

MAX FAX



Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

MARCH/APRIL 2009

Bud Carson and his 'Spirit'



Coming Attractions

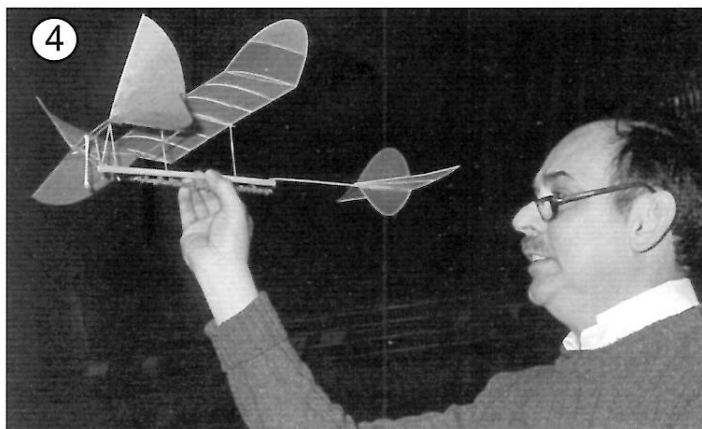
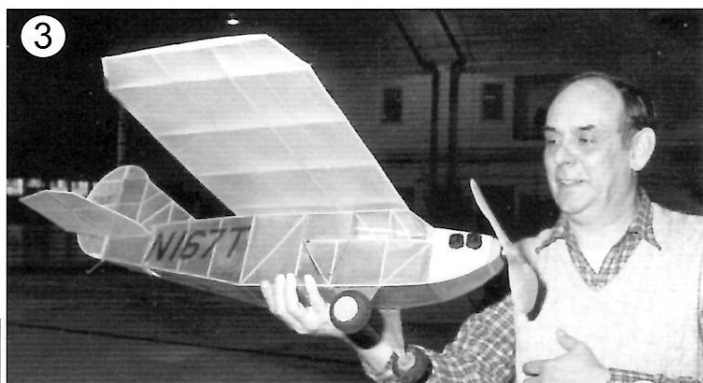
APRIL 28 AND 29, 2007 INGLESIDE CONTEST FOR FAC, SAM, AND AMA EVENTS

MAY 4, 5, 6 2007 FAC SOUTHWESTERN REGIONAL CONTEST.

MAY 19, 2007 SATURDAY 9 AM -5PM CAROLINA MODEL FLYERS AND KUDZU FLYING CORPS
SPRING AMA - FAC CONTEST AT GOLDSBORO AND CAROLINA SOD FARM, RAEFORD,
NORTH CAROLINA. SEE ANNOUNCEMENT IN THIS MAXFAX FOR MORE INFORMATION.

JULY 16,17,18 FAC NON-NATS , GENSEO , NY ANNOUNCEMENT WITH DETAILS AND
REGISTRATION FORM IN THIS MAXFAX.

AUGUST 17,18,19, 2007 WESTERN NY FF SOCIETY CONTEST WITH FAC EVENTS
GENESEO, NEW YORK



MaxFax March April 2009

Stew Meyers and Tom Schmitt Editors

This issue of MAXFAX is dedicated to the memory of two Maxecuters, Bill Ceresa and Bud Carson. Bud's photo with his most remembered model the COCONUT 'Spirit of St Louis' is on the front cover. Bill is remembered for his prodigious output of MAXFAX cover drawings by his photo and cover reproductions on the rear cover. Bill left us in January of this year and Bud in February. We have included obituaries of both Bud and Bill in the following pages. Additionally there is Bud's treatise on COCONUTs and the 'Spirit' which is entertaining and enlightening for a potential builder.

PHOTOS ON PAGE 2 ----

1. A younger Bud in the Navy hangar at Anacostia for a Maxecuter contest with a Pennyplane. Bud was always Navy fan even with his background in the Air Force.
2. Bud's devoted wife Shirley seen with Bud's Korda at one of the contests in Galeville many years ago. Shirley and Bud, along with their good friends Mike Moskow and his wife were enjoyable modeling companions for Don and myself both on and off the field.
3. Bud built several other COCONUTS, but the 'Spirit' remained his favorite. His Fike was flown at a Pax River contest.
4. An example of Bud's many faceted rubber model interests is this 'flapping wing' propelled lightweight indoor model.
5. You could always count on Bud enjoying himself at one the Maxecuter's summer contests at Comsat. Here he is happily accepting a trophy from our CD, Allan Schanzle. These trophies provided by Capt. Pat Daily were made in the Phillipines.
6. Six modelers entered the first COCONUT contest at Pax River; Don Srull with an Alco Sport, Bud with his Spirit, Pat Daily with a Curtiss Robin, cannot remember this modeler with the Dornier, Dave Rees with a Waco, and Tom with a Lincoln AP.

The photo pages 2 and 19 give us just a small indication of the personalities of both our friends.

In addition to the *Coconut Spirit* plan, Randy Kleinert has supplied Bud's AOKarnard twin pusher and *Boston Bumble Bee* plans for this issue. You may have seen Randy's Kanard flying at the NBM.

CARSON'S COCONUTS

Before reading any further, stop and take another peek at the cover photo. There you see the first FAC COCONUT, the 'Spirit of St. Louis' and it's originator, Professor Bud Carson. The photo was in MAX-FAX many years ago when Bud proposed and named the event. Bud's plans for the 'Spirit' are in this issue. Bud has since built many additional COCONUTS but the Spirit is the one that will be remembered. It initiated the continued popular events at the Patuxent River indoor contest. It also generated similar interest around the country culminating in the COCONUT events at the National Indoor Meets. COCONUT fever was catching and we have Bud to thank for its popularity.

Bud's article "The Coconut Spirit" from an earlier MAX-FAX is reprinted in this issue. It presents Bud's techniques for building the Spirit and also some ideas concerning COCONUTS in general. We can add very little except some thoughts on the evolution of the rules at the Patuxent River contests. Several approaches were tried. Mooney and somewhat modified Mooney rules were used for awhile but were found lacking especially considering the COCONUT is essentially a flying event and flight times are outstanding. FAC Rubber Scale rules were also tried briefly but they placed entirely too much emphasis on the aircraft's scale fidelity and too little emphasis on it's flying ability. We settled on allowing a total of 30 scale points and no maximum on the flight time while adding flight seconds (best flight) as points for the total score. Since average flight times tended to run about 1 to 1 1/2 minutes the scale points were about 1/3 to 1/4 of the total score. That approach seemed to satisfy Bud's original ideas concerning the event. We also did not deduct points for single covered wings and asked for a minimum weight

of 1 ounce without motor. We ran both hand-launch and ROG events. The ROG was more interesting and we stayed with it in the future contests. Obviously these rules were somewhat arbitrary, but they reflected what seemed to be best about the event. Regardless of ultimate rule development we are happy that Bud invented the idea and know that many modelers out there are having as much fun as the local guys. To see a COCONUT slowly flying at a scale speed around an indoor site is to see scale modeling at it's best!

THE COCONUT SPIRIT

Bud Carson

The interest generated by my 36" indoor scale Spirit of St. Louis at the November Pax River gala came as a pleasant surprise and I was quite pleased at all favorable comments it got. The model was designed for the sheer fun of it, and to this extent it was certainly successful, completing several dozen flawless flights to the delight of the crowd and the relief of the author, suffering nary a scratch or a blown motor. The idea came when I contemplated that magnificent flying site something was needed that would fill up the room but do it in a survivable way.

Thus-the Spirit was reincarnated in indoor trappings. As such it won't stand up to the rigors of outdoor flying, but on the hand, has proved remarkably resilient to the inevitable wall and rafter bashes that so often spell disaster to typical outdoor models when flown between four walls. During the initial trimming flights and before the correct amount of rudder offset was established (which proved in the end to be far more than I would have thought necessary) the Spirit had its share of heart stopping encounters with the local terrain with nothing more than a split prop blade to show for it, proving once again that low inertia indoor model "crashes" tend to be rather leisurely affairs.

I hope this example will encourage others to follow suit with their own versions, even though there are no official events for this class. In case there ever is, I have labeled this category "coconut scale" in keeping with the familiar

peanut and walnut scale categories, the coconut being the biggest nut of all, yours truly excepted. To help things along, I have put down some thoughts, realizing that the formidable Maxcutters are superb modelers and need no instruction on basic technique.

1. For a first attempt, stick with the tried and true. I suggest a high-wing, externally braced configuration. Feel free to tinker with landing gear length, tail surface areas, and dihedral (all of which is allowed by FAC rules, incidentally) and make a working sketch or drawing before plunging into the actual construction.

2. Use Yoga, TM, or whatever suits to get yourself into an indoor mind set. Lightness not only spells endurance, it is the key to survivability; heavy models hit harder, and vice-versa. Select wood carefully for strength and lightness, and resist the urge (which can be quite overpowering at times) to add unnecessary structure. Don't get caught in the weight-growth tangle. When in doubt, scrimp, obeying the aeronautical engineer's credo: simplify, and add lightness. Be especially careful about tail weight, which can be a real killer. A needless gram in the tail may easily require three more in the nose, to balance it, wiping out as lot of the "lightness" that you have carefully "added" in-the rest of the structure.

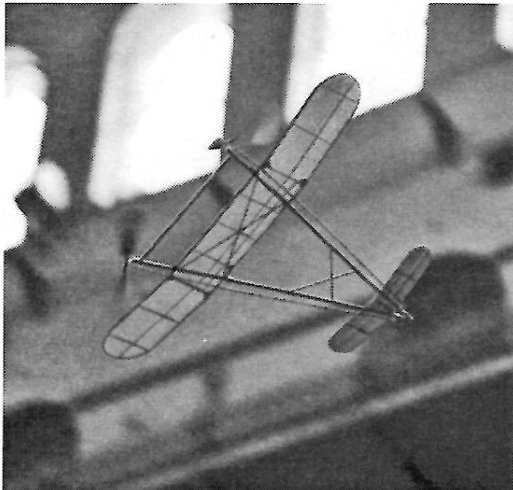
Remember that conventional models seem to have a lot of unproductive structure devoted to no other than to prevent warps, collapsed wing ribs, etc. caused by tissue tension. Since you won't be shrinking the tissue on flight surfaces, they can be made lighter than you are used to. The wings on the Spirit had only twelve 1/32" ribs and the trailing edge was 1/16" square.

3. Take full advantage of any bracing that appears on the prototype. The wings on the Spirit were very tender when framed up and downright floppy when covered, which meant that they were about right. When the struts were added, the wings became stiff enough to take the flight loads, but still retained enough resilience to survive a cartwheel without damage (try that with your 15 lb. RC scale job !)

4. Fashion bulky items such as wheels, dummy engines, nose blocks, etc. from foam. This not only saves weight but lowers their inertia so they remain attached during close encounters with immovable objects. If the airplane is very light and the wheels are too, the whole landing gear assembly can be glued on to the lower longerons without benefit of weight-enhancing piano wire reinforcements. Coat wheels, etc. with Elmer's or Titebond to give them dent resistance, strength, and a good base for sanding and finishing.

5. As for covering and finishing: all flight surfaces on the Spirit were single-covered with white paper that had been presprayed with silver Rustoleum. The celebrated N-C-211 registration number was applied to the paper prior to covering using a large stencil coated with spray adhesive, and sprayed black. The fuselage was covered and shrunk conventionally, and later sprayed directly without benefit of clear dope. As a result, I don't think there is more than a gram of paint on this model, which grossed out at just under 30 grams. Of course, tissue, magic markers, etc. can all be used, depending on the model. A light coat of clear acrylic on the raw paper will retard shrinkage and subsequent warping of the flying surfaces as humidity varies over time.

6. After much agonizing, I finally decided to attach the wings on the Spirit permanently since there seemed to be no way of maintaining rigidity with a detachable wing. This has worked out well, and losing trim each time the wing is removed is of no concern.



BERNARD H. CARSON -- 75
Professor Taught Generations of Naval Aviators

Bernard H. Carson, 75, a former professor of aerospace engineering at the U.S. Naval Academy in Annapolis, died of renal failure Feb. 15 at BayWoods of Annapolis assisted living center.

Dr. Carson taught at the Naval Academy for 31 years, educating generations of naval aviators. He was instrumental in building laboratories to support his students and their research, and was often found testing wing sections and propellers in the wind tunnels there. With several colleagues, he procured for the midshipmen a small plane that served as a flying laboratory. Dr. Carson's best-known research explained a formula for the speed at which an aircraft can maximize speed and minimize fuel consumption. Now known as the "Carson Speed," the benchmark has been used to evaluate a wide variety of aircraft and is useful in the design of fuel-efficient aircraft. The formula is also the basis for an annual competition.

Bernard Hemphill Carson was born in Strattanville, Pa., and graduated from Pennsylvania State University in 1955. He joined the Air Force and flew around the world as a copilot of the C-124 Globemaster heavy transport aircraft.

He returned to Penn State, where he received a master's degree in the early 1960s and a doctorate in 1965 in aeronautical engineering. After a yearlong postdoctoral fellowship, he was appointed to the Naval Academy faculty in 1966. He spent two years in England, serving as the Office of Naval Research's technical liaison to the United Nations Educational, Scientific and Cultural Organization and studying lighter-than-air vehicles. He later developed prototypes of heavy-lift vehicles for use in military and industrial applications. He received the Navy Meritorious Civilian Service Award upon his retirement in 1997.

Dr. Carson built model airplanes and had a private pilot's license.

His wife of 49 years, Shirley VanSant Carson, died in 2006.

Survivors include two children, Scott Carson of Crofton and Anne Carson of Annapolis; two brothers; and two grandchildren.

-- Patricia Sullivan --- Washington Post

AOKANARD at the National Building Museum

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National Building Museum – March 15, 2009

We had 28 registered flyers for freeflight, and 12 for RC.

The event with the most entrants was P-Nut Scale with 14, and it was won again by 17 year-old Henry Guth.

Our usual Grand Champ, Steve Fujikawa, was in attendance, but was unable to fly due to an arm injury from a cycling accident. Dave Mitchell barely edged out Sharon Appling and John Appling for Grand Champ.

14g. Bostonian ML (7 entrants)		
1	Ross Summers	Bostard
2	Dave Mitchell	Zaptonian
3	John Appling	Pacific Ace

P-Nut Scale ML (14 entrants)		
1	Henry Guth	Lacey
2	Rick Mathews	Ganagobie
3	Dan Driscoll	OH-7

Phantom Flash ML (13 entrants)		
1	Mike Escalante	-
2	Glen Simperts	-
3	Stew Meyers	-

WW II No-Cal ML (10 entrants)		
1	John Appling	FW-190D
2	Dave Mitchell	Typhoon
3	Tony Pavel	He 100

Dime Scale ML (7 entrants)		
1	Jim Coffin	Chester Jeep
2	Stew Meyers	Robin
3	Paul Spreiregen	Fairchaid 22

Helicopter ML (4 entrants)		
1	Sharon Appling	?
2	Al DeRenzis	Augusta
3	Dan Driscoll	Seasprite

Pennyplane (3 entrants)		
1	John Zseleczy	5:09
2	John Appling	4:50
3	Paul Spreiregen	3:33

Ready-to-Fly (3 entrants)		
1	Sharon Appling	3:03
2	Wally Farrell	1:57
3	Paul Spreiregen	1:43

A-6 (3 entrants)		
1	Ondrej Mitas	4:17
2	Tony Pavel	4:04
3	Glen Simperts	2:16

FAC No-Cal Profile Scale (5 entrants)		
1	Dave Mitchell	Typhoon
2	Wally Farrell	?
3	Jim Coffin	P-40

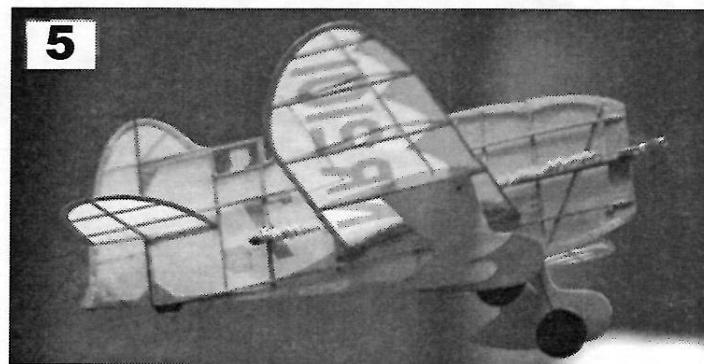
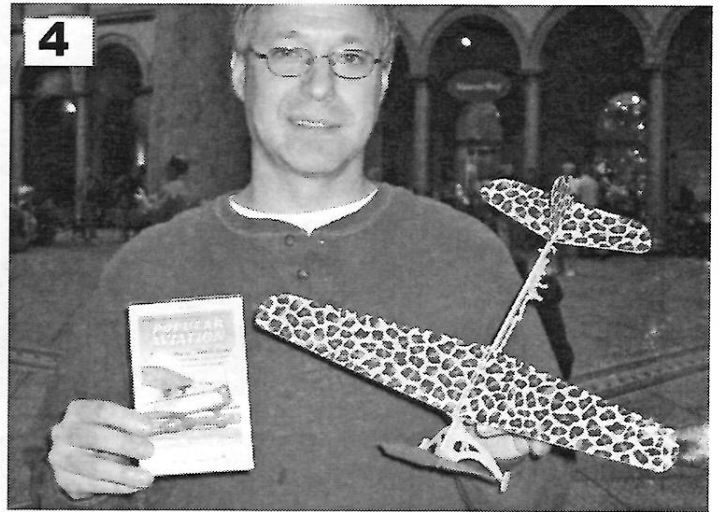
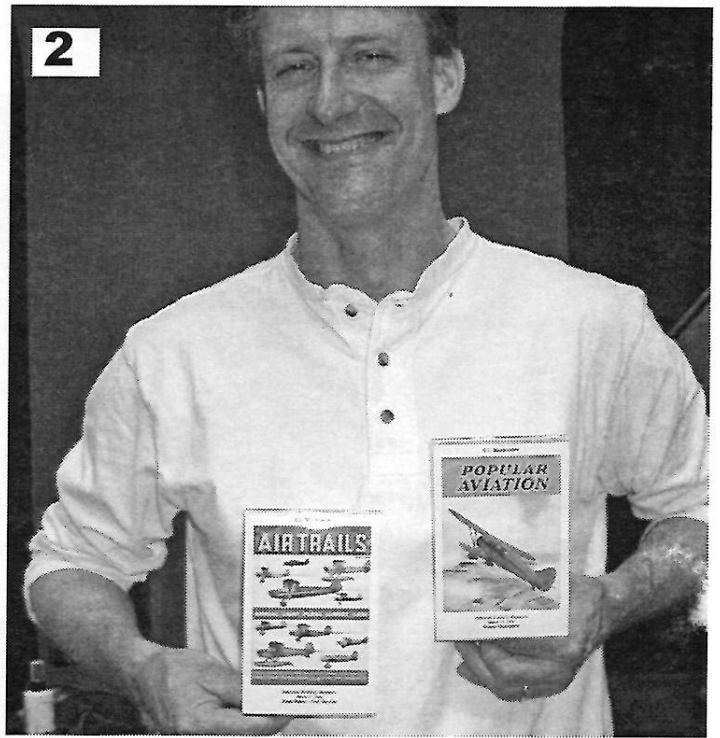
Grand Champion: Dave Mitchell

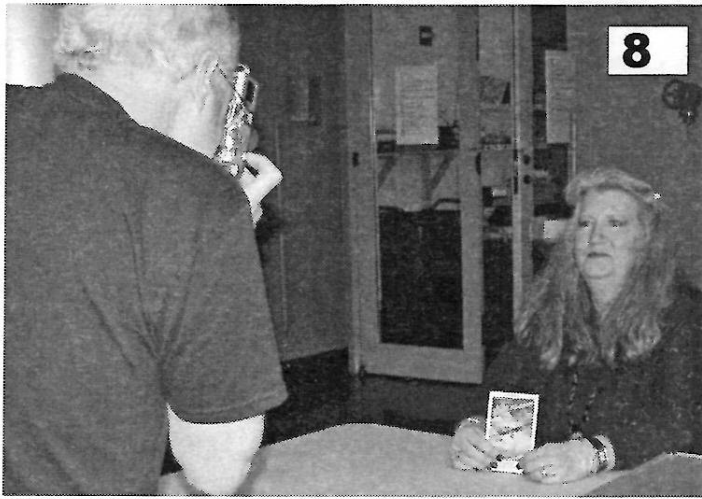
Page 7

1. Maxecuter Pres Stefan Prosky with his Peanut Zero.
2. With our perennial grand champ, Steve Fujikawa, out with an injured arm (cycling accident), Dave Mitchell barely edged out Sharon Appling and John Appling for the Grand Champ award.
3. And here is Sharon Appling and her winning helicopter.
4. Mike Escalante won Phantom Flash with his leopard spotted model.
5. Bill Bell's NoCal GeeBee flies again from the hands of Bobby Russell.
6. Jim Coffin won Dime Scale with his Chester Jeep.
7. Julie catches Wally with his spotter watching the Gee-Bee overhead.

Page 8

8. Our CD Dan and roving photographer getting a pic of Sharon the winner of the Ready-To-Fly event.
9. And here is John Appling who was victorious in WWII NoCal with his Focke-Wulf.
10. A smiling John Zseleczy with his winning Pennyplane.
11. Henry Guth repeated his January win in Peanut.
12. Our indoor guru Tony Pavel working with his NoCal.
13. Glen Simperts with his NoCal Zero.

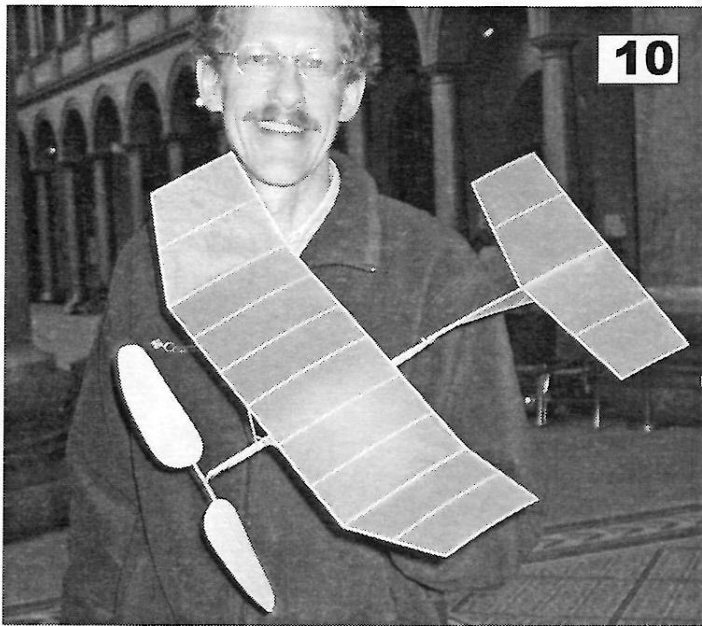




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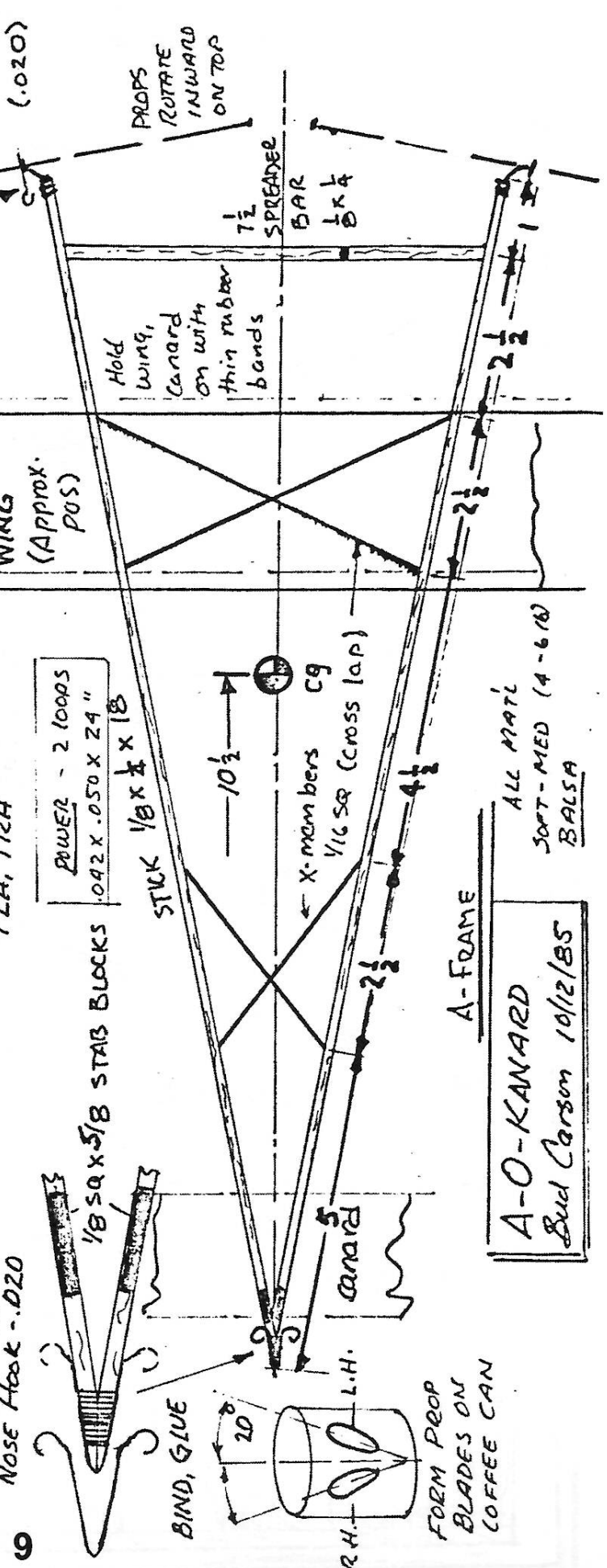
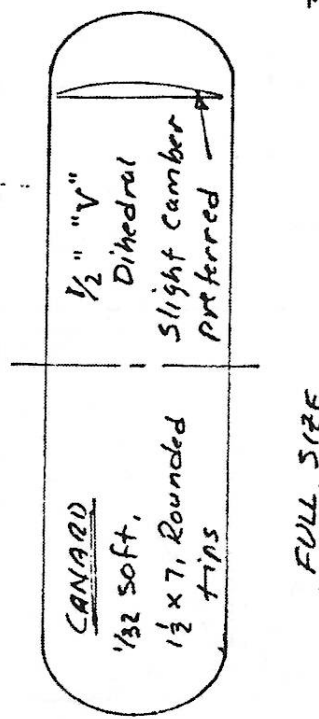
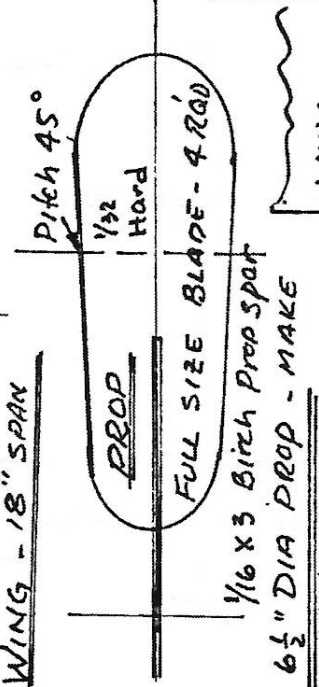
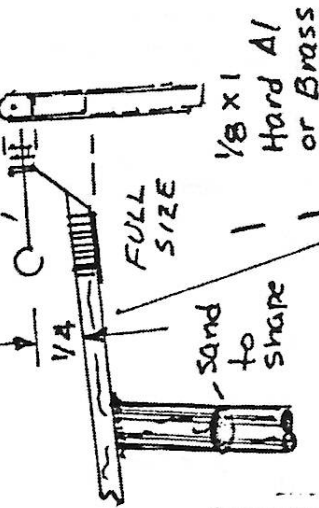
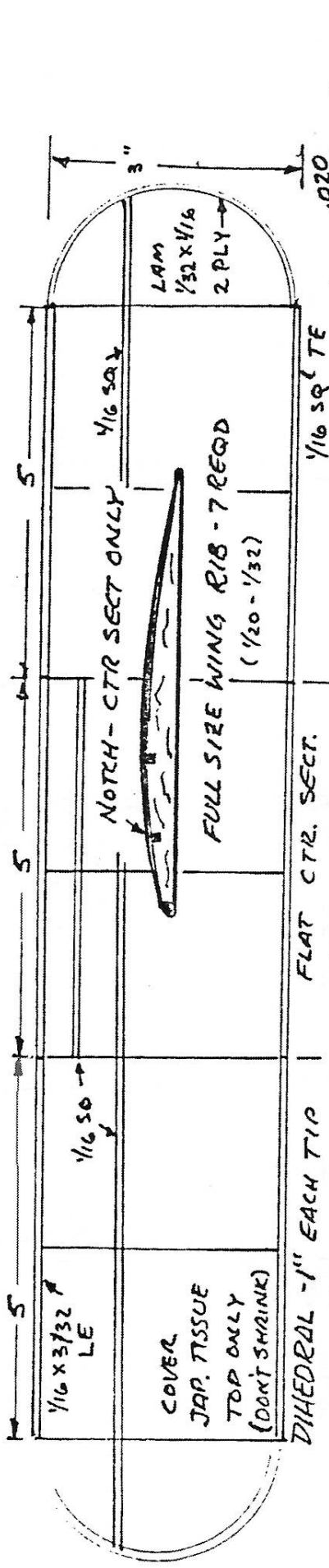


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CAROLINA AREA FREE FLIGHT ASSOCIATION
&
KUDZU FLYING CORPS

present

Spring 2009 Contest
ROW – AMA – FAC

Friday May 15, 4PM – 7PM at Walnut Creek Lake, Goldsboro, NC

ROW Events:

- Rubber Stick
- Rubber Cabin
- Rubber Scale

Saturday May 16, 9AM – 5PM at Carolina Sod Farm, Raeford, NC

Mass Launch Events:

- 10:30AM WWI Biplanes
- 11:30AM Combined Racers
- 12:30PM WW2 Fighters
- 1:30PM Modern Age Civil Scale
- 2:30PM Navy Airplane (any country, any era)

Timed Events:

- AMA – Hand Launched Glider
- AMA – Catapult Glider
- AMA – P-30 Rubber
- AMA – Towline Glider A1/F1H (100 Foot Towline)
- FAC – Jet Catapult Glider
- FAC – Embryo
- FAC – Golden Age
- FAC – Dime Scale
- Peanut
- FAC – No Cal*

* New Event

Entry Fee - \$5.00

CD: John Diebolt (919) 467-1025
jdiebolt@mindspring.com
526 Heater Drive, Cary, NC 27511
Maps to flying fields available upon request

Awards to Third Place

FAC NON-NATS REGISTRATION FORM
PLEASE USE A SEPARATE FORM FOR ALL CONTESTANTS.

GENESE0, NY
PLEASE PRINT!

JULY 16, 17& 18, 2009
AND PLEASE MAIL EARLY!

NAME _____ CHECK ONE: JR. OPEN AMA, MAAC or equivalent # _____ *

ADDRESS _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ EMAIL ADDRESS _____

Entry fees at \$25.00 each [Contestants 17 or younger fly for FREE!]..... (#) _____ \$ _____

Banquet tickets at \$30.00 each with NO dorm or meal ticket reservations..... (#) _____ \$ _____

Reservations for double dorm occupancy ** WITH meals and banquet ticket at \$175.00 each..... (#) _____ \$ _____

Reservations for single dorm occupancy WITH meals and banquet tickets at \$220.00 each (#) _____ \$ _____

* All contestants must be members of the AMA, MAAC or other foreign country equivalent. To compete, you MUST present your current card to register at the event. Please remit all fees by JUNE 15, 2009 to ease the paper work at the event. Mail entry form and check or International Money Order to FAC, % Juanita Reichel, 3301 Cindy Lane, Erie, PA 16506. GHQ will NOT be able to refund cancellations AFTER June 20, 2009. TOTAL \$ _____

** Tell us who you are sharing the SUNY dorm room with: _____ GHQ will notify the University.
If you require a "ground floor room," please let us know with your PAID registration.

University meals include dinner on Thursday the 16th with breakfast and dinner on the 17th, and breakfast only on the 18th and 19th. Times TBA. The Saturday evening banquet will be at the Quality Inn - Geneseo, 4242 Lakeville Road, Route 20A, Geneseo, NY 14454, phone 585-243-0500, fax 585-243-9007.

If you plan on staying at the Quality Inn you must call and inform the reservation desk you are with the FLYING ACES CLUB.

WAIVER: I hereby release the FLYING ACES CLUB, INC., the HISTORICAL AIRCRAFT GROUP, INC., Austin Wadsworth, the STATE UNIVERSITY OF NEW YORK (Geneseo), and all other persons and organizations connected with this contest from liability whatsoever for accidents or injury incurred while participating in the FAC NON-NATS 2009 competition. I also agree to abide by all flying and field rules in force at this contest.

SIGNATURE _____

ALL scale judging will be at the Quality Inn on Thursday July 16th starting at 2:00P.M., including FAC Jumbo and FAC Giant. NO contestants admitted to the judging area prior to 2:00P.M.! Vendors may set up after 12:30P.M.

SCALE JUDGES & RUNNERS WILL HAVE "HEAD OF THE LINE" PRIVILEGES FOR THEIR MODELS!

If you want to be a judge or runner, please contact Ross. Judging will be done via pairs this year. New judges are welcomed... what better place to get the experience!

FRIDAY EVENTS 8:30 TO 5:00 P.M.

FAC Scale	Dime Scale - Traditional	OT Gas Replica	WW I Qualifier
Jumbo / Giant Scale	GHQ Peanut	OT Rubber	Thompson Qualifier
Pioneer Scale	Golden Age Biplanes *	Jimmie Allen	Greve Qualifier
Power Scale	(Civil & Military)	French Design	WW II "Radial" Qualifier
	Modern Military	(Target time)	WW II "Inline" Qualifier

SATURDAY EVENTS 8:00 TO 4:00 P.M.

FAC Scale	Dime Scale - Nostalgic	Embryo	WW I Combat **
Jumbo / Giant Scale	Modern Civil	OT Stick	Thompson Race **
Pioneer Scale	Golden Age Civil (NO Bipes!)	Phantom Flash	Greve Race **
Power Scale	Golden Age Military (NO Bipes!)	Fiction Flyers	WW II Combat **
	Rocket / Jet Scale		(Top 10 Radial and Top 10 Inline)

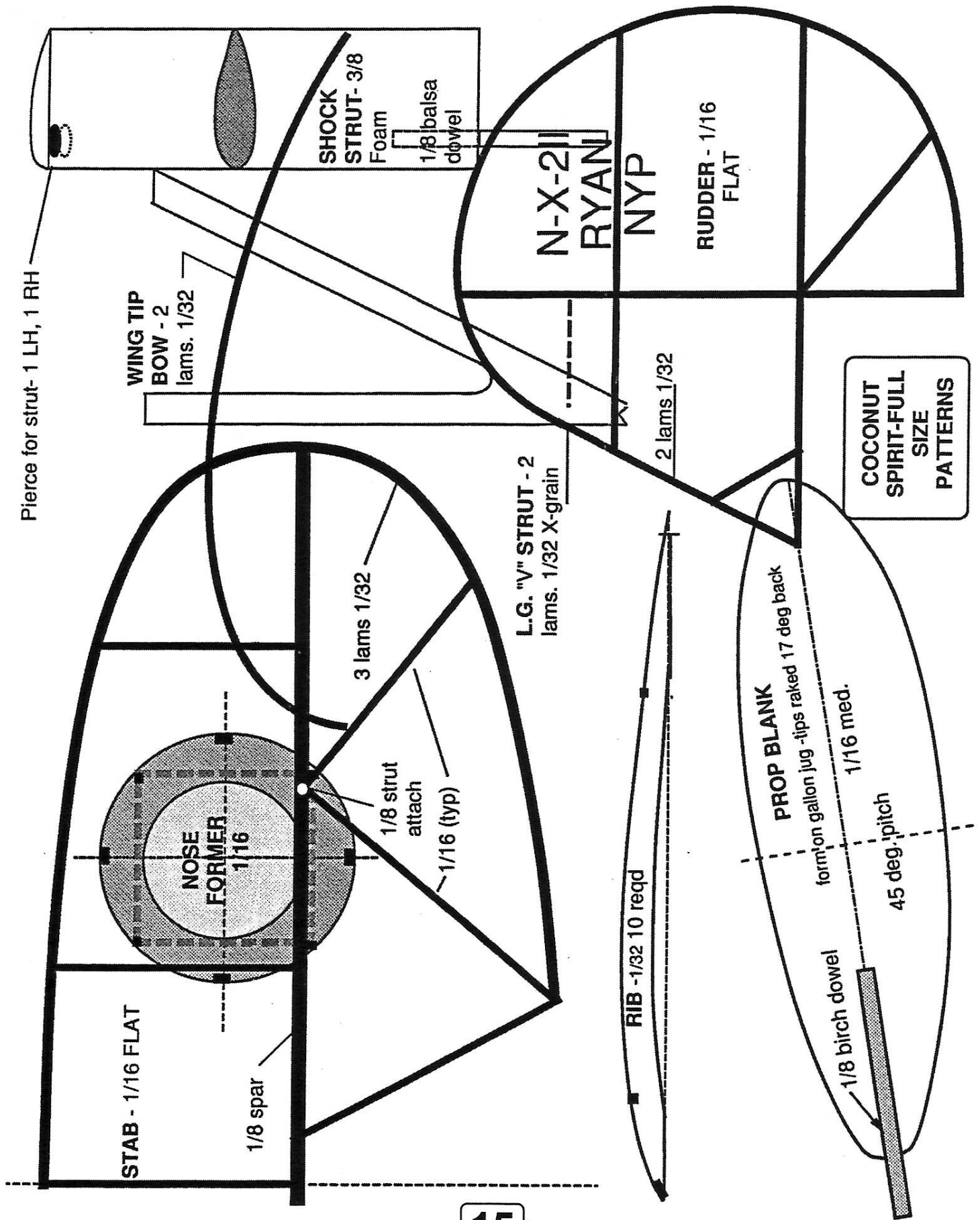
BY POPULAR DEMAND...AFTER DINNER COMPETITION! FRIDAY...starting at 7:15 P.M.

The B.L.U.R. and the Bleriot Channel Crossing Challenge, a S.L.O.W. (Slow, Low Or Wet) Race will be flown in the evening hours.

In honor of the first Channel crossing, the S.L.O.W. is an event for those "plain-Jane" pioneer models prior to 1915. Build them scale, but let's color and decorate to tickle one's funny bone. We'll use the BLUR course as our English Channel. We'll fly in heats of three. Everyone makes three flights to garner points with the top three moving on to the finals. It will be the slowest & lowest that wins!

* Three (3) TIMED - mass launches; three hours apart at 10:00 A.M., 1:00 and 4:00 P.M. These are NOT "elimination rounds." All entered fly ALL three flights. This is NOT "combat." You may launch any distance from your competitor as long as the event director can see you and you can hear him. Scoring is "total of three flights." Your mechanic must time and record your flight as per usual.

** Regular mass launch event. REMEMBER...one model per mass launch event...that includes WW II ...that means one radial OR one inline...NOT one of each!

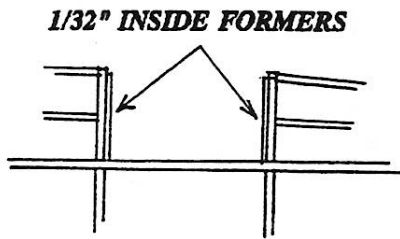


COCKPIT COAMING MADE EASY

by Bill Ceresa

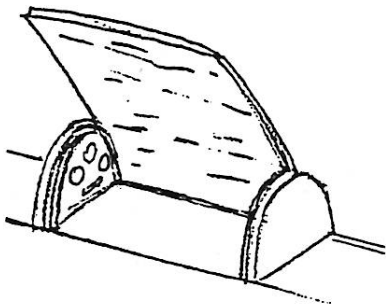
Follow the sketches and notes in order for great cockpit coaming.

[A] Use 1/32" smaller former on the inside of both cockpit area formers. The smaller former in front area of fuselage is now your instrument panel so paint it the appropriate color and add instruments at this time.



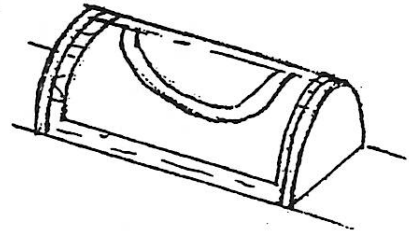
SKETCH A

[B] Sheet with 1/32" soft balsa (note grain direction). Lightly mark centerline.



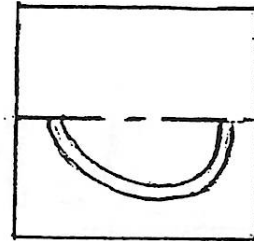
SKETCH B

[C] Draw centerline on piece of paper (use low-tack note paper so you can remove with ease) and place paper on sheeted area matching the centerline on sheeted area. Then draw outside and inside cockpit cut-out area on half of paper.



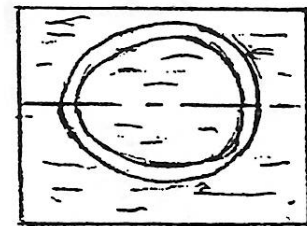
SKETCH C

[D] Remove paper pattern, fold at marked center line and trace other half of cockpit placing folded paper on light table or on a window will facilitate tracing opposite side.



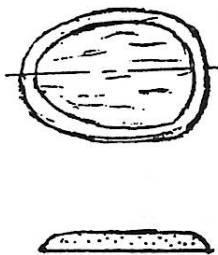
SKETCH D

[E] Transfer pattern to 1/16" balsa sheet (note grain direction) then cut and sand to outside coaming pattern.



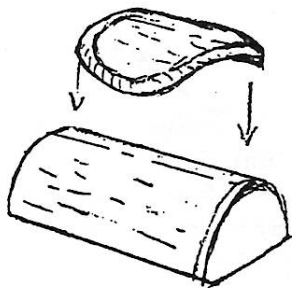
SKETCH E

[F] Round the outside edges of the balsa coaming.



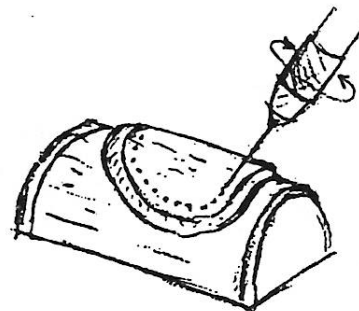
SKETCH F

[G] Glue to cockpit sheeting (make sure it is centered on line).



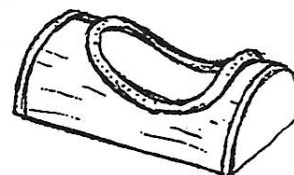
SKETCH G

[H] With a pin-vice drill numerous holes, closely spaced inside of cockpit coaming line. Remove with a #11 blade by connecting holes and remove center section with underlining sheet.



SKETCH H

[I] Sand inside area to line marking the inside of the coaming. Sand both top and bottom to a rounded shape.



SKETCH I

[J] Cross-section of cockpit coaming when complete.



SKETCH J

Paint coaming desired color when finishing model and you will have one great cockpit area — I - guar - aaa - nun — teee - it!

William R. Ceresa 1926 ? 009

The Maxecuters lost one of our long time members when Bill Ceresa passed away on January 18, 2009. Bill had been in declining health for several years and finally succumbed to cancer. Bill will be most remembered by Maxecuters, and many attendees at the Geneseo contests, as the man with the unending stream of jokes and funny stories.

Bill was an artist by profession, and spent 30 years as a medical illustrator for the Walter Reed Army Institute of Research. He produced many cover drawings for MaxFax and other publications under the name "Massimo".

His artistic talents also showed up in his varied models. His stick and tissue models, though few, were art works. He also built superb plastic armor models and model railroad locomotives, rolling stock, and structures.

Bill was very knowledgeable about World War I aircraft and was an early member of the Cross & Cockade Society. He was also a lifetime railroad fan and spent several years after his retirement working at the Peach Creek Shops model railroad store in Laurel, MD. His son, Bill, is a conductor on the CSX Railroad.

Bill was a World War II Navy veteran, having served in the Pacific.

Bill always had a big smile and a funny story. We will miss him.

Our condolences to Bill wife Rose and his son Bill. --- Dan Driscoll

Bill was a talented artist and provided how to do it articles like those on the preceding pages as well as covers and cartoons. He carved me a neat pilot head as well.

PHOTOS OF BILL AND MAXECUTERS

--- PAGE 19

7. Bill enjoying an evening in Don's workshop with our West Coast visitors before an FAC Nats, Tom, Bill, Fernando Ramos, Tom Arnold, Walt Mooney and Don. Now Bill has departed along with Walt for the heavens.

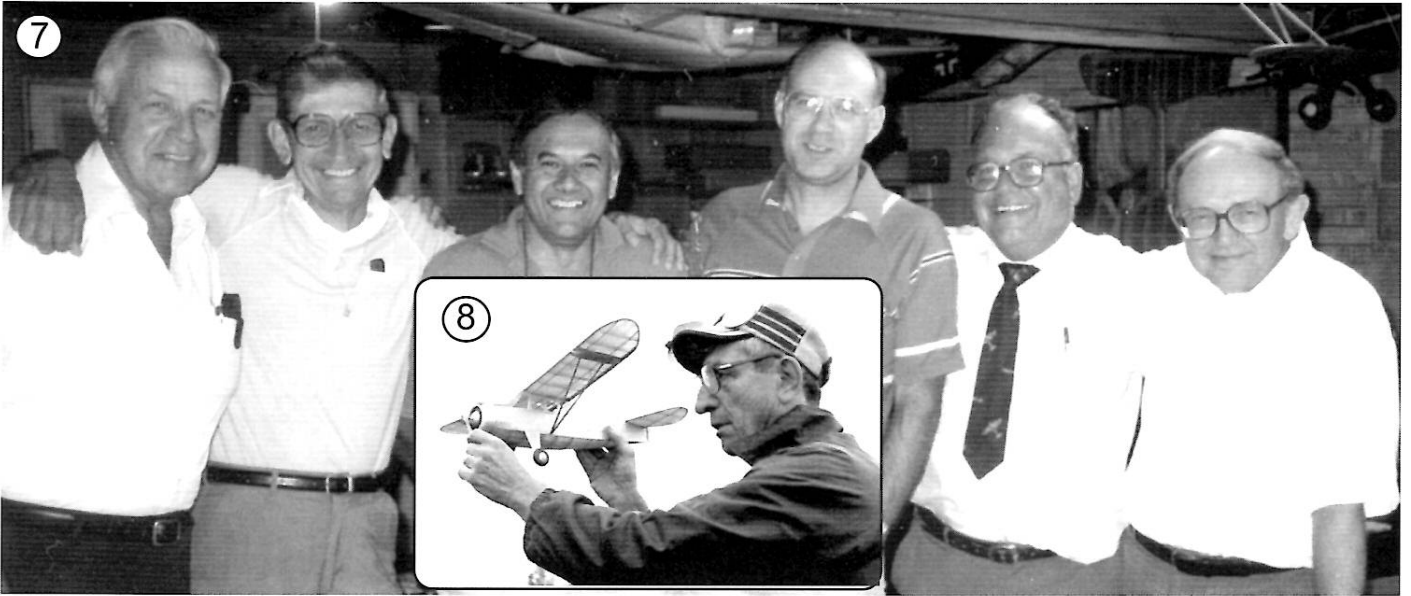
8. Bill in a non-typical serious mode while launching his Howard at Comsat.

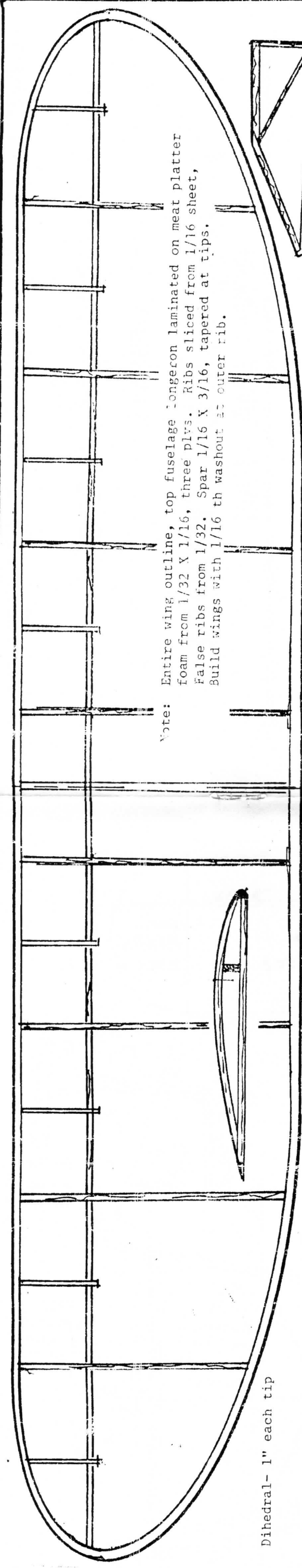
9. Bill at the Maxecuter's one and only Helicopter contest at Comsat. Rolfe and Nancy Gregory, Ed Chevinsky, Bill, Ray Rakow, Rich Hensel and Tom. Rolfe and Rich Hensel are two more Maxecuters who have gone from us.

10. Bill at one of Allan's Gala Maxecuter Parties many years ago; from the left standing in back row, Bill Bell, Ernie Greene, Don Srull, Paul Spreiregen, our Newsletter Editor, Stew Meyers, Capt. Pat Daily, Kevin Sharbonda, and a much younger Stefan Prosky, our current Maxcecuter President; from the left kneeling, Hurst Bowers, Bill, Ray Rakow, our plans Guru, Dan Driscoll, Doug Buchanan. Jerry Paisley and our host Allan Schanzle. Sad to say several of our fellow Maxecuters seen here have flown away with Bill; Bill Bell, Ernie Greene, Hurst Bowers and Doug Buchanan.

• SIERRA MADRE SCALE CONTEST •



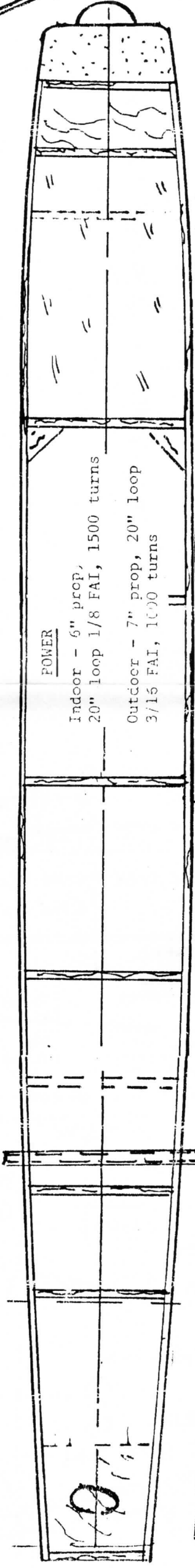




Note: Entire wing outline, top fuselage longeron laminated on meat platter foam from 1/32 X 1/16, three plvs. Ribs sliced from 1/16 sheet, False ribs from 1/32. Spar 1/16 X 3/16, tapered at tips. Build wings with 1/16 th washout at outer rib.

Dihedral- 1" each tip

RUDDER (2 reqd) outline 1/16 sq inner members - 1/16 X 1/32



POWER

Indoor - 6" prop, 20" loop 1/8 FAI, 1500 turns
 Outdoor - 7" prop, 20" loop 3/16 FAI, 1000 turns

Windows - .005 acetate

1/8 OD Al rear Peg

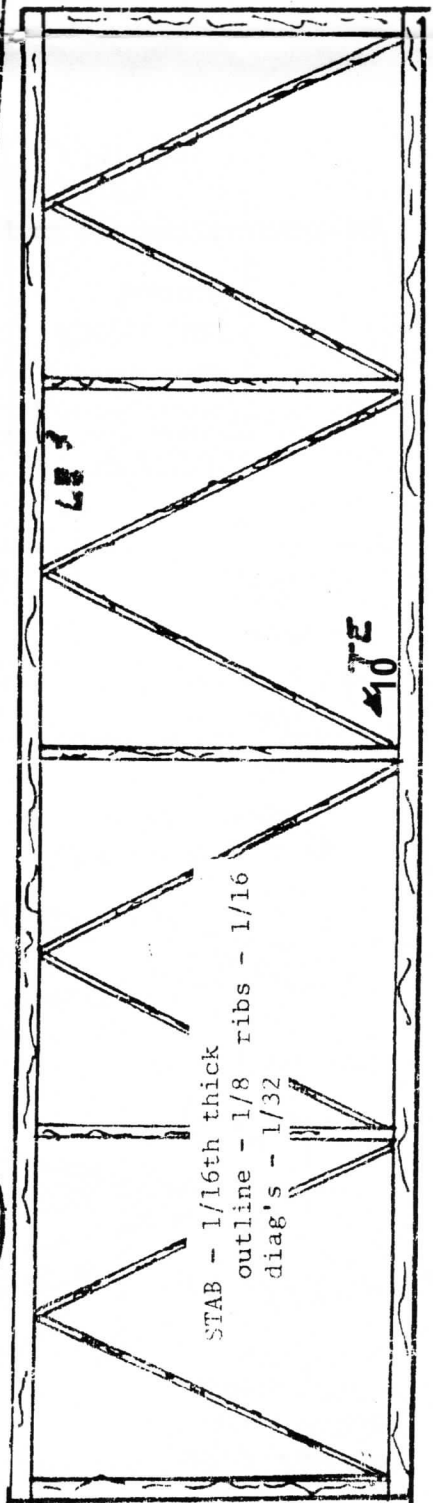
1/32 fill at Wing ass'y

All fuse. members 1/16 sq except where noted

Tack glue elevator TE only, adjust LE with shims for desired trim, glue permanently

Balance pt. before adding motor

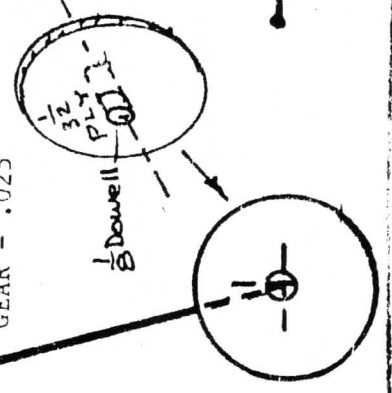
TAILSKID - .015



STAB - 1/16th thick outline - 1/8 ribs - 1/16 diag's - 1/32

GEAR - .025

Nose, tailskid filler, LG support & Gussets all 1/32



NOSE - 1/2 Med.

BOSTON BUMBLEBEE
 a 14 gm Bostonian

by *Dud Carson* 11/84