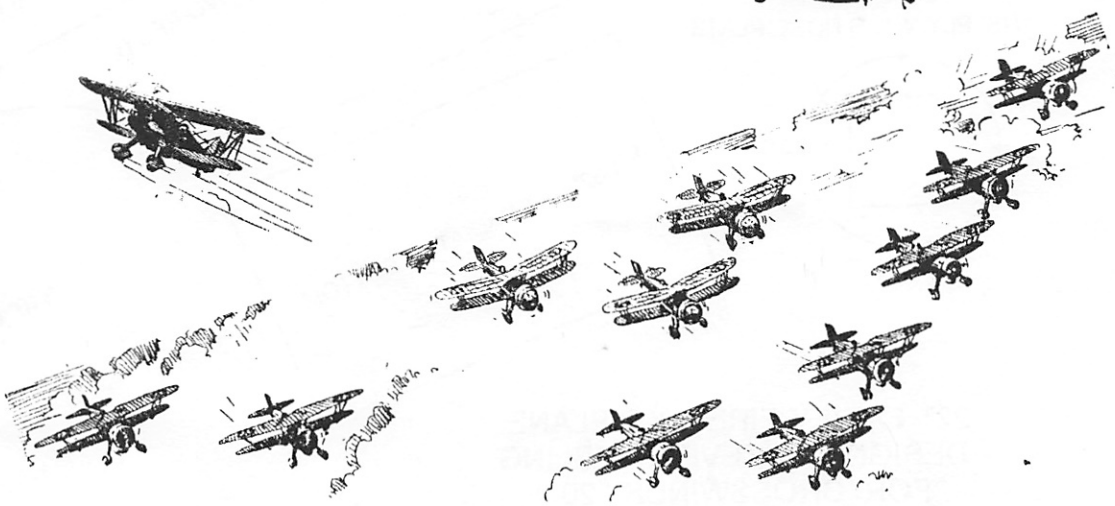
CROSSWINDS #125

22" FAIREY FIREFLY BIPLANE
IN 1930 BELGIAN MARKINGS

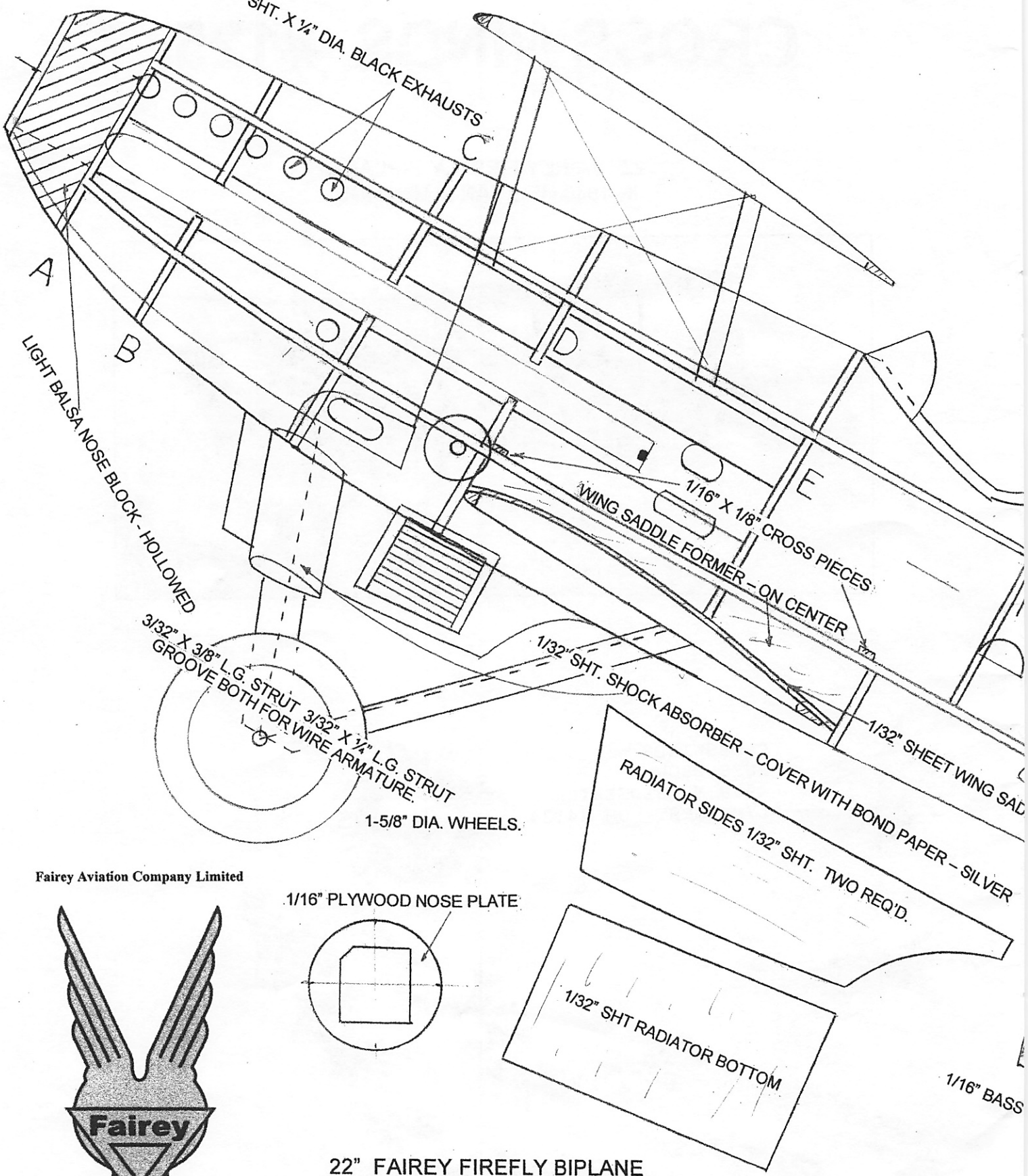


CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

CLEVELAND FREE FLIGHT SOCIETY



MISSING MAN FORMATION COMMEMORATION SALUTE FOR
FAC CIC LIN REICHEL AND ALL ON FINAL DEPARTURE WEST



Fairey Aviation Company Limited

1/16" PLYWOOD NOSE PLATE

22" FAIREY FIREFLY BIPLANE
DESIGN BY STEVE GRIEBLING
FOR "CROSSWINDS" 2008

Fairey logo appeared on rudder on most planes.
See photo.

FAIREY FIREFLY BIPLANE

Fairey Aviation was founded in 1915 by Charles Richard Fairey after he left Short Brothers. The first aircraft designed and built by the Fairey company was the Campania, a patrol seaplane, in 1917.
The original Fairey factory was located in Hayes, Middlesex and their most famous plane was the Swordfish of the late 1930's.
Large military orders resulted in construction of a larger factory in Heaton Chapel in 1935 and acquisition of test facilities at the Ringway airport in Manchester in 1937.
Many Fulmars, Barracudas, 498 Bristol Beaufighters and over 660 Halifax bombers were built there, but aircraft production ceased in 1960.

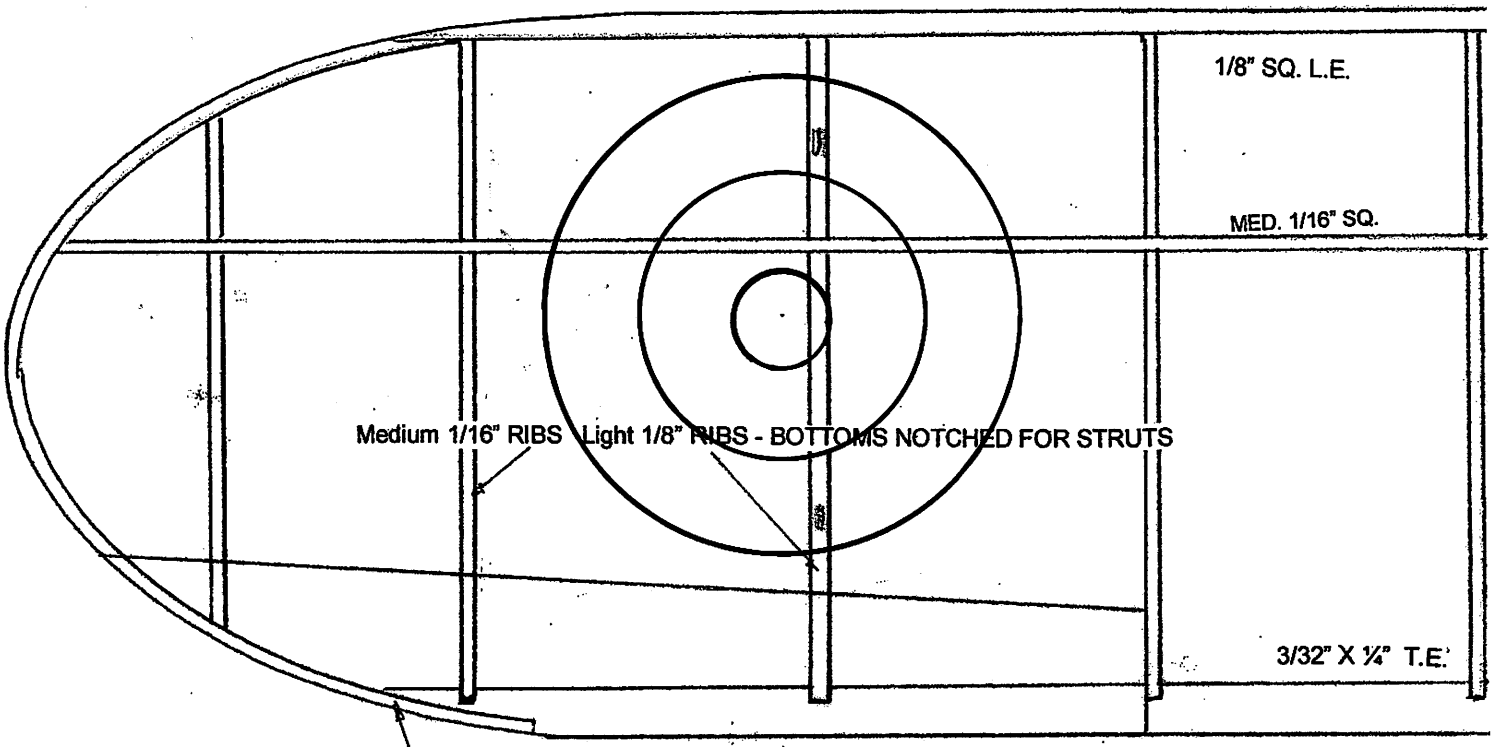
In 1914 and 1916, two Belgians, E. O. Tips and Marcel Lobelle, respectively, emigrated to England and eventally joined the Fairey Company. Tips was test pilot and was assigned to manage delivery of the Firefly III. Lobelle was employed as a draftsman.
In 1923 Mr. Fairey became impressed with performance of the Curtiss Racers and worked with Lobelle to design and refine the Firefly and Fox biplanes. Both were successful, but the RAF preferred the Hawker Fury and Hart and awarded contracts for them instead.
The Belgian Air Force was looking for new aircraft at this time and was impressed by aerobatics performed by Chris Staniland in a Firefly and signed a contract for 12 Fireflies to be produced in the UK and 33 in Belgium, with delivery to start in 1930. In 1931 the Fairey Avions factory in Grosselies, Belgium was opened. Fireflies and Foxes replaced the aging Breguet 19's in the Belgian Air Force at that time.
The Firefly II was a single seat interceptor powered by the 480 hp. Rolls Royce Kestrel Iis 12 cylinder engine.
Sixty two were built by Avions Fairey at Gosselies for Belgium and one was exported to the USSR.
Two Fireflies were later converted to the Firefly IV with the 785 hp. Hispano Suiza 12xbrs engine, but were soon converted back to the Rolls as Firefly II models.
Maximum speed at sea level was 175 mph. and at 13, 125 feet altitude, the speed was 223 mph.
Empty weight was 2387 lbs. and loaded wgt. was 3285 lbs.
Wing span was 31'6", Length was 24'6" and height was 9'4". Wing area was 2368 sq. ft.
References: "The Complete book of Fighters" by William Green and Gordon Swanborough – Smithmark Press.
Wikipedia Enclyclopedia Belgian Aviation History Sonaca and Avions Fairey Grosselies.
Wikipedia.org/wiki/fairey aviation Belgian aviation /history sonaca.htm.

Constructing the Model Firefly:

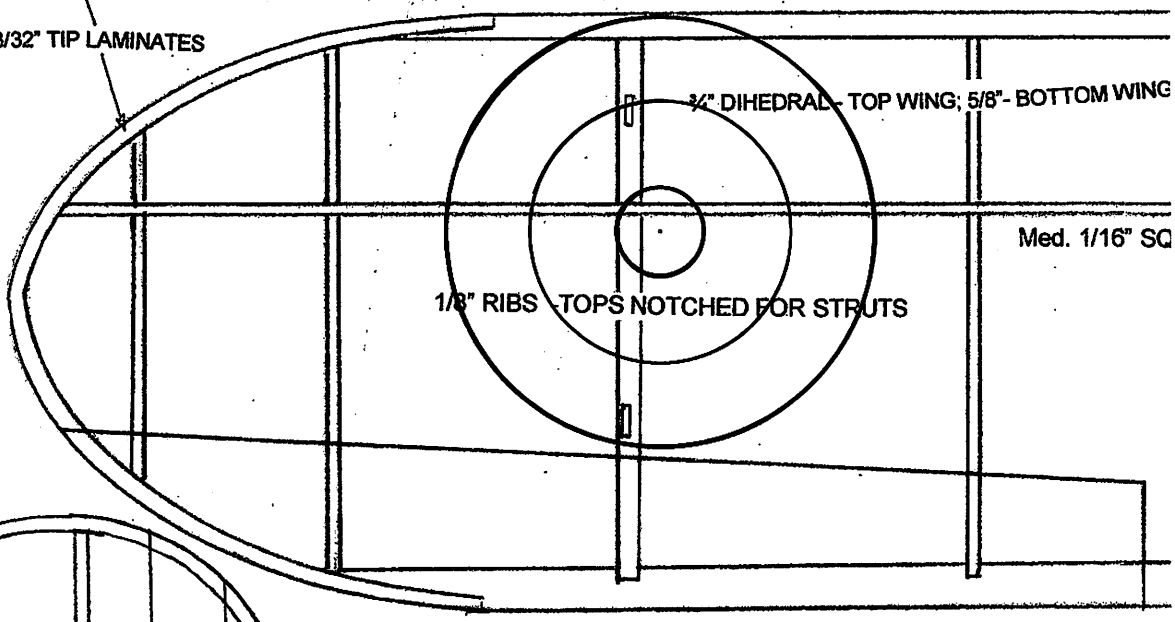
The fuselage is based on the common box structure. The uprights, except for former "A" are light 1/16" x 3/16" balsa strips which are sanded to blend in to the top and bottom formers after the box is assembled. (See the section drawings for clarification). Right and Left side frames are shown on the plan. Note the reinforcing doublers for the cabane struts between stations C-D and D-E. Make these of medium hard 1/16" sq. balsa. Notch them for the cabane struts.
½" x 3/16" strips of very light balsa are used for the machine gun troughs on each side of the fuselage. It's best to carve and sand the "U" shaped channel in these before pinning them to the building board. Note how the upright pieces are extended into notches in these strips. Sand the front outer portions of these strips to blend into the nose block and allow the gun channels to gradually disappear.
Stringer notch locations for the center stringers are shown on formers B through J. This is so you can make sure the other stringers are perfectly straight as you position them. All stringer notches are shown in former "A", to get you started.
A soft balsa block provides the rounded contour for the nose area. Hollow out this block for lightness and to clear the rubber motor. Carve and sand to blend into former "A" and the 1/16" plywood nose plate. It's best to carefully mark the location of the nose plate on the block before you start final carving. I find Titebond glue is best for attaching hardwoods to balsa.
Leave the bottom stringers off until the lower wing and been covered, doped and installed in its position in the wing mount saddle.
Note that the lower wing saddle former is located on the fuselage center line. Install this carefully so the correct incidence angle for the wing will be established. There are two 1/16" x 1/8" cross pieces shown on the plan, glued on the upper surface of the lower longerons, at the front and rear of the saddle to assure proper alignment. A piece of light 1/32" sheet 1-7/8" wide x 3-1/2" long is glued to the saddle which will conform to the lower wing's upper airfoil shape. Since it is curved, this piece will be stiff enough to resist the shrinkage force of the fuselage tissue covering. Sand the edges of this piece so it will blend in to the fuselage contours after it has been glued in.
After all the stringers are in place. glue the hollowed out balsa block to the front of the framework. Sand the block to shape. Cover the area around the cockpit with light 1/32" sheet, then cut the cockpit opening.

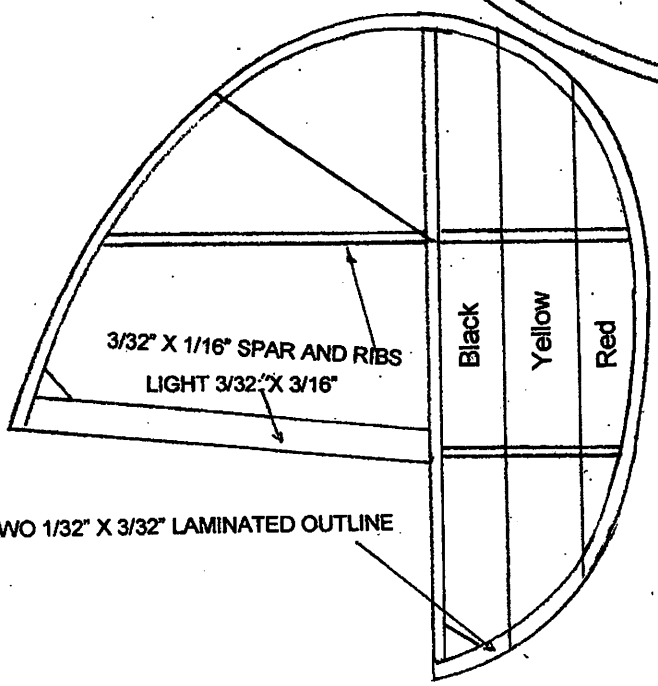
Wings and empennage are built conventionally, but have laminated tips formed of two layers of 1/32" x 3/32" straight grained balsa strips. Soak the strips in water, and heat them individually as you bend them around a hot form such as a hair curling iron, then let them dry around waxed cardboard forms overnight. Remove them from the forms, apply model cement to bond the laminates together and re-assemble them around the forms to dry.
The light 1/8" thick wing ribs provide width for the wing struts. After the wings have been removed from the building board, mark and notch them for the strut positions. I like to use a thin Swiss pattern file for this. The medium hard 1/16" sq. wing spars should be added after dihedral is blocked in. Break them for the dihedral angle at the root ribs. When covering the wings, be sure to apply adhesive around the strut sockets in the 1/8" ribs so the covering will not come loose when you insert the struts later.

4

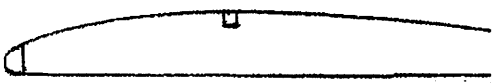


TWO 1/32" X 3/32" TIP LAMINATES

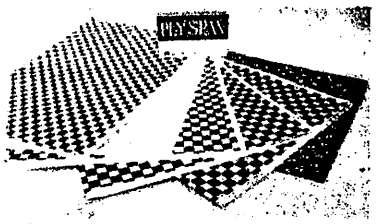


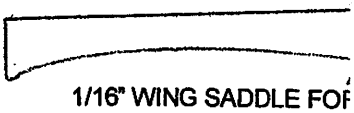


FAIREY FIREFLY



TOP WING RIB PATTERN





1/16" WING SADDLE FOR

PR

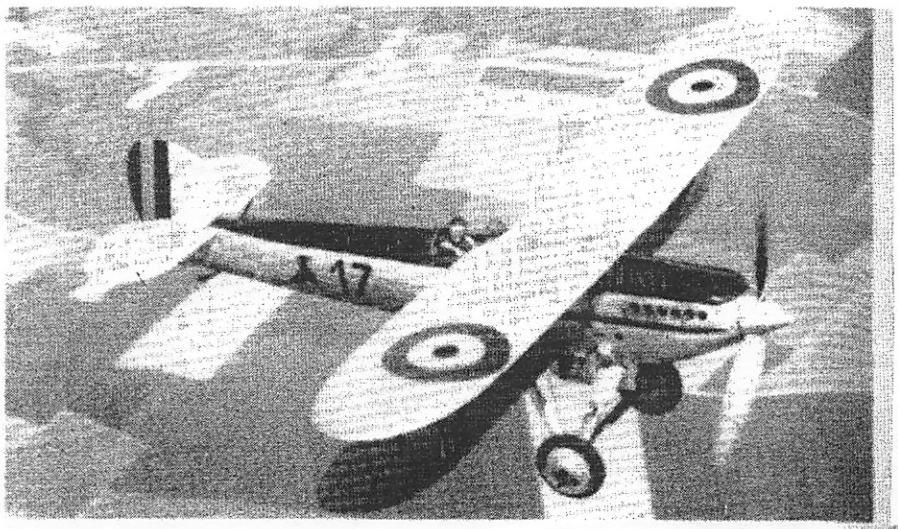
CB01 Black/Yellow -- $3.00
CB02 Red/Black -- $3.00 -- COMING SPRING, 2008
CB03 Black/White -- $3.00 -- COMING SPRING, 2008
CB04 Blue/White -- $3.00 -- COMING SPRING, 2008
CB05 Yellow/White -- $3.00 -- COMING SPRING, 2008
CB06 Red/White -- $3.00 -- COMING SPRING, 2008

Additional information on the Fairey Firefly

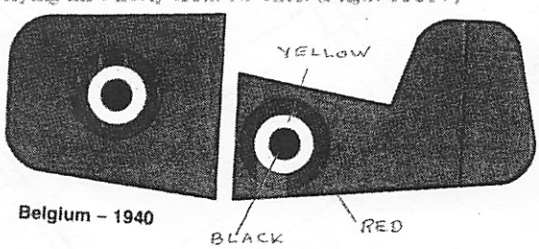
The Cleveland Free Flight Society's Stork squadron is indeed fortunate to have two fine archivists in Russ Brown and Rich Weber. In addition to the write-up on pages 3 and 14, Rich provided material from his Putnam book "Fairey Aircraft since 1915" by H. A. Taylor. Taylor states that there are considerable variations regarding the number of Fireflies produced in the U.K. and in Belgium. It is clear that the first 25 were produced in England and 63 were probably assembled in Belgium. The Putnam book included several photographs of the Firefly. Some bore partial British markings. For example flight 11617 shows complete British markings with roundels on the wings and the usual vertical stripes on the rudder, whereas the third Firefly delivered to Belgium had a darkly colored? rudder and no registration. It is possible that orthochromatic film, commonly used at this time and insensitive to the red end of the spectrum, resulted in rendering vertical rudder stripes to look black in the print. The line-up of the first five Fireflies shipped against the Belgian order bore only the vertical rudder stripes and no registrations. In the Rand Mc Nally Enclopedia of Military Aircraft 1914 – 1980 by Angelluci, the Belgian markings are shown as only a roundel consisting of a black center surrounded by concentric yellow and red rings. No rudder striping is shown for Belgian aircraft, however the photo of Major Woelmont's plane would certainly indicate that rudder striping and roundels were used on Belgian aircraft.
The 50th Firefly, produced in the Belgian factory at Grosselies, clearly shows rudder striping. This particular plane was purchased by the parent company for evaluation of the Hispano Suiza Mk.IV engine in England.

Deliveries of Fireflies produced at Grosselies started on February 26, 1932. Fireflies were provided to Squadrons No. 1 and 2 at Schaffen and to Squadrons 3 and 4 at Nivelles, but quite a number of these planes were damaged due to inadequate pilot training until a flight school was established at Wevelgem in 1933.

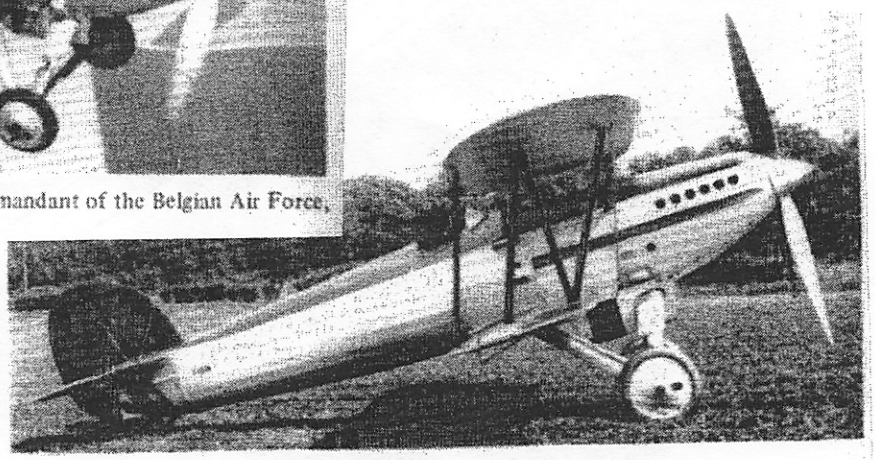
Some 50 Fireflies were still in the Belgian Air Force when Belgium was invaded in May 1940 and three were involved, without loss, in a morale building sweep before most were flown to France. Fireflies were among 48 aircraft shipped to Oran, North Africa just before the Armistice on June 25, 1940. Some were still not assembled when seen in 1942 at the La Sénia aerodrome.



Major le Baron de Woelmont, chief of staff to the Commandant of the Belgian Air Force, flying his Firefly from Nivelles. (*Flight 11617*)



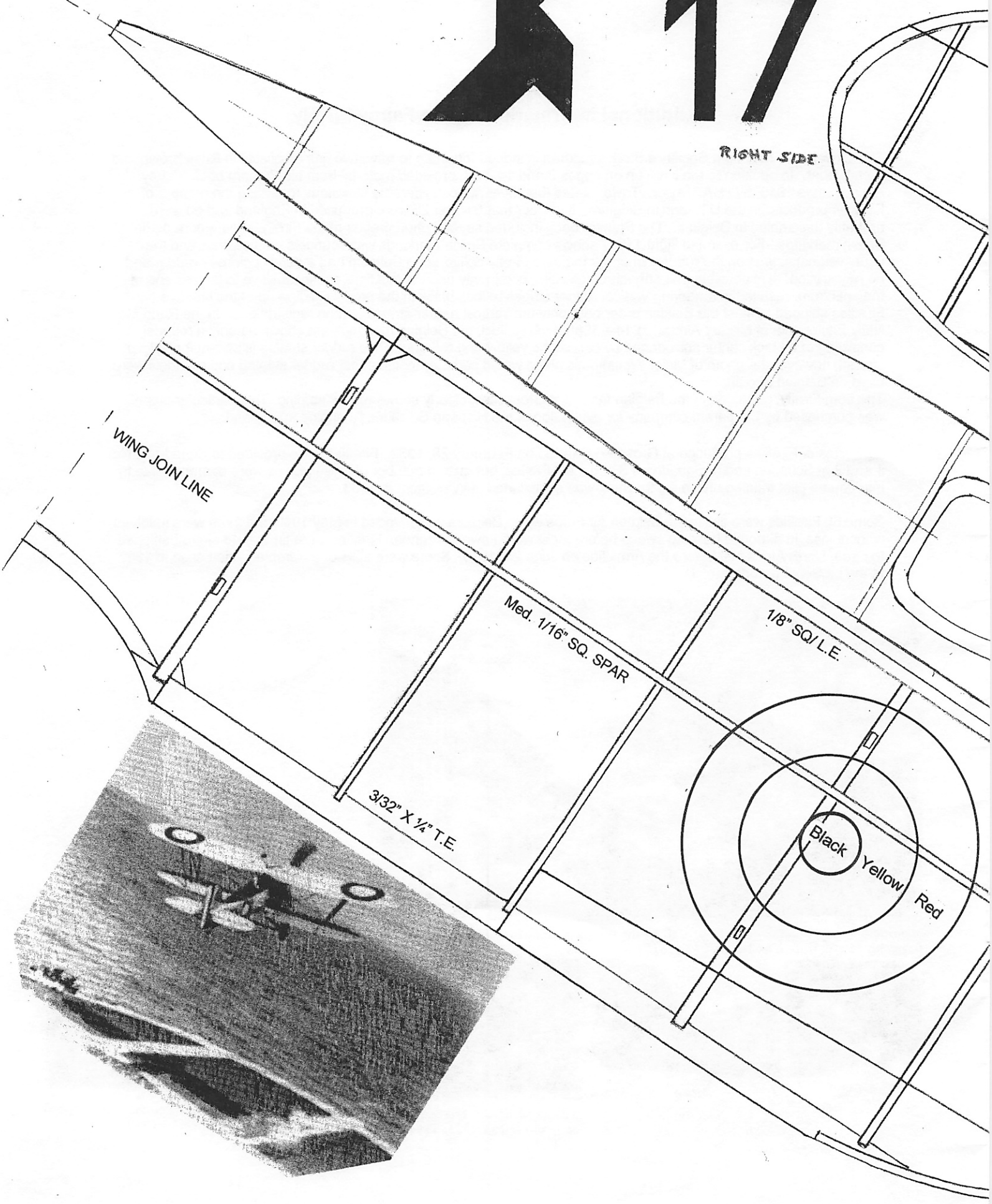
Belgium – 1940

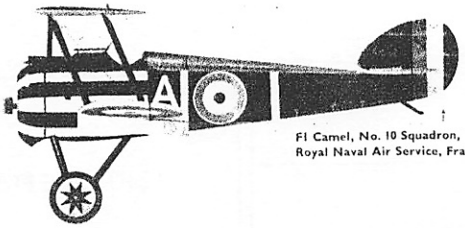


The third of the Hayes-built batch of Firefly IIs (F.1491) for Belgium, photographed early in January 1931. The contract was placed in the late summer of 1930.

17

RIGHT SIDE





F1 Camel, No. 10 Squadron, 'A' Flight a/c, Royal Naval Air Service, France, 1917–18.

SNOOPY'S REVENGE

Doggone great flying a t FAC NATS in Geneseo including "Man's best friend" Snoopy flying the Sopwith Camel to a bloody Red Baron killer flight Max.
Clive Gamble fancied the short nose WWI Camel fighter in Royal Navy black and white stripe cowl trim as a duration challenge not to be resisted.
G-8 enthusiast Jim Hyka was privileged to hold and time the epoch Red Baron comuppance flight. Clive has a talent with unusual aircraft subjects as ably shown with the big Welkin twin engine fighter that flies so well in WWII M.L.

Our photo here has Clive launching a Beechcraft Staggerwing from a Crosswinds No. 121 plan by CFFS leader "Wingnut" Rich Weber. Other photos have Mike Zand launching a "Sparky", and Calumet FAC's Chris Starleaf's six Rapier rocket powered B-47 held over Dan Kane and WWI age Rutherford Roosevelt Washington McCroaker (Vance Gilbert) of the rapier ignition team. Tracing mist and whiskers is Canadian rocket man Paul Morris's "Scorpio" F.F. from Shorty's Basement kit SB02.

SCORPIO KING

At the AMA NATS in Muncie, "Scorpio King" Bill Reuter fed his Shorty's "Scorpio" three Rapier L2-HP pills to win the JETEX Duration Event. Free Flighters at Muncie were attracted to Rapier Rocket power flying by the now dependable ignition and easy loading fuel tubes. Bill decorated his "Scorpio" kit outer wing tips with black and red checker tissue #CB02 from Shorty's. Japanese Esaki tissue in brown is just now being added to the supplies from WWW.shortysbasement.com. Phone 740-223-7471 or 740-225-8671 at 1036 Bexley Ave. Marion, OH 43302, USA.
Russ Brown, CFFS



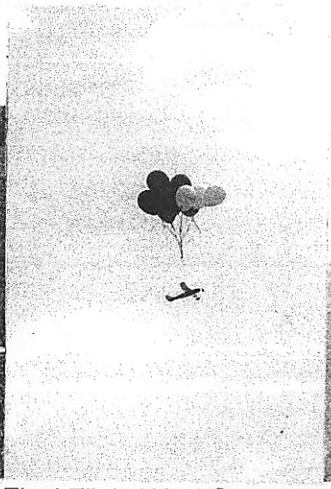
Clive Gamble Beech 17



Chris Starleaf Boeing B-47 jet



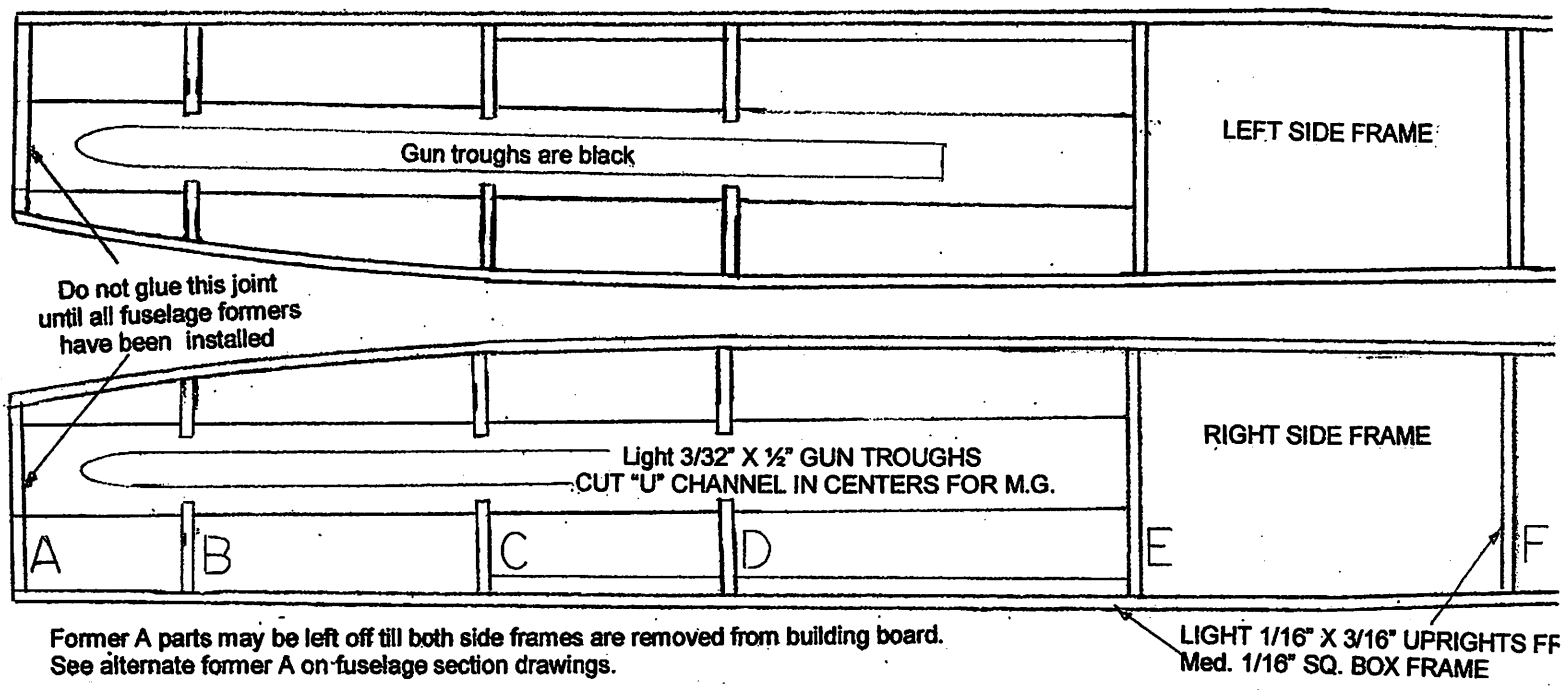
Mike Zand's Sparky O.T.

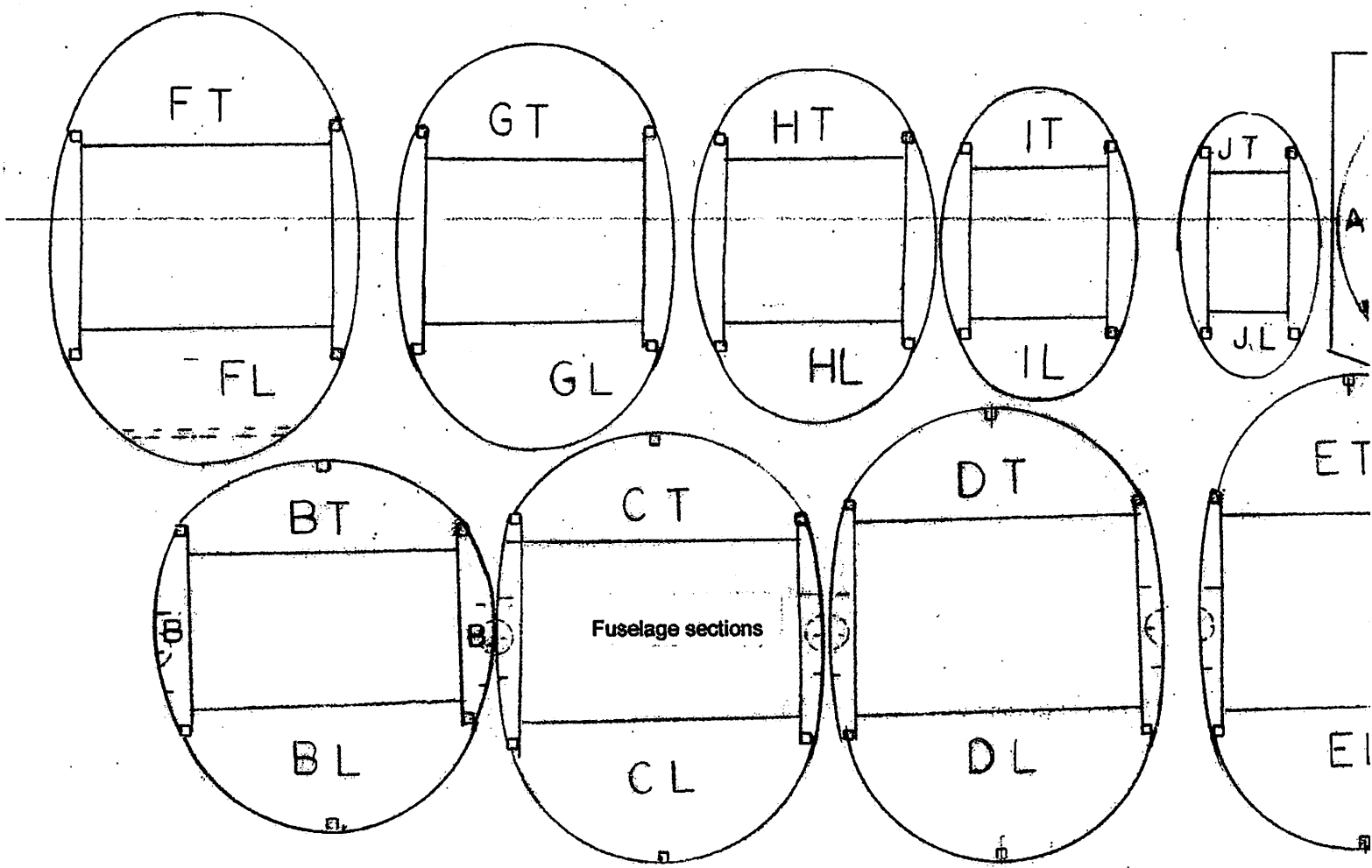


Final Flight West Ceremony

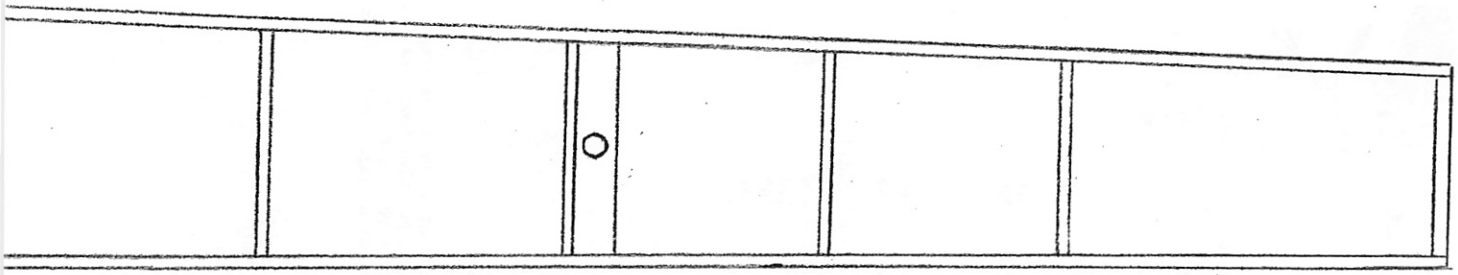


Paul Morris "Scorpio" F.F.

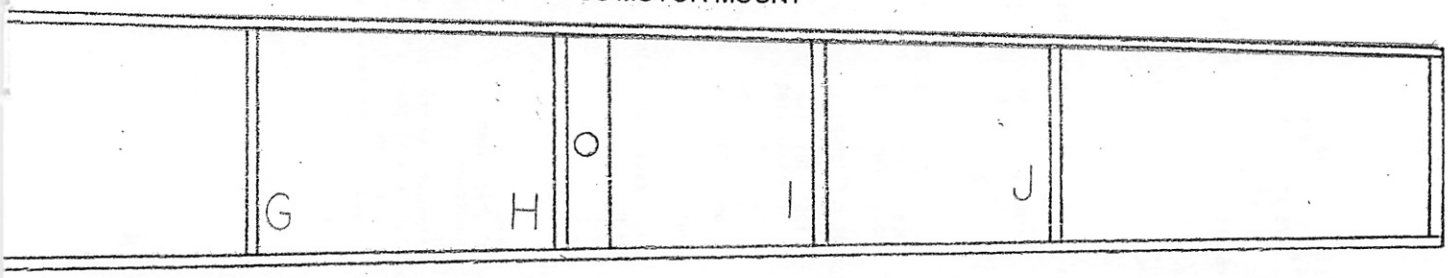




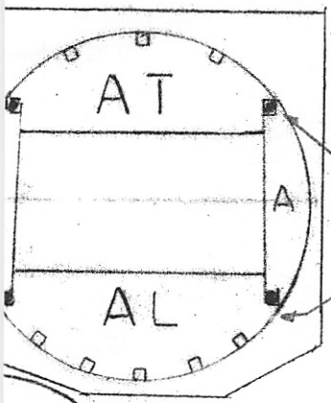
Carole Kane, Owner Shorty's Basement 1036 Bexley Ave., Marion, OH 43302 740-223-7471 or 740-225-8671
Visit us on the web at: www.shortysbasement.com



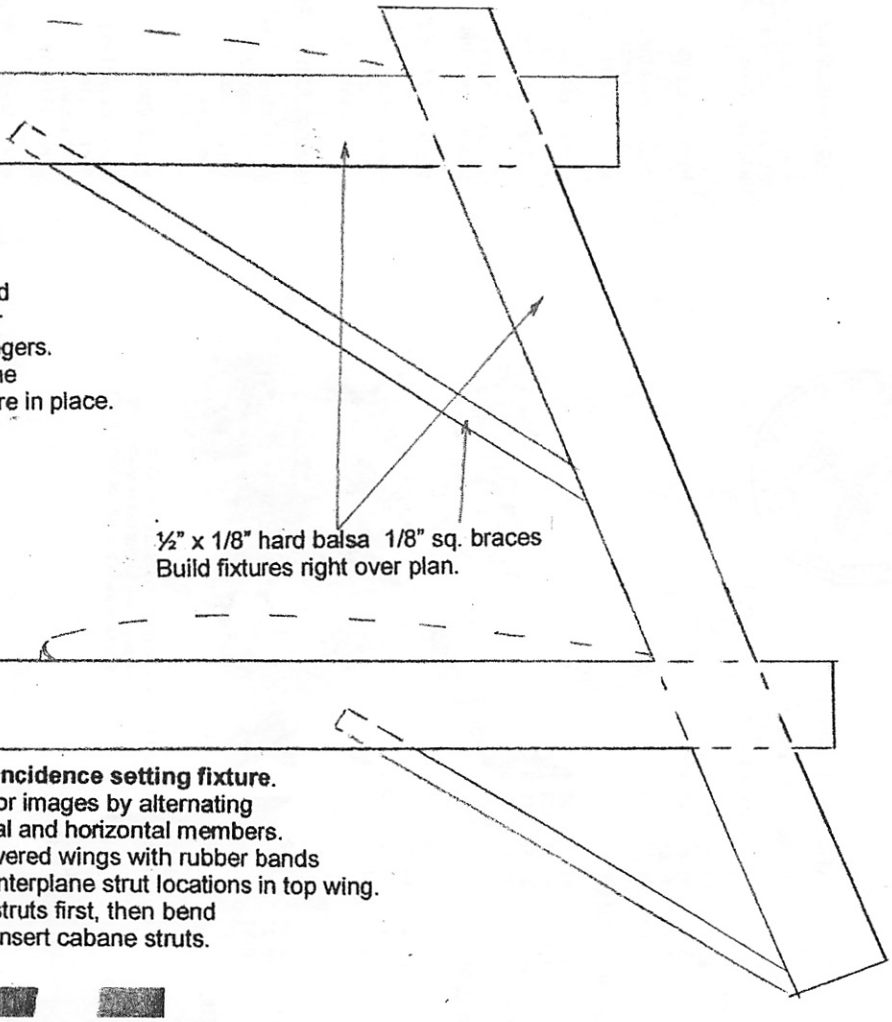
1/16" X ¼" BASS MOTOR MOUNT



ROM 'B' THROUGH 'J'.

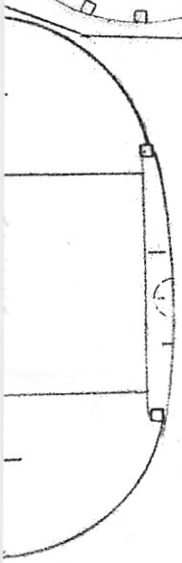


Alternate former A.
Make as one piece
Cut to outer line.
Drill 1/16" holes and
file them square for
longerons and stringers.
Trim to round outline
After all stringers are in place.



½" x 1/8" hard balsa 1/8" sq. braces
Build fixtures right over plan.

Wing strut and incidence setting fixture.
Make two as mirror images by alternating
overlaps of vertical and horizontal members.
Strap these to covered wings with rubber bands
Just outboard of interplane strut locations in top wing.
Insert interplane struts first, then bend
wings slightly to insert cabane struts.



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

– Silver -- $3.00

FAIREY FIREFLY

CFFS INDOOR CONTEST

April 5, 2008

Results

Hand launch Glider

Rob Romash	53.1	54	107.1
Jim Buxton	53.7	51.8	105.5
Kurt Krempetz	39.6	39.8	79.4
Kenny Krempetz	6.03	24	30

Standard Class Catapult Glider

Jim Buxton	54.5	55.19	109.6
Kurt Krempetz	51.02	52.79	103.7
Don Slusarczyk	48.07	47.95	95.9
Ken Krempetz	36.9	35.7	72.6

Unlimited Catapult Glider

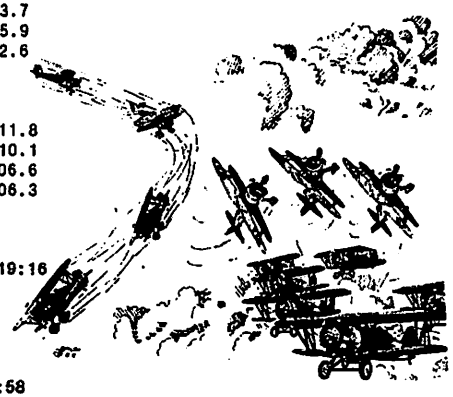
Jim Buxton	55.4	56.44	111.8
Rob Romash	55.49	54.73	110.1
Kurt Krempetz	53.91	52.72	106.6
Ken Krempetz	54.5	57.87	106.3

EZB

Don Slusarczyk	12:04	18:42	19:16
Jeff Hood	18.21		
Larry Mzik	10:57		

F1L (1.2 gram EZB)

Larry Mzik	11:17	10:47	11:58	
Tom Sova	8:15	10:06	10:56	11:00



Alas – some of our FAC Clubsters Have flown to that better place lately. We miss them but will not forget them!

Limited Penny Plane

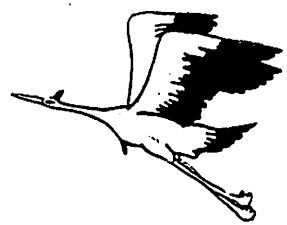
Rob Romash	9:56	10:27	
Brett Sanborn	9:34	8:51	9:53
Tom Sova	9:41		

Mini Stick

Rob Romash	9:27
Tom Sova	5:35

Bostonian

		Flights			CF	Best 2 x Cf
Richard Miller -	Rd. Runner	99	69	134	1.02	277.86
Jack Karn -	Peck Pup	50.2	50	50	1.03	105.6
S. Griebling -	Miss Akron	40			1.02	40.8



FAC Peanut Scale

Don Slusarczyk -	Voisin	151.5
Steve Griebling	DH 6	134.5
Michael Zand	Beechcraft 17	96.5

Hi-Wing P-Nut	Aircraft	Flying Pts.	Scale Pts.	total
Steve Griebling -	Lacy	79.5	62	141.5
J. McGillivray -	Found	80.75	58	136.75
Michael Zand -	Fike	21	68	83

(three did not fly)

Golden Age Civil	Aircraft	Flight Times	total
J. McGillivray	Monomail	98 117 71	276
Steve Griebling	B.A.T.	82 66 57	205

No Cal Profile Scale

Chuck Slusarczyk	Hosler Fury	233 267 294	794
Larry Loucka	Hosler Fury	249 264 279	792
Don Slusarczyk	Hosler Fury	63	63

Phantom Flash (best 2 of 5 flights)						total
Chuck Slusarczyk	195	161	159	211		406
Don Slusarczyk	161	184	192			376
Herb Schubert	53	18	14	98	95	193
Jim Hyka	70	69	76	81	81	162
Jack Karn	56	70	52	45	41	126

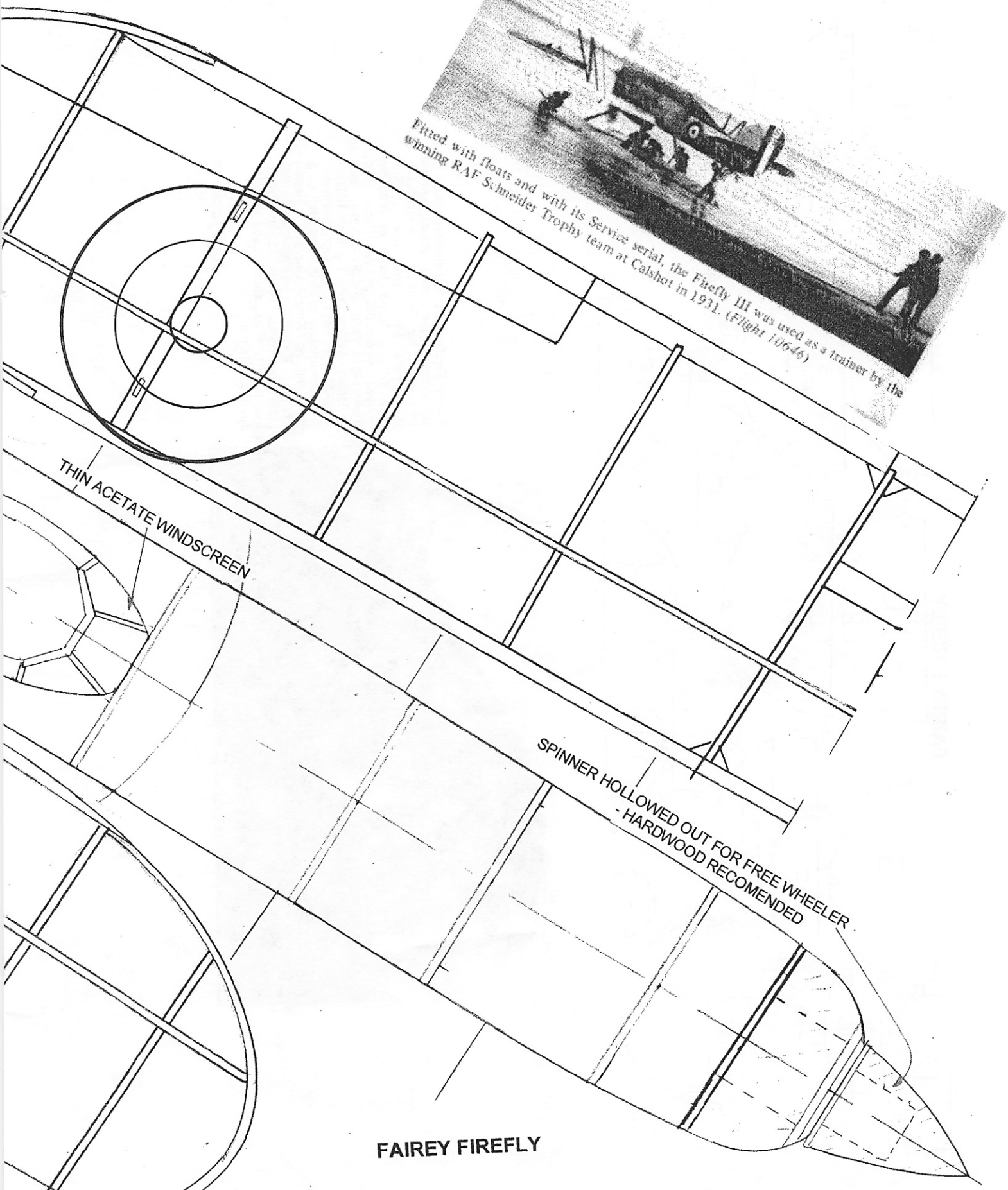
W.W.2 Combat	Model
Steve Griebling	Judy (mass launch winner)
Rich Miller	P-51B
JimBuxton	P-51A
J.McGillivray	P-51B

W.W.2 No-Cal Combat

Jim Buxton	Ohka
Larry Loucka	Gloster Meteor
Chuck Slusarczyk	Hurricane

Thanks to all who participated. We hope to have this contest in 09. As soon as I can get a date from KSU we will begin planning. You positive feed back was appreciated. I apologize for the delay in getting the results to you.
Hope to see in 2009. If you have any questions email me at imzand@hotmail.com

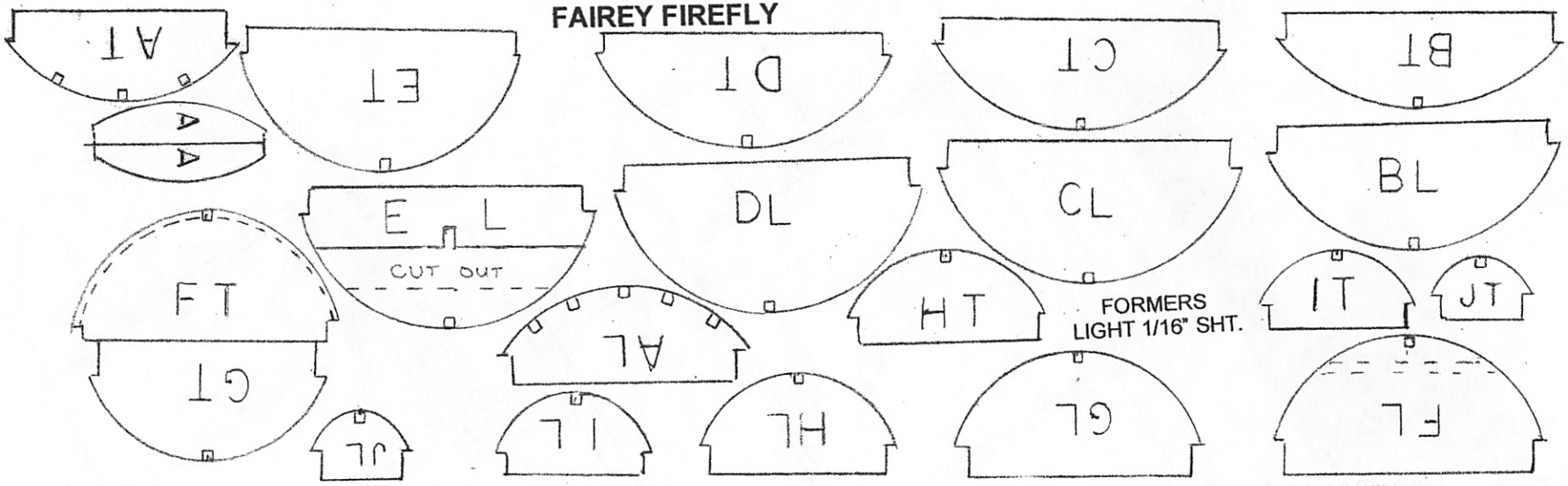
Michael Zand - CD

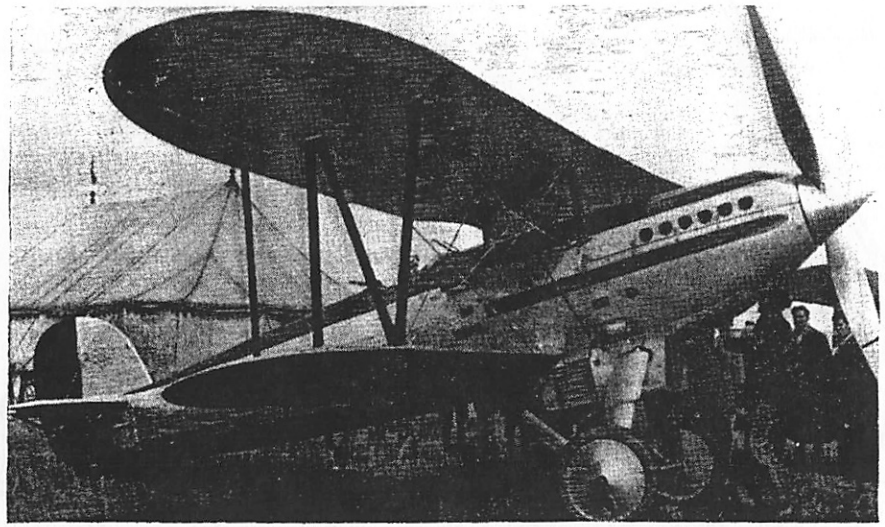


Fitted with floats and with its Service serial, the Firefly III was used as a trainer by the winning RAF Schneider Trophy team at Calshot in 1931. (*Flight 10646*)

FAIREY FIREFLY

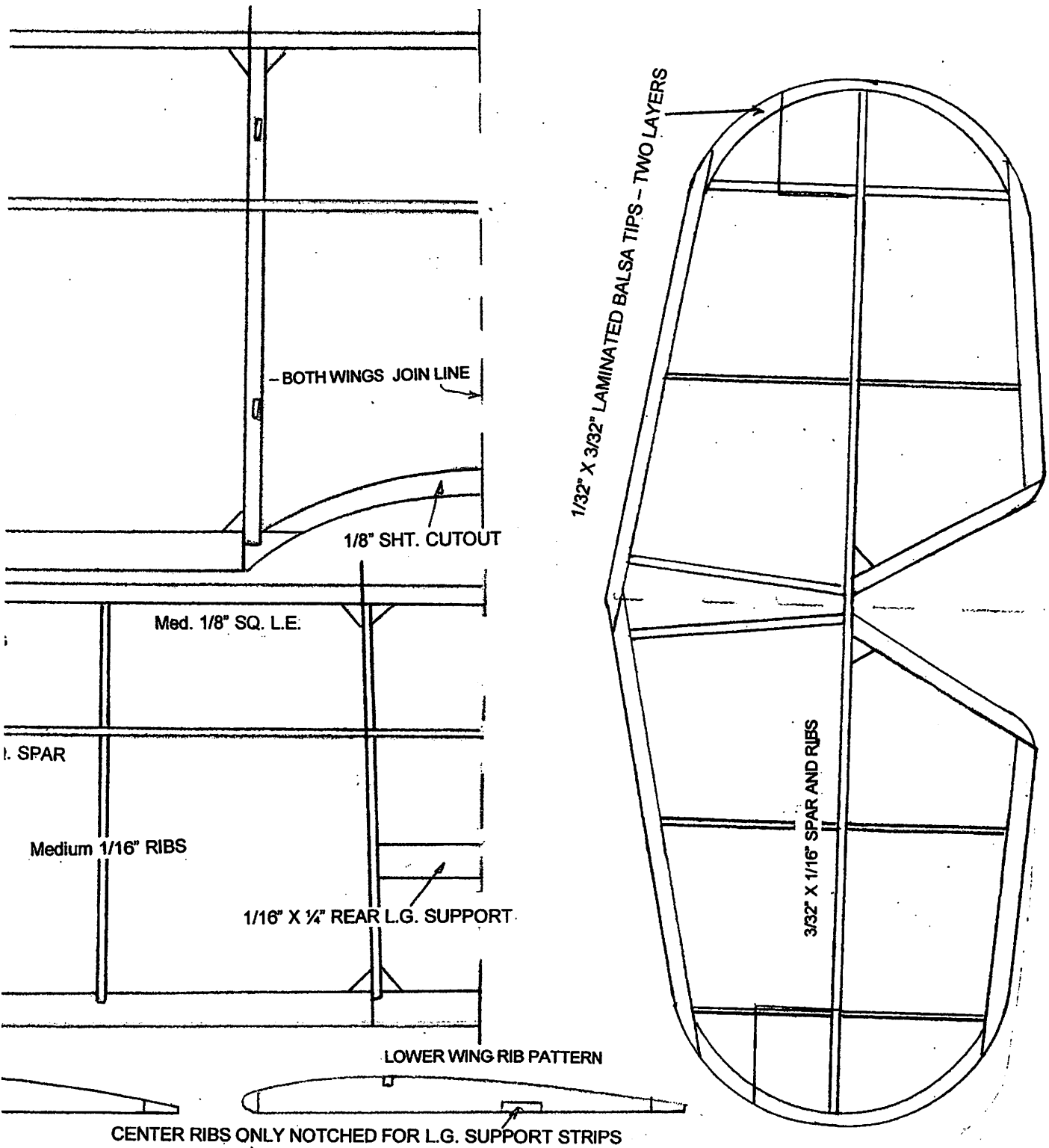
FAIREY FIREFLY





Fairey Firefly IIM: Single-seat fighter of fabric-covered metal construction, powered by one 480 h.p. Rolls-Royce Kestrel IIS. Prototype G-ABCN first flown at Northolt 5/2/29. Initial batch of forty-five ordered by the Belgian Air Force 1930. Twenty-five (c/n F.1489–F.1513) built at Hayes, Middx., and flown to Belgium July–August 1931. F.1499 (illustrated) was demonstrated by Fairey test pilot C. S. Staniland on King's Cup day, Heston 25/7/31. Remaining twenty built in Belgium by Avions Fairey. Span 32 ft., length 24 ft. 6 in., a.u.w. 3,404 lb., max. speed 223 m.p.h.

A. J. Jackson



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The stabilizer and rudder are 3/32" thick so they will be less likely to warp. Sand to an airfoil after they have been removed from the building board.

Cover the wings, and the top and sides of the fuselage, shrink the tissue, dope it then install the lower wing to the fuselage making sure it is perfectly square to the fuselage in the top view.

Now add the landing gear armature wire. The rear legs of the armature are glued to the cross piece near the bottom rear edge of the lower wing. The front L.G. armature is bound to two cross pieces of 3/16" x 1/16" balsa which is glued to the box frame at station "C". Install the lower stringers and cover the bottom of the fuselage.
Make the incidence and strut setting fixtures for right and left wings by placing the vertical pieces under the horizontal ones for one fixture and over on the other. This is necessary because they will tip a little because of the wing dihedral. Install the top wing by strapping the fixtures to the wings with rubber bands, not too tight! The wing trailing edges rest against the vertical members. The best position for the fixtures is close to the interplane strut locations. Take great care in getting the top wing perfectly centered over the fuselage before installing the cabane struts. You will have to spring the wings a little to fit the struts in position. Glue the struts in place with model cement which is more flexible than cyano. Cabane struts are added last. You should have notched the fuselage where the struts are to be located before installing the top wing. Adhere the struts securely with model cement taking care not to damage the tissue around the strut sockets.

The Belgian planes were apparently all silver except for black anti reflective coloring on the top of the fuselage, the wing struts, the machine gun troughs and the registration letters. I recommend a light coat of clear Krylon after the tissue has been water shrunk followed by a light coating or two of silver Floral Spray. Then a final coating of clear Krylon.
Because of the risk of getting silver spray on the black areas, it's best to delay application of the black tissue on the fuselage till after the silver has been sprayed on. The best sequence for all of this is as follows:

1. Completely cover the two wings and the sides of the fuselage.
2. Install the lower wing.
3. Cover the top of the fuselage with black tissue.
4. Paint the cabane and interplane strut material black.
5. Install the top wing and struts. (it will probably be necessary to trim the struts a little for proper fit.)
6. Paint and install the radiator.
7. Add the empennage. (glue the rudder only at the tail post until you have done flight trimming).
8. Paint and install the landing gear fairing and shock absorbers.
9. Do the rigging.

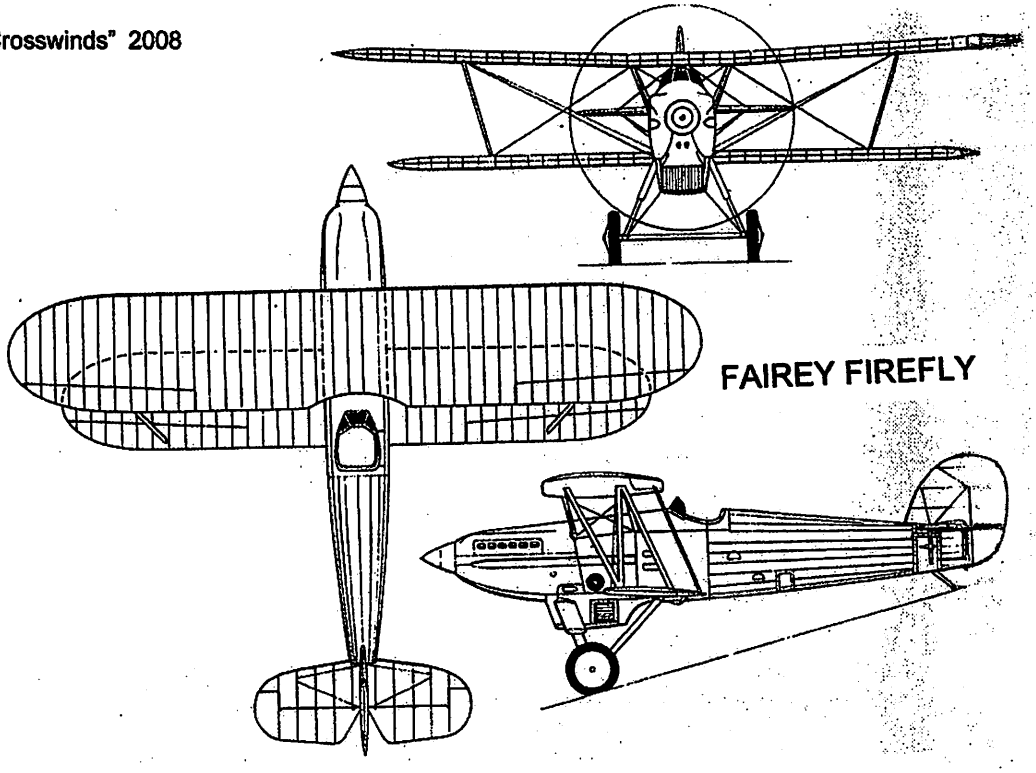
I recommend gray 50 denier silk thread for the rigging. The use of a very fine quilting needle is good for pulling the thread through the struts etc. Tie a triple knot in the end of each piece of thread so it won't pull through and weight the loose end with an alligator clip to provide a little tension while the glue dries. The rigging pattern can be seen from the three view drawing and from the photograph of the plane.

My model weighed 40 grams without motor. I recommend four strands of 3/16" braided rubber for power.

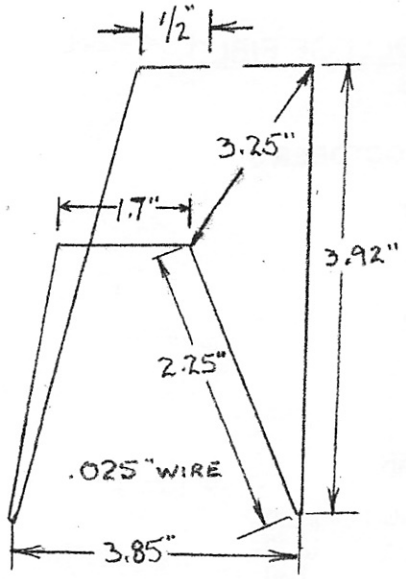
The prop pattern shown on the drawing is a Gordon Roberts "Double Dip" design modified to a P/D or 1.1/1 for biplane use. You may prefer to use an 8" diameter Peck Polymers prop instead if you can figure a good way to install a spinner on one!

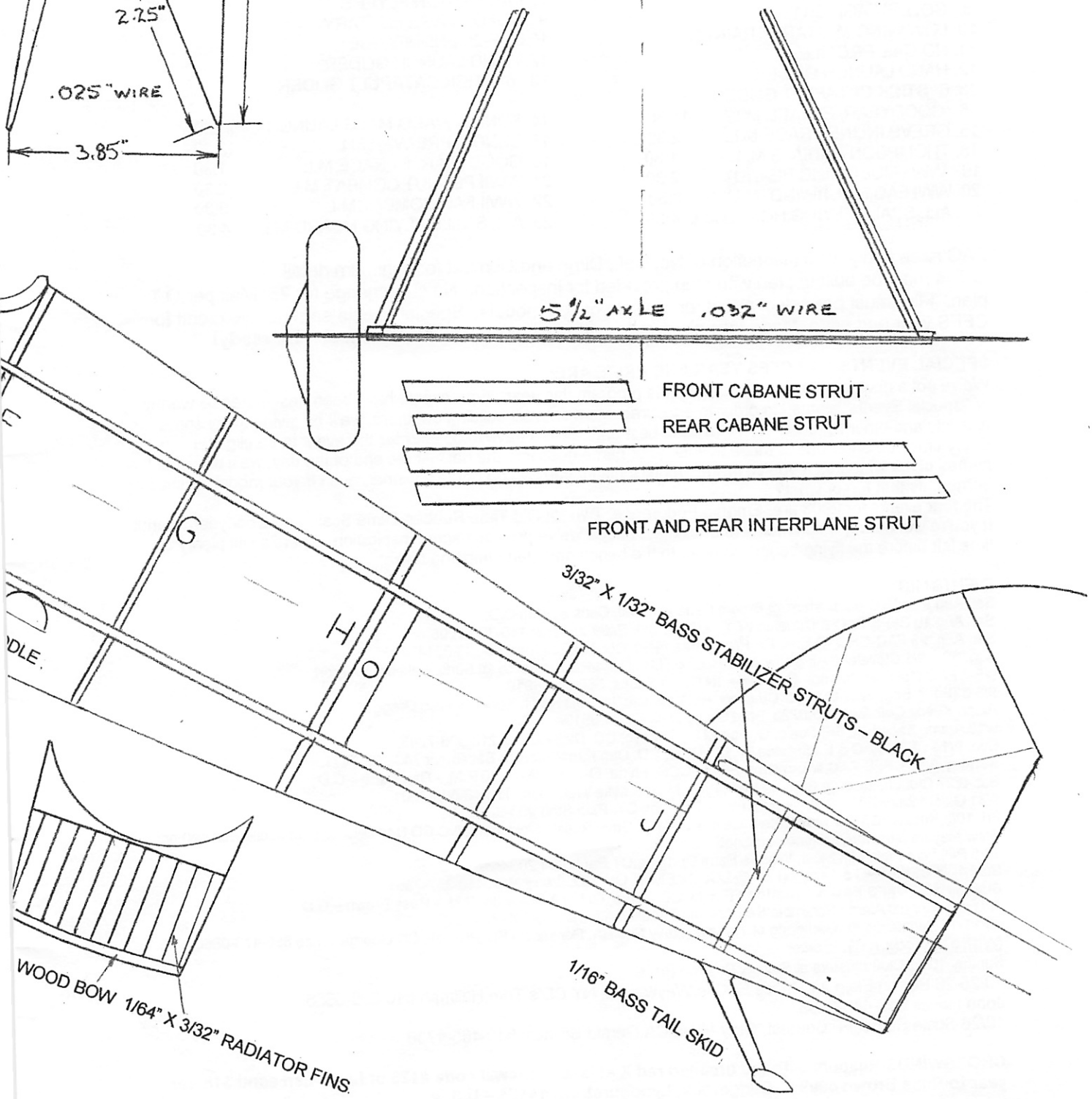
I recommend Henry Struck's wheeler device for planes with spinners. It is simple, compact and reliable.

Steve Griebling for "Crosswinds" 2008



17


1/2"
3.25"
1.7"
3.92"
2.75"
.025" WIRE
3.85"


5 1/2" AXLE .032" WIRE
FRONT CABANE STRUT
REAR CABANE STRUT
FRONT AND REAR INTERPLANE STRUT
3/32" X 1/32" BASS STABILIZER STRUTS – BLACK
G
H
I
J
WOOD BOW 1/64" X 3/32" RADIATOR FINS
1/16" BASS TAIL SKID

16

2008 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 25 JULY 27 SEPT. 14

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 +1"
7. FAC FICTION FLYER
8. GOLDEN AGE CIVIL
10. LOW WING MILITARY TRAINER
11. NO.CAL. PROFILE
12. HAND LAUNCH GLIDER
13. 6" STICK CATAPULT GLIDER
18. GOODYEAR, FI RACE M.L. 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 15 AUGUST 10 OCTOBER 5

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 +1"
7. FAC FICTION FLYERS
9. GOLDEN AGE MILITARY
10.6 P-20 ENDURANCE
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!**

SPECIAL EVENTS FOR CFFS YEAR END PRIZE ARE:

We've got a new twist on our Special Events program this year. Four events have been designated as worthy of "Special Events" status. In order to encourage some model building out there, we'll be giving away some nice kits and other FF goodies. Here's the best part: all you have to do is **enter** the event to be eligible! Every time you enter one of these events, your name goes into the hat. At the end of the day, we'll draw out the names of the winners. If you've made an official flight you can go home a winner, even if your model crashed or burned. Is that fun or what?

The four events for 2008 are: Embryo Endurance, Two Bit Old Time Rubber, Dime Scale and Goodyear Peanut. If you're wondering which model to build next, I hope we've provided some inspiration. There's still plenty of time left before the flying begins so head to the bench and start chopping balsa!

EVENTS LIST:.

Sat. Aug 9 or 16 Cloudbusters @ Broom Park, Flint, MI, Chris Boehm C.D.
Sat. Aug.10 CFFS FAC & Duration FF @ LCCC. CD. Peter Zbasnik 440-326-1005.
Sat. Aug. 23 FAC-GHQ @ Erie, PA Prangmore Field. CD. Lin Reichel 814-833-0314.
Aug. 30 – 9/1 Cleveland Air Show & Air Racing H.S., Race Planes Booth @ Burke Lakefront Airport.
9/5-7 FAC Outdoor Champs @ Muncie, IN Ralph Kuenz, 586-884-6919
9/5-6 (Fri. & Sat.) FAC Outdoor Champs, AMA Muncie, IN. CD Ralph Kuenz & Fred Gregg.
Ralph Kuenz Cell: 989-506-0723; Fred Gregg H. 586-884-6919.
9/13 Alamo Escadrille FF: Scale, G. Age M.L., Embryo. CD Dick Adams 210-308-7243.
Sun. 9/14 CFFS FAC & Endurance FF @ LCCC, CD. Dan Kane/Shorty's Basement 740-223-7471.
Sunday 9/16 CFFS FAC & Duration FF at LCCC, Elyria, OH, 9 A.M.– 4:30 P.M. - Dan Kane – C.D.
Sat. 9/27 Cloudbusters @ Broome Park, Flint, MI, CD Mike Welshans. H. 248-545-7601
9/31 Glastonbury FAC #2 @ White's Farm, Durham, CT. Paul Stott 203-929-5139
Fri. 10/3 Kudzu FC& DC Maxecuters Land & Lake @ Dave Rees's Goldsboro, NC CD Dan Driscoll (djdriscoll@cox.net) and Stew Meyers (stewmeyers@comcast.net).
10/5 Pinkham Field Min Meet, White's Farm Durham, CT Paul Stott 203-929-5139
Sun. 10/5 CFFS FAC & Duration FF @ LCCC , Elyria, OH. CD. Larry Mzik 440-357-7361.
Sunday 10/7 CFFS FAC & Duration FF at LCCC, Elyria, OH, 9 A.M.– 4:30 P.M. - Russ Brown – C.D.
10/11-12 Annual Alamo Scramble San Antonio TX, Dick Adams 210-308-7243.
10/11-13 Pensacola FF Gathering of Turkeys, Navy Site BA. Pensacola FL Pre-call: CD George White 850-473-0866, (White76@cox.net). to enter.
Sunday 10/21 Cloudbusters at Stanley Broome Park.
10/25-26 Barron Field Air Races FAC in Waywanda, NY CD's Tom Hallman 610-395-5656, John Houck 610-488-6235.
10/26 Scale Staffel FF Contest, Otay Mesa CA Gerald Sullivan 619-465-1736

CROSSWINDS Readers with the dreaded red X at issue renewal code #125 or lower can send $18 per year to Russ Brown 4909 N. Sedgewick, Lyndhurst, Oh 44124 – U.S. A.