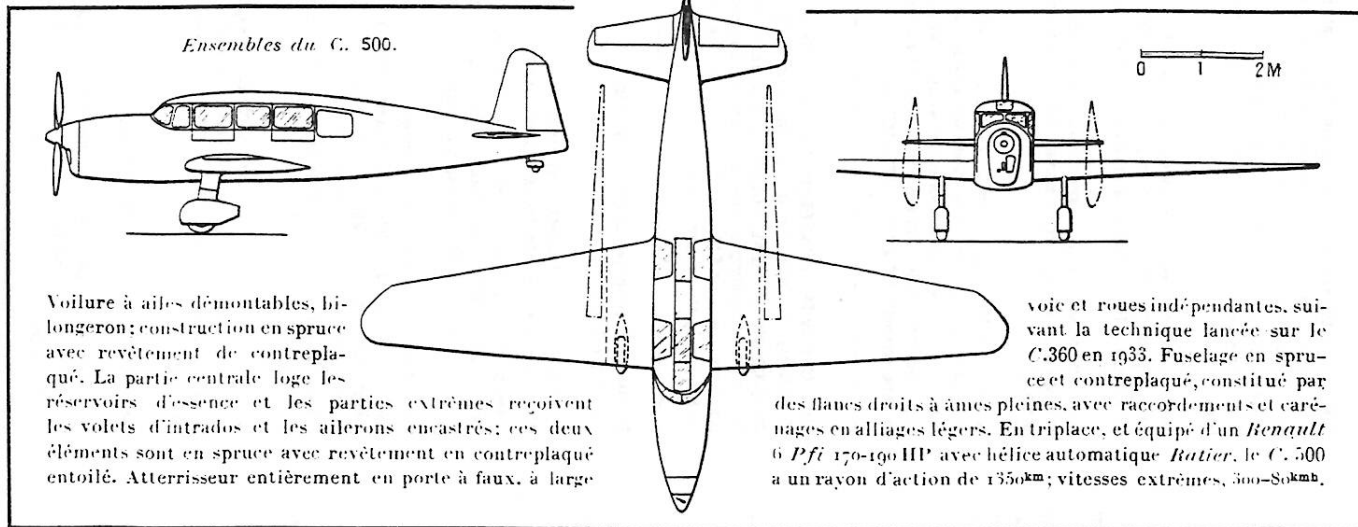


## LE SIMOUN : LA LIMOUSINE DE L'AIR



Voilure à ailes démontables, bi-longeron; construction en spruce avec revêtement de contreplaqué. La partie centrale loge les réservoirs d'essence et les parties extrêmes reçoivent les volets d'intrados et les ailerons encastrés; ces deux éléments sont en spruce avec revêtement en contreplaqué entoilé. Atterrisseur entièrement en porte à faux, à large

voie et roues indépendantes, suivant la technique lancée sur le C.360 en 1933. Fuselage en spruce et contreplaqué, constitué par des flancs droits à âmes pleines, avec raccordements et carénages en alliages légers. En triplace, et équipé d'un *Renault 6 Pfl* 170-190 HP avec hélice automatique *Rattier*, le C. 500 a un rayon d'action de 1350km; vitesses extrêmes, 300-300kmh.

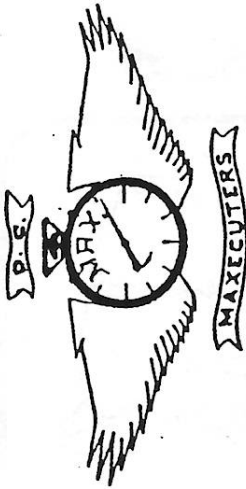
# max-fax



— MASSIMO —

# Sept - Oct

# '92



**Membership Information:** Dues are \$15 per year in the USA, Canada, and Mexico, and \$25 per year for all other countries. Expired dues will have a red X in the box at the top right corner of this page. You will receive only one notice for renewal. Make checks payable to the D.C. Maxcutters and send to the Treasurer (Frank Rowsome). The D.C. Maxcutters meet the first Wednesday of each month at 7:30pm at College Park Airport, the world's oldest continuously operating airport.

**DUES NOTICE**

### Club Officers

<b>President:</b>	<b>Secretary:</b>	<b>Treasurer:</b>
Jerry Paisley	Terry Pittman	Frank Rowsome
20 Clearwater Ct.	7863 Col. Village Row	10904 Bellehaven Blvd
Damascus, MD 20872	Annandale, VA 22003	Damascus, MD 20872
(301) 253-5295	(703) 698-1726	h-(301) 253-0378
		w-(301) 253-0576

**Newsletter Contributors:** Please send all correspondence and contributions (plans, articles, photos, etc.) for the MAX FAX to the club President. Send all dues to the Treasurer.

### Upcoming Events

1992

September 12 Maxcutter's Summer Fun Fly at Comsat 9am-5pm.  
 October 4 Old Timers Mini contest at Comsat.  
 October 10 Kudzu Flying Corps Fall Meet, Raeford, NC (see notice elsewhere in this issue)  
 November ? PAX River Indoor Contest (exact date TBA, see notice elsewhere in this issue)  
 December 6 Maxcutters Christmas Banquet, cocktails begin at 4:30pm, 94th Aero Squadron, College Park Airport, MD, Guest speaker yet to be confirmed. Last year Mike Hostage, U.S. Air Force F-15 pilot in the Gulf War, and also a Maxcutter, spoke. (more details will follow)

1993

January 10 Region 11 Collecto 12N-5pm, \$1 donation, engines, accessories, kits, etc. (see notice elsewhere inside this issue)

### Club News

#### Greetings!

This issue is packed with lots of great stuff so settle into your favorite flying armchair and put your feet up. Your distinguished editors - Ray Rakow and Terry Pittman have been digging through their well-organized personal archives (actually, a three-foot stack of un-organized old books and magazines) searching for the kinds of plans, 3-views, pictures, and tid-bits that will levitate you right out of the old easy-chair and over to the work bench. And Tom Schmitt's typically great photo pages include some fine shots from the FAC Nats.

Last month was le edition Francaise, but you might have noticed from the cover that this edition of MAXFAX has un petit peu French flair too! The featured plan is the beautiful Caudron-Renault C 635 "Simoun" designed by Terry Pittman, and drawn by Hurst Bowers.

Your letters are always appreciated. They keep the many editors and contributors to this newsletter motivated, plus they give us something to do at monthly meetings other than re-hash the AMA's enigmatic behavior.

While at the FAC Nats, a number of you promised to send a copy of your original plans for possible future publication in MAXFAX. There were some really delightful models by published and un-published modelers alike. If you have a cleanly-drawn plan that you would like to submit for possible future publication, send it to President Paisley (address is above). Plans must conform to the following format: 8" x 10" (single or multiple sheets), 11" x 17" or 17" x 22" (tp)

**Herb Clukey Memorial Flight Tee Shirt** - There will be a special event during the Maxcutter's Fun Fly (September 12, 9am-5pm @ Comsat) in honor of Herb Clukey (1925 - 1991) talented modeler, co-founder and proprietor of "Flying Models." One of the Maxcutters, Alan Luehrmann, has created a nice looking tee-shirt commemorating the event. These will be available at the Fun Fly for \$10. If you are unable to attend and want one send \$10, plus \$1 postage, (make checks out to: D.C. Maxcutters) to Alan Luehrmann, 6136 84th Avenue, New Carrollton, MD 20784. Available in L and XL sizes only.

#### Exclusive Top-Secret Construction Tip

By Terry Pittman

This really is true. Honest. While at the FAC Nats (being somewhat new to this stuff) I kept my eyes and ears open for clues, tips, tricks, etc. which seemed to help those guys who have as many Kanones as I have miles on my 1981 Rabbit Diesel. After all these fellas are not demi-gods. They are just regular guys who have developed their own routines, techniques, and systems which result in fabulous looking and flying planes. Right? Well I'm not so sure now.

Both of my suite mates won or placed in events. One of them WON A LOT OF EVENTS at the NATS. So naturally I nosed around his door quite often in the evenings, watching what he was up to, how he did things. One night he was replacing the tail wheel on his marvelous CANT tri-motor and would you believe that he actually used a FRUIT LOOP! It's true...I was there...I actually ate several tail-wheel rejects. (Incidentally, if you ever choose to use a FRUIT LOOP for a tail-wheel remember that they don't sand well, but they will handle Poly-S paint just fine.)

Now it's true that sometimes people forget to bring things like a 60-to-1 turbo winder, or paint, but there was plenty of scrap balsa around. So I began thinking, was he making some kind of statement with this FRUIT LOOP tail wheel? How do FRUIT LOOP tail wheels hold up over time? Are they lighter than balsa? Do they taste better?

I pondered these questions for a long time...

This morning it all became very clear to me. I think I've finally adopted the mind-set of a FAC Nats winner. I have decided to use a CHEERIO tail wheel on my next project. With less sugar content than a FRUIT LOOP I figure I'll save some weight.

## POOF!

by Bert Phillips

OK, it is Thursday afternoon. I am working at warp speed to finish a 20" Cessna C 37 with a HillLine Mini-4 for the SOTS contest on Saturday. I knew I was in trouble when I put the right wing panel in the microwave to speed up the drying of the glue and it went POOF! and burst into flames.

I had reinforced the wing tip with a thin strip of carbon fiber and that's what went POOF! I told Tom Schmitt about it and he said: "Of course it went POOF! you dummy. Carbon fiber is a conductor and conductors always go POOF! in the microwave."

It's nice to have friends with a proper education that know all about POOF! and things. I can't recall learning anything useful in my business administration education.

If you have read this far you are no doubt wondering what the point of all of this is. Well, the point is: don't put carbon fiber in the microwave unless you want to see a POOF!

If you guessed that I didn't finish the Cessna for the contest, you guessed right.

## Constructing The Caudron-Renault C 635

by Terry Pittman

### History and Background

The Caudron "Simoun" was one of a line of Caudron-Renault aircraft designed by engineer Marcel Riffart, winner of the Deutsch and Meurthe Cups. The "Simoun" was introduced at the 14th Paris Air Show in 1934. Initially designated the C 620, minor design and engine changes were made resulting in the C 633 and finally the C 635.

This four-seater touring plane was powered by a Renault "Bengali" 220 horsepower, six-cylinder, in-line engine. Designed with the same sleek lines as the Caudron racers which preceded it, the "Simoun" was the first civil aircraft to exceed 300 KPH (approximately 186 MPH).

The "Simoun" was an immediate success. The French Air Force alone ordered 490. Its speed and reliability made it the standard light mail carrier for the French Postal service (la Compagnie d'Air-Bleu) where it had a reliability rate of 95%, and delivered over 45 million letters in just two years.

The "Simoun" was the holder of many speed and distance records during the '30's, among them: Paris - Madagascar 1935 (57 hrs. 32 mins), the crossing of the South Atlantic by Maryse Bastie in 1936, and Paris - Tokyo 1937 (F-ANXXM, the subject featured on the cover.)

Famous author and pilot Antoine de Saint Exupery flew Caudron 635 "Simoun" #15, F-ANXX. You may remember reading the delightful children's book The Little Prince, or the perilous accounts of the brave men who pilot night mail planes on Night Flight, or Wind, Sand and Stars by Saint Exupery. (These books capture the beauty, danger, and mystery of flight better than any I've ever read.)

There are essentially three color schemes that I have been able to identify for the C 620-635. The most typical is the deep blue with white trim used by la Compagnie d'Air-Bleu. There is a fine example of this in the Musée de l'Air & de l'Espace in Paris (at La Bourget). The most dramatic is the subject I chose with the yellow and red banded wings and horizontal stab, and yellow fuselage (F-ANXXM). Finally, there was the military scheme of the 8th Escadre with bright aluminum finish and French roundels and rudder stripes.

The "Simoun" was constructed of wood with plywood covering. The fuselage top and bottom were covered with sheet magnesium.

### Construction

Construction of the "Simoun" is very straightforward for the typical Flying Aces Builder. The only atypical techniques that I incorporated might be the use of "sliced ribs" for the wing, and blue foam sandwich for the wheel pants and rear fuselage tip. This was my first experience using sliced ribs and I found them to be much easier than the typical sheet rib on a tapered wing. The rule-of-thumb is to keep the leading edge of

each rib intact, and cut the trailing edge to fit. For the landing gear, I used a torsion tube so the gear will accept a strong impact on a hard landing. The shroud around the upper part of each gear is attached to the under wing sheeting, but is left open at the back so the gear can spring backward. The blue foam fuselage tip fits snugly between the inner edges of the elevator and is not attached until the proper horizontal stab angle is found. For the windows I attached acetate first to the bare bones, then white-glued very thin velum paper masks on top to form the window shapes. It is important to coat the velum with thin CA glue and let this dry before mounting it on the acetate. Brush the CA glue onto the velum while placing it on wax paper or saran wrap. The CA glue will make the very thin velum stiff so that it will not distort when the water in the white glue comes in contact with it. When I covered the model I tissued over windows and all (don't attach the tissue to the clear part of the windows!) I painted the model this way, masking the lines on the wing and stab with 3M blue masking tape (it really doesn't tear the tissue!) and only after the painting was complete did I carefully trim the window openings. Use a new X-acto knife and you can let it follow the inside edge of the velum. This is an easy way to do windows and it looks very nice. Wing and fuselage lettering was cut from painted tissue. The small lettering on the vertical stab was hand drawn using a red SANFORD Sharpie ultra-fine point permanent pen. The colors match well, and the Sharpie ink never smears.

I'm just now trimming my "Simoun" and it appears that it will be a good flyer. I suspect you will enjoy building and flying this French golden age classic as much as I have. Bon volante!

### INDOOR MODEL AIRPLANE CONTEST

NAS/NATC PATUXENT RIVER - LEXINGTON PARK, MARYLAND  
LOCATION - ROTARY WING HANGAR BUILDING 111

9:00 AM - 5:30 PM

NO DATE CONFIRMATION BUT HOPEFULLY A SATURDAY IN NOVEMBER 1992  
CHECK WITH CLAUDE OR TOM FOR EXACT DATE - SEE PHONE NUMBERS BELOW =

NO ENTRY FEE BUT DONATIONS TO THE NAVY RELIEF SOCIETY ARE WELCOMED  
MAJOR EVENTS LEAGUE & ISCHIAI EVENTS

HASS LAUNCH 11:00 AM 6-FAC RUBBER SCALE  
1- OLD TIME SCALE\*\* 12:00 PM 7- COCONUT SCALE\*\*  
2- HW-1 SCALE 1:00 PM 8- BOGUS SCALE BOSTONIAN  
3- PENNY SCALE 2:00 PM 14 GRAMS MINIMUM WGT.\*\*\*  
4- GOLDEN AGE 3:00 PM (Rules in Nov-Dec 89 M-F)

### SPECIAL EVENTS (Electric & CO2)

1- FAG GEM (WEST COAST) BOSTONIAN.\*\*\*  
2- NOVICE PENNYPLANE (AMA Rules).\*\*\*  
3- NOVICE\*\*\*

4- MASS LAUNCH CONSOLATION EVENT - FLOWN ABOUT 4:00 PM.\*\*\*

\* OLD TIME SCALE RULES - Any old time kit plan; vintage before 1942 with 20 inch wingspan or less.

\*\* COCONUT Rules - 1 oz minimum weight w/o motor

Minimum wingspan - monoplanes 36 ins. - multiwings 30 ins.

Judging - 30 point maximum scale points

\*\*\* Single best flight time determines winner in these events.

\*\*\*\* SECOND and THIRD place flyers from the 5 standard MASS launches

are eligible to enter this event but must use plane flown in

the above MASS launch events. One launch, last one down wins!

AIRCRAFT FOR SCALE JUDGING MUST BE TURNED IN BY 11:00 AM

NO QUALIFYING FLIGHT IS REQUIRED

ALL FLIGHT TIMES MUST BE SUBMITTED BY 4:30 PM DEADLINE

AWARDS: 5:10 - 5:30

LOCAL RULE: ONLY ONE MASS LAUNCH EVENT PER AIRCRAFT

(EXCEPT FOR CONSOLATION EVENT ABOVE)

CONTEST INFORMATION: CLAUDE POWELL 1 (301) 872-4105

TOM SCHMITT 1 (301) 530-0327

IMPORTANT NOTICES:

PLEASE CONTACT CLAUDE POWELL AT LEAST ONE WEEK BEFORE CONTEST TO

PROVIDE YOURS AND GUESTS NAMES FOR ENTRY TO BASE.-----

FOOD AND BEVERAGES WILL BE AVAILABLE IN THE HANGAR AT NOMINAL PRICES

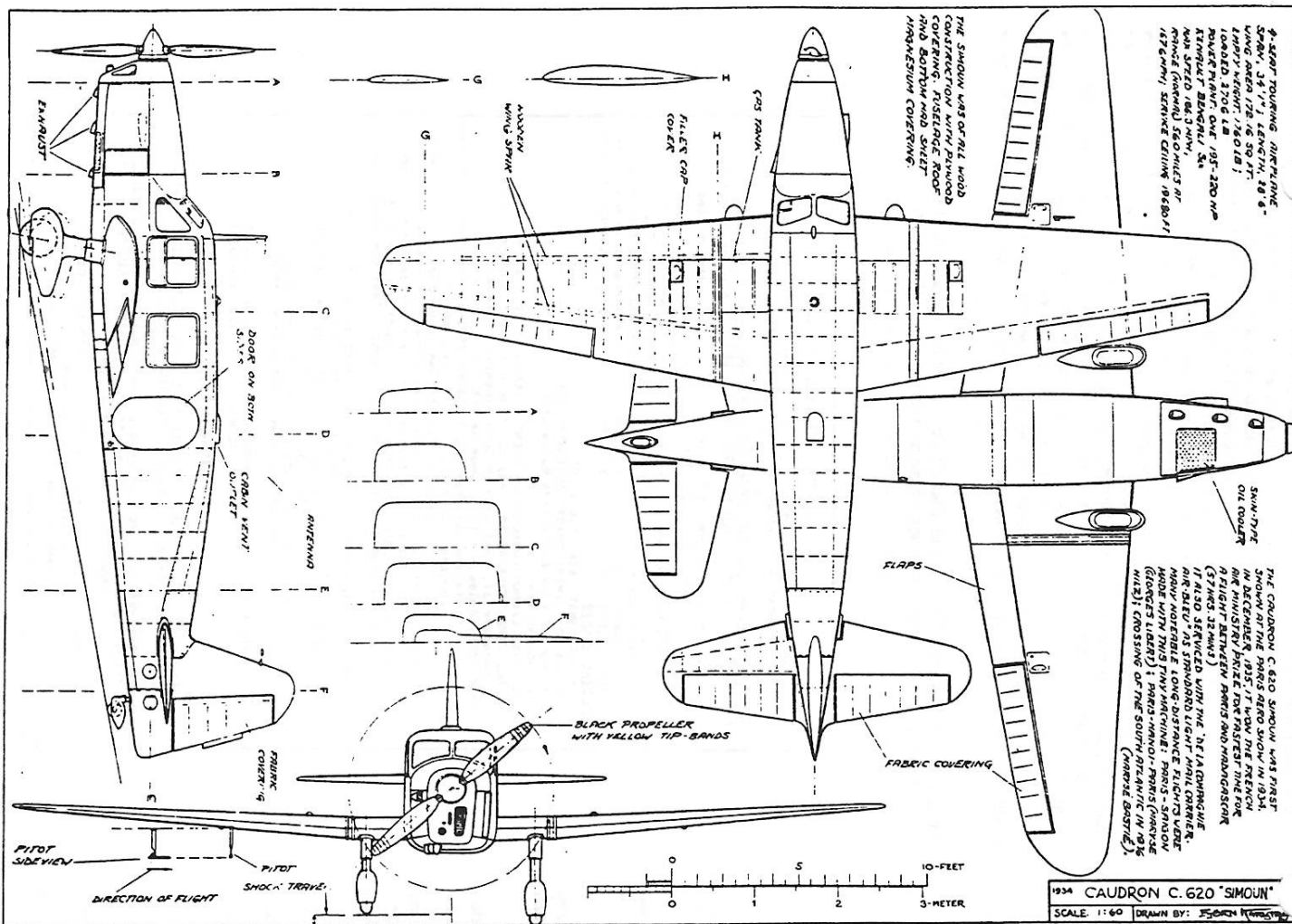
ALSO PLEASE NOTE THERE WILL BE NO LABELS OR COUPONS AVAILABLE IN THE

HANGAR SO BE SURE TO BRING YOUR OWN.

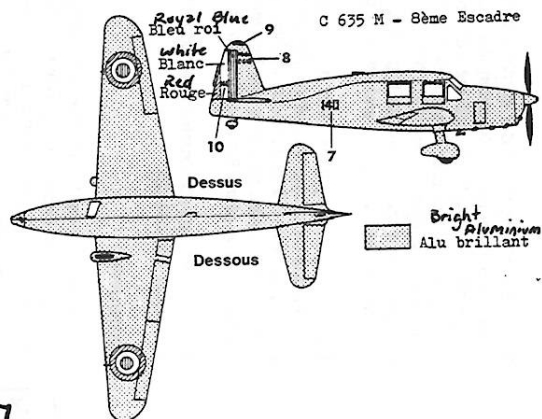
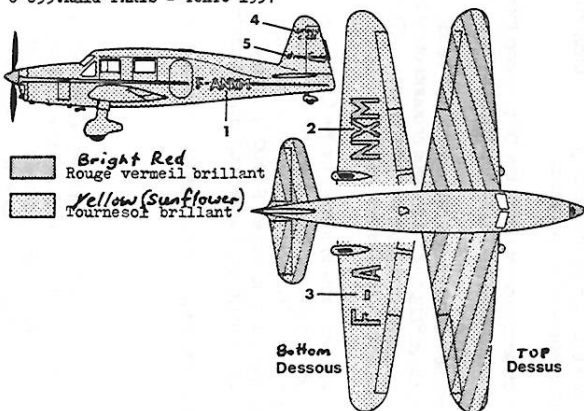
SPONSORED BY: NAVAL AIR STATION/NAVAL AIR TEST CENTER,

PATUXENT RIVER, MARYLAND AND

ST. MARY'S COUNTY RECREATION AND PARKS.



C 635.Raid PARIS - TOKYO 1937



DUMMY CYLINDERS  
ARE SHORT LENGTHS  
OF 3/8" BALSA, AND  
SANDED ROUND, AND  
SPLIT IN HALF.

BALSA  
AIR SCOOP

F4

F4

F1

F2

F3

F4

F5

WING POSITION

PROP  
DETAIL

3 1/2"

.040"  
WIRE

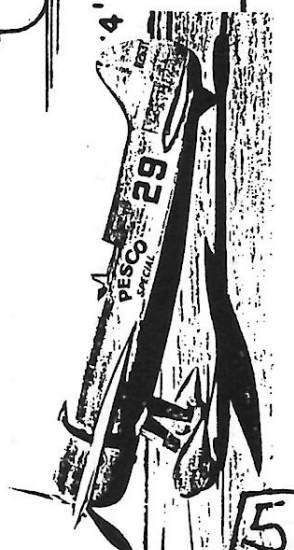
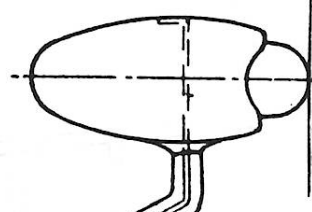
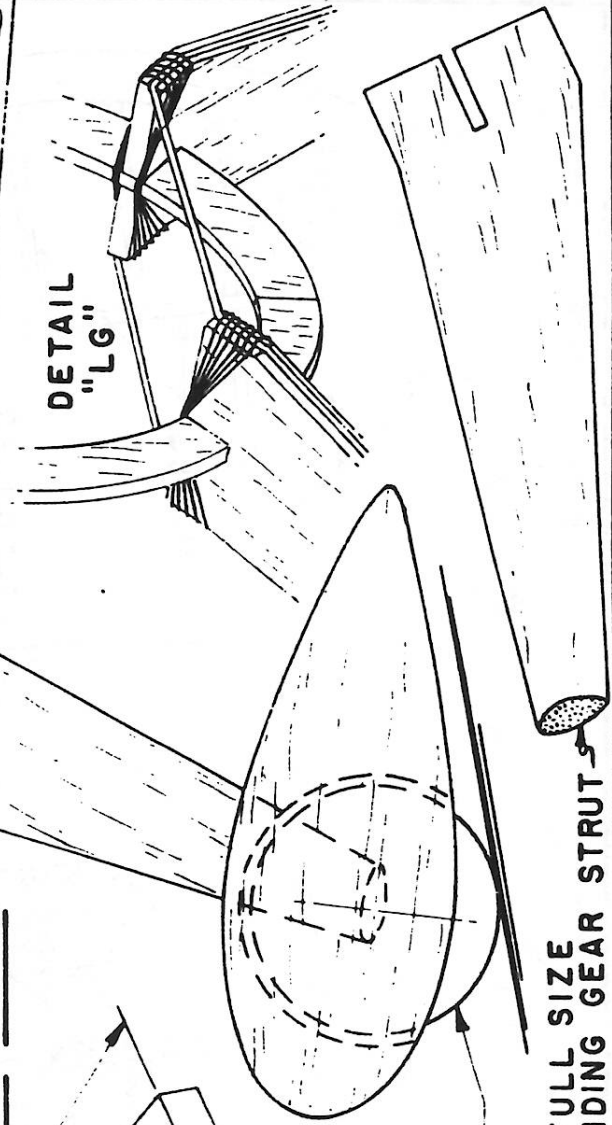
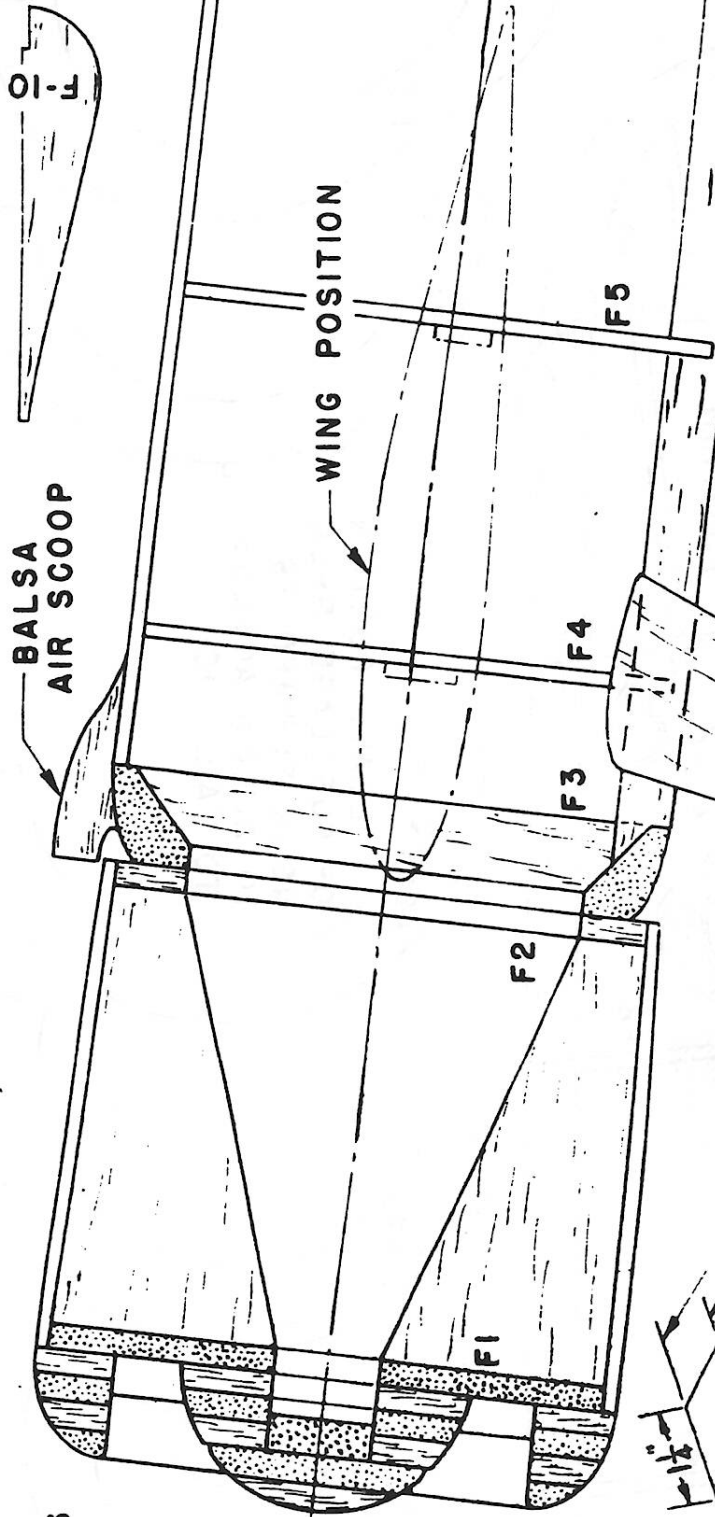
DETAIL  
"LG"

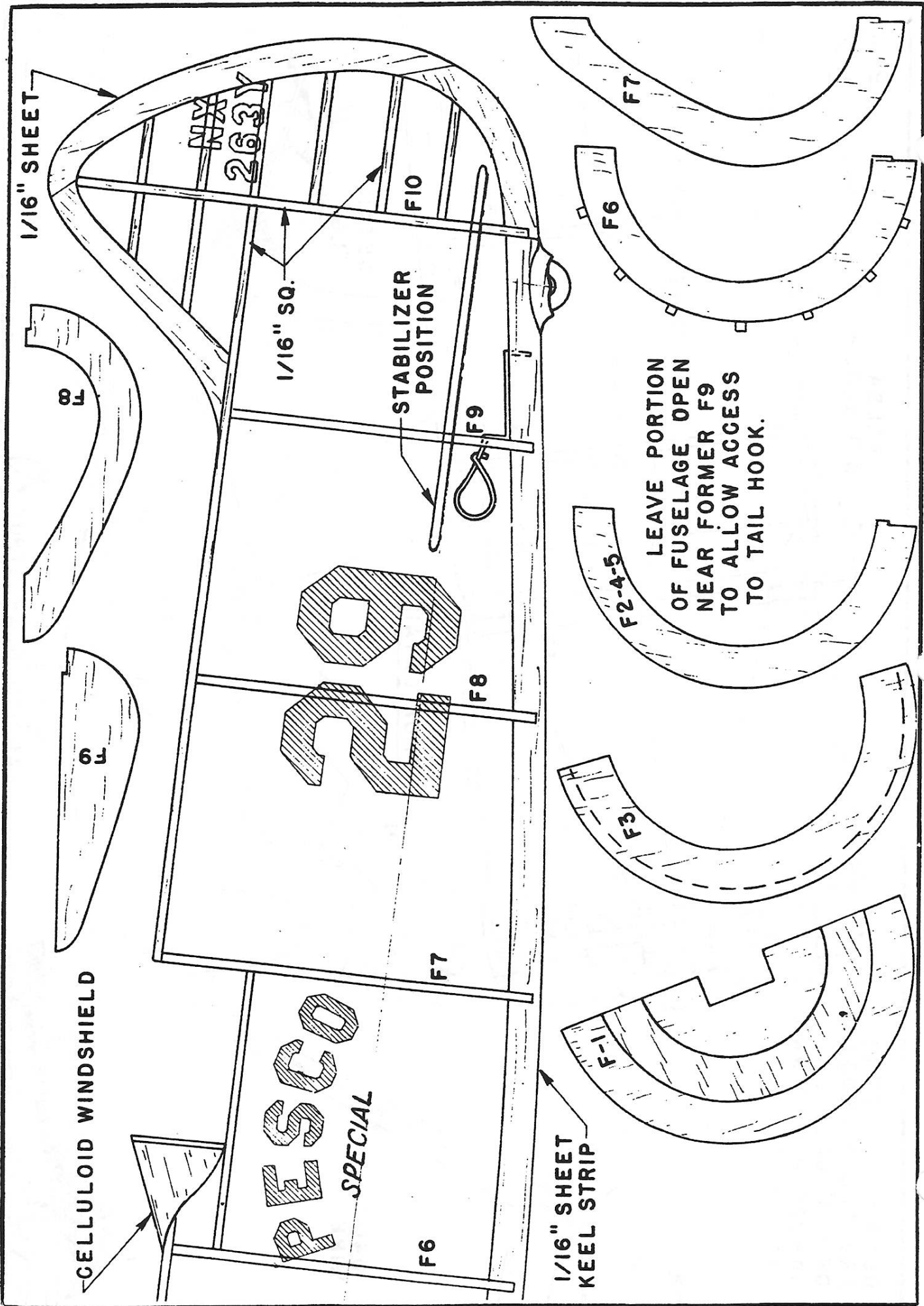
4" DIA. WHEELS

FULL SIZE  
LANDING GEAR STRUT

PESCO  
29

5





1/16" SHEET

CELLULOID WINDSHIELD

NVA  
2631

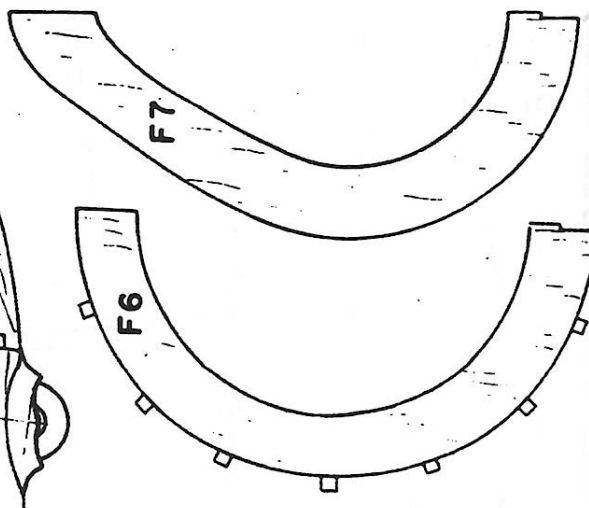
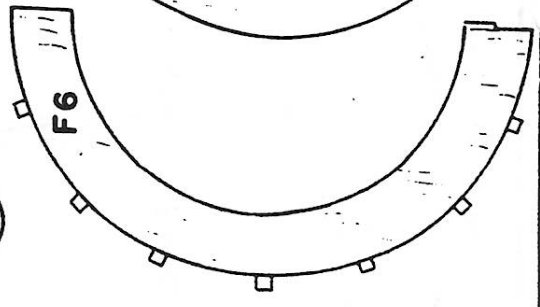
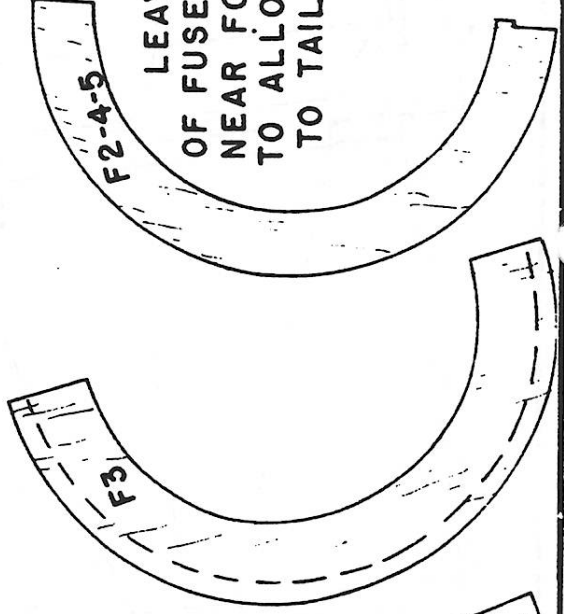
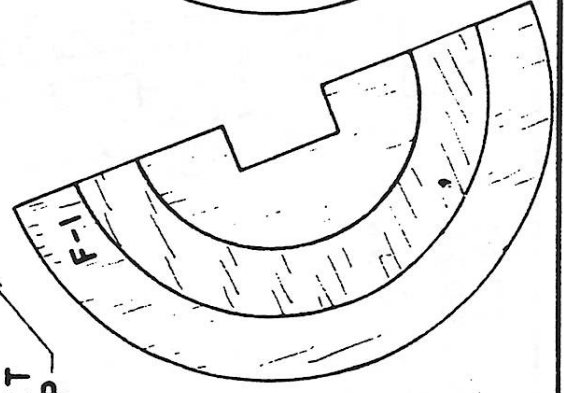
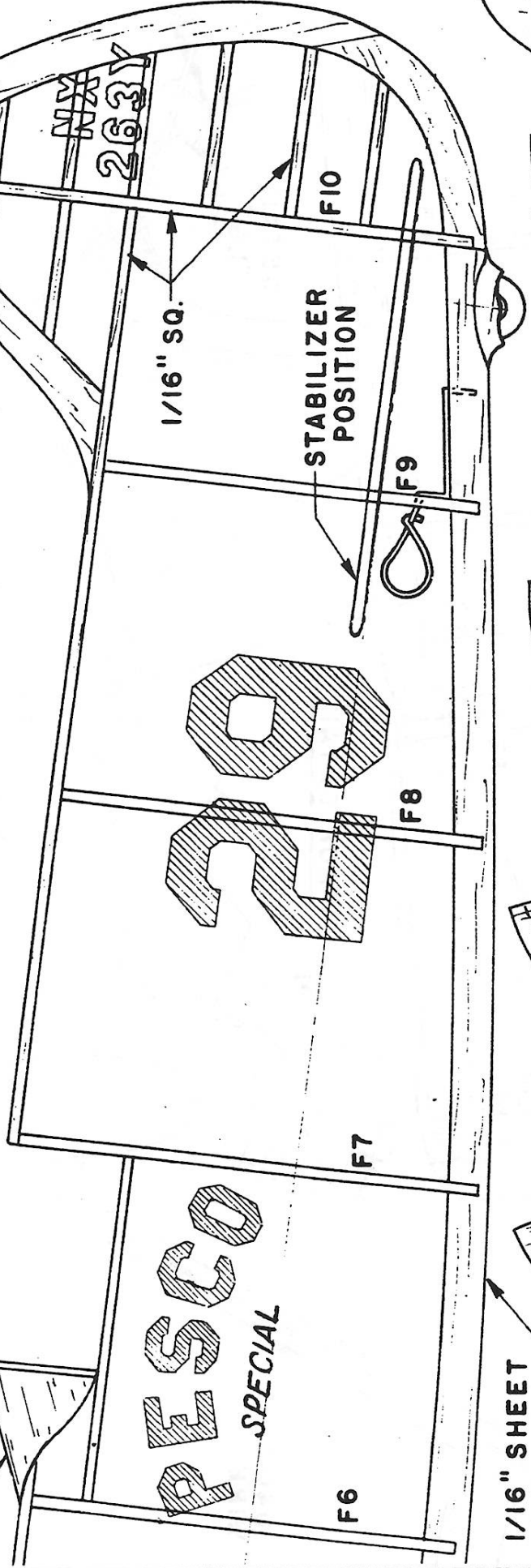
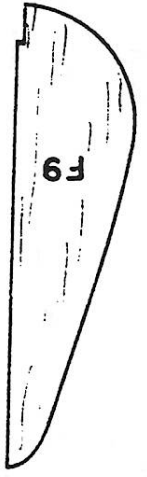
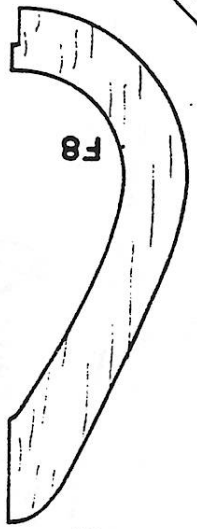
PRESKO  
SPECIAL

1/16" SQ.

STABILIZER  
POSITION

1/16" SHEET  
KEEL STRIP

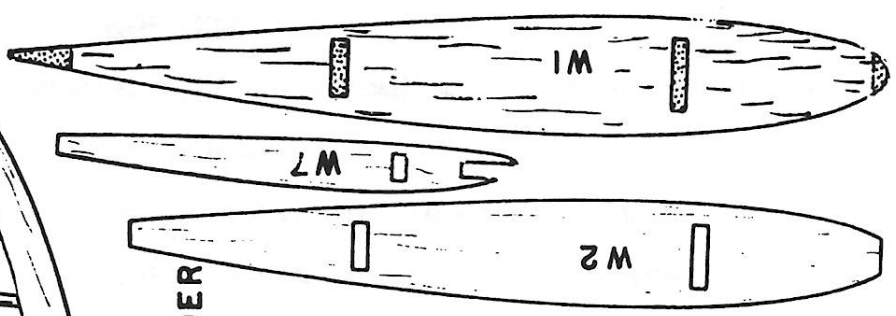
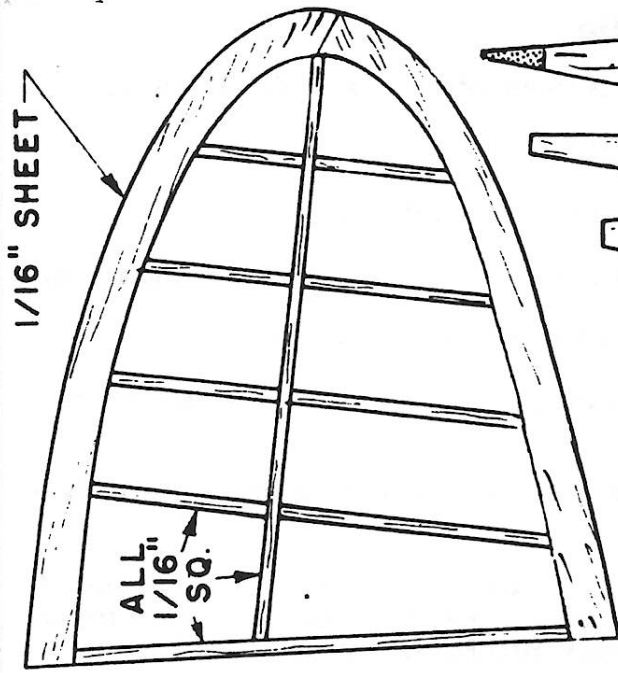
LEAVE PORTION  
OF FUSELAGE OPEN  
NEAR FORMER F9  
TO ALLOW ACCESS  
TO TAIL HOOK.



RIB W1 IS 1/8" SHEET, ALL OTHERS 1/16"

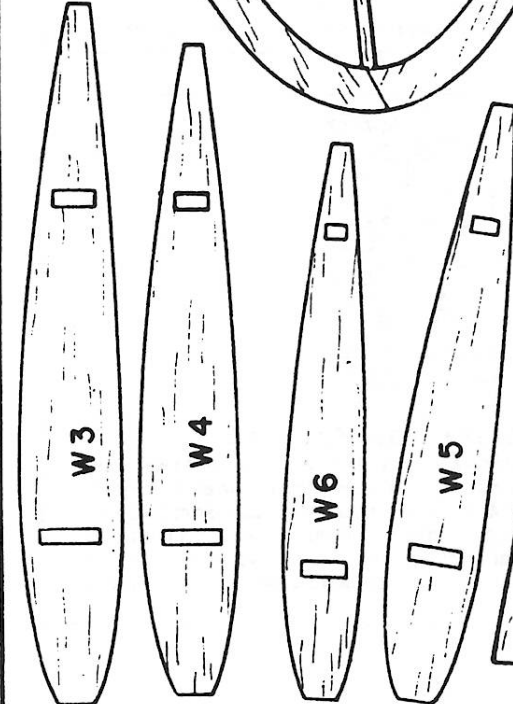
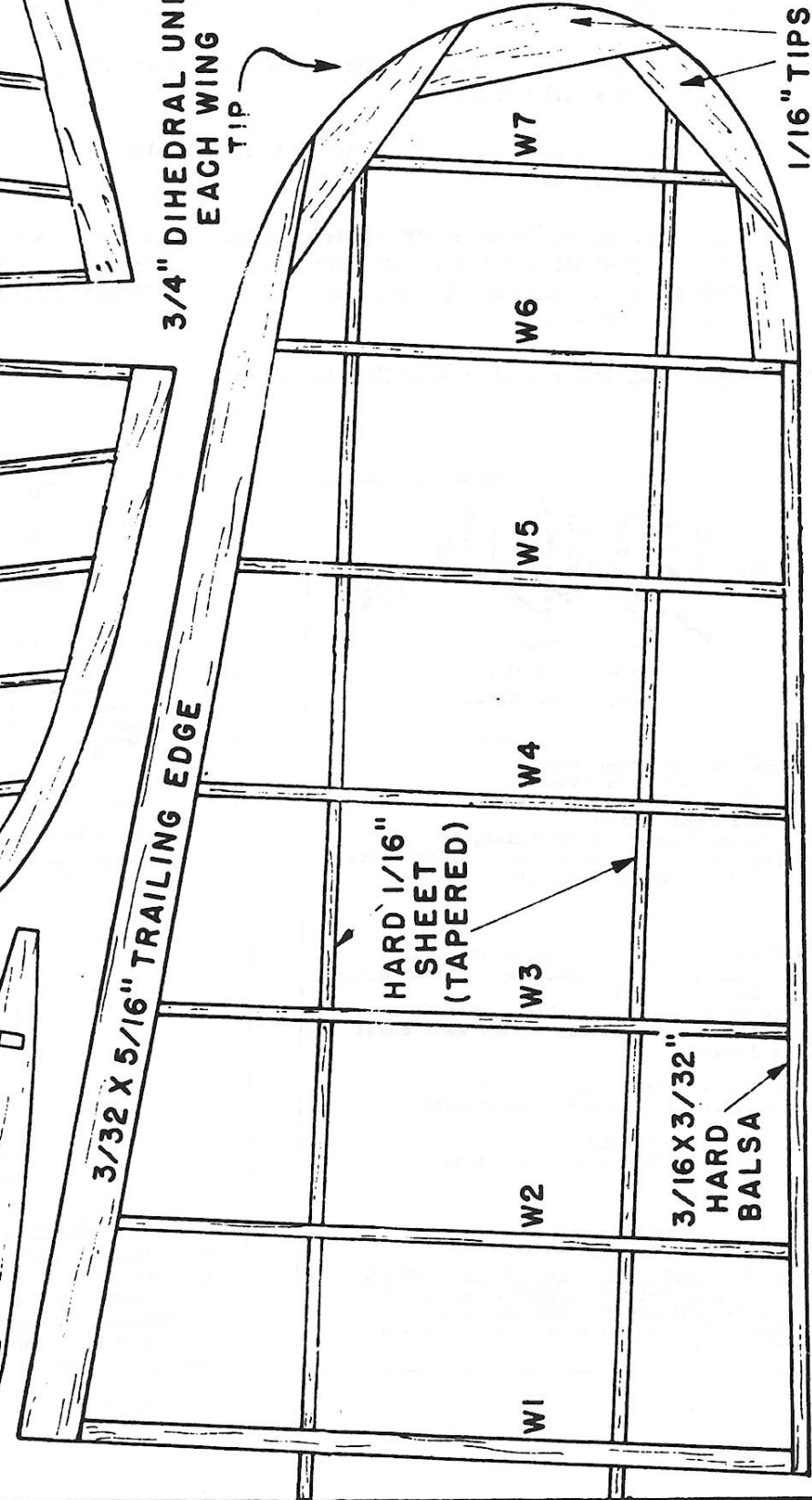
1/16" SHEET

ALL 1/16" SQ.



3/4" DIHEDRAL UNDER EACH WING TIP

1/16" TIPS



1. A nifty rubber model of the Caudron "Simoun" by Terry Pittman is the aircraft for this issue's full-size plan.

FAC NATS MK VIII

2. A few of the unsung heroes at the NATS, seen here during the wee hours judging FAC Rubber Scale.
3. A beautiful entry for the Pres Bruning event, the WAGO D by Phil Cox. Phil hand carved all those cowl bumps! Wow!
4. Another beautiful aircraft and different subject, the turboprop Widgeon by Pres Bruning himself.
5. Allan Schanzle picked off a place in the FAC Power Scale event with his high flying CO2 powered ME-262; soon to be in MAX-FAX as a full-size plan.
6. Mike Midkiff's electric powered DH-2; flew great without catching any birds. Mike must have trained spiders to work for him night and day.
7. Always smiling Phyllis Warner manning the sales booth while Bill is away gathering material for his next book. The books are great and even veterans can learn a few things from them. We would be remiss not to mention that two other delightful ladies were busily selling their company products; Sandy Peck for Peck-Polymers and Marie Rees for Rees Industries/Hi Line.
8. Another beautiful aircraft a DeHavilland Rapide; believe this to be Paul Boyanowski's work of art.

FALL MEET

# Kudzu

October 10, 1992  
9:00 a.m. to 5:00 p.m.  
Raeford, North Carolina

FLYING CORPS

**EVENTS: SOMETHING FOR EVERYONE**

1. WWI Biplane mass launch
2. Golden Age mass launch
3. Combined Racers mass launch
4. WWII mass launch
5. Modern Production Civilian, 1940 up (Any size; no homebuilts or ultralights)
6. Peanut Scale mass launch

Old Time Rubber)

FAC Power Scale } Flown all day;  
FAC Rubber Scale } Judging at 11:00 a.m.  
FAC Jumbo Scale }

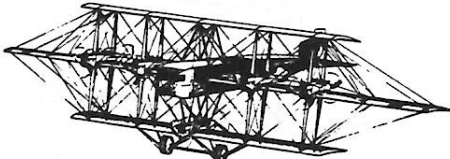
(Please help support this event! We have one of the best fields on the east coast for jumbo!)

\$5.00 entry fee - includes lunch  
(Lunch is \$3. for non-contestants)

PIZZA & BEER DINNER  
(Not included in entry fee)

Contest Director: Dave Rees  
919-778-6653

DO NOT FORGET THE GREAT SEAPLANE SPLASH AT DAVE'S HOME IN GOLDSBORO ON FRIDAY EVENING OCTOBER 9 - 5PM 'TIL DARK!  
Dinner afterwards in a local restaurant, "Dutch Treat".



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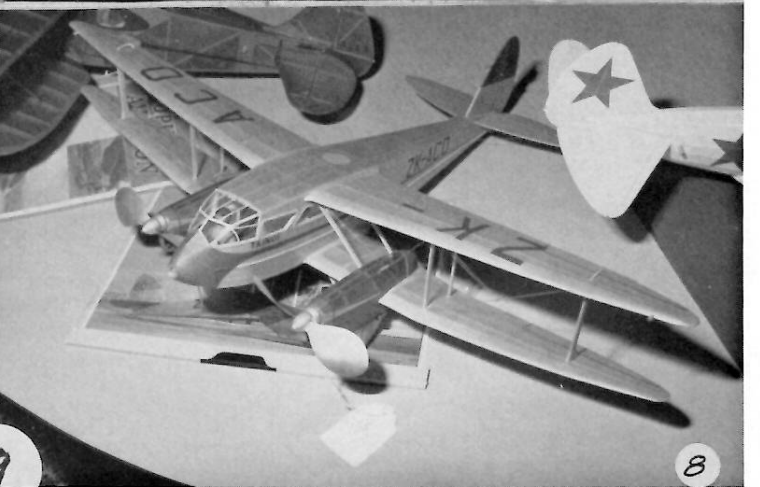
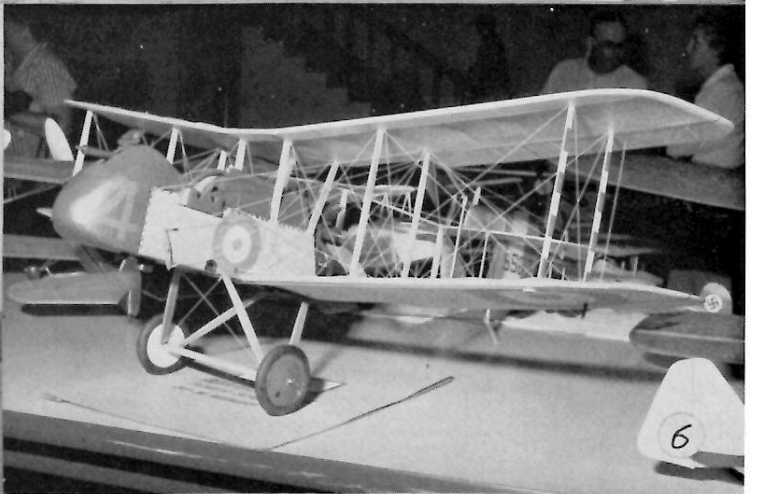
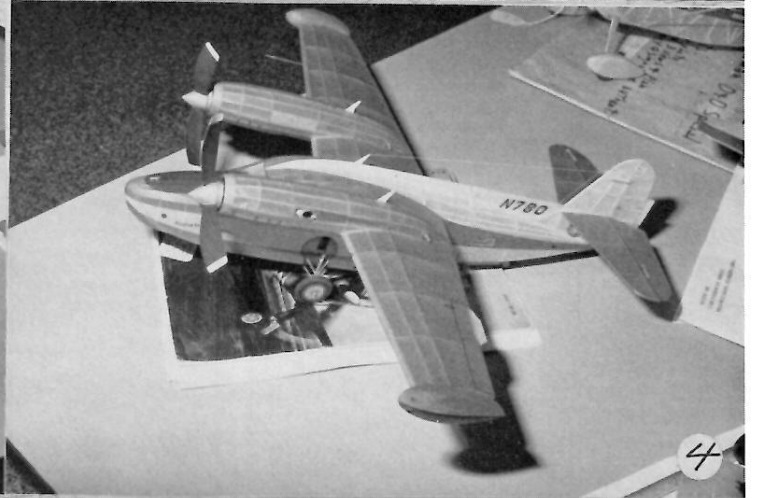
	approx
inches	metric
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1/16	1.5mm
3/32	2.5mm
1/8	3mm
3/16	5mm
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5/16	8mm
3/8	9.5mm
1/2	13mm
1.0	25.4mm

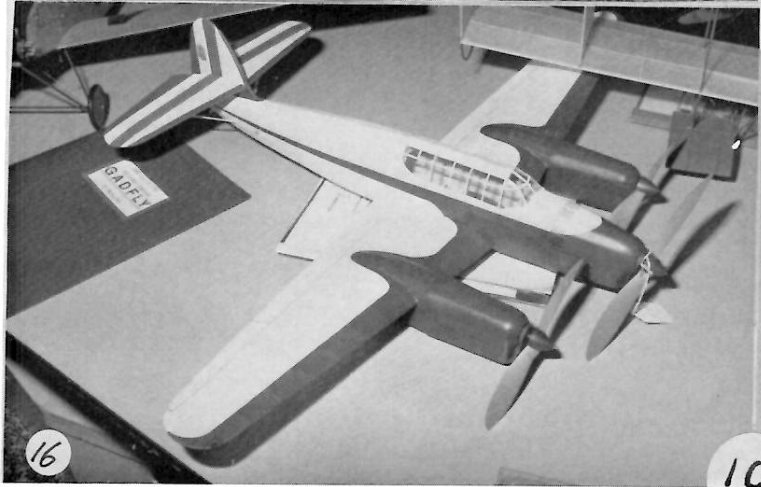
**DECIMAL EQUIVALENTS**

Many of the products and plans now available are imported, so we're frequently faced with metric dimensions. Here's how to convert millimeters into inches: divide by 25.4. If you see a plane with a wingspan of 1,300mm, just divide the 1,300 by 25.4 and you'll find that the wingspan is a handy 51 inches (25.4mm equal 1 inch). To make it easy for you, the chart shows some handy conversions.

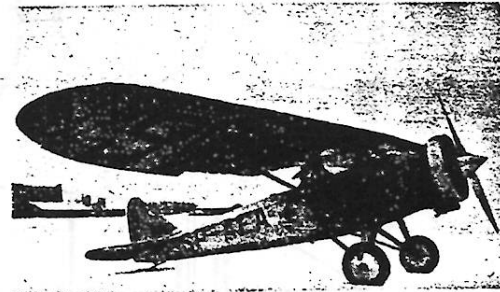
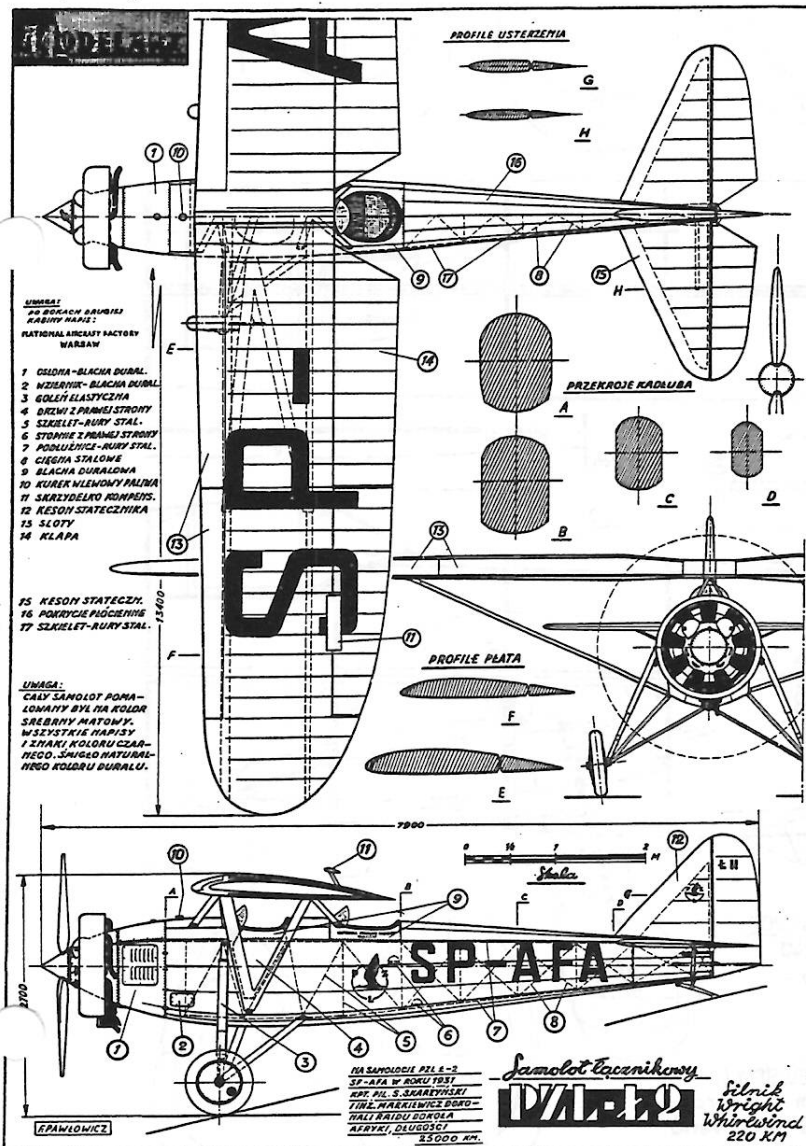
*Lennart Kjaeboe, Morkved, Norway*







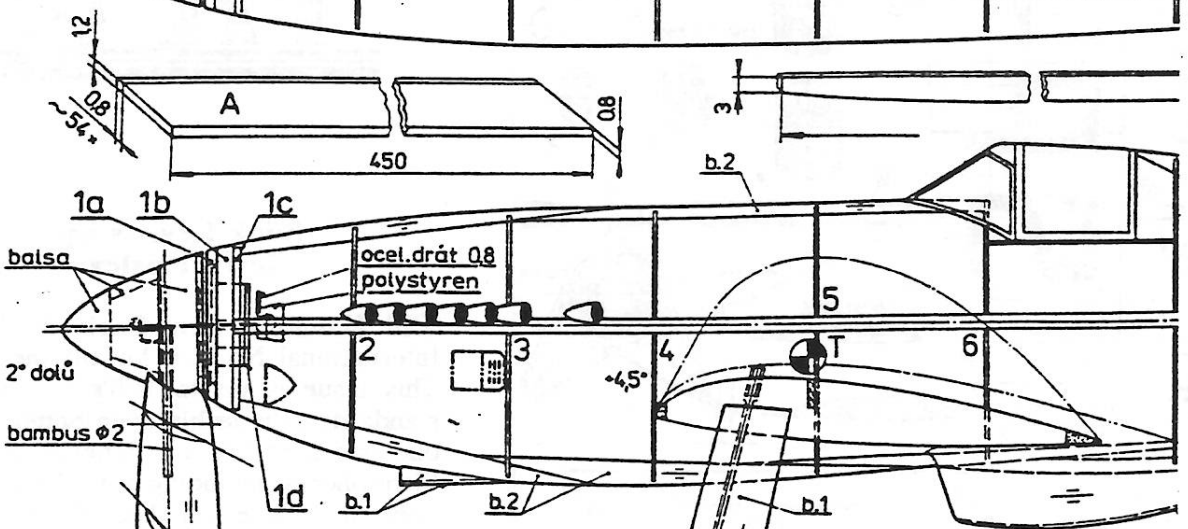
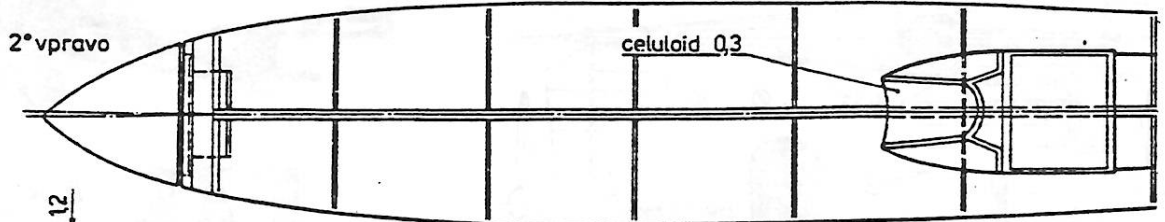
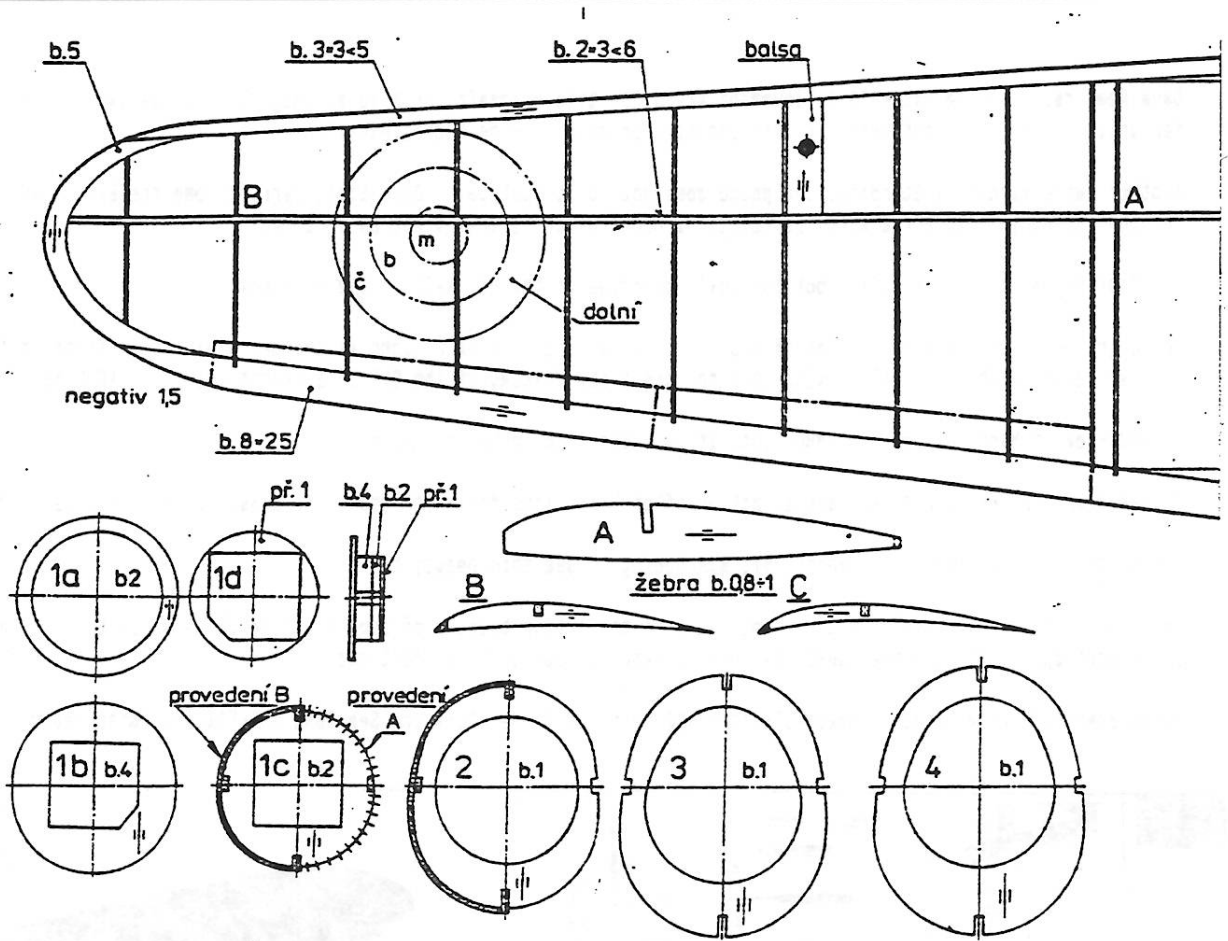
9. Dave Rees received the FAC NATS Achievement award for this aircraft; an A-10 Warthog powered by two Hi Line ducted fan units. Plan to be published in a forthcoming issue of Flying Models Magazine.
10. Another award winner, a Standard; the photo does not do it justice. Dave Stott carried home the EARL STAHL trophy for the second year in a row with his beautiful model which flies as great as it looks.
11. Roy Courtney holds up his JUDY. Look for Roy's coverage of the FAC NATS in the NFFS newsletter.
12. We caught John Low ready to fly one of his beautiful aircraft, a WACO. John is the man behind the Fairchild 19 plan your souvenir of this FAC NATS. Also look for his great drawing of the SE5 in a recent issue of FAC NEWS.
13. A good view of Vance Gilbert's JUMBO Cant; it is a terrific looker and flyer.
14. It was great to see Jack Moses back in action after his hiatus for a few years. We always enjoy his great JUMBOS.
15. Tom Sandor's magnificent CO2 powered PBY; was hoping to see this beauty fly.
16. Don Srull's FAC Rubber Scale Cant did not get into the action because of some trimming mishaps. In the smaller size it is more appealing than the JUMBO. We look forward to seeing it fly next year.
17. Hurst Bower's HiLine electric powered Farman 192 climbs out over Geneseo. See last MAX-FAX for bones photo.



**PZL L-2**

**Book Review by  
 Jerry Paisley**

Bill Hannon's new Stick & Tissue International No. 2 is hot off the press. This issue is up to Bill's usual high standards or possibly even better. This one has part two on Penaud and his Planophores, including a model plan for one, an article on Ten Cent Time Machines, several construction drawings including a really neat looking peanut Pitt Special, and a little fun R.O.G., an article on solid-models by Jim Alaback, and scale drawings for the Arup S-2 and the Avia BH-7b racer. Send \$9.95 plus postage (\$2.00 book rate or \$2.50 first class) to Hannan's Runway, Box 210, Magalia, Ca. 95954

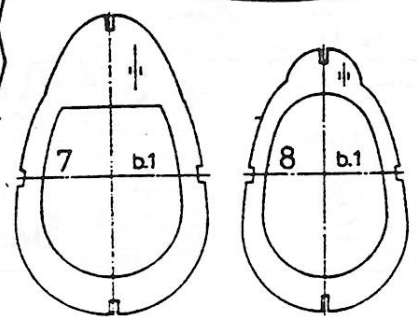


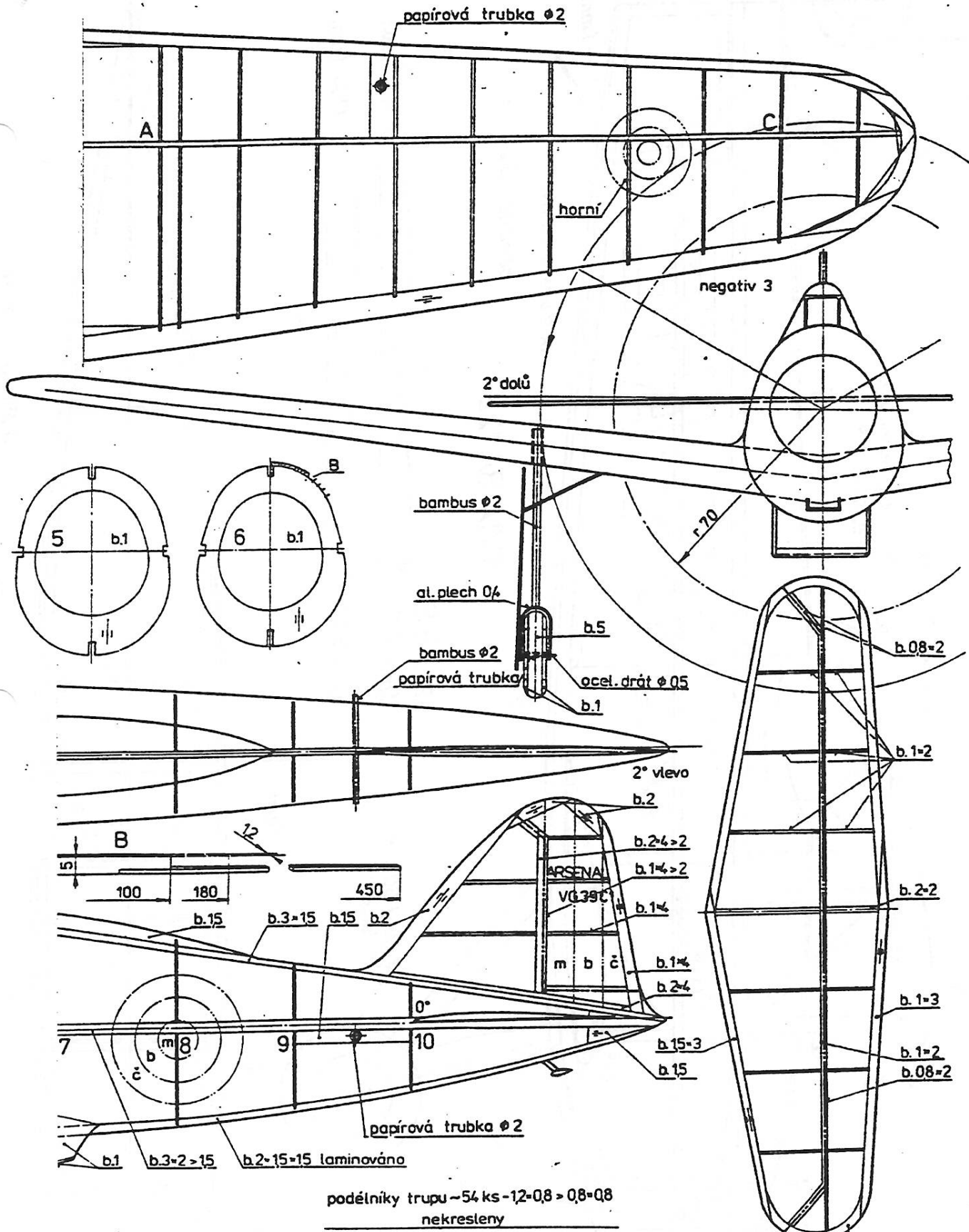
vrtule třílistá  $\phi 190$  st.300  
 balsa 3 nebo IGRA  $\phi 240$   
 upravená dle výkresu -  
 stoupání  $30^\circ$  na  $r=70$

**POZNÁMKY (pro oba modely)**

- b - balsa
- m - modrá
- př - překližka
- č - červená
- b - bílá

všechny míry v milimetrech





podélníky trupu ~54 ks -12=0,8 > 0,8=0,8  
 nekresleny

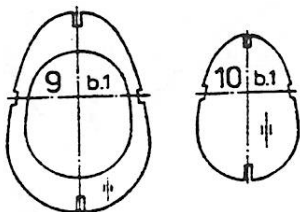
MAKETA KATEGORIE M min

### ARSENAL VG-39

konstrukce: Ing. Lubomír KOUTNÝ  
 rozpětí: 540 mm délka: 460 mm  
 letová hmotnost: 35g

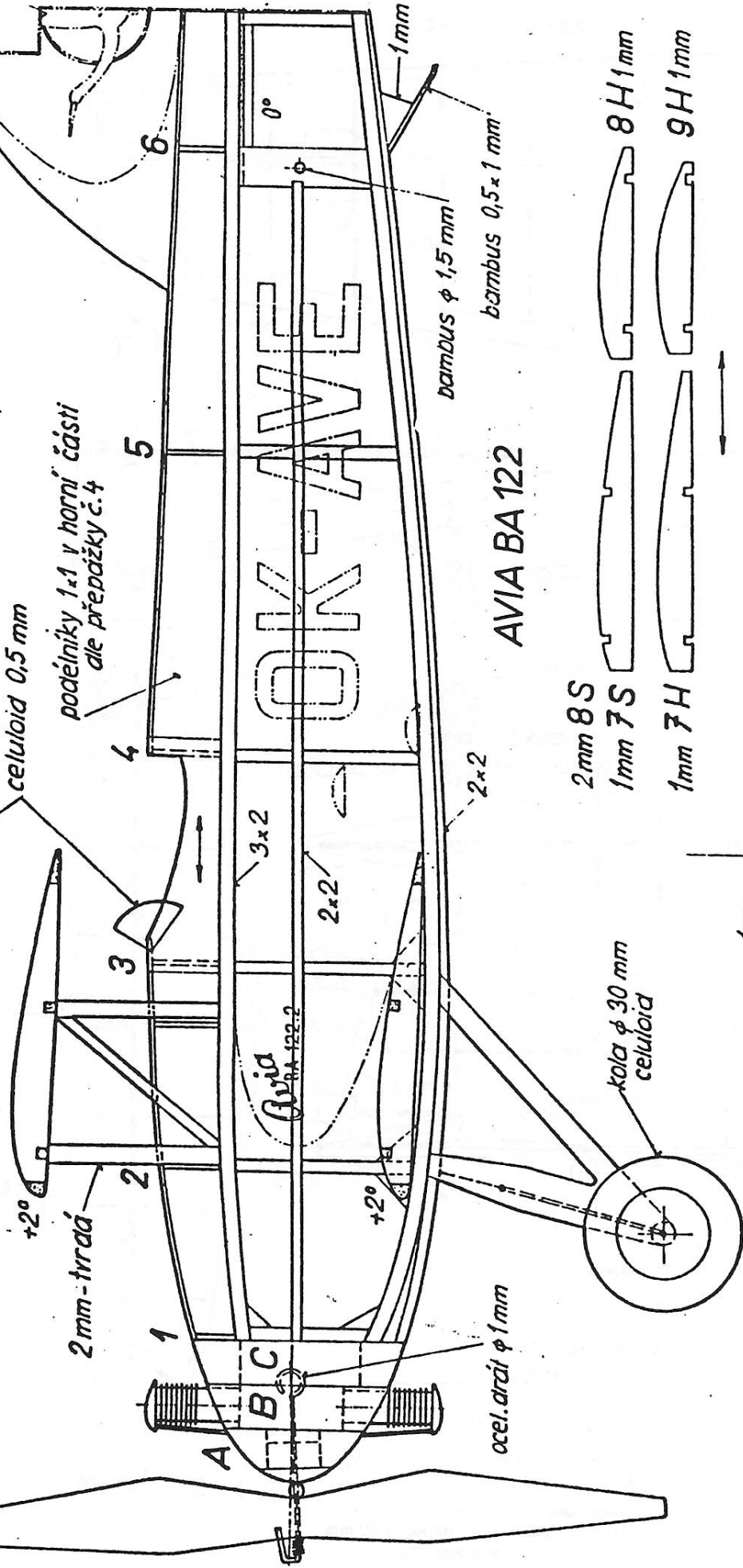
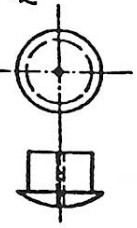
b.2-15=15 laminováno

21.65" SPAN



vrátule piasitková 1GRA  $\phi 140$  mm  
upravená

texgumoid 13  
(arevo)



AVIA BA 122

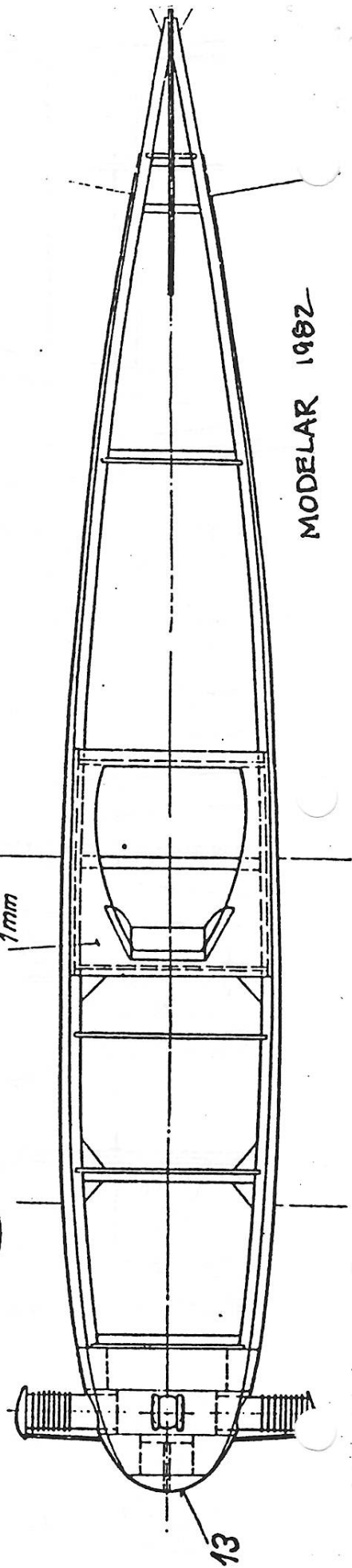
2 mm 8S

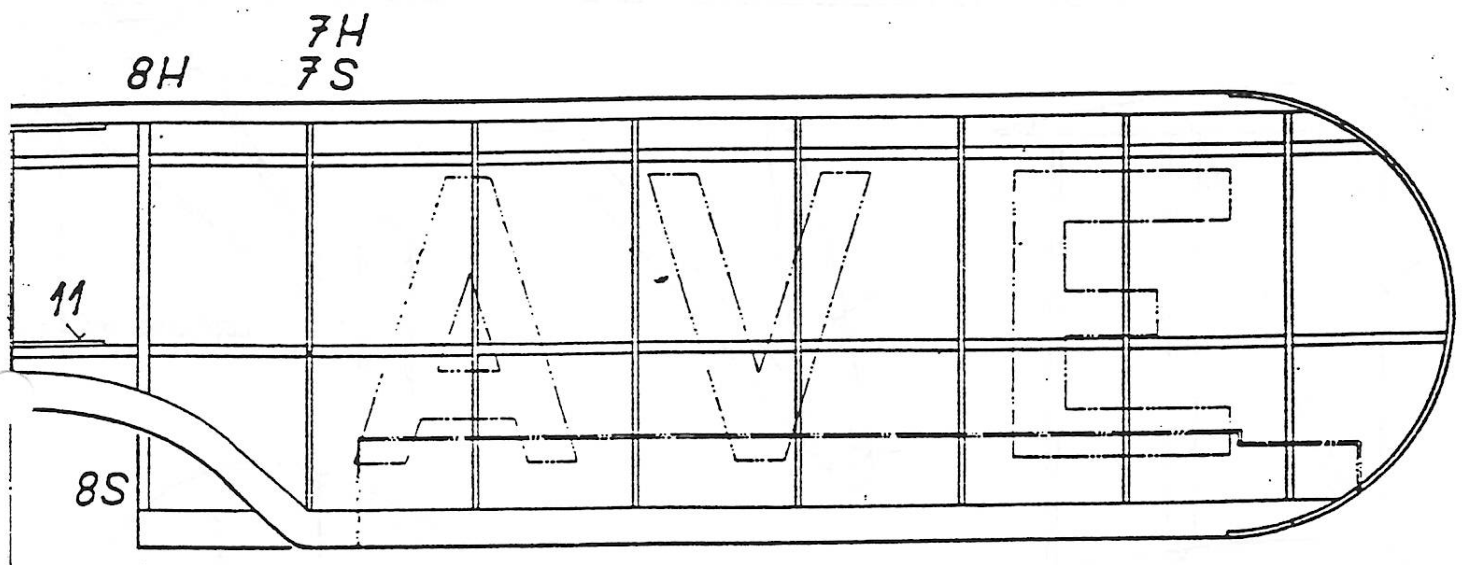
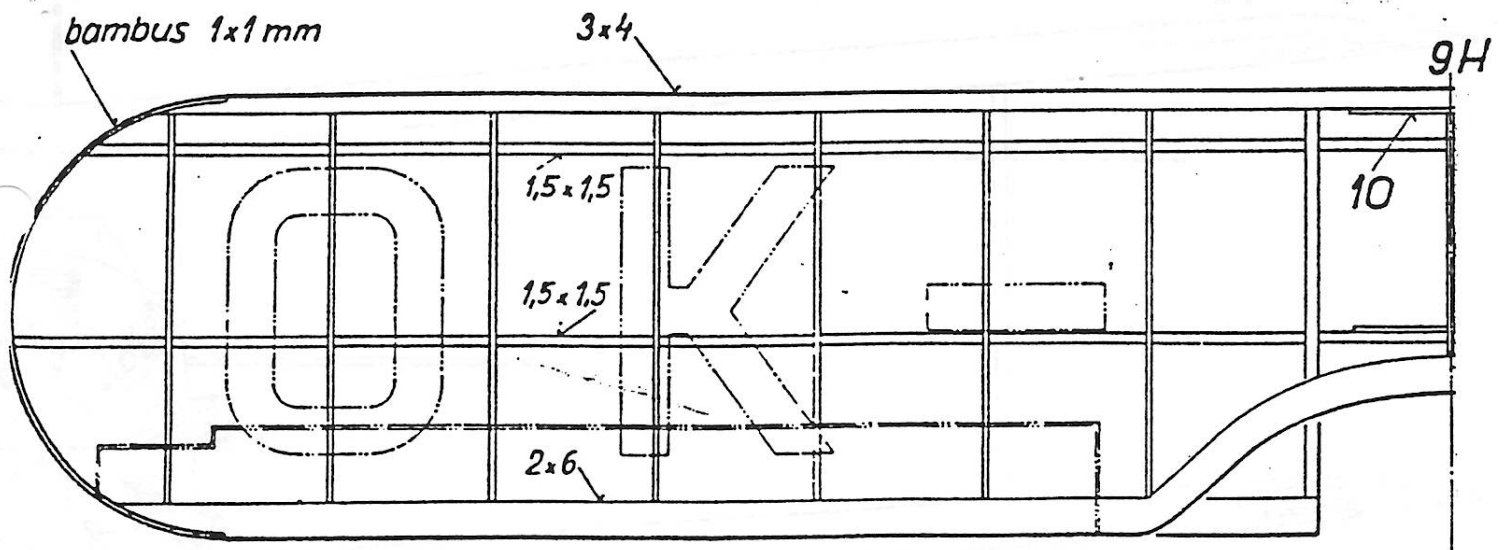
1 mm 7S

1 mm 7H

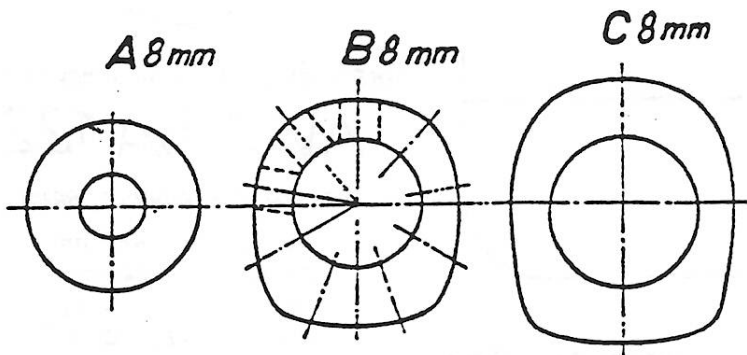
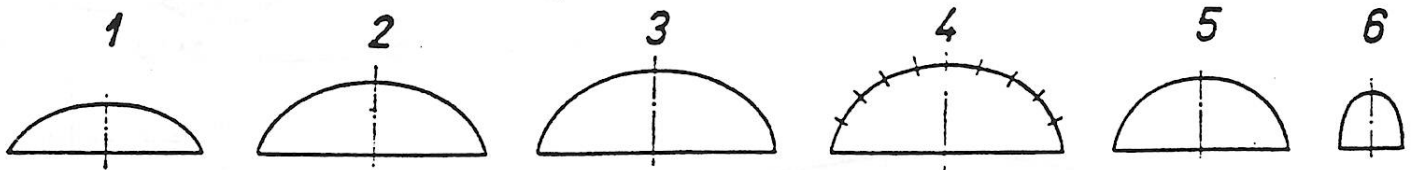
8H 1 mm

9H 1 mm





přepážky 1 až 6 - 1mm



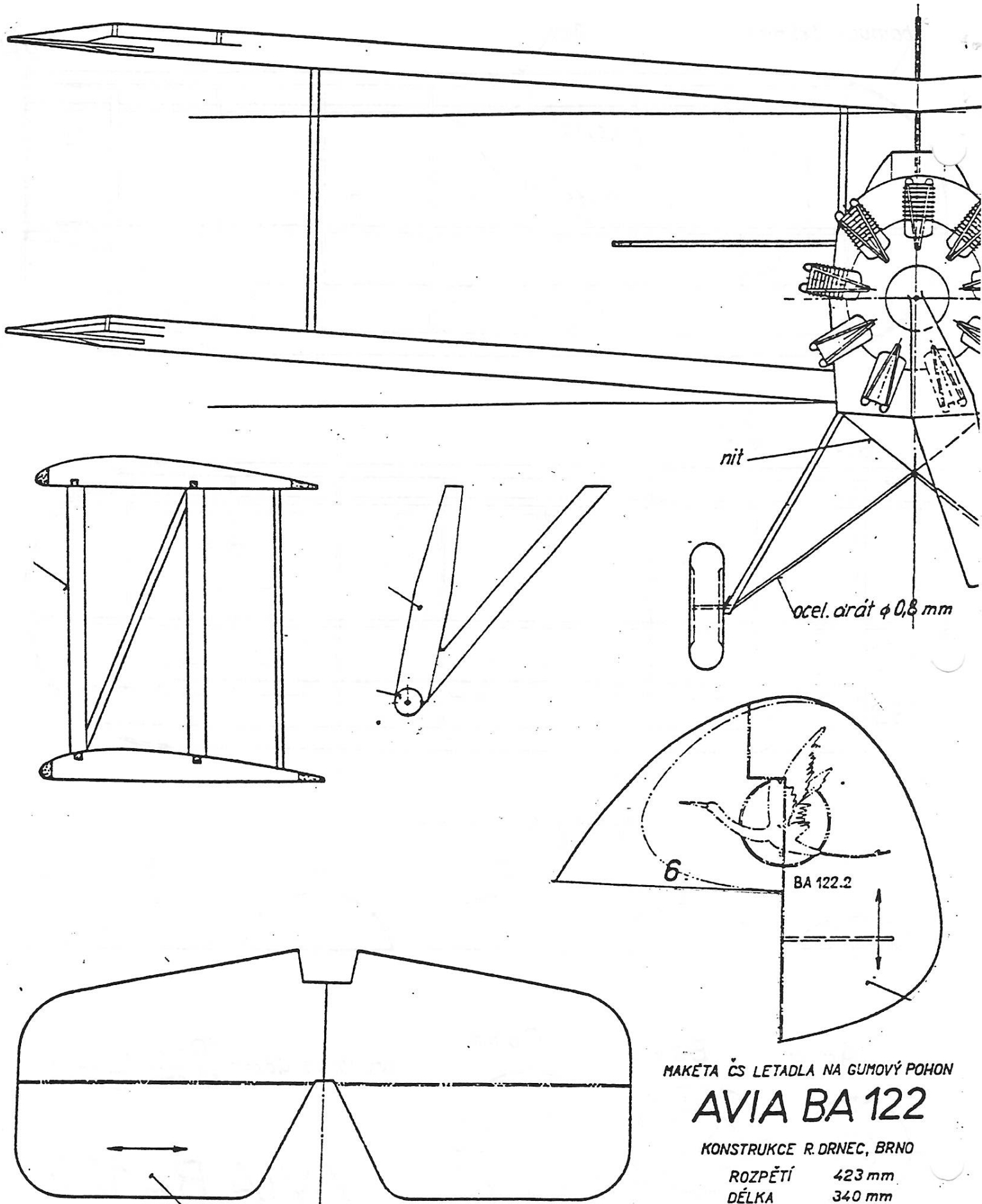
překližka 0,8mm

10

11

AVIA BA 122

MODELAR 1982



MAKĚTA ČS LETADLA NA GUMOVÝ POHON

# AVIA BA 122

KONSTRUKCE R. DRNEC, BRNO

ROZPĚTÍ 423 mm

DĚLKA 340 mm

VÁHA 30 g

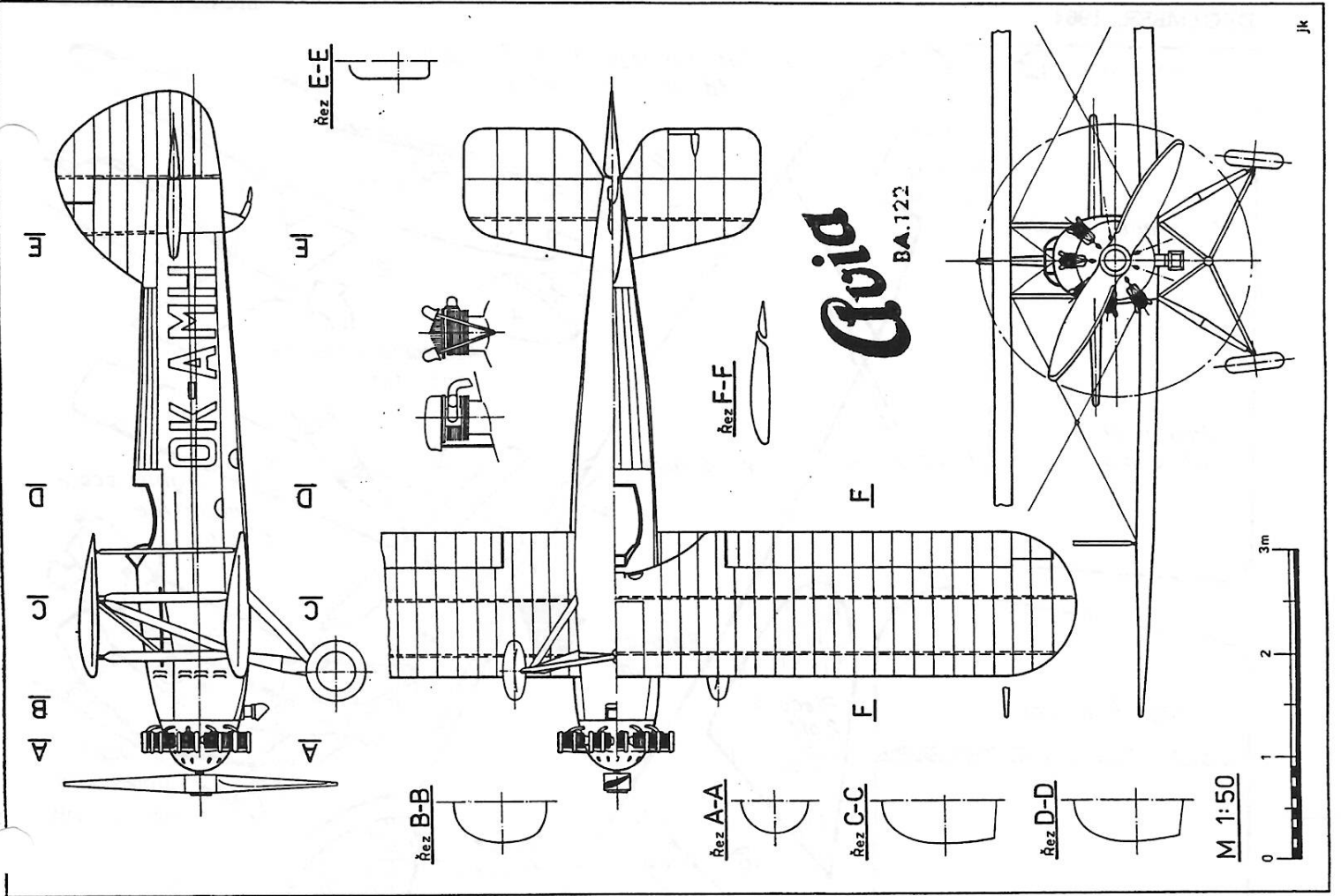
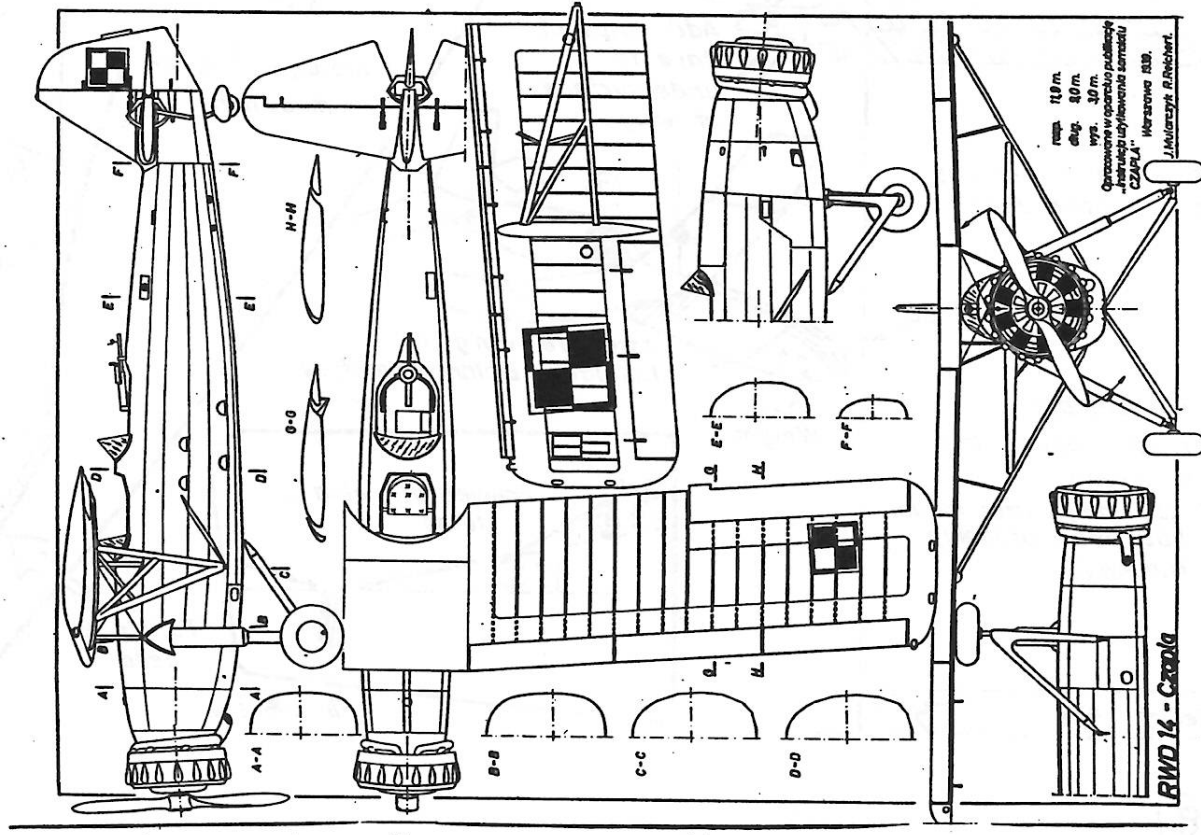
POHON PIRELI 12 mm<sup>2</sup>

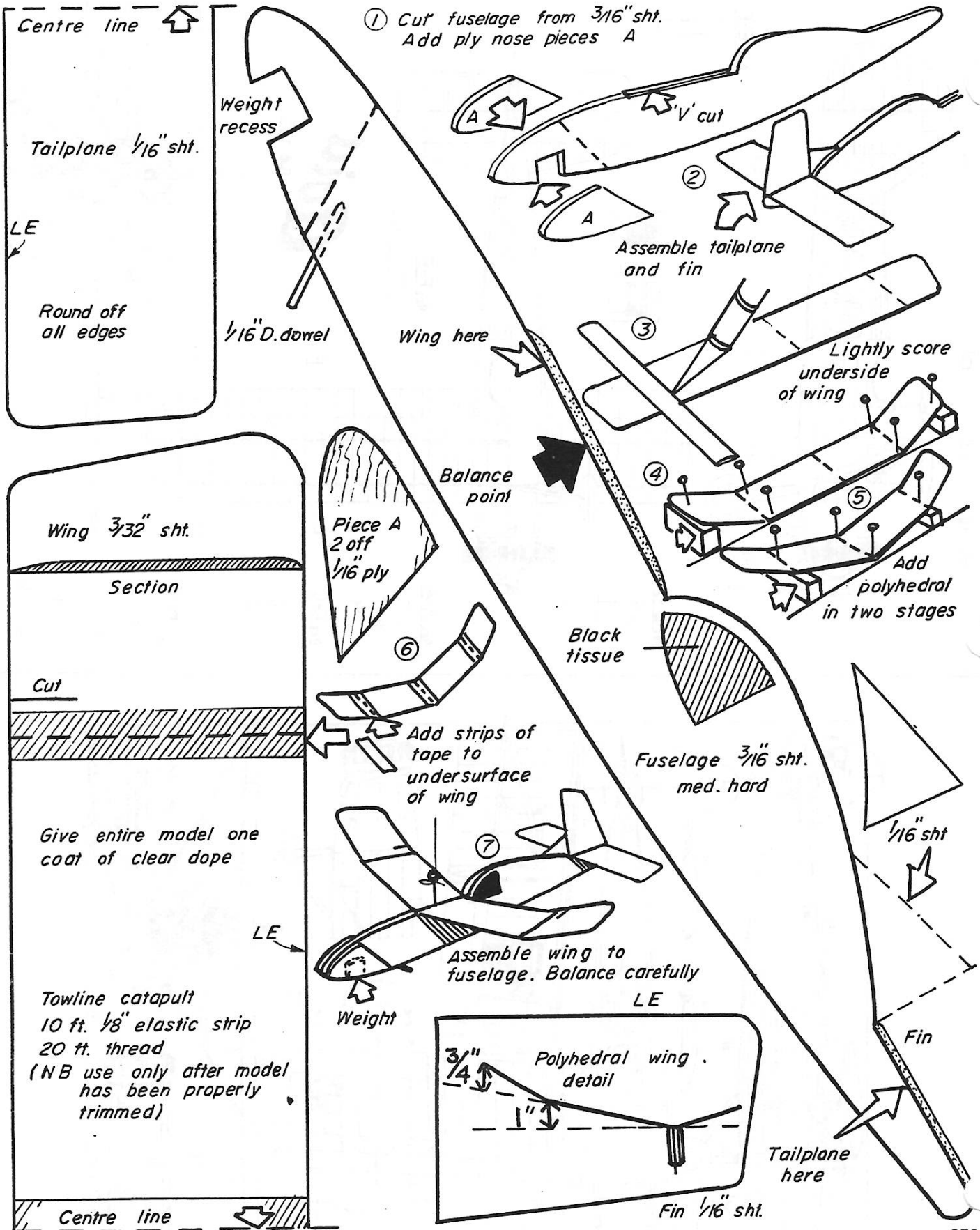
POMĚR ZMENŠENÍ 1:20

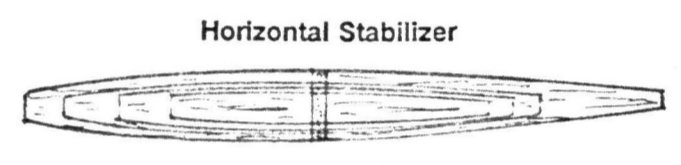
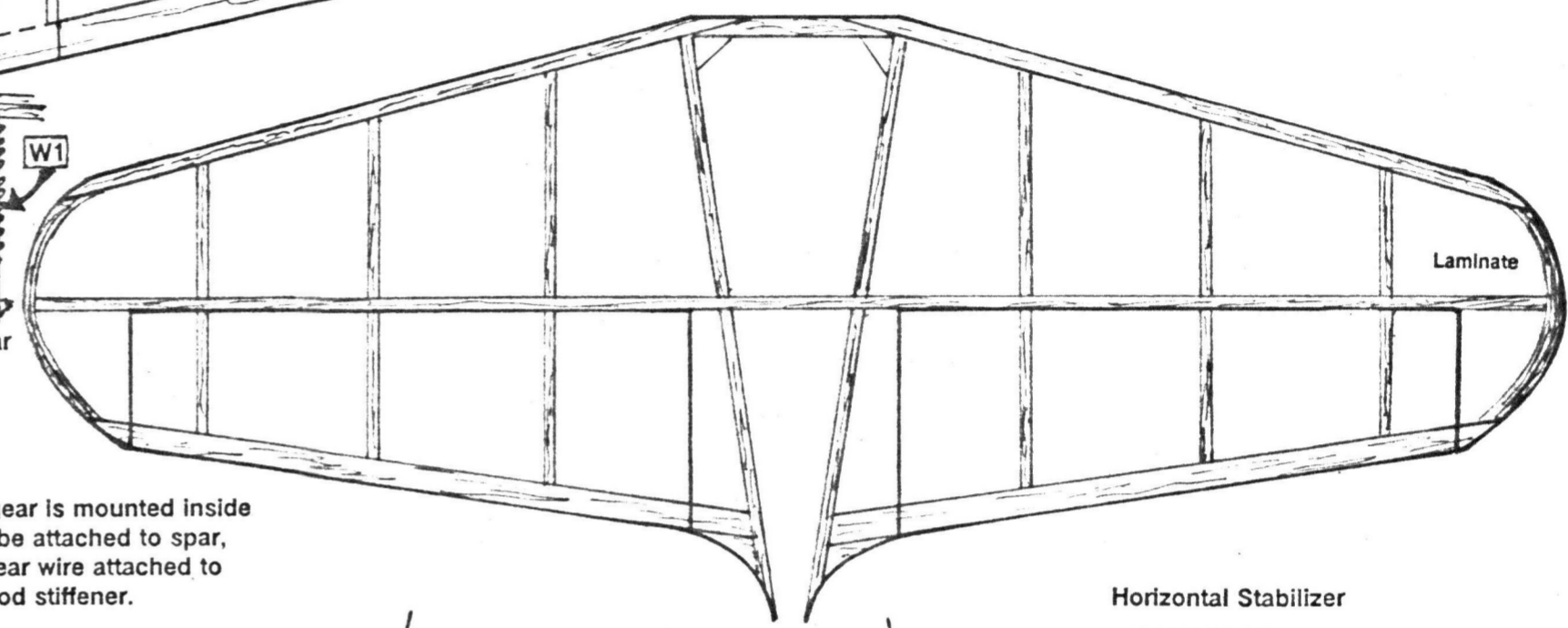
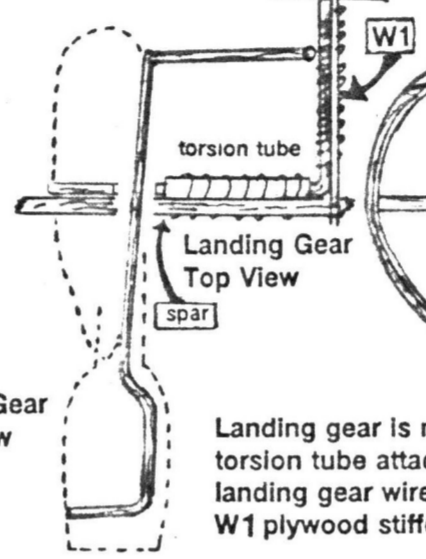
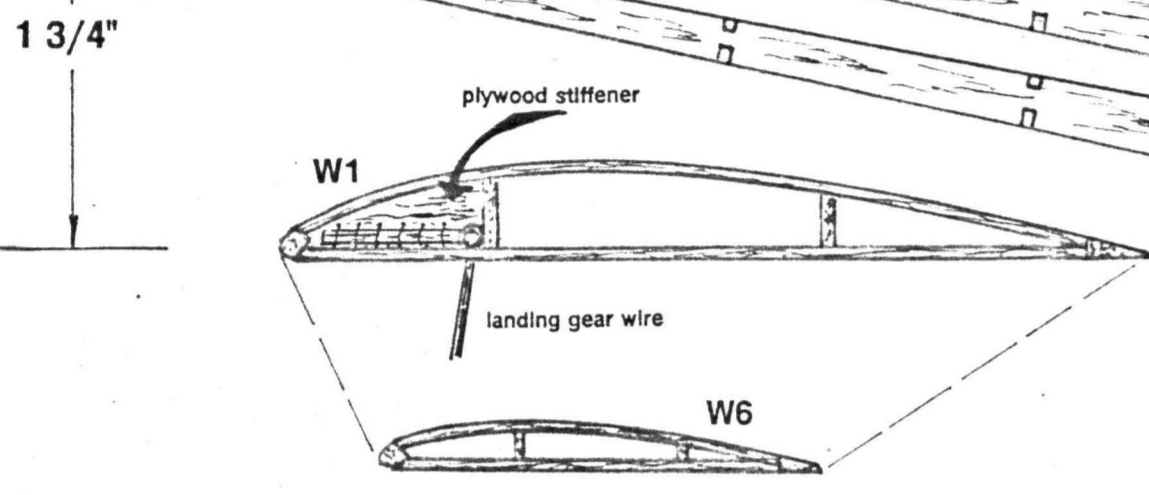
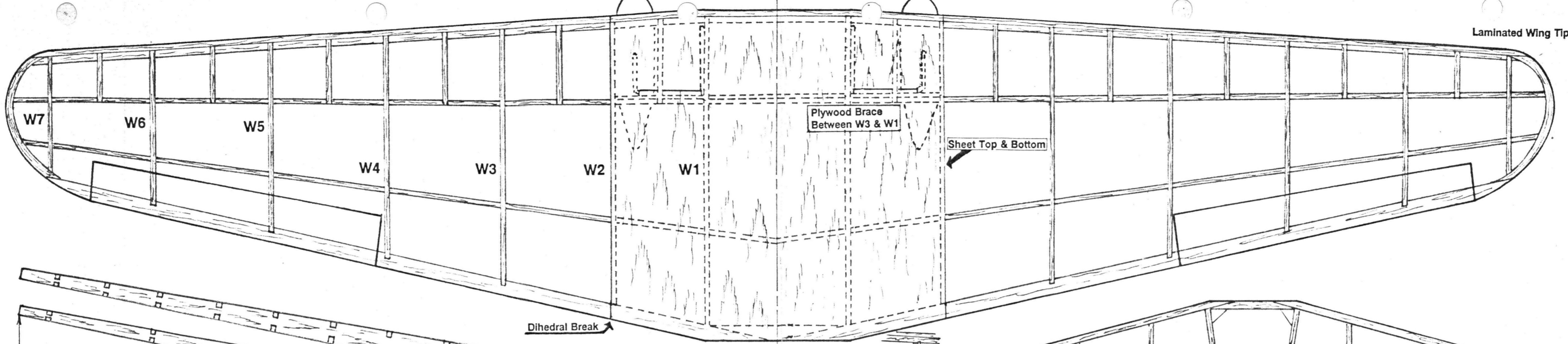
16

MODELAR 1982

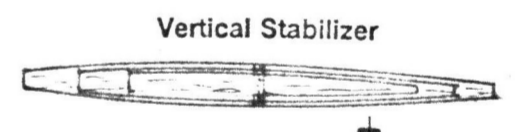
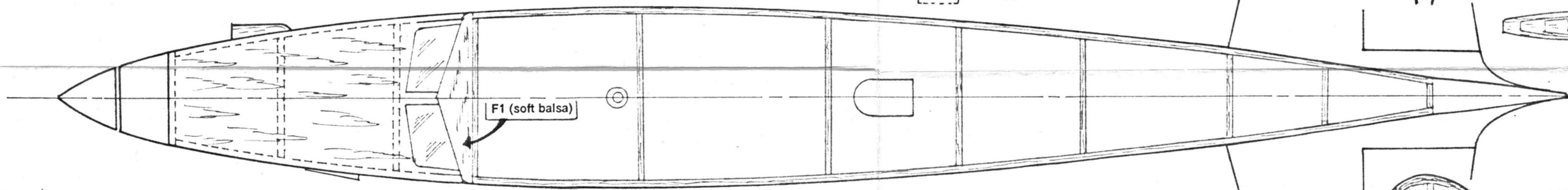




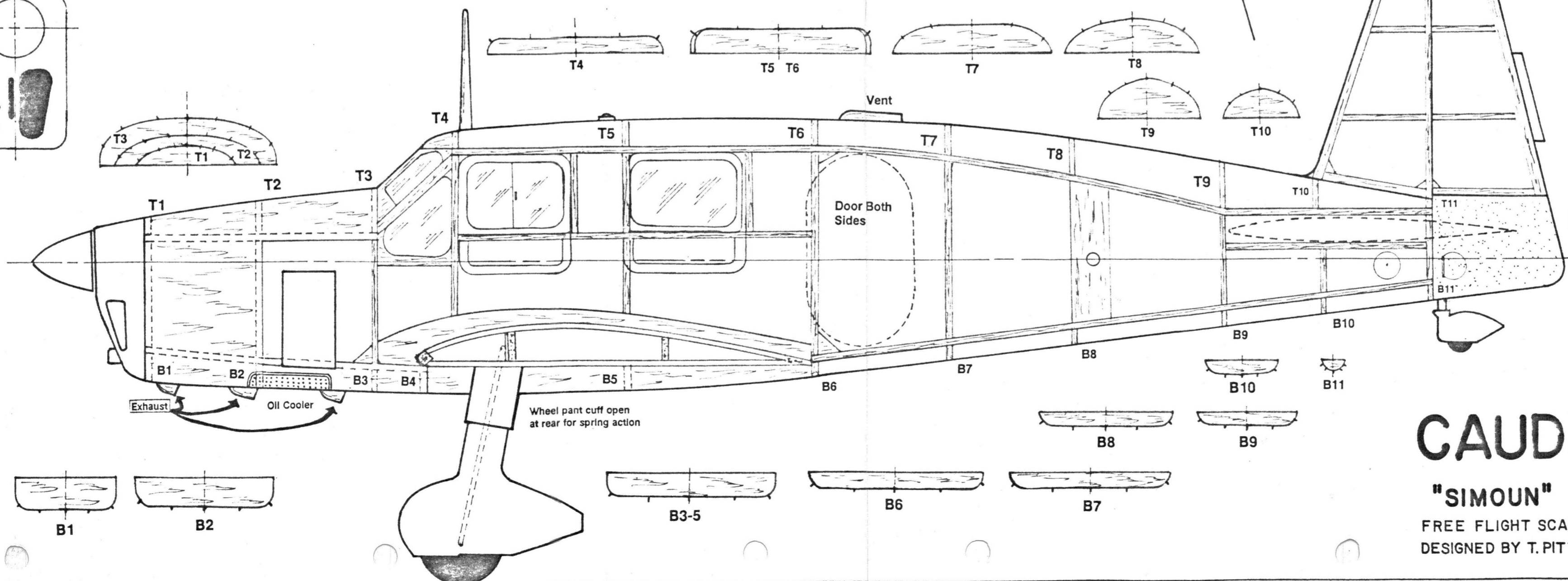
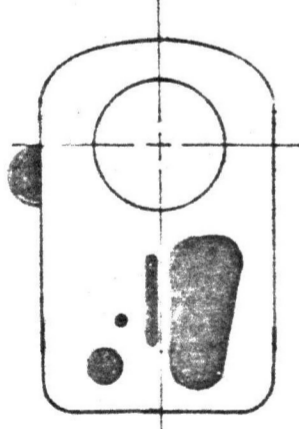




Horizontal Stabilizer



Vertical Stabilizer



# CAUDRON

## "SIMOUN" C.620

FREE FLIGHT SCALE—21 1/4" SPAN, 69 SQ. AREA  
DESIGNED BY T. PITTMAN, DRAWN BY J. POWERS  
AUG. '92