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Journal of the D.C. Maxecuters

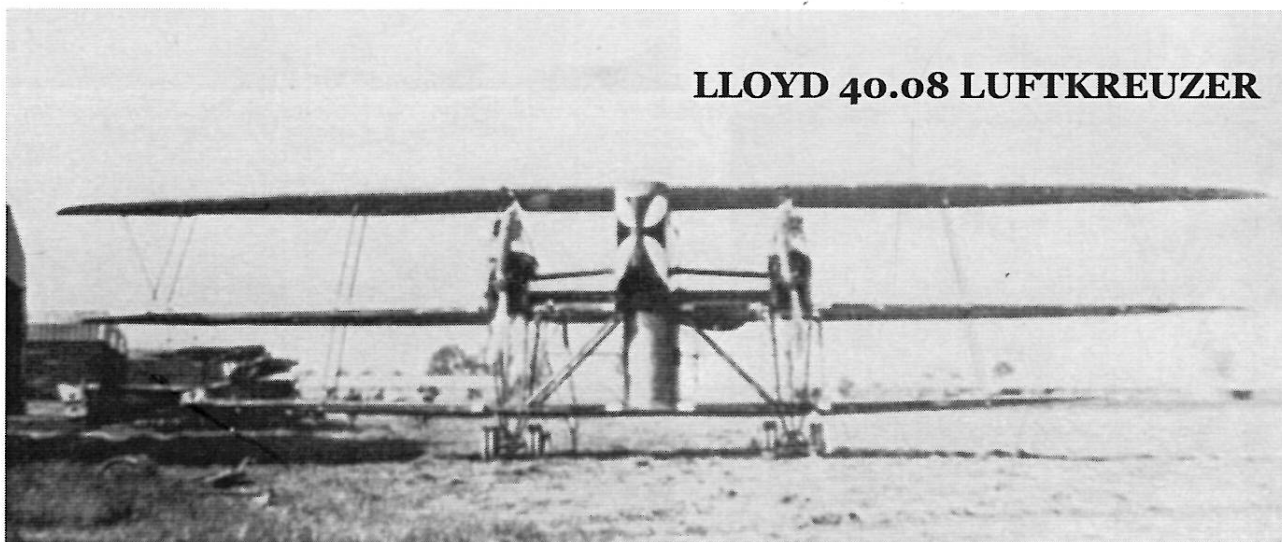
...home of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2016-1



BERIEV BE-4 (KOR-2)



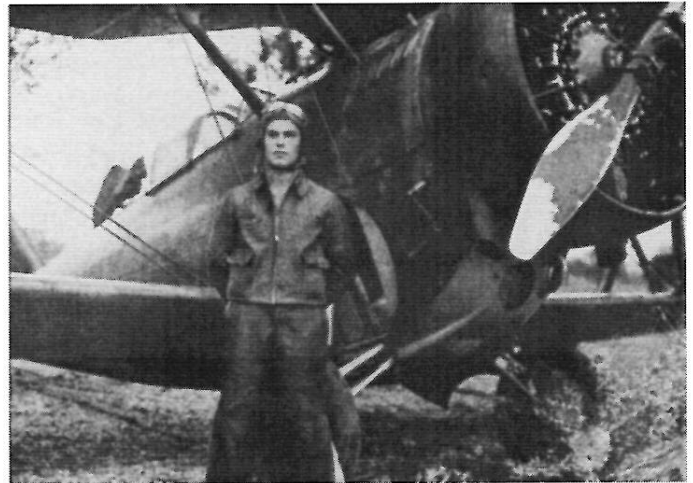
LLOYD 40.08 LUFTKREUZER

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GRUMMAN FF1 "FIFI"-First carrier aircraft with retractable gear.

Produced under license by **CANADIAN CAR & FOUNDRY** as the **G-23 GOBLIN / DELPHIN**



BRUCE WILL BERIEV YOU

This issue features **Bruce Foster's Beriev BE-4 No-Cal**, just in time for some indoor flying. Nah, you probably won't win any Kanones with it, but who cares? PANACHE! That's what it's got, PANACHE! I suggest it's high time to take a break from trying to beat your local NoCal champion and go for some gusto, whattayasay? You will like the attention you'll get when you fly this lovely creature, and it's got enough interesting twists to the design to keep even No-Cal naysayers interested...

LET'S GET FONCKÉ

Speaking of gusto, when he found out I was running Bruce's Beriev plan, **Capt. Perilous Leigh Foncké** sent me an indignant letter asking WTH was up with the dormant NoNoNo-Cal series?! I had to admit to him that his most recent submission (as usual, offered up barely sketched out over a motley tableau of papyrus sheaths, napkins and paper plates) was a little more, uh, adventurous than even I was initially willing to consider, and pointed out to him that it required a substantial amount of drafting on my part to buff it up to shape. But I could not overcome the force of his personality, and so here it is--Capt. P.L. Foncké's **Lloyd 40.08 Luftkreuzer**. You'll have to use your imagination a little bit with this one...perish the thought.

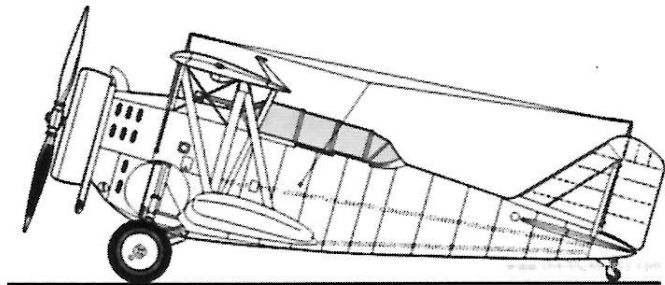
DAILY FEED

In addition to providing us with a steady stream of photos and historical tidbits, **Pat Daily** is inching his way back into rubber FF. Pat's a long time Jimmy Allen fan--check out his Sky Chief build, as well as his discovery of the connection his Dad had to the fabled radio series on pg 15.

IMAGINATION...

is something **Michael Heinrich** never lacked. As this issue was being hammered together, news came that Michael had passed away unexpectedly in his Brooklyn home. As one-half of the force behind the Deathtrap Squadron along with his buddy Rocky Russo, Mike co-authored a series of plans remarkable for their elegant presentation, accuracy, and historical background. We represent their **G-23 Delphin** plan for your enjoyment--yes, you've seen this before, and not too terribly long ago, in the FAC newsletter; but it's a great favorite of mine, and seems to me to hold a good deal of what made Michael so special within its 187 sq. inches. RIP Michael. Use the good wood, y'all.

-DM



SUBMISSIONS - send articles, plans and high-resolution photos to Dave. Electronic submissions preferred, but I can do old school too.

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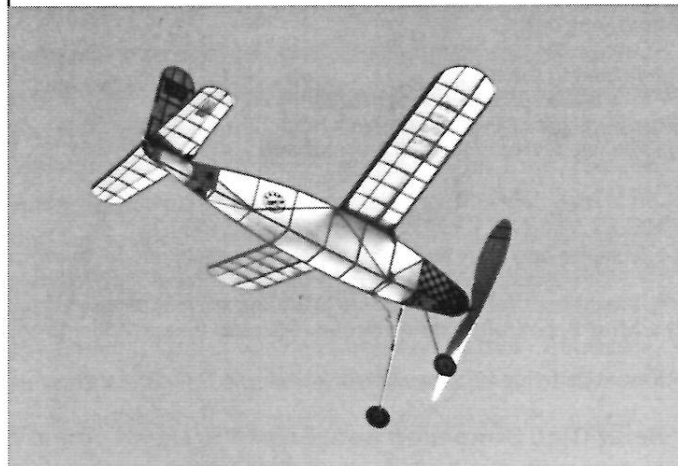
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Don Srull's Copeland Wakefield in the midst of a fantastic 10 + minute flight, most of it about 100'-150' off the deck. Pat Daily photo

Maxecuter's Indoor Flying at the National Building Museum – 2/13/2015

Alright gang...things are changing at the venerable ol' NBM. First of all, we've been pared down to one flying date this year. Second, during that one date, we have been asked to increase our "hands on" building and flying activities for the general public. There will be a slight decrease in official events flown as a result. Please review the schedule below carefully--there will be two 1/2 hour flying sessions for the young builders, one at the FF end of the hall and one at the R/C end. Third, the dreaded "security restrictions" are creeping in. This means only those modelers helping with the 9:00 building session will be allowed in before the NBM opens at 10:00; modelers' boxes will likely be subjected to more scrutiny; and modelers will not be allowed to retrieve their models in the upper levels without security escort.

Finally, the event will be on Saturday, rather than our customary Sunday. This is very important. We are being limited to 14 parking passes for the NBM lot; these will be reserved first for those helping with the building sessions. **DO NOT PARK IN THE NBM LOT IF YOU DO NOT HAVE ONE OF THE 14 PARKING PASSES.** Unfortunately, the parking surrounding the NBM is not free on Saturdays. Modelers will be allowed to drop off their boxes at the usual loading dock area, but must then move their cars to street or garage parking. Modelers are **STRONGLY ENCOURAGED** to carpool, and to explore parking options in advance. The NBM website has information on your options. Note also that there is a parking reservation service advertised on the NBM website called "Parking Panda" that allows you to reserve a guaranteed parking spot in the area. Check out the NBM website at: www.nbm.org/plan-visit/accessibility-directions

NBM SCHEDULE OF EVENTS -- 2/13/2015

BUILDING OF MOUNTAIN LIONS with families - session 1 (9:00 – 10:00) Mountain Lion Flying in West Court (10:00 – 10:30)
BUILDING OF MOUNTAIN LIONS with families – session 2 (2:30 – 3:30) Mountain Lion Flying in East Court (3:30 – 4:00)
FREE FLIGHT FLYING EXPOSITION 10:30 – 4:00 West Court
RADIO CONTROL FLYING EXPOSITION 10:00 – 3:30 East Court
4:00 Modelers packed up to leave. Modelers are requested to leave PROMPTLY at 4:00

FREE FLIGHT FLYING EVENTS (11:00 – 4:00)

MASS LAUNCH EVENTS

12:00 WW-II No-Cal - 6 g. minimum weight without rubber
1:00 Dime Scale - FAC Rules
2:00 Phantom Flash - FAC rules – plastic prop – ROG
3:00 Zaic Z-15 (a simple tissue covered model)- plans on D.C. Maxecuter website

TIMED EVENTS (to be flown throughout the day 11:00 to 4:00):

Limited Pennyplane - We are using the AMA rules.
A-6 - sample plans and rules on Maxecuter web site. Note that new rules for A-6 allow plastic coverings.
No-Cal - 6 g. minimum weight without rubber
Zaic Z-15

FF NOTES:

- Airplanes that have won twice before at the National Building Museum cannot further compete and must be retired to exhibition and fun flying only.
- Certificates can be awarded to those who have exceeded one minute in flight or have risen above the 4th floor catwalk and safely returned to the door.
- Youth fliers should check in at the head table to be instructed in the flying protocol for indoor flying (clear the floor after launching; no running; don't pick up another's model).
- The use of steering poles is prohibited.

RC FLYING EVENTS: (10:00 – 3:30)

1. Tortoise and Hare Event for the slowest flying model to complete a figure eight.
2. Most Unique/Creative RC model to complete a figure eight.
3. Most Beautifully Crafted Non-ARF Foam Model to complete a figure eight.
4. Most Beautifully Crafted Non-ARF Balsa-Tissue Model to complete a figure eight.

Free style flying between activities.

Send Glen Simperts a note before 2/1/15 if you are helping with the 1st family build. Your note should include all names in your party and have names as they appear on your driver's license. All other modelers should enter the building when it opens at 10:00.

Glen Simperts, grfreeflight@hotmail.com, 301-843-2896

Бериев Бе-4

A couple of years back, the Maxcuters were doing their indoor thing at the NBM when **Bruce Foster** showed up with a **Beriev BE-4 NoCal**. What a cool ship! I was mightily impressed, but then that's nothing new when Bruce is in the house. I can't think of any modeler anywhere who marries flying smarts with an such an irrepressible sense of fun and adventure. Bruce is perhaps best known for his famous "Loopy" Fiction Flyer model from a few seasons back at Geneseo, but somehow I have always appreciated his indoor modeling efforts more—in particular his steady progression of clever and unusual NoCals, including a wonderful ducted fan model that just makes me grin every time he flies it. And I'm not the only one who notices Bruce's creations—I have it on good authority that Capt. Perilous Leigh Foncké himself was inspired to begin drafting his infamous "NoNoNoCal" series after a conversation with Bruce in 2012.

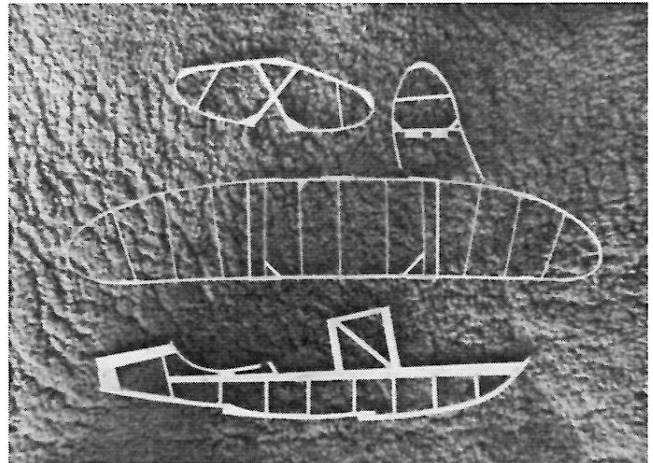
Anyway, back to the Beriev. Prior to the 2015 Non Nats, I asked Bruce if could have a copy of the plans, thinking I would print a batch of them up and hand them out for the freebie plan-o-the-meet. Gentleman that he is, Bruce promptly supplied me with the goods. Ah...hmmm... well OK, this was going to take a little more work than I had initially planned for. The plan was a beautiful mess to put it straight, like something the late great Nate Sturman might have produced while in the grip of a fever. Now, I can't say for sure, but I'm going to venture that Bruce is one of those guys for whom a plan is just a starting point, the beginning of an adventure that will wind and twist as it may. That is not to say the adventure lacks direction—far from it—but rather that the pleasure is more in the process, and the design most emphatically is NOT set in stone when the pencil dries on the plan. If it ever does.

As such, I'm guessing he and I could not possibly be more different in our approach to model design and, probably, building. Long ago, I wedded myself to the digital draftboard, where precision, parallelism and parabolic perfection are the standard building blocks with which we play. Once some basic skills are mastered, it's so EASY to draw identical circles and ovals and square stringer notches and clearly differentiate 1/32", 1/20" and 1/16" stringers, and cross-reference lofted formers to side elevations, that one is tempted to feel pity for those who still labor with their pencil sharpeners and T-squares and French curves and slide rules and godknowswhatelse. Eraser dust? Ewwww!

Yes friends, digital drafting allows for unimpeachable accuracy; but the shadowy reality is that even as it allows for it, it demands it, sucks you in. Drafting

a plan can become more than a little obsessive as you chase down every violation of perfection, revealed by your casual ability to zoom in to unfathomable, infinitely scalable depths in the hunt for WHY it is that the F-9 former keeps misaligning .0046" when you auto-snap it to the centerline. You have to literally train yourself to resist, or else get really good at avoiding such eye-popping errors in the first place. The worst of it is that you may come to think that you cannot possibly begin to build a model until the plan for it is BOMB PROOF. Thus, you will find me laboring for weeks on end to produce said plan, nit-picking it to distraction, with nary a drop of Duco spilled nor stick of balsa cut in all that time. And once the chips do begin to fly, you'd best believe they are going to fly in service to representing that plan *exactly*.

Meanwhile my friend Bruce is busily whittling away on yet another model, paying some attention to the plan...but not too much. I bet he whistles while he works. I bet...I bet he even goes so far as to just pick up whatever piece of balsa is handy and close to what he drew (or sorta drew) trims it a bit and glues it in place, whether it's the "correct" dimension or not! And if it's a little too short, he



pushes it a bit further forward until it fits and doesn't worry ONE PARTICLE about whether it perfectly matches the plan layout or not, making changes on the fly, secure in his understanding of the parameters of his form, like the Andy Goldsworthy of balsa modeling. Aarrgh! And if he decides in mid stride that the wing ribs should be canted out at the tips to direct the airflow thusly, he just up and does it. THE NERVE!! And then he hands me a "plan" of the finished model, with erasures and halfway notated thoughts and running commentaries and patch-ins and clues and contradictions and expects me to...to...what? Just accept it? HA! As IF.

Well ok. I did accept it. And being me, I set about to transcribe his overtly organic process via rigid digital code into what I think of as an "acceptable" plan. The hard

part was just letting Bruce's drawing be my guide, but harnessing the creative beauty in it was easy enough once I set a few rules. One was that wing and stab panels must be symmetric. Once I chose which side was going to be the master, we were off and running. Another was that I had to decipher and fully understand all of Bruce's penciled-in notes. This was harder than it sounds. You know those little ideas you jot down in haste which have meaning at the time, but you come to them a week later and it's like, wait, what? Yeah, those. It took time, but I think I got 'em. The last was that I reserved the right to make executive decisions where required. If the notes said one thing and the plans showed another, something would have to give. Acting on this resolve was made easier when Bruce sent me a few pictures of the finished model, which clarified some outstanding issues and proved that the model did indeed bear strong resemblance to the plans he gave me.

In the end, I think we jointly came up with a pretty nifty plan for what is DEFINITELY a very nifty model. The more I worked with Bruce's source material, the more I felt the influence of his particular muse upon me, and the more I felt myself relaxing my rigorous orthogonal doctrines. This was a really gratifying experience! --DM

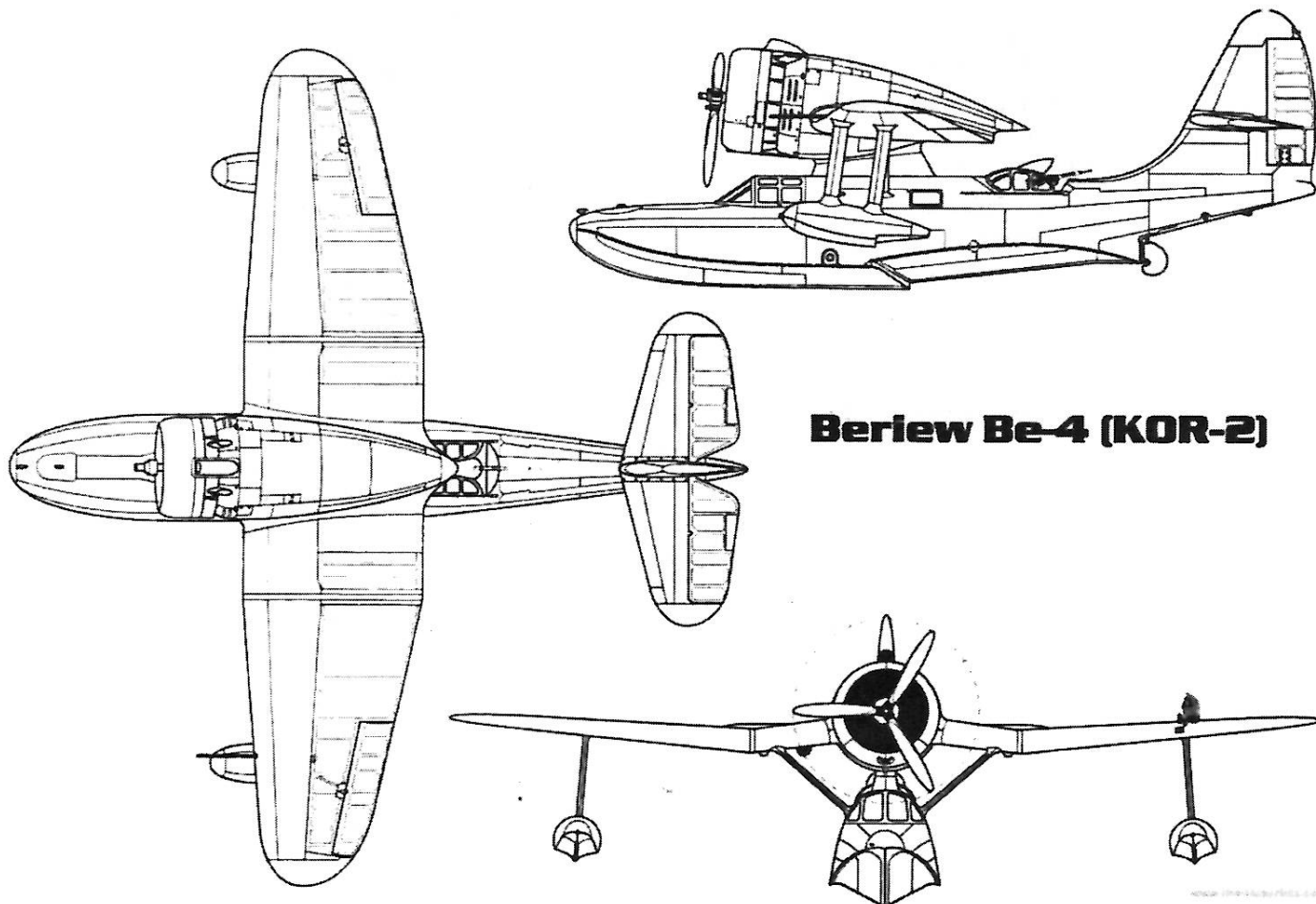


Bruce's first version of the BE-4. Note motor tube running under wing; V.2 (as presented on plan) is substantially modified.

To further whet your appetite, here's a link to a quick video of one of Bruce's BE-4s on an early test flight:

www.youtube.com/watch?v=8BKzwraA7I4

Ain't that keen? Break out the balsa, Skysters, and get yours TODAY!



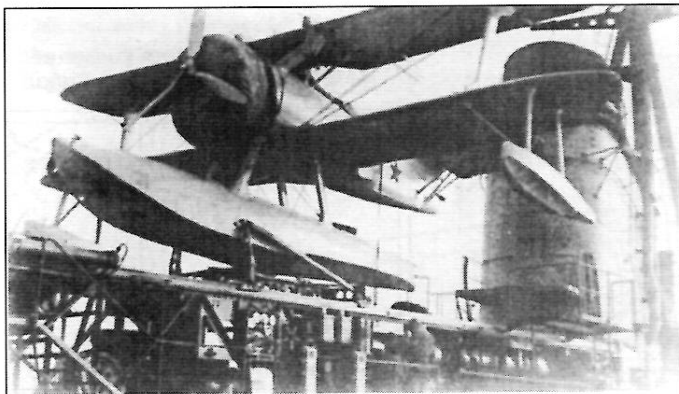
Berlew Be-4 (KOR-2)

BERIEV BE-4 (KOR-2) Historical Snapshot

The following is my condensed, possibly-mangled-hence-sorta-questionable interpretation of a Google text translation lifted from the great Russian aviation website: www.airwar.ru/enc/sww2/be4

The site is well worth visiting and wading through the comically rote Google English translation for the nuggets of information available about this neat airplane. —Dm

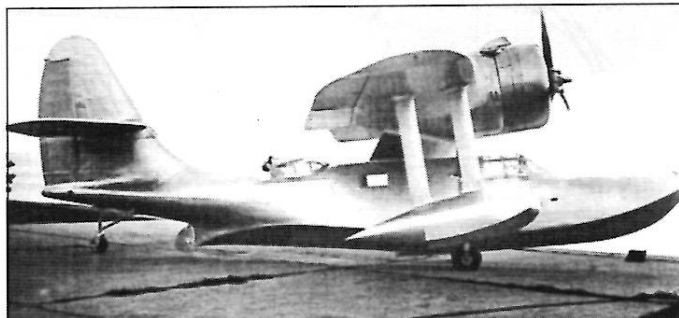
In 1936-37 the Soviet Union began a multi-year program to develop a sea and ocean-going fleet “worthy of and appropriate to the interests of the great Soviet cause”—a “Great Ocean Fleet”. It was a large-scale initiative, calling for 15 battleships, 16 heavy and 28 light cruisers, two aircraft carriers, 20 leaders, 144 destroyers, 96 patrol ships, 28 minesweepers and 14 mine-layers, 6 monitors and gunboats, 348 torpedo boats, 115 submarine hunters, and 336 submarines, all to be built by January 1st of 1946. The foundation of the future fleet was to be the battleships and heavy cruisers, which required dedicated onboard catapult seaplanes to serve as reconnaissance, anti-sub and rescue aircraft, and artillery spotters. The existing, antiquated Soviet Beriev BE-2 floatplanes were determined to be wholly unsuited to the task, and so concurrent with the shipbuilding program, it was decided



Beriev BE-2 (KOR-1) biplane floatplane, the predecessor of the BE-4. The BE-2 was very difficult to handle on the water and suffered from persistent engine maintenance problems. It shared all-metal construction with its successor, the BE-4...but little else.

to develop a new catapult reconnaissance aircraft, to be designated KOR-2. In the end Beriev was again chosen to design the aircraft despite the woeful performance of the BE-2, the argument in his favor being that, among other things, Beriev had already gained valuable experience dealing with the considerable complexities of catapults and catapult-launching. For his part, Beriev ventured that he had learned from his earlier work, and that there was no reason to expect that the failings of his earlier efforts should repeat themselves in the new one.

The design which ultimately ensued was the KOR-2, a duraluminum flying boat with a parasol wing and a single air-cooled, 1000hp M-62 engine. To reduce the landing speed, the aircraft had Schrenk flaps. The crew consisted of two people, a pilot and a navigator.



The Beriev BE-4 prototype. Now THAT's a sweet looking ship! Despite solid performance specs and fine handling characteristics, production of this design was limited by to ca. 46 aircraft, including two prototypes.

The flight handling characteristics of the aircraft were regarded as quite satisfactory, it being praised as having good payload ratings and being an uncomplicated design to fly, though it was noted that “landing without flaps is complex and requires special attention of the pilot.” While testing of the two prototype aircraft continued, the design was officially put into production with the new designation BE-4. By the time of the German invasion of the Soviet Union in June 1941, production had begun at a newly



outfitted factory in Kimry; however, the rapidly shifting front lines during the war would cause the relocation of the factory not once but twice, and these disruptions severely stunted the total production of the aircraft. In the end, the BE-4 saw limited service in the role for which it was created, especially as many of the battleships and cruisers for which they were intended never made it out of the stockyards. Operations were confined mainly to land-based Black Sea recon operations and anti-sub operations in the Arctic sea lanes. With the development of radar late in the war, many of the intended operational roles of the BE-4 were rendered unnecessary, and catapult mechanisms were removed from warships; the aircraft had a very short post-war career as a result.

Austro-Hungarian LLOYD 40.08 Luftkreuzer

Poking about the internet for reference material on this fascinating aircraft, I came across yet ANOTHER wonderful mangled Russian-to English translation at: <http://www.airwar.ru>

This text just begs to be lifted whole and unrefined; as is, it seems to sum up everything that needs to be said about this colossal thing, and in just the right way. From the website:

"Build your amazing irrational fighter Loyd FJ 40.05, chudodely of Ungarische Lloyd Flugzeug und Motorenfabrik did not stop, and the next challenge otgrohali science aerodynamics, three-engine triplane Loyd 40.08 (LV, Luftkreuzer II) - a heavy bomber. The first Austro-Hungarian aircraft of this class, take-off weight of which was 4850 kg, of which the share of the "Payload" (bombs) had a total of 200



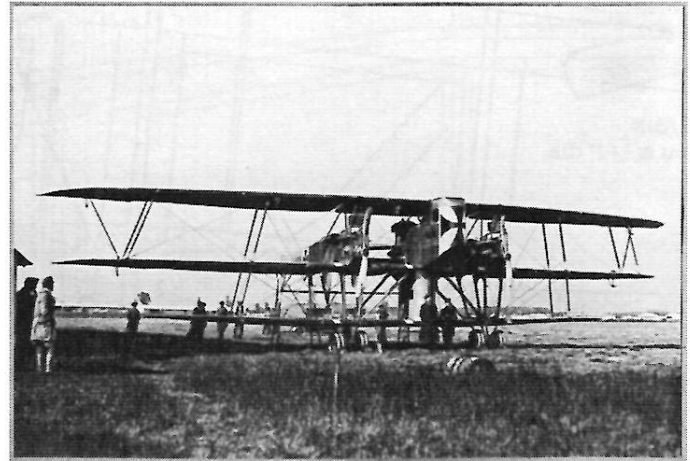
kg (weight remarkable returns yes), and this at a total engine power of 640 hp. To say that this was the first attempt, which is lumpy - it is much flatter pepelats.

However - see for yourself: In the design took into account almost all - the two arrows in the bow turret is luxury overview and firing in all directions. Scorer made a special "glass" under the fuselage, for the convenience of the shooters in the lateral fuselages (body altered the normal fighter Loyd C.II with family of engines 160hp), protects the back hemisphere - vertical tail was made from below ... you bend your fingers? Who forgot? That's right, forget the pilot. Sitting under the upper wing of the nose and front of the main tower, 320-horsepower engine, worked on pushing the screw - any review he was deprived at all. It was supposed to fly - I can not even imagine.

Testing began in the summer of 1916, and the aircraft immediately skapotiroval. But what they wanted at such an altitude and center-thrust applications? Only in October chassis succeeded to the form in which it was possible to start the engine and not to fall face in the dirt - and the plane try to

lift up into the air.

Trying to get some use from this nightmare continued until the beginning of 1918, when the senselessness of the process has become evident to all (apparently in time for this time improved flight characteristics and refinement of the chassis ate design bomb load up to 200 kg, and the aircraft still had not started to fly . In this story it was decided to stop."



Spare a thought, gentle reader, for the brave man who was tasked with test flying this aircraft.

It's tortured history should not, however, dissuade YOU from giving it a go! Using the (admittedly rough) plan in this issue and a bit of imagination, you can be the envy of your club when you show up with this baby....a search of the internet using "Lloyd 40.08" wil bring up a few more images, including a three-view drawn by the great Ian Stair (which we shall not post here for copyright reasons). Capt. P.L. Foncké assures me that it could possibly fly, and wouldn't THAT be a hoot? Seeing as how you're not likely to be chasing any indoor no-cal records with it, you might consider blowing the plans up to 20" or so to make it a touch more, ah, manageable. Good luck!



Not up to the Luftkreuzer challenge? How about something more reasonable, like this Lohner AA / 10 20 Spuckerl--another curious product from the exceptionally creative A-H designers...

**JIMMIE ALLEN, INLAND SPORT AIRCRAFT,
AND MY DAD** By Pat Daily, CAPT, USN(RET)

I am a big fan of Jimmie Allen models. They were originally kitted by Country Club Aero in Kansas City, Missouri - my home until I joined the Navy in 1967. Over the years I would drool over plans for the Jimmie Allen planes and finally in 1992, I built the BA Parasol and still enjoy flying it occasionally.

Lately my flying buddies—Stew Meyers, Don Srull, Dave Mitchell and Wally Farrell have re-awakened my desire to fly and build more rubber powered free flight planes. After watching Don's Jimmie Allen Skyraider and Wally Farrell's BA Parasol fly so well, I got the itch to build another JA plane. I recently started building the Jimmie Allen Sky Chief using the short kit from Bob Holman's plan service.

While doing some research on JA planes, I read an article about how the Air Adventures of Jimmie Allen was conceived along with the subsequent Jimmie Allen models and JA fan clubs sponsored by Skelly Oil. I discovered that Captain Wilfred G. Moore and Robert Burt, both WWI aviators in the US Army, were the driving force behind the series. The Air Adventures of Jimmie Allen Show was syndicated all over the US and sponsored by Skelly Oil, Texaco and other oil companies. Moore and Burt lived in Kansas City and teamed up to do the JA series and later the Captain Midnight series for radio and the Howie Wing series in 1938.



Capt. Wilfred C. Moore (photo from Pat Daily)

Before getting involved with radio and script writing for Air Adventures of Jimmie Allen, Captain Wilfred Moore was the chief test pilot for the Inland Sport Aircraft Company of Kansas City. He was also a member of the 430th Pursuit Squadron (also called the Heart of America Squadron) – an active reserve unit in Kansas City in the 20s and 30s. My Dad, Charles (Chuck) Daily also was a salesman/test pilot for the Inland Sport Company and also a reservist in the 430th Pursuit Squadron. Captain Moore was one of his friends. When the Inland Sport Company went belly up in the great depression, Moore and Burt began their radio script writer careers and my Dad went on to fly for TWA and later became the Manager of the Kansas City Airport



Charles "Chuck" Daily (photo from Pat Daily)

until he was called up for active duty in the Army Air Corps in 1940.

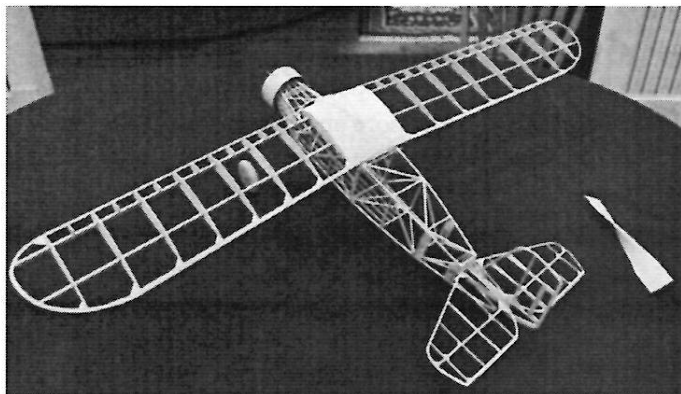
Moore and Burt went on to create the Captain Midnight radio series and the Howie Wing series. These radio broadcasts were very popular with boys of that era and can still be heard at a number of places on the internet. What tickled me most about the research that I conducted on Jimmie Allen models was learning of the connection of my Dad's friend, Captain Moore with the Jimmie Allen radio show and the models kitted by Country Club Aero of Kansas City. Small world! This trip back through time was lot of fun for me. Hope you enjoyed the tale!

Pat Daily, Midlothian, VA

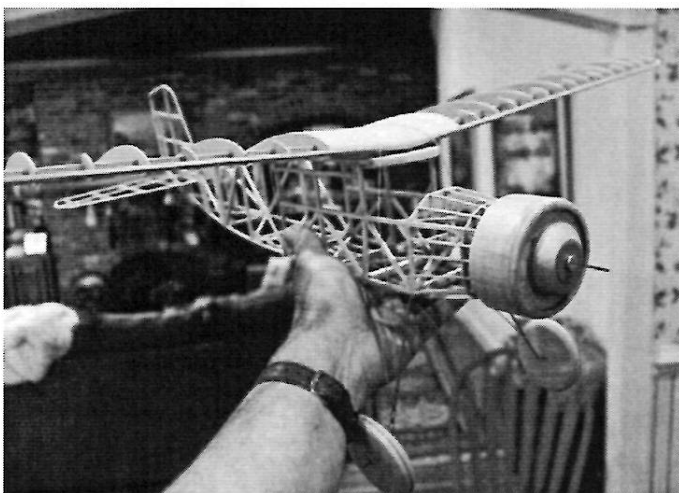
P.S. For more on Jimmie Allen and Wilfred Moore, try an internet search for "The Air Adventures of Jimmy Allen"!

CAPT. PAT'S JIMMY ALLEN SKY CHIEF

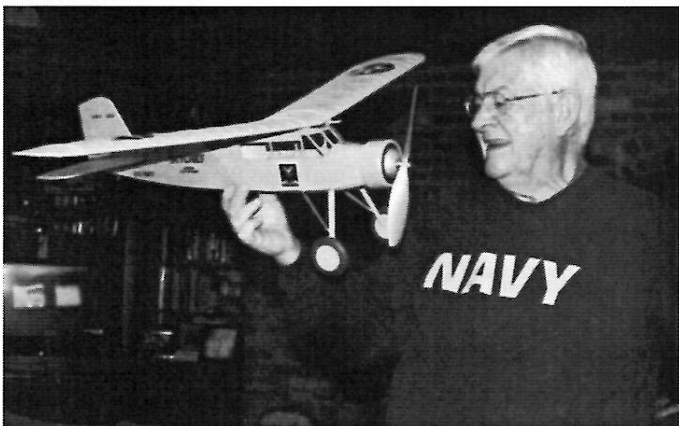
"I built the Jimmie Allen Sky Chief from a Bob Holman short kit and plans. First, the laser cutting of the ribs and former parts was spot on! Really nice. I supplied the longerons, stringers, laminated wing tips, and spars and leading and trailing edges for the wings and tail parts.



This plane is about a 42 inch span and 200 square inches of wing area. I used pretty strong longerons and wing spars -- probably 8-10 lb balsa. Most of the fuselage and tail parts are done with 1/8 inch square wood. For the spars in the wing I used 1/8 x 1/4 that weighed 4-5 grams." -PD



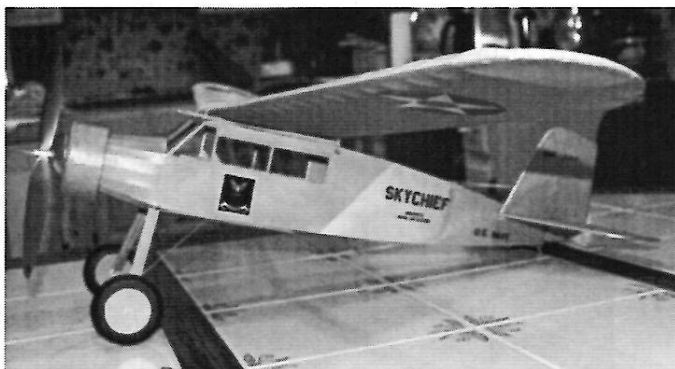
Pat, enjoying the fruits of his labors. Big model!



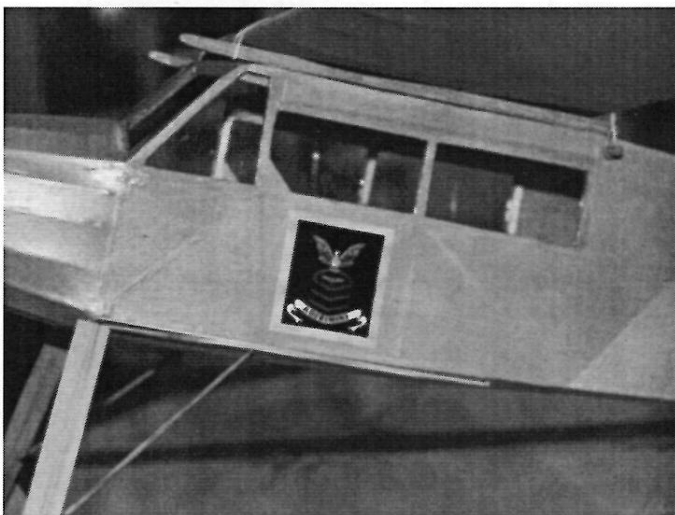
Too bad these pics are printed B&W! Pat used the books on the table as reference for markings on the Sky Chief, which is nicely done up in pre-WWII colors: silver rear fuse and tailfeathers, med. blue nose and cabin, yellow wings.



Pat reports the model weighs in at 138 g without rubber, and is built to last a lifetime...



Close-up of the neat insignia decal. Pat's markings loosely represent a pre-WWII aircraft based at NAS-Anacostia in Washington, DC.



All photos this page: Pat Daily

**REPORT: FABULOUS FOO FIGHTERS
FAC #75**

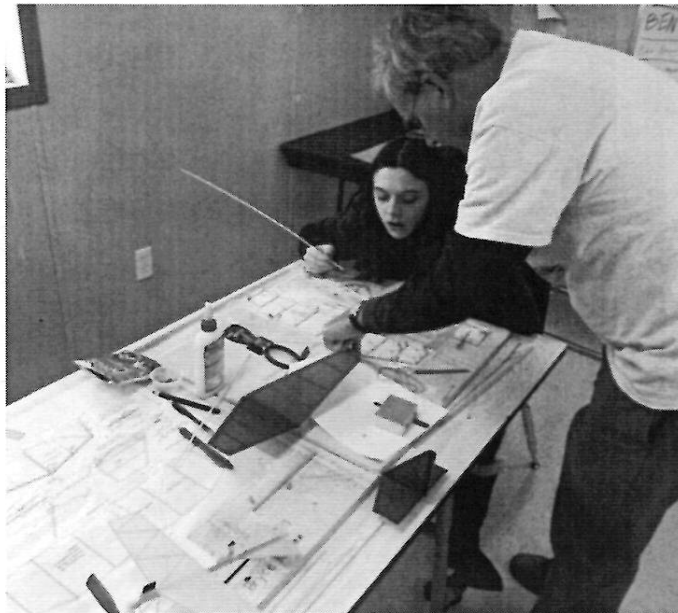
Scott Richlen and John Murphy, Frost Middle School, Fairfax, VA

A big shout-out of Thanks to Billy Batkins who sent us a 15:1 winder. Thanks Billy! It's just what we needed!

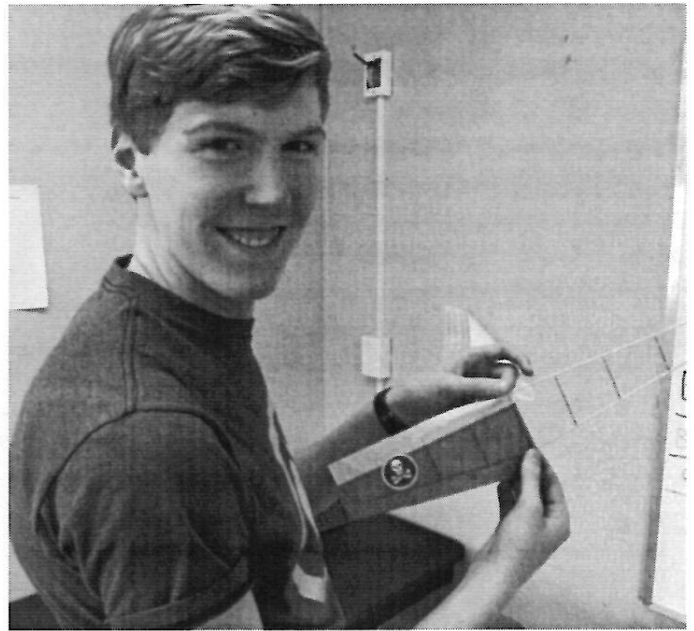
Our 13th session of the year was January 6. The kids showed up and pretty much got down to building.



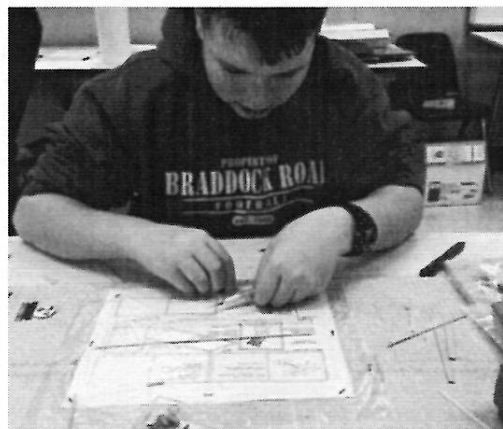
In the foreground Forrest is working on his Boxy Bipe. He is applying a camouflage finish to it.



Tegan has finished her Z-15 (the purple plane in the foreground) and here John is giving her guidance as she starts on her Yard Ranger.



Here is Ben applying the covering to his Phantom Flash. Nice job, eh? By the way, I had the privilege of writing a letter of recommend for him for getting his Eagle Scout rank!

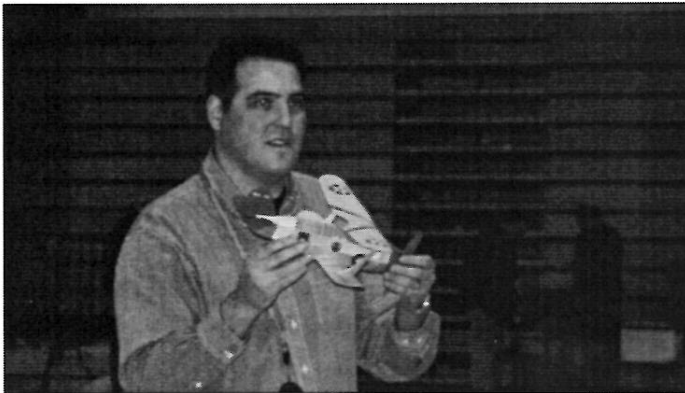


With the completion of his Z-15, Brady received his Flying Aces pin...and then went promptly back to work building on his next plane - a Boxy-Bipe.

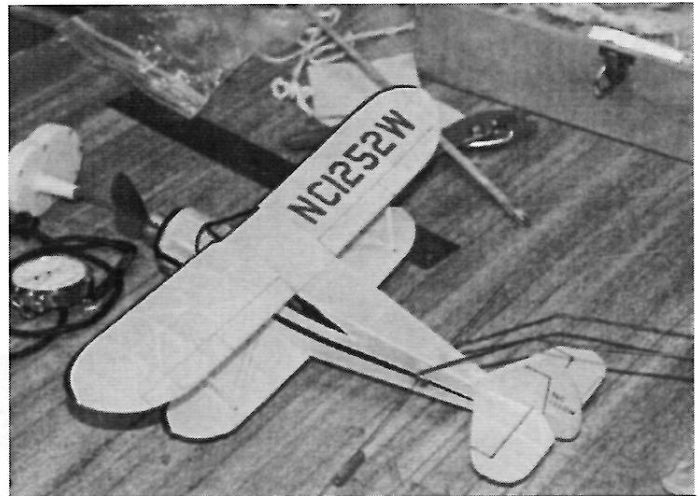
Great work Foo Fighters!

SPECIAL OPS REPORT

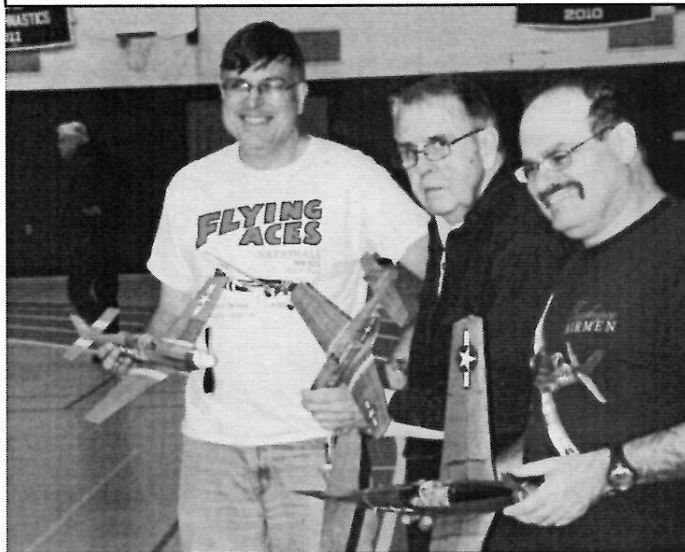
Secret agent Simpners went undercover to Glastonbury, CT, to gather intelligence on enemy indoor flight operations in the NE. His report SHOCKED us.



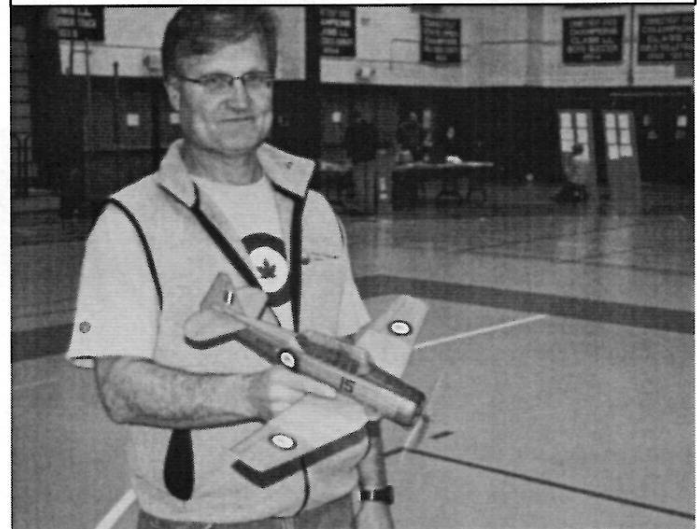
"This is the infamous Andrew Ricci, who was previously thought to have ceased operations in this theater. He is believed to be holding a nearly exact copy of a recent Squadron #6 design, a highly capable aircraft which could do great damage in the wrong hands."



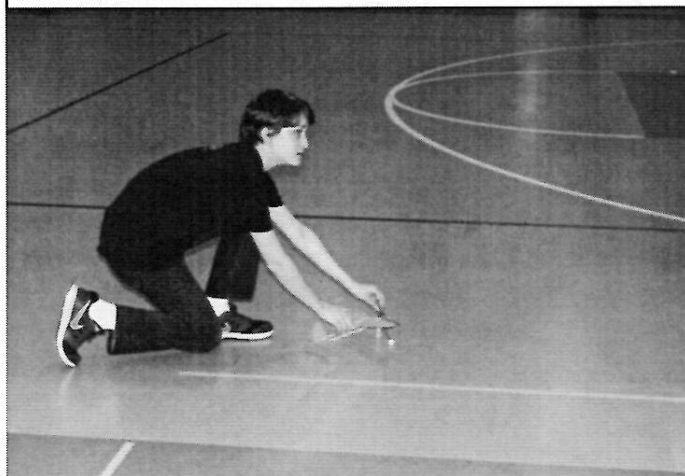
"A super-secret concept aircraft of unknown type, believed to be the work of John Kramer (opposite)."



"John Kramer, Sam Hayot, and Jeff Runnels. Would you buy used P-51B Mustangs from these men?"



"Tom Nallen II, well-known communist provocateur. His penetrating gaze is said to melt steel."



"This group of ne'er-do-wells has even gone so far as to compell young people to do their dirty work. This is believed to be Oliver Sand, AKA "The Sandman". Indoctrinated from an early age, Sand's youthful mien conceals a ruthless drive for success. Engage with caution."



"An in-flight shot of Ricci's SBC-3, from a plan by Maxecuter Dave Mitchell. The zeal with which the enemy co-opts design developments from our side and puts them to their own nefarious ends is truly startling."

Indoor flying in this area has evidently become highly evolved. The Dreaded Potomac Squadron #6 will need to increase their efforts just to keep pace...



Ralph Smalley and his RWD-5, Hurst Bowers design



Mike Moscow returning with his Lamb Climber



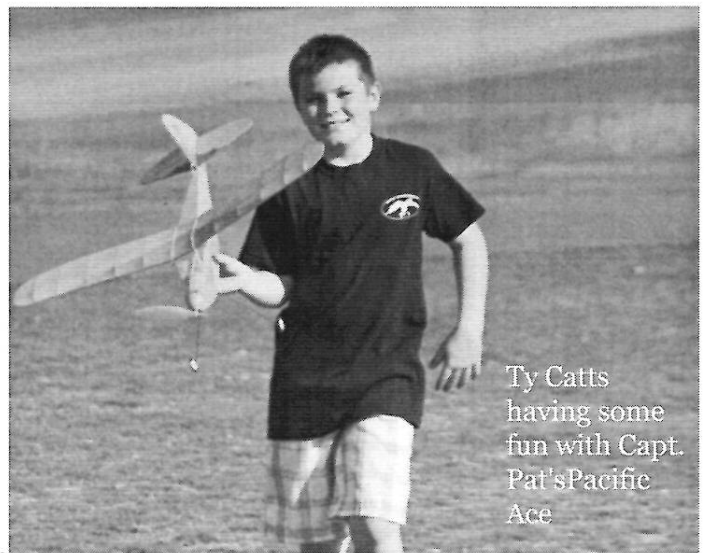
John Murphy lets loose his pretty Piper Clipper



Dan Driscoll with his purple and white Comper Swift



Wally Farrell and his Don Snull-designed Letov



Ty Catts having some fun with Capt. Pat's Pacific Ace

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RENEW ON LINE!

Go to www.dcmexcuter.org and click on **MaxFax** at the top of the page.



UPCOMING EVENTS

Every Wednesday, 12:45-2:15 Indoor flying at the Bauer Rec Center Gym
14625 Bauer Dr, Rockville, MD 20853

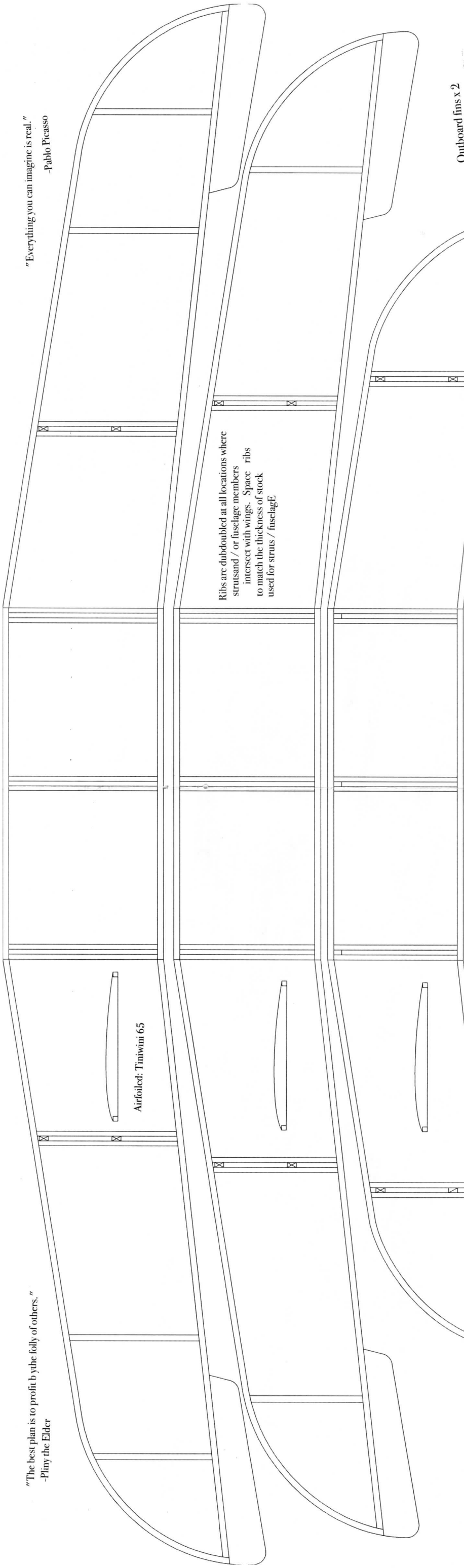
February 13, 2016 10:00-4:00 Maxcuters' Indoor Meet at the NBM
(see pg. 4 for details)

May 14-15 2016 KUDZU Spring Meet, Raeford, NC
(Events, schedule TBA)

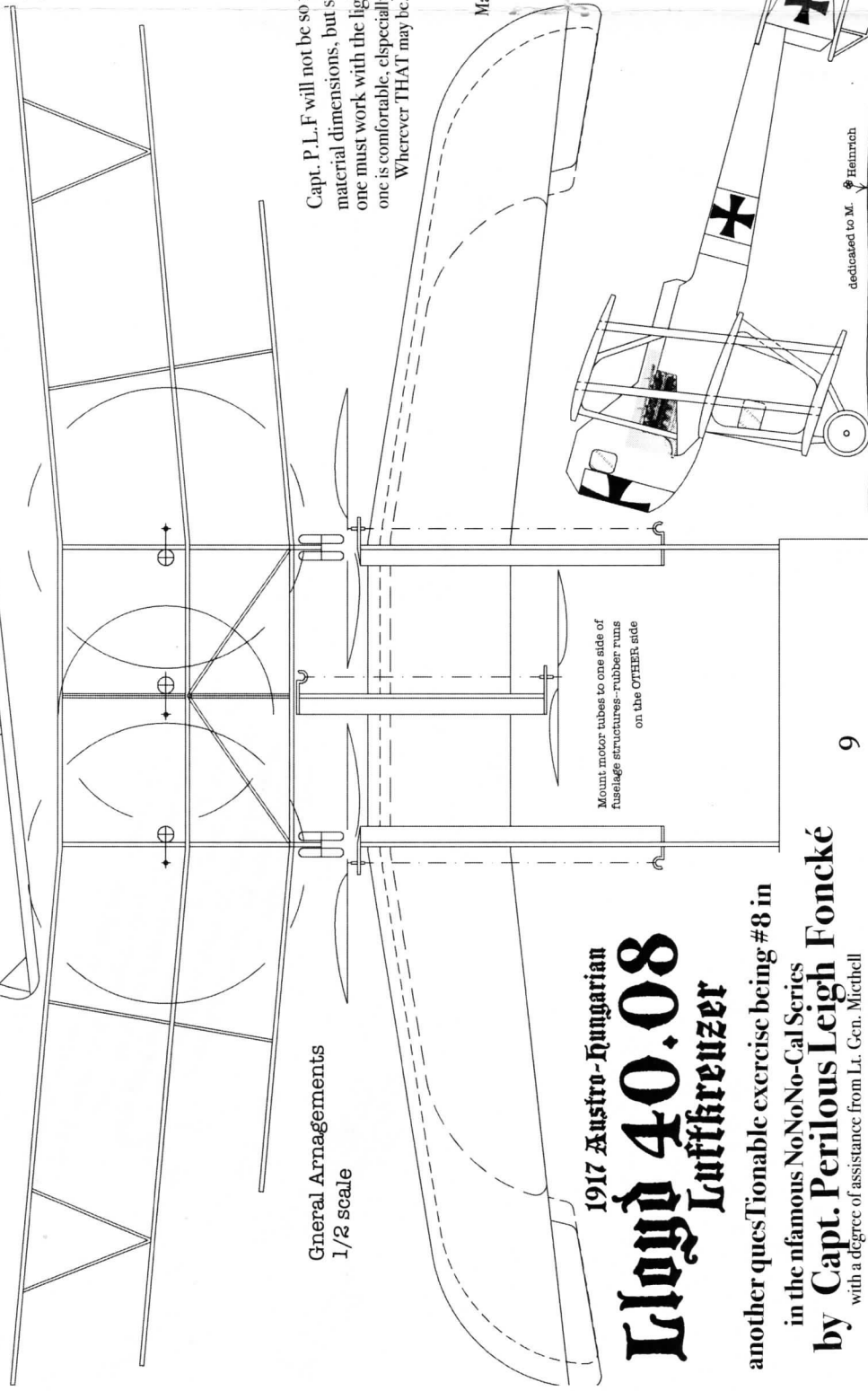
July 13-16 2016 FAC Nats Geneseo, NY
(See the FAC website for details--www.flyingacesclub.com)

"The best plan is to profit by the folly of others."
-Pliny the Elder

"Everything you can imagine is real."
-Pablo Picasso



Ribs are doubled at all locations where struts and / or fuselage members intersect with wings. Space ribs to match the thickness of stock used for struts / fuselage.

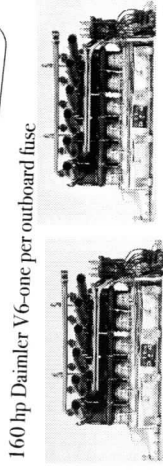


Mount motor tubes to one side of fuselage structures- rubber runs on the OTHER side

1917 Austro-Hungarian Lloyd 40.08 Lufftrevler

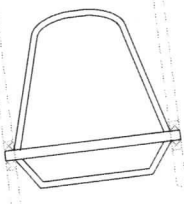
another questionable exercise being #8 in
in the famous NoNoNo-Cal Series
by Capt. Perilous Leigh Foncké
with a degree of assistance from Lt. Gen. Mitchell

MASSIVE 3.25" outboard Contra Rotating tractor props are possible...but are they advisable?



Outboard fuselages-build two of these Please

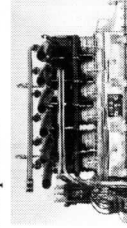
Outboard fins x 2



inboard fins x 2

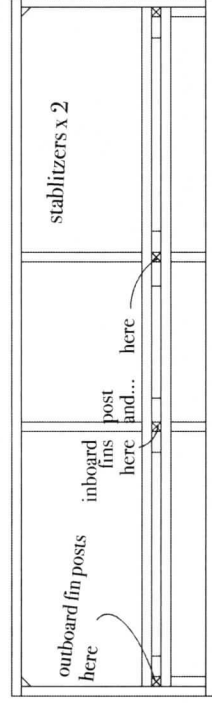
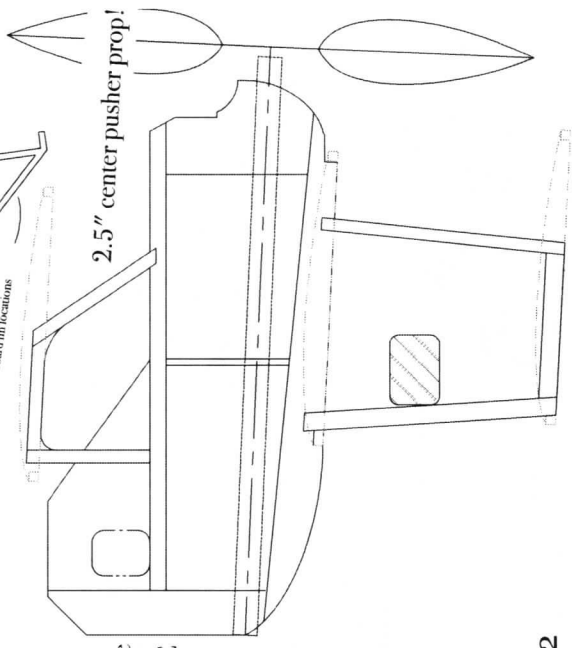
Capt. P.L.F will not be so rude as to dictate material dimensions, but suggests rather that one must work with the lightest stock with which one is comfortable, especially aft of the CG, Wherever THAT may be...

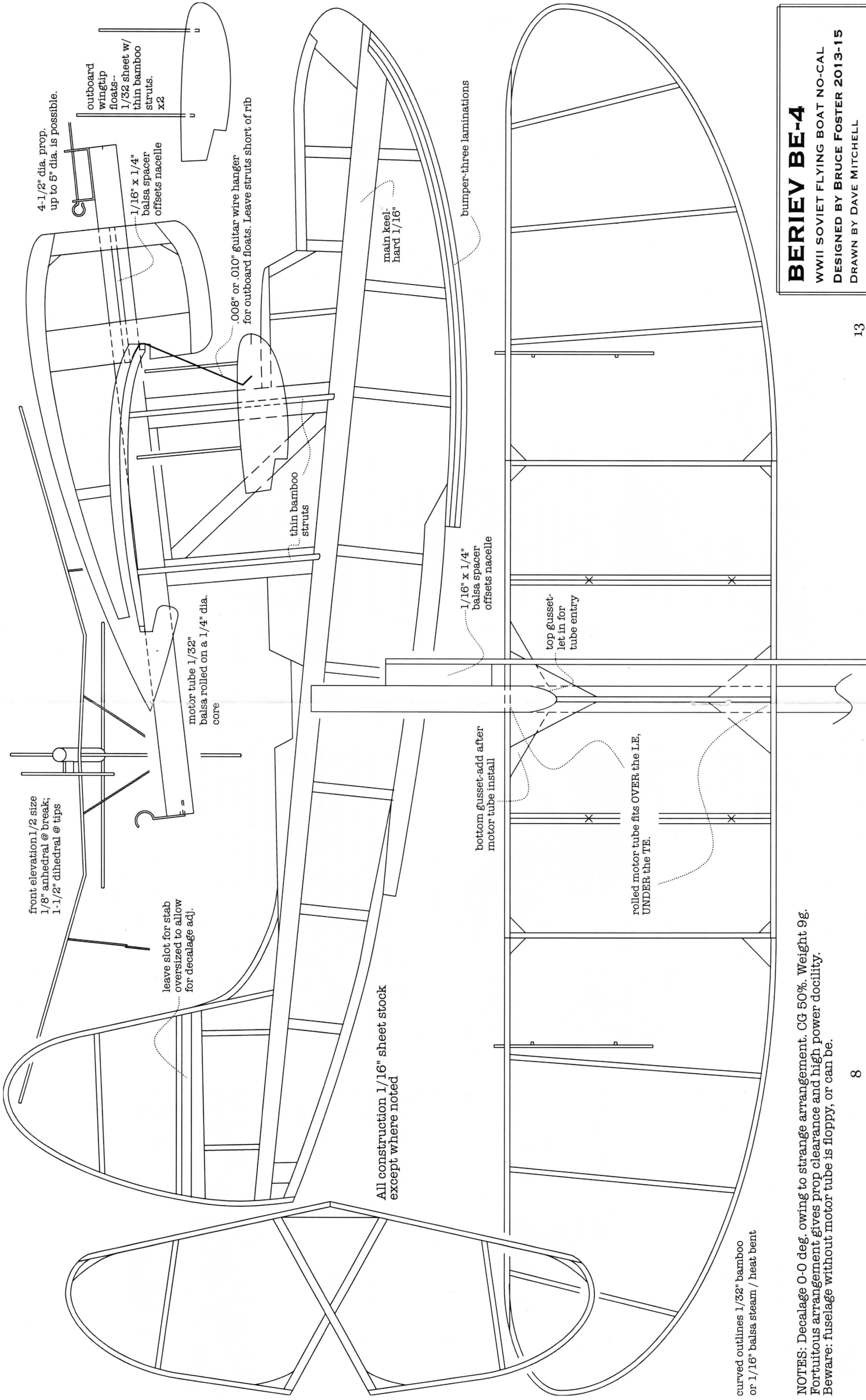
160 hp Daimler V6
Masquerading as a 300 hp pusher V12
Install in the center fuselage,
pusher position



ridiculous twin stab-mounted
sublets, located at inboard fin locations

2.5" center pusher prop!





NOTES: Decalage 0-0 deg. owing to strange arrangement. CG 50%. Weight 9g.
Fortuitous arrangement gives prop clearance and high power docility.
Beware: fuselage without motor tube is floppy, or can be.

BERIEV BE-4
WWII SOVIET FLYING BOAT NO-CAL
DESIGNED BY BRUCE FOSTER 2013-15
DRAWN BY DAVE MITCHELL