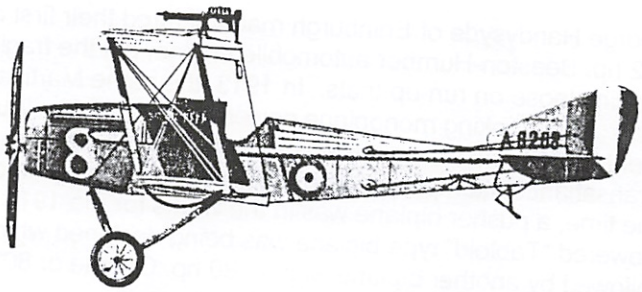
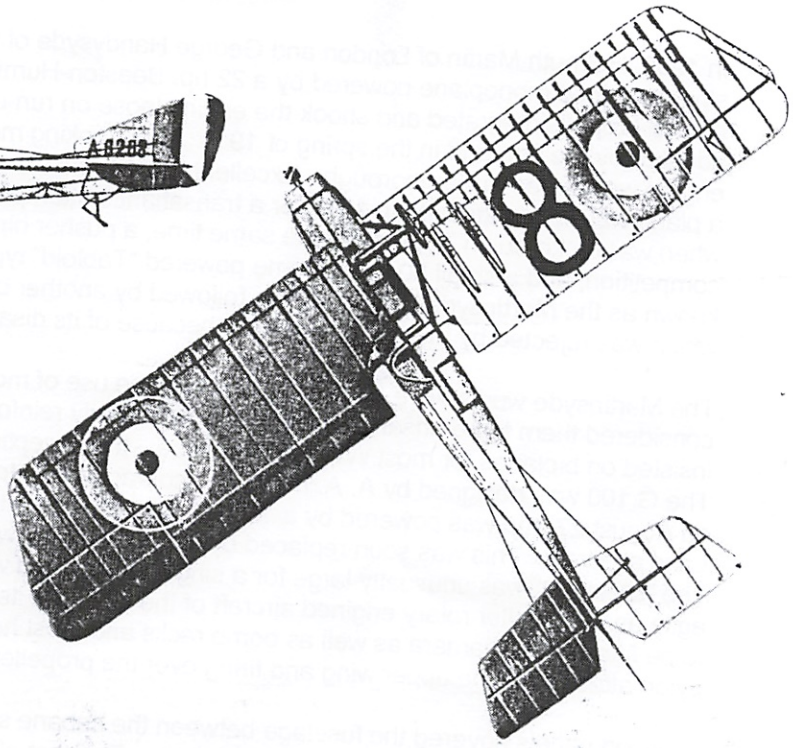
CROSSWINDS #122

22" SPAN MARTINSYDE "ELEPHANT"

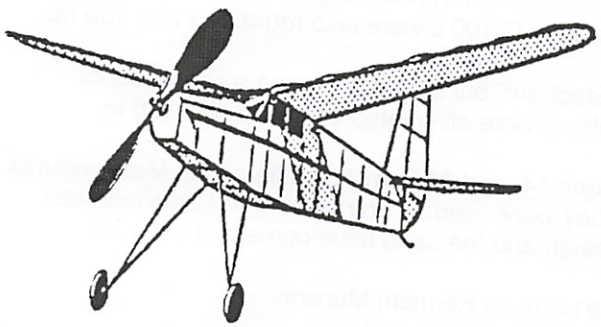




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Suitable for Embryo Endurance



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44094$8476 R001

THE MARTINSYDE G.100 "ELEPHANT"

In 1908, Helmuth Martin of London and George Handysyde of Edinburgh manufactured their first airplane, a single engined monoplane powered by a 22 hp. Beeston-Humber automobile engine, but the fragile three bladed prop disintegrated and shook the engine loose on run-up trials. In 1913, the name Martinsyde was adopted by the firm and in the spring of 1914 a fine looking monoplane powered by a 120 h.p. Austro Daimler engine was tested at Farnborough. Excellent design and workmanship characterized all Martinsyde aircraft and a plane was in construction in 1914 for a transatlantic attempt by Gustave Hamel, but was left uncompleted when war broke out in August. At the same time, a pusher biplane was in the works for the 1914 Aerial Derby competition, and a small 80 h.p. Gnome powered "Tabloid" type biplane was being designed which became known as the Martinsyde S.1. This was followed by another biplane with an 80 hp. Gnome or 80 hp. Anzani which was rejected by the war department because of its disappointing performance.

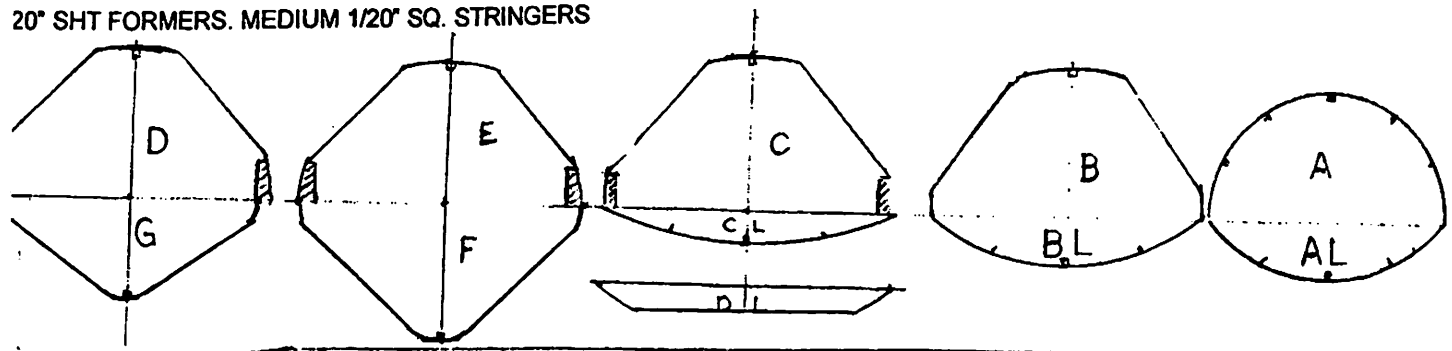
The Martinsyde works were primarily promoting the use of monoplanes, but the British war department considered them to be unsafe, favoring the more easily reinforced, wire rigged biplanes until the mid 30's and insisted on biplanes for most WW I applications – the exception being the Bristol M.1.
The G.100 was designed by A. A. Fletcher who transferred to the L&P Co. in 1915. It was tested at Farnborough on August 27 and was powered by a 120 hp. Beardmore built Austro Daimler engine driving a three bladed Lang airscrew. This was soon replaced by a conventional two bladed Lang prop.
The "Elephant" was unusually large for a single seater, and was not well suited as a fighter since it was not as agile as the smaller rotary engined aircraft of the time, but its long range and weight carrying capacity allowed it to be fitted with a camera as well as bomb racks and most had one Lewis gun mounted on a long inverted "Vee" pylon attached to the upper wing and firing over the propeller arc.

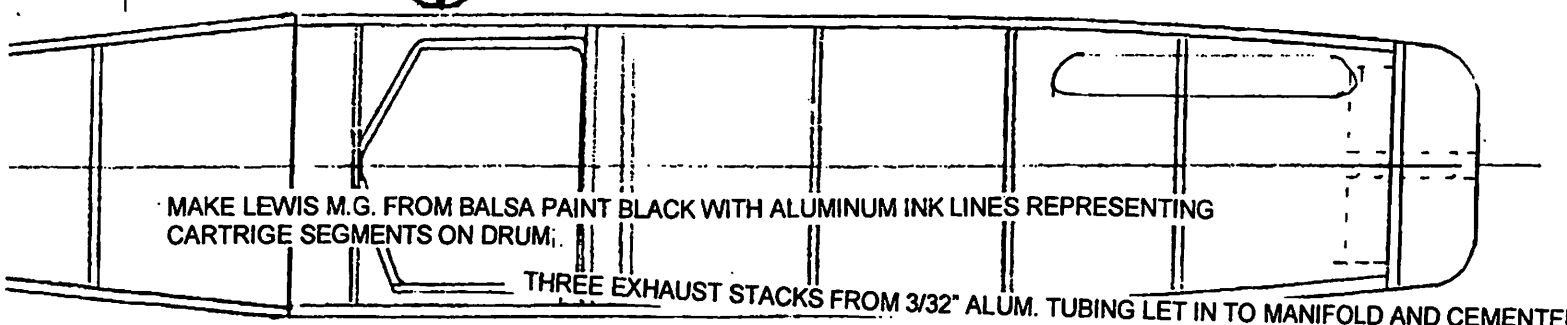
Plywood panels covered the fuselage between the cabane struts and around the cockpit, and perforated steel plates were used to attach all rigging and struts. The rest of the fuselage was wire braced and fabric covered. The radiator was installed behind the engine and accounted for the unusual rectangular openings in the fuselage of most "Elephants", although a German wing mounted radiator was evaluated on at least one plane.

Production was underway early in 1916 but was not swift because of a demand for the Beardmore engines for the F.E.2b and R.E.7. Refinements in the engine cowling, a fairing for the leading edge of the tailplane and removal of an ugly hump ahead of the cockpit made later models much more attractive.
The "Elephant" had limited visibility from the cockpit and was considered to be difficult to land because it tended to float over the airfield compared to other planes of the time. This was undoubtedly due to the large wing area and low wing loading. It was, on the other hand, rather speedy, having comparatively low drag for a two bay biplane.
Number 27 was the only squadron totally equipped with "Elephants" and reached St. Omer, France in March 1916 with eleven G.100s. On July 1, six planes from squadron 27 bombed the German headquarters at Baupame and started a fire that burned for several hours. Throughout the battle of the Somme, Martinsydes escorted bomber and reconnaissance aircraft, particularly in the area south of Ancre where they flew with R.E 7s of No. 21 squadron and B.E.12s of No. 19 squadron.
On Nov. 1, 1917 three "Elephants" from No. 27 squadron left to attack the airship sheds at Gontrode but only Sgt. S.J. Clinch found his way through the fog navigating by compass alone. He bombed the sheds and found his way back to Semy, again by compass alone, an amazing feat for 1917.
By June of 1916, the Beardmore had been increased to 160 hp. but it is not known exactly when "Elephants" benefited from this improvement, but the third batch (A1561 – A1610) had the new engine. The 160 hp. Martinsydes were officially designated G.102 but some of the earlier G.100 s were also retrofitted with 160 hp. Beardmores and not redesignated.
In 1917 the 200 hp. Sunbeam Arab engine was tested in an "Elephant" but the engine gave a great deal of trouble and was not considered satisfactory for use till its problems were eliminated so it was not used in G.100s.
The "Elephant" was used extensively in Palestine with squadrons 14, and 67 from Australia and in Mesopotamia with squadrons 30, 63 and 72 for a total of 64 aircraft where they were used as bombers. The "Elephant" last saw military service in 1919, remarkable in view of its 1914 design and the rapid development of superior aircraft during the war years.
References: J.M.Bruce in "Flypast" volume 5 and "Fighters 1914-18 by Kenneth Munson.

Ref. : Look for WINDSOCK Mini Data File No. 70 and
PROFILE PUBLICATIONS No. 200 for more on the
Martinsyde Elephant WW I Fighter-Bomber. B.

20° SHT FORMERS. MEDIUM 1/20° SQ. STRINGERS

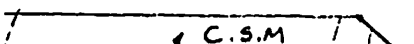




MAKE LEWIS M.G. FROM BALSA PAINT BLACK WITH ALUMINUM INK LINES REPRESENTING CARTRIGE SEGMENTS ON DRUM.

THREE EXHAUST STACKS FROM 3/32" ALUM. TUBING LET IN TO MANIFOLD AND CEMENTED

BALSA L.G. STRUTS AND SPREADER

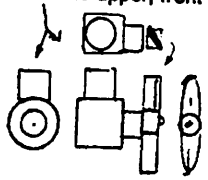


SHT. CABANE STRUT MOUNTS 4° pos.

WINDSCREEN (ON SOME PLANES) FROM .020 ACETATE

COCKPIT EDGING FROM SOFT LEATHER

Rotherham air pump
Balsa with pine prop
Glue to upper, front of left L.G. strut



EXHAUST MANIFOLD FROM 1/8" X ¼" SOFT BALSA, LEFT SIDE ONLY, PAINT BLACK

SOME "ELEPHANTS" HAD OPEN SECTION THRU FUSELAGE HERE REQUIRING A SECOND FORMER "D"

1/16" PLYWOOD NOSE PLATE MED. 3/8" BALSA NOSE BLOCK AND KEY

LIGHT 1/16" SQ. UPRIGHTS AND SPACERS

W/S

HAVE BEEN INSTALLED

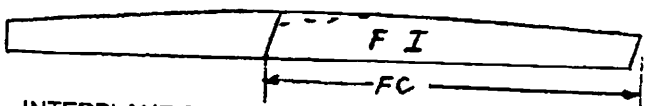
AL

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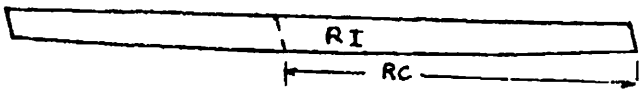
CL

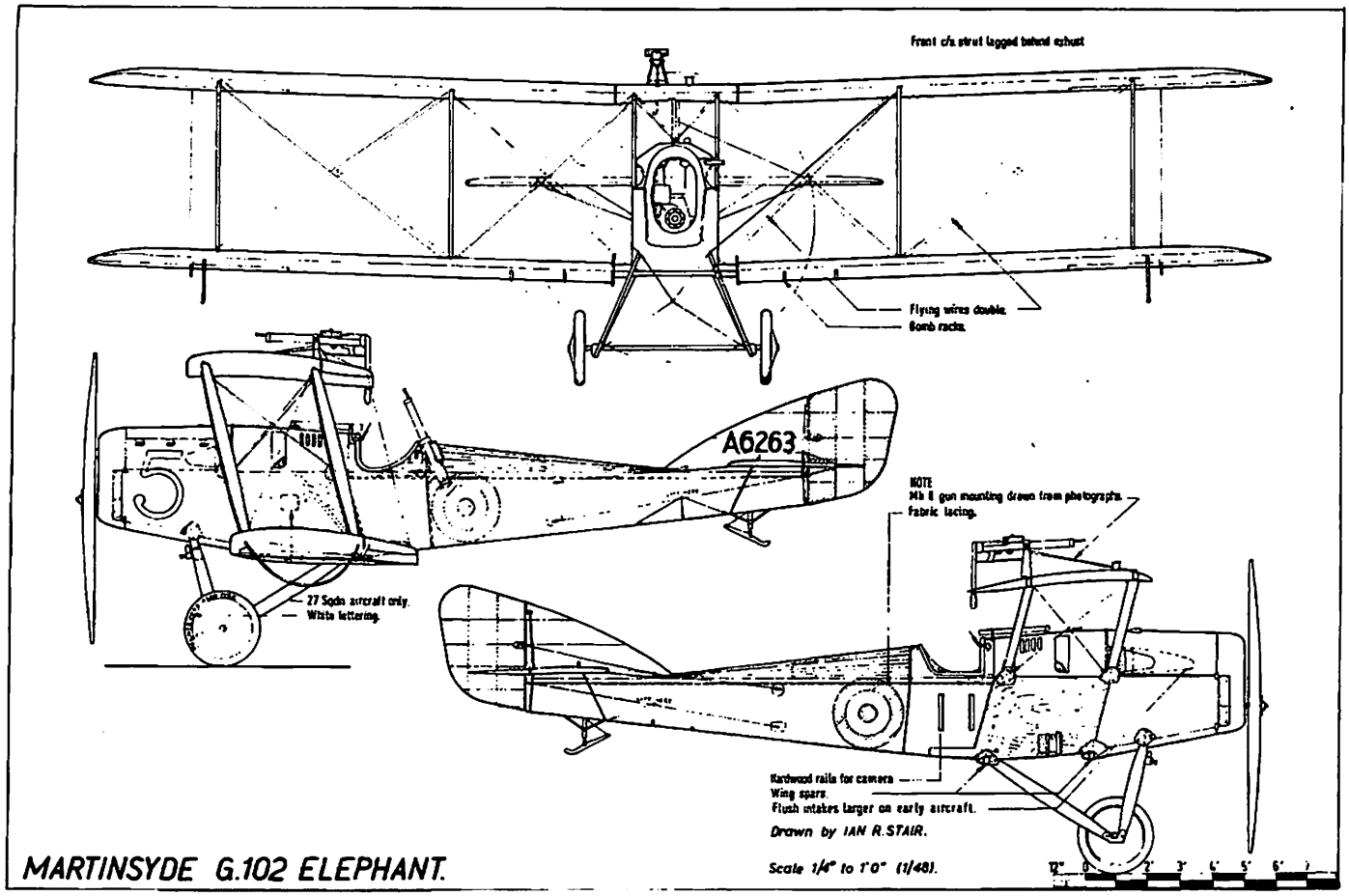
1/16" X ¼" MED. HARD L.G. MOUNT

9/16/07 CFFS CD Dan Kane,
SHORTY'S BASEMENT - Carole Kane
1036 Bexley Ave.
Marion, OH 43302
Ph. 740-285-7471
Fax 740-387-0853
www.shortysbasement.com.



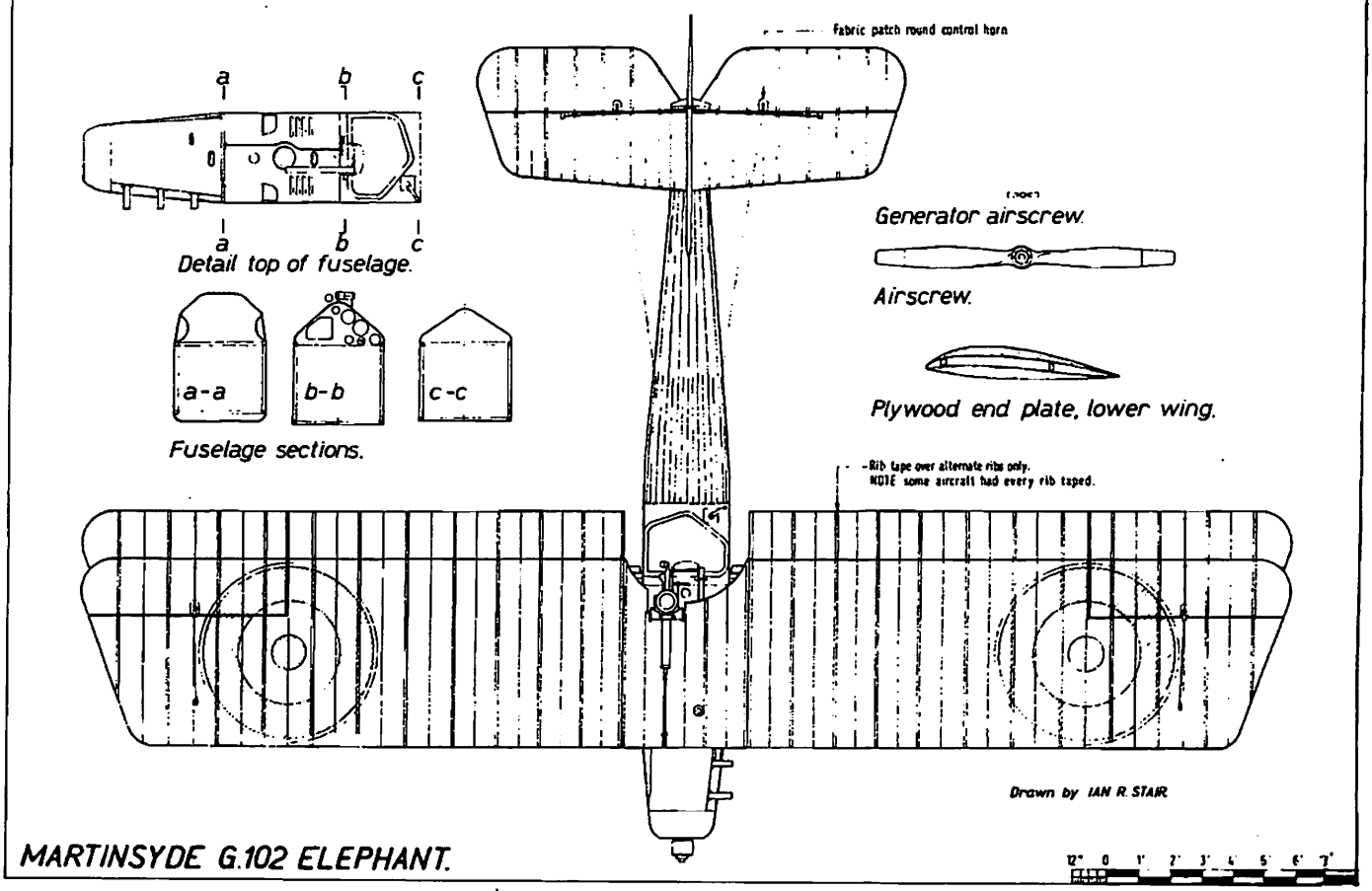
INTERPLANE STRUTS ARE 1/32" X ¼" HARD BALSA – NOTE TAPERED ENDS.



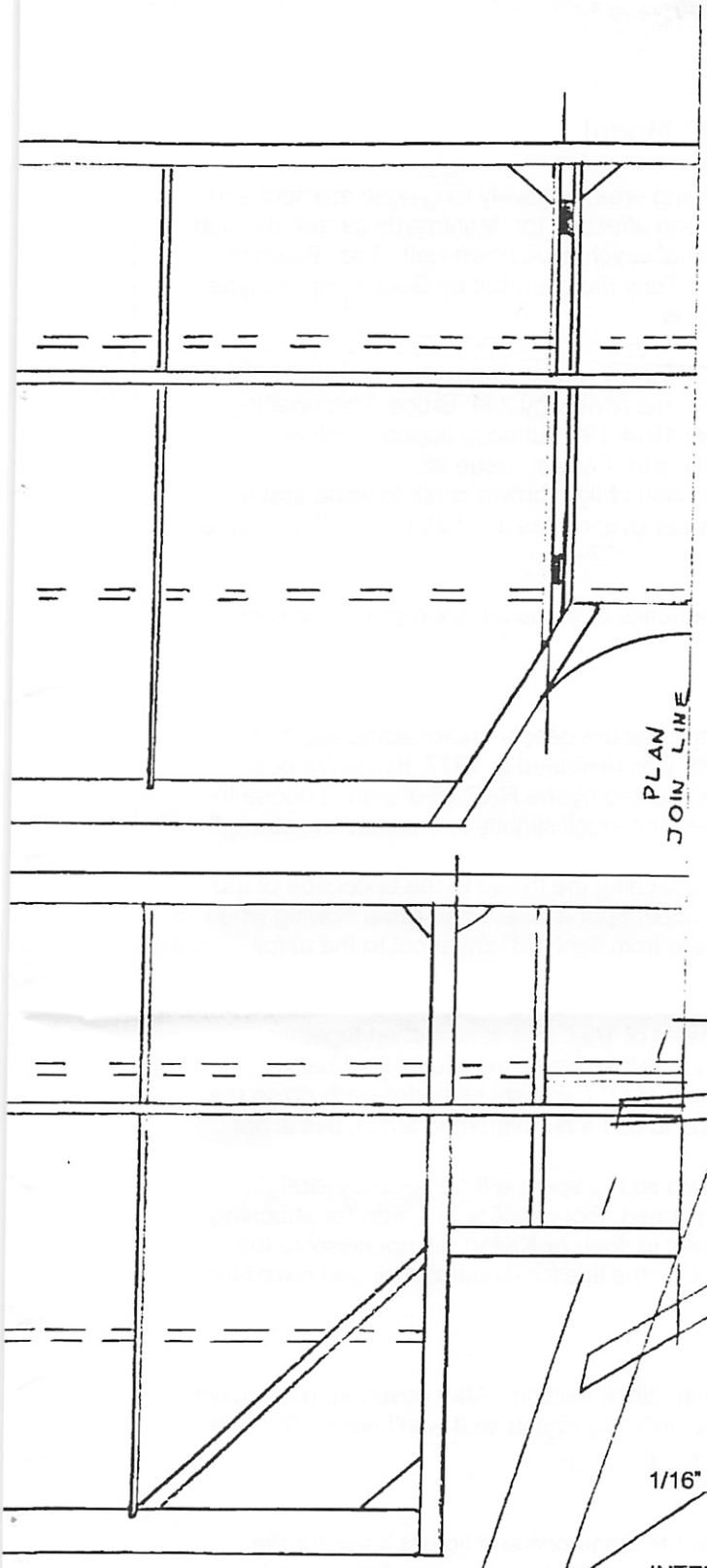


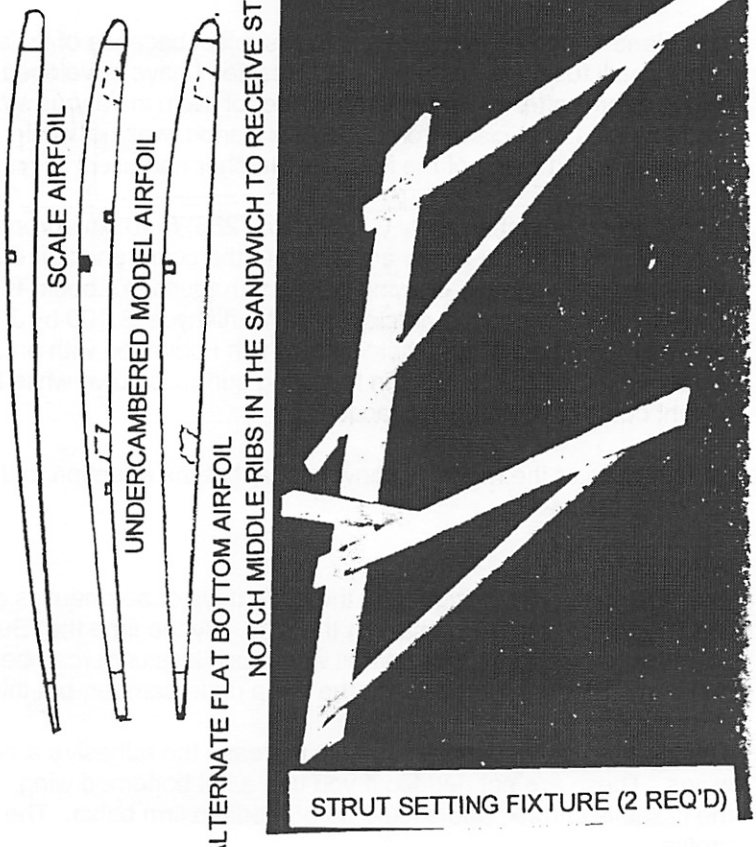
MARTINSYDE G.102 ELEPHANT.

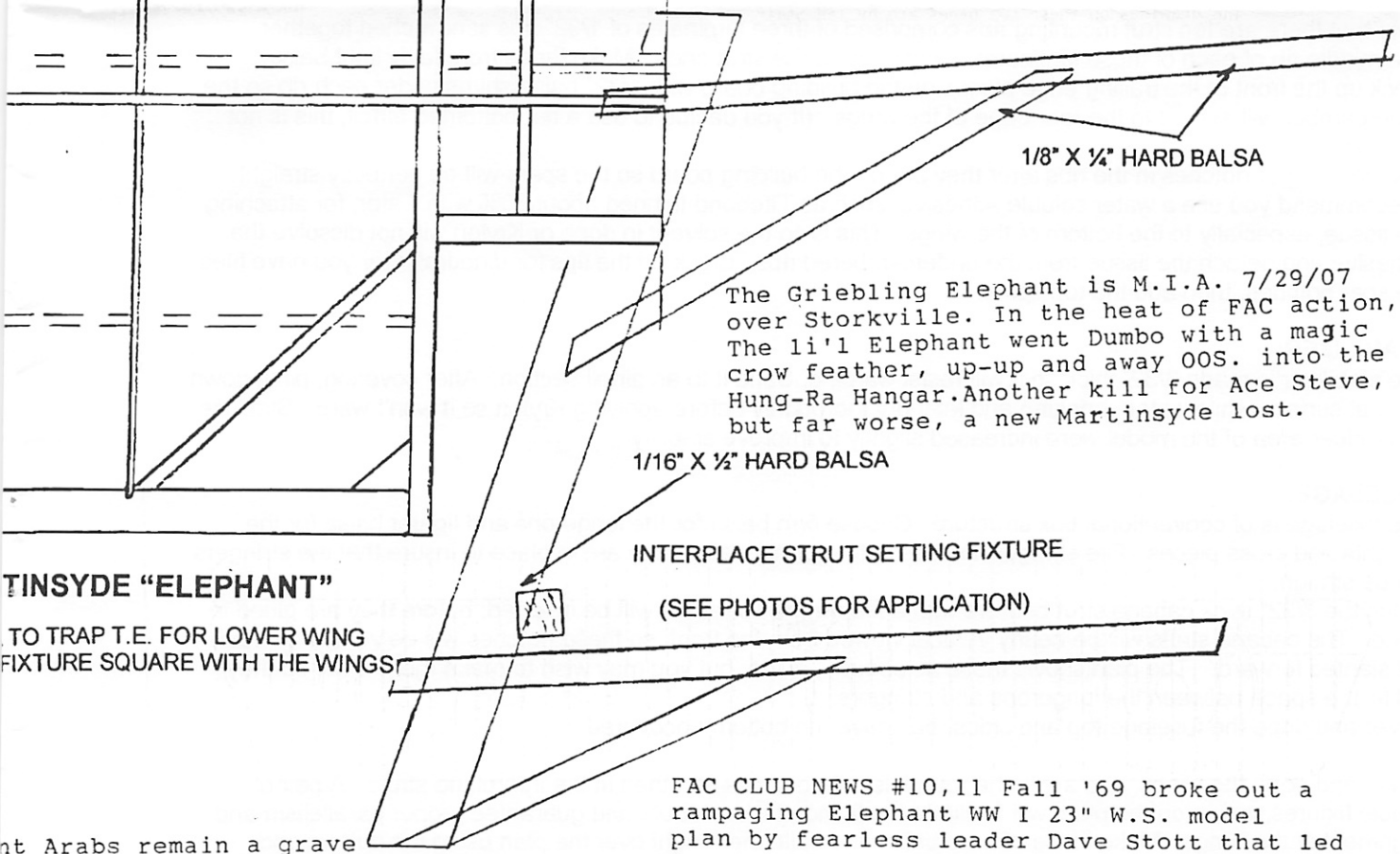
The drawings on these two pages are by Ian Stair, reprinted here with his permission from CROSS & COCKADE (GB) JOURNAL, Vol 4 #4, 1973.



MARTINSYDE G.102 ELEPHANT.







The Griebling Elephant is M.I.A. 7/29/07 over Storkville. In the heat of FAC action, The li'l Elephant went Dumbo with a magic crow feather, up-up and away OOS. into the Hung-Ra Hangar. Another kill for Ace Steve, but far worse, a new Martinsyde lost.

TINSYDE "ELEPHANT"

TO TRAP T.E. FOR LOWER WING
FIXTURE SQUARE WITH THE WINGS

nt Arabs remain a grave
btamian front with much
e western front. R B.

FAC CLUB NEWS #10,11 Fall '69 broke out a rampaging Elephant WW I 23" W.S. model plan by fearless leader Dave Stott that led Martinsydes wings in WW I FAC action.

The Martinsyde "Elephant" Model

This plane appealed to me as a model subject because of its large wing area, relatively long nose moment and rather small fuselage cross section. Besides I have developed a strong affection for Martinsyde aircraft through the "Buzzard" after having built a number of them in various sizes, all of which have flown well. The "Buzzard", arguably the finest plane from the WW-I period, was not designed by Tony Fletcher, but by George Handasyde, but still retained many of the features Fletcher had used in his designs.

I chose to represent an early G.100 (No. 7266) from squadron No. 27 for my model since it had no ugly radiator opening across the fuselage according to the color rendition shown in the review by J.M. Bruce. This opening also is not shown in the drawing in Kenneth Munson's book "Fighters 1914-19", but does appear in other "Elephants" shown in the article on the Martinsyde G.100 by J. M Bruce in "Flypast" issue #5.
Number 7266 had a light khaki color which I obtained with an application of light brown chalk to white tissue. Water shrink the tissue, but pin the flying surfaces down while the water evaporates and follow up with a couple of light coats of Krylon gloss lacquer.

Construction of the model is conventional but the attention to the sequence of steps will save you some back tracking, if followed.

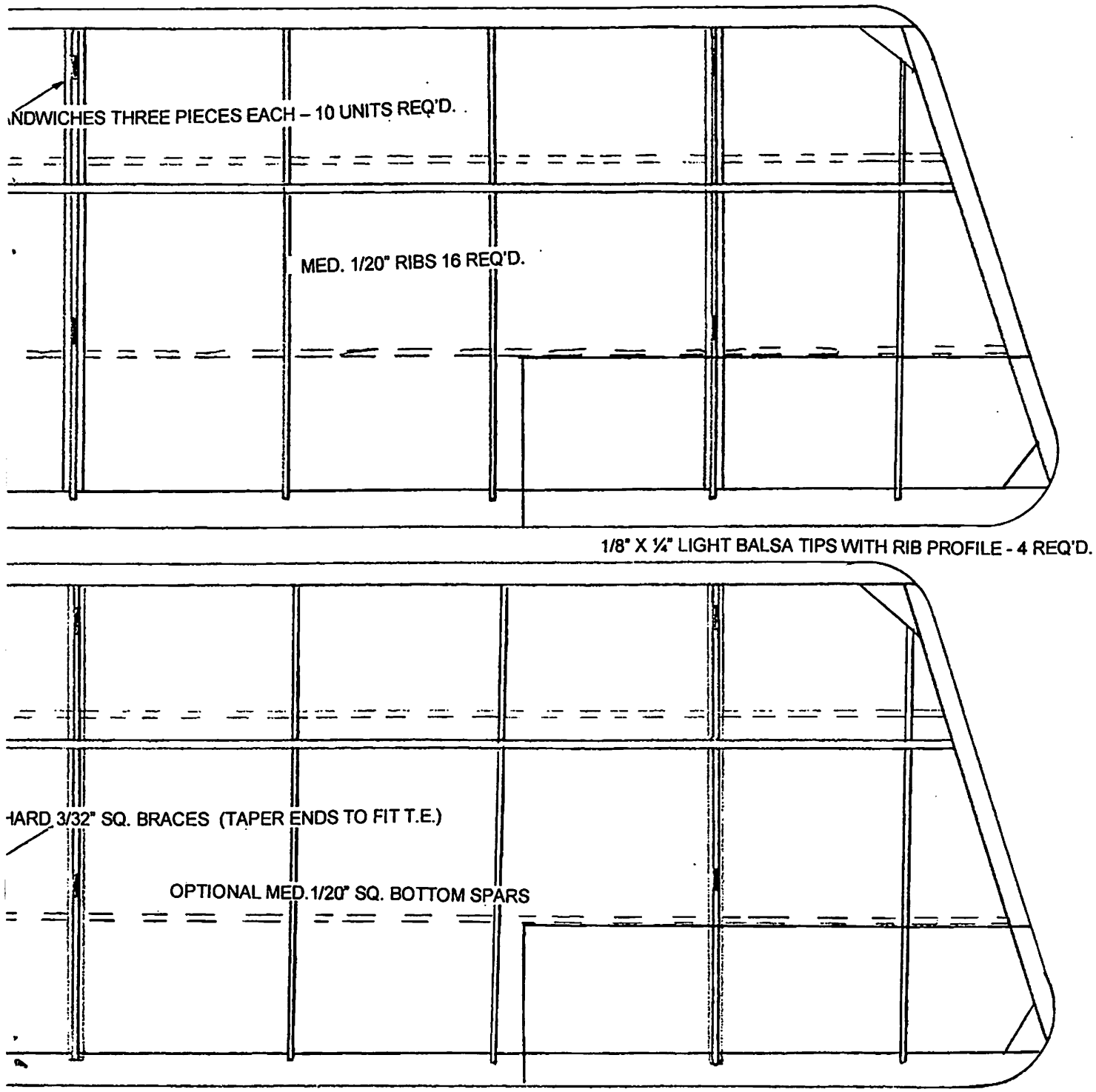
WINGS:
The "Elephant" was designed in the early days of aeronautics and still had the deeply undercambered, "bird wing" airfoil thought necessary at the time. By the time the "Buzzard" was designed in 1917, this airfoil design had been replaced by a thin airfoil with much less undercamber represented by the RAF 15 design. I chose to make my "Elephant" model with the deep undercamber, but thickened the airfoil slightly to increase the strength of its fragile ribs.
The lower spars were added only to increase the adhesive area for attaching the tissue to the underside of the wings. These are not needed if you use a flat bottomed wing. The upper spar is needed to resist bowing when the tissue is shrunk, and should be of medium firm balsa. The tips are from light 1/8" sheet cut to the airfoil profile.

Note that there are ten strut mounting ribs comprised of three laminates of 1/32" ribs sandwiched together. The middle rib of each of these laminates is notched for the strut ends. Make these from fairly light balsa. Block up the front of the trailing edge pieces on the building board with 1/32" balsa shims under each rib so the undercamber will extend to the rear edge of the wings. (If you decide to use a flat bottomed airfoil, this is not necessary).
I like to file spar notches in the ribs after they are on the building board so the spars will be perfectly straight. I recommend you use a water soluble adhesive, such as Titebond thinned about 30% with water, for attaching the tissue, especially to the bottom of the wings. This is so the solvent in dope or Krylon will not dissolve the adhesive and detach the tissue from the undercambered ribs. Block up the tips for dihedral after you have filed the spar notches, then add the top spars.

STABILIZER:
The stabilizer is made 3/32" thick so it will resist warping. Sand it to an airfoil section. After covering, pin it down to a flat surface while water shrinking and let it dry thoroughly before applying Krylon so it won't warp. Stabilizer and rudder area of the model were increased slightly to improve stability.

FUSELAGE:
The fuselage is of conventional box structure. Choose firm balsa for the longerons and lighter balsa for the uprights and cross pieces. File stringer notches in the formers after they are in place to insure that the stringers will be straight.
Notch the 3/32" thick cabane strut bearers with a file, where the struts will be inserted, before they are glued in place. The cabane struts will be nearly vertical viewed from the front, so these notches will be vertical as well, but slanted forward. The plan shows these as about ¼" wide, but you may wish to make them wider so they will fill the space between the longerons and stringers.
Cover and dope the fuselage top and sides, but leave the bottom uncovered.

Cover and dope the wings, and apply the roundels, aileron lines etc. then fit the interplane struts. A pair of simple fixtures,shown on the plan, will facilitate the fitting of these struts and guarantee proper parallelism and alignment of the wings. Make these of hard balsa and build them right over the plan using the bottom and trailing edges of the wings as a reference. Hold them to the wings with rubber bands (not too tight). See the



22" SPAN MARTINSYDE "ELEPHANT"

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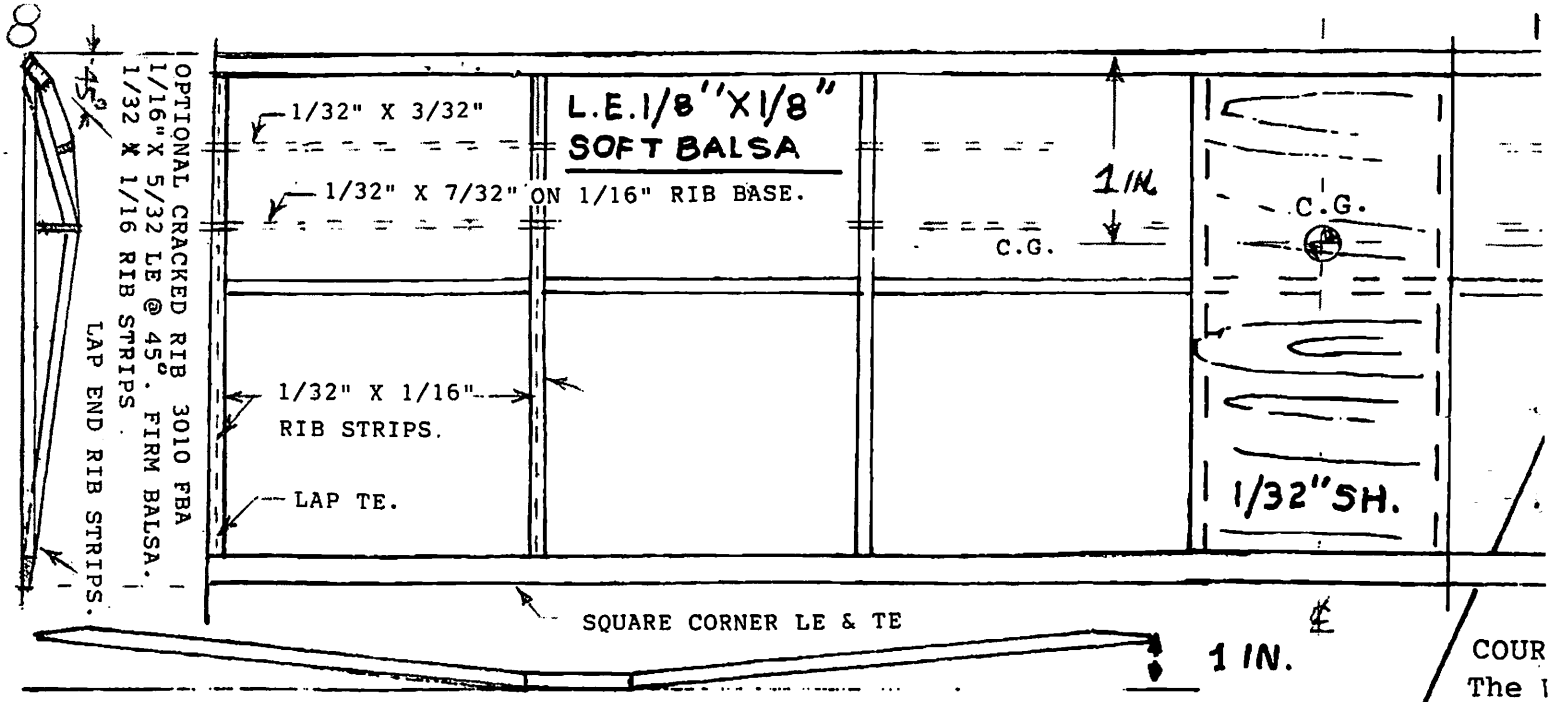
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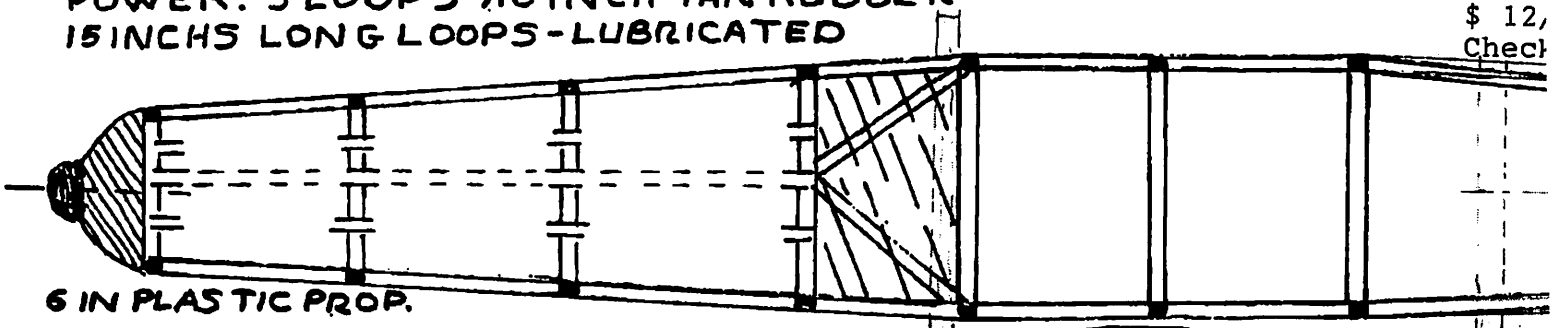
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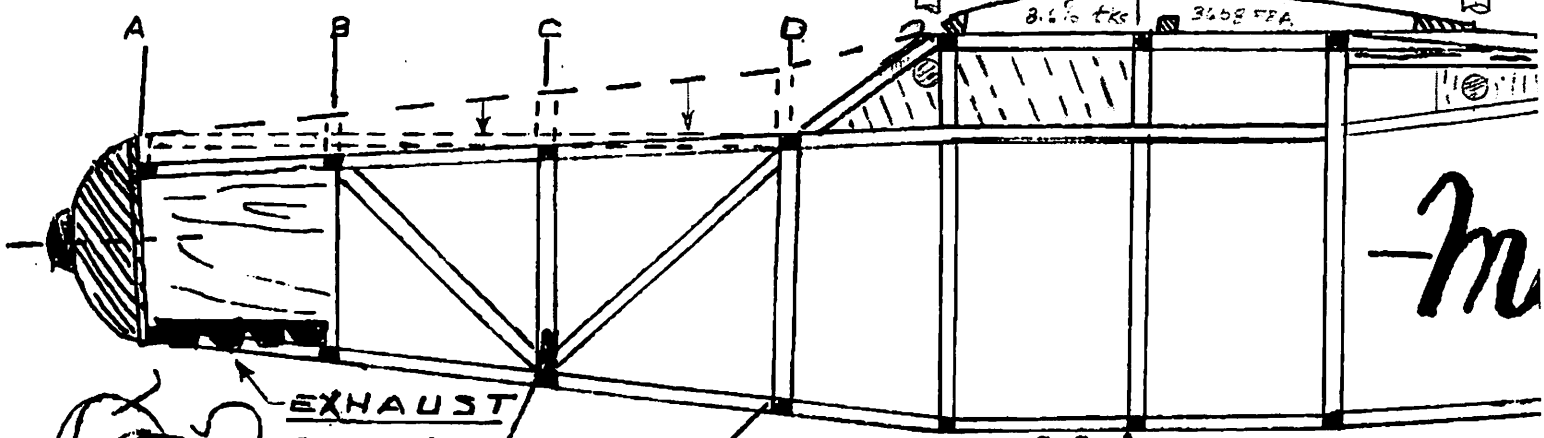


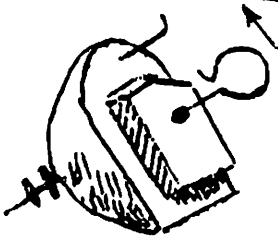
COUR
The
8311
$ 12,
Check

POWER: 3 LOOPS 1/16 INCH TAN RUBBER
15 INCHS LONG LOOPS - LUBRICATED



6 IN PLASTIC PROP.





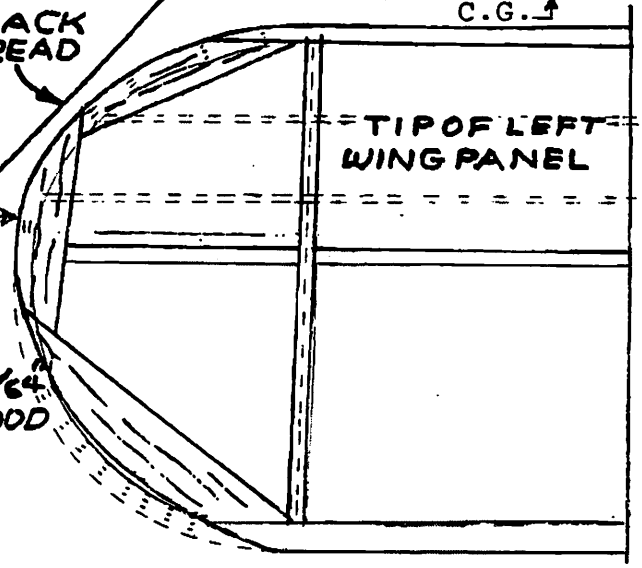
NOSE DETAIL



L.G. - FRONT
.025" WIRE



BLACK THREAD



Messing the A2Z Peck Poly F
For Embryo Endurance, a Fat
rear peg fix may free up g
Add a D/T to fly more than

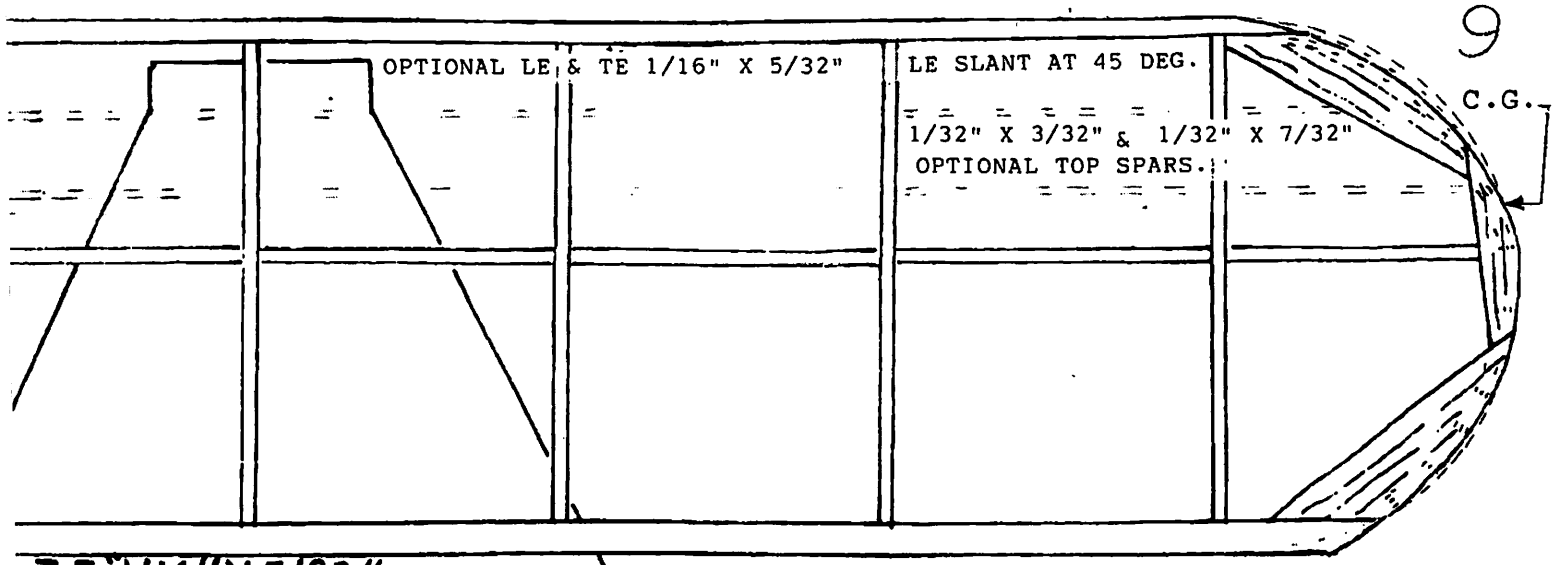
DESIGNER LEPIDOPTERY- The

F.A.C. RULES R
WINDSHIELD SL
OMIT FORMERS
& STRINGER TO
QUALIFY AS AN
EMBERYO.
18" W.S.

COURTESY THE WIN

FLYING A

BY: FLORENT



T.E. 1/16" X 5/32"

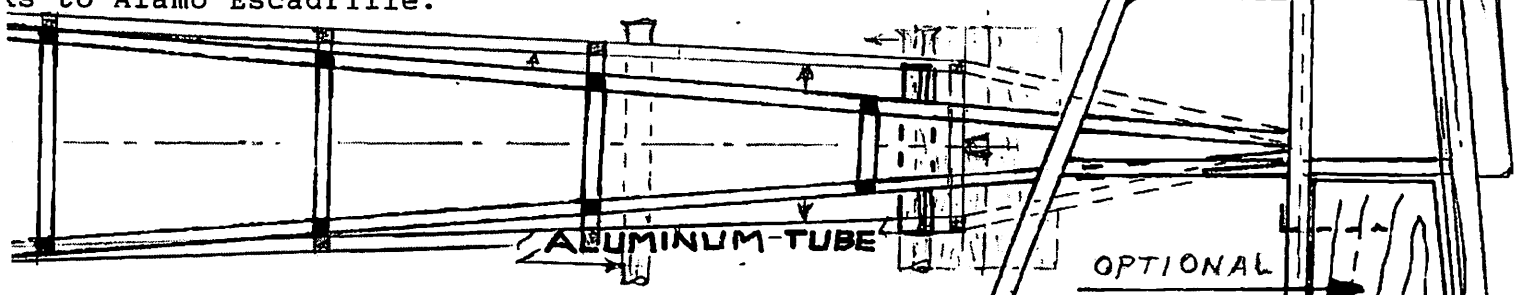
OPTIONAL LAMINATED TIPS 1/32 X 1/16, 3 LAMS.

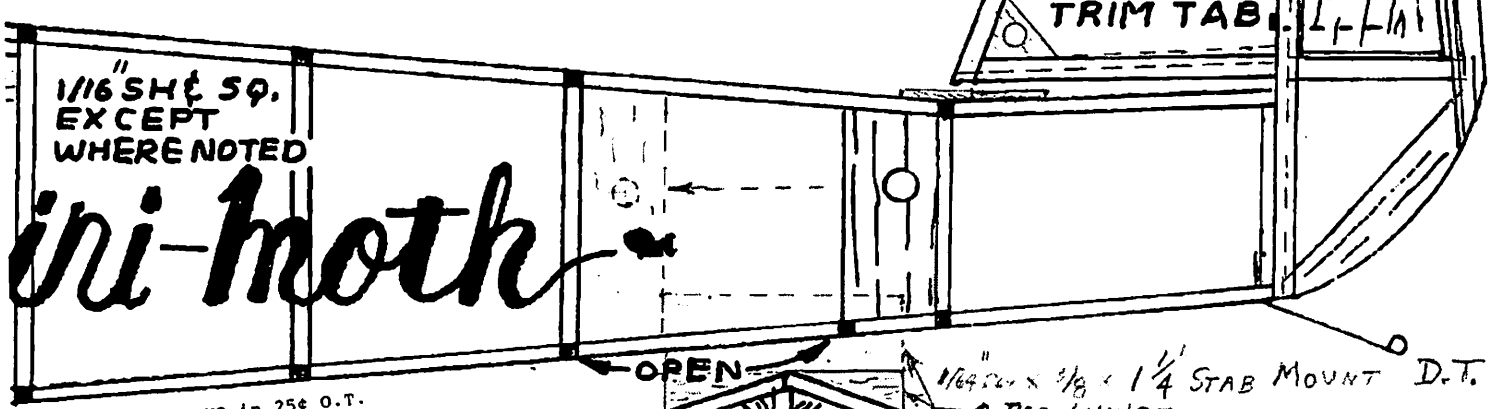
TRIM TAB

WING & TAIL TIPS 1/16" SH.

TESY ALAMO ESCADRILLE

Windy Sock, Editor Joe G. Joseph
Babe Ruth St. San Antonio TX 78240
/yr. $15 CAN & MEX. $ 20 Others.
cs to Alamo Escadrille.





1/16" SHT SQ. EXCEPT WHERE NOTED

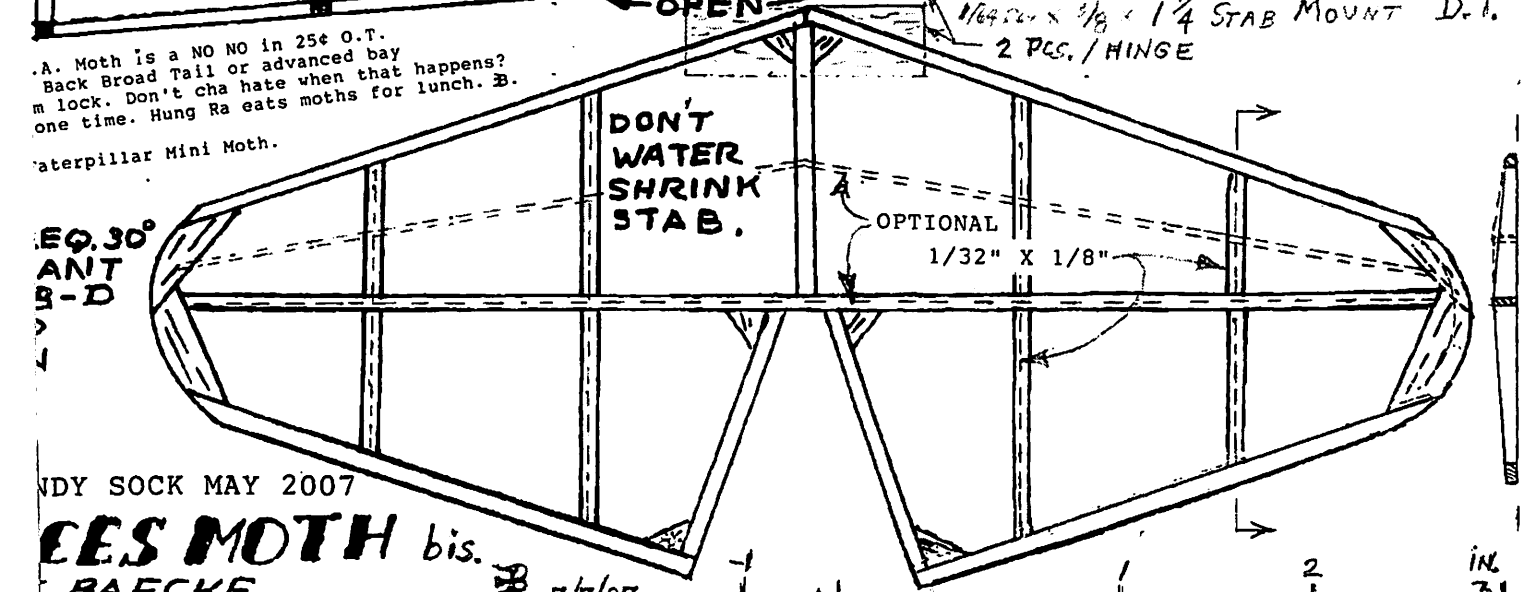
ini-Moth

OPEN

1/64" x 1/8 x 1 1/4 STAB MOUNT D.T.
2 PCS. / HINGE

.A. Moth is a NO NO in 25¢ O.T.
Back Broad Tail or advanced bay
m lock. Don't cha hate when that happens?
one time. Hung Ra eats moths for lunch. ℬ.

aterpillar Mini Moth.



EQ. 30°
ANT
B-D

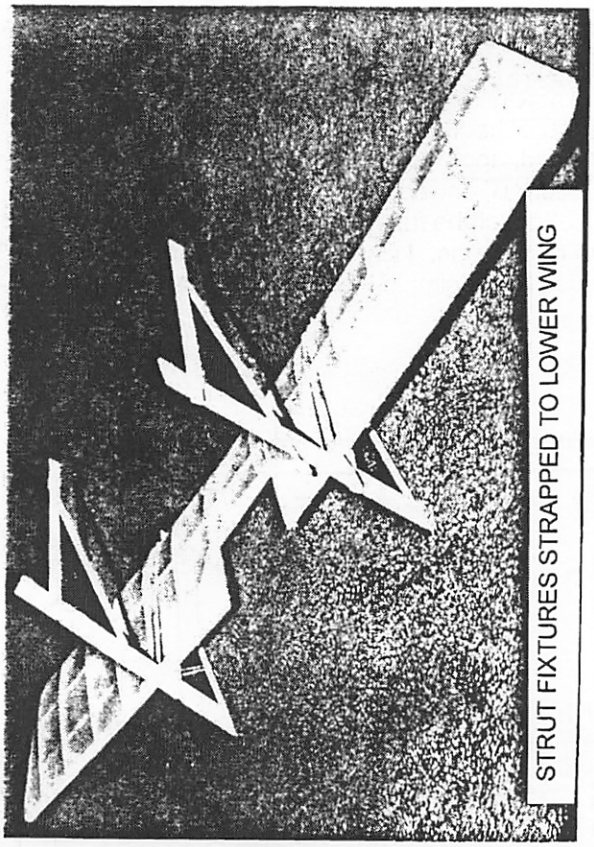
NDY SOCK MAY 2007

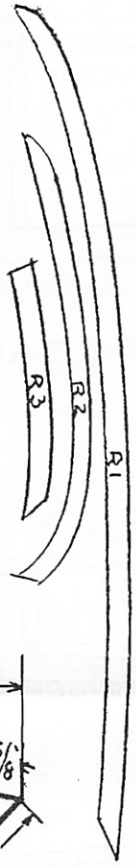
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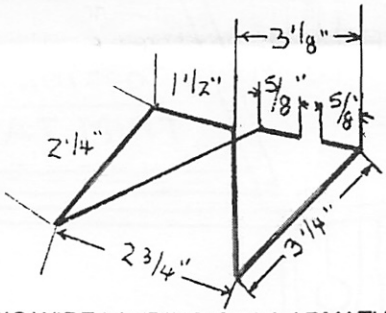
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ℬ 7/7/07

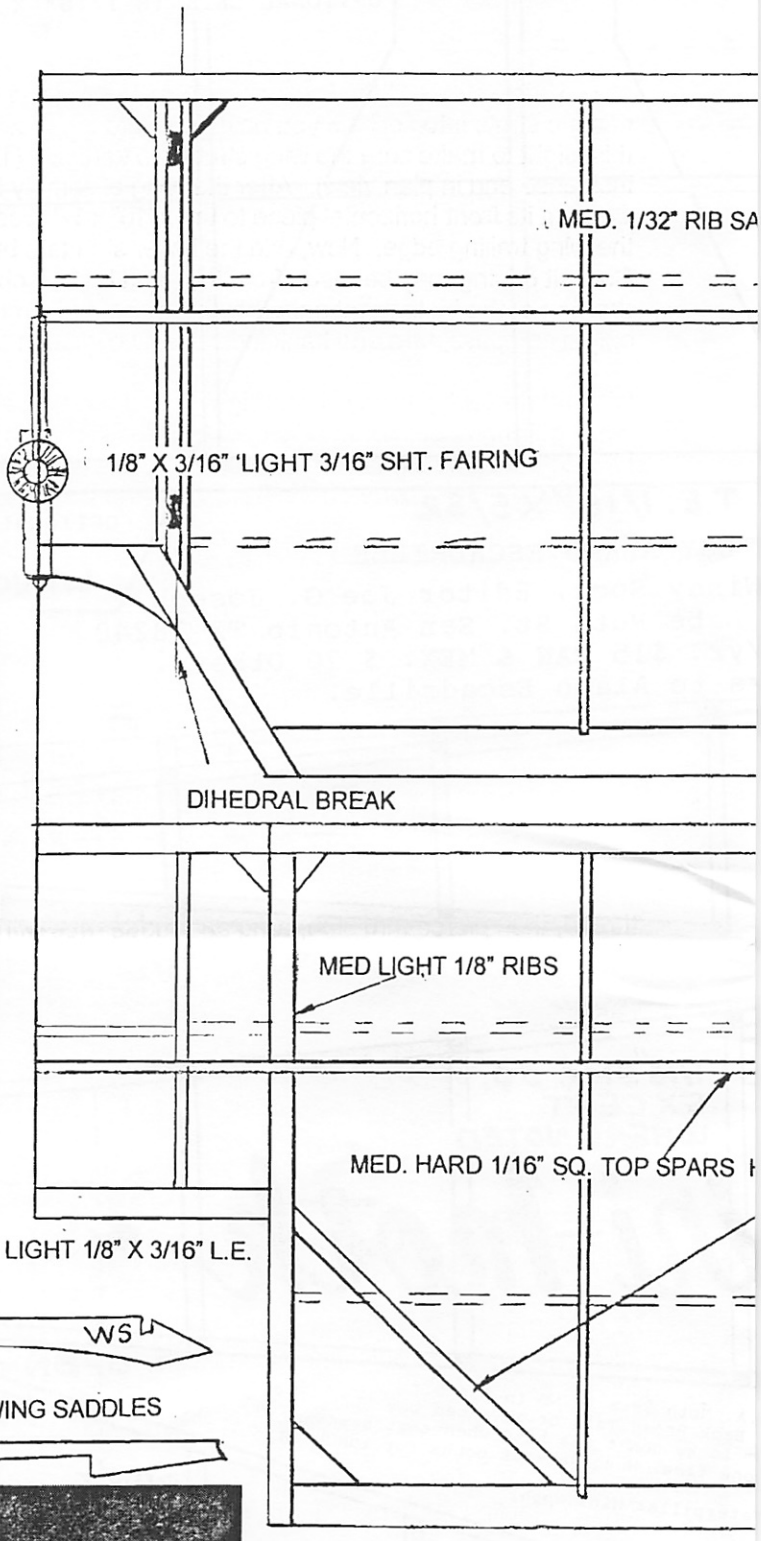
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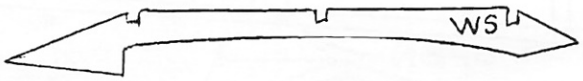




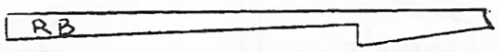
.020" MUSIC WIRE LANDING GEAR ARMATURE

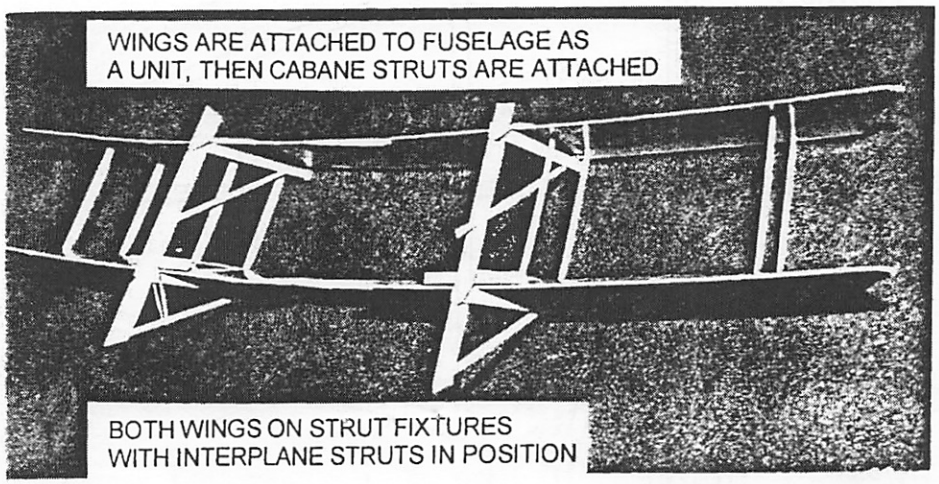


LIGHT 1/8" X 3/16" L.E.



LIGHT 1/16" SHT. WING SADDLES







photos for the method of use and design of these fixtures. A drop of cyano at the end of each strut will adhere it to the rib laminates. Start with the innermost interplane struts, then insert the outer ones. After the two wings are so assembled, fit the lower wing into the fuselage saddle and cement it in place. Now you can insert the cabane struts into sockets you have filed into the fuselage strut mounts and glue them in place. Before doing this, sight to make sure the wing struts are vertical. (The fixtures assure that the wings will be parallel for both incidence and in plan view). After the wing assembly has been installed, apply the landing gear armature. Cement its front horizontal piece to the 1/16" x ¼" cross piece at station "B" and its rear horizontals right behind the wing trailing edge. Now, add the lower stringers but leave the bottom of the fuselage uncovered for now. Cockpit edging may be made from thin, soft leather obtainable from craft shops. I was unable to find a photo or drawing of the instrument panel for the plane, but aircraft of this period had a simple instrument panel housing only a compass, turn and bank indicator, two ignition switches, fuel and oil gages and a pocket watch holder.

I like 50 denier light gray silk for rigging and control cables since it is slick and pulls through easily. Use a very small quilting needle or needle designed for silk fabric to keep the holes through the struts as small as possible. I like to tie a tripled knot in one end of the thread so it won't pull thru and use alligator clips to tension the loose ends while glue sets up on the thread-to-strut joints.

For the tail skid assembly, I used a short length of 3/32" aluminum tubing with a slot cut in one end to make a fork which will receive a 1/32" basswood skid. Drill a tiny hole thru the tubing and the skid and use .015 wire as a pivot thru the hole. You can simulate the bungee cord with elastic thread. Insert this into the fuselage after it is covered. I also recommend elastic thread for the landing gear rigging. It will stay taught after hard landings. Make the landing gear struts of medium 1/16" balsa grooved to envelop the wire armature. A drop of cyano applied near the ends can be used to hold the struts in place until you cover them with a couple of wraps of chalked tissue. .

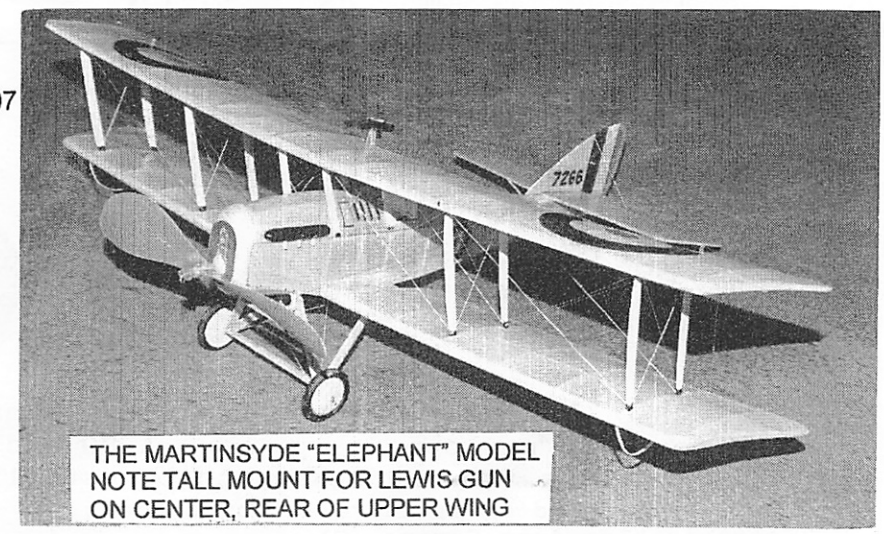
Make the tip skids from 1/64" x 1/16" bass wood. Cut a little notch in the wing leading edge to receive the front end of the skid and glue them in place, with the rear end resting against the bottom of a lower wing rib.

Control horns are easily cut from thin aluminum from a heat-and-eat pastry tray. Drill holes in them for the silk thread, then pierce thru stab, wing and rudder ribs with your #11 Xacto blade where they will be inserted and hold them in place with model cement or cyano. The control cables for the elevators and rudder emerge from the rear edge of the motor mount. Using your short quilting needle, reach inside the fuselage through the still uncovered bottom and push the needle and thread thru. The knot you tie on the end of the thread will keep it from pulling out. Run the opposite ends of the thread into the control horns and fix the ends in place with model cement.

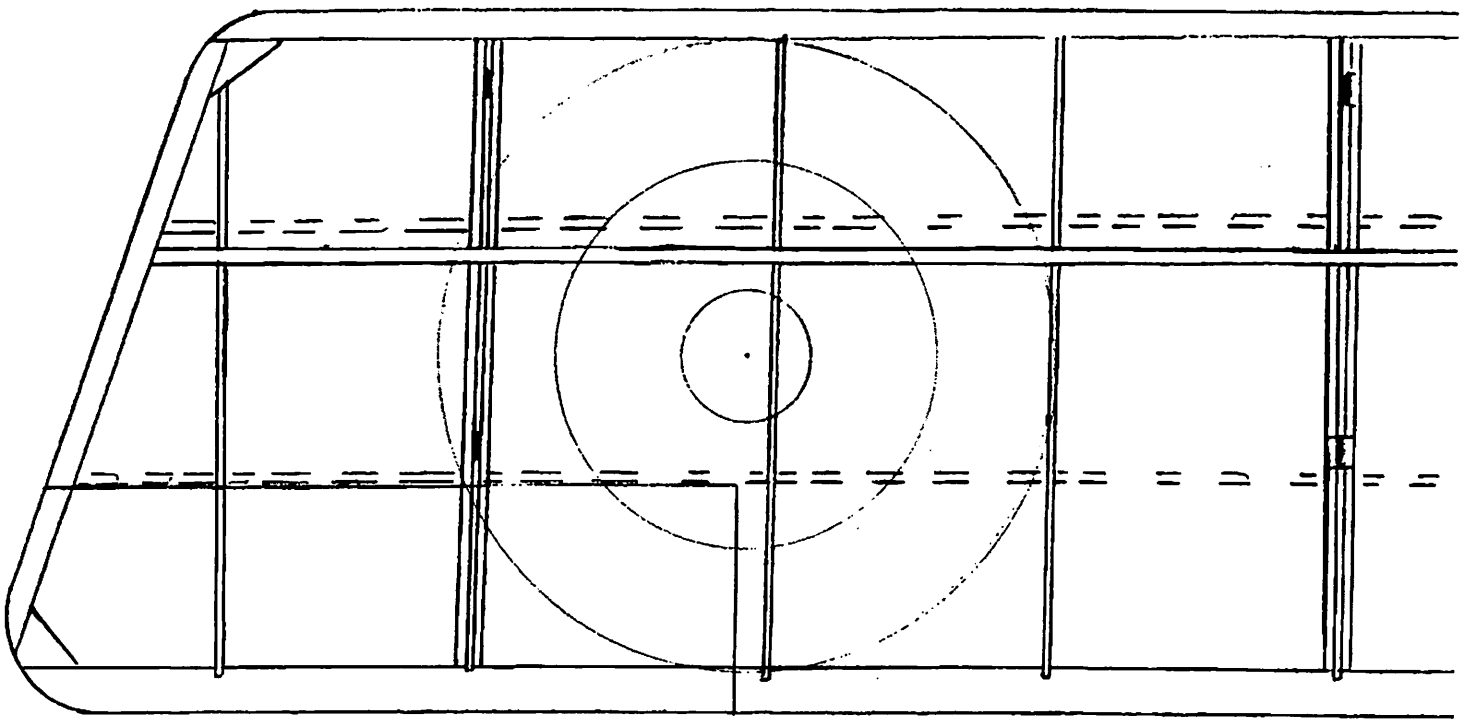
I recommend leaving the front end of the rudder and its bracing wires off until you have made your test flights and have adjusted the rudder as necessary. I found it necessary to put a 1/20" shim under the leading edge of the stablilizer to obtain the desired 2 degrees of decalage. My first flight trials were with 4 strands of 3/16" X 18" rubber, but this seems to be a little too much power. I suggest 4 strands of .150" rubber instead. Very little nose ballast should be required with a .150" motor. My model weighed 35.25 grams without motor and it has about 150 sq. inches of wing area.
Most biplanes need a fair amount of downthrust (I suggest 3 degrees down) and just a little (1-2 degrees) right thrust. Make thrust adjustments and rudder adjustments first if the balance is correct. I like to use small wood screws threaded into the back of the noseblock if nose weight ballast is needed. They won't come loose.

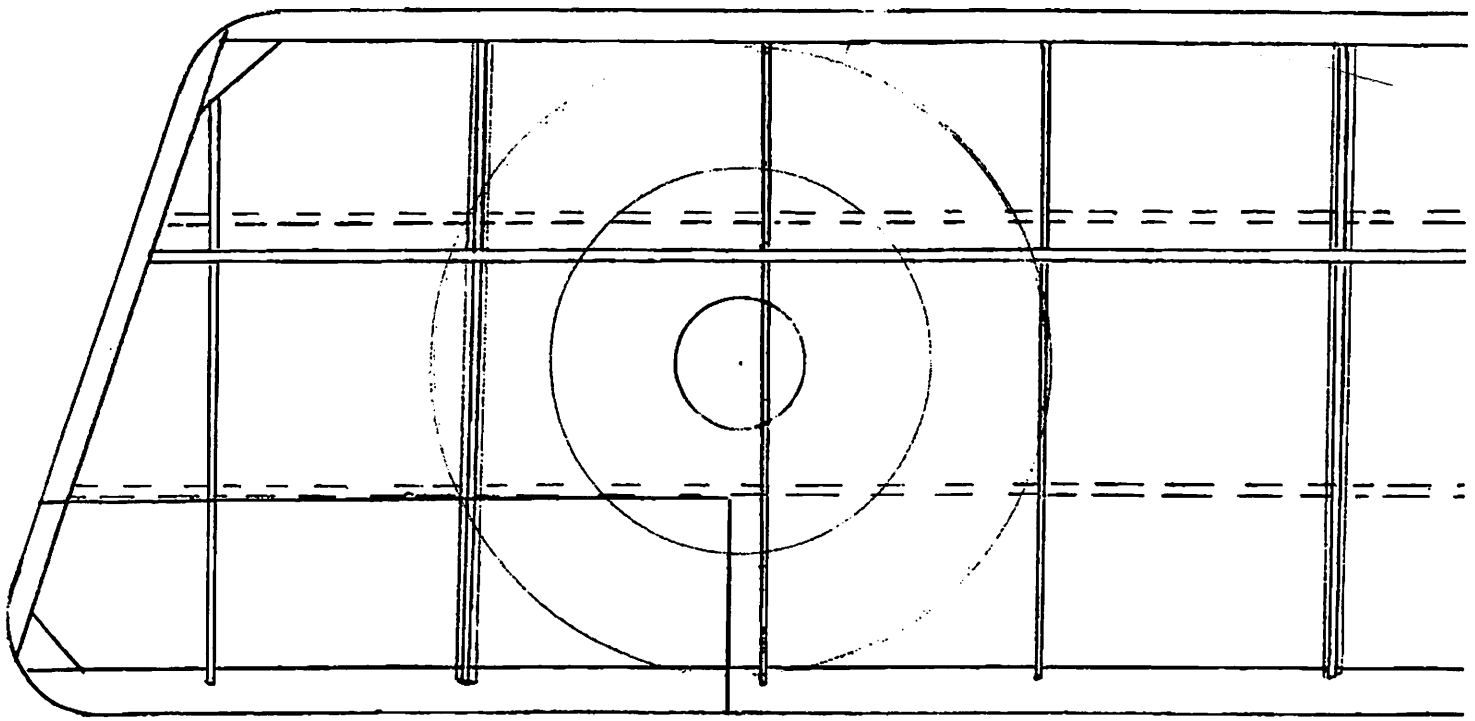
Happy landings,

Steve Griebling for "Crosswinds", 2007



THE MARTINSYDE "ELEPHANT" MODEL
NOTE TALL MOUNT FOR LEWIS GUN
ON CENTER, REAR OF UPPER WING





22" SPAN MAR

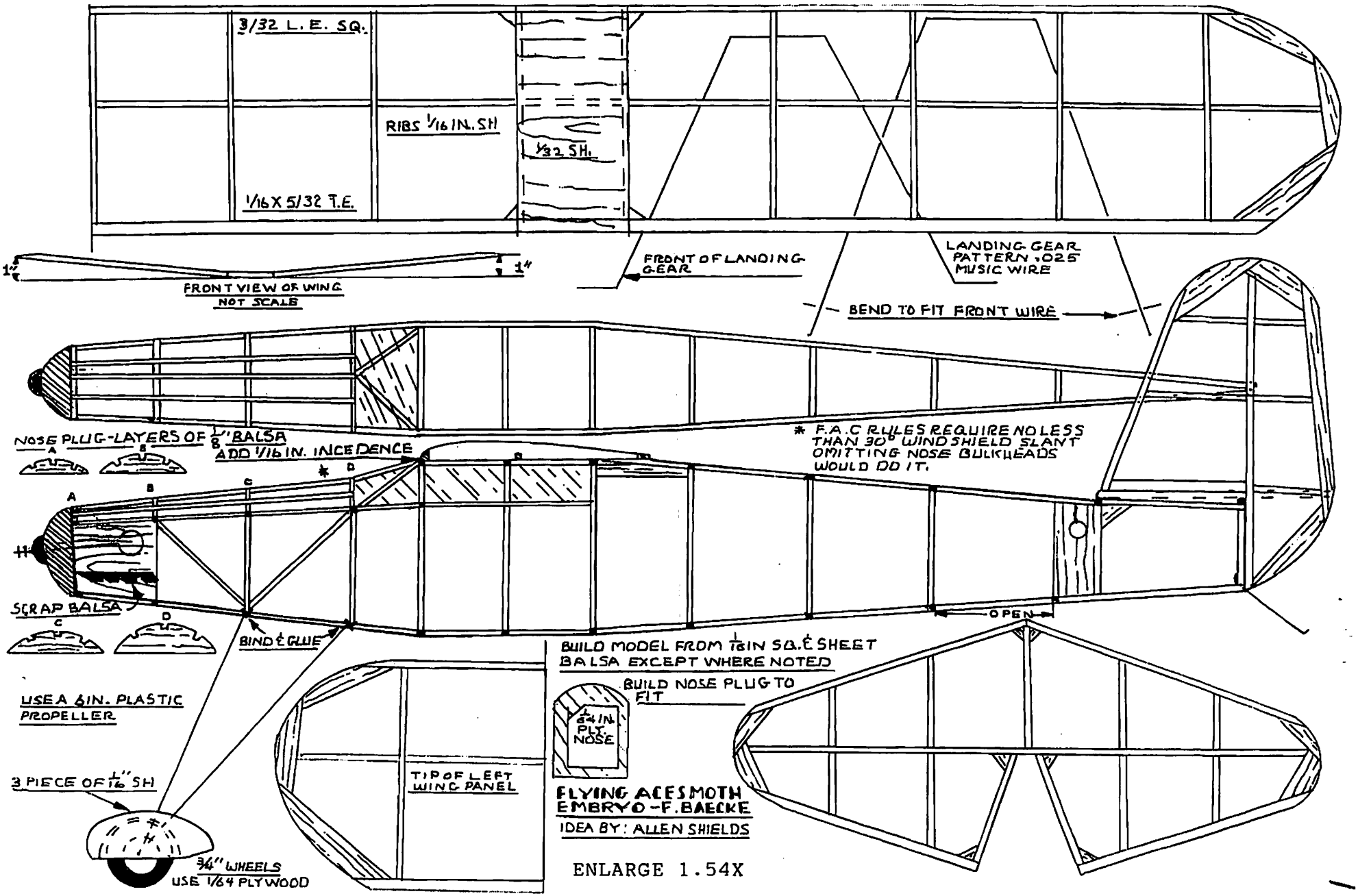
¼" SQ/ BALSA
THIS KEEPS I



WW I AERO & SKYWAYS update: Leo Opdycke has passed the torch to new ownership. WW I AERO and SKYWAYS will continue from addresses to be established. B.
WW I AERO Board chair Carroll Gray directs organization from Encino, CA.

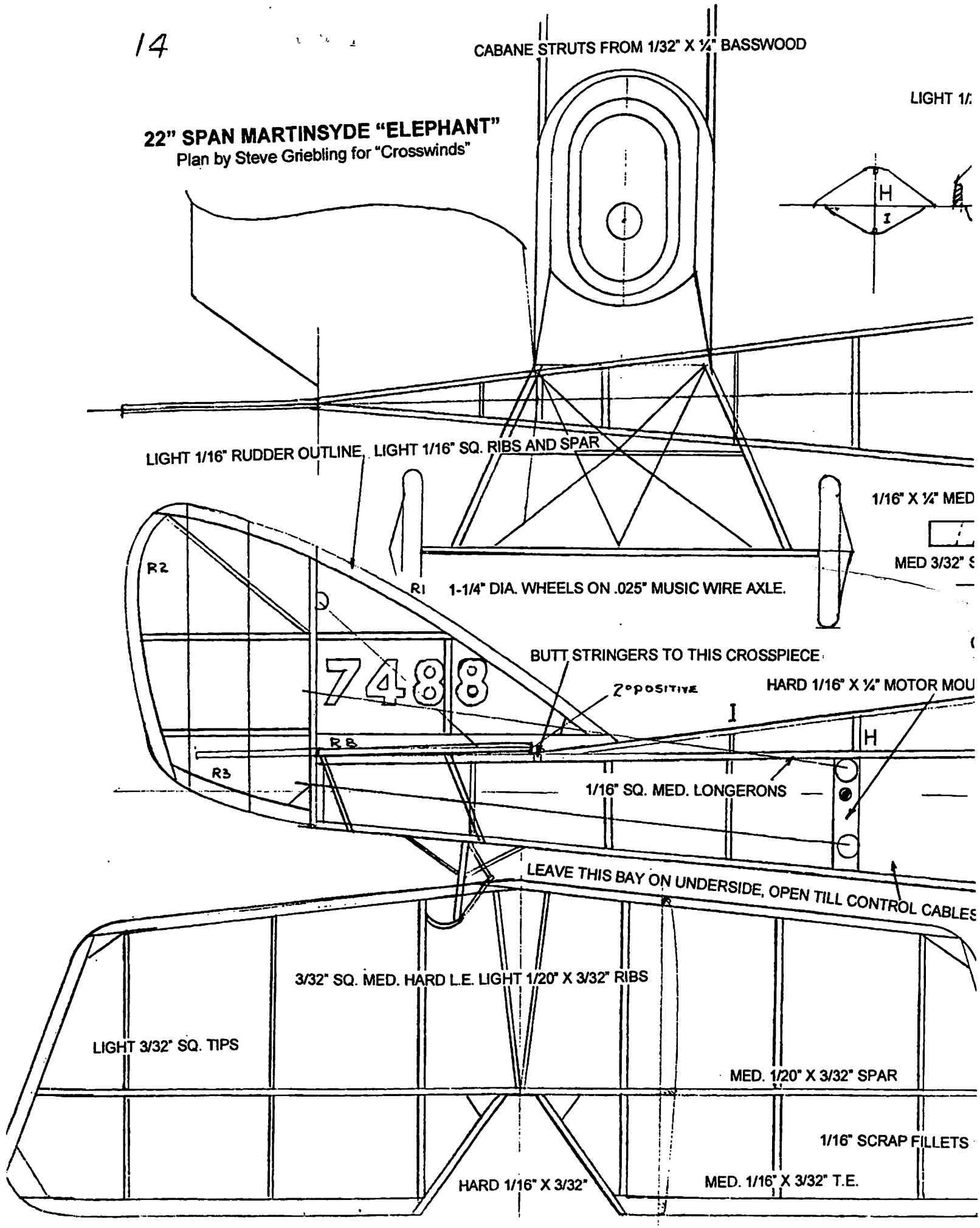
Residual radical be
threat in the Mesop
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COURTESY THE WINDY SOCK MAY 2007 EDITOR JOE G. JOSEPH
THE ALAMO ESCADRILLE, 8311 BABE RUTH, SAN ANTONIO TX 78240
CHECKS TO ALAMO ESCADRILLE, $12/YR. $15 CAN & MEX, $20 OTHERS.

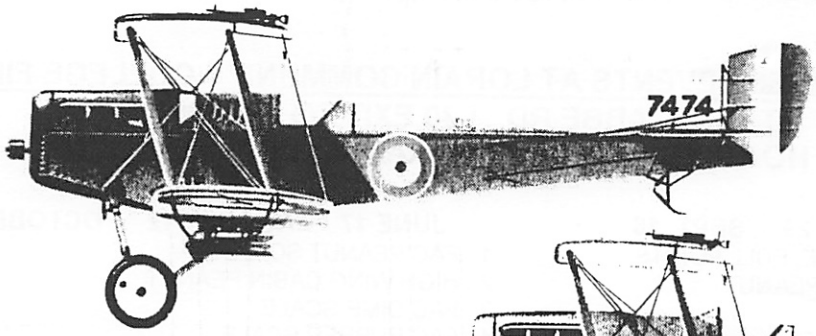


22" SPAN MARTINSYDE "ELEPHANT"

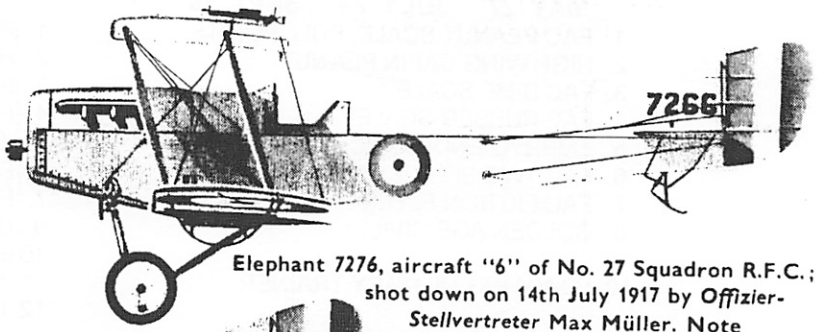
Plan by Steve Griebling for "Crosswinds"



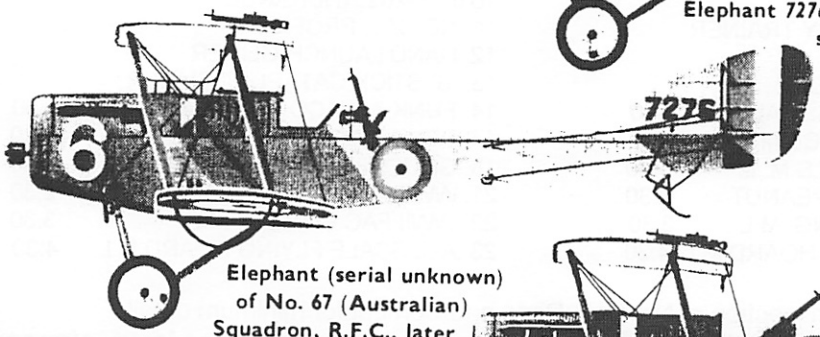
© P. ENDSLEIGH CASTLE ARAeS



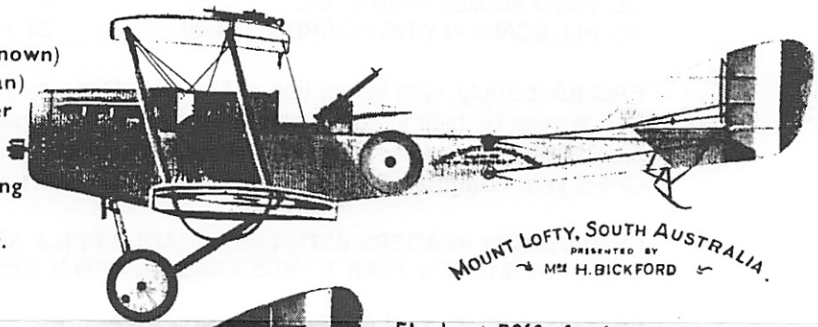
Elephant *7474* of No. 14 Squadron R.F.C.; Palestine, 1917.



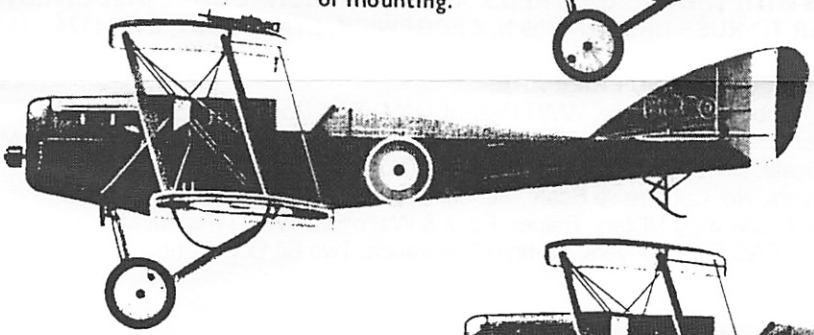
Early production G.100 Elephant, *7266*, of No. 27 Squadron R.F.C.; February, 1916.



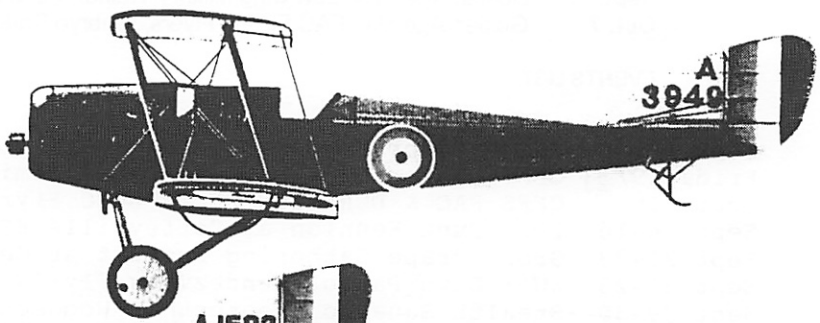
Elephant *7276*, aircraft "6" of No. 27 Squadron R.F.C.; shot down on 14th July 1917 by *Offizier-Stellvertreter* Max Müller. Note rear-firing Lewis gun on bracket mounting behind cockpit.



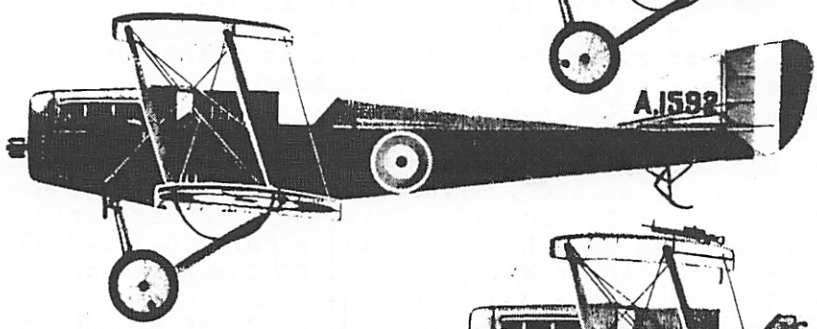
Elephant (serial unknown) of No. 67 (Australian) Squadron, R.F.C., later No. 1 Sqn., Australian Flying Corps; Palestine, 1917. Note presentation inscription on fuselage side, and rear-firing Lewis gun on different style of mounting.



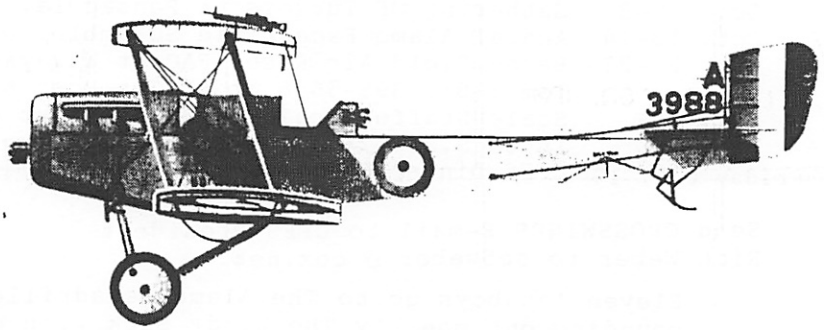
Elephant *B860* of unknown Home Establishment unit, possibly training squadron.



Elephant *A3949* of unidentified training unit in U.K.



Elephant *A1592* of unidentified unit.



Elephant *A3988*, possibly of No. 27 Sqn., R.F.C. Note bracket mounting for Lewis gun behind cockpit.

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		JUNE 17 AUGUST 12 OCTOBER 7	
1. FAC PEANUT SCALE, FULL POINTS		1. FAC PEANUT SCALE	
2. HIGH WING CABIN PEANUT		2. HIGH WING CABIN PEANUT	
3. FAC DIME SCALE		3. FAC DIME SCALE	
4. FAC RUBBER SCALE		4. FAC RUBBER SCALE	
5. EMBRYO ENDURANCE		5. EMBRYO ENDURANCE	
6. FAC TWO BIT O.T. RUBBER		6. FAC TWO BIT O.T. RUBBER	
7. FAC FICTION FLYER		7. FAC FICTION FLYERS	
8. GOLDEN AGE CIVIL		9. GOLDEN AGE MILITARY	
		10.6 P-20 ENDURANCE	
10. LOW WING MILITARY TRAINER		11. NO.CAL. PROFILE	
		12. HAND LAUNCH GLIDER	
12. HAND LAUNCH GLIDER		13. 6" STICK CATAPULT GLIDER	
14. FUNK & WACO MASS LAUNCH	11:30	14. FUNK & WACO MASS LAUNCH	11:30
15. GREVE INLINES RACE M.L.	12:30	17. BENDIX PRE WAR M.L	12:30
16. THOMPSON RADIALS M. L.	1:30	18. GOODYEAR, F1 RACE M.L	1:30
19. WW I MULTIWING PEANUT	2:30	21. WWII PEANUT COMBAT M.L	2:30
20. WWI FAC MULTIWING M.L	3:30	22. WWII FAC COMBAT M.L.	3:30
23. ALL SCALE FLYING HOARD M.L.	4:30	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 #122 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.

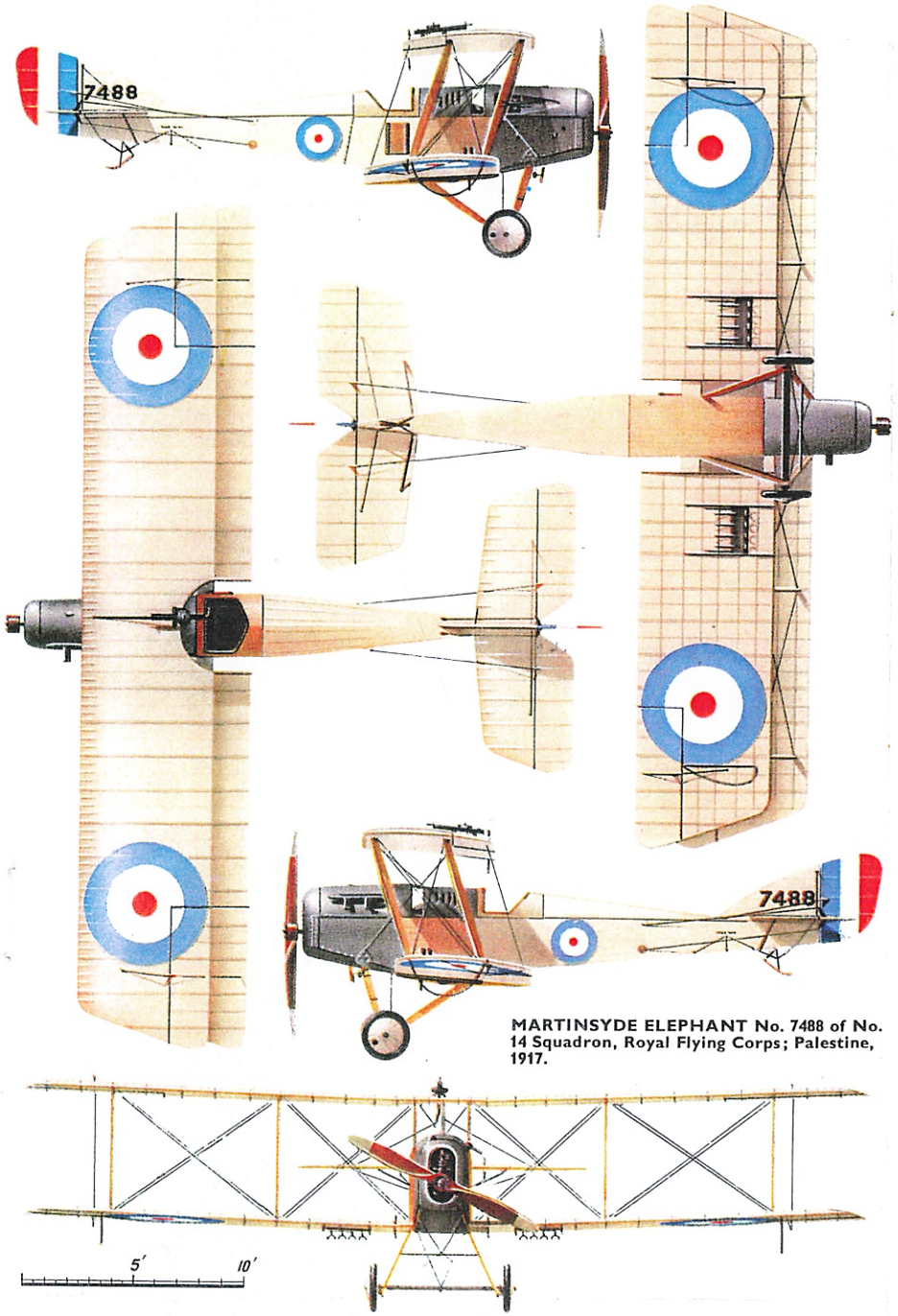
EVENTS LIST:

Sept. 8-9 FAC Outdoor Champs & Duration FF at Muncie, IN
Friday 9/21 CFFS Dinner Meeting 6:30 PM at Dimitris, Snow Rd. & Broadview.
Sept. 16 CFFS FAC & DURATION FF at LCCC Elyria, OH 9AM-4:30PM CD Dan Kane.
Sept 14-16 2007 Funk Reunion at Coffeyville KS pending floods.
Sept 21-23 Great Grape Gathering Contest at Geneseo, NY.CD Lin Reichel
Sept 21-23 WW I Dawn Patrol Rendezvous Fly-IN & Exibit at WPAFB Museum
Sept 29-30 Stealth Squadron Contest at Woodson Farm, Amesbury, MA.
Sept 29-30 Gathering of Mustangs & Legends at Columbus, OH Rickenbacher Int.

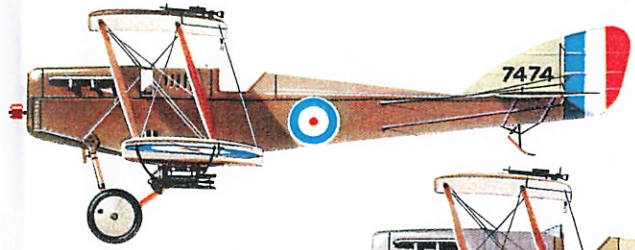
Oct. 6-7 CIA & FAC Ted Dock Memorial Contestat Muncie, IN. GML2007.com.
Oct. 7 CFFS FAC & Duration FF at LCCC, Elyria, OH 9AM-4:30PM. Russ Brown.
Oct 6-8 Gathering Of Turkeys At Pensacola, FL Navy Hellicopter Field Site 8A
Oct. 13-14 Annual Alamo Escadrille Scramble. Dick Adams CD. 210-308-7243.
Oct. 21-22 Baron Field Air Races FAC at Wawayanda NY. CD Tom Hallman
Tom : 610-395-5656 or CD Jon Houc 610-488-6235.
Oct. 28 Scale Staffel Scale Fly Contest at Otay Mesa, CA at Grossmont Coll
I8 to S.R. 125 to Grossmont College Dr. CD John Hutchison 6193030785.
Friday Oct. 19 CFFS Dinner Meeting 6:30 PM at Dimitri's Restaurant.

Send CROSSWINDS E-mail to CFFS President
Rich Weber to se5weber @ cox.net.

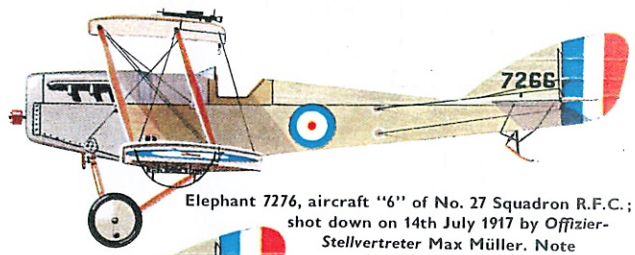
Eleven 'ataboys go to The Alamo Escadrille editor Joe G. Joseph for pounding out monthly The Windy Sock with good data relays, local action, color photos with titles, and a monthly plan, some original. If Davey Crockenbacker had a Martensyde Buzzard to fly at the Alamo, The Microplano Veloz might not have had air superiority there.'Nes Paw?



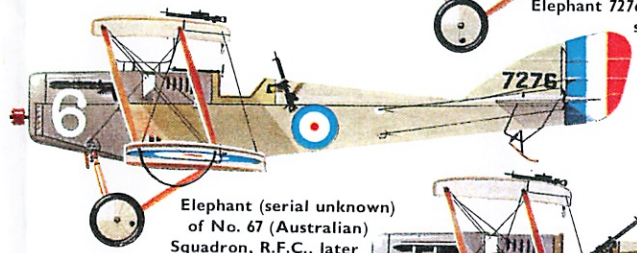
MARTINSYDE ELEPHANT No. 7488 of No. 14 Squadron, Royal Flying Corps; Palestine, 1917.



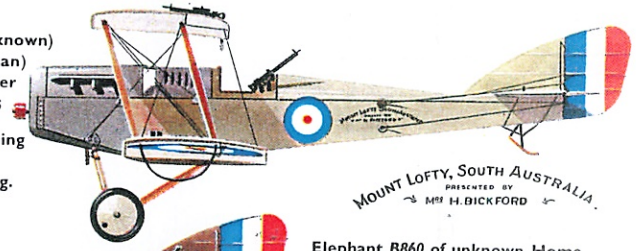
Elephant *7474* of No. 14 Squadron R.F.C.; Palestine, 1917.



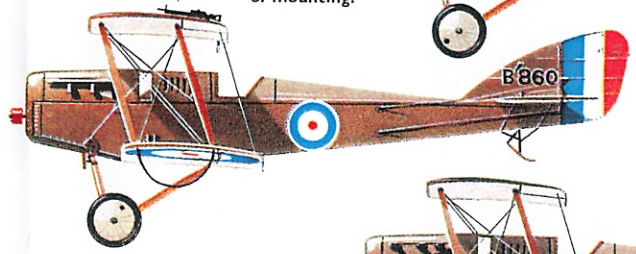
Early production G.100 Elephant, *7266*, of No. 27 Squadron R.F.C.; February, 1916.



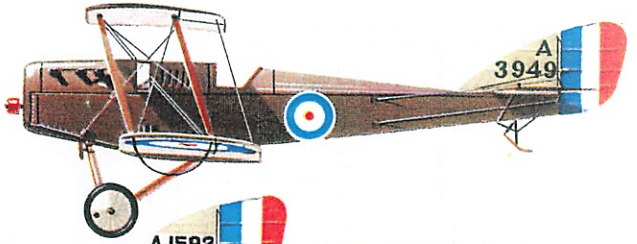
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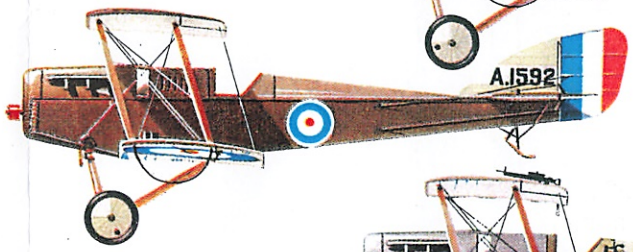
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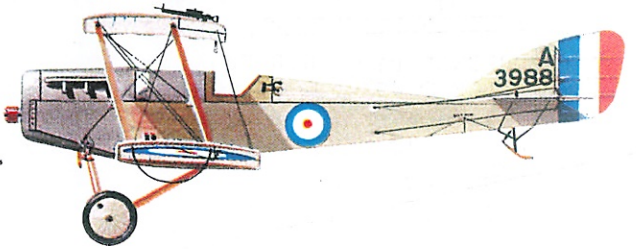
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