

MAXFAX



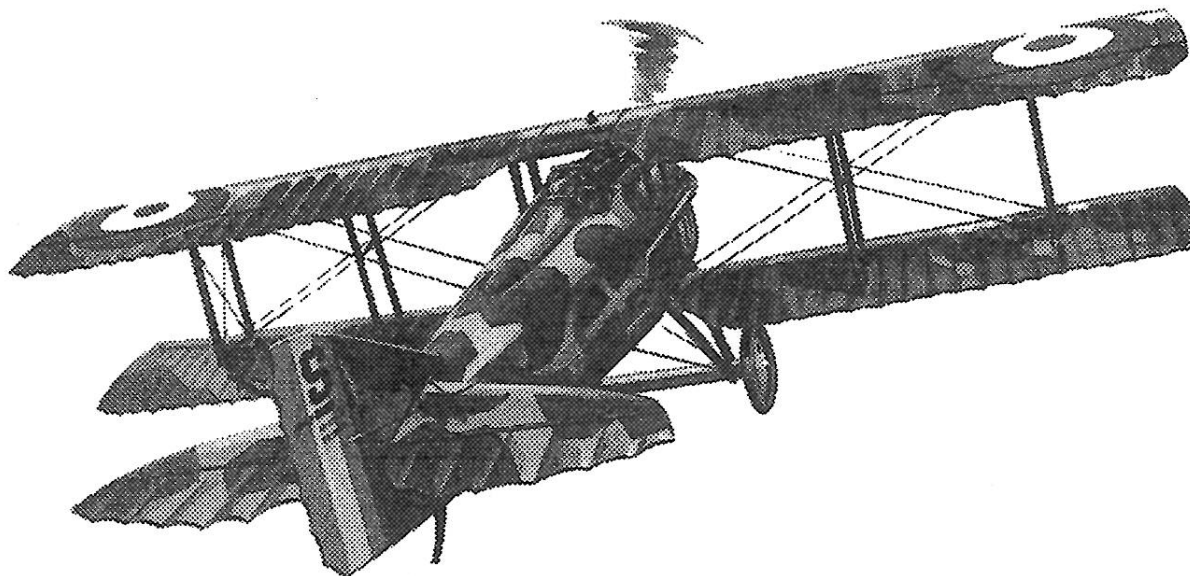
Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JANUARY-FEBRUARY 2001

GUILLOW'S WWI ISSUE



COMING ATTRACTIONS

JAN 14 -2001
9AM TO 4 PM

SUNDAY FLYING AT THE NATIONAL BUILDING MUSEUM
Both Free-Flight and R/C flying allowed- two atriums are available

JAN 14 -2001
12 NOON TO 5PM

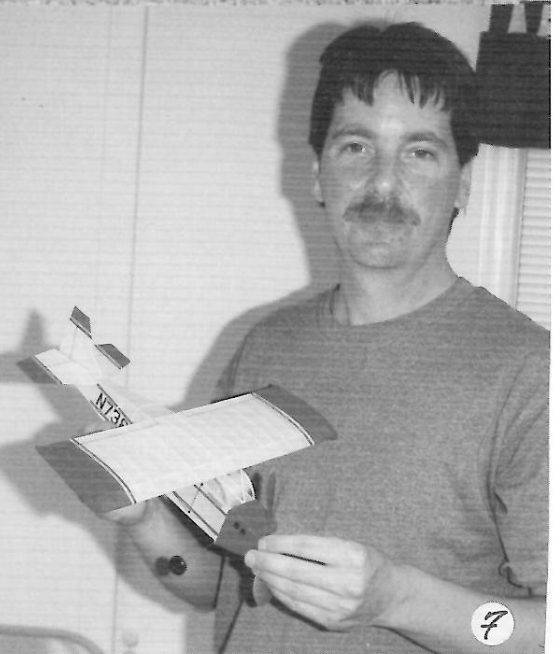
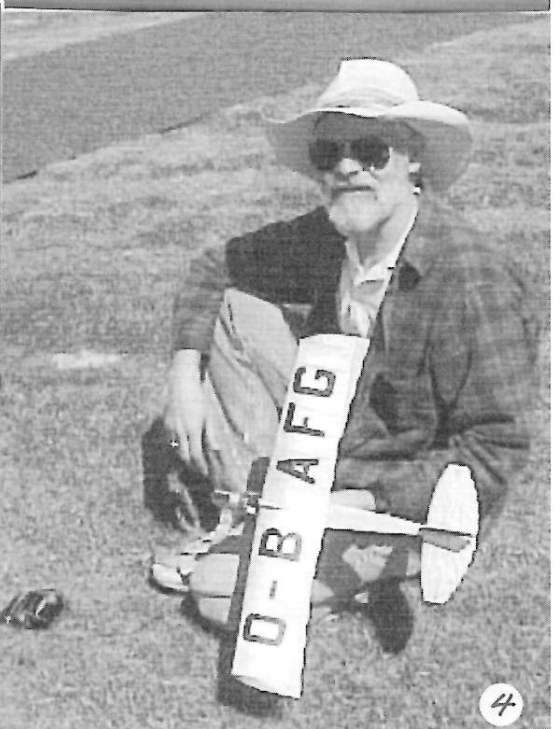
13th Annual CAAMA/ MECA Region 11 **COLLECTO**
Meeting Room, Fairfax County Tysons-Pimmit Hills Regional Library,
7584 Leesburg Pike, Falls Church, VA. Donations accepted to cover
cost of running collecto; there is no admittance fee. Hosts are
Marty Schindler (703) 938 2975 and Jim Coffin (703)256 2865.

JAN 20 -2001
SATURDAY

MAXECUTER BULL SESSION AT PAT'S ABOUT 5 PM
AFTER MEETING AT AEROPLANE BOOKS ABOUT 1 PM
-Please give Pat a call at 804-330-8520 work 804-330-0825 home
OR E:MAIL lluvYash@aol.com to let him know how many are coming
- map to book store and his home in last issue.

APRIL 21,22, 2001

2001 EASTERN US FREE FLIGHT CHAMPS - INGLESIDE, MD
FAC EVENTS ARE INCLUDED - Announcement in this MAXFAX.



GUILLOW'S WWI ISSUE ONCE AGAIN

Editor: Stew Meyers

The Guillow's models in this issue are the Fokker D-8 and SPAD. I go into a little bit of perhaps esoteric detail on building them. We also have a letter from Bob Thompson on building Guillow's models over the years. Don Srull has a little to say about converting free flight models to micro R/C. Pat Daily holds forth on micro R/C as well as miscellaneous construction topics. We have swiped a page of Tom Arnold's trimming advice. I still am looking for material for future issues, as you can see I will run out of Guillow's models by June.

18 " Guillow WWI models SCORE SHEET

WW1	<i>Albatross D5A</i>	SEP-OCT 00
WW2	<i>Nieuport 28</i>	JUL-AUG 00
WW3	<i>SPAD</i>	JAN-FEB 01
WW4	<i>Fokker D-7</i>	NOV-DEC 01
WW5	<i>SE-5</i>	NOV-DEC 01
WW6	<i>Sopwith Camel</i>	SEP-OCT 00
WW7	<i>Bristol Bullet</i>	MAR-APR 01?
WW8	<i>Nieuport 27</i>	MAR-APR 01?
WW9	<i>Fokker D-8</i>	JAN-FEB 01
WW10	<i>Sopwith Snipe</i>	MAY-JUN 01?
WW11	<i>Pfalz D-3</i>	JUL-AUG 00
WW12	<i>Halberstadt CI-2</i>	JAN-FEB 00

PHOTO PAGE

1. Our editor with his Micro R/C SE5. (Stew is looking for volunteers to take over a few issues of MAXFAX for a while -- he could use some R&R -- also he is running out of Guillow WWI plans.)
2. Stew's SE5, a Falcon kit that he has reviewed for Mircoflight, is a very good flyer and is realistic in the air.
3. Brian Griggs is seen here holding dad Doug's handsome version of the Fairchild 24R.
4. Bill Sheppard was kind enough to send us this photo of Wally Farrell's second place Poncelet, his entry in the Hurst Bowers ROG Electric event at the Kudzu meet in September. Wally's Poncelet was a flyaway.
5. Ralph Smalley, one of the Corkie regulars, with his version of Earl Stahl's Miles Magister.
6. This is what Pat Daily's Micro R/C American Eagle does best -- fly!
7. Barry Harrison with his Lacey at one of the Maxecuter monthly meetings.

Painless Thrustline Shimming by Tom Arnold, in Scale Staffel Newsletter

OK, picture this. It's early Saturday morning, the air is calm and cool, the sun's gently warming the ground, and you step up to the winding stooze with the most fabulous subject you've ever created in tissue and stick - a Fairey Firefart complete with full rigging, turnbuckles, engine detail and carved pilot busts. Admiring the truly stunning silver-finished tissue with all those neat British squadron markings, you crank the first winds of the first powered flight. A few minutes before, you had tweaked in the most beautiful glide. and now it's time for POWER. You are sharp, though. You know that you must sneak up on power because over-eager winding will breed a thrust demon that will make shambles of this magnificent expression of the free-flight scale art. So low power is cranked in at first and, replacing the nose block, you walk out to the launch point. In California for 90% of the year, the launch point is the same as the crash point because there is no (as in "nothing", "nada", "gone") grass to catch the results of the crash demon. (On the other hand, Tom, you don't have knee-high, model-thirsty weeds that swallow your models in one swaying gulp!....Joe) A gentle launch and then a gentle climb and then a gentle stall, to end with a rather ugly jar to the nose. No problem, a small shim is glued for downthrust. A few more winds and another launch with a climb, a turn, a stall, then the jarring arrival at the dirt. No problem, a few more shims glued (my, this is getting messy) to the nose - except the shims only come in 1/16" or 1/32" sheet and you need somewhere in between. Another flight, another nose cruncher. Ooooh....too much, too much. Now you've got to carve some of that shimming down. Dang, this is hard, trying to cut through dried CyA. And this constant walking back and forth from field to car in the rising heat is getting old. Another flight. Whoa, almost got it! All I need is a teensy little shim right on the left side and the car is a long walk back and there's well over half the winds still in the motor. Let's see, is there a little TWIG around here I could use? Ah, here's one....now for a launch again....easy does it. Holy Cow! What made it do that? What a smasher that was - now I've got a busted wing!

If any of this sounds familiar, you are not alone. The thrust adjustment process really stinks. You know exactly what you need but getting it with any degree of accuracy and ease is a bear. Glued shims are really the devil's delight but what else is there? There is a fabulous solution. It's quick, easy, infinitely adjustable and easily adaptable to any scale aircraft. In a nutshell, it is three small screws placed in the lip of the motor opening at the 12 o'clock, 3 o'clock and 7:30 positions. That's it! Nothing more complicated than that. It's no great trick to mount the screws either. Just make sure the threads have something to bite into - thin plywood, thick balsa, balsa block, etc. (continued on p.22)

Building the Fokker D-8

Stew Meyers

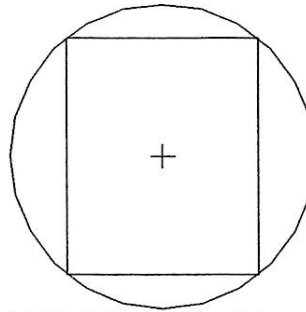
In 1970 I built the D-8 for the then new Brown CO2 motor and an Ablin super-regen receiver with a Bentert acuator driving the rudder with pull -pull threads. The radio gear weighed 3/4 oz complete with silver oxide battery and switch. The model was essentially built per the kit with a lightened stab and 1/32 sheet rudder thread hinged. The U/C was 1/32 MW, the heavy kit wheels were used.

The Brown originally came with a 3" Comet prop. This combo resulted in a prolonged powered glide. When the Williams Bros. 5" prop came out, the motor produced enough power to fly it. I had placed the CO2 tank just behind the firewall to help move the cg forward. When I flew it, it climbed away smartly and I had nice rudder control. I made several turns in both directions and was circling back when it started to get a little mushy and stall. A little more turn stopped the mush but was losing altitude. I straightened it out and it stalled and spun in. I gave it opposite rudder and it recovered from the spin and zoomed up, stalled and spun in the opposite direction. This process continued until it reached the ground. I then moved the tank back to the cg where CO2 consumption would not drive it tail heavy and added nose weight. It now flew consistently. It did not climb as fast as before, but did not stall. Eventually it got strained through a baseball backstop.

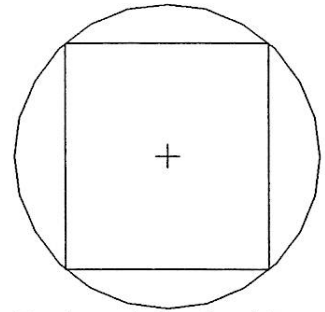
I brought this model to a DCRC meeting and John Strong suggested it was what the MAXECUTERS would fly and directed me to a MAXECUTER meeting. I joined up and eventually dropped my DCRC membership which dated back to the 1950's.

A few years ago I built another Guillow's Fokker D-8 for rubber. The wing had the ribs replaced with 1/32 sheet and the trailing edge and tips 1/16 x 1/8. The tail was all 1/16 sq. and 2 x 1/16 x 1/32 laminations. The fuselage was a simple box following the upper and lower stingers. This resulted in the fuselage being 1-13/32 wide to B 5 tapering aft. This narrower than the 1-1/2 inches shown on the plan and noticeably out of scale. The cabine was made up of 1/16 dia bamboo members. The main member of the cabine tripod J2 was run down to the bottom of B1. The aft leg was run back to B3. A simple jig was used to locate the tripod similar to that described for the D-7 in the last issue.

The U/C legs and tail skid were also bamboo. The axle wing was built form 1/32 sheet top and bottom over the ribs. Staple wire pins were used for the upper U/C leg ends. A stringer was run from the firewall (B1) back to B6 braced at the uprights. Tissue was simply stretched over bond paper on this to produce the faring shape similar to full scale practice. The turtle deck before and aft of the cockpit was bond paper over a single central stringer. It took a bunch of lead plus some clay to make it balance. I should have moved the rubber peg forward a bay or two. This did not fly nearly as well as the CO2 version with the radio removed.



With full depth sides



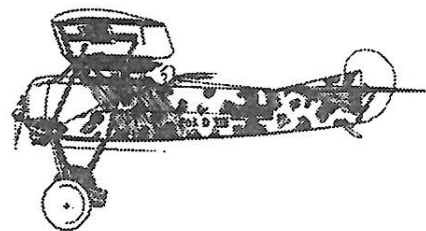
Reduced depth sides

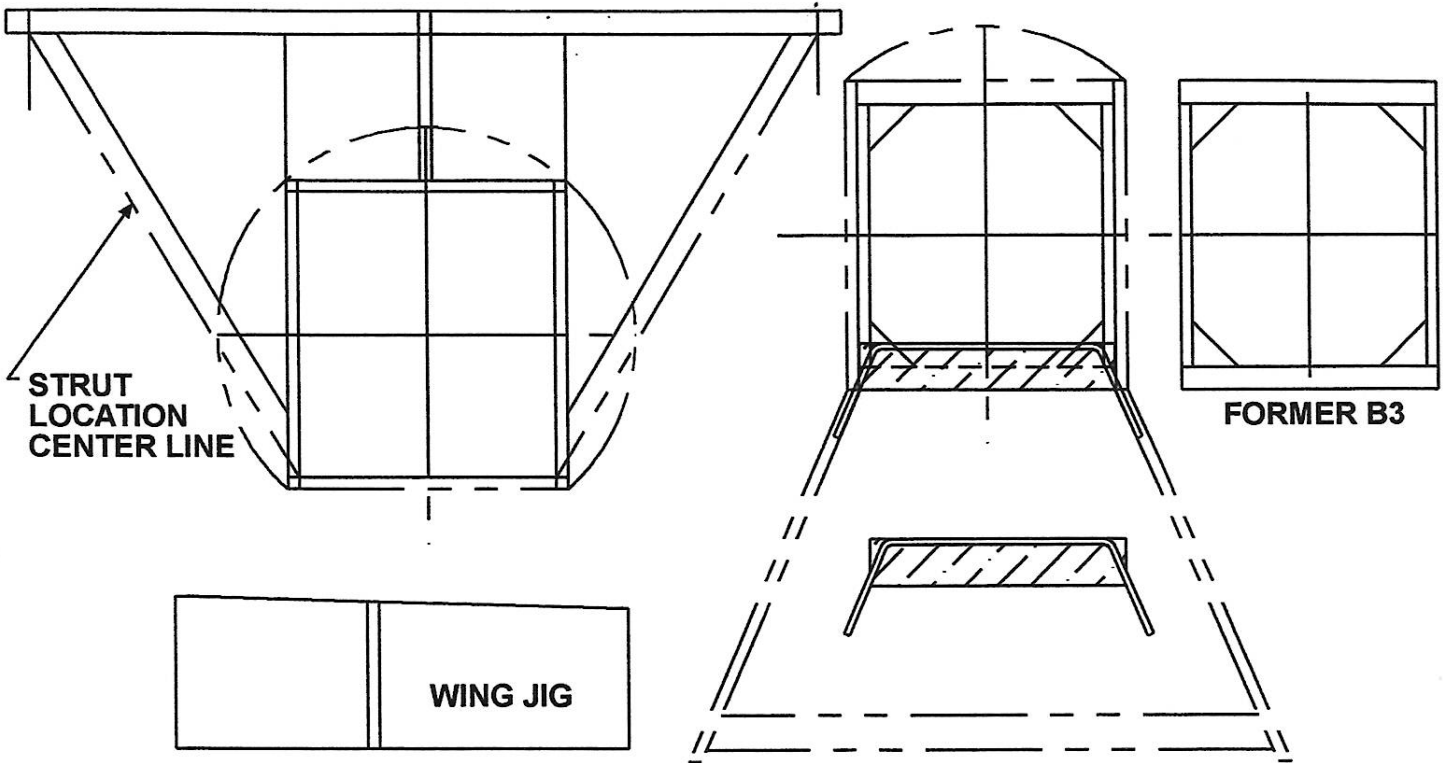
If I were to do it again, I would make the upper longeron 3/32 lower to make the fuselage wider and adust the bottom longeron aft of B5 to sweep up to meet the 1-1/16" (between the longerons) rear post. This is most easily done by glueing in the uprights at the B positions to B5. Add a small gusset at the lower longeron ahead of B5. Add the rear post, glue it to the upper longeron with a small gusset. Then sweep the lower longeron up to meet the tail post. Use a pin to hold it in place and glue it. Add the up rights from B6 to B9 trying not to disturb the natural curvature. This establishes a nice cubic spline that is more scale than the kit. When the glue is dry add a gusset at the lower end of the tail post. Drawings for this are shown on the center fold.

I would also use 1/16 x 3/32 bass wood struts. The bamboo is hard to glue and the very devil to drill for wire pins. The cabine tripod is glued in place before the side stringer is added and the fuselge covered. The aft cabine sturt is sized at this point but not added until final assembly similar to full scale practice.

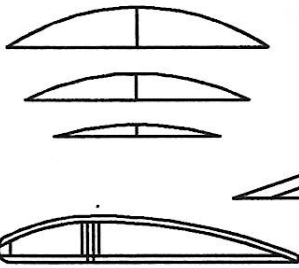
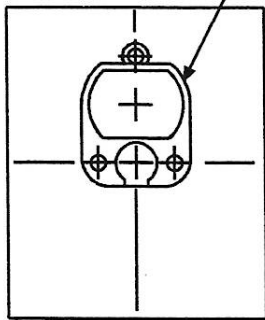
The U/C struts are also made from 1/16 x 3/32 bass wood struts. Drill a 5/16 long 1/32 dia. hole in the upper ends to accept the soft wire glued to the cross pieces shown on page 15. The lower end of the 'vee's is reinforced with 1/64th ply and glued to the axle wing. This has two 1/32 cross spars spaced 1/20th apart. A slot is cut in the bottom sheet 1/4th in long between the spars at each end. After the struts are glued to the axle wing enlarge the slot through the end of the 'vee's to allow the 1/32nd MW axle to flex. Run a couple of short (cut off) pins on either side of the axle to mount the shock cord.

The geared Kenway with a 5" K&P prop would be great for this. CO2 is not bad either. Rubber is marginal. This time I would use Lozenge rather than red fake Fokker tissue.

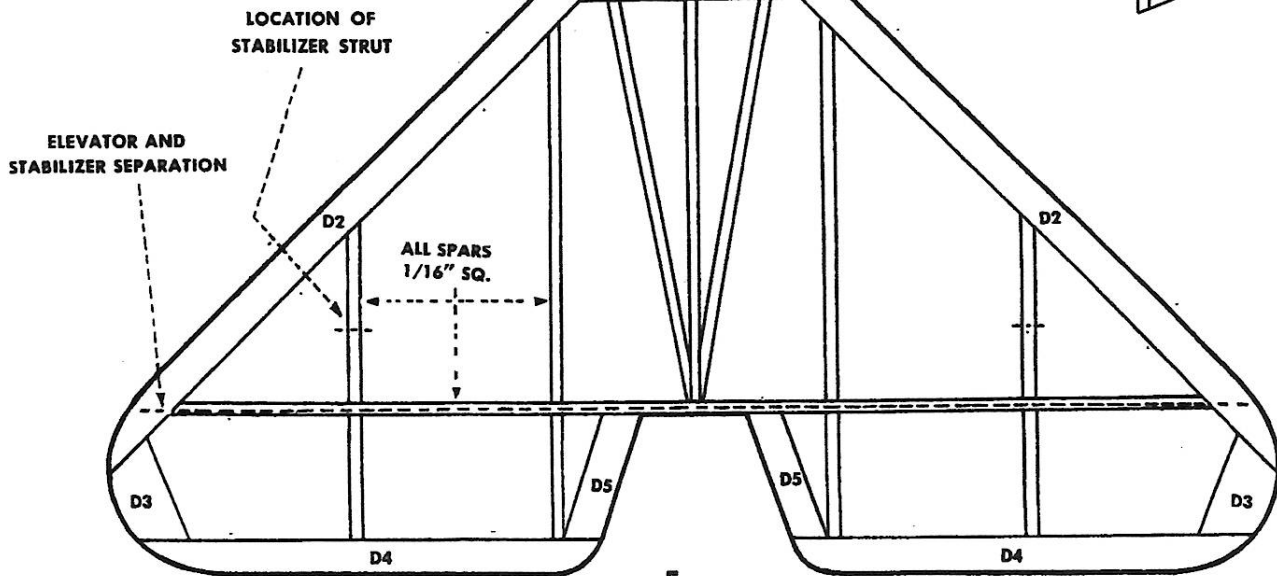
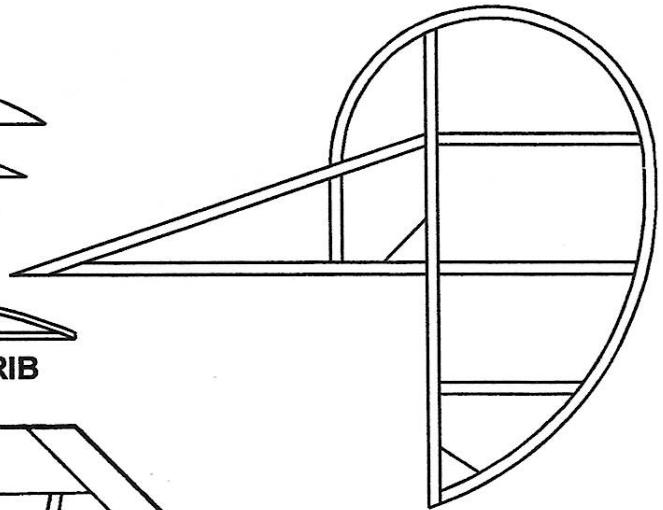




KENWAY MOUNT



WING AXLE RIB

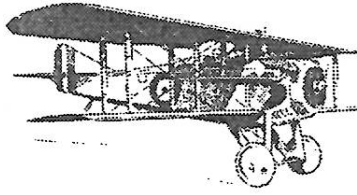


Building the SPAD

Stew Meyers

The SPAD requires very little modification. All we need to do is to lighten the wings and tail, redo the fuselage with longeron box construction, and beef up the cabine and under carriage attachment. Light sheet sides forward of former B4 with pockets to accept the basswood cabine struts and medium balsa longerons aft in place of the top and bottom stringers aft does the job. B3 is moved forward 5/32". Back up strips run from B2 to B4 to reinforce the area, both at the top and bottom. The cabins are actually added with the built fuselage box on its side over the plan. Easy to get everything right that way.

I had thought to use a one piece wing per the plans, but this so complicates the u/c attach that I decided to use plug in wings like we did on the Camel and SE 5 in past issues. 1/32 id aluminum tubing is inset in the



fuselage sides to accommodate the lower wing mount.

3/8" lengths of the tubing to accommodate the forward u/c legs are mounted to a cross brace just ahead of B2. Use a few gussets to mount this. An identical cross brace with the vertical rear leg mounting tubes will be added ahead of B4 and located by the u/c legs to adjust for small variances. These legs are made from 1/16 bass wood per the plan K 3 & K 4 with soft wire glued inside the strut along the center line. The wire is brought up vertically not horizontally as shown on the plans. This is wire can easily be bent to the desired angle. The bottom of this wire must pass under the L6 spreader. It is cyanoed in place and reinforced with fiber glass or carbon mat. The lower end of the u/c "vee" is reinforced with a scarf of 1/64th ply and pinned to the basswood spreader. Leave the pins proud to accept shock cord to mount the axle. Slot the "vee" to accept the axle wire.

Make a balsa nose block per B1 and use rare earth magnets to attach it to B1. Move the rear motor peg forward to just aft of B6.

During fuselage assembly add teflon tubes across the fuselage to allow the rigging to pass through the fuselage just above the wing. This will greatly simplify the rigging allowing it to be done with two lengths of invisible mending thread.

Rearrange the wing ribs to lose the extra sets for struts and of course thin down the trailing edge. Mount the inter plane struts with mono filament. I'd set the wings at +2° to reduce the necessary down thrust. The tail feathers need to have nothing bigger than a 1/16th sq. except for the scalloped TE.s which can be reduced in width. Plenty of great color schemes for this unlike British aircraft.

Controlled Free Flight Scale

by Pat Daily

I grew up in the 40's and 50's and my earliest recollection of model airplanes began when my older brother, Chuck, built a Comet P-47 in 1949 while we were living in Munich. In the early 50's I got some Strombecker solid model kits for Christmas and later, I bought my first Comet 25 center--a Fokker DVII. Building these early stick and tissue guys, I used to dream of flying these models on all kinds of missions. In those days, I didn't know about duration or scale details. I just wanted them to fly straight across the street--to bomb the enemy! I used to dream about being able to control them too-- making them fly up and down, go on secret missions, dogfight and so forth. Later, when I rediscovered models--especially free flight scale--the dreams came back. Sure, I experimented with some smaller R/C stuff in the 70s, but they were heavy and required strong structures and noisy engines. But it was that boyhood vision of watching stick and tissue scale jobs floating in the summer sky that hooked me on free flight scale--I would still dream about the secret missions, maneuvers, bombing raids, and dog fights.

In the fall of 1999 Flying Models published an issue dedicated to small electric and CO2 R/C. Articles by Don Srull and others on all aspects of micro R/C really got my attention. A few weeks later, I noticed the Hobby Lobby Pfalz kit and the NORA at the local hobby shop. On a whim, I bought the NORA and a 3 channels radio. Within a week, the NORA was ready for flying. After several crackups, I began to master NORA--until I lost her in a tree on Thanksgiving morning of 1999. My daughter, Shannon, and I tried for hours to get her down with no success. I immediately bought another NORA and the Hobby Lobby SPAD. I also blew up a Peanut PWS-11 (Pres Bruning plans) to 3 times it flew great with a 280 geared motor-- until I lost it in another tree. But I was hooked!! Small scale planes--not much bigger than the FAC scale jobs--were a real possibility. And all the boyhood dreams came rushing back. It was like walking through a magic door and being 10 years old again. I could ROG, do touch and goes, loops, secret missions, strafing runs, dog fights and bombing runs. I was in the plane!!.

Now a year and 11 planes later--a new record for me-- I am even more excited. There are hundreds more on the top secret drawing board that is deep in my mind. The nicest thing about these small electric R/C guys is that they are just like our stick and tissue jobs. Use the same building techniques, cover with tissue or litespan. Planes with 20 to 40 inch wingspans are possible, which means that many of the rubber scale jobs fall into this size range. If the plans are too small, like a Peanut, I truck over to the local Kinkos and blow them up. The thrill of flying them on hot summer evenings with the fading sunlight shining through the

wings--and knowing you can control them, make them go on secret missions, and land and take off is great fun. These little jobs bring back the magic of youth! All those rubber and CO2 plans I have been collecting for years can be enlarged a bit and make wonderful small R/C subjects. How about a Puss Moth at 30 inches, a DVII at 24 or 30 inches? A twin engined DeHavilland, like Don Srull's? There are all kinds of possibilities.

So you ask, what is so special about small electric R/C? Well, the technology has improved a lot. Small lightweight batteries--Nickel metal hydrides or Lithiums allow battery packs of 30 grams --or more if you want longer flights. Motor speed controllers that weight one gram, motors that only weigh 10-30 grams, servos that weight 3-6 grams and receivers that weigh only 5-6 grams. The whole power and control system can be kept to 60-90 grams or so. In a plane with 150-300 square inches, that only adds a couple of ounces per square foot. This results in wing loadings that are only slightly more than rubber scale and allows you to fly very slowly. Now I spend those summer evenings flying them low and slow--right in my face so I can really see the details. I get many flights of 5-20 minutes in a typical flying session of a couple of hours. I fly them at my "Secret" Blackhawk Squadron field or at the local school yard and even in my cul de sac. Dogfighting with Don Srull and Stew Meyers with our WWI jobs is a hoot. So if you are thinking that R/C isn't for you, well think again! Micro R/C is really controlled free flight. And you don't have to chase them!!! Check them out on the DC Maxecuter web site.

Decals, Lozenge Tissue, Sanding Blocks, Websites and Books *by Pat Daily*

Decals! Ever need a specific decal of a letter or number for your latest scale job? I used to go to the hobby shop and sort throughout the plastic models decals trying to find what I needed. Often it cost me \$5 or so for a specific letter or numbers. So, like all of us, I tried tissue. The trouble with tissue is it is hard to do small stuff. Recently, I saw an add for "Vitacal" in one of the model mags. I called them and they told me the stuff works with ink jet printers and that I could order it from the Terminal Hobby Shop (Walthers) at 414-461-1050. Or you can visit the Vitachrome website at www.vitachrome.com. Anyway, the paper is formulated for ink jet printers and they have a varnish that you spray over the printed decal to make it waterproof. The paper comes in clear and white in 8-1/2 by 11 inch sizes. I ordered some of both and the varnish and set out to make some decals. I had been wanting to make some Blackhawk roundels for one of my planes. I copied the Blackhawk logo from their website, put it into my vector drawing program (Freehand--thanks to Don Srull for this tip) and cleaned up the drawing. Now you

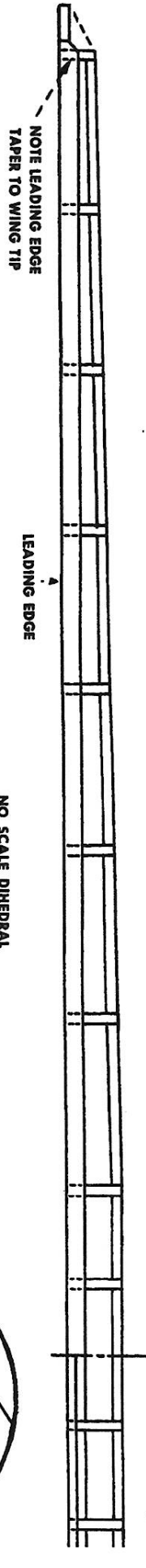
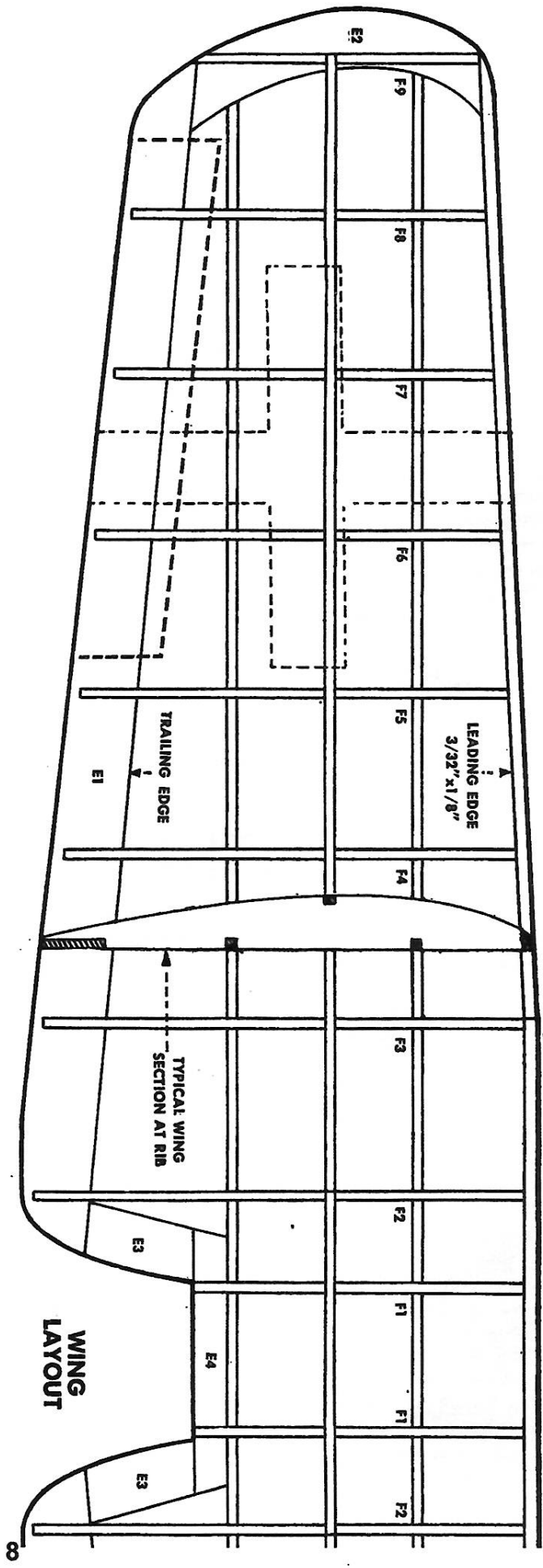
could do this with your computer's paint program, but the vector programs allow you to scale the drawing to any size without the loss of resolution (clarity). I then printed a test sample of the drawing on paper to make sure everything was copasetic. Then I tried the white decal paper. Now this stuff still costs about \$5 per sheet, but the beauty is you can fill the whole sheet with whatever decals you want. I wanted some 4 1/2 inch and 1 inch roundels. So I printed a whole lot of them on one sheet, sprayed the print with varnish and let it dry overnight. Next day, I cut out the decals, soaked 'em for 20 or so seconds and applied them to my plane. They looked great!!! Strong decals, no splitting, went on slick as snot! So if you are in need of decals and have an ink jet printer, I would highly recommend these. Remember, ink jet colors are translucent, so if you are making decals for a dark model, use the white. The clear is for lighter subjects.

Lozenge Tissue! Last year I built a DVII (22 inch span) with lozenge tissue on it. Here is how I made the tissue. I got a lozenge pattern from a book, scanned it into the computer, used paint or Freehand to make the outline of the lozenge pattern, picked the colors (this takes some experimenting to make sure they print in the right color) and scaled the drawing to the right size for my model. Freehand software is great for this. Then I took legal size paper, taped some jap tissue (at the front edge only) to the legal size (14 inches by 8.5 inches) typing paper and printed the tissue on my ink jet set on economy print (to minimize the ink). After letting it dry, I covered the wings using dope and acetone to adhere the paper. Dope and acetone do not affect ink jet prints, but water will make them run. Then I lightly sprayed thin clear dope on the wings and then gently shrunk the tissue with sprayed on alcohol. The thin dope protected the printed tissue from running. The tissue came out pretty good. Then I sprayed on two more coats of thin dope. Check out some pics of the DVII on the Maxecuter website.

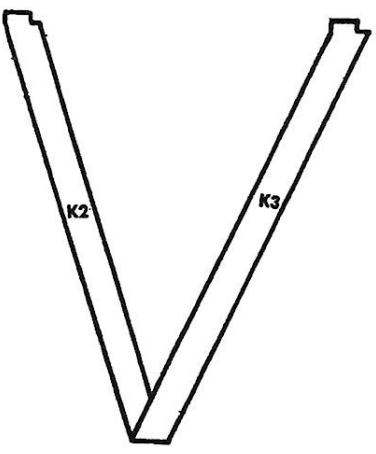
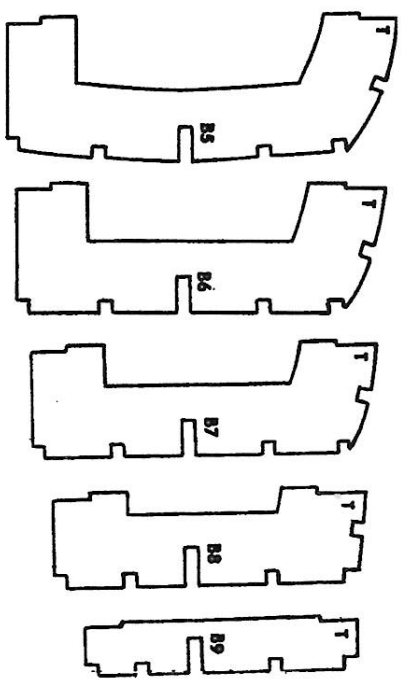
Sanding Blocks! I love the carborundum sanding sticks and blocks that you can buy at the local drug store in the "fingernail paint" section. I am not talking about the old sanding sticks that they used to have. I am talking about the black ones on foam sticks that come in all sorts of sanding grades from coarse to very fine. Kiss brand is my favorite. They eat balsa well, last a long time and are sort of cushioned with the foam backing. Much easier than sandpaper! Try them--you will like them a lot.

Websites! I read that about 51 % of American homes now have computers. So I hope many of you are surfing the web for airplane stuff when you are not slicing balsa. Tom Schmitt found a great WWI site--www.crossandcockade.org. There are many and they get more numerous every day with more and more information. Take a little time and explore--

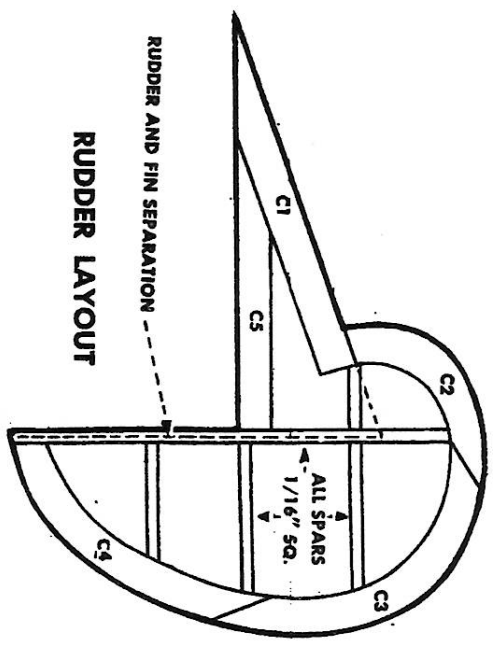
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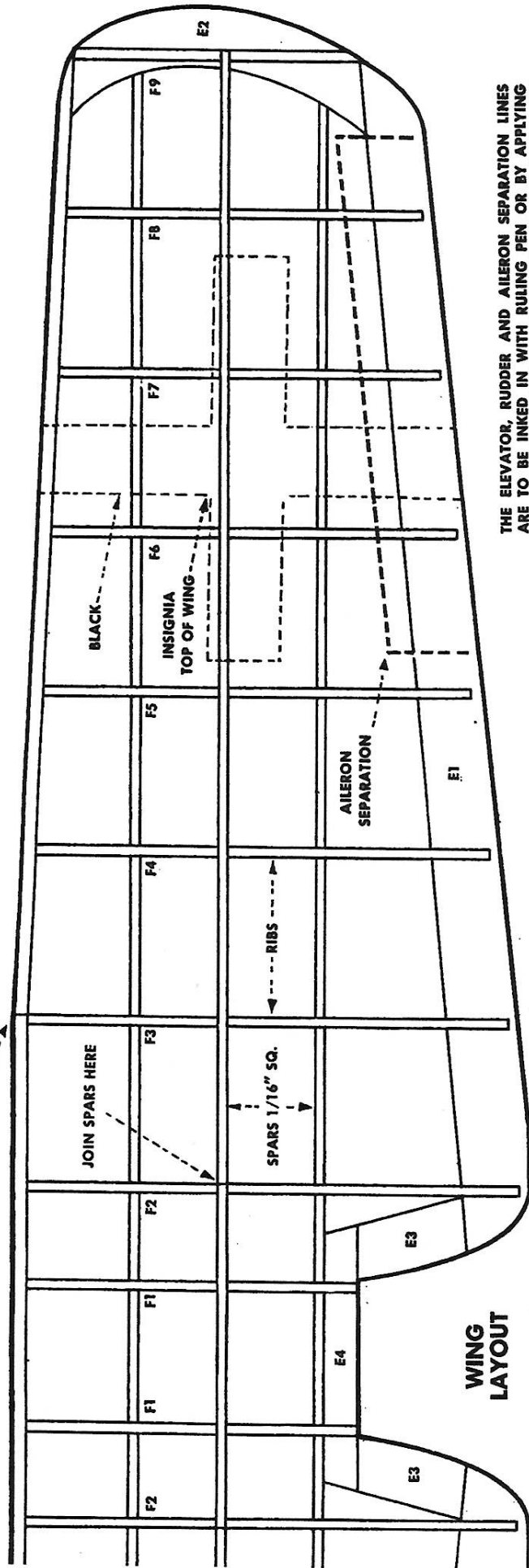
NO SCALE DIHEDRAL



STRUT LAYOUT
LANDING GEAR 2 REQ.



CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS RIB WHEN ADDING WING DIHEDRAL.



WING LAYOUT

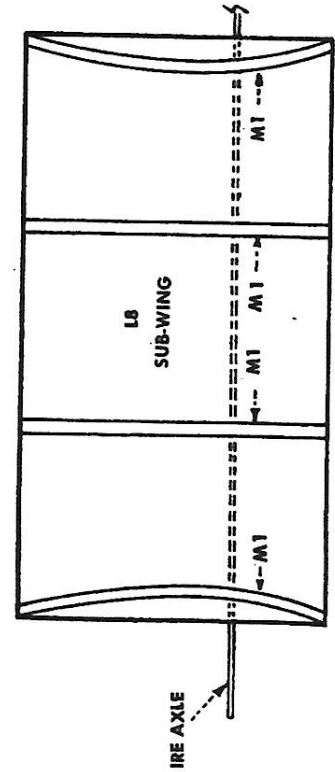
THE ELEVATOR, RUDDER AND AILERON SEPARATION LINES ARE TO BE INKED IN WITH RULING PEN OR BY APPLYING THIN STRIPS OF BLACK PAPER SUCH AS THE BORDER OF THIS PLAN.



TRAILING EDGE

NOTE: INCREASE OR ADD WING DIHEDRAL FOR BETTER FLYING STABILITY.

3/4" PER PANEL

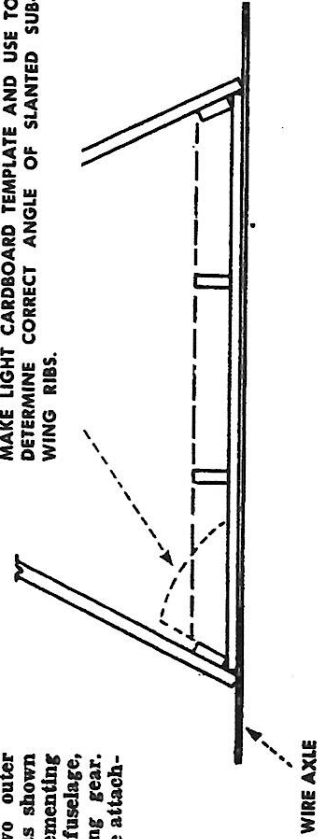


SUB-WING LAYOUT

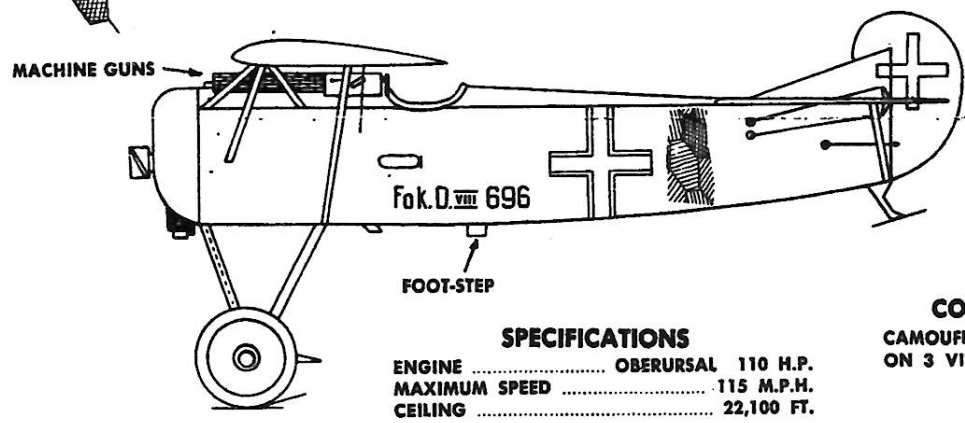
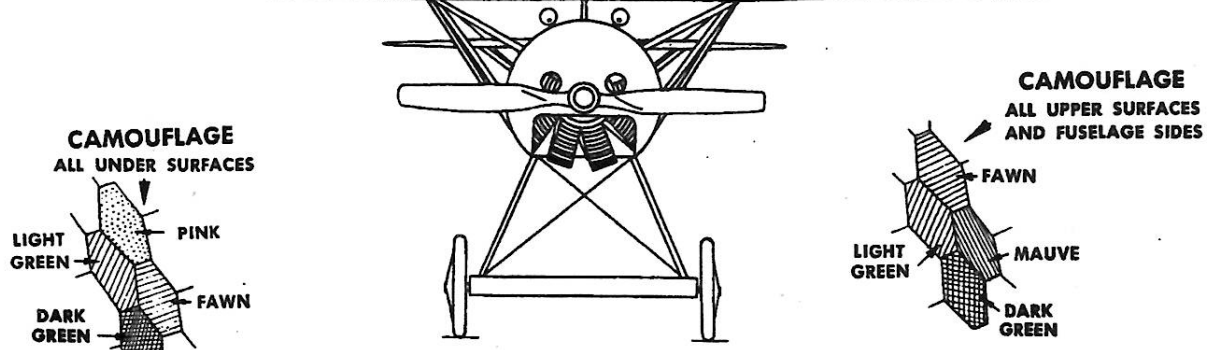
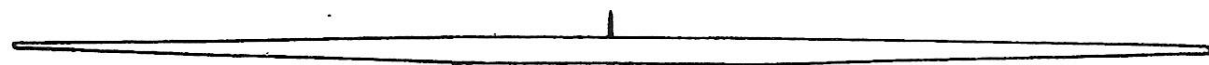
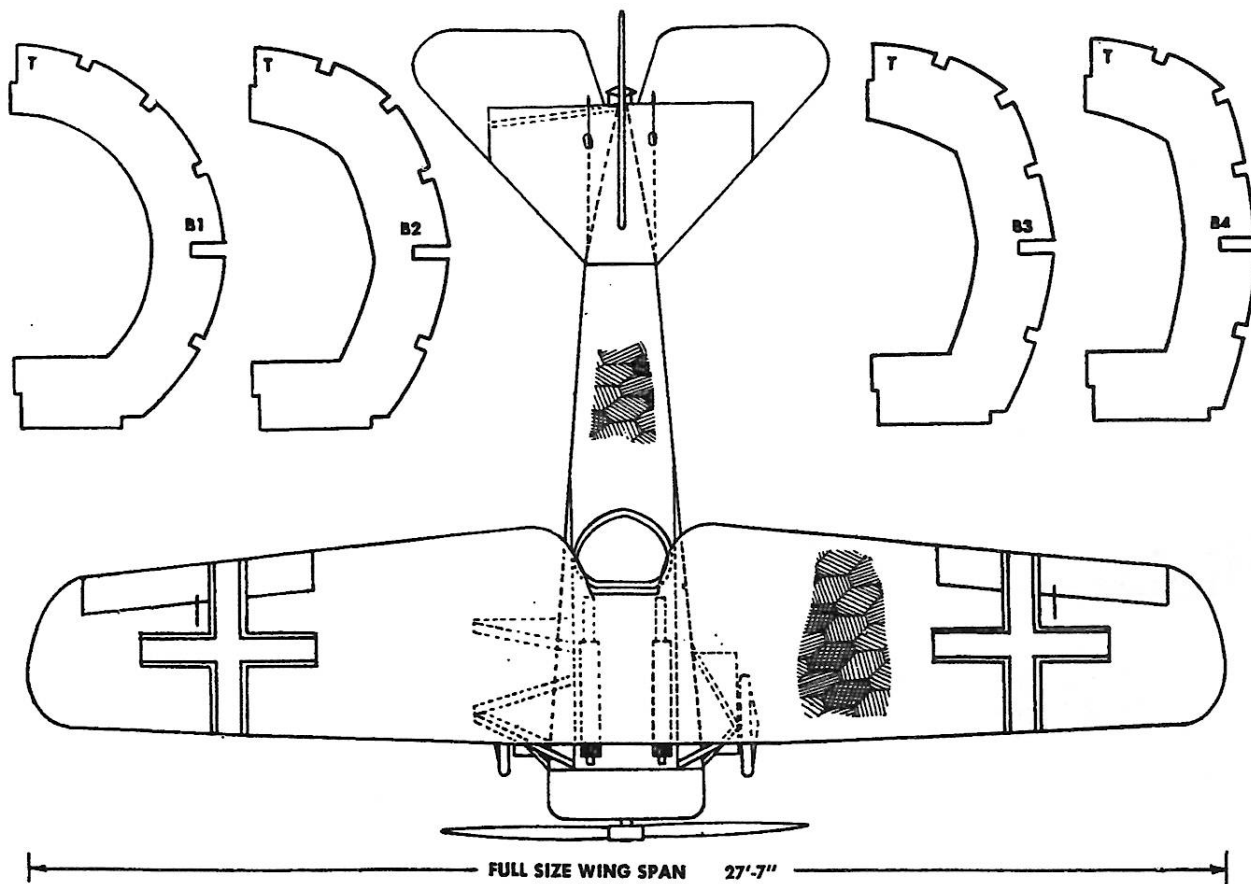
Cement ribs M1 to L8 in position shown. Note that the two outer ribs are set at an angle as shown on the front view. After cementing landing gear struts to fuselage, cement sub-wing to landing gear. Sub-wing is covered before attachment to landing gear.



MAKE LIGHT CARDBOARD TEMPLATE AND USE TO DETERMINE CORRECT ANGLE OF SLANTED SUB-WING RIBS.



WIRE AXLE



SPECIFICATIONS

ENGINE	OBERURSAL 110 H.P.
MAXIMUM SPEED	115 M.P.H.
CEILING	22,100 FT.

COLOR SCHEME

CAMOUFLAGED AS SHOWN ON 3 VIEW SCALE DRAWING.

A Short Hop into Electric RC

Don Srull

At least a few MAXECUTERS have been dabbling with radio control models since vacuum tube days. Never, of course, to the exclusion of their first love - free flight rubber scale. On Sunday evenings at Shangri-La in the good ol' days you could sometimes find one or two radio models floating among the swarm of rubber scale ships. RC was a minor, tolerated part of MAXECUTER activities. The loss of our local flying field/gathering place several years ago came as quite a shock, and changed the club's flying habits drastically. Free-flight as we knew it was dealt a low blow! Rather than phase down our modeling activity to a crawl, some of us began to spend more time with radio control models that could be flown in too-small-for-free-flight spaces. Playgrounds, Little League fields, parking lots, even back yards gave us a place to still fly our little scale creations.

Luckily, an RC revolution had simultaneously occurred to make it all quite easy. Quiet, simple electric power for small models became practical, and the size and weight of radio systems shrunk dramatically. Slow, quiet, light weight RC models, very much like our scale rubber ships in many respects, have become practical for the first time. Modelers who had teethered on building light, strong free-flight models had a great advantage over the traditional heavy, high power RC crowd. Our lightweight building practices were ideal to take full advantage of these new micro RC developments. As a result of all this, a growing number of free-flight scale modelers are expanding their horizons and beginning to sample the fun of flying jumbo, dime scale, even peanut-size models in places and/or weather that just isn't suitable for free-flight. To be sure, the models are electric, not rubber powered, and aren't flying free (usually), but being coaxed to remain within the confines of a restricted flying area. It's great fun, and sure beats carving solid models! For those of you free-flyers who, out of curiosity or necessity, may be interested in this new light RC stuff, here are some of the things that we have found to work pretty well.

Practical and affordable airborne radio control plus electric motor systems are now available that weigh a total of 2.5 to 3.5 ounces. If you already have an FM transmitter, you just need to buy a new lightweight airborne package. It will provide radio control of rudder, elevator and motor speed, with flights lasting 5 to 10 minutes. This micro radio gear will work nicely in models that weigh a total of between 4 to 7 ounces and having wing area between 140 and 300 square inches, with wingspans around 24 to 36 inches. The resulting wing loadings can be low enough (3 to 6 ounces per square foot) to yield nice, slow flight capability; pretty easy to fly in fairly restricted areas.

Another nice feature of these light RC models is that many kits and free-flight model designs familiar to the seasoned free-flight scale addict are suitable for conversion to micro RC. This includes, for example, most of the new Dumas, and many of the older Guillow, Seaglen, Comet, and Megow kits. And most of the great free-flight designs by people like Hurst Bowers, Mike Midkiff, and Walt Mooney's wealth of peanut designs when scaled up 2 to 2.5 times, have proven to be excellent electric RC subjects.

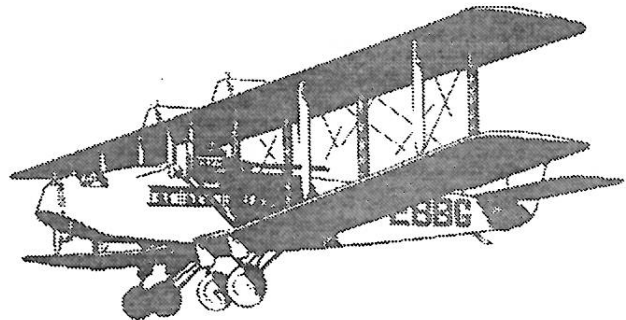
Some of the successful conversions we have seen include:

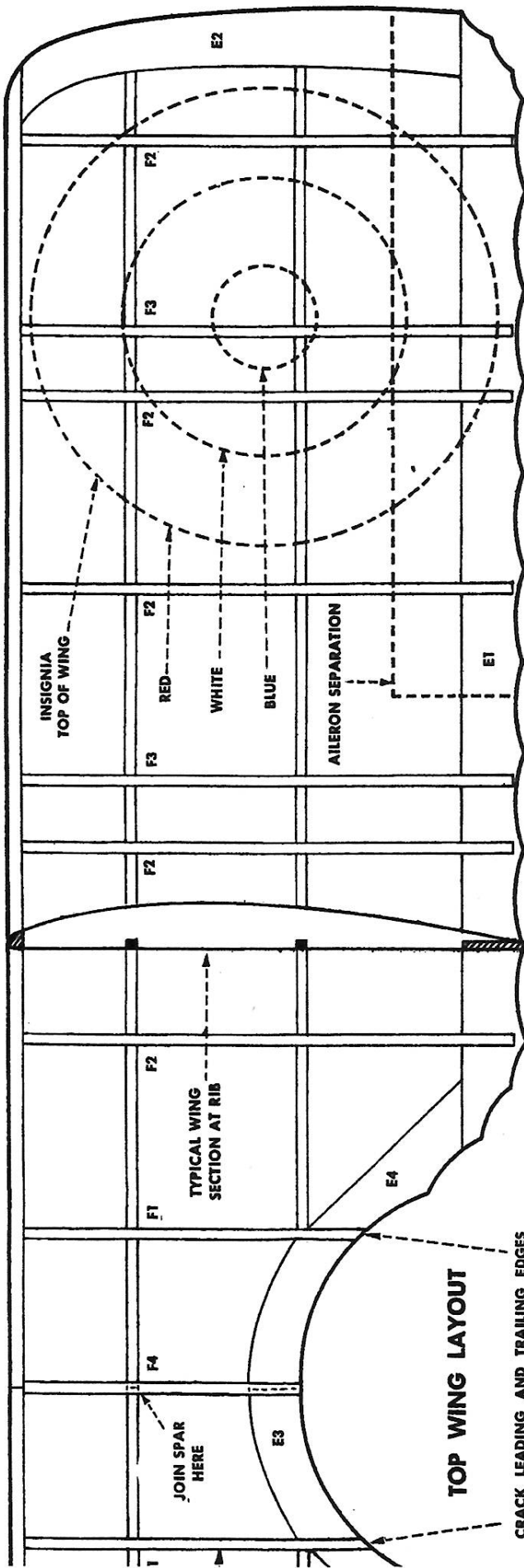
Guillows- 24" Nieuport 11, and 24" SE-5 kits
Golden Age Seaglen- 30" Cessna C34 kit
Hurst Bowers'- Lincoln All-Purpose, and
Velie Monocoupe (scaled to 30" span)
Mike Midkiff's- Junkers and Brewster Buffalo
Don Srull's- 30" Handley Page W8b,
26" Dornier Libelle, 30" Bleriot canard, and
36" Grumman Skyrocket

One combination of radio and motor components that we have used with considerable success for 5 to 7 ounce models is:

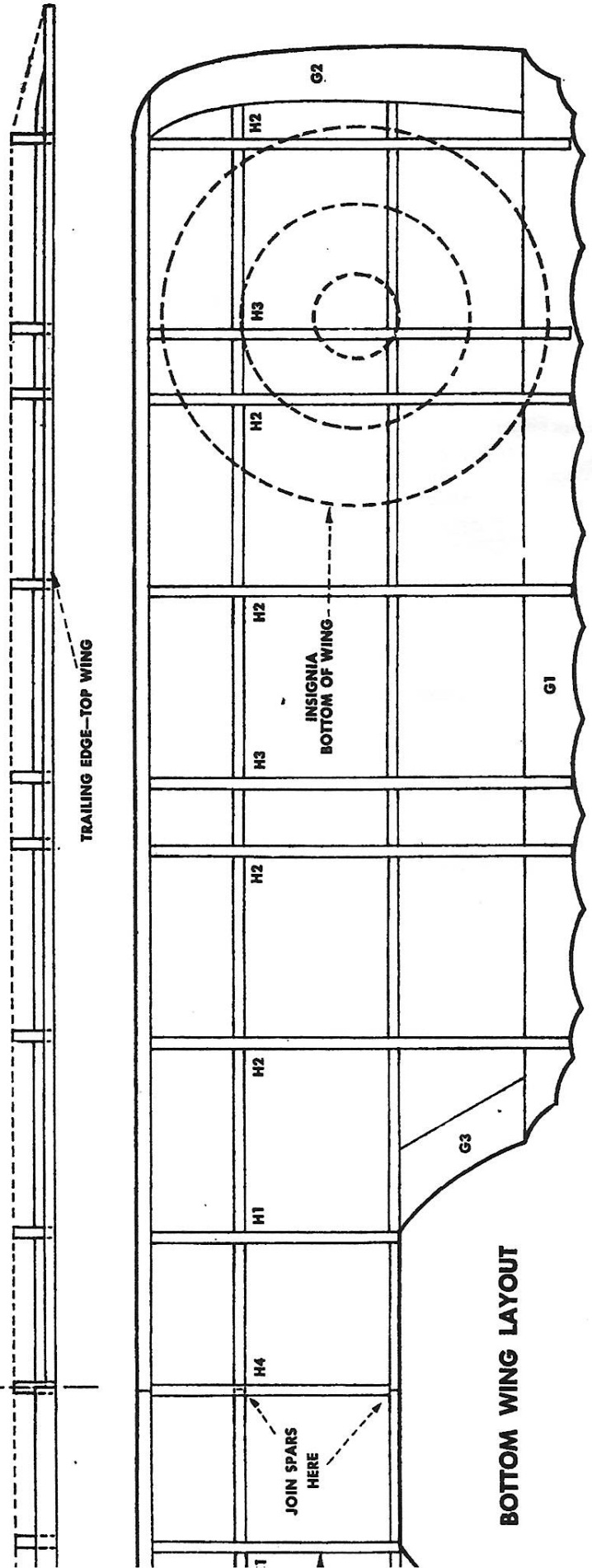
radio- GWS 7 gram 4 channel FM receiver
HiTech 6 gram HS-50 servos
FMA 5 gram SC-5, or Pixie Lite motor speed controls
motor- Dymond M-1 motor and 7" prop, 30 grams
Battery is 6 to 8 Doubletime or Quadtime NiMH cells (depending on power and flight time wanted) from Cloud Nine, 24 to 36 grams

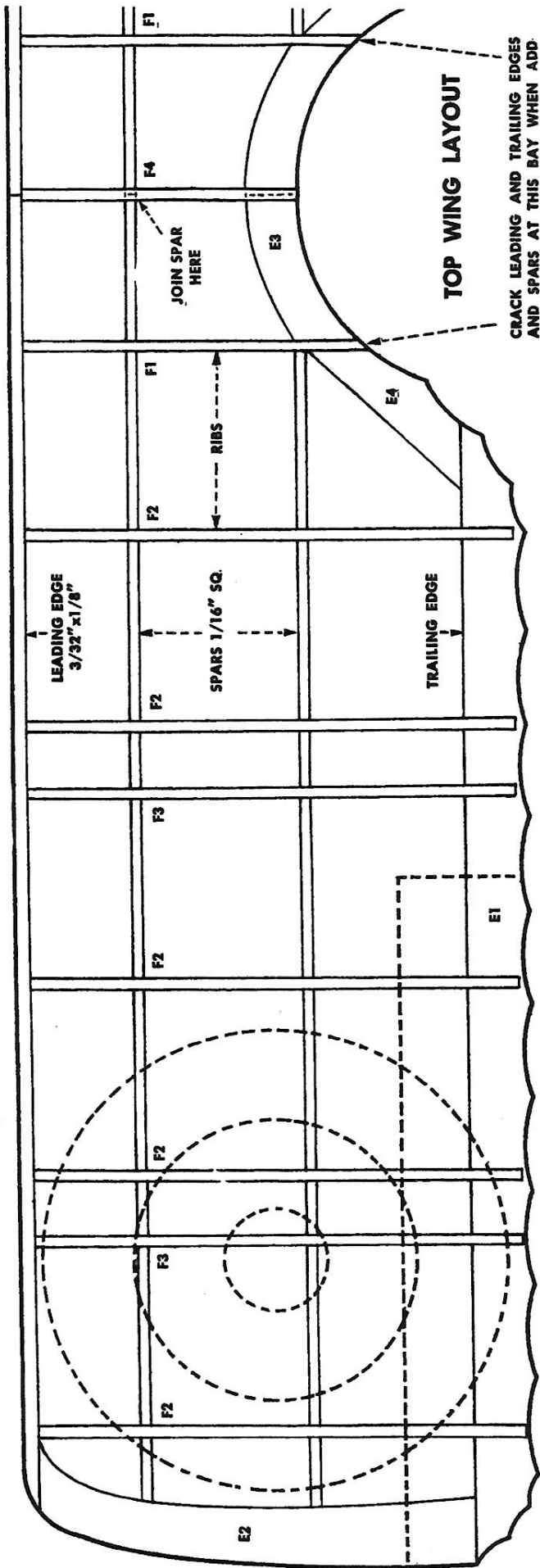
Mini electric RC is enough like rubber free-flight scale to capture at least some of its wonder and nostalgia. I almost enjoy seeing my Handley Page twin biplane do touch and goes off the school parking lot as much as watching it turn in a free-flight max. And as the open spaces shrink and legs tire, for some of us this little RC stuff can be a pretty darn good adjunct to a diminished opportunity to fly free.





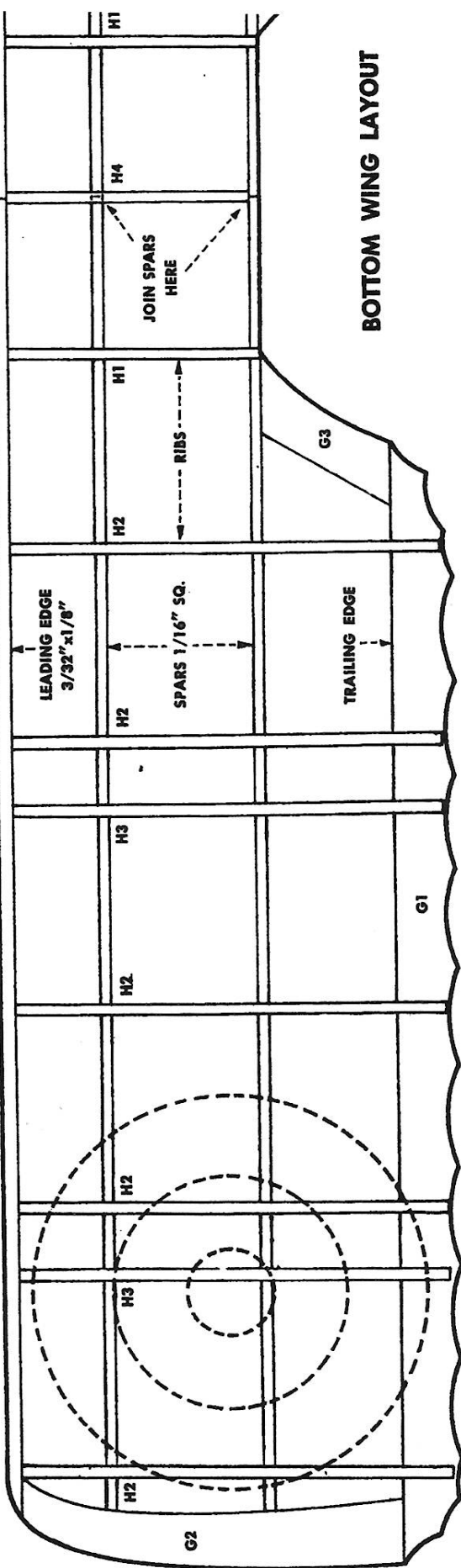
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL - BOTH WINGS.



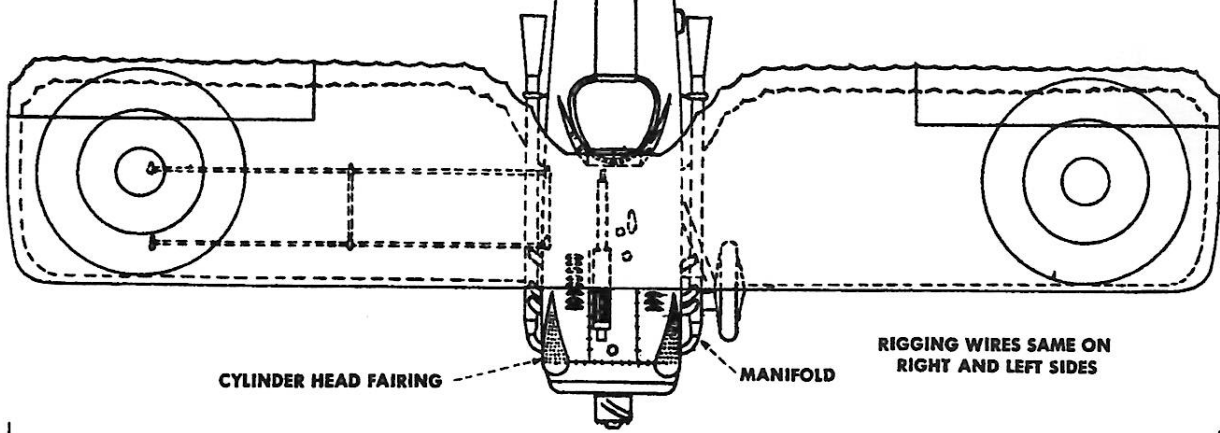
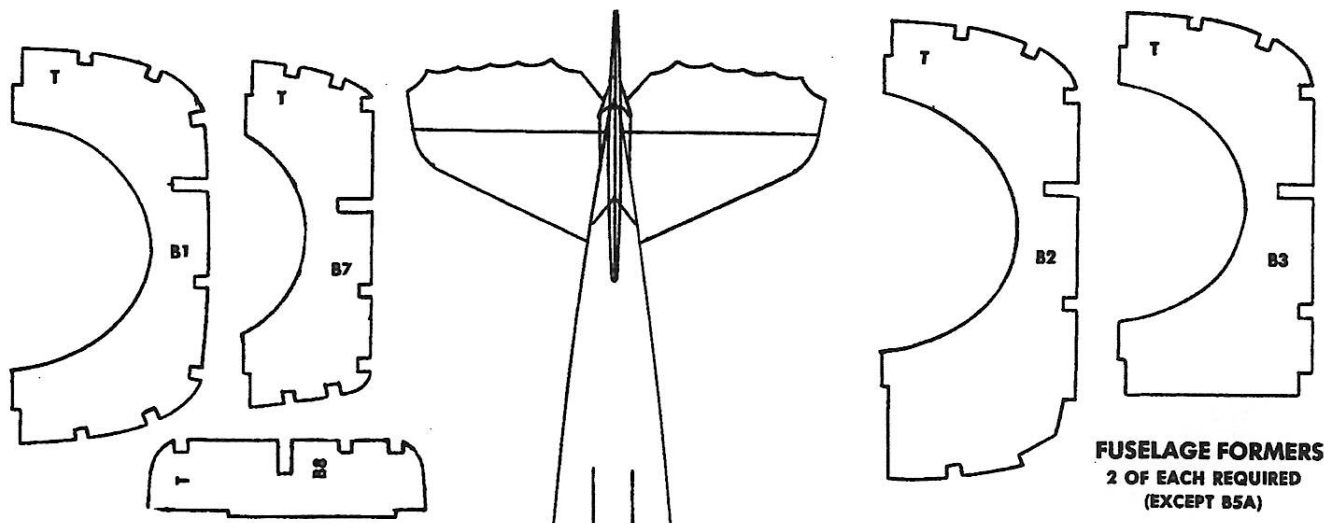


TOP WING LAYOUT

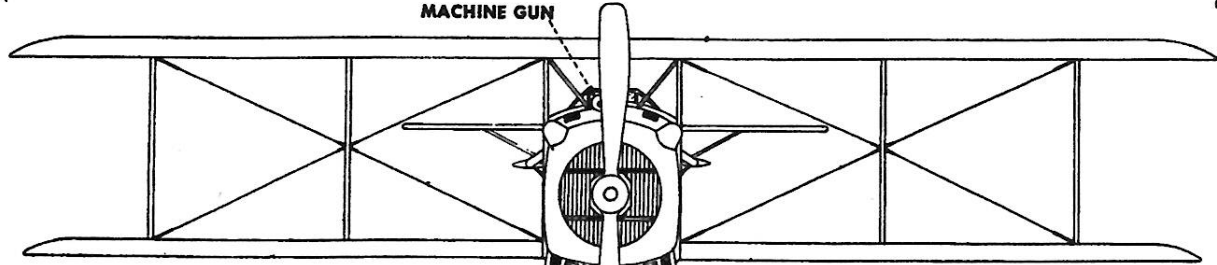
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL - BOTH WINGS.



BOTTOM WING LAYOUT



FULL SIZE WING SPAN 25'-8"

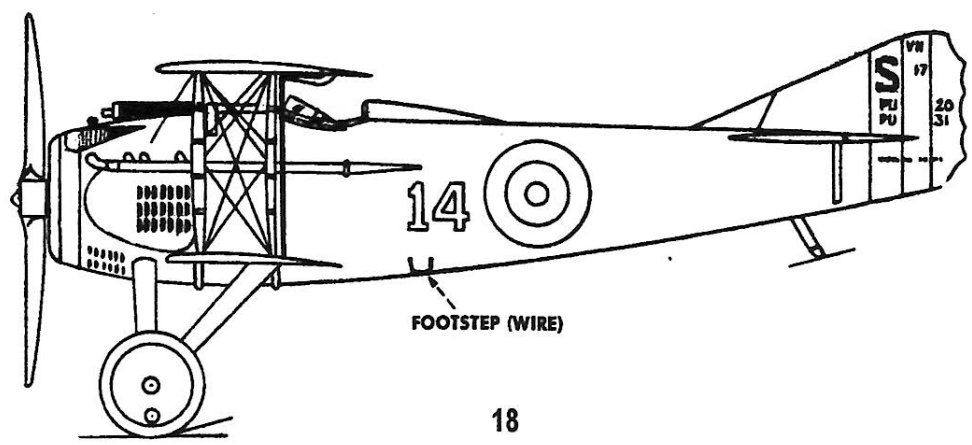


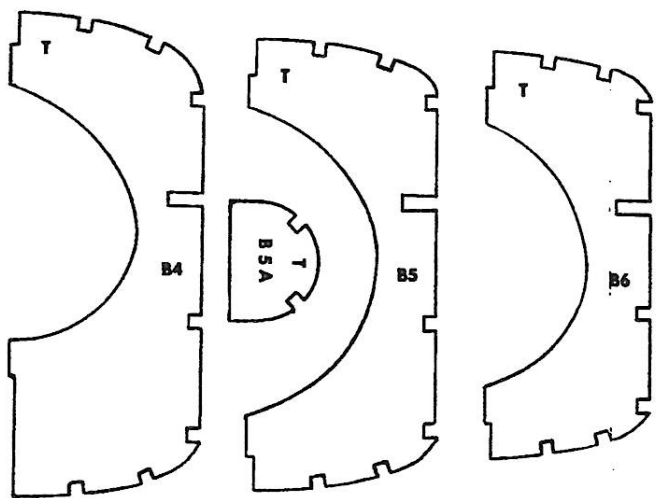
SPECIFICATIONS

ENGINE 150 H.P. HISPANO-SUIZA
 MAXIMUM SPEED 132 M.P.H.
 CEILING 17,500 FT.

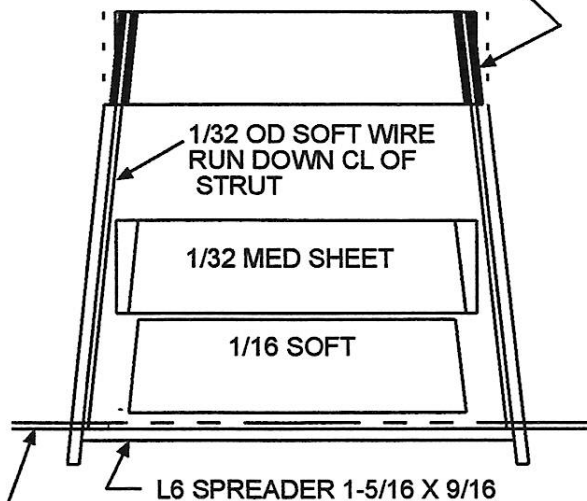
COLOR SCHEME

CAMOUFAGED IN LARGE PATCHES OF LIGHT AND DARK DULLED GREEN OVER A BACKGROUND OF LIGHT EARTH BROWN

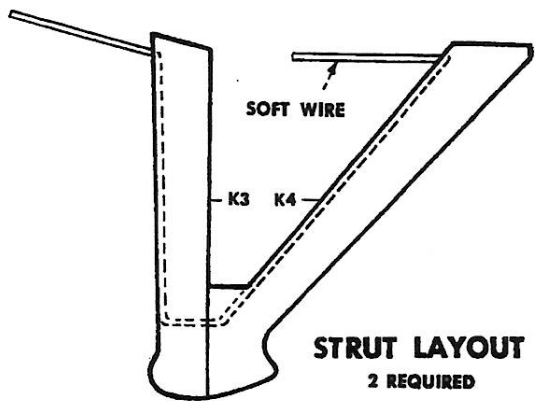




1/16 OD AL TUBE SANDWICHED TO Balsa CROSS PIECES



1/32 MW AXLE PASSES OVER SOFT WIRE AND IS SHOCK MOUNTED BY RUBBER BAND CUT SLOT FOR IT TO RIDE IN



STRUT LAYOUT

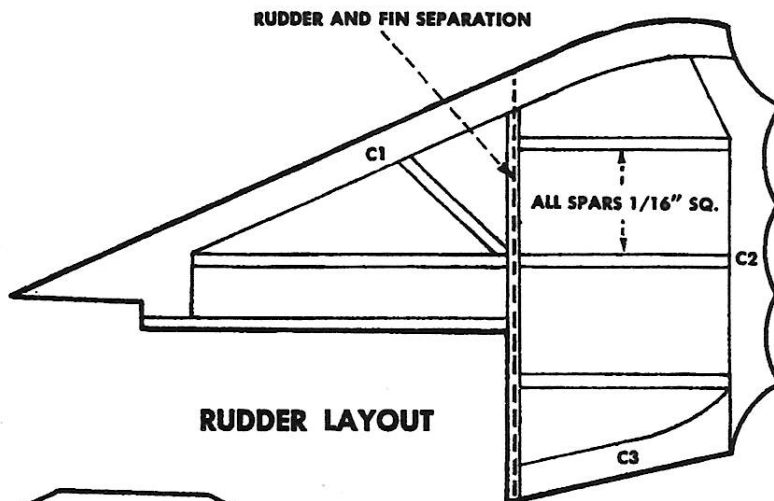
2 REQUIRED

OPTIONAL

FOR ADDED GEAR STRENGTH, CEMENT SOFT WIRE (NOT IN KIT) TO INSIDE SURFACES OF STRUTS.

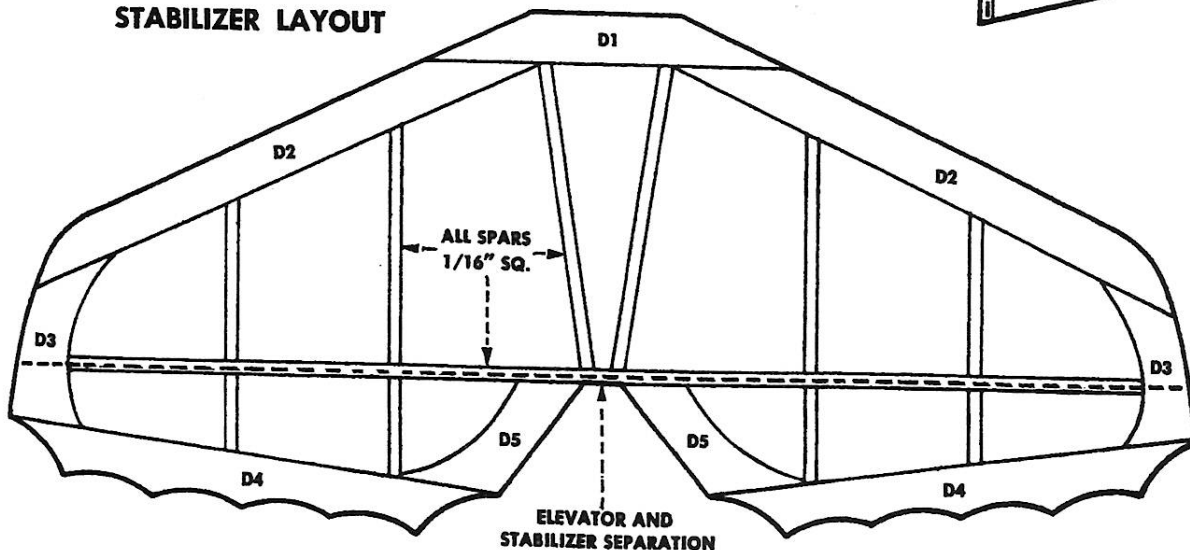
2 REQ.—1 RIGHT, 1 LEFT

WHEN ATTACHING STRUTS TO MODEL, BIND ENDS OF WIRE TIGHTLY TO Balsa FRAME — USE NEEDLE AND THREAD. COAT GENEROUSLY WITH CEMENT.



RUDDER LAYOUT

STABILIZER LAYOUT

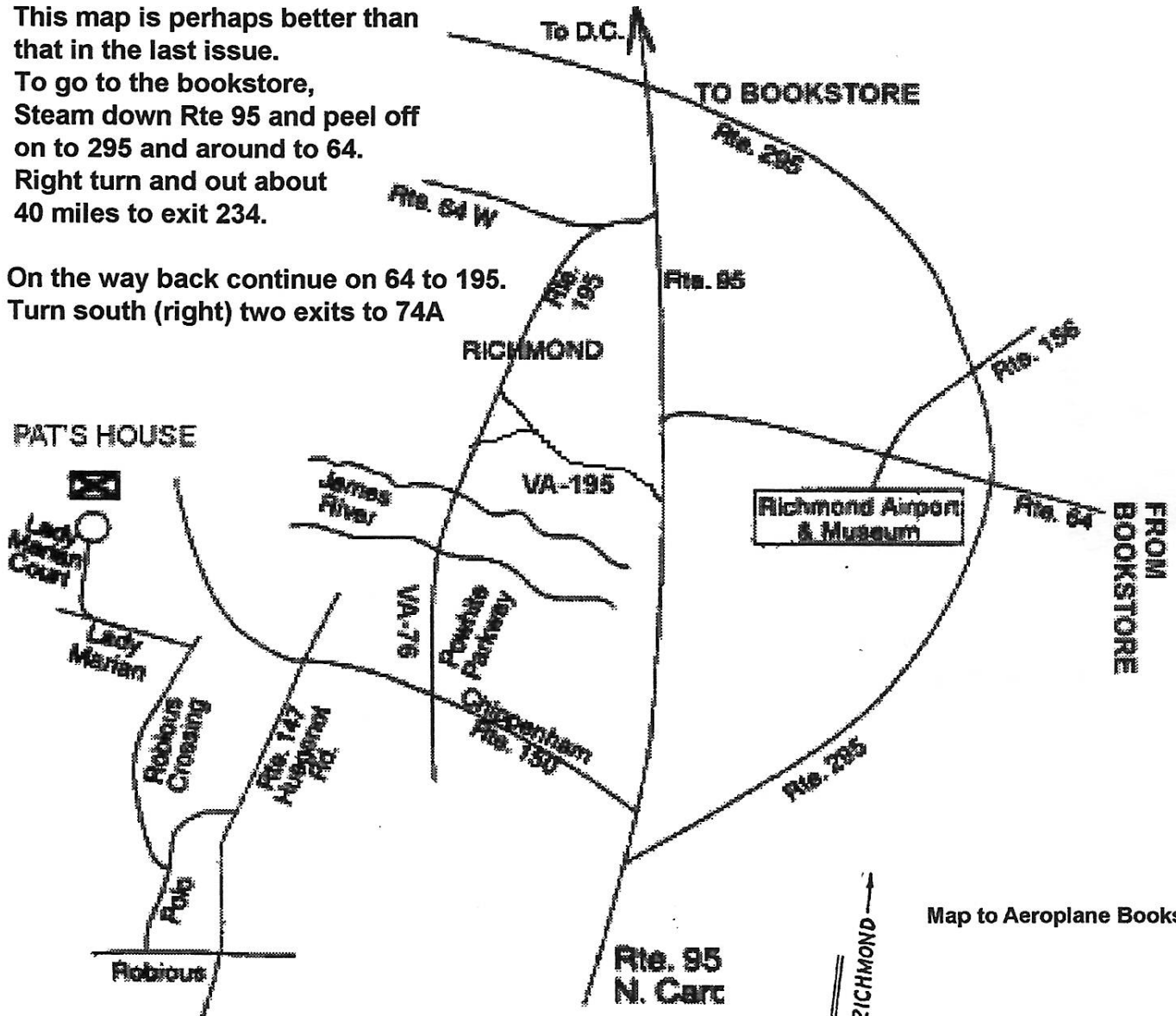


This map is perhaps better than that in the last issue.

To go to the bookstore, Steam down Rte 95 and peel off on to 295 and around to 64. Right turn and out about 40 miles to exit 234.

On the way back continue on 64 to 195. Turn south (right) two exits to 74A

PAT'S HOUSE

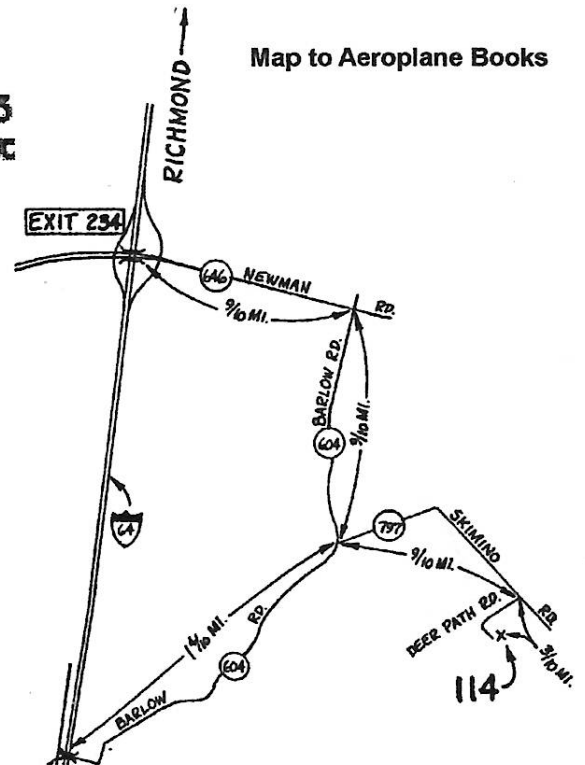


Decals, Lozenge Tissue (continued)

--you can get plans, photos, 3-view color drawings, history, buy books, buy supplies, buy kits and motors. You name it! The web is turning out to be one of my favorite research tools for scale stuff. I found a great logo of the Lafayette Escadrille-- the Indian head seen on so many Nieuports. What a deal.

Books! My favorite airplane book store is Aeroplane Books in Williamsburg, VA. In fact, we will meet there again in January for the Maxecuter Bull Session before proceeding to my house for beer, pizza and lots of talk. This store has over 7000 aircraft publication, has a website at www.aeroplanebooks.com and is just a super place. I recently ordered the new two volume set of the Fokker DVII anthology. Wow-these books have some outstanding information on color and markings for DVII's. If you are a DVII fan, this is a must have.

Map to Aeroplane Books



LETTER FROM BOB THOMPSON

27 Sep 00

Hi, Stew:

I enjoyed the articles on building the Guillow models, although I hardly understood some of the esoterica the builders were employing to build them.

I had a LOT of experience with those some forty or more years ago. When I was in the Army I found I could pretty much build the airplane during a weekend pass home, mount an .020 on the front (!) and fly the thing the next weekend! I had an Albatros, Nieuport and Sopwith Camel with .020s on their fronts, and all went like CRAZY. They'd climb like a BASTARD (needless to say!), but their glides weren't so great (also, needless to say.) But they gave a lot of pleasure in a fairly small field, for they went straight up, and spiraled, gently, down. As long as there wasn't too much wind they'd stay well within the field.

I also had an Albatros, Nieuport, and Bristol D in rubber. I hardly knew what at I was doing back then, doing most of my winding by hand, but I had the Bristol after I had got to know Dave, and that one had a long and happy life. So did the Nieuport, which was "shot down" in the only midair we have ever had. Its stabilizer got knocked galley-west, and while it flew right on after the midair (Dave's plane went into a "death dive of doom"), when I fixed and re-glued the stabilizer, I never again got it right. It had been permanently crippled! It never flew as well again.

A few years back I enlarged the Nieuport 28 to about 22-23 inches, put an 8" plastic prop on the front, and had myself an UTTER DOG! It would buzz about my head but do little better. I ended up giving it to Ed Novak, who, refused to allow me to "sacrifice" the model to Hung at our Midwinter Madness funeral pyre, where I was planning to give it an "honorable death". I suppose Ed still has it, although I haven't seen it in a long while

The Rumpler and Halberstadt have also often attracted my covetous gaze. The Halb. is going to need lozenge-printed tissue, so I feel stymied there. The Rumpler is a bit short on rubber-room (length), so has put me off.

Otherwise, keep the good works coming when they do. And DON'T YOU DAST STOP MY FIXES COMING! (Enclosed find the where-withal to stop this catastroscope!)

Thanks:



PS: I also had a Nieuport 27 in rubber. (good flyer) and SPAD in .020 (a dog!)

SHIMMING (CONTINUED)

A pilot hole slightly smaller than the screw is drilled into the wood around the motor hole. Then the screw is twisted in and carefully unscrewed to cut some threads in the hole. The hole is then soaked with thin CyA glue to harden it up. When the glue has set, install the screws back in and you are ready to go. The screws themselves can be found in hardware stores, cabinetry shops, and as pieces of a lot of RC accessories such as landing gear wire clamps. Snoop around those kiosk displays of screws and bolts and you'll see lots of good candidates. Just make sure the threads go all the way up to the head of the screw. A philips head screw is best. The first trimming session you use these on will make you a believer - pitch those shims today!

2001 Eastern US Free Flight Champs

21-22 April, 2001, Ingelside, MD
This is a AAA Category III contest.

AMA Outdoor Free Flight Events:

1/2A Gas Power, ABCD Gas Power,
Combined Payload
Mulvihill Rubber Moffett Rubber P-30
Hand Launch Glider Hand Held Catapult
Glider F1A A2 Glider
F1B-Wakefield F1C-Power F1G-A1 Glider
F1H-Coupe d' Hiver F1J-1/2 A-1cc Power

AMA Scale Events

Peanut (Outdoor) Flying Rubber (Outdoor)
Gas (Outdoor) FAC Scale

FAC Events

WW I Mass Launch WW II Mass Launch Racers
Dime Scale No-Cal Golden Age Embryo

NFFS, Nostalgia

SLOP (Slow Power, any engine, any design but
all surfaces fixed except DT)
ABC Nostalgia Gas Power Combined
1/2A Gas Power

Specials

Dakota, Target Time Pee Wee 30 .020 Replica
Contest Directors: Tom Kerr and Joe Wagner

PHOTO PAGE

8. Even our secretary and historian Bert Phillips has joined the ranks and is having fun with Micro R/C aircraft. Here he is seen celebrating a successful (no crashes) flight with his Cessna.
9. Another of Pat Daily's hangar full of Micro Scale R/C aircraft is his version of the Velie Monocoupe; another good flyer and very realistic in flight.
10. Russ Sandusky our NBM CD and delta dart Instructor with one of his many profile aircraft.
11. Mike Midkiff with his electric FAC power scale Handley Page at Muncie a couple of years ago.
(A natural candidate for micro R/C.)
12. More photos from Hurst Bower's archives of the first FAC Nats at Johnsville. Everyone knows Bob Thompson a co-founder of the FAC movement with Dave Stott.
13. Also at that first FAC Nats was this young fellow, Pat Daily, with his fabulous Fiat from Bill Winter's plan

NBM Events for 14 Jan 2000 FREE -FLIGHT CONTEST EVENTS

Mass Launch: Peanut, 10 centers, old time ROG
WWII No-Cal Fighters (only fighters, 10gram min,
6" Peck prop only --keep it fun for beginners.)

Timed Event: 5 gram No-Cal,

Timed and Judged Events:
Bogus Scale Bostonian, Scale (any type).

New Timed Events:
Regular Bostonian (ROG) and Butterfly

Delta Dart: Both Junior and Older Folks events

There will be another NBM event in April 2001. We are trying to move the date from 22 April.

The Last Word.....

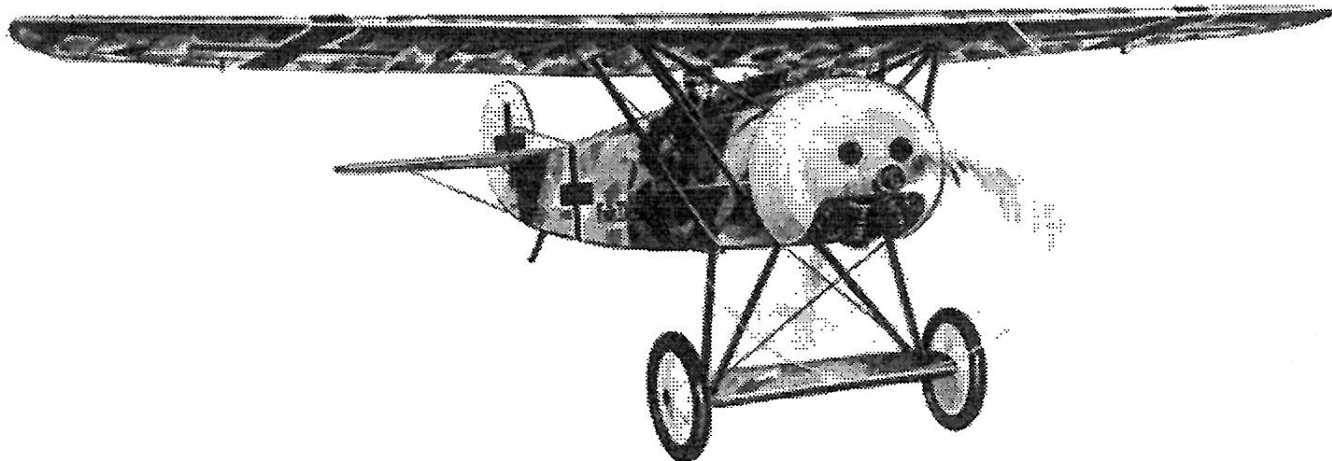
Stew Meyers

When I was in college, the then new Guillow's N-28 was a weekend project in my boarding house. We split up building the various parts starting Friday afternoon and finishing on Sunday. That afternoon we went out to a pasture and flew it, Cox peewee powered. At 5,000' altitude (Boulder, CO), it flew like an "Ebenezer"; spiraling up under power and spiraling down power off (I hesitate to call it a glide). After a few flights, we took out some of the turn and I think the engine leaned out a bit. Anyway, it looped, finally hitting a fence and ending its short life.



MAXFAX 01/02/2001

GUILLOW'S WWI ISSUE



Maxecuter web site: www.his.com/~tschmitt

IMPORTANT NOTE: WINTER MEETINGS ARE ON TUESDAY EVENINGS (see below)



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: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853
Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world. Daylight savings rule not in effect.

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.

PUBLISHING DATES - Six issues of **MaxFax** are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. stew.meyers@erols.com

FRENCH SPAD VII

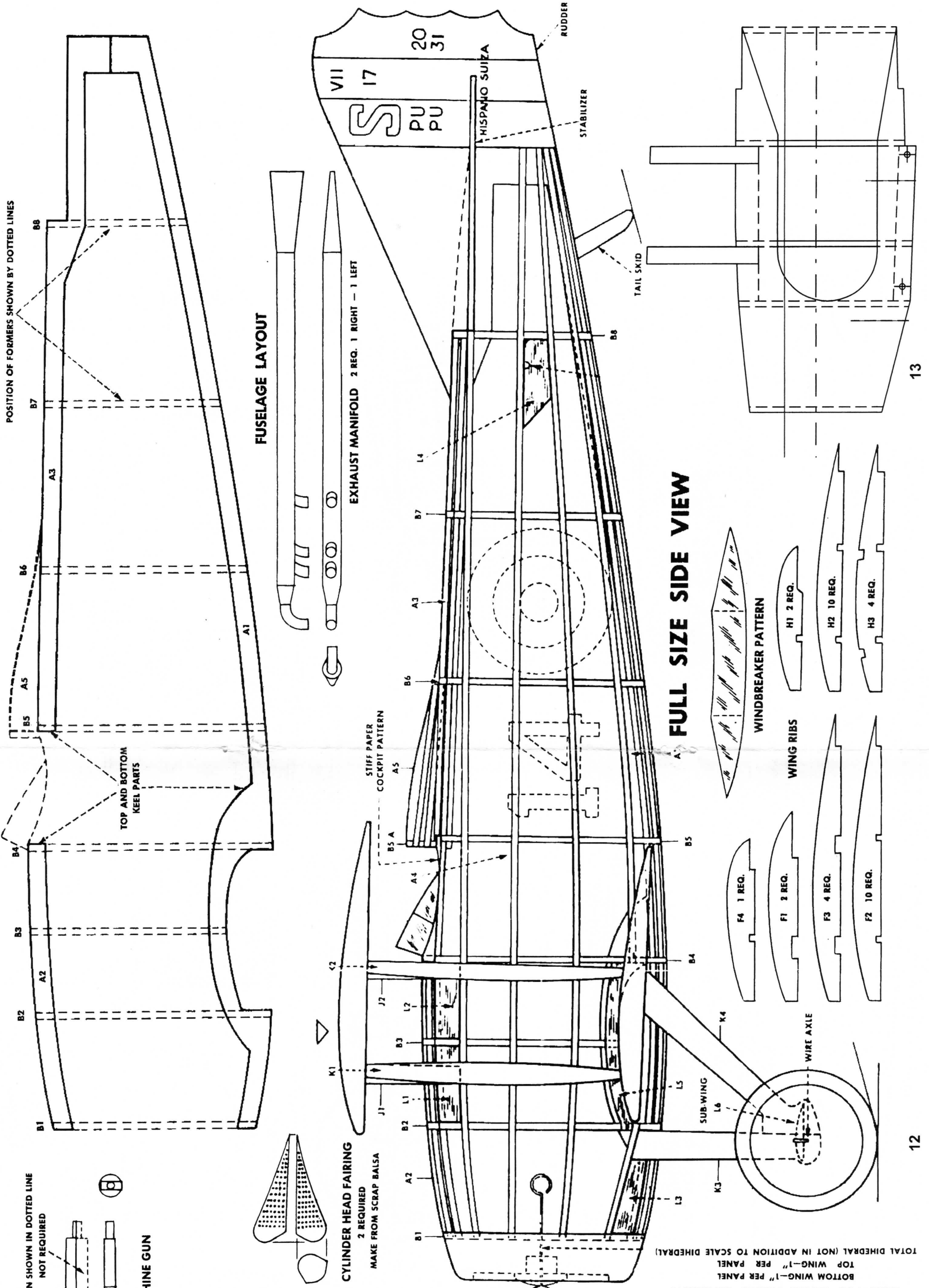
KIT WW-3



WING SPAN-18" App. Scale 11/16" 1'-0" LENGTH-13 1/2"

PAUL K. GULLOW, INC., WAKEFIELD, MASS.

NOTE: INCREASE OR ADD WING DIHEDRAL FOR BETTER FLYING STABILITY.
 BOTTOM WING-1" PER PANEL
 TOP WING-1" PER PANEL
 TOTAL DIHEDRAL (NOT IN ADDITION TO SCALE DIHEDRAL)



FULL SIZE SIDE VIEW

FUSELAGE LAYOUT

EXHAUST MANIFOLD 2 REQ. 1 RIGHT - 1 LEFT

CYLINDER HEAD FAIRING
2 REQUIRED
MAKE FROM SCRAP BALS

STIFF PAPER COCKPIT PATTERN

VICKERS FIXED 30 CAL. MACHINE GUN
MAKE FROM SCRAP BALS

WINDBREAKER PATTERN

WING RIBS

WIRE AXLE

POSITION OF FORMERS SHOWN BY DOTTED LINES

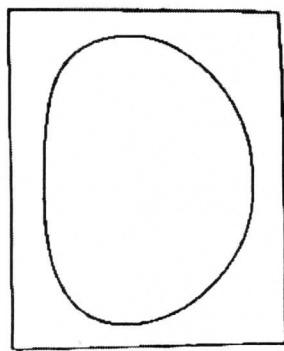
TOP AND BOTTOM KEEL PARTS



GERMAN FOKKER D8

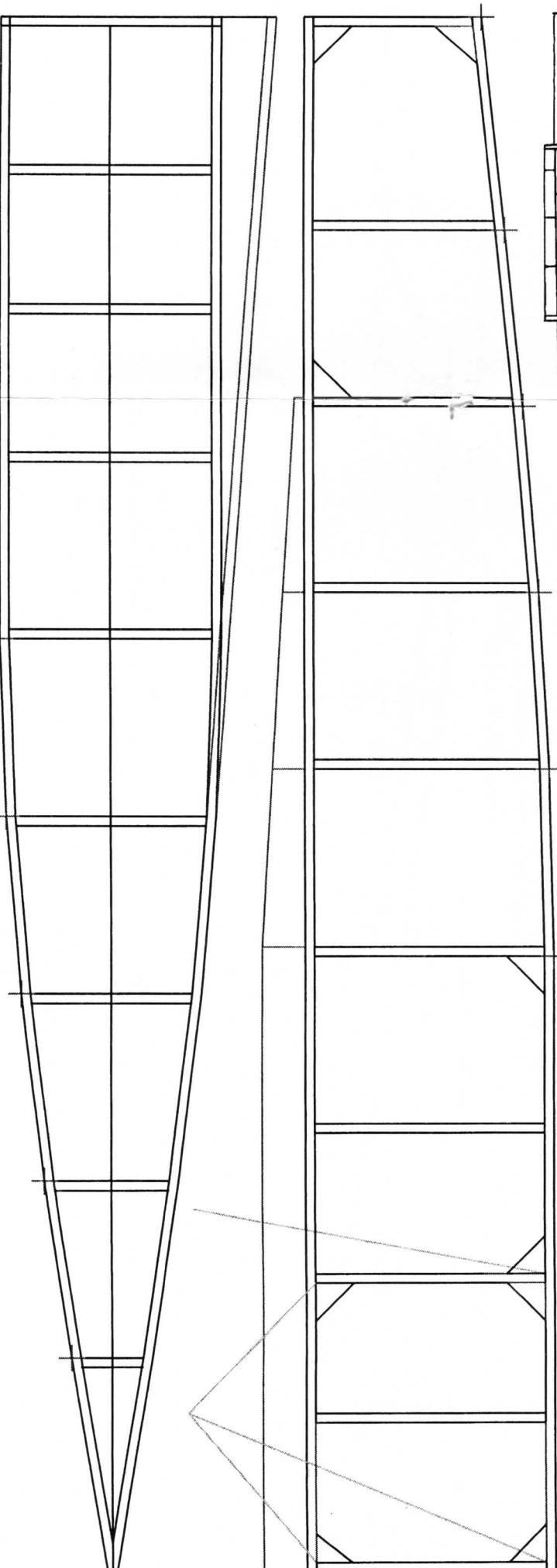
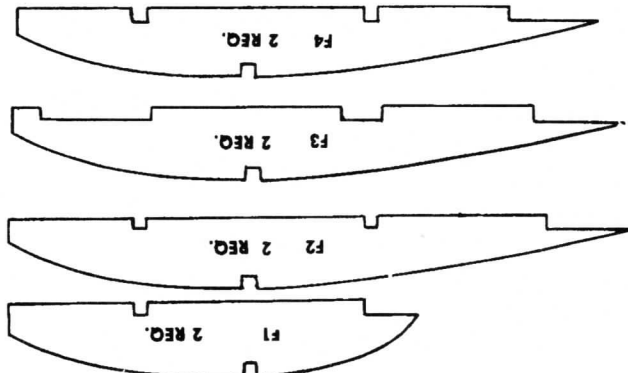
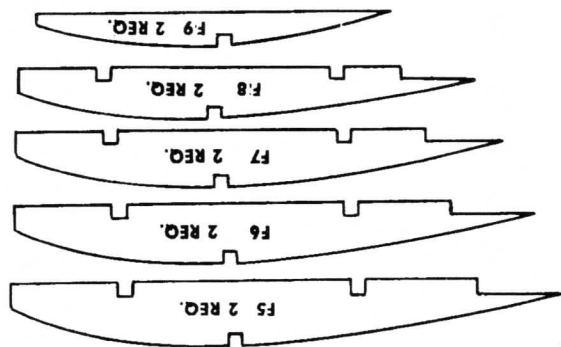
WING SPAN—18" App. Scale 5/8" = 1'-0" LENGTH—12 1/2"

PAUL K. GUILLOW, INC., WAKEFIELD, MASS.



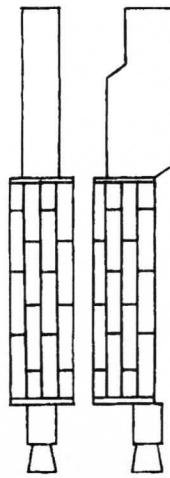
STIFF PAPER COCKPIT PATTERN

TRACE ON WHITE BOND PAPER AND CUT TO SHAPE



POINT OF BALANCE

MAKE FROM SCRAP BALSA



SPANDAU MACHINE GUN — 2 REQ.

STIFF PAPER COCKPIT PATTERN

BLACK

ALL STRINGERS 1/16" SQ.

STABILIZER

TAIL SKID

STABILIZER STRUT

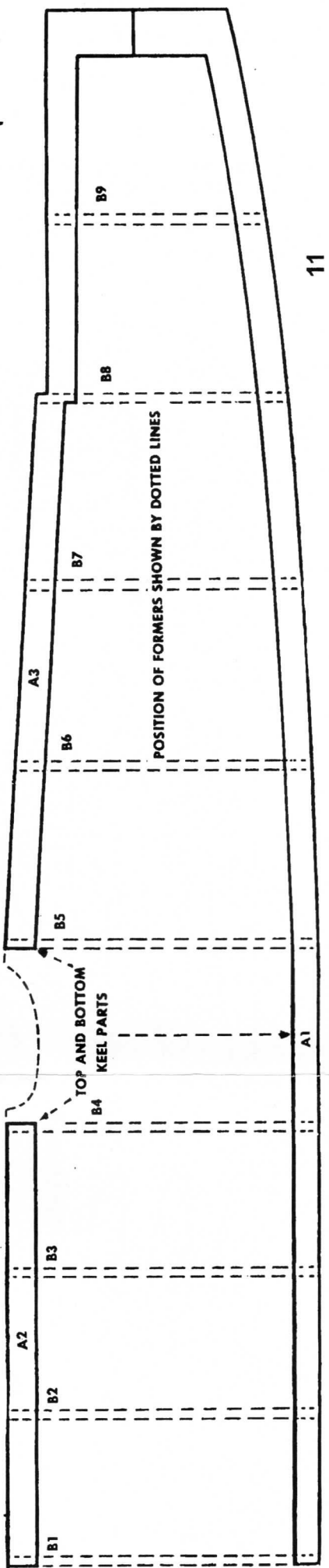
1/16" SQ. x 2-1/8" 2 REQUIRED

TOP AND BOTTOM KEEL PARTS

POSITION OF FORMERS SHOWN BY DOTTED LINES

FULL SIZE SIDE VIEW

BRIEF HISTORY
"Flying Razor" was the nickname applied to the Fokker D8's encountered by British airmen over the Western Front in the closing weeks of World War I. The frontal area of the D8 was so small that it was almost impossible to see when attacking out of the sun. About 36 D8's were delivered to the Western Front before November 11th, 1918. Fokker D8's of the old Richthofen Circus scored Germany's last victory in the air on Nov. 6th, 1918 when three Spads were shot down in a dogfight.



SCALE PLASTIC WHEEL

WIRE AXLE

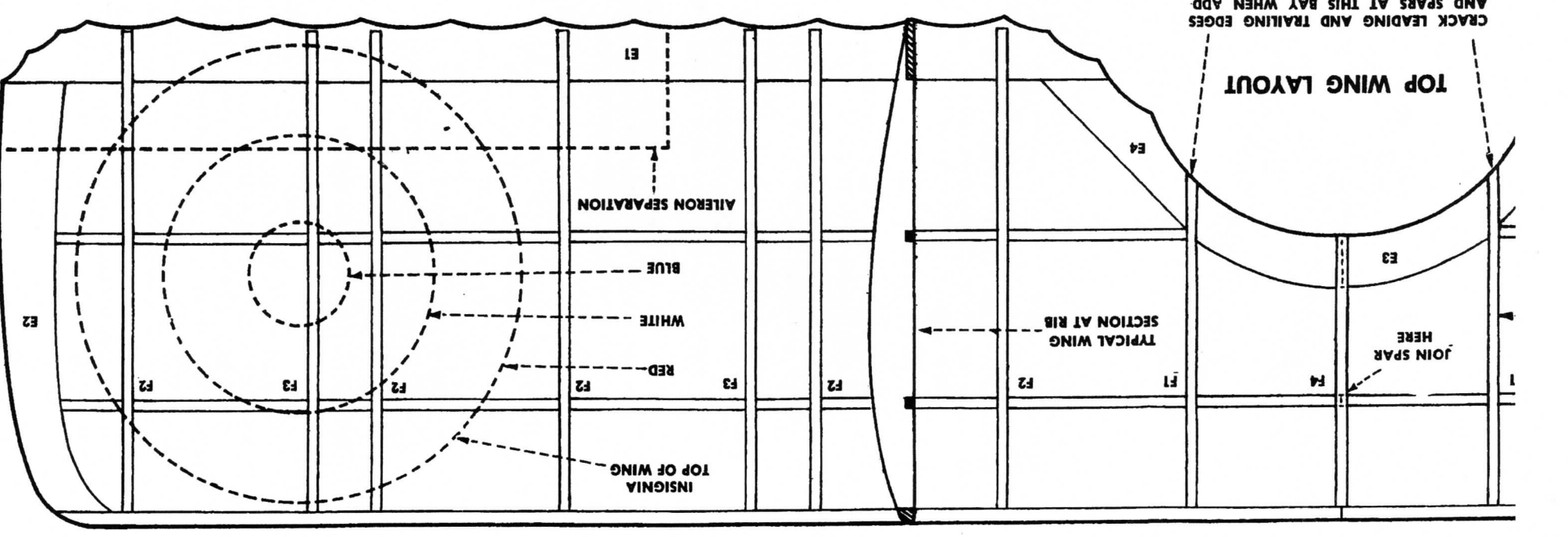
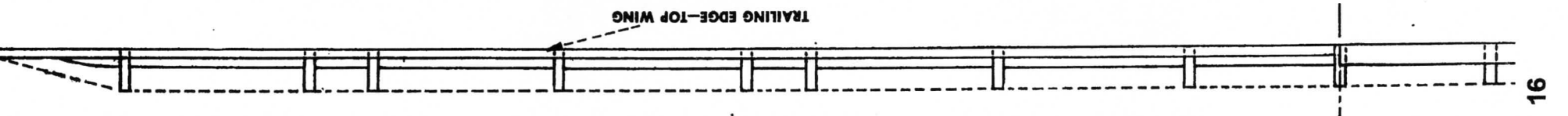
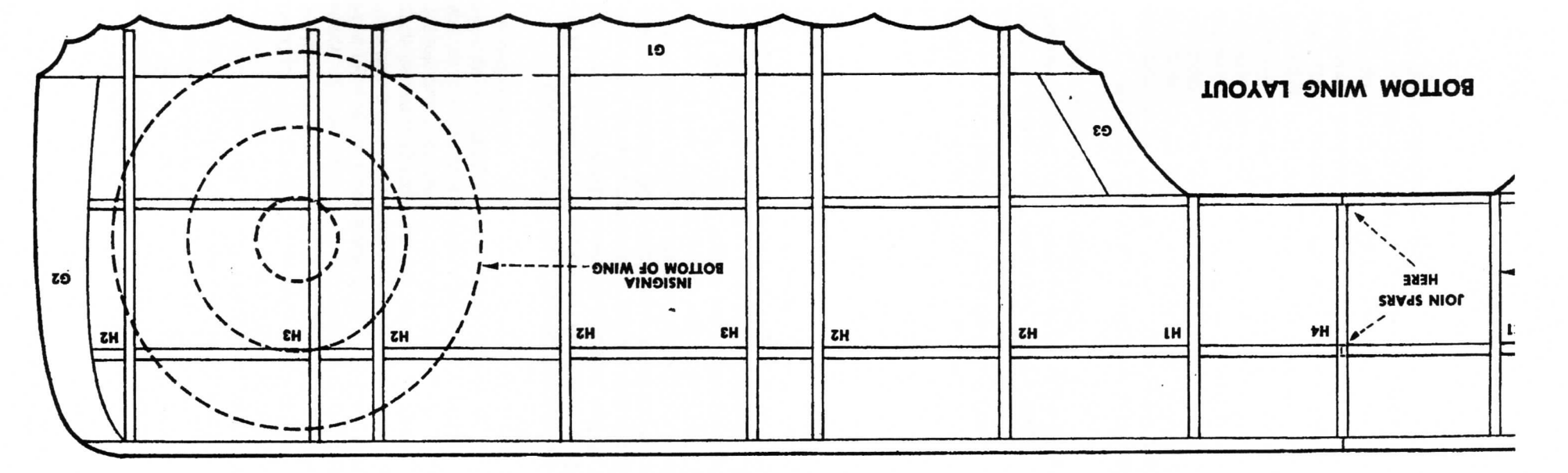
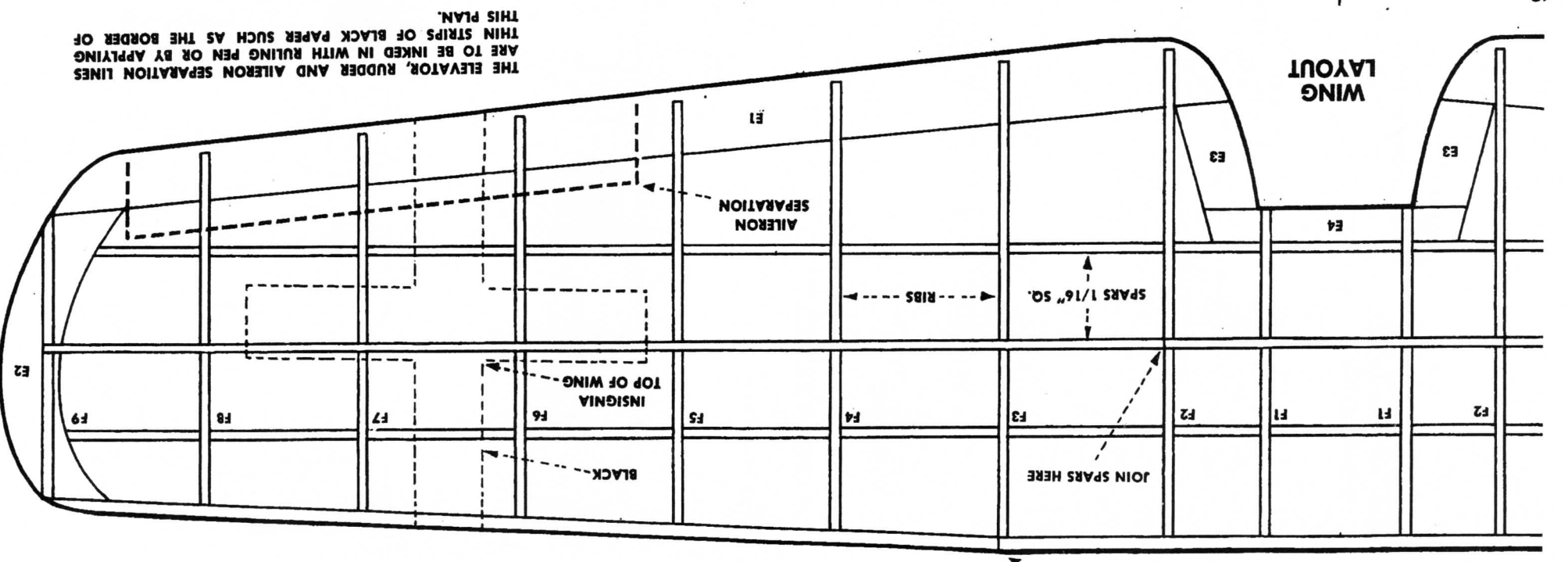
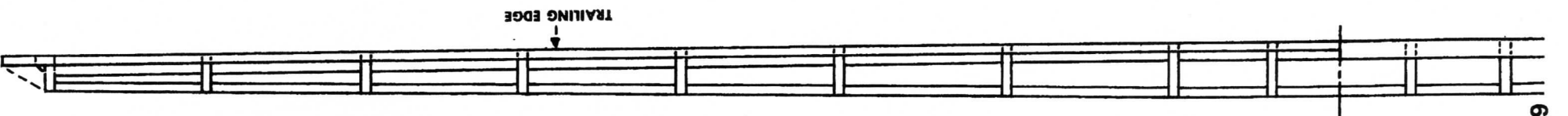
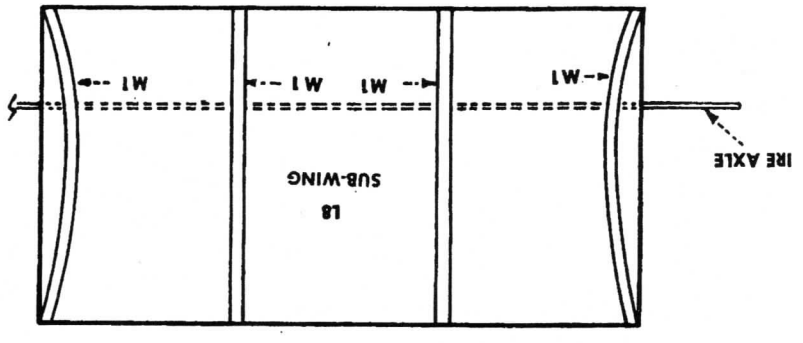
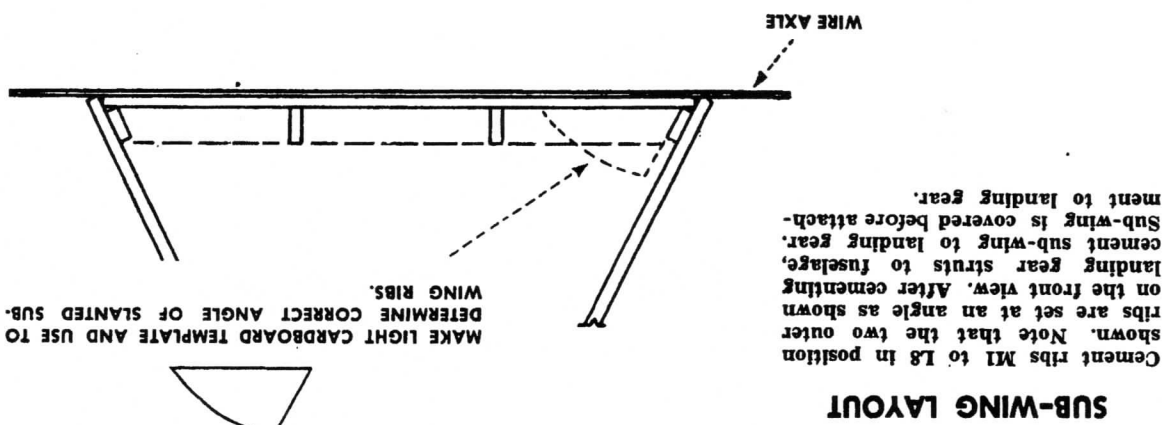
PLASTIC NOSE COWL

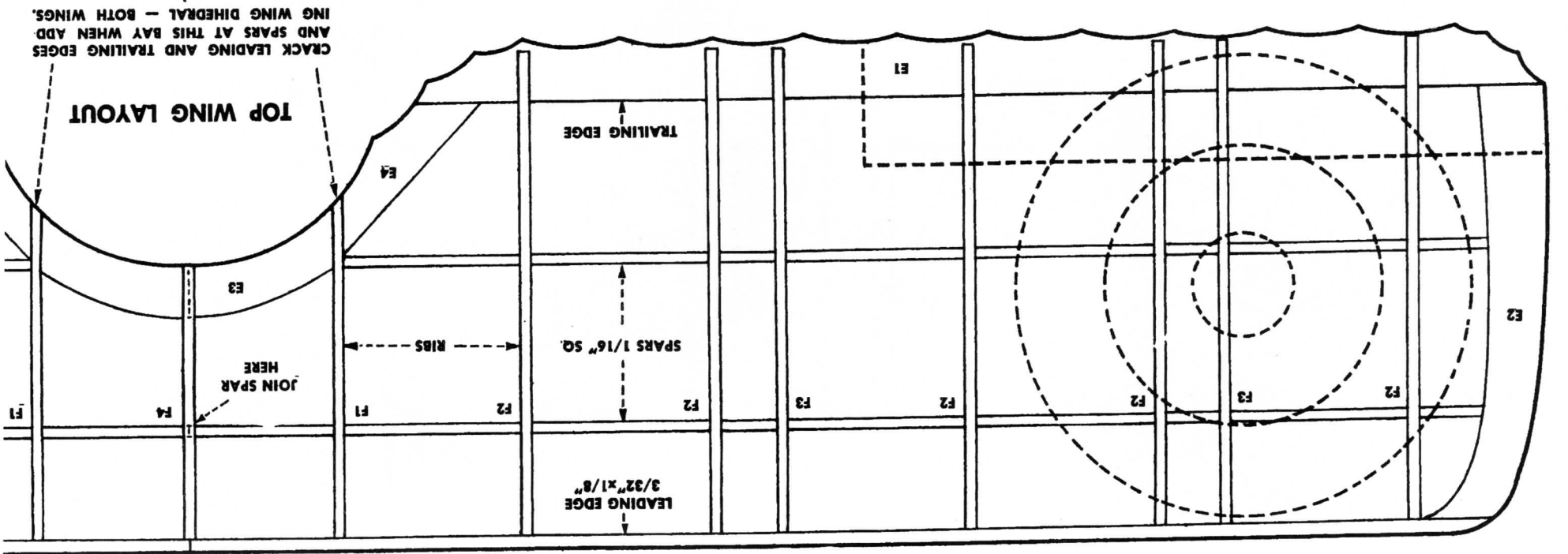
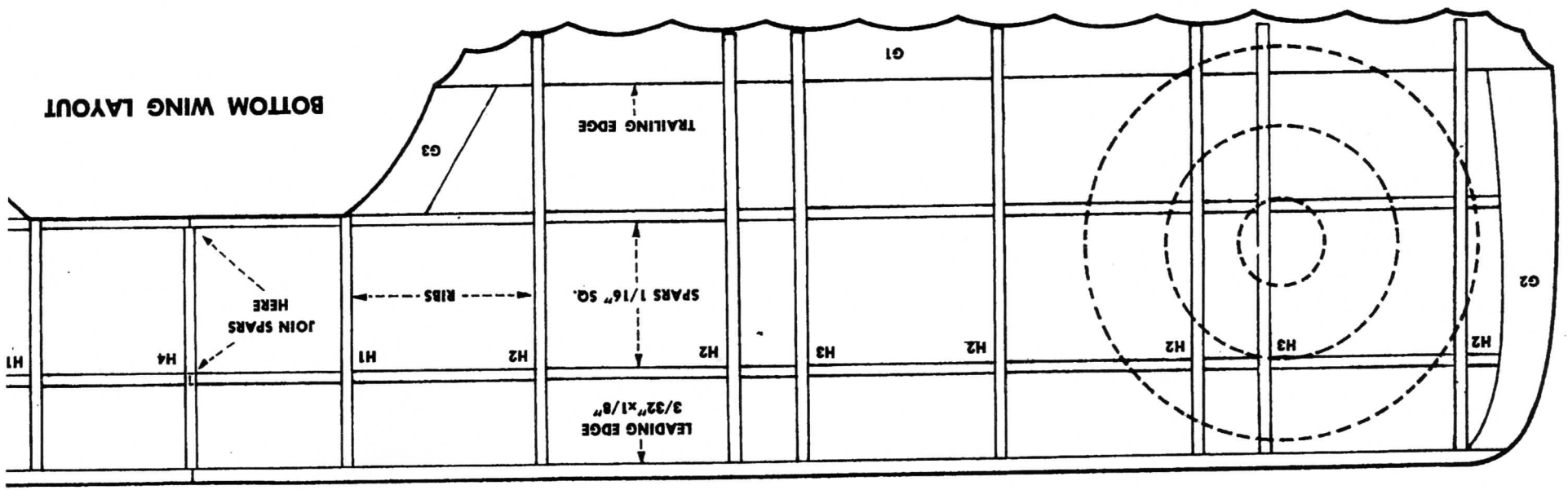
BOTTOM

—K2 SUB-WING

—K3

—K4





CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL - BOTH WINGS.

