

MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$9.00 per year for residents of the U.S.A. Your mailing label indicates the year and month of the last issue of MAX-FAX for your current membership. A red mark in the box below is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxecuters, to the Treasurer.

DUES REMINDER

MEETINGS

The D.C. MAXECUTERS hold meetings on the first Wednesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

PRESIDENT

ALLAN SCHANZLE
8311 Exodus Drive
Gaithersburg, MD
20760

SECRETARY

BILL CLARK
5-C Laurel Hill Road
Greenbelt, MD
20770

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ALLAN SCHANZLE
8311 Exodus Drive
Gaithersburg, MD
20760

NOV/DEC 1980

CLUB NEWS

Allan Schanzle

GOOD GRIEF-ANOTHER FORMAT CHANGE . Yep, but this one will hopefully make life simpler for everyone involved. And you can expect further changes in the future which will update the quality of this newsletter. Why not do the best we can?

AN OVERSIGHT. The last issue failed to note that Tom Schmitt, whose super photos filled seven pages, was in charge of organizing the SEPT/OCT newsletter. Many thanks Tom, for a job well done, and the many hours in your dark room preparing the pictures.

THIS MONTH. Don Srull has taken charge of this issue, which includes more photos by Tom Schmitt taken at our Summer Fun Fly. The results of this contest were given in the previous issue. Rolf Gregory has included another of his CAVU yarns, Allan Schanzle reviews the Golden Age Reproductions Rearwin Speedster kit and has drawn up plans for a mini-jet catapult version of the Heinkel He280, which, as noted in the previous MAX-FAX, won acclaim at the FAC NATS for unmitigated gall for finding human targets. And then there is a whole slug of 3-views and other plans. Happy reading!

BIG DATE - FRIDAY DECEMBER 19 1980. This will be the second consecutive Christmas banquet at Evans Farm Inn, 1696 Chain Bridge Rd., McLean Va. Cash bar and general gossip from 7:00 - 8:00 PM, dinner 8:00, and guest speaker, Dr. Tom Crouch of the Smithsonian, will talk about his new book on all aspects and types of Bleriot aircraft. See the map elsewhere in this issue for directions, and send a check for \$12.00 per person, not later than December 15, to Don Srull, 941 Kimberwick Rd., McLean Va., 22101. Wives, of course, are welcome.

WINTER INDOOR SCALE CONTEST. The date and location for this years event is still undecided, but that's because we have a new potential site-the field-house at the U.S. Naval Academy in Annapolis, MD. If all is cleared for this facility, the date will be Sunday January 18, 1981. If Annapolis does not work out, then plans are underway for the contest to be held once again at Andrews AFB on March 14 and/or 15, 1981. If everything works out perfect, the contest will be at Annapolis in January and the Andrews hanger will be used as a fun fly in March. Hope to see you there, where ever "there" is. See the announcement in this issue.

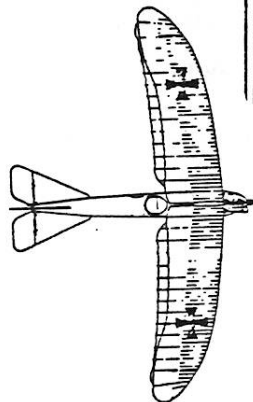
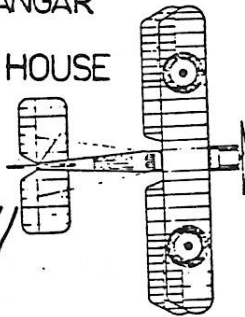
CONGRATULATIONS. John Sites walked off with 1st place in H.L. Glider at the Brainbusters contest near Richman Va. Good show, John.

HOLY BUFFALO BURGERS!!!! Remember the big flap a few months ago at AMA concerning free membership for CD's at "A" level contests? Well, check page 73 of the December issue of MODEL AVIATION. A free membership is now given to those who CD, are you ready for this, a Delta Dart contest. Washington D.C. is just full of people who qualify for the title of "Administrative Wiz".

★ ANNOUNCING ★

**THE 7TH ANNUAL CAPITAL
INDOOR SCALE AIRCRAFT CONTEST**

MARCH 14, 1981
ANDREWS A.F.B. - NAVY RESERVE HANGAR
→ OR ←
JAN. 18 AT NAVAL ACADEMY FIELD HOUSE
ANNAPOLIS, MD.

EVENTS:
F. A. C. SCALE- Judging starts at 12 noon;
maximum of 25 bonus points

MASS LAUNCHES: **NOTE!!**

- W.W.I COMBAT- Monoplanes have 5 sec. penalty
- GOLDEN AGE- Any plane built 1920 to 35
- NAVY SCALE- Any Navy plane in Navy colors

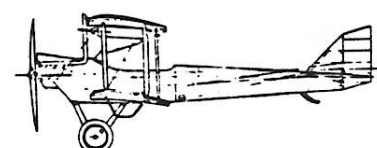
NO-CAL - F. A. C. rules

MANHATTAN- 8 gram min. wt. 2"x2½"x4" fuselage box,
20"x4" max. wing, 1" wheels, R.O.G.

PENNY PLANE- A.M.A. "novice" Pennyplane rules

ENTRY FEE:
\$2 per event, or
\$5 unlimited.
Juniors under 16
\$0.50 per event
\$1.00 unlimited

MORE INFO?
Call C.D. A. Schanzle
(301)840-9883

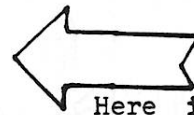
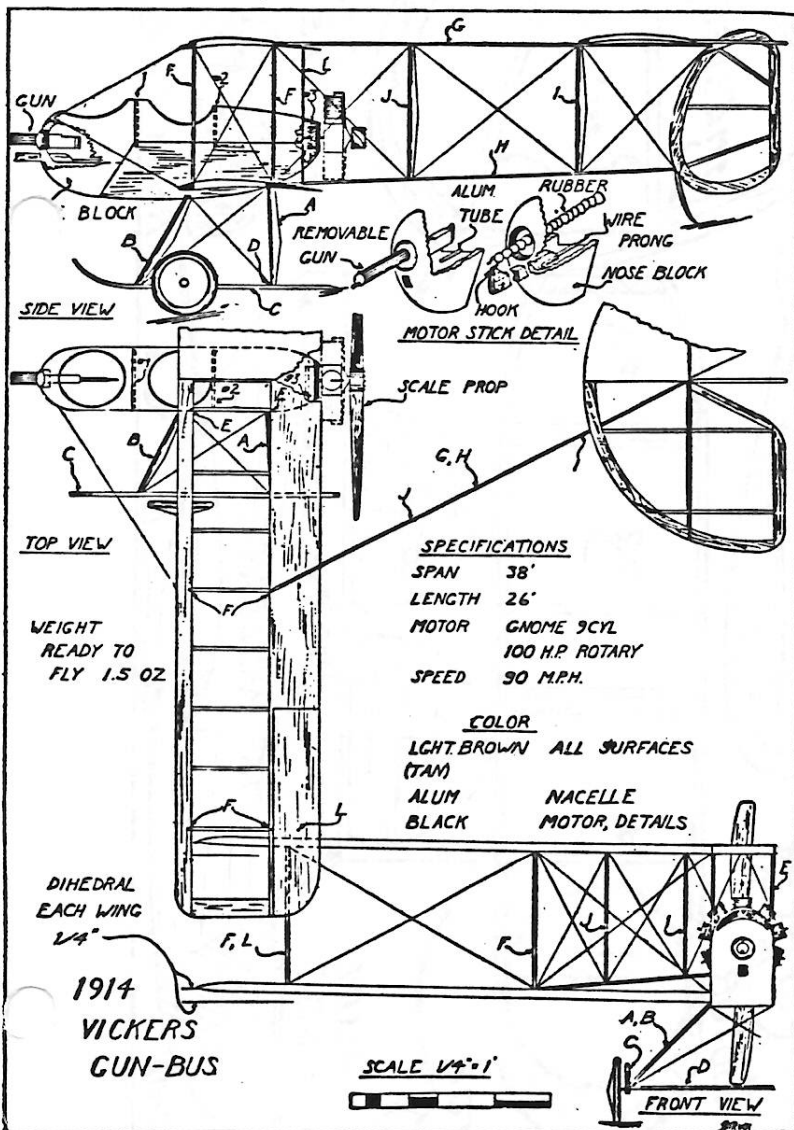


MODEL BONANZA!!

DON SRULL

We've got a fantastic grab-bag full of great plans in this issue--no excuses to daddle during those coming cold dreary winter evenings. Grab the old razor blades and scrap wood box and have at it. No less than 3 full size plans and two reduced cloud busting beauties are featured in this bonus Christmas issue. Front and center as our cover feature is a golden oldie by the master designer Hank Struck, from the pages of an old but not forgotten issue of FLYING ACES. It's the Vickers E.F.B.3, one of the early "gun bus" designs. Lighten it up a bit, and you'll have a winner for the coming indoor season. The second full size plan is a peanut version of the ominous Dornier 335. You may remember the larger version in an earlier issue of MAX-FAX. The third plan is a profile catapult for Allan Schanzle's killer Heinkel. Finally, we have two heart throbbers for true tissue trimmers from one of the old model books that many of us teathed on - Edwin Hamilton's "Complete Model Aircraft Manual" from 1933. Take a look at L. Garami's "Baby R.O.G. Tractor"- cute as a bug, and it qualifies as a Nickel Peanut ROG too. The other sport stick model is a true classic; it is the legendary C.H. Grant's great "Minute Man". If none of these beauties turns you on, you're ready for R.C. speed models!

VICKERS "GUN BUS"—Plate 2



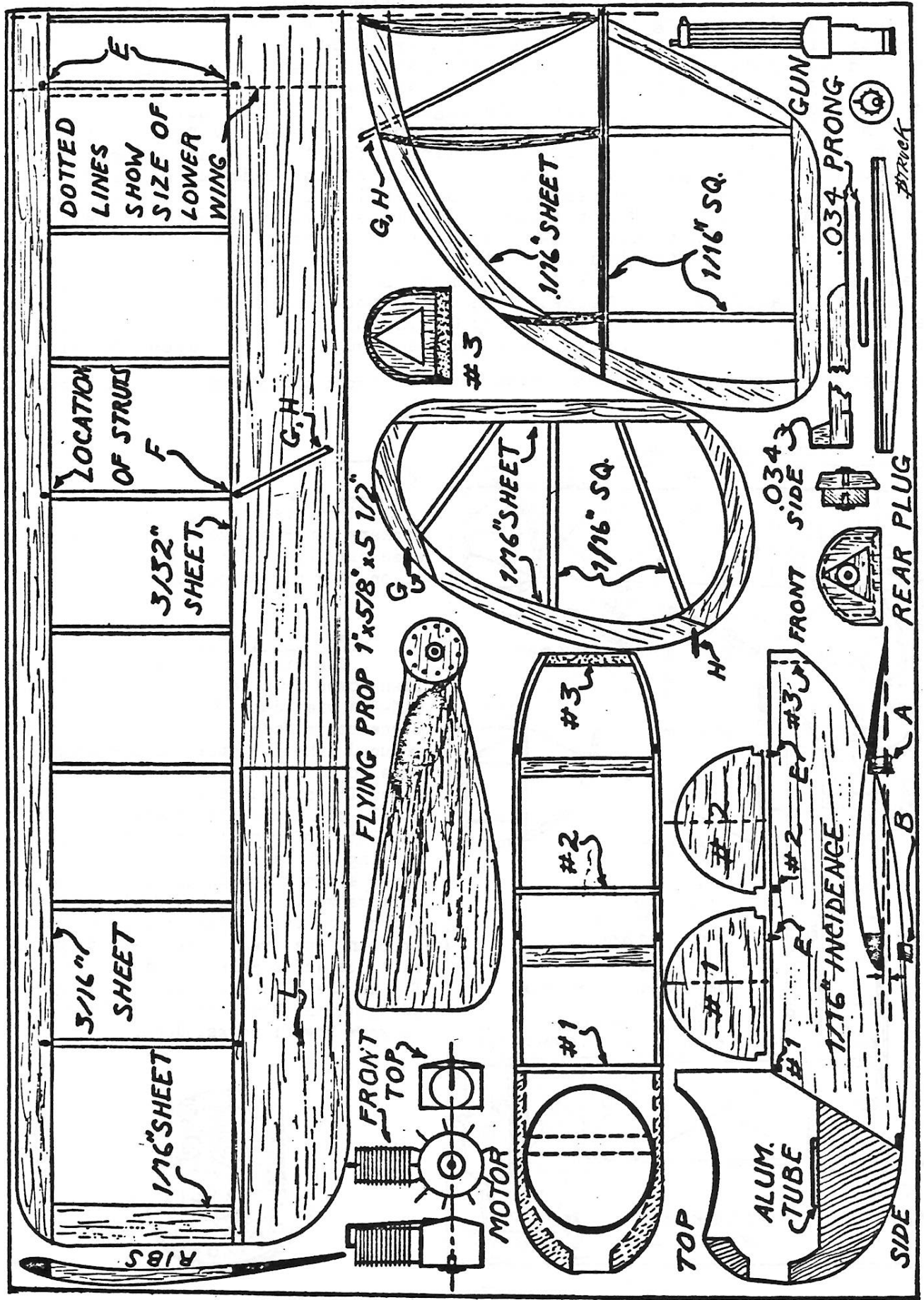
Here is Hank Struck's Vickers Gun Bus layout. The full size plan (yes, it's all there!) is on the next page. Go to it.

PEANUT ANTEATER

The other full size scale plan comes from an earlier issue of MAX-FAX via John O'Leary of the Minneapolis Model Aero Club. John photo reduced the 16" plan of the long-nose Do 335 Pfeil (or arrow) to peanut size. It should make a fine WWII little model with it's low aspect ratio wing and lots of room for rubber. We suggest leaving off the landing gear and using the wood sizes shown on the plans. Laminated formers would also be ideal. John says he's going to use a fixed, feathered dummy prop in the rear. The rear prop blades will be adjustable in pitch (friction fit in the hub) and used for flight trim adjustments. How's that for clever?! Let us know how it works, John.



GUN BUS - PLATE I.



C. A. V. U.
(Ceiling and Visibility Unlimited)

By Rolfe Gregory

Somewhere in the dusty film archives of Warner Brothers, there should be filed away a short movie showing how small all-metal private airplanes are (were) produced. The film was made in 1938 at the factory of the Luscombe Airplane Corporation in West Trenton, N.J. It was very short but beautifully done. The production crews were all professionals - the actors were not.

Those of you old enough to remember the "good old days" will recall that movie theater programs usually included, besides the main feature, a newsreel, a comedy or cartoon and sometimes "selected short subjects". The Luscombe movie was one of the latter. I never knew how the film came to be made, whether promoted by Don Luscombe or conceived by Warner Brothers. However, the west coast distributor for Luscombes was Falcon Aircraft Company, owned by a certain Mr. Warner, purported to be a relative of "The" Warner Brothers. You don't need your trusty pocket calculator to put 2 and 2 together, now do you?

The filming crew arrived on the appointed day with several cars and tractor trailer trucks. It looked as though they had left no one back in Hollywood to mind the store. There were: the director, assistant director, make-up man, script-man (why, I never knew - nobody had any lines), a mess of cameramen, lighting men, carpenters, electricians, and a gang of others that hovered about the director and never seemed to have any particular work to do. We were flabbergasted. We had expected a cameraman and maybe a couple of guys to hold spotlights, but not this mob. There were almost as many people as were employed in the factory! One of the tractor trailers was a complete electric generating power station for all the lighting they needed.

This gang of strangers literally took over our plant for three full days. Needless to say, little or no work was done by our employees. Those who weren't turned into play-actors were spectators. But who could work? There was just too much going on. I saw Don Luscombe on the first day, standing with hands on hips and a bewildered look on his face, surveying his beautiful factory seemingly being invaded by aliens from space dragging octopus tentacles of black electric cables. All this for a ten minute movie? You would have thought they were going to start shooting *Gone With The Wind* - what. I only wish I had the film which ended up on the cutting room floor!

These guys really knew their jobs and moved fast. Just like "in the movies", the director would tell the worker or workers just what he wanted, and make them rehearse it several times. When ready, a man held that funny little board in front of your face and snapped the hinged part down with a bang, the director shouted "lights, camera, action" and the place would be flooded with blinding light. One or two minutes later he would shout "cut!" and immediately came the bang of the carpenter's hammers, knocking apart the scaffolding they had spent, maybe, all morning constructing for the lighting and sometimes the camera, only to start building another. A couple of guys spent most of their time rubbing

a type of wax on shiny metal parts and skins to prevent glare.

The finished movie showed the various construction operations, mostly assembly, needed to build the airplane. It opened with a camera shot from a high scaffold, down on the concrete apron, where all the various parts such as: bulkhead rings, ribs, skins, wheels, cowling, engine, propeller, etc., were neatly arranged, just as if an avid model builder had opened a kit and spread out the parts to start building. The movie ended with a finished airplane being rolled out onto the apron where Mrs. Luscombe, a very attractive and accomplished person, got into the cabin, gave us a wave and a smile and took off.

Everything that was once there is now gone - the factory, the people, the airport - not a trace left, only memories. Maybe that film is still in existence. Maybe I could write to Warner Brothers - if they are still in existencel

MAXEGUTERS 1980 CHRISTMAS BLAST

FRIDAY DECEMBER 19 EVANS FARM INN, McLEAN, VA. DON'T MISS IT!

OPEN BAR 7 P.M. - 8 P.M. DINNER 8P.M. - 9 P.M.

FEATURED GUEST SPEAKER AT 9 P.M. IS FAMOUS EARLY AVIATION HISTORIAN AND CURATOR OF AVIATION AT NATIONAL AEROSPACE MUSEUM ----- TOM CROUCH | |

INFLATION-BUSTER PRICE SAME AS LAST YEAR | | \$12 per person

PLEASE RESERVE EARLY AND MAIL CHECKS TO : DON SRULL
941 KIMBERWICKE RD.
McLEAN, VA. 22102

SOMETHING NEW, A KIT REVIEW
of the
GOLDEN AGE REPRODUCTIONS REARWIN SPEEDSTER

ALLAN SCHANZLE

Attending a major contest like the NATS is, if nothing else, motivating. After returning from Dayton and making repairs to most of the aircraft, I had the urge to start building again. Our Summer Fun Fly was scheduled for September 6, just three weeks after our return, and I needed something for our Golden Age mass launch event. The Spitfire had done me in for anything superscale, so whatever I chose had to be simple.

Rummaging thru my kits, I found the Golden Age Reproductions version of the 24 inch span Peerless Rearwin Speedster (Kit # R1). It is certainly a simple design (ideal for simple minds). My son Chris had built the 24 inch Taylor Cub (Kit # R2) and it flew like an eagle.

Let's quickly review the kits currently available. In addition to the two mentioned above, Golden Age offers:

#R3	Curtiss Robin	25"	Scientific
#R4	Fleet Trainer	24"	Peerless
#R5	Spartin Cabin	25"	Comet
#R6	Fokker D-7	20"	Scientific
#R7	Stinson Reliant	23"	Megow
#R8	Cessna Airmaster	24"	Megow
#R9	Heinkel 112	21"	Comet

Prices are as follows:

No. of Kits	3 rd or 4 th Class Mail	1 st Class Mail	U.P.S.
1	\$6.50	\$6.75	\$6.25
2	12.50	12.75	12.00
3	17.50	18.00	17.00
4	22.50	23.25	22.00

Mail requests to:

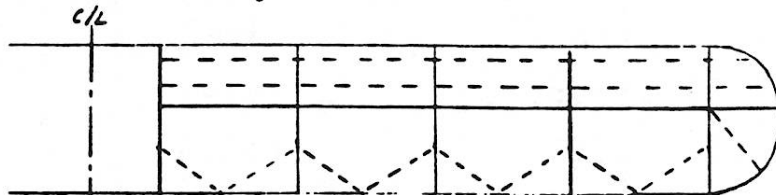
Golden Age Reproductions
P.O. Box 13
Braintree Mass. 02184

One more thing should be mentioned. Golden Age used to advertise "balsa wood wheels". This has apparently become an overwhelming effort, so as of now, balsa wheels are supplied only in kits that have no wheel pants (Robin, Fleet, D-7, and Cessna).

So much for what, where, and how much. Let's get on with how and how good. For openers, the wood is very good. The balsa stringer stock was in the 6 to 8 lb. range; print wood, 4 to 6 lb. That's about as good as you are going to find.

With respect to the design, it is very light, yet adequate. If you want to eliminate the possibilities of tissue wrinkles, due to shrinking, I suggest you add the structure shown by the dotted lines.

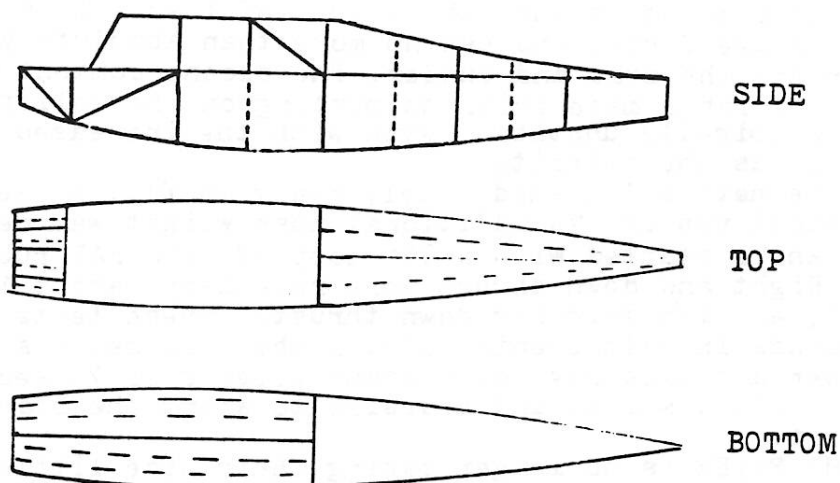
1) Wing



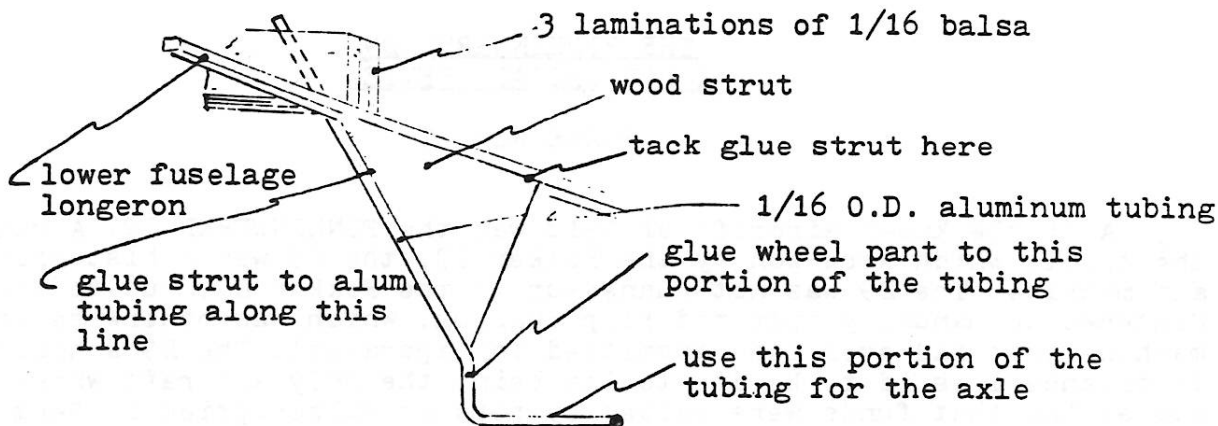
2) Stab and Rudder

Add some gussets

3) Fuselage



In addition to these changes, move the motor peg forward one former, and make a nose block in the contemporary manner. I utilized my idea from an earlier issue of MAX-FAX for the landing gear: Three pieces of 1/16 sheet laminated and installed at the bottom of the fuselage at the leading edge of the landing gear strut. Drill 1/16 holes in this lamination to accept 1/16 O.D. aluminum tubing which runs down the leading edge of the strut.



One other modification was made which has proved to be very beneficial for high wing monoplanes. The cabin braces from the leading edge of the wing to the top of the fuselage cowling are very important. I used the smallest aluminum tubing I could find for these braces, with small pieces of 1/16 sheet inserted between the top cowl stringers to act as anchors for the tubes.

O.K. So much for the changes and general review. I have three criticisms of the kit, and two additional comments. First, and least important, the amount of cellophane is inadequate. Secondly, The plans call for 3/8" dihedral. My initial flight tests indicated this to be insufficient. I latter put in 1" for each tip, and this has worked well. Thirdly, and most important, my plans show zero degrees of angular difference. I didn't catch this until I test glided the model. Since the stab was firmly glued in place, but the wing only tack glued, I cured this by adding 4 degrees of positive angle of attack to the wing, which translates into raising the leading edge of the wing about 1/4 inch. I would suggest you change the stab setting for better scale appearance.

The first comment is that the amount of tissue is marginal. Cover the wings and fuselage first, and use no more than absolutely necessary. Use what is left over for the stab and rudder. The second comment relates to initial test flights, which I made prior to putting on the cellophane. In short, the model was spirally unstable even with the increased dihedral. I suspect the prop wash was the culprit.

So now we have a finished model, ready to fly. My Rearwin weighed in at 1 ounce without rubber. No additional nose weight was necessary to give a C/G at 30%, and I started with a 20" loop of 3/16 FAI rubber (total length = 40 inches). Right and down thrust were necessary (about 1/16 balsa shim for right thrust, and 1/8 shim for down thrust). These tests were impressive; about 45 seconds in calm evening air. I then braided a single 36 inch loop of 3/16 rubber and this gave consistent flights of 75 seconds, and this sent me home with a smile, and a desire to start the Sparten Cabin, another Golden Age kit.

Since HI FLIER is no longer making their nice little kits, I have to think that the Golden Age Reproductions models are among the best available, and I have no concern about recommending them.

THE FINKENWERKE D9 A HISTORICAL REVIEW

FRANK RENAUT

A little known aircraft of 1918 was the FINKENWERKE D9. A runner-up in the trials which were won by the Fokker D7, the D9 was a historically important machine. The D9 was not runner-up to the Fokker D7, but to the Frederick Klutenwerke manually operated Flapflugzeug, which was otherwise the worst machine that had ever been submitted for appraisal. The D9's historical importance is said to be due to its being the only aircraft whose performance was so bad that funds were raised by popular subscription in Germany to present production models to the British Air Force.

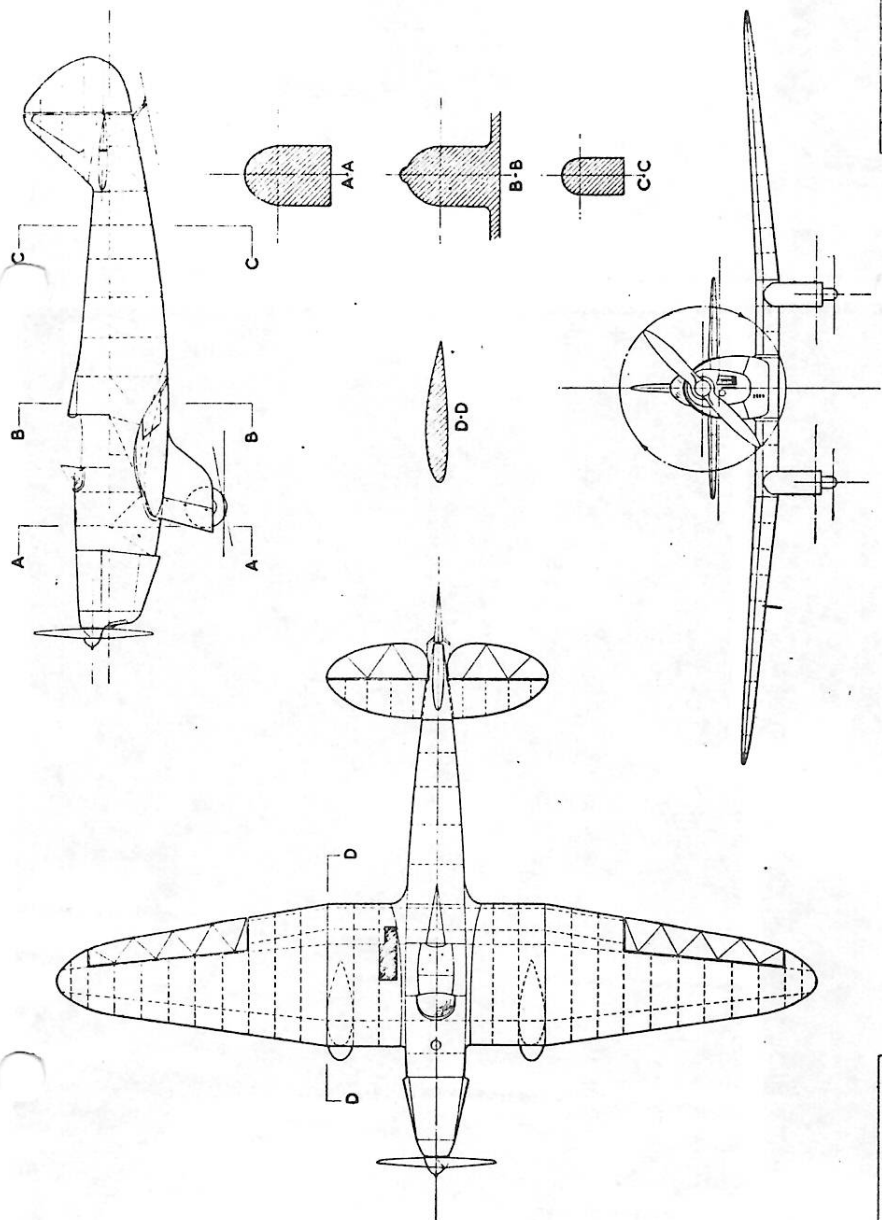
Due to ingenious, and, indeed, revolutionary aerofoil section on the wings, the D9 could climb much faster upside-down than in a normal flying attitude; although it was often said that "normal" to a D9 was not necessarily what was normal to most aircraft of the period.

Because the German factory workers were continually making mistakes in the proportions and colours of the British markings they were expected to paint on the D9's, and the difficulty of returning them to the factories for corrections, eventually all D9's were sprayed pink all over and sent by camel caravan to the Sultan of Morocco as a gift, and he used them for flower arrangements.

As recently as 1957, a restored model was seen flying at an antique aircraft show, beautifully hand decorated by a Hollywood Historical Advisor in the personal markings of Adolph Galland, well-known Me 109 ace of World War II. Great lengths had been gone to, to get the markings precisely right. It is unfortunate, but par, that they were painted on the wrong aircraft.

Hollywood marches on.

1. Dudley Prisel launching his fine FLYLINE MODELS Howard.
2. Bill Bell winds his big, gracefull Talorcraft
3. Not a ballet class- heavy action in W.W.II combat.
4. Claude Powell's beautifull little Helldiver grabs altitude.
5. Fred Ewing winds winning Chambermaid while Rees sweats and holds.
6. FAC scale Shinden torqued-up by Doc Srull.
7. FAC scale judge Pat Daily ponders Fred Ewing's Ascender.
8. Prizes and fantastic trophies made by prexy Allan Schanzle.
9. Fred Ewing launches his Curtiss Ascender. Bullet-like climb!
10. Rolf Gregory holds his fine flying W.W.I Siemens Schukert EIII.
11. Mr. Strongarm hissself- John Sites prepares to heave one out of sight.
12. Ewing falls asleep as George Meyers nervously winds his W.W.I entry.
13. Dave Rees' NATS winning Caudron Simoun. Dave's Velie Monocoupe also.
14. Colden Age mass launch gets off with Meyers, Gregory, and Rees.
15. Old faithfull DH-6 of Don Srull floats overhead looking for a tree.
16. The famous "Twin Moustache" team of Meyers and Daily prepare Pat's Toots.



Specification: D.W.IA. Span: 24 ft. 0 in. Length: 18 ft. 9 in. Empty Weight: 380 lb. Loaded weight: 650 lb. Wing Area: 77 sq. ft. Max. Speed: 135 m.p.h. Cruising speed: 115 m.p.h. Landing Speed: 35 m.p.h. Initial Climb: 1,000 ft. per min. Range: 400 miles.

Construction: All wood. Fuselage is a conventional spruce box structure with decking and covering of ply. Wing has two box spars with ply covering back to the rear spar. Ribs have spruce outlines with ply webs, split flaps are manually operated and are in three sections. Tailplane is ply covered as is leading edge and root bay of fin. Remainder of fin and all control surfaces are fabric covered. All controls are internally operated except rudder which has external horns. 8 1/2 gal. petrol tank under front decking and extra 4 gal. tank may be fitted behind seat for racing. Two luggage lockers also behind pilot.

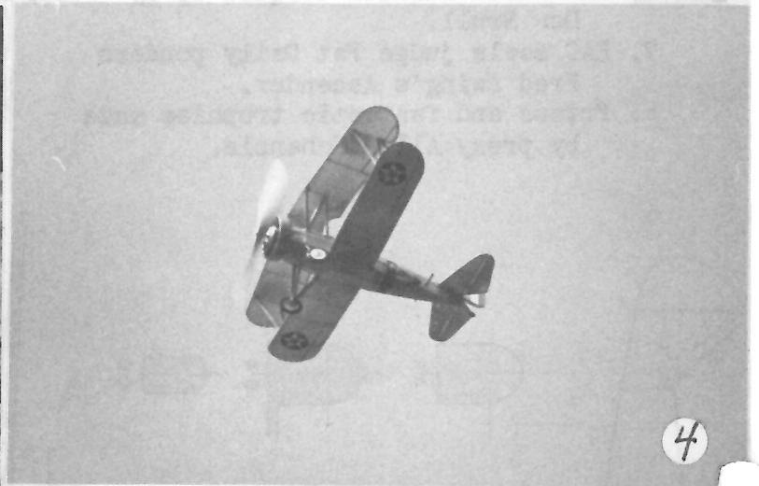
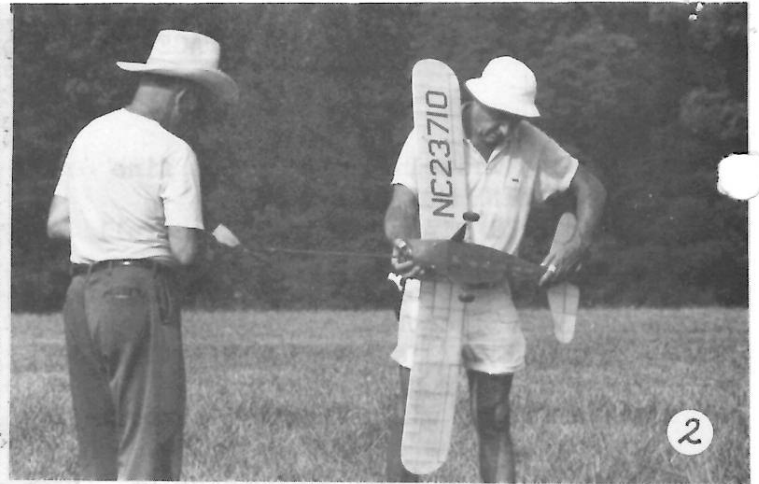
Colour: Glossy black overall with white trimmings consisting of flash on cowling and white tips to wings, tailplane and fin and rudder. Lettering is also in white and on wings extends across whole span.



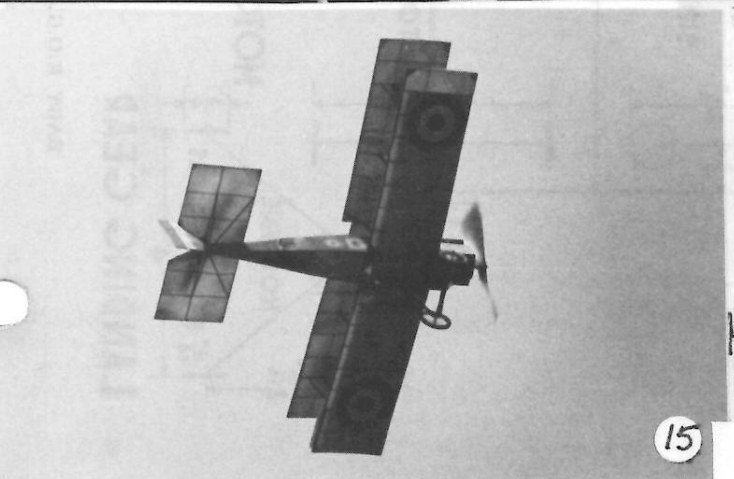
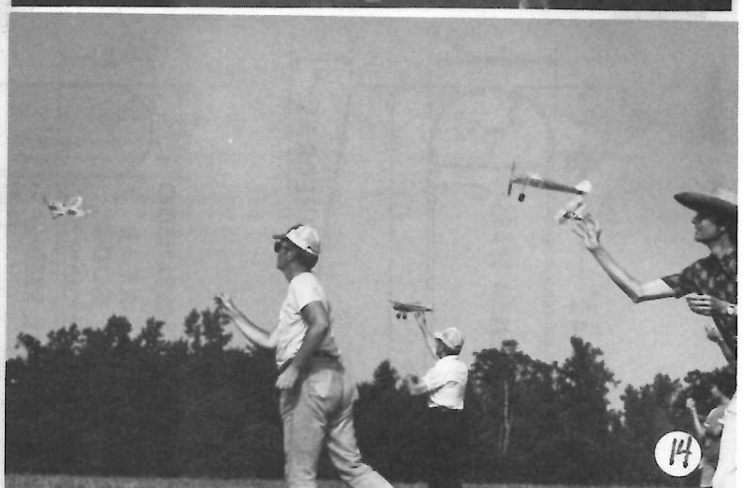
INFO YOU MAY NEVER
NEED BULLETIN # 001

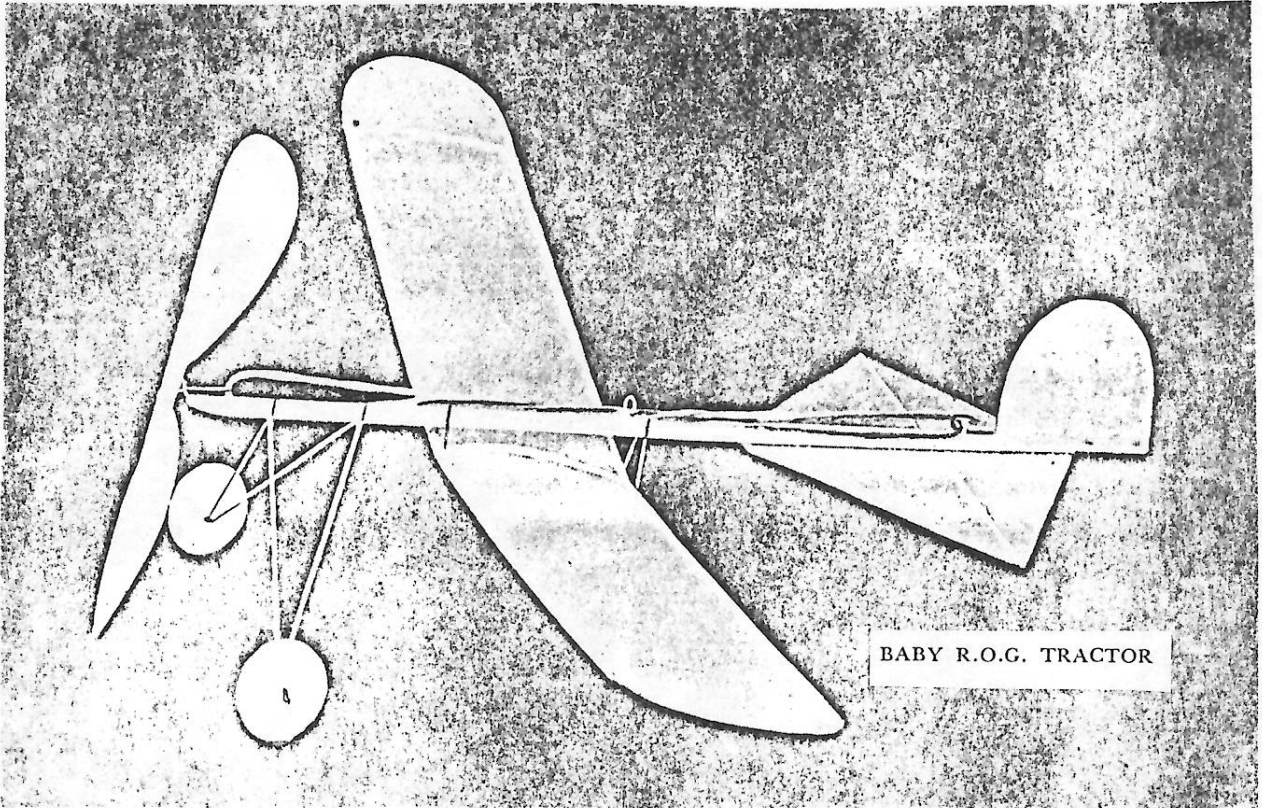
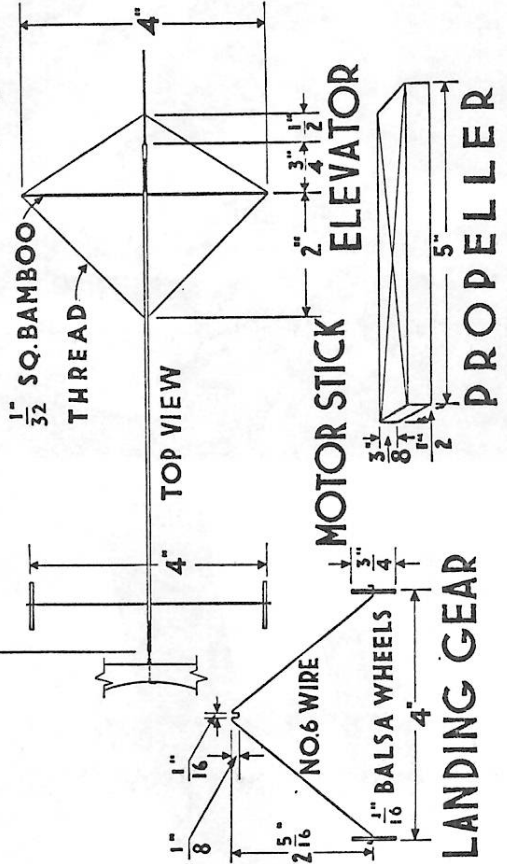
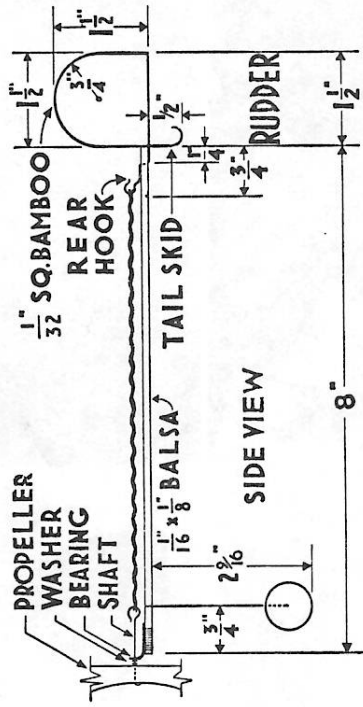
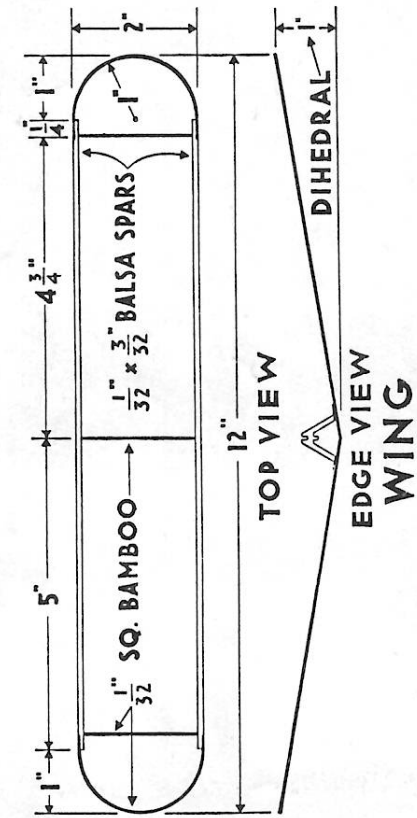
GAUGE NUMBER	WIRE DIAMETER
5	0.014"
6	0.016"
7	0.018"
8	0.0197"
9	0.022"
10	0.0236"
11	0.026"
12	0.0283"
13	0.031"
14	0.033"
15	0.035"
16	0.037"

CHILTON D.W. IA

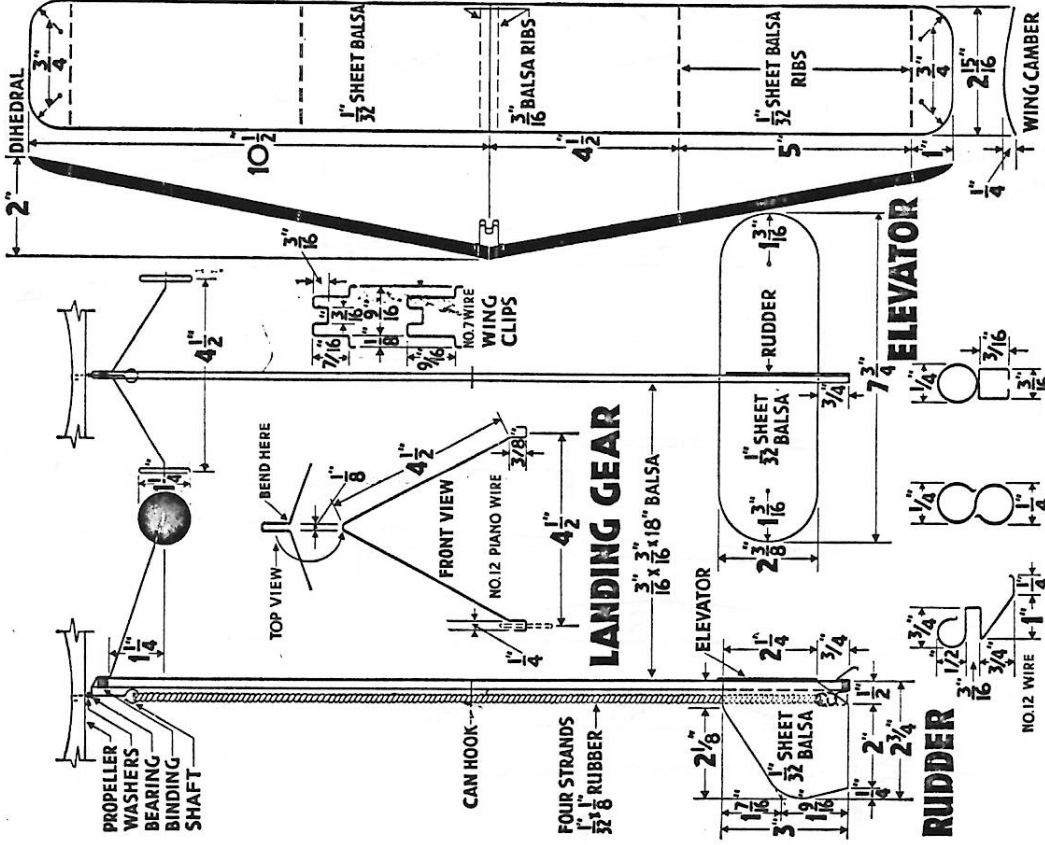


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BABY R.O.G. TRACTOR PLAN

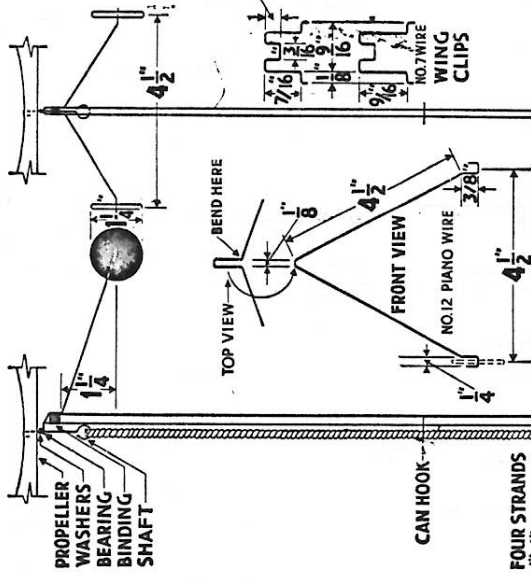


WING

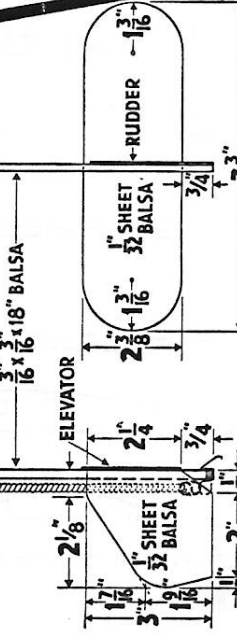


1/8 SQUARES WING RIB

LANDING GEAR



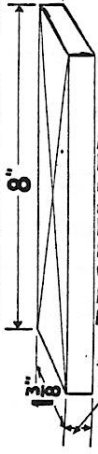
ELEVATOR



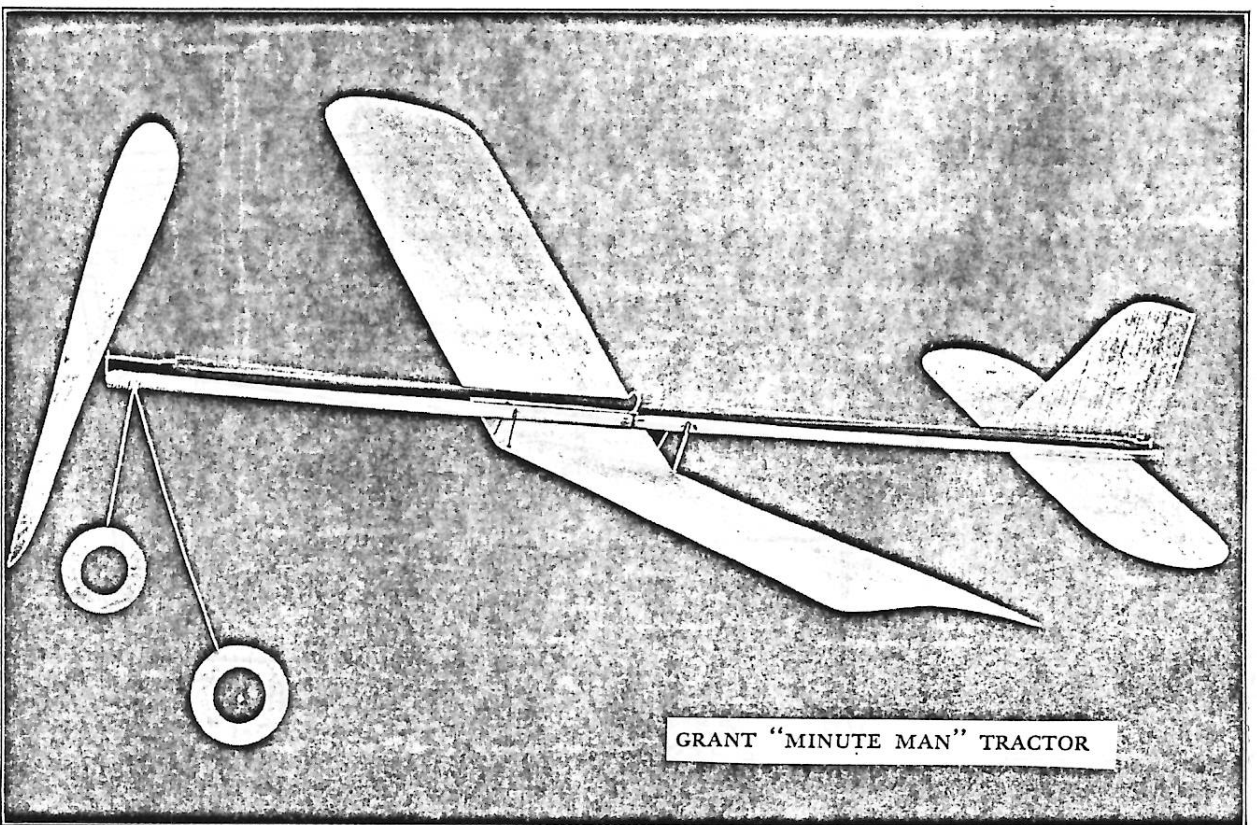
RUDDER



PROPELLER



GRANT "MINUTE MAN" TRACTOR PLAN

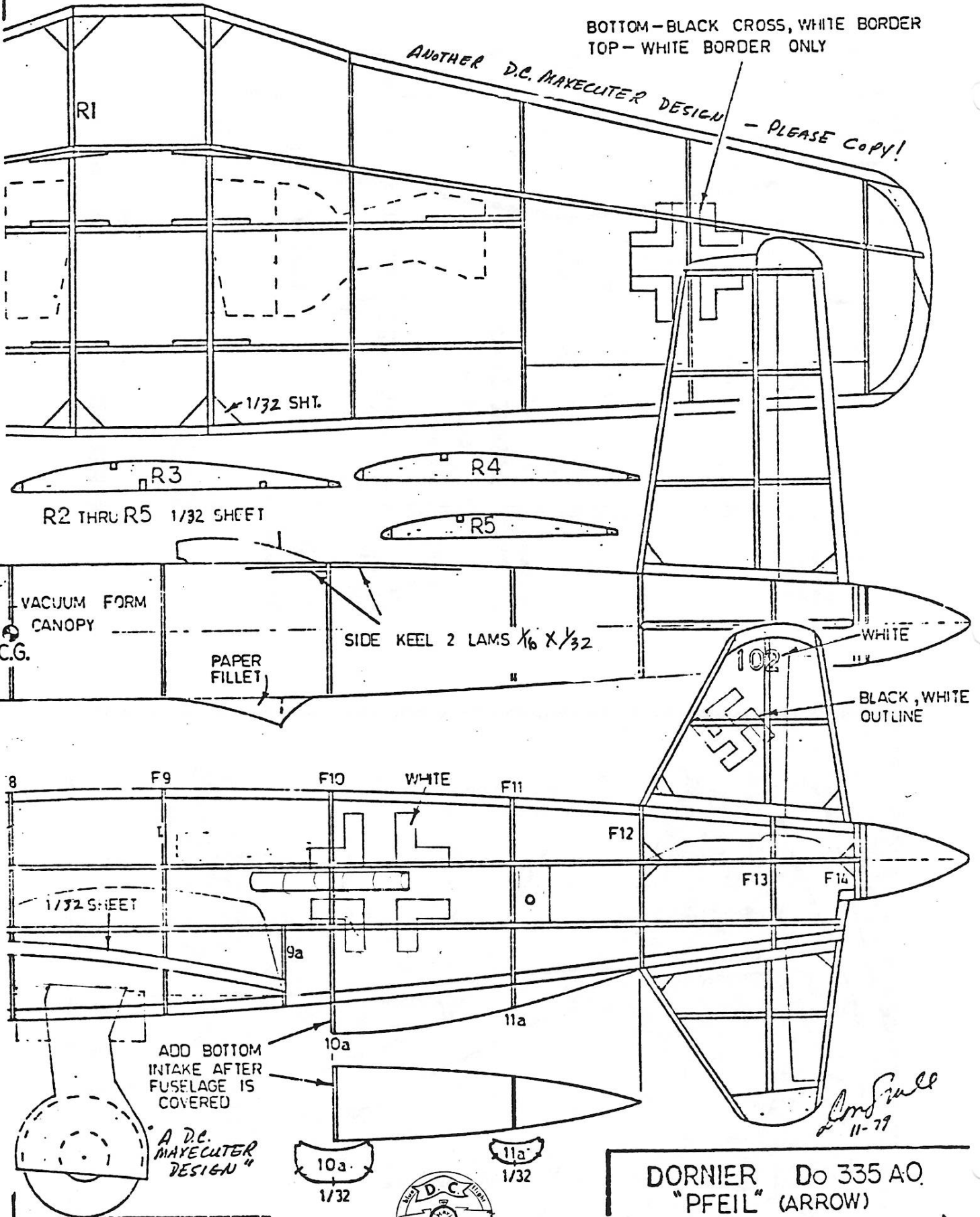


GRANT "MINUTE MAN" TRACTOR

BOTTOM - BLACK CROSS, WHITE BORDER
TOP - WHITE BORDER ONLY

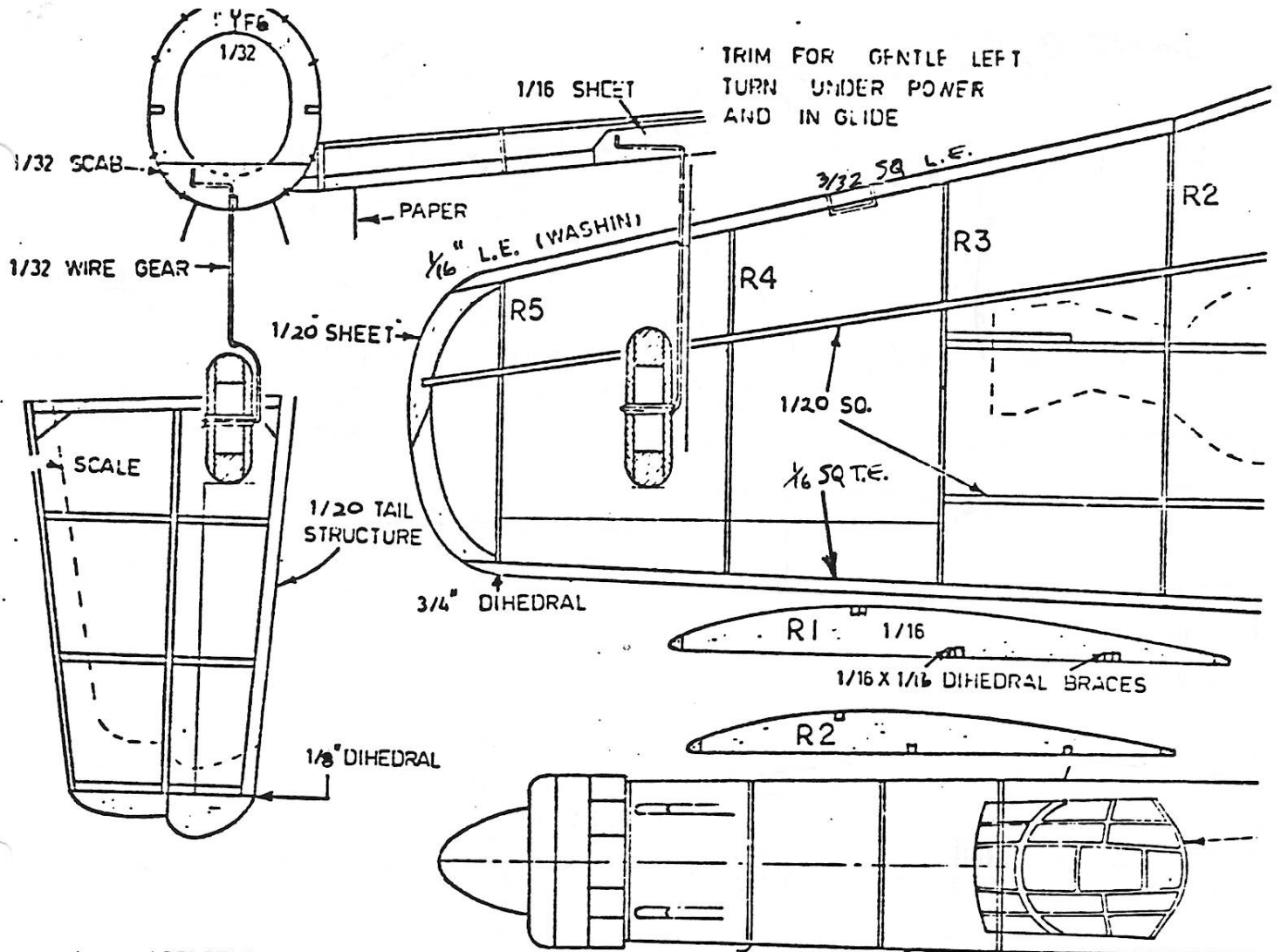
ANOTHER D.C. MAYECUTER DESIGN

- PLEASE COPY!



Conrad
11-77

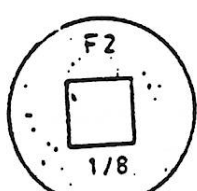
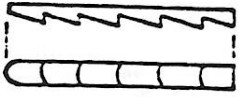
DORNIER Do 335 A0
"PFEIL" (ARROW)
(PEANUT CONVERSION)
OF ORIGINAL 18" SPAN DESIGN



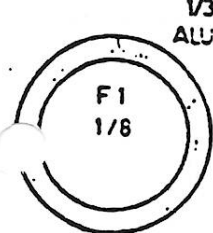
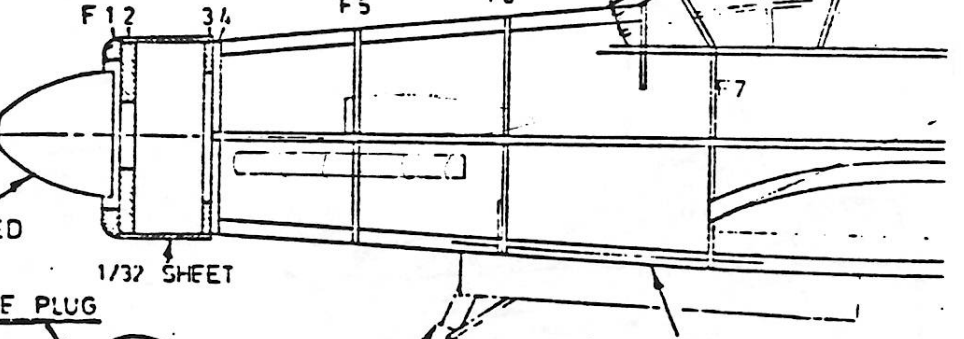
TRIM FOR GENTLE LEFT
TURN UNDER POWER
AND IN GLIDE

COLOR - DARK AND LIGHT GREEN SPLINTER
PATTERN ON UPPER SURFACES, LIGHT BLUE
UNDERSIDE, BLACK PROPS AND SPINNERS
SUGGESTIONS -
• LEAVE OFF L.G.
• USE ONLY FRONT PROP

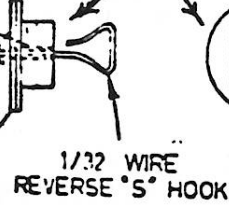
5" to 6" DIA.
PLASTIC PROP
4 EXHAUSTS
1/8 Balsa



VACUUM FORMED
OR Balsa
SPINNERS



2 LAMS OF
1/32 SHEET

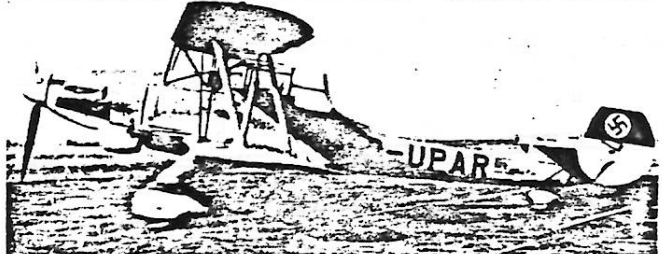
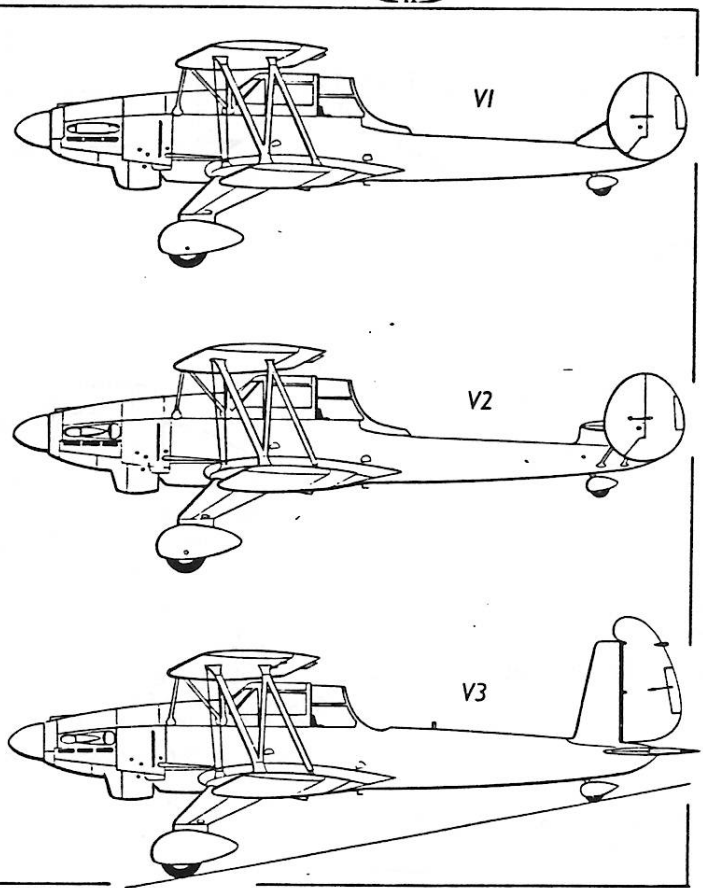
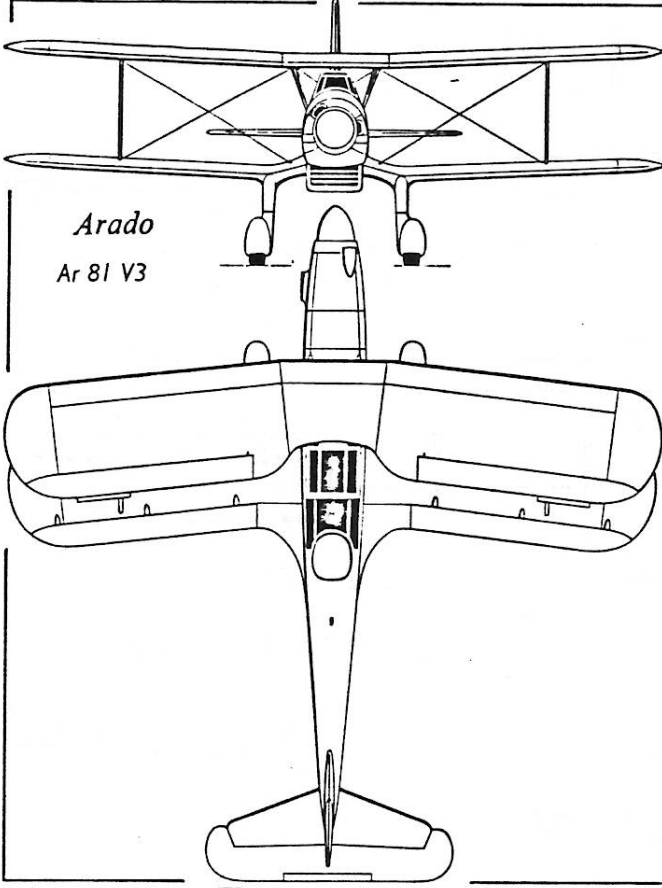
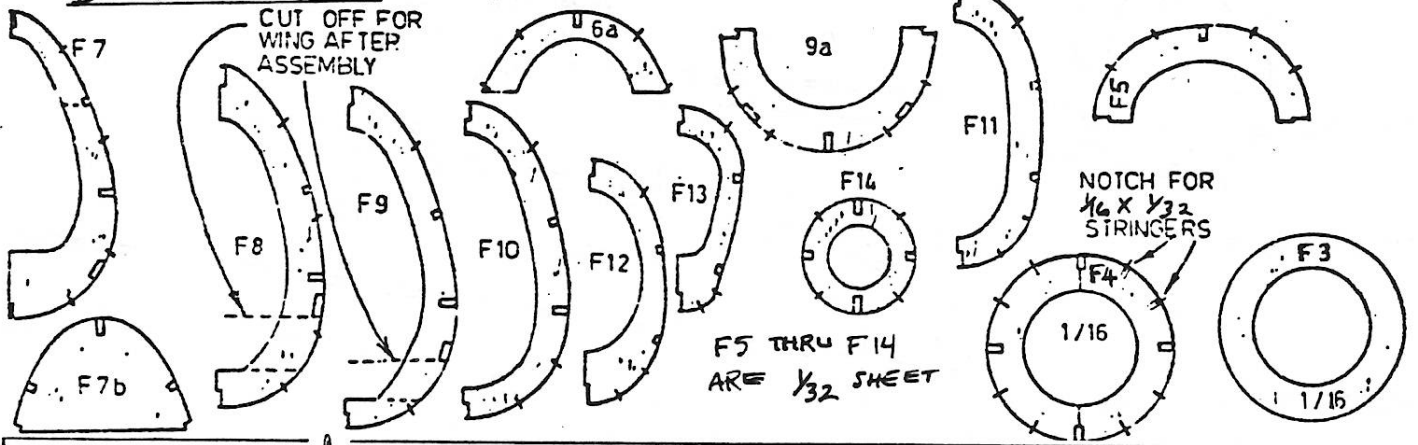


TOP & BOTTOM KEELS ARE
TWO LAMS OF 1/16 X 1/32

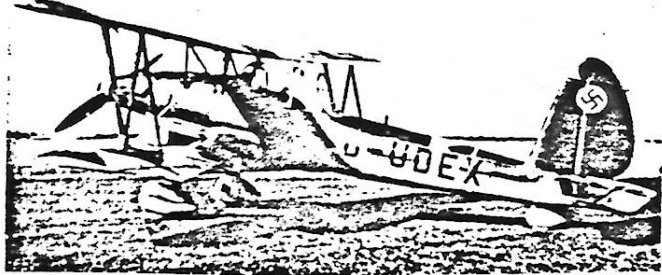
REFERENCES

1. "WAPPLANES OF THE THIRD REICH" BY WM. GREEN
2. "DORNIER Do 335" BY HEINZ NOWARRA AERO PUB. INC.
3. JULY, 1975 "SCALE MODELS"

Do 335 FORMERS



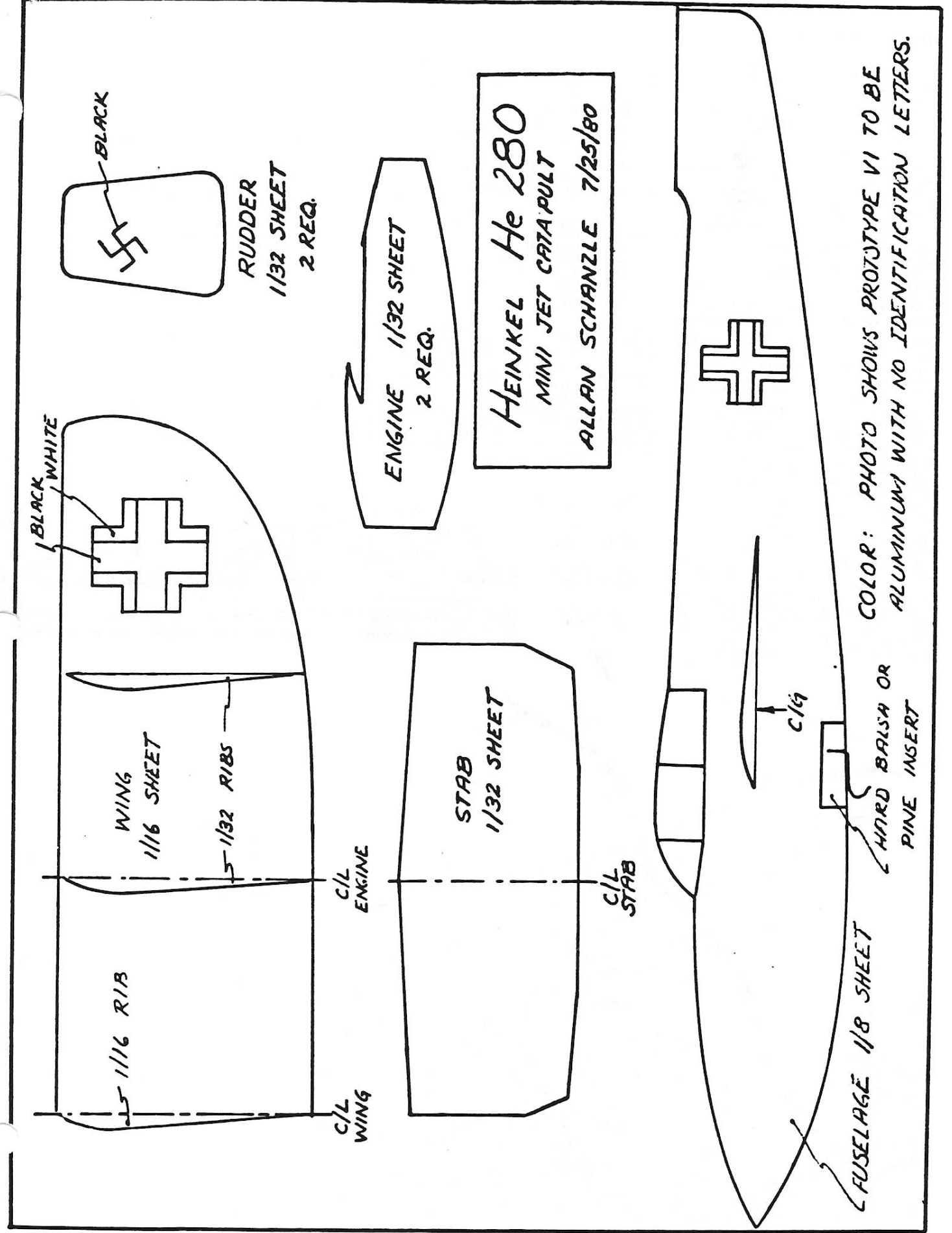
(Above) The Ar 81 V2 on which the tailplane was raised and dihedral eliminated, and (below) the Ar 81 V3 which featured a deeper rear fuselage and a single fin-and-rudder tail.



Ar 81 V3 Specification

Type: Two-seat Dive Bomber. **Power Plant:** One Junkers Jumo 210Ca 12-cylinder liquid-cooled engine rated at 600 h.p. for take-off and 640 h.p. at 8,860 ft. **Armament:** (Proposed) One fixed forward-firing 7.9-mm. MG 17 machine gun and one 7.9-mm. MG 15 machine gun on flexible mounting in rear cockpit. (Offensive) One 551-lb. bomb mounted externally. **Performance:** Maximum speed, 186 m.p.h. at sea level, 214 m.p.h. at 13,120 ft.; climb to 13,120 ft., 11 min.; service ceiling, 25,256 ft.; range, 430 mls. at 13,120 ft. **Weights:** Empty, 4,244 lb.; loaded, 6,768 lb. **Dimensions:** Span, 36 ft. 0 1/4 in.; length, 37 ft. 8 1/4 in.; height, 11 ft. 10 in.; wing area, 383.2 sq. ft.

GREAT RUBBER SCALE SUBJECT.
COLOR WAS OFTEN OVERALL SILVER
HOW ABOUT JUMBO?



HEINKEL He 280
 MINI JET CAPT A PULT
 ALLAN SCHANZLE 7/25/80

COLOR: PHOTO SHOWS PROTOTYPE VI TO BE ALUMINUM WITH NO IDENTIFICATION LETTERS.

HEINKEL HE 280

Possessing the distinction of being the world's first turbojet-driven fighter, the Heinkel He 280 was flown for the first time on April 2, 1941, by Fritz Schaefer. Development of the fighter had been initiated in 1939 under the direction of Heinkel's Technical Director, Robert Lusser, without the knowledge or approval of the Reichsluftfahrtministerium. By September 1940 the airframe of the first prototype, the He 280V1 (Werk-Nr. 280 000 001), was complete, and work had commenced on four additional prototypes. The He 280V1 was fitted with dummy turbojet nacelles and flown as a glider by Luftwaffe engineer-test pilot Bader, and forty-one gliding flights had been made by March 17, 1941, to test the prototype's handling characteristics prior to the installation of the engines.

The He 280 was an extremely advanced design for, apart from being conceived specifically to use the revolutionary new turbojets, it employed a fully retractable nosewheel undercarriage which permitted the aircraft to taxi with its axis horizontal up to take-off and after touch-down, avoiding the problems that would undoubtedly have arisen had the thrust lines of the turbojets been directed towards the ground, and it featured a compressed-air ejection seat, the first of its kind developed anywhere in the world.

For the first flight of the He 280V1 on April 2, 1941, the Heinkel-Hirth HeS 8 turbojets of 1,320 lb.s.t. were left uncowed, as during ground running quantities of fuel tended to collect in the bottoms of the cowlings and thus presented a serious fire hazard. The aircraft climbed to 900 ft., made a circuit of the Rostock-Marienehe airfield with the undercarriage extended, and landed. Three days later, on April 5th, the He 280V1 made its second powered flight, this time with the turbojet cowlings fitted, before high-ranking officials, including Udet, Lucht, and Eisenlohr.

At the beginning of May, 1941 the He 280V2 was flown for the first time, but trouble was experienced with the HeS 8 turbojets, and the He 280V3, which joined the test programme in July, was fitted with the improved HeS 8A engines rated at 1,540 lb.s.t. In January 1942 the He 280V1 was transferred to Rechlin where six Argus As 014 impulse ducts were fitted under the wings as part of the development programme for the Fieseler Fi 103

missile. With these ducts fitted, the He 280V1 was incapable of taking-off without assistance, and the first attempted test flight was made on January 13, 1942, the aircraft being towed off the ground by two Messerschmitt Bf 110Cs. The He 280V1 started to ice-up shortly after take-off, and at 7,875 feet, the pilot, Schenk, was forced to evacuate the aircraft with the aid of his ejector seat, the pilot being totally unaware that he had gained the distinction of being the first person to make emergency use of an ejector seat in the history of aviation!

In June 1942 the HeS 8 turbojets of the He 280V2 were replaced by Junkers Jumo 004s, the first test flight with these engines being made during the following month, and in the same month armament was fitted for the first time, a trio of 20-mm. MG 151 cannon being mounted in the nose of the He 280V2. The He 280V4 initially served as a testbed for the HeS 8A engines and was later fitted with BMW 003s, and the He 280V5 served as a BMW 003 testbed.

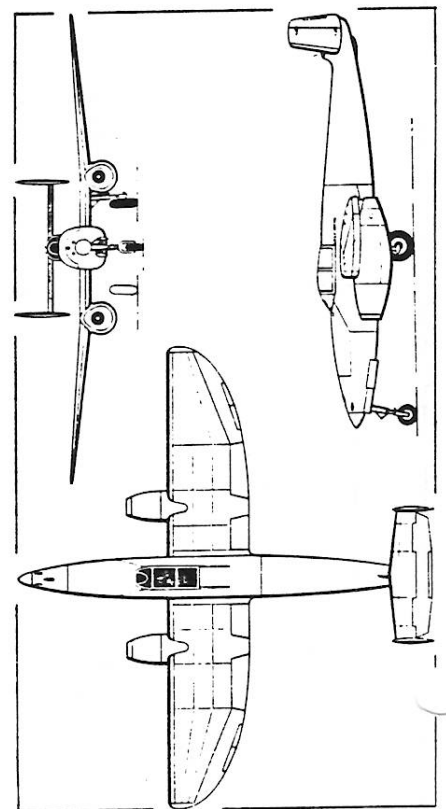
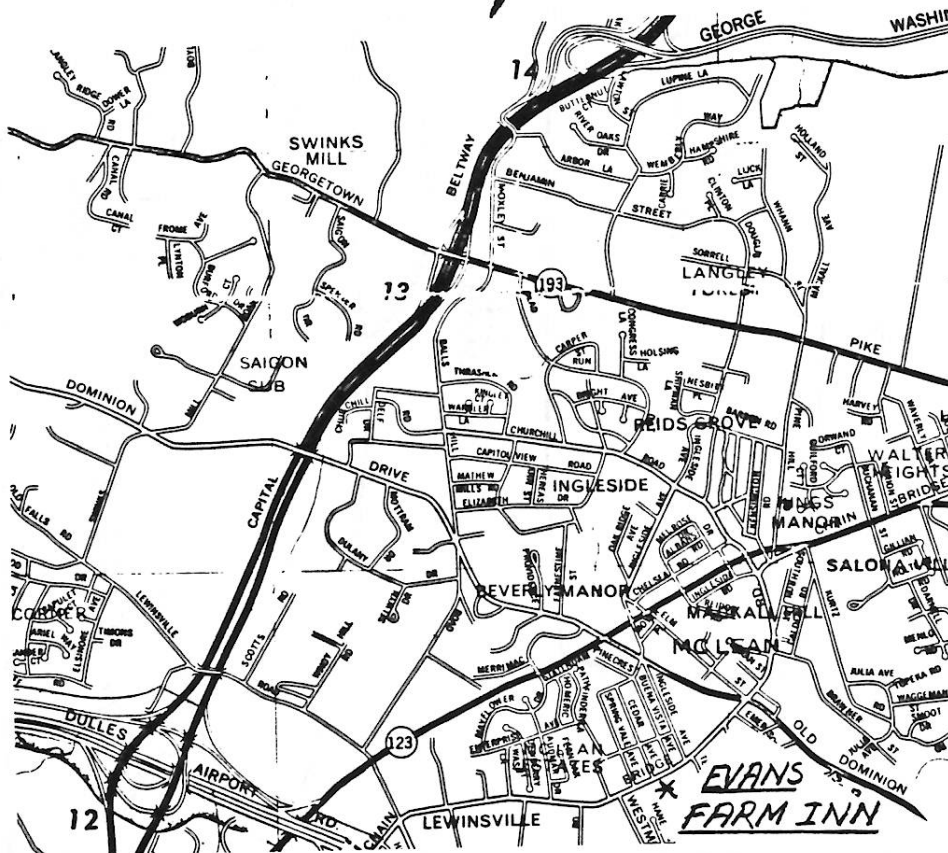
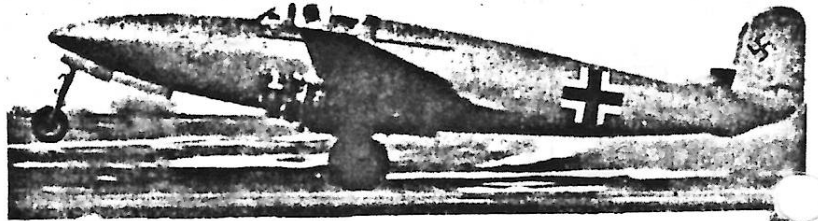
By the end of 1941 Ernst Heinkel considered the potentialities of the radical He 280 to be proven, and during the following year a Focke-Wulf Fw 190A fighter was flown to the nearby Arado factory at Warnemünde where it was pitted against the He 280 in mock combat. The He 280 proved its superiority over its adversary with ease, but despite its promise, the R.L.M. refused to sanction the quantity production of the He 280. Heinkel had decided to build three additional prototypes in September 1940, and the first of these, the

He 280V6 powered by Jumo 004 turbojets, was used for armament trials at Rechlin in the summer of 1942, but at the end of that year further development of the design as a fighter was abandoned.

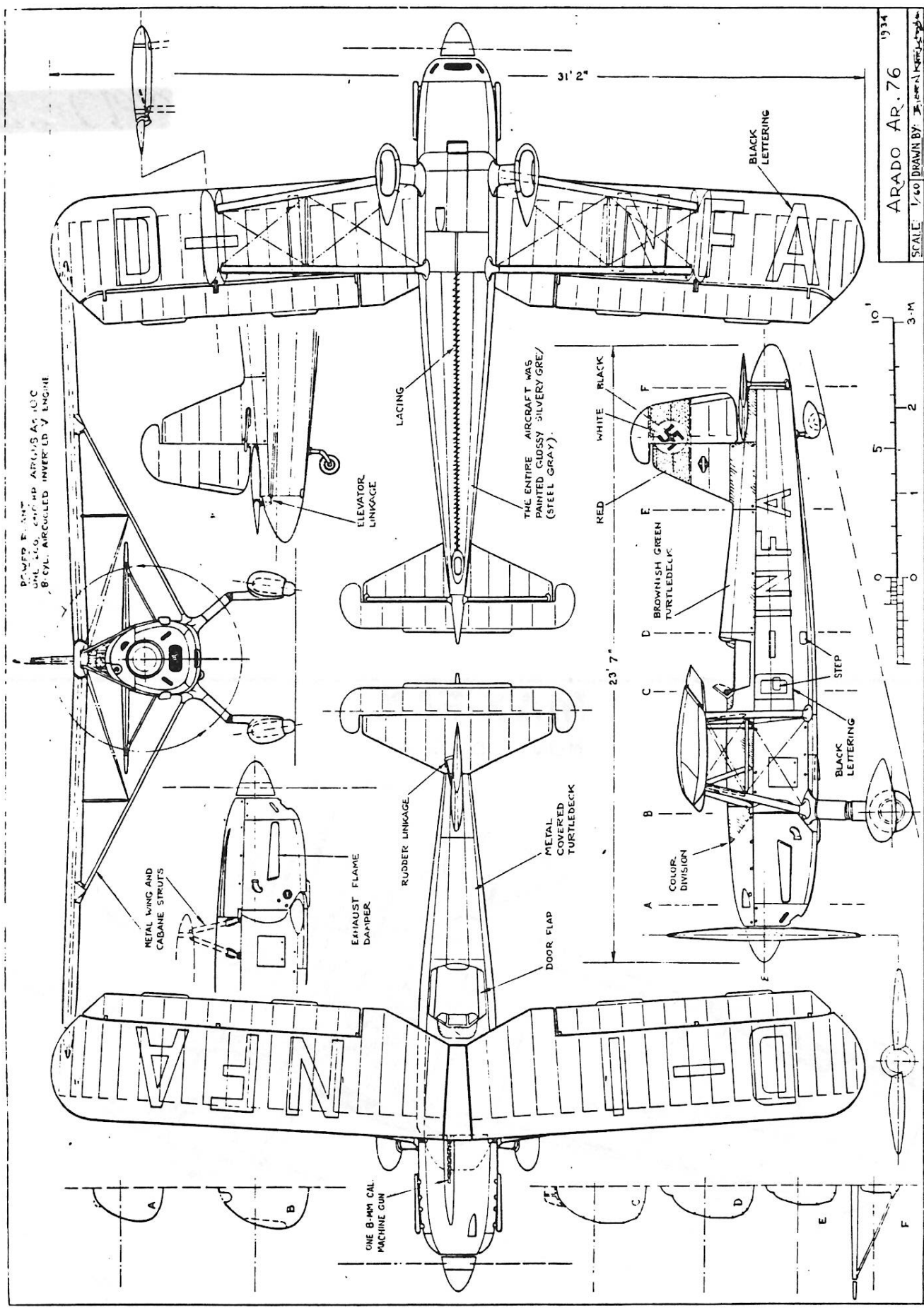
Construction of the remaining two prototypes continued, and the He 280V7 was flown for the first time on April 19, 1943, without turbojets and with a V-type or "butterfly" tailplane for comparison with orthodox tail assemblies. Two HeS 8A turbojets were later installed, and the He 280V7 flew with these for the first time in November 1943, testing continuing until February 1944 when, after the failure of one of the turbojets, the engines were removed and the aircraft again tested as a glider. The He 280V8, which flew for the first time on July 19, 1943, made ten powered flights, the last of these being effected on September 10, 1943, and was then converted to take a V-type tail similar to that of the V7, the engines being removed.

Type: Single-seat Interceptor Fighter. **Power Plants:** Two 1,540 lb.s.t. Heinkel-Hirth HeS 8A (109-001A) turbojets. **Armament:** Three 20-mm. MG 151 cannon. **Performance:** Maximum speed, 578 m.p.h. at 19,685 ft.; initial climb rate, 4,923 ft./min.; service ceiling, 49,200 ft.; range, 435 mls.; endurance, 46 min. **Weights:** Empty, 7,092 lb.; loaded, 9,413 lb. **Dimensions:** Span, 39 ft. 4½ in.; length, 33 ft. 5½ in.; height, 10 ft. 5½ in.; wing area, 231.5 sq. ft.

MAP TO
EVANS
FARM
INN



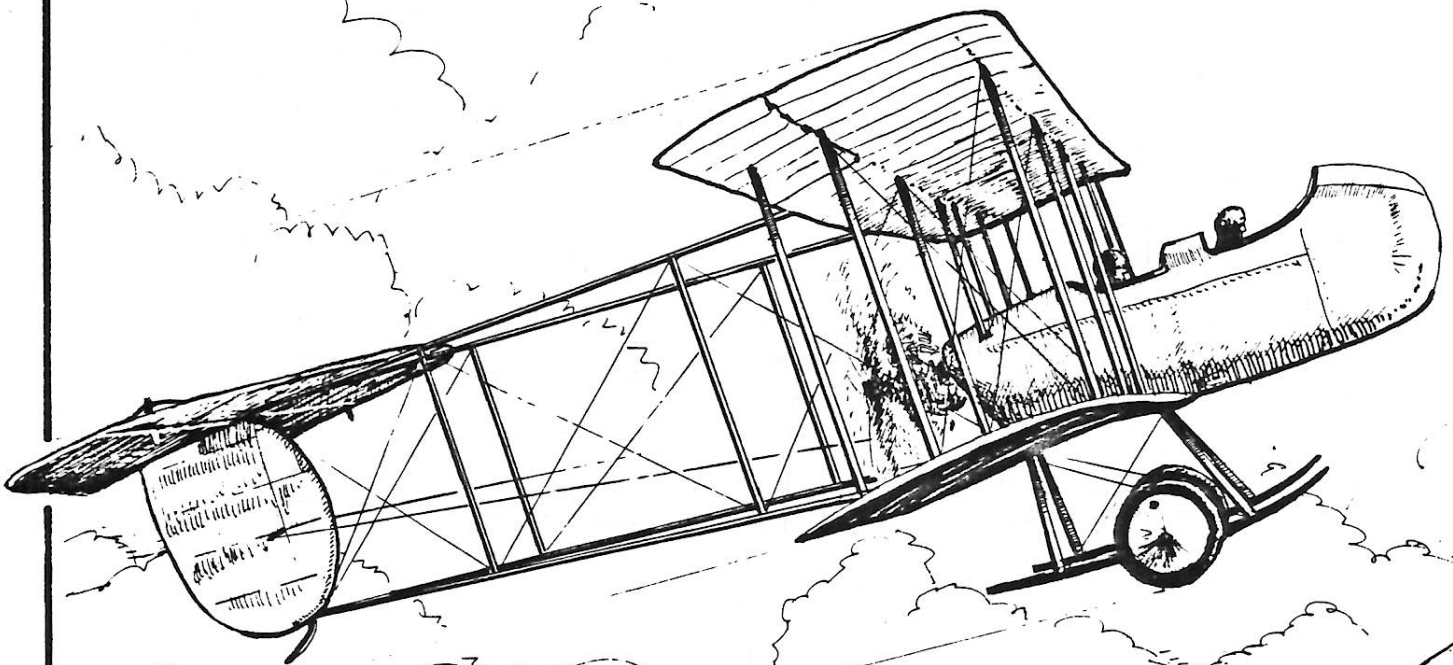
ARADO AR. 76 1934
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