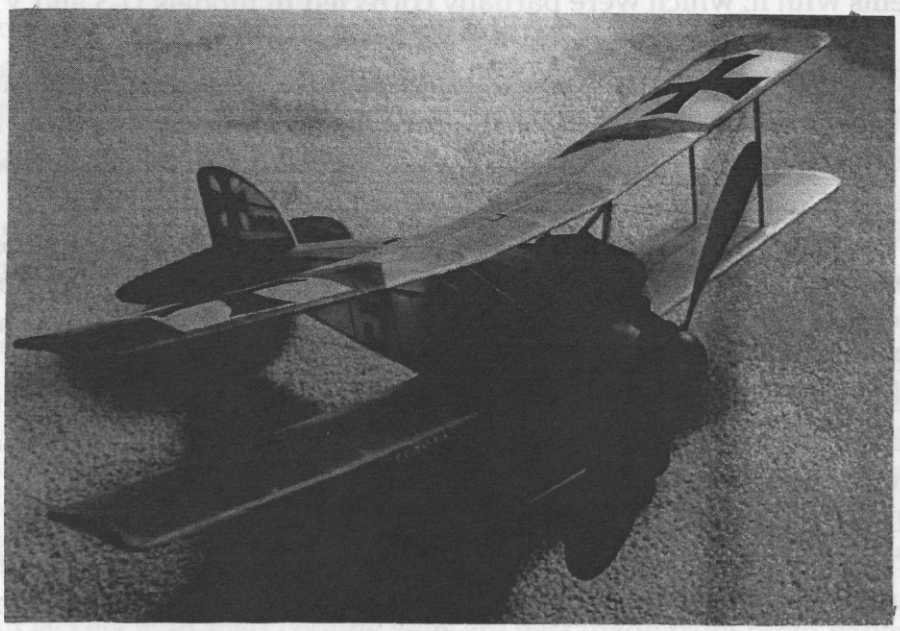
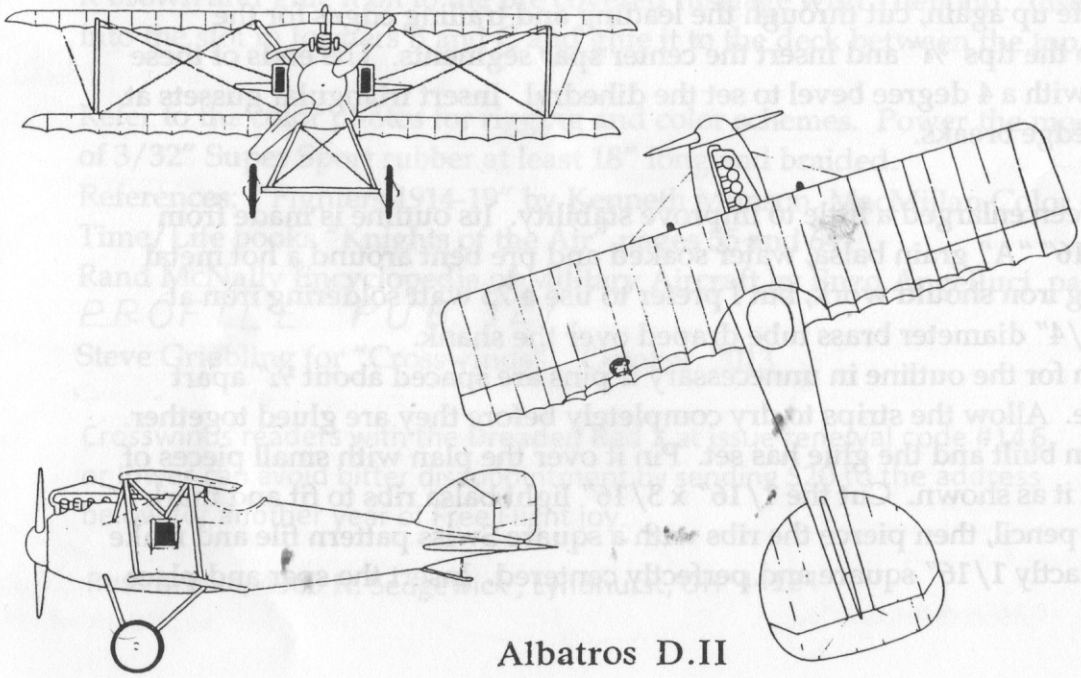
Crosswinds

146



CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124



Albatros D.II

ALBATROS D-2

The Albatros D-2 appealed to me as a model subject because of its low aspect ratio wings and simple color scheme. It was one of the best German fighters of 1916 although pilots had visibility problems with it, which were partially corrected in models D-3 and V.

One of the greatest problems of open cockpit biplanes is the weakness of the cabane strut attachments. I believe this problem has been solved in this model where these struts extend well into the fuselage and are supported by ½" wide balsa horizontal spacers between diagonals in the box structure fuselage frame to which the struts are glued.
The angles of these diagonals are critical and are identical to the strut angles. Since the upper longerons are pierced at a steep angle for insertion of the cabane struts, the upper longerons are reinforced with 1/16" X 3/16" balsa strips between stations C and D. Use a pointed Swiss pattern file to pierce the longerons where the struts pass thru. A shelf of 1/16" balsa with grain crosswise is also inserted between the upper longerons between A and C to support the dummy engine. Cut a slot in former B to clear the engine. The cabane struts are made of bass wood. I find that craft shops where bass wood sheets are marked 1/32" is actually about 1/20" thick which is perfect for our use as struts and rear motor anchors. Make sure the cabane struts are exactly 1-5/8" from center line at their top ends and that they are perfectly level with each other. They must be spaced so they will fit the wing strut sockets perfectly.
The pattern for the landing gear armature is shown on the wing drawing. Make it from .025" music wire and insert the pre-bent wire thru the space between stations B and C, then trap the wire with strips of 1/16" X 1/8" balsa and glue them in place to the lower longerons.

Make the wing outlines without spars initially, then when the cement has dried, invert the wings and insert the spars as segments between each pair of ribs. Leaving out the spar segments between the center most ribs till later. The spars should be level with the top of the ribs. These spar segments should be made of light 1/16" X ¼" balsa and fitted perfectly. Now, turn wing right side up again, cut through the leading and trailing edges for the dihedral breaks, prop up the tips ¾" and insert the center spar segments. The ends of these segments should be cut with a 4 degree bevel to set the dihedral. Insert triangular gussets at the leading and trailing edge breaks.

The stabilizer span has been enlarged a little to improve stability. Its outline is made from two strips of 1/32" X 1/16" "A" grain balsa, water soaked and pre bent around a hot metal rod. A ladies hair curling iron should work, but I prefer to use a 75 watt soldering iron at about 80 volts with a 1-1/4" diameter brass tube draped over the shank.
I find that making a form for the outline in unnecessary if pins are spaced about ½" apart around the inside outline. Allow the strips to dry completely before they are glued together. After the outline has been built and the glue has set. Pin it over the plan with small pieces of 1/16" balsa shims under it as shown. Cut the 1/16" x 3/16" light balsa ribs to fit and mark the spar locations with a pencil, then pierce the ribs with a square Swiss pattern file and make the holes for the spars exactly 1/16" square and perfectly centered. Insert the spar and place

this pre-assembly inside the stabilizer outline and glue it all together. You will be surprised how rigid this structure will be.

Make the fin outline the same way.

I recommend you make the right hand fuselage side frame about 1/32" shorter at its front end to build in a little right thrust. Down thrust is designed in to the plan but you may need to add a bit more depending upon you flight trimming procedure.
Strut sockets in the wing ribs are made by cutting 16" deep 3/32" long notches in the ribs where needed. Reinforce these with 1/16" X 1/8" X ½" balsa plates each side of the notches. To make these look better round their ends with an emery board or fingernail file. Keep cement out of the notches!

The landing gear struts may be made of balsa since they are reinforced with wire. I like to groove them with a pointed file to hide the wire. The axle should be made of .025 wire, 4" long and soldered to the "VEE" in the armature with its ends projecting equally each side. Groove the balsa spreader for the wire and cement it in place. Make the wheels from two layers of 1/8" balsa. Turn them on a lathe or Dreml tool if you have one.
Make the two side radiators from foam .75" X .70" X .30" tapered as shown. Paint them silver.
The machine gun jackets with their cooling slots are best made from bond paper (I tried several other materials). Punch the 1/16" dia. holes with a paper punch, available from craft shops, then slit from hole to hole with your # 11 Xacto knife. Save some work by taping two layers of paper together so you can make two at once. Wrap the cut out papers around a ¼" dia. rod and join the resulting tube seams with Glue Stick. Paint them black. Make the gun barrels from 3/32" aluminum tubing about 2.5" long, flare the front ends a bit, insert the rear ends into foam blocks ¼" X .2" X 1-3/8" painted black. After the fuselage is covered, drop these guns into the slots in formers B and C and butt the rear ends against former D.
Make the cockpit edging from foam carefully shaped and sanded to a rounded section. Paint it brown and glue it on to the pre covered fuselage with Titebond. Insert the dummy engine into the slot in formers B and C and glue it to the deck between the top longerons.

Refer to the color photos for rigging and color schemes. Power the model with four strands of 3/32" Super Sport rubber at least 18" long and braided.
References: "Fighters 1914-19" by Kenneth Munson, MacMillan Color series page 38.
Time/Life books "Knights of the Air" pages 55 and 64 .
Rand McNally Encyclopedia of Military Aircraft by Enzo Angelluci page 54.
PROFILE PUB. 127.
Steve Griebling for "Crosswinds" October, 2013

Crosswinds readers with the **Dreaded Red X** at issue renewal code #146 or lower can avoid bitter disappointment by sending $20 to the address below for another year of Free Flight joy.

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

ALBATROS D-2

S.T. GRIEBLING 2013

LIGHT 1/16" SHT. FILL TO SUPPORT ENGINE BETWEEN TOP LONGERONS

SIDE STRINGERS

AL TUBE

1/16" X 3/16 TOP ONLY

LMG GUNS

RED

BALSA SPINNER

FOAM ENGINE

FILE DIAGONAL NOTCHES IN LONGERONS FOR STRUTS

USE 8" PECK PROD, WITH 3/64" DIA. SHAFT AND 1/4" PINE KEY

TWO LMG MACHINE GUNS

FOAM

ALUM COLOR

TO HERE

TAN

BROWN

1/32" SHT

1/16" FRAME

RADIATOR

.75"

1/16" SHT

1/20" STRINGERS

1/32" FILL

BLACK

TAN

BLACK

WH

1/32" PLY

.30"

.70"

A

B

C

D

E

F

BROWN

1/16" ALUM TUBE FOR ENDS OF L.G. WIRE

3/16" X 1/16" BALSA

1 1/2" ϕ WHEELS

RED

BL

.025" AXLE

CUT AWAY FOR GUNS

CUT OUT FOR ENGINE

CUTAWAY FOR GUNS

1/16" FORMERS

FT

GT G

HT H

IT I

ET E

CT C

DT D

BT B

REF. FIGHTERS 1914-19 MacMILLAN

by KENNETH MUNSON PAGE 38

2 X 1/32 X 1/16"

BLACK WHITE

BROWN

TAN

1/16" SQ.

1/32" FILL

1/32" SHT. TAN

3/16 X 1/16"

BROWN

2 LAMINATES OF 1/16" X 1/32" WATER SOAKED AND HOT BENT

1/16" SCRAP SHIMS

BROWN TOP

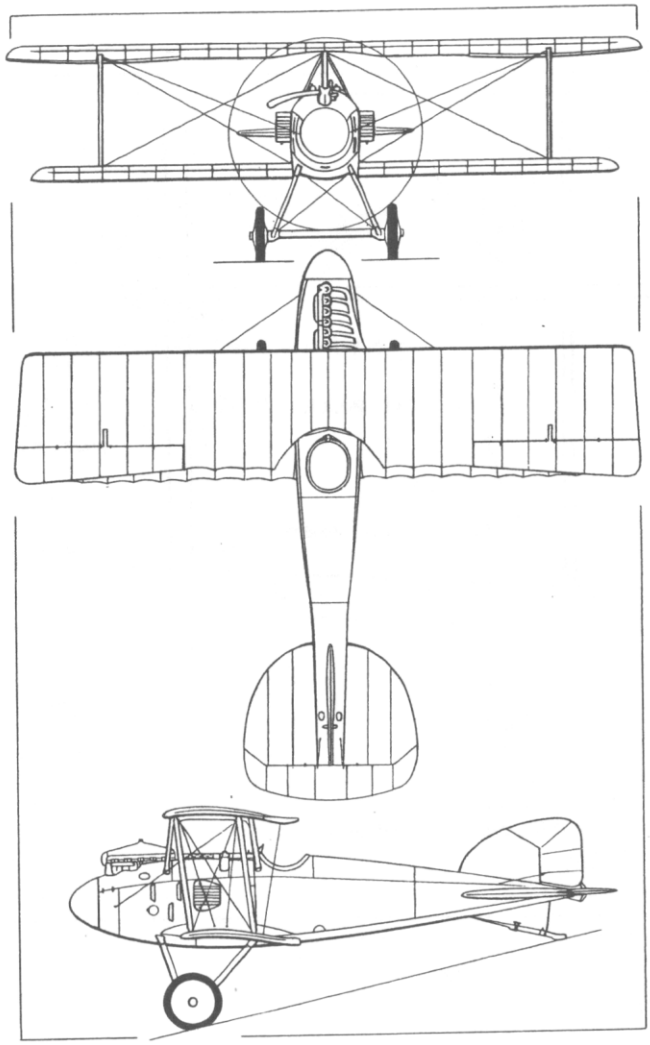
1/16 X 3/16" LIGHT

1/16" SQ. MED

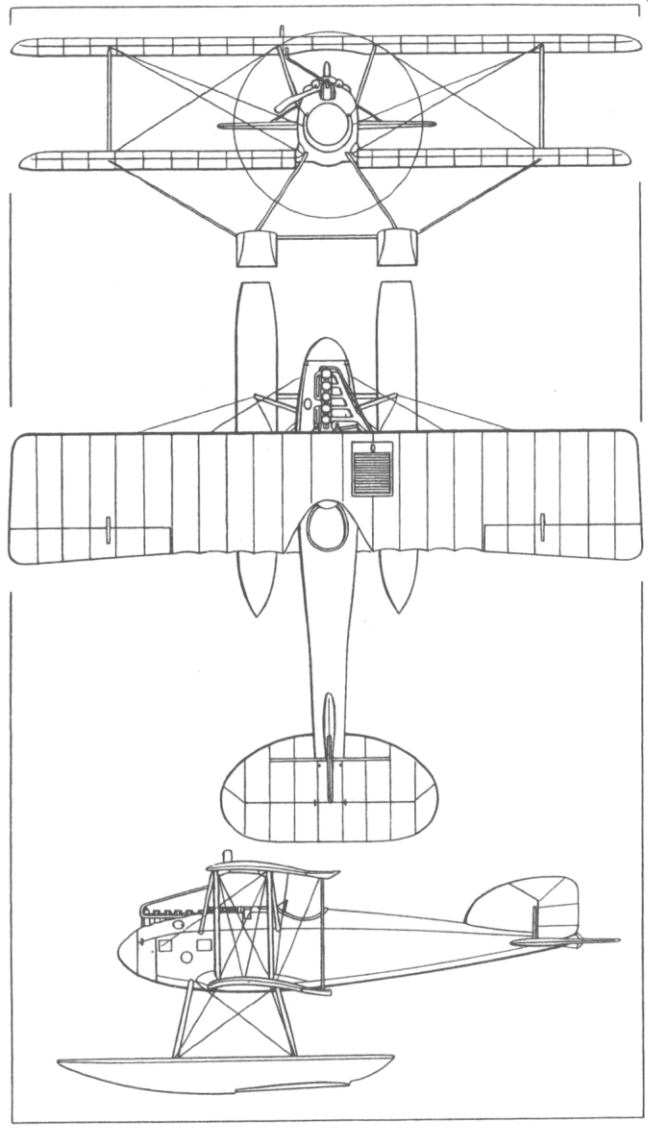
1/16" X 1/8" LIGHT

3/16"

TYPICAL STAB. SECTION



(Above) A three-view drawing of the Albatros D.I



A three-view drawing of the Albatros W 4

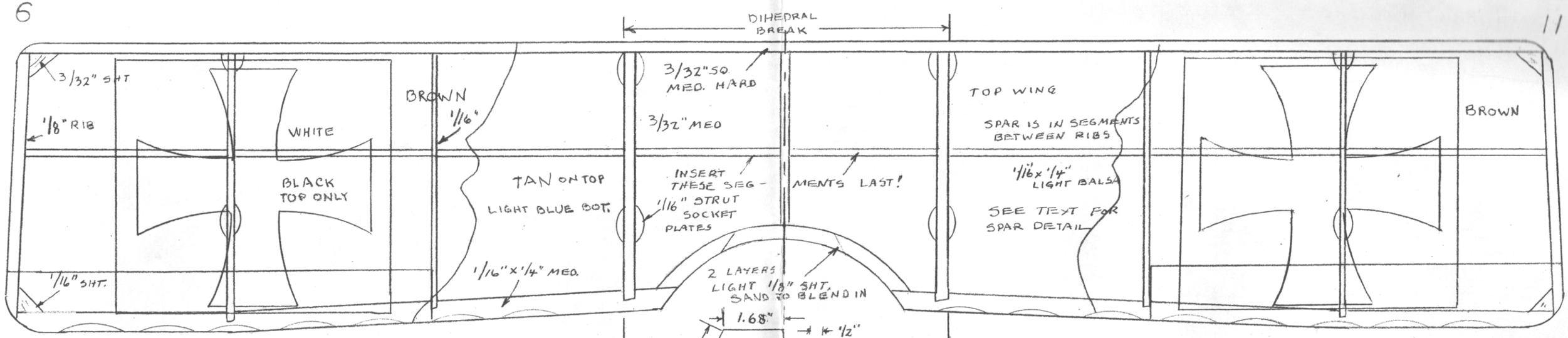
A seaplane version

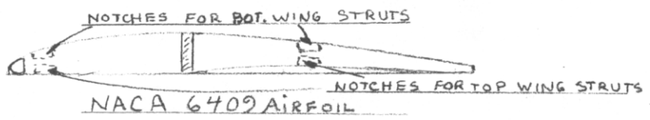
The Albatros W 4 naval fighter, a D.I/D.II derivative, is rarely mentioned in the Albatros historical studies, although it saw combat in large numbers in the North Sea and Baltic Sea areas. Naval pilots regarded it with affection, which accounts for its long service career. The prototype, Navy number 747, was ordered in June 1916 from the Albatros Johannisthal works and delivered to the Warnemünde aeronautical test centre in September 1916. Subsequent production was shifted to the seaplane works at Friedrichshagen, located on the Shores of Berlin's largest lake, the Müggelsee. A total of eight batches of Albatros W 4 fighters was built, numbering 118 airframes and assigned Navy numbers: 747, 785-786, 902-911, 948-967, 1107-1116, 1302-1326, 1484-1503, and 1719-1738. The last batch was ordered in August 1917 and delivery was completed in December.

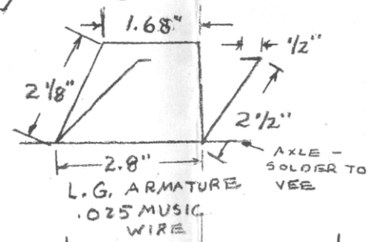
Problems were encountered while making the W 4 a seaworthy seaplane, some of them peculiar to naval requirements: the floats had to be redesigned and reinforced, and some difficulties were experienced with spar failures because of faulty cable adjustment between spar and floats. Of more serious concern was the accumulation of moisture inside the wings that caused delamination of the spars. The cure was to cover the lower spars with fabric and protective paint. Even the radiator overflow pipe had to be realigned so as not to allow water to drip onto the top wing. Early production models had a transparent *Cellon* centre-section window that often tore in flight as it became brittle from sunlight or useage and had to be replaced by fabric. The side radiators tended to boil over in hot weather and were replaced in June 1917.

The W 4 was flown as a sea-fighter both in the North Sea area and from Baltic stations. As late as June 1918, 65 W 4 seaplanes were still listed as being on active duty under *Klasse I* category; that is, cleared for unrestricted front-line use. Another 24 were assigned to various seaplane stations as single-seat fighter practice machines. The Austro-Hungarian Naval Air Service received eight W 4 fighters in July 1918, after they had served in the German naval establishment. The Austro-Hungarian designations were E 5 to E 12.

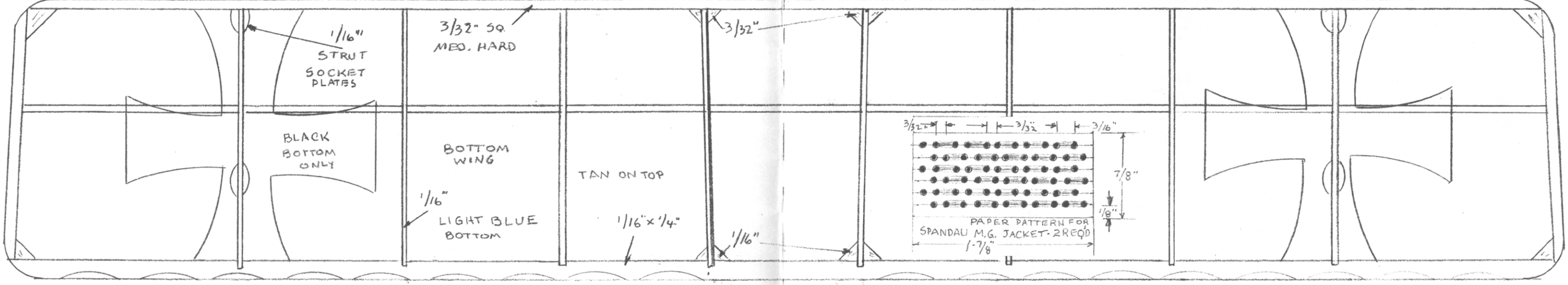
The sea-keeping quality of the W 4 was demonstrated during an emergency landing when *Flugobermaat* Pönig suffered engine failure over the North Sea in aircraft 960. He reported that a heavy sea was running and the surface was very choppy. He managed to avoid turning over while landing by quickly scampering onto the rear fuselage to prevent the nose and floats from going under in the swell. From this position, he balanced the seaplane and launched the sea anchor. Six hours later the wind had shifted and, to maintain equilibrium in the crosswind, Pönig climbed out on the wing tip. Finally, towards dusk, he was rescued by a German torpedo boat which, not being equipped for seaplane handling, experienced great difficulty in retrieving the aircraft. The W 4 was still in service at the end of the war and 67 were extant when the Allied Naval Armistice Commission made their inspection tour in December 1918.

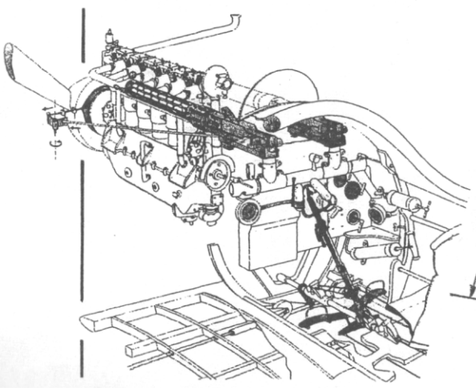


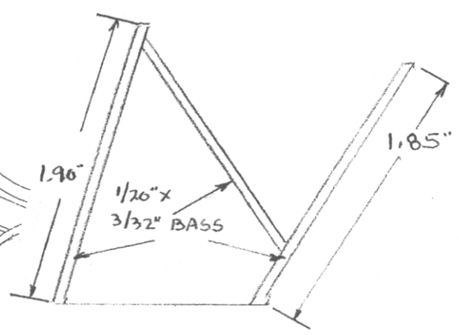


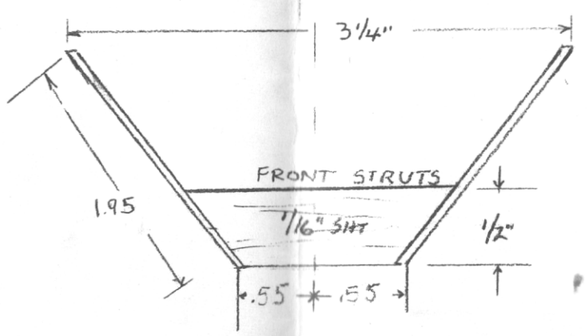


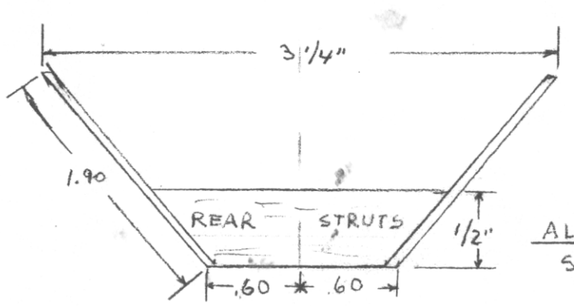












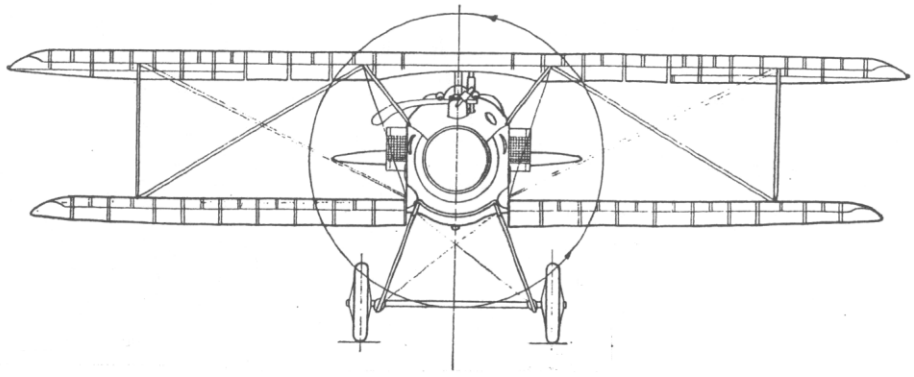
RAISE TIPS 3/4" FOR DIHEDRAL

16 1/4" W.S.

ALBATROS D-2

S.T. GRIEBLING 2013

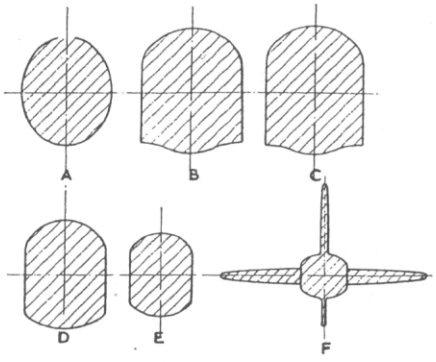


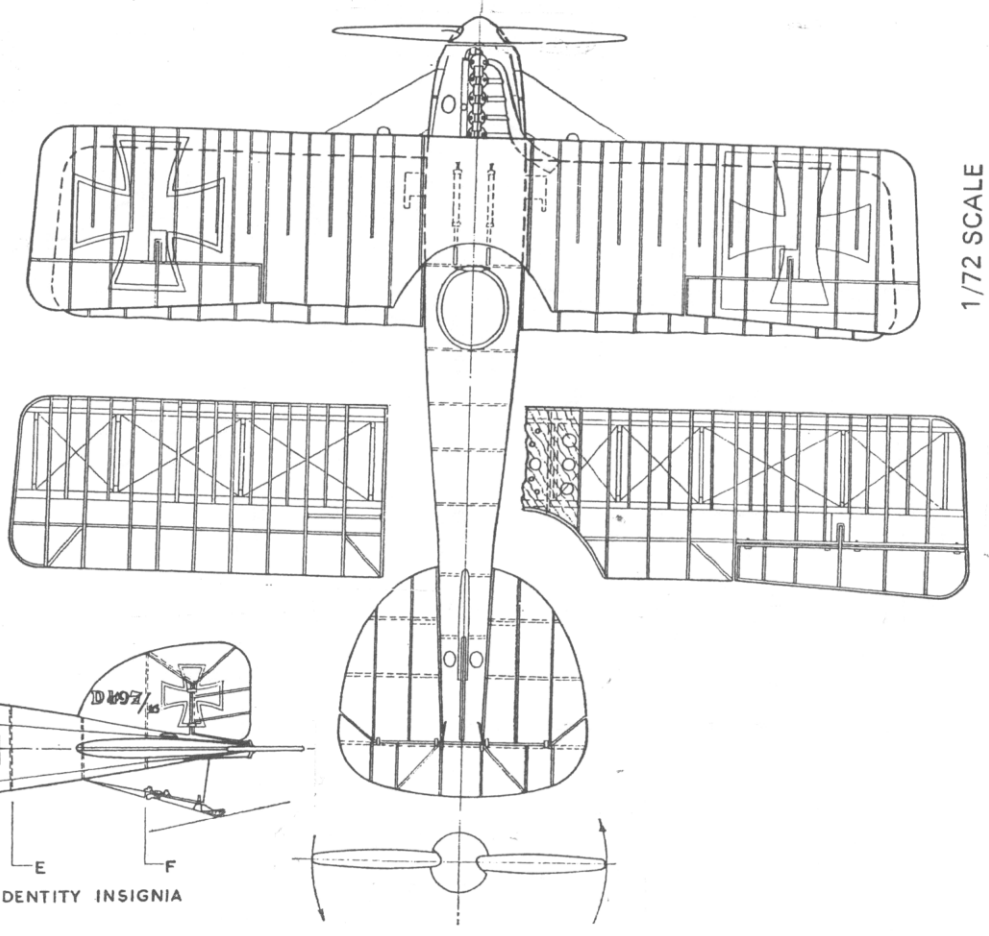


259

ALBATROS D-II

drawn by PETER L. GRAY



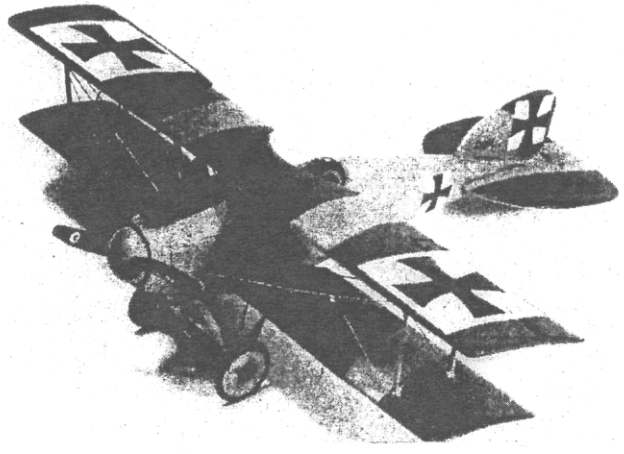


1/72 SCALE

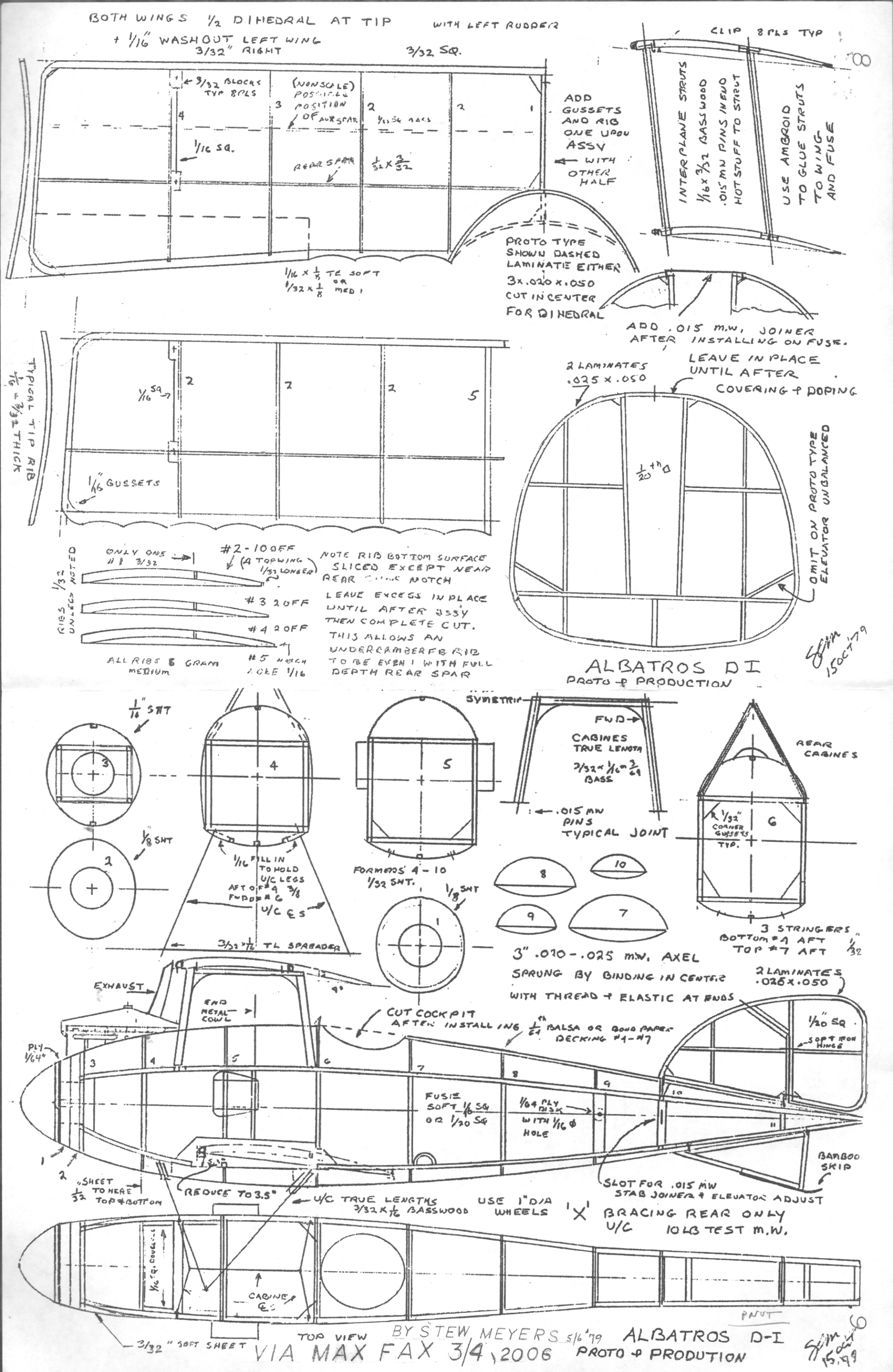
REPRESENTATIVE IDENTITY INSIGNIA

The D-II evolved from the DI Albatros model, from which it differed by having the trestle cabane of the earlier type replaced by the 'N' strut, so typical of subsequent models. This resulted in a reduced wing gap and a better all round view.

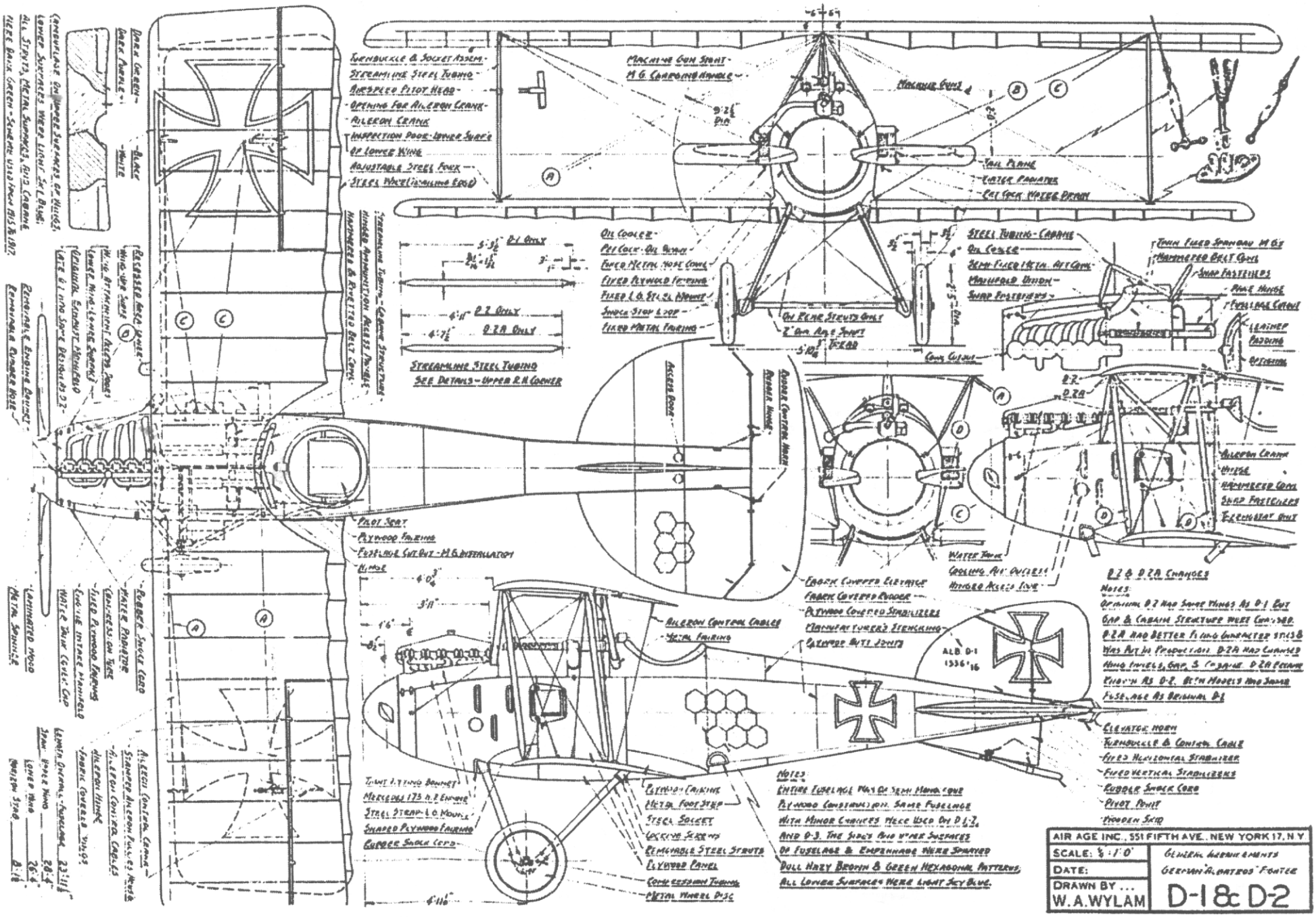
The D-II was successfully introduced into the newly formed Jagdstaffeln and together with the Halberstadt scouts found British aircraft fair meat during the period called 'Bloody April' of 1917. The D-II was powered by a 160 hp motor and twin LMG 05/15 machine guns giving it twice the power and twice the firepower of its contemporary, the beloved Sopwith 'Pup'. (Though it is known that the 'Pup' usually gave as good as it got!).



The Albatros D.II D491/16. Camouflage pattern on wings has been copied from original pictures, but the pattern had variations in application.

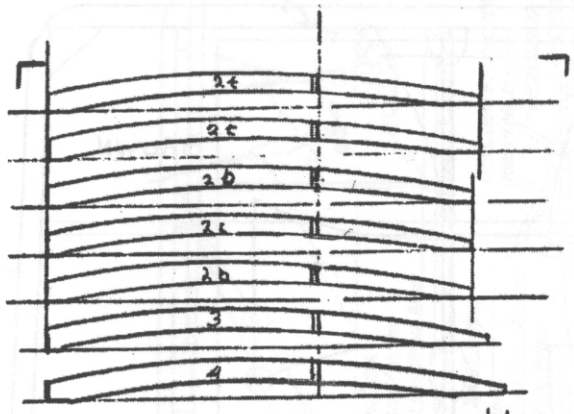

BOTH WINGS 1/2 DIHEDRAL AT TIP
+ 1/16" WASHOUT LEFT WING
3/32" RIGHT
WITH LEFT RUDDER
3/32 SQ.
3/32 BLOCKS TYP 8PLS
(NONSCALE) POSSIBLE POSITION OF AUX SPAR
1/16 SQ.
REAR SPAR
1/32 x 3/32
1/16 x 1/8 TE SOFT
1/32 x 1/8 OR MED
ADD GUSSETS AND RIG ONE UPON ASSY
WITH OTHER HALF
PROTO TYPE SHOWN DASHED
LAMINATE EITHER
3x.020x.050
CUT IN CENTER
FOR DIHEDRAL
CLIP 8 PLS TYP
INTERPLANE STRUTS
1/16 x 3/32 BASSWOOD
.015" MN PINS IN W/O
HOT STUFF TO STRUT
USE AMBROID TO GLUE STRUTS TO WING AND FUSE
ADD .015 M.W. JOINER
AFTER INSTALLING ON FUSE.
TYPICAL TIP RIB
1/16 SQ
1/16" GUSSETS
ONLY ONE #1 3/32
#2 - 10 OFF (4 TOP WING 1/32 LONGER)
#3 2 OFF
#4 2 OFF
#5 NOTCH 1 OLE 1/16
RIBS 1/32 UNLESS NOTED
ALL RIBS 6 GRAM MEDIUM
NOTE RIB BOTTOM SURFACE SLICED EXCEPT NEAR REAR SPAR NOTCH
LEAVE EXCESS IN PLACE UNTIL AFTER ASSY THEN COMPLETE CUT.
THIS ALLOWS AN UNDERCAMBERED RIB TO BE EVEN WITH FULL DEPTH REAR SPAR
2 LAMINATES .025 x .050
LEAVE IN PLACE UNTIL AFTER COVERING + DOPING
1/20 th ply
OMIT ON PROTO TYPE ELEVATOR UNBALANCED
ALBATROS D I
PROTO + PRODUCTION
15 OCT '79
1/16" SHT
1/8" SHT
1/16 FILL IN TO HOLD U/C LEGS AFT OF #4 3/8 FWD OF #6
U/C LEGS
3/32 x 1/16 TL SPREADER
FORMERS 4 - 10 1/32 SHT.
1/8" SHT
SYMETRIC
FWD
CABINES TRUE LENGTH 3/32 x 1/16 BASS
.015 MN PINS TYPICAL JOINT
REAR CABINES
1/32" CORNER GUSSETS TYP.
3 STRINGERS BOTTOM #1 AFT TOP #7 AFT 1/32
3" .010 - .025 M.W. AXEL
SPRUNG BY BINDING IN CENTER
WITH THREAD + ELASTIC AT ENDS
2 LAMINATES .025 x .050
EXHAUST
END METAL COWL
CUT COCKPIT AFTER INSTALLING 1/64 BALSA OR BOND PAPER DECKING #4-#7
1/20 SQ SOFT IRON HINGE
PLY 1/64
FUSIE SOFT 1/16 SQ OR 1/20 SQ
1/64 PLY W/ 1/16 HOLE
BAMBOO SKID
1/32 SHEET TO HERE TOP + BOTTOM
REDUCE TO 3.5°
U/C TRUE LENGTHS 3/32 x 1/16 BASSWOOD
USE 1" DIA WHEELS
'X' BRACING REAR ONLY U/C 10 LB TEST M.W.
SLOT FOR .015 MW STAB JOINER + ELEVATOR ADJUST
CABINE
1/16 SQ. COVERING
3/32" SOFT SHEET
TOP VIEW
BY STEW MEYERS 5/16/79
ALBATROS D-I
PROTO + PRODUCTION
VIA MAX FAX 3/4, 2006
15 OCT 79

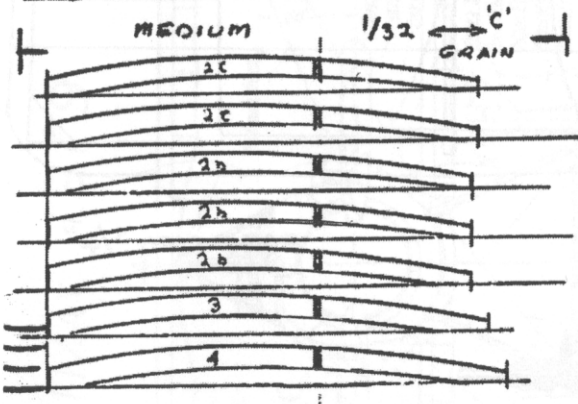
ALB DI, 13"W.S. REF. MAX FAX APRIMAY 1979

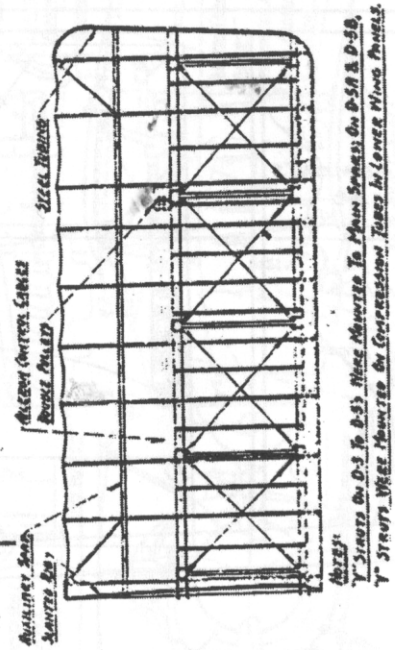


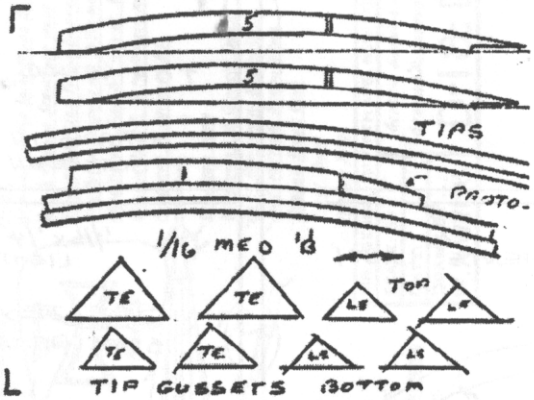
Model Airplane News—THE BEST OF WYLAM

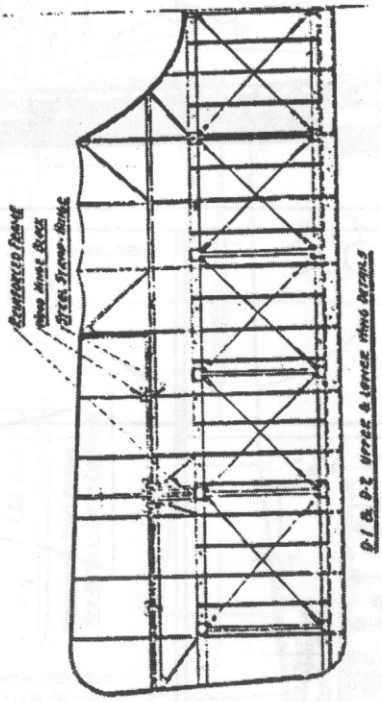
12 D-1 PRINT WOOD SHEET RUBBER CEMENT TO BALSA

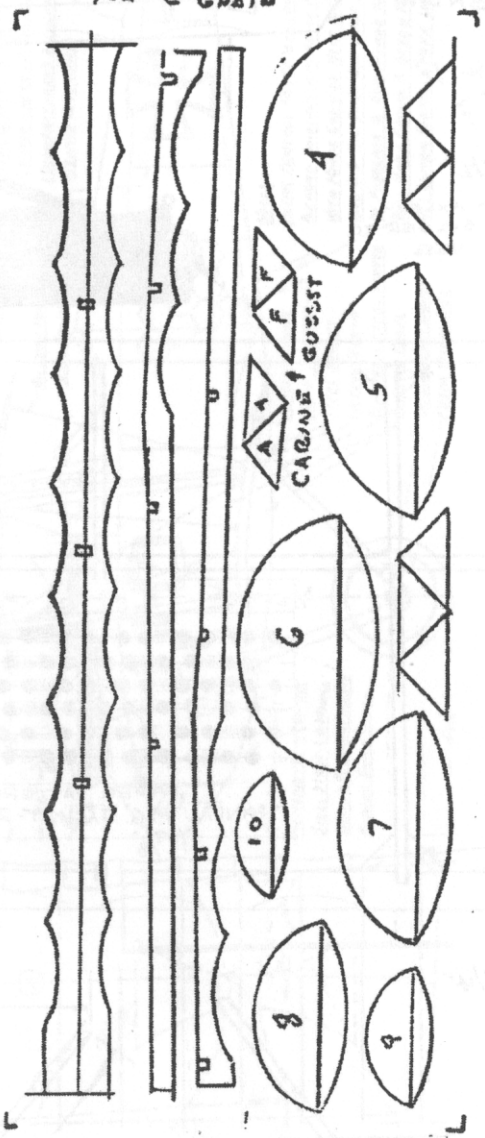


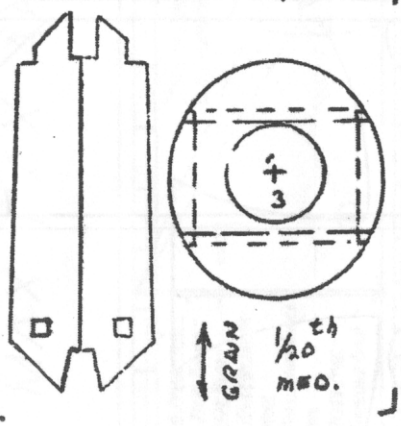


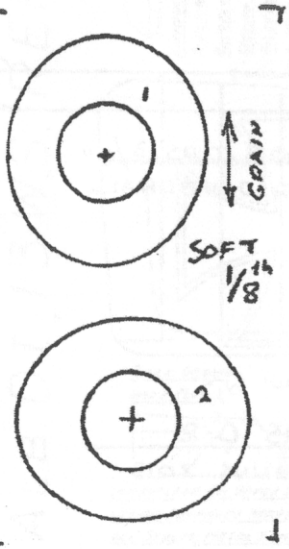


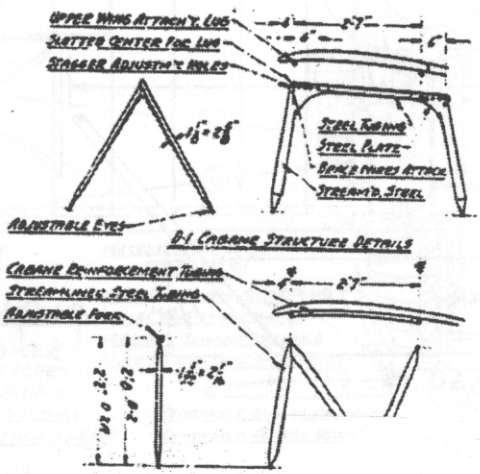


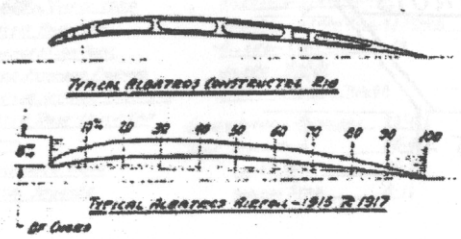


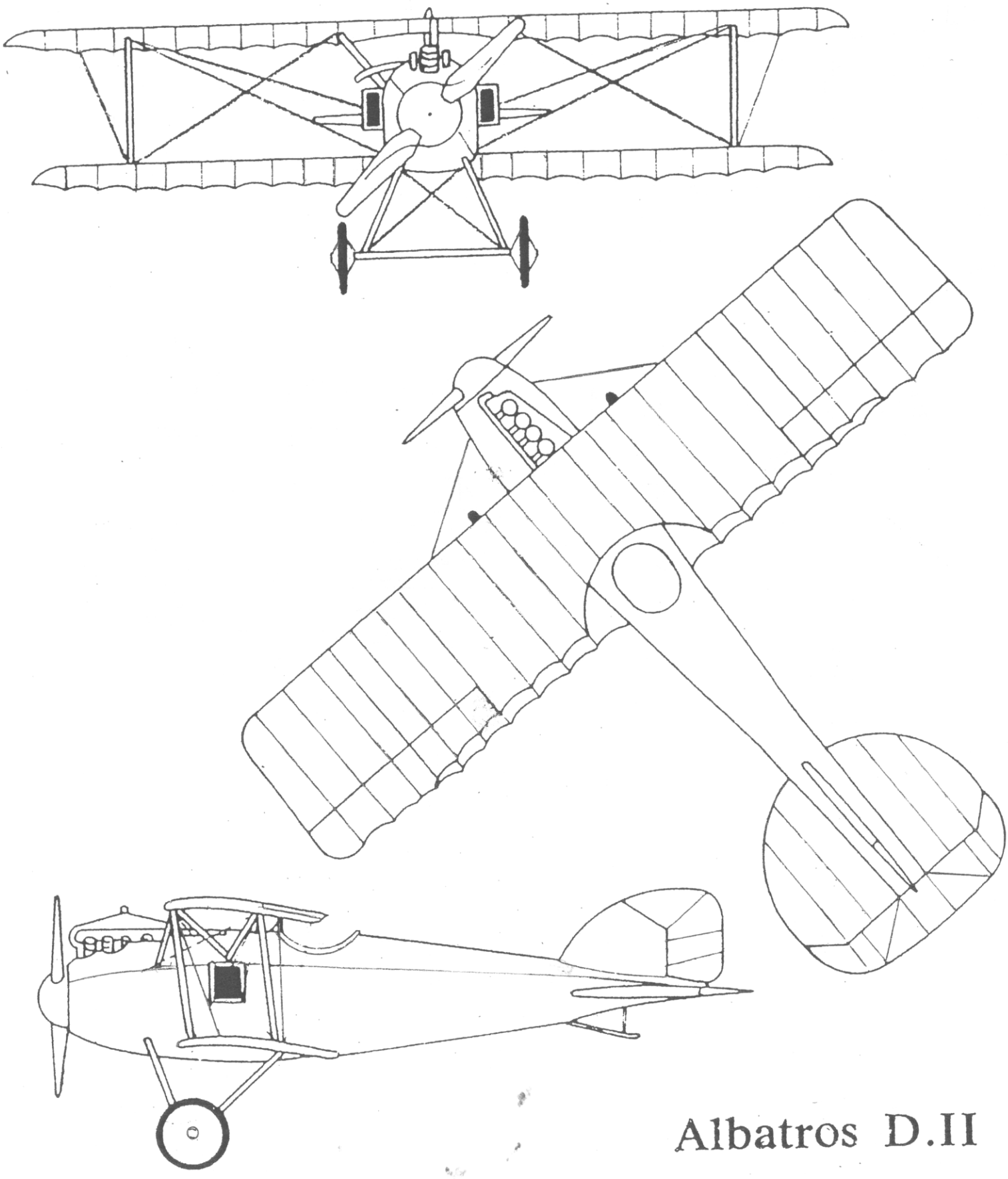




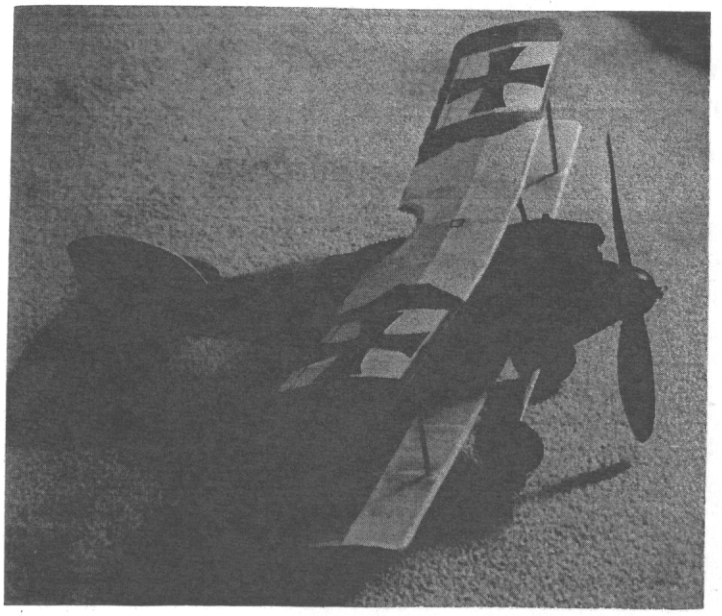




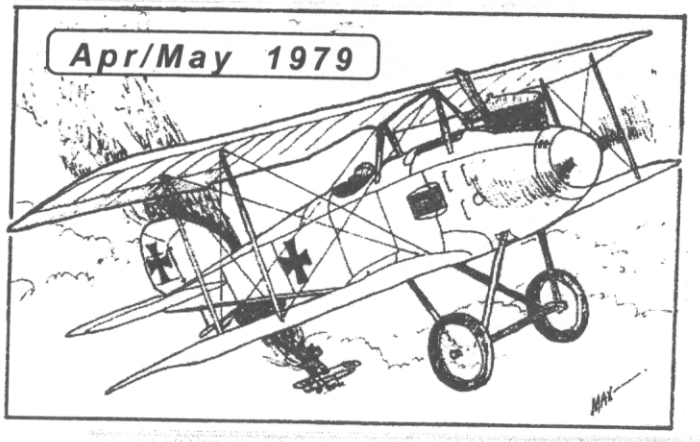


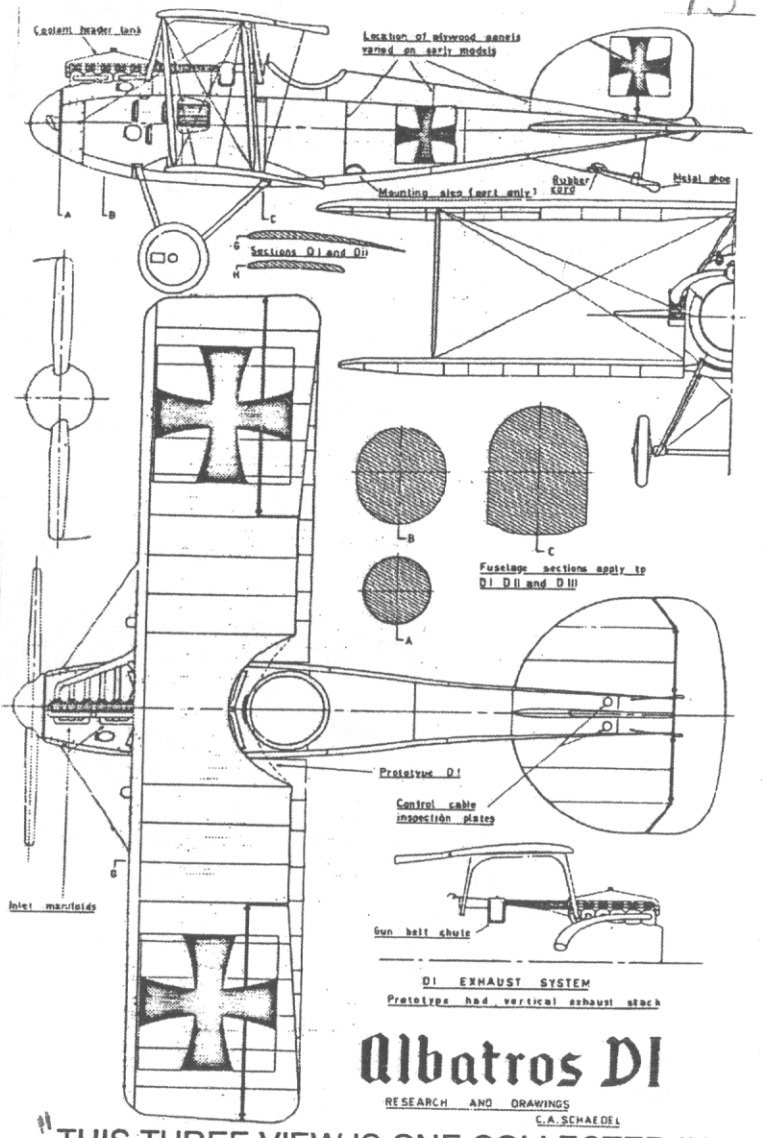


Albatros D.II



ALB DII BY STEVE GRIEBLING
IN VARNISH TAN AND BROWN TRIM

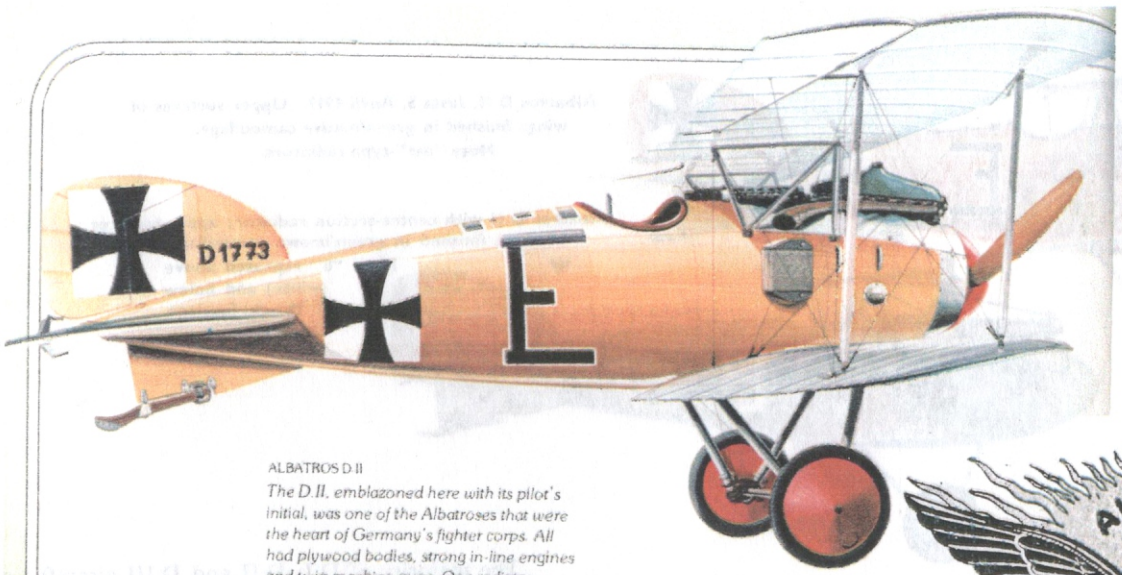




"THIS THREE VIEW IS ONE COLLECTED IN 1978 WHEN I DESINGED A PEAUNUT DI. I DON'T KNOW WHERE IT CAME FROM."
"STEW MEYERS"



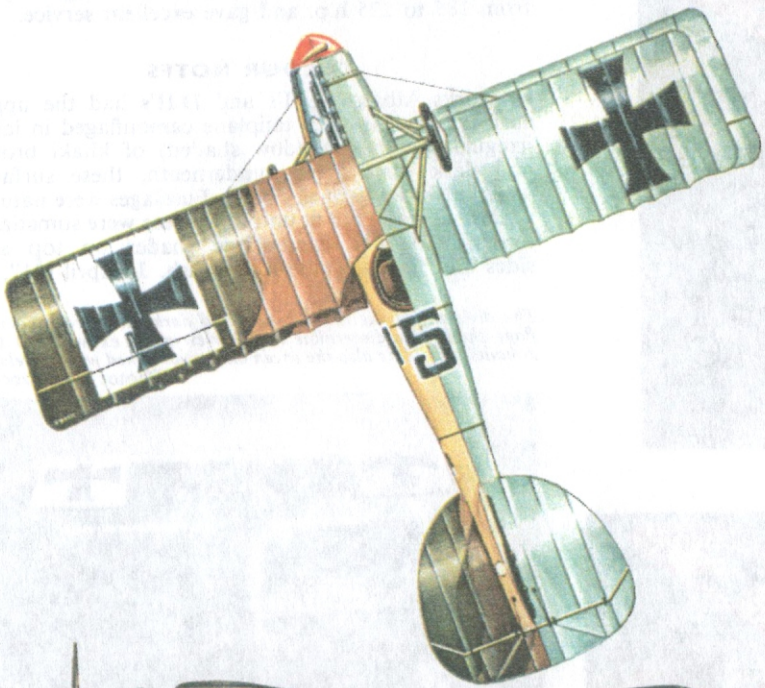
SEE MAX FAX JAN/FEB 2009 16" ALB DII BY KEITH STERNER

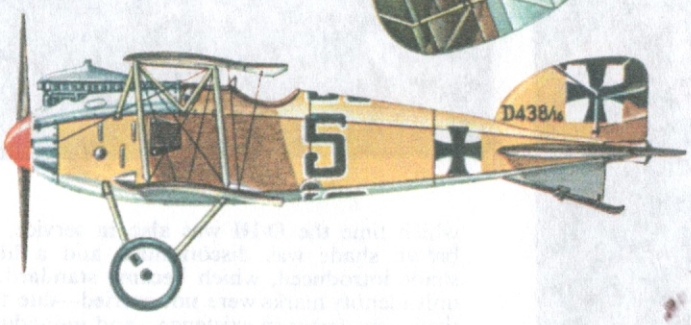


ALBATROS D.II

The D.II, emblazoned here with its pilot's initial, was one of the Albatroses that were the heart of Germany's fighter corps. All had plywood bodies, strong in-line engines and twin machine guns. One radiator in the upper wing later replaced the two side-mounted radiators on the plane above.

ALBATROS D.II (Germany)





Albatros D.II of the Imperial German Military Aviation Service, *ca.* November 1916. *Engine:* One 160 h.p. Mercedes D.III water-cooled in-line. *Span:* 27 ft. 10⅝ in. (8·50 m.). *Length:* 24 ft. 3½ in. (7·40 m.). *Wing area:* 263·7 sq. ft. (24·50 sq. m.). *Take-off weight:* 1,958 lb. (888 kg.). *Maximum speed:* 108·7 m.p.h. (175 km./hr.) at sea level. *Service ceiling:* 17,060 ft. (5,200 m.). *Endurance:* 1 hr. 30 min.

Breakdown of aircraft numbers at the Front. (This includes machines with *Staffeln* and at Aircraft Parks, but not machines in service with Home Establishment units).

		D I	D II	D III
September	1916	6	1	—
November	1916	50	28	—
January	1917	39	214	13
March	1917	28	150	137
May	1917	20	107	327
July	1917	17	72	303
September	1917	12	44	385
November	1917	9	11	446
January	1918	8	6	423
March	1918	5	2	357
May	1918	6	2	174
July	1918	1	2	82
September	1918	3	2	52

SPECIFICATION

Manufacturer: Albatros Werke G.m.b.H., Johannisthal. Luft Verkehrs Gesselschaft. (L.V.G.). D II only. Oesterreichische Flugzeugfabric A.G. (Oeffag.) D II and D III only. Built for Austro-Hungarian air force.

Power Plant: 160 h.p. Mercedes D III (Standard classification, later engines were uprated to give 175/185 h.p.). 185/225 h.p. Austro Daimler (Fitted to Oeffag built aircraft only).

Dimensions:

	DI/D II	D III
Span	8·5m. (27 ft. 10¾ in.)	9·05 m. (29 ft. 8¼ in.)
Length	7·4 m. (24 ft. 3½ in.)	7·33 m. (24 ft. 0⅜ in.)
Chord Upr.	1·6 m. (5 ft. 3 in.)	1·5 m. (4 ft. 11 in.)
Lwr	1·6 m. (5 ft. 3 in.)	1·1 m. (3 ft. 7¼ in.)

Wing area: 22·9 sq. m. (247 sq.ft.) D I; 24·5 sq. m. (264 sq. ft.) D II; 20·5 sq. m. (221 sq. ft.) D III

Weights: Empty 647 kg. (1,423 lb.) D I; Loaded 898 kg. (1,976 lb.); Empty 637 kg. (1,401 lb.) D II; Loaded 888 kg. (1,954 lb.); Empty 661 kg. (1,454 lb.) D III; Loaded 886 kg. (1,949 lb.)

Performance:

Maximum speed 175 km./hr. (109·4 m.p.h.) D I and D II; 165 km./hr. (103 m.p.h.) D III

Climb to 1,000 m. (3,280 ft.) 6 min. D I, 5 min. D II, 3·3 min. D III.

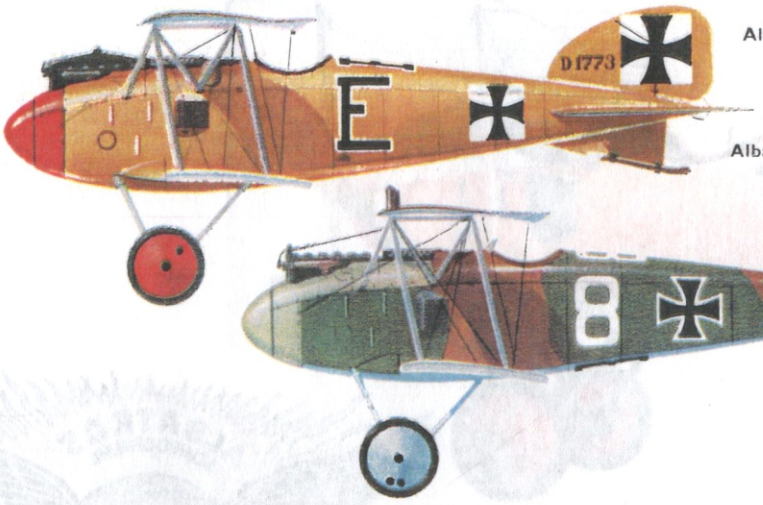
2,000 m. (6,560 ft.) 9·1 min. D II, 7·2 min. D III

3,000 m. (9,840 ft.) 15·4 min. D II, 12·1 min. D III.

4,000 m. (13,120 ft.) 26 min. D II, 18·8 min. D III.

Endurance: 1½ hours, D I and D II. 2 hours, D III.

Armament: Twin fixed Spandau machine-guns firing forward.



Albatros D II, Jasta 5, April 1917. Upper surfaces of wings finished in green/mauve camouflage. Note "ear"-type radiators.

Albatros D II with centre-section radiator; upper surfaces of wings finished in green/brown camouflage. Note "8" repeated above (white) and below (black) fuselage.

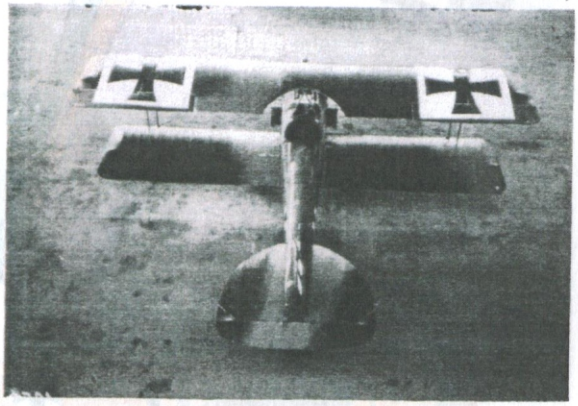
The majority of D I, D II and D III aircraft were built by the parent Albatros factory at Johannisthal, but some D II's were built under licence by the L.V.G. company. A number of D II's and D III's were built for the Austro-Hungarian fighter squadrons by the Austrian Oeffag factory: these machines were fitted with Austro-Daimler engines of ratings varying from 185 to 225 h.p. and gave excellent service.



COLOUR NOTES

Ex-works Albatros D I's and D II's had the upper surfaces of wings and tailplane camouflaged in large irregular patches (shadow shaded) of khaki brown and dark olive green; underneath, these surfaces were finished a light sky blue. Fuselages were natural varnished wood but at unit level these were sometimes overpainted with camouflage shades on top and sides and light sky blue underneath. In April 1917, by

The divisions of the khaki-brown and dark olive green camouflage shades are discernible in this view of an ex-works D I at Johannistal. Note also the sheen on the varnished wood fuselage. (Photo: Hans Obert.)





which time the D III was also in service, the khaki brown shade was discontinued and a lilac mauve shade introduced, which became standard. Initially unit identity marks were not carried—due to the relatively few *Jastas* in existence—and individual identity was usually in the form of a numeral or perhaps an initial letter. With the introduction of the Albatros D III and expansion to nearly forty *Jastas* a greater need of unit identity obtained and from that period, in the spring of 1917, the more colourful (and often flamboyant) liveries began to appear.

The Cleveland Free Flight Society

AMA Sanctioned Indoor Contest and Cat II AMA Record Trials
At the Kent State University Fieldhouse

CFFS Annual Indoor Contest: Sunday April 27th, 2014 from 8am to 4:15pm (see schedule below)

AMA Cat II Record Trials: Saturday April 26, 2014 from 8am to 10pm and Sunday April 27th from 4:15pm-10pm

<table>
<tr><th colspan="2">AMA Events (Sunday April 27th)</th><th colspan="2">FAC Events (Sunday April 27th)</th></tr>
<tr><td colspan="2">7:00am Building opens for setup and test flying</td><td colspan="2">7:00am Building opens for setup and test flying</td></tr>
<tr><td>8:00am to 11:00am</td><td>Hand Launched Glider
Std. Catapult Glider
Unlimited Catapult Glider</td><td>9:00am to 11:00am</td><td>Jet Catapult Scale
(featured event)</td></tr>
<tr><td>8:00 am to 4:15pm</td><td>EZB F1L
F1D A-6
Mini Stick
Limited Pennyplane
(Scoring for F1D and F1L will be best 1 of 5)</td><td>9:00am to 4:15pm</td><td>FAC Peanut Scale
Dime Scale
FAC No-Cal Scale
Phantom Flash
JETCO ROG
(per CFFS club rules)</td></tr>
<tr><td colspan="4">~4:30pm Awards presentation for AMA and FAC contest events
Prizes will be awarded for 1st place in each event that there are 3 or more flyers with official flights. Certificates will be awarded for 1st, 2nd and 3rd in events with 3 or more official flyers. FAC events must have at least 3 official flyers to receive a Kanone.</td></tr>
<tr><td colspan="4">All contest flights on Sunday must be in the air by 4:15pm. Flights launched after 4:15pm will not count towards the contest and the 4:15pm ending time will not be extended. The digital clock displayed on the large scoreboard will be the official contest clock. Please be aware of the AMA rules in regards to timers for record flights.
NOTE: We must be out of the building by 10pm on Saturday and Sunday</td></tr>
</table>

All AMA events to be flown per current AMA and FAI rules.

All FAC events to be flown and scored per current FAC rule book.

JETCO ROG: Best 1 of 3 flights. Model must ROG. Any type of commercially made plastic prop may be used. Max prop diameter is 5 ½". Props may be cut down, sanded, or scraped. Wing and tail outline per plan. Motor stick must be solid wood. Dihedral amount and type may be changed. Must be tissue covered. No camber or baggy tissue on wing. Any type of thrust bearing may be used. Wire sizes may be changed. No minimum weight. The plan for the JETCO ROG may be downloaded from http://www.indoorfreeflight.com/jetco.htm

All events are JSO combined.

Entry Fees for the Sunday Contest: Open: $30.00 Juniors: $3.00 All contestants must have a valid AMA license.

Entry Fee for the Record Trials: The record trials session past 4:15pm on Sunday is included in the Sunday contest entry fee. The fee for flying in the AMA Record trials on Saturday is not included in the Sunday contest fee. A separate fee will be collected from those who fly on Saturday. The cost per person to fly Saturday will depend on the number of participants in the record trials. So the more record trials participants the less the cost will be per person.

You must provide your own tables and chairs if you need them. No helium will be provided.

FAC Contest Director
Michael Zand
5803 E Ash Rd
Independence, OH 4131
P:216-524-3480
imzand@hotmail.com

AMA Events and Record Trials Contest Director
Don Slusarczyk
868 Eaglewood Dr.
Willoughby, OH 44094
440-918-0290
don@slusarczyk.com

Directions: http://www.kentstatesports.com/facilities/directions/dix

The Fieldhouse is next to Dix Stadium