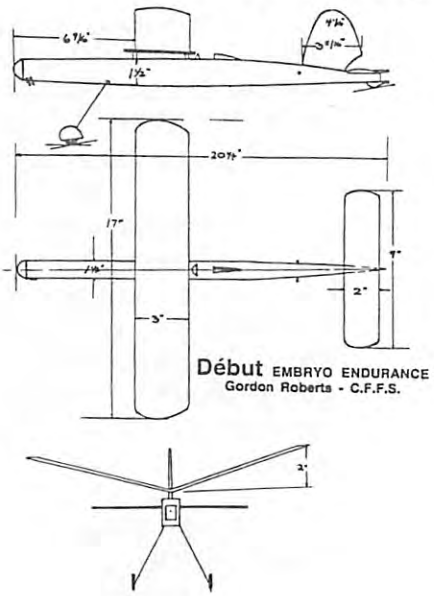
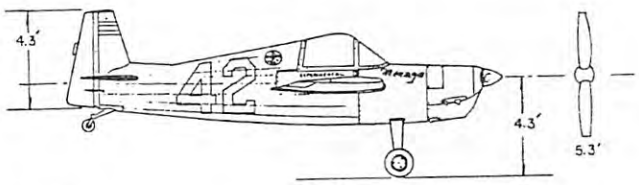
CROSSWINDS

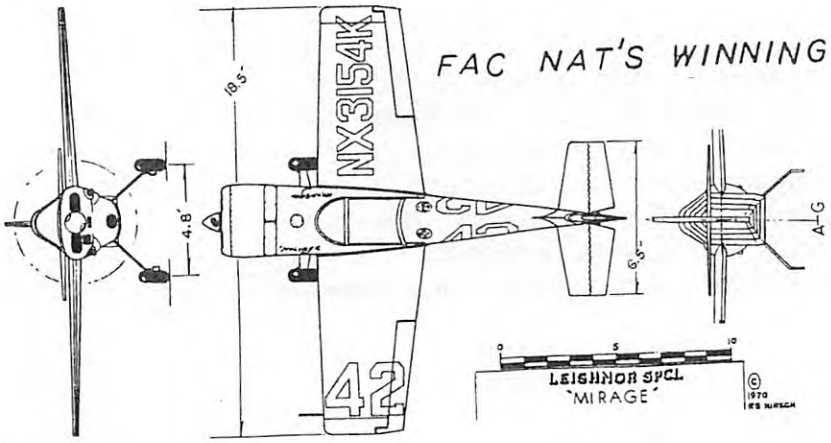


Début **#141**



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST,OH 44124





Crosswinds Salutes Gordon J. Roberts, Ph.D.

Gordon Roberts was born on April 9, 1927 in Fenton, England. Situated in a District of Central England collectively known as Stoke-on-Trent, the region was noted for coal mines, fine clay, and high quality China. Following the early loss of his father, Gordon was raised as an only child by his mother and his maternal grandmother.

In his youth, Gordon showed a precocious interest in sports and competition. He played Cricket and Rugby. Gordon discovered aeromodeling in his teens and became a member of the Society of Model Aeronautical Engineers (SMAE), England's equivalent of the U.S. AMA. He built and flew rubber powered free flight models, but rubber became unavailable, he transferred to diesel powered free flight models.

Gordon was an excellent student and excelled at Chemistry. After graduating college, he became a British Ceramic Research Associate. His success at this led to his entering graduate school at Leeds University where he graduated with High Distinction and received his Ph.D in Chemistry. A visiting American Professor was so impressed with Gordon that he recommended him fill a position at Ferro Corporation in Cleveland, Ohio. This led to Gordon's immigration to Cleveland where he worked full time at Ferro until age 70. After that he remained as a part time consultant for several more years.

Shortly after coming to the US, Gordon helped found the Cleveland Free Flight Society (CFFS). Gordon's penchant for detail and his scientific training enabled him to excel in FF model construction and flight. His models were built using the highest quality materials and their performance was outstanding.

Gordon's stellar achievement in modeling was his competitive leadership. He casually referred to model flying as "game," but one which he played with unusual verve. When competing , the mild mannered Englishman became a **TIGER!** To him, the prospect of **"WINNING!"** was the only point of participating in a contest.

Gordon quickly became a relentless FAC Competitor. After winning 16 FAC victories, he was awarded the prestigious the "Blue Max" medal. He soared through the various FAC ranks and became the FAC's first Air Marshall. Due in part to the high quality of his competition Gordon never became a Grand Champion in FAC National Competition. Although that accolade eluded him, Gordon did become the FAC's most successful competitor because of his brilliance, determination, and hard work. He was admitted to the FAC "Hall of Fame" in 2006. In 2011 he received the FAC's only "Ace of Aces" Medal in recognition of his spectacular achievement of winning well over 500 FAC First Places!

Gordon, in his dotage, continued to build model planes at an impressive rate. Jim Hyka has speculated that Gordon may have been the most prolific model builder in FAC history. As recently as mid-March, 2012, Jim Hyka, Russ Brown, Rich Weber and I visited Gordon at his condo. We showed him two CD's of old aviation movies and had pizza. Our visit lasted over four hours and Gordon was tired at the end of it. Even so he invited us to come down to his workshop and see his latest creation. Despite the seriousness of his condition, Gordon continued to find happiness and peace in building models. He left a wonderful legacy and all that knew him became better modelers because of him.

- Dennis O. Norman -

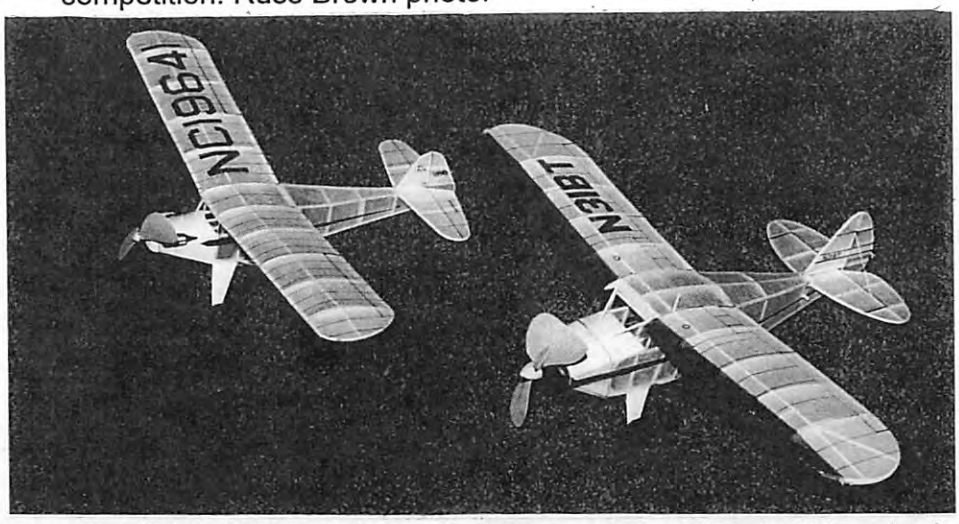




2.

1. Shortly after helping to form the Cleveland Free Flight Society in the early 1970's, a trim Roberts posed with five year old Robert Zand at a early CFFS Contest. Gordon held one of his newest entries while Robert proudly hefted one of his dad's latest efforts. Michael Zand photo.

2. Gordon with his Jumbo Scale Boulton Paul Defiant during one of many memorable contests held at the USAF Museum in Dayton, Ohio. Like most of his models, the BPD was an awesome flier and won many kanones in FAC competition. Russ Brown photo.



3. Roberts' passion for FF and FFS models was wide ranging and he built hundreds of them in his lifetime. Here we see two of his Civilian favorites: a Taylorcraft (left) and a handsome Piper Pacer. Jim Hyka photo.



4. Gordon Roberts was a cheerful, but contemplative competitor. At this moment he was reflecting before entering (and winning) another CFFS Event. Zand photo. RWD-5.

4

FAC NAT'S WINNING

Leighnor Special "Mirage"

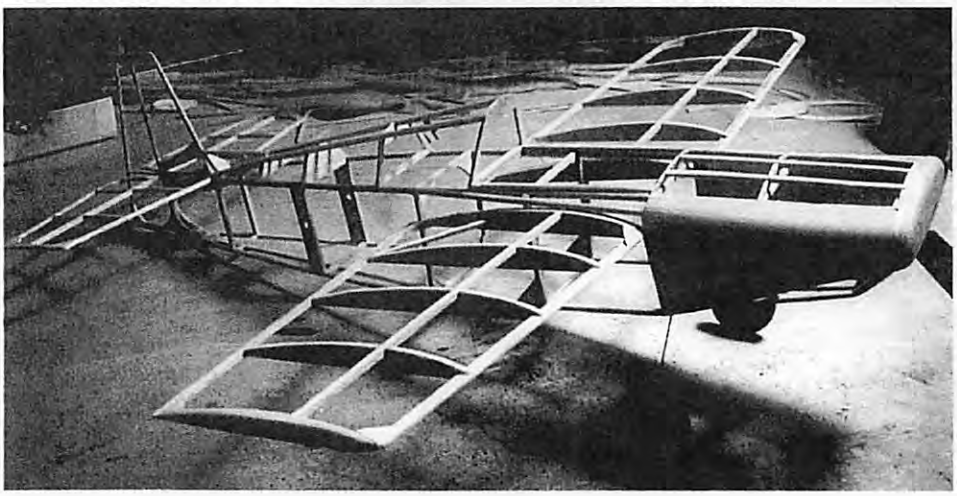
William Leighnor built the W-4 Mirage in Hutchinson, Kansas, and brought it to the National Air Races in Cleveland in 1948. Pilot Harold Bangerter qualified for the Goodyear finals in heat races, but engine trouble forced him out of a start in the finals. When it showed up for the '49 race in Cleveland, it sported a new cowling, bubble canopy, and a slab sided fuselage, but still wore its distinctive dark red and silver paint job. Harry Ragland piloted it to a second place finish in the consolation race. The little racer apparently continued on the circuit into the early '50s, but never finished in the money. It later sported wheel pants, but otherwise remained unmodified externally.



The model

The FAC mass launch event for Peanut Scale Goodyear and Formula racers is one of my favorites. While the wingspan is indeed in the realm of Peanuts, with their low aspect ratio wings, the little racers look and perform like bigger models. Best of all, there are LOTS of designs to choose from. I built a "Miss Cosmic Wind" from a plan by Russ Brown for my first foray into this event many years ago. With my lack of experience it took me a couple of seasons to get it sorted out, but once I found the right prop and rubber combo, it became a solid flier. Solid enough to disappear high over the woods on the Southeast end of our field.

I've spent a lot of time wandering through Robert Hirsch's two volume set of Goodyear and Formula One Air Racers, dreaming of my next project. There are a few scraps of paper stuffed into various spots to mark the drawings of ships that I'd like to build. The Leighnor Mirage won the toss this time. Shoulder / mid wing configuration is a big plus in my estimation, and the lack of wheel pants and a simple cheek cowl arrangement helps to keep the design light and easy to build. On the other side of the ledger, the silver markings are a bit of a bother, and the canopy needs to be vac formed or plunge molded. Nothing's perfect.



Construction

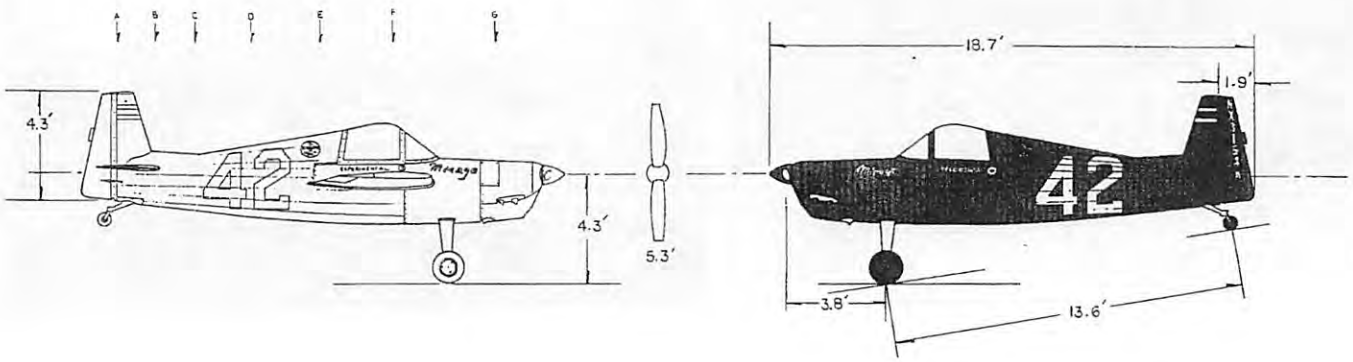
The first version was built with a two-piece wing that was butt glued onto the sides of the fuselage. You can see the original set up in the photo above. Not my best move. On one of its early flights on a windy contest day, a wingtip caught the ground on a fast downwind "landing," and the fuselage side caved in. I redrew the plan with a one piece wing and made the modifications to the model while I was repairing the shattered balsa and torn tissue. While I was at it, I added a carved pilot bust to the cockpit.

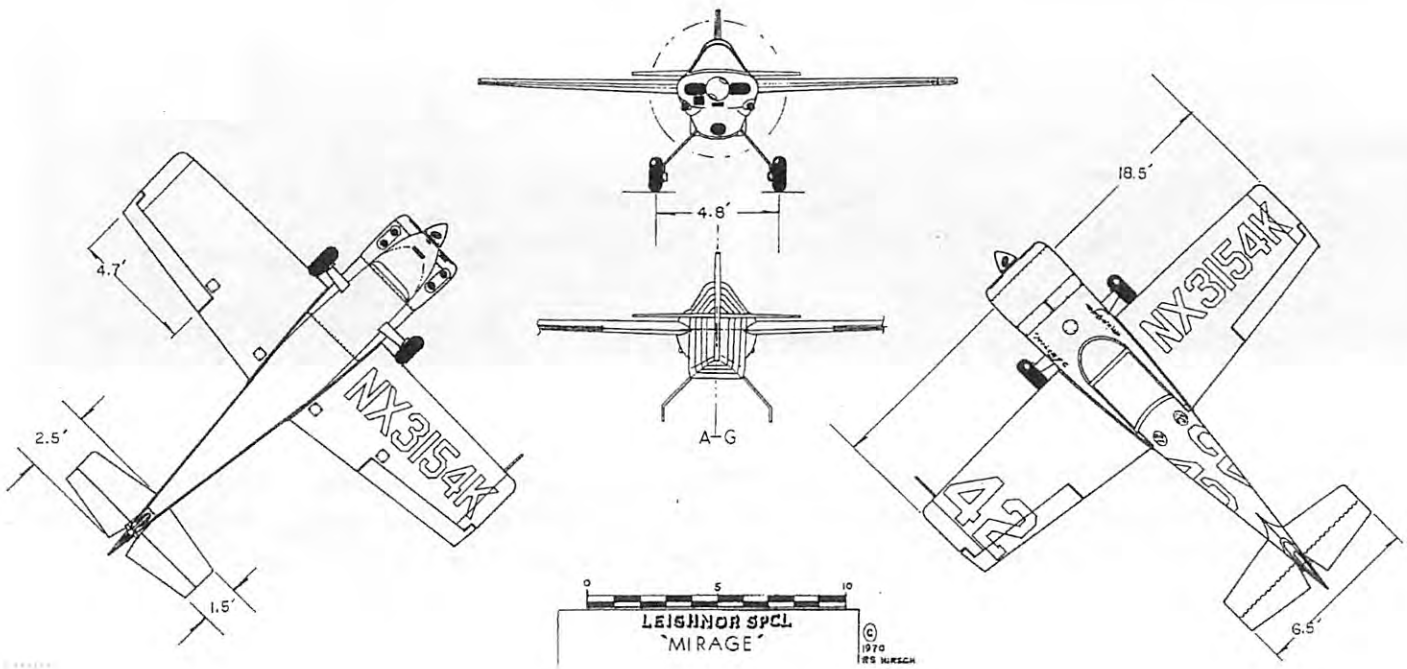
There's nothing out of the ordinary in the construction of this model. There's a weird little pyramid structure for a vertical tail fairing, but it's pretty straightforward to frame up, even if it's a bit of a bother to cover. Keep it light, and it'll fly. I covered the model with red Esaki tissue, and then sprayed it with "Cherry Wood Tone" floral spray from Design Master. The rattle cans from the local craft store save me from dealing with my airbrush, which I consider a big plus. Design Master colors the tissue, and seals it too, and it's pretty light. Markings were done by masking and spraying. Not my favorite way of doing this, but I like to try different techniques once in a while. I cut out the mask from clear plastic shelf liner. The stuff is flexible enough to handle the compound curves on the top of the wing. The adhesive was taken down a notch by sticking it to my shirt and pealing it off. With the lint that stays behind, you're left with just enough stick. A light touch on the silver spray, and the job was done. It would probably be about the same amount of work to cut the markings from silver tissue. Whatever method is used, I think the dark red and silver combo is very attractive.

The model finished up at 14 .1 grams. Power was initially a couple of 22" loops of .09" Tan SS, but the thing was clearly overpowered. I switched to a loop of .09" and a loop of .0625" (1/16") at 25" and got more turns and less zoom from the 6" Ikara plastic prop. I've had no trouble with the rubber motor catching on the wing center section. It's been a solid performer for me in all kinds of weather.

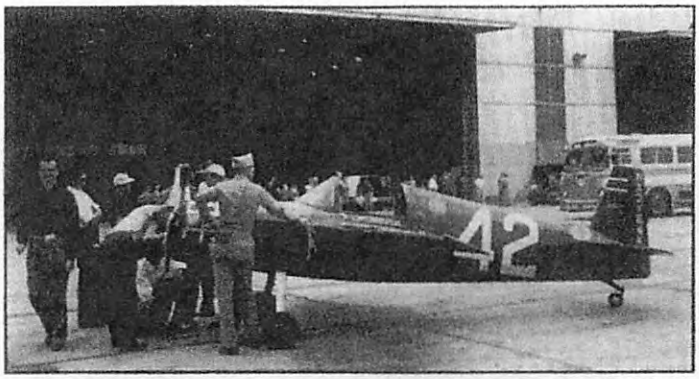
Rich Weber



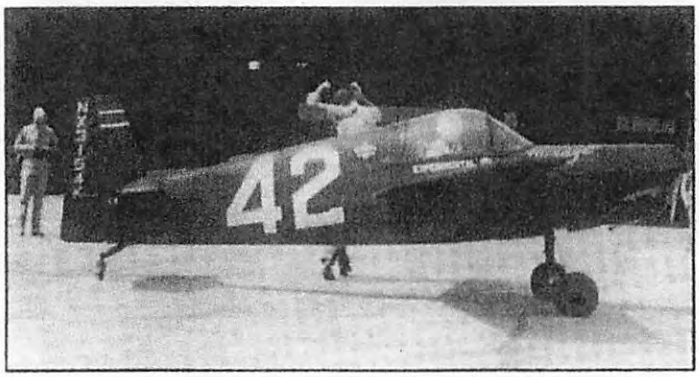




LEIGHNOR SPECIAL "MIRAGE"





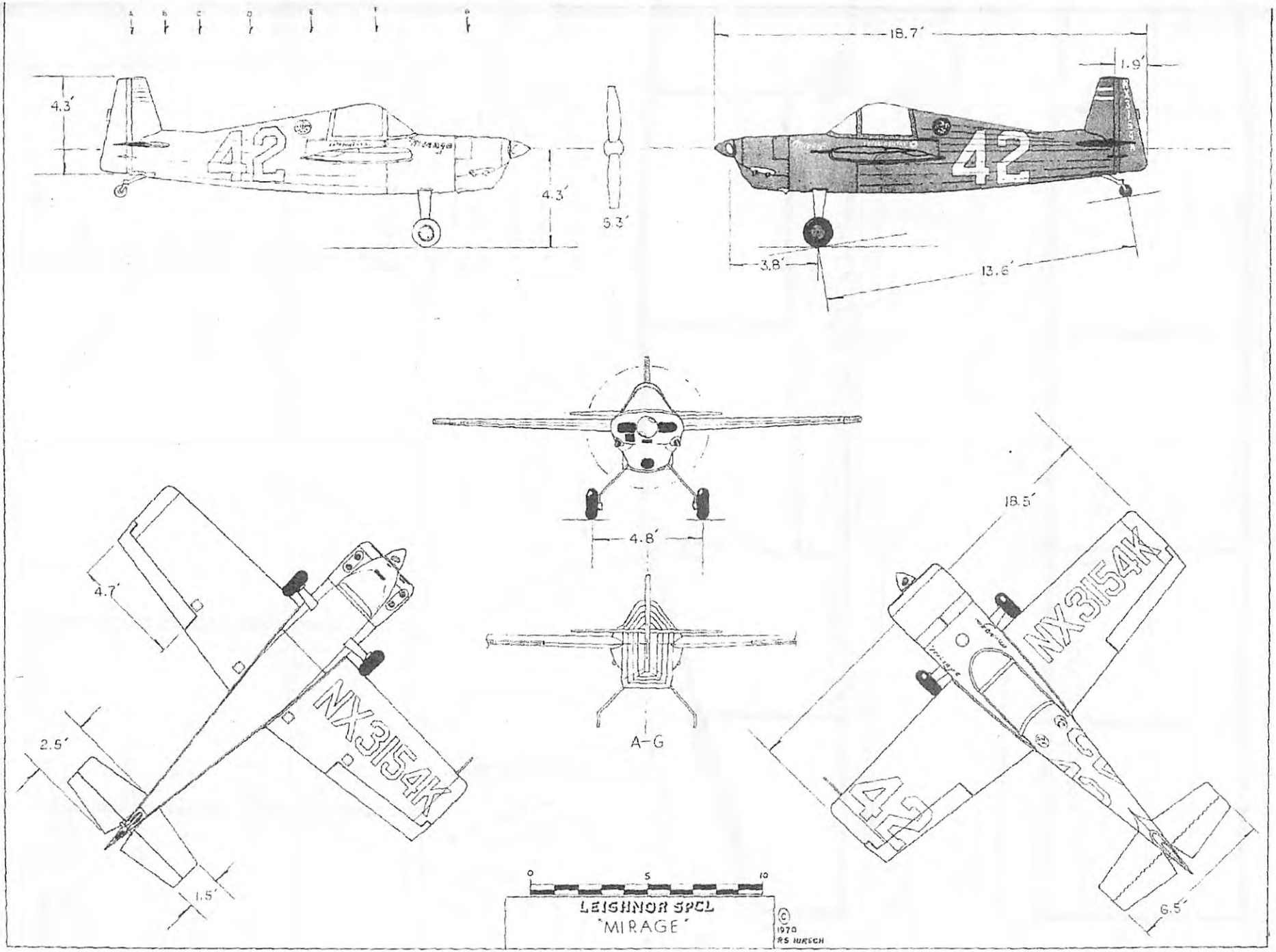


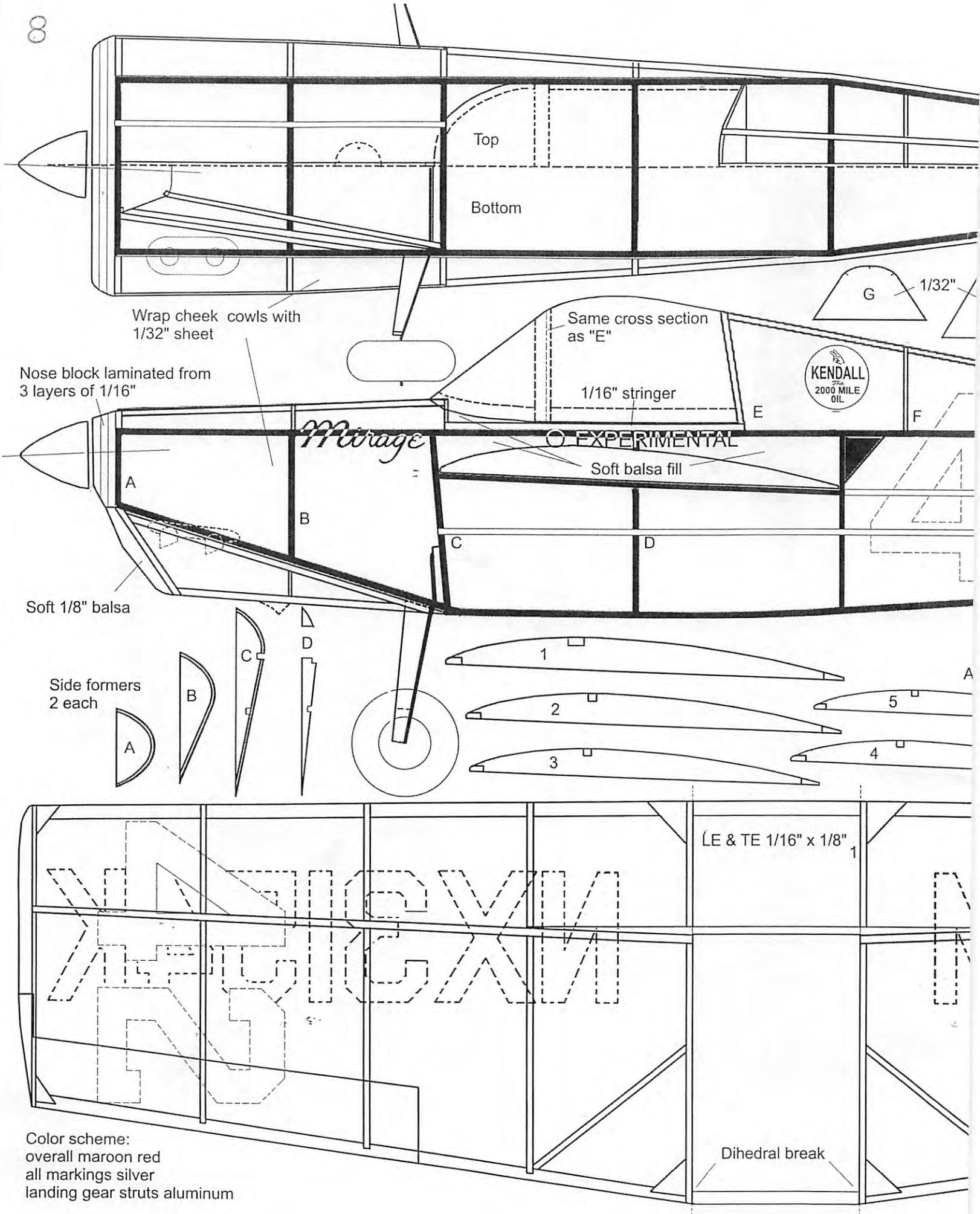


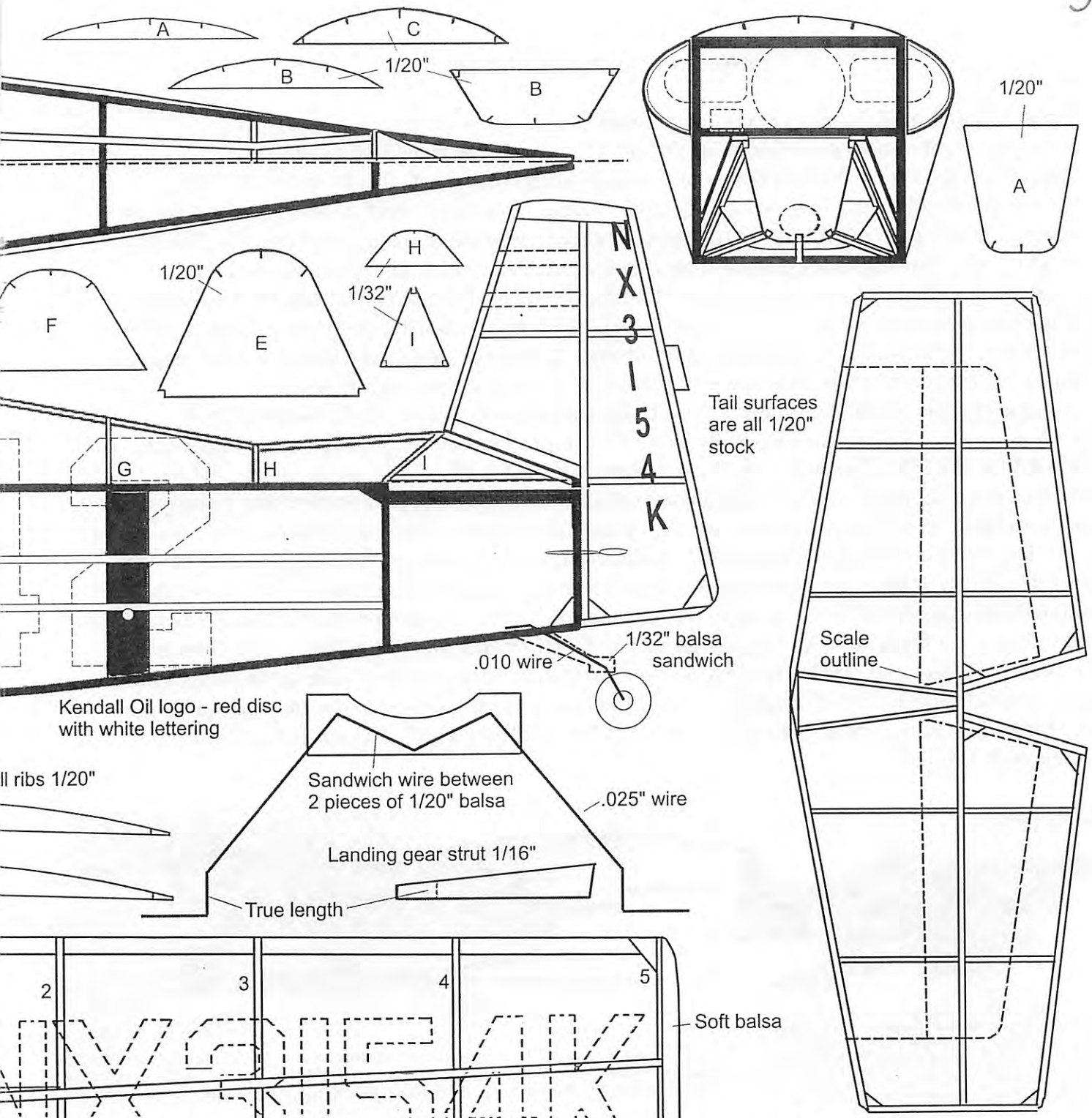




This plane, built in 1948 by William Leighnor of Hutchinson, KS as the W-4 "Mirage," after Cleveland in 1948 it did not race for many years. It qualified for the 1948 Goodyear race finals through heat races, piloted by Harold Bangerter. Engine problems forced it out of the Goodyear finals. It was modified in 1950.


4.3'
42
4.3'
5.3'
18.7'
1.9'
42
3.8'
13.6'
4.8'
A-G
4.7'
NX3154K
2.5'
1.5'
18.5'
NX3154K
42
6.5'
0
5
10
LEISHNOR SPCL
"MIRAGE"
©
1970
RS HIRSCH


Top
Bottom
Wrap cheek cowls with 1/32" sheet
Same cross section as "E"
G
1/32"
Nose block laminated from 3 layers of 1/16"
1/16" stringer
E
F
KENDALL
2000 MILE OIL
Mirage
EXPERIMENTAL
Soft balsa fill
A
B
C
D
Soft 1/8" balsa
Side formers 2 each
1
2
3
4
5
LE & TE 1/16" x 1/8"
Dihedral break
Color scheme:
overall maroon red
all markings silver
landing gear struts aluminum



FAC NAT'S WINNING

LEIGHNOR SPECIAL

Mirage

1948 Goodyear Racer

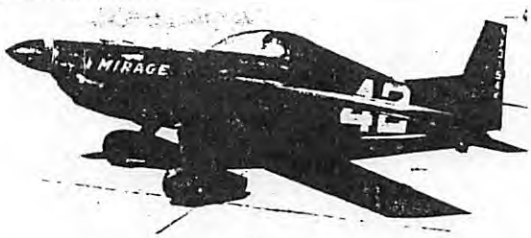
Peanut scale plan from Wingnut Aero Works

Rich Weber 2009

LEIGHNOR MIRAGE BUILDS

The post W.W. II brief boom in aviation included revival of air racing.
War surplus fighter sales provided ready-to-modify airplanes for high speed events.
A class of less expensive Midget Raceplanes was introduced by Art Chester to fly, all with Continental 190 cubic inch engines and formula design limit rules. As the Goodyear sponsored race was introduced for 1947 air racing, eager-to-race fliers rushed designs all over the U.S.A..
In Wichita, KS, Bill Leighnor built an attractive shoulder wing race plane with an unbraced, tapered wing and perhaps Navion-shaped like components. Design work from the University of Wichita was conservative, with a welded steel tube fuselage and wooden wing. Tail surfaces showed a change in being wood, instead of tubing. The highly polished cantilever wing and tail surfaces were covered with plywood and painted maroon with silver numbers.
H.E. Bangerter placed the Leighnor second in the first semi-final heat, and took third in the consolation race. "There was obviously a need for improvement, so the ship was extensively modified for the 1949 Goodyear" (by Pete Bowers, MIGHTY MITES). Luscomb nose shapes were sharpened and the roomy cockpit was reduced with a lower, narrowed bubble canopy and cut down back. Wheels remained open, with pants added later. The tapered wingspan was 18'-6"; length 18'-4". Empty weight was a hefty 648 lbs! (from Racing Aircraft parade, part 1, AIR PROGRESS 9/66). The photo shown was a later, wheel pants-on version without decals. High weight drag at 148 lbs. over the F-1 minimum of 500 lbs. overcomes the best laid plans at streamlining. Comparative Midget weights include Wittman's Buster (512 lbs.) ; Art Chester's Sky Baby (511 lbs.) and Pftttt- Deerfly (535 lbs.), and Shoestring (535lbs.). Mirage modifications at peanut scale size from Bob Hirsch drawing JJ-4 ease scratch bashing to the cleaned-up '49 and later form. Just don't bounce Wingnut with "My Mirage looks best". Beauty is last down in Goodyear F-1 finals!

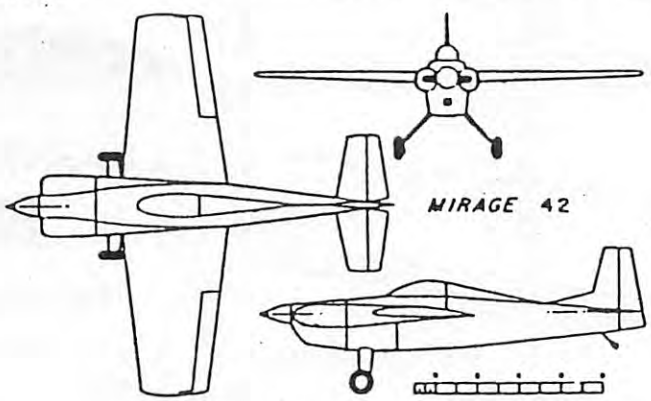
Russ Brown

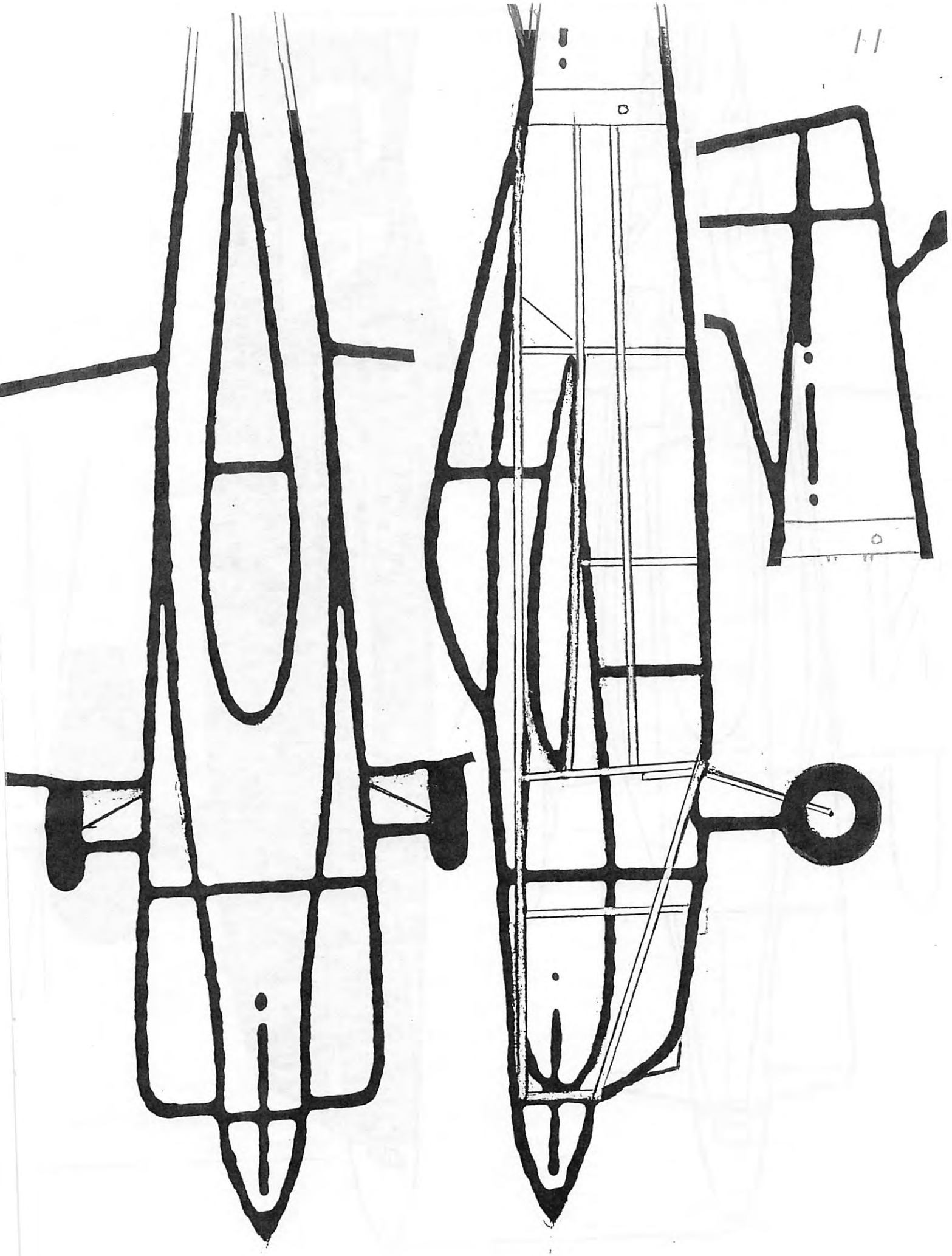


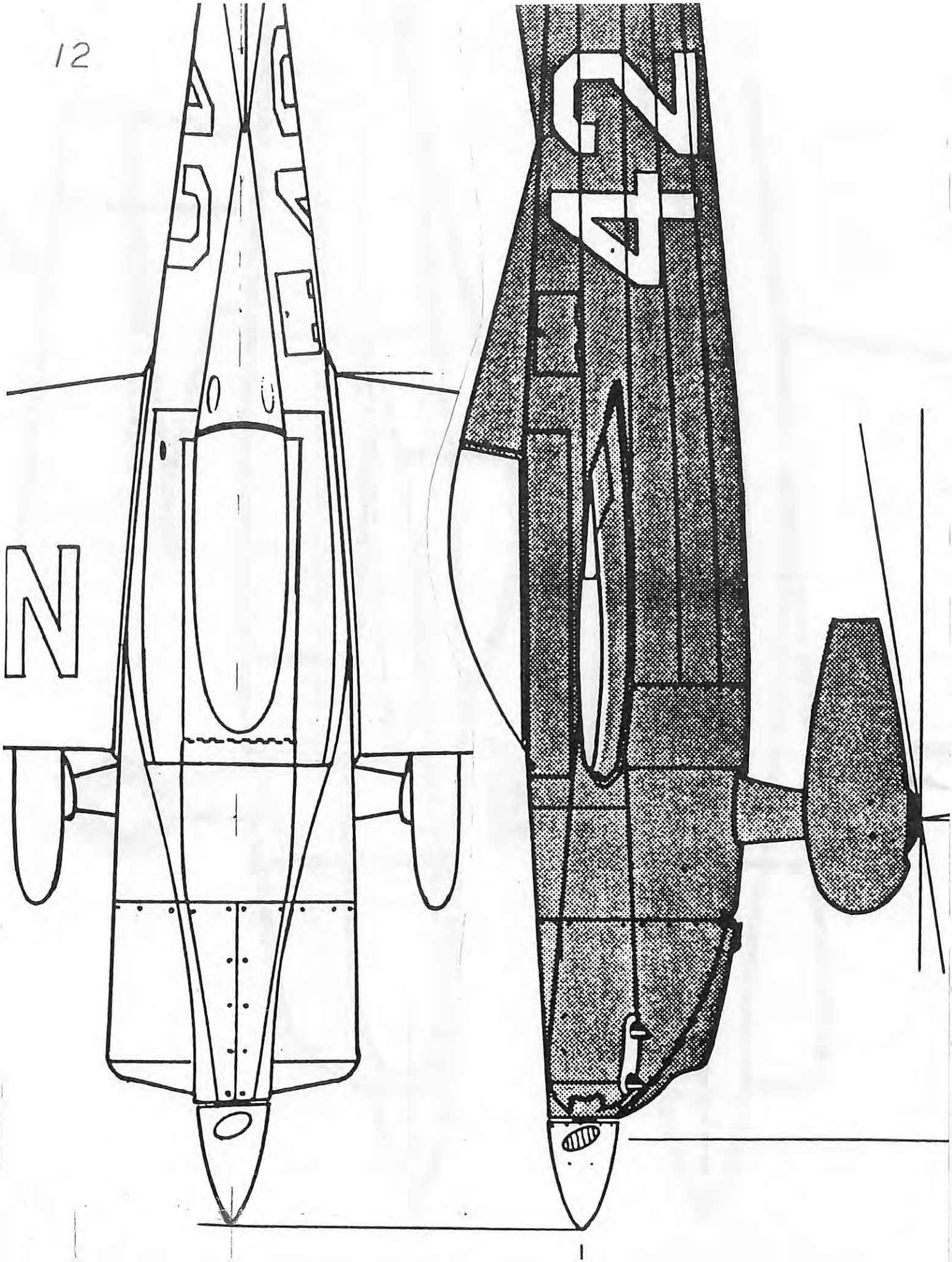
#42—Leighnor "Mirage"—N3154K; maroon with silver trim; built 1948 by William Leighnor; raced 1948-1960; fastest race 177.47 mph; length 18' 4", wingspan 18' 6", empty weight 648 lbs.; sold in 1958 to Denny Sherman, in 1960 to Howard Hutches, in 1962 to Gerald Benthin; pilots H. E. Bangerter, Harry Ragland, Leighnor, Jack Chastain, Randy Snoke, Hutches; inactive, Kalamazoo, Mich.



Dark red Mirage, No. 42, built by William Leighnor, was highly improved for 1949 Goodyear races. Sleek cowl completely enclosed engine and bubble canopy replaced awkward windshield. Harry Ragland took 2nd in consolation race at 149.6 mph. *Kinert*






N
G4

CLEVELAND FREE FLIGHT SOCIETY *Annual Indoor Contest* April 15, 2012

AMA EVENTS

Standard Class Catapult Glider Hand Launch Glider one entry

Jim Buxton	113.6
John Kagan	109.2
Herb Schubert	65.5
Bill Reuter	43,7

Unlimited Cat. Glider

Jim Buxton	107.0
Bill Reuter	49.2
Larry Mzik	40.7

EZB - two entries

F1L 1.2 gram

Leo Pilachowski	29.33
Yuan Kang Lee	29.14
Larry Loucka	26.06
Bill Gowan	11.18

Limited Penny Plane

Bill Gowan	11.23
Brett Sanborn	10.38
Tom Sova	9.37
Jim Buxton	8.26
Leo Pilachowski	8.18
Larry Mzik	7.00
Dan Briehl	2.55

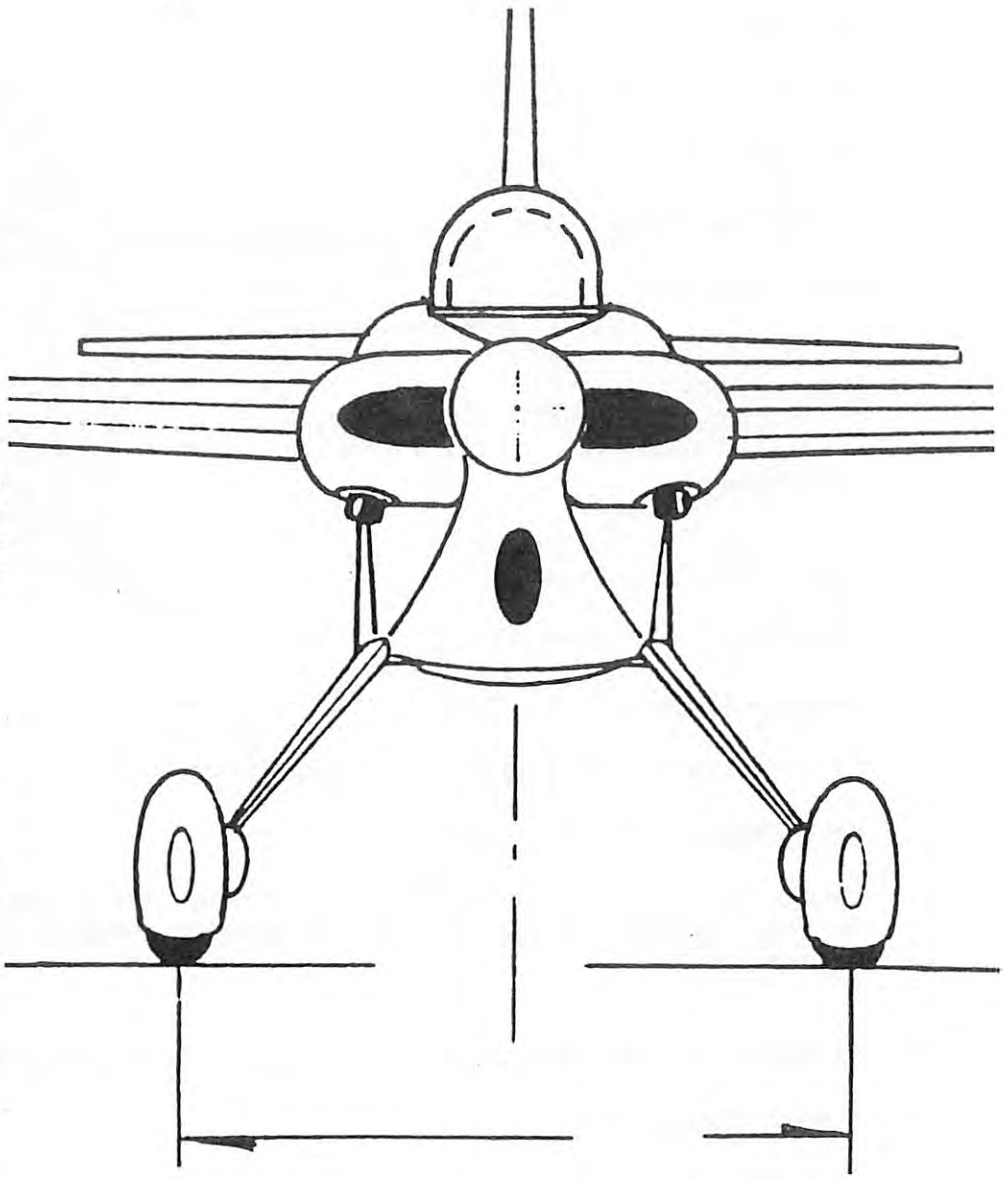
Mini Stick

Leo Pilachowski	8.27
Tom Sova	8.25
Larry Loucka	8.13
Mike Thompson	7.30
Jeff Dinis	6.14

A6"

Bill Gowan	7.01
Don Slusarczyk	6.01
Brett Sanborn	5.52

Tom Sova - 3.75



F1D

Dennis Tyson	45.13
Spencer Tyson	36.55
Parker Tyson	35.49
Ben Saks	32.36

FAC EVENTS

FAC Peanut - two entries

High Wing Peanut - no entries

Golden Age Scale - one entry

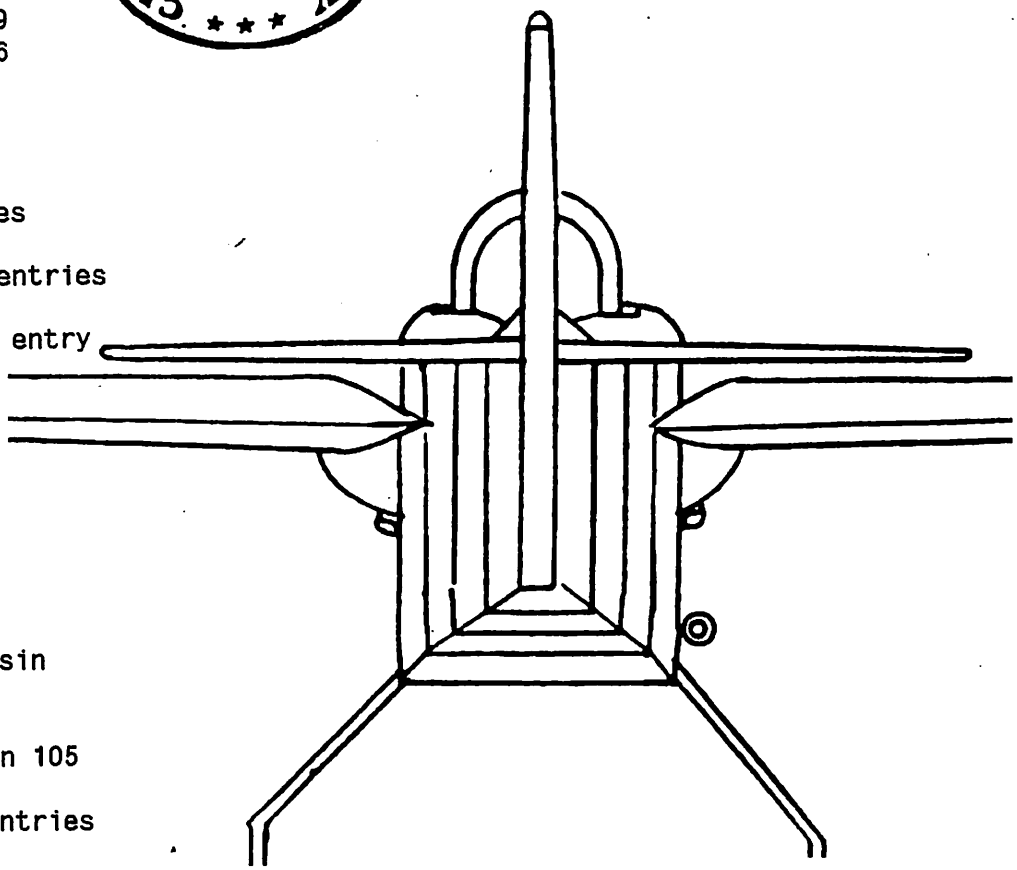
No Cal Profile Scale

Don Slusarczk	943
Chuck Slusarczyk	865
Jim Buxton	188

Dime Scale

Don Slusarczyk	Maubousin
Steve Griebling	DH 6
Roy Divis	D7
Jack Karn	Stinson 105

Phantom Flash - 8 entries



Flyoff between Don Slusarczyk & Mike Thompson

Mike Thompson won by 5 seconds.

Thanks for coming to our Contest. We hope to have the same time frame next year. We are looking over the FAC events to encourage more participation in these categories.

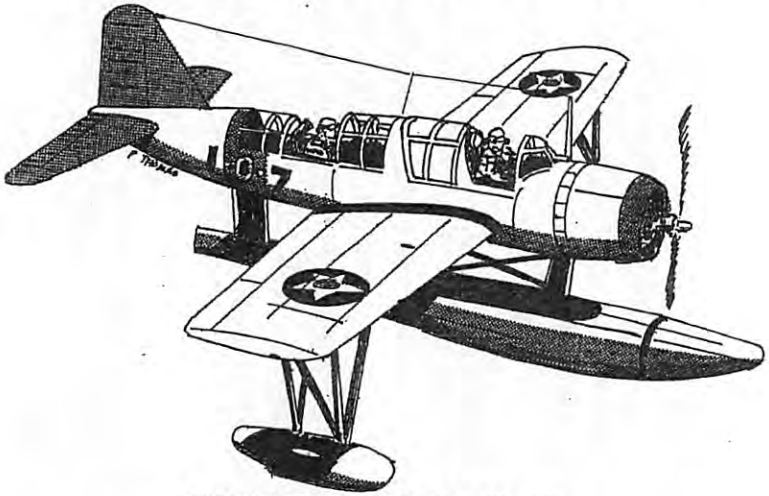
A number of AMA records were set. Congratulations to these flyers.

Brett Sanborn	F1D
Bill Gowan	A6"
Don Slusarczyk	AMA Cabin
Parker Tyson	senior F1D
Spencer Tyson	junior hand launch stick

Michael Zand CD

FLYING ACES WESTFAC MK IV

PERRIS, CALIFORNIA
APRIL 24TH THRU 27TH 2013



TIMED AND JUDGED EVENTS

FAC peanut scale, FAC rubber scale, FAC jumbo/giant scale, FAC power scale, High wing peanut scale, Golden age military/civil, Modern military scale, Dime scale, OT rubber stick

RISE OFF GROUND EVENTS

Jimmy allen, OT rubber fuselage, embryo, 2-bit+1

MASS LAUNCH EVENTS

WW I, WW II, Thompson trophy, Greve race, Flying horde, Low wing military trainer, Battle of Midway/Grumman aircraft, WW II Mediterranean Theater, Double Trouble

For more information see our website at WWW westernfac.com

MODEL AVIATION SINCE 1939
CLOUDBUSTERS
MODEL AIRPLANE CLUB OF MICHIGAN INC.

2012 FLYING ACES CLUB OUTDOOR CHAMPIONSHIPS



AMA FLYING SITE – MUNCIE, INDIANA
SEPT. 6TH AND 7TH 8:30 AM TO 4:30 PM
AMA Sanction # 12 - 0063

Thursday, September 6		Friday, September 7	
Event #		Event #	
2.	FAC Scale *	2.	FAC Scale *
3.	FAC Jumbo Scale *	3.	FAC Jumbo Scale *
5.	FAC Power Scale *	5.	FAC Power Scale *
1.	FAC Peanut Scale	29.	Half Size Wakefield (ROG)
7.	Golden Age Scale	10.	Old Time Rubber Stick
99.	Erie Daily Times (ROG) ****	6.	Low wing Trainer
19.	Embryo Endurance (ROG)	98.	A.M.A. P-30 ***
25.	World War-I Combat **	24.	Goodyear/Formula Race **
19.	Embryo Endurance (ROG)	14.	Old Time Gas Replica
11.	Old Time Rubber Fuselage (ROG)	25.	World War-II Combat **
23.	Greve Race **	16.	FAC Dime Scale

All planes for Scale Judging must be turned in by 12:00 noon Thursday, Sept. 6 for both day's events.
OT Rubber times must be turned in by 3:00 PM each day (for target time fly-offs).
*These FAC events may be flown either day. Judging is on Thursday Sept. 6 only.
**Mass Launch Events: 2012 Rule Book Pg 18 and comply with Pilot's Pre-Launch Check list (PPLC).
***Event flown to current AMA Rules. (Not Kanone worthy)
**** One-Design Event: Published EDT plan or kit. 2012 Rule Book, Pgs 11 -12, flown as Jimmie Allen model.

$25.00 Entry Fee includes all events
All entrants must hold a current AMA or MAAC License.
Trophies (Engraved Glass) will be awarded to third place.
Entry provides complimentary model plan of the 25" Comet Porterfield model plan (with parts).
Entry also provides complimentary Meet Theme "T" shirt.

Questions, comments, contact:
Contest Director; Ralph Kuenz (517) 240-0208 rdkuenz@yahoo.com
Contest Co-Director Dan Olah (248) 542-8144 danielolah@wowway.com

EVENT SPONSORS ARE WELCOME (sponsorship $40 /event)
Bring something from your excess model stuff for the raffle.

Registration:
Make Checks payable to : Cloudbuster MAC

Mail to: Dan Olah 25436 Wareham Dr. Huntington Woods, MI 48070

Name_____AMA#_____

Street_____City_____

State_____ZIP_____"T" Shirt Size S-M-L-XL-2X

16

2012 CFFS Contest Events at Lorain County Community College Field

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

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

10:00 am to 5:00 pm

A. May 20 July 29 Sept 16

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 Half Wakefiled
8. FAC Golden Age Combined
9. Earl Stahl Scale *
11. FAC Simplified Scale
12. AMA Hand Launched Glider
13. 6" Stick Catapult Glider
14. 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

B. June 3 August 12 October 7

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 Half Wakefiled
8. FAC Golden Age Combined
9. Earl Stahl Scale*
10. P-20 Endurance
11. FAC Simplified Scale
12. AMA Hand Launched Glider
13. 6" Stick Catapult Glider
14. FAC Jet Cat Glider
16. FAC Thompson 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

* Earl Stahl Scale - any Earl Stahl scale design, any size. Bring your plan. 3 flight total.

FAC rules apply, with inspection of O.T., Simplified Scale, Embryo, 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

Three 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 gets a $25 gift certificate for hobby supplies. 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. The more you enter, the better your chances. This year's events are: **Earl Stahl Scale, 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 #141 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