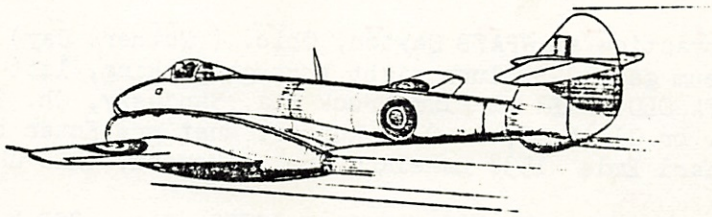
1980 VOL 7 NO 4

CLEVELAND FREE FLIGHT SOCIETY

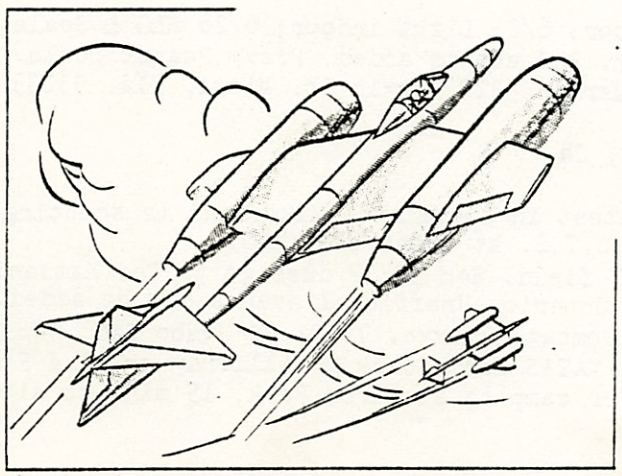
CROSSWINDS

ISSUE 59 4Q, 1980



GLOSTER "METEOR IV" First standard R.A.F. jet fighter. Established world's speed record of 606 m.p.h. in 1946. Two Rolls-Royce Derwent jet engines.

TRW TM 2833
23555 EUCLID AVENUE
CLEVELAND, OHIO 44117



MK. 8

1981 CALENDAR

MARCH 29 CFFS 'HOG'S EVE FF AT Warrensville,Oh. 10-4 HLG, JET-CAT., EMERYO, P-NUT GHQ. CFFS meeting PM at Andy Medovitch's 12812 Oakview Garfield Hts.

APRIL 5 ERIE SNOWBIRD 5th Indoor Meet at Edinboro State College,Pa. McComb Fieldhouse. Rt. 6N off I79. HLG & EZB 10-12, Unl. Blt up tissue Rub., No.Cal, FAC, P-Nut FAC.

APR. 10-12 TOLEDO WEAK SIGNALS SHOW. Check in at Golden Age Reps. See Fly-Line, Micro-X, Don Belote Biggies, and Dave Diels Plans at Swap Shop. Maybe Jack Fike too. Check the new coverage in FLYING MODELS MAGAZINE, and watch out for Red Hats!

APR. 25-26 MARKAM PARK So. FLA. FF MEET at Weston Pasture. S.R. 84 West of Ft. Lauderdale. to Markam Park. So. on Bonaventure Blvd. to Weston Field on Rt. See Flier and bring your FAC Scale birds too. File log with GHQ for Kanone credit;3/ event min. 1 mile X 3 mile site. lots of room for EMERYO ENDURANCE too. BYO card table! CD Shirley Campbell 1785 64th Terrace S. West Palm Beach FL. Ph 305-968-1045

May 3 holds rank in FAC with a win in Embryo Endurance.

~~APRIL 26~~ CFFS meeting 8pm at Larry Loucka's 5667 Delta Circle, Willoughby (216) 944-0155

MAY ?-? 2 day indoor trials weekend at West Baden Ind. Check in with Don Lockwood, IMAC, 10543 So. Hamilton Chicago, Ill. 60643. Meals $10, Lodging $10 per day & night!

MAY 10 FF practice at WPAFB Dayton, Ohio. (Mothers Day) From now on, enter at main Museum gate 29B. Turn right through parking, left behind Museum and on ahead,&rt.

MAY 17 NOFFA OLD TIMER at Plum Brook Sta. Sandusky, Oh. 9-4. for .020 Replica, Nostalgia, (Ign. or Glo)A, B, C. O.T. Rubber. Must pre Enter by May 8 to get on site. CD Karl Emde 1538 Lakeland Ave. Lakewood, Ohio 44107 Ph 1-216-521-4964.

MAY 23 FF practice at WPAFB, courtesy COFFC. Enter 29B behind Museum toward hangar hill.

MAY 24 FF All Gas COFFC Meet and Dayton Buzzards FAC Scale McCook Melee at WPAFB

MAY 31 CFFS FAC Scale Scramble at Lorain County CC, Elyria Ohio. Full FAC Peanut Scale, Walnut, FAC Rub., Old Timer & Hi Flier Kit FAC, WW II Peanut, WW II FAC Combat, Embryo Endurance, Old Timer CO_2 Replica Precision, R.O.G. Sp'l Rub.(J)(SO), HLG (J)(S)(O). CD Gordon Roberts 216-661-5210

JUNE 6 FF practice at WPAFB Dayton, Ohio.Enter field via main Museum Gate 29B.

JUNE 7 WPAFB AA Meets: C.I.A. Old Timer & CFFS Formula FAC Wright Races. Full FAC Peanut, FAC Rub., MULTI-Motor FAC, 30"+Jumbo FAC, Embryo Endurance (JS)(O), Schneider Cup Racer 3/4" Profile, Shell Dash Qualifier, Greve Trophy inline motor race, Thompson Trophy radials race, Hansen Handicap post war Dash, WW II FAC Combat. CD Gen. Max duBlue, Blue Fox Base, Storkville Sector. Ph (216) 382-4821.

JUNE 6-7 Toronto,Canada District Champs at CFB Borden. SatFF & FAC WW II. Sun. F.A.I.

JUNE 14 Jack McGillivray 621 Cosburn Avenue Toronto 13, Ontario CANADA M4C 2V1

Bong, Wi. 2 day FAI is mooved to July 25-26.

JUNE 21 WPAFB AA Meets: NOFFA & ERIE MAA FAC GHQ.

JUN 21-23 AMA Indoor Nat's at West Baden Ind.

JUN 24-26 SNART at West Baden. 6/24 Heavy Indoor; 6/25 Light indoor; 6/26 HLG & Scale.

JUN 26-27 2WPGP 24 hr. Peanut Flyathon 7pm-7pm. FAC events added. Proxy Peanut Scale. MIAMA HANGAR PILOT $5/Yr. Dr. John Martin 3327 Darwin St. Miami, Fla. 33133 U.S.A?

JUN 27-28 BONG, Wisc. FF Meet.

JUN 30-7/2 1981 S.A.M. Old Timer Champs at Taft, Ca.

JULY 5 FF practice at WPAFB.

Look for a CFFS calm air evening contest in Cleveland. Mike Zand is scouting sites.

JULY 11-12 Probable date for WNY PIKE FF and S.O.T.S. at Johnsville NAS.

JULY 12 N. OHIO SAM 39 date at Lorain C. R/C field. SAM 39 $2 dues go to Ted Katsanis.

JULY 14-19 FF CANADIAN NATIONALS at Centralia, Ontario. Unofficial events may be added. Sat. 7/18: GHQ Peanut, WW II Peanut Combat, Embryo. 7/19: 30"Jumbo FAC, WW II.

JULY 19 FF practice date at WPAFB. CANADA NAT'S forms Jack McGillivray or Blue Fox Base. Dorms or camping at Huron Park, 15 min. to site.

CROSSWINDS QUARTERLY

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

ISSUE FOR OCTOBER, NOVEMBER,
AND DECEMBER, 1980
VOL. 7, NO. 4
ISSUE NO. 59

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

EDITORIAL COMMENT:

I do not want to say that 1980 was a busy year, but I had to add three days to it just to finish my office work! And, of course, there is the matter of the late arrival of "Crosswinds" which has, regrettably, been the rule, rather than the exception for the last two years.

It was amusing to rationalize if national magazines could publish two or three months in advance of the date of their work, we could publish a month or two after the date of ours. After all, who will know the difference as these publications are enjoyed a year or two later? The premise, though initially amusing, has become stale, and in my view, no longer funny.

My practice is growing (thank God!) nicely, but at this point, my "staff" consists only of my secretary, Carol Pflug. That "only" is misleading in that Carol is a superb worker and friend who, by the way, has typed all of my "Crosswinds" material since I became Editor in January,1977. At that time, I was associated with a larger firm and had the back-up personnel needed to keep business moving even though Carol was typing for "Crosswinds." I no longer have this luxury, but hope within a year or two to have a larger office, however, and perhaps by then it will be possible for me to devote the time that I would like to "Crosswinds."

At this point,the CFFS has graciously accepted my request that I be relieved of my editorship duties at least for the year 1981. It has been decided that the quarterly format will continue, but that the work for each quarter will be supervised by a volunteer club member. The first quarter of 1981 will be the responsiblity of our President Gordon Roberts, who holds the title of Vice Air Marshall as the highest scoring "ace" of the Flying Aces Club International.

Gordon has extensive experience in both free flight and free flight scale dating back to his youth in England. He is also a close personal friend of Eric Clutton, an accomplished modeler in his own right and columnist for the famous English magazine "Aero Modeller." Gordon will begin 1981 with English style subjects, including a late Mark Spitfire. There will be much to enjoy!

Finally, I thank all of you for your understanding. I apologize for never answering letters sent to me (I assure you they were read and enjoyed at Club Meetings). I am grateful and deeply honored to have served as an Editor for Crosswinds and to have contributed, if only in a small way,to the growth of our hobby. God Bless all of you and I look forward to visiting with you as the occasions permit in the time to come.

1981 CALENDAR

JULY 26 DAYTON FFAMS Meet at WPAFB. Enter at Museum gate 29B . OBSERVE SITE TRAFFIC LAW.
JULY 26 CFFS FAC Scale Scramble at LCCC, Elyria, OH. FAC GHQ Peanut Scale, Walnut, FAC Rub., Old Timer & Hi Flier Kit Scale, (No. Cal & 3/4" Schneider Cup), Greve Trophy inline engine race, Thompson Trophy radials race, WW I Biplane, WW II Peanut Combat, WW II FAC Combat, Old Timer CO_2 Replica Precision. CD G-8 Jim Hyka (216) 582-0257 alt: Russ Brown (216) 382-4821, TRW 383-2833.

AUG. 2-9 AMA FF NAT'S at SEGUIN, TEXAS.

AUG 9 FF practice at WPAFB, Dayton Ohio. PICK UP AREA.

AUG 13 Take a break; Go fly a kite.

AUG 22 FF practice at WPAFB, Dayton,Ohio.
AUG 23 COFFC at WPAFB. ½A, A/B, C/D, CdH, Wakefield, and HLG. .020 Replica O.T. Bob Lyle Dayton Buzzard FAC Dayton Sector Skirmish. Frank Scott CD.

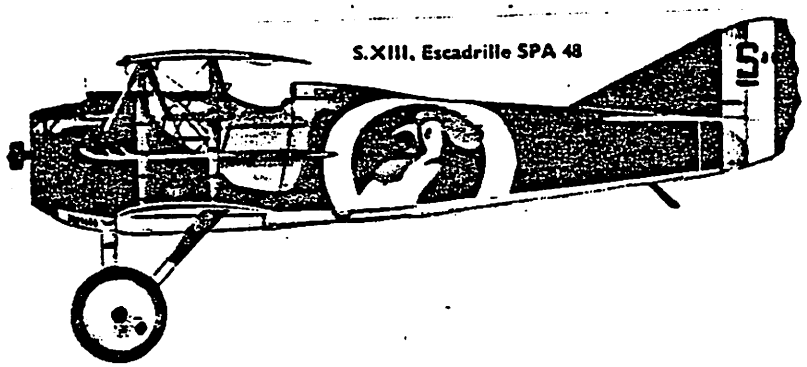
AUG 30 CFFS FAC Scale Scramble at LCCC, Elyria OHIO. Full FAC Peanut Scale, FAC Rub., Old Timer & Hi Flier Kit FAC Scale, Embryo Endurance, WW II Peanut Combat, WW II FAC Combat, Jet Catapult, Old Timer CO_2 Replica Precision, HLG (J)(S)(O), R.O.G. Special 24" Rubber (J)(SO). ALL Fly-No Gas (J). CD Tom Majestic.
AUG 30 CLOUDBUSTERS 14th FFS at 11 Mile & Franklin Rd. Southfield, Mich. S.W. of I-696 & Telegraph 10AM-4PM. FFS Gas AMA, WWI, WW II, F.A.C., Peanut F.A.C., EMBRYO. 'SOX.
SEPT 6 FF Practice at WPAFB Dayton, Ohio.
SEP 4-7 Cleveland Air Show and Air Races at Lakefront Airport. Formula I, Biplane, Vee.

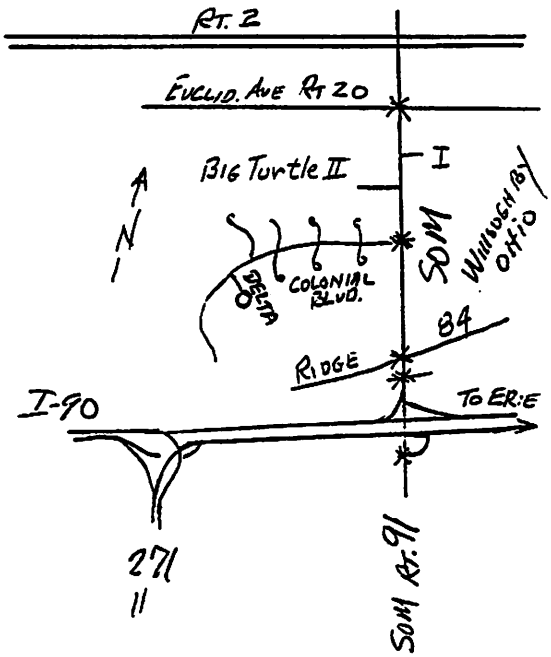
SEPT 13 Probable date for Canton, Ohio FAC Scale Contest.

SEPT 19 FF practice at WPAFB, Dayton Ohio.
SEPT 20 C.I.A. FF at WPAFB.
CFFS & DETROITENGESCHWADER FAC at WPAFB, Dayton,OHIO. FAC GHQ Peanut, FAC Rub., FAC 30" Jumbo, FAC Power Scale, Embryo Endurance(JS)(O), Shell Dash Qualifier, Greve Trophy Race, Thompson Trophy Race, FAC Hansen Handicap Post War Derby Race, WW I Biplane, WW II FAC Combat, MULTI MOTOR FAC Rubber. Orange Bug DAP 943-2640.

OCT 3 FF practice at WPAFB.
OCT 4 AA Contest date at WPAFB.
Probable date for Fall ERIE GHQ FAC Meet
OCT 11 N. OHIO SAM 39 date at Lorain County R/C.
NOV 13 CFFS Indoor Meet date. Mike Zand CD.

CFFS Meeting Sunday ~~April 26~~ May 3 at 8 pm.
Larry Loucka's (216) 944-0155
5667 Delta Circle
Willoughby, Ohio.





CROSSWINDS
BLUE FOX BASE
4909 N. SEDGEWICK
LYNDHURST, OHIO 44124

FLAT HATIN' ON THE YEAR OF THE 

MARCH 20, 4678

Happy New Year! Such a big 1980, We extend CROSSWINDS 4th quarter to include Chinese Year of the Rooster 4678 ! Mark your SPAD with a Rooster for luck and score well. Gotta be lucky. As the glacier receeds, we are looking ahead to another year of intense flying action.

Deep in the Fox Hole, a year over due clean up found the basement, the top of the work bench, and the model building desk top. Even the old black cat problem was finally resolved. She died of an old war injury - the dirty beaste slept on a WW I Peanut in box! Now to keep up to the avalanche of incomming magazines and keep the drawing board in action. Last season, the drafting board was lost as the last clear space to patch up busted model bones and fly on. O.K. retire those weary wooden birds, disconnect them bones, them dry bones, and hear the word of G.H.Q.!

News leaked from a high white horse souse (did we get that source right?) is that a few adjustments to FAC Scale rules will open up JUMBO Scale by dropping all wingspan minimums to the present 30" biplane Jumbo size. In ALL FAC events, the MAXIMUM bonus is 25 points. Credit the D.C. Maxi Cuters Blue Flight for the 25 bonus point MAX FACtor with out comprimising the intent of FAC Handicap Rules. Looking back at FAC NAT'S data, we find only the FAC Power Scale event 1st place standing altered by a 25 pt. max. bonus. A Red Bear on two motors now gets 20 points, and 5 midwing points and 5 extra for outboard working and effective props. But if the extra props are effective DON will still want to wind them up. Be sure to get your $9 into FAC GHQ, 3301 Cindy Lane, Erie PA. 16506 to get an early copy of all FAC Rules. Note that 25 max bonus is in addition to wing handicap points.

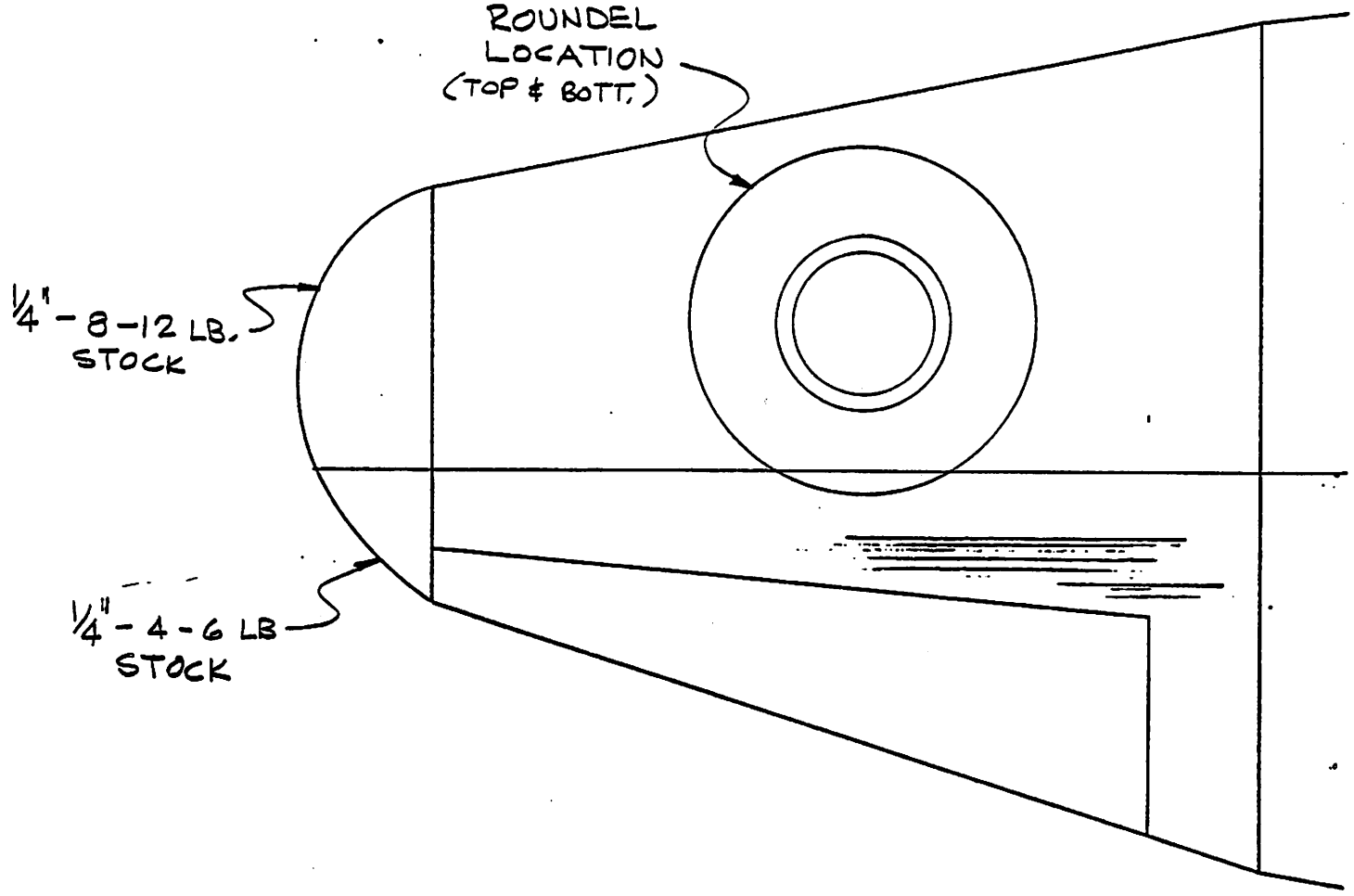
Speaking of newsletters, CROSSWINDS will still be pleased to accept supporting contributions of $10 or so, and will keep on the fat quarterly theme. The reminder issue number has been adjusted to reflect quarterly status. Thank you all so much.

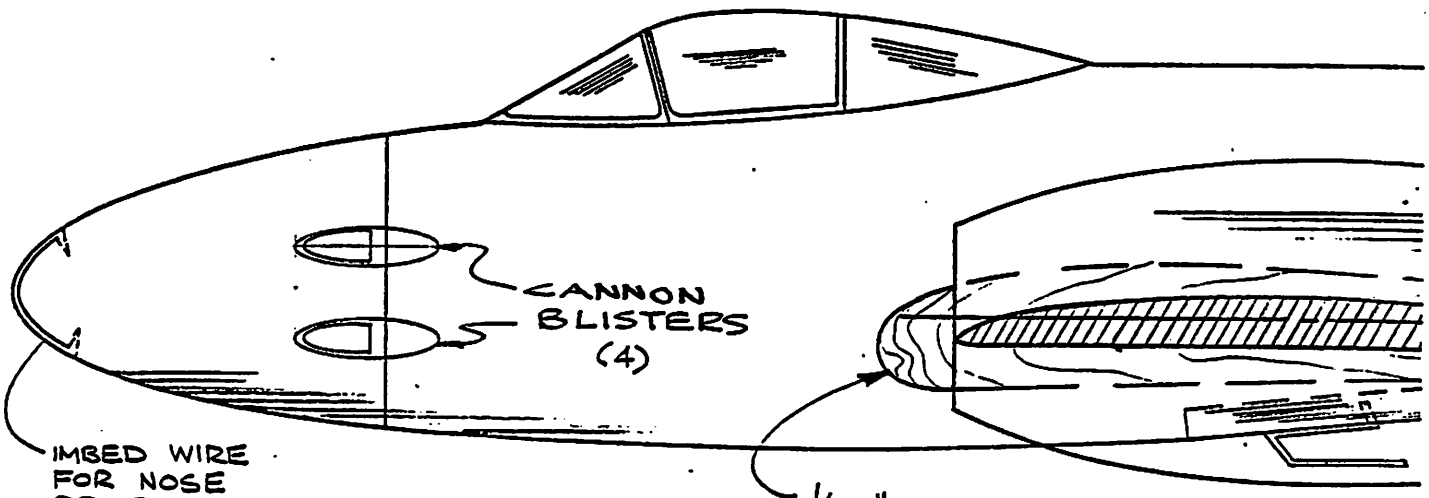
While into the check book, look for at least another $9 for MAX FAX to prez Allan Schanzle at 8311 Exodus Dr. Gaithersburg Md. 20760 (Ph 301-840-9883). MAX FAX has been superb with Pat Dailey and Allan Schanzle at the post. It will stay good with the D,C. Maxicuters talented pool of rotating editors. Tom Schmitt and Hurst Bowers closed up 1980 in fine style. Allan is also treasurer, so with that hat, is obligated to run a tight ship. Be sure to keep your sub. afloat.

Tight Ship is not necessarily a description of Warren Shipp, now on leave from Scale Staffel. The March '81 SCALE STAFFEL ran an ultra-light aircraft feature. Good stuff here! Warren might have wound up in the Bad Guy FAC Squadron, but fell asleep on the Long Island RR and found himself in San Diego! Write Warren D, Shipp at 17199 W. Bernardo Dr. #201, San Diego CA. 92127 Ph (714) 487-3295. Send $6/ Newsletter, or $8 membership to treasurer Ernie Wrisley 8712 Magnolia #233, Santee, CA 92071.

Not to be overlooked is the ever lovin' FLIGHTMASTERS NEWS & VIEWS at $10/ from Carlo Godel 5726 Case Ave. North Hollywood Ca. 91601 Ph (213) 762-6152. You won't want to miss that Multi Macaroni Goose issue (1919 Caproni tritandem tripe flying ship) when Carlo cranks up the grape vine elastic. Carlo may burn up this dreamboat as the FAC 85 bonus necessary to inspire such a project are clipped to the 25 max code. Also in FLIGHTMASTERS NEWS & VIEWS, The astute Prof. Fate is proof positive Vampires fly in daylight! The rich tawny bit on " all world high prices for indoor stock " is the best taste of Port whine. Got a spelling problem here, but let's drink a glass of port to Prof. Fate. Not a bit too dry, and beats two bottles of Gallo for the price. Haw-aw-aw-w-w-w.

Now in this Chinese Year, it's O.K. to read from the back, but take a look up front at the introductory section now. meetcha back in the Fox Hole.


ROUNDEL
LOCATION
(TOP & BOTT.)
1/4" - 8-12 LB.
STOCK
1/4" - 4-6 LB
STOCK


CANNON
BLISTERS
(4)
IMBED WIRE
FOR NOSE
PROTECTION
1/32" PLY
WING REINFORCHENT
(2)

CROSSWINDS

4909 N. Sedgewick

Lyndhurst, Ohio 44124

FLAT HATIN' ON 4678

With this issue, Executive Editor Dennis Norman takes leave from four years at the front for a well deserved R & R. Helmets off, while we savor the works of inspiration that mark this tour:

The 1977 issues continued Orange Bug's (Dave A. Pishnery) good work with monthly regularity (no pun intended), and developed from outline plans to the dual size construction features with subject data. Twelve more biggies in '78, and another 7 in '79 as the thickness went up. 1979 and '80 continued the theme of a feature subject with many original drawings and choice documentation. Thickness leveled out at about 30 sides as a Quarterly with annual content about equal with FLYING ACES CLUB NEWS and MAX FAX. Along the way we were pleased to add to Norman & Brown drawings with an inspired variety of offerings by Dave Pishnery plus Del Balunek, Dick Bennett, Pres Bruning, Eric Clutton, Neville Coldrick, Bob Grimes, Art Hall, Bob Howard, and Vic Nippert.

Getting there was half the fun! The Norman cooler got a workout with each issue as the graphics were set at "wee hours" of mornings. Michelob (Bud Premium Beer) tastes real good at 2 AM Nes Paw? All that work, and Dennis had to put up the suds besides; and he didn't even pause to bend an elbow. His kindness and generosity are only exceeded by his good looks. Well done Captain Catapult! Take five and we'll see you later. Go fly a Bear!

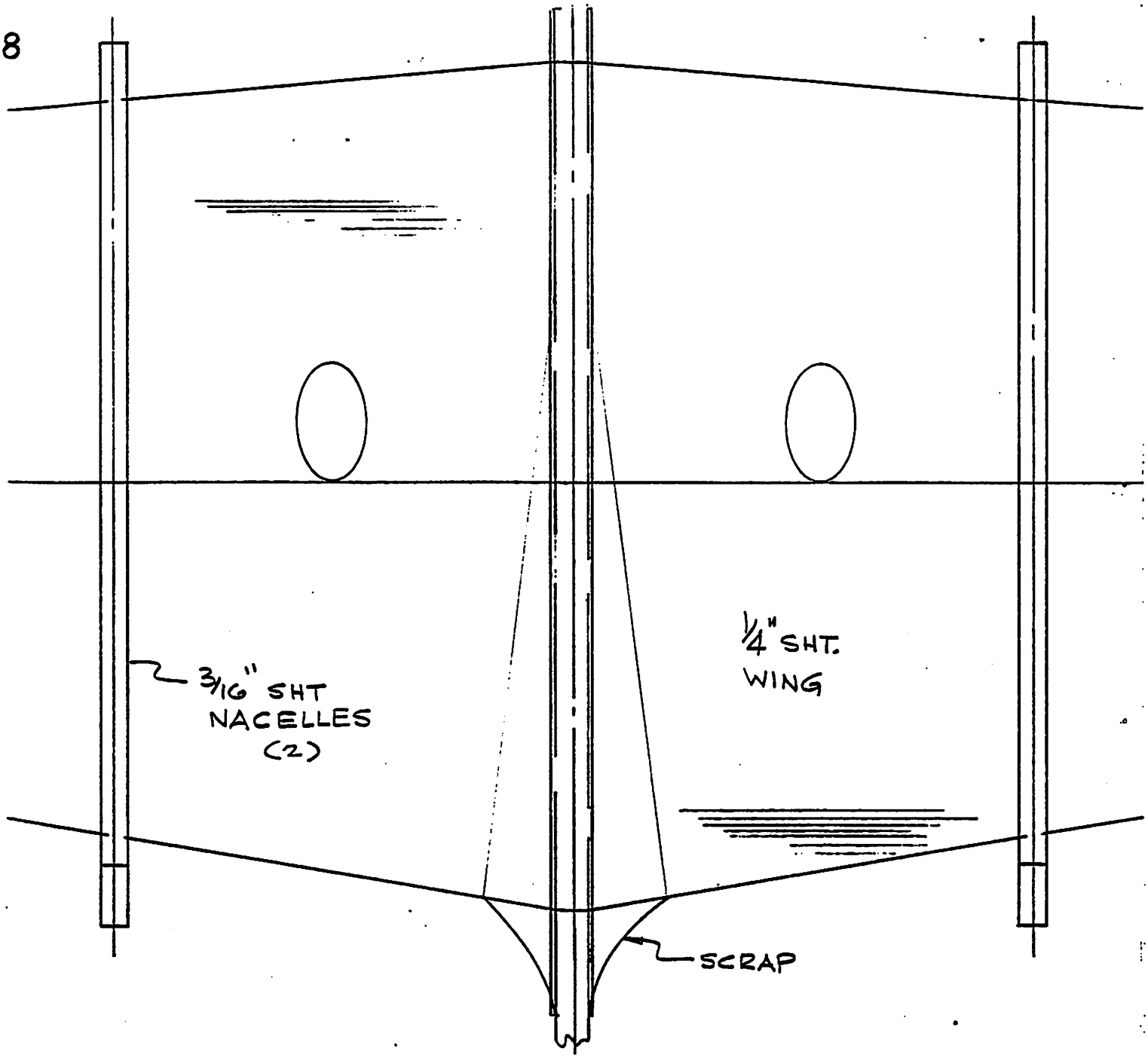
PROJECT CRUD- WIN SOME, LOOSE SOME.

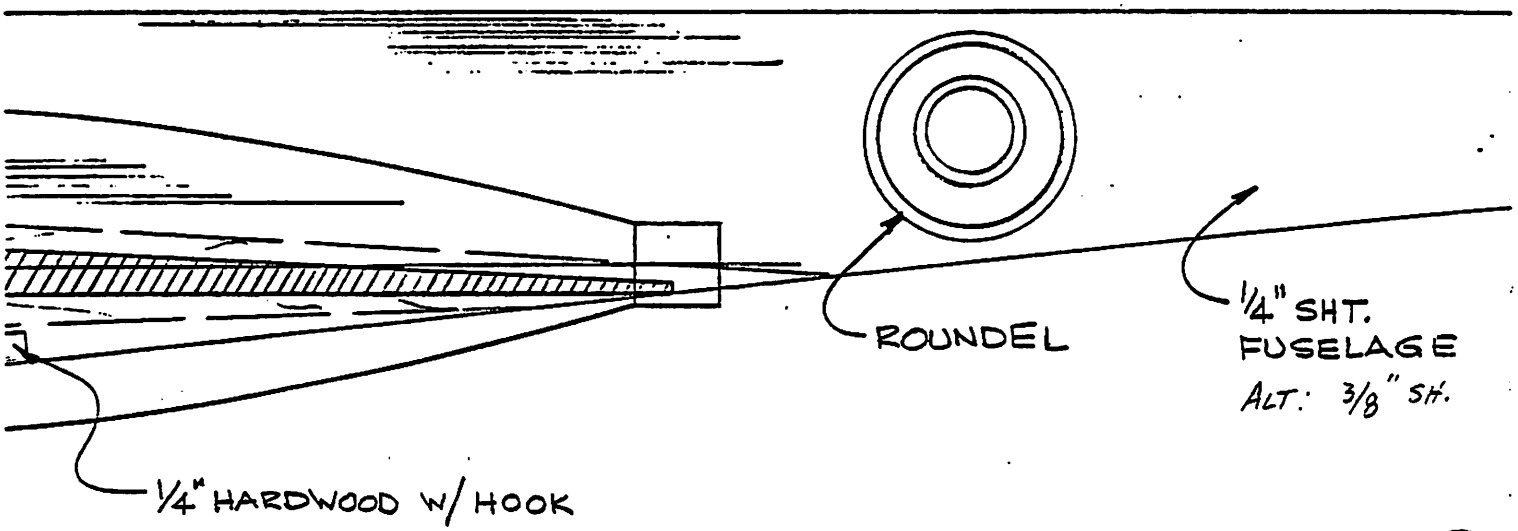
Remember the Curtiss Fledgeling plan by the late, great Vic Harden via John Pond? Soon as we came out with that issue, Pete Westberg drew up Warren Shipp's data, and Gene Thomas of Classic Models provided more photos and tales of X-C flying Long Island to Iowa. Then even Bjorn Karlstrum followed with more drawings. Lots of material for Fledge' builders (a doubtful both of 'em). PROJECT CRUD suggested offering an intermediate 1/2 inch/ft. (1/24th) scale follow up. This is now less than doubtfull. Even after an intensive clean up of the lower den at Blue Fox Base, we don't find Gene's photos. Nor have we heard a word of reader enthusiasm to the point of completeing a model. The half inch Fledgeling will rest in moth balls as we come up with more flyable subjects that merit coverage. Meanwhile, Gene Thomas will make available some sharp Air Pics of Golden Age aircraft for your reference needs. A 1911 Cessna from his Peanut Kit scored at the '80 AMA Nat's. Gene always does a superb job with material presentation, as we know from showings of his Alexander, Cessna, Church, and Heaths. Scale booklets are $3 each, except $2.50 for the 1911 Cessna. Classic Models is at P.O. Box 681 Melville, N.Y. 11747 U.S.A.

See also, FLYING MODELS May '81 as Dave Rees covers thread rigging frame techniques for the 1911 Cessna. Free flight scale builders Dave Rees and Larry Kruse join Earl vanGorder on the new FULL coverage team at FLYING MODELS. Dave published his '80 AMA Nat's winning 25½" span Caudron Simoun in March '81 FM, and Larry's MIG 3 WW II Rusky combat model "made" the Feb.'81 issue of FM. Put FLYING MODELS back on your check list! Subscriptions at TOLEDO WEAK SIGNALS show, or send $15/yr.,$28/2yr, or best is $35 per 3years via circulation Mgr. FLYING MODELS P.O. Box 700 CW, Newton, New Jersy 07860 U.S.A.

While we're at it let's mention Paul Plecan is working on the second of five packs in his plan series for $ 17.50 from 3023 Saratoga St. Riverside, Ca. 92503. We dug up a three view by Paul that supports our CRUD feature. Hope we can work it in.

8


3/16" SHT
NACELLES
(2)
1/4" SHT.
WING
SCRAP


ROUNDEL
1/4" SHT.
FUSELAGE
ALT: 3/8" SH.
1/4" HARDWOOD W/ HOOK

CROSSWINDS RESEARCH UNDER DEVELOPMENT GLOSTER METEORS "MEATBOX"

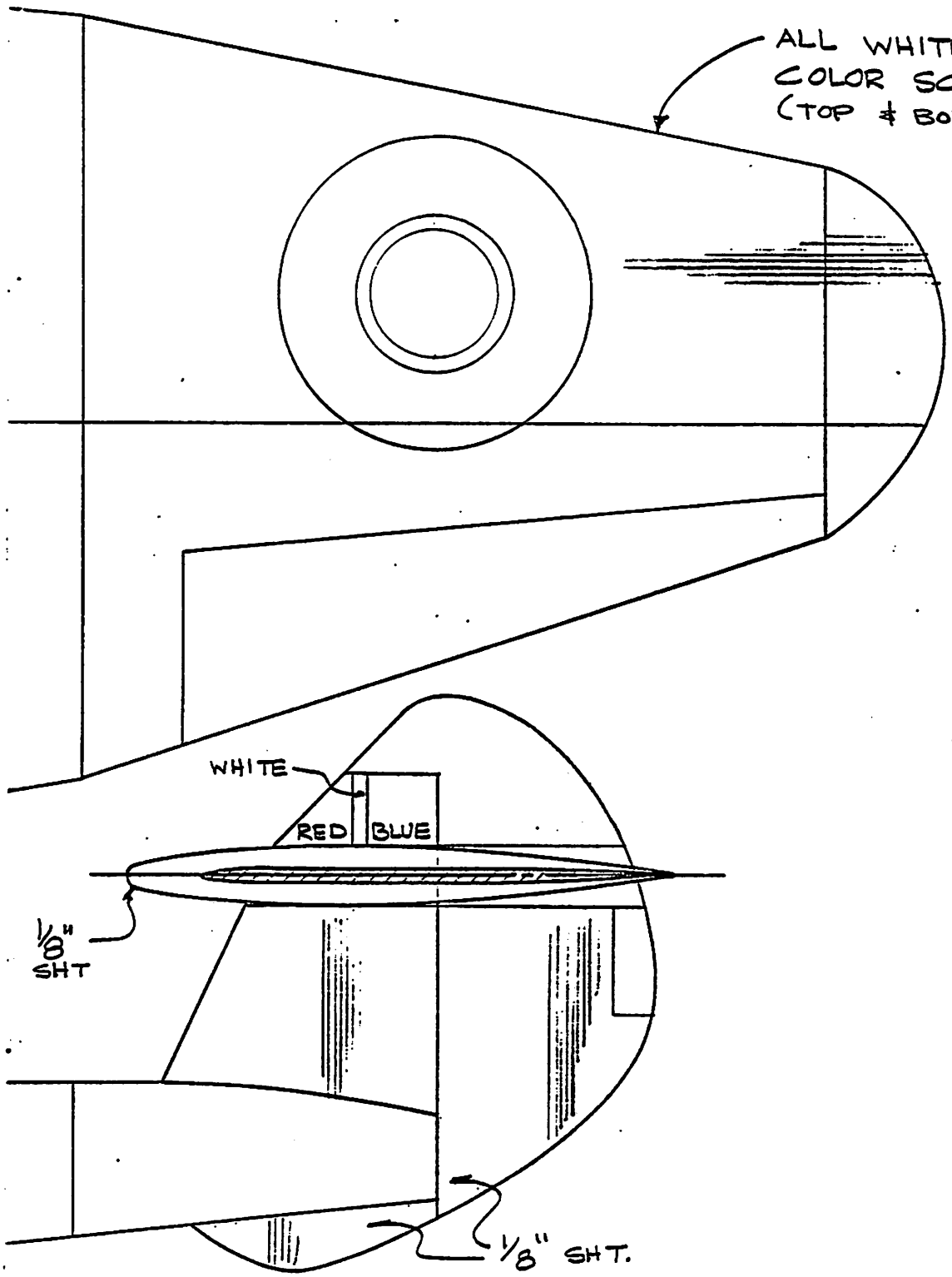
Let's warm up to Vice Air Marshall Gordon Roberts next issue of CROSSWINDS with a Meteor series feature inspired by both Dave Pishnery's Meteor F.1 Jet Catapult Scale Profile dw'g., and real good Argentine F.4 Meteor data from Mario Alberto Battagion in Mendoza, Argentina. Mario is so helpful with Argentine aircraft data, we are especially pleased to show good use at last! An alternate F.1-F.3 extended curve wing tip version at 14.9 inch wing span is shown for the Peanut Argentine F.4 as a WW II combat ready and able wepon. WW II Meteors were used by RAF 616 squadron for "diver duty" V-1 buzz bomb interception (5 kanones), and on the Belgium continent with the 2nd TAC (5 & 616) to beat up airports (a Ju-88) and Flat Hat in the absence of high targets. Either ALL flat white; or Sea & Slime camouflage is right for WW II marking. The prototypes had Sand & Spinach on top with all yellow under sides and the circle P brand.

Meteor Mk. F.4,and on,wing tips were clipped with wider ailerons to improove roll rate. Booster tanks added fuel load and range. Significant engine power development extended the Meteor service to a whole new look F.8 and on era. Argentine Meteors were all bare metal aluminum, or painted light grey and green over light blue, with red and white stripe boost tank and wing tips. May the sun (yellow) shine on your blue and white rudder stripes!

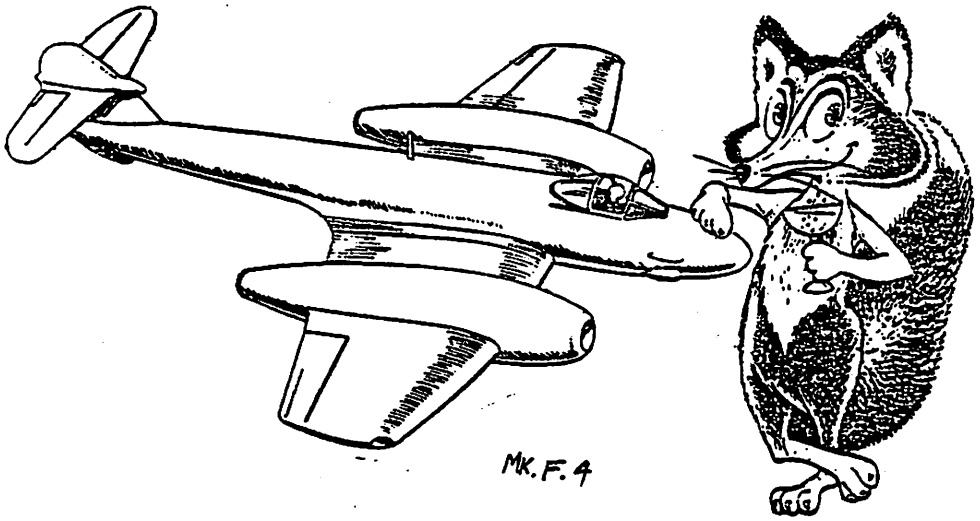
Exceptional color material on English F.4/F.8 Meteors is presented in SCALE AIRCRAFT MODELL -ING Vol.1 No.6 by draughtsman *1 Mike Keep. Even the Gloy Paint adds provide subject art! We need to show another tail and wing root shape to use F.8 markings. Foxy choices are the yellow top on red F.8/ U16, and the XXX Squadron silver over black on yellow stripe target tug. Lysander lovin' turned this kid on to all target tug striped tugs. Great colors Nes Paw? Alan W. Hall is the very dedicated talent building Plastics and editing SCALE AIR-CRAFT MODELLING. £15.50 or $38 by check to 226 High Street, Berkhamsted Herts HP4 1AD ENG. or Bill Dean Books Ltd. 166-41 Powells Cove Blvd. Whitestone, New York 11357 U.S.A.
A few subscriptions from rubber scale fliers looking for color, and Alan can afford to have Mike draw matching top and bottom views too. Maybe even in the same scale (hint-hint). Any Who, thanks Alan for getting us the very good color marking profiles of the Meteors. Alan offers 1/72 3-Views of a later Meteor from AVIATION NEWS for 90p from Vol.2 No.1 . Now how 'bout AVIATION NEWS ? We don't know what that is, but I'll bet it has good stuff. Plastic Model publications are very good sources for color and marking data. IMPS puts out two good rags to UPDATE marking data. SCALE MODELS (A MAP/ AEROMODELLER Div.) also puts out good data with color plates. This months Lockheed T33 stuff is really bright.

*1 draughtsman? - Mike Keep actually has the title Artist. Maybe a draughtsman works in a pub? My dear friend Toots LaRue in Lost Wages, Nevada knows a bobby who moonlights as a beertender. He can mix a mean Coors. Well-she knew him- 'till he took her see through top for vac-u-form bubbles. Told her tear drop bubbles would give her a streamlined wet look. Went so far he put two tear drops up front on her fuselage, with a prop at the rear, and entered her as Miss B-42 in a bare frame at the New Years Eve Vulture Hop. Toots is now firming up an aid for Ireland mission called ERIN GO BRAHLESS. Saint Patrick's Day was the take off day for peace in Ireland. I'll drink to that. With no further need for a bra, Toots sent it along to the Fox Hole gallery. Thanks so much Toots, it is an outstanding prop in the Storkville theater. As you were. Some where we got out of the draft and into lift. Enough blarney; D/T and back to earth. Mike Keep is now Editor of SCALE AIRCRAFT MODELLING. Now he can run the extra views, but will he have time to draw them? Congratulations -cheers.
Still on Meteor F.8 colors, Gerald and Lynn Cunningham sent in PROFILE PUBLICATIONS No. 12 with several examples of markings shown in color. Thanks; hope for one of this PROFILE to keep; it has a target tug and a B & W photo of a red and yellow U.Mk.16 target F.8.
If you want bright colors for a FFS F.1 long wing, either all white or the all yellow speed dash Meteor will show up.

Metecrs made great fireworks pin wheel displays in the verticle circle maneuver. Just the thing to celebrate this Chinese New Year with, as the English don't celebrate July 4th. Gordon Roberts saw a long gone Dilbert put on a spectacle in a Meteor 'till he broke it.
AIRCAM 36 ,AEROBATIC TEAMS 1950-1971 shows an Australian F. Mk. 8 as all silver with a blue rudder and fin.



GLOSTER METEOR MK. III



BLUE FOX BASE

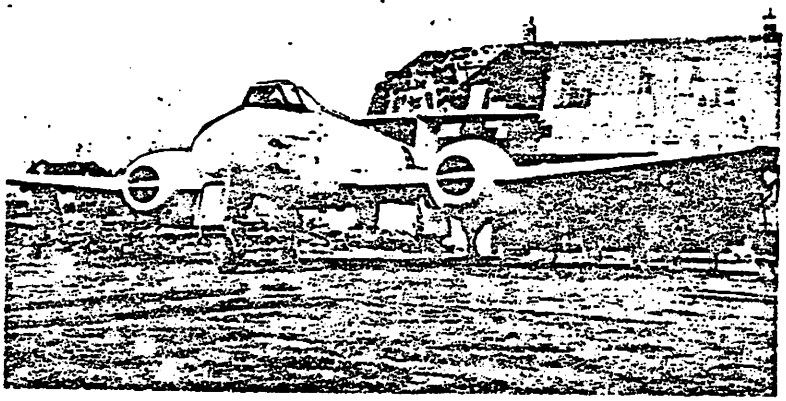
4909 NO. SEDGEWICK

LYNDHURST, OHIO 44124

Ed Toner is working up a peanut drawing of the Train Float monoplane inspired by Bill Hannan. This one should match up well with the Brown Peanut CO_2 motor. Another special is a sporty 1930 flavor (like Dole Pineapple juice ?) 31" span GO-AIR Cabin sport model fot V L Elect. or .016 in^3 CO_2 at $2.75.

DAVE DIELS is building up a plan service with an inventory of original -realy salty- Navy birds, Pea Shooters; even Northrop twins with the N-23 tri motor at only $1.25 and the shape -ly widder Black (P-61E) for $2.00. send in to Dave at DAVE DIELS, P.O. Box 101, Woodville Ohio 43469. No kidding; there is a Woodville and "Duke of Draft" at Box 101. Dave offers a FW 56 Stosser parasol peanut for $1.50; the Brewster SBN-1 midwing dive bomber and P-26 Boeing are $1.75, as is the Fairey Spearfish . The Boeing XF7B-1 low wing Navy fighter is $2, while the Vought V-143 was introduced at $1.25. add .40 postage, and Ohio fliers owe 5% more for the Guv'. Fat packs of marking data from the CROSSWINDS Archives have made lots of extra work for Dave as he enhances the plans with color and marking data. Dave may have Curtiss SB2C Helldiver and Lockheed Orion plans ready by Toledo W/S Show time. Look for Dave in the swap shop. Later on we expect to see Dave in action on the flying fields. The new XSB2C Helldiver shows chrome yellow on silver marking. Orion 9 is red trim on white. Bright! Jack Fike asks for Glenny and Henderson 3-views and color data. Three were built in Great Britain; the first with wing tip paddle shape ailerons (or drag hooks) as G-AAEX. the next two were fixed with wide chord ailerons. We got Jack a tiny 3-view but just don't find any word on colors to support a scale model. Sorry bout that. Maybe a reader in Great Britain has a handle on Ultra Light colors; If so, please drop a note or get word in via Neville Coldrick in Liverpool to relay with his Rapide project photos. The Fox hole is in the dark on colors and marking proofs for lots more: Albessard Triavion 1928 tandem with wave stripes for Orange Bug drawing; Avro 543 Babys- 35 hp Green powered of several trims; Caspar C.J.14 is red, but we look for Danish marking data; Laird LC-DE Speedwing Jr. (sorry Walt but no color proof on the Bob Hirsh drawing); Lemberger LD-20b looks real good as yellow with red bands D-AWFR but dare we ask is it for real?; England low winger NDN-1 Defender color stripe or up-date; Mercury B-100 Allied Monsoon powered biplane; Phillips CT-1 Menasco C4 biplane; Phoenix-Warren S 31 with Hall Warren wing or the RAE Hurricane , or the Zaukoenigs? See what you started Jack? Open up the color box and we chase a rainbow.

Red hatter Chuck Schobloher asked for long nose, gear up biplane ideas. He knows all about the Curtiss SBC Helldiver we ran in CROSSWINDS. The Hillson FH .40 mk 1 slip wing Hawker Hurricane is more Chuck's speed, and O.K. for WW II Combat too. A Laird Solution Shell Co. type like the big vulture's (Bob Haight) seen at Dayton FAC Nat's could double up in the Thompson Race. The Canadian Car & Foundry Gregor is at least as good as a Polikarpov I-153. Who has a betterone? 'Fess up! Reader requests are fun, 'cause it gets us digging into all kinds of data. The answers may come back fat, over a long stretch of time as we keep you in mind. GHQ wants to help too, so ask if you need data. We can even tell you " detail assembly is the aft part of an airplane".



63. Gloster Gladiator Mk II (J 8A).

64, 65. Gloster Meteor Mk III.

Above, a Gloster Meteor being pushed to its disposal point on airfield in Europe from which it was operating against the Germans. Identification letter "Q" might well symbolize "quickest-thing-in-the-air."

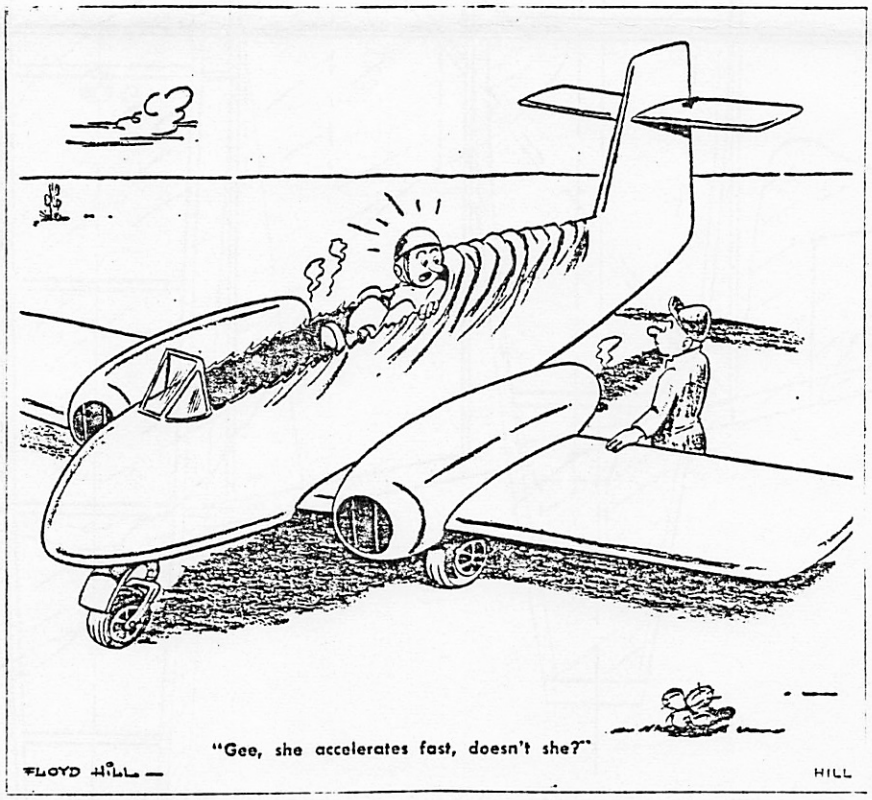
239

all white Gloster Meteor Mk. III
courtesy J. Weal.

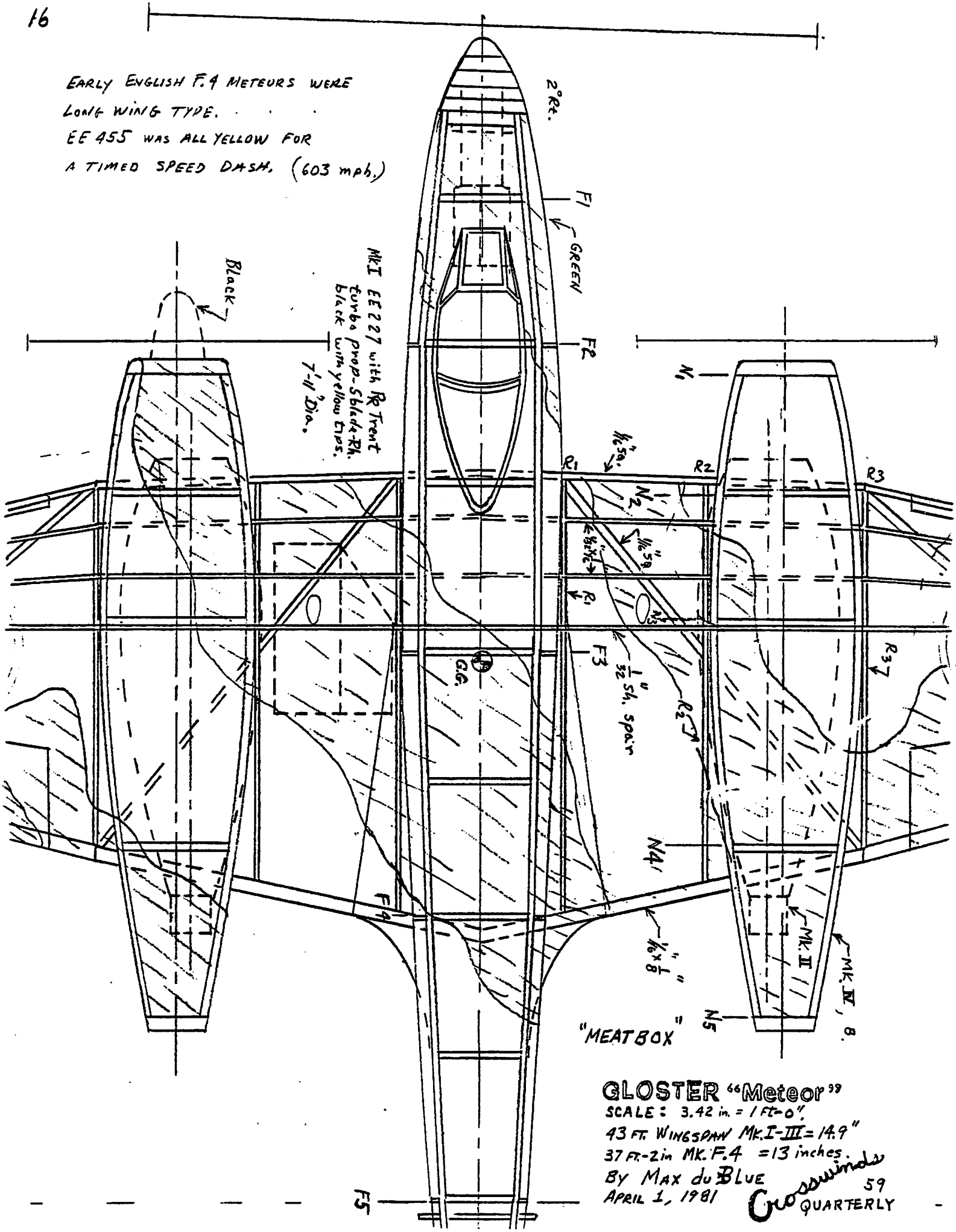
FLAT HATTIN' ON FAC FEVER

FLYING ACES CLUB NEWS is out again, with news from Phil Cox of the Calumet Escadrille forming up for FAC action after the taste of nitro sauce over rice. Calumet fliers will no doubt control the air above Lafayette, as the CIA covers action to the South. South Indiana that is, where the Florida pilots hangar is. Florida is a hot spot on the Southern front, even if MIAMA has to rent hangar space at West Baden, Indiana! Doc John Martin offers FAC events along with the big bash SNART and 2nd World Peanut Gran Prix. Lets guess that if you bring along FAC Peanuts, WWI and WW II, and No.Cal Profiles some alert observers will report Kanones to GHQ. Maybe even Walnut thru Jumbo to include the 9 inch cantalevers Haw-aw-w-w-w. Plan your vacation for 24 hrs in West Baden Friday 6/26 thru sat. 6/27 pm. Gordon Roberts will command the Storkville Ohio Escadrille.
Across the swamp at Lakeland, Florida ; enthusiastic Dean McGinnes is cranking up for some outdoors events. Besides Thinking positive and flying, Dean sustains the Eagle Enterprises Peanut plans drawn by the late Donald E. Brown. Dean is at 5275 William Clark Rd. Lakeland, Florida 33801. Donalds choice of subjects shows an appreciation of flyability with character airplanes; 'least ways that's how we like them. About half of Don's selections are high on a Foxy list of subjects for Peanut events. Three twins, 5 pushers, and 3 multi-wings. What a shame Donald Brown is not with us to see if these dream machines will rack up Kanones. The Do 212 is a neat Swiss pusher tandem flying boat of merit for Dcc's Weirdo Class.
Back over at Ft. Lauderdale, Lee and Shirley Campbell have negociated a great big site for free flight use. Thanks Lee, but you went too far! About three years back, CFFS sent Lee off looking for flying sites towards that Rotten land called Michigan. With great deT he at last checks back to offer Florida. Lee likes jokes Nes paw? It is a 3 day drive!

Maple sugar flows: A letter from the Toronto FAI Group is on the apron. Wow- quick open it up- may be an offer to fly with the RCAF! Why did they wait so long? Yes it is! Orders to fly WW II Combat, but with FAC Class balsa birds. Hot dog; rig up the zeppylite (station wagon) and off we go to Canada.
Light lumber Jack McGillivray of Team Canada drops a boot across Lake Erie with flight plans for the MAAC Canadian Nationals. FF events are Tues July 14 thru Sun July 19 at Grand Bend, Ontario. Rubber and Power Scale events on Sunday are FAC rules official events, with FAC WW II Combat as an add on, directed by Bob Gordon. Jack even picks up the gauntlet for add on events earlier in the week. O.K. here we go: Think big! FAC Jumbo Scale over 30 inch also on Sunday 7/19 so the the Rubber Scale FAC event can spin off big stuff over 762 mm span. Waive the required pilot figure less a few points on old under 36" for now.



GHQ Peanut Scale, WW II Peanut Combat, and Embryo Endurance may go up Saturday July 18. But stay loose on events and dates 'till we see the printed MAAC schedule and check vonRottensox and GHQ. NOFFA and SAM 39 may well want to Old Timer prizes too.
Grand Bend has 3000 ft paved runways. Bicycles may be useful here to avoid a mad dash down wind through the planted weeds called corn. CORN? Yes the live camouflage will be up to maybe 20" high between the runways. Plan to respect the farmer who paid to use the land, and don't step on a single plant. Corn makes good juice for car or whatever.



GLOSTER "Meteor"
SCALE: 3.42 in. = 1 Ft-0".
43 FT. WINGSPAN MK.I-III = 14.9"
37 FT-2 in MK. F.4 = 13 inches.
By MAX du BLUE
APRIL 1, 1981

FLAT HATTIN' UP NORTH

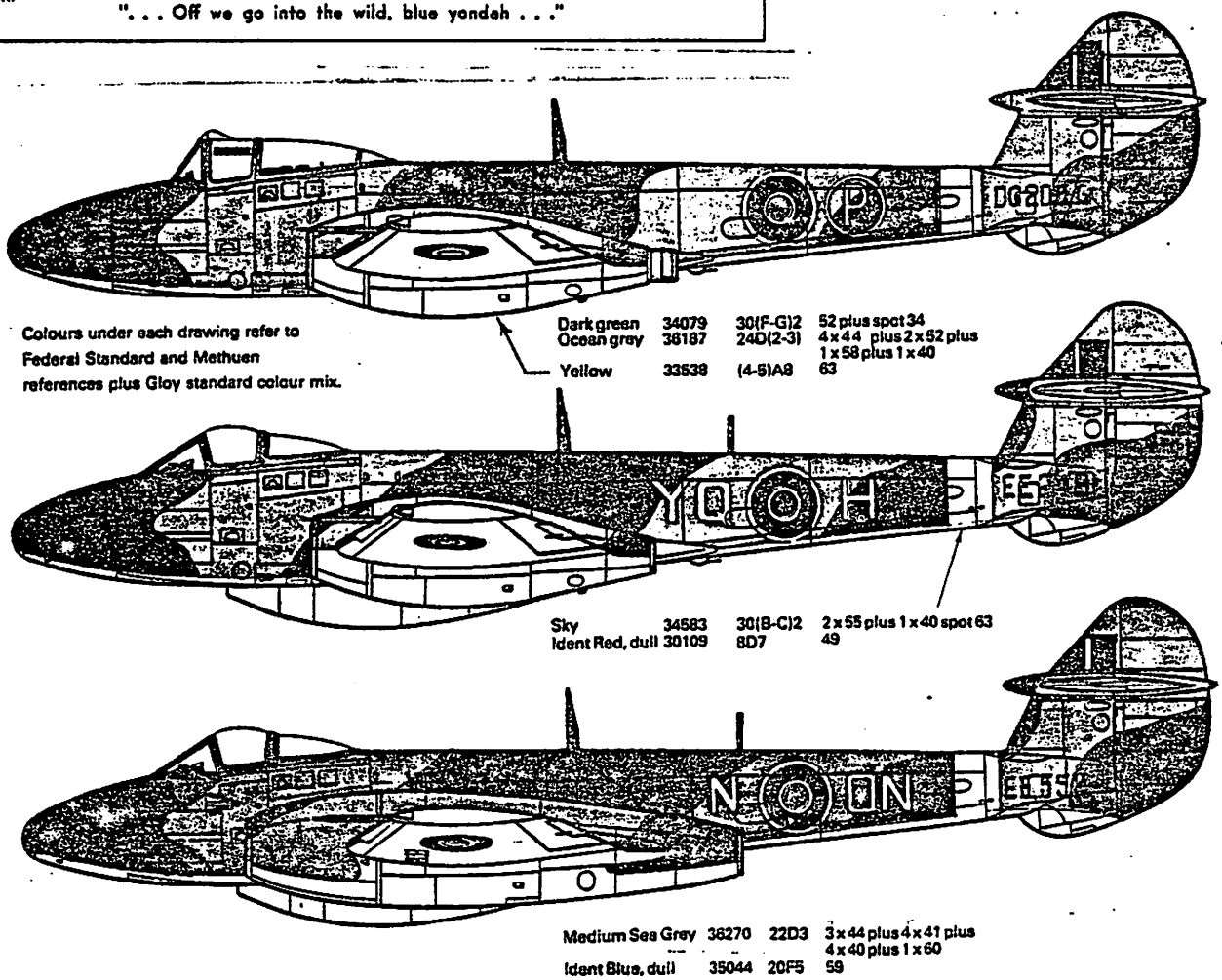
C/L & R/C site Huron Park, Ontario with air conditioned dorms and camping is only 15 minutes drive from Grand Bend. Gordon Roberts flew Dawn mass launch Unlimited Rubber at the '79 Eastern swing MAAC Nationals at Huron Park, and is high on it. Firm up on our fearless leader, and off we go into the wild up yonder.



FLYING

"... Off we go into the wild, blue yondah ..."

The Toronto & District Champs is June 6-7 at Canadian Forces Base Borden. Jack says this is a "fantastic flying field and the best site North of Taft, Ca." Quite a recommendation. Saturday open flying introduces WW II FAC Combat over Canada. These local hot shots are tough to beat, as GHQ Leader Lin Reichel will tell you in the next FLYING ACES CLUB NEWS. Sunday is for FAI events. Maybe Mike Dick' can make it. We have a date June 7 with the big Formula FAC Wright Races and CIA Old Timer meet at Wright Field. The Western New York fliers will want to get up ot Toronto. Hope we can go another time.



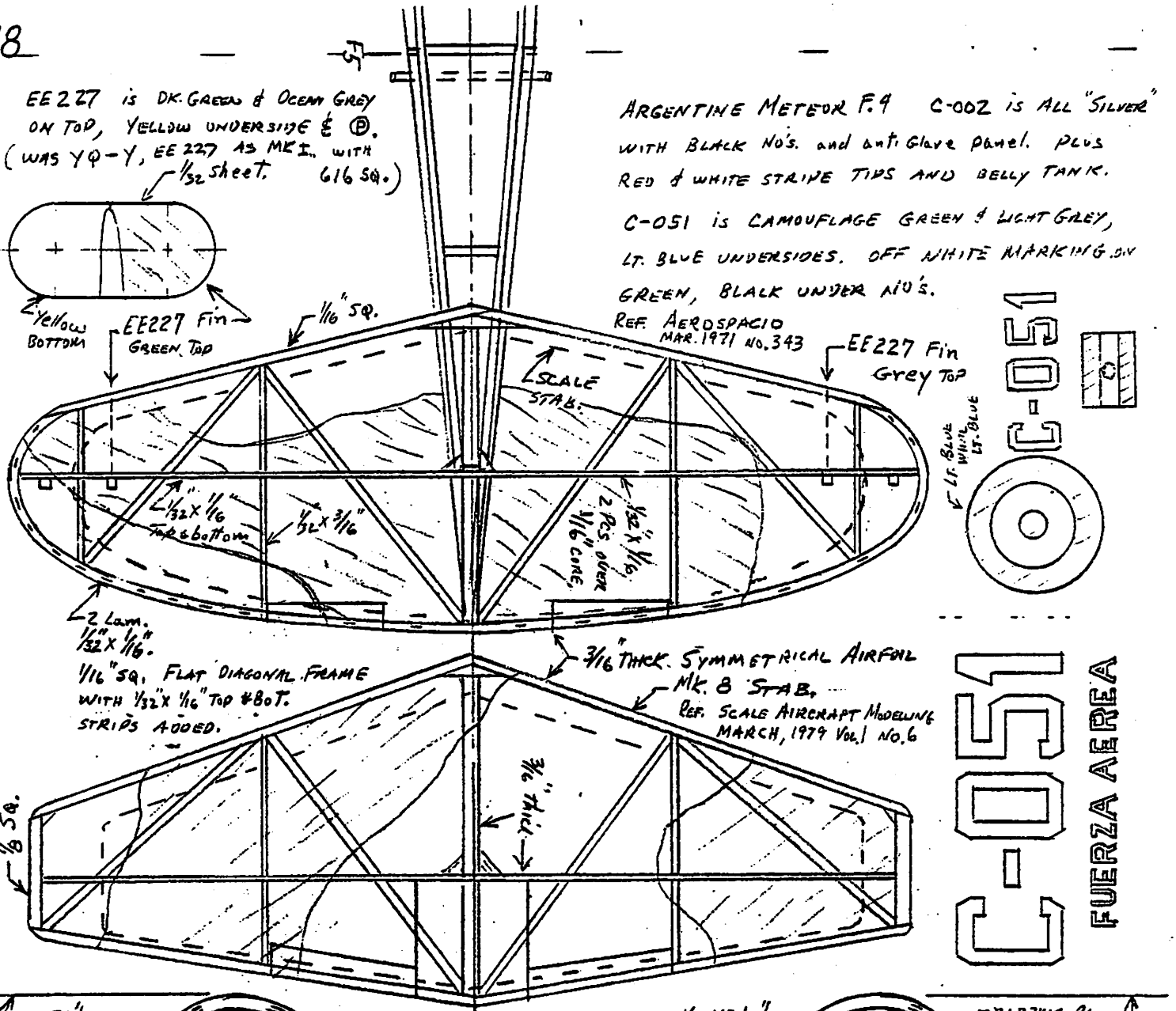
courtesy GLOY Sc.A.M. 3/79

EE 227 is DK. GREEN & OCEAN GREY ON TOP, YELLOW UNDERSIDE & Ⓟ. (WAS YQ-Y, EE 227 AS MK I. WITH 616 SQ.)

ARGENTINE METEOR F.9 C-002 is ALL "SILVER" WITH BLACK NO's. and anti Glare panel. PLUS RED & WHITE STRIPE TIPS AND BELLY TANK.

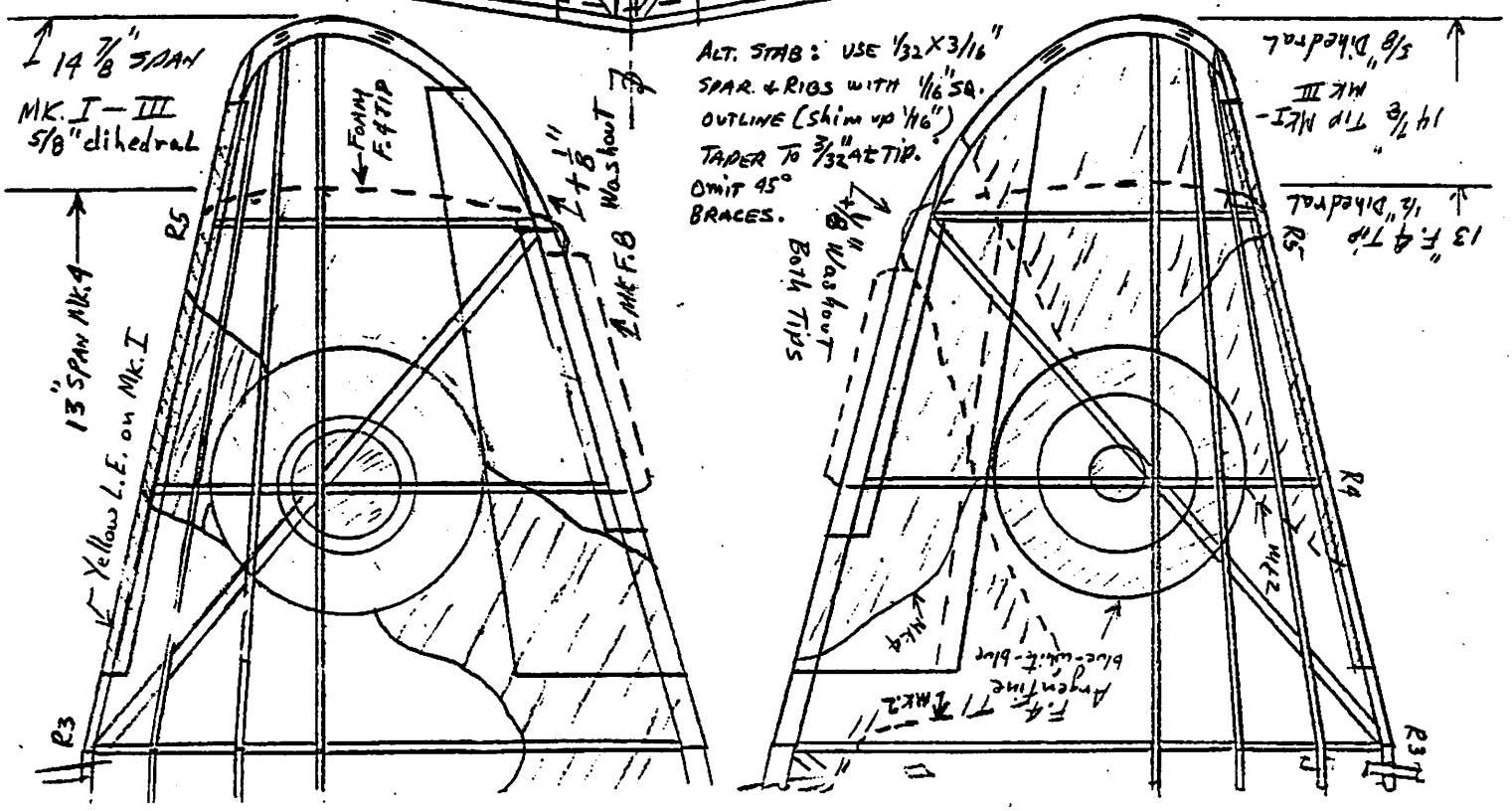
C-051 is CAMOUFLAGE GREEN & LIGHT GREY, LT. BLUE UNDERSIDES. OFF WHITE MARKINGS ON GREEN, BLACK UNDER NO's.

REF. AEROSPACIO MAR. 1971 NO. 343



C-051

FUERZA AEREA



FLYING ACES CLUB RULES

OFFICIAL FAC EVENTS

1. Flying Aces Rubber Scale.
2. G.H.Q. Peanut Scale.
3. Embryo Endurance.
4. No-Cal Scale.
5. Shell Speed Dash.
6. Greve Trophy Race.
7. Thompson Trophy Race.
8. Aerol Trophy Race.

Victories in any of these events will be credited on the FAC Kanone list. Credits will also be given to winners of the following unofficial events.

UNOFFICIAL EVENTS

1. Jumbo Scale, using FAC Rules.
2. Peanut Scale, " " "
3. Jet Catapult Scale.
4. WW-II Combat, mass launch, scale qualification, but no scale scoring.
5. Peanut Division, as above.
6. Jumbo Division, as above.
7. WW-I Combat, as above.
8. Peanut Division, as above.
9. Jumbo Division, as above.
10. FAC Power Scale, using FAC Rules. Int. comb. eng. +0 pts. co/2+10 pts. Electric eng. + 15 pts.
11. Pre-publicised special events limited to rubber power, and retaining the spirit of other FAC events.
12. Any of the above flown indoors.
    WW-I and WW-II Combat events have a max. wingspan of 299inches.(<761 mm).
    All racing events have a max. wingspan of 24 inches.(<610mm).
    All mass launch events must have a minimum of 40 scale pts. to qualify. This must not include pts. for bonus or handicap.
    Minor modifications to fit local conditions, or trends is left to the discretion of Contest Directors.
    We are lowering the wingspan of Jumbo to>30 inches for all types in the hopes of seeing more Jumbo activity. (>762 mm).

GENERAL RULES FOR ALL EVENTS

1. All official and un-official eventsare for rubber powered models. Any model powered by any other means of propulsion must be entered in FAC Power Scale.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder.(No duplicate back up models allowed.) However, each contestant may enter two different models in each event. Only one model per contestant in mass launch events.
4. Each entrant must be the builder of the model he enters,
5. At least three models by three different builders must be entered in an event before the winner can be credited with a Kanone.

HANDICAP REPRESENTATIVE SCALE

INTENT

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of its scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to ROG requirements, or other similar restrictions that bring a penalty if deviated from.

It is hoped that the handicap section will, by its bonus system,bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity of design, or lack of inherent flight qualities.

BASIC RULES

1. Any two models built from published plans, kit plans, or from original plans of any heavier than air full size aircraft,built or proposed may be entered. Model plans, kit or published, may be embellished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present 3-views, photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross sections must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale ship. The opinion of the judges in this matter is final.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up or down position. Full flush retracting gear may be represented by nothing more than India ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces must be double covered, except where single surfaced on full scale machine.
9. No condensor paper or other ultralite material may be used such as mylar,etc.
10. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS

1. A maximum of 30 pts. will be given for the extent of detail; struts, rigging engine, cowl, exhausts, armament, etc. No cockpit or cabin interiors will be considered, except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

NOT MUCH	SOME OF IT	MOST OF IT	ALL THERE
0 to 10	10 to 20	20 to 29	a full 30

2. Coloring and marking.
   A maximum of 20 pts. will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring/or serial number for a particular subject modeled.
   Where a model is built of a proposed design, the full scale prototype never having been built, then its color and marking should reflect its designed purpose, and era of its creation.
   In some instances, the color of the material used in the intended construction of the prototype might be appropiate, such as silver to represent polished aluminum.
3. Workmanship.
   A maximum of 12½ pts. will be given for workmanship. Good covering, alignment, neatness, etc.

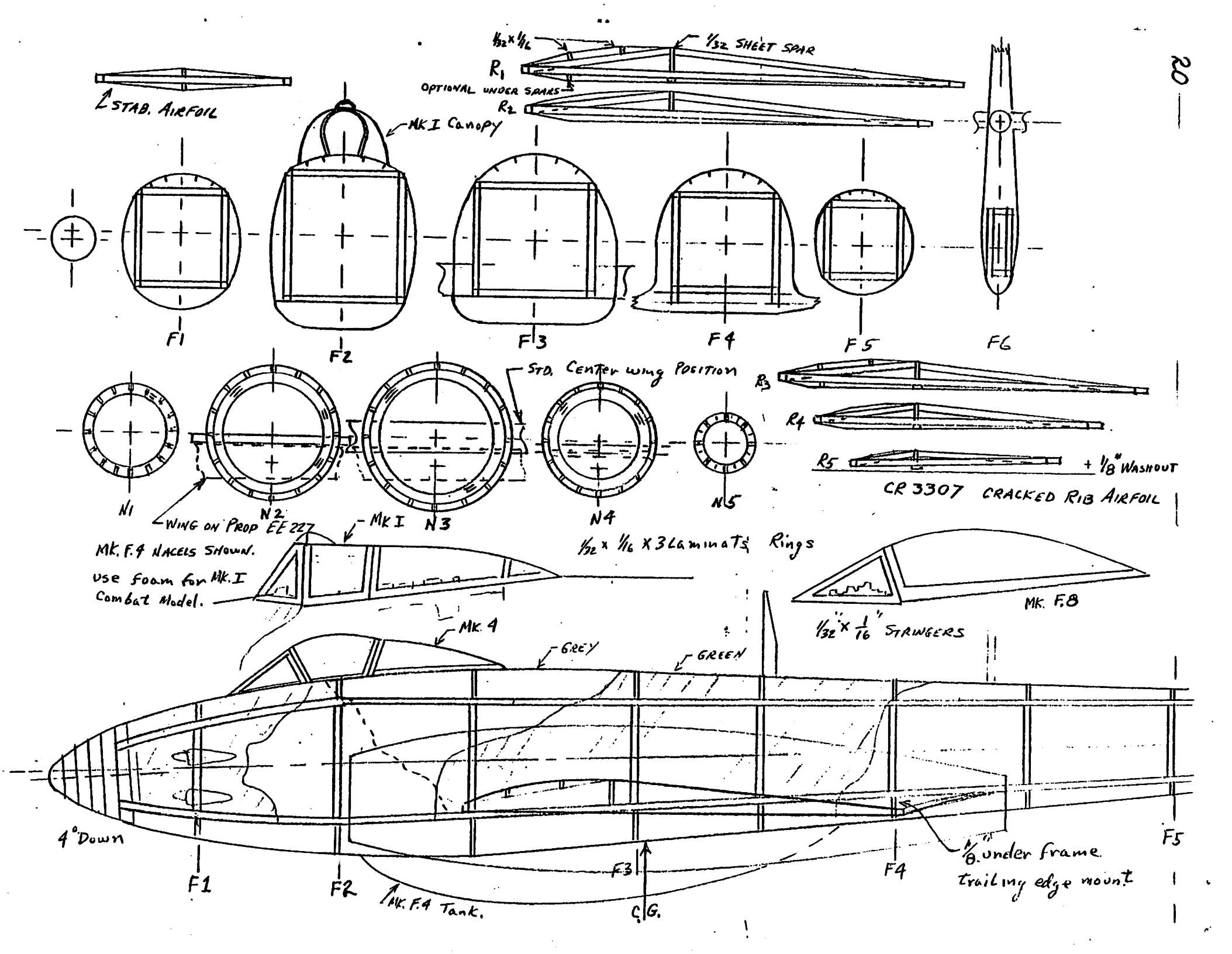
FLIGHT POINTS

A maximum of 82½ pts. will be awarded as follows;

0-60 seconds	1 point per sec.
61-90 "	½ " " " .
91-120 "	¼ " " " .

over 120 sec. no points.

Three offical flights. A flight of at least 20 seconds is considered official At least one official flight must be made before model may be presented for scale judging.


1/32 x 1/16
1/32 SHEET SPAR
R1
OPTIONAL UNDER SPARS
R2
STAB. AIRFOIL
MK I Canopy
F1
F2
F3
F4
F5
F6
STD. Center wing Position
R3
R4
R5
+ 1/8" Washout
CR 3307 CRACKED RIB AIRFOIL
N1
N2
N3
N4
N5
WING ON PROP EE 227
MK I
1/32 x 1/16 X 3 Laminate Rings
MK. F.4 NACELS SHOWN.
use foam for MK. I
Combat Model.
MK. F.8
1/32" x 1/16" STRINGERS
MK. 4
GREY
GREEN
4° Down
F1
F2
MK. F.4 Tank.
F3
C.G.
F4
1/8" under frame
trailing edge mount
F5

HANDICAPPING

The following table will be used in giving, or subtacting points in proportion to inherent flight qualities of different types of models;

-5 points for high wing cabin types.
0 points for parasol wing types.
+5 points for shoulder, mid, and mid-low wing types.
+10 points for low wings.
+15 points for biplanes.
+20 points for more than two wings.

In addition, the following bonus points will be awarded to a 25 point bonus limit.

+5 points for seaplanes, flying boats, and amphibians.
+10 points for tandem wings.
+10 points for pushers.
+10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust and duration of motor run needed for flight. (viz. Fokker D-XXIII)
+15 points for unorthodox designs, canards, flying wings,autogiros, etc.
+20 points for multi-engines if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft.
+5 points for each additional powered prop that contribues generously to the thrust etc.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose, or tail of the fuselage may be entered.

+2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
+1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

Some examples,

Convair XB-46; (with non-scale prop on nose or tail).
5 points for shoulder wing.
2 points for each jet engine pod.
7 points total bonus to be added to flight score.

Sikorsky S-40 (with two props driving, and two dummies)
0 points for parasol wing.
5 points for being amphibian.
20 points for being multi-engine, both sides of C/L.
4 points for two dummy props.
29 points total bonus to be added to flight score.
but handicap is 0 plus 25 max. bonus.

For 1981 we are going to limit the bonus points to 25. This we think is needed to keep the unusual designs from winning all the time. It seems as though all a big bonus ship needs is a qualifying flight and it has the event won. The Washington D.C. Maxecutors have been experimenting with this 25 point limit and it seems to work just fine for them, so we are going to give it a trial this year. As one FACer said, if something is not done, our meets will soon become a contest between Fikes and freaks.

Highest total point ship wins. In the event of a tie score, a fly-off will be held, handicap and bonus pts. plus scale pts. once again added to flight score to determine the winner. Where two ships are entered, only the higher scoring of the two will be used to determine modelers standing.

NO-CAL SCALE

1. A simple event for recognizable profile models with a wing span limit of 16 inches. Maximum fuselage width ¼ inch, wich includes motor tube. exclusive of nose block or dummy motor. (≤406 mm span, 12,7 mm tk's).
2. Total of three flights to determine score. Highest score wins. Fly-off to break a tie.
3. Any flight of more than 15 seconds is official. All flights hand launched. No maximum flight time.

G.H.Q. PEANUT SCALE

1. Open to any scale model of not more than 13 inches in wingspan.
2. Flight score determined by total of three official flights, hand launched.
3. Unlimited attempts to gain three official flights. Any flight over 15 sec. is official.
4. There will be no maximum flight time limit.
5. All models must be covered with Jap tissue or equivelent.
6. All surfaces must be double covered, unless real ship was single covered, then you must show proof.

SCALE POINTS:

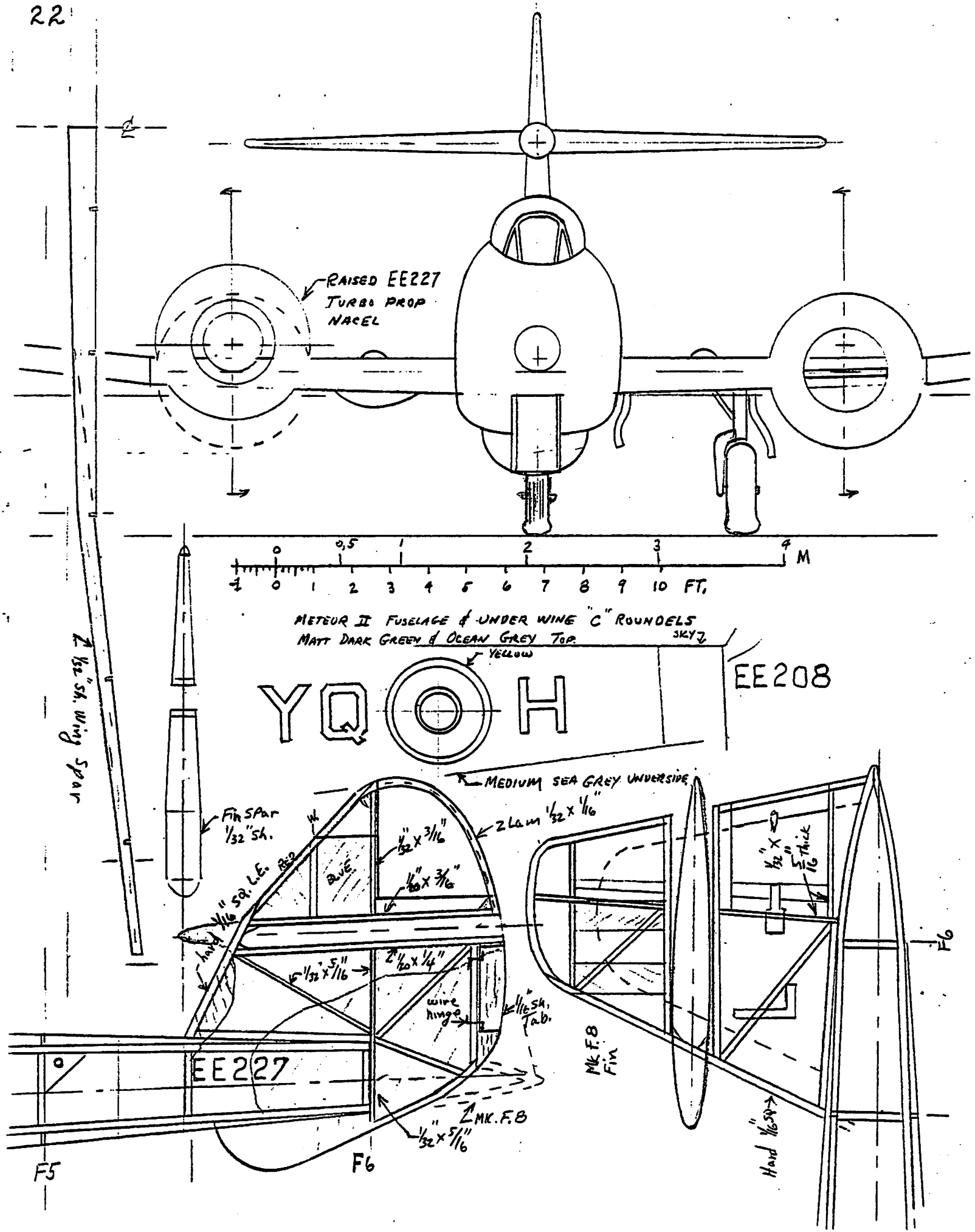
a. Color; Reasonable effort to use tissue and/or dope to simulate realistic coloring. plus 3 points
b. Marking; Civil registration & striping, or military insignia, serial numbers, squad. markings, etc. plus 3 points
c. Details; Struts, cowls, cylinders, pilots, rigging, armament, windshields, exausts, steps, control surface outlines, and any other outstanding details shall be scored thus;

1. Stark	minus 3 points
2. Lax	zero points
3. Good	plus 3 points
4. Great	plus 6 points

7. Planes with retractable gear may be built with gear represented in the up position, with no penalty.
8. Scale points determined by judging, using tables above.
9. Scale score determined by multiplying scale judging points by the first two digits of the best Peanut flight score of the day. Example: If a peanut turns in a 3 flight total of 279 seconds, and is not bested by any others, then everyones scale points are multiplied by 27. If only two digits comprise the top flight score (say 97), then only the first digit will be used as a multiplier, everyones scale points being multiplied by 9.
10. Highest total of flight and scale score wins. Tie to be broken by a single flight "fly-off", multiplied by 3, and added to scale score.

EMBRYO ENDURANCE

1. Not over 50 sq. inches for monoplanes or 70 sq. inches for biplanes, 45 sq. in. max. for largest wing area. Stab area not to exceed 50 percent of wing area. (≤322,6 cm² monoplane or 451,6 bipe. 306,3 cm² largest wing.
2. Fuselage volume to enclose a space 1¼ X 1½ X 3 inches or larger. (31,8 x 38,1 x 76,2 mm)
3. Wing and tail to be built up, covered on both sides with Jap tissue or equivelent.
4. No folding props. All models rubber powered only.
5. Model must R. O. G. from card table top UNASSISTED from a 3 point rest.
6. Landing gear legs must have 3/4 in dia. wheels or larger. (≥19 mm).
7. Four attempts for three official rise above table top level flights.
8. Highest flight total plus bonus wins. Fly off to break ties.
9. A bonus for the following details will be given; 5 sec. for a raised cabin or windscreen with open hole and headrest. 3 sec. for three dimensional wheel pants. 1 sec. for three dimensional exhaust pipes.


RAISED EE227
TURBO PROP
NACEL
0 0,5 1 2 3 4 M
-1 0 1 2 3 4 5 6 7 8 9 10 FT.
METEOR II FUSELAGE & UNDER WING "C" ROUNDELS
MATT DARK GREEN & OCEAN GREY TOP
SKY
YELLOW
YQ H
EE208
MEDIUM SEA GREY UNDERSIDE
Fin Spar 1/32" Sh.
2 Lam 1/32 x 1/16"
1/32" x 3/16"
1/80" x 3/16"
BLUE
1/16" Sq. L.E.
Hard
2 1/20 x 1/4"
1/32" x 5/16"
wire hinge
1/16" Sh. Tab.
EE227
MK. F.8 Fin
2 MK. F.8
1/32" x 5/16"
F5
F6
F6
Hard 1/16" Sh.
1/32" x 5/16" Thick

SHELL SPEED DASH

All models must enter this event first in order to qualify for the Greve or Thompson races. The results of this race determine the arrangment of planes in the heats for the Greve and Thompson.

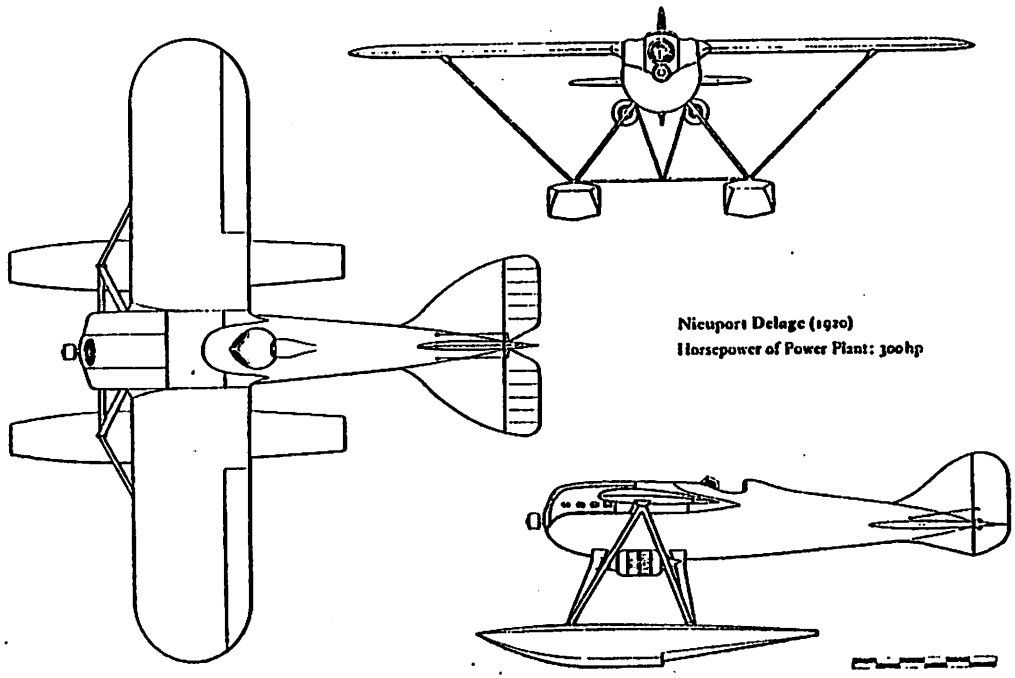
Three official timed flights will be made. High total wins the race. Fly-off to break a tie.

AEROL RACE

One large mass launch for all the planes that did not qualify for the Greve or Thompson. Last one down is the winner.

JET CATAPULT SCALE

1. Any man carrying jet or rocket propelled aircraft.
2. Model is launched by stretched rubber catapult.
3. Profile fuselages.
4. Scale scoring; Basic aircraft and markings (no bare balsa) 5 pts.
   Markings 0-8, Coloring 0-8, Outling 0-8, Workmanship 0-4, Extra detail 0-3.
   Bonus pts. Flying wings or canards, 5 pts. 1 pt. for each scale engine, pod, or tank not contained within contours of airframe.
5. Flight scoring; 1 pt. per sec. 10 sec. minimum. Unlimited attempts to make three official flights. Highest total ship wins.



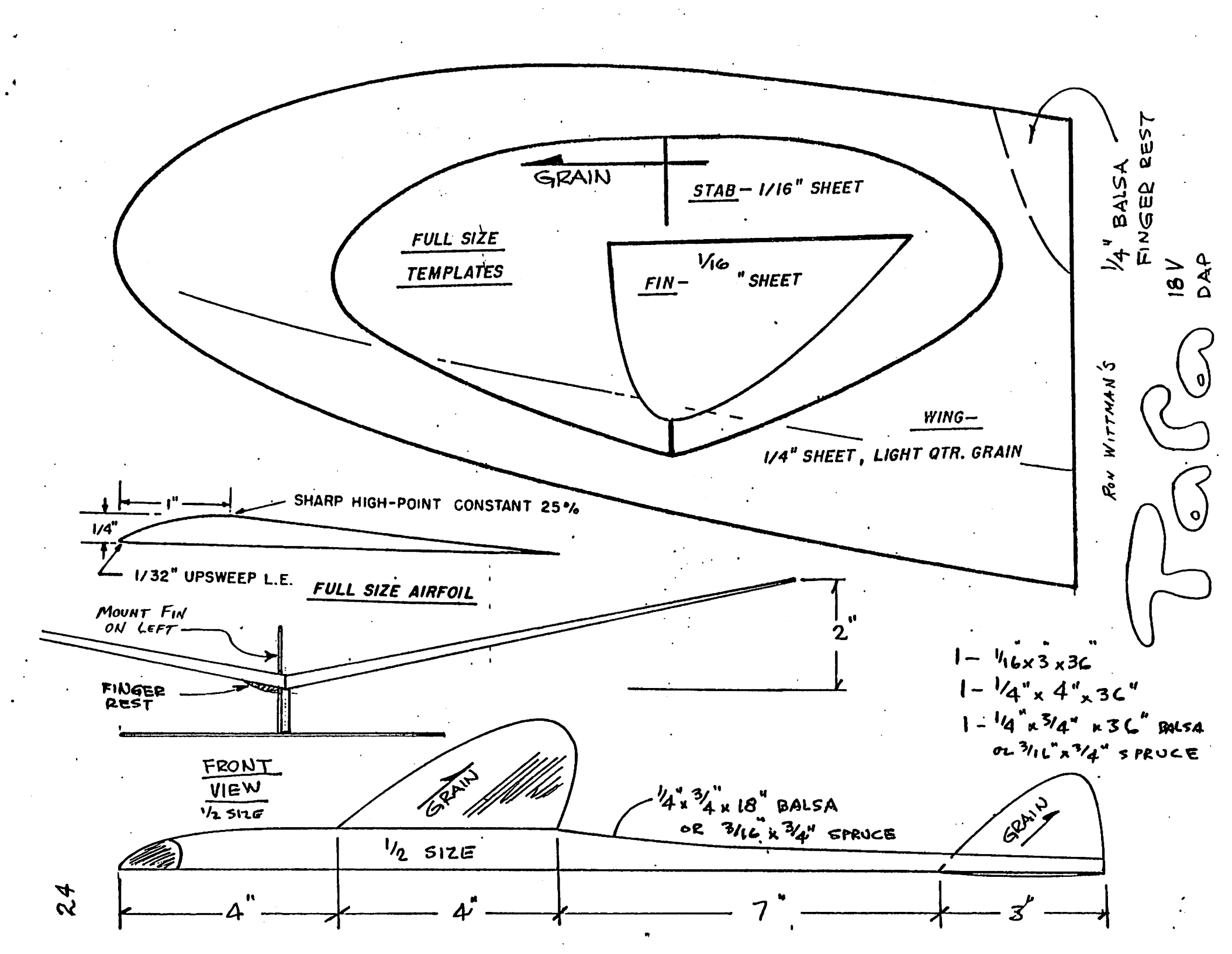
Nieuport Delage (1920)
Horsepower of Power Plant: 300hp

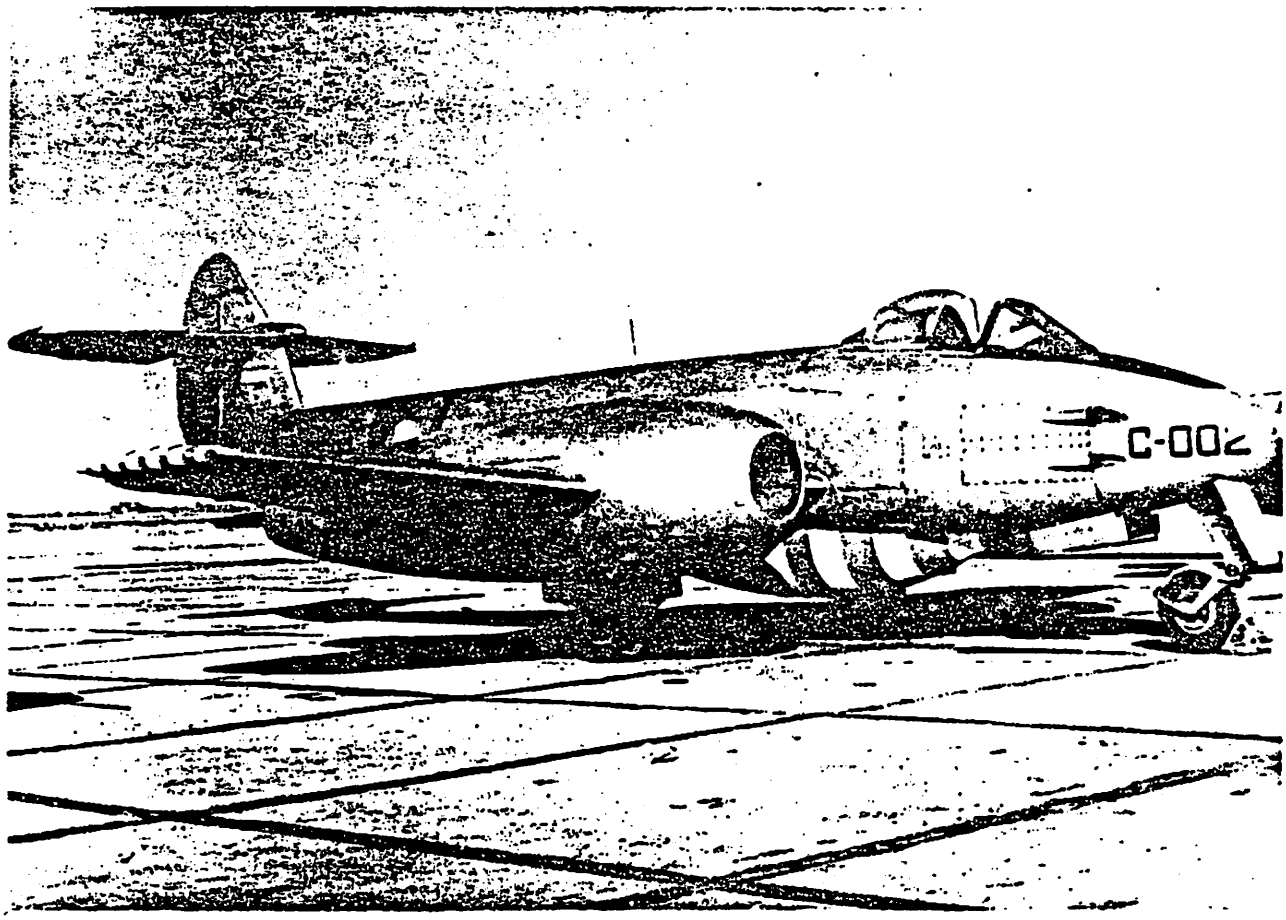
FREE FLIGHT SCALE SCORING SHEET
FLYING ACES CLUB TIMING SYSTEM

Buzzin' Buzzards NAC 10/20/77

TIME	SCORE	TIME	SCORE	TIME	SCORE	TIME	SCORE	TIME	SCORE
1	1	26	26	51	51	76	68	101	77 3/4
2	2	27	27	52	52	77	68 1/2	102	78
3	3	28	28	53	53	78	69	103	78 1/4
4	4	29	29	54	54	79	69 1/2	104	78 1/2
5	5	30	30	55	55	80	70	105	78 3/4
6	6	31	31	56	56	81	70 1/2	106	79
7	7	32	32	57	57	82	71	107	79 1/4
8	8	33	33	58	58	83	71 1/2	108	79 1/2
9	9	34	34	59	59	84	72	109	79 3/4
10	10	35	35	60	60	85	72 1/2	110	80
11	11	36	36	61	60 1/2	86	73	111	80 1/4
12	12	37	37	62	61	87	73 1/2	112	80 1/2
13	13	38	38	63	61 1/2	88	74	113	80 3/4
14	14	39	39	64	62	89	74 1/2	114	81
15	15	40	40	65	62 1/2	90	75	115	81 1/4
16	16	41	41	66	63	91	75 1/4	116	81 1/2
17	17	42	42	67	63 1/2	92	75 1/2	117	81 3/4
18	18	43	43	68	64	93	75 3/4	118	82
19	19	44	44	69	64 1/2	94	76	119	82 1/4
20	20	45	45	70	65	95	76 1/4	120	82 1/2
21	21	46	46	71	65 1/2	96	76 1/2	MAXIMUM	
22	22	47	47	72	66	97	76 3/4		
23	23	48	48	73	66 1/2	98	77		
24	24	49	49	74	67	99	77 1/4		
25	25	50	50	75	67 1/2	100	77 1/2		

NOTE : RECORD ALL FLIGHT TIMES TO NEAREST FULL SECOND OF TIME .


GRAIN
STAB – 1/16" SHEET
FULL SIZE
TEMPLATES
FIN – 1/16 " SHEET
WING –
1/4" SHEET, LIGHT QTR. GRAIN
1/4" BALSA
FINGER REST
18V
DAP
RON WITTMAN'S
1"
SHARP HIGH-POINT CONSTANT 25%
1/4"
1/32" UPSWEEP L.E.
FULL SIZE AIRFOIL
MOUNT FIN
ON LEFT
FINGER
REST
2"
1 – 1/16 x 3 x 36"
1 – 1/4" x 4" x 36"
1 – 1/4" x 3/4" x 36" BALSA
OR 3/16" x 3/4" SPRUCE
FRONT
VIEW
1/2 SIZE
GRAIN
1/4" x 3/4" x 18" BALSA
OR 3/16" x 3/4" SPRUCE
GRAIN
1/2 SIZE
4"
4"
7"
3"



GLOSTER "METEOR" F.4

PAIS DE ORIGEN: Gran Bretaña.

TIPO: Caza bombardero, monoplaza, de construcción enteramente metálica.

DIMENSIONES: Envergadura, 11,33 m; longitud, 12.50 m; altura, 3,96 m; trocha, 3,17 m; superficie alar, 30 m².

GRUPO PROPULSOR: Dos turborreactores Rolls-Royce "Derwent" 5, de 1.600 kg de empuje cada uno.

PESOS: Peso con carga completa de combustible, 6.800 kg; con tanque suplementario de 818 litros, 7.600 kg; peso de las turbinas, 1.693 kg; carga militar, 1.265 kg.

PERFORMANCES: Velocidad máxima, 940 km/h a 3.050 m de altura; 915 km/h a 6.100 m; 870 km/h a 9.150 m; velocidad de aterrizaje, 200 km/h; carrera de decolaje, 460 m; carrera de aterrizaje, 610 m; régimen ascensional, 9.150 metros en 5,1 minutos; alcance con carga máxima, 896 km.

ARMAMENTO: 4 cañones de 20 mm; dos bombas de 453 kg o una carga de cohetes de igual peso.

RESEÑA: El Gloster "Meteor" F.4 posee la distinción de ser el primer caza de reacción de post-guerra que alcanzó estado operativo. Aparecido hacia el final de la II Guerra, no tuvo oportunidad de enfrentarse con su contrapartida germana, el Me.262; el pequeño grupo de "Meteor" F.1 sólo fue utilizado contra las bombas voladoras V.1, por ser uno de los únicos aparatos de esa época con la suficiente velocidad para interceptarlas a su altura operativa. El F.2, que era la versión de serie de los prototipos equipados con reactores Halford, no fue construido nunca. El F.3 fue el desarrollo lógico del F.1, con algunas modificaciones y mejoras, tales como la nueva cubierta de la cabina y los frenos aerodinámicos en las alas, pero la primera tanda de producción estaba equipada con los reactores Weland, de flujo reversible. Sin embargo, el desarrollo del nuevo reactor Rolls-Royce R.B 37 o Derwent I, fue acelerado a fin de utilizarlo en los siguientes aparatos de la serie, dadas sus ventajas en cuanto a consumo específico y empuje total.

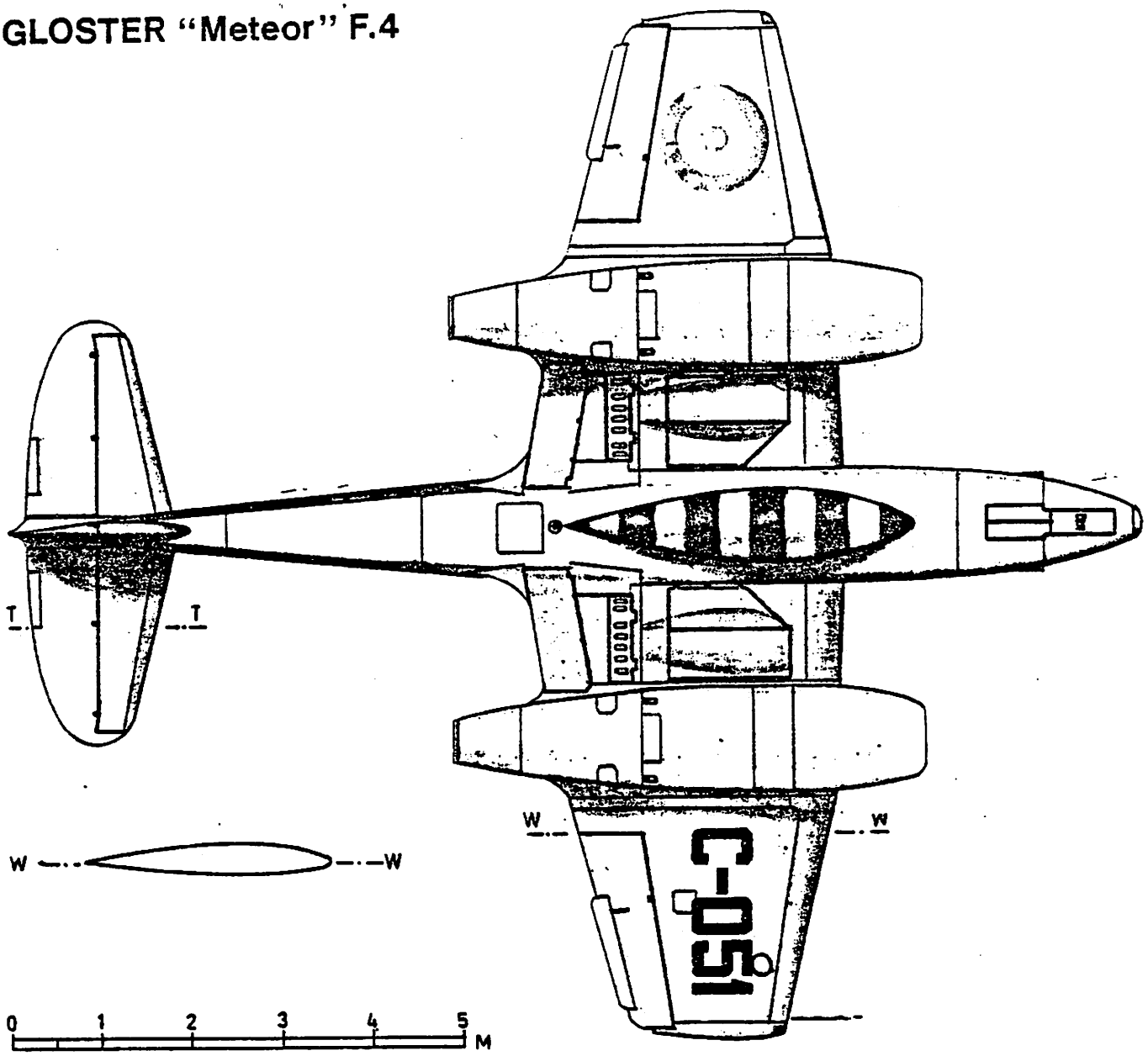
Este aumento en el empuje era capaz de llevar a la célula hasta al límite crítico de compresión; las investigaciones de laboratorio permitieron establecer que ello se debía principalmente a la turbulencia producida alrededor de las góndolas de los reactores, y los ensayos en el túnel aerodinámico señalaban que un alargamiento de las mismas solucionaría en gran parte el problema. De este modo los últimos 30 aparatos F.3 fueron provistos de las góndolas alargadas que siguieron utilizándose en los modelos posteriores.

COURTESY

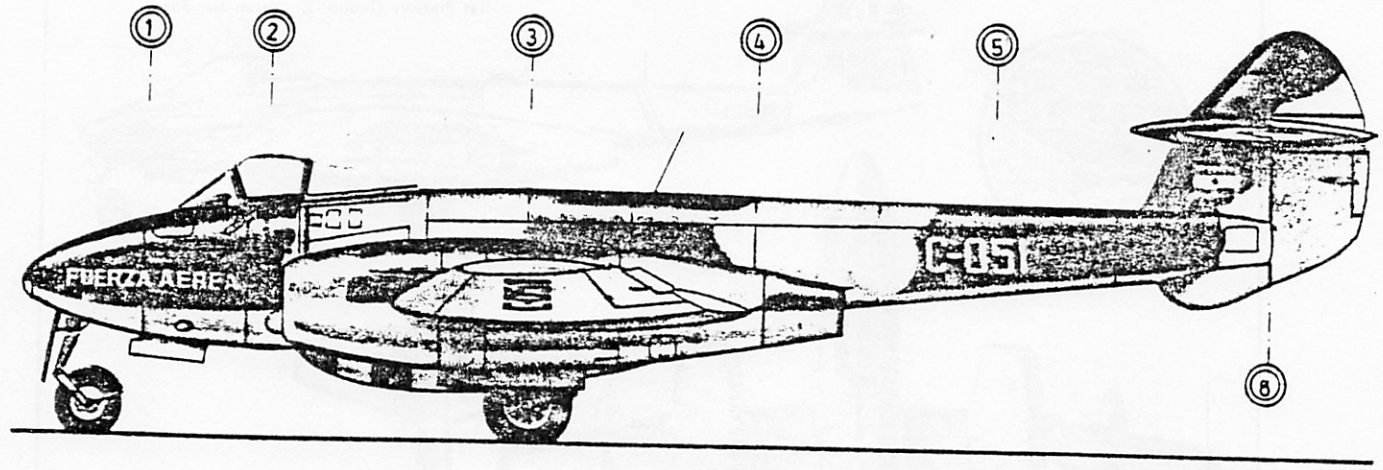
aeroespacio

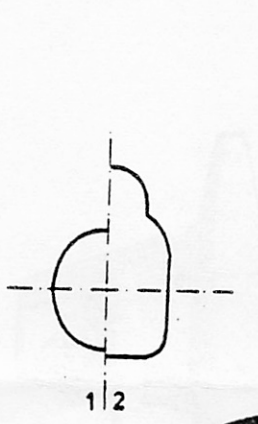
SERIE DESFILE AEREO

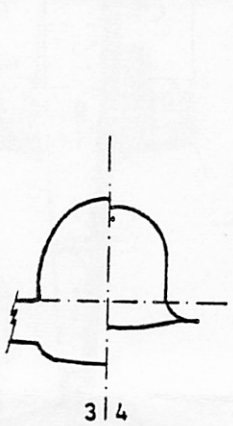
GLOSTER "Meteor" F.4

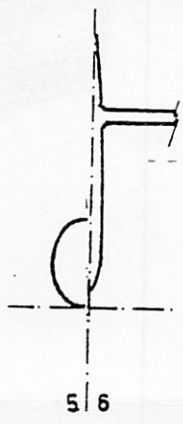








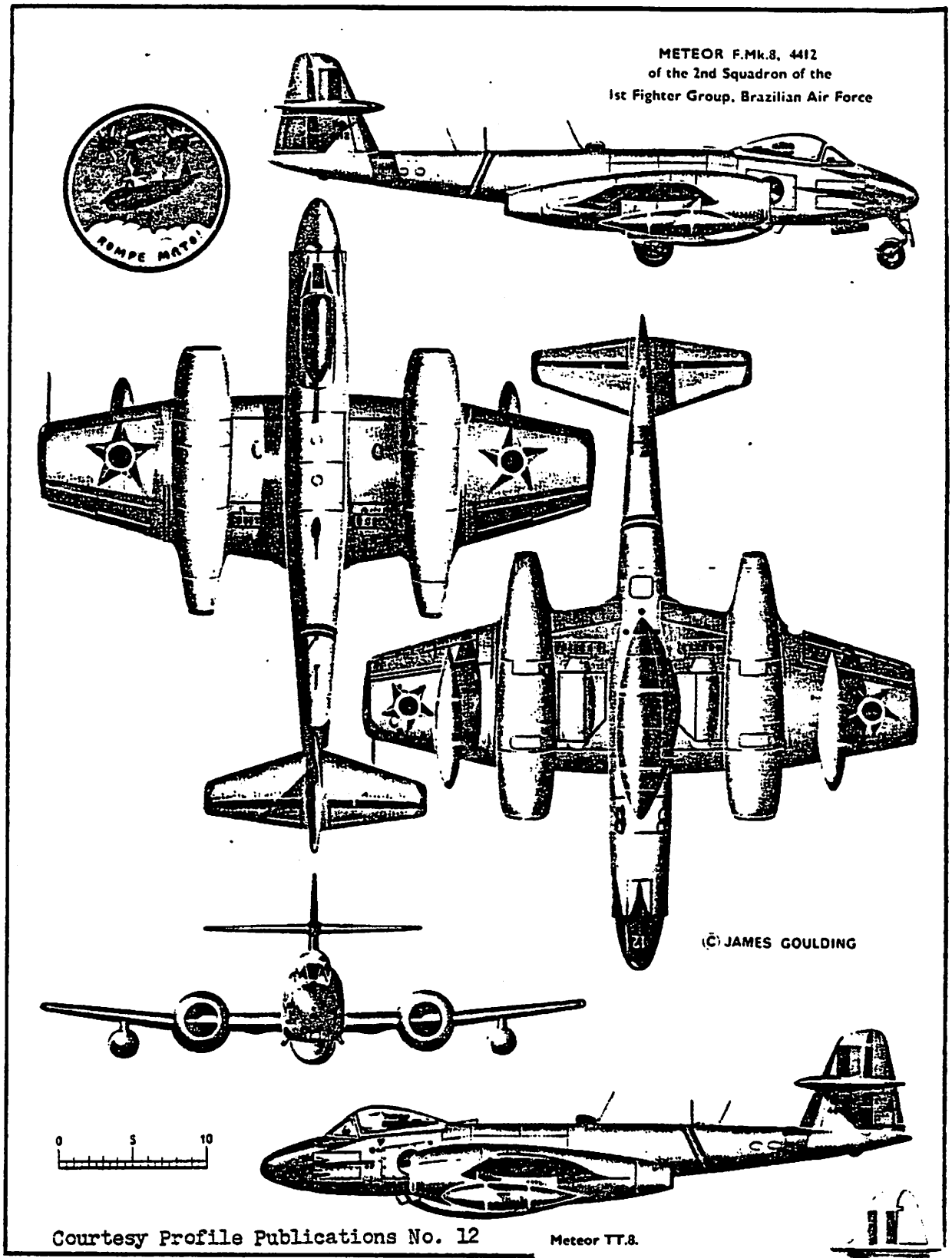




OFF WHITE NUMBERS TOP., BLACK U/S.
DK. GREEN & LT. GREY TOP
LT. BLUE UNDERSIDE.
BLUE - WHITE - BLUE ROUNDELS
RED & WHITE STRIPE TANK.

METEOR F.4

RODRIGUEZ ARGAÑARAS.



Courtesy Profile Publications No. 12

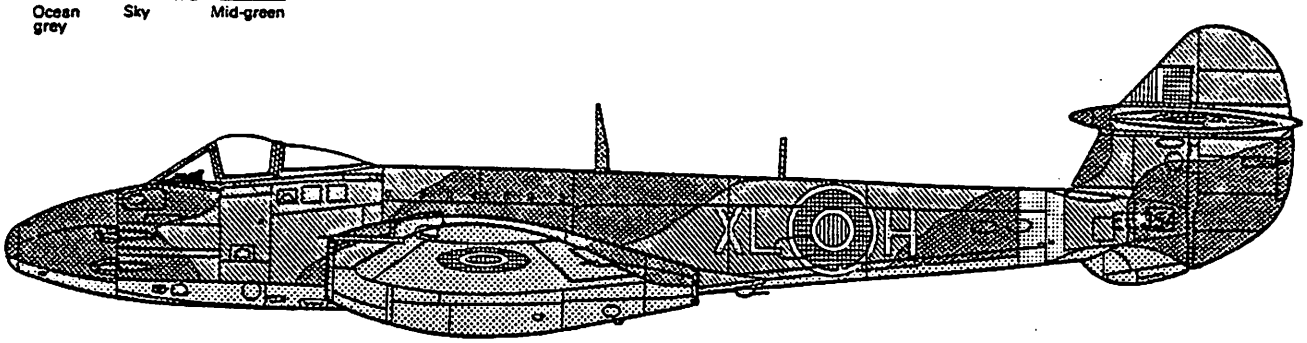
SINGLE-SEAT METEORS IN RAF SQUADRON SERVICE

Camouflage and markings

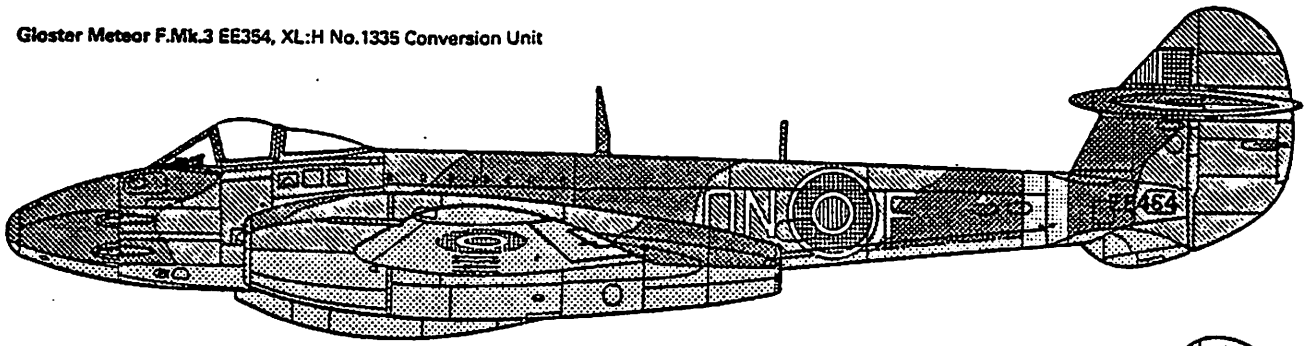
DRAWINGS BY MIKE KEEP

COURTESY SCALE AIRCRAFT MODELLING

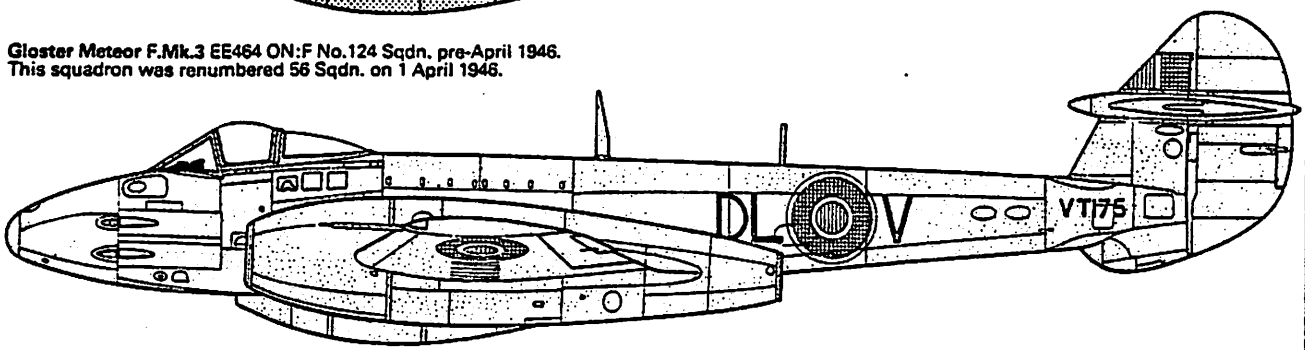




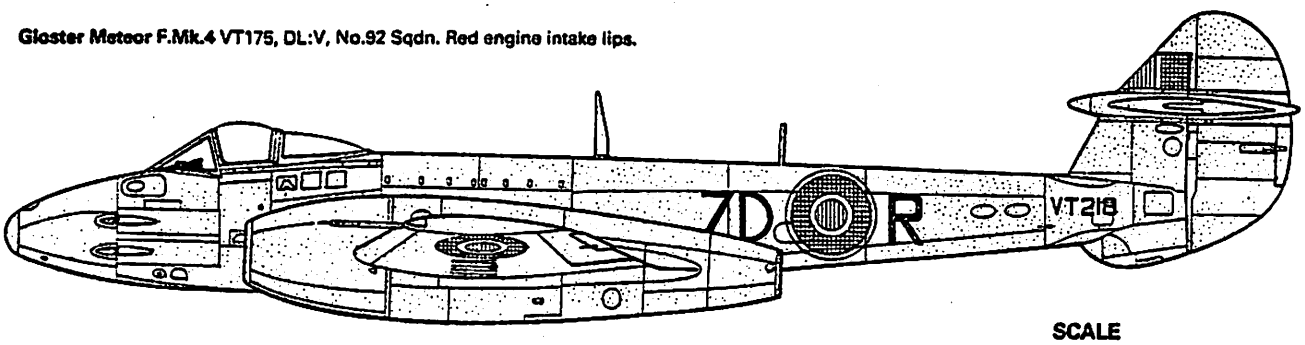
Gloster Meteor F.Mk.3 EE354, XL:H No.1335 Conversion Unit



Gloster Meteor F.Mk.3 EE464 ON:F No.124 Sqdn. pre-April 1946.
This squadron was renumbered 56 Sqdn. on 1 April 1946.



Gloster Meteor F.Mk.4 VT175, DL:V, No.92 Sqdn. Red engine intake lips.



Gloster Meteor F.Mk.4 VT218, ZD:R, No.222 Sqdn.

SCALE



The one you've been waiting for...

The annual NOFFA

OLD TIMER MEET

MAY 17, 1981

at Plum Brook Station, Sandusky, Oh

CONTEST DIRECTOR

KARL EMDE
1538 LAKELAND Ave.
LAKEWOOD, Ohio 44107
1-216-521-4964

EVENTS

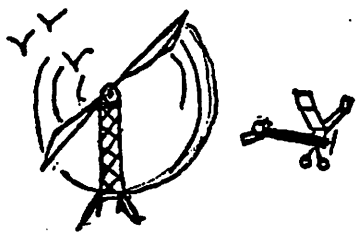
.020 REPLICA
A IGNITION OR GLOW
B " " "
C " " "
O.T. Rubber
NOSTALGIA GAS

- ALL AGES Combined -

* AMA SANTIONED
* AMA LICENSE REQUIRED
* Trophies 1ST → 3rd
* FROM 9:00 AM - 4:00 PM

$ ENTRY FEE $

SR-Op: $3.00 FIRST EVENT
$2.00 FOR SECOND + THIRD EVENT
$7.00 FOR ALL Six EVENTS
Jr: $1.00 Covers ALL EVENTS



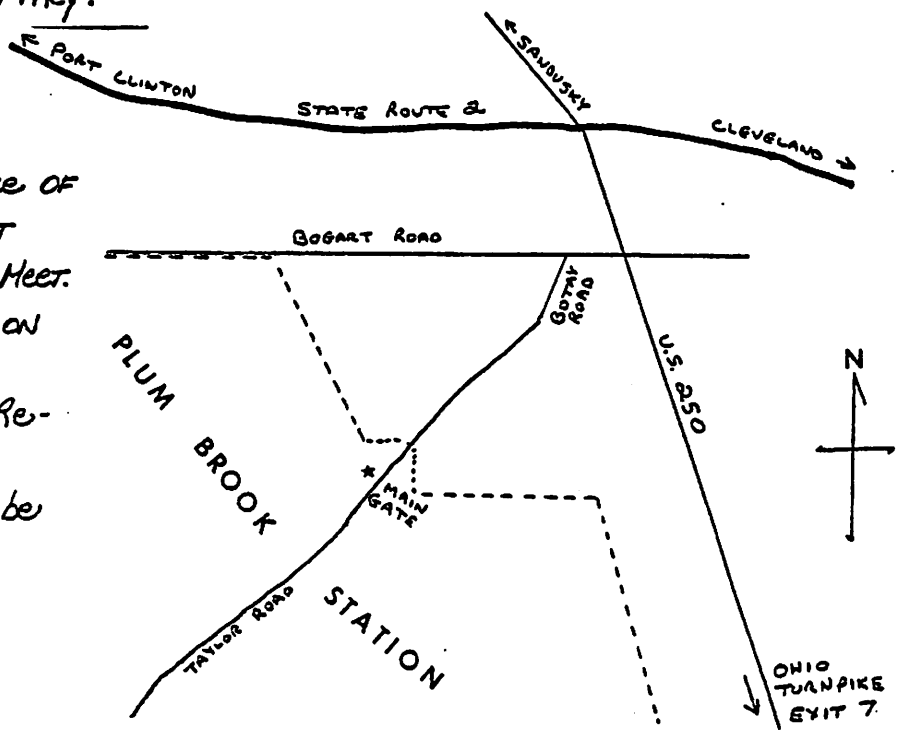


Those birds Never Fully Recover When They Fly Thru That Windmill, Do They.

Now for some rules

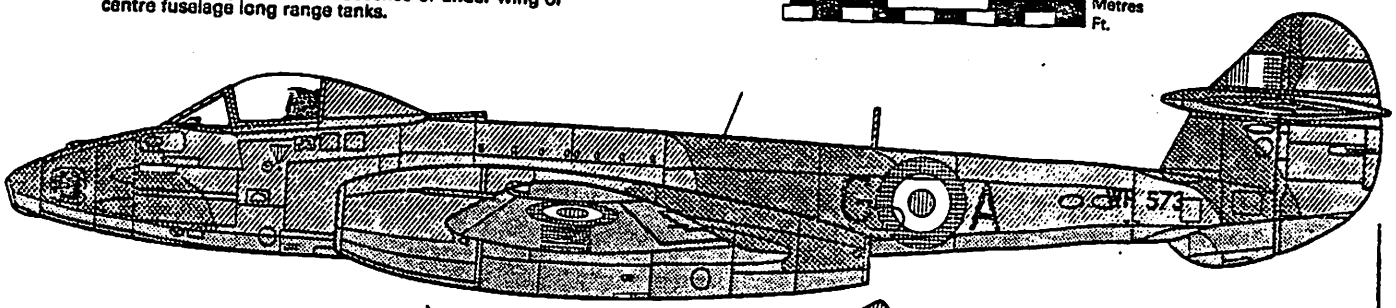
(the fine print)

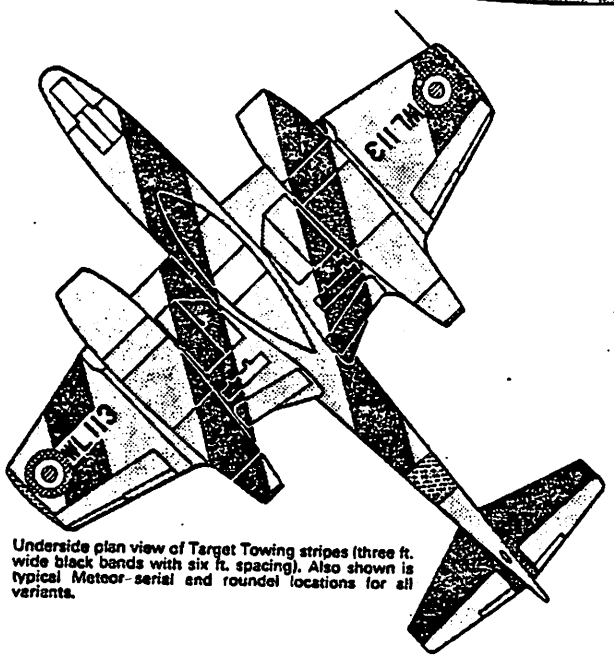
- NOTIFY CD IF THERE IS ANY CHANCE OF ATTENDING - The Roster MUST be AT PLUMBROOK GATE 1 WEEK before Meet.
- ENGINE RUN & MAXES DEPENDS ON FIELD CONDITIONS.
- GLOW & CONVERSIONS WILL have RE-DUCED ENGINE RUNS.
- NOSTALGIA VTO/HANDLAUNCH TO be DETERMINED.
- Models WILL be Weighed.
- No ENTRY CLOSING DEADLINE.
- No Re-ENTRIES



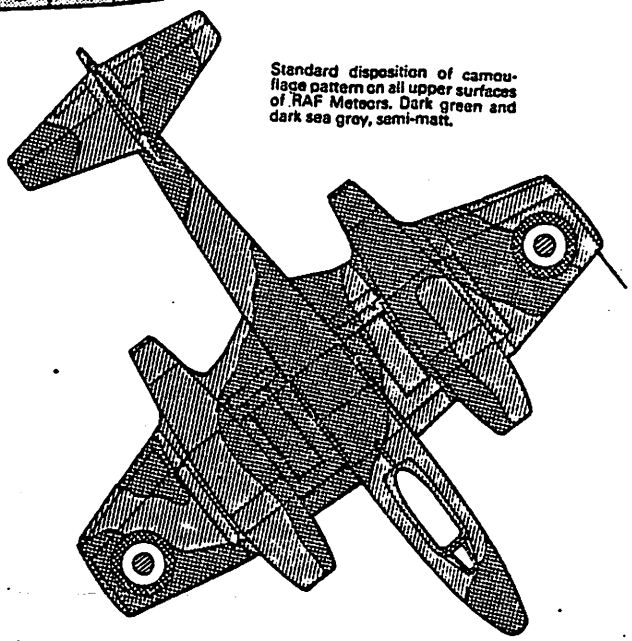
Gloster Meteor PR.Mk.10. WH573 G:A. No.541 Sqd. RAF Buckeburg 1953. Note absence of under wing or centre fuselage long range tanks.

SCALE
Metres
Ft.





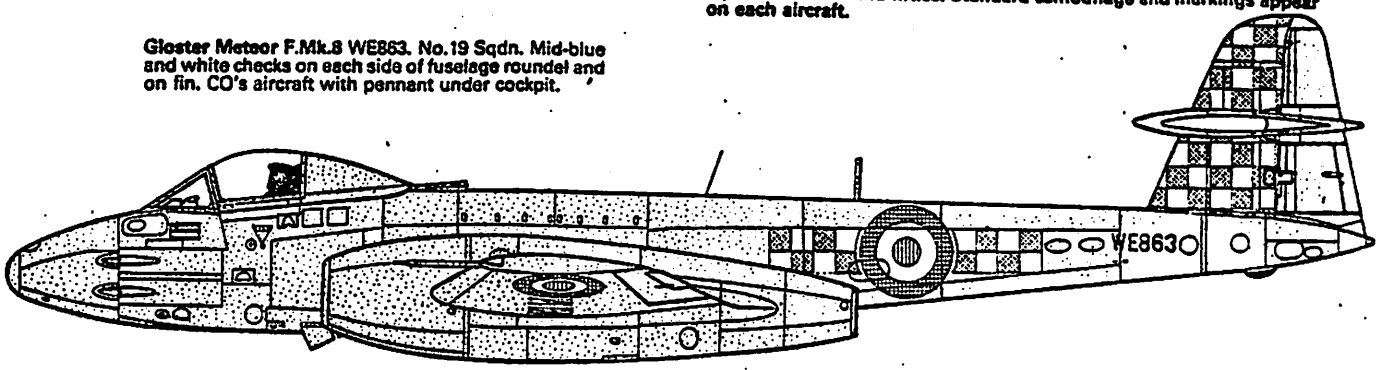
Underside plan view of Target Towing stripes (three ft. wide black bands with six ft. spacing). Also shown is typical Meteor serial and roundel locations for all variants.



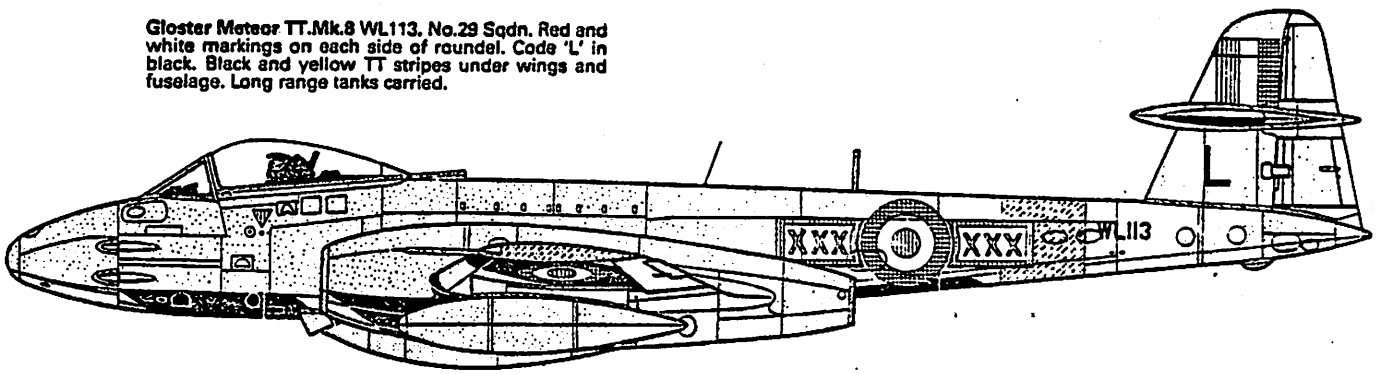
Standard disposition of camouflage pattern on all upper surfaces of RAF Meteors. Dark green and dark sea grey, semi-matt.

Some time before the introduction of the Hunter and the famous Black Arrows aerobatic team, No.111 Sqdn. was establishing a reputation for display flying. This picture shows one of four Meteor F.Mk.8s used by the squadron in the mid-fifties. Standard camouflage and markings appear on each aircraft.

Gloster Meteor F.Mk.8 WE863. No.19 Sqdn. Mid-blue and white checks on each side of fuselage roundel and on fin. CO's aircraft with pennant under cockpit.



Gloster Meteor TT.Mk.8 WL113. No.29 Sqdn. Red and white markings on each side of roundel. Code 'L' in black. Black and yellow TT stripes under wings and fuselage. Long range tanks carried.

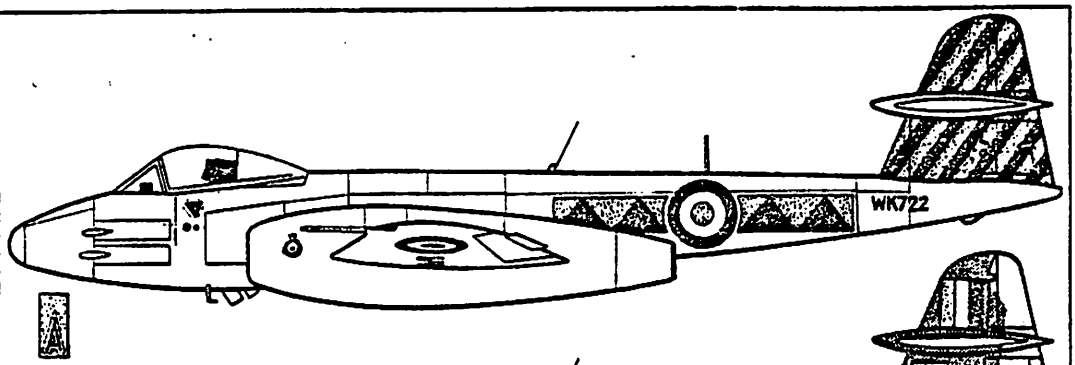


SCALE
Metres
Ft.

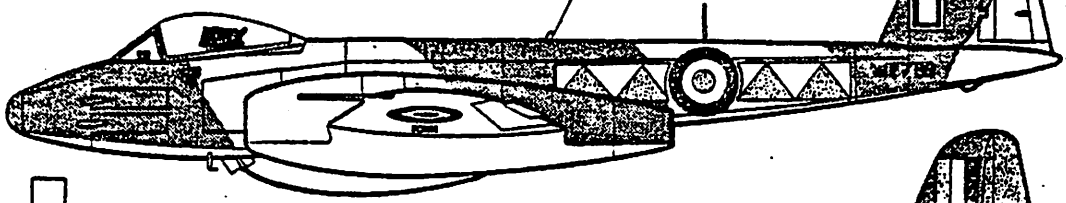
courtesy MIKE KEEP, SCALE AIRCRAFT MODELLING, MARCH 1979.
Alan W. HALL (PUBLICATIONS) Ltd.

SCALE METEOR COLOURS

601 SQUADRON. C.O.'S AIRCRAFT. "High Speed Silver" overall with black/red markings. Probably also carried diagonal stripes on horizontal tail - can anyone confirm? Black/white letter on red nose wheel door.



600 SQUADRON Dark Green, Dark Sea Grey, N. Metal finish. Red and white triangles with the letter U (black) in a white square or fin. U repeated on nose wheel door in black.



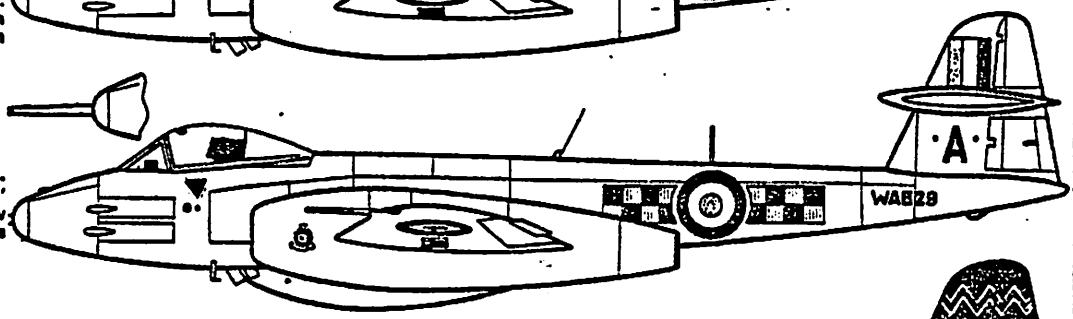


34 SQUADRON, B FLIGHT COMMANDER'S AIRCRAFT. Red elevators and rudders, camouflaged as above. Badge (see below) on nacelles and the flight letter B repeated on nose wheel door in black.

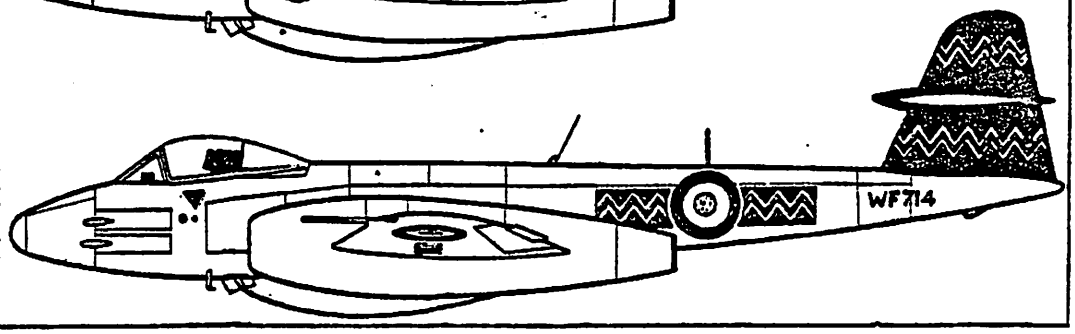


151 SQUADRON, used as 'hack' during transition between Meteor NF11 and Vampire NF10. "High Speed Silver" overall. White Cross of St. Andrew with blue surround outlined in black.

245 SQUADRON used in refuelling trials. "High Speed Silver" overall. Bars in blue and yellow squere, but note that blue is lighter than roundel colour.



500 SQUADRON C.O.'s AIRCRAFT. "High Speed Silver" overall. Markings consist of a blue rectangle with a green zig-zag running horizontally across it, and outlined in white. The fin marking was exclusively for C.O.'s aircraft.

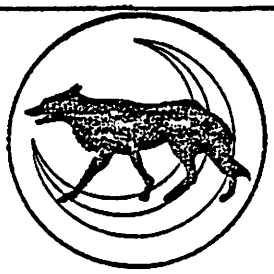


SQUADRON BADGES

601 SQUADRON badge - Red winged sword centre to RAF badge



34 SQUADRON badge - Black Wolf and yellow crescent on white disc

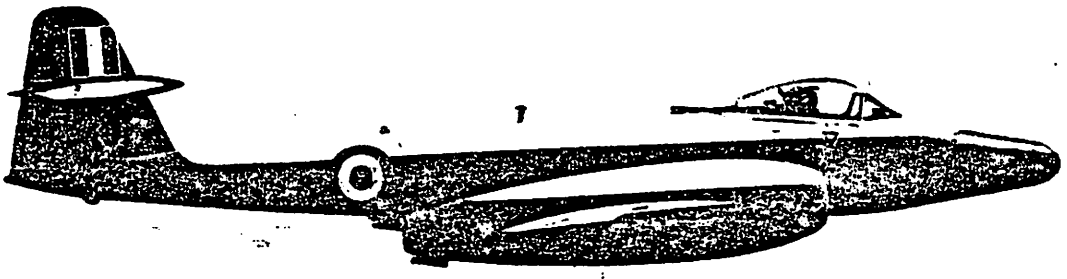


245 SQUADRON badge - Blue/white waves with brown bird. Usual RAF badge surround.



Source: *Fighter Squadrons of the RAF* by John Rawlings. Published by Macdonald.

COURTESY SCALE MODELS; MAP, Ltd.



Large numbers of F.8s were converted to unmanned target drones. WH344 was a typical example of the U.Mk.16 aircraft. (Photo: Flight Refuelling)

U. Mk. 16 is yellow over red, as shown in color photo in SCALE AIRCRAFT MODELLER. Most unusual is outlining of blue ring and tail bar with thin black edges! Nose is extended 30 inches. Bright but noisy R/C scale saves building time.

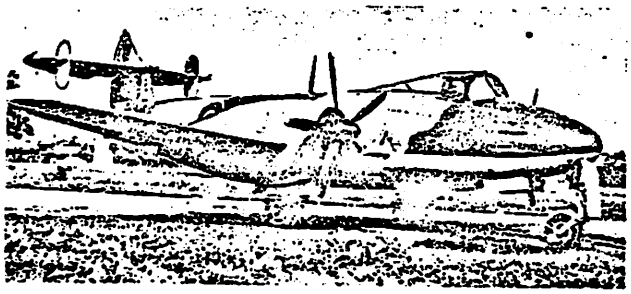
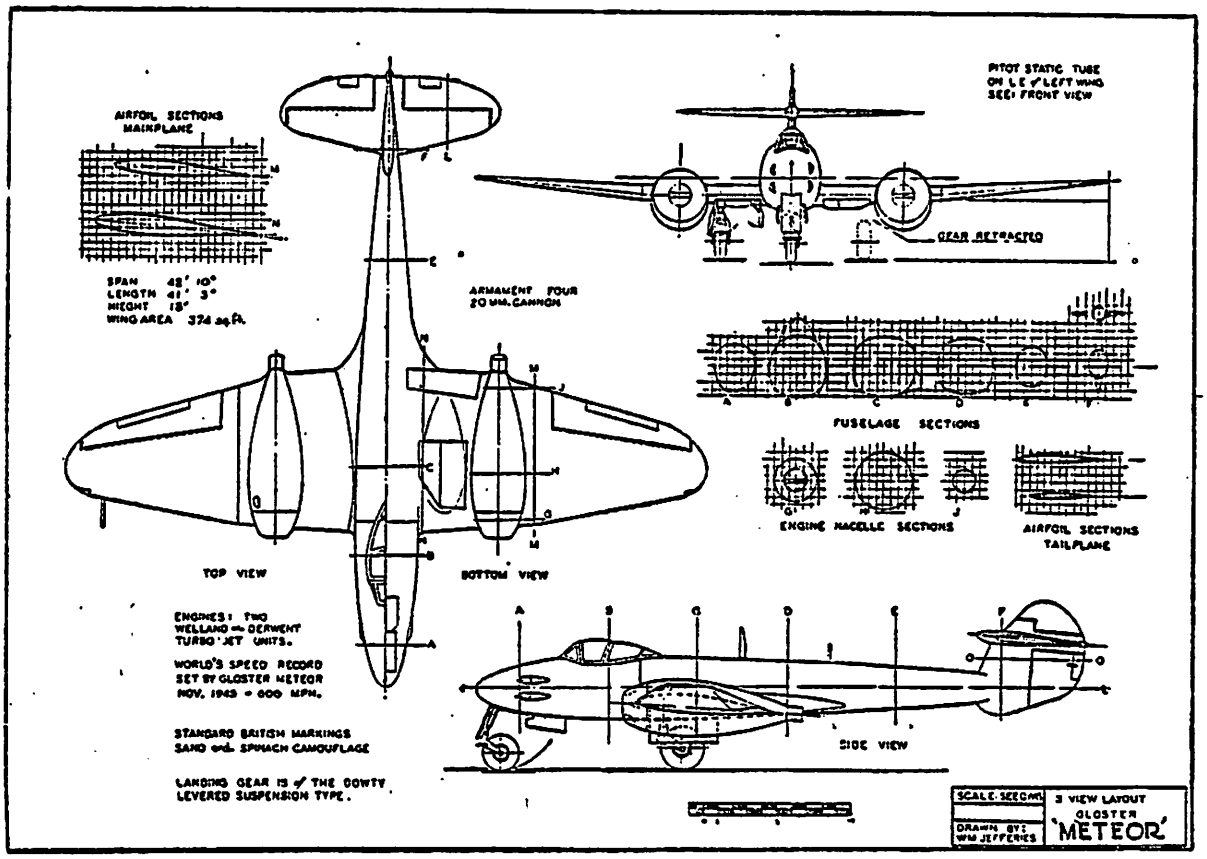


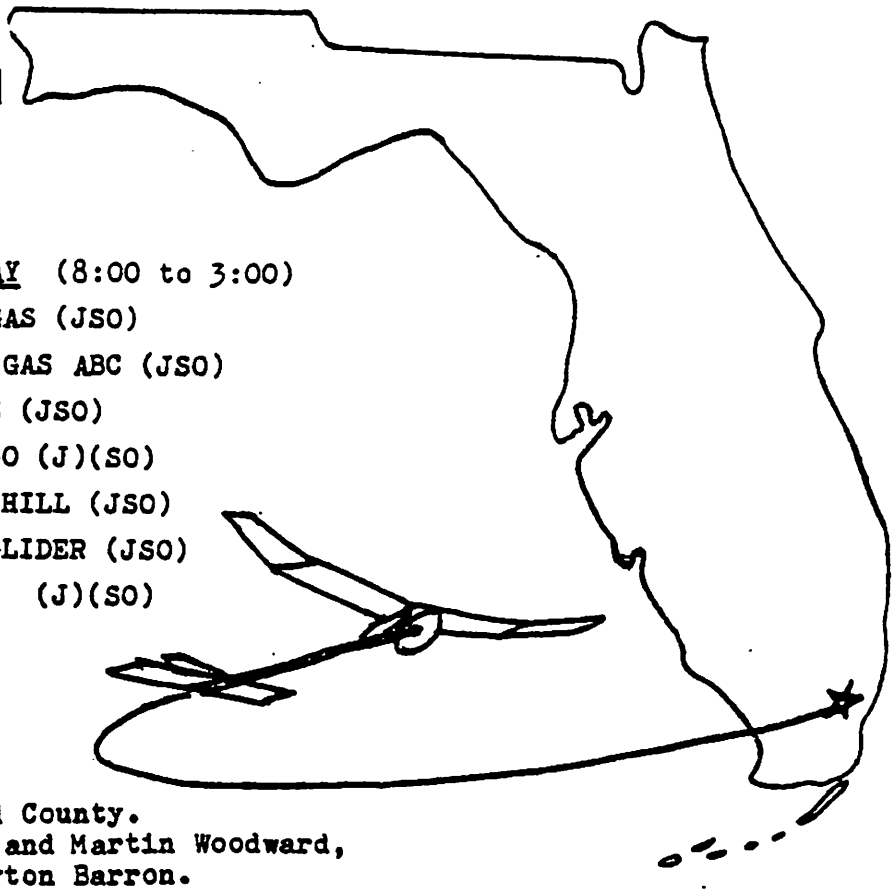
FIG. 49. Gloster Meteor aircraft with Rolls-Royce "Trent" airscrew gas turbine engines.

Meteor Mk. I EE227 as converted to sea and slime over yellow prototype markings. P in ring and camouflage pattern show in WINGS feature sent in by peanut plan designer DAVID DIELS. Trent engine nacels were extended and raised for turbo prop use. The sound of fretting gears and shock waves from ten prop tips was the first recorded example of hard rock.



SO. FLA. FREE FLIGHT MEET

APRIL 25,26,1981



AMA Sanction #180

SATURDAY (8:00 to 5:00)		SUNDAY (8:00 to 3:00)
1/2 A GAS	(J)(SO)	C-D GAS (JSO)
B GAS	(JSO)	O.T. GAS ABC (JSO)
NOSTALGIA GAS	(JSO)	A GAS (JSO)
.020 REPLICA	(JSO)	P - 30 (J)(SO)
WAKEFIELD	(JSO)	MULVIHILL (JSO)
O.T. RUBBER	(JSO)	A/2 GLIDER (JSO)
A/1 GLIDER	(J)(SO)	HLG (J)(SO)

SPONSORED BY:
MARKHAM PARK FREE FLIGHT GROUP

SITE:
Several thousand acres of open pasture land in western Broward County. Courtesy of Arvida Corporation and Martin Woodward, by special arrangement with Bryton Barron.

CONTEST DIRECTORS:
Shirley Campbell; 1785 64th Terrace S. West Palm Beach, Fl. 33406; 305-968-1045

PRIZES:
Certificates for all. Cash to Sr/Open winners. Merchandise for Juniors.

ENTRY FEES:
$5.00 first event. $3.00 ea. add'l event. $20.00 max. $3.00 for Jrs.total.

RULES:
AMA license required. Cat. III (2 min. max). SAM rules for O.T. events. CIA rules for Nostalgia gas (copies available from C D). No motorcycles.

DIRECTIONS:
Take S. R. 84 west from Ft. Lauderdale to Bonaventure Blvd. (across from Markham Park). Turn south and drive a few miles to field on rt. (paved road at first, then gravel). Area called "Weston". Camping at Markham Park, but advance reservation req'd: 305-472-5882. Numerous motels in area, call ahead.

AGE	1st EVENT	ADDITIONAL EVENTS	TOTAL
JUNIOR	$3.00	NONE	$
SENIOR	$5.00	@$3.00 each	$
OPEN	$5.00	@$3.00 each	$

$1.00 discount to all contestants carrying a current NFFS membership.

GRAND TOTAL