

# MAX FAX

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

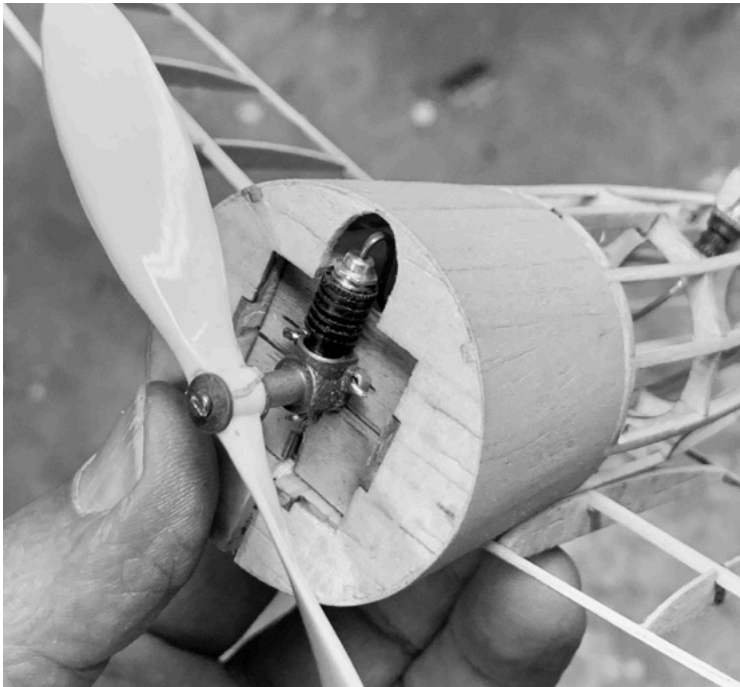
Editor: Dave Mitchell 2021-4



**SUKHOI SU-57 JET CAT**

**LUSCOMBE PHANTOM**

**OCTOBER SCRAMBLE**



George Bredehoft of Volare Products has a nifty little peanut kit of the Polikarpov I-16 available. Your editor started up the bones long ago, then got the jones to rehab one of his old Brown A23 Co2 motors and install it in the bird. Madness? Maybe. Ready to try? [www.volareproducts.com](http://www.volareproducts.com)

The business end of the I-16. Removing the prop allows the cowl front to be removed, for adjusting the rpms. The motor is mounted via soft copper wire clinches to a plywood plate. That plate is then fitted into a blocked-up recess in the cowl assembly and held in position by rare earth magnets.



John Ernst just put the finishing touches on his Diels F6F Hellcat. A solid coat of Krylon really brought out the classic stick and tissue vibe on this one!



Dick Gorman has had this Laird Super Solution on the bench for nearly 6 months. Looks like the work was worth it--it's gorgeous! Built from Mike Midkiff's Ozark Model Aviation kit. Get yours at [www.ozarkmodelaviation.com](http://www.ozarkmodelaviation.com)

Good news! Dave Niedzielski of Easy Built Models is in the process of kitting Oliver Sand's nifty Welkin Dimer. Here's Dave's prototype build, along with a peek at his workbench. This wee bird is a flier! Is there a Welkin in YOUR future....? [www.easybuiltmodels.com](http://www.easybuiltmodels.com)



## MAXFAX 2021-4

Season's greetings, MaxFax faithful. As we transition to 2022, take a moment to think over the last 12 months and find the positive in what has been another challenging year. We've lost some dear friends; their continued gift to us is providing us joy in remembering them well. We've all, I'm sure, had some well-laid plans scotched, yet when one door closes another opens.

This quarter's issue was, to be honest, a bit of a trial to scrape together, what with a pile of FAC duties on my plate, the holiday responsibilities and a bunch of pressing home repair projects all vying for my attention. Not to mention all those darn SQUIRRELS! Fortunately, the Maxcuters held an excellent scramble at **Ralph Smalley's** field in October, with one of the best turnouts we've had in a while. That provided some good photos, and ace reporters **Glen Simpers** and **O.Leo Strutt** conspired to write up the results. Moving on, we feature **Mike Kaiteris'** superb Sukhoi SU-57, a plan that came to me early enough to claim the centerpiece of the issue, and which we hope might jump-start some interest in modern era Jet Cats. The gauntlet has been thrown...

After that, I was coming up empty handed, and about to resort to reruns, when I got bit by a phantom--**Rolfe Gregory's** Luscombe Phantom, to be precise. My initial ambitions regarding this 1985 plan were modest--redraft, reformat it at 11" x 17", build it and present the results here--but I lost sight of that aim early in the process, and barely even got the revised plan done in time for end-of year release. I hope you like the results. How does it build and fly? I dunno, I didn't get that far. You may enjoy, as I did, taking a look at the 25" Comet Phantom plan (presented in this issue in reduced scale) and teasing out the DNA it seems to have provided for Rolfe's plan and, by extension, mine.

Rolfe's plan, by the way, is available as a digital download from the *Hip Pocket Builder's Plan Gallery*:

[www.hippocketaeronautics.com/hpa\\_plans/index.php](http://www.hippocketaeronautics.com/hpa_plans/index.php)

You have to register to gain access to this site, but it's well worth it, not least because **Claude Powell** and **Mike Escalante** have scanned and posted there about a gazillion digital copies of Max Faxes and Max Fax plans from the good ol' days. Once you're logged in, just do a search for "Max Fax" and you'll have the keys to the kingdom. If that doesn't count as a great Christmas gift, I don't know what does! Thanks guys!



At left: the only photo I could find of Luscombe Phantom NC-1286, color notes for which were provided on Rolfe Gregory's 1985 Max Fax plan. Rolfe noted that NC-1286 was "owned by Mr. Ignatius Sargent, Luscombe Sale Manager, now of Washington, DC."

Cheers,

Dm

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**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.

## UPCOMING EVENTS:

### Maxcuters ZOOM meetings

Occasional Tuesdays at 11:30am, hosted by Carl Hampton. Check your e-mail for notices. To receive an invitation, E-mail Carl at: [champton3@cox.net](mailto:champton3@cox.net)

### Indoor flying at Bauer Center

It's back! 12:30 on Wednesdays during the school year.  
14625 Bauer Dr, Rockville, MD

**Please follow appropriate COVID precautions at all meets.**

# PUMPKIN SPICE OCTOBER SCRAMBLE!

*Of Meese and Men*

*Glen Simperts, Lead Reporter; assistance from O. Leo Strutt, Boy Reporter*

**Intrepid** Maxecuters broke out the seasonal pumpkin spice rubber lube and journeyed afar, to delight in the October air on a bright Saturday at Rose-James field, aka Ralph's farm. With sixteen fliers this pop-up contest really exceeded expectations, as measured by the elusive fun/broken-motor ratio.

The weather was, as usual, not quite as advertised, with a quarrelsome wind that mounted steadily as the day progressed. That didn't stop the Maxecuters from good flying and good fellowship. Among the rarely-seen-these-days and very much welcomed faces were Bobby Russell, come all the way from North Carolina, and Barry Harrison. It was particularly good to see Bobby in good trim again after his nasty bout with covid. Carl Hampton, host of the Maxecuter's Zoom meetings, was there, as was John Hunton during the first part of the day. John is mostly found out at the Airdale events, so it was good to see him at Ralphs!

While he didn't compete in the events, Don Srull owned the upper air with large-model flights up and over the cheering fans, posting

the sort of majestic flybys with his big Anec II that are appropriate for such a major sporting event. Don and Bob Marchese were also running experiments with keeping models on the field with what Don called a FF robot. The electric model has a 5-6 gm.

controller which, after programming, gives occasional rudder commands to keep the model turning back to the field within a set GPS boundary. There was a recent writeup of this concept in a past Max Fax (2021-1) but this continued the field trials. Several flights commenced with Don's small electric hauling the onboard system about. Don said they had a nice high 4 min. flight in the breeze that came down just a hundred feet from launch spot.



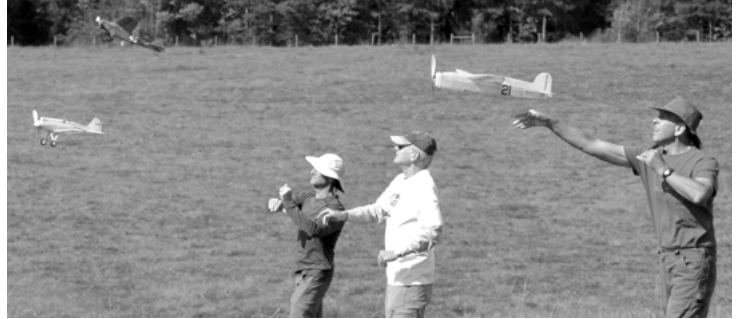
Don is STILL having too much fun!



Dave gives his oscillating Avenger the Fleegle Eye

overcome a bout of Inexplicable Incipient Instability (III) to stave off the Axis and keep the world safe for democracy.

The Combined Racer event was brutal and wind-driven, with planes breaking the bonds of serenity, sky-sharking up and over the farmlands and flirting with the forest of doom. In their zeal to out-race one another, first-place winner Art Peterson (Chambermaid) and (Bridesmaid) Dave (Howard "Pete") wound recklessly in the final round and sent their models soaring high into the ether, where they no doubt amazed and confused the turkey hunters lurking in the surrounding brush. We were certain anything with wings



The last known photo of Art's winning Chambermaid. Dave and John try to keep up. Compare Dave's exquisite launch technique to Art's crabbed and awkward form. Art's mentor, Wally Farrell, was away at another contest and could not be reached for comment.

would be shot, and yet all models returned to earth unpeppered. Unfortunately, Art's newly-minted and very pretty Chambermaid gave its all for the win, drifting far into the deep woods, never to return. All wail!

Dave's little Comte AC4 also went MIA on its third flight, carrying the Dime Scale kanone, a pair of vintage Fulton Hungerford wheels and his heart with it. All wail! John Murphy was close on his heels with his Stinson 108.

Flying the Blue Ridge Special within sight of the Blue Ridge Mountains was a treat. Stew Meyer's BRS got homesick and decided to "go west" once it was high enough to spot the distant ridge. All wail! Glen Simperts won with three somewhat more pedestrian flights, in a closely contested event.

In Simplified Scale, past Maxecuters President-for-Life Stefan Prosky proclaimed his clear intent to make his presence felt on the plain again, making the V-sign for victory with his V-tailed Bonanza and procuring his second Kanone in the process. Well done, Stefan!



Stefan savors his victory. Note the wind-tossed lion's mane.



Stef's other entry, a Staggerwing dimer done up in the pale blue colors of Louise Thaden's 1936 Bendix Trophy winner, flew just about as well and looked fine doing it, especially when joined in the air by Mike Coplan's neat red and yellow



version of the same model. Mike's still getting his Staggerwing trimmed out, but it's only a matter of time before he struts his stuff. Haha.

As the shadows grew long, the air was filled with the howl of the ever-rising wind, the drifting sounds of a merry wedding party at the downwind adjoining farm, and the timid squeaks of the dwindling horde of fliers. It was time to put up or shut up: were we men

or were we meese? HA! Need you ask? Dave led the way for the motley crew, marching them purposefully to the most distant grassy knoll, grim faces and clenched teeth set hard against the gale. The countdown was given, and the Flying Horde went to its fate.



John Murphy's Cessna, looking for air

Hearts in mouth, the anxious fliers wrung their hands and watched in mounting dread as the models sped downwind...*directly towards the wedding festival!* Who of us were prepared to face the wrath of the bride and groom should it be their model to interrupt the solemn vows? Just as it seemed inevitable that an unhappy disruption might

Our host Ralph tracks his Taylorcraft at the start of another fine flight, as John Hunton looks on in the background.



occur, Glen's winning Howard settled neatly upon terra firma, mere feet from the dividing fence. Whether it was fate or Hung's helpful hand, he was spared, with only a bit of barb wire and a small herd of curious cows lying between him and certain ignomy! One can only imagine the uproar, the outraged mooing, the shrieks of complaint, that might have ensued had he crossed that line...

...and yet, in the way that these things so often go, Glen was not to suffer humiliation at all, but rather was to bask in glory! For in winning the event, he collected his second kanone of the day, giving him 16 total and earning him the coveted **Blue Max!** Three cheers for Glen! All hail!



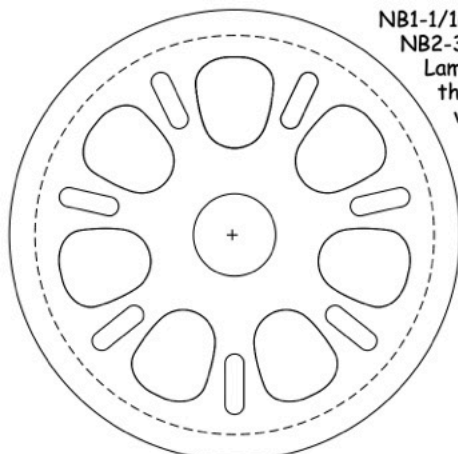
Marriage ceremonies aside, all present vowed to one another that this much fun should be repeated when next the weather breaks for fair. Stand by, intrepid fliers, for the next **Maxecuters Scramble!**



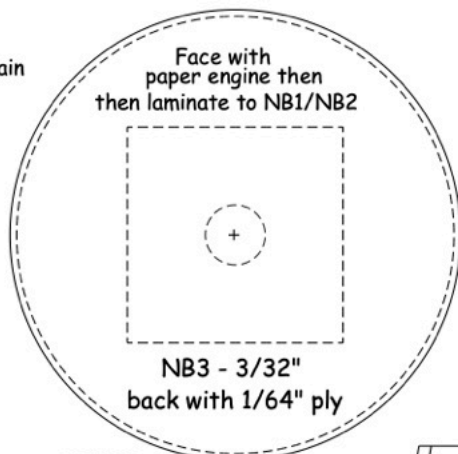
Barry Harrison goes for the Blue Ridge Mountains. Stew beat him to it...



Stew, Doug and Bobby debrief after the WWII Mass Launch.

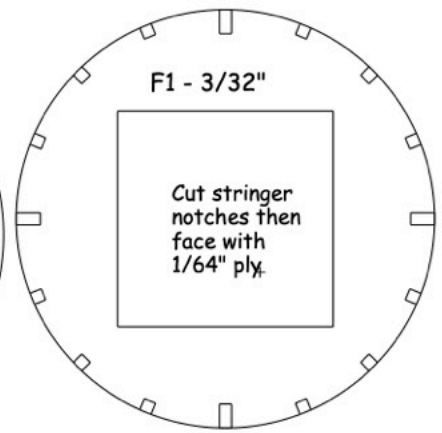


NB1-1/16" - 1 pc  
 NB2-3/32" - 1 pc  
 Laminate cross grain  
 then cut cooling  
 vents



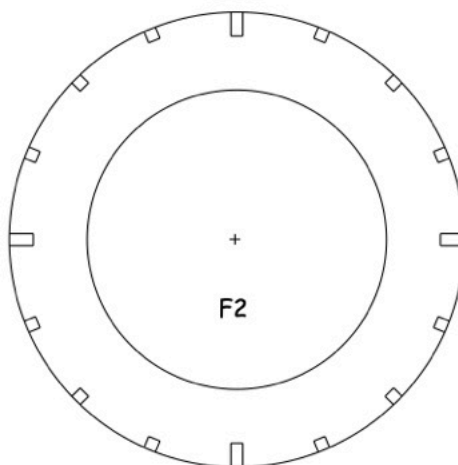
Face with  
 paper engine then  
 then laminate to NB1/NB2

NB3 - 3/32"  
 back with 1/64" ply

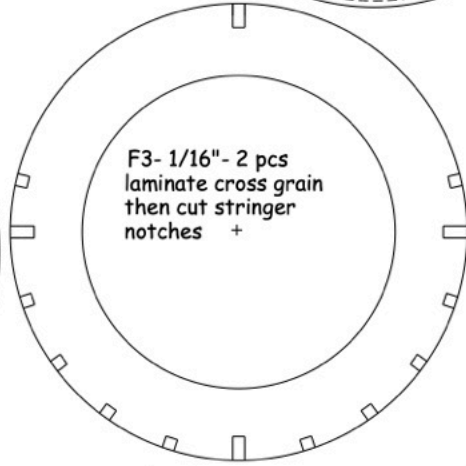


F1 - 3/32"

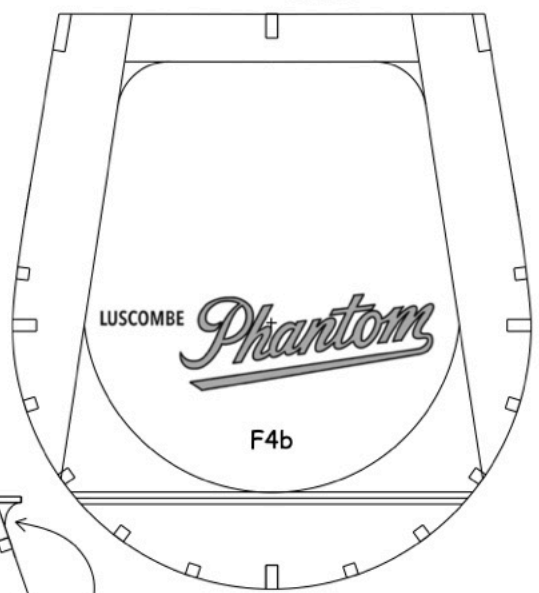
Cut stringer  
 notches then  
 face with  
 1/64" ply.



F2



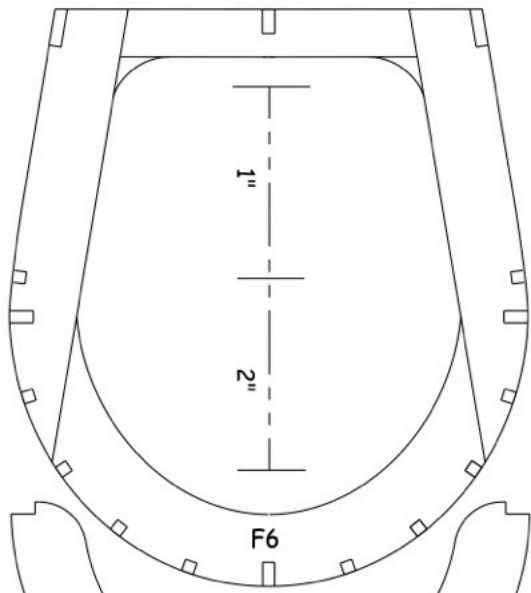
F3- 1/16" - 2 pcs  
 laminate cross grain  
 then cut stringer  
 notches +



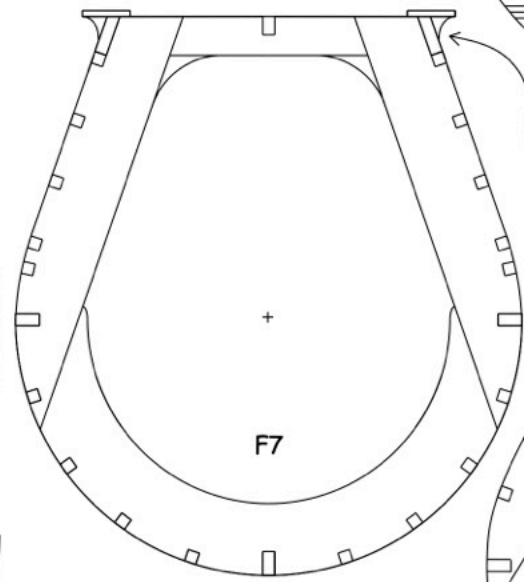
LUSCOMBE

*Phantom*

F4b

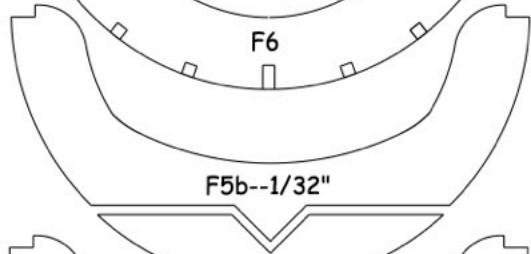


F6

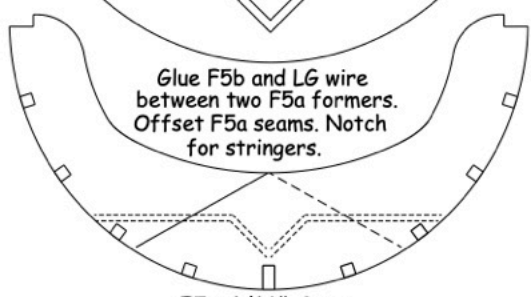


F7

Tissue or balsa fillet-begin at vert.  
 cabin post and run back to where  
 rear top deck strakes fair into F9

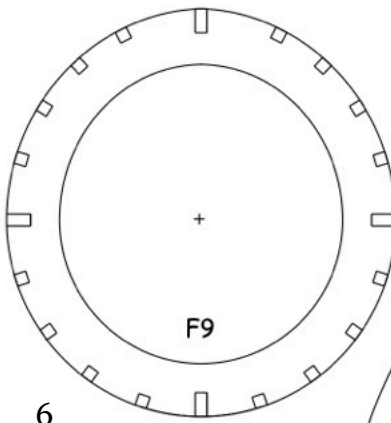


F5b--1/32"

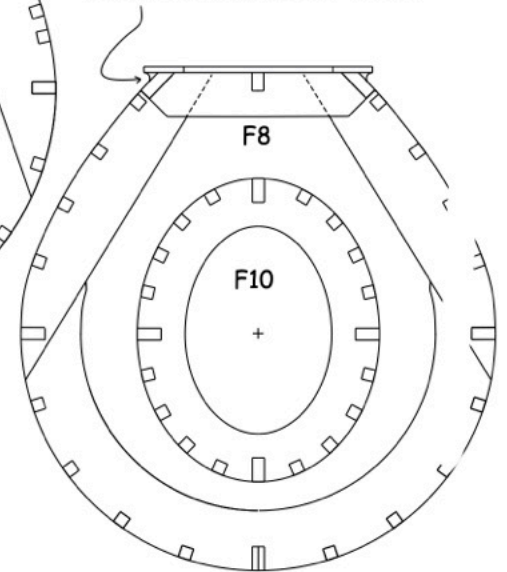


F5a-1/16"-2pcs

Glue F5b and LG wire  
 between two F5a formers.  
 Offset F5a seams. Notch  
 for stringers.

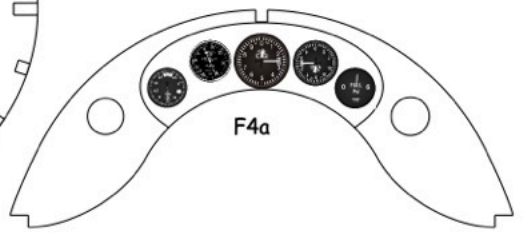


F9



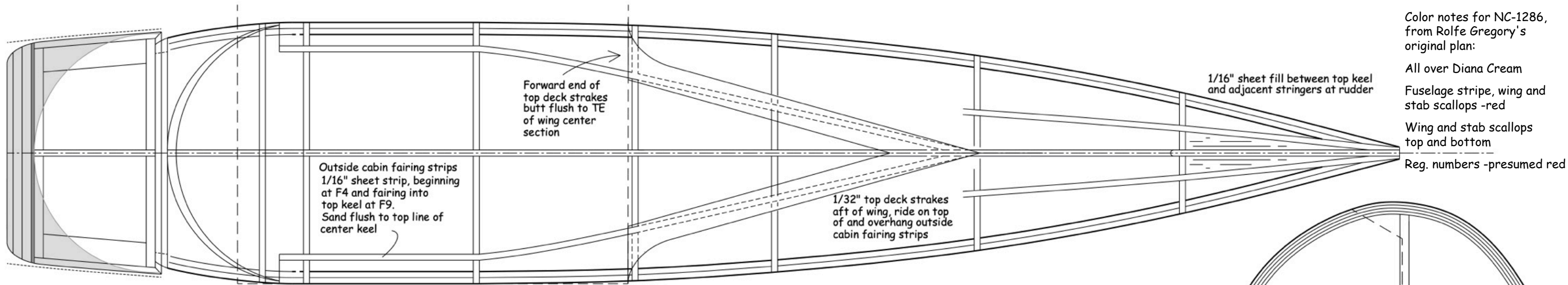
F10

6

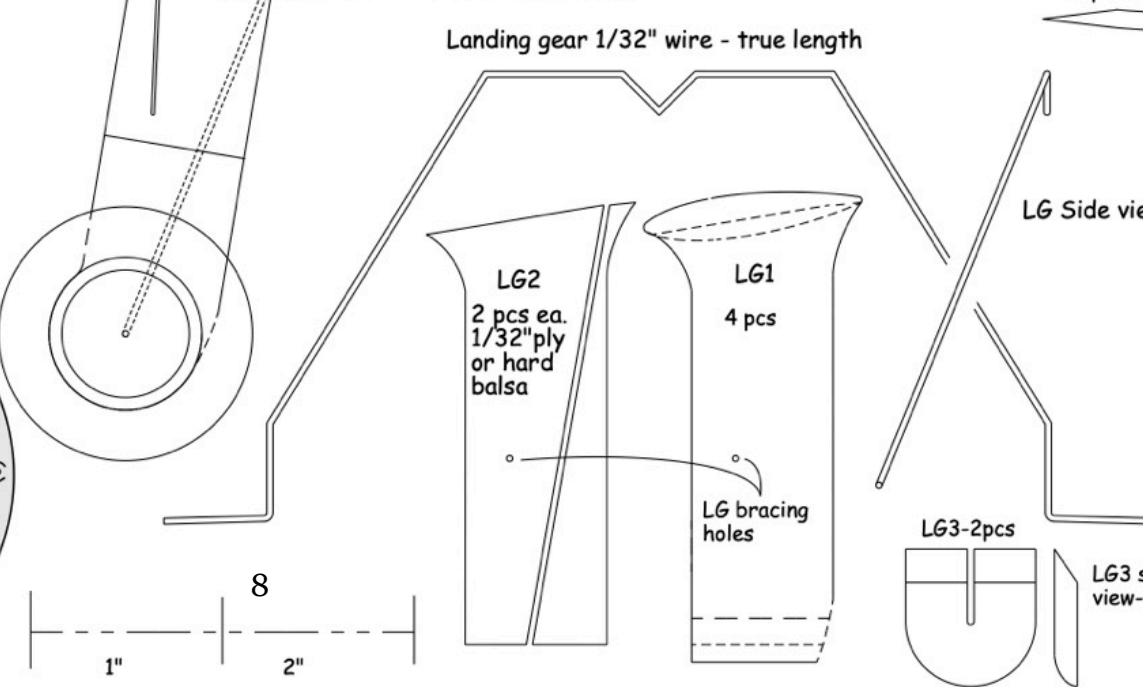
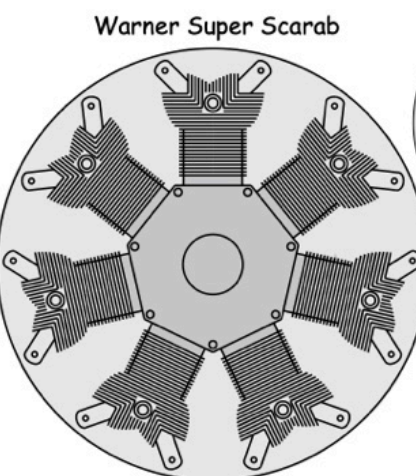
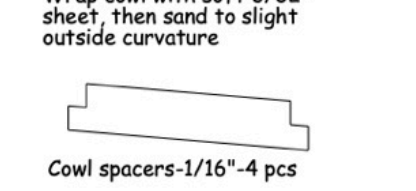
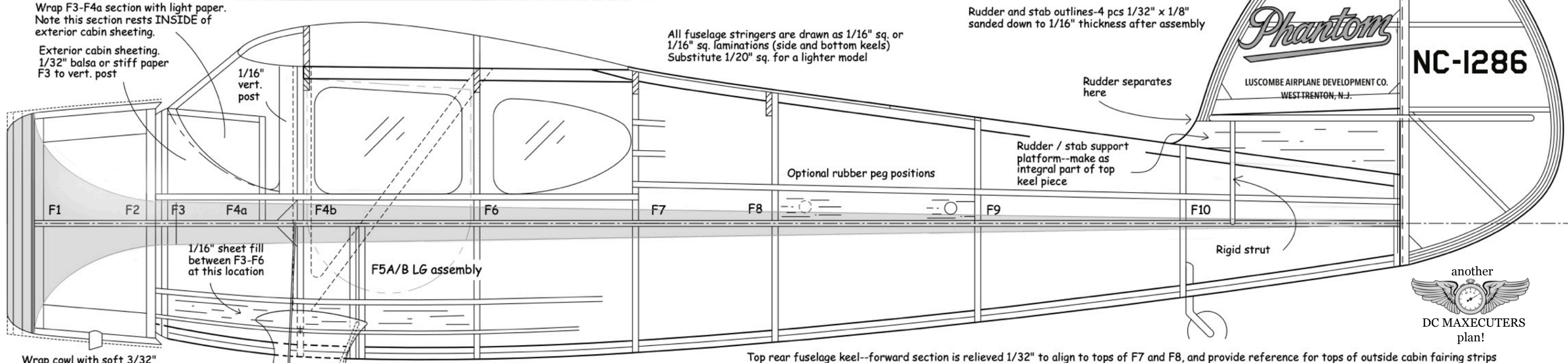


F4a

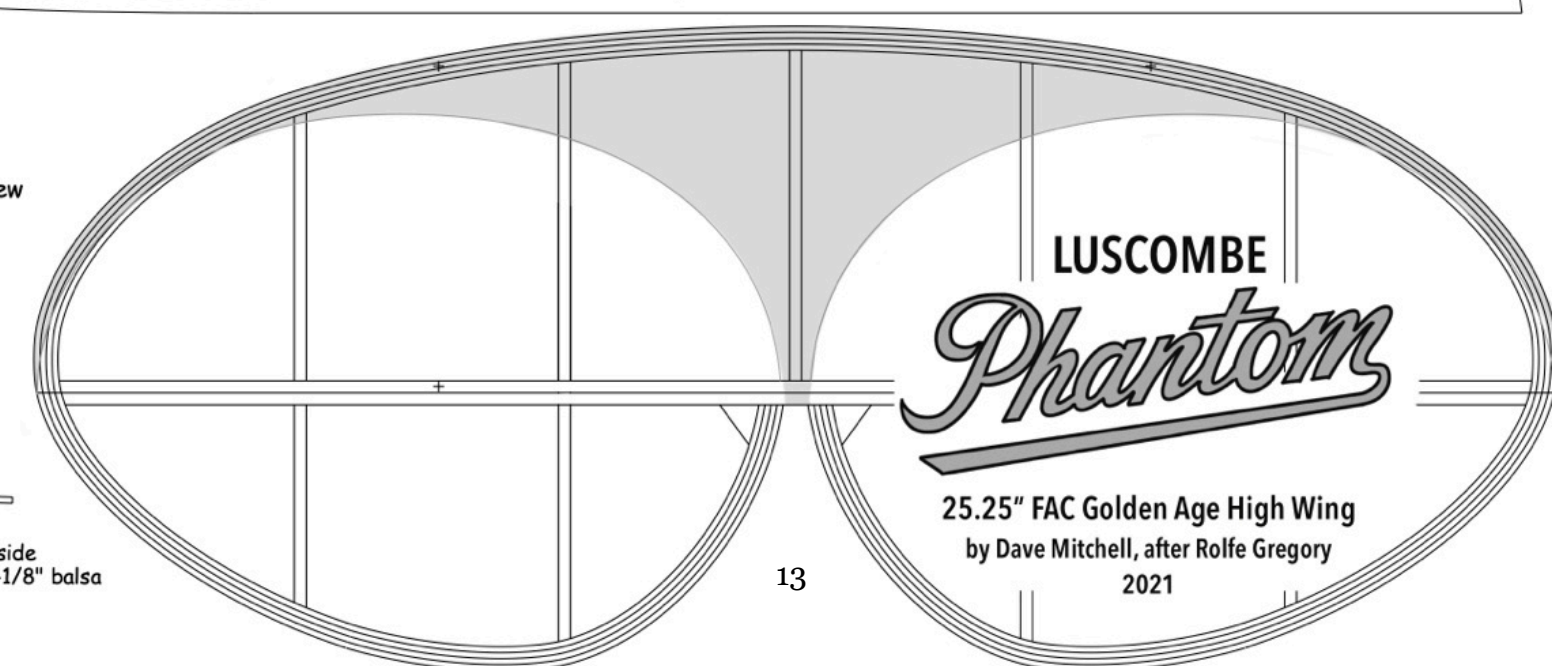




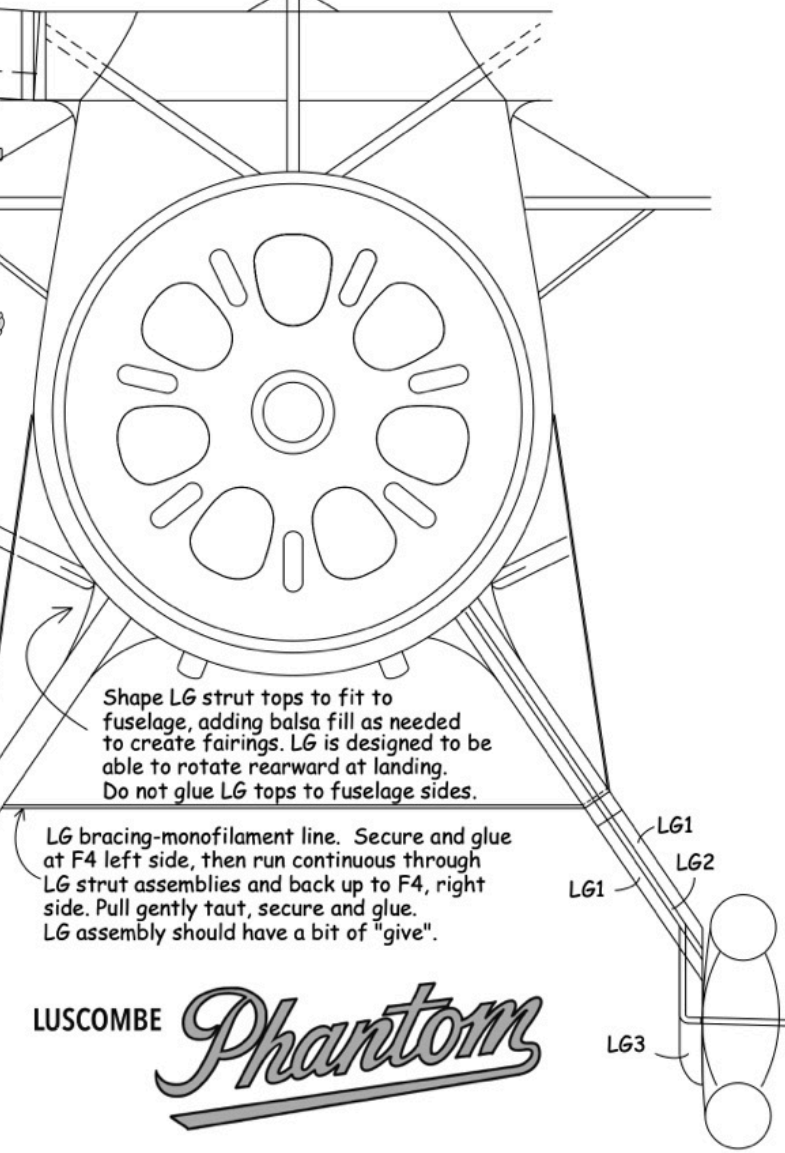
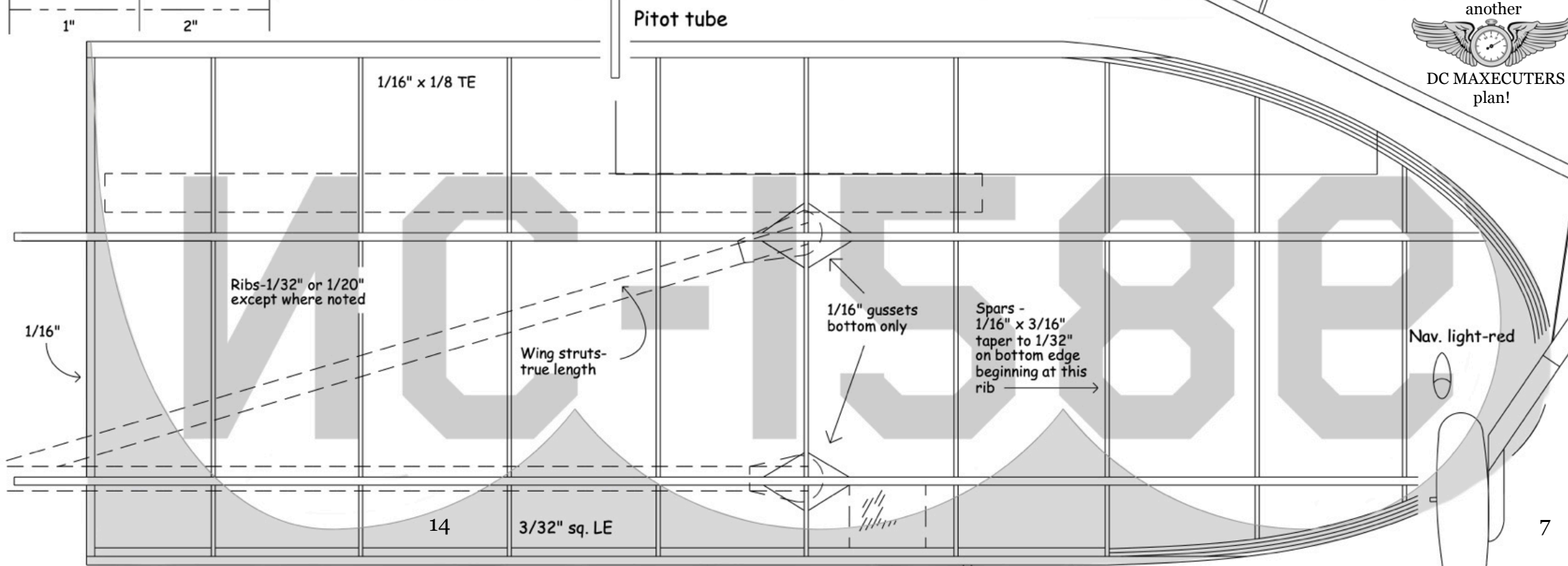
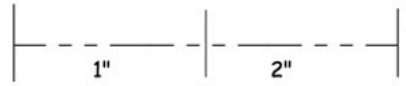
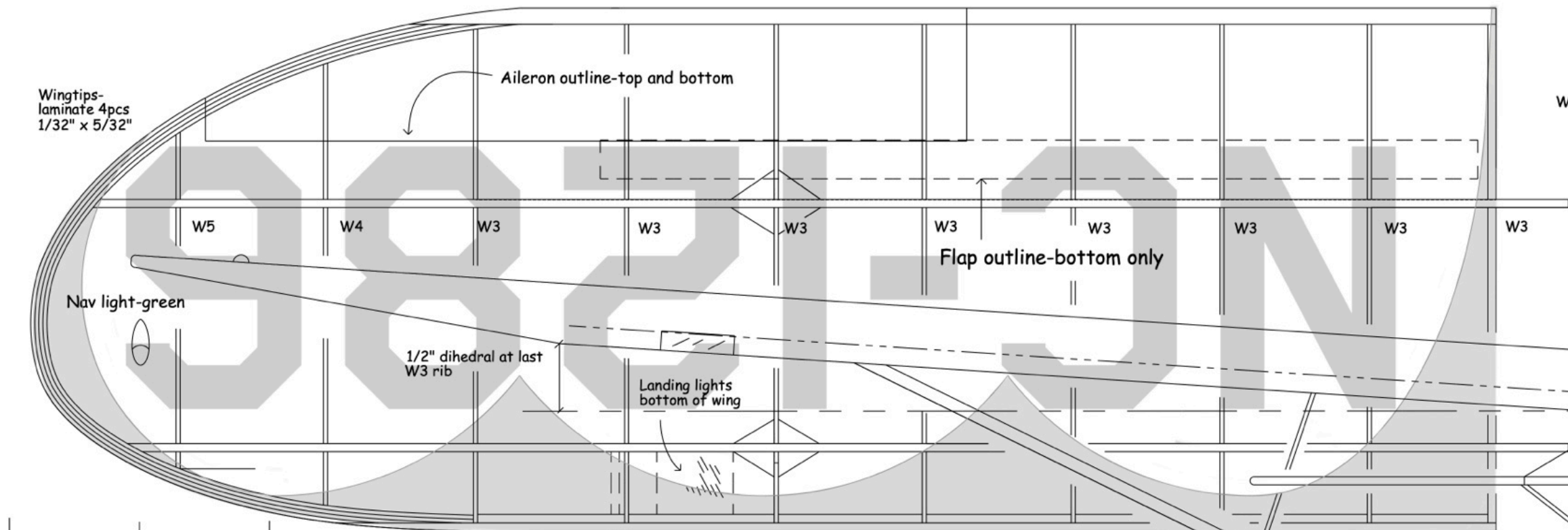
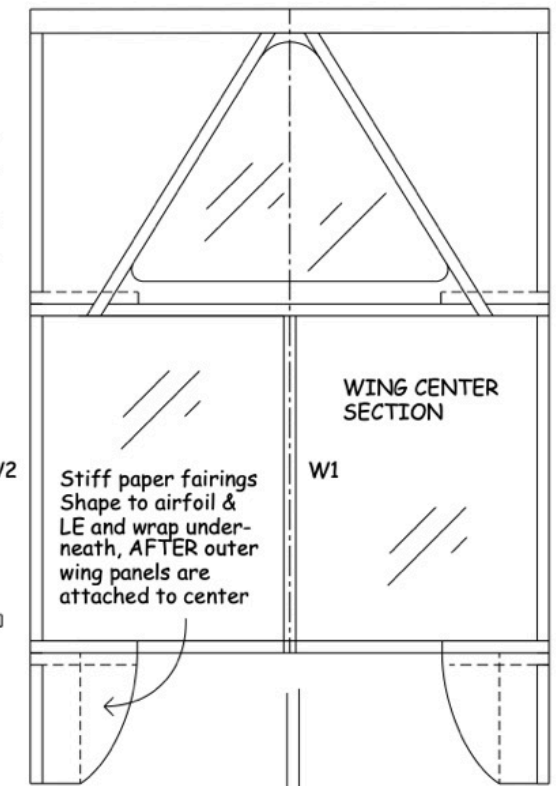
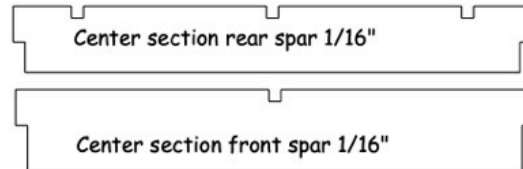
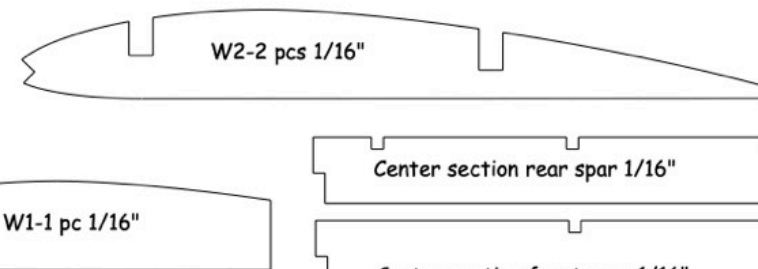
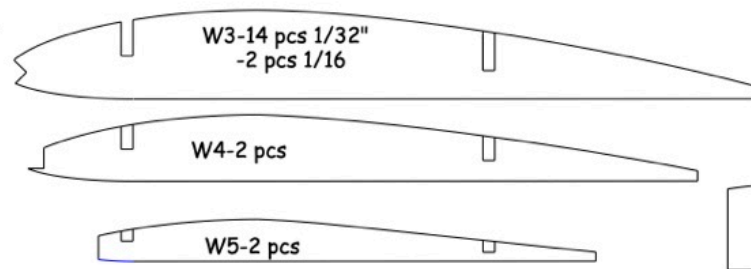
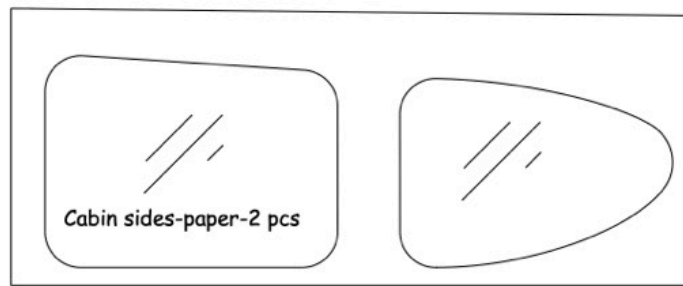
Color notes for NC-1286, from Rolfe Gregory's original plan:  
 All over Diana Cream  
 Fuselage stripe, wing and stab scallops -red  
 Wing and stab scallops top and bottom  
 Reg. numbers -presumed red



Top rear fuselage keel--forward section is relieved 1/32" to align to tops of F7 and F8, and provide reference for tops of outside cabin fairing strips

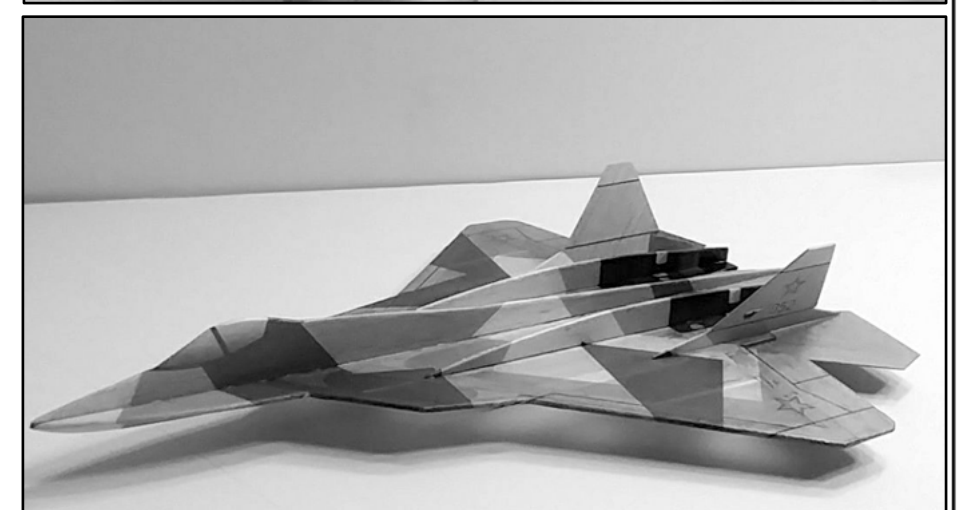
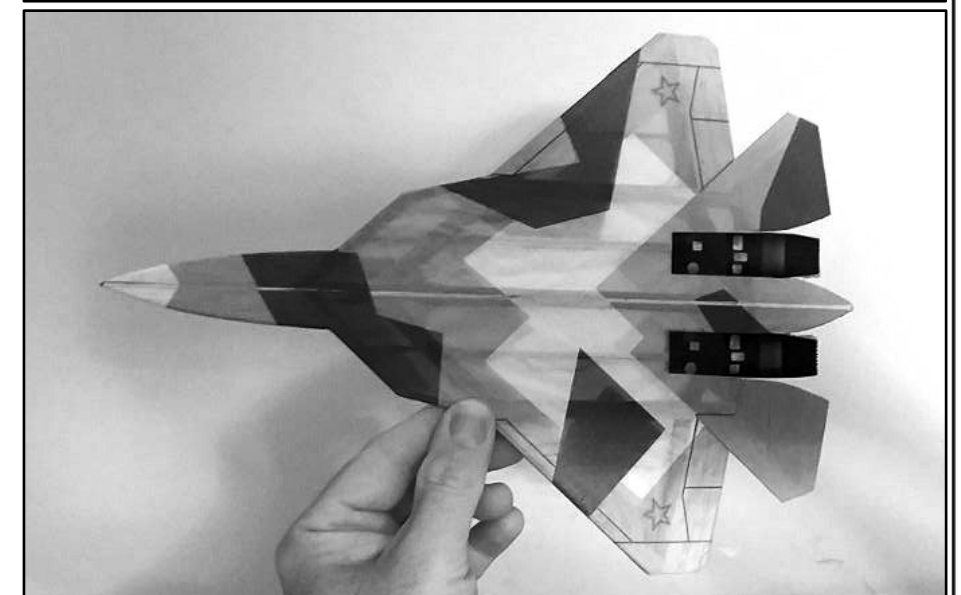
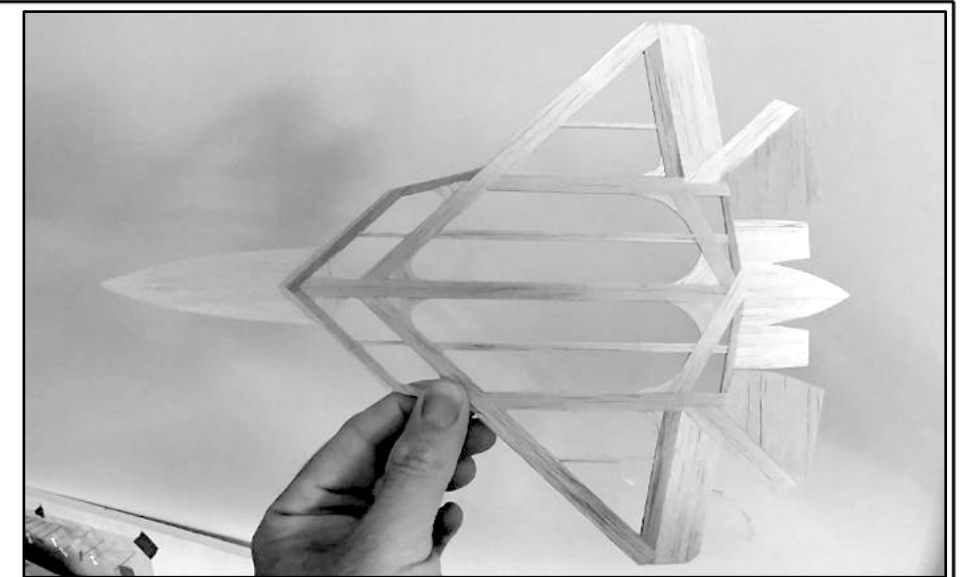
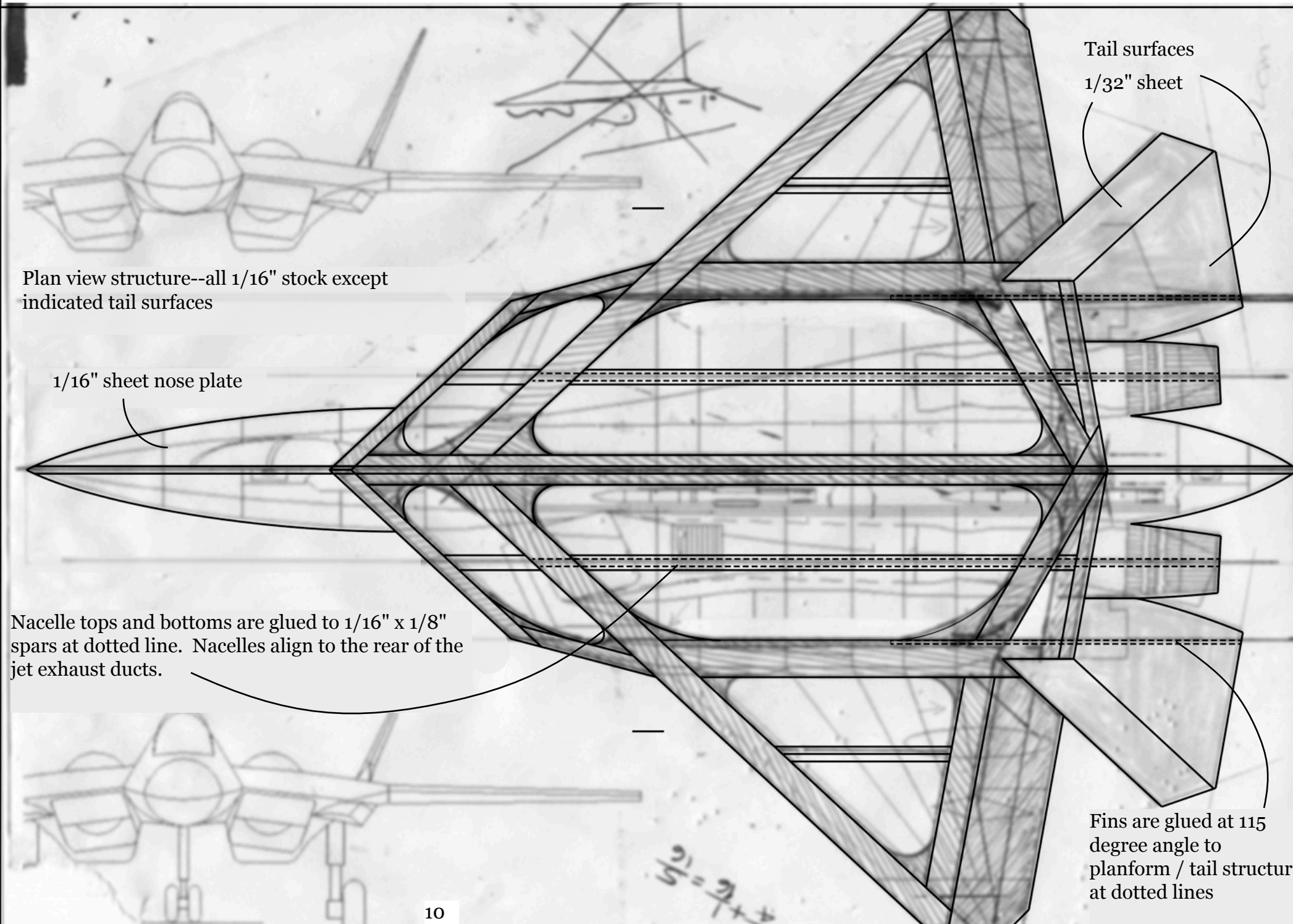
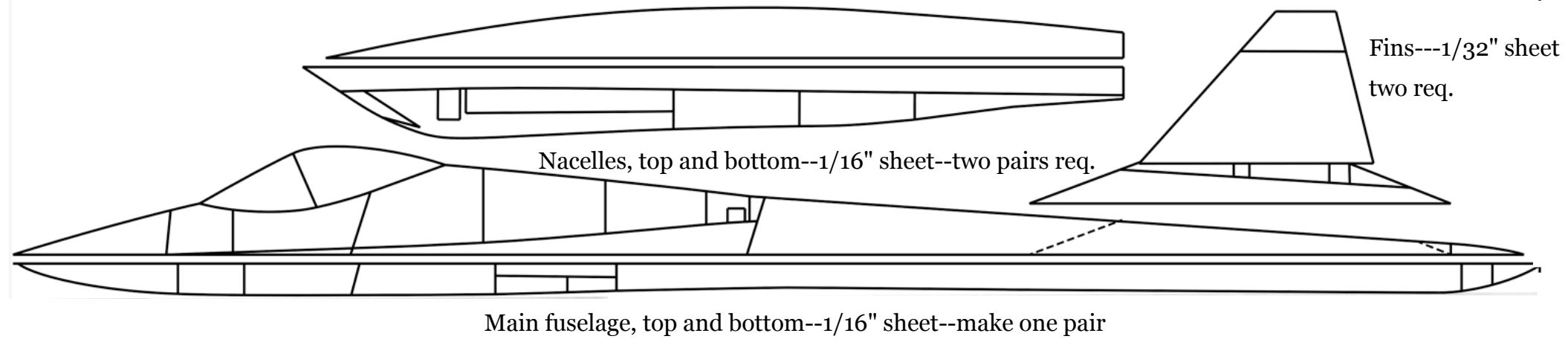






LUSCOMBE *Phantom*



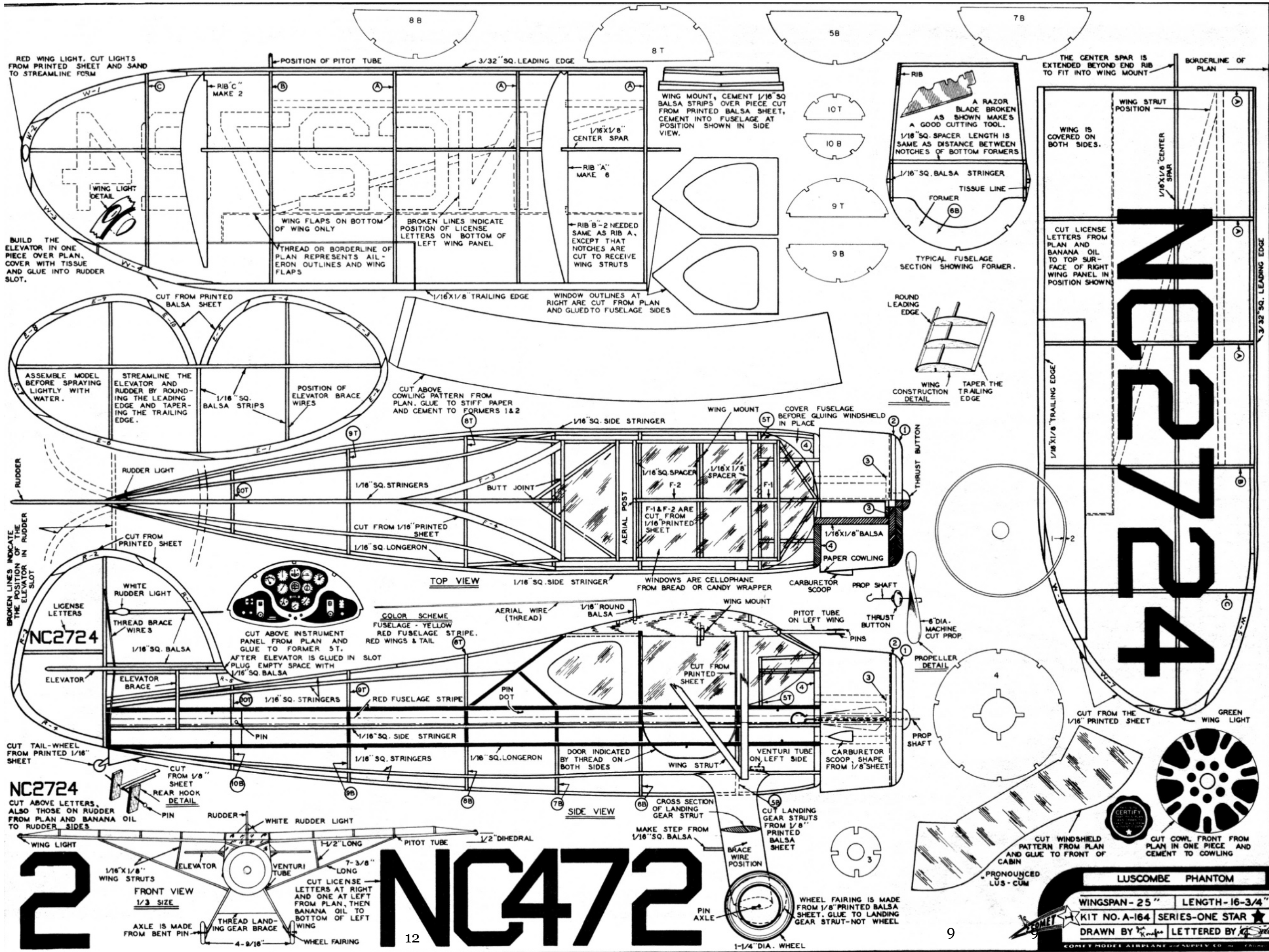


## **SUKHOI SU-57 "Felon"**

**7.75" wingspan FAC Jet Catapult**

**by Mike Kaiteris 2021**





A close reading of Rolfe Gregory's 1985 Phantom plan suggests that he may well have taken as a starting point this rather nice 25" Comet plan, presented here in reduced form. If you get bitten by the Phantom bug but aren't quite up to a more intensive exploration of its subtleties, you could do much worse than this treatment, which appears to do a spiffing job of delivering the flavor without all the calories. As a bonus, the plan looks relatively free of the sorts of distortions that drive a guy like me crazy.

Like Rolfe's plan, the stab is inserted into a slot in the rudder that is accessed by cutting the LE of the rudder and then filling it back in afterwards. Something about this just rubs me the wrong way, and I treated it differently on my plan. Having said that, with the rigid struts to help support it, a careful execution of this area could serve just fine.

I'm also gonna go out on a limb and suggest that a 25" model with largely unbraced LG struts glued to a couple of fuselage stringers is just short of nuts. Do yourself a favor here and at least run a partial length light wire carrier for the struts, mounted to 5B.

It's hard for me to envision how well Comet's treatment of the upper fuselage aft of the wing will convey the beauty of the real thing. They've made no attempt to address the characteristic, complicated overhanging lip and fillet where F3/F4 meet the curve of the upper fuselage formers, so it's a win for simplicity but a strike against in terms of "getting it".

All in all, it's a handsome plan of a handsome plane, nicely drafted and certainly worth your consideration, maybe as an FAC Simplified Scale subject. If the short nose moment gives you pause, just take a look at all that room in the fuselage and think about how much braided rubber you could get in there! To build it at full size, you'll need to blow it up to 1.66 times the size of this plan.

--Dm



# LUSCOMBE PHANTOM, REVISITED

Every now and then it seems like a good idea to sort through that great pile of plans you've been harboring and reset your build priorities. I was doing just that about a month ago when I found myself lingering over **Rolfe Gregory's** pretty Luscombe Phantom plan, from 1985. Rolfe drew it up back in the day when the Maxcutters used to get together to compile the MaxFax over beer and pizza, hand-folding oversized plans and stuffing it all into an envelope for mailing. I had never really given the Phantom a proper eyeballing, but a recent spate of interest in Monocoupe Specials among some of my buddies had me in the mood,

Comet-style violation of the Rudder LE to insert the stab. Before I knew it, yeah, I was basically redesigning the model. At least this time, I could lay it out for 11" x 17" format, and get it into the MaxFax.

As a rubber free flight subject, the Phantom is a little bit short-nosed. The landing gear wants to be treated with some thought. Rolfe designed his to be pretty rigid. I've gone the opposite direction, trying for something that can flex backwards on a hard landing. If you're not up for tackling the sexy fillets that fair the upper rear fuselage to the sides, then I have to ask why build a Phantom at all? Here again, I opted for a different approach than Rolfe; where he uses

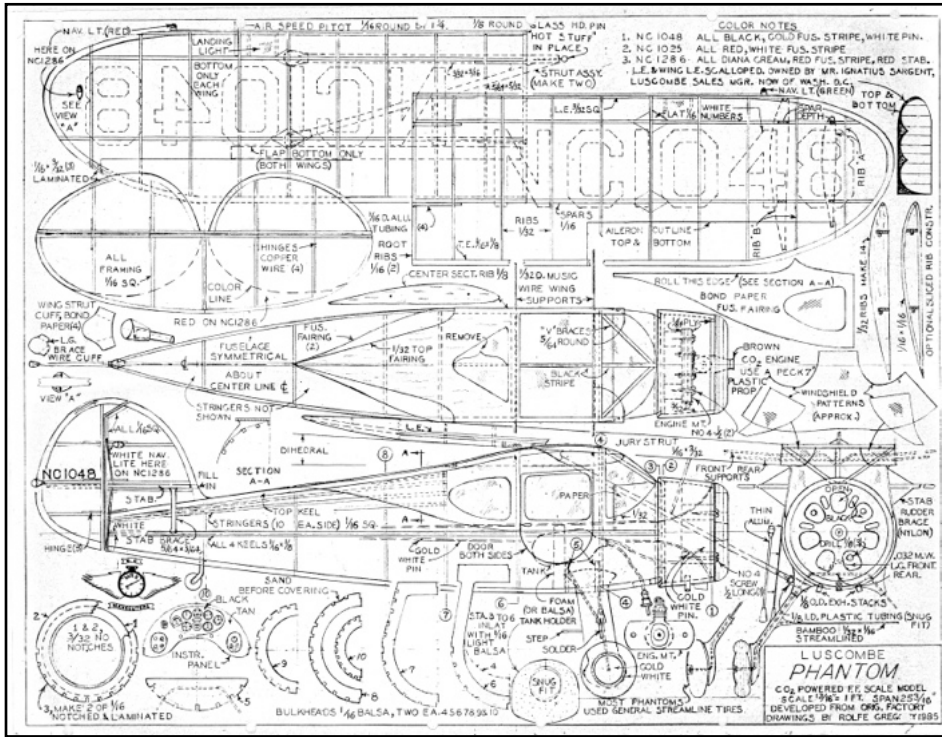
paper and rolled edges, I'm opting for some delicate balsa and tissue work. Neither design is likely to be what I would call an easy build, the devil being in the details, and there's a certain amount of winging it involved, but either one ought to give you that subtly unique Phantom flavor.

On the plus side, the Phantom has great wing area and quite a fat fuselage, so you can fit a bunch of rubber in there. The distinctive enclosed cowl front is a neat feature, and the elevated stab is just plain fun in my opinion, if a little delicate. The overall design is clean as a whistle, and if you can keep your build light it oughta be a fine contender in FAC Golden Age Monoplane events.

This is the part where I confess to yet again having violated the Stott Rule; this model has NOT yet been built from these plans, much less flown. If you decide to forge ahead anyway, be sure to take notes and let me know if you find anything awry. I think

that I will personally lighten up some of the timber called out on the plans, perhaps using 1/20" sq. fuselage stringers rather than 1/16", for instance. With careful wood selection I hope to be able to bring the model in somewhere around 35-40g, and power it with a couple loops of 5/32" and a high pitched 9" prop. Setting it up with a DT will be tricky. **Don Srull** suggested that I try popping just the elevator....we'll see if I decide to work that hard....

Dm



Dick Luscombe being the designer and driving force behind both of these iconic Golden Age aircraft. What I found was an aircraft that looked simple at first glance, but revealed itself to have a number of neat twists that were highly tempting for anyone with a taste for detail. That would be me....so I decided to go in a bit deeper.

**Mike Escalante** and **Claude Powell** had already scanned a treasure trove of MaxFaxes and MaxFax plans and posted them to the Hip Pocket website, so I went there and to my delight found the Luscombe plan, ready for download (see reduced copy, above). My big idea was to import it into my CAD program, check for any creeping asymmetries, redraft it according to Rolfe's original design, and then re-present the reformatted plan at full size in this issue.

Well, you know what they say about the best laid plans....a month later, I was deep in the weeds and despairing of ever getting out again. To begin with, Rolfe's design was for Co2 power. Not that this argued for *major* changes to the structure, but I did find myself making adaptations here and there to suit my inclinations. Plug-in wings had to go, as did the

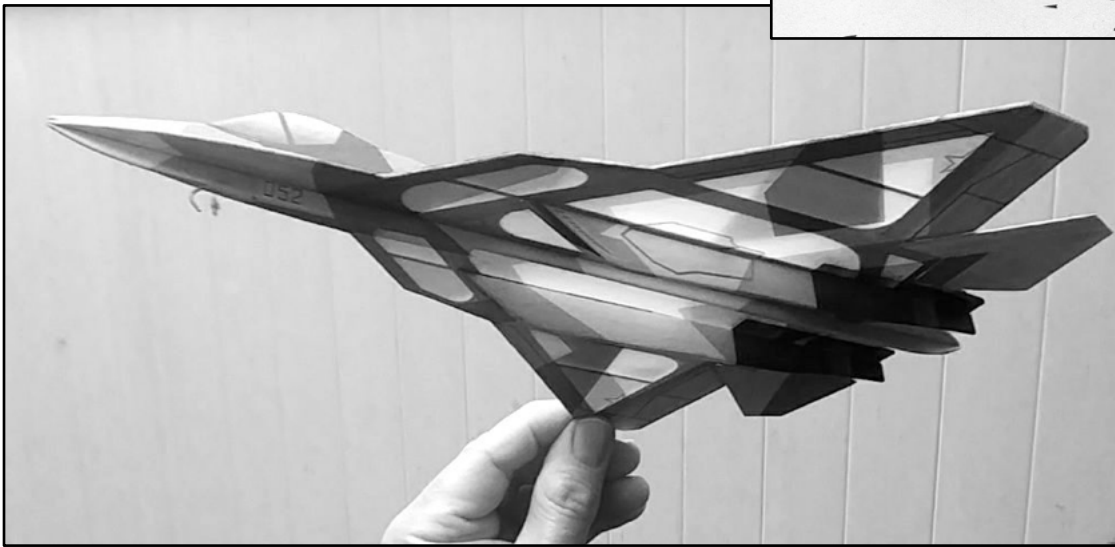
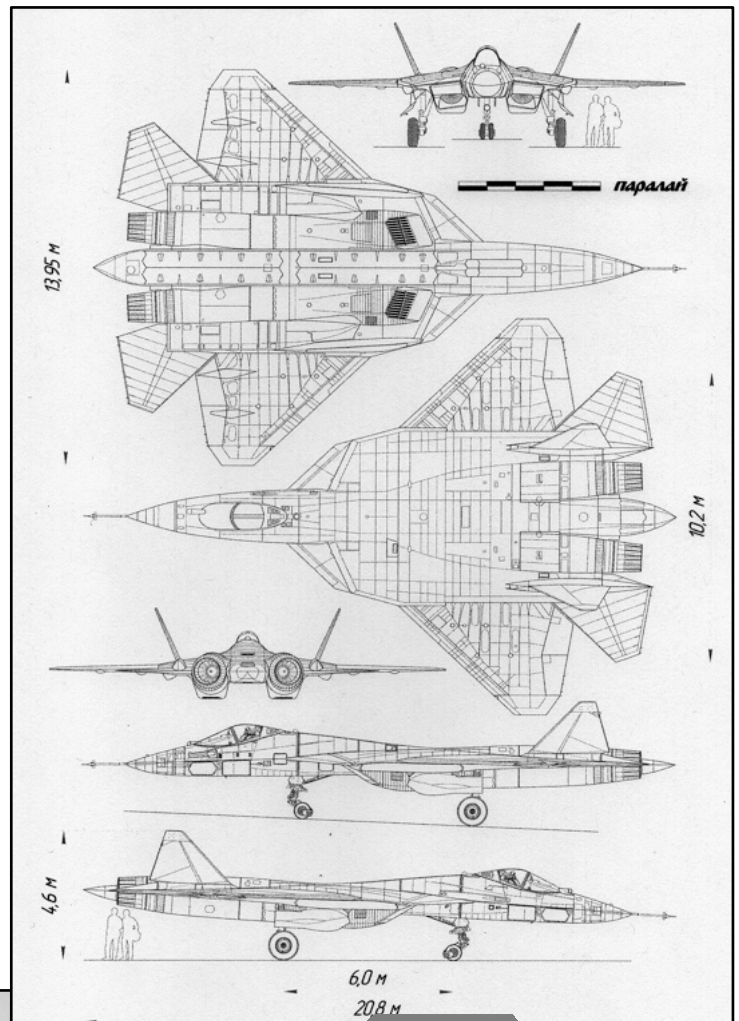


## SUKHOI SU-57

**Mike Kaiteris** is a monster Jet Cat designer. We've seen any number of his nifty built-ups appearing over the past several years, and here's another example of the art. Note in the photo below how the sun glints off, er, through the tissue, only adding to the splinter camo effect. Cool, eh? Pete Kaiteris writes, "The design is totally Mike's, he's more daring than I am. The top view planform is all one piece. The basic structure is 1/16" sheet, tail surfaces are 1/32" sheet. The mid wing stringer that carries the fin is 1/16" x 1/8". The fuselage and nacelles have tops and bottoms that attach to the wing structure."

Peter also added a brief flight report: "The new Sukhoi 57 got some air today at Stilwell Field. Its a complex Jet Cat with a complex color scheme. The wing is dead flat, no dihedral, and it's steady as a rock. The shape against the sky really puts the 'JET' in Jet Cat." Pete added, "Mike wants to kick start a 'Future Wars' Jet Cat mass launch with stealthy jets."

Hmmm.....sounds suspiciously like FUN! Could there be Russian agents subverting our processes?!? Upon seeing pictures of this model, Rich Weber mused aloud, "I sometimes wonder if there should be a big jump in the BPs for delta wing jet cats, and even a bump for swept wings. The hot contest designs are configured as close to AMA Cat Gliders as we can get, and that leaves the vast majority of jet designs out of the running." Nice idea Wingnut!



Chengdu J-20

In any event, it'd sure be cool to see a bunch more of these sorts of designs blasting through the ether. Mike says of the Sukhoi: "The first time I saw that ship, it was truly love at first sight. She's a Russian hottie in a Gucci dress, and the F-22 is just a plain Jane in a Sears dress in comparison."

Oh snap! That sounds like a throwdown if ever I heard one! Come on all you old Lockheed devotees, are you gonna take that lying down? Who'll step up with an all-American challenger? What about all those other 5th Gen fighters? Send your plans in here, boys and girls and we'll get a 21st Century skirmish started....



Lockheed-Martin F22



# CONTEST RESULTS--OCTOBER SCRAMBLE, 10/23/2021

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: Dime Scale #32		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
Dave Mitchell	Comte ACH	98	37	120	255	1		256	1	Y
John Murphy	Stinson 108	63	56	84	203	1		204	2	Y
Doug Griggs	Me-109	43	54	78	175	12		187	3	Y
ART Peterson	Staggerwing	28	51	60	139	10		149	4	Y

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: Blue Ridge Special #74		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
Glen Simperts	BRS	50	109	66	225				1	Y
John Murphy	↓	35	64	120	219				2	Y
Bob Marchese	↓	37	67	65	169				3	Y
Stew Meyers	↓	120	-	-	120				4	Y

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: SIMPLIFIED Scale #31		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
Stefan Prosky	Bonanza	28	42	56	126	10		136	1	Y
Dave Mitchell	SBC-3	117	-	-	117	15		132	2	Y
Glen Simperts	Daphne	69	-	-	69	1		70	3	Y
Mike Coplan	Staggerwing	41	-	-	41	15		56	4	Y

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: WW-II Mau Launch #45		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
DAVE Mitchell	Avenger	✓	✓	1					1	Y
Bob Marchese	Macchi C-202	✓	✓	2					2	Y
Glen Simperts	MIG-3	✓	✓	-	broken MKS				-	Y
Doug Griggs	Me-109	✓	✓	-	broken MKK				-	Y

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: Combined Racers ML		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
ART Peterson	Chambermaid	✓	1						1	Y
Dave Mitchell	Pete	✓	2						2	Y
Stefan Prosky	Staggerwing	✓	x						3	Y
John Murphy	Airmaster	x								Y

		TOTAL FLIGHT SECONDS			or BEST			FAC member?		
Event: Flying Horde		FLIGHT TIMES (or HEAT ROUNDS FOR ML EVENTS)			SCALE FLT.					
Contestant's full name	Model	1	2	3	FACTORED	Bonus Pts	Scale Pts	TOTAL	PLACE	Y/N
Glen Simperts	Howard	✓							1	Y
Dave Mitchell	Vagabond	x								Y
Mike Coplan	Staggerwing	x								Y
Bobby Russel	Citabria	x	17							N

## STRATONEF H.22 FOLLOW-UP

You may recall that last issue we featured a beastly little new Fiction Flyer called the Stratonef H.22. At press time, the prototype hadn't been finished, but I violated the Stott Rule and published the plan anyway, along with the warning that due to its short moments, it seemed destined to be a handful to trim. But ooh lala, the lines! Who could resist? Right after I finished off that issue, I received unexpected clearance from Mitchell GHQ to go to the October Barron Field meet in Wawayanda. Oh boyoboyoboy! I hadn't been to a proper contest since you-know-what come on the scene, so I was pretty excited--the fall meet in Wawayanda is one of the handful of contests around that regularly fly Fiction Flyer, so I HAD to have something ready to toss. I bore down on the Stratonef and got her 98% contest ready, short only the outrageous spinner, with the final details drying in the car on the drive up.

The first day of the meet was beautiful but marred by squirrely and near-constant winds; not the ideal conditions for trimming what

promised to be a squirrely and inconstant model.

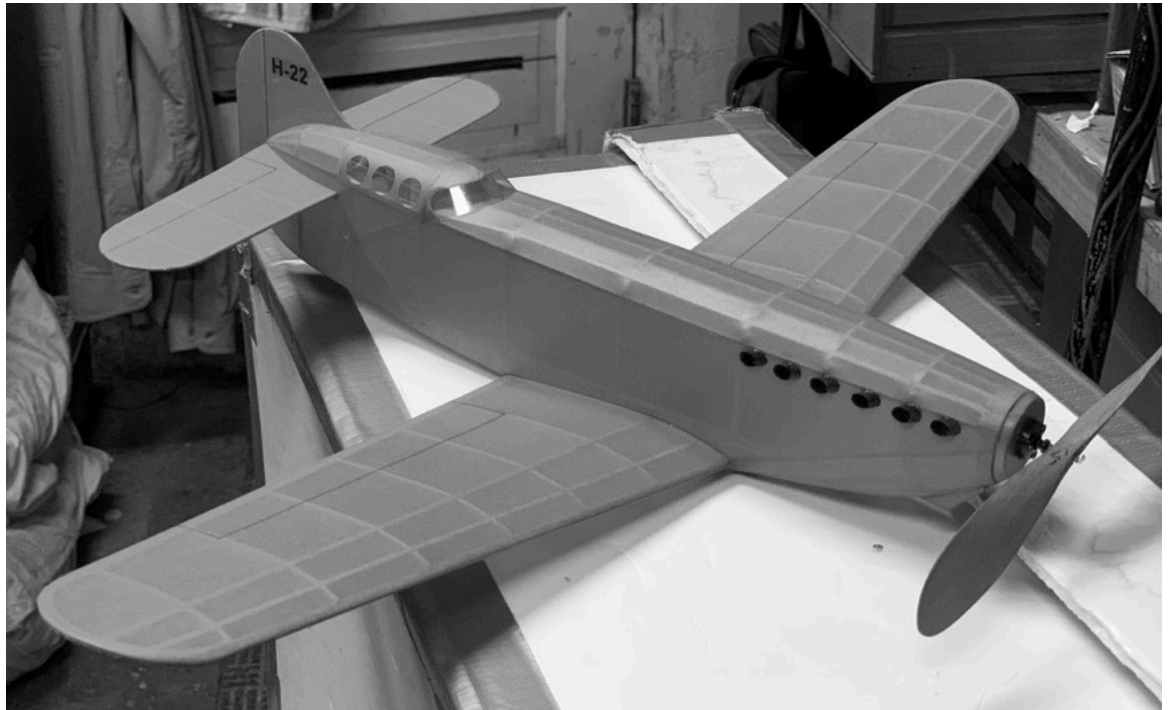
Finally, at the very end of the day, just as the damp started to fall, the winds dropped; I stuffed a motor into the Stratonef quick-like and gave her a few hand glides to see where the CG seemed to lay. With the decalage set up exactly as per plan, she needed a bit of tail weight, but nothing outrageous. There was however a clear tendency to auger right; an ominous sign, and one that I was determined to squelch if I could. I had had some luck recently countering that with a bit of left rudder, so I bent some in and added a 1/16"

x 1/16" x 1-1/4" gurney strip to the underside of the right wing. The glide looked pretty good at that point, so I put a hundred winds in and gave her a toss. She was light and looked reasonably bouyant, but went right again. I backed out some of the right thrust and tried again. Better. I put 200 winds in and liked what I was seeings, but of course she went into one of the cursed Wawa irrigation ditches and got soaked. That would be all 'til the next day.

Day two was MUCH better wind wise, but I got all involved with flying the various events in the morning and before I knew it, it was time for Fiction Flyer. Rats! I had really hoped to have more of a chance to finesse the trim. To make matters worse, low turnout for the event meant that we we'd be flying it as one round, winner take all. There was nothing for it but to go full steam. I wound her up tight and took my place in the line with Tom Hallman and his famous Smilin'

Jack X-13 on my left and Wally Farrell and his Booth Ranger on my right. Yeah, *her*.

3-2-1-launch! Much to my surprise, the Stratonef got away clean as a whistle and immediately started climbing in an easy left hand circle. After maybe a minute it transitioned to a right circle. All the while it was climbing like a monkey. Clearly, it had hooked air, apparently the same air that Oliver Sand had launched his Mig-DIS into a few moments earlier. Tom's X-13 DT'd, and Wally's Booth came down a little later---I think they were both max flights. The H.22 just kept going up, holding a tight right circle. It stayed overhead for a good seven or eight minutes before it started drifting downfield, well over the corn. At that point the thermal broke, and she started down. Everybody had eyes on Oliver's spectacular Mig flight which had eaten up the length of the field. Owen Houck and I had the Stratonef in our sights as it went in but we didn't have enough separation from one another to make triangulation meaningful. I gave search and rescue the old college try but it wasn't to be--the Stratonef was, and remains, MIA in the corn. \*



So; perhaps the Stratonef was simply the beneficiary of a great thermal ride and a pile of luck, or maybe just maybe it's a gentle little Fiction Flyer after all...you'll have to build one and find out! Ironically, at the urging of people smarter than me, I bumped the stab size up on the published plans to get to a higher Tail Volume ratio; I also upped the rudder area a scootch. But I had already built mine to the original sizes, and I didn't have time to make new ones before the meet. In theory, this means that a model built from the published plan oughta fly EVEN BETTER!! Mine used a vintage 7" basswood prop, and two loops of 3/32" x 30" for motivation. The empty weight was somewhere around 18g. Glad I didn't spend a bunch of time on that spinner!

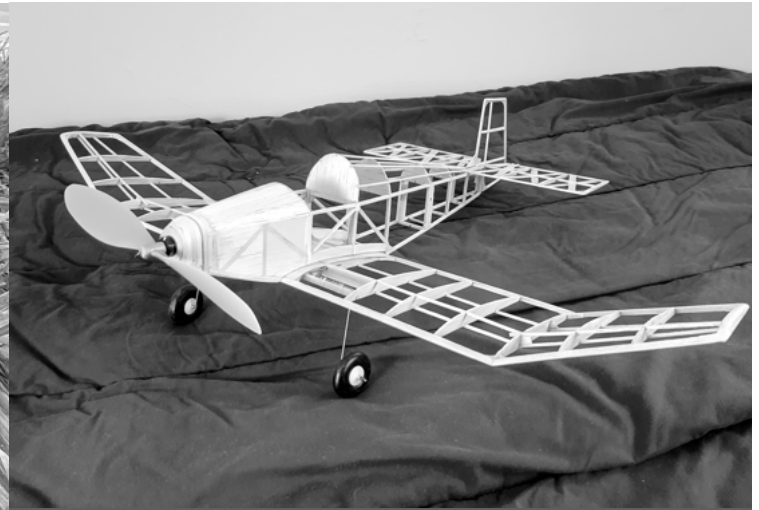
---Dm

\* Just before this issue went to press, Tom Hallman went to Wawa and made a disturbing discovery. See the pictures on the following page for more information....





A striking photograph of the harvested corn fields at Wawayanda? Yes! But more than that...the discerning eye, unassisted by the convenience of color, may just note an aberration in the torn and tortured organic debris.....



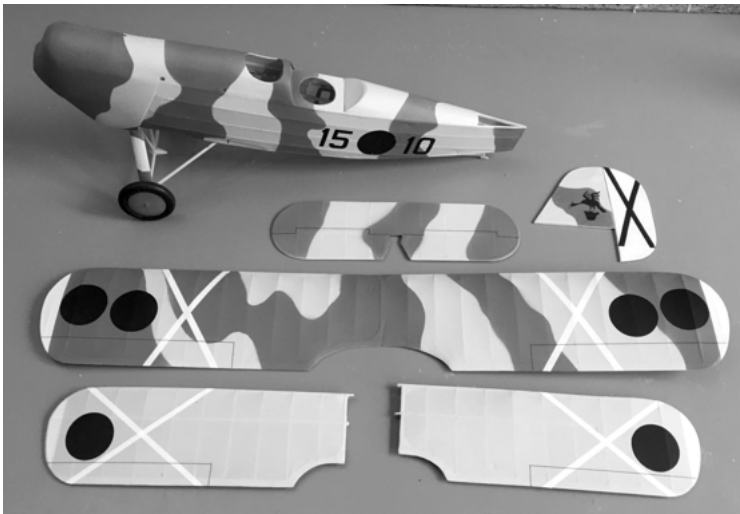
Bones of a different sort. **John Murphy's** neat-as-a-pin, 24" blow-up of the classic McCombs Bebe Jodel plan, modified to taste. Oughta be a great flier!



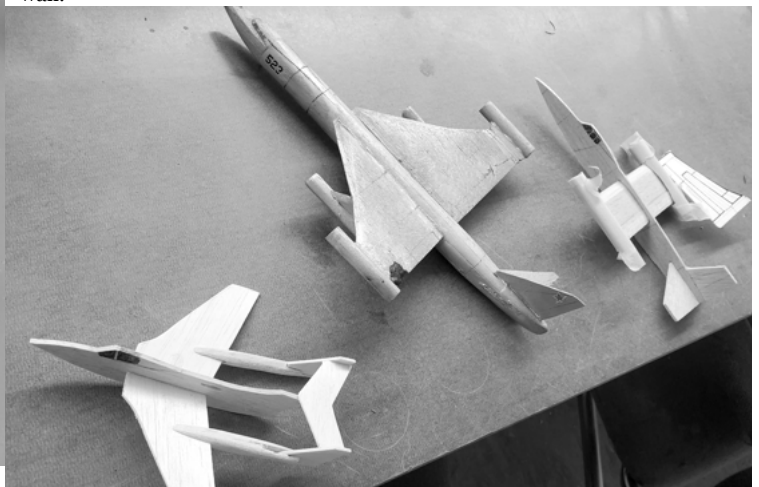
**Mike Stuart** is just an unstoppable force. This exquisite Kingfisher is a PEANUT. Our B&W publication just doesn't do justice to the wonderful pre-war, silver, yellow and blue scheme of this bird, but the crisp execution remains obvious. Plans will appear soon, we hope....



...and here you have it. The Stratonef H.22, threshed to a pulp, yet still recognizable. **Tom Hallman** came upon it in the wasted landscape, performed a thorough excavation of the remains, and took these photos. All hail.



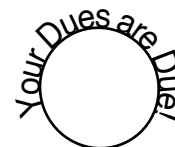
More marvelousness from Mike Stuart, a Heinkel HE-45. Another peanut, the brown, white and black color scheme is positively bovine, er, divine. If you haven't already, you should check out Mike's excellent and inspiring webpage at [www.ffscale.co.uk](http://www.ffscale.co.uk)



**Ronny Gosselin** sent this pic of some of **Bernard Dion's** jet cats. Not to be outdone by Mike Kaiteris, Bernard has a veritable squadron of these little gems, many featuring rolled 3D fuselages and jet pods, with which he and the Harfang boys keep themselves amused in Ronny's hangar during the coldest Canadian winter months.

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FRONT COVER:

**Mike Kaiteris**, about to let fly his Sukhoi Jet Cat. Plans in this issue.

BACK COVER: **Louise Thaden** is best known, along with her co-pilot **Blanche Noyes**, for having won the 1936 Bendix Trophy Race in the first year that women pilots were allowed to compete equally with the men. *Time* magazine wrote:

"To Pilots Thaden & Noyes the \$7,000 prize money was far less gratifying than the pleasure of beating the men. Among the first ten U.S. women to earn transport licenses, they have for years been front-line fighters in aviation's 'battle of the sexes.' A fuzzy-haired blonde of 30, Mrs. Thaden has been flying since 1927, has held the women's speed, altitude and endurance records, (and) is the mother of a 6-year-old son. She and Flyer Noyes both work regularly as air-marking pilots for the Department of Commerce.

Short, brunette Mrs. Noyes is better known as the only pilot ever to fly John D. Rockefeller Sr. In the National Air Races, men contestants have always patronized women, and in 1934 ousted them altogether. Smilingly observed Pilots Thaden and Noyes last week when they found they had won one of the two most important events of the Races: "Well, that's a surprise! We expected to be the cow's tail." "



Portrait of Blanche W. Noyes, Santa Monica (probably), 1929. Los Angeles Times Photographic Archive (Collection 1429). UCLA Library Special Collections, Charles E. Young Research Library, University of California, Los Angeles.

Louise Thaden - SDAM