

Dark. Cold. Spitting rain. The sort of a night where heroes are made, somewhere. But not here at the College Park Airport, oldest continuously operating airport in the WORLD. Not tonight. I take a long draw off my Lucky Strike and stare into the halo surrounding the streetlight. Exhale. The wind picks up. One by one, the guys pull up, roll down their windows, give me a look. Yeah. It's bad.

The freak weather was taking its toll. Some overachieving moron had run a snowplow over the runway earlier in the month. Nice idea, except he took out the landing lights as well. This is what the guy in Ops tells me; I caught him just as he was locking up and heading home. No airport activity after dark, everything closes at 8:00pm now. I ask him about the meeting room, the Maxecuter hideout for the past 20-some-odd years. He thinks he's heard of us.....thinks? Ah, he's just a kid.

So cut to the chase: we're locked out. No meeting in the trailer tonight, maybe never again. Budget constraints. Timing issues. The usual. The airport? Who knows. It's hanging by a thread as it is, never mind having to come up with the dough for new strip lights. Me and the Ops guy look at each other, shake our heads. Guess I better tell the guys.....

We round everybody up and head off to Plato's Diner, a cheap dive on the outskirts of town. We take over a row of tables in the middle of the joint, chat up the waitress, settle down to business. It's a pretty good meeting, despite the dislocation. Ray orders up the biggest plate of dessert any of us has ever seen, doesn't bat an eye as he destroys it fork by fork. Here's the skinny:

The Secretary reads the January minutes. Nobody listens. Same as it ever was. Approved without comment. Where's the coffee?

The Treasurer says there's \$2315.11 in the kitty after mailing the latest Max Fax, but not including printing costs. We're more or less holding steady, maybe a little more of the less.

OLD BUSINESS

We talk a bit about flying again at **Cole Field House**. We've had two attempts at a 6-hour contest foiled by weather. Third time the charm? Possible date in late March is one day after a local FSA indoor R/C event (see below). We decide to pursue an early April date. Dave Mitchell will follow up with CFH contact Curt Callahan.

NBM indoor fly-in--March 7th, 11:00-4:00. The usual slate of events. We'll be holding the Delta Dart building session again. The fun starts at 9:00am---try to be there at 8:30-8:45 for coffee, doughnuts, and pre-session BS.

Dan Driscoll notes that the new flight restrictions will be in force at the NBM, as per his earlier e-mail message to the Gang, and included here. Please review. Dan also notes that Maxecuter Glen Simperts, newly retired, will be taking over running the NBM events

next year. Thanks Glen! And THANKS to Dan for running them for the past half century or so. Salute!

NEW FLYING RULES FOR ALL NBM EVENTS (from Dan Driscoll)

At the last flying session, January 10, concerns were raised about the safety of some models being flown. I recently met with our contact at the National Building Museum (NBM) about other matters, and the safety issue came up. It was impressed upon me that the safety of museum patrons (which includes many children) should be the top priority when we are flying. A secondary consideration is damage to the historic building.

Flying at the NBM is a unique situation in that we are guests of the museum. It is far different from any other flying site we use. The vast majority of museum patrons come to the building because of its historic nature and its exhibits. Our flying there is generally an unexpected surprise for them.

The NBM has assured me that they will do a better job of cordoning off the flying areas. However, with the large number of children usually there, it is unrealistic to expect that no child will run onto the flying area. It is also unrealistic to expect that our models will always stay within the flying area.

As contest director, I feel we have no choice but to institute some restrictions on the types of models allowed to be flown at both the R/C and freeflight areas. This is done for safety reasons and to insure the future availability of the site. I know some of these restrictions will be unpopular, but please understand why they are being instituted and make every effort to comply. They are also necessarily somewhat general. The main issues is wing loading. High wing loading, no matter what the size of the aircraft, equals potential for problems. (These are similar to restrictions developed by Dave Mitchell for flying at Cole Field House.)

Radio Control Restrictions

- No Park Flyers, no 3D Flyers, no foam WWII-types, no helicopters over 20 grams
- Slow and light is fine; fast and/or heavy is not.
- In regard to suitability of an aircraft for the venue, the decisions of the contest director or event coordinators are FINAL. The skill level of the pilot will not be considered.

Freeflight Restrictions

- No electric or CO2 power
- No model over 28 grams
- No hand launch or catapult gliders
- Slow and light is fine; fast and/or heavy is not.
- In regard to suitability of an aircraft for the venue, the decisions of the contest director or event coordinators are FINAL. The skill level of the flyer will not be considered.

Lastly, the big two-day **Kudzu event in Raeford, NC** is coming up May 15, 16. John Diebolt added AMA Coupe d'Hiver to the slate of events, which has Dan all excited. See the Maxecuter website at www.maxecuter.org for details.

NEW BUSINESS

Future Maxecuter meetings: It looks as though the College Park Airport Ops building may be lost to us as meeting space, due to budgetary and logistical issues. Bruce suggested that the community center building in his neighborhood might be available at no charge: he will look into it and get back to the brass. The center is in the Ryderwood community, off I95 and Cherry Hill Rd. Look for messages about this in the Max Fax, your e-mail and on the Maxecuter web site. In the meantime, if you have suggestions for alternate locations, especially those that are free of charge AND might be convenient all our major constituents (Northern Virginia, DC, and Maryland) be sure to pass them on.

Seismologists, concerned that aftershocks were occurring in Chile, were relieved to find that it was actually only **Norm Davison** thanking Stew for something. Norm appreciated that Stew included pictures of the Cub Scouts build session at the NBM in the latest MaxFax, noting that such inclusions are good for public relations, and said so. Stew was reported to be in good condition and resting comfortably in his home after the incident.

We had a request for a **Swap Meet** from Alan Schanzle, which should make everyone either giddy or nervous. A Saturday date at the College Park Airport ops building was thrown about, perhaps in early April. Alan requested that we avoid Easter weekend, as he has a lot of egg-hunting to do. Start thinking about what you want to clear out in order to make room for something else that you just can't resist.

15% rubber rule for WWII and Racers at Kudzu: Ray Rakow, talking with his mouth full of dessert, made a motion that we adopt the 15% rubber rule for the Kudzu event, seeing as how that is what they're doing at the 2010 Geneseo Nats, and reasoning that we should follow suit in order to keep things simpler trimming-wise. A great hue and a cry ensued, with words like "unmanly" and "chicken" and "panty-waist" being thrown about rather vituperatively. In the end, the motion was adopted, and there you have it: **At the 2010 Spring Kudzu event, the FAC WWII and Racers events will be flown to the 15% rubber rule.**

Dan Driscoll noted that by the letter of the new FAC rulebook, entrys in **2 bit + 1 OTR MUST have a cabin**. It was bitterly noted that this excluded a whole raft of Scientific non-cabin designs, among others. Dave M. reasoned that these plans had been around for a very long time, and thus had surely had their day.

Norm Davison recovered from his unlikely show of appreciation for Stew long enough to note that the munificent **Montgomery County now allows 55 and older to fly free at**

Bauer Center til 2:00. Senior modelers attempting to extend this graciousness to the actual 2:15 cut-off time will be severely reprimanded and forced to write "I will not take undue advantage of the kindness of others" on the chalkboard 100 times, or until they forget why they are there in the first place.

S&T

Stew showed some nifty new Park Zone 8.5mm motors from ParkZone's new offerings (P51, cub, etc.). He says they are considerably more powerful than the standard 7mm motors, and almost replace brushless---will fly 30" model on a single cell. Sweet.

He also showed a new Falcon 1g servo, will work with Parkzone receivers for full-house micro R/C set-ups.

Stew noted that Jack Fike put a Parkzone Rx/servo brick and one of the 7mm motors in the 12" DR1 featured in the latest MaxFax---it's a busy bee.... meanwhile, Stew is building the DR1 himself and it's a neat little bugger.

He also showed his Waffle FF from Aeromodeler. Sez it looks good on 1/16" loop of rubber.

Bob Kreplin came out of hiding with a drop dead gorgeous Bellanca Airbus that he is building off of Cleveland plans. A lotta lumber, but OH so sweet. It'll be electric r/c. A worthy follow-up to his ambitious Ford Trimotor of the last several years.

Dave Mitchell showed his Waco QDC bones, scratch built from his own plans. Some discussion of laminating techniques ensued, ending with Stew recommending a mix of WeldBond glue and ammonia for laminating. The ammonia helps to soften the wood for bending, and mixes well with the glue. It was noted that ammonia in aliphatic resin glues (like Titebond) will curdle.

Ray Rakow showed us a couple of neat FF canards, one from Airtrails & the other a Bill Hannan design. Ray sez the tendency of the Airtrails design to torque-roll at launch can be overcome by launching it straight up. He also showed up his laminated prop assemblies. They still need shaping, but look very promising. Dave M. noted that, for the less ambitious of us, fine quality finished carved props can be had for \$15-\$20 (depending on size) from Alan Cohen at www.hobbyspecialties.com. Alan also carries some of the best strip balsa available, as well as neat little viscious timers, spoke wheels, and other gear for the discerning modeler.

Bruce Clark showed his nifty Peck Pietenpol peanut. Bruce got over the tiny noseblock / giant radiator conundrum by modeling a black and yellow full-size version fitted with a horizontal four that he found pictures of on the internet. A super job--AUW about 11g.

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Lastly, **Alan Schanzle** showed his very pretty 12" Curtiss Helldiver, which he built from the Megow plans that Tom Hallman distributed last year. Alan, with characteristic restraint, denounced the plans as wretched, and warned builders in particular to beware of the cabane strut arrangements, which apparently have very little to do with reality. A lovely piece of work, nonetheless, in Navy gray, yellow wings, blue rudder and red cowl.

The meeting degenerated at approximately 10:00, when the waitress refused to bring Ray any more dessert.

Submitted, more or less respectfully,

Dave Mitchell
Secretary, DC Maxecuters