

MAXFAX

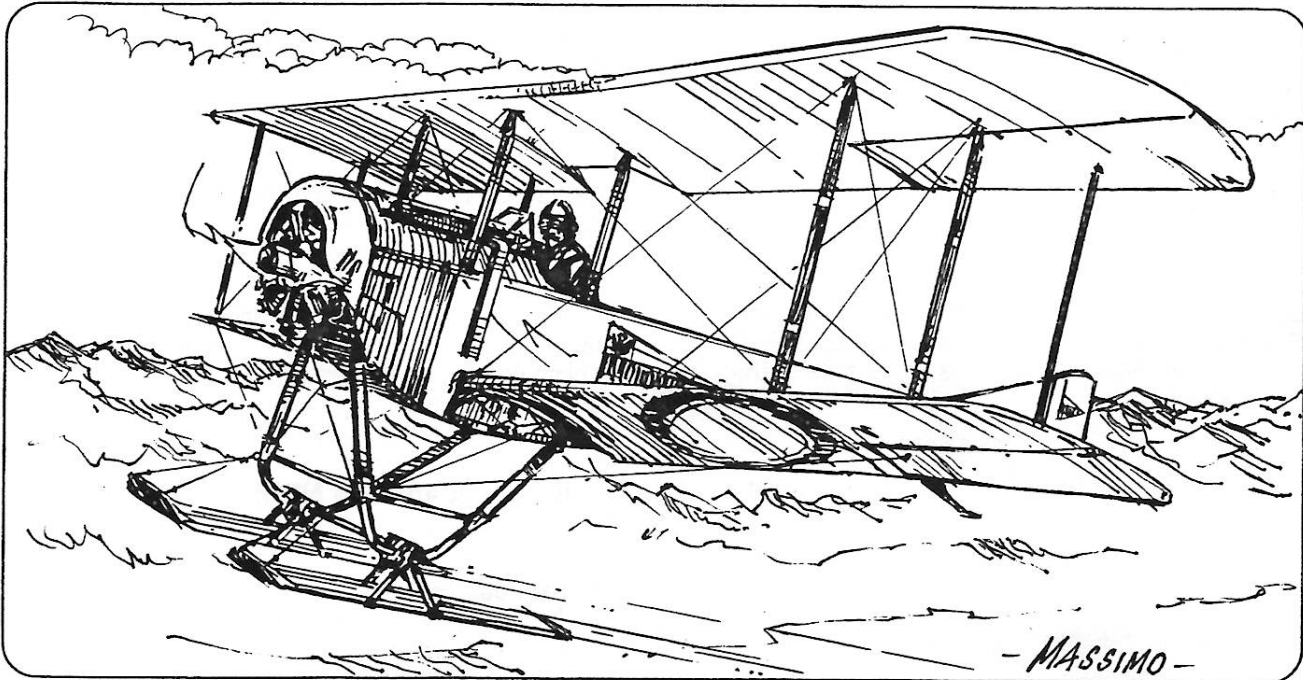


Journal of the D. C. Maxecuters

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

Editor: Bob Marchese

November - December 1998



COMING ATTRACTIONS

- NOV 15, 1998 Sunday Flying at the National Building Museum 9:00 AM until about 2:00 PM.
PLEASE NOTE EARLIER STARTING TIME. See announcement in this issue for building location, parking and events.
- NOV 21, 1998 Sherwood High, Sandy Spring, Maryland, indoor flying Saturday evening
6:00 PM to 9:00 PM. Events for Mini-Contest Kanone Quest: Dime Scale; with separate event for Dime Scale Vegas. See map in this issue for location.
- DEC 19, 1998 Sherwood High indoor flying Saturday evening 6:00 PM to 9:00 PM.
Events for Mini-Contest Kanone Quest: Peanuts and a Modified Washingtonian event - best time for any model with a minimum weight of 7 grams and using a 1 gram motor.
- JAN 10, 1999 11th Annual MECA Collecto. Noon to 4:00 PM
Fairfax County Tyson's-Pimmit Regional Library. See announcement in this MAXFAX. Contact Jim Coffin, (703) 256-3865, or Martin Schindler (703) 938-2975 .
- JAN 16, 1999 Sherwood High indoor flying Saturday evening 6:00 PM to 9:00 PM.
Events for Mini Contest Kanone Quest: - Bostonian and Profiles (NoCal)
- JAN 23, 1999 Bull Session at Pat Daily's Home
Meet at Virginia Air Museum. Details in Next Newsletter
- JAN 24, 1999 Sunday Flying at the National Building Museum 9:00 AM to 4:00 PM
See announcement in this issue
- FEB 20, 1999 Sherwood High indoor flying Saturday evening 6:00 PM to 9:00 PM.
Events for Mini Contest Kanone Quest: Biplanes (Several mass launches based on turnout) ----- plus that fun-filled event the 'CARRIER LANDING' competition.

Some Introductions

Bob Marchese

It is a great honor to be given the chance to join the Maxecuter's Editorial Pool. Previous Max Fax editors have set some pretty high standards for the newsletter. I hope I can live up to them.

My task was certainly made easier by the many fine contributions. This month we have two full size plans, another installment in our workshop series, several new books and products reviewed, and some other items I hope will prove interesting.

The year's indoor season brings with it a surprising number of events. Also, its not too early to get busy with that new ship for the next FAC Nats. So get busy, and build 'em light!

Fun Fly at NBM

Following last year's very successful flying sessions at the National Building Museum, we have scheduled to more Fun Flies for November 15 (9:00 AM to 2:00 PM) and January 24 (9:00 AM to 4:00 PM). Please note the earlier times for the November date; This was due to a concert that is scheduled for 2:00.

We have scheduled the following Mass Launch events for the November date (time permitting): Peanuts, Dime Scale, Dime Scale Vega, Bostonian and Profiles (NoCals). To avoid flight interference R/C Fliers will use the east Atrium near the 4th street entrance and rubber flyers the Atrium in the other end of the building.

The National Building Museum is located in Northwest DC, between 5th and 4th streets and F and G streets. Parking is available in the lot on the 4th street entrance. There should also be plenty of parking available on the street. See the map for details.



MECA Collecto

Tom Schmitt

Falls Church, VA
Sunday, Jan. 10, 1999
NOON - 5 PM

SAM Chapter 10 (Capital Area Antique Modelers Association) is sponsoring the 11th Annual MECA Collecto. It will be held in the Meeting Room of the Fairfax County Tyson's-Pimmit Regional Library, 7884 Leesburg Pike, Falls Church, VA. Exit the Washington, D.C. Beltway (I-495) 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 left turn into the library parking lot. This is the same location as used for previous Falls Church Collectos.

In 1996 our January Collecto was not held because of the East Coast blizzard, and had to be rescheduled for March. In the event of another blizzard we will hold the Collecto on Sunday March 28, 1999.

Donations will be accepted to cover the cost of running the Collecto. Since the library has only 10 tables in the meeting room, it is requested that attendees bring tables, if convenient. Your hosts will be Jim Coffin, (703) 256-3865, and Martin Schindler (703) 938-2975.

Delta Darts and the NBM

Paul Spreiregen

On Saturday April 18, the DC Maxecuters hosted a model airplane building workshop for children and their parents. It was a great success. This was just two weeks after our April 5th fun fly. We had about thirty participants, who built altogether about 20 models. All flew quite well, some extraordinarily well. The building session was followed by a series of "last down" elimination flights, culminating in a winning flight of about 45 seconds. Not bad at all for this model.

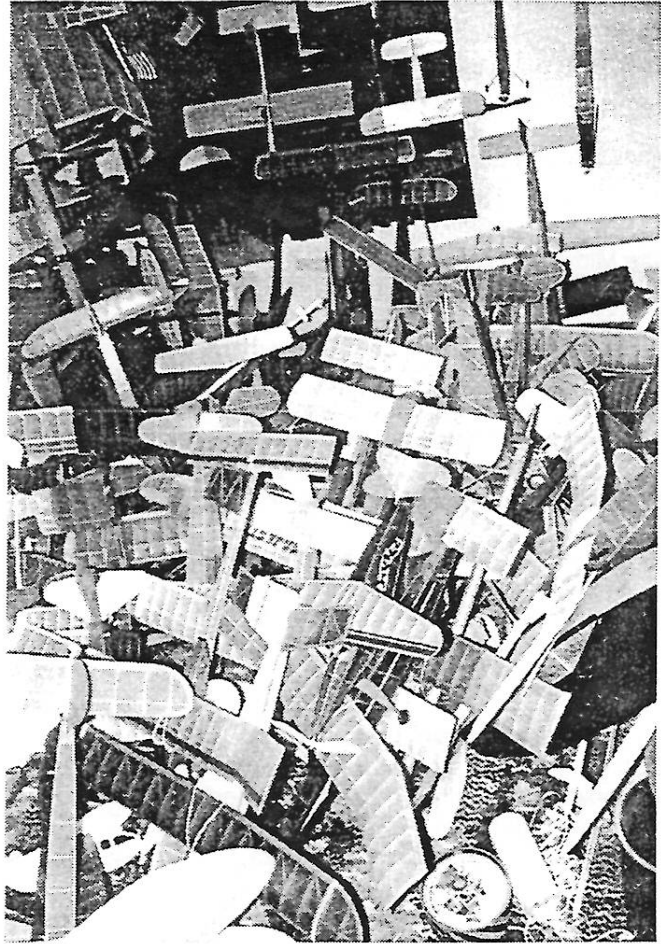
Thanks go to Eileen Langholtz and Ayuma Ota of the Building Museum staff. On the coaching staff, thanks go to Dan Driscoll, Dave Aronstein, Jack Felter, Stew Meyers, and Tom Schmitt. We were lucky to have all of them, because it meant much greater assistance was available for the builders.

We could repeat this following our normal fall and spring fun flies. To improve the session we could give certificates to all participants, and prizes for the winners. We've established a very nice rapport with the Building Museum, and can look forward to some highly enjoyable future events there.

Our Maxecuters' Workshops

Tom Schmitt

Bob Spink, one of our long time readers from way out in the 'badlands' of South Dakota sent several photos of his shop eons ago and they were lost in the organized mess of this typist's cubbyhole. However they appeared magically recently and we must show you a photo of a real modeler's clutter. No, this is not building clutter, like some of our recent expo-se's. Rather this is a real builder's clutter and it shows the aftermath of many years of building frenzy. Look at all those completed aircraft and this is only a partial view of Bob's digs. Bob did not mention the quantity of finished models but it must number well into the hundreds. Our hats are off to you Bob! We cannot remember such building prowess. It must be a result of those long cold winter nights out in the Dakota wilds.



The Man Who Owned the Skies

Review by Russ Sandusky

I had not known very much about Lincoln Beachey other than that he would fly his Curtiss biplane in a race with Barney Oldfield in his racecar at various State Fairs across the Midwest. His story takes place in a unique time in American history. Alexander Graham Bell, Thomas Edison and Henry Ford, the Wright Brothers and of course, Glenn Curtiss are his contemporaries.

He performed for the largest audiences in the history of the US. In 1914, the population was 76 million but more than 17 million people saw him in one thirty-two week tour. He made more than the national YEARLY income every day he performed. He was hailed as an artist in the same context as Paderewski, Milton and Michelangelo. Congress adjourned twice to watch him perform. Orville Wright once said, "Beachey is more magnificent than I had imagined...he is the most wonderful flyer of all."

In spite of being the first man to do almost every possible stunt, he never saw himself as a daredevil flyer but as a consummate dedicated artist and performer. All his stunts were done in several stages until he was confident that he could do it safely. He practiced every day.

The book begins with his childhood's most daring feat of riding his bicycle all the way down Filmore Hill, San Francisco in 1896. At age twelve, he quit school to become a "mechanician" with his mother's help and encouragement. Beachey became a great success as a mechanic and later became a leading airship pilot. Then he talked Glenn Curtiss into teaching him to fly. He soon became the best pilot of the Glenn Curtiss Aircraft demonstration team and finally the greatest pilot of his time - maybe all time.

At age twenty-eight, he was at the height of his career and fame. He was honored at the Panama Pacific Exposition of 1915. They declared March 14th as BEACHEY Day. Imagine being honored in your own home town of San Francisco at the greatest Exposition west of the Mississippi, with a day named in your honor, and you were going to perform in a specially built monoplane designed to your specifications before a huge crowd. What an honor, but what an ending.

This book is an easy to read 181 pages of interesting background, quotes and great black and white photographs. Sound interesting? Go get the book, you won't be able to put it down!

Lincoln Beachey, "The Man Who Owned the Skies", a Biography by Fran Marrero, 1997. BC-CAI, SC-BEACH, \$14.95 ISBN 0-942087-12-7

Computer Decals

Bob Marchese

If you've ever shied away from a model subject because of its complex markings or insignia, this time has come to have another look. Scanners for Personal Computers have become very reasonably priced. I've seen ads for "low-end" ones for as little as \$49 after rebate. There are a number of good drawing packages and even a few magazine articles on how to use them to produce colorful markings.

The weak link has been the printing step. Most suggest printing directly on tissue paper with Ink Jet printers. This technique has a few disadvantages, since the dyes are water soluble and prone to fading in sunlight. This makes them unsuitable for producing waterslide decals. I have used Laser Jet printers and photocopiers to produce markings on decal material, but these are limited to black and white. Color copiers exist, but they are expensive (\$1.00 per page at Kikos). Also, the white part (usually the background) is actually clear (since there isn't any toner there) and won't show up when applied to a dark surface.

So what's a modeler to do for the 1930's style "meatball and star" markings, or the black and gold race numbers on Mr. Mulligan, or the Savoia crest for that Macchi? Enter the ALPS printer. Though priced comparably to the ubiquitous Ink Jets, they use a very different process for applying pigment. Rather than spraying a jet of ink at the paper, they use a process called "Dye Sublimation". Ink is applied directly to the paper in a waxy substance and then heated. Heating removes the wax, leaving the ink bonded to the surface. This process works well for printing on decal paper. Several colors, including metallics and white, are available in relatively inexpensive, individual cartridges. Colors are combined on the page to produce a range of hues.

Using an ALPS Printer, it is now possible for an individual to make small quantities of specialized decals. There is even an Email forum on the Internet for discussing decal production with ALPS printers. Our Treasurer, Stew Meyers, was finally convinced, and has purchased one for the club. As a service to our readers, I have drawn the markings for the S-16 and will make them available as waterslide decals for a small fee. Depending on the response we get, we may publish decal sets for future MaxFax plans. For more information, email me at bmarches@erols.com

Visit the D.C. Maxecuter's Web Page
<http://www.his.com/~tschmitt/>

Digital Scalewinder

Rob Marchese

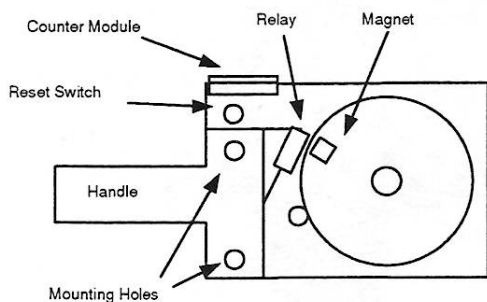
One thing I have found since we started flying at public venues such as the National Building Museum is that I can't count to 100 while holding a conversation. I hate to appear anti-social, even to spectators that don't know rubber power etiquette, so I built this counter for my HiLine Scalewinder. It's by no means the first, but I think mine is unique in that all the components are hidden inside the original Scalewinder.

Like many others, it counts the cranks rather than actual turns. Magnets mounted on the large gear close the reed relay when they pass by. This provides a contact closure for the counter module. It's up to the operator's "wet-ware" to provide the times 10 function.

Here is a list of parts you'll need. All of them but the counter module are available off the shelf at Radio Shack. The "miniature self-powered totalizing counter" is listed on page 197 of the 1999 Radio Shack catalog but must be special ordered.

Counter Module	RSU 11907219
Reed Relay	275-233
Momentary Switch	275-1547
Magnets	64-1879

Starting with a HiLine I Scalewinders, the first step is to drill a 1/8" hole through the two metal plates and the handle a little below the upper screw. Then remove the screws holding the handle on. Save the screws and metal spacers. Cut about 3/4" off the upper part of the handle to provide clearance for the counter module. Drill a new 1/4" hole in the wooden handle using the small hole as a pilot. Widening one of the original screw holes in the plate for the reset switch.



Solder a pair of wires to extend the reset lines to the momentary switch. The Module's two contact closure wires go to the contact pins (the ones on each end) of relay.

The Counter Module's bezel is a bit wide to fit in between the two plates, so I had to trim a bit off one

side. Mine was still snug enough when press-fit, but you might need some double sided tape to keep it in place until the battery needs changing in 2 to 3 years.

I used CA to attach the reed relay to the handle's inside end and also to attach the magnets to the gear. My original plan was to attach the magnets temporarily while I adjusted their orientation, but they haven't fallen off yet. I had to stack magnets several to get enough "dwell" to allow me to crank at reasonable speeds. You don't want to miss counts during the heat of a mass launch wind-up!

Finally, reassemble your Scalewinder and make sure it still turns freely while counting consistently. You may have to adjust the reed relay position and the magnet's orientation.

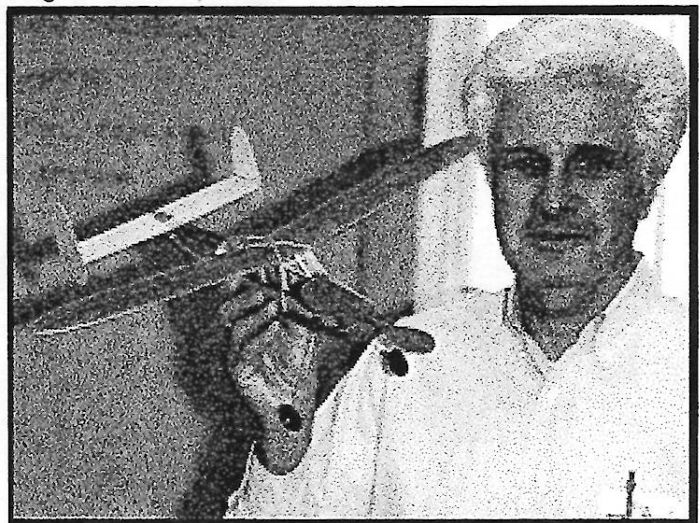
A.M. Cabin Duration

Paul Spreiregen

This 20" span rubber sport model was published in Aeromodeller magazine back in 1952, and was a revision of an earlier design by Bill Dean. It is D/494 if you would like the full size plan; we have reproduced an edited version to fit our pages. I've built two if these beauties. The first was lost OOS on a beautiful spring day somewhere over Reisterstown, MD.

Construction is a bit more than a simple sport model, but worth the effort.

There are three other Aeromodeller sport designs that I'd also recommend, all for gas power. One is the 36" span Tomboy by Vic Smeed, a classic high wing cabin free flight for a mild .049 (Plan PET/398). The second is a smaller version of the same airplane, the 22" span Tom Thumb, which I built for a Cox .010 (plan U/656). And the third is a 32" span Poppet, published in the May 1962 AM, also designed by Vic Smeed, and just right for a Pee Wee .020. My first Poppet went OOS on its first flight.



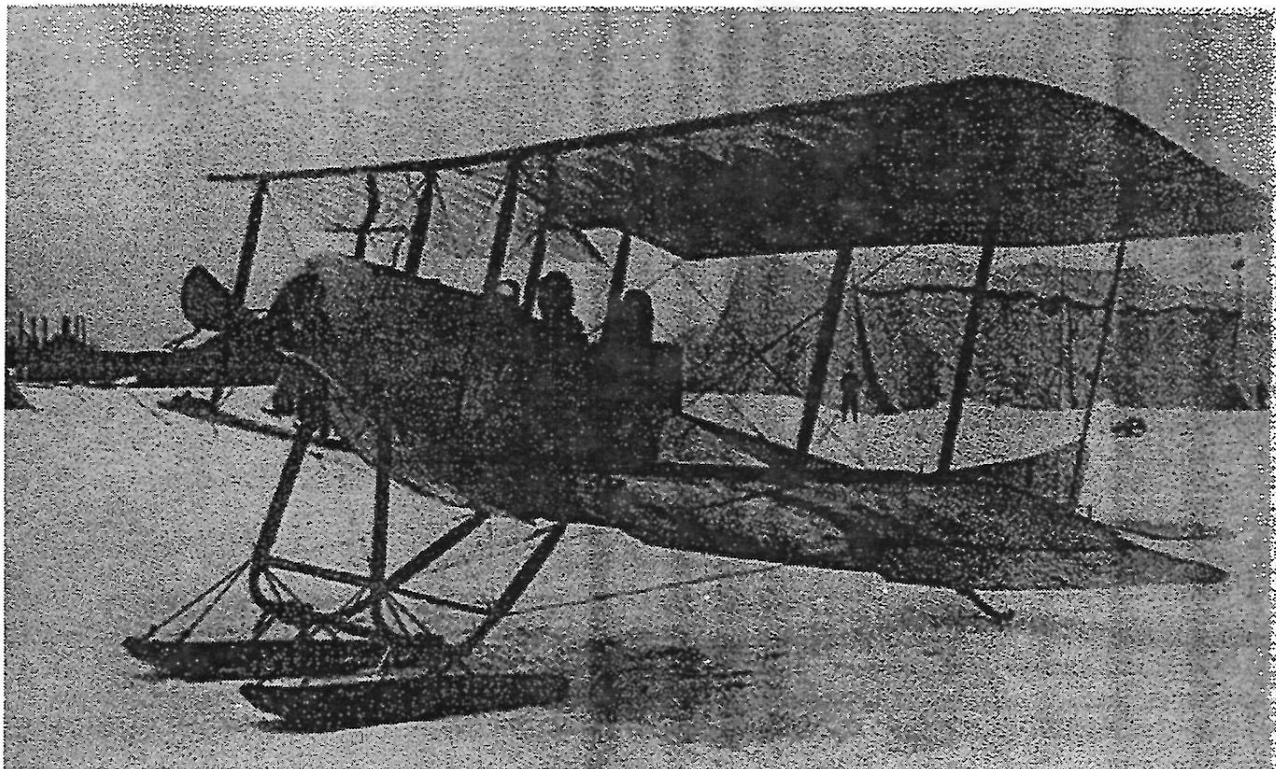
New from Hannan's Runway

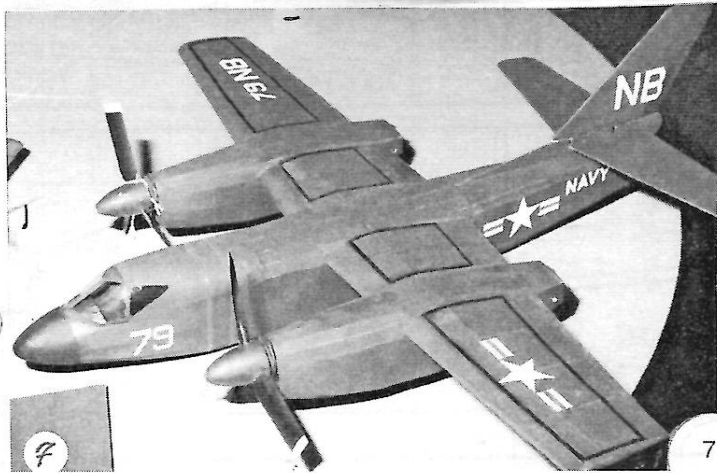
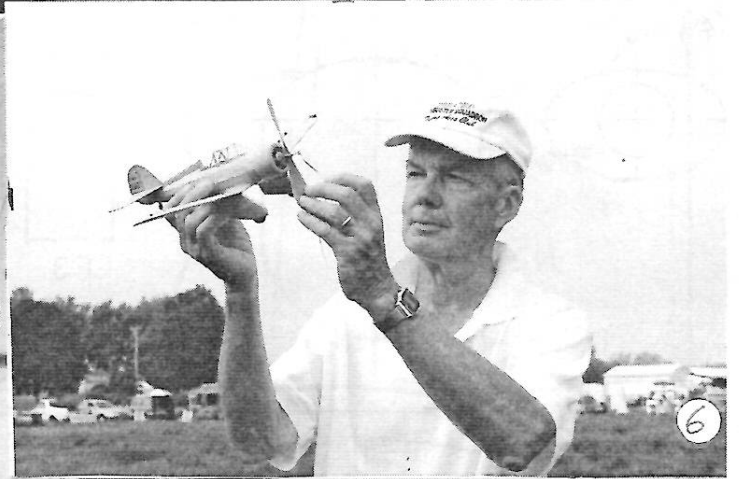
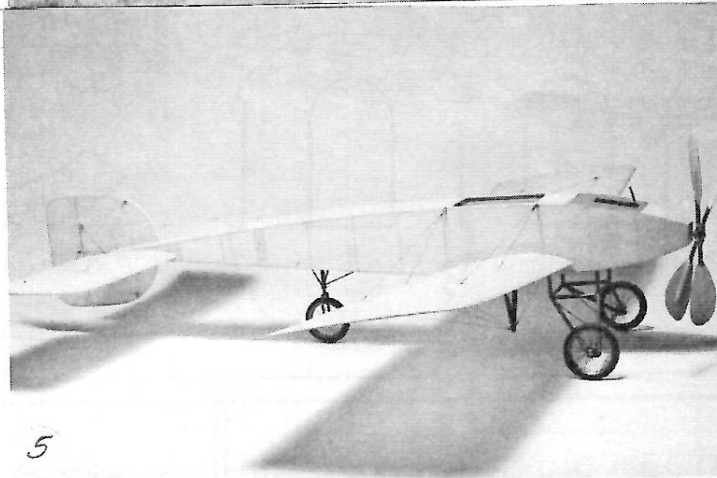
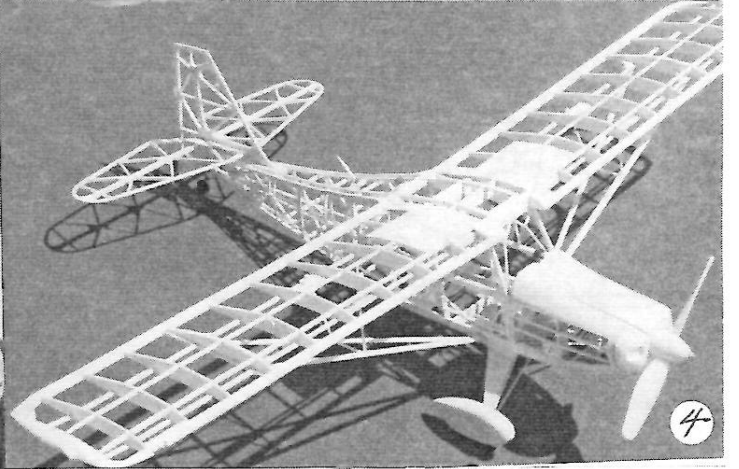
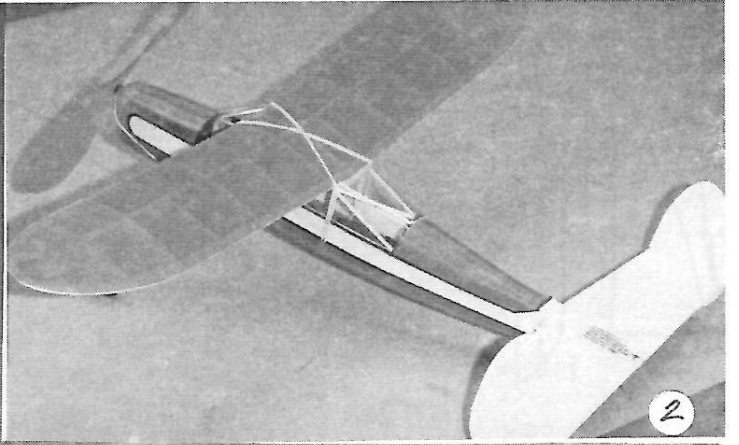
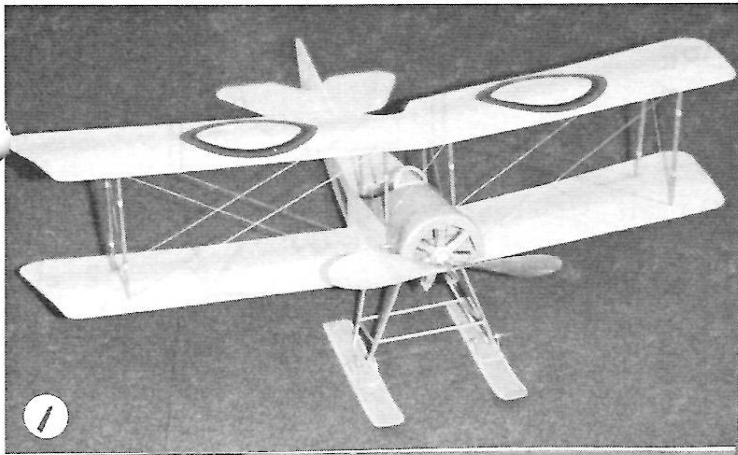
Tom Schmitt

Doesn't Bill ever rest? His latest offering is "MODELS & MODELERS INTERNATIONAL, VOLUME 2". It offers a plethora of model and 'real' aviation memorabilia. There are twelve 3-views and in particular a couple of nifty amphibians just crying out to be modeled as electrics or CO2s. Four construction plans are included plus many other items of interest to the scale aficionado. The articles remembering Warren Shipp and Frank Courtney particularly touched this writer. It is fitting that we continue to remember the exploits of our modeling and aviation heroes and Bill succeeds admirably. The price is \$10.95 plus \$2.50 postage and packing. Send your order to Hannan's Runway, Box 210, Magalia, California 95954 or call (530) 873-6421. Also check out Bill and Joan's website for their latest bargains at: <http://pages.prodigy.com/runway/runway.htm>

Photo Page

1. The full size plan for this issue is our editor Bob Marchese's Sikorsky S-16. We believe it is a first for this aircraft and Bob's model is a terrific rendition
2. The other plan in this issue is the sporty AM Duration submitted by Paul Spreiregen.
3. Here is our editor Bob ready to launch his Spitfire.
4. Bob Schlosberg continues to roll model masterpieces from his workshop. Bob sent this photo of his latest, a 36" Champion 7ECA 'Citabria' powered by a HiLine Dual Mini-6 with 4X150 MAH cells. Looking forward to seeing this one finished.
5. Tom Hallman sent this great photo of his 1907 Bleriot VII that was seen high in the air over Geneseo this summer picking up a first place in FAC PIONEER SCALE.
6. Bob McLellan had his Cunningham-Hall on hand. See last MAXFAX for his plans.
7. This is Tom Arnold's Super Savage entry in FAC SCALE, a great flying twin.
8. Earl Stahl is seen here with John Lewars and John's miniature copy of Earl's Pawnee.





Sikorsky S-16

Bob Marchese

I told myself as I picked up the March 1998 issue of Air & Space that if it had some pictures of an interesting plane or a 3-view, I'd buy it. I was pleased to find the two criteria satisfied with the article on the Sikorsky S-16. As a happy coincidence, I was looking for a WWI subject to fill out that part of my "Air Force". Inspired by this article I began my project. But as I told others about it, they helpfully provided me with more documentation, after I had the structure finished! One very useful book is "Sikorsky S-16" by Vladim Mikheyev published by Flying Machine Press as part of their Great War Aircraft in Profile series. Of course, there were discrepancies. Most notable of these is the shape of the stabilizer. The semi-circle platform shown in the small 3-view in the Air & Space article is different than those in the Mikheyev book. I chose to use the latter because I think the squared outline is a more likely match to the original.

Before Igor Sikorsky immigrated to America, he was an important figure in Russian Aviation. Probably his best known achievement of the time is the huge Ilya Muromets bomber. But he also designed a series of smaller aircraft, leading to the S-16. The aircraft had some success in combat, and a number of different versions were produced. It carried armaments in a variety of locations: on the left side of the cockpit, the right side, and also over the wing. During the summer, its landing gear consisted of 2 dual wheel trucks, and was fitted with skis for the long winters. There was also a version on floats.

Besides the various weapon and landing gear setups, there were three wing plans arrangements. The first prototypes had swept wings, but later ones had straight wings with ailerons on top and bottom. The later model S-16 series versions had shorter lower wings, with ailerons on the upper wing only. There were also two rudder shapes, and the fuselage came with or without turtle deck. The plans show the swept wing prototype (No. 154) on skis and without a machine gun.

One detail I wanted to do was the spinning rotary engine. I can't remember when I learned about this curious engine design. It must have been as a kid from watching old movies or talking with the guys at the hobby shop. In any case, I knew these engines spun, but had never actually seen one in action until very recently. The Discover Channel had a great series on WWI called "Four Years of Thunder". In it they showed flight operations of the Nieuport II at the Old Reinebeck Aerodrome. When I saw the cooling fins on the cylinder become blurred into concentric circles as the engine roared to life, I knew I'd have to try to capture that in my next model.

I made a 7 cylinder engine by dressing up some 3/4" scale Williams brother dummy cylinders with valve lifters

and rocker arms. These were glued to a hub with a 1/16" O.D. brass tube as a bearing. The dummy motor is mounted on the shaft between the nose block and the swing clutch.

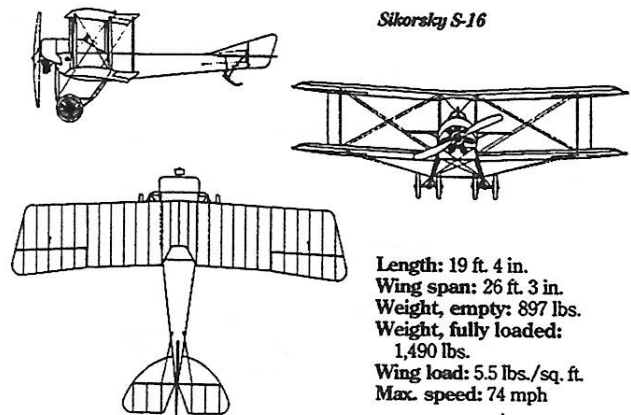
The model is fairly straightforward stick and tissue construction. I like to use a lot of ribs, but feel free to omit some if you must save the weight. The upper portion of the landing gear legs are hard balsa while I used bent aluminum tubing to make the curved bottom sections. The cowling is made from a number of barrel staves shaped 1/8" balsa sections that support a 1/16" front piece. These were filled and sanded to the outer shape. I then gouged out the inside to provide clearance for the engine.

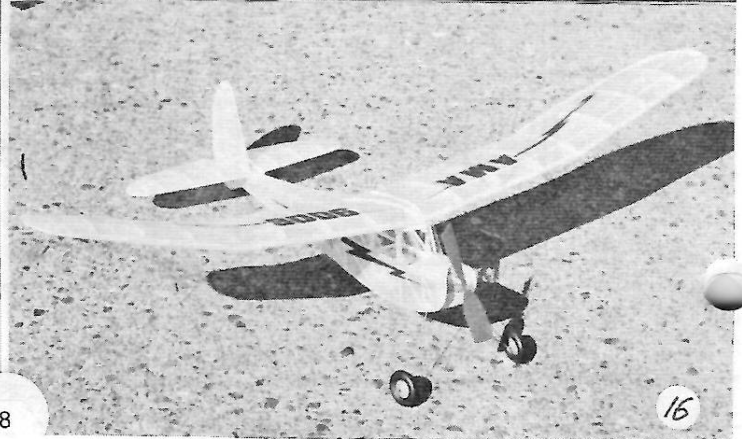
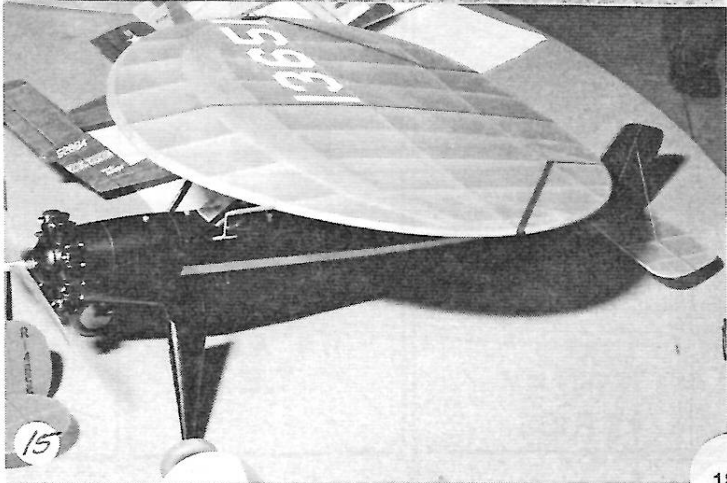
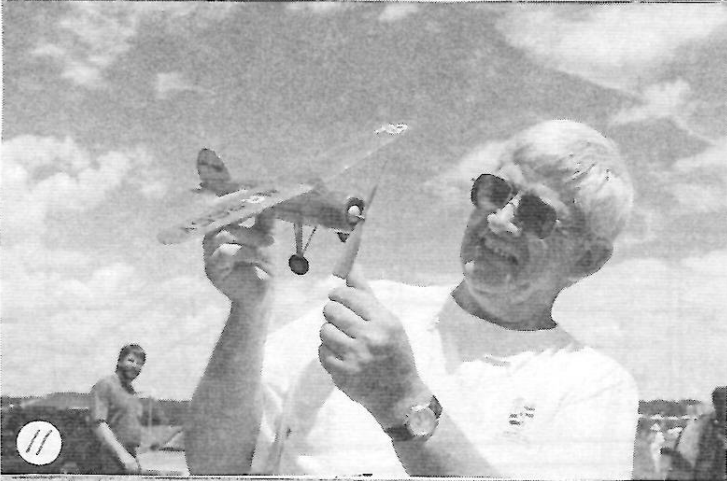
Several photos show the S-16 on skis. They were held level during flight by bungee cords at the front and a cable leash at the back. The ski's axle looks like it was one continuous piece, while photos of the wheels clearly show two separate axles.

I covered the model with white Japanese tissue and a coat of Sig Diana Cream nitrate dope. The fuselage sides forward of the lower leading edge and in front of the cockpit, as well as the landing gear are dull silver. I made the Imperial Russian Cockades by airbrushing red and blue rings onto a piece of white decal material available from Micro Scale. The Pennant insignia were also done this way. We will also have some custom computer generated decals available in the near future.

Remember to remove any warps before you begin flying. It is somewhat pitch sensitive, so be careful of warps in the tail. With enough nose ballast to balance at the location shown on the plan, the plane comes in at 45 grams. 10 grams of 1/8" Tan II lets it climb out with authority.

I'd like to thank Bill Ceresa and Tom Schmitt for all their help, encouragement, and long term loan of their documentation. Thanks also to Don Srull for his aerodynamic advice and help with trimming.





FAC NATS MK XI Photos

9. Vic Didlot one of many hard working judges working with Dave Stott's Taylor Cub.
10. Lindsey Smith journeyed from England with Jane and flew this Golden Age Reproduction Stormovik IL2 in the WWII MASS LAUNCH event.
11. Pat Daily flew this nifty Comet Vega with Amelia Earheart markings in the DIME SCALE event.
12. Dr. Harris came all the way from Hawaii with a gaggle of aircraft including this Corsair. He also had a rubber powered B-36 (6 props) which we did not see fly.
13. Dave Rees flew his Eagle Rock Bullet for a max in FAC POWER SCALE and managed a well-deserved fourth place in the close competition.
14. Dereck Knight also made the trip from England with his wife and flew this B-17 powered by four of his new motors, the K&P 00.
15. Leave it to Joe Barish to come with an unusual aircraft. Here is his PEANUT entry the Umbrella Plane one of many strange configurations tried during the golden age.
16. Not a NAT's photo but will be seeing some of these in future contests. This is Al Lidberg's latest his mini-XL Cleveland "VIKING".

Al Lidberg's Latest

Tom Schmitt

Al Lidberg the energetic designer in Tempe, Arizona has added another "Mini-Old Timer to his ever expanding offerings of plans, semi-kits and now full kits. His latest gem is the mini-XL Cleveland "VIKING". It is sized for the Hiline Mini-6 and similar propulsion systems and will be a good competitor in the FAC Electric Old time Gas Replica events. Al's price for the full Viking Kit is \$24.00 postpaid.

Al has many other "Mini-Old Timers sized for the small electric motors such as the Micro-4 and will be great with several CO2 motors that are available. They are great flyers and always contenders for the event at the FAC meets at Geneseo. Hopefully the event will catch on elsewhere. Once in the air they have all the appearance of the original full size aircraft without the ignition engine noise. This writer has lost three of the little rascals and is looking forward to building more.

Al's address is A. A. Lidberg / model plans service, 1008 E. Baseline, Suite 1074, Tempe, Arizona 85283. His phone number on evenings & weekends is 602-839-8154. Ask Al for his price list of many other great aircraft. Check out his web site for complete listing of his kits at <http://members.aol.com/aalmps> or email at aalmps@aol.com.

MaxFax Back issues

Available @ \$3.50 each. The contents of these issues are as follows:

May-Jun 96: Bowers & Raykow- 25" Farman F250 by Bowers Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A

July-Aug 96: OUT

Sep-Oct 96: OUT

Nov -Dec 96: Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, Pearl Harbor, Clark Y airfoils

Jan-Feb 97: OUT

Mar-Apr 97: Schanzle-Ben Jones S-125 and Index to 20 years of MaxFax

May-Jun 97: Meyers- 4th Dimescale Issue Airdevil Gregor FDB-1 Air-King Monocoupe Dimescale Bellanca Jr. and Taylorcraft (20") Majorly Morphed Megow Nieuport Scout, Nickel-scale Bellanca Jr., Al Flesher on "Propeller Efficiency".

Jul-Aug 97: OUT

Sep-Oct 97: Pittman- Double photo pages, Gasu Denki Koken A* 10 cent plan by Dave Aronstein also his "Washingtonian Proposal", Al Backstrom's Maubossin Hemiptere 10 center, No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie Russ Sandusky's work shop. Email stuff on Geneseo.

Nov-Dec 97: Snull- Vega Issue Comet Dime Scale Vega plans & details of Kudzu Vega Event. Peerless Vega plans Kuzu and Comsat contest results Many Vega 3-views and color schemes.

Jan-Feb 98: Meyers- 5th dimescale issue NBM fun-fly write-up, Washingtonian rules, Dave Aronstein on building the Comet Lusombe 50, Comet Curtiss P-36, Phantom Flash, 5¢ Baby ROG, 20" Comet style Miles Mohawk, Comet dimescale listing with Penn Valley price list, Doug Buchanan's workshop, Comsat contest correction, Rolf Gregory Memorial.

Mar-Apr 98: Bowers & Rakow- Bowers 30" Monocoup & Curtiss Robin for rubber or elct. 2 CAVUs by Rolfe Gregory. The Giant Chickadee Model from 1931. Clayton Knight write up. Al Lawton's workshop.

May-Jun 98: Daily & Paisley- 20" Fok D7 22.5" Hallman Mitsubishi 1 MF1 two super pipes! With building tips.

Jul-Aug 98: Schanzel Super scale Rearwin Skyranger separate detailed plan 1998 Geneseo Nats Winner many building tips & hints, list of Classic Rubber Scale Models.

Sep-Oct 98: Meyers-6th dimescale issue. Bob McClelland's Cunningham-Hall dimer, Comet Puss Moth, SPAD & Fok D7 for next year's Kuzu Kombat Dave Stott on Dime Scale NBM & Brainbuster results Van Gorder Farewell.

Dimescale Correspondence

The last issue's editor, Stew Meyers, received a couple of letters on the subject of Dimescale. Claude Powell suggests a simplified approach, while Dave Stott offers some reasons behind the rules. A portion of the Curtiss Robin plan he mentions is included.

Hi Stew,

Just finished perusing Sept-Oct 1998 MAX-FAX. Dave Stott's "OLD TIME KIT SCALE" rules caused me to pause and ponder. After two cold cans of suds, several cigarettes and a lot of re-pondering, I'd like to offer the following suggestion. It's time to apply the KISS principal. We've all had a great time with the resurrection of the DIME SCALE models and their clones (and we will continue to do so), however it's just becoming too complicated. For example, there have been several attempts to generate acceptable dime scale rules, DIME SCALE models cannot fly in FAC mass launches (at the FAC NATS), Etc, Etc...

We can easily apply the KISS principal by forgetting DIME SCALE as a separate entity (which it's not) and simply fly a WALNUT SCALE category, the same as we fly PEANUT SCALE. The rules would be wingspans greater than 13" and less than 21" and meet the old FAC 40 point requirement. This would still allow us to fly our DIME SCALERS, PSEUDO DIME SCALERS and any thing else within that wingspan. further refinement, if desired, would be to fly biplanes against biplanes (FOKKERS against GREAT LAKE TRAINERS), low wingers against low wingers (P51's against HARLOWS and high wingers against high wingers (CESSNA 150's against STINSON SR-7s). Actually, a KISSIER approach would be to simply forget DIME SCALE as a

separate entity and fly in FAC events as we use to do. After all they were old time kits. Seriously, I think this is a worthwhile suggestion who's time may have come.

Keep the DIME SCALE plans coming,

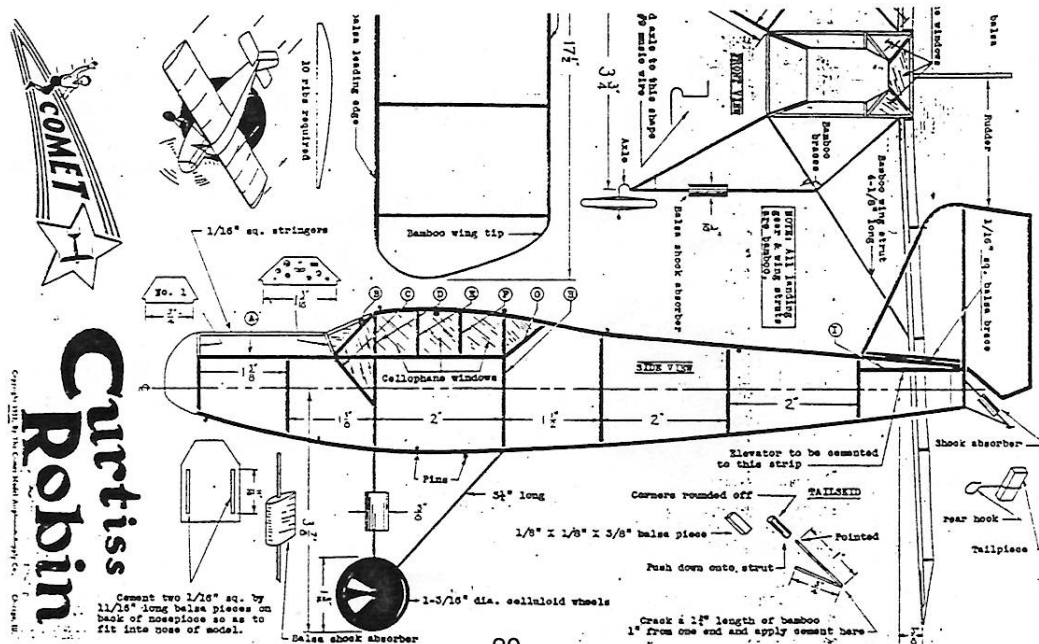
Claude Powell

PS: I can't remember when I wanted to build a model EXACTLY as designed simply because I like to do certain construction steps my way.

Dear Ten Cent Laddie,

My helmet is off to you! I have been waiting for that Comet ten cent plan of the Puss Moth to surface for decades! All of the 16 inch span Comet Puss Moths built in my neck of the woods have been of the one that sold for 50¢ in a series that preceded the ten centers. Great Hung! Unless these 50¢ Puss Moths receive special dispensation from Commander Reichel, they may well end up as burnt offerings to the Mighty Thermal God! Well, we all know that the price of a kit has little to do with what a ten center really is. What drove the pricing of kits was simply what was in them. The completeness of the kit, more than the design of the model, or the accuracy of the rendition. This was one of the main considerations Paul and I had in mind when we came up with the rules you were kind enough to print in Max Fax for Sept.-Oct. 1998.

In drafting the "Competition" section we made use of the examples shown by the flyers in the area. They like to have two or more ten centers on hand and fly the heck out of 'em. Hence, we allowed 3 models to be flown limitless times. An entire meet could be built around a couple of mass launch events and ten centers. Or, Ten Centers could be flown 2 1/2 of the 3 days of the FAC Nationals.



The reason for the 3 models having to be of different size and configuration is simply to keep the entries of more variety, and to eventually demonstrate that bigger is not always best. We did not want it to become a battle of 20" high wing cabin jobs. Let me elucidate

We took the results of eight ten cent contests and studied them. In all cases there were at least 2 20" span airplanes in the list of contenders. None won, nor placed to third! In one of the meets a ten inch Comet Howard came in second! In another, a 12inch Megow Spad won! So you see, there is some real worth in the smaller models. And, for those who still think big, remember you must present the model and plan at the end of the meet, so you must still have it in hand! And yes, Stew, you are right about not allowing a D.T. We added that rule during the FAC Nats.

I am enclosing part of the plan of the early Comet "Curtiss Robin" that we excluded from the event. It may not be the one you thought it was.

I would also like to explain why "Twin Motored" is a "recognized category". It is simply because both Megow & Guillow kitted a Grumman Skyrocket and National a Curtiss Condor bomber. A Boeing B-9 "Death Angel" was kitted by Construct-a-plane.

In laying out those rules we tried to include all the simple old time ten cent style of model regardless of its selling price. The more elaborate (and expensive) model would eliminate itself by its weight alone. We tried to control the pseudo designs by separate restrictions that would not allow any design to run away with everything. And lastly, we tried to provide plenty of flying with a wide variety of model sizes and types.

And by the way, congratulations! You have put our entire rules on little more than a page and a half! I always thought the "5 pages of rules!" a moot point. How many times have we all heard of the engraving of the Lord's Prayer on the head of a pin?

Whether "Stott's Rules" are ever used or not is also a moot point. Paul and I felt we should not criticize the current FAC rules without offering an alternate. So far it seems that no rules have been needed, and this is fine. But, some time, someone will show up with a Comet Taylorcraft built of 1/20 squares, strutless, and covered with condenser paper sporting a foam prop and demand to fly it because he made it over the Comet plan. That is why there is a Legal Eagle event. But, that is another story.

Regards to you and all the Maxecuters,

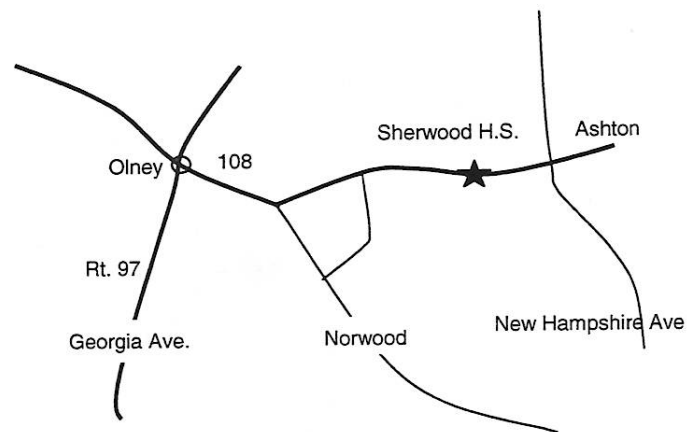
DAVE STOTT

Flying At Sherwood High

Back by popular demand, its Saturday Evening Flying at Sherwood High School in Sandy Spring, MD! We've scheduled 4 flying session this fall and winter, each from 6:00 PM to 9:00 PM. Just to keep things interesting, we've also planned a Kanone Quest mini contest with 2 events for each date. Here's the schedule:

Nov 21 - Dime Scale and Dime Scale Vegas
Dec 19 - Peanuts and modified Washintonian
Jan 16 - Bostonians and NoCal
Feb 20 - Biplane and 'Carrier Landing'

Modified Washintonian is based on Dave Aronstein's proposed event, but simplified to be the best time for any model with a minimum weight of 7 grams and using a 1 gram motor. For the Biplane event we plan several mass launches based on turnout.



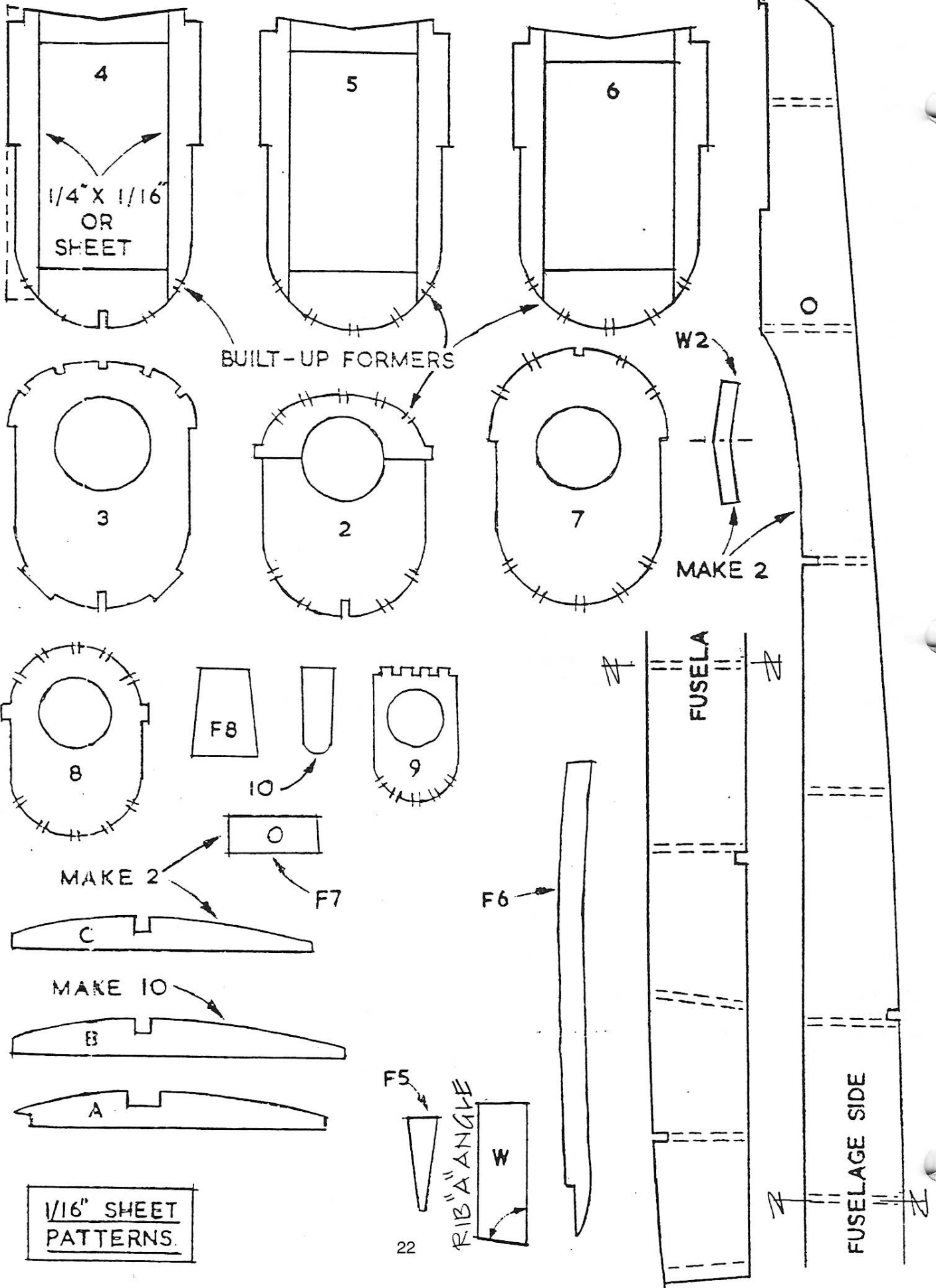
Poetry Corner

In Flanders Fields
by John McCrae

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved, and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.



1/16" SHEET PATTERNS

BUILT-UP FORMERS

MAKE 2

MAKE 2

MAKE 10

FUSELA

FUSELAGE SIDE

RIB ANGLE

22

1/4" X 1/16" OR SHEET

4

5

6

3

2

7

8

F8

10

9

F7

C

B

A

F5

F6

W

W2

CONTEST RESULTS FOR 1998 SUMMER FUN-FLY

FAC SCALE

NAME	AIRCRAFT	STATIC					FLIGHT (SEC.)			SCORE
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T 1	F L T 2	F L T 3	
1. DAVE REES	SKYRAIDER	23	16	12	51	10	77	-	-	129.5
2. PAT DAILY	MESSERSCHMITT Bf 109	26	18	11	55	10	33	46	65	127.5
3. CLAUDE POWELL	CURTISS FALCON	20	17	9	46	15	34	40	63	122.5
4. DAN DRISCOLL	COUGAR	23	16	9	48	0	54	46	67	111.5
5. BOB MARCHESE	FAIRCHILD 24	27	17	11	55	0	39	-	-	94.0
BILL BELL	CONSOLIDATED FLEETSTER	DID NOT RECORD OFFICIAL FLIGHT TIME								
BILL BELL	LOCKHEED VEGA	DID NOT RECORD OFFICIAL FLIGHT TIME								
PAT DAILY	CURTISS OC2	DID NOT RECORD OFFICIAL FLIGHT TIME								
BOB MARCHESE	SIKORSKY S-16	DID NOT RECORD OFFICIAL FLIGHT TIME								
BOB Mc LELLON	STINSON VOYAGER	DID NOT RECORD OFFICIAL FLIGHT TIME								

FAC POWER SCALE

NAME	AIRCRAFT	STATIC					FLIGHT (SEC.)			SCORE
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T 1	F L T 2	F L T 3	
1. BOB MARCHESE	HORTON III	24	18	10	52	20	96	-	-	133.5
2. CLAUDE POWELL	AMERICAN EAGLET	19	15	9	43	3	120	-	-	125.5
3. TERRY PITTMAN	CAUDRON	25	18	10	53	10	59	65	-	120.5
PAT DAILY	ALBATROSS D-III	DID NOT RECORD OFFICIAL FLIGHT TIME								
BERT PHILLIPS	NEIUPORT 11	DID NOT RECORD OFFICIAL FLIGHT TIME								
TERRY PITTMAN	DELANNE	DID NOT RECORD OFFICIAL FLIGHT TIME								
DAVE REES	EAGLEROCK BULLET	DID NOT RECORD OFFICIAL FLIGHT TIME								

WW-1

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
FLIGHT A										
DON SRULL	FOKKER D-7									1
CLAUDE POWELL	SOPHWITH 1 1/2 STRUTTER									2
DAVE REES	MARTINSYDE S1									3
WALT FARRELL	SPAD	X								
BOB Mc LELLON	FOKKER D-7	X								
STEW MEYERS	SPAD	X								
BILL BELL	FOKKER D-7	X								

WW-II

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
FLIGHT A										
WALT FARRELL	KI-61 HEIN									1
PAT DAILY	MESSERSCHMITT Bf 109									2
STEW MEYERS	F4F WILDCAT									3
CLAUDE POWELL	ZERO	X								
BOB MC LELLON	F4F WILDCAT	X								
DAN DRISCOLL	ZERO	X								
BOB MARCHESE	MACCHI FOLGORE	X								
BILL BELL	P-51	X								

CONTEST RESULTS FOR 1998 SUMMER FUN-FLY

DIME SCALE VEGA

NAME	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2		
STEW MEYERS	VEGA				1
BOB MARCHESE	VEGA				2
PAT DAILY	VEGA				3
CLAUDE POWELL	VEGA	X			
WALT FARRELL	VEGA	X			
DAVE REES	VEGA	X			
BERT PHILLIPS	VEGA	X			

DIME SCALE

NAME	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2		
DAN DRISCOLL	CORBIN ACE				1
CLAUDE POWELL	ONG CONTINENTAL				2
WALT FARRELL	ALLIED SPORT				3
BOB McLELLON	C-34	X			
PAT DAILY	VEGA	X			
DAVE REES	VEGA		X		
BERT PHILLIPS	MONOCOUCPE	X			
BOB MARCHESE	CURTISS ROBIN	X			
STEW MEYERS	BELLANCA JR.	X			
DON SRULL	MUREAUX		X		

GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2		
BOB McLELLON	STINSON RELIANT				1
WALT FARRELL	CORBIN ACE				2
BILL BELL	MONOCOUCPE				3
CLAUDE POWELL	HOWARD	X			
DAN DRISCOLL	HOWARD	X			
BERT PHILLIPS	CESSNA C-34	X			
BOB MARCHESE	FAIRCHILD 24	X			
DON SRULL	R-4 JACKRABBIT	X			
STEW MEYERS	MILES MOHAWK	X			

PETERSBURG SPEED MASS LAUNCH
 PETERSBURG NAVIGATION MASS LAUNCH

PAT DAILY
 BERT PHILLIPS



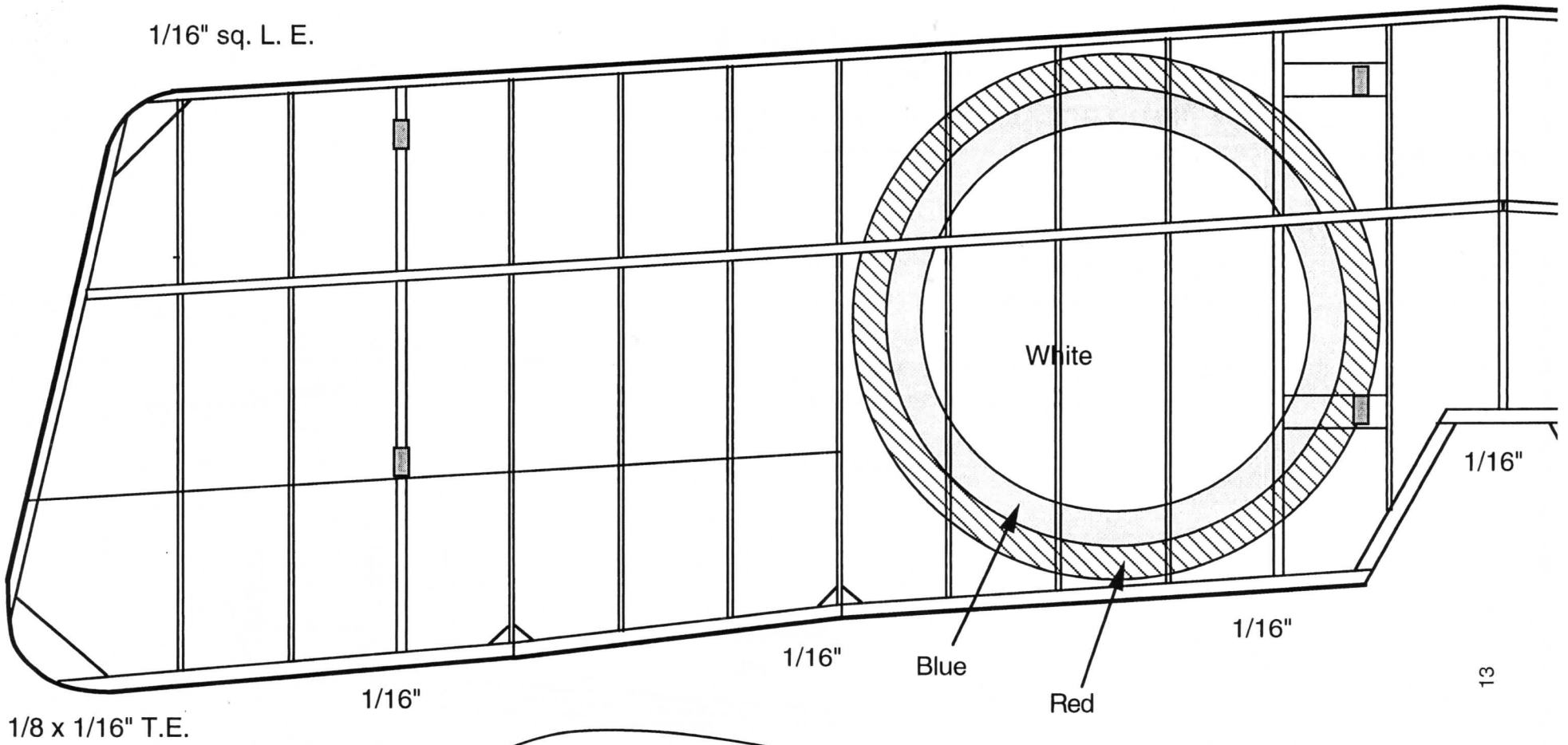
NOTE: Your Dues Are Due

Club Officers President: Hurst Bowers, 1649 Birch Rd., McLean, VA 22101
 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

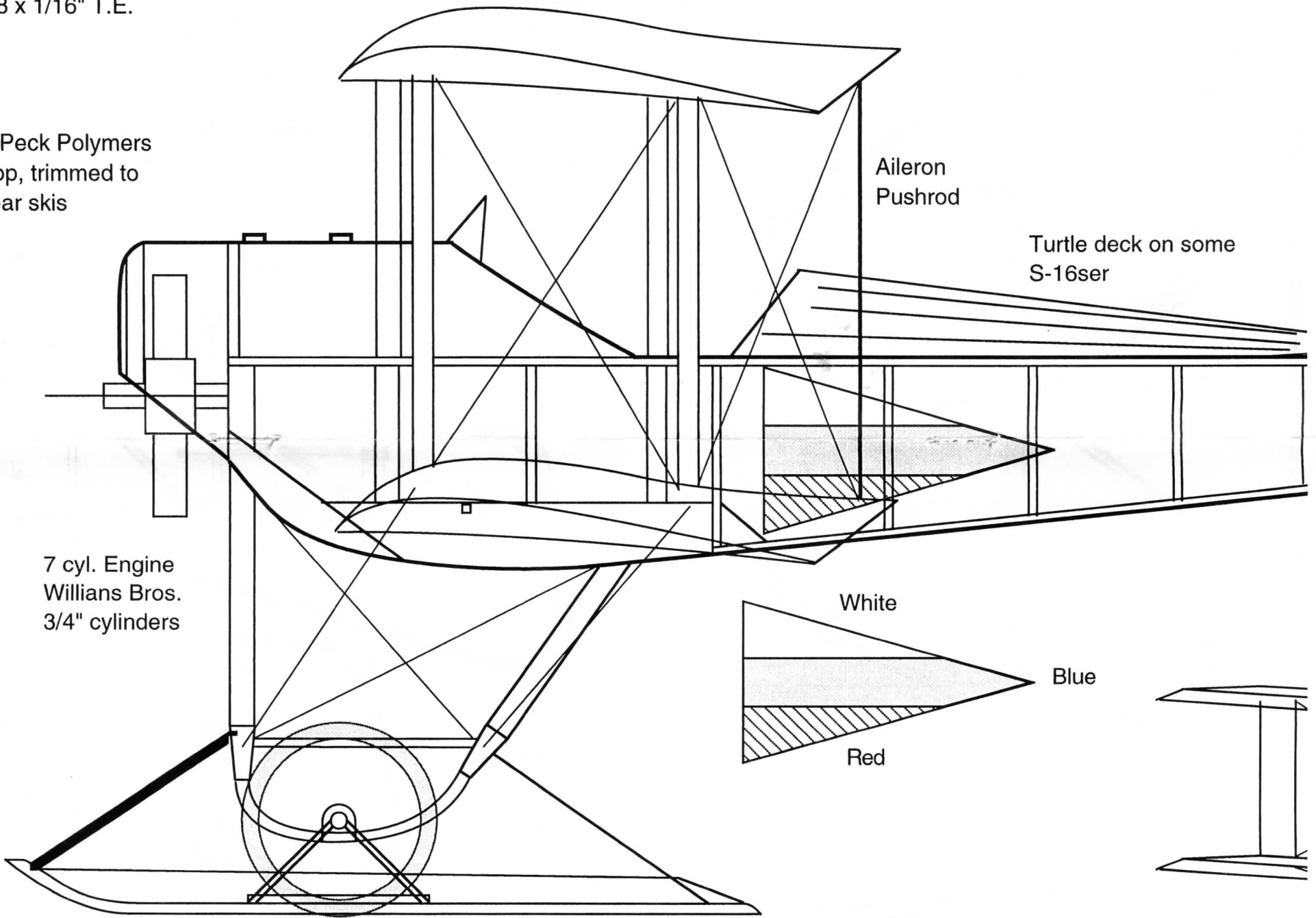
Meetings – The D.C. Maxecuters hold meetings on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

Membership – Dues for membership in the D.C. Maxecuters are \$15 per year for residents of the USA, Canada and Mexico, and \$25 for all other countries. Your mailing lable 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.

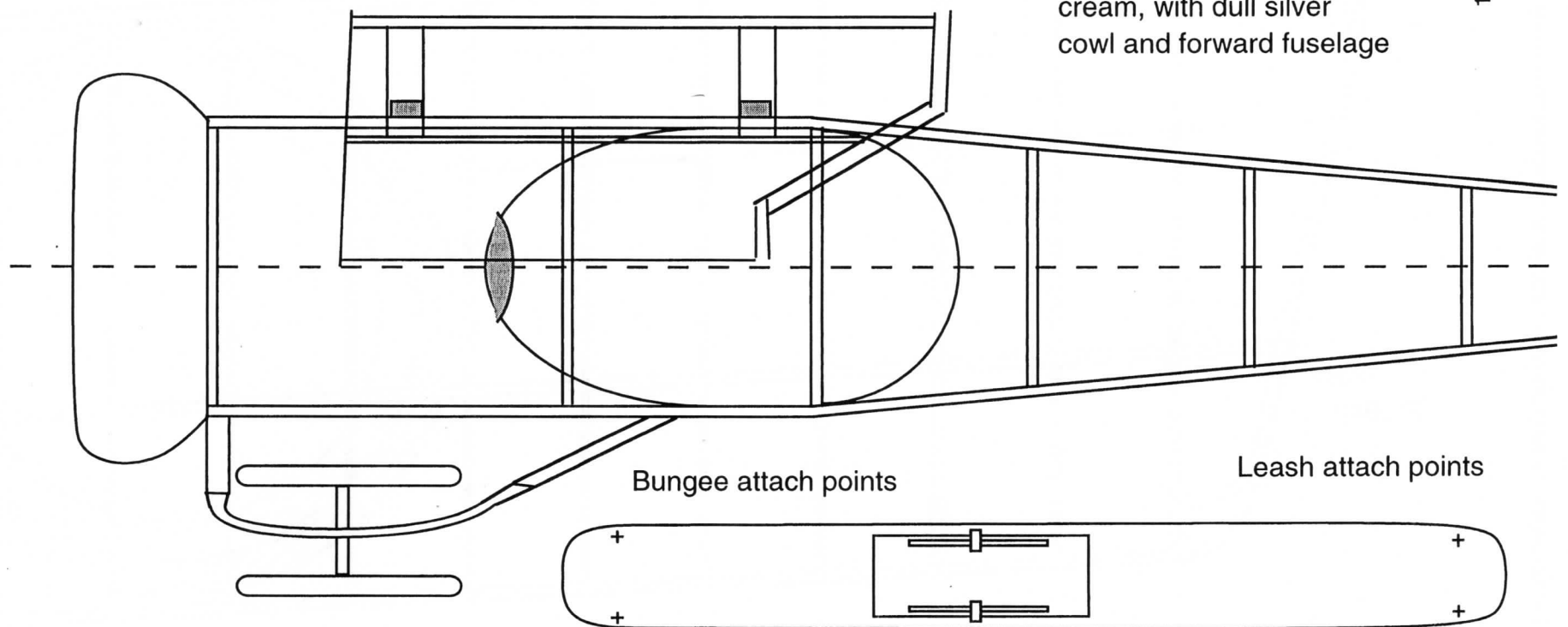
1/16" sq. L. E.

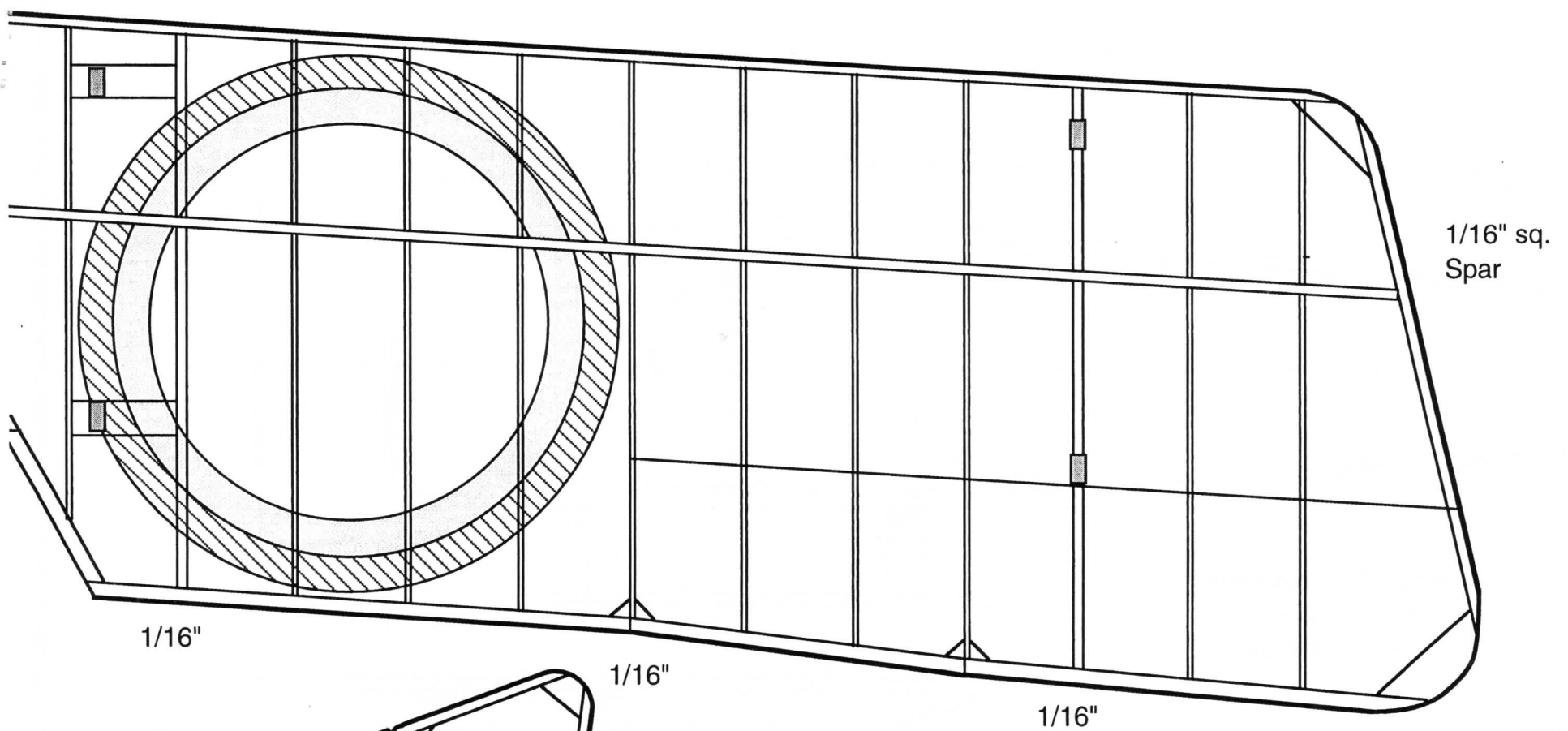


7" Peck Polymers prop, trimmed to clear skis

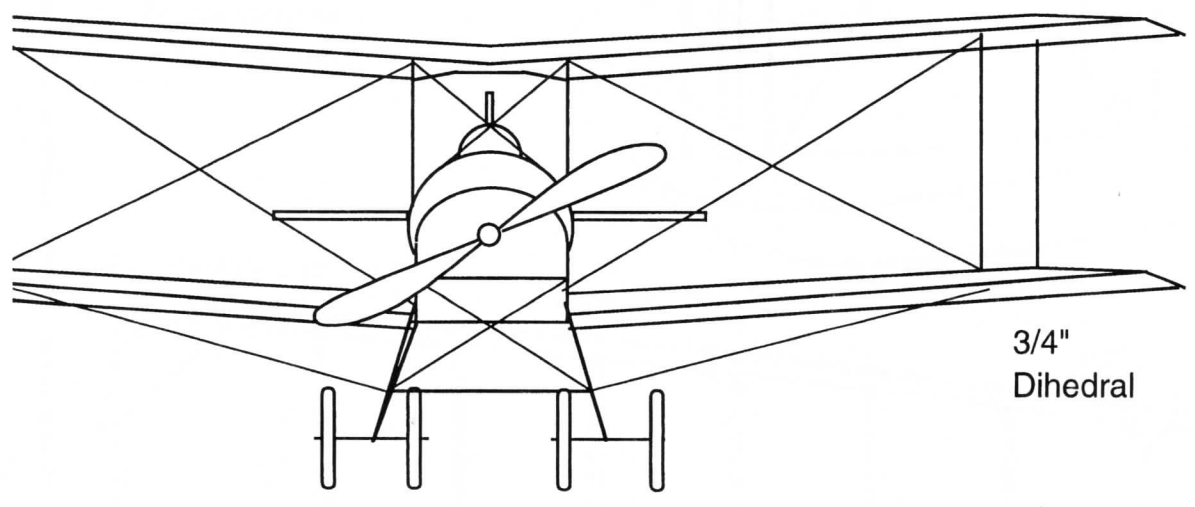
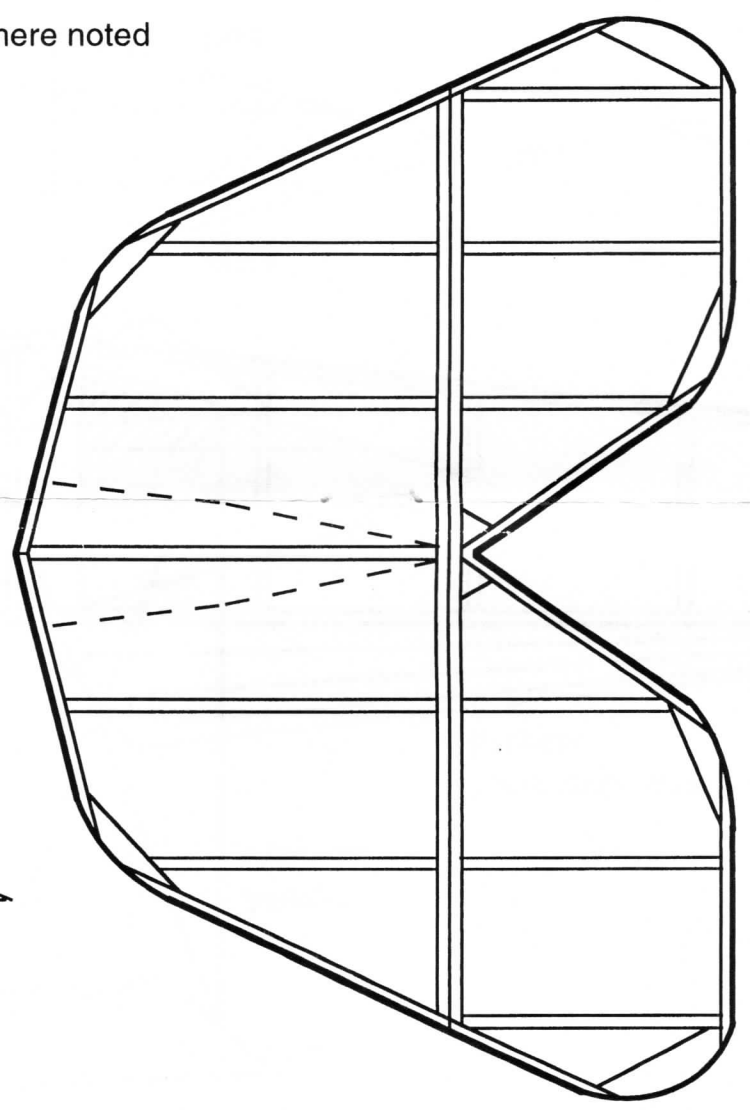
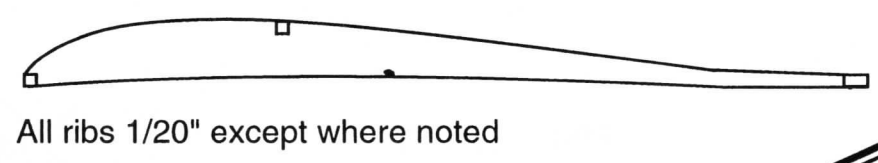
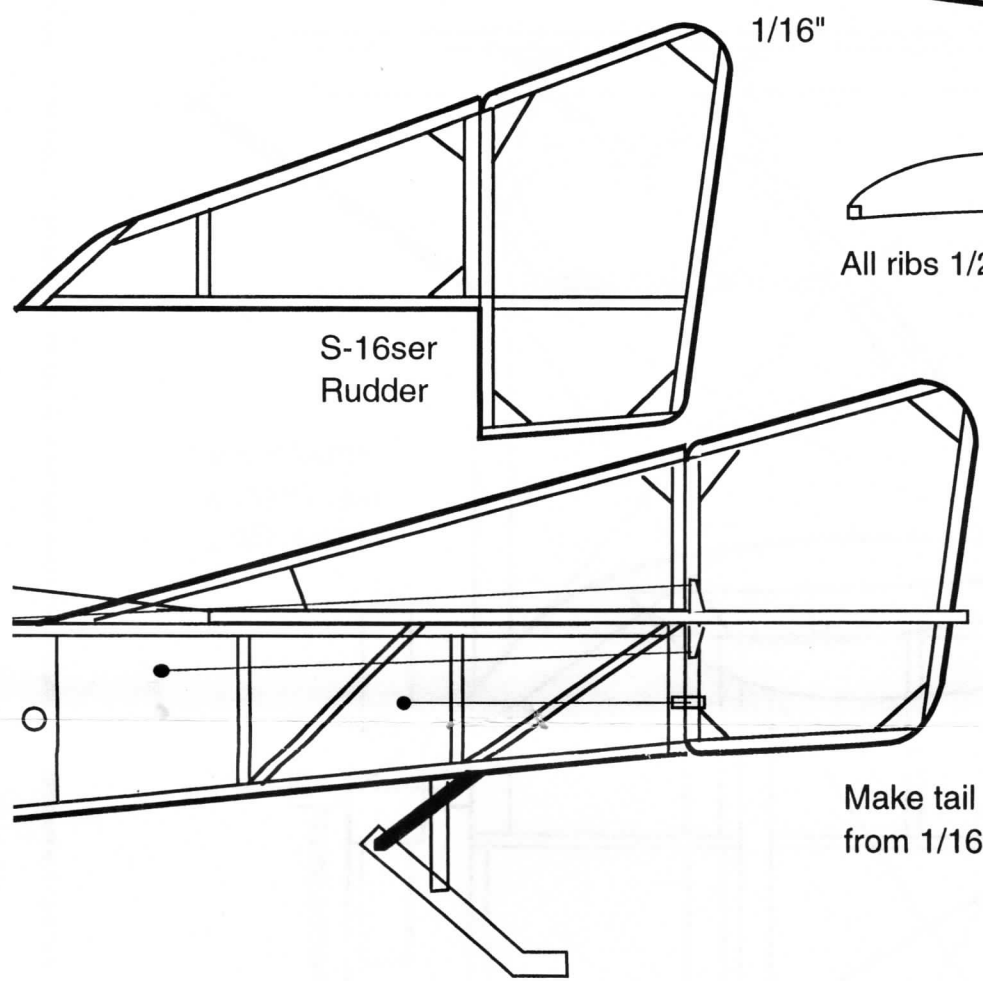


Aircraft was overall cream, with dull silver cowl and forward fuselage

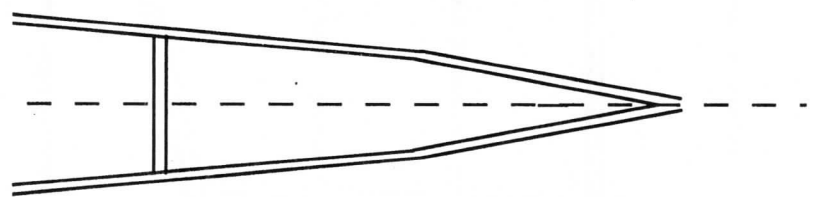




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Front View not to scale



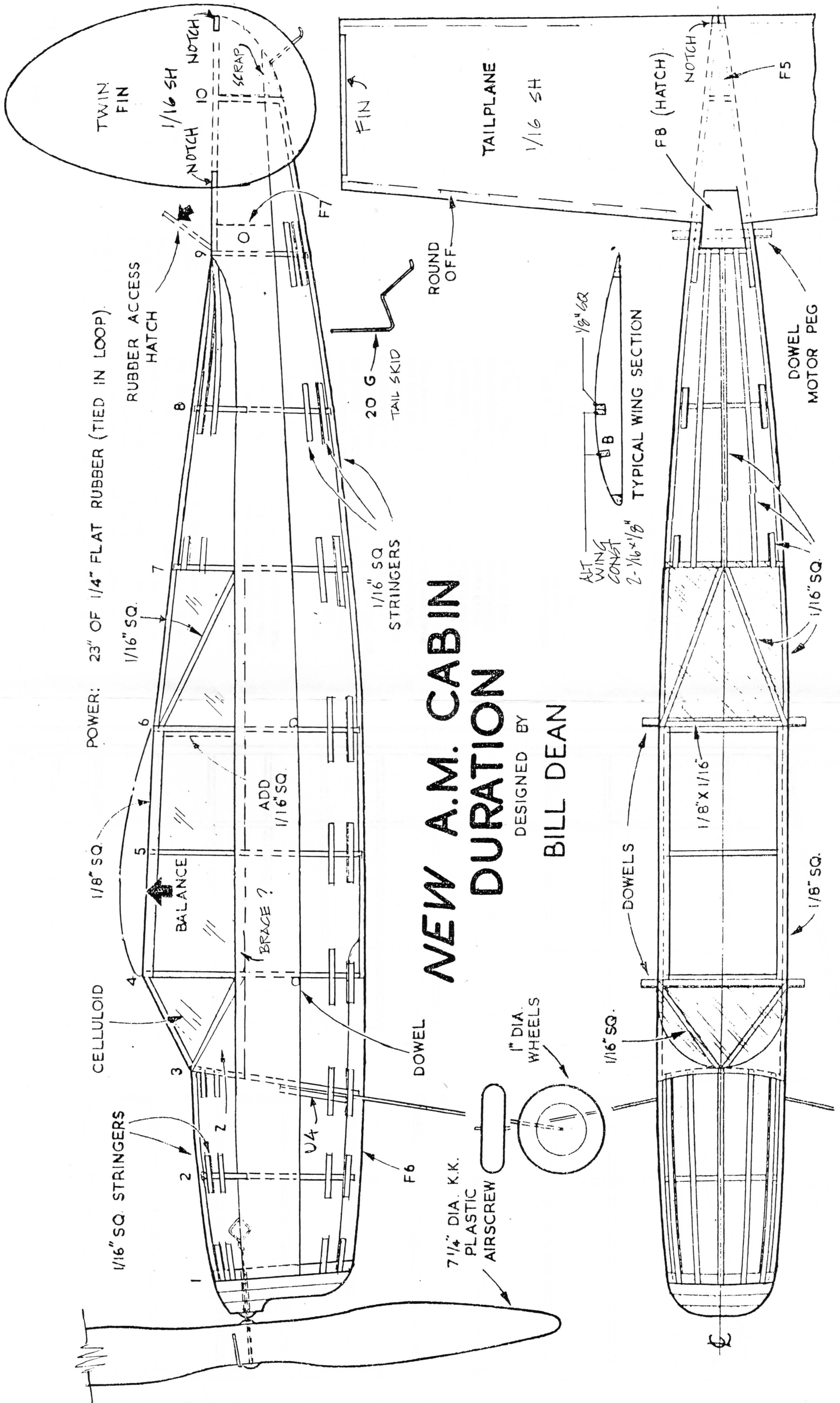
References:

"Igor Sikorsky's Little Bird", by John Fleishman, Air & Space, February/March 1998

Great War Aircraft in Profile 1, Sikorsky S-16
Vladim Mikheyev, Flying Machine Press

14

Sikorsky S-16 WWI Pursuit Fighter
3/4" Scale Rubber Flying Model
Designed and Drawn by

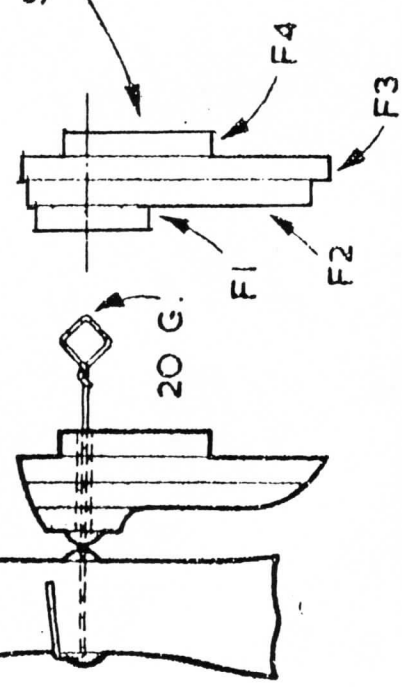


NEW A.M. CABIN

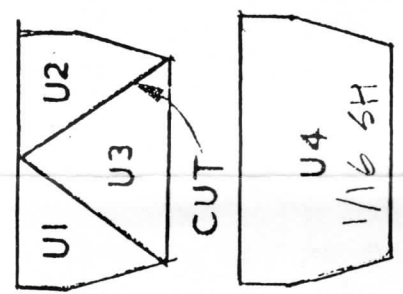
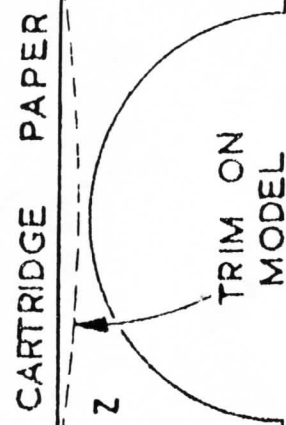
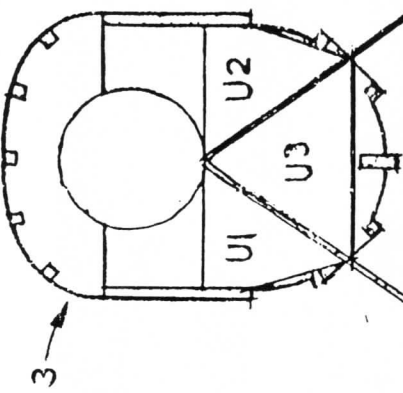
DESIGNED BY
BILL DEAN

POWER: 23" OF 1/4" FLAT RUBBER (TIED IN LOOP)

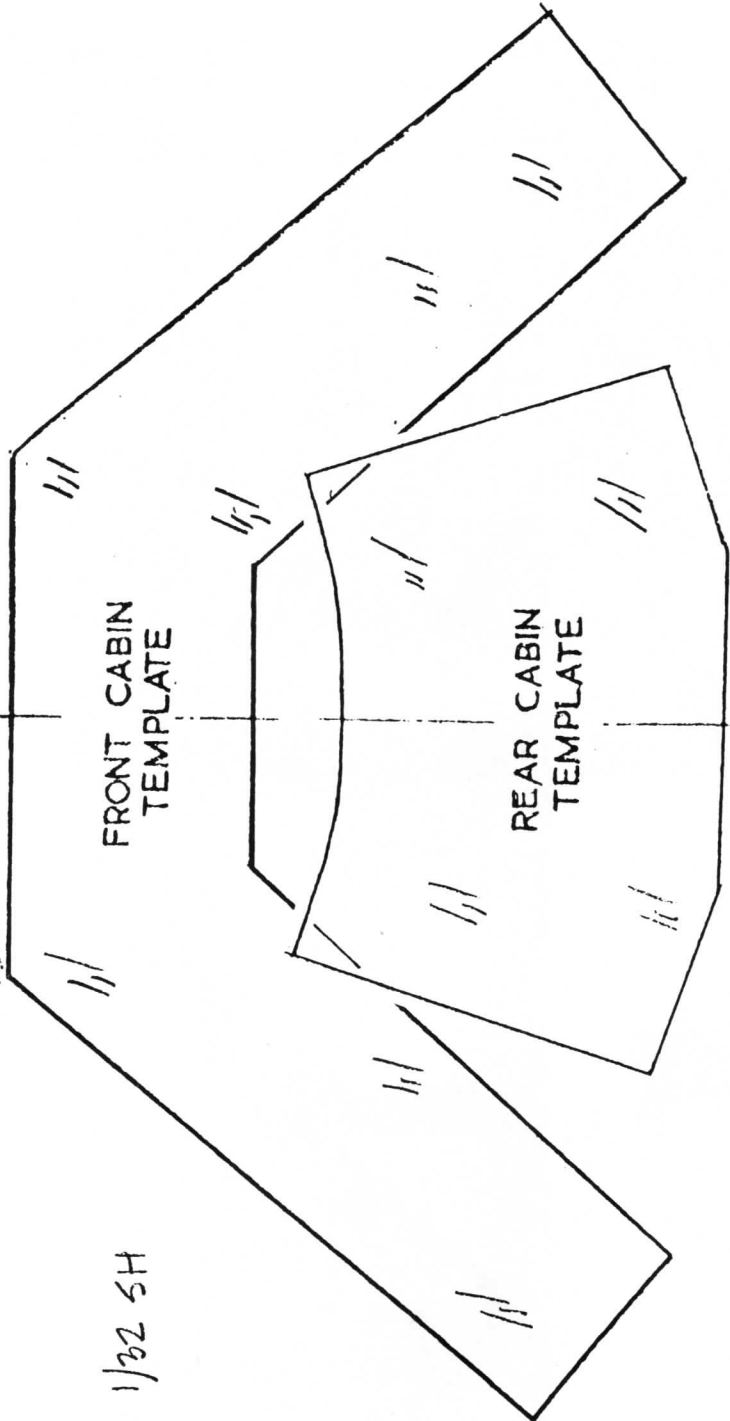
DETACHABLE NOSE
BLOCK ASSEMBLY



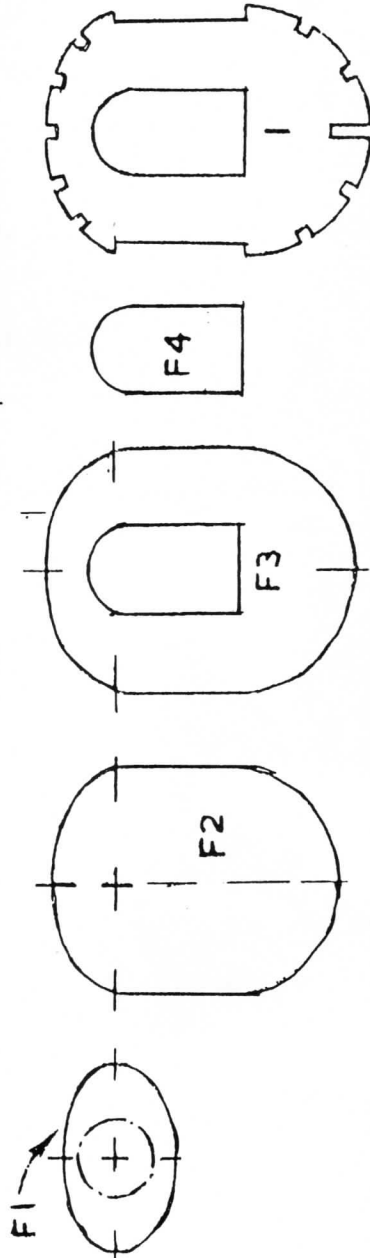
NOSEBLOCK
BEFORE
SHAPING



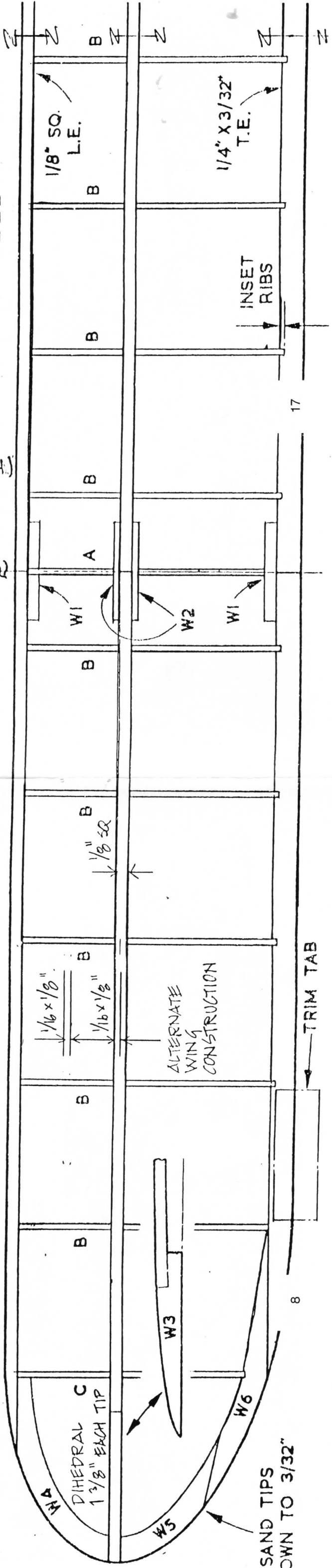
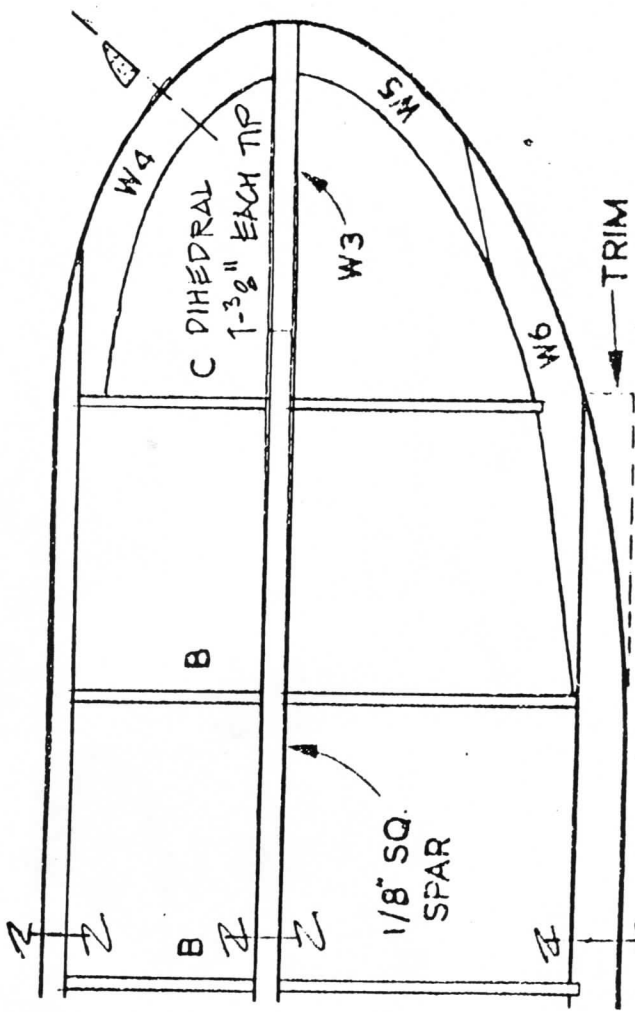
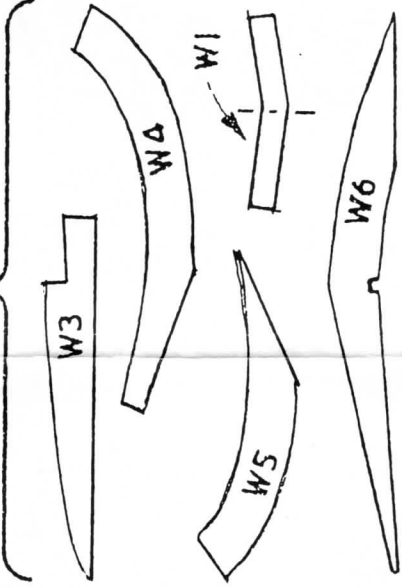
1/32 SH



1/8" SHEET
PATTERNS



MAKE 2



17

8