

MAX FAX



Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

2015-3



COMET VENGEANCE ISSUE

COMING ATTRACTIONS

SEPTEMBER 17-18 2015 FAC OUTDOOR CHAMPS

AMA site Muncie, IN.

<http://www.flyingacesclub.com/BP215.pdf>

OCTOBER 17-18 OCTOBER HURRICANE MEET

Raeford, NC Events similar to spring Kudzu events

<http://www.flyingacesclub.com/15hurricane.pdf>

OCTOBER 21-24, 2015 WESTFAC V

Buckeye, AZ Rovey Field

Host Club: Arizona Condor Squadron

CD: Duke Horn dukehorn@rocketmail.com

WESTFAC website and event information

<http://www.westernfac.com/westfac5eventpage.html>



MaxFax 2015- 3

Stew Meyers Still Editor

Comet Vultee Vengeance ISSUE

Dave Mitchell will become editor with the next issue as I take on editing the Flying Aces Club Newsletter. This issue traces the history of the Comet L 50 ¢ series, in particular, the Stuct-O-Matic L series that came out in in 1944. The series had four dive bombers with decently long noses that would make good rubber flyers and a Spit and Corsair that are challenges. The Vultee Vengeance has the best moments of the bunch and as a bonus has no wing fillets. Therefore I chose it to be the feature model for this issue. In order to include everything on the plan it takes four tabloid sheets or eight pages. We also have the history of the Vengeance and my experience in building the model. Wally Farrell, the Kudzu grand champ, reports on it and we have the results in print. They were posted to the website with in days of the event.

.NEWS FLASH.....

Dave Mitchell won the WWI peanut event at the NON-Nats with the Aviatik Berg C-1 that was featured in the last issue. Wally and I are still getting ours trimmed out.

The Vultee Vengeance Story

In 1940, Vultee Aircraft started the design of a single engine dive-bomber, the Vultee Model 72 (V-72) to meet the requirements of the French Armée de l'Air. The V-72 was built with private funds and was intended for sale to foreign markets. The V-72 was a low-wing, single-engine monoplane with a closed cockpit and a crew of two. An air-cooled radial Wright Twin Cyclone GR-2600-A5B-5 engine rated at 1,600 hp powered the V-72. It was armed with both fixed forward firing and flexible mounted 30 cal (7.62 mm) machine guns in the rear cockpit. The aircraft also carried up to 1,500 lb of bombs in an interior bomb bay and on external wing racks.

P2 VULTEE VENGEANCE PHOTOS

1. The sole surviving Vengeance at RAAF Museum at Point Cook
2. Rear canopy dome details on this survivor
3. Cowl details
4. Another view of the canopy, note the rear dome rotates into the rear hood.
5. Typical flight with canopies open..
6. Nice shot on the ground.
7. Note pilots hood slides back over the fixed center and the rear hood slides inside. Twin 30 cal rear guns
8. Another flight shot with 50 cal rear gun.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are **\$25** per year for residents of the USA, Canada, and Mexico, and **\$35** for all other countries. You may now use PayPal at the website:

www.dcmmaxecuter.org

Your mailing label indicates the year and month of the last issue of your current membership. An "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 - Four issues of MaxFax are sent each year, one each quarter, but since this is a volunteer publication nothing is guaranteed except that four issues will be sent to all members. **(Rising costs and dwindling membership have forced us to go to four issues a year as of 2014.)**

CONTACTS - membership questions should be addressed to Stew Meyers phone 301-365-1749.

stew.meyers@verizon.net Email gets immediate attention. Material for the newsletter can be sent to either Stew or Dave Mitchell davedge@me.com.

The Vengeance was uniquely designed to dive vertically without lift from the wing pulling the aircraft off-target. To this end, it had a 0° angle of incidence on the wing to better align the nose of the aircraft with the target during the dive. This resulted in the aircraft cruising in a nose-up attitude giving a poor forward view for the pilot, particularly during landing. It had an unusual, "W"-shaped wing planform. This resulted from an error in calculating its center of gravity. Moving the wing back by "sweeping" the center section was a simpler fix than re-designing the wing root. This gives impression of an inverted gull wing when seen from an angle, when in fact the wing has a more conventional dihedral on the outer wing panels.

France placed an order for 300 V-72s, with deliveries intended to start in October 1940. The fall of France in June 1940 stopped these plans, but at the same time the British Purchasing Commission, impressed by the performance of the German Junkers Ju 87, was shopping for a dive bomber for the Royal Air Force, and as it was the only aircraft available, placed an order for 200 V-72s (named Vengeance by Vultee) on 3 July 1940, with orders for a further 100 being placed in December. As Vultee's factory at Downey was already busy building BT-13 Valiant trainers, the aircraft were to be built at the Stinson factory at Nashville, and under license by Northrop at Hawthorne, California.

The first prototype V-72 flew from Vultee's factory at Downey, California on 30 March 1941.

Additional aircraft were ordered for Britain in June 1941 under the Lend-Lease scheme, with these being given the US Army Air Corps designation A-31.

After the U.S. entered the war following the attack on Pearl Harbor, a number of V-72 and A-31 aircraft were re-possessed for use by the Army Air Corps. As the Army Air Corps became interested in dive bombing, it decided to order production of an improved version of the Vengeance, designated the A-35, for both its own use and for supply to its allies under Lend-Lease. It was fitted with a more powerful Wright Twin Cyclone R-2600-19 engine and improved armament. As US Army test pilots disliked the poor pilot view resulting from the zero-incidence wing, this was "corrected" in the A-35, giving a better attitude in cruise but losing its accuracy as a dive bomber.

When production of the Vengeance was completed in 1944, a total of 1,931 aircraft had been produced. The majority were produced at the Vultee plant in Nashville, Tennessee. Indecision about which aircraft type should replace it in production at the Vultee plant led to several "make-work" contracts for Vengeance aircraft to prevent dispersion of the skilled workforce. This resulted in overproduction of what was considered an obsolete aircraft.

In the Far East, four RAF, two Indian and five Australian squadrons operated the Vengeance resourcefully under difficult conditions, during the period from May 1942 to July 1944. The Indian-based squadrons saw action in Burma, while the Australians made perilous attacks on New Guinea and other islands until B-24 Liberators could take over the job at higher altitude.

The Aussies rather liked the Vengeance."I remember the Vultee as a lovely aircraft to fly, an aircraft that was hard to stall and was fully aerobatic. You could do anything in them, rolls, loops, stall turns, and there was enough room in the cockpit to hold a ball. I used to like flying them, although a lot of blokes thought that they were too cumbersome." A good account of it is in *Air Enthusiast* #5. I particularly like the all white tails of 24 squadron which was heavily involved in the New Guinea campaign. A couple of these are shown on our cover.

Building the Vultee Vengeance

Stew Meyers

I had been planning to build the Vultee since I acquired the 3405 kit in the 70's. Well I have finally gotten around to it! I downloaded a pdf of the plans of the Vengeance from <http://www.outerzone.co.uk>. Yeah, I knew I had the kit some where in the basement, but this download included the print wood so I didn't need to scan everything. I tend not to build old kits, but reproduce them. I use Photo Shop to convert the pdf to a tif and copy useful parts of it. I superimposed the print wood formers and found to my surprise the notches lined up pretty well.

I made up patterns from the print wood and printed them on my laser printer. I have found I can use nitrate thinner to melt the toner and transfer the image to balsa to make print wood.

The L series, originally based on the cardboard former Struct-O-Matic, just don't have a large enough rubber clearance hole. The puny thrust button is also too small.

And no provision is made to load the rubber. Occasionally in the past, I have laminated the formers, but for this build I decided just to open up the rubber clearance hole to 1-1/8". I modified the nose to have a removable nose block inside the cowl that could accommodate a Gizmo Geezer thrust button. Rather than cut the longerons from 1/16th sheet, I laminated them from two strips of 1/16th square. This necessitated reducing the notches for them to 1/16 x 1/8.

The other thing that has always bugged me about these models is the "green house" with the thick balsa formers and a bond paper canopy. Ok, if you are content with the opaque bond paper canopy. But as soon as you try to replace the canopy with transparent material, this looks really lousy. I have long laminated the canopy bows to reduce this problem and replaced the central top longeron with stringers in a scale position. Since I intended to do this on the Vultee, I did not need to run the upper longeron over this outline but ran it directly from former 12 to former 16. I elongated the upper longeron slot to match this. I then proceeded to build the fuselage per the plan. I did rearrange the stringers at the rear to provide a larger stabilizer slot to allow adjusting the tail plan incidence.

After the stringers have been added, I filled in the space between the stringers from former 9 to 10 with sheet balsa. To facilitate this I lay a piece of low tack (removable) Scotch tape over the position and trace the outline with a 0.25mm felt tip pen. I then place the tape on a piece of soft balsa and cut out the shape. Peel off the tape and dress the block with an emery board for a final fit. I used thinned white glue to attach it.

At this point I used this fill in method to replicate the paper pattern cockpit coamings fore and aft. I then cut the upper longeron between formers 12 and 16 to facilitate building up the canopy formers. Three canopy bows were built from 1/16th square. Formers 13 and 14 were trimmed to fit the canopy bows. Former 15 was replaced with extensions running down to the side longeron to provide a strong attach point for the rear canopy bow. Butt gluing the bow to the stringer just won't do. Stringers are run between the canopy bows where the position was indicated on the formers. Note there is no longer a notch here so they butt up to each bow. We can get away with a butt joint here. This corresponds to a rail on the canopy pattern. Since the Aussies flew with rear canopy retracted most of the time I omitted this. The front canopy pattern presented a problem. The top did not fit very well. I could have built a mold and pulled a front canopy, but the only part that really caused a problem is the opaque top part. It was simple enough just to carve a small piece of balsa to replicate this and then use flat parts of the front canopy pattern for the rest of the windshield.

The tail feathers were built per the plan with a few extra gussets. The wing was built per the plan except the LE was enlarged from 1/8 x 1/16 to 1/8 square and a bottom spar was added. Again a few extra gussets were used.

Since I am building the Vengeance gear up and the plans show gear down a few changes have to be made. There is a rather prominent fairing covering the undercarriage leg. I carved these from soft balsa..

The tail wheel tucks into the curious notch at the end of the fuselage.

I took the completed, but uncamouflaged model to the field for test flying. I added a bond paper canopy as I thought the dihedral was a bit lacking with that huge vertical tail. Flights did not go well. It tended to go in a tight circle. I notice I had a bit more incidence in one wing root. I applied gurney strips but then it seemed to go the other way. Finally the Gizmo Geezer let the fully wound rubber slip. It tore out one side of the rear peg mount. I took it home and repaired it. I also re-glued the wing on to equalize the angle of attack of both wings.

I then painted it with water based acrylic sprayed on. I used frog tape for masking. What a Mess! I got the acrylic too thin and it went on too wet and seeped under the tape. When it finally dried the tape stuck and ripped some tissue. Lessons learned! I have put on the canopy but no markings yet. Back to the field. Still squarely. While experimenting with trim strips, the Gizmo let go again and ripped out the other side of the rear peg mount. I should have safety wired it. That's the fourth time it has happened to me. Back to the field... better, but still directionally unstable.

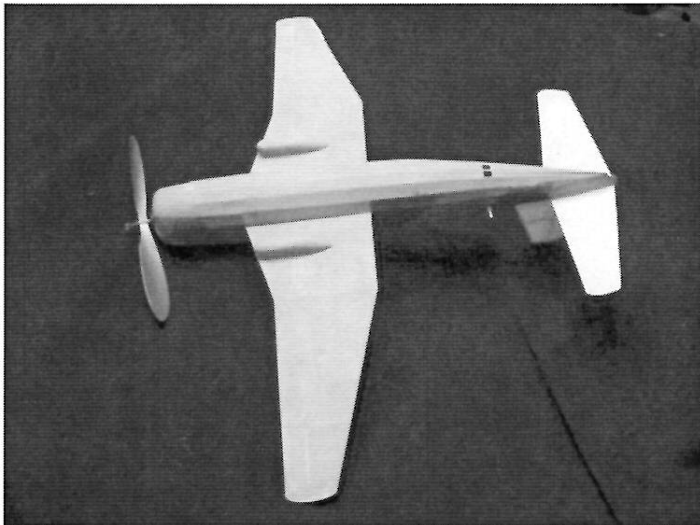
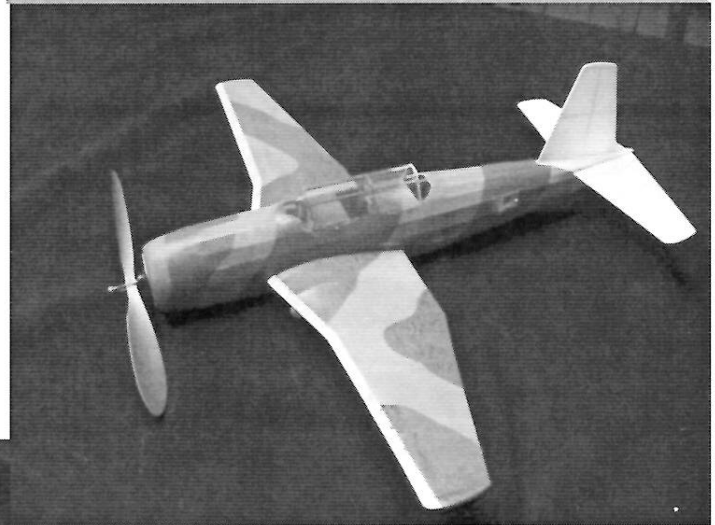
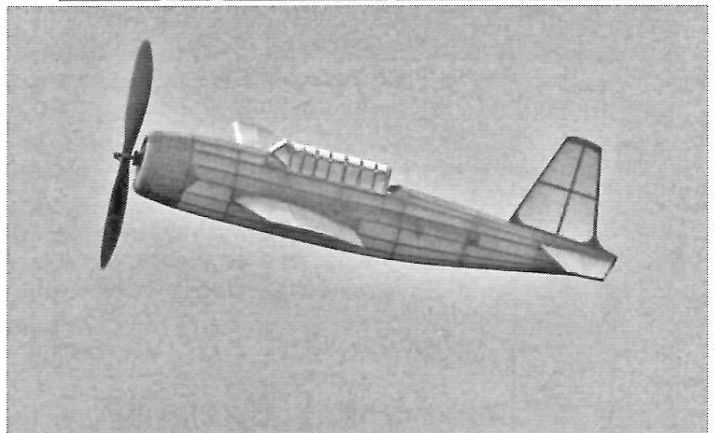
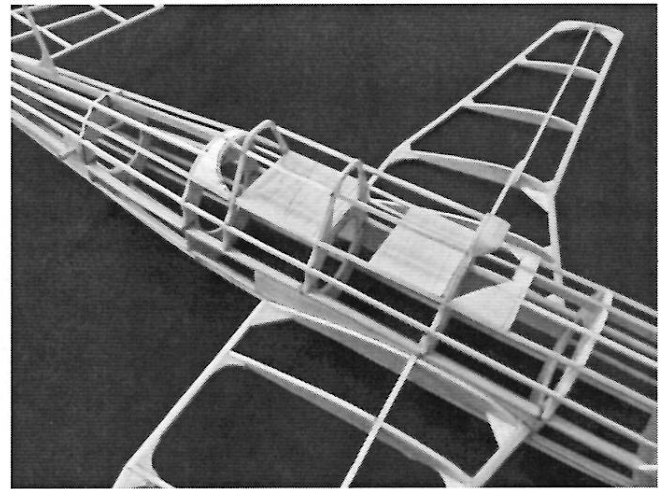
The dihedral does not show on the plan, but rather in instruction #10 as $5/8"$. I increased this to $1.0"$, but that doesn't seem to be enough. I will add more dihedral and replace the Gizmo with an honest "S" hook before I go back to the field again.

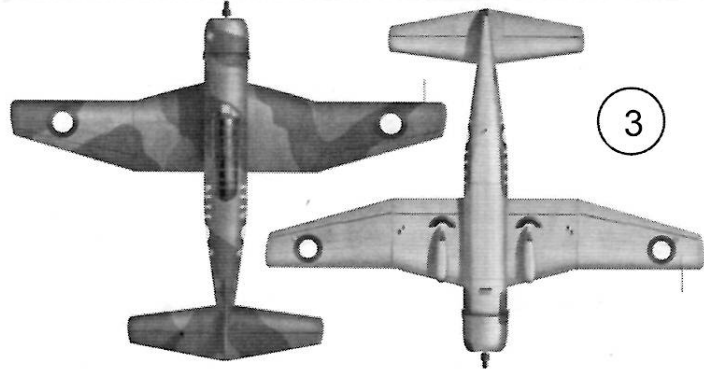
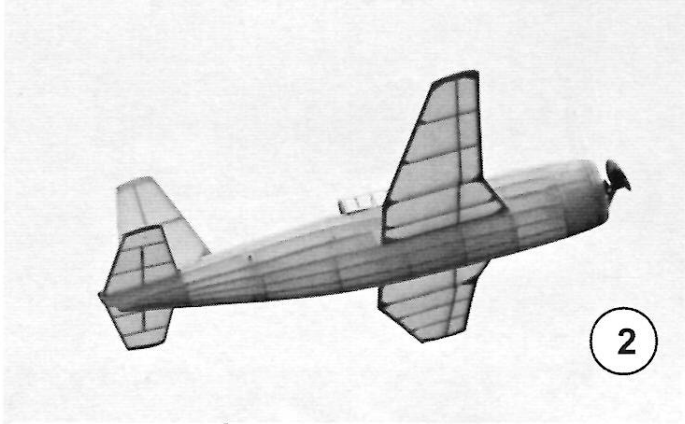
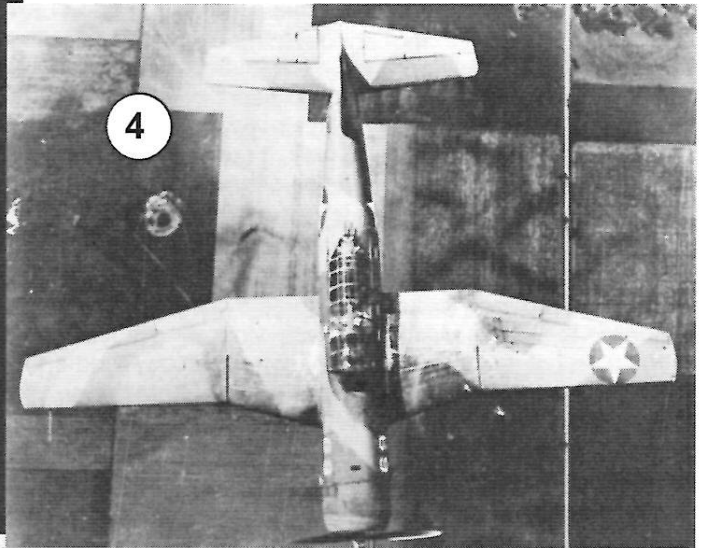
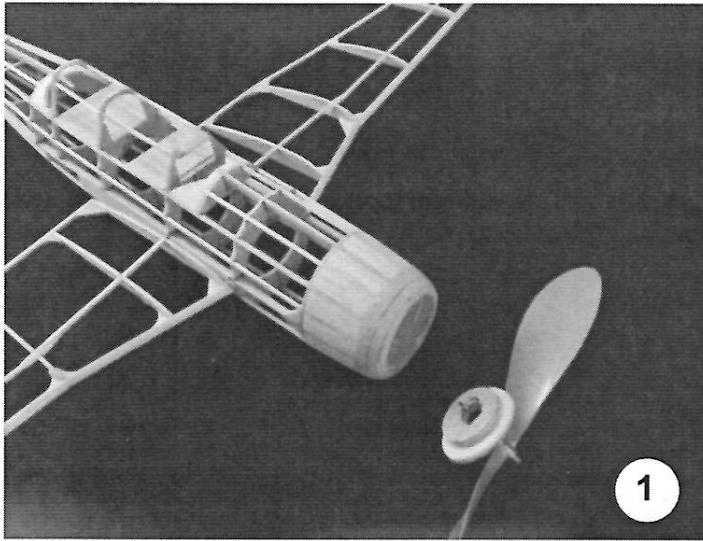
In retrospect, former 15 should be moved forward $1/2"$ to more closely replicate the position of the rear canopy when shoved full forward as favored by the Aussies. Another former 15 should be placed $1"$ forward of former 14 to replicate the end of the fixed portion of the canopy. This evens out the supports and allows for an open front canopy.

The paint job doesn't look too bad in the photos. Paper canopy frames are yet to be added along with insignia, markings, guns, and aircrew. I have got to get it flying first and that requires some surgery to increase the dihedral.

Note the patch at the rear peg due to the Gizmo letting go. At the bottom right is the #24 bus safety wire through the hollow rivet on the Gizmo Geezer to prevent this.

It weighs 35 grams and has 51.6 sqin of wing area, Two loops of $1/8 \times 30"$ driving a $8"$ Peck prop seems to do the job. No ballast was required.





1. Another bones shot showing filled in cowl and motor block.

2. Unpainted Vengeance on test flight note U/C fairing not yet on.

3 Camouflage Patterns.

4. Top view in flight... Camo not as well defined.

5. Good shot of port side RAF Camo despite US insignia.

6. Good shot of Starboard Camo.

7. Your Editor launching this turkey, note low dihedral..



Comet L Series Models

Stew Meyers

Comet used various numbering systems to designate their models over the years. In their 1936 catalog they used the star system. Dimers were 1Star, and more complicated 25 inch 25¢ models were 2Star. These models would reappear with different numbers far into the future. By 1939, the next catalog I have, the 1Stars became the A series, the 2Star the E series, and a 50¢ L series emerged as well as a \$1 P series of "big" models. This note will concentrate on the L series that eventually became the 3400 series selling for \$3.50 before Comet's demise in the early eighties.

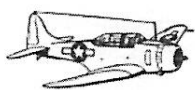
In 1939 the L series consisted of:

- L1 Ryan ST 30"
- L2 Consolidated BT-7 31.5"
- L3 Howard Mr Mulligan 22"
- L4 Monocoupe 90-A 32"
- L5 Waco S-6 33"
- L6 Curtiss Wright Osprey 31"
- L7 Curtiss Pursuit (P-37) 37.5"

By 1940 they were referred to as "Giant flying scale models" and added the L8 Lockheed Pursuit (XP-38) 37" and L9 Vought Fighter(V-134) 33.5", as well as a contest type model, the L10 "Sparky" 32". The 1943 catalog raised the price to 65¢ and identified L8 as the Lockheed Lightning.

By 1944 these earlier L series models were dropped, replaced by a new 50 ¢ L series of Speed-O-Matic war planes with 20 inch spans featuring cardboard formers and pine stingers and print wood. Occasionally you would find balsa print wood but the stingers were always pine.

- L1 Douglas Dauntless SBD-3
- L2 Supermarine Spitfire IX
- L3 Grumman Avenger TBF-1
- L4 Vought Corsair F4U-1
- L5 Stormovik Il-2
- L6 Vultee Vengeance A-35



KIT No. L1 DOUGLAS DAUNTLESS SBD-3
20" Wingspan 50c



KIT No. L2 SUPERMARINE SPITFIRE IX
20" Wingspan 50c



KIT No. L3 GRUMMAN AVENGER TBF-1
20" Wingspan 50c



KIT No. L4 VOUCHT CORSAIR F4U-1
20" Wingspan 50c



KIT No. L5 STORMOVIK IL-2
20" Wingspan 50c



KIT No. L6 VULTEE VENGEANCE A-35
20" Wingspan 50c

The Lightning was promoted to the \$1.00 P series as P5. A July 1945 Air Trails ad shows a L-7 Piper Cub (actually the J-5 Cruiser) 27" for 50¢ and L-10 Sparky back at 65¢.

At the end of the war Balsa replaced the cardboard formers and pine stringers and print wood.

Somewhere along the line the Soviet L5 Stormovik IL-2 was dropped and some new models were added. As far as I know the L5 Stormovik never had balsa print wood.

The next snapshot I have is an Oct 1952 MAN ad. Kit L-5 is now the Saber Jet F86D. This later became E-2 then N-2. Six more kits were added; most were post war designs.

- L-7 Piper Cub (actually the J-5 Cruiser) 27"
- L-8 Ercoupe 24" (a good post war design)
- L-9 Dipper 24" (Parasol design)
- L-10 Skyrocket 30" (Diamond fuselage design)
- L-11 Stratus 32" (Simple Cabin job)
- L-12 Sparky 32" (yes, the old L-10 re-numbered)

Some time in the 60's the L series became the 3400 series priced at \$1.50. By this time Comet was waning. All balsa struct-o-speed and heavy construction die crunched models appeared as well as the "Super Stars" with their heavy super X wings and cardboard fuselage tubes.

I have a sheet listing the following for \$3.50. This was their last appearance in the late 1970's or early 1980's before Comet died.

- 3401-SBD-3
- 3402 -SPIT IX
- 3403 -TBF-1
- 3404 -F4U-1
- 3405 -VENGEANCE A-35
- 3506 Piper Cruiser J-5 at 27"
- 3407 Ercoupe 24"
- 3408 "Sparky" 32"
- 3409 "Meteor" 21"

The Ercoupe and Piper Cruiser J-5 are decent designs, and of course "Sparky" is the pre war classic L10. But the "Meteor" is one of those annoying 1970's Comets with thick trailing edges and die crunched balsa.

I might mention here some confusion on the "Piper Cub". In their ad pictures and box art, Comet did not differentiate between the E-6 (later 3206) 25" J4 Coupe and the L-7 (later 3406) 27" J5 Cruiser using the same illustration for both which more resembles a J3 which Comet never kitted. Both were designed by Joe Konefes, who knew what he was doing. Last year's FAC model of the year was the J4 despite the mod sheet being labeled J5.

Plans and print wood for the prewar L series are rare, but readily available for the post war L/3400 series. The on line plans for the IL-2 omit two formers, but fear not Dudley Prisel and I both have Stormovick Kits , courtesy Dan Driscoll, and plans will be featured in MaxFax with the missing formers.

The only ones I couldn't find at www.outerzone.co.uk or <http://www.hippocketaeronautics.com> were L-10 Skyrocket 30" and L-11 Stratus 32". However <http://www.pennvalleyhobbycenter.com> has a kit of the Stratus as well as Sparky and the Ercoupe. They also have kits for the 54" P series Aeronca Chief and Taylorcraft.

Wally Farrell's Excellent Adventures Raeford May 2015.

I had the good fortune to fly in the 2 day meet at the sod farm in Raeford, NC, hosted by John Diebolt (and CAFFA) and the Maxcuters. Julie and I traveled a slightly different route this time, going through the center of the states rather than down I-95. The traffic was a bit much but we got there just fine. We registered at a motel in Fayetteville rather than our usual one. This was a plus, since it is about 15-20 miles closer to the field. It is in an incredibly built up area (Think Hampton Roads meets New Jersey), so there were a lot more choices for places to eat. We were able to walk across the street (by that I mean 6 lanes of traffic) to get breakfast.

We went right to the field Friday night and met my OFB Claude Powell. It was breezy. We flew jet cats and talked a lot about trimming. I tried to trim the Ong Continental, a design with a good reputation but it has been a challenge. Just when I had it starting to groove a little, it landed 30 feet up in a pine tree. My usual "skill" in retrieval meant a broken wing that was nearly severed off the ship. Back at the motel I tried to repair the wing on my tow line glider (a van-box mishap), which went well but the d/t servo would not trip. Decided that it would not be a good idea to fly that without the d/t and did not enter it on Saturday.

We got to the field about 8:00 the next morning. It was great to see the collection of fliers as always. We helped each other pitch the canopies, and I started flying. As always, Julie was a huge help to me over the 2 days, timing and spotting planes. She found some time to take a few pictures as well.

WWI was the first ML. In the first heat, Claude got some great air and beat Dave Mitchell and I handily. My relatively new S-1 found the air on the last round.

I flew embryo. Only one max, on the last flight. The d/t did not trip and it did over 3 minutes and managed to land on the field. Wow! This was an unusually lucky break, since most maxes were toying with leaving the field. The day was decent but the wind was cornering toward the trees at times. It got hot!

In simplified scale, the Cessna 140 could not find any air, flew OK, but no maxes. In dime scale, I was so afraid of the Staggerwing leaving the field I purposefully avoided launching into good lift (am I getting old?). This left the door open for Dave to beat me with his SBC.

In GHQ peanut, the old Floyd Bean Special did its thing, going way up and coming down fast. Dave's peanut Staggerwing flew off, OOS, over 4 minute flight. That thing was amazing.

In Jet Cat, I had pinned my hopes on my Lightning(Canberra). It stunk up the joint. It had done so well last fall but I could not get it to transition on Saturday. Glen Simperts had some nice looking and flying jets, they looked great in the glide phase. My backup ship, the Airacomet did much better in the wind but my best flight was in the mid 40's. Turned out that was good enough.

In the Navy Scale event, the new Hellcat flew well enough to take first. I am really happy with this new ship. It's an enlarged **TAILSPIN** design (thanks Mike Nassise!).

I have not had great success with carved props but this one seems to be doing the job.

In the Modern Civilian ML, Dave and I had our Vagabonds, all wound up. Using different prop/motor combinations, they flew great, circling together. Both of them maxed, Dave just missed the woods, and I just missed the pond and a working sprinkler system...whew!

I entered AMA catapult. It was embarrassing. Kit Bays and Carl Dowdy were out there showing how it was done. I was hopelessly outclassed. It was like they had nitro on their launchers and helium filled balsa. I need to take some classes.

I spent some time with Roy Courtney on trimming his embryo. He and I were both flying Debuts. We were making good progress. He had his last official in and then I asked him to put it up one more time to try to finalize the trim settings...he did and put it in the trees. Nice work on that WF!

I just plain ran out of time to fly P-30. Maybe next time. The woods claimed a few ships that day, but I actually finished with my fleet intact, the only damage being a loose wheel on the Vagabond.

Uncharacteristically for me, we left the field while it was still daylight...the wind and heat, I guess. Several of us went out for a steak dinner. Dave had the waitresses come by to sing for my birthday. We had a good laugh. Back at the motel, I worked on repairing my Miles M-18 that I had brought along.

Sunday we had to park up against the trees and the wind was quite variably, and lift seemed difficult to find. A challenging day in general. There were several of us flying Phantom Flashes and a few flying No-cals and no one lost one, and no one maxed out. That tells you something..... Jimmy Jordan put up a textbook Phantom flight, it came off the table with authority, it went WAYYYY up. We all thought he had lost it on its first official flight. His eyes were glued to the sky and he kept walking. He walked his line and found it! I maxed once in each event.

In WWII, I flew the Corsair, rather than the Hellcat. It flew well, found a little help on the final heat and took 1st.

In combined racers, I was out in the first heat, leaving Stew and Dave to battle it out. Dave's Pete took the win and it looked great.

FAC scale- Dan Driscoll graciously did the judging for the scale events, it was great to have him back from Florida. I wound up the Miles Falcon, launched it and right away it dropped a wheel, and then spun in hard on the "sod" (more like dirt where we were flying). I was afraid to look. It had a crumpled wing tip and noseblock, but was otherwise OK. I did a field repair and put up a 91 second flight. Dave Mitchell's beautiful peanut Aviatik would need to better its flight score to win. I've seen that plane max but the conditions did not smile on it that day.

We lined up for the Golden Age mass launch. Claude entered a biplane and Dave put in (and I am not kidding you), his NFFS Model of the Year QDC Waco. We launched, apparently into a crosswind, and Dave hit, shearing the wings off. It was enough to make you weep. My 25" yellow cub flew pretty well.

John Diebolt, Jim Kelly and Bob Bennett did their thing with a mass launch of the SAM twin pushers. Man, can those things fly! It was fun to watch.

Low wing trainer- My Fiat G-46 continues to be a 70 second airplane despite my efforts at different prop/rubber combinations. This was its first meet after the most recent rebuild following a difficult tree retrieval a few weeks ago, (it is trying to win my "most repaired airplane award")..... I had two flights in. Dave' Magister had a good first flight, then his Magister's d/t malfunctioned and it left the field in one of the few really good pieces of lift. I needed to break 70 to take it. The Fiat's last flight took it over the woods near the line of cars...it actually looked like it would break 90 sec but as it hit the end of the tree line it came down hard as if the d/t had popped...but it had not....it did 78 sec.

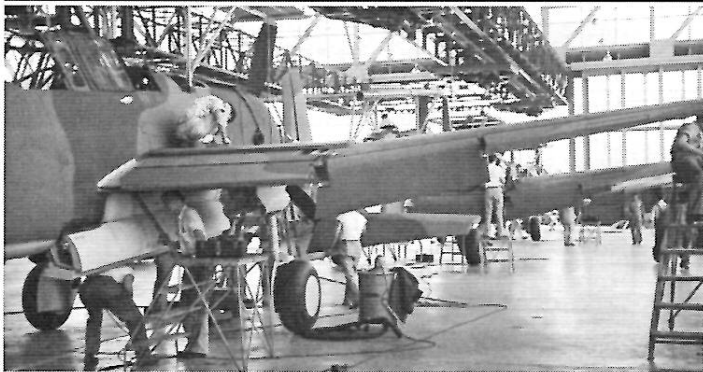
In what may be a first, I did not lose or destroy any ship during the meet (well, the Ong was not actually in the meet so I won't count that...). A very short repair list! Yippee!

Flying at the contests is a little like playing music with your friends. Sure, you can play alone, but it is not the same. There is no real substitute for a good mass launch, where everyone gets up high and several planes are circling about. I can't do that alone. There were several guys who for one reason or another did not make the event and they were missed. I sure hope the next time will bring more of us together. The season is under way!

KUDZU 2015 RESULTS

Event#	Event Name	# Ent.	Name	Plane	Place
7	GHQ Peanut	3	David Mitchell	STAGGERWING	1
7	GHQ Peanut		Walter Farrell	FLOYD BEAN	2
7	GHQ Peanut		Claude Powell	CORBIN	3
11	Low-Wing Military Trainer	3	Walter Farrell	FIAT	1
11	Low-Wing Military Trainer		David Mitchell	MAGGIE	2
11	Low-Wing Military Trainer		Stewart Meyers	BT-9	3
23	2-Bit +1 OTR Fuselage	1	Stewart Meyers	SKYSCRAPER	1
23	No Other Entries				
31	Simplified Scale	3	Walter Farrell	CESSNA 140	1
31	Simplified Scale		David Mitchell	STINSON 049	2
31	Simplified Scale		Claude Powell	PERCIVAL GULL	3
32	Dime Scale	4	David Mitchell	SBC-3	1
32	Dime Scale		Walter Farrell	STAGGERWING	2
32	Dime Scale		Claude Powell	STINSON 105	3
32	Dime Scale		Simpers Glen	VEGA	4
33	No-Cal Profile	4	Walter Farrell	CARDINAL	1
33	No-Cal Profile		Roy Courtney	DAYTON RACER	2
33	No-Cal Profile		John Diebolt	CESSNA	3
33	No-Cal Profile		Robert Bennett	CHAMBERMAID	4
34	Phantom Flash	4	Walter Farrell	PF	1
34	Phantom Flash		Stewart Meyers	PF	2
34	Phantom Flash		James Jordan	PF	3
34	Phantom Flash		Jim Kelly	PF	4
35	Embryo Endurance	5	Walter Farrell	DEBUT	1
35	Embryo Endurance		James Jordan	PRARIE BIRD	2
35	Embryo Endurance		Roy Courtney	DEBUT	3
35	Embryo Endurance		Robert Bennett	DEBUT	4
35	Embryo Endurance		Dan Driscoll	NIT II	5
36	Jet Catapult	3	Walter Farrell	P-59	1
36	Jet Catapult		Simpers Glen	F2H	2
36	Jet Catapult		John Diebolt	ARADO	3
36	Jet Catapult		Simpers Glen	B-57	4
44	WWI Combat	4	Walter Farrell	MARTYNSIDE S-1	1
44	WWI Combat		Claude Powell	BRISTOL SCOUT	2
44	WWI Combat		David Mitchell	AVIATIK D-1	3
44	WWI Combat		Stewart Meyers	ALB D1	4
45	WWII Combat	3	Walter Farrell	F4U	1
45	WWII Combat		David Mitchell	TBM	2
45	WWII Combat		Claude Powell	P-40	3

Event#	Event Name	# Ent.	Name	Plane	Place
72	Moden Civil & MILITARY	3	Walter Farrell	PA-15	1
72	Moden Civil & MILITARY		David Mitchell	PA-15	2
72	Moden Civil & MILITARY		Claude Powell	musketeer	3
73	FAC and Peanut Combined	3	Walter Farrell	MILES M3 FALCON	1
73	FAC and Peanut Combined		David Mitchell	AVIATIK BERG C-1	2
73	FAC and Peanut Combined		Claude Powell	PIPER CHEROKEE	3
74	Combined racers	3	David Mitchell	PETE	1
74	Combined racers		Stewart Meyers	JACK RABBIT	2
74	Combined racers		Walter Farrell	MR. SMOOTHIE	3
75	Golden Age Bipes & Monoplanes	5	Walter Farrell	PIPER	1
75	Golden Age Bipes & Monoplanes		GLEN SIMPERS	HIWARD DGA-15	2
75	Golden Age Bipes & Monoplanes		Stewart Meyers	AERONCA CHIEF	3
75	Golden Age Bipes & Monoplanes		Claude Powell	KNOLL	4
75	Golden Age Bipes & Monoplanes		David Mitchell	WACO QDC	5
76	Navy Scale	3	Walter Farrell	F6F	1
76	Navy Scale		David Mitchell	TBM	2
76	Navy Scale		Simpers Glen	F4U	3
77	Clasic Towline Glider	3	KITS BAYS	GAMBIT	1
77	Clasic Towline Glider		Bob Sowder	??	2
77	Clasic Towline Glider		Carl Dowdy	JET STREAM	3
81	SAM TWIN PUSHER MASS LAUNCH	3	John Diebolt	TP	1
81	SAM TWIN PUSHER MASS LAUNCH		Jim Kelly	TP	2
81	SAM TWIN PUSHER MASS LAUNCH		Abram Van Dover	TP	3
124	P-30	3	Robert Bennett	CHAMPION	1
124	P-30		Dan Driscoll	OWN DESIGN	2
124	P-30		Jim Kelly	MAJESTIC	3
124	P-30		Walter Farrell	BOOMER	4
142	Catapult Glider	4	KITS BAYS	ZING CAT	1
142	Catapult Glider		John Diebolt	??	2
142	Catapult Glider		Carl Dowdy	SELF/HOME	3
142	Catapult Glider		Louis Joyner	OWN	4
142	Catapult Glider		Walter Farrell	SCOUT	5



Vultee assembly line Nashville, Tenn

Rubber power plans other than Comet exist for the Vultee Vengeance.

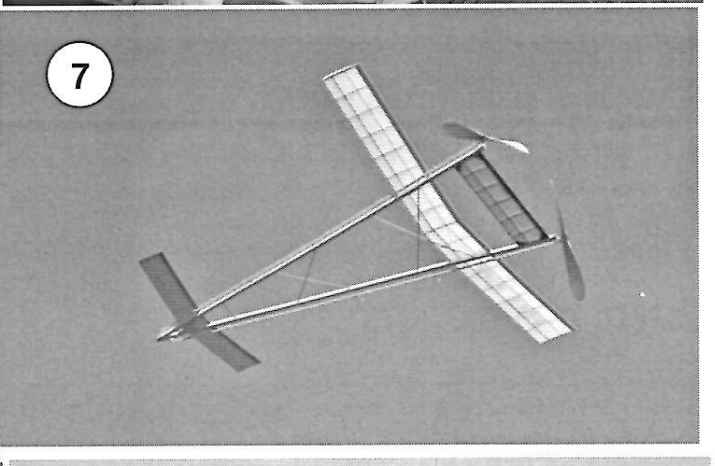
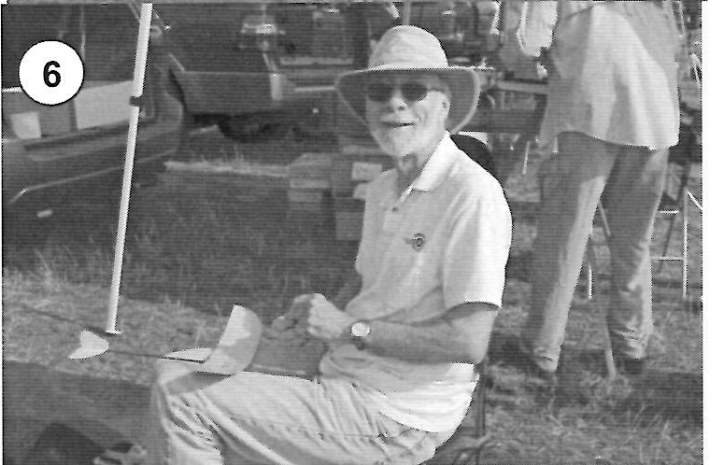
Sidney Struhl did a 42 inch one in a 1942 Air trails as well as a 30 Eagle Models kit. Not all that scale... available from Outer Zone.

Mike Midkiff has a more scale 30½ inch plan for \$7.
<http://www.ozarkmodelaviation.com>

P 19 KUDZU PHOTOS

1. Our host John Diebolt and wife Shey along with Jimmy Jordan and Dave Mitchell ran the event. Dan Driscoll and Stew Meyers also pitched in.
2. Claude Powell and his WWI winning Bristol scout on the back of his omnipresent Red Truck.
3. Roy and Diane Courtney Don't know the model.
4. Wally Farrell winds his Navy scale wining F6F, an enlarged Nassise design.
5. Louis Joyner, one of the CAFFA masters of free flight, and former US team member with his tow l iner.
6. Kit Bays another CAFFA expert with his winning catapult glider.
7. John Diebolt's Twin pusher doing its thing.
8. WWI mass launch, Wally, Claude, Dave, and Stew ready to compete... Dan Driscoll directing.

Photos courtesy of Julie Farrell



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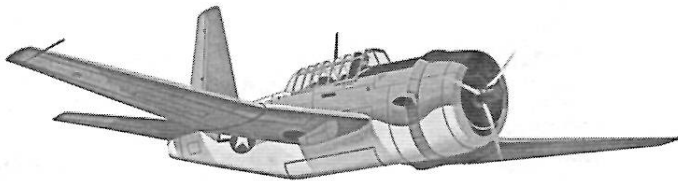
CONTENTS:

Comet Vengeance Issue

History of Comet L series
Vultee Vengeance history
Comet L5/3405 Vengeance Plan
Vengeance Building notes
KUDZU 2015 results

2*3*****MIXED ADC 207

Mike Escalante 201502
Or Current Resident
212 Division Ave
Hagerstown MD 21740-5040



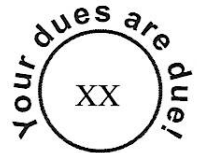
flying balsa wood scale model

VULTEE

A35 VENGEANCE

WINGSPAN 30"

MANUFACTURED IN U.S.A.



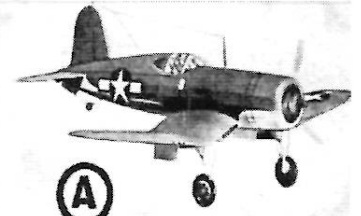
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6 NEW 50¢ "SPEED-O-MATIC" KITS

Look 'em over—they're the planes that are in the news—the planes every model builder is just itching to build! Each kit 20" wingspan—complete with cement—each kit the kind of super-value that only COMET can give you!

- A—VOUGHT CORSAIR F4U-1 KIT NO. L4
- B—DOUGLAS DAUNTLESS SBD-3 KIT NO. L1
- C—STORMOVIK IL-2 KIT NO. L-5
- D—SUPERMARINE SPITFIRE IX KIT NO. L2
- E—VULTEE VENGEANCE A-35 KIT NO. L6
- F—GRUMMAN AVENGER TBF-1 KIT NO. L3

EVER feel like singing with joy? Well, that's how you'll feel when you get to work on your COMET "Speed-O-Matic" kit! You'll sing the praises of that super-detailed "Speed-O-Matic" plan, and you'll warble your thanks for the ingenuity of COMET designers, who have ruled out those distressing "flats" and "bulges" with "Speed-O-Matic's" automatic line-up! Yes, sir—those oversized master longerons guarantee the right curve from one end of the fuselage to the other! And wait 'til you see the formers completely cut out, including *natches for stringers*! Join in the chorus—walk up to your dealer's counter and sing out, "Give me a COMET 'Speed-O-Matic' kit!"



(A)



(B)



(F)



(E)

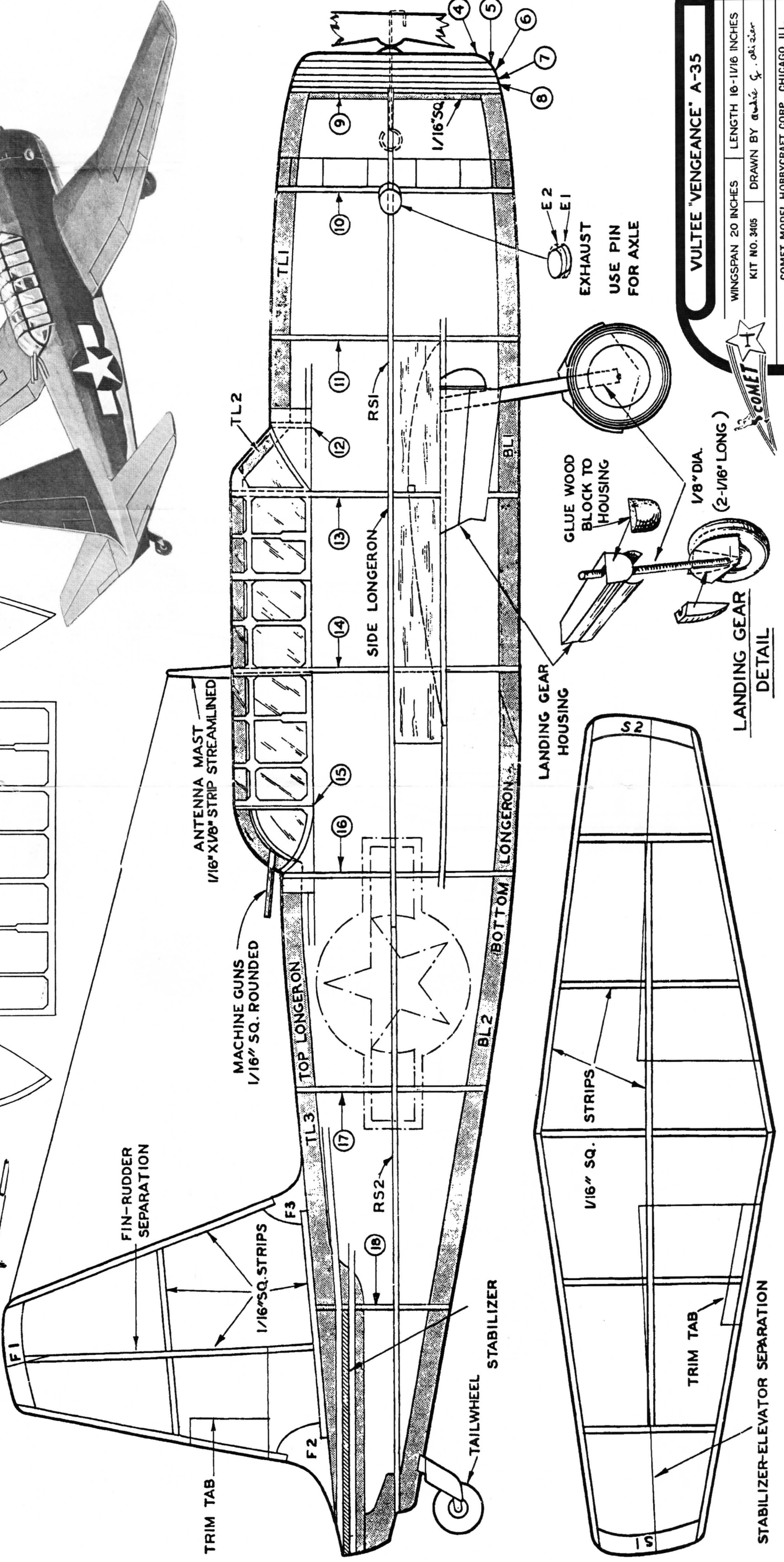
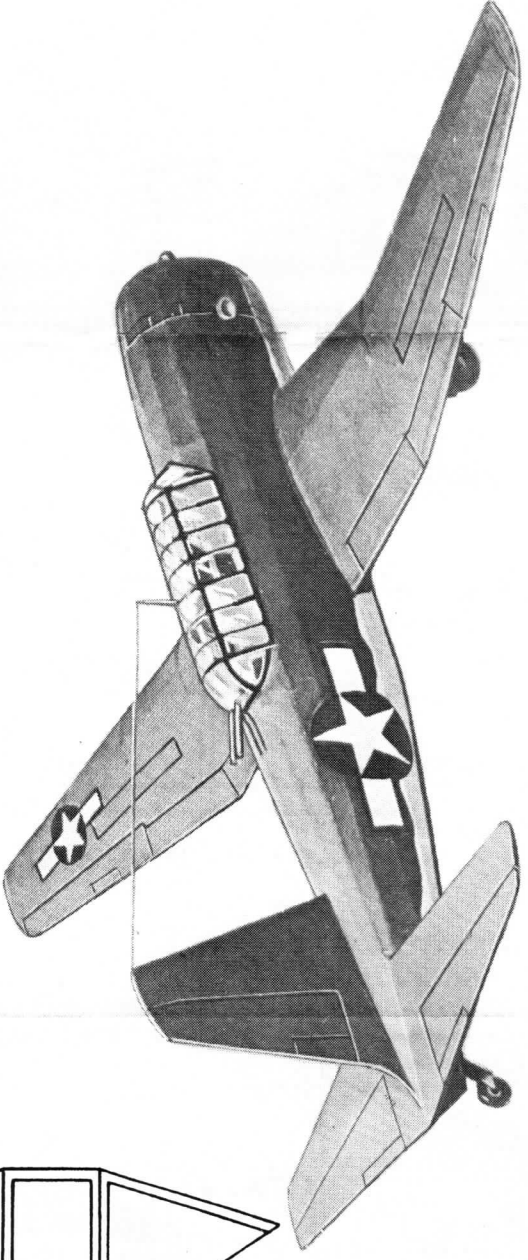
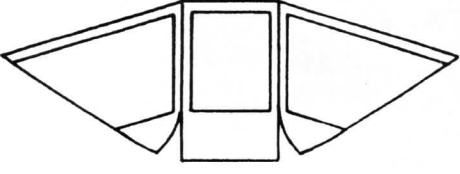
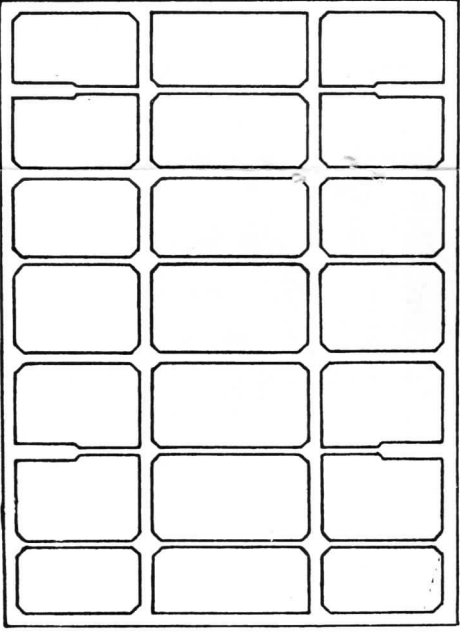
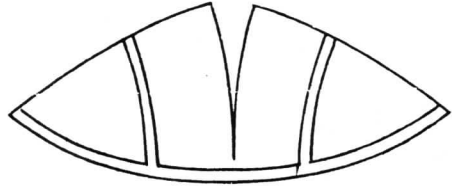
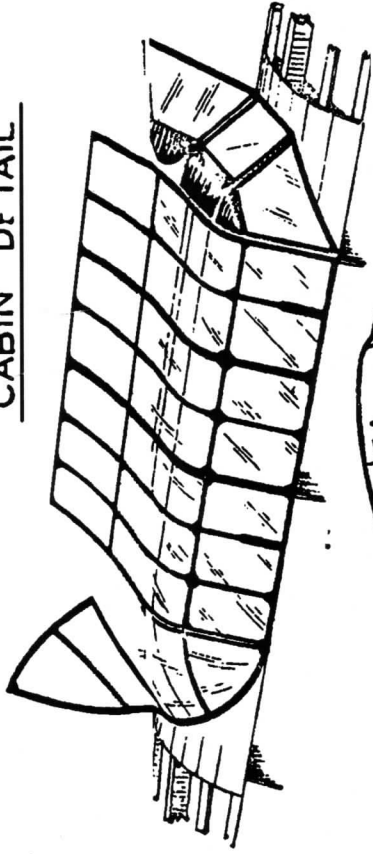


(D)



(C)

CABIN DETAIL



VULTEE "VENGEANCE" A-35

WINGSPAN 20 INCHES

LENGTH 16-11/16 INCHES

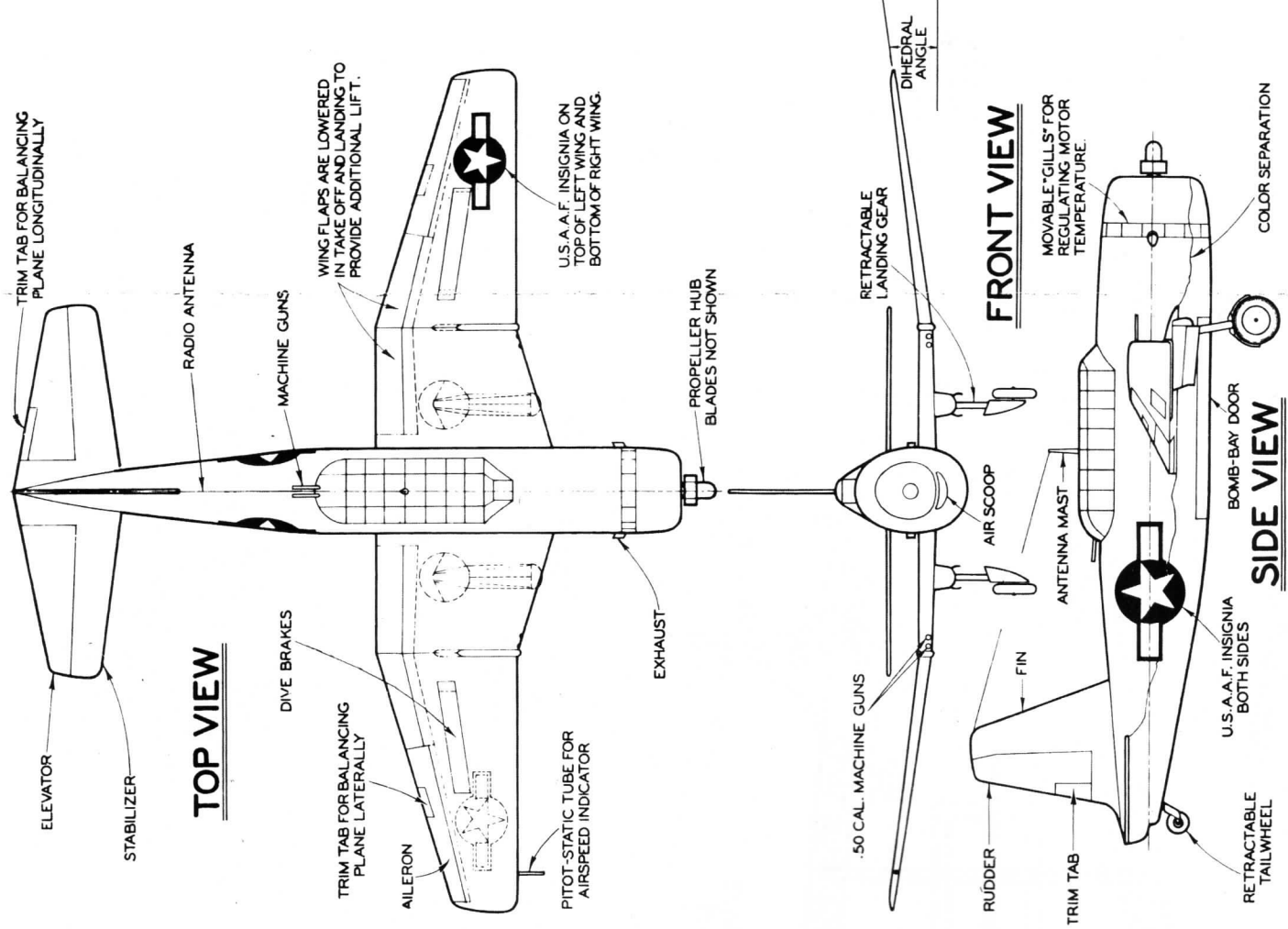
KIT NO. 3405

DRAWN BY *W. G. ...*

COMET MODEL HOBBYCRAFT CORP., CHICAGO, ILL.



LANDING GEAR DETAIL



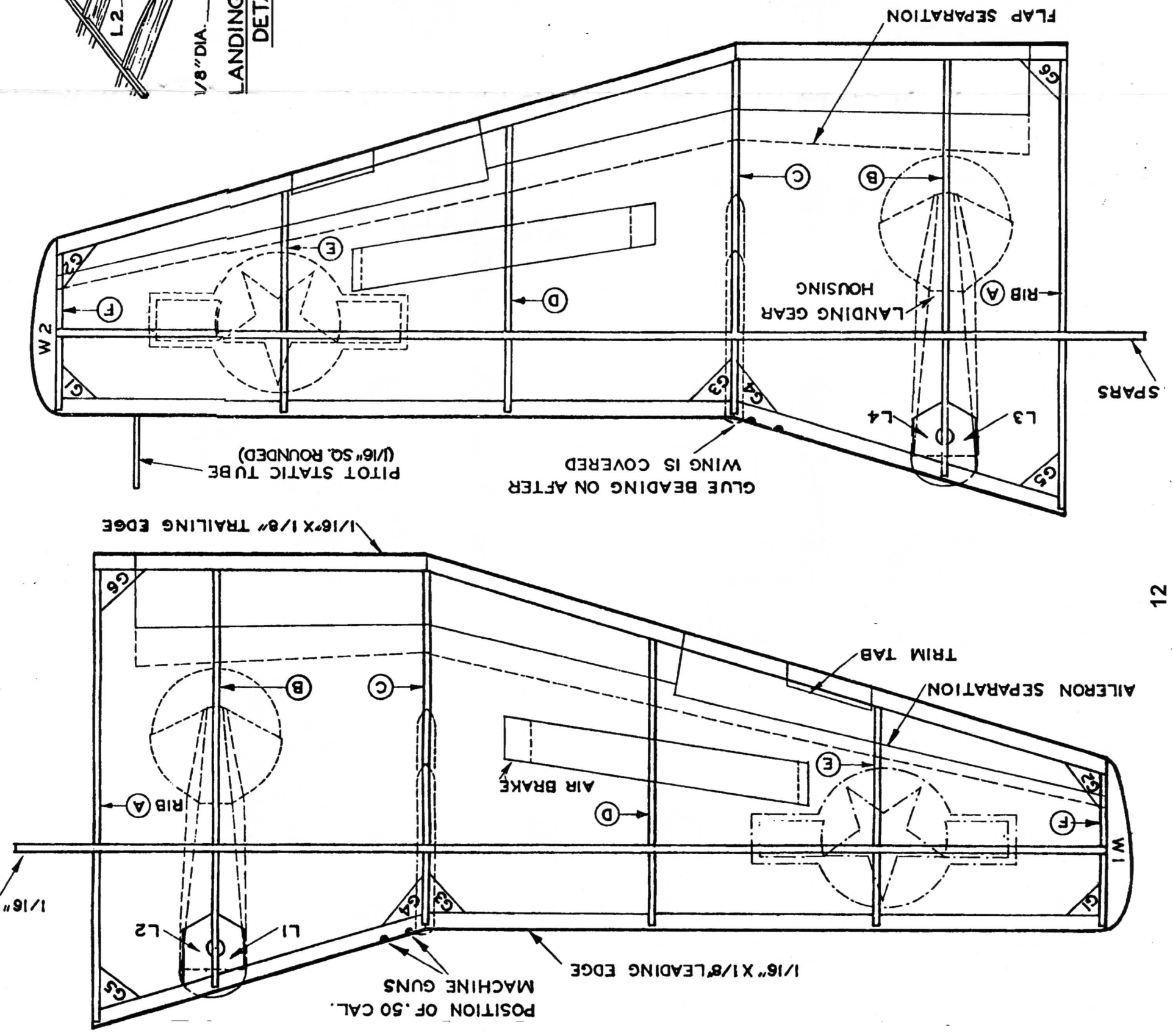
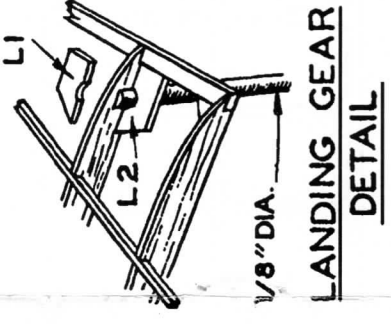
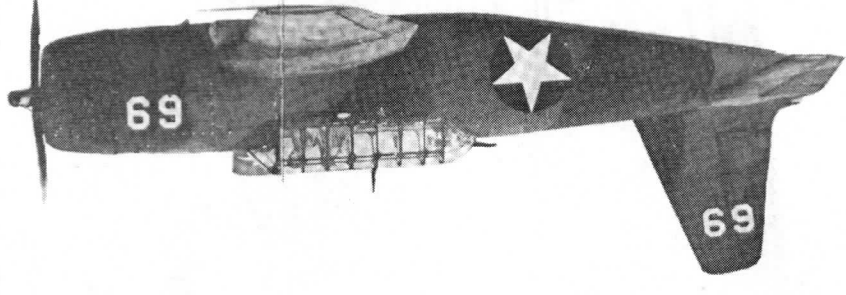
SCOMET

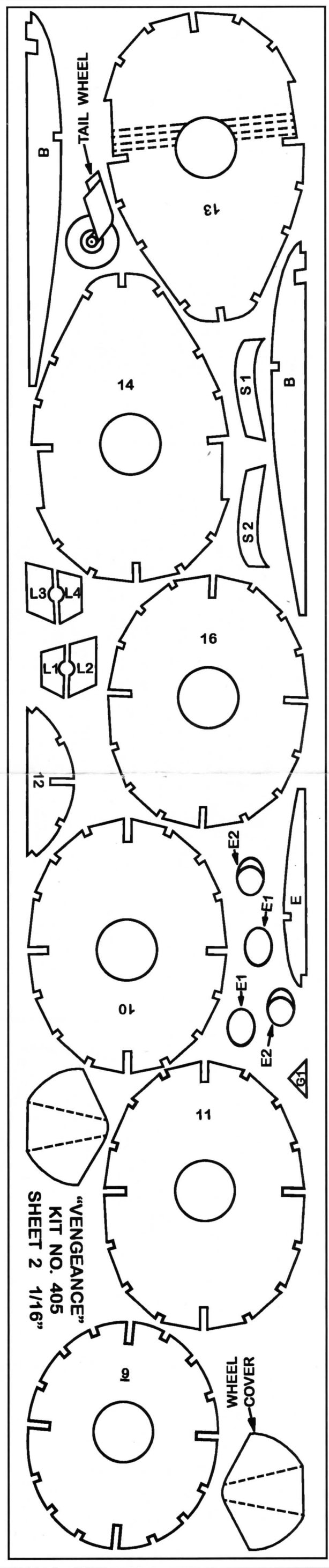
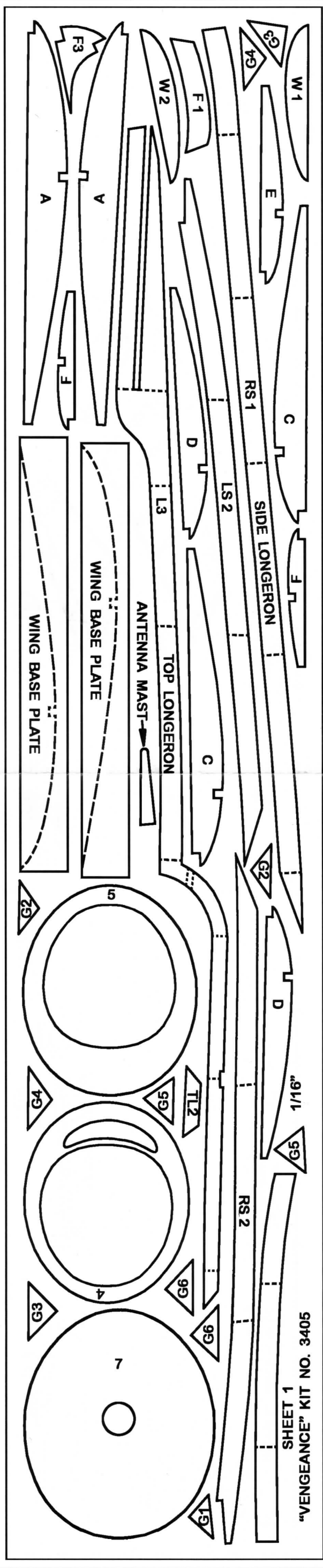
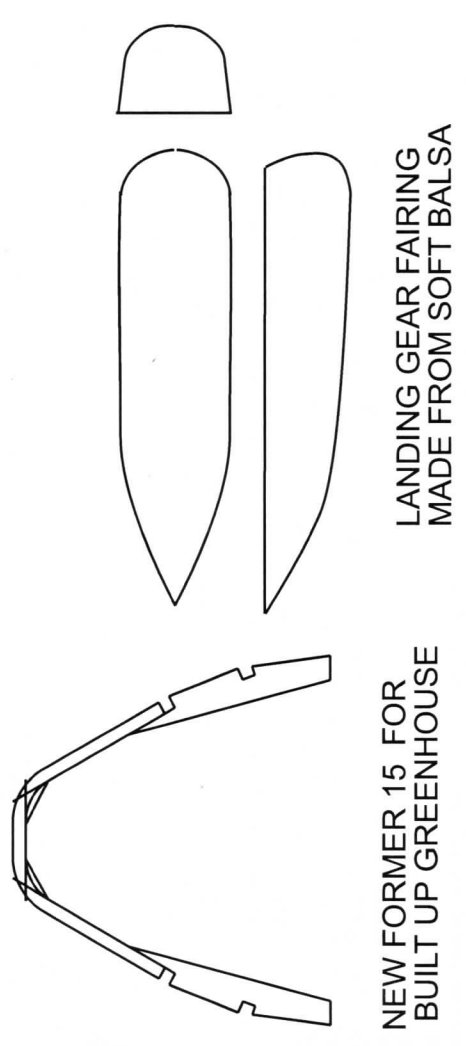
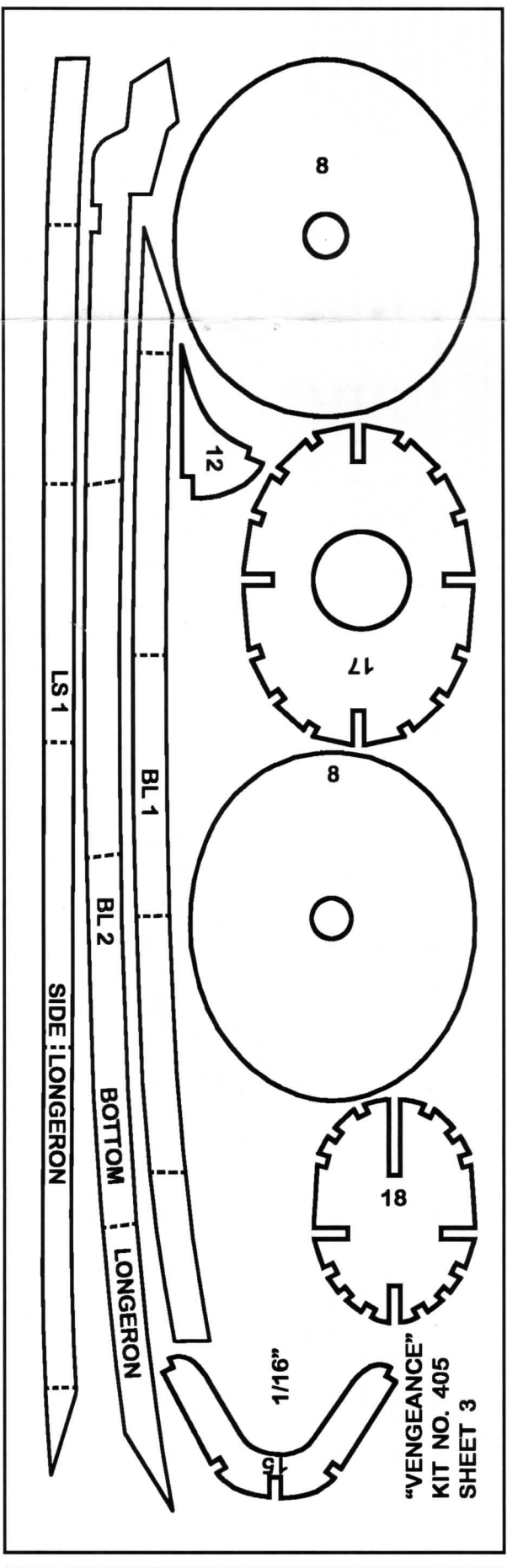
VULTEE "VENGEANCE" A-35

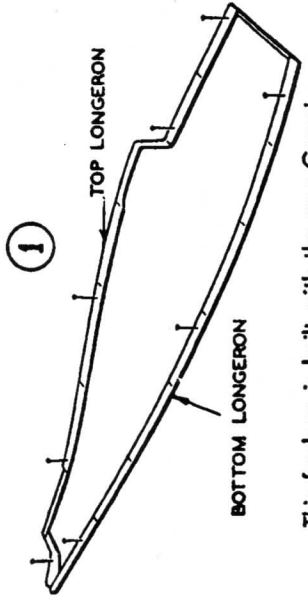
WINGSPAN 20 INCHES LENGTH 16-11/16 INCHES

KIT NO. 3405 DRAWN BY *George G. Ober*

COMET MODEL HOBBYCRAFT CORP., CHICAGO, ILL.





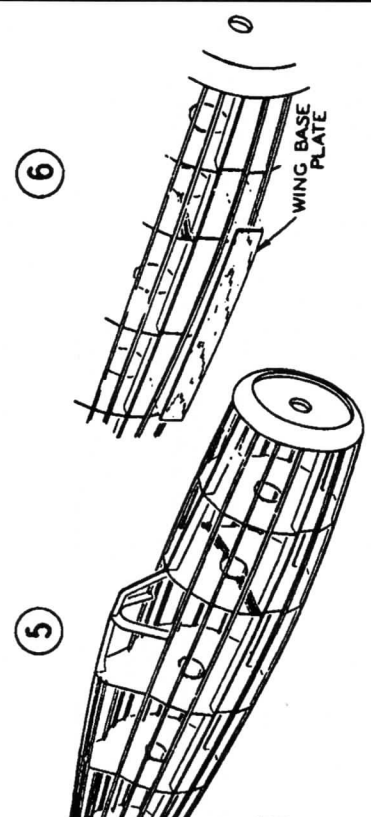
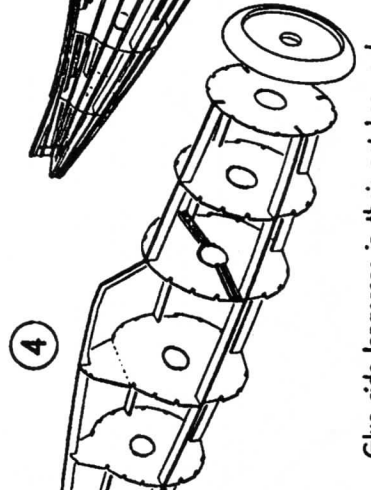
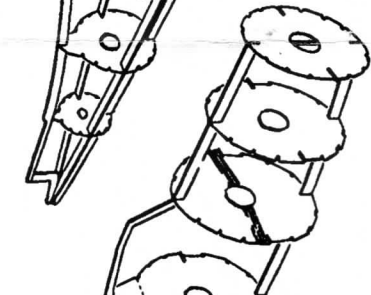
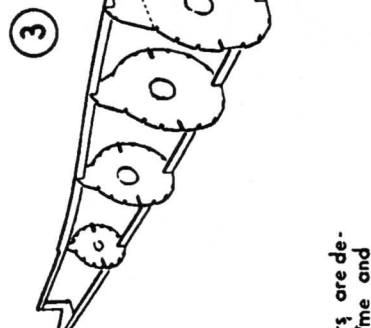
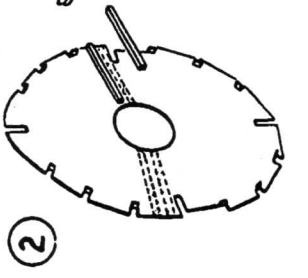


This fuselage is built with the new Comet SPEED-O-MATIC construction method. Begin by carefully cutting the top and bottom longerons from the printed wood sheet. Pin these longerons down on plan in their respective places and glue in the connecting pieces—a 1/16" sq. strip in front and a piece cut from the printed sheet at the rear. When dry, remove this unit from plan.

Comet SPEED-O-MATIC formers are designed to reduce assembly time and insure accurate fuselage sections. One of the formers has a Comet SPEED-O-MATIC wing dihedral jig made from 1/16" sq. strips glued on as shown.

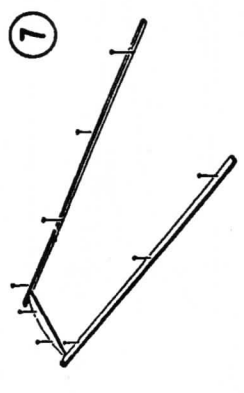
Glue the formers to the longeron frame, lining them up with the marks on longerons. Refer to plan for arrangement. Do not use excessive amounts of glue at this stage of assembly so the formers will not be warped and thrown out of line.

Glue side longerons in their notches, making certain that they are even at the back and that all formers are perpendicular to longerons. Then glue the wood noseplate or cowling to the front former and remove the 1/16" sq. connecting piece. Apply an additional coat of glue to all joints.

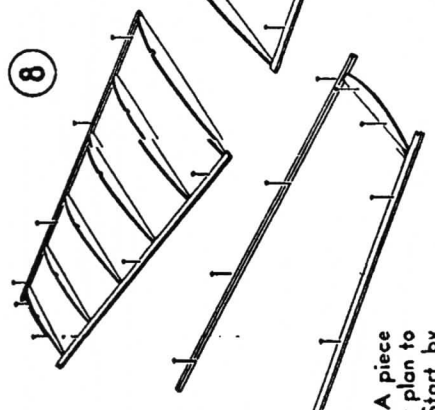


Glue wing base plates between the stringers and against bulkheads. Next install the cockpit cover as illustrated elsewhere on this plan.

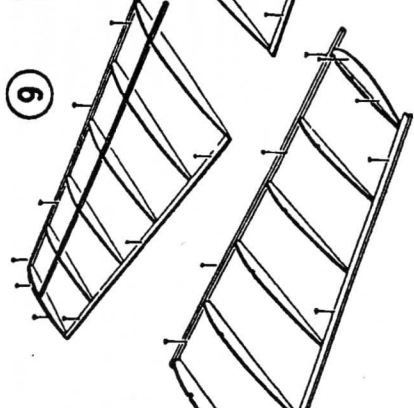
Although sketches may not be of the particular plane you are building, they show typical construction procedure



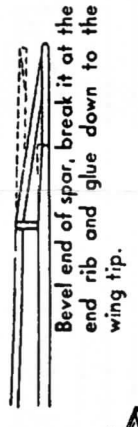
Build wing directly over the plan. A piece of waxed paper may be used over plan to prevent glue from sticking to it. Start by pinning down the leading and trailing edges. Cut out wing tip pieces and glue them in place.



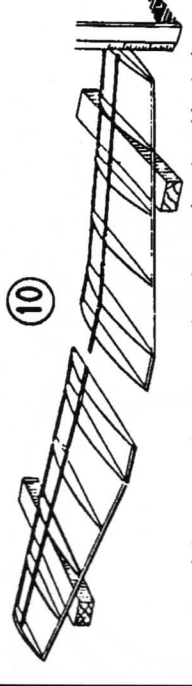
Cut out wing ribs carefully, and glue them in place to leading and trailing edges, trimming to fit if necessary.



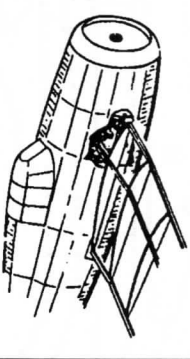
Glue center spars into notches of all ribs except ribs "A". When dry, remove framework from plan.



Bevel end of spar, break it at the end rib and glue down to the wing tip.



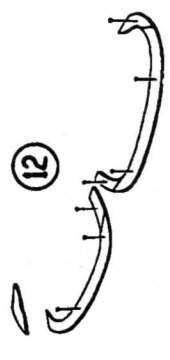
Crack leading edge, spar and trailing edge for dihedral. Set center section flat and slide convenient blocks under wing until tips are 5-8" above the work surface. Glue strips at dihedral breaks but do not glue center spar to rib A.



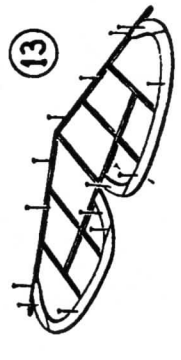
Slide the spars into the dihedral jig until the leading and trailing edges touch the wing base plates. With the end ribs flat against the fuselage, glue top spar to rib and reglue the leading and trailing edges, then insert gussets.

NOTES ON COVERING

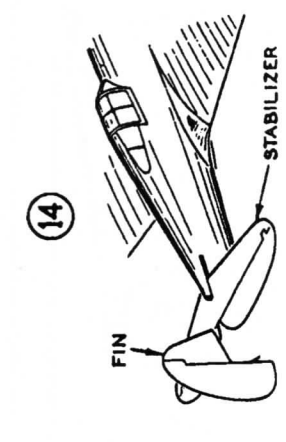
Stick tissue to framework using banana liquid or tissue cement. Fibers of tissue should run the length of part being covered. Use narrow strips for covering rounded fuselages and cover between stringers. After all parts of model have been covered, glue them together and spray lightly with water. This shrinks the tissue smooth. A few coats of banana liquid or clear dope may be applied to keep tissue taut. The wings are mounted to the fuselage by sliding spar into the SPEED-O-MATIC dihedral jig on each side of the fuselage, and gluing the end ribs to the wing base plates.



Glue stabilizer outline pieces together over the plan.



Build remainder of stabilizer from 1/16" sq. strips. When glue is dry, remove from plan and round off outer edges. Build fin in same manner.



To attach tail surfaces, slide stabilizer into slot and glue firmly. Some stabilizers are slid in from the side. Comet SPEED-O-MATIC construction assures correct angle of incidence of stabilizer. Next glue fin in place. Make certain that fin and stabilizer are aligned in relation to wing.



FLYING

To insure good flights, the wing and tail surfaces must be without warps. Examine them carefully and if any have developed, straighten these out over heat. Add clay or small tacks to nose of model until it balances at a point about 1/3 back from leading edge of wing (Fig. A). Glide the model a few times. If it stalls to the nose, or if it dives steeply, remove some of the weight. (Fig. B). Then try power flights. A lot of fun can be had by whirling the model on a thread. This requires no rubber (Fig. C). Attach thread to a wing tip in line with the balance point of plane. Length of thread can vary, depending on space available. Take-offs can be made easier by shortening the thread and paying it out when model is in the air. With a little practice you can climb or dive the plane by raising or lowering your hand. Perfect take-offs and landings are fun and educational. Spot landing and stunting contests can be held. Experiments may also be made by tow-launching the model into the air with a length of thread.

