

MAX FAX



Journal of the D. C. Maxcuters

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

Editor: Bob Marchese

Sept. - Oct. 1999



Horten H III-e

Coming Attractions

- September 19 & 26, 1999 ESSEX COMMUNITY COLLEGE INDOOR FLYING at the Essex Dome, in Essex, Maryland. 3PM to 6:30PM, Dates subject to change. contact Russ Sandusky (rsandusky@WRBS.COM) for last minute changes.
- October 1 & 2, 1999 KUDZU LAND AND LAKE CONTESTS in Goldsboro & Raeford, NC. See flyer in this issue or contact Dave Rees 919-778-6653
- October 9-11, 1999 GATHERING OF THE TURKEYS '99 at Pensacola, Florida. AMA, SAM and FAC events. Contact Jack Bolton at 850-939-3354
- November 7, 1999 NATIONAL BUILDING MUSEUM Sunday flying 9AM to 4PM contact Paul Spreiregen 202-377-2887
- Nov.-Dec., 1999 Flying at Sherwood High (and hopefully more at ECC) to be announced
- January 16, 2000 NATIONAL BUILDING MUSEUM Sunday flying 9AM to 4PM.

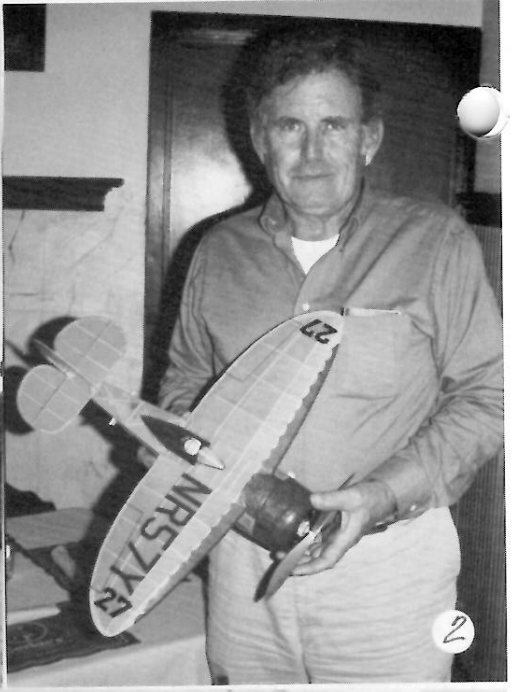
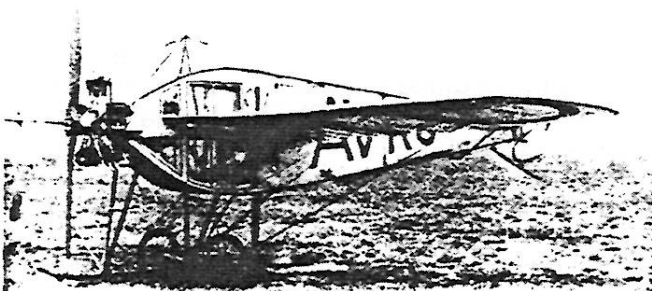
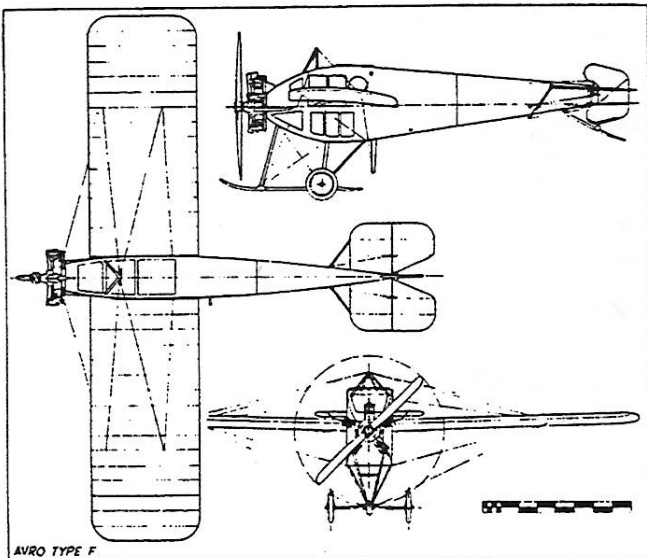


PHOTO PAGES

1. Our editor for this issue, Bob Marchese, poised to launch his Vega.
 2. John Hunton joined us at Corkies to display his Cessna from Morrow's Kit - some first test flights in this MaxFax.
- ### FAC at Geneseo 1999
3. Herr 'Süft Schwein' ready to go - see the last MaxFax for Bert's fine flying 'Airhogs' powered aircraft.
 4. Another 'Airhogs' powered aircraft, an SE5 by Dan Kranich with a nifty mounting system.
 5. Vance Gilbert took time out from his travels to win a well deserved 2nd Place in FAC Rubber Scale with his Czech Aero transport.
 6. One of the many hard working judges, Jack Moses, giving the eagle eye to an FAC Rubber Scale Job.

Photos: Tom Schmitt



What's Inside

Welcome to my second issue of MaxFax. As before, my job was made easier by all the great contributions I received. Along with my Horten and Avro plans, this issue has plans sent in by Donn Linton and Dave Aronstein. We also have construction hints from Bill Sheppard, Chris Parent and Scott Dobberfuhr, plus Bill gives us some thoughts on what makes modelers tick. And true to my EE background, I've included an electronic project, Stew Meyers neat PICO timer.

As we enter the Autumn '99 flying season, there are a number of contest to look forward too, including the Maxecuters own Summer Fun Fly. We also have some dates for Essex Community College thanks to Russ Sandusky and we plan to schedule several flying sessions at Sherwood High School.

This Just in: Paul Spreiregen has arranged for two Sunday morning flying sessions at the National Building Museum. He would like to run some mass launch events as they are real crowd pleasers. Look for the usual: Dime Scale, Bostonian, No-cal, simple stick and other "rugged" indoor types. Check the web page for details.

On an administrative note, our treasurer Stew Meyers asks that members please send in their change of address cards. The post office charges for returned mail, and besides you wouldn't want to miss a single issue!



Avro-F Peanut

by Bob Marchese

I did this cute little plane in part as an excuse to try my hand at making spoked wheels. (Thayer Syme is manufacturing some nice ones - see his web page below). I also like the tapered Avro logo. That circle on the wing isn't a cockade, but the O in Avro on the bottom. It's a little squirrely due to short nose moment and could probably use LESS wing incidence than the plan shows. I've actually built two of these; I left the first one on the grass after flying at Comsat and they mowed the next morning. D'oh! Thanks to Bill Hannan for help locating some 3-views and photos. Also, he has a plan of "next year's model", the Avro-G enclosed cabin biplane.



Bob's web site picks of the Month:

<http://members.xoom.com/gthunter/planpage/>
<http://members.xoom.com/dlivesay/modelplans.html>
<http://www.nurflugel.com/Nurflugel/nurflugel.html>
<http://www.sirius.com/~thayer/modelhp.html>
And don't forget to visit the Maxecuter:
<http://www.his.com/~tschmitt/>

Horten IIIId

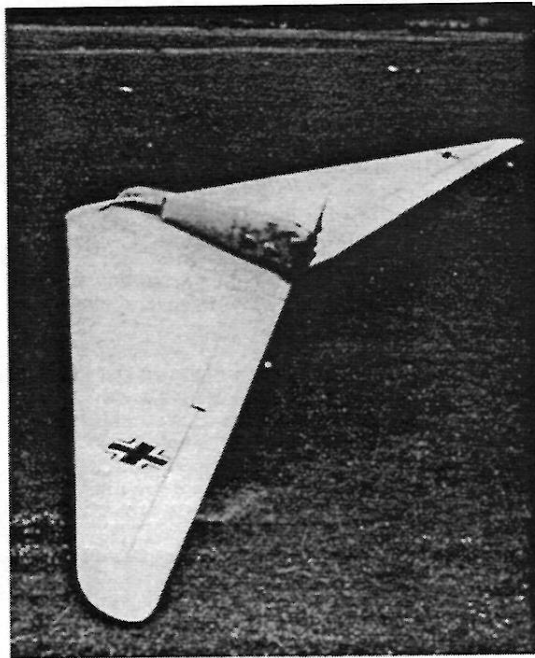
by Bob Marchese

Preparing for the FAC NATS a couple of years ago, my strategy for FAC Power was to build two planes: a high wing cabin job that was a sure flyer even without bonus points, and something with high bonus points. In fact, this project originally began as a Sikorsky S-38 (flying boat sesqueplane twin motor). Then two things happened. First I saw pictures of Chris Starleaf's magnificent S-38 "Carnuba" and they started running Power with separate events for single engine and twins. I decided to try something different.

The Ho-III series with its flying wing pusher configuration fit the bill perfectly, and without a single strut! Also, without a fuselage to build banana shaped or an empennage to install cockeyed, it is pretty easy to score full marks for alignment. The trick of course is making a flying wing fly. But fly it does. I didn't make it to the FAC NATS that year, but I did win my first FAC Power Kanone with it at our fun-fly last summer.

I chose the d-model since it looked like its cowling would easily hide a direct drive HiLine micro-4. Although somewhat obscure (only one was built), it represents an important step in the Horten brothers' design series. The Ho-IIIId was underpowered, yet its performance impressed the German air ministry enough to reclassify it from a "hobby project" during the war. This allowed them to continue development of their designs and eventually lead to the Ho-X twin jet flying wing, almost 50 years before the stealth bomber.

Another milestone of flight may have been that the VW powered e-model was the first "Volksplane". The full scale Ho-IIIe was even equipped with a folding prop! Have fun getting that detail to pass muster with the judges. The motor mount and drive shaft requires a little more work as a micro-4 won't fit in the skinny shroud around the prop shaft. I've also included a plan for the center section of the glider version. All the Ho-III configurations used the same wing design.



The model was built pretty much from enlarged 3-views found in the book "Nurflügel" by Reimar Horten and Peter Selinger (German with English photo captions). Several photos in the same source filled in details on the motor housing and color scheme. This book is now out of print, but most of these photos are available on the Nurflügel web site. "Flying Wings of the Horten Brothers" by Hans-Peter Dabrowski has some of the same photos, and the text is English. The only intentional deviation from the 3 views are some changes to the internal structure and the number of ribs. I used a scale airfoil section, primarily because it defines so much of the fuselage's shape. The reflex profile probably doesn't hurt either. The plan shows the scale rib positions in case you feel the urge to include them all.

My prototype did not have moveable ailerons. Instead, I use tape tabs to adjust the elevons. As a result, I have to fiddle with these every time I fly it. I suggest you go to the trouble of making these moveable. Don Srull suggests installing a set screw for precise adjustments. By the way, the both inboard and outboard control surfaces moved together on the full scale aircraft when the pilot pulled back on the stick.

With only a wing and a stubby little fuselage to build, this model went together fast. One key to making a flying wing fly is to have plenty a washout. I didn't know how much I would need, but 1/4" seemed about right. Make sure it is the same on both sides. First I built the wing panels flat and without the spars. Then I removed them from the building board, marked the spar locations with a straight edge and notched the ribs. With the root ribs pinned down again, I shimmed tip trailing and installed the two top spars. Then I removed the wings and installed the bottom spars.

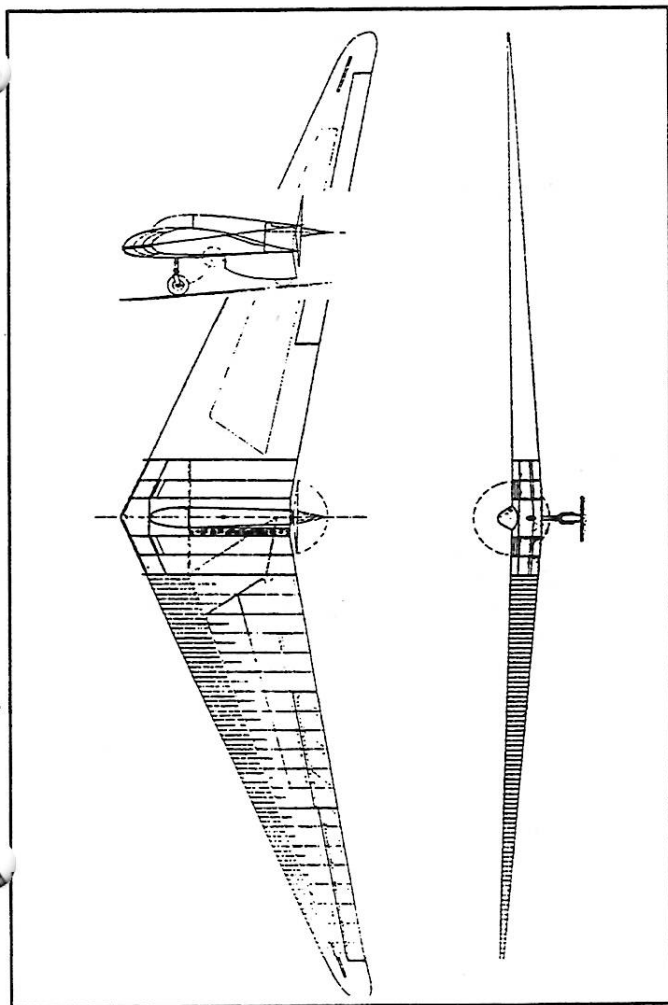
Then I joined the two wings and sheeted the center section except the cockpit and motor shroud. After covering, shrinking, an a light coat of clear dope, I installed the battery and switch. Next I tack glued the motor directly to the trailing edge and went flying. Oh yea, I installed the sub fin so I would have some place to hold it for launching. I wired the motor so it would run backwards (CW when viewed from the back of

the airplane) with a regular Comet 3 1/2" prop.

First came the glide tests. I tried several battery locations and trim settings before settling on the CG and shown in the plan. Mine flies with a 1 1/2" long trim tab near each wing tip. A little more up on one side adds some roll and yaw for a nice wide circle. It flies pretty fast, so find some tall grass for test flights. Without much to brake off on hard landings, it is a pretty rugged model. However, I am going to build my next one with the main gear down to keep the nose from getting scuffed.

For powered flight test I originally used two 70 mAh cells but, needed nose weight. I Changed these to 110 mAh. These provide noticeably more power and eliminated the ballast. I also tried several thrust settings before settling on 0-right 0-down. Don Srull lent a hand trimming and proved again he can make anything fly. Don also drew the nifty cover art for this issue. Thanks again Don.

With a few decent flights logged, the thing was showing promise, so I completed the motor



housing and canopy is gave it a coat of Sig "Diana Cream". The only color reference I have could find is a hand colored photo of the aircraft at the Göttingen airfield from the dust jacket of the Horten/Selinger book. Another photo shows it on the snow, and the aircraft is somewhat darker. From these two sources, I reckon that the plane was the light cream color that was often used from German civil aircraft of that period (ca. 1941).

The photo also shows the Ho-IIIId with "Balken Kreuz" on each wing (top only). It is unusual for a German aircraft of this period not to carry a swastika, but even the in-flight pictures show no evidence of markings on the bottom wing or the wheel cover. My theory is that with no vertical tail surface, they couldn't figure out where to put it!



Flying Murrow's Cessna CR-3

by John Hunton

The nicely designed kit builds light by my standards, mainly through the use of very soft and light balsa which is somewhat difficult to work with to keep from warping when moving from shade to sun or breaking when landing hard. This aspect aside, the model is rock solid stable in flight. This Cessna Racer just looks like a thoroughbred taking to the air out of ones hand.

When balanced conservatively forward, where shown on the plan, the model needed a little down elevator trim even though there is a slot provided in the fin base for up trim only. Making the model fly more efficiently required moving the balance point aft and increasing the down elevator trim even more.

The completed model weighs 3 oz. without the power train. The two loop rubber, prop and plug weigh one ounce. Flight ready weight is four ounces. When flying on a single loop of 3/16 inch tan and a 9.5 inch peck prop (the one that came in the kit) the motor run is nice and long, but the climb is marginal (900 turns). With a double loop of the same rubber (450 turns) the climb is good but the run is rather short.

Don Srull suggests a bigger prop and many more turns of rubber after treating it properly and braiding it. No flights have been timed yet. Basic adjustments are still being made, but the model has a good L/D and the potential seems to be there for extended flights. After years of control line and RC it is good to get back to the basics of scale rubber. The Murrow CR3 kit is ideal for this purpose.





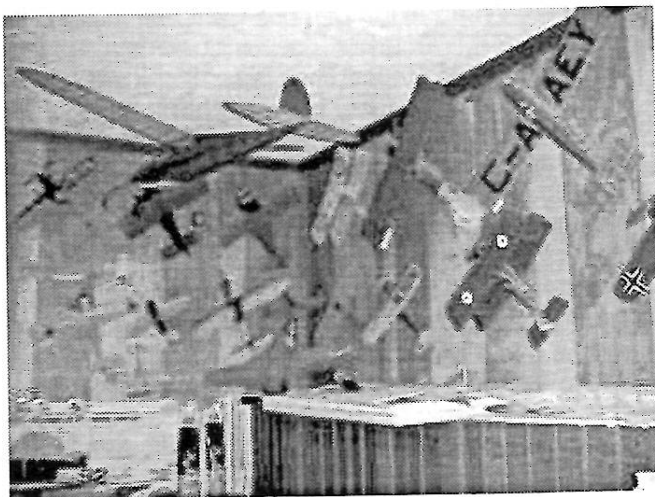
Tom Odom's Workshop

by Bill Sheppard

Tom's workshop looks like it might be a beginners shop, but it's not what you have, but what you can do with what you have that counts!

Tom's building board is about 24 x 30 inch drafting table, his tools consist of a few bought tool's and the rest made as needed. Tom's shop is neat enough to eat off anytime, as he cleans as he goes. Notice his workbench has only what he needs at the time, the rest is in a stack of plastic drawers all neat and in the right place so the next time he needs it, it can be found without having to look in every drawer. His wood is stored in neat boxes where it can be found easily.

From the look of all his airplanes hanging around, on shelves and in boxes, you can see it's what you know and not what gadgets you have that builds airplanes. Of course, the love of building is very important. If you meet Tom and see his work, you will know that he is a man that loves to build, cover and fly.



Recycle those coffee cups!

by Bill Sheppard

Bill suggests we have a monthly how-to section in the newsletter. To get things started, he provided this tip on making props from foam cups.
- ed.

First get a cup the height and width you want your blade to be. Mark two parallel lines around the top and bottom of the cup, then cut along the lines. Lay the cutout piece on a sheet of bond or any heavy paper and mark around the cut out piece, but make it about one inch longer.

Cut out your pattern and mark a 90 degree line on paper. Then draw the shape of the prop you want. Make it sure its 12 to 15 degrees left or right of vertical, depending on which way you want the prop to turn.

Now cut out the blade pattern you marked on the paper. Wrap it the around a new cup and tape ends to each other so the paper will be tight but will slide off when you get through.

Mark inside the pattern on the cup then rotate the paper so you can get as many blades as you want or need. And you will still have the pattern to use later! Cut out blades, sand, finish and mount to a shaft.



Testifyin' on Tissue Chalkin'

by Scot Dobberfuhr via FFML

Pardon the evangelical tone here, but I've got to say (again) that Chris Parent is on to something revolutionary with the chalk on tissue technique he's been gently suggesting for months now. If it all sounds too simple and too good to be true, trust me--it ain't.

Run, do not walk, but run to the art supply store and get yourself a basic box of pastels. Grab a sheet of esaki tissue from your stash (I happened to try red) and cut a bunch of sample swatches. They don't have to be huge--2" by 4" or so will give you a big enough sample to see the color you've created.

Put the swatch, rough side up, on a piece of glass and grab any color from your pastel box. Rub the chalk over the tissue until there's lots of chalk pigment on your tissue. Now take a paper towel or a wad of toilet paper and gently rub the pigment into the pores of the paper. Brush off as much excess as you can (don't worry, you can't brush all the color out). Take a pencil and write the color



Scot's maroon Thompson-Balboni Special: red esaki, with blue and brown chalk dust.

chalk you used somewhere on your swatch and then tape the swatch (shiny side UP) to a piece of white bond paper.

Repeat with different colors. Be bold! Use the royal purple on red. Don't shy away from the black! If you've got chartreuse, rub it into the red tissue. Never mind if you think it will clash...

Once you've got all your chalked swatches taped to the white sheet of bond paper, add a "control swatch" of plain old esaki in whatever color you've been chalking. Here's where the fun starts. Spray the swatches with Krylon and watch your new colors emerge.

If you did everything right (and probably even if you did it wrong!), you'll have a range of colors from orange to purple to brown to reddish black--NONE of which I ever imagined were lurking in a sheet of red Esaki tissue. Green chalk on red tissue creates a brown that might be perfect for a WW I model. Brown chalk on the back of red tissue makes a rich mahogany perfect for that Ansaldo SVA-5. Orange on the back of red makes a vibrant red-orange that cries out for a Mr. Smoothie racer. Red on red makes--RED!

I'm not preaching anything here that Chris hasn't already said several times, but seeing is believing. I've got a palatte of red tissues I never imagined I'd have at my disposal for the price of a box of chalks. Instead of the basic white, red, blue, yellow, green, and orange models I've been building, I'm thinking in Crayola shades now!

Chris is already moving beyond chalks and is coloring tissue with Pantone inks, ionized water, and an eye of newt concoction he brews under the full moon, but chalked tissue is quick, easy, cheap, and lightweight--even for mere mortals like me.



Sun Fade and Chalked Tissue

by Chris Parent via FFML

Last winter I used green chalk behind green tissue for a Thunder Mustang peanut. The underlying chalk color did not fade at all. The tissue green did still fade. The net result is that the plane still looks ok.

This winter I switched to doping with UV-resistant krylon. I guess that by mid-june I'll know if this has helped reduce sun fading of the tissue color. [Later, Chris added: "It had no effect at all on fading." -ed.]

Oh, recent testing in preparation for "Chalkmasters 99" in Las Vegas reveals that darker colors are better applied to tissue by first grinding the chalk up, then rubbing the powder into the back of the paper. You'll avoid the darker streaks that can sometimes appear when you rub dark colored chalk directly onto the tissue.

Avoid breathing the chalk dust. Stay away from buying and using dry pigments unless you really know what you are doing in the toxicity department. Chew 10 times before swallowing. Don't run with scissors.

Chris also added this note:


I did a test with blue and orange tissue exposed to sunlight. The tissue faded equally (which is to say ALOT) under the following conditions:

- No finish at all
- Sig Lite Coat
- Regular Krylon Crystal Clear Acrylic
- Krylon UV-Resistant (yeah, right) Acrylic
- 4 or 5 heavy coats of Krylon UV-Resistant

None of these had chalk on them. I have noticed that chalk fades very little in the sun compared to regular Japanese tissue colors.



REMEMBER
SMILIN' [©] TMS
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FEW OF HIS "FRIENDS"



Daily and Sunday Smilin' Jack originals for sale. Some between 1936 & 1973. For prices send SASE to:
Jill Mosley Sandow
 P.O. Box 140294
 Gainesville, FL 32614-0294

PICO Timer

by Stew Meyers

This timer was originally designed by George Pearce of Chesapeake, Virginia and parts were supplied by R. C. Miller for a modified version that I built a couple of years ago. It worked, but was heavy (7 grams) and had superfluous parts.

The capacitor discharges through potentiometer in 15 sec to 150 sec, depending on the setting. When the voltage on the capacitor drops below $\sim 2v$; the MOSFET turns off and the motor stops.

Electronic parts evolve and improve at an amazing rate. Two years ago I came across a neat new MOSFET and re-engineered the timer to be much smaller and lighter. The entire timer with 4 inches of #22 wire weighs 2 grams. The MOSFET will handle over ten amps. More than enough for our needs.

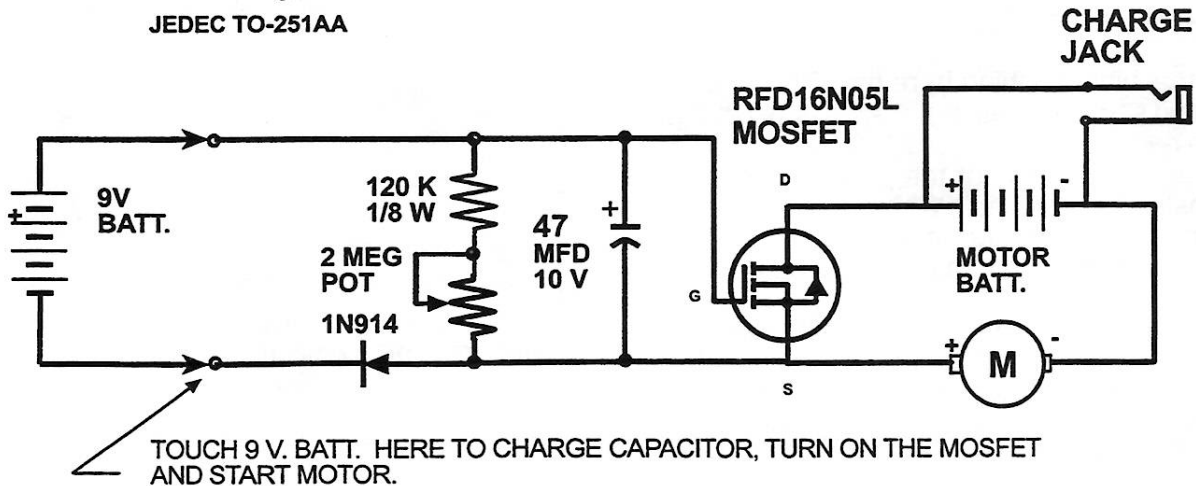
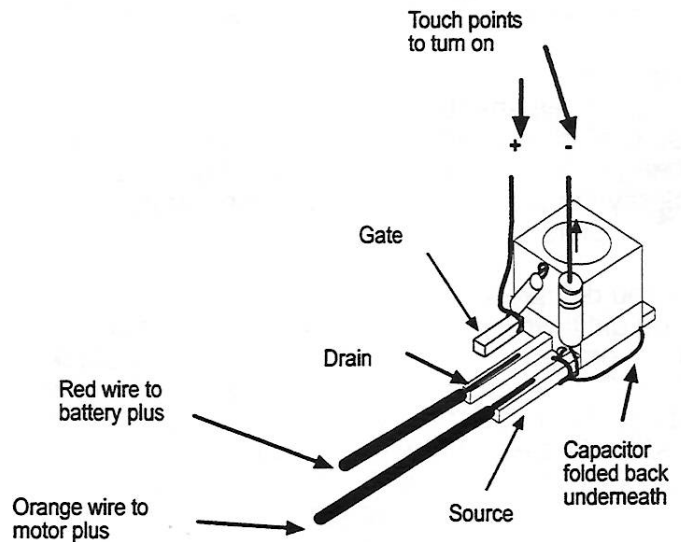
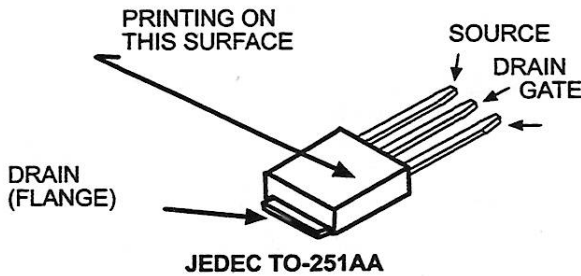
At the last FAC Nats I had the system installed in a Lidberg Kerwsap. With a Micro 4, a Union prop, and three 50 mah Nicads, it would scream up until the timer kicked in, like a gas powered old timer. The real advantage of using this timer is that you can peak charge the battery and produce full power on the motor for a short time. This allows you to test fly and not lose the model due to a long run.

Mount the timer in the model so that the pot dial and start leads are accessible. You do not need a switch as you can charge the battery and the motor won't start until you until you hit the start leads with 6-9 volts.

Dave Rees has agreed that HiLine will supply the PICO timer. Contact him at:



PO Box 11558
Goldsboro, NC 27532
919-778-6653



We, The Modeler

by John Hunton

Who are we modelers? If we made a conscious effort to understand who we really are, perhaps we could be better modelers, better parents, better marriage partners, or even better human beings.

If we, with our present psychological makeup, lived in the stone age, wouldn't we be the weapons makers? We would probably be those who would work with our hands with wood and stone to make spears, knives, hatchets. We would chip rocks, select, shape and smooth wooded handles or stabbing sticks. Perhaps we would be the ones to discover that flat rocks can be sailed farther than round ones. We might be the discoverer of the boomerang, or the one who figures out how to stabilize an arrow so it flies point first every time.

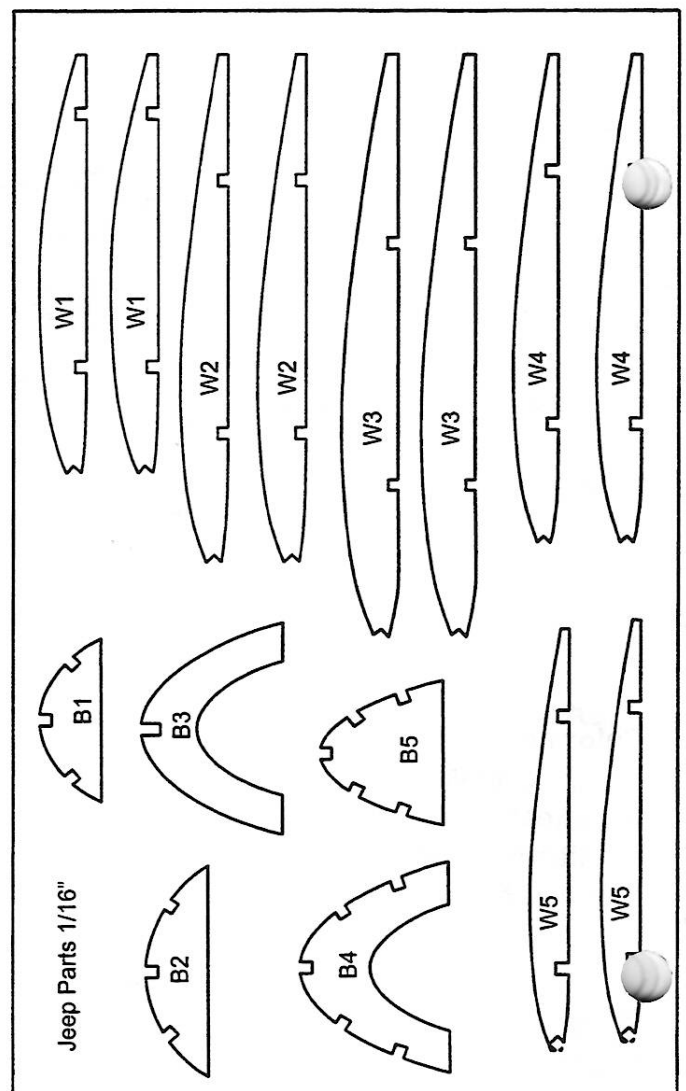
But who would use those weapons? As weapons makers would we be good warriors? Probably not. Most of us would be more content and better at the making of weapons, leaving the actual battling to others more aggressive...unless it really came down to a back-to-the wall situation where we may surprise ourselves and excel. Would the pylon racers and speed fliers be the warriors? Can all of this war making philosophy explain why there are so few women involved in our hobby

Apart from our Cro-Magnum DNA inheritances there are very small but inconceivably powerful forces shaping our modeling lives. Think of the person who goes to a certain school and wants that school's football team to win every game. They want to be able to be proud of the school choice that they made. This force even extends to locality. Most of us in the Washington area want the Redskins, Wizards, Orioles, Caps, DC United and Mystics to win every game so we can feel good about ourselves or even brag about our choice of a locality in which we live, or the area in which we were born (not much going on there for the DC area right now, huh?). Is this not the same genre that produces the person who thinks that because he bought a YS engine that the YS is the only engine to have? Or that pattern flying is the only way to fly?

Very often it seems that the deeper we get into model aviation (and it seems that we must really go in deep and spend a lot of money to be really good) the less balance we have in our personal lives. Is being really good worth it? Or can model

aviation itself help to provide a balance? So many of us experience model aviation early in life, give it up (except for the dreams) while raising a family, then get back into it later in. A healthy use of the modeling hobby would be to fill the creative void left in the day between making money and bonding with the family. Somehow it seems like many of the really successful modelers do achieve this balance.

And finally, why is it that any modeler on any given Sunday will stop working with their own model to help a beginner get one going? This phenomenon might relate to religious evangelism. The evangelist is probably not really trying to gain points with God with each recruit, but instead they are probably just trying to get others to share in the inner peace that is available to those who really believe. Isn't this really true of we modelers as well? Don't most of us enjoy so much of that inner peace and satisfaction after a good day's flying? Any thoughts?



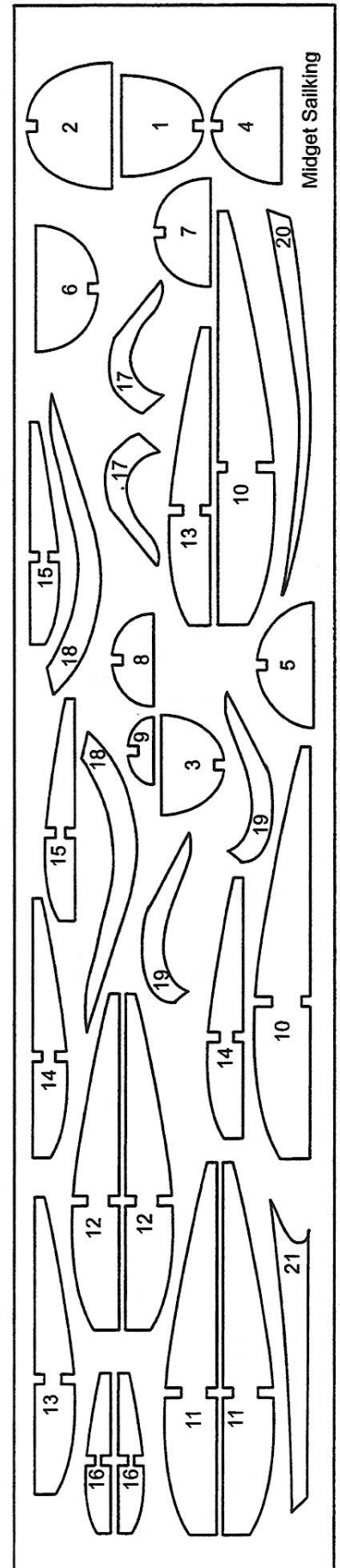
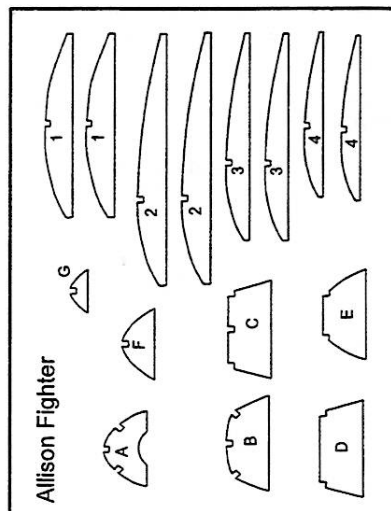
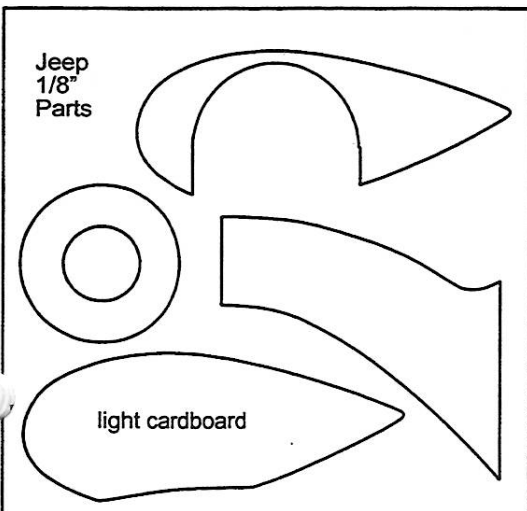
John G. Low Plans

As some of you know, John Low was an architect in the Rochester area and an Air Force veteran. This combination of careers, together with a lifelong love of model airplanes is superbly represented in these exceptional drawings. His apparent fascination with biplanes is evident in this series.

While not drawn with the novice builder in mind, they are nevertheless works of art that are just well great to look at (a malady which I fear infects most of us). With few exceptions, John not only researched, but built and flew each of the designs he drew with such precision. According to some who timed his flights, there too, was a consistency that reflected his attention to detail.

Add 20% for postage in US, extra 75 cents for foreign. Send orders to Hugh Jones, 314 Shore Acres Dr., Rochester, NY 14612

JGL-6 FLEET TRAINER	23" span	2 sh.	18X24	\$7.00
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JGL-17 STEARMAN PT-17		2 sh.	18X24	\$7.00
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JGL-21 NAVY N3N	23" span	1 sh.	18X33	\$5.00
JGL-24 DE HAVILLAND TIGER MOTH	22" span	2 sh.	18X24	\$7.00
JGL-25 HEINKEL HE-72	22" span	2 sh.	17X24	\$7.00
JGL-26 PIPER PA-11 VAGABOND	16" span	2 sh.	11X17	\$3.00
JGL-29 NIEUPORT 24/27	Peanut	1 sh.	11X17	\$2.00
JGL-30 SPIRIT OF ST LOUIS	18" span	1 sh.	18X24	\$4.00
JGL-32 HOWARD DGA-8	16" span	1 sh.	18X24	\$4.00



The KUDZU FLYING CORPS

Presents its 9th Annual Land and Lake Freeflight Scale Meet.

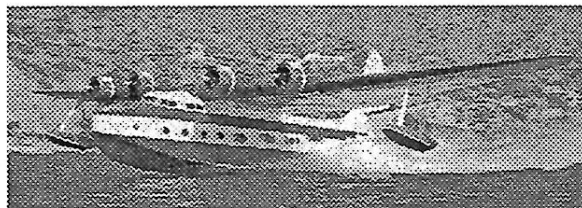
OCTOBER 1ST & 2ND 1999

ON THE LAKE OCTOBER 1ST GOLDSBORO, N.C. 4 PM TILL DARK

All aircraft must take off from the water to be scored. No internal combustion engines. Landings scored: missed water 0, crashed on water 5, survivable landing on water 10, a smooth water landing that you can be proud of 15

Events:

1. Any scale rubber powered airplane
2. Any scale airplane powered by electric or CO₂,
3. Any non-scale cabin type rubber powered airplane.
4. Any stick type rubber powered airplane



If you don't fly, you will be asked to paddle the retriever canoe.

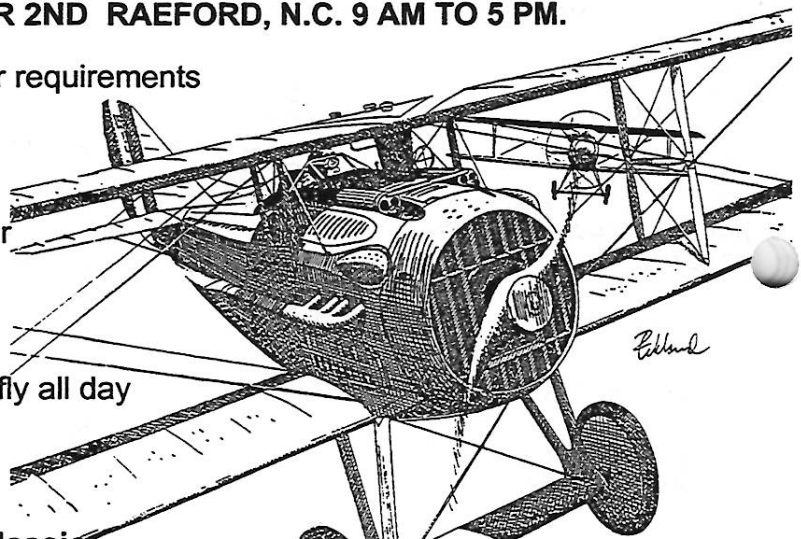
ON THE LAND OCTOBER 2ND RAEFORD, N.C. 9 AM TO 5 PM.

Mass Launch Events: NOTE: no 15% power requirements

1. WW1 Biplanes
2. Golden Age Civilian
3. All racers combined
4. WW2 Military
5. Modern Production Civilian 1945 and later
6. Dime Scale
7. Modern Military 1945 and later
8. Earl Stahl's Interstate Cadet

Hard Core Scale: turn in for judging 11 AM; fly all day

1. FAC Power Scale
2. FAC Jumbo Rubber Scale
3. FAC Rubber Scale



Featured Event: Kudzu Komet Kombat Klassic

This single design mass launch is for either of the two Comet WWI ten-centers the Fokker D-7 or the SPAD. The grand plan is to have the SPADS fight it out in one sortie and the Fokkers in another and then have the top three from each go at it for the grand finale. They are surprisingly good fliers. They must be built generally from the Comet plans at a nominal 16 inch wingspan and weigh at least 16 grams without rubber and use a 6 inch or smaller prop. Each must have rigging, gun(s), and at least a profile pilot. Forget the five pages of FAC dime scale rules and the Gambi tissue and four pound balsa. Add engine details and some of the wild color schemes that were used in the "big fuss" or Hollywood's interpretation of it. We may even use a 'charisma' factor to allow "neater" looking models to launch a few seconds late. And yes, if you build both a D-7 and a SPAD and make it to the grand finale with both, you may have one proxy flown. (Nothing would be more delicious than to see both in a midair with each other.) No proxies, please. Lots of prizes and merchandise! This is the big one! Sponsored by Bill Sheppard.

Old Time Rubber Cabin only flown all day. Flying Horde at the end of the day for scale airplanes.

Lunch break at 12:00 noon on Saturday. Entry fee \$5.00 even includes lunch! There will be a buffet dinner at McCalls at 8:00 PM Friday night. A pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville. Trophies awarded there.

Questions, directions, maps, etc.: call Dave and Marie Rees 919-778-6653.

Join the Cactus Squadron for



Oct. 9th and 10th at Rezonico Dairy Flying Site
(All scale events judged Saturday at the BBQ)

October 9th Saturday Events 7:30 - 13:00
BBQ Pot Luck 5:00 - 10:30
at McQueen Activity Center

Jimmy Allen Mass Launch
Thompson/Greve endurance (no span limit)
Post 1918 Civilian (gear down) Mass Launch

October 10th Sunday Events 7:30 - 13:00
FAC Peanut Scale
WWII Mass Launch
Multi-engine Mass Launch

Saturday or Sunday events your choice
FAC Oldtime Rubber
FAC Jumbo Scale
FAC Power Scale (CO2 and Electric only)
FAC Scale (bonus 15+ points)
FAC Scale (0-14 bonus points)

Cash prizes in FAC Power sponsored by Bob Schlosberg:
1st-\$50 2nd-\$35 3rd-\$15

No AMA Licence Required!
Contest Director

Bob Schlosberg 408-941-8778

Entry Fees:

All judged scale events.....\$5.00 each

All other events inclusive..\$5.00 total

Maximum entry fee \$20

Alternate Contacts:

Dave Smith

480-892-0935

Ralph Hudson

602-275-7310

Gathering of the Turkeys '99

Pensacola, Florida

October 9-10-11, 1999

at the NOLF Spencer Field, Pace, FL
(Site of the '96 SAM Champs)

Sponsored by the
Pensacola Freeflight Team, SAM Chapter 17

Awards through 3rd place presented each day
Door prizes presented Sun. after the Concours

Entry Fee: \$10 for first event, plus \$5 for each additional with a maximum of \$25. Juniors (under 16) \$2.50 per event with a maximum of \$10

MECA Collecto: Saturday 6PM - until ? at the Ramada Inn

Concours d'Elegance: Sunday 7PM - 9PM at the Ramada Inn. Separate categories for power, rubber & scale. No qualifying flight required.

Schedule of Events:

Saturday, October 9th

AMA 1/2 A Gas

SAM .020 Replica

SAM A Pylon

SAM B Cabin

NOSGAS A

SAM Small Rubber Stick

SAM Small Rubber Fuse.

AMA Mulvihill

FAC Peanut Scale* 9 AM

FAC WWII Scale* 11 AM

FAC Dime Scale* 1 PM

Sunday, October 10th

AMA A/B Gas

SAM A Cabin

SAM C Pylon

SAM B Pylon

NOSGAS 1/4A & 1/2A
Combined

SAM Large Rubber Fuse.

SAM Commercial Rubber

AMA P-30

AMA H/L Glider

FAC WWI Scale* 9 AM

FAC Rubber Scale

Monday, October 11th

AMA C/D Gas

SAM 19/23 Sidesport

Cabin/Pylon

SAM C Cabin

NOSGAS B/C

AMA F1G Coupe d'Hiver

AMA Catapult Glider

SAM Large Rubber Stick

SAM Jimmy Allen*

FAC Golden Age* 11 AM

FAC Power Scale

FAC Jumbo Scale

* Incremental mass launch

Informal Contest Headquarters:

The Ramada Bay View Inn located on Scenic Highway at Interstate 10 (exit 6).

Phone: 800 282 1212 or 850 477 7155

Special "Gathering" rate of \$57/night. We have 35 room blocked off until 10 days prior to the contest. Get reservations early. Ask for Donna Tucker or Elaine and mention the "Gathering".

For more info. contact the Contest Director:

Jack Bolton

6621 Calle de Laurel

Navarre, FL 32566

Phone: 850 939 3354

Allison Fighter

I found this plan in a booklet "Flying Models - How to build and fly them" by Paul K. Guillow. It contains basic instructions with photos and drawing from a number of the kits for examples.

The book also has lots of interesting tips, like how to deal with cardboard formers and ribs. That looked like fun. Did you know they patented their "Crutch method" of fuselage construction? I tried to look up the patent number on the USPO web page, but they only have current stuff on line.

A note calls for 5/16" dihedral, so I guess it is shown here about full size. The sticks (assuming 1/16") still seems a bit small though. It could be more like 9" wingspan. Elsewhere it shows a similar wing with top and bottom spars, labeled F58 Fighter - a nickel and dime set perhaps.

I bought the book from Bill Byrd of Aeroplane Books. Check out their web page at: <http://aeroplanebooks.com>



Photo Pages

More FAC Pics from Geneseo 1999

7. One of the Pinkham Field regulars, Mark Fineman, with his handsome Giant Scale Piper.

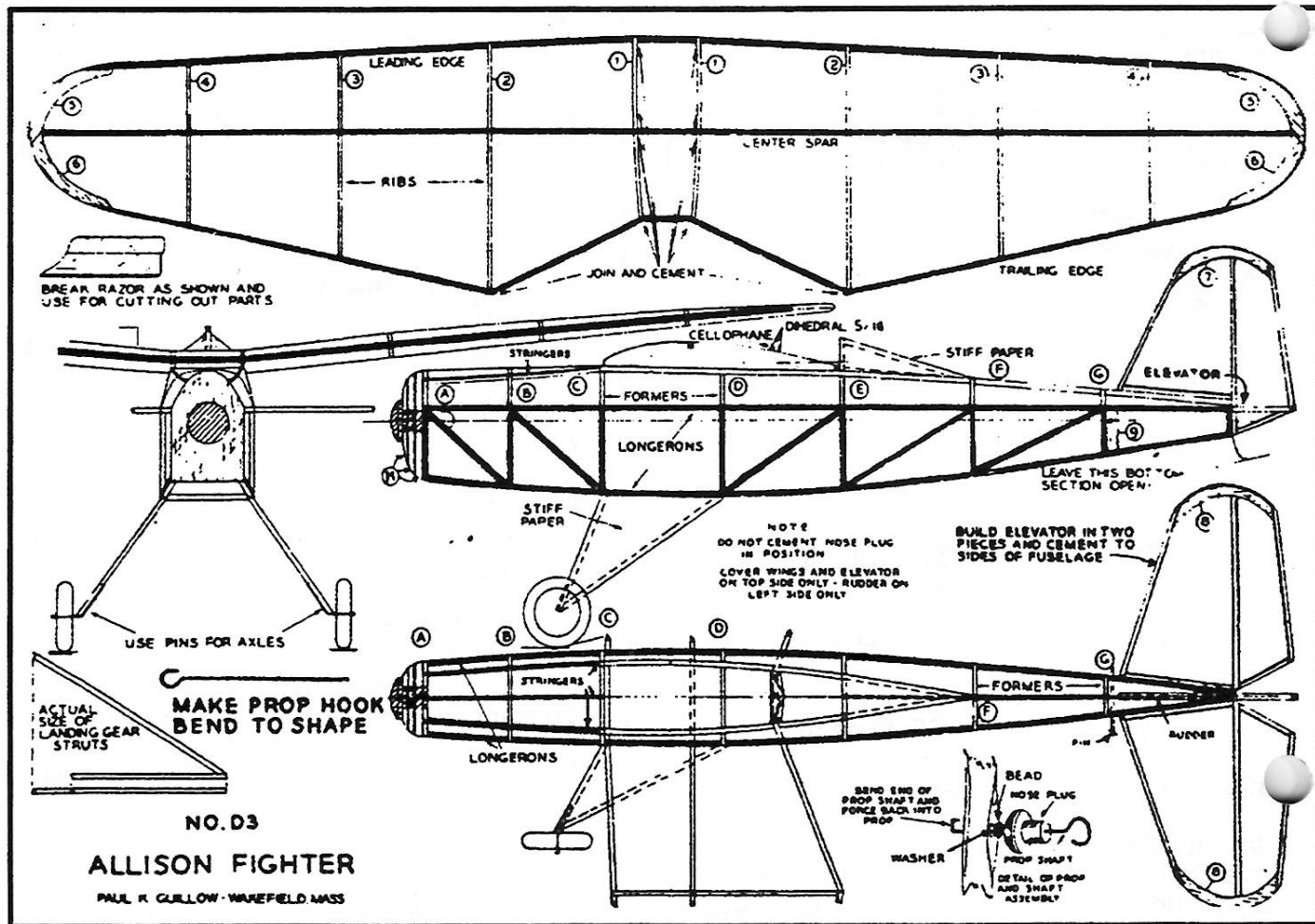
8. Another nifty scale model from Chris Starleaf, a peanut scale Kawasaki fighter.

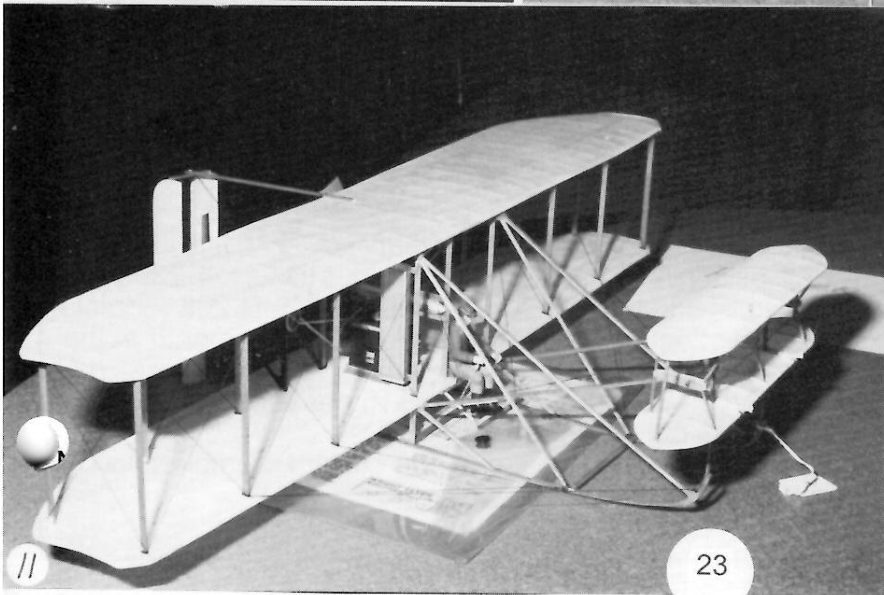
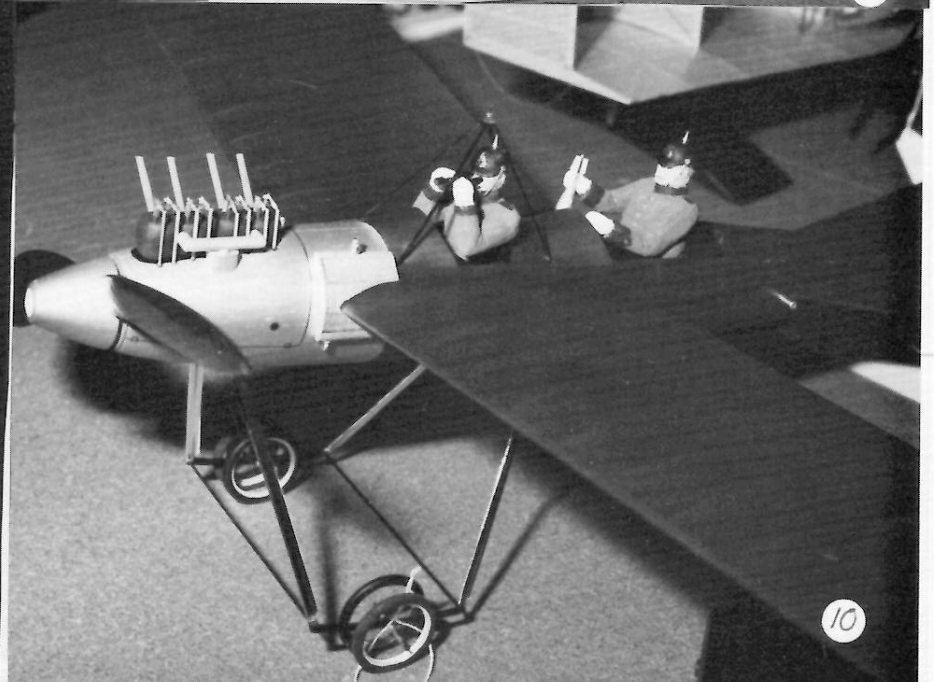
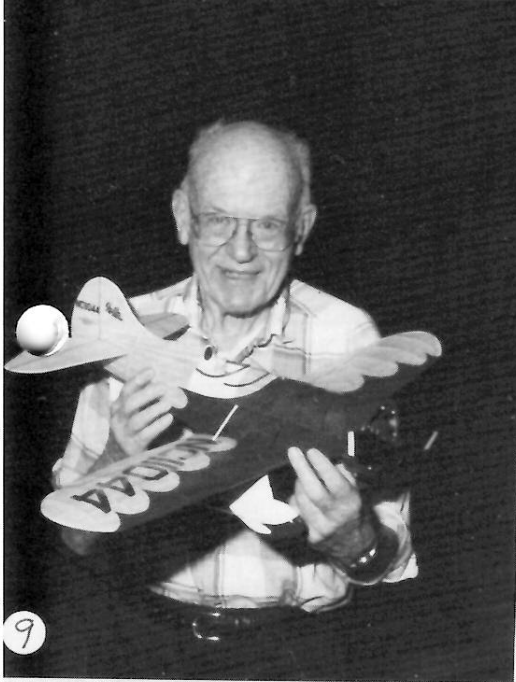
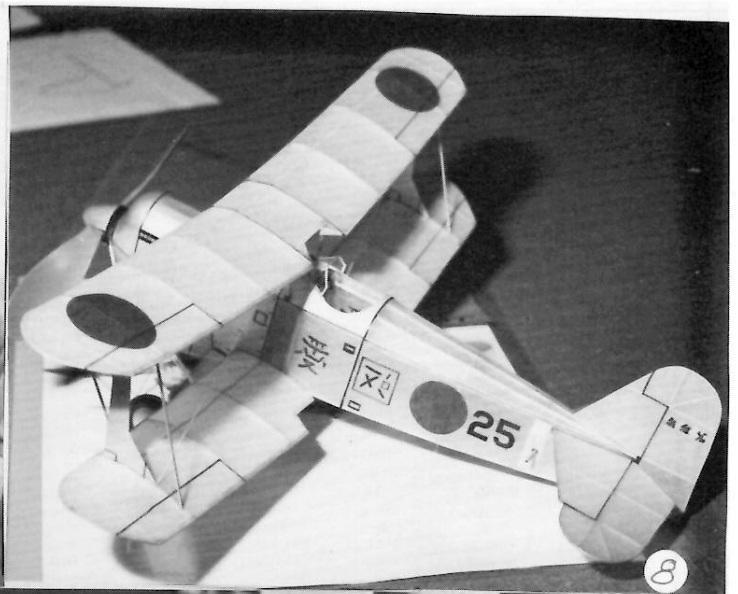
9. Bill Bell one of our Baltimore 'Bombers' with his pretty GeeBee built from the Dumas kit.

10. Another 'Torpedo' by Dave Rees to replace the flyaway of last year. This one returned home with him - maybe the binoculars helped!

11. A real work of model engineering - this Write Flyer powered by a HiLine electric motor with both propellers driven by rubber bands

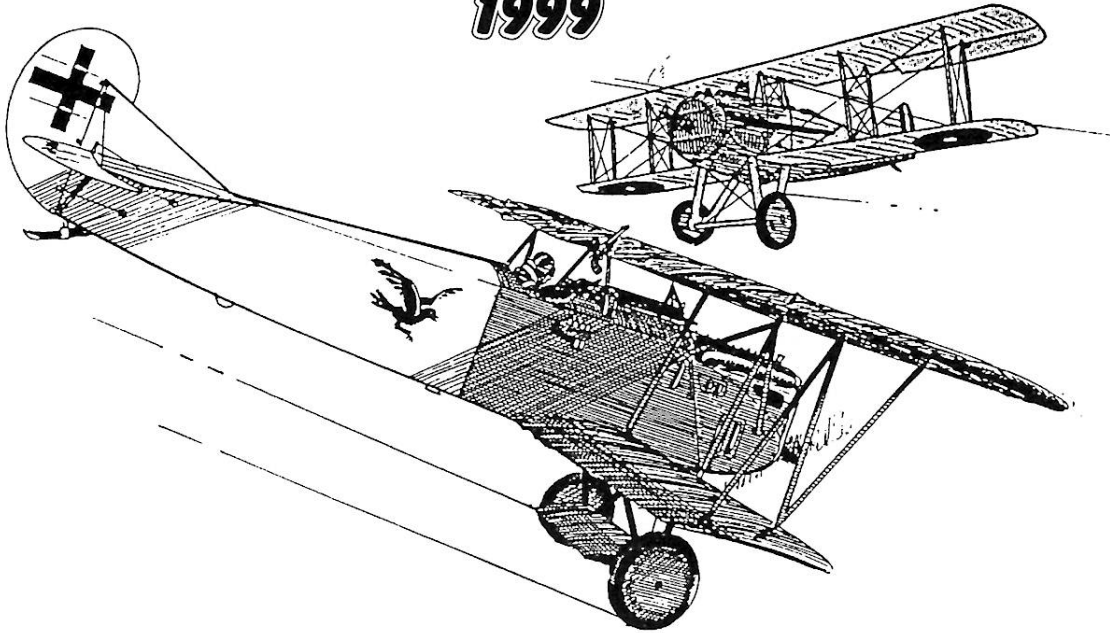
12. Our editor again with his own GeeBee - not in Geneseo though - Bob escaped the heat by sailing off to Honolulu for a couple of weeks.





KUDZU KOMET KOMBAT KLASSIC

1999



The single design mass launch for the 1999 Kudzu contest will be the

KUDZU KOMET KOMBAT KLASSIC

Either of the two Comet WWI ten centers: the Fokker D-7 or the SPAD is eligible. The grand plans is to have the SPADs fight it out in one sorte and the Fokkers in another, then have the top three from each go at it for the grand finale.

See page 20 for complete rules

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Bob Marchese

bmarches@erols.com



Pay your dues, stomp out the red "X"



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 label indicates the year and month of the last issue of you current membership.

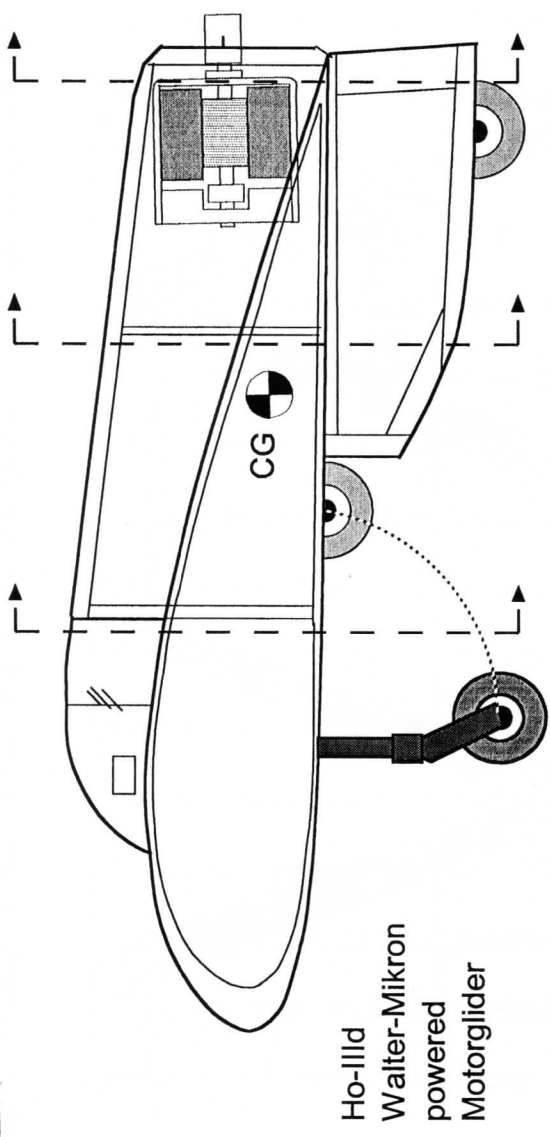
A red "X" in the box above is a reminder that you dues are due.

Send a check, payable to the "D. C. MAXECUTERS", to the treasurer, Stew Meyers

References:

1. Nurflügel, Die Geschichte der Horten-Flugzeuge 1933-1960, Reimar Horten and Peter Selinger, H. Weishaupt Verlag, 1985.
2. Flying Wings of the Horten Brothers, Hans-Peter Dabrowski, Schiffer Publishing, 1995.
3. The Nurflügel Web Page, <http://www.nurflugel.com/Nurflugel/nurflugel.html>

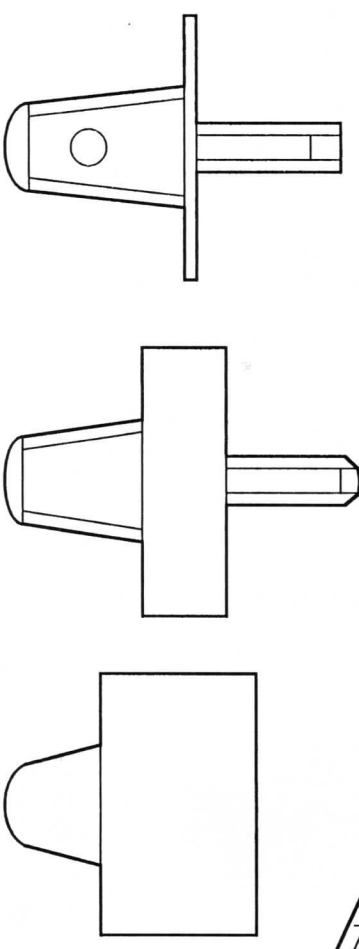
2 - 110 mAh cells



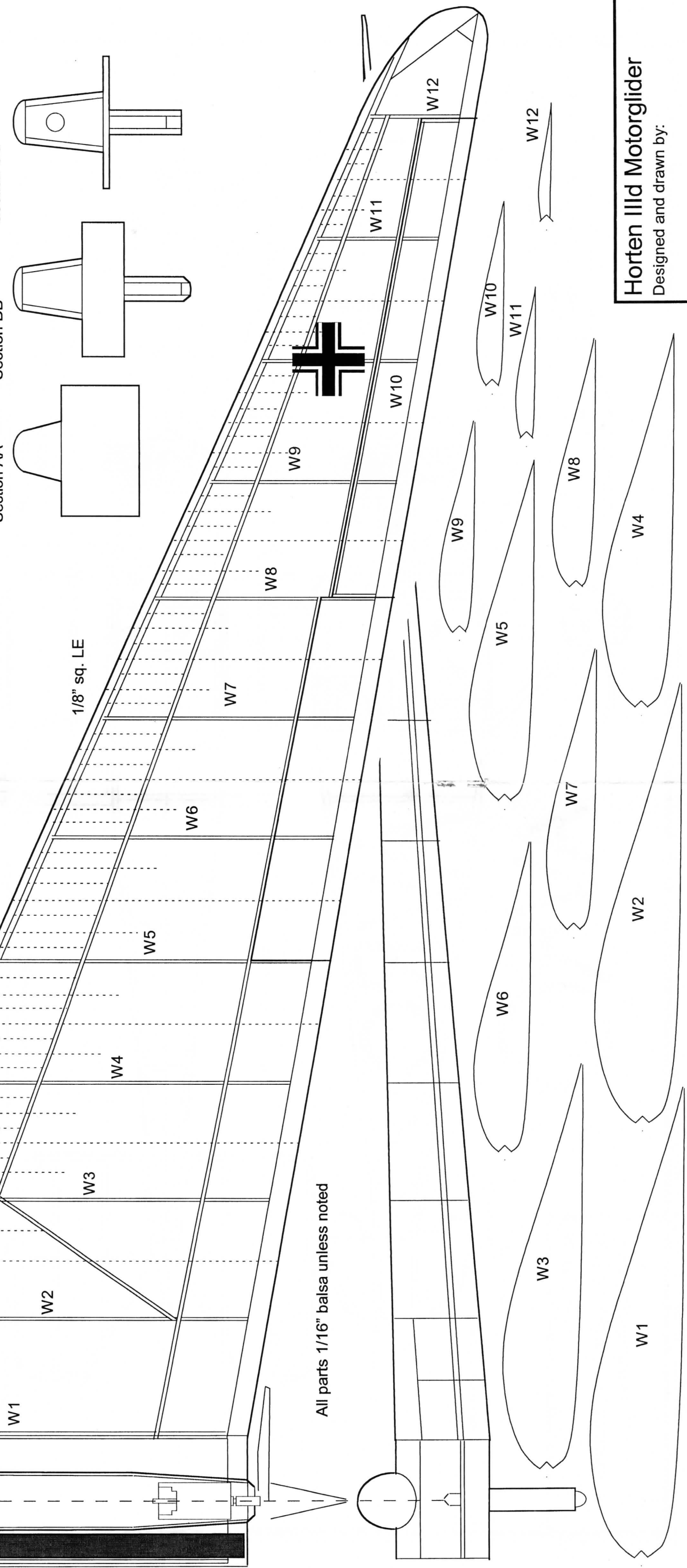
Section CC

Section BB

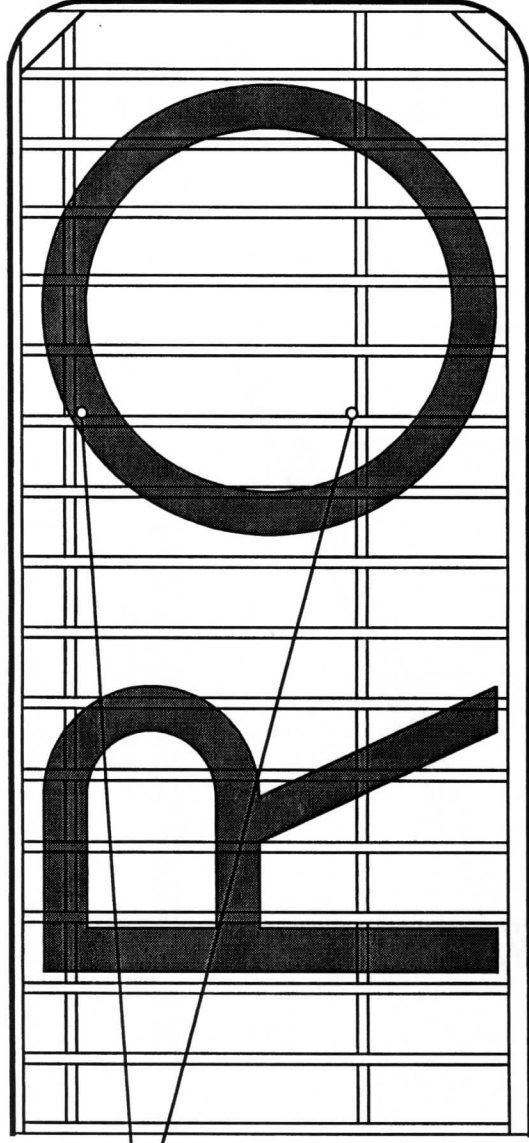
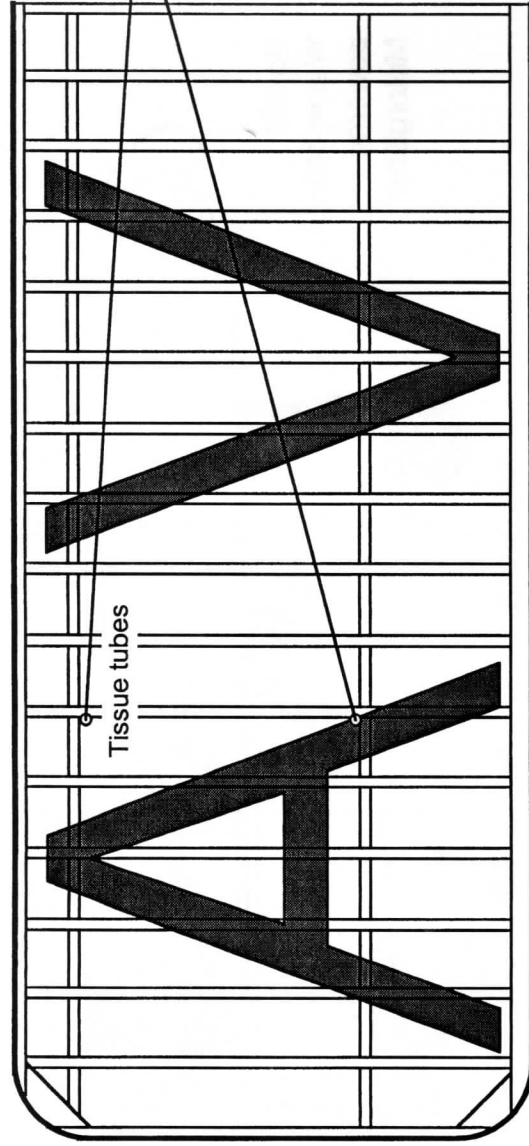
Section AA



1/8" sq. LE

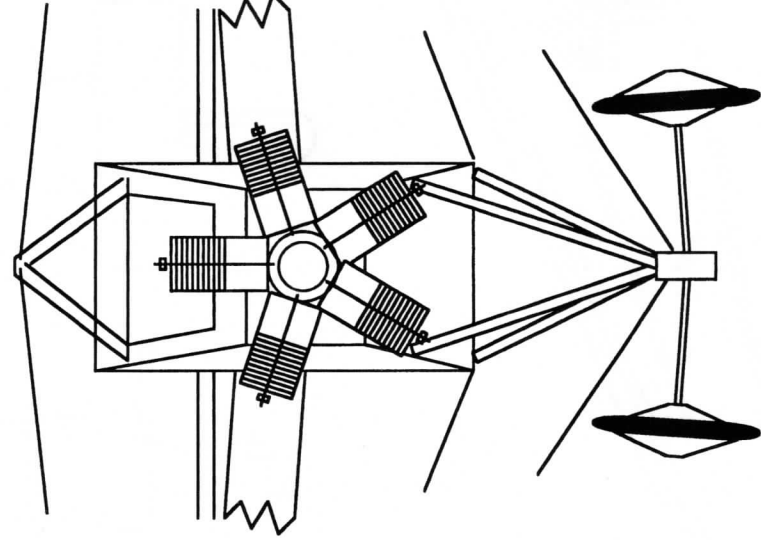


Horten IIIId Motorglider
 Designed and drawn by:

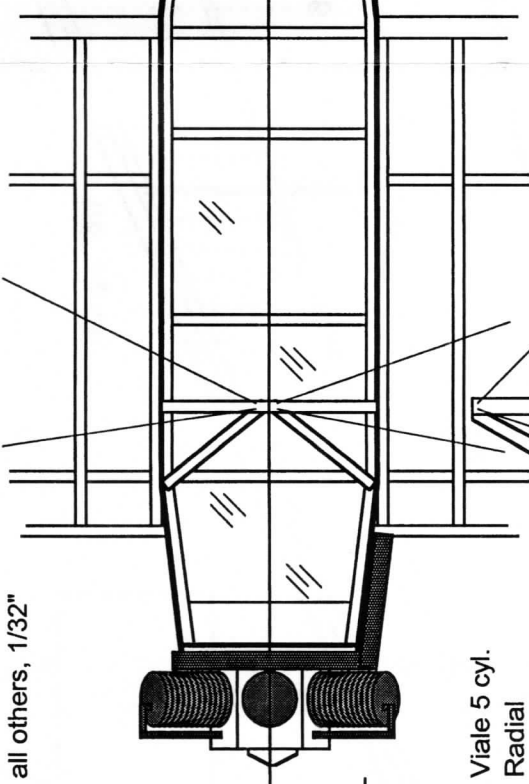


Root ribs 1/16"
all others, 1/32"

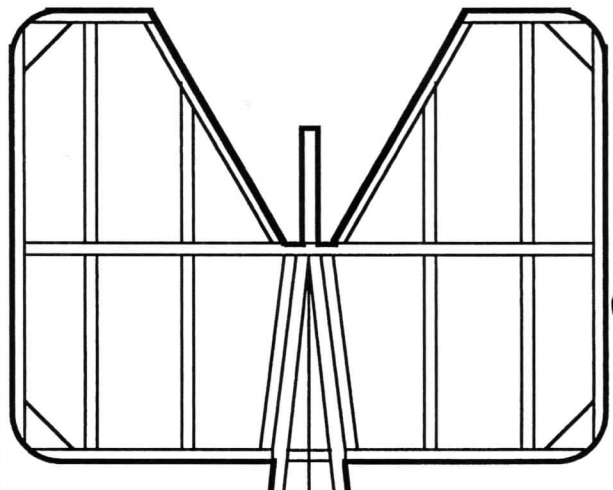
AVRO logo also appears on underside



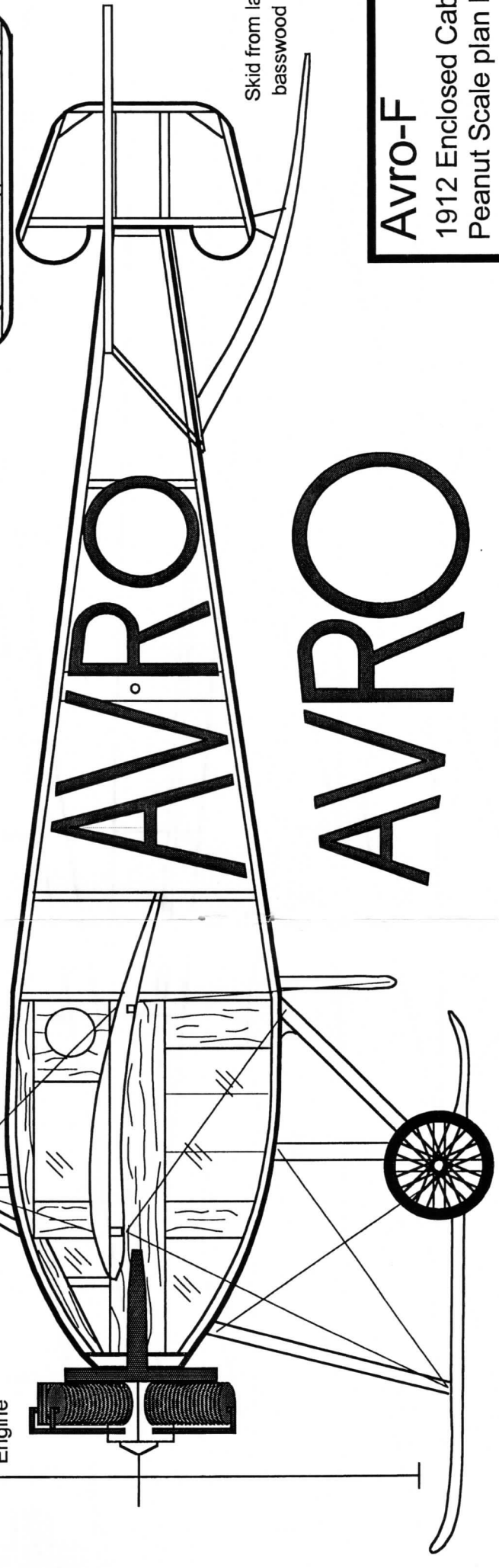
Viale 5 cyl.
Radial
Engine



Fuselage and tail from 1/16"
blaisa unless noted



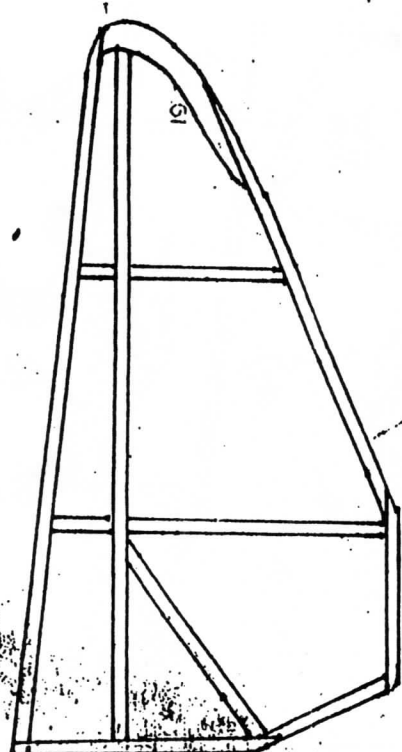
Skid from laminated
basswood



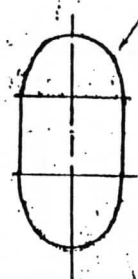
Sources:
Flight, 11 December 1953
British Aircraft 1809-1914, 1962
AVRO Aircraft Since 1908, 1965

AVRO-F
1912 Enclosed Cabin Monoplane
Peanut Scale plan by

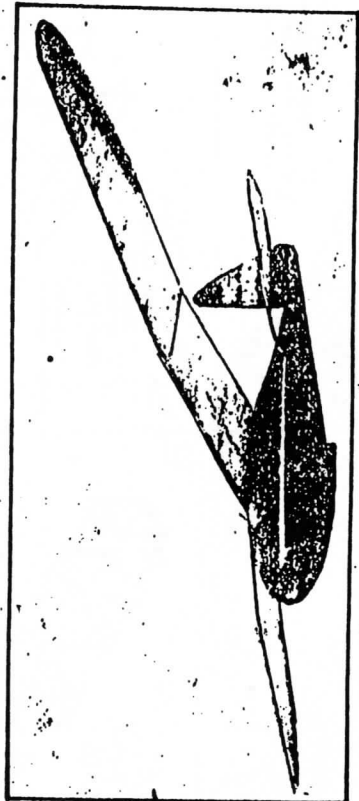
COVER WITH TISSUE, CUT OUT AND GLUE IN PLACE.



CONSTRUCT TWO STABILIZER HALVES FROM 1/16" SQ.



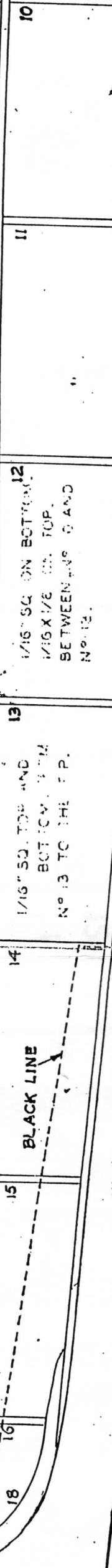
TEMPLATE FOR MARKING REAR OF NOSE BLOCK FOR SHAPING.



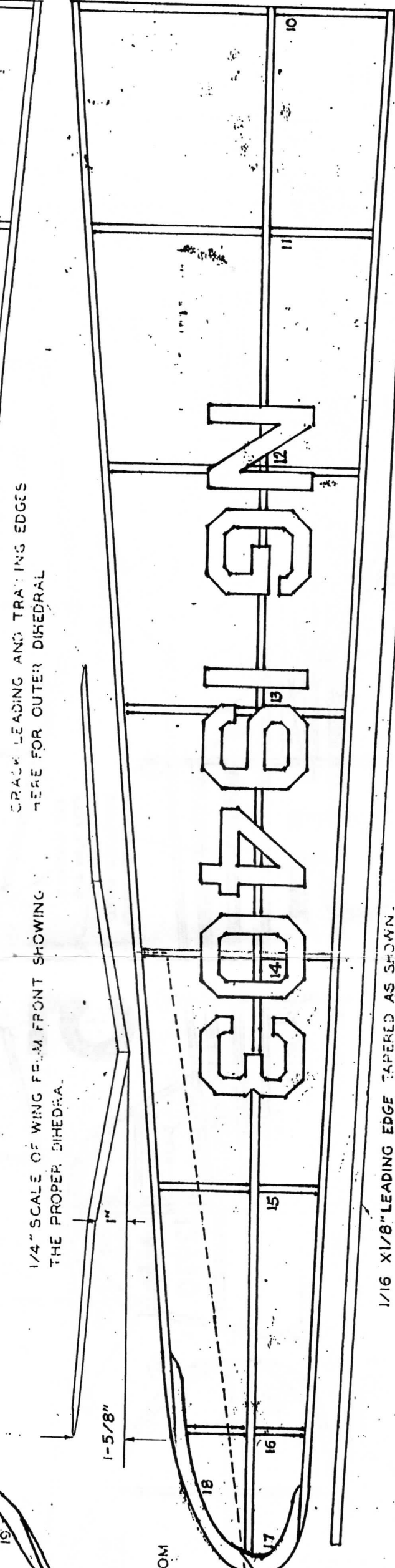
"Midget Sailing"
 26" SPAN SAILPLANE
 TOW LINE OR HAND LAUNCHED
 PEERLESS MODELS
 CLEVELAND, OHIO
 U.S.A.

CUT HEAD OFF OF A COMMON PIN AND BEND TO SHAPE FOR TOW LINE HOOK.

KIT No. 119 16 62140



1/16" SQ TRAILING EDGE.



1/16 X 1/8" LEADING EDGE TAPERED AS SHOWN.

CUT OUT AND GLUE ON FUSELAGE SIDES.

1/16" SQ. TOP AND BOTTOM. 1/16 X 1/8" OR TOP. BETWEEN NOS 10 AND NO. 12.

1/16" SQ. TOP AND BOTTOM. 1/16 X 1/8" OR TOP. BETWEEN NOS 13 TO THE R.P.

CRACK LEADING AND TRAILING EDGES HERE FOR OUTER DIHEDRAL.

1/4" SCALE OF WING FROM FRONT SHOWING THE PROPER DIHEDRAL.

MAINFRAME IS SHOWN IN SHADED OUTLINE. CONSTRUCT TWO OF THESE FROM 1/16" SQ. ON THE DRAWING. CONNECT THE TWO TOGETHER WITH CROSS BRACES.

DRAWN AND DESIGNED BY HAROLD R. COOPER

1/16" SQ. STRINGERS

TOW LINE HOOK