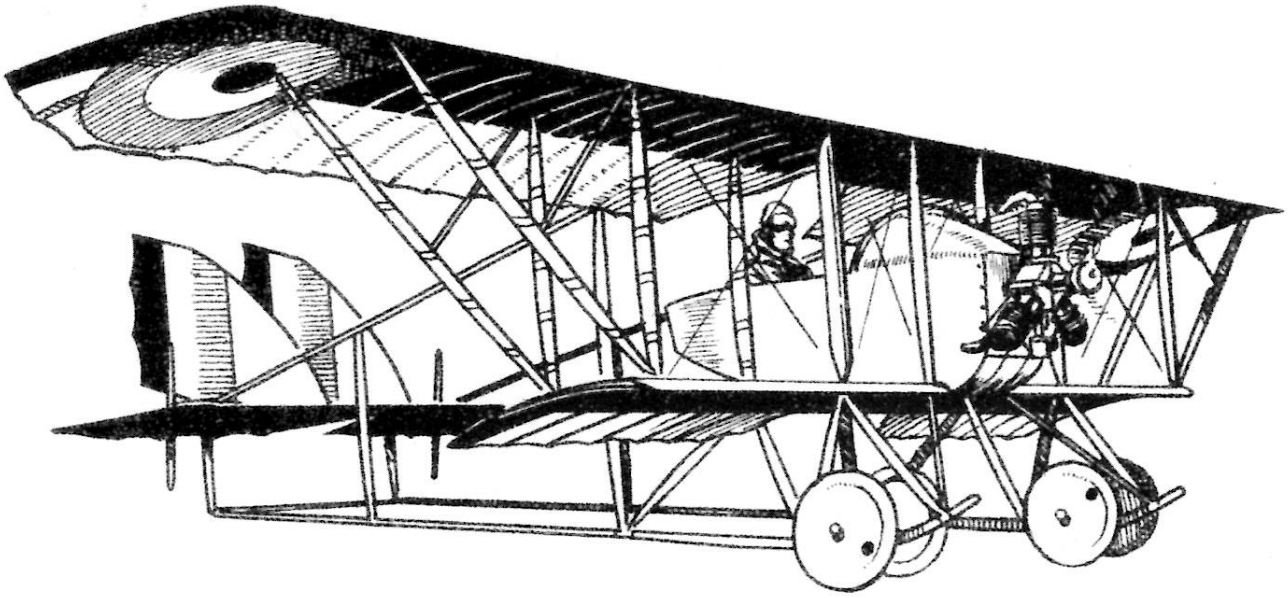
MAX FAX

Journal of the D. C. Maxecuters

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

Editor: Stew Meyers MAY JUNE 2008



C A U D R O N G - 3

COMING ATTRACTIONS

JULY 17, 18, & 19 2008 THURSDAY, FRIDAY, AND SATURDAY
THE BIG ONE ---------FAC NATS GENESEO , NY

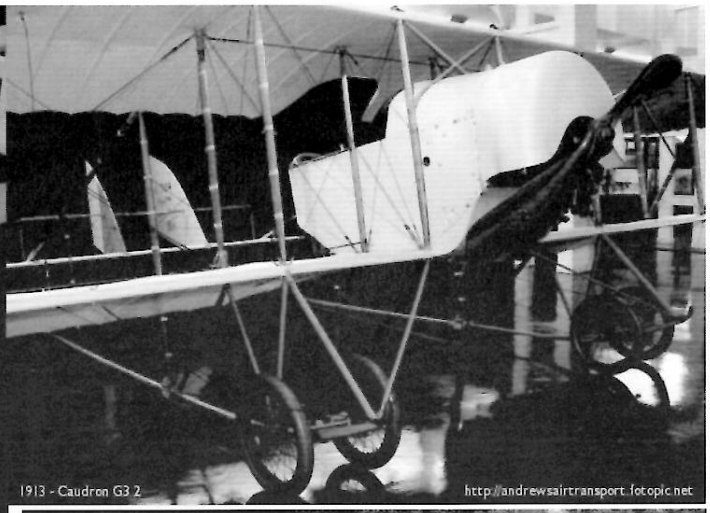
SEPTMBER 5,6 SATURDAY, SUNDAY MUNCIE, IN
FLYING ACES CLUB OUTDOOR CHAMPS
CD: RALPH KUENZ PO BOX 402 SHEPHERD MI 48883 PH:313-806-7551.
FRED GREG PH:3133-806-7551 loopy.cbfac@yahoo.com FOR INFO

OCTOBER 3, 4 2008 FRIDAY, SATURDAY
KUDZU SUMMER CONTEST FAYETTEVILLE, NC. LAND AND LAKE FLYING
CD:Dan Driscoll (djdriscoll@ cox.net) and Stew Meyers (stew.meyers@comcast.net)
CHECK OUT FLYER AT WWW.DCMAXECUTER.ORG AND IN THIS ISSUE

OCTOBER, 11,12,13 SATURDAY, SUNDAY, MONDAY PENSACOLA, FL.
PFFT GATHERING OF THE TURKEYS NATIONAL CUP CONTEST
AMA, NFFS, SAM, & FAC COMPETITION PENSACOLA, FLORIDA
GEORGE WHITE, CD 850-473-0866 MIKE MIDKIFF, FAC EVENTS CD

OCTOBER 25, 26 SATURDAY, SUNDAY BARRON FIELD AIR RACES
FLYING ACES CONTEST IN WAWAYANDA, NY.
CD: TOM HALLMAN 610-395-5656 AND JOHN HOUCK 610-488-6235
SEE FLYER IN THIS ISSUE


1913 - Caudron G3 1
http://andrewsairtransport.fotopic.net


1913 - Caudron G3 2
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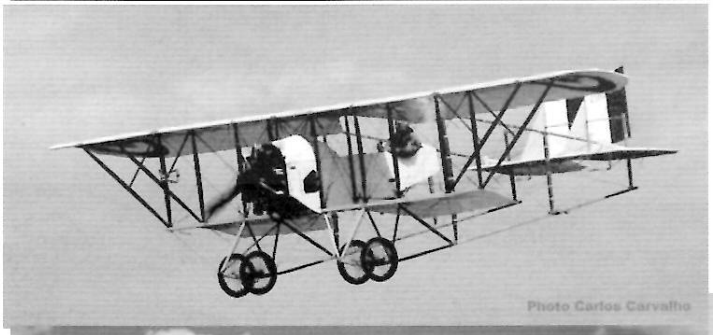
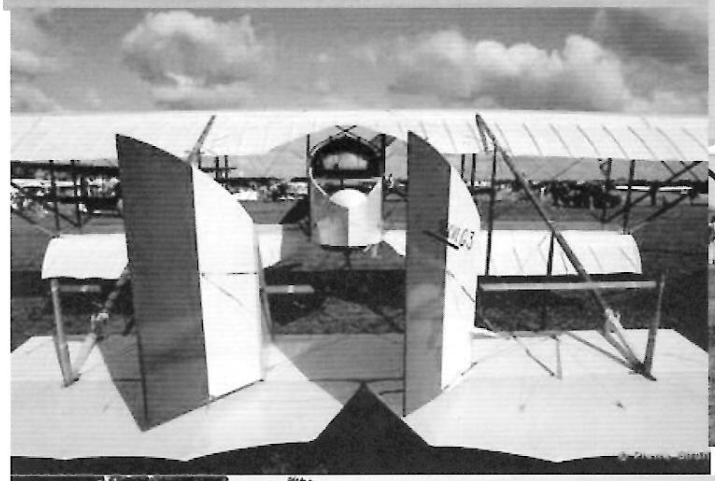


Photo Carlos Carvalho


Photo Carlos Carvalho

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MaxFax May-June 2008

Caudron G-3 Issue

Stew Meyers Editor

We finally made it to Wawayanda last fall. Tom Hallman ran a super FAC meet. I plan on going again on Oct 25th this year. These smaller meets, compared to Geneseo or Muncie, allow one to interact with most of the attendees. Greg West was there flying a Gruman FF1 he had built from MaxFax plans. He also had a Caudron G-3 dimer. These both flew amazingly well. I have always liked the Caudrons since I admired the G-4 in Smithsonian as a kid. (It is now at the Udvar -Hazey.) Bill Stroman made a 16 inch CO2 version of the G-3 in the 1970's. I talked Greg out of a set of plans for MaxFax and dug out the Stroman plans. These are no longer available since A to Z did not pick up these plans from Peck.

Fortunately there are some surviving G-3s and several are flying, so there are good photos available on the internet. Some of these are featured in this issue. Old Rheinbeck has a rotary powered G-3, but I don't have any good photos of it. There is quite a good spread on the G-3 in French Aircraft of the First World War by Davilla and Soltan. Windsock Datafile 94 is on the G-3 and has great drawings as per usual as well as photos and history. Color Profiles of World War 1 Combat Planes by Apostolo and Begnozzi features the G-3 and their profiles get the control cable routing to the elevator and rudders correct which the others don't.

While the Stroman plans build a great power scale model, Greg's simplified approach produces a great flying Dimer. You might want to use Gregs approach with the Stroman plans for a more realistic rubber job. A word of warning here, I had to reduce Greg's plan by 96% to fit on the page so don't expect it to overlay the other plan. If built lightly, a geared 6mm motor would power this nicely. With a geared 7mm motor indoor R/C is possible.

Spoked wheels are available from NS or A to Z. But at $30 a pair, I fear, the Dimer will get foam wheels with paper cone covers. Lots of photos show covered spokes. It's not obvious how the wing warping works even on the Windsock drawings. From observing the G-4, I know how it's done. There is a small pulley on the rear inboard strut which changes the length of the flying wire in the next bay. Another pulley on the upper rear strut of the last bay going to the landing wire in this bay is connected to the return from the other wing. The combination of changing the length of these two diagonal wires alters the rear strut rectangle of the outboard bay to a parallelogram which in turn warps the wing. The flying wires are double, but the landing wires are single to add to the confusion. Not that I would install this system on a 16" R/C ship.

If you want to build a prewar version of the plane make the fins square. Trainer versions used a Anzani radial rather than a rotary. Power ranged from 37 to 100 hp.

Photos Page 2

1-2 The rotary powered Caudron G-3 at the Paris Air and Space Museum, Le Bourget, France.
3-4-5-6-7 The Anzani powered Caudron G-3 at Cerny, France.
8 Another Anzani powered Caudron G-3 at the RAF Museum, London, England.

We just learned that Lin Reichel has passed away as we were getting this newsletter ready for the printer.

Caudron G-3

From

Color Profiles of World War 1 Combat Planes

Another pair of brothers, like the Farmans, made a name for themselves in the early years of aviation. They were the French engineers, Gaston and Renè Caudron. Their first factory was at Rue, in the Somme, where they built a number of biplanes in the years just before the outbreak of the war. Successful both technically and commercially, their planes acquitted themselves honorably at various flying meets-and in those days such performance was a prerequisite to commercial success. Sales to private persons and military groups followed, and the Caudrons, like many another aircraft manufacturer, followed a wise policy of offering instruction to would-be pilots. They set up a training school at Le Crêtoy (Aerodrome de la Baie de la Somme). Their corporate offices were at Issay-lesMoulineaux.

Technical description

The most popular plane built by the Caudrons was the single-engine two-seater sesquiplane G.3, the definitive version of a formula which had been developed for the production of the small prewar racing planes, of which the first essentially successful example was labeled Type C. The typical structural formula of the firm was developed through Types E and F and reached its definitive stage with Type G (1913). The first model to see military action was Type F, but Type G was subjected to more extended military service, even in its earliest version (Type G.2, single-seater).

The most widely used of these machines was the G.3. A two-seater, it was far better suited than the others for use as a trainer or as an operational aircraft for reconnaissance and light bombing (its modest performance and the lack of armament prescribed any broader military use). The G.3 was a favorite with pilots, who liked its stability and ease of control.

Characteristic of these aircraft was the unusual combination of their particular tail structure and the traction propeller. Caudron planes, moreover, were unmistakable

in their head-on profile, with the long top wing, flexible ribs, and short lower wing, and in their long landing skids, which constituted the underpart of the tail structure. The tail assembly consisted of a single stabilizer with two rudders.

The wing structure included double strongly ribbed spars, with no dihedral. The upper wing tip beyond the slanting struts could be folded back for easier transport and storage. Roll control was handled by warping the trailing edge of the upper wing tips. The great stability of the aircraft came from the flexibility of the wing ribs, which, according to a manual of the day, permitted the wings 'to flatten out at high speeds, thus automatically correcting for changes in center of pressure'. Generous cutouts in the trailing edge of both wings near the center section increased visibility from the cockpit.

The cockpit was made of ash covered with fabric; the engine, mounted forward, was either open or protected by an aluminum cowling. The fuel and oil tanks and the observer's cockpit separated the engine from the pilot's cockpit. This arrangement necessarily obviated any possibility of defense of the aft sector, which the use of a traction propeller would have permitted-at least to some extent. (The complex of struts supporting the tail would have made it safe to fire only upwards and downwards.)

The stabilizer on the earliest models was in a single piece, that is, not divided into stabilizer and elevator. The entire aft section was flexible and could be raised or lowered for zooming or diving by moving the control stick. Both rudders, hinged to small fins, were controlled by pedals. In the later models a hinged stabilizer was introduced, and sometimes ailerons were used instead of the standard wing warping system. As on the wings, at the center of the stabilizer there was a cutout, different in size and shape from model to model. On some planes the trailing edge of the stabilizer might have quite a different outline.

The landing gear consisted of wheels and skids, essentially similar to those used by the Farmans. The struts were of steel tubing, and the wheels were arranged in pairs, each pair connected elastically to a skid. In the seaplane version the wheels were replaced by two rather short floats, with a third compensating at the tail. Apparently such a conversion was used on only a few planes, chiefly single-seater G.2s, usually by modifying the tail structure and empennage. It was also possible to mount skis in place of the wheels.

The engine was invariably of the radial type, either fixed (Anzani) or rotary (Gnome, Le RhOne); the Anzani was open, the Gnome and Le Rhone cowled, with power ranging from 50 to 100 hp, depending on the engine. Aircraft for military purposes were usually powered by 80-hp engines.

The Caudron G.3 was used by a number of nations; it was built on license in England by the British Caudron Co. and in Italy by the AER, which turned out 170 of them, and others. Eventually the two-engined version came out, and it was also built in England and Italy by the same firms.

Development of the Caudron G.3

The Caudron G.2 was a single-seater, essentially identical to the prewar Type F. Other single-engined Caudrons differed only in the relatively small details diversifying the various production series of G.3s, chiefly in the engines used. The engine could be either the fixed 6-cylinder 45-hp Anzani radial or the 10-cylinder, 100- to 110-hp radial, which was often installed in the planes ordered by the British and Americans. The smaller Anzani was for training machines, the larger for operational versions of the later series. In the majority of cases, however, the G.3 had a Gnome or Le Rhone engine, both of 80 hp, and occasionally a Clerget engine, also of 80 hp.

In a few planes the 45-hp engine was fitted on a longer mount to compensate for the lower engine weight. The seaplane had a different airframe, with the lower elements of it originating at the base of the rear wing struts rather than at the skids, while the upper elements were parallel to the line of flight. The two pairs of beams joined at the fin-rudder hinge (the seaplane version had a single rudder), while the upper elements supported the stabilizer. The general effect of these changes was to make the Caudron seaplane resemble the Voisin more closely than it did its land brethren. The earliest seaplane version made by the Caudrons, however, dating from 1913, kept the box airframe structure and the typical Caudron tail.

How the Caudron G.3 was used in World War I

The French had equipped one of their squadrons-the C.11-with Caudron aircraft before the outbreak of war. The C.11 had six G.3s with 80-hp Gnomes. The French Navy experimented with Caudron G.2 and G.3 seaplanes, especially as on-board equipment. In the same period Caudrons were exported chiefly to England and Russia, but also to other nations, including China, which was a good customer for both land and sea versions.

Once the war had got under way, G.2s were used to form the C.25 Escadrille, but these slow single-seaters couldn't cut the mustard and were soon relegated to training; meanwhile the G.3s had been put into service, and the French used them for reconnaissance, and especially artillery target spotting.

Apparently the French Navy did not like the Caudron type of seaplane, and the British, who had at least four G.2 and G.3 seaplanes, made only limited use of them (we have already mentioned one shipped out on the Hermes). The situation was probably not much different in the Russian Navy.

Caudron land planes, however, were present in force in the French air arm, which also used them on the Balkan front. The Royal Flying Corps in England had 109 Caudrons and the Royal Naval Air Service had 124 of them, although they were used chiefly for training except for a few operational missions, including some in Macedonia. Belgium and Russia also had a good number of Caudrons.

After the first year of the war the G.3's career as an operational plane began to end in France and England, just at the point when it was beginning for Italy, which entered the war in 1915.

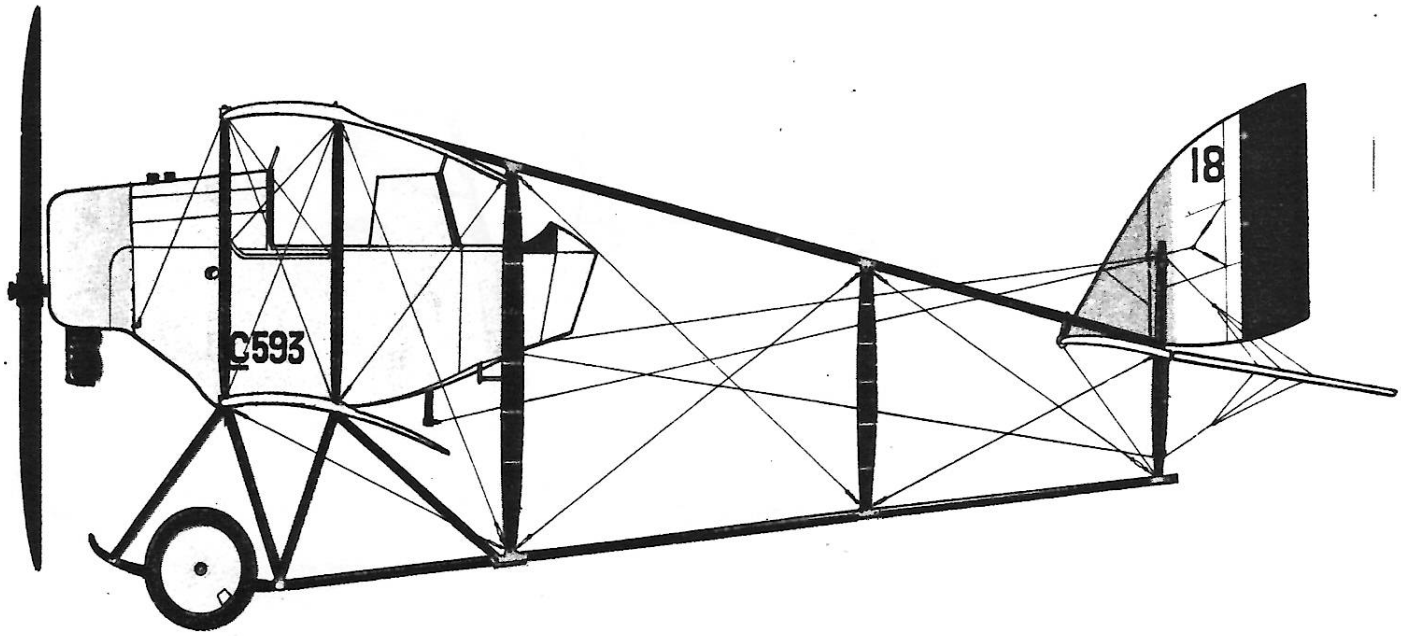
Shortly before Italy joined the Allies the AER company of Orbassano, near Turin, had opened its doors; AER's operations involved the manufacture under license of the Caudron biplane. In May and June it supplied enough planes to equip the I a Squadriglia of artillery reconnaissance flyers.

As mentioned above, owing to its exceptional climbing ability the Caudron was most suitable for use in mountainous country and therefore an ideal aircraft for the Italians. Six more Italian squadrons were equipped with Caudrons, all of them powered by 90-hp Le Rhone engines. The Italian pilots were obliged to go through all of 1916 still flying the slow, unarmed G.3s, and this situation continued into 1917, when all the Caudrons were retired to training units. The Americans, however, used the Caudron G.3s only for training when they bought 192 of them in 1918, as by that time these machines were long past their operational usefulness.

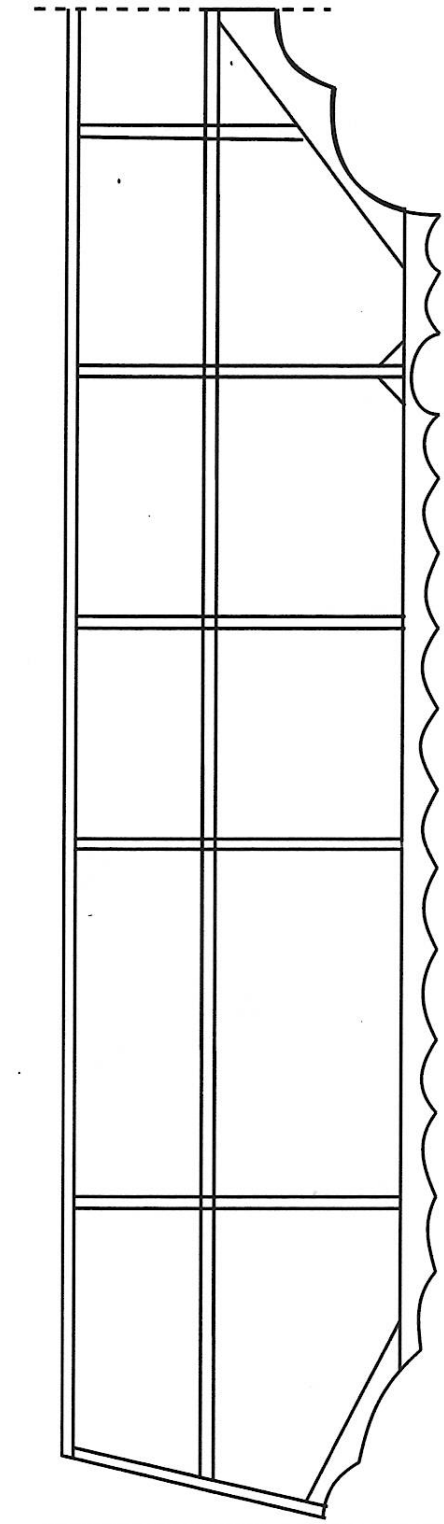
After the war Caudron G.3s continued to be useful at training fields, and many of them were sold as war surplus to civilians. They continued to figure among the record-setting exploits of the postwar period, piloted by some of the best airmen of the day. Among them was a woman, Adrienne Bolland, who flew a G.3 in the first-ever flight over the Andes in 1919.

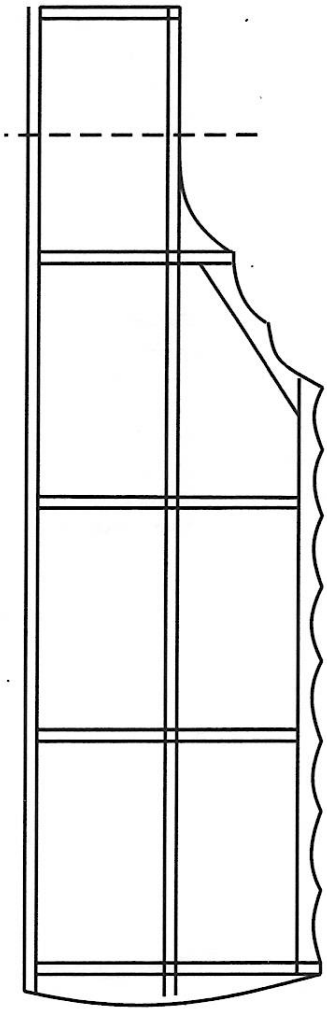
Specifications

	G.3
Power plant	Le Rhone, 90-hp
Wing span, m	13.40
Total length, m	6.40
Height, m	2.50
Wing area, m	27.00
Weight, empty, kg	420
Total weight, kg	710
Max. speed, km/ hr	108
Climb to 3000 m	32.0 min
Ceiling, m	4000
Flight endurance	4 hrs



This profile from COLOR PROFILES OF WWI COMBAT PLANES shows the cable runs to the tail surfaces correctly. Most others don't. It also shows the angles the wings and tail are set at. Note there were a wide diversity of nacelle designs with both rotary and Anzani engines.

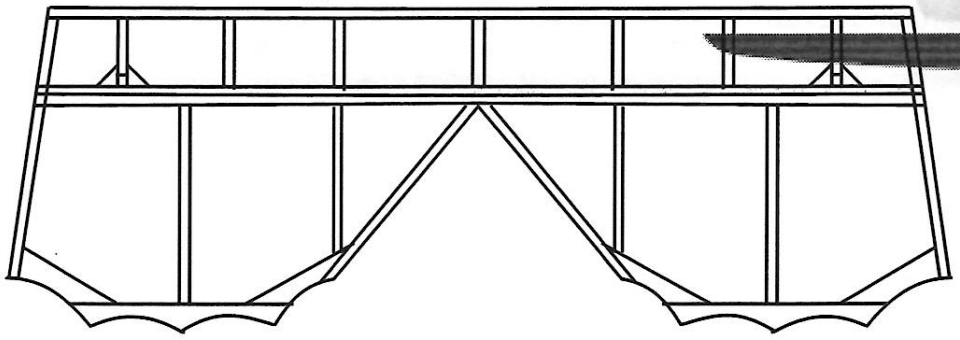


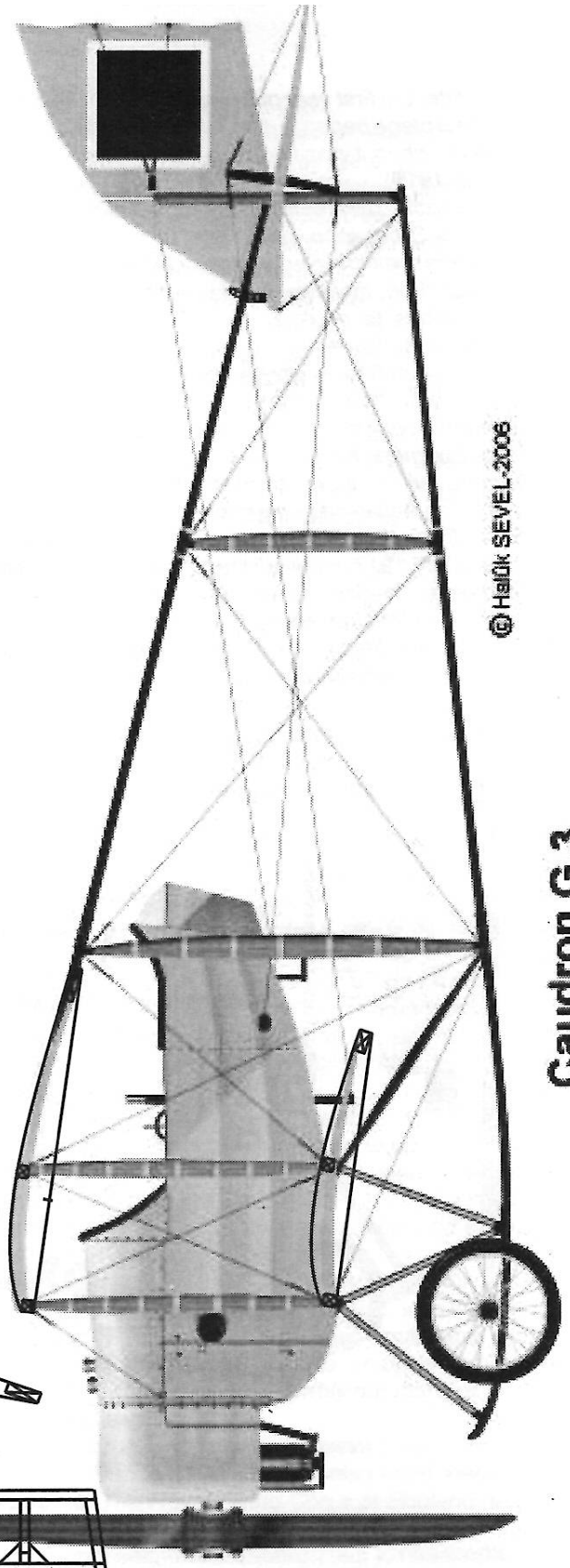


LOWER WING RIB

TIP RIB UPPER WING

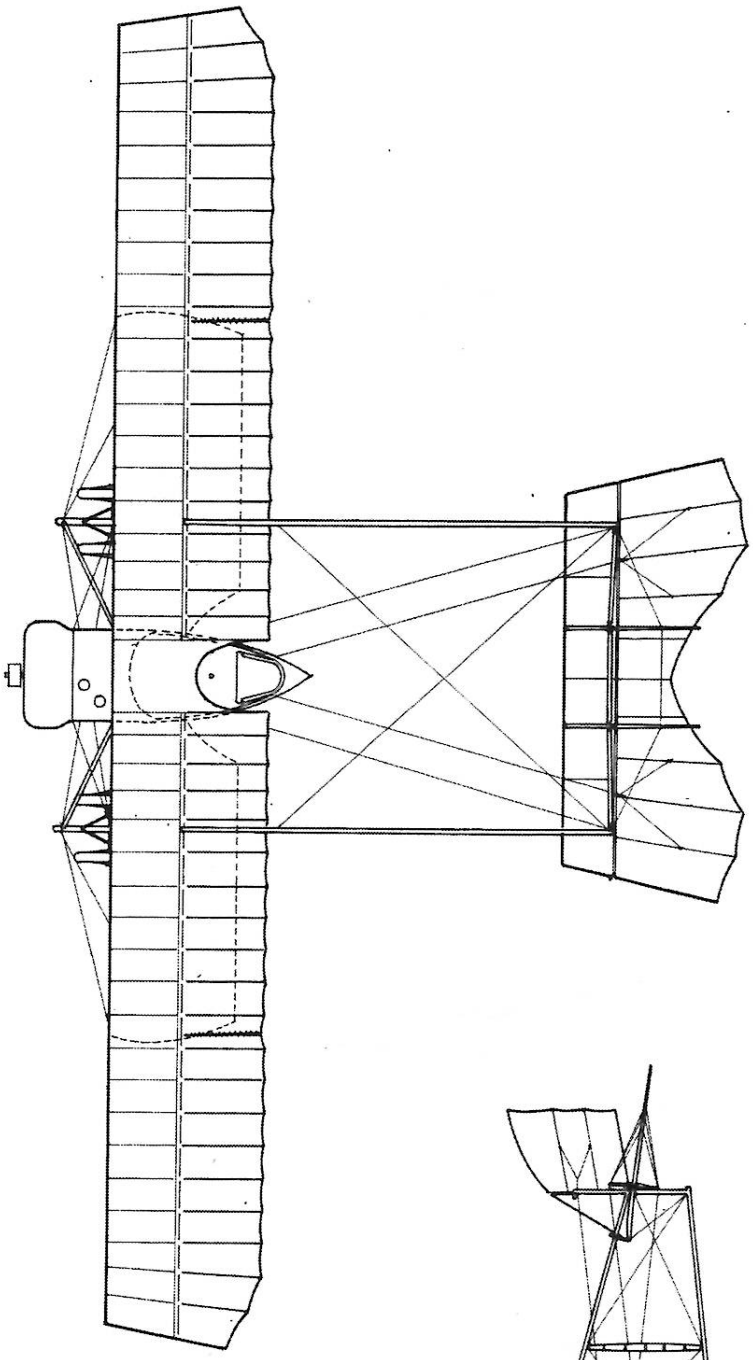
UPPER WING RIB

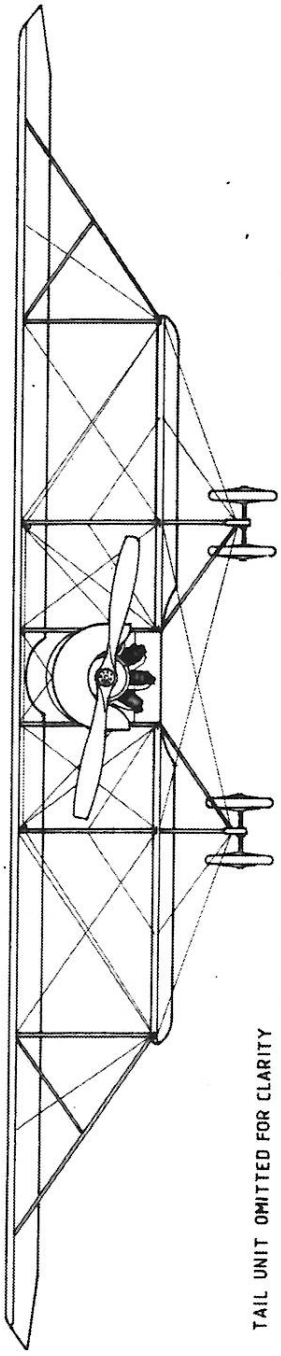




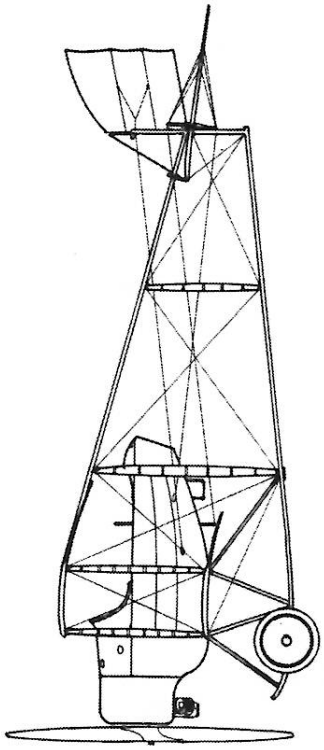
Here are the parts for a 16 inch dimer based on the Stroman plan. The spar spacing has been corrected. The wing ribs have been superimposed on the profile of a Turkish version, use this to build the side frames. The nacelle should be built like Greg West's. The fins in this view are a bit large use the ones on the Stroman plan. Note the control cables are incorrect.

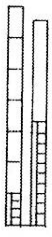
Caudron G.3





TAIL UNIT OMITTED FOR CLARITY





Caudron G.3

From French Aircraft of the First World War

The Caudron G.3 was a development of the G.2 and retained the twin-boom configuration with a tractor engine. The first G.3 was built at Rue in May 1913 and was flown from le Crotoy. Before the war the Caudron brothers moved their factory to Lyon, where they built sizable numbers of G.3s. Because the G.3 was one of the few French types in large-scale production when hostilities began, the success of the Caudron brothers was assured. Later the brothers opened a second factory at Issy-lesMoulineaux to handle production orders given to them by the Aviation Militaire as well as many other air forces.

The Caudron G.3 was a single-engine, two-seat biplane. The wing spars were made of ash and spruce with reinforcing strips of metal. The spars were ribbed and had no dihedral. The ribs were fitted to the forward spar by slots and were attached to the lower wing by screws. There were 42 ribs in the upper wing and 24 in the lower. Twelve struts held the upper wing in place. The upper wing was longer than the lower, and a pair of struts mounted at an oblique angle connected the tip of the lower wing with the outer portion of the upper wings. The, outer portion of the upper wing could be folded back for transport. Roll control was achieved by warping the outer trailing portions of the upper wing. The construction of the stabilizer was similar to the upper wing and initially used warping on the trailing edge; later hinged stabilizers were fitted The horizontal stabilizer had two spars. The stabilizer was attached to the fuselage by four booms; the two top booms were made of fir and the lower two were made of ash. The end of the lower booms served as landing skids. There were two triangular fins with rudders controlled by foot pedals. The fuselage nacelle was built of fabric-covered ash and attached to the wings by low struts. The landing gear consisted of a pair of wheels attached to the forward part of the lower fuselage booms. Bungees acted shock absorbers.

The engine was mounted in the front of the nacelle and was separated from the aft fuselage by an aluminum sheet. The engine was usually a rotary such as a Gnome or Le Rhone, but a Anzani was used on trainers. An aluminum engine cowling was sometimes fitted to protect the crew from oil, smoke, and castor oil. The fuel tank was divided into two parts: one section for fuel with a 100-liter capacity, the other for oil with a 5-liter capacity. It was placed on a wooden floor in the fuselage between the observer and the pilot and had a plywood cover. The position of the crew was unsatisfactory; the observer was located behind the engine and beneath the upper wing where his field of vision was extremely limited. The pilot was seated behind the upper wing, where he also had a limited view ahead. Many operational crews switched places, with the pilot in front and the observer behind, but there were complaints that the G.3 was too difficult to land with this arrangement, and in any event the observer's field of vision was unimproved. The G.3 was adopted for use by the Aviation Militaire as well a large number of foreign air forces. A total of 2,450 were 1,423 by Caudron and 1,027 by the SFA, Potez, Bleriot, and Deperdussin.

Variants

There were several major versions of the Caudron G.3s produced during the war:

G.3 A2--STAé designation for the artillery cooperation version.

G.3 D2--STAé designation for two-seat trainer.

G.3 El—STAé designation for a G.3 trainer converted to a single seat configuration.

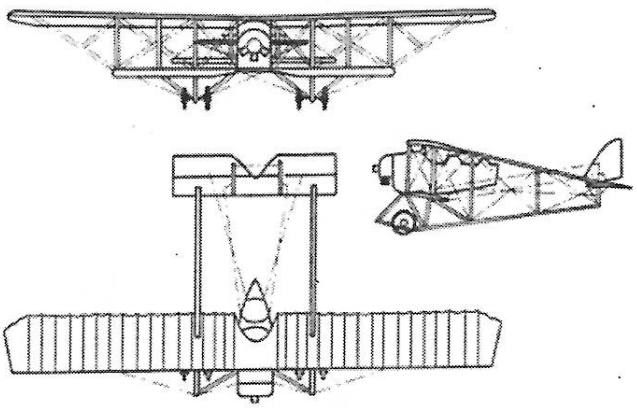
G.3 E2—STAé designation for rotary-engine trainer.

G.3 L2—STAé designation for a G.3 with an Anzani engine. It used for liaison.

G.3 R1—STAé designation for a single-seater with a reduced span. It was a "penguin" used to train student pilots how R signified "rouler."

In service with the Aviation Militaire, the trainer versions of the type G.3 were given the Army designation 12 (XII). Occasionally there is reference to the Caudron G.3 12 (sic).

The observer's position in the G.3, as well as the type's retention of a pusher layout but with a tractor engine, meant it was virtually impossible to arm the G.3 effectively. Marcel Bloch and Henry Potez were assigned to modify a G.3 so that armament could be carried; Louis Bleriot modified the pilot's control system. These changes, carried out on Caudron G.3 No. 985, required that a smaller fuel tank be placed near the knees of the observer and that the main tank between the pilot and observer be reduced in size or eliminated. The type was assigned to the C.R.P. and was test-flown by Capitaine Eteve. He was accompanied on the initial test by Lieutenant Frechet, who had supplied the machine gun. The first test flight was made on 15 July 1915. Apparently the modifications were not widely adopted for use in the standard G.3.



A neat airplane, but not one well suited to combat under FAC rules. Where do you put the gun?

Rubber Characteristics

Frank Rowsome

First e:mail

I have been doing some experimenting with my few remaining boxes of Super Sport rubber. When I discovered how good the March 2005 batch was, I bought all I could find. My supply is now running out, so I tested my last one-pound of the March 05 and the one box I purchased (by mistake) of the October 05. Frustratingly, my last box of March 05 is really wonderful: lots of turns, lots of torque, and good for many repeat winds. I wish I had more of it. I think I will save it for Geneseo. The 10/05 is about as good as the early boxes of 3/05 had been, i.e., quite good. I also ordered a small quarter-pound box of the current stuff, the 12/07 batch for testing. It has fairly good torque and turn tolerance, but my preliminary tests suggest that it may be quick to break on repeat winds, i.e., no good for mass launches. I will not know for sure until I test several more sample loops. FAI tells! me t hat there will be a new batch out in a few weeks; they are almost out of the 12/07. Lets hope it is as good as the 3/05. Mrs. Clapp tells me that John is not coming to Ingleside this year as he sometimes does, so we cannot expect to buy rubber at the field.

Second e:mail

In a message of a couple of weeks ago, I made some disparaging remarks about the Super Sport batch of December, 2007 after I had tested just one sample motor. I have now tested five sample motors, measuring torque, turns, and willingness to tolerate multiple wind/unwind cycles. Here are the results:

*Torque (average delivered torque, which is also about equal to the plateau torque) is typical of other batches of Super Sport, near the average of the ones I have tested.

*This batch will usually tolerate more turns than any I have tested. That means that you can store more energy and get a longer flight with this than with any other, including Tan II. See test notes, though.

*I observe little or no slumping of the average delivered torque with multiple wind/unwinds. This rubber does not sack. It does tolerate more turns after several winds than it did at first, but the average delivered torque as it winds down does not diminish from cycle to cycle.

*This rubber is of variable thickness. Near one end of my quarter pound box, the rubber measured .041" thick -- which is typical of FAI Super Sport. Near the other end, it measures .037" thick, a ten-percent variation. Thus two motors of the same strip width of this batch may not deliver consistent cross section, i.e., torque. Measure by weight to predict torque, maximum safe turns, etc.

* Breakage is sudden and unpredictable:

The first test motor broke a strand during its third unwind. I had worked up to winding to 3.5 times the average delivered torque. The number to turns was typical of what I have been getting in, e.g., 3/05 Super Sport. The motor was not really broken in yet when it let go.

The second motor tolerated eleven wind/unwind cycles to substantial torque (three times the average delivered torque) and continued to survive. I then raised my stopping torque to over five times the average delivered torque. I have never seen a batch of rubber that would tolerate such severe winding. I thought that I was winding to breakage, but when it didn't break, I decided I would see if it would do repeated cycles. It accepted three more wind/unwind cycles at this stopping crition before it broke on the fourth, yielding 20% more turns than it had delivered when I stopped winding at three times the average delivered torque. This astonished me. This was storing and delivering much more energy than any rubber I have ever tested. It tolerated 43% more turns than the average performance of 3/05 Super Sport and 27% more turns for a given cross section or linear density&nb! sp;th an the best batch of Tan II for which I made measurements!

The third test loop I wound initially to three times the expected average delivered torque. I worked it up gradually to four and a half times the delivered average torque before it broke in its tenth wind/unwind cycle. It tolerated 35% more turns than the 3/05 SS and 20% more turns than my best Tan II!

The fourth and fifth test loops each tolerated 29% more turns than the 3/05 SS and 14% more than the best Tan II. Each failed at the same number of turns as I ramped up the torque stopping criterion. The fourth test motor survived six wind/unwind cycles, and the fifth only three.

Conclusion: you cannot predict when a motor of this batch will let go. But if you are willing to risk breaking a lot of motors, a few of this batch will deliver extraordinary performance. You could probably get away with using this rubber in mass launches if you confined yourself to winding no more than 10% more turns than with the 2005 Super Sport (one in five of my test motors failed below that), but you still might get unannounced breakage even then, and some of your motors would have large untapped potential. Always use a blast tube with this stuff. You can get astonishing energy storage, but you are playing Russian roulette with this rubber batch.

FAI Supply is running out of this batch of Super Sport (December, 2007). A new batch will soon be available. John Clapp reported on Thursday that he has some boxes of it in 1/4" width still left. I did not ask about other widths. I've ordered three boxes of this miracle rubber.

Frank

BARRON FIELD AIR RACES

OCTOBER 25-26, 2008

FLYING ACES CONTEST IN WAWAYANDA, NY

Saturday, October 25th 9AM-5PM	Sunday, October 26th 9AM-3PM
* FAC Scale	* Jumbo Scale
* Peanut Scale	* Power Scale
Embryo	Modern Age Civilian
No-cal	Dime Scale
Contra Rotating Prop	WWII Mass Launch
Oldtime Plan/Kit Scale	Modern Military Mass Launch
Fiction Flyer Mass Launch	Golden Age Scale
Golden Age Racers Mass Launch (Greve & Thompson combined)	Flying Horde (any scale model)
WWI Mass Launch (biplanes)	Harvey Wallbanger Award

* flown either day

Entry fee is $20. You must have a valid AMA card.

Contest Directors:
Tom Hallman 610-395-5656, John Houck 610-488-6235

Directions: www.hallmanstudio.com/wawamap.jpg

KUDZU FLYING CORPS & DC MAXECUTERS present

2008 Summer Contest

Land and Lake

Friday, October 3 4:00PM until dark
On the lake at Dave Rees's, Goldsboro, NC

ROW – Scale, non-scale, stick

Saturday, October 4 9AM – 5PM
Carolina Sod Farm, Raeford, NC
AMA/FAC Events

Mass Launch:

10:30AM WWI Biplanes
11:30AM Combined Racers
12:30PM WW2 Fighters
1:30PM Modern Civil
2:30PM Navy Scale*

Timed Events:

AMA Hand Lunched Gliders
AMA Catapult Gliders
AMA P-30
FAC Jet Catapult Glider FAC Embryo
FAC Golden Age
FAC Dime Scale

Judged Events:

FAC Scale and FAC peanut Scale Combined

*Navy Scale Rules:
- Event is a mass launch for scale models of any airplane from any navy (any country and includes Marine and Coast Guard).
- Model must be in correct navy color and markings.
- Model must meet basic FAC mass launch rules.
- Documentation of eligibility for unusual or obscure aircraft is the responsibility of the contestant, and the decision of the CD is final.

Entry Fee $5.00

CDs: Dan Driscoll (djdriscoll@ cox.net) and Stew Meyers (stew.meyers@comcast.net)

Awards to third place

DO NOT TRY THIS AT HOME

An Appreciation. By Dave Mitchell

May 17th, 2008. Raeford, NC. Blue sky, shifting winds, booming thermals, dramatic sinks. The much anticipated Kudzu Spring SmackDown between Josh (The Feather) Finn and Dave (Da Brick) Mitchell that has brewing over the winter on the SFA website is about to come to a head. Having engaged in some good natured trash talk and vowing to undo one another in the Golden Age event, the stage is set for an epic battle. It's my spanking new Dave & Marie Rees-design Lockheed Vega against Josh's closely guarded "Secret Weapon". He says he's serious this time. Well, so am I, by gum.

Mid-morning, the winds are still fairly consistent and it's heating up. You can feel the breeze shift from warm to cool air and back again as the thermals start to build---it's time for the Vega's first real flight. She has been up a half-dozen times before on partial winds, showing no hint of bad behavior and some real potential, despite a heavier-than- hoped-for AUW. Getting rid of all the DT apparatus had trimmed 5g off the talley, so it was reasonable...if not up to Rees standards. I crank the 25g 4x1/4" motor up to 2000 turns, walk her out onto the field, signal the timer, wait for the cool air to pass, and let her go. Immediately, she begins to climb out out in a most dignified manner---none of this straight up, flop out at the top and away we go stuff, just sweet and slow. It's pretty clear right off that she has hooked a thermal, and she spirals up on a beautiful, beautiful flight--*just* hanging on the prop, floaty right hand circles, higher and higher, flashing in the sun like a red-tailed hawk. I begin a lesurely pursuit, savoring every second of the 4-minute flight because I know what is coming up as she drifts right *over* and 150+ yards *into* the vicious NC brushland at the south end of the field.

Anyone who has ever gone in to that scrub knows what I mean by vicious. Sensible people just say goodbye to their babies at that point and walk away. I catch a last glimpse of my sweet Vega as Hung releases her and she settles in to the forest, OOS somewhere between the points of those two trees next to the dark green tall one with the twisted top. Mechanically, I draw a line in the sandy soil at the edge of the field for direction as to where I think she had gone in, give thanks to Hung for a beautiful flight, wish my lovely paper pilot Betty well (even as I know she is doomed to die in the outback), and head back to the field to endure the rest of the contest.

As I arrive back at the flightline, Wally Farrell comes up to offer his sympathies. Walt is an old hand at this kind of thing, and knows what a friend needs to hear. He says, "Let's fly the program and then we're going in after her. I've got a compass, a machete, my trusty sidekick/wife Julie, and NC field denizen Brad Glass lined up; you've got two insane, short-pants-bedecked teenage boys. We have to at least say we tried." Smiling weakly, I nod, knowing exactly what awaits us (having attempting a similar, ill-fated rescue the year before for my TBY Seawolf): thick stands of tall, skinny, brittle pine trees, impossible to climb; dense, 6' high brush composed of Carolina bramble, strangling vines, poison ivy, honeysuckle and God knows what else; foot-high anthills, spread out like landmines; chiggers, ticks and mosquitos; misery; sadness; despair. No hope.

I compete for the rest of the day, but I never really recover after that first flight. When my trusty old Bill Schmidt Cessna 140 specks out later that day in the Modern Civilian mass-launch, it only deepens the numbness. And when Josh beats me in a listless third round in Combined Racers, it seems all too appropriate. Ain't no sunshine when she's gone...

We attend the awards ceremony, and then we assemble at the edge of the field, staring into the woods which stand arrayed against us like a brooding, silent, immobile army. Wally pulls out the compass, we sync up with the sandline, spread out 10 yards abreast, and engage the enemy. The woods attack--almost immediately, we are disorganized and divided. Wally and I hang close in the center, the boys range far off to the left, Julie is making her way somewhere on the right rear, and Brad is going solo in the distant far right. We force our way in for an hour, and seem to go nowhere. You cannot see more than 10 feet in any direction except straight up. The mosquitos begin to drift in. Wounds began to mount, blood to flow, arms to tire, clothes to shred, initiative to flag. The search is hopeless, vain, and more than a little crazy. It is only a model airplane, after all!

I know that the moral imperative to call this madness off rests with me, so I extinguish all emotion and shout out the retreat. We struggle back to common ground, establish our reverse compass reading, and start back, half-heartedly attempting a search spread, eyes down. I feel foolish. Why had I allowed my friends and family to endure such extreme discomfort on my behalf?

I remember Eric Rudolph, hiding out in the NC mountains after bombing the Atlanta Olympics. Smart villain. You could never find *anything* in this hell, even if you were stupid or resolute enough to try. This thought strikes me as apropos, so I start to share it with everyone. I open my mouth, glance left as I dodge a 3/4" thick cord of organic barbed wire, and there, sitting on the ground, parted from its detachable wing (which lies two feet away) is the Vega. Improbable. Incredible. One small puncture in its wing so show for its journey down through 100' of pine boughs and thorns. Shouts; jubilation; the way out, though even more arduous than the way in, seems somehow to take no more than a minute.

I still can't believe it. Thanks Wally, Julie, Brad, Colin, and Michael. And Josh....next time, you don't get off so easy.

Spring Raeford, North Carolina Kudzu Results May 17 , 2008

AMA Hand Launch Glider (3 entered)
1. Joshua Finn
2. Donn Linton

FAC WW I Mass Launch (9 Entered)
1. Frank Rowsome (Fokker D-VII)
2. Bob McLelland (Fokker DVII)
3. Stew Meyers (Fokker DVII)

FAC Combined Racers (9 Entered)
1. Joshua Finn (Chambermaid)
2. Dave Mitchell (Howard Pete)
3. Walt Farrell (Floyd Bean)

FAC WW II Mass Launch (11 Entered)
1. Stew Meyers (BP Defiant)
2. John Houck (IL-2)
3. Joshua Finn (SAI-207)

Navy Airplane (9 Entered)
1. Dave Rees (AD)
2. Bob McLelland (D4Y Judy)
3. Frank Rowsome (D4Y Judy)

Modern Civil Scale Mass Launch (7 Entered)
1. John Houck (Citabria)
2. Dave Rees (Piper Cruiser)
3. Walt Farrell (Cessna)

AMA Catapult Glider (10 Entered)
1. Walt Collins
2. Donn Linton
3. Kit Bays

FAC Golden Age (11 Entered)
1. Walt Farrell (Gadfly)
2. John Houck (RWD-5 bis)
3. Marie Rees (Vega)

Embryo (12 Entered)
1. Walt Collins
2. George White
3. Josha Finn

FAC Jet Catapult (11 Entered)
1. Walt Farrell (Canberra)
2. John Diebolt (Arado 234)
3. Joshua Finn (Canberra)

GHQ Peanut (5 entered)
1. Walt Farrell (Floyd Bean)
2. Joshua Finn (Compair 7)
3. John Houck (Durine Turbulent)

Dime Scale (10 Entered)
1. Joshua Finn (Bristol Brownie)
2. John Houck (Puss Moth)
3. George White (Corbin Super Ace)

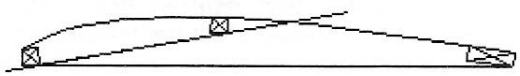
AMA AI/F1H Towline Glider (3 Entered)
1. Walt Farrell
2. Carl Dowdy
3. Joe Hurdle

The photo on the next page shows the G-3 flying at Cerny, France to good effect. In particular you can see the peculiar airfoil due to the wing structure. The spars form a box with the ribs curving back underneath from this. The wing is single covered on the bottom of the ribs aft of the rear spar. A pocket is created by rib tape on top of the rib to hold the covering on. On the top of the wing, the rib is covered back to the rear spar from there the covering then tapers down to the lower surface. Greg finessed all this by just covering the top surface.

Incidently, the rear spars and struts are too far aft on the Stroman plan. The upper rear spar should be at 42% of the chord. Greg has his struts too far aft, they should be where his spar is which also will make for a stronger structure. The ribs Greg uses are too flat or not set at a high enough incidence angle. The actual ribs have a pronounced under chamber which reduces the need for down thrust on the motor. The tail plane is also at a pronounced angle of incidence a few degrees less than the wing which is hinted at on the plan. If you set Greg's rib at an angle such that the leading edge/ front spar and rear are at the same elevation, it will produce this under chamber. When building the wing, glue up the spars and ribs, but not the trailing edge. Then remove this structure from the plan and place it upside down back on the plan and glue on the trailing edge. This aligns the trailing edge with the top surface of the rib and enhances the under chamber effect. It wouldn't hurt to notch the trailing edge to accept the ribs.

I plan to make the cowl up solid and attach the motor stick to it. This power unit will mount on the firewall with dowels and magnets so the motor can be wound off the model.

The other photos are of Greg West holding his Dimer and a shot of it taking off and climbing in the stiff winds that persisted at Wawayanda. Yes, it rolled out and flew creditably in the breeze.



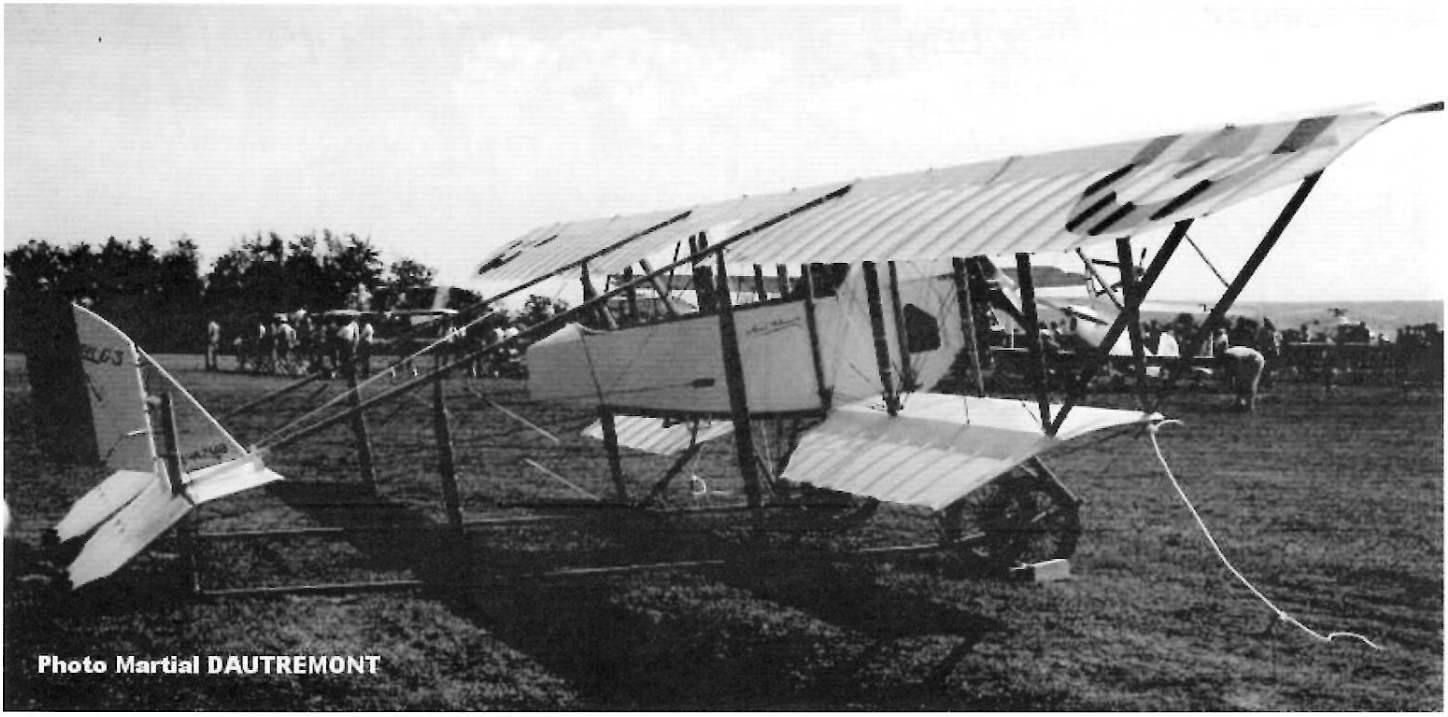


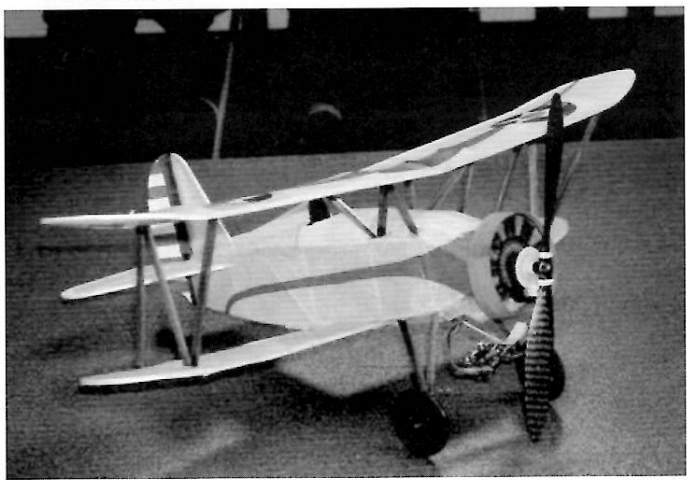
Photo Martial DAUTREMONT

MaxFax May/Junel 2008

CAUDRON G3 ISSUE

RAEFORD SEARCH CREW

WALLY AND DAVE WITH THEIR VEGAS AT INGLE SIDE

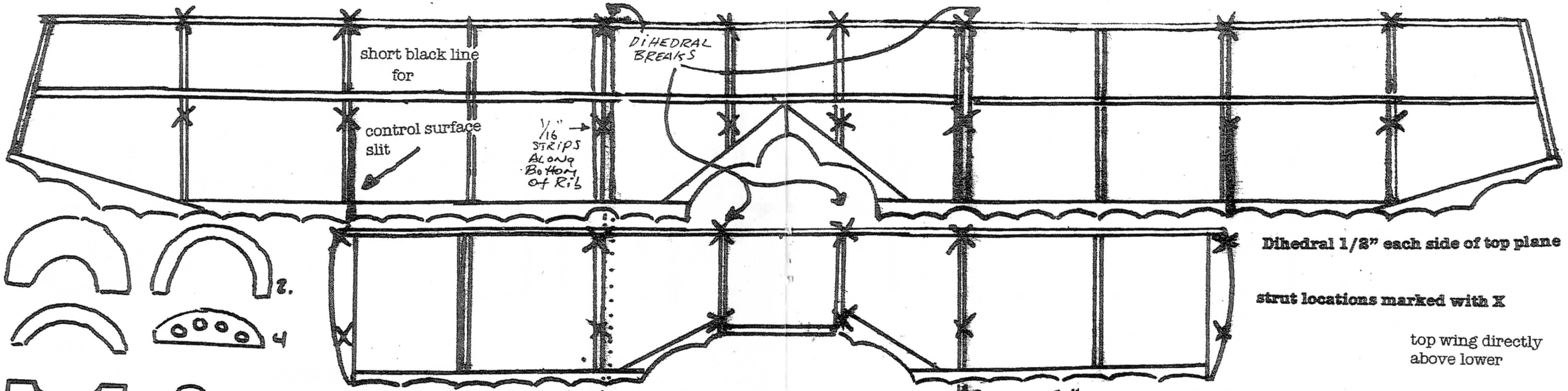


YES, CLUBSTERS DO BUILD WHAT WE PUBLISH. HERE IS BRUCE CLARK WITH HIS JONES P-12. IT'S A R/C PEANUT WITH A PLANTACO RADIO, MAGNETIC ACUATOR, AND GEARED 7MM PAGER MOTOR. THE BATTERY HAS VELCRO ON IT AND ATTACHES UNDER THE AIRFRAME. THE RADIO SEEN DANGLING HERE THEN ATTACHES TO THE BATTERY WITH MAGNETS WICH ARE ALSO THE CONNECTORS. BRUCE HAS ASLO BUILT THE SE5 IN THE JONES ISSUE WITH THE SAME RADIO SET UP. RUDDER AND MOTOR CONTROL.

CLUB OFFICERS -President: Stefan Prosky 414 11th Street SE., Washington, DC 20003
Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012
Treasurer:Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 ---- *Note change - Stew has replaced Norm!*
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.
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are $20 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 below is a reminder that your dues are due. Send a check, payable to the"D.C. MAXECUTERS", to the treasurer, Stew Meyers.
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. Email gets immediate attention. *stew.meyers@comcast.net*

Maxecuter web site: http://www.dcmaxecuter.org

Your DUES are due



Dihedral 1/2" each side of top plane

strut locations marked with X

top wing directly above lower

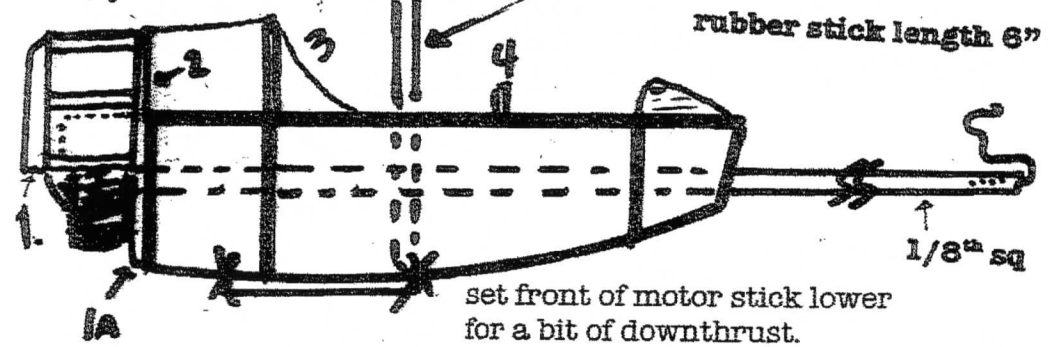
all stock 1/16" unless otherwise noted

• Caudron G III
• Greg West
• 16" WS
• Approx. 1914

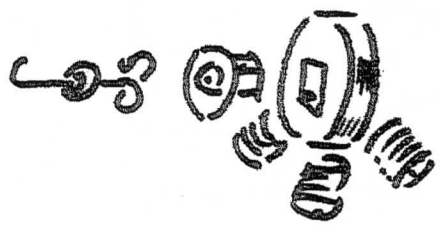
Dihedral 1/4" each side of lower plane

Struts

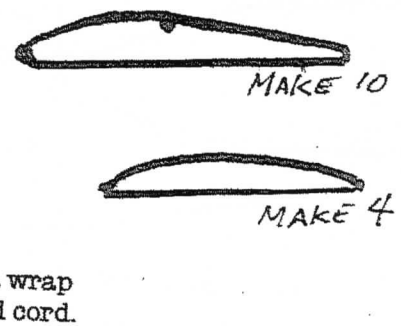
rubber stick length 6"

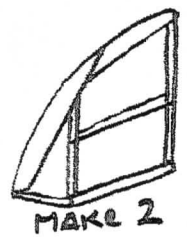


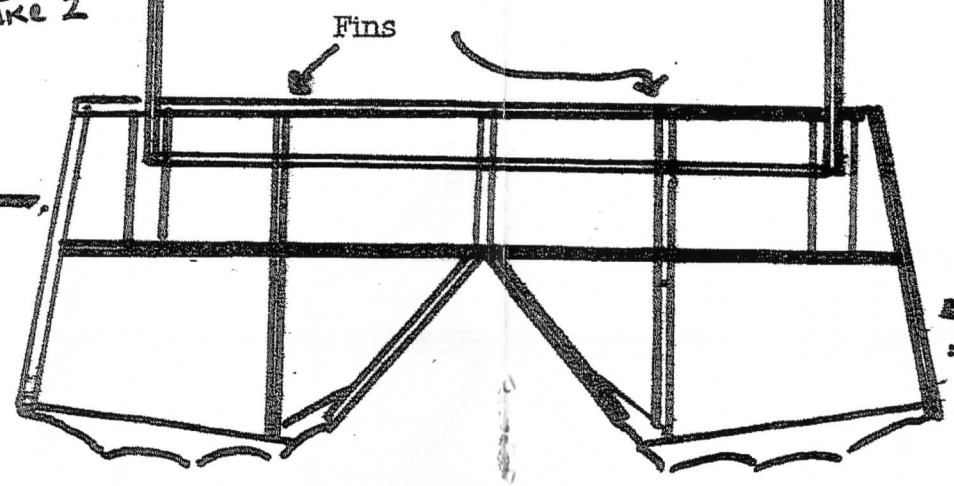
set front of motor stick lower for a bit of downthrust.

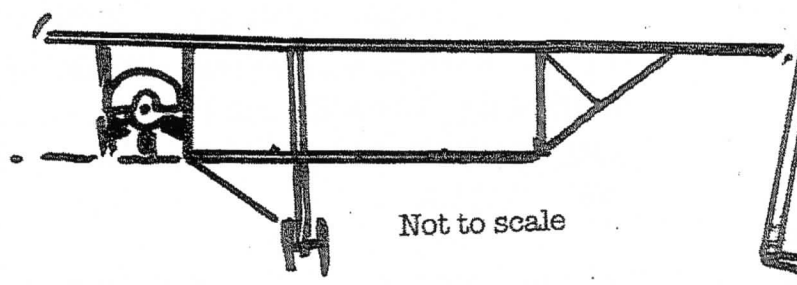


make three cylinders .3" tall by .2" dia wrap with very thin wire striped from an old cord. secure the wire by poking the end into the cylinder. The wire is good because you'll need a little weight in the front to balance. paint black.

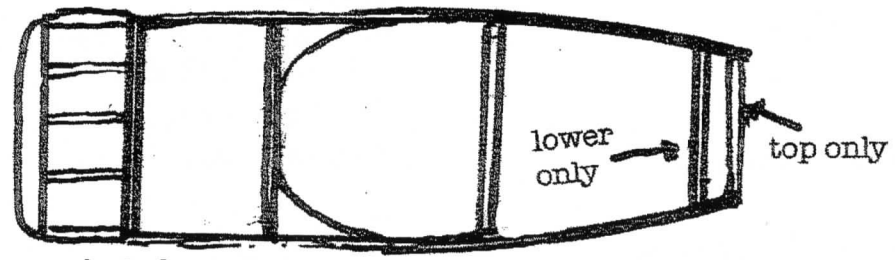


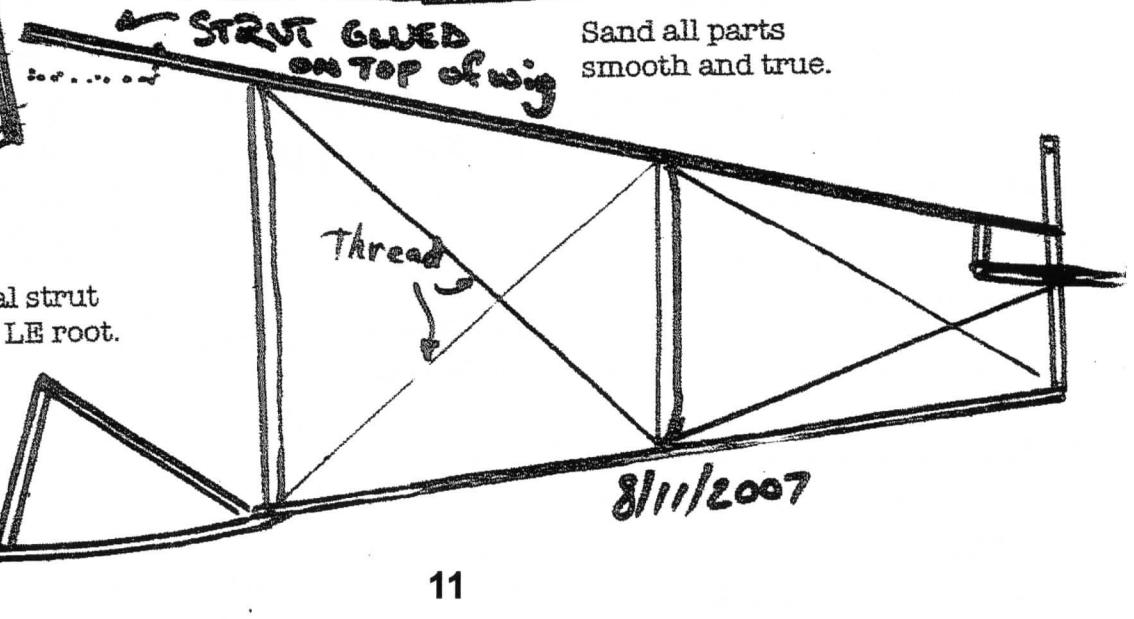






Not to scale



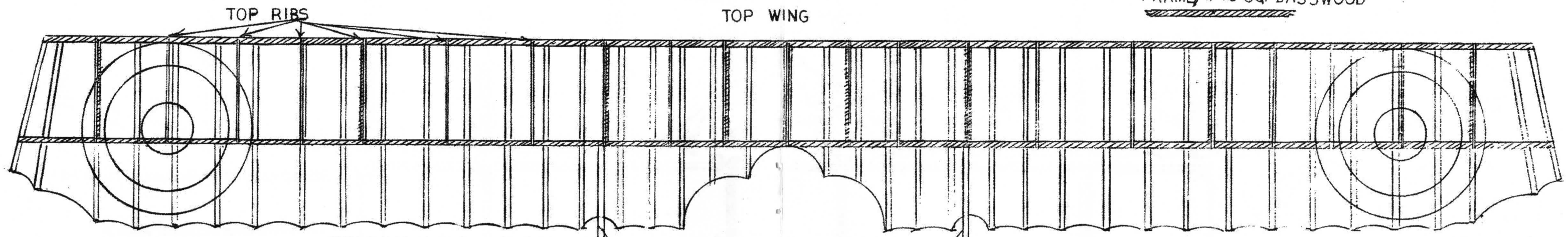


Sand all parts smooth and true.

10¢ ea. 3 for 25¢

To make skids: hold a strip 3/32" wide X 1/16" Thick of adequate length by the end, lay it on your board Hold a x-acto knife handle over it firmly pressing down next to where you have it grasped, draw the piece under it by the end and lifting slightly as you pull thus compressing and curving the wood. Voila!

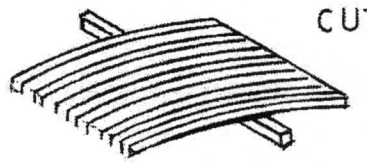
Build as light as you dare and sprinkle liberally with Pixie dust. Do not substitute bamboo, bass or other hard materials. Remember; the heavier they are the harder they fall.



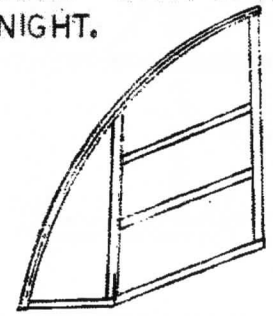
BOTTOM RIBS
1/16 X .012 BASSWOOD

TRAILING EDGES OF WINGS AND ELEVATOR ARE THREAD

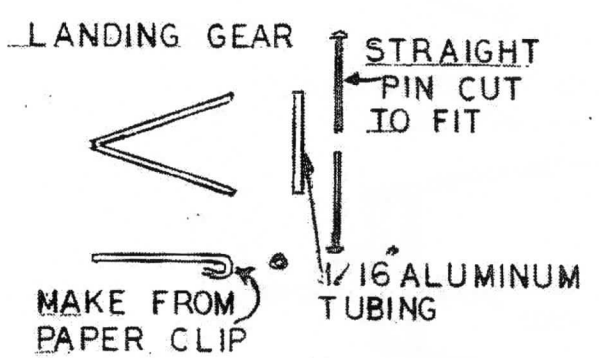
ROUNDEL ON TOP & BOTTOM OF TOP WING ONLY

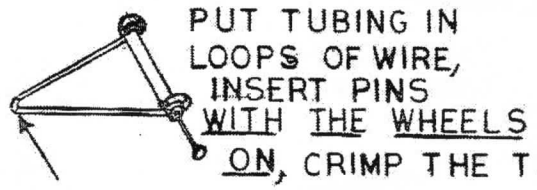


CUT ALL BOTTOM RIBS TO LENGTH, PIN ALL RIBS OVER A PIECE OF 3/32 SQ TO OBTAIN CURVE, WET WITH SPRAY, LET DRY OVERNIGHT.



RUDDER MAKE TWO, ALL 1/20 SQ. EXCEPT 1/32 X 16 LAM. LEADING EDGE



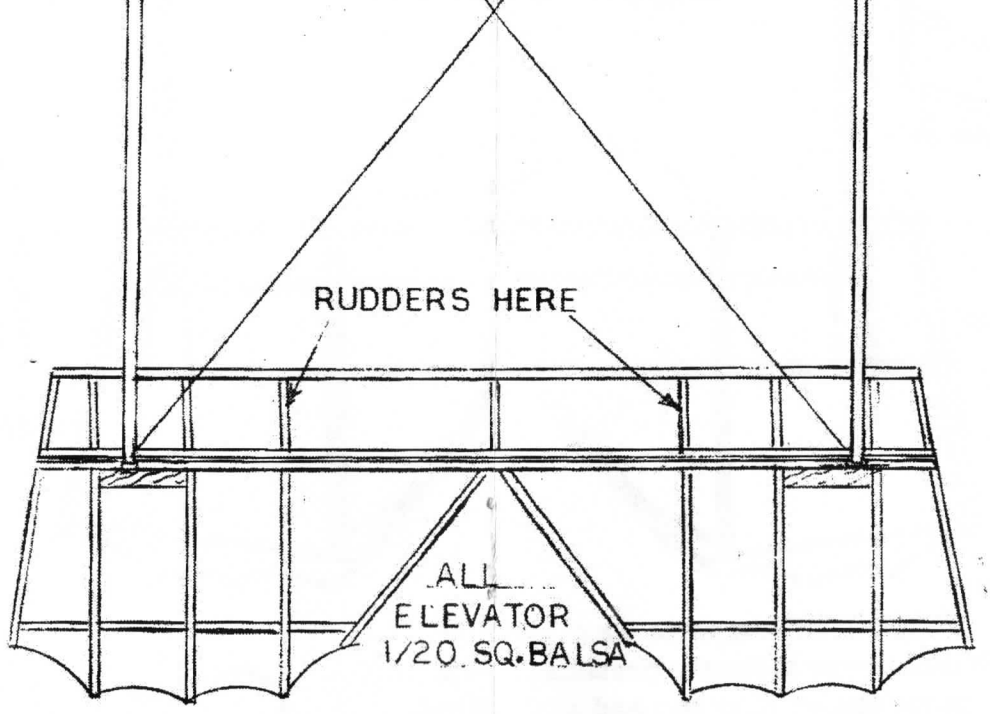


PUT TUBING IN LOOPS OF WIRE, INSERT PINS WITH THE WHEELS ON, CRIMP THE TUBING.

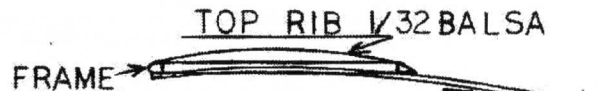
LASH GEAR TO FRAME WITH THREAD

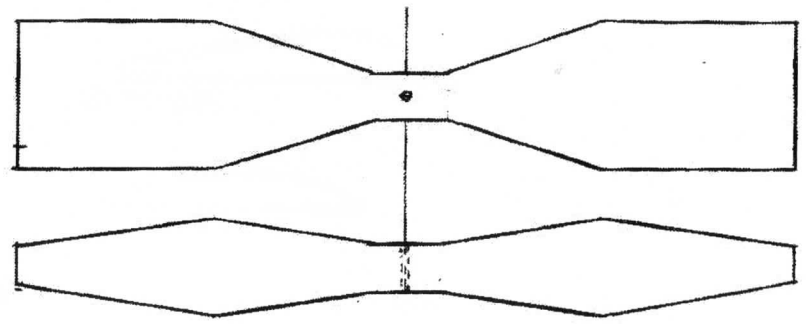
BIND AXEL TO FRAME WITH 1/16" RUBBER

MARKING ON INSIDE OF RUDDER



SCALE SOURCE
"COLOR PROFILES OF WORLD WAR 1 COMBAT PLANES"
CRESCENT BOOKS, NEW YORK
PAGE 50



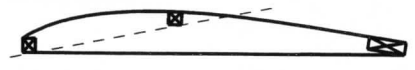


PROP BLOCK, CARVE FROM PINE

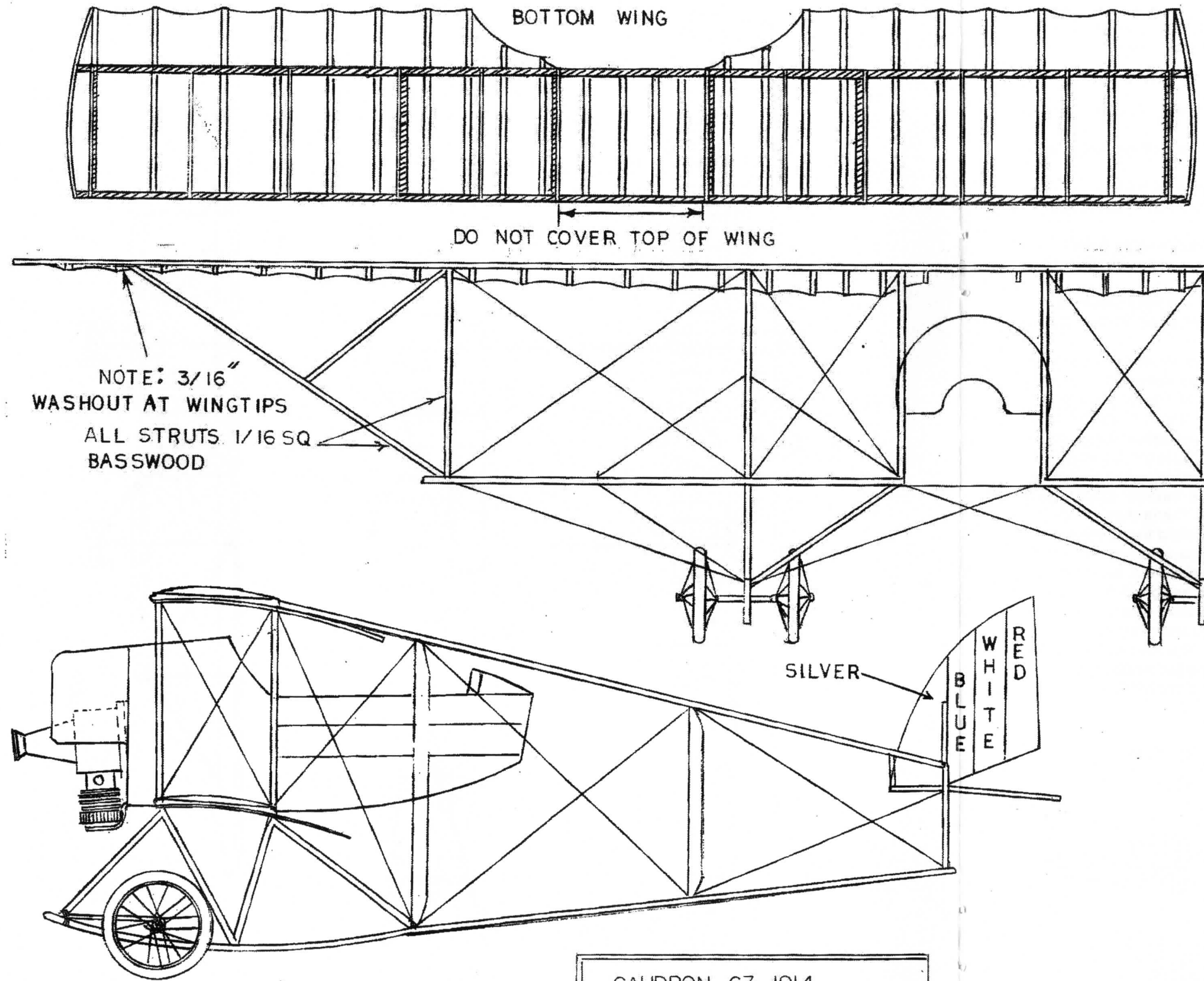
COLOR SCHEME: TOPS OF BOTH WINGS, ELEVATOR, INSIDE OF RUDDERS, TOP AND SIDES OF FUSELAGE ARE SILVER, ALL BOTTOM SURFACES ARE NATURAL.

FLYING NOTES: 2° LEFT RUDDERS, 3° RIGHT THRUST ON ENGINE, DOWN ELEVATOR AS SHOWN, SHOULD BE FLOWN IN LEFT CIRCLE.

THIS PLAN WAS REARRANGED FROM BHP-156 WHICH USED TO BE AVAILAVLE FROM PECK POLYMERS OR HANNAN



DIME SCALE RIB FOR 16" CAUDROM



THIS PLAN WAS REARRANGED FROM BHP-156 WHICH USED TO BE AVAILAVLE FROM PECK POLYMERS OR HANNAN

CAUDRON G3, 1914
CO2 POWERED, SCALE
16 INCH WINGSPAN
DRAWN AND DESIGNED BY
W.R. STROMAN