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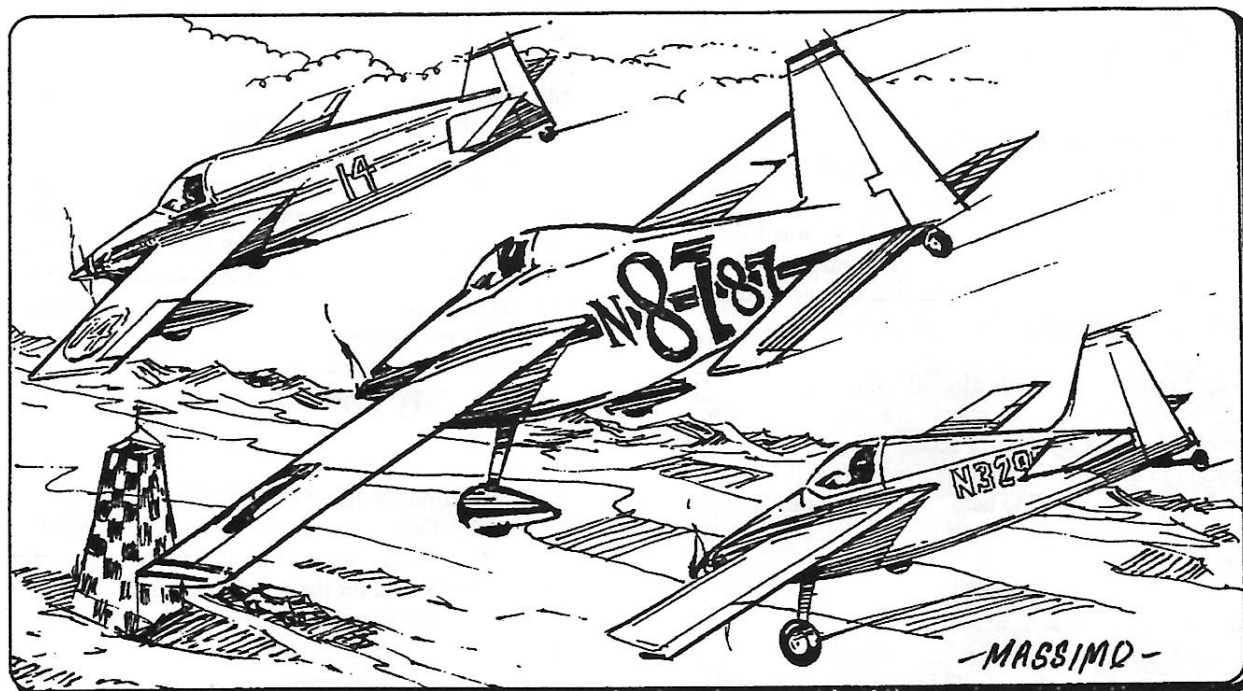
Journal of the D. C. Maxecuters

... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editor: Russ Sandusky

MAY-JUNE 1999

GOODYEAR RACER ISSUE



COMING ATTRACTIONS

- SEP 11, 1999 MAXECUTER SUMMER FUN FLY at Petersburg , Virginia
See Flyer this issue
- SEP 11, 12, 1999 GLASTONBURY MODELERS SQUADRON
No. 2 FLYING ACES CLUB Contact Ed Novak (203) 235-5154
Durham Fairgrounds (Pinkham Field), Durham, Ct.
- SEP 18, 19, 1999 FAC OUTDOOR CHAMPS AT AMA HDQTS in Muncie, Indiana.
Contact FAC HQ
- OCT 1, 2, 1999 KUDZU LAKE AND LAND CONTESTS in Goldsboro and
Raeford, North Carolina *See Flyer this issue*
- OCT 9-10-11, 1999 GATHERING OF THE TURKEYS '99 at Pensacola, Florida.
AMA, SAM and FAC events. Contact Jack Bolton (850) 939-3354

Goodyear Racing, A brief history

*R.H. Hirsch**

"The year 1997 made it fifty years of pylon racing by the little midget racers. They've been called Goodyear, Continental and Formula One class racers, and have had very few changes in design specifications. The concept and specification development began in 1940 by famous race pilots and builders such as Steve Wittman, Tony Le Vier, Art Chester, Benny Howard, Keith Rider and Gordon Israel. These little aircraft are pure racers designed and built by private individuals, often in their home garages. The concept was to provide a class of racers that would be affordable, with an emphasis on safety.

The continuation of air racing in 1946 at Cleveland where the last three National Air Races were held saw only military and commercial aircraft with modifications barely noticeable to the public. In 1947, race fans saw a new and exciting show. The pylons were placed on the field in view of the public, laying out the complete course. The winner was Bill Brennand of Oshkosh, Wisconsin in Steve Wittman's Buster - and midget air racing was born in the same basic form that has continued since. Brennand's speed in 1947 was 165.857 mph. He won again in 1948 in Wittman's Bonzo at 166.473 mph. Speeds kept moving upward because of innovations by the builders, and reached 202.703 mph in 1967 with Bill Falck.

The midget racers are the only aircraft built entirely for racing. Performance on a race course is a unique challenge because of the mix of level flight acceleration and deceleration in the turns. The scatter pylon (the pylon before the race begins, positioned to help "scatter" the racers along the course) is used only at the start which reduces congestion as the racers string out.

I have covered these earlier racers in this volume by including scale drawings, photos and captions of each version. There have been several hundred midget racers built, and today this class has become international. There have been about a dozen designs made into kits, some of which are very popular. This group of racers (pilots) are generally devoted to flying at the expense of everything, and they contribute enormously to the endeavor with little reward beyond personal satisfaction ... having had a good run at it.

After 21 years of racing the midgets with the 190 cubic inch C-85 (0-190) Continental engine, this engine was dropped from production and the upgraded 0-200 replaced it. Since most parts in both engines were interchangeable, the 190 cubic inch engine could be converted to 0-200 specifications without much expense. Many racers with C-85 engines were upgraded and continued racing for years. This power conversion set the stage for the new designation "Formula One" and later "International Formula One."

These engines were to be strictly stock with only A.T.C. qualified parts. The inspectors made every possible effort to develop measuring techniques and procedures that would help detect any exotic or expensive modifications during post-races

teardowns. As the years passed, Formula One officials permitted more and more concessions to engine builders, primarily in the interests of reliability and more effective ways of cooling the engines at higher rpm's. During the early years of racing, the stock C-85 engines produced about 3,700 rpm's. The 0-200 specs in 1968 not only provided more cubic inches but also higher compression ratios where the engines could be turned up to 4,200 rpm's. These newer engines produced about 135 HP versus about 100 HP with the C-85's. The cooling system had to be completely sealed with smooth inlet to be effective.

1977 was the year of the International Formula One "revolution" where Europe began serious involvement. This book covers the time frame when women began to compete in pylon racing and, as is shown, they demonstrated that gender is not a consideration in air racing. Speeds continue to increase among the International Formula One aircraft now in the vicinity of 285 mph using a Cessna 150 type engine. As with Volume One, this book is only partly about providing a written history of air racing. I have provided as many scale drawings and photographs as were practical in visually showing the developments in this exciting sport. Any satisfaction I may feel in authoring the text, producing the scale drawings and taking the photographs for these two volumes will depend on being able to impart effectively my love and appreciation for air racing and the wonderful people involved in it".

My First Goodyear Race

Russ Sandusky

My first opportunity to see the Goodyears close up was in the fall of 1966. They were going to be racing at Frederick County Airport, only an hour away. My flying pal, Jerry Kasmer, and I went for the Sunday Finals. Here is the report of that week-end from Bob Hirsch's book "Goodyear and Formula 1 Air Racing Volume 1".

"On September 3rd in 1966 at the Maryland races in heat 1A, an eight-lap race, Steve Wittman, while approaching pylon four on the seventh lap and well out in front, suddenly pulled out and pointed his nose almost straight up. He then made a sharp 190-degree turn and started a side slip and set up a beautiful downwind landing. Bill Falck went on to win at 193 mph, but Ray Cote highest in the time trials at 205 mph. Back in the pit area Wittman supplied to the judges the remains of his prop with about 7.75 inches snapped off of one blade at 3700 rpm's.

On September 4th, Lt. Col. Oliver Arquilia in Miss DARA during heat 2 B disappeared from the view of the crowd and had to land due to tail flutter. Later that evening, with only a few people left at the airport, he went up to test his plane with some steep dives and was killed when his racer picked up a bad flutter. He couldn't bail out fast enough and he crashed just north of the airport.

On September 5th, the spectators also saw a mid-air collision during the final race. Just as Falck and Downey had taken the white flag for lap twelve, Nick Jones closed in on Jerry Quarton and, as they came up to the finish pylon, the two collided at 200 mph and 50 feet in the air. Lil Rascal disintegrated with the wreckage fluttering to the ground near the pylon, directly in front of the spectators. Jones nursed his racer back to level attitude and crash-landed just off the course. The spectators were dumb struck until the announcer stated that Nick Jones was out of his racer and walking. A little later, reports filtered in that Jerry Quarton was still alive, and then it was reported he showed no signs of serious injury but had some cracked ribs.

Jones needed some stitches on his nose from his nosing over in a cornfield. Tom Cassutt witnessed the accident of the two racers built from his design.”

That final racer was electrifying as Bill Falck’s racer “Rivets” dominated the field. Rivets’ engine had a unique sound of power all it’s own.

Jerry and I were right at the fence just before the finished line when the two Cassutt racers collided. It was frightening to see the one plane come up behind Lil Rascal and cut the fuselage in half just behind the cockpit. What was left just fell to the ground. The crowd was amazed that the pilot was alive and was helped from the wreckage. That was some introduction to the Goodyear Racing, and I soon lost my enthusiasm for ever dreaming of becoming a Goodyear race pilot.

*This story and all Scale Drawings in this newsletter are reproduced with the permission of R.H. Hirsch, author of “Goodyear & Formula 1 Air Racing, Volume 1947-1967, Volume 2 1967-1995.

FAC’s First Goodyear Event:

Russ Sandusky

Having a good deal of interest in Goodyear & Formula 1 Racers, I decided to contact all of the participants and get each of their opinions and ideas about the first Goodyear event and their choice of model. Jack Moses called me one evening to chat about the letter I sent him. He chose his model, like all of his models, because he liked the design and paint scheme. Jack says he first saw the Dixon Special at a contest where Dave Niedzielski was flying his model of this Goodyear. His Dixon Special weighs 25 grams including the rubber. I asked Jack about the contest and he enjoyed the brief but exciting event. He wasn’t sure if he could have made it through the last five heats. I also talked to Tom Nallen one evening. I remarked to Tom that the Goodyear rules, peanut size, will automatically eliminate a lot of interesting designs, especially the later models with high aspect tapered wings. He agreed and said most modelers will go to the barn door wing design to get the most wing area, ala the Fike in peanut class. The Bonzo he flew was an example of this low aspect ratio

wing design. He said that it was too bad the rule makers didn’t try wing area or 1"to 1' scale to encourage more design selections. During the Goodyear event, I was Tom’s holder/spotter while his son positioned himself far down wind. Tom said he could not have made it through the final five eliminations without some help.

Dave Stott wrote to me with his “philosophical” musing about the event and his Thompson -Balboni Special, which had been consumed by fire as an offering to the mythical god of thermals, HUNG. “It was a dog,” says Dave and it produced no new or exciting Goodyear advice to pass on to other Skysters. Dave did say he likes one-by-one elimination just like they used to do long ago and, this form of mass launch is favored by the New England FAC contestants.

Ed Pelatowski wrote back concerning his version of the Wittman V racer he built from Mooney plans. Ed said he did not know the actual colors of this model so he chose Silver and Red to compete at Geneseo. He later found out that it was green and yellow. He eventually stripped the plane of tissue, re-sanded and recovered. I met Ed at the Eastern States contest where he flew his recovered Wittman in the peanut event. It flew well but did not place.

Next I heard from the Ohio flyers, Steve Griebing and Gordon Roberts. Both Steve and Gordon built the “Idgits’ Midget” Goodyear that was featured in the Crosswind newsletter #91 of the Cleveland Free Flight Society. The newsletter can serve as your documentation because it has three views and photos of this Goodyear ship. The model design was a collaborative work of Steve, Gordon, Russ Brown (editor) and Martin Braunlich. Steve passed on some interesting ideas that he gained while building his Goodyear. Steve says to locate the rear peg midway between upper and lower longeron to avoid rubber bunching. He used bass wood for motor peg attachment, because of wear. “Another wrinkle you may want to try is the use of 1/32 sq. Or 1/32 x 1/16 bass soaked and bent around a warm soldering iron or hair curler for stab and wing tips and entire stab outline, rather than laminate balsa. The root rib needs special attention in order to gain a proper dihedral and fuselage taper. (Read Starleaf’s method for root rib size that may help here. Steve says his and Gordon’s Idgits’ Midget were both nose heavy. “You need to lighten up the planking and cheek cowls.” (Read Mike Nassise’s article on foam cheek cowls). Gordon wrote to me and said his model weighed in at 18 grams ready to fly. He didn’t have time to test fly the plane at his home field so he had to make due with what he could adjust just before the event. It flew well enough but wouldn’t circle. He did get to eighth place before retiring. Gordon, at age 72, feels that, although the FAC began mass launches with the one-at-a-time elimination, they were younger then and could take the strain. He feels that they don’t need to go beyond four rounds to make the competition exciting.

Gordon thinks that four or five planes in the final is a better alternative. He believes that the one-at-a-time eliminations will lead to another tragedy.

The next letter I received was from Richard Zapf, a self proclaimed "mass launch junkie." Richard made the finals with his fellow clubster Jack Kacian. Sad to say the last launch was anticlimactic as they both ended in the grass in less than five seconds. Jack won by maybe one or two seconds. Richard built a Walt Mooney designed Ole Tiger that he reconfigured to the Denny Sherman's early version called Lil Gem. Richard said it was easier to duplicate than the later version. Richard's changes were, use a flat bottom wing (6%) mounted at 2 degrees' incidence with a little dihedral. He also enlarges the stab about an inch and uses the adjustable Knight-Pridham nose block. Richard uses a variety of props depending on the wind and duration goal. "Side thrust is usually a function of P/D in that she carries, (I hope he is referring to his model rws), carries a good deal more right thrust with a 1.6 to 2.0 P/D prop than with a 1.0. Richard chose a racer with the lowest wing loading (barn door wing) like his Lil Gem or one of the many Cassutt racers.

Jack Kacian the winner of the first ever Goodyear Event responded to my letter. Jack is also a member of the Stealth Squadron along with his arch rival Angus McZapf. This was Jack's second FAC NATS and his first win at the NATS. Jack liked the endurance test of the many two minute flights and long chases to retrieve his Racer. Of the last round Jack says, "I swear that I could feel my rubber generating heat from all that winding. It was tense, it was hot, I was sweaty and exhausted . . . it was great! When talking about the older flyers in this marathon elimination, Jack said, "Perhaps we could get some younger flyers to shag the planes for the older guys.

Jack has been building/flying for the past two years. His Wittman V was built similarly to the plans except he used .020 wire for the gear, a sliver of bamboo & balsa for the tail wheel assembly and a flat bottom wing. The model required no ballast?? and weighs 13 grams! Jack used Jap tissue applied with a glue stick, Tom Hallman style, and sprayed Kyrton over the raw tissue.

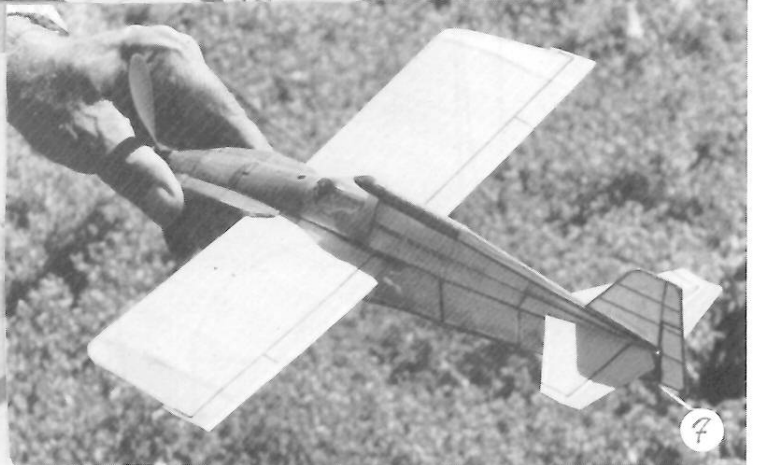
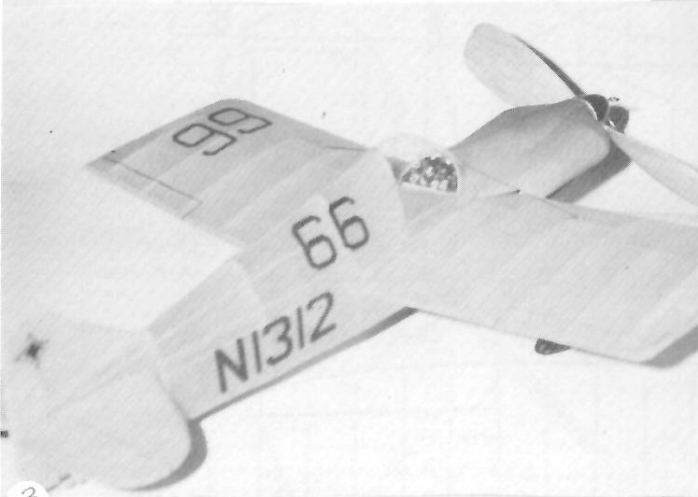
He used a Knight-Pridham adjustable nose button and a 6" black Testors prop that has been "shaved." His model is powered by a single loop, (length not provided) of 1/8" Tan 2. A little left rudder built in and plenty of washout in both wings, little less on the left. A little tab on the stab completes this racer. Jack sent me several photos of some of his good looking and super flying scale models. But alas, I have no room in this overstuffed issue. Well that's it for now. Read over the construction article by Chris Starleaf for his very fine Pogo Formula One Racer. To all of those fine FAC Skysters who provided me your thoughts and other stuff-Thanks. Maybe by 2000 I'll have my Bonzo complete. Gee, I only began this model in 97 for the 98 NATS.

Goodyear Photo Page

1. Jack Kacian with his winning Goodyear, a Wittman Formula V, plan in this issue.
2. Richard Zapf's Lil Gem finished second to Kacian's Wittman V by only a second or two, plan in this issue.
3. Gordon Roberts sent in this photo of his Idgits Midget Goodyear racer, plan in this issue. The entire issue 91 of *Crosswind* newsletter detailed and featured this Goodyear ship.
4. Here are a couple full size Sonerai design Formula V's waiting for the next heat. Formula V is a Volkswagen engine racer originally conceived by Steve Wittman.
5. Nicely done Pogo by Chris Starleaf, third place, plan in this issue.
6. Tom Nallen's designed Wittman Bonzo Goodyear, plan in this issue.
7. Ed Pelatowski's Wittman V Racer seen here at the Eastern States Free Flight Championships.
8. Starleaf's Pogo packing in the winds, Griebing or Roberts in the background getting Idgits Midget ready and Dave "N" cranks up his Dixon Special for 1st heat FAC Goodyear event.

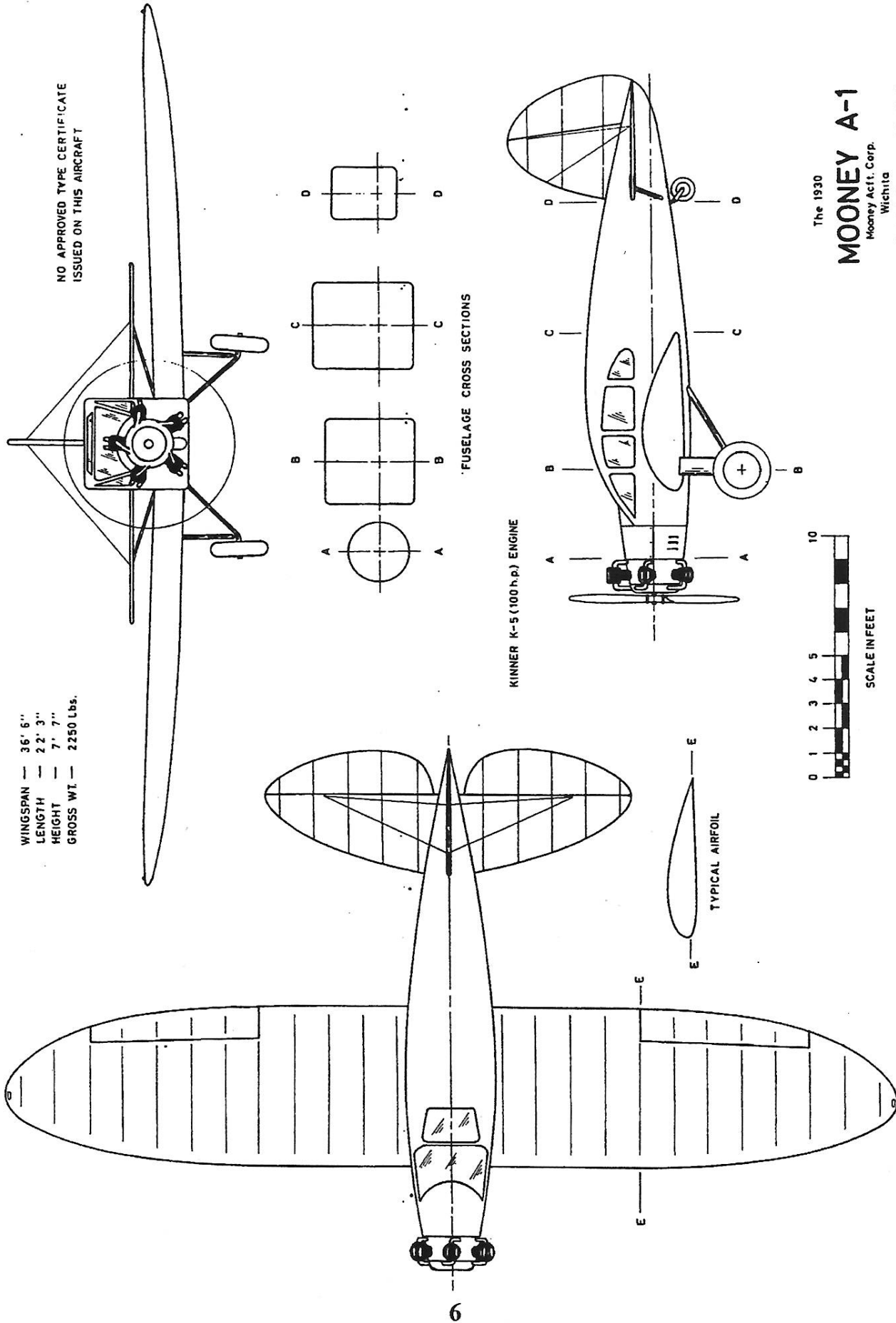


**On Oct. 23 1927, three days after its invention,
the first rubber band is tested.**



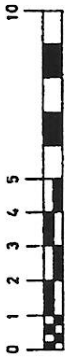
WINGSPAN — 36' 6"
 LENGTH — 22' 3"
 HEIGHT — 7' 7"
 GROSS WT. — 2250 lbs.

NO APPROVED TYPE CERTIFICATE
 ISSUED ON THIS AIRCRAFT



KINNER K-5 (100 h.p.) ENGINE

FUSELAGE CROSS SECTIONS



The 1930
MOONEY A-1
 Mooney Acft. Corp.
 Wichita
 Col. H. G. Bowers, U.S.A.F., Ret

CHEEK COWLS FOR MIDGET RACERS

by Mike Nassise editor, Tailspin NL

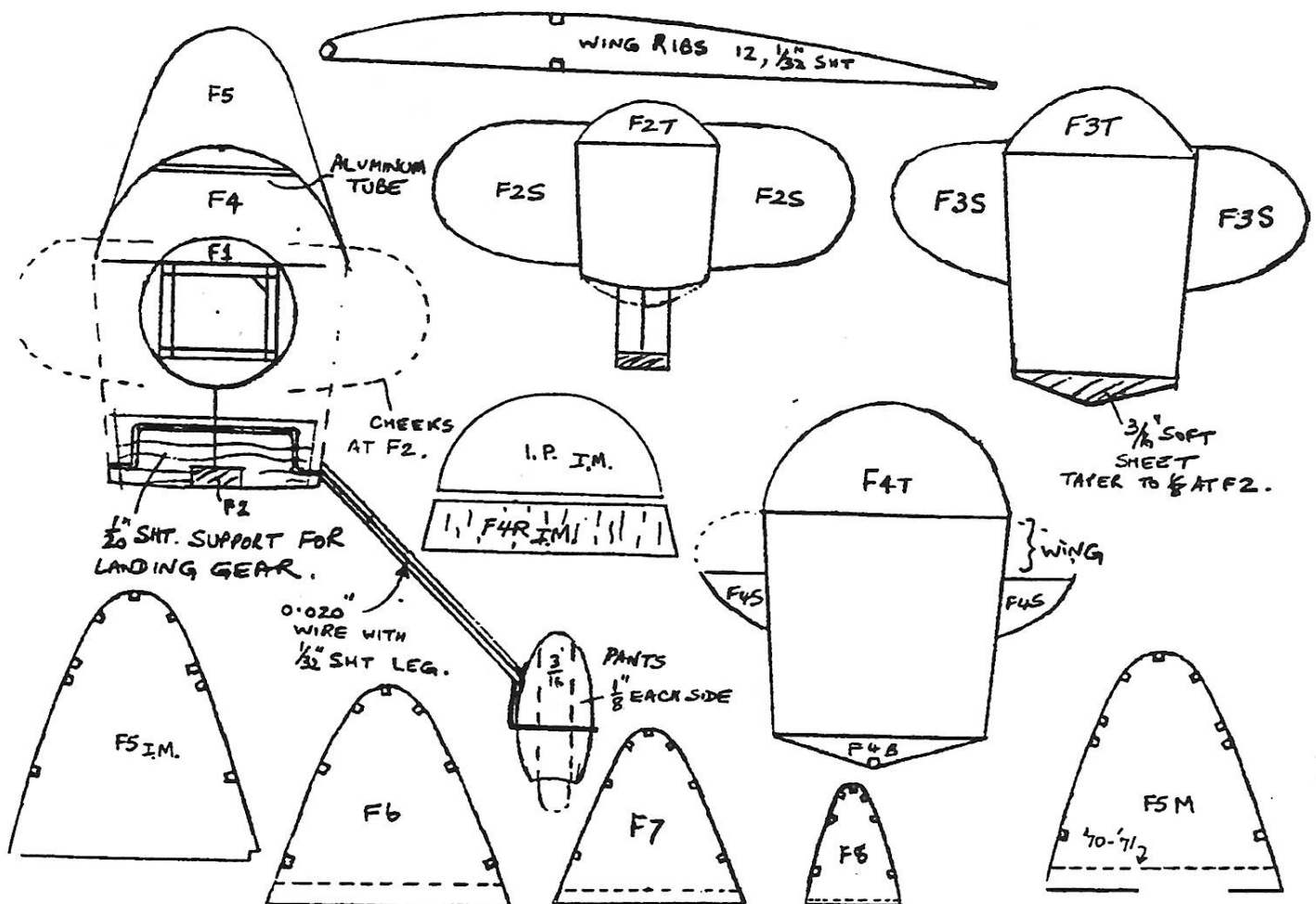
The FAC Midget Racers event is gaining in popularity throughout the New England region. At our tag squadron meeting, four clubsters said that they either had one of these peanut-sized ships under construction or were in the process of flight testing a finished model. Three of these air planes were Thompson-Balboni Specials while the fourth was a Sonerai I. Looks like Dave Stott and the rest of the gang from Pinkham Field have come up with another winner.

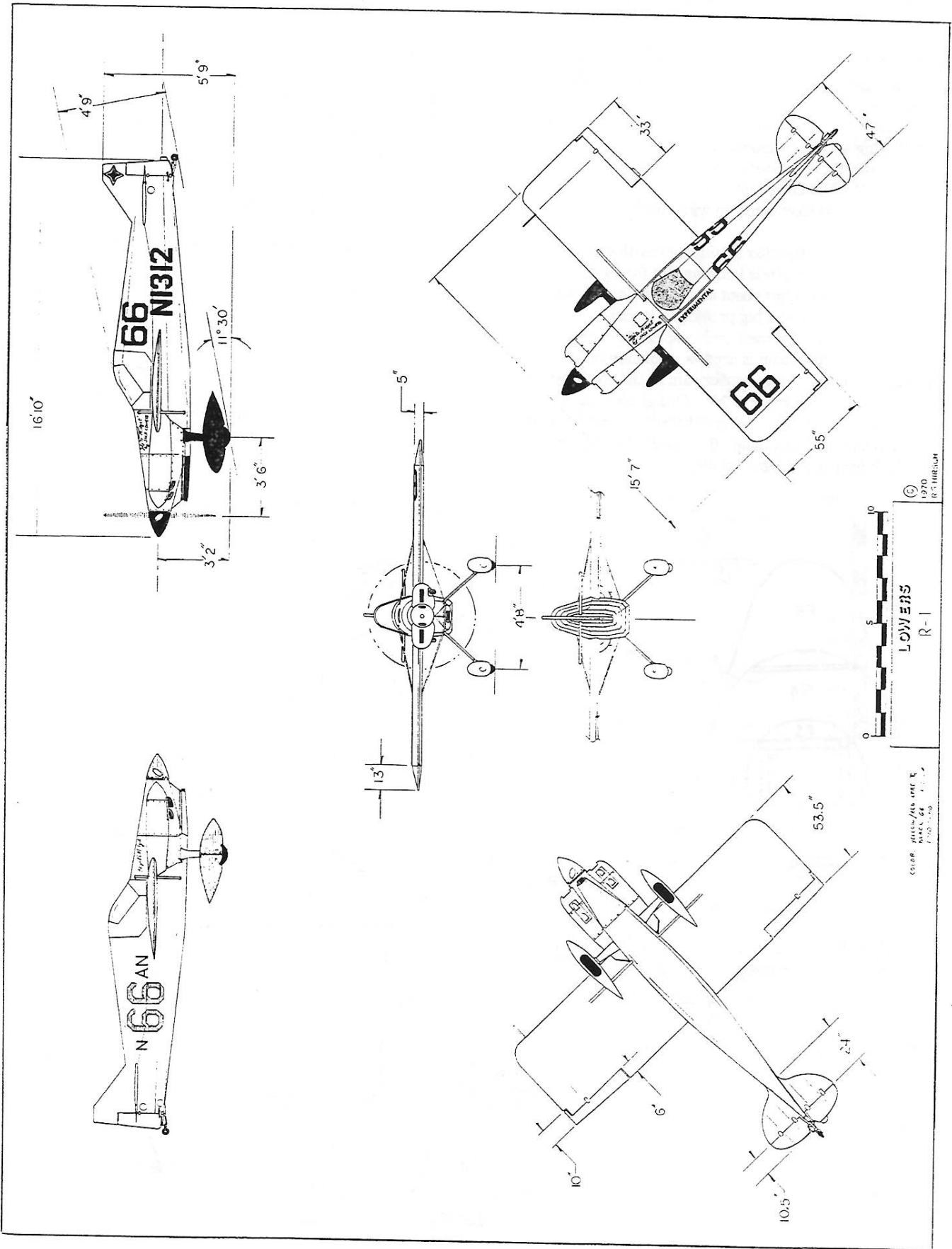
One aspect of putting together a midget racer that seemed to give everyone a headache was building and fitting the cheek cowls that are found on just about all of these little pylon polishers. This needn't be a big problem if modern construction materials are used, such as blue foam and acrylic paints. Blue (Pink too) foam is used as insulation material and can be purchased at any lumber yard in the northeast in (4'x8'sheets) with a thickness of 3/4". One sheet alone is a lifetime supply. Better yet, scout out discarded scraps around construction sites and cart them off for free. The builders usually don't have a problem with this.

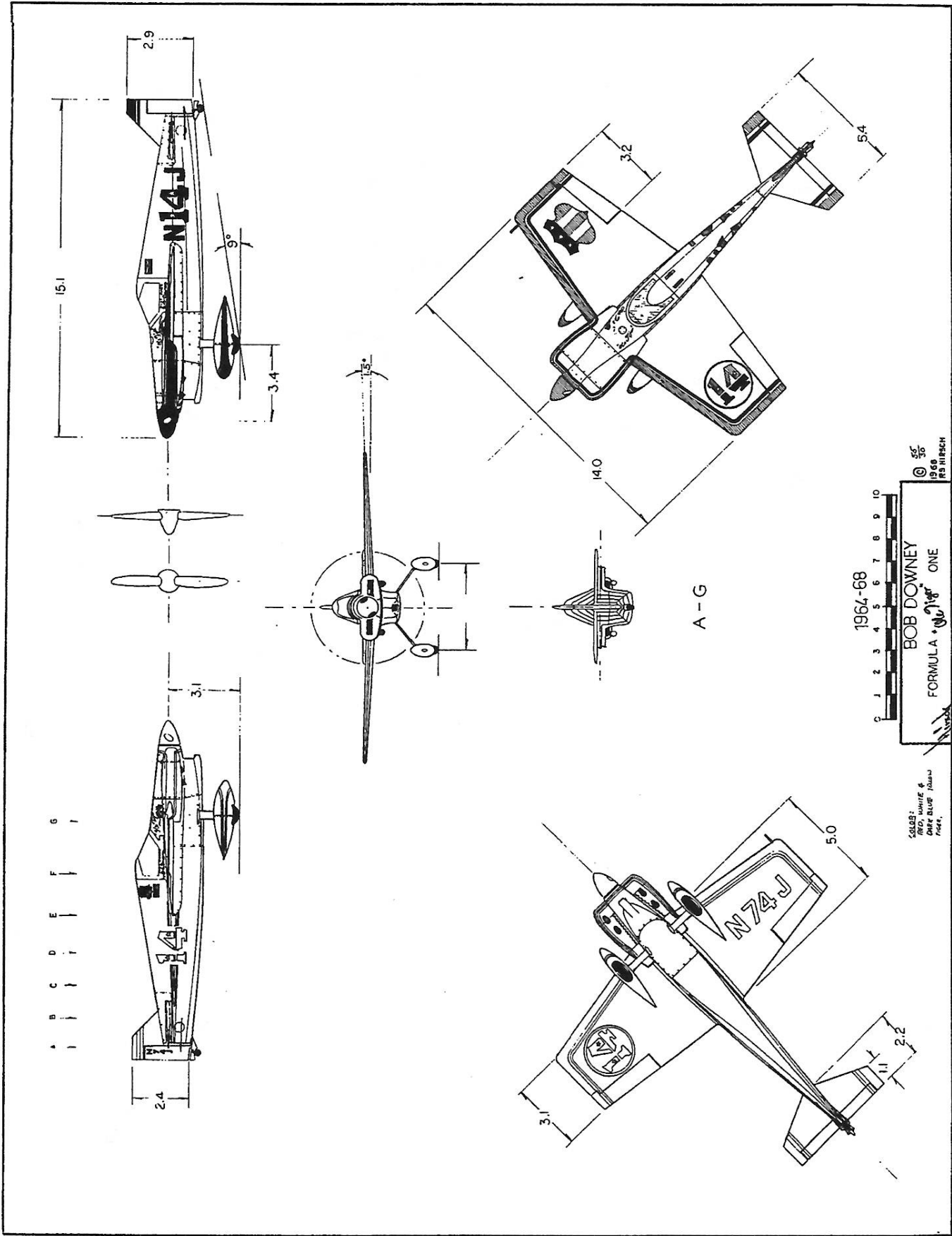
Unlike Styrofoam, blue foam has a smooth texture and it can be carved and sanded just like balsa wood. It also cuts readily with a hobby knife or razor saw and it can be hollowed quickly with a Moto-Tool. However, it only accepts epoxies, water-based paints, glues, and fillers. Acetate-based cements, CA glues, dopes, lacquers, or acetone dissolve blue foam and turn it into a gummy mess. Elmers, Tite Bond, RC-56, and similar glues work just fine on blue foam. A good sealer coat for it can be made by simply mixing some talcum powder with clear acrylic medium from an art store. Just paint this mixture on, let it dry, and sand it smooth as a baby's bottom.

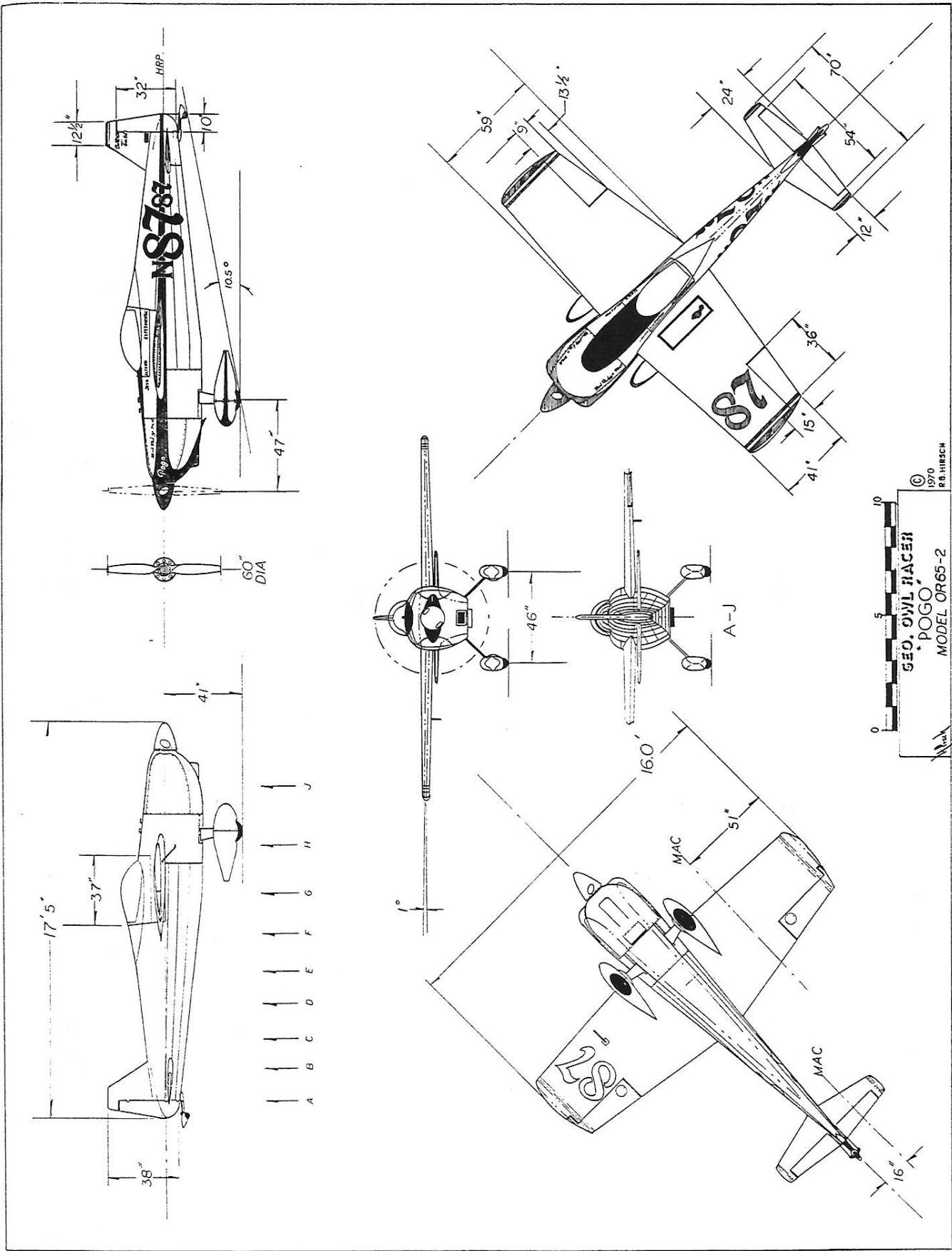
Getting back to midget racers, try making those cheek cowls out of blue foam next time and see how easy a job it is. Trace the top and side views of the cowls on suitably sized blocks of foam and cut them out with your trusty X-Acto saw. Follow the proper building order for your model and, when the time comes, glue the cheek cowls in place with an aliphatic glue and sand them to their final shape. Next, seal and fill the surface of the cowls with the mixture described above and paint them the proper color with acrylic paints. There you have it, job done!

IDIGIT'S MIDGITS PARTS









"POGO" Owl Racer

Chris Starleaf

This model was built from a Walt Mooney design published in 'Model Builder' Feb 1980. Sadly, they're both now gone. I made a lot of changes from the original, and have redrawn the plan to reflect these changes, but the model is still pure Walt Mooney.

The original design used a fully symmetrical airfoil, no dihedral, and lots of balsa sheeting (a "rubber speed" model perhaps?). I built my model specifically to compete in the 'Goodyear Racers' Mass launch at the 1998 Flying Aces nationals, so light weight and flight endurance was a priority. I've rendered the fuselage mostly in stick & tissue and changed the wing to flat bottomed sliced rib. Also, the change in airfoil made necessary enlarging the stabilizer.

Construction is straight forward and typical peanut. The fuselage 'box' is actually a steep trapezoid, so take some extra time to ensure that it's all even and plum, lots of zip-kicker helps. Construction is all 1/20th square unless noted. I used mostly 6 lb wood, except the longerons are harder. The landing gear wire sandwiches onto the inside of a 1/20th sheet panel mounted on the bottom of the fuse. I made the wheel pants fake. They're just super soft 3/16 balsa sanded to a smooth teardrop. The little sliver of a wheel is inked black and glued to the bottom. The headrest sheeting is 1/64 balsa formed around a knife handle and glued in place. A stock 6" Peck plastic propeller was used with a formed plastic spinner. Build the fuselage first, because you'll need to accurately measure the angle of your fuselage side in order to properly index the root rib angle of the wing. 3/4" dihedral at each tip is what your shooting for, so approximately 74 degrees is the angle that I used to place the root rib. The root rib is super soft 3/32, and cut it out oversize so you can properly sand in the bevels to match the planes of the wing. When all the framework is done, you can check the dihedral, and correct any unevenness by lightly sanding the base ribs.

I finished my model as 'POGO' the original Owl racer. The design was eventually raced by other teams and colors. A great 3-view by R.H. Hirsch is provided in this newsletter. "POGO" is finished in white MicroX old world Japanese tissue and trimmed with green domestic tissue. I enlarged the 3-view drawing to full peanut size and used this as the pattern to carefully cut out the numbers and stripes in green tissue. The big stripe graphic that extends from the nose to the tail (interrupted by numbers) and along the bottom, was then carefully darkened with a green 'Sharpey' marker. The black script under the cockpit and on the rudder was done by copying the printed words onto clear decal paper. The white 'POGO' script at the nose was done with a steady hand and a fine paint brush (the hard way!).

Pogo's all up weight, minus rubber, is 16 grams exactly. I know this seems like a lot for a mass launch peanut, but this is a pretty good sized model with plenty of wing area. The model could certainly be built much lighter, but I like it's present balance of ruggedness/wing loading.

"POGO" was an easy model to trim, I made a few slight

adjustments of the stab to get a nice flat glide, then I wound it up and let it go! The model has built-in balance and stability. I used a single loop 1/8" FAI TAN 11 motor about 14" long, but I've been able to change the motor length to suit conditions with no real effect on the balance (no ballast is used).

The model could easily handle a larger prop and larger cross section of rubber, but I like to take advantage of the long motor runs of the 1/8" loops.

MY "POGO" model faired very well at the Geneseo NATS. This is the first time I had competed in the Goodyear event and I felt I had a strong flyer. It was hot, muggy, and there was a steady light breeze. I was soon to find out that ALL the Goodyear racers were strong flyers. I think there were about 20 models in the event, and they were all covering GREAT distances in a hurry! My plan was to increase the turn count about 80 turns each heat until I reached my (the rubber's?) 'threshold'. Anyway, once the herd was thinned down to 5 of us left, the CD informed us that we would now eliminate 1 plane each flight!

This led to an exciting and very exhausting finish. I was pleased to finish a hard fought 3rd. Later that afternoon, I realized I'd need to make a fitted blow tube & torque meter to 'POGO' to get those extra 'combat-turns' needed to get the win. Perhaps a carved prop as well.

LOOK OUT AT THE 2000 NATS!

Eastern US Free Flight Championships

Ingleside, Maryland

Sunday, April 25, 1999 - FAC events.

Power Scale

- | | |
|---|----------------------|
| 1. Vic Nippert, D.9 Jodel, 70 scale pts., | 120 sec.flight time. |
| 2. Bob Marchese, Horton 111d, 89 scale pts. | 49 sec. flight time. |
| 3. John Houck, Aeronca 7AC, 53 scale pts. | 117 sec.flight time. |
| 4. Ed Pelatowski, RWD-8, 63 scale pts. | 30 sec.flight time. |

FAC Scale 10 total entries.

- | | |
|--|-----------------------|
| 1. Tom Hallman, Mitsubishi 1MF1, 75 scale pt | 78 sec.flight time. |
| 2. John Houck, Seversky 2PA, 64 scale pts. | 107 sec. flight time. |
| 3. Vic Nippert, Cranwell CL, 53 scale pts. | 120 sec. flight time. |

Peanut Scale 9 total entries Mass launch

- | | |
|------------------|-------------|
| 1. Frank Rowsome | Cub J-3 |
| 2. Ed Pelatowski | Tailwind |
| 3. Bob McLellon | Stinson 125 |

Golden Age 9 total entries Mass launch

- | | |
|-----------------|--------------|
| 1. John Houck | Fairchild 24 |
| 2. Bob McLellon | General |
| 3. Tom Hallman | Gadfly |

Embryo 4 total entries timed

- | |
|------------------|
| 1. Vic Nippert |
| 2. Bob Marchese |
| 3. Ed Pelatowski |



E-US FF Photo Page

1. Our host & contest Director Tom Kerr, presents Tom Hallman, 1st place plaque for FAC Scale.
2. Vic Nippert looks ready to go in the WW1 mass launch with his good-looking SE-5.
3. The Flying Aces are ready to launch their Fokkers, Spads and SE-5's
4. Don Srull with his Mureaux, winner of the Ten Center Mass Launch.
5. A CO2 Stitts Junior by John Houck. At one time, the original aircraft was considered the World's smallest airplane.
6. Racers all! Tom Hallman, Bob Marchese, Don Srull, Stew Meyers, Bob McLellon, John Houck.
7. Ed Pelatowski and his very well done Focke Wulf TA-152.

Eastern US Free Flight Championships

Saturday, April 24, 1999 - FAC events (all mass launch)

World War I	8 total entries	
1. Don Srull		Fokker D-VII
2. Bob McLellon		Fokker D-VII
3. Stew Meyers		Spad VII
World War II	8 total entries	
1. Stew Meyers		F4F Wildcat
2. Bruce Foster		P-39 Airacobra
3. John Houck		P-51 Mustang
Racers	9 total entries	
1. Tom Hallman		Loose Racer
2. Ed Pelatowski		Folkerts SK-4
3. John Houck		Chester's Jeep
10 Cent Scale	7 total entries	
1. Don Srull		Mureaux
2. Stew Meyers		Fairchild 24
3. John Houck		Rearwin
NoCal	7 total entries	
1. Stew Meyers		F4F Wildcat
2. Russ Sandusky		Ki-84 Frank
3. Bruce Foster		Beechcraft

Eastern U.S. Free Flight Championships

Ingelside, MD., April 24 & 25, 1999.

Russ Sandusky

On Friday the 23rd, the wind was blowing 20 mph and the rain was heavy. It looked bad for the contest. On Saturday morning, the sky was blue, no rain, and the winds were down a little. My 70+ year old roomies, Mike Moskow & Bob Bissett, were up at the first light, well maybe second light, but they were ready to go flying. I shared their hotel room that had two beds cause their friend Danny couldn't make it. I had the honor of sleeping on a cot that the hotel must have gotten from an old army barracks. I finally put the mattress on the floor and the cot out in the hallway.

It was great listening to the stories they told about the models they built and the contests they went to back in the old days. *Gosh* it must have been *swell* to have grown up in that era of model aviation.

After breakfast, I was out at the field. It was a huge farm field. The sun was out but the temps were in the 60's. I delayed the first event hoping to see the wind die down a bit. Fat chance! Most of the regulars showed up for the contest, but the guys from S. MD, Virginia and NC didn't make it. Saturday turned out to be a duel between Stew Meyers (ten cent guru) and Don Srull. They both won two events, and Stew placed 2nd and 3rd in two others. Sorry, no award for the top flyer, Stew. The guys from PA and NJ divided up the plaques for the Racing event. I took time out from running the events to enter my trusty Nakajima FRANK in the NoCal mass launch. Lost to Stew again, not by much, but my lot seems to be second place. All in all, it was a good day.

Sunday turned out to be a warmer flying day. It was 10 degrees warmer and a little less windy. Al Mkitarian and the Scale Old-Timers Society ran the Sunday events.

A dust devil showed up at the field on Sunday and lifted Frank Rowsome's Farman Coconut scale model, box and all, into the atmosphere. Wiped out Frank's chances in Golden Age as his Farman was turning in some really good times. Box and Farman are back together after some repairs.

Vic Nippert won two events on Sunday, while Tom Hallman beat out his flying buddy, John Houck, by one point in FAC Scale. John won Golden Age to make up for his grief.

I hope all who attended enjoyed the weekend events. Many thanks to our host Tom Kerr of Chestertown (retired Free Flighter from Philadelphia) and his farming friends who made us welcome. See you there in 2000!

Goodyear & Formula One Air Racing

by Robert S. Hirsch

The most comprehensive and interesting history of this exciting sport ever published.

Volume One 1947-1967



202 pages 8½" x 11". 569 photographs, 88 scale drawings, plus text covering the history and key developments. Description of specific races with standings and speeds.

Learn how this exciting sport caught on, the early players and the governing organizations. This book tracks technological developments which allowed faster speeds and greater safety. In 1947 Bill Brennand won at Cleveland in Buster at 165.857 mph. By 1960 Jim Miller in Little Gem was over 200 mph. It covers the contributions of the early racers — Art Chester, Steve Wittman, Bill Falck, Tom Cassutt, Bob Downey, Bill Brennand and many others. The photographs have never been published before. Mr. Hirsch's scale drawings have been acclaimed internationally for their accuracy and scope.

202 pages, 8½" x 11", 569 photos, 88 scale drawings, softbound, \$24.95 + \$3.00 S&H

Volume Two 1967-1995



170 pages 8½" x 11". 450 photographs 74 scale drawings plus text covering the history of air racing from 1967 through 1995. Winners since 1947 where, when, speeds, etc.

Air racing had its ups and downs, but by 1967 it was firmly established as a sport here to stay. During this time, women pilots entered pylon racing, speeds continued to increase and concerns about safety led to additional equipment requirements. Bill Falck, Ray Cote and others contributed so much to air racing's popularity. Air racing began to flourish in Europe, and Reno became the center for air racing in the United States, although the sport's popularity led to more regional competitions. All the photographs are previously unpublished. The scale drawings reflect Mr. Hirsch's skill and dedication.

170 pages, 8½" x 11", 450 photos, 74 scale drawings, softbound, \$24.95 + \$3.00 S&H

Volume One and Volume Two can be purchased as a set for \$45 + \$4.50 S&H

I autograph every book I ship.

RACEPLANES BY HIRSCH
8439 Dale Avenue
Buena Park, California 90620
(714) 828-7369

From Your Goodyear MaxFax Editor:

Russ Sandusky

Greetings balsa and acetate glue junkies. I still like to peel off that glue on my fingers the next day-don't you? Way back in January I volunteered to compile the May/June Newsletter whose theme was Goodyear Racers. Please excuse the delay in sending you this issue of MaxFax. I apologize for the delay which was due entirely to my inability to plan ahead. Several people suggested that I include some details of my background, so here goes. By way of introduction, I am Russ Sandusky, a proud member of the Maxicuter Clan and also the commandant of the almost unknown Baltimore Bombers, Squadron 42 of the FAC. I am also involved with my GoodNews Flyers, a model airplane group of fathers/grandfathers & kids, that builds at my church, Timonium Presbyterian in northern Baltimore County. In addition, I work with the Church's Christian Boys Service Brigade (like scouts sort of). I am a member of the Martin Aviation Museum at the Martin State Airport.

I began with "shelf" models, you know, a block of hard balsa-like wood, and a few outline pieces of the same very hard substance. A neighbor asked me to build a model for their son. They gave me one dollar for building it. Wow, one month's work for a buck, but a buck bought me a bunch of Comet kits, my favorites.

My first recollection of a gas (glow) powered model was a red plastic control model with a Spitfire .045 engine. It limped into the air for about a half a lap and quit. It fell like a rock, breaking off the wing.

Too bad, 'cause I was bitten by the control line flying bug. I saved up \$8.00, I think, and bought an Atwood .049. Wow what a difference. I built an FW-190 model that also fell to the ground. Kapluie, everything came apart. Next I built a Fokker D-8 Flying Razor. The wing flew off and the plane ran across the ground. Undaunted, I took the mess home and mounted the wing to the top edge of the fuselage. It flew. I made several laps before I got dizzy and landed it without a mishap. I had conquered the sky and become a real model airplane FLYER!

Over the next twenty or so years, I built more control line models. In the sixties, I joined the Martin Modelers and met Bill Bell and also Jerry Kasmer, who, over the next twenty years, became my flying buddy. We discovered Goodyear racing in an article by Cal Smith in a 1960's American Modeler. We seemed to be Racing every

Sunday that summer. The grand finale race was in the Fall. I finished third and was now hooked on Goodyear Racers. In 1976 Jerry Kasmer, Dave Tisdale and I took off for the AMA Nationals in Dayton, Ohio. That was a banner year. I entered Mouse Race and won the Nationals! What a thrill!! In 1977 I was in Riverside California to compete in Mouse race again. I picked up a Slow Rat Race pilot from Florida named Dick Lambert. He was good and my Mouse won. Wow two years in a row NATS mouse Race Champ. I met Frank Garcher who agreed to kit three Sandusky/Kasmer 1/2A Goodyear Racers and the Mouse Racer. That was a high point in modeling for me. I was saddened to hear that Frank Garcher passed away recently. My condolences to his family and many friends.

Over the next 20 years I sort of drifted in and out of modeling until the, 1990's. I purchased a copy of Flying Models Magazine that happened to have a picture of Pat Daily and the Flying Aces Nationals report. My interest picked up and I drove up to Geneseo one Friday night in the rain. I met Bill Cerisa who helped me get a room. What a swell guy and a fine artist (cover art). It was great watching these scale beauties in the sky. I couldn't believe how well scale models could fly. I was hooked again, and over the next several years, I began to haunt the stick and tissue contests. I began to build NoCal because they remind me of the CL Goodyear model that used a profile fuselage. And that's why I was excited to see FAC Headquarters add the Goodyear event to the Nationals schedule.

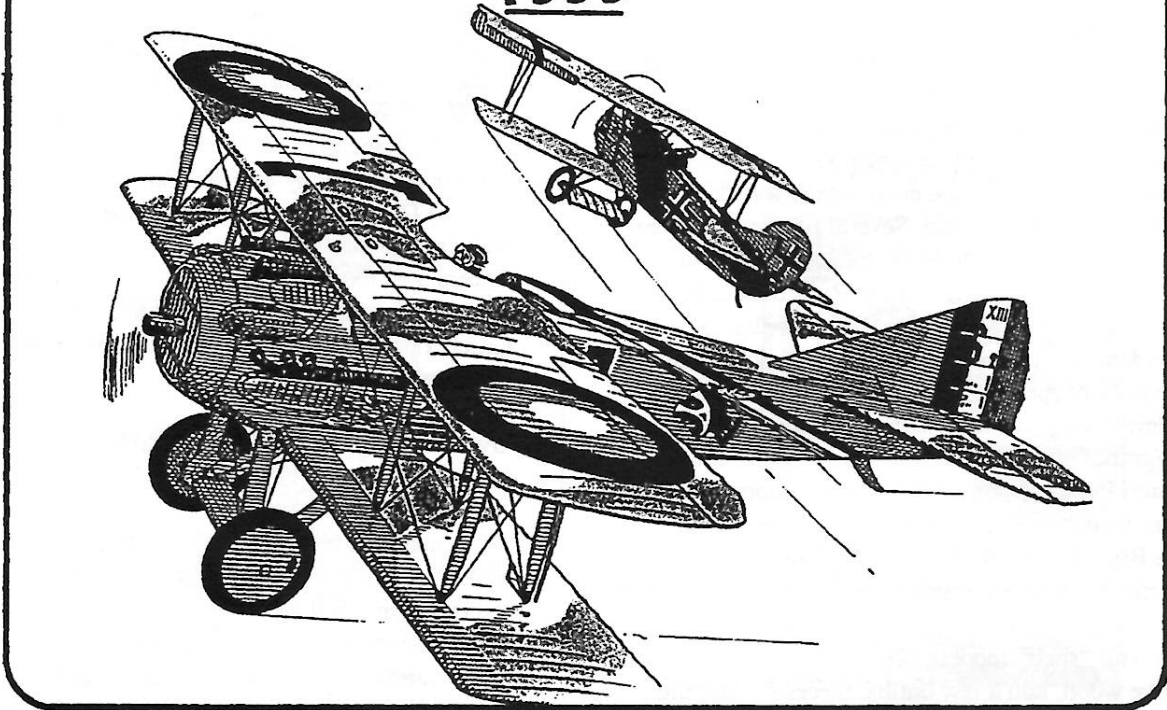
I hope you enjoyed this issue of MaxFax and the many Goodyear plans included. Maybe I'll meet some of you at next year's FAC NATS 2000!! Keep looking up.



1962, Ed Migol 1st, Jerry Kasmer 2nd, ME 3rd.

Kudzu Komet Kombat Klassic

1999



A statement from the Maxecuter Editorial Board

This issue of the newsletter is coming out a month late and the previous one was late as well. We have received more than a few inquiries on tardiness. It's time to state the official MAXFAX policy: There is no such thing as a fixed subscription. Members will receive 6 issues of MAXFAX over the year. These are nominally sent out on the first week of the first month on the issue. But, there are no guarantees of this timing, only that six issues will be sent for the \$15 (\$25 overseas) annual dues. While on the subject, we should expound upon the MEMEXPIRES date which appears on the address label and our red 'X' policy. The six digit number is YYYYMM for your expiration date. The first issue past this will have a red 'X'. The second, a double red 'X', and the third and LAST a triple red 'X'. At this point no future issues will be sent, until you renew. When you renew by sending in your dues, the year is upped by one. Thus if you wait until you receive the triple red 'X' you will only be renewing for six months as the previous three issues have already been sent gratis. We hope this clears up some confusion for our 400 plus members. Also please send all renewals and MAXFAX correspondence to Stew Meyers. Checks should be payable to "DC Maxecuters". If cash is sent (not a good idea) wrap it in several layers of colored bond paper to disguise it. And, yes we are striving to ensure that MAXFAX comes out on a more timely basis.



NOTE : Your Dues Are Due



CLUB OFFICERS President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

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

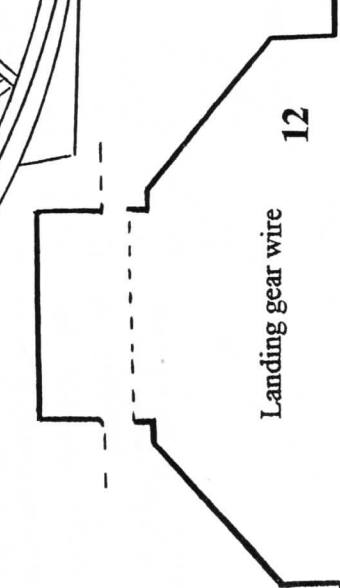
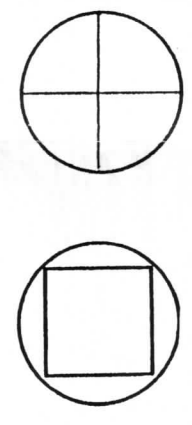
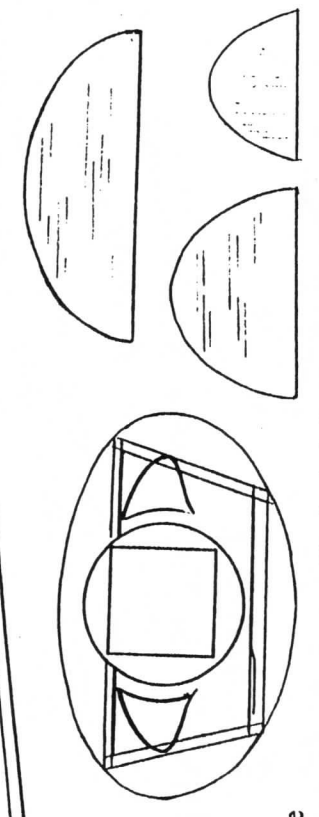
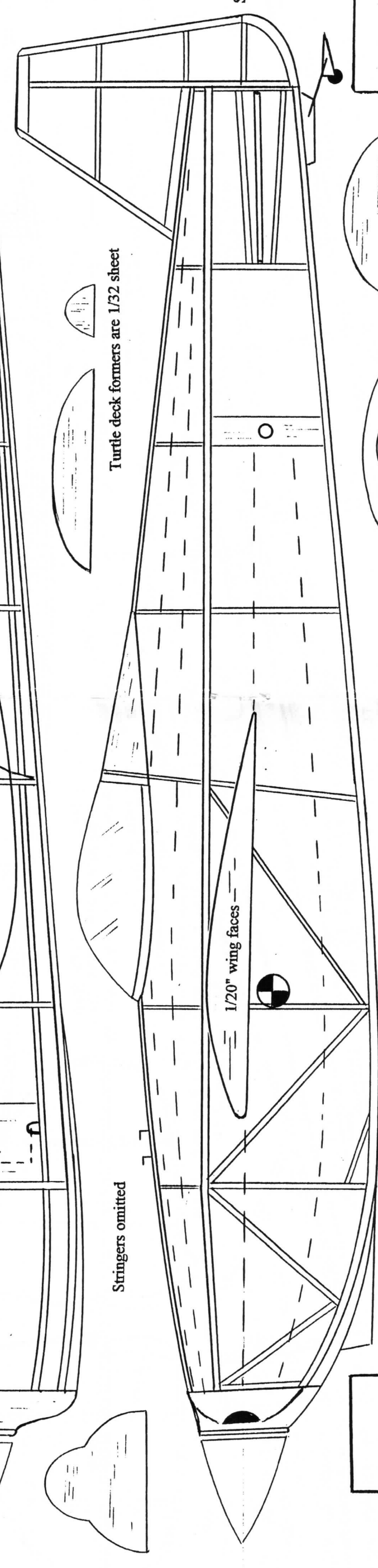
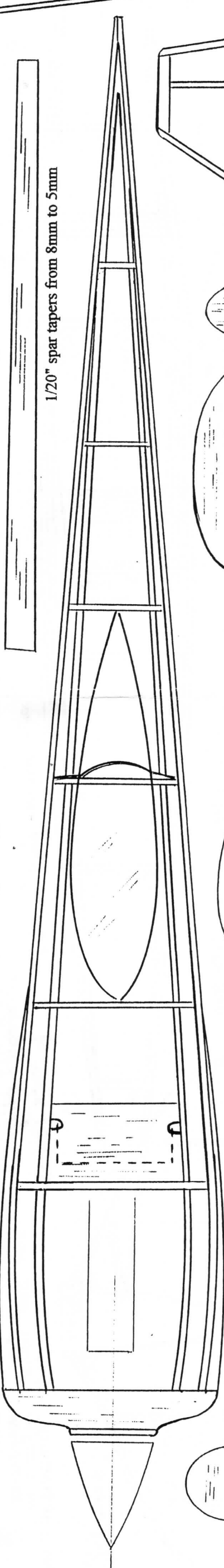
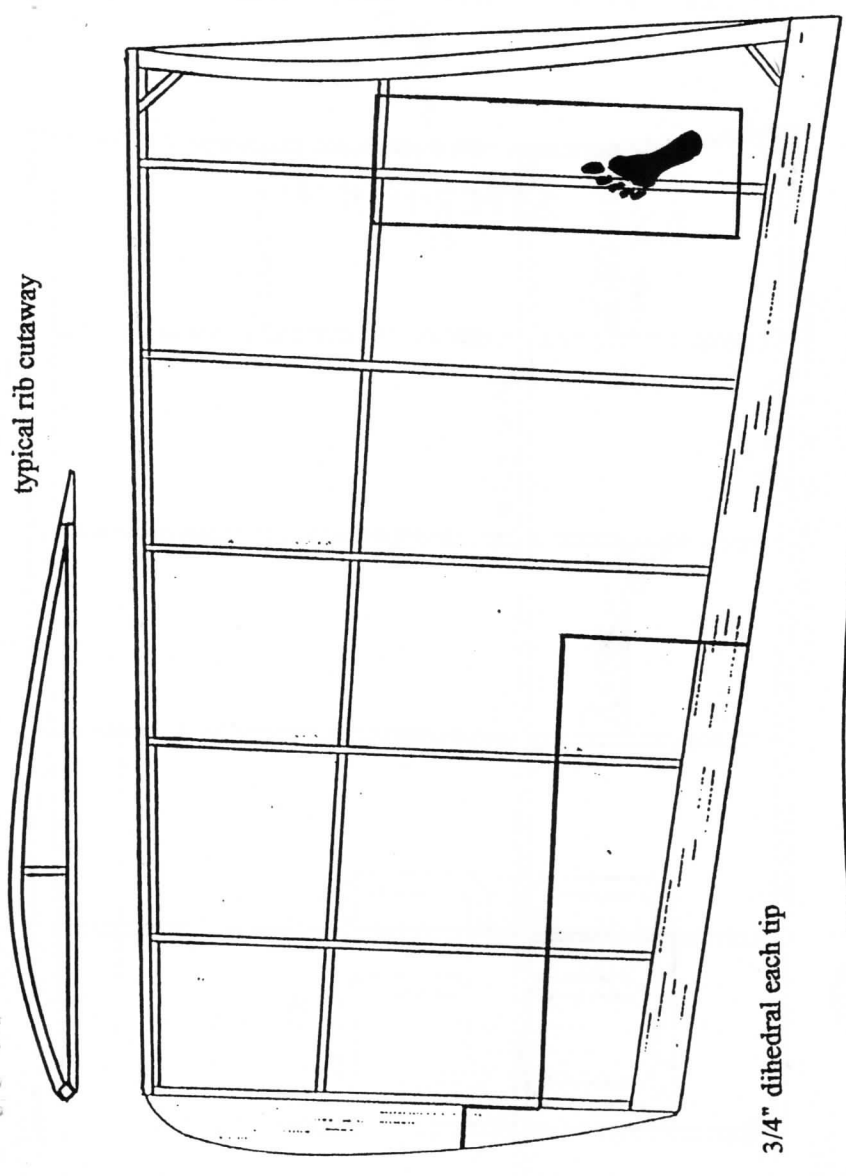
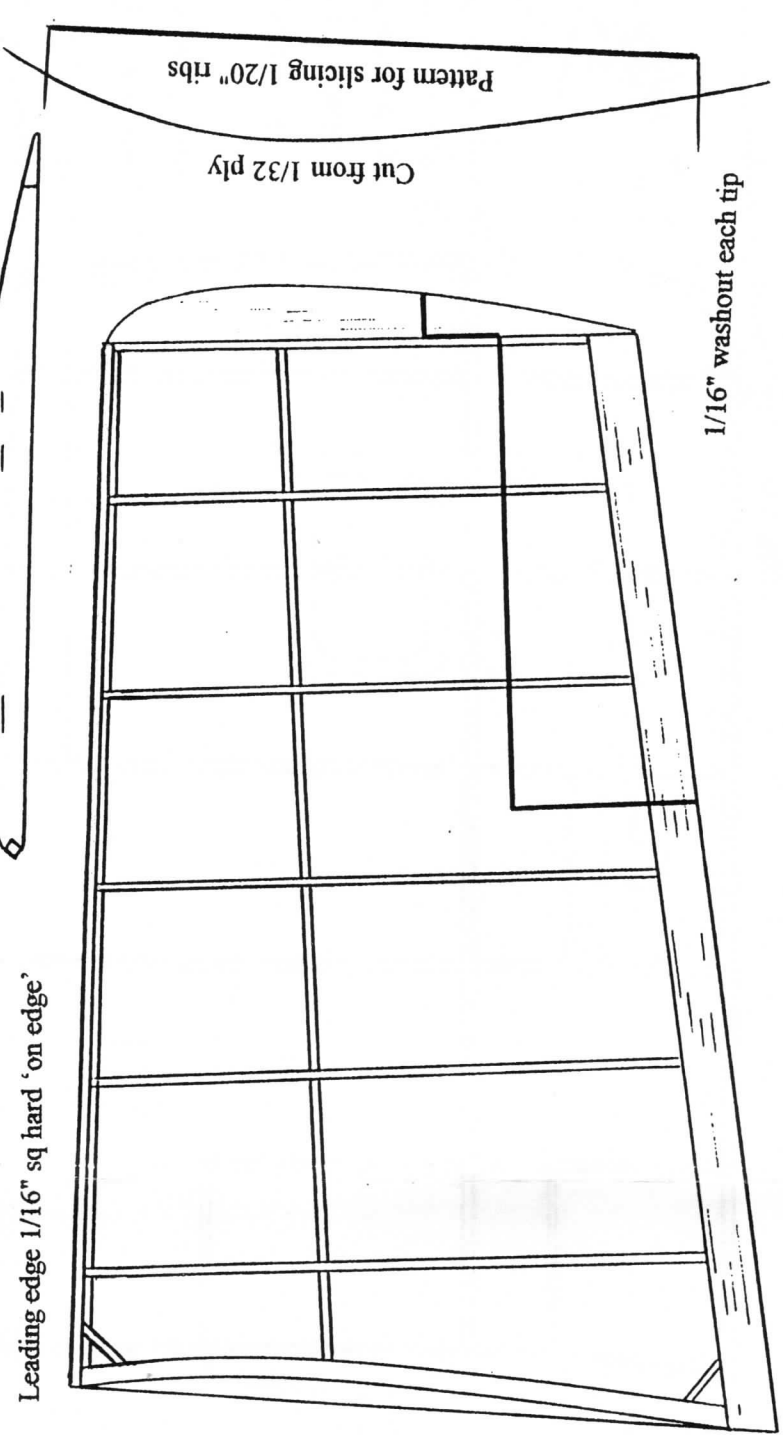
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries.

Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due.

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

typical rib cutaway

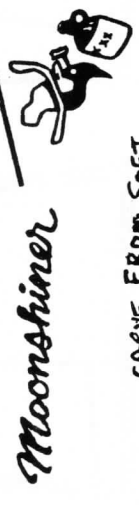
Root rib 3/32" very soft



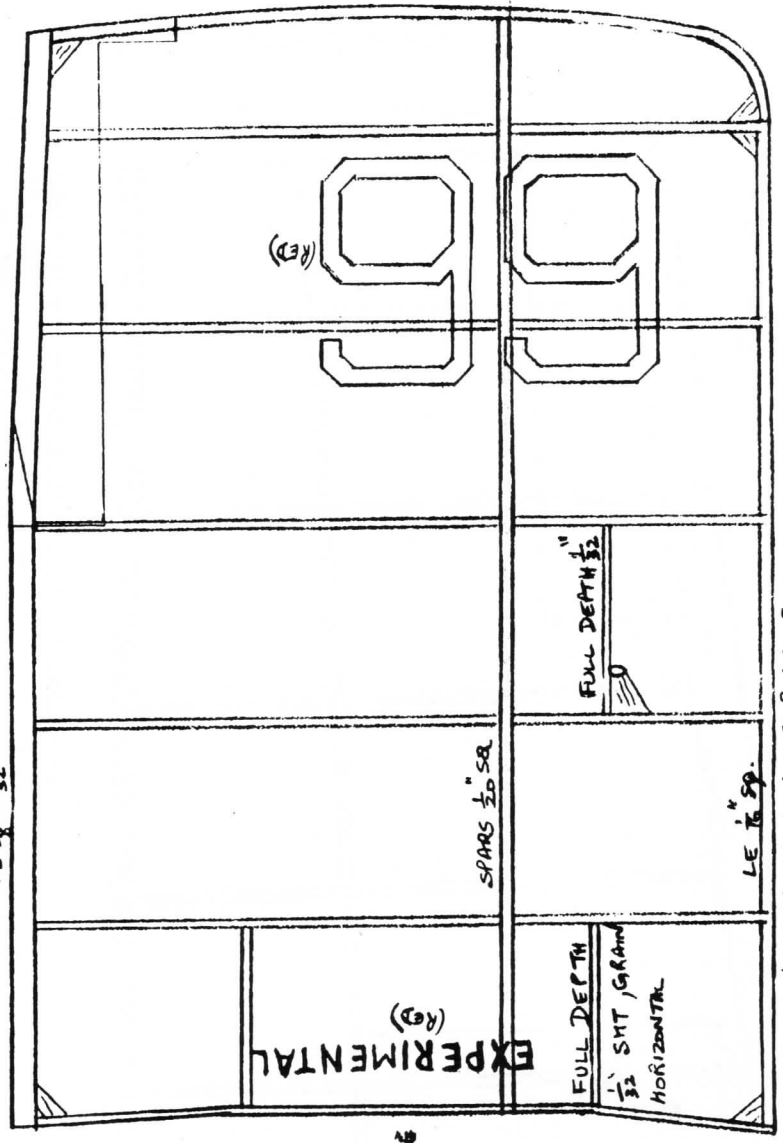
"POGO" Owl Racer
 Peanut scale
 Drawn by Chris Starleaf 1998
 From Walt Mooney design 1979

PROP IS CARVED FROM A STANDARD BLOCK 6" x 1" x 5/8". NICE AND THIN WITH ~1/8" UNDERCAMBER. LET INTO SPINNER; FREEWHEEL OF YOUR OWN CHOICE.

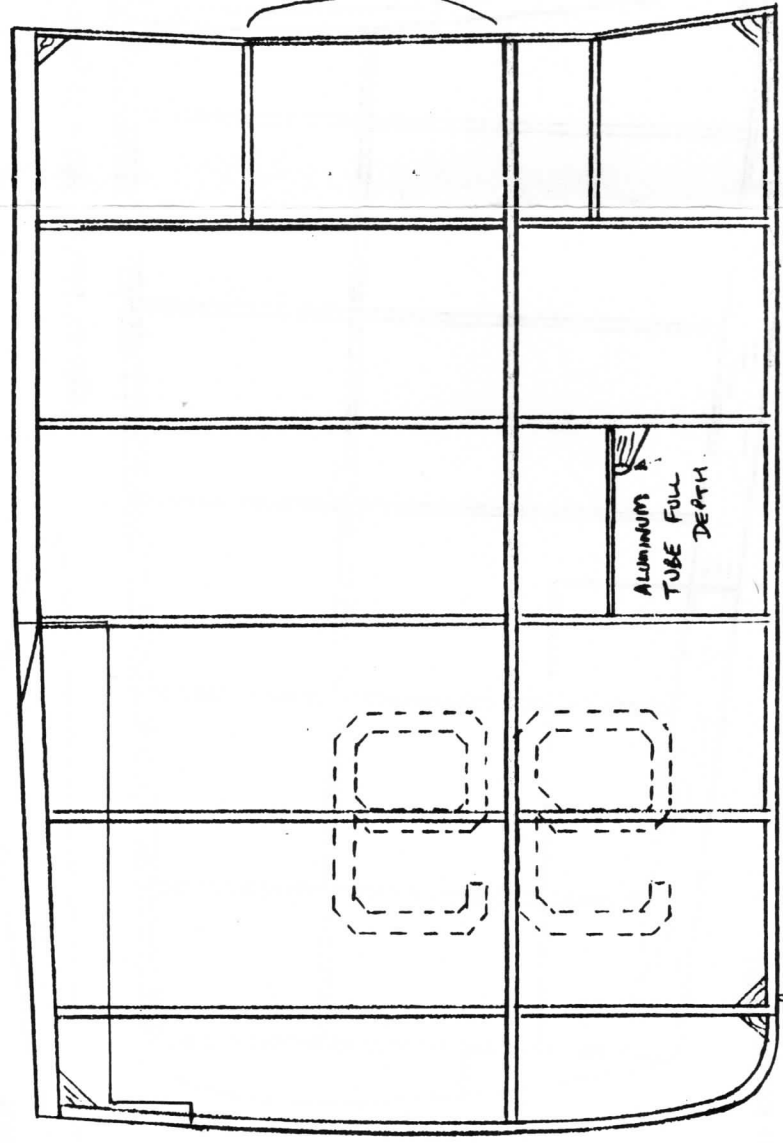
WIRE BRACING IS SIMULATED BY 2 LB. NYLON FISHING LINE. THREAD THROUGH VARIOUS TUBES, TIE OFF AT BOTTOM TUBE, WIGGLE KNOT JUST INSIDE, CHECK DIHEDRAL IS OK THEN SECURE WITH DABS OF CYANOACRYLATE.



TIP 2
LAMBS " 1/4" x 1/16"



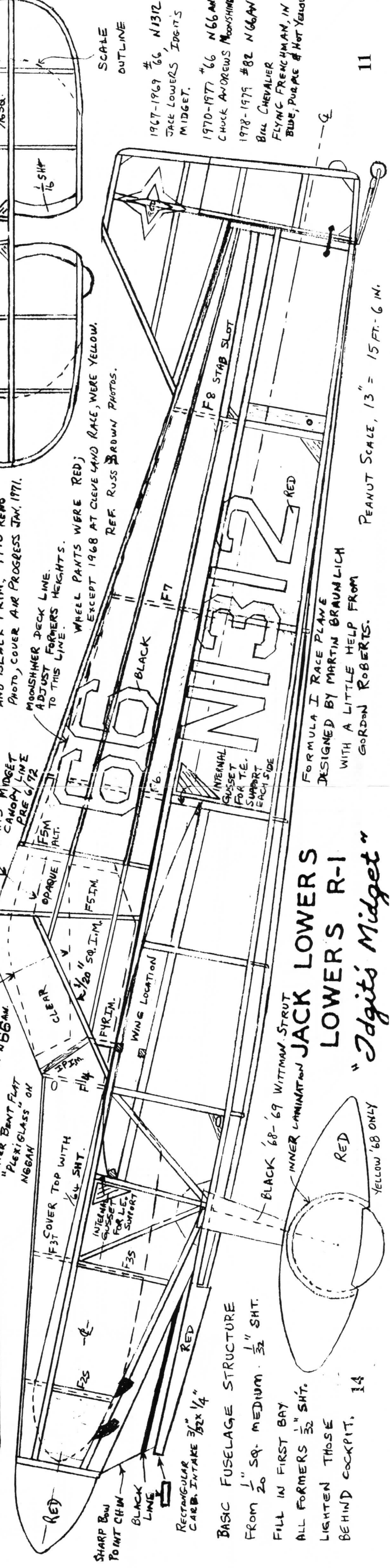
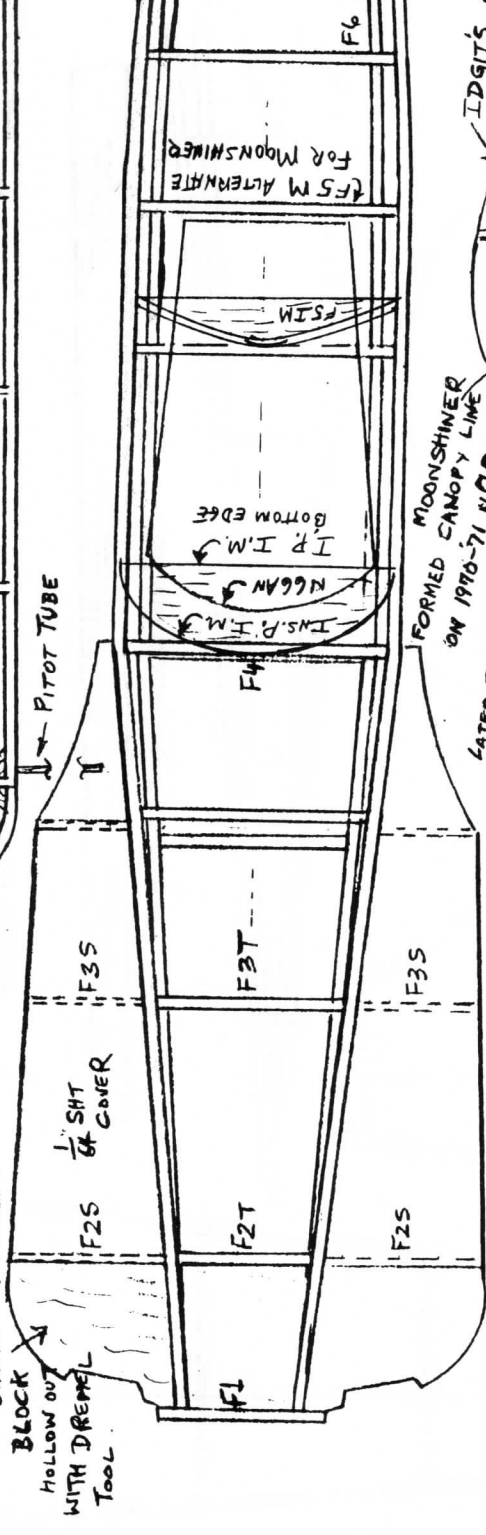
CHECK RIB TO FOLLOW FUSELAGE SHAPE



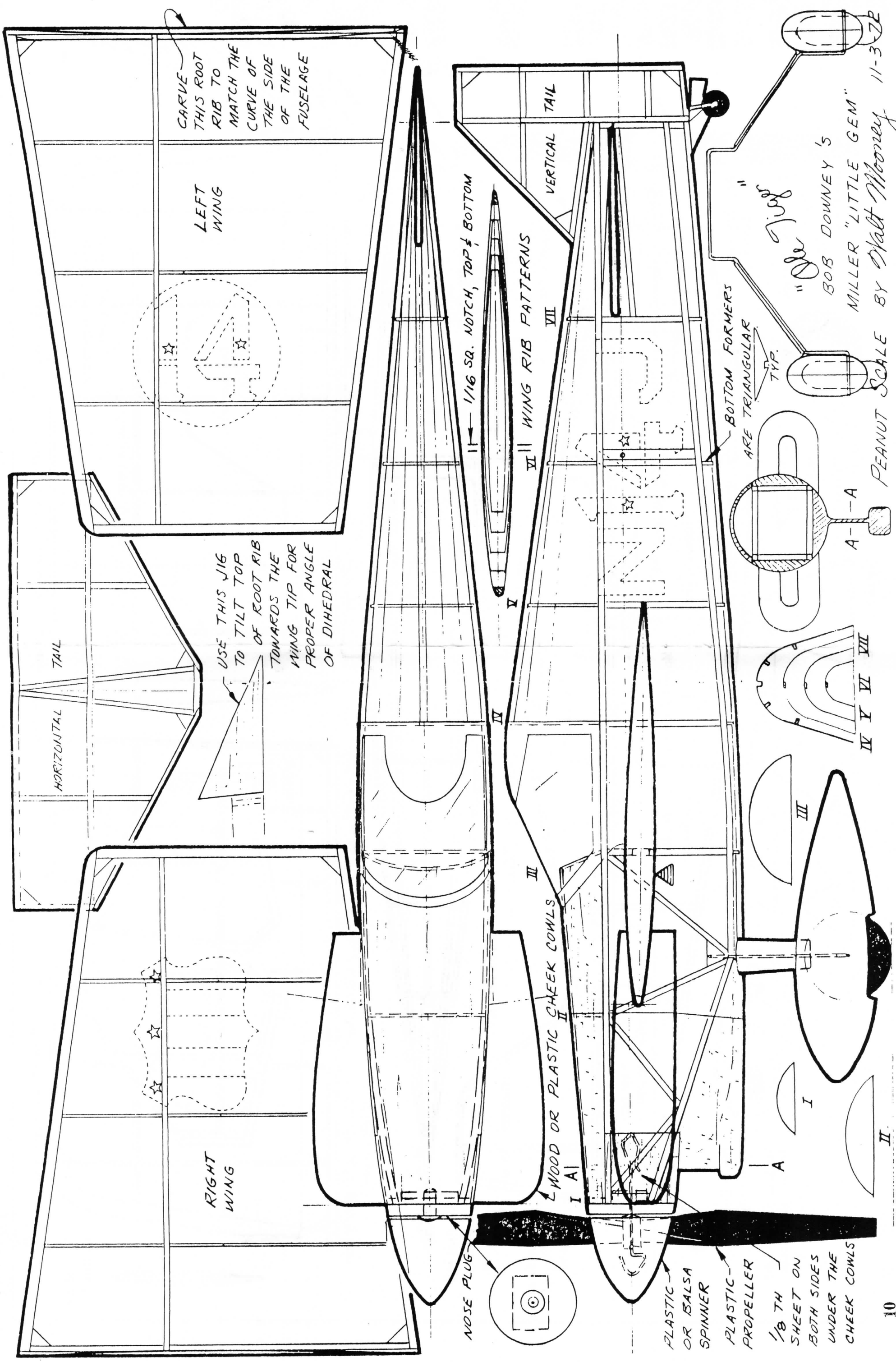
CARVE FROM SOFT BLOCK
HOLLOW OUT WITH DREMEL TOOL.

"Jdgit's Midget" ← CARRIED ON PORT MOONSHINER IN RED IS ON OF CANOPY IN BLACK. BOTH SIDES OF COWL
by JACK LOWERS
LEADING EDGE AT 45° ANGLE.
DIHEDRAL 3/4"

TOP LONGERONS
BOTTOM LONGERONS



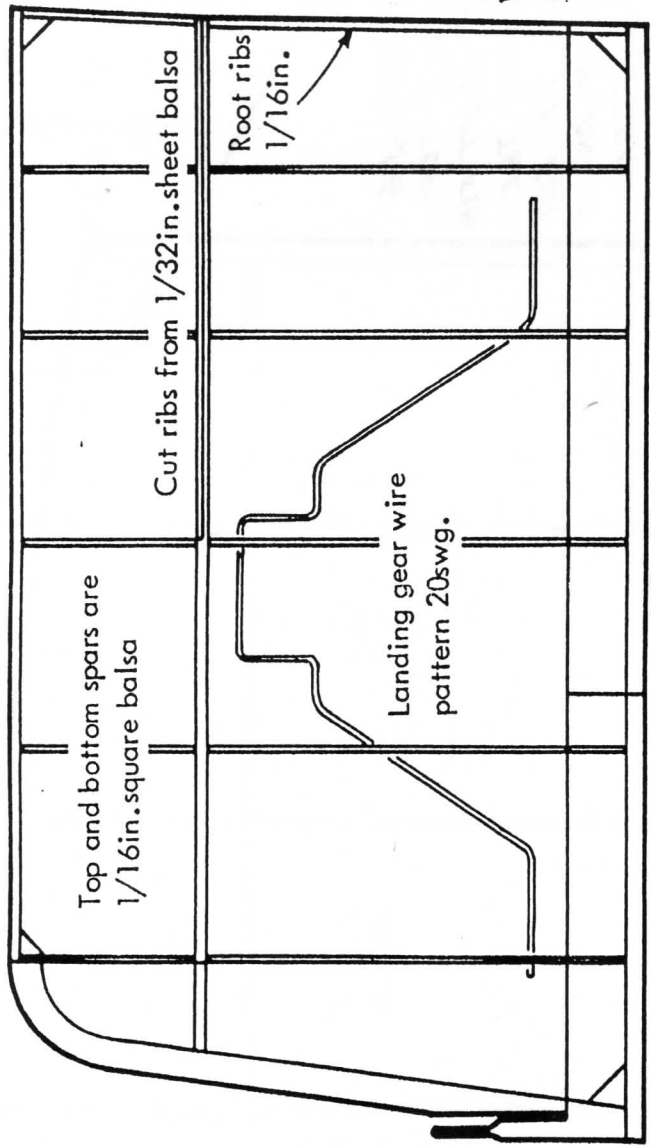
JACK LOWERS R-1
"Jdgit's Midget"



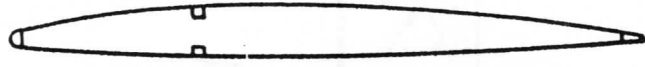
"See jig"
 BOB DOWNEY'S
 MILLER "LITTLE GEM"
 PEANUT SCALE BY Walt Mooney 11-3-72

Matt Monnet

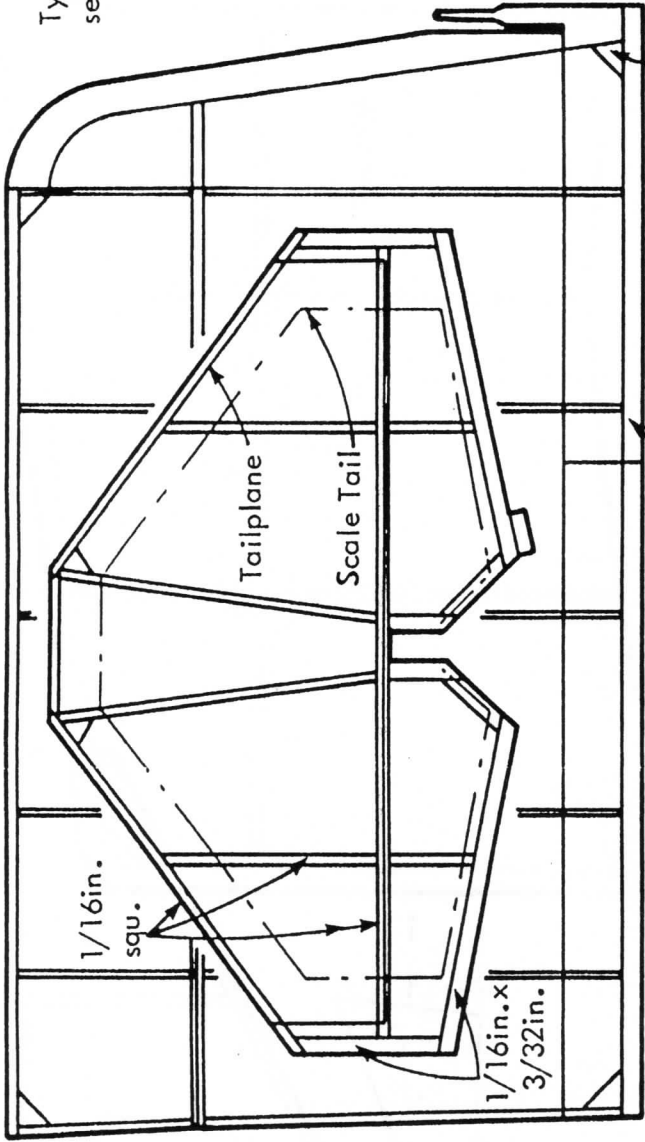
Make the leading edges from 1/16in. x 3/32in. balsa or from 1/16in. diameter birch dowel



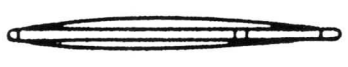
Wing rib



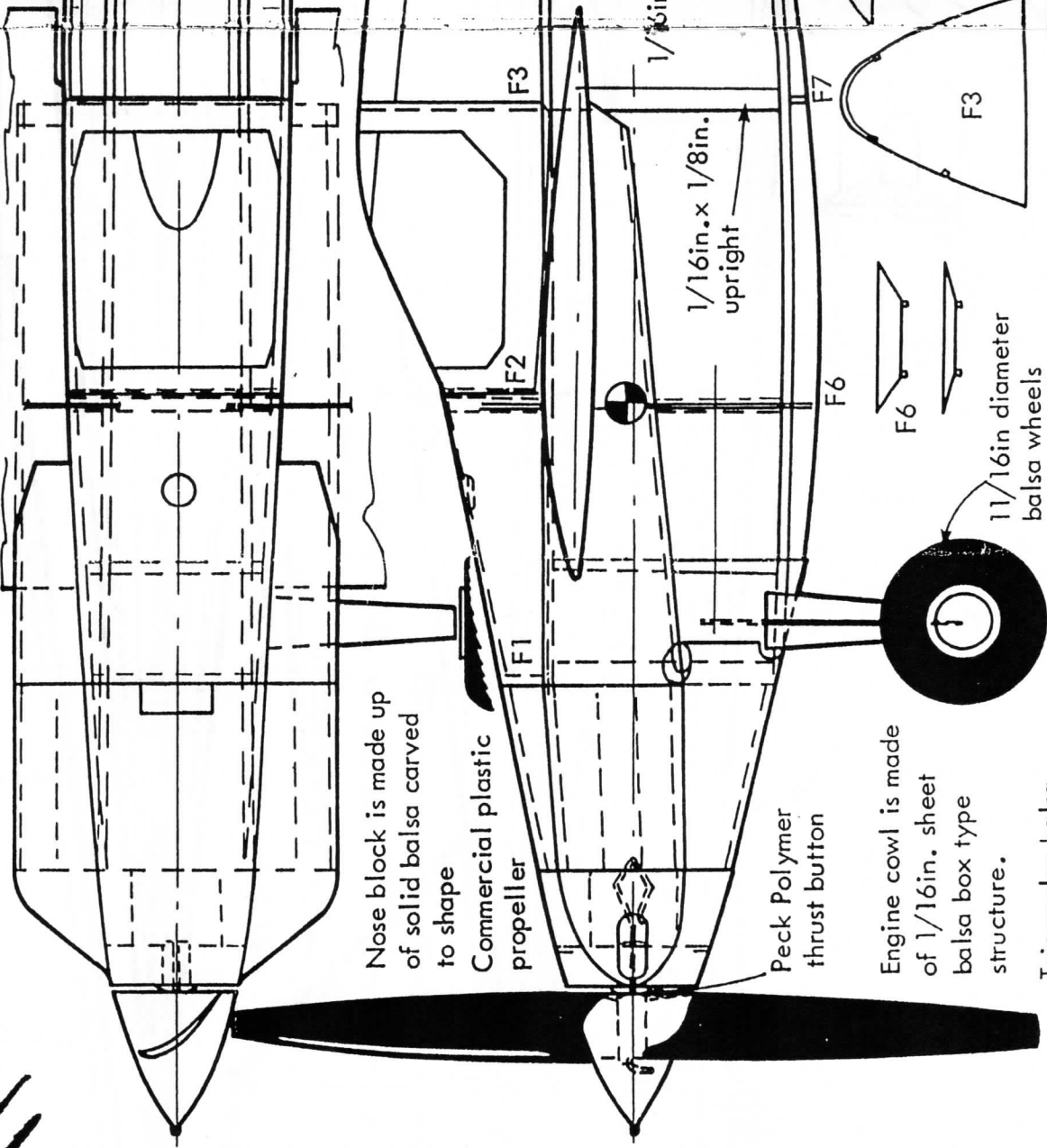
Make tips from 1/16in. sheet balsa



Typical tail section



Make trailing edges from 1/16in. x 1/8in. balsa



Nose block is made up of solid balsa carved to shape
Commercial plastic propeller

Peck Polymer thrust button

Engine cowl is made of 1/16in. sheet balsa box type structure.

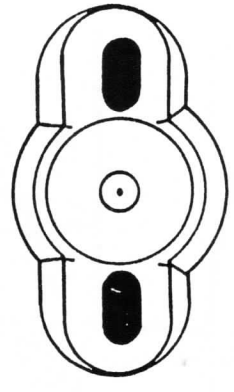
Triangular balsa corner fillers

Top of cowl just in front of windshield and turtle deck just aft of canopy is covered with 1/32in. sheet

Vertical tail all pieces are 1/16in. sheet

Section same as horizontal tailplane

Dihedral: 1/8in under each wingtip
Longerons & stringers 1/16in. square balsa



1/32in. sheet

1/16in. sq. longerons

1/16in. sq. uprights

1/16in. spacers on bottom

1/16in. x 1/8in. upright

1/16in. sheet rear motor peg post

11/16in diameter balsa wheels

All formers 1/32in. sheet