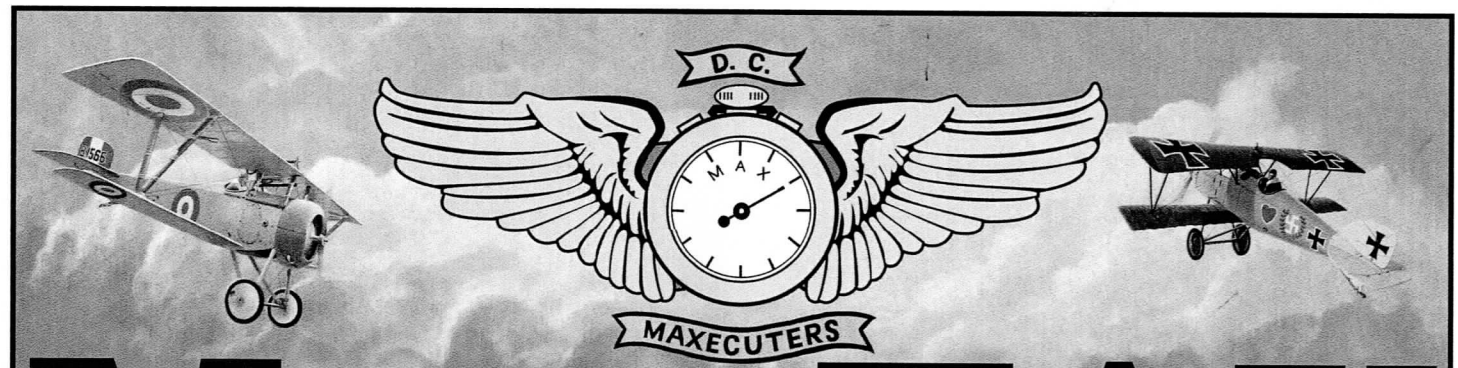


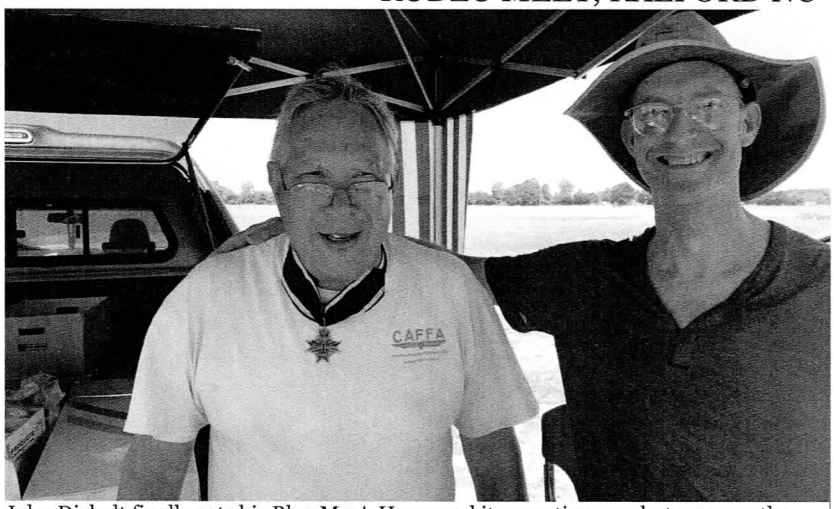
MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

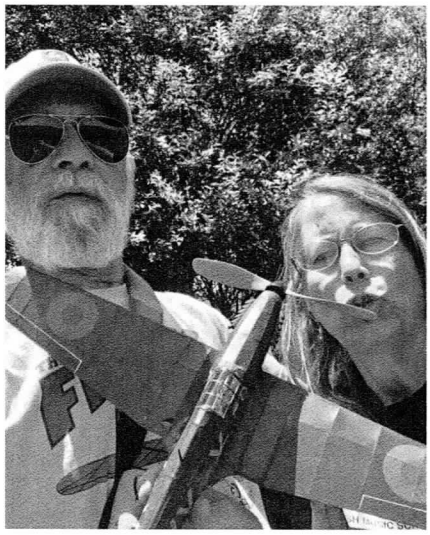
2019-2

Dan Driscoll drove all the way up from Florida with flying buddy Duncan McBride. His EasyBuilt Martin Mauler was one of several at the meet.



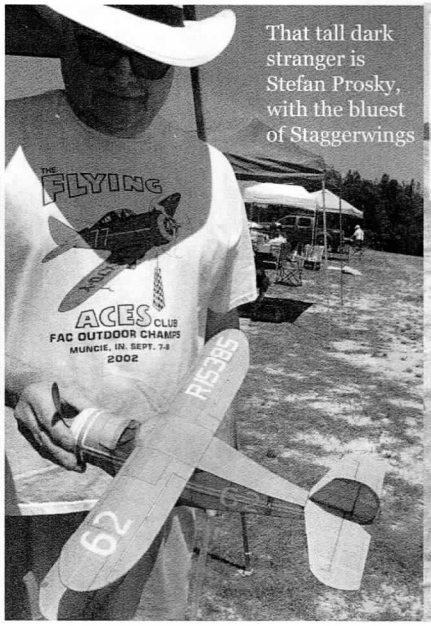
John Diebolt finally gets his Blue Max! He earned it some time ago but someow the paperwork fell through the cracks. Congratulations John!

More Florida flyers! George White in the foreground lets loose his big, beautiful Boulton-Paul Defiant in the final round of the Battle of Britain Mass Launch. That's Wally in the background also flying a Defiant. Mirror images! Study those launches kids, that's how it's done! Duncan McBride's Hurricane, well out of the frame already, notched a solid second place finish.

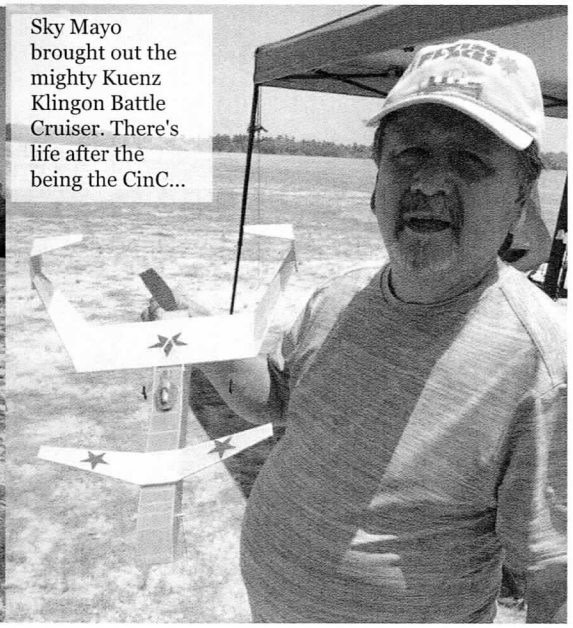


Wally and Julie pose with Dave's Hurricane, which tried to fly the coop and hide out in some trees. It evaded detection for a couple of days before Wally--not Julie!!--tracked it down!

Matt Canady preps his Cougar Peanut.



That tall dark stranger is Stefan Prosky, with the bluest of Staggerwings



Sky Mayo brought out the mighty Kuenz Klingon Battle Cruiser. There's life after the being the CinC...

MAXFAX 2019-2

People often ask me, "Dave? How can I be your hero?" It's not an easy question to answer, UNLESS it's in the context of when I'm desperately trying to put together another MaxFax while I'm deep in the work- weeds, and need to fill some pages with quality content *pronto*. In that peculiar circumstance I have a ready reply: "Give me a well-written construction article for a cool model of your own design, complete with sharp pictures and a nifty plan!" Well folks, **Doug Beardsworth** is my hero. Not only did he do all the above, but he did it without me having to poke him and prod him incessantly, which is the BEST THING EVER. If his neat little HE-219 doesn't make you cry out *Ach Du Lieber!!* and race down to the building board, you oughta get your pulse checked... this beauty pushes all the right buttons if you've got any appreciation at all for the grim aesthetics of the German war machines. I've got a mother-in-law who lived through the Blitz and out of respect I generally don't traffic in Nazi aircraft, but I'm not sure I'm going to be able to resist this one...and hey, it's small enough that I can stick it in a drawer when she comes over to the house....Doug's article has a lot of great tips for how to approach the knotty bits of ANY model and bears close reading.

I also have a write up from **O. Leo Strutt** on the Kudzu meet, which we held this past May, along with some pictures. Attendance was the best we have had in some time, which was very encouraging. I ran out of room to post the results--e-mail me if you'd like a copy. Watching **Claude Powell's** Swordfish duke it out with **Wally Farrell's** Fiat at the meet was pure free flight nirvana, so we're running the Veron plan for the Stringbag in this issue, reduced. If you get a hankering to build one of these beauties but want to save yourself some time, Vintage Model Company in England makes a laser-cut kit! Check them out at: **www.vintagemodelcompany.com**

Lastly, regular readers of this rag will know that we try to spotlight the efforts of **Scott Richlen, Doug Griggs and John Murphy,** who devote a considerable of their free time to developing young aeromodelers in the DC / Virginia / Maryland area. Doug leads the **Maryland Marauders, FAC Squadron VT47**, while Scott and John head up the **Virginia-based Foo Fighters, FAC Squadron #75**. John came up with a nifty, simple flyer for the kids to build: **The Foo Flyer!** Looks like just the ticket for anyone, young or old, who is looking for a quick build that will fly great! Thanks to John for providing the plan!

That's about it. Sorry for this issue coming out so late. (again). There is the faintest chance you'll receive it just before the 2019 Non Nats in Geneseo, preparations for which are gobbling up my editing time. I hope to see you there!

Cheers,

Dm

SUBMISSIONS - send articles, plans and high-resolution photos to Dave. Electronic submisions preferred, but I do old school too.

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Dues should be addressed to:

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Make checks payable to "D.C. MAXECUTERS"

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Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

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

UPCOMING EVENTS

July 17-21 2019 FAC Non Nats Geneseo, NY

August 7-9 FAC at AMA Nats Muncie, IN

August 17 Airdale Fly-In Remington, VA

Sept 19-20 FAC Outdoor Champs Muncie, IN

October 5-6 Barron Field Air Races Wawayanda, NY

October 19-20 October Hurricane Meet Raeford NC

16" He-219 Free Flight Rubber Scale Twin by Doug Beardsworth

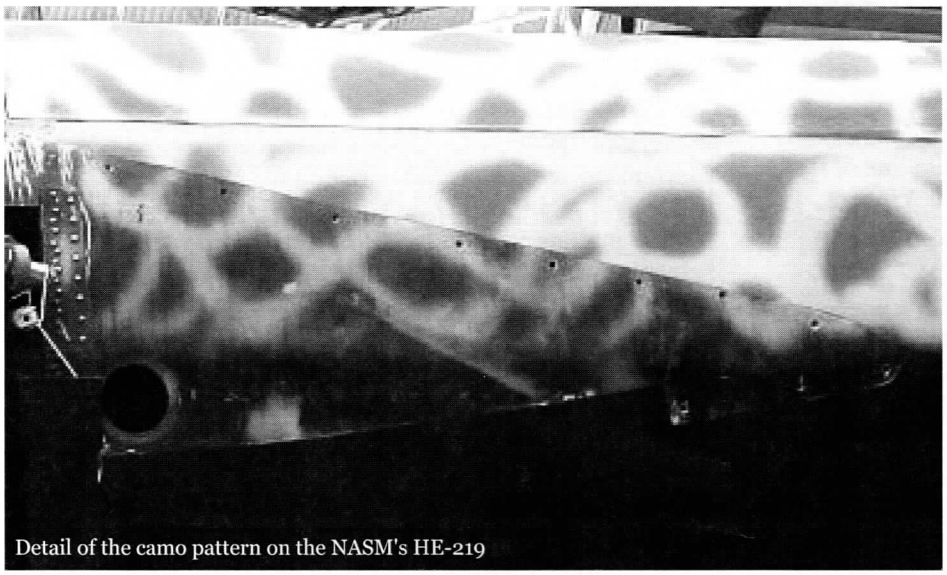
The model was originally built at a 16" span in an effort to build a small field twin, or possibly a twin to fly indoors. My original ship was built over enlarged three views, and was constructed without the benefit of a drawn, detailed plan. The plans you see here were recreated after the model was done, and were drawn from following the pinholes pierced in the three view drawings and simple sketches I used. I believe the plan to be quite accurate as drawn, but please use some care and check things as you proceed with the building of this ship.

The structure is really quite simple, with a basic box fuselage, a simple wing, stab and rudders following typical FF construction techniques. The most complex portion of the build are the two nacelles. Spending a little time studying the nacelle structure, and a bit of planning ahead should allow one to understand how it all goes together and in what order. I believe anyone having built and flown several scale FF ships can build this and be successful in getting it to fly. Mine has proven to be stable, with a decent glide.

Built to 16" span, it is a tiny little thing. Mine turns two props just under 4" diameter. If the small size is concerning, then by all means consider enlarging the plan to a span somewhere beyond 20" and the construction should be less fussy. A few extra sticks for bottom wing spars may be needed as the size goes up, and the Nacelle stringers could be enlarged from 1/20 sq. to 1/16 sq. However beside that, I'd resist adding a lot of structure to what's drawn. My 16" span airplane weighs in at 17.5 grams empty and ballasted for the glide, but ready to load rubber and fly.

For glue joints on a ship this small, I used a small jar of Ambroid/Sigment/Duco thinned with acetone and a small pointed brush to apply the glue. A second jar of pure acetone is used to periodically clean the brush and then wipe it clean. Pre-gluing any end grain makes all of those joints much stronger. The first coating soaks into the grain and away from the joint, the second coat truly joins the parts. This technique is even more important with thinned glues.

Documentation First determine which aircraft you intend to model and determine its color scheme. Getting your coloring and markings documentation decided and gathered together first- before covering the structure- helps determine the best sequence for covering and finishing your model. The subject He-219 A2 aircraft I chose features an unusual greenish gray color topsides, with violet gray mottling, and black undersides. Other color schemes considered were overall light blue top and bottom, with mottling added on the top surface.

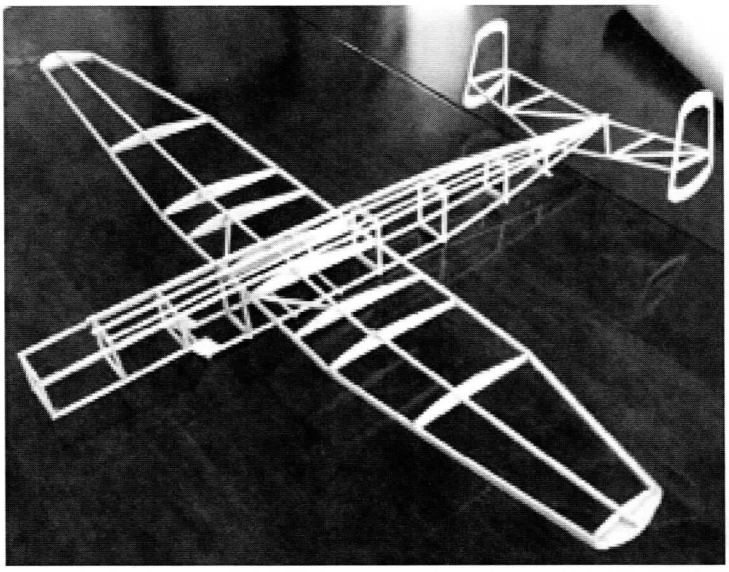


Detail of the camo pattern on the NASM's HE-219

For my color documentation, I used the Heinkel 219 which is being restored at the National Air and Space Museum (NASM). That airplane represents one finish which was used on the He 219. The colors were documented by the staff at the NASM during the restoration, using original paint applied at the Heinkel factory, and hidden underneath the wing fillet sheetmetal. This hidden paint did not see any deterioration from sunlight and subsequent resprays after the aircraft was built.. The NASM team's restoration work can be found on the web and is fascinating all by itself.

Construction: Once you have your documentation, colors and markings and the plane's size figured out, the building can begin. Build fuselage frame first, then the wing. Note that the wing has "compression ribs" located either side of rib R3 outboard of the nacelles; these are cut from 1/16 Sq. light wood. These compression ribs are not seen in the photos below. A piece of scrap links the spar down to this partial rib to prevent its bowing. These compression ribs prevent the LE and TE from being distorted when the tissue is shrunk. Cover the top surface of the wing tip from rib R3 to R4 with a separate piece of tissue to prevent wrinkles. Add 3/32 washout to each tip panel at the time of tissue shrinking.

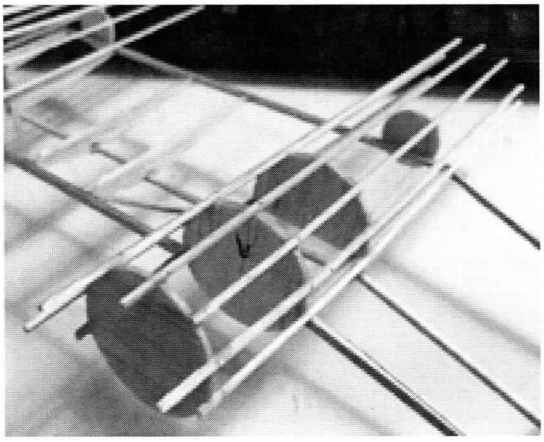
Cover the fuselage with tissue per your documentation, and then cut the slot to accept the wing through the covered tissue. The wing is glued to the fuselage at the LE, TE and top spar. There is no sheeting in place on the fuselage which is cut to match the top of the rib camber. It is not needed. After covering fuselage and wing, cut the tissue at the fuse wing slot to accept the wing, using a fresh 11 blade, following just inside the rib's upper contour. The wing is then carefully inserted into the slot, and the cut edge of the tissue carefully displaced. After the wing is aligned and glued at the LE, TE

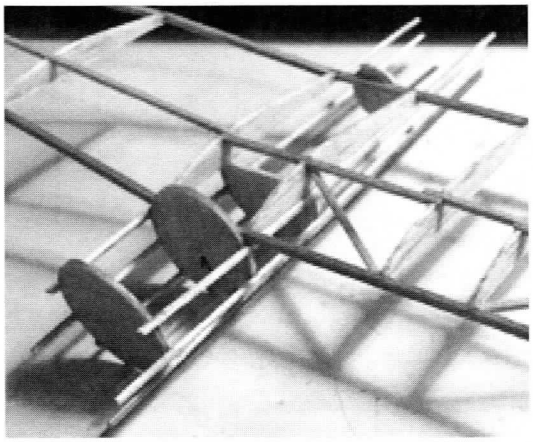


and spar, tease the cut edge of the fuselage tissue outward to touch the wing covering using a small pointed brush.. A small amount of thinned white glue applied with the small brush will secure that cut edge of the fuselage tissue to the wing without causing any puckering.

The nacelles are built "in the air" with the formers located on the wing rather than on a building board. I used gluestick to temporarily glue the formers to the LE and TE. The stringers positioned underneath the wing are then glued to those formers. However the half-nacelles may be removed from the wing by dissolving the gluestick with isopropyl alcohol. The formers are not notched to accept the stringers. Instead the stringers are glued to the former's outer ring, eliminating the need for notching.

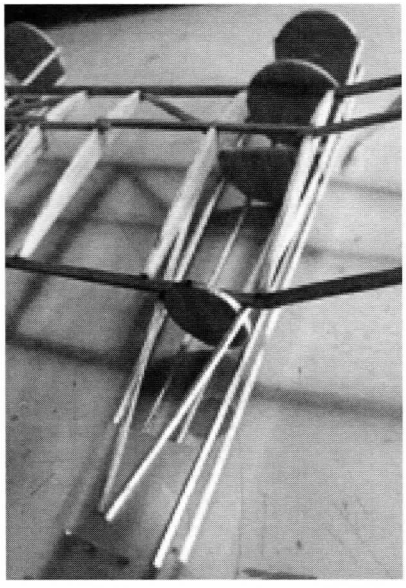
The nacelle shapes are perfectly round cylinders from N3A forward to the cowls. Keep that in mind as you build and align the nacelles relative to the fuselage. The top and bottom profiles of the nacelle outlines from N3A forward are parallel with the fuselage sides - as seen in the side view of the plan..



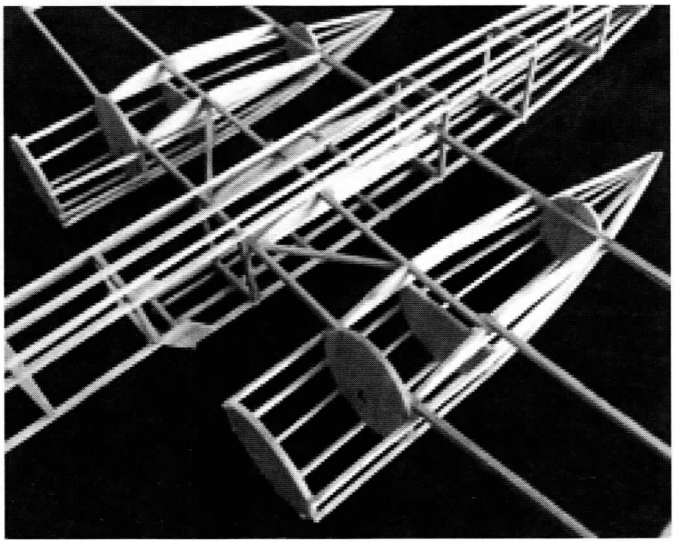


Attach N3 to the LE, N3A (top) to the top spar, and N3A (bottom) to bottom of the wing, and N4 to the TE. All of these formers are positioned vertically, and parallel to the fuselage uprights, in order to accommodate the wing's positive incidence.

Carefully mark the stringers with a soft pencil from the top view, locating on N3, but with marks for locating N2 "in the air" ahead of the LE. Leave the stringers slightly longer than necessary overall so that they can be cut back once all formers and stringers are in place, and the aft pointed end of the nacelle is located.



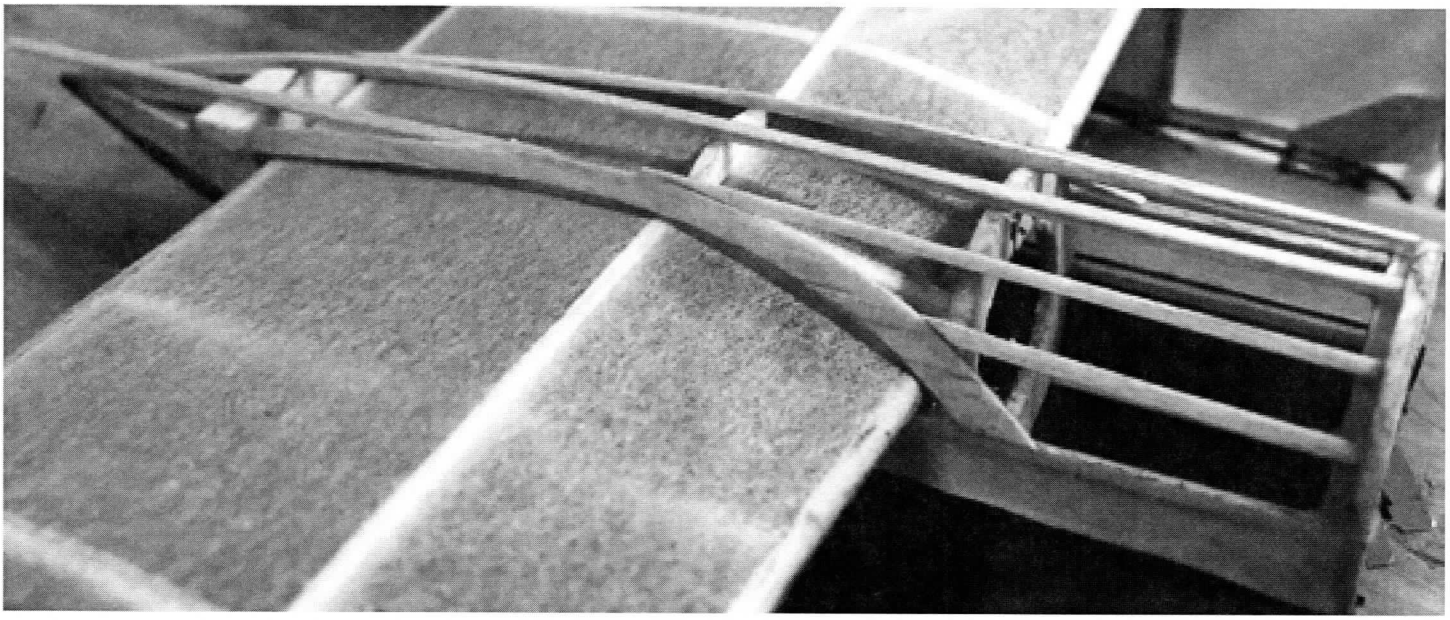
Tack glue two side stringers and two bottom stringers in place to N3 and N3A, and eyeball them for straightness and being parallel to the fuselage longerons in the side view. Adjust the position of formers N3 and N3A if needed. The goal is to have the two top and bottom stringers and the two side stringers touching N3 and N3A so tha the stringers run parallel to the fuselage longerons. Dry fit N2 into place "in the air" between the 4 stringers jutting forward from the LE. The prior marks will give you the necessary distance forward of the LE. Tack glue, align by eye, making any corrections as needed. Once satisfied with alignment, glue the 4 stringers to N2 and add those remaining stringers positioned underneath the wing. Bring the two side stringers together aft of the TE, with the stringers flowing over former N4 and creating the aftmost point of the nacelle. Align the



point along the top centerline, bevel the inside of the stringers, and glue those two together. Repeat with the other stringers to position the aft point as seen in the dotted line of the side view on the plan.

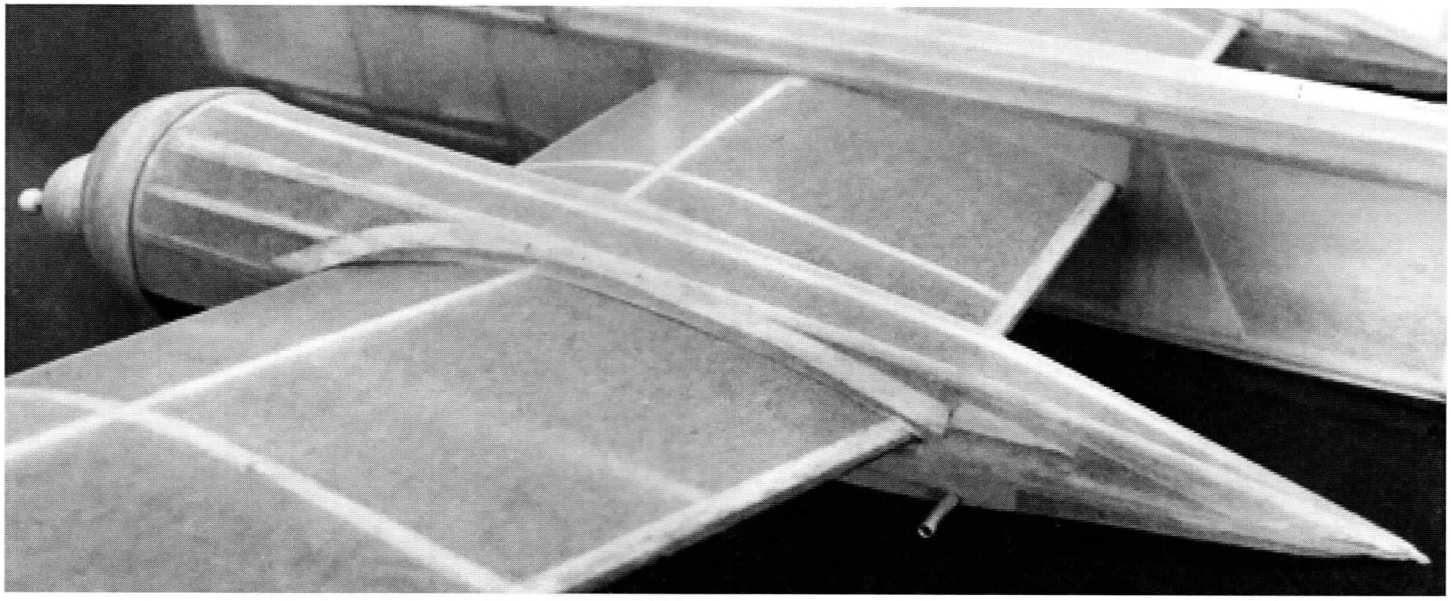
To complete the tops of the nacelles, the wing must first be covered. Position the partially completed nacelles in place on the covered wing, align carefully and glue in place. All other top stringers are then added carefully to complete the full nacelle. Freehand cut a piece of 1/32 sheet to bridge over the top of the wing and link from N2 , touch the sides of N3 top and end past N4. This provides an anchor for the nacelle tissue as it meets the top camber of the covered wing. Once you make the first pattern, all four should be the same. Blend the stringers into framework to flow smoothly.

Once all stringers are glued in place atop the covered wing, cut all that jut forward past N2, and sand that former smooth to accept former N1. N1 is glued to the front of N2 and is larger in diameter, covering the cut ends of the stringers. N1 is a full diameter round ring, and supports the Nacelle tissue covering at the front edge. The cowl assemblies are glued to the front of N1.



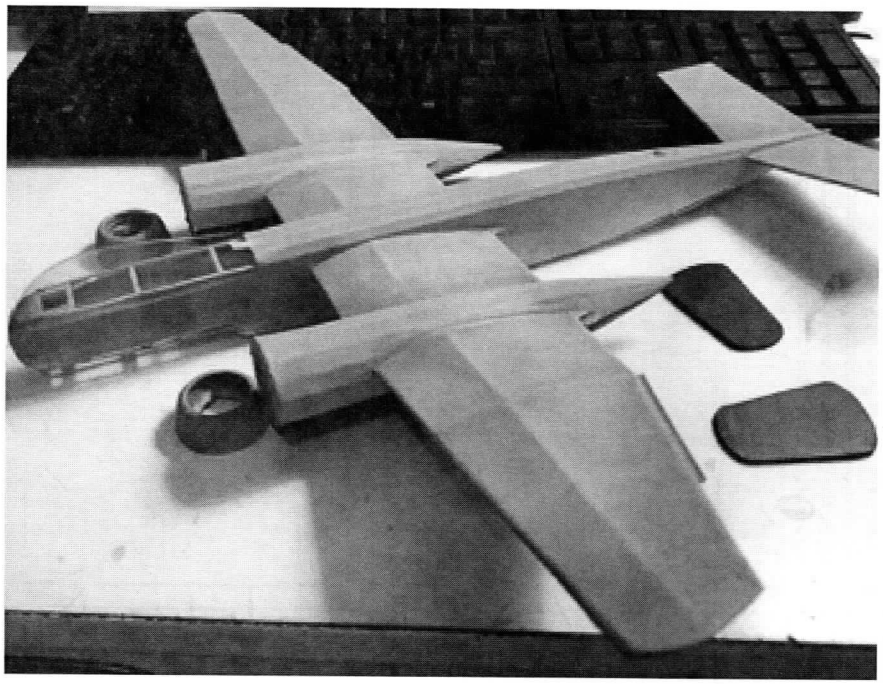
Fill in sheeting near the TE to accept motor pegs. Once dry, sand away the bottom of former N4 to allow for a maximum of rubber motor/spool and peg clearance.

Make a sanding tool using a ¼" dowel with 80 grit wrapped and glued on one end and 220 on the other end. Use this tool to carefully clean up the inside of the nacelle formers to give the most room possible for rubber clearance. When done, the nacelle interior should appear as a shell aft of the TE at the location of the motor pegs. Finally, brushing some thinned glue on the inside of this sheeting will add some strength.



Covering and Coloring

I covered the top of my wings and stab with white tissue, and the bottom of each with black Esaki, enhanced with black pan pastel chalk on the backside. The fuselage was covered with white down to the bottom longerons.



Once the model is assembled and covered with the nacelles and stab in place, then all white areas were sprayed with a thinned coat of Modelmaster RAF Sky Type S enamel using an airbrush set to a fairly broad but light pattern. The Sky Type S is nearly a perfect match to the NASM aircraft color. I prefer the enamel solvent-based paints over water-based paints because they do not distort the tissue as much while spraying.

First practice on a piece of white paper to hone your technique before committing paint to the model. Spray just enough thinned paint to add color and then stop. It is easy to add too much paint. While spraying, also shoot a loose piece of white esaki roughly 12 x12 taped to a piece of cardboard in the same color for use as both test pieces and for future repairs. Keep the same spray technique as used on the model for consistent color.

Once the paint is dry, cover the fuselage sides with black tissue, overcovering the painted sides up to the bottom of the wing - or as your documentation shows. I used gluestick applied to the backside of the black tissue to adhere it over the painted side covering..

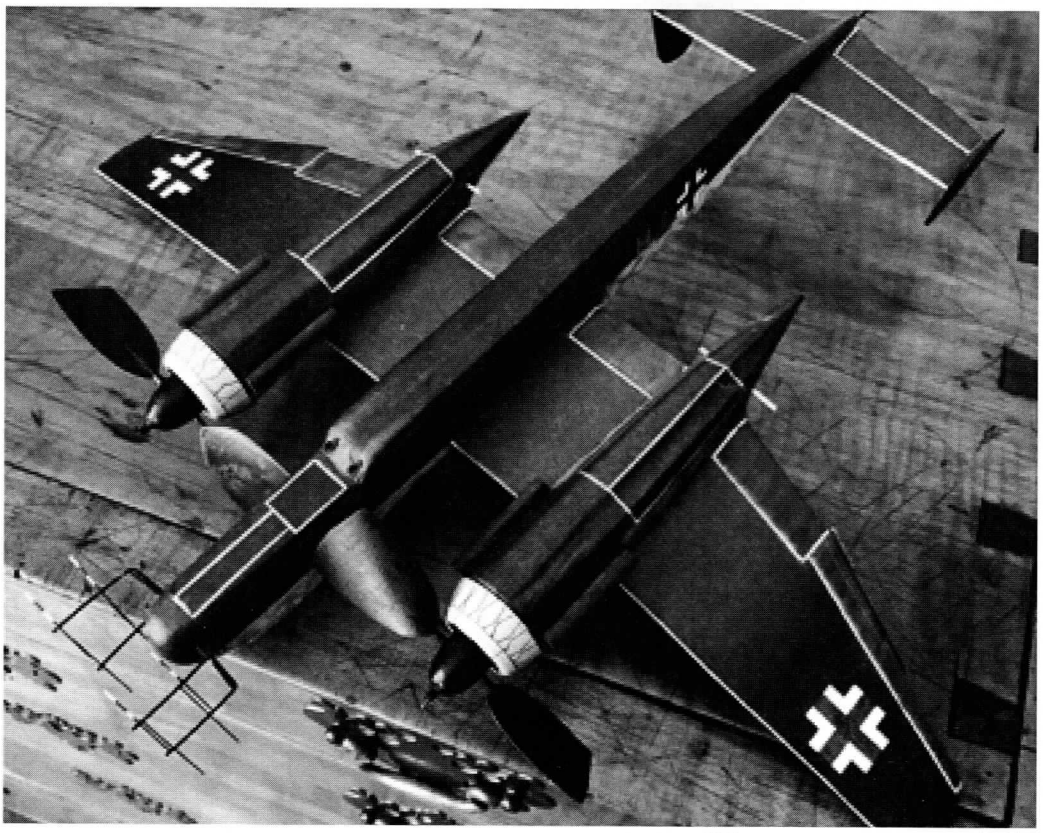
The Luftwaffe Violetgrau Mottling was done with chalk, added to the model freehand, using a tiny foam detailing brush. If your airbrushing "chops" are good, the violetgrau mottling can certainly be sprayed by airbrush. I used a mix of violet and gray Pan Pastel chalk mixed together in a jar lid. The color blend was tested and adjusted by applying it to a test piece of painted tissue, then sealed with Krylon Satin Clear. Keep in mind the chalk will generally get darker once it is sealed with Krylon, so be sure to run small test samplings on painted tissue scraps to fine-tune your color before committing chalk to the model.

I did the mottling over the course of several nights, so as not to rush the job and end up with odd or inconsistent looking mottling in different places on the model. A bit of patience here will give good results. Once the chalk is applied to all top surfaces, seal it with a very light coat of Krylon satin clear. A subsequent light coat of satin clear will seal all decals later in the build- so go easy with this first coat, using just enough clear to seal the chalk. Test your rattle-can spraying technique on cardboard before committing to the model.

Markings

My 16" span ship used a set of Monogram 1/48 decals for a plastic model He-219 that I found on EBay. Cost for the decals and documentation was approximately $10 delivered which saved time from making cut tissue decals. The 1/48 scale decals are within a few percent of correct scale at 16" span, and make the decorating process go quickly with great results.

In addition, 1/32 scale decals are offered for the He 219, which may give you easy options should you decide to enlarge the plan to about 22 ¾" wingspan.

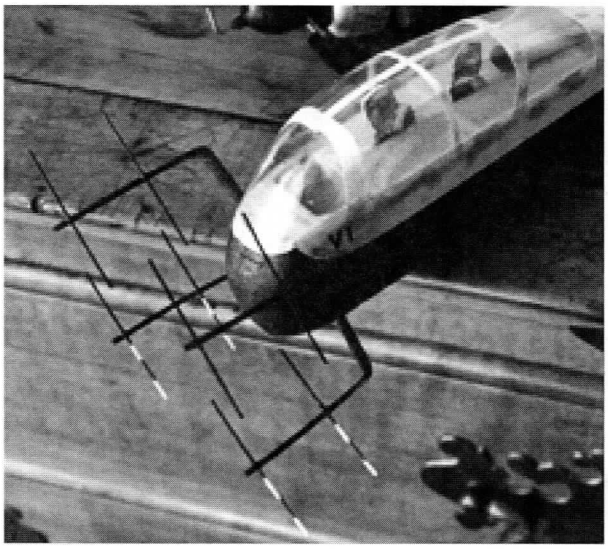


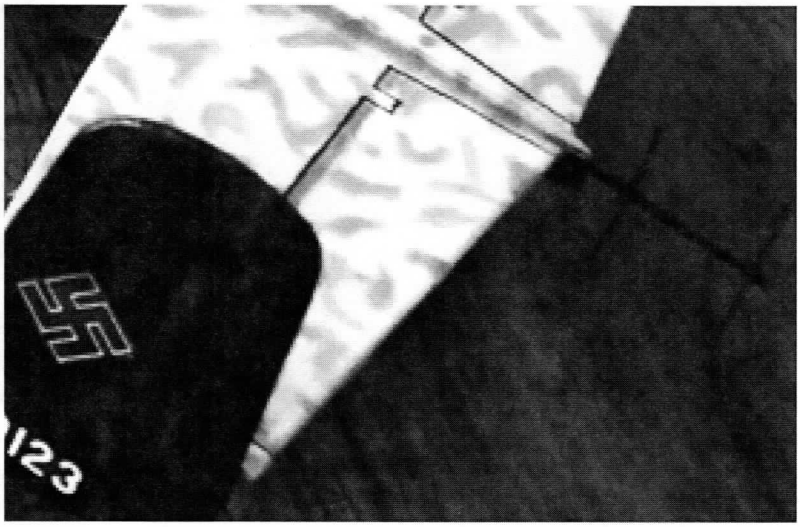
When applying clear film waterslide decals over any matte finished surface, first build up the gloss on the tissue directly under where the decal is to be applied. I used a small brush to freehand coat the tissue with clear gloss acrylic. The clear acrylic will not attack the enamel paint nor the light krylon sealing coat. This glossy coat helps prevent the "silvering" effect of the clear decal film if they were to be applied over a matte finish. Once all the decals, inked control surface lines and chalk accentuations of the control surface outlines were added a final light coat of satin clear Krylon was sprayed over the model. Following this final clear coat, the canopy and its cut tissue framing can then be added.

Nose and tail Antennas: Part of the interest in the He-219 for me is the antenna arrays. However they are fussy little rascals for a FF model. I made all antennas from two different diameters of monofilament fishing line. The main stalks are .032 monofilament and the di-pole cross antennae are .015 monofilament. First uncoil the line and steam it over a kettle while pulling it taut with your hands. The steam heat relaxes the line, allowing it to be straight. The main stalks on the nose have a 90 degree bend in them.

The bend was made by making a jig from a piece of pine. Drilling a series of eight .035 holes vertically in the pine with a drill press allows you to stick one end of the .032 monofilament into it, with a generous half sticking out of the block. Then a flat piece of steel was used to bend the monofiamant sprouting up from the wood and lay it flat against the block. Applying a bit of heat from a propane torch will "heat set" the monofilament and hold the 90 degree bend. Cut the excess off to achieve the correct lengths needed. I ended up making 8 at one time and 7 were perfectly useable. Its just as fast to make a few more than necessary and pick the best ones once done.

One end of the 90 degree bent .032 line plugs into holes in the nose, and its length is built up with balsa. The second leg has the two dipoles glued on with CA glue. Consult your documentation for their position and orientation. My ship has the tail antenna and the top two on the nose glued in place with Ambroid, while the two on the bottom of the nose are held in place semi-permanently with gluestick. Isopropyl alcohol applied with a small brush will dissolve the gluestick and they can be removed for flight testing and trimming, and reinserted for a scale flight. I made several extra sets for the inevitable losses that will occur.



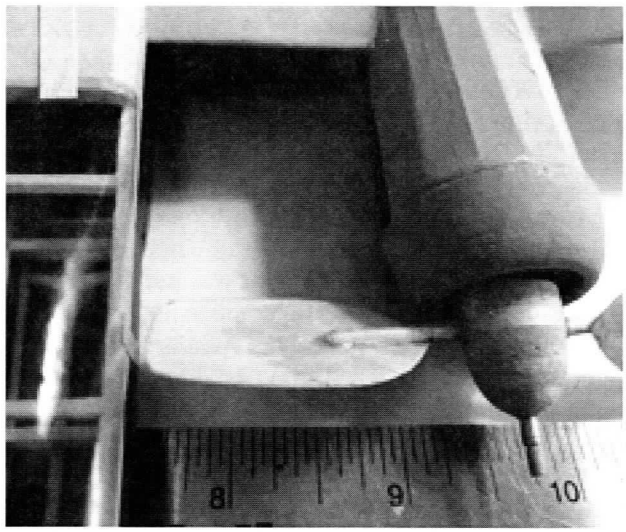


Props and Spinners One could easily add a pair of cut down 4" North Pacific props to this ship and get it in the air rather quickly. However, taking the time to build Counter Rotating (C/R) props will give the easiest trimming for this - or any twin. The C/R props simplify thrustline adjustments because they eliminate asymmetrical torque effects under power compared to two props spinning the same way. In short, when using C/R props, you are typically dealing only with downthrust adjustments.

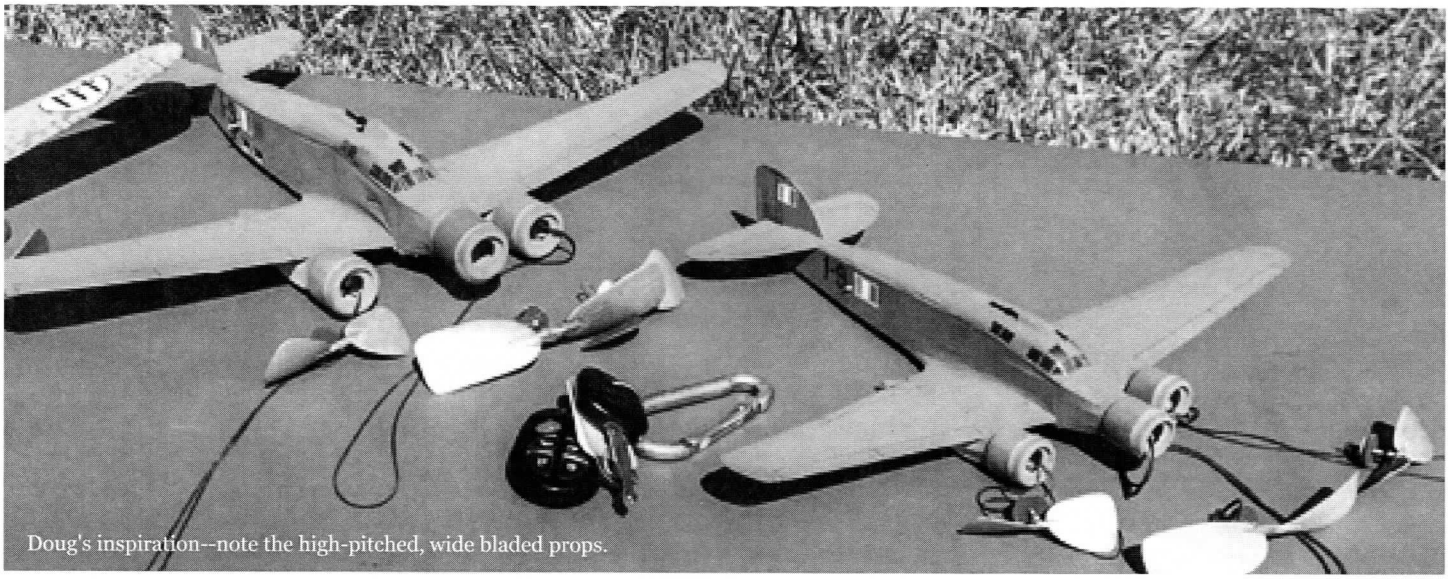
The spinners are each turned from a stack of soft 1/16 sheet balsa, glued with Ambroid cross grained and centered on a 3/32 piece of aluminum tubing long enough to act as a turning mandrel jutting out the back face of the spinner blank. The short aluminum tube sockets which accept the prop blade spars are "let into" a layer of 1/8 balsa sheet as you laminate the spinner together, and not after. See the photo.

Chuck the tubing mandrel in a drill with the spinner lamination blank just past the jaws and carefully sand the blank to shape as it spins. Once turned, cut the mandrel off the back side of the spinner. File a prop drive notch in the front of the tube, then bush down the 3/32 tubing with a short piece of 1/16 OD aluminum tubing slid inside and secured with a bit of CA. The 1/32 wire prop hooks runs through this centermost tube.

The prop blades are cut from a ricotta cheese container per normal practice, being careful to make both a RH and a LH set of blades. The prop spars are made from nicely machined round wooden toothpicks. Sanding the plastic with 220 grit provides plenty of "tooth" for the CA glue used to secure the spars to the prop blades. Further reinforcement is made with either small patches of light fiberglass finishing cloth or silk reinforcing the joint and adhered with CA. Once the blades are done, then set them into the spinner hubs, setting them at an angle of about 45 degrees and secure them with CA. Symmetry across all four blades is more important than absolute accuracy to a given angle. Once done, apply a bit of CA to securely hold them. I am on my third set of prop blades set into the same spinners as seen in the finished model. . The sockets inset into the spinners allow one to remove and replace blades to experiment with different blade shapes and pitches for performance.



The prop shape and pitch –indeed the entire model- was influenced by the series of elegant and tiny Savoia Marchetti SM-79 models that Dave Niedezelski has brought to the FAC Non-Nats in 2017 and Nats in 2018. The man who built these ships and then gave them to Dave apparently was getting nearly 2 minutes duration with these airplanes. Having seen these elegant ships and their props, I followed the prop design and shape used on these SM-79's, and set the blades into the spinner hubs at a rather high pitch. The high pitch certainly helps the free wheeling glide.


Doug's inspiration--note the high-pitched, wide bladed props.

Flight Trimming: Start with 3/32 loops about 8" long in each nacelle. Be sure both noseblocks are positioned in a tight, secure and repeatable manner. Test wind each motor to make sure they unwind without fouling the inside of the nacelles. Correct any issues here first until you get smoothly running rubber motors that unwind at roughly the same rate.

The model should balance at about half the chord of the tip rib R4. Make some unpowered test glides (before adding the nose antennas), and establish a good glide with windmilling props. With that much prop blade area, it will never float like a Gollywock, but it should deliver a nice smooth descent with barely perceptible turn either way. Fine Trim the CG with bits of clay as needed to get a nice glide with the unwound motors in place. Once satisfied with the glide, only then can you begin adding turns to the motors.

Carefully work your way "up the ladder" with turns, making sure that both motors are wound to the same number of turns and both motors continue to behave. Add downthrust equally to both noseblocks as needed to control any ballooning that may occur as the turns and power increases. If something is wonky with the motors, prop shafts or props, then stop and fix it. Twin rubber ships are not tolerant of anything less than reliable, consistent motor runs on both sides. Add to the motor length carefully as the nacelles can accept it without fouling.

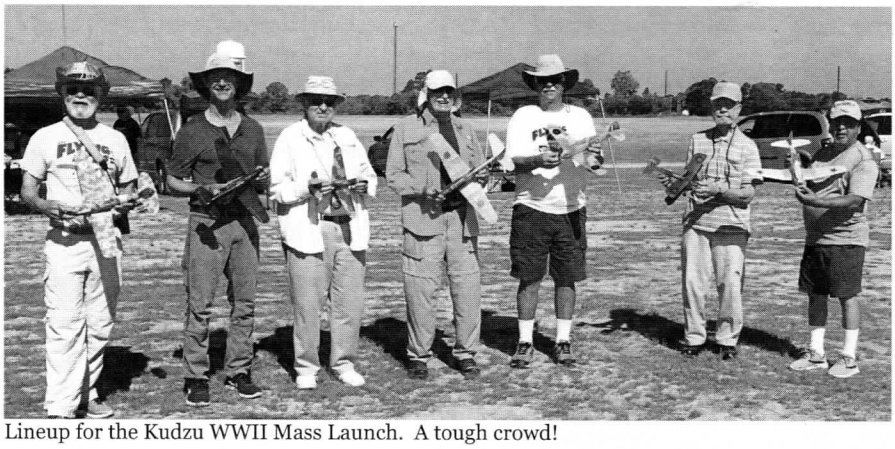
I hope you have as much fun with this FF scale bird as I have. I'd welcome any comments or questions on this build or any other at any time. Please reach me at dabeardsworth@gmail.com.

2019 SPRING KUDZU /CAFFA MEET

Eyewitness Report by O. Leo Strutt, Boy Reporter

Maxecuters and CAFFA fliers came out in force for the 2019 Spring KUDZU meet in Raeford, NC. The usual "local" Kudzu players were there, while several modelers made looong trips to get in on the fun, including **George White** and his buddy **Henry Copeland, Dan Driscoll** and **Duncan McBride**, all three of whom drove in from the distant planet of Flor-I-Da. It was particularly good to see George back out on the field--once he found it, thanks to **Wally and Julie Farrell**, no thanks to Google Maps. George might have been a little rusty, but there was no doubt the Pensacola Pelican master's touch was still there!

The weather was the usual Raeford stuff--hot, hot, hotter! Happily, the humidity was reasonable. There was nary a drop of rain during the two days of the meet, though everyone DID get a proper soaking when the sod farm field watering rig made an inexorable march across the flight line. No harm done, as we all saw it coming! As usual, **John Diebolt** ran a slate of AMA events and **Dave Mitchell** ran the FAC stuff--if you can call it "running". Dave was clearly not used to CD'ing a contest without all his computers, monitors and and IT staff. He ain't no **Rick Pendzick**, that's for sure. Fortunately John had plenty of old-school materials on hand and the day was saved! Pens, pencils and clipboards anyone? Special mention also has to go out to former Maxecuter President-For-Life **Stefan Prosky** who made one of his select meet appearances for the weekend, and a good thing too--Stefan bailed Dave out so many times, you'd have thought Dave was a green aviation cadet with a bogie on his tail. Mayday, mayday! Thanks Stefan! He did manage to get some flying in, and his pretty blue Louise Thaden Staggerwing was dialed in nicely by meets' end.



Lineup for the Kudzu WWII Mass Launch. A tough crowd!

Day one was the best for flying, with moderate if shifty winds helping to keep models on the field in the face of strong thermals. On the second day the winds were powerful however, leading to shortened Mass Launch rounds, less flying and more social jawing. George made everyone happy when he trotted out a couple of bins of select balsa sheet, and commanded that it should magically disappear OR ELSE. John would have obliged--you know how he is about good balsa--but **Shay Diebolt** was having none of it, and threatened Dave with actual bodily harm if he tried to slip any of it into John's car. Dave spent the rest of the meet quivering in fear. We'll be monitoring further developments in this story. John didn't leave the meet empty handed though: a highlight of the contest was when Dave presented him with his Blue Max on Sunday! It was a little late in coming, a situation that Dave tried to pin on Ex-CinC-For-Life **Sky Mayo**, but Sky, being an old hand at this sort of stuff, expertly deflected the attempt.

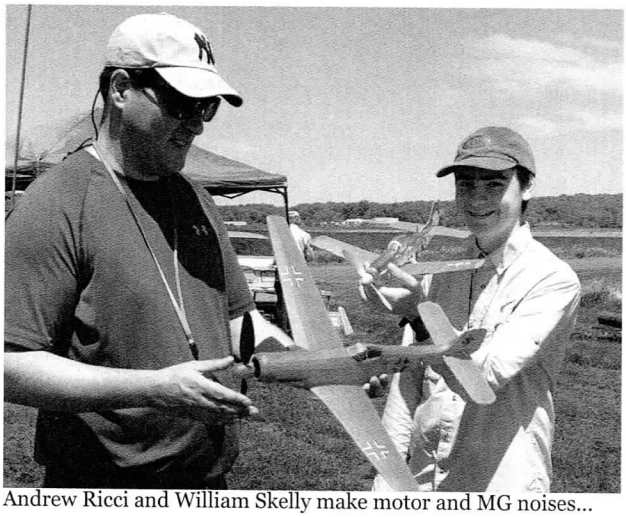
Van Dover had less luck than George giving things away, but WAS lucky in flying, as he notched what we believe to be his first Kanone in the Flying Horde event! WELL DONE VAN! Other meet highlights included **Claude Powell's** Fairey Swordfish pushing Wally to the wall in the WWII mass launch. The Stringbag hung in there but had a rough glide, and ultimately Wally's Fiat G.55 Centaur won out--barely. Claude got his revenge in Low Wing Military Trainer though, maxing his trusty PT19 to take the cake. **Stew Meyers** also made Wally sweat in WWI and in the Air Mail event, but once more Wally's *sang froid* prevailed. Wally might have gone on to sweep ALL the Mass Launch events from there, except that Dave used skill, cunning, guile, and frankly questionable behavior to win Combined Racers with his leggy Howard Pete. In FAC Scale, Dave posted two maxes with his venerable Waco QDC on the first day, but *still* had to make a white-knuckle third flight on Sunday in the howling wind to squeak past Wally's Falcon.

Matt Canady showed no respect at all for his elders. He won the AMA High Start Non Scale Glider event, AND the Blue Ridge Special event over **Roy Courtney.** Roy gets to go home with **Diane Courtney,** though, so nobody feels sorry for him. Matt's grandad **Jimmy Jordan** would have been a contender in 2-bit+1, but his FA Moth went OOS on it's first flight, as did Duncan's Infamous Black Arrow-ALL HAIL!--which cleared the way for Dan to win the event with his Billy T. Duncan came back strong in Embryo with his Maxout however, posting two maxes to power a commanding win. **Kit Bays** continued his mastery of the Jet Cat event. Bonus points? His XF89 don't need no stinkin' bonus points.... other fliers included **Carl Dowdy**, **Bobby Russell,** and a young fella--maybe **Andy Jones?** He said he was a newbie, but based on what I was seeing him do in AMA Catapult Glider, this wasn't his first time at the dance.

In all it was a fine meet, with some of the best participation we've had in a while enabling us to run every event on the schedule except FAC Scale Catapult Glider. It was a welcome return to form after the 2018 Spring Kudzu meet got cancelled due to last year's intense flooding. Maybe the brass needs to bring back the traditional Kudzu ROW events, eh? Looking ahead, the dates for the **CAFFA October Hurricane** meet are set for October 19-20, so mark your calendars!

-O. Leo Strutt

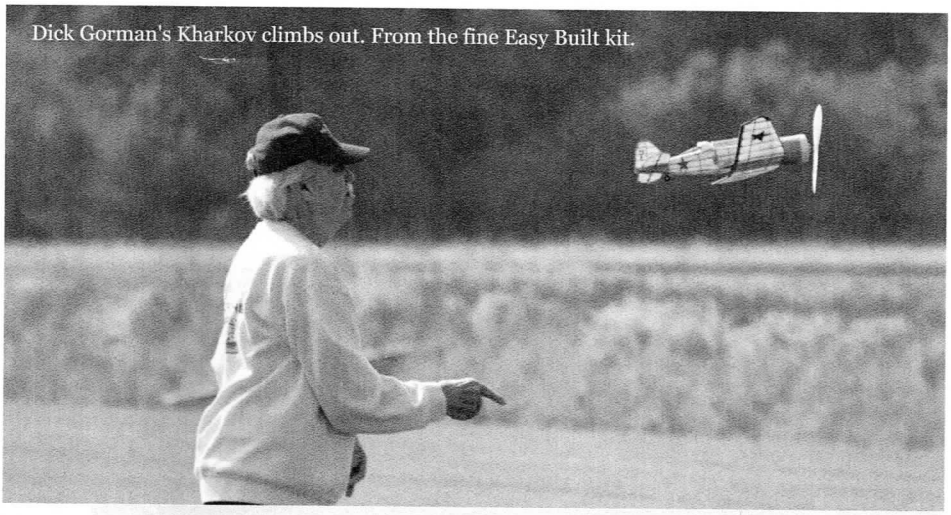
WAWAYANDA While the Maxecuter and CAFFA gangs were mixing it up down South, the Northeast boys were going at it at Barron Field in Wawayanda, NY. The temperatures might have been a little more kind, but there was plenty of Wawa wind to go around..



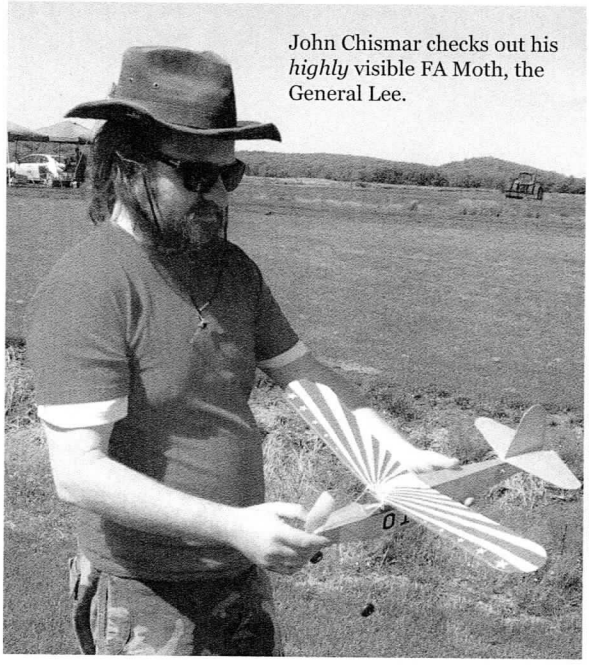
Andrew Ricci and William Skelly make motor and MG noises...

Vance Gilbert proves he's not ONLY about big, as he launches his sweet little Robin.

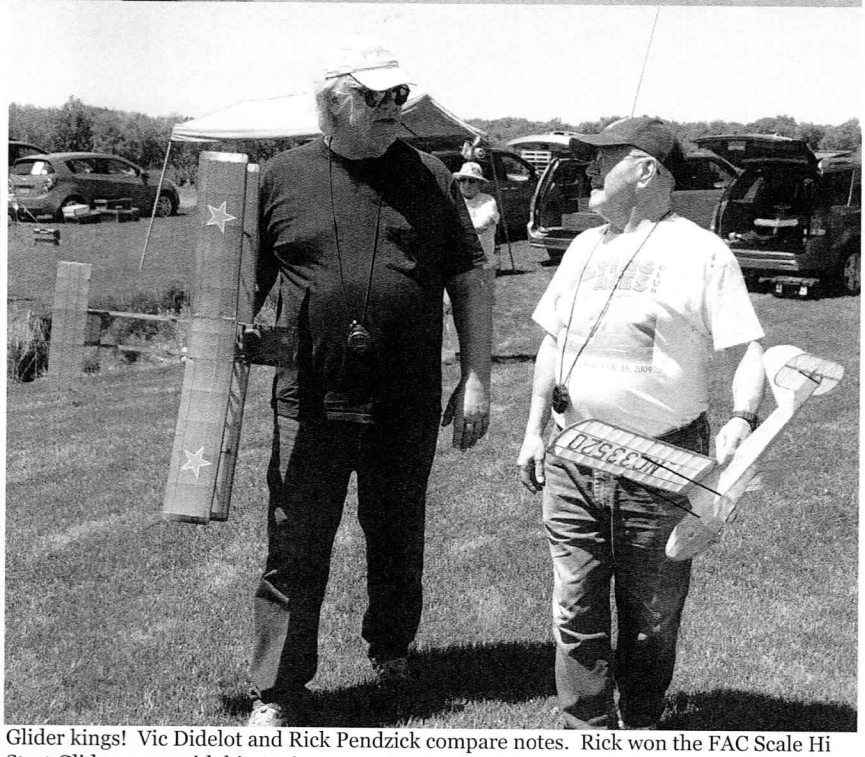
Eddie Pelatowski admires his Thunderbolt.



Dick Gorman's Kharkov climbs out. From the fine Easy Built kit.



John Chismar checks out his *highly* visible FA Moth, the General Lee.



Glider kings! Vic Didelot and Rick Pendzick compare notes. Rick won the FAC Scale Hi Start Glider event with his Antinov A-40 biplane tank transport glider. Fantastic!!

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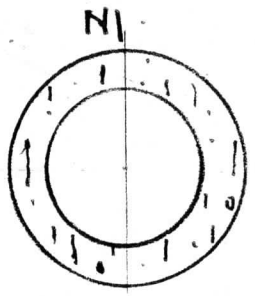
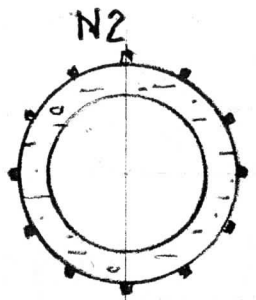
Cover images

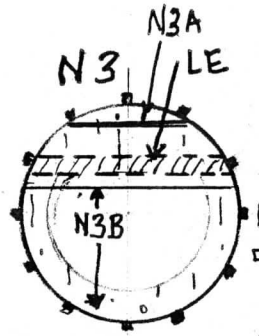
FRONT: Claude Powell relaxes with his Fairey Swordfish, built from the Veron plan. This wonderful model took second in the WWII Mass Launch at Kudzu.

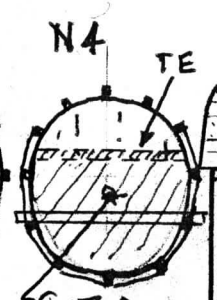
RIGHT: Louise Thaden, Gladys O'Connell and Ruth Nichols pose for a photograph prior to the 1929 Women's Air Derby. All three were charter members of The Ninety-Nines, an organization of 99 pioneering female pilots dedicated to the suport and promotion of women in aviation. Thaden in particular played a leading role in the group's evolution, serving as its first secretary and sparkplug in the early days; Amelia Earhart became the first President in 1931. Through the advocacy of the Ninety-Nines, beginning in 1935 women were permitted to compete directly against men in the Bendix Trophy Race; in 1936, Thaden and her navigator Blanch Noyes won the prestigious event in her Beechcraft Staggerwing C17R.

www.ninety-nines.org

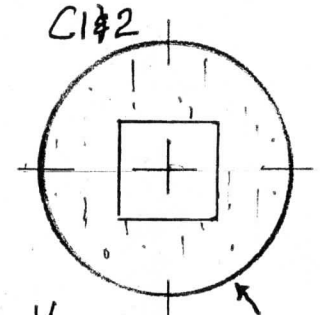


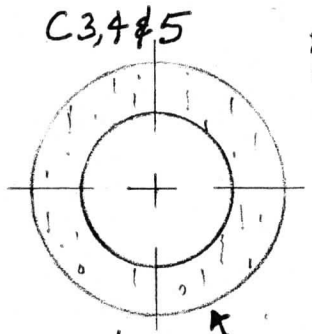


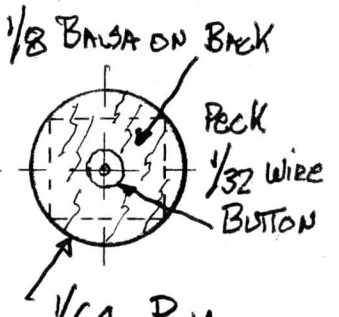


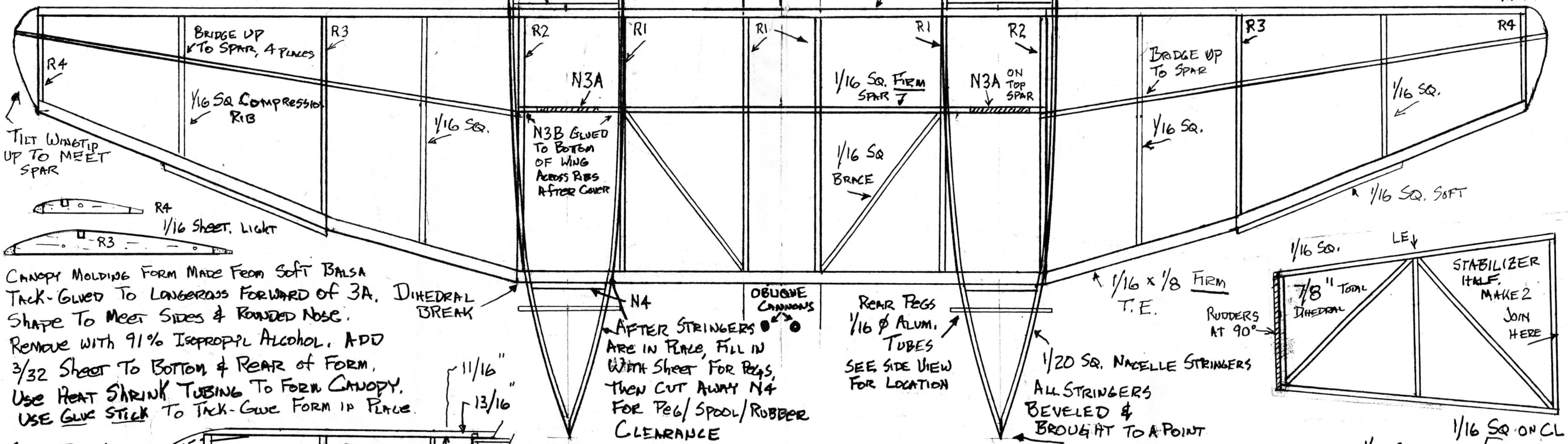


ALL NACELLE FORMERS 1/16 LIGHT SHEET









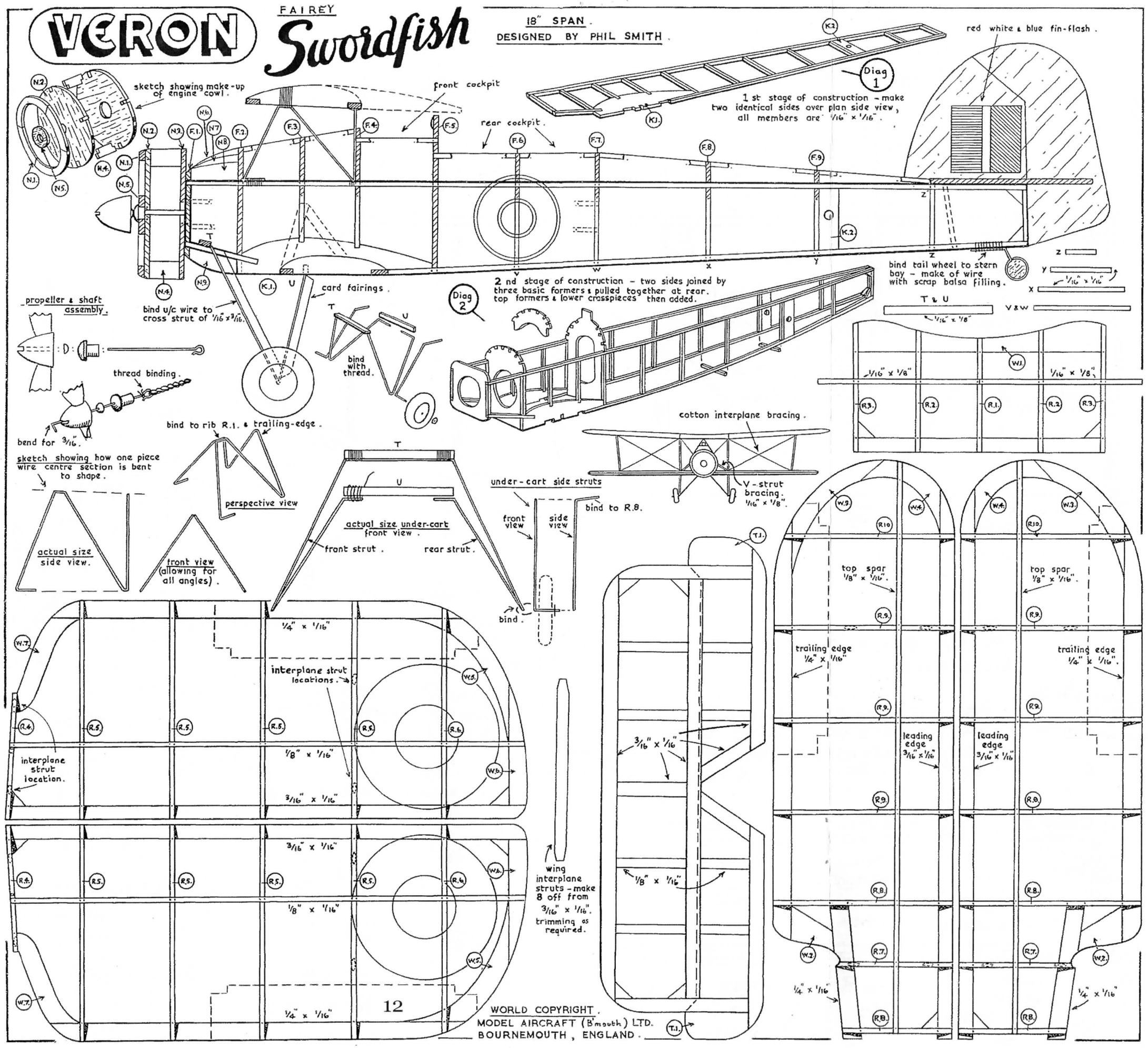
HEINKEL 219 NIGHT FIGHTER

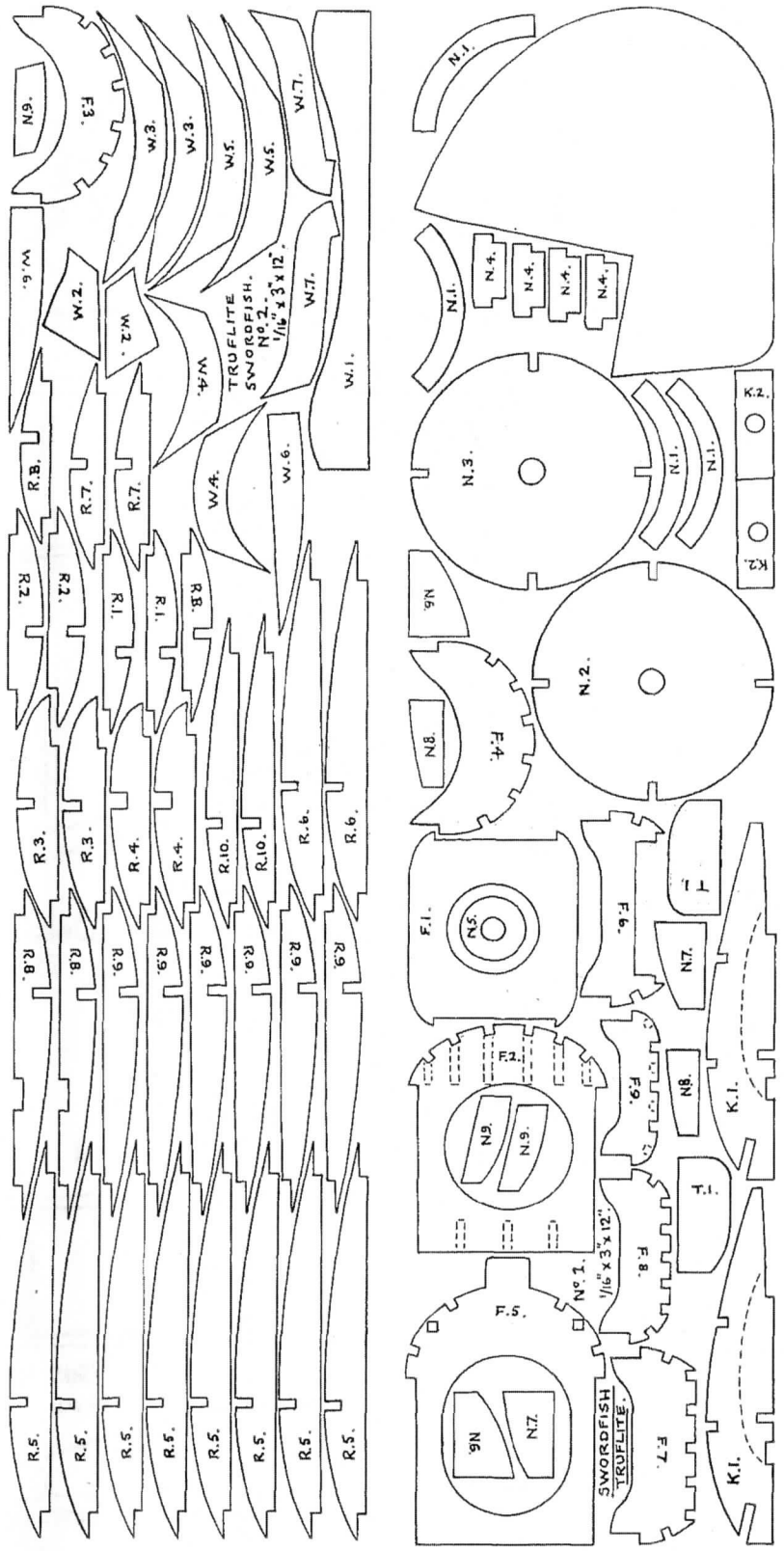
TAPAWINGO AIR SERVICE

DOUG BEARDSWORTH 3/23/2019

VERON FAIREY Swordfish

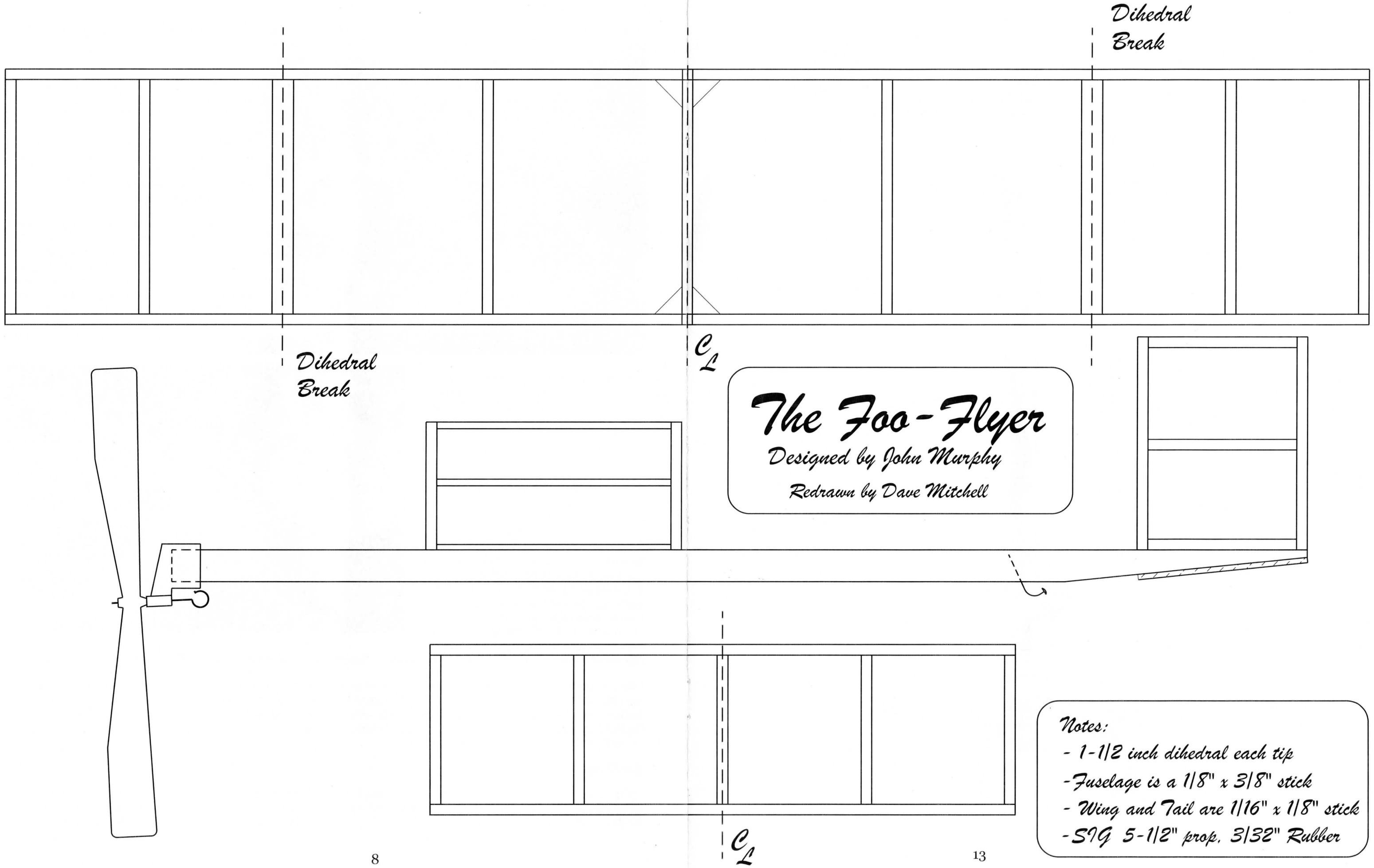
18" SPAN.
DESIGNED BY PHIL SMITH.





NOTE: This plan has been reduced to approximately 71% of its original size. Enlarge, measure twice, cut once!

You'd do well to build up the rudder to keep it light...



The Foo-Flyer

Designed by John Murphy

Redrawn by Dave Mitchell

Notes:

- 1-1/2 inch dihedral each tip
- Fuselage is a 1/8" x 3/8" stick
- Wing and Tail are 1/16" x 1/8" stick
- SIG 5-1/2" prop, 3/32" Rubber