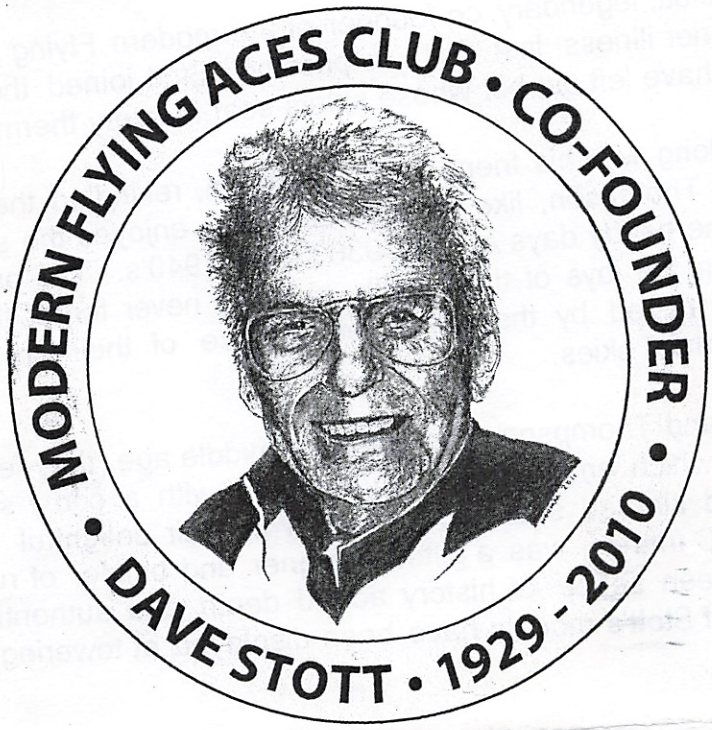
CROSSWINDS

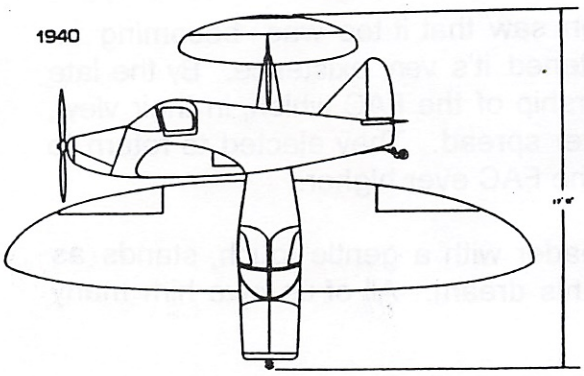
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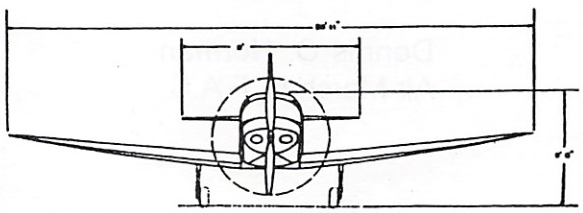


CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST,OH 44124

CULVER

1940





CULVER DART MODEL L-CA , L-FA
A Continental-powered two-place plane for the private owner.

Culver Cadet

Dave Stott : The Passing of a Legend

Dave Stott, legendary co-founder of the modern Flying Aces Club, "went west" following a brief illness last Fall. In passing, Stott joined the growing Squadron of FAC'ers who have left us, but whose spirits soar in every thermal-filled summer sky.

Stott, along with his friend Bob Thompson, rekindled the FAC from the 1930's. Both Stott and Thompson, like millions of others, enjoyed the simplicity of Free Flight modeling in the heady days of the 1930's and 1940's. The pressures of adulthood took them from the joys of their youth, but they never forgot the pleasures of good craftsmanship tested by the unfettered release of their creations into the azure majesty of summer skies.

As Stott and Thompson reached early middle age, they felt compelled to create the new FAC, which emphasized fun, coupled with a corny sense of humor, that quickly attracted kindred souls to join them in their delightful nostalgia. Stott, like many of his FAC friends, was a gifted designer and builder of rubber-powered scale models. His keen sense of history added depth and authenticity to his modeling efforts. Some of Stott's models have been displayed at towering centers such as the Smithsonian.

Though a creator of the modern FAC, Stott was not a lover of modeling institutions such as the AMA. By the time he and Thompson spearheaded the new FAC movement, the AMA, in the view of Stott and many others, had become a complicated, restrictive, legalistic quagmire in which endlessly demanding bureaucrats all but killed free flight scale modeling and relegated it to a formative footnote of model aviation. Stott's disgust with this gave rise to his joyful rebellion against a modeling community that had come to regard radio-control as the "ultimate" model aviation experience.

As the new FAC grew, Stott and Thompson saw that it too was becoming an institution burdened by a complexity which threatened it's very existence. By the late 1970's, both Stott and Thompson rejected leadership of the FAC which, in their view, had become increasingly ponderous as FAC fever spread. They elected to return to the simplicity of their youth leaving others to pilot the FAC ever higher.

Stott's role as a modest, but thoughtful, leader with a gentle touch, stands as an inspiration for those who continue to pursue his dream. All of us owe him many thanks and much respect for his example.

Dennis O. Norman
Air Marshall, F.A.C

Flat Hattin' on Stottsky and Design Genius, Al Mooney

A tough act to follow is the celebration of the inspired creation of Flying Aces Club works of Dave Stott and Bob Thompson by our mentor Dennis Norman. Dave and Bob are the guiding lights that led us out of the pulp fiction and static detail eras to the ascending lightness of FAC scale flying character models. Dave maintained a firm tie to the pre WWII era simplicity events in "SQUADRONS UP", the bulletin of the Glastonbury Modelers and the Pinkham Field Irregulars. Local special events at Pinkham Field has10 Center, a 10% bonus for models built from old Flying Aces magazine and the ever hopeful attempt to fly a near Dec. 7 Indigenous Japanese Military a/c mass launch attack. When ever will El Niño go East in December? Bad Kid.

Crosswinds designer spotlight welcomes back HLG swinger and disciple of Jack McGillivray "Minimum under the skin"- building expert, Jim Buxton. Jim doubles back from his Miss Ashley II hot rod unlimited C.R. prop racer in crosswinds No. 133, with a remarkable Golden Age Civil subject Culver LCA / LFA/ Dart/Cadet. A by chance airport display sighting of the Al Mooney designed Culver inspired selection as the subject for a 16 inch low wing bonus civil scale model to fly indoors at Kent State U. Hung will take this light beauty if flown out doors in calm, pleasant air. Jim credits Bob Clemens for the original plan for his now stringerless and sparless Cadet. A boot drop on the Rochester runway for a look at Bob's Cadet plan and experience. Builders eager to add wood for gusty outdoor flying may add a wing top spar at 35% chord and fuselage stringers. Formed tissue over carved molds, detailed by Jim, keeps weight off air backed forms. Jack McGillivray and Ken Groves lead with air as the ideal backing to fight gravity. Jim kept the horizontal tail weight down with a scale area stab! Enlarged up to 20% oversize is advised to ease trim and enhance flying. Enlargement toward plus 20% of scale size is FAC acceptable as indicated by 2012 Dime Scale Construction rules. No free lunch, as more tail sticks and tissue means more nose weight. Jim's choice of tip launch HLG's is seen as the 36" W.S. Hoosier Daddy by Bruce Kimball in Nov. 2010 NFFS Free Flight. Jim has beaucoup beans to fling his air surfer with the best of golden arms, including Tim Batiuk, Stan Buddenbohm and Jim Lewis.

Al Mooney, Knight of Design

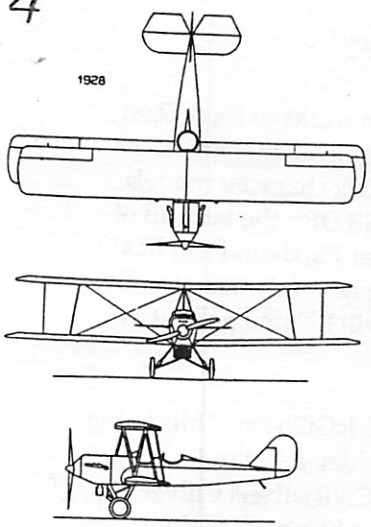
A brilliant career in avaition design began at age 18 in the 1930's for Al Mooney in Colorado Springs at Alexander Aircraft. The OX-5 powered Eaglerock 106 needed a wing area boost for greater lift at Denver's high altitude. Al mounted longer standard upper wing panels to replace smaller lower wings as the Eaglerock 107, his M-1 first design. Design goals of high speed efficiency on conservative horsepower by clean designs of less costly material were common to M- types. A family characteristic elliptical shaped strutless low wing with arch top cabin emerged as the Alexander Bullet C-7 with a 65 hp. Wright J-6 engine and choice of retracts or faired wrap pylon trousers. See Flying Models May, 1999 for the Alexander Bullet plan and text by Dave Rees and CLOUD BUSTERS Newsletter Sept.-Oct. 2008 for the Gene Thomas 13" w.s. C-7 Bullet plan. Al Mooney caught up with his older brother in Mono Aircraft in St. Louis working with Monocoupe builders. Al designed the Monosport while working for Clare Bunch at Monocoupe. Financier Knight Culver bought the Monosport design, adding it to his Dart Mfg. speed boats and the Dart name by Feb. 1938. The Walt Mooney Peanut Dart plan was in Model Builder magazine Feb. 1974 and now is in Crosswinds archives.. The beautiful, wide chord wing Dart was later modified with a flat four cylinder Continental A-100 engine as the Dart G.C.

In Columbus, Ohio Al Mooney created his M-12th design as a new, lighter Dart type LCA or LFA for 120 plus cruise carrying 2 people in an all wood airplane. Roll out from Foster Lane's hangar was Dec.3, 1939.

The clean, low wing elliptical wing beauty was an instant sales hit as orders poured in. After nearly 45 Dart LCA's (s/n 145) were built at Columbus, greater production continued at Wichita, Kansas, re-named as Culver Cadets and Military PQ-8's. Military ferry pilots would fly 4 or 8 plane batches out to El Paso, Texas after beating up the runway at Wichita to show off Fighter pilot skill in the mini fighters. Black boxes went in at delivery for drone flying. El Paso remains an outpost drop zone in the Bad Guy South West border war.

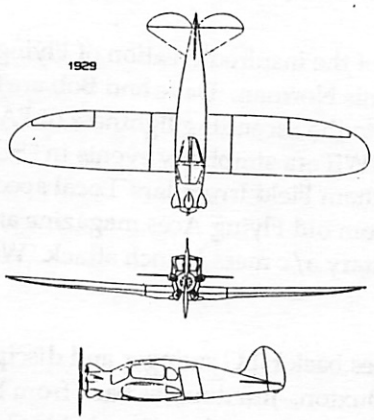
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1928



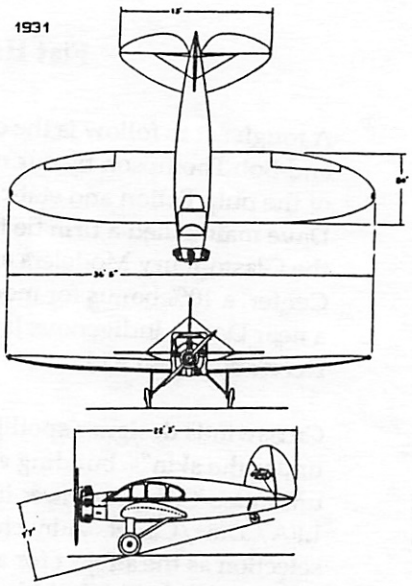
ALEXANDER AIRCRAFT COMPANY
DENVER, COLO.
ALEXANDER "EAGLEROCK" (LONG WING MODEL)
ENGINE—CURTISS OX-5

1929



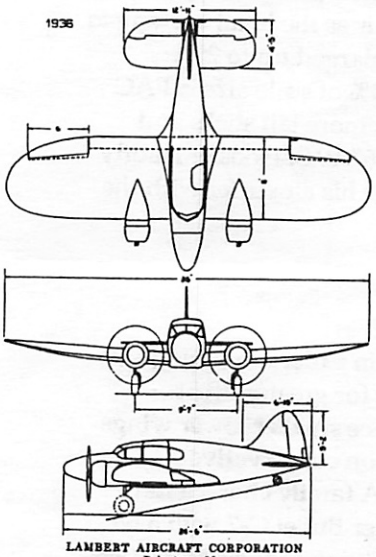
ALEXANDER INDUSTRIES, INC.
AIRCRAFT DIVISION
COLORADO SPRINGS, COLO.
"EAGLEROCK BULLET" 4-PLACE CLOSED MONOPLANE
ENGINE—WRIGHT "WHIRLWIND" OR KINNER OR "COMET"

1931



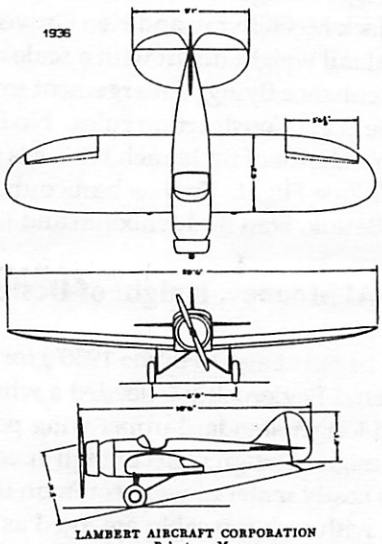
MOONEY AIRCRAFT CORPORATION
Wichita, Kan.
MODEL A-1, A-2
ENGINE: KINNER K-5
KINNER B-5

1936



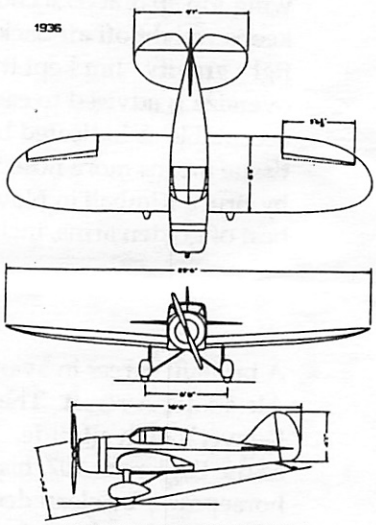
LAMBERT AIRCRAFT CORPORATION
Robertson, Mo.
TWIN MONOCOACH CABIN DELUXE —— 4 PLACE
ENGINE: TWO LAMBERTS R-266 90 H.P.

1936



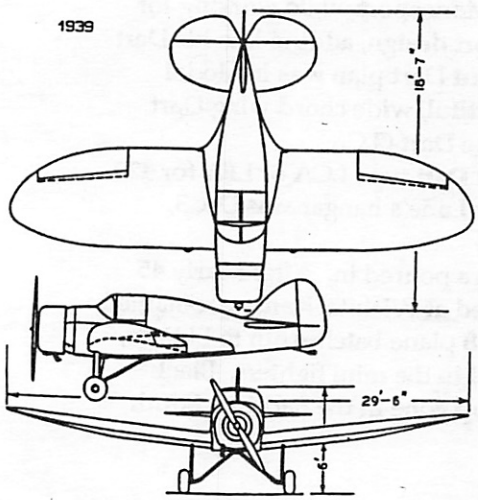
LAMBERT AIRCRAFT CORPORATION
Robertson, Mo.
NEW MONOPREP—OPEN TRAINER —— 2 PLACE
ENGINE: LAMBERT R-266 90 H.P.

1936



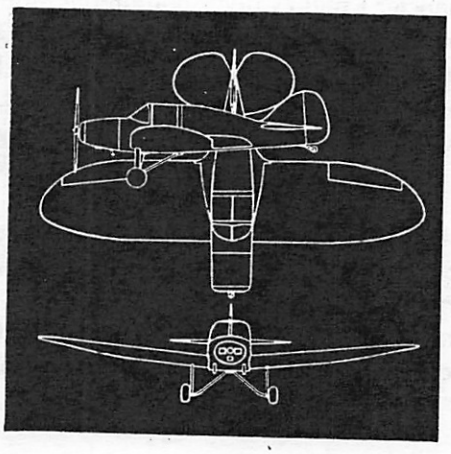
LAMBERT AIRCRAFT CORPORATION
Robertson, Mo.
NEW MONOSPORT CONVERTIBLE—SPORT MODEL DELUXE — 2 PLACE
ENGINE: LAMBERT R-266 90 H.P.

1939



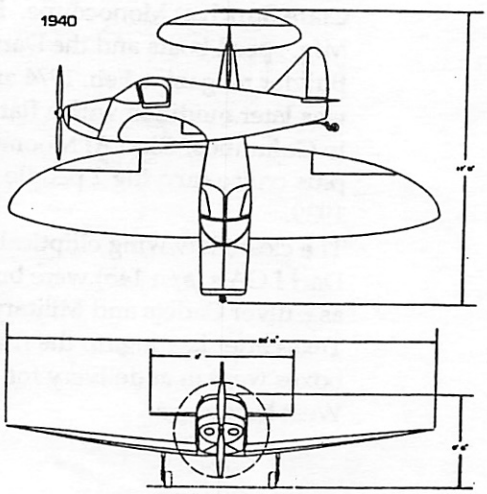
THE DART GW
A two-place plane with a Warner engine. This private owner machine is manufactured by the Culver Aircraft Corporation.

ATC 674

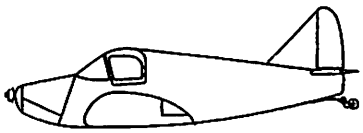


DART Model G.C.

1940



CULVER DART MODEL L-CA
A Continental-powered two-place plane for the private owner.



Bad Guy Squadron Slaughter Fest

A sleeper cell of Bad Guy Squadron sprang up down state at Wright Field where Col. George Holloman pushed a plot to divert the Cadet out of Civil Flying. The evil scheme acquired full Cadet production of the non-strategic material a.c. to be disposed, splnter by splinter, as the PQ-8 target drones at the hands of unskilled ack-ack flingers. The wooden wonder stealth mini fighters endured leadless flights past radar guided guns. Depressed by the low depletion rate of black box controlled Cadets flown past radar aimed guns, Bad Guy Headquarters acted to further de-rate PQ-8's by adding aluminum paint weight and dirty trike gear drag. Curses, foiled by aluminum powder reflection, the paint acted like chaff window attracting Hun archie to Bomber stacks over France.

Bigger target drones helped Army and Navy gunners to be challenged by recognition of friend or foe. The PQ-14 was introduced to the Bad Guy Splinter war with extended wings and necessary added power. An enlarged version Culver V model of 23" wing span and wing tip dihedral is in May 2001 FLYING MODELS by Bill Schmidt., plan # CD-137 from Carsten's Publications 1-888-526-5365, Frank Fanelli, Editor. Most efficient Al Mooney designs continued with the M-18 Mite, powered by a hot little Crosley engine. Bad Guy Squadron liked it well enough to sabotage the engine. A cast crankshaft replaced the forged original crank to assure failure by cost cutting. The taper wing Mite form grew into the Mooney M-20 and later M-201, M-231 and M-232 etc. series of efficient low wing business aircraft. The Al Mooney legacy lives on with attractive MARKS. Add to it with your favorite Mooney design flying model.

Drone flying by Bad Guy Squadron thrives to attack seat-of the-pants piloting as the black box plaque expands on the Predator and Global Hawk take down of piloted aircraft. Operators are standing by to claim building and vehicle kills with smart, expensive air to ground missiles. The BAT Monoplane remains a favorite man launched drone by Stork Squadron Design Master Steve Griebling. At ease, all. See you flying at Kent State!

Russ Brown

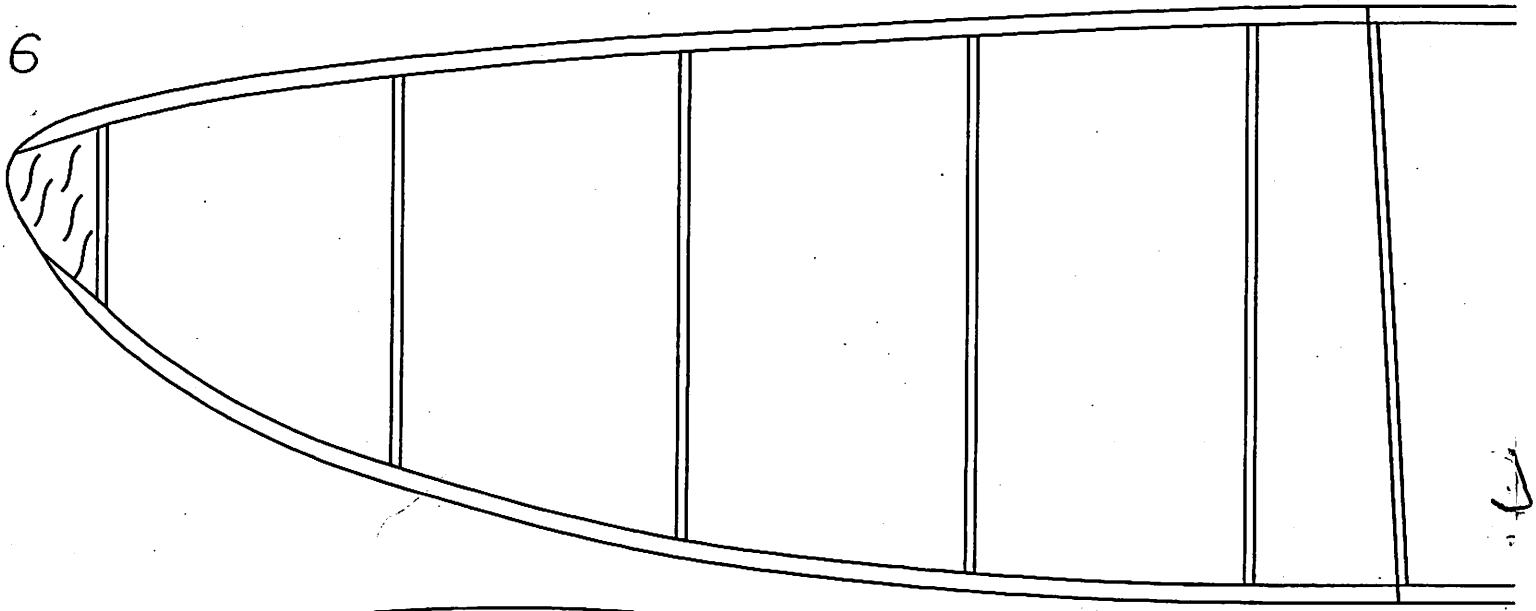
Helmets off for Captain Dik

Cleveland Balsa Butcher and Air Force ace Captain Mike Dikovitsky flew eternally West at age 93 on February 3rd. Mike enjoyed Wakefield Free Flight with the Cleveland Balsa Butchers. He joined the U.S. Army Air Corps, flying fighters defending the down under S.W. Pacific sector. Mike flew long range missions N.W. from New Guinea with the 5th Air Force, Fighter Group 348, Fighter Squadron 340. War is hell on man and machines. A Sea Bee bulldozer crossing the take off runway wiped out his P-47 landing gear on one rough take off. Mike was a survivor of combat flying P-47s and P-51s only to suffer a post war back trauma falling out of a tree at home. Formal Last Flight service will be observed at the FAC Non Nats in Geneseo, NY July 15, 2011.

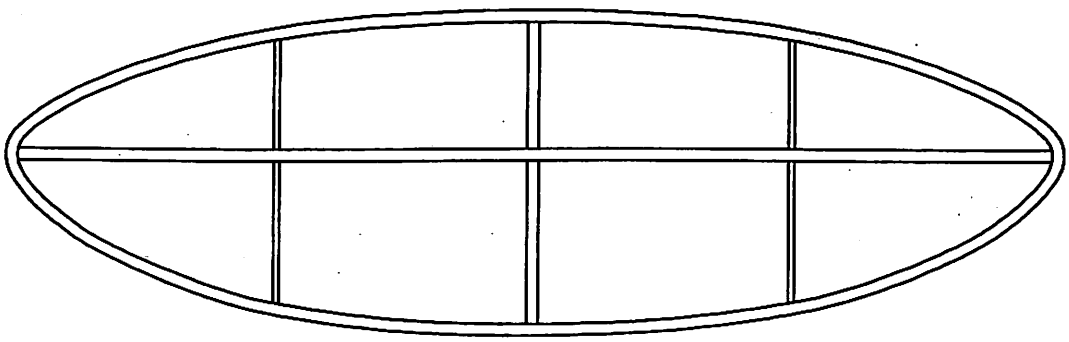
Crosswinds No. 43 describes Major Mike's 5th kill action, and S.W. Pacific white tail P-47D markings for razorback Thunderbolts. P-47 bubble top model builders will like the attractive markings for Mike's T-Bolt available by request to Crosswinds. Free Flight P-47 plans include: bubble tops by Dennis Norman in Crosswinds No. 43, the Model Builder 1/2"/ft. P-47 razorback courtesy of Dave Diels kits, and the 20" courtesy of Tailspin, Mike Nassise Nov-Dec 2010, Bay State FAC Squadron, $12.00/year ($20.00 foreign) at 22 Greenfield Street, S. Easton, MA 02375. We hope to celebrate a "6th kanone" flight for a model P-47 flying in FAC WWII Combat events at Storkville, Lorain, OH in Captain Dik's markings. Love that "Little Brown Jug." R.B.

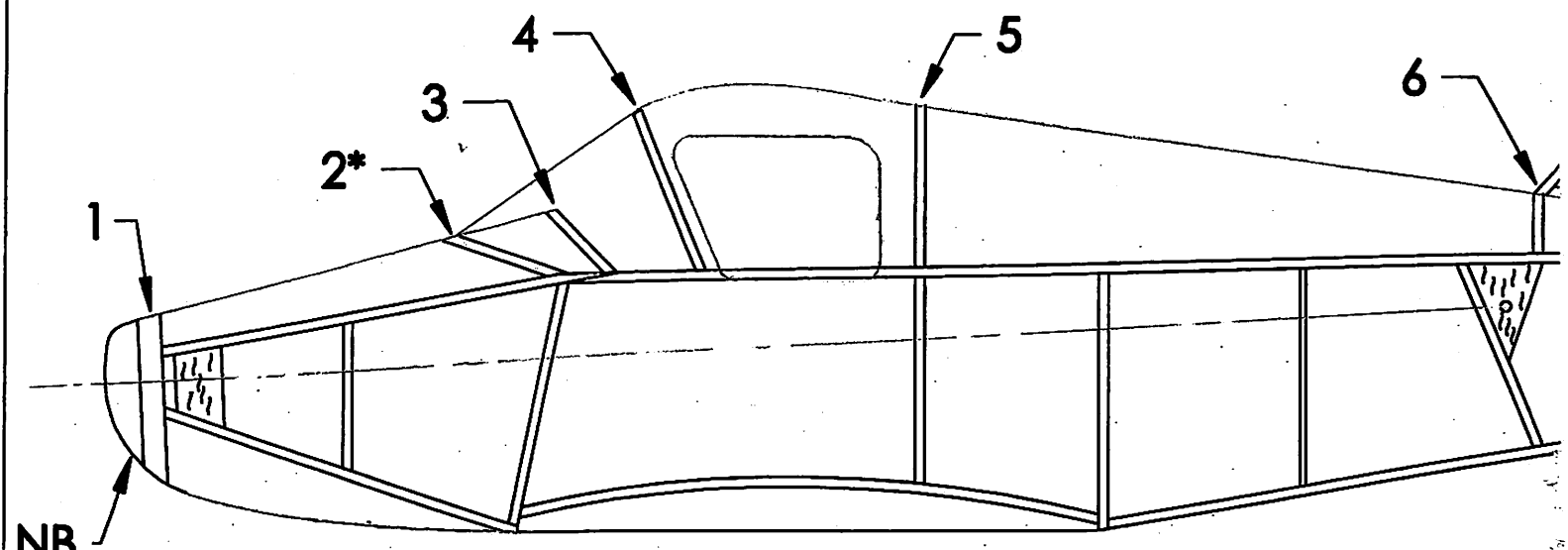
CFFS Free Flight events at Lorain County Community College are to include ½ size Wakefield events, FAC event approval pending for introduction event Sunday May 22 and or 6/5, 7/31, 8/14, 9/18, and 10/9. Half Wakefield is to replace Rapier Power events. Gordon Roberts and Dave Pishnery rules apply for 1937 thru 1953 Wakefield models of 1oz. minimum weight, free wheeling props, ½ size construction with fewer wing ribs, DTs, and removable wings and stabs allowed. R.O.G. for three (3) two minute max total,

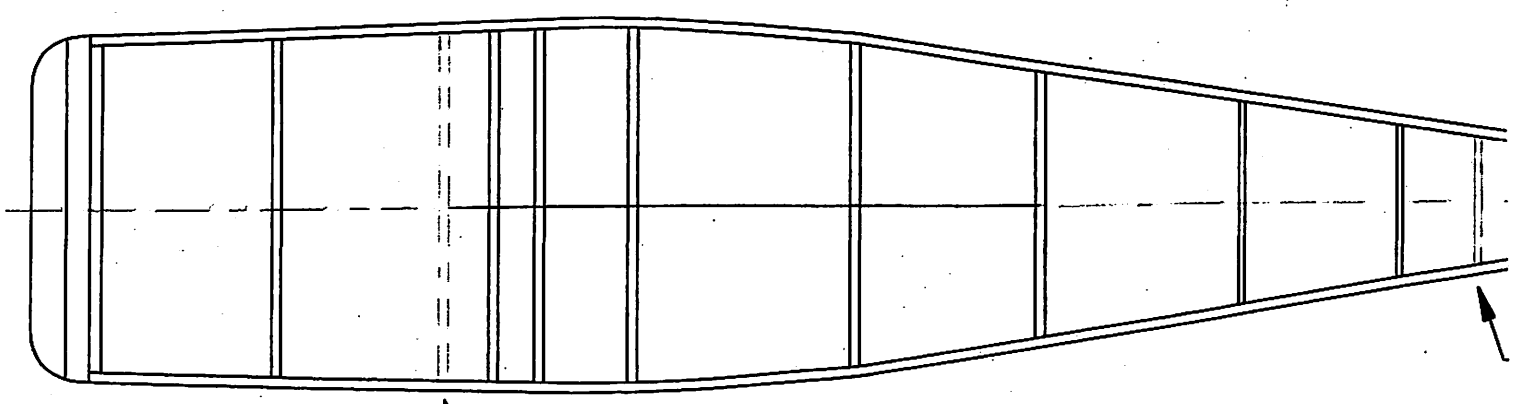
2012 Dime Scale rules are to be flown at LCCC events.



DIHEDRAL~







3-D Curved Skin Tissue Pre-Forming

by Jim Buxton

This sequence shows the making of a mold for a part (in this case the canopy).

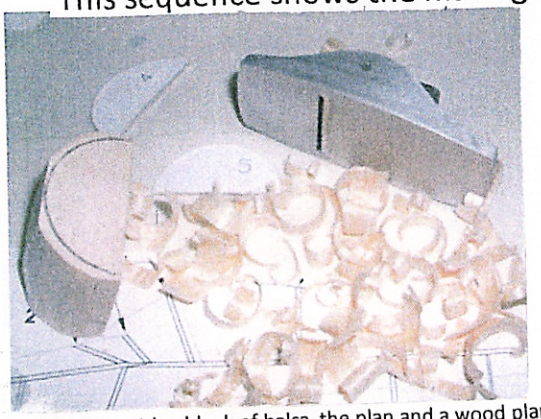


Image #1 It starts with a block of balsa, the plan and a wood plane.

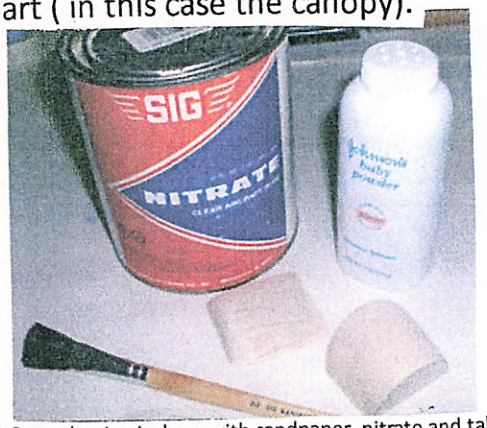


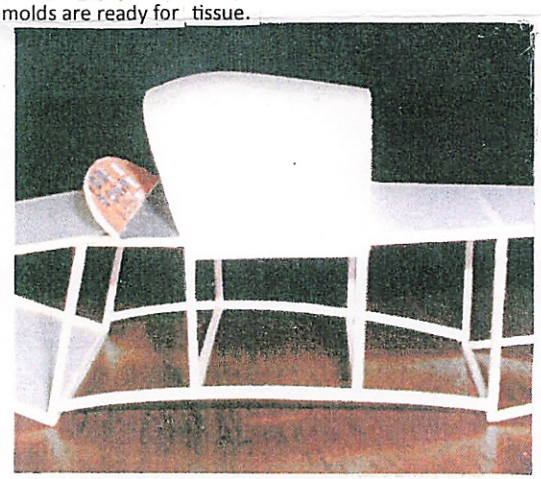
Image #2 Once shaping is done with sandpaper, nitrate and talcum are used to seal the mold, three coats usually works.



Image #3 A couple coats of carnuba wax should bring up a shine. The molds are ready for tissue.



Image #4 The mold has been wet covered with tissue and thinned white glue, similar to paper mache'. The compound curve is evident here.



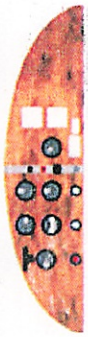


Image #5 The part is removed form the mold when dry and test fit into place. It should match the longerons and formers exactly.

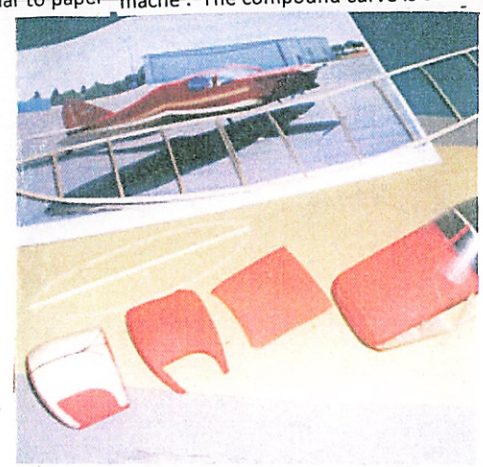
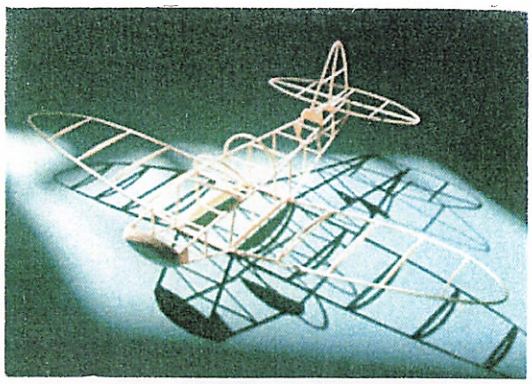
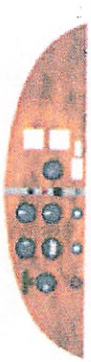
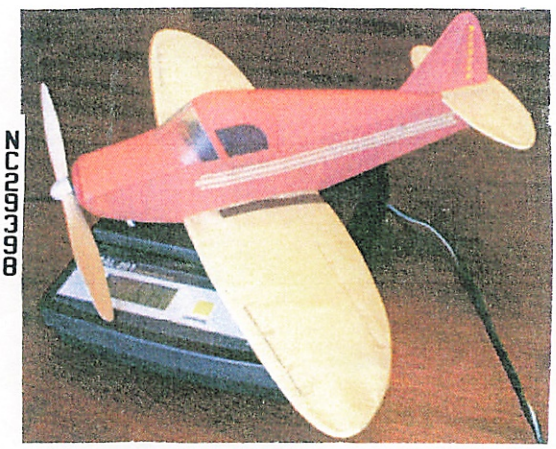
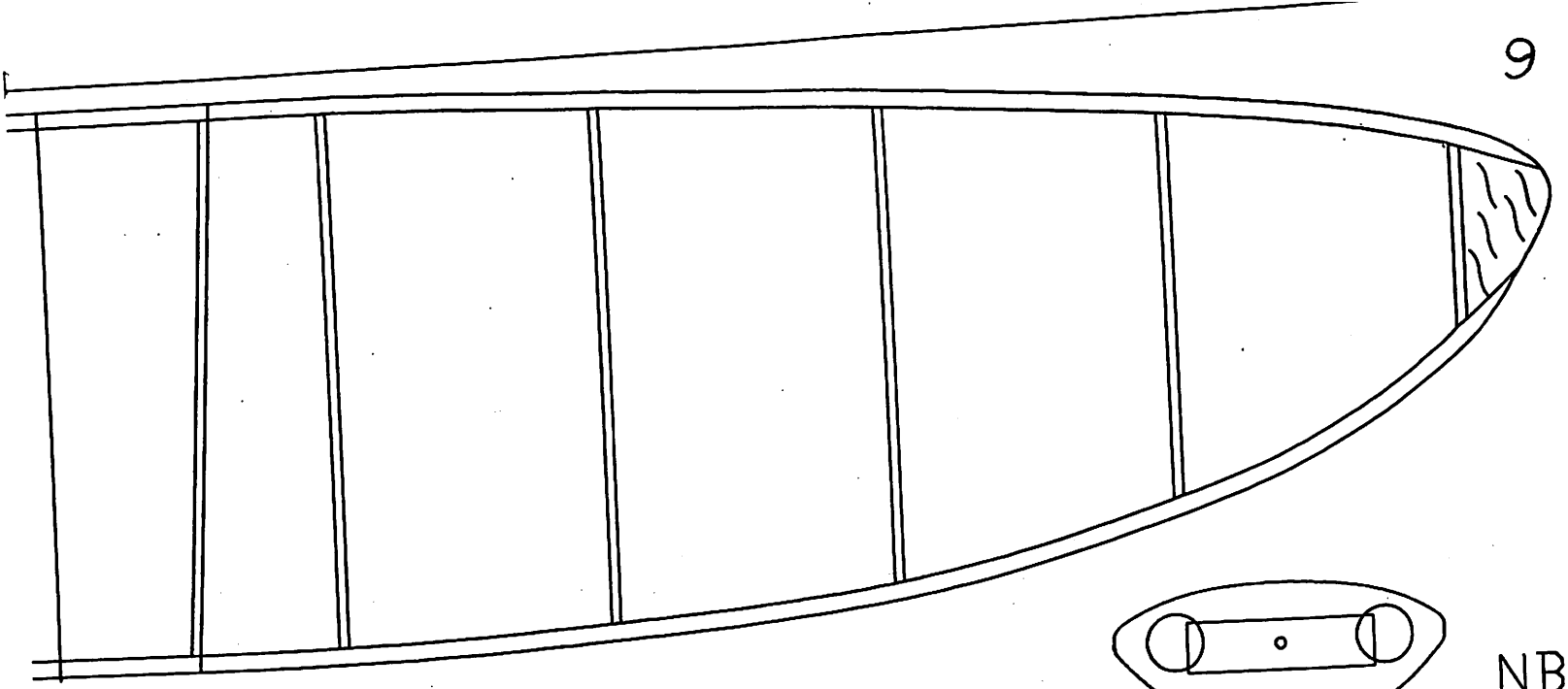


Image #6 the part is painted and prepared for final assembly to the fuselage.



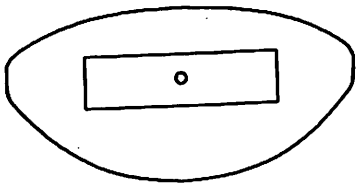




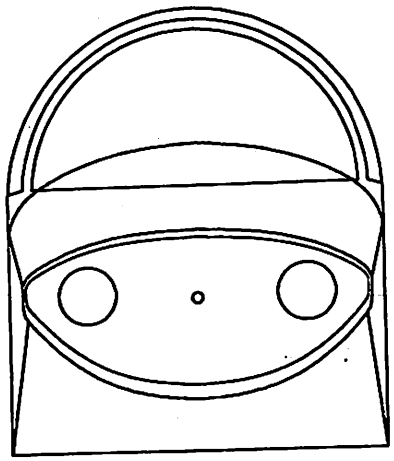


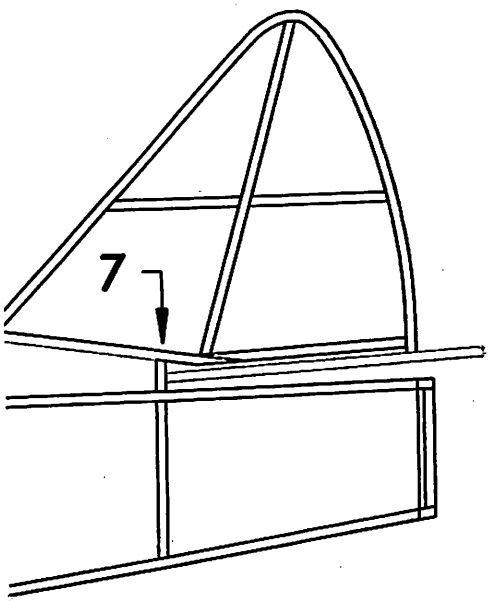
1.13" EACH TIP

NB

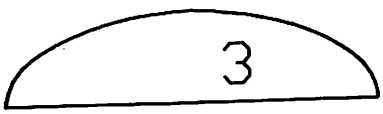


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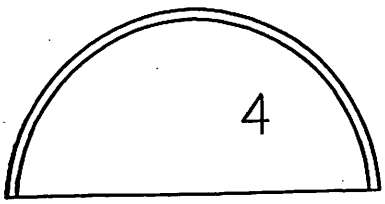




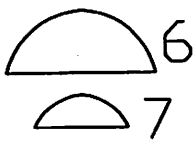
2
*SHAPE FORMER 2
AFTER INSTALLATION



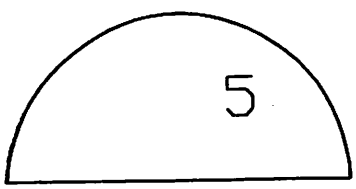
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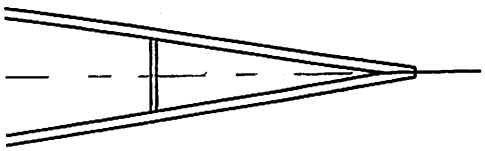
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6
7



5

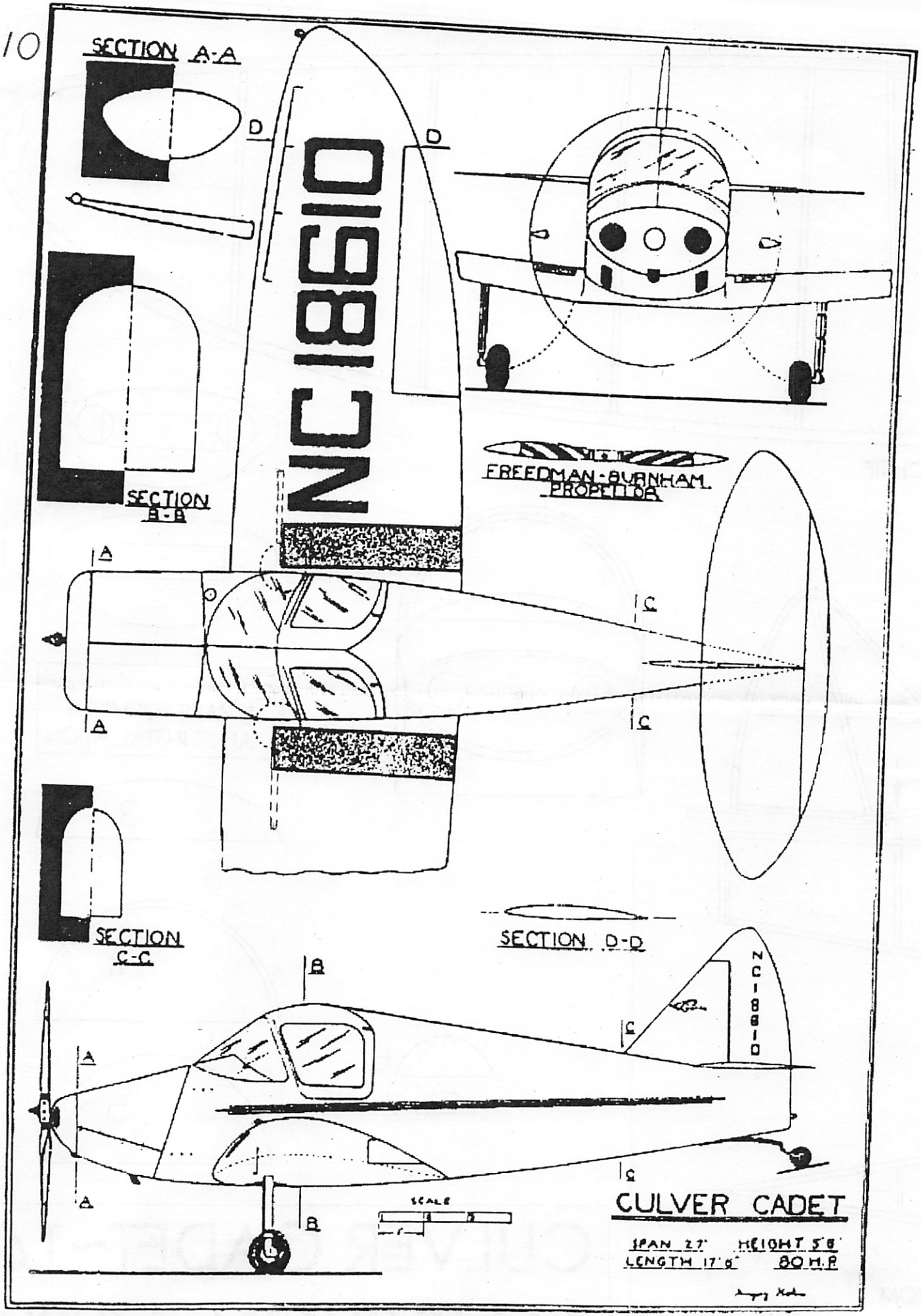


— BOTTOM

CULVER CADET~16"

JIM BUXTON, 1/2007

10


SECTION A-A
D
D
NC 1861O
SECTION B-B
FREEDMAN-BURNHAM PROPELLOR
A
A
C
C
SECTION C-C
SECTION D-D
B
B
A
A
C
NC-1861O
SCALE
CULVER CADET
SPAN 27' HEIGHT 5'6"
LENGTH 17'6" 80 H.P

HALF SIZE WAKEFIELD MODEL EVENT PROPOSAL

In 1927, Lord Wakefield of Hythe was asked by the SMAE of England to sponsor a trophy for model aviation thus starting a long history of competition between countries that extends to this day. In keeping with this tradition of good will, Gordon Roberts and I would like to propose a new event based on Classic Wakefield's that were flown before the FAI got their hands on it and made it easier for everyone to fly. This was between the years 1937 through 1953. We feel that these models were the epitome of flying in the so-called "Golden Age" of modeling. We would like it to be flown as a regular event in FAC competition as it works out to be a little larger than an Embryo and well suited for small field flying.

First, a little history. The rules governing Wakefield models from the mid 30's to the early 50's were as follows :

Wing Area to be 200 sq. in., +/- 10

Minimum Weight to be 8 oz.

Cross Sectional Area of fuselage to be L squared divided by 100, (L=length).

Wing Area at half size translates to 50 square inches, +/- a bit. **Fuselage cross section** at 18" length would equal 3.24 sq. in. Embryo has to be 1 ¼ x 1 ½ (=1.875 sq. in.), so the Wake' would be a little fatter. So what? **Minimum weight** = 1 0z. ready to fly and will need a D/T of some sort, so a modification for this will be allowed. Typical construction of a slab side Wakefield is 1/8" sq's. For a half size this is 1/16" sq. Just like Embryo! **No messing with plan** – if it's there, it has to be on the model ! There is an exception to this rule. Some Wakefield's had a lot of wing ribs of thin balsa (eg. 1" spacing of 1/32 sheet) so we might allow such a model to have half the ribs but of the original thickness to get away from 1/64" sheet. Another exception shall be NO folding or feathering props even though the original model had them. 1 or 2 bladed rigid props of wood or plastic shall be permitted. So, in short, here are the provisional rules as we see it :

1. Event open to any published 8oz Wakefield from 1937 through 1953.

2. Must be half size.

3. Rigid free-wheeling propellers only. No feathering or folding props even though the original plans called for them.

4. No rubber motor restrictions as long as the model weighs at least 1 oz.

5. Must use the construction as used on the full sized model. The number of wing ribs may be decreased to keep the wing loading reasonable . Provisions for a D/T, detachable wings and stab are allowed.

6. Must rise off ground from a three (3) point stance.

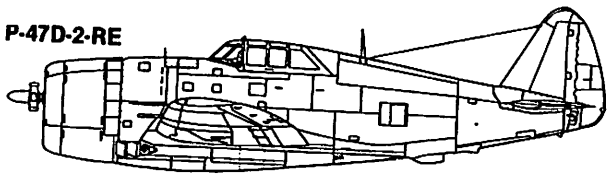
7. Three (3) – 2 minute max's. Fly off to be one unlimited flight among the competitors.

Gordon and I hope you will find this write up interesting enough to consider the possibility of adding this additional event to the FAC line up. Models of models is not a new idea, but the flying of Wakefield's in this country and abroad was a big deal to many countries and fostered a sense of good will and camaraderie that exists to this day. The frequency of flying of the event should be left up to the FAC or the local chapters to maintain its uniqueness.

Gordon Roberts

David A. Pishnery

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THE CLEVELAND FREE FLIGHT SOCIETY

A.M.A. sanctioned Indoor Contest & Record Trials

Sunday, April 17, 2011 Kent State University Fieldhouse

SCHEDULE of EVENTS **(AMA)**

7:30 a.m. -- Building opens (test flying)

8:00 to 12. 1. *Hand Launch Glider*

8:30 to 4:30
2. *Standard Class Catapult Glider.*
3. *Unlimited Catapult Glider*

8:30 to 4:15
4. *EZB* - Scoring is the best of five officials.
5. *F1L (1.2 gram EZB)*
6. *Limited Penny Plane*
7. *Mini-Stick* - - Best flight of 5 officials. 20 second minimum

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9:00 a.m. to 3 p.m. 8. *Seven Gram Bostonian* - A.M.A. rules.

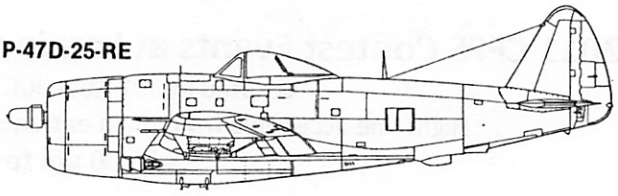
F.A.C. EVENTS

9:00 a.m. to 4:15 p.m.
8. *FAC Peanut Scale Full POINTS*
9. *High Wing Cabin Peanut*
10. *Golden Age Civil Scale* - 3 flight total
11. *Dime Scale* - 2012 rules
12. *No-Cal Profile Scale* Minimum weight - 6.2 grams without motor.
13. *WW II Combat* - Flown at 12:30 p.m.
14. *Phantom Flash* - Best 3 flights of six ROG, 120 second max. Tiebreaker mass launch.

Please Note:

The Fieldhouse will be open from 5:00 p.m. until 6:00 p.m. for AMA Record Trials.

P-47D-25-RE



for Your Information

1. All events are JSO combined.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - *Open* - $30.00 - *Junior* $2.00
4. VERY IMPORTANT - You must provide your own table and chair.
6. No Indoor RC flying permitted during the contest.
7. All flyers must have a valid AMA license.
8. AMA events: see rule book for infomation
9. All FAC events will will use currant FAC Rules.

AWARDS Presentation will be held at 4:30

Prizes will be awarded for 1st place in each event that there are 3 flyers with official flights. There also will be certificates. There must be 3 official flyers in an event to win a prize, earn a FAC Kanone or receive a certificate.

Contest Directors

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imzand@hotmail.com

Larry MZik
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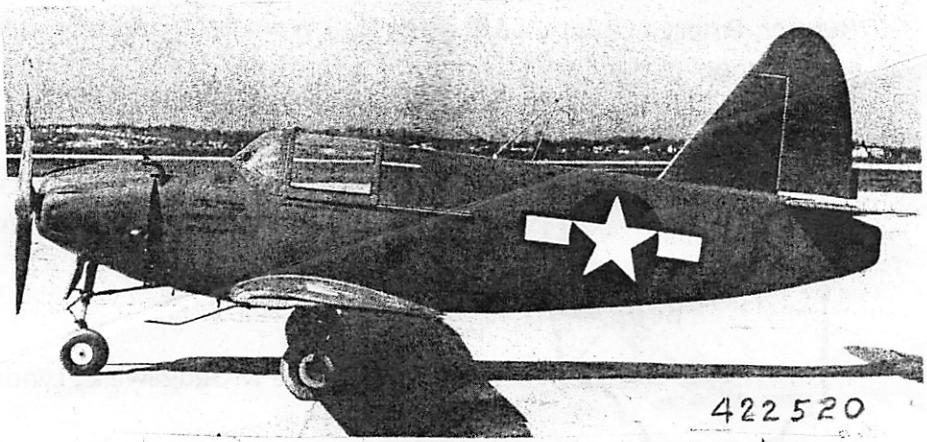
Perenial champ Jim Buxton (Columbus, OH) won NATS HLG yet again, this time with a foam-winged design he finished only days before the NATS. "Amalgam" design will be a Digest construction feature in the near future.

2009 USIC

Photo by John Kagan



Standard Culver Cadet lightplanes were fitted with tricycle landing gear to become radio-controlled targets in 1941. PQ-8.



422520

The Culver PQ-14 was designed as a radio-controlled target but was provided with a conventional pilot's cockpit for test and ferry purposes.

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2011 CFFS Contest Events at Lorain County Community College Field

Located at 301 Abbe Rd. I-90 Exit to Rt. 301

Flight line accessible from main entrance or Hoag Rd., whichever is upwind

10:00 am to 5:00 pm

A. May 22 July 31 Sept 18

1. FAC Peanut Scale, Full points
2. FAC High Wing Cabin Peanut
3. FAC Dime Scale – 2012 rules
4. FAC Rubber Scale
5. FAC Embryo Endurance
6. FAC Two Bit O.T. Rubber
7. FAC Fiction Flier
8. FAC Golden Age Civil
10. Low Wing Military Trainer
11. 30s Sport Rubber R.O.G.
12. Hand Launched Glider
13. 6" stick Catapult Glider

13a FAC Jet Cat Glider

18. FAC Goodyear F1 Race Mass Launch 11:30
15. FAC Greve Race M.L. 12:30
16. FAC Thompson M.L. 1:30
19. FAC WW I Peanut Combat M.L. 2:30
20. FAC WW I Combat M.L. 3:30
23. Half Wakefiled

B. June 5 August 14 October 9

1. FAC Peanut Scale, Full points
2. FAC High Wing Cabin Peanut
3. FAC Dime Scale – 2012 rules
4. FAC Rubber Scale
5. FAC Embryo Endurance
6. FAC Two Bit O.T. Rubber
7. FAC Fiction Flier
9. FAC Golden Age Military

10a P-20 Endurance

11. 30s Sport Rubber R.O.G.
12. Hand Launched Glider
13. 6" Stick Catapult Glider1.

13a FAC Jet Cat Glider

14. FAC Funk & Waco Mass Launch 11:30
17. FAC Bendix Race M.L. 12:30
18. FAC Goodyear F1 Race M.L. 1:30
21. FAC WW II Peanut Combat M.L. 2:30
22. FAC WW II Combat M.L. 3:30
23. Half Wakefield

FAC rules apply, with inspection of O.T. and Dime Scale models prior to first flight. Bring your plan. FAC Pilot's checklist will be used in all non judged (total of three flight & mass launch) events. No size change for 26" max per O.T. plan. Flier must pre-select event for multiple option models. **Mass Launch events will start at posted clock times! Be ready!**

CFFS Special Events

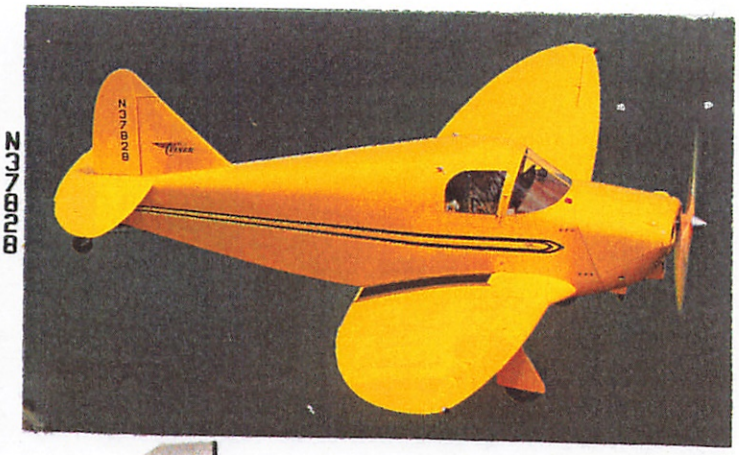
Four events have been designated as "special" to encourage some model building out there. Flier's names will go into a hat for a drawing at the end of the season. Winner will get a $25 gift certificate for Shorty's Basement. You don't have to win the event to be eligible. Your name goes into the drawing every time you enter one of these events as long as you put up an official flight. This year's events are: **Two Bit Old Time Rubber, Embryo Endurance Rubber, Half Wakefield, and Jet Catapult Scale Glider.** If you're wondering which model to build next, I hope we've provided some inspiration. So turn off the TV and head to the bench!

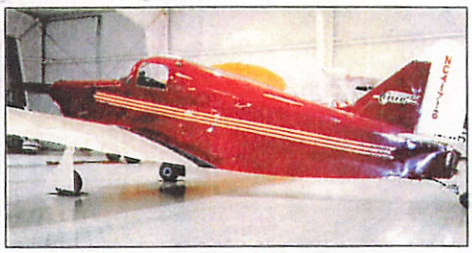


Crosswinds readers with the **dreaded red X** at issue renewal code #135 or lower can avoid bitter disappointment by sending $18.00 to the address below for another year of Free Flight joy.

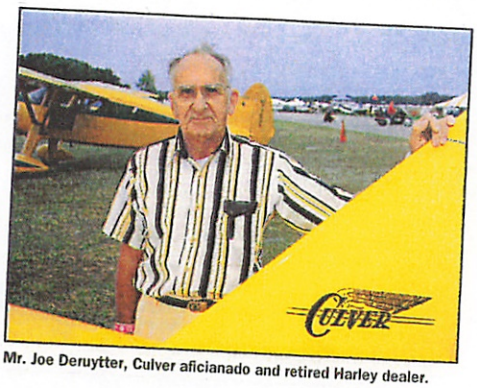
Russ Brown, 4909 N. Sedgewick , Lyndhurst, OH 44124











Mr. Joe Deruytter, Culver aficianado and retired Harley dealer.









