

# MAXFAX

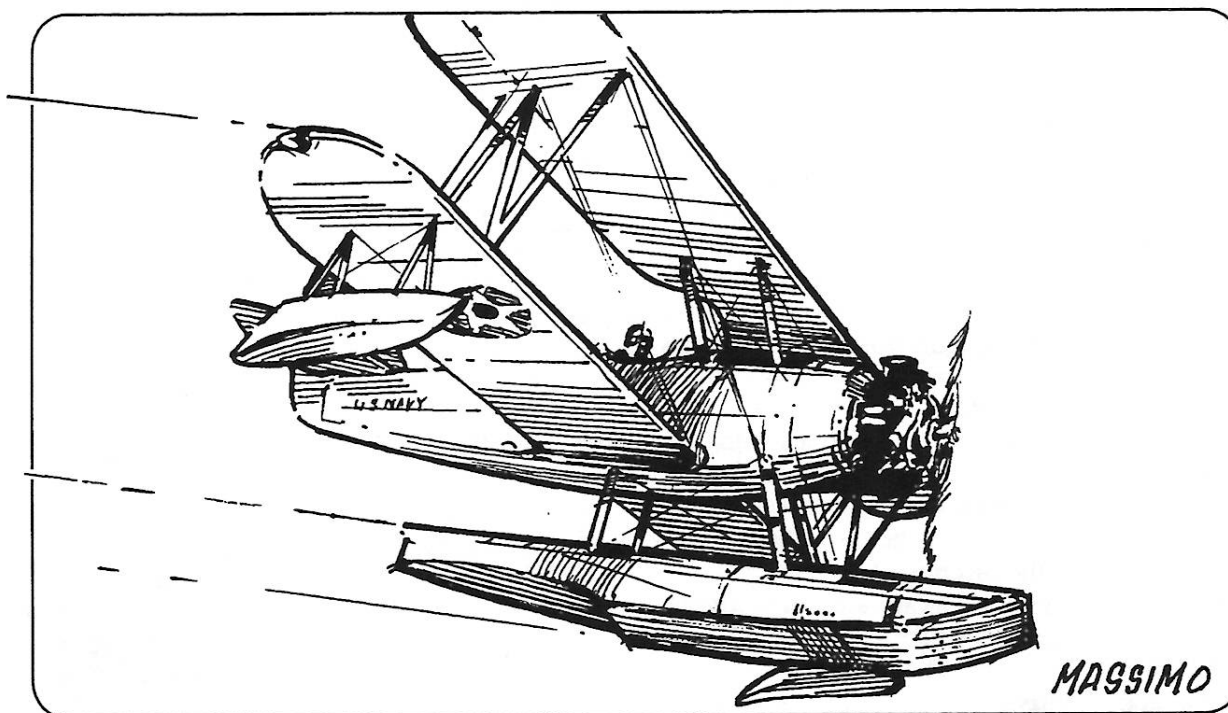


Journal of the D.C. Maxecuters

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

Editors : Tom Schmitt & Don Srull

January - February 1997



## COMING ATTRACTIONS

- SUN. JAN. 5. St. Andrews Gym, DIME SCALE and CARRIER INDOOR Contest, 6:00-8:00PM.  
SAT. JAN. 18 Sherwood High Gym, FREE-FOR-ALL FUN-FLY, 7:00-10:00PM.  
(Note time change from last MAXFAX)
- SAT. JAN. 25 DIME SCALE GAB-FEST EXTRAVAGANZA at Schanzle hangar', 7:00-?PM.  
(Directions if required --Allan's phone number - 301-840-5884)
- SUN. JAN. 26 SAM Chapter 10 MECA COLLECTO, Noon to 5 PM. (See notice inside)  
FRI. JAN. 31 Sherwood High Gym, NOCAL and BOSTONIAN Contest, 7:30-10:00PM.  
SAT. FEB. 15 Sherwood High Gym, ALL DIME SCALE EVENTS Contest, 7:00-10:00PM.  
(Note time change from last MAXFAX)
- SAT. FEB. 22 ARCHIVE NETWORKING/ GAB-FEST at Tom Schmitt's cave, 7:00-?PM.  
(Directions if required -- Tom's phone number 301-530-0327)
- SAT. SEPT. ??'97 HEADS UP for the MIGHTY KUDZU MASS-LAUNCH at Raeford, N.C.  
(See notice in this MAXFAX - Start building!!)
- SEPT. 22-29, '97 ANOTHER HEADS UP - THE SAM CHAMPS in '97 at Las Vegas have been designated 'The Earl Stahl Commemorative'. Earl will be there as a special invited guest and there will be a special Earl Stahl event for rubber scale models. Build and finish Earl's Miles Magister in the spiffy Irish colors shown inside! Don't let Tom be the first to do it!



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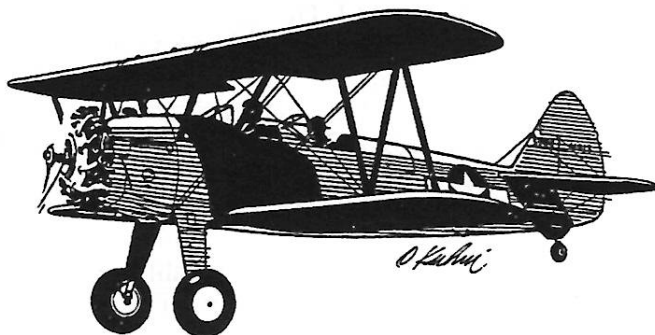
## MAXFAX WINTER DOLDRUMS

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This editing business can be a real drag, especially with the onset of Winter when one should be building instead of putting pen to paper, or rather putting fingers to the keyboard. Of course, in mid-summer one should be out flying, so I'm not sure if there ever is an ideal time for such activities. Thank goodness for word processors though; I would have dropped out of the editing business long before this without one. All of you computerless members should consider getting a computer (preferably a MAC, of course); the prices are going down and lots of otherwise dreary tasks can be simplified; in addition to modeling and other important work, the entertainment value cannot be overlooked, either. A great replacement for TV, for the poor souls who may need that. More importantly, a simple computer with appropriate software can help stir the creative juices that flow in the arteries of all true FACers. You have to be impressed as we are, for example, with the continuous flow of great Dave Livesay model designs, which benefit from his computer expertise and effective use of CAD technology. If you do get a computer, get it with a modem and expand your modeling fun by linking up with other modelers and modeling organizations around the world. Another computer-related asset us MAXFAX editors are thankful for is clubmate Ray Rakow. Ray is always ready, willing and able to electronically scan and screen photos and snapshots for easy and direct incorporation throughout our newsletters. This and earlier issues are liberally laced with photos and snapshots, thanks to Ray!

The theme of this issue is TRAINERS, both trainer aircraft and training instructors. Those of us who have been fortunate enough to have flown in trainer aircraft and learned to make like a mechanical bird, will never forget our first flight instructor and that first solo experience! Richard Bach gave all of us a deep appreciation of man's compulsion to fly in his book 'Jonathan Livingston Seagull'. His simple dedication says it all "To the real Jonathan Seagull, who lives within us all"! Bach's book remains a good read, even after 26 years and OD'ing on 'space flight'!!

Many models of trainer aircraft have been produced over the years, but to our knowledge a free-flight model plan of the N3N, 'the Yellow Peril (Bird)' has not been published. One of the featured plans in this issue of MAXFAX corrects that deficiency; it's an N3N-3 plan by John Low. It is a somewhat complicated model to build, but is done in John's meticulous style and, typical of John's designs should make a great model aircraft. Our other scale plan is also a trainer (post war), the Aeronca 'Champion' by that other John, John Lewars. It's a neat subject for the small Brown CO2 motor. We also include several trainer three views, some Otto Kuhni sketches of training aircraft plus photos and two unusual color schemes that would make dazzling Miles Magisters from Earl Stahl's great plan. A semi-kit of this beauty awaits in our modeling larder for perhaps Middle Wallop this coming summer. There are other tid-bits that may also tweek the restless FACer. A tiny and unusual catapult glider plan is also included from the restless pen of Maxecuter Glen Simperts; it will give countless hours of pleasure in return for a few minutes of construction effort. On the technical side David Aronstein, our local super lightweight builder, presents some of his thoughts on aircraft design selection for free-flight scale. Our 'Reader's Shops' series continues with master modeler Hurst Bowers' modeling emporium on display.



## MEMORIES AND TRIBUTE

It is always painful to say farewell to those that have enriched our lives, but we do want to remember three people that have had particular impact on the Maxcuters and the entire FAC community. Two of them were born and raised in Scotland, and never would let you forget it! It was easy to become friends with them, even for a person with German, Irish (Southern) and Welsh lineage. Both had a remarkable sense of humor and enjoyed life to its fullest.

How can we forget Pearl Buchanan, Doug's better half and his cheerleader at many Maxcutter flying sessions? Pearl lost a battle with her illness this past summer. We shall miss her but we're certain she will captivate every angel in Heaven with that infectious smile! We will remember her as seen in our photo gallery in this issue.

All old time FACers will happily remember Bob Leishman! Bob fought long and hard against his illness ever since the Third FAC NATS. Bob was the hard working CD who was instrumental in getting the FAC Nationals off the ground by hosting the very first, Mark I, at the NADC, Johnsville, Pennsylvania eighteen years ago. Then he helped maintain the NATs momentum by hosting the Mark III Nats four years later. Unfortunately he did not attend the Tenth this past summer, and we shall see him no more; nor share his Scotch sense of humor; nor his Scotch whiskey!

Another British Islander and much admired modeling friend, John Blagg, passed away recently after a short struggle with leukemia. You may recall that the March/April 1996 issue of MAXFAX was dedicated to John, shortly after we learned of his illness. John was an outstanding craftsman and extraordinary modeler, as well as a warm and gentle person. He will be missed - Old Warden and Middle Wallop will not be the same without him.



## GREAT REFERENCES FOR AEROMODELERS

The avid designer and builder of scale model aircraft is always on the lookout for new information to search out and find that elusive photo and 3-view for his latest creation. The two sources mentioned here are probably known to most of us but some additional information concerning them may be helpful.

Most of us are familiar with the Experimental Aircraft Association and their publications especially 'Sport Aviation' and 'The Vintage Airplane'. There are several others such as 'Warbirds', 'Sport Acrobatics' and 'Experimenter'. Now our local scale sleuth, Dan Driscoll has informed us that a reference guide to all E.A.A. publications is available. Needless to say, not much time was wasted in obtaining the guide. The guide(s) were produced by EAA member John B. Bergeson and are available directly from the EAA at 1-800-843-3612, or their library at 414-426-4848. The guide is currently two volumes; the first covering 1953 through 1989, and the second from 1990 through 1994. The cost of both volumes is \$30.00 plus shipping and they will take 'plastic'. The guides are worth having if you have access to the EAA publications. Much of the material is only useful to the aircraft restorer, etc.; but what remains will find you a color photo of many restored rare and popular aircraft, and also new homebuilts.

Another source of great aircraft reference material is the American Aviation Historical Society Journal. It is published quarterly for the nominal sum of \$35.00. Again it is worth every penny, not only for the photographic and 3-view material but also for the succinct and entertaining historical material for all time periods. Take a look at the N3N 3-view in this MAXFAX. It was assembled from a detailed AAHS Journal drawing by David H. Brazelton published in the Fall 1962 issue.. The latest issue has a great article entitled "Charles Healy Day and His New Standards". We recommend the Journal and you can find the AAHS on the 'world wide web' at the following site, along with an application form— <http://www.industrial-artwork.com/aahs/> —They will take 'plastic' also. By mail their address is AAHS, 2333 Otis St., Santa Ana, California 92704.



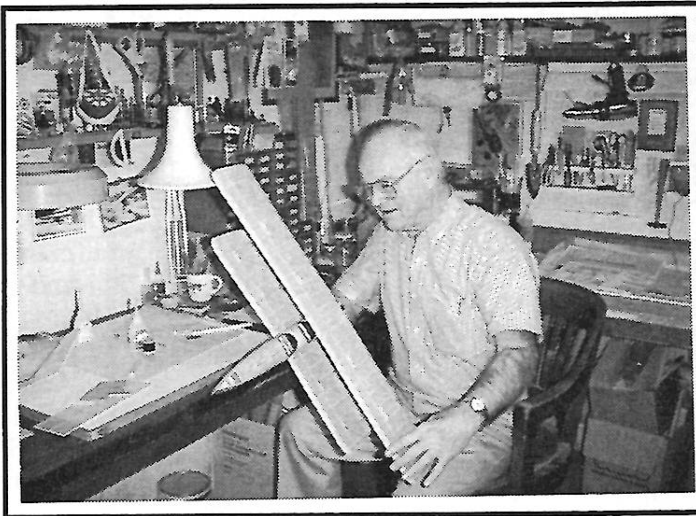
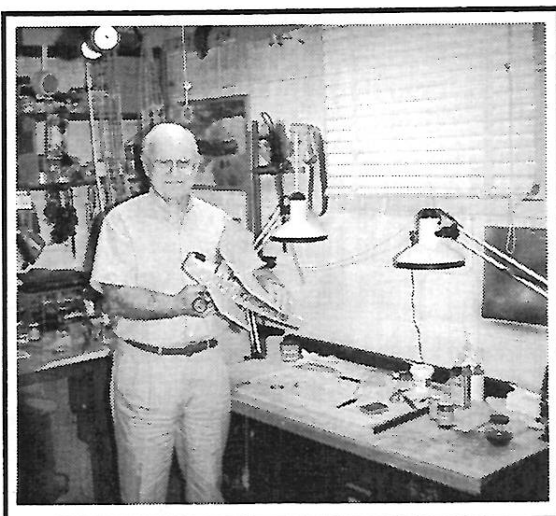
## OUR READER'S SHOPS

### A VISIT WITH HURST BOWERS

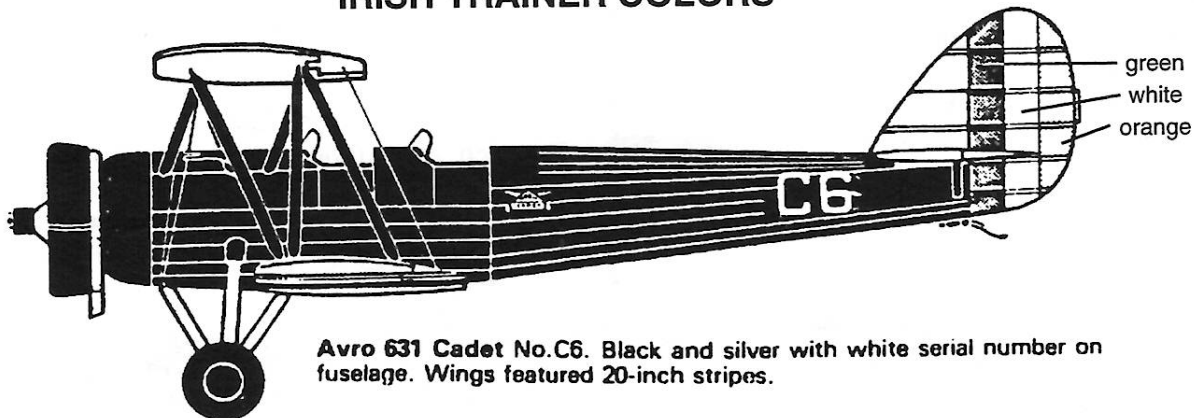
Once again it is time to visit one of our members workshop. This time it's genial Hurst Bowers asking us to step inside and gaze at a small portion of his prolific production facility. It is regrettable that we couldn't catch Hurst in action at his drafting table. He was moving too fast for the shutter speed! Hurst has to be one of the fastest model draftsmen around; no simple stuff either! As most of you know Hurst has a penchant to produce beaucoup great plans of relatively obscure aircraft. Many of these handsome originals have found their way into copies of MAXFAX. Many others have been seen over the years in British and French publications plus our own modeling press in the USA. It doesn't take much needling to get Hurst to the drawing board, especially if it's a golden age aircraft. Ask Ray? He has kept Hurst busy the past few years! Hurst is no

slouch either, when it comes to model aircraft production. Some of his (model) bones may languish on the walls for years but they eventually find their way to the end of the production line. Hurst has just finished two aircraft for next years Maxecuter R/C Texaco Scale event: a Vagabond and Interstate. Not to worry, there are plenty of free flight models on the burners. Take a peek at his Standard here which is now finished and raring to go. The only problem with Hurst's rapid production of both plans and aircraft is the resulting lack of time to test fly and trim all of his creations. It makes the average modeler tired just thinking about it.

As a final note, the Maxecuters continue to await the outpouring of shop photographs for use in the newsletter. What do you say, fellas? Don't be afraid to show a dirty floor or a mass of balsa chips! We'd love to see your shop - really! Until next time, 'keep 'em flying'!



### IRISH TRAINER COLORS



Avro 631 Cadet No.C6. Black and silver with white serial number on fuselage. Wings featured 20-inch stripes.

## WHY DIDN'T I THINK OF THAT?

Here is a quotable email tidbit I got from one of my west coast cyberchums:

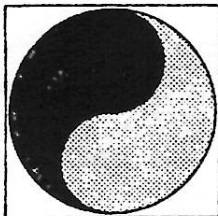
As in all military institutions, the British military write annual officer fitness reports. The Royal Navy and Marines' fitness report form is the S206. The following are said to be actual excerpts taken from S206 reports:

- His men would follow him anywhere, but only out of curiosity.
- I would not breed from this Officer.
- This Officer is really not so much of a has-been, but more of a definitely won't be.
- He would be out of his depth in a car park puddle.
- This young lady has delusions of adequacy.
- When he joined my ship, this Officer was something of a granny; since then he has aged considerably.
- Since my last report he has reached rock bottom, and has started to dig.
- She sets low personal standards and then consistently fails to achieve them.
- He has the wisdom of youth, and the energy of old age.
- This Officer should go far - and the sooner he starts, the better.
- This man is depriving a village somewhere of an idiot.

## PHOTO PAGES

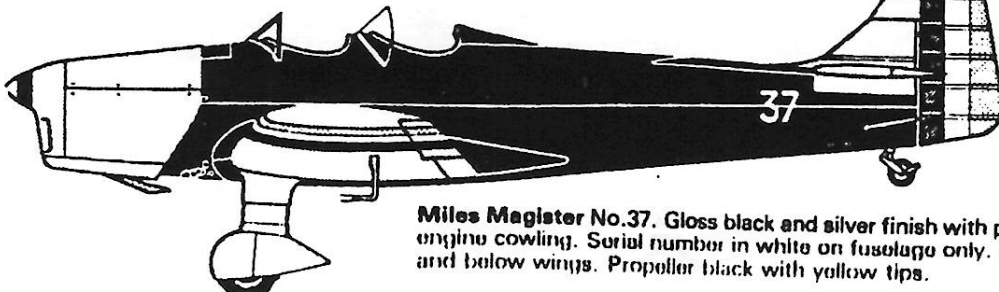
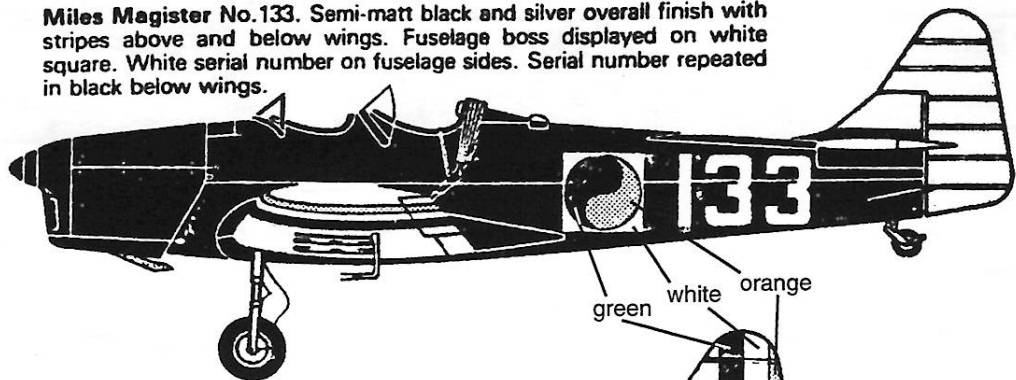
1. This is the way the Maxecuters will remember Pearl Buchanan! May God Bless you Pearl for the fun you added to our modeling events.
2. John Low's beautiful N3N-3 model as seen at the AMA Museum in Muncie. John's plan is featured in this issue.
3. John seen at Geneseo with another of his great aircraft, a Fairchild 22.
4. The real thing, an N3N-3 at the Naval Air Museum in Pensacola; a great place to visit; full of visual delights and with good food at the 'Subic' club! Pat, are you listening?.
5. Dave Rees with his new jet design, a high flying ducted fan (HILINE of course) SAAB; soon to be a feature article in Flying Models.
6. Dave Stott asks "how about races for midgets?". We second the motion with the idea of opening it to all those great post WWII Goodyear races. Look at Dave's photo of his nifty 1948 Thompson Balboni Special PEANUT.
7. H.A. Thomas of Little Rock sent this photo of his Baby ROG. It is great to learn that H.A. continues to design and build after all his years as an Icon in Air Trails. He and Bill Winter continue to serve as inspirations for all of us.

## MORE IRISH TRAINER COLORS

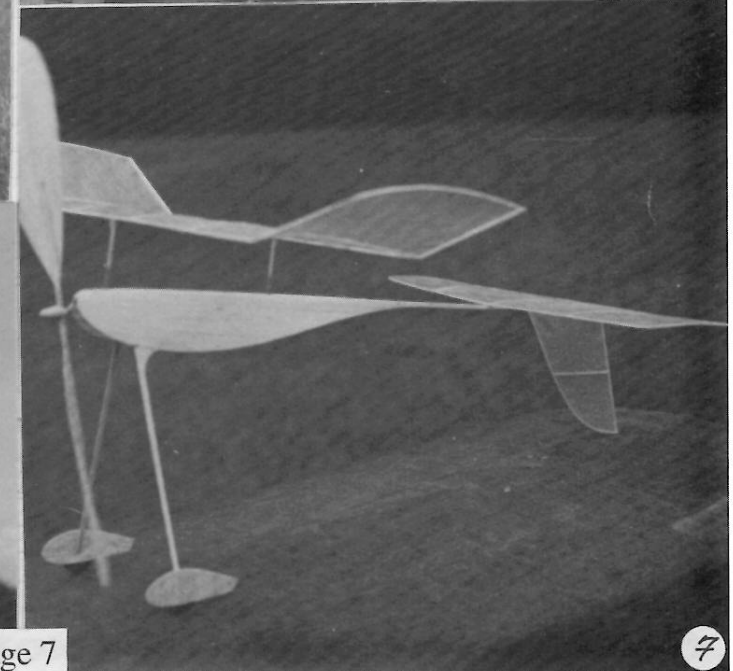


Two-colour boss on fuselage was sometimes applied to a white square background. In such instances, green faced forward on port side and aft on starboard side.

**Miles Magister No.133.** Semi-matt black and silver overall finish with stripes above and below wings. Fuselage boss displayed on white square. White serial number on fuselage sides. Serial number repeated in black below wings.



**Miles Magister No.37.** Gloss black and silver finish with polished metal engine cowling. Serial number in white on fuselage only. Stripes above and below wings. Propeller black with yellow tips.



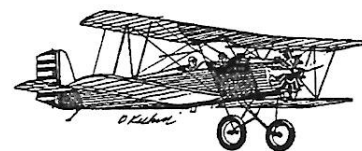
## JOHN LOW'S YELLOW PERIL

This issue of MAXFAX is oriented to training aircraft and the N3N-3 in particular. The origin of the name 'Yellow Peril' has to be associated with the fact that N3Ns were always painted yellow while in Navy service, and it was also the first *heavy* trainer that a Naval Aviation Cadet would step into during the late thirties. In one reference by Barrett Tillman in the Winter 1989 AAHS Journal, he called it the 'Yellow Bird'. The N3N-3, it's predecessors and their powerplants (Wright Whirlwinds) were manufactured by the Naval Aircraft Factory. Total production was about 1000 aircraft. They were phased out towards the end of WWII and replaced mostly by the Stearman N2S. However, a number of these birds were put on floats and were used at the Naval Academy until 1960 for cadet flight indoctrination. This writer remem-

bers being buzzed by an adventuresome cadet while tooling across the Chesapeake in an Ercoupe about 1952. Never did get the guy's number! One of our local members, Crd. Ernie Greene USN Ret. was the N3N Squadron Commander there during the postwar period. Warren Shipp and Howard Levy produced a short cameo of the N3N at Annapolis and published it in the Fall 1962 AAHS Journal along with David H. Brazelton's great 3-views. Several of the N3N-3s may still be seen in museums, including the one shown here at the Naval Academy. The officer in the photo is RAdm. William P Lawrence, who was then Superintendent. There are also several examples at the Naval Air Museum in Pensacola, on and off floats. Some even remain airworthy in the hands of EAA enthusiasts. There may be an N3N-3 still flying with a speed ring cowling installed. That would certainly be a simpler version to model. We will try to include a photo or drawing of an N3N-3 with speed ring for a future issue of MAXFAX.

John Low produced the very scale N3N-3 free-flight model drawing included in this issue. John built an exquisite model (as he usually does) from these plans. With a little arm-twisting, we talked John into giving us his working drawings for publication several years ago. The original drawing by John was one-piece and much too large for our newsletter. Hopefully our dissection and reassembling did not do it too much damage.

Oh yes, John's N3N-3 model resides at the AMA Museum in Muncie, and we have included a picture of it on our photo pages. You also may also remember John's great Stampe and Stearman model plans which were published many years ago in MAXFAX.







## Further Thoughts on 15% Rule Models

By Dave Aronstein

Don Srull gave a good discussion of the Wing Loading and Rubber Weight Fraction parts of the duration equation in the July/August, 1996 issue of MAXFAX. I'd like to add a few comments about the aerodynamic parts of the equation, and how that might further influence the choice of models that we build, if the 15% rule is widely used.

To start with, the equation for rubber model duration is:

$$T = k \eta_p \sqrt{\frac{\rho}{2} \frac{W_r}{W}} \sqrt{\frac{S}{W} \frac{L}{D}} \sqrt{C_L}$$

where

$$k = \text{rubber energy capacity, } \frac{\text{ft} \cdot \text{lb}}{\text{lb}}$$

$$\eta_p = \text{prop efficiency}$$

$$\rho = \text{air density } .00238 \text{ slug} / \text{ft}^3$$

$$W_r = \text{rubber weight}$$

$$W = \text{Total weight, airframe + rubber}$$

$$S = \text{wing area (sq. ft., to be consistent)}$$

$$L/D = \text{lift - to - drag ratio}$$

$$C_L = \text{lift coefficient, defined as } \frac{L}{1/2 \rho V^2 S}$$

Now we assume everybody is already using the best rubber they can get, and the most efficient props they know how to make (although we all probably have a lot of room for improvement - prop design for scale models would be a great subject for another article, if anyone knows enough to write such an article! I don't).

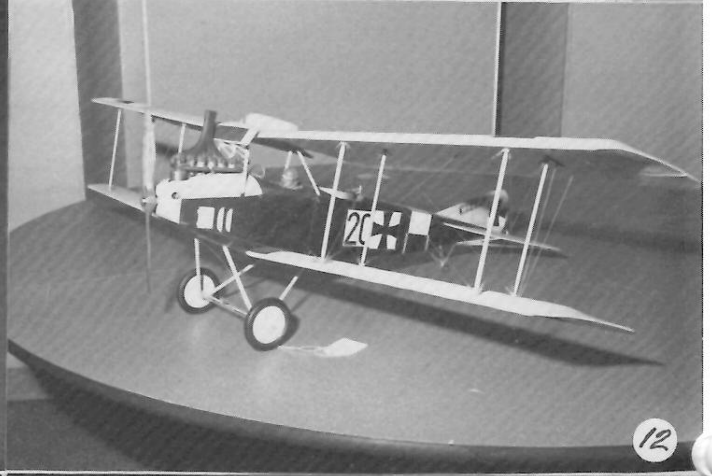
Air density is beyond our control. The next item is  $W_r/W$ , the rubber weight fraction - which is also beyond our control, when the 15% rule is in use. Then we have  $\sqrt{S/W}$ , which is the inverse square root of the Wing Loading, as Don talked about.

Now we come to  $L/D$ , and we see that duration varies directly with  $L/D$  - so this can have a big impact. Double your  $L/D$ , you will double your flight time. What is  $L/D$  in the first place? The ratio of lift to drag, which is easier to visualize as the glide slope; number of feet forward for every foot of sink. You can try to measure this by trimming a model (with the prop off, and a suitable amount of nose weight added) for a good glide, and measuring the distance it glides from a known height. Try to make the total weight (and the C.G. position) the same as it will be on the completed model with prop, rubber, etc..

Whether or not you try to take measurements, there are some things we can look for in a scale subject: Long wings are good. This is in contrast to the "traditional" rubber scale characteristic of stunted little wings on an overgrown body, to pack as much rubber as possible. We don't need the overgrown body if we are using the 15% rule.

In addition to overall proportions more like a sailplane, we want a clean airplane. One of the first things I learned as an aerospace engineering student is that a smooth airfoil of 18" chord has about the same drag (per unit span) as a circular-section strut of 1/8" diameter!. So - struts are to be avoided. (continued on page 19)





To get good  $L/D$ , then, we want clean airplanes with long wings. If people actually start building for a 15% rule, we might see a shift toward subjects like the long range record setting monoplanes of the 1930s (Bleriot 110, ANT-25, Fairey Long Range Monoplane, Dewoitine D-33, etc.); motor gliders for Modern Civilian; and the TA-152H would be the ultimate WWII fighter. (Actually I think these long-winged models make the best subjects anyway, even if there is not a rubber weight rule I think the higher  $L/D$  more than compensates for the slightly lower rubber weight fraction that they are able to carry).

Finally we have  $\sqrt{CL}$ , the square root of the lift coefficient. Lift coefficient depends primarily on (1) having good airfoils, (2) making sure every part of the wing is doing its share of the lifting, and (3) having the whole airplane properly trimmed.

(1) A simple flat-bottom airfoil is pretty good. If you have a skinny, high-aspect ratio wing you can make the airfoil fairly thick, say 12%. But if the wing has a very large chord too much thickness can be counterproductive. Undercamber is OK if the real airplane had it. I never, never make the lower surface convex; this takes away from the lifting capability of an airfoil.

(2) If a wing is warped, then it's not lifting effectively. NO WARPS! Some people use washout to prevent tip stall. I prefer to build my wings as warp-free as possible and to use the following technique. If a wing is highly tapered you can help avoid tip stall by moving the high point of the wing progressively farther forward as you go from root to tip. Wings which are not tapered are not prone to tip stall anyway.

(3) Trim: We all do our best in this area, and nobody has all the answers. However, here are a couple of things to look for in a design which can make an airplane easier to trim for a steady, efficient flight pattern:

The most important thing for longitudinal trim is tail volume defined as:

$$V_t = \frac{(\text{tail area}) \times (\text{moment arm})}{(\text{wing area}) \times (\text{wing chord})}$$

Here is where a large wing chord can become a problem - it decreases tail effectiveness. So if your moment arm is short relative to wing chord, remember that your stab area will have to be a correspondingly larger fraction of your wing area.

Lateral trim depends mostly on having the right balance of dihedral and vertical tail area. Unfortunately I can't offer anything specific - every scale model is different, and you just have to rely on your intuition and experience.

Happy windings,

David Aronstein

## PHOTO PAGES (CONTINUED)

### SEEN AT THE FAC NATS MK X

8. John Houck and his nicely finished Wedell Williams 45; look at all those cowl bumps!
9. Pres Bruning won FAC RUBBER SCALE with his great looking and flying Breguet 693.
10. Our friend from across the Atlantic, Lindsey Smith, with his Marcoux Bromberg. Note his launching technique; must take a lot of practice to avoid the wings!
11. Tom Nallen II won FAC POWER SCALE with his handsome compressed air powered Junkers W-33. Two years in a row for this model, but no more, as it was a flyaway over the hills of Geneseo.
12. Fernando Ramos, one of our west coast

connections, brought this beautiful diesel powered Albatross for the FAC POWER SCALE event, but a cantankerous fuel system kept it in the hangar. What a shame!!

13. Our FAC troubadour, Vance Gilbert, flew this striking Standard in the FAC JUMBO event. Blue and silver Technicolor!

14. Terry Pittman's pugnacious (there must be a better adjective) Farman Jabiru now flies OK with four HILINE MICRO-4 motors.

15. Do not know the builder of this Sopwith, but it was too neat to be overlooked.

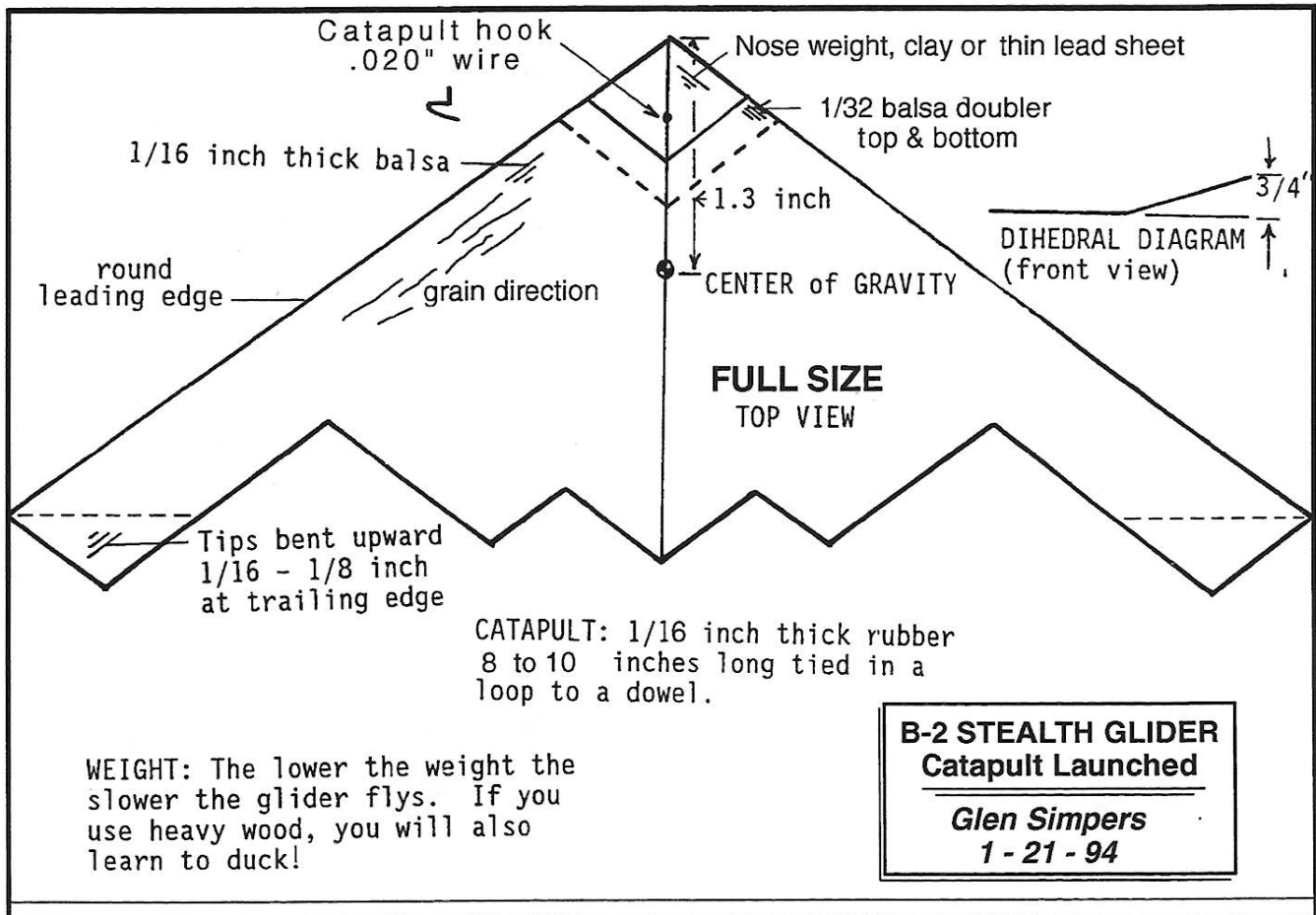
16. Believe this is Dave Stott's Big Ack, which won the WWI event.

17. We all marveled at the flying of Chris Starleaf's GB. Chris did say he performed a little surgery on the Herr laser-cut kit design.

## CATAPULT GLIDER FUN

Here is a nifty little catapult glider fashioned after the ominous shape of the B-2 Stealth Bomber by Glen Simperts, one of the Maxcuters own aerodynamic wizards. Glen recently published a definitive article on hand launched gliders called "Thoughts on Hand-Launched Glider Design" in the 1996 National Free Flight Society 29th Annual Symposium report. It's an impressive and very interesting piece; informative reading and highly recommended for any small model designer, not just hand launched glider buffs. Glen's B-2 design is considerably simpler and less costly than the real thing (thank God), and may have better performance to boot. I can attest to the fact that this little model is a terrific and entertaining flyer. I built 4 of them last summer for my grandsons to fly in our backyard. They attracted so much attention, we soon had a gaggle of wide eyed neighborhood kids, ages 5 to 10, standing around, and I wound up building 6 more of the little B-2s (pretty fast and crude, I must admit!). B-2s were zipping around like a swarm of bats - all but 3 finally winding up high in trees while others simply disappeared after launch! Hard to imagine having more modeling fun for less effort.

Glen recommends a 5 inch loop of 1/10" rubber on a dowel for the catapult. This will send a well-trimmed B-2 almost out of sight. For the younger flyer, a more tame catapult can be made from a small "office" rubber band tied to a Popcycle stick. Even so, keep your eye on the model after launch - it can disappear easily! Trimming is simple: get the C.G. exactly where Glen shows it; next, tweak the "elevons" to get a smooth, relatively straight glide. Then, go for it! One further caution - do NOT give the model a scale black/gray paint scheme! Bright or fluorescent colors are more practical if you want to fly it more than once.



## **THE MIGHTY KUDZU DIME SCALE MASS LAUNCH**

***SPONSORED BY BILL SHEPPARD, AND IN HONOR OF  
DAVE REES WHO STARTED THESE TERRIFIC KUDZU MEETS,  
AND TOM ODOM FOR FINDING OUR FABULOUS FLYING SITE.***

• **THE PLANE** FOR THE FIRST ONE-DESIGN MASS LAUNCH EVENT IS ANY 10 CENTER VERSION OF THE "**VULTEE ATTACK, V11**". PLANS FOR THE COMET VERSION WERE PUBLISHED IN THE JULY/AUGUST, 1996 ISSUE OF MAXFAX, AND ADAPTED BY STEW MEYERS. PLANS FOR A VERSION FROM 1943 M. A. N. ARE ALSO ACCEPTABLE.

NOTE: IF YOU HAVE A FAVORITE 10 CENTER PLAN THAT YOU'D LIKE TO SUGGEST FOR USE IN THE NEXT, 1998 CONTEST, PLEASE LET BILL SHEPPARD KNOW SO COPIES CAN BE READY TO GIVE OUT AT THE 1997 MEET.

• **WHERE/WHEN:** THE FIRST SUCH EVENT WILL BE CONDUCTED AT THE 1997 ANNUAL KUDZU FALL CONTEST (Date to be announced), HELD AT RAEFORD, NC.

• **RULES:** WOOD SIZES SPECIFIED ON THE PLAN MUST BE USED AS A MINIMUM. REGULAR JAP TISSUE TO BE USED FOR COVERING. LANDING GEAR ON THE VULTEE MUST BE IN THE "DOWN" POSITION. APPROPRIATE COLOR SCHEME, DETAILS, & MARKINGS, SUCH AS THOSE SHOWN ON PLAN, TO BE USED. THE PLANE MUST LOOK LIKE AND BE THE SAME SIZE AS THE PLAN. A REGULAR FAC MASS LAUNCH WILL DETERMINE THE WINNER.

• **FIRST PRIZE** - AN OAK TOOL CHEST FILLED WITH ALL KIND OF GUMBANDERS GOODIES! The Tool Chest will resemble the one in SEARS 96-97 Tool Catalog on page 63, bottom right corner. Donations of tools/gadgets for inclusion in the tool chest are welcome; please let Bill know, or simply bring to the contest.

*"I HOPE THIS WILL BE A "FUN EVENT" AND ONE THAT WE CAN HAVE AND ENJOY EACH YEAR."*

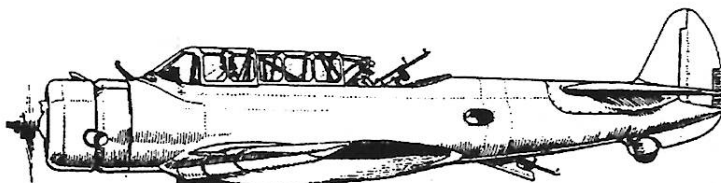
BILL SHEPPARD  
265 CAROLINA RD.  
ABERDEEN NC 28315

PHONE # 910-944-1219, 910-944-3647

FAX # 910-944-7850

E-MAIL

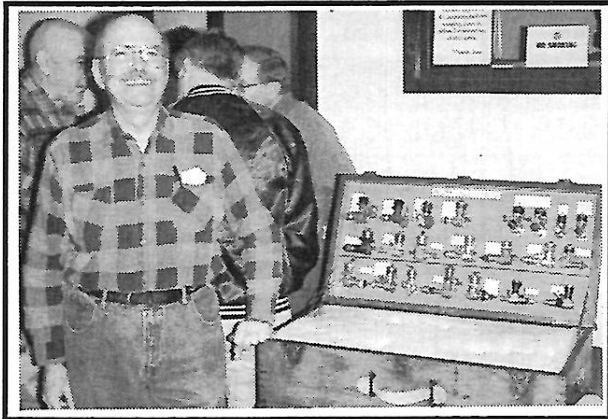
BILL-SHEPPARD @ NCDAMAIL.AGR.STATE.NC.US



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## MECA COLLECTO - Sunday January 26, Noon to 5 PM

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Would you buy a used engine from this guy?? Marty Schindler is seen here at last year's Collecto showing prospective customers his nifty display of engines from around the world. Marty will be hosting the Ninth Annual MECA Collecto sponsored by CAAMA (Capital Area Antique Modelers Association) SAM Chapter 10, on Sunday January 26, 1997 from noon to 5 PM. Marty's co-hosts are Jim Coffin and Darrel Peugh. The Collecto will be held in the Meeting Room of the Fairfax County Tyson's-Pimmit Regional Library, 7584 Leesburg Pike, Falls Church, Va. For access exit the Washington, D.C. Beltway onto State Route 7 (Leesburg Pike), Virginia

Exit 10 East, toward the city of Falls Church. After passing the second traffic light, take the next turn into the library parking lot. Come and pick up your latest modeling treasure for a bargain price. The old saying rings as true for Collectos as it does for Flea- Markets — 'one man's trash is another man's treasure'! Even if you do not find something to buy you will certainly enjoy the company of your fellow model enthusiasts.

*NOTE:* In the event of a snowstorm, or an unlikely repeat of last year's blizzard, the Collecto will be postponed until Sunday, March 23, 1997. Marty's phone number is (703) 938-2975.

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## SHOOT-OUT AT ST. ANDREW'S

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Sunday, November 10 seemed like a reasonably normal day as hardcore Maxcuters gathered at St. Andrew's gym for some indoor mayhem. The afternoon faded with the waning light of day turning the lightless gym into a blind man's paradise. We found that the key we had, unfortunately wouldn't open the closet that housed the light switches — total frustration and dismay!!! Stew attempted a flight anyhow as the last few rays of reflected sunset made for a gohstlike flight. Bad karma, as his NOCAL was nearly destroyed in a lights-out crash landing. Then Russ Sandusky and our *second-story man*, Kevin Sharbonda arrived from Baltimore. Kevin saved the day by fearlessly climbing over the top of a wall partition, through the ceiling, slipping into the closet and turning on the gym lighting system! There were five other Maxcuters present - Allan, Bert, Ray, Terry and Tom. Four participated in what could be described as 'beantown bingo', or if you would rather — the BOSTONIAN 'shoot-out'! Since the intelligence officer (Tom) had to leave early, we turn the reporting of the actual competition over to Terry Pittman (who seemed to remain somewhat in the dark even after the lights came on):

"Let's see...I actually won the first round, but disqualified myself afterward as my Bostonian had won 2x. I'm trying to remember who else flew — Stew, Bert, Kevin, and me. I think Kevin was next down after me, then Stew, then Bert, but I'm not absolutely sure about this. Perhaps we can verify with Stew.

The second round was egged-on by Alan who seems to get very excited by the destruction or damage of any plane but his; nonetheless, we all were game for another round of chicken (note that my BFM flies right, all others flew left?>!@#\$) and about the third circle WHAMO!@#\$\$@#\$ Stew and I collided. No serious damage to either but I put Stew into an erratic flight pattern (don't say anything...) and I think I actually won that round also.

Great fun. We should have more of these "chicken" events!

Best, Terry"



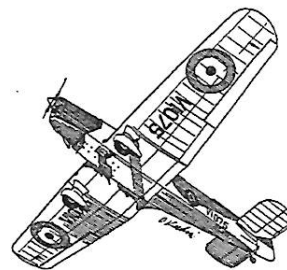
**1928 AVRO CADET**  
AS Brought to America by

SPAN	50 ft.
LENGTH	24 ft 9 in
WING AREA	29.22 sq ft.
WING WEIGHT	1166 lb.
A/W WEIGHT	1793 lb.
MAX SPEED	118 mph.
CRUISE SPD.	100 mph.
INITIAL CLIMB	750 ft/min.
CEILING	13,000 ft.
RANGE	557 miles

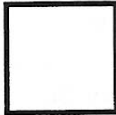
**AVRO CADET**

COLOR SCHEME  
INDIGO - Fuselage, motor  
covering, wheel discs.  
ILLUMINATION - Mainplanes  
and tailplane.  
WHITE - Fin/rudder, all  
struts. Radiating/fin/rudder  
struts. Registration on  
mainplanes.

Drawn by Ken McDonough



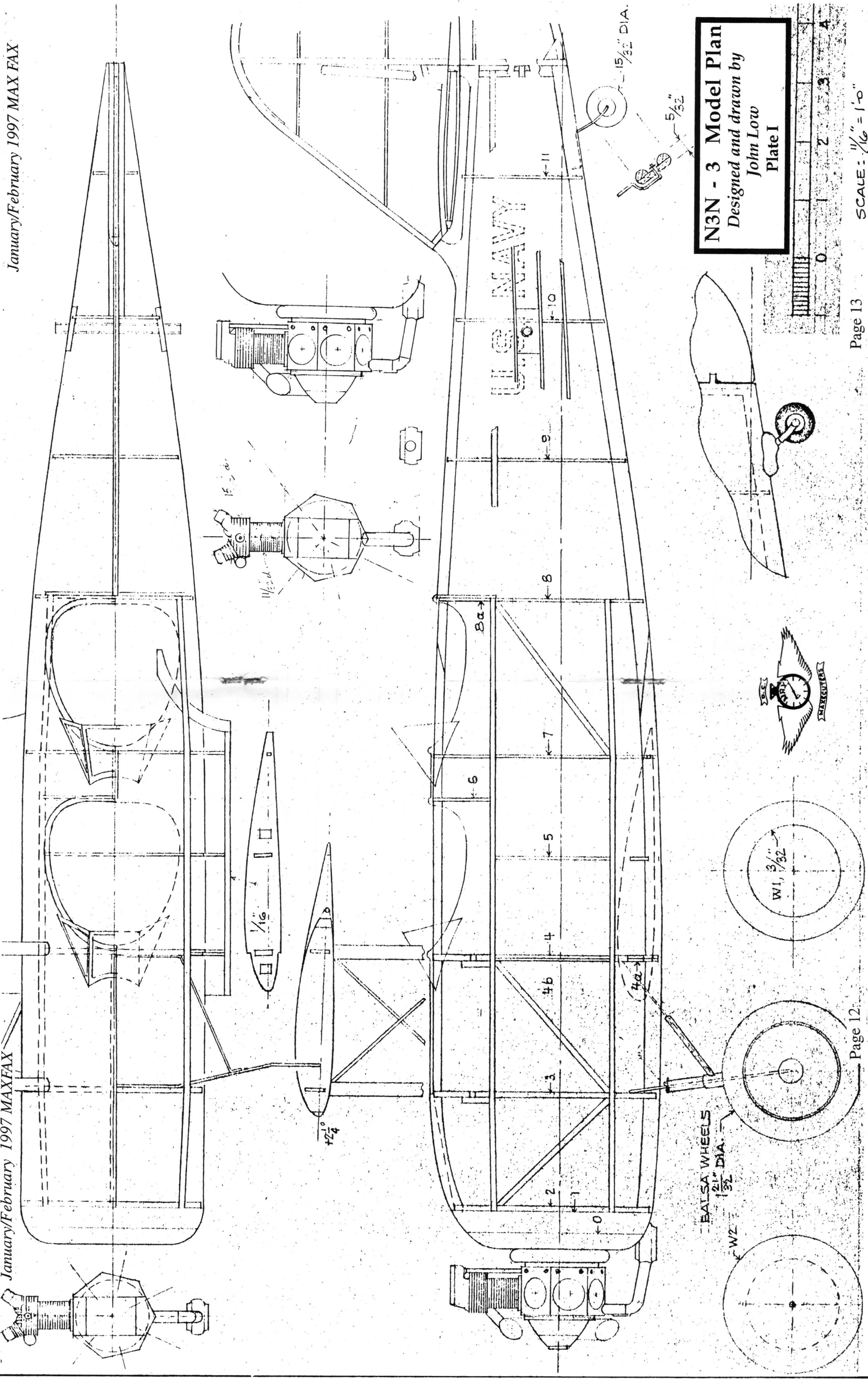
**NOTE: Your Dues Are Due**



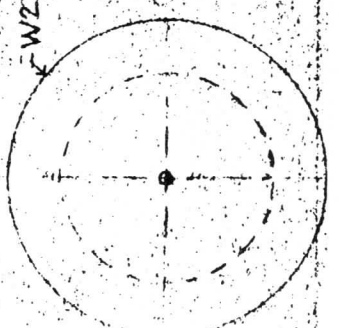
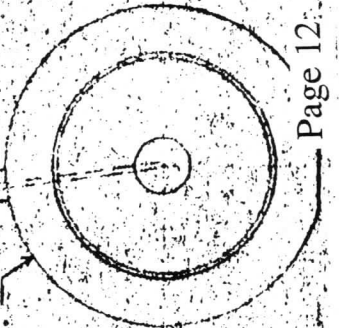
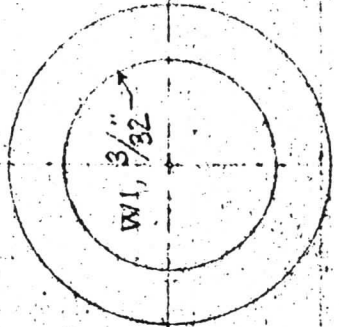
**CLUB OFFICERS** President: Hurst Bowers, 1640 Birch Rd., McLean, VA 22101  
 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

**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.

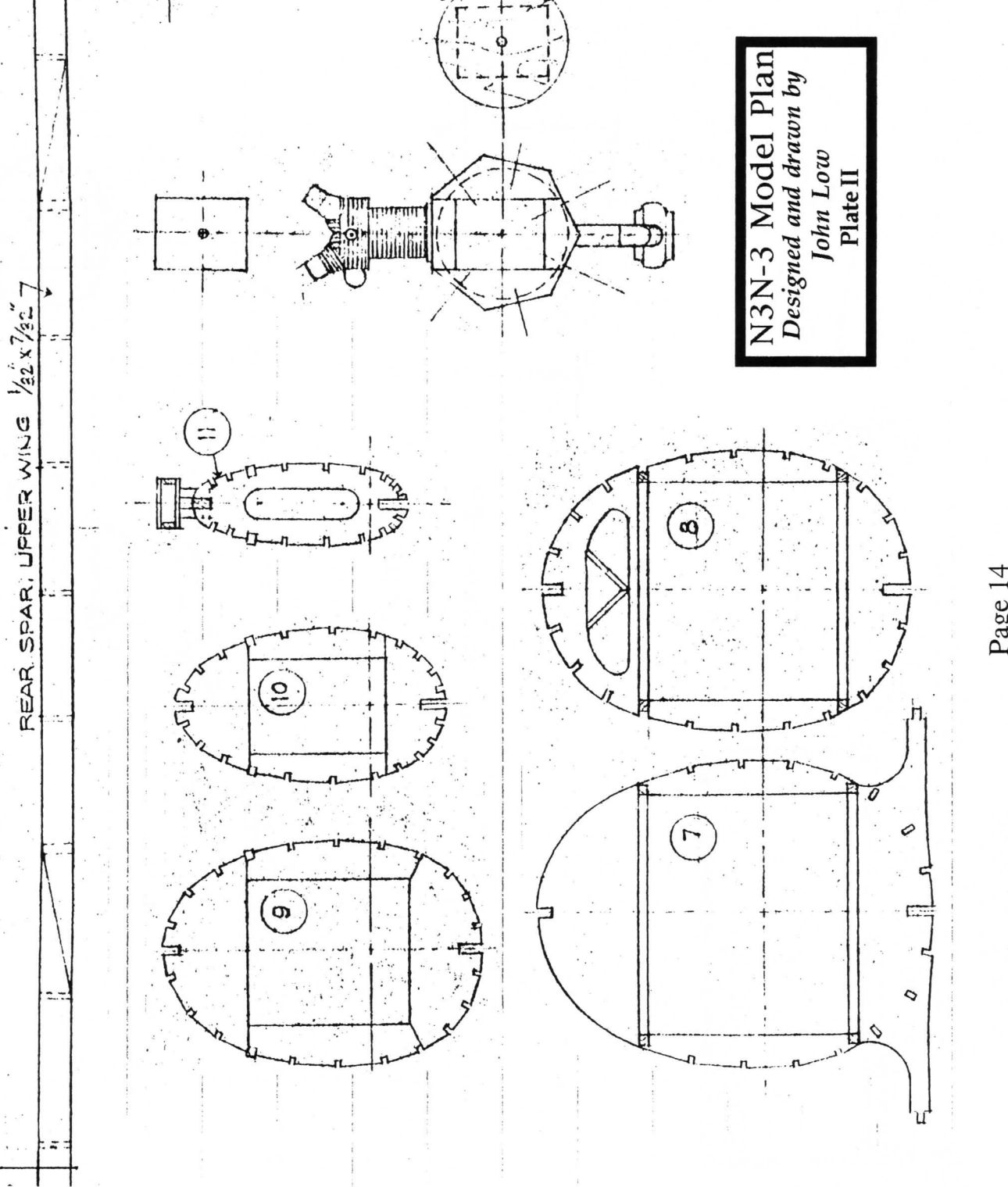
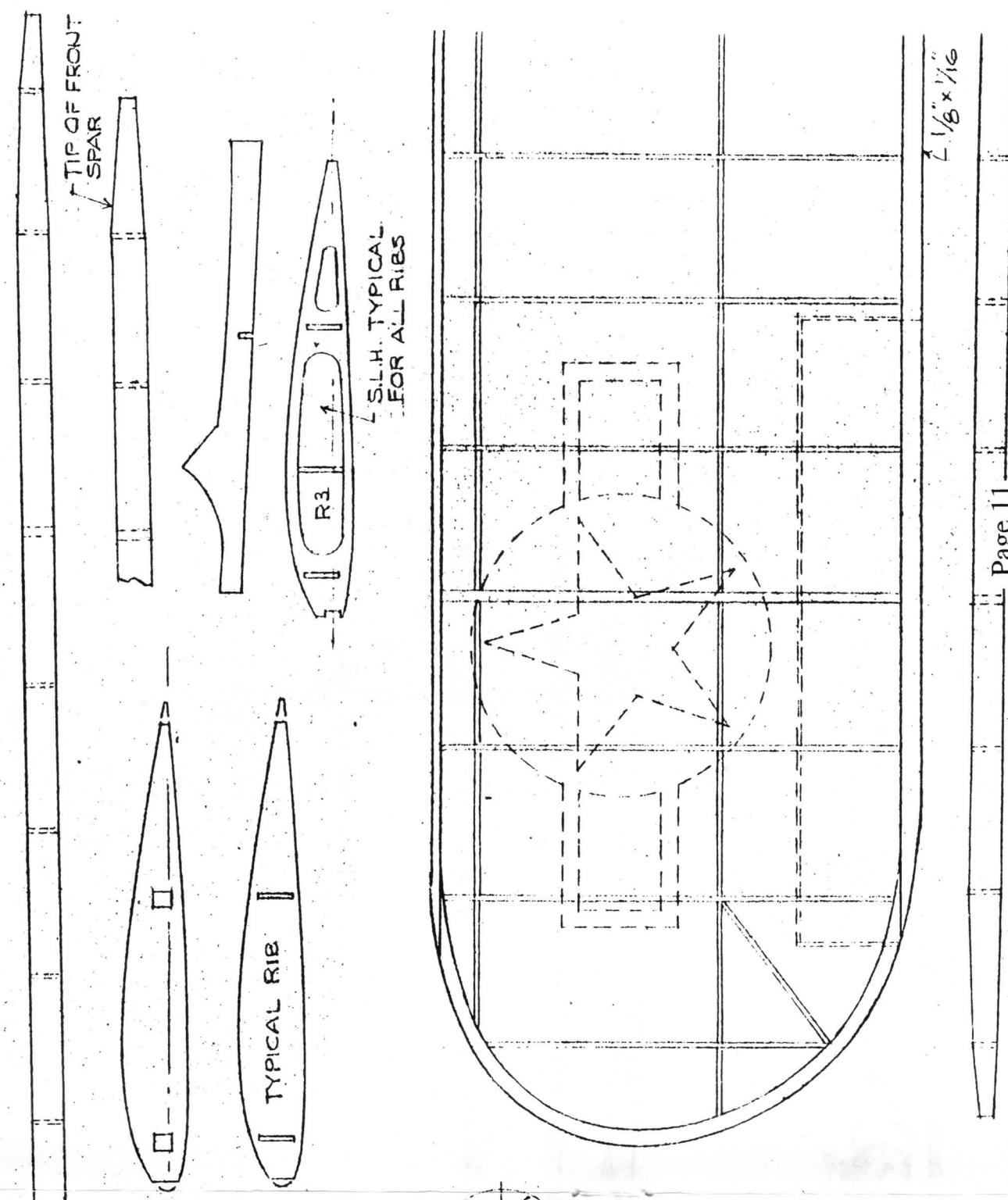
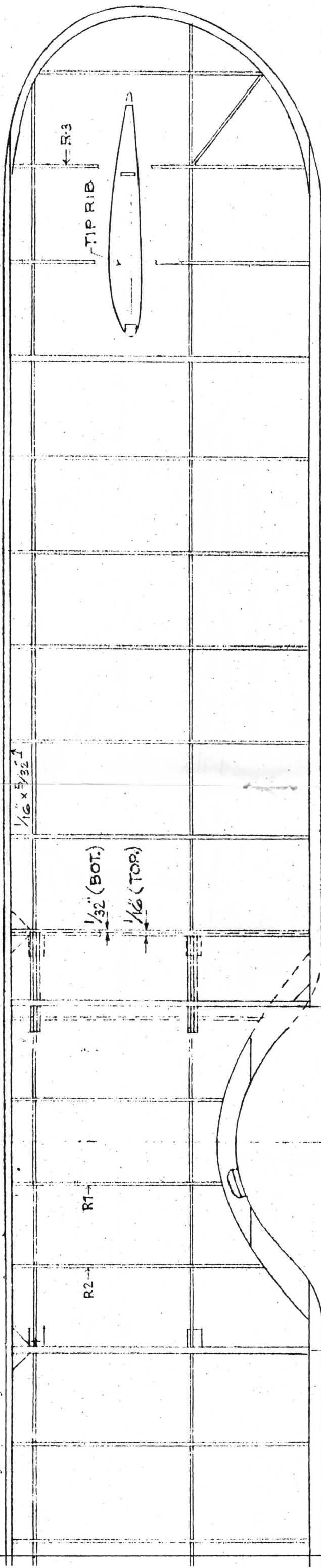
**MEMBERSHIP** - Dues for membership in the D.C. MAXECUTERS is \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your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



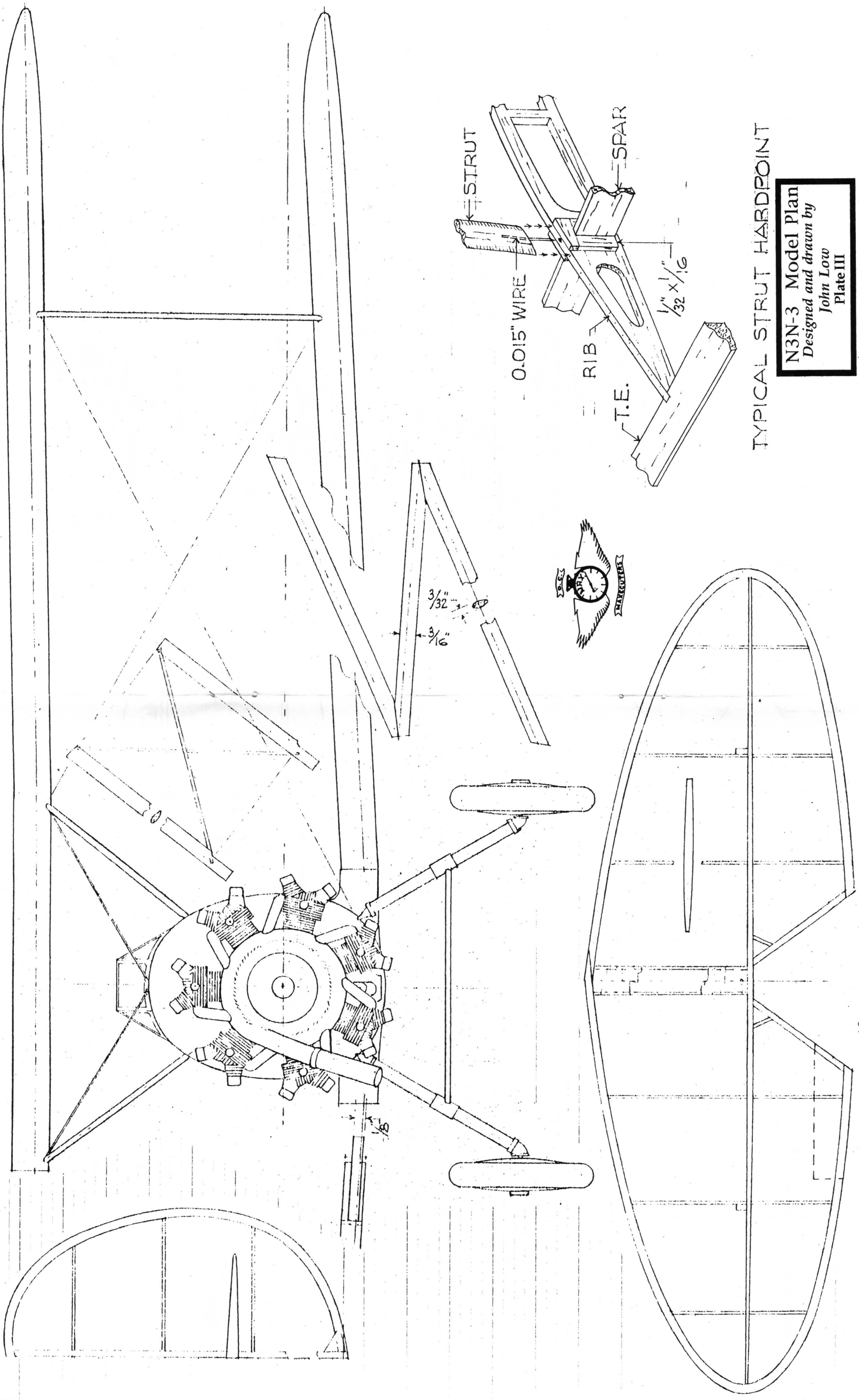
**N3N - 3 Model Plan**  
 Designed and drawn by  
 John Low  
 Plate I







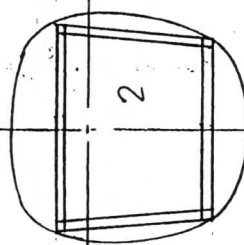
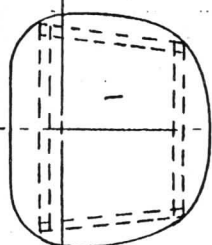
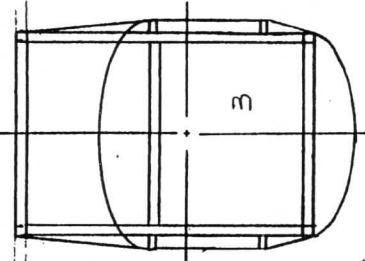
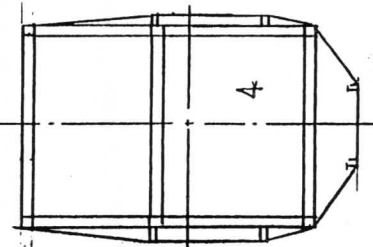
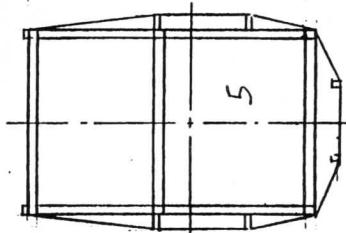
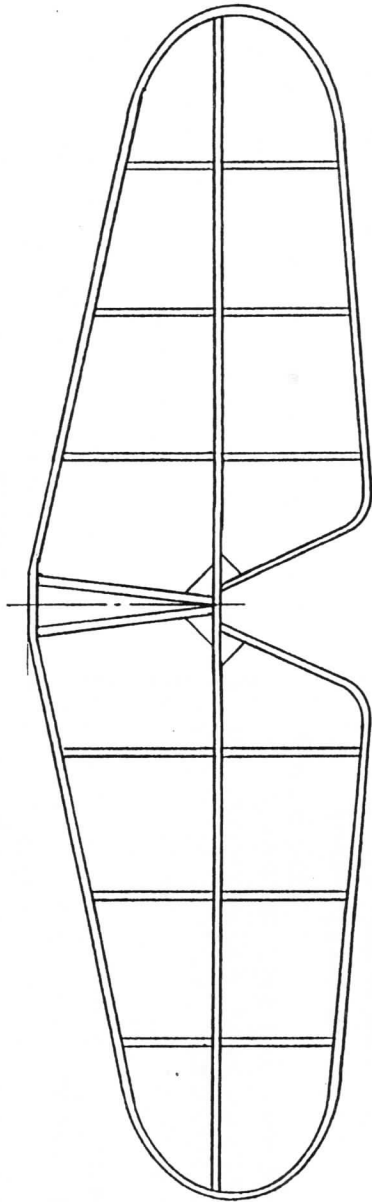
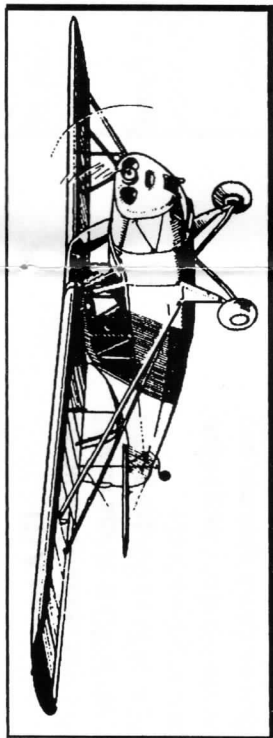
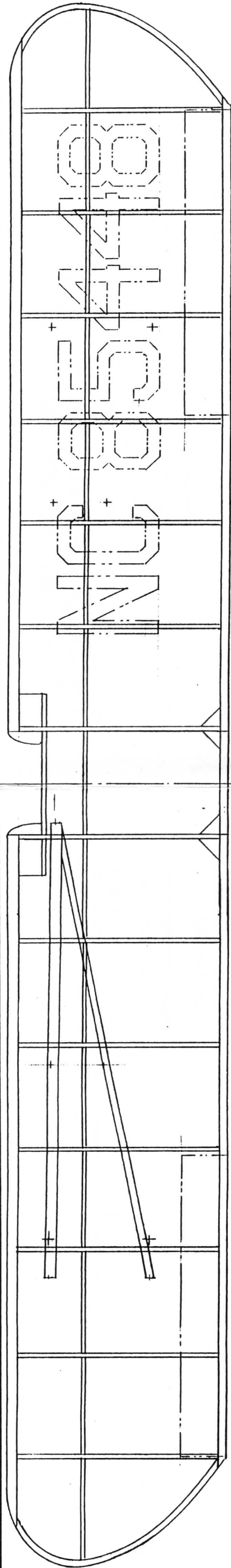
**N3N-3 Model Plan**  
*Designed and drawn by*  
 John Low  
 Plate II



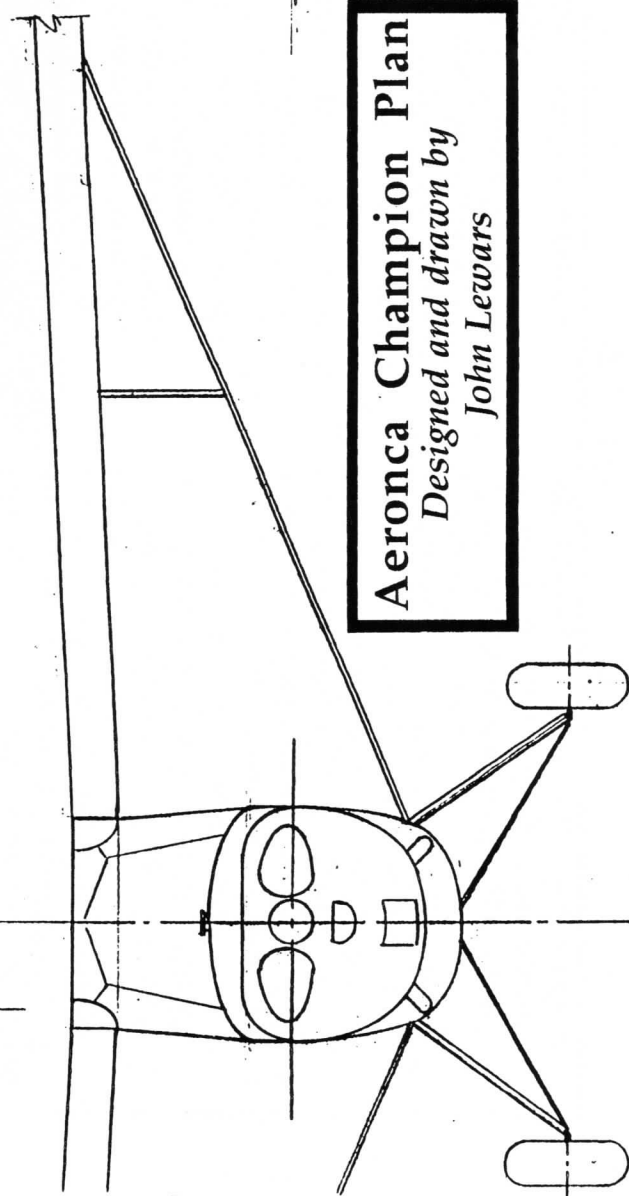
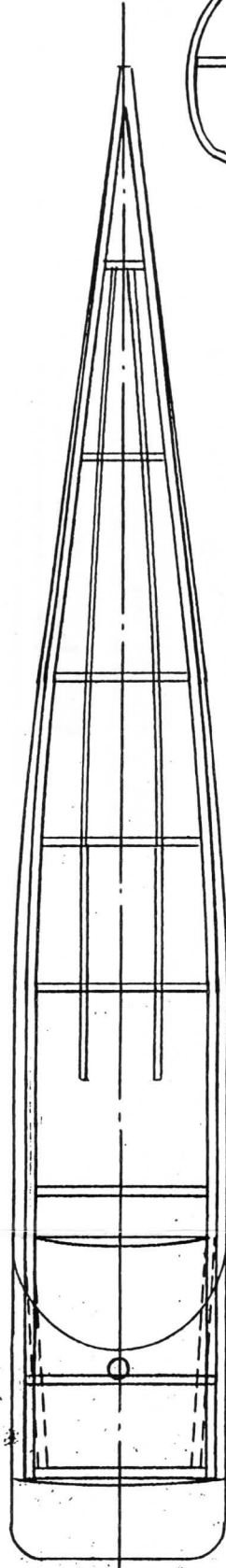
TYPICAL STRUT HARDPOINT

**N3N-3 Model Plan**  
*Designed and drawn by*  
**John Low**  
**Plate III**





1 2 3 4 5



**Aeronca Champion Plan**  
*Designed and drawn by*  
**John Lewars**



AERONCA CHAMPION  
 FOR BROWN GB-12 CO<sub>2</sub> MOTOR  
 15' SPAN 30 SQ IN  
 J.L. 12-18-94

NOTE: Model is also suitable for the  
 HiLine MICRO-4 electric motor system.