

PRESIDENT:

Pat Daily
14908 Rocking Spring Dr.
Rockville, MD. 20853
460-1298

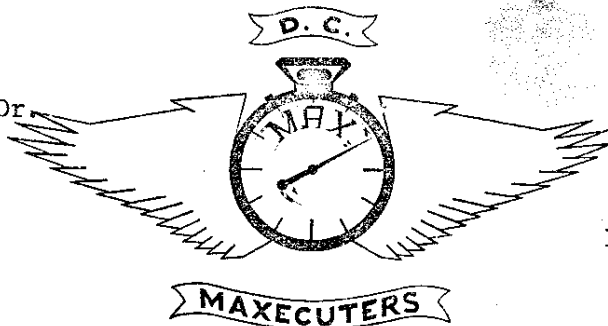
SECRETARY-TREASURER:

Ray Rakow
9111 Crosby Rd.
Silver Spring, MD. 20910
588-0317

EDITORS:

Pat Daily
Ray Rakow

DUES: \$6.00/year due on
July first each
year.



"MAX FACTS"
MARCH 1977 NEWS LETTER

The next meeting of the D.C. Maxcuters will be held WEDNESDAY, March 5, 1977, at 7:30 at the College Park Airport. Please try to make an effort to come, as we will be finalizing our late summer-early fall event plans, in addition to throwing a lot of the old bull around!

At the last meeting about 20 fellow Maxcuters showed up and another marathon planning session ensued. A list of events for early spring and summer were decided on and are listed below. As you can see there is plenty to keep even the most avid of builders busy!

Upcoming Events:

- Feb. 27- noon to dark Embryo Endurance at the Comsat Site (on Interstate 270) Rules will be the F.A.C. rules. This event will be held weather permitting.
- Feb. 25 -- P-NUT SCALE with Mooney Rules at Kennedy High 7-10:00PM
- Mar. 25 -- Indoor NO-Cal (profile) scale contest at Kennedy High 7-10:00PM. Rules: balsa or foam construction, plastic prop, no condenser paper or films, must R.O.G., will count best of three official flights
- Apr. 1-- April Fool Event--see notice in the newsletter explaining event to be held at Kennedy High 7-10:00 PM. Allan Schanzle will direct (??) this event.
- Apr. 21-- Outdoor Hand Launch Glider. Our yearly OHLG contest starts on the 3rd Thursday of the month at the COMSAT site and will run for 6 months. Bill Clarke will direct this event.
- Apr. 21-- Catapult Glider Contest: a scale and non-scale division will be conducted for all you guys with bad arms. Ray Rakow will direct this event. Like the OHLG event, it too will run for 6 months, with your 3 best scores counting for placement.
- Apr. 17--Glastonbury Conn. Indoor Scale Contest. Several of us are interested in going up to this contest. See Model Aviation for details of this one.
- May -----THOMPSON AND GREVE TROPHY RACES-- to be held at Comsat, date undecided as of now. See rules in this Newsletter.
- June--- F.A.C. Contest in Massachusetts, Date to be decided.
- July --- Embryo Endurance at COMSAT 2nd Thurs of Month (July 11)
Schoolyard R.C. Scale -- date and rules pending
- Aug. ----- WORLD WAR I and II Rubber Scale COMBAT EVENT -- at COMSAT on Aug. 27 (last Saturday of August)--rules similar to Thompson Trophy Event.

Club Happenings-- Pat Daily

The last Kennedy Indoor Session, held on Feb. 4, turned out to be one of the busiest nights the old gym has seen this year... at least 50 and probably 70 fliers and spectators were present--the Kennedy High Journalism Crew showed up to take T.V. pics of Bill Saunders and several of the fliers--Claude Powell drove for 2 hours from Ridge, MD to make it and brought several sharp models with him!

Club Happenings continued:

I got a copy of the N.A.R. FLIGHTMASTERS newsletter a few days ago and Fernando Ramos writes that Peck Polymers is now carrying Brown CO₂ engines in stock. In addition Bob Peck is carrying several different size tanks, ranging from 1.75 cc to 20 cc for the Brown engines. These tanks are made by Bill Brown and are of the same high quality as the engines. In addition Brown now makes an adaptor to convert Ansul fire extinguishers to chargers for CO₂ engines. By using Brown charger fittings you can convert the Shark and Telco CO₂ engines to this system. If you are interested in these items, drop Bob Peck, at Peck Polymers a line and ask for the specs on them.

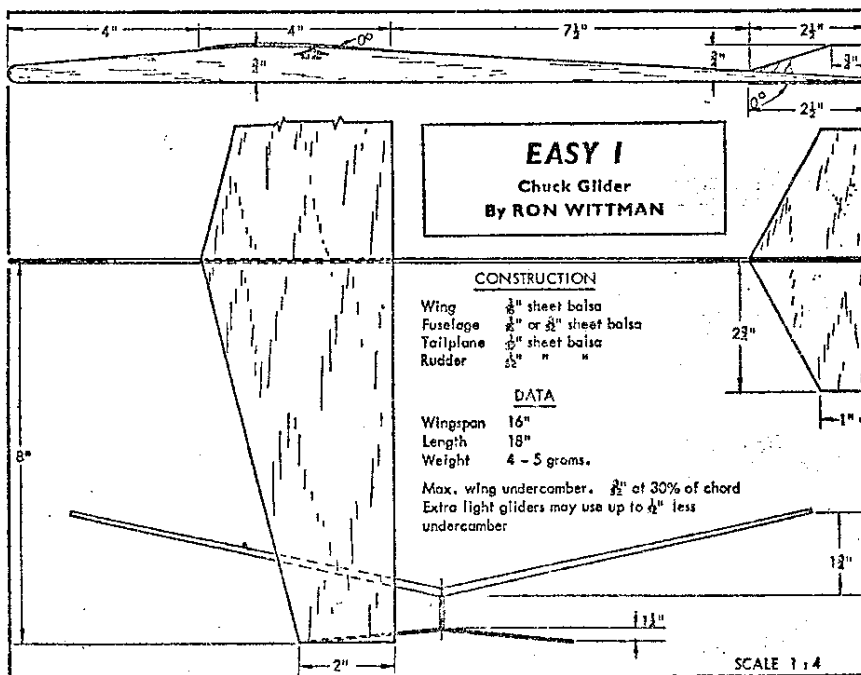
Other new items-- I have been flying one of Andrew Moorehouse's Comper Swift kits for a couple of months and I have to admit it is a great flyer and very rugged. I would highly recommend his kits. Also Jim Daily just finished a Lee's Hobbies Albatross DII P-NUT kit and it is really suited for indoor rubber flying--so well that I am now building one of these.. These kits are available through Peck Polymers or local shops.

For those of you that don't know it--several large scale plans are available at very low prices. Mostly Nieto plans-- available from the Smithsonian Library. Don't have room this issue, but we will publish this list of plans soon.

I have recently finished Fred Hall's new book on Indoor Scale Flying and my reaction is that this man has spent a lot of time and money studying indoor scale flying from every angle and has now been kind enough to put it in book form for the rest of the modeling fraternity. I strongly recommend it to anyone flying any kind of rubber models! The cost of the book is \$3.95 plus 30¢ postage, available from Fred Hall, 29 Sunrise Terr., Westville, NH 03897.

One final note--this month's 3 view is again another Thompson Trophy Racer, start building one now for our Thompson Event and the F.A.C. Thompson Events!!! I have listed all the eligible planes in this issue, in addition., I have indicated the ones I have plans for. I will loan these to any interested RACE PILOTS!!!! Gentlemen, start winding!!

Pat



THOMPSON TROPHY AND GREVE RACES

O.K., you guys it is time for us to tune up the old rubber stretching muscles and think hard about this here Thompson Trophy and Greve Races Events to be held at the D.C. Maxecuter's favorite flying site, COMSAT. We will hold this event in late May 1977 and will use F.A.C. (that's Flying Aces Club of Connecticut) Thompson Trophy-Greve Rules. A somewhat condensed version of these reules is discussed in the following paragraphs: Remember the idea is FUN, FUN, Fun in the SUN!!!!

Condensed TT Rules: Any rubber model of a Thompson or Greve Racer plus any of the listed racers in the style of the Thompson and Greve may be entered except for high wing and parasol types (such as Mr. Mulligan, Page Racer, and Lockheed Vega). Only Racers of the 1929-1939 era--no post WWII racers allowed. All racers must be in proper colors and markings. If racers had retracts then it is ok to have gear in up position as the planes will be handlaunched anyhow. However, you should outline the hatches. Wings --a 24 inch max wingspan is allowed with no minimum. You can alter the scale airfoil as long as no undercambered wings are used. Dihedral may be increased provided it is not done to the extent of damaging the scale appearance of the racer. Sheet covering ok only where real ship was wood or metal covered. Fuselage--scale cross section required. Sheet structure ok where original was wood or metal covered. Motor tubes ok. Tail--solid sheet ok if original was wood or metal covered. Area may be increased as long as it does not damage the scale appearance of the model. A clear plastic "cheater" may be used to increase area on planes where a balsa and tissue enlargement would utterly destroy the scale appearance of the model, eg, as in the Gee Bee R1. Proof-- proof of the model's eligibility and compliance with the rules is the total responsibility of the contestant.

As you ozone burning speed merchants can see from the list of racers on the back of this page, several of the listed racers flew in both the Greve and the Thompson Trophy races, therefore if the racer you build is one of these it automatically means it is eligible to fly in both events. The F.A.C. group apparently have enough entrants for each race that it is necessary for them to have a qualifying race to eliminate all but the top ten Thompson and top ten Greve racers before they actually hold the Thompson and Greve Events. Since the Maxecuters are rather new at this game, we will not hold any qualifying races, but will let everyone with a racer, that is eligible, fly in either the Greve and/or the Thompson events. If, however you choose to build a racer that only flew in one of the races, then it will only be eligible for that event, be it the Thompson or the Greve.

Now I know that some of you guys are probably madly flipping through Reed Kinert's Raceplanes trying to find some honest to goodness racer with huge wings, well guys, ther ain't any, but pay attention, I haven't told you how the contest is run yet!! Here is how it works: 1. All flights are to be hand launched into the PREVAILING wind, 2. All flights are official regardless of duration, 3. All flights begin with the winding of the motor. 4. Any broken motor while winding or flying during a race eliminates you from that race. Remember the real racers blew pistons every so often -- and that usually ended the race for them!!! 5. the plane remaining in the air the longest on the last lap (flight) of a race is the winner of the race. NOTE WELL --The starter will post or announce the planes and pilots (with one mechanic) to participate in each heat (flight) and allow 5 minutes to report to the starting line. An observer will be assigned to each plane and will record the flight time for that plane. At the signal from the starter, 120 seconds will be allowed for winding the motors and assuming the launch position at the starting line. At the end of the 120 seconds (and remember if you blow a motor your out of it) the starter will shout "Ready, Set, GO!". At the word "GO" all pilots MUST LAUNCH INTO THE WIND. Any hesitation and you are automatically in last place!. Each lap will be started in the above fashion and will be repeated until only two planes are left. This will be the last lap!!

CONVERSION CHART FOR RUBBER SIZES -- FRACTIONS TO DECIMALS TO MILLIMETERS

fraction (inches)	aproximate fraction	inches (decimal)	mm
1/100	-----	.010	.254
1/64	-----	.0156	.396
1/50	-----	.020	.508
1/40	-----	.025	.635
-----	-----	.030	.762
1/32	-----	.0313	.790
-----	-----	.0394	1.000
1/25	-----	.040	1.016
3/64	-----	.0469	1.190
1/20	-----	.050	1.27
-----	-----	.0551	1.40
-----	-----	.0591	1.50
-----	-----	.060	1.524
1/16	-----	.0625	1.587
-----	-----	.063	1.60
-----	1/15 -----	.0669	1.70
-----	-----	.070	1.778
-----	1/14 -----	.0709	1.80
-----	1/13 -----	.0748	1.90
5/64	-----	.0781	1.96
-----	-----	.0787	2.00
-----	1/12 -----	.080	2.032
-----	1/11 -----	.090	2.286
3/32	-----	.0938	2.38
-----	-----	.0984	2.50
1/10	-----	.100	2.54
7/64	-----	.1094	2.778
-----	1/9 -----	.110	2.79
-----	-----	.118	3.00
-----	-----	.120	3.048
1/8	-----	.125	3.048
-----	-----	.130	3.302
-----	-----	.1378	3.50
-----	1/7 -----	.140	3.556
-----	-----	.150	3.81
5/32	-----	.156	3.968
-----	-----	.157	4.00
-----	-----	.160	4.064
-----	1/6 -----	.170	4.318
-----	-----	.1772	4.50
-----	-----	.180	4.572
3/16	-----	.1875	4.763
-----	-----	.190	4.826
-----	-----	.1969	5.00
1/5	-----	.200	5.08
-----	-----	.210	5.33
-----	-----	.2165	5.50
7/32	-----	.2187	5.556
-----	-----	.220	5.58
-----	-----	.230	5.84
-----	-----	.236	6.00
-----	-----	.240	6.096
1/4	-----	.250	6.35

PLANES ELIGIBLE FOR THOMPSON AND GREVE RACES USING F.A.C. RULES:

SHIP	GREVE	T.T.
#301 Kling's Folkerts	X	X
*#4 Marcoux-Bromberg		X
#29 Turner Pesco Spl.		X
*#70 Schoenfeldt-Rider	X	X
#15 Folkerts SK-4	X	
#88 Haines H-3	X	
#49 Delgado Flash	X	
#41 Military Aircraft Corp.		X
#18 Rider R-8	X	X
#5 Chester Goon	X	X
#17 Bushey-McGrew(Rider)	X	
Pearson-Williams Mr. Smoothie		X
*Howard Hughes Racer		X
Delgado Maid		X
*Cessna CR-2 and CR-3	X	
*Chambers Chambermaid	X	X
*Folkerts Mono Spl.	X	
Hostler Fury		X
Wedell Williams We Will Jr.	X	X
*Floyd Bean Spl.	X	X
Gee Bee QED		X
Gee Bee E	X	
*Laird Solution #77		X
*Travel Air S NR 428N		X
#37 Howard Pete	X	X
Paul Adams Travel Air		X
*Hawk's #13 Travel Air		X
Gee Bee Z #4		X
Wedell Williams #44		X
Hall's Gee Bee Y		X
Lockheed Altair		X
*#400 Laird Super Solution		X
#11 Gee Bee R-1		X
#121 Wedell Williams also #92		X
#7 Gee Bee R-2		X
#6 Hall Bull Dog		X
#39 Howard Ike	X	X
*#131 Rider San Francisco	X	X
*#97 Israel Spl.	X	X
#38 Howard Mike	X	X
#1 Rider R-2 Bumble Bee	X	X
#154 Gee Bee Y		X
#2 Turner's Wedell Williams		X
#57 Wedell's Wedell Williams		X
#33 Brown Miss Los Angeles	X	X
*#15 Chester Jeep	X	X
#6 Miles Atwood Spl.	X	X
Whittman's Chief Oskosh	X	
*Whittman's Bonzo		X
Seversky Sev 3 X2180, and #63 P-35, and #23 Sev-s2 amphib		X
*#100 Caudron	X	X
#54 Rider R-3		X
*#1 Folkerts toots	X	X
*#52 Crosby CR-4	X	X
*HAWKS Time Flies		X

* Plans can be borrowed from Pat Daily

Build Now!

C. A. V. U.

"Ceiling & Visibility Unlimited"

Did you ever hear of an airplane that killed its pilot without being flown? That's what many said about the plane built by William Lawrence Jamieson, in Richmond, Va., for the Thompson Trophy race many years ago.

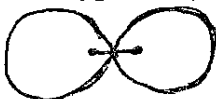
The relatively new Thompson Trophy event for models has aroused a flurry of interest in our club, in case you hadn't noticed. Even I have begun to stir my creaky, half frozen bones enough to start looking over some drawings. I might even build one of the critters.

I had the good fortune of attending the Cleveland National Air Races in 1938, 1939, 1946, '47 and '48. Had a fly-in pass for the 1938 and 1939 races, which gave me the run of the field - went in every hanger, crawled over every race plane, took pictures and got to know some of the pilots. Those were exciting days!

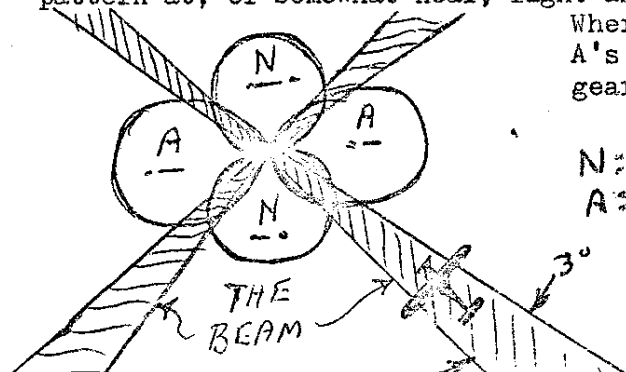
One of the things the public never knew was that the hangers concealed many beautiful and promising race planes that would never race. Just as in the model contest where many fine scale jobs never fly, so, too, in the big airplane contest. Also, the public never knew of the blood, sweat and tears that went into some of those never-to-be-raced creations. I had first hand knowledge of one of those creations a few years earlier.

Lawrence Jamieson of Richmond, Va., was an experienced air mail pilot who flew the regular night mail run to New York in Pitcairn Mailwings during the early 30's. He was good! Extremely good! He had uncanny instrument and blind flying ability. When the weather closed in and conditions were zero-zero, he was the one who always volunteered to fly the run when others wouldn't. Remember that this was in the days when so-called blindflying was in its infancy and the only radio navigation aid was the radio range system usually referred to as "the beam".

To digress for a moment for the benefit of those who may not be familiar with radio range flying, the system, very briefly, comprised a network of transmitters scattered over the country, which broadcast signals in the low frequency band of 200 to 400 KC (now KHZ). At each station, two vertical antennas, or radiators, broadcast the morse code signal for the letter A, or $\bullet -$, which would typically form a figure 8 pattern:



A second pair of antennas would broadcast the letter N, or $- \bullet$, in a pattern at, or somewhat near, right angles to the first, like so:



Where the patterns overlapped, the A's & N's blended, or meshed like gear teeth, to give a steady monotone signal:



By listening to the steady monotone, you would fly straight to (or away from) the station, which was usually at an airport. Drift to one side and you would begin hearing a distinct "A" or "N" (depending upon which quadrant) blending in with the monotone. You could then steer back into the beam. Every few seconds, the station would automatically transmit its call letters, e. g. R (*-*) V (**-*) for Richmond, Va., and every 30 minutes, at 10 min. before each hour and 20 min. after, they broadcast a 2 min. weather report by voice. If you had a transmitter, you could also (sometimes) communicate by voice on 3105 KC - OOPS! - I mean K H Z. You knew when you reached the station by the "cone of silence", when the signal stopped for a couple of seconds and then started again.

I listened once to Jamieson explain how he landed his ship at Richmond in zero-zero fog. Nearing the station, he would hold 1200 ft. alt. until he passed through the cone of silence. Then count 10 seconds, close the throttle and start a left hand, two minute, 360° turn at 500 ft./min. descent, straighten out, slow the glide with power on and nose up until the wheels touched ground. He never missed. Fortunately, the range station was located about $\frac{1}{2}$ mile from and aligned with the long runway, there were no high obstructions, and, in heavy fog, seldom any wind.

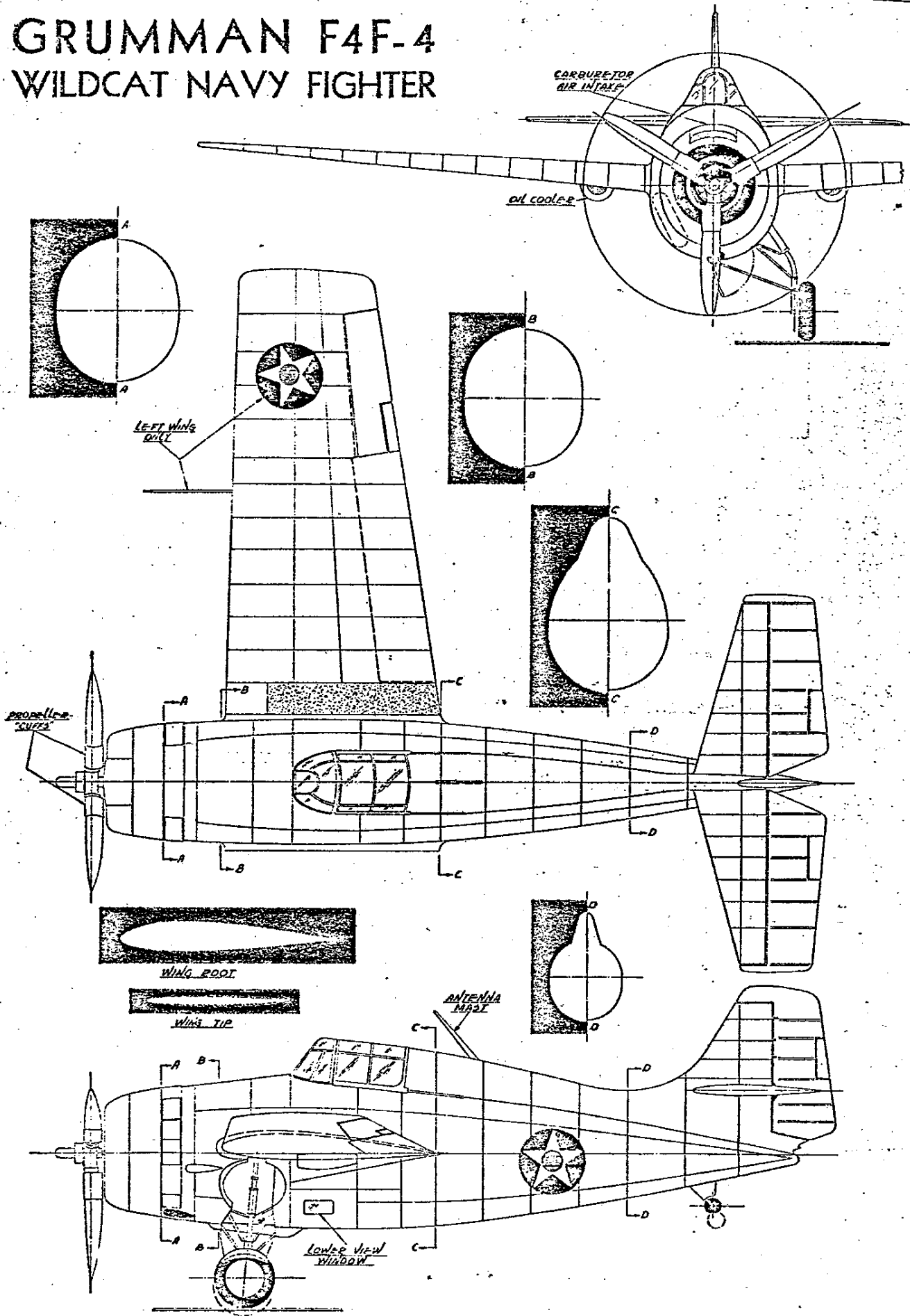
During the time Jamieson flew the night mail, he was designing and building his race plane in the hanger at Richmond. It was really a horrible looking thing, of plywood, with a Curtiss D-12, 420 H.P. watercooled engine, something like Steve Wittmans plane, but it had a retractable gear with wire spoke wheels which gave it a rather fragile appearance. Completion of the airplane for the Thompson seems to have become an obsession with him. He devoted every spare moment one summer, night and day, to the project, sometimes going without sleep for long periods & living on black coffee while still trying to fly his regular night mail run. Then one C. A. V. U. moonlight night, in June of 1933, this guy who was so good at flying the same course when fog was so thick he couldn't see his wingtips, flew into the ground and scattered the Pitcairn, the mail and himself over the rural countryside. That's why they called the Jamieson racer an airplane that killed its pilot without being flown.

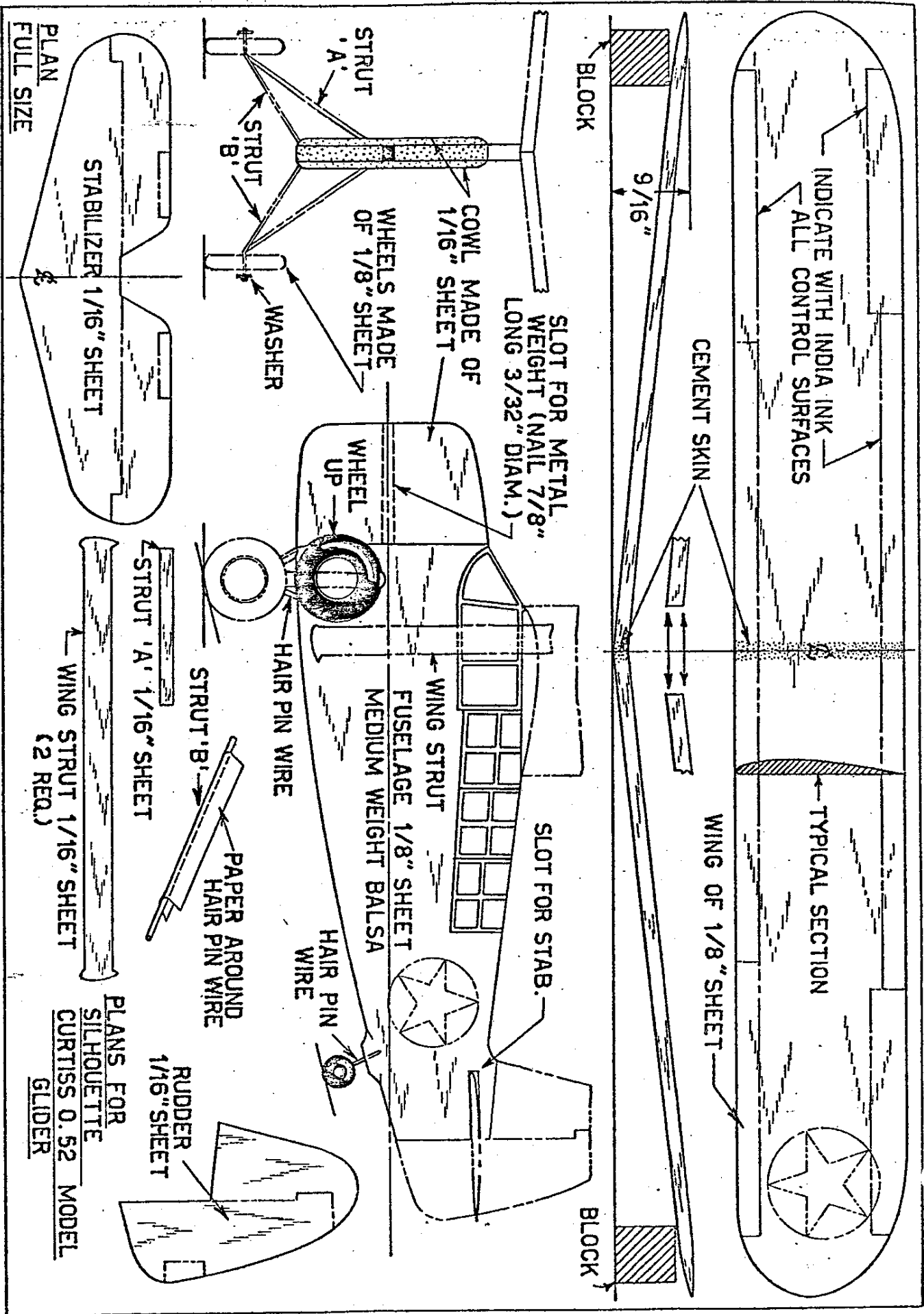
By Rolfe Gregory

LATE NOTICE:

The mid-Hudson R/C Society will hold its 1st Annual "Rhinebeck Classics" Contest on Saturday + Sunday, June 25 + 26, at the Old Rhinebeck Aerodrome, New York. Check with Ron Ekstrom for details!

GRUMMAN F4F-4 WILDCAT NAVY FIGHTER





PLAN FULL SIZE

PLANS FOR SILHOUETTE CURTISS 0.52 MODEL GLIDER

RUDDER 1/16" SHEET

WING STRUT 1/16" SHEET (2 REQ.)

STRUT 'A' 1/16" SHEET

WING STRUT 1/16" SHEET

PAPER AROUND HAIR PIN WIRE

STRUT 'B'

HAIR PIN WIRE

HAIR PIN WIRE

FUSELAGE 1/8" SHEET MEDIUM WEIGHT BALSA

WING STRUT

WHEEL UP

WHEELS MADE OF 1/8" SHEET

COWL MADE OF 1/16" SHEET

SLOT FOR METAL WEIGHT (NAIL 7/8" LONG 3/32" DIAM.)

WASHER

STRUT 'B'

STRUT 'A'

BLOCK

SLOT FOR STAB.

WING OF 1/8" SHEET

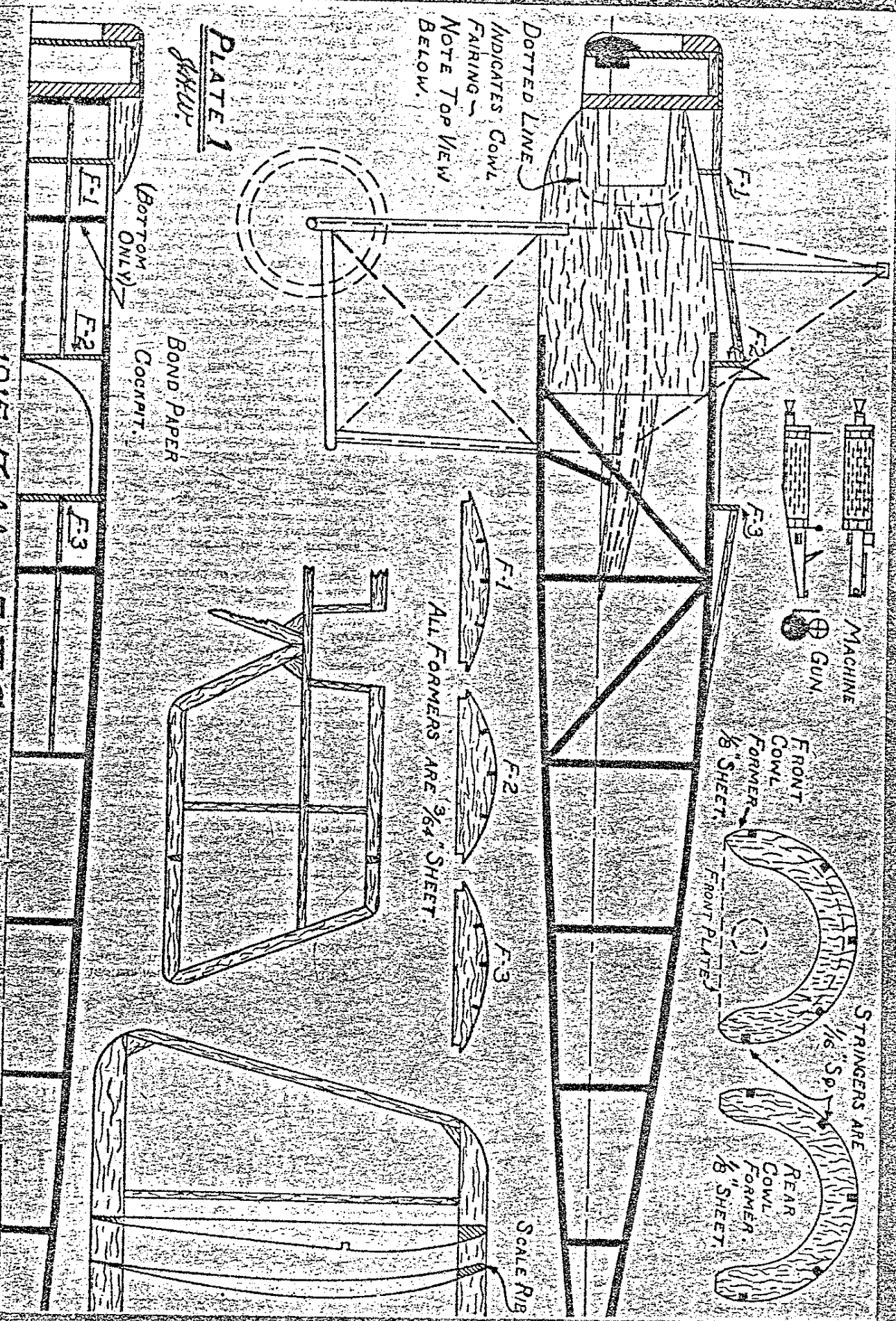
CEMENT SKIN

INDICATE WITH INDIA INK ALL CONTROL SURFACES

TYPICAL SECTION

9/16"

BLOCK



DOTTED LINE
INDICATES COWL
FAIRING
NOTE TOP VIEW
BELOW.

PLATE 1
GULL

BOND PAPER
COCKPIT
(BOTTOM ONLY)

ALL FORMERS ARE 3/8" SHEET

FRONT COWL FORMER 1/8" SHEET

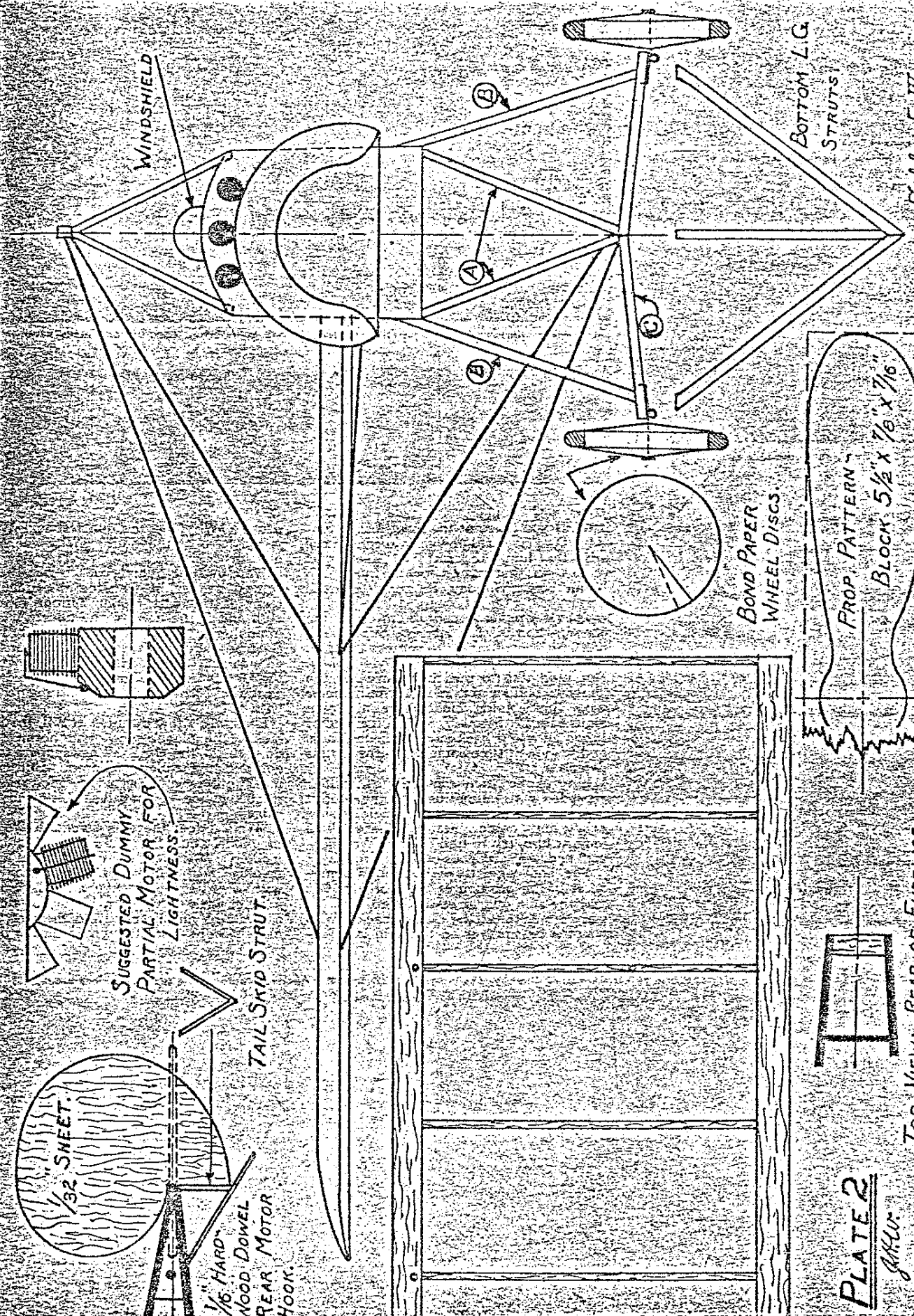
FRONT PLATES

STRINGERS ARE 1/6" Sp.

REAR COWL FORMER 1/8" SHEET

SCALE RIB

1915 Fokker E. III German Fighter



1/32 SHEET

SUGGESTED DUMMY PARTIAL MOTOR FOR LIGHTNESS

1/16 HARD WOOD DOWEL REAR MOTOR HOOK

TAIL SKID STRUT

BOND PAPER WHEEL DISCS

PROP. PATTERN BLOCK 5 1/2" x 7/8" x 7/16"

TOP VIEW - REAR OF FUSELAGE

BOTTOM LG STRUTS

FOLKLE E III

PLATE 2
J.H.C.

HANDICAPPED MODEL FLYING IS CHANCY

What could be more appropriate than a FUN contest sponsored by the HMFIC on April Fools day. Who knows - maybe the 'ole HMFIC won't even show up, after all, 'tis April Fools day. Then again, maybe no one else will show up!!

The rules are ridiculous, 'cause everybody has an equal chance to win - kids and wives, as well as us senile 'ole fogies. Two events will be sponsored, and trophies will be awarded for the winner of each event. In addition, a special "HMFIC TROPHY" will be awarded to the most deserving contestant.

EVENT 1: ENDURANCE (?)

1. Any rubber powered plane eligible.
2. Three official flights per entry, one entry max per person.
3. The HMFIC will declare certain air space to be "enemy territory," and all planes flying in this vicinity are subject to "special" treatment.
4. Max flight time = 60 sec. with one point given per sec.
5. All flights hand launched from no more than 5 feet above the floor.
6. All contestants must draw 2 "handicap slips" from the goodie jar, and these will be added or subtracted from your highest flight time. Highest resulting score wins.

EVENT 2: PRECISION FLYING

1. Any plane eligible.
2. One official flight only.
3. Two spots will be marked on the floor, one for launch, one for final resting place (landing???)
4. You must specify the time it will take from launch to reach final resting place. One point for each second actual flight differs from your estimate. Plus one point for each foot (rounded) from designated spot.
5. Low score wins.

'Da Shanz,
alias HMFIC

