



MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2019-1

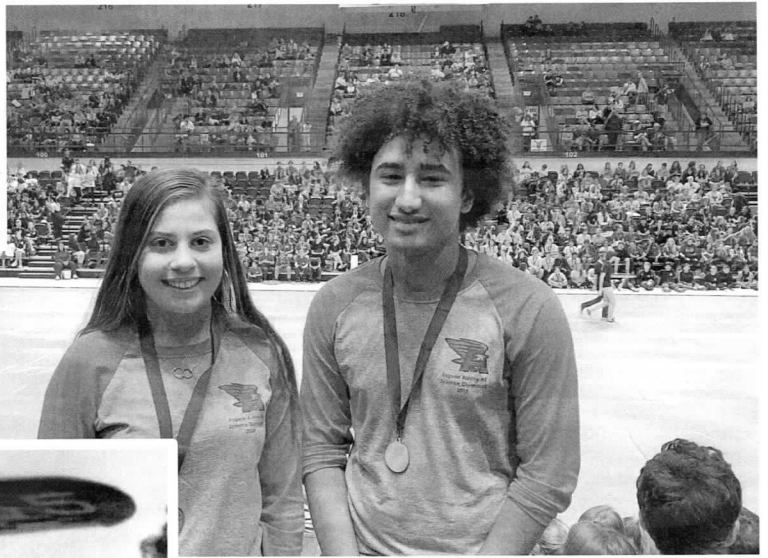


1927 LOCKHEED VEGA PROTOTYPE C/N 1

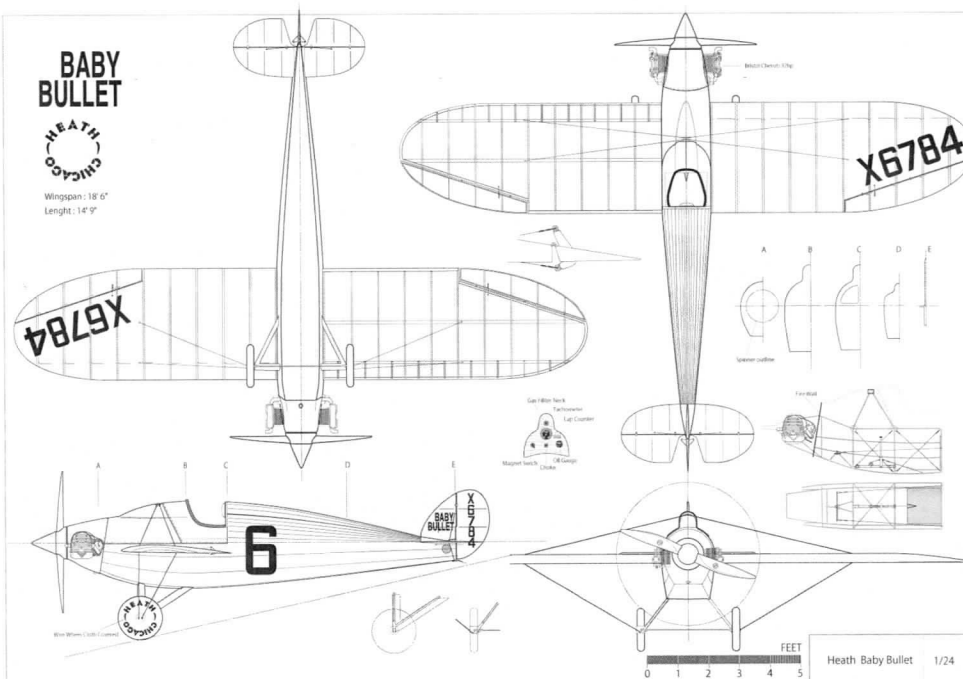


Jimmy Jordan writes: "The Eugene Ashley High School Science Olympiad Wright Stuff team that I coach had a perfect Regional Competition last Saturday. My granddaughter Savannah and her teammate Grayson won first place and will go on to the NC State competition in 6 weeks. The Junior Varsity team, Kinsey and Mateo, won first place (JV) and second place overall. Can't beat a one-two finish! Unfortunately the JV team does not go to States."

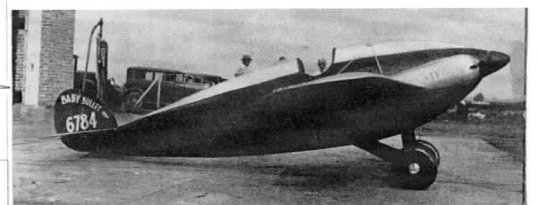
Anybody who has seen Savannah (photo left) fly at the Kudzu meets will understand that this young lady knows what she is doing! Well done Savannah, Grayson, Kinsey and Mateo, and kudos to Jimmy for helping these young folks find the flight path to success!



This Heath Baby Bullet on the tarmac next to a Lockheed Air Express provides a compelling sense of scale...while the Air Express wouldn't normally be considered a large aircraft, the Bullet looks positively miniscule in comparison....



(above) Another photo illustrating the diminutive scale of the Heath Baby Bullet. Designed and marketed as a \$200 homebuilt aircraft, the Baby Bullet's racing career spanned from 1928 to at least 1934.



MAXFAX 2019-1

OK, ok, you can stop tapping your x-acto on your workbench and wondering when the first-quarter MaxFax will arrive. Sheesh. Can I assume you've heard about the new FAC event? Maybe not. It's called the **National Air Races**, or **NAR** for those of you who prefer to acronize, and it's a doozy. The basic idea is that pretty much any documentable racer that was active between 1920-1939 and does NOT already appear on the official FAC Thompson Trophy list OR the Greve Race list is eligible. I've incuded those lists (pgs 17-18), which have been politicked, picked over and polished to a fare-thee-well recently by myself, **Paul Stott, George Bredehoft and Rich Weber**-- a buncha FAC tough guys, yeah, if you got a problem wit the lists, you take it up wit us. Is there a similar list for the **NAR**? No, are you crazy? There must be hundreds of obscure, backyard-garage racers out there. You feel like chasing them down and making a list, knock yourself out. Whatever you build, make sure you have some docs to back up your claim of eligibility. Rules are in the updated 2019 FAC Rulebook, which can be found on the FAC website.

The National Air Race event provides a whole raft of fascinating aircraft to explore with FAC purpose, welcome news for guys like me who a) like to draw up plans and b) are attracted like moths to a flame to aircraft with short, barely documented careers. Not that there was anything particularly obscure or unworthy about the **Lockheed Vega**, this issue's feature plan, except that this is a plan of the Vega prototype, C/n 1, whose promise was cut short after barely more than a month of existence when it and its crew disappeared somewhere over the Pacific during the ill-fated 1927 Dole Air Race. I based it on Daves Rees' excellent 30" Vega plan, so you know there's some pedigree there. **Gene Thomas'** Heath Baby Bullet peanut plan follows up--I dunno about you, but the temptation to blow this up a bit and run it in the Greve is almost irresistible. Lastly, **Tom Hallman** provided us with a simple stick plan for you to build at the dining room table with your kids / grandkids. Enjoy!

Joyce Holley White

With heavy heart, we note the passing in January 2019 of **Joyce White, George White's** wife and partner of 43 years. Joyce was one of those people who commanded



your attention, not only for her beauty, which was considerable, but even more for her great spirit and intelligence. Always ready to help out with the goings-on at a field meet, you knew if Joyce was behind the wheel, it was going to get done and it was going to get done well, with grace, style, and a friendly dash of sharp wit thrown in for good measure. She will be sorely missed.

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

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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.

Dues should be addressed to:

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Bethesda, MD 20817

Make checks payable to "D.C. MAXECUTERS"

OR you may use PayPal at the website:
www.dcmxecuter.org

Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

UPCOMING EVENTS

April 26--Captain Midnight Indoor Event
9PM-1AM CCBC Catonsville Campus Sports Dome

April 27--Airdale Fly-In

May 18-19 Spring Kudzu Meet--Flyer in this issue!

May 18--Airdale Fly-in

May 29-June 2 AMA / NFFS Indoor Nationals
Edgar, AZ Round Valley Dome
www.indoorfreeflight.com/2019NatsV2.pdf

June 15--Airdale Fly-In

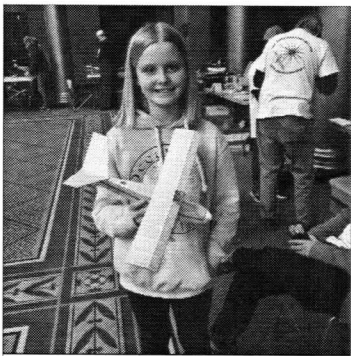
National Building Museum - 3/24/2019

Long Run Ends With A Flourish

by staff reporters Glen Simperts and O. Leo Strutt

Twenty two years of flying in the National Building Museum in Washington, DC came to an end in March, as the Maxecuters hosted their last flying session in the Great Hall. We had twenty seven Free Flight contestants at the west end atrium, and five flying RC at the east end. In a thoroughly appropriate and gracious opening gesture, past President-For-Life **Stefan Prosky** got things rolling by parking his trusty two-kanone-winning Phantom Flash in the rafters on its initial trim flight, thus paving the way for current President-For-Life **Glen Simperts** to win the event later in the day. Let the meet begin!

This "Final Flight" contest at the NBM was brimming with the enthusiasm of youthful fliers. As usual, the museum had advertised the flying well, and the public space was packed with families who took a keen interest, especially in the kids flying on the floor. The **FAC Foo Fighters** club was out in force with five students, their parents, and teachers, to show the DC Maxecuters what the future of free flight flying was all about. Along with several pairs of kids with grandparents, the building was ringing with energy. Foo Fighter **Sydney** won the timed Z-15 event, and gave old-timer **Dave Beasley** a run for his money in the Z-15 Mass Launch, placing second with her fellow Foo Fighter **Ben** taking third. Well done Sydney and Ben!! Several students received the Wiley Post Award for High-Altitude Flying, presented to those pilots fearless enough to venture above the 4th floor balcony and draw the thin air at the rafters. Heroically, **Spencer's** model joined Stefan's Phantom Flash along with the rest of the models stranded forever in the upper reaches. **All hail!**



Jocelyn with her Boston Beancraft

One of our newest Maxecuters, **Brian Wilhelm**, showed up with his grandkids **Derek** and **Jocelyn**. These kids know how to fly! Each had a neat Bostonian, and with **Randy Kleinart** giving them some expert advice, put the press on **Wally Farrell** in Bostonian. Wally ultimately prevailed, but it's fun to watch him sweat.

Ondrej Mitas traveled all the way from the Netherlands to join us again, marking his first return to the NBM in many years. It was great to see him, side by side with old buddy **Tony Pavel**. Tony duked it out with **Don Szczur** and **Billy Batkins** in the A6 event, ultimately prevailing with a fine time of 4:14. Ondrej amazed everyone with the flights of his Dash 8 peanut models, one powered by twin motors and the 4

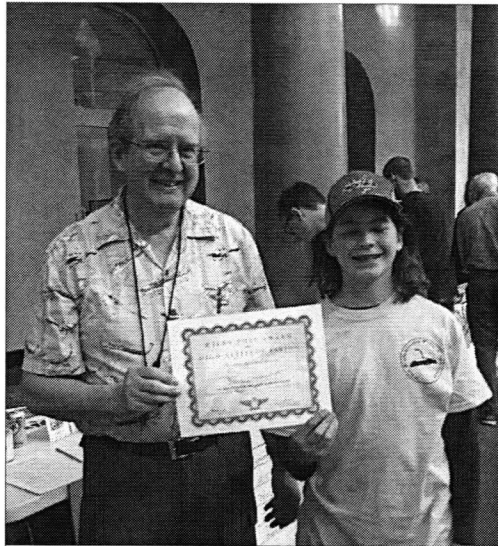
other with a single prop in the nose. Despite being hard to trim into a turn, his twin Dash managed a fine official flight and nipped **Dave Mitchell** in FAC Peanut Scale by 1 point. Ondrej's flying art sculptures were also a joy to see. Want to see more? Photos at www.ondrejmitas.tumblr.com

The No Cal event is turning out to be a hot bed of innovation. **Scott Richlen** took second place in the timed event with his own-design F-4 Phantom modern jet nocal. How about a plan for that, Scott? Crowds gathered at Dave's work space to see if you really *could* wind the motors on a twin PBY Catalina nocal, answer questions, and rub the top of your head all at the same time. If you feel like trying your hand at it--and we heartily recommend it-- check out **George Bredehoff's** PBY nocal kit from Volare Products (www.volareproducts.com). While you're there, look up the "Sky Box" indoor embryo plan; Don Szczur had one going at the meet and it was a thing of unlikely beauty...

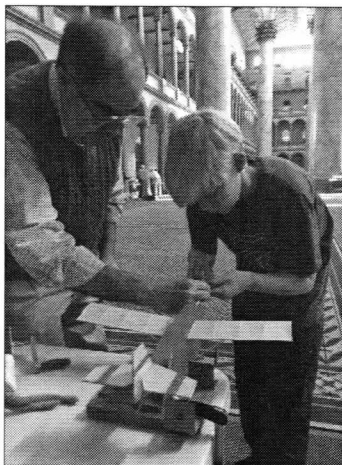
Probably, Dave was named the FF Grand Champion, riding his one measly win in the Dime Scale mass launch for all it was worth, while posting decent showings in the hotly contested Phantom Flash and FAC Peanut events. Wally and hard-charging **Dean Giacomassi** kept Dave looking over his shoulder throughout the day with the next highest showings. Wally was a bit off-stride at this meet, it has to be said, but it should be noted that his aide-de-camp **Julie Farrell** was

distracted *all day* by the presents that Dave brought her for her birthday. Whether or not this was the cause of Wally's less-than-stellar showing is debatable, but other, more competitive modelers may want to take note...once again, **Paul Stamison** ably ran the RC events, and presented awards for the most beautifully crafted models. As the day wound down he spent a lot of time flying his A-6 down at the free flight atrium, and thoroughly enjoyed the challenge that free flights models represent.

All lamented that this was the last time we will be flying in this historic space. From our perspective, it was a happy, 22-year marriage--an engaging and just plain FUN way for kids to develop building skills and learn applied engineering, and then put their knowledge on display for the general public. The Maxecuters hope to keep the lines of communication open with the folks at the NBM, in the expectation that someday they will recognize again the valuable and unique experience that Free Flight modeling provides to the community--**ESPECIALLY** our young builders!



Spencer receives the Wiley Post High Altitude Award from Pres. Simperts. His model is now part of the museum's permanent collection.



Derek gets his Knight in Boston ready for another flight.

NBM RESULTS

Phantom Flash ML (12 entries)

- 1 Glen Simperts
- 2 Dean Giacopassi
- 3 Dave Mitchell

Peanut Scale ML (5 entries)

- 1 Wally Farrell--Bede 4
- 2 Stew Meyers--Nieuport 11
- 3 Dave Mitchell--Aviatik C.I

WW-II No-Cal ML (10 entries)

- 1 Scott Richlen--F-6-F
- 2 Dean Giacopassi--P-39
- 3 Dave Beasley--Buffalo

Bostonian ML (5 entries)

- 1 Wally Farrell--Beaver
- 2 Derek Wilhelm--Knight in Boston
- 3 Jocelyn Wilhelm--Boston Beancraft

Dime Scale ML (6 entries)

- 1 Dave Mitchell--YO-50
- 2 Stew Meyers--Farman 100
- 3 John Murphy--MO-1

Zaic Z-15 ML (7 entries)

- 1 Dave Beasley
- 2 Sydnie Gomez
- 3 Kemper

FAC No-Cal (total of three flts. - 4 fliers)

- 1 Wally Farrell--Clipper--241 sec.
- 2 Scott Richlen--F-4 Phantom--175 sec.
- 3 Dean Giacopassi--P-36--112 sec.

FAC Peanut Scale (best of three flts. - 5 entries)

- 1 Ondrej Mitas--Dash 8 (twin)
- 2 Dave Mitchell--Aviatik C.I
- 3 Wally Farrell--Bede 4

A-6 (5 entries)

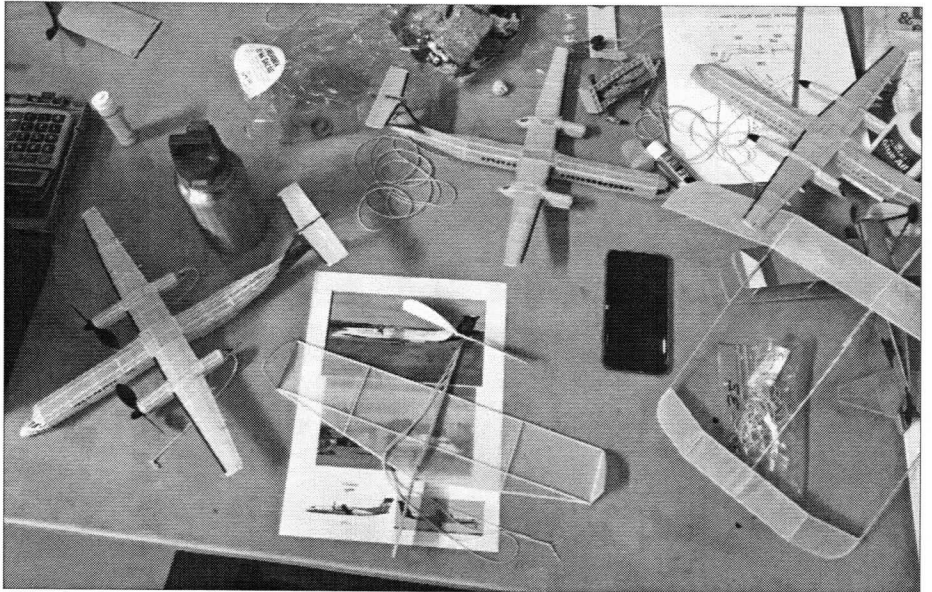
- 1 Tony Pavel--4:14
- 2 Don Szczur--3:14
- 3 Billy Batkins--2:35

Zaic Z-15 Timed event

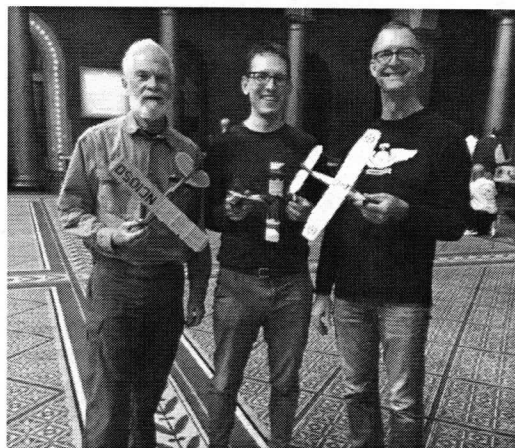
- (1 entry)
- 1 Sydnie Gomez--57 sec.



A typical NBM scenario--Doug Griggs winds and answers questions for a rapt audience. That's Julie Farrell in the far background, ignoring her husband's pleas for timer assistance.



The chaotic beauty of a free-flight workspace: Ondrej Mitas' table, featuring three Dash-8 peanuts, a neo-Waffle and a tuna salad sandwich, a flying sculpture and a winder made out of Legos, and strips of rubber everywhere. It doesn't get much better than this.

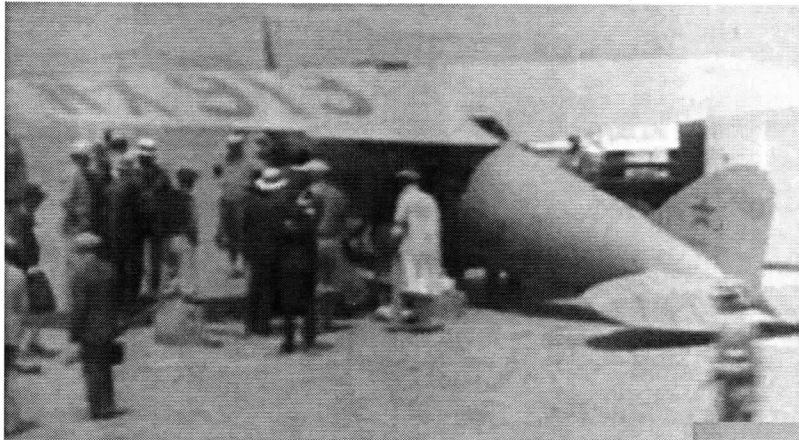


Wally, Ondrej and Dave act like pals before going for the each others' throats in the Dimer mass launch.

BELOW: Don Szczur gives his a Sky Box embryo model the once over twice. This is a nifty design from the fertile mind of George Bredehoff of Volare Products, who has free plans posted for download on his website. There's also a pretty good story to go along with it... <https://volareproducts.com/blog/>



LOCKHEED VEGA PROTOTYPE C/N 1 "THE GOLDEN EAGLE"



Blurry photos like the one on the left make the aviation historian's heart beat fast. Note the unusual placement of the registration NX913 on the upper left wing, and the unique hatch cut into the rear center section of the wing. When the hatch door was opened, a small windscreen (just visible as a dark area ahead of the hatch) popped up to shield the observer / navigator from the wind. The registration # places this photo as having been taken at or near the start of the Dole Air Race on August 16, 1927. Vega C/N 1 was assigned no fewer than 5 different registration numbers in its short career, though it wore only two: X2788, and N-X913, the latter of which was applied shortly before the race. Also note the faint appearance of lettering on the fuselage, to the right of the man in the light coat--the "Eagle" part of "Golden Eagle"?

(right) As an unidentified admirer looks on, flight navigator Gordon Scott gives an affectionate kiss to his sweetheart before setting off with pilot Jack Frost on their ill-fated voyage to Hawaii. Vega c/n1, nicknamed "The Golden Eagle", would soon fly out over the Pacific, never to be seen again.

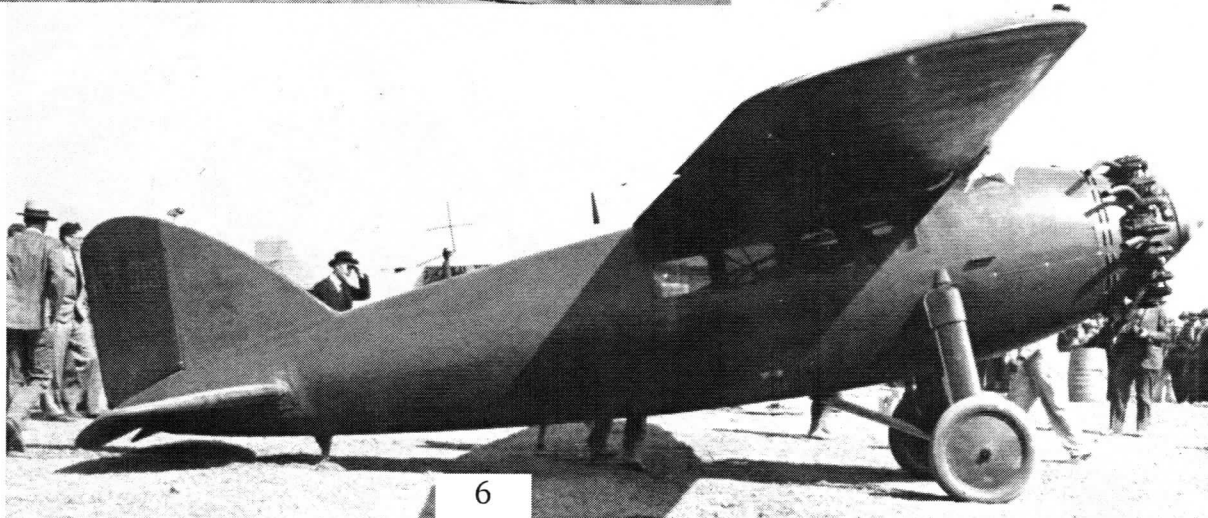


Note the rudder, which is kicked to the left, placing it in light shadow. The registration number appears lighter than the field color, and the fixed fin appears to be a lighter color (orange) with a darker color (red) for the Vega star logo. This raises the question: was the rudder painted red, leaving the orange field color to show through as the reg. #? Other photos don't seem to support this, but the possibility is tantalizing! Or is it merely that the registration number is reflecting the light differently? See the bottom photo on this page for a similar angle, but from further away....



(left) A fine 3/4 view of Vega c/n 1, in the weeks prior to the Dole Air Race. In contrast to production models, the cockpit of the prototype Vega was left open. Also note that the windscreen appears to have been changed between when this photo was taken and the day of the Dole Race. The aircraft was painted orange overall, with red markings. It is impossible to tell from existing photos whether or not the race day version had a registration number applied to the lower right (or left) wing.

With its clean lines and workmanlike demeanor, it's not hard to see why the Golden Eagle was a favorite to win the Dole Air Race. Alas, it was not to be. Build yours today, and see if you can fare better in the FAC National Air Races!



LOCKHEED VEGA PROTOTYPE C/N 1 "THE GOLDEN EAGLE" (cont.)

N.A.C.A. Aircraft Circular No.51

Fig.1.

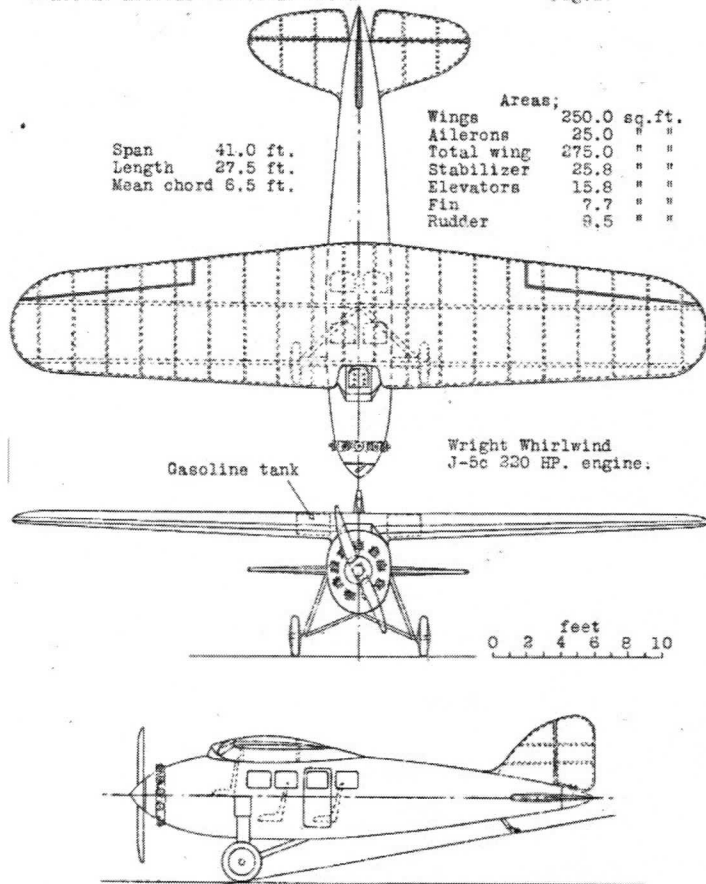
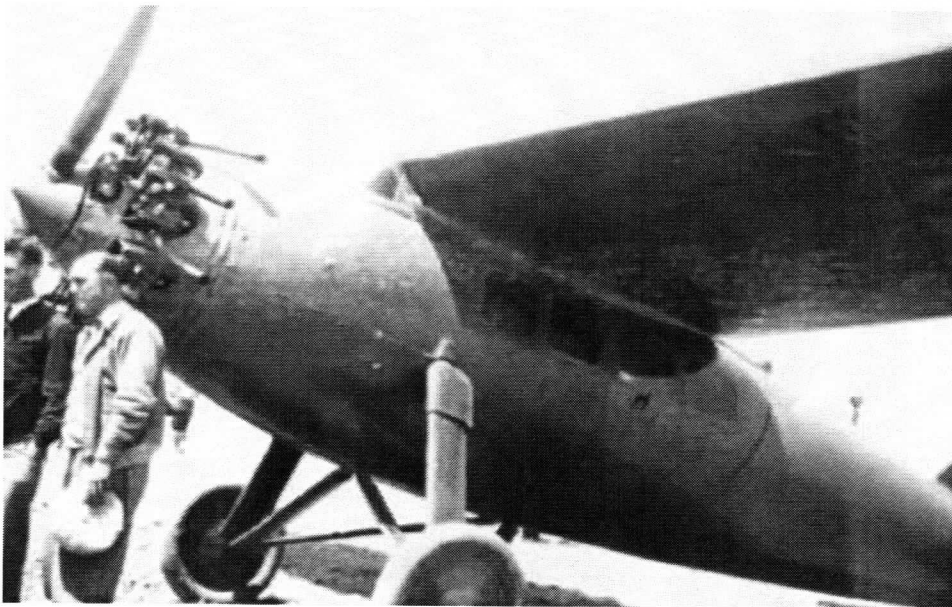


Fig.1 General arrangement drawing of the Lockheed "Vega" commercial airplane.



The faint outlines of a variation of the American presidential eagle shield with stars can be made out in this photo, as well as what appears to be the "E" of (Golden) Eagle. Markings appear to be on the left (pilot's) side only; the plan shows a best guess of how the eagle / shield logo might have looked.



Although blurry, we include this photo because it ever so faintly reveals the words "Golden Eagle" painted on the pilots' side of the fuselage. This would appear to be the definitive markings on the aircraft near the time of the Dole Air Race. Note however that the sextant (?) visible on the photo at top right is not visible in this photo...

I based this model on Dave Rees' 30" design, though there are some significant differences. Most obvious is the triangular fin / rudder configuration. I used the photos to develop the profile, rather than the three-view on this page--which is not really appropriate for the prototype Vega, but is included here for general reference.

The prototype Vega had an open cockpit--note that there are two distinctly different windscreen options visible in the photos. I treat the wing / fuselage join differently than Dave did, and I have also opted for a "conventional" wing structure--it would be quite easy to swap over to the Rees-style trussed wing.

Also, Dave's was a cowled version. If you want to build for the National Air Race event, you'll have to man up and make a nice Wright Whirlwind. And don't forget the spinner...no wheelpants, though! With a 9" prop and two loops of 5/32", it oughta be a goer...goer....gone? Let's hope history doesn't repeat itself!



KUDZU SPRING CLASSIC MAY 18-19, 2019

RAEFORD, NC

Saturday May 18

Mass Launch:

WWI
Navy Scale-Pat Daily Memorial Launch
Mod Civil / Mod Mil Comb.
Battle of Britain^

Judged / Timed:

Embryo
FAC Jet Catapult
Dime Scale
Simplified Scale
FAC Peanut
No Cal

AMA Events:

Hi-Start Glider (Non-Scale)
AMA Catapult Glider
AMA P-30 Rubber

End of Day

Flying Horde Mss Launch (NBM)

Sunday May 19

Mass Launch:

WWII
Combined Racers
GA Multiwing / GA Single Wing Comb.
US Air Mail Commemorative <

Judged / Timed:

2 Bit +1 OTR
Low Wing Mil. Trainer
FAC Rubber Scale
Phantom Flash
FAC Scale Hi Start Glider
Blue Ridge Special (NBM)

AMA Events:

NFFS E-20 Electric
AMA 14 Gram Bostonian
SAM Twin Pusher Mass Launch

End of Day

Simplified Scale Mass Launch (NBM)

* Any Navy aircraft, any era / nationality

^ Any aircraft that saw service in the Battle of Britain.

< Any US Air Mail aircraft operating 5/15/1918— 12/31/1933

NBM= events for Non Blue Max holders only, and only if enough

NBM competitors are present

Flying Horde / Simplified Scale Mass Launches

Any rubber powered model airplane

Winner gets to select a prize:

One year FAC Membership, or One year NFFS Membership, or one pound 1/8 FAI SS Rubber or a copy of Don Srull's book "Cover Art from MaxFax"

Bring your own lunch

FAC events

Stew Meyers stew.meyers@verizon.net

Dave Mitchell davedge@me.com

AMA events— John Diebolt

jdiebolt@mindspring.com 919-467-1025

For more information: www.dcmxecuter.org

Google map to field: <http://goo.gl/maps/vc3R>

Take US-401 / Raeford Rd. WEST out of Fayetteville. After the Food Lion shopping center on your left, US-401 divides; bear LEFT (south) on to US-401 Bus. Go 2.6 miles, turn LEFT at Oakdale Gin Rd. Go .4 miles, turn LEFT at Ratley St. Ratley makes a 90 degree bend to the left; at this point the field and dirt access road is on your right.

APPENDIX G: OFFICIAL FAC THOMPSON TROPHY RACE PLANE LIST

AIRPLANE	ENGINE	RACE #	REGISTRY	YEAR
Allenbaugh Model A	Salmson AD9	66	R256Y	1934
Buchanan Zipper			R12239	1935
Carpenter Special	Salmson AD9	9		1934
Carr Special	Warner Scarab	66	12844	1936
Cessna GC-2	Warner	44	NR404W	1930
Cessna CR-2 & CR-2A	Warner	34,35,37	NR11717	1932
Cessna CR-3	Warner	27	NR57Y	1933
Flagg, L.A.D. Flaggship	Pobjoy Niagara		R89Y	1937
Flagg, L.A.D. F-15	Pobjoy	19	NX89Y	1938
Frank Hawk's "Time Flies"	P&W		NR1313	1936
Gee Bee E	Warner	52	NC46V	1932
Gee Bee E	Warner & Lambert		NC72V	1932
Gee Bee E	Warner		NC656Y (NC856Y?)	1932
Gee Bee E	Warner		NC11041	1932
Gee Bee E	Warner		NC11044	1932
Gee Bee Z	P&W	4	NR77V	1931
Gee Bee R-1	P&W	11	NR2100	1932
Gee Bee R-2	P&W	7	NR2101	1932
Gee Bee Y	P&W	54	NR11049 (X11049)	1931
Gee Bee Y	Lycoming & Wright	7	NR718Y	1932
Gee Bee R-1 / R-2 hybrid	P&W	7	NR2101	1933
Gee Bee QED	P&W	77, 46	NX14307	1936
Granville Mono "Mickey Mouse"	Genet		994N	1932
Haines H-2	Warner		14518	1936
Hughes H-1 (short wing)	P&W		NR258Y	1935
Kadiak Speedster	Velie	11	NR111312	1932
Keith-Rider R-3 (Marcoux-Bromberg)	P&W	4,3,2	NX14215	1937
Laird LC-DE Speedwing Jr.	Warner	17,171	NR10422	1931
Laird LC-DW Solution	P&W	77, 46	NR10538	1930
Laird LC-DW Super Solution	P&W	400	NR12048	1932
Linberg Special	Warner		NX479W	1938
Loose Special	Loose	27	NR10545	1933
Loose Special	Loose	11	R13686	1935
Military Aircraft Corp. HM-1	P&W	41	NX2491	1938
Nicholas-Beazley Phantom I	Pobjoy	23,111	R1W	1930
Rowinski TM-1 Miss Milwaukee	Wright	36	R12094	1932
Rowinski	Continental	10	NR12992	1933
Rasmussin Skippy	Rasmussin 5 cyl.	10	NR13518	1934
Reece Rocket	LeBlond		NR12028	1931
Simplex	Wright	71	NR43M	1932
Travel Air Mystery (D. Davis)	Wright	31	R614K	1929
Travel Air Mystery (Haizlip)	Wright	26,35	NR482N	1930
Travel Air Mystery (Hawks)	Wright	13	NR1313	1930
Turner-Laird Pesco Spec., Meteor, etc.	P&W	29	R263Y	1937
Wedell-Williams We Winc	Wright	92	NR536V	1931
Wedell-Williams (Wedell)	P&W	44	NR278V	1931
Wedell-Williams (Turner)	P&W	121,57,2,25	NR61Y	1932
Wedell-Williams (Haizlip)	P&W	92	NR536V	1932
Wedell-Williams 45	P&W	45	NR62Y	1934

Compiled by Dave Stott (revised Jan. 2019)

Some of the aircraft listed were powered by different engines at different times. Some competed under more than one race number. From year to year, color schemes were sometimes changed. The year listed is when the ship first appeared. There are no known drawings for some of them. Research is up to the modeler. All were designed expressly for racing. They are all radial engine powered. If you don't see it here, it probably does not qualify for the FAC Thompson mass launch event. If you have an aircraft that you think SHOULD qualify but is not on the list, make your case to the FAC CinC. Racing aircraft not on this or the Greve List likely qualify for the FAC NAR mass launch event.

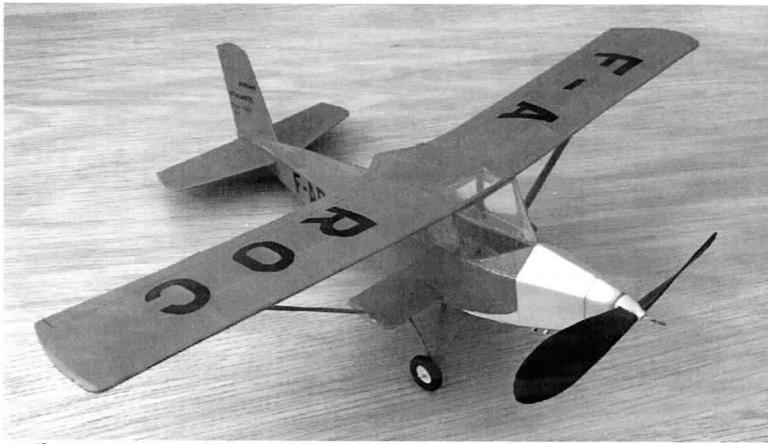
APPENDIX H: OFFICIAL FAC GREVE RACE PLANE LIST

AIRPLANE	ENGINE	REGIST.	RACE #	YEAR
Alden Brown	Menasco	NR71Y	203	1932
Allenbaugh	Menasco	R256Y	66	1936
Armitage	Sturdevant		50	1938
Ambrosini Special	Heath Henderson	13563		1935
Brown B-1 (Bushey)	Menasco	NR83Y	8	1934
Brown B-2 Miss Los	Menasco	NR255Y	33	1934
Buchanan Zipper	Miller Straight	R12239	84	1937
Bushey-McGrew Special	Menasco	NX98Y	17	1938
Butz Special	Cirrus	R12040	8	1930
Burrows R-5	Martin 333	NR214Y		1934
Burrows R-6	Miller 4	NR214Y		1935
Caudron C-460	Renault		100	1936
Carr Special	OX-5 or Hisso	NR12844	36	1932
Cessna GC-1	Cirrus	NR144V	89	1930
Chileen-Fitten	Church	12936		1933
Chambers Chambermaid	Menasco	NX95Y	21	1938
Church Special	Church	NR12050	100	1930
Commandair Little Rocket	Cirrus	10403	45	1930
Curtiss Wright Bunting	Aeronca Twin	259Y		1935
Chester Jeep	Menasco	NR12930	15,2,3,5	1932
Chester Goon	Menasco	NX93Y	5	1938
Crosby CR-3	Menasco	R260Y	52	1936
Crosby CR-4	Menasco	NX92Y	52	1937
Delgado Maid	Curtiss	NR65Y	6,17	1935
Delgado Flash	Menasco	R68Y	9,49	1934
Dugan Gill	Church J3	4AIL	2	1934
Folkerts SK-1	Cirrus	NR500W	12,4,21	1933
Folkerts SK-2	Menasco	R283Y	1,11	1936
Folkerts SK-3	Menasco	R14899	301	1937
Folkerts SK-4	Menasco	NX288Y	15	1938
Floyd Bean Special	Menasco	NX97Y	22	1938
Gee Bee X	Cirrus	NR49V		1930
Gee Bee D	Menasco	NC11043	53	1931
Gee Bee D	Menasco	NC855Y		1931
Gee Bee D	Menasco	NC854Y		1931
Graham-Perrin	Wright Gypsy	13620		1930
Haines H-3	Menasco	R91Y	88	1937
Hansen Baby Bullet	Wright	N11351		1931
Hansen Baby Bullet	Continental A-40	NR282W	44,46	1932
Hansen Baby Bullet	Continental A-40	N84Y	14	1934
Heath Cannon Ball	Heath, Menasco	10372	3,74	1930
Heath Cannon Ball	Martin 333	10372	102,9	1931
Heath 115 Special	Continental A-40	NR12882	3,44	1932
Heath Baby Bullet	Continental A-40	NR282W	18,4	1933
Heath Baby Bullet mono-wheel	Continental A-40	R6784	50	1932
Hosler Fury	Curtiss	NX14Y		1938
Howard Pete	Wright Gypsy	NR27	37	1931
Howard Ike	Menasco	NR56Y	39	1932
Howard Mike	Menasco	NR55Y	7,38	1932
Hunt Special	Cirrus	NR10421	7,16	1930
Israel Redhead	Menasco	NR111V	97	1933

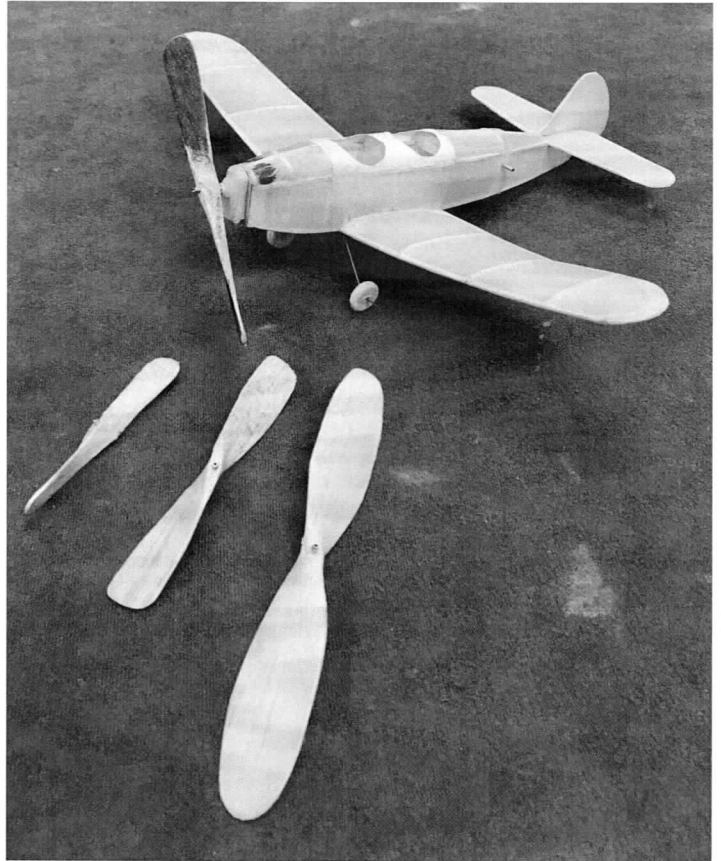
Compiled by Dave Stott (revised Jan. 2019)

The aircraft listed here were powered by engines other than radials, some by different engines at different times. Some competed under more than one race number. From year to year, color schemes and registry numbers were sometimes changed. The year listed is when the ship FIRST appeared. There are no known drawings for some of them; research is up to the modeler. Some actually did race in the Greve. All were designed expressly for racing. If you don't see it here, it probably does not qualify for the FAC Greve mass launch event. If you have an aircraft that you think SHOULD qualify but is not on the list, make your case to the FAC CinC. Racing aircraft not on this or the Thompson Trophy list will likely qualify for the FAC NAR mass launch event.

AIRPLANE	ENGINE	REGIST	RACE #	YEAR
Jamieson Speedwing	Curtiss Conqueror			1933
Kamm Airdale	Globe Ford			1932
Keith-Rider B-1	Menasco	NR10216	123	1930
Keith-Rider R-1 San Francisco I	Menasco	R51Y	131	1931
Keith-Rider R-2 San Francisco II	Menasco	R52Y	132	1931
Keith-Rider R-3 Firecracker	Menasco	NR261Y	70	1936
Keith-Rider R-5 Elmendorf	Menasco	NX264Y	22	1936
Keith-Rider R-6 Eightball	Menasco	NX96Y	8,18	1938
Laird LC-DE	Cirrus, Menasco	R10422	5,74,44	1930
Laird LC-DE	Ranger,	NR10537	105,1	1930
Loose Special	Lambert Twin	10545	47, 64	1931
Mummert Mercury S-1	Cirrus	13223	23	1931
Miles and Atwood Special	Menasco	NR225Y	6,1,4,44	1932
Neuman	Continental A-40	R11331		1932
Newhall DLX	Menasco		64	1936
Pacific Engineering Special	Cirrus	R10358	7	1930
Parker Winged Bullet	Cirrus	NR860W		
Pearson Williams Mr. Smoothie	Curtiss Conqueror	NX94Y	11	1938
Rasmussin Skippy	Rasmussin 4 cyl.	NR13518		1933
Robbins	Hisso	NR11987		1934
Rowinski TM-1	Tank	12094	36	1932
Tilbury and Fundy Flash	Church	12931	7,21,71	1932
Travel Air Mystery	Chevolair	R613K	32	1930
Wedell Williams We Will	Hisso	NR278V	91	1930
Wedell Williams We Will Jr.	Cirrus	NR10337	17,19	1930
Wedell Williams We Will Jr.	Cirrus	NR60Y		1930
Wedell Williams We Will Jr.	Menasco	NR60Y	54,22	1933
Wedell Williams Model 22 (Delgado fuselage)	Menasco	NR64Y	22	1936
Wittman Chief Oshkosh	Cirrus	12047	8,21,66,101,1	1931
Wittman Chief Oshkosh	Menasco	R14855	2,111	1936
Wittman Bonzo	Curtiss Conqueror	NR13688	101,6,2,4	1934



Mike Stuart sent this pic of his lovely Atalante, built from the plans by Emmanuel Fillon. It's hard to go wrong with red, silver and black...



Speaking of Fairchild's, Doug Griggs has been seen around town lately with this Pistachio. Had it going at the NBM meet in March. That's kind of a big prop in the foreground, Doug....



Rolf Thoreson brought his sharp looking Fairchild 24 to the Maxecuter's cub meeting. Mike Coplan in the background. Mike and Rolf are two of our new-ish Maxecuters.



Close-up of a typical wing-incidence jig that Stew Meyers uses for his bipes. Takes the guesswork out of it!



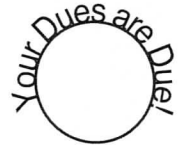
Eric Holmes, enjoying his Whitman Tailwind peanut at the CCBC dome. The Maxecuters fly there on select Friday nights, 9PM til ???....

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% Dave Mitchell
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RENEW ON LINE!

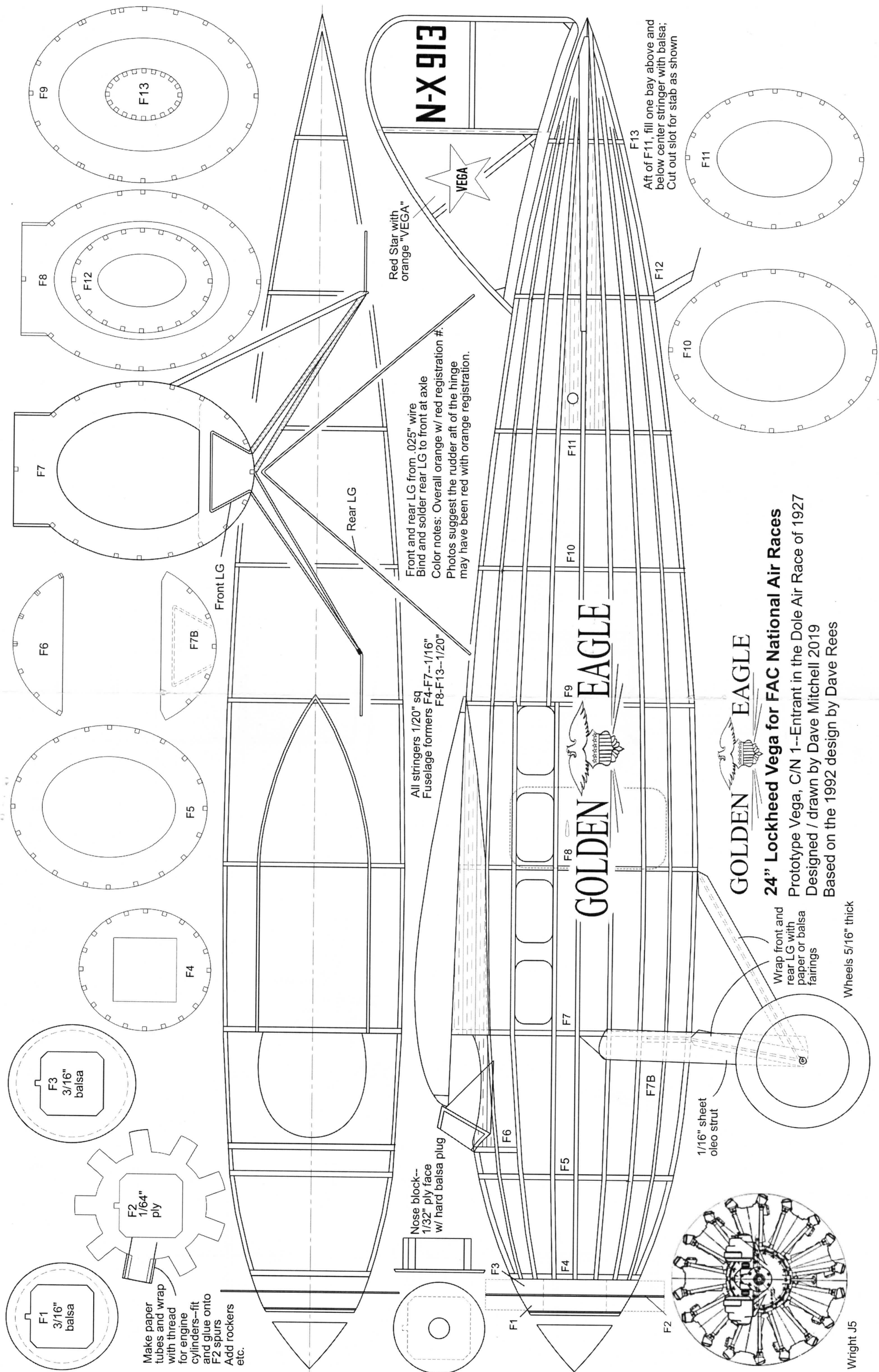
Go to www.dcmaxecuter.org and click on **MaxFax** at the top of the page.

Cover images:

FRONT: This lovely photo from the San Diego Air and Space Museum collection purports to show the prototype Lockheed Vega, C/N 1, lifting off from Oakland Field at the start of the Dole Air Race on August 16, 1927 for what would be its last flight. I have my doubts, however....where are the crowds that ringed the field on that day? More likely this is that same aircraft taking off on an earlier flight...

RIGHT: Bessie Coleman was not just the first woman of African American descent to earn a pilot's licence; she was also the first woman of Native American descent to do so. Given the toxic race relations in 1920's America, she had to move to France to do it... but she persevered, training at *Ecole d'Aviation des Freres Cadron et Le Crotoy* and receiving international pilot's licence no. 18.310 from the *Federation Aeronitique Internationale* on June 15, 1921. With remarkable determination and nerve, she then repeatedly overcame endemic racism in her home country and made a place for herself in American aviation history. She is a true American aviation hero.
www.bessiecoleman.org





F9

F13

F8

F12

F7

F6

F7B

F5

F4

F3

3/16" balsa

F2

1/64" ply

F1

3/16" balsa

Make paper tubes and wrap with thread for engine cylinders--fit and glue onto F2 spurs. Add rockers etc.

All stringers 1/20" sq
Fuselage formers F4-F7--1/16"
F8-F13--1/20"

Front and rear LG from .025" wire
Bind and solder rear LG to front at axle
Color notes: Overall orange w/ red registration #.
Photos suggest the rudder aft of the hinge may have been red with orange registration.

Red Star with orange "VEGA"

N-X 913

VEGA

Front LG

Rear LG

GOLDEN EAGLE

F9

F8

F7

F5

F4

F3

F11

F10

F13

Aft of F11, fill one bay above and below center stringer with balsa; Cut out slot for stab as shown

F11

F10

Wrap front and rear LG with paper or balsa fairings

1/16" sheet oleo strut

Wheels 5/16" thick

GOLDEN EAGLE

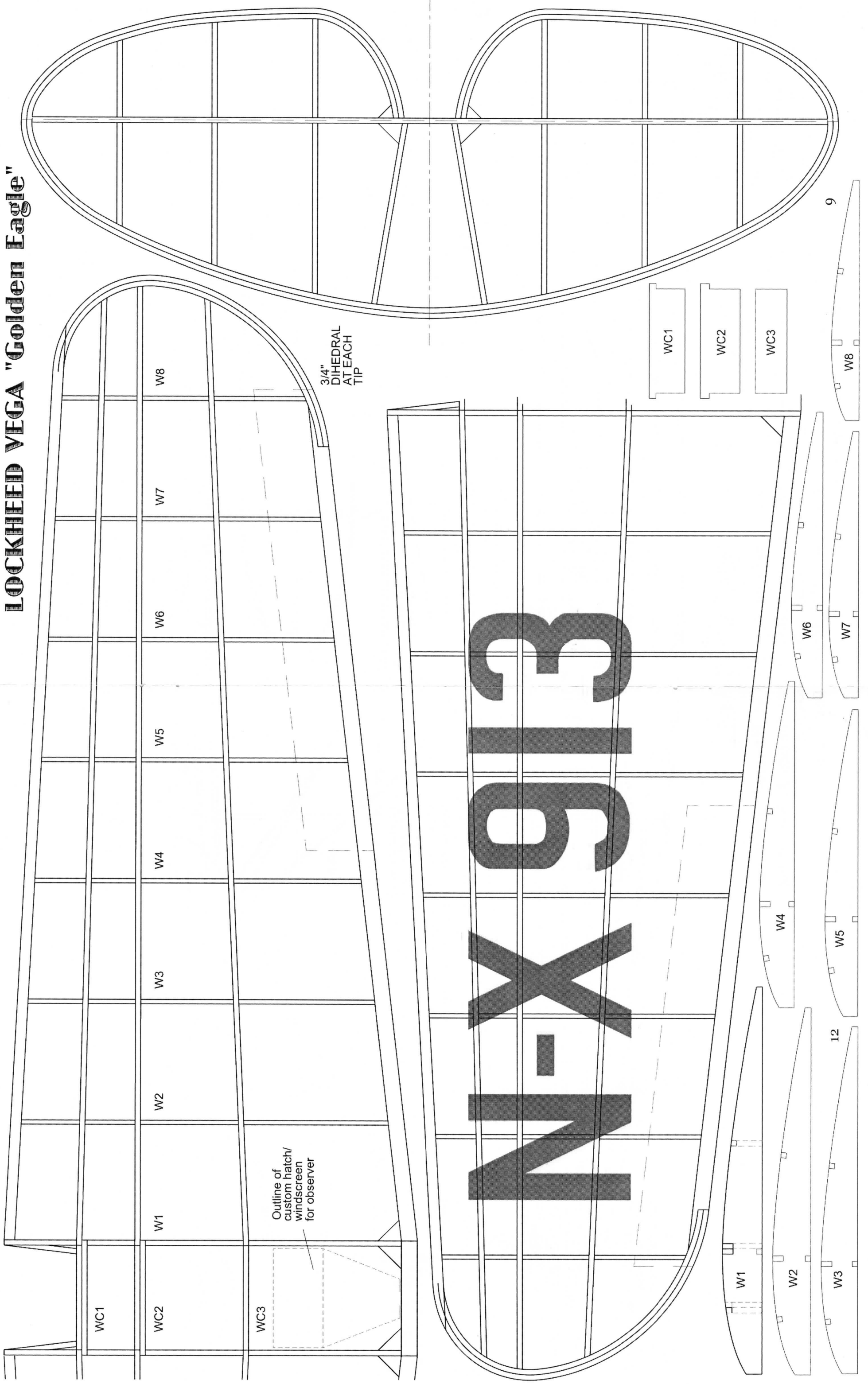
24" Lockheed Vega for FAC National Air Races

Prototype Vega, C/N 1--Entrant in the Dole Air Race of 1927

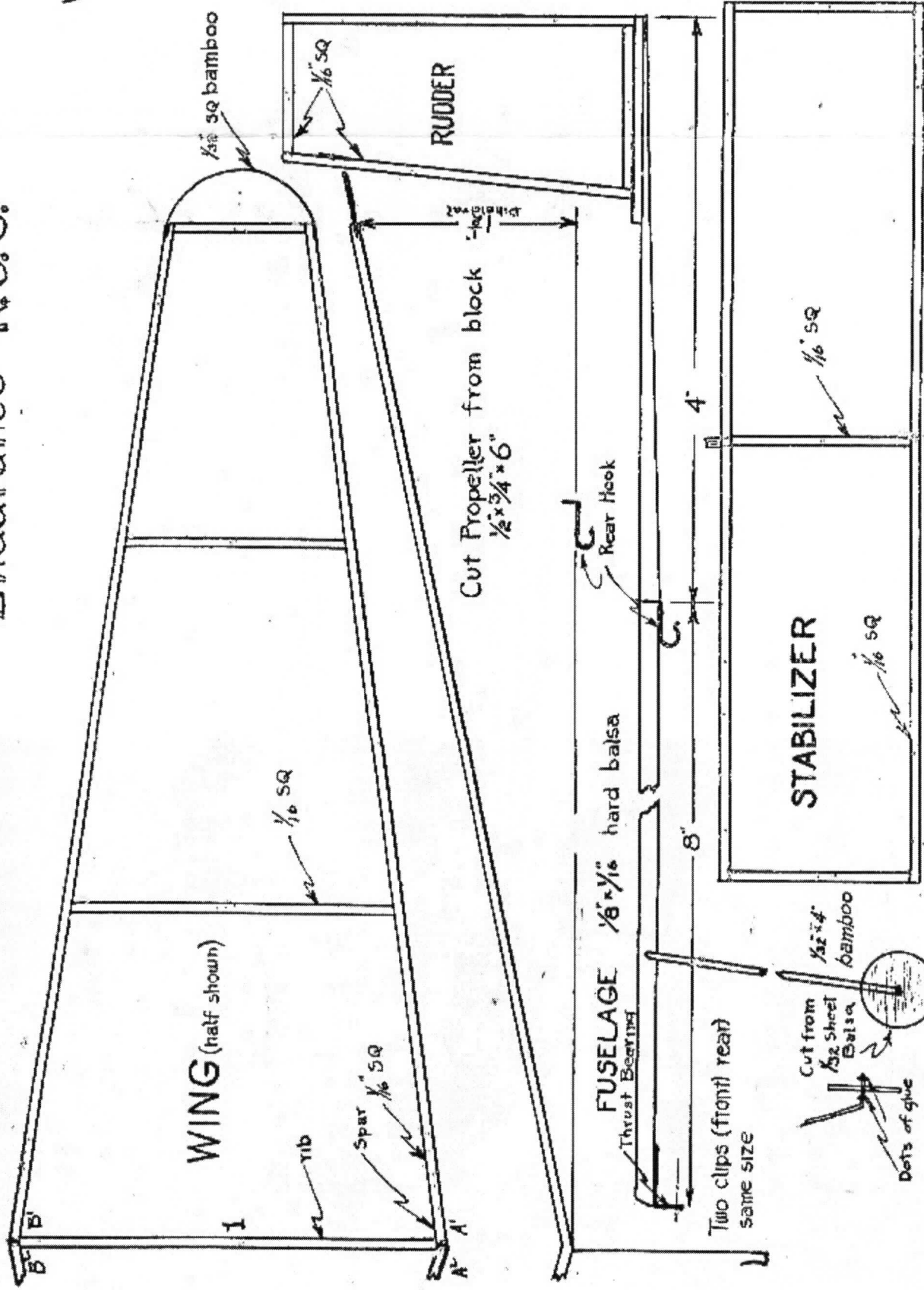
Designed / drawn by Dave Mitchell 2019

Based on the 1992 design by Dave Rees

LOCKHEED VEGA "Golden Eagle"



Endurance R.O.G.

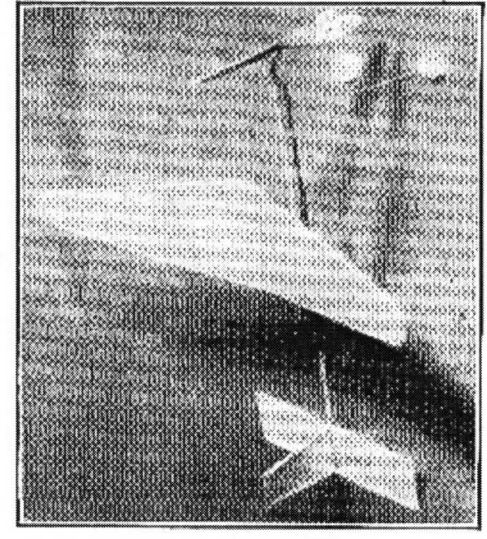


Make all framework from 1/16 balsa

Clearfield Model

Shop

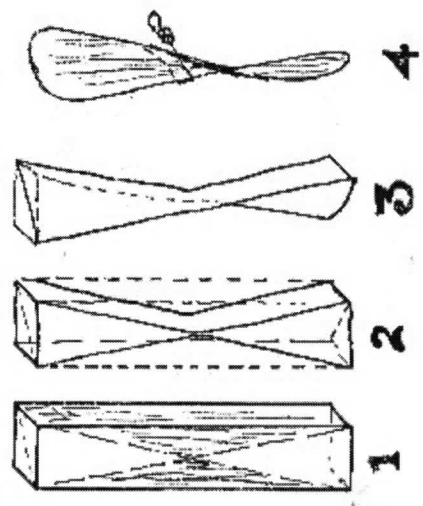
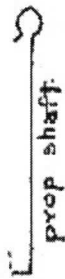
Plans are full size
Design by M. Kania
Drawn by G. Hall



Over 3 minutes Endurance

Construction Notes

- Wing • Since only half of the wing is shown make two half wings leaving out rib no. 1. Glue end of spars together [a'-a'-b' to b'] then add rib no. 1. Cement tissue on with clear dope. Add clips and put in dihedral (bend)
- Rud. & Stab. • make over drawing-cover with tissue.
- Fuselage • cement bearing and rear hook to motor stick in their proper places. Cement tail surfaces together and on end of fuselage. Glue on landing gear.



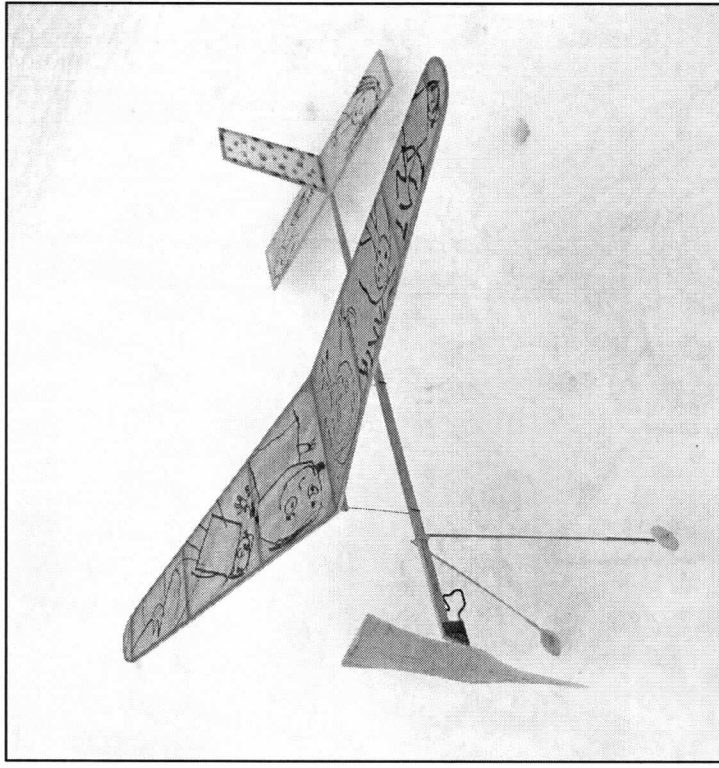
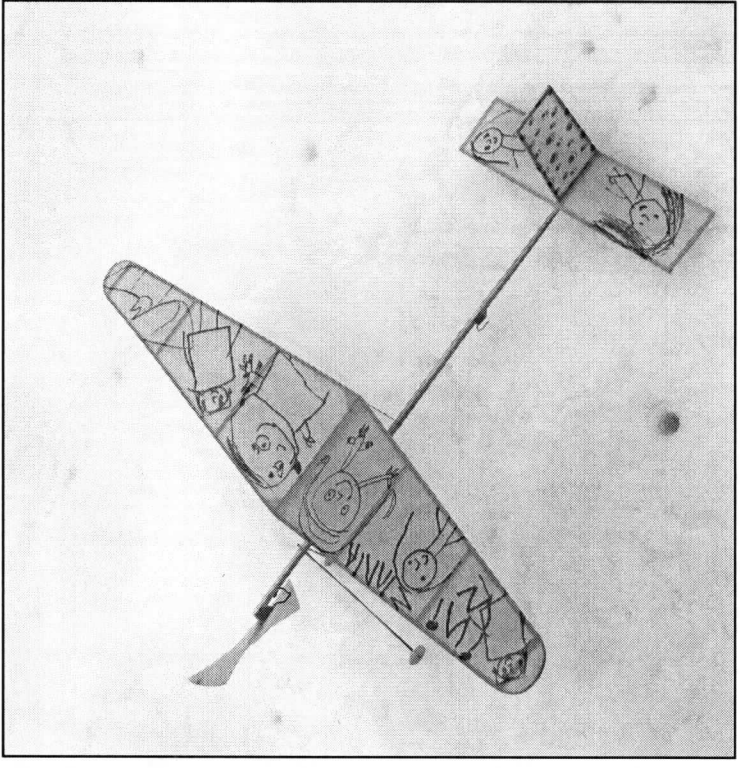
- Draw diagonals on face of block 1/4 cut out shaded part (fig. 1) so that the block takes shape of fig. 2.
- Draw diagonal on end of block and start shaving blades.

Finish blades by sanding - be sure to keep it as light as possible and balanced

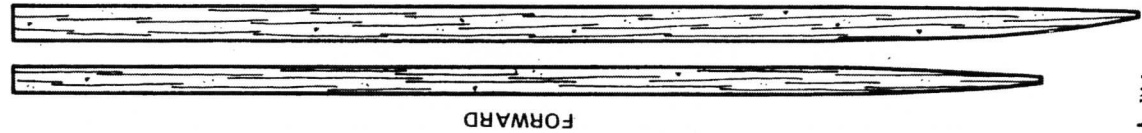
Insert prop shaft and bend as shown glue place washers on shaft.

Flying Instruction - If plane stalls move wing back, if plane dives move wing forward

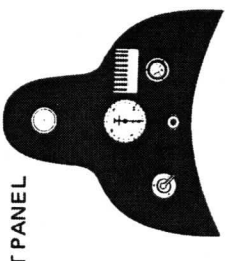
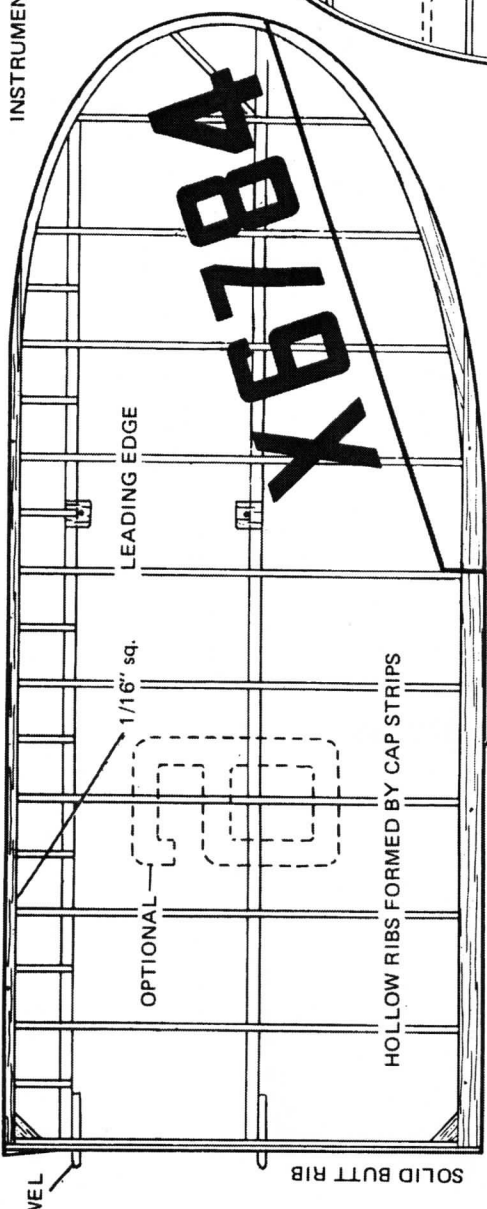
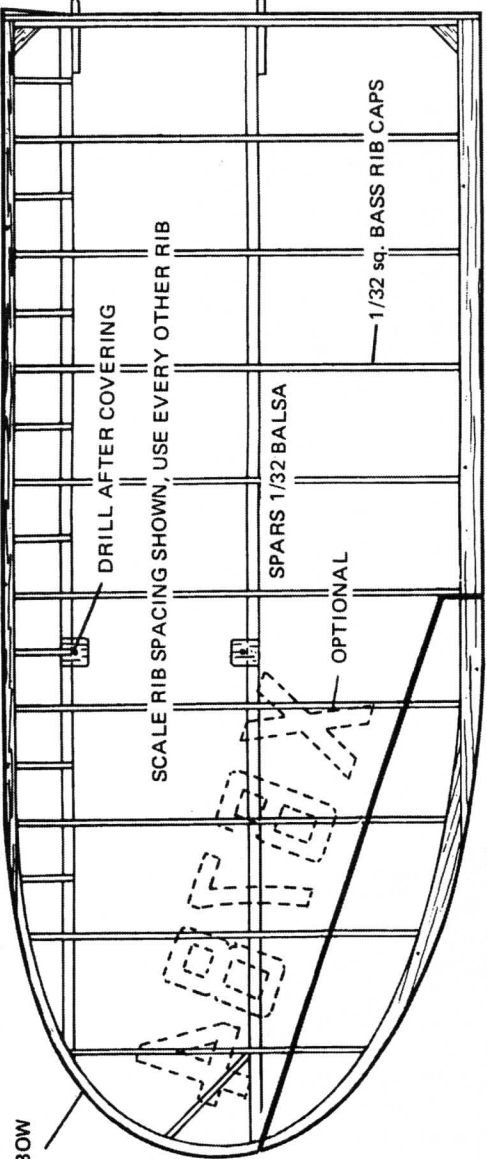
Use one loop of rubber



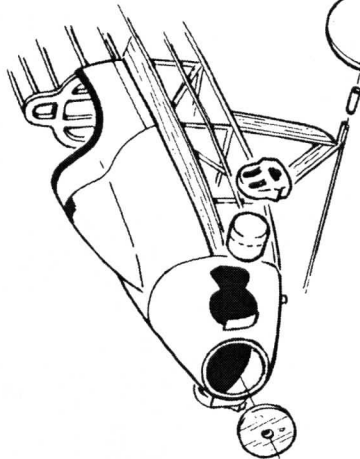
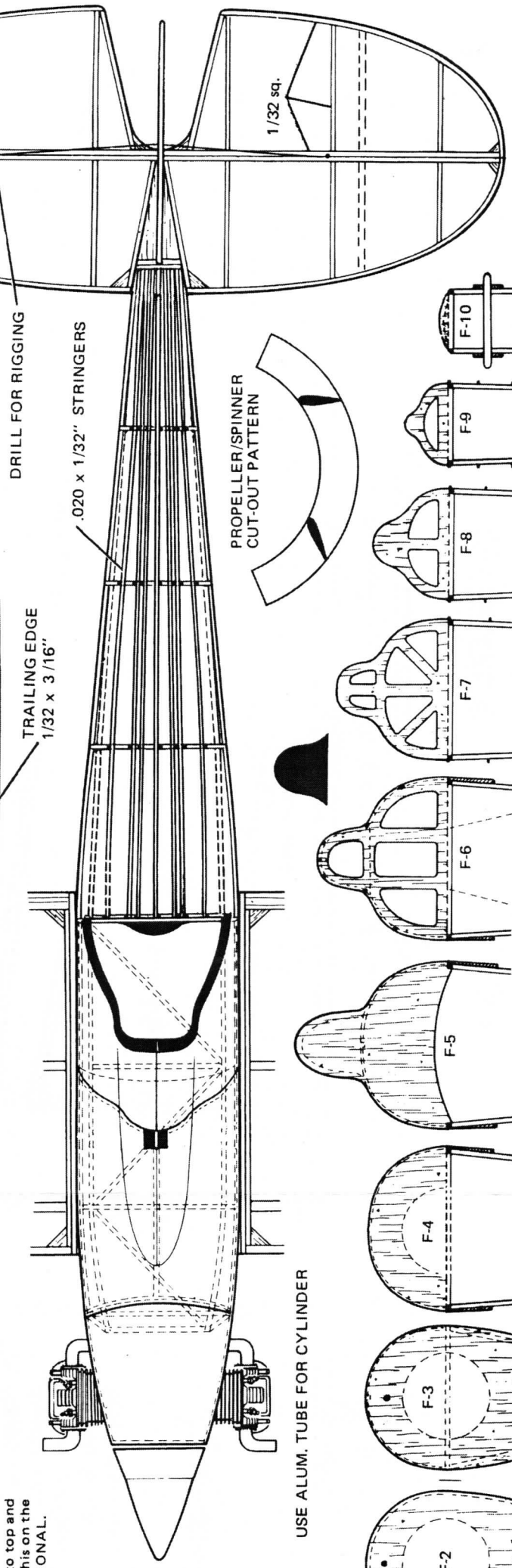
Tom Hallman provided us with the Endurance ROG plan, as well as two photos of his model (above). He found the plan in his Pop's old stash. What a nifty little stick job! Pink wings, yellow stab and rudder. Wings and stab are hand decorated by Tom's granddaughter Zinnia, who clearly inherited Grandpa's artistic abilities. Tom contributed the googly-eyes on the rudder. A perfect mix of bamboo, balsa, tissue and wire. Go ahead and try to resist, I dare you.



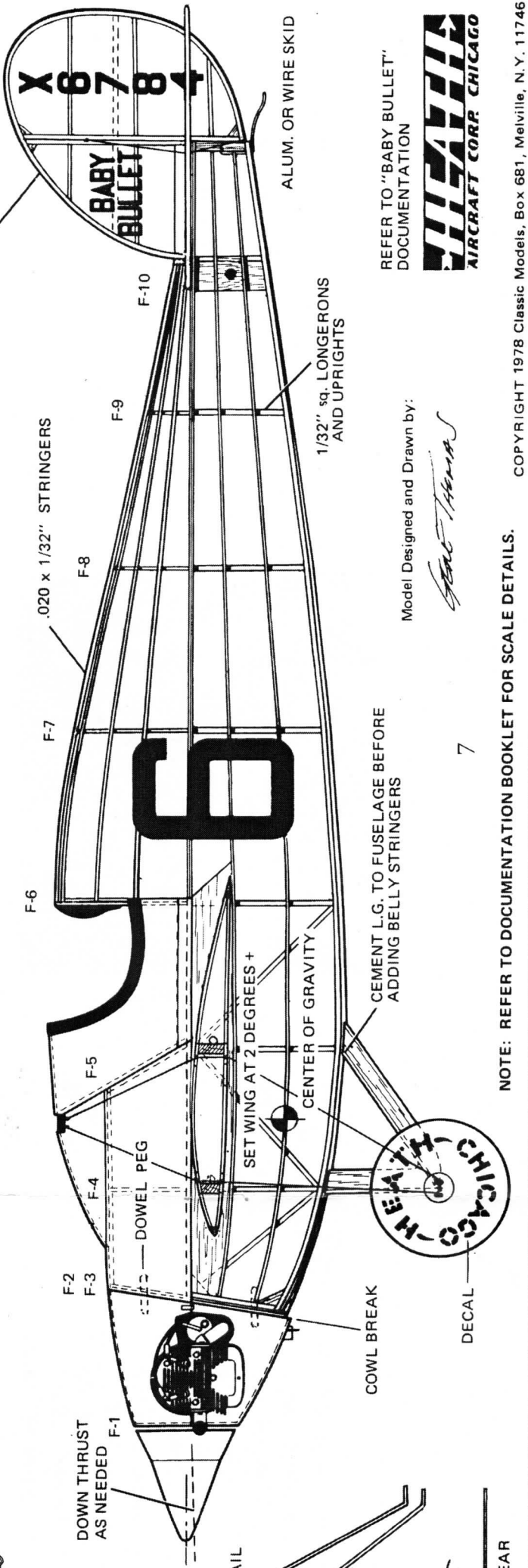
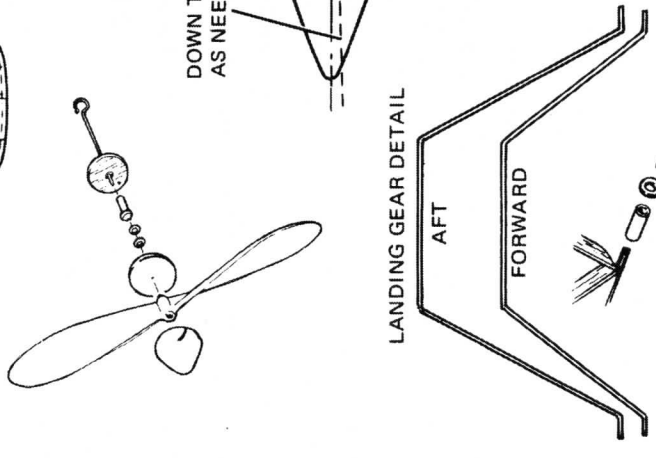
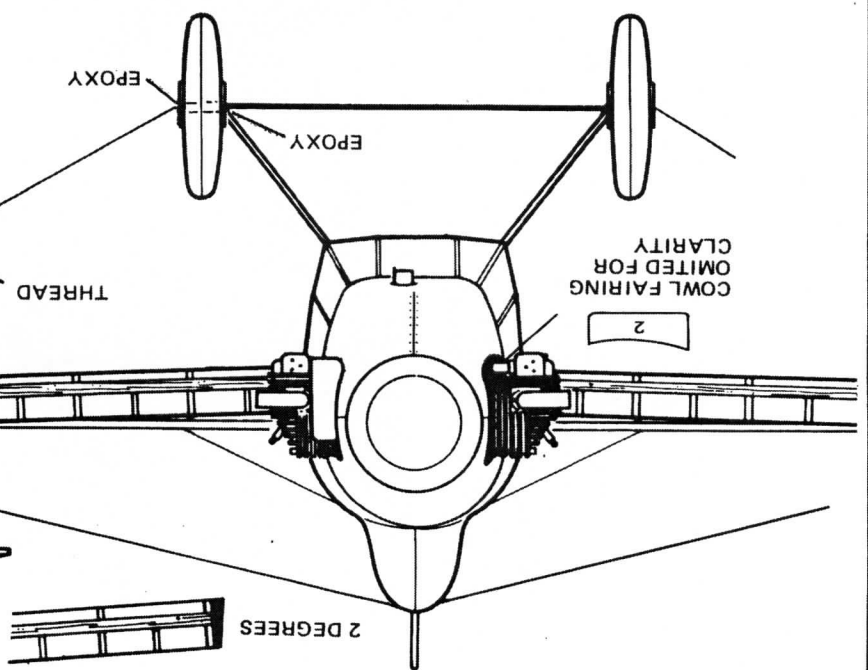
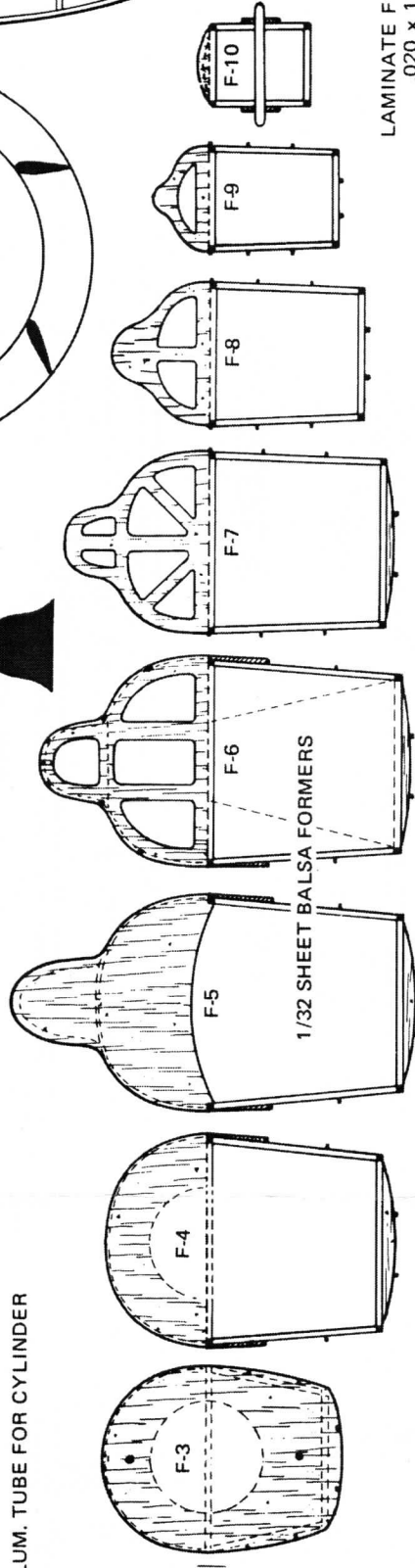
LAMINATE TIP BOW
1/32 x 1/16



NOTE: Dept. of Commerce regulations required numerals fixed to top and bottom of wings, however no photographic evidence of this on the "Bullet" is available. WING BOTTOM MARKINGS OPTIONAL.



USE ALUM. TUBE FOR CYLINDER



Model Designed and Drawn by:

Gene Harms



REFER TO "BABY BULLET" DOCUMENTATION