

# MAX FAX

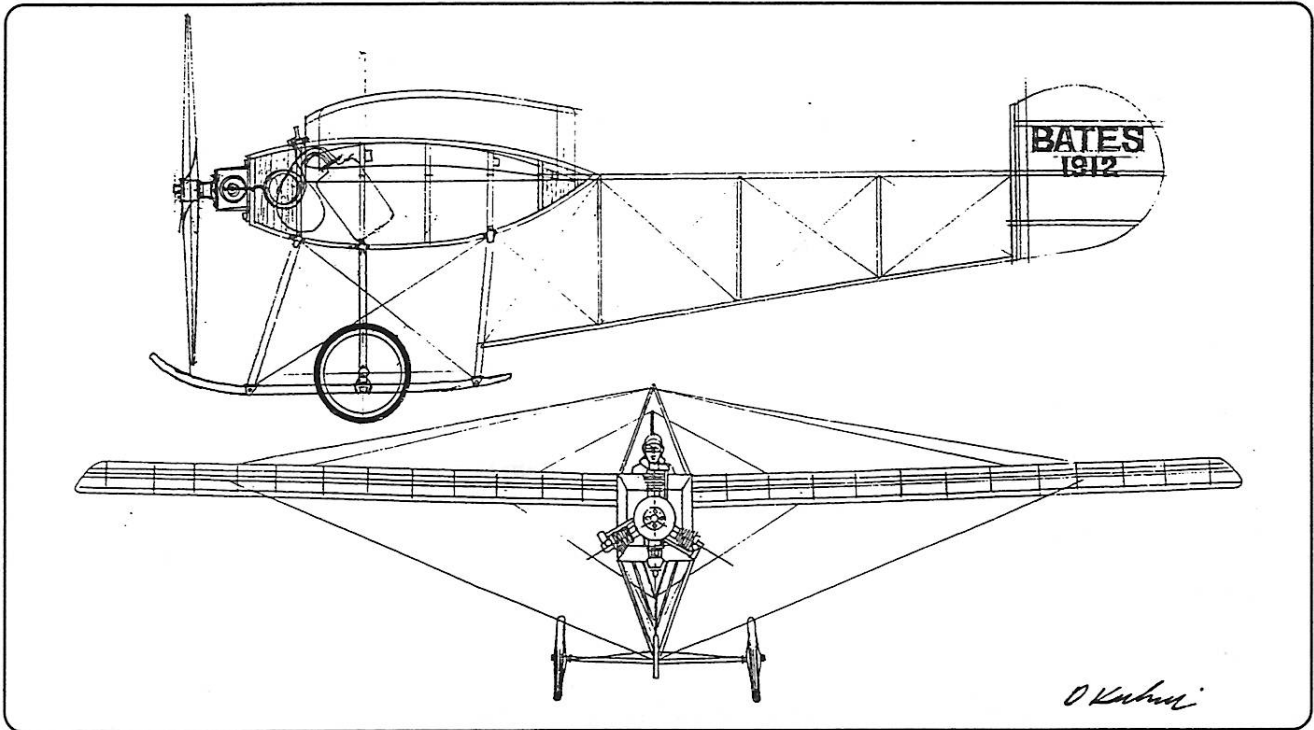


Journal of the D.C. Maxcutters

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

Editor : Terry Pittman

September-October 1996



## COMING ATTRACTIONS

Sept. 7	DC Maxcutters Summer Contest	Comsat, MD (15 minutes north of DC Beltway)
Sept. 14-15	Brain Busters Fall Contest	Petersburg, VA
Sept. 27-28	Kudzu Flying Corps. 6th Annual Land and Lake Meet - Dave and Marie Rees' terrific annual happening (see July/Aug issue for details)	Goldsboro, NC (lake) and Raeford, NC (land)
Oct. 11-16	1996 SAM Champs	Pensacola, FL
Sat, Dec 7 6:00pm cocktails...	DC Maxcutters Annual Christmas Dinner - Menu and more details next newsletter. Approx. \$30 per person, cash bar.	la Maison Blanche, Washington, DC 202/842.0070
Sun, Nov 10 4:00 - 6:00 pm	No-Cal & Bostonian Indoor events	St. Andrews gym
Sun, Dec 1 4:00 - 6:00	Peanut & WW I indoor events	St. Andrews gym
Sun, Jan 5 6:00 - 8:00	Dime Scale & Carrier indoor events	St. Andrews gym

\* For directions to St. Andrews, see Max Fax from Nov-Dec '95 or call Frank Rowsome for directions: (301) 253-0378.

## Welcome

September. This is the month when the mid-Atlantic region begins to experience the first signs of autumn. One morning we open the door for the morning paper and find the air is crisp and cool, and the sky steel blue. Before the rush of the day begins, I return with my coffee cup, sit on the front steps, and try to absorb the peacefulness of the morning. The cool spell usually doesn't last long. A couple of days later, the heat and humidity are back for one last stand. But just around the corner Autumn is coming. The days are getting shorter and I feel determined to get the most out of each Sunday night's flying session because before we know it we'll be shoveling snow and relegated to the confines of our indoor site with hard walls in all directions. Soon we'll dream of the long, lush green summer grass that is so forgiving to our models.

I love autumn. It's a time of change and new beginnings. The kids go back to school, I miraculously find new energy needed to get projects done, and best of all the two FAC contests that I look most forward to occur: the DC Maxcuters Summer Contest, and Dave and Marie Rees' great Kudzu Flying Corps. Land and Lake Meet. Autumn is also usually a time of ferocious model building as the nights grow longer, it seems only natural that I spend more time in my workshop. Blink twice and we're having our annual DC Maxcuters Christmas dinner and a new year has arrived .

Last spring when I decided to do the September/October edition of MAX FAX I couldn't imagine what I would find to fill these pages. On the way to the FAC Nats I started keeping a diary which I reprinted in the pages that follow. Throughout the spring and summer, I accumulated a number of plans, letters, and other bits that I thought you might find interesting. As usual, there are the excellent MAX FAX photo pages edited by our tireless, roving photographer Tom Schmitt who can capture a plane in flight better than anyone. In addition to Tom's, a number of the photos were provided by other club members.

Anyway, I hope you will enjoy this edition of MAX FAX. Each edition is a glimpse inside the brain of one of the Maxcuters. Inside you'll find some interesting American, British, Czech, and French stuff, as well as an Otto Kuhni original drawing of the 1912 Bates Monoplane for FAC Power Scale. His model is beautiful and flies well. Like many of us, Otto drew up enough detail to build from. You can improvise on wood cross sections. Note that Otto sent me the drawings which he built from, which I had to cut and paste in order for them fit the MAX FAX format. With a photocopier and some tape you can piece them back together and build your own 1912 Bates Monoplane.

I correspond frequently with fellow modelers and friends far and wide via e-mail over the Internet. If you have a computer you might have already discovered just how much FAC-related traffic there is crossing the global network of phone lines and computers that make up the Internet . If not, and you have been considering it, here's another good excuse. There are even several decent free-flight Web sites (essentially on-line "newsletters" and billboards for posting questions or want ads that can be accessed through your computer over the graphical part of the Internet called the World Wide Web. Dozens of museums have photographic galleries accessible via the Web, including the Air & Space Museum.

Most of the modeler e-mail I receive (or am cc'd on) is either technical discussion (e.g. "how to get the most out performance of the 15% rubber rule", "How to make spoked wheels"), notification of upcoming or changed contest dates, or delightful narratives of a free flight experience. We also use e-mail to communicate about flying sessions (especially when the weather is questionable) and to send articles to be included in the MAX FAX. Very handy! I've included a few e-mails I've received recently to give you a sense of the kind of communication that occurs. You can send to a single person, or "broadcast" a letter and/or response to a whole gaggle of guys. I just noticed that the AMA now has a Web site at [www.modelaircraft.org](http://www.modelaircraft.org) which is worth checking out. Also, Bill Hannan is on-line at [runway@prodigy.com](mailto:runway@prodigy.com). In case you wish to write me, my address is [bleriot@interramp.com](mailto:bleriot@interramp.com).

## Otto Lilienthal Last Seen Headed West

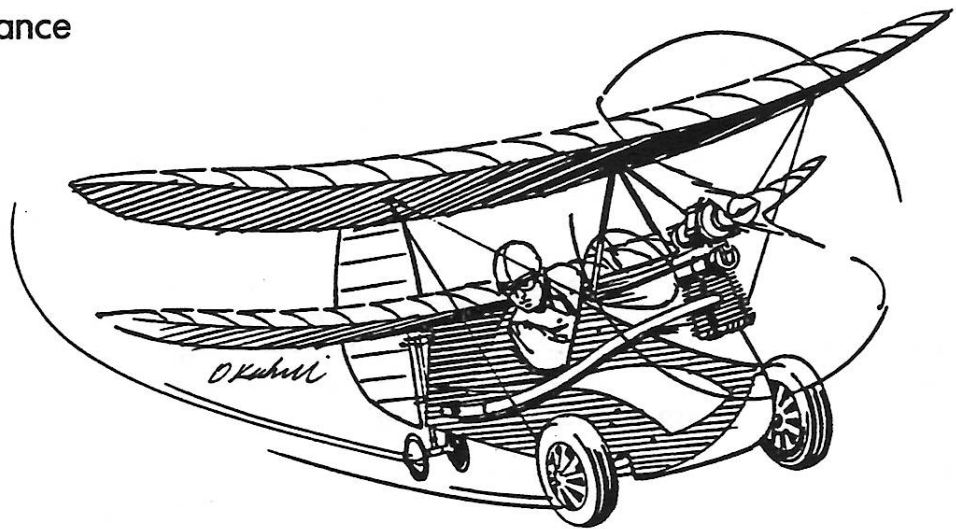
When I called Otto Kuhni recently he informed me that der doppeldecker mit Lilienthal grasping zee Brown A-23 CO<sub>2</sub> motorzenworks done flugle away. Translation: His lovely, delicate CO<sub>2</sub> powered Lilienthal glider got hooked by a thermal at the Blacksheep contest at Taft, California and flew away. It apparently climbed at an 85 degree angle until it was lost from the radar after 17 minutes. Sorry to hear that Otto. This exquisite example of Otto's handiwork looked so scale, so real, until you noticed that his Lilienthal, hanging under the wings, was holding the mounting lugs of a CO<sub>2</sub> motor!

Those thermals at Taft are legendary. After all, I saw a videotape of one several years ago that actually lifted a tent fifty feet off the ground and carried it a hundred yards before releasing it. The tent actually MAXed! No model, even with DT stands a chance in that kind of lift.

Also that weekend was the 30th anniversary of the Flying Wing Event, CD'd by Carl Hatrak each and every one of the 30. Congrats to Otto whose 27" span, Brown MJ 70 CO<sub>2</sub> - powered Granger Archaeopteryx won the event. (see photo pages)

## What I like about France

*"...there are three things you should know about France. One is that the French are a nation of appalling alcoholics. If anyone offers you a drink, take it; you'll be doing them a favour. The second is that French women are staggeringly beautiful. When they ask you to bed, take your boots off first. If you enjoy it, take your hat off afterwards. It's important to observe correct form. You are*



*ambassadors for your country, remember. The third thing to know is the French suffer from the strange delusion that they invented flying. Some of them think they're Napoleon, too. They're all a bit loopy, in fact...*

>From *PIECE OF CAKE*, by Derek Robinson.

# Diary of the '96 FAC Nats, or The Rise and Fall of the Jabiru

by Terry Pittman

This is my diary of the FAC Nats Mark X with a particular emphasis on the trials and tribulations of finishing and trimming my FAC power scale quad-motor Jabiru F3X. Like a number of others I took a plane to the Nats that hadn't been trimmed. Eventually, I failed to get the bugs sorted out, pushed my luck trying to post a decent time, and along with the bulk of the Jabiru, I brought home a box of small parts (which had been originally attached to the Jabiru). I also discovered that in my haste to finish the Jabiru I had made some silly mistakes which contributed to the fateful flight.

In spite of the Jabiru's difficulties, I had the usual wonderful time. There is no experience that better captures the esprit de corps, camaraderie, thrill of victory and agony of defeat, and physical exhaustion than the FAC Nats. If you went to the Nats, this may bring back some memories. If you haven't been, I hope it will encourage you to come next time. At the very least, perhaps it will make you grin.

Thurs., July 18

Stayed up till 3:30am last night finishing the Jabiru. Barely able to crawl out of bed. Aided by lots of coffee I am finally on my way by 10am. Love the trip up highway 15 past Gettysburg and then beautiful Harrisburg, PA on the Susquehanna river. The winding journey up the Susquehanna is a highlight each time I go to the Nats. Quaint towns and villages. My favorite is a place called Liverpool. It overlooks the river and seems stuck in time, somewhere around 1900. Sucking on atomic fireballs (hard candy that is very hot) and drinking lots of coffee to stay awake. The last couple of hours I have seen several great flying fields...cant wait to get there. About seven hours later, I take the 15/20A exit south of Geneseo. Not sure this is correct, but I think it will eventually get me to Geneseo. Nice try, but WRONG. I over shoot Geneseo and have to ask directions (for me, a most humiliating experience). Wow. This is a lovely place (where ever I am). Mist shrouds the hills and valleys. Beautiful houses and barns. Such ornate woodwork. Nice English gardens. Homes with great views of hills and valleys. I'd like to drive slowly and take this all in, but I'm late. Judging began several hours ago.

Finally I am cruising Geneseo's Main Street and turn down to where Erie dorm is located. See friends at check-in. Tom Arnold (from southern California) and some of the Maxcuters are talking. Last minute, hangar rash repairs to Jabiru and off to the Peter's Party Palace for judging. What a reunion. And so many great looking planes. Good selection of vendors. Much more pleasant this time with air conditioning. We catch up, make new acquaintances, buy stuff, and get judged.

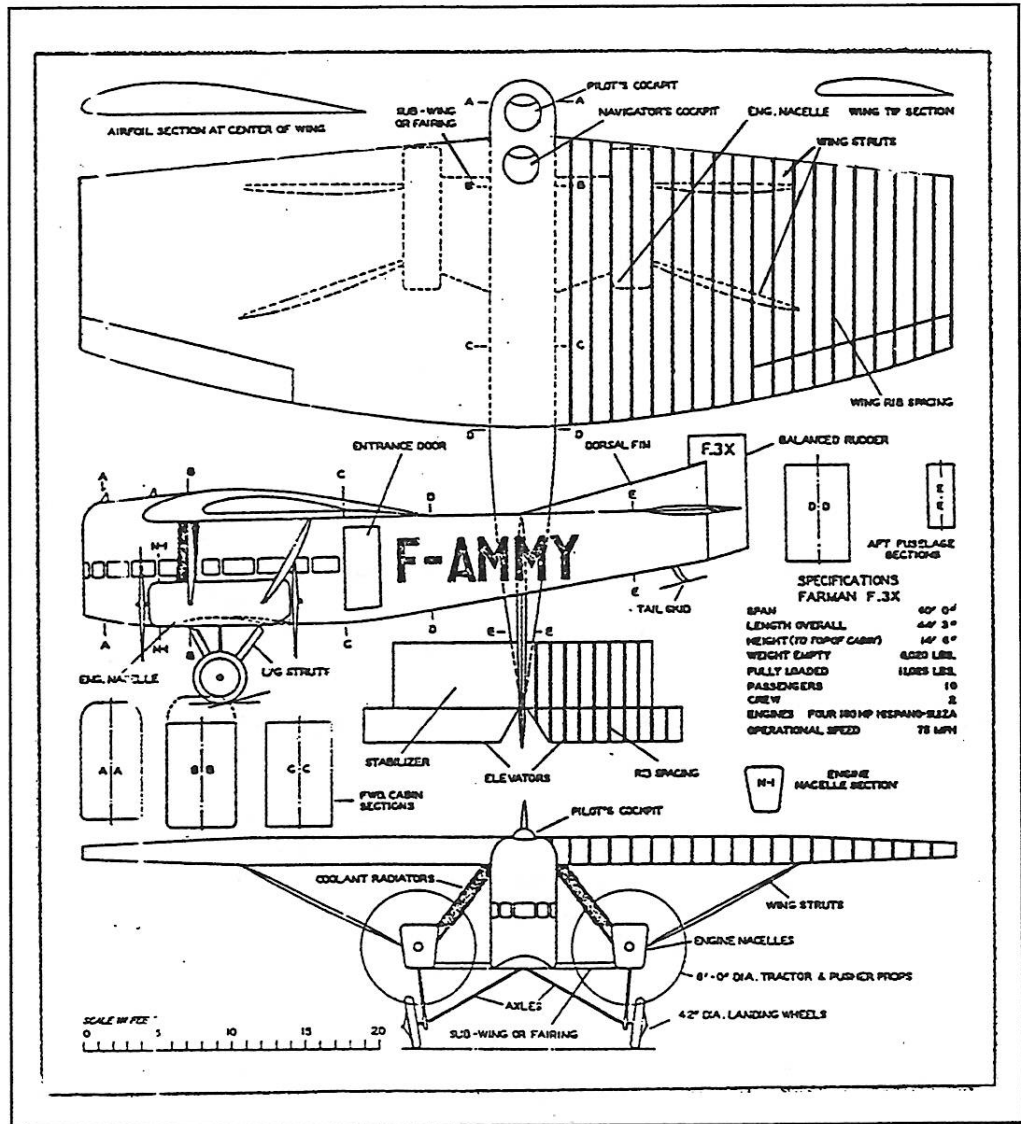
Returning from Judging I hear the inimitable voice of David Franks (Richmond, Virginia) in the lot outside the dorm talking to the Nalen clan (Boston) about e-mail and the Internet. We brainstorm, network, and decide to take it inside. They go for more conversation, I have an appointment with my soldering iron and the Jabiru's battery packs.

Vance Gilbert (Boston) comes in around midnight and we catch up, laugh a lot about the funny (in retrospect only) unexpected things that go wrong when you build a model. Good night.

Friday, July 19

Early in the morning, but before daylight, I awake to rain blowing in my window and showering my bed. I get up and close it slightly and wonder about the coming day's weather. At 7am I rise, make some coffee and prepare to head up to breakfast with Vance. It's pretty breezy and the clouds are low and moving fast. Ominous and dark, they are a bad omen. Typical, hearty breakfast - eggs, sausage coffee and fruit. Sit with Vance Gilbert, Dave and Marie Rees (Goldsboro, NC) and we enjoy talking about expectations, previous Nats, and my Farman Jabiru F-3X with the 4 Kenway motors in it. I am uncomfortable as Dave and Marie run the Hi-Line electric flight business and are dear friends to the Maxcuters. I was afraid the Jabiru would be overpowered with the Hi-Line Micro-4. I

tell Dave that if asked about the power source, I will say I'm using the Hi-Line Micro 5 - an experimental motor Dave and I are testing.



On the field the wind is howling and the dark, low flying clouds bring frequent showers and mist. Mid-day I head back to the dorm for a short nap and in my dreams it becomes a beautiful day. When I awake, reality sets in - the wind and rain have not subsided. Today will be a challenge. Back at the field W.W.I had the expected high number of dorks and mid-air. The cross-field chases are long and for the fleet-footed. Most of the prodigal aircraft end up in the corn field which is bobbing with heads searching for lost aircraft. Every few minutes I find myself tracking a friend's model as it streaks across the field, I try to get a line on it as it lands far down field. The vendors make out in the bad weather. Flyers aren't flying, they are searching the hobby shop in a trailer for some excellent deals -and many are to be found.

My only event of the day is Golden Age Military; I fly my 1926 Czech Aero A-18. It zooms straight up, handling the wind, and then a gust hits it and flips it over, it goes inverted and never quite recovers before augering into the high grass. I'm number 3. Drat.

The afternoon is much the same, lots of chases, dorks, and squirrly flights. I head out at 4:30 and spend some time in the dorm on repairs before dinner. Afterward, I join Lindsay and Jane Smith (England) and we chat about the lack of good documentation regarding French aircraft. No good explanation. I agree to meet Joe Barrish and Bruce Foster (Philadelphia) for a walk into town to look at Geneseo architecture as the sun sets.

After the walk we found a small bar with a front porch on Main St., sipped red wine on this autumn-like night and talked about life and love (for airplanes?). Golden moments there on the porch. Fine companionship and conversation.

Back at the dorm, a bunch of guys are flying tiny 5"-10" span gliders - some scale, others non. Cute and excellent flyers. Fantasy Fliers they are called. I have seen them advertised.

I head into my room to prepare for bed and repair my Farman 230 float plane so I can fly it tomorrow in Golden Age.

Saturday, July 20

Awake at 6am and the air is dead calm, very cool. 50 degrees. Fall back asleep. At 6:45am there is an uproar in the hall and then banging on all the doors. I answer and find Dave and Paul Stott (Boston) grinning asking if I know where "Novak" is. I don't, but fantasize about Kim Novak and my memory of her in the Hitchcock thriller "Vertigo". I make coffee and dress for breakfast. As we walk to the dining hall I notice the trees are beginning to sway with the increasing wind and by the time we finish eating it's blowing another gale again.

On the field the sky is deep blue filled with puffy fast moving clouds. Picturesque. The flying is tough. During brief intervals of moderate wind I see planes fly. Some battle it out with the wind, others auger in. Around 10am Chris Starleaf launches his Gee Bee (from the Herr kit!). Remarkably, it handles the wind, climbing up and up, then turning. It is brilliant red and white against the dramatic blue sky and white clouds. Applause! After that, I put down what I am doing and walk over to the Penn Valley Hobby Shop tent and buy the Gee Bee kit. Later I see Tom Nalen Jr.'s Short seaplane fly well in spite of the terrible wind. Flying continues to be difficult to impossible for the remainder of the day. To get any kind of decent time you must chase a long way and maybe end up in the cow pasture or corn field.

One guy tells me that his old-time stick went down in the cow pasture. By the time he got there the cows had stomped on the wings and tail surfaces, but the fuselage was mostly intact. Later, I hear that David Franks had a similar experience. (see e-mail elsewhere in this issue) I fantasize that the cows in Geneseo are now talking among themselves about the brightly colored devil birds that attacked that day. Mysterious, hollow and brightly colored birds. When they were stomped, there was no blood, and their brittle bones broke easily. This will become cow mythology for future generations of cows.

Lindsay and Jane Smith head out to launch Jane's lovely Mustang "Miss America" built from the Nalen Kit. Fine flyer. Marie Rees and Juanita Reichel also have their own models and they fly well.

I call it a day around 4 and head back to my room and make some repairs to my Caudron Simoun. Dinner. I decide that I will try and do some flying tonight if it is calm enough. But, wouldn't it be great if all of the scale flyers came out early in the morning to do trimming and get some decent flights in. If we could get word to all of them perhaps we could get official flights in early before the wind. After all, it would be a shame not to see Dave Rees' B-36 fly. And Joe Barish's Gigant, and of course I want to see if my Jabiru will fly, but I won't risk it in the strong winds. I talk up the idea but few seem interested in getting up in time to see the sun rise on the field. It is also made clear that no official flights can occur until the official start time.

Tonight there is to be Champagne party put on by the Stealth Squadron. In the party room on the first floor of the dorm I find the crowd watching the Olympics on TV and later Dave Frank's tape of the previous day's flying.

I'm restless and keep looking out the window to see if the trees are moving. After a couple of minutes I decide it's worth a shot and I head for the door.

It's quiet on the field except for a couple of us who seem desperate to seize the few moments of calmer air. I charge the Jabiru and before flipping the power switch, try several test glides into the tall grass. Nice long flat glide. Good, now it's time to see if it will fly. Whirrrrrrr. The sound of four motors going in and out of sync is beautiful. Firm, but gentle hand launch, and ...it mashes into the grass 20 yards out. Not to worry. Must not have put enough charge in it. Re-charge, launch, and slightly longer low flight, but still no climb. I try changing battery packs, moving the CG, longer charges, but it just doesn't seem to have enough power to climb. It adopts a sort of slight nose up attitude and barely flies. It's now dark on the field by anyone else's definition, but I've managed to convince myself that I can see well enough for a couple more tests. In the dim light I hear whoops and hollers as Tom Hallman is trimming his MIG. How can he see that thing in the dark? I decide to call it a night. Perhaps it's down air. Or maybe I have a bad cell in the pack. Does it need a tiny bit more down thrust? At least it's stable. If I can just get it to climb it ought to fly well.

Back at the dorm, the champagne party is still rolling along. I have a glass anyway and think hard - what should I do? Bruce Foster and Joe Barrish suggest I'm losing some efficiency from my props due to them not being in perfect balance. Joe wants to look at the rear, pusher props in particular. We set up a shop at a big table in the lounge area of the first floor and start to work. I make the delicate thrust adjustment to the front motors, Joe and Bruce balance the props. Joe notices the pusher props airfoil is backward, or is it? I disagree. We reinstall the props and flip the switch. Incredible. Very little vibration, seems to be generating more rpms. Thanks guys. Exhausted, we all head for bed. I'm sure it will fly now. After all, I don't want a blistering climb. I want a long, slow, realistic flight. If it doesn't get very high so much the better. I am right on the margin between flight and powered glide.

Sunday, July 21

Rise at 5am, shower and make a cup of coffee. It's dark and calm outside. As I am getting dressed the sky begins to lighten and I bump into Tom Arnold at the door who asks if I could use some company. The field is calm. There are no cars except for the two or three campers whose occupants are still sleeping. As I charge the batteries of the Jabiru the sun rises on the far end of the field. What a scene. The valley where Geneseo is located, and specifically where the National Warplane Museum is located, is beautiful. Getting up early was worth it, if only to see the valley come to life with the dawn of a new day.

The flights (powered glides) are slightly better than last night but it still is not climbing. Tom and I bounce ideas around and try them, but nothing seems to make much of a difference. I decide that I will wait until Tom Schmitt and Don Srull (my unpaid consultants, and ff electric pioneers) have a chance to make an evaluation before I give up. Around 9:30am they observe and conclude what I had feared...UNDERPOWERED. Why not try a couple of Hi Line Micro 4s in the tractor positions when I get home? Seems that all that frontal area, low-aspect ratio wing, and other stuff hanging out there in the breeze is taking its toll on my four direct drive Kenways.

Well, I've always believed in having a back-up plan, and I quickly head for Dave and Marie Rees' (owners of Hi Line) white van and explain my dilemma. Marie quickly rings up two Hi Line Micro 4 motors and some matched sets of right hand and left hand props and I measure to see if they can be squeezed into the nacelles. Yes! With a bit of careful work they will fit. I rush back to the dorm and begin transplant surgery on the patient. Two hours later the operation is finished with only minor blemishes. Switch on. HMMMMMMMMMMMM! Much better. This thing has got to fly now.

Back on the field the first test flight is promising. It's moving along better into the breeze and is sustaining altitude after turning onto the downwind leg. Frank Rowsome and Bill Cereza accompany me to time it and provide encouragement. As we walk onto the field we break into laughter and something resembling the French national anthem. I quickly get in an official flight of 27 seconds - never gaining much altitude, but I'll take it - and then concentrate on fine tuning for longer, higher flights. Convinced that a teeny-tiny change in CG will help it climb, I move the batteries back about 1/8". This is going to be it. I wait for a pause in the breeze

and launch. Incredible. Jabiru starts climbing, making headway into the firm breeze. I am amazed at its stability. 30 yards up-wind, right over the edges of the tents and cars, a gust halts its progress. It falters, stalls sharply off the left wing and does not recover.

A crowd gathers. The Jabiru's pug nose has popped off and landed 10 feet away. The battery pack has spilled out of the Jabiru's gaping mouth like entrails of some exotic bird/beast. The vertical fin waves in the breeze. "Too bad." "Such a pretty model." "Caught turbulence off the line of cars." "I think it needs more power." Well wishers feel compelled to say something. I am there on the ground with it, gently checking it over for damage, telling it and myself that it's not so bad. It can be fixed. I am its father. I must be reassuring.

Actually, the damage is not significant. A couple of nights of repairs and it will be back as good as new. I put it back into the box and decide to enjoy the remainder of the day just flying for fun. And I do. I fly everything that I brought. In spite of the winds and the long chases, and I am having fun again.

I love this hobby. I love the folks who give it its soul. My comrades. My mentors. My pals. It occurs to me that my Jabiru has become more than my plane. Like so many before, its existence is the result of encouragement, help, and advice from many. My fellow Maxecuters, particularly Tom Schmitt, donated a variety of essential components in the days just before the FAC Nats when it was too late for mail order. I hope they too get some satisfaction from seeing it fly, for without them it wouldn't. After all, what is that saying..."It takes a whole village to raise a free flight modeler."

On the way home most of the Maxecuters have made a tradition of visiting the Curtiss Museum in Hammondsport followed by a nice lunch in the quaint village before heading south. Over lunch we speculate over ways to get the Jabiru flying. Someone talks about the pusher props being culprits and I dismiss it for the moment. A few minutes later, I decide it's worth investigating. We walk out to my car, open the box and find much to my chagrin, the props are in fact on upside-down. I am told that the prop airfoil being reversed could take away as much as 10%-15% power. I am both angry and amused. Well, fixing that will be easier than replacing more motors. We all say good-bye for now and they head for the highway. I opt for a walk through the village and over to the lake where Curtiss' flying boats launched. Kids are splashing around in the water's edge and it could have been any summer day of the past 200 years. This bucolic village on the edge of lovely lake Keuka seems hung in time. Isolated. Peaceful.

On the road again, I notice a van pass me and it's Tom Hallman, the Grand Champion of this year's Nats. We pull off at Painted Post and chat over a cup of coffee. No, he didn't find his Mr. Smoothie. Searched the cow pasture and surrounding areas this morning but it was not to be found. Contrary to popular belief, I now have evidence that Tom has in fact lost at least one airplane.

Down through New York and into Pennsylvania I enjoy the beauty of Highway 15. As usual, it seems like it's twice as long a road going home, but it's nice to have a day of reflection before I face the business world again Tuesday.

See you in two years.



## Letters (via e-mail)

The following are some letters and stories I've received from fellow modelers via e-mail. Thought you might find them interesting. Note in particular, David Franks' hilarious account of the *airplane eating bulls* called: **The Cuckoo Bull Fighter**.

---

Date: Sat, Feb 17, 1996 5:12 PM EDT

From: Jpaisley (Jerry Paisley)

Subj: MAX-FAX 1-2 - 96

To: dfranks@cabell.vcu.edu(David Franks), Frowsome (Frank Rowsome), MaxFli ART(Tom Hallman), Bleriot@interramp.com (Terry Pittman), paisley@central.blrdoc.gov (Scott Paisley), dsrull@lmi.org (Don Srull), smeyers@gsofcmail.nasa.gov (Stew Meyers), daily@opgwwpm1.unos.org (Pat Dailey)

17 February, 1996

Rowsome:

My MAX-FAX was in our mail box when we got home Tuesday night from Damascus. It was worth waiting for. I think that David Smith's plans are super. Makes a person feel like starting up on that 2005.

Franks:

That was a good news letter Mr. Editor. Loved Wally Farrell's "Sledgehammer." Good article. He must have been talking about Don Srull, because there are a few other Maxcuters that don't quite measure up to Wally's description. I used to accuse Don of having a real engine in one of his scale models, because the little engine looked so real with the little spark plugs, wiring, etc. I can't remember what plane it was Don, but it had a little 4 cylinder water cooled, "L" head engine. Might have been a Model "A" engine. Anyway, it was such a good modeling job that it looked REAL.

Dave, I liked your comments on Smith's plans & designs in "Four Italian Stallions of the Airways." You didn't name the author, but I assumed that the editor wrote it. Who did the cover?? There was no name on it.

Srull:

Just kidding Don. The art work on the new club logo is super, but frankly, I miss the 'ole "Captain Midnight" wings. There is a certain amount of nostalgia there for some of us old "farts." It seems that a person just can't make everyone happy, doesn't it!!

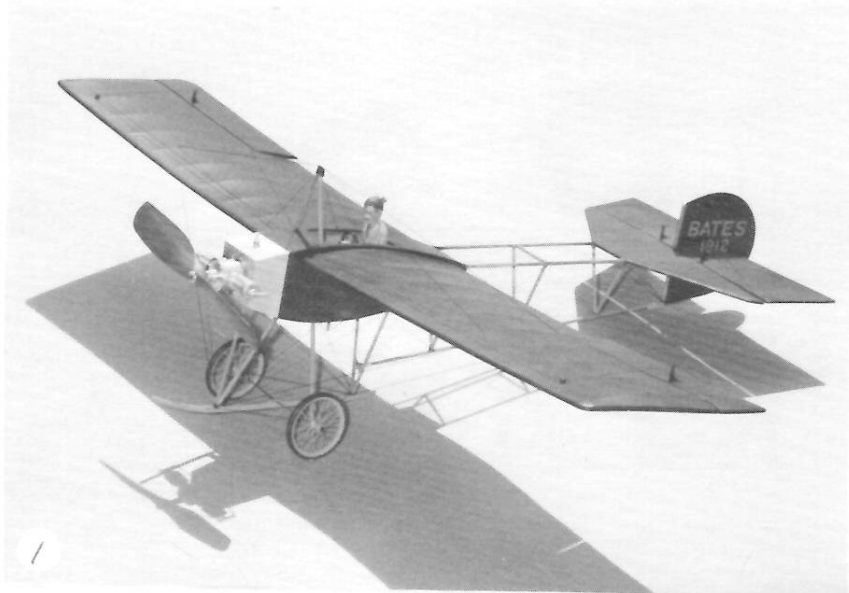
Tom:

The club is really fortunate that you continue to be the "Photo Editor." That is a great shot of Terry's Farman climbing out off the water. That's just the way that thing flew too. Congratulation on winning the "Don Srull Tribute" at Raeford. That was no small accomplishment.

All:

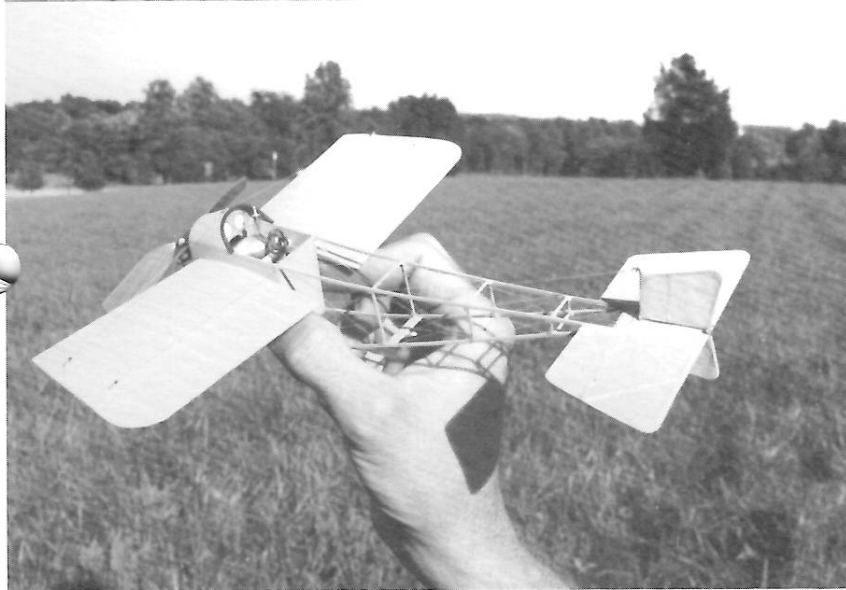
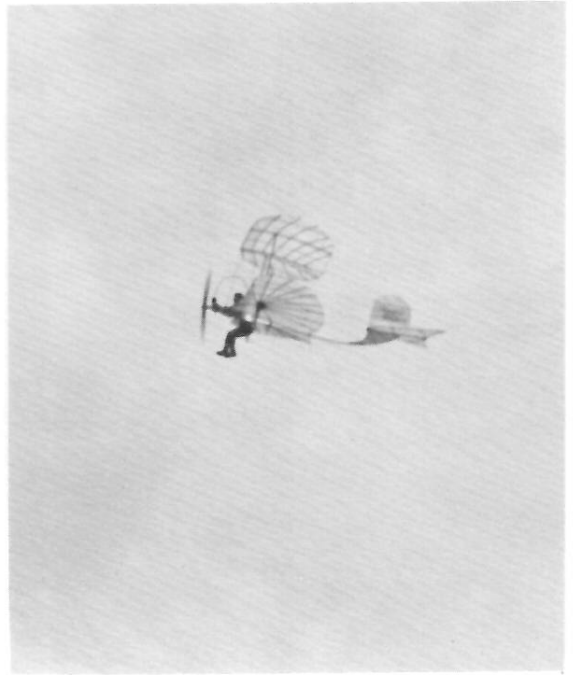
Scott, Helen and I really enjoyed our visit with all of you Sunday night. It seemed like old times. I'm sure that I can speak for Scott when I say that we really miss the fellowship, the flying and those fine get togethers'. The DC MAXECUTERS is one fine group of fellows to be associated with! I am looking forward to seeing all of you at Bill Saunders Farm on May 11. Is that date correct, David? I can't find my note on it.

Letters (via e-mail) continued on page 20



AIRDEVIL MODEL CO.







Subject: Martinsyde Magic  
Date: Wed, 3 Jul 1996 00:09:20  
From: MaxFliART@aol.com (Tom Hallman)  
To: dfranks@cabell.vcu.edu, blieriot@interramp.com, 76337.3532@compuserve.com,  
dsrull@lmi.org, FRowsome@aol.com, JPaisley@aol.com,  
paisley@central.bldrdoc.gov, Stewmeyers@aol.com

Hey Guys-

I'm feeling sad tonight over one fact. \*\*\*Martinsyde only produced a handful of aircraft.\*\*\* Simple as that. Both Martinsydes I have built have been a breeze to trim. Starting with the S. 1, and now with the Buzzard. I can only assume that the original a/c were equally a easy to fly. So that's two down, and what, two to go? This is too much fun, guys!!

Tonight I was able to get to that soft grassy field, clear sky, hardly a breeze. Perfect. The peanut came in at 10.65 gm, not a super lightweight, but not a rock either. The nose to rear peg length is about 6 inches, so I tried a motor (tan II) 18.5" x .073 x 2 loops, 3.8 gm, 35% of the a/c weight. Seemed like a good place to start.

The model needed .5 gm of nose ballast, and I added about .2 gm of clay on the inboard wing tip. I used the 6 1/8th inch prop. Started at 250 turns, eventually making it to 1200, which took her to over 100 ft high or so and a minute flight, circling to the right. The glide became \*falling leaf\* at times, which alerted me to the gathering of rubber in the rear. I'd only put in 100 turns during the braiding, so I'll move that up some and hopefully keep the CG in place. Didn't need to change the thrust setting, and only tweaked the rudder a tad. Lord!! No one was more thrilled than me over this. I wish it always went this way. Maybe I should give that Martinsyde Elephant a try, and keep the string going.... I'll probably thin the rubber to .062, keep the length, and lose a little of the nose weight. I gave the rubber that was in the model a good twist after I removed it from the a/c. LOL, as it broke with a snap at 1500 turns. Not very many turns for an outdoor, so hopefully the .062 will be the right move. Best feeling of the night? Realizing how a light peanut lands at the end of a flight. Soft and secure. Still, I'm glad I didn't have to trim her indoors. Cement is brutal, regardless of the smoothness of flight. Time to get those legs ready for Geneseo. I think it's time the Weather Gods give us a zero humidity, 80\* FAC Nats for a change. Agree??

Best-  
TH

---

Subject: Martinsyde Magic  
Date: Wed, 3 Jul 1996 07:58:10  
From: paisley@boulder.nist.gov (Scott Paisley)  
To: MaxFliART@aol.com  
CC: dfranks@cabell.vcu.edu, blieriot@interramp.com, 76337.3532@compuserve.com, dsrull@lmi.org,  
FRowsome@aol.com, Jpaisley@aol.com, paisley@boulder.nist.gov, Stewmeyers@aol.com

One of the wonderful things about this hobby, and I think TerryP will agree, is the number of subjects to choose from is endless. One could never build every scale a/c suited for rubber in a lifetime. What a joy!!! All it means, is that you need to figure out where the engineers from Martinsyde went. Then start building those. :-)

Last night, I was packing for the FAC Nats, and our (me & Peg) road trip to visit her folks in Penn, and other assorted side trips. I was unable to finish all my planes, so I came up with a new strategy. Bring everything with me. (!) I brought, balsa, covering, (+ materials) a building board, etc,etc,etc. Those rainy days will be a welcome sight! I even brought my air brush. Hopefully, I'll get to it before the Nats begin. If you smell something funky in the dorm, it'll be me. :-)

While getting ready, I realized that I should bring the plans for the models. Where are those plans... I found a stack of plans and started sifting through them. Wow... A huge spark ignited in my heart. The memories of Comsat, questions from a younger man about all this stuff raced through my head. OOOH, the Fairy Battle plan! I remember getting psyched to build this plane after seeing Stew Meyer's plane fly. Ohhh, look at all these dime scale plans I have! So, that's what my airplane is called. :-)

I can only imagine what kind of kindling the NATS will provide for the fire of my hobby.

I'll take any weather we get, as long as there is zero wind!!! :-)

You guys should come out to the Mile-Hi squadron contest in August. It should be just about that temp, and humidity. BTW, zero humidity will really dry out your mouth. I speak from experience. :-)

See you in NY.

-Scotty

---

Subject: Re: indecency and filth on the internet  
Date: Wed, 21 Aug 1996 14:04:54 -0400  
From: dfranks@saturn.vcu.edu (David Franks)  
To: bleriot@interramp.com

The Cuckoo Bull Fighter

I got up to the Spring CAAMA meet at Cuckoo a little after 1:00 P.M. Saturday, but it was too windy to fly- at least for me. Sunday I got there earlier to beat the wind. It was gusty but flyable all day and that's what I did non-stop. A lot of the gas guys really seem to like the scale fighters. I had my 23 inch, silver Post War II Fiat G 59 flying high. I don't think it ever flew as well in all of its five years. Some times in the background I could hear folks say, "Hey, look at that!"

One of them was the infamous Dan Belieff whose name I had often encountered in the win columns of SAM newsletters and the like. So when he asked me to fly the silver fighter again because it looked so realistic, I had to oblige. I cranked in 1100 quick winds which was pretty conservative, and the Fiat did what I have really come to get off on. It climbed straight out, almost hanging on its prop but not quite, and then kicked over into a left turn that lost no altitude and spiralled up to real ozone levels. It is very fast, which is what a fighter should be. The little Fiats from Dave Smith's plans really whiz around. On its way down I could hardly follow it, but the silver flashed and when it hit, I had a good line which I kept by keeping my eyes on it and walking as the Crow flies. That meant I stumbled a lot!

It was three pastures away and the line I had drawn took me through a very ugly lowland with over-turned stumps, marsh and thickets as well as hard to manage barb-wire fences. So, sure enough I navigated through all of that and climbed another fence to finally see a sliver of silver surrounded by a multitude of cows staring down at the alien intruder. In desperation I started throwing things away from it to distract them. Only several of them bothered to even look up. They were up on the side of the hill, and as I walked closer I could see the blue sky through their tummies all the time hollering at them to get the hell away from my Fiat! Then I noticed a part of anatomy that means that this animal is NOT a cow, and after pondering a very short moment, decided to get on the other side of the fence as fast as I could without drawing undue attention to myself. Going over that fence the first time someone had to help me with the ole caboose, but this time it reached for altitude real fast. I had often heard that farming was the most dangerous occupation in America (including oil rig work). Allegedly this is

precisely because of "placid bulls" that changed their personality for a moment. The thought had flashed in and out of my head that there wouldn't be a dangerous animal around on a model meet field, but in light of the above it was a very short lived thought. I walked back to get my car and drive into the pasture and Bill Saunders told me that I had definitely done the right thing.

Conclusion: Automotive retrieval uncovered one really filthy grey airplane with vanished stab, crushed fin, a drooled on, slobbered up fuselage, a wing with little black hairs glued on to it permanently and a decapitated pilot along with one bitten off half of a prop. What a mess! Even water and detergent would not do the job that night. It made me think: where do these beasts keep their noses 95% of the time and what are their other ends up to a lot of the time? Well, enough of the deep thoughts. So much for showing off.

I repaired what I could the following week, wondering if the stubborn hairs could- just maybe- have a turbulator effect. "Hope springs eternal..." The next week, in a mass launch I chose it over my relatively reliable AD- she had earned her shot at glory. What a story if she would have won! But the Bull Fighter nosed in at two feet. Her range had definitely diminished. Hopefully, one of these days she'll change her mind.

Dave Franks

N.B.:Please note my new address: [dfranks@saturn.vcu.edu](mailto:dfranks@saturn.vcu.edu)

---

Subject: National Mass Launch

Date: Sun, 11 Aug 1996 11:53:21 -0400

From: FRowsome@aol.com

To: DFranks@cabell.vcu.edu, JPaisley@aol.com, paisley@boulder.nist.gov, MaxFliART@aol.com, rzdl50@dgavi.sps.mot.com, blieriot@interramp.com (terrypittman), 76337.3532@compuserve.com (robt.clemens)

Greetings, all.

Four of us assembled at COMSAT for the National Mass Launch last Saturday.

I got there around 2:00 PM and found had moderate and variable winds from the north, 50% scattered cumulus, and occasional thermals. Around 3:00 some black-bottomed and threatenning clouds went by, killing the thermals and raising the wind speed, but they blew past, returning us to 80% white cumulus coverage. As the time approached, the wind subsided, and there was little thermal activity.

Don Srull was there with his Mureaux. Bert Phillips had several of his birds. Stew had his numerous stable of ten centers. I brought the Mureaux that had won it the year before -- much repaired and little tested after crash damage at Geneseo -- my coconut Farman 190, and my peanut SE-5a. I had really hoped to get the Farman debugged and fly that, but I was not optimistic as it has resisted almost all attempts to trim it for a year and a half. But I thought I was closing in on a trim that would work. As the time approached, I had all three flying fairly well. But I had not dared try more than half winds in any of them because of the wind and thermal threat during the afternoon. So it was a gamble which to choose as 4:00 PM approached. I elected to go with the Farman because 1) it had the greatest duration potential if it flew well (my spreadsheet predicted a motor run of about 145 seconds), and 2) it has been so frustrating that I would just as soon lose or smash it anyway.

Stew broke a motor in the best-flying of his ten centers with about ten minutes to go, so he was in a race against time to replace the motor, and



barely made it to the line. Bert elected to go with a Clipped Wing Monocoupe.

I had reset my watch most recently, so I was elected to furnish the count down. At exactly 4:00 PM EDT we launched. We all got a good launch and a respectable flight pattern. For the first twenty five seconds, it was anyone's contest. Then some began to run out of umph. My three competitors were all down in the 35-50 second range. The Farman kept climbing slowly, in the stately fashion for which coconuts are known. The motor run did extend for about 145 seconds, as predicted. It nearly deposited itself in one of the tall trees on the west of the field, but managed to just miss it. Down at 184 seconds, beyond the trees toward I 270 but on the field!

That's what it is all about. Maybe it was worth all the aggravation to find a trim that works.

- Frank

---

Subject: Re: Report from Mile-Hi  
Date: Tue, 03 Sep 96 15:58:02 EST  
From: "Don SRULL" <dsrull@mail.lmi.org>  
To: paisley@boulder.nist.gov, jpaisley@aol.com, rzd150@dgavi.sps.mot.com,  
76337.3532@compuserve.com, smeyers@div720.gsfc.nasa.gov,  
FRowsome@aol.com, DFranks@cabell.vcu.edu, bleriot@interramp.com,  
MaxFliART@aol.com

Scott (& other FAC Fliers),

Sorry to hear you didn't have better attendance at your kick-off Mile-Hi squadron contest, Scott; don't fret, good things in life grow slowly. Your report brought tears to my eyes remembering two enthusiastic little guys, Scott and Mike, out at COMSAT discovering the great lifelong joy of model airplanes. Sounds like you two still have the code.

Thought you all might be interested in an early mini-report on the FAC Free Flight Champs held at Muncie this last weekend. Tom Schmitt, Bert Phillips and I drove out last Friday for the two day affair, and it was MAGNIFICENT! Cool, clear, almost windless for two full days of great flying at probably the best free-flight field in the good old U S of A. Nothing but grass for what seems to be miles in all directions. It more than made up for the unfortunate, horrible blowout conditions at Geneseo. Attendance was pretty good, too - 41 entrants compared to only 30 entrants a year ago. Lin did a fine job as usual putting on this second big meet only weeks after the big NATs event. Memorable clips include a beautiful, majestic 90 second flight of Bert's jumbo Monocoupe, and Tom Schmitt missing a first in rubber stick by 6 seconds with his 2 min. 33 seond flyoff flight. Least memorable was Bert's stick flyaway on a mysterious, straight downwind, didn't DT flight! I managed to get both my Short seaplane and the CANT trimotor flying pretty good in those calm conditions. If any of you guys can make it, come on out to the '97 FAC Free Flight Champs at Muncie; we'll be there for sure!

Regards, Don

Jerry- Hope you're recovered, feeling good and building up a storm!

## Target Time Mass Launch Response

One of our long-time Maxecuter buddies, and former fellow flyer, Nick Ropar, liked the Target Time mass launch idea suggested in the March-April 1996 issue of MAX-FAX. Nick's letter from way out Albuquerque way says in part -

*... It was a pleasure to speak with you last evening. I want to formalize my remarks about your suggested modification to FAC mass-launch events that appeared in the latest MAX-FAX.*

*Your idea that, as conditions dictate, the mass-launch event director could specify a "TARGET TIME" when announcing "time to wind" is excellent! It has that great sound of logic and practicality which is often drowned out in this age of "virtual mentality."*

*As you point out, its use is flexible and it contributes to "leveling the runway".*

*In my view, its main advantage is that it will increase the FUN and encourage more widespread participation.*

...

*Nick Ropar  
7708 Hermanson Pl. N. E.  
Albuquerque, NM 87110*

---

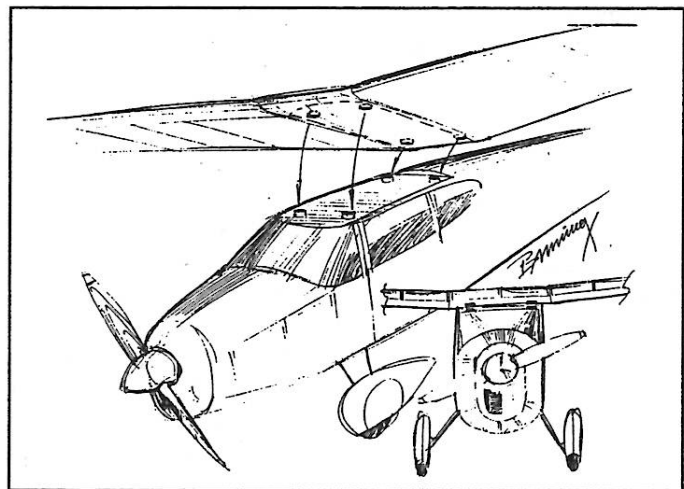
## The Rare Earth Solution or Magnetic Magic Under Your Wing

By The Storkmeister

A simple method of providing detachable wings for your next high-wing cantilever monoplane is found at your nearby Radio Shack. Look for Part No. 64-1895. These tiny rare earth magnets are easily flush mounted with your favorite cyano. They resist separation in flight while maintaining knock off capability in case of a rough landing. makes transporting the model easier too.

"How many magnets do you use?", you ask. Dealers choice here. My experience is limited to Hurst Bowers' Polish RWD-5bis, with a span of 27", powered by a HiLine Mini-Six, and weighing in at 3.25 oz.. Three pair of magnets did the trick, two pair located toward and parallel to the leading edge and one pair on the centerline toward the trailing edge. The flying conditions at the FAC NATS Mk X provided a good test for this mounting system, and it performed very well.

A word of caution. If you use this wing mounting system on an electric powered ship be sure to keep 3" between the electric motor and the nearest magnet. Anything closer may adversely affect the motor.



You'll probably find several uses for these powerful little magnets - strut attachments, landing gear, floats skis, whatever. Unless you're one those superlight builders (Don't ya wonder how they do it?) you'll find the one gram per pair weight of these magnets a small penalty to pay for the benefits they deliver.

From the pen of Jack Moses and sketch by Pres Bruning.

## MAXECUTERS at Work and Play

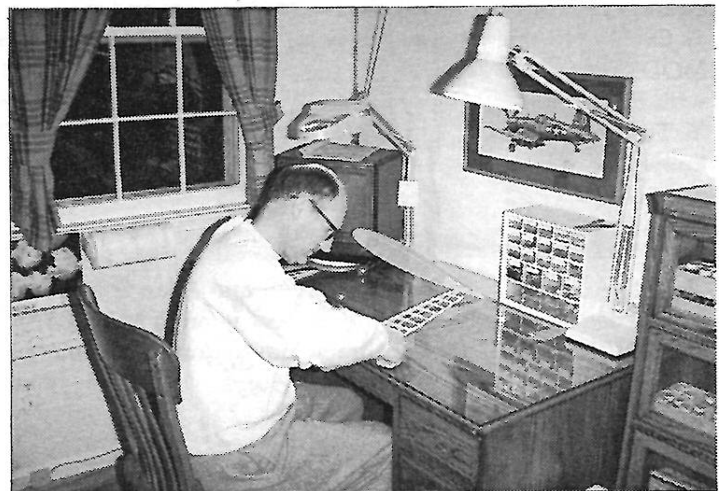
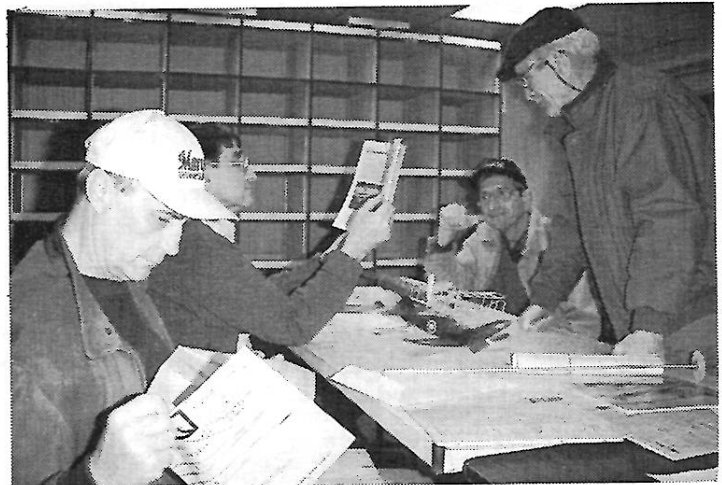
By Tom Schmitt

You MAXECUTERS out there who have not enjoyed one of our meetings once a month at the College Park Airport have been missing an opportunity to share ideas, dreams and at times disappointments. While not as much fun as the flying sessions at Shangri-La, they do provide a pleasant night out once a month to discuss our common interest, the building and flying of free-flight model aircraft. We even have an occasional R/C aircraft on hand. The business portion of the meetings is almost non-existent and the most fun is examining our latest projects and scale data accumulations. It is a good place to thrash out that thorny construction problem that has been bugging you. Afterwards we adjourn to a local eatery for some refreshments and more serious modeling conversations; no politics allowed. We have included a few photos to show some of our principals in action. No need to identify them; most are familiar to all the readers of this newsletter. However we would like to point out that the wing Don is holding belongs to Terry sitting at his right. It should be in the air at Geneseo this summer on a four-engine electric powered Farman Jabiru. See what you miss; a taste of coming attractions! We also invite more participation in our flying sessions at Shangri-La on Sunday evenings. The grass is lush and ready for test flying all those new creations. Meanwhile hop on over to the College Park Airport at 8 PM on the first Tuesday of the month

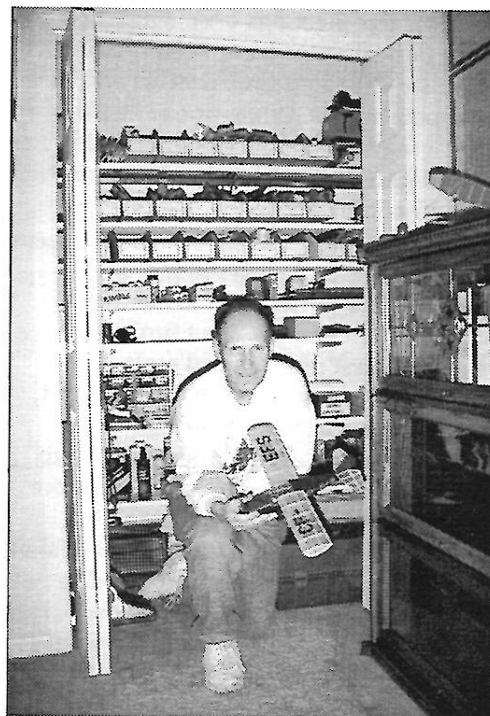
## Our Reader's Shops - Allan's Shop

By Tom Schmitt

It is a too soon to ascertain the entertainment (educational) impact of this series on our readers but will press on in hopes they keep someone awake; or at least inspire them (you FACers) to stop reading this dribble and go down/up/inside and start on or finish that new masterpiece. We will continue to run these bits of modeling paleontology (research?) until the photo supply is depleted or someone screams enough is enough!



Our workshop for this issue belongs to none other than our Editor Emeritus Alan Schanzle. Now those of you out there who have not had the privilege of visiting Alan's 'inner sanctum' will no doubt be somewhat mystified by the lack of building paraphernalia and other clutter that is usually in evidence in a modelers domain. Not to worry; Alan designs and builds in outer space, in a vacuum that is! What you see here is modeling virtual reality as practiced by Allan! A favorite description by this writer of Allan's shop at all times, before, during and after building, is that it is a dead ringer for an Operating Room before the operation! Allan is probably the neatest guy in the universe and that includes his shop and construction practices. I for one am a little envious of his ability to get so much done and at the same time generate zero clutter. We have two photos to show you. One is Allan at his workbench. Yes that glass topped oak desk is his workbench! The second is the building supply storage facility. You can not read the labels but every container is clearly marked as to its contents and readily accessible. No throwing stuff in the bottom of drawers here! Unfortunately we did not get a pic of Alan's aircraft storage facility which is in the basement. It is equally as neat and organized. Remember send your shop photos in for publication. Look for info in the last MAX FAX. We may give an award once a year for the most interesting/unusual/decorated/etc. shop.



## Photo Pages

1. One of our plans in this issue is from our West Coast friend, Otto Kuhni. The aircraft is the 1912 Bates and is CO2 powered; great photo by Otto.
2. Our editor for this issue is Terry Pittman seen here with his beautiful model of the Farman F-3X. Terry's model is powered by four electric motors - originally four Kenways, then two Micro-4s & two Kenways, now the Kenways are coming out and all four motors will be Micro-4s. That should give it enough oomph!

### Seen at the FAC Nats Mk. X

3. Dan Driscoll with his MODERN CIVILIAN entry, a Helio Courier.
4. Tom Hallman won PEANUT with this great looking Martinsyde Buzzard. Tom also walked away with the Grand Champion trophy. Congratulations Tom and thanks for the nifty photo.
5. One of our mentors has rarely missed an FAC Nats. Earl Stahl here congratulating Tom Arnold for his MODERN MILITARY winning flight with a turbo P51. Tom travels all the way from California for these events with Fernando Ramos and we believe this Tom's first win east of the Mississippi.
6. Three of the many judges hard at work with FAC RUBBER SCALE. No need to mention their names; you know who they are. They deserve a good round of applause for their work to late night hours before finishing.

### More FAC Nats

7. Two Air Devils at work, Dave Stott and Allan Schanzle. Believe Allan is picking Dave's brain for some color info to use on his next design to be seen soon in MAX FAX. Look at the nifty models Dave has built from his AIRDEVIL plans. Let's encourage him to draw a few more.

Photo pages captions continued on back cover

# THE 1912 BATES MONOPLANE

By George Hardie, Jr. (EAA 500)  
10324 W. Ridge Rd.  
Hales Corners, Wis. 53130

A RECENT ADDITION to the collection of aircraft on display at the EAA Aviation Museum is a real jewel, one of the oldest aircraft in its original state that exists today. Built at Cicero Field near Chicago by Carl S. Bates, a pioneer builder of airplanes and engines, the monoplane is of unusual design. The fore part of the fuselage is of wood, while the structure back of the cockpit is of steel tubing, oval in cross section.

The history of this airplane contains some elements of mystery. Bates was a farm boy from Clear Lake, Iowa who became interested in flying at an early age. He was 14 when he constructed a man-carrying kite in 1898. The following year he built a Chanute biplane glider and claimed to have flown it. In 1903 he moved to Chicago to attend the Armour Institute of Technology. Here he came under the guidance of Octave Chanute, the famous aeronautical pioneer.

Bates constructed his first airplane in 1908, patterned after the early Curtiss biplanes. He powered it with a 19 hp, two-cylinder, aircooled engine of his own design. Several attempts were made to fly this airplane, but in spite of his claims of successful flights in December and the following March, he was unable to produce witnesses and therefore was doubted.

Bates continued to build aircraft motors and gained a reputation for their lightness and reliability. But he persisted in his attempts to design and build a successful airplane. In AERO magazine for July 8, 1911 he is credited with a monoplane of original design, powered with a Bates 30 hp motor. This was one of 13 based at the new field of the Aero Club of Illinois located in Cicero. On July 3 this machine was damaged in testing at the field. The test consisted of running the airplane down the field at full power to determine its lifting ability. His speed was timed at over 60 miles per hour and attracted favorable comment.

After the crash Bates re-designed his airplane and the aircraft in the museum appears to be the result. Described in the August 5, 1911 issue of AERO as a hybrid along the lines of the Nieuport (an early French monoplane), with a "pigeon-tail empennage and a generous rudder", this description seems to fit this airplane.

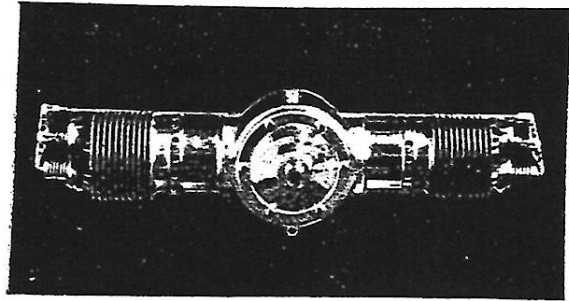
In 1918 the airplane was purchased by Walter Kutz, then of Skokie, Illinois. It was labeled "Bates — 1912" on the rudder, but was minus the engine. Evidently it was never flown, for no record of any flights can be found. Kutz had intended to learn to fly in it but because of objections from his parents, he stored it in a barn on the family farm. Later he moved to a farm near Waterford, Wisconsin, again storing the airplane and refusing many offers to purchase it. In 1957 Leon Tefft, a Chicago antique airplane buff and EAA member, persuaded Kutz to let him restore the airplane for display. After Kutz died in November, 1972 his widow and heirs decided to loan the airplane for display in the EAA Aviation Museum.

Research on the airplane and its builder is continuing. Anyone having information is requested to write to the Director, EAA Aviation Museum, P.O. Box 229, Hales Corners, Wisconsin 53130.

## NEW BATES MOTOR.

Carl Bates has gotten out two sizes of a twin-cylinder air-cooled motor: 8-10 h. p., weight 25 lbs., and 20-25 h. p., weight 75 lbs. The 8-10 h. p. motor is the one which is now being installed by M. B. Sellers in his quadroplane.

The 8-10 h. p. model is built extra light, and is best suited for very light aeroplanes under 200 lbs. This size gives 80 to 90 lbs. thrust, with propeller direct connected.



Bates 2-Cyl. Engine

The other size, of 2 cyl., generating 20-25 h. p., is very suitable for aeroplanes under 400 lbs. This larger 2 cyl. motor gives from 150 to 180 lbs. thrust, with propeller direct connected.

These motors are of exceptionally high power, their efficiency and good cooling qualities being due to the extra large valves, auxiliary exhaust ports, and great cooling surface.

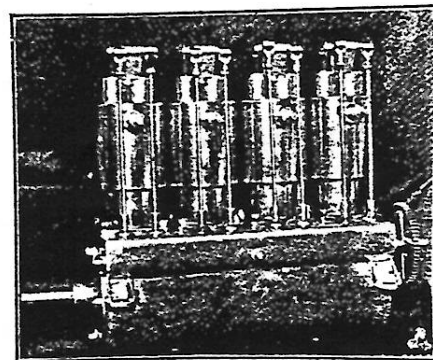
They retail from \$325 to \$575, according to size and equipment.

GELENE CO. STARTS PLANT AT ROCHESTER.

The Bates two-cylinder engine of 20-25 horsepower as used in the 1912 Bates monoplane.

## MOTORS

Lightest reliable motors on the market  
Finest mechanical construction



SIZES: 10 H. P., 20 H. P., 25 H. P., 30 H. P., 40 H. P.

FOUR CYCLE  
FOUR CYL. MOTORS WATER-COOLED  
TWO CYL. MOTORS AIR-COOLED  
SPECIAL SIZES TO ORDER  
PROPELLERS FURNISHED

**CARL BATES**

104 W. Oak St. :: :: Chicago Ill.

An advertisement from an early aviation magazine giving engines available from Carl Bates.

## Photo Pages cont.

8. Lindsey and Jane Smith our good friends from England here winding Jane's beautiful Miss America racer built from a Herr P-51 kit. Jane had bad luck in the windstorms at Geneseo but put in some great flights at Shangr-la before returning home. Lindsey kept us in stitches at the FAC banquet with his talk concerning experiences flying Austers with the British Army all around the world. We are looking forward to seeing them again in two years.

9. Dave Rees also had some bad luck with his great B-36 because of the wind conditions. However he did manage a couple of good flights before the plunge to doom. Dave assures us it will fly again. It is powered by six Micro-4 motors.

10. Jane Smith giving Don Srull some words of encouragement before braving the gales with his GIANT SCALE Lincoln AP. Don enlarged Hurst Bowers' plans from an earlier MAX FAX. It has always been a good flyer at any size. For you that didn't know, Hurst suffered a heart attack shortly before the NATS and had to miss attending. He is recovering rapidly and will back in action soon. We are all anxious to see him at the flying field and drawing board real soon!

11. Don's grandson Nicholas visited the East Coast recently and helped Don recover his D-VII for the third time to be ready for the NATS. Those 'Ravens' have really taken a beating. Great photo by Don.

## More Photo Pages

12. Otto Kuhni and his award winning Granger Archaeopteryx at the 30th Anniversary Flying Wing Contest at Taft, CA. Kuhni photo.

13. The famous "Lilienthal meets Brown" by Otto Kuhni in flight. Seen headed toward Japan at 30,000 feet recently by a United Airlines pilot. Kuhni photo.

14. Terry Pittman's 9" span Bleriot XXXII, powered by a Brown GB 24. Flies great.

15. Tom Hallman, this year's FAC NATs Grand Champion at last year's Maxecuter Summer Contest at Comsat. Pittman photo.

16. Another of Otto Kuhni's flying wings. Beautiful bare bones. This one is the exotic Westland-Hill Pterodactyl Mk. 1A. Kuhni photo.

17. Terry Pittman's Farman Jabiru F3X in flight at this year's FAC NATs. Hallman photo.

18. D.C. Maxecuter Bert Phillips relaxes beside lake Keuka before the long trip home from the Nats. Why's he grinning? There's a beautiful young lady in bikini to his left splashing in the water. Pittman photo.

19. Dr. Ten-Center, Stew Myers at Geneseo with one of his flock. Pittman photo.

20. Tom Hallman is bringing his kids up right. Here's Ben, one of his two sons out flying with him last summer. Hallman photo.

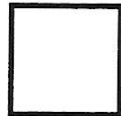
21. Otto Kuhni's great flying and great looking Westland-Hill Pterodactyl Mk. V. Kuhni photo.

22. Another view of Otto's Granger Archaeopteryx. Blue and silver color scheme is striking. Kuhni photo.

23. Terry Pittman's daughter, Claire (5 1/2 yrs) launching her flip wing glider. Pittman photo.



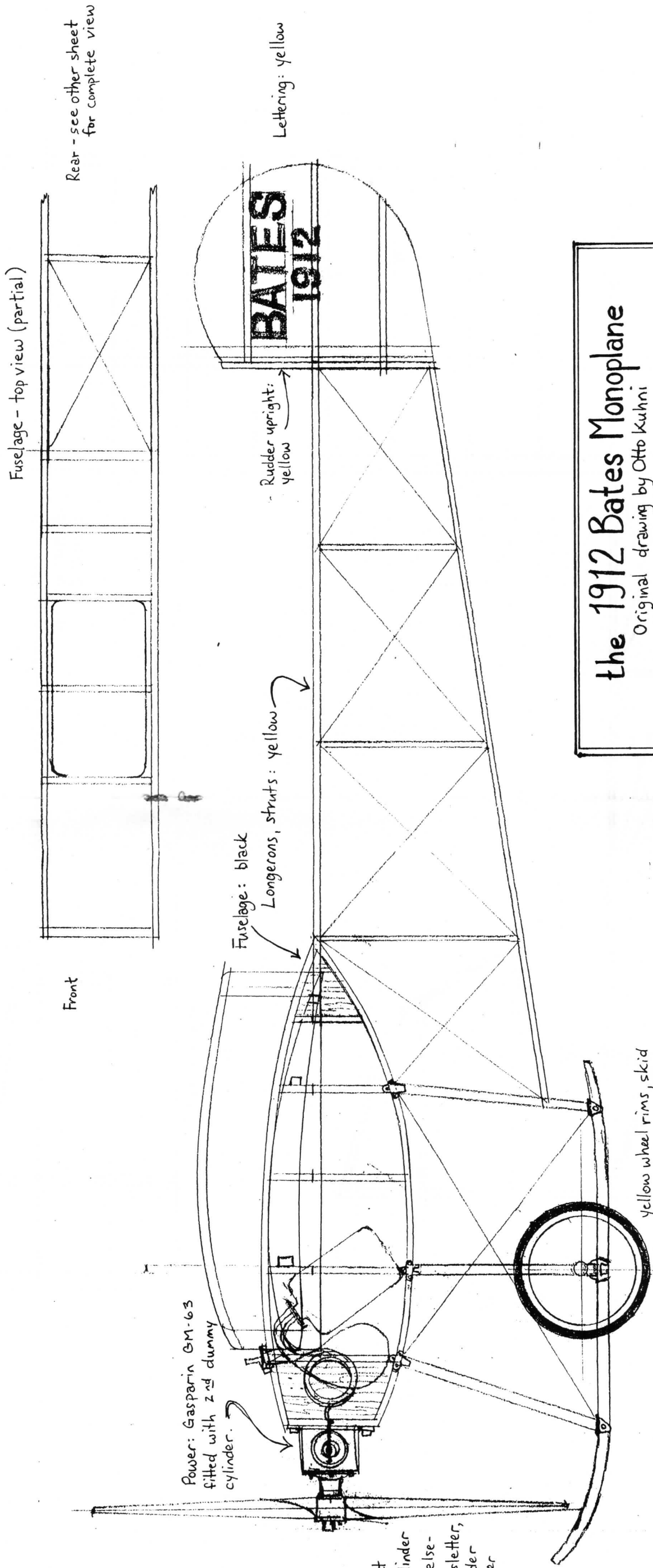
**NOTE: Your Dues Are Due**



**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.



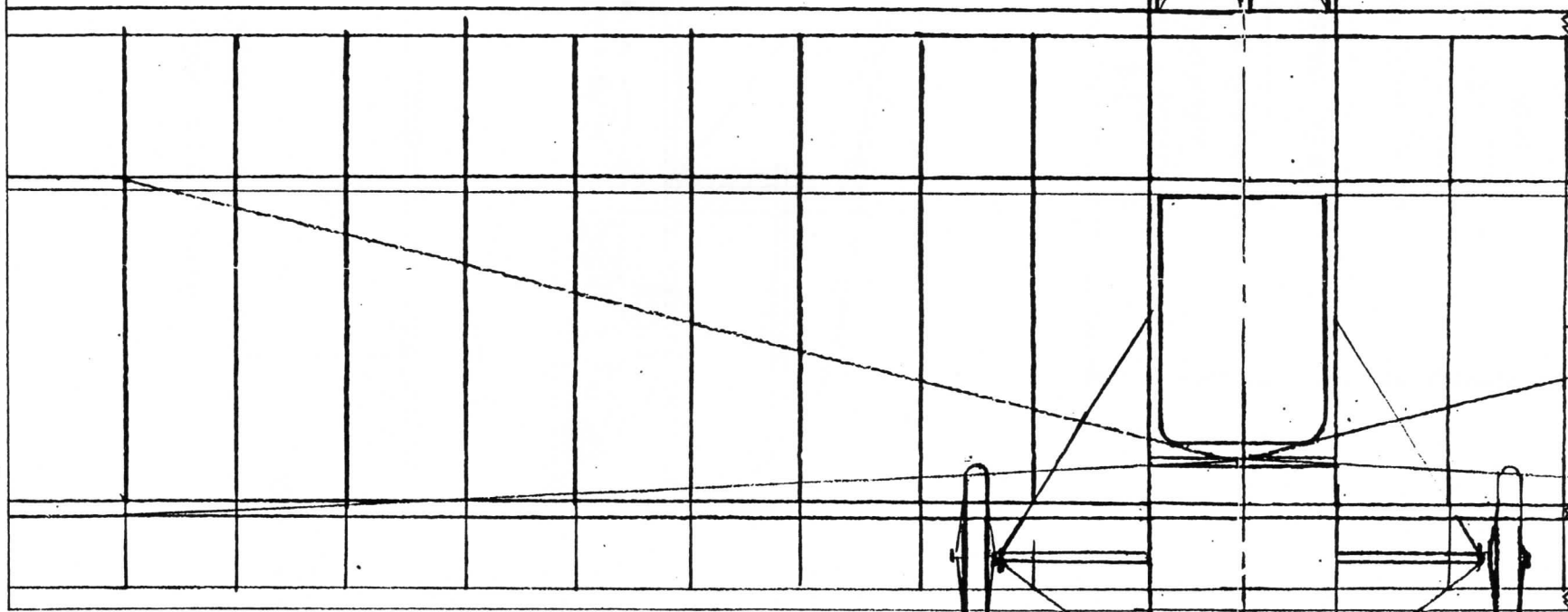
NOTE: Correct motor is 2-cylinder Bates shown elsewhere in newsletter, NOT 3-cylinder shown in other drawings.

**the 1912 Bates Monoplane**  
 Original drawing by Otto Kuhni  
 cut & paste and notation by Terry Pittman

FAC CO<sub>2</sub> Power Scale

Color and markings: All flying surfaces are black. Fuselage black, except forward section which is aluminum. Exposed longerons, skid, braces are yellow. Rudder upright, wheel rims are yellow.  
 Documentation source: EAA Museum

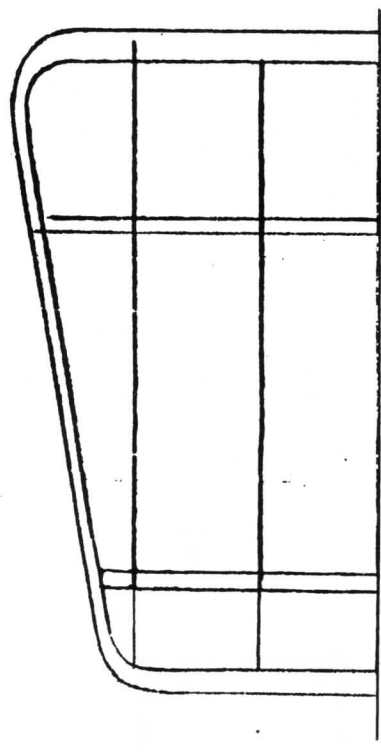
wing remainder - below, right



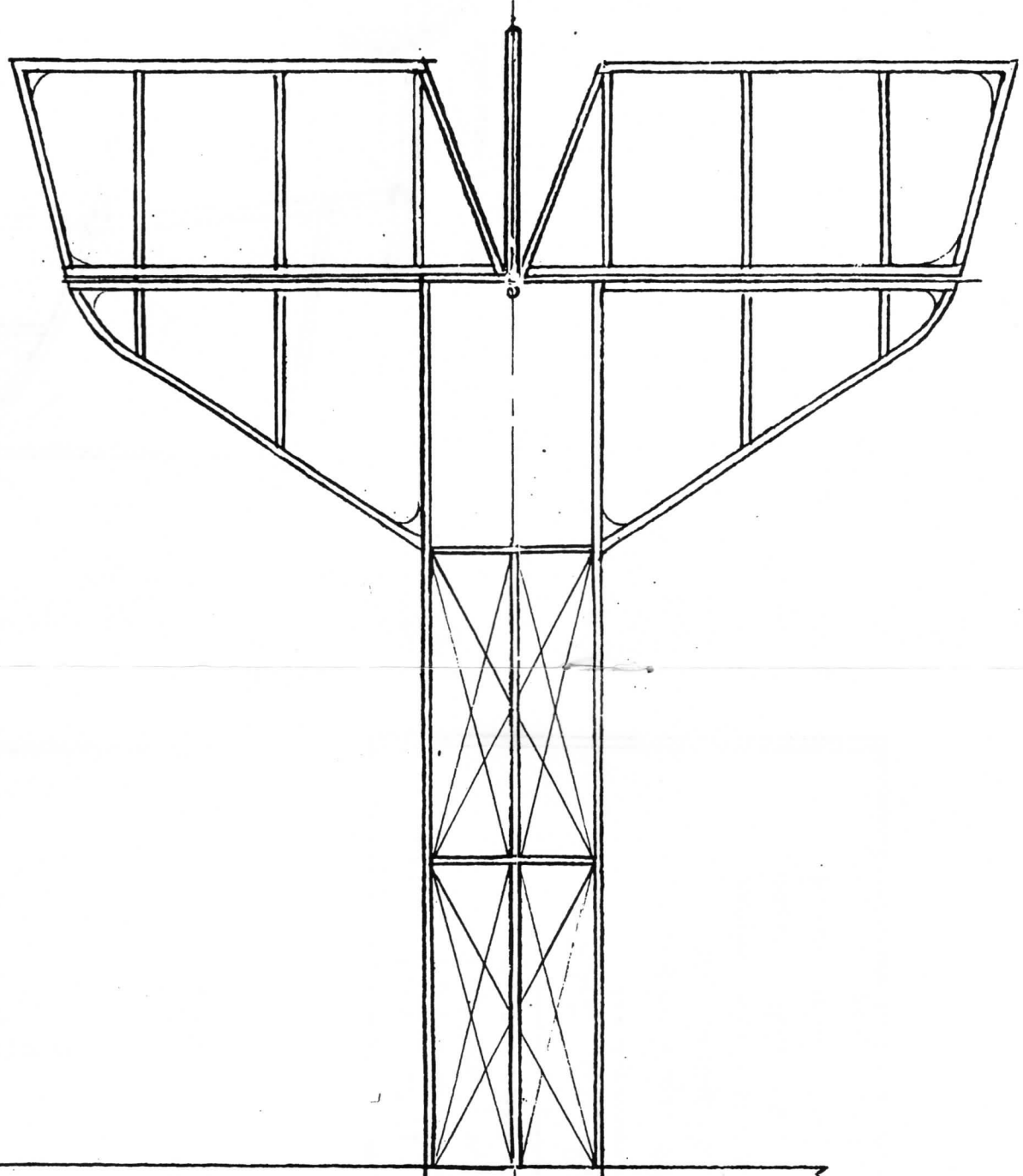
Fuselage is silver (aluminum) this point forward

NOTE: Correct motor is 2-cylinder shown in Bates article elsewhere in this newsletter.

**The 1912 Bates Monoplane by Otto Kuhni**  
 September 1996  
 Sheet 2 of 2

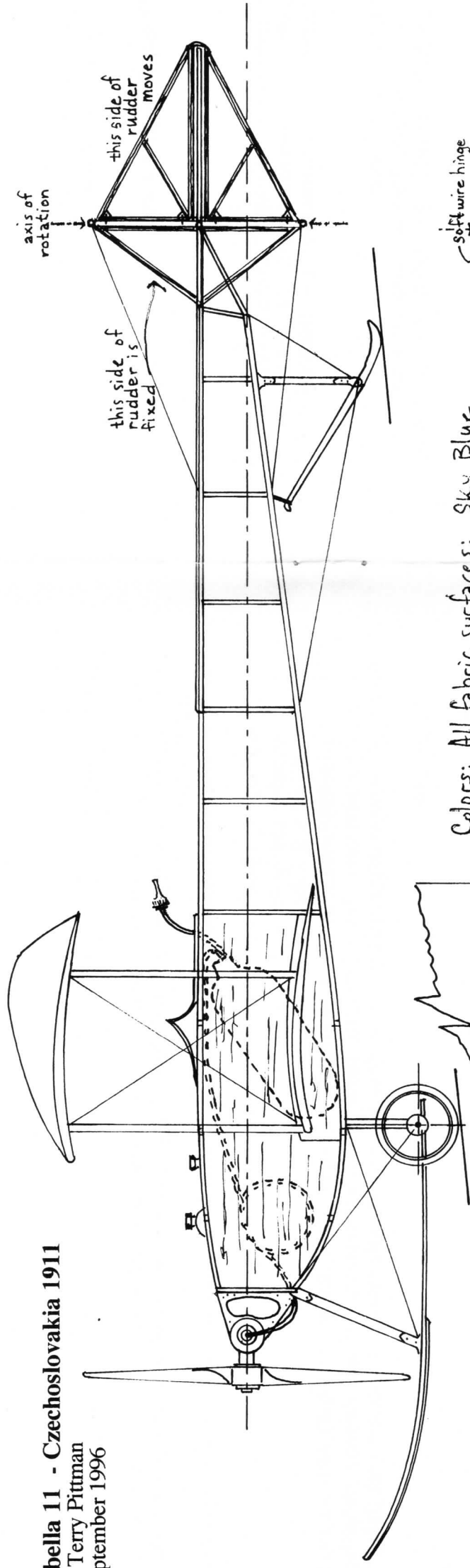


attach to right wing panel

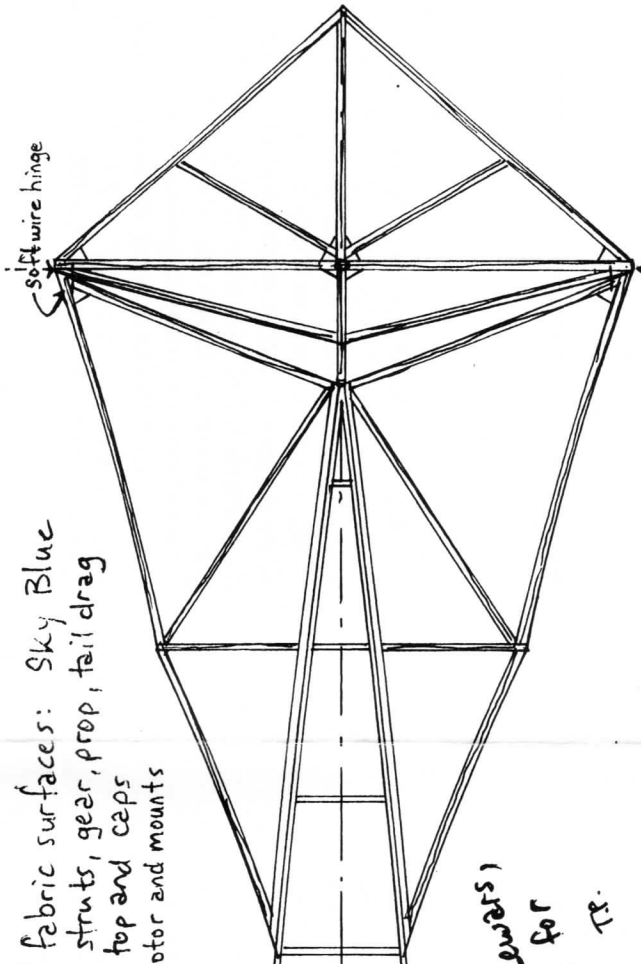




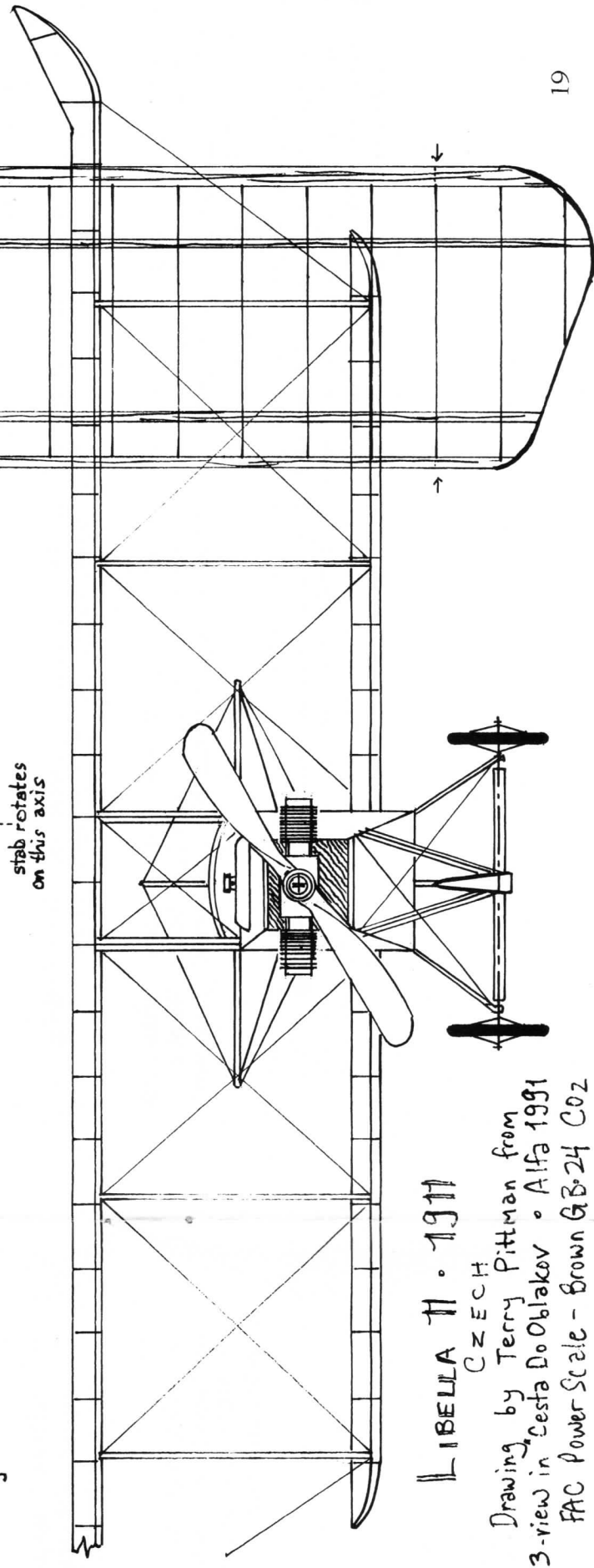
**Libella 11 - Czechoslovakia 1911**  
 by Terry Pittman  
 September 1996



Colors: All fabric surfaces: Sky Blue  
 Natural wood struts, gear, prop, tail drag  
 Brass tank top and caps  
 Steel grey motor and mounts



*hey John Lemasters  
 this one's for  
 you!*



**LIBELLA 11 - 1911**

CZECH  
 Drawing by Terry Pittman from  
 3-view in Cesta Do Oblakov • Alfa 1991  
 FAC Power Scale - Brown GB24 CO2