

MAXFAX

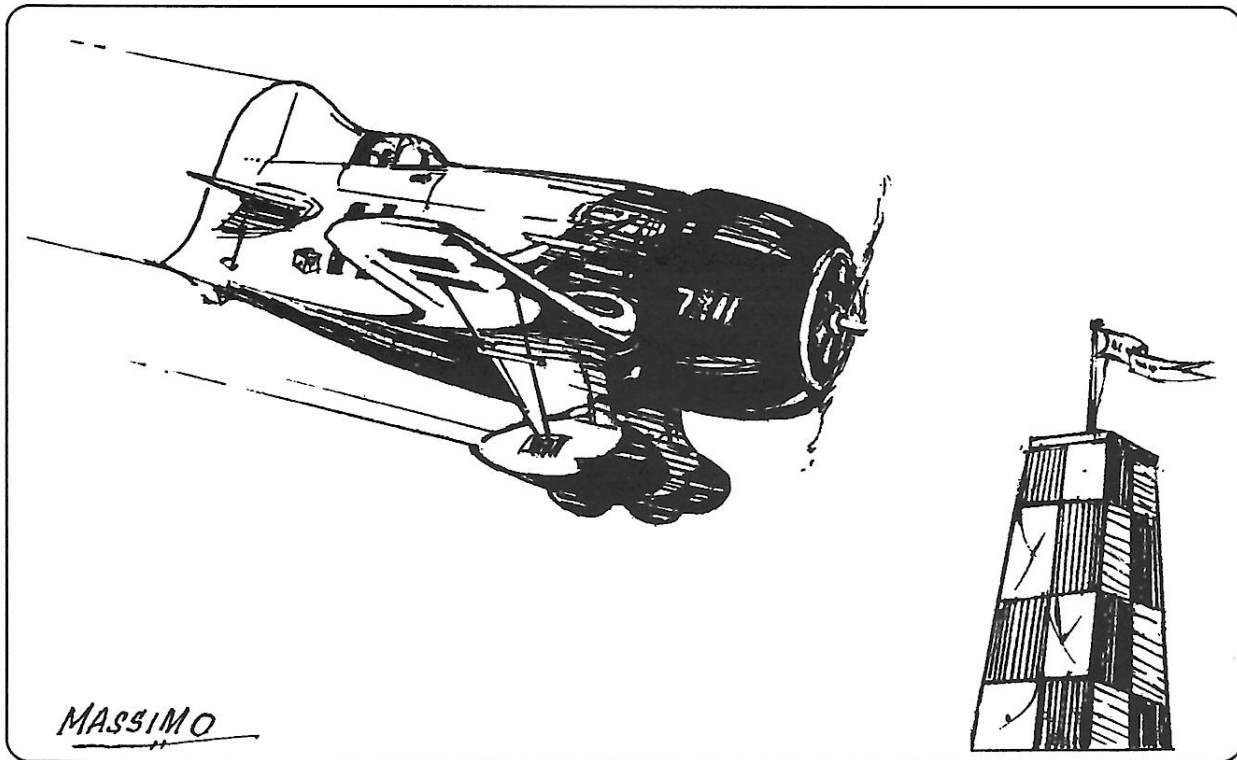


Journal of the D. C. Maxecuters

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

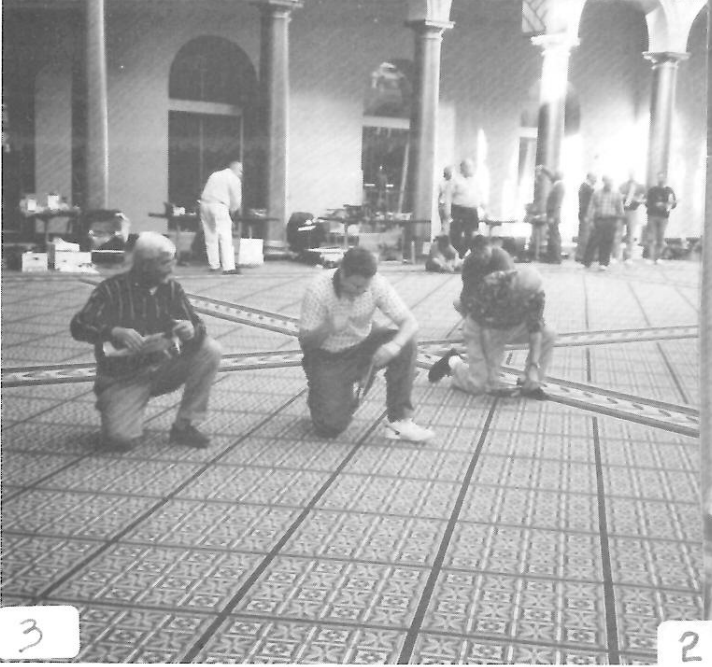
Editor: Russ Sandusky

MAY-JUNE 2000



COMING ATTRACTIONS

- MAY 20 2000** **DREADED BRAINBUSTER SQUADRON OF THE FLYING ACES CLUB**
SPRING RUBBER SCALE CONTEST in conjunction with the Brainbuster's Contest.
INFO -- Bob McLellon 757-481-0480 and Jerry Paisley 804-357-7642.
- MAY 20 2000** **THE READING AIR RACES AT JERRY'S FARM (SAM 100FLYING SITE)**
FAC AND OLD TIMER EVENTS --INFO --John Houck 610-488-6255
- JULY 20-23 2000** **FIRST FAC NATS OF THE THIRD MILLENIUM AT GENESEO, NEW YORK**
See FAC Newsletter for full details
- AUGUST ?? 2000** **MAXECUTER SUMMER FUNFLY FLYER IN THIS ISSUE**
Stay tuned this is in flux as to exactly where and when.
- SEPT 23 -24-2000** **FAC MUNCIE CONTEST** See FAC Newsletter for full details
- SEPT 23 -24-2000** **BRAINBUSTER FF CONTEST AT PETERSBURG**
Note: MAXECUTER SUMMER FUNFLY is decoupled from this
Abram Van Dover CD 757-596-6104
- SEPT 30 2000** **KUDZU CONTEST SEE FLYER THIS ISSUE**



What's in this issue?

Editor: *Russ Sandusky*

Eastern U.S. Free Flight Championships Ingleside, MD., April 8 & 9, 2000.

Greetings, stick and tissue lovers! Well, we are back for another May-June issue and once again I owe a lot to Stew Meyers who guided the completion of this issue. Thanks again Stew!

This time we are looking at the Golden Age of Air Racing. We have concentrated on racers from two popular events of the era. The Thompson Trophy was established in 1930 for planes of unlimited cubic inches while the Greve was limited to racer with engines of 550 cu.in..

The idea for this issue was generated from a conversation with Bill Bell after watching his Gee Bee NoCal fly so well at the National Building Museum last year. I thought it would be a neat idea to build several other 30's Racers and compete with Bill around a couple of helium filled balloons, used as racing pylons. I remember that I saw something like this in the Cloud Busters' newsletter several years ago. Bill's Gee Bee NoCal plan and building details along with a plan of the NoCal Laird Solution Biplane by Kevin Sharbonda.

Also include in this issue of the Thirties Racers are two peanut sized Greve racers. Kevin Sharbonda built the Rider R-6 designed by Dave Livesay. The peanut Brown B-2 model is actually a larger model by Tom Nallen, the elder reduced to peanut size. I should have my model of the original sized B-2 completed for the FAC 2000 NATS.

April was a busy month for most of us in the middle Atlantic states. We had the Eastern U.S. Freeflight Contest on the Eastern Shore, Essex Dome indoor flying session and the National Building Museum fun fly to keep us occupied.

In the last part of the newsletter is a tribute to our dear old stick and tissue scale master, Bill Bell. I call him Uncle Billy and both Kevin and I have had the benefit of driving Bill to contests and getting to know him better. Here to you Uncle Billy!!

When I arrived at the farm field the winds were gusting to 25mph already but the morning was warm and becoming warmer. Sorry to say, that was the best it was going to be that spring week-end.

There wasn't much flying at the field early in the AM so I went around getting names for each FAC event. The first events was scheduled to begin at 1:00 PM. I watched a few brave souls launch their high-powered free flight (jobs) into the warm blue windy sky. In just a few minutes they were a mile away, it looked that way, down wind. I also watched Tom Kerr take his grand-kids out for a round with the catapult gliders. In just a few minutes the gliders were reduced to major pieces as they landed and were blown across the ground by the wind. Well, that ended my thoughts of attempting to fly my "Straight Up" catapult gliders.

Frank Rowsome had a good idea and asked Tom Kerr the CD if we could we launch our stick & tissue, frail aircraft over the rye grass part of the farm in order to keep them from instant destruction. He okayed the idea and I decided to run all of the events one after another in order to quicken the torture and have time to watch others fly in this weather.

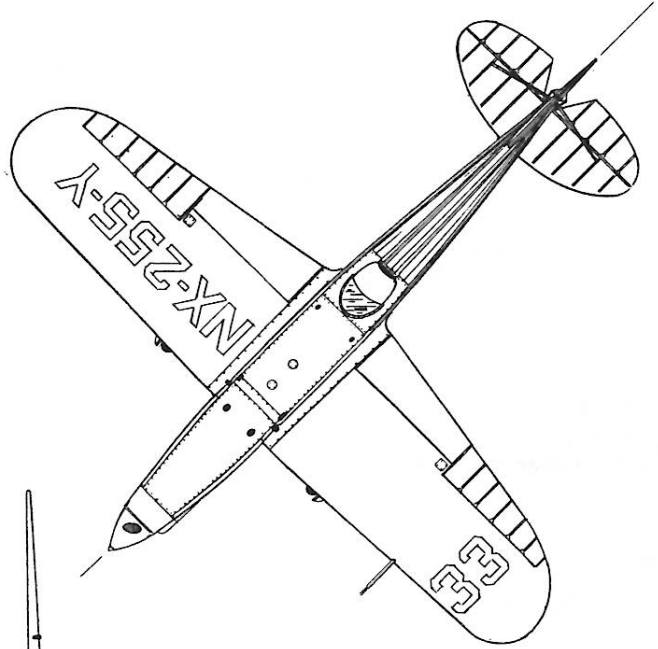
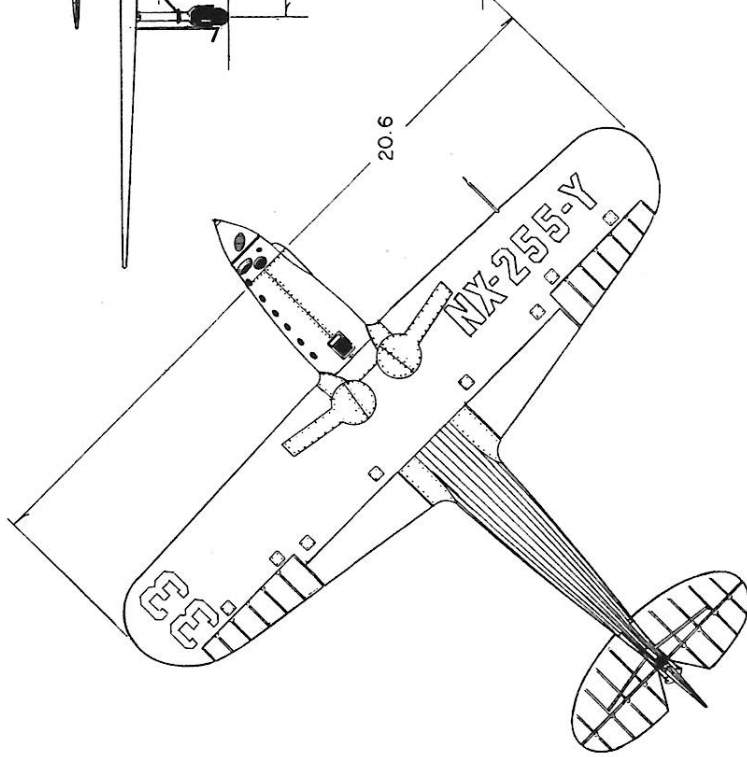
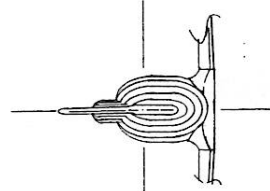
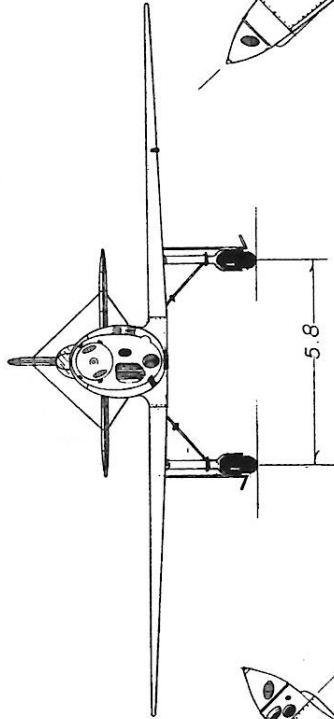
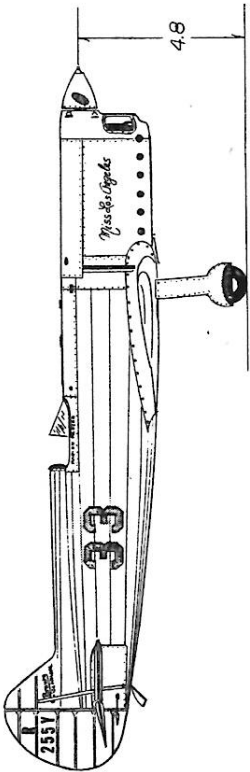
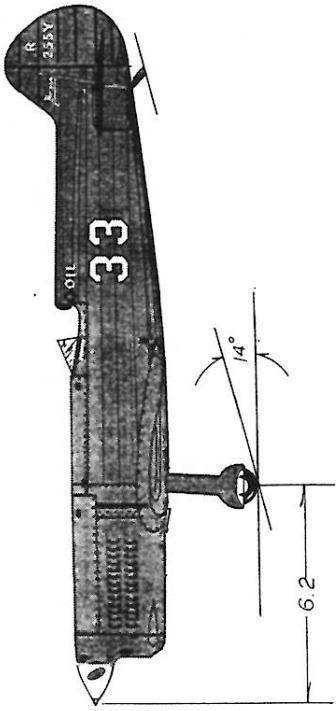
By the way the FAC flyers were the only group to finish their events and all those that entered also flew. Brave men all. Don Srull and Stew Meyers attended the Maxecuter meeting and showed up just in time to sign up and compete. We all drove out to the main road that ran along the field of nice tall rye grass. We lined up our cars in a row trying to shield the contestant's planes. The first event was WW1. The winner was Vic Nippert who had the first casualty of the day. The WW1 craft didn't do too well. Next came WW2 and they got some air time for the three P-51's, 2 F4Fs and a lone Vultee. The Racers were up next. One of the brave group of FACers was Ed Pelatowski who did not sign up for the Racers event because he had a new and beautifully built Folkerts SK-3, nicely detailed too.

But he could not by stand-by and not compete so, he signed up just before the launch. His handsome model flew very well and very far to third place, one of the better flights. Bob McLellon won the event with his high flying Goon racer. The next mass launch was for Ten Centers. Some good flights in spite of the winds with John Houck winning with his Rearwin. Last up was the fragile NoCal. I had a chance to compete as Al Miktarian ran the event. Some of us wimps wound the motors in our cars and hooked up the rubber to the model hidden in a large box which we used on the field to protect the model. It was over in a hurry with Stew Meyers winning the second year in a row. I was second for the second year in a row too. I think the guys had a good time and weren't overly concerned about the wind. I was worn out, sun & wind burned and satisfied that everyone had a fair chance to win at each of the events.

Continued on page 21.....

Photo page

1. What a great site to fly anything including micro RC ships. The 60' plus ceiling and huge floor area of the Essex Community College are waiting for you.
2. Here I am in my favorite element, working with kids at the Nation Building Museum Model Building program.
3. Bostonian mass launch is ready on the beautiful carpeting at the National Building Museum. You gotta see this place.
4. Randy Kleinert and Bob Baltaian, working the Blimp to eventually cut down 60' nylon string at Essex. Thanks guys.
5. Paul Spreiregen gets the scout group ready for their first flight at the National Building Museum.
6. Two Baltimore Bombers. Left, Bob Bissett retired high school teacher OT FF, Bob Beckey, retired college professor FAC FF hanging out at Hampton Elementary.

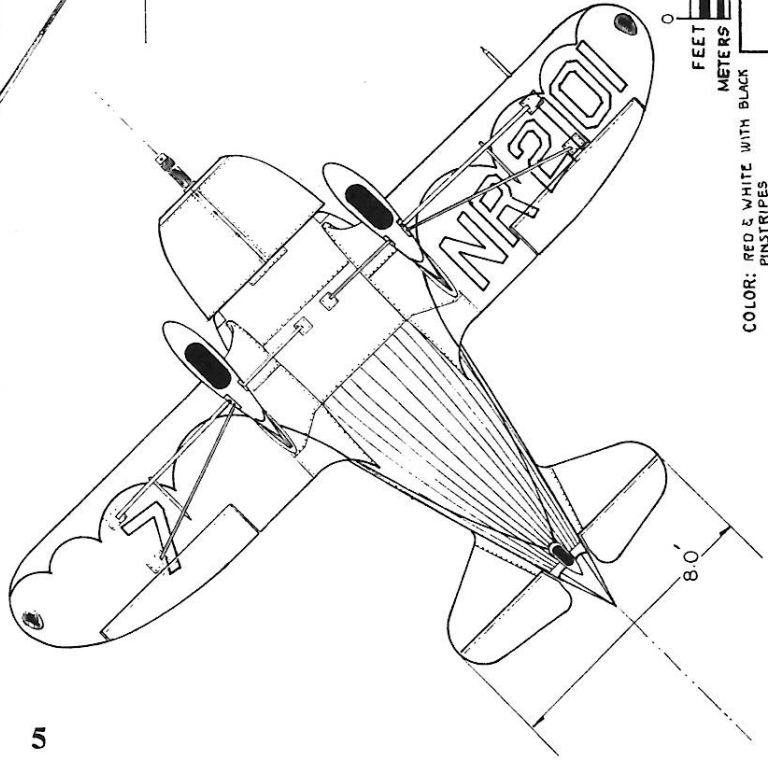
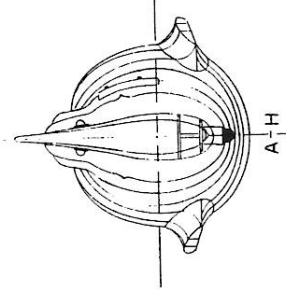
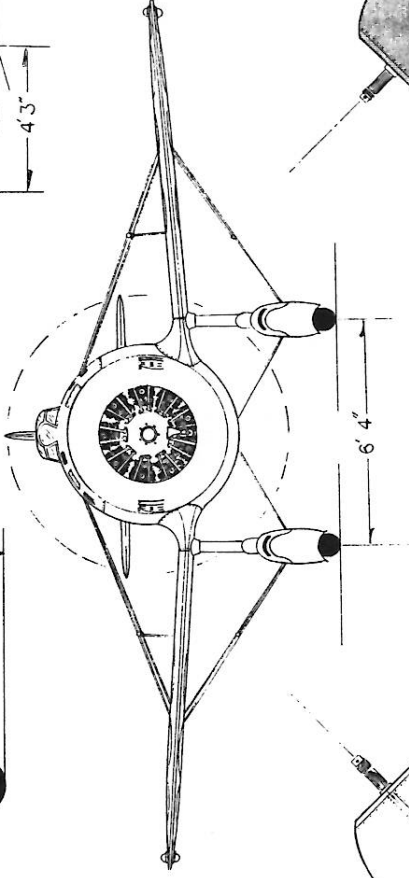
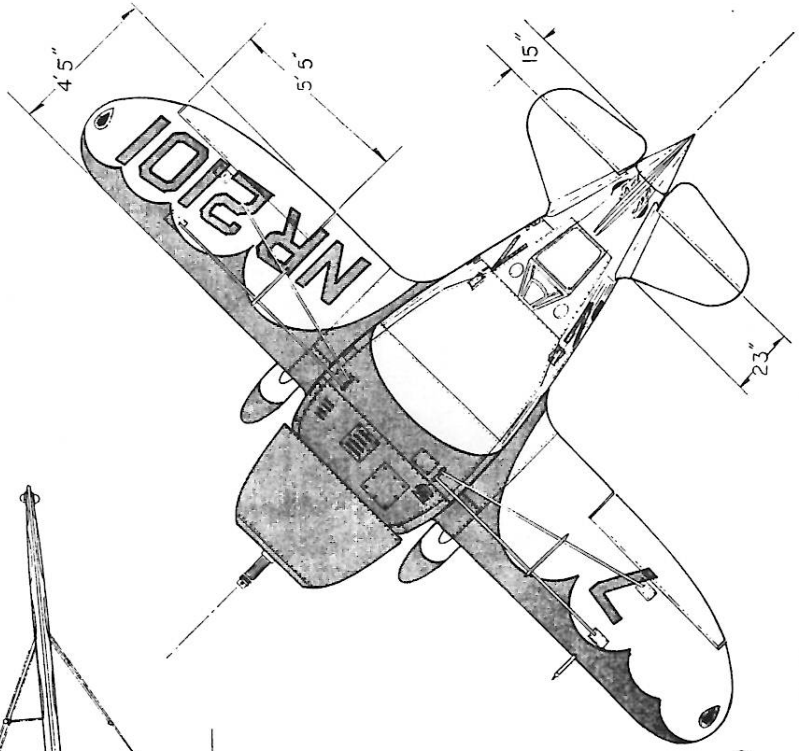
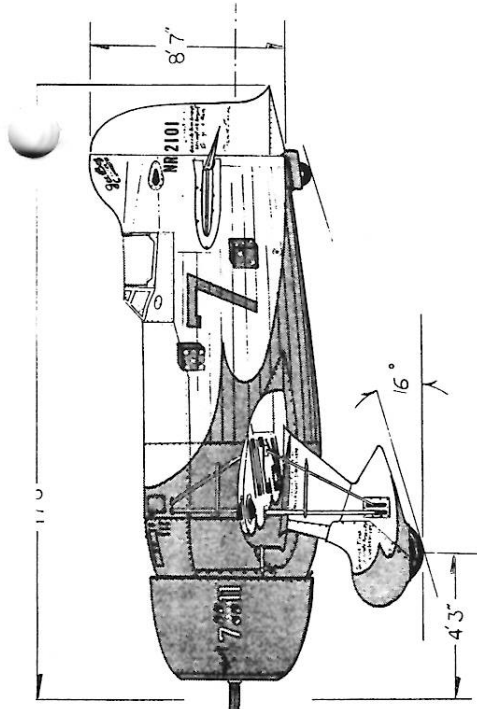


1938

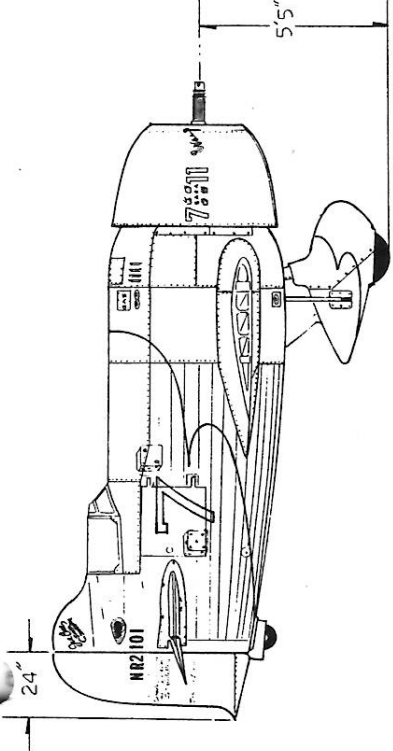
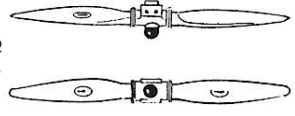
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L.W. BROWN CO.
B-2
MARION MC KEENS SHEET 6

© 1946



DIA
7.10"



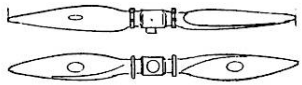
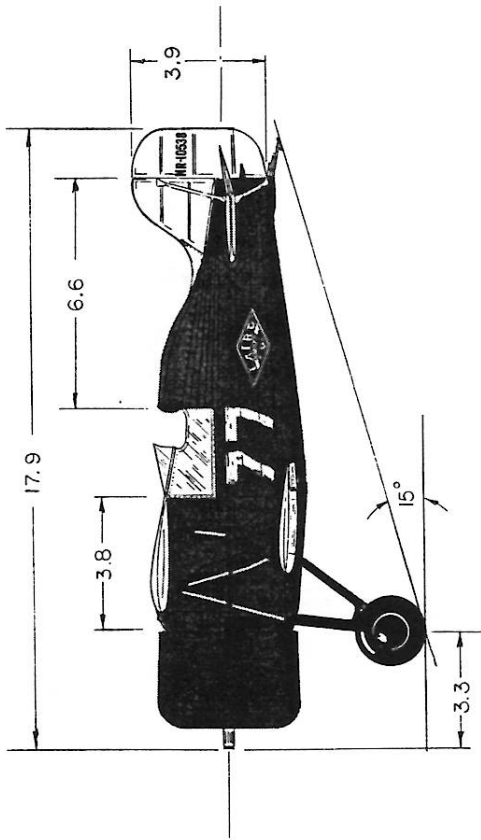
1932

© 423/30
R.S. HIRSCH
1966 REV I (4)

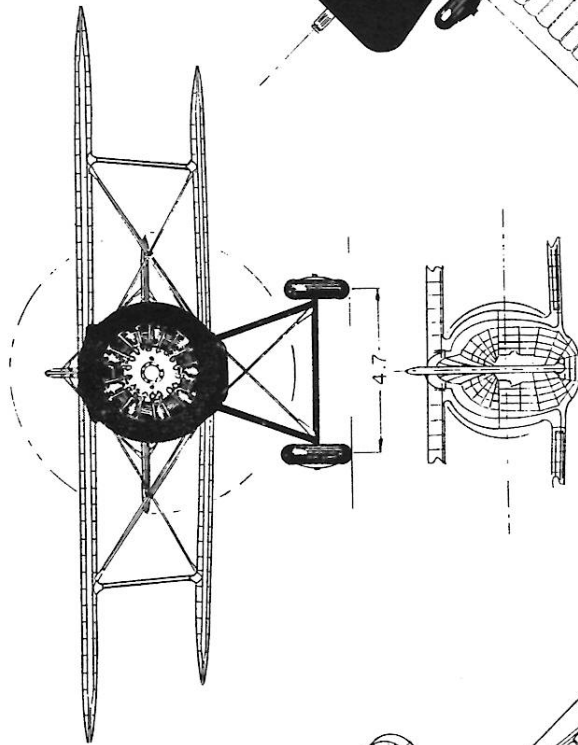
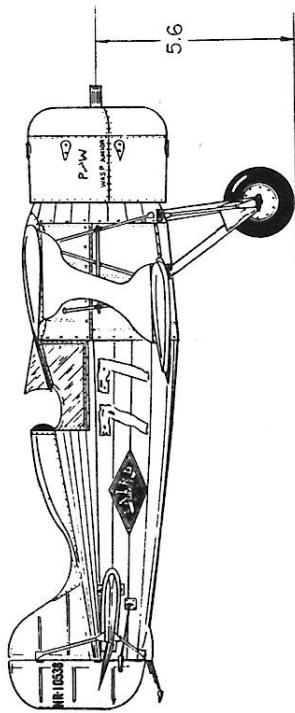
P & W R-2 WASP JR.
SEE BEE

COLOR: RED & WHITE WITH BLACK
PINSTRIPES

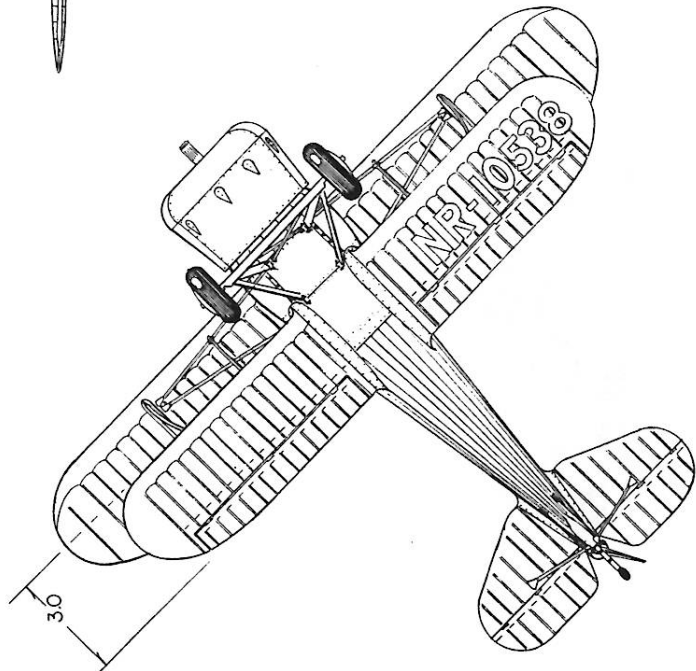
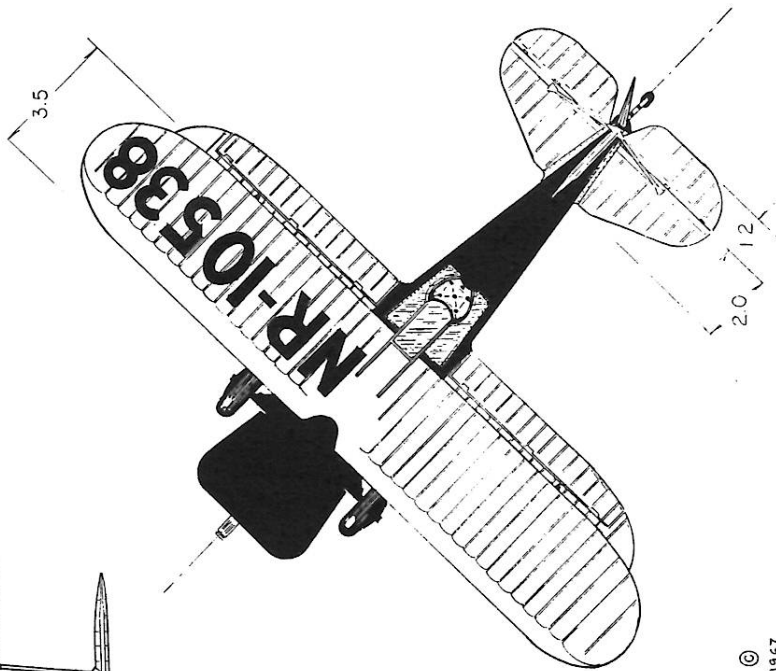
A B C D E F G H I



8.1 DIA.



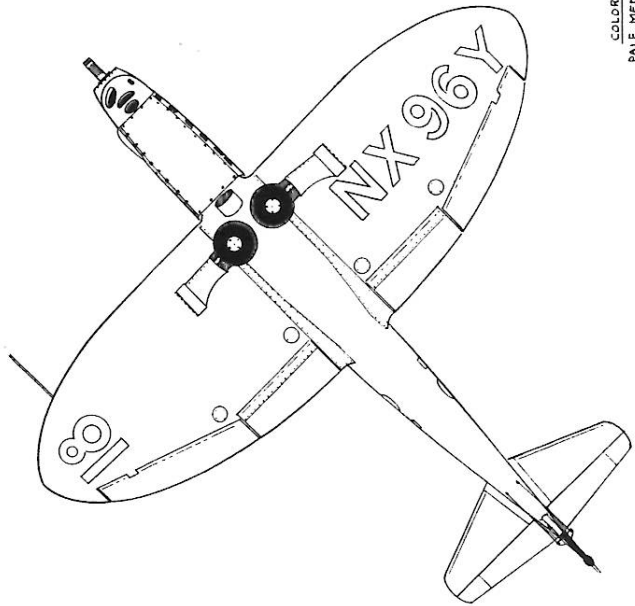
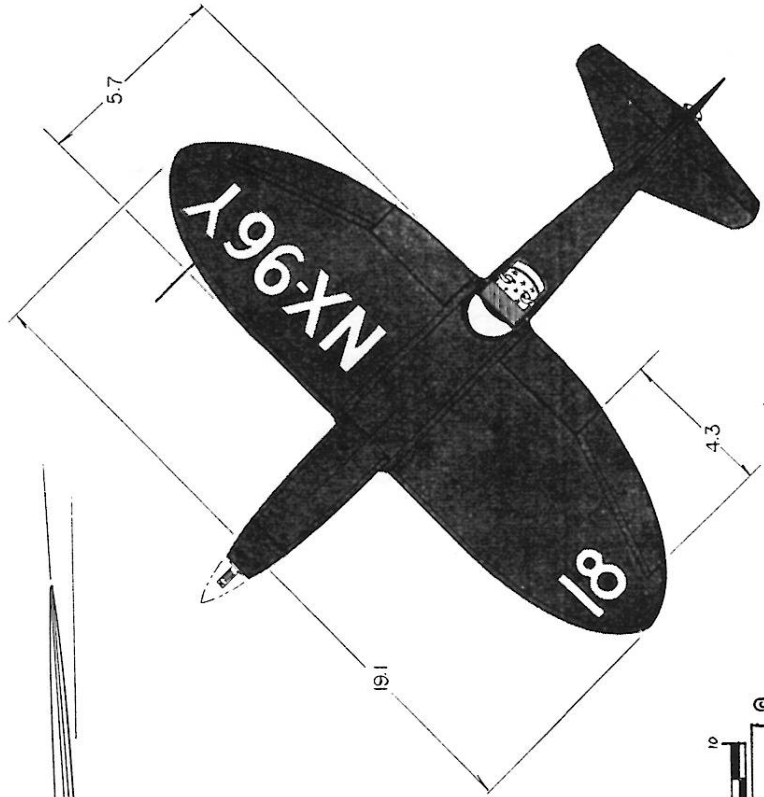
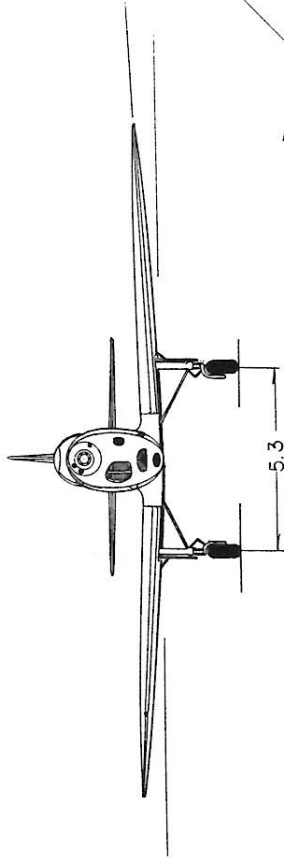
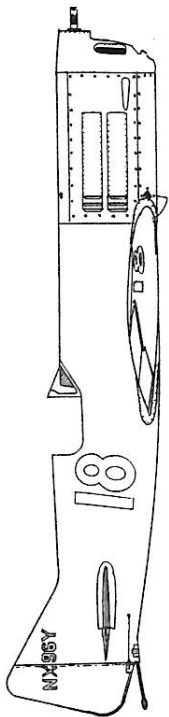
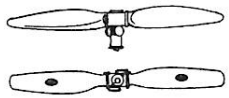
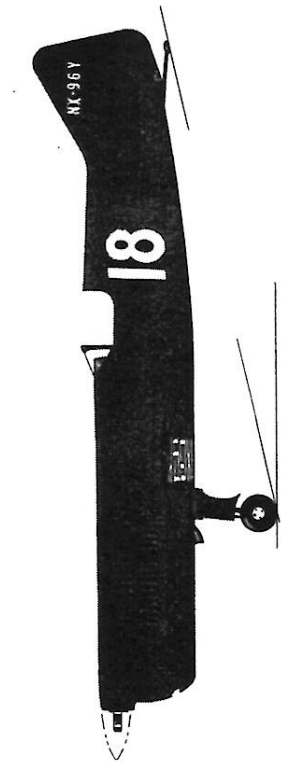
A-1



© 1967
RS. HIRSCH

1930
0 5 10

LAIRD
LC DW 300
BLUTION



1939



© 1968
R-6
RIGID WING
15
KEITH RIDER
RS. HIRSCH

COLOR:
PALE MEDIUM BLUE
WHITE LTRS & NO.'S

The KUDZU FLYING CORPS

Presents its 10th Annual Freeflight Scale Meet.

Note due to Damn Dam Damage the seaplane events are canceled this year

Saturday September 30th 2000

RAEFORD, N.C. 9 AM TO 5 PM.

Mass Launch Events: NOTE: no 15 % power requirements

- | | |
|-------------------------|---|
| 1. WW1 Biplanes | 5. Modern Production Civilian 1945 and later. |
| 2. Golden Age Civilian | 6. Dime Scale 16" & under |
| 3. All racers combined. | 7. Modern Military 1945 and later. |
| 4. WW2 Military | 8. Old Time Kit Scale over 16" |

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

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

Feature Event: Hurst Bowers Electric

-Any Hurst Bowers design, any scale, but must be electric powered regardless of original power. Emphasis on flying realism, not time, minute max, extra points for ROG. Runway will be provided. Scale judging for this event will be by Mooney rules. Bring your plans, no other scale doc required. *Flyline* ok. 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.

MYSTERY MAXECUTER SUMMER FUN FLY

Date and Location to Be Determined, but not on Sept.24th at Petersburg
Trying for August - Check Maxecuter web site: www.his.com/~tshcmitt

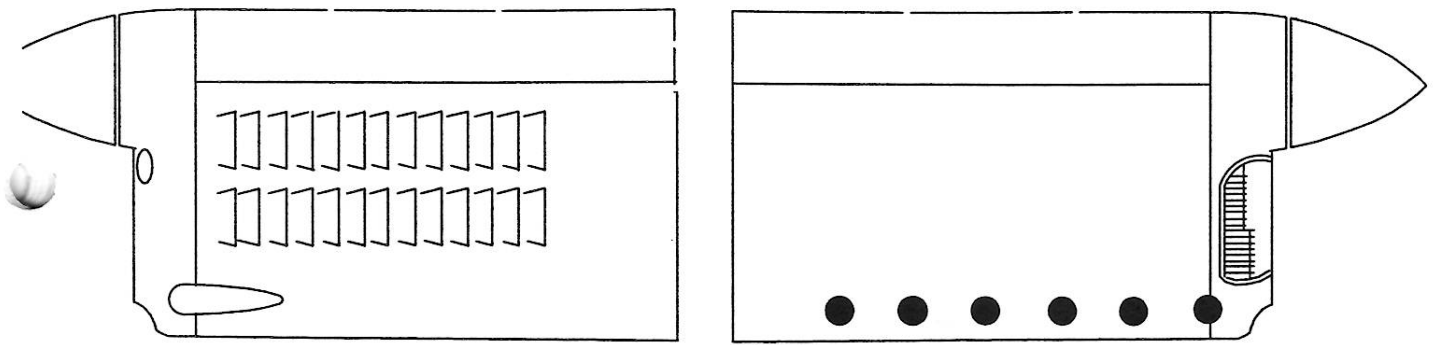
Mass Launch Events: NOTE: no 15 % power requirements

- | | |
|-------------------------|---|
| 1. WW1 Biplanes | 4. WW2 Military. |
| 2. Golden Age Civilian | 5. Old Time Kit Scale including Dime Scale. |
| 3. All racers combined. | 6. NoCal |

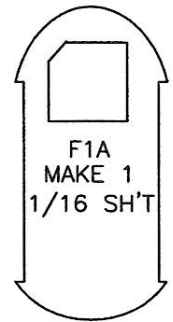
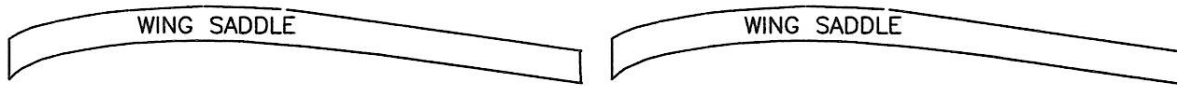
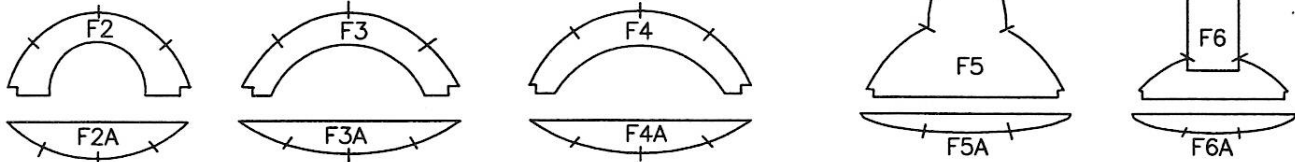
Hard Core Scale: turn in for judging 11 AM; fly all day

- | | |
|---------------------|---------------------|
| 1. FAC Power Scale. | 2.FAC Rubbber Scale |
|---------------------|---------------------|

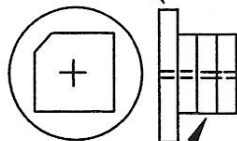
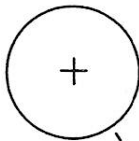
Old Time Rubber (Cabin only) & Embryo flown all day



FUSELAGE FORMERS OF 1/16 SHEET



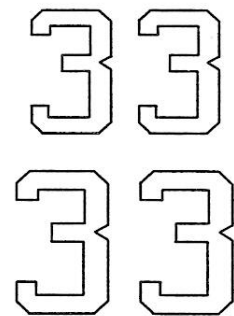
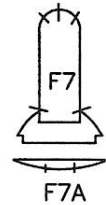
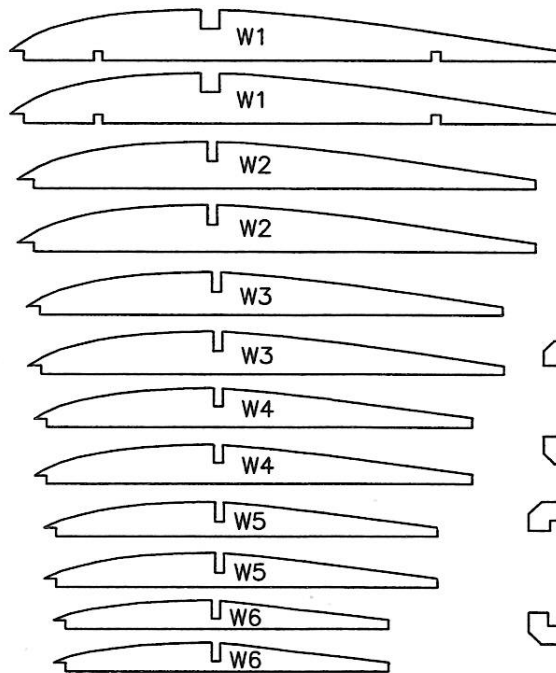
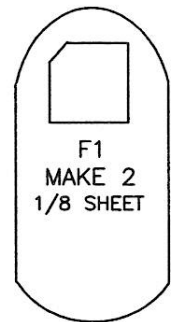
NOSE PLUG FACE
OF 1/8 SHEET



NOSE PLUG
ASSEMBLY



NOSE PLUG
MAKE 3 OF
1/8 SHEET



FORMERS F6, F7 MADE
IN TWO PIECES. GRAIN
RUNS VERTICALLY IN
UPPER PORTIONS.

WING RIBS W1 OF 1/16
SHEET. ALL OTHER RIBS
FROM 1/32 SHEET.

R R
255Y 255Y

RACE AND REG. NOS.
CUT FROM BLACK TISSUE.
SMALLER REG NOS. GO
UNDER LEFT WING PANEL.

NX-255-Y
NX-255-Y

GEE BEE R-2 NoCal

Bill Bell

There were two models of this design built. The R-1 and the R-2. The difference being in the horsepower. The R-1 had 800 H.P. P&W "Wasp" Sr. and the R-2 had a 550 H.P. P&W "Wasp" Jr. Originally the R-1 did not have a separate vertical fin, the rudder being flush with the canopy. After a test flight this was quickly modified with a small fin faired in with the canopy and rudder. This was done to prevent "fish tailing". Construction was similar in both models. Chrome - moly steel tubing formed the basic structure. Aluminum framing extended to about mid-fuselage and was covered with aluminum sheet as was the upper fuselage including the cockpit area. The cowling was made of hammered aluminum fastened to both engine and fuselage. The remainder of the fuselage was formed by plywood formers and spruce stringers covered with fabric. The wings were built of spruce spars and plywood ribs. The entire wing was covered with plywood and fabric doped to the wood. The stabilizer and rudder were made in a similar manner. Fourteen coats of dope hand rubbed between coats with a brilliant red and white color scheme completed the finish.

Construction of your GEE BEE R-2:

Fuselage Pin F-1 through F-6 over plan. Glue in (2) 1/16 sq. stringers to farside after framework is removed from plan. Make up motor stick by glueing two 3/32 sq. hard balsa strips together. Complete the MS by installing your favorite prop hanger and rear hook. Glue stick to fuselage as per plan. See details A and B. on plan.

Rudder and stabilizer. You may build the rudder integral with the fuselage or separate. Build stab directly over plan.

Wing. Build basic frame of 1/16 sq. lower rib chords, 1/16 sq leading edge, 1/16 x 1/32 T.E. and 1/16 sheet tips. Make template of W-7 to make 3 solid ribs and to form the top chords of the remaining ribs tapering in thickness and width as per plan. Use the W-7 to cut out the wing opening in F-6 for installing the wing. After all the ribs are in place, fix the dihedral at 2" each tip. Glue in the gussets at the center rib. Be sure to keep the center rib vertical when doing this. Sand frame work before covering. See notes on plan. Dope on the trim, license and race numbers and dice. Use cellophane or thin plastic for canopy. Outline in black. Put a paper pilot in there if you have one.

Final Assembly. Glue wing in fuselage as shown on plan maintaining proper alignment. Glue stab in opening in tail as shown lining it up with wing. Glue rudder lining it up with stab and wing.

Landing gear. Make according to plan and notes. Make sure it is located according to plan and vertical with fuselage.

Trimming and flying. Use clay on nose to balance at tips. Steam a little washin on left wing. and a tad right rudder. Thrust line O"-O" to start with. Use a Peck 6" prop with a loop of 1/8" tan II 9" long. Try some glides. They will be

steep. This is no floater. Try some hand winds to see what it will do. It should circle to the left and glide straight. If it looks good, wind 'er up with a winder and let 'er go!

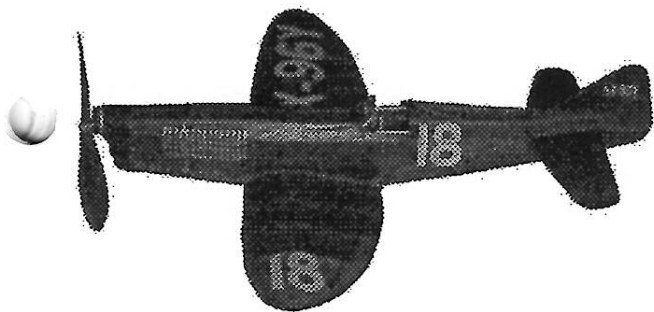
Laird Solution NoCal *designed by Kevin Sharbonda*

My friend Kevin is a really talented guy. He cranked out this plan in a very short time. He also did the very fine drawing of Uncle Billy and the article on the Rider R-6. Thanks Kevin!

I am sorry to say that I did not complete the building of this model so I won't be able to give you a written description of its construction. I'm sure that most of our readers are quite capable of doing a far better job of it than I could. For sport and fun 1/16" should do. Be sure to make two LG with wheels, no mono wheel set up. Kevin called for 1" dihedral at each wing tip but it probably could be ok with somewhat less. The wing struts would do fine if you used 1/32" balsa glued to the inside the appropriate ribs. I am still looking for domestic gold tissue or I will have to spray Krylon gold lacquer on white jap tissue. If any of you build this model drop me a line, e:mail rsandusky@wrbs.com or snail mail, 9109 Waltham Woods Rd. Baltimore, MD 21234..

There is some interesting history connected to this particular racer. The Laird Solution piloted by "Speed" Holman won the first Thompson Trophy race in 1930 by outlasting the rest of the field after Captain Page's Curtiss racers crashed on the final lap. "Speed", what a great nick name, left the farm at age 17 to take a job with the local power company. He saved up a bit of cash and bought a motor cycle and began racing where he got the nick name he disliked. In 1919 he became the star pilot for Larrabee Brothers Flying Circus. Holman held many cross country and closed course records including 1,433 consecutive loops in 5 hours and air mail speed record. He was the first man to do an outside loop in a Ford Trimotor. "Speed" went to Chicago and wound up working for the Laird factory. Pilot Lee Schoenair of the Goodrich Co. had placed an order for a Laird Speedwing aircraft with a new Pratt & Whitney Wasp Jr. engine three weeks before the race date. The Solution was completed the day of the race and Holman piloted the new plane from the factory across town to the airport just in time to have the race number 77 white washed on the new Black and Gold speedster. The owner Leon Schoenhair, an accomplished pilot, was convinced to let Holman fly the Solution in the Thompson Trophy race.

After the Page Racer crashed, Speed Holman battled veteran racer Jimmy Haizlip in his Travel Air Mystery ship to win the first Thompson Trophy. He set a speed record for the event. Sadly, Speed Holman died in May of 31 while flying his favorite plane, a Laird Speedwing, inverted and plunged into the turf. During the Golden Air of Air Racing things were new and exciting and dangerous. The men and women aviators of that time accepted that challenge. *RWS*



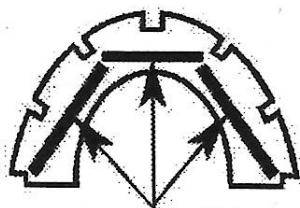
P-Nut Keith Rider R-6

By Kevin Sharbonda

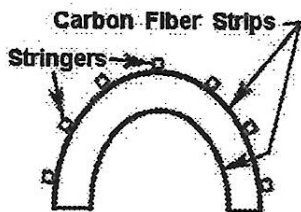
While skimming through the Maxecuter website one day last fall I linked into a plan page on the Internet created by Dave Livesay. I proceeded to download all the plans and eventually got around to building this one of a 1939 Racer. Dave's plans were excellent and I found that most everything went together quite well with little to no effort in making everything fit together. I did have a little trouble finding documentation, but after a short time tossed in the towel and used Dave's data as shown on the plan! The plans came across the Internet and through my phone line in two 8-1/2 x 14 sheets. I made two copies so one can get trashed making the formers, and details etc. (The two legal sized sheets have been combined on one 11x17 for this issue. *RWS*)

Construction was fairly straightforward. First, I constructed the box fuselage with curved sections glued top and bottom, then stringers etc. and cover it with tissue. Build the main wing as a one-piece structure. After it's covered, install it in the saddle on the bottom of the fuselage. Construct the stabilizer, and fin, cover them, then attach them to the fuselage.

Typical Former



Carbon Fiber Strips



Typical Former

One technique I attempted on this plane was to glue .005 thick carbon fiber sheet stiffeners to the curved former sections to strengthen the fuselage without adding significant weight. It seemed to work fairly well. Just keep the fiber away from any areas to be notched for stringers. On the formers behind the cockpit I trimmed away the width of the stringers and glued right to the formers eliminating the notches all together. The carbon fiber sheets tear along the grain. Try to approximate 1/16th strips. Then cut these into short pieces and glue them to the formers.

Another method is to kind of sandwich the formers by running carbon fiber strips on either side to strengthen them up. Both methods seem to work well with no significant weight penalties.

I detailed the plane per plan, using blue Japanese tissue. I made my own registration and numbers, using an Alps 1300 printer. I printed directly on the tissue for the engine louvers and exhaust. I made decals for the registration and the numbers using the printer, as the Alps will print using white ink. After applying the decals, I used a softening solution to dissolve excess decal film from around the numbers and give the whole plane a light covering with clear Krylon. That's about it. I had a little trouble trimming this plane so I won't help you with that! Good luck, and happy racing.

Brown B-2 Racer

Design by Tom Nallen, the elder

I found this plan in an the Flying Aces newsletter a couple of years ago. The original model had an 18.5" wing span. Since I couldn't figure how Lin Richel got all those parts on an 11X17 sheet, I decided to produce it as a peanut, since that was the size Tom Nallen had sent me. Remember to change some of the sizes of wood called for on the plan. I began work on my Brown B-2 a few months before the last FAC Nationals! How's that for procrastination or obstinance, which ever fits. I think it is the former. Good airplane word.

The model is straightforward with no unusual areas to work around. I added a few more 1/20 stringers all around the fuselage to give it a more oval shape. I also included some 1/20 false ribs for looks and better airfoil shape after covering. The original aircraft was all brilliant Red with Gold numbers and letters. Use these colors for accuracy. I am almost sure I'll have this plane ready for this year's FAC Nats. Maybe I'll see some peanut versions of Miss Los Angeles at the 2000 FAC-NATS.

Like almost all of the Golden Age Racers this ship has a lot of history about it. The B-2 began life in 1934 as Miss Los Angeles, the design and work of Lawrence Brown. Roy Minor was the original pilot. The B-2 won one event, and finished second in the prestigious Thompson Trophy race at 214 mph ahead of the much more powerful Wedell Williams. In 1935 Marion McKeen bought Brown B-2 and piloted it for the next 4 years with little success and little change to the engine or airframe.

In 1938 Miss Los Angeles had new cantilever wing and retractable landing gear. The model in this issue depicts this particular version of the B-2. During the qualification run the landing gear would not extend. McKeen made a beautiful belly landing with very little damage but it was enough to remove the plane from competition.

In 1939, the last year for the Golden Age of Racing, Miss Los Angeles showed up with its original wing and fixed landing gear. Lee Miles was picked as the pilot. He crashed on the first lap of the 550 cu. in. event killing himself and destroying the aircraft. So ended another chapter of man and machine from the Golden Age of Air Racing. *RWS*.

Essex Dome Fun Fly April 3, 2000

We had an excellent turn out for this first rate flying venue. It was a long time coming and through the support of the Maxicuter Treasury we were able to secure this site for a gift of \$150 to the Athletic Scholarship fund. Many micro RCers showed up as well as the Stick and Tissue crowd. We tried to keep the RC group at one area to avoid any mishaps. We may have to limit the type of aircraft that are flown here such as, slow flyers rather than aerobatic models. Another idea maybe to have blocks of time for each group. No problems occurred but thinking ahead to keep our friends happy. We had about thirty flyers show up as well as several spectators. *RWS*

Mass Launch Events

Bostonian 6 contestants

1. Kevin Sharbonda- *Boston Racer*, 2. Rich Gillis,
3. Bob Becky

Peanut 6 entrants

1. Dan Driscoll- *Ord Hume*, 2. Rich Gillis,
3. Kevin Sharbonda

Dime Scale 5 entrants

1. Kevin Sharbonda- *Howard*, 2. Frank Rowsome,
3. Rich Gillis

NoCal 7 entrants

1. Steve Fujikawa- *Dauntless*, (4plus min.)
2. Rich Gillis, 3. Ed Zupolski

FAC scale rubber mass launch

1. Frank Rowsome- *Spad*, 2. Dan Driscoll,
3. Rich Gillis,

The Balloon Goes Up! (And stays there!)

The day after we flew at Essex, Steve Fujikawa e:mailed me that his high flying Dauntless was hung up, on one of the speakers some 60' feet up inside the dome. He said not to worry he would wait till the school maintenance got it down in due time. I called the school and found out that they aren't scheduled to work on the ceiling, this year! I called my friend Randy Kleinert. He knows just about everything. Randy quickly volunteered to get a helium balloon and rescue the model. We slipped into the Dome and Randy deftly lifted the model off the speaker. It flew down to the floor in about a minute and a half. Alas the rescue Balloon got HUNG up on the speaker. We tried everything short of pulling the expensive speakers down. Randy had me tie-off the 65' nylon line to the balcony. The line is the major problem because it is smack dab in the middle of the gym floor.

National Building Museum April 16, 2000

There was an excellent turn out for this program in spite of the protesting at the World Bank and some over zealous police types at the parking lot. The Micro RCers came from as far away as New York to see and try out this interesting facility. At the other end of the building were the die hard stick and tissue FACers. We had more than 25 flyers and a good size crowd of spectators.

We have donated quite a bit of time and effort to NBM's model airplane building programs which has an extremely strong turn out. The last programs brought out 30 plus kids and parents to build Delta Darts. They are all guaranteed to fly before they leave. Can you imagine coming to a place to learn how to build a flying model than being allowed to fly it in an area with a ceiling of over 100 feet. Heaven. We the volunteers enjoy the program too. Kudos to Paul Spreiregen for this wonderful site. *RWS*

Mass Launch Events

Bostonian 5 entrants

1. *Bob Becky- *Boston Bob*, 2. Paul Spreiregen
3. Bill Bell * first kanone

Ten Centers 7 entrants

1. Frank Rowsome- *Spad*, 2. Dan Driscoll
3. Ed Zupolski

Peanut 4 entrants

1. Dan Driscoll- *Ord Hume*, 2. Mark Houck
3. Ed Zupolski

NoCal 5 entrants

1. Ed Zupolski- *Beech Staggerwing*,
2. Frank Rowsome, 3. John Houck

Randy and I retreated. He was thinking of a way to get it down and I was worried that the school would make us rent a Cherry Picker for big bucks. Randy talked to the best minds in the area.

What saved the day is that Gabe Baltaian, an RC Blimp specialist was coming down from New York city. He was bring his blimps to fly at the NBM in DC. He volunteered to stop at Essex on his way home that Sunday afternoon. Stew Meyers and Don Srull developed a hot wire rig to slide up the line and melt it at the top maybe deflate the balloon. It worked twice at the NBM site but alas it did not work when I got to Essex. What did work, was a micro receiver and servo connected to a pair of very small scissors built by Randy. With the help of Gabes' blimp, lifted Randy's scissor set-up the nylon line and after several attempts and adjustment cut the line to the cheers of several spectators. What a relief. Hopefully this little problem won't hurt our chances to get the Essex's Dome in the future.

Thanks Stew, Don, Gabe and Randy. *RWS*

Continued from page 3.....

Sunday morning, I awoke at 6:30 am at home in Baltimore and noticed the snow on the lawn. Tom Kerr had to cancel the contest at 9:00 am. All in all it was good time to new friendships with so many great guys. April was shaping up to be an excellent month for flying both outdoors and later indoors at the Essex Dome and National Building Museum. *RWS*

“The Golden Age of Air Racing”

S.H. Schmid & Truman Weaver

This wonderfully complete book on all types of Racing and it was first published in 1963. I have the 1991 one volume edition. The book covers the early years of racing from the 1913 Gordon Bennett Race through the last Thompson Trophy race of 1939 in Cleveland.

The book is organized in a year-by-year chronology with many special reports on a series of planes i.e: Gee Bees or a particular plane i.e: Laird Super Solution. In addition there are interviews and articles by the pilots, promoters and other personalities. There are some terrific b&w photos of nearly every airplane featured in the book and many 3-views by W.F. Kerka and R.S. Hirsh with cross sections, color and trim details.

I enjoyed the many commentaries by the pilots themselves. For instance, Earl Ortman writes about his favorite racing mount the Keith Rider R-3 later called the Marcoux — Bromberg Special of 1937. Art Chester, another of the famous race pilots of that era and early Goodyear designer/pilots, is interviewed concerning whether there is a real need for Air Racing. Art takes exception to the complaints about air racing being too dangerous and that racing does nothing to advance commercial aviation.

The book contains articles and photos you won't find anywhere else; Jimmy Doolittle, Art Williams, Johnny Livingston, Roscoe Turner, Steve Wittman, and my favorite Roger Don Rae. “Roger Don Rae -the consummate pilot, champion parachute jumper, barnstormer, race pilot, aerobatic pilot, test pilot, and airline pilot.” Roger Don Rae was named NAA Championship Parachute Jumper for seven consecutive years an unprecedented record that still stands today. Roger would fly any plane, anywhere, any time.

The best-known incident regarding Roger's abilities is while testing the Folkerts SK-4. “During a high speed run, wing flutter developed and was so severe pulleys and fittings were ripped from the wing. The cool and consummate pilot methodically slowed the aircraft down, gathered the loose aileron cables in his hand — then maintaining precise control proceeded to bring the stricken aircraft down — operating stick and throttle, lowering the landing gear, and guiding the aircraft to a normal three-point landing. A tremendous performance very few, other than Rae, could pull off. Great stuff. The book is available from EAA catalog sales 1-800-843-3612 \$29.95 + \$6.50 shipping, www.eaa.org

Enjoy, *RWS*

Eastern US Free Flight Championships Saturday, April 8,2000 - FAC events (all mass launch)

World War I 7 total entries
1. Vic Nippert SE-5
2. Stew Meyers Fokker D-VII
3. Bob McLellon Fokker D-VII

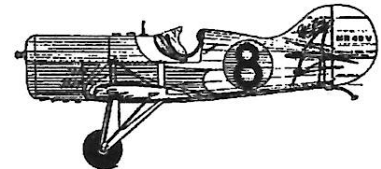
World War II 6 total entries
1. John Houck P-51A
2. Vic Nippert P-51D
3. Stew Meyers F4F

Racers 6 total entries
1. Bob McLellon Chester's Goon
2. Ed Pelatowski Folkerts SK-3
3. John Houck Chester's Jeep

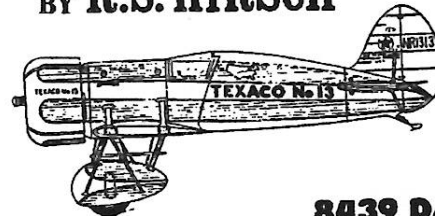
10 Cent Scale 7 total entries
1. John Houck Rearwin Speedster
2. Ed Pelatowski Leopard Moth
3. Bruce Foster Fairchild 24

NoCal 6 total entries
1. Stew Meyers F4F Wildcat
2. Russ Sandusky P-51A
3. Ed Pelatowski Sweet Pea

RACEPLANES



BY **R.S. HIRSCH**



**8439 DALE ST.
BUENA PARK
CALIF. 90620**

RACEPLANES : an 8 page comprehensive list of over 800 airplanes that raced, or were built to race. List gives name, I. D., registration, race numbers, engine and activity dates, plus some sketches and profiles. Send \$3.00 for your copy. All drawings 1/48th scale and 300 plus are complete.

The Three-Views in this issue are from this list.

Our Members Workshop

Russ Sandusky

I would have to call this workshop a museum. Bill Bell seems to have saved every one of his previous models. How can that be when most of mine are long gone. Bill is an excellent builder and cautious flyer. One Saturday afternoon in 1993 at a Maxicuter's Fun Fly at Comsat - I climbed a 40' tree to save one of Bill's creations. Bill and I then had the opportunity to renew our friendship from back in the 60's.

Let me give you a brief history of this fine builder. He was born in Newburgh, NY in 1921. He graduated from High School in 1938, gads, the year I was born! During those early years he began building "shelf" models, 10 and 20 cent Guillows kits. His first stick and tissue model was a Construct-O-Plane kit of the Curtiss Helldiver, no, the one with two wings! His first gas powered model was a TD Coupe he built in 1937, powered by a Baby Cyclone. Bill went on to Casey Jones School of Aeronautics in 1939. He received his A&E certificate and received a job offer for 50 cents an hour, as a junior inspector, from Glenn L. Martin in good old Baltimore.

Bill married his lovely wife Dorothy in 1948 and they have a son, Bill Jr., and a step daughter, Pat. Bill worked on most of the airplanes that Martin produced at that time including the model 167, Maryland, a hot plane in its day, the B-26 Marauder and the PBM flying boats. He was laid off after the ill-fated Vanguard project. Bill took a job with Boeing Vertol near Philadelphia. For three years he would drive to Philadelphia only coming home on the week ends. It was tough on the family. Glenn L. Martin called him back after the three years. Bill stayed until his retirement in 1981. While working for Martin, Bill built and flew control line scale ships. His four engine B-17 won several local contests, in spite of it flying like a brick. Bill was a member of the Martin Modelers, where I first met him in the 60's. He got back into free flight with the encouragement of Mike Moskow, Bob Bissett and Danny Sheelds. Stick and tissue were always his favorite type of model though. He went to his first FAC meet in Dayton, Ohio where he met Alan Schanzel and Tom Schmitt. Bill is a member of the Maxicuters and a member of the Baltimore Bombers FAC squadron 42.

Bill also was a pilot and his first flight, 1934, was in a Great Lakes Trainer biplane. The money came from the demise of a Junior Birdmen Club in which he was a member. They disbanded the club and used cash for airplane rides at Walden airport, near Newburgh, NY. His second flight was in an Aeronca C-3 flying bathtub where the pilot let him try his hand at age 13 and he was hooked.

World War II came along and closed most of the private airfields around 1942. When the War ended in 1945, Bill was back at it again flying an Aeronca L-3 and Cub J-3.

Photo Page

1. A ceiling filled with models; B-24, B-17, and Corsair.
2. Name all of those models he has hanging from the ceiling and win a free pass to Bell's museum.
3. More of Bill's fleet of models, and all are ready to fly.
4. More scale ships and Old Time rubber "jobs." All are ready for that large grassy field we can't find.
5. Here is the old master himself with his Dumas Gee Bee. What a beauty! You too Bill!
6. Bill's work area where he is building a Gee Bee Model Y from a Dumas kit.
7. Here is Bill in the center photo with his Gee Bee NoCal. It flies like it's on rails.

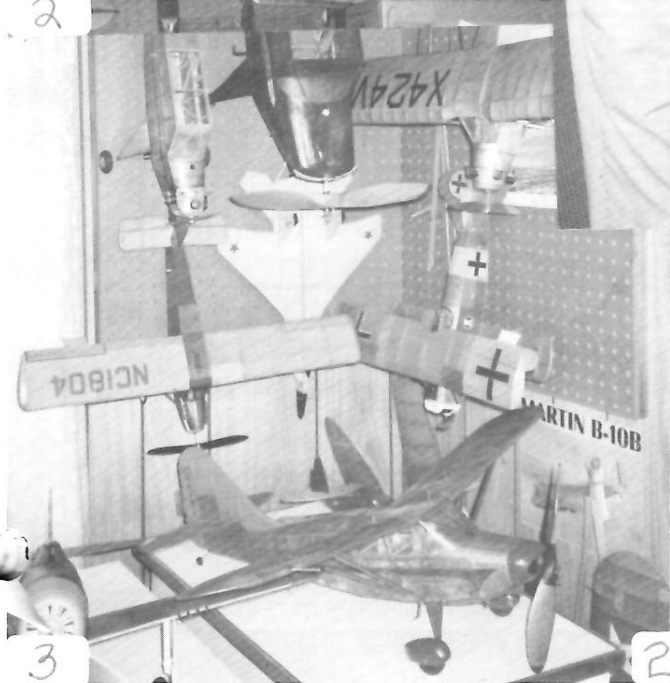
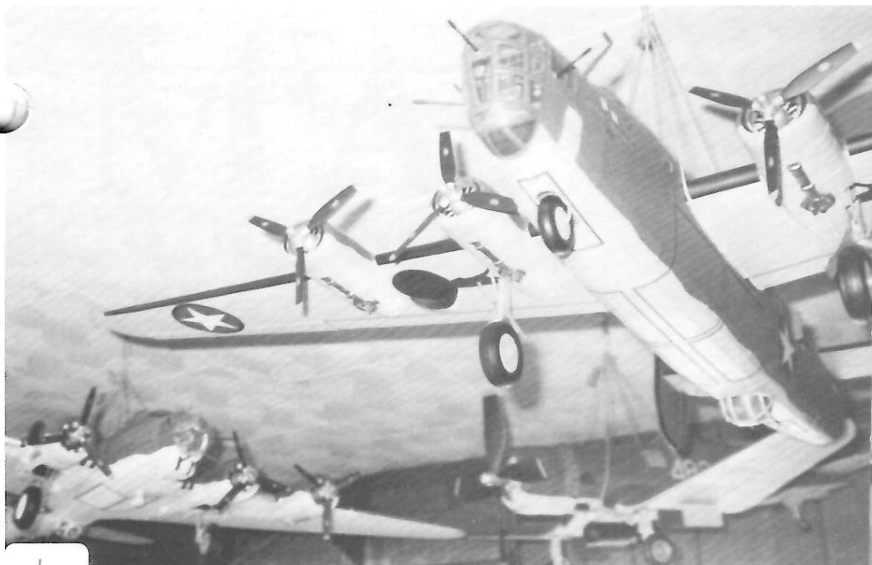
He soloed in July of 1945 and continued to build time on an Aeronca Champ 7AC. He became partner in a Piper J-3F with a one piece wrap around windshield. Bill finally got his license in March of 1947. In August of 1947, Bill and his friend and Martin Coworker, Clark Cornwall, bought an Interstate L-6 with 113hp Franklin engine.

Bill's wife tells of her almost last cross-country flying adventures with Bill. Bill took his Piper J-3 to Allentown to take his, then girl friend to his hometown of Newburgh, NY. On the way he tried to land at Port Jarvis, NY for lunch and a restroom break. He made three or four attempts to land. Dorothy said "That if he didn't land soon she was going to jump." They eventually flew onto Newburgh, NY. It was very windy over the mountains that day and the next day, so Bill and his wife had to leave the plane at Newburgh airport and take a bus back to Allentown. If he didn't Dorothy said, he would have to fly alone.

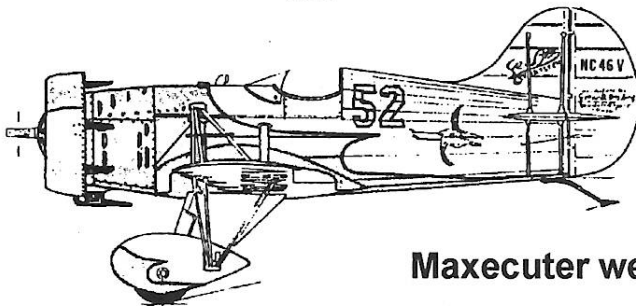
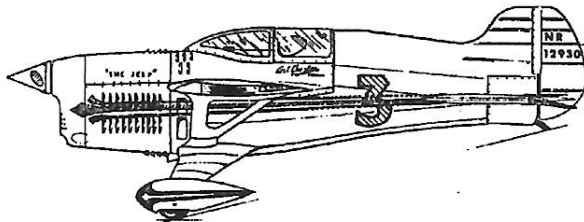
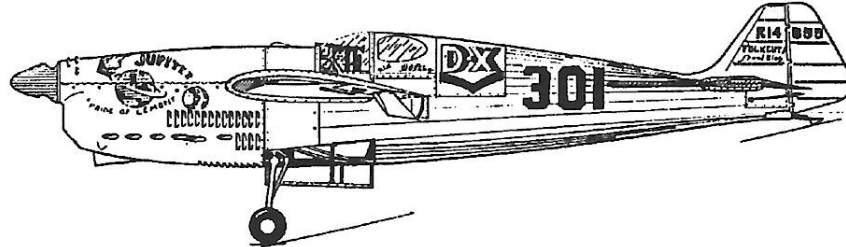
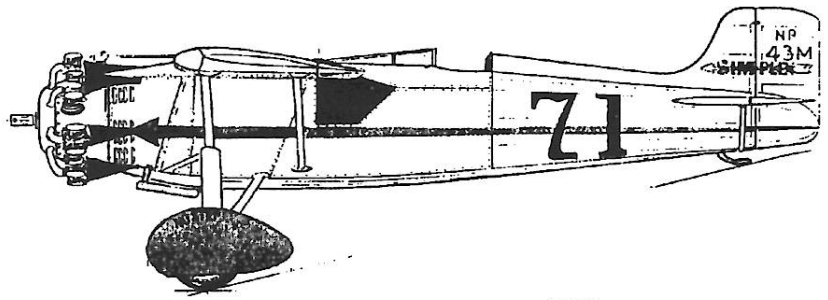
Bill's step daughter, Pat, continued in Bill's flying foot steps. Bill's last flight was in 1982 in a Cessna 172 in which Pat gave him a full check out since she holds an instructor's rating as well as a commercial, instrument and multi-engines ratings. Bill still longs for those good old days but he keeps himself busy with flying scale model instead.



Battling Uncle Billy



MAXFAX 5/6/200



Drawings from Hirsch
RACEPLANES

Maxecuter web site: www.his.com/~tshcmitt

If you want response with in a day contact the Tresurer on E:mail stew.meyers@erols.com
Snail mail replied to on a monthly basis or whenever the shoe box is delved into.

**IMPORTANT NOTE: UNTIL FURTHER NOTICE THE MONTHLY MAXECUTER MEETINGS
WILL BE HELD THE SECOND SATURDAY OF THE MONTH AT THE COLLEGE PARK
AIRPORT.**



NOTE : Your Dues Are Due



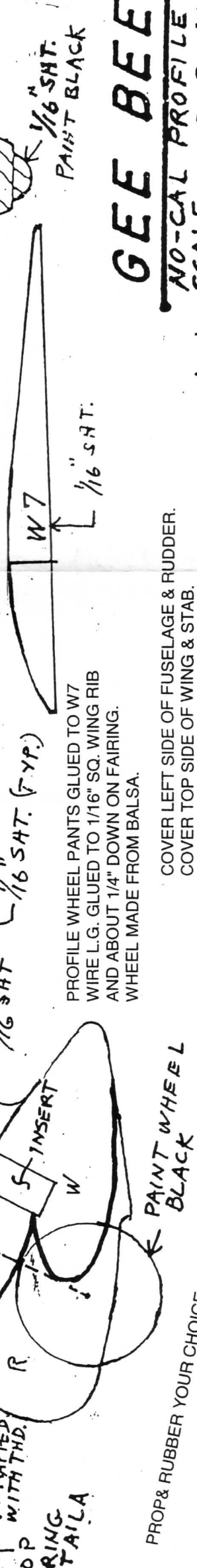
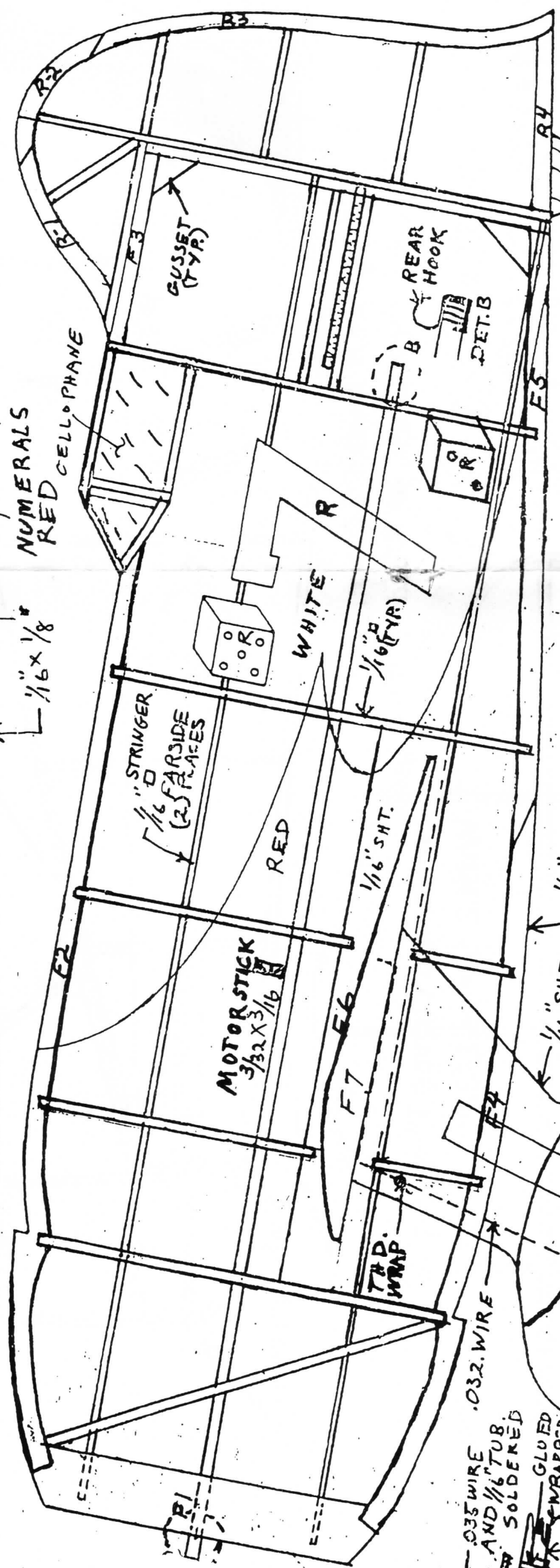
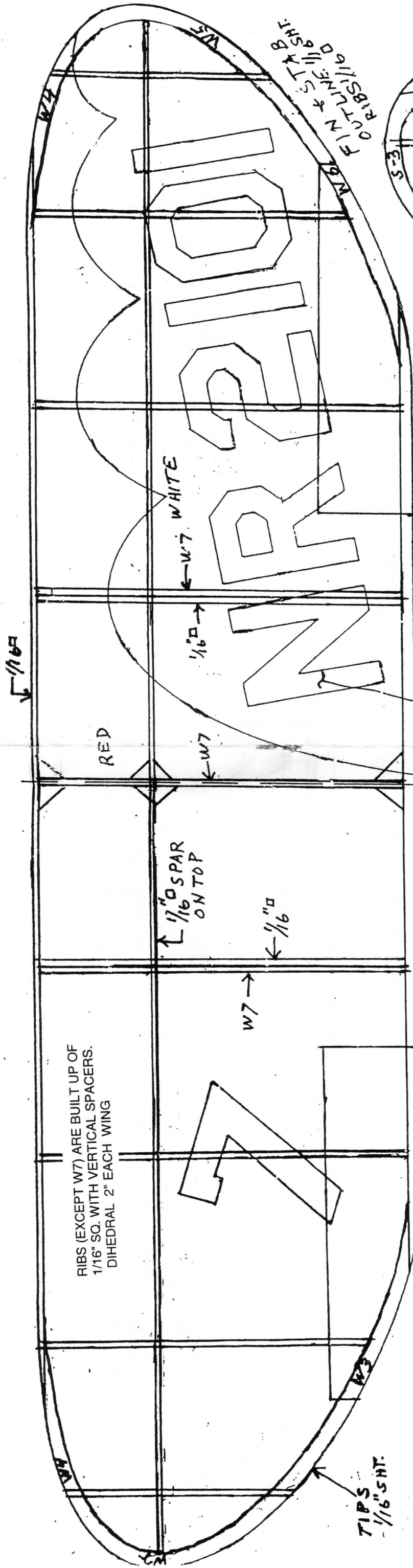
CLUB OFFICERS President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

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 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, Stew Meyers.



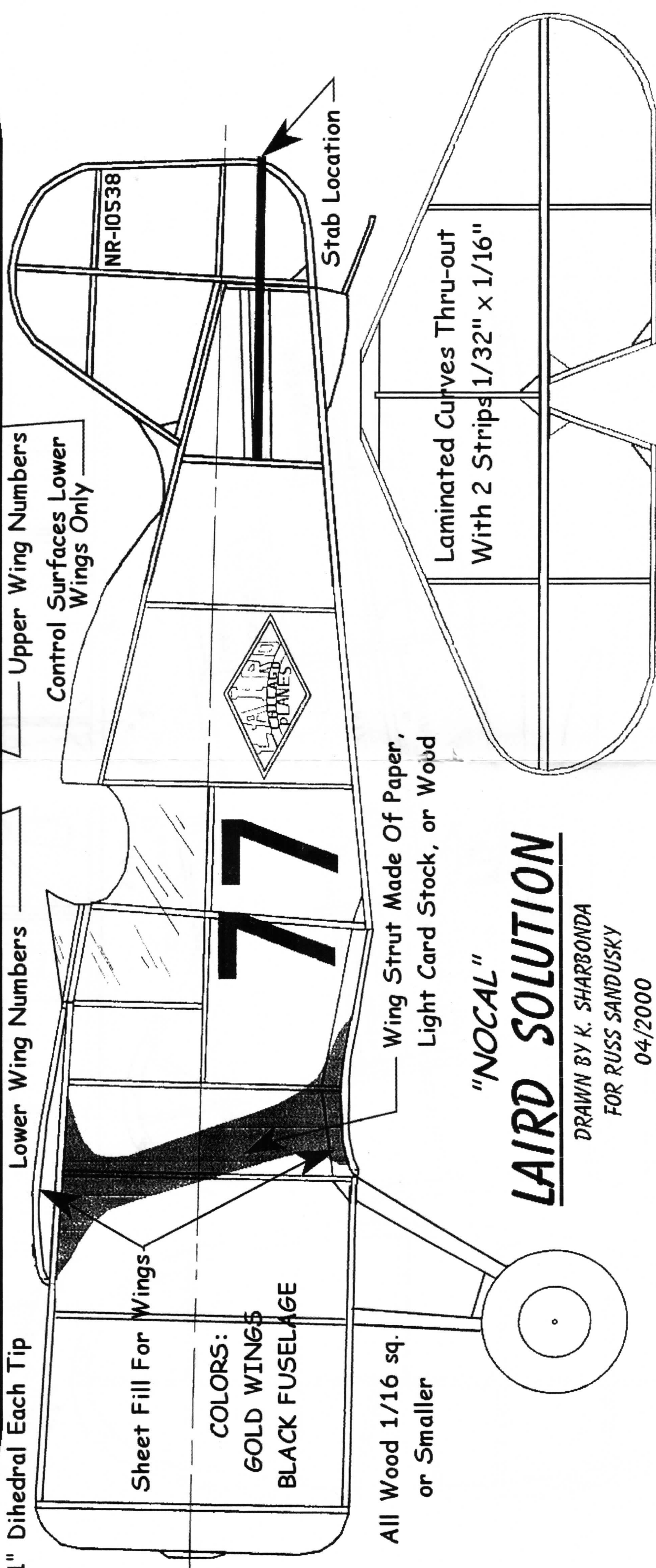
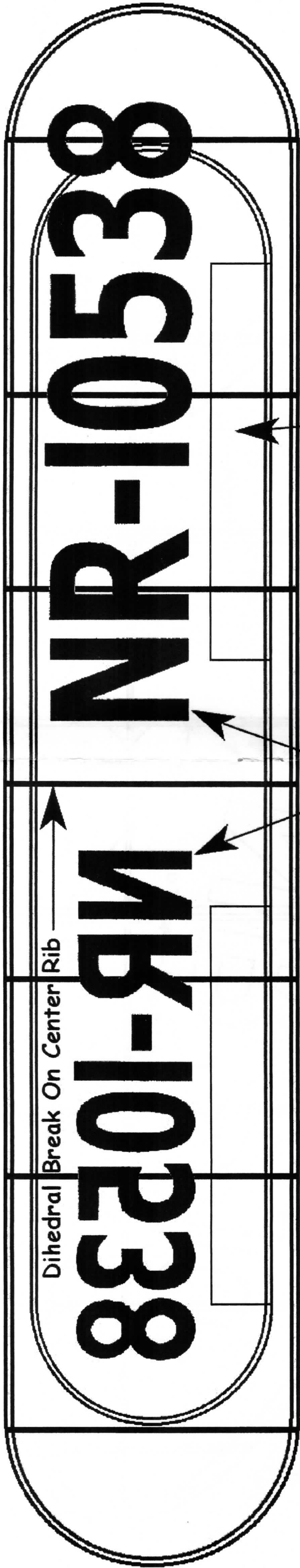
COVER LEFT SIDE OF FUSELAGE & RUDDER.
COVER TOP SIDE OF WING & STAB.
SHRINK TISSUE & LITE COAT, IF YOU HAVE THE NERVE. 8/26/99

PROFILE WHEEL PANTS GLUED TO W7
WIRE L.G. GLUED TO 1/16" SQ. WING RIB
AND ABOUT 1/4" DOWN ON FAIRING.
WHEEL MADE FROM BALS.

PROP & RUBBER YOUR CHOICE.
PAINT WHEEL
BLACK

GEE BEE

NO-CAL PROFILE
SCALE B. BELL



COLORS:
GOLD WINGS
BLACK FUSELAGE

All Wood 1/16 sq.
or Smaller

BUILD TWO OUTER WING PANELS AND CENTER SECTION SEPARATELY. ADD GUSSETS TO INSIDE OF CENTER SECTION AT LEADING AND TRAILING EDGES. PIN CENTER SECTION SECURELY IN PLACE, BLOCK UP WINGTIPS AND CEMENT LEADING AND TRAILING EDGES. ADD SPAR JOINER AND OUTSIDE GUSSETS. ADD LOWER 1/16 SQUARE CENTER SECTION CROSSPIECES AFTER FINISHED WING IS LIFTED FROM PLAN.

RACE NUMBER ALSO UNDER RIGHT WINGTIP

PITOT TUBE (OPTIONAL)

LEADING EDGE 3/32 SQUARE

WING SPAR 1/16 X 1/8

DIHEDRAL BREAK

1/16 SQUARE

W1 1/8 X 1/16 SPAR JOINER

1/16 SQUARE

GUSSETS OF 1/16 SHEET

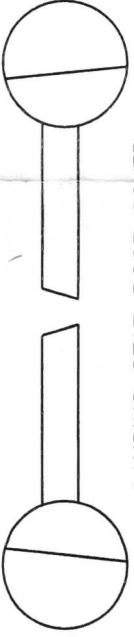
TRAILING EDGE 1/16 X 1/8

AILERON AND FLAP OUTLINES OF BLACK TISSUE STRIP. FLAP WING BOTTOM ONLY.

WINGTIPS 1/16 SHEET

1 1/4 INCH DIHEDRAL UNDER EACH WINGTIP

STABILIZER ALL OF 1/16



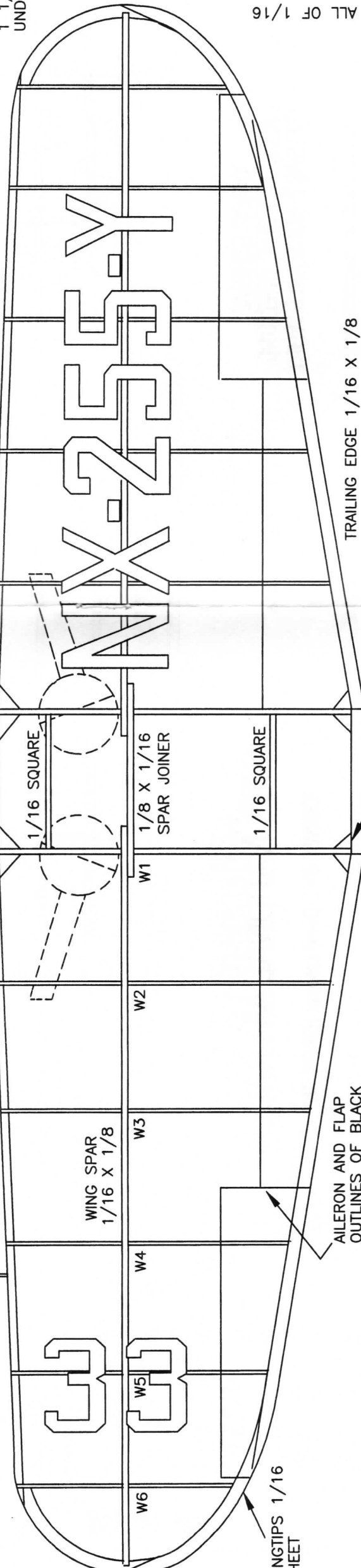
LANDING GEAR DOOR COVER. CUT 2 FROM BOND PAPER, TISSUE COVER AND ATTACH TO WING BOTTOM.

This is a 70 percent scaled version of Tom's original 18" plan. Ratio the shown dimensions accordingly.

BROWN B2

1938 NATIONAL AIR RACES
FLYING ACES CLUB GREVE TROPHY RACE EVENT

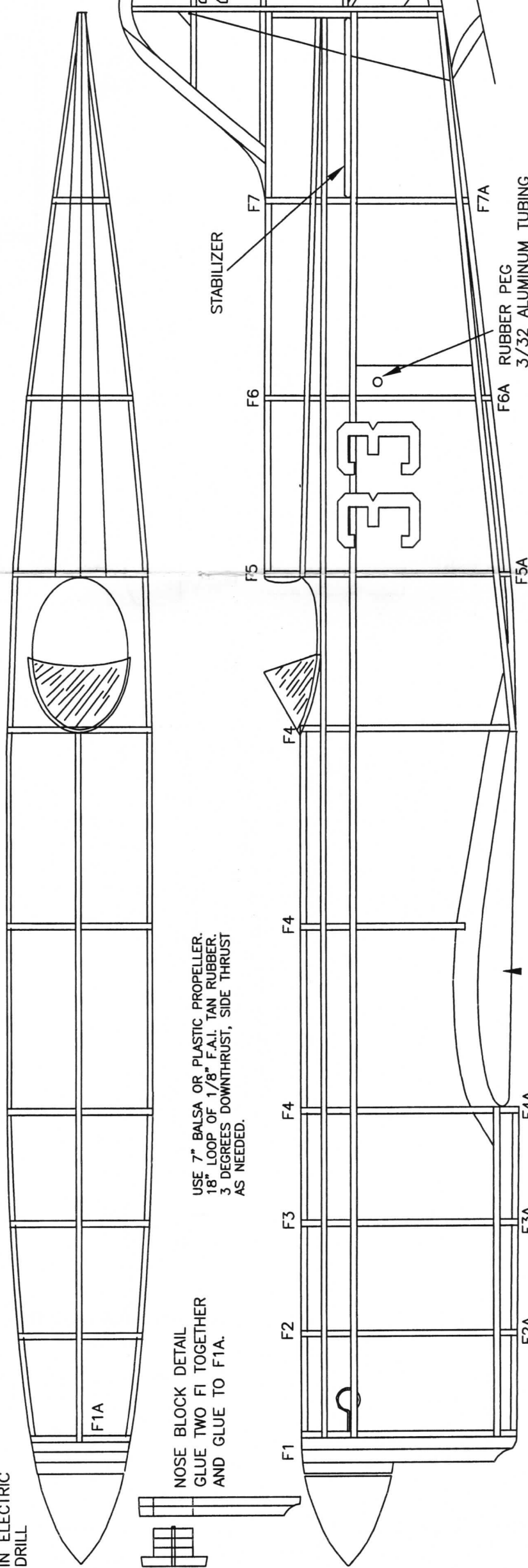
TOM NALLEN 9/90



TURN SPINNER IN ELECTRIC DRILL

NOSE BLOCK DETAIL
GLUE TWO F1 TOGETHER AND GLUE TO F1A.

USE 7" Balsa OR PLASTIC PROPELLER. 18" LOOP OF 1/8" F.A.I. TAN RUBBER. 3 DEGREES DOWNTHRUST, SIDE THRUST AS NEEDED.

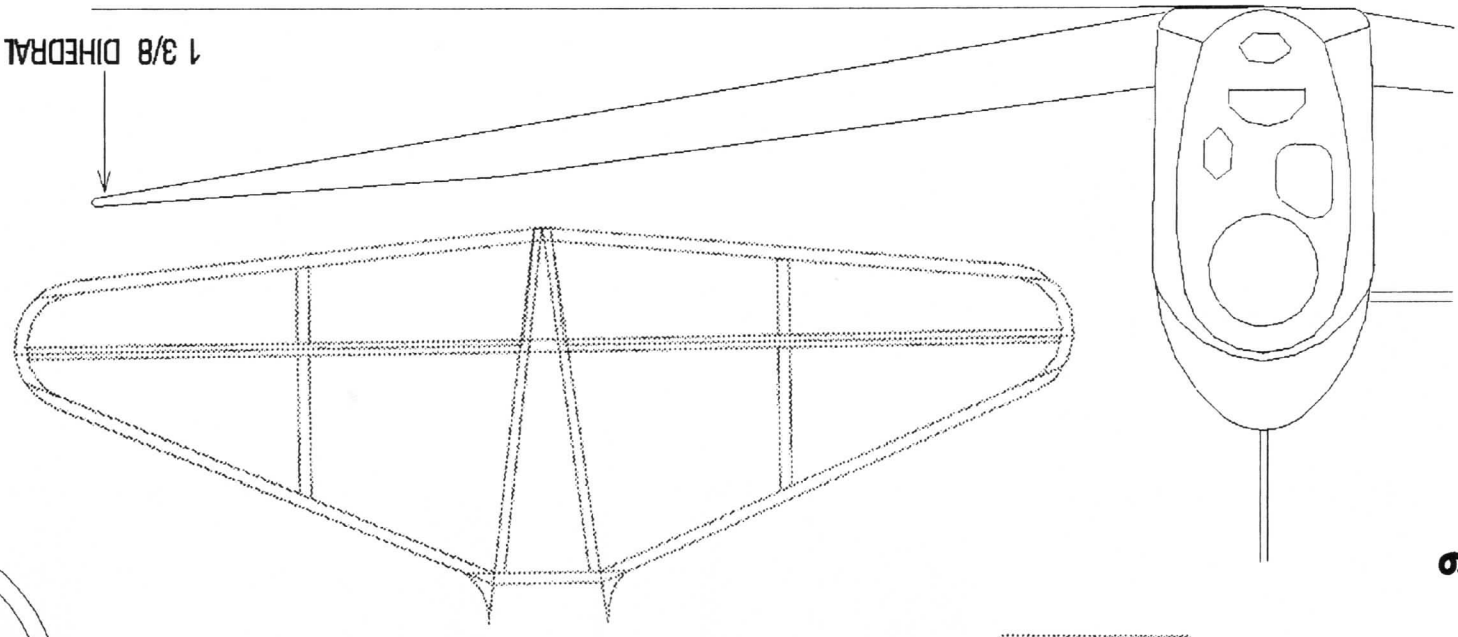
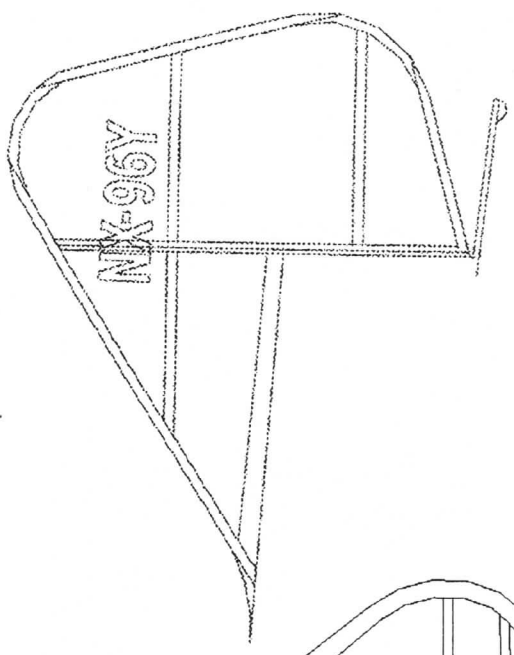
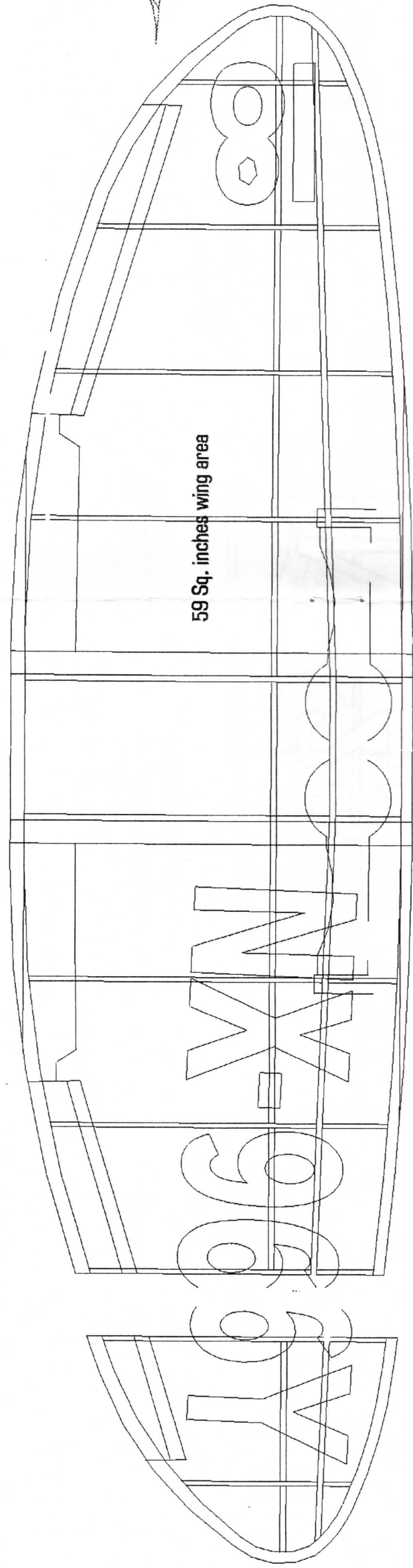


ENTIRE AIRCRAFT RED WITH BLACK TRIM AND REGISTRATION NUMBERS

FIN/RUDDER OUTLINE OF 1/16 SHEET

BALANCE POINT

RUBBER PEG 3/32 ALUMINUM TUBING



SCALE REFERENCES:
 AMERICAN AVIATION HISTORICAL
 JOURNAL (SPRING 1981)

**KEITH RIDER R-6
 1939 NATIONAL AIR RACER**

DRAWN BY: David Livesay (09-29-95)

COLOR SCHEME
 ALL DUSTY BLUE (MEDIUM)
 LETTERS & NUMERALS WHITE

