



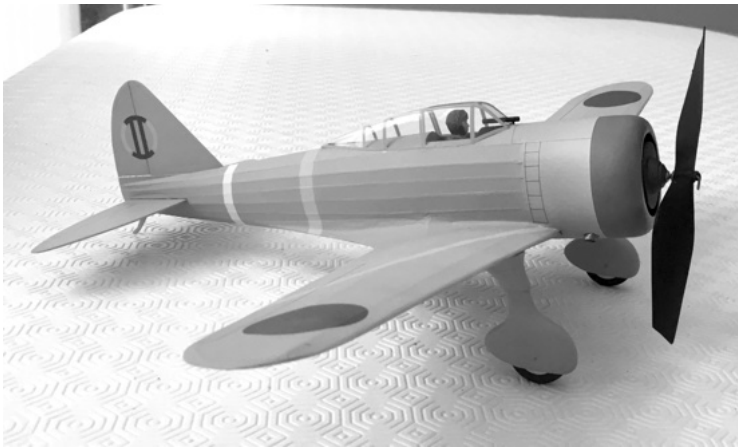
**The Journal of the DC Maxcuters,
The dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club**

Editor: Dave Mitchell

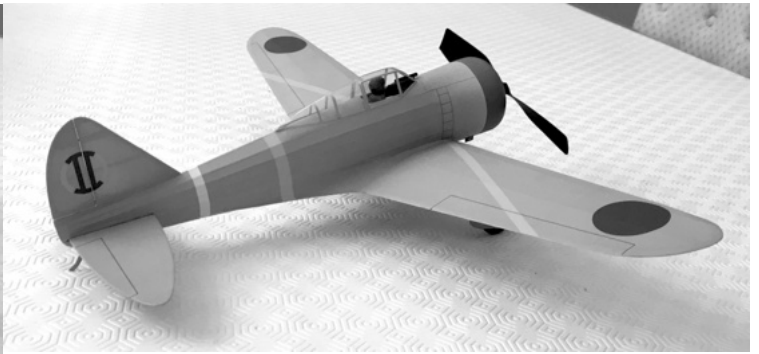
2022-2



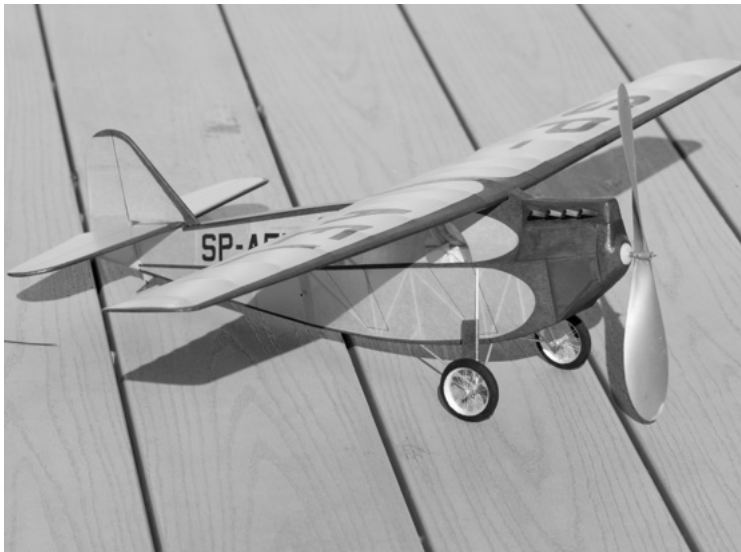
TRAVEL AIR 5000



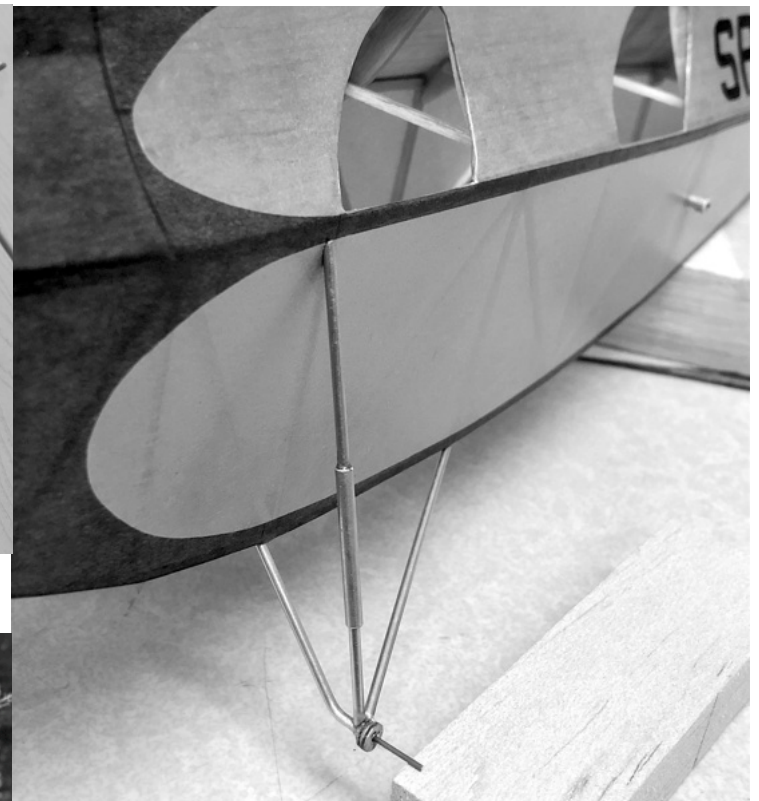
Mike Stuart's immaculate KI-27, from the Diels kit.



Another view of Mike's KI-27. Mike was very pleased with the kit, and says "the model came in at 28 grams without rubber, which isn't too bad, considering it is fully airbrushed. I suspect I will need nose weight. Prop is a 6" Czech Tern copy."

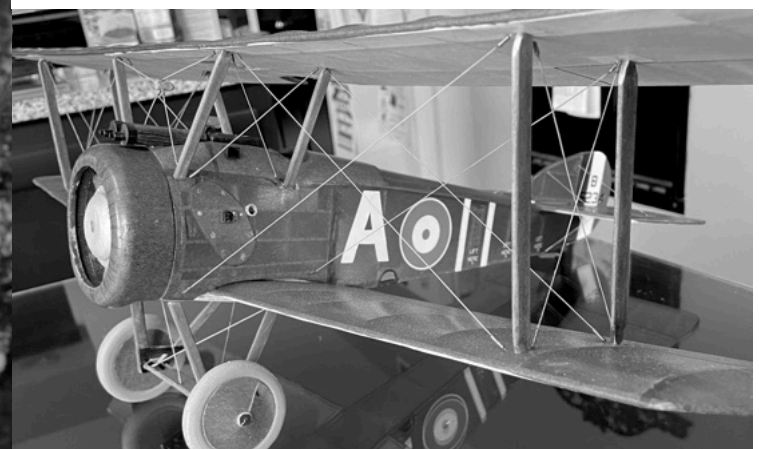


Clive Gamble built this RWD-4 from the MaxFax plans. Looks sharp with its spoked feet! Green and silver.



Close up of the super-neat aluminium landing gear work on Clive's RWD-4. We hope to have flight reports soon!

Barry Harrison poses with his fine short-nosed Moth. Yellow with blue markings--41g. Oughta be a goer!



Fred Staggs has been building up a storm lately. Here's a peek at his gorgeous Camel. Fred says he likes rigging. It's clear--that 's no afterthought work there!

MAXFAX 2022-2

For lack of a better theme and for good reasons beside, this issue will present some follow-up to plans presented in the recent and not-so-recent past, a repeat publication of my 2011 Waco Are dimer, plus some a few things that didn't make it into last issue. To keep things fresh, we've also got a new plan for the Travel Air 5000 *Woolaroc*. As is increasingly the case of late, this plan has NOT been completely vetted, though I did managed to get the fuselage test built---everything fits, though I've made a few minor adjustments to the plan since building mine. Unfortunately, my drafting program began to act up as I was nearing the finish line, which prevented me from making the plan quite as detailed as I might like. You'll notice, for instance, the lack of true-length landing gear and strut layouts. Sorry about that gang! Perhaps I'll get it sorted out and present them as an addendum in a future issue...? Anyway, don't let that stop you from building one---you're good enough to figure that stuff out on your own, and it's a neat old bird that's begging to be modeled!

Thanks to **Wally Farrell**, who sent in some build notes on several models that have appeared in these pages. Hey, if you have a plan *you're* working on, why not send it in? Project photos? Maybe you have a great new old idea you'd like to share, or some observations from a flying session? I'm not picky.

Ok, yes I am. If you're sending me a plan, it helps SO MUCH if you think in terms of an 11" x 17" layout, allowing for a 3/8" minimum border. I'm not against cutting up the 30" x 48" original plan you send me, scanning it in and completely reworking the layout to meet my craven needs, but you need to know that that IS what will happen, IF it happens--time has been short lately.

We are sad to report that **Bill Hadden Sr.** has passed, after a long life well lived. Bill Sr. was a fixture at the Air Dale events for many years, always accompanied by his son Bill. Sharp as a tack to the end, Bill Sr. was a delightful man to converse with. And if you ever wondered how Bill Jr. got to be such a nice guy...well, it's clear it was genetic. Heartfelt sympathies from all the Maxcuters to the Hadden family.

UPCOMING EVENTS:

2022 FAC NATS Geneseo, NY July 13-16
Schedule of events in the March-April FACNL

Maxcuters ZOOM meetings

Every other Tuesday at 11:30am, hosted by Carl Hampton. Check your e-mail for notices. To receive an invitation, E-mail Carl at: **champton3@cox.net**

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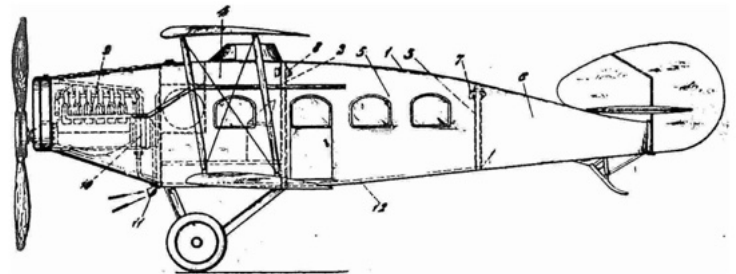
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PUBLISHING DATES - Four issues of MaxFAX are sent each year, one each quarter, but since this is a volunteer publication nothing is guaranteed except that four issues will be sent to all members. **History suggests that you can expect your issue at or near the end of each quarter.**



**IN MEMORIAM:
WILLIAM "BILL" HADDEN, SR.**



Bill Hadden, Sr. was born in 1917 in Belfast, Ireland and immigrated to the United States with his family when he was five years old. A lifelong aviation enthusiast, his son Bill Jr. remarked that "...Dad was into airplanes before Charles Lindbergh made it cool!" The picture above shows Bill Sr. holding his own-design Commercial model, consulting with his faithful dog Shep about the thermal activity. Or perhaps he is negotiating the price of retrieval? Bill used to fly with Henry Struck, who would call out "Hey Sheppy!" when they showed up at the field. Ah, the good ol' days!

Bill Sr. served with the 344th Bombardment Group in Europe during the European occupation phase of WWII, and was a member of the Army of Occupation in 1945, stationed at Sorbonne University in Paris. While there, he participated in the GI University Program at the Sorbonne.

In November 1945 he returned to America where he resumed his education at City College of NY, obtaining a degree in Mechanical Engineering. During this time, he remained in the Reserves, trained on AT-6 aircraft, and became a licensed private pilot.

Bill Jr. continues, "Dad's first engineering job was at Lockheed. But he eventually figured he could have an exciting career or a good family life, and chose the latter. He was a plant engineer at a pharmaceutical company for 20 years before retirement, but he put his energy into his family. Much to my benefit." That family included wife Claire, and three children: Carol, Gail and Bill, Jr.

Bill Sr. and Claire lived in New Jersey until 2008, when they moved to Virginia, close to Bill Jr. and Carol.

The happy result of this arrangement was that Bill Sr. became a regular presence at the local aviation events, including of course the Airdale fly-ins, where he could always be found engaged in conversation with various



Maxcutters. Ron Anderson wrote, "He always had a great story or observation to share and given his extraordinary span of years, he witnessed some amazing history first hand to share with those of us who were eager to listen. I know in my heart he will be sorely missed by your family and the Airdale friends he was so much a welcome part of. As a wise person once said, "friends are the family you choose for yourself"

Anyone who met Bill could not fail but to be impressed with his intelligence, good cheer and kind spirit. We are all the better for knowing him. Fair winds, Bill!



Bill Hadden Sr., giving the business end of the Nieuport a close inspection at the open hangar event last November. Bill passed away on June 4th.



TRAVEL AIR 5000

Woolarocs, (G)NATs, and Okies, oh my!

I recently decided that if I was ever going to make any progress in my quest to model the principal aircraft of the ill-fated 1927 Dole Air Race, I'd better get on with it. With my Vega *Golden Eagle* (see MaxFax 2019-1) as long-lost as its full-size counterpart, it was time to move on. If I modeled the **Travel Air 5000 Woolaroc** (N-X869)—which not only won that dire dash halfway across the Pacific, but still exists—maybe history would repeat itself, and I'd have a good-flying model that didn't disappear...?

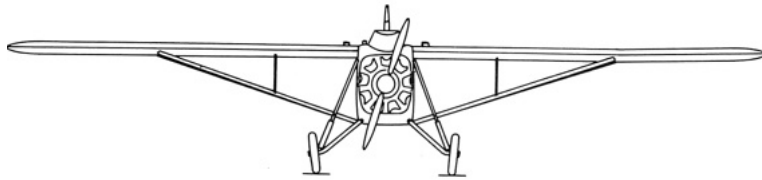
Woolaroc and the Breese-Wilde 5 *Aloha* were the only two aircraft to finish the Dole race out of the original eight qualifying entries. Piloted by Arthur Goebel and navigated by William Davis, *Woolaroc* made its way from Oakland, CA to Wheeler Field in Honolulu, HI in 26 hours 17 minutes; *Aloha*, piloted by Martin Jensen and navigated by Paul Schluter, landed two hours later. The race—and the lead up to it, as well as the aftermath—was a sensation, with the newspapers and pundits dishing out equal parts scorn and admiration: the contestants were either brave airborne heroes/heroines pushing the envelope of human endeavor, or they were rash fools setting a bad example in the pursuit of filthy lucre. There seems to have been little middle ground. In any case, of the remaining six qualifiers, two aircraft (*Golden Eagle* and *Miss Doran*) vanished over the Pacific during the race; two (*El Encanto* and *Pabco Flyer*) wrecked on takeoff; and two (*Oklahoma* and *Dallas Spirit*) were forced by mechanical problems to return to Oakland shortly after taking off. *Dallas Spirit* set out again three days later, hoping to not only complete the race, but to try and locate *Golden Eagle* and/or *Miss Doran*. A noble aim, but *Dallas Spirit* was never to be seen again. Despite a great deal of time spent combing the Pacific and the Hawaiian Islands, the three aircraft and their crews were lost forever.

My initial interest in the Travel Air 5000 however had nothing to do with the Dole Air Race, but instead began when I was scurrying about looking for a model to build for the FAC Air Mail event held at the Nats back in 2018. A visual mash-up between sleek futurism and raw practicality, the Travel Air 5000 pushed all the right buttons for me. I got a fair start on plans for the airframe, basing it on a nice three view of *Woolaroc* by **C.J. Nichols** from *Aeromodeler* magazine that I found online. Little did I realize at the time that *Woolaroc* was a custom built Travel Air 5000, and that there were some noticeable differences between it and the typical production model 5000 used by National Air Transport to fly the U.S. mail! Fortunately, I guess, I got bogged down designing the structure around the complicated glazing at the nose and wound up abandoning the project at the time (instead I built a Junkers-Larsen JL6, a yet-to-be-resolved mistake).

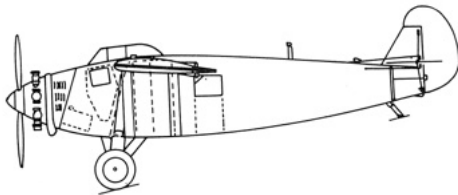
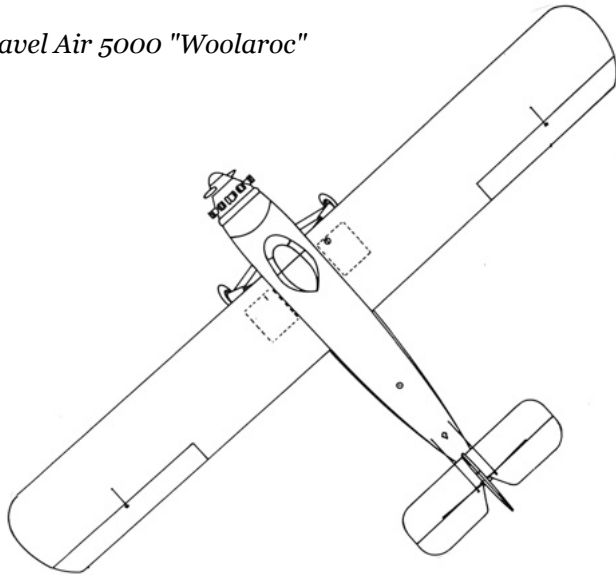


I didn't include the Nichols three-view in this article, because I was unsure of the copywrite restrictions (you can find it online--just search for "Travel Air 5000"). The three-view included in this issue is less detailed, but it will serve. I've also included a nice three view of the production version. I think it wouldn't take too much work to modify my plan to the production version--note in particular its more pinched

aft fuselage, the balanced ailerons, the elegantly sculpted rudder, and the generous observation window area at the nose. They're different enough that you'll want to make a choice between *Woolaroc* or the production version and stick to it--especially if you're thinking of doing it up proper as an FAC Scale project. To make things even more interesting, the custom built *Woolaroc* had a sister ship, N-X911, built at the same time and also for the Dole Air Race--the aforementioned *Oklahoma*. Whereas *Woolaroc's* color scheme is a medium blue overall with deep orange wings, *Oklahoma* apparently featured yellow wings. Note also that the block lettering on the sides of *Oklahoma* is somewhat less complicated than that of *Woolaroc*, so for those of you who might otherwise shy away from the build due to fear of fonts, there is an easier way out.



Travel Air 5000 "Woolaroc"



Photos show that the *Oklahoma* also had a substantially elongated canopy compared to *Woolaroc*, with the faceted teardrop shape carrying almost all the way back to the TE of the wing. Aside from these cosmetic differences, the two aircraft appear to share the same characteristics that differentiate them from the production Travel Air 5000 production layout, so you could build from my plan and have two flavors to choose from. Or you could build two! Fun!

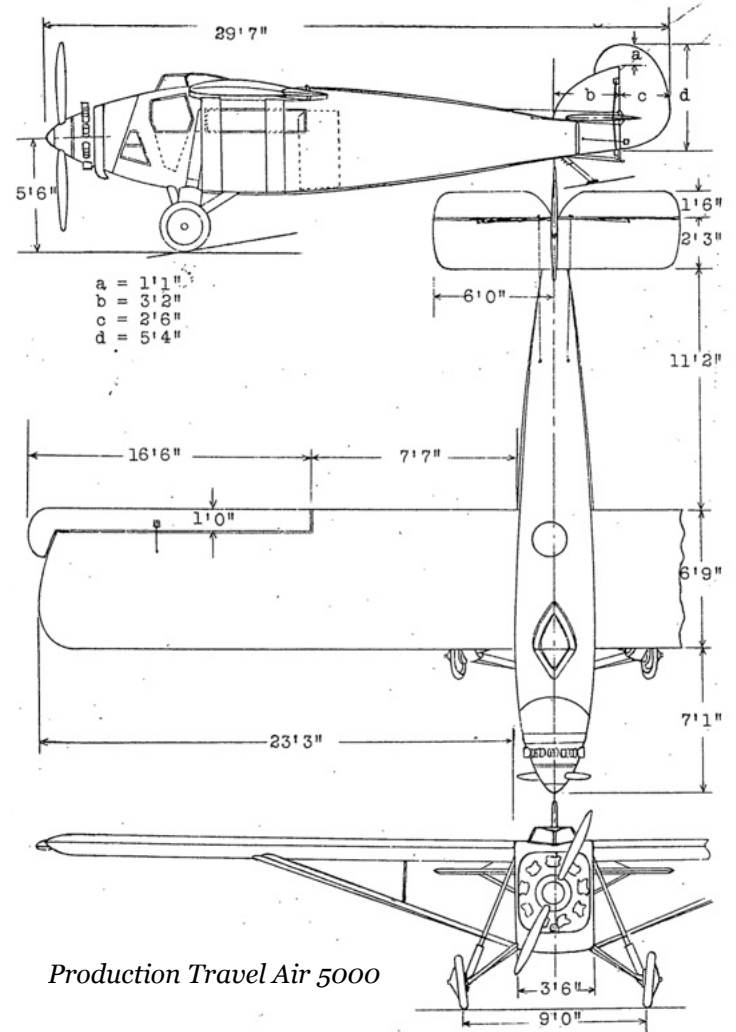
As I got deeper into the research project--*would I ever start building?*-- closer comparison of photographs of *Woolaroc* with the Nichols three view suggested that some minor deviations from that three view were in order. Plus, I also came across yet *another* Travel Air 5000 three view

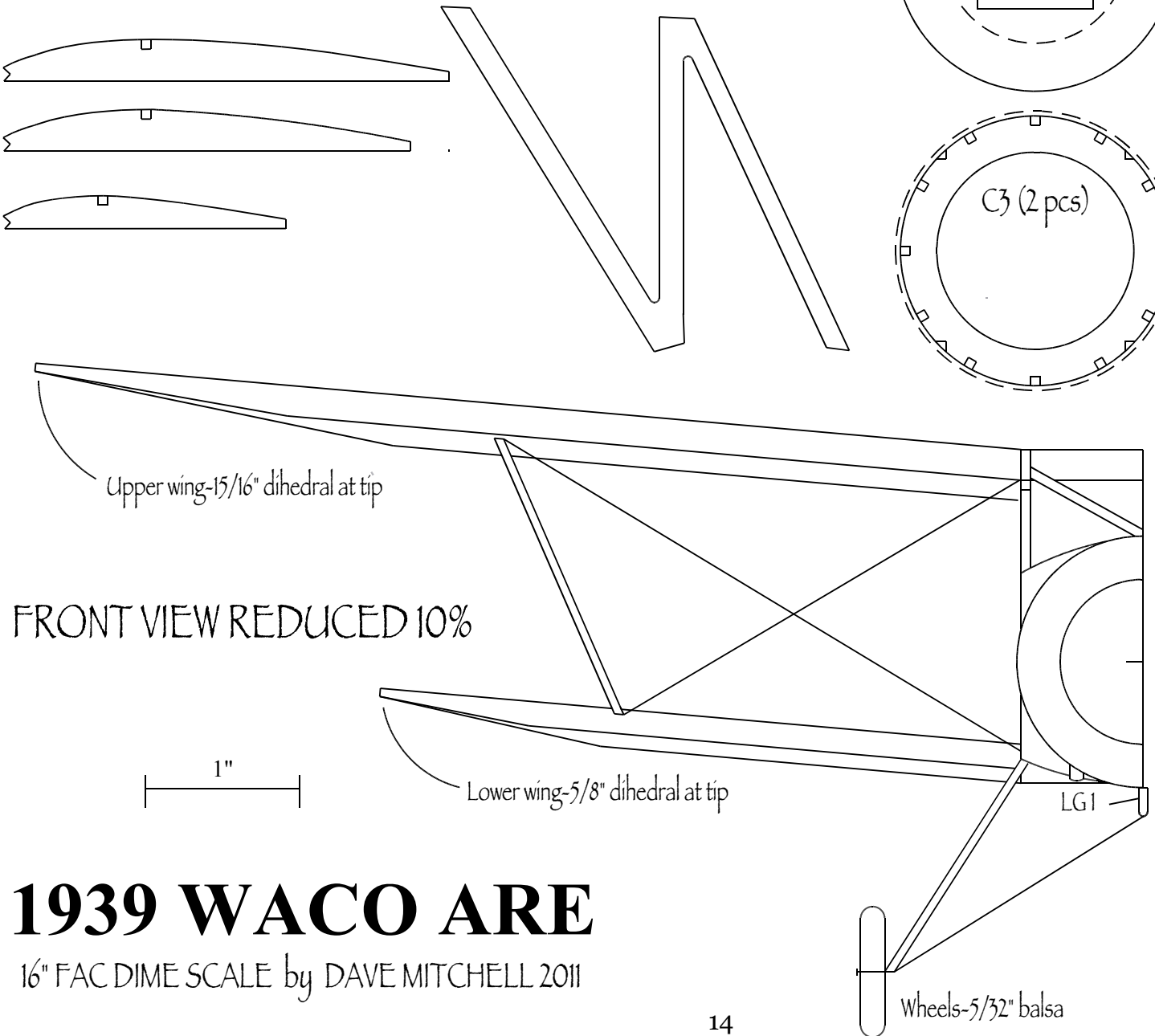
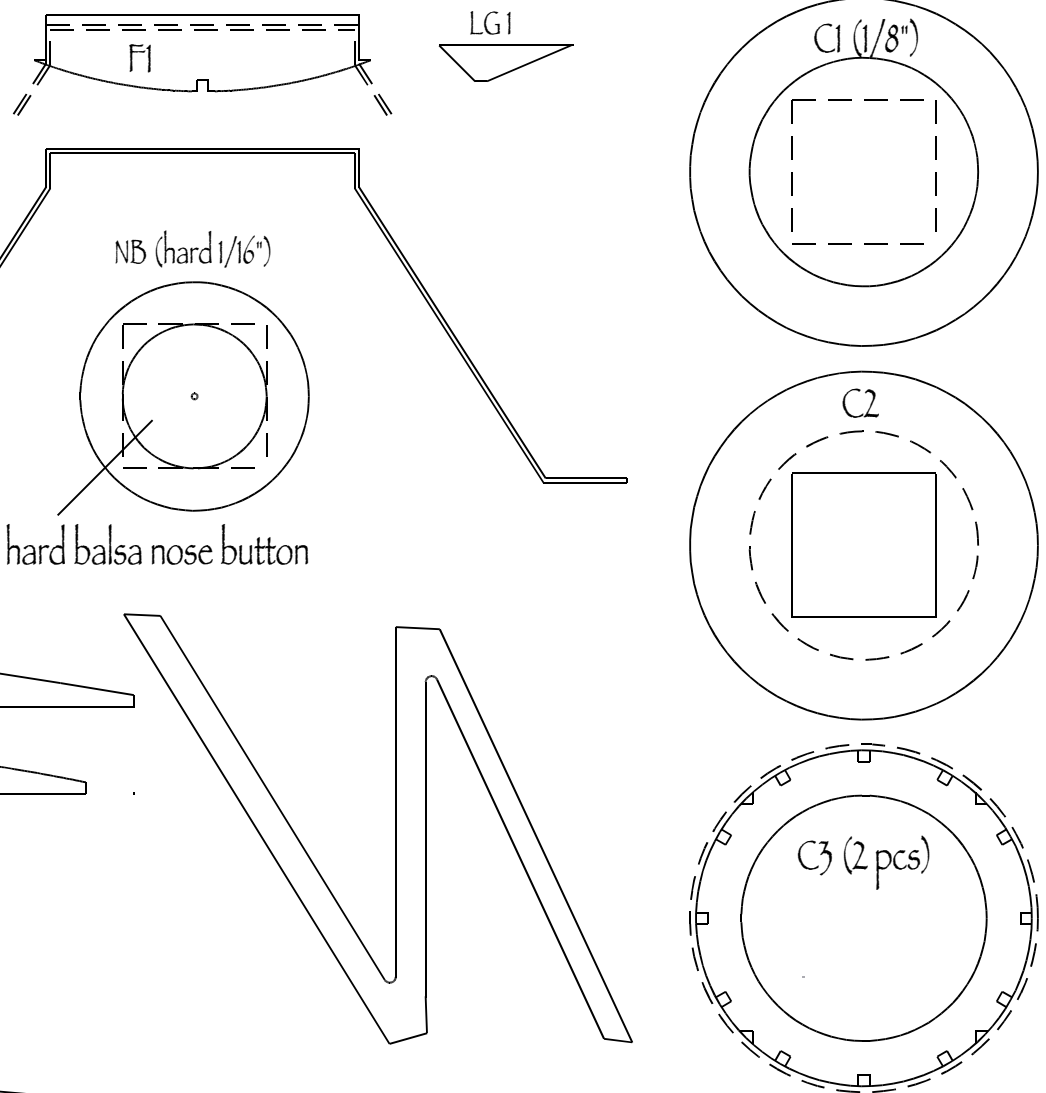
which I thought got the canopy profile a little better (IMO none of them really get it right) as well as the more correct forward rake of the main landing gear--the Nichols drawing looks too strong to me. To my relief, all of the three views I found--there were four in all--agreed pretty well with one another as to length / wingspan / wing chord etc. The long and short of it is that while my plan mostly follows the Nichols three view, there's a lot of blending going on, along with a healthy dose of old-fashioned informed guesswork. You know, a guy could chase this stuff down and second guess himself forever! It was time to fish or cut bait!

cont. pg.15



Woolaroc arrives at Wheeler Field, Honolulu, HI. Navigator William Davis appears to be getting a little fresh air after a job well done.





1939 WACO ARE

16" FAC DIME SCALE by DAVE MITCHELL 2011

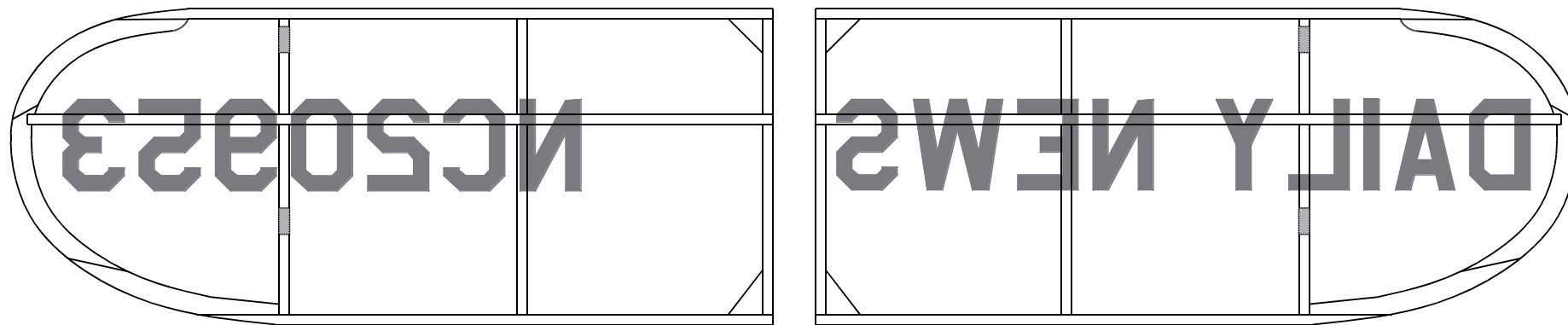
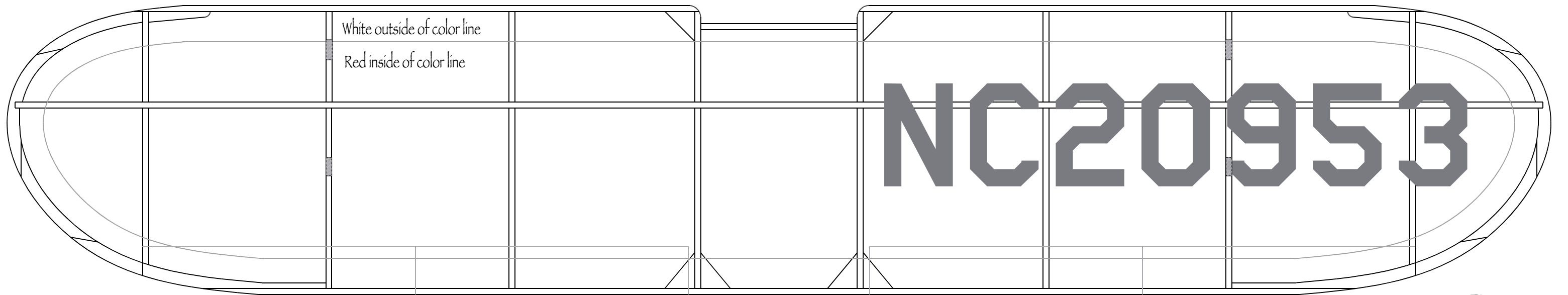
VEGA GOLDEN EAGLE FOLLOW-UP

When I was drawing up the plans for the **Vega Golden Eagle** (MaxFax 2019-1), I spent a lot of time online trying to find a definitive image of the logo on the sides of the fuselage. I also couldn't tell if there was a registration number on the lower right wing. When push came to shove I had to make guesses, as the photo evidence I had was not clear and press time was upon me. Two weeks after I committed to my markings I came across the photo at right, which told me EVERYTHING I wanted to know--and how far off the mark my guesses were...Grr! Here is the evidence, and the new graphic that I worked up from it, scaled to correct size for the 24" model. Note that the sign painter expanded the width of his letters (in particular the "A") on the right so that five letters would take up about the same space as six, and thus allow the "wings" to be of equal length. And yes--there WAS a registration number on the bottom right wing! At some point, I will re-run the plan with the necessary corrections, and then I shall sleep better. Wally built a Golden Eagle, and sent in the following build notes: "The empty weight of my Golden Eagle Vega is 33 grams, which includes a very small amount of tail weight. It flies on a pawlonia prop, and has a surprisingly aft CG, about 5/8" back from the lower spar at the 3rd rib. The motor is a loop of 1/8 and loop of 3/16 by 36". It has two wins in the combined racer/NAR event at Muncie."

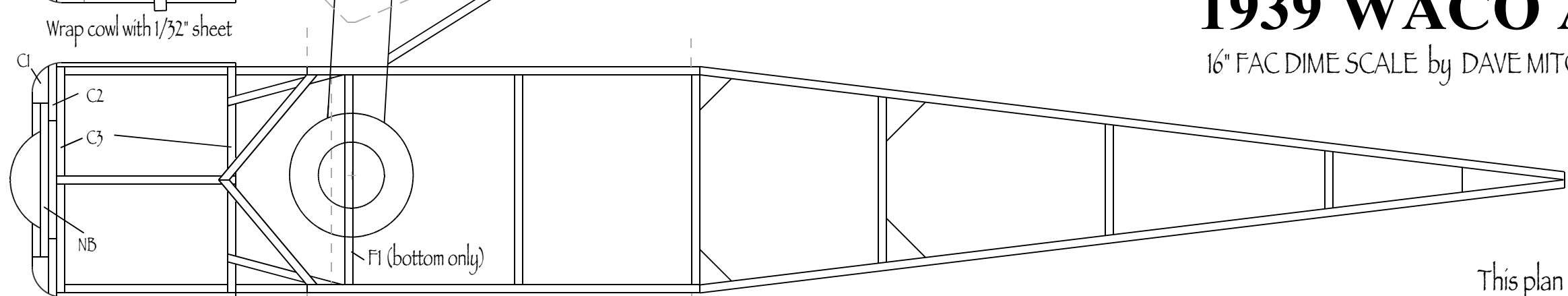
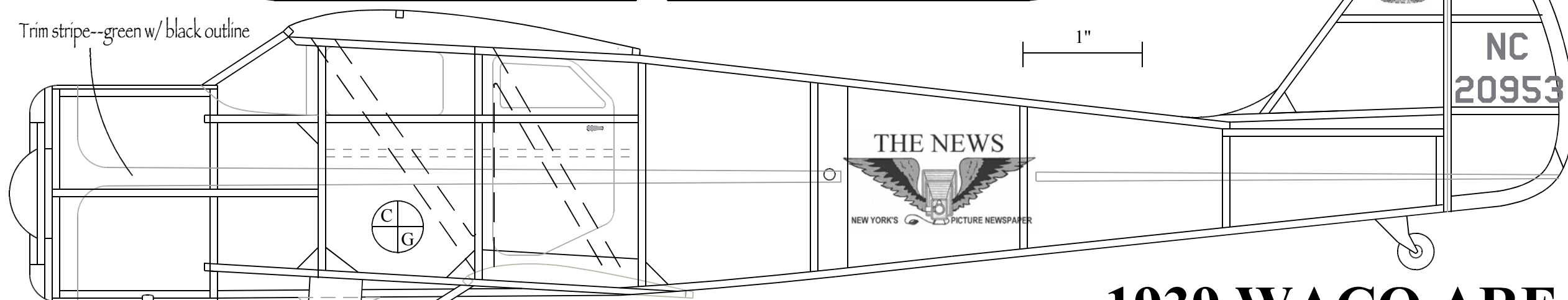


Speaking of golden eagles--back when **Don Srull** was actively dominating FAC Scale contests left and right, his *Santos-Dumont 14bis*, with its high bonus points and outstanding flying ability, was a very hard plane to beat--so hard, that in the end a whole new category was created (Pioneer Scale) to draw it off and give other designs a chance in FAC Scale!

Don ultimately converted the ancient bird to electric power. A few years back he was flying it at Shangri -La South when it made a turn, drew a bead on a Honda from 100' feet away and....well, the photo tells the tale. Don reckoned he'd gotten his money's worth out of the model and retired it. And hey... the big Hungerford wheels survived!



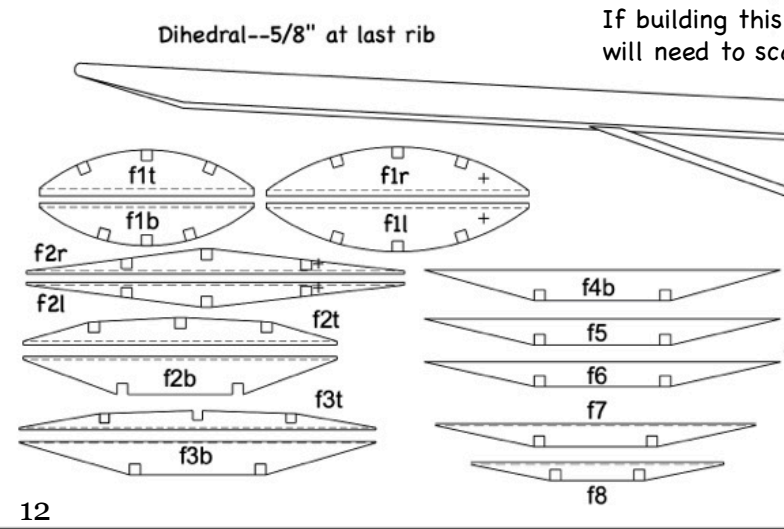
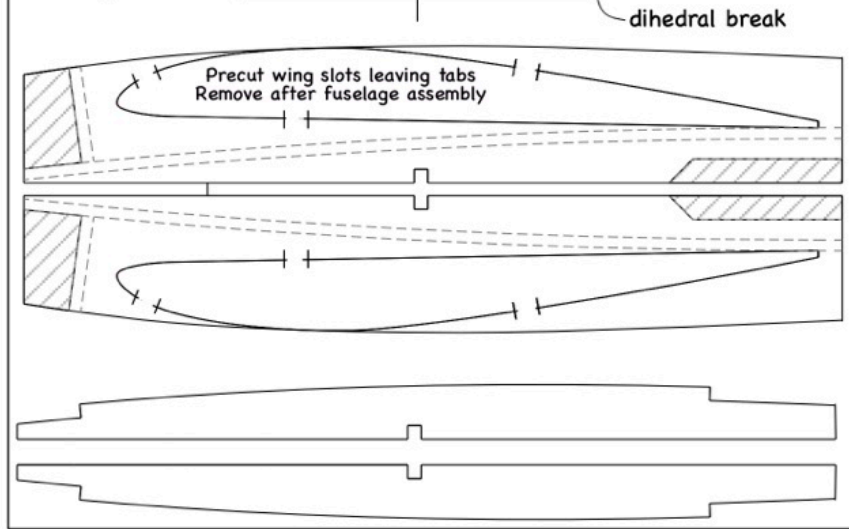
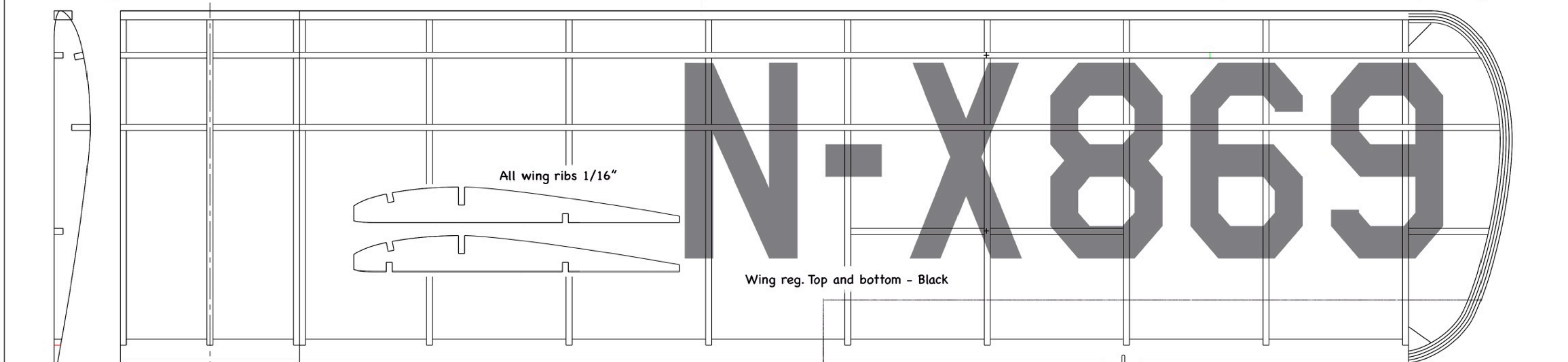
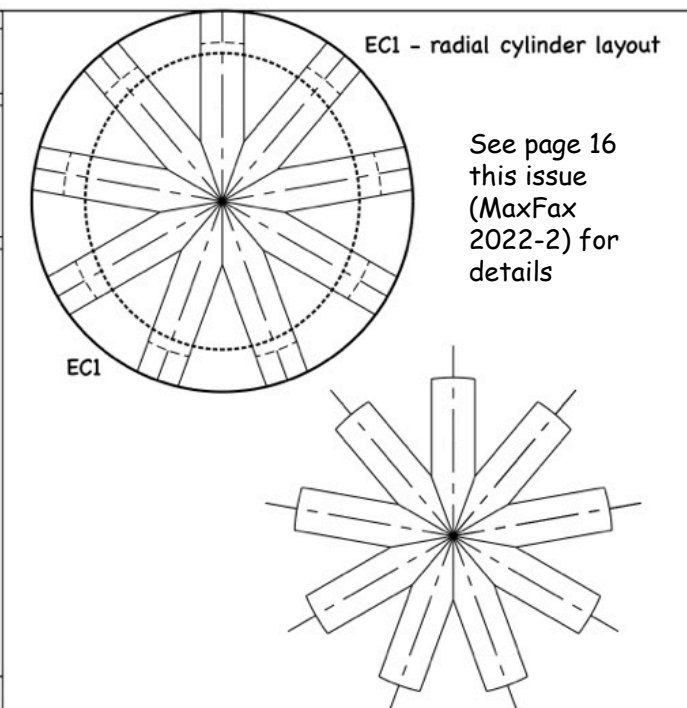
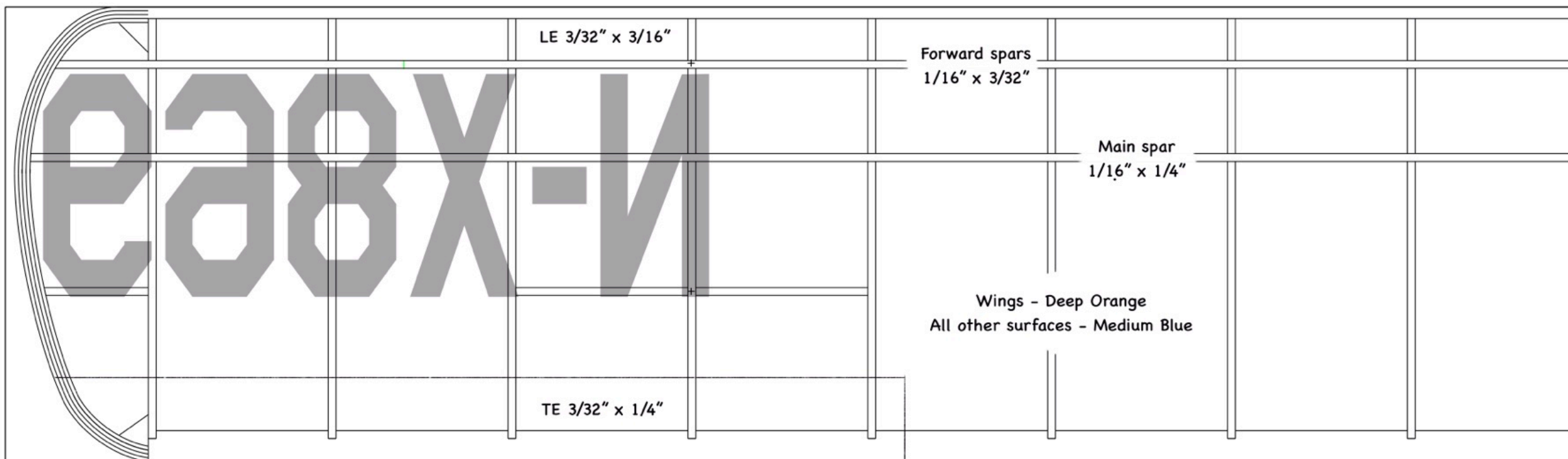
All structure 1/16" sq. or 1/16" sheet except where noted
All registration numbers and lettering---Black
All surfaces White, except as noted



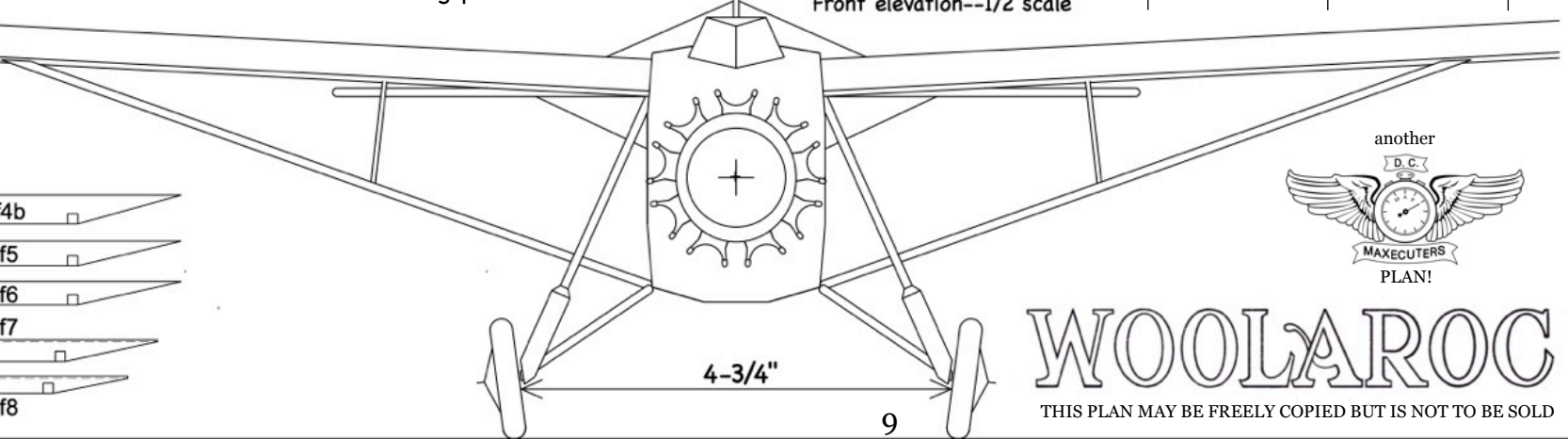
1939 WACO ARE
16" FAC DIME SCALE by DAVE MITCHELL 2011



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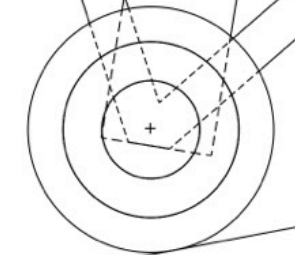
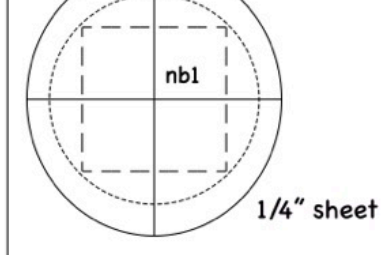
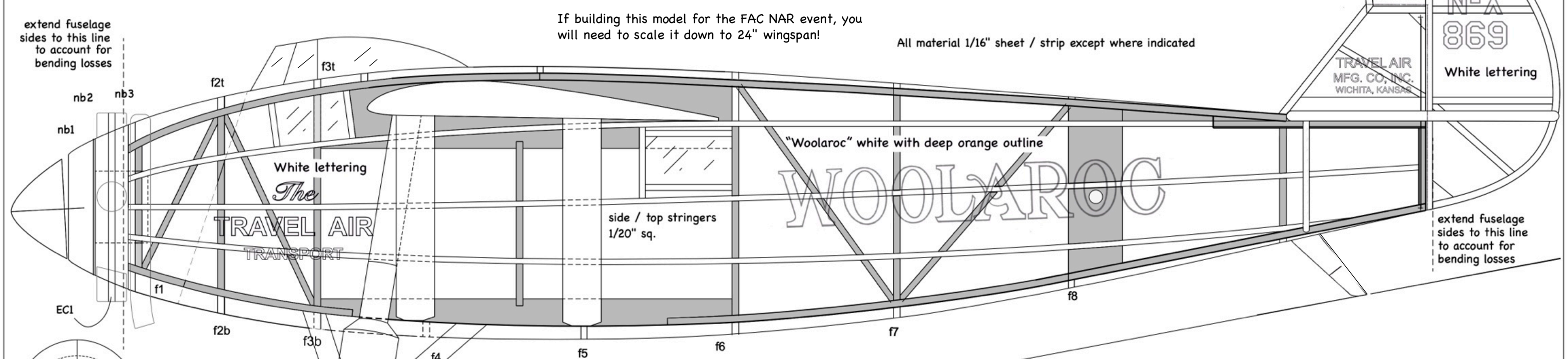
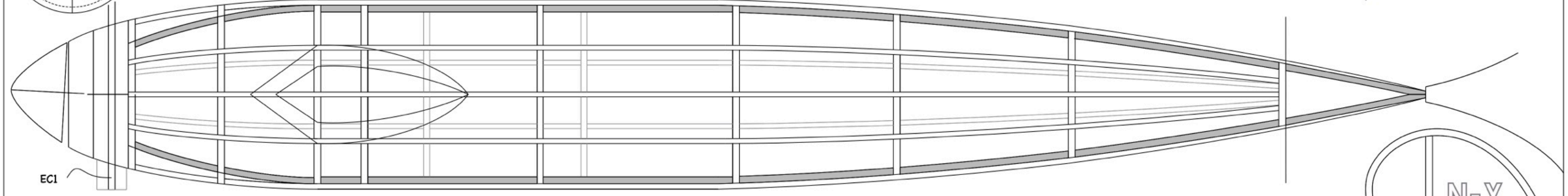
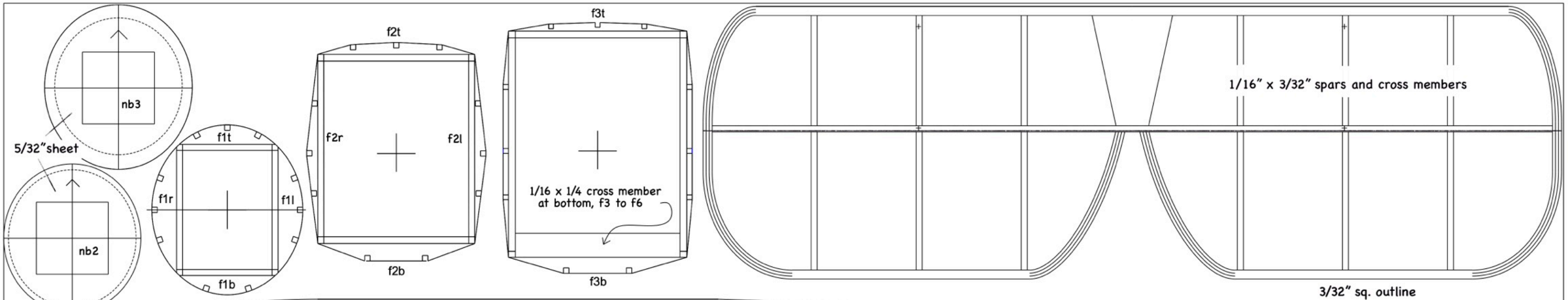


If building this model for the FAC NAR event, you will need to scale it down to 24" wingspan!



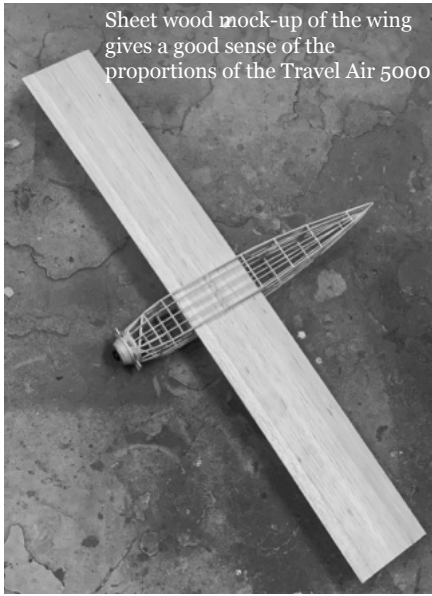
WOOLAROC

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TRAVEL AIR 5000
WOOLAROC

TRAVEL AIR 5000 (cont.)



Having arrived at a satisfactory working plan, I was off and running. Sort of. Back in 2019, I had initially started the drawing at 24" wingspan, but when I printed it out last month I was struck by how small the fuselage seemed--this bird has a LOT of wing! So, without thinking too much about it, I bumped the wingspan up to 27", which was the biggest I could make it and still fit the fuselage easily onto an 11" x 17" plan

layout. That felt better, and I started cutting out parts. It wasn't until I had already built the fuselage that Wally Farrell reminded me of the 24" wingspan limit for the FAC National Air Race event. Doh! Oh well....so I'll fly mine in Golden Age Monoplane.

But note well: if you want to enter this model in FAC NAR events, you must scale the plan down to 24" wingspan! It should still work out using the material sizes called out on the plan.

Given that substantial wing--there's 97 sq. in. to lift your spirits --I felt like I could afford to fit the 5000 out properly with her subtly curvy fuselage stringers. Aft of F2, the side stringers are glued directly to the fuselage verticals before faring in at the tail, which means the tissue runs uninterrupted to the tail (except for at the rear peg mount). While



this looks great, it does make major tissue repairs more problematic, so you *might* want to build out the verticals flush with the stringers with some soft balsa. If you decide to go this route, you can probably eliminate the fuselage diagonals behind the wing; the additional tissue attachment points will make the fuselage quite stiff once it's covered and shrunk.

The wing is one-piece, slide through. The stab area was bumped up to get to a healthy TVO; I kept the rudder at scale size. My plan is to use minimal wire in the landing gear, so the LG struts, which will probably be made of bamboo, will be attached to the fuselage via reinforced mailing package paper tabs. By slotting these tabs in along the bottom line of the fuselage I'll have a bit of flexibility as to their exact placement, which I think may come in handy--the vertical shock absorbing LG strut crosses very close to the leading edge of the forward wing strut, so a bit of fore-aft fudging might be needed that would be difficult to do with hard points. I'll figure out some sort of bungee shock absorbers for the vertical LG struts.

Check the next MaxFax as our thrilling tale continues...

Note the elongated canopy on *Oklahoma*, Woolaroc's sister ship. I'm going to hazard a guess that this was to provide an enclosed place for the navigator to work; *Woolaroc* had shorter canopy and an open-air rear hatch that the navigator could stick his head out of.



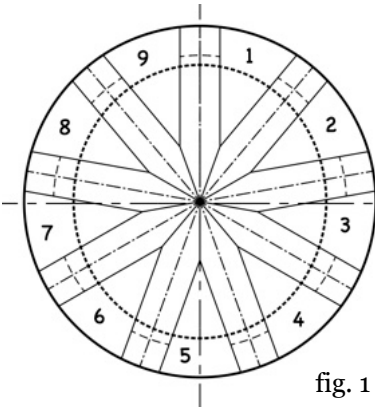
Why is this man smiling? You'd be happy too, if your navigator had just managed to direct you to a few pinpricks of land in the middle of the Pacific after 26+ hours of continuous flight over open water...Woolaroc pilot Art Goebel responds to the throaty huzzahs of the crowd.



RADIAL ENGINE ARRAY

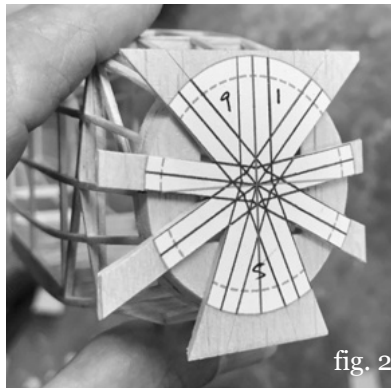
Here's another one of those process-oriented things *I* like to do, but I'm sure other people roll their eyes and wonder is it really worth it? For a dimer, maybe not. For an FAC Scale effort, *definitely*. Give it a try, I think you'll be pleased with how much it helps to get your cylinders properly arranged.

1. Make a careful layout on paper of your cylinders (fig. 1) If you use CAD it's a snap. If you're using compass and protractor, take your time and get it right! Give yourself center lines so you can align things; you can also include the layout lines of the nose formers that will sandwich the spokes. Use glue stick or low-tack spray adhesive to glue your paper layout to a sheet of 1/16" balsa.



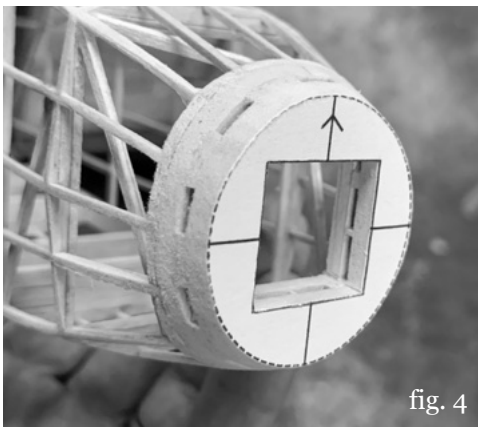
2. Cut out and save the numbered pie-shaped pieces.

3. Use glue stick to tack the cylinder spoke array to the backing nose former (fig.2). When it's aligned, use your preferred adhesive to permanently glue **ONLY** the pie-shaped pieces into place. Make sure you don't accidentally glue the spoke array!



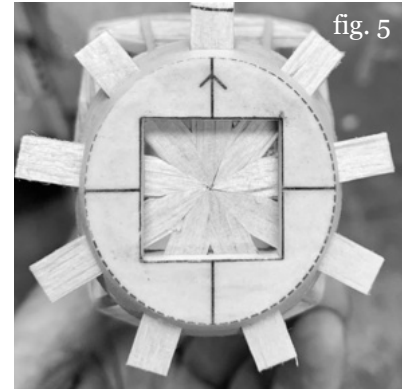
4. When the pie-pieces are all glued in place, carefully lift out the spoke array. You can remove the paper layout from the pie-pieces now and clean them all up a bit around the edges. You should have something that looks like fig. 3. Trim the pie pieces to the inside of your nose plug hole.

5. Glue the front former onto the sandwich, making sure not to get glue in the slotted areas (fig 4). When it's dry, you can insert your nose plug assembly and sand the whole nose to shape.

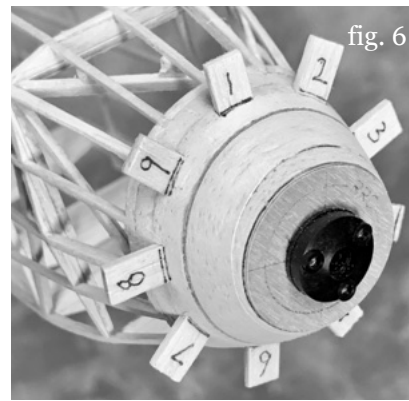


6. Carefully cut each of the spokes away from the array, preserving the point of each where they meet in the center. Use each spoke as a template to cut a working duplicate, with the wood grain running lengthwise.

7. Remove the nose plug. Reinsert the cylinder spokes in the pockets created by the former sandwich. Number each for position, and align them so that their points meet in the center (fig. 5).



8. Use a fine tip marker to mark the face of each spoke where it enters its respective pocket, so that you can properly reposition the spoke when the center points have been cut away (fig. 6).



This is especially important when you have a nose that is oval; as the engine is round, the top and bottom cylinders will project less from the fuselage than at the sides. The registration lines will help you set the correct depth of each spoke. Now trim away the center points flush to the nose block opening.

That's it! Now you have perfectly positioned cylinder spokes. Make up some dummy cylinders from soda straws or wrapped paper, slide them onto each spoke in turn, and trim the base of each cylinder to fit the nose--the spokes tell you how far the cylinder needs to project and aligns each cylinder radially. When you're satisfied, a bit of glue fixes the cylinder to the spoke. Best of all, you can remove the cylinders for covering the nose before you glue it all up for good.

One more thing--by now you probably figured out that you want the spokes to be the width of the inside diameter of your cylinders. Work that out in your initial layout and you'll be off and running on all cylinders, haaaaaw!

FUN TIP If there's one thing I'm getting better at as I get older, it's crushing fuselage stringers while I sand things like nose blocks to shape.

Put a couple of scraps of balsa sheet between your hamfists and your delicate fuselage; it distributes the load and makes things a *little* better. Just make sure the scraps are big enough to span a couple of formers, or you might be adding insult to injury...



TWISTED TALES

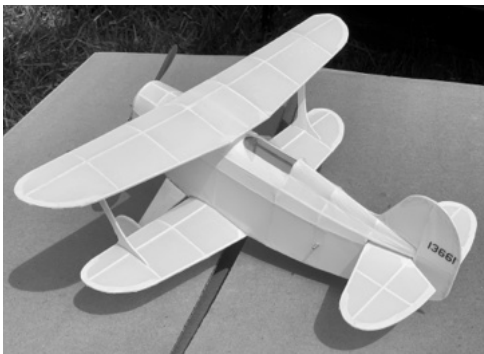
A Follow-Up on the Knight Twister dimer and Stratonef H.22 builds, from Ace Test Pilot Wally Farrell

It's no secret that I've built several of Dave Mitchell's designs. After my Waco ARE dimer was run over by a truck at WestFAC this spring I was looking to replace it, and Dave gave me an opportunity to do the prototype build of his Dime Scale **Knight Twister**, plans for which appeared in the 2022-1 MaxFax. (Ed. note: Holding the potentially highly lucrative and influential position of Ace Test Pilot for Dave Mitchell Designs (DMD) is not without its dangers. FAC authorities are still investigating whether the truck that was involved in the distraction not just of Wally's Waco but his FAC Scale Bestetti-Nardi BN-1 as well, at the SAME MEET, might be connected to a jealous, as-yet-unidentified FAC competitor, such as Mike Kelly.)

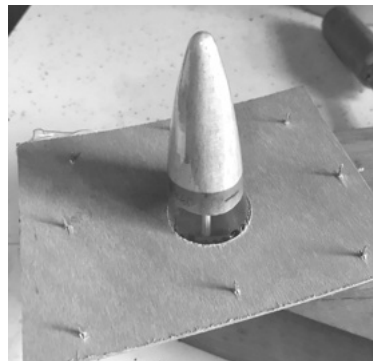


The empty weight of my Knight Twister is 24 grams including 2.8 grams of nose ballast, flying on a Peck 7" prop cut down to 6.5". It has a roomy fuselage--the motor is a loop of 1/8" and one of 3/32" by 32", which I can get just over 2,000 turns into. It is a 60-70 second airplane most flights, but it has been clocked at 1:53 for a flight video. At the May meet in Raeford, it placed first! The flight times were 54, 69 – and then a serious dork, that broke the struts loose (yeah, it was windy). I did a field repair and finally found some lift for a 105 second flight for the final.

The Knight is a bit portly (Ed. note: we prefer the term "zaftig"). I don't think it could be built much lighter; it has struts and wheelpants. Maybe moving the motor peg forward a little would cut down on some nose weight. (Ed. note: one gets the impression that Mr. Farrell finds the Knight Twister to be a questionable choice as a competitive FAC Dimer. We repeat that the position of Ace Test Pilot for DMD could be highly lucrative and influential.)



Stratonef H.22 After seeing the massive flyaway flight of Dave's Stratonef Fiction Flyer at Waywayanda, I knew I needed one. I did a little trim flight at Rose-James field several weeks ago and it looked really promising; I put in 800 turns and it used up the field. I opted not to wind it up more that day and risk losing it. About 2 weeks ago, I decided to fly it again, waiting until about 7:00 PM to start climbing the torque ladder. It was very well behaved. I got up to about 80% of expected turns and it hit lift, and flew over 5 minutes--right into the deep woods. MIA. Here are some data points: 7" peck and 2 loops of 3/32 by 30". It required a very small amount of tail weight. Sadly, I did not write down the weight. However I have built a second one! It weighs 19.2g, empty but unballasted; the CG looks to be just ahead of the main spar at the first rib. (Ed. note: Wally's flight notes for the Stratonef are similar to my own, which weighed in at 16.5g empty and unballasted. It should be noted that unlike me, he put in the extra effort and did a



bang-up job on that ludicrous Stratonef spinner, which probably accounts for the extra weight. Wally first tried plunge molding the spinner, but found the plastic got stretched too thin to be viable. So with the plastic still on the plug, he wrapped everything in a single layer of light fiberglass, using Zap epoxy as the adhesive. Once the epoxy is set the spinner gets wet sanded smooth, the plug is removed, and the spinner is ready for fitting to the prop and finishing. Nice!





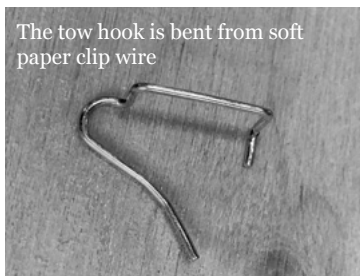
LIVING IN ZLIN

A Follow-Up on the Zlin Z-24 Glider from MaxFax 2022-1

As of last issue, my *Zlin Z-24* glider design had yet to be fully completed. I finally finished it off minus a few details, and got out to the field on a fine day. Hand glides revealed nothing shocking; the CG looked good and there were no unseemly augering tendencies. Wally had his new *Schweizer* out too, and we were eager to try them on the towline.

Wally got distracted fooling around with his new *Knight Twister* dimer (MaxFax 2022-1--see previous page for flight notes) while Carl Hampton and I set out with the *Zlin*. We had a couple of false starts while we got the hang of our launch technique. It became clear during all that that a bit of breeze was a helpful thing--if it was dead calm, it was difficult to get the model started without it dropping the line.

The *Zlin* got right on up there! There was none of the antsy sideways kiting that had marked the brief career of my Hi-Start *Scud*. It seemed all that there was to do with the *Zlin* was to reel like h-e-double hockey sticks and get the hang of finding the right release point, and away she went. Several



The tow hook is bent from soft paper clip wire

of the first flights were in the 40-second range, easily bettering anything I had managed with the *Scud*, and I enjoyed having that bit of control over the launch that was missing with Hi-Start.

I thought I'd try adjusting the hook position a little more rearward, to see if I could wrangle more height. I set the hook back 1/16" and tried her again. Not good! The *Zlin* went strongly to the right, and while I was able to back off the line speed and get her under control again, by that time I was reeling her DOWN, not UP, and the flight was a washout. Another flight with the hook set back 1/32" from

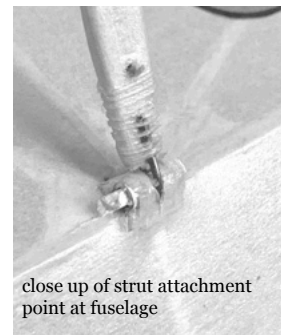


Tow hook in position on the skid; several wraps of 1/16" rubber will hold it in position

the original position was less antsy, but still didn't feel happy. I set the hook back to position #1 and the *Zlin* returned to her gentle ways, ultimately notching a near three-minute flight that had me wishing there was a simple way of fitting her with a DT (cue ominous music). I was surprised at the difference the small hook adjustments had made; it helped me to appreciate how critical

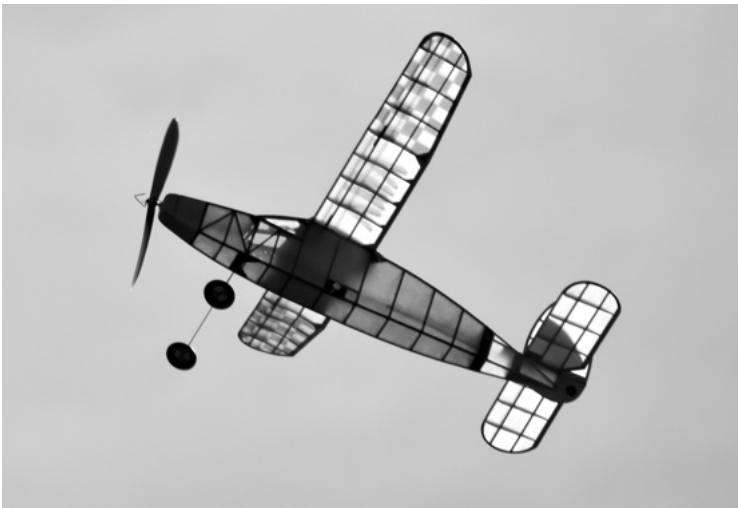
the hook position is; the set-up on my *Scud* only allowed for shifts in increments of 3/16"!

My *Zlin* weighs in at 36g. CG is right on the main spar, at the strut; the hook engages 1-11/16" forward of the CG. That makes for an angle of about 25 degrees off the CG. The wing is detachable, with a small set screw and a magnet hidden under the wing's center trim strip securing it to the pylon. The struts are permanently but flexibly attached at the wings via dacron line; at the fuselage, a 1/16" soft balsa pin passes through a pair of aluminium tube bushings wrapped and glued to the fuselage. A closed wire hook at the end of each strut engages the balsa pin, which will (theoretically) shear off in a crash.



close up of strut attachment point at fuselage

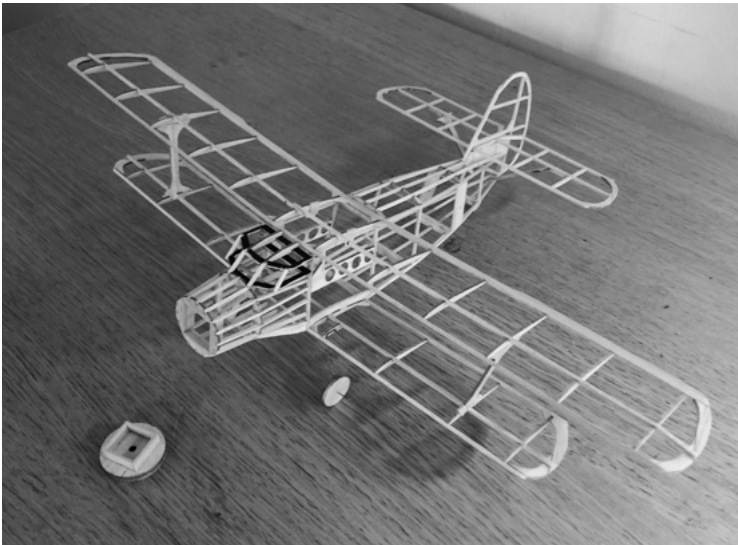
It's a simple and stable set-up that allows quick disassembly.



Pete Kaiteris has a new Koda *Victory*. Here she is, climbing out on a bright Wawayanda morning.



Tom Hallman's Schweizer glider flies as good as it looks! From the classic Earl Stahl design.



Oliver Sand has been brushing up on his CAD skills. One result is this laser-cut Antinov AN-2 dimer. Sweet! Hopefully we see a plan soon, and maybe even a kit?



Don Srull gives his *Cluge Special* the heave ho. A mishmash of parts from different aircraft, Don used it to test out a spectacular balsa and composite wing that he got his hands on. Carl Hampton shows us the wing (below). Check out that undercamber! The wing is razor-thin and stiff as a board. As you might expect, the *Cluge* is a slow and graceful flier.

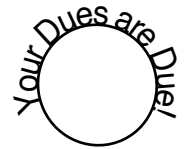


Wally poses with his freshly-minted Knight Twister dimer. If you like big white sausages with no gravy, the Knight Twister is for YOU! That registration marking on the rudder is all she gets. Wally gives us his impressions on the KT in this issue.



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FRONT COVER:

Travel Air 5000 "Woolaroc" rests in the Wheeler Field hangar after crossing half the Pacific Ocean, August 1927.

REAR COVER:

Gladys O'Donnell (née Berry) was born in 1904 in Whittier, California. She married Lloyd O'Donnell, an aviation enthusiast and flight instructor at age 18, but was not keen to take up flying herself until after Lindburgh's Atlantic crossing. Suitably inspired, she soloed after just 10 hours and in 1929 became the first licensed woman pilot in Long Beach, California. With something on the order of just 40 flight hours under her belt, she competed that year in the first Women's Air Derby, finishing second in the 9-day point-to-point race; she won the event the following year, and went on to compete successfully in a total of 29 air races. With her husband, she pursued a broad range of commercial aviation activities, including flight instruction, glider towing...even a bit of film work. O'Donnell was a charter member of the "99s", THE organization of pioneering women in aviation, and spent two years as the first Governor of their Southwest Section. She also served as a flight instructor during WWII.

Image from the Gladys O'Donnell Collection

