

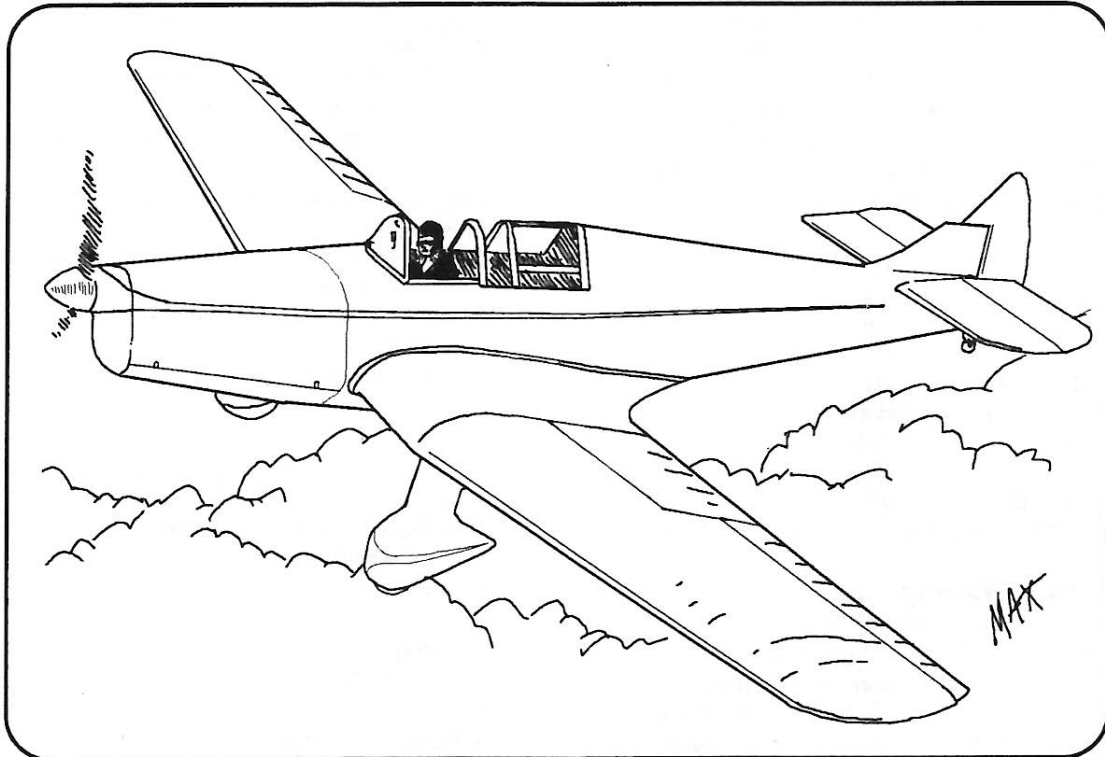
# MAX FAX

Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

Jan. - Feb. 1998



## MILES MOHAWK

### COMING ATTRACTIONS

January 6, Tues. Monthly DC MAXECUTER Meeting 8pm at College Park Airport.

January 18, Sun. CAAMA Collecto 12pm to 5pm. See notice inside.

January 24, Sat. Archives research session at Tom Schmitt's,  
11014 Marcliff Road, Rockville, Md. 20852, Phone 301-530-0327.

January 31, Sat. Indoor Flying at Sherwood High School Gym 6 - 9pm.  
Contest: Ten-centers and Bostonians.

February 3, Tues. Monthly DC MAXECUTER Meeting 8pm at College Park Airport.

February 21, Sat. Indoor Flying at Sherwood High School Gym 6 - 9pm.  
Contest: Washingtonians and Nocals.

April 5, Sun. April 18 Sat. See announcement inside for more NBM events!

## The Inside Scoop:

*Stew Meyers*

This is the **Fifth Dime Scale Issue**. After the fun-fly at the NBM where Dave's Luscombe really performed, I decided to include a different voice on my favorite subject Dime Scale. It is also a fitting tribute to Rolfe and his love of Luscombes. He told of flying a Luscombe 50 in the industry parade that preceded the prewar Cleveland Air Races. This one was newly equipped with a single bladed prop to show off this new technology. Well the vibration was awful. Rolfe said the wing struts were a blur and appeared to be a foot wide. They felt they were lucky to get it back on the ground after one circuit around the course. Needless to say single bladers did not become a Luscombe option. I have also included a pair of Mohawks which have taught me a bit about spiral stability. Dave also has a nice section about stability in his Luscombe article. The Phantom Flash is the first model that I could get to actually fly as a kid. The Comet Baby ROG is a 5¢ bonus.

A word is in order about the Luscombe plan. I had hoped to get a fresh plan from Dave but he gave his away and had not copied it nor the print wood. He felt that if some one was interested in building it they would order the kit from Penn Hobbies. Not unreasonable I think. I think we should support the operation. Bill Shive has take over Scale Flight Models and produces quality kits. You really can fudge the formers and ribs from the plans, but why don't you order the kit # 1185 Com for \$10.95 from Bill. Call (215) 855-1268 or (215) 368-0770

We have a meeting Jan. 6<sup>th</sup>. We should get the events for the Building Museum pinned down. I think we can have a regular contest, but geared to the site: ROGs with altitude as well as duration, the Washingtonian event, Dime Scales of course, Peanuts, No-Cals, delta-darts, and indoor R/C. How about it? I have been asked what the rules are for the Sherwood Ten-cent event. The answer is very few. 20 inchers and single covered surfaces are eligible; no weight limits. The CD reserves the right to reject models that are real dogs. Dave is going to bring a trophy to the Feb. Sherwood session to promote the Washingtonian.

The last issue listed the back issues that were available but not the price. They are \$3.50 each. Some are now sold out. Write or call or E:mail to see what's left.

The contents of these issues are as follows:

**May-Jun 96:**Bowers & Raykow- 25" Farman F250 by Bowers Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A

**OUT July-Aug 96:**Meyers- 3rd Dime Scale Issue Megow Tcraft on floats Comet Vultee attack, Corben Super Ace, & Hawker Hurricane Construction notes, Torqure Meter, Dime Scale Rules, Srull 15% tactics.

**Sep-Oct 96:**Pittman- Jabiru comments Libella 11 Bates Monoplane E-mail Allan's Shop

**Dec-Nov 96:**Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, PearlHarbor, Clark Y airfoils

**Jan-Feb 97:**Schmitt und Srull-Aronstein 15% tactics Lewars Aeronca Champ John Low's N3N-3 Hurst's Shop

Simpers B-2 Stealth catapult glider  
**Mar-Apr 97:**Schanzle-Ben Jones S-125 and Index to 20 years of MaxFax

**May-Jun 97:**Meyers- 4<sup>th</sup> Dimescale Issue Airdevil Gregor FDB-1 Air-King Monocoupe Dimescale Bellanca Jr. and Taylorcraft (20") Majorly Morphed Megow Nieuport Scout. Nickelscale Bellanca Jr. Al Flesher on "Propeller Efficiency"

**Jul-Aug 97:**Bowers & Raykow-Ned Kragness A Remembrance Stinson Detroiter 27" by Hurst Bowers (Mini-6) A Rolfe Gregory CAVU 'Cloud Catcher' & 'Vacation Special' 1940 cabin jobs by M.B. Kleckner National Building Museum Fun Fly

C.H. Grant 'Cloud Tramp' for mass launch Lindsey Smith's work shop

**Sep-Oct 97:**Pittman- Double photo pages Gasu Denki Koken A\* 10 cent plan by Dave Aronstein also his "Washingtonian Proposal"

Al Backstrom's Maubossin Hemiptere 10 center No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie Russ Sandusky's work shop E:mail stuff on Geneseo

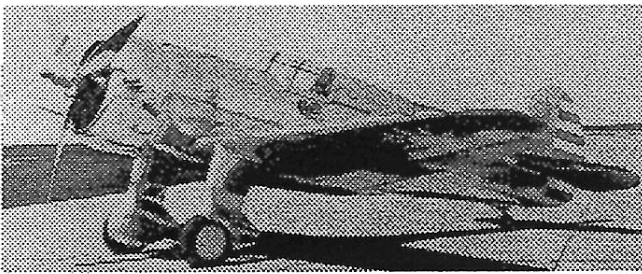
**Nov-Dec 97:**Srull- Vega Issue Comet Dime Scale Vega plans & details of Kudzu Vega Event. Peerless Vega plans Kuzu and Comsat contest results Many Vega 3-views and color schemes. Stew's dungeon workshop featured.

Here is a non-exhaustive list of Maxecuter E:addresses in no special order:

stewmeyers@AOL.com (Stew Meyers)  
tschmitt@his.com (Tom Schmitt)  
dsrull@pressroom.com (Don Srull)  
bleriot@ix.netcom.com(Terry Pittman)  
paisley@boulder.nist.gov(Scott Paisley)  
degray@erols.com(Don Gray)  
bobmcl@exis.net (Robert N. McLellon)  
lluvYash@AOL.com (Pat Daily)  
dfranks@saturn.vcu.edu (David Franks)  
VANCEFLITE@AOL.com (Vance Gilbert)  
MaxFliArt@AOL.com (Tom Hallman)  
runway@prodigy.com (Bill Hannan)  
nassiseFAC@AOL.com (Mike Nassise)  
JPaisley@AOL.com (J. Paisley)  
frowsome@AOL.com (Frank Rowsome)  
RClemens@compuserve.com (Robert L. Clemens)

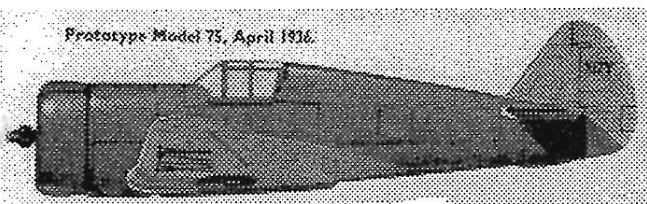
If you want to be listed e:mail me [stewmeyers@aol.com](mailto:stewmeyers@aol.com)

# Comet Curtiss Hawk P-36

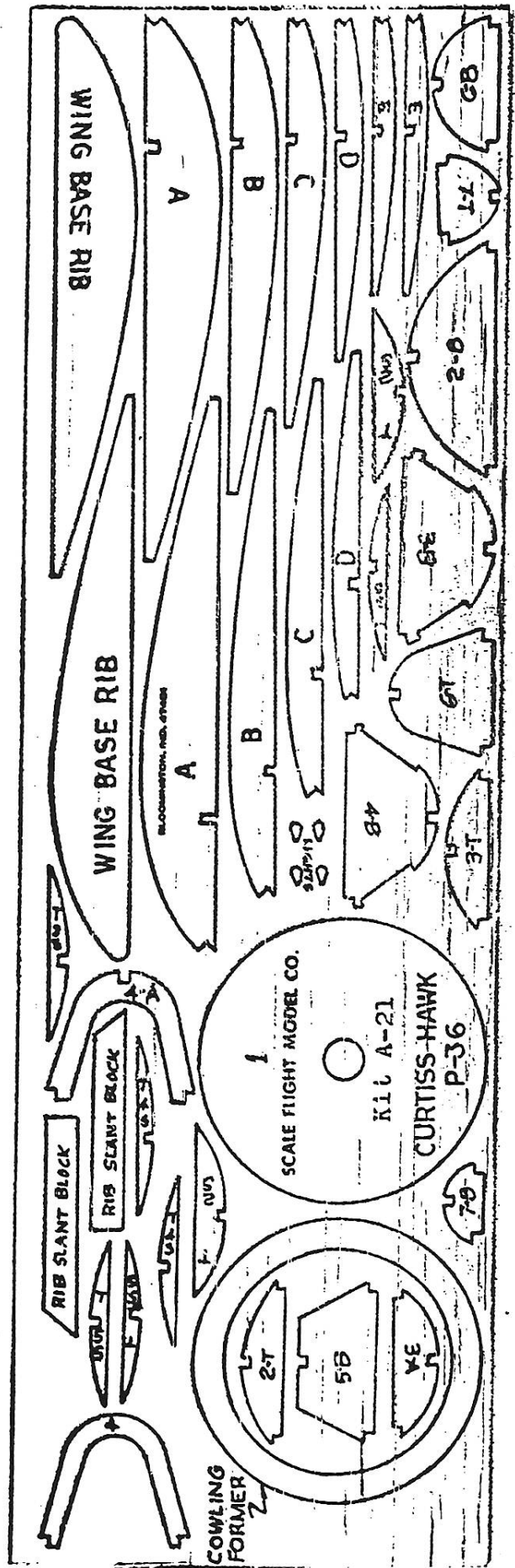


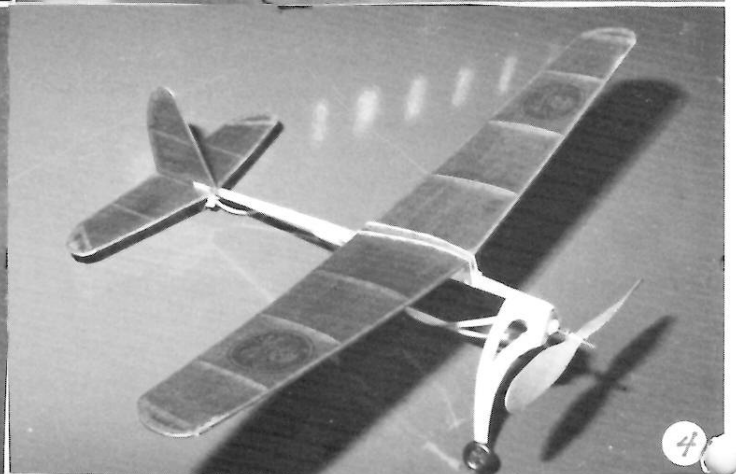
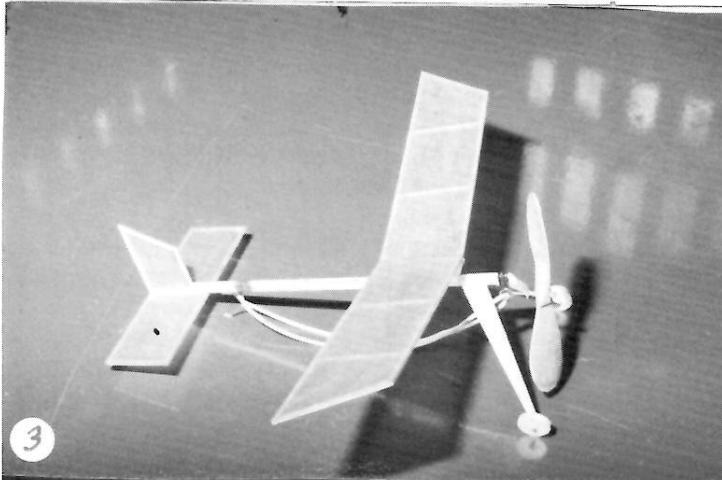
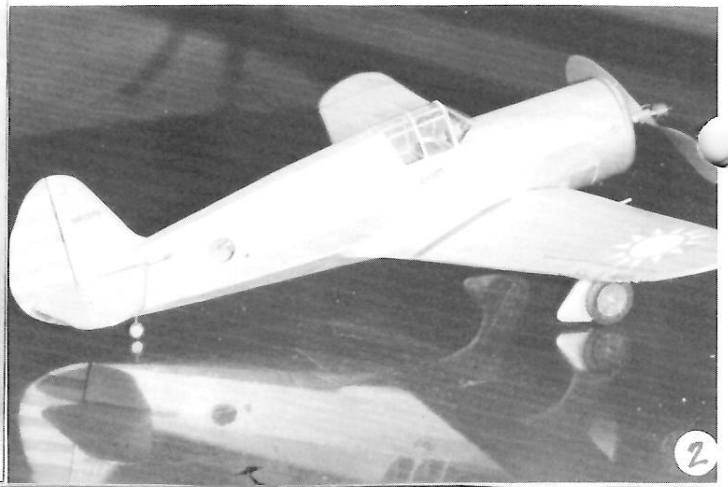
**Curtiss Mohawk model 75 H**

I originally ordered the "Curtiss Hawk" kit thinking it was a F11C not a P-36. It kicked around for a while until I saw a picture of the model 75 H given to Chennault in Chinese markings. I was looking for a model which did not have the rear quarter panel windows as the plans did not show this. There it was and sleek in its polished aluminum finish and fixed gear with pants. I knew I could not build the model with the hokie landing gear shown on the plans. I built it with a one-piece wing with the 1 inch dihedral shown on the plans. I used my usual torsion sprung landing gear installation. I even carved a foam pilot. I finished it in Jan. '94. It weighed 23 grams with ballast. It would not fly. I tried about 3 to 4 grams of rubber in various cross sections and lengths. It would roll over and spiral in. The first few times I tried this was indoors - bad hockey nothing but loud splats. I tired tabs. I tried moving the cg forward and increasing the stab size as well as more negative stab incidence. Slight improvements, but it still would roll off to either direction in a powered climb. It seem to be alright under low power or in a glide. I dragged it out again this summer, determined to make it fly. Don agreed it was unstable and suggested the obvious, more dihedral. I read a great article in the November '97 Model Aviation by Bill McCombs on "Critical Climb Angle for Models". More dihedral required drastic surgery, but it was obvious the critical angle for this model was near level flight. I took a different approach. I pulled off those fancy pants. I was able to unplug my torsion mount gear. Now it seem to go better, I even reverted to the stab as shown on the plans. With all that forward area removed below the wing, the dihedral shown on the plans works, but more would be nice. I plan on redoing this model with 1-1/2 inches of dihedral (major surgery), put the gear back on it and try it again. If I build it again, I plan to build it as the prototype with the gear up. This also had no rear quarter panels and I might add, while it was the typical blue and yellow, no US insignia. See Profile #80. The kit is Penn Hobbies #1085 Com \$11.95



Prototype Model 75, April 1936.





## PHOTO PAGES

1. One of this issue's full size plans is Stew Meyer's nifty Miles 'Mohawk'. Charles Lindberg's Mohawk resides with Lou Casey at his home in Virginia where he is restoring it. Lou was a former curator at the NASM and was instrumental in recovering the aircraft from Spain.
2. Another of Stew's Ten-Center plans in this issue is this neat Comet Curtiss Hawk 75 in Chinese markings.
3. This MAXFAX cutie is the little Comet BABY ROG by Stew, a good flyer at the recent NBM funfly. A 5¢ bonus plan in this issue.
4. This flying machine wowed the tourists and spectators at the NBM by it's ROG flights high into the atrium. It is the old Comet 'Phantom Flash' as built by Stew with the plan in this issue. How about a ROG event at the next National Building Museum session??

### A FEW NATIONAL BUILDING MUSEUM PICS

5. Paul Spreiregen our NBM organizer seen here chatting with Bob Clemens, who traveled from his home in Rochester to enjoy the fun.
6. Two of happy Mass-Launch winners, Dan Driscoll and Terry Pittman.
7. Frank Rowsome brought along this Comet 20" Dimescale Taylorcraft and was determined to have it fly forever. (I am against dimescale rules but that prop begs the question. SCM)

### DAVE STOTT

8. Dave is back in action after his bout earlier this year with a coronary problem. Dave sent this photograph of his "Motyl" (Butterfly) towliner. The original aircraft was built by students of the School of Heavy Machinery, Poznan for the Second Polish National Glider Competition in 1925. Dave says it is all scale except the dihedral and "it's a good one"!

## More Indoor Flying in the National Building Museum

First, note the following dates:  
Sunday **April 5** / Fun Fly  
Saturday **April 18** / Airplane Workshop / 11:00AM-2:30PM

The first event, April 5, will be a repeat of our fun fly event, the third time we do it. The building Museum loves to have us, so again we'll be most welcome guests. I sent a thank you letter to the Director, Susan Henshaw Jones, with a check for \$105, collected on Fun Fly #2 Nov. 2, 1997. We have much to be grateful for; their hospitality included providing refreshments. Susan told me that their normal attendance is about 300 people, but due to us they had well over 500! She'd be happy to have us fly every Sunday. Which brings up the question of how we might improve our sessions. Is there a better way to relate to the spectators? Does anyone think they pose any problems for us, and if so, what might we do? Maybe, though, there's no problem on that score. Several people, including Dave Aronstein, commented that we might have a special event particularly suited to the Museum. Any suggestions? Maybe an event for Dave's proposed new class? The second date, April 18, is related to a special event at the Museum, a program on engineering. For that I've offered that a few of us help maybe 20 or so kids, with their parent build AMA Cubs(Delta-Darts). I'd appreciate volunteers for this. Finally since we arrive on Sunday morning before the museum opens, we should enter from the east door. Don't try the front before noon, as John Houck did. I'm extremely pleased that this new venue is working out so well for us, and I hope the maximum number of Maxecuttrers come and enjoy it, too.

*Paul Spreiregen*

### The "official" WASHINGTONIAN rules are:

- 7g minimum empty weight
- 1g max motor weight
- Fuselage cross section at least L<sup>2</sup>/150
- R.O.G. (applies to tractors only  
pushers may be hand launched)
- Low tech materials - wood structure, tissue covering.
- External bracing allowed but must be wood  
(i.e., no microfilm-style bracing wire).

However, I will bring two trophies - one for the overall winner, another specifically for a model that was NOT BUILT AS A WASHINGTONIAN. In other words - if you haven't built a Washingtonian, bring a Bostonian,

Embryo, Dime Scale, Peanut, or whatever - nobody will look too closely at fuselage cross section, construction, etc., as long as it has a built up fuselage and weighs at least 7 grams (which is not a problem for most of the models I've seen around here!). Then, fly it with a 1-gram motor. R.O.G. is optional - do it if you can. The goal is to maximize participation and fun. You may even be pleasantly surprised - with a 1 gram motor, your model will probably need less noseweight, fly slower and more efficiently, and have less of a tendency to bang into walls and ceiling. Maybe the experience will convince you to build a "real" Washingtonian

*Dave Aronstein*

## Luscombe "50" Comet 16" Dime Scale

Dave Aronstein

I built this airplane from the Penn Valley Hobby Center kit. I knew at first sight that this would be a special little airplane. It is so petite - and yet everything about it is in good proportion. Kit materials are high quality, but I did substitute lighter 1/16 square on everything but the wing leading edge. Weight is really important on this model because it is so small. A few notes on my experience with this model are provided below.

**Decalage (i.e., incidence)** - First of all, I resisted the temptation to enlarge that cute little stabilizer. However, with such a small tail, you need to fly with the c.g. pretty far forward, and this in turn requires a lot of incidence to trim. During construction of the fuselage sides, I therefore cranked up the trailing edge of the stabilizer about 1/16" higher than indicated on the plan.

A word on "trim" vs. "stability." Stability is the tendency of a system to return to an equilibrium condition. In the case of an airplane, that condition is the model's equilibrium angle of attack and flight speed. "Trim" refers to the specific value of that equilibrium angle of attack or flight speed. "Stability" refers to what happens when the model is perturbed from that equilibrium condition.

Now this is the hard part for most modelers:

**Stability is controlled entirely by the position of the center of gravity, relative to the model's flying surfaces. Incidence, or decalage, has NO EFFECT ON STABILITY.** If your center of gravity is ahead of a certain point - called the "aerodynamic center" or "neutral point" - then your model will be stable. The farther forward the c.g. is, the more stable the model will be. However, it might not be properly trimmed.

Unlike stability, trim does depend on decalage as well as c.g. position. For any reasonable center of gravity, there is exactly one value of decalage angle that will give you proper trim. The farther forward the c.g. is, the more decalage will be needed to trim.

A couple of extreme examples to illustrate. If the c.g. is, say, well ahead of the wing leading edge, then the model will be very stable - it will want to dive, and it will quickly return to its diving condition even after a large disturbance. Is that stable? Yes. Is it desirable? No. Stable, but not properly trimmed for duration flying.

On the other hand, if the c.g. is behind the neutral point, you can still trim the airplane, using negative decalage (tail at higher angle of attack than wing), to trim at any desired flight speed. But, if it is perturbed, it will diverge. That means, if it is put into a shallow dive then the dive will become steeper; and if it is put at a higher angle, it will slow down practically to a stop and then execute a severe stall. This is the case of trimmed, but not stable.

If a model exhibits that kind of behavior - flies well until it is perturbed, then diverges - or shows tendencies to either stall or dive with the same set of adjustments - then you need to make it more stable by moving the c.g. forward. Then you will have to restore the proper trim by increasing the decalage.

Now, to get back on track - I increased the decalage by about 1/16" at the tail mount, and flying experience has shown that this was about right.

**Rubber peg** - I did not change the fore/aft position, but I did mount it higher up (just above the mid-body stringer) to keep the motor from dragging on the cabin floor.

**Prop** - I carved mine from a block (drawings attached), to get wider blades but lower pitch than the bandsaw blank provided.

**Dihedral and wing mounting** - I mounted the wing exactly as shown. Unlike some well-known Dimescalers (I won't mention any names, but his initials are SCM), I am perfectly happy with a wing rib butted up against the side of the fuselage. I feel the large contact area provides plenty of strength, especially if you have wing struts as this model does. (Editors note: If you build light enough you can get away with anything) I tried to be as accurate as possible on the dihedral, but got a bit extra. Better too much than too little. I think I have about 7/8" dihedral. Flight experience has shown this to be about right.

**Nose block** - Make it removable by cutting a rectangle out of the first fuselage bulkhead and gluing the cutout to the back of the nose block. Make the plug deeper with a couple of 3/32" sq. strips (see sketch provided). Mount the bearing with lots of down, and some right thrust. I built in perhaps 3 degrees down, and still had to add a 3/32 shim behind the top of the nose block.

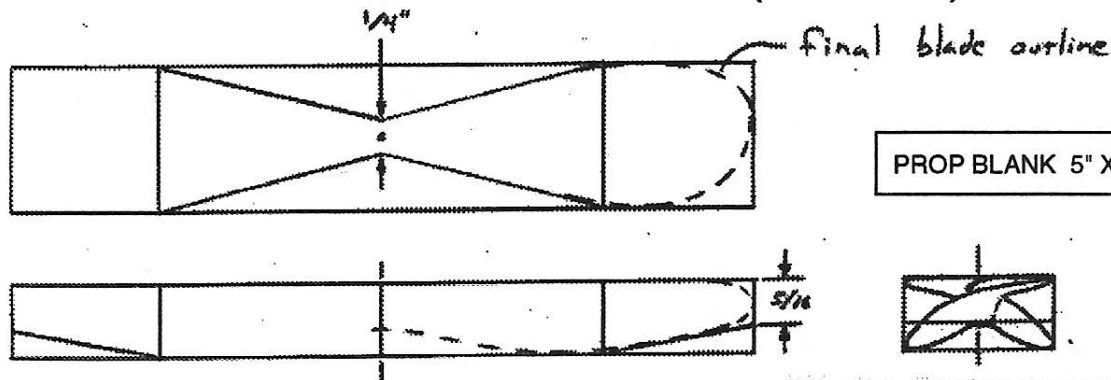
**Fin** - When I sanded the fin outline, I did it on one side only so as to produce a bit of camber for right turn. I also mounted it with a barely-perceptible angle for right turn.

### **Finish, etc.:**

1. Color. The plan calls for yellow wing and dark blue body. I am fortunate to have been given a few sheets from someone's 'special' collection of pre-WWII Japanese Tissue, including a sheet of beautiful deep, dark blue; so I used some of this on the fuselage.

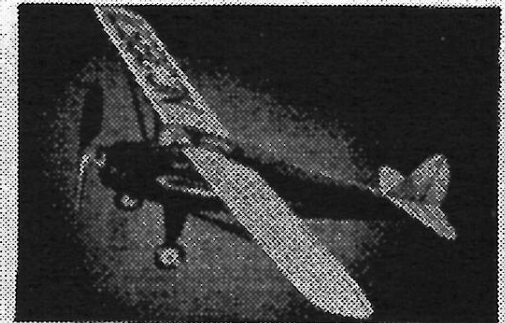
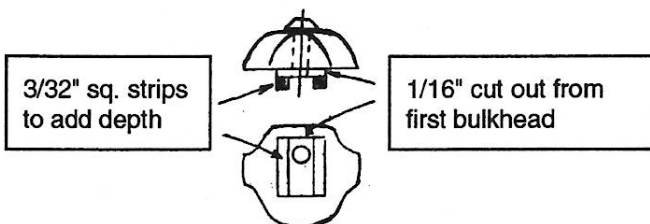
There is also domestic tissue in just about the same color; and there's a small enough amount of it used that it probably won't add any noticeable weight. Or, if you want the really light stuff, I still have some - let me know if you're serious about building a Luscombe and keeping it light. (Dave doesn't mention the weight; says he never weighed it. I'd guess about six grams or less. SCM)

## LUSCOMBE "50" COMET 16" DIME SCALE ( CONTINUED)



PROP BLANK 5" X 1" X 1/2"

### Nose block



No. A2 Luscombe "50"

2. Markings. This airplane is short enough that you can make the body stripe from the sticky part of a 3x5 size yellow post-it note. If you need to, put just a touch of glue or dope in key places around the edges to keep it from peeling up; mine has held up quite well so far. (Of course if it does peel up, you can always stick on another one!)

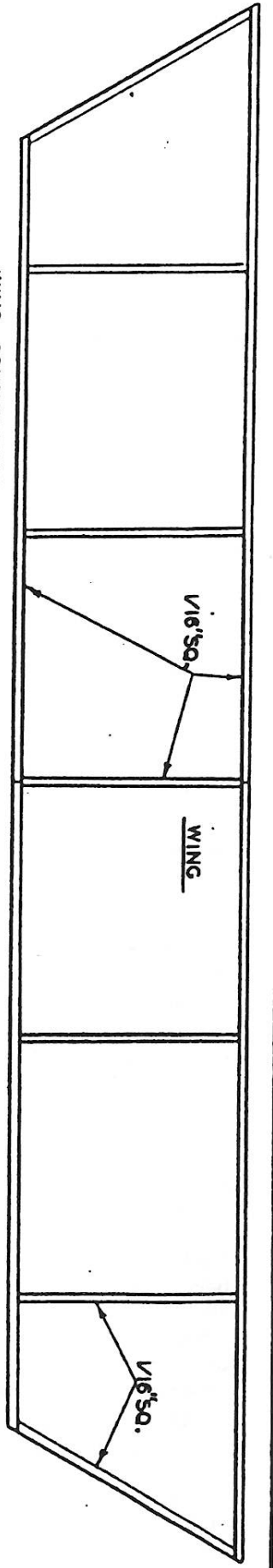
3. Finish. I did not dope this airplane. Again, weight is critical, especially in the back end. Dope the fuselage if you must, to protect it against rubber lube, handling, etc., but *please* don't dope the tail surfaces. (Also - I did not shrink the tissue except on the fuselage.)

**Flight** - A lot of nose weight was required to achieve a good glide, even with no motor installed. Since the nose is so short, I made a clay "spinner" to get the ballast as far forward as possible. Then, very little additional nose weight was required to balance the motor. I made my first flights with about a 10" loop of .063. Once I had ballasted the nose for an acceptable glide, powered flights were beautiful right away. With the built-in adjustments described above, no further effort was required to get a beautiful, slightly wide, right turn. A fairly benign stall occurs at higher power. I corrected most of this with additional down thrust. However, I still have to fly it a little bit on the stally side, because the slightest bit too much nose weight or down thrust causes the model to fly much too fast, ruins the climb, and drastically shortens the cruise. Better to stall once or twice.

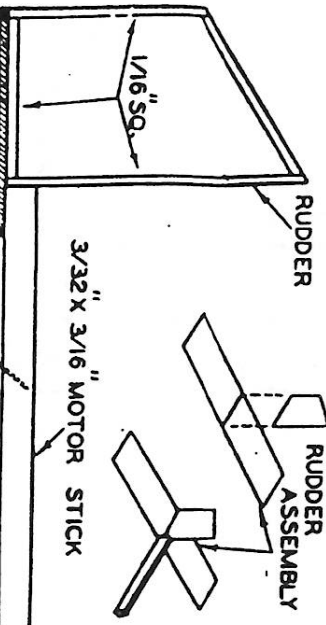
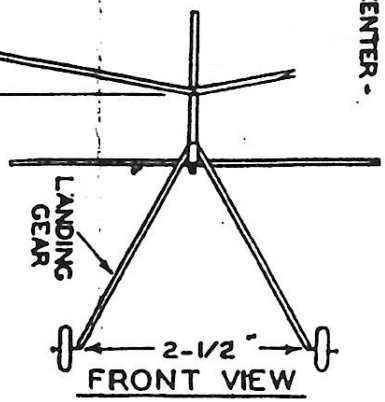
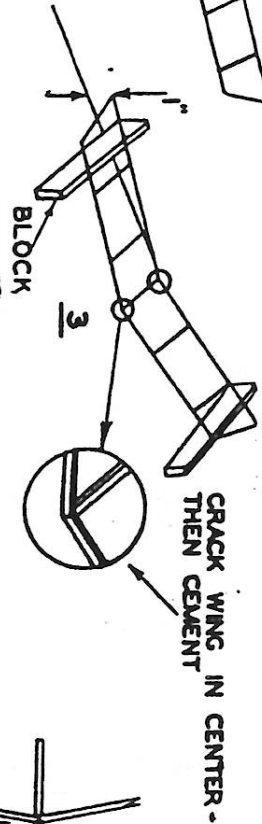
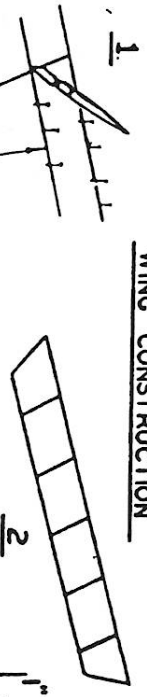
I find that motor selection is weight-limited rather than length-limited: I have never had a problem with bunching on this model, but if I use more than about 1.2 grams of rubber (i.e. a 14" loop of .058) the model loses all its sprightliness (and, when properly powered, it is a very sprightly model).

To accommodate different conditions, I have therefore adopted the practice of keeping my total motor weight roughly constant. 10.5" x .069 (~1100 winds), 12" x .063 (~1400 winds), or 14" x .058 (~1900 winds) for heavy, moderate, and still outdoor conditions respectively. With the shortest motor, the model will climb vertically, but the duration is only about 50 seconds - not enough to be competitive with larger dimescale models outdoors. However, the longest motor has produced several flights over 1:20, and still provides enough power that the model continues to gain altitude in the cruise, in still evening air. I suspect that I can use an even longer and thinner motor for indoor flying, with times approaching 2 minutes. However, I have not accomplished this yet. The only indoor flying so far was at the Building Museum, and the air was a bit too rough for an .052 x 16" motor that I tried. The .058 motor worked well, but I broke it at 2,000 turns and used the .063 motor for the mass launch, for a flight of 1:08.

Editors note: a plastic prop while not as "classy" as a carved one eliminates a lot of clay on the nose.

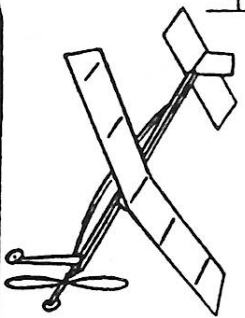
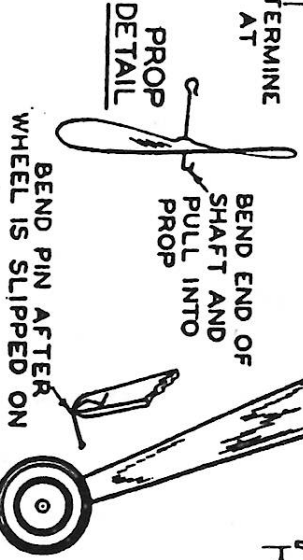
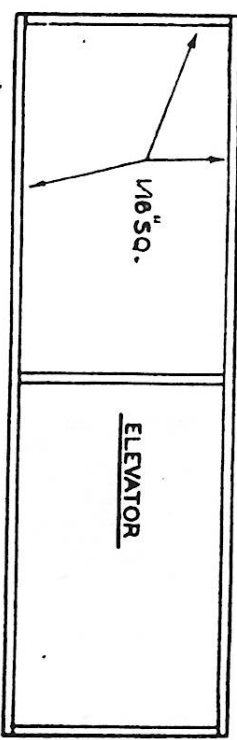


**WING CONSTRUCTION**



ELEVATOR - COVER ON TOP ONLY

NOTE: BALANCE COMPLETED MODEL WITHOUT WING TO DETERMINE POSITION OF MOUNT. THEN GLUE ON MOUNT WITH WING TO BALANCING POINT



**BABY ROG.**  
 WING SPAN 10" LENGTH 7-1/2"  
 DRAWN BY P. [Signature] KIT NO. W1



## Miles Mohawk

The Mohawk was built in the thirties as a personal transport for Charles Lindberg to use. He and Ann flew it around Europe. He also flew it to Berlin to meet Hitler and inspect the German war machine. Today the machine belongs to Lou Casey and is being restored. There is a nice 35 inch kit of the plane by A. A. Lidberg.

A few years ago I got an Easy Built kit FF-17 of the Miles Mohawk. I built it pretty much like the plans but used a one piece wing and better wood. The stuff in the kit was horrible. (They seem to be doing better as of late.) I did sheet the nose. It came out to 28 grams but flew pretty well. Since I have been going ape over dime scales recently, I took another look at the plans. 20 inch span, hmm I could lighten it up Comet style. I redrew the plans and built it with torsion style landing gear mounts as the first one I built had rigid gear which kept snapping off sometimes taking parts of the wing with it. I put a few more details on it. The finished model came out 18 grams and looks great.

It did not fly so great, however. I compared the two models why did the old heavy one fly so well and the new light one wanted to wander. The wheel pants on the new one were bigger and more scale. It also had more relative power and wanted to climb at a higher angle. I have now gotten it trimmed, but more dihedral or less rudder area would help. I have decided to add this to list of bogus Comet kits out there.

Some comments are in order about building it. The wing is rather straight forward. What I don't show on the plans is 1-3/4 inches of dihedral in each outer panel. (Up from the 1-1/8 I used.) The leading and trailing edge as well as spars are of 1/16th square. The tips are laminated from 1/32 x 1/16 strips. I used a 1/16 square spacer to make sure the landing gear slots are a snug fit on the landing gear. The landing gear wire is bent up from .020 music wire. Make two, one opposite. This wire is bound to a piece of 1/16th square with thread. The idea is to let it pivot freely at the out board end and hot stuff the 90 degree spur at the inner end. I usually use a tissue paper tube as a pivot to keep from gluing the wire and thread to the mount. The long pivot arm is there to prevent the back of the wheel pant from puncturing the tissue behind it in a landing mishap. The wheel pants are made up of several laminations of 1/16th sheet. How many depends on the thickness of your wheel. I used three. The central one had the strut extending up to the wing.

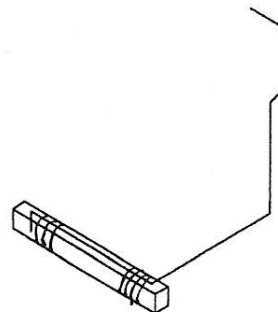
The fuselage is the usual of 1/16th square longeron construction. 1/4 x 1/16 uprights are used at the motor peg and nose. The flat top from former # 4 aft makes inverted assembly easy. After the basic box is assembled the top formers are added. After gluing them on I run a sanding stick along their bottoms to increase

rubber clearance. Formers 5 & 6 are made from medium 1/16th square and sheet over the plan. Formers # 7, 8, & 9 are made from sheet. The ticks indicate the locations of the stringers. I just used a central stringer on the nose and covered it with bond paper.

The nose has an extra former of 1/64th plywood labeled NB. This greatly strengthens it. The plan shows a bunch of laminations for the nose block, but I really just used 3 pieces of 1/8th sheet to make a block like NB. Several disks 1/2 inch in diameter were laminated together and glued to the nose block as shown on NB. The nose block was the inserted in the front of the model. Light sanding of the 1/2 inch hole in NB may be necessary. A snug fit is desired. When it fits well, a 1/16 hole is drilled through the nose block and the forward bulkhead. A 1/16 hard wood dowel is then glued in the back of the nose block. A 1/16 round balsa plug is glued in the front of the nose block to close the hole. The nose block may now be carved to shape.

The tail feather outlines are laminated from 1/16 x 1/32. The outer aft stab radius is a little small and might better be made with a triangular insert similar to former 5. The rest is 1/16th square. The windshield was carved form a block and used to mold the front piece from thin acetate. The rest of the canopy was made from cellophane with bond paper strips. After the fuselage and wings were covered they were assembled with Ambroid and the triangular 1/16 sheet filler was added. The stab is glued in place and the fin is pinned and glued to the top central stringer.

The color scheme is black fuselage with orange wings and tail. The fuselage and pants have orange stripes. I sprayed some tissue with orange acrylic on a frame to make some opaque orange tissue to make these stripes. The registration is white tissue made in a similar manner. I use thinned RC-56 to glue this on the model. I might add I sprayed it with a mixture of nitrate dope and lacquer first. I have been flying it with a six inch peck prop and two loops of 1/16 rubber, about 3 grams worth. Two degrees down thrust, zero side thrust and left drag flap seem to do the job. A tweek of rudder governs the size of the left hand circle.



LANDING GEAR ASSEMBLY

## Comet Phantom Flash



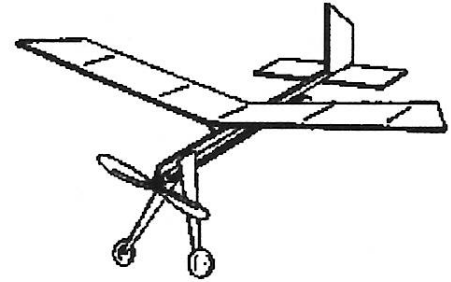
The phantom flash is a kit that I resisted building as a kid. By golly it just wasn't scale. Finally, one day it was all they had at the local 5&10 and my father said he would buy it for me. (He might have known something). My modeling buddy had one too. Well we built them. And as I recall, I

had a devil of a time with the wing mount, it kept splitting. The balsa at the end of the war was terrible. The prop was made from the print wood sheet stock. Then it came time to fly them. After some low power glides to get the cg right. (At least we had that much figured out.) We went out to the street in front of the house where they could rise off the pavement. Now I might as well say that the street was called Walnut Boulevard for good reason the street was lined with old walnut trees. We released the Phantoms and both rose from the ground and found a perch in the trees. Mine did not turn as much and went across the street before roosting. My buddies climbed faster and turned to roost behind us. WOW! Nothing else we had built would do anything but lose altitude or loop into the ground. We retrieved them and managed to put them on roofs as well as up in trees before beating them to death. Flash forward 53 years. I decided to build the Phantom Flash even if its not a scale ten-center, since I wanted to have something to fly at the Building Museum. I called up Penn Hobbies and got the kit four days later. I had a new scanner so I scanned the insignia and printed it on the back side of the tissue I intended to use. This allows me to slobber on dope with a brush with out streaking the insignia. Then I built the framework to go under it. I built it per the plans. I used peck plastic wheels and a 5.5 inch plastic prop. I bushed the thrust button with alum. tubing. I bound the rear rubber hook with thread and put a loop in it to move the rubber away the motor stick to prevent the rubber from rubbing. (More about this later.) I used a reverse "s" hook and swing clutch to allow easy exchange of props. The all up weight was 7.3 grams including a 2 gram prop. For nostalgia's sake I used a single loop of 1/8th rubber 11 inches long weighing 2 grams. Of course no lube or braiding to closer resemble the office rubber bands I used long before. After adjusting the wing for cg position, I found I need a paper match stick under the front wing mount to get a good glide. I did not use many winds as I had trees in my front yard. At the Building Museum I wound it up and all it did was to taxi very fast. I doubled up the match stick shim and released it again. It screamed across the floor for fifty feet and then lifted off and started to climb. The angle of climb increased until it was vertical. After about fifty feet of altitude the angle of climb gradually reduced and the Phantom entered a cruise climb mode making it all the way up to the ceiling

95 feet over head. It then glided back down with the rubber hanging in a big loop underneath, the prop slowly free wheeling. This performance was repeated over and over to the enjoyment of the crowd. I did get rather tired as quite often it landed on the third or fourth balcony and only made it down to the launch level twice. It finally dawned on me what was happening. At full winds the motor stick would bend slightly, the rear hook putting a rather larger moment on it and then the elevator would be at a positive angle, effectively down stick. As the winds came down the tension would release and the down trim would gradually reduce. At low power in my front yard I never saw the effect.

## Comet BABY ROG

The Comet 5¢ BABY ROG is built right off the plan with no intentional deviations. I notice that by the plans I have put the wings and

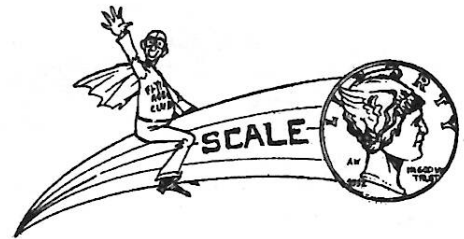


rudder on backwards. Flat sections don't care which end is forward. The wing does end up with the front of the pylon 1 inch from the end of the fuselage stick. The wheels were made form two cross laminations of 1/16th balsa with 1/32 ID aluminum tube hubs and mounted with pins per the plan. I soldered a 1/32 ID brass tube through the thrust bearing to move the prop forward to avoid hitting the landing gear and allow for rudimentary thrust adjustment. The rear hook was bent from .025 music wire and bound to the fuselage with thread as was the thrust bearing assy. I made a 3-3/4 dia prop from a 7-11 coffee cup and painted it silver with brushed Poly-S to cover the printing; it seemed to double in weight. A carved balsa prop would not be amiss here. I sprayed the jap tissue with alcohol to shrink it and with a thin coat of 50-50 lacquer - nitrate dope to water proof it. No, it did not warp. It weighs 2.9 grams and I have flown it with a 8 inch loop of 1/16 rubber weighing 0.65 grams, unbraided and unlubed. Perhaps too much power it zooms up from a ROG most spectacularly but doesn't fly forever and only got to the third balcony at the Building Museum. I sat down and built the BABY ROG in an evening to take to the Building Museum and to compare it with the 10¢ Phantom Flash. It is harder to trim as I had to re-glue the wing mount several times to get the balance right and eliminate clay ballast. It also doesn't fly as well.

At the next Building Museum session I hope to see a few more ROG's as well as Washingtonians and dime scales.

PENN VALLEY HOBBY CENTER PRICE LIST  
FOR COMET DIME SCALE ONLY

	PLANE	W/S	SFM	PRICE
A1	PAHNTOM FLASH	16	1220 COM	\$9.95
A2	LUSCOMBE '50'	16	1185 COM	\$10.95
A3	FAIRCHILD '24' RANGER	16	1125 COM	\$10.95
A4	AERONEER 1-B	16	1015 COM	\$10.95
A5	VOUGHT PURSUIT	16	1290 COM	\$10.95
A6	AERONCA SEAPLANE	16	1010 COM	\$9.95
A7	CONSOIDATED BT-7	16	1065 COM	\$10.95
A8	WILEY POST MODEL 'A'	16	1300 COM	\$10.95
A9	CURTISS HAWK P6-E	16	1090 COM	\$11.95
A10	PUSS MOTH DH-80	16	1120 COM	\$9.95
A11	STEARMAN 76	16	1260 COM	\$10.95
A12	CURTISS WRIGHT COUPE	16	1110 COM	\$10.95
A13	RYAN CABIN SCW	16	1230 CON	\$11.95
A14	LOW WING AERONCA	16	1005 COM	\$9.95
A15	NEW TAYLOR CUB	16	1210 COM	\$9.95
A16	BOEING P-26	16	1045 COM	\$9.95
A17	ART CHESTER JEEP	16	1030 COM	\$9.95
A18	WINNIE MAE VEGA	16	1305 COM	\$10.95
A19	CORBEN SUPER ACE	16	1070 COM	\$10.95
A20	HOWARD'S MR. MULLIGAN	16	1205 COM	\$10.95
A21	CURTISS HAWK P-36	16	1085 COM	\$11.95
A22	GREAT LAKES TRAINER	16	1160 COM	\$10.95
A23	STINSON 105	16	1265 COM	\$9.95
A24	CURTISS ROBIN	16	1100 COM	\$9.95
A25	WARTIME SPAD	16	1245 COM	\$10.95
A26	FOKKER D-7	16	1145 COM	\$10.95
A27	MONOCOUE 90A	16	1200 COM	\$10.95
A28	REARWIN SPEEDSTER	16	1225 COM	\$10.95
A29	HARLOW	16	1165 COM	\$9.95
A30	ALLIED SPORT	20	1025 COM	\$10.95
A31	AKRON FUNK B-1	20	1020 COM	\$10.95
A32	NORTH AMERICAN NJ-1	20	1215 COM	\$10.95
A33	TAYLORCRAFT	20	1275 COM	\$10.95
A34	SPARTAN FIGHTER	20	1255 COM	\$11.95
A35	VULTEE ATTACK V11-GB	20	1295 COM	\$10.95
A36	HAWKER HURICANE	16	1170 COM	\$10.95
A37	MESSERSCHMITT 109	16	1190 COM	\$10.95
A38	SUPERMARINE SPITFIRE	16	1270 COM	\$11.95
A39	GERMAN ARADO AR96B-2	16	1155 COM	\$9.95
A123	CURTISS AIRMAIL BIPE	16	1075 COM	\$10.95
A139	FLEET SPECIAL BIPLANE	16	1140 COM	\$10.95
A141	CURTISS FALCON A-3	16	1080 COM	\$10.95
A151	VIKING KITTY HAWK B-8	16	1285 COM	\$10.95
A152	SPARTAN BIPLANE	16	1250 COM	\$10.95
A157	TIGER MOTH BIPLANE	16	1280 COM	\$10.95
A158	FARMAN STRATOPLANE	16	1135 COM	\$9.95
A173	HEATH I NR-4 'PARASOL'	16	1175 COM	\$9.95



PEN VALLEY HAS A MIX OR MATCH  
DEAL WHERE IF YOU BUY 3 OR  
MORE KITS YOU CAN DEDUCT \$1.  
PER KIT

They feature a lot more kits than I have  
listed as I have only listed their Comet  
Dimers. Give them a call.

One reason that it is difficult to trace the  
old Comet kits is that their numbering  
scheme changed several times. In 1936  
all the kits dimers and larger were all  
carried in the same number series. The  
series started some where above 100 and  
went on sequentially with what ever kit  
came out next regardless of the size or  
price. If you look at the 1936 Dimers the  
numbers seem to jump. What they are  
skipping over the other price kits that  
shared the sequence. Later the Dimers  
that remained in the catalog picked an A  
series number starting with A1 and going  
eventually to A39. Earlier kits that were left  
out of the new A catalog can only be  
identified by their old 3 digit number. The  
renumbered kits had at least two numbers,  
the old 3 digit and the new A number.  
Some times they had others as some  
Comet catalogs reassigned A numbers  
when a kit was discontinued. Comet also  
did this with their other series. Trying to go  
back to the original "one star" sequence is  
further complicated by a neo-dimescaler  
the "lone star" #123 Curtiss Carrier  
Pigeon. The title block is such that you  
have to look closely to note the "l" that  
changes it from a "one star" to a "lone  
star". Very clever, this forgery has been  
picked up by Fike and now Penn valley as  
the real thing.

## Rolfe Gregory an Appreciation

Rolfe's addiction to aviation began in the summer of 1927 when Charles Lindbergh, who had only a few months earlier soled across the Atlantic, flew over Rolfe's home town of Petersburg, Virginia. By age 15, Rolfe and his modeling friend, Woodrow "Woody" Holleman, started the Gregory-Holleman Model Aircraft Company. Rolfe and Woody designed and built models that they sold by mail order. These were completed models ready to fly, and were shipped in large corrugated cardboard boxes.

(The R/C industry was not the first with ARFs.)

Rolfe got his flying license at 19. He became an engineer and went to work for The Luscombe Aircraft Corporation in New Jersey where he met his wife Nancy, the daughter of a local pilot. Rolfe attended the 1938, 1939, and three post-war National Air Races in Cleveland Ohio. He had a 'fly-in' pass, which gave him unlimited access to the hangers, aircraft, and pilots. He wrote about his experiences at these events, as well as many other aviation associated antidotes, for MAXFAX.

Rolfe became the Chief Engineer for Luscombe before it folded. He then came to Hagerstown to become head of the Patent Division of Fairchild Aircraft Corporation. Later he moved to the DC suburbs, worked in the Air Force patent office and became a Maxecuter. Rolfe used to haunt the Smithsonian Air Museum at lunch time, doing model research. He published quite a few model plans in magazines, often including personal experiences about the aircraft being modeled. When it came to aviation history, Rolfe was a walking encyclopedia, dispensed with humor and dry wit.

*Allan Schanzel / Stew Meyers*

### ROLFE GREGORY'S MEMORIAL

Nancy Gregory held a memorial service on Saturday November 29, at the Fourth Presbyterian Church on River Road in the Washington D.C. Area. A good sized group was in attendance, and the Maxecuters were well represented. Rolfe and Nancy's Grandson Victor gave a very nice eulogy for his gran'pa. Allan Schanzle gave an excellent dissertation recapping Rolfe's life and his numerous accomplishments. I was really pulling for Allan to get through his talk without breaking up. While Allan was speaking I recalled what my grandfather told me one time when my grandmother died. "It takes a man to know when he has earned the right to cry", so I indulged myself and had a good cry, while Allan had to use restraint and get through the Eulogy. He did an excellent job.

We all went to a reception after the service, which Nancy arranged for at a club on Shady Grove Road. The Maxecuters immediately rearranged the tables just

### PHOTO PAGE

We have departed from our usual photo page format to dedicate this page to our good friend and modeler extraordinaire Rolfe Gregory. Rolfe will no longer be with us at the flying field but will always be with us in our hearts and minds. Rolfe left this earth in November to fly with the Angels above. We will sorely miss him, his humor, and his many innovations in modeling aircraft. An example in the first photo is his Luscombe Silvaire which was constructed using the full scale aircraft patterns to make the fuselage covering from aluminized paper. We remember him competing in the indoor AMA NATS at Westover with this model many years ago. Unfortunately Rolfe never did publish the plans and patterns for the Silvaire. But he did publish a great set of plans for the Luscombe Phantom and other aircraft.

Our second photo from one of the early FAC NATS shows Rolfe with Nancy, his devoted mate and companion during most of his life. Rolfe never had to bring a 'stooge' to the field since Nancy was always ready, willing and able to encourage him in his lifelong pastime. Nancy carries on with many memories to cherish of her travels through life with Rolfe. We are hoping that one of Rolfe's grandsons will pick up the torch and follow in his footsteps. Good-bye for now Rolfe!

like they usually do at Wendy's after a flying session so that they could sit together. Everyone had a good visit and all enjoyed recalling the good times that we all had with Rolfe. Tom Schmitt recalled that when Rolfe had to get up at 4:00 AM to go work down in DC he would kick the trees in his yard on the way out of the house and mumble "OK birds, If I have to get up at this hour, you need to get up too!!" The group began leaving a little before 3:00 so Helen & I said our good buys to everyone and we told Nancy that we had to get home and kick the trees in the morning.

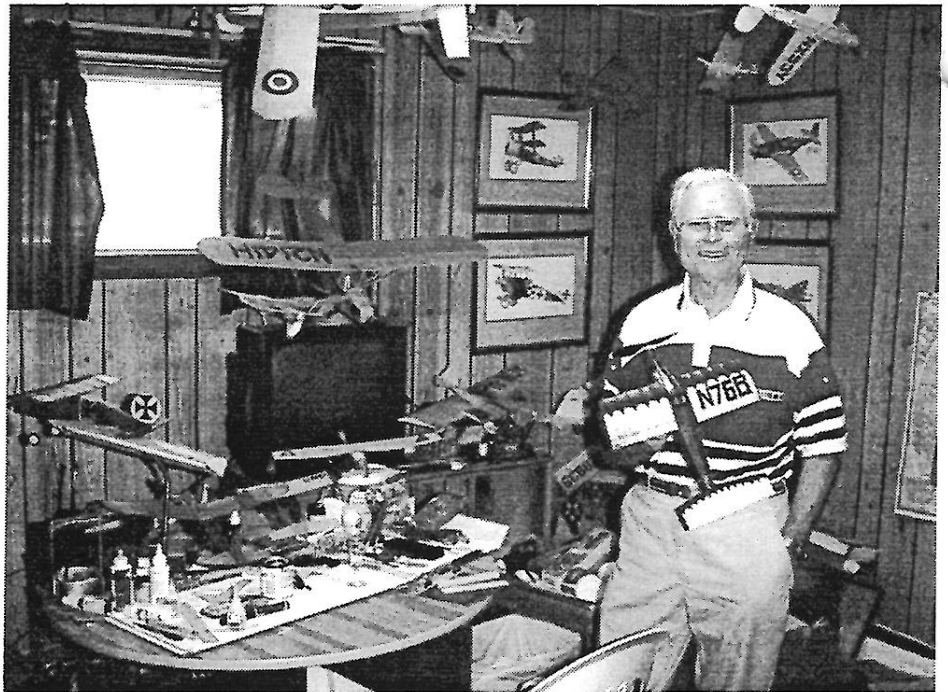
We will all miss Rolfe. His contributions to commercial aviation were many, and he was a first class modeler, proud recipient of the coveted "Blue Max", and has won more competition trophies than could be displayed on his trophy case. We Maxecuters are much wealthier for having known him, because we still have all of the C.A.V.U. (Ceiling And Visibility Unlimited) articles that he wrote and published in the Max-Fax. Thank you Rolfe and God's Speed!!

*Jerry Paisley*



## THE MAXECUTERS AND THEIR WORKSHOPS

Aha! We finally caught our illusive 'flying Scotsman' Doug Buchanan in his workshop. Doug's shop is not one of classical clutter; rather it has that 'let's get it done' look! Doug has been one of our most prolific local builders. He would rarely miss an opportunity to fly unless a golf companion asked him first. Unfortunately a variety of ailments has slowed him a bit in recent months and years. But after a recent illness he is back at the workbench and working on a new secret project. When visiting Doug he always has a bottle of good Cognac to welcome his guests. We always look for that 75 year old 'Calvados' that he keeps stored away. Doug acquired his appreciation(?) of Calvados after going ashore with the initial waves of the Blue/Gray 29th Division at Normandy. After a nip or two of brandy Doug will relate to his fellow modelers some of the problems of fighting their way up that beachhead. We are looking forward to seeing him back in action this coming summer at 'Shangri-La'.



### CAMMA COLLECTO Sunday, Jan 18, 1998

SAM Chapter 10 (Capital Area Antique Modelers Association) is sponsoring the Tenth Annual MECA Collecto. It will be held in the meeting room of the Fairfax County Tyson's-Pimmit Regional Library, 7584 Leesburg pike, Falls Church, Virginia. Exit the Washington, DC Beltway (I-495) on to State Route 7 (Leesburg Pike), Virginia 10 East, toward the City of Falls Church. After passing the second traffic light, take the next left turn into the library parking lot. This is the same location as used for previous Falls Church collectos.

In case of another blizzard as in 1996, we will postpone to Sunday, 29 March 1998. Donations will be accepted to cover the cost of running the event and for refreshments (coffee and donuts). Since the library has only ten tables for our use, if convenient, please bring tables if you are displaying. Your hosts are Jim Coffin, 703-256-3856 and Marty Schindler, 703-938-3975.

### MODELS & INTERNATIONAL MODELERS

Hannan's Hangar may not be a mass production publisher but the quality is worth waiting for. It has been about a year since Bill's last volume but the latest is a great and true reflection of the scale modeler's art around the world. Now we must admit you have to have a love affair with French aviation and Farmans in particular to fully embrace this one. We must also admit a certain attraction to the Farman 451 after seeing one hanging in the Musée de l'Air. However Bill gives us something for everyone. Besides the other plans and nifty assortment of photos introducing us to modelers and their models, Bill manages to lace his book with enough pulchritude to remind us that behind almost every modeler there is a loving wife, friend or daughter. To order, Bill and Joan Hannan can be reached at HANNAN'S RUNWAY, BOX 210, MAGALIA,, CALIFORNIA 95954. Their phone and fax numbers are (916) 873-6421 and (916) 873-6329, respectively. The price is \$10.95 plus \$2.50 postage. Ask for their latest catalog of aviation books and plans or check their web page at <http://pages.prodigy.com/runway/runway.htm>. You will find many items that are difficult to locate elsewhere. Bill and Joan will accept Visa and Mastercard orders for over \$15.00.

Check out the Maxecuter Website  
<http://www.his.com/~tschmitt/index.html>

The opposite page has the results of the Maxecuter Summer Fun-Fly that were omitted from the last issue.

## CONTEST RESULTS FOR 1997 SUMMER FUN-FLY

### GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE	
		1	2	3	4	5	6	7	8		
FLIGHT A											
CLAUDE POWELL	STINSON 105	X									
WALT FARRELL	CORBIN SUPER ACE										1
BOB MC LELLON	CORBIN SUPER ACE	X									
JOHN HOUCK	REARWIN SPORTSTER	X									
TERRY PITTMAN	GENERAL SKYFARER	X									
STEW MEYERS	MILES MOHAWK		X								3
BILL BELL	MONOCOUE	X									
JOHN LEWARS	DAYTON - WRIGHT RACER	X									
BOB MARCHESE	CURTISS ROBIN	X									
MIKE MOSKOW	HOWARD		X								2

### EMBRYO

NAME	BONUS	FLIGHT TIMES (SEC)				TOTAL POINTS
		FLT 1	FLT 2	FLT 3	TOTAL	
1. MIKE MOSKOW	0	120	120	91	331	331.
2. DAVID AERONSTEIN	6	120	120	80	320	326.
3. WALT FARRELL	6	118	94	73	285	291.
4. RUSS SANDUSKY	6	40	-	-	40	46.

### DIME SCALE (SINGLE HEAT)

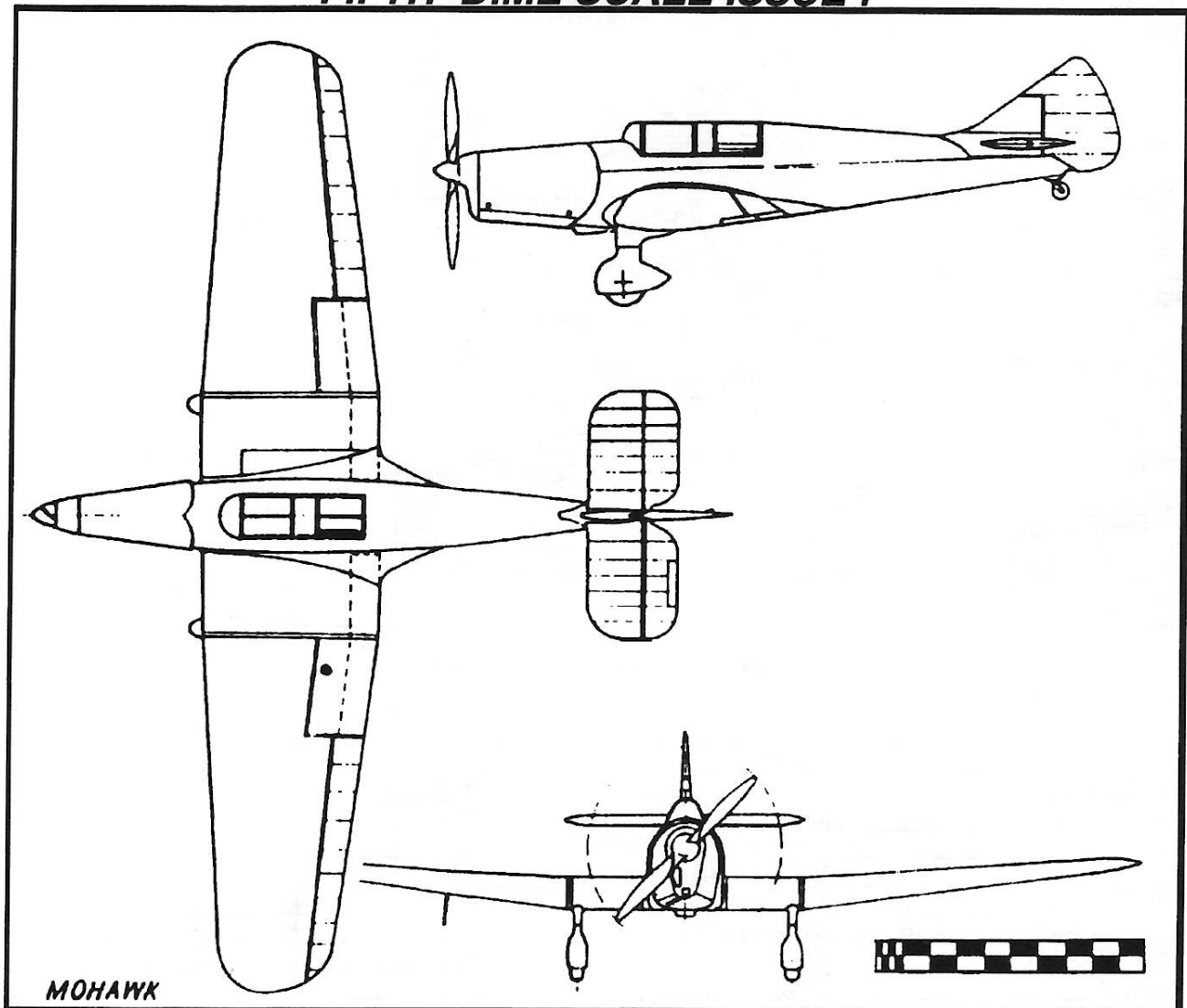
NAME	AIRCRAFT	ROUND ELIMINATED								PLACE	
		1	2	3	4	5	6	7	8		
CLAUDE POWELL	ONG CONTINENTAL	X									2
WALT FARRELL	ALLIED SPORT	X									3
BOB MC LELLON	C-34	X									
JOHN HOUCK	PHILLIPS AERONEER	X									
TERRY PITTMAN	DEWOITINE	X									
JERRY PAISLEY	VULTEE V-11	X									
MIKE MOSKOW	DH PUSS MOTH	X									
DAVE ARONSTEIN	LUSCOMBE 50	X									
STEW MEYERS	BT-9										1
JOHN LEWARS	STEARMAN TRAINER	X									
RUSS SANDUSKY	CURTISS ROBIN	X									

### RACERS/AEROBATICS (SINGLE HEAT)

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE	
		1	2	3	4	5	6	7	8		
DAVE REES	HOWARD PETE										1
CLAUDE POWELL	BUCKER JUNGMEISTER	X									
WALT FARRELL	CR-3	X									
MIKE MOSKOW	HOSLER	X									
TOM HALLMAN	LOOSE RACER	X									2
STEW MEYERS	CHESTER JEEP	X									3
DAVE FRANKS	JACKRABBIT	X									
JOHN HOUCK	CHESTER JEEP	X									

TRANS-COMSAT SPEED ..... PAT DAILY  
 TRANS-COMSAT NAVIGATION ..... JERRY PAISLEY

## FIFTH DIME SCALE ISSUE !



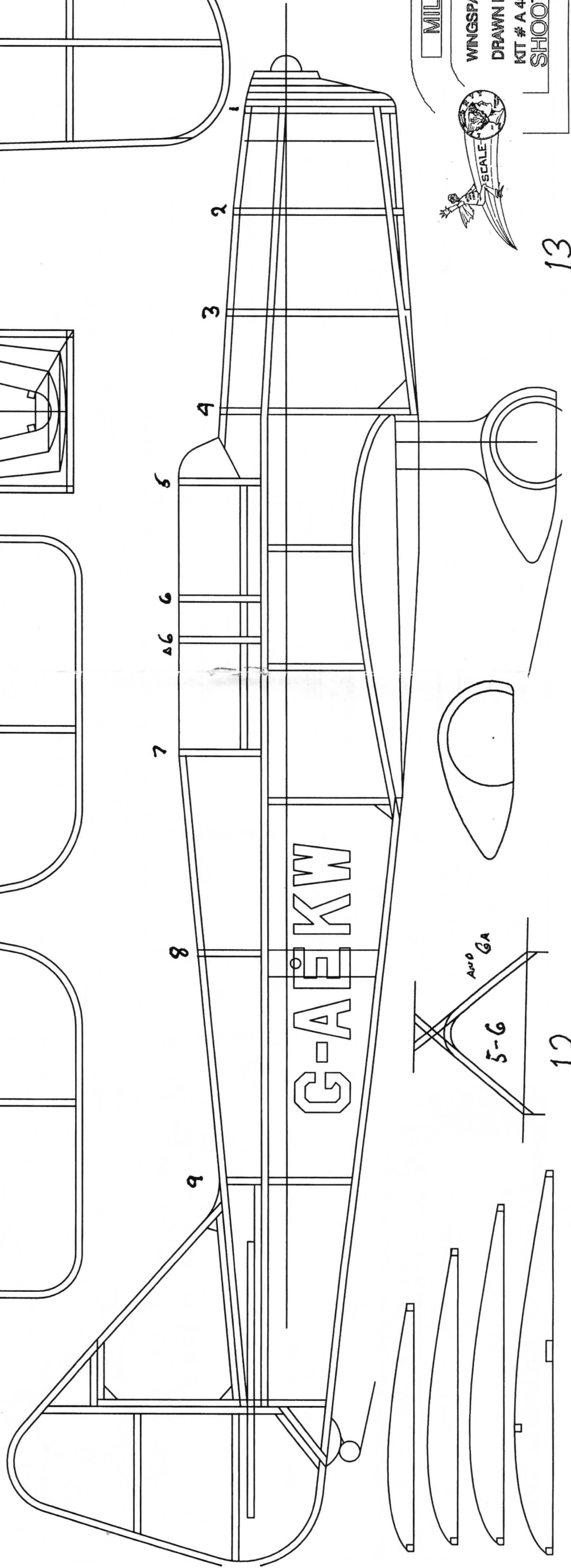
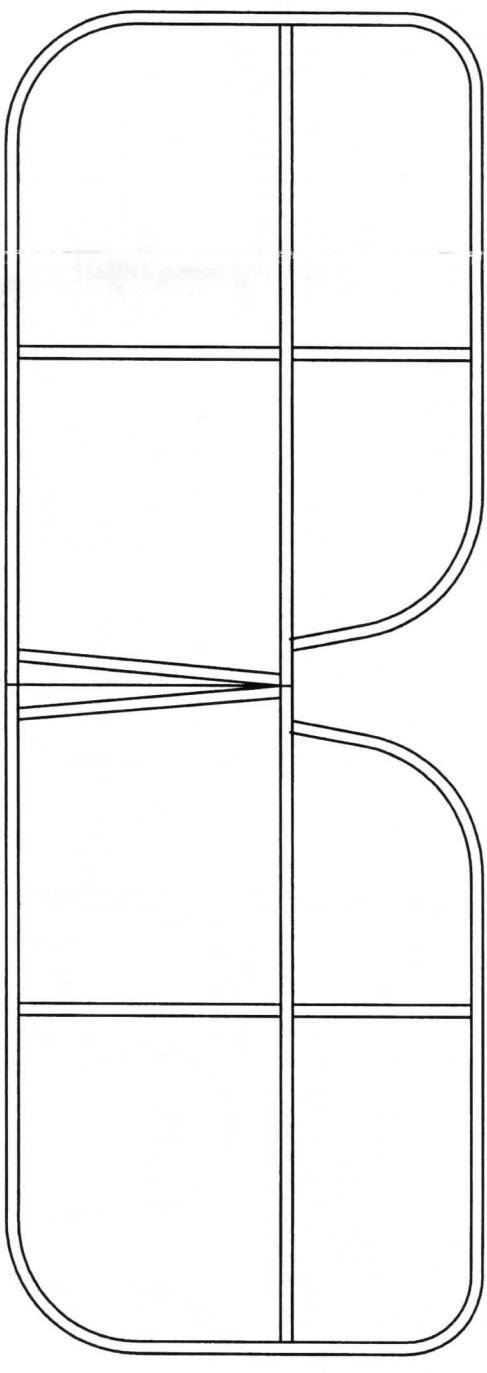
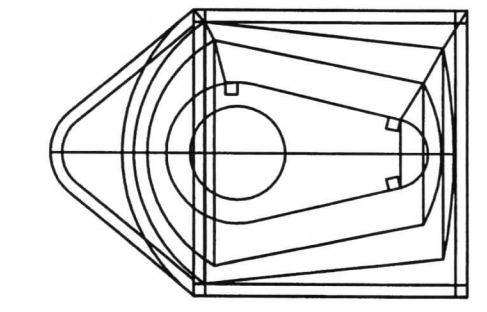
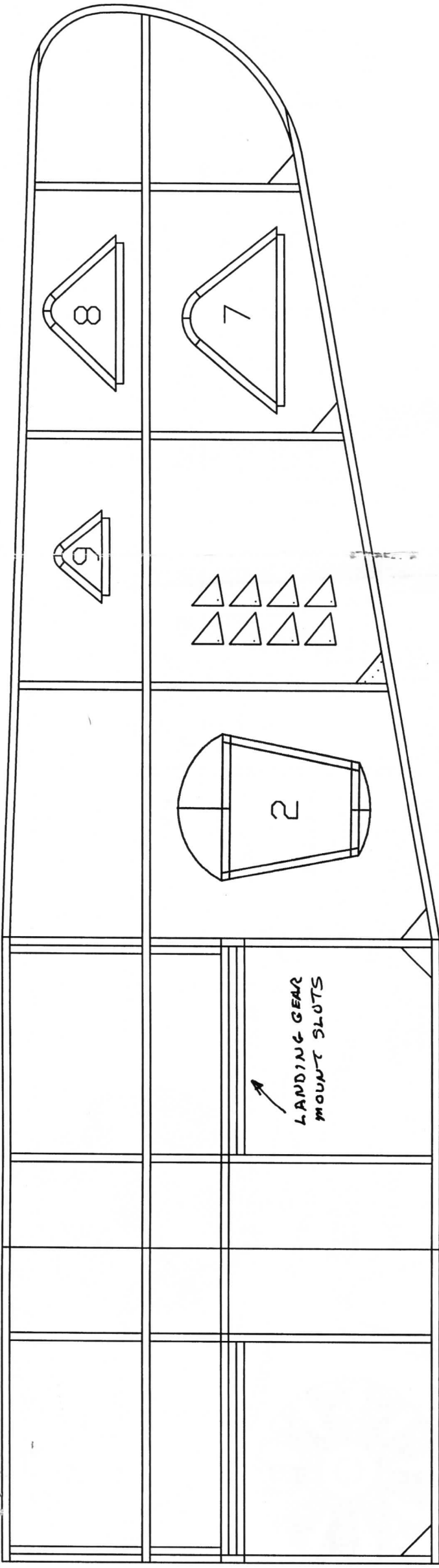
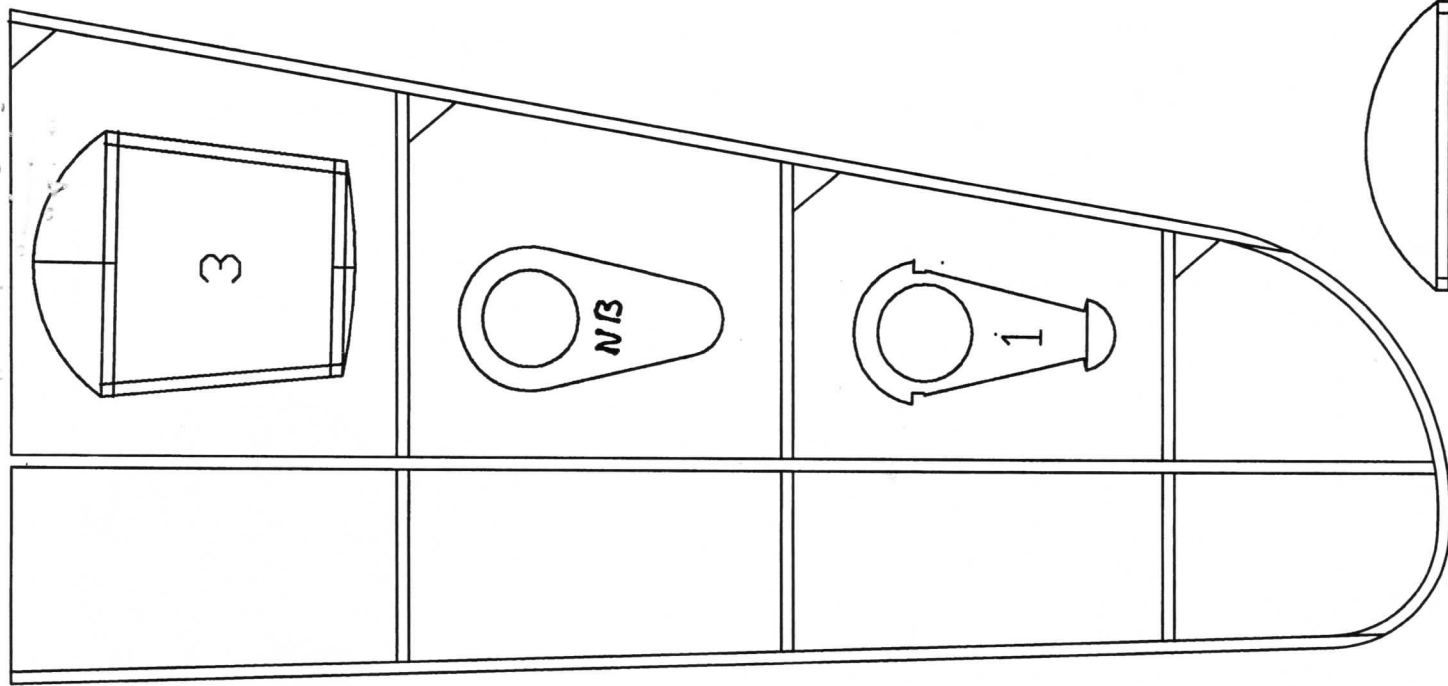
**NOTE : Your Dues Are Due**

**CLUB OFFICERS** President: Hurst Bowers, 1640 Birch Rd., Mclean, VA 22101  
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

**MEETINGS** - The D.C. MAXECUTERS hold meetings on the first Tuesday of every month at the College Park Airport, the oldest operating airport in the U.S.

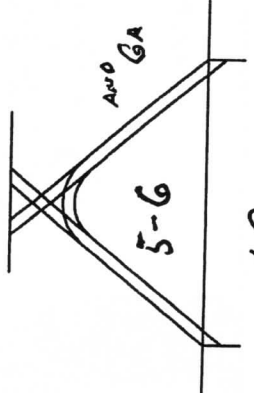
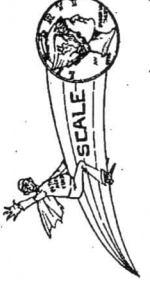
**MEMBERSHIP** - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer.





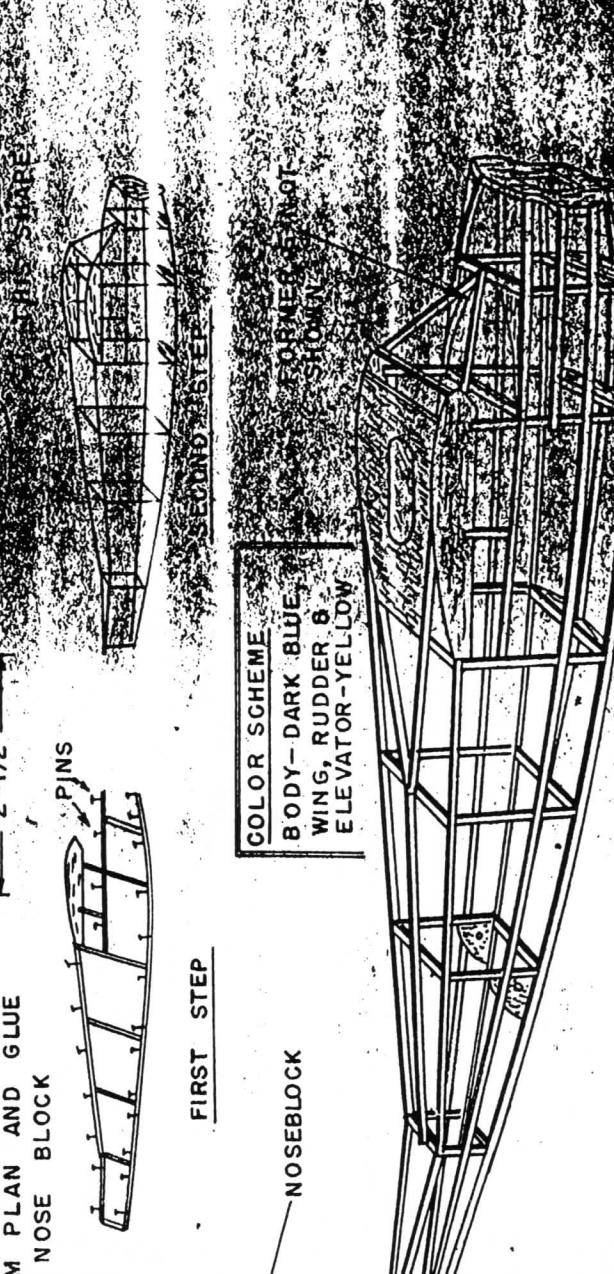
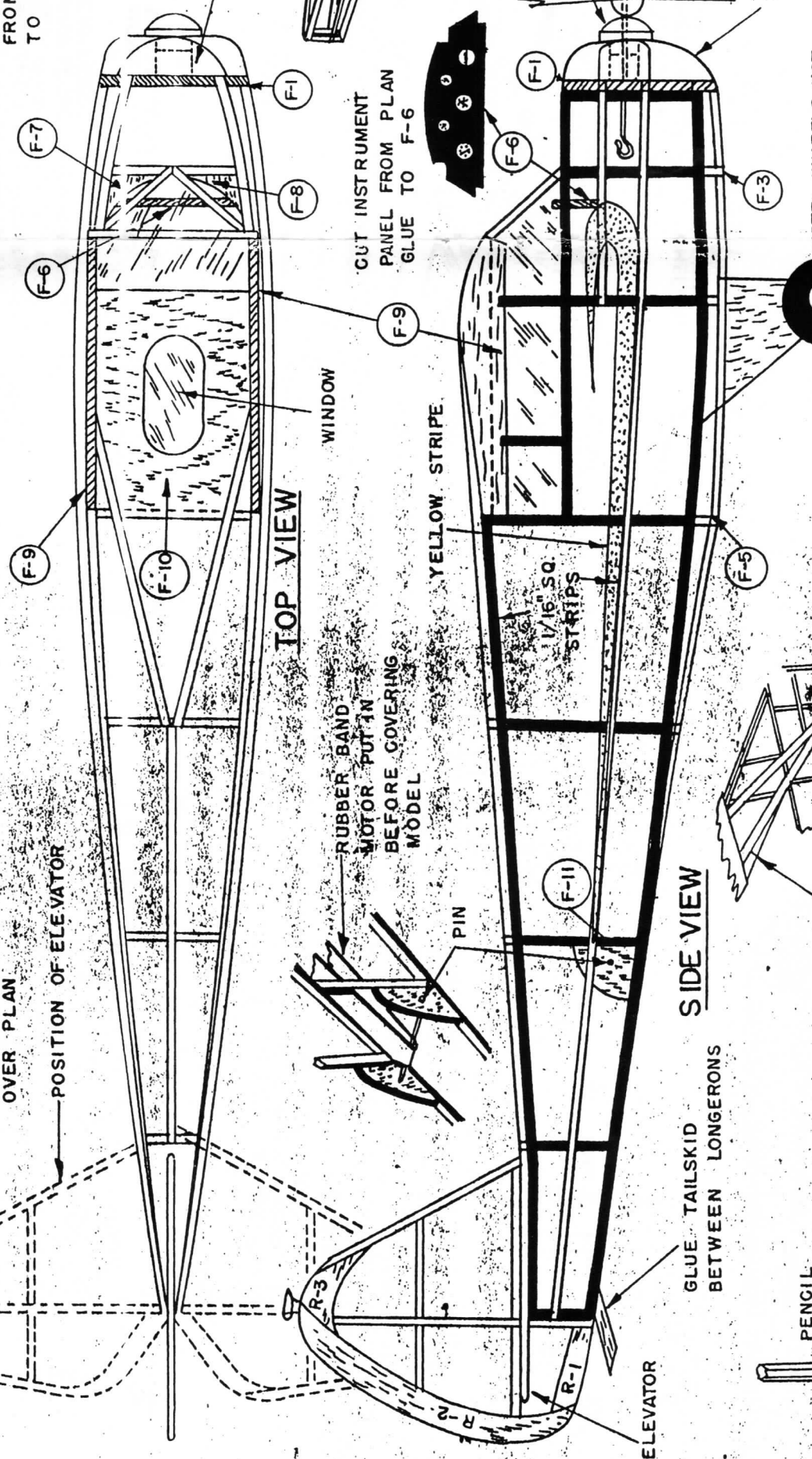
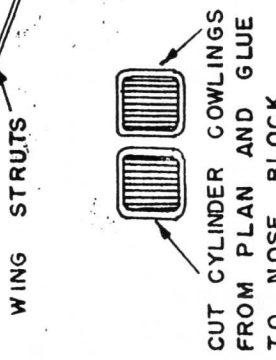
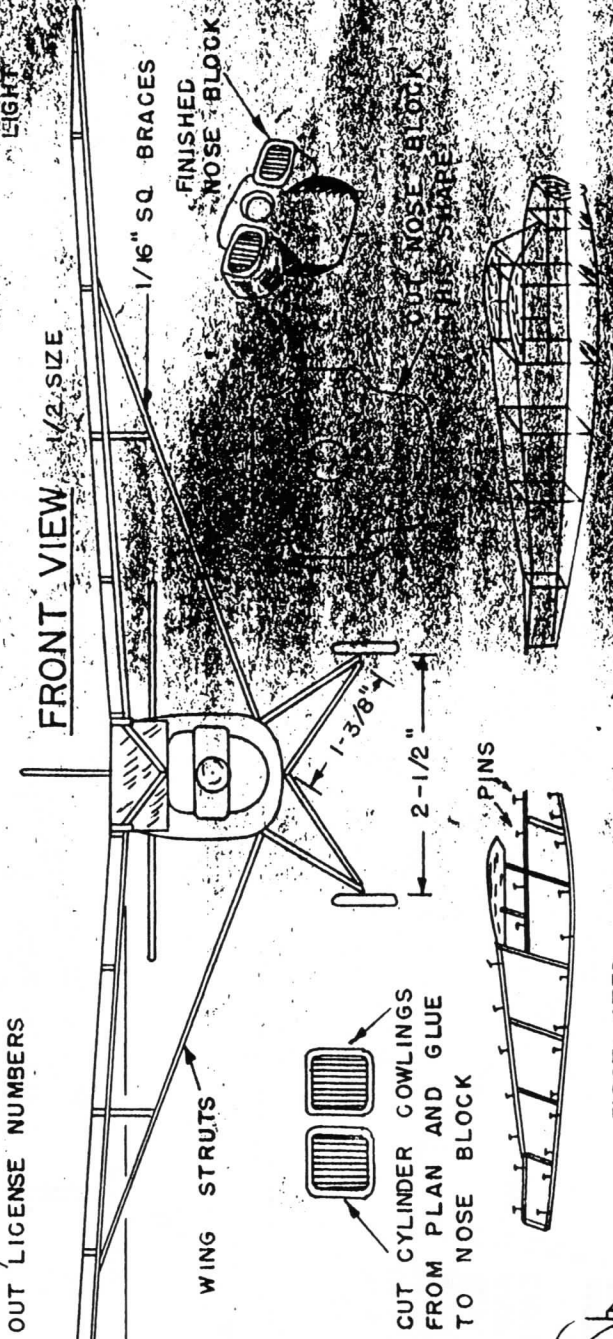
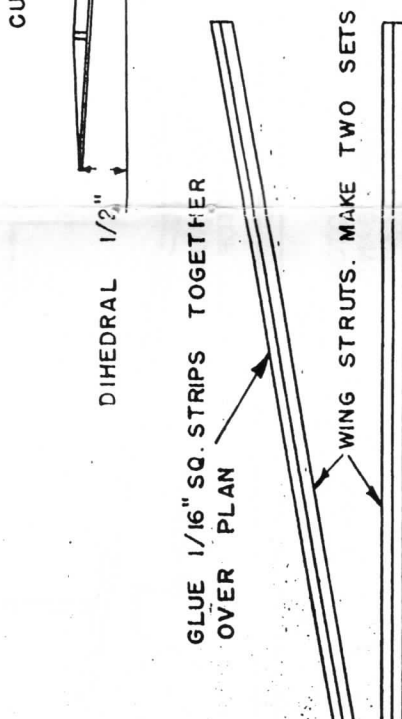
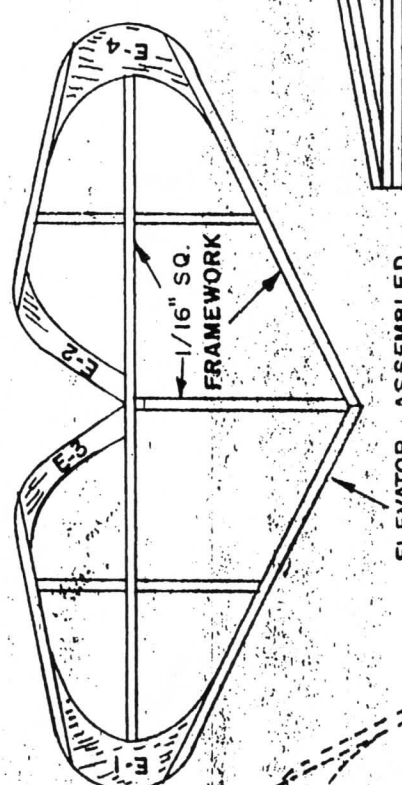
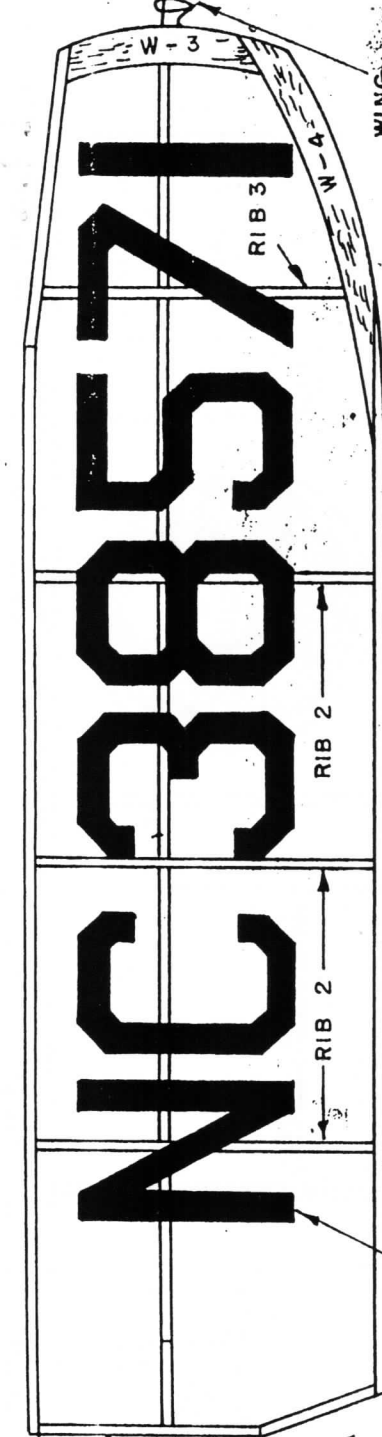
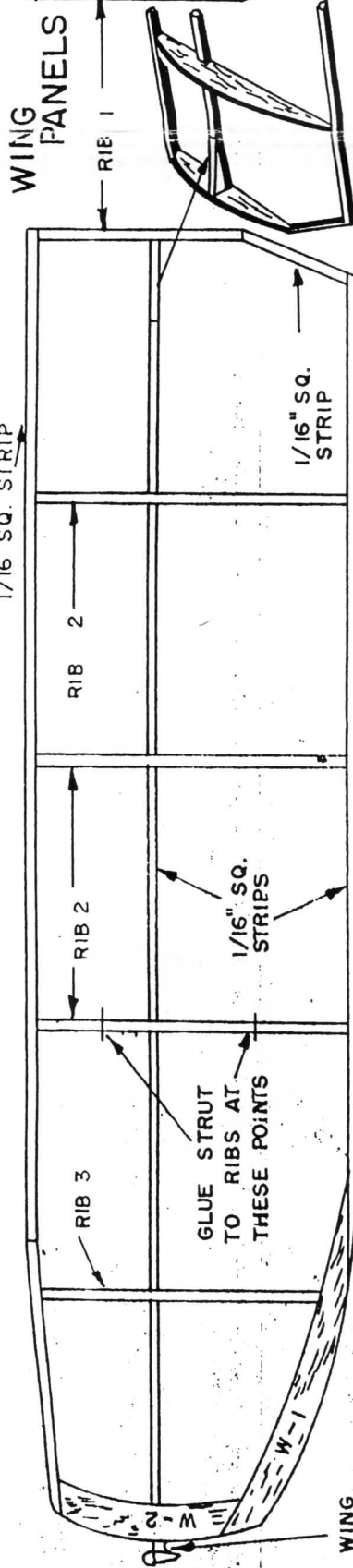
MILES MOHAWK

WINGSPAN 20 IN LENGTH 14 IN  
 DRAWN BY *Sam* TESTED /1917  
 KIT # A 40 +  
 SHOOTING STAR MODELS





1/16" SQ. STRIP



COLOR SCHEME  
 BODY-DARK BLUE,  
 WING, RUDDER &  
 ELEVATOR-YELLOW

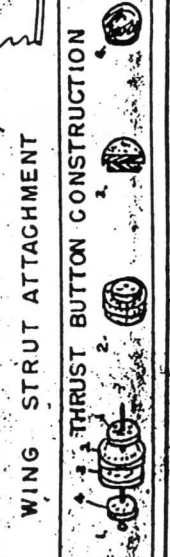
RUBBER BAND MOTOR PUT IN BEFORE COVERING MODEL

CUT INSTRUMENT PANEL FROM PLAN GLUE TO F-6

LUSCOMBE #50

WINGSPAN 16" LENGTH 10"

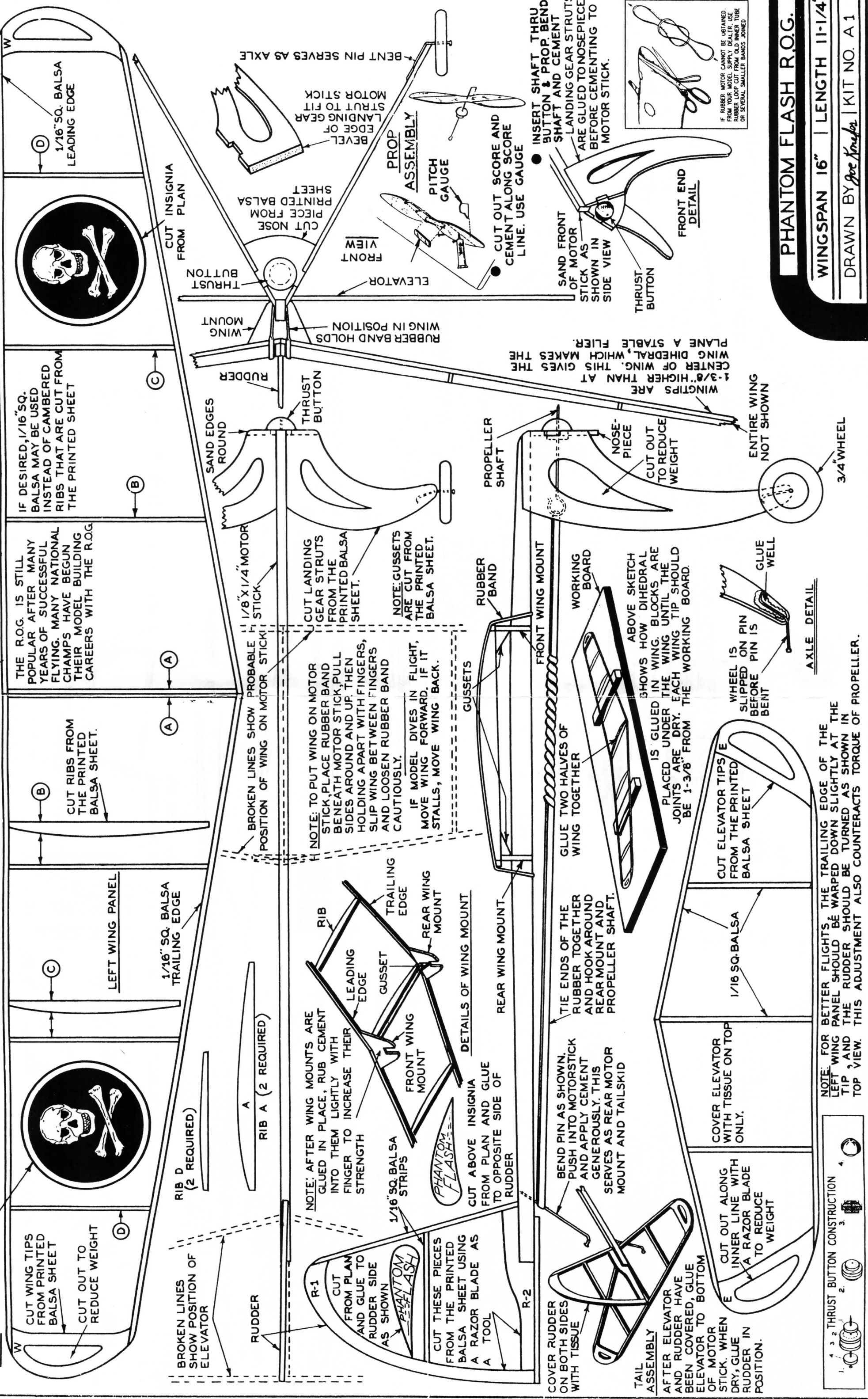
DRAWN BY: [Signature]



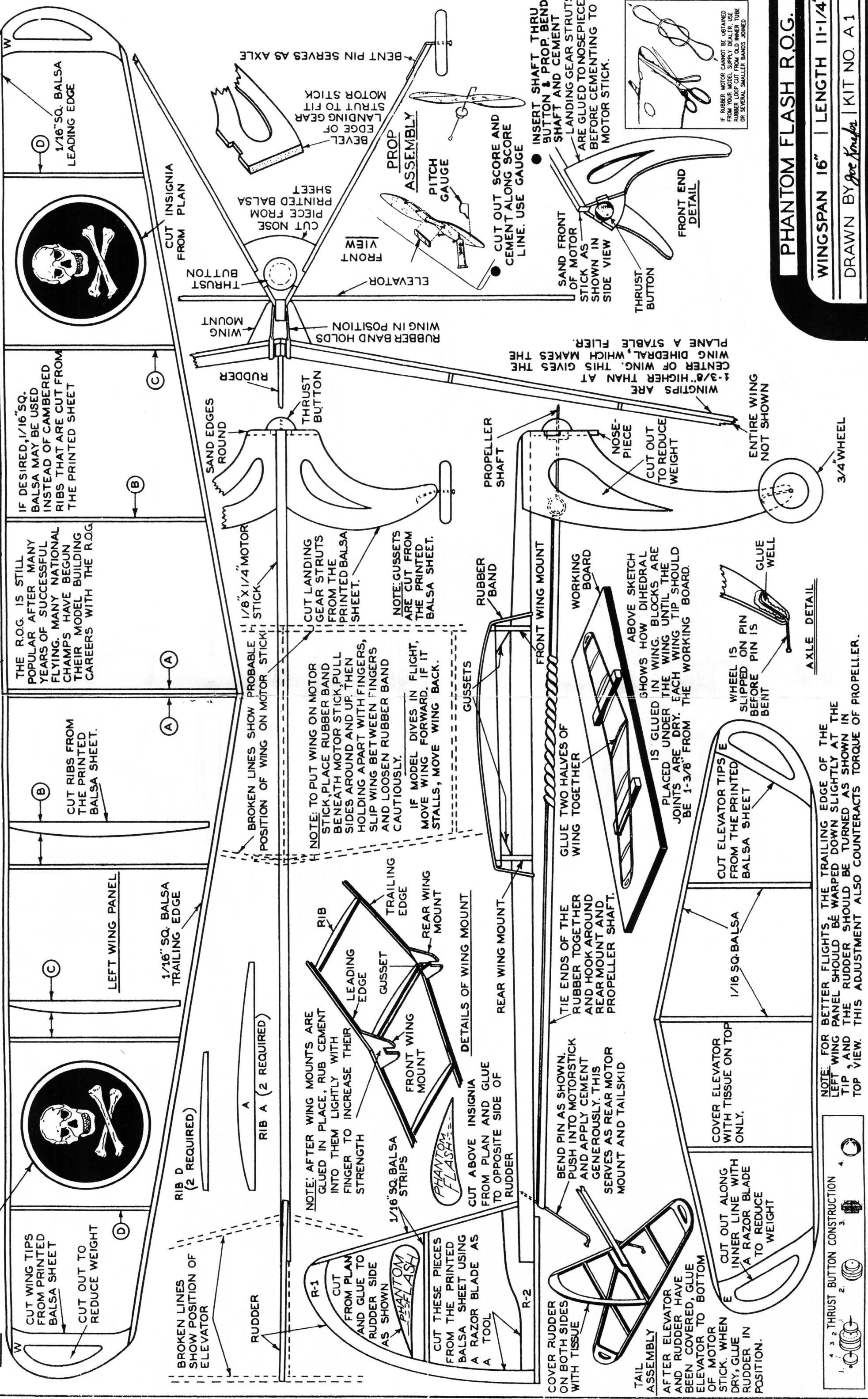
10

15

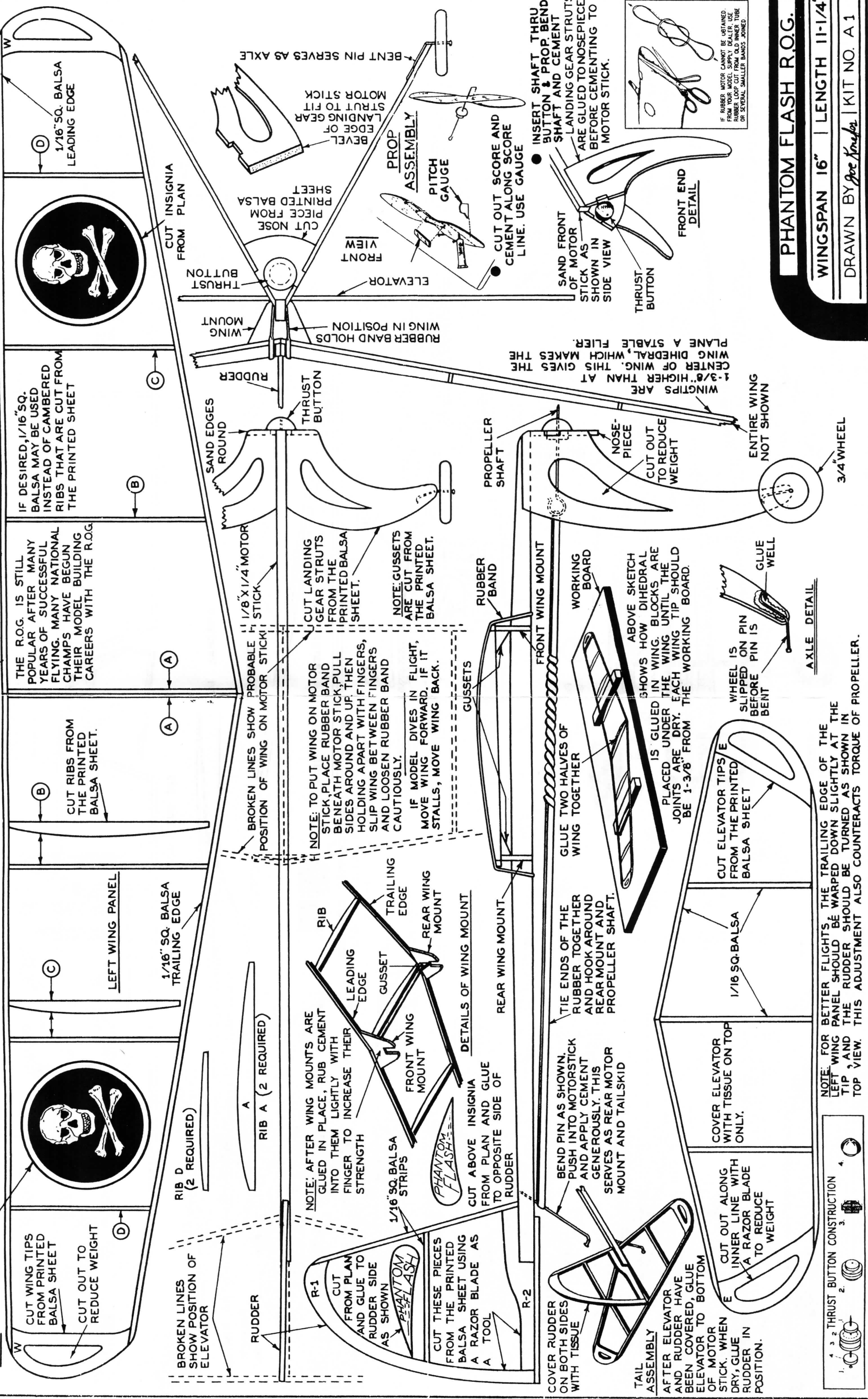
NOTE: WING INSIGNIA IS CUT FROM PLAN. JOIN TOGETHER AS SHOWN IN DETAIL BELOW. COVER WING WITH TISSUE ON TOP ONLY.



CONSTRUCT WING IN TWO HALVES OVER PLAN. JOIN TOGETHER AS SHOWN IN DETAIL BELOW. COVER WING WITH TISSUE ON TOP ONLY.



CONSTRUCT WING IN TWO HALVES OVER PLAN. JOIN TOGETHER AS SHOWN IN DETAIL BELOW. COVER WING WITH TISSUE ON TOP ONLY.



**PHANTOM FLASH R.O.G.**  
 WINGSPAN 16" | LENGTH 11-1/4"  
 DRAWN BY Joe Krejci | KIT NO. A 1