

MAX FAX

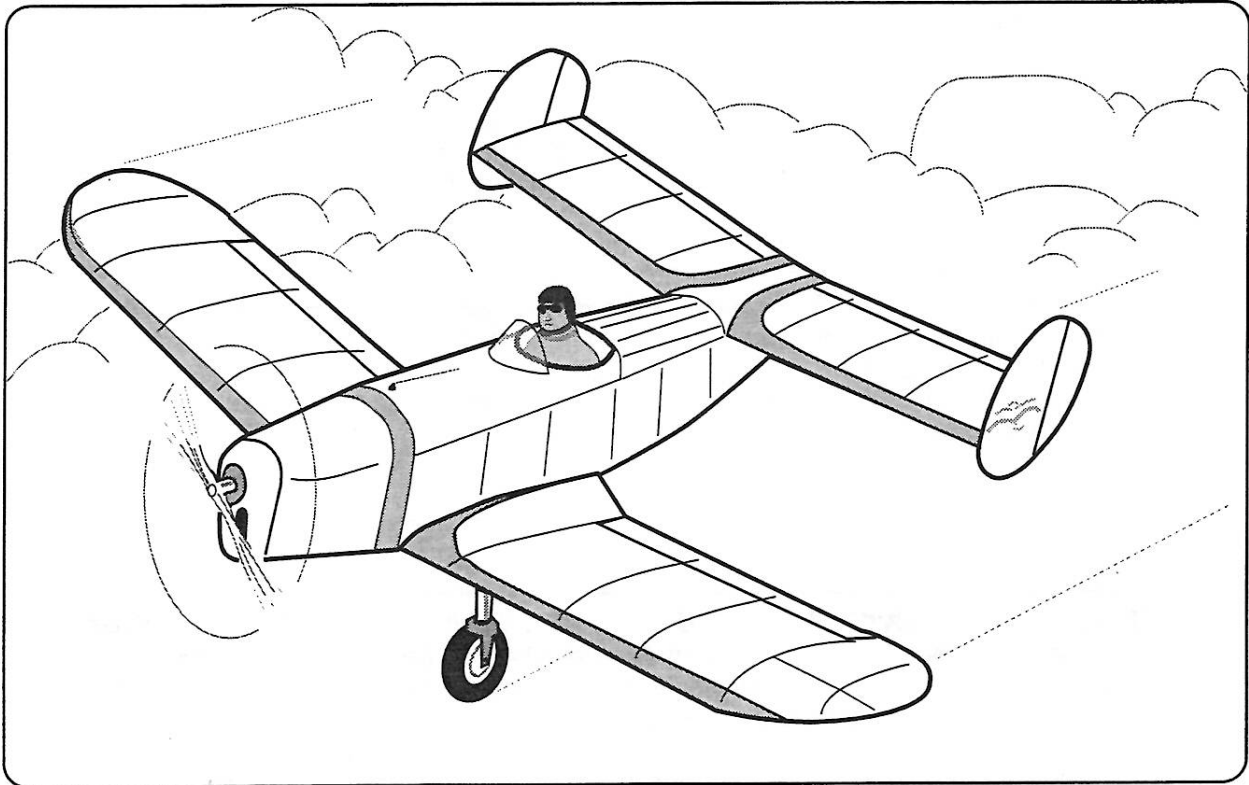


Journal of the D. C. Maxcuters

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

Editor: Terry Pittman

September-October 1997



COMING ATTRACTIONS

September 6th

DC Maxcuters Summer Contest

Comsat, MD

September 26 - 27

7th Annual Land & Lake Free-Flight Meet

Goldsboro, NC

Raeford, NC

(see inside for more details)

Sun. Nov. 2

10am - 4pm

DC Maxcuters National Building Museum

Indoor Fun Fly, (see inside for more details)

Sat. Dec. 6

6:30pm Cocktails

7:30pm Dinner

DC Maxcuters Annual Christmas Dinner

la Maison Blanche, Washington, DC

Approximately \$35 per person, cash bar

Reservations: Terry Pittman

h-703/698.1726

w-703/749.0596

Sat. Oct. 4

1pm-4pm

Field Trip to Silver Hill (NASM-Restoration

Facility. RSVP to Bob Marchese 301/253.1046.

Limited to 10 people. First come, first served

Welcome

This being the third year in a row that I've done this issue, I suppose there is a certain amount of tradition established. Reflections on the waning Summer flying season. Looking forward to the upcoming Fall contests, the Maxecuter's Christmas Dinner, more building time. I love Autumn. Can't wait for the leaves to turn to red and gold, and for the air to chill. Time to get to work on projects that have languished during the hustle and bustle of Summer. Did a tally the other day and found that we'd only been in town two weekends this summer. No wonder I feel summer's gone and I've not gotten much flying (or building) in.

My current work-in progress, a Farman Sport (24" span, Gasparin G-300 CO2 powered) is framed-up, practically ready to cover, but those interplane struts are not made yet...they are the trickiest part of a biplane for me. Been thinking of what to build next and I'm torn between the exotic (Payen's Flechair) and the enigmatic (another Farman, or Bleriot perhaps).

I regret that I did not prepare one of my own original (and perhaps bizarre) plans for this edition of the MAXFAX, but there are some really great plans and other news inside. Of course no edition edited by yours truly would go to press without a French design included. This time I have included Al Backstrom's Mauboussin "Hemiptere" tandem plane from the 30's. You may recall photos and a 3-view of this distinctive plane in Bill Hannan's Peanuts and Pistachios a few years back.

Enjoy!

This Just In...Mysterious Red X's On Last MAXFAX, Doctors Worried

Just got a call from our Treasurer, Stew Meyers who just discovered that he had inadvertently (last newsletter) deleted the most current member dues file when switching hard disks on his computer, and consequently many of you got the dreaded Red X when you shouldn't have. He had been working all day to restore the up-to-date file and has now got the problem under control. Some of you caught the error and let Stew know, others didn't write but may have suspected something was wrong. **So, if you have a Red X on this issue of MAXFAX then you are about to expire (your subscription, that is!). If you did last time, and don't now then the Red X was an error. Sorry about that.**

Inside This Issue

- **Mauboussin Hemiptere**

Original preliminary drawing/plan of the 1930's light plane by Al Backstrom. The plan is in the style of a ten-center. In a note accompanying the plan, Al said "I like your dime scale drawings I am sending a copy of a neo-dime scale I just drew up. It should fly well, my peanut did. The drawing is preliminary and needs info on locating the fins and LG vertical..."

And, here's a little trivia for you pertaining to the name "Hemiptere." According to an article in "Flight" from September 17th, 1930, Monsieur Mauboussin named his aircraft after its resemblance to the Hemiptera family of insects. They have four wings "...one pair of which is partly coriaceous, leathery, and tough, and partly membranous." Another thing I noted in the "Flight" article is that the front wing of the Hemiptere has a reflex airfoil and the rear wing airfoil is symmetrical. I've never noticed a model of this subject that used a reflex airfoil on the front wing. After my experiences with the Delanne 20-T tandem several years back, I suspect that the reflex airfoil would only help.

- **Gasu Denki (Gasuden) Koken**

This original plan of the 1938 Japanese distance record-setter monoplane is by David Aronstein. Also built in the ten-center style it looks like a simple to build, great flyer.

- **DOUBLE Photo Pages**

Tom Schmitt has once again delivered the best photo spread around - this time with double photo pages. Lots of good Geneseo shots and other photos of Maxecuters and friends. I was talking with one of the guys the other day and he said "Tom's the only photographer I know of who can take an in-flight shot that makes a crummy flying plane look like it's flying great!" Fortunately, most of the planes shown here are good flyers, but I also know that I've had my share of turkeys that looked like eagles in Tom's photos.

By the way, Tom created a Maxecuter Web site earlier this year that is really worth a look. Lots of great photos to browse, information about the Maxecuters, and links to other modeling Web sites. If you are on-line you can find it at: www.his.com/~tschmitt/

- **The Washingtonian - A New Indoor Event**

A brand new indoor "formula" by David Aronstein that looks like a lot of fun and is perfect for the typical low-ceiling sites we try to adjust to during the winter. Take a look at the prototype drawing and rules, and also the photo of Dave's prototype (in the photo pages). The new idea with this design is eliminating ceiling-banging by limiting the rubber motor to 1 gram. There's a lot of room for creativity and experimentation here.

- **Two NO-CAL Plans**

Just in time for Indoor Season Russ Sandusky, our NO-CAL guru, dug out these two good looking Navy scale carrier models: a FM-1 Wildcat by Mike Nassise, and the F6F-5 Hellcat, by Paul & Ralph Bradley.

- **Maxecuter Workshops, News, and Other Stuff**

Our own up-close, and personal look inside the workshops of some of our favorite Maxecuters. Now we have documentation that there really is no correlation between cleanliness and excellent models.

Geneseo '97

By Terry Pittman

Having made the trek to Geneseo for the past four Nats and thoroughly enjoying each one, I decided to try the off-year contest this summer. 1997 has been an extremely busy year on the job and building time has been rare. Consequently, this will be the first time I have not brought a new plane built specifically for the Nats. Turns out to be a good thing, as I

approach the weekend with the sole intention of just having fun. Maybe I can get some of last year's models sorted out and let them use up a lot of the generous space Geneseo offers. The drive up from Washington is always a treat, tracing the Susquahanna river much of the way. Beautiful views, quaint little towns and villages. As I drive north I notice that this time I feel different - I feel alert. I am not stopping every 60 miles for coffee. I got a decent night's sleep before I left, where I typically have been up half the night trying to finish a plane. The trip goes by fast. I enjoy the looks when people I pass see my car is filled with model planes.

Arrive at Peter's Party Complex for judging which is always like a family reunion. Everyone is admiring the beautiful work, the favorites from last year back for an encore, and some new and unusual models like Joe Barrish's exquisite Aero Car. The crowd is bigger than I had expected... this is the "off-year?"

Sat begins windy. I remember the miserable winds of '96 and hope this front will blow through. It is windy, but not as bad as last year. I make a few test flights with my P 47 and it flies spectacularly. The clouds form neat rows in the sky with deep blue sky between. What would cause that? I anticipate waves of thermal activity. There are lulls in the wind, often just right for launching in. I've heard that these lulls are really thermals passing through. All the better reason to wait for one. It is hot and dry, but the wind is cool. I focus on my Czech Aero A18 golden age bi-plane. It never has done better than about 45-50 sec. Always seemed to be on the edge of a stall. After adding a small amount of up thrust (literally, this plane uses about 1-2 degrees of up-thrust) and some more nose weight I am able to break a minute. It may not win anything but it is a delight to see it fly so well.

After dinner, Bruce Foster (Philly) and I join Joe Barrish (Philly) at the field where Joe is helping a fellow FACer trim his Boeing 307 Stratoliner. It takes some tough knocks at first as they get the CG sorted out, and then shows some real potential. Needs more dihedral, but fortunately the builder has built the wing so that it can be sliced at a rib and (tip) dihedral added. I take my four engine Jabiru F-3X out (which practically refused to fly last year) and get a couple of good flights in.

The sun has set, light is falling. I am still flying and then I notice the MOON! Just rising above the trees. What a sight! A full Moon tonight. Perhaps this is a good omen.

My log has only sparse notes from Sunday. My pictures and memory tell me it was a fabulous day and a very busy one with lots of incredible flying. Gentle breeze to dead calm throughout the day. Perfect for the scale models which often stay in the box when the wind whips up. The Jabiru had some spectacular flights and won the FAC Power Scale - Multi Engine event, just barely edging out Joe Barrish's Gigant. This wouldn't have happened without the help of fellow Maxecuter Bill Cereza, who adopted me early in the day and timed flights, observed flight changes as I made adjustments, and gave some good advice, and also an FACer (unknown to me) who lent me a battery-powered soldering iron, Marie Rees of HiLine who provided batteries, and Tom Schmitt who assisted in my on-field assembly of a new battery pack for the Jabiru. Another pleasant surprise was my pistachio-sized Bleriot XXXII, places Second in FAC Power - Single Engine. With only an 8 inch wing span it is just a speck in the sky on its best flights.

Other moments stand out in my memory - Vance Gilbert's eccentric and fine flying Czech and English early airliners; Joe Barrish's Aero Car - this bug with a boom and pusher prop (way back there) flies beautifully; and the three generations of Nallens - Tom, Tom Jr. and

Mick, and their adorable kids Katie and Sam. The youngest Nallens were flying too with some handsome stick models. What a great weekend! These "off-years" may just be one of the best kept secrets around. Shhhh, don't tell anybody!

See you in '98.

Halcyon Days

by Terry Pittman

On a recent summer Sunday afternoon I took my kids along with me to go flying. Claire is 6 and Joe is 3. I've tried this before and it usually didn't work so well. I would feel compelled to follow them around the field, pulling them back from stepping on airplanes, struggling with short attention spans, and grimacing over general whining sounds. But this night was different. It was a marvelous experience. It is now forever recorded in my memory as a defining moment in my life. A Kodak memory. A moment when one can see clearly where he is, and where he has come from.

I had given each of them a model to fly, and the models actually flew fairly well. For the first time both had the attention span and confidence to launch and retrieve the planes all by themselves. So there they were, running across the rolling field giggling and laughing, eyes wide with wonder and excitement as their planes circled overhead. And then there is the moment which continues to play over and over on the little TV set in my head - Claire was running with long gazelle-like leaps, model held high over her head, and occasionally she would launch the plane and it would climb and then glide slowly to the ground with the prop free-wheeling in the breeze. Joe was right behind, launching his glider as the two of them criss-crossed the field. I hardly remember flying any of my own models that day.

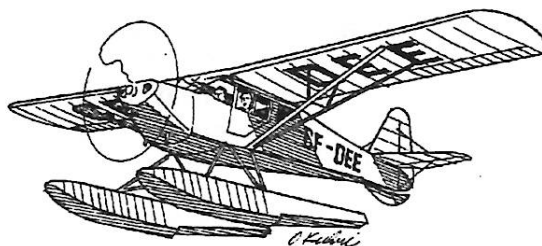
What made this afternoon so special was that while I was watching Claire and Joe running and having such fun with their airplanes, I was remembering my own childhood, seeing myself running across fields launching my planes into the sky. My dad taught me how to make my first paper airplanes, and later patiently assisted me when I progressed from paper to more complicated balsa models. And while I was running across fields launching my planes I could see a smile on his face out of the corner of my eye.

Wooden Planes

a song by Jimmy Webb
Copyright 1971 Canopy Music Inc.

Wooden planes:
Propellers spinning in the
west Texas wind;
We ran behind:
You know we laughed, we thought
our little flight would never end
You were my brother and I,
I knew you were my friend.
I wish we were chasing after wooden
airplanes...once again.

The road's been long:
you know I've done some good, and,
yes I guess I've done some bad.
I've sung my song:
You know sometimes I swear I think
I've gone completely mad.
If the story of my life ever makes you sad
Remember when we were chasing after
wooden airplanes.
Yes, I believe that was the finest time.



The **Kudzu** flying Corps presents its
7th Annual Land & Lake Free-Flight Meet
September 26 - 27, 1997

Call Dave Rees for more information @ (919)778-6653

On the LAKE (Sept. 26) Goldsboro, NC

Starting time: 3pm to dark; all aircraft must take off from the water.

Events:

1. Any scale rubber-powered airplane
2. Any scale airplane powered by electric or CO2 (no internal combustion engines)
3. Any non-scale rubber-powered airplane (canoe paddling practice all evening)

On the LAND (Sept. 27) Raeford, NC

Starting time: 9am to dark, FAC rules.

Mass-launch: NO 15% RUBBER RULE !

- | | |
|--------------------|--|
| 1. WWI Biplane | 5. Modern Production Civilian (1945 and later) |
| 2. Golden Age | 6. Peanut Scale |
| 3. Combined Racers | 7. Modern Military (1945 and later) |
| 4. WWI Military | 8. Old-Timer Kit Scale (20" max span) |

Hard-Core Scale: (Judging turn-in by 11am, flown all day)

- | | |
|--------------------|--------------------|
| 1. FAC Scale | 3. FAC Jumbo Scale |
| 2. FAC Power Scale | |

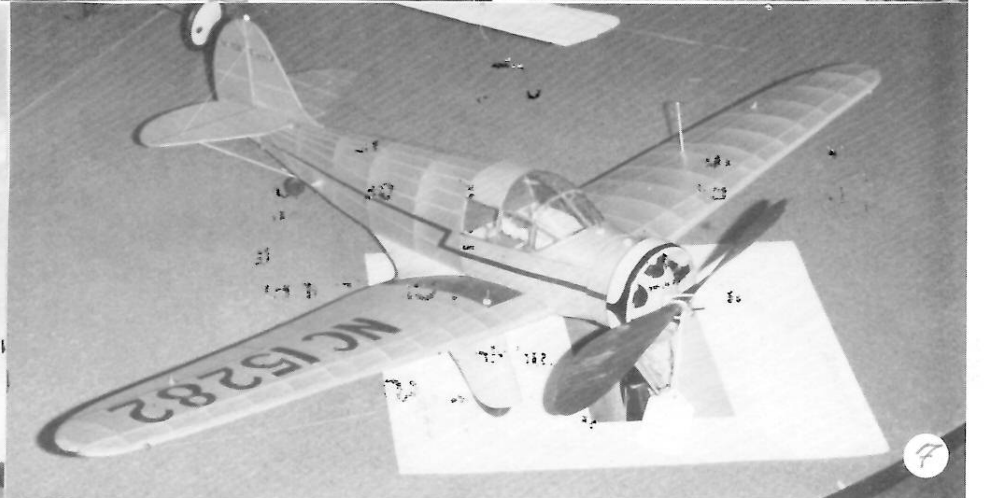
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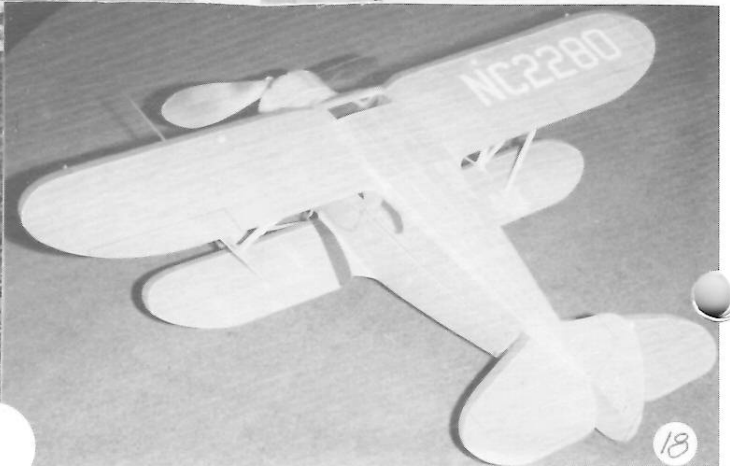
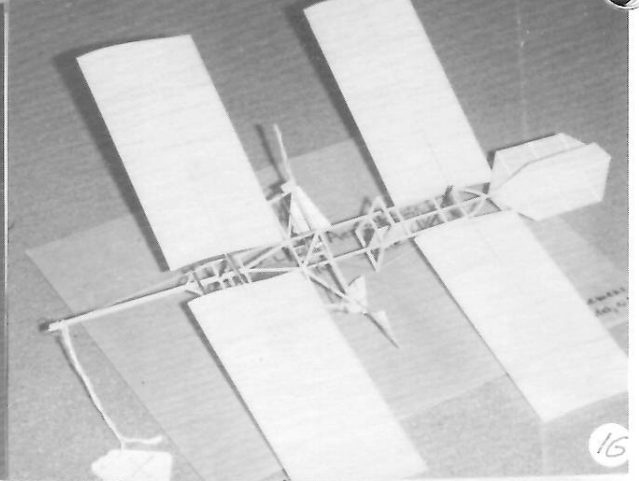
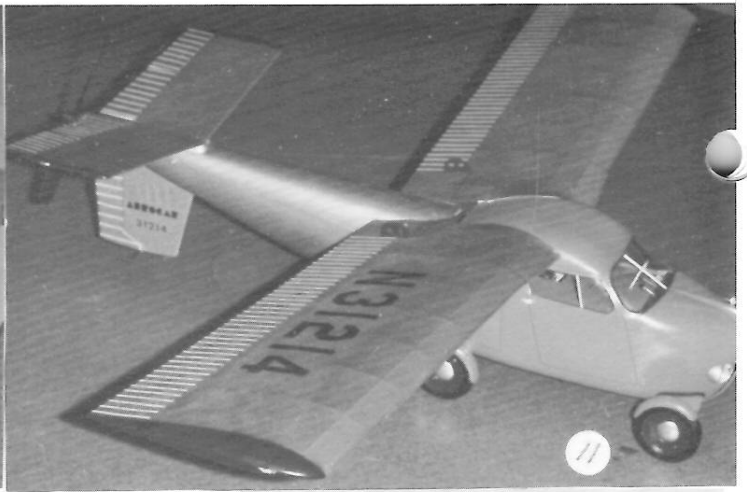
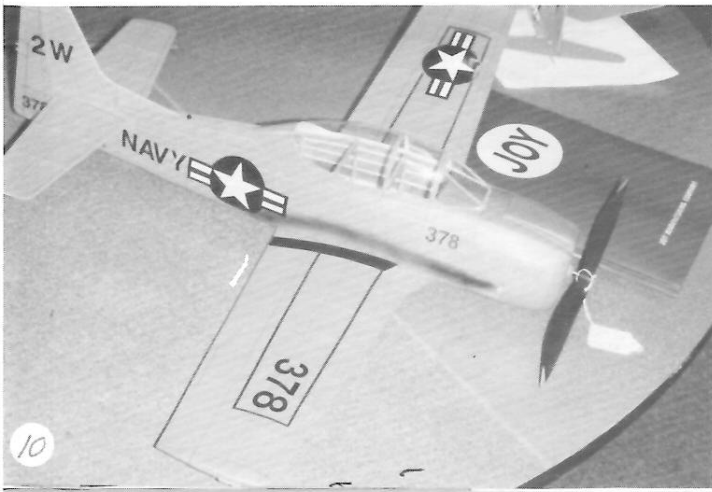
1. Special ONE DESIGN DIME SCALE mass launch for "Vultee Attack" sponsored by Bill Sheppard.
2. Old-Time Rubber, combined stick and cabin
3. Flying Horde, all-up mass launch

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Lunch break at 12 Noon on Saturday. Entry fee \$5, includes lunch.

There will be a buffet dinner at McCalls at 8pm Friday night, and a pizza & beer dinner after dark on Saturday near Raeford. Both are Dutch treat.





Geneseo '97, Take Two

by David Franks, Roving Reporter

Reprint of an email sent following the Geneseo contest

Hi Gang,

Well, the 1997 annual gathering of the Geneseo bird men is over. It was my seventh attendance in a row. Thanks to Wally, Frank and Tom for the good wishes. I can always use them in NY. As Wally knows, I spent the better part of the two Sundays before the big event getting my flock to behave.. or trying to. I was definitely not pleased on the prior Sunday with my big Fiat G 59 on its 15 percent motor. It would go straight, up which was fine, but then it would tear around like crazy in every kind of imaginable spiral and generally act like a horse's butt. I did learn that the motor would put it up there if I could only get control. By the time the day was over I had the ole trim-shim-build-up disease. The motor had also ripped the plane's side, but fixing that went well. The Fulmar was O.K. but the 15 percent motor had bent its rear peg which made me worry that it wasn't the right motor if there was that much stress. I could only get 600 winds or so in. And of course in that whole farm, the plane had decided to land on the road in a puddle which scraped its wing and body. The Wildcat that had given some really good flights the prior week was acting doggy too and all my racer would do is race around in low tight circles. So I was pretty bummed out about my prospects. The Fulmar and Wildcat were going in FAC Scale and

I had some new categories for me-- a racer and an Old Timer to take the place of my loss of Golden Agers. At any rate, I really pushed it getting ready. Since Audrey was in Big Sky Montana at a national conference, I did all the things I don't do if she is here: like eating over the sink, staying up late building, and I'm sure, filling the house with toxic fumes. By the time I left, the cats and I were both staggering around in an asphyxiated daze. But I had motors galore and I felt that I had finally gotten the hang of the silly putty DT on my old restored "My Sparky". I had covered it with the new Airspan that I used for the 52 inch electric Stinson that I left behind to wait for a very very high grass trim. Actually John Bell just called and left a message on my answering machine to find out how I have progressed with it. I'll call him tonight. It's just about ready to fly or die. At more than 13 oz it may well be the latter.

So I did finally got every thing in the car and I do mean every thing. I could hardly breath it was so packed. I left around 1:00 PM, went up way west of DC in the mountains and ended up in Williamsport at the Kings Inn where I've stayed several times...pretty place. A voiding DC and Baltimore was a much better route. The next day I headed out for Alfred NY off of highway 17 south west of Geneseo. There I was taken on a tour of the Xmas tree farm worked by a friend we had made in our Sea of Cortez trip. I met his 30-40 thousand trees which graced two mountain slopes at 2,000 ft. Naturally I decided to glide my big AD down the mountain which was also blessed with high grass between tree-rows. Actually the little trees provided a protective soft cushion for the basically neurotic, ailing AD. When his professor wife came home we had a lovely Tuna and Salmon meal,

drank good wine and I showed them a little bit of FAC video so they could see all the fun they had missed in their life. That night I slept better than I have in years under an open window of lovely fresh air. Around 10:00 the next morning I was on my way to Geneseo.

I checked in, shot the breeze with some Cloud busters and since it looked like a storm was brewing, Claude and I headed for the Peter's Party Complex. As my video will reflect, it was a strong showing for the off year...well over a hundred contestants...decidedly up from the last off year. The planes being judged were superb. I laid out the Fulmar and Wildcat, did my videoing and picture taking and ended up in the bar with the three Nallens and Tom's two young Nallen's drinking beer., no, not the little ones! Who would have guessed that such a thing could have happened!. The party had begun. Outstanding ships were Barish's Sky car and six engine Me ?? troop carrier. There was a perfect Gloster in Brit. camouflage colors. Jumbo and Giant were to be judged at the field.

Before I knew it we were down on our favorite spot in the world to the hum of winding motors. Tom II had a Brewster Buccaneer Navy dive bomber that was super, super light. He gave it its first taste of air and he was a happy guy. It looked great. Then Boss Tom started monkeying around with his black and gold Laird Solution, the plans for which I have just found were in our registration packet. It is also on the T shirts. Then out came Tom II's winning Giant Scale Sea Cat, a French post WWII homebuilt biplane with large spaces between top and bottom thinnish wings. You had better believe the camera was churning. After awhile the moon came out as big as a cream pie shining down on the billowing mountains of Cumulus clouds left from the storm. It made enough light to keep videoing. Your camera man was freaking out.. Wait until you see that footage!. So we just wallowed in video-sunset-flying-delirium for a lovely evening. That night most every one watched Charlie's 1996 NATs video which he had just produced for the event, but I tried not to see it so I could save it for after I got home. I ended up late talking to George Nason and his wife and generally grooving on the scene with the help of some liquid refreshment. My room mate Claude was asleep by ten and awake at five so I only saw him on the field briefly. ...made it real easy to get along! He had a great new Army Curtiss Hawk of decent size that you will see on video.

Saturday was-- you guessed it!--windy. It was troublesome, especially for the fragile Fulmar but the weather was flyable. Between the long flights and wet, long grass I ran a lot. I didn't want these things to get soaked, warped and heavy. I did my two FAC events but don't think I got the best out of the Fulmar--a little better than the middle of the list I would guess. The new Wildcat just never got sorted out. Dave Reese was my stooge for the Greve. I had one of over six Keith Rider R 5 Jack rabbits. We played with different motors and just barely made it to the 15 % line. I went with two loops of 5/32. It may have been better with 3/16 as Bob Izaacks was telling me. The Rider did well for two heats and then on the third Hung zapped it and it just hung in the air on the climb not going any where and then took off too late considering the short motor-run. There were a lot of heats.

In the meantime I found out that Tom II had put his Giant Sea Cat in the

corn and he and Mick were looking for it to no avail even though they had a good line. As we were packing it in, the beer tasted awfully good, but I felt terrible about Tom's plane. I guess especially since his loss last year with his winning compressed air desert transport. Back then he had taken it remarkably well. He had said it had done what he had wanted it to do and lived it's life. He didn't feel that way about this one.

Over dinner I suggested it may be further than he thought because recently Wally had found one of my bigger planes almost twice as far away as I thought when the littler one's are usually not as far away as you think. If it had not been for Wally and his compass we would have never found the Korda. Charlie Sauter had videoed the Sea Cat going in the corn and we were at least sure of the line. No one knew how deep. So, away we went that night, full of hope and determination. Since one Nallen had to baby-sit, there were only four of us: Two Tom's, Charlie and me. But nothing doing. It had to be there and its was really big. Why couldn't we find the sucker! We came back wet, sore and tired but I managed to stay up talking to George Mason and his wife, Audrey-- great folks.. I got to talk to only a handful of the people I would like to. I could have stayed at the suite with Terry and Claude and had a great time.

That night I remembered how good it was when Wally had assured me we would find the Korda before the evening was over. I resolved that we would pass that on to Tom and asked some folks if they were willing to help the next day..

The next day was--no, you didn't guess it. It was perfect all day long. Kinda hot but not murderous like it had has been and low on the humidity dimension. It would be hard to tear away to the corn. I packed the winds into my Sparky even though the Silly Putty TD that I had worked on so long had literally fallen apart the first evening. I was a little cautious with the winds and my first official was only a minute and a half. That meant I was out of the running. My last flight was great. I could hardly stuff the motor in the plane. I had a hard motor and my timer was gone. Hurry up! Some one I didn't know said he would time it. Off it went up, up, up like Herb Koche's Old Timer I had seen just before. It didn't stop until it was a little speck over head. The sun shinning through it was fantastic. It was one of those long flights where you could walk underneath it. It still went a good ways. I felt that even if I wouldn't place, the plane had potential. Vik had told me to fly it in OT Stick and that's a rough event, especially with Colorado Herb around. I put up the Fulmar for a nice flight on 15 percent She looked good and went back in her box for safe keeping.

It took a while to get back into the corn. I guess it was around 1:00 or so. Every one was understandably preoccupied. Dr. Harvey Pastel went with us. Some of the other volunteers were busy , but Peter Wallace came along- that made four again. This time we went in closer together and concentrated on where it seemed the plane went according to Tom. We were out there around half an hour and I got fed up with Hung. In as loud a voice as I could, I blessed him out in a high, raging volley: "Hung, you cotton picking squirly bastard, reveal to us, your faithful servants, this huge white airplane that both you and I know damn good and well is in this corn!" --something like that, I don't remember. We had started going back to the

right of how we came in. Then Peter Wallace dropped down. "Here it is!!" We had found the plane. No telling how many times we had passed it. We cheered with joy! I was hoarse for two days. What a feeling! For a second all was perfectly right with the world. Justice reined. Goodness was victorious. Boy, were we a happy bunch of nuts!

We got back just in time to weigh our motors for Modern Military-- an event that both Tom One and I really like. I decided to fly the big Fiat anyway, even though I had not succeeded with it's 15 percent trim at home and I thought she was too big to compete with Tom's little AD and Livesay's beautiful little Sword fish.. I scurried around and signed in at the flight line. Len Weiczork was my mechanic. I looked down at all those pieces of shim in the Fiat and was half tempted to rip them all out so at least the nose block would stay in. We wound away.... Only 6 or 7 hundred winds on this tough little tight motor.. For once I was ready in time because I had changed from the reverse "s" hook set up (that made the transition from winder to front hook so torturous) to a Crocket hook-up. We launched toward the road. To my amazement and complete satisfaction the Fiat went churning up straight like a rocket spitting out sky in a loud roar. Just when I thought she might loop she leveled out and went into a climbing turn up even more and more. I remember thinking she's as high or higher than anyone as big as she is. I couldn't swear to that, but don't think they can't get up there on the 15 percent rule! There she was high and looking small in all her silver glory. I'll never forget the sight. She was a contender!!..and I almost hadn't bothered. The next flight was just as good and I ended up on top of a tall clump of yellow rag-weed in front of the farm house to the left going into the museum. The next thing I remember was the three person fly off for first, second and third. Tom and I were screwing around. He would back into me on the wind-up like Dennis Rodman. Len was beseeching me to be serious and not settle for third place. I don't remember that last flight. It wasn't as good as the others, and I landed, unscathed, by a car after bouncing off the top of a red van. With all the disasters this year I was glad to have the plane in one piece. Big Tom busted his motor on his trusty AD and Dave Livesay made honorific solo flight for first place. I was very happy to come home with one of those pretty plaques. It is now in our dining room where it will remain until Audrey notices it. I have never placed in modern military at Geneseo and I didn't build this plane as a necessary contender. Still, last fall it won me first place in FAC scale at Raeford. I was most pleased!

I entered into WWII with a decent plane. The competition was awesome in quality and quantity. Mick was my mechanic helped by his nephew Sam. Ahead of me was the dreaded transition from blast tube wire to reverse "s" hook. It went well and I was ready too soon. I launched from the end of the line. The Fulmar goes up steeply and then usually turns right. It then looks great rising in a more shallow, rock-steady turn. The de-warping Frank had given her at my house was paying off. In my heat I was one of the longer flights. More trouble with the transition from blast to nose-wire the next time, but the launch was good and the Fulmar rose steep and steady. Absolutely no wind. This was her element.

Waiting for the other heats I noticed that I only had one loop. One of the

continued on page 21

from page 12

loops had detached from the front nose-wire. After that was fixed I poured in the winds though it wasn't more than 700 or so. Then I had real trouble with the transition and lost some. I launched and the climb was not as steep. Maybe I failed to check the wing tab. The Fulmar wandered to the left and was not helped by good air, so that was it. Tom II's Brewster hung in with the big guys. McGilvary and Gordon Roberts took it with the Barracuda and a super-light Judy. Richard Miller's P51 B also placed. The Fulmar had looked good. Its tissue is battle-worn from the big motor the day before and last year's crashes, but she is intact and capable of winning flights in decent air. Thanks to Frank for reviving her.

That night we were too tired to fly. The fast running Saturday had taken it's toil. There was only one thing to do: Drink as much of Richard Zap and Tim O'Donald's champagne as humanly possible. A night of talking to all these Blue Max champs and drinking as much champagne as I wanted wasn't half bad. What a night! I hadn't left for Geneseo in such a great mood, but once on the road I brightened up and things just got better and better. On the way home I was tired but alert. It took nine hours. I hadn't seen Audrey for two weeks. I wanted to get back. I drove hard, but not too much over 70 for nine hrs. only stopping for gas.

That night after a great Audrey-Chicago-Bell Franks' meal and unpacking, I looked at the video I had taken. I think you will like it, I know I did.! Terry's Jabaru and a host of other dynamite planes found their way into my camera loaded with professional quality video. Can't wait to see Charlie's production of last years NATS. He will send me his raw footage. . Frank, Tom and the Paisleys were missed among others but I hope this blow by blow helps soothe the pain. I have come back with a good kind of tiredness. I feel fulfilled. See you at COMSAT.

NFFS MEMBERSHIP AND RENEWAL APPLICATION

Mail to:

NFFS

3317 Pine Timbers Drive
Johnson City, TN 37604-1404

Make checks payable to:
National Free Flight Society



nffs

Subscription rates include annual fee of \$.50 for membership in the National Free Flight Society. The balance of the fee in each category is for Subscription to **FREE FLIGHT**, the NFFS Digest. Subscriptions are not available without membership. Ages are as of July 1 of the current year.

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Age 19 & over (US only)	1 yr. \$20.00 (\$.50 membership fee plus \$19.50 subscription)
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Include payment in US dollars and this form—please circle applicable fees.

New member Renewal Address change

Current expiration date: Mo. Yr.

Name AMA # (US only)

Address Telephone # (US only)

City, State Zip

Send *all* renewals, change-of-address, new applications, and membership questions to the Membership Office.

PHOTO PAGES

FAC at Geneseo 1997

1. Eddie Novak with his 'giant' FAC GIANT RUBBER SCALE.
2. Jack Moses and his MIG-15 powered by a HiLine electric ducted fan.
3. Jack's MIG climbing out looking for F-86s!
4. An Old Time Rubber Stick Casano built by Dan Driscoll.
5. A very pretty rubber powered Hawk by Claude Powell.
6. Paul Boyanowski launching his WACO E.
7. Sorry, did not get the builder's name, but here is a great looking Aeronca waiting to be judged.
8. Something different, an electric powered Boeing 307 Stratoliner.
9. Jake Larsen and his Consolidated Commodore.
10. A T-28 Navy Trainer by Dave Rees finished with the numbers and markings of Stew Meyers training aircraft at Pensacola.
11. An unusual aircraft, Joe Barish's Autoplane powered by a HiLine Dual Mini-6 motor. Joe always shows up with a new interesting POWER model.
12. Our Editor Terry Pittman's realistic and pristine Farman climbing out with four Micro-4 motors churning away.
13. Another FAC POWER model, Bert Phillip's nifty Stinson Model A trimotor.
14. Herb Kothe's winning GOLDEN AGE Taylorcraft an Earl Stahl design.
15. A trimotor by our own inimitable Vance Gilbert in Czech markings.
16. Bob Clemens' PIONEER Langley, a tough one to build and fly.
17. A FAC JUMBO Hawker Hurricane by Jack Moses.
18. Another view of Paul Boyanowski's WACO waiting for the judges.
19. A beautiful Fox Moth by Dave Rees.
20. One of the GREVE mass launches; Dave Livesay in foreground.
21. Don Srull launching his GIANT Scale Lincoln AP.
22. Look closely at Jack McGillivray's GREVE to see his silly putty DT, installed in the bottom of the fuselage and extending to the top. The two stabilizer halves are hinged on the spar. Jack never loses a MASS-LAUNCH aircraft.
23. Another of Vance's interesting aircraft; his high flying triplane.
24. Vic Didalot one of our hard working judges with a Gloster Gauntlet.

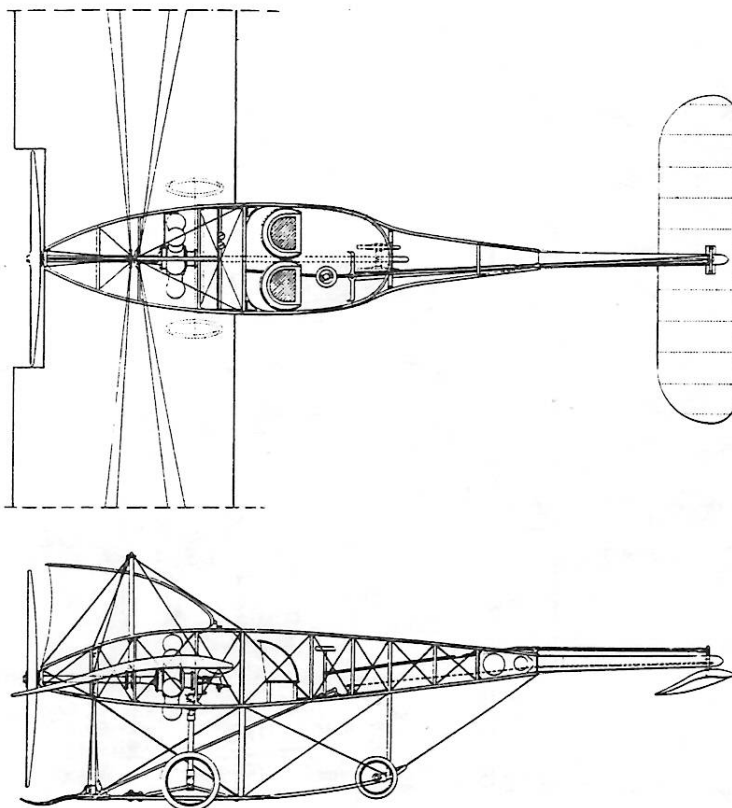
PHOTO PAGES continued

More FAC at Geneseo 1997

25. Eddie Novak again with another GIANT Scale, a Beardmore.

A Potpourri of Maxecuter Photos

26. Bill Warner sent this photo of his Canadian Wakefield winner replica, the 1936 Rogerson Wasp. A three-view is available in the 1938 Zaic Yearbook; sorry no plans.
27. Lindsey Smith's photo of his 'Brit Dime-Scaler', an 18 inch P-40 Warhawk built from a New Zealand AirModel plan while on vacation in Egypt. The aircraft has the markings of a 112 Squadron aircraft in the Western desert 1942.
28. A bit of whimsy; our mentor Bill Winter ready for a spin in his Buzzer.
29. Don Srull's Jackrabbit heading for the trees at 'Shangrila'.
30. "Come enjoy the fun" this coming November 2nd at the second National Building Museum funfly; information in this MAXFAX.
31. You will see all types of aircraft at the NBM funfly, here we have Don Srull's electric ducted fan model at the first funfly.
32. Another interesting aircraft at the NBM funfly was David Aronstein's interpretation of his "WASHINGTONIAN" rules proposal as described in this MAXFAX.
33. Lindsey's Earl Stahl Navion bones shot was left out of the previous MAXFAX because of lack of space. See the JUL/AUG 'Workshops' article.



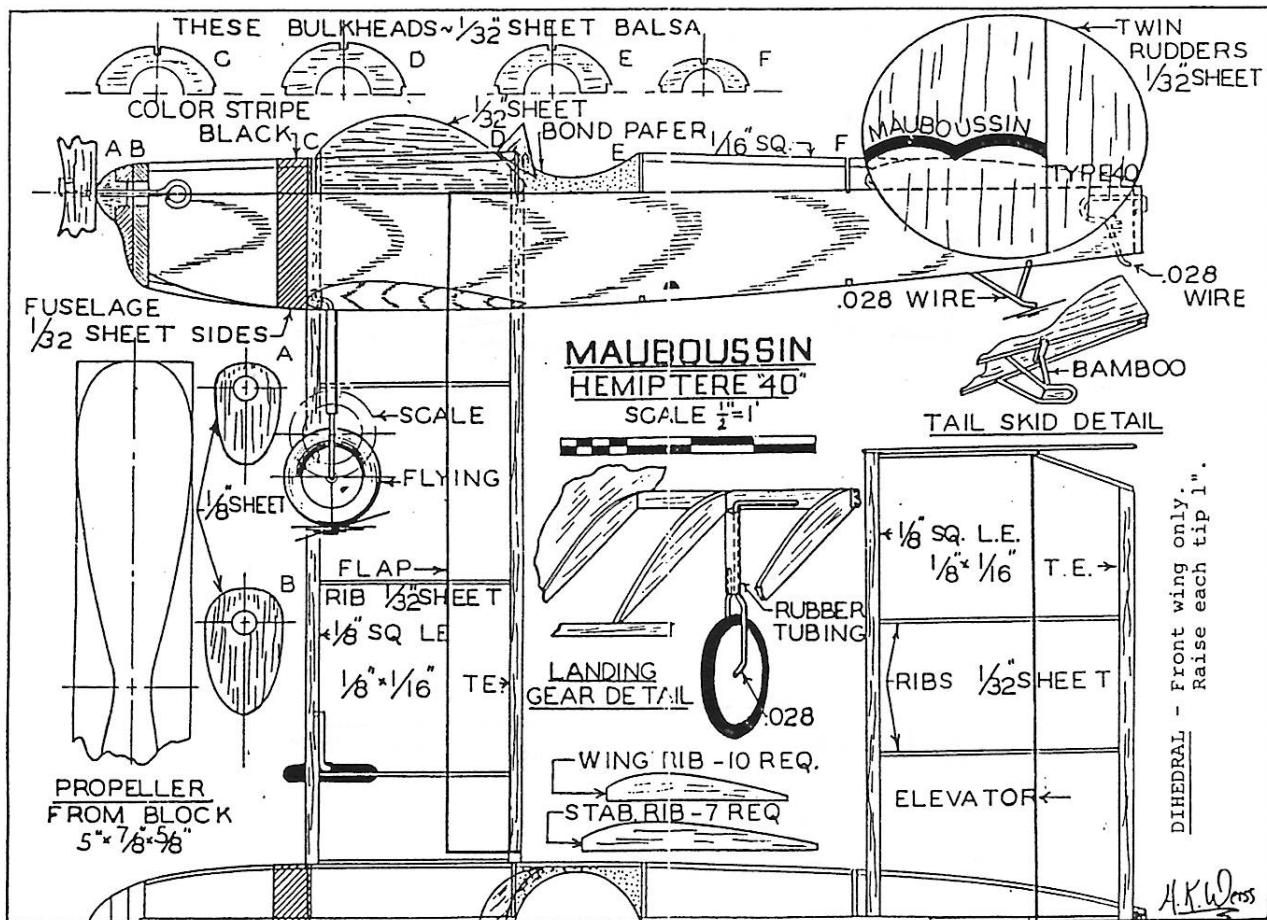
*Dessins de brevet relatifs au BLÉRIOT XXXIII,
Canard biplace côte à côte.*

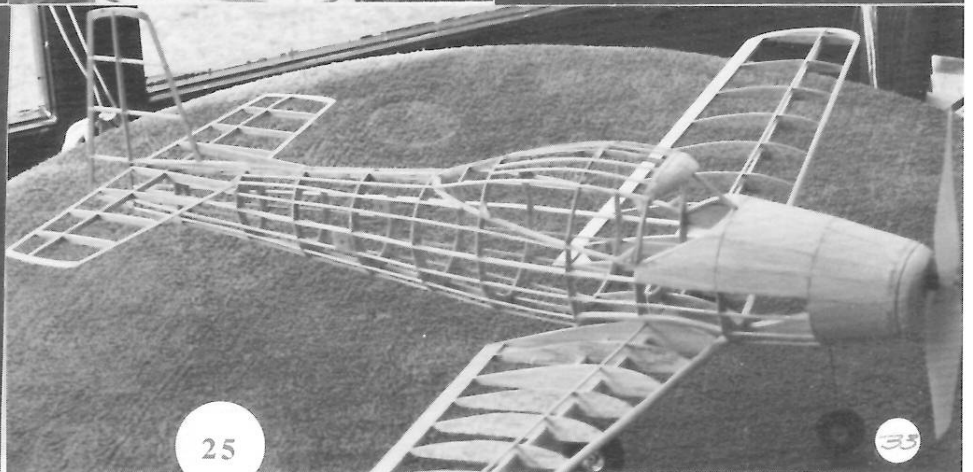
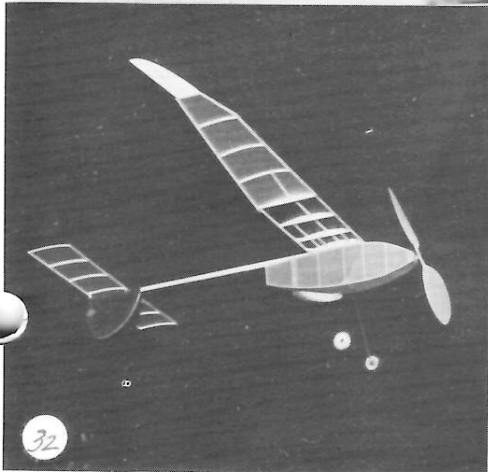
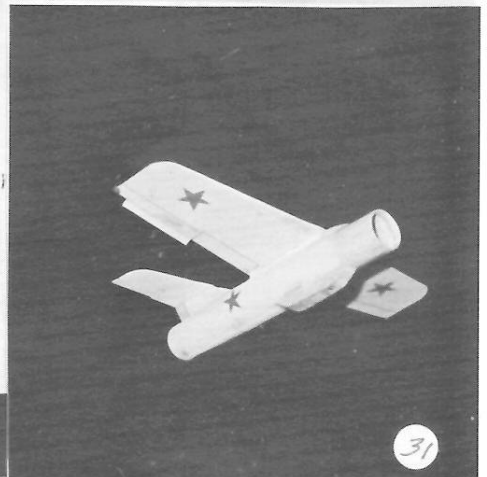
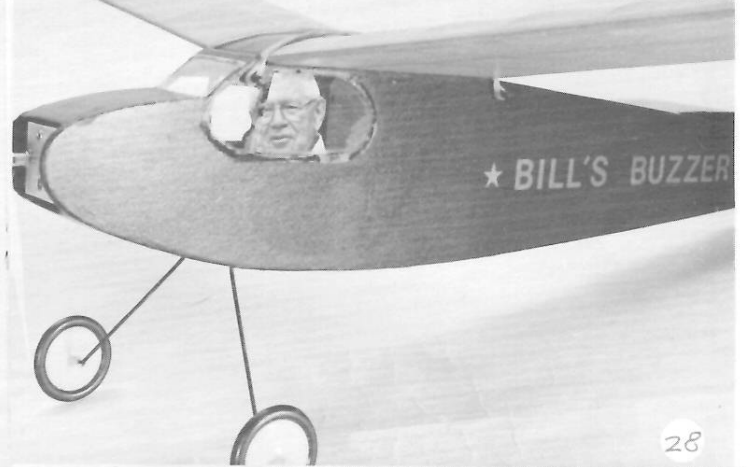
Maxcuters via Email and the World Wide Web

by Terry Pittman

Last year just after this issue was mailed my email address changed. I received notes from several of you were getting email (addressed to me) returned. My correct address is: <bleriot@ix.netcom.com> If you have a computer and modem but haven't yet got on-line because of the monthly cost, there are several no-cost alternatives. There are a couple of email companies who do not charge for use of email and instead make their money by selling ads which you will receive. This might be a small price to pay for the ability to correspond cheaply, quickly and regularly with modeling pals around the world, not to mention kids, relatives, and perhaps your spouse upstairs on the other computer - don't laugh, a friend told me that he and his wife sometimes communicate during the day that way. The national companies I am familiar with are: Juno and Hotmail. There are very likely local companies in your city who provide email access in exchange for advertising. Ask around. As for free access to the World Wide Web, I have heard of at least one company that tried this "free access in exchange for viewing ads" model, but after one year they shut their doors, ran out of cash.

As I mentioned earlier Tom Schmitt's Maxcutter Web is a treat. The address is: www.his.com/~tschmitt/







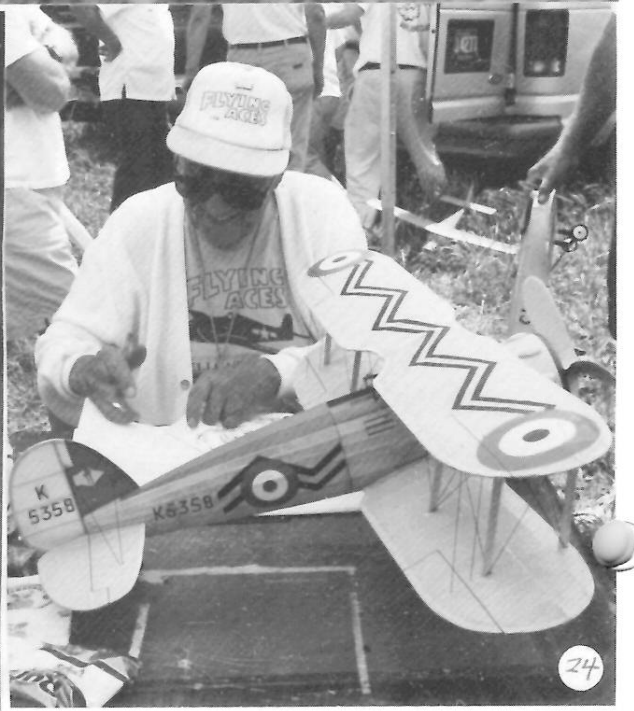
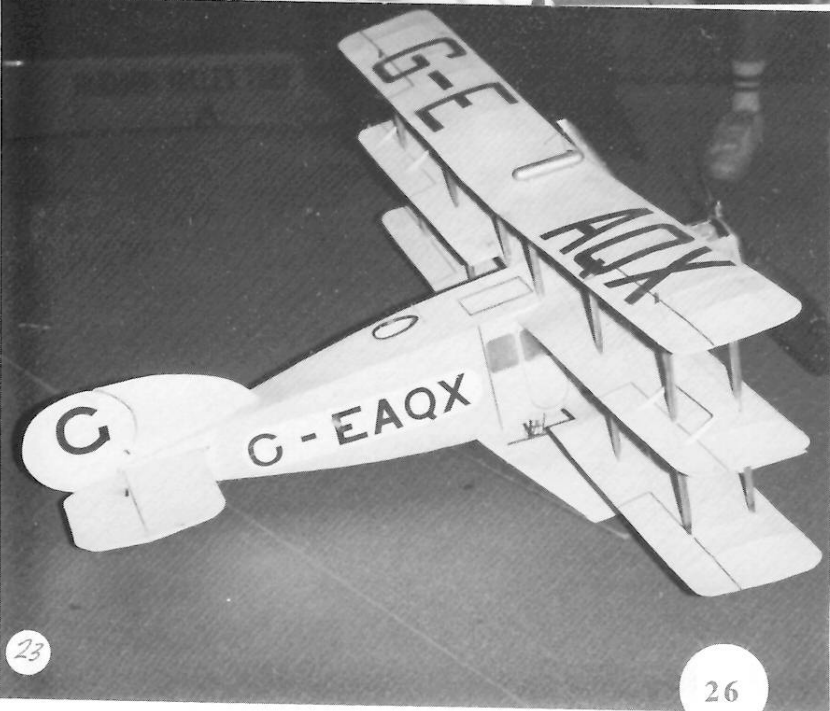
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National Building Museum/DC Maxcuters Indoor Fun Fly

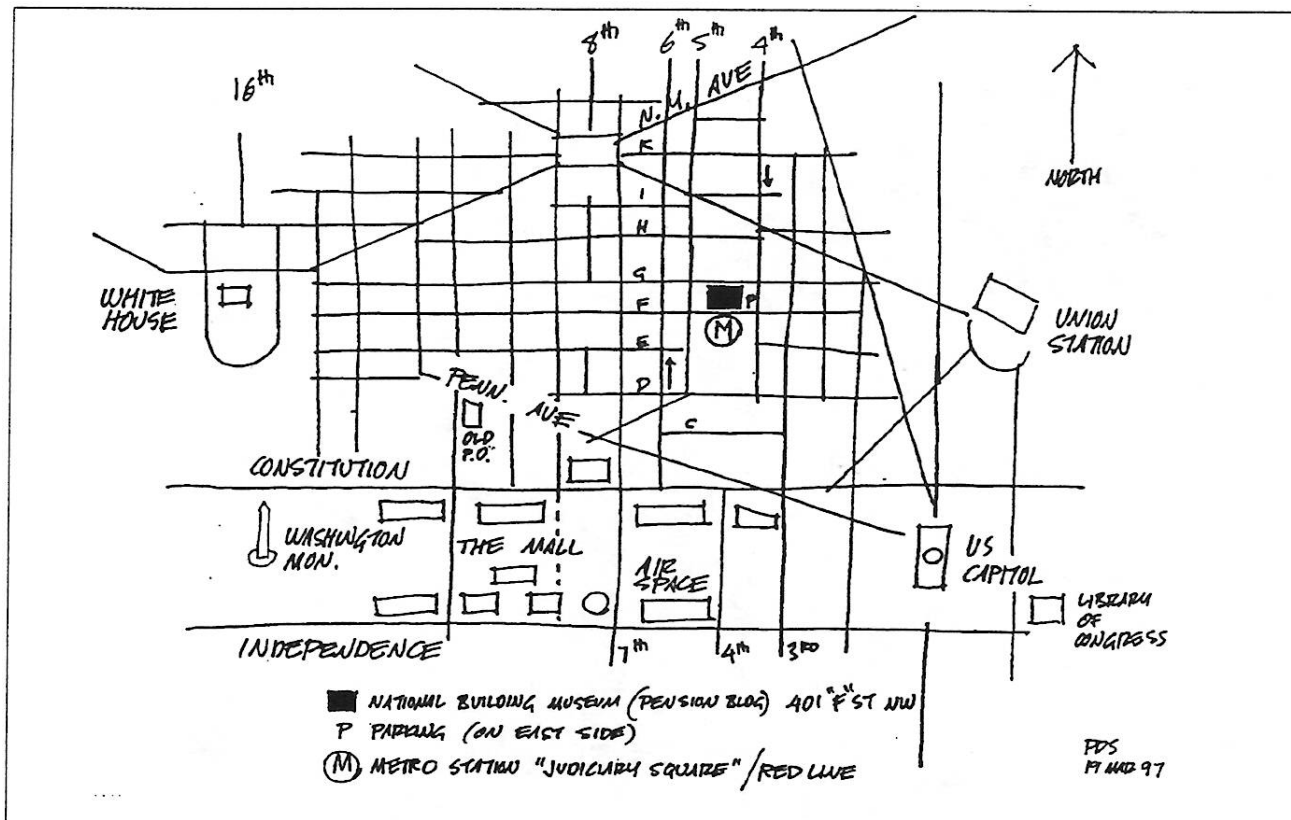
November 2, 10am - 4pm

AMA Membership card required for flying

\$5 donation toward Museum Building Fund Appreciated

We had our first opportunity to fly in this beautiful building this past spring and everyone agreed that it was the next best thing to PAX River, which is no longer available to us. There are three atriums (atria?) separated by two rows of columns, the central atrium has a fountain in the middle and the outside atriums are designated for flying. As the central atrium has clear-story which sunlight heats up during the day, which in-turn creates a mild draft toward the center (in 1887 this was a common, high-tech way to cool the building by moving hot air up and out during the summer) this site is not well suited for ultra light indoor models, but it is just right for Peanuts, Bostonians, NO-CALS and other small, slow flying models. As the building is in fact a museum, at 12 noon the doors open to the public and last time we had a sizable crowd there marveling at the models in flight. Cheers, oooo's and ahhh's from the appreciative crowd were heard when particularly nice flights landed. And as a bonus, the floor is carpeted!

Remember, this is not a contest. There will not be awards or prizes. There will likely be mass launch events like last time for Dime Scale and NO-CAL, perhaps others. Bring a box of planes!



Map of Directions to The National Building Museum, Washington DC.

The Maxcuters and Their Workshops

by Tom Schmitt

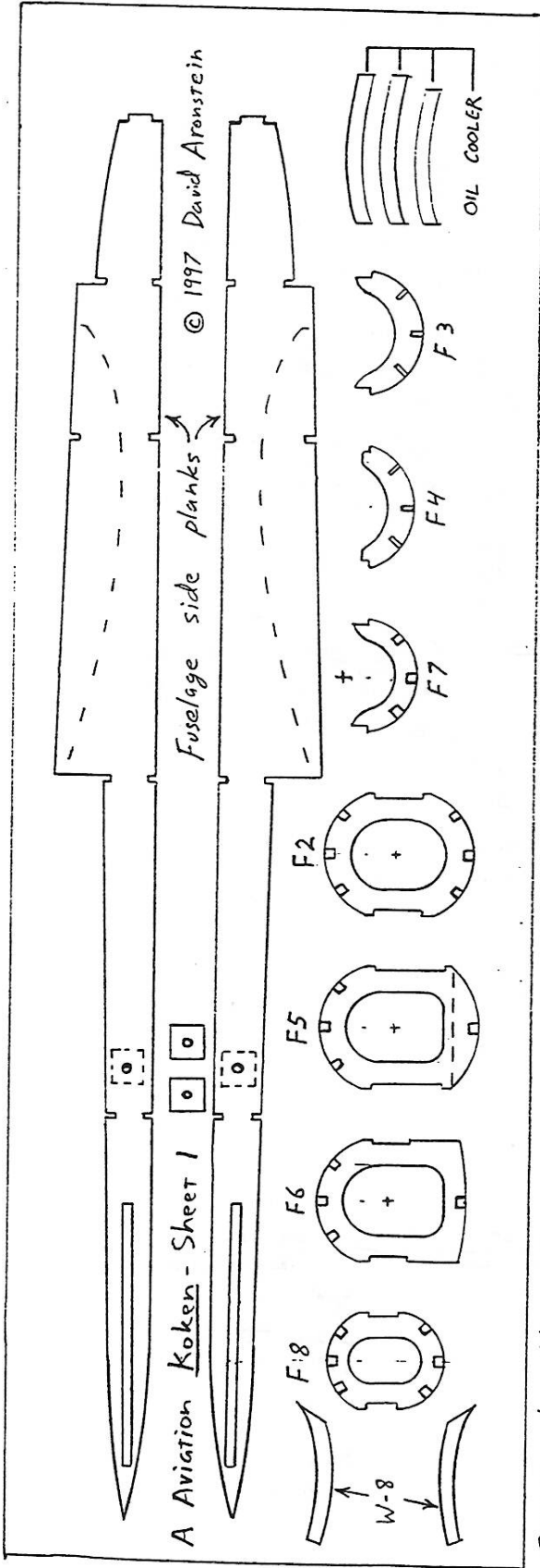
We will preface this article by referring to Al Lawton's great humorous note in the previous MAXFAX. While not all shops are as cluttered as Al's (imagine using a 17-pound kitty and grandchildren to justify clutter), we have seen a few that may come close. This issue visits Russ Sandusky and his workshop which is not exactly the last word in orderliness. Only at Christmas does Russ clean up under orders from his better half. The rest of the year it takes on the look of well used workshop full of "strewn treasures" similar to the legions of others as Al suspects. The photos of Russ's workbench, shop area must have been taken before the Christmas marching orders. However one area of Russ's shop is very orderly and that is his trophy case. Russ was an avid control line flyer in the seventies when he won 1/2A Mouse Race at the AMA Nats held at the Air Force museum in Dayton, Ohio in 1976, and then again at the AMA Nats in 1977 at Riverside, California. Do not know when Russ shifted to FAC modeling but he is rapidly becoming our local NO-CAL 'guru'. So now we are awaiting some photos from that "CLUTTER COMMANDO", sans "JET", Al.



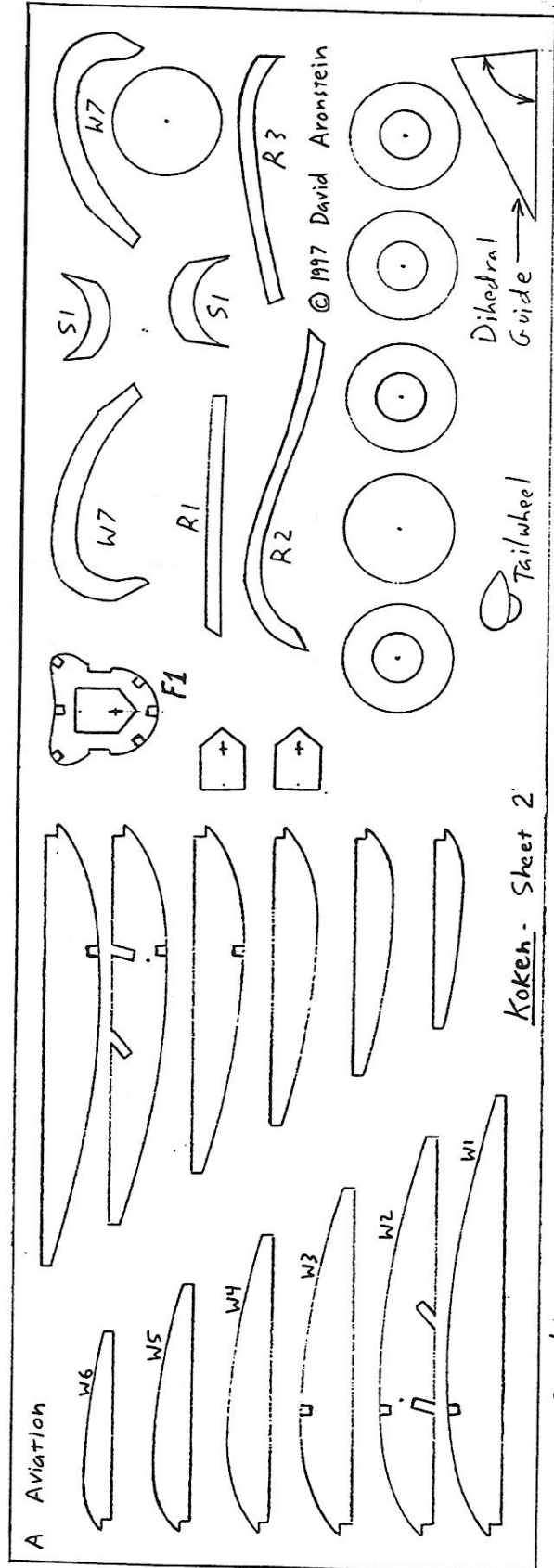
The workshop of Russ Sandusky: Maxecuter, 1/2 A Control-line winner, and NO-CAL "Guru"!

Koken printwood sheet

by Dave Aronstein



SHEET 1: 1/32 Balsa



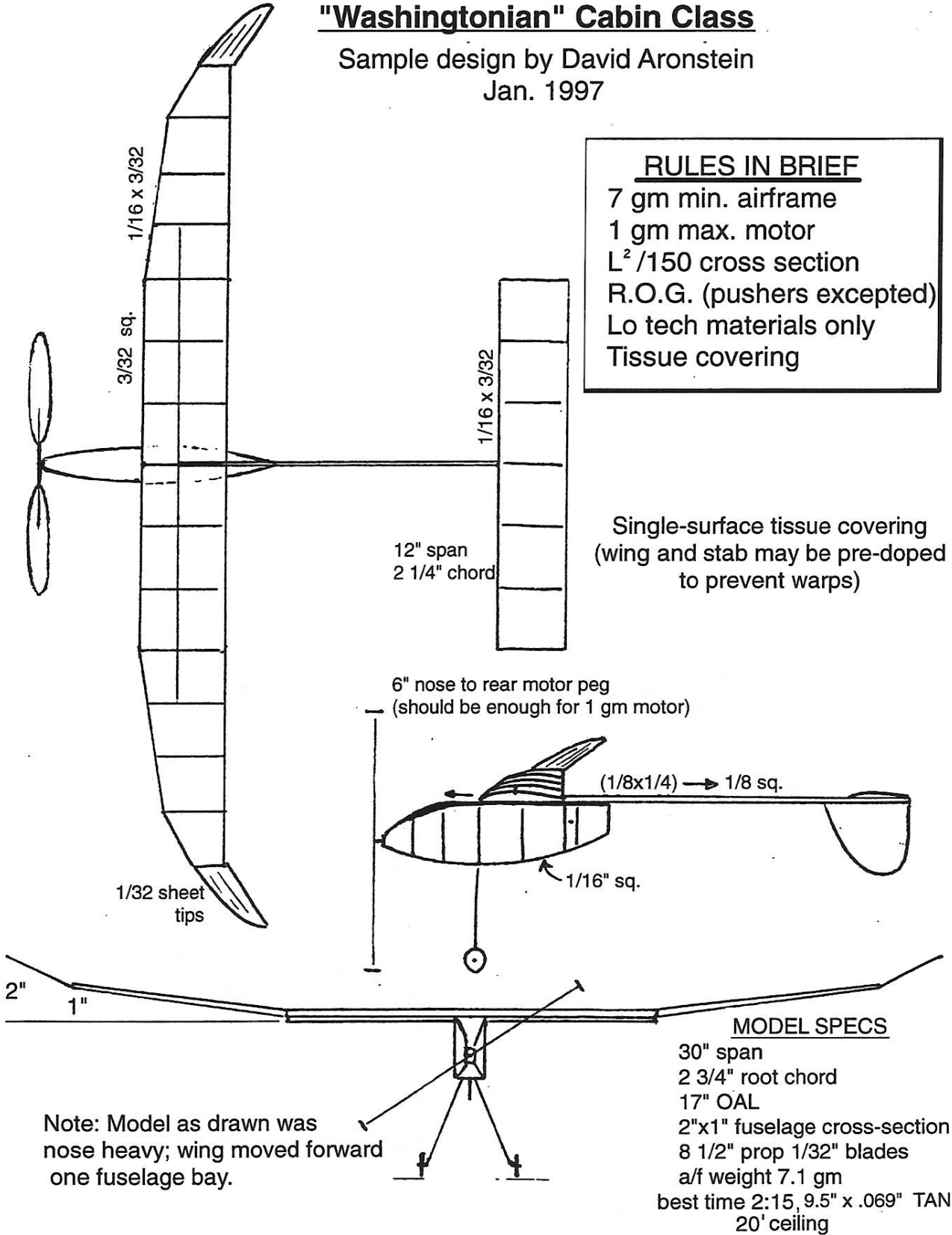
SHEET 2: 1/16 Balsa

"Washingtonian" Cabin Class

Sample design by David Aronstein

Jan. 1997

RULES IN BRIEF
 7 gm min. airframe
 1 gm max. motor
 $L^2/150$ cross section
 R.O.G. (pushers excepted)
 Lo tech materials only
 Tissue covering



Single-surface tissue covering
(wing and stab may be pre-doped to prevent warps)

Note: Model as drawn was nose heavy; wing moved forward one fuselage bay.



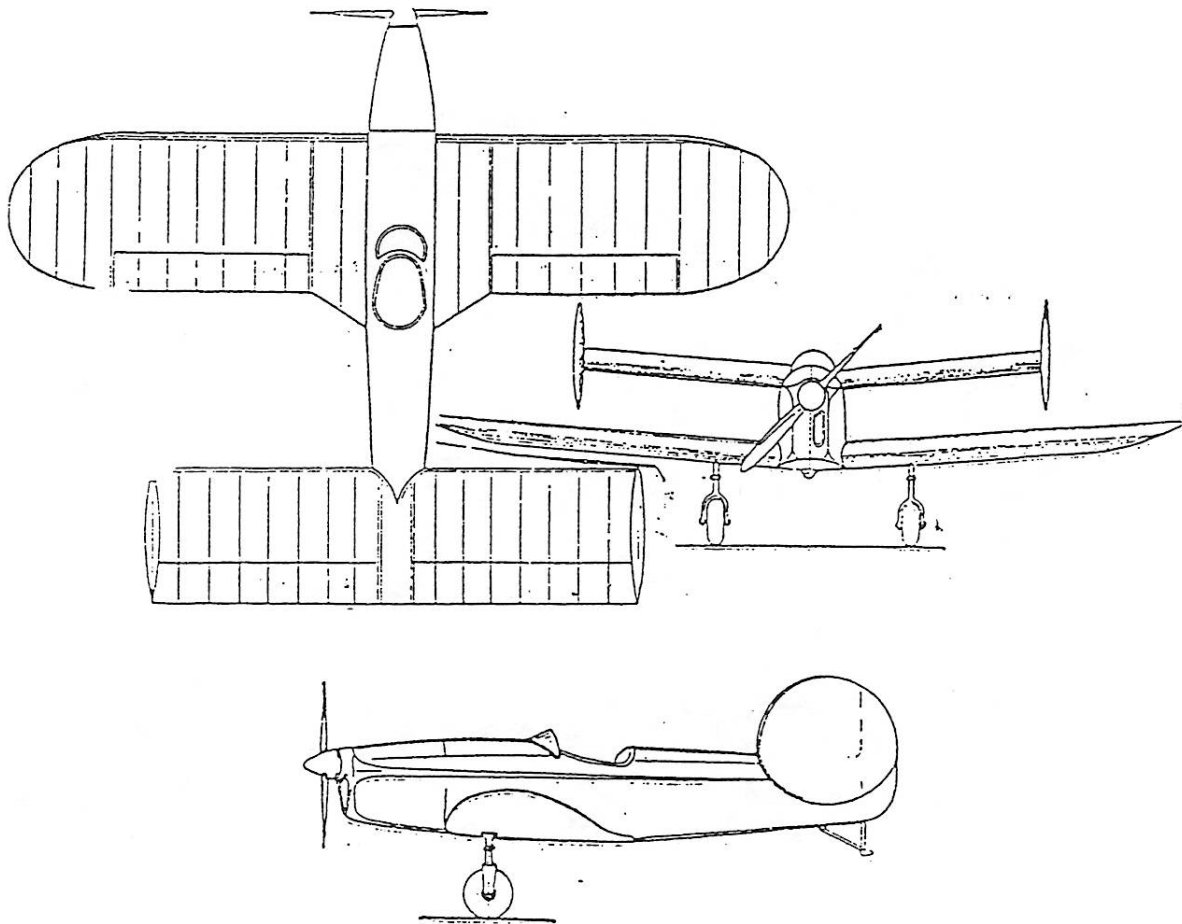
Russ Sandusky last winter with one of his fine flying NO-CALS.

Rolfe Gregory

We think our readers would like to know of our concerns for one of our favorite MAXFAX authors Rolfe Gregory. Rolfe has been in a nursing home for many months with a number of problems including some we believe are related to a form of dementia. Rolfe can have visitors and the address is:

Collingwood Nursing Center
299 Hurley Avenue
Rockville, Maryland 20850

Hurley avenue is left at the first red light on route 28 just north of Rockville and the Route 270 exit. The Nursing Center is on your right in the first block of Hurley. Rolfe can be receptive at times to old memories and ideas. You might even try a note occasionally; it could give him a lift. Remember all those great C.A.V.U. stories by Rolfe; it is time to give back!



Mauboussin M. 40 "Hemiptere"
 (After the hemiptera family of four-winged insects)
 Designed by M. Louis Peyret
 France 1936



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

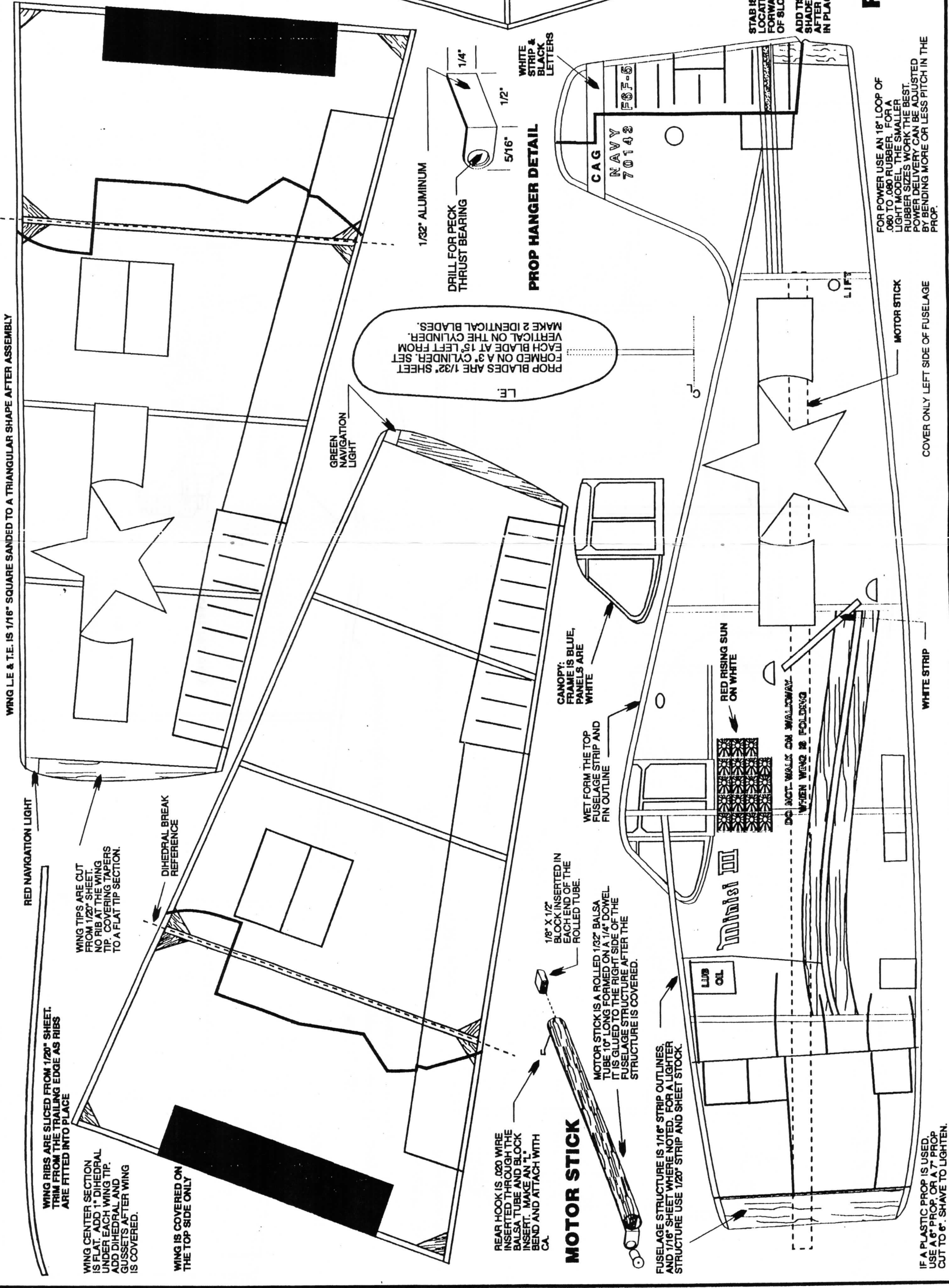
MEETINGS - The D.C. Maxecuters hold meetings on the first Tuesday of every month at the College Park Airport, the oldest operating airport in the U.S.

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.

WING L.E. & T.E. IS 1/16" SQUARE SANDED TO A TRIANGULAR SHAPE AFTER ASSEMBLY

COLOR SCHEME: ALL BLUE TISSUE WITH WHITE NATIONAL INSIGNIA AND LETTERING. PANEL LINES AND CONTROL SURFACE LINES ARE BLACK. WHITE AREAS CAN BE GENERATED BY CUTTING AREA AND THEN APPLYING BLEACH INSIDE THE LINES.

STAB IS 1/20" SQUARE STRIP THAT IS WET FORMED TO SHAPE ONLY COVER THE TOP SIDE



WING RIBS ARE SLICED FROM 1/20" SHEET. TRIM FROM THE TRAILING EDGE AS RIBS ARE FITTED INTO PLACE

WING CENTER SECTION IS FLAT. ADD 1" DIHEDRAL UNDER EACH WING TIP. ADD DIHEDRAL AND GUSSETS AFTER WING IS COVERED.

WING IS COVERED ON THE TOP SIDE ONLY

WING TIPS ARE CUT FROM 1/20" SHEET. NO RIB AT THE WING TIP. COVERING TAPERS TO A FLAT TIP SECTION.

DIHEDRAL BREAK REFERENCE

RED NAVIGATION LIGHT

GREEN NAVIGATION LIGHT

PROP BLADES ARE 1/32" SHEET FORMED ON A 3" CYLINDER. SET EACH BLADE AT 15° LEFT FROM VERTICAL ON THE CYLINDER. MAKE 2 IDENTICAL BLADES.

1/32" ALUMINUM

DRILL FOR PECK THRUST BEARING

PROP HANGER DETAIL

WHITE STRIP & BLACK LETTERS

STAB IS LOCATED AT FORWARD EDGE OF SLOT

ADD TISSUE TO SHADED AREA AFTER STAB IS IN PLACE

CANOPY: FRAME IS BLUE, PANELS ARE WHITE

WET FORM THE TOP FUSELAGE STRIP AND FIN OUTLINE

RED RISING SUN ON WHITE

DO NOT WALK ON WALKWAY WHEN WING IS FOLDING

WHITE STRIP

REAR HOOK IS .020 WIRE INSERTED THROUGH THE Balsa TUBE AND BLOCK INSERT. MAKE AN 'L' BEND AND ATTACH WITH CA.

MOTOR STICK

1/8" X 1/2" BLOCK INSERTED IN EACH END OF THE ROLLED TUBE.

MOTOR STICK IS A ROLLED 1/32" Balsa TUBE 10" LONG FORMED ON A 1/4" DOWEL. IT IS GLUED TO THE RIGHT SIDE OF THE FUSELAGE STRUCTURE AFTER THE STRUCTURE IS COVERED.

FUSELAGE STRUCTURE IS 1/16" STRIP OUTLINES, AND 1/16" SHEET WHERE NOTED. FOR A LIGHTER STRUCTURE USE 1/20" STRIP AND SHEET STOCK.

LUB OIL

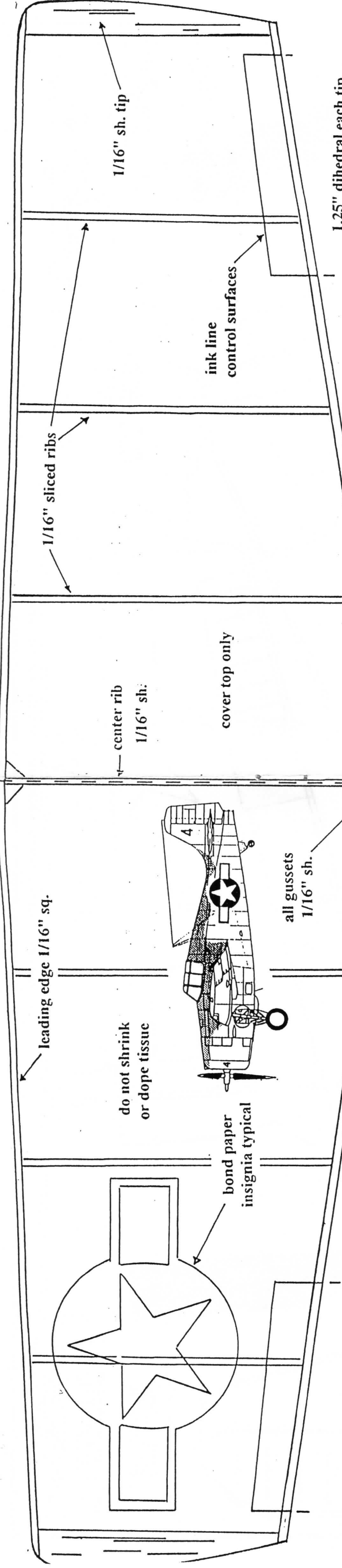
LIFT

FOR POWER USE AN 18" LOOP OF .080 TO .080 RUBBER. FOR A LIGHT MODEL, THE SMALLER RUBBER SIZES WORK THE BEST. POWER DELIVERY CAN BE ADJUSTED BY BENDING MORE OR LESS PITCH IN THE PROP.

COVER ONLY LEFT SIDE OF FUSELAGE

F6F-5 HELLCAT FAC NO-CAL SCALE

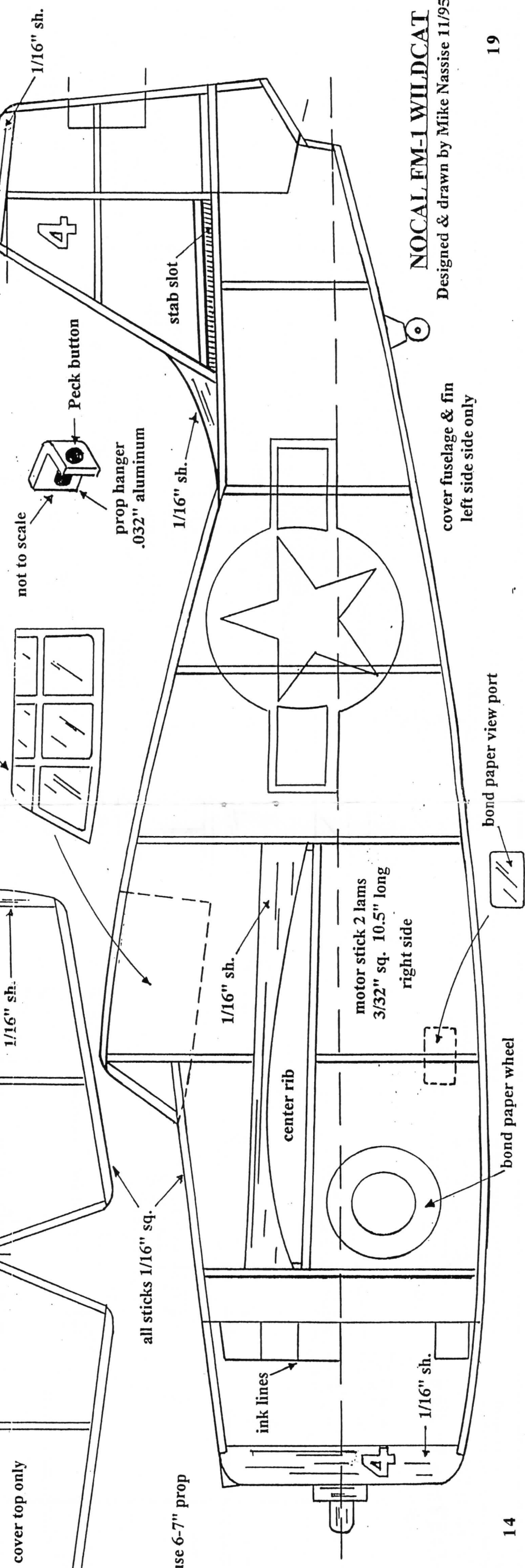
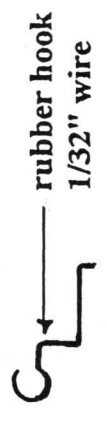
DESIGNED BY PAUL & RALPH BRADLEY
DRAWN BY PAUL BRADLEY 3/83



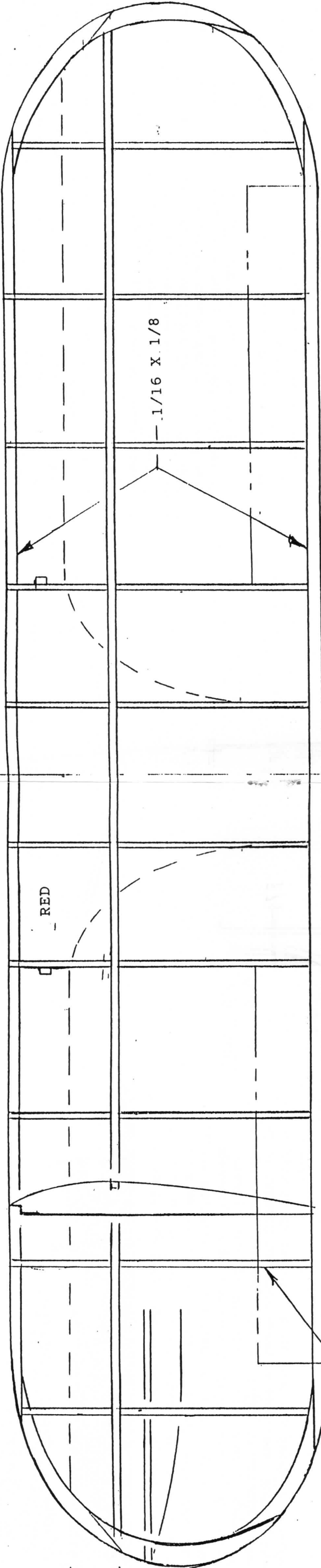
A Bay State Squadron Plan

Color Scheme
 upper surfaces blue-gray
 lower surfaces white

install fin after stab glued in place

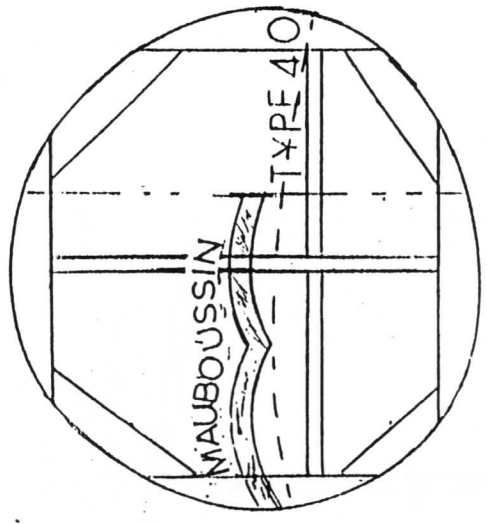


NOCAL FM-1 WILDCAT
 Designed & drawn by Mike Nassise 11/95

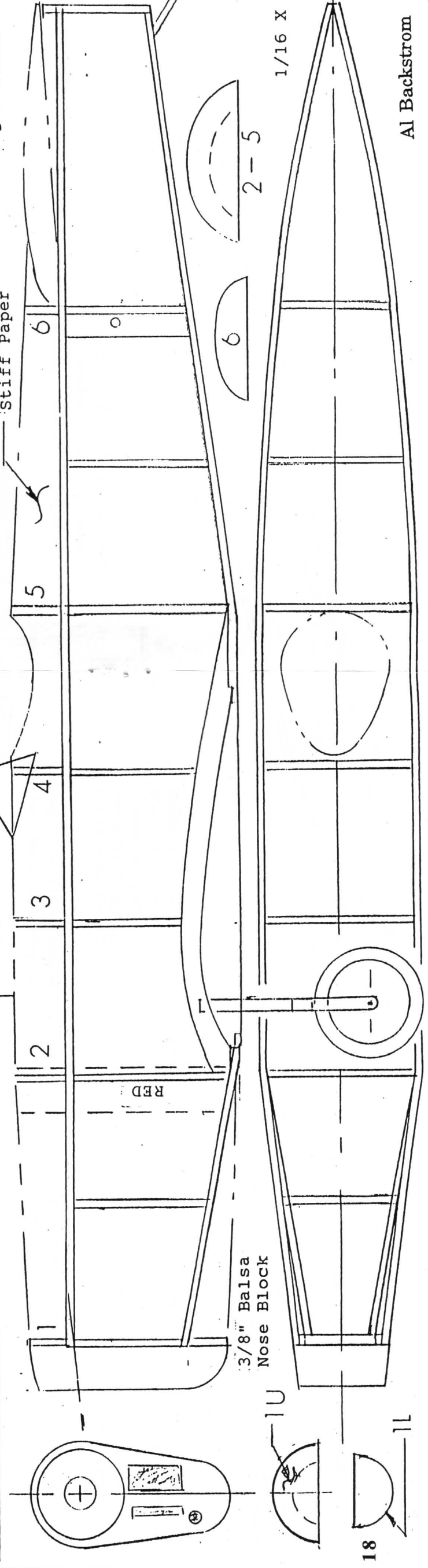
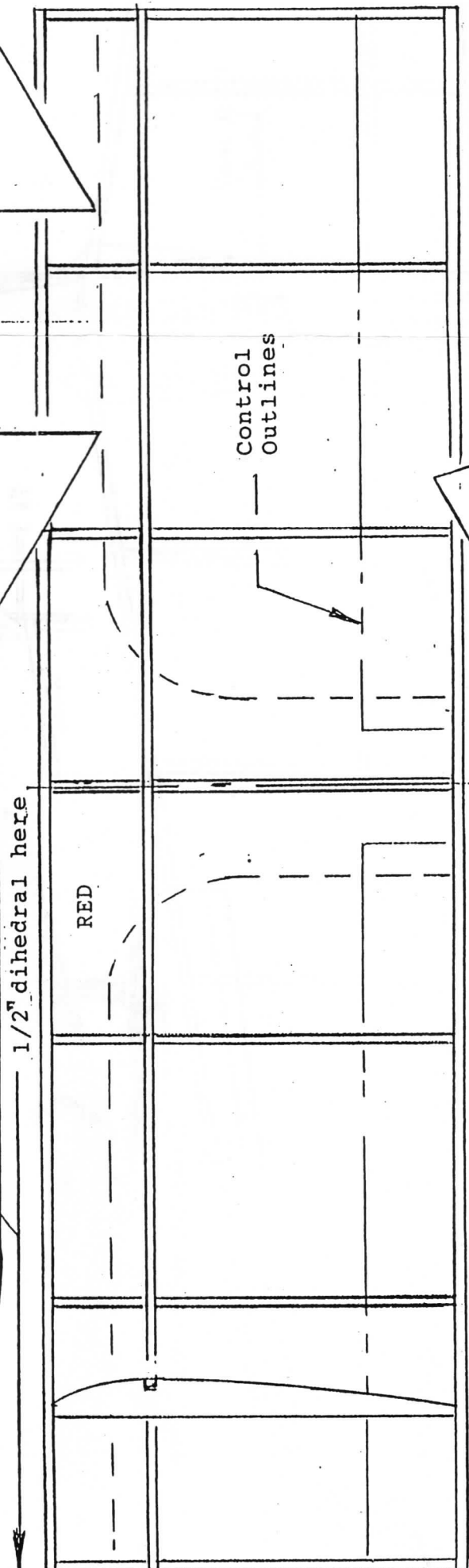


MAUBOUSSIN HEMIPTERE
NEO DIME SCALE

- NOTES:
1. All material 1/16 sq. or sht. balsa unless noted
 2. Color, white or as shown
 3. Wheels X grain



Fins, Make 2
Logo, Black



Al Backstrom

LG front view

4/8/97

1. Construction begins by cutting out the fuselage sides and the formers. Score and crack former F-5 on dashed line to make the correct angle (see side view). Assemble the sides together on the formers, then add top and bottom stringers. Cover the fuselage with silver tissue. Leave the wood exposed at the place where the wings will be glued on. Also leave the area between F-5 and F-7 open on the bottom, until after the wing is mounted.

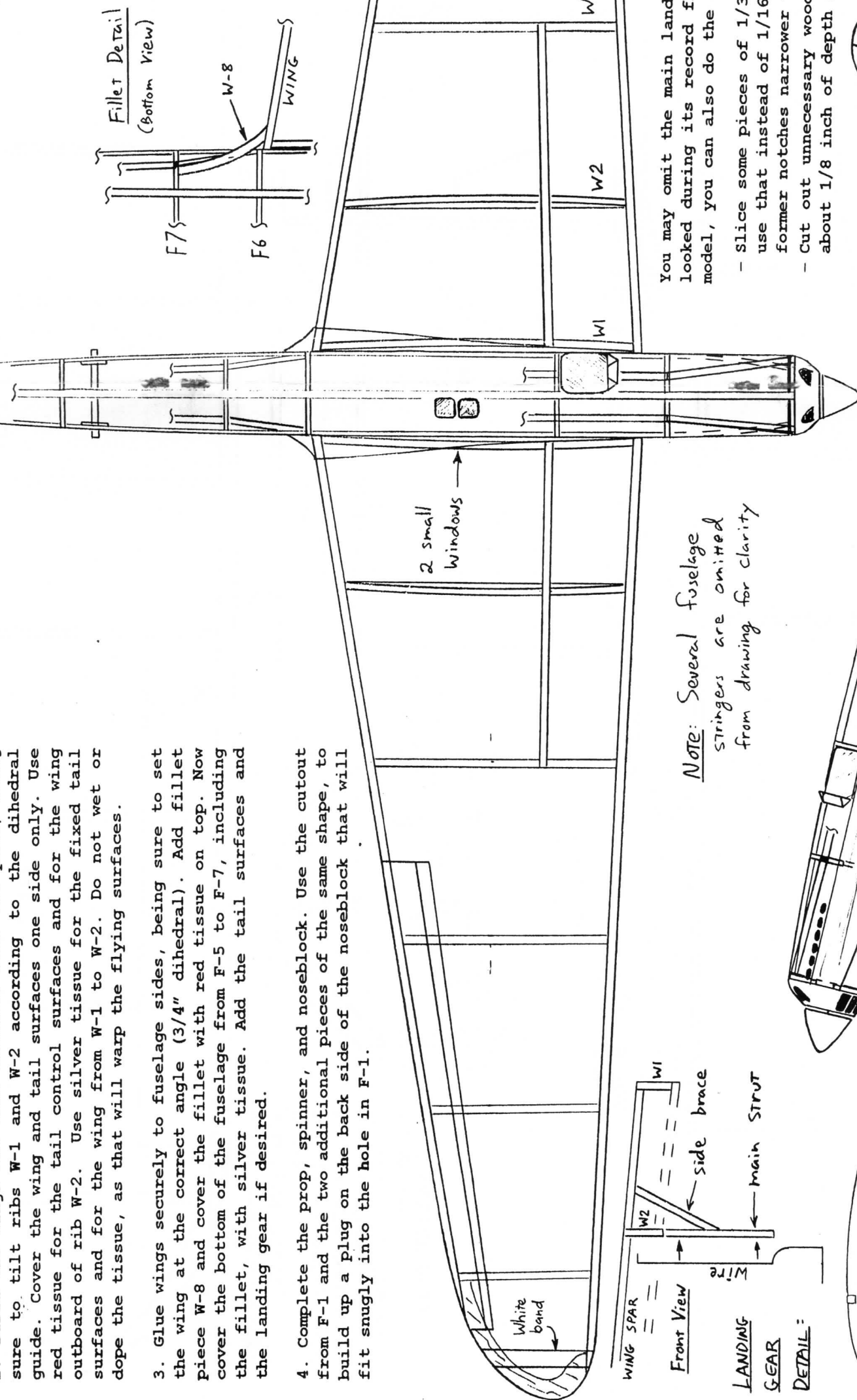
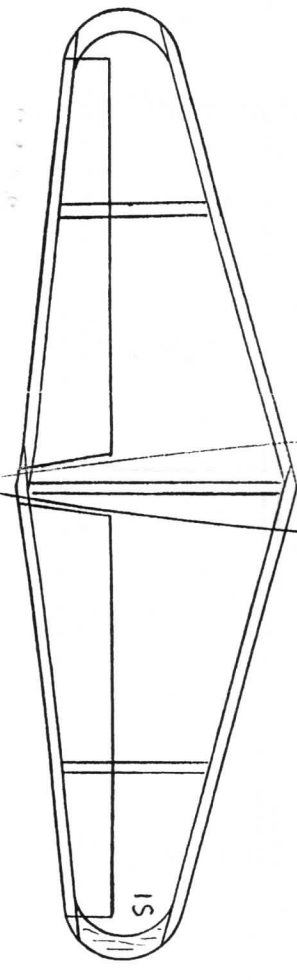
2. Build the wings and tail surfaces over the plan, being sure to tilt ribs W-1 and W-2 according to the dihedral guide. Cover the wing and tail surfaces one side only. Use red tissue for the tail control surfaces and for the wing outboard of rib W-2. Use silver tissue for the fixed tail surfaces and for the wing from W-1 to W-2. Do not wet or dope the tissue, as that will warp the flying surfaces.

3. Glue wings securely to fuselage sides, being sure to set the wing at the correct angle (3/4" dihedral). Add fillet piece W-8 and cover the fillet with red tissue on top. Now cover the bottom of the fuselage from F-5 to F-7, including the fillet, with silver tissue. Add the tail surfaces and the landing gear if desired.

4. Complete the prop, spinner, and noseblock. Use the cutout from F-1 and the two additional pieces of the same shape, to build up a plug on the back side of the noseblock that will fit snugly into the hole in F-1.

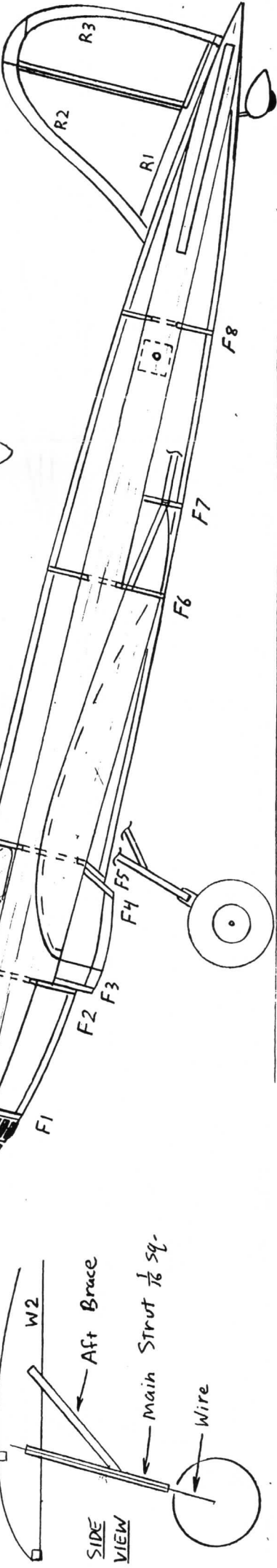


From 13-15 May 1938, the Koken flew 29 laps around a 249-mile closed course for a world distance record of 7,239.6 miles. The Koken has a wingspan of 91 feet and weighs 20,300lb fully fueled. A 715hp V-12 engine with a special, large 2-bladed propeller pulls the Koken efficiently through the air at its cruising speed of 131mph. The landing gear is fully retractable, and after takeoff the windscreen is also retracted, and the cockpit is faired over flush with the fuselage surface to reduce drag.



You may omit the main landing gear and the windscreen to simulate the Koken as it looked during its record flight. If you want to build a really light, long-flying model, you can also do the following:

- Slice some pieces of 1/32 x 1/16 strip from the side of the printwood sheet, and use that instead of 1/16 square for the fuselage stringers. Be sure to make the former notches narrower to suit.
- Cut out unnecessary wood from the underside of all wing ribs except W-1. Leave about 1/8 inch of depth in each rib to provide sufficient strength.



Koken printwood sheet is on page 29

<p>Gasu Denki (Gasuden) Koken Japanese Distance Record Monoplane</p>
<p>Aviation 10-cent kit</p>
<p>© 1997 David Aronstein</p>