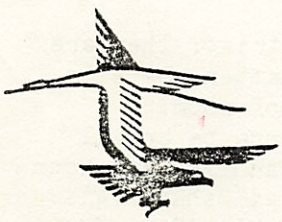


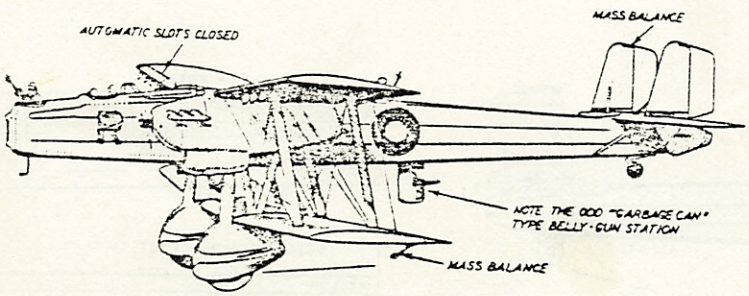


CROSSWINDS

55



TRW TM 2833
23555 EUCLID AVENUE
CLEVELAND, OHIO 44117



HANDLEY PAGE H.P.50 "HEYFORD" Two 525-h.p. Rolls-Royce engines. Heavy long-range British bomber of the period.

305

1980 CALENDAR

Wed Jan 16 — Cleveland AAHS Meeting; Site ? Martin Braunlich (216) 531-6137

Sun Jan 20 — CFFS 1st Chance '80 FF at Cleveland (East side) Richmond- Harvard
FAC Factored Peanut Scale — South of Chagrin 422 & Rt 271
Embryo Endurance — 10AM- 4PM
Jet Catapult Scale — CD Gordon Roberts (216) 295-0377
Hand Launch Glider — CFFS Meeting to Follow PM. 7

CFFS Meeting at Gordon Roberts Home 3710 Strandhill Rd. Shaker Hts. Oh.

Sun Jan 27 — BLUE MAX at Dayton AF Museum 7:30pm OberUrsula Powered action. $1.

Feb 9- 10 — Chapel Hill Mall Static Model Show, Akron Ohio. Jack Yeager

Sun Feb 17 — E. St. Louis Thermaleers Indoor Cat.I E. St. Louis Armory (Stick)(Scale), EZB, HLG, Jr./Sr. Hi point. J. Bennett 324 Helfenstein Ave. St. Louis Mo.

Fri Feb 22 — Cleveland Open Indoor Flying at Engle Rd. Armory S. of Snow at Rt. 71 6:30

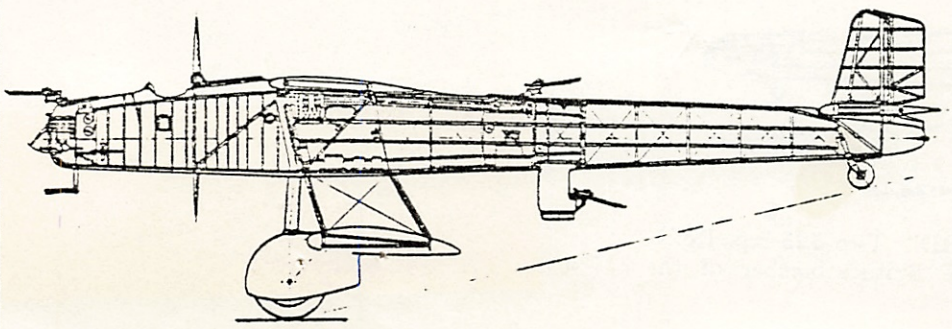
Fri Feb 29 — CFFS Indoor Meet at Engle Rd. 6:30-10pm. FAC Factored Peanut Scale, Jetco or Peck Kit Plan R.O.G. , (EZB-Penny), Stock Plan Scraps, Super Modified Paper Scraps. G.Roberts/ M. Zand.

March 7-9 — National Model Aircraft Show at Randall Mall. Joe Eiben does it again!

April 11-13 — Toledo Weak Signals 26th Annual Bump and Run Trade Show. Don Belote Follies.

June 25-28 — Early Warning from outer space relays word that Doc Martin is workin' up a Proxy Peanut Scale Indoor at West Baden, for DOC F9"/S13" Choice Scale. Classes: Pioneer, WWI, Golden Age, WW II, and Modern Era. Details later if Doc sends word. Doc Martin 3227 Darwin St. Miami Fla. 33133.

FAC NAT'S MK II Scotty and the BUZZIN' BUZZARDS have locked in on a real treat. They are out of search mode, and setting down to the Meat of the matter. Details should be firm about next issue(That sure gives us lots of room!). Nothing Official yet, but It looks sure that AUGUST is gonna be an all aviation special " Stateside Air Olympics". Dayton plans an Air Fair from July 27 thru Aug. 1. The EAA Annual Fly In is August 2-9.at Oshkosh Wis. It is more than probable that the AMA Nat's will follow Aug11-17 at The Wilmington Ohio Air Strip. Then on with Aerobatics thru August 30. Thus The FAC NAT'S MK II/80 is most apt to be Sat. Aug9 and Sun. Aug 10, and what ever else can be tacked on early. and as Unofficial events to AMA Nat's Week. Wilmington is a former Air Base with 9000 ft. and 3000 ft. runways, and industrial activity. The location is roughly 30 miles south and east of Dayton WPAFB. Shangrila Ohio awaits your pleasure.



— AREAS —

MAIN PLANES (INCLUDING AILERONS) TOTAL	1470.50 FT
AILERONS	154.50 FT
TAIL PLANE AND ELEVATORS TOTAL	168.55.50 FT
ELEVATORS	91.04.50 FT
FINS AND RUDDERS TOTAL	77.77.50 FT
RUDDERS	38.37.50 FT

SCALE: ½ INCH = 1 FOOT.

ISSUE Nº	1
DATE.	28 6 33
REFERENCE	-
DRAWN	S.F. WELLS
CHECKED	S.E. WELLS
STRESS	
APPROVED	
ACCEPTED FOR R.N.	

DETAIL SHEET PAGE 1 OF 1

CROSSWINDS

THE NEWSLETTER OF THE CLEVELAND FREE FLIGHT SOCIETY

JULY, AUGUST, SEPTEMBER, DEC.
OCTOBER AND NOVEMBER ISSUES
VOL. 6, No. 7,8,9,10,11, 12
ISSUE No. 55

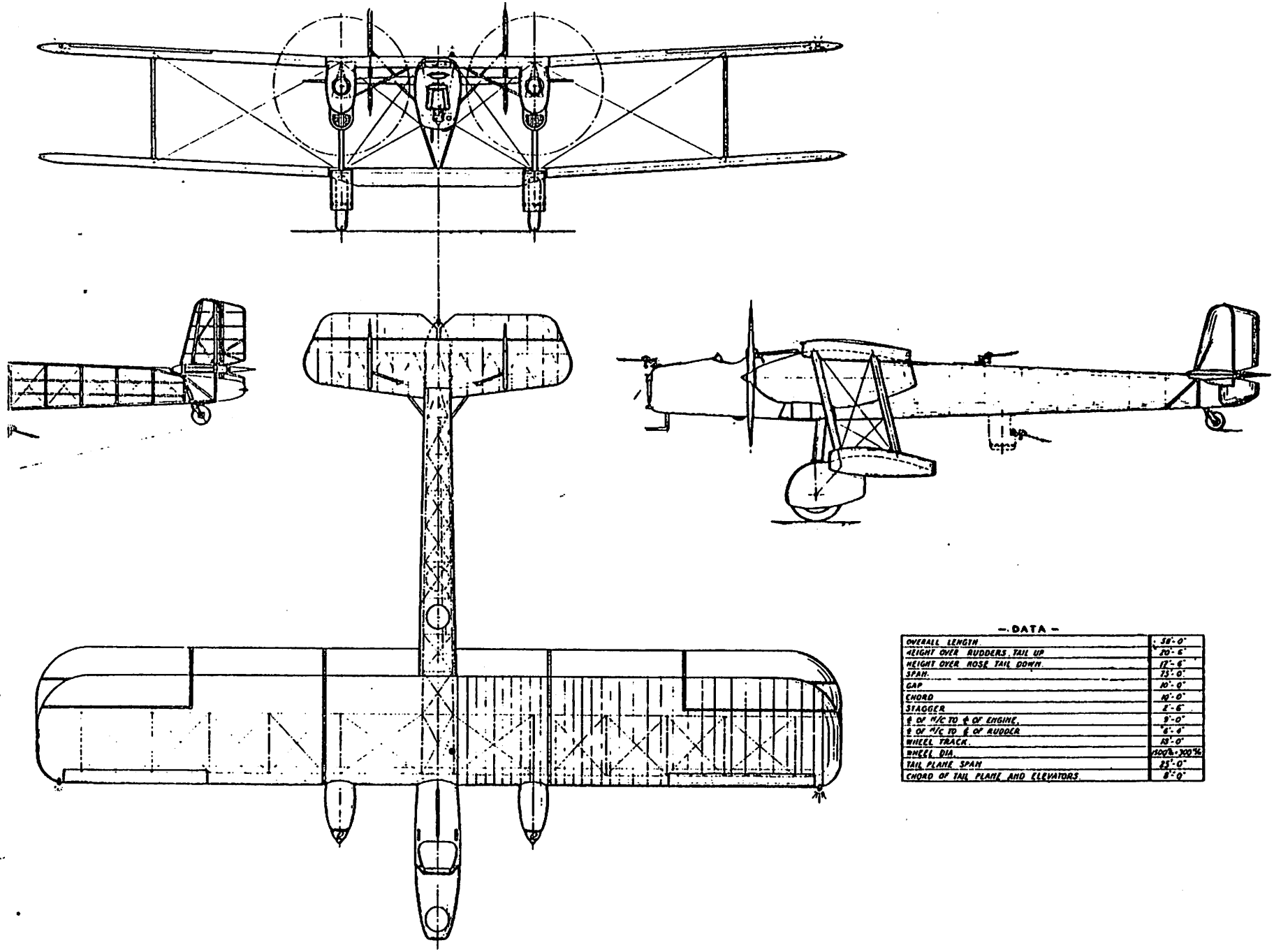
EDITOR: DENNIS O. NORMAN
13885 EDGEWATER DRIVE, LAKEWOOD, OHIO
44107 USA
TELEPHONE: 1-216-228-7531

EDITORIAL COMMENT:

"Star Wars" came back to town recently and we took the kids to see the movie again. Our two youngest sons, Chris (age 6) and Greg (age 4) nad been playing with "Star Wars" toys for two years, but had never seen the film. Although only four, Gregory has a booming voice and it was a riot to hear his reaction as he saw the characters represented by his toys appear on the screen. There are a few things to compare with the fresnness and vigor of a child's delight to pleasant surprises.

As you may know, there is a scene is "Star Wars" where the heros find it necessary to exceed the speed of light to avoid capture by their enemies. Watching it gave me an idea for "Crosswinds" which I hope you will not find too objectionable. Time has been like an enemy this year. My struggle to succeed with my new solo law practice has kept me from working on the newsletter to the point where we have fallen months behind in our issues. We could, of course, go on with publishing the July, 1979 issue in November, 1979, but it is disorienting to speak about events which occurred in September and October in a newsletter which is directed to a July publishing date, but not mailed until November, 47. It seems unnecessary and unrealistic to try and produce a half dozen newsletters in a short time just to "catch up." No, that episode in "Star Wars" seems to be the best solution: take a huge leap forward in our publishing schedule. If you find this upsetting, please forgive us. We will do our best to fill our pages with plans and scale references in the coming issues. We are doing our best to get back to our regular, monthly, publishing schedule.

1980 will be a milestone in many ways. Not only will it mark the beginning of a new decade, but also the occurrence of events of consequence to our interest group. As many of you know, the Second Flying Aces Nationals Contest will be held in late Summer, 1980 (the dates are still being firmed up) at Wright-Patterson Air Force Base near Dayton, Ohio. The flying site is next to the U.S. Air Force Museum and it is the largest and most attractive flying site in the mid-West. It is well maintained and with the Air Force Museum literally on the field, it has to rank as one of THE places in the world to hold a model airplane, particularly, a free flight scale, contest.



— DATA —	
OVERALL LENGTH	38'-0"
HEIGHT OVER RUDDERS, TAIL UP	10'-6"
HEIGHT OVER NOSE TAIL DOWN	12'-6"
SPAN	43'-0"
GAP	10'-0"
CHORD	10'-0"
STAGGER	2'-6"
℄ OF ⁿ/C TO ℄ OF ENGINE	9'-0"
℄ OF ⁿ/C TO ℄ OF RUDDER	6'-6"
WHEEL TRACK	13'-0"
WHEEL DIA.	100% - 300%
TAIL PLANE SPAN	23'-0"
CHORD OF TAIL PLANE AND ELEVATORS	8'-0"

GENERAL ARRANGEMENT OF AIRCRAFT

PE. HEYFORD.

COURTESY

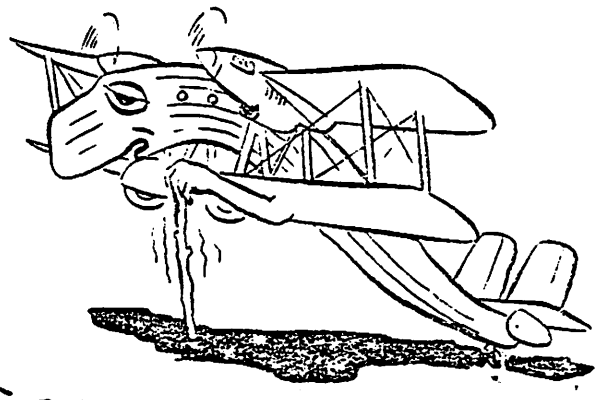
COPYRIGHT 1973
Miniature Aircraft
3500 Airport Avenue · Indianapolis, Indiana 46241 · (Area 317) 247-3747

The Second FAC Nats will be hosted by the Buzzin' Buzzards Model Airplane Club of Dayton, Ohio. One of the prime movers of that club is nationally known builder and designer Frank Scott who also edits the club's newsletter affectionately (and officially) known as "Buzzard Droppings." As you finish laughing over that title, stop and realize that it does reflect the casual, fun seeking, spirit of the Flying Aces Club approach to free flight scale. Details about the Second FAC Nats will be published as they are received, but meanwhile, those of you wishing to learn more in advance should write Frank H. Scott, at 4283 Honeybrook Avenue, Dayton, Ohio 45415. Thus far it has been announced that 12 "official" events are being planned and the list is as follows:

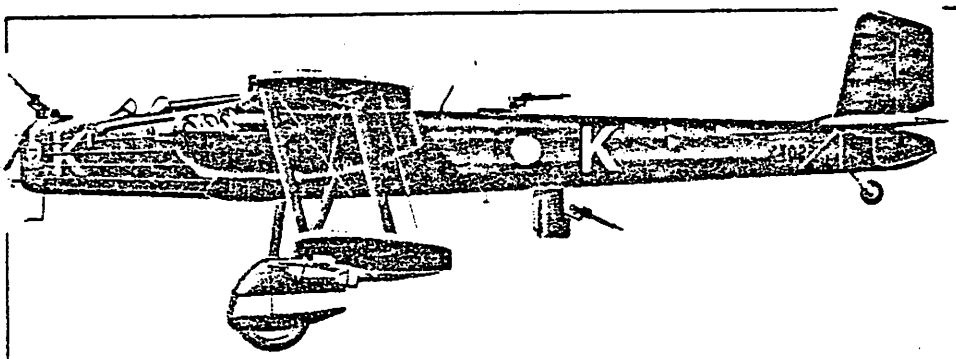
1. FAC rubber scale
2. FAC power scale
3. Embryo Endurance
4. WW I Combat
5. WW II Combat
6. No Cal scale
7. Thompson Trophy
8. AMA rubber scale
9. Peanut scale
10. Jumbo scale
11. Catapult scale
12. Schnieder Trophy

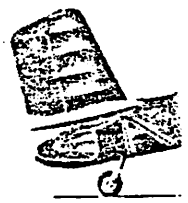
The first ten of those events are generally known to most of you. Catapult scale has been one of my pet proposals to encourage the building of jets and other subjects not readily powered realistically by strand rubber. Bonus points are given to constructing types with mutiple engines and multiple underwing stores and, to my knowledge, there are no limits on size and profile types so long as they bear realistic color schemes and markings (no bare balsa). The Schnieder event was created by the Buzzin Buzzards this year to encourage the building of early float plane racers. Unlike the Thompson Trophy, the Schnieder event permits, and even encourages, the building of profile or "no cal" type models. Russ Brown and I were the only participants in the Schnieder races held in Dayton last Summer. Russ built a gossamer like Supermarine S-4 racer which literally flew across the huge field. I found the Curtis R3C-2 irresistible and, even though it is a biplane with floats, I managed to crowd 40 seconds on my best flights.

1980 is also significant as the 40th anniversary of the Battle of Britain. Appropriately our resident Englishman, Gordon Roberts, is working up a list of subjects for a special combat (mass launch) event which will be restricted to aircraft flown during the Battle of Britain which lasted from approximately July, 1940 to November, 1940. Authentic color schemes and markings are required and it is hoped that as many of you as possible will make an effort to participate in commemorating this historic event.

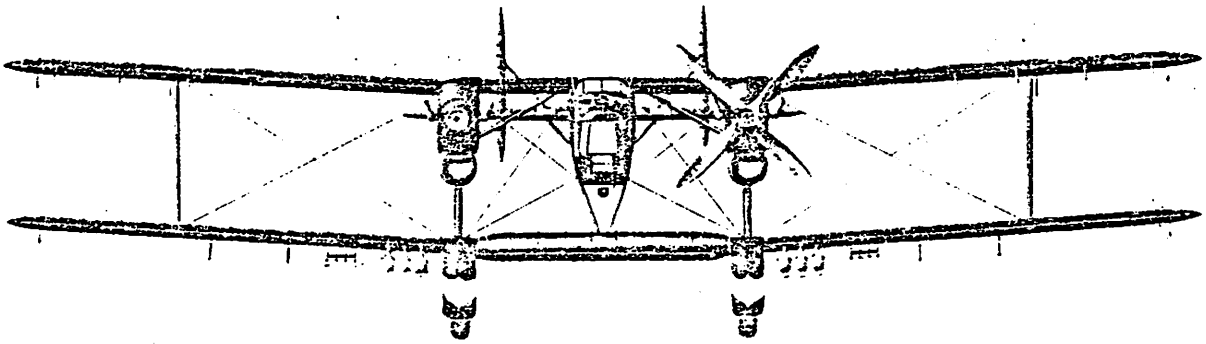


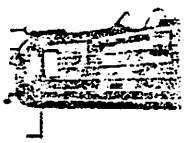
Got up with some difficulty





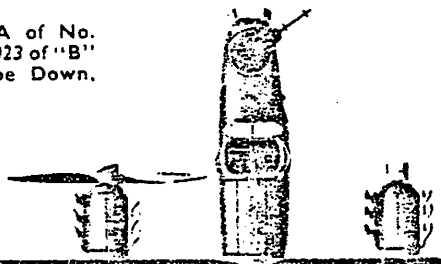
Handley Page Heyfo
No. 99(B) Sqn., R.A.F
"A" Flight, based
Heyford, Oxfordshir
in March, 1934.

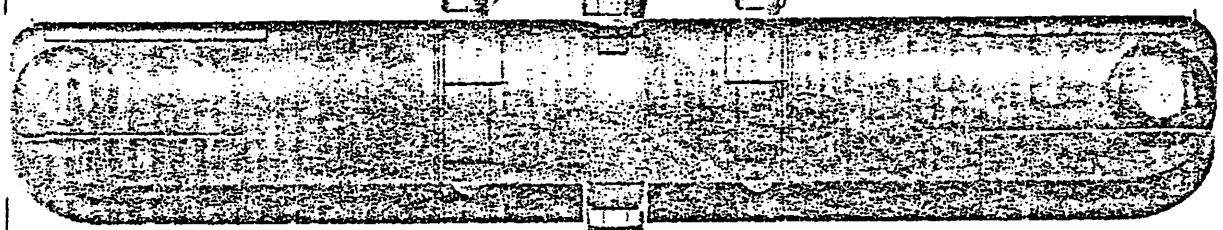




Handley Page Heyford IA of No. 10(B) Squadron R.A.F.; *K4023* of "B" Flight, based at Boscombe Down, Wiltshire, U.K. in 1935.

Handley Page Heyford II of No. 7(B) Sqn., R.A.F.; *K4866* of "A" Flight, based at Worthy Down, Hampshire, U.K. in 1935.

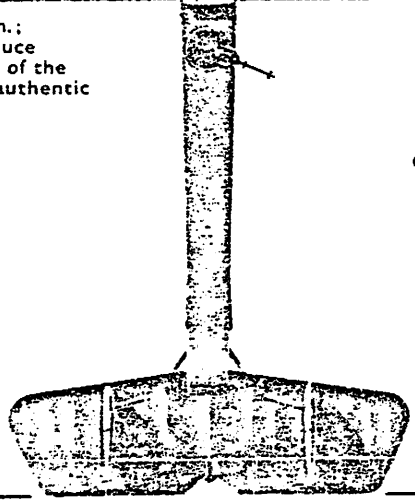


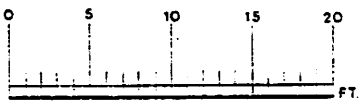




The unofficial badge of No. 10(B) Sqn.; extensive research has failed to produce absolute confirmation of the colours of the shield, but this is believed to be an authentic representation.







© JAMES GOULDING

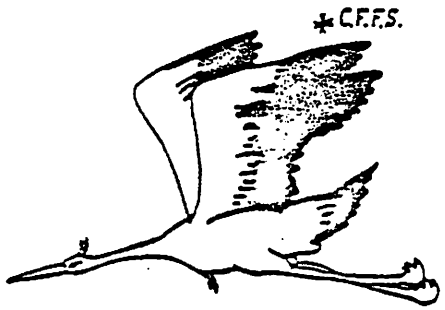
REPRES
No. 10
and spa
F, *K403*

No. 99
and spa

"B" Fli
stripe,

No. 7(B
and spa

Courtesy Profile Publication 182
by Phillip J.R. Moyes



BLUE FOX BASE
OHIO ESCADRILLE F.A.C.
4909 N. Sedgewick
Lyndhurst, Ohio 44124
M. Gen. Max du Blue

FLAT HATIN' OVER
STROHSVILLE AND McCOOK FIELD
(DETROITEN AND DAYTON)

July 16, 1979 / November 43, 1979

Early September, the FOX HOLE at Storkville Central was littered by a growing collection of morsels tasty as the filler for chicken feathers and bones*1 as the BLUE FOX sorted out booty for the big Annual FAC Scale Rhubarb at Wright Field OHIO Sector on Sept. 30.

Welcome support from the able Red Hats of the Cloudbuster Detroitengeschwader FAC added to the FLYING ACES trophy pile and assured a good turn out of them fellers up North.

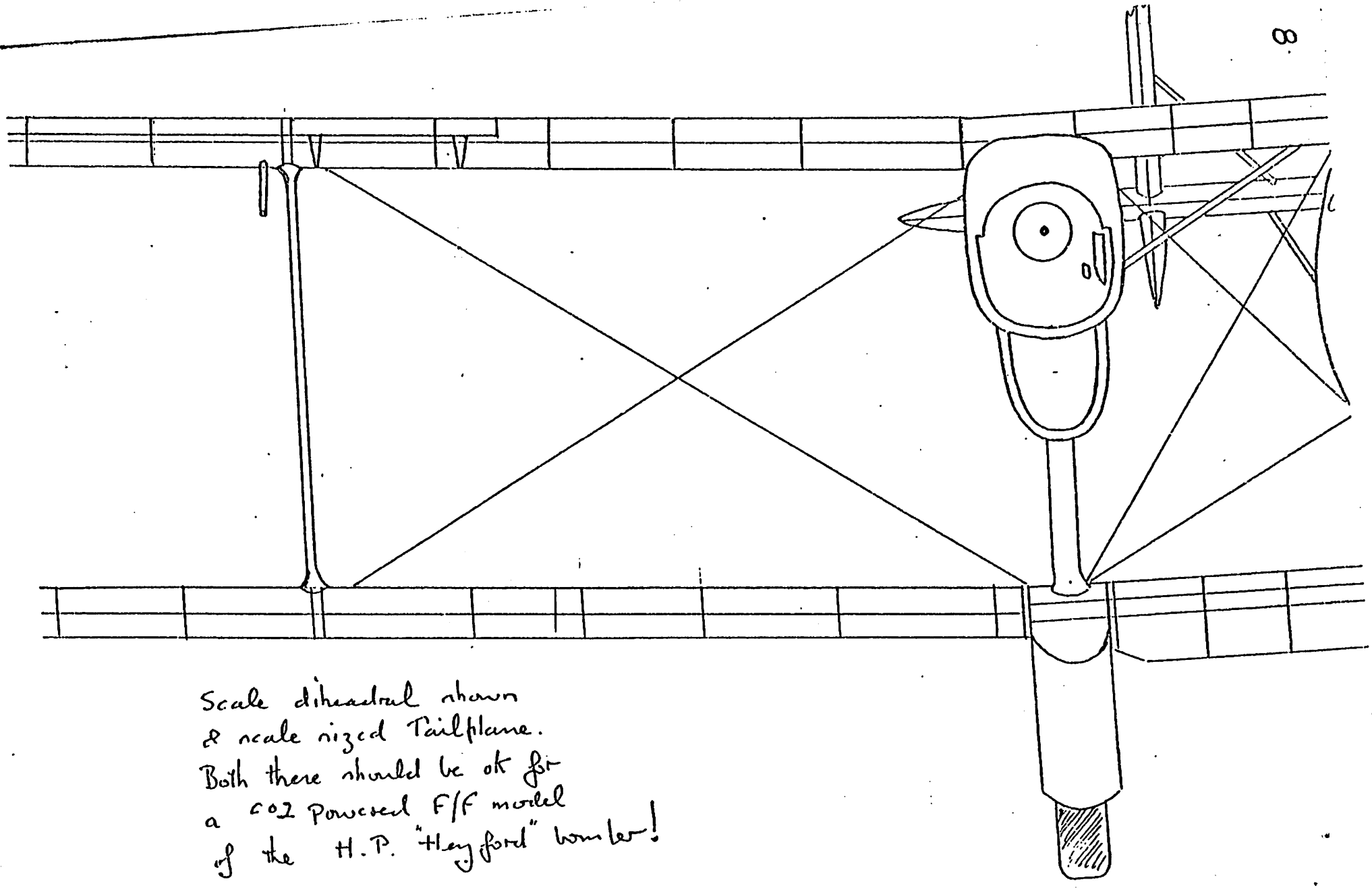
To set the stage, vonRottensox Jasta was building back up to flying strength after most of the fliers were grounded early in the Summer offensive. The esteemed spiritual leader vonRottensox "hisself" was done in by G-8 in the Snoopie disguise and Sopwith Fldo. In our last episode of Snoopie vs. the Red Baron (CROSSWINDS Vol. 5, No.4 April 1978 vonRichtoffen Alb. D III issue) we disclosed the hither to un released story of Snoopies' epic encounter and the dispatch of the Red Baron. The success of G-8 in Snoopie flying suit uniform forced the ultra evil Herr Doktor Kreuger to wind up an alternate scheme: Prof. Nick Filatti of the Univ. of Detroitenville Greek History Dept. was assigned a 40 year plan creating a new champion for Herr Doktor Kreuger to deploy vs. G-8.

Operation vonRottensox began in the dryness of the prohibition of booze era as Herr Udet flew the booze run in from CANADA down the Detroit River. A signal to Nick Filatti was hidden in a bottle of purple label schnaps for the Detroit mob. The Curtiss Fledgling booze bird was cleverly painted in U.S. Navy grey so that it might look like a railroad bridge when flying low over the water. To counter the disguise of G-8 as Snoopie, agent vonRottensox was disguised as mild mannered Ralph Kuenz, dithering specialist of local electric smoke signals. As vonRottensox, the intrepid conductor of the Rotten Gum Band, Ralph tuned the red hat Jasta for greater percussion! The invincibility of vonRottensox was assured by holding the youngster by a heel and dunking him head first in a barrel of Stroh's (red fire brewed Detroit Beer). Now invulnerable to S.O.S. (creamed chip beef on toast shingle), KLIM (powdered milk),water (rain), and exploding Pirelli (the bad batches get exported); vonRottensox was ready for all hops. The testing of hops was evident at later operations for night flying.

But the Summer '79 offensive of the great jasta vonRottensox ground looped on the rain soaked tarmac of Strohsville airdrome. G-8 was ever alert to frothing at Strohsville, and countered, as wingman Bull Martin slipped his yellow Spad into the Detroitengeschwader field at night to double tie down wire all left wing tips(U/C hook up). As the aircraft were pre flight serviced by rigid instructions to remove one set of tie downs from each wing, a high drag componet was retained on the port wing. Roaring off in the dawn mist, The Rottenhats flew missions in a low orbit. Only Sir Regginald Percy, who deftly cut wing wires, broke out of Dizzyville to penetrate greater Storkville airspace.

vonRottensox hisself was taken out of action as G-8 in the flying Sopwith Fl do dog house bounced vonRotter and nipped him on the ONLY vulnerable spot, his unfermented heel, and tossed in a pinch of salt. vonRotter frothed as his head went over critical and fell flat as a Genny in the suberbs (You can't get foamy Gennesseee Beer there!). 'Sox was formally grounded for the seasen by Herr Doktor Kreuger, who ordered a cement overshoe (a popular item with the Detroit Mob) and restriction to quarters. The use of a SIG EPOXY cast with PACTRA BODY FILLER prevented 'Sox from dropping the ceramic body armor in action.

*1 Prize donations for Sept. 30 flying bash at McCook, Dayton.



Scale dihedral shown
& scale sized Tailplane.
Both these should be ok for
a c02 powered F/F model
of the H.P. "Heyford" bomber!

FLAT HATIN' CONT'D:

Anhedral tip racktorture devices (toe down tendon stretching) were applied to keep 'Sox in a constant state of red(i)ness. He would fly by the seat of his pants this season. It did help to cry into a tankard of Strohs.

To further inhibit the Red Hat Jasta, G-8 detuned Mich. Bell Phone links with feed back from the sound of spark ignition points in the 'Sox lower hanger, and generated diverse missions for Jasta fliers. Herr vonBruning was directed to Rote Crossed escort duty. vonMoses and von Shobloher were ordered to relocate quarters. vonShobloher was especially disoriented by transposing digets in his CROSSWINDS address with his neighbor, so he never was sure where his quarters went (nor $10 worth to CROSSWINDS). von Wunch was duped into flying and landing upside down as G-8's yellow SPAD patrol wingman Nippy Weston reversed the immage of the von Wunch Fok. D 3/2 (Fok DrI tripeon one side with D VI bipe wings on other half for flying circular cover for kraut sausages) ballance gage with a mirror. That, and Strohs in his sauerkraut kept him invertigoed. His personal T shirt was painted upside down to confirm this mode. The engine knocked worst with lean castor and gas. Herr von Hair(Jack Russ) spent the entire season looking for spent mini balls or some toots, and the Jasta observer Herr Snap Shotz was directed over the E.A.A. Oshkosh homebuilt fly in to dazzle the Red Circus with new projects. Dreaming up new wepons would keep them from using proven aircraft. A bird in wind is worth two on draft Nest paw?

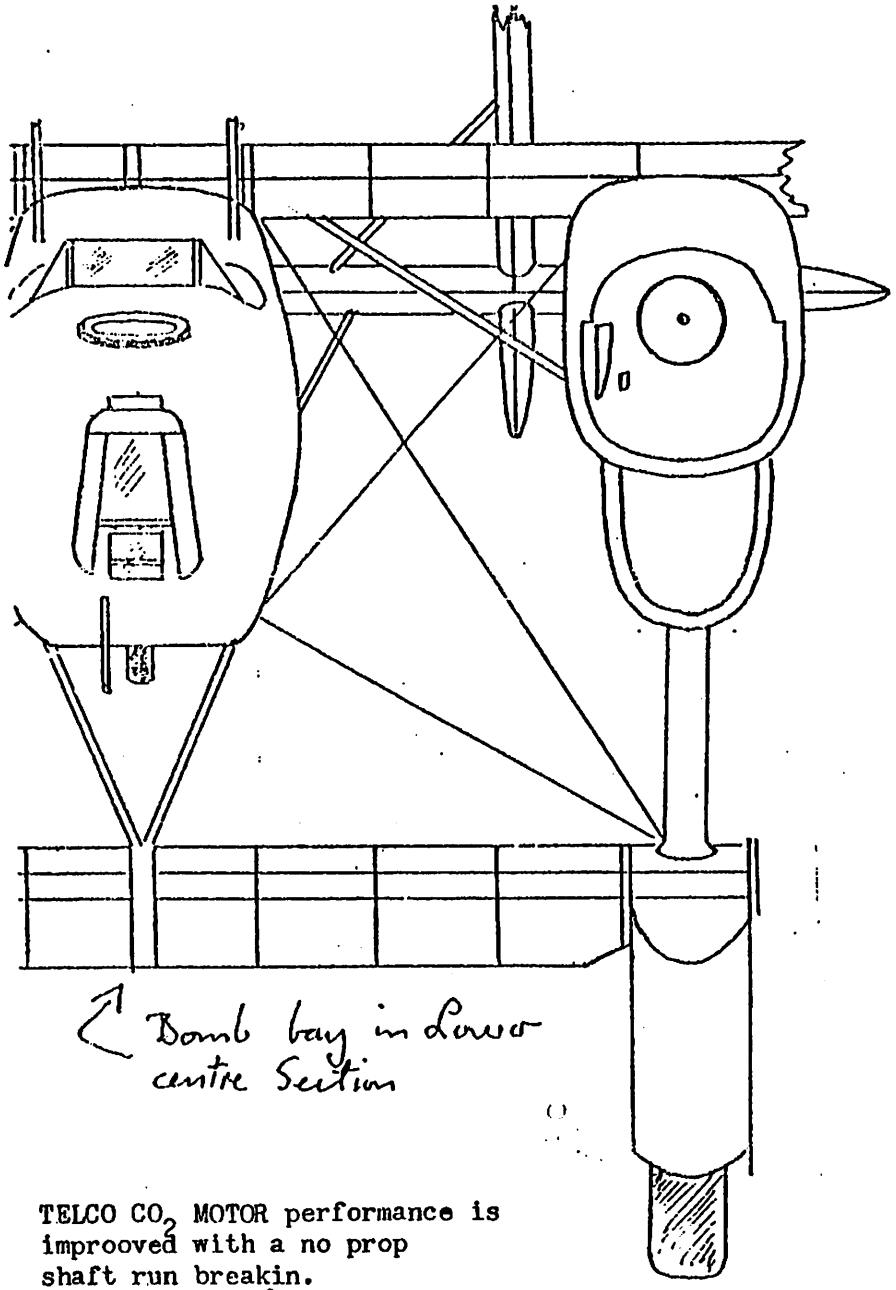
Snoopies' F1 do house was seen flying south with a very perciptable tail wag. He had disoriented the whole dang Detroitengeshwander so subtiley that not even 'Sox realized what bit him. Until this 'tscret code is deciphered, he will retain the impression that he had a hyper bi strain of the Achilles tendon rather than the bite of Snoopie on a flight from Paris (ref. The Iliad by Homer updated to FAC state of art).

A flash of sunshine shone on 'Sox. As the pain subsided he flew a desk (contest duty) and mapped stragady (can't spell strategy) for Dayton. The clever Red Hats chartered Texas pilot and gumband scale flier Vic Larsen to escort them to OH 10 Escadrille air space (Vic is a Braniff Airline driver of great rainbow color loudenboomerfirenspitten Boeing bus line). G-8 was ready to counter this Texan with higher rank. FAC Major General Iron Mike Midkiff and Frau Linda were prepared to hop up from Humble Texas to fly with the ERIE Pennsters. Major Gnats Reichel of the Erie wing was flying well in FAC Rubber and WW II Combat with his FLYLINE He 100. Gnat's checked out the new battle bird at Canton with a strong second to Gen. Roberts' long nose Focke Wulf and edged Sir Percy in Detroit air Sept. 16. Gnat's was ready for action at Dayton sector!

Production at Blue Fox Base concentrated on FLYING ACES cover trophy plaques and medals, as Gen. Max duBlue here inspected all the goodies comming in from our model industry friends. Well ahead of the pack was CLASSIC MODELS with crisp AIR PIX photos of aircraft that deserved the attention of Gene Thomas at CLASSIC MODELS P.O. Box 681 Melville N.Y. 11746. Gene does a great job with doccumentation and detail, as builders of his Church Racer, Heath Baby Bullet, and Heath Float Parasol Kits will show and tell with contest entrys.

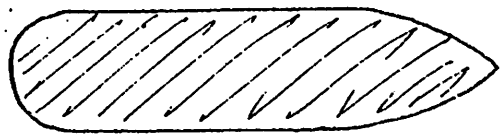
Gordon Codding of 3724 John L. Ave. Kingman Arizona 86401 sent in his expanded $1 list of drawings and comments on reduction scale rubber power for Old Timer Gas Models. His 42" Miss Tiny cabin model might be xeroxed half size for a CO_2 power model too. Gordon has such a wide variety of subjects there plenty of intrest for active aero crafters.

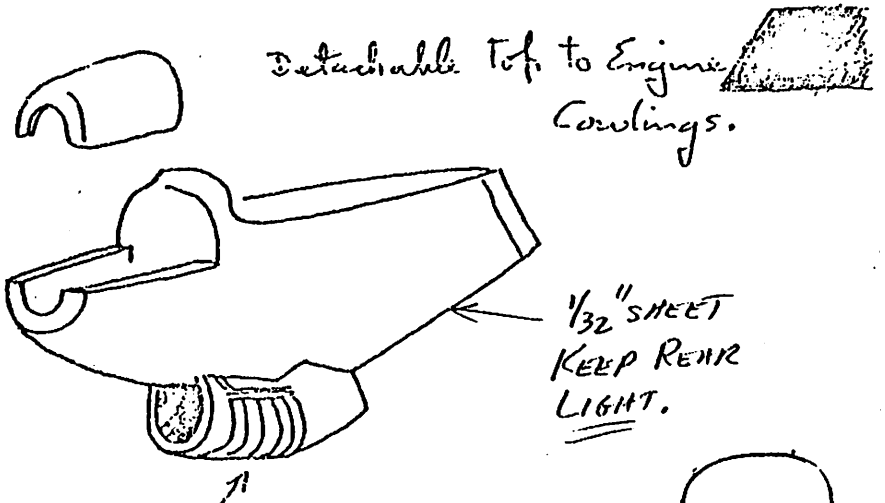
Ed Toner sent over plans and print wood for a nestling CO_2 baby 18" Buzzard Bombshell and 20" New Ruler. Both available through the energetic "Dirty Ed" of Buzzer M.A. Co., 52 Newbury Rd. Howell N.J. 07731. The baby Buzzard will look most majestic in black and orange tissue with a Brown Jr. MJ-70 CO_2 mill buzzing in the nose. Who needs to stand out in the cold wind at Hinkley to watch for the first buzzards of Spring, when we can do it indoors at Edinburough State U., Pa next March 23. CO_2 Buzzards smell best Nest paw? If Majestic Models gets a good supply of kits and CO_2 systems out to local hobby shops, CFFS will offer events for CO_2 O/T replicas and FAC silent power scale next season.



Bomb bay in Lower centre Section

"SPAT" Plan view.

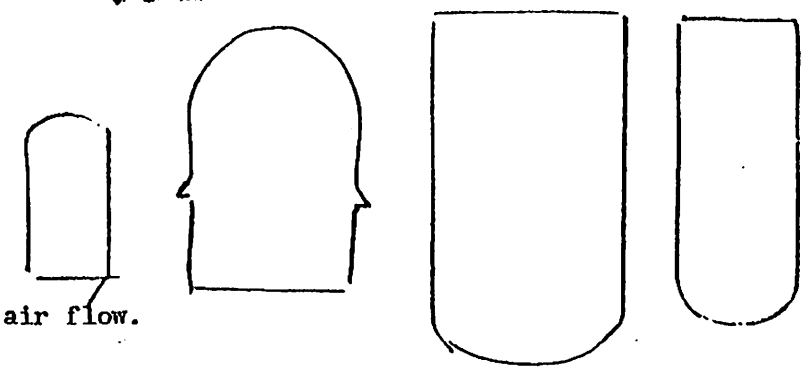




TELCO CO_2 MOTOR performance is improoved with a no prop shaft run breakin.

Neville mounted the Telco tanks in the engine nacels. the model was tail heavy. Another way to do it is a large Brown tank in the fuselage cockpit with dual lines. Leave the nose open for air flow.

Engine former Shapes →



Still with Ed Toner; La Sade shelled out lotzza green to print up plans of a "character" airplane drippin' off old salt- The Loening OL-9 Duck at 36" span. Big for the bath tub, but right for power scale or just flyin' in the rain, when ever Scotty holds a meet. Ed can tell you how to get Pat & Monty Groves Rare Birds color plate of the OL-8 too. And Blue Fox base found a OL-9 3-view in a FLYING ACES sent in from Jay Hicks of Orlando Fla.

R.S. Zelina of 3210 Suffolk La. Fallston Md. 21047 sent in his Polish Fighter plan for Crosswinds use. After a trip up to Jonhstown Pa. for a look at FAC flying fun, Dick went right back to work and finnished up his PZL. Send him some coin and see the select plans you won't find in R/C Whatever. P//

Leo E. Opdyke sent along World War I Aeroplanes of 15 Crescent Rd. Poughkeepsie N.Y. 12601 WW I Aero is now officially NON PROFIT and TAX EXCEMPT. Great! All you fliers into long form tax deductions can send off 15 or 20 bucks to LEO and take it off the top. Back issues are still $2.50 if he has them as listed, or $5 if Xerox is required. Recent back issues are on file at the CFFS Library here in the Fox Hole. LEOs' data for a Project CRUD Bristol Scout D is cached with Todd Allen for a future plan. Lets all keep asking Todd about it to stimulate progress!

So much for the appetizer, now we serve the main course of contest awards in order of arrival at the line shack:

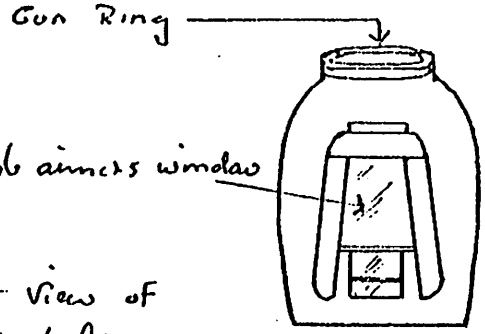
Model Airplane News was FIRST to respond with three subscriptions to MAN. This snappy response was a valued kick off, and not at all suprizing now that all around modeler Don " How to make wire wheels" Typond is Editing the 50th year of publication. Now is a real good time to take another look at MAN for regular reading. Got a minute? in the Jan. 1980 MAN is a good example of concern at the top for the grass roots basics of model aero damnamics by an editor still among the creative generation. MAN is $20 or $37/ 2 yr. from MAN Sub. Dept. 837 Post Rd. Darien Conn. 06820. The move to Connecticut may be a clue too. Yes! A review of FLYING ACES CLUB NEWS early issues shows the very same Don Typond making the pages of our most savored rag. Lets look for Don at Pinkham Field in'80.

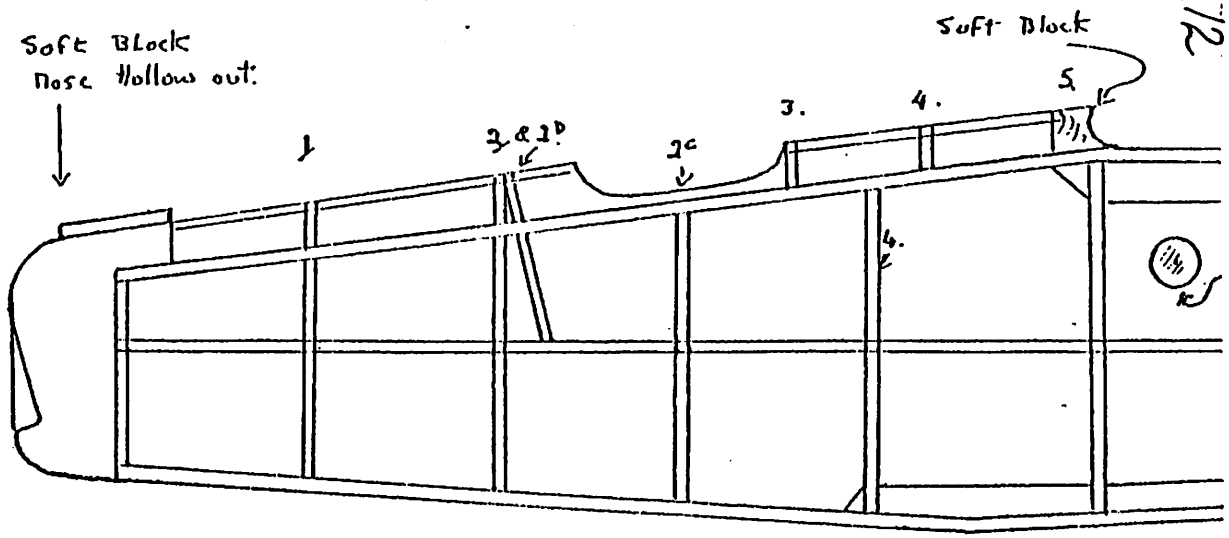
Next in was a pack of plans bearing the symbol of a great flying lizzard that adorned the MEGOW WW II adds so often. The Lysander strikes in broad daylight! Larry "Funkey" Croker of Miniature Aircraft 4908 Normal Avenue, Indianapolis IN 46226 sent in several MAP plan peanut size Boeing F4B , Curtiss Swift and FW190 D-9 plans for prizes and sale use. The Dora 9 is a particularly choice item, as it is a reduction of Herr vonBrunings handiwork. Funkey has some Comet Rubber scale kits that have potential, and can even supply molded canopies. With great affection for The ever so elegant form of the P-47 Thunder Jug, The Blue Fox is going to take a look at what Funkey can do with his refinished D frame bubble for the 24" Comet Kit. If he can supply TBF Avenger or"TURKEY" canopies even Dennis will be dashing off an order. Funkey has Jumbo size U/C plans for outlines to build lightness on.

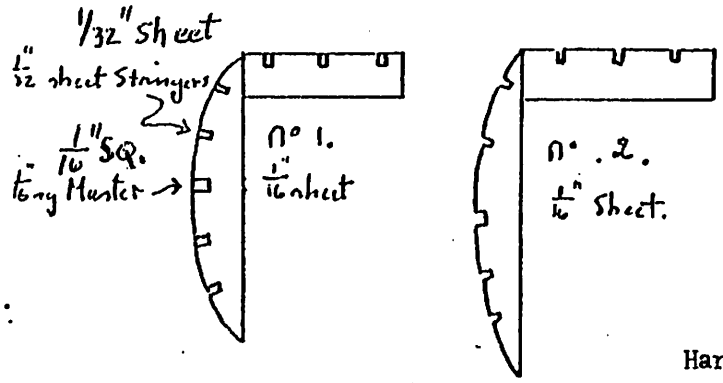
FLY LINE sent both The Earl Stahl design Curtiss SO3C Ranger beak scout and the 24½" DGA Howard Cabin Monoplane. A Howard won honors for ellegance of restoration this summer so it remains a very appealing subject. Herb Clukey and Hurst Bowers are both able builders, and enhance the choice offerings with appealing designs by such talents as Earl Stahl and Don Srull. Don is great with lines ; many rubber scale fliers actually believe there was a Heinkel 113 in WW II action. Yep U bet;I seen it all over FAC Central in WW II of '79! Brush up a photo of it with Hinomaru spots and bold unit marking and we will assign Far East reporter Baruneckson to deverope one for greater co prosperity to Fry Rine and Srurr.

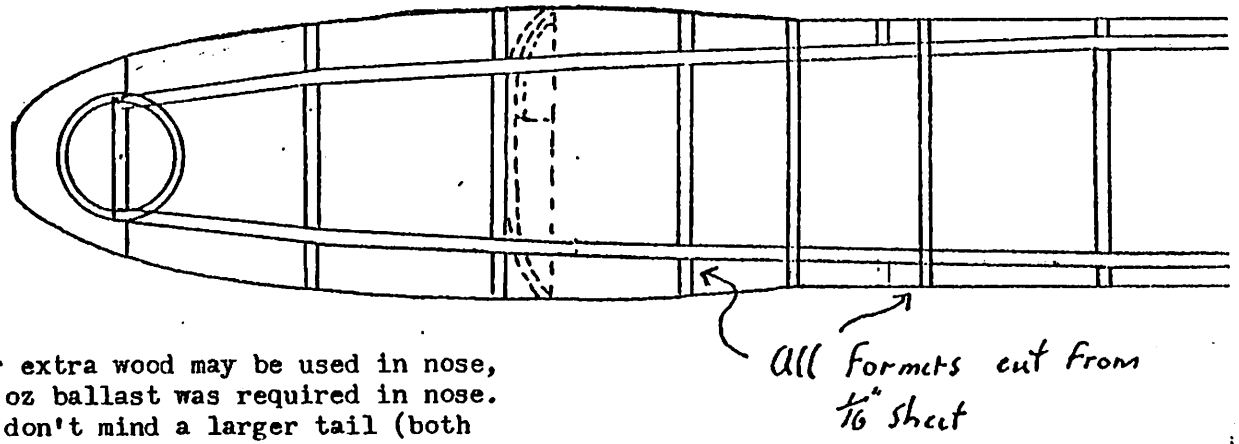
Rare Birds of 791 Nisqually Drive Sunnyvale, Ca 94087 sent us color 3-view prints of the Boeing P-12C, Loening OL-8, Gee Bee R-1, and Travel Air Model R Mystery Ship by Bjorn Karlstrom once shown on the 3-view covers of AAM. Monty and Patrica Groves are source of these attractive plans. Both are dedicated aero historians and have extensive files. Monty has plans drawn in large scales for black rice box use (R/C), and will quote. The large sizes are generally too big for even Jumbo Scale, but might be reduced. Project CRUD is pleased to see Monty is part owner of the FW-44 in Sweedish marked black and orange.

Mario Battagion sent us data for attractive Argentine FW-44 Bipes. Look for more of this.









See November Aeromodeller, 1979 for CO_2 charging tank system or with BROWN Jr. MJ-70 motors, use Fire bottle fitting and tanks.

Ref, AERO MODELLER FEB. 1957
Handley Page HEYFORD
FAMOUS BIPLANES No.7
by G.A.G. COX

Hard or extra wood may be used in nose, as 1/2 oz ballast was required in nose. If you don't mind a larger tail (both area and thickness yet retaining the proper look) do enlarge it to allow a more rearward C.G. This model flew " a lot better than I thought it might" at 6½ oz. Reduce weight as much as possible in construction.

Sliced rib construction in wing.

Early flight pattern is a hundred foot hop in a pretty straight line. then longer. Stable and good glide.

Neville built a bathtub in his Lite - best omit this air bucket.
(Retractable tub)

B

FLAT HATIN' ON AND ON:

SIG Mfg. Co. sends a fine looking blue jacket and cap as a most useful sign of success. The SIG line is the main source of kits and building materials at local hobby shops Nest paw? Wood, tissue, dope, wire, and SIG rubber is the stuff kanones are made of.

BADGER AIR BRUSH CO. sent a very useful BADGER 250 AIR BRUSH for all around painting and decorating. This model has the basic 90 degree external mix head with pressure can. Also available at a good price is the versitle 350 AIR BRUSH with the medium size cone set. Just the thing for that light opaque finish the scale judge is most pleased with.

HOT STUFF offered a lot of credit on a mysterious welding soup found by a Hunter from SATTELITE CITY. It works great with tight joints, but I must give up using it except for field repairs out in the open air. Every time I use a Cyano Acrylate type, my nose goes in fluid drive for a week. Ross Mayo also has this allergy.. Most fliers like it.

PETER W.WESTBURG 834 Seventh St. No.6 Santa Monica Ca. 90403 sent a credit for a choice from the very highly detailed drawings Pete does so well. Look in Model Builder '78, etc.

THE BEST OF GOLDEN AGE OF FLYING MODELS PLANS BOOKS is a fine collection of 150 of the best rubber scale plans of the 1930's on. At $4 plus .40 , a valued book and aid for selection of plans. Joe Fitzgibbon and pals at P.O. BOX 13 Braintree Ma. 02184 also have about 4 kits or more with quality stuffings. Plan 110 of the Travel Air R at $1.50 is 24" wingspan and a fine looker for FAC Thompson Trophy racing too. No. 180 of the MEGOW 23" Hawker Hurricane for $1.50 could see dual duty in Battle of Britain and WW II.

F.A.I. Model supply of P.O. Box 3957 Torrance Ca. 90510 sent a spool of the high energy strip rubber used so often and well in contest action. Ed Dolby also imports the other stuff too. For 1980, the 6mm or ¼" F.A.I. will be the best bet for higher times. Some very good rubber was selected or made special for the Italian team at TAFT. It is good to see that superior rubber can be made, but not so good that the rejects are shipped.

REPLA-TECH INT. now handles the R.S. HIRSH Raceplanes 3-views, and Robert Morrison has drawn 15 to 22" span views of several acrobatic or otherwise unusual subjects . Nifty!

TITEBOND keeps us in togetherness with a most versatile white glue. WE stick with it!

John Pond OLD TIMER PLAN SERVICE sent the pleasant suprise pack of rubber scale plans. $3 tO P.O. BOX 3215, 1722 Junction Bodg. D San Jose Ca. 95156 will get the latest lists. Among the O/T plans, the 53½" Class A Pylon by Mel Yates looked real good.

PECK -POLYMERS sent g ift certs. duBlue got lucky and won one. It gave me a good chance to compliment Bob and Sandy on the Prarie Bird Embryo and kid them on the green tissue. W.C. Hannan Plans , rubber hardware, and building materials are choice goodies here.

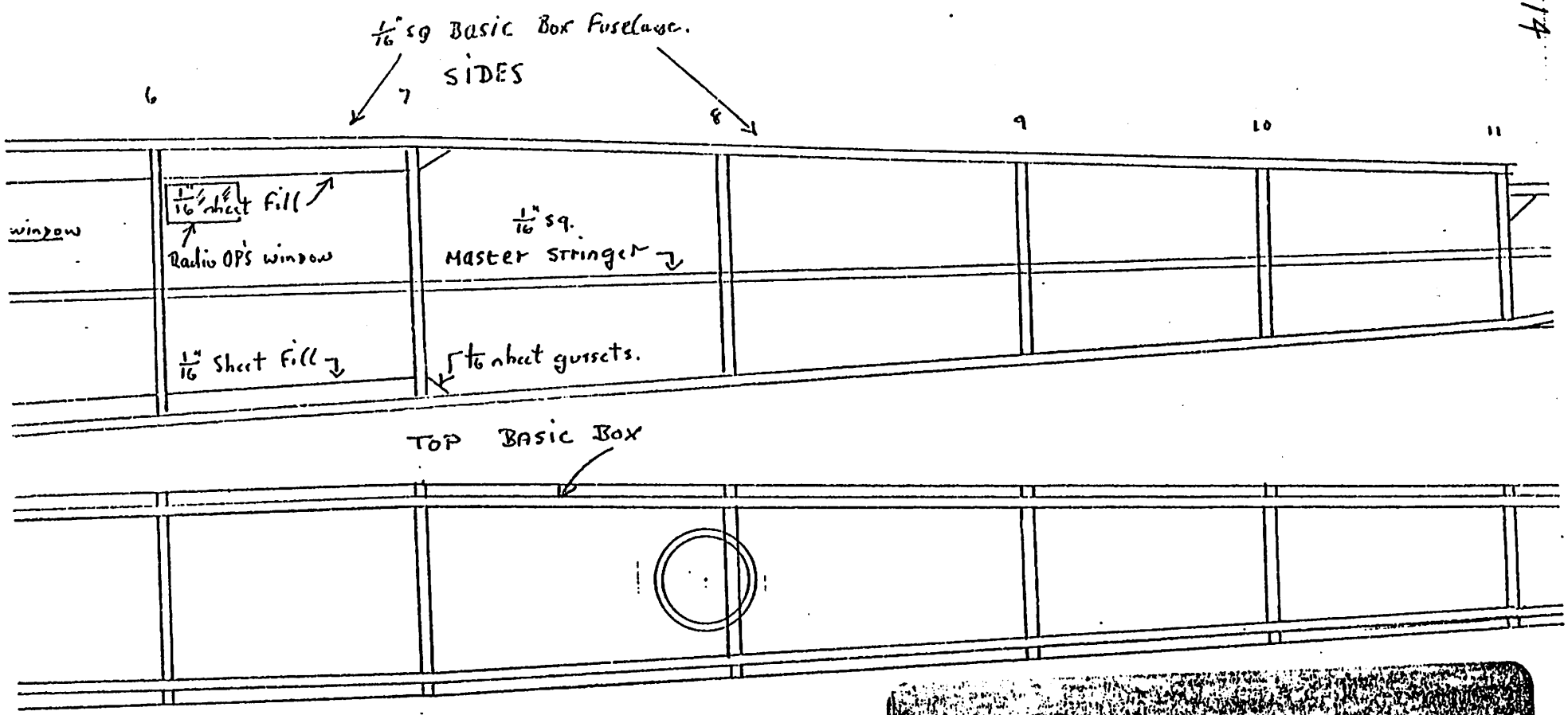
Ira J. Keeler, 572 Deodara St. Vacaville Ca. 95688 sent a '40 Jasco Handbook Catalogue and list of old reprints. Send Ira a buck and see his O/T stuff and swap directory.

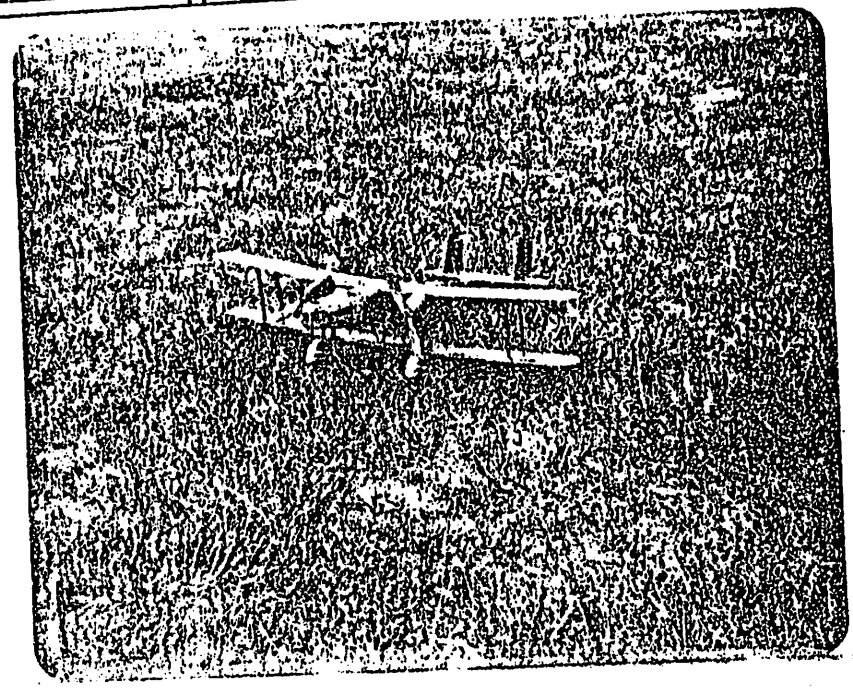
From Pactra came Aero Gloss Urethane -Epoxy Paint., And Top FLITE sent 3 rolls of MONO KOTE. Sure protection from rain! Yes from hot fuel too for gas birds all a glow.

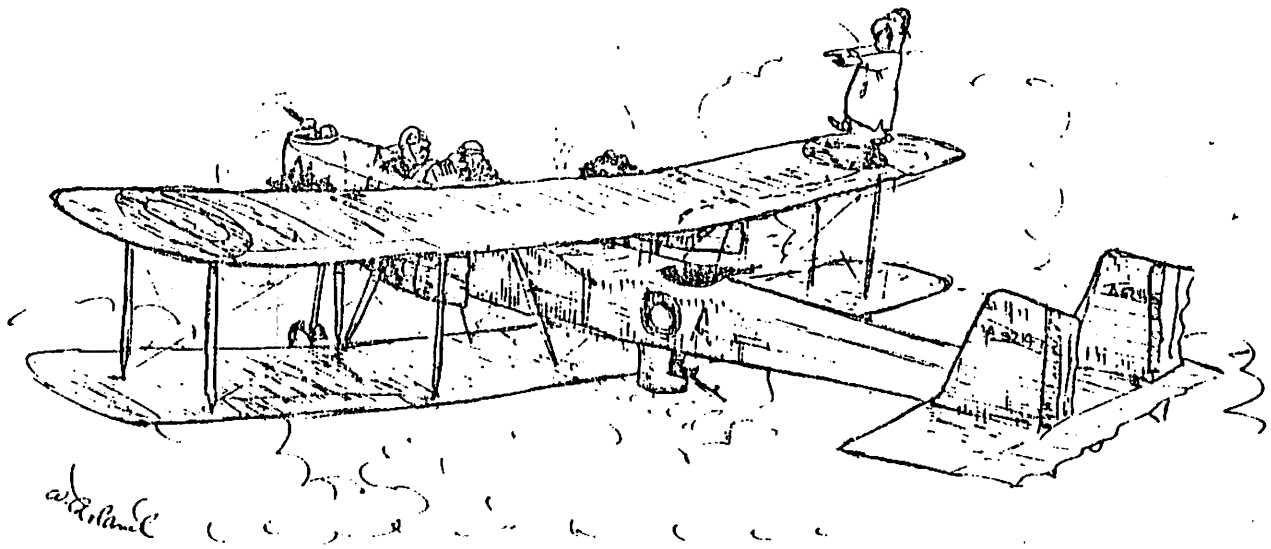
Williams Brothers honored this action with a chit for plastic cylinders or the special brand of kit that is irresistable. The Northrop pack makes up to several versions. Frank Zaic brought back 1957-58 with that Model Aeronautic Year Book.

Two ½A BLAZERS from CARL GOLDBERG MODELS and two COX TEE DEE .049 motors made the prize package to offer winners a good duration set. The TEE DEE makes a very good gas scale power plant too, since the fuel line intake allows timed fuel supply runs.

And HANSEN MFG. of quick release air fittings completed the prize offerings with artful posters of Formula I Race Planes at the HANSEN FORMULA I CHAMPIONSHIP RACE of 1979. Fine prizes all, and the finest flying day of the season rewarded us . Thanks ever so much to Marc, Martin, 'Sox, Alex, The Detroiters, CFFS and Dick Smith for WPAFB site use.

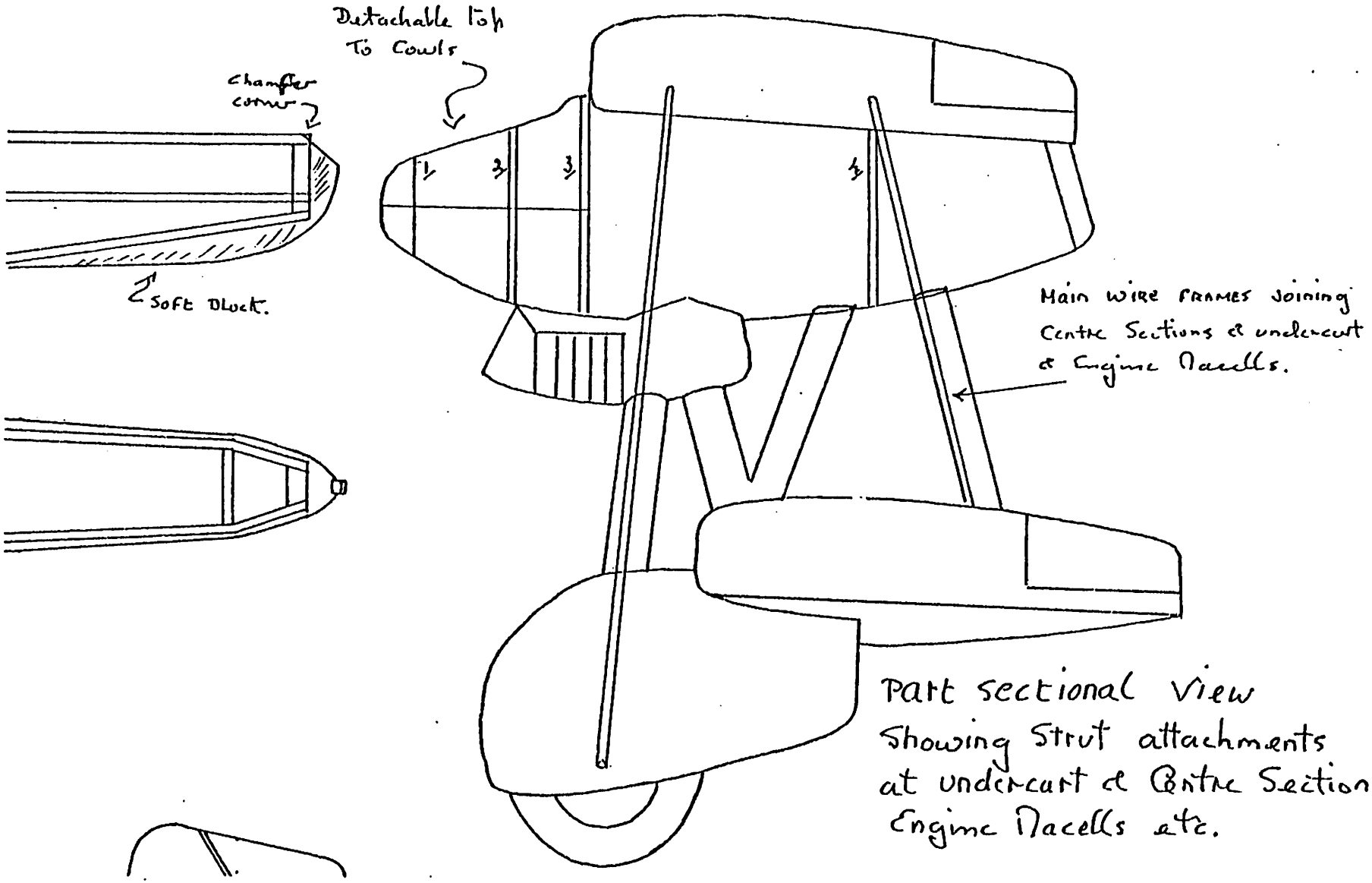

1/16" sq Basic Box Fuselage.
SIDES
6
7
8
9
10
11
window
1/16" sheet Fill
Radio OP's window
1/16" sq.
Master Stringer
1/16" Sheet Fill
1/16 sheet gussets.
TOP Basic Box



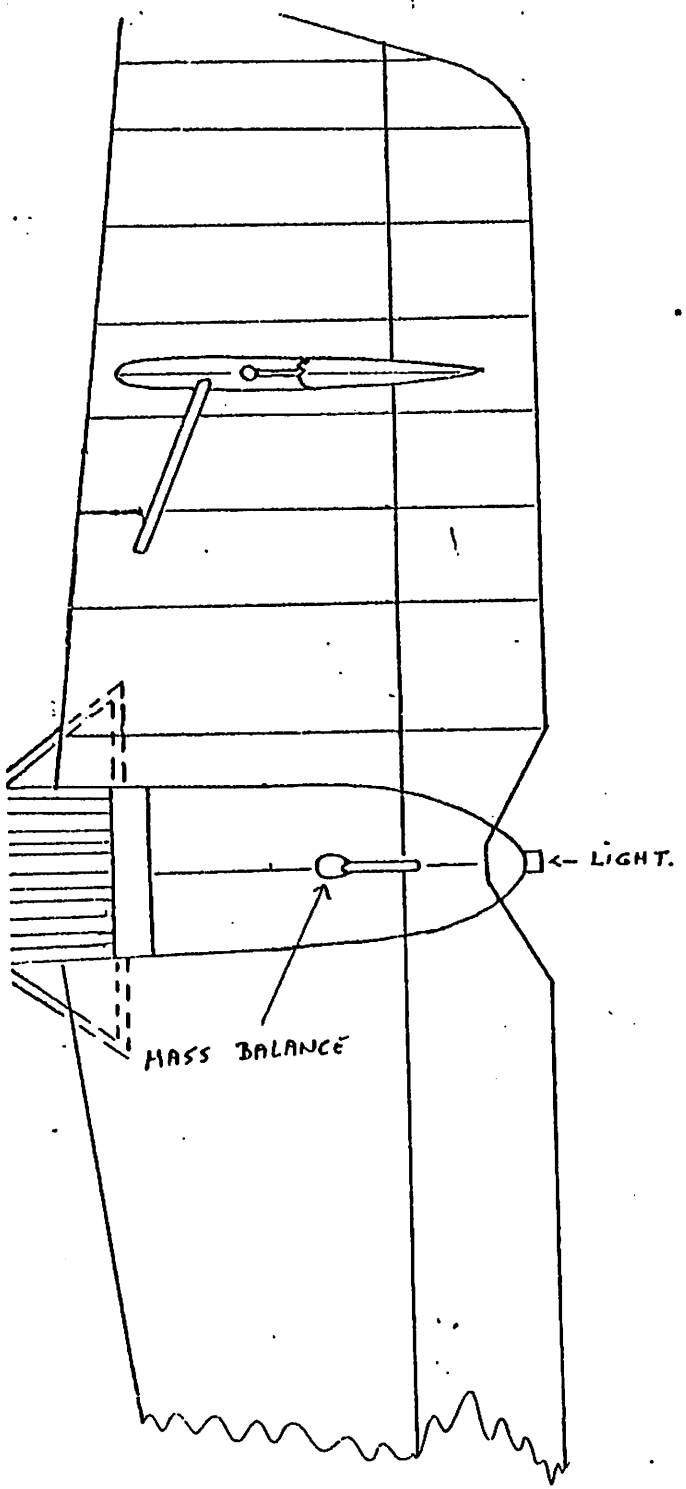


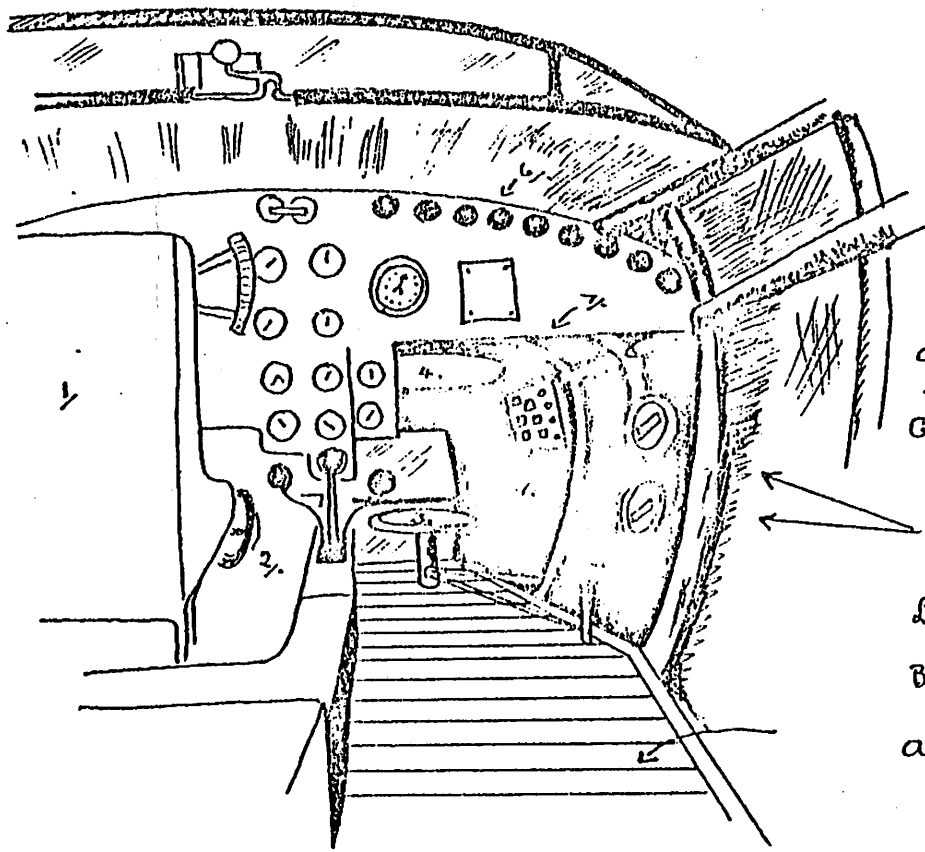
"Don't worry, old boy. Our rear gunner always naps on the trip home."

AIR PROGRESS



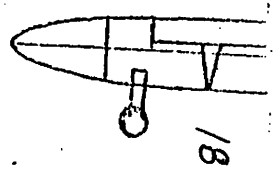
Part sectional View
Showing Strut attachments
at undercart & Centre Section
Engine Nacells etc.





"HEYFORD" Cockpit
Looking Fwd from
Radio ops Seat.

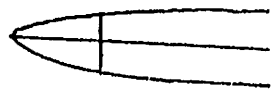
The Handley Page "Heyford" designed to Air Ministry Specification B32/32 was the standard heavy bomber of the Royal Airforce in the middle thirties.



8/

Described by its makers as an "express" bomber, not by virtue of exceptional speed but because it was designed specifically for rapid servicing between sorties. The high engine mounting enabled the armourers to reload the bomb bay in perfect safety with the engines running.

The side panels of each engine nacelle let down to form working platforms, and although fuel was stored in the upper centre section, the refueling point was located in the lower wing, doing away for the need for special Ladders.

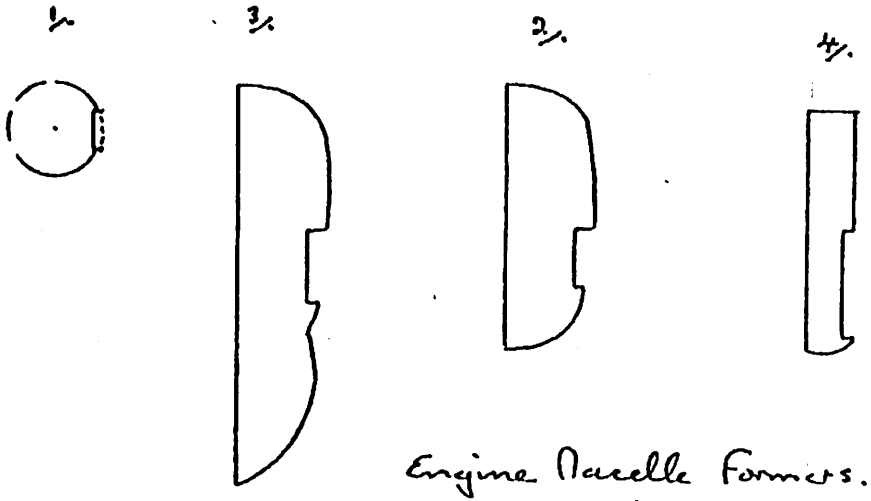


The unusual Fuselage location gave the crew a field of vision hitherto unknown in a bomber and this, with the wide field of fire enjoyed by the gunners, combined in the "Heyford" some of the advantages of the monoplane with the manoeuvrability of a biplane.

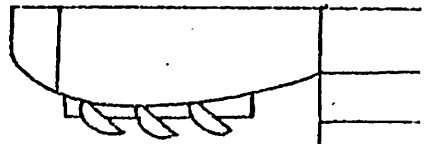
The "Heyford" was powered by two "Rolls Royce" "Kestral" engines of 600 hp each. Loaded wieght 16,750lb.

Max speed 142 mph at 13,000 ft. Service ceiling 21,000 ft range 920 miles.

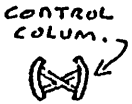
Plans for this flying model are based on the $\frac{1}{72}$" scale "Aeromodeller" drawing and article which appeared in the February 1957 "Aeromodeller" magazine.

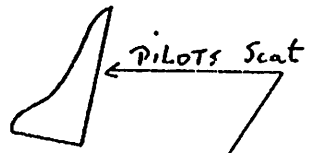


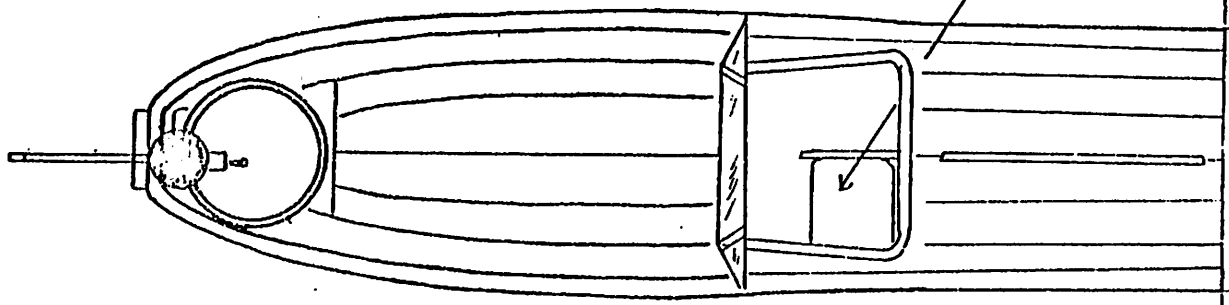
Engine Nacelle Formers.
No 3 is ½" ply for motor mounts
1 2 & 4 are ½" sheet balsa.



ENGINE STRUT
SEE Front View.

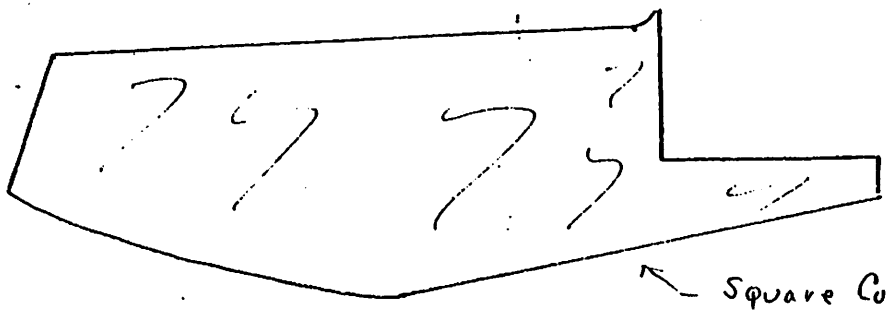






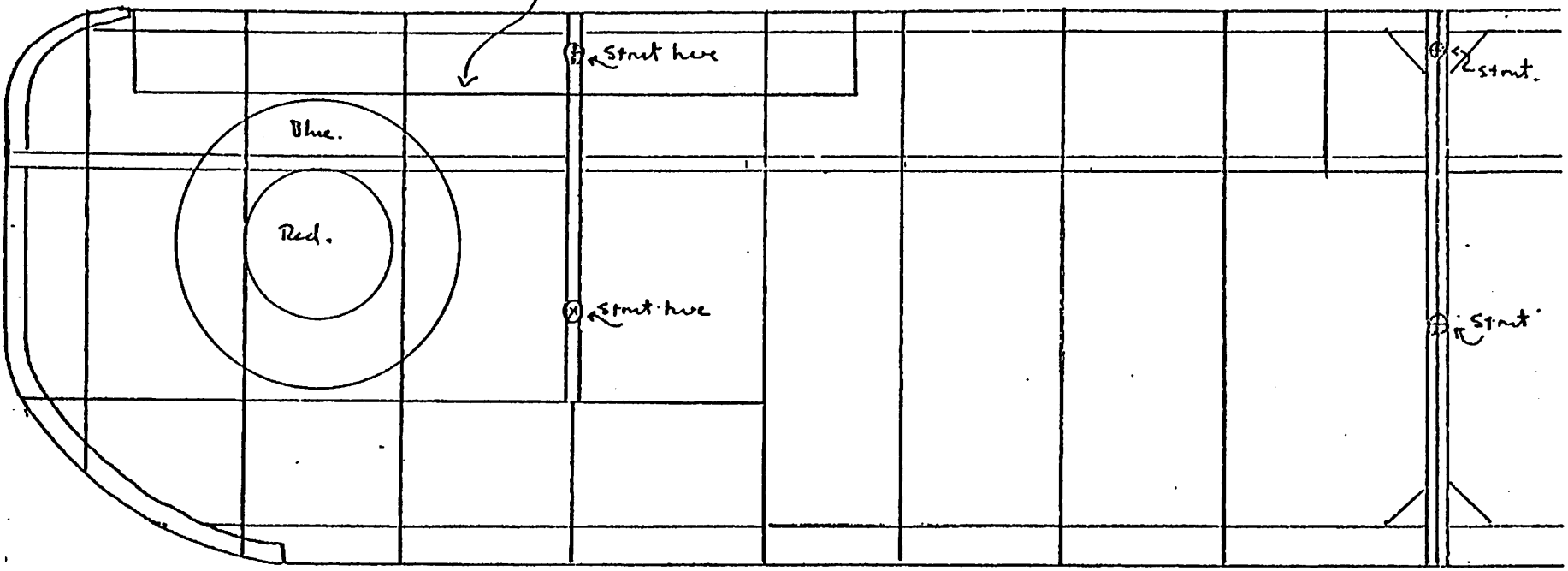
Lower Wing Leading Edge

Engine Nacelle
3½" side parts.

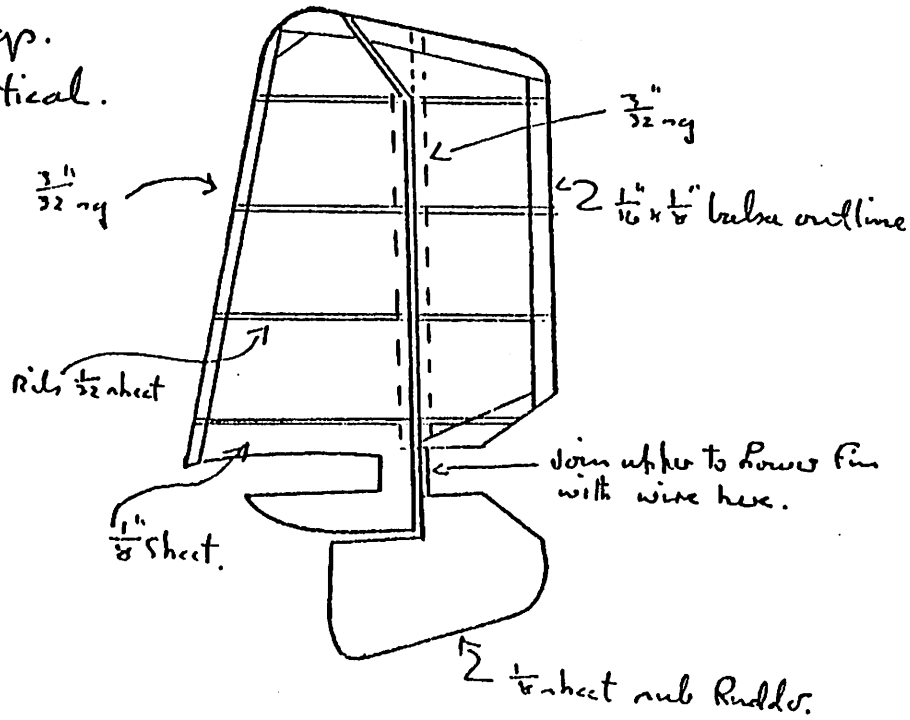


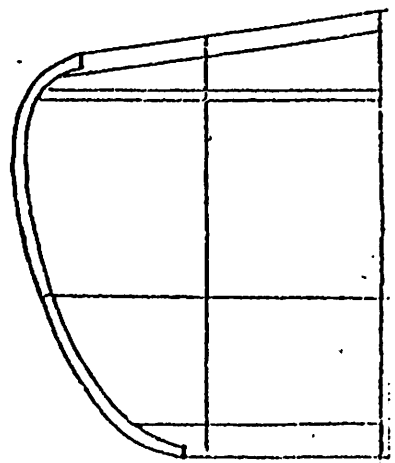
Square Corner bottom rear.

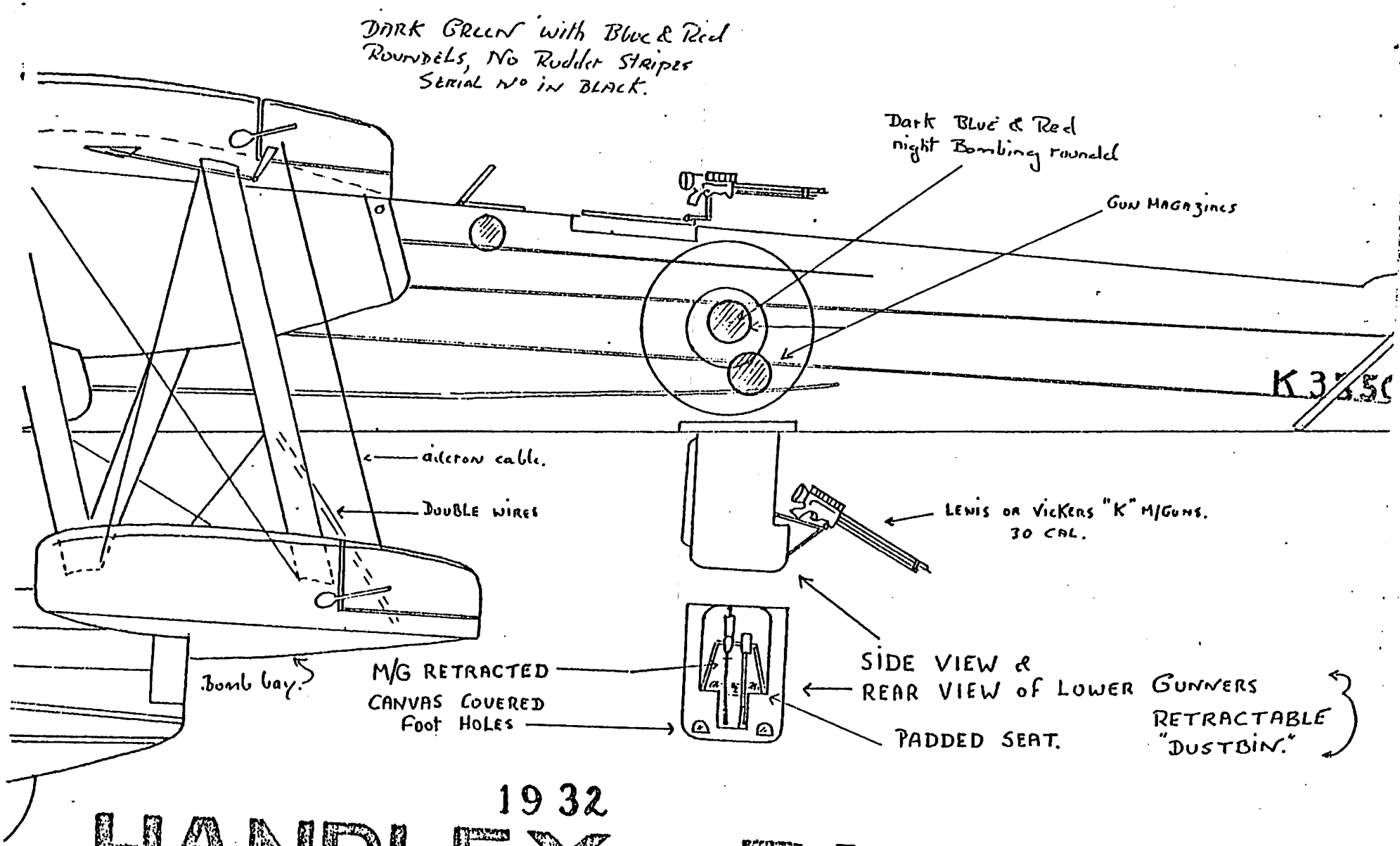
Leading Edge Slot Top Wing only.



Hi Page "Hayford" Wings.
Top & bottom are identical.
apart from Slots.



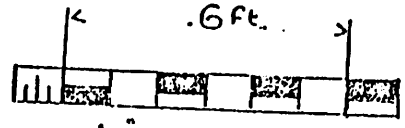




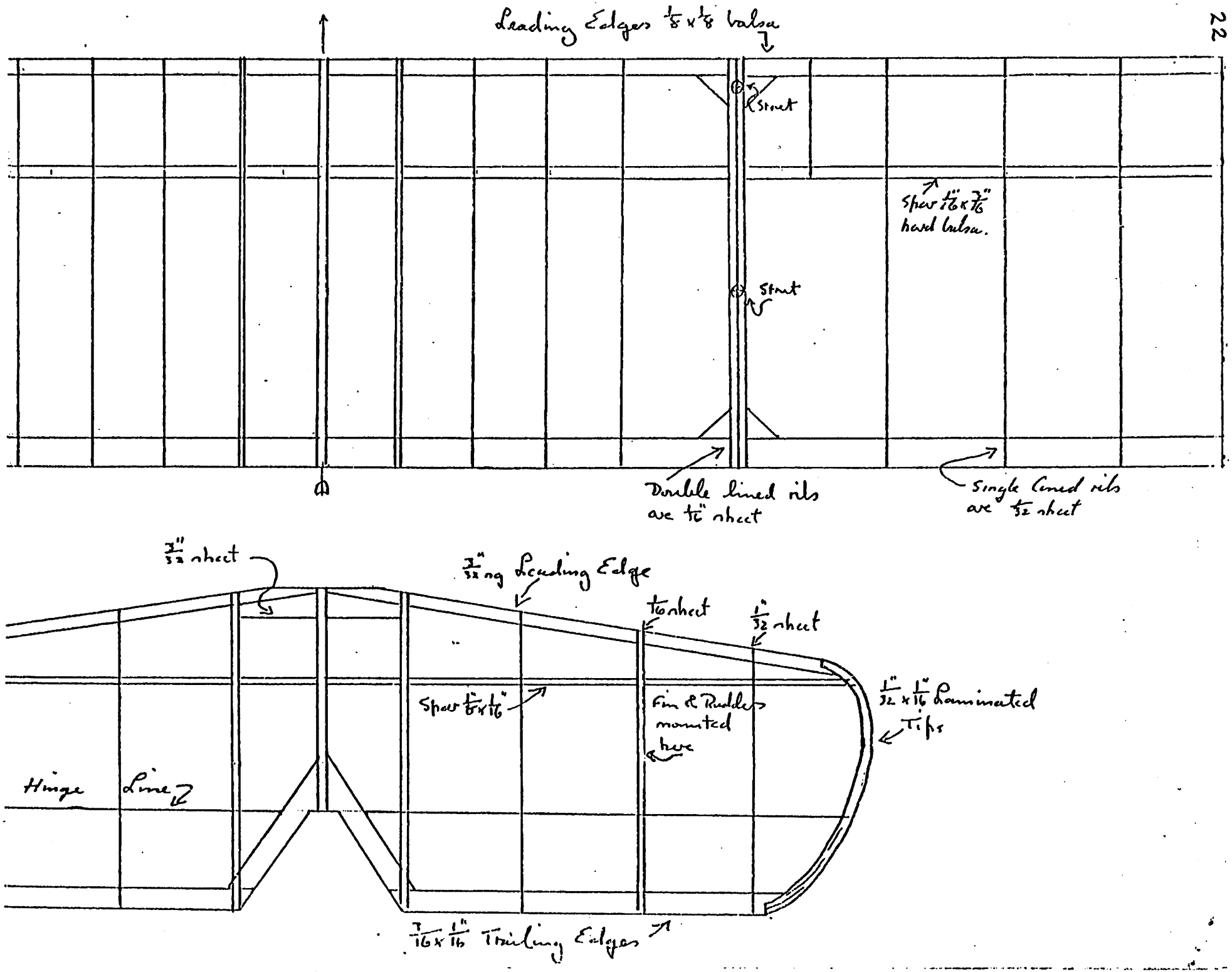
1932

HANDLEY PAGE HAYFORD MK 1.

TWO "R.R. KESTREL" III 12 cyl WATER COOLED ENGINES
OF 600 HP EACH.



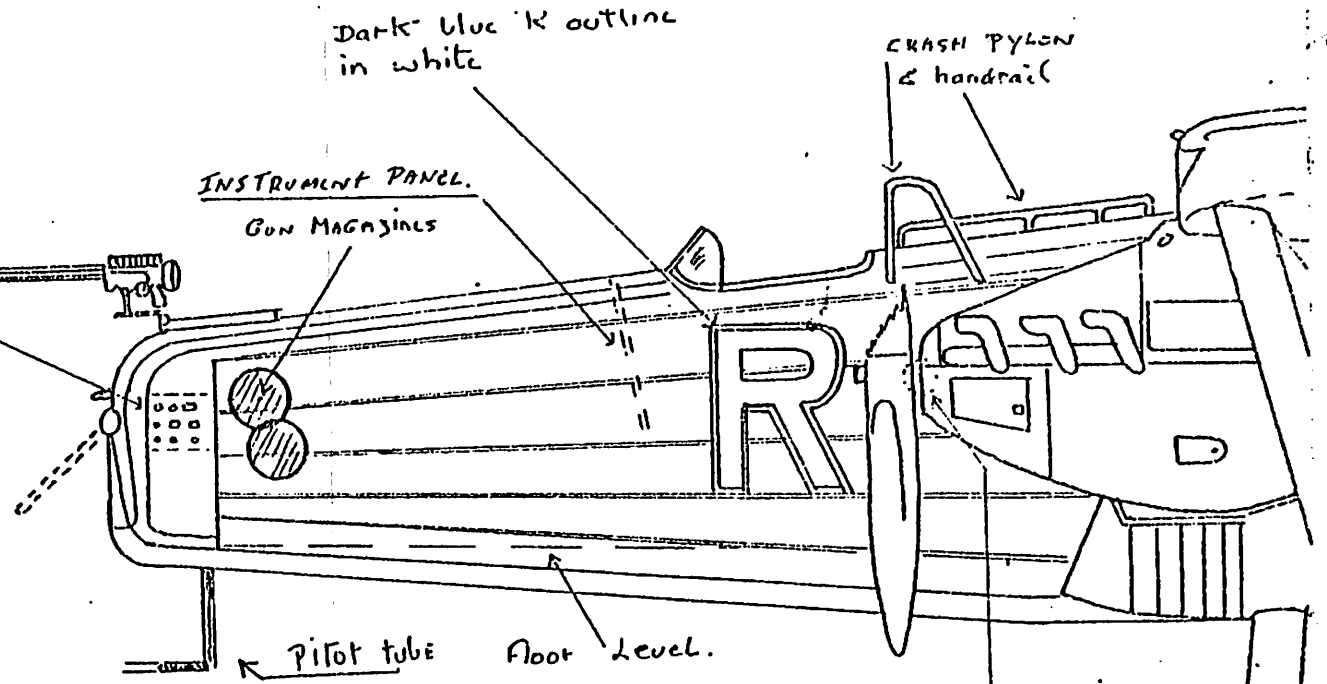
27


Leading Edges 1/8 x 1/8 balsa
Strut
Spar 1/16 x 7/16 hard balsa.
Strut
Double lined ribs are 1/16" sheet
Single lined ribs are 1/32 sheet
3/32" sheet
3/32" Leading Edge
1/16 sheet
1/32 sheet
Spar 1/16 x 1/16"
Fin & Rudder mounted here
1/32 x 1/16 Laminated Tips
Hinge Line
3/16 x 1/16 Trailing Edges

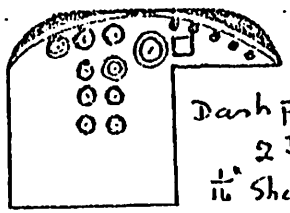
COLOR ME GREEN!

Handley Page Heyford
Twin Telco CO_2 Power
Courtesy
Neville Coldrick
PLANE & TRAIN
124 St. Mary's Road
Garston Liverpool 19
Great Britain

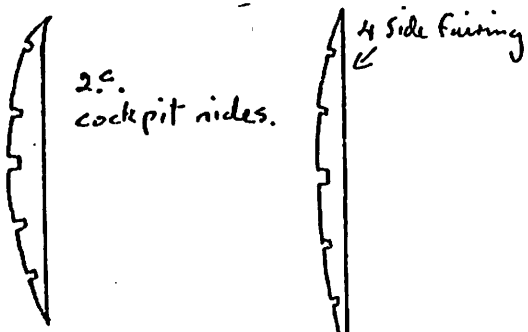
ANDREW MOOREHOUSE PEANUT SCALE KITS:
LUTON MINOR L 1.5 or $3 CURRIE "WOT" L3
COMPER SWIFT " W. TAILWIND L3

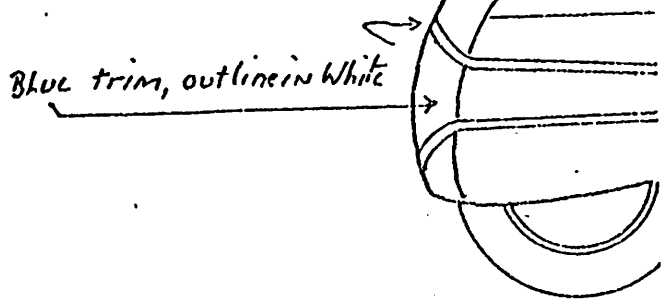


2B.



Dash panel
2 D.
1/16" Sheet.





3.
TOP

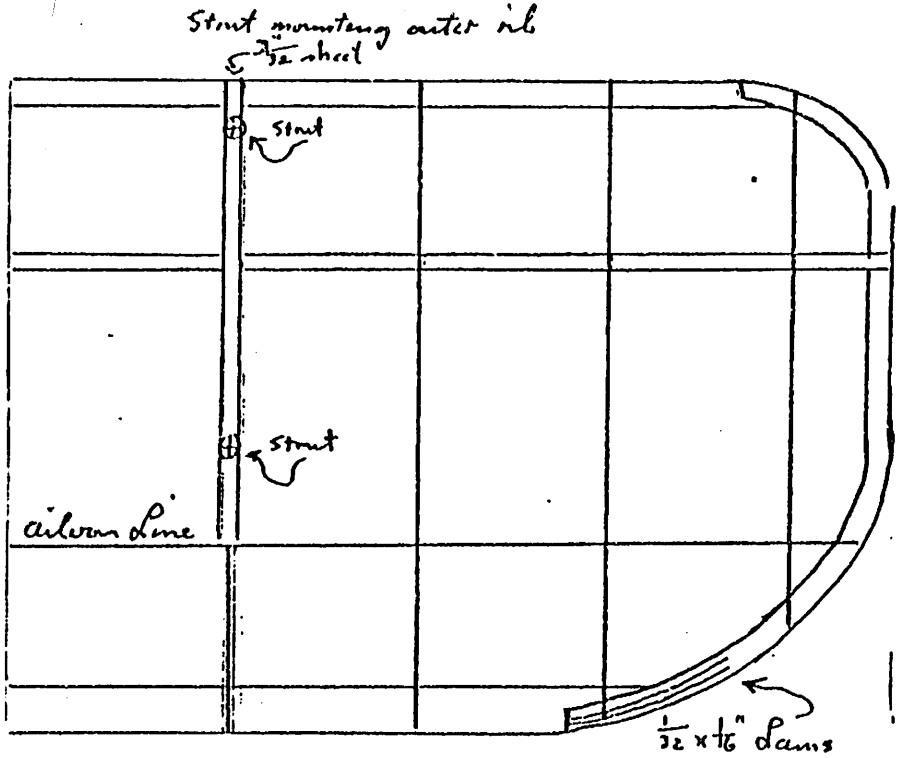
4.
TOP

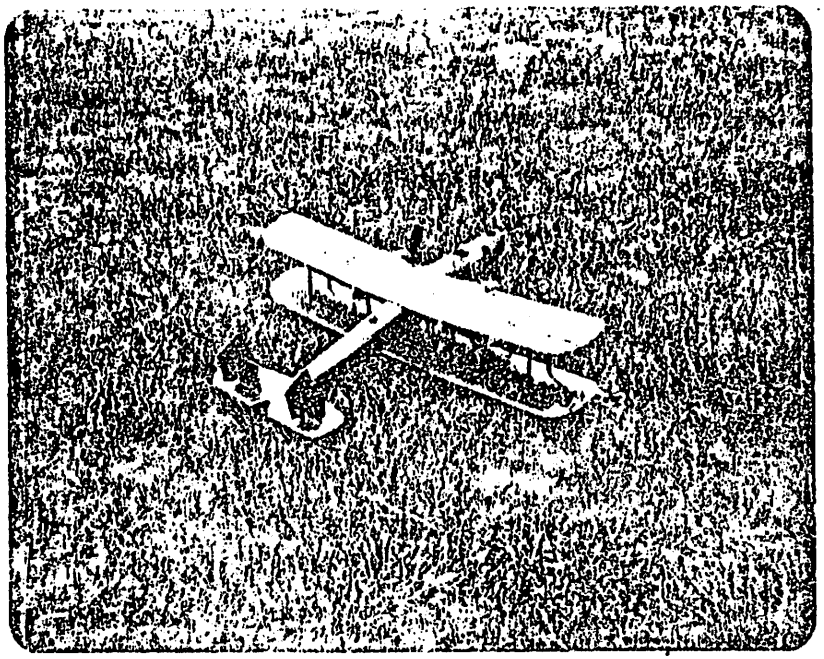
5. TOP
5 side

Soft block.

5. side fairing
1/16" ply rounded at ends

From No 5 to No 11 all fairing side parts are simply 1/16" ply balsa glued to side frames and rounded thies





Strut Fitting Details.

