

# MAX FAX

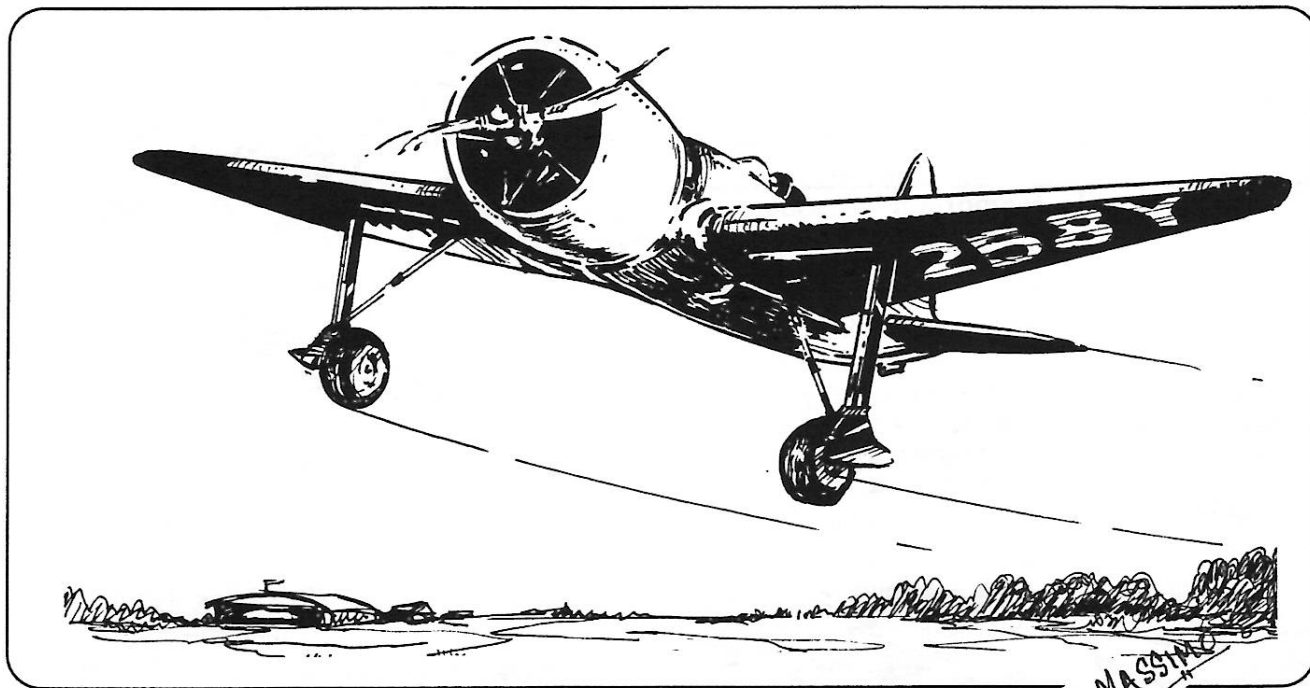


Journal of the D.C. Maxcutters

...home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editors: Jerry Paisley

March — April 1994



## COMING ATTRACTIONS

- Canceled**  
March 25 Pax River Indoor Contest - Spring Contest canceled. We hope to have one this Fall.  
Indoor flying at Sherwood 7:30 to 9:30 PM. - Mini Contest Event.  
Fly any scale aircraft built from any newsletter plan.
- Sundays  
March 27 Flying @ Comsat 4PM till dark.  
Mini-Contest - Scientific Sport Kits
- April 24 Mini-Contest - Any Scale A/C from Earl Stahl plans
- April 30-May 1 CAAMA Contest @ Jack Hill Farm near Culpepper Va.
- May 29 Mini-Contest - Old Timer Contest @ Comsat - F.A.C. Rules
- June 2 thru 4 Indoor FAC at USIC @ Johnson City, Tenn. Contact Jim Miller, 107 Lorelei Dr.,  
Fayetteville, Ohio 45118 (Self addressed Postcard)
- June 19 Mini-Contest - Ten center Contest @ Comsat (Max wingspan 20")
- July 8, 9, 10 FAC Contest @ National Warplane Museum in Geneseo, NY
- Aug 14 Mini-Contest - Any scale bi-plane contest @ Comsat.
- Aug 21-22 Annual Cuckoo Va. Challenge @ Bill Saunder's Farm
- Sept. 10 Maxcutter's Summer Fun Fly @ Comsat 9AM to 5 PM--Contact Alan Schanzle, 20008  
Spur Hill Dr. Gaithersburg, MD 20879 Phone (301) 840-5884  
Contestants must have AMA License card to Fly.
- October ?? Kudzu FAC contest @ Reaford N.C. Contact Dave Rees, 606 Walnut Creek Dr.  
Goldsboro NC 27534 Phone (919) 778-6653

**In This Issue**

by Jerry Paisley

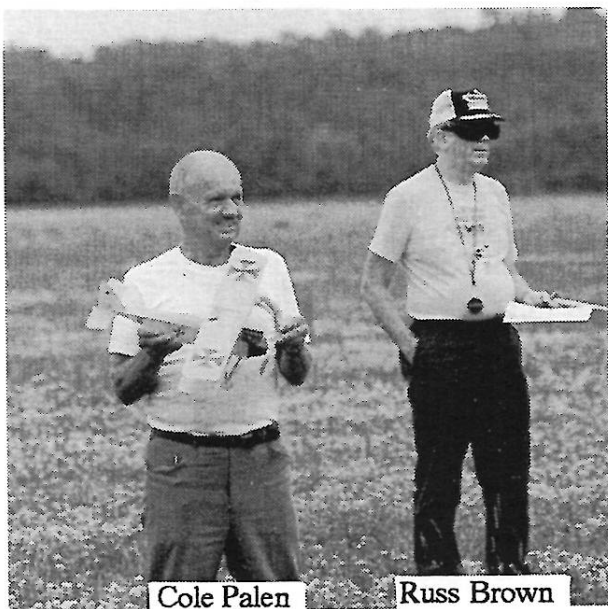
Lots of goodies in this issue which includes three Full sized plans. The feature plan is of the Howard Hughes H-1 racer done by Al Lawton. This sucker really flies and it won a first place at last summers F.A.C. contest in Geneseo. A really neat plan of the 1923 English Electric Wren done by John Lewars, and thanks to our recent record setting cold weather, Hurst Bowers got "cabin fever" and drew up an excellent version of the Poncelet Lightplane which is eligible for the Lympne memorial event at this years summer fun fly. Several good articles including an excellent article on our upcoming Lympne memorial contest with several 3-views by Tom Schmitt and some thoughts on "wingtip weight" by John Hunton. As usual, our photo editor, Tom Schmitt, has put together the excellent photo pages.

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**In Memoriam  
Cole Palen**

by Hurst Bowers

At a family dinner over the holidays I was having a pleasant conversation with "Mike" Fetters, Assistant Director of Public Affairs, National Air and Space Museum, when he made a remark about the sad death of Cole Palen, following a short illness. He said that he had no further details except to acknowledge fact that it was a serious loss to the world of aviation.



Cole Palen Russ Brown  
**Cole at the 1992 FAC Nats**

I knew Cole, and in addition to several visits and lunches with him and Mrs. Palen at the A.M.A. Museum, he was kind enough to attend and speak at our Christmas "Maxcuters" banquet 3 years ago. Cole was also a devoted modeler. He attended and spoke at the "Flying Aces Nationals" up at Geneseo,

N.Y. in 1992 where he also flew many rubber powered scale models and had "great fun". He once told me that his most pleasant memories were of model building during cold winter week ends when he was a boy.

The future of "Old Rheinbeck" is unknown, but it is certain that Cole will be greatly missed by all.



FOKKER TRIPLANE

**RHEINBECK, N.Y.**

**Living Museum of Old Aeroplanes**

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**OPENSACLE '94**

**Brno-Medlanky**

**Czech Republic**

**28-29th May 1994**

After a very successful OPENSACLE '93 Contest at Brno in the Czech Republic, the Brno aeromodelers and Association "Flying for Fun" have organized another contest for 1994, OPENSACLE 94. The 93 contest attracted a number of modelers from other countries, including one of our members Lindsey Smith. By all reports a great time was had by all. Aeromodeler had a good photographic review of the contest prepared by one of the organizers Lubomir Koutny.

The '94 contest will be held on 28-29th of May at the Medlanky airfield near Brno. It is reported to be a great free-flight site. The contest is open to rubber powered scale and CO<sub>2</sub> or electric model aircraft. The Czech clubs fly 1/20 scale size models but foreign visitors can enter models of any scale. Two entries are allowed in each class. Models must be capable of both hand-launch and ROG. The landing gear may be removable or retractable. Seaplanes may use a launch dolly for ROG.

For additional information, contact:

**LUBOMIR KOUTNY**

**ZAHREBSKA 33**

61600 BRNO  
CZECH REPUBLIC

Send a SAE and include one dollar for return postage. Hopefully it is not too late by the time you read this notice to let Lubomir know you are coming. Lubomir can arrange accommodations at the Hotel Kralovopolska in Brno. Brno is only about 120 km from Vienna, which is a good arrival point. There is much to see in the Czech Republic and at least three Maxecuters can attest to the hospitality of its citizens. Be sure to allow some time to visit Prague and its terrific museums.

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**In Memory of  
Charles E. Roth**

by Hurst Bowers

One of our most devoted and talented "Maxecuters" joined the ever increasing line of scale modelers who have "gone west" recently. "Charley" was a long time friend and neighbor of mine here in McLean Virginia during his brilliant career as a top government executive. We designed, built and flew models together for many years, although the demands of his work was often most restrictive.



Charley was born in Sunbury Pa. in 1921 and attended the United States Naval Academy, graduating in 1943. He described his 8 year Navy career as being first, "blackshoe", flight training, and then "brown shoe". He flew many of the Navy aircraft of the period, his favorite being the Curtiss "Seahawk".

Upon leaving the Navy, he was employed in industry for a period before joining the government,

and retired in 1978. He then joined Lockheed as Vice President, and later established a firm of his own which was most successful. He told me that he sold the business to Boeing, and was carried a Vice President of that firm. Certainly his was a spectacular profile of a highly successful career. He once commented that the common denominator of his life was model building. During my time as curator of the A.M.A. Museum Charley would "drift" in and out from time to time and his visits were always most enjoyable, however, the deterioration of his health was sadly apparent and his trips east from Cupertino, California were less frequent. It was no surprise when Barbara called me with the sad news, though no less painful.

Charley is survived by his charming wife, Barbara, of Cupertino, and 3 sons, Charles III, Richard, and Robert. We will miss him and his "shadow visits", both as a good friend and fellow modeler.

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**Cottage Carbon**

by Don Srull

If you're looking for an excuse to try the new-fangled carbon fiber to build lighter and stronger structures for that next scale job, here's a deal. Barry Berman out in California will send you a ten foot length of high quality carbon "tow" (that's a 3/16" wide hairy black fiber bundle) for just one buck and a S.A.S.E. Barry includes instructions and some suggestions for its use in small rubber jobs. While you're at it, he also sells a terrific set of scale drawings (including detailed interior views) of the Boeing 80 three engine, biplane transport for \$10.00, postpaid. The drawing is 18 x 84 inches! I have a set, and they are impressive. Write to Barry Berman, 1375 N. Broadway E-6, Escondido, CA 92026.

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**Patuxent River Indoor Contest  
November 1993**

by Tom Schmitt

A big "hip hip hooray" for Claude Powell and Bill Powell for another great fun fly at the Patuxent River Naval Air Station Helicopter Test Facility hanger. These two guys are no relation but they work smoothly together to provide the rest of us with one (and hopefully two this season) great indoor fun fly in an ideal site. Bill is "Mr Inside" and Claude is "Mr. Outside"! Bill works at the facility and greases the skids to get permission to use the hangar (no mean feat in the current atmosphere), while Claude pulls the whole happening into place



with all the necessary details to insure a smooth functioning contest.

There were 28 contestants who entered a total of 15 events during the course of our one day contest. There were probably an equal number of spectators and fun flyers enjoying all activity. Two flyers entered 7 events and several were in 6 events. John Houck with 7 events under his belt went home with the grand prize by achieving 3 firsts and 2 thirds, thus placing in five of the events he entered with out even taking a deep breath! Please see the accompanying tabular results for a complete breakdown of events and contestants.

A total of \$185 was donated to Navy Relief by the contestants and visitors. Part of this amount (\$85) was the result of a raffle. We were fortunate to have several items donated by a former Maxecuter, Dudley Prisel (also an ex-Navy man). They were a wilder Winder, a Brown CO2 motor and a Jones Balsa Stripper. I believe most persons enjoyed the raffle and we will try it again with some more great prizes. It was good to have the raffle but it would be better to have Dudley back as a member.

Our AMA VP Howard Crispin attended (he doesn't miss often) and graciously handed out the prizes. Maybe next time he will bring a model or two to fly! Don't worry Howard, we will let you in without a model. Don Srull gave us all a break by not flying in the contest. Hurst brought his latest creation "Wong Way Wobin" (see the Nov/Dec MAX-FAX) which looks like it is going to be a good BOGUS SCALE BOSTONIAN. It should be a natural (with a little shorter nose) for the new ELECTRIC BOGUS SCALE BOSTONIAN event proposed by Claude and incorporated in the next contest in March. This should be a real fun event and we hope several models show up. It will be easy to convert any of the rubber powered BOGUS SCALE BOSTONIANS. Let us not forget Allan Schanzle who had to have a grease job on his vocal cords after running 7 of the 8 mass launch events! Thanks Allan, it is good to see you back in action. Lastly, a big thank you to all who attended and made the day! As this is being written we are looking forward to the next one in March '94. Hopefully a confirmed date will be announced in this issue of MAX-FAX. See you there!

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### Torque Free At Last!

by John Hunton

It all began when the RPVs would dive when turning to the right and climb when turning to the left. This lack of dynamic symmetry caused problems. The program manager said to the engineer "we have to get rid of torque".

Right! Get rid of torque! It is a single engine, single propeller RPV. The counter rotating prop would be too complex to use (although this was used on Reginald Denny's OQ2A drone in 1940's). Torque has been the bane of aviation since the Wright Brothers. Torque is just an accepted fact.

Or is it?

After going through a thought process the engineer proposed adding a small weight at the right wingtip of the RPV. This weight would tend to neutralize the effects of torque. This exciting new concept was presented to the program manager who said "what? Add weight to our RPV? No way."

Of course the engineer was disappointed. The tip weight concept languished over many years.

The AMA has developed a generic model design titled "AMA Special" for now. This design will be presented in a Model Aviation Magazine in many forms in one future MA issue: rubber, CL, RC, etc.. There will be a contest to name the design.

I had the pleasure of designing the rubber version for AMA. The AMA Special is a sporty design which has characteristics of the Ryan STA and many other "Golden Age" designs rolled into one. The design was built and readied for flight. How should this model fly? It will do the same old thing. Climb left under power and spiral into the right in glide (if it ever gets that far). Not good enough. This model should fly right straight ahead, and it should fly fast. In this way the flight characteristics of this model would match its design.

But how to do this?...Aha. The wingtip weight.

The first test flight of the new 13 in. span model was as predicted. Climb left, glide right. How much weight to use? Just try a glob. CLIMB RIGHT, GLIDE LEFT! WOW!!! Just the opposite effect (and in approximately the same amount). What positive proof that the concept works (wish you were here, project manager). The weight was cut in half and the model climbed out straight, cruised straight, and glided straight. **No more torque!**

The concept was tried on a Guillows Hellcat (18 in. span). Complete success! Ever get a Guillow to fly? Well now you can. This model flies straight in the climb, straight in cruise, and straight in glide. The flights are approaching 200 feet. A cabin rubber model was adjusted to circle. Circles the same diameter during climb, cruise and descent.

It also works on RC. A small weight was put on the right wingtip of a torque sensitive Cadet (0.60 powered). No more torque effects.



Following are notes on the wingtip weight vs. torque theory which is for upright flight only (effects are reversed when inverted):

It is easy to visualize the right roll influence of weight in the right wingtip which could directly counter the left roll effects of torque in cruise. There are other reinforcing benefits of the right tip weight.

When power is increased the effects of torque are increased. When power is increased the model is generally accelerating. The effect of acceleration on the right wingtip weight is to cause a countering right yaw through the inertial effects of the tip weight (mass). If the roll correction described above roughly corrects for the effects of torque in cruise, then the acceleration/inertial effects will tend to cause a correcting influence when torque is increased during acceleration...and there is also a corresponding correcting influence for lack of torque during power reduction or deceleration.

There is tertiary influence of the right tip weight. During increased power, the model is generally climbing and the yaw axis is tilted. The tip weight again tends to cause a countering right yaw. During descent the nose of the model is tilted downward and the yaw axis is tilted forward with the weight again working to counter the lack of torque.

It would be very difficult to calculate the proper amount of weight to use with varying wingspans, varying motors, varying airframes. Just try adding weight experimentally. If you see opposite effects, just cut the weight back.

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### Hughes Racer H-1

by Al Lawton

In 1934, Howard Hughes, who by this time had acquired considerable aeronautical expertise without benefit of formal training, assembled a team to design and build the world's fastest airplane. The result was a small 25 foot span racer with a minimum drag cowl surrounding a 14 cylinder P&W Twin Wasp Jr. radial engine and a beautifully streamlined fuselage set off with long graceful wing fillets. Other innovative features were incorporated as well, giving rise to lots of potential. Completed in 1935, the racer clocked 352 MPH over a 3 Kilometer course, beating the existing land plane record by nearly 40 MPH. Against staff inclinations, Howard flew the H-1 himself, a practise which he was to extend to the Spruce Goose and the XF-11 as well.

The Racer could have easily won the 1936 Thompson Trophy Race but Howard withdrew it due to the intense clamor against it initiated by certain race pilots.

Fitted with a long wing (31' 9") the plane with Howard again in the pit, set a transcontinental record averaging 332 MPH. That record stood for 10 years. Hughes used only 48% power to ensure making the flight nonstop! Perhaps some of you saw the Racer when it was exhibited at the Air and Space Museum where it was presented as a significant step in the evolution of aircraft.

During the laid back but spirited Thompson event of the '93 "interim" meet at Geneseo, "Paise" approached this aernut about furnishing the Racer plan for MAX-FAX. My mind leaped (as much as it can "leap" these days) to the folder containing sparse fuselage and wing shapes plus scraps of grid paper sketches for formers, stabs, cowl details etc. It had been vintage Grayhawk----rough design and build almost simultaneously. A cleaned up plan would require considerable assimilation. While pondering a polite refusal, however, I happened to glance down at Paise's shoes. The thought of one of those 11 1/2's "accidentally" meeting one of my grounded models clinched it for a "yes". Silver-tongued eloquence like that simply can't be denied!

The plan has one major departure from the prototype model construction. I made the model back in '86 with "paste on" wing panels. They were not only difficult to align, hold, and glue but a couple of instances came unglued at critical times. Hence the centersection, thru wing shown on the plan. The wing ribs employ a slightly different configuration from the usual sliced rib construction. The upper segments nestle beside the lower pieces which adds strength at the front and rear while helping to prevent tissue pucker.

The cowl may seem ponderous but with that long aft fuselage, weight is needed up front anyway. if you use the in-drill technique outlined on the plan for cowl shaping, balsa discs glued to the dowel and to the parts of the fore and aft formers that are later cut out after shaping, will help in gripping the dowel.

Some references indicate the wing numbers (on lower left and upper right as usual) were white but an air museum post card shows them to be yellow. For the wing panels, I used Floquil light blue. The fuselage and stabilizers were air brushed with silver powder in thinned dope.

Preliminary flight testing evidenced borderline spiral stability with the scale fin. This was overcome by removal of three square inches of area. Because of the very low aspect ratio of the wing, longitudinal stability wasn't all that it could be despite the long tail moment. This was corrected by moving the C.G. forward to approximately 3/16 inch in front of the main spar. Trimmed for a right/right pattern, climb out is positive and fast. For high power a fast high angled heave works best at

launch---a tentative flat launch can result in a heart stopping dip into ground effect - or below.

Howard liked streamlined planes and starlets--can't argue that!

References:

Racing Planes and Air Races - Kinert

Nat'l Air Racers in 3 Views - Mendenhall

H. Hughes and His Flying Boat - Barton

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### An Evening with the Eagle Squadron

by Hurst Bowers

On a recent visit to the Seattle area, I made contact with Edwin Lamb, the leader of one of Flying Aces newest squadrons, named after the wonderful group of American pilots who flew with the R.A.F. during the early years of WWII. As with all of the Flying Aces, the Seattle group is oriented to free flight, rubber-powered scale models primarily.

I had corresponded with Ed Lamb and talked to him briefly on the telephone on earlier visits; however, we had never met. On my recent visit to the Northwest I called Ed, who set up a meeting with some of his Eagle Squadron members. He picked me up in Issaquah, and we drove to the beautiful home of Jim Woods, in Lynnwood. There with Jim was Gene Evanson and Dick Anderson, and after a delightful introduction to some of Washington's greatest vintages and pizza, we got into the spirited discussion of models, flying fields, etc. This group has a couple of great flying fields and flies indoor events in the "Kibbie Dome" in Idaho. Jim exhibited a most impressive life-sized portrait of Walt Mooney, done in all, with Walt and a model on a beautiful flying site. He wants to present it to the AMA, to hang in the headquarters or museum, but definitely not in one of the storage buildings. I suggested he postpone the presentation until the museum is completed and open, a date subject to anyone's best conjecture.

The "bull session" was fun and was just really beginning to "warm up" when I unfortunately had to leave so as to prepare for my early morning departure back to the other, but certainly not the better, Washington.

I wish to thank Ed, Jim, and the others for a wonderful evening of hospitality and friendship with some of the greatest guys in the world - Flying Aces modelers. I hope that I will have the pleasure of many more such visits with those of the Eagle Squadron.

### Photo Page

1. Our featured plan for this issue, Al Lawton's high flying Hughes racer. This is a time tested winning Thompson model - Photo by Al
2. Mark Fineman waits for the countdown with his P-51 as Pinkham Field contest event this past September.
3. Also seen at Pinkham Field was this Curtiss XO-12 by George Armstead with Connecticut National Guard markings.
4. Another beauty at the Connecticut contest was this Laird by Dave Stott.
5. Chuck Wojtkiewica does not shrink from the tough ones! The photo of his Curtiss triplane is by Terry Pittman. Chuck added some flotation to the bow of the main float.
6. Doug Buchanan cranking them in at Pax River in November.

### THE "VIVETTE" PONCELET

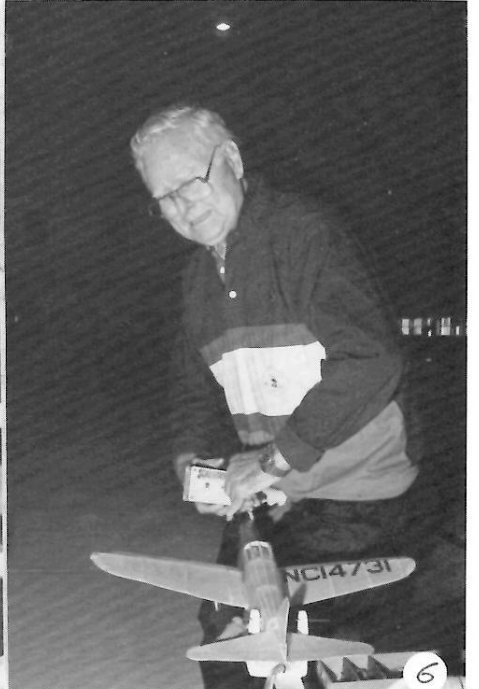
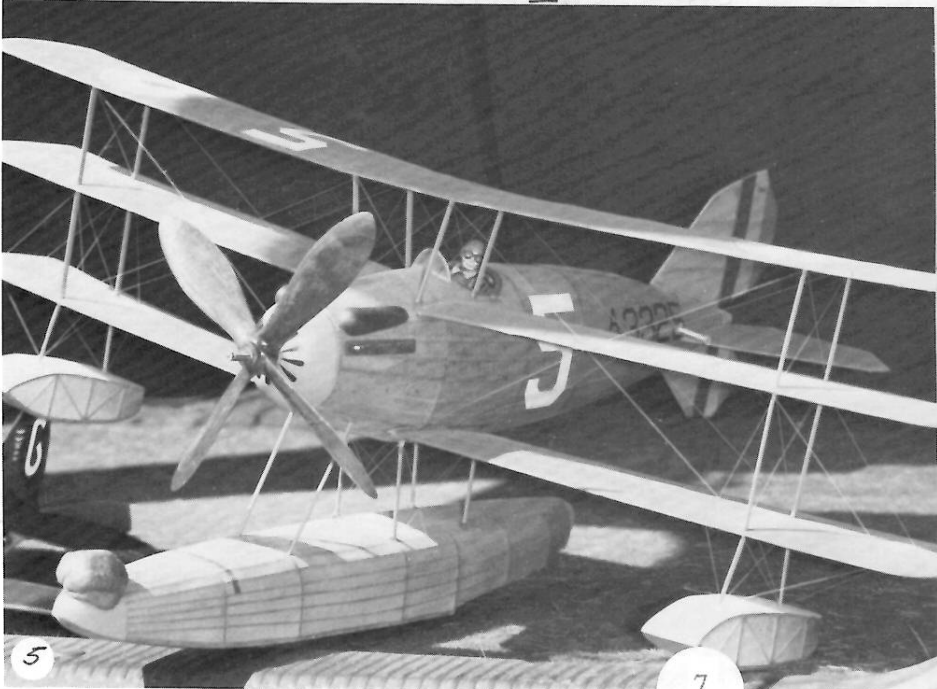
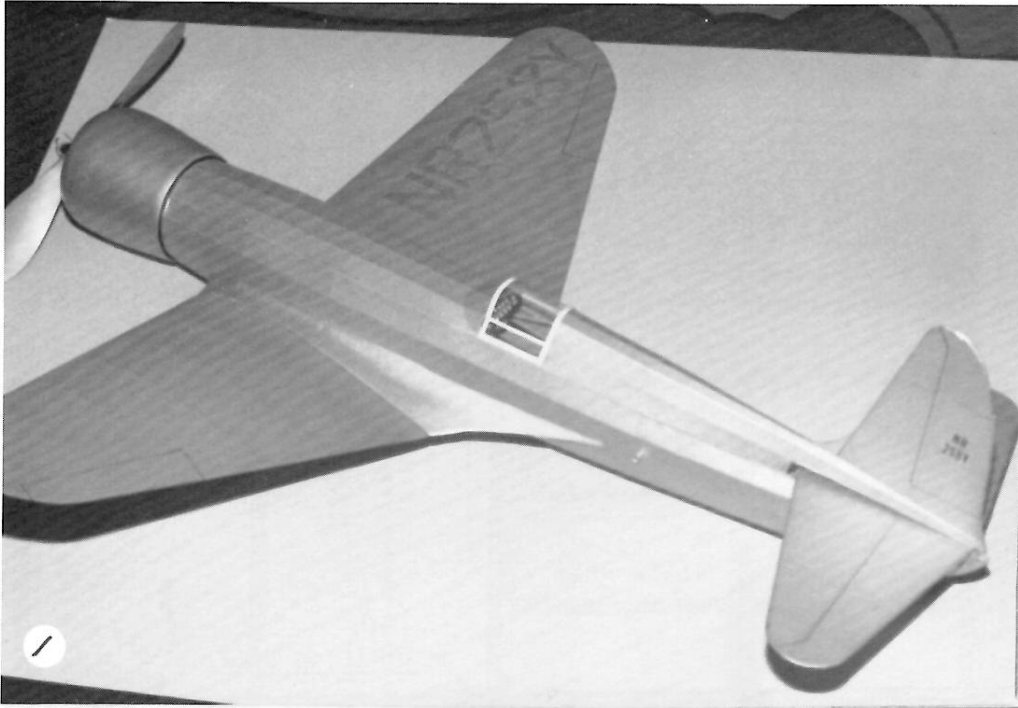
by Hurst Bowers

For many years I have been fascinated by a modest little Belgian Light plane of the early 1920's, which was flown both as a successful glider, and with a 17 horsepower engine as well. It competed in the European meet at Vauville, France, both as a glider and light plane. It later competed the 1923 British competitions at Lympne. Unfortunately, data and information on the Poncelet has been quite elusive, and accurate three views unobtainable.

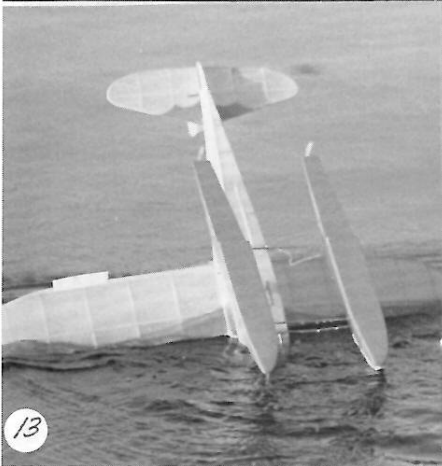
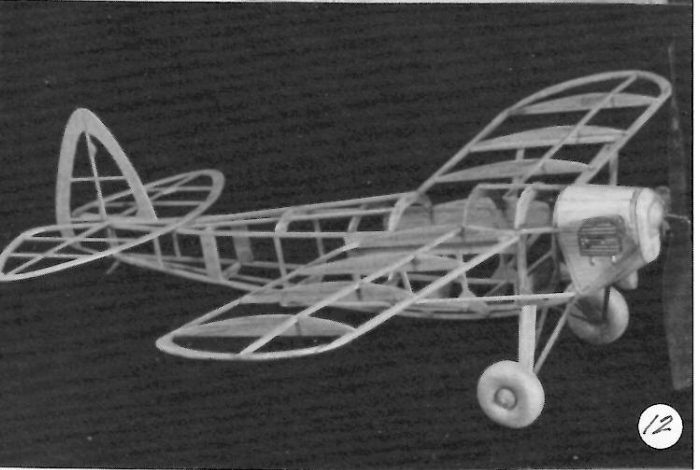
Douglas Rolfe did several sketches which appeared in both AIR PROGRESS and MODEL AIRPLANE NEWS (Oct. 1960), and from time to time a sketch would appear in L'AERONAUTIQUE, FLIGHT, and THE AEROPLANE. JANE'S ALL THE WORLD'S AIRCRAFT during the 1920's carried a short article on Poncelet, with three very small flight pictures of the "Vivette" at Lympne, and specifications of the aircraft. I used these data for developing my electric (hi-Line Micro-4) model.



Con't on Page 11







**Photo Page**

by Tom Schmitt

7. Terry Pittman with his latest miniature, an Avia BH-3 with with a Gasparin CO<sub>2</sub> motor.
8. A nifty P-26 by Bert Phillips; ask Bert to show you it's neat shock absorbing gear.
9. Don Srull patiently judged all the models at Pax River in November. He is seen here with John Lewars' Schaneider ESM5 powered by a Micro 4 electric motor. John's plan will be published in a future edition of MAX-FAX.
10. Hurst Bowers with his BOGUS SCALE BOSTONIAN "Wong Way Wobin". The plan was in the Nov/Dec MAX-FAX.
11. This is a handsome model airplane; a beautiful OC-2 by Pat Daily.
12. Jim Alaback sent this photo of his latest; a PEANUT Heathe Center Wing Special.
13. Many of the floatplanes at Dave Rees' seaplane fun fly this past October ended up like this pic of Pat Daily's Pacific Ace.
14. Terry Pittman's photo of his Delanne after it's encounter with a crossbow at Raeford last October; looks like an easy repair job for VANCE!

**THE "VIVETTE" PONCELET**

Con't from Page 6

To digress a moment, Donald E. Mower did a model design of the "Vivette" which was published by MODEL AIRPLANE NEWS in April 1964. It was a delightful little .020 Cox engine powered subject which made you want to start cutting wood, which I did, but for a 42 inch wingspan radio control version. It was entirely successful and still in flying condition. I noticed that in developing his plan, Don used data from the same sources that I had.

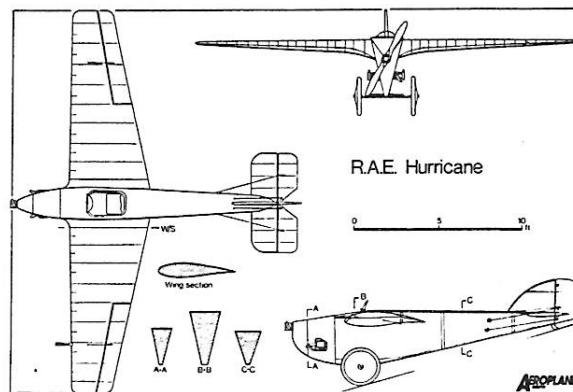
My enthusiasm was rekindled by the indoor electric scale D.C. Maxecuter events, and a Lympne for our summer contest in September. My plans are the most accurate currently available, and they are simple. Why not have a go at Lympne with "Vivette"?

**THE LYMPNE TRIALS EVENT**

by Tom Schmitt

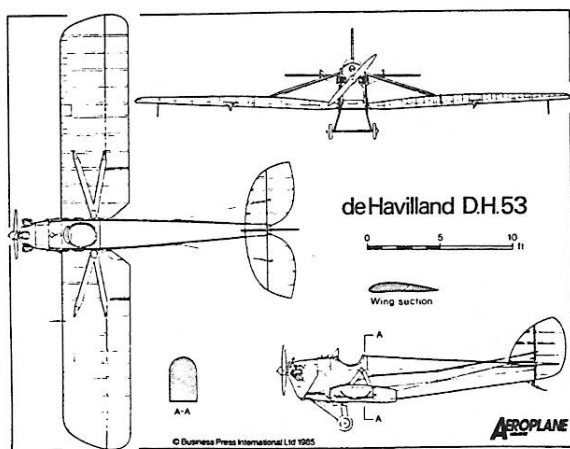
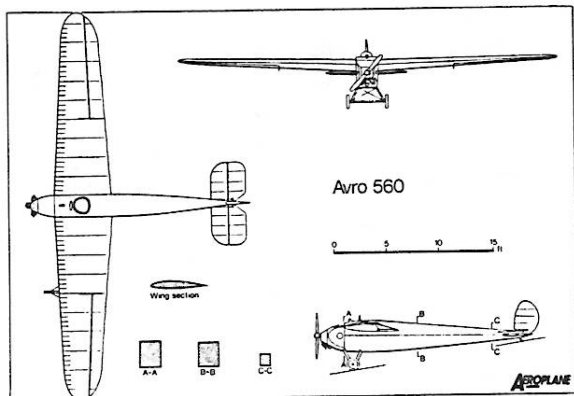
Hurst Bowers has suggested an event for this summer's Maxecuter fun flies which will bring back one of the interesting periods in light aviation history. This was prompted by John Lewars plans for electric powered versions of some Lympne aircraft. John's designs are intended for HiLine Micro 4 powered models but other electric motors or

CO<sub>2</sub> will be allowed. The events will be run with the same rules as the FAC POWER event. Please refer to the contest schedule in this issue for the dates. These aircraft will also be competitive models for the FAC POWER event at the FAC NATS this summer at Geneseo. Many of the Lympne aircraft designs are naturals for electric or CO<sub>2</sub> power and it would be great to see a bunch at the FAC NATS.

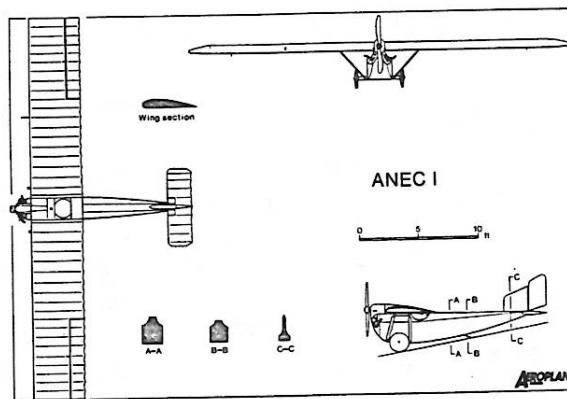
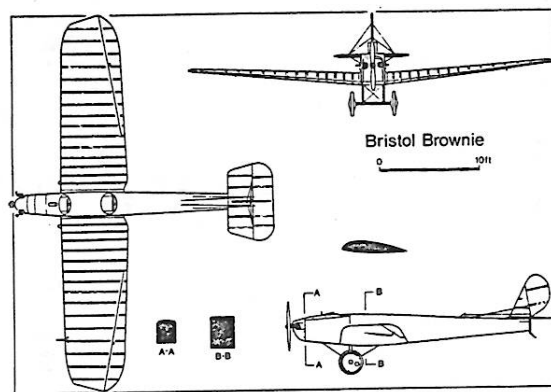


We have included 3-views from Aeroplane monthly of some of the Lympne aircraft in this article to assist in your selection of the model to build. For those anxious to start slicing balsa, a Beardmore "Wee Bee" plan and 3-view were published in the Jan/Feb issue of MAX-FAX. Also in this issue you have a Hurst Bowers' drawing of the Poncelet fresh off the drawing board and the English Electric Wren by John Lewars. A photo of John with the Wren was in the Jan/Feb MAX-FAX. Another possibility for a great Lympne aircraft plan is the Handley-page Sayers Monoplane which will be published soon as an introduction to electric scale modeling in an edition of THE FAC NEWS by Lin Reichel. Also do not forget Don Srull's great flying electric AVRO 560 which was published in the October 1987 issue of Model Aviation.

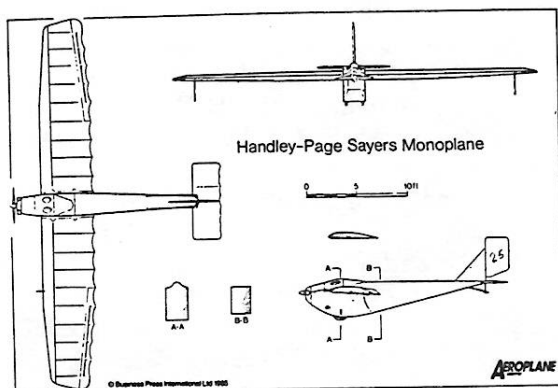
There are other Lympne model designs originally rubber powered which can be adapted for electric/CO<sub>2</sub>. A good example is Don's Gloucestershire Gannet in the February 1983 issue of Flying Models (Plan No. CF 622). Don flew it on CO<sub>2</sub> before retiring it. Also look for Bill Hannan's plan of the Bristol "Brownie" which is available from PECK-POLYMERS. Another rubber powered Lympne model is the Parnall Pixie by Bill Noonan in the February 1988 issue of Model Aviation. Bill also published his Missel Thrush in MAN and is available as plan No. FSP08803. Another possibility is Bob Clemens Cranwell C.L.A.-3 which was published in the Nov/Dec 1981 issue of the FLYING ACES Club News.



A brief history of the Lympe trials may be of interest. During the years of the competitions, FLIGHT magazine published complete accounts together with full page 3-views and numerous sketches of design details. More recently and more readily available is Richard Riding's great book titled "Ultralights The Early British Classics". The book is available from Hannan's Hangar at the the price of \$44.95 and worth every penny. Call Bill or Joan at (916) 873-6421; they accept Visa! The book is based on the series devoted to British light aircraft in the Aeroplane monthly several years ago. Hopefully the following overview will wet the curiosity for those who may not be familiar with the Lympe trials.



We may have missed some other published plans so check around and provide some more variety to our contest. In order to further encourage builders we will make available copies of the John Lewars unpublished plans for the nominal price of \$2.00 per plan or \$5.00 for all three. Those plans are: ANEC 1A, deHavilland D.H.53, and Bristol Brownie. Please send for the above plans with checks made out to the D. C. MAXECUTERS to Tom Schmitt, 11014 Marcliff Road, Rockville, Maryland 20852.



The first powered aircraft Lympe aerodrome in Kent, England during the week of 8 to 13 October 1923. There were many aircraft entered in the competition with the majority being British. Of the 28 original entries, eighteen aircraft actually flew. In essence it was a "motor glider competition" and various prizes were awarded for several different performance requirements

As an example, the "Daily Mail" 1000 Pound prize was awarded for the longest distance in one flight with one gallon of fuel. That prize was jointly by an English Electric Wren and a ANEC 1. The competition was held again in 1924 with significant changes in the requirements to weed out weird aircraft. Two seat aircraft were specified and



reliability was stressed by a requirement to complete at least 10 hours flying to be eligible for any prize. Only 7 of the 16 entries qualified for the trials. Two big winners were the Wee Bee I and the Bristol Brownie. The third and last of the Lypmne light

aircraft competitions only scratches the surface of an interesting period of British aviation history. We hope it gets the designing and building juices flowing in many of you scale modelers out there. See you at the Lypmne trials this summer!

**Pax-River Indoor Contest 11-20-93**

Name	Aircraft	FAC Scale		Flight Times			Total
		Static Total	Bonus	Flt. 1	Flt. 2	Flt. 3	
John Houck (1)	Junkers J-1	54	43	49			146
Tom Hallman (2)	Martinsyde S.1	57	15	78			141
Tom Hallman	Mr. Smothie	55	5	72			126
Doug Buchanan (3)	Farman	46	0	93	90	90	121.8
Jerry Paisley	Buffalo	54	10	55			119
Jim Pollard	Sopwith Tabloid	53	15	30	27	30	98
Bill Bell	Martin T4M-1	55	15	16	20	18	90
Mike Hostage	Vickers FB-16D	48	15	10	18	14	81
Pat Daily	Curtiss F8C-3	59	15				74
Jim Coffin	Corben Baby Ace	53	3	14			70

Old Time Kit Mass Launch					
Round Eliminated					
Name	Aircraft	1	2	3	Place
John Houck	Mureaux C				1
Jim Pollard	Monocoupe			X	2
Bert Phillips	Taylor Craft		X		3
Rich Gillis	Harlow	X			
Doug Buchanan	Aeroneer	X			
Bill Bell	Corben Super Ace	X			

Power Scale		FAC Scale		Flight Times			Total
Name	Aircraft	Static Total	Bonus	Flt. 1	Flt. 2	Flt. 3	
Pat Daily (1)	Albatros DIII	59	15	71			132
Terry Pittman (2)	Farman Postale	52	3	71			119
John Lewars (3)	Schneider ES M-5	53	3	36			92

World War I Mass Launch						
Round Eliminated						
Name	Aircraft	1	2	3	4	Place
Tom Hallman	Martinsyde S.1					1
Dave Rees	Martinsyde				X	2
Kevin Sharbonda	PFALZ-III			X		3
Jim Pollard	Sopwith Tabloid	X				
John Houck	Junkers J-1		X			
Bill Bell	Foker D-VII	X				

Coconut Scale		FAC Scale		Flight Times (sec.)			Total
Name	Aircraft	Static	Bonus	Flt. 1	Flt. 2	Flt. 3	
John Houck (1)	Lincoln APK-5	22		71	83		105
Dave Rees (2)	Martinsyde	25		69			94
Jerry Paisley	C-37			(No Times Logged)			

Navy Scale Mass Launch						
Round Eliminated						
Name	Aircraft	1	2	3	4	Place
Frank Rowsome	F4F					1
Dan Driscoll	Bristol Scout					2
Kevin Sharbonda	Hellcat				X	3
Doug Buchanan	Martin Mo-1			X		
Jerry Paisley	Buffalo		X			
Mike Hostage	Brewster Buffalo		X			
John Houck	XF2L-1	X				
John Lewars	Zero	X				

14 gram Bostonian		Flight Times (sec.)			
Name	Aircraft	Flt. 1	Flt. 2	Flt. 3	Total
Terry Pittman (1)	BFM	40	79	104	104
Ross Summers (2)	Bastard	80	92	86	92
Bill Ceresa (3)	Boston Beechcraft	80	80		80
Bert Phillips	Blinger	50	53	59	59

P-Nut Scale Mass Launch						
Round Eliminated						
Name	Aircraft	1	2	3	4	Place
Terry Pittman	Bebe Jodel					1
Rich Gillis	Cougar					2
Doug Buchanan	Firecracker				X	3
Frank Rowsome	J-3 Cub			X		
Tom Hallman	Mr. Smothie			X		
Jim Pollard	Warerman Gosling		X			
Jerry Paisley	J-3 Cub		X			
Dan Driscoll	Aeronca Defender		X			
Bill Powell	Fike		X			
Mike Hostage	Vultee Vanguard	X				
Bert Phillips	Air Coupe	X				
Kevin Sharbonda	Cougar	X				
John Lewars	Monocoupe	X				

Bogus Scale Bostonian		Flight Times (sec.)			
Name	Aircraft	Flt. 1	Flt. 2	Flt. 3	Total
John Houck (1)	Boston Found	60	80	86	86
Frank Rowsome (2)	Super Cruiser	85			85
Doug Buchanan (3)	Boston Found	76	78	74	78
Bill Cersa	Aeronca Defender	50			50
Jim Pollard	Monocoupe	40	43	45	45

7 Gram No-Cal		Flight Times (sec.)			
Name	Aircraft	Flt. 1	Flt. 2	Flt. 3	Total
Bud Carson (1)	Cessna Racer	112	137		137
Tom Hallman (2)	Hawker Typhoon	101	121		121
Rich Gillis (3)	Gosling	97			97
Nathan Warren	Porter	29	29	26	29

Golden Age Mass Launch						
Round Eliminated						
Name	Aircraft	1	2	3	4	Place
Doug Buchanan	Farman 400					1
Rich Gillis	Cessna Airmaster					2
Dan Driscoll	Funk				X	3
Kevin Sharbonda	Luton Minor			X		
Jerry Paisley	Cessna C-37		X			
Jim Pollard	Monocoupe		X			
Paul Spreiregen	Puss Moth		X			
Allan Scharzle	Monocoupe	X				
Bill Bell	Curtis Robin	X				
Ray Rakow	Monocoupe	X				
Jim Coffin	Corben Baby Ace	X				

Novice Penny Plane		Flight Times (sec.)			
Name	Aircraft	Flt. 1	Flt. 2	Flt. 3	Total
Frank Rowsome (1)	Blue Penny	0:04:57	0:06:58		0:06:58
Bud Carson (2)	Old Yellow	0:05:26	0:06:15		0:06:15
Bill Clarke(3)	(no Name)	0:03:50			0:03:50
Paul Spreiregen	(no name)	0:01:47	0:03:11	0:02:75	0:03:11

Consolation Mass Launch					
Round Eliminated					
Name	Aircraft	1	2	3	Place
Dan Driscoll	Bristol				1
Rich Gillis	Cessna			X	2
Doug Buchanan	Firecracker		X		3
John Pollard	Monocoupe	X			
Bert Phillips	Taylorcraft	X			

No-Cal Mass Launch				
Round Eliminated				
Name	Aircraft	1	2	Place
Bud Carson	Cessna racer			1
Tom Hallman	Hawker Typhoon			2
Rich Gillis	Gosling		X	3
Nathan Warren	Porter	X		
Bill Powell	Citabria	X		

Coconut Mass Launch				
Round Eliminated				
Name	Aircraft	1	2	Place
Jerry Paisley	Cub J4E			1
Dave Rees	Citabria			2
John Houck	Lincoln APK		X	3
Stew Meyers	PZL	X		

## D. C. Maxcutters 1993 Summer Fun Fly Saturday, 10 September - 9 a.m. to 5 p.m.

### Events

<b>F.A.C. Scale:</b>	Judging starts at 11:00 a.m. Qualifying flight is not required except to post static scores.
<b>F.A.C. Power:</b>	Same as above.
<b>Lympne Memorial:</b>	Same as FAC Power - Electric or CO <sub>2</sub>
<b>Jumbo Scale:</b>	Same as above. (36" Max wingspan monoplanes - 30" biplanes)
<b>Hand-Launch Glider:</b>	AMA Rules
<b>Embryo:</b>	F. A. C. Rules

### Mass Launches - Single Sortie - Last One Down Wins.

**12:30 pm - Old Timers:** 36" Max wingspan FAC Rules (Commander Included)

**1:00 pm - Modern Civilian Production:** Any non-military aircraft (1943 - present)

**1:30 pm - Racers & Aerobatic:** One event for all racers including international aerobatic aircraft.

### Mass Launch - Multi Sortie

**2:00 pm - World War I -** Combat WW I biplane with Markings, Rigging & Weapons

**3:00 pm - World War II -** Combat WWII Aircraft with Markings Rigging & Weapons

**4:00 pm - Golden Age -** Any aircraft produced from 1920 through 1939. Landing Gear must be in down position.

### Mass Launch Single Sortie

**4:45 pm - Trans-Comsat speed and Navigation Event -** Any Rubber powered scale aircraft that flew in any of the other contest events.

### **Contact Allan Schanzle**

20008 Spur Hill Dr. Gaithersburg, MD 20879 SASE Please or  
Phone (301) 840-5884

### **Indoor FAC at USIC Johnson City, Tenn. June 2nd thru 4th**

FAC scale bonus points are limited to 25. Pioneer scale may be flown in FAC scale. Parasol wings are flown in Hi-Wing Monoplane.

Fri 3 June 7:30am to 1pm

- . AMA Rubber Scale
- . FAC Scale
- . Kit-Plan Scale
- . Pistachio
- . No-Cal

Note: Scale judging for Friday will be done on Thursday evening.

Saturday 4 June 7:30 am to 1pm

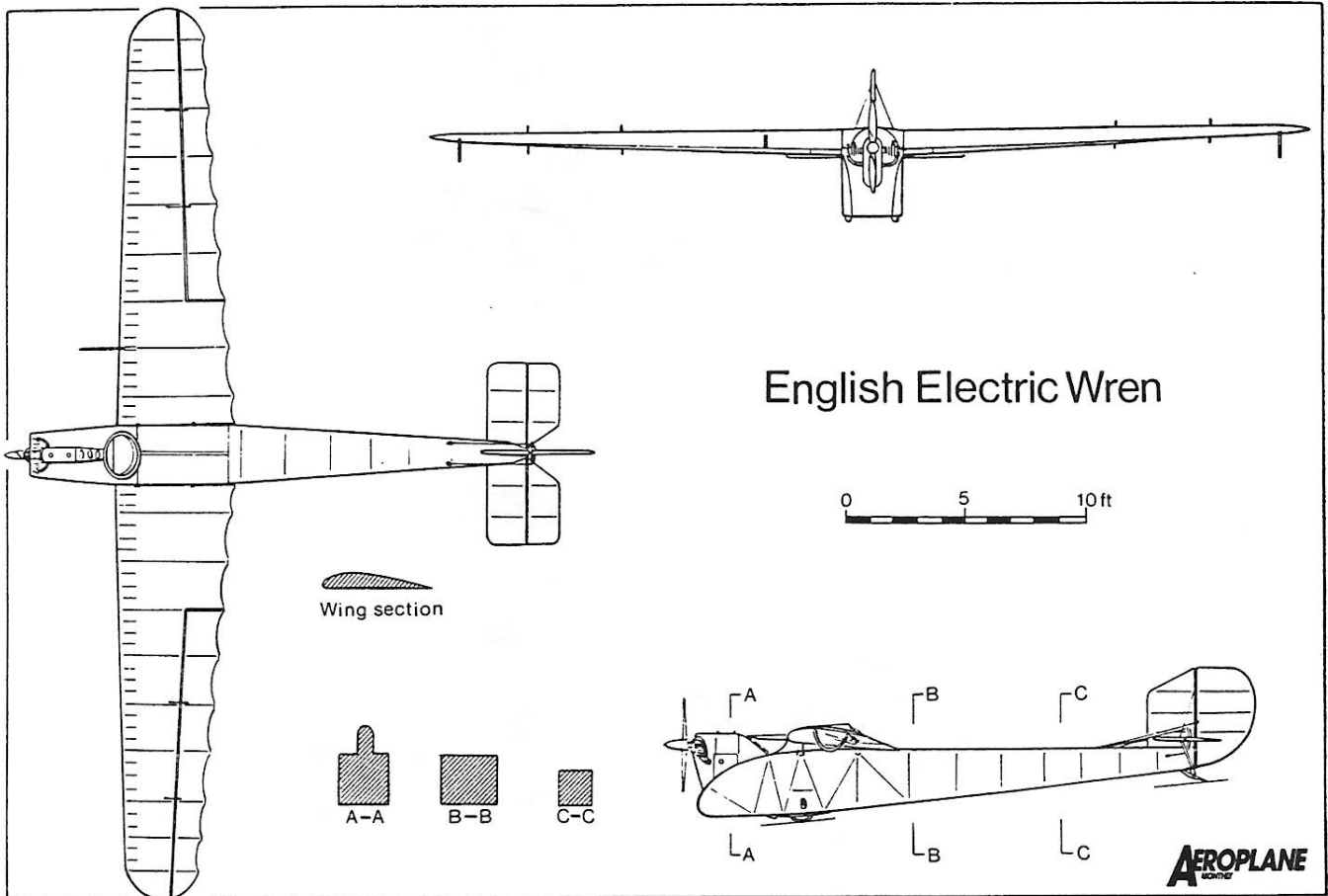
- . AMA Peanut
- . Hi-Wing FAC Peanut
- . Golden Age FAC
- . Bostonian
- . Coconut
- . Gran Prix

Note: Scale judging for Saturday will be done on Friday evening.

Contact (SASE please):  
Jim Miller  
107 Lorelei Drive  
Fayetteville, OH 45118

### **Caution!**

Mark Allison wrote us that he became very ill from cadmium poisoning 20 years ago, which was caused by air-brushing with Winsor & Newton Gouache Colours. This is the paint recommended by Paul Boyanowski in his article which was published in Jan/Feb 1994 MAX-FAX. Check the health label on the tube. Some tubes will say "...contains soluble cadmium sulfide" others will not depending on the color. **Always use a mask when air-brushing!**



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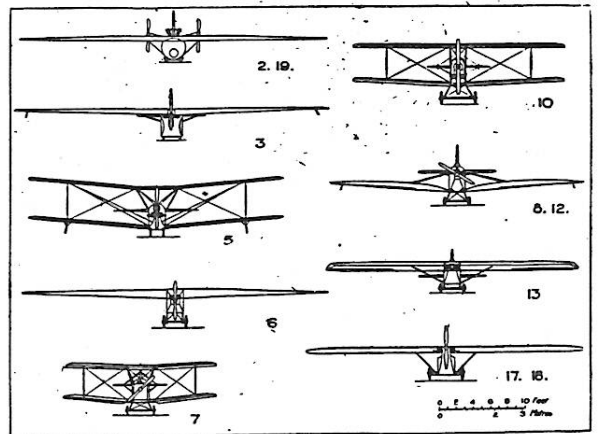
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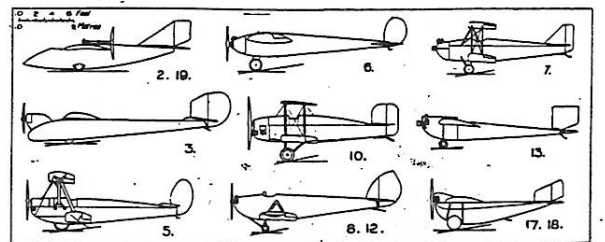
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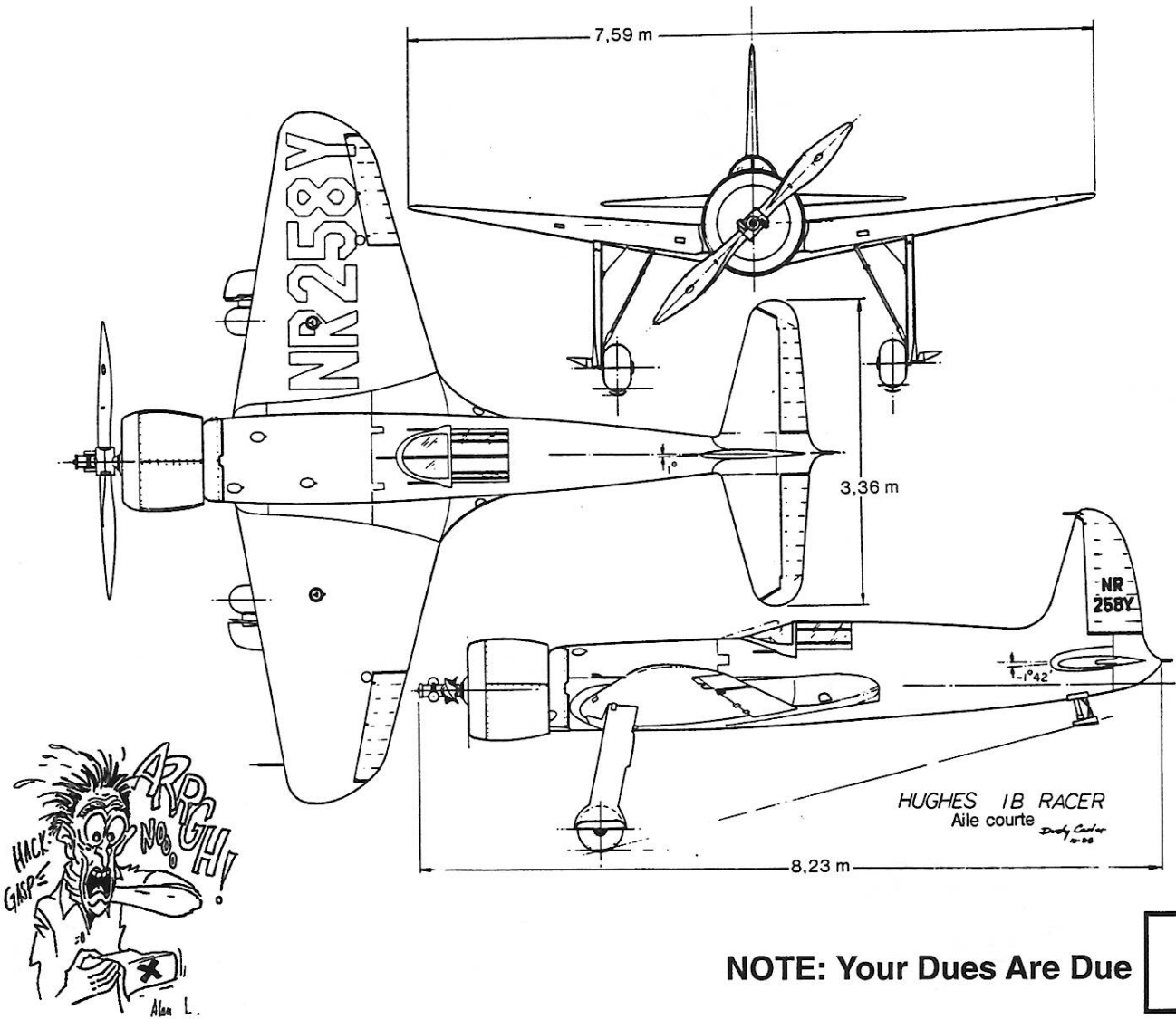
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**NOTE: Your Dues Are Due**

**CLUB OFFICERS**

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Annandale, VA 22003

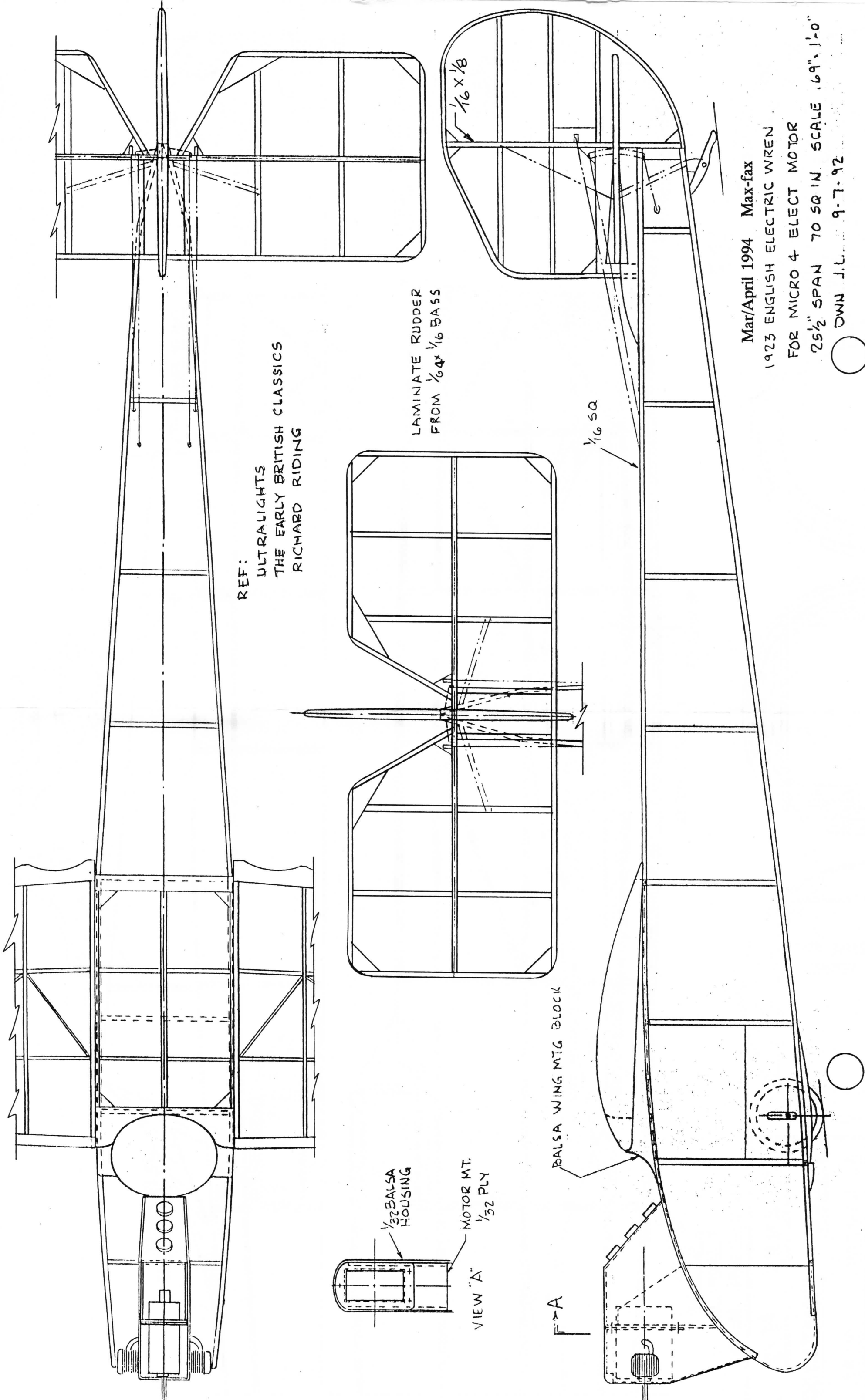
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Treasurer Frank Rowsome  
10904 Bellehaven Rd.  
Damascus, MD 20872



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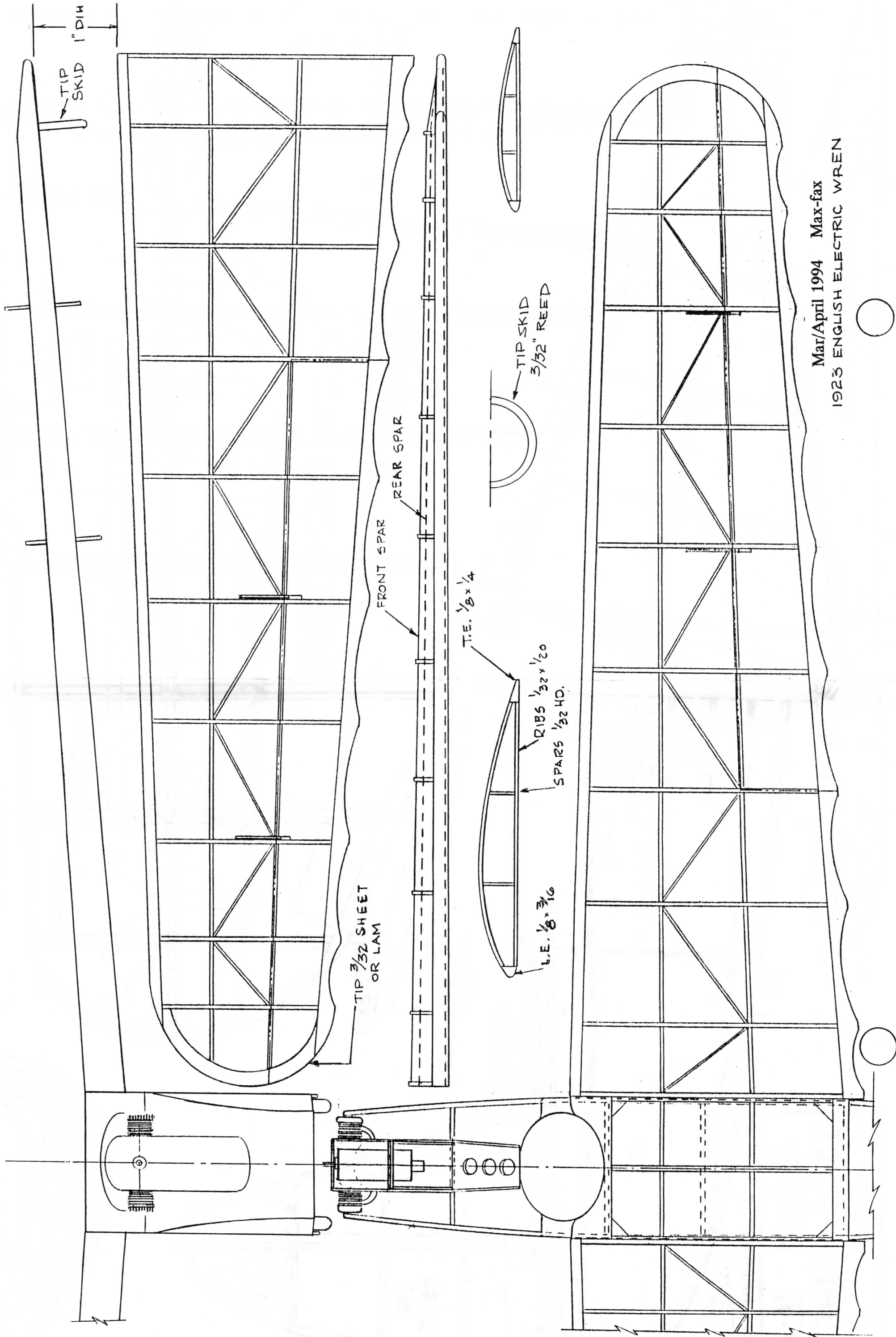
REF:  
 ULTRALIGHTS  
 THE EARLY BRITISH CLASSICS  
 RICHARD RIDING

LAMINATE RUDDER  
 FROM  $\frac{1}{64} \times \frac{1}{16}$  BASS

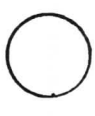
BALSA WING MTG BLOCK

$\frac{1}{32}$  BALSA HOUSING  
 MOTOR MT.  
 $\frac{1}{32}$  PLY  
 VIEW "A"

Mar/April 1994 Max-fax  
 1923 ENGLISH ELECTRIC WREN  
 FOR MICRO 4 ELECT MOTOR  
 25 $\frac{1}{2}$ " SPAN 70 SQ IN SCALE .69" 1'-0"  
 DWN J.L. 9-7-92



Mar/April 1994 Max-fax  
 1923 ENGLISH ELECTRIC WREN





**COLORS:**

- FUSEL & TAIL ~ SILVER (ALUM)
- WING PANELS ~ BLUE (FROM OUTBOARD EDGE OF FILLET TO TIP)
- WING NOS ~ YELLOW
- TAIL NOS ~ BLACK

TWO LAYERS 1/16 WEAF (8 SECTIONS)



A PASTED TO B BEFORE GLUING  
 B TO 1. GLUE DOWEL THRU CENTER  
 HOLES. CAULK  
 IN DRILL. PUT  
 DRILL IN VISC.  
 SAND TO SHAPE.  
 COMPLETE IN-  
 TERNAL HOLES.

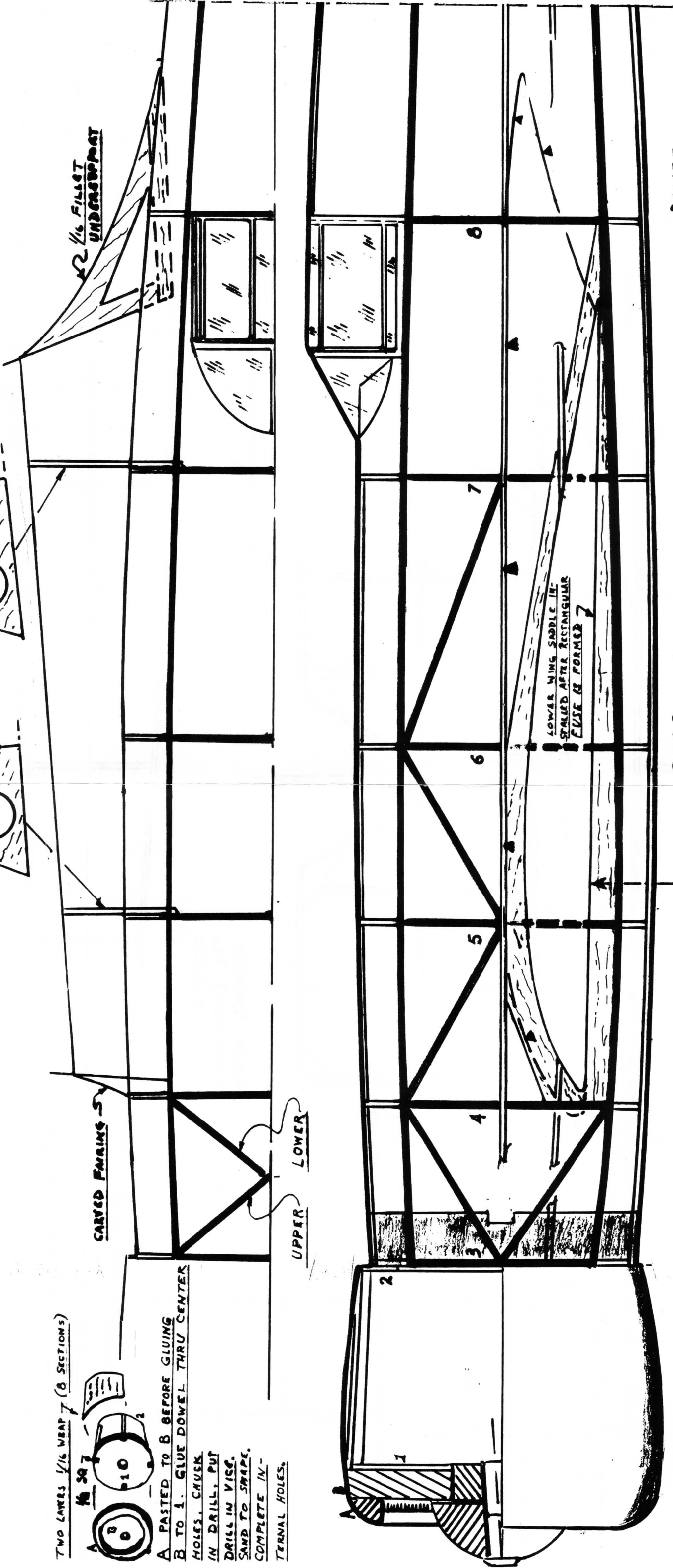
UPPER LOWER

CARVED FAIRINGS



1/8 FILLET SUPPORTS  
 REAR VIEW

R2 1/16 FILLET  
 UNDERWING



LOWER WING SADDLE IS  
 STALLED AFTER RECTANGULAR  
 FUSE IS FORMED

▲ AILET POSITION

▲ BALANCE PT.

POWER:

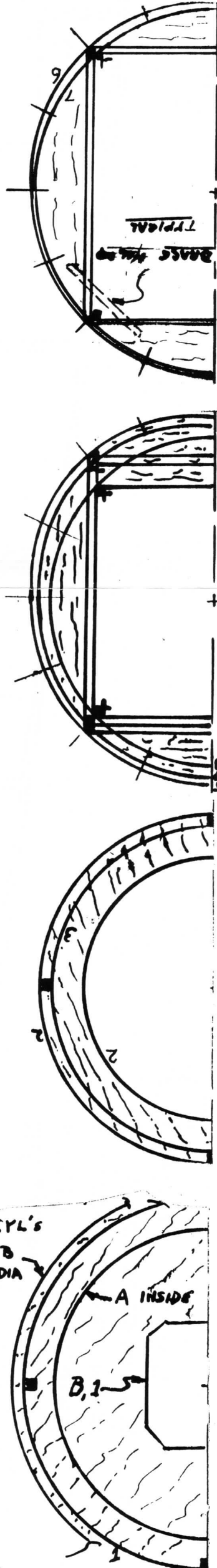
9 1/2" PROPE  
 2 LOOPS 1/4"

Mar/April 1994 Max-fax

**HUGHES H-1**  
**RACER ~ SHORTWING**

AL LAWTON

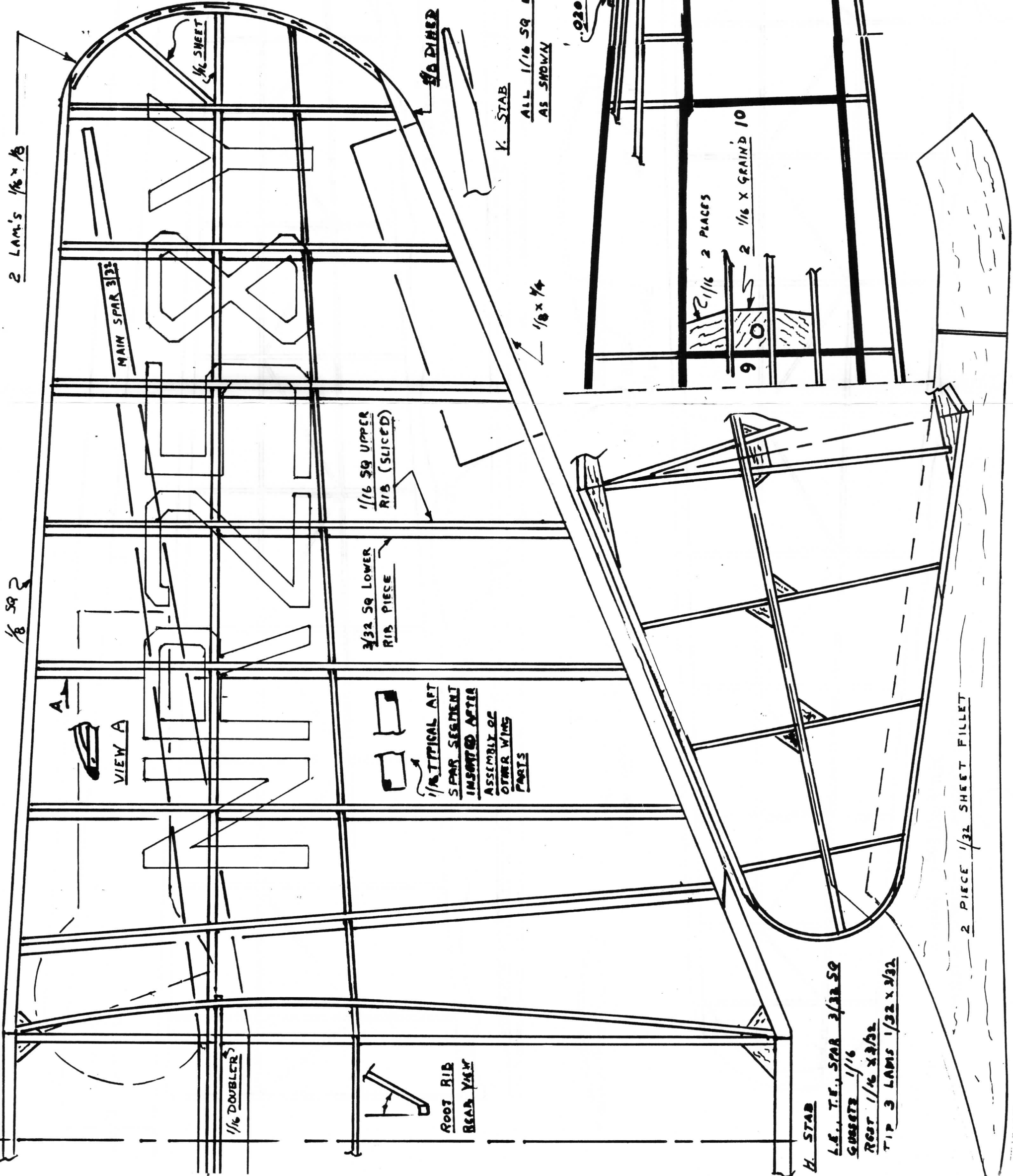
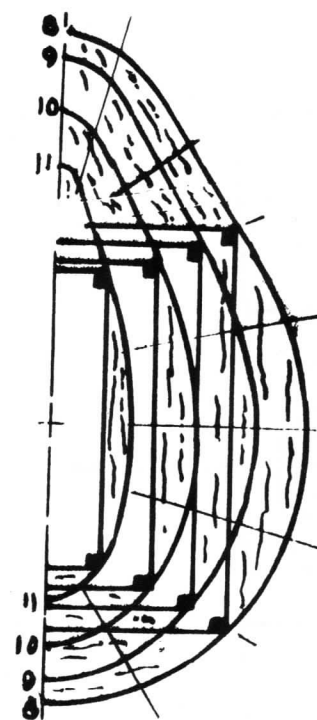
10-93



7 CYL'S  
 A, B  
 O. DIA

A INSIDE

B



2 LAM'S 1/8 x 1/8

1/8 SQ

MAIN SPAR 3/32

1/2 SHEET

80 DIMER

K. STAB

ALL 1/16 SQ EXCEPT AS SHOWN

.020 WIRE

1/8 x 1/4

1/16 SQ UPPER RIB (SLICED)

3/32 SQ LOWER RIB PIECE



VIEW A

TYPICAL AFT SPAR SEGMENT INSTALLED AFTER ASSEMBLY OF OTHER WING PARTS

1/16 DOUBLER

ROOT RIB BEAR YAW

H. STAB

L.S., T.E., SPAR 3/32 SQ

CONNECT 1/16

REST 1/16 x 3/32

TIP 3 LAM'S 1/32 x 3/32

2 PIECE 1/32 SHEET FILLET

NR 258Y

11

2 1/16 2 PLACES  
2 1/16 X GRIND 10

START TRIM WIT STAB SET HERE

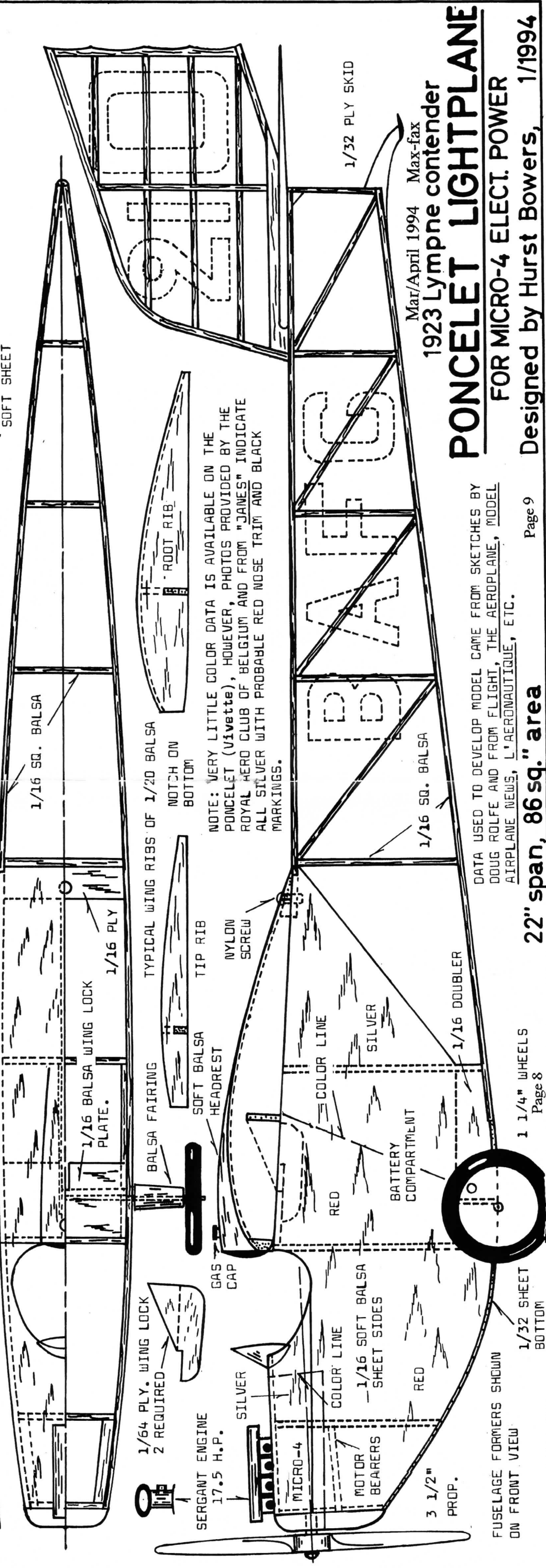
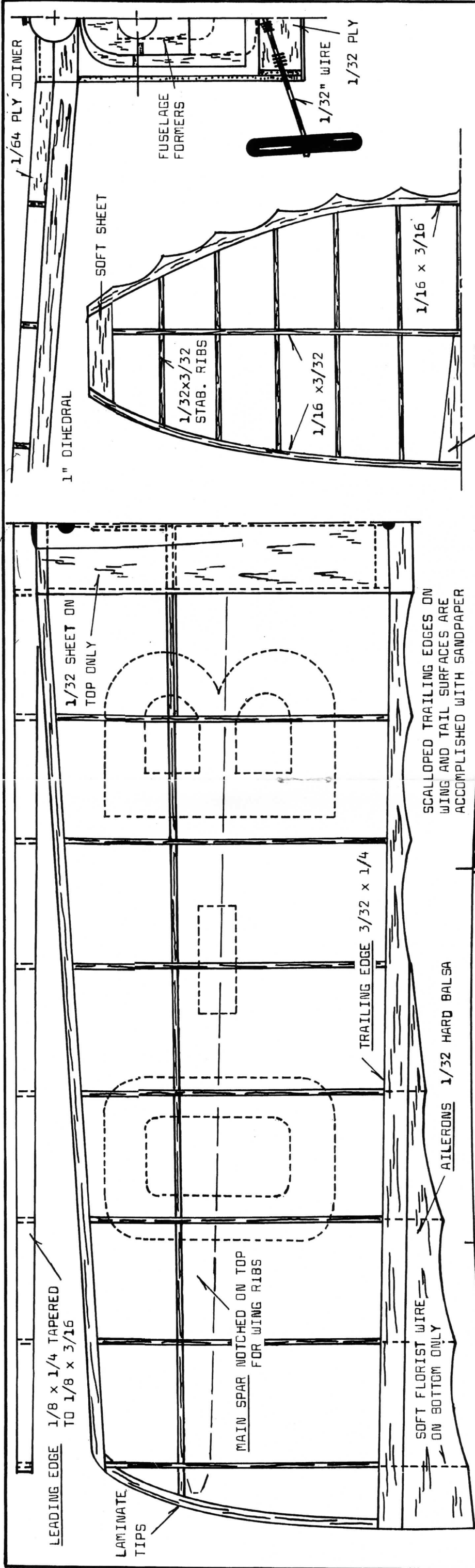
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**HUGHES H-1**  
**RACER ~ SHORTWING**

AL LAWTON

10-93





NOTE: VERY LITTLE COLOR DATA IS AVAILABLE ON THE PONCELET (Vivette), HOWEVER, PHOTOS PROVIDED BY THE ROYAL HERO CLUB OF BELGIUM AND FROM "JAMES" INDICATE ALL SILVER WITH PROBABLE RED NOSE TRIM AND BLACK MARKINGS.

Mar/April 1994 Max-fax  
 1923 Lympne contender  
**PONCELET LIGHTPLANE**  
 FOR MICRO-4 ELECT. POWER  
 Designed by Hurst Bowers, 1/1994

DATA USED TO DEVELOP MODEL CAME FROM SKETCHES BY DOUG ROLFE AND FROM FLIGHT, THE AEROPLANE, MODEL AIRPLANE NEWS, L'AERONAUTIQUE, ETC.