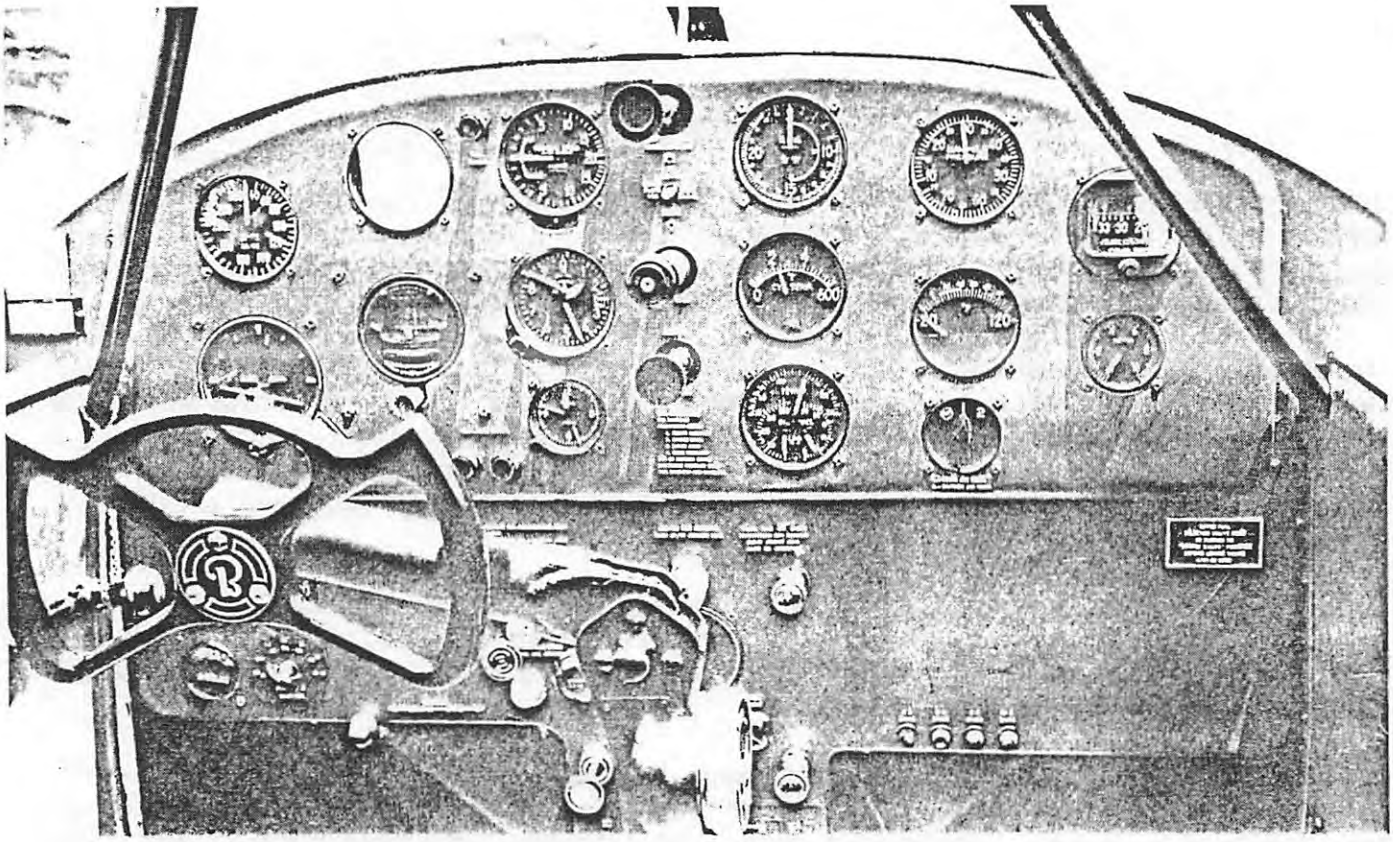
I left the windshield pattern off of the plan. Have you ever found one of those things that fit? Me neither. If you feel better having one around, I've stuck it at the bottom of this page. It's copied from the one that fit mine. Good luck. There's also a copy of the wing strut for the sake of convenience.

Mine finished out at 16.6 gm., but I had to add a glob of clay to the nose to balance. I used a six inch Peck prop and two loops of 1/16" Tan for power. It was the first model I've ever built that really flew right off of the board. I was stunned. I adjusted nothing and it took off in a nice big right hand circle. I'm sure I'll mess it up as I try to "improve" on that, but it felt real good. Hope yours flies as well!

Rich Weber / Wingnut



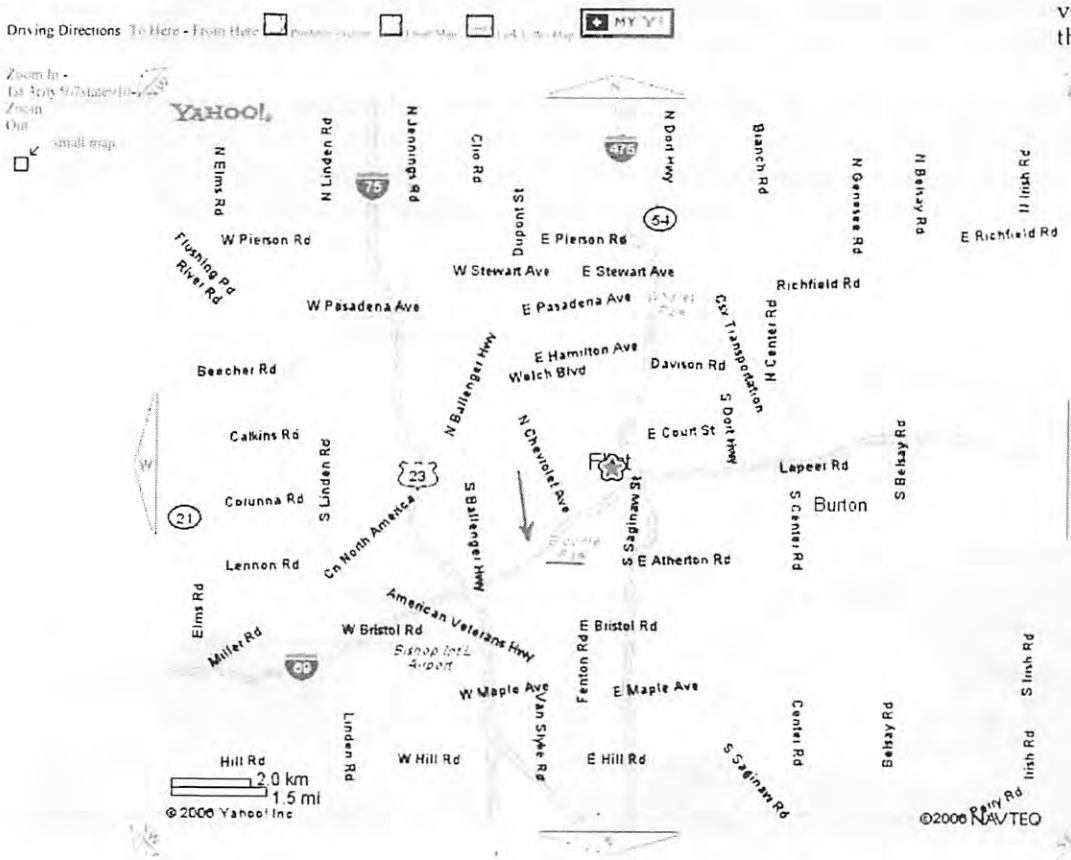
D17R in China. White with red cross on fuselage sides, top, and bottom. script Beechcraft lettering on fin is gold.



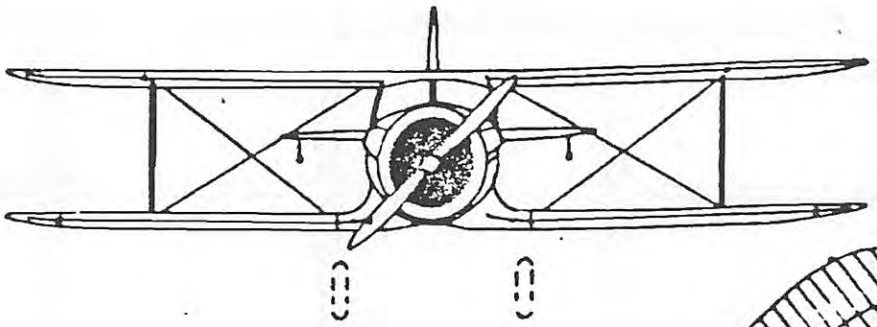
Staggerwing instrument panel showing the famous 'throwover' control wheel mounted on a central pedestal so that the aircraft can be flown from either seat. Propeller, throttle and mixture controls are mounted vertically down the centre of the panel.

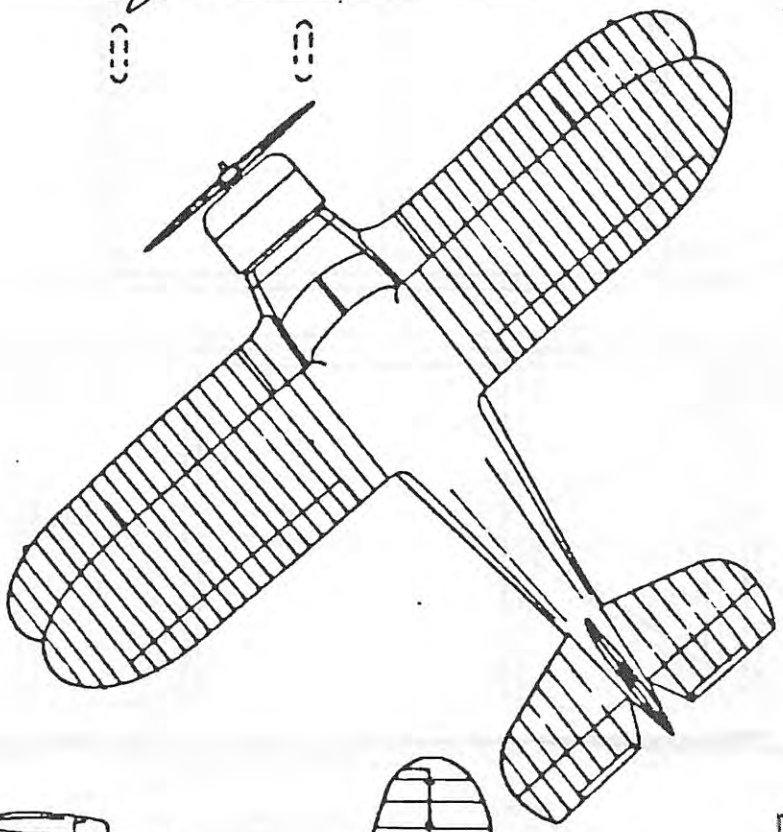
Hey, fellow Free Flighters: Note the addition of contest dates for the Flint, Michigan based Cloudbuster contests on page 16 . A map of their area is shown below to help you find their flying site. You will find these guys to be very welcoming hosts.

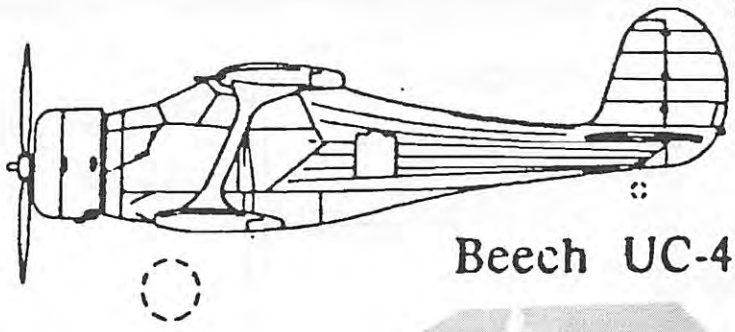
★ **Map of: Flint, MI** Save





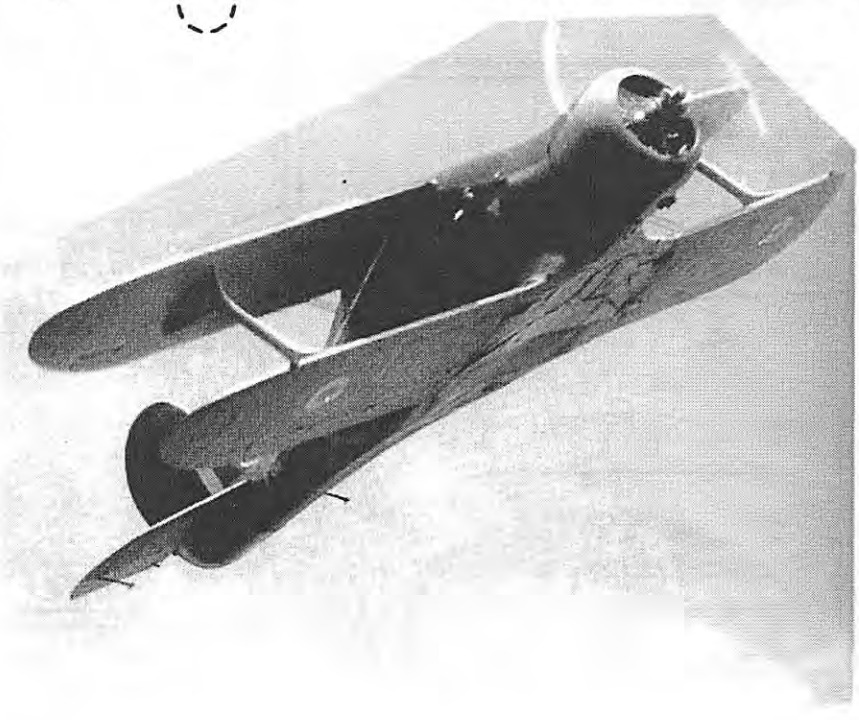






Beech UC-43 Traveler





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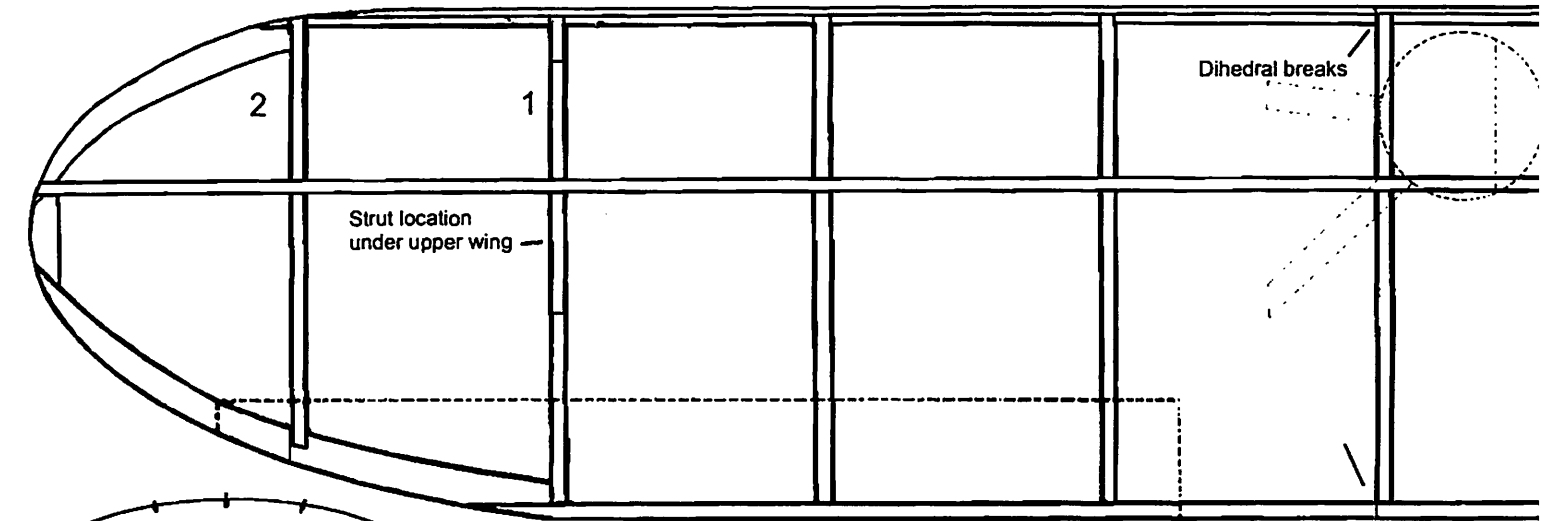
Carbon Steel Razor Blades
Snap to a point, cuts without crushing

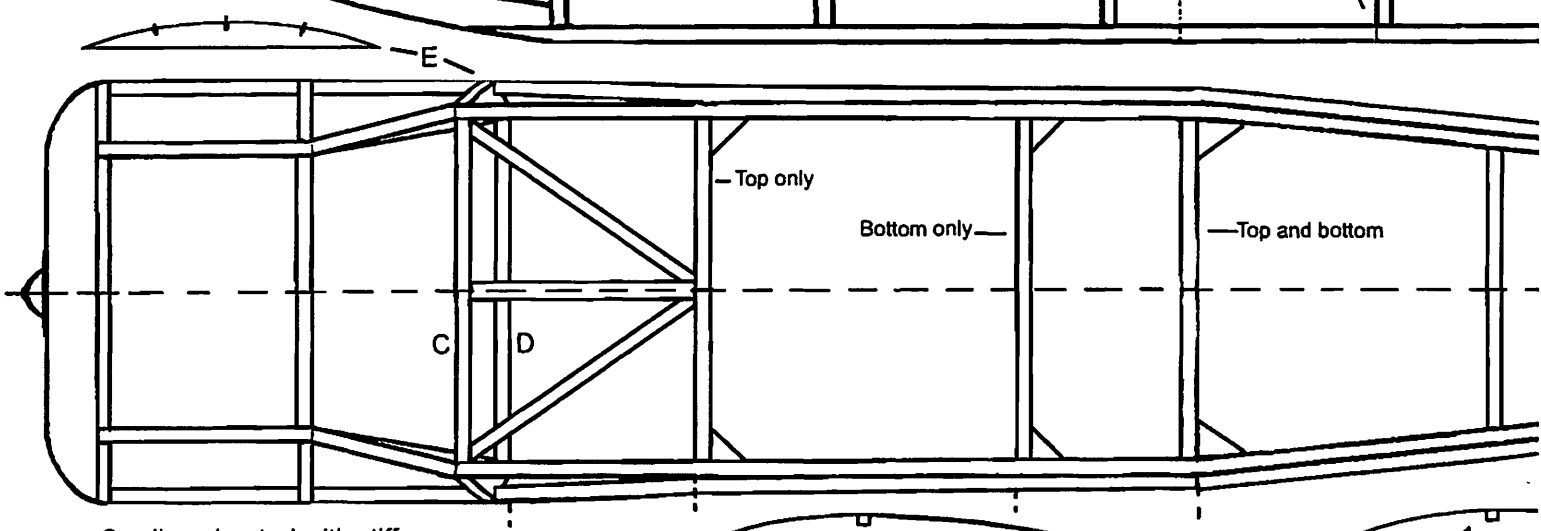
Carbon Fiber Pultrusion & Plate
Rod: Round, Half Round, Trailing Edge, Rectangle
Micro Tubes starting at 0.7mm by DPP
Cap Strip for ultra rigid and strong construcion

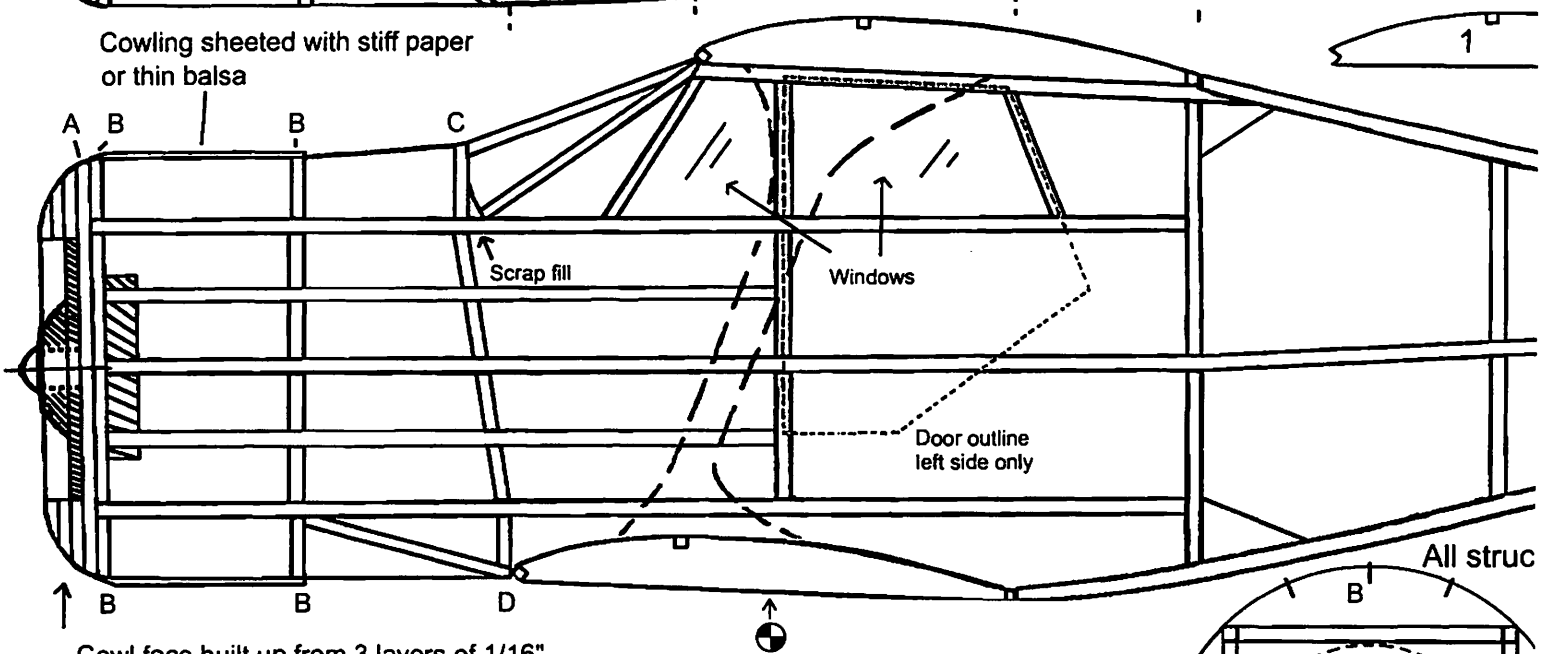
- 0.9 micron covering
- Jones balsa stripper
- Boron filament
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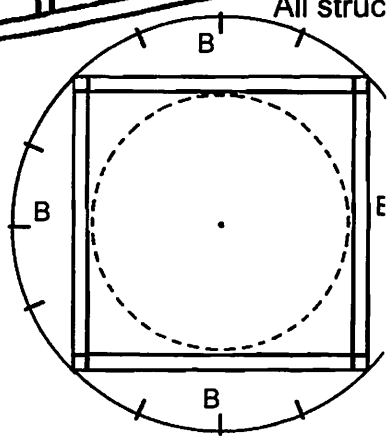






Cowl face built up from 3 layers of 1/16"
or carved from 3/16"

All struc

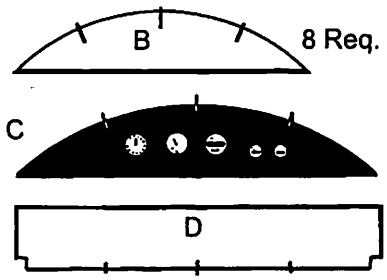


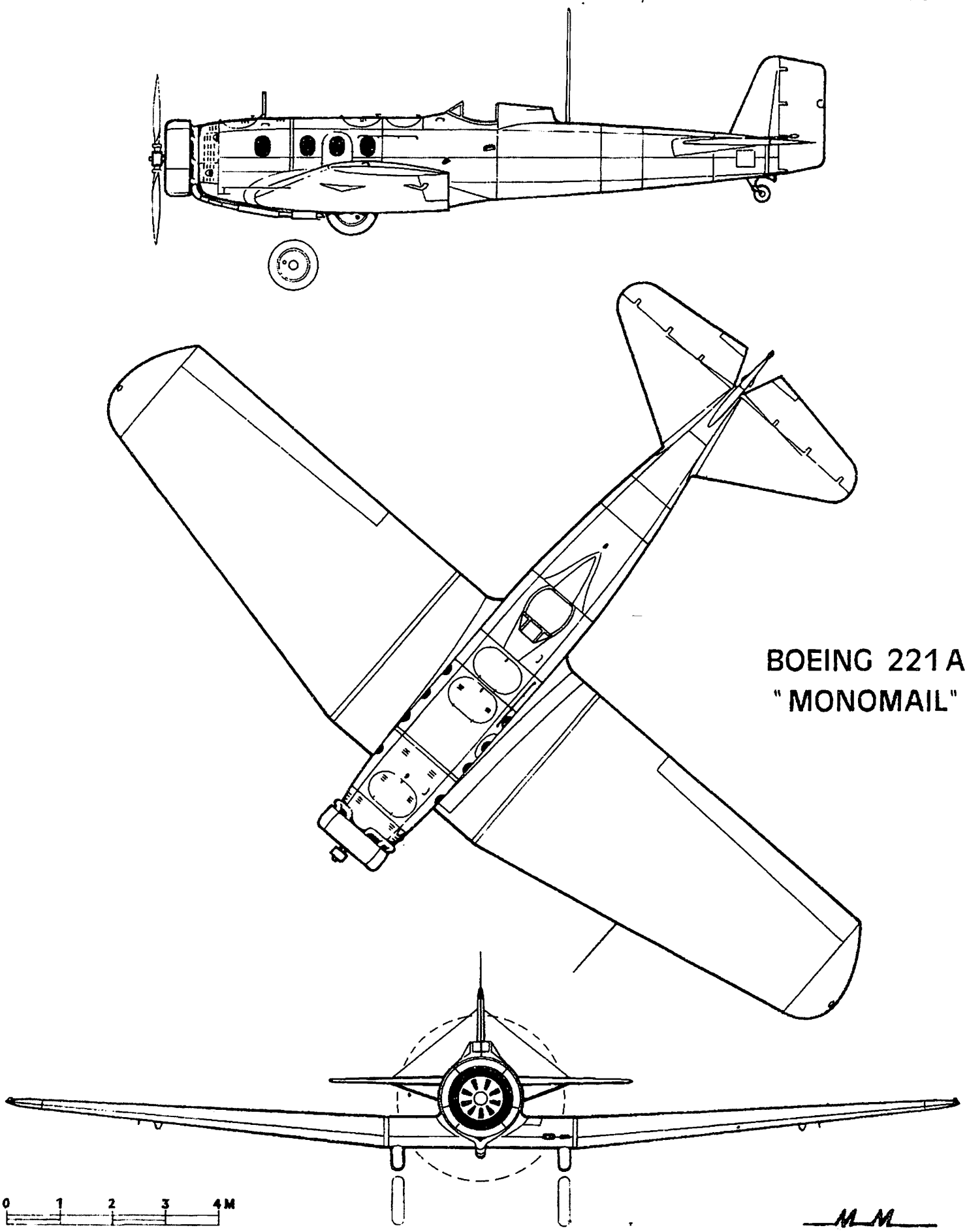
Beechcraft Model D17

16" Span
Neo Dime

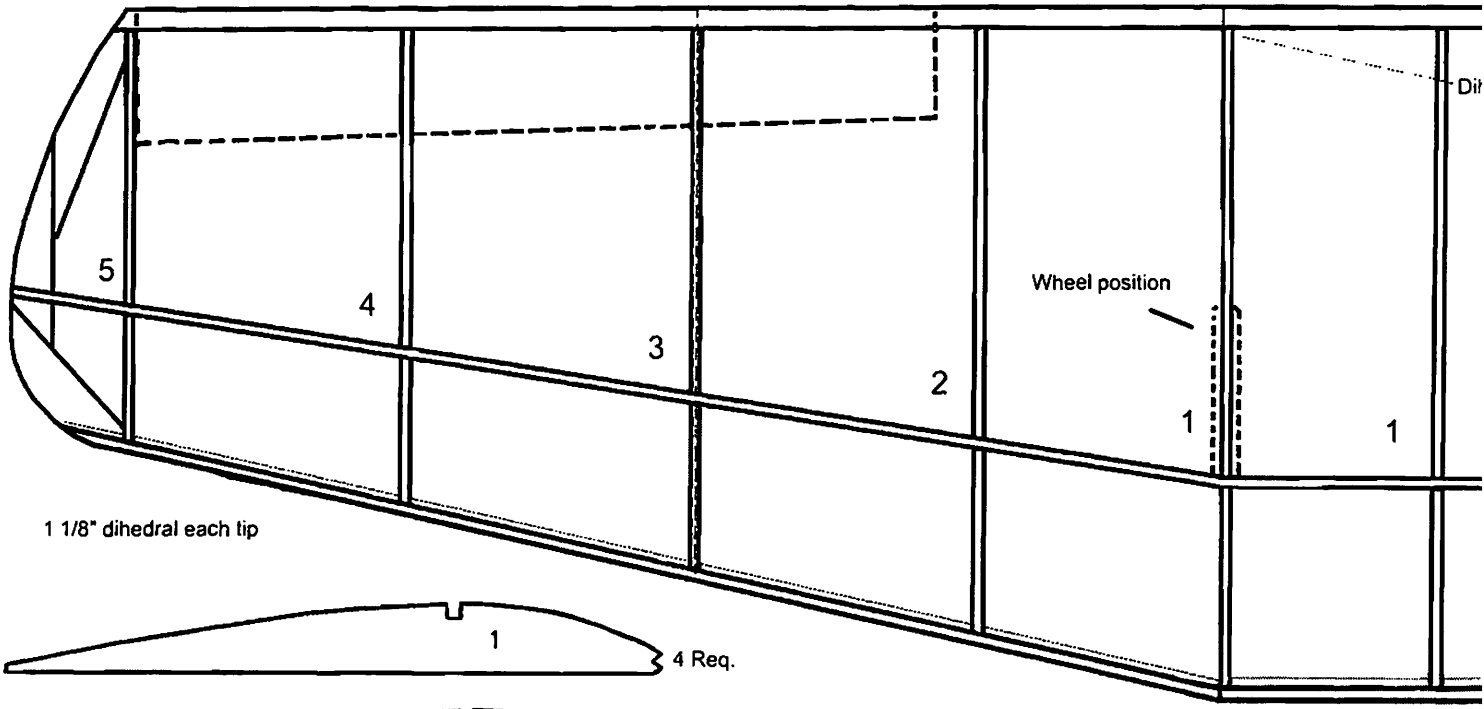
Wingnut Aero Works, Ltd.

Rich Weber 2006

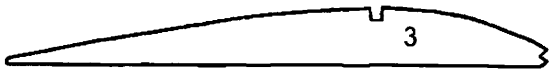


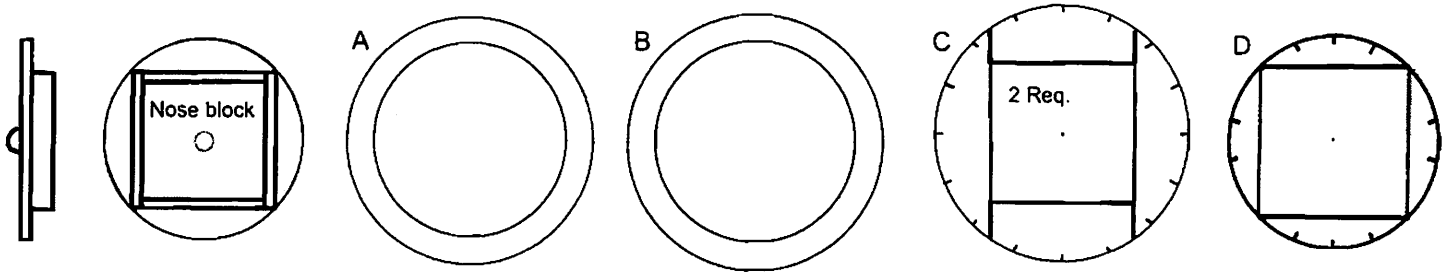


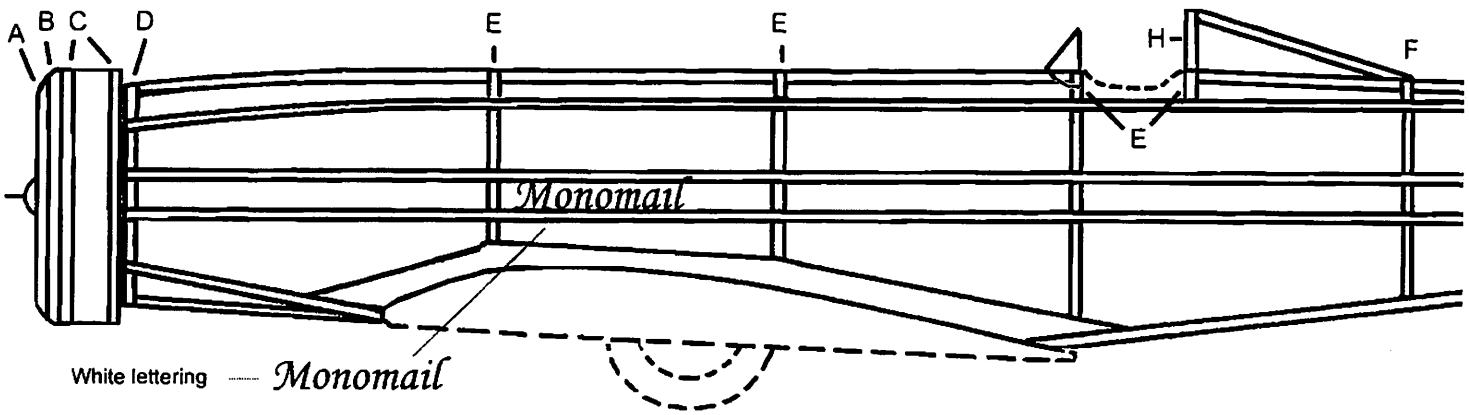
BOEING 221 A
"MONOMAIL"

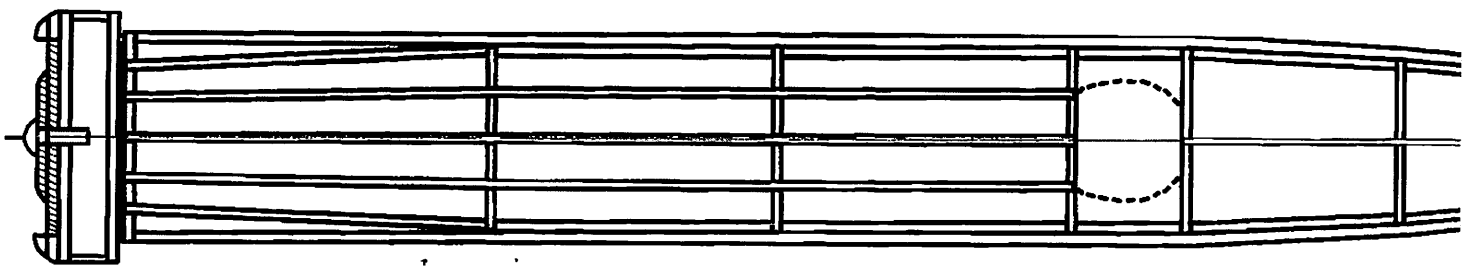




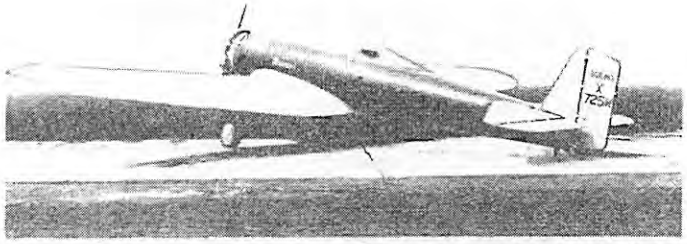








Cover cowl with tissue, bond paper, or 1/32" balsa



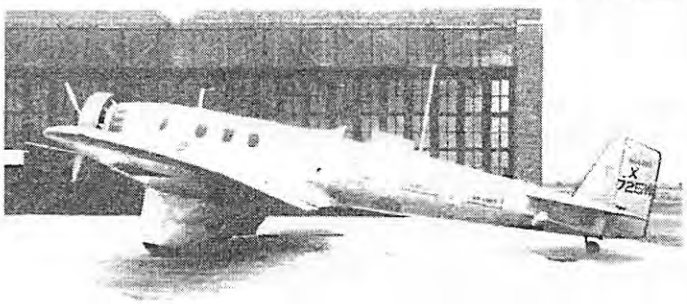
May 6, 1930, witnessed the first flight of the advanced Boeing 200 *Monomail*, a low-wing, cantilever monoplane mail plane with a retractable landing gear and a top speed of 158 mph. Finish was green fuselage, green outlined grey tail, and grey and orange wing (Boeing)



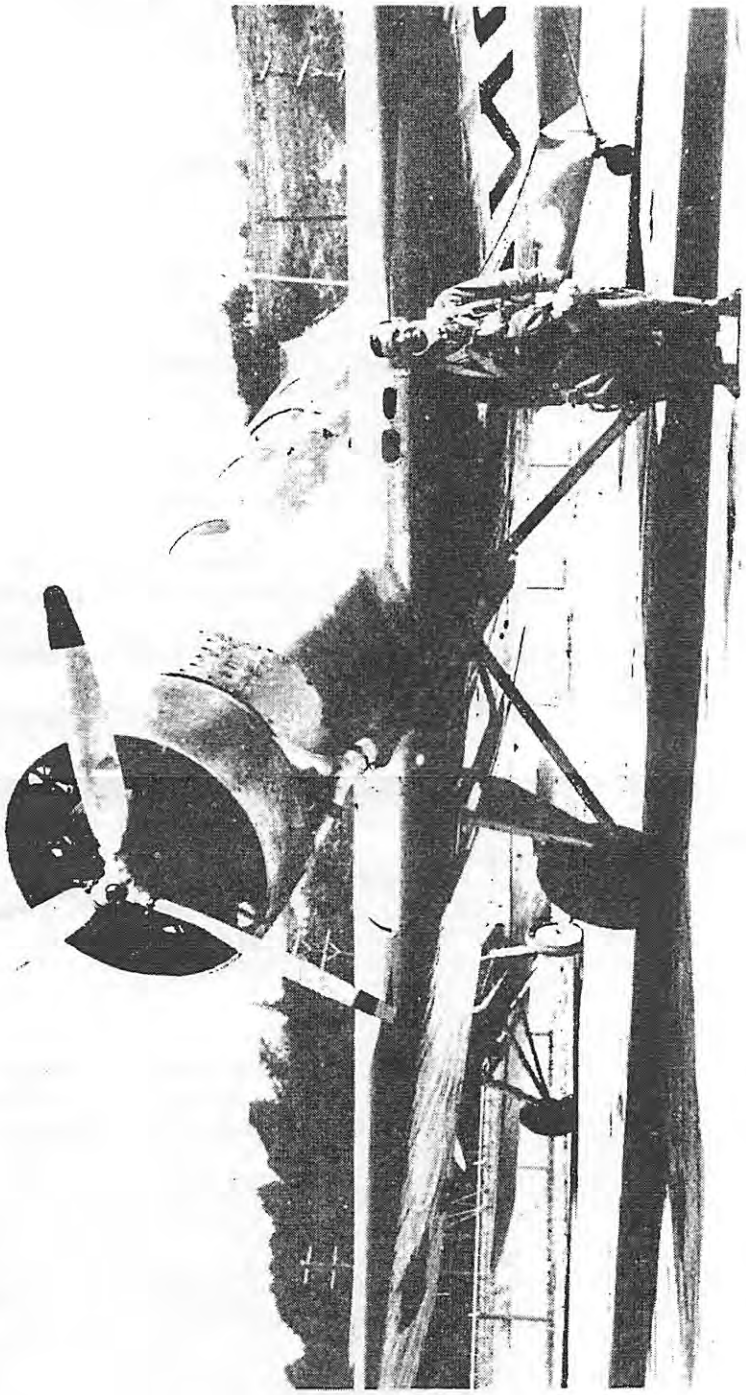
The second, and only other, *Monomail*, model 221, with a six-passenger cabin and finished in green and grey, made its first flight on August 18, 1930. Like the 200 it was powered by a 575-hp Pratt & Whitney *Hornet* engine. (Boeing)

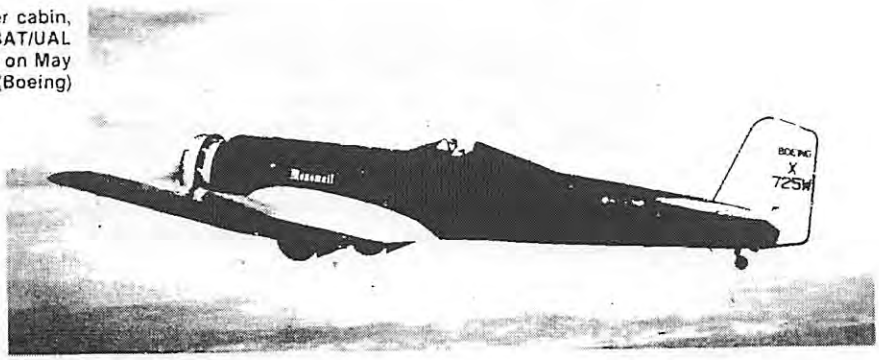


Seating capacity of the 221 was increased to eight by lengthening the fuselage 27 inches, and it was redesignated 221A. It was placed in service by the Boeing Air Transport division of United Air Lines in 1931. (Boeing)



The original *Monomail*, converted to 221A with an eight-passenger cabin, shown here at the factory in September 1931, entered service with BAT/UAL late in 1931. The two *Monomails* were sold to Wyoming Air Service on May 24, 1935. (Boeing)





2007 CFFS CONTEST EVENTS AT LORAIN COMMUNITY COLLEGE FIELD
AT RT. 301S. ABBE RD. I-90 EXIT TO RT. 301S, HOAG RD. OR MAIN ENTRANCE, UPWIND

MAY 27 JULY 29 SEPT. 16

1. FAC PEANUT SCALE, FULL POINTS
2. HIGH WING CABIN PEANUT
3. FAC DIME SCALE
4. FAC RUBBER SCALE
5. EMBRYO ENDURANCE
6. FAC TWO BIT O.T. RUBBER
7. FAC FICTION FLYER
8. GOLDEN AGE CIVIL
10. LOW WING MILITARY TRAINER
12. HAND LAUNCH GLIDER
14. FUNK & WACO MASS LAUNCH 11:30
15. GREVE INLINES RACE M.L. 12:30
16. THOMPSON RADIALS M. L. 1:30
19. WW I MULTIWING PEANUT 2:30
20. WWI FAC MULTIWING M.L 3:30
23. ALL SCALE FLYING HOARD M.L. 4:30

JUNE 17 AUGUST 12 OCTOBER 7

1. FAC PEANUT SCALE
2. HIGH WING CABIN PEANUT
3. FAC DIME SCALE
4. FAC RUBBER SCALE
5. EMBRYO ENDURANCE
6. FAC TWO BIT O.T. RUBBER
7. FAC FICTION FLYERS
9. GOLDEN AGE MILITARY
10.6 P-20 ENDURANCE
11. NO.CAL. PROFILE
12. HAND LAUNCH GLIDER
13. 6" STICK CATAPULT GLIDER
14. FUNK & WACO MASS LAUNCH 11:30
17. BENDIX PRE WAR M.L 12:30
18. GOODYEAR, F1 RACE M.L 1:30
21. WWII PEANUT COMBAT M.L 2:30
22. WWII FAC COMBAT M.L. 3:30
23. ALL SCALE FLYING HOARD M.L. 4:30

FAC rules apply, with inspection of No. Cal., Dime and Combat for minimum detail. O.T.'s must be built to plan with plan provided for inspection. No size change for 25" Max.per O.T. plan. Flier must pre-select event for multiple option models. Special events earn double credit for CFFS year end prize. **Mass launch events will start at posted clock times! Be ready!**

CROSSWINDS READERS WITH THE DREADED RED X AT ISSUE RENEWAL CODE #121 OR LOWER CAN SEND $16 PER YEAR TO RUSS BROWN 4909 N. SEDGEWICK, LYNDHURST, OH 44124 – U.S.A.

SPECIAL EVENTS FOR CFFS YEAR END PRIZE ARE:

May: 27 Peanut Scale, Embryo Endurance, WW I Peanut, WW I FAC Dogfight
June:17 High Wing Cabin Peanut, Two Bit O.T. Rubber, WW II Peanut M.L. , WW II FAC Combat M.L.
July: 29 FAC Rubber Scale, Dime Scale, Greve Race M.L., Thompson Race M.L.
Aug:12 FAC Fiction Flyers, No. Cal. Profile Scale, Bendix Race M.L., Goodyear Peanuts M.L.
Sept:16 Golden Age Civil, Low wing Military Trainer, Funk & Waco M.L., WW I Peanut M.L.
Oct: 7 Golden Age Mil., FAC Fiction Flyers, Embryo Endurance, Two Bit O.T. Rubber, WW II Peanut M. L.

EVENTS LIST:

Sunday 5/27 CFFS FAC & Duration FF Outdoor Meet at LCCC. Elyria, OH. 9: A.M. 4:30 P.M. R. Brown – C.D.
Sunday 6/3 Cloudbusters @ Stanley Broome Park.
6/9 - 6/10 CIA & McCook Dayton FAC at Muncie, IN AMA Field
Sunday 6/17 CFFS FAC 7 Duration FF at LCCC, Elyria, OH, 9: A.M. – 4:30 P.M.- G8/ Jim Hyka - C.D.
6/21-6/24 Waco Fly-In at Wynkoop Field, Mt. Vernon, OH.
Saturday 7/7 Cloudbusters @ Stnaley Broome Park.
7/6- 7/8 Taylorcraft & Aeronca Fly-In at Barber Field. Alliance, OH. Breakfast - 7:30 – 11:30 A.M.
Thursday 7/19-Sat 7/21 FAC Non-Nats at Geneseo, NY, Lin Reichel, and GHQ Staff - C.Ds.
Sunday 8/26 Cloudbusters @ Stanley Broome Park
Sunday 7/29 CFFS FAC & Duration FF at LCCC, Elyria, OH, 9:00 A.M.– 4:30 P.M.- Michael Zand - C.D.
7/23 – 7/29 EAA Annual Air Venture Fly – In at Oshkosh, WI.
7/30 – 8/3 AMA FF Nats at Muncie, IN.
Sunday 8/12 CFFS FAC and Duration FF at LCCC Elyria, OH, 9A.M.– 4:30 P.M. - Peter Zbasnik,- C. D.
8/25- 8/26 EAA MERFI Mid-Eastern Regional Fly-In at Mansfield, OH Lahm Airport
September 1-3 Cleveland Air Show & ARHS Booth at Burke Lakefront Airport
September 8-9 FAC Outdoor Champs & Duration FF at Muncie, IN.
Sunday 9/16 CFFS FAC & Duration FF at LCCC, Elyria, OH, 9 A.M.– 4:30 P.M. - Dan Kane – C.D.
Sept. 21-23 WWI Fly-In & Exhibit at WPAFB, Dayton, OH.
Saturday 9/29 Cloudbusters at Stanley Broome Park
Sept. 29-30 Gathering of Mustangs & Legends at Columbus, OH Rickenbacker Int, Apt.
October 6-7 CIA & FAC Ted Dock Memorial Contest at Muncie, IN www. GML 2007.COM.
Sunday 10/7 CFFS FAC & Duration FF at LCCC, Elyria, OH, 9 A.M.– 4:30 P.M. - Russ Brown – C.D.
Sunday 10/21 Cloudbusters at Stanley Broome Park.

CLEVELAND FREE FLIGHT SOCIETY

First Annual Indoor Contest and Record Trials

KSU Fieldhouse, March 31, 2007

Hand Launch Glider (best two of 9 flights)

1. Jim Buxton - 57.8, 57.8 = 115.6
2. Ron Romash - 57.0, 57.0 = 114
3. Bill Gowen - 33.3, 34.7 = 68

Standard Class Catapult Glider (best two of 9 flights)

1. Kurt Krempetz - 52.6, 53.4 = 106
2. Jim Buxton - 51.1, 53.8 = 104.9
3. Bill Gowan - 45.5, 45.4 =90.9
4. Ken Krempetz - 47 .5, 43.2 = 90.7
5. Ron Romash - 38.7, 41.6 = 80.3
6. Rich Miller - 22.4, 22.4 = 44.8

Unlimited Catapult Glider (best two of 9 flights)

1. Kurt Krempetz - 53.1, 56.8 = 109.9
2. Ron Romash - 54.9, 54.5 = 109.4
3. Jim Buxton - 53.1, 57.3 = 104.4
4. Bill Gowan - 52.1, 51.6 = 103.7
5. Ken Krempetz - 46.3, 38.2 = 84.5

EZB (best of 5 flights)

1. Jeff Hood - 17:35, 17:15
2. Don Slusarczyk - 10:04, 16:50
3. Tom Sova - 6:22, 9:02, 14:21 14:41
4. Fred Tellier - 12:32, 4:40, 3:54
5. Larry Mzik - 4:48, 4:06

Mini-Stick (best of 5)

1. W. Van Gorder-7:07,9:29,9:44,9:21,10:51
2. Ron Romash - 9:35, 9:33, 9:18
3. Tom Sova - 9:14
4. Nick Ray - 8:47, 3:13, 8:58, 7:78

Limited Penny Plane (best of 5)

1. Jim Richmond - 9:19, 11:09
2. Bill Gowan - 10:40
3. Ron Romash - 9:27, 10:22
4. Fred Tellier - 9:45, 3:00, 9:00
5. Tom Sova - 8:12, 9:10, 3:46
6. Jeff Hood - 8:42
7. Don Slusarczyk - 7:20

Bostonian

1. Bob Clemens - "Nemo" CF 1.03, Flights 92, 179.
2. Richard Miller - " Road Runner 3" CF 1.17 DNF
3 Michael Zand "Planarian" CF 1.17 DNF

Jetco ROG (best of 5)

1. Chuck Slusarczyk - 2:28, 3:01, 2:20, 3:30
2. Walt Van Gorder - 2:25, 3:10, 3:07, 3:16, 3:15
3. Don Slusarczyk - 2:30, 2:50

FAC EVENTS

GHQ Peanut	Flights	Total	Pts. X 2.8	Model
1. Jack McGillivry	93, 98, 93	284	309.2	Found 100
2. Jim Buxton	133	133	158.2	P51A
3. Michael Zand	31, 34, 39	104	136.6	Fike

Golden Age Civil	Total of 3 flights	1	2	3	Total
Bob Clemens	Farman 400	88	113	93	294
Jack McGillivray	Cessna C-38	102	88	94	284
Jim Buxton	Culver Cadet	55	80	81	216
Michael Zand	Taylorcraft	40	22	39	101

Dime Scale
No flyers

No-Cal Profile Scale
Chuck Slusarczyk - Hosler Fury. 3:10, 3:28

Phantom Flash Best two of 5	1	2	Total
Don Slusarczyk	3:16	3:05	6:21
Chuck Slusarczyk	2:46		2:46
Paul Good	1:35	45	2:20
Bob Clemens	22	51	73

WWII Combat
1. Jack McGillivray- P-51B
2. Jim Buxton - P-51A
3. Rich Miller - P51-B
4. Peter Zbasnik - Yak 1

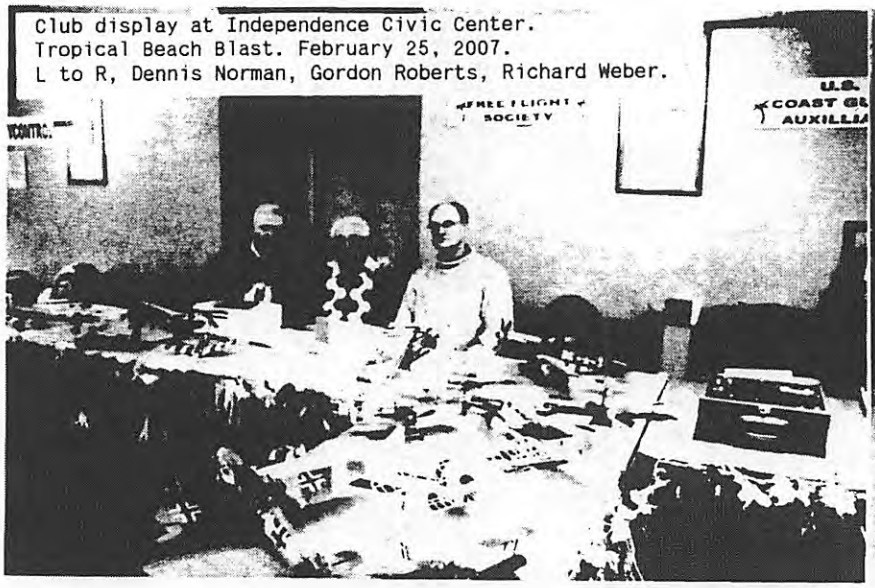
WWII No-Cal Combat
1. Larry Loucka - Spitfire MK 19
2. Don Slusarczyk - Buccaneer
3. Jim Buxton - Ohka
4. Pete Zbasnik - Zero A6M3
5. Chuck Slusarczyk - Sea Hurricane

I apologize for the delay with the results. We were out of the country from April 11 to April 27. The Contest Committee would like to thank all who participated as contestants at this annual event. The good news is that KSU has invited us back for next year and we almost broke even financially. FAC flyers were in short supply but there were some unavoidable personal conflicts and the date is chosen by the availability of the KSU Fieldhouse.

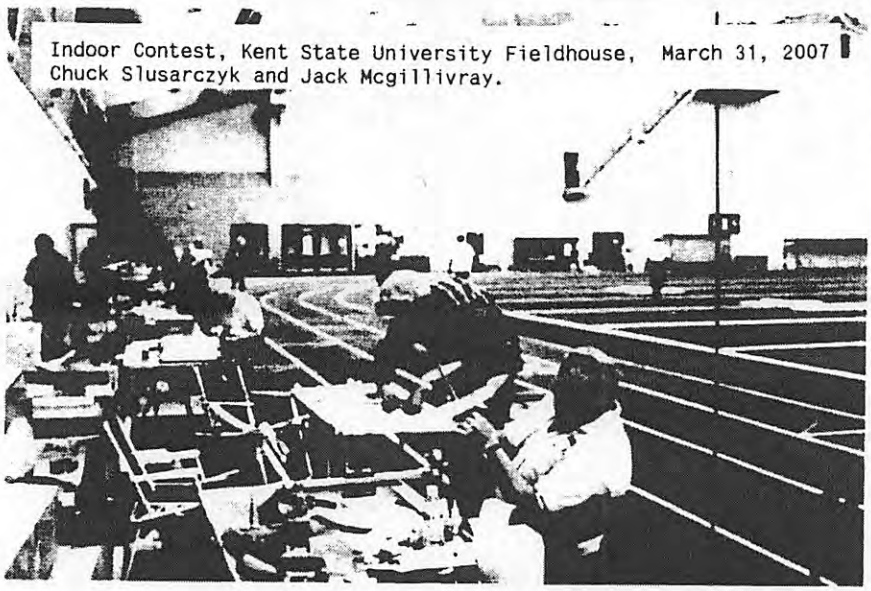
In planning for next year we will revise the flying schedule to better suit the AMA events and revise the choice of FAC events to perhaps attract more flyers.

Congratulations to all the winners, to all the AMA Record Trial setters, and to Jim Buxton, Grand Champ.

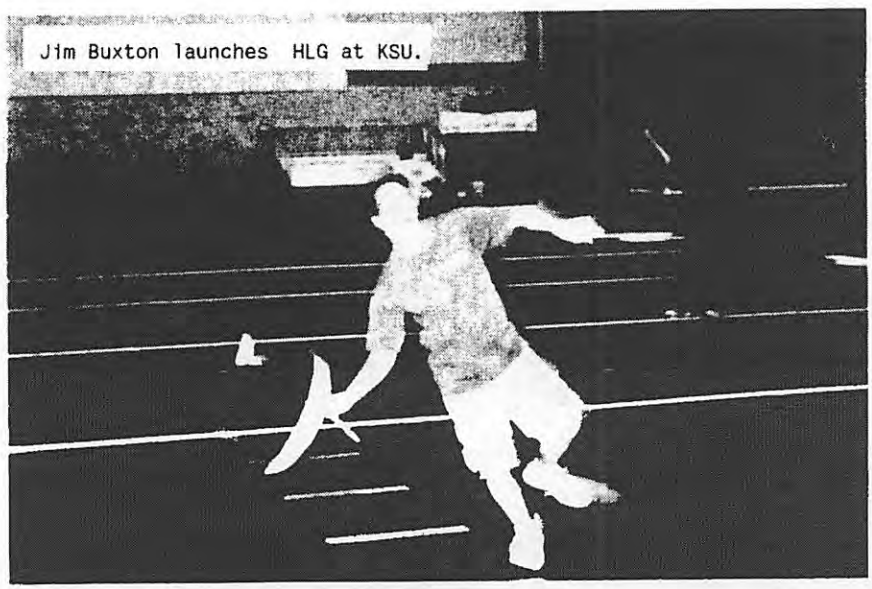
Michael Zand - Contest Director



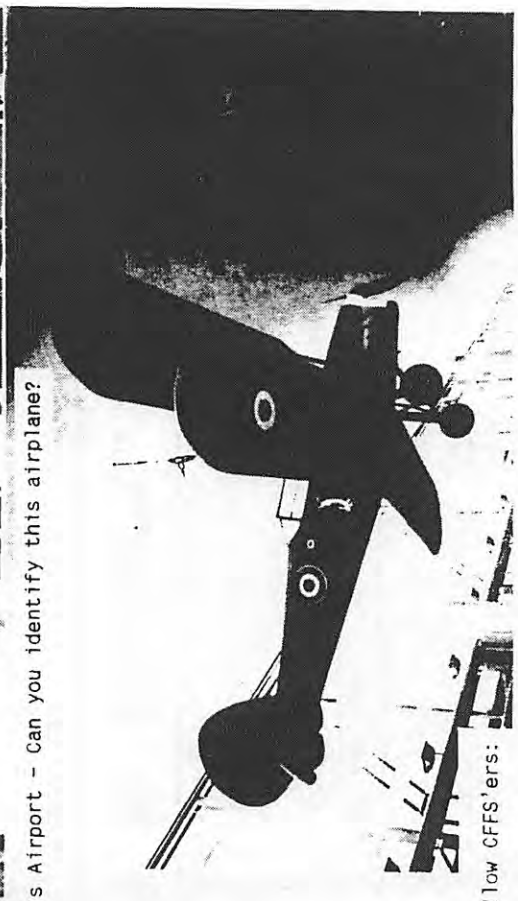
Club display at Independence Civic Center.
Tropical Beach Blast. February 25, 2007.
L to R, Dennis Norman, Gordon Roberts, Richard Weber.



Indoor Contest, Kent State University Fieldhouse, March 31, 2007
Chuck Slusarczyk and Jack Mcgillivray.



Jim Buxton launches HLG at KSU.

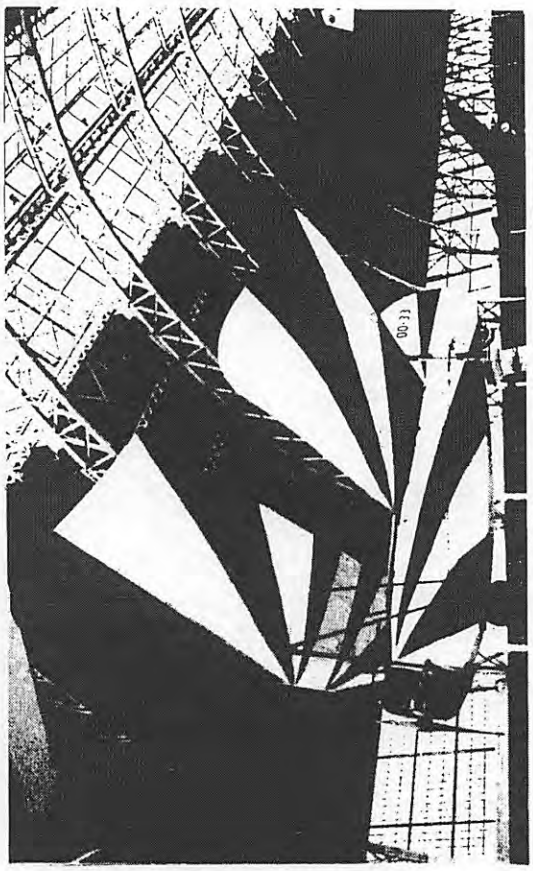


Brussels Airport - Can you identify this airplane?

Fellow CFFS'ers:

Recently Irene and I were on a river cruise from Amsterdam to Brussels. At the end of this trip we visited the *Royal Army and Military History Museum*. This is one of the world's largest military museums. I thought these photos from the air section would be of interest. Further information is available at **www.klm-mra.be**

Michael C. Zand



Tipsy S2 - Cet avion de tourisme fût Conçu par l'ingénieur TIPS, directeur des usines FAIREY á GOSSELIES. Produit en petite série, il était assez représentatif des efforts réalisés en matiére d'aviation légé dans les annees trente.