

David Harding

From: Tandy C. Walker [tandyw@flash.net]
Sent: Saturday, October 24, 2009 3:34 PM
To: Wallock, Gene
Cc: O'Reilly, Jim; Harding, Dave; Hiner, Jack; Lollar, James; Lollar, James Shop
Subject: Cleveland Cloudster Plans

Hi Gene,

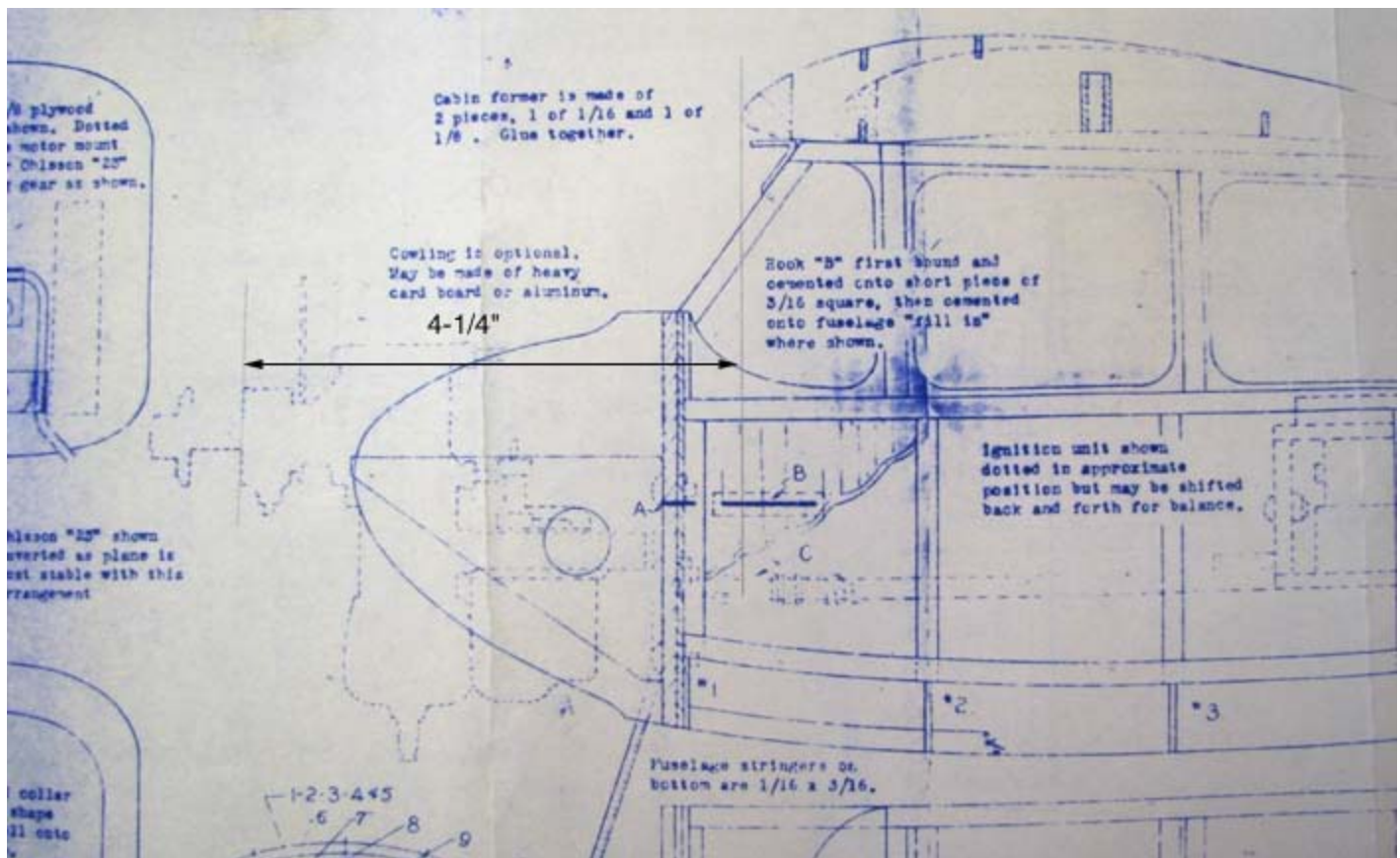
After I received your last message, I went through my old timer plan collection again today and found a set of actual Cleveland Cloudster plans that I had overlooked yesterday. The plan's title block is shown below as Plan Set No. GP-5004C, however, there is no date shown in the title block.



Looking over the plans, I discovered that they illustrate both wing dihedral on the left as well as wing polyhedral on the right as shown below. So I do not know if this plan set qualifies as an Antique or not, but it certainly is an Old Timer, which is all I need for the Speed 400 event.



I compared the Cleveland plan with the Jim Adams plan and the two check out OK, except for the nose section forward of the wing's leading edge. The Cleveland plan shows an inverted Ohlsson 23 ignition engine for power. The distance from the wing's leading edge to the rear face of the prop plane measures 4-1/4" as shown below.



For comparison, here we have the Jim Adams plan, which shows an upright Cox .049 engine for power. The front end has been modified and the firewall has been tilted for down thrust in the Cox engine. However, the distance from the wing's leading edge to the rear face of the prop plane is the same as the Cleveland plan (4-1/4") as shown below. So the Jim Adams plan also has the same nose moment as the original Cleveland plan. This is as good as I can do to show that the Jim Adams Cloudster plans are valid. I hope this comparison provides the proof you are looking for, but is the plan a Antique as the Jim Adams plan indicated (1938) or is it an Old Timer?.....Tandy

