

# MAX FAX

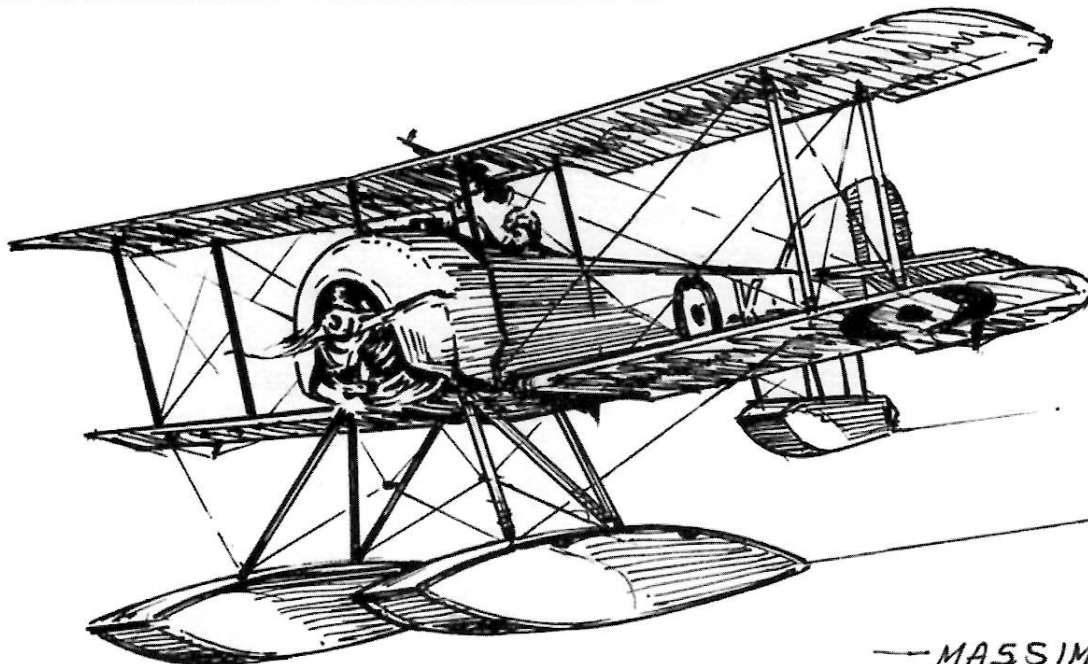


Journal of the D. C. Maxcuters

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

Editor: BERT PHILLIPS

JANUARY - FEBRUARY 2002



## COMING ATTRACTIONS

- JAN 12, 2002 MAXECUTER MEETING AT COLLEGE PARK AIRPORT  
Saturday 12:00 NOON
- JAN 13, 2002 FLYING AT THE NATIONAL BUILDING MUSEUM  
Sunday 10AM-4:30PM \*\*\*\*\* SEE BOTTOM OF PAGE 22 FOR NBM FLYING EVENTS
- JAN 19, 2002 MAXECUTER BULL SESSION AT PAT'S HOME  
Saturday --- Pat's Phone -- 804-330-0327  
RENDEZVOUS AT AEROPLANE BOOKS EARLY AFTERNOON
- FEB 2, 2002 CUB SCOUT DELTA DART WORKSHOP AT THE NATIONAL BUILDING MUSEUM  
Saturday 10AM - 1PM \*\*
- FEB 9, 2002 MAXECUTER MEETING AT COLLEGE PARK AIRPORT  
Saturday 12:00 NOON
- FEB 23, 2002 MAXECUTER BULL SESSION AT TOM'S HOME 7:00PM  
Tom's Phone - 301-530-0327
- MAR 2, 2002 MAXECUTER MEETING AT COLLEGE PARK AIRPORT  
Saturday 12:00 NOON - NOTE CHANGE TO FIRST SATURDAY FOR THIS MEETING!!
- MAR 9, 2002 CUB SCOUT DELTA DART WORKSHOP AT THE NATIONAL BUILDING MUSEUM  
Saturday 10AM - 1PM \*\*
- APR 6, 2002 CUB SCOUT DELTA DART WORKSHOP AT THE NATIONAL BUILDING MUSEUM  
Saturday 10AM - 1PM
- APR 14, 2002 FLYING AT THE NATIONAL BUILDING MUSEUM  
Sunday 10AM-4:30PM

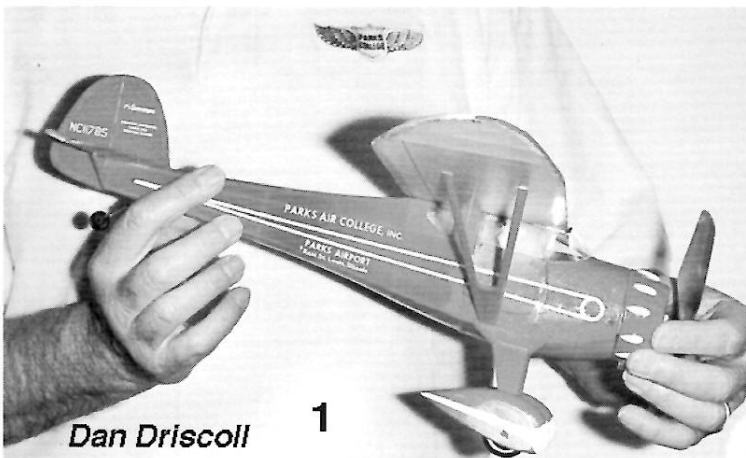
\*\*\*\* COME HELP OUT AYUMA OTA WITH HIS CUB SCOUTS BUILDING THE FRANK EHLING DESIGNED DELTA DART AND STAY TO FLY AFTERWARDS. AYUMA IS THE MAN ON THE NBM SCENE THAT MAKES OUR SUNDAY FLYING SESSIONS HAPPEN PLEASE SUPPORT HIM. YOU CAN CONTACT AYUMA BY EMAIL AT [AOTa@nbm.org](mailto:AOTa@nbm.org)

SPECIAL ANNOUNCEMENT from "THE HANGAR PILOT"  
Fly in the Highest Site in the History of Indoor Meets  
at St. Petersburg, Florida -- Tropicana Field February 2 and 3, 2002 9--5  
Contact the C/D Steve Noriega for full info at 1-813-263-8987  
or EMAIL Dave Lindstrum at - [davidlinstrum@cs.com](mailto:davidlinstrum@cs.com)



**Jack Bolton**  
Nov. 28, 2001

**Dick Korda Feb. 15, 1915 -- Oct. 12, 2001**



**Dan Driscoll**

1



**Bob McLellan**

2

2

You have probably already looked at the plans and pictures so you don't need me to tell you this is "THE FLOAT PLANE ISSUE". I have not built any of the planes shown, but they are all on my list -- which never seems to get any SHORTER. The Bostonian floats are a re-run from a previous issue but they work so well we thought it was worthwhile to show them again. This issue shows my name as Editor, but I have to tell you that all I did was say "Hey Tom let's do a float plane issue". I gave him some plans and he did all the work but let me collect all the glory of being editor, because we know that I need all the glory I can get. --- Bert

This issue includes two great fold-out seaplane plans, a Sopwith Baby by Dave Stott and a Besson MB.411. Additionally there are several oldies but goodies from several old sources. All of course are seaplanes and Naval aircraft; British, French and American. Therefore it is fitting that this issue be dedicated to our good friend and former US Naval Officer, Cdr. Jack Bolton. A biography of Jack prepared by his wife Lillian follows on the next page.

One of the old US Navy Aircraft is the 'NANCY', the trans-Atlantic trailbazer. We want to throw down the gauntlet to some intrepid nautical modeler and offer a half-piston ashtray used by Capt. Holden Richardson in his later years (if we can find it) for the first one to send in a photo of a completed model of the NC-4, rubber, electric or CO2.

The Besson MB.411  
Don Srull

The Besson MB. 411 plan included in this issue was inspired by a peanut design by our dear French modeling friend, Roger Aime. After seeing some scale data and photos from Tom Schmitt's great French aero magazines, it was clear that the little-known early WWI French ship-borne seaplane had plenty of that rare Golden Age charm. Terry Pittman built the prototype model and initially powered it with a micro sized Gasparin CO2 motor. Even wide open, the CO2 motor didn't have nearly enough power for the fairly draggy Besson. In an attempt to get her flying with a good FAC power scale run of 1.5 to 2 minutes, a KP Aero Models KP-00 micro electric motor (the new one with a higher gear reduction for larger props) was installed. Provisions were made for 2 or 3 NiCd cells of 50mah capacity. Success! With a 4.5 inch Williams Brothers prop and 3 cells, the Besson flies very realistically - well over the 1 minute mark. Gross weight of Terry's beautiful

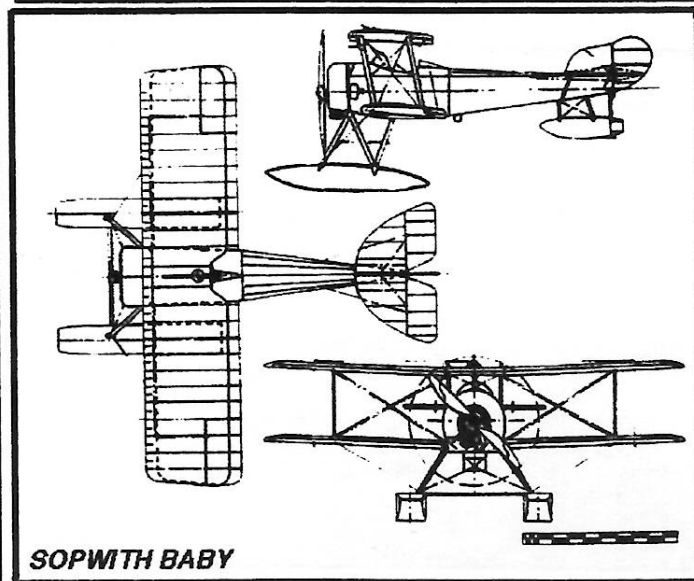
rendition is about 2 ounces ; covering is Jap tissue with a handsome acrylic finish; decals by yours truly along with the realistic float stiffners and other details put Terry's model in the "flyable-museum quality" class.

PHOTOS

No modeler needs an introduction to DICK KORDA nor his WAKEFIELD winning model. Dick recently succumbed to an illness and is now with many other Wakefield flyers in the heavens. He is seen here at the 1994 SAM CHAMPS in Muncie preparing for a mass launch of his Wakefield designs. There must have been 50 of them in the air together; what a grand sight!

Inset we have a photo of JACK BOLTON who departed this earth as this issue was going to press. Jack's death was untimely and unexpected. His leaving us creates a void in the SAM world of Florida and all over the globe. His SAM Champs and annual "Gathering of the Turkeys" at Pensacola were times to be remembered fondly. In recent years Jack had been instrumental in bringing FAC to his 'Gathering'. We will all miss him.

1. Bob Flickinger built this handsome Monocoupe from the SIG kit and used the Parks Air College logo, bringing a wave of nostalgia to the photo editor holding it.
2. Another Bob, this time Bob McLellon sent this photo of his Jumbo Howard after a rebuild. It is a great looking model.



SOPWITH BABY

John Mason Bolton 1931 - 2001

John M. Bolton Cdr. U.S.N. Ret., 70 , passed away November 28, 2001 after a brief illness.

Commander Bolton was born in4 Toronto, Ohio. In June 1949 he entered the U.S. Navy where he served as an Air Controlman 2nd Class during the Korean War. Following discharge, he attended Kent State University. In 1956, after graduation, he reentered the Navy as an Aviation Officer Candidate and received his Navy Wings in June 1958. Commander Bolton served in "The Vietnam War as a member of Helicopter Attack Squadron 3 known as the Seawolves" where he was decorated and received the Purple Heart. In 1972 he commissioned and served as first commanding officer of Helicopter Training Squadron 18 at Ellyson Field, Pensacola. After discharge in 1974, he continued to show his love and support of the Navy by raising funds for the Naval Air Museum where his name appears as a charter member and The Navy Relief Society. He is a member of the National Helicopter Association and member of the Seawolf Association.

Alter retirement from the Navy, Commander Bolton was employed for 15 years by Information Spectrum, Inc. in his field of aviation dealing with U.S. foreign military sales

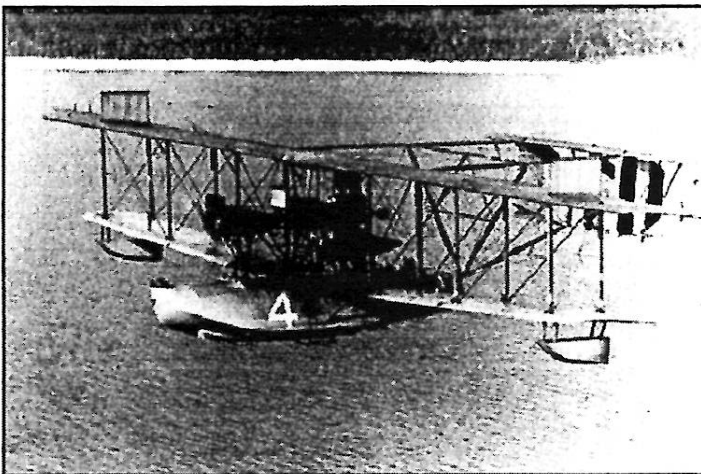
"Jack" as friends knew him, had another love and that was model aviation. He in the past edited "Sam Speaks" and initiated and edited "The Thermalier". He is a member of the Society of Antique Modelers: and was inducted into the Hall of Fame in 1993. He is a Member of the Capital Area Antique Modelers Association in Wash. D.C. as well as N.W. Florida Free Flight Team and Northwest Florida R. C. Modelers. Jack has organized two national SAM Champs events In Pensacola as well as his annual "Gathering of the Turkeys" event each October. In 1974 he managed the Air Olympics event in Lakehurst, N.J. with representatives from many nations attending. MoneY was raised for the Naval Aviation Museum at that time. Weekends found Jack flying hiS models at Site 8 in Pensacola or OLF Holley Field, Navarre.

Survivors include his wife, Lillian of Navarre, son John Jr. and daughter-in-law Beate Of Pensacola, son Michael, Falls Church Va., daughter Amy, of Centerville, Va., son Adam, Portland Or. and a brother William Walker Bolton resides in Dade City, Fl..

Services will be held December 14th at 10:15 A.M. Barrancas National Cemetery, NAS Pensacola, Fl. In lieu of flowers, the family requests that donations be made in his name to Navy Relief Society. NAS Whiting Field, Milton, Fl. or The Naval Aviation Museum Pensacola Naval Air Station

"Fair winds and following seas"

Your loving family, Lil, John, Mike, Amy, Adam



The NC-4 now resides fully restored in all it's glory at Jack Bolton's beloved Naval Air Museum in Pensacola Florida. It is worth the trip to visit the Museum and experience first hand the history of US Naval Aviation. It is difficult to forget the first emotions when entering the Museum and seeing the 'NANCY' in a commanding position on display. We also owe a big debt of gratitude to Jack for his organizing the SAM Champs banquet there complete with a performance by the US Marine Band. Thanks Jack.

Make the

MAXFAX JAN/FEB 2002

# Trans-Atlantic NC-4

By Henry Struck

**A**ERONAUTICAL advancement during the World War enabled men at last to contemplate spanning the stormy Atlantic with some reasonable assurance of success, and by May 1919 no less than five separate expeditions were preparing for the effort.

These included Harry Hawker and Lieutenant Commander Grieve with their Sopwith; Captains Frederick Raynham and C. W. F. Morgan with a Martinayde; and Captain John Alcock and Lieutenant A. W. Brown in a Vickers Vimy. These were all making preparations up in Newfoundland. On the other side of the Atlantic, at Edinburgh, Scotland, the giant dirigible E-34 was being groomed for departure.

The fifth group, consisting of four huge U. S. Navy flying boats, was undergoing pre-Atlantic tests at Rockaway Beach, near New York City. These ships were four-engined craft, with two of the engines mounted in tandem between the wings and directly above the hull, and the other two were installed singly a few feet out on the wings. The plants were 350 h.p. Liberties.

Of these various enterprises, the Navy project was probably the best equipped and the most thoroughly prepared to face the hazards of the journey. The four Navy-Curtiss planes had been jointly designed by the Navy and Curtiss especially for the job, whereas the other ships were merely "warmed-over leftovers" from the War.

To reduce the dangers of the long over water jump to the Azores, ships were stationed at intervals along the proposed route.

After concluding extensive tests, the NC-1 (skippered by Commander Bellinger), the NC-3 (Commander Towers), and the NC-4 (Lieutenant Commander Read, with Lieutenant Walter Hinton as chief pilot), left Rockaway for Trepassy Bay, Newfoundland, on May 8, 1919. The fourth Navy ship had been disabled during tests and could not be repaired in time to join the others.

On May 16, after the planes had been carefully checked and rechecked, the flight took off for the Azores along a night skyway lighted by searchlights and star shells sent up by the ships on the surface. By six o'clock of the next morning, 650 miles had been covered from Trepassy.

At this point dark fog and rain set in, causing the seaplanes to lose sight of each other. The NC-4 continued

on its way and arrived over Ponta Delgada, but, finding weather conditions too dangerous for a landing turned back to nearby Horta, there ending the first leg of the voyage with 1,200 miles covered after 15 hrs. 17 min. of flying time.

The two other planes did not fare so well. The NC-3 was forced down into a sea running eight to twelve foot waves, and several engine struts were broken in landing. The craft was still seaworthy, however, so, undaunted by its inability to rise again, Commander Towers sailed the boat into Ponta Delgada three days later.

The most unfortunate ship of the trio was the NC-1. Also forced down, this flying boat was severely damaged. Commander Bellinger and his crew were rescued by the S.S. *Ionia* after having been adrift for six hours. An attempt was made to tow the plane to the Azores, but after eight hours it had to be cut loose and sank in mid ocean.

**F**OLLOWING a three day rest, the NC-4 hopped from Horta to Ponta Delgada, where another week was spent in preparing this single surviving ship for the flight to Lisbon. And on May 27, she took off and flew the 800-mile distance to the Portuguese city in 9 hrs. 30 min.

Thus these trans-Atlantic trail blazers of a new era completed their trip in the very city from which, four centuries before, the old Portuguese and Spanish explorers had set forth on journeys that were equally hazardous. However, the NC-4 did not long remain to receive the congratulations of the people of Lisbon, for Commander Read flew it northward to St Ferrol three days later.

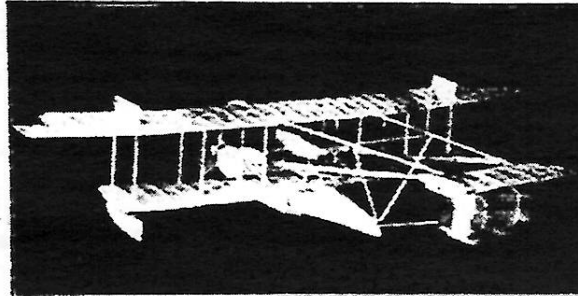
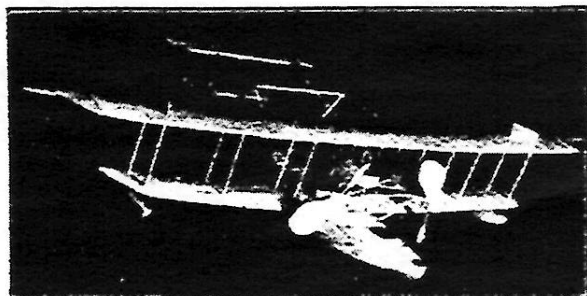
On the next day, (May 31) the last leg of the scheduled Navy route to Plymouth was flown, and the 4791-mile cruise was brought to a triumphant end. Fifteen days had elapsed since the start from Trepassy Bay and the time spent in the air was 53 hrs. 56 min. The average speed was 83 m.p.h.

## OUR MODEL

**I**N model form, the NC-4 is most impressive, due to its wealth of detail and its size. In preparing the accompanying plans for this ship, we followed the usual Trail Blazer scale of  $\frac{1}{4}$ " to 1' for ships having a wingspread greater than fifty feet. The three-view (Plate 1) is half the size of the finished model. Plates 2 and 3 are full size.

To begin construction, lightly glue together the two

**DON'T MISS**  
Trail Blazer No. 13  
The Douglas 1934  
"Round-the-World" Cruiser  
In an Early Issue



Representing the 196" span of the original Navy-Curtiss NC-4, the 21 1/4" spread of Struck's flying scale replica, shown in the two pictures above, makes this a most impressive model. The scale is 1/4" to the foot. The absolute accuracy of detail which is evident here and which Struck secured from plans and photographs of the original ship, combined to make this "Trail Blazer Number Twelve" a most valuable addition to your collection of historic aircraft. The Navy's own ship carried four Liberty motors, two of them mounted tandem-style within the center nacelle. For flying purposes, however, this model carries power in only the two outboard nacelles.

## HERE'S NO. 12 OF OUR "TRAIL BLAZERS OF THE AIR"

Prominent among the ships that have made real aero history was the giant Navy-Curtiss NC-4, that unique flying boat which successfully completed a trans-Atlantic crossing nearly twenty years ago. Constructed primarily for the oceanic experiment, the NC-4 embodied many improvements in design which were the result of aeronautical experiences gained in the World War. And now we're offering you plans and instructions for making a model of this great ship, and these plans—following the lead of the Navy's original design—enable you to build this flying scale model so that it'll take off right from the water!

blocks of  $1\frac{1}{4}$ " by 2" by 12" very soft balsa by their 2" faces. Trace the side view of the hull from Plates 2 and 3 and trim the block down to this outline. Follow the top view in a similar manner.

Carve the block to the proper cross-section, and finish it with successively finer grades of sandpaper. Split the hull apart at the glued seam and hollow out the inside to the thickness indicated by the broken lines on the drawings. Note that most of the front portion is left solid for balance and strength. Glue the halves together again, and cut out openings for the cockpit and bottom wing.

The three motor nacelles of  $\frac{3}{4}$ " by  $\frac{3}{4}$ " by 3" stock and the tip floats of  $\frac{3}{8}$ " by  $\frac{3}{4}$ " by  $2\frac{1}{4}$ " very soft balsa are laid out and carved in the same fashion as the hull, except that due to their comparatively small size it is not necessary to hollow them out.

Apply several coats of clear dope to these parts, smoothing off with fine sandpaper between each. Finally, finish with two coats of thin grey dope.

### WINGS

**T**HOUGH the wings require sixty-two ribs, these are not as difficult to make as they may sound. Pin together sixty-two slats of balsa, each  $\frac{1}{2}$ " by 3". Twenty-four should be of  $1/16$ " sheet and thirty-eight of  $1/32$ " sheet. Pin them all firmly. Shape the resulting block with knife and sandpaper to the airfoil section shown on Plate 2.

Assemble the wings by pinning the trailing edge strips on a full-size drawing. Cement the tip and center ribs in place. Then pin and glue the leading edge strips against the nose of these ribs, and add the remaining ribs and the sheet balsa tips. The lower wing is cracked slightly at each No. 5 rib and the tips raised  $\frac{1}{2}$ " for dihedral. Reinforcements of  $1/32$ " sheet are glued to the No. 13 ribs of the lower wing where the tip float struts are anchored (see Plate 3).

Sixteen slats of  $\frac{1}{4}$ " by 2" balsa—four of them  $1/16$ " thick and twelve of  $1/32$ " stock—are pinned together for the tail group ribs. Carve this block of slats to a streamline airfoil.

The same procedure is followed in assembling the tail group as in assembling the wing.

### COVERING AND ASSEMBLY

**B**EFORE covering, sand the entire framework to remove any bumps or bulges that may spoil the finish. Using dope for adhesive, cover all framework except the

two large rudders with yellow tissue. On the rudders, use white.

To produce a solidly built job, always scrape away the tissue to assure a wood to wood contact before cementing any part in place. Begin assembly by slipping the lower wing into its cutout in the hull. Cement it in position after carefully checking its alignment in all directions.

Streamline a length of  $1/16$ " by  $\frac{1}{8}$ " very hard balsa and cut from it eight struts, A,  $1\frac{1}{2}$ " long. Sharpen one end of each and force into the center motor nacelle. Glue this unit to the No. 1 ribs of the lower wing.

When dry, mount the top wing at the same incidence as the lower and recheck the alignment of the assembly thus far.

The interplane struts, B, of  $\frac{1}{8}$ " by  $3/16$ " streamlined balsa, can now be fitted in place. Dummy radiators are cut from  $\frac{1}{8}$ " sheet balsa and cemented to the front of the three nacelles.

Drill the two outboard nacelles for the prop shafts. To each, cement a washer with a bushing to the front and a bushing in the rear, to serve as bearings. Force pairs of V-struts—C,  $1\frac{1}{2}$ " long, and D, 2" long—of  $1/16$ " by  $\frac{1}{2}$ " very hard streamlined balsa into the nacelles.

Mount these units on the No. 4 ribs of the lower wing. Brace the structure with the transverse members, E and F, of similar size streamlined balsa.

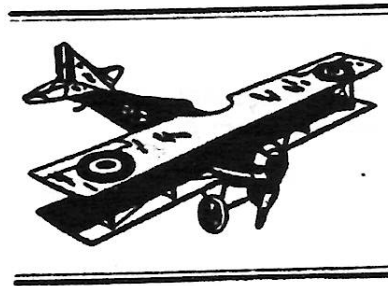
The main tail booms, G, of  $1/16$ " by  $\frac{1}{8}$ " bamboo, are pointed and forced into the top wing cutout at the No. 5 ribs. A triangle of  $\frac{1}{8}$ " by  $3/16$ "

streamlined struts, H, is cemented to the booms with its apex atop the stern of the hull. Sharpen the rear ends of the booms and force them into the leading edge of the upper stabilizer.

Hang the rudders in position and add the lower stabilizer. Brace the tail group by a  $1/16$ " round bamboo interplane strut, I, and by the short tail boom, J, of  $1/16$ " by  $\frac{1}{8}$ " bamboo.

Struts L, of  $\frac{1}{8}$ " by  $3/16$ " hard balsa are used to brace the lower wing to the hull. The tip floats are attached to their reinforcements in the lower wing by struts M, of  $1/32$ " round bamboo  $\frac{3}{4}$ " in length. Cement the overhang cabanes, N—of  $1/16$ " sheet—atop the No. 13 ribs of the upper wing.

Spray the surfaces lightly with water to tighten the tissue. Apply a coat of clear dope when dry.

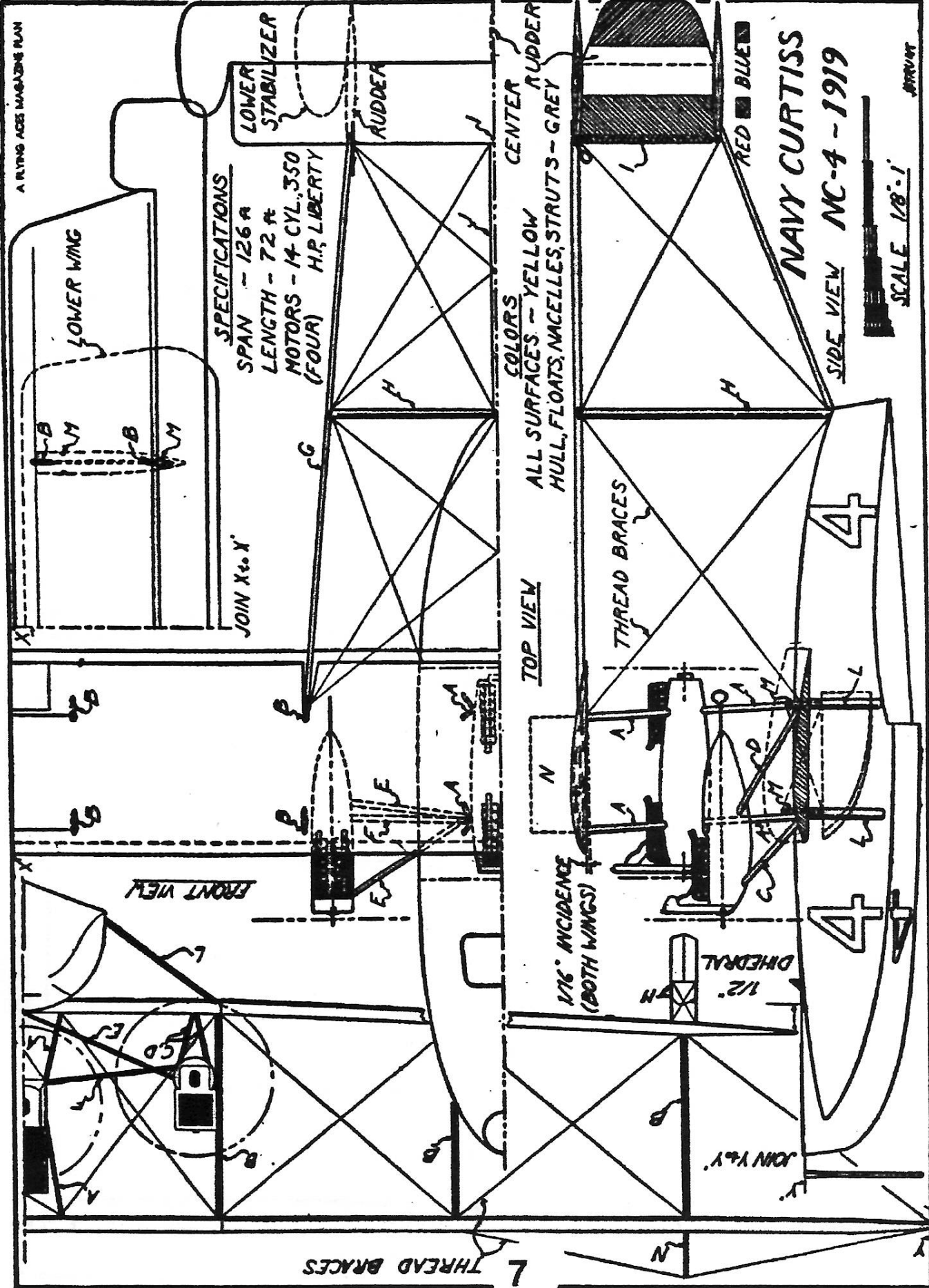


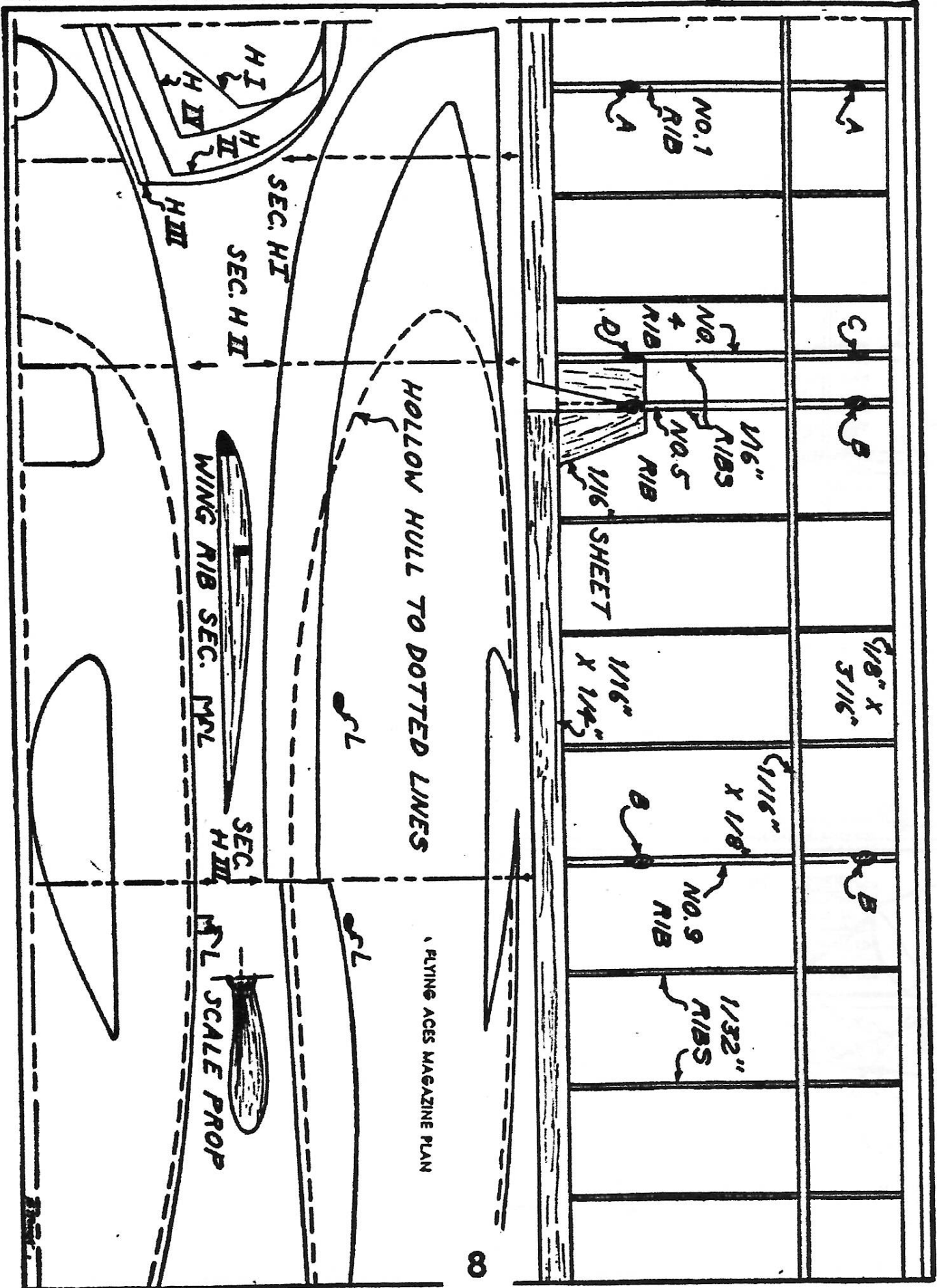
## Bill of Materials

Complete plans will be found on the following pages

One piece  $1/16$ " by 2" by 18" soft balsa;  
Two pieces  $1/32$ " by 2" by 18" soft balsa;  
Six pieces  $\frac{1}{4}$ " by  $3/16$ " by 18" hard balsa;  
Four pieces  $1/16$ " by  $\frac{1}{4}$ " by 18" very hard balsa;  
One piece  $1/16$ " by  $3/16$ " by 18" medium balsa;  
Two pieces  $1/16$ " by  $\frac{1}{4}$ " by 18" medium balsa;  
One piece  $\frac{1}{4}$ " by 2" by 2" medium balsa;  
Two pieces  $1\frac{1}{4}$ " by 2" by 12" very soft balsa;  
Three  $\frac{3}{4}$ " by  $\frac{3}{4}$ " by 3" very soft balsa;  
Two pieces  $\frac{3}{8}$ " by  $\frac{3}{4}$ " by  $2\frac{1}{4}$ " very soft balsa;

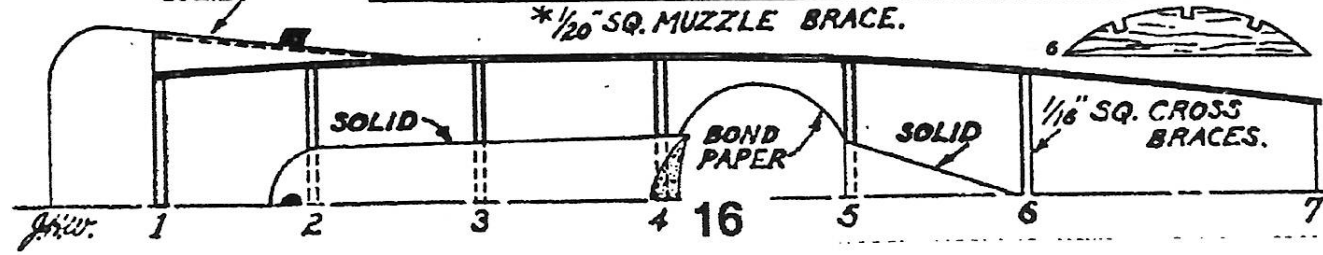
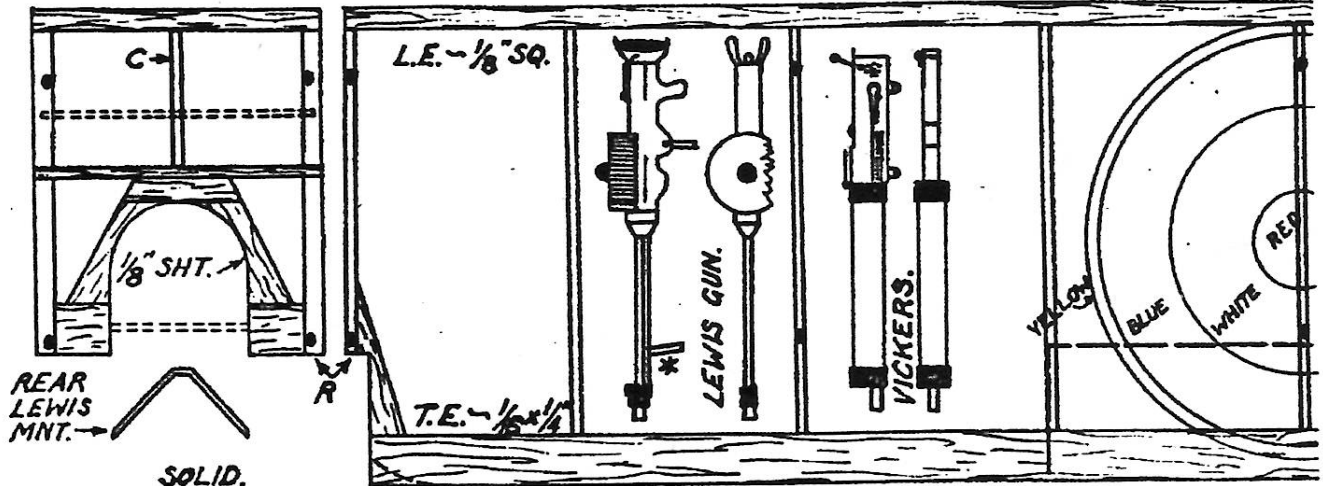
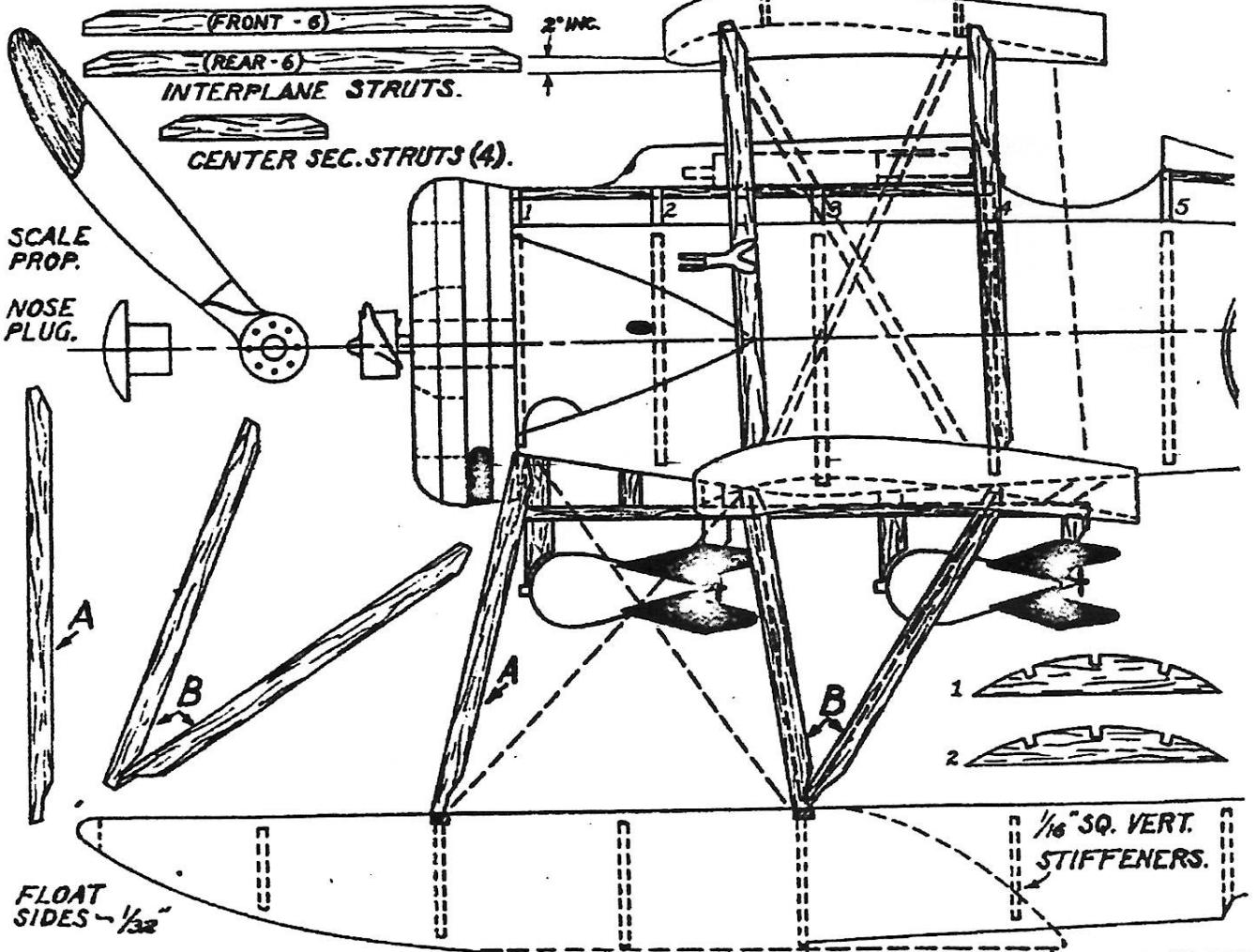
Two pieces  $\frac{3}{8}$ " by  $\frac{3}{8}$ " by 4" medium balsa;  
Two pieces  $1/16$ " by  $\frac{1}{4}$ " by 15" bamboo;  
One foot .028 piano wire;  
One sheet yellow tissue;  
Six feet  $\frac{3}{8}$ " flat rubber;  
Grey silk thread;  
Four bushings, eig.: large washers;  
Two ounces cement;  
Two ounces clear dope;  
One ounce grey dope.

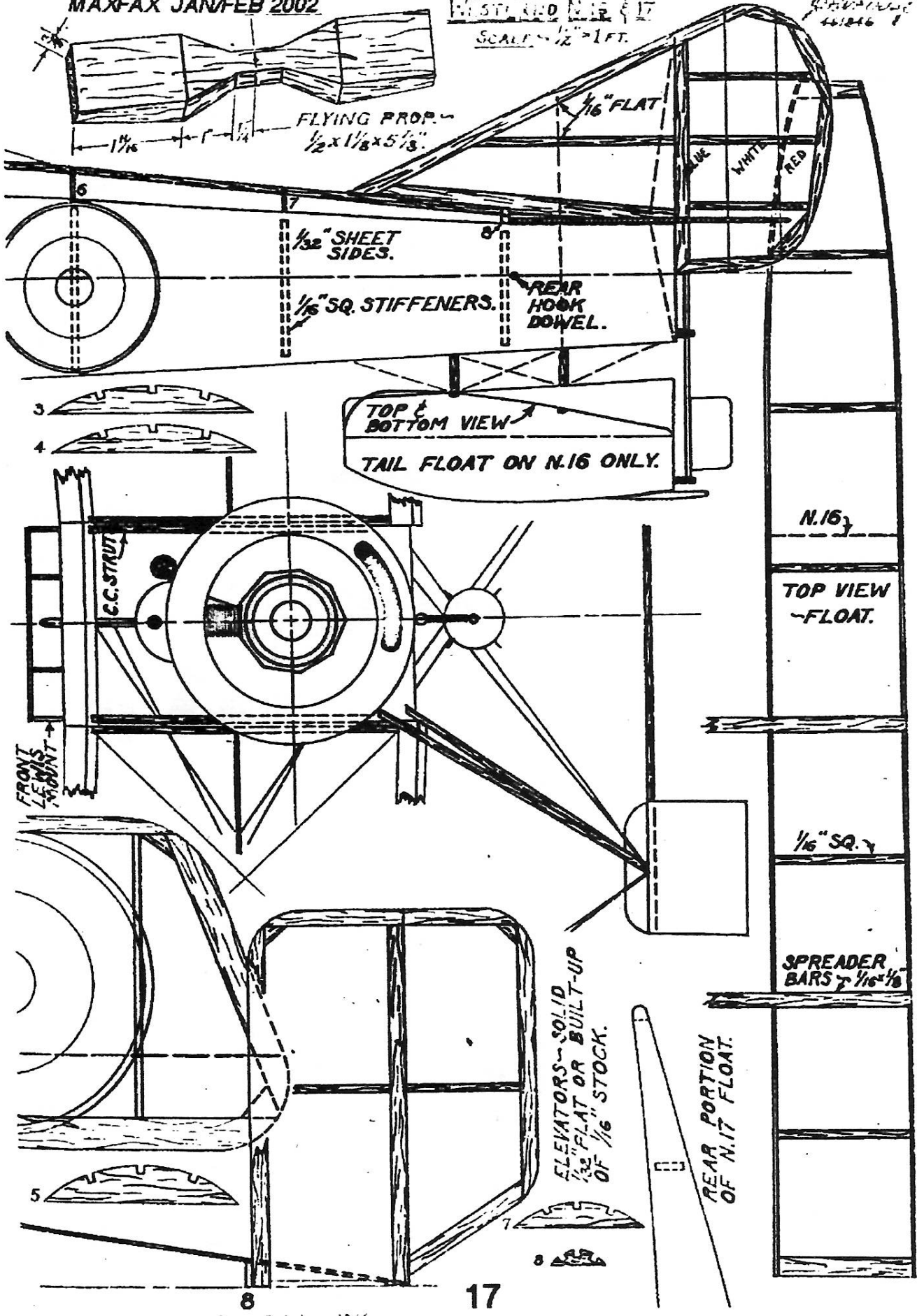












MAXFAX JAN/FEB 2002

WEST COAST N.16 & 17  
SCALE 1/2" = 1 FT.

441016

FLYING PROP. 1/2 x 1/8 x 5/16"

1/16" FLAT

1/32" SHEET SIDES.

1/16" SQ. STIFFENERS.

REAR HOOK DOWEL.

TOP & BOTTOM VIEW

TAIL FLOAT ON N.16 ONLY.

N.16

TOP VIEW - FLOAT.

1/16" SQ.

SPREADER BARS 1/16" x 1/8"

ELEVATORS - SOLID 1/32" FLAT OR BUILT-UP OF 1/16" STOCK.

REAR PORTION OF N.17 FLOAT.

8

17



# Fenway Floats for an aquatic Bostonian!

MAXFAX JAN/FEB 2002

↑ indicates crossmember

All structure is 1/16 sq balsa unless noted otherwise.  
All wire is .025 music wire.  
All tubing is 1/16 OD Aluminum tubing.



1/16 Sheet Gussets

Strut Mounts  
1/16 OD Aluminum tubing

Bottom from tip to step is planked with 1/32 sheet

Adjust width of struts to accommodate your Bostonian model - the struts shown fit Walt Mooney's "Boston Tea Party" and friction-fit into 1/16 OD Aluminum tubes at the 2nd & 4th uprights.

Crack & Bend Sides Here

Add a sub-rudder if your model "dutch rolls!"

Front Strut

Wrap & Zap (CA, that is!)

Actual length = 7 5/16"

Rear Strut

Actual length = 6 1/2"

Cover with fine-grain Japanese tissue, dope & water-proof with 3-M Scotchgard Spray. It works!

To assemble: Slide floats onto struts. Mount two 1/16 OD Alu tubes crossways thru fuselage bottom about 2 3/4" apart, with the first tube about 2" back from the prop disc. Snap the struts into the fuselage mounts and angle the floats so they

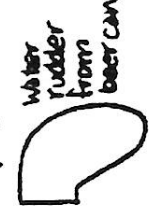
☆ For easier lift-off, toss pebbles into water directly before release - plane will 'jump' the wavelets!

CHUCK SEE!

Floatplanes are fun! Try one!



tip downward a couple of degrees at the nose. Zap the floats to the strut "axes". The fuselage mounting points aren't glued - they pop out for rough landings and land plane conversion! Build 'em light, Pifergims!



Water rudder from beer can

KUDZU CONTEST RESULTS SEPTEMBER 2001

<i>DIME SCALE</i>		
CONTESTANT	AIRCRAFT	PLACE
WALT FARRELL	CESSNA AIRMASTER	1
CLAUDE POWELL	CESSNA AW	
PAT DAILY	VEGA	
JOHN HOUCK	REARWIN	
DAN DRISCOLL	CORBEN	
STEW MEYERS	VEGA	2
TOM HALLMAN	FOKKER D-VII	3
BRUCE FOSTER	FAIRCHILD	

<i>MODERN PROD CIVILIAN</i>		
CONTESTANT	AIRCRAFT	PLACE
WALT FARRELL	CESSNA 150	1
CLAUDE POWELL	PIPER PACER	2
DAN DRISCOLL	HELIO	3

<i>MODERN MILITARY</i>		
CONTESTANT	AIRCRAFT	PLACE
WALT FARRELL	SKYRAIDER	2
JOHN HOUCK	BELL XF2L-1	1
TOM HALLMAN	MIG 15	
DON SRULL	MIG 15	3

<i>FAC SCALE</i>		
CONTESTANT	AIRCRAFT	PLACE
BOB MCLELLON	MUSTANG	3
WALT FARRELL	ME 109	
TOM HALLMAN	BLERIOT 25	1
DON SRULL	P-13	
FRANK ROWSOME	P-13	2

<i>FLYING HOARD</i>		
CONTESTANT	AIRCRAFT	PLACE
WALT FARRELL	CADET	
JOHN HOUCJ	Y10-43	
TERRY PITTMAN	HELLCAT	3
TOM HALLMAN	LOOSE SPECIAL	1
STEW MEYERS	VEGA	2
DAN DRISCOLL	ZERO	
DON SRULL	MIG 15	

<i>WORLD WAR II</i>		
CONTESTANT	AIRCRAFT	PLACE
BOB MCLELLON	ME-109	
WALT FARELL	DEFIANT	2
CLAUDE POWELL	P-39	
JOHN HOUCK	SEVERSKY	
TERRY PITTMAN	HELLCAT	
DAN DRISCOLL	ZERO	
BRUCE FOSTER	P-39	3
FRANK ROWSOME	P-51	
TOM HALLMAN	MIG-3	1

<i>BATTLE OF BRITAIN</i>		
CONTESTANT	AIRCRAFT	PLACE
WALT FARRELL	DEFIANT	
CLAUDE POWELL	HURRICANE	
JOHN HOUCK	DEFIANT	2
WALT FARRELL	ME 109	1
PAT DAILY	ME109	
BOB MCLELLON	ME109	3

<i>WWI BIPLANES</i>		
CONTESTANT	AIRCRAFT	PLACE
BOB MCLELLON	DVII	2
WALT FARRELL	DVII	
CLAUDE POWELL	DVII	
BRUCE FOSTER	VII	3
STEW MEYERS	CAMEL	
JOHN HOUCK	NIEUPORT	
DAN DRISCOLL	DVII	
TOM HALLMAN	BUZZARD	1
DON SRULL	DVII	
PAT DAILY	SPAD	
BILL LANDRUM	DVII	
FRANK ROWSOME	DVII	

<i>GOLDEN AGE CIVILIAN</i>		
CONTESTANT	AIRCRAFT	PLACE
BOB MCLELLON	C34	
WALT FARRELL	CADET	
BILL LANDRUM	CESSNA 165	3
DAN DRISCOLL	HOWARD	
STEW MEYERS	ROBIN	1
RALPH SMALLEY	TAYLORCRAFT	2
BRUCE FOSTER	GADFLY	
CLAUDE POWELL	HOWARD DGA-9	
JOHN HOUCK	REARWIN	

<i>COMBINED RACERS</i>		
CONTESTANT	AIRCRAFT	PLACE
BOB MCLELLON	GOON	
WALT FARRELL	CHAMBERMAID	
CLAUDE POWELL	BROWN B-2	
BILL LANDRUM	CHAMBERMAID	3
PAT DAILY	VEGA	
DON SRULL	R4	
STEW MWYERS	VEGA	1
TOM HALLMAN	LOOSE RACER	
DAVID SMITH	DH 4	2

FUN AT THE KUDZU LAKE AND LAND CONTESTS

From: MaxFliART@aol.com -- aka Tom Hallman

I've written a report of the recent Dave Rees land/sea contest. It's not a full report, just a view that mostly deals with my flying experience...;-)....otherwise I would've had to have written a book.... So enjoy.

This contest is perhaps my favorite, because of the camaraderie. It's a much smaller group than Geneseo, but the blend of the water event and the land contest makes it rather enjoyable.

John Houck from Reading, PA joined me for the weekend. It's a total of about 8 hours of driving (500 miles) from eastern PA, which we do straight through on the ride home. But on the way down, we stop by at Dave Franks' house in Richmond, VA and stay the night.

This year it was dead calm when we got there in mid afternoon, so Dave took us to a trim field nearby. It allowed us to get a few models prepared for the contest on Saturday, so all of us were pleased. I had never seen grass that high.

Even though I rarely compete in the water contest, I like being there on the shoreline, as the guys really have a great time. They're so determined to rise-off-water. I tend to take video and pix, a few which have surprisingly been used on my book covers. Got a few good ones this year again.

After the water event, we go to restaurant to chow down and chat it up. The next day it's off to Raeford in the morning and to the sod farm. It's a day loaded with events, so you need to come to the contest prepared.

The weather for the land event was surprisingly windy, with 15-25 mph breeze throughout the day, so events needed to be altered. All mass events became single flights, last man down wins. Even the Battle of Britain event, where the winner gets the beautiful, impressive hand made tool box, built by the field's host Bill Sheppard, was turned into a one flight event. Originally, separate mass launches would have been played out for the British and the German models, then joined together for one final mass launch, determining the winner. But all were afraid of losing their models in the wind. So even if you built a model for both groups, which is allowed in this event, you could have one proxy flown.

That's what Wally Farrell did, as he had Don Srull wind and me hold for his new Messerschmitt. Wally then flew his fine flying BP Defiant. At the big launch, Wally's Defiant immediately spun in, but his Messerschmitt was tossed beautifully skyward by Don, and you guessed it, the bird easily took the event with a 98 second flight. So, for the first time ever, one man placed FIRST AND LAST in the same mass event!!!!

As far as my flying went, I started off the day with the WWI mass event. This first mass event of the day \*did\* go two rounds, and my little Martinsyde Buzzard peanut won both rounds for the victory. I was amazed that this baby ship could climb out of the bad air for a complete flight. I was rather proud of her, as she's been around for a number of years. Having trouble just launching her in calm air at times....releasing her successfully into 20 mph winds was a huge surprise.

I opted not to fly the Golden Age mass event, so I took this time to get in an official with my 19' span Bleriot 25 for FAC scale. Terry Pittman helped hold the ship behind his car and out of the wind, so I at least had a chance to fly her. Lord, it was getting breezy. But as things go with canards....wouldn't you know I wound her backwards....so I had to unwind the 2200 turns, then decided to forgo resting the rubber, and immediately wound her correctly.

A long walk to the far end of the field and past the guys in the GA mass event had me feeling I surely must be crazy. I waited a couple of minutes until a 'momentary calm spot' of 10 mph wind came through, allowing me to toss her cleanly. I was thrilled to see her leave my hand, climbing all the way through her first turn. Up she went, drifting down wind quickly all the while, but still, holding onto a solid flight pattern.

I \*swear\* I saw cute Harriet Quimby (nocal pilot) look back at

me and wink with a smile...

I was truly amazed how this bird held her own in the bad air!! This continued as I did my best to keep up the chase, but eventually she landed near the edge of the field for a flight of 84 seconds. She still had winds left in her.... It was her best flight ever! The only injury was one of the little flags on the top of the wind, which slightly snapped. No big deal. The single flight proved to be enough to take the scale event. Don Srull chased me near the end of the day with his fine flying Lippisch P-13, but a gust tossed the ship about after the launch, and drove her into the ground to end his attempt. I think it's the first time I won over that ship....

Next I flew in the race event, where my Loose Special got twisted in a gust and suddenly went left (which is death to this ship) so she went in quickly. I was lucky however, as 4 of the others went down wind fast in good air, and were lost deep in the woods. This field is a good one, but is surrounded by rough, primitive brush and forest on some sections, so the wind direction was not in our favor this day.

My Mig-3 flew in the WWII event and luckily grabbed that title too, as she pierced through the wind for an incredible flight, DT'ing at the end of the field for the victory. I also tried my luck with the Modern Military event, chancing my high flying Mig-15. This bird soars, so if she got into the air, chances were she'd lead to a long down wind chase that day. But the wing lifted the outboard wing and tossed her immediately into the ground. Crunch...with stringers needing repairs. However, again I was left with a feeling of being the lucky one, as numerous flyers reached the woods, losing their ships.

So far, I was feeling rather fortunate to have dorked when I did... Even though I had a few repairs, at least I still had my ships.

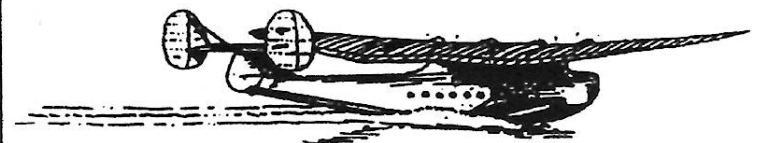
The poor performance in the race event allowed me an opportunity to fly the Loose once more that day, as I entered her in the Flying Horde event, the final event of the day. About 7-8 brave souls lined up to toss their ships into the air one last time, as I think all of us figured we'd never see our birds again. But this was Kudzuland and FAC, so why not give her a shot.

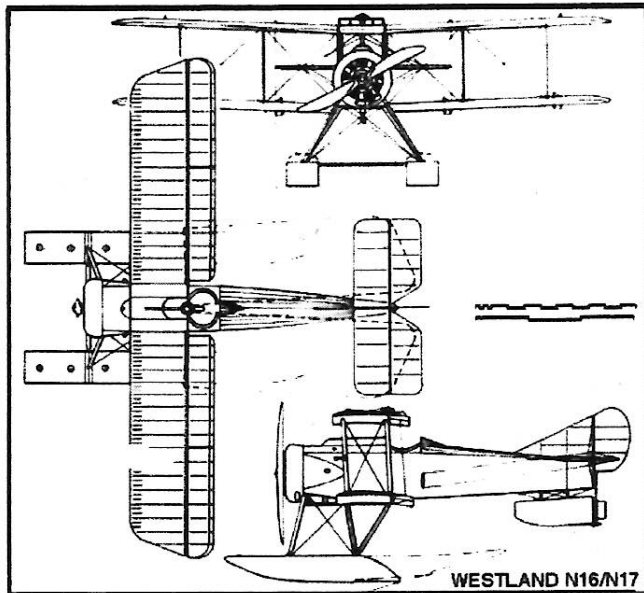
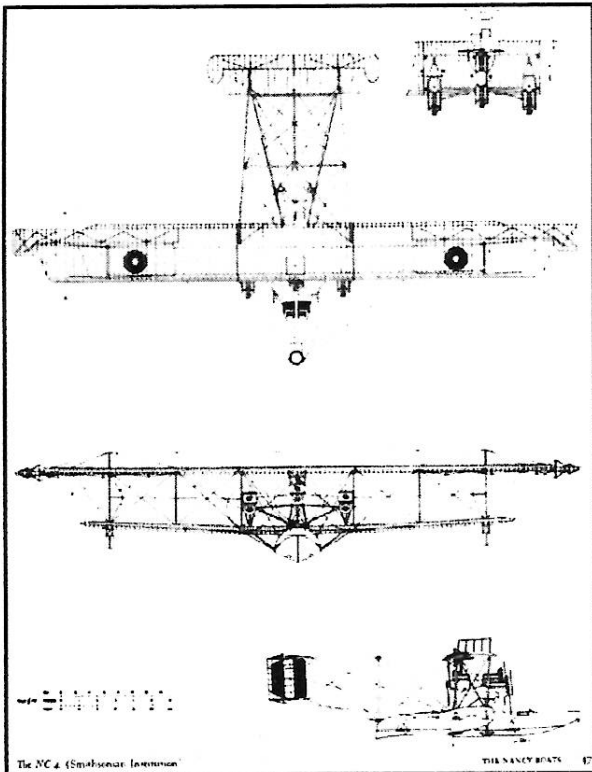
We all tossed into what can now be called the worst air ever. Two came down quickly in the turbulence in 2 seconds, another in 3 seconds. One more at 5 and another in 7.

Looking back I saw crunched birds, and wings detaching from the bodies, getting tossed about along the grass....with pilots helplessly chasing. My Loose got off well and up into the air, but still seemed to hit a ceiling wall of down air. It was U-G-L-Y. One other flyer came down at 17 seconds, but my Loose lasted for about 35, taking the horde event. Again, just glad to have the bird safely back in hand. Worst air ever, as this bird does over a minute in dead calm.

So another interesting windy day affair. I had tied with Wally Farrell for Grand Champ honors, but since I had more wins, they gave me the nod. All of us met at a local restaurant for the award ceremony, ending another successful Kudzu contest. (Wally and I took a more classic FAC approach to crowning the official Grand Champ...each folding a paper airplane and tossing them in the parking lot before our food was served. From past observation, I remembered to throw high and hard. Luckily I was last one down. \*Now\* it was official...HAWWWW.)

Looking forward to returning next year. Starting to pray already for calmer winds... Tom Hallman.

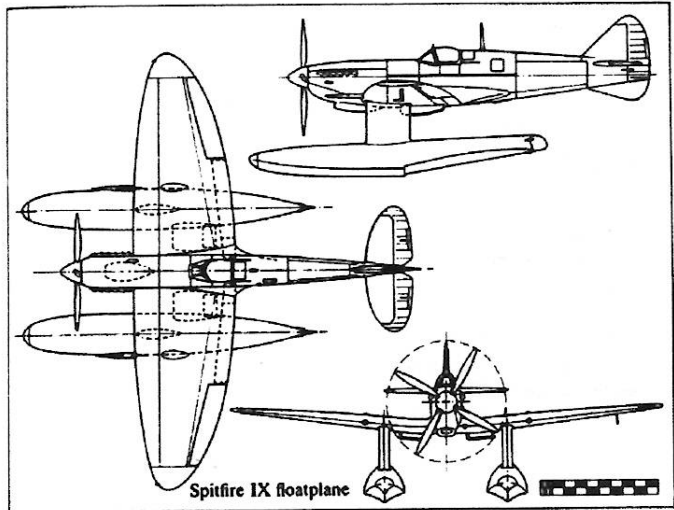




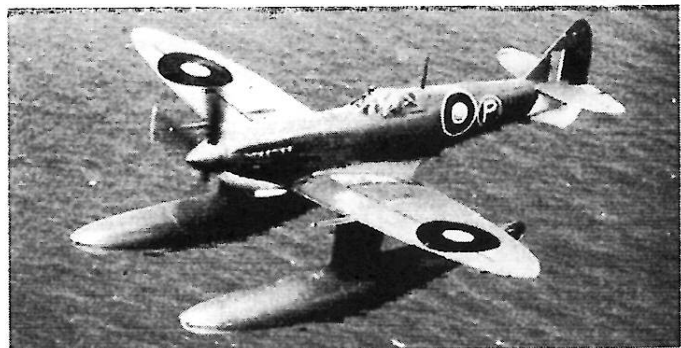
**NBM EVENTS 13 JANUARY 2002**  
 Mass Launch Events:  
 WWI, WWII, Racers, Golden Age, High Wing Peanut, Low Wing Peanut, Dime Scale (bring plan)  
 NoCal WWII fighters, 6" plastic prop, 10gram minium, no clipped wing versions, two groups 1. European Aces, 2. Pacific Aces. final fly off Ace of Aces, Bogus Bostonian (ROG), Delta Dart (Jr/Sr.) (Open),  
 Timed event:  
 Butter Fly, May Fly, NoCal 6.5 gram minimum, Bostonian (ROG), Pussy Cat (ROG)

## PHOTOS

1. Our Editor saying goodbye to his KORDA STICK (a great flyer by Dick Korda) lost in the soybeans at Muncie a few years ago.
2. Terry Pittman with a featured plan in this issue, the Besson submarine aircraft, electric powered entered in FAC Power Scale event at the Kudzu meet.
3. Frank Rowsome with his Vultee on floats with Brazilian markings for the Kudzu lake flying fun.
4. Wally Farrell launching his high flying float equipped T-Craft at Dave Rees's Kudzu Lake.
5. Don Srull's R/C equipped Libelle fighting the waves and wind at the lake in Goldsboro; some great flights were made when the gale calmed
6. And the winner of the 'Battle Of Britain' event at the Kudzu meet was Wally Farrell seen here with Bill Sheppard the gentleman who handcrafts and offers the beautiful tool chest prizes for the special event each year. Thanks Bill and also for the HONEY.

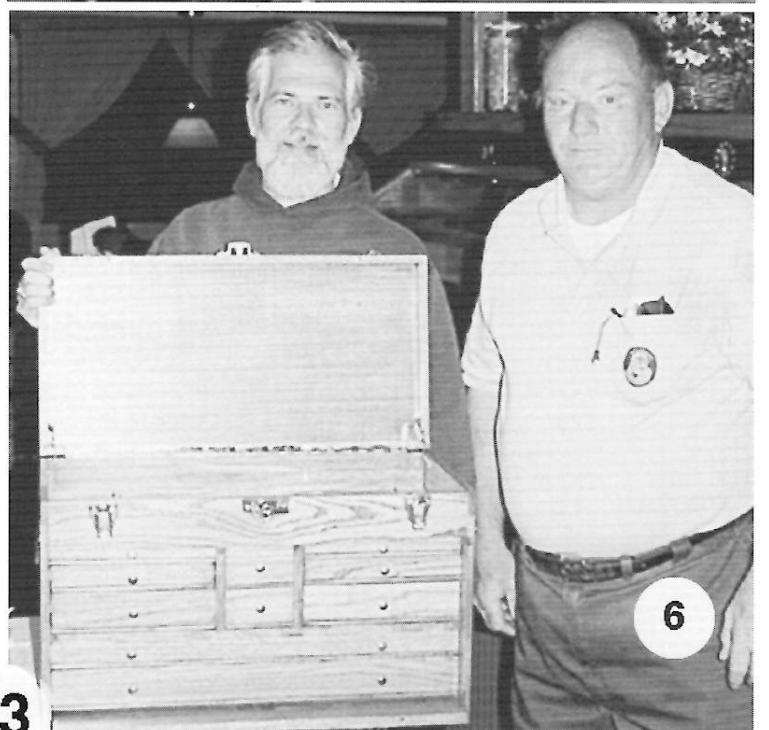


*Our EDITOR'S project for the seaplane flying in 2002 is a Spitfire on floats! starting with a Bentom kit!! LOTS OF ENCOURAGEMENT REQUIRED!!!*



Spitfire Mk IX floatplane M1897 on trial off Hamble

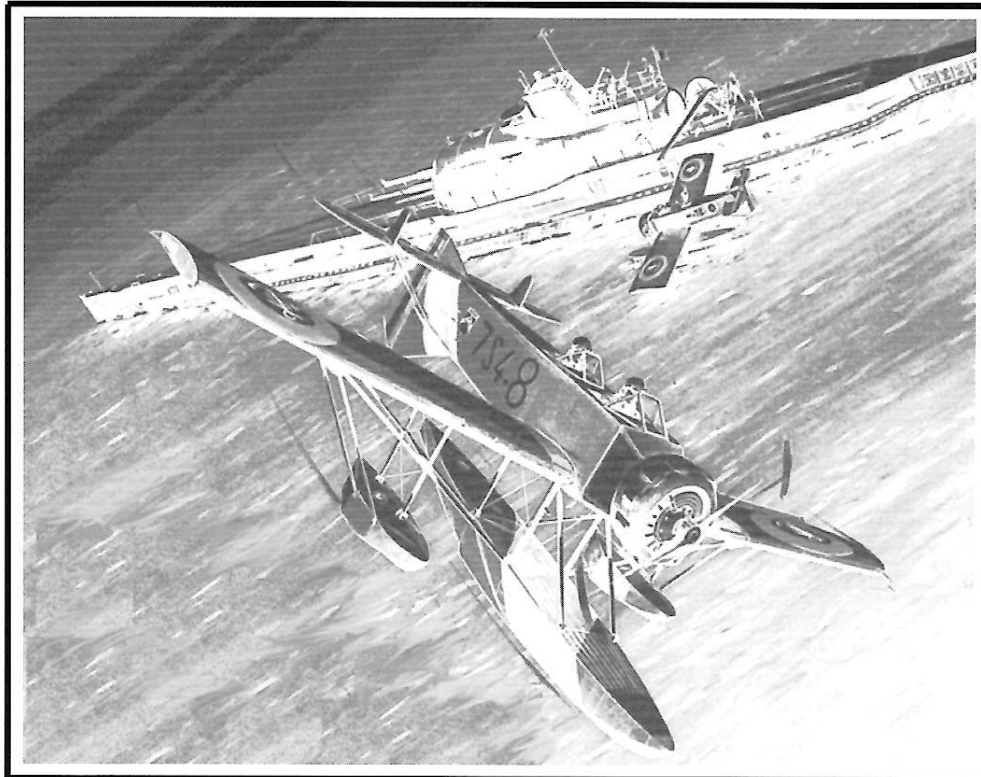




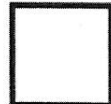


An excellent illustrated reference  
for the Besson and other  
submarine launched seaplanes  
can be found in the January 1996 issue  
of Le Fana de l'Aviation

THE BESSON FRENCH SUBMARINE SEAPLANE  
ONE OF THE FEATURED PLANS IN THIS MAXFAX



**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: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853  
Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

**MEETINGS** - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world. **PLEASE READ IMPORTANT NOTE BELOW.**

**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, Norm Davison.

**PUBLISHING DATES** - Six issues of **MaxFax** are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

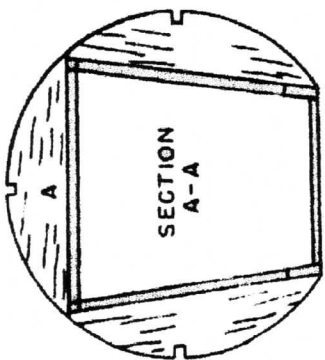
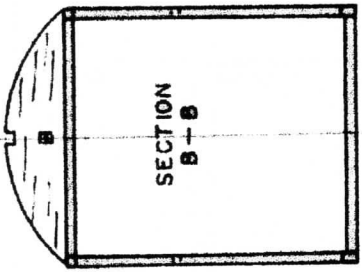
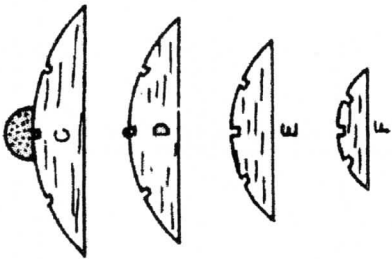
**CONTACTS** - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. [stew.meyers@erols.com](mailto:stew.meyers@erols.com)

**Maxecuter web site: [www.maxecuter.com](http://www.maxecuter.com)**

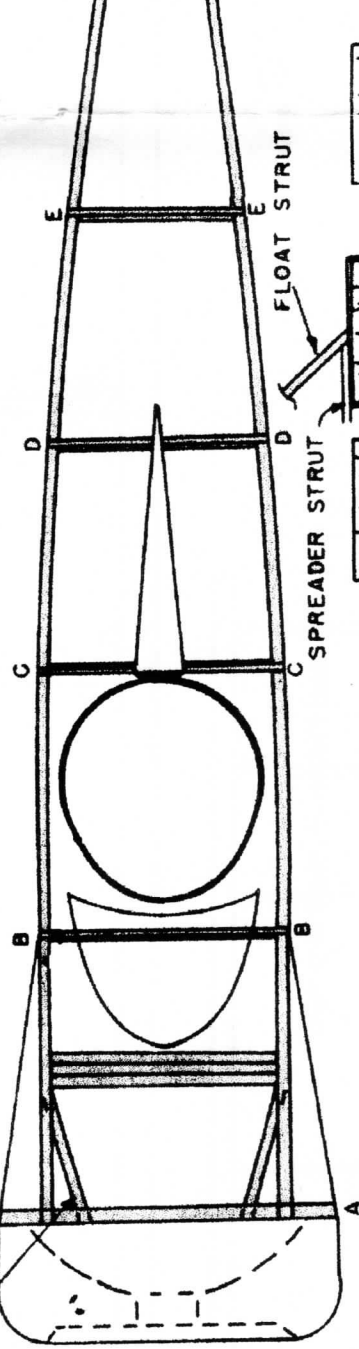
**IMPORTANT MAXECUTER MEETING SCHEDULE NOTE:**

**During the Winter months beginning in December the Maxecuter Meetings will be held at 12:00 Noon on the SECOND Saturday of the month except for March which will be the FIRST Saturday.**

MAXFAX JAN/FEB 2002



F1 CANTS FORWARD



AILERON TIE CABLE

TYPICAL RIB

DUMMY ACCESS PANELS

BUMMY CYLINDERS

CROSSED WIRES

SPREADER

SPREADER

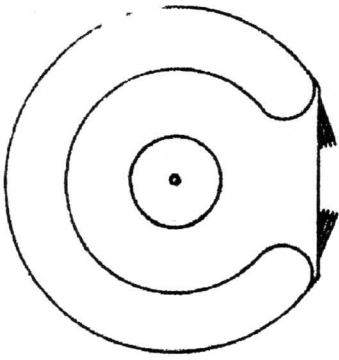
CROSSED WIRES BETWEEN REAR STRUTS

DRAWN ESPECIALLY FOR JOHN POND

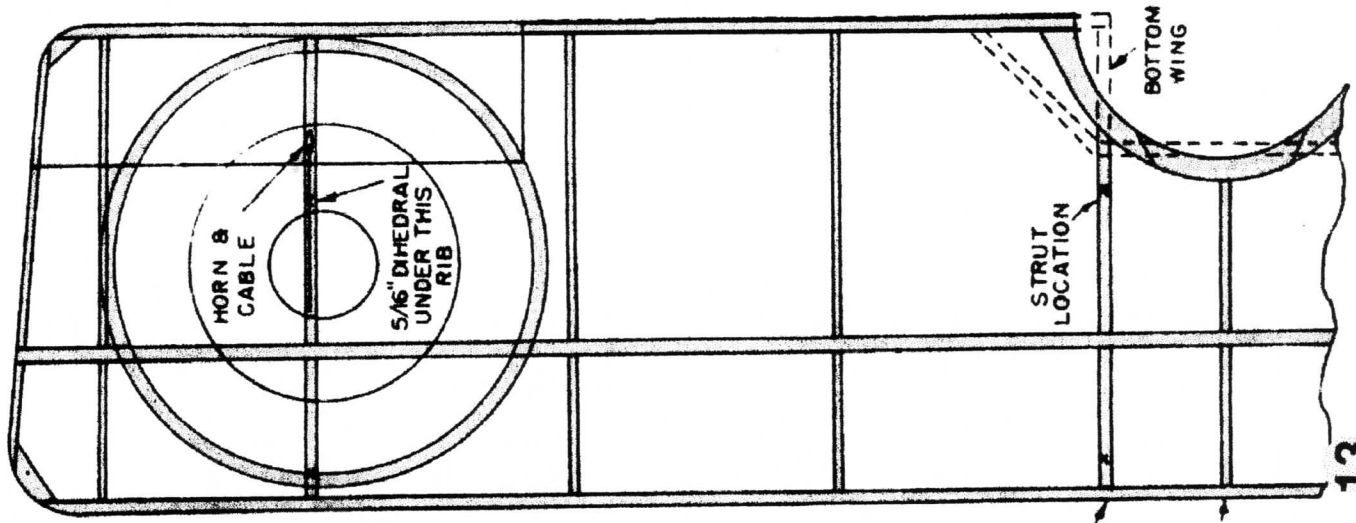
PLANE IS ALL SILVER

BLACKBURN BABY

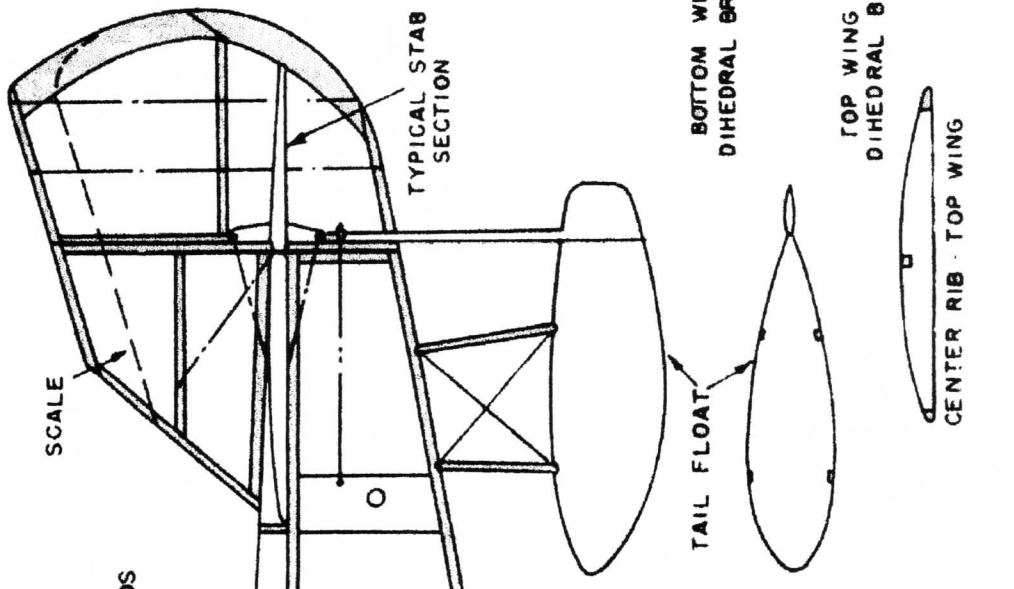
by DAVE STOTT



FRONT VIEW OF NOSE BLOCK



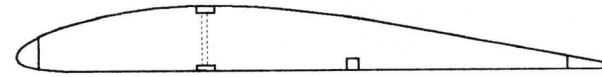
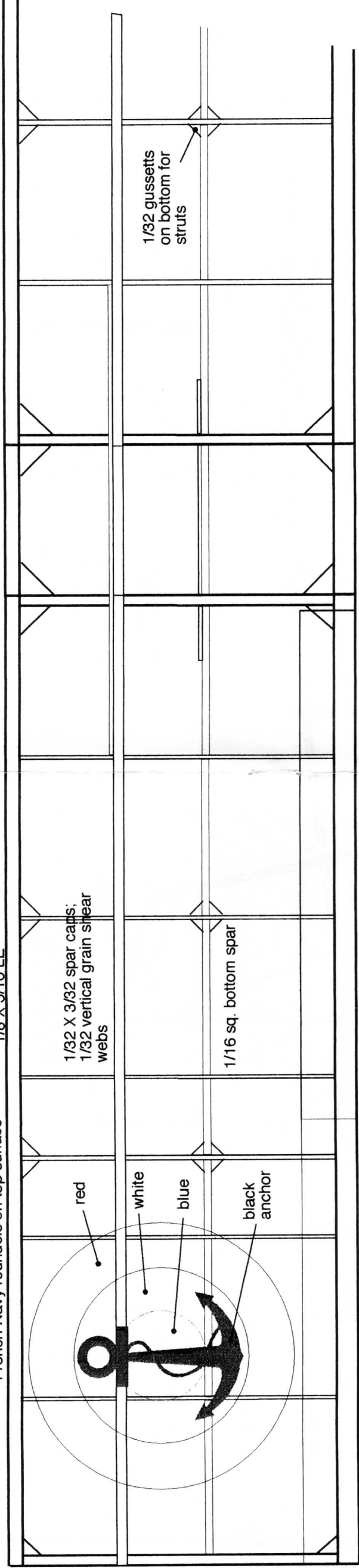
13



12

French Navy roundels on top surface

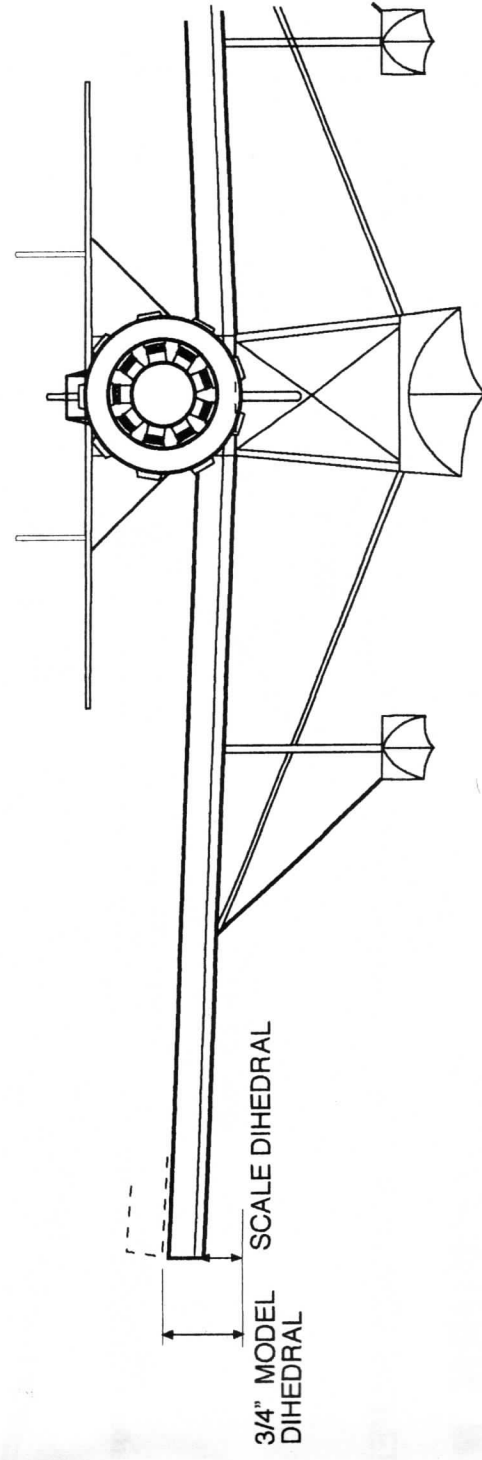
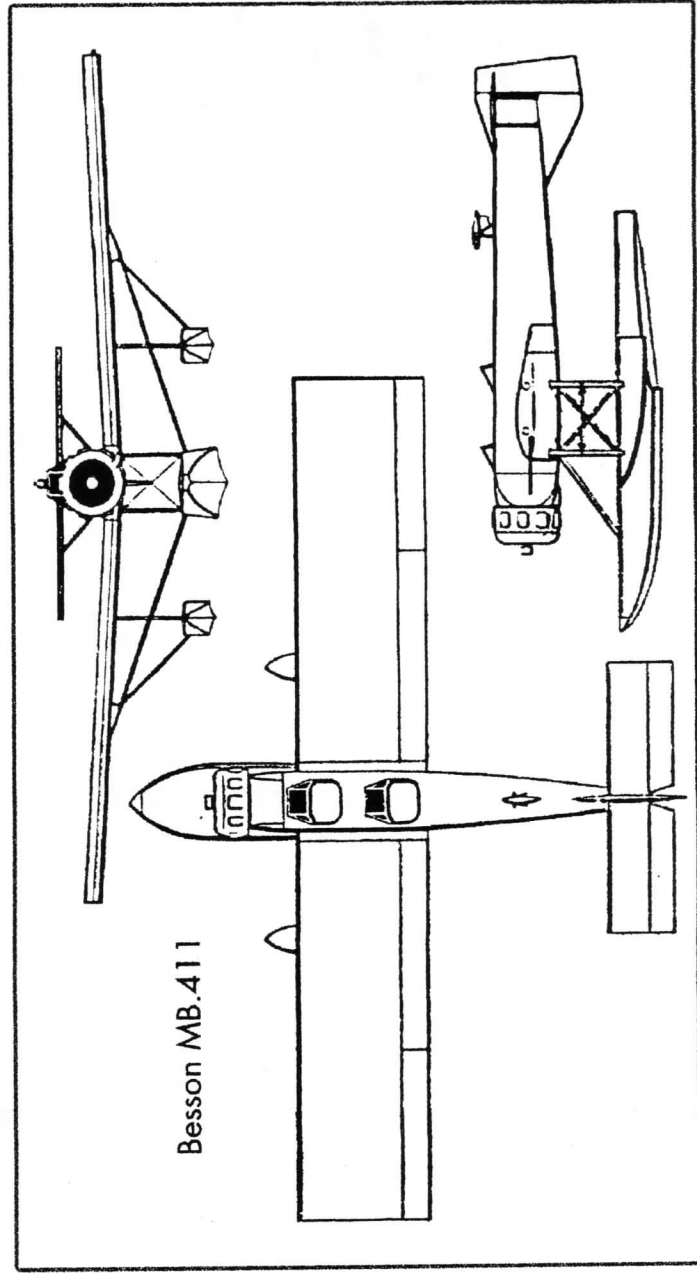
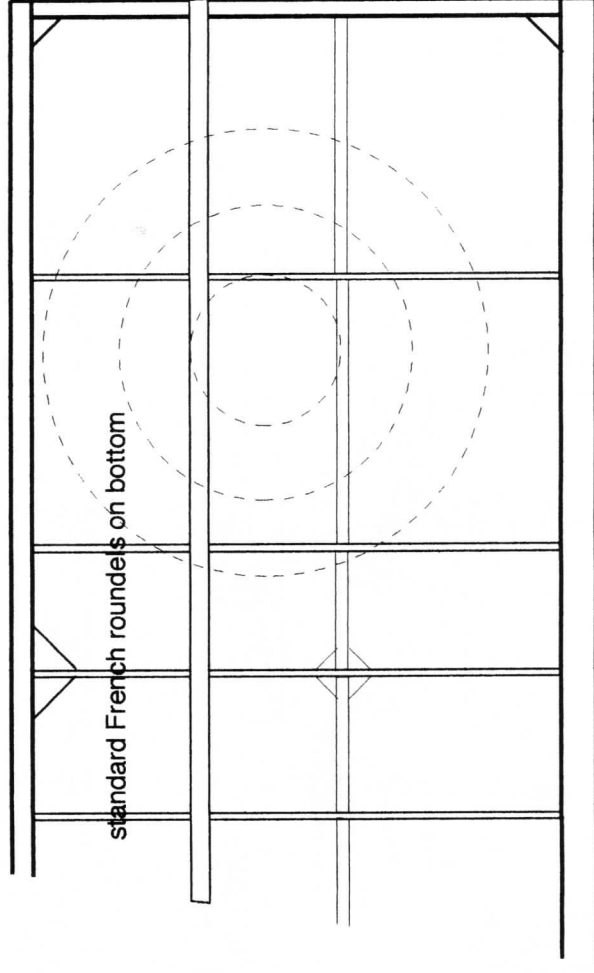
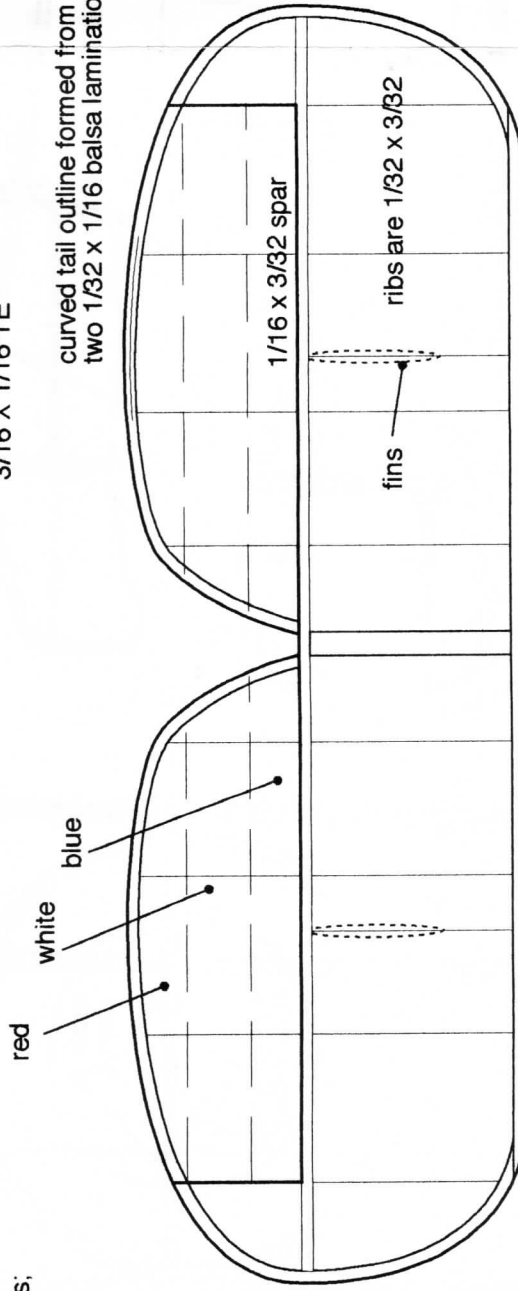
1/8 X 3/16 LE



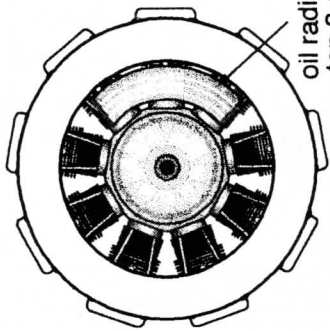
3/32 tip and root ribs;  
others are 1/32

3/16 X 1/16 TE

curved tail outline formed from  
two 1/32 x 1/16 balsa laminations

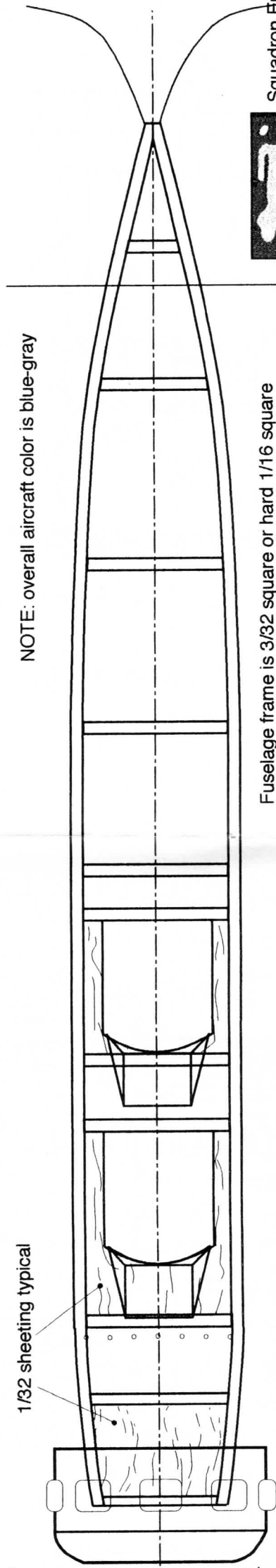


Cowl front ring laminated from 2 layers of 1/8 sheet. Wrap with 1/32 sheet & add 3/32 sheet rocker box "bumps".



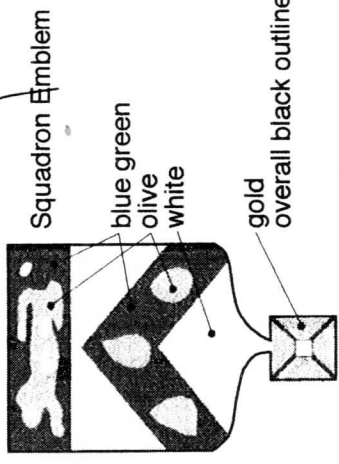
oil radiator over top 3 cylinders

1/32 sheeting typical

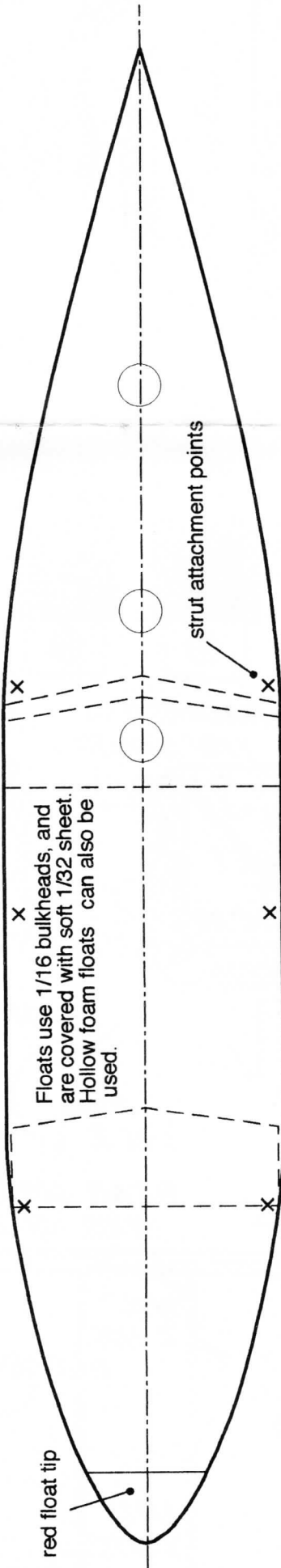


NOTE: overall aircraft color is blue-gray

Fuselage frame is 3/32 square or hard 1/16 square



Squadron Emblem



Floats use 1/16 bulkheads, and are covered with soft 1/32 sheet. Hollow foam floats can also be used.

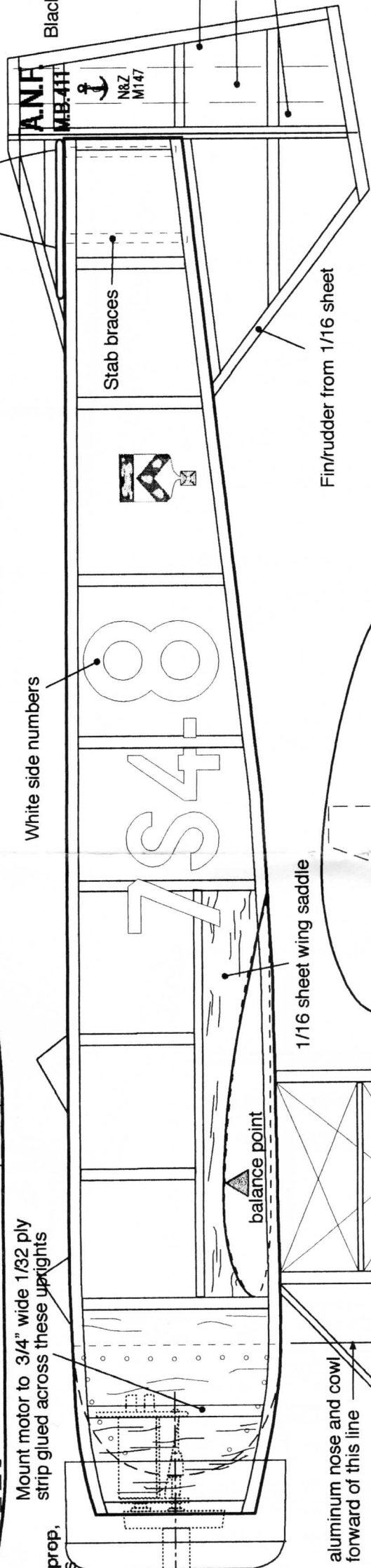
strut attachment points

For electric power, the KP-00 (large gear version) turning a Williams Brothers 4.5" prop, and using three 50 mah NiCd cells works well.

Mount motor to 3/4" wide 1/32 ply strip glued across these uprights

White side numbers

1/16 sheet twin fins



**SPECS**

18.3" span  
56 sq. inches wing area  
13.5" overall length

1/16 sheet wing saddle

aluminum nose and cowl forward of this line

3° down and right thrust

Fin/rudder from 1/16 sheet

FOR ELECTRIC FREE-FLIGHT

**BESSON M.B. 411**  
French Navy Seaplane

Inspired by a Peanut design from **Roger Aime**

Don Srull 2/99

float bottoms are flat black