

MAX FAX

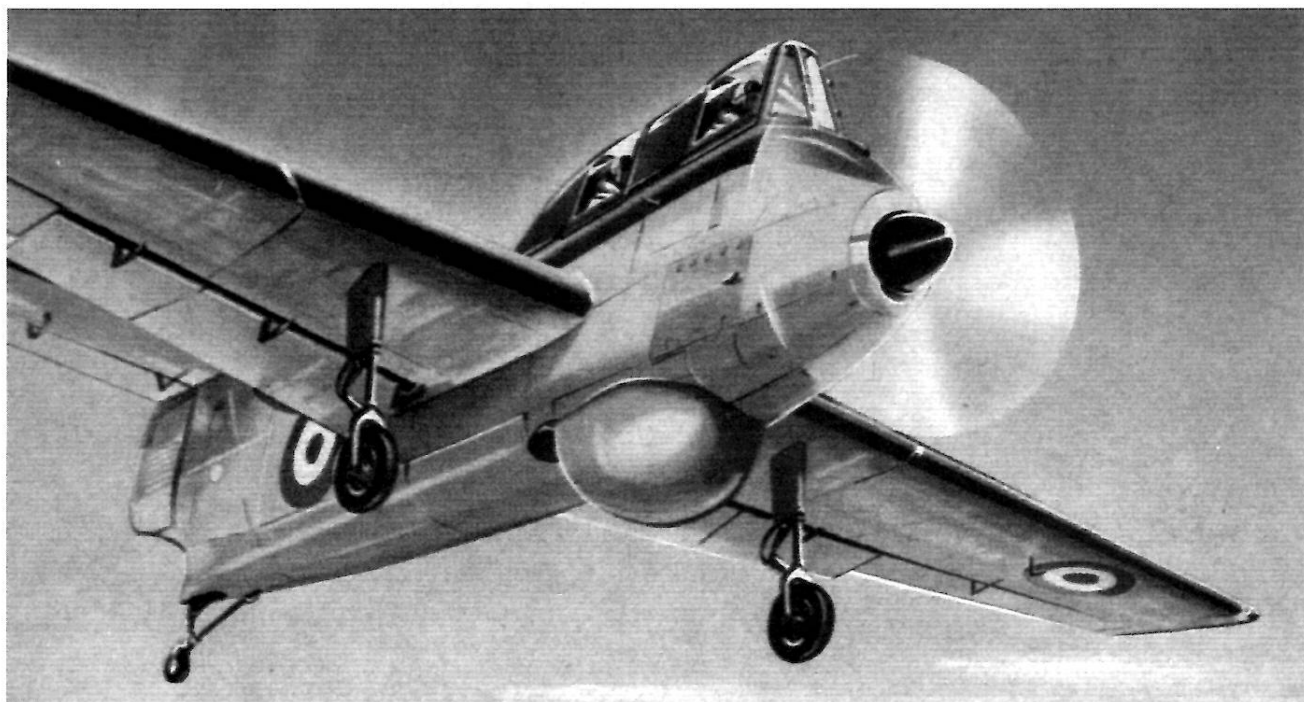


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

JULY - AUGUST 2010



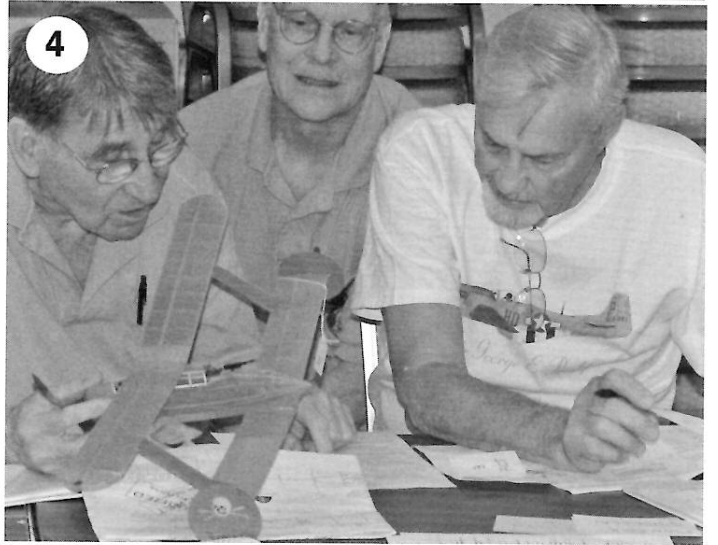
SHORT SEAMEW ISSUE COMING ATTRACTIONS

SEPT 9 & 10 2010 THURSDAY AND FRIDAY
FLYING ACES OUTDOOR CHAMPS MUNCIE, IN
CD RALPH KEUNZ 989-506-0273 FRED GREGG 586-834-6919
FLYER: <http://www.dcmmaxecuter.org/Muncie%2010%20Flyer.pdf>

OCT 9,10,11 2010 SATURDAY, SUNDAY AND MONDAY
GATHERING OF TURKEYS PENSACOLA, FA
CD GEORGE WHITE 850-473-0866
<http://www.tpbweb.com/media/catalog/1197.pdf>

OCT 23 & 24 2010 SATURDAY & SUNDAY
FLYING ACES BARRON FIELD AIR RACES WAWAYANDA, NY
CD TOM HALLMAN 610-395-5656 JOHN HOUCK 610-488-6235
http://www.hallmanstudio.com/Wawa_2010_events.jpg

NOV 13 & 14, 2010 SATURDAY & SUNDAY
EASTERN FREE FLIGHT CHAMPS --INCLUDES FAC EVENTS
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Short Seamew Issue

At this years FAC "Big Fuss" in Geneseo, I was able to pick up a Veron kit for the Short Seamew. While researching it on the web I ran across a peanut design for one by Mike Stuart, who, incidently was at the Nats.

Bruce Foster sent in the fourth Berkeley design the *Payloader* from the February 1952 *Air Trails*. to complement the Trio presented in the last issue. John Hunton has a nifty notcher for delicate work-- I tried it and it works very well. O. Leo Strutt submitted a Nats report as did Wally and Glen.

Geneseo Results

(see photo3)

Dan Driscoll: 1st Old Time Rubber (Wren)
Wally Farrell: 1st WWII, Modern Civilian (Cessna 140),
Golden Age Military (Vultee-lost),
2nd Contraprop (Arsenal), Pioneer Scale (Bleriot XXV)
4th Rubber power jet (Mig 15), SLOW (Bleriot XXV),
Modern Military (Skyraider), Shell Speed Dash (Mr.
Smoothie), Thompson (Mr. Mulligan), Fiction Flyer (Booth
Ranger) 5th Pseudo-dimer (Staggerwing)
Dave Mitchell: 2nd SLOW (Demoiselle)
3rd Modern Civil (Navion -lost), Rubber jet Scale (P-80)
Frank Rowsome: French Event Winning Escadrille.
5th Flying Aces Moth, third plaque ??
Stew Meyers: 3rd Phantom Flash
Ray Rakow : 4th 2bit plus one
Glen Simperts: 1st Phantom Flash, 3rd No Cal (P-40C)

Page 2 Photos at the Nats

1. Dan Driscoll's new Jumbo *Pilatus Porter*. It was flying great until a gust overcame the magnet wing attach. The wing departed and fluttered down. The fuselage dove in vertically in a spectacular manor.
2. Mark Fineman holding his beautiful Jumbo twin *Bistetti Nardi DN1*.
3. The local Maxcuters and their trophies.
Mike Dale and Norm Davison did not compete; just flew for fun. Jim Coffin not in the picture.
4. Stew and Ray doing their annual job of judging Fantasy Fliers and Pioneers-- Frank kibitzing.
5. Jack Moses with his JUMBO 'Isenko'.
6. A high flying Gee Bee R-1 ready to go by Mike Escalante.
7. Glen Simperts modeling the winner's trophy trench coat, that he won in the PHANTOM FLASH event.
8. GIANT SCALE Hughes Hercules by Josh Finn. Eight rubber motors with 70 bonus points and it flew gracefully for 47 seconds winning the event.

Wednesday the weather was largely overcast but I thought I should get some flying in since there were so many events I wanted to fly. I managed 2 maxes with my embryo, which I was really happy with, using a motor recommended by Herr Zapf. I dropped one of the flights to 90 or so. I didn't finish in the money, but I did get the plane back and it was the first time that plane had maxed. I also flew my Mig 3 for OTKPS. It didn't do as well as it had in practice here in VA. It went into the soybeans behind the flight line, I found it with some guidance. Since I was in there anyway, I decided to help Greg West find his Buffalo. He went in deep. Clive Gamble and 2 other guys talked me into an intersection of their 3 lines and Clive said "it should be right there" and it was! I was about 3 feet from it and just managed to see the white rudder tip. Wednesday I was a runner for the judges for the first time...it was an interesting experience. Flew about an hour or so that night.

Thursday was a glorious day, and I flew until dark. I enjoyed the french event, flew the MIG 15 to good heights, came in second in the contraprop event, just squeaking past Chris Starleaf with his new plane. Tom Hallman won it handily with his Koolhoven. I flew the SLOW for the first time and made 3 trips across the channel...then lost my trim (?humidity,etc) and went out of bounds. Qualified my 2 racers. Than night Dallas Cornelius spent time with my trying to get my Bleriot XXV to go. I had smacked it up bad just the week before and couldn't even get an official out of what had been a 50 second plane.

Friday was a tough day. I thought I had til 4:00 to get my timing slips in for WWI and WWII but someone on the flight line said it was 2:00. I went into a panic since it was 1:30 or so...Lucky for me Dave Mitchell jumped in to help, went downfield to get my planes since there was so much drift. I was rushed, it was breezy and my times stunk. I adrenaline launched my Kingcobra, which had done so well at Raeford, brought it in smack on the nose and broke every single stringer in the front bay. I was bummed out. For the ML's: in the Thompson, Dave was my mechanic, and we were hanging in there OK. After the 3rd heat, I stepped on my noseblock when it fell out of my pocket. I managed to get in into the plane for the next two flights and came up fourth. I went out early in the Greve. I went out early in low wing military trainer as I remember. I flew my Orion in Golden Age, it did not look trimmed in that wind. I managed to put it in the soybeans, but my timer John Ernst had a great line on it. when I couldn't find it, he walked out and found it. What a relief. I don't remember flying peanut. Friday I was worried that my times for WWI and II were too low to qualify. Mark Houck offered me a ride in his Maule M-5. I almost didn't go, I was tired. What a great ride it was! Mark flew over the surrounding area, just cruising along...I found myself relaxed and happy sitting up front, talking on the headsets and looking around...we saw Tom Hallman in the crops looking for a ship.....

Short Seamew

Mike Stuart

About the model

The model outlines are all to scale - even that huge barn door of a tailplane. The only intentional deviations from scale are extra dihedral, and a slightly lengthened undercarriage (which you do not need unless you want to do take-offs)

My example still flies very reliably (left) even with a horrendously warped tailplane. You might want to try diagonal cross pieces in this to reduce the risk of warping. The model features hinged elevators and rudder (using wire hinges from plastic bag ties), but you could save a bit of weight by making them one-piece. My rudder has quite a bit of offset though to get it round in an average size sports hall, so if you build a one-piece fin, be prepared to glue it on at an angle.

I cannot guarantee the accuracy of the stringer slots in the fuselage formers, so be prepared for a bit of adjustment as you assemble the fuselage. Construction is conventional half-shell - lay down the top and bottom keels, a set of half formers, one side of the cockpit surround, plus wing mount and fore and aft side keels. Then remove, add the other half formers, side keels etc before adding the stringers one at a time, alternating sides to avoid introducing distortion. The wings are simply glued to the mounting plates on the sides of the fuselage (after covering), and if you just tack these on using a minimum of glue, they come off cleanly in the event of a bad crash, without incurring any structural damage. They can then be simply and quickly glued back on.

The 4-bladed prop on mine was made by combining a pair of 4" Kaysun plastic props, which came out rather heavy, but meant I didn't need any noseweight. The wheels were stolen from an old plastic kit - if you make balsa ones, you will save more weight.

The cockpit canopies are the same shape front and back, so just stretch mould, or vac-form, a couple complete with windshield - keep the best one for the front, and cut the windscreen off the other so you can use it for the observer's position.

Feel free to get in touch if you want anything on the plan explaining, or need any advice. If any of you build a Seamew from these plans, I would love to hear how you got on - be sure to send me a picture of the finished model!

A little about the real aircraft

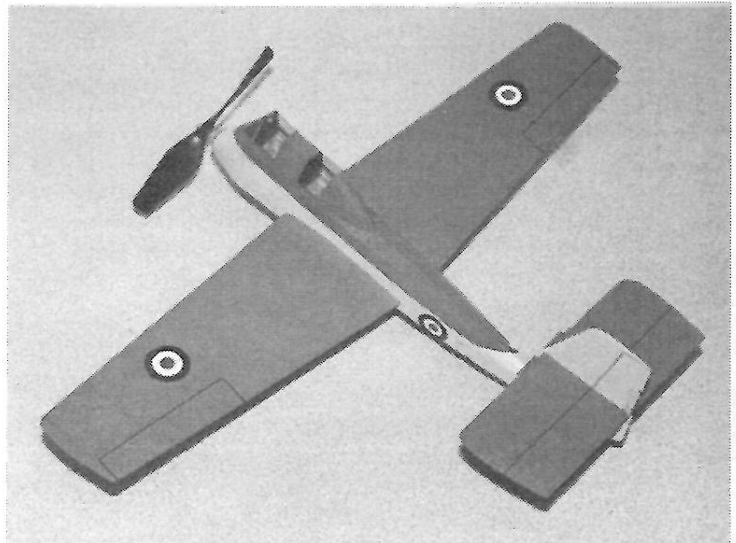
The Seamew was Short's design for a lightweight, simple ASW (anti-submarine warfare) aircraft to specification M.123, issued in 1951. power was provided by a single Armstrong Siddeley Mamba turboprop. Three prototypes were ordered in 1952, and the first one flew in August 1953. Performance was not exactly sparkling, as the design was geared to allow the aircraft to loiter on long reconnaissance patrols - the prototype also exhibited handling difficulties, which were addressed with aerodynamic refinements before the commencement of

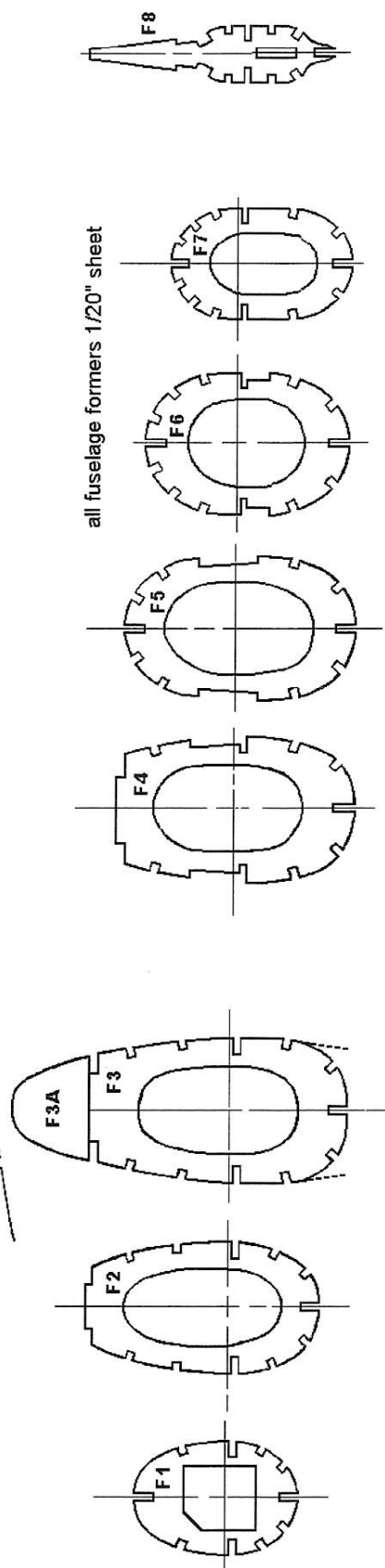
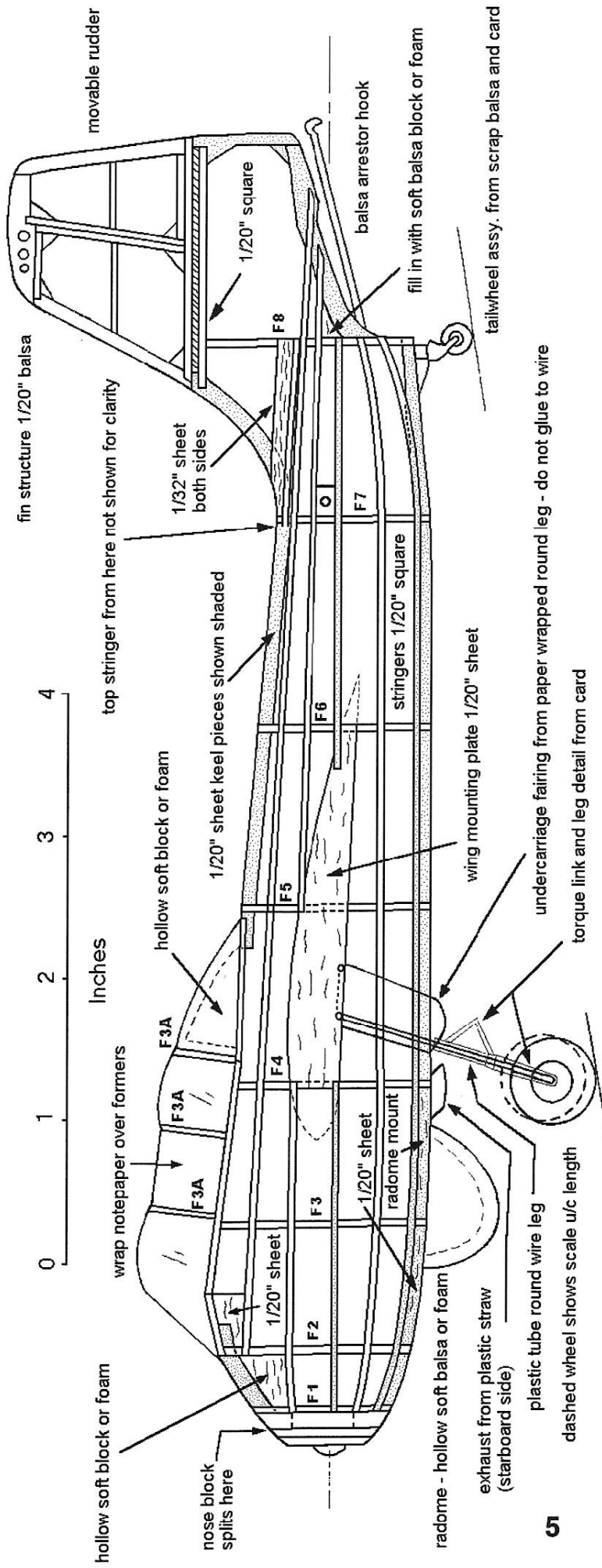
carrier trials.

An order for 41 aircraft was placed in 1955. Deliveries of production aircraft, with the distinctive nose radomes, began in 1956. Shortly after, the RAF Coastal Command aircraft were cancelled, leaving just 24 AS.1's for the Royal Navy. Trials continued at RNAS Lossiemouth until 1957, when the whole program was cancelled in the defence cuts of that year.

The above information was summarised from the book "Aircraft of the Royal Navy" by Paul Ellis, published by Jane's in 1982 - ISBN 0 7106 0135 2. The photos were from the same source. I would recommend this as an excellent reference for enthusiasts of British naval aviation, should you come across a copy.

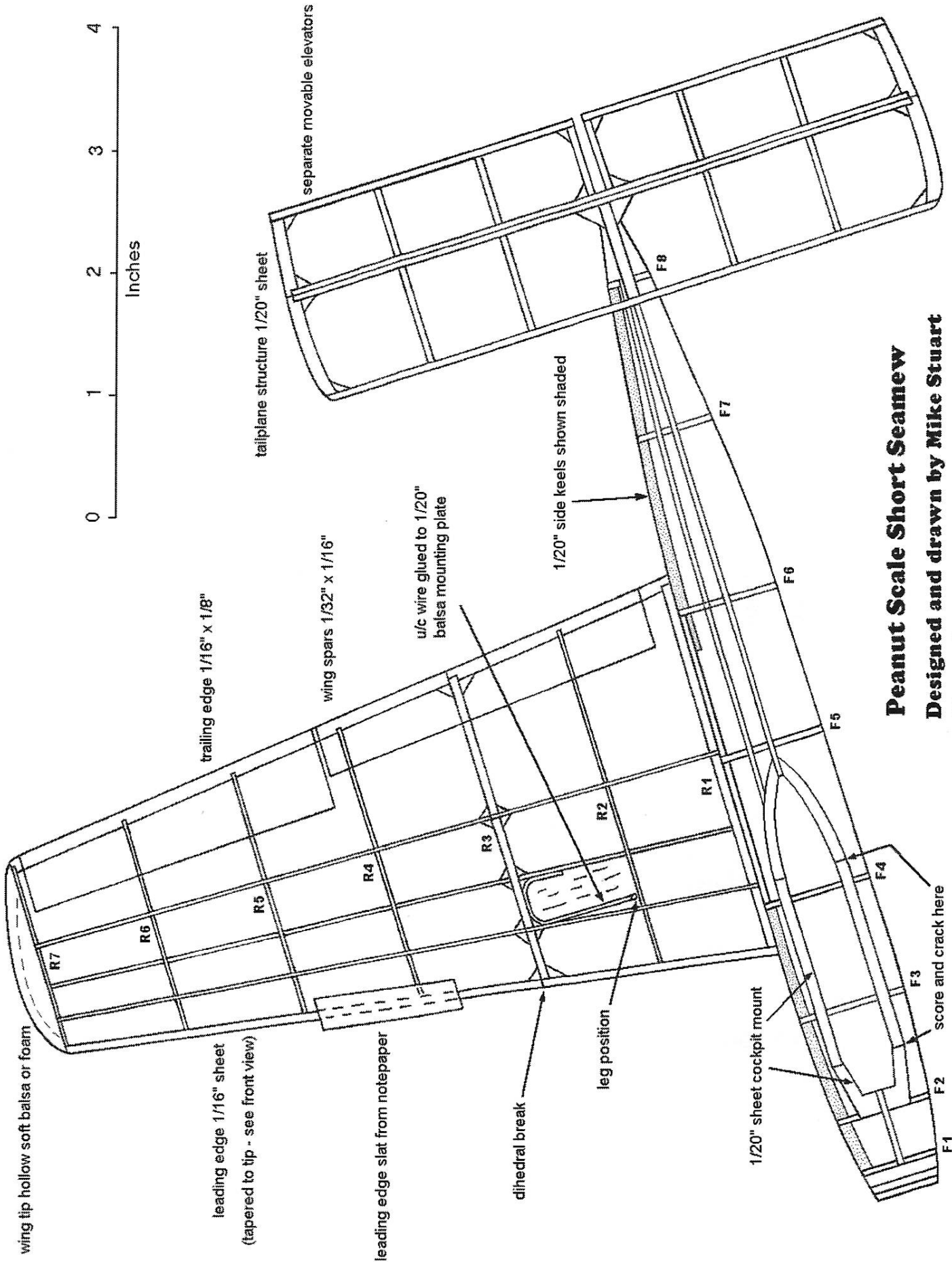
This was taken from Mike's web site www.ffscale.co.uk. You could download the plans and enlarge them if a peanut doesn't suit you.





These three pages of plans have been slightly reduced in scale to fit the US page sizing. The resulting wing span is 12.6 inches

Peanut Scale Short Seamew
Designed and drawn by Mike Stuart
 Sheet 1 of 3



wing tip hollow soft balsa or foam

leading edge 1/16" sheet
(tapered to tip - see front view)

leading edge slat from notepaper

dihedral break

leg position

1/20" sheet cockpit mount

score and crack here

trailing edge 1/16" x 1/8"

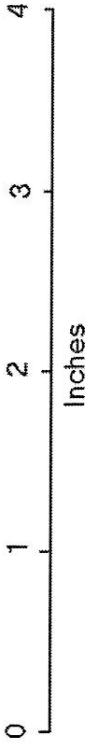
wing spars 1/32" x 1/16"

u/c wire glued to 1/20"
balsa mounting plate

1/20" side keels shown shaded

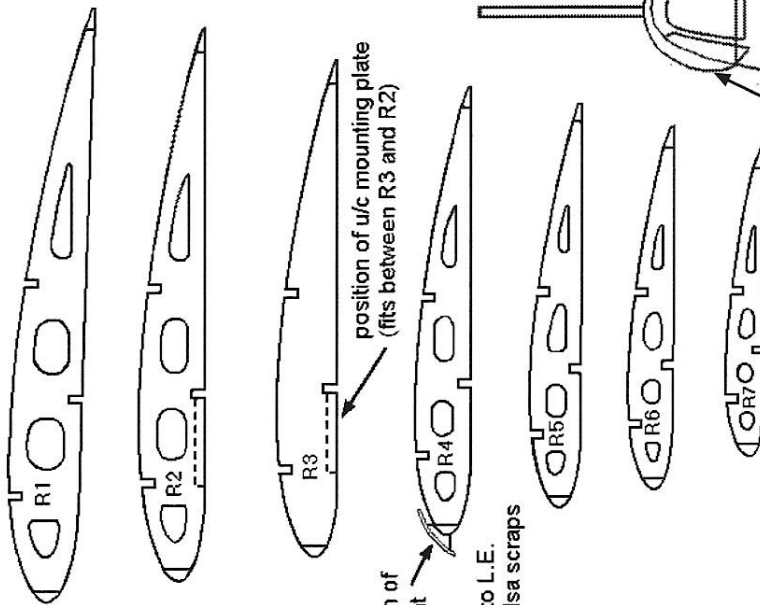
tailplane structure 1/20" sheet

separate movable elevators



Peanut Scale Short Seamew
Designed and drawn by Mike Stuart
 Sheet 2 of 3

all ribs 1/32" sheet except R1 and R3 which are 1/16"

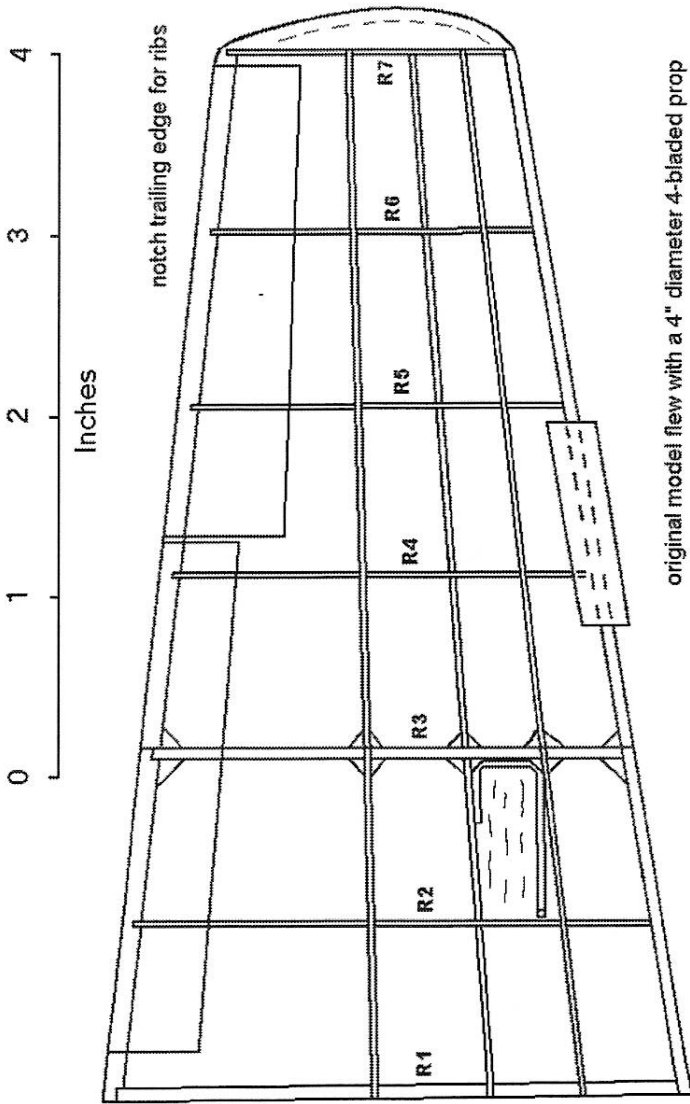


position of L.E. slat

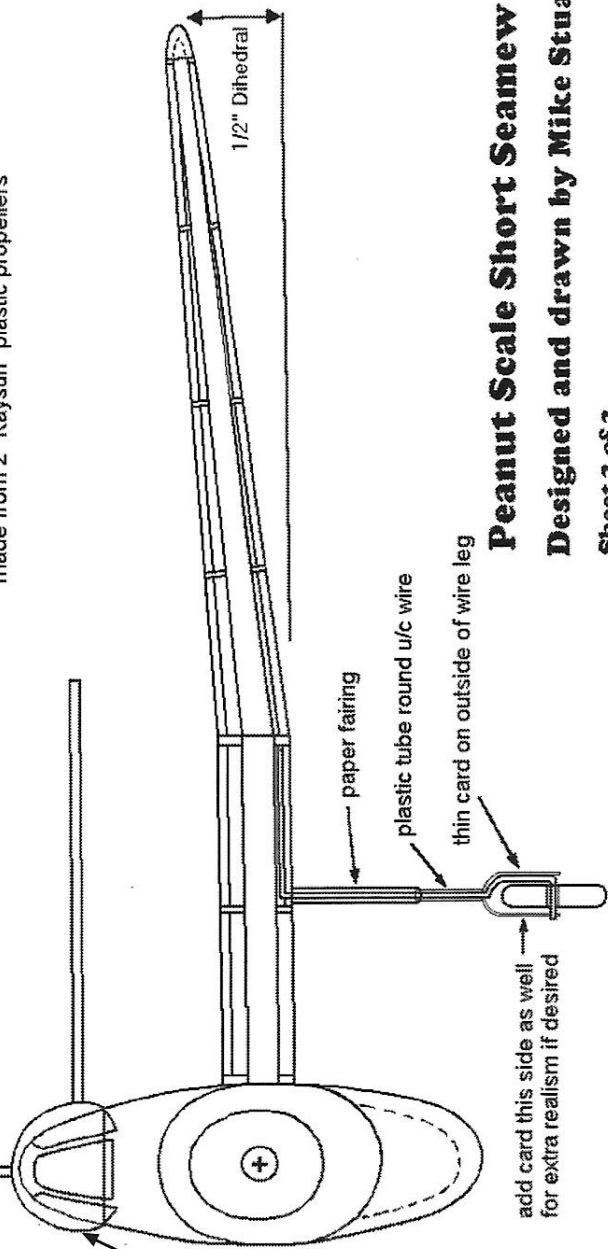
attach to L.E. with balsa scraps

position of u/c mounting plate (fits between R3 and R2)

7



original model flew with a 4" diameter 4-bladed prop made from 2 "Kaysun" plastic propellers



PARTS ON THIS PAGE REARRANGED TO FIT.

This was taken from Mike's web site . You can download the plans from there.

www.ffscale.co.uk

Peanut Scale Short Seamew
Designed and drawn by Mike Stuart
 Sheet 3 of 3

Berkeley's

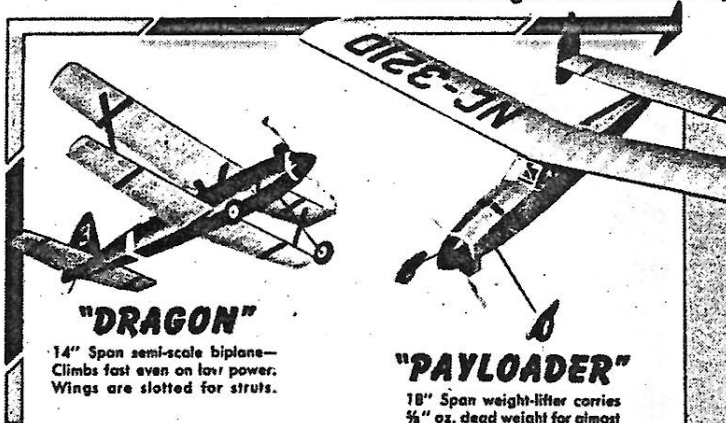
4

MIGHTY-
MIDGETS

Models that put the "Flying" in Flying Models—

OUTFLY OTHERS IN THEIR CLASS BY BETTER THAN 5 TO 1

In actual flight tests certified by an A.M.A. Contest Director*



"DRAGON"

14" Span semi-scale biplane—
Climbs fast even on low power.
Wings are slotted for struts.

"PAYLOADER"

18" Span weight-lifter carries
½ oz. dead weight for almost
½ a minute. See chart above!

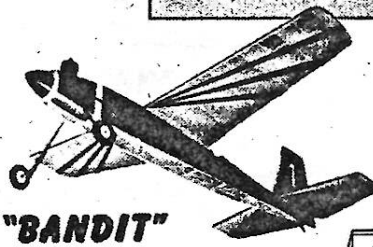
MODEL	PRICE	TYPE	BEST DURATION
"A"	50¢	SCALE	:03.0 SEC.
"B"	59¢	SEMI-SCALE	:07.0 SEC.
"C"	50¢	SCALE	:04.2 SEC.
"D"	59¢	SCALE	:05.5 SEC.
"E"	85¢	SCALE	:02.0 SEC.
MIGHTY MIDGET	59¢	"BANDIT"	:39.8 SEC.
MIGHTY MIDGET	59¢	"PAYLOADER" WITH 5/8 oz. LOAD	:28.0 SEC.

*Tests of all models were made by expert flyers, with instructions to obtain maximum performance from each model. Flyers were permitted to use U.S. T-56 rubber for any model where inferior rubber was included in the kit.



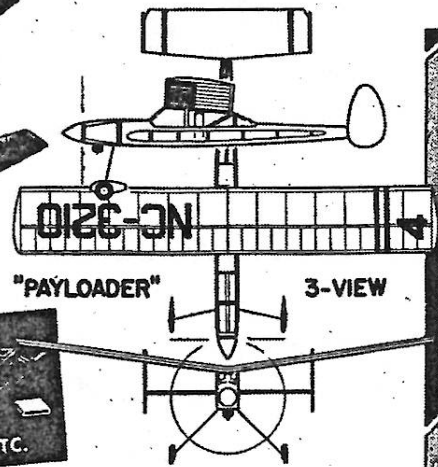
THE "V-16"

13 ½" Wingspan Goodyear type
butterfly stabilizer design.
Opposed twin dummy cylinders.



"BANDIT"

15" Wingspan fast midwing sport
flyer — Still climbing almost
straight-up at the 100 ft. mark.



"PAYLOADER"

3-VIEW

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DIE-CUT Balsa PARTS

PLANS, TISSUE, ETC.

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PLASTIC PROP & SPINNER

WHEELS & HARDWARE

and—

EVERY KIT INCLUDES GENUINE U.S. T-56 RUBBER POWERPLANT

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1952 CATALOG NOW AVAILABLE - 25¢.
At your dealers, — or write direct!



TRU-FLITE

Short SEAMEW

BUILDING INSTRUCTIONS

This series of "VERON" Flying Scale Models of popular and world-famous planes are the essence of simplicity and make ideal beginners' models, giving initial experience in construction and assembly. You need only a "VERON" Balsa Knife, balsa wood cement, small half-inch pins (called "Lillipins" in the shops) and a pair of round-nose or side-cutting pliers, thread and fine garnet paper. A tube of tissue paste, a small jar of shrinking dope and a soft brush will complete your requirements.

Study the plan carefully and identify all the parts on the printed sheets of balsa. Familiarize yourself with the sequence and method of construction. Cut out all the balsa parts, taking great care when cutting out the $\frac{1}{8}$ " notches in the formers. Cover the plan with waxed tissue or greaseproof paper and pin both to a flat building board. The fuselage is built in two halves, the port, or left-hand, side first directly above the plan. This system of construction by inserting formers of a pre-determined width obviates the necessity for a fuselage top view and the alignment can be checked by sighting along the fuselage. Wings and tailplane are similarly constructed over the plan on the flat.

FUSELAGE.

The fuselage keel members K.1, 2, 3 and 4 are laid in place over the side view of the plan and temporarily pinned as in diagram No. 1. Make neat joints, double-coating with cement, the first coat being allowed to dry into the wood before applying the second. Bend wire tail skid to shape and bind with thread to rear part of keel member K.3 before pinning in place. Erect left-hand portion of all formers, holding upright by temporarily pinning. At the nose, former N.3 is erected level with the end of the keel. Lay and cement W.B. into slots in F.3, 4, 5 and 6, then add main side stringer from N.3 to F.3 and from F.6 to K.4 at rear. Then erect half of former N.4.

Add remaining stringers in notches where indicated, steaming over a kettle spout to a curve to fit from F.1 to N.4 at front. Also strip of $\frac{1}{8}$ " x $\frac{1}{8}$ " forming cockpit rim from F.1 to F.4 and top piece from F.2 to F.3. When quite set, raise from building board and add opposite half of all formers, checking for correct fit, alignment and squareness to the original halves. Add the opposite stringers and W.B., checking the structure for warps; rubber bands around the fuselage will aid fitting of the stringers. Add rear cockpit formers C.2, then former C.4 and top member C.3. Cut neat $\frac{1}{8}$ " diameter holes in parts P.1 and rub well with cement to strengthen the grain, then cement between stringers against F.7 to form anchorage for rear motor attachment. Laminate nose formers N.2 and N.1 against N.3 and, when set, sand to shape. Also add front cockpit members of $\frac{1}{8}$ " x $\frac{1}{8}$ ".

Wrap fine garnet paper around a flat wooden block and carefully sand away any unevenness of the stringers. Cut piece of thin post card to shape of template given (trace out, using carbon paper), roll around a pencil, then cement to nose over K.1 and to N.4 on each side. Cut cellophane to template given for windshield and cement in place, also rectangular pieces over two cockpits.

WINGS.

Pin leading edges of $\frac{1}{8}$ " x $\frac{1}{8}$ " and trailing edges of $\frac{1}{8}$ " x $\frac{1}{2}$ " in place on their flat sides over plan after trimming to exact length. Notice the $\frac{1}{8}$ " extra length beyond last rib R.1 for jointing through W.B. Erect all ribs in their respective positions, checking that ribs R.1 and R.2 are set at slight angle by using template given. Cut spar of $\frac{1}{8}$ " x $\frac{1}{4}$ " to length and cement in slots in upper surface of ribs. Add tip pieces W.1. Do not remove from board until perfectly dry to prevent warps.

TAILPLANE AND FIN.

Lay full-length strips of $\frac{1}{8}$ " x $\frac{1}{8}$ " to form leading and trailing edges with further strips set flat to form ribs. Tip pieces T.1 are then added, also small gussets T.2. When quite set, raise from board and cut leading edge cleanly between centre ribs as indicated.

The fin should be gently sanded all over and with rounded leading edges. Cement upright in place on fuselage, checking it is vertical by sighting from the front. When quite set, liberally cement two slots in fin and along the dotted line, then gently springing apart the cut leading edge of tailplane, slide in position and firmly locate. Check its alignment and squareness to the fin whilst setting. Cement small gussets T.3 in place on strip T.4, then locate in lower slot in fin and against tailplane leading edge. This represents a slot on the tailplane of the real aircraft to counteract propeller downwash over the tail. Then fin fairing F.F. is added.

UNDERCARRIAGE.

Bend and cut wire to lengths indicated with leg $2\frac{1}{2}$ " long. Insert in slots in parts U.C.1 and firmly locate with cement. Bind to further secure with thread, then re-cement. Then locate against inner faces of ribs R.2 and secure with gussets U.C.2.

Wheels are retained upon axles with blobs of cement, soldered washers or pieces of rubber tubing (off single-strand radio wire). Axles can be thickened, if required, with rolls of gummed paper tape.

COVERING AND ASSEMBLY.

Cover the wing and tail panels with pieces of tissue about $\frac{1}{2}$ " wider all round than the part to be covered. Use tissue paste as an adhesive, applying it evenly only to the outer edges of the top and bottom surfaces, not to the ribs. The fuselage is covered in $1\frac{1}{2}$ " to 2" wide strips around the girth, adhered to top and bottom only, each strip overlapping about $\frac{1}{4}$ "; final doping will complete the adhesion between strips.

The tissue is then water-shrunk by moistening with a spray (an old scent spray)—never by brushing with water. When quite dry, give all parts one coat of thin clear shrinking dope and allow to dry naturally. The wings are now cemented to the fuselage, after checking their alignment in the slots in W.B. Each wing must have 1" dihedral at the tips to the underside of the base rib. Their incidence must be identical—check this by viewing from the front. Now give the fuselage only an extra coat of dope. If a colour scheme is applied, it must be very light, as the extra weight and warps incurred are not recommended. Use transfers for the Service roundels. Fill in the loop of the tail skid with scrap balsa and paint black to simulate a tail wheel. Normal Service colouring is light green-grey underside and up the fuselage sides to the dotted line shown. Above this line the fuselage and top of wings and tail are medium sea-grey.

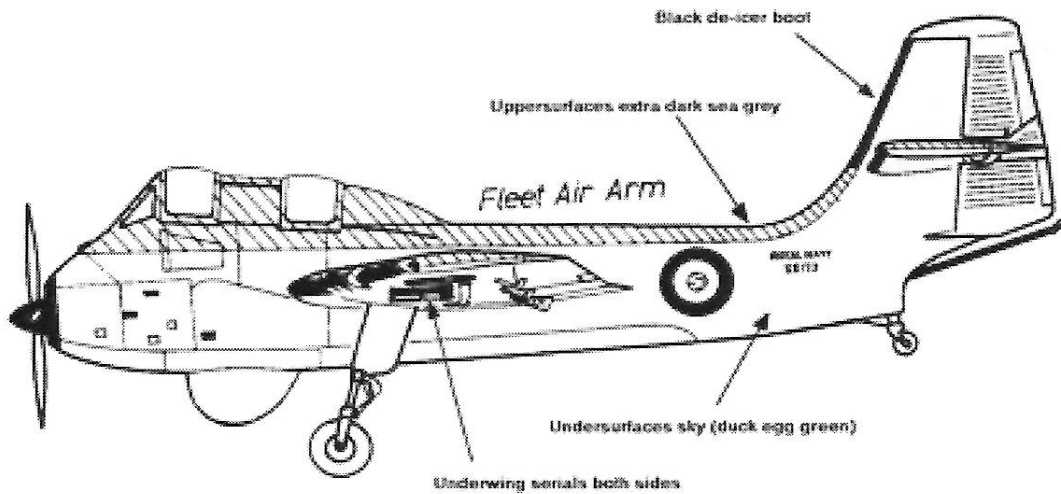
MOTOR AND NOSE ASSEMBLY.

The motor is made up of one 9" loop of $\frac{1}{8}$ " wide strip rubber (18" length) with the ends securely tied with a double knot. The shaft is prepared as shown, ensuring the loop is small enough to pass through the $\frac{1}{8}$ " hole in the nose. Thread on the plastic bush, cup washer and propeller, then bend the shaft end to engage in the slot in the nose of the propeller boss. Add the rubber loop and secure to the wire loop by closing with tightly-tied thread. Lubricate the rubber with lubricant (available in tubes from your model shop). Insert the rubber loop down through the fuselage, or pull through with thread on a hairpin and engage with $\frac{1}{8}$ " dowel through P.1. This can be aided by cutting away a small panel of tissue between the stringers behind the anchor dowel. The dowel is not cemented, but left removable for replacement of the rubber motor.

FLYING.

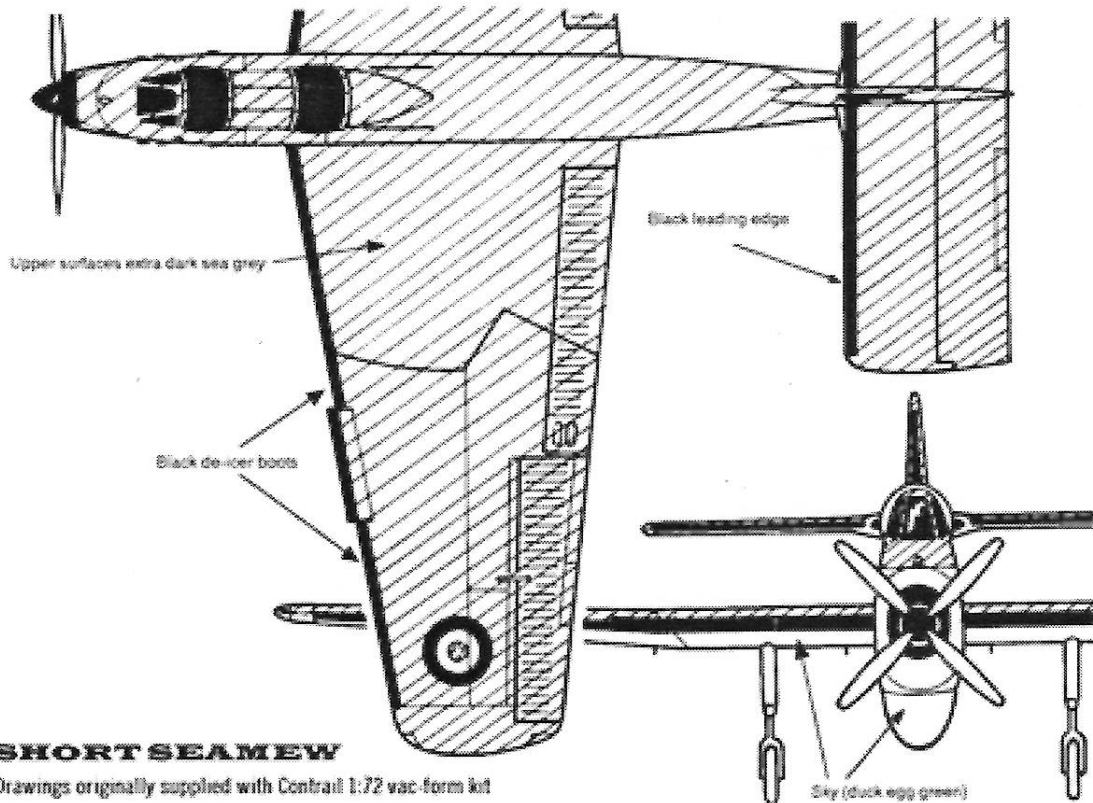
The model should balance level when supported upon the finger tips at the point of the wing tips opposite the spar. If not, add plasticine to nose or tail as required. Test glide over grass in calm windless conditions. Launch forward, slightly nose down, at normal gliding speed. If the model dives, add $\frac{1}{2}$ " wide gummed paper tape trim tabs to trailing edge of tail and bend up slightly. If model stalls (nose up and dives), add tabs, but bend down slightly. Try to achieve a nice even glide. Turns can be similarly achieved. Wind on 50 turns to motor and launch; if satisfactory, increase turns by 50's to maximum of 350. As power increases, add small piece of balsa packing above nose bush to give "down-thrust."

When you have completed this model, ask your dealer to show you the others in the "VERON" range of Flying Models and for our latest free illustrated folder.



SHORT SEAMEW

Drawings originally supplied with Contrail 1:72 vac-form kit



SHORT SEAMEW

Drawings originally supplied with Contrail 1:72 vac-form kit

2010 Nats Report

by O. Leo Strutt, Boy Reporter

Holy Hung, Batman! The Geneseo Nats ran on an extended schedule this year, with official events being held over four days instead of the usual three. The pace of things seemed slower as a result to this reporter, though not necessarily more relaxed. Any free time that the contestants might have enjoyed seemed to be largely taken up with chasing models being blown about by the steady breeze on Friday and Saturday, or by straining the vast downwind soybean field looking for buried treasure. Nevertheless, intrepid madmen that this lot is, a good time was had by all. Hung provided a smorgasbord of weather conditions to test one's skill by, with most everyone agreeing that Thursday was one of the finest flying days at a Nats in recent memory. Some 120 contestants were in play, and as usual some terrific flying was going on.

The Maxcuters came to the meet with fire in their eyes, ready to dominate the field. Stiff competition was all around, however; their arch-rivals the Cloudbusters were spoiling for a fight, as was the notorious Harfang gang, and you couldn't rule out the Skyscalers or in fact ANY of the other squadrons. The tough guys from WESTFAC were also in town, mixing it up and trying to stake out turf. Despite the interference, the Maxcuters stood fast, and wound up in the money in several events.

Ace Walt "Fleegle Eye" Farrell stared down the competition and won the hotly contested WWII mass launch with his EasyBuilt Nallen-design Kharkov, which was recovered from the bean fields in the nick of time for post-event weighing. Wally also sacrificed his big Rees-design Vultee in the successful pursuit of the GA Military crown, took respectable seconds in Contra-prop and Pioneer Scale, and rounded everything out with a pile of fourth and fifth placings. "Glamorous Glen" Simperts took the Phantom Flash event and added the coveted Phantom Flasher trench coat to his vast wardrobe, beating out a hard-charging Stew "Oh Snap" Meyers who came in third. Glen also scored a fourth place in NoCal with his P-40C. Dave "Bigmouth" Mitchell rode an unconventional strategy to second place in the S.L.O.W. event with his Demoiselle, finishing ahead of arguably more worthy competitors who thought you actually had to cross the finish line to place. HA! They'll know better next time! He also notched third place in Modern Civil and in Rubber Jet Scale. Ray "Rocking Chair" Rakow came out of competitive retirement to snag a fourth in 2Bit+1. He was also on a roll with his Embryo before it got lost in the brush on its second flight. By the time he got it back, it was too late to log in a third flight, and he had to settle for the satisfaction of having seen the fear in his opponent's eyes.

Alas, there were shocking competitive disappointments as well. Dan Driscoll looked to be in strong contention in Jumbo Scale with his Pilatus Porter, except that his wing inexplicably detached itself in mid flight, ruining a sure max. "Oh Snap" Meyers was undone in several events by dubious rubber management issues. Somebody get that man a torque meter! And, despite

public grandstanding on the topic of retaining the High Wing Weenie crown for another two years, Mr. Mitchell failed to even post an official in the event. Think he'll think twice before shooting his mouth off again? I didn't either.

Fortunately, there were lots of memorable flights to wipe these ignominious non-achievements from the mind, and inspire everyone anew. South Carolina whippersnapper Joshua Finn flew his outrageous eight-motor Hughes Spruce Goose to first place in giant scale. Mike Escalante had several improbably long, gorgeous flights with his big beautiful Gee Bee R1. Vance Gilbert fielded what must surely be the most unlikely aircraft seen in this reporter's career, a massive Skrobback flying car, and even tried to fly it (though he might have had better luck filling it with helium and entering it as a dirigible). Tom Nallen II had a Wight Quadraplane that flew for all the world like a gigantic, four-winged moth---dead slow, and all fluttery-like. These, and other adventurous projects, captured the imagination and further pushed the envelope of "what-is-possible" to new benchmarks.

And thus inspired, with a cheery "hi-ho!" the modelers bend themselves once more to the task, X-actos at hand and minds afire, in their never ending aspiration to do the best that they can do. Build! Fly! Win! FAC!



Geneseo Report

by Glen Simperts

I always enjoy learning new things about these models. After being less involved for a while, each contest reminds me how much I have forgotten (if I ever knew it). George White helped me with advice on a number of subjects making me ever grateful that we were located next to him. Modelers were ever helpful throughout the days including Josh Finn spotting my green peanut Zero after a long down wind flight. Where he saw it land and my impression of where it landed were in two different spots. As he was at that time flying a green airplane, he felt my pain.

I like the fact that Geneseo is an active airfield. It was a special joy when the B-17 took off on Friday afternoon. I felt like a kid again as I hurried off to the end of our flight line to get in position to take pictures as it took off. The slow majestic takeoff was inspiring.

Seeing Mike Escalante's Gee Bee R-1 fly so well was a real treat. He built it very light and solved one of the age-old problems of attaching the landing gear. On each leg he placed a magnet and a pin. The magnet matches another one in the wing. The pin was angled backward to keep the landing gear from falling straight down but allowed the landing gear to pop off on landing. This eliminated the weight of landing gear wire and the beefed up structure. The landing gear would pop off on every landing. I know that I will use this technique on my next model. He had flights of up to one minute - with a Gee Bee R-1!!

Wally's Geneso report continued

That night I decided to work on the Cessna 140, which I thought had potential. It took until dark to get it trimmed out but boy did it go! Had some late night pizza with Dave Mitchell and Dave Nidzelski from EBM.

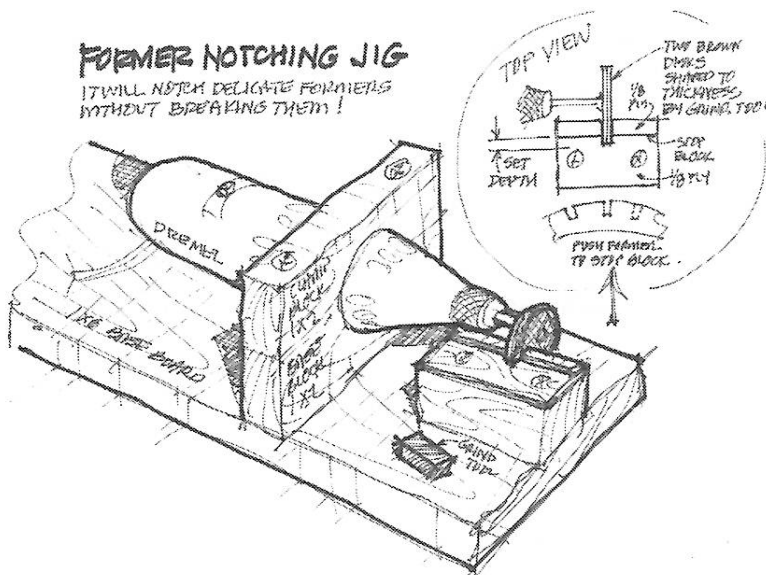
Saturday morning I resolved that I was going to do better, focus on what had to be done. I decided to start with the Cessna 140. Dave Mitchell again turned out to help me, patiently waited for me to pick air. I dropped the first max by only two seconds with the Cessna 140, second flight maxed. On the third flight, I got fooled by some heat, without lift to go along with it, and it did in the 90's. In the end, I tied Tom Hallman for 1st. Tom put his Tripacer in the beans but it was found on Sunday.

I put up some good flights with the Vultee VF11 but the 3rd flight put it in the soybeans. Couldn't find it and didn't have much time to look. I had some fair flights with the Skyraider in Modern Military but no maxes. I again found the conditions challenging as the day went on and was glad I had the Cessna's flights in. I was out in the second round of WWI. I finally got a 40 second flight with the Bleriot, the first 2 flights were 20 and 21. At least I got an official. Dave Mitchell entered his Navion and put it in the soybeans too.

Now here's the big story for the week from my viewpoint. I won WWII. Yikes. At the NATS! I did not have the best plane perhaps (especially based on qualifying flights), but my back up plane was my radial Kharkov by Tom Nallen. Here's what happened. I just managed to squeak by in the first 2 heats (5 were planned). On the 3rd heat, the guys to my right hit big air....and went into the soybeans...I'm not sure how many...but there were some good pilots...Gene Smith and Dick Gorman among them. There were so few planes left it was cut to 4 heats. So I made it to the final round and had a chance of placing. I wound her up tight...my mechanic Rich Weber kept me focused. The Kharkov hadn't done much up to that point, but I told Rich I thought it was in good trim. On the final launch, the Kharkov hit the elevator and went up to a convincing height. I was delighted, and was the last down. The bad news was that I was last down into the soybeans...I needed the model to have it weighed! Clive Gamble, Mike Stuart, Rich Weber and at least one other guy set out to help me. On the way to look for the plane, I found a fistful of timing slips...Mike Stuart graciously took them to HQ, then doubled back to help in the search. It was hot. Tom Hallman showed up with some cool drinks, a lifesaver. It took up 1.5 hours walking up and down rows. Finally Clive sees it and says in the most calm and understated British accent "oh, there she is"...I go completely New Jersey on them, shouting, holding the plane up, waving to Rich Weber and others....we took it back and passed the weight test! Whew! How can I thank all the guys who helped me so much!?

After Dave Mitchell CD'ed the BLUR, we decided to look for his Navion and my Vultee....both about 30" planes...the Vultee was green but it had a silver underside...Mike Isermann, Al Cohen and Don DeLoach joined in. We did find Dick Gorman's Tony (we never saw

it, Dave Mitchell hit it with his ankle, that's how dense the plants were). Other than that we came up empty.



The web site www.flightglobal.com has old issues of *Flight* magazine in pdf format in its archive. Lots of stuff here on the Seamew including ads and a shameless puff piece in a 1956 issue specifically at: <http://www.flightglobal.com/pdfarchive/view/1956/1956-0081.html>. (NB there are spaces on both sides of the hyphen in this address.)

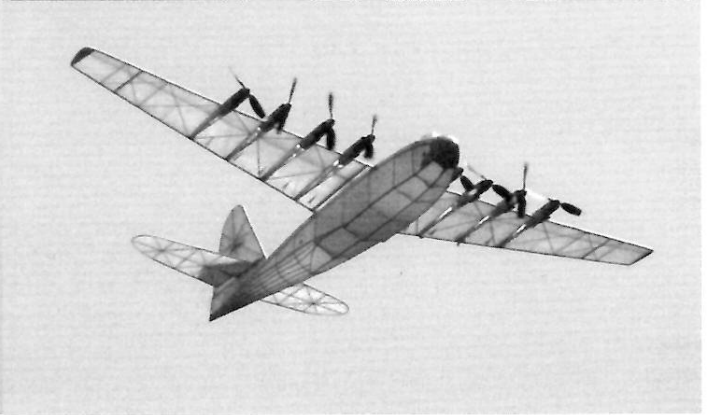
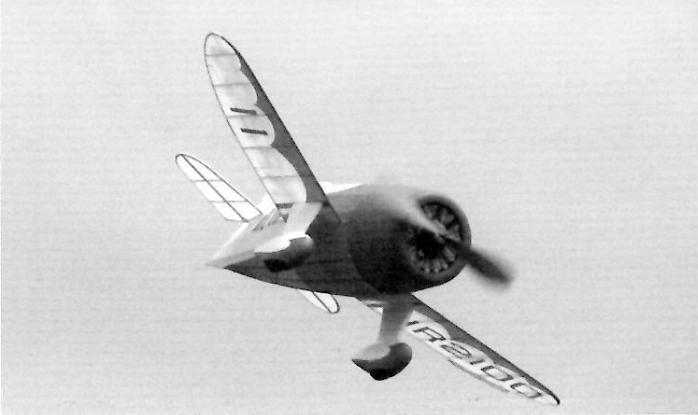
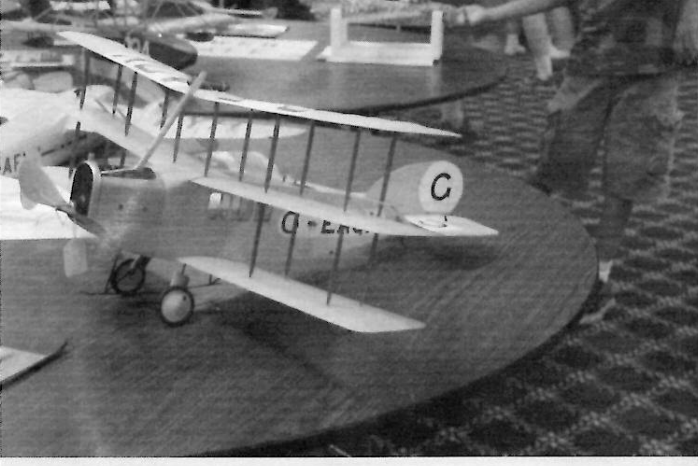
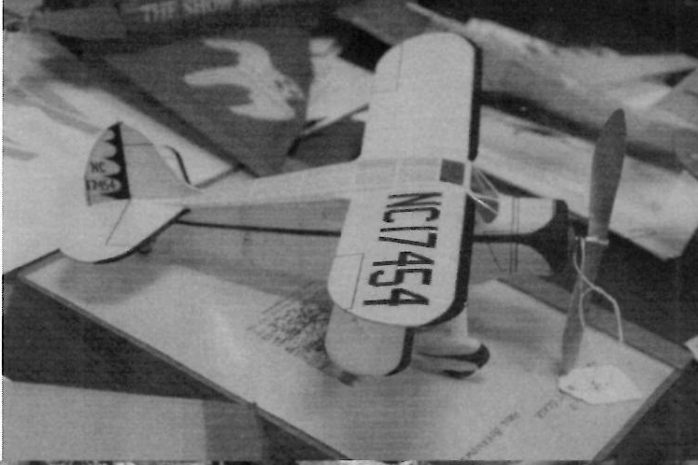
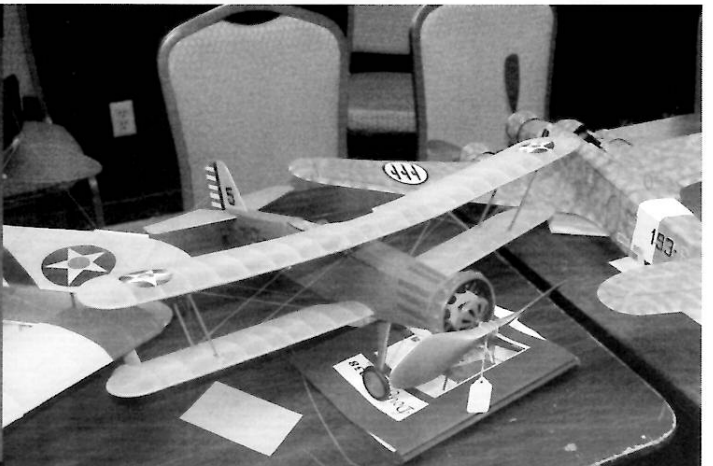
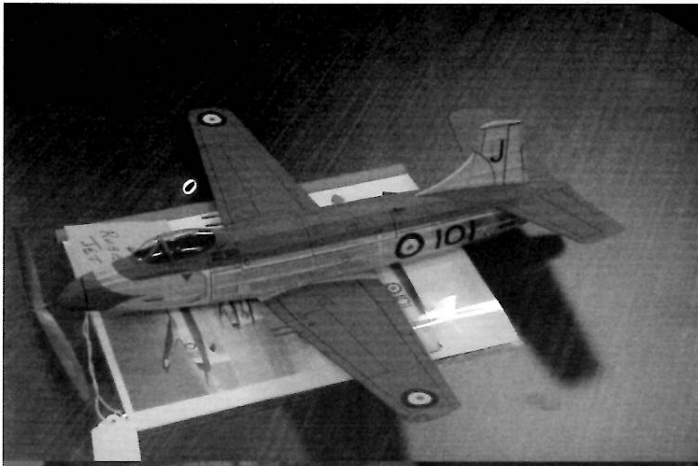
PHOTOS PAGE 19

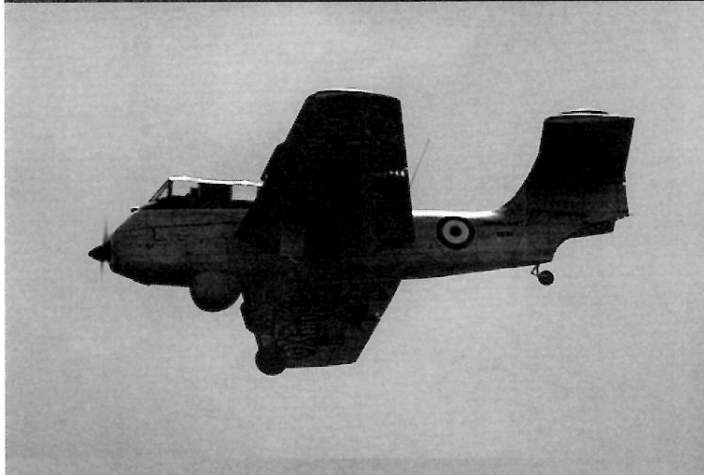

INDOOR SHOTS BY GLEN SIMPERS
OUTDOOR SHOTS BY BONNIE SIMPERS

1. Chris Starleaf's Supermarine Attacker
2. Fernando Ramos's Douglas O38
3. Paul Boyanowski's peanut Waco cabin
4. Dan Kane's MIG has a brushless motor in 30 mm ducted fan. You can get these from Shorty's.
5. Vance Gilbert's rebuilt Tripe Transport flew great.
6. Tom Arnold's R5Y Tradewind. Did not fly due to wind.
7. Mike Escalante's GeeBee. Missing brace wires, but a great flyer. His knock off undercarriage was held on by a magnet and soft pin.
8. Josh Finn's Hughs HK-1. Very lightly built as you can see from the photo, it was stunning to see fly.

Seamew photos on back page

XE169 and the aft-most aircraft in the group photos are RAF Coastal Command land based variants. The rest are fleet Air Arm carrier based aircraft.



VERON'S
Pre-Flite Kits

FLYING SCALE
MODEL AIRCRAFT
CONSTRUCTION KIT
OF WORLD FAMOUS
AND POPULAR AIRCRAFT
DESIGNED AND BUILT
BY VERON

SHORT SEAMEW

MODEL AIRCRAFT (Ebay.com/Model) Ltd. 607-607-6076

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 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.

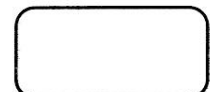
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CONTACTS - Material for the newsletter and membership questions should be addressed

to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@VERIZON.net

Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due



VERON

ANTI-SUBMARINE AIRCRAFT

Short Seamew

20' SPAN

DESIGNED BY PHIL SMITH

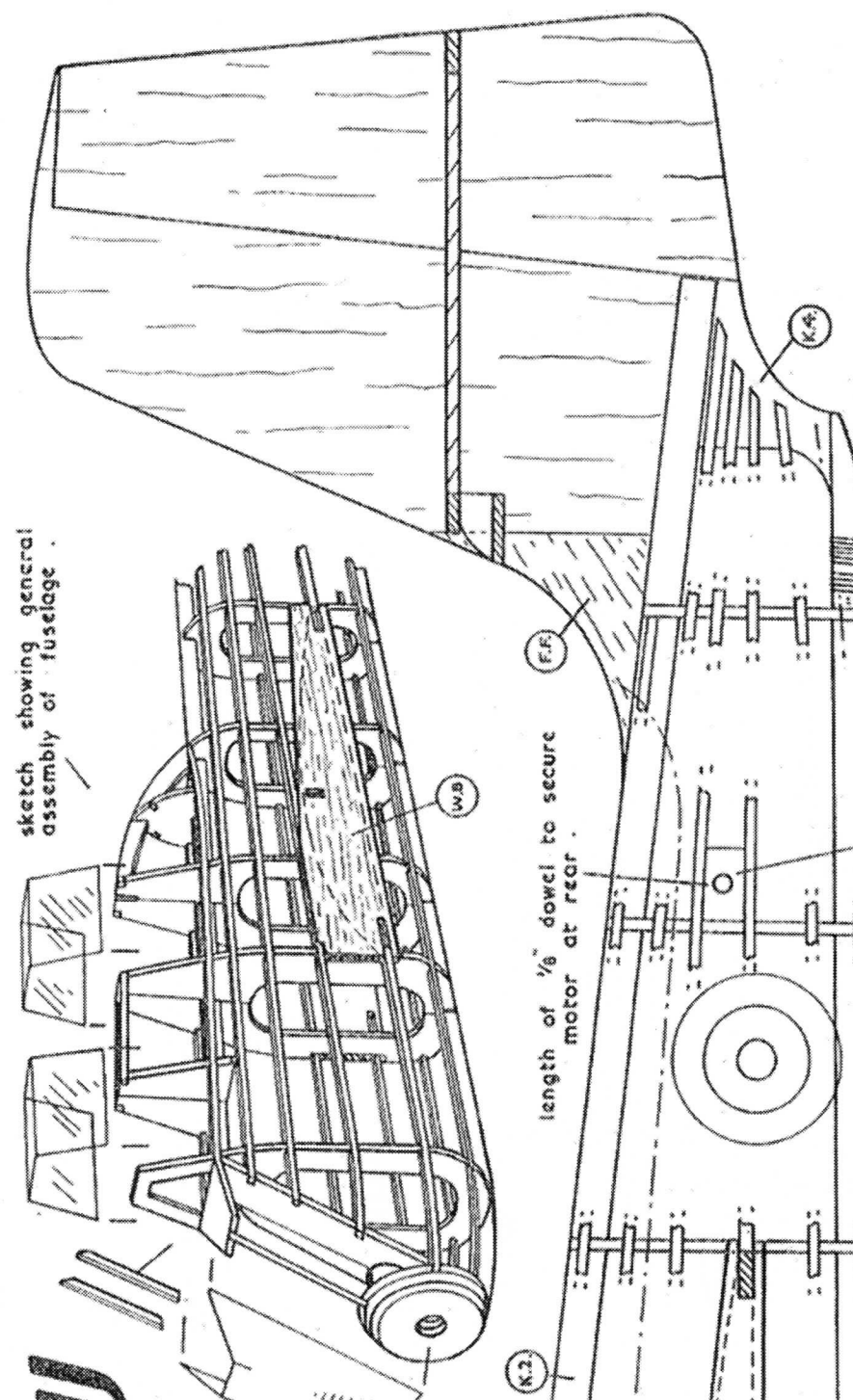
sketch showing assembly of propeller & shaft unit.



thread

rolled card
faring to nose.

sketch showing general
assembly of fuselage.



length of 1/8" dowel to secure
motor at rear.

template for nose
faring to be cut
from postcard.

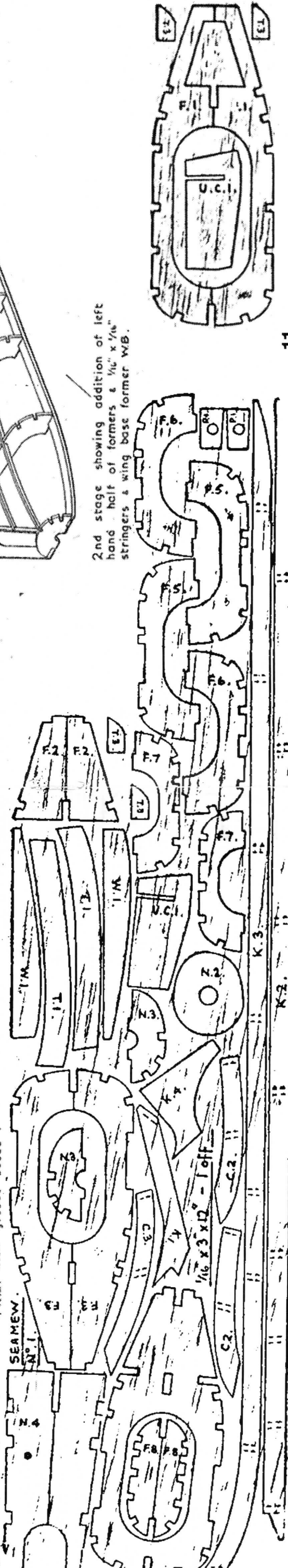
sketch showing how u/c wire
is bent & cemented into U.C.I.
then bound with thread & re-
cemented then attached to rib
R.2. with gusset added.

1st stage of fuselage construction - outline
formers all pinned in place.

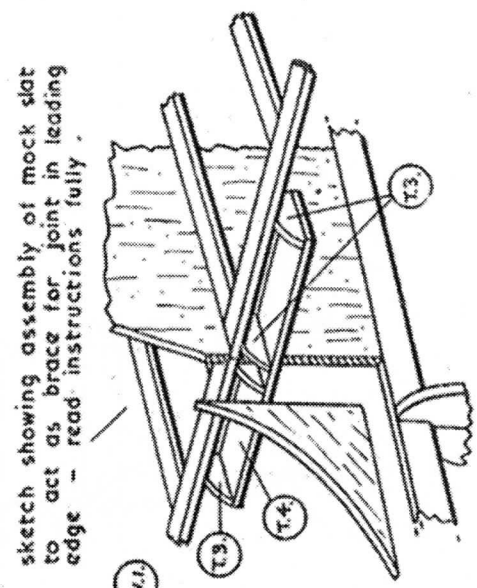
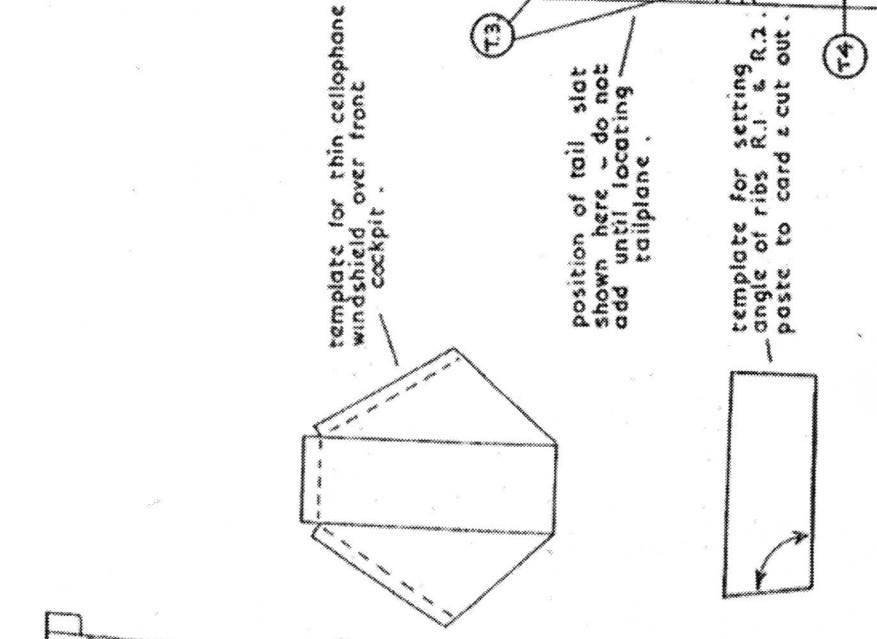
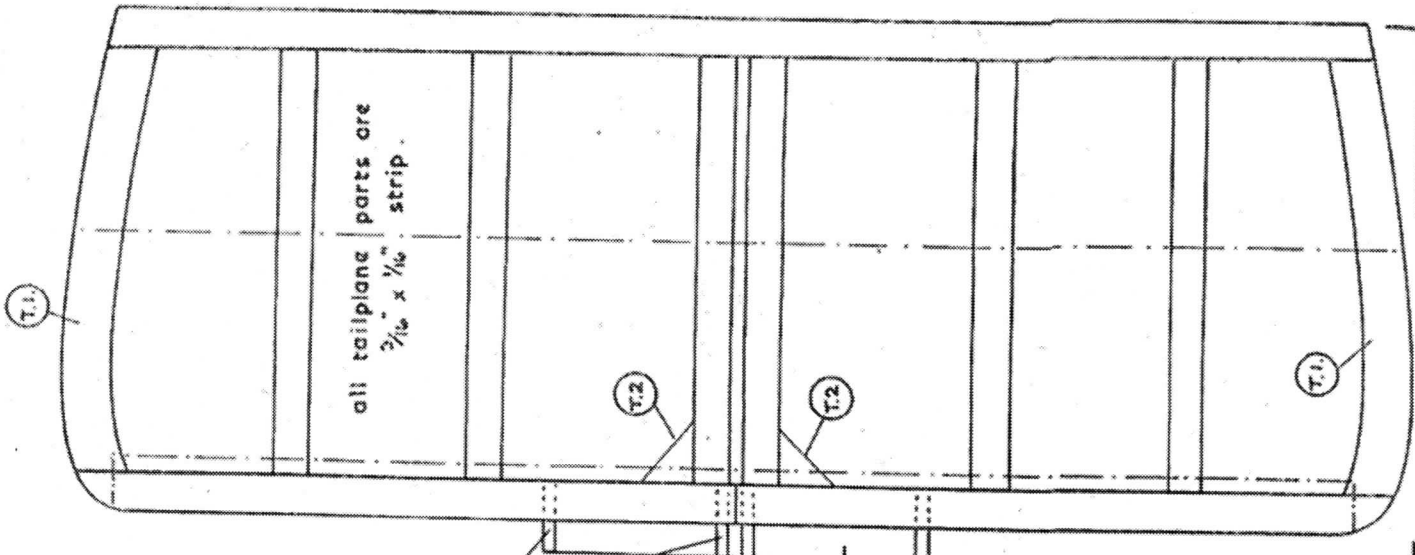
diag 1.

diag 2.

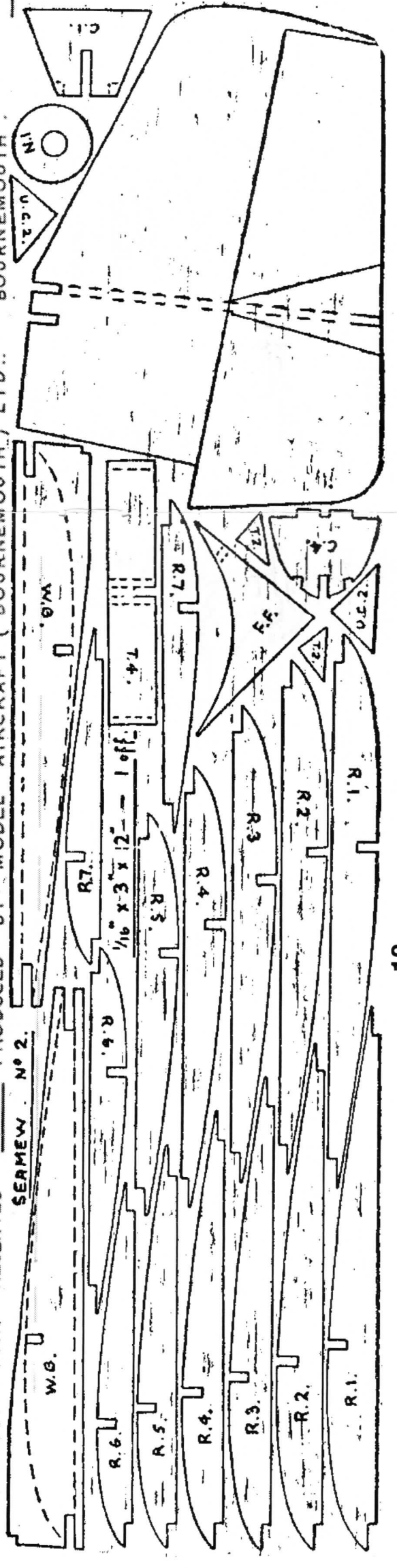
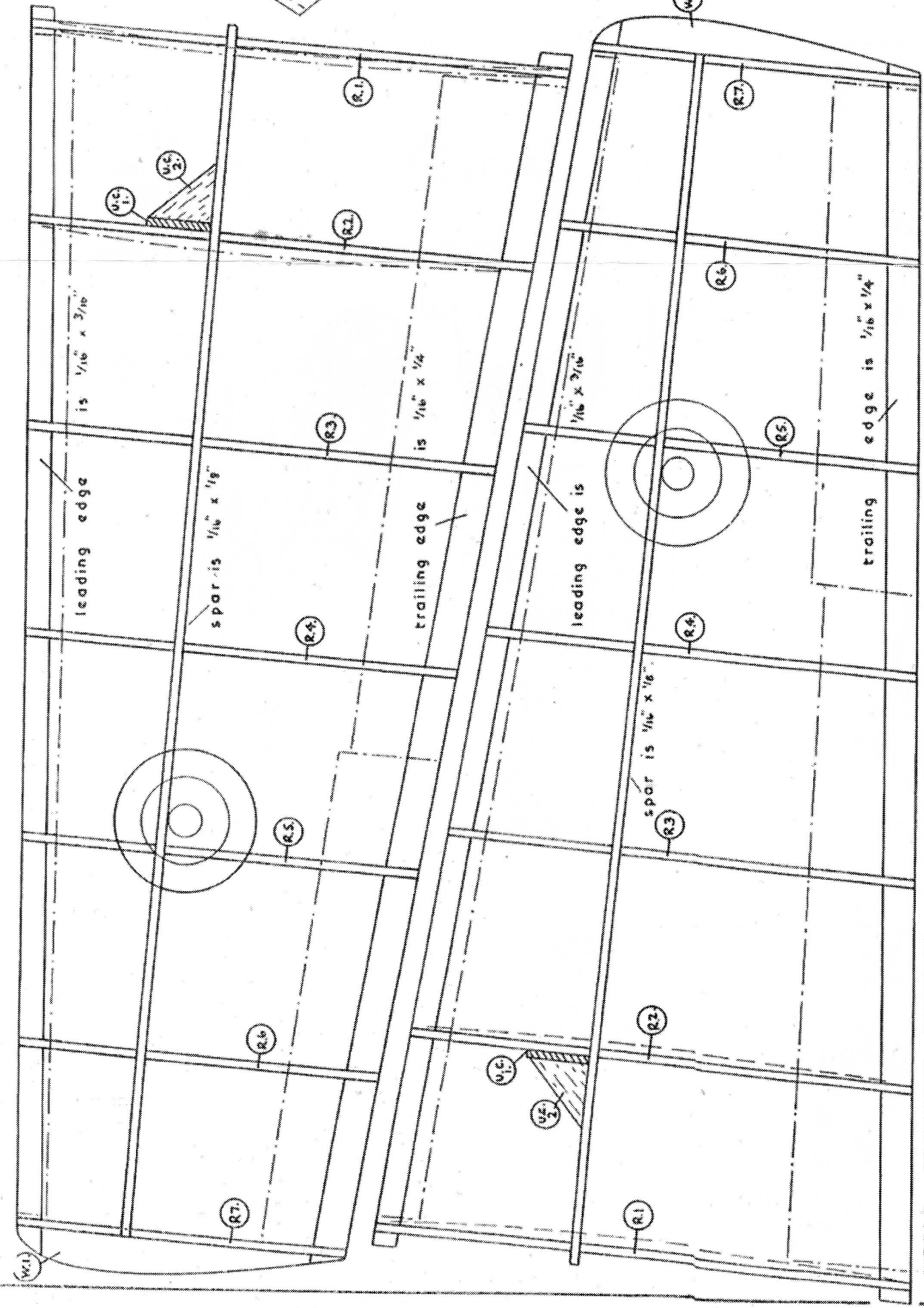
middle basic stringer added
first to stabilize formers.



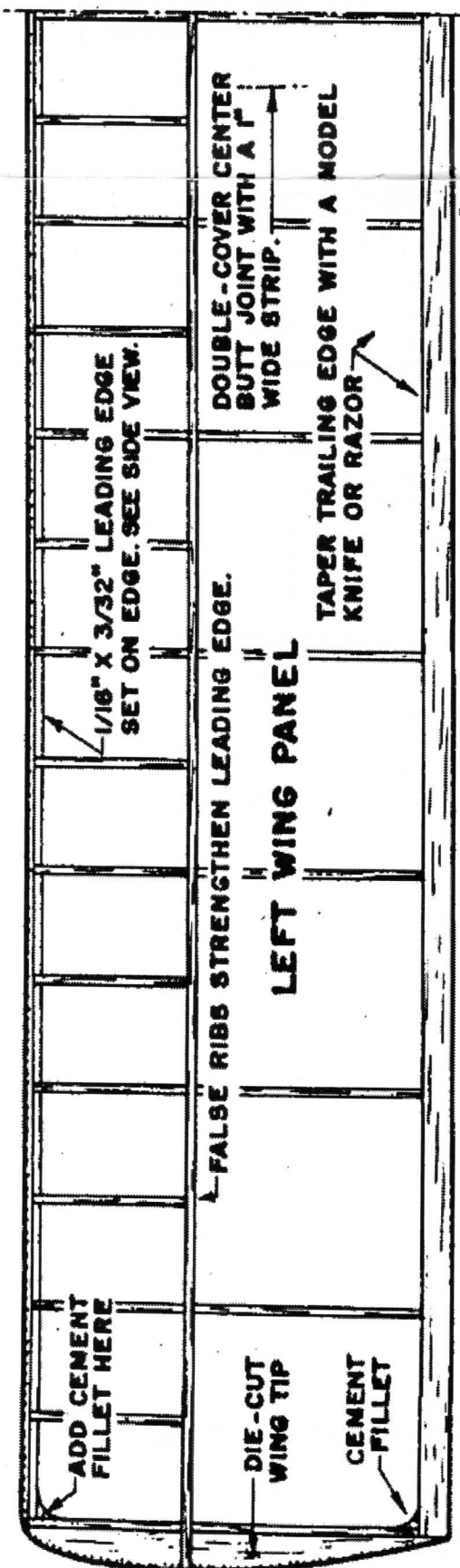
2nd stage showing addition of left
hand half of formers & 1/16" x 1/16"
stringers & wing base former W.B.



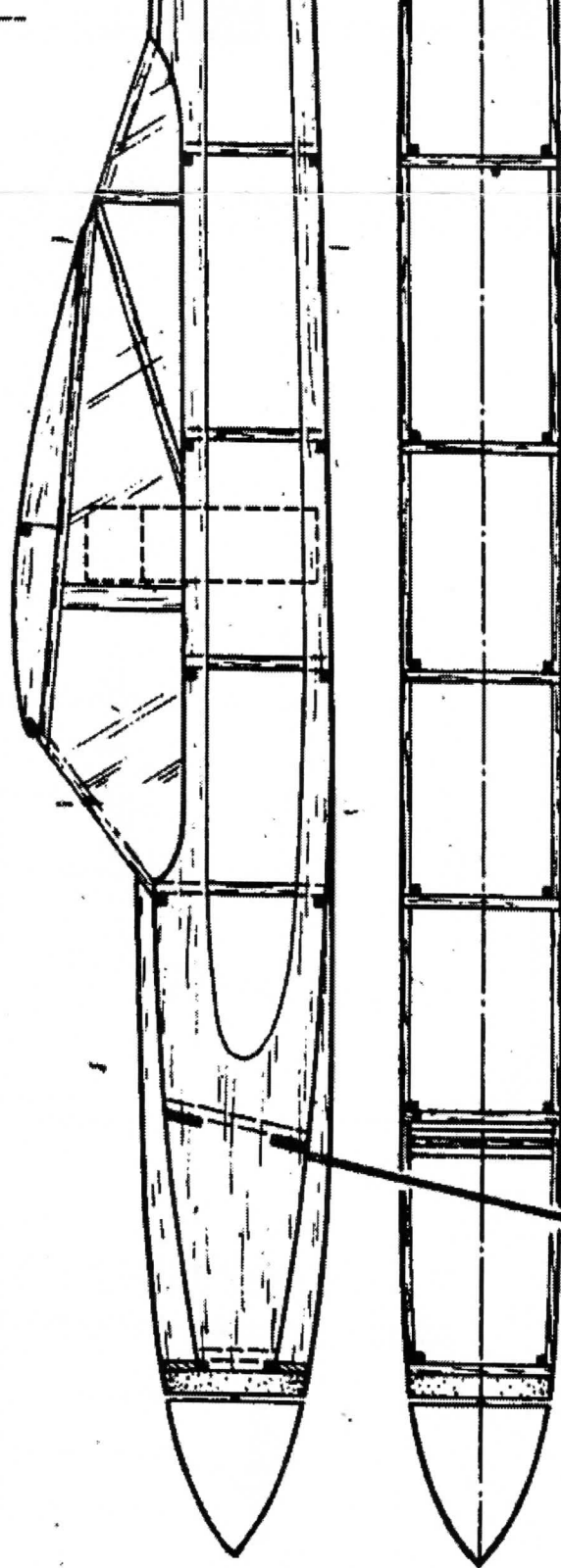
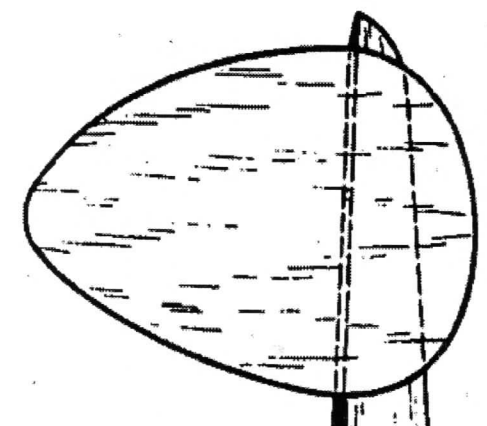
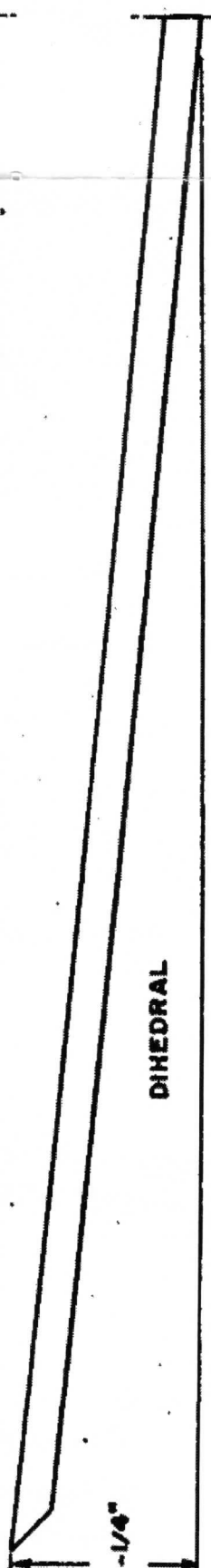
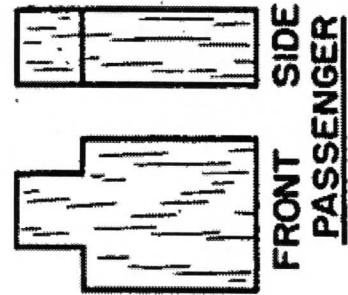
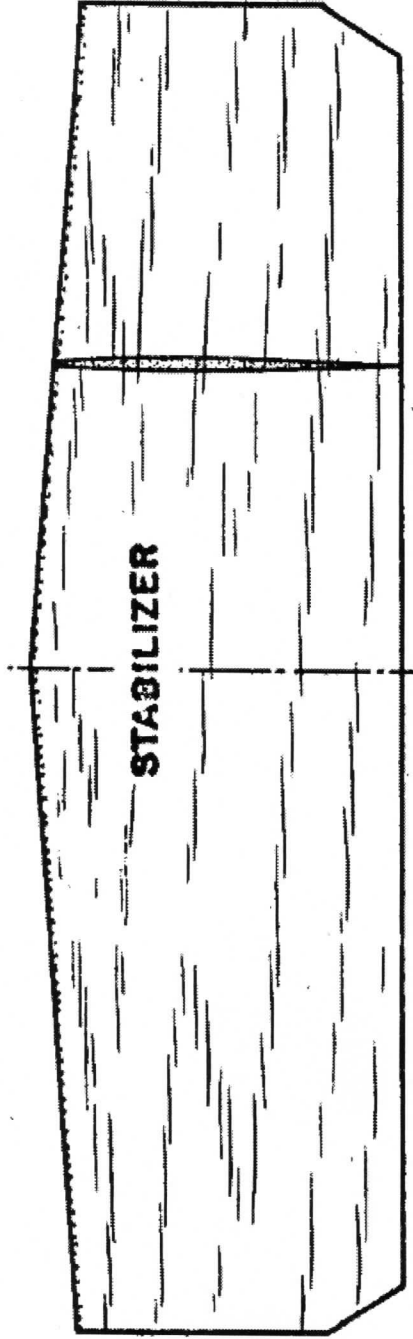
WORLD-COPYRIGHT RESERVED **SERMEW** NO 2. PRODUCED BY MODEL AIRCRAFT (BOURNEMOUTH) LTD. BOURNEMOUTH



This Veron Seamew is a bit heavier and less scale than Mike's peanut. But it's a nice size. I might add a bit of incidence to the wing, and enlarge the rubber opening at the front. I would use magnets to hold on the wing along with tubes at the leading and trailing edges.
 Lighten the structure a bit and you will have a nice modern military model with great moments. It ought to perform quite a bit better than the prototype. That tail slot can be omitted as it did not last long. It might be nice however to add a foam radome.



SAND STAB TO A STREAMLINED AIRFOIL AS SHOWN.



LAMINATE 2 PIECES OF 1/16" X 3/16" FOR REAR RUBBER POST



FUSELAGE TOP VIEW
CABIN AND STRINGERS OMITTED FOR CLARITY

