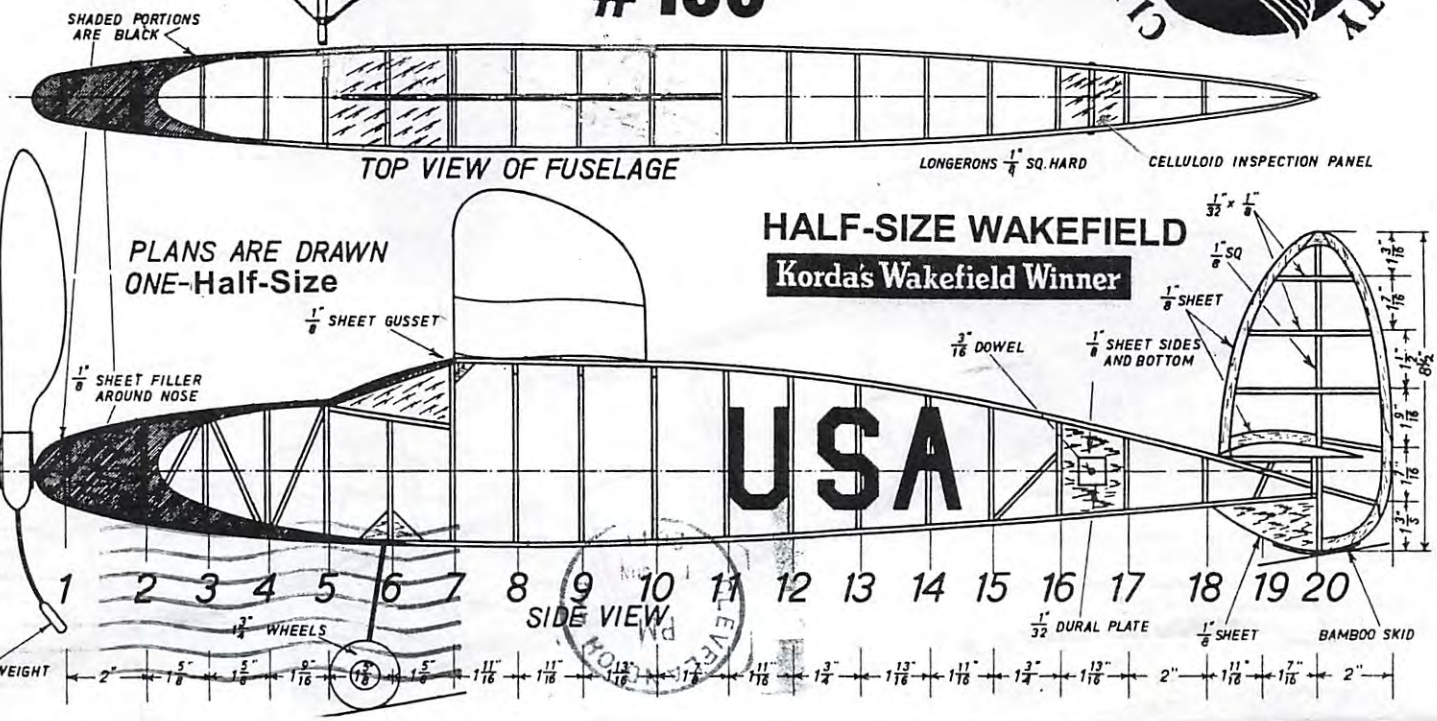
CROSSWINDS

#136

CLEVELAND FREE FLIGHT SOCIETY

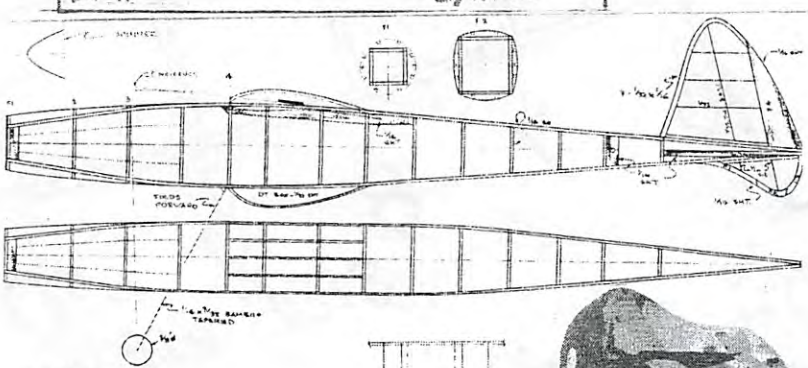


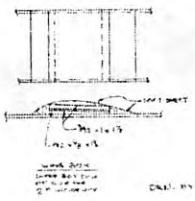
CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

CLEVELAND FREE FLIGHT SOCIETY

VOO DOO
1949 WAKEFIELD
BY RON WARRING, G.B.
1/2 SIZE
SPAN = 45"

DAP 5/11/10





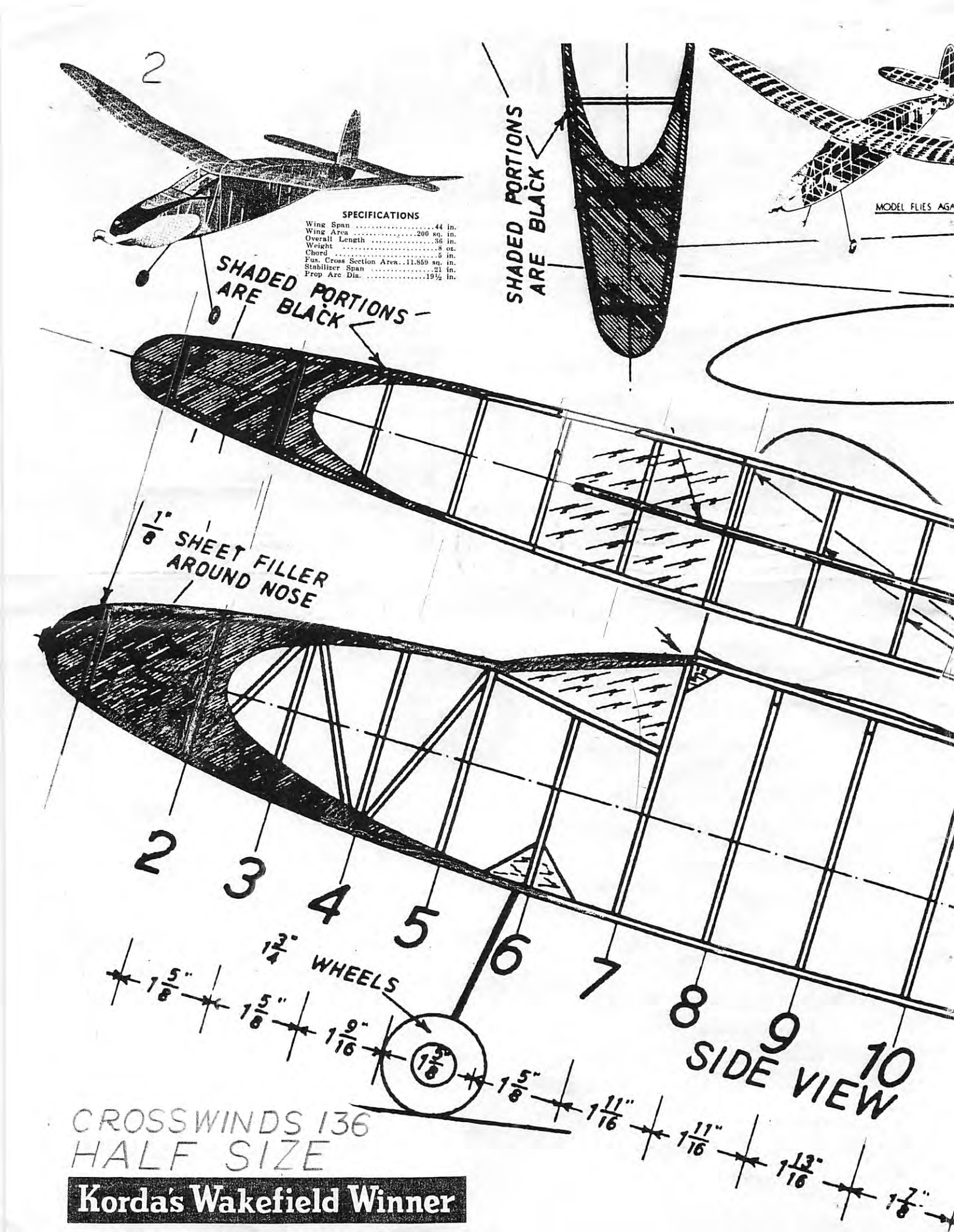
VOO DOO by Ron Warring

This 8 oz. Wakefield by Ron Warring was begun in 1945. At the time, stabilizer versus streamliner was a heated discussion with Bob Copeland taking the streamliner side because of his work with Hawker and full sized aircraft. Ron took the stabilizer side of the ledger but leaned to fair in the nose. He was very successful with this model and used it in several "Vitesse contest. I haven't worked out a good D/T for it because the original parachute D/T just seems to help it stay up! I flew this Voo Doo in 2010 and it flew right off the board. 4 strands of 3/32" seems to work pretty well. A standard carved prop block of 8" x 1" x 1 1/4" with a pitch of 1.25 was used. The single wheel undercarriage swings up to the front with a light rubber band urging. The wing tongue bnd should be attached with care to ensure proper alignment. It works very well, takes little room and saves the structure if a crash is in the offing. (Good Luck!

Dave Fishbury

VOO DOO
1949 WAKEFIELD
BY RON WARRING, G.B.
1/2 SIZE
SPAN = 45"
DAP 5/11/10

DRAWN BY DAVE FISHBURY


2
SPECIFICATIONS
Wing Span .....44 in.
Wing Area .....200 sq. in.
Overall Length .....36 in.
Weight .....8 oz.
Chord .....5 in.
Fus. Cross Section Area..11.859 sq. in.
Stabilizer Span .....21 in.
Prop Arc Dia. .....19½ in.
SHADED PORTIONS ARE BLACK
SHADED PORTIONS ARE BLACK
MODEL FLIES AGA
1/8" SHEET FILLER AROUND NOSE
2
3
4
5
6
7
8
9
10
1 3/4" WHEELS
1 5/8"
1 5/8"
1 9/16"
1 3/8"
1 5/8"
1 11/16"
1 11/16"
1 13/16"
1 7/8"
SIDE VIEW
CROSSWINDS 136
HALF SIZE
Korda's Wakefield Winner

½ SIZE WAKEFELD 1937-1953 PUBLISHED PLANS

Interest in flying ½ size Wakefield models rises as FAC sweetens the rewards at the FAC non-. Nats, July 2011. A Kanone credit goes to the winner of 6 or more fliers at Geneseo. CFFS will warm up the Embryo R.O.G. table with ½ Wakes on May 22 and June 5 at Storkville.

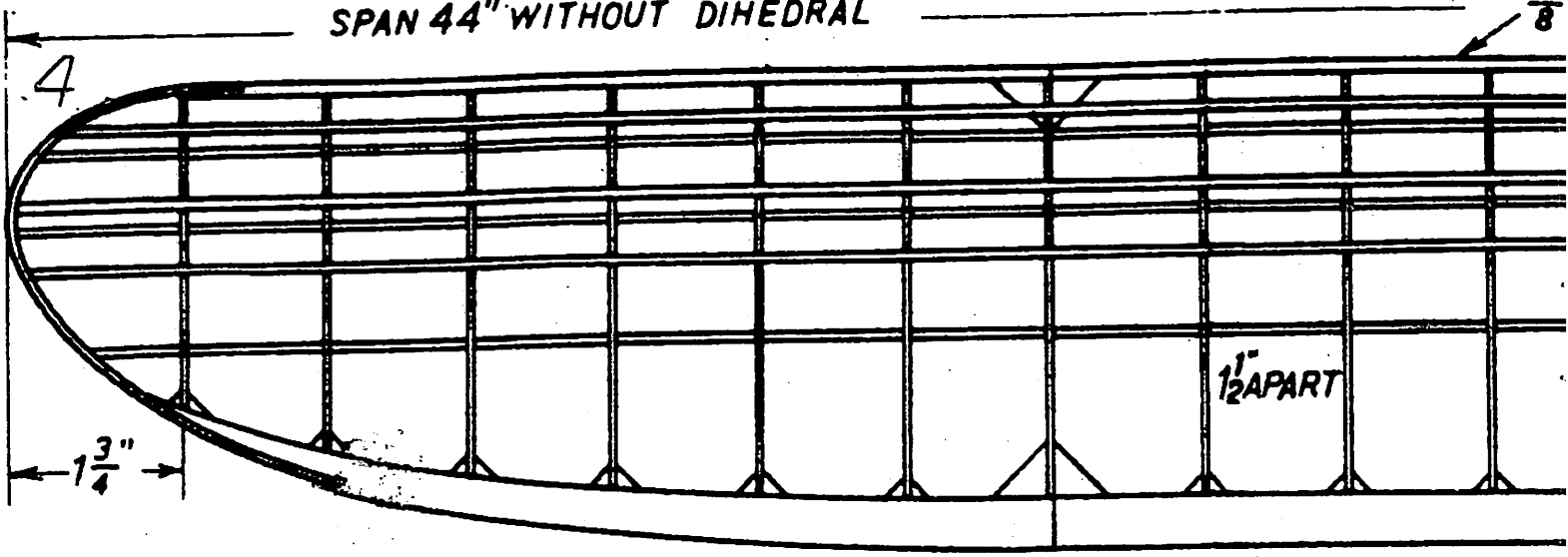
An immediate need for ½ Wake plans follows the introduction of flying rules by Roberts and Pishnery in FAC Club news. ½ Wake offers an attractive similarity to EMBRYO ENDURANCE with a nostalgic frosting. Crosswinds gets in step with a pair of plans for inspired builders.

First on our ½ Wake build list is the KORDA SLABSIDER that Dick Korda made more famous by winning 8/6/39 Wakefield at the Bendix, N.J. Airport.
Korda launched his first of three flights into the epic thermal of the day for a 43:15 flight with just ¼ mile drift. The total average of 950.2 seconds was well above the pack. Canadian Fred Bowers launched his first round flight 10 minutes after Korda, and got lift for a 14 minute flight and second place average of 272.66 sec. Jim Cahill did not fly to defend his 1938 win for U.S.A. with his Clodhopper II streamlined body. The beautiful red Copeland streamliner was fourth in '39 behind a diamond box twin fin French entry by M. Giovanni, proxy flown to 217.53 sec. Average by Maurice Schoenbrun. The Earl Stahl Gypsy qualifier was proxy flown by Ted Just, just out of lift or top ten.

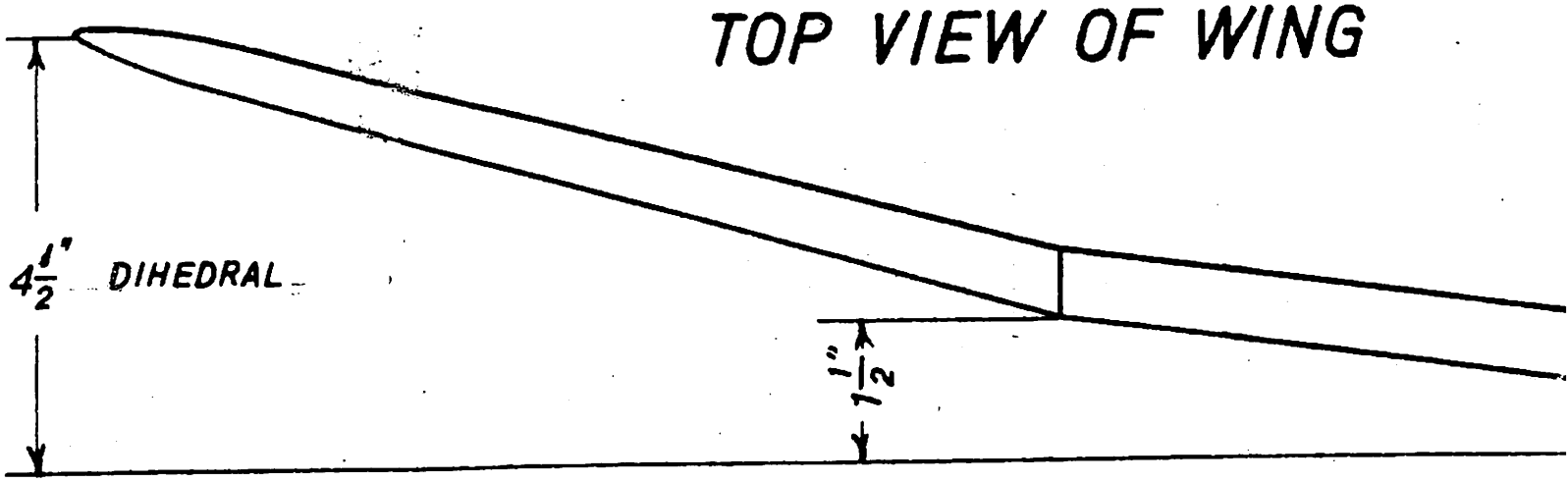
The Korda dominance was a continuation of his success and skill shown by his winning the 1937 U.S. Nationals by flying fifty four minutes O.O.S.with a Lanzo '37 Duplex form model, like the '39 Korda but with a two bladed prop. Dick Korda had the good fortune to absorb design and flying skill from mentor Chet Lanzo with the CLEVELAND BALSA BUTCHERS Club.
The 43" Span Korda '37 World Record Holder plan ran in Air Trails 2/'38.
Burd kitted the '37 Wakefield Korda model. The '39 winner Korda Wakefield kit by Megow at $1.00 ran in Dec. '39 Air Trails. The '39 winner plan by Wm. Winter from Air Trails Feb. 1942 at ¼ scale is enlarged to ½ Wakefield 22" for Crosswinds No.136. A two bladed 9" dia. prop and an 8" diameter Gordon Roberts Helical pitch prop from Crosswinds No. 108 are options for free wheeling props. Minimum weight is 1 oz., ready to fly.
One half of the wing ribs may be omitted. Dethermalizer development by Chet Lanzo came later with time limit rules.

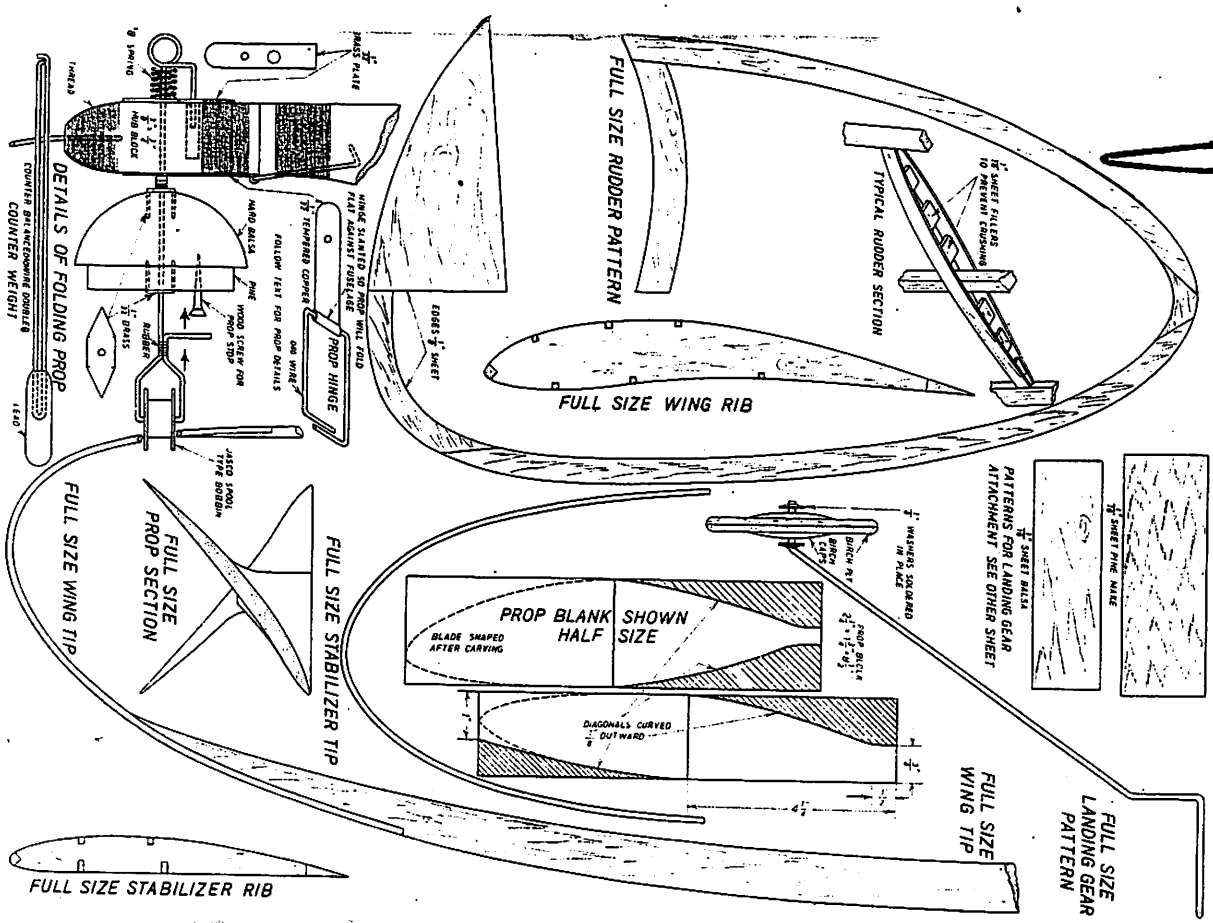
Rubber Care and Conservation

Rubber motor life was extended after use by inspection for nicks and repaired with thread backed knots. Korda's '39 winner had 12 repairs to the 18 strands of 3/16" brown strip.
It blew in winding for the third flight. U.S. and Canadian fliers used brown strip while other teams used black rubber. Only Canadians used balsa blast tube protection. Korda put silk or gas model silkspan heavy tissue covering on the fuselage to reduce full winds distortion. (adding blown motor resistance, R.B.)



TOP VIEW OF WING





½ Wakefield Plans

A plan service for ½ size WAKEFIELDS 1937-1943 will be in the next Flying Aces Club News, where it will inspire builders. We are pleased with the Ron Warring 1949 Voo Doo Wakefield plan by Dave Pishnery to add streamlined contours to a box frame. A +40 degree pop up wing D/T off a trailing edge pivot can bring down Voo Doo softly.

Culver Review Under Development

Jim Buxton's text on selection of the Culver Cadet display at the Columbus. OH airport origin was left out of Crosswinds No. 135. We amend here, adding Jim's words and correct the error of original plan source credited to "Clemens". Eager to expand praise to the talented model builder and photo source in Rochester, Crosswinds Editing threw in "Bob" on the credit.

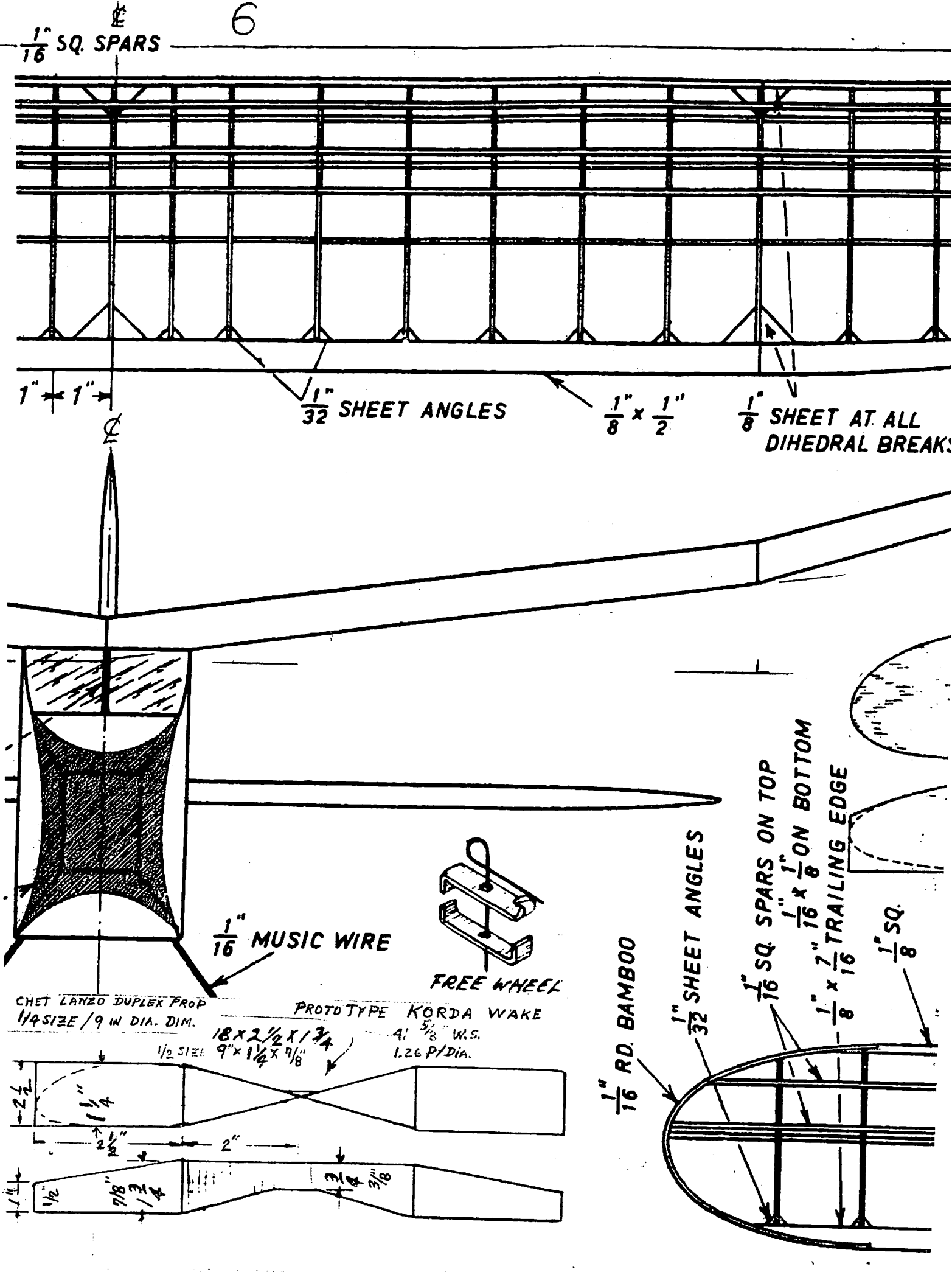
A find for the add for the 1 inch per foot plan by Vern Clements explains our hasty identification. A well detailed Cadet plan for a gas ignition powered control line model by Walt Schroder is in Air Trails July 1945. You have that one? Culver Cadet detail flows on with color views by Roy Oberg at Eagle Air in Rockford. MI. Back to Jim Buxton Cadet text, without adding a "t" in Clemens (most spelling typos start here after midnight Voo Doo elixirs):

This model came about when the CFFS added Golden Age and Civil Scale to their contest in 2007. I wanted to build something a bit bigger than Peanut and Civil Scale would give me a fun event to plan around. I knew I wanted a low wing retractable model as I have a real soft spot for the cleanness of that configuration. After much looking through my vintage library, I was still stumped on what to build. I had to fly out of town for work that Monday on Southwest Airlines. When I arrived at check-in at the Columbus airport, a yellow Culver cadet greeted me that hangs in the Southwest ticketing area. I had found my subject!

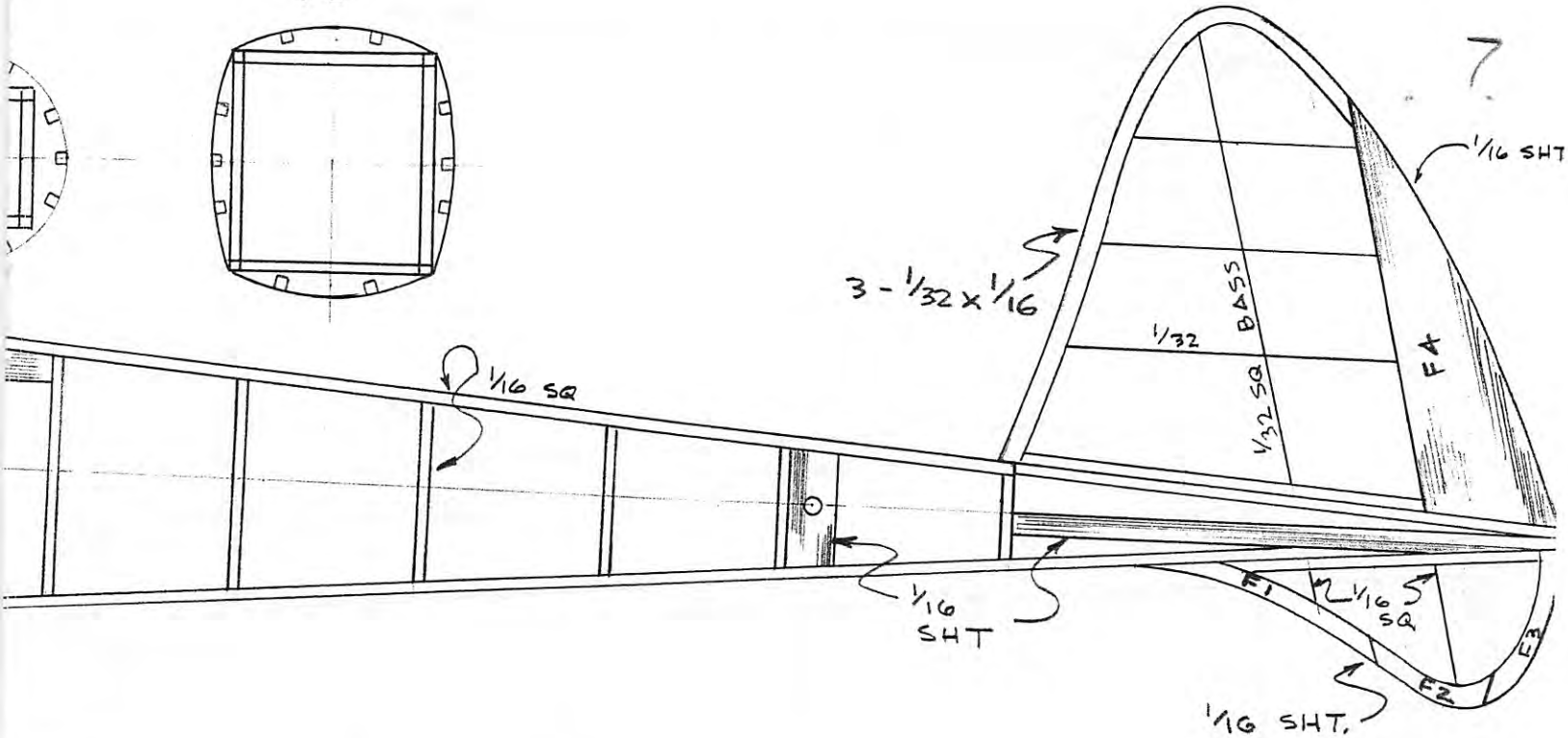
I found some 3-views and a set of the Clemens plans and went to work adapting it to a 16" model with stringerless construction. This is a method I have used in the past, thanks to the help of Jack McGillivray. (Rest in peace Jack, You were one of the greats and I will miss your cheerful face at contests). Basically compound curves are formed with tissue and white glue over waxed molds similar to paper mache'. Straight curved surfaces, like the turtle deck, are just formed in place with pre-painted tissue. This method is perhaps a little lighter, but I really like the look of it for a plywood or aluminum airplane that would not have visible stringers.

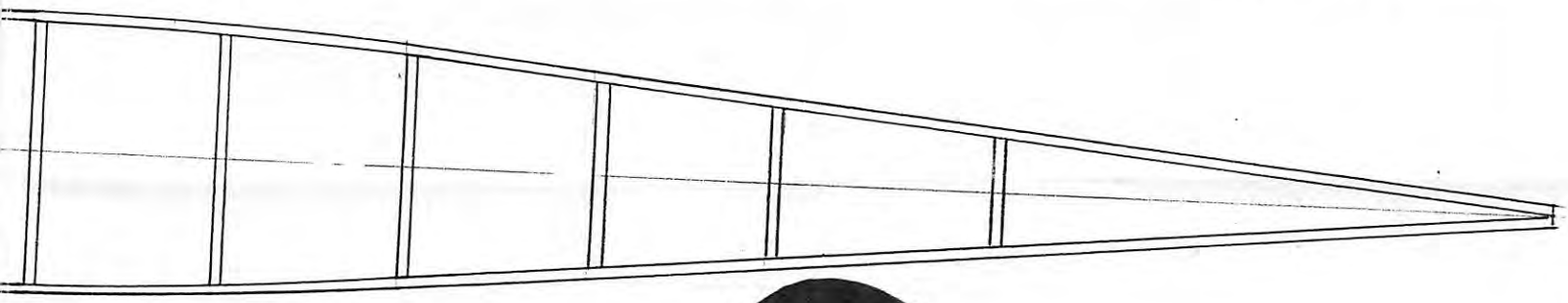
This model has proven to be a decent flyer, but has not reached full potential yet. It has flown in the 80 to 90 second range. I originally used a carved basswood prop but have now switched to my tried and true black plastic Tern Aero scraped down to about 1.4 grams. I am sure two minutes are in there somewhere. I just need to take the time to trim it a bit more. I certainly hope you enjoy the model. It's a cute airplane, a poor man's Swift!
Jim

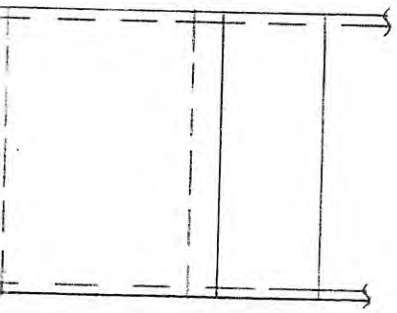
A later thought inspired by the Alexander is a Swoose (half Swan, half Goose) tale by Al Cleave in Flying Aces Club News. The Swoose saga is, that Bad Guy Squadron considered the Cadet PQ-8a and PQ-14 target drones as Voo Doo dolls to poke anti-aircraft holes in. The Al Mooney's Alexander Bullet is an excuse to tie Cadet drones as Voo Doo dolls at the Texas Southern Front. The Voo Doo half Wakefield plan has no clendestine link to Culver piercing or Voo Doo elixirs.
R.B.

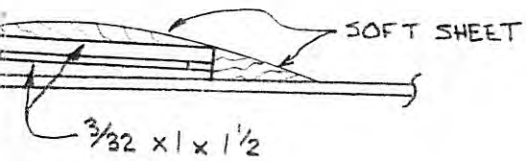

℄
1" SQ. SPARS
1"
16
1" 1"
1" SHEET ANGLES
32
1" x 1"
8 2
1" SHEET AT ALL DIHEDRAL BREAKS
℄
1" MUSIC WIRE
16
FREE WHEEL
CHET LANZO DUPLEX PROP
1/4 SIZE / 9 IN DIA. DIM.
1/2 SIZE
PROTOTYPE KORDA WAKE
18 x 2 1/2 x 3/4
9" x 1 1/4 x 7/8"
4' 5/8" W.S.
1.26 P/DIA.
1 1/4"
2 1/2"
2"
1/2"
7/8"
3/4"
3/8"
1" RD. BAMBOO
16
1" SHEET ANGLES
32
1" SQ. SPARS ON TOP
16
1" x 1" ON BOTTOM
16 8
1" x 7" TRAILING EDGE
16 8
1" SQ.
8

F2





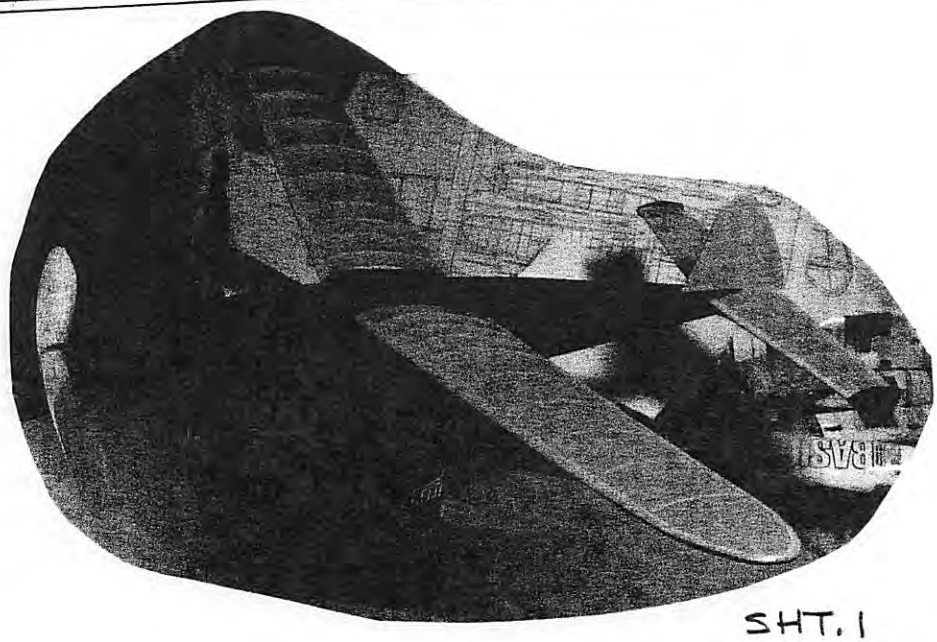




32 x 1/8 x 1 1/2

G BOX

BOTTOM
OX FOR
NCIDENCE



SHT. 1

VOO DOO

1949 WAKEFIELD

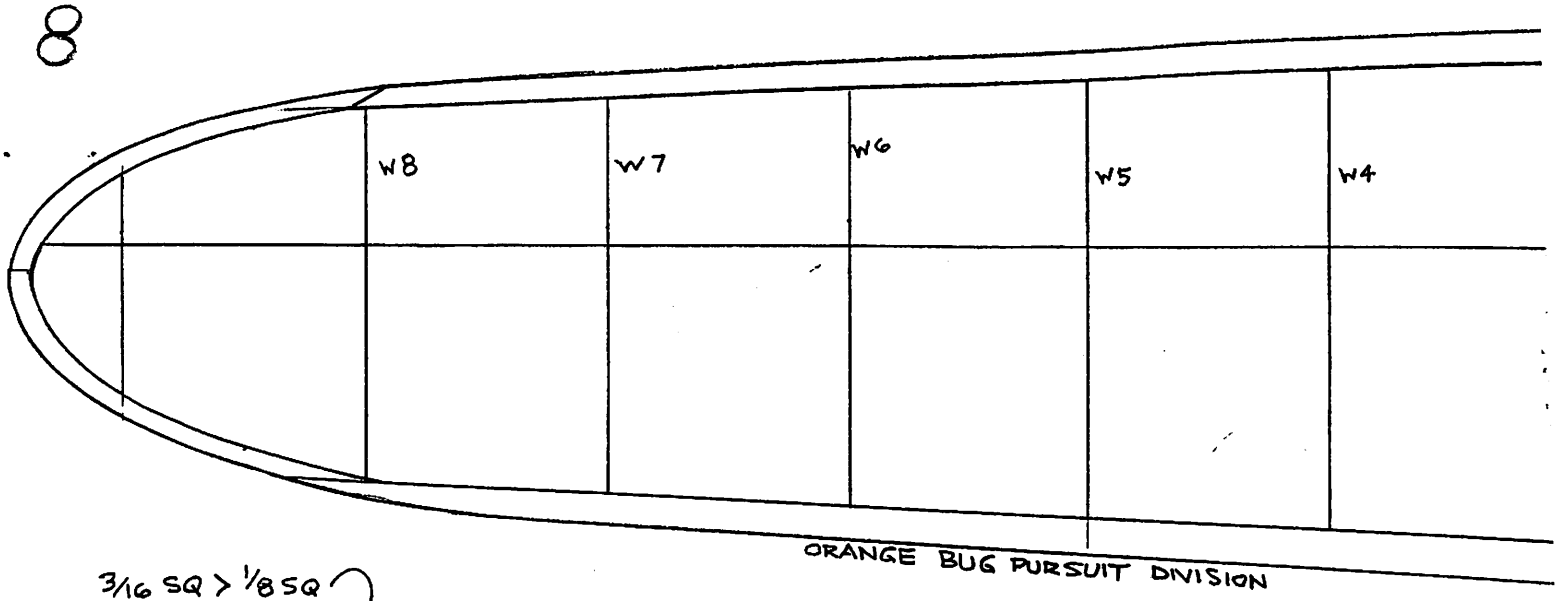
BY RON WARRING, G.B.

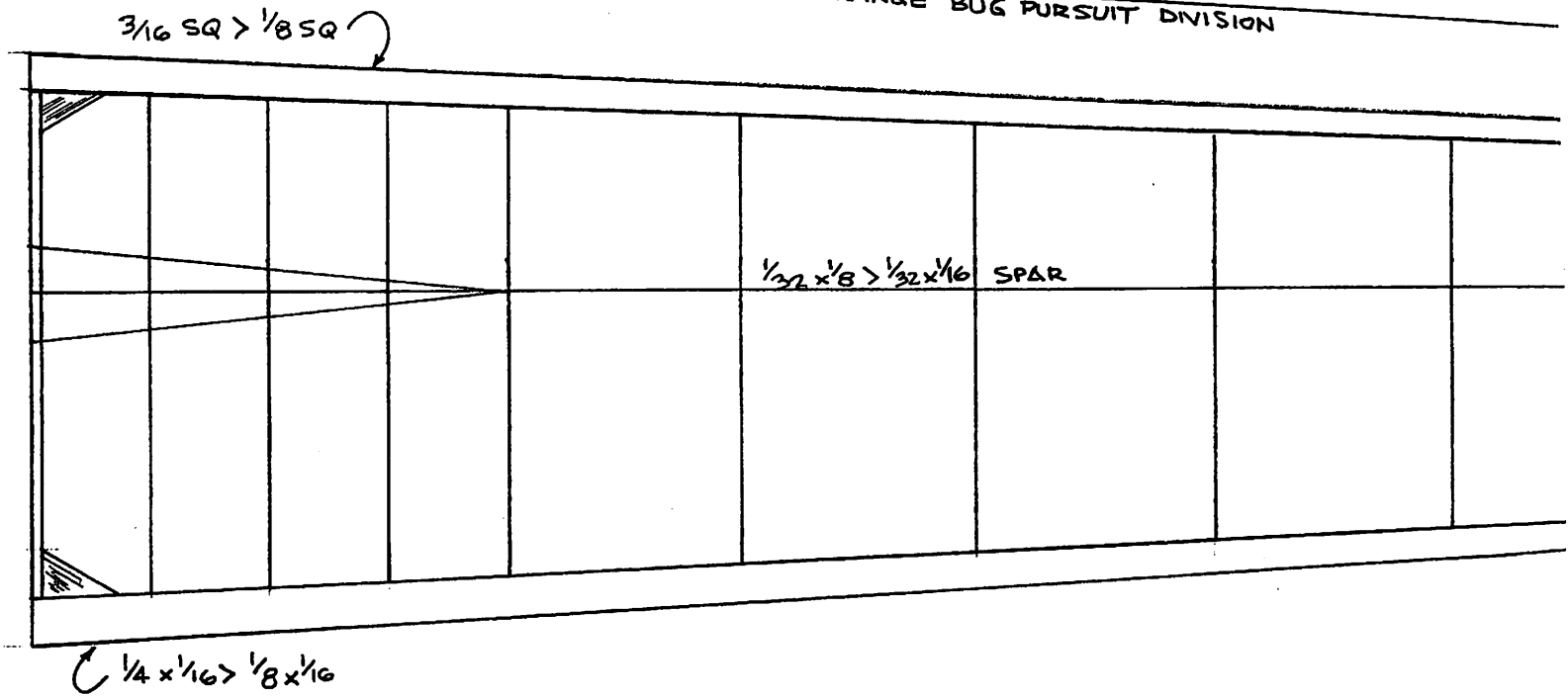
1/2 SIZE

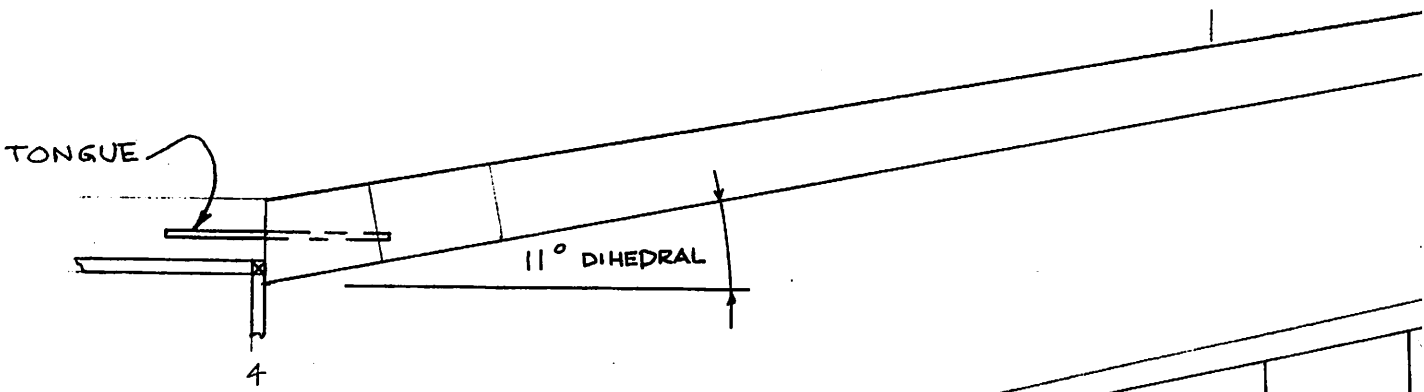
SPAN = 45"

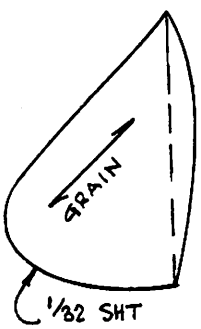
DAP 5/11/10

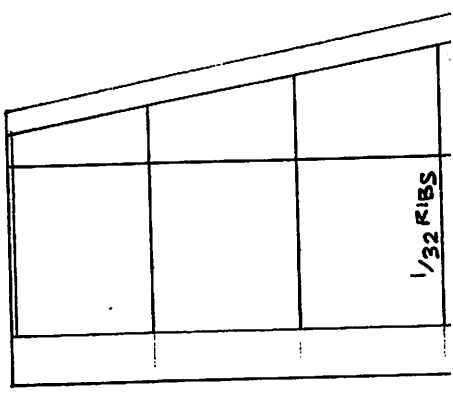
DRN. BY DAVE PISHNERY

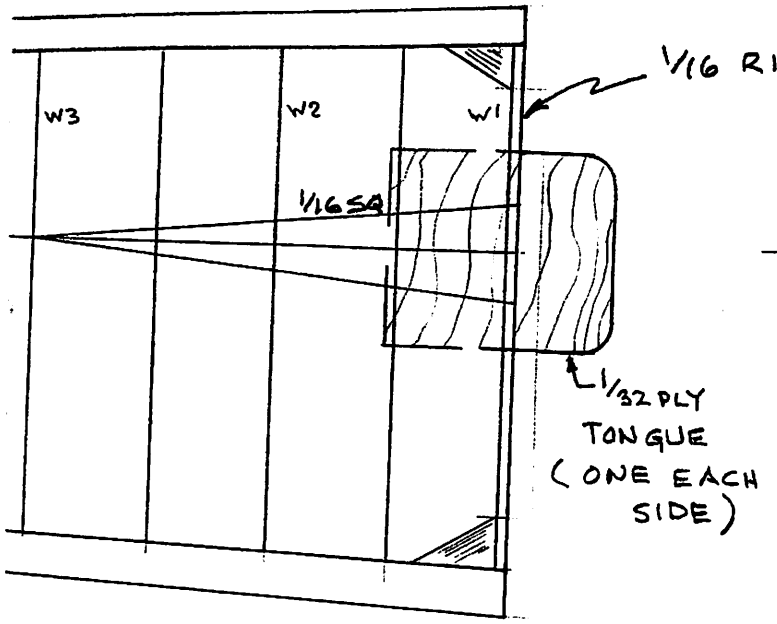

W8
W7
W6
W5
W4
ORANGE BUG PURSUIT DIVISION

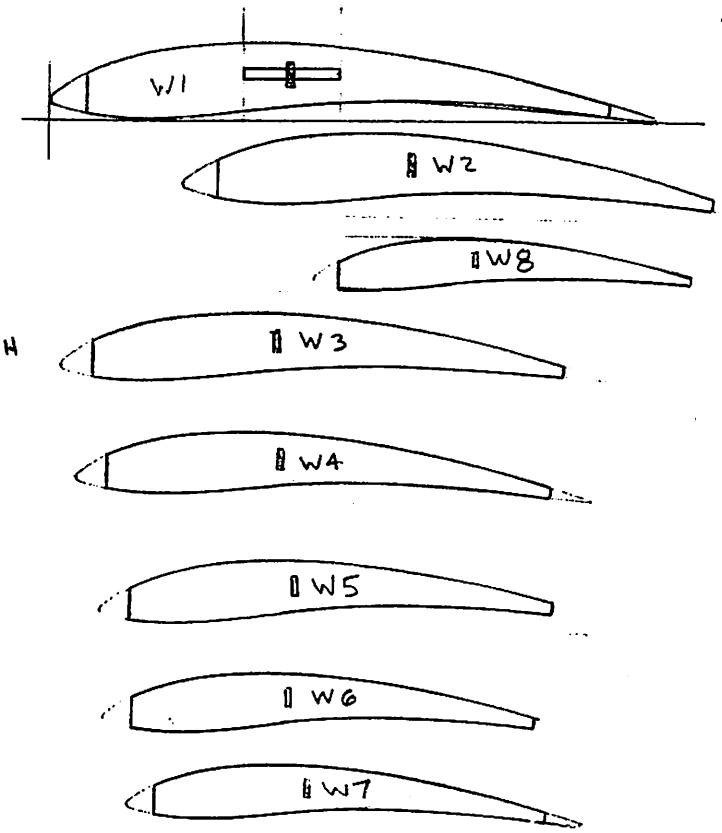

3/16 SQ > 1/8 SQ
1/32 x 1/8 > 1/32 x 1/16 SPAR
1/4 x 1/16 > 1/8 x 1/16


TONGUE
11° DIHEDRAL
4

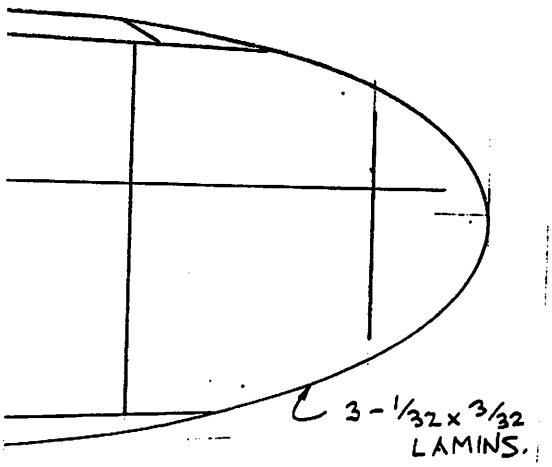

GRAIN
1/32 SHT

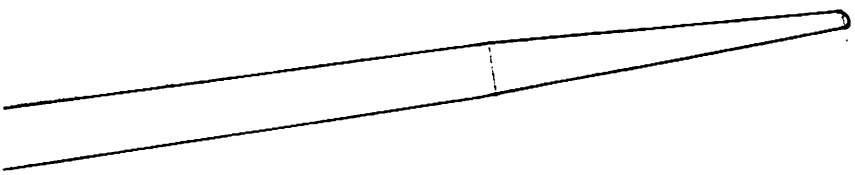

1/32 RIBS





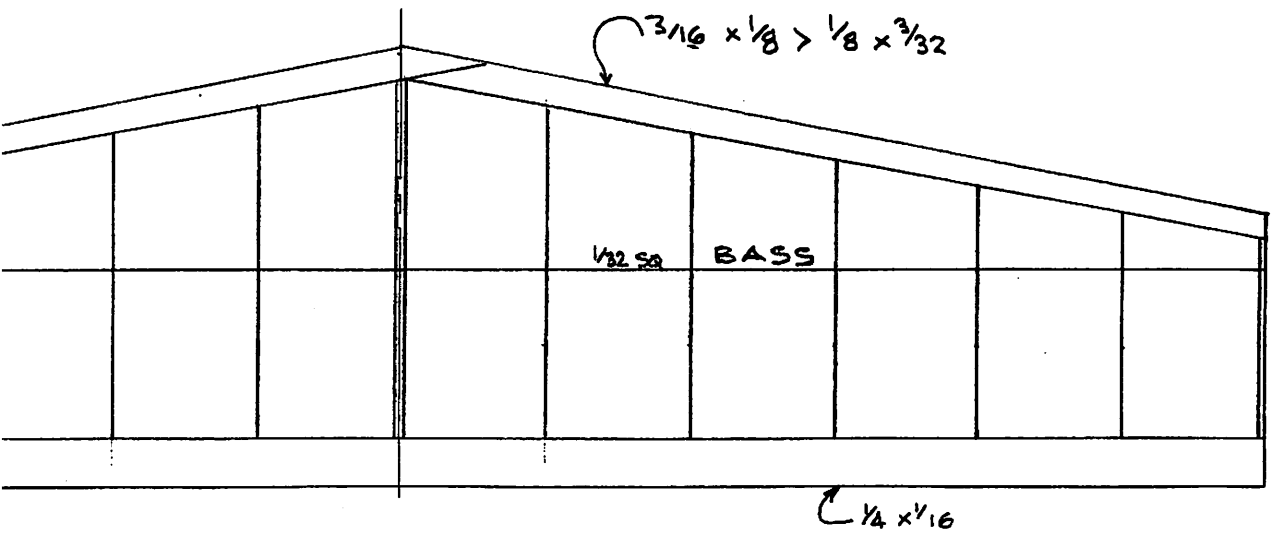
1/32 RIBS

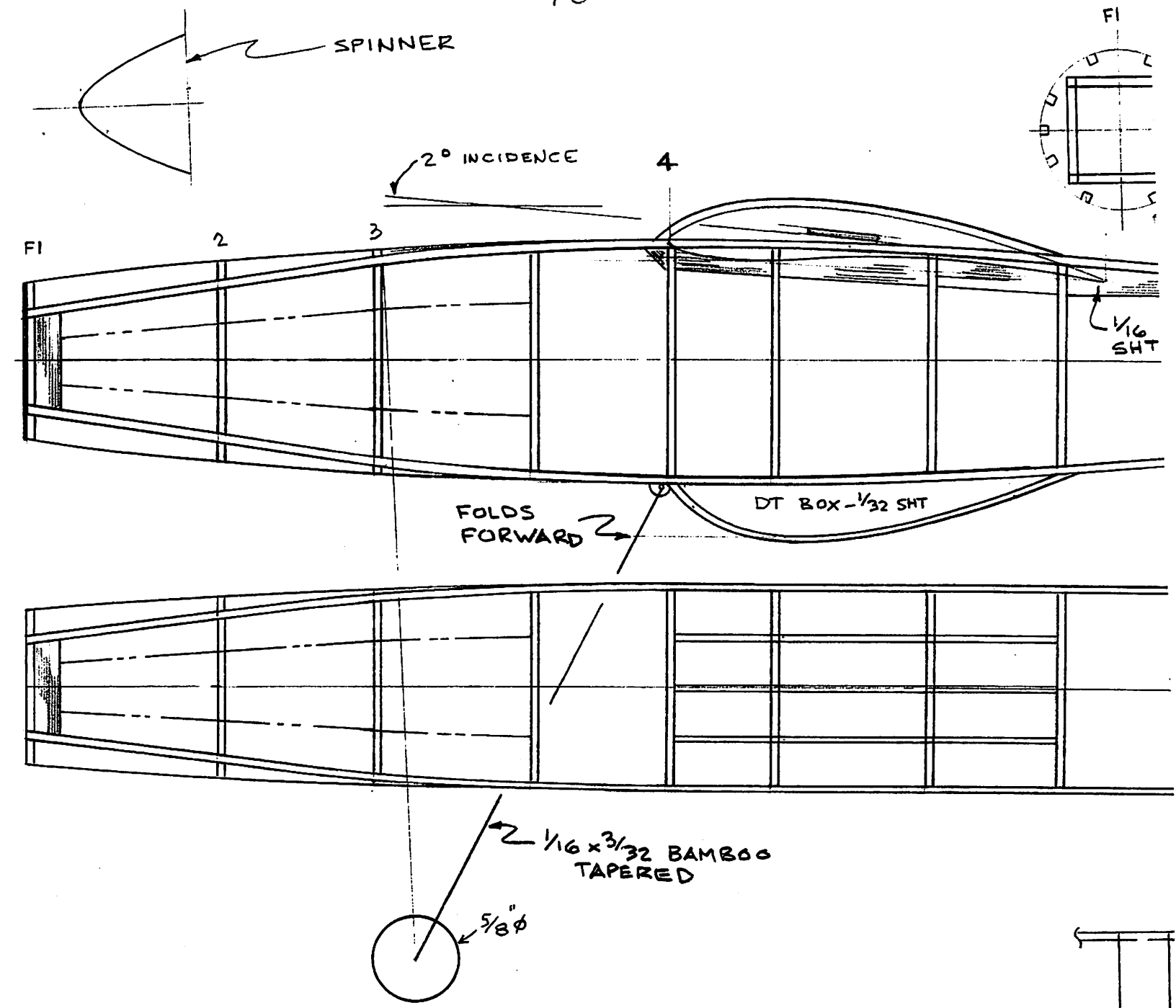




VOO-DOO

SHT. 2





VOO DOO by Ron Warring

This 8 oz. Wakefield by Ron Warring was begun in 1945. At the time, slabsider versus streamliner was a heated discussion with Bob Copland taking the streamliner side because of his work with Hawker and full sized aircraft. Ron took the slabsider side of things but started to fair in the nose. He was very successful with this model and used it in several 'Wake comps. I haven't worked out a good D/T for it because the original parachute D/T just seems to help it stay up! I flew this Voo Doo in 2010 and it flew right off the board. 4 strands of 3/32" seems to work pretty well. A standard carved prop block of 8" x 1" x 1 ¼" with a p/d of 1.25 was used. The single wheel undercarriage swings up to the front with a light rubber band urging. The wing tongue box should be attached with care to insure proper alignment. It works very well, takes little room and saves the structure if a crash is in the offing. Good Luck!

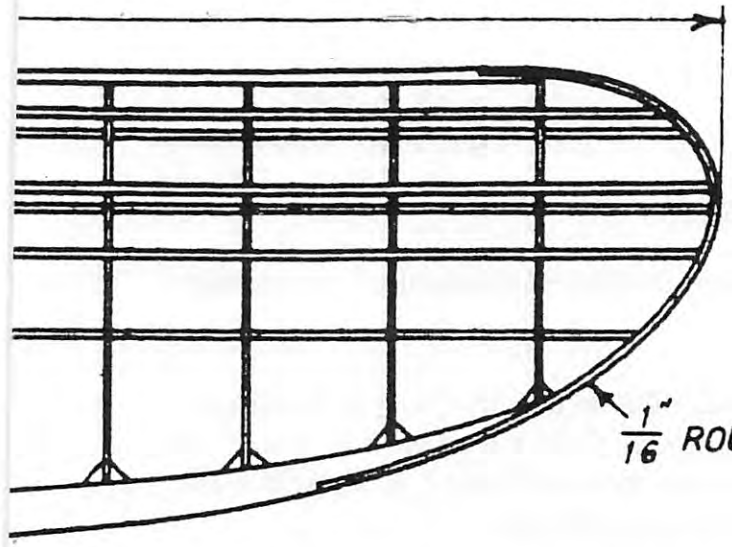
Dave Pishnery

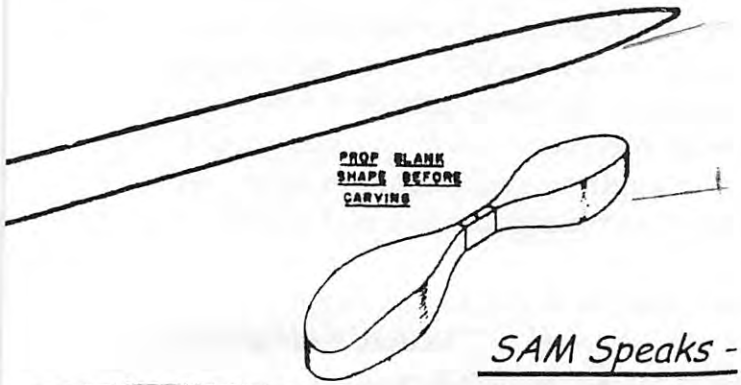
Korda's Wakefield Winner

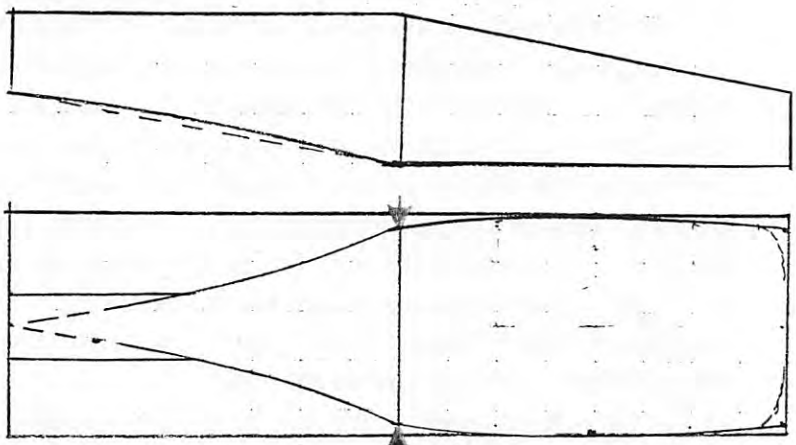
GORDON ROBERTS

8" PROPELLER
9.42' PITCH
BLOCK 8" X 1 1/8" X 3/4"
P/D = 1.18

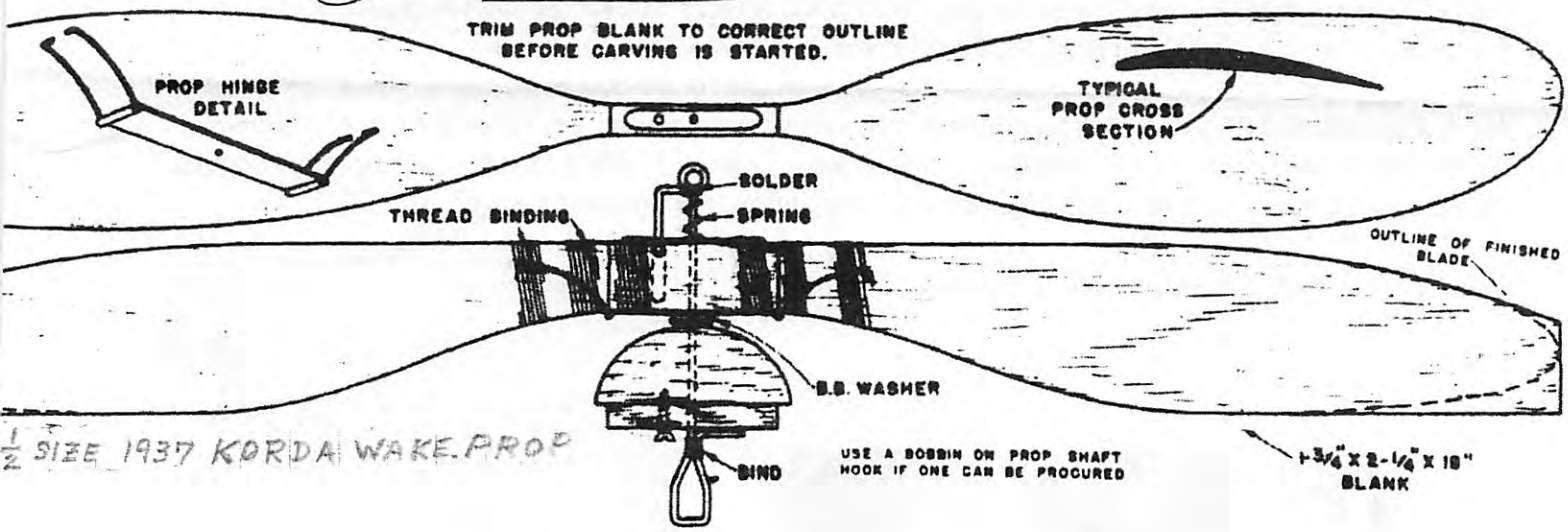
CROSSWINDS 108



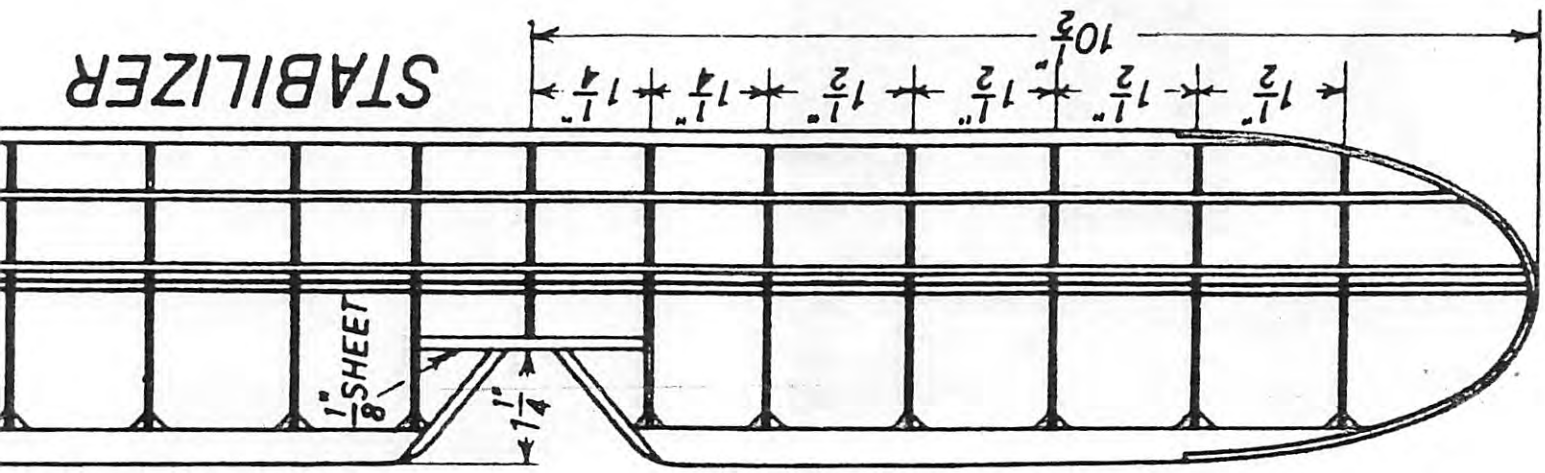




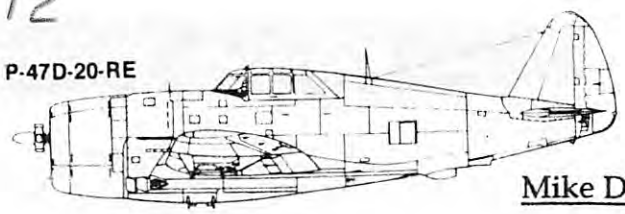
SAM Speaks - HUB



1/2 SIZE 1937 KORDA WAKE PROP



12



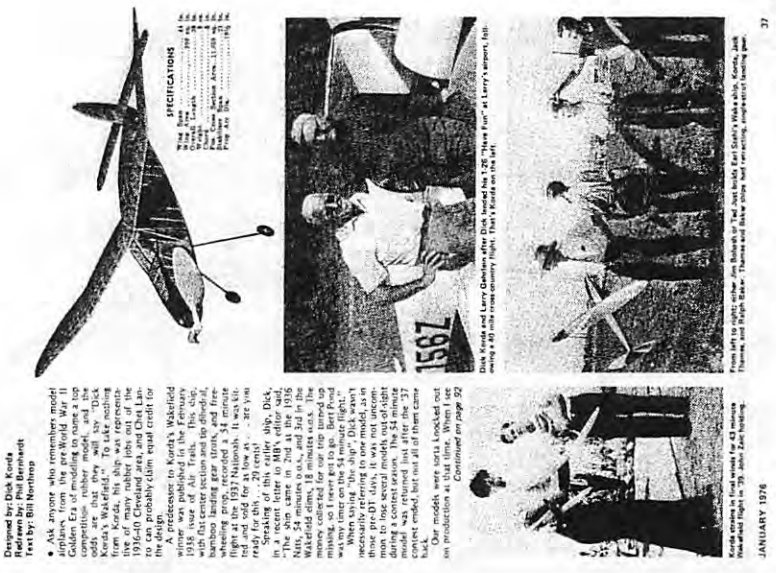
CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

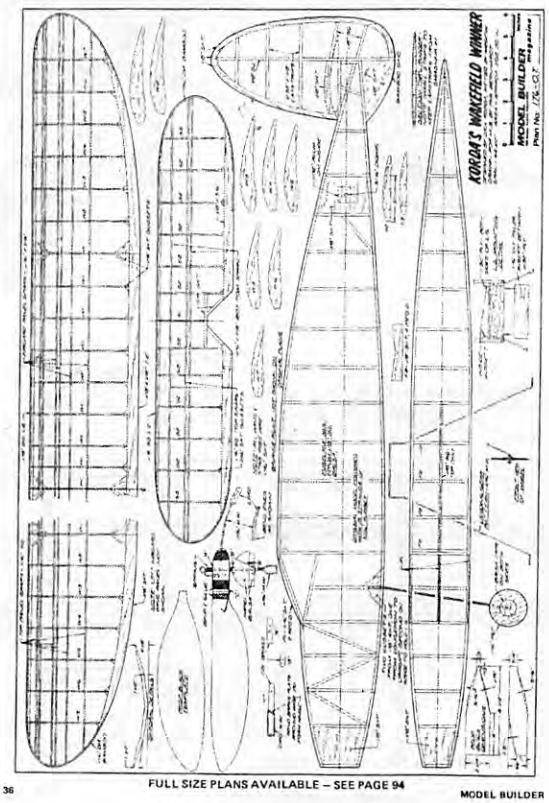
Mike Dikovitsky Salute

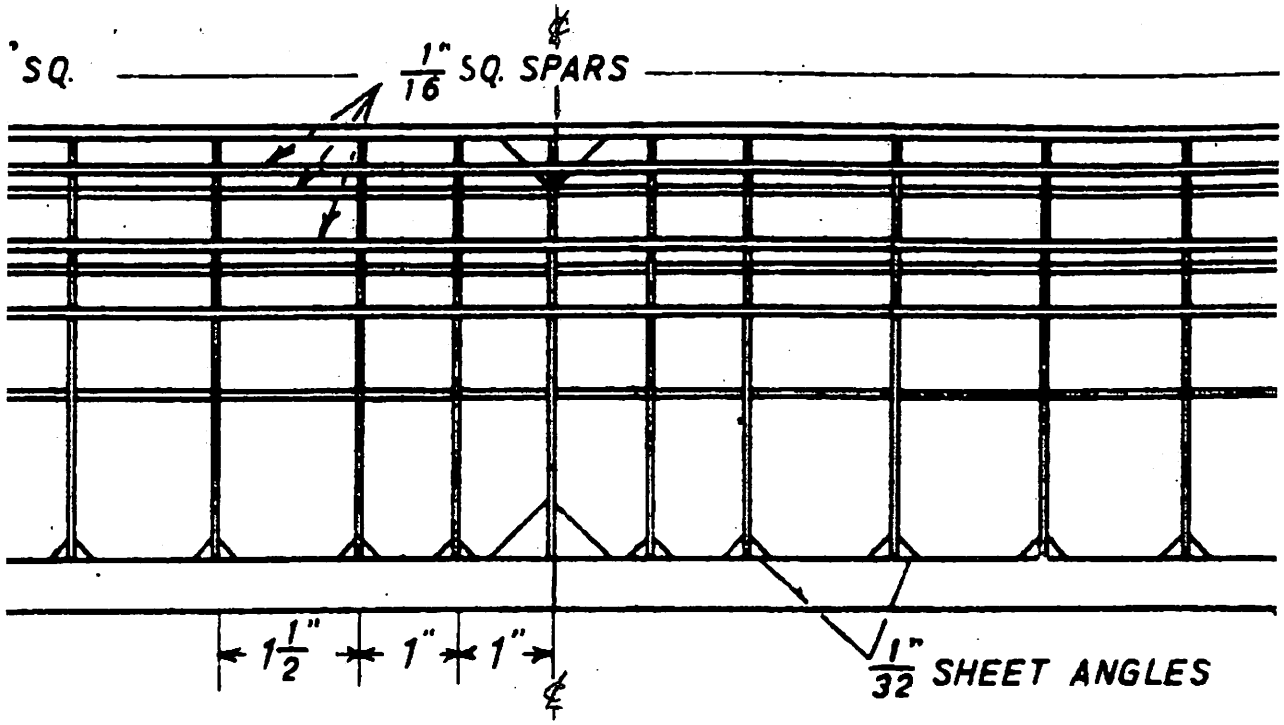
A sequel of Capt. Mike Dikovitsky war stories builds as Jim Miller continues the Captain Mike Dik'. saga:

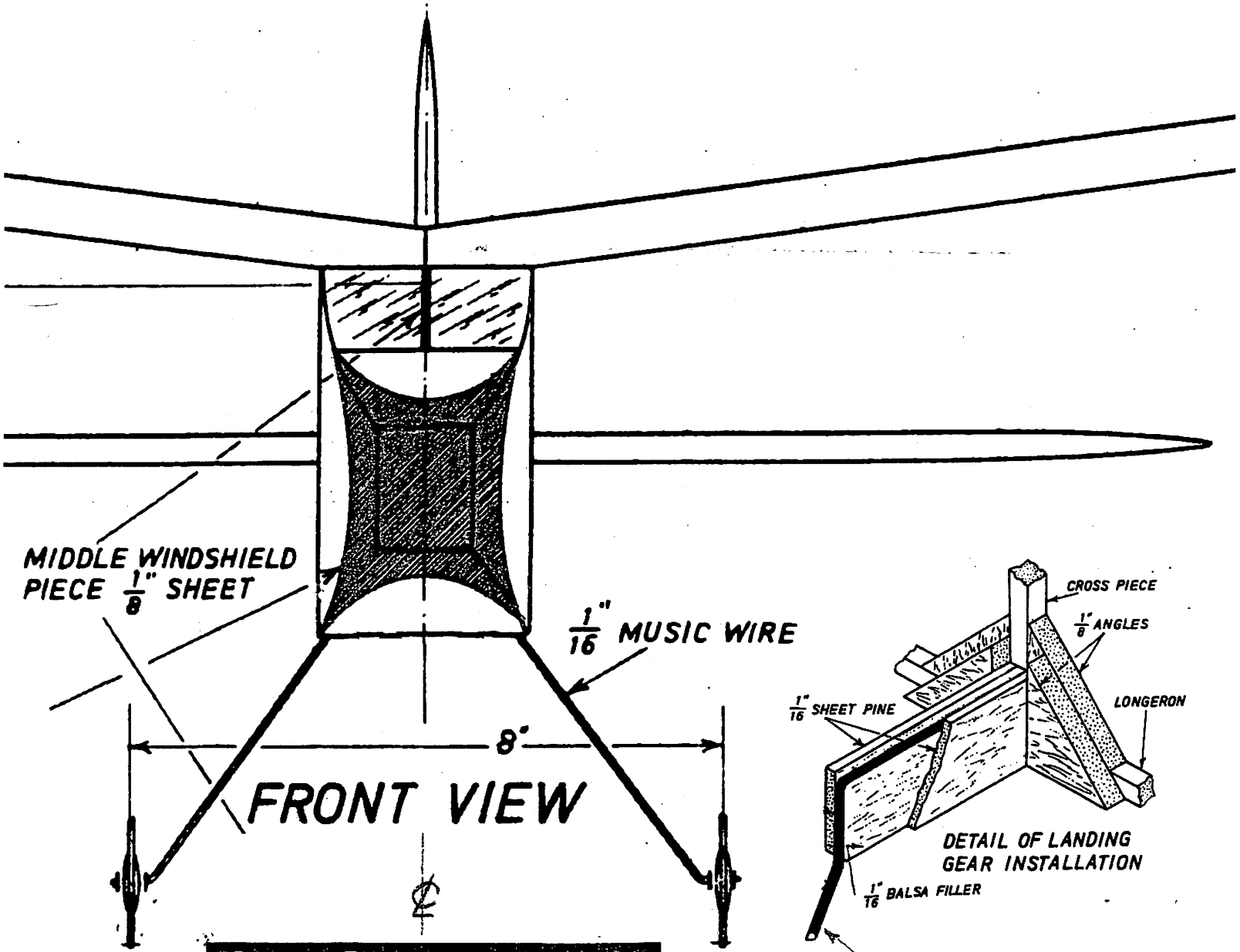
"Hi Russ . Your #135 issue brought me the news that Mike Dikovitsky finally was shot down by the "Head Co." Something the Japanese were unable to do. I flew in a number of Wakefiled Contests with Mike. We B.S.'d about our WWII experiences between flights. You might want to print, what I consider to be a true story, right from the horse's mouth.
When Mike arrived in the S.W. Pacific, he heard all kinds of stories about the Zero and had some great concern for his well being in combat. In his first engagement he was facing Zeros. He finally was able to get on the tail of one and got enough hits to down #1. As he was pulling up from this victory, right at the top of the climb, here was Zero #2. His fire blew this one out of the sky. All he could think of on his way home to base was, these Japs and their Zeros are not so tough. Just a rookie got 2 on his first time out. This war might be easier than I thought". He finished the story later by telling me how lucky he was in this first engagement, and that the stories about the Zeros were all true.
We are greatly pleased with the Jim Miller offering. Stay tuned next quarter for more!
Meanwhile Gordon Roberts has a Mike Nassise P-47D bubble back from Tail Spin built and in Mike Dik's markings with Ace Score flags and bold theater markings. Readers are invited to bounce Crosswinds with tales and tails-on plans to share with the faithful.
The yearly buss pass now creeps to $20 per year, in the formation FAC Club News. Extra cash from Canada and Overseas is cheerfully accepted without asking for more that from Stateside! Crosswinds readers with the dreaded red X at issue renewal code 136 or lower can avoid bitter disappointment by sending $20.00 to the address below for another year of Free Flight joy.

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









Korda's Wakefield Winner

14

CLEVELAND FREE FLIGHT SOCIETY Annual Indoor Contest April 17, 2011

AMA EVENTS
Hand Launch Glider - no entries
Standard Class Catapult Glider - one entry

EZB (Best of 5 officials
Jim Richmond 11:53, 19:10
Y.K. Lee 18:50
Larry Mzik 5:00

FIL (scores in minutes) Best 2 of 6
Leo Plachowski 10:11, 11:04, 15:00
Larry Loucka 12:17, 10:13;13:36, 11:54
Yuan Kang Lee 13:44, 5:00, 4:53 11:55
Parker Tyson 8:30, 9:12, 10:36

Limited Penny Plane (best of 5 in minutes)
John Kagan, 9:15, 10:13
Leo Pilachowski 6:50
Tom Sova, 8:31
Dave Pishnary 5:29

Mini Stick (best of 5)
Tom Sova 8:04, 8:26, 5:25
Leo Pilachowski 7:42
Spencer Tyson 3:30, 5:58
Herb Schubert 1:50,1:57,3:22, 2:04

7 Gram Bostonian 1 entry

FAC EVENTS
Golden Age Civil no- entries

High Wing Peanut - 2 entries

Dime Scale

Don Slusarczyk	Maubousin	93	105	88 = 286+16(bonus)	=302
Roy Divis	Fokker D7	51	62	63 =176 +1 (bonus)	=177
Jack Karn	Stinson105	42	39	37 =176 _1 (bonus)	=119

NO CAL PROFILE SCALE

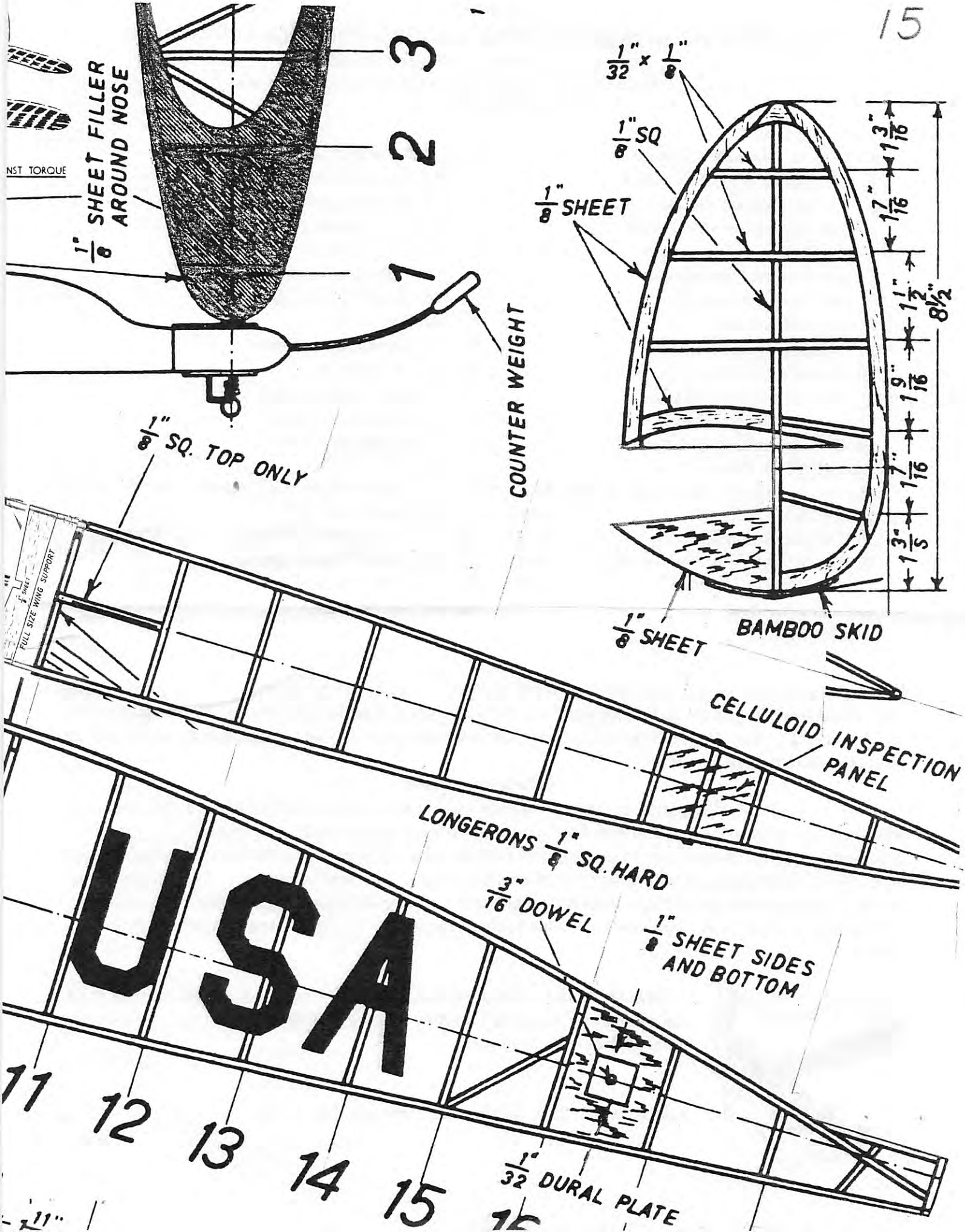
Don Sluarczyk	Hosler Fury	4:03	4:15	4:04	742
Chuck Sluarczyk	Hosler Fury	4:59			299
Pete Zbasnik	P51	81	85	78	244

WORLD WAR COMBAT - no entries
PEANUT SCALE - 2 ENTRIES

PHANTOM Flash - 6 entries
Flyoff between Don Slusarczyk and Herb Schubert. Don Slusarczyk was declared the winner.

Thanks for coming to our meet.
We had 24 flyers including 4 juniors.Special thanks to to Rich Weber and Jim Gaffney for work at the scorer's table. Thanks also to Russ who did the FAC judging and to Larry Mzik for processing AMA event entries. Steve made the certificates and special thanks to Bruce Pike and Steve Griebling for the kit prizes. Also thanks to all who gave donations.Larry Coslick, Jeff Hood and to Shorty's basement. We had flyers from Ohio, Pennsylvania, Indiana, Michigan, Georgia, Nebraska and San Diego California. We hope to see you next year.

Michael Zand C.D.


1" SHEET FILLER AROUND NOSE
1" SQ. TOP ONLY
COUNTER WEIGHT
1 2 3
1/32" x 1/8"
1/8" SQ
1/8" SHEET
1 3/16"
1 7/16"
1 1/2"
8 1/2"
1 9/16"
1 7/16"
1 3/8"
1/8" SHEET
BAMBOO SKID
CELLULOID INSPECTION PANEL
LONGERONS 1/8" SQ. HARD
3/16" DOWEL
1/8" SHEET SIDES AND BOTTOM
1/32" DURAL PLATE
USA
11 12 13 14 15

16

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

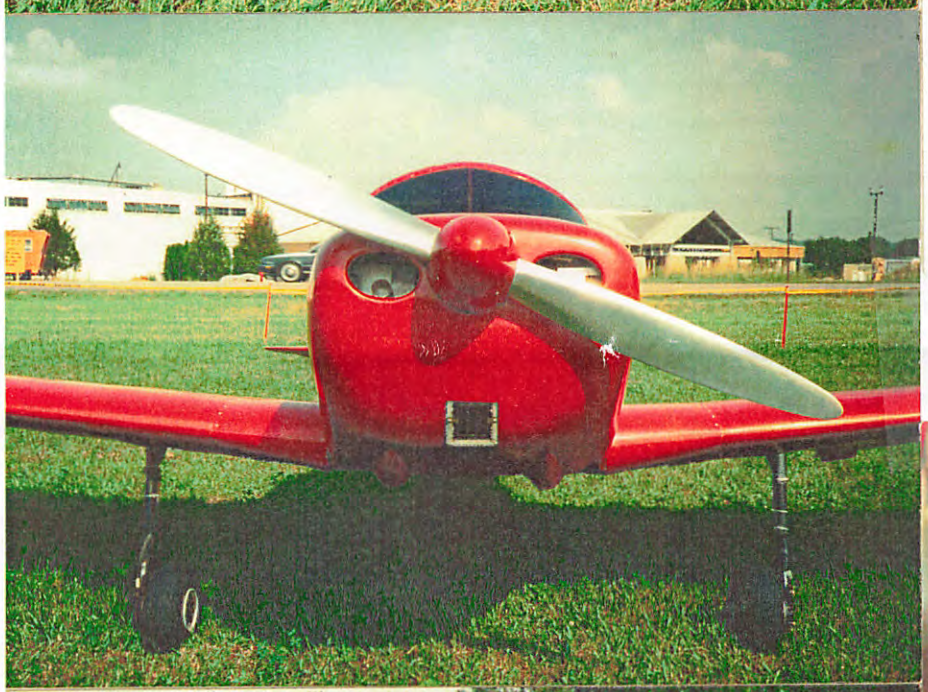
Four events have been designated as "special" to encourage some model building out there. Flier's names will go into a hat for a drawing at the end of the season. Winner will get a $25 gift certificate for Shorty's Basement. You don't have to win the event to be eligible. Your name goes into the drawing 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~~ 20.00 to the address below for another year of Free Flight joy.

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









Cadet









CULVER

