

# MAX FAX

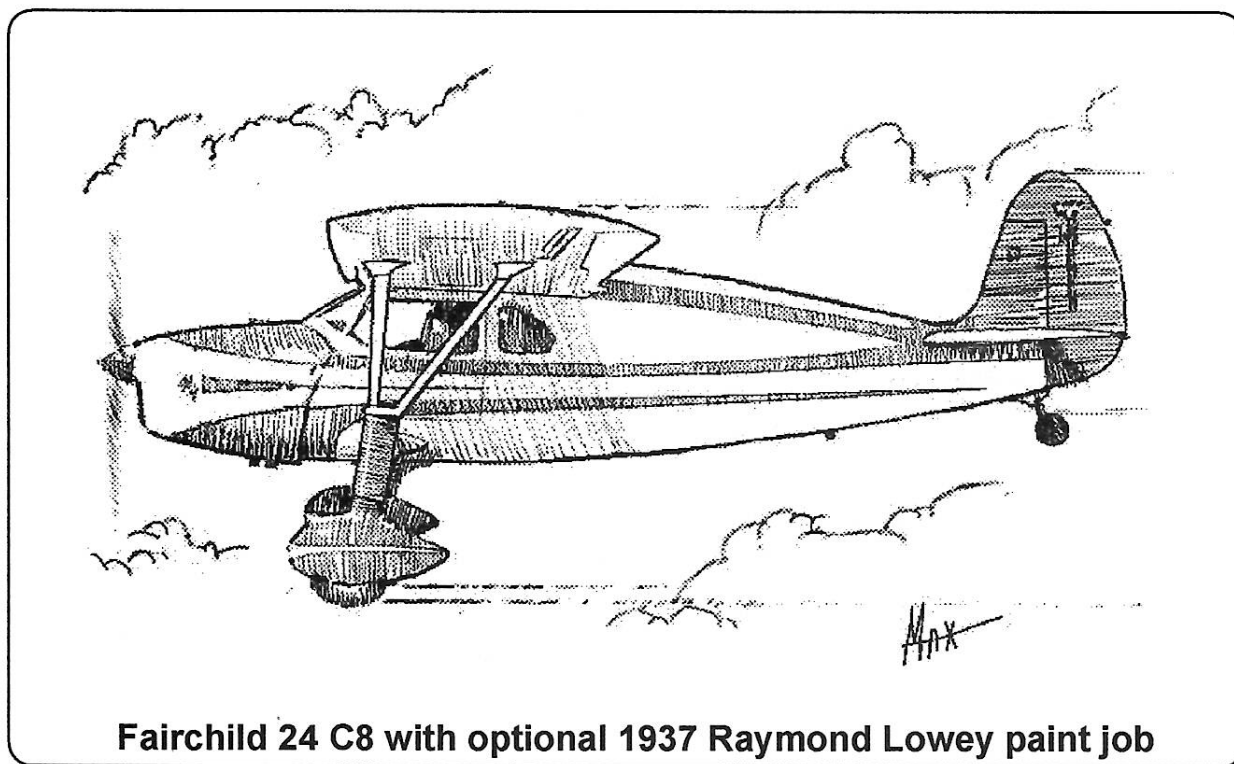


**Journal of the D. C. Maxecuters**

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

**Editor: Stew Meyers**

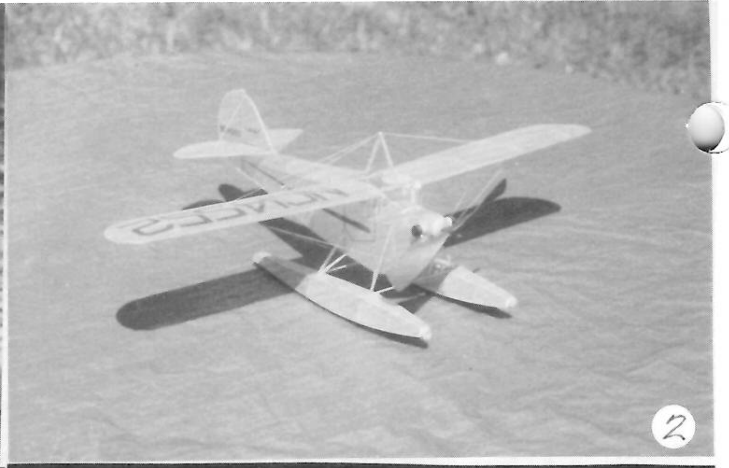
**JULY - AUGUST 1999**



**Fairchild 24 C8 with optional 1937 Raymond Lowey paint job**

## COMING ATTRACTIONS

- SEP 11, 1999      MAXECUTER SUMMER FUN FLY at Petersburg , Virginia  
*See Flyer this issue*
- SEP 11,12, 1999      GLASTONBURY MODELERS SQUADRON  
No. 2 FLYING ACES CLUB    *Contact Ed Novak (203) 235-5154*  
Durham Fairgrounds (Pinkham Field), Durham, Ct.
- SEP 18,19, 1999      FAC OUTDOOR CHAMPS AT AMA HDQTS in Muncie, Indiana.  
*Contact FAC HQ*
- OCT 1,2, 1999      KUDZU LAKE AND LAND CONTESTS in Goldsboro and  
Raeford, North Carolina    *See Flyer this issue*
- OCT 9-10-11, 1999      GATHERING OF THE TURKEYS '99 at Pensacola, Florida.  
AMA, SAM and FAC events.    *Contact Jack Bolton (850) 939-3354*



## PHOTO PAGES

1. Our editor, Stew 'Dimer' Meyers with his Comet Aeronca Seaplane at the Kudzu Lake fly.
2. Another nifty Comet Aeronca Seaplane; this one by Phil Cox -- photo by Phil.
3. Stew's Comet Aeronca LW poised for takeoff.
4. The maestro again with a nifty Luscombe 'dimer' -- but not as light as David Aronstein's!
5. Allan Schanzle keeps rescuing more old scale designs from oblivion -- look at his neat rendition of Herb Weiss's SBU.
6. Our resident 'airhead guru', Bert Phillips has great hopes for this buggy in the 'Airhog' event at the FAC in Geneseo, plus a little free advertising for 'Corkies' restaurant in McLean, Virginia, a Maxecuter hangout.
7. Another beautiful model by Bob Schlosberg, a CO2 powered Rearwin Speedster, from a Bell Kit. Bob's aircraft won the Cactus Squadron Annual powered by a Brown B-100 and flew for 2 minutes. It is fortunate for those of us that like the great Bell Kits that Golden Age Reproductions will be continuing their production. Check with them for availability.
8. Remember John Low's Stampe? His great model, slightly reduced was published in MAXFAX years ago as a one-piece full size plan. Unfortunately John is no longer with us but his spirit will be perpetuated by the plans he has left behind. The WNYFFS is selling copies of John's terrific plans at very reasonable prices. Contact Hugh Jones, 314 Shore Acres Dr., Rochester, NY 14612

### **A GOODBYE TO PHYLLIS WARNER**

Most of the FACers know Phyllis Warner, Bill's always smiling, inseparable mate for many years. We will miss her at the FAC gatherings. Some of Bill's thoughts follow:

"Phyllis passed away at 2:00 Sunday morning 16 May, 1999 ending her struggle with what began nearly three years ago with stomach cancer, the deep-vein thrombosis (blood clot in her leg) and the liver cancer which closed a chapter in our lives today. She would have been 55 in June. She accepted it as the will of God, and was not fearful of making the transition to another life. We had been together for 24 years, and shared many wonderful experiences. She was a wonderful person, and I shall miss her very much, as will everyone who knew her. She was caring, cheerful, generous, honest, and forthright. She had time to say most of her goodbyes to friends, family, and students. This was a blessing. At the end, there was no more pain, no more nausea, and she went in peace with a serene expression. I rejoice in her life and feel privileged to have been her partner for so many years."

## **THE INSIDE SCOOP**

*Stew Meyers, Editor this issue*

I have held this issue back, to let Russ get his excellent, but late, Goodyear Racer issue out first. Thus you will receive them about a week apart. This issue of the newsletter, however, is coming out closer to the nominal issue dates than the previous two. With any luck, Bob Marchese will get the next one out on time.

### **Policy and a Plea**

We published A statement from the Maxecuter Editorial Board on the back of the last issue, which said in essence you get six issues a year when ever we get around to putting them out although, we try to get it on the first week of the first month on the cover.

That being said, we use volunteer editors and the pool needs to be enlarged. Don Srull has MAXFAX set up on a MAC and I have it set up on a PC. We can take articles and illustrations in either format and incorporate them into a newsletter, but we can't generate all the material required. Tom Schmitt usually does the photo pages, but Russ did his own in the last issue.

We refuse to just Xerox stuff from other news letters. We prefer to let someone gather up some theme material and of course plans, three views, and technical articles on a central subject and put them together we can add the front and back and coming attractions. Or if articles are sent in we can forward them to the next editor to include.

With the advent of computers, scanners, layout software, and e:mail this can be made rather painless. We welcome all articles, but prefer digital format. We can scan typed material, but if you wrote it on a computer why not send it that way either via e:mail (see back cover for address) or snail mail on a 3" disk. Uncompressed digital images tend to get a little large and should be on a zip disk or left as a photo.

If you would like to be an issue editor get in touch with Don, Tom, or myself. We will let you get something together and then assign it to an issue when it's ready rather than trying to hold you to a date which you may not make and get a lot of people irritated.

### **This issue**

I am doing my usual Dimescale theme for the seventh time featuring Comet dimers, a Fairchild 24, an Aeronca Low Wing, Aeronca Seaplane and the Luscombe again. We have contest flyers for Kudzu and the MaxMeet. Don Srull tells the Kestrel Farms story. Burt Phillips expounds on compressed air, air hogs and ~~Soft Schwein~~. Bob McLellon gives us some trim pointers for the Cuningham-Hall. John Hunton builds and critics the Aero Aces Cessna CR3 kit. I also introduce the ALPS decal printer and have another plug for the Kudzu Komet Kombat Klassic.

## The Comet Dime Scale Fairchild 24R

as kitted by Penn Valley Hobbies

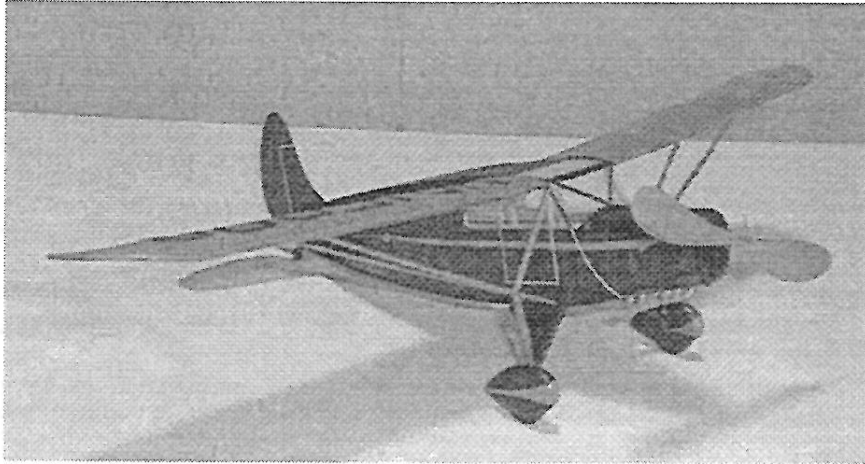
Stew Meyers

I suggested to Danna at PVH that their Aeronca kit which I had recently built needed higher quality tissue. He replied that the Aeronca was an early production item, and they were now putting out higher quality kits in the spirit of the late thirties. He offered to send me a new run kit of the Fairchild to check it out. When I received the package in the mail, the seal had been broken and it had been opened and resealed. There also appeared to be a fold in the package that had been straightened. The kit box had buckled and been

straightened as well. When the kit was opened the damage was apparent. The stringers were cracked and the print wood was broken. Obviously the postal service considered the damage unimportant. I felt a pang of sadness. Fortunately, in this age of cyanoacrylate the print wood was easily repaired and the stringers repaired or replaced. The moral of the story is to order more than one kit. A three or

four kit package will not only result in a discount of a buck per kit; it also is more immune to the evil bent of the postal service. I have received dozens of these kits in the mail, and this was the first one that was damaged. It is also the first time I was sent just one kit. The plan was crisp and clean, and so was the print wood. The Jap tissue was first class! The print wood was about 6 lbs/cuft and the stringers 8 lbs/cuft. Not exactly indoor stuff, but square, straight grained, and easy to build with. It fairly called out "build me now!" I had some business travel and would take it with me. The decision was made to build it as close to the plan as my psyche would let me. Dereck Woodward always builds a Halloween plane in black and orange every October; he says Randy Randolph gave him the idea. Well, it was coming up on October and the idea was catching. The color scheme thus was changed from black and red to black and orange.

The kit included a nice 4" prop form, wooden thrust button, brass washers, a Peck 1/32 music wire prop shaft and a nice looking set of 3/4" hard wood wheels, which unfortunately would never fit into the wheel pants shown on the plans. A hunk of 1/8" rubber was provided which would produce a rocket-like climb if used with the little 4" prop. I have a collection of these unused prop forms since I usually use a Peck 5" or 6" prop, or carve a balsa one from a block. Some moderately heavy acetate was provided for the windows. I chose to use cellophane per the plan; the acetate will come in handy to make trim tabs.



Overall, the replication of a pre-war kit was rather authentic.

Kit Curiosities: Comparing the print wood to the plans, several discrepancies pop up. Of course, some of these occurred regularly in old Comet kits. Rib C is identical to the two rib B's; once upon a time rib C probably had the strut locations marked on it. The wheel pants are shown to be only 1/8" wide in the top view. There are four 1/16 core print wood pieces and four 1/16 side pieces which would make them better looking. There are also four paper patterns on the plan which could be used to make a narrower pant, but using a pin as an axle through the paper did not appeal to me. The beautiful, if heavy, hard

wood wheels are 3/16 wide anyway and won't fit in any of the proposed pants. Of course the plane was not always flown with pants. I elected to go the all balsa routine and make wheels from three disks of 1/32

with the grain offset by 120° in pants using all the balsa pieces. I also sneaked in a piece of .015 music wire to beef up the leg and serve as an axle.

The plans show paper patterns for the rear quarter windows of the cabin. The print wood has these in balsa. I ended up using the print wood. The nose former #1 has an extra balsa piece with cooling holes printed on it which does not show on the plans, but will make the nose more rounded and look better. I cut these holes out, as black patterns on a black nose piece would not show up well. A chamfered half inch square key is used with the removable nose block and a piece of 1/64 ply is used to beef up former #2 to accept the key hole.

Other mods are made to the fuselage. The rear rubber peg support is moved one bay forward becoming 1/4" wide and the pin is replaced by 3/32 OD aluminum tubing. The bottom of the stabilizer slot is lowered 1/32 to allow for incidence adjustment. The fuselage upright at the aft end of the landing gear moves 1/4" aft to align with the vertical cabin piece. Make sure the vertical at the front of the landing gear that is hidden by the wing strut on the plan is in place to provide important wing support structure. Gussets at these uprights provide attach points for the wing struts and strength for the landing gear. Upon assembly, gussets will be added between the wing mounts and the forward cabin cross piece also between the upright at former 4T and the upper longeron. The wing mounts are raised 1/16 at the forward end over what is shown on the plans to increase the wing incidence and the stab is shimmed 1/32 down

at the front and up at the back. Comet dime scales with inline engines tend to pull in the nose rather sharply from the wing to the nose block. Sometimes there is a discrete break which is easy to handle, but more often there is a curve that is hard to reproduce. Make a pattern of 1/16 balsa from the top view, moisten the longerons, pull them in gently around this form and clamp them up. After a few hours they will retain their shape and the nose block is easy to glue in place. An extra vertical was added in the middle of the cowl area to reinforce the spot where a stooge's fingers would poke the tissue during winding.

The plane as built up weighed 12 grams with a peck 5" prop, reverse "s" hook, clutch, Peck 1/32 thrust button and a slug of brass rod 1/8" dia 3/8" long in the back of the nose block for ballast. The balance point was just ahead of the wing spar which was moved to the top surface of the wing.

The wing and tail received one coat of a 50-50 mixture of nitrate dope and lacquer, well thinned. The fuselage received three coats. The license number was cut from black tissue and doped in place. The cowl, door outline, and rudder separations were cut from white tissue opaqued with acrylic lacquer and glued on with a glue stick. Poly-S gloss coat was then used to seal them - glue stick adhesion is sometimes iffy in high humidity. The nose block and wheel pants were painted with Poly-S interior black which matched the black tissue in color tone better than black dope. It was however matte rather than gloss in finish. Two over coats of Poly-S gloss coat cured this and made a nice match with the tissue. The fuselage and wheel pant flashes were cut from orange tissue that had been glued to a frame and opaqued with orange acrylic lacquer. This was then attached with Tite-bond. The moisture softens the tissue enough to stretch over the compound curve of the pant. The struts were attached with monofilament fishing line as pins. The under carriage fairing is only glued to the .015 music wire and is free to flex at the fuselage. A scale oleo tube was made of layers of wrapped tissue over the vertical landing gear strut. This allows the gear to flex without jamming the wing strut. The wing fuselage attach points were reinforced with staple wire as a shear fitting at the leading and trailing edges. The exhaust is impossible for me to cut out without losing the small cross gained pipes. I cut them all off and glued on 1/16 square pieces about 3/8" long at the appropriate points with cyanoacrylate. I then trimmed them all with straight edge. This has proven quite rugged. It is attached with music wire pins to the stringer indicated. The stab is as shown on the plans, not enlarged.

The thrust button turned out to have about 1 degree right and 7 degrees down; a bit much perhaps. I loaded in 2 strands of 3/32 Tan II 15" long weighing about 2.5 grams. I took it out to the antenna range and wound about 500 turns. It made a wide low circle and only started to climb as the power died. A sure sign of excessive down thrust, I added a shim to reduce it to about 5 degrees. I wound it up again and it now climbed up and caught a little lift and drifted into a high tree. Two

days later I got it down at the expense of ripping the wing off and tearing some tissue. I made repairs and packed it away for the National Building Museum contest that weekend. This is an impressive site with 95 foot ceilings. The last event of the day was an "any scale model" mass launch. I brought it out of the box installed a longer loop of 3/32 rubber and tweaked the drag flap (1" x 1/4") on the left wing to tighten the circle. We launched, it did not climb above 20 feet while others took advantage of the high ceiling. At the end however, it stayed up cruising around while others fell out of the air, and made a graceful landing and rollout. I kept the rubber in it and cleaned up at our dime scale contest at the low ceiling high school gym with a ROG flight that again cruised around under the obstructions and came in for a smooth landing. This flight pattern was very repeatable. With two loops of 1/16th and a 6" prop it is dynamite outside and does not hesitate to climb out of turbulence. All in all, it's a nice kit of a handsome subject that flies very well indeed.

Kit #1125COM is available for \$10.95 from  
Penn Valley (215) 855-1268

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### The ALPS Printer

The Alps 1000 Color printer uses tapes to transfer a waxy pigment to the paper. The result is a water proof image that is ideal for making water slide decals. The printer also can print white and metallics. In fact it is necessary to have an under coat of white to make the rather translucent colors opaque. Decal paper is now available rather for under a buck a sheet. For a rubber model however, water slide decals are not always the best answer. Tissue insignia still looks great and does not warp light structure. Decals however come into their own for squadron insignia and small lettering. The difference in sheen of finish can be compensated for by spraying a light coat of satin, matte, or gloss, acrylic clear as needed. A common expectation is that an insignia can be scanned in and printed out and any scale. Wrongo! Anything scanned is a bit map and changing scales results in the jaggies. If the raster (bit map) image is converted to a vector image than you can scale to your heart's content with great resolution. Unfortunately raster conversion is not done well automatically even by expensive software. It can be done by hand tracing over the raster image in drawing soft ware like Freehand and creating the vector image. I am happy to print vector images to make decals for clubsters, but won't convert scans to any other scale.

**Wanted plans for the Sterling Fokker Eindecker circa 1970. This was a 25" Rubber/gas model. I built one for pulse rudder .02 infant powered. Phil Cox would also like to get a set. If you have one squirreled away give me a call 301-365-1749 and I'll reproduce and return them. Stew Meyers (address on back page)**

## Compressed AIR

*Bert Phillips-The worlds most famous unknown modeler*

I do not know why, but I have been fascinated with compressed air power for model air planes for a long time. Perhaps the reason is that there seems to be a lot of air available and it is free. Twenty or so years ago I wrote to Bert Pond and got the plans for a nifty three cylinder radial, but it had so many little bits and pieces that had to be soldered together that I just filed it away.

The scene now changes to Old Warden Aerodrome in England in 1994 when Hurst Bowers, Don Srull, Ray Rakow and I went there for the SAM Champs. There was a meet the week before at Old Warden and one of my favorite Englishmen Lindsey Smith introduced me to Doug McHard. He had two compressed air models which flew great. He was kind enough to spend at least an hour answering my stupid questions. He was using the Italian Z motor that was sold with a plane called Johnithon {oh boy! what an exciting name} Thankfully the motor was available separately and I did not have to buy Johnithon.

Much later back home I put the motor in Ryan Bluebird coconut which was a dismal failure with rubber power. So now I pumped it up for a test run. The bottle that came with the motor had what appeared to be a safety valve and I thought I'll just pump this sucker up until the safety valve pops. So I'm pumping away with the dinky little pump that came with the motor and working up a little sweat and all of a sudden there was a very loud noise, an explosion actually, and little bits and pieces of tissue and balsa fluttering to the floor and I am sitting there with the two fuse sides flapping in the breeze held together by a few shards of tissue. The bottle went out the nose and the cap went out the tail end. The only thing I could salvage was the gear and the wheels. The good news is that the wing was not attached. I never did find the cap, it went out the door across the hall and into the bed room that I use to store plans and planes and other stuff. Anyone who has seen that room will understand why I never found the cap.

The Ryan flew pretty good, not great, but pretty good. I changed to a one liter soda bottle—a good one is supposed to be safe up to 150lbs/sq inch. I never have been able to pump that high, my bike pump starts to protest at about 120 and at 120 that bottle feels like cast iron.

I took the Ryan to the FAC Nats that year, and entered it in power scale. Tom Nalen 2 was there with a beautiful Junkers some thing or other ,the only other compressed air in town that year. My Ryan looked like — well his was nicer than mine, he was a real gentleman, he did not laugh when he saw mine. On the day of the power scale event the inlet valve got some dirt in it and I could not hold any pressure and did not fly. I have since replaced the inlet that came with the Z with a tire valve.

Last year at Geneseo I bought an AIR HOG from Ken of Kenway Mtrs. It just laid around until a few days ago when I saw there was an Air Hog event this year at Geneseo. I made a rather crude high wing cabin with a 25 inch W/S. Actually it is a BOSTONIAN enlarged, with the fuse slimed down. When you blow up a Bostoian to 25 inches it just looks too fat. I call it the "Suft Schwein".

I epoxied a short piece of 3/16 OD alum tubing in the inlet valve with an adapter from the bike store on the end. The adapter allows one to use a standard tire pump on the European Presta bike valve, which is smaller, there is no guts in it and you do not lose an air when taking the pump off.

The tank is in such a position that any plane you put it in has to have a very high or very low thrust line and the tank is on the small side. A larger tank that was not integral with The motor would solve both these problems. There quite a few highly educated technical guys in the club hopefully they will come up with some thing.

So there you are, go buy an Air Hog, pump it up and throw it, they fly pretty good, then build a scale model for it, the air is free all you have to do is jam it in a bottle.

PS:

It has been a couple of weeks since I pecked out [with one finger] my treatise on my fascination with compressed air, and I have had a chance to fly the "Suft Schwein". It flew!!!!—it flew great! It climbs like gangbusters, and the glide is not bad either. It gets high enough to get the good air and I have put a DT on it for fear of losing it.

I neglected to put on the plans that one should be certain that the inside dimension of the fuse is at least 2 1/16 inches, other wise the Air Hog tank will not fit in. Also I apologize for the rib pattern on the plan, it is a little oversize because I traced it around my plywood template. It was lifted from Earl Stahl's Taylorcraft plan.



The "Suft Schwein" has flown very well at only 75 psi and the brave have pumped Air Hog tanks to 110 psi.

# THE LUFT SCHWEIN

FOR AIRHOG COMPRESSED AIR MOTOR

DESIGN AND DRAWING BY

BERT PHILLIPS 6/99

INKED AND LETTERED BY

ANONYMOUS

1/2 FULL SIZE

TOP

FINE WALL  
FULL SIZE

4 3/8"

DIHEDRAL BREAK HERE

12 1/4"

L.E. 1/4 x 1/8

FRONT SPAR ON TOP 1/8 x 5/32

ALL RIBS 1/16"

T.E. 3/8 x 1/8

REAR SPAR 1/8 x 1/16  
ON BOTTOM

DIHEDRAL  
1/2" EACH TIP

RIB IN CENTER TOO

DOVEL FOR WING HOLD ON

TEAR DROP SCAB WITH  
HOOK IN IT TO HOLD  
MTR. IN WITH RUBBER  
BAND - 1/8

ALL STICKS  
IN FSE, +  
TAIL 3/32

GLUE TO  
FRONT OF  
FINE WALL  
UNDER 1/8" THICK  
BLOCKS.  
1 1/2" x 1/4" BALSAM WHEELS

SLOT FOR STAB

BLUE  
FOAM  
COWL

1/16 SHEET  
FILL

3/32" SHEET

COVER FROM  
HERE TO FINE WALL  
WITH 1/32" ON BOTTOM

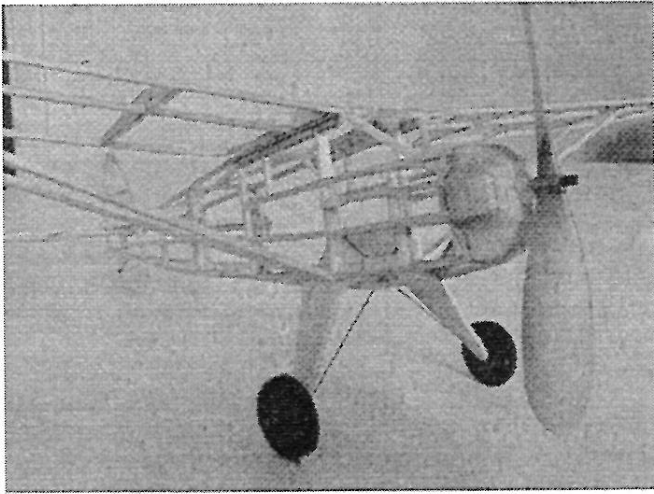
FULL SIZE  
RIB - CLARK-Y

CUT  
OUT  
TO  
CLEAR  
MTR.

1 1/4"

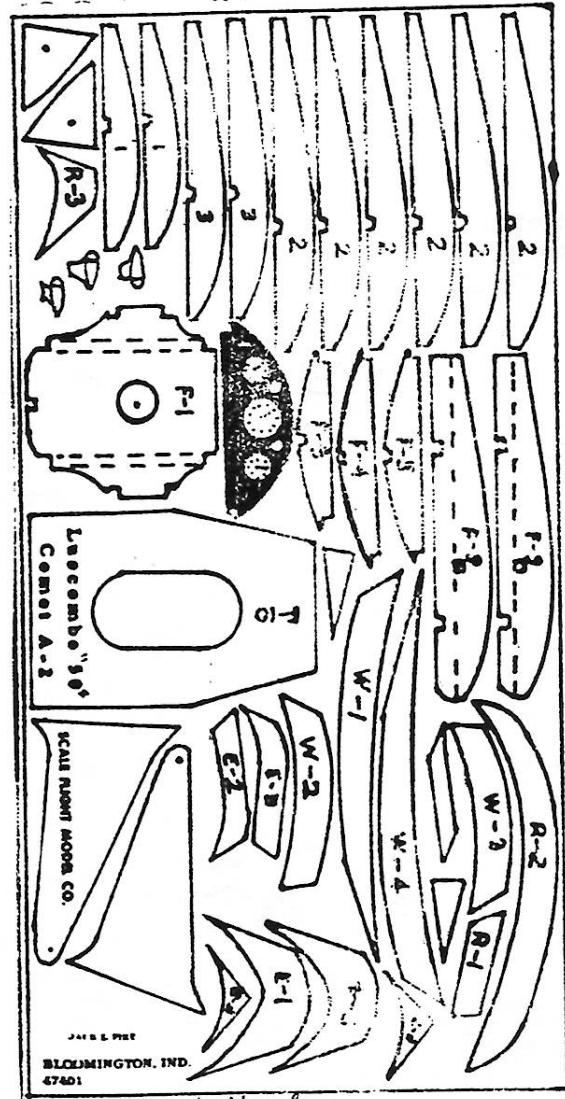
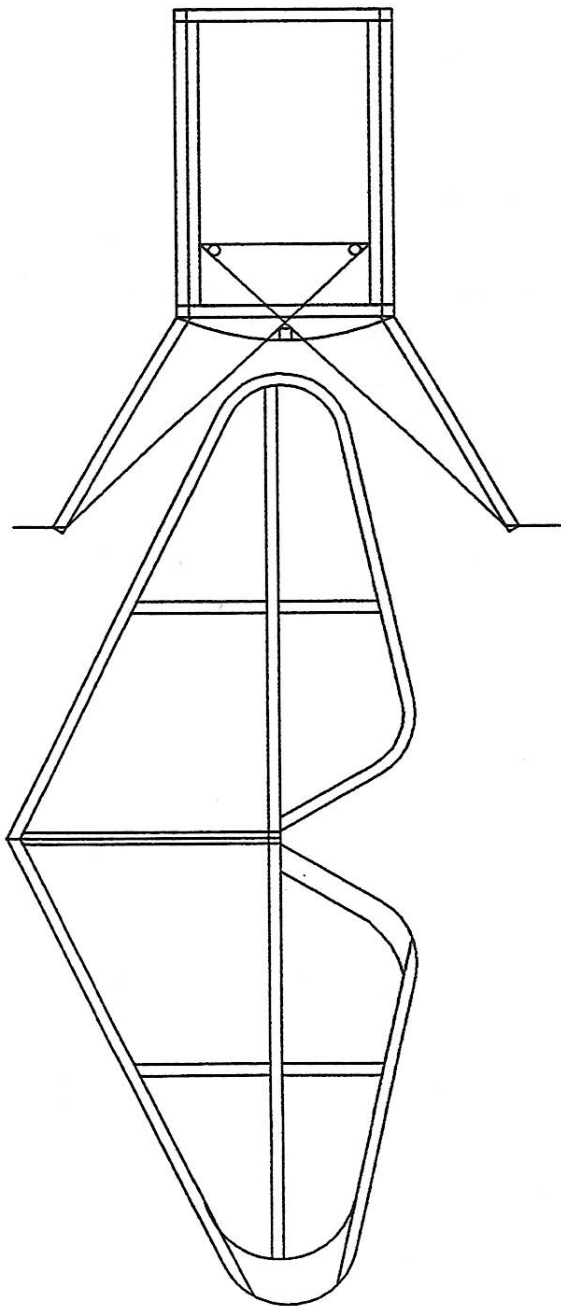
L.G.  
.040 OR  
.045 WIRE



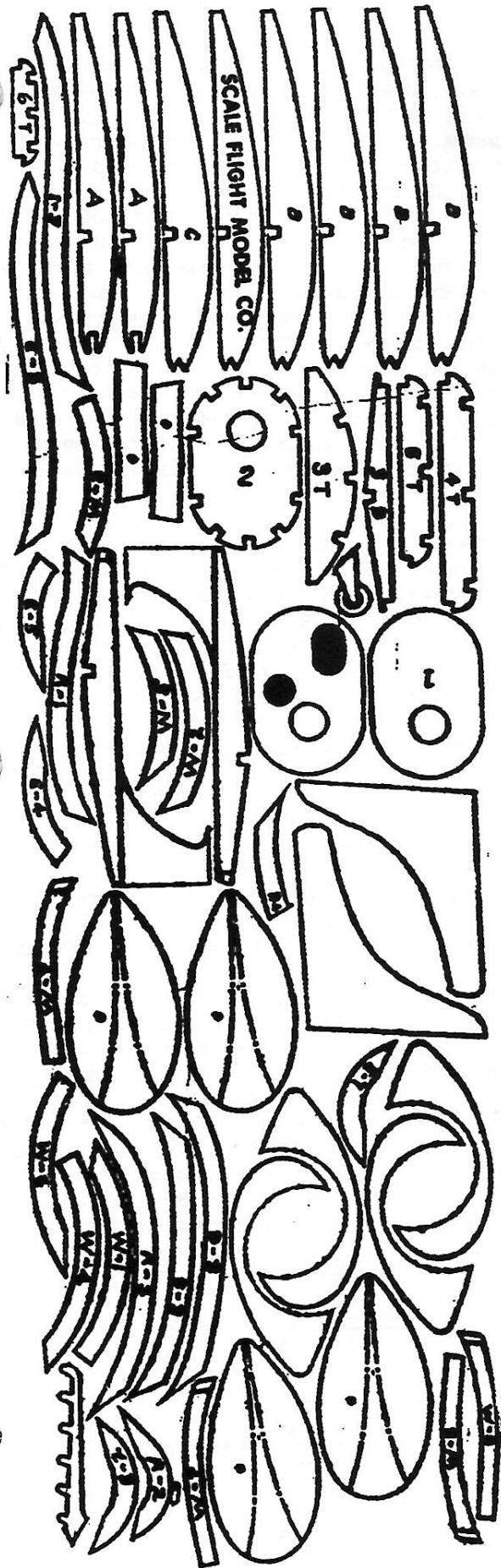


## Luscombe 50

In the fifth dimescale issue Jan-Feb 98, I included a Comet Luscombe 50 that Dave Aronstein had great success with unfortunately the plans included were in terrible shape. I included Dave Stott's notes on building one in my last issue. Now, I have gotten around to building one, and boy is it a good flyer. I built it per the plan, except for raising the leading edge of the wing by 1/16", enlarging the stab, and making the undercarriage 'vee' strut from 0.020 music wire. Oh, I did move the rear peg one bay forward. The nose block was a challenge to carve. The rest of the model was easy to build. I decided to try ultra-violet proofing the dark blue fuselage tissue that I dyed with ink. The anti u-v shellac reacted with the nitrate-lacquer tissue finish and took two weeks to stop being tacky. Not a good idea. The finished model weighs 12.7 grams with a Peck 5" prop 3° down & 0° side and flies great with 2 strands of 3/32 tan II 15" long weighing 2 grams. A left wing drag tab keeps it in a circle. (The Luscombe is going back into limited production as an 8F with a 150 hp Lycoming for \$70k - not exactly an 8A 50 hp or 65 hp which I have flown).







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

**July-Aug 96:** OUT      **Sep-Oct 96:** OUT

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

**Jan-Feb 97:** OUT      **Mar-Apr 97:** OUT

**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:**OUT

**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.

**Jan-Feb 98:**Meyers- 5<sup>th</sup> dimescale issue NBM fun-fly writeup,  
Washingtonian rules, Dave Aronstein on building the Comet  
Lusombe50, Comet Curtiss P-36, Phantom Flash, 5¢ Baby ROG,  
20"Comet style Miles Mohawk, Comet dimescale listing with Penn  
Valley price list, Doug Buchanan's workshop, Comsat contest  
correction, Rolf Gregory Memorial.

**Mar-Apr 98:**Bowers-&-Rakow Bowers 30" Monocoup & Curtiss  
Robin for rubber or elct. 2 CAVUs by Rolfe Gregory. The Giant  
Chickadee Model from 1931. Clayton Knight write up. Al Lawton's  
workshop.

**May-Jun 98:** Daily & Paisley 20" Fok D7 22.5" Hallman Mitsubishi  
1 MF1 two super bipes! With building tips.

**Jul-Aug 98:** Schanzel Super scale Rearwin Skyranger separate  
detailed plan 1998 Geneseo Nats Winner many building tips &  
hints, list of Classic Rubber Scale Models.

**Sep-Oct 98:**Meyers-6<sup>th</sup> dimescale issue  
Bob McClelland's Cunningham-Hall dimer Comet Puss Moth,  
SPAD & Fok D7 for next year's Kuzu Kombat Dave Stott on Dime  
Scale NBM & Brainbuster results Van Gorder Farewell

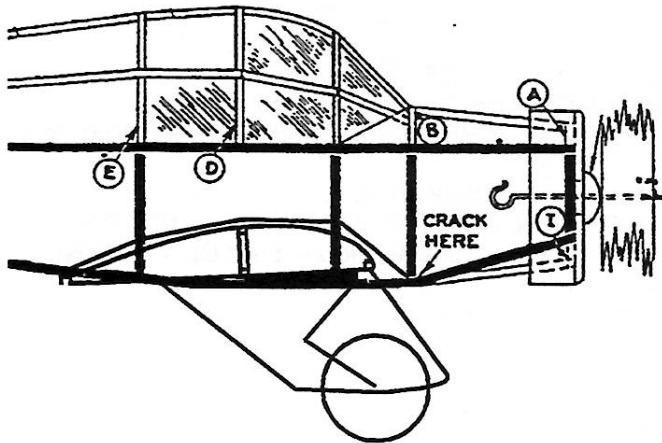
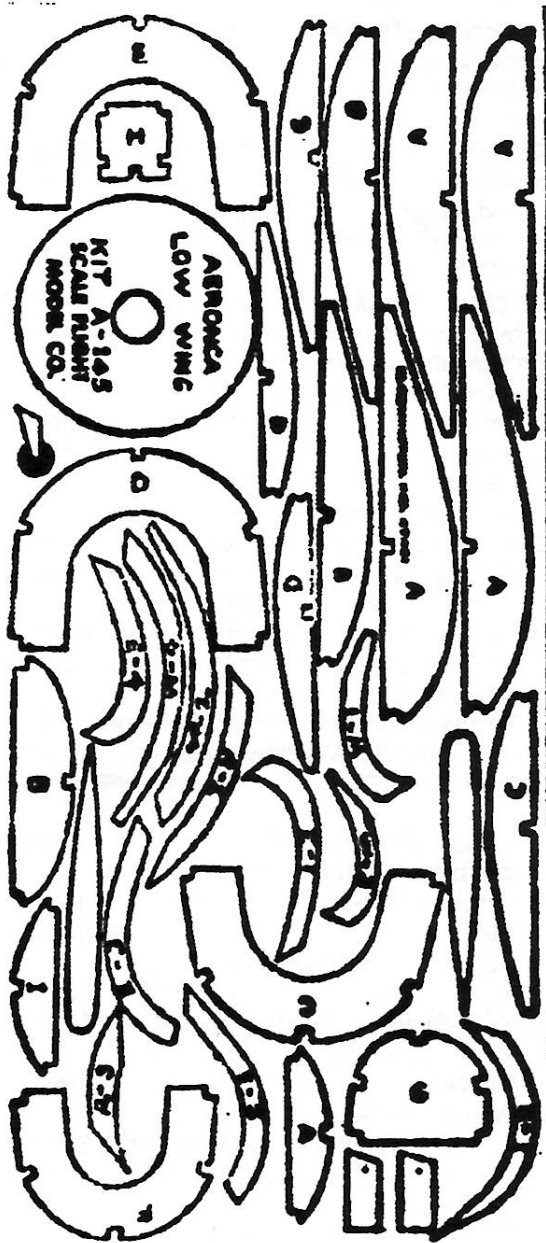
**Nov-Dec 98:** Marchese- Sikorsky S-16 3/4" super scale  
Aeromodeller Cabin Duration 20" sport job. Dime Scale  
correspondence. Digital Scalewinder Counter. Summer Fun-Fly  
results.

**Jan-Feb 99:** Schmitt und Srull- Bill Winter memorial issue. 15.5"  
Boeing 218 by Nate Sturman. 3-views, photos and history of  
Robert Short's combat in the 218.Tom Arnold on building.  
Covering with Polyspan. Profile pilot parade. 99 contest plans.

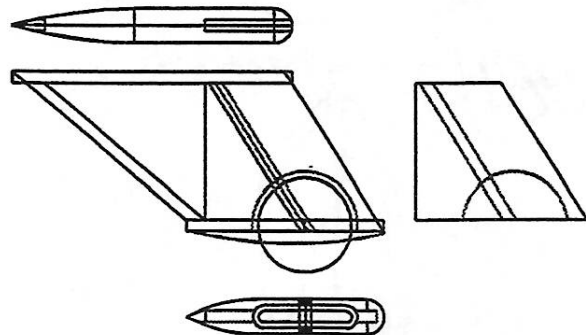
**March-April 99:** Bowers & Raykow- 29" Mooney A-1 for electric,  
building notes on Chris Parent's PWS 10, 17" Fokker D-8, 14" DH  
Moth Minor, More on Robert Short, and ' Visits with Kurt Tank' by  
Hurst.

**May-June 99:**Russ Sandusky -Goodyear Racer issue with 4  
plans OLE TIGER, IDJIT'S MIDGET, POGO, AND BONZO with 3-  
views and building comments. How to build Cheek Cowls. An  
account of the 1996 FDK races and a brief history of the  
Goodyear Races. Eastern U.S. Free Flight Champs results and  
photos.

## Aeronca Low Wing



The Flying Aces Club newsletter published a "Burd" Aeronca Low Wing ten center. This got to me. (I remember flying one at Compton, CA.; I kept wondering if the engine would keep running.) I dug out my Comet plans - no print wood or formers. I drafted up my own version of the missing parts and built it. The plan did not show the under carriage fairings (they had been cut out of the original plan). I carved a balsa shape and wrapped bond paper around it to recreate the missing fairings. In the end I decided to add some more structure to the fairing and add a half wheel. I have included drawings of these pieces on the bottom of this page. As soon as I did this, the FAC decided dimer wheels should rotate; oh, well. If the wheel must rotate it must be a smaller diameter say 5/16". Note my pant former is wider than that shown on the print wood. Lay in some 1/16th sheet in the wing bottom surface to attach it to. I matched drilled two 1/16 holes thru the wheel pant former and the bottom wing sheeting to take hard balsa pegs. This has proven very sturdy. I built the wing in one piece with upper and lower spars in the center section and notched the fuselage to accept them and the leading edge with about 3 degrees of incidence. It did not fly for sour apples! It nosed in. I added an elevator hinge and gave it a lot of up. Now I could get it to glide and fly a bit, but it would tip stall and spiral in. Tabs and thrust changes didn't help much, but did allow me to change the direction of departure. Finally I washed out both tips and it all changed! I got really good flights, and was able to increase the power and prop size and of course had to increase the down thrust and side thrust to match. A left wing tab keeps the circling flight. It weighs 12 grams and flies well with a 5" peck prop and 3 grams of rubber 20" long. Since the under carriage is hard mounted to the wing the spars take a beating in crashes and hard landings. I have had to fully web the spars between the undercarriages with 1/32nd sheet. I have since gotten a kit from Penn Valley with a complete plan and print wood. I still think it is better to laminate formers 'C' & 'D' from two pieces of 1/16th x 1/32. Makes the cockpit look a lot better. I added two extra stringers on the turtle deck and used vellum on the top of the cabin where the plan says to use tissue. 20/20 hindsight, after rebuilding the center section yet again, suggests that the gear needs to be sprung. The energy needs to be dissipated before it gets a chance to break the spar. Forget using a pin for the axle per the plan. Make a 0.015 mw zee strut to mount a thin wheel and glue the paper pattern around it. This will even make it FAC legal. This as well as the wing mount is shown in the scrap view to the left.



## Aeronca Seaplane

I built the Aeronca Seaplane to compete in the Kudzu HOW event last year. I kept the single surface wing (thinking it can't fill with water). The plane was built pretty much per the plan except for increasing the wing incidence by 1/16th at the L.E., and using my staple wire and tissue tube wing attach and monofilament wires. The pontoons were built with solid formers to ease construction. (I have a hard enough time building right angle boxes.) The inner pontoon struts are 0.020 mw covered with balsa. The outer struts are medium balsa with monofilament attachments. The pontoon angle was changed to give a 3° positive thrust line rather than the negative one shown on the plans. A Knight-Pridum variable thrust button was used and a 1/64th plywood facing was added to former '1' to strengthen the nose and allow a big square hole for the thrust button/nose block. The required trust offset turned out to be zero-zero, but the added nose weight and rubber clearance don't hurt. There is a small drag tab on the left wing. The prop is a 4" kaysun. With a loop of 3/32, reasonable indoor flights ROF (rise off floor) are the rule. Out doors two loops of 1/16th give a spectacular climb off an embryo table. But, unfortunately it would not get off the water. It only weighs 10 grams, but the floats are either at the wrong angle or too small and dig in. It is a surprisingly good flyer which can handle a variety of wind conditions, even if it won't get off the water. Joe Carter flew one when he was stationed at Key West NAS, and says the real one had to be coaxed off the water with elevator.

## Building Aero Aces (Michael Morrow's) Cessna CR3 Kit

John Hunton

The small one-model ad in Model Builder magazine is attractive. The kit came in the mail quickly. Plans look good, balsa is very uniform, nice preformed parts are included. Lets start building.

Quickly we find, surprisingly for this seemingly straight forward airframe, the kit has over 140 print wood parts to cut out. The basic fuselage frame builds quickly but some formers in the front fuselage area do not quite fit and they must be modified. The fuselage frame proves to be very flexible so some 1/16 sq. diagonal braces are added to stiffen it up. The kit balsa proves to be very soft (good for lightness but difficult for a ham fistid builder to work with). The 1/16 sq. Stringers span over three inches in the fuselage and it is difficult not to break them in assembling and handling the model.

During final assembly of the fuselage a catastrophic failure occurred. While installing the last stringer, the fuselage frame collapsed in the diagonal direction. In looking at the assembly it could then be seen that there is just no diagonal bracing or structural

continuity around the edges of the basic fuselage frame. To prevent this from happening again some small 1/16 sq. bracing was installed across some of the former station corners.

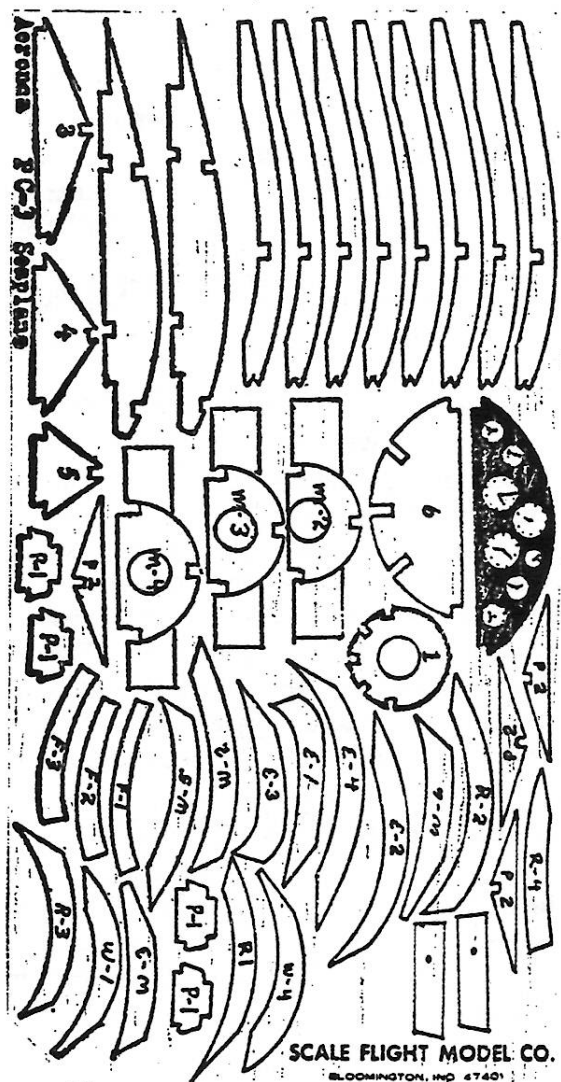
(Gussets do well here, the ed)

The massive nose block assembly can be easily shaped by putting it on a lathe mandrel and forming it with a Dremel sanding disk. Completing the cowl with unbraced 3/32 sq. seemed risky, so some diagonals were added.

The elliptical wing is a thing of beauty and is easily built with laminated LE and TE parts per directions. Sanding the TE to a sharp point, as the shape of the ribs mandates, however, is a very delicate operation. Empennage construction is typical.

With the basic airframe assembled the beautifully streamlined shape of the CR3 begins to be seen. This airplane was said to have won every race it was entered in. When the cockpit is placed on the rear wing center section, however, one begins to wonder how the pilot ever saw to land.

Later: How the Morrow CR3 flies.



# The KUDZU FLYING CORPS

Presents its 9th Annual Land and Lake Freeflight Scale Meet.

OCTOBER 1<sup>ST</sup> & 2<sup>ND</sup> 1999

ON THE LAKE OCTOBER 1<sup>ST</sup> GOLDSBORO, N.C. 4 PM TILL DARK

All aircraft must take off from the water to be scored. No internal combustion engines  
Landings scored: missed water 0, crashed on water 5, survivable landing on water 10,  
a smooth water landing that you can be proud of 15

## Events:

1. Any scale rubber powered airplane
2. Any scale airplane powered by electric or CO<sub>2</sub>,
3. Any non-scale cabin type rubber powered airplane.
4. Any stick type rubber powered airplane

If you don't fly, you will be asked to paddle the retriever canoe.

ON THE LAND OCTOBER 2<sup>ND</sup> RAEFORD, N.C. 9 AM TO 5 PM.

**Mass Launch Events:** NOTE: no 15 % power requirements

- |                         |   |
|-------------------------|---|
| 1. WW1 Biplanes         | 5. Modern Production Civilian 1945 and later.                       |
| 2. Golden Age Civilian  | 6. Dime Scale.  |
| 3. All racers combined. | 7. Modern Military 1945 and later.                                  |
| 4. WW2 Military         | 8. Earl Stahl's Interstate Cadet (see Maxecuter rules on next page) |

**Hard Core Scale:** turn in for judging 11 AM; fly all day

- |                     |                            |                     |
|---------------------|----------------------------|---------------------|
| 1. FAC Power Scale. | 2. FAC Jumbo Rubber Scale. | 3. FAC Rubber Scale |
|---------------------|----------------------------|---------------------|

**Feature Event: Kudzu Komet Kombat Klassic.** This single design mass launch is for either of the two Comet WWI ten-centers the Fokker D-7 or the SPAD. The grand plan is to have the SPADS fight it out in one sorte and the Fokkers in another and then have the top three from each go at it for the grand finale. They are surprisingly good fliers. They must be built generally from the Comet plans at a nominal 16 inch wingspan and weigh at least 16 grams without rubber and use a 6 inch or smaller prop. Each must have rigging, gun(s), and at least a profile pilot. Forget the five pages of FAC dime scale rules and the Gambi tissue and four pound balsa. Add engine details and some of the wild color schemes that were used in the "big fuss" or Hollywood's interpretation of it. We may even use a 'karisma' factor to allow "neater" looking models to launch a few seconds late. And yes, if you build both a D-7 and a SPAD and make it to the grand finale with both, you may have one proxy flown. (Nothing would be more delicious than to see both in a mid-air with each other.) No proxies, please. Lots of prizes and merchandise! This is the big one! Sponsored by Bill Sheppard.

**Old Time Rubber Cabin only.** Flown all day.

**Flying Horde** at the end of the day for scale airplanes.

Lunch break at 12:00 noon on Saturday. Entry fee \$5.00 even includes lunch!

There will be a buffet dinner at McCalls at 8:00 PM Friday night.

A pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville.

Trophies awarded there. Questions, directions, maps, etc.: call Dave and Marie Rees 919-778-6653.

# 1999 MAXECUTER Summer Fun Fly

## DATE AND LOCATION

SEP 11, 1999 at the Petersburg Airport.

## DEFINITIONS AND RULES

**CLASSIC DESIGNER MODELS:** Any rubber powered scale model made available to the public from magazines or kits on or before Dec. 31 1942. Magazine plans limited to designs by Alan Booton, Jesse Davidson, Paul Lindberg, Earl Stahl, Henry Struck, Herb Weiss, Bill Winter, and Avrum Zier. See list of eligible models in MAX-FAX, July/Aug 1998. The builder must provide a copy of the plan and publication date to show the model qualifies. Models must be flown as shown on the plan (landing gear down). Reasonable changes to the building structure are allowed. Simply maintain the spirit of the event. See MAX-FAX, July/Aug 1998, page 2, for allowable design changes.

**THE CONTEST DIRECTORS DECISION IN THIS MATTER IS FINAL.**

## EVENTS

### BEST LOOKING CLASSIC DESIGNER MODEL:

Contestants will select the best looking model at 11:00 AM.

**FAC SCALE:** Judging begins at 11:30 AM. Flights may be made all day except during mass launch events.

**FAC POWER SCALE:** Same constraints as for FAC Scale.

### CONTESTANT'S SELECTED TARGET FLIGHT TIME:

This event open to **CLASSIC DESIGNER** models only and is constrained to a single attempt. The entrant selects a slip of paper from a hat that has a number between 20 and 60 written on it. This is the entrants target flight time, in seconds. The entrant then has 2 minutes to launch and wind. The contestant with the closest flight time to their selected time is the winner. Fly-off to break tie. This event runs all day except during the mass launch events.

**1:00 PM: COMET WW-I MASS LAUNCH:** Limited to Spad and Fokker D-7 Comet 10-center models (plans in Sept./Oct 1998 MAX-FAX). The event director may, at his discretion, allow colorful models to launch from 1 to 10 seconds later than the rest. See Note 1 below.

**1:45 PM: WW-II MASS LAUNCH:** Open to all WW-II rubber scale models. See Note 1 below.

**2:30 PM: GOLDEN AGE MASS LAUNCH:** Open to all rubber scale models. See Note 1 below.

**3:15 PM: SPOT LANDING:** This event is a single sortie mass launch open to all rubber powered scale models. The model landing closest to the prescribed location is the winner.

**4:00 PM: CLASSIC DESIGNERS MASS LAUNCH:** A single sortie mass launch for **CLASSIC DESIGNER** aircraft only. See Note 1.

**SPECIAL ONE DESIGN EVENT (MASS LAUNCH) for EARL STAHL'S INTERSTATE CADET** See Note 1.

This is the one design that the Brainbuster membership voted for as their choice for the Earl Stahl One Design Event which was held at their Spring Contest in 1999. The design was published in Model Airplane News in January of 1941. The membership decided to allow laminating tips and plastic props, but no other changes. (Please note that laminated tips are not allowed in the Earl Stahl events at the FAC meet in Geneseo). The basic outlines and airfoil will remain the same. Remember, it's an Earl Stahl design! For those not blessed with prop carving ability, you may use a plastic one that is the same diameter as the one shown on the plans. (8") You may use a store bought balsa one but no folders and no scaling up or down. Enough rules.

**NOTE 1:** Depending on weather conditions, this mass launch event may have all entrants launch simultaneously in the first heat. The last 3 down will then return for a final heat to determine 1st, 2nd, and 3rd place. Winding for mass launch must be done at launch site.

## Cunningham-Hall trim notes

*Bob McLellon*

I have about three degrees downthrust and three degrees right thrust in my airplane. It is a little heavy, so I am flying it with three loops of 1/16 rubber, using a peck 6 inch prop. Balance at 30 percent of chord. Left rudder tab. Climb is right, glide is left. Climb is hot and high with this power.

Two notes of caution: Although it was not installed on the original airplane, I suggest a brace strut from the side of the fuselage down to a point on the wing over the landing gear strut, a la Ryan ST. Little additional weight, but lots of resistance to cracking the wing spars.

Most important, the little flying tabs elevated above the ailerons are super critical for glide trim. They should be set **EXACTLY** parallel to the undersurface of the wing. **CHECK THIS CAREFULLY!** If all is correct, this is a really great flying airplane, and it is so cute everyone will admire it at the flying field. Have fun!

## Kestrel Farms

"... 'twas only a dream - but what a dream!"



After losing access to the COMSAT property last year, the D. C. MAXECUTERS found themselves without a free-flight flying field for the first time in their long history. Efforts to find a replacement

were stepped up (from none to a crawl). In checking out an area in Virginia that Tom Schmitt had spotted, Jack Felter, Ralph Smalley and others found that particular site to be unsuitable. The agent they spoke with, however, directed them to a property in Remington, Virginia which he felt might be OK for our purposes. It was fabulous! A former sod farm, only 1 hour drive from McLean, Virginia, with 273 acres of flat land, 230 acres of which are open, clear and planted with grass! It was 4,400 feet long and 2700 feet wide, with the prevailing wind along a 4500 foot diagonal. An unbelievable site this close to the D. C. area. After our first breathless inspection tour, we christened the field Kestrel Farms.

Now for the real-world stuff! The property was for sale at \$425K - not bad for this choice bit of real estate, but more than we had in the MAXECUTER's treasury!

Nevertheless, acquiring the property appeared feasible when it was found that a neighboring sod farmer would lease the property on a long term basis as part of his rather extensive sod farming business. The lease fee would pay a significant portion of required mortgage payments, and the sod farming activity would also provide valuable maintenance and security services. Ralph Smalley spearheaded an effort to make it happen. Financing was worked out so that if at least 40 or 50 modelers pitched in \$2500 up front plus a small annual fee, these modelers could buy and own Kestrel Farms. The loaning bank, however, insisted on a single person or entity to guarantee the loan. Ralph contacted the AMA. They indicated they would provide no direct money toward the purchase, but would act as the loan guarantor. We then concentrated our efforts on finding 40 to 50 modelers who would sign-up, since we had less than a month left on our exclusive right to buy the property. Amazingly, we signed up over 40 memberships in a few weeks, but then discovered that the AMA would *not* guarantee the loan! Ugh! There was some kind of misunderstanding apparently, since they did not really mean what we thought they said. All that time wasted! But wait - one last chance. Through Ralph's creative efforts, the sod farmer agreed to guarantee the loan. In addition, the modelers would provide the down payment, but the farmer would pick up the loan and make all mortgage payments. In exchange, he would own the

### PHOTO PAGES

9. Our Secretary never leaves his 'pants' off. Ber really likes Monocoupes, that is if they have a 'round' engine and 'pants'; this one his Jumbo.
10. Another of Chuck Wojtkiewicz's marvelously crafted aircraft, a 'VariViggin' with James Bond and Jill St John as pilot and passenger! Chuck sells plans for this and other of his remarkably detailed models. Contact Chuck at  
4320 DAIRYLAND ROAD HILLSBOROUGH  
NORTH CAROLINA 27278  
Phone 919-968-4036.
11. Pat Daily trying to decide why his Rearwin Sportster is a squirrly flyer.
12. Another model of Pat's, his OC-2 which flies as good as it looks; photo from Pat.
13. Lindsey Smith sent this nifty photo of his Tiger Moth with two of his vacuum formed pilots on board. Lindsey offers many great lightweight vacuum formed parts; wheels, pilots engines and also decals. Get in touch with him at  
Phone 02-64-77-34-87  
SPRING MEADOW, FYFIELD ANDOVER  
HANTS SP11 8EL ENGLAND
14. Claude Powell with his Curtiss Falcon at Raeford; it is a great flyer and looks very realistic up in the wild blue yonder.

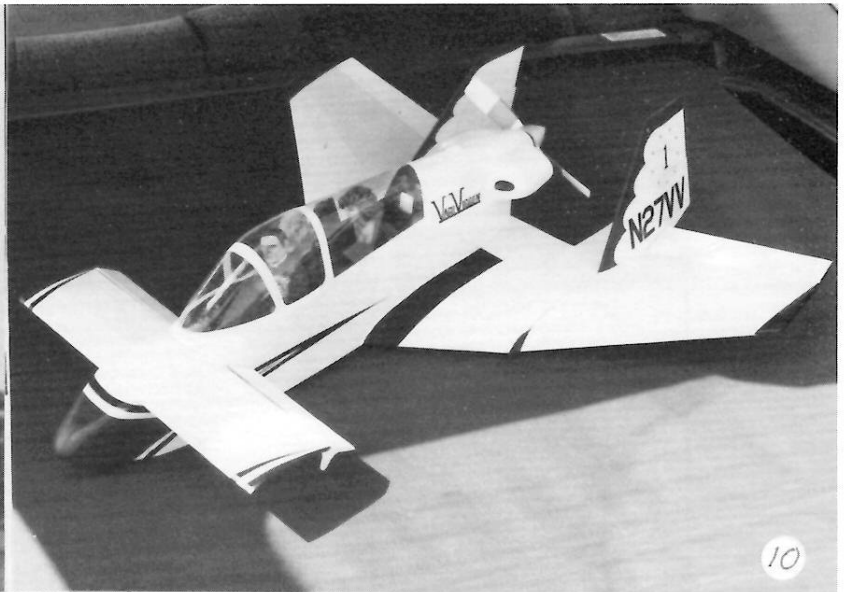
property at the end of the 20 year loan. It meant that the modelers' initial payment would buy them 10 to 20 years exclusive of use of Kestrel Farms, plus access to the farmers other (2,000 acres!) sod farm properties. With no annual mortgage or other down-stream payments, it sounded great to most of us. We quickly got over 40 of the original subscribers to agree. So the deal was set, but Hung frowned again! At the last moment, the farmer's accountant scotched the deal and the farmer backed out. We were out of time, and Kestrel Farms was probably lost for good.

Wow! What an experience! It was a close call - and thanks to all of the intrepid modelers who agreed to support the project. I hope the free-flighters in this part of the country have another shot some day at getting a flying field this side of Muncie. Meanwhile, I guess it's back to RC or solid models. *Don Srull*

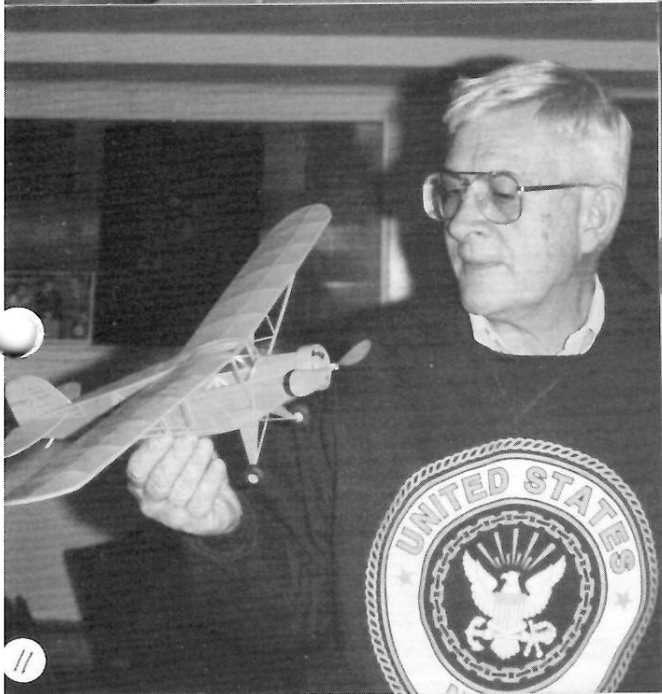
See photos of Kestrel Farms on the  
DC Maxecuters Web page  
<http://www.his.com/~tschmitt/>



9



10



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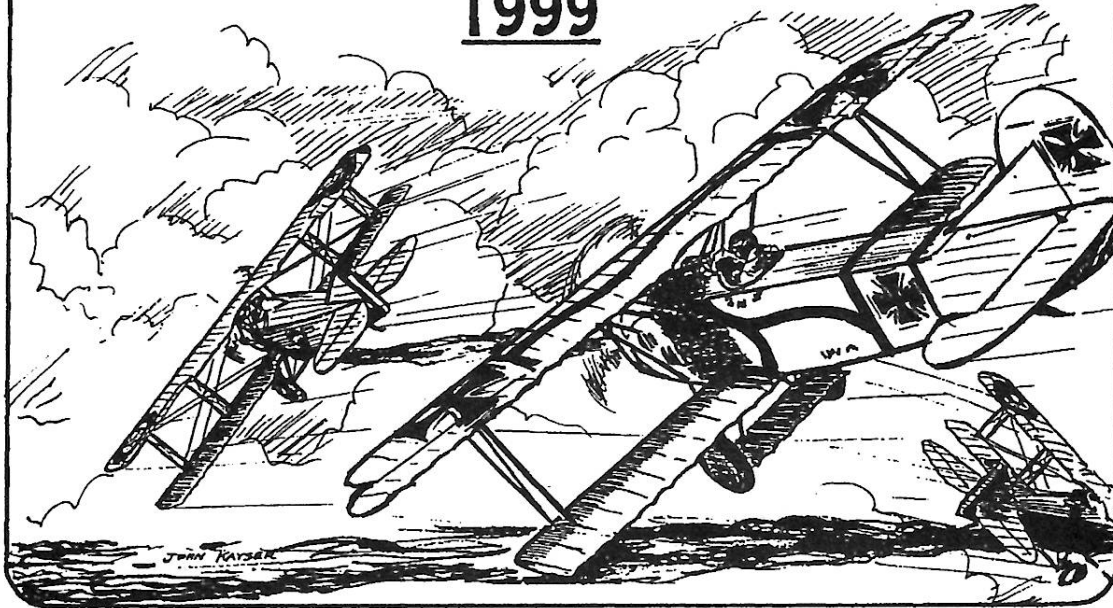


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# SEVENTH DIMESCALE ISSUE

## Kudzu Komet Kombat Klassic

1999



The single design mass launch for the 1999 Kudzu contest will be the **Kudzu Komet Kombat Klassic.**

Either of the two Comet WWI ten-centers the Fokker D-7 or the SPAD is eligible. The grand plan is to have the SPADS fight it out in one sorte and the Fokkers in another and then have the top three from each go at it for the grand finale. See P 20 for complete rules.

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Stew Meyers,,,,stew.meyers@erols.com



Pay up your dues, stomp out the 'red X'.



NOTE : Your Dues Are Due



**CLUB OFFICERS** President: Hurst Bowers, 1649 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 continuously operating airport in the world.

**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.

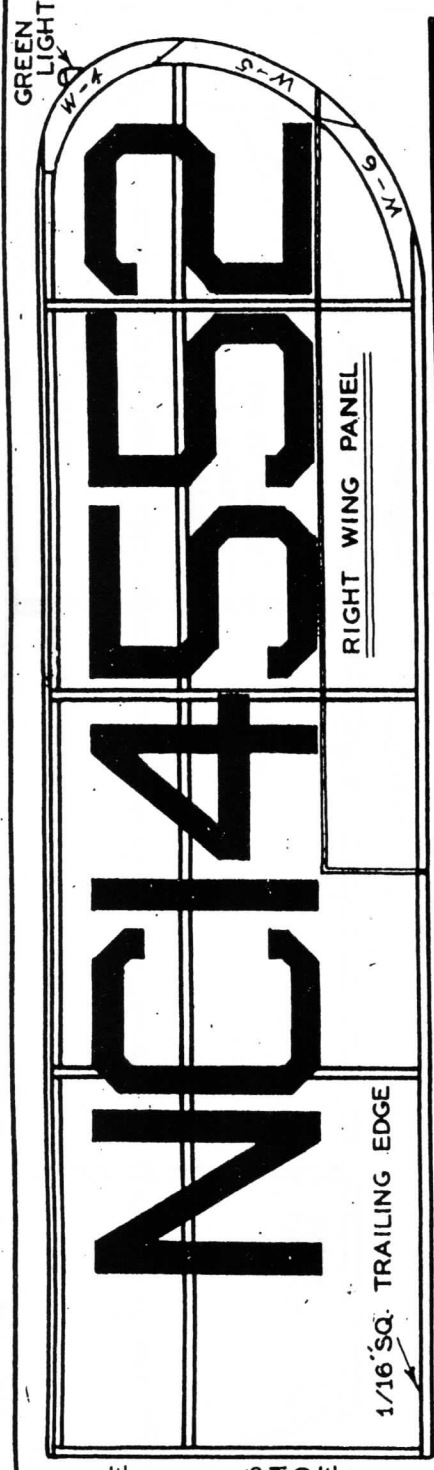
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due.

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

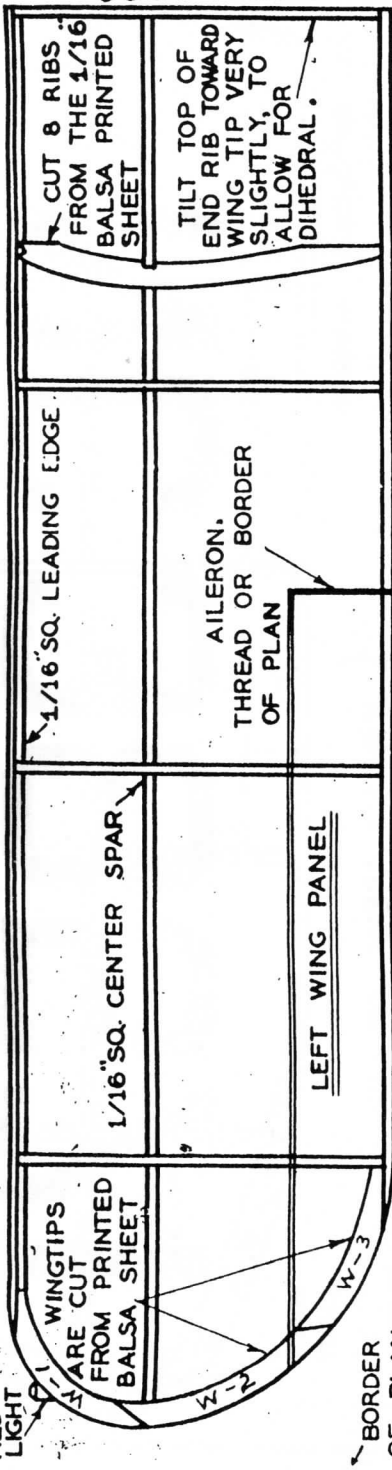






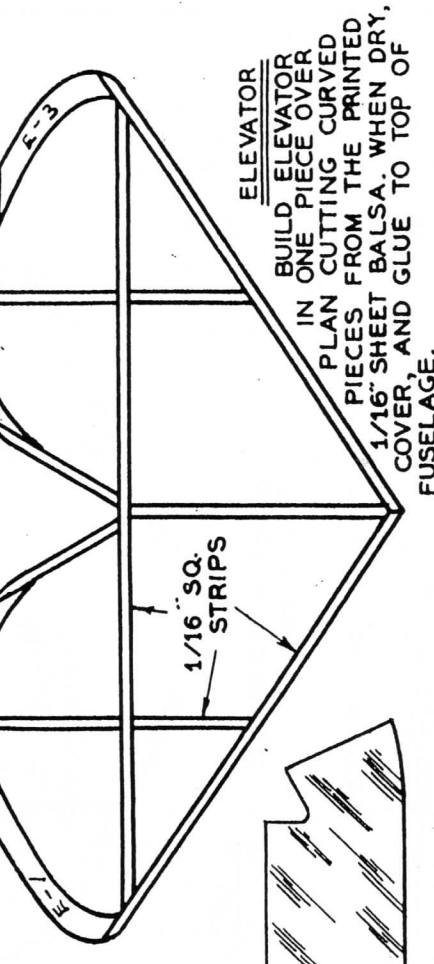


WINGS ARE CONSTRUCTED OVER PLAN. GLUE CENTER SPAR IN PLACE AFTER WING IS REMOVED FROM PLAN. GLUE TO THE WING BASE FORMER. COVER WINGS ON TOP SIDE ONLY.



NOTE: ALL CONTROL SURFACES, DOOR OUTLINES, ETC. ARE REPRESENTED BY THE BORDERLINE CUT FROM THE PLAN OR THREAD GLUED IN PLACE.

**COLOR SCHEME**  
MODEL IS ALL YELLOW EXCEPT THE DETAILS, WHICH ARE BLACK.

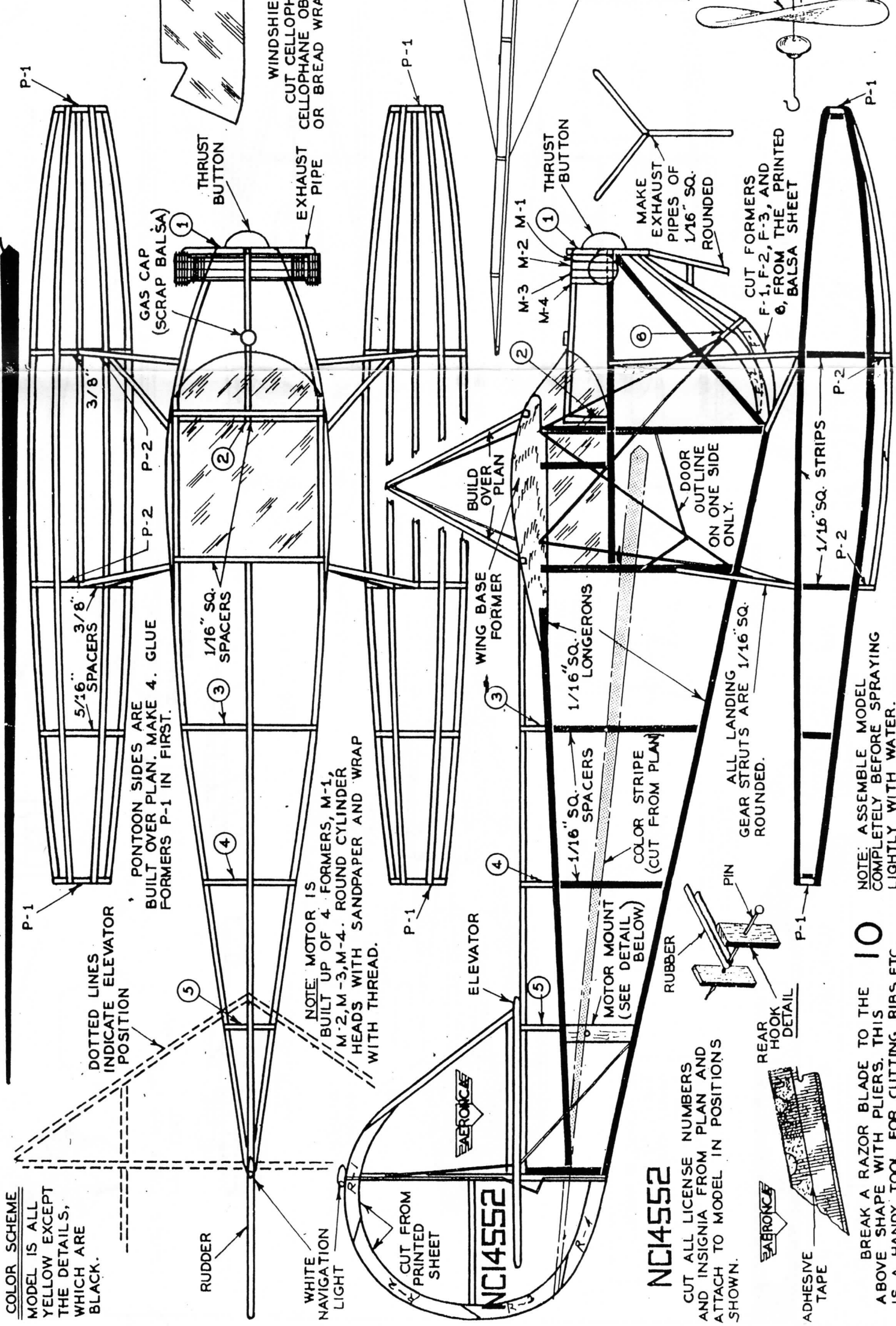


**ELEVATOR**  
BUILD ELEVATOR IN ONE PIECE OVER PLAN CUTTING CURVED PIECES FROM THE PRINTED 1/16" SHEET Balsa. WHEN DRY, COVER, AND GLUE TO TOP OF FUSELAGE.

**WINDSHIELD PATTERN**  
CUT CELLOPHANE TO THIS SHAPE. CELLOPHANE OBTAINED FROM CANDY OR BREAD WRAPPER.



NOTE: ALL PRINTED PARTS SUCH AS WING TIPS, ARE CUT FROM THE PRINTED Balsa SHEET. GLUE TO FORMER 2.



**NC14552**  
CUT ALL LICENSE NUMBERS AND INSIGNIA FROM PLAN AND ATTACH TO MODEL IN POSITIONS SHOWN.



REAR HOOK DETAIL

ADHESIVE TAPE

BREAK A RAZOR BLADE TO THE ABOVE SHAPE WITH PLIERS. THIS IS A HANDY TOOL FOR CUTTING RIBS, ETC.

NOTE: ASSEMBLE MODEL COMPLETELY BEFORE SPRAYING LIGHTLY WITH WATER.

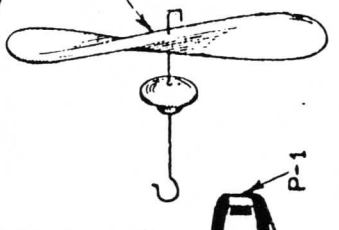
ALL LANDING GEAR STRUTS ARE 1/16" SQ. ROUNDED.

DOOR OUTLINE ON ONE SIDE ONLY.

MAKE EXHAUST PIPES OF 1/16" SQ. ROUNDED

CUT FORMERS F-1, F-2, F-3, AND F-6, FROM THE PRINTED Balsa SHEET

PROPELLER DETAIL



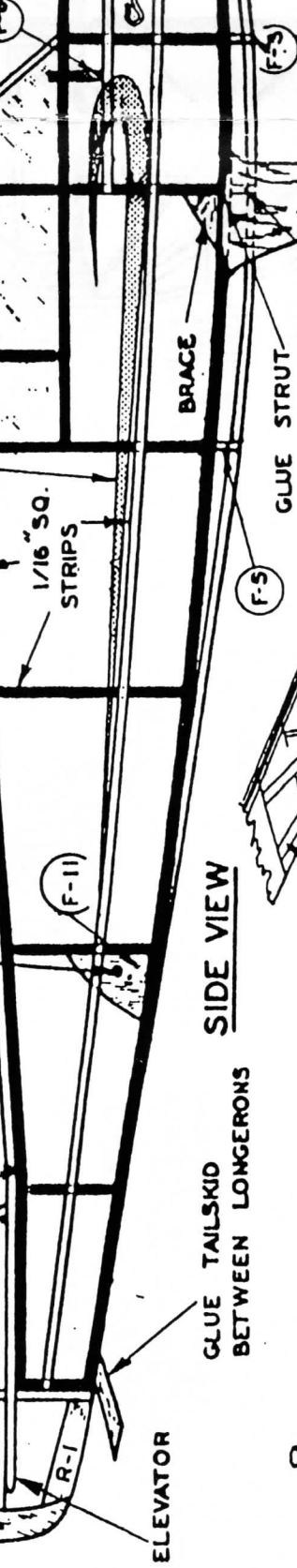
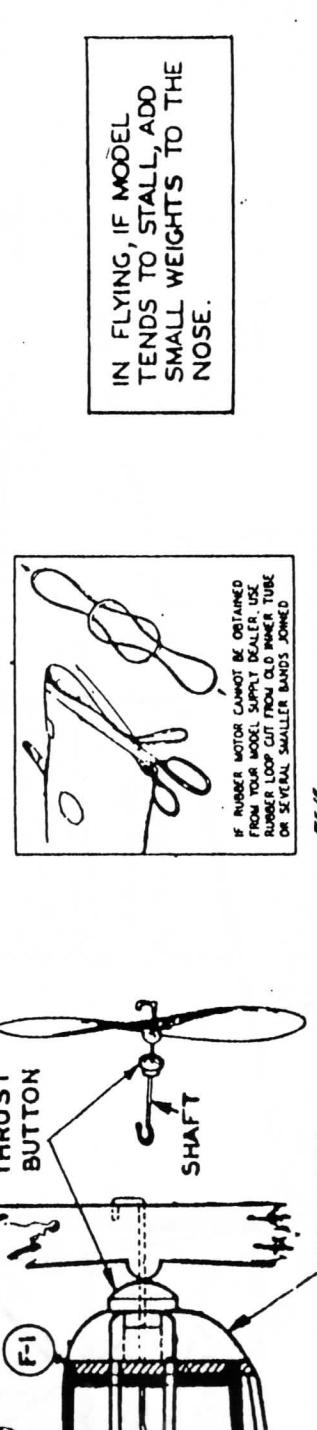
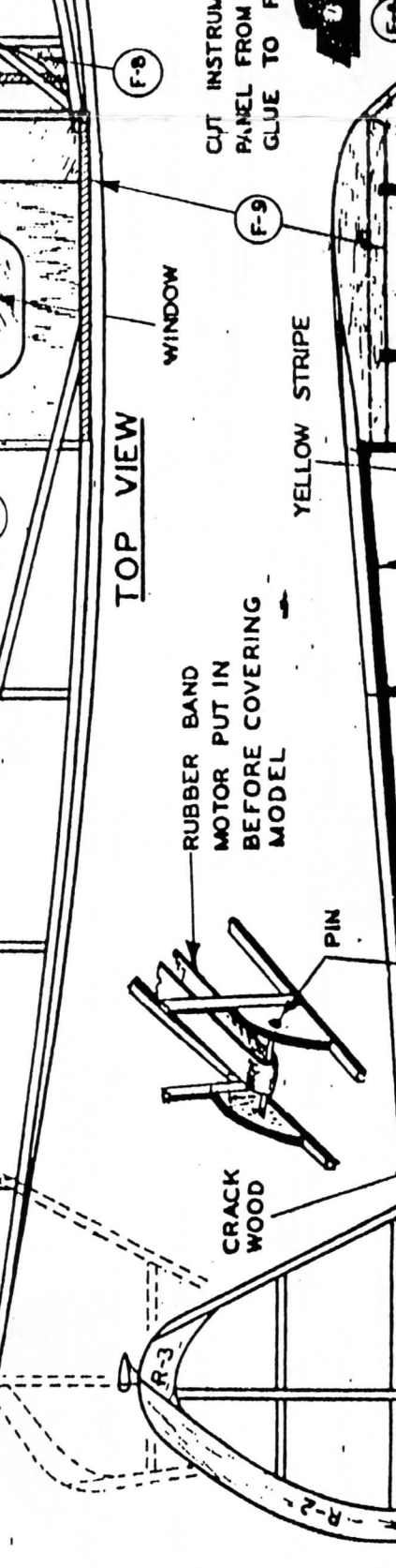
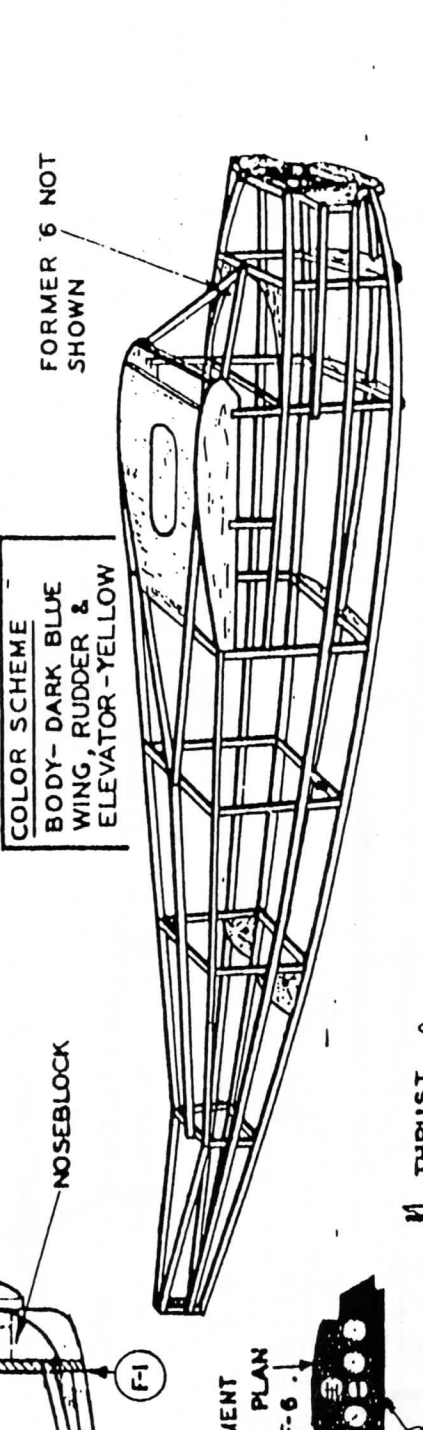
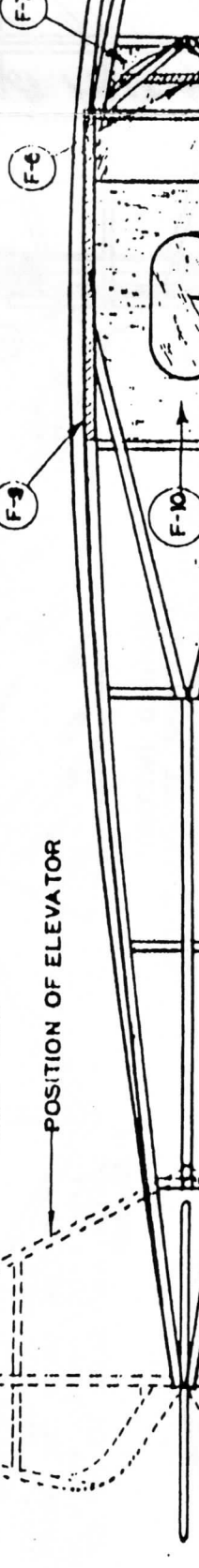
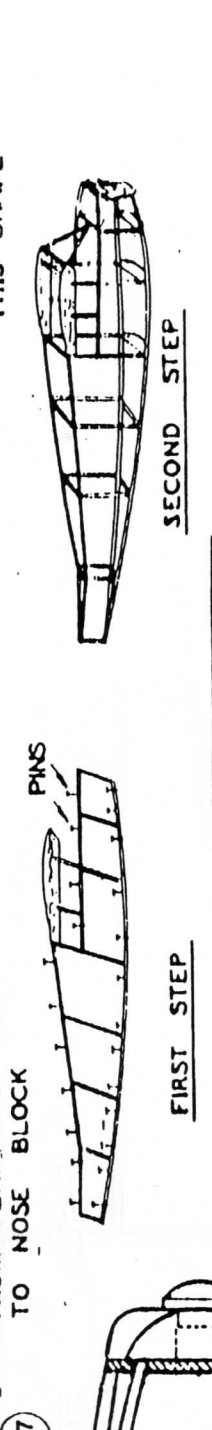
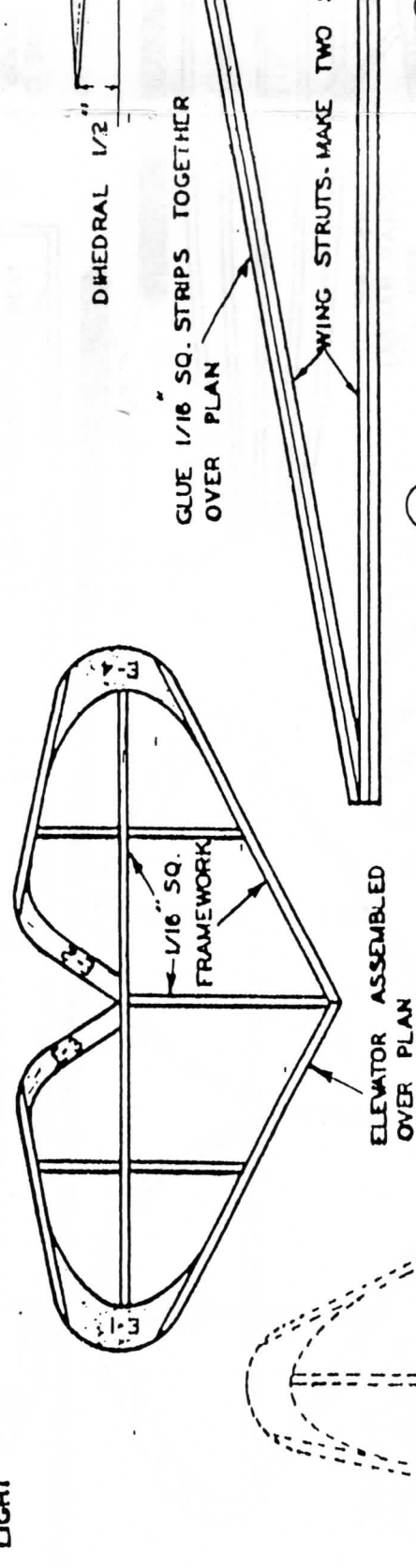
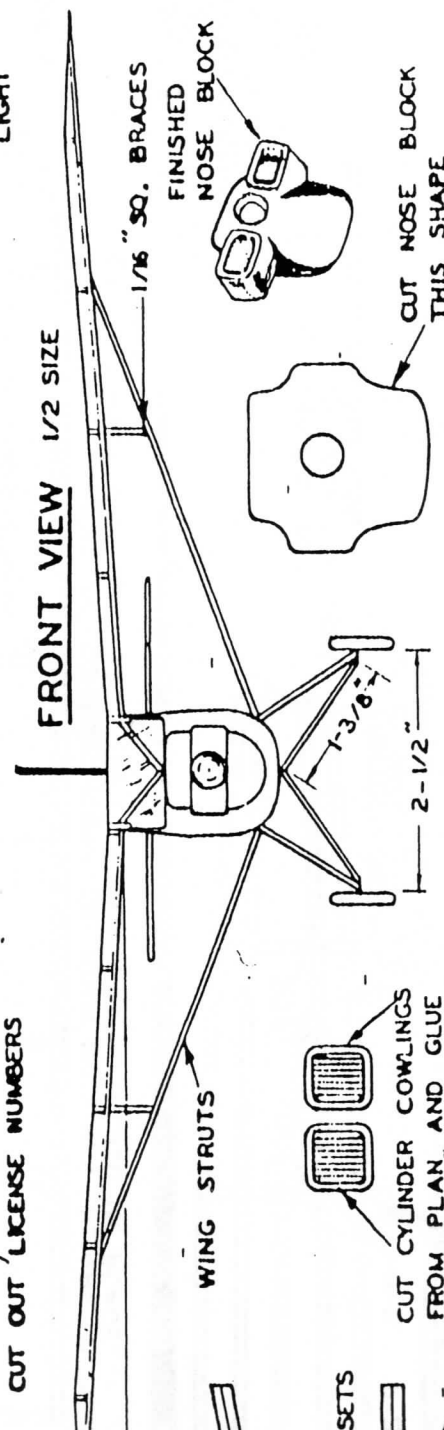
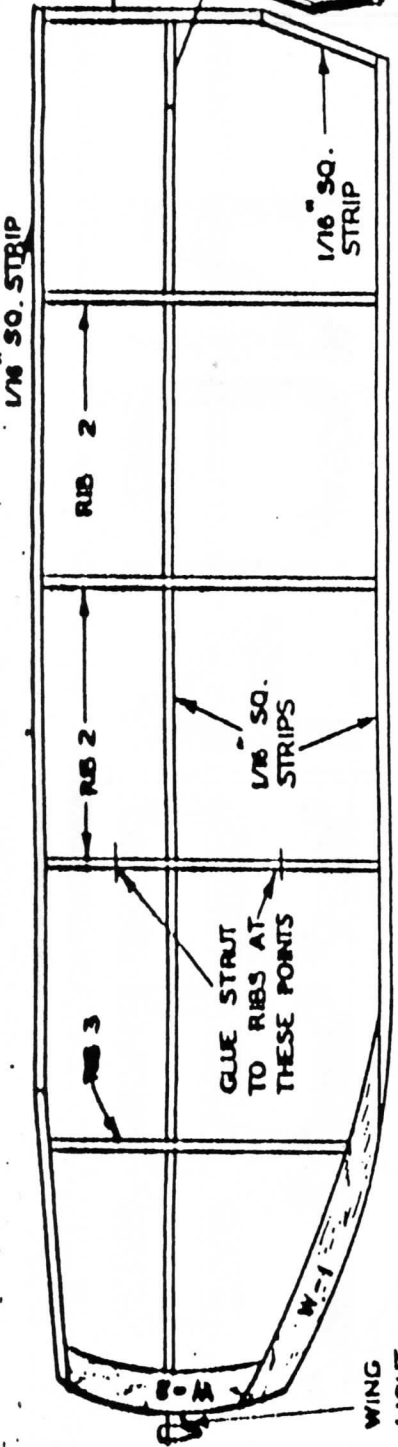
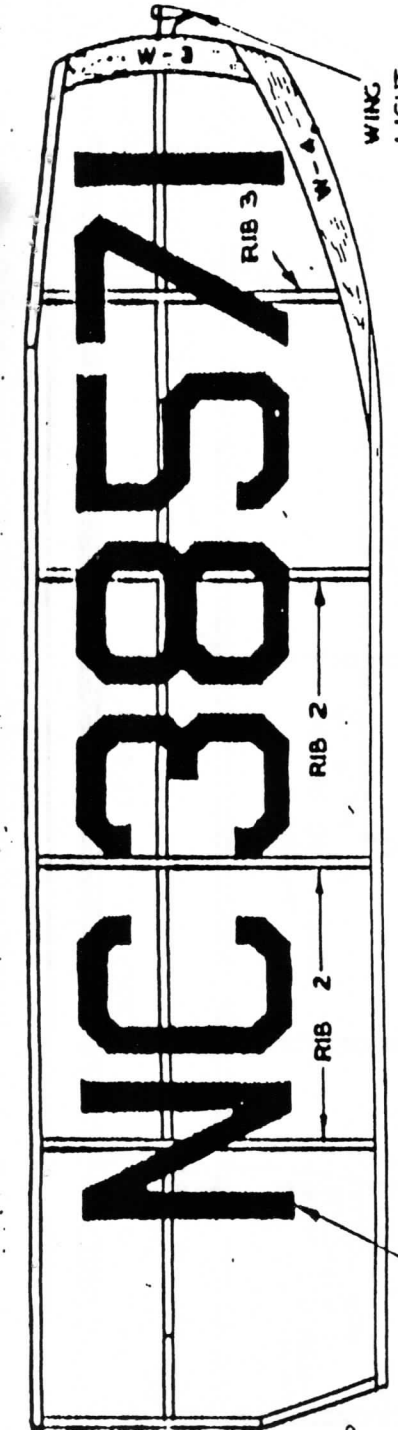
**AERONCA SEAPLANE**

WINGSPAN 16" | LENGTH 9-3/8"

DRAWN BY: *Joseph H. ...* KIT NO. A 6

1/16 SQ. STRIP

WING PANELS



IN FLYING, IF MODEL TENDS TO STALL, ADD SMALL WEIGHTS TO THE NOSE.

IF RUBBER MOTOR CANNOT BE OBTAINED FROM YOUR MODEL SUPPLY DEALER, USE RUBBER LOOP CUT FROM OLD PAPER TUBE OR SEVERAL SMALLER BANDS JOINED.

LUSCOMBE "50"

WINGSPAN 16" LENGTH 10"

DRAWN BY Sidney Cleland KIT NO. A2

