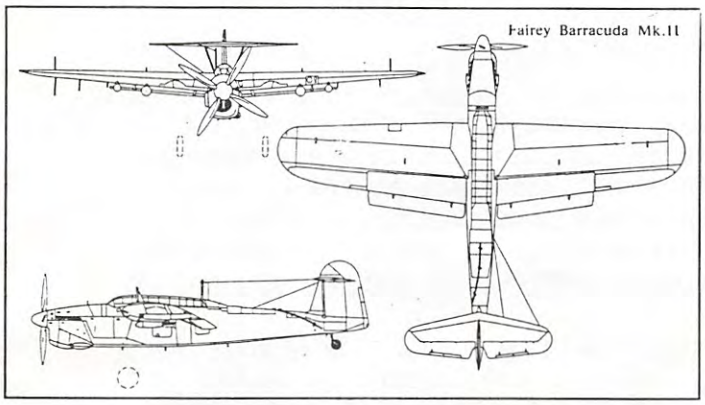
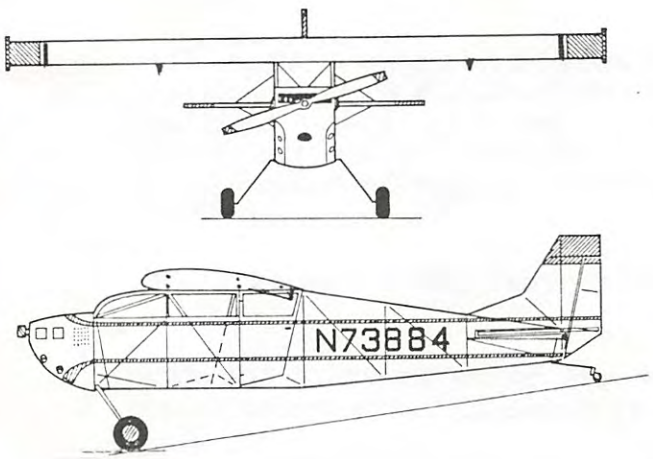
CROSSWINDS No 93



CLEVELAND FREE FLIGHT SOCIETY

CROSSWINDS
MICHAEL C. ZAND
5803 EAST ASH ROAD
INDEPENDENCE, OH 44131



FAIREY BARRACUDA - Peanut and No-Cal

DUPLACEY - Indoor Bostonian

44094-8476 01

CROSSWINDS

THE JOURNAL OF THE CLEVELAND FREE FLIGHT SOCIETY

EDITORIAL COMMENT

ISSUE NO. 93

Congratulations are in order to President Stephen Griebling. Not only did he edit and prepare *Crosswinds* issues number 91 and 92, but he and his family were recently featured in The *Lively Arts* feature column in the *Cleveland Plain Dealer.* (Tuesday, June 23, 1998 page 2E). Musical compositions by Steve and his daughter , Margaret Griebling-Haigh were performed at a concert at the Cleveland Museum of Art's Gartner Auditorium. The program was presented by the Cleveland Composers Guild and the Cleveland San Jose Ballet School. Steve retired from Firestone in 1994 and he certainly has kept himself active in creative activity.

In this issue we are featuring plans for two model subjects, a Bostonian by Steve Griebling, and the **Fairey Barracuda** as designed and researched by George Bredehoft, E mail - **VOLARE@BATTLECREEK.NET** *http://www.battlecreek.net/volare*

I am including some information that I hope will be beneficial. Having done a good bit of traveling before and since retirement I have been able to visit several interesting air museums and have included photos of various aircraft from the Czech Republic, England, Germany as well in the United States from Ohio, Texas, and Alaska.

In addition I would like to touch on a few items that I hope will be of interest to our readers. Bill Warner closes his latest column in Model Aviation (Aug.98) suggesting that we help a kid getting started in modeling this summer. Recently I had an opportunity to help a sixth grader with the Propeller Driven *Science Olympiad* project. Not only was it fun but I became acquainted with a very nice family, and was responsible for some of the success that his school's team realized at the state competition. Although the project only involved a modified Delta Dart, the modeling spark was ignited and we are going to progress with this in the very near future. At the CFFS Annual Indoor Contest held on April 19th this year there were only two Junior entries. Needless to say this is something that we need to improve.

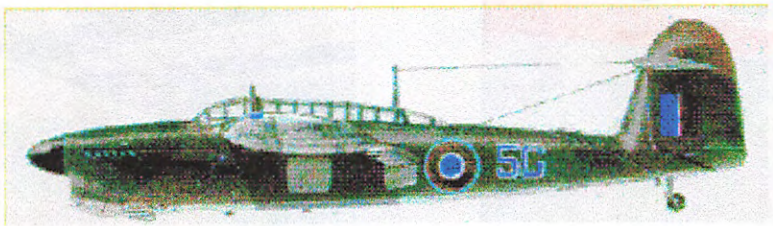
Recently I developed a renewed interest in CO2 and electric power. As an after thought to my winter building I produced a miniature *Buzzard's Bombshell* powered by a Hi-Line Micro 4. It's a great flyer and I almost lost it on a test hop. Then I did some reworking of two CO2 powered scale models. I like the revised power scale rules and wish that locally there was more interest in *Powered Scale.* and also in O.T. Gas Replica.

Kent State University has provided us with a date for next year's Indoor Contest. Please try be there on Sunday, March 28, 1999.

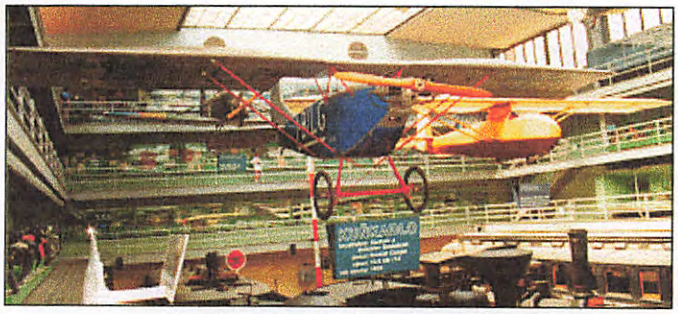
Again I would like to thank Will Hubin for his work on the layout of the photo page insert for this issue, and of course special thanks to George Bredehoft and to Steve Griebling .

Michael C. Zand

Britain Torpedo-Dive Bomber Fairey Barracuda



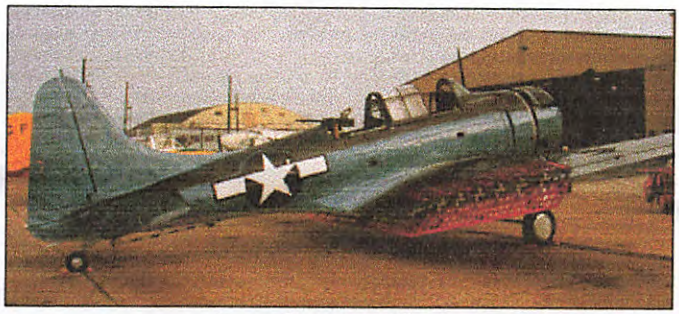
Aircraft:	Fairey Barracuda Mk.III
Year:	1943
Engine:	1 x Rolls-Royce Merlin 32 , 1640 hrs.pwr.
Wingspan:	14.99 m
Length:	12.12 m
Weight:	6395 kg
Max. speed:	385 km/h
Ceiling:	6100 m
Range:	1100 km
Crew:	3
Payload:	3x227kg bombs or 730kg torpedo
Armament:	2x7.69mm guns



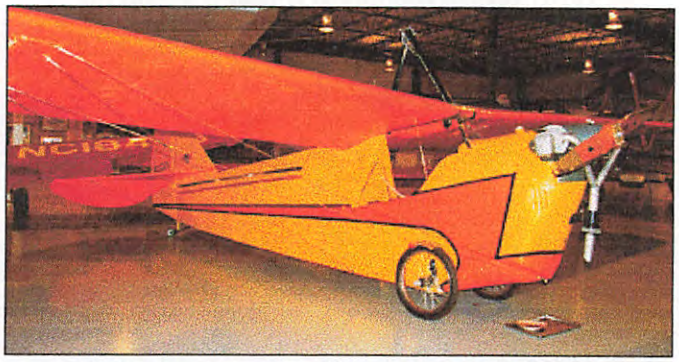
Kunkadlo, National Technical Museum
Prague, Czech Republic (see CW88 for plan)



1936 Stinson A Tri-Motor
Alaska Aviation Heritage Museum, Anchorage, Alaska



Douglas Dauntless
Longstar Flight Museum, Galveston, Texas



1930 Aeronca C-2, Ohio History of Flight, Inc.,
Air Museum, Columbus, OH



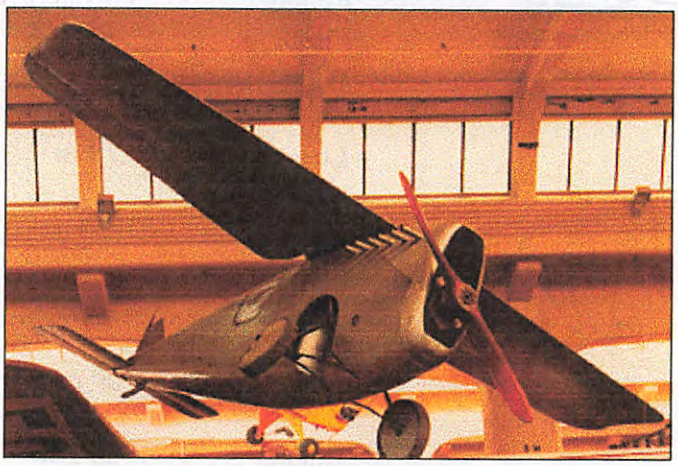
Fieseler Storch, Frankfurt Airport, Germany
(See CW 82 for plan)



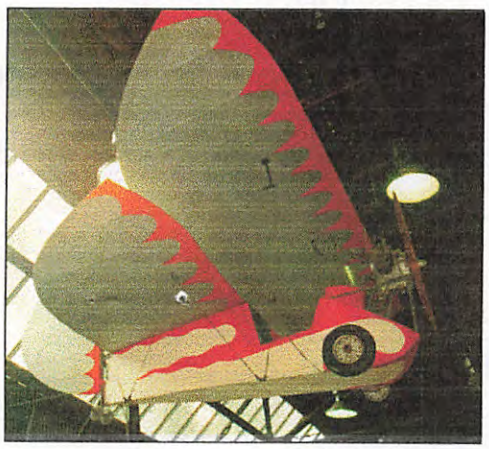
SE-5, Royal Air Force Museum, Hendon-London



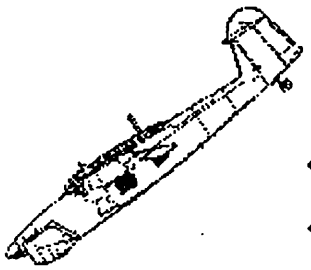
Fleet 16 "Finch" RCAF
Confederate Air Force Museum, Brownsville, Texas



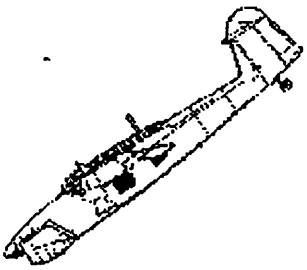
Dayton Wright Racer
Henry Ford Museum, Dearborn, Michigan



Pou du Ciel
Muzeum Letectvi A, Kosmo-nautiky, Prague-Kbely, Czech Republic
(See CW 74 for plan)



FAIREY BARRACUDA



George Bredehoft Battle Creek, MI 23 July 1998

Because of the rotational editorial staff of the *Crosswinds*, I have been asked occasionally by Mike Zand to think about drawing up a model for the newsletter. When Mike came back to me recently for his next newsletter, we had the choice of drawing up a new plane or using one that I was currently under development. We decided to go with a model I had in progress - the Fairey Barracuda in Peanut Scale.

I have never had a great deal of luck flying WWII Combat and was trying to find a plane that was essentially a guaranteed flyer. Observation aircraft are, at the least, frowned upon and at the most, illegal for Combat, so that eliminated some easy flyers even though they were probably in combat (Lysander, Stork, etc.) I first saw a Barracuda in WWII in Erie when Jack MacGillivray flew his large blue one to victory. I filed that away for future reference, even though Jack can get any configuration to win any event. Several years later, I saw Chris Starleaf fly a large version in Muncie. Another good flyer. So when I thought again about WWII (after my Raiden), I was inspired to design a Fairey Barracuda.

Many people have told me that the Barracuda is ugly. Well, yes and no. If you look closely at the full scale aircraft, you can find some rather unattractive features, but these tend to disappear when brought down to Peanut Scale. I mean, rough corners can be smoothed and some details are just too difficult to model at such a small scale. This was another factor in choosing the Barracuda. Of course, large models have been done, but I don't recall ever seeing a Peanut version and this is surprising.

Take a look at the layout of the aircraft – it has a long nose, long thin body, retract gear and is of a shoulder-wing configuration. These factors are relatively hard to find in WWII subjects. Sure, most WWII planes had retract gear but many, many planes were radial-powered, leading to short noses, fat bodies and all of the minuses associated with them. The shoulder-wing promotes stability - the only downside is that it only earns 5 bonus points vs. 10 for low-wings - and that is only when judging, not for combat.

The Barracuda does have a couple of quirks that are particular to the aircraft; 1) a T-tail and 2) the dive brakes/flaps that are separate from the wing. Both of these have proven to be easily conquered and add a lot of character to the model.

Construction of this model is fairly typical of any model with no unusual techniques employed. I recommend using 1/20th square balsa for the fuselage - the really adventurous modeler may be able to use 1/32nd square and significantly reduce the weight of the frame. The fuselage is a typical box structure with formers (1/32nd sheet) and stringers (1/32nd square) above and below with flat sides. Upper stringers will be eliminated above the wing seat and the decalage or angle of attack of the wing is fixed by using sheet to fill the area as shown on the plan. The wing is built with what I call a "modified" cracked rib method:

place the 1/16th square hard balsa Leading and Trailing Edges, place the lower rib (1/16th x 1/32nd) , then the 1/16th tapered spar, then *bend* the upper rib (1/16th x 1/32nd) over the spar to create an airfoil - DO NOT CRACK the upper rib. Build the horizontal stabilizer and the vertical stabilizer very lightly and laminate all flying surface curves or use very thin bamboo. I have used bamboo and am very pleased with the results.

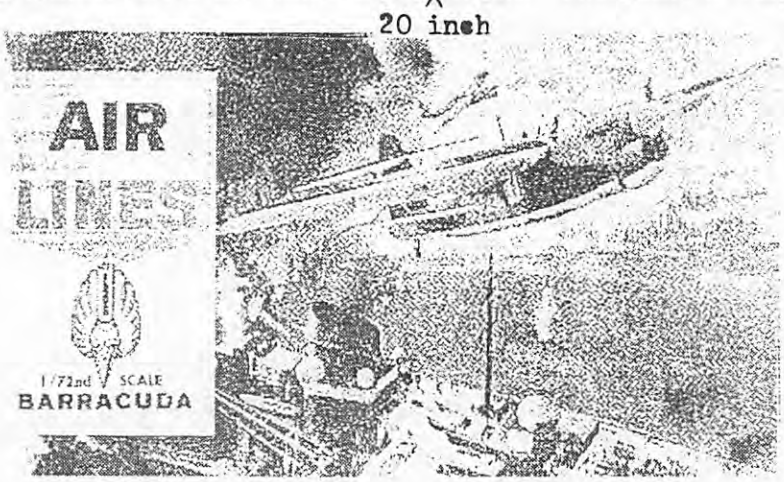
Cover the model with white Esaki tissue - it will be painted later. Keep the wing seat area open or at least realize that any tissue you use there will be removed to install the wing. Paint the model BEFORE assembly. As the model is camouflaged, this will require a little planning and thought to match up the camouflage when assembled.

Most of the wartime Barracudas were "Sea & Slime", typical of the RNAS. Some were "Sand & Spinach", but this is not the norm. Post war planes could be painted blue and some were assigned target towing duties (yellow & black.) My prototype was Sea & Slime.

With the unassembled model (except attach the vertical tail to the fuselage), paint all of the under-surfaces very light blue (sky blue.) NOTE: most British fuselage under-surfaces were extended/curved up to meet the under-surface of the wing and tail - this is NOT the case with the Barracuda since the wing and tail are both mounted high on the model. The light blue is only as high as the lower longeron. After the light blue, paint the rest of the model surfaces gray - this could be lightly tinted with green, but only lightly. After the gray, spray on the medium/dark green in the typical British camouflage pattern - the end product will have wide bands of gray and green of equal width. Planning will be necessary to match these bands on the wing, flaps and fuselage.

Finally, assemble the model - position the horizontal stab, wing and, finally, the flaps. Vacu-form a canopy and fill between the canopy and the wing with bond paper or tissue (painted to match.) Add as many details as you wish (keep that scale judge happy!)

Pleasantly, my Peanut 'Cuda exhibited good potential right away. It came out to be about 8.5 grams without the rubber, but with an un-modified 4.75" plastic Peck propeller. The prototype flies well on a single loop of rubber (about .070" each strand.) Even at a 15% motor weight, this will be a loop almost twice the hook-to-peg length. The plane is very stable, flying left-left with an occasional right turn (a tad tail-heavy?) I won Peanut Class with the prototype at its first contest with a flight time of 1:21.



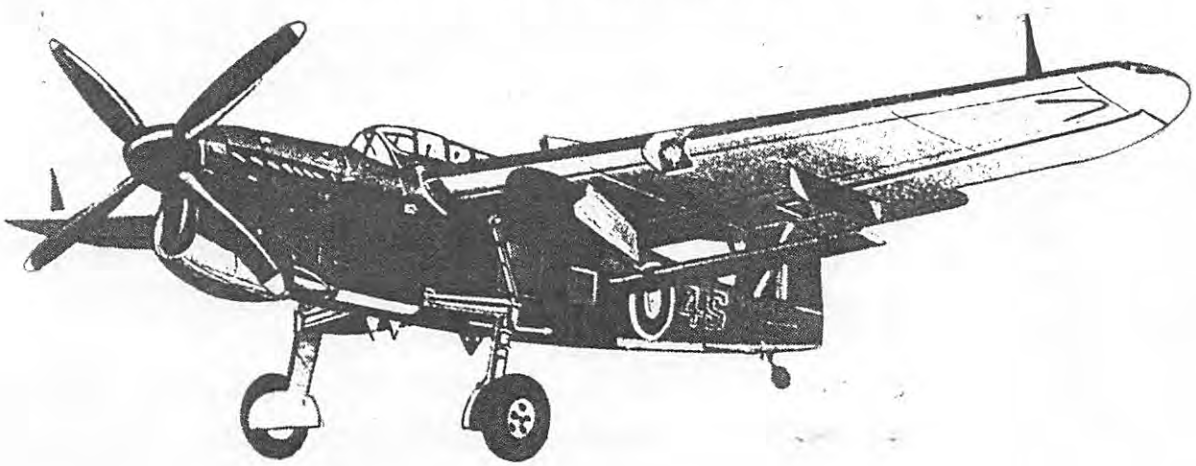
All in all, I am very pleased with my Peanut Barracuda. It flies well, gets lots of "what a cute plane" comments, and has the potential to be a Peck Mustang killer in Peanut WWII Combat. I hope you build and enjoy this unusual model and feel free to contact me with questions or comments. Finally, I would like to thank Russ Brown, George Lewis and many internet sites for the reference materials used to design and decorate this model.

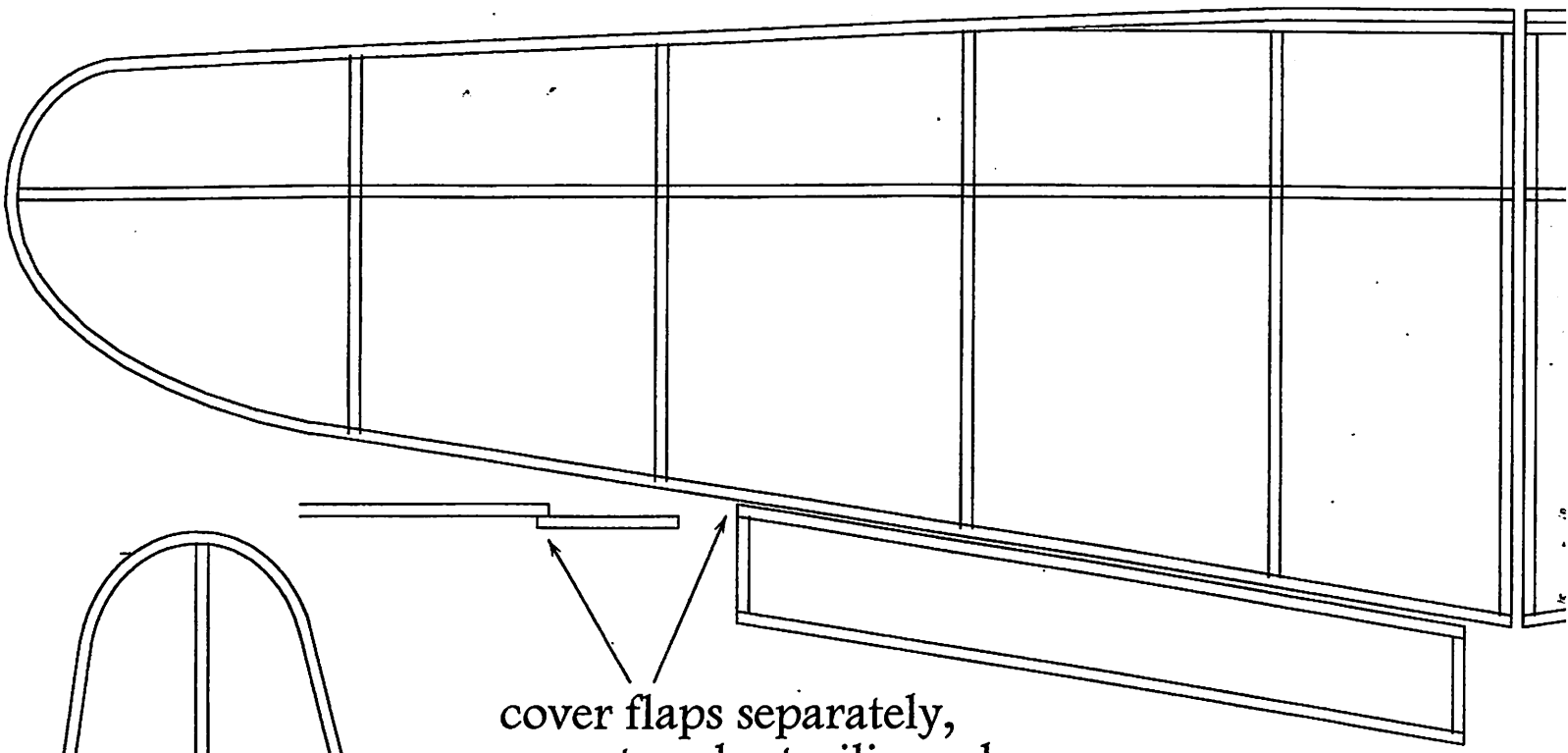


A few comments about the "Duplacey":

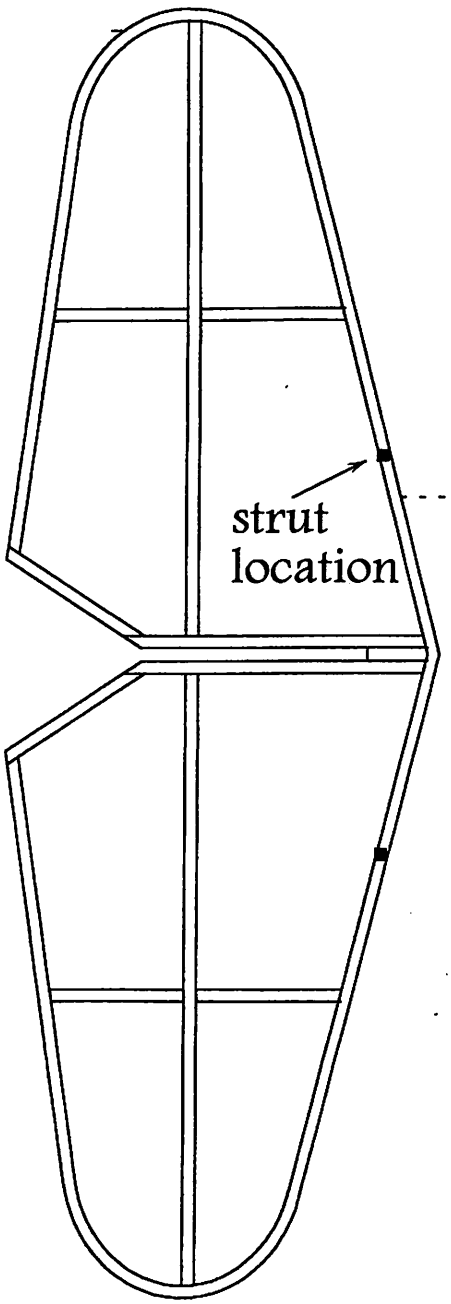
First of all, the name is derived from the famous Lacey homebuilt aircraft designed by Joe Lacey which has proven to be a wonderful modeling subject because of its simplicity, its lack of dihedral and its large wing area for a given span. The plane is quite stable in spite of its lack of dihedral, probably because of the large lateral area of the fuselage below the center of lift. The prefix "DU" can be interpreted as either duplicity or duplicate, which ever strikes your fancy!

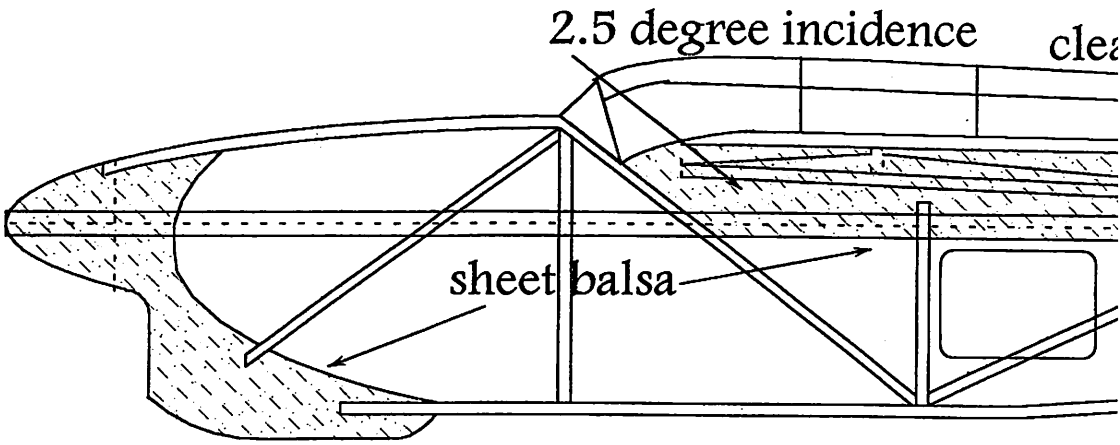
I noticed that a Lacey fuselage enlarged to the 14" length limit for the Bostonian class rules was only 1/16" narrow and 1/16" short of the cross section requirements. So enlarging these dimensions seemed an obvious solution and would certainly not detract from the illusion of being derived from a Lacey.
The wing, of course is another matter since the Bostonian rules require a maximum span of 16" and an max. chord of 3". I found that such a wing actually afforded a wonderful opportunity to allow positioning over the center of gravity without adding ballast, thereby keeping the weight of the model to a minimum.
I selected a Clark 'Y' airfoil for the wing, thinking that the thin Lacey section might not provide the lift at low airspeed I was after, and undercambered airfoils might present stability problems with the flat wing. This may or may not have been the best choice, but it worked well for me.
I also decided to move the stabilizer to the bottom of the fuselage to keep it out of the wing wash and away from the motor peg, but again this may not have been necessary.
Note that only the longest fuselage uprights are made of hard balsa. As the uprights become shorter it is possible to make them of progressively softer wood to minimize weight, because they are less likely to bend from stress. It is important to extend the uprights from top to bottom in the cabin area and only interrupt the transverse members outlining the lower edge of the cabin. This makes glue joint failure less likely and results in a stronger structure. Use one piece of balsa for the curved portion of the windshield, the vertical "firewall" and the horizontal longerons as far back as the "P" in Duplacey. Simply bend a soaked piece around a warm soldering iron to form the windshield curve. In doing this you avoid a problem joint between the curved and straight members forming the cabin outline.
All the rest of the structure is quite conventional and simple.
Concerning covering: Use Ganpi tissue and add all decoration by drawing directly on the tissue over some white paper with felt tip markers. (I have found that drawing outlines using a good, ball point pen of the appropriate color controls bleeding of the felt tip ink.) I recommend "Berol" markers whose ink is solvent soluble. After the tissue has been applied to the frames it may be tightened by using an ultrasonic vaporizer mist, sparingly. Pin the frames to a flat surface immediately to prevent warps. The tissue will dry very quickly, so work fast! When dry, set the color and waterproof the tissue with a light coating of clear Krylon spray. Keep the spray can about 16" from the model surfaces and apply only very light coats to avoid dissolving the felt tip inks.





cover flaps separately,
mount under trailing edge





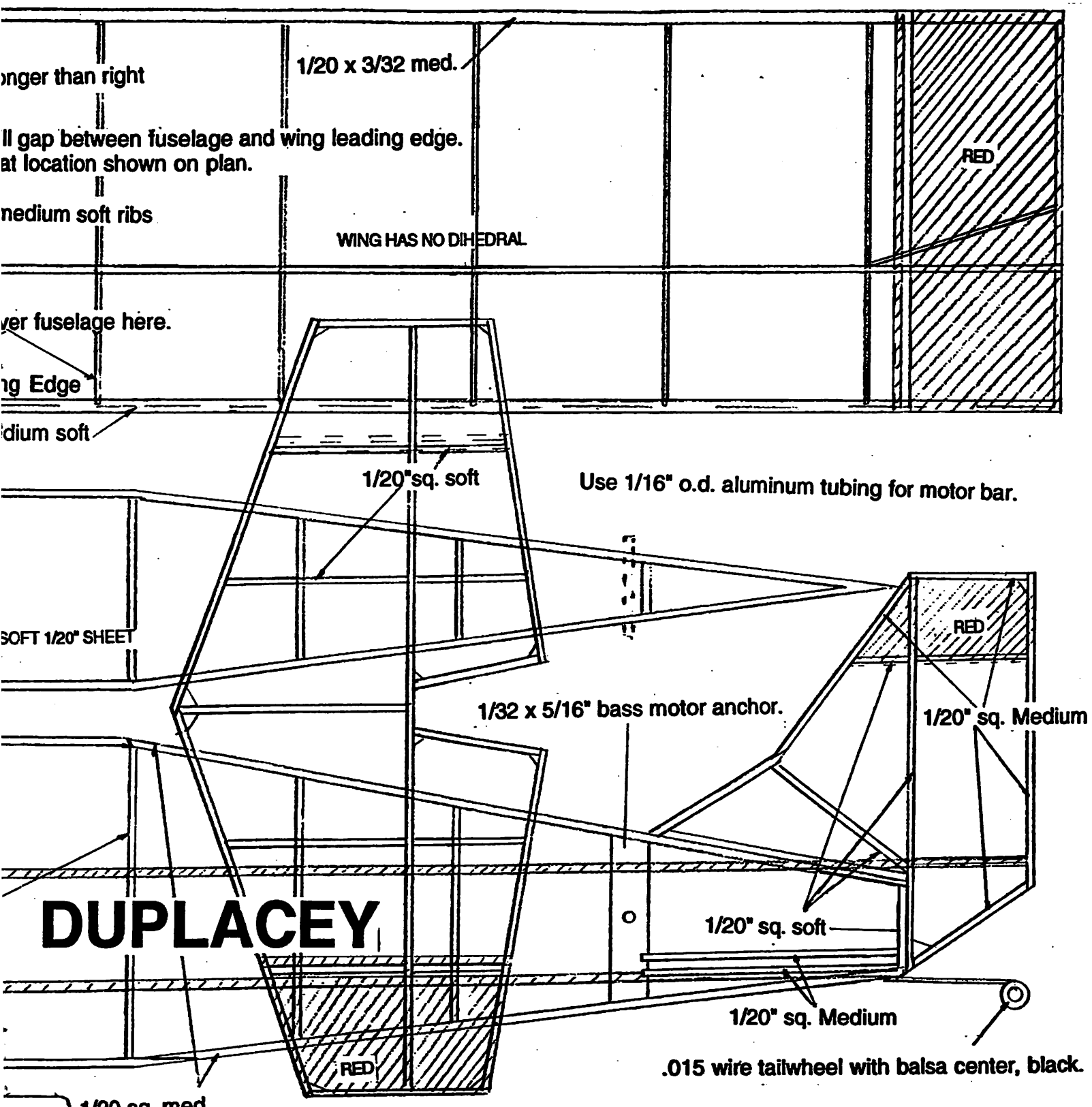
all structure is 1/16" or 1/20" square balsa
except indicated sheet and flying surface
curves are 1/32" x 1/16" laminates.

dihedral = 1" each tip approximately 44 square

8 gram prototype flew on Peck 6" prop and
one loop 3/32" rubber - 1:33 indoor

3-view on the World Wide Web at this site:
http://www.angelfire.com/me/eduardospage/Ba
not associated with Volaré Products

Special thanks to Jack Bredehoft for building and testing the prototype Faire



Cover model with Ganpi tissue adhered with thinned Titebond glue. Precolor tissue with felt tip markers before application to model.. Use red for all trim except for DUPLACEY name, which is black. Fake control surface hinge lines in black add to charisma.

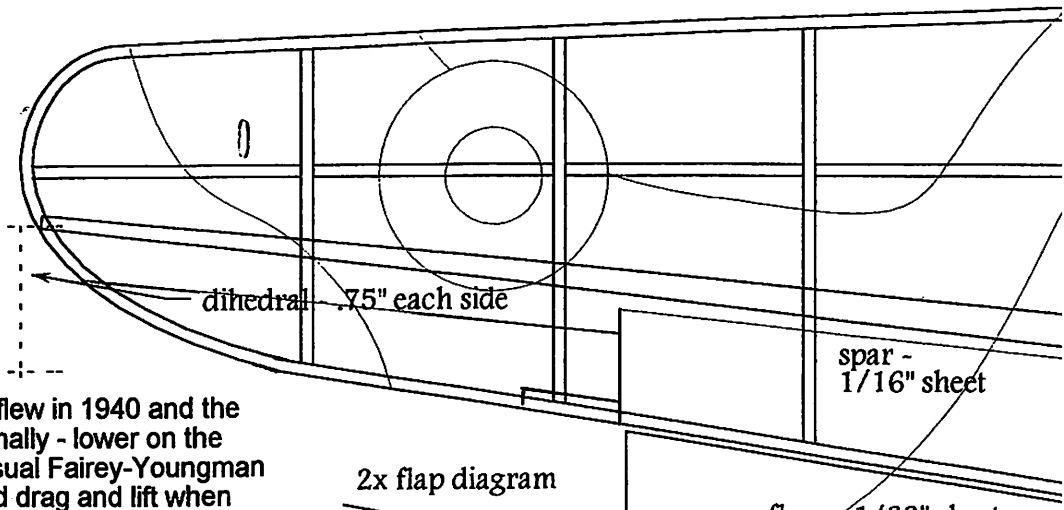
Motor is 32" long .080 to .090 TAN II.

DUPLACEY

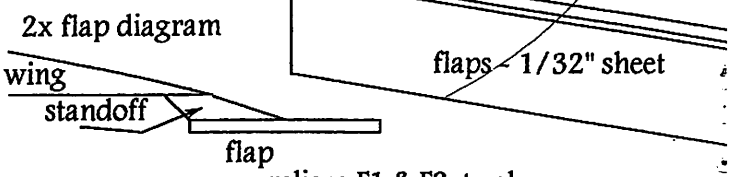
An Indoor Bostonian Design
By: Steve Griebling
With Apologies to Joe Lacey

Prototype weighs approximately 8.5 grams and flies well on 1 loop of approximately .070" rubber with a Peck 4.75" prop

With a little help from buoyant air, and the long motor run (a 20" loop of .070") it will generally get a max.

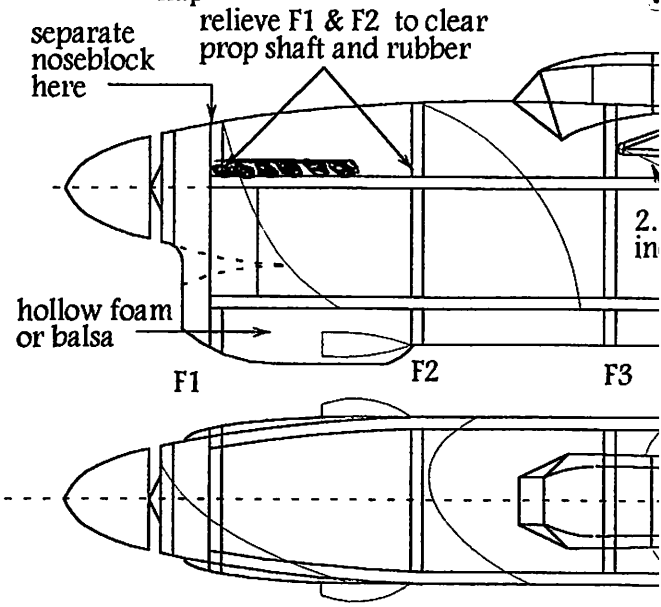


The Fairey Barracuda prototype originally flew in 1940 and the H-stab was originally located conventionally - lower on the fuselage. It was moved due to the unusual Fairey-Youngman flaps. These flaps provided the required drag and lift when lowered and worked as dive brakes when raised to -30 degrees. It was found that this position disturbed the airflow to the H-stab, making the elevators useless. To counter this, the stab was raised to the T-tail position.



Production aircraft started reaching the Navy carriers in early 1943 and served throughout the war and well after. WWII deployment included the European and Pacific theaters and "export" to Australia.

Probably the most famous Barracuda engagement was the attack on the German battleship TIRPITZ along the coast of Norway. The ship was under repairs in a fjord when 42 Barracudas from the HMS FURIOUS and the HMS VICTORIOUS (along with 80 support fighters) bombed and severly damaged the battleship.

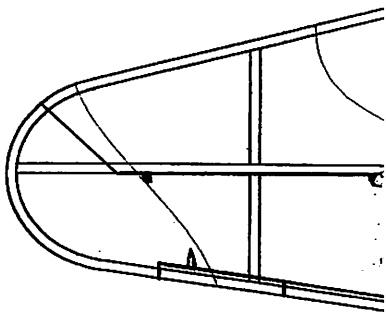


Armament: 2 7.7mm machine guns in the rear of the cabin. kept under sliding panel in combat to avoid bad air flow to tail with poor control and loss of speed.

Typical coloring and marking:
the Barracuda was a Royal Navy aircraft, therefore the Barracuda should be colored with the typical Royal Navy colors: "Sea & Slime" or Medium Gray and Medium/Dark Green with Light Blue undersurfaces. Of course, these would include the proper British Roundels above/below/sides and the British tail flash on the V-stab. Large fuselage ID letters were apparently not used (except for test a/c.) I have seen a color picture of one a/c with Medium-to-Dark Earth, rather than the Gray. Other color options would include appropriate Australian colors and markings. Post-WWII colors would include all-Medium Blue and typical Target-Towing a/c colors (yellow + ?)

Interesting Note: only 16 Berra's flew with torpedoes in two missions attacking shipping off the Norway Coast in 1944. Ref. Profile Publication No. 240.

apparently, the only Barracuda still in existence.



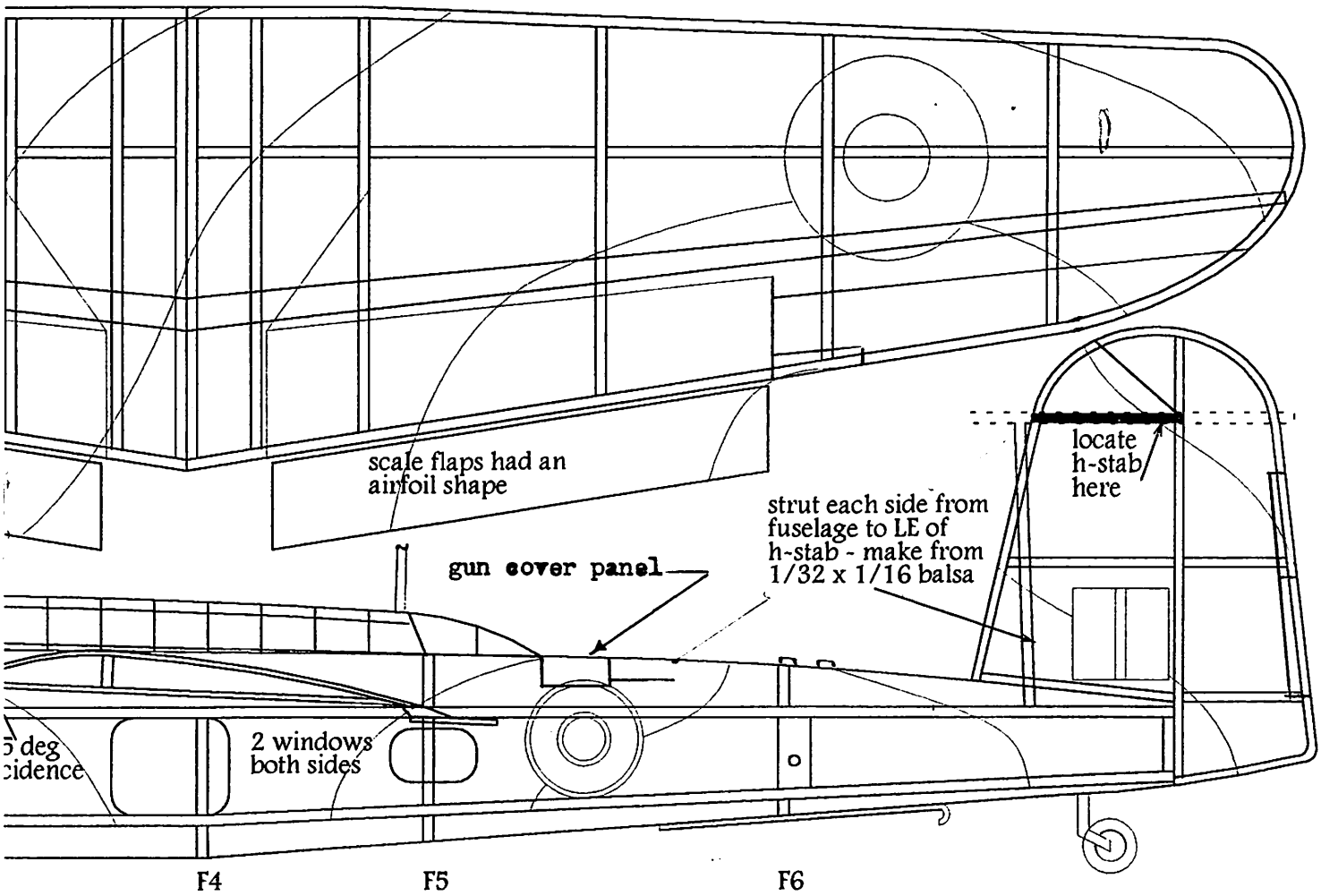
the Fairey Barracuda on the Web (spring 1998 - some links may be dead)

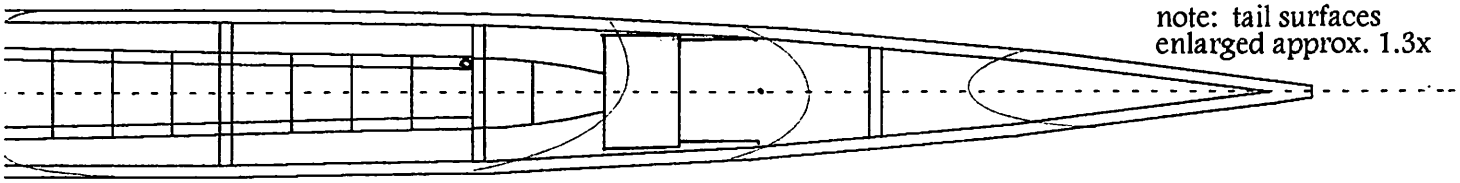
http://www.angelfire.com/me/eduardospage/Barracuda.html	3-view
http://canopus.lpi.msk.su/~watson/barracuda.html	specs w/ 3 pics
http://www.netlink.co.uk/users/aeroflt/waf/neth/mldtypes.htm#barra	Dutch Navy Aviation
http://www18.pair.com/tvam/html/im/imgif.htm	Fleet Air Arm Museum w/ sideview
http://www.reading.ac.uk/AcaDepts/sn/wsn1/dept/av/en50.html	
http://www.royal-navy.mod.uk/today/faa/815/index.htm	Fleet Air Arm - 815 text mention
http://www.royal-navy.mod.uk/today/faa/810/index.htm	Fleet Air Arm - 810 text mention - Pacific
http://www.smoky.org/~dlevin/fairey.html	specs
http://www.topedge.com/~gustin/br/BARRACUD.html	
http://www.akcache.com/akscan/ww2/moore/raf/index.html	4 pics on carrier
http://www.leeds.gov.uk/cgi-bin/fotofind?keyword=barracuda&x=20&y=37	stats w/ 1 picture
http://www.navy.gov.au/9_sites/hs817/history.html	aussie HS 817 text mention
http://www.philately.com/gambia_ni.htm	gambia stamp -no pic
http://uboat.net/allies/technical/uk_radars.htm	counter u-boat radar
http://www.iom-airport.com/history/1943.htm	text w/ 1 pic
http://www.coastcomp.com/av/fltline2/avmovie.htm	movie with cudas

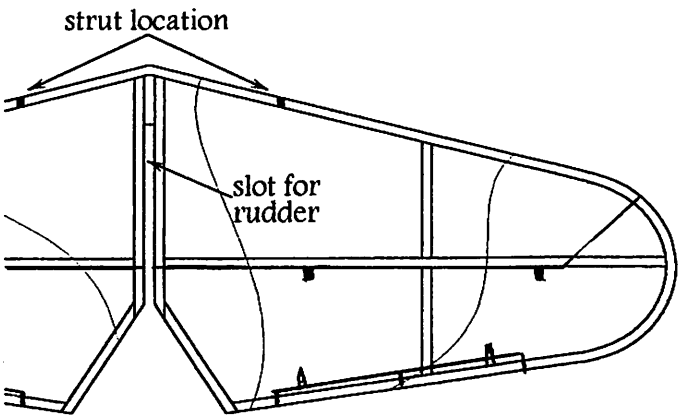
Wing structure - LE wing rib 1/16" x 1/32 moistened and curv laminates or thin ba

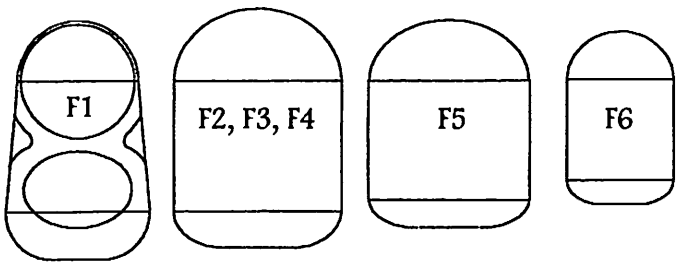
Tail structure - 1/20" curves are 1/20" x 1

Fuselage structure - Upper and lower fus No stringers in cent set wing incidence.









formers F1 & top F2 - 1/16" sheet
all others 1/32" sheet

& TE hard 1/16" square, spar 1/16" sheet, lower
" hard strips, uppers 1/16" x 1/32" soft strips
ed over spar to form airfoil. Tips are 1/16" x 1/32"
mboo.

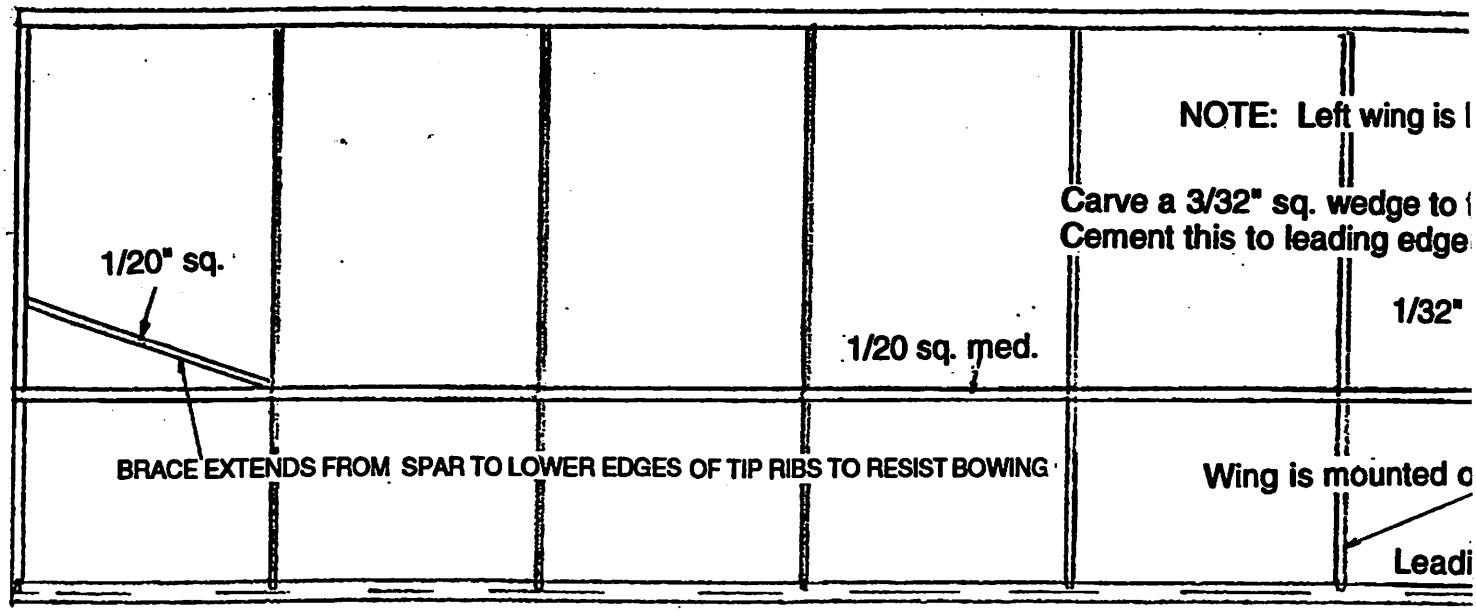
square light except for spars: hard 1/20" square
/32" laminates or outlines very thin bamboo

all light 1/20" square with sheet where indicated.
e has three stringers each side - 1/32" square.
r section where wing is located. Use sheet to

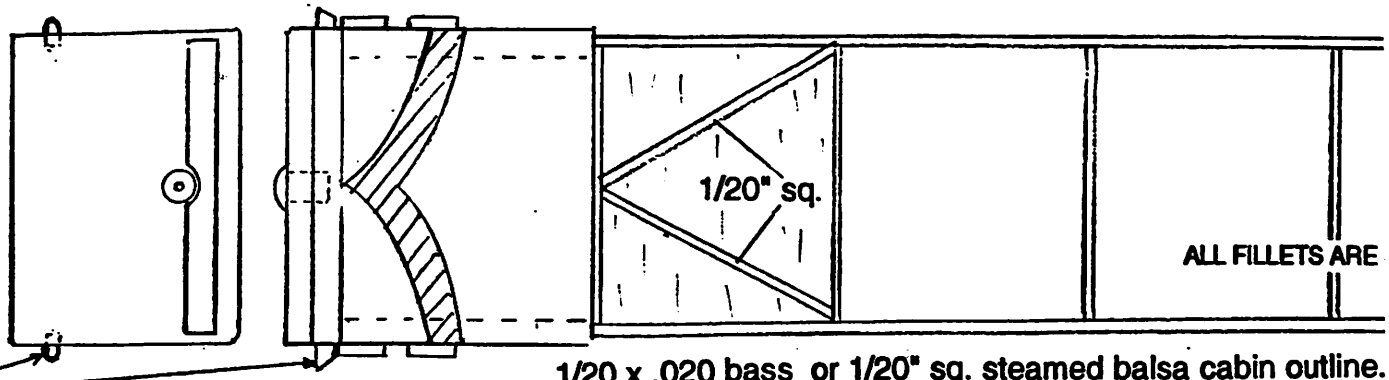
WWII British naval
torpedo/dive bomber

Fairey Barracuda
Peanut

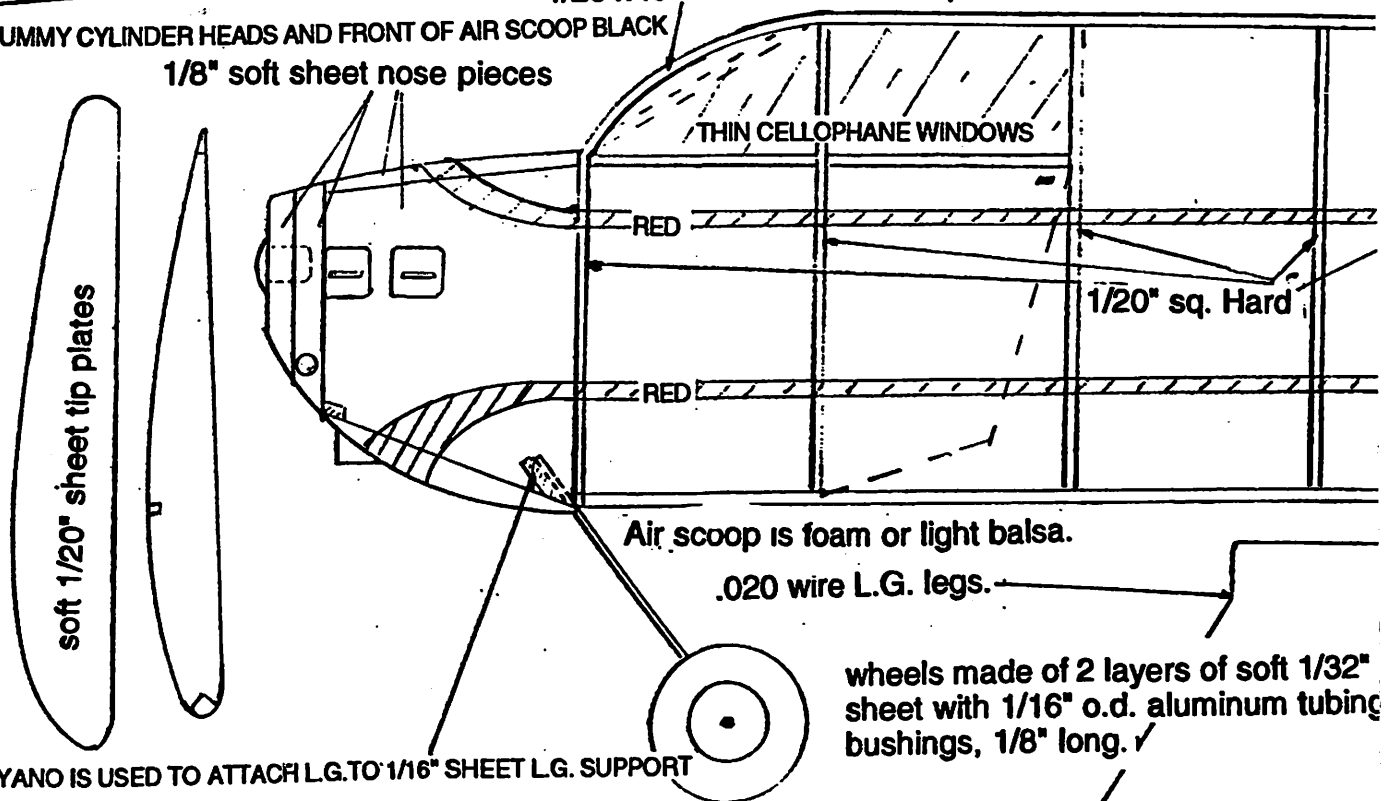
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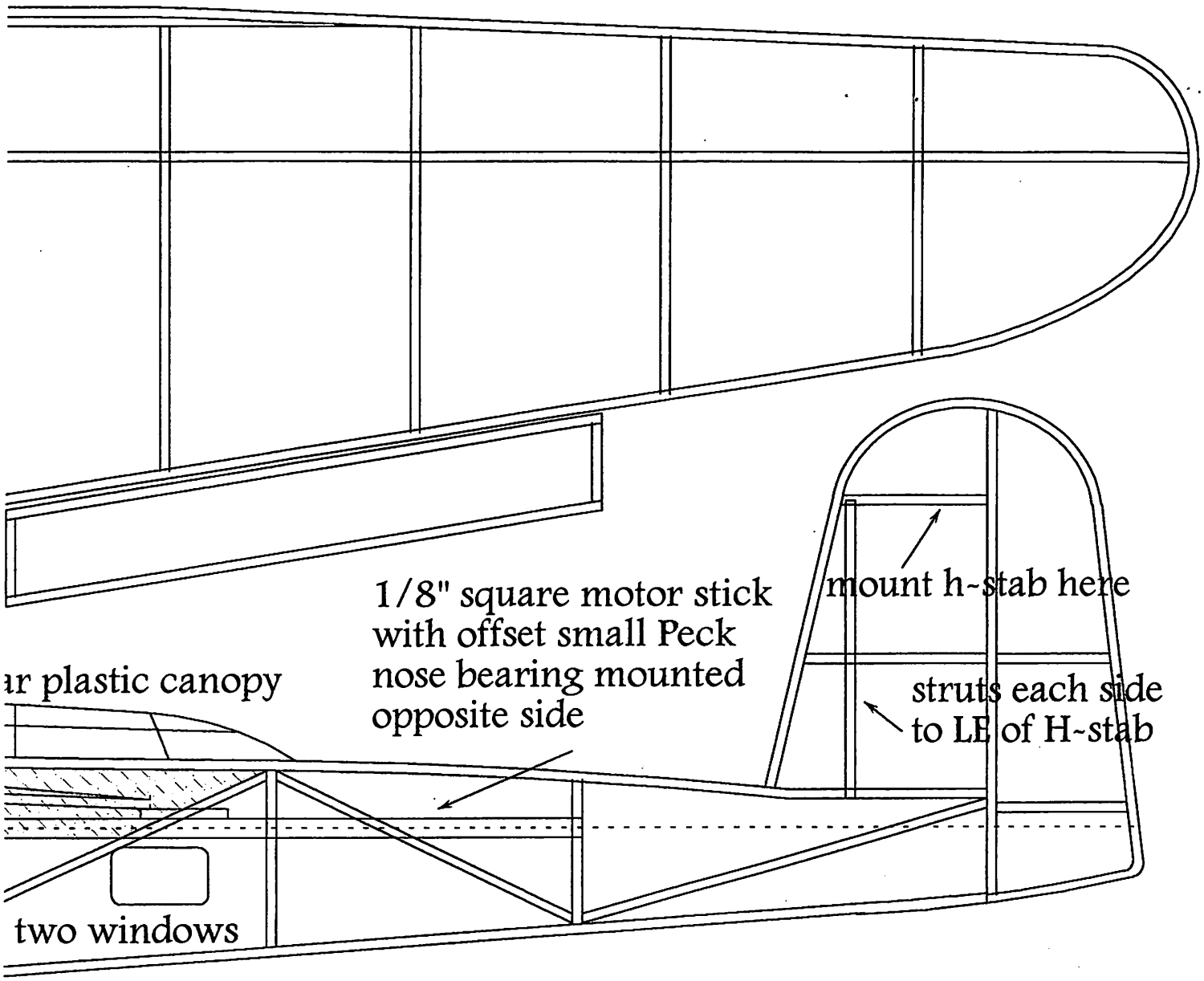
Use 6" carved balsa prop. Blank is 1" wide x 3/4" thick med. soft balsa



Exhaust stacks are 3/32" sq. Soft Balsa sanded round, paint silver, ends black, cut off at 45degree angle. Drill shallow hole in nose block and attach with Titebond.



Assemble model including 3/32" Tan II motor (except for wing position), find balance point and locate wing spar over this point, then cement wing in this position There is plenty of flat fuselage at cabin area for locating wing.



Coloring:

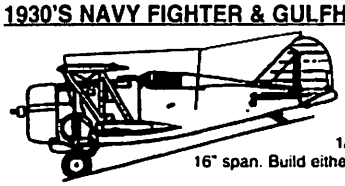
most Barracudas were the typical RNAS "Sea & Slime" others (not-combatant or post-war) were med blue or yellow & black stripes (target-towing).

: inches

ırracuda.html

ey Barracuda No-Cal.

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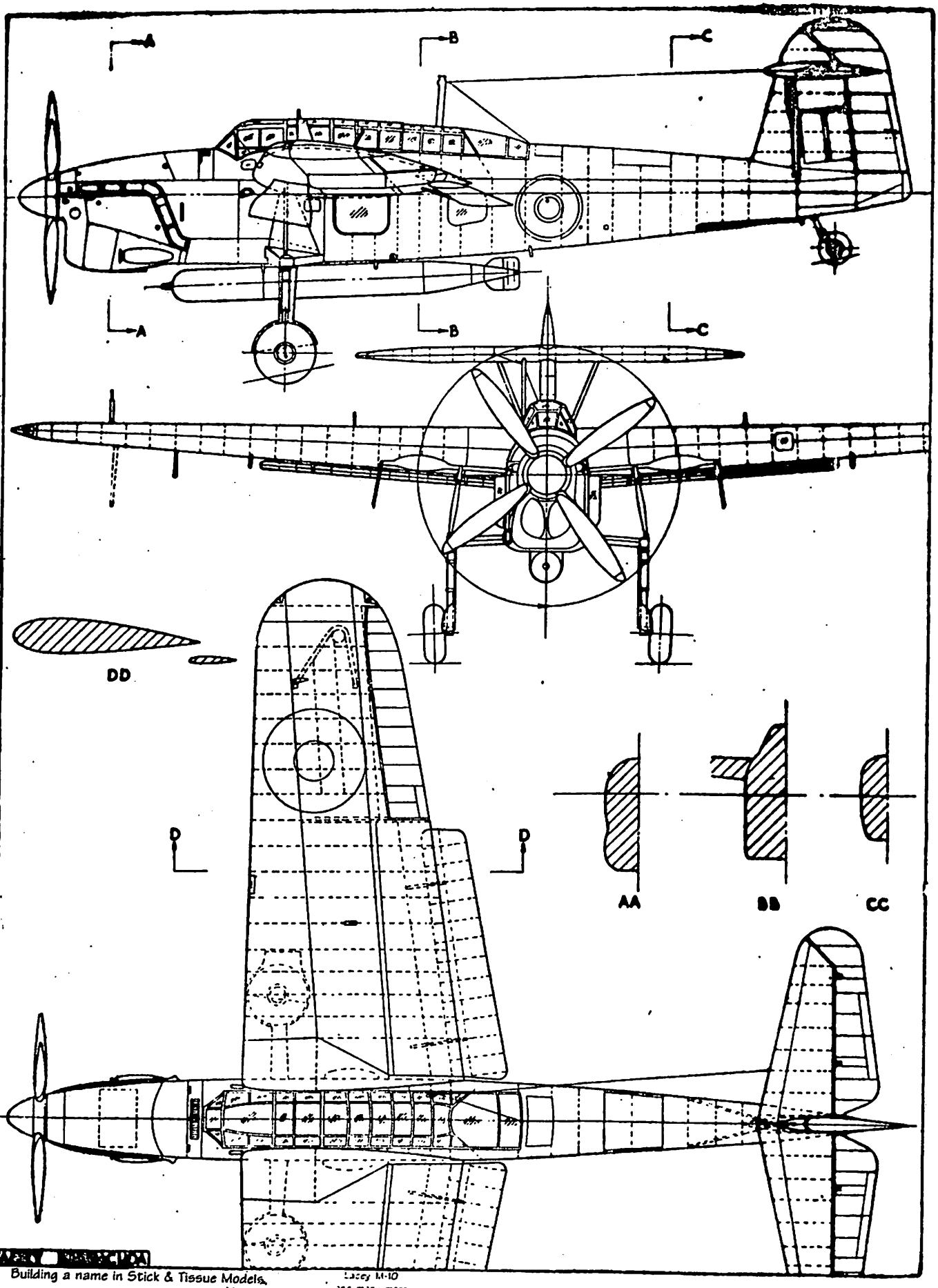
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British WWII torpedo/dive bomber

Fairey Barracuda

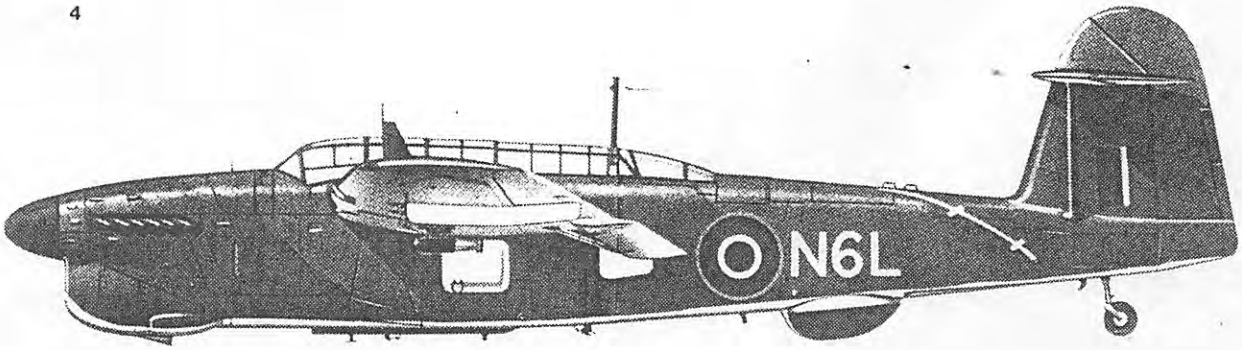
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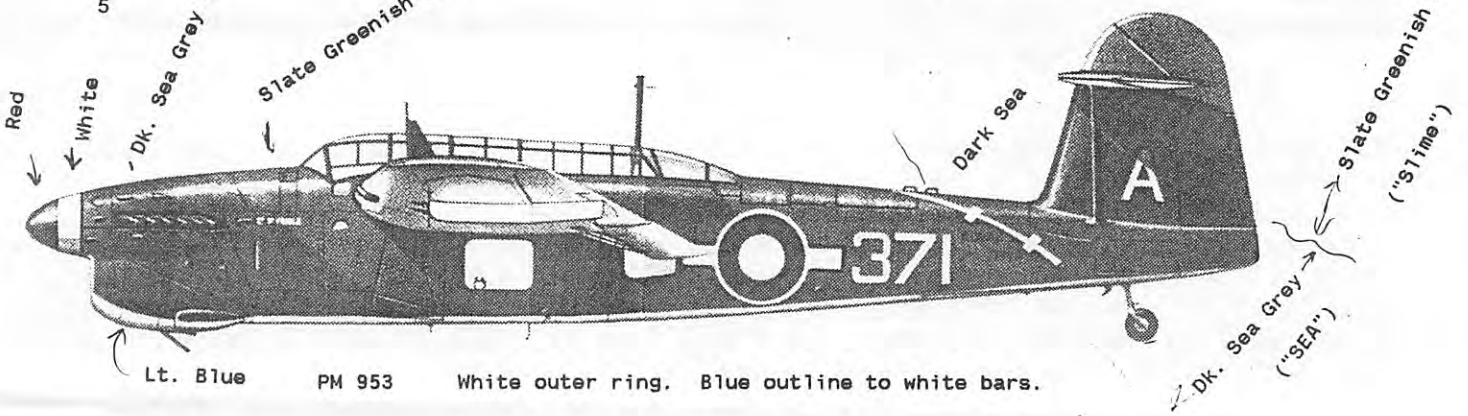
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4



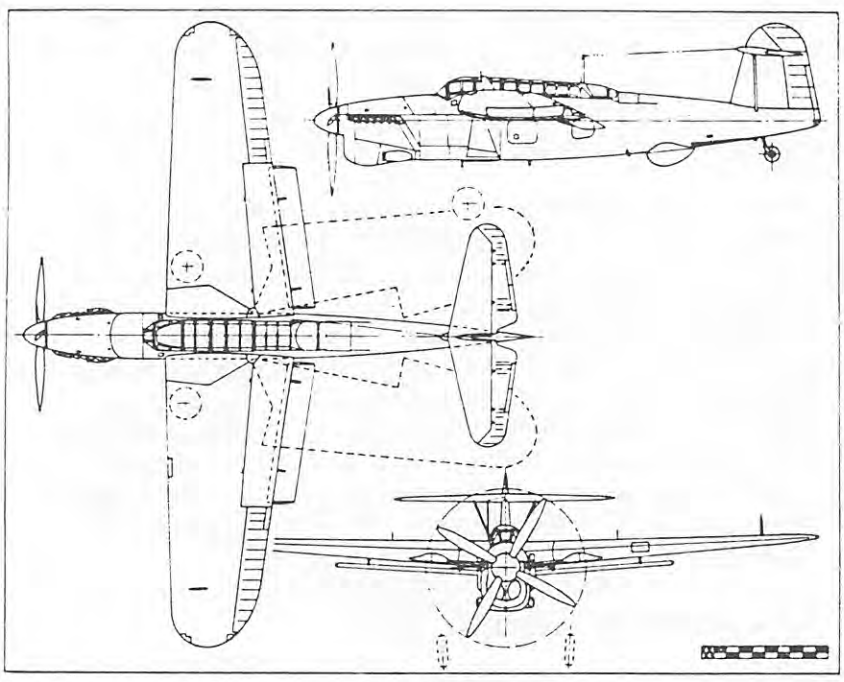
5

White 371 over A on fin.

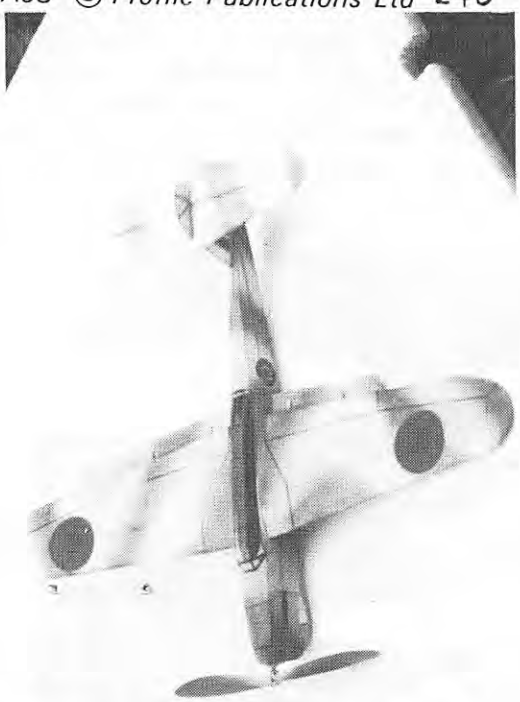


4 Barracuda III of 810 Squadron July 1945.
5 Barracuda II of 812 Squadron (Vengeance) January 1946 in South West Pacific Area Markings.

P. Endsleigh Castle ARAeS © Profile Publications Ltd 240



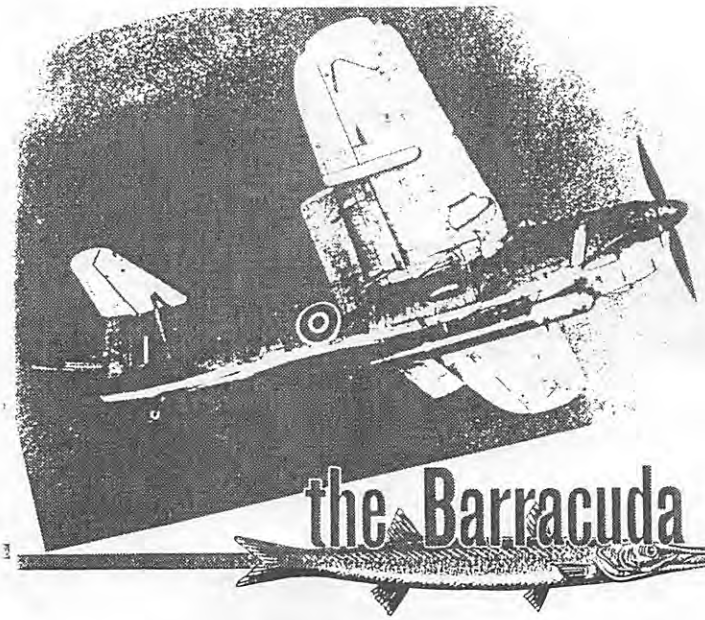
Barracuda III



BREDEHOFT BARRACUDA PEANUT WW II

CROSSWINDS
EDITOR, RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

FLAT HATIN' ON BARRACUDA



the Barracuda

Model Airplane News - October, 1944

by EARL STAHL

The Barracuda fish story grows on us as time and now sport transcend aircraft merit. It hatched Dec. 7, 1940 to 1938 spec's to replace Stringbag types with a low octane fuel engined monoplane for carrier use. Low priorities (Rolls Royce built engines for real airplanes) and a frail frame under heavy loads were not quite fatal . The Royal Sea Slug was as fast as the Ju 87 Stuka, but nowhere nearly as useful or well liked by crew. Weight went up and performance down with added power and gear. The Berra' was more of a Flounder or wet back Hedgehog than a real airplane. On wing yagi multi bar antenna were removed in service. The rear TAG guns were kept under hatch in combat to keep speed and control. The last two canopy sections swung up like a dive brake to shield the gunner, but really foul up air flow over the tail. But bad was good in this post WW II view as late use and limited missions to hinder shipping with waterspouts served well to cut action losses. Royal Navy TBF & TBM Avengers replaced the Barracuda in 1945.

With FAI Tan gumbands the Berra' continues to be a big fish in FAC model action. The high shoulder wing on a slim, long frame, and wider chord wing flaps attract fliers. Drag is avoided by ink marking on the multiple external projections of antennas, bomb racks, air fences, and big wing lock posts that clutter the full sized airplane. Now, George and Jack Bredehoft extend the Berra's range to WW II Peanut and No. Cal. Both sizes are keeper size and nasty predators in Peanut Scale and Mass Launch events. The Peanut racked up seven kills (wins) over the four months flying season. Hung dined on fish at the last Contest in Flint, on a 6 minute out-of-sight flight up, for a winning Max. Younger but wiser Jack has kept his Profile Barracuda so far by flying only one flight of three total, at the cost of potential wins. Next season he may not be kind!



Earl Stahl first hooked us in Oct. '44 MAN with a real attractive keel frame model that scaled in at $15\frac{7}{32}$ inch wingspan. But Bad Guy Squadron shrunk the plans from the $21\frac{5}{8}$" size that Earl built. Also the XP 55 Ascender shrunk from $22\frac{11}{16}$" to $15\frac{7}{8}$" and the Vultee XP 54 from $18\frac{11}{16}$" to $13\frac{1}{16}$". This war secret was just released by Jim Adams and Jim Alaback to FM, KAPA, and SAM Speaks 7/98, and to Charles F. Schultz. Charles will offer full sized 21.7" plans with full views and patterns by next July '99 from 910 Brodfields Dr., Louisville, KY 40207. Catalog list for $1 plus S.A.S.E. If You can't wait, send your plea for either size to Russ Brown at the Blue Fox Base CROSSWINDS archives above.

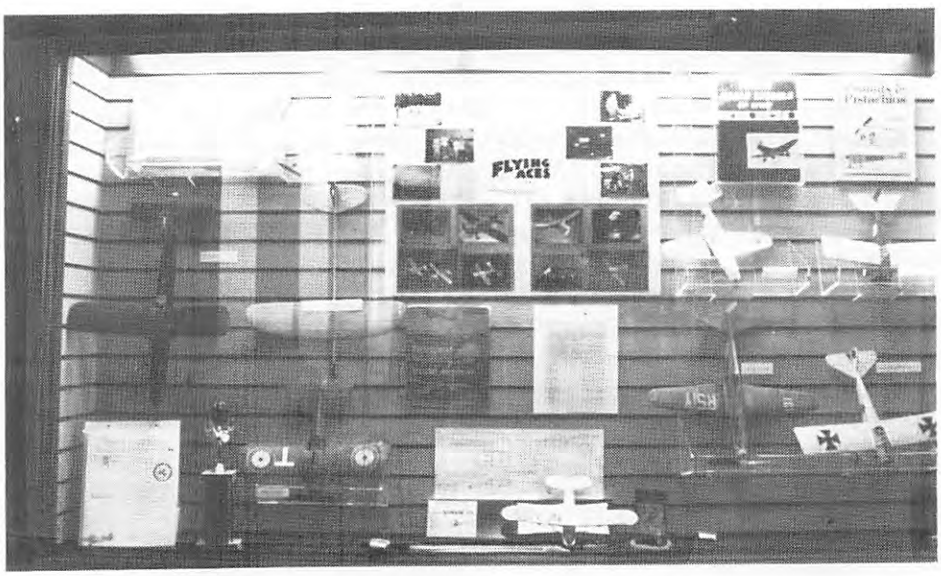


David Lozar, Brecksville Middle School seventh grader, launches his modified Delta Dart on a test flight. Best time was 36 seconds and he placed 18th out of 40 contestants at the Ohio State Science Olympiad competition.



Display of model aircraft and rockets at the Cleveland Botanical Gardens, (located in University Circle) during the Holiday Season. There were over fifty models on display to complement the Holiday Season Around the World theme.

Aircraft were the work of Pete Christ of Solon, Ohio.



The Cuyahoga County Library, Independence Branch, featured our Club for a month's display. This is a very good community resource for Club public relations.

If any of our readers have had experience with the ***SCIENCE OLYMPIAD*** Propeller Propulsion Event, please send me a copy of the plan of your participating student's model. This activity is sponsored by Midwest Products Company. The parameters set forth by Midwest are very restrictive and I would appreciate any input that would help me with this project.

Club members and Friends please make a note of the **Annual CFFS Dinner.** The date is December 5, 1998 and it will be held at the Independence Holiday Inn. This is the same location as last year's party. CFFS meeting 11/8 at 7:30 pm at Zands.

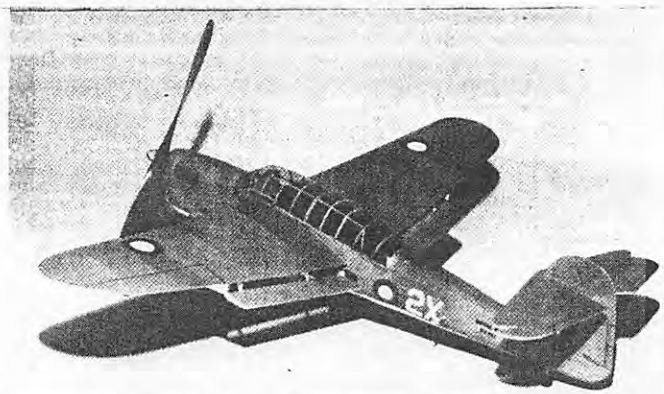
Kent state has given us only one choice for our **Annual Indoor Contest.** The date is Sunday, March 28, 1999. We are adding FAC Scale to the event list. Also we hope to see more Junior contestants. Seek out a youngster and help him or her make an Jetco ROG or an EZB. We hope to have some nice prizes for the Junior events.

Those of you that fly CO2 power events might be interested in the following: A very informative booklet by Fritz Mueller is available from John Worth, CLOUD 9 RC, 4326 Andes Drive, Fairfax, Va 22030. The cost is $4.00. If you are in need of the 8 oz. cartridges they are available from Pitsco Inc., P.o. Box 1708, Pittsburg, KS 66762. phone - 316-231-0010

CROSSWINDS readers with red feather scratched renewal issue codes lower than this #93 can avoid the **KAPUT** chop to the address label by sending $12 to : Russ Brown, 4909 N. Sedgewick, Lyndhurst, OH 44124.

FLAT HATIN' CONTINUED

A big Berra' won WW II even before Jack Mc Gillivrays' at the Johnsonville NAS. Jack will not have plans, as he just builds in the air, and adds beauty and lightness. A great looking state-of-the-art Barracuda plan at 27 ½" wingspan by Chris Starleaf was in Flying Aces Club News 3-4/95. This box frame fish is without camouflage or marking data. Zoom up to model size Profile Publication No. 240 for truly drab dark gray and slate gray green slime color. Brighter prototype markings of all yellow undersurfaces with a yellow P code are shown on the AIR TRAILS cover May '45 reduced on page 14 here. This Barra' II prototype has a black prop spinner on Merlin 32 with covered exhaust. It may be ROYAL NAVY P 9647.



Most static points overall at the 1978 MB Peanut Contest, were earned by Jack Little, Menlo Park, Calif., for this Fairey Barracuda. Placed 2nd in WW-II.

Jack Little won best WW II in the '78 MB Peanut Proxy. Jack sprayed on thin Floquil in nitrate dope as 2X P 9981 from Profile 240. It's A Small World ↓ Jacks' Barracuda was at the '80 West Baden 24 hr. Indoor Proxy Peanut. Charles Sotich flew it with Jacks big war secret SAM prop to swab the tile deck for 3rd in WW II Peanut. I found the floor tile wave wake from Jacks big Peck prop neat to bounce off with the Gordon Roberts O'le Tiger Goodyear Peanut for near one minute flights and even lost it in 3 rd floor rooms. Ref. CROSSWINDS 57.

Butch Hadland was CD and Judge. Butch did the famous Lacy M-10 plan for Peck Polymers. Doc Martin kept us in suds from the bar for the 24 hr marathon. Now his Bostonian point standard equalizes Charisma pts. vs.wide lifting body types, to encourage DUPLACY types. For more on the secret water spout screen by Barracuda test Pilot Cfficer Bertie Bentwing ask Jack Little at the fabulous CAPSTONE HOBBIES at 562 W. Schrock in Westerville, Ohio. Phone 614/ 899-6313. Use password " I'll have a SAM prop for a Barracuda please". CAPSTONE carries an amazing full line of all major FF Scale kits and ff supplies.