

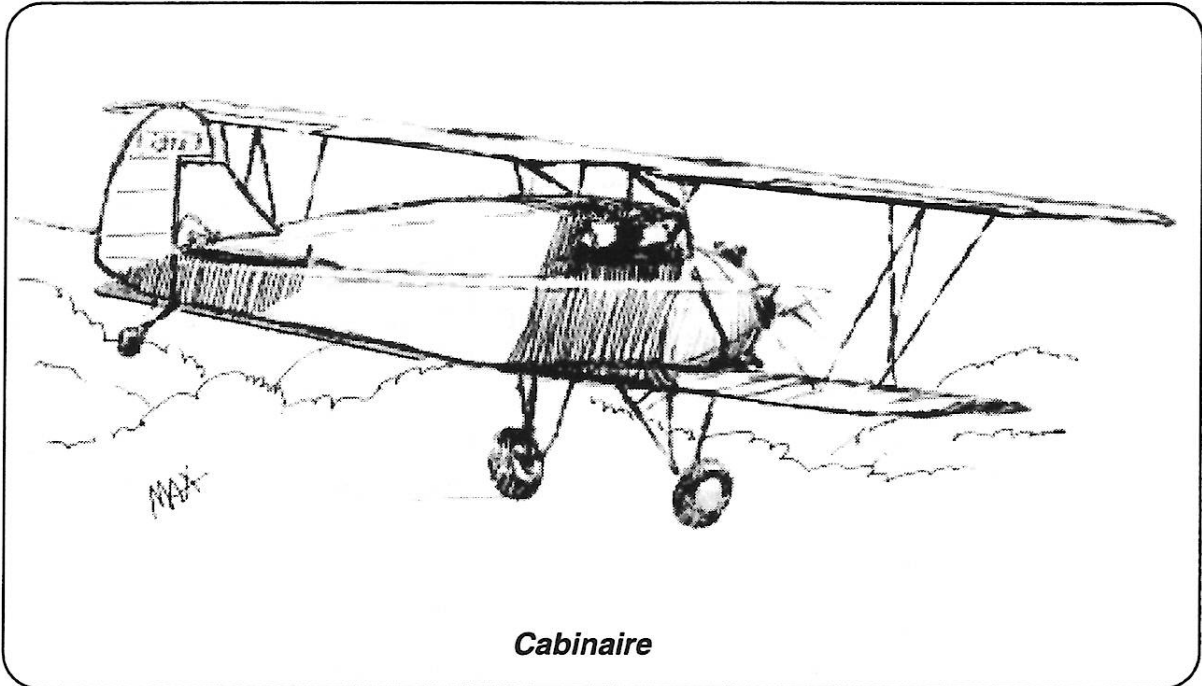
MAX FAX



Journal of the D.C. Maxcutters
...home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editors : Tom Schmitt & Don Srull

March-April 1996

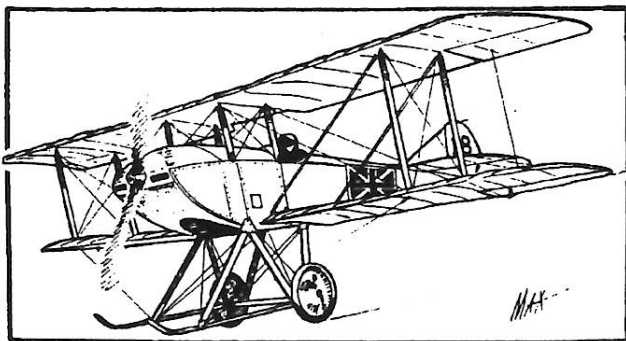


COMING ATTRACTIONS

- Jan 1 - Dec 29** LAKEHURST, NEW JERSEY INDOOR FLYING - See announcement inside.
- March ??** PATUXENT RIVER INDOOR CONTEST - sorry, cancelled; will try again this November.
- April 21** Indoor flying at St. Andrews Gym - 4:00 to 6:00pm; chance for last minute trimming before the May 4 FAC Indoor Air Races (see below)
- April 27,28** CAAMA/SAM 10 Spring meet at Cuckoo, Virginia; contact Dave Lacey for info 703-548-9058
- May 4** FAC Indoor Air Races Contest at Reading Pennsylvania; see announcement inside.
- May 11** FAC/SAM meet at Bill Saunder's farm in Cuckoo, Virginia; see announcement inside.
- May 29 - June 2** Indoor Championships at Johnson City, Tennessee.
- July 19, 21** The *BIG ONE!* FAC NATS at Geneseo, New York.



Ready for the 1996 flying season? Us niether! But you better get building - there are only 3 or 4 months to pick your models, cut balsa, and do some test flying before it's Geneseo time again. Test flying won't be all that routine this year either, with the new 15% rubber rule to be used for all the FAC Nats mass launch events. In case you hadn't thought about it much, check out a few of your models and see how *teeny* that 15% rubber motor is! You will probably have to retrim even the old reliable ships and decide wether to use a much shorter motor with the same number of strands, or to go with a motor of the same length and reduce the number of strands. In any case, you'd better do a little testing to get a feel for how to get the most out of these smaller motors. We can't let those Connecticut FACers, who have been practicing the 15% thing for a couple of years, walk away with all the glory, can we? But don't despair, 'cause there's at least a little help in this here issue of MAXFAX. We have some scoop on how to use a *torque meter* instead of counting turns to help you fly longer on less. In case you don't have a torque meter, we even show how to build one suitable for the usual FAC-type scale and sport models. For our feature construction article this issue, we offer a great full size plan by our irrepressible Hurst Bowers of the unusual and handsome Cabinaire. Last but not least we have a collection of fine photos from our extraordinary lensman Tom Schmitt, plus his first-hand report on the memorable Flightmaster's 49th anniversary contest. Finally, we wish to dedicate this issue of MAXFAX to an idol and great friend of many of the Maxecuters, John Blagg.



MAXFAX ISSUE DEDICATION

TO: JOHN BLAGG, "Cobwebs", BurgessClose,
Haynes, Bedfordshire, MK45 3PB

by Hurst Bowers



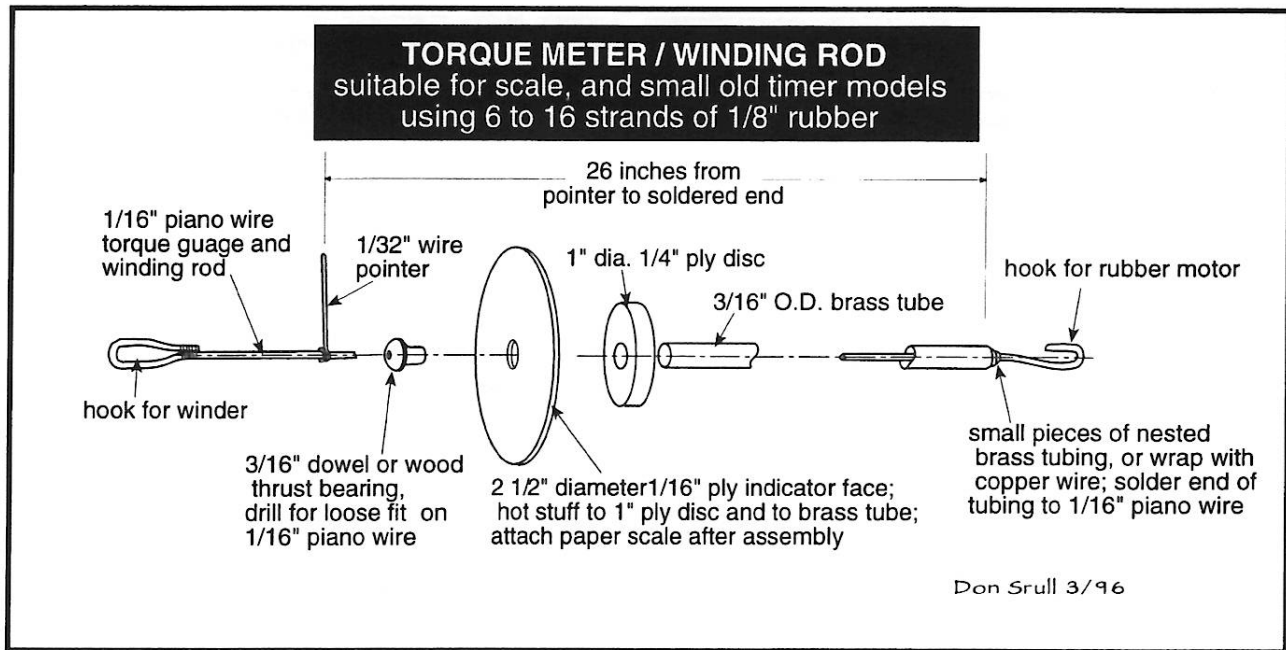
John Blagg & Don Srull at '94 Middle Wallop

Several months ago we learned that one of our fellow modelers and close British friend became stricken with leukemia. He has been undergoing treatment at the Cambridge University hospital and hopefully is responding favorably. In the last note which I received from him he is planning to see all his friends at Old Warden and Middle Wallop in 1996.

My contacts with John Blagg go back to 1983, when both of us lost our wives. We became acquainted through our mutual hobby and exchanged letters and plans. I must confess that I am the world's poorest correspondent and our communications became quite limited. However, I kept up with John through mutual friends and the modeling media. In the summer of 1994 I at last met John at Old Warden and we all went to the competitions at Middle Wallop together. Not only was I most impressed with his flying skill and craftsmanship, but with John Blagg, the gentleman. Without exception he is one of the most genteel and gracious people that I have ever known. The hospitality which he, and our other English friends extended to us is legend, equaled only by his lovely wife Loraine. With humility and our prayers for a speedy recovery, we dedicate this issue of MAXFAX to our friend, John Blagg.

Most Sincerely,

Hurst Bowers, Don Srull
Ray Rakow, Bert Phillips
and all the "DC MAXECUTERS"



Here is a handy torque meter design that can be built very easily from common hobby shop material. The design borrows heavily from several that have appeared over the past many years in various newsletters, magazines, and makes particular use of some clever ideas from Jim O'Reilly. The unit is sized for use with many of the common FAC-type outdoor scale and sport models, up to and including jumbo scale and small old timers that use motors of 6 to 16 strands of 1/8" rubber. (If you change the wire size to .045" instead of 1/16", and its length to 20" instead of 24", the torque meter is suitable for smaller models using 2 to 8 strands of 1/8" rubber motors.) One of the conveniences of this meter is that it is long enough to be used as a winding rod when using a winding tube. Compared to a long piece of wire, this winding rod / torque meter is much less likely to get lost in the grass after winding!

The material needed to build the torque meter includes a 36" length of 1/16" piano wire. This wire should be free of nicks, rust and any visible surface damage. You will also need a 24" length of 3/16" O.D. brass tubing, or 2 pieces of 12" long tubing. Also get one piece of each of the 3 sizes of brass tubing that telescopes inside the 3/16" tubing; the smallest tube will have a 1/16" diameter hole. Other material includes some 1/16" and 1/4" ply, a short piece of 1/32" wire, glue, and solder.

After cutting out the 2 1/2" diameter plywood scale dial, drill it for a tight fit onto the 3/16" brass tube. Hot stuff or epoxy this disc to a 1" diameter disc of 1/4" ply that has also been drilled to fit over the 3/16" brass tube. Hot stuff both of these ply discs to the 3/16" brass tube.

A piece of 3/16" diameter dowel (or an old wooden thrust button) is cut to jam fit into the brass tube. This plug is then center-drilled to provide a loose fit bearing for the 1/16" wire. Bend the hook for your winder in one end of the 1/16" wire and slip on the 1/32" wire pointer 2 or 3 inches from the hook; the wire pointer should be a tight fit over the 1/16" wire and soldered to it. The pointer will be about 1/8" in front of the thrust bearing and circular scale dial. Cut the 3/16" O.D. brass tubing to length so that when the unit is assembled as shown, the distance from the pointer to the far end of the brass tube is 26". This length determines how "springy" your torque meter will be. If you only have pieces of 12" long brass tubing, solder them together using a 3/4" long piece of telescoping tubing as an internal sleeve. Now the far end of the brass tube and the 1/16" wire have to be locked together. To do this, slip three short pieces (about 3/16" long will do) of telescoping brass tubing over the 1/16" wire and inside the 3/16" brass tube. When in place, solder this joint. Instead of telescoping brass sleeves, several winds of copper wire around the 1/16" torque wire will also do the job. Bend the hook for the rubber motor attachment, and you're finished.

The full-size torque scale shown on the next page can be cut out and glued to your 2 1/2" diameter ply disc. It will give an approximation to the actual inch-ounce torque readings, but since the precise size and strength of the piano wire from the typical hobby store can vary by 10% to 20%, the readings could be off by that amount. If you're after much more accuracy, it's best to either calibrate your meter with a known weight attached to a balanced wooden arm (say, a 3 ounce weight on a 10 inch arm to give a reference 30 inch-ounces of torque), or better still, wind a short rubber motor to destruction and see what the actual torque reading was.

Don Srull 4/96

THE RUBBER BANDIT

FIRST THERE WERE JUMBOS, THEN
GIANTS, AND

by Bert Phillips

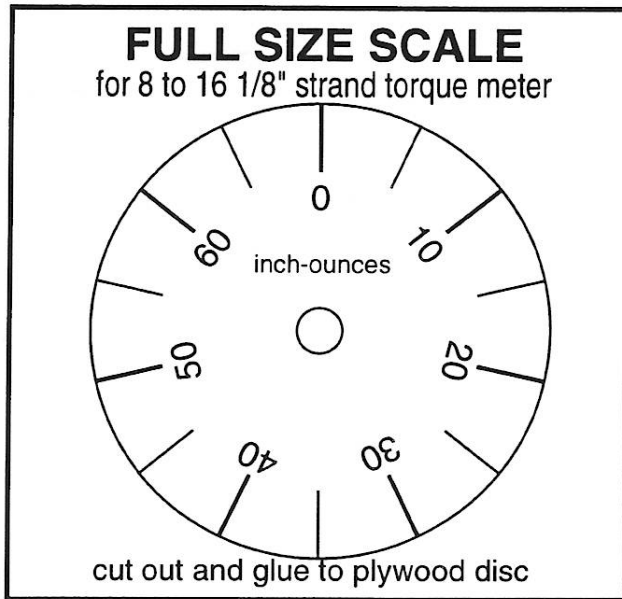
The February '96 issue of Flying magazine reports that a George Heaven, a freelance aero engineer whose usual work is on Reno racers, is building a man carrying rubber powered airplane at the Van Nuys Airport in Los Angeles. It is called the Rubber Bandit. It has a span of 68 feet and an 18 foot propeller! The power plant is 800 strands of twenty five foot long rubber which weighs 90 pounds, and has a total cross section as big as your thigh! The airframe weighs 180 lbs less motor and with a 180 lb pilot, the takeoff weight is 450 pounds.

The fuselage is a long tube of some kind which is inserted in a spindly A-frame that joins the wing and landing gear. The pilot's seat is a chair within the A-frame. There are no ailerons. Unfortunately there is also no picture.

The motor is stretched to three times it's normal length with a tractor and wound by a winch as the tractor inches forward. The article does not say what holds the plane in place as it is wound; would seem an elephant or a Mack Truck would be required .

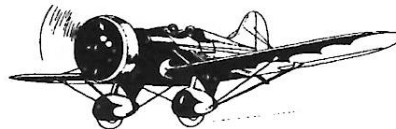
George had one 800 strand motor tested to destruction. It burst with such force that it shattered welds on a protective steel barrier. It separated into several pieces, one of which pursued a fleeing man this way and that across the airport ramp. When they came to rest the jammed up balls of rubber had to be poked with a long pole until they released their pent-up fury. I wonder if he is using Tan II rubber? The article does not say the size of each strand -- 1/4 " I would guess (Don, could you extend your graph a bit please?). It also does not say how many turns it will take. George expects it to ROG and climb to 100 feet at 30 MPH; total flight time is calculated to be 90 seconds.

I hope it works; if it does we could build a man carrying Korda Wakefield as a club project.



GEE WHIZ - GBs & Gee Bees

Bill Hannan continues to produce literary gems of flight, fact and fancy; "GBs & Gee Bees" being his latest. Bill always thoughtfully encloses a book mark with his publications. This time he printed a quote of Francis Bacon who some believe wrote the works of Shakespeare. Bill selected an appropriate quote; "Some books are to be tasted, others swallowed; and some to be chewed and digested". One can never accuse Bill of publishing books that give one indigestion. They are chewed well and digested thoroughly; the current volume is no exception. The review of the Gordon Bennett races does tickle one's fancy and should lead to more FAC PIONEER models now that bonus points are passé for that event. We also enjoyed Bill's "Gee Bee Myth Debunker" and have seen several of the Gee Bee model racers fly good; two that are remembered are those of Phil Cox and Tom Nallen. The price of Bill's latest is \$9.95 plus shipping. Give Joan and Hannan's Runway a call at (916) 873 6421 or write them at Hannan's Runway, Box 210, Magalia, California 95954 and ask for their latest catalog. They also now have in stock "Flying Aces, The Book, Volume 2" for \$19.95. For you FACers out there that do not have an extensive collection of Flying Aces magazines, this compilation by David Baker is the next best thing.



WINDING TO TORQUE VS COUNTING TURNS

by Don Srull

Some of us scale fliers have recently been introduced to torque meters as an aid in guessing how much we can wind our rubber motors. Counting turns has been our usual practice, but the expert indoor and outdoor fliers tell us that torque is a better and more dependable indicator of how much energy is stored in your gum band motor, and how close you are to its breaking point. So, assuming you bought or have built a simple torque meter (like the one shown elsewhere in this issue), and can now measure torque while you wind - the question is how much torque can your particular motor stand before it breaks? Luckily, we can make some pretty good estimates, because the torque at the motor's breaking point depends only on the rubber motor's cross-section. This means that, for practical purposes, all you need to know is the number of strands of, for example, 1/8" rubber the motor is made of to determine its maximum torque before breaking. This makes it a little easier than counting turns, since you don't have to know how long the motor is; only how many strands. The breaking torque is the same for any length motor. Neat, eh? Assuming you are using "normal" rubber strip of about .040" thickness, and that your motor has no serious nicks in it, the maximum torque VS motor cross-section relationship can be approximated by:

$$Y = 100(X/24)^{1.5}$$

where:

X = number of strands of 1/8" rubber
(proxy for cross-section of the rubber)

Y = torque near the breaking point, in
inch-ounces

The coefficients of this particular formula have been adjusted to make the curve pass through 100 inch-ounces of torque for a 24 strand 1/8" rubber motor. This is an old rule of thumb used by some Wakefield fliers in the "pre-FAI TanII" rubber days. The new and very stretchy Tan II rubber may have slightly lower (I've heard it may be 10% less) breaking torque values, but the above relationship should serve as an O.K. starting point. So you don't have to do any calculating, the curves are plotted on the next page showing maximum torque for both the earlier FAI rubber as well as the new Tan II. If you can, it would be best to test and measure the breaking

torque for your particular batch of rubber, and then adjust the formula coefficient accordingly.

If you want to try "winding to torque" like the big guys advise, first determine the number of equivalent strands of 1/8" rubber in your motor. For example, a 2 strand 1/4" motor would be equal to 4 strand of 1/8", a four strand 1/4" motor would be equal to 8 strands of 1/8", an 8 strand 3/16" motor would be equal to 12 strands of 1/8", etc. The "maximum torque" shown on the graph will be the approximate breaking point of your motor.

How far below maximum torque you should wind depends on how much endurance you are pushing for, and how long you want that motor to last. If you need one more flight max, or if you're really grunting on that last mass launch flight - go for it all! But remember, you can usually only wind a motor once - maybe twice, to near-maximum torque before serious nicks start to appear. The general rule is that, the closer to breaking torque (or breaking winds for that matter) you wind, the sooner those lethal nicks will occur and the shorter the motor's useful life. You will notice when using a torque meter that as you approach max torque, the torque increases very rapidly - so start paying attention when you pass the 50% mark. This sudden and rapid torque rise is one of the advantages of keeping track of torque rather than counting turns, since as you near the winding limit the torque reading climbs rapidly and gives a good warning.

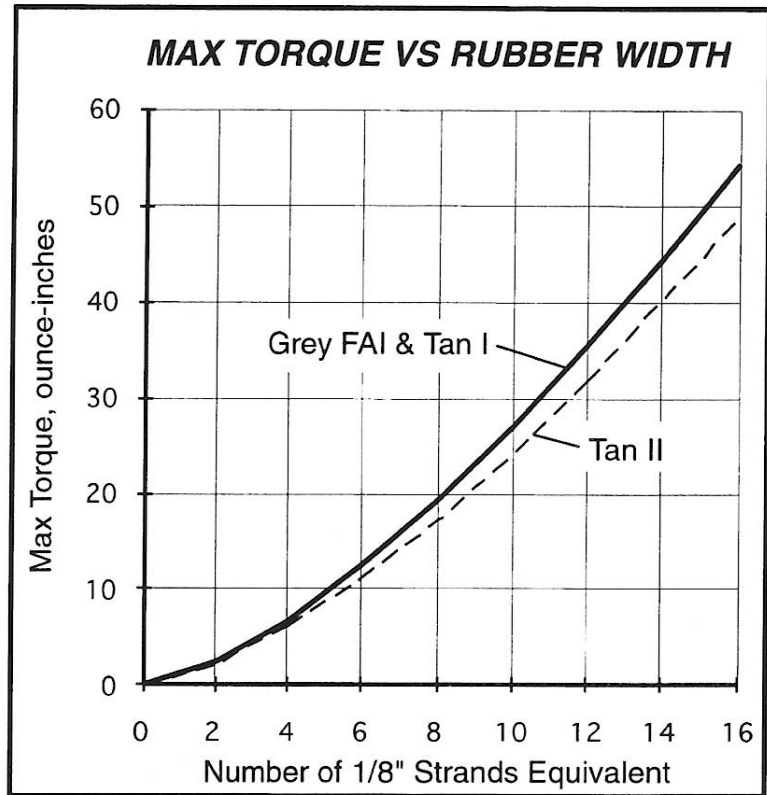
I find I am quite chicken when winding a scale model, and usually stop at around 50% to 60% of the max torque (that's about 70% max turns), even though this means only 2/3 or so of the motor's stored energy potential is being used. By the way, a conservative winding approach like this will probably have to be abandoned for the new 15% rubber rule events that have been proposed by Dave Stott. With 15% rubber the trick will be to get the most energy possible out of that very small rubber motor - and that means winding as close to the limit as you dare, but still keeping the motor intact through all the heats. A new tortuous trade-off, and a chilling challenge for sure- what more could a true FACer want?

Finally, it's important to keep in mind that all of these rubber band calculations, whether for our old trusty "max turns per inch" or "breaking torque", are only rough approximations. Use the numbers accordingly. Unlike rubber motors, old habits are tough to break - even with a torque meter, I'm still counting turns.



INDOOR RUBBER WINDERS

A new indoor winder has appeared on the market. The following ad was lifted from "INDOOR NEWS AND VIEWS". It was also advertised in the November 1995 issue of the National Free Flight Society Digest. The winder fills a need for small light indoor winder with ratios that match many of the indoor and lightweight outdoor model winding needs. It received a good review by Bob Meuser in the January 1996 issue of the Digest.

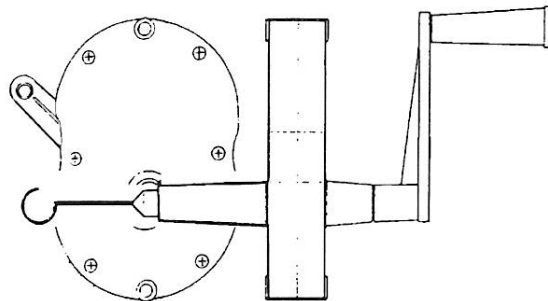


Indoor Winders

These winders are available in 5:1 10:1 and 15:1. All three winders will wind 1/2" loop of rubber to breaking point, so they should cover all aspects of indoor flying. There is a ball bearing thrust race built in and the winding hook is retractable. There are two mounting holes, one top one bottom, so that counters and bench clips can be securely fixed to the winder. The cost is £9.00, which includes world wide post. Payment can be made by Eurocheque or International Money Order made out in £ sterling to John Tipper, 23 Green Lane, Chichester, West Sussex, PO19 4NS, England. U.S.A. \$ accepted - please send \$15.

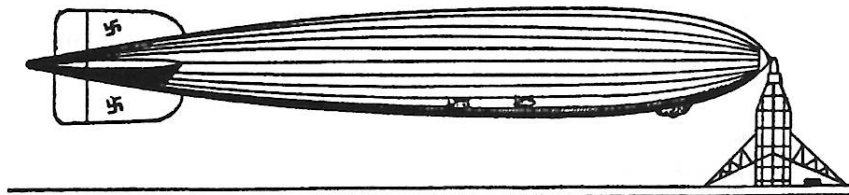
Yours sincerely

John



LAKEHURST, NEW JERSEY INDOOR FLYING

In the January issue of Indoor News & Views (INAV) Gary Underwood reported that there will be 110 flying dates in Hangar 1 throughout 1996. You must belong to the East Coast Indoor Modelers to be on the 1996 membership list for the NAVY'S admittance files. Family membership dues are \$40.00 per family. Checks should be made out to ECIM and mailed to - Gary Underwood, East Coast Indoor Modelers, 24 Kennebec Court, Bordentown, New Jersey 08505. Gary will assemble membership packets for members. If you wish further information at this time please contact Gary at 609-324-9004.



SHANGRI-LA WEST (sans fluffy green stuff)

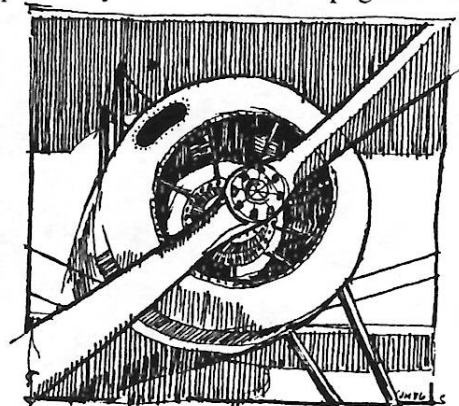
The Flightmaster's Annual for 1995 was held at Mile Square field in Anaheim on December 1st and 2nd, 1995. Imagine a great flying site in the middle of a city like Los Angeles with a place (Disneyland) not far away for your non-modeling better half and kiddies to wile away the time while you are tossing your latest creation into the next thermal. The CDs for this memorable happening were the dynamic duo Bill Warner and Fernando Ramos. Needless to say the entire two day contest proceeded like clockwork with nary a hitch. Lots of other people were also instrumental in making this event a great success, including Phyllis Warner, Byron Calomiris, and Kingsley Kau. A sluggish memory is to blame for omitting many others. We must not forget to salute the multitude of Flightmasters who came from near and far to participate and add to the flavor of this really special Flightmasters anniversary reunion fun fly. Three of our own D.C. Maxcuters were fortunate to attend; Terry Pittman, Tom Schmitt, and Don Srull (who, by the way, was one of those long-lost returning Flightmasters in attendance). Don and Terry both flew, with Don winning FAC Scale with a great flight of his Voisin seaplane. Don's two grandsons came up from San Diego to see their first model contest and helped with Don's 4 minute on-the-field winning flight! Terry flew his CO2 DeLanne for a place in Power Scale. Rick Lin and his able assistant have prepared a professional video of the contest with footage from earlier days. It is a must have for you out there with a nostalgia bent. To order a copy call 310-578-5447; or send a check or money order for \$29.95 plus \$5.00 shipping to E. S. P., 12571 MILTON STREET, LOS ANGELES, CA. 90066.

The visit was a first for this writer but hopefully not the last. The lack of grass (fluffy green stuff) could be intimidating for some eastern fliers, but in all honesty it wasn't as bad as the wheat field stubble we've flown over at least on one occasion at Geneseo. Then too those crafty little gophers who make their home at Mile Square have softened the field by digging zillions of nests (holes) on every square inch of the sandy field. The biggest hazard for us heavy guys, other than dodging the occasional errant RC bomb, was falling into one of the nest complexes. Needless to say none of the previous adventures dampened this modelers enthusiasm.

This was the 49th (that is correct, the forty-ninth) Flightmaster Annual. Tom Arnold in a recent Scale Staffle newsletter referred to the 49th as a "stick and tissue Woodstock" and it is not possible to disagree with Tom's colorful comparison. While this was a grand "happening" (Tom's word) and a wonderful reunion for our West Coast friends, it was also a time for those of us from the East to renew our once every two year FAC Nats friendships, and meet for the first time many modelers known only by reputation. There were so many great model aircraft in evidence that it would be tough to single out any one or two, but a few linger in memory - Otto Kuhni's fantastically realistic CO2 miniatures, Bob Wetherall's fabulous Puss Moth, Don Munn's humongous rubber powered racers, the Schlossburg's magnificent models, and on and on. A few examples are shown in the enclosed photo pages, but these are only the tip of the iceberg.

A highlight of the two day's festivities was the banquet on Saturday evening at the Jolly Roger motel across the street from Disneyland. Scale judging was done prior to the dinner and it was a great opportunity to view many of the models close-up. The piece de resistance of the evening was the talk and slide show by guest speaker Bill Turner of Gee Bee, Miss Los Angeles, DH Comet, and other spectacular race plane flying replicas fame. He was ably assisted by his comely helper (his grandmother he said!). Fernando gets the thanks for arranging Bill Turner's visit and his spectacular slide show. To top off a great evening, Kingsley Kau (remember his interesting rubber scale designs in Bill Hannan's Obscure Aircraft collection?) presented slides illustrating many of the great models, modelers and competitions that made the Flightmaster's the great institution it has been over these last 49 years. We can hardly wait for the big fiftieth annual!

(Note: See the great collection of Flightmaster reunion photos by Tom Schmitt on pages 11 and 14!)



THE "CABINAIRE" BIPLANE

by Hurst Bowers

In the late 1920s Walter Carr, a pioneer aviator who had soloed prior to WWI was operating a charter service out of Saginaw, Michigan. His aircraft was a Travel Air 2000 which was a reliable and efficient machine, but it's open cockpits left much to be desired by his clients during the Michigan winters. Faced with business reality Carr felt that his trusty Travel Air could be converted into a cabin aircraft. He modified the fuselage, raising the top longerons to roof line level incorporating a 3-4 place cabin with the upper wing extending above the cabin leaving a gap, but retaining the basic relationship between the wings of the Travel Air in gap and stagger. At this time the Warner "Scarab" engine became available and was used in the prototype, however, on the nine Cabinaires built a variety of engines were used as the Wright R-540, and the 165 horsepower Continental, as well as the Warner 110.

Joseph Behse, a fellow aviator and heir to the Modant Corset Factory and family fortune, joined with Carr to establish Paramount Aircraft Corporation., and an Approved Type Certificate was obtained just after

the great 1929 Stock market Crash. The company fortunes reflected the economic situation of the times and closed it's doors in 1931.

The "Cabinaire", in addition to engine selections, experienced two major modifications. One of which was the elimination of the "elephant ear" ailerons found on the Travel Air 2000, and the inclusion of a N.A.C.A. cowling. The performance of the machine was most respectable for it's time with a max. and cruising speed of 120 and 102 respectively landing at 45 MPH. The climb was 780 feet per minute from sea level, reaching a ceiling of 12000 feet. It's 50 gal. fuel tank gave it a still air range of 500 miles. The wingspans were 32 feet upper and 29 feet lower, for a total of 309 square feet. The length was 24 feet, 7 inches and weight was 1620 pounds empty with a gross of 2630 pounds. Prices began at \$7500 F.O.B., and were finally reduced to \$5750 by mid 1931.

I selected the "Cabinaire" to model after browsing through some 1929 issues of AVIATION MAGAZINE and AIR TRAVEL NEWS, and later, U.S. CIVIL AIRCRAFT, Vol. 3, by Joseph P Juptner. I later found out from Dr. William Ballard, of Gladwin, Michigan, that he too is a "Cabinaire" fan and plans to do a history of Paramount Aircraft Corporation. He was kind enough to share data, three views, and

(continued on page 10)



(continued from page 8)

a picture with me of MC17M, complete with wheel pants. What really "pushed the button" again with me was the August 1995 issue of VINTAGE AIRPLANE, with a cover flight photo of NC17M beautifully restored in all red with a white fuselage stripe, rudder license number, and fin lettering. This magnificent restoration was done by Fred Clark, of Deland, and Bud Rogers, of Sanford, Florida. The issue included an authoritative article by H.G. Frautschy, along with several excellent pictures of cabin and cockpit interior., a three quarter rear in flight photo, plus an excellent side view shot. It was from this article that much of the data used in this narrative was obtained.

I completed the drawings which I began in 1984 for a rubber powered scale model with 26 1/4 inch wingspan. With entry in the FLYING ACES scale competition at Geneseo, N.Y. in mind, however, I now believe that either CO2 or electric power would be more appropriate. I haven't built the model yet but construction is entirely conventional and should progress rather quickly. Since our worthy editors of "MAX FAX" plan to use this in an upcoming issue of the newsletter, I hope to see some of them flying around the Finger Lakes Region this next July. "Cheers!"

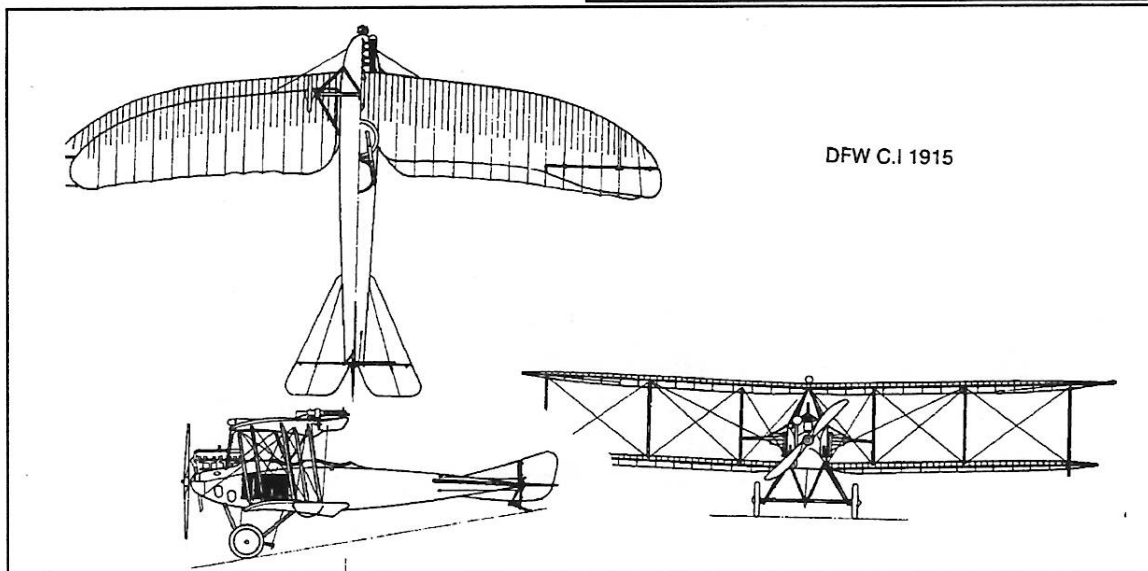
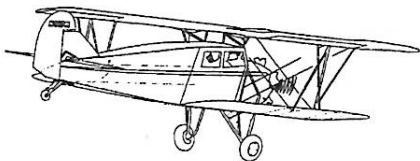
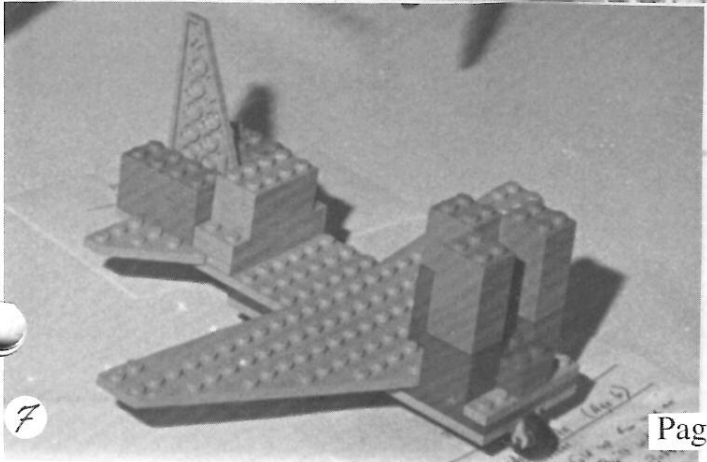
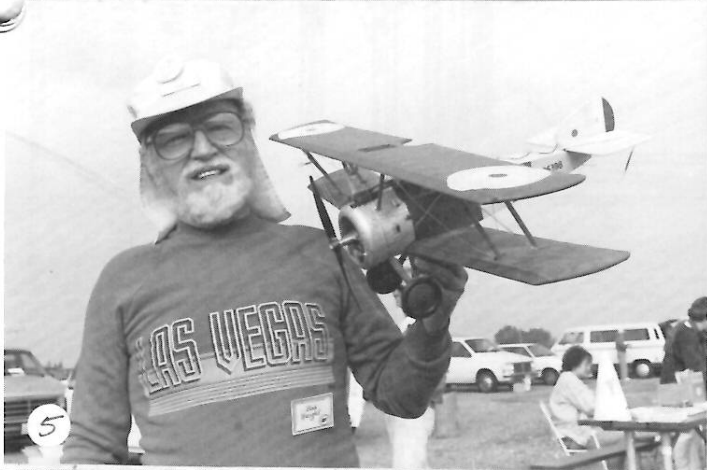
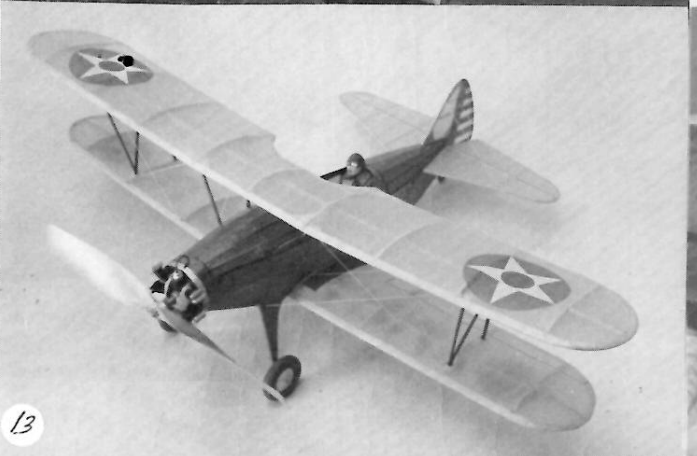


PHOTO PAGE

FLIGHTMASTER'S SCALE ANNUAL, DECEMBER 1995:

1. Bill Warner seen here with his Fairchild was co-CD with Fernando Ramos. With Phyllis at his side they ran a tight ship..
2. Fernando Ramos, the other half of the dynamic CD duo, found time to fly his Aristocrat.
3. It was our good fortune to meet Otto Kuhni and enjoy seeing firsthand some of his works of art. One of the more interesting and a great flyer was this CO2 powered Lilienthal glider.
4. Another interesting model by Otto was this Lohner, powered with a CO2 belt driven propeller.
5. Our good friend Bobby Haight, the Vegas Vulture, was on hand with his Diesel Powered Sopwith Camel.
6. Bob also brought his magnificent Swordfish for the static display judging. Bob assures us it has flown but only over a grassy field. It is also diesel powered and the exhaust manifold not only looks great but is a working model! Two of Bill Hannan's models can also be seen, his Storch and autogyro.
7. In the lower right hand corner of the above photo you will notice a Lego Jet display model, a Junior entry by six year old Alexander Calta, one of Don Srull's grandsons. It is enlarged here for a closer look.
8. This smiling gentleman is the "twin guru" from Arizona, Dick Howard. This is his Blackburn which would also be great as an electric powered model.





TIME FOR RC SCALE ?

In light of the advancing age of many FAC members, and their increasing inability to chase down those good flying scale free flight models, it seems clear that some compensating action should be considered. In addition, for those of us with relatively small flying fields, even moderate winds can often shut down our free-flight flying. Many scale model devotees have already discovered that much of the pleasure to be found in free-flight scale can also be experienced with fairly small and simple RC models, with the side benefits of no chasing and more regular flying in restricted flying fields. And with the really small radio gear and the nice little electric,

CO₂, and diesel powerplants now available, the time may have come to let a few more of the gang in on the fun. Sure, the free-flight purist will probably say "no thanks, not for ME", and that's certainly OK. But remember, it doesn't have to be "either-or". You don't have to *replace* free-flight with RC; you can enjoy *both* kinds of fun flying. And for some folks, it may be RC scale or no scale at all (well, maybe solid scale). Actually, quite a few of our club members have tried RC at one time or another, and they still seem (relatively) all right.

A short while ago Hurst Bowers and a few others proposed that the FAC gang give an RC Texaco-type scale event a try, but with no luck. For the time being most FAC members feel the idea of any type of RC, as an FAC event, is a little too far afield of the basic FAC spirit. Nevertheless, with our small COMSAT flying site, and a growing group of "mature" members, we'll try to encourage some more of the local flyers to check out the simple RC scale idea. We'll hold a few informal get togethers during the Maxecuter's weekend flying sessions using Hurst's proposed rules for what we'll call "**Maxecuters RC Texaco Scale**". The rules are as follows:

1. The model must be scale, of aircraft built in 1945 or before. There are no size or weight restrictions.

2. Models will be scale judged according to the current FAC rubber scale rules.

3. The FAC point bonus system for various configurations will be used. The bonus points will be added to the scale score.

4. A Cox Texaco engine with the new Cox short tank, or any diesel of up to 1 cc may be used for power. The "Quiet Zone" muffler for the Cox engine is strongly recommended.

5. Flight score will be the average of the 2 best out of 3 flight times in seconds; the flight max is 5 minutes.

6. A spot landing score of 30 points will be awarded if the model lands within a designated and marked 20' diameter circle, within 8 minutes of launch.

7. Total score is : 3 x (scale points plus bonus points), plus flight score, plus spot landing score.

Let's try it!

1/2A TEXACO SCALE HELP

If any of you "maturing" free-flyers (you know who you are) would like to give 1/2A Texaco Scale R/C a try, take a look at Al Lidberg's plan and semi-kit offerings; a Cessna Airmaster, Focke Wulf f56 Stosser, Longster, and Porterfield Collegiate. His plan prices are reasonable too, in the seven to nine dollar range. Give him a call at 602-839-8154 (evenings and weekends) or write and order his illustrated catalog (many more scale models) for \$2.00. A. A. Lidberg/mps, 1008 E. Baseline Road, Suite 1074, Tempe, Arizona 85283.

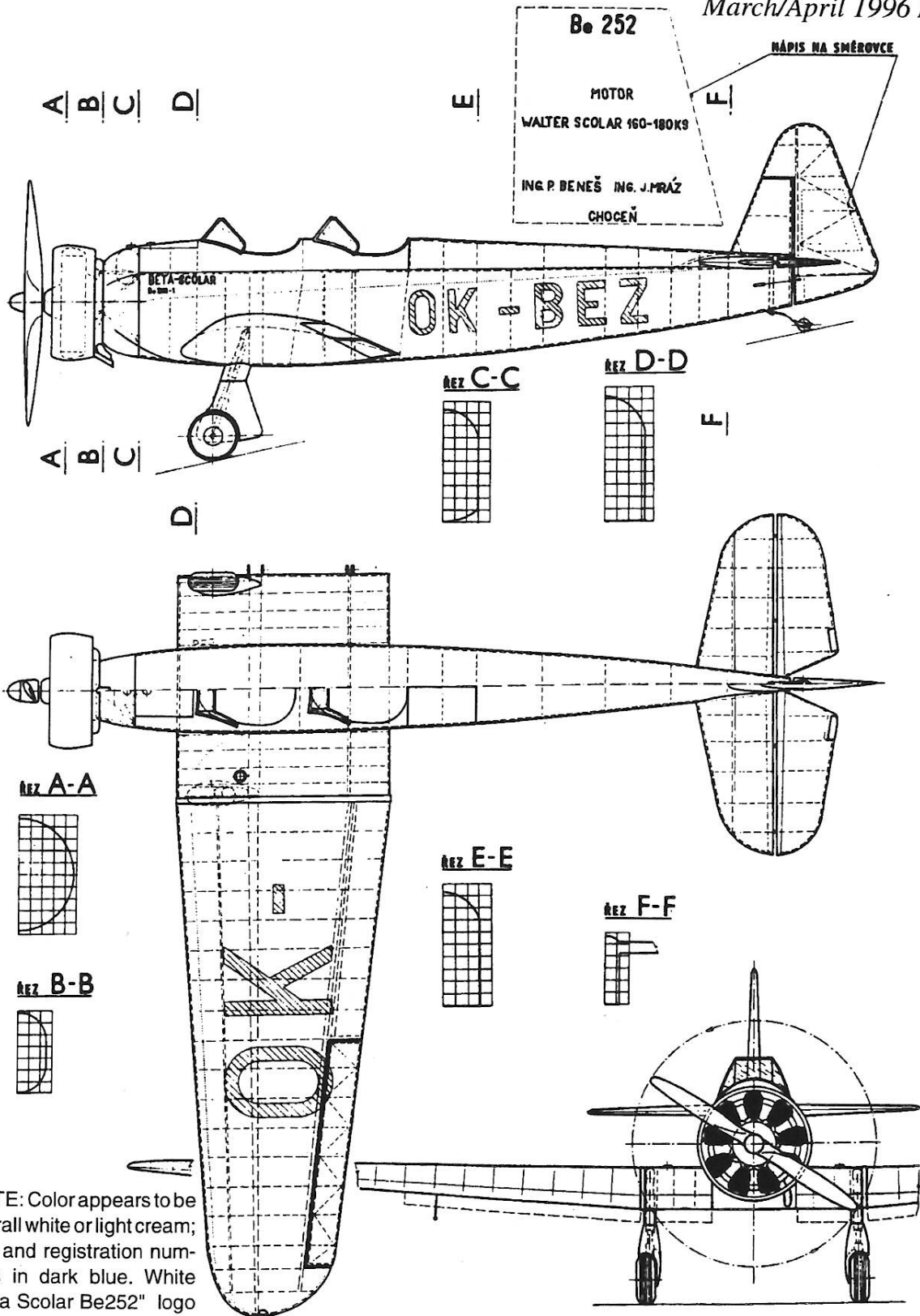
PHOTO PAGE

MORE FLIGHTMASTER'S ANNUAL

9. Another Arizona builder of beautiful flying scale aircraft is Bob Schlosberg; believe this is his Interstate, powered with a Davis CO2 conversion.
10. And in this corner we have Bob's better half Jane, another model builder par excellence; look at the determination winding her Smoothie. Also note the high tech stooge that several of the Arizona contingent brought along, great for twins.
11. Don Munn is unique among aircraft modelers; not only is he a prodigious producer of PEANUTS but he also finds time to crank out gigantic flying models such as this super size Folkerts.
12. Bob Wetherell came up from San Diego with this beautiful PussMoth and won the power scale event with several solid scale-like flights. It is powered with CO2 conversion.

OTHER PHOTOS OF INTEREST

13. No, Allan Schanzle has not stopped building; here is one of his recent models, a CO2 powered Dime Scale Stearman.
14. We won't tell you who built this B-36, but look for it at the next FAC NATS in July at Geneseo. A clue, it is powered by six Micro-4 electric motors and has been test flown.
15. Another electric, ST-2 powered, model by Al Backstrom; tailless of course. The aircraft is the Filip Mihail's Stablioplan, a Romanian lightplane of the mid thirties. Photo by Al.
16. Lastly, Roger Aime of southern France built this Avro from Don Srull's plans; electric powered, and a fly-a-way just like Don's. Photo by Roger.



NOTE: Color appears to be overall white or light cream; trim and registration numbers in dark blue. White "Beta Scolar Be252" logo on left side only. Tail markings in black.



Be 252

BETA SCOLAR

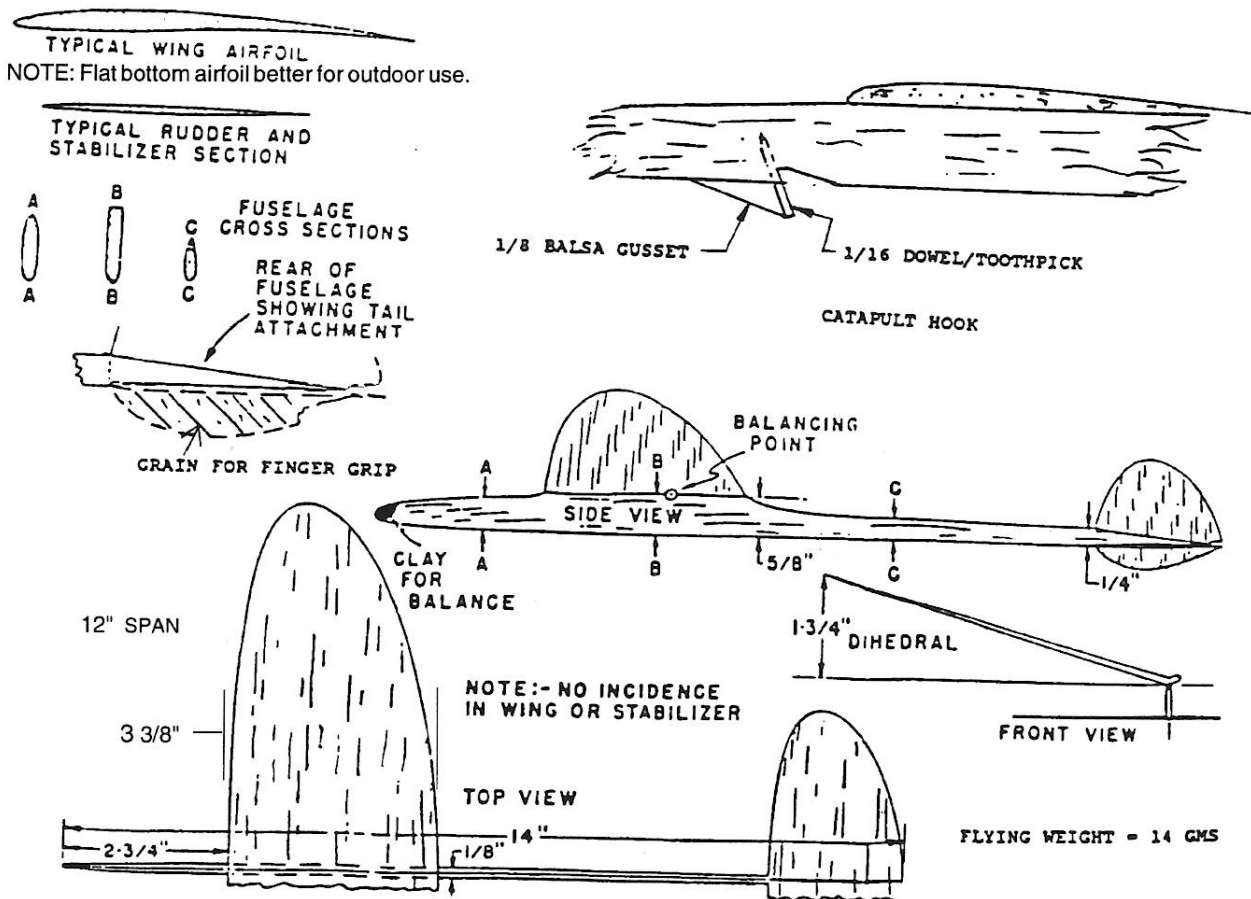
TRY CATAPULT GLIDERS

Didn't every kid fly hand launched gliders at one time or another? Sure you did. Simple, fun, and with a little luck they flew pretty good, too. It may have even been what got you hooked into the modeling thing. If you want to give it a try again, but your arm and shoulder hurt just to say "hand launch", the new SAM Old Timer catapult glider event is for you. Rules are simple, too; for launching you use a 9" loop of 1/4" rubber attached to a 6" dowel, and the model can be any old timer hand launched glider design. Same rules are used (without design restrictions) for the new AMA catapult glider event. This event will be flown at the upcoming CAAMA contest on May 11 (see announcement), so why not build one of these simple machines, and make your shoulder wonder what's going on as you watch your

hand launched glider disappear in a thermal over Cuckoo.

To get you started, here are a few good candidate designs taken from the 1937 Frank Zaic Year Book. Also, if this is your first try at catapult glider, you may want to follow the following guidelines suggested by the local catapult Gurus Dan Belieff and Jim Coffin:

- About 12 to 14 inch span
- Total weight about 1/4 to 1/2 ounce (7 - 14 grams)
- Catapult hook forward of CG
- Overall length about 14 inches
- As clean aerodynamically as possible
- Wing airfoil about 5-7% thick, high point at 30%
- Wing outer panel thickness thinned toward tip
- Stab area about 25% of wing
- Finger grip point under wing (in lieu of at tail, so aft end can be lightened)

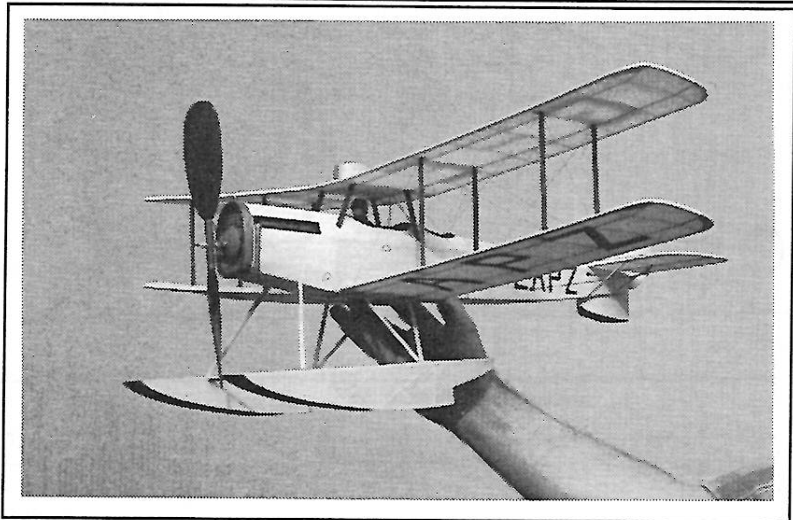
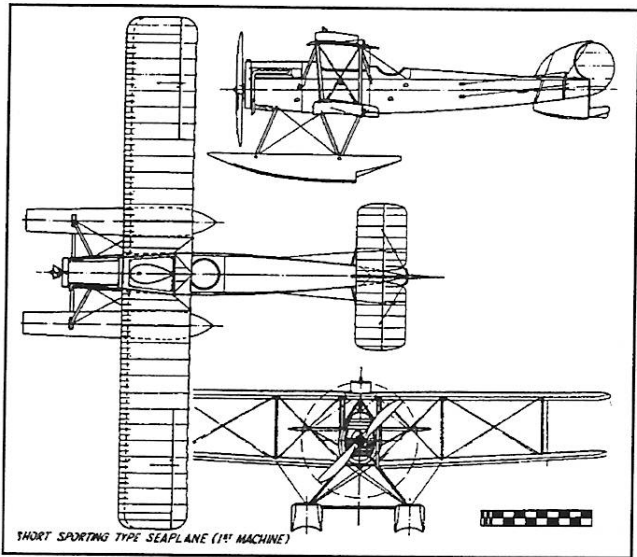


VARTANIAN

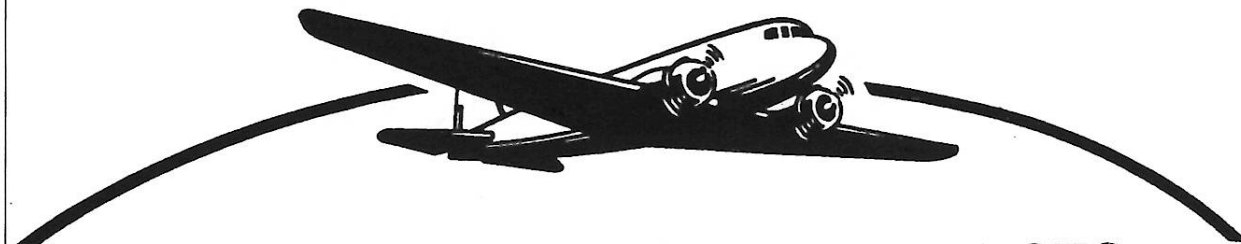
the SHORT SPORTING SEAPLANE

Here is a nice rubber flying scale subject, if you like two wingers - and on floats. It has nice proportions for rubber scale : a longish nose, reasonable tail area and moments, very graceful high aspect ratio wings with a sizable gap, and most of all a classy 1920's look about her. There were a total of only two built by the Short Brothers in 1920. The colors of the first are kindly recorded for us as "overall gloss white with black registration". Performance, however, did not live up to expectations, so production stopped after the second machine.

I built a jumbo model of the Short a couple of years ago, and have finally gotten it trimmed out pretty well. Span is 30.75" and total airframe weight came out a little robust at 95 grams. With a hefty 26 gram motor 34" long, it will do a little over a minute in dead air. At Muncie last year it caught one of those low, sneaky thermals for a 5 minute plus flyaway. It was miraculously found about 2 miles away, on the ground next to a farm house and under a huge oak tree! Damaged badly but rebuildable; I like it's look up in the air so it will cruise again in 1996 (if and when the snow stops).
D.S.



Would you buy a used car from any of these gentlemen? A half-finished model airplane? How about a used rubber motor? That's Lindsey Smith in the background getting some free labor from Don Srull, Ray Raykow and Hurst Bowers. This tense scene took place in Lindsey's workshop during a lull in the boys' visit to the European SAM champs at Middle Wallop in '94.



READING INDOOR AIR RACES

SATURDAY MAY 4, 1996 - 9AM to 4PM
DKI HANGAR - READING AIRPORT - READING, PA

EVENTS FLOWN ALL DAY

MASS LAUNCH EVENTS **

FAC SCALE
COCONUT SCALE ****
GOLDEN AGE SCALE *
5 GM NO-CAL
10 GM BOSTONIAN
HARVEY WALLBANGER***

PEANUT 11AM
WORLD WAR I 12PM
POST WWI MILITARY 1PM
COCONUT 2PM
NO-CAL 3PM
BOSTONIAN 3:30PM

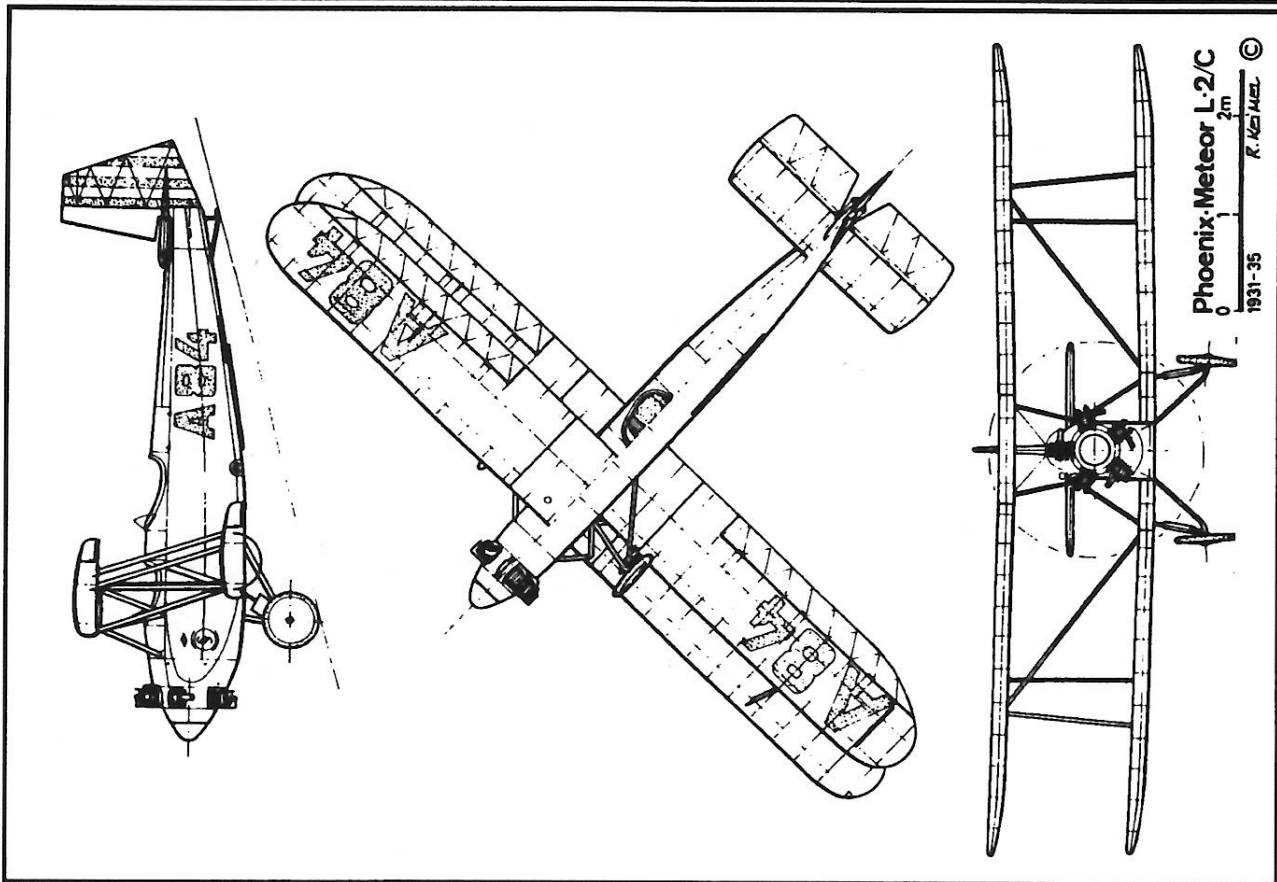
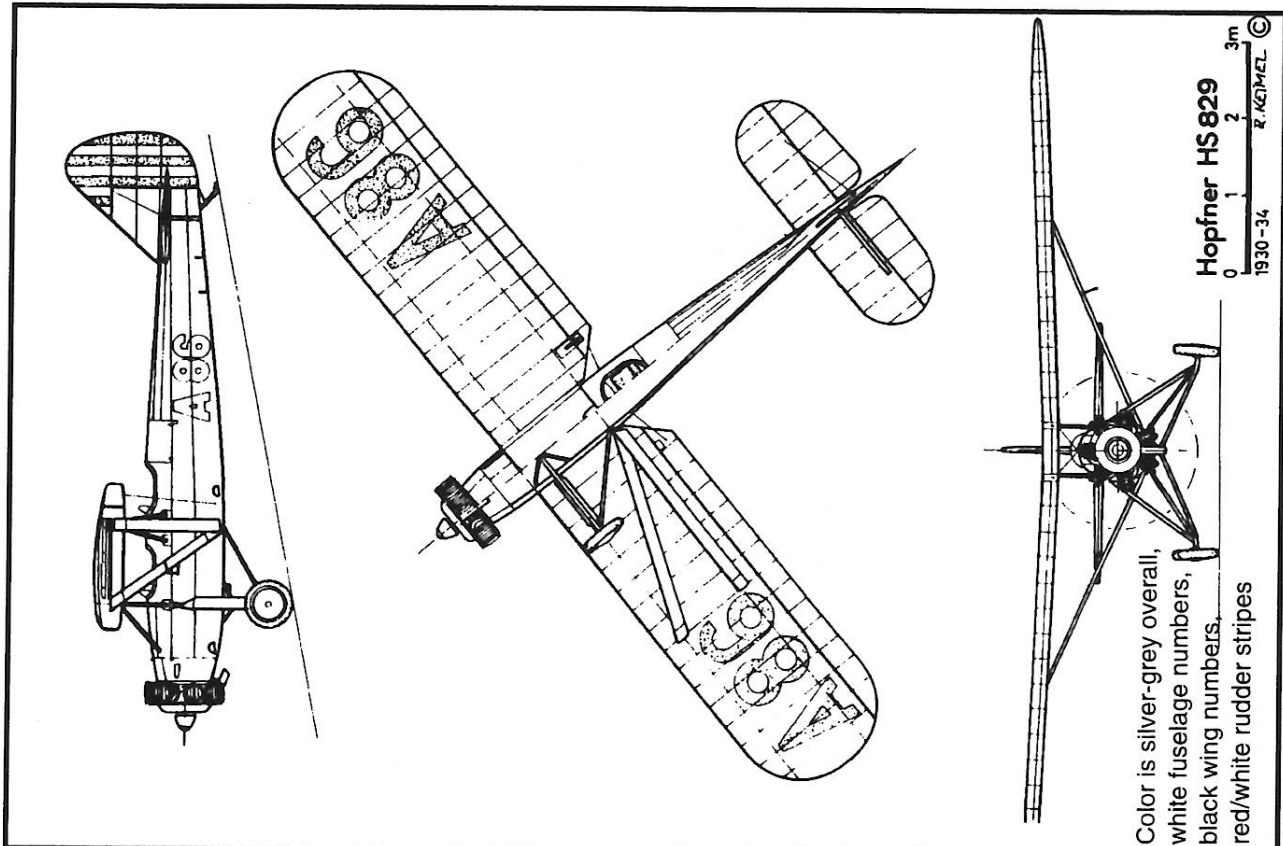
FAC RULES - JUDGING STARTS AT 10:30AM
TROPHIES AWARDED THROUGH THIRD-PLACE

- * TOTAL OF THREE OFFICIAL FLIGHTS IS SCORE - WINGSPAN UNDER 36"
- ** ONE MASS LAUNCH PER AIRCRAFT
- *** HARVEY WALLBANGER AWARD GOES TO FLYER WITH ATTITUDE
- **** WINGSPAN 36" AND OVER FOR MONOPLANES, 30" AND OVER FOR BIPLANES

SPONSORED BY SOTS AND SKYSCALERS

CONTEST DIRECTOR:
TOM HALLMAN - 610-395-5656





FIRST CAAMA SCALE CONTEST

Saturday, May 11, 1996, 9 AM to 4 PM
at Bill Saunders Farm (see map)
An AMA CLASS A CONTEST (Sanction Pending)



EVENTS:

FAC Scale Mass Launches

- World War I
- World War II
- Golden Age Racers
- Post WW II Military & Commercial

Three Flight totals

- FAC Golden Age scale
- AMA/SAM Catapult Glider
- SAM Old Timer Cabin Rubber
- SAM Old Timer Stick Rubber
- AMA P-30 Rubber

SPECIAL NOTES

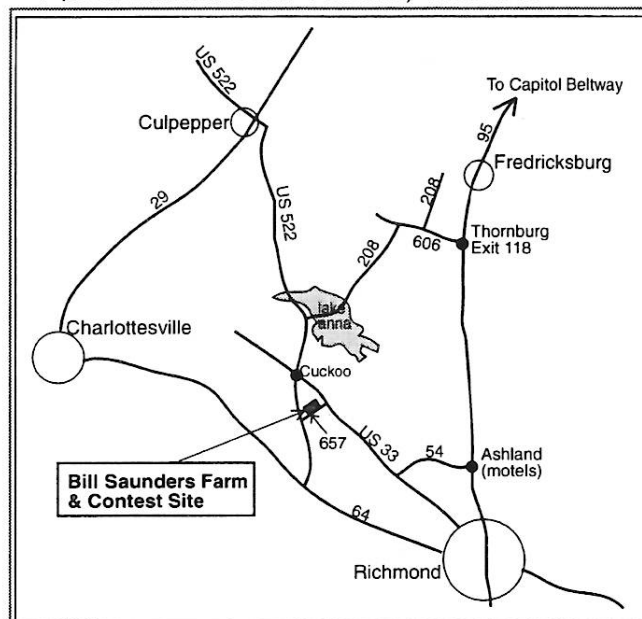
1. Plaques & Certificates to third place
2. Flat entry fee of \$10.00 covers all events
3. Scale judging to be informal and visual inspection only. No scale or bonus point system to be used. Flight scores only to be used for determining winners.

"Interim CD"

Jim Coffin, (703) 256-3865,
4604 Hillbrook Dr. Annandale, VA 22003

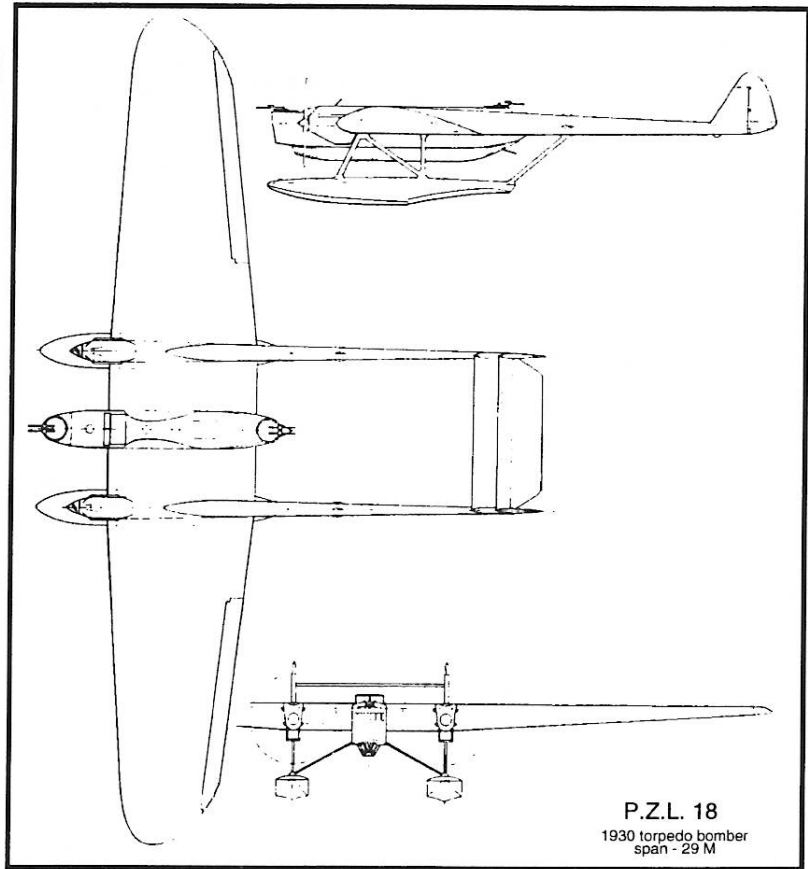
Assistants

Dave Franks, (804) 272-1520,
10130 Epsilon Rd. Richmond, VA 23235
Don Srull, (703) 893-5071,
941 Kimberwicke Rd. McLean, VA 22102



**DOMEBUSTER
PLAN PACKET 6**

Our friend Stan Fink of the SOTS has compiled another pack of 13 plans. The pack includes a number of interesting designs, four of which are Stan's. For example how about a 1930 Prest "Baby Pursuit" PEANUT Racer, or maybe a 1923 Wittman "Hardly Ableson" PEANUT (Steve Wittman's first home built; a full-scale replica is under construction at this time). If the previous two whet your appetite, order **DOMEBUSTER PLAN PACKET 6**; you will not be disappointed. The Packet sells for \$12.00 postpaid. Order from Stan Fink, 1810 Pine Street, Philadelphia, Pennsylvania 19103. While you are at it why not also order Stan's **PACKET 5 "Nuthin but WACOS"** which includes six 2-page original detailed WACO PEANUTS WITH 3-views and other scale data for each aircraft. Price is also \$12.00 postpaid.

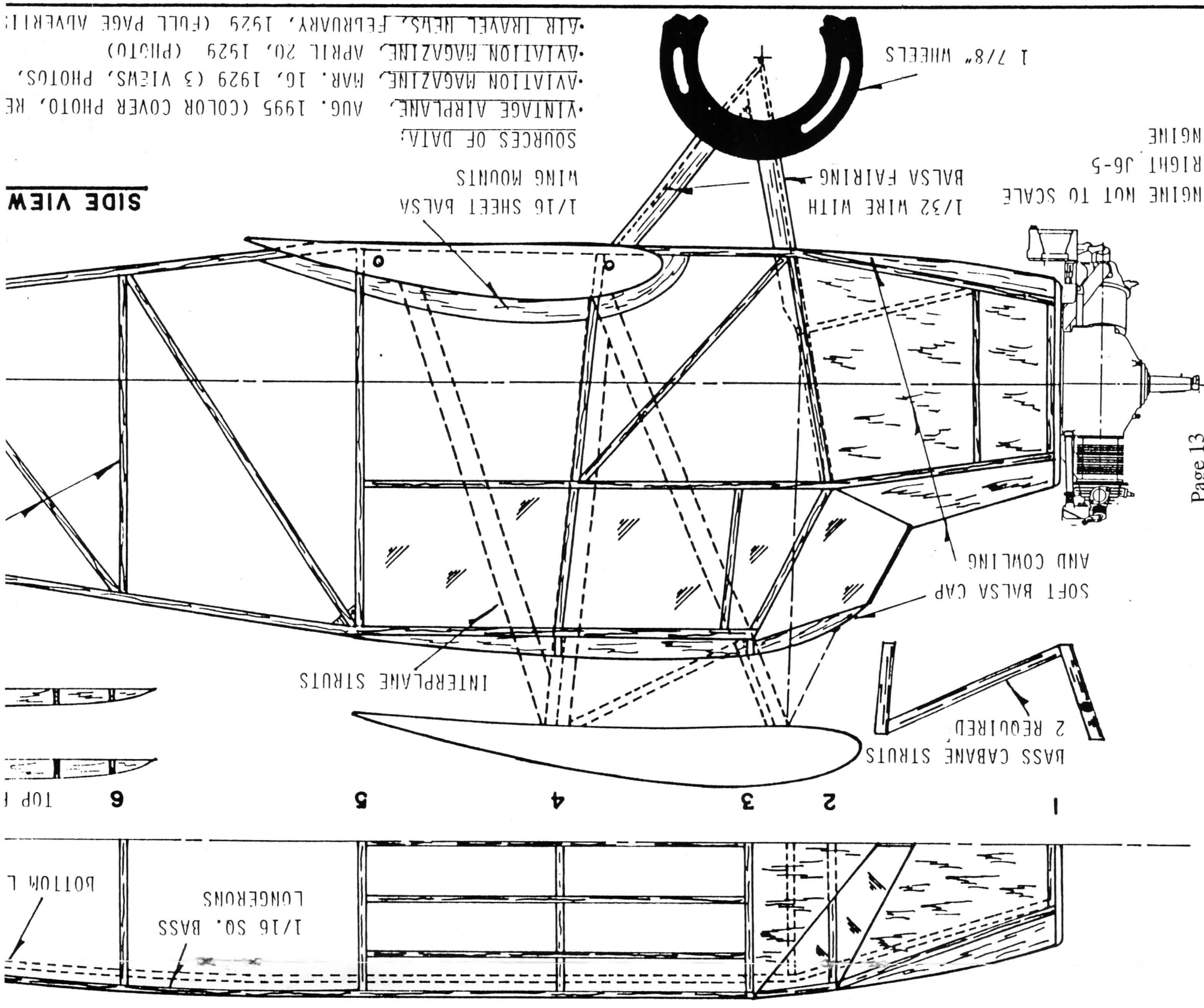
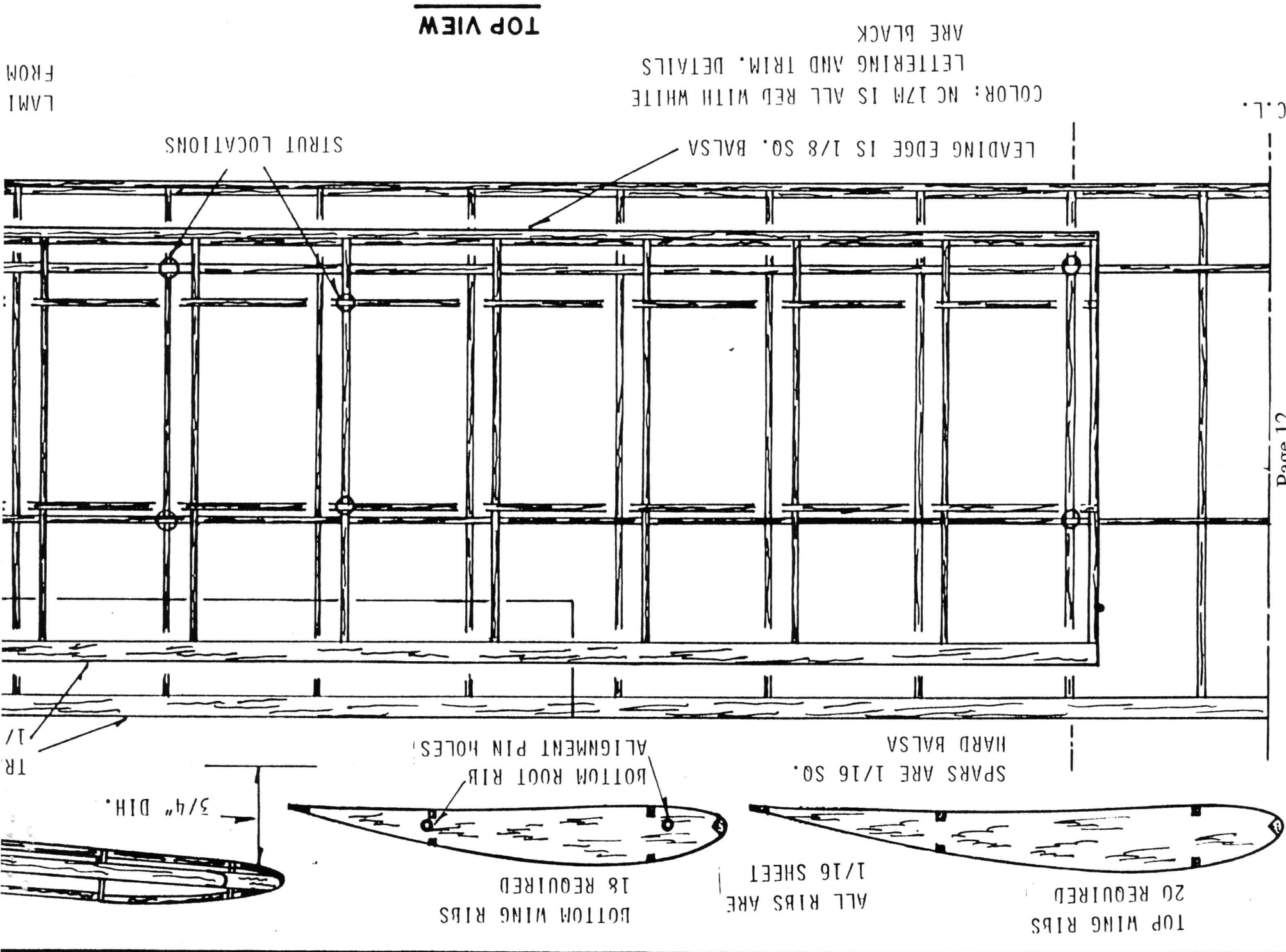


NOTE: Your Dues Are Due

CLUB OFFICERS President: Terry Pittman, 7863 Colonial Vil. Row, Annandale, VA 22003
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Frank Rowsome, 10904 Bellehaven Rd., Damascus, MD 20872

MEETINGS - The D.C.Maxecuters hold meetings on the first Tuesday of every month at the College Park Airport, the oldest operating airport in the U.S.

MEMBERSHIP - Dues for membership in the D.C.MAXECUTERS is \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer.



ENGINE NOT TO SCALE
 WRIGHT J6-5
 ENGINE
 SOURCES OF DATA:
 VINTAGE AIRPLANE, AUG. 1995 (COLOR COVER PHOTO, RE
 AVIATION MAGAZINE, MAR. 16, 1929 (3 VIEWS, PHOTOS,
 AVIATION MAGAZINE, APRIL 20, 1929 (PHOTO)
 AIR TRAVEL NEWS, FEBRUARY, 1929 (FULL PAGE ADVERTIS

