

# MAX FAX



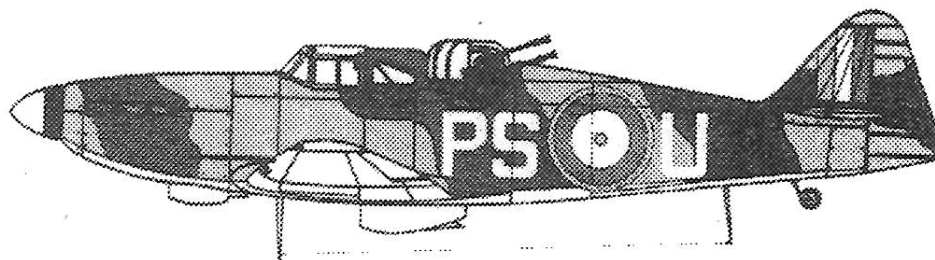
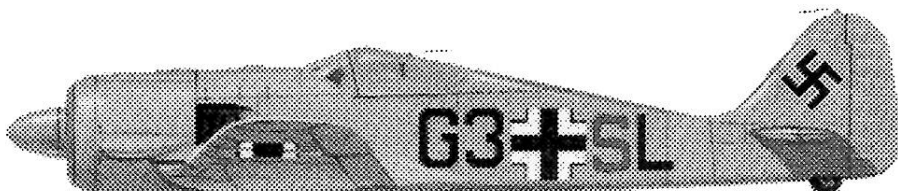
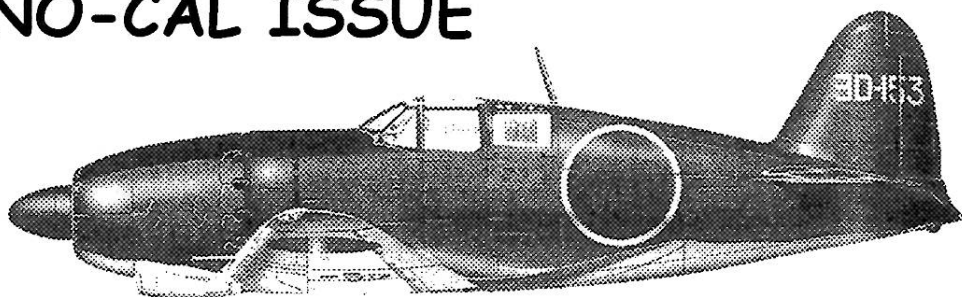
**Journal of the D. C. Maxcuters**

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

**Editor: Russ Sandusky**

**JULY - AUGUST 2001**

## NO-CAL ISSUE



## COMING ATTRACTIONS

**JULY 20,21,22 2001**

**FLYING ACES NON-NATS GENESEO NEW YORK** Judging at PetersParty Complex starting at 2:00 PM Friday July 20.  
See FAC Newsletter or email Ross Mayo- [FACGHQ@AOL.COM](mailto:FACGHQ@AOL.COM)—

**SEPT 22,23 2001**

**FLYINGACES OUTDOOR CHAMPIONSHIPS** AMA National Flying Site Muncie, Indiana - Contact Ralph Kuenz, Contest Director for more info at 14645 Stahelin Detroit, Mi 48223-3608 -- email -- [rkuenz@ameritech.net](mailto:rkuenz@ameritech.net)

**SEPT 28,29 2001**

**KUDZU CONTEST AT RAEFORD , NORTH CAROLINA.**  
See flyer this issue Lake flying returns. Special Battle of Britain event



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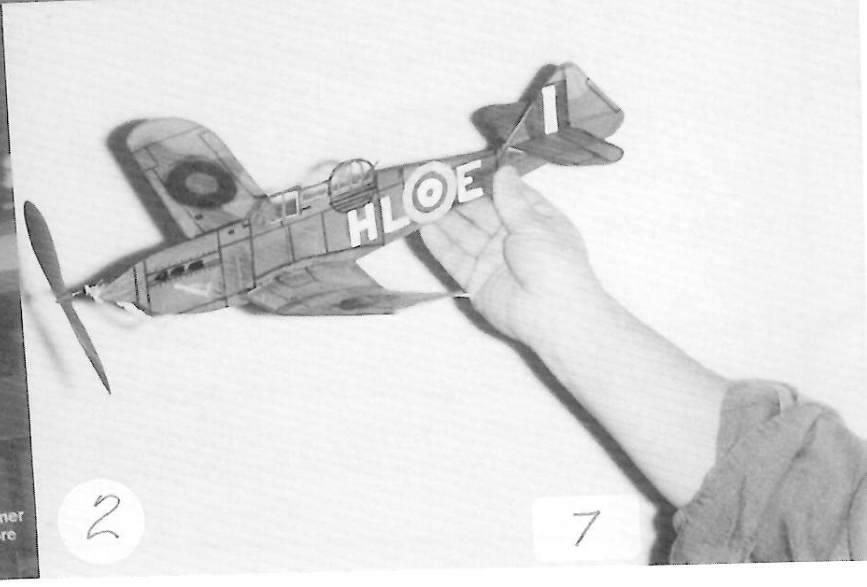


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The Corner Store



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## What's this issue about?

*Russ Sandusky*

Well it's about 24 pages long and chock full of plans and stuff for those stick and tissue builders of the FAC. This month, editor and chief Stew Meyers allow me to indulge myself and speak mostly about NoCALs. You know the skinny version of those nifty models created by the great builders of the FAC.

This month I am going to focus on the NoCal WWII fighter event that is popular at the National Building Museum in downtown D.C. Our rules are simple and effective in order to keep the event fun and competitive for any skill level of builder/flyer. The rules for this event are as follows.

Foundation rule is the FAC NoCal event with these exceptions:

World War II fighter aircraft only,  
-no clipped wing versions.

16" projected span

10 gram, without rubber, weight

Commercially available 6" molded plastic prop.

Mass launch shoot out, 4 planes per flight

FAC 45 scale points minimum.

Frank "Yankee Dog" Rowsome won all three mass launch events, sorta "Ace of Aces". Perhaps I'll add the old Maxicuter rule that all winning models from one year are ineligible for the follow year"

### National Building Museum Photo Page

1. Attractive and (swell) flying FW190A by Dan Driscoll in Training Squadron colors.
2. It's me with my latest Mitsubishi "Jack". I can't make it fly very well hope you can!
3. My best flying NoCal Nakajima "Frank". Flies well indoor and then OOS outdoors.
4. Here why we help at the NBM. The Smiling face of one of the Cub Scouts and his Delta Dart.
5. Here is our benefactor and NBM curator Ota Ayumu lecturing scouts on physics' and aviation.
6. Bill Bell's GEE BEE NoCal. Flies well inside the National Building Museum. Banners are everywhere.
7. Here's a good looking and good flying Bolton Paul Defiant by Ed Zapolski.

I have five different plans for your building pleasure. In addition, I have a copy of Dick Baxter's Pussy Cat plan trying to stir-up interest in a one design event for the NBM. Yes, 10 grams is the minimum and that seems to be the average builders range. Yes, I know it can be built lighter, I have one that tips the scale a 6 grams, but we are looking for juniors and oldsters who don't bring their digital scales to the hobby store.

In addition, we have two nice photo pages, page 2 the Eastern States Free Flight Championship pictures and page 23 National Building Museum and WWII NoCal photos. I have instructions on turning three views into a No-Cal. You can try your hand at Xeroxing and designing a WWII NoCal. (One caveat, I have built three separate models of the Mitsubishi Raiden and they are hard to trim. I flew my first Raiden four years ago at the Geneseo Nats, first flight over three minutes, second flight smack dab in the middle of the cornfield. You know were that is. Second model was just squirrely, salvaged the rolled tube stuff. Third model was even squirrellier, made it into a green paper ball.) Claude Powell gives us some hints and holds forth on the FAC rules. We have the results of the Petersburg contest. There is a flyer for the Kudzu contest, and finally Stew gets his 2 ¢'s in on the last page.

## Mitsubishi Raiden

*Russ Sandusky*

You can build this model following Ed Zapolski's BP model. There are few differences. I use a rolled 1/32-balas tube that is slightly overlapped at the seam that can easily be hidden by gluing the seam to the frame. I'm too lazy to make an accurate tube like those wonderful Easy B's etc. I use sheet .060 Aluminum and bend to make my front bearing holder. Drill out the L shaped bearing to hold a Peck 1/64 wire shaft. Drill undersize and file out to fit then epoxy. I fit a balsa block to the front of the tube and glue liberally. I next find a nice lightweight wood screw drill out L shaped bearing for loose but not too loose fit. I use a flat washer under the screw. Also glue 220 grade sand paper strip to the backside of the bearing to keep it from slipping. Now slowly tighten it screw into the tube/balsa block until it holds the bear firmly. Unscrew and drip in some thin CA. Not a lot.. When it hardens you can screw in the assembly. This set up seems to hold up to a single 1.20 single loop of rubber without bowing. And it's easily adjustable and reajustable. You'll like this feature. For general construction I use Duco cement thinned and the newer water resistant glue stick for tissue attachment. My usual canopy construction is to color the paper frame and cut out with sharp #11. I use RC 56 thinned with ammonia to attach cellophane from a pastry box. Nice stuff. Let me know if you have success in flying your "Jack".

## No Cal Bolton Paul Defiant

*By Ed Zapolski*

The Bolton Paul Defiant was a single engine British fighter aircraft that carried a pilot and an air-gunner. Its unique characteristic was the turret with four 30's that was located behind the cockpit (developed by the Navy for their Blackburn Roc and also used in the Lancaster). The fighter carried no forward armament. The first of 930 production models emerged on July 30, 1939 introducing a new tactical concept whereby all offensive power was concentrated in the rear of the cockpit. The firing field was only limited by interrupters which prevented the gunner from damaging the aircraft, a point that was a little harrowing to the pilot when the 30's opened up, fired straight ahead and tracers zipped past his cockpit canopy. Some 210 units were equipped with 1280 hp Merlin XX engines.

The Defiant attained fame in the Battle of Britain. The 264 Squadron destroyed 37 Jerries on May 29 1940 when the Germans mistook them for 12 careless Hurricanes and dove on their supposedly defenseless tails. Defiants played a major role over Dunkirk; they were responsible for the salvation of many troops, while posting 65 kills.

Success over England and Dunkirk was short lived. The Me 109's out-performed Defiants with superior speed and maneuverability--- it quickly became a death trap for crews, incapable of dog fighting, and very difficult to bail out of. They were withdrawn from day operations (within 2 months of service), found limited use as night fighters (painted black) and later as target tows and couriers.

Construction is straightforward. Use of 1/20 stock will save weight but 1/16 will produce a stronger structure. A construction article by David P Anderson in the July 1995 issue of RC Modeler for a six-foot scale model inspired me. The tail-surfaces were enlarged and I increased the dihedral. I used laminated strips for the curves and used a formula provided by Stew (2 pts Weldbond, 1pt ammonia, 1pt water mixed in a soft drink bottle cap and brushed on strips soaked in hot water) Strips (1/32x1/16) are wiped and pulled around forms that were cut from food trays that are waxed, and pinned to saran wrapped board. I use pieces of cellotex ceiling tile that are big enough to handle a single form so there are no obstacles to forming the strips. One end is immobilized and the strips pulled (tension is important) around the form. It only requires two pins to hold the strips against the form (outside the desired curve) and two pushpins to immobilize. I rarely lose a strip to cracking this way. Note that contrary to many profiles, the rudder is constructed separate from the fuselage.

The wing ribs are sliced. For a tapered wing, I cut a blank to size and draw a vertical line at the camber max point and slice the ribs. I draw a line from this point on the plan from the wing root to the tip. When trimming the ribs, align the mark over the plan line and cut the length. Crack the wing (center panel is flat) and elevate the tips. Build in 1/16 and 1/8 washout in the left and right wings panels (elevate the tip trailing edge) while gluing in 1 1/2 inch dihedral.

Before covering, shrink the Jap tissue. I use a frame made from 3/4 square hard wood and attach tissue with glue stick. After spraying with rubbing alcohol I spray a light coat of 4:1 (acetone: nitrate dope) to seal the tissue somewhat. I use the thinned dope to seal the surfaces that the tissue will adhere to prior to application using thinned Elmer's white glue for adhesive. The surfaces are pinned flat over wax-papered board to prevent warping as the glue dries and shrinks tissue. I covered mine in olive drab tissue (JCI) and sprayed a very light coat of brown acrylic for camouflage while still pinned. The camouflage patterns are cut from paper and just laid on the surfaces prior to spraying. (The color added less than 0.1 gm). The wing was done in two steps, pinning each panel flat to avoid warps. Panel lines were inked and tissue roundels were applied. Ultimately I had to paint the yellow and white.

Balance is about 1/3 chord (with a small dab of clay). Power was a loop of 1/8 Tan and a 6-inch Peck prop. Bend a little left turn into the rudder and handle power adjustments with thrust. I use rolled motor tubes (1/32 sheet material from Indoor Model Supply) and prop hangers from Mike Morrow (source also for glass beads, washers and other good stuff). Tubes are almost essential to avert distortion of the tail feathers because of the long fuselage. Before taking it out of the workshop, hold it out in your right hand, spin around and make Merlin XX sounds. Looks great!

## Brewster Buffalo

*Kevin Sharbonda*

Kevin built his model similar to the BP Defiant. However, Kevin's used his Alps printer to do some spectacular finishes for his Buffalo. You'll have to go back to May/June MaxFax to get the details. He had two great looking models this flying season, one was a Finish camouflage and then he recovered his model in an early 1930's Navy finish.

## NO CAL P-51D

By Frank Rowsome

My P-51D Mustang No Cal has been quite successful indoors. It flies left circles that are consistent, tight and flat. This helps to keep it away from obstacles in the National Building Museum. I have found it reluctant to climb. It tends to keep its nose down and just fly fast when it has excess power. But with careful trim it will climb a little and stay in a confined indoor space for about 90 seconds or thereabouts, even when ballasted to ten grams using a 6" Peck prop. It will do better with a prop having more pitch.

I followed the plans prepared by Paul Bradley in April of 1993 with few exceptions:

1. I used fairly stiff window plastic for the canopy, so that it stands up by itself and does not need exterior framing. It looks more realistic that way, and doesn't add more weight than framing and cement would have done. I used canopy film that is .0035" thick.
2. The rudder hinge really is hinged with copper wire, to allow the rudder to offset to be easily adjusted.
3. The slot for the horizontal stabilizer in the fuselage is wedge-shaped, to give some room for coarse adjustment of the decalage.
4. The trailing edge of the horizontal stab in the fuselage has notches that are filled with adhesive-backed aluminum (sold at hardware store to seal ducting). These serve as trim tabs for fine adjustment of the decalage. They are free standing at the trailing edge.
5. The motor stick is a 1/8" X 1/4" medium density solid balsa strip, "C" grain (about 8 to 12# density). I used the length shown on the plan; the stick runs from the front of the spinner back to the leading edge of the horizontal stab. I glued some thin bass wood (meant as HO-gauge lumber) to the inside edge of the motor stick to keep it from bowing under motor tension. I made a home-made front bearing by soft-soldering a 1/4" length of 1/16" OD brass tubing to some brass sheet, cut 1/8" wide, shaped like three sides of a square to hold the bearing about 1/2" out from the motor stick. The music wire rear hook has even more standoff, about 5/8". The distance from the prop hook to the rear hook is 10 3/8".
6. The wings are exactly like those on the plans, except that I put a bent rib at the wing tips, touching the 1/16" sheet balsa tips. I took some 1/16-sheet balsa, soaked it in water, and bound it to airfoil-shaped mould. Once dried, it held it some of the curvature. I stripped the wing ribs from it. They have retained curvature nicely over the years. I printed the panel lines on JCI silver tissue using a graphics program and an ink-jet printer. The insignia are sprayed on. I used Uhu Glue Stick to adhere the tissue to the bones.

With a Peck 6" prop, it now has an empty weight of 7 grams. With optimum nose weight, it is about 8 grams. For the NBM World War II event it carries two grams of clay ballast at the CG.

I find that the preferred trim entails substantial down-thrust (about 5 degrees) with substantial decalage. There is a little progressive washout in the wings. I use a motor made of a single loop of Tan II. The working stand length is about 50"; that is, the rest length of the motor loop is about 2.4 times the-hook-to-peg length. For the airplane used indoors with the Peck prop and ballasted to 10 grams, I prefer a strand width in the range of 0.10" to 0.11". That yields a modest climb during power-bursts, and level flights in cruise, to keep it under the rafters. Such a motor is good for up to about 2500 turns. Have fun with yours.

### Petersburg Contest results 19 May 2001

#### WW-I Guillow's 18"

1 Stew Meyers, 2 R McLellon, 3 C Powell  
Camel Fokker D-7 Camel

#### WW-I Open

1 Walt Ferrell, 2 Don Reed, 3 R McLellon  
(All Rabin Staffel D-7's)

#### WW-II

1 Dave Rees, 2 W Farrell, 3 C Powell

#### Golden Age

1 Don Srull, 2 Dave Res, 3 R McLellon

#### Dime Scale

1 Dave Robelen, 2 D Driscoll, 3 W Farrell

#### Peanut Scale

1 Claude Powell, 2 W Farrell, 3 A Jessupp

#### Embryo

1 D Reed, 2 A Jessupp, 3 W Farrell

#### Earl Stahl

1 R McLellon, 2 D Srull, 3 D Driscoll

#### Cloud Tramp

1 L Person, 2 R McLellon, 3 A Jessupp

## No-Cal Focke-Wulf FW190A

Dan Driscoll

I built this model to fly in the no-cal WWII fighter event that Russ Sandusky conducts at our indoor sessions at the National Building Museum. It's based on the outline of the Guillow's 16 1/2 inch FW190. I misunderstood the rules and thought there was a seven gram minimum weight for the event; it is actually ten grams. I built the model for seven grams and ended up putting a large lump of clay near the balance point to bring it up to ten grams. Since several points on the original model proved to be weak, I redrew the plans showing a slightly beefed up structure. This should result in a model closer to ten grams.

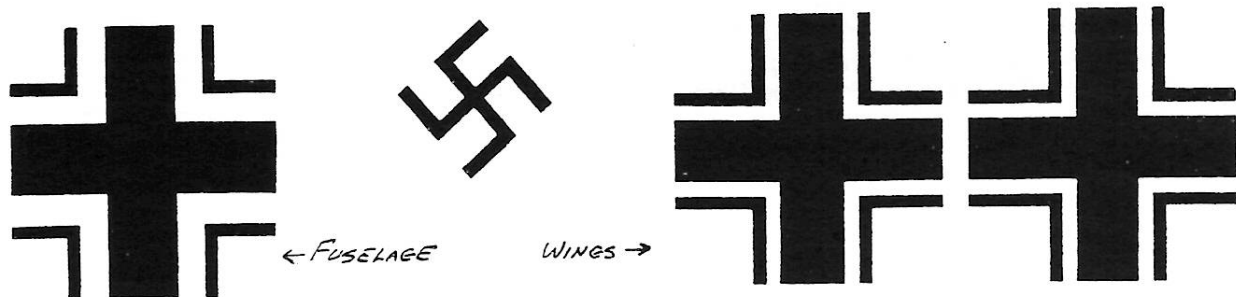
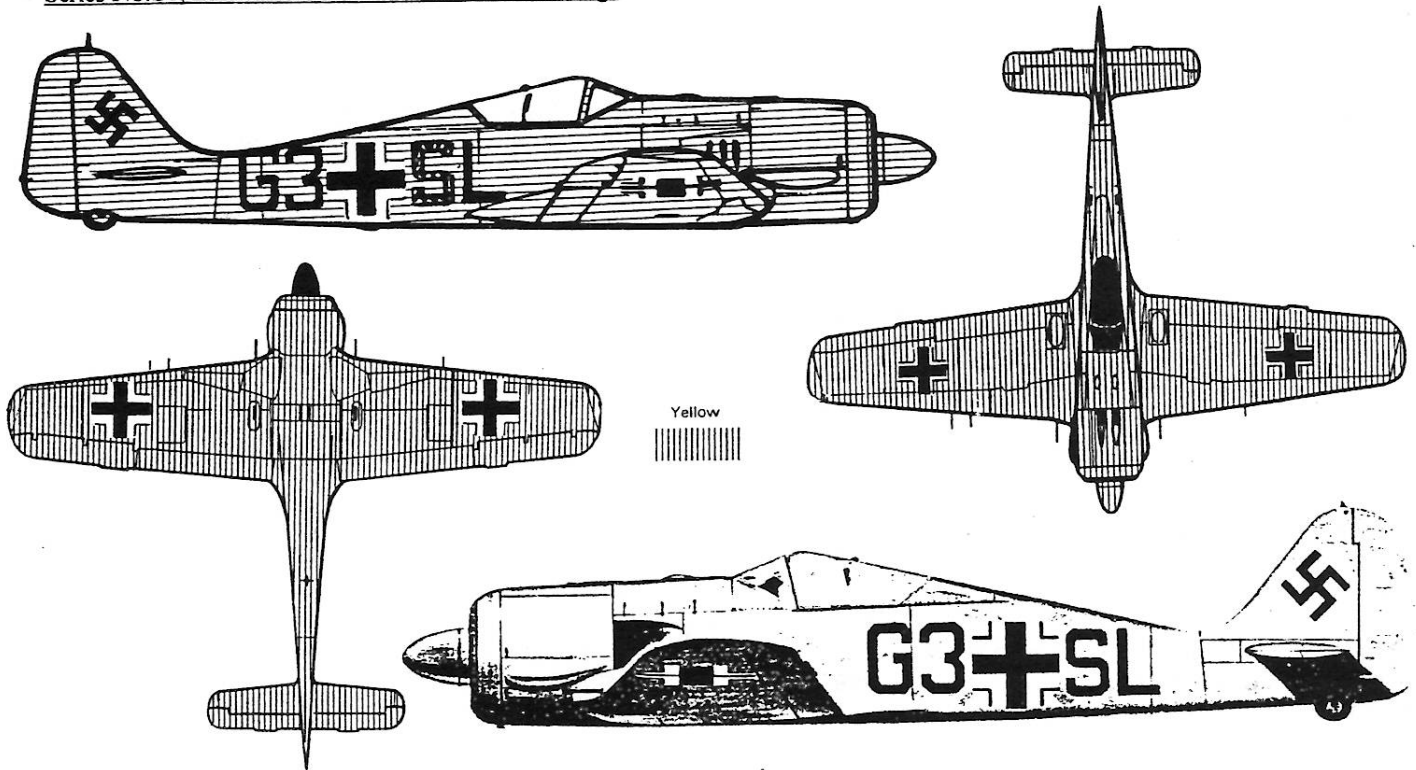
I decided on this aircraft mostly because I had good documentation for an all yellow FW190 in Aircam Aviation Series No.S8, Luftwaffe Colour Schemes and Markings

1935-45. The color profile shows all markings to be black except for the "S" which is medium green. The profile caption reads, "Focke Wulf FW190A-6 probably of JG 2 'Richthofen' Training unit, flown by Major Von Graff, shot down 27.7.1943."

Markings were photo copied onto white typing paper and then the back side was sanded until the print showed through. Markings were then cut out and applied to the yellow tissue with a glue stick before the tissue was attached to the frame. The "S" was cut from white bond and colored green with a marker.

For flying, I ended up using one loop of 3/32" Tan II about 16" and braided. For the tight confines of the NBM, I used slight left rudder and a tab on the left wing.

How does it fly? On its first outing, It won the WWII event, not because it was the best flyer, but because it didn't hit any walls. It managed a timed flight of 83 seconds.



# Eastern States Free Flight Championship 2001

*Russ Sandusky*

I got up nice and early in Southern Pa. and headed down to the Aero Acres area, where many workers of Glenn L. Martin made their home. This is also where retired Martin employee and old friend Uncle Billy, AKA Bill Bell, was waiting. This was Bill's first adventure to the Eastern Shore contest. Bill doesn't drive much anymore so I get a change to hear a lot about his old free flight days

What a difference a year makes, Saturday 2000, 40 mph blow out, Saturday 2001 overcast, warm and not too breezy, Sunday 2000 snow ended the contest, Sunday 2001, sunny, hot, thermals and not too breezy. It was certainly a different and happier group of Stick & Tissue gumbanders at this year's event. Virginian, Bob McLellon lead the way on Saturday by winning, WWI, WWII, and the Racers mass launch events. Each of his models put up a great flight. First timer Ed Zapolski won the NoCal fly off by a large margin. His P-40 NoCal caught some good air. It's a good thing he had his family, son, daughter and wife with him to help retrieve his model. Good going Ed.

Ed and his family went off to Dover Downs later that day and lost their preverbal shirt. DD is a race track and casino in near-by Delaware.

On Sunday the weather was even better. We had a mix of winners from up and down the east coast. Poor Frank Rowsome had the FAC rubber scale event in his pocket with his Lippish P-35 push pull-flying wing proposed German fighter. While attempting to put in a descent flight his twin motor hook-up came apart. Ed Pelatowski from Connecticut won with a very nicely detailed Tony. Uncle Billy finished 3rd with his newly constructed Aeronca C-3 from a Dumas kit. He actually flew in this particular type of airplane when he was a teen-ager, he's now 79. With the exception of FAC Power Scale ( no competitors) all events had at least four entrants. Mass launch seems to be the preferred means of competition. Every time we began a heat a large group of spectators would gather. They even applauded the winner of each event.

This phenomenon occurs at the contest we have at the National Building Museum. The flyers like this form of competition. I also throw in a couple of timed events for balance but mass launch is the preferred way to go no matter what type of model is called for.

The field or should I say farms are more than a mile square, mostly grass. In fact one of our FAC launching spots had the much-revered TALL GRASS to launch over. Come and join us next year.

rsandusky@wrbs.com

## ESFFC results

### Golden Age Mass Launch (8 entries)

- |                  |            |
|------------------|------------|
| 1. Frank Rowsome | Farman     |
| 2. Vic Nippert   | Piper Cub  |
| 3. Bob McLellon  | Interstate |

### Peanut Scale Mass Launch (7 entries)

- |                  |             |
|------------------|-------------|
| 1. Ed Pelatowski | Tailwind    |
| 2. Frank Rowsome | Rearwin     |
| 3. Bruce Foster  | Arrow Sport |

### WWI Scale Mass Launch (7 entries)

- |                 |             |
|-----------------|-------------|
| 1. Bob McLellon | Fokker D-7  |
| 2. John Houck   | Seimens D-1 |
| 3. Bruce Foster | Fokker D-7  |

### WWII Scale Mass Launch (7 entries)

- |                  |         |
|------------------|---------|
| 1. Bob McLellon  | Wildcat |
| 2. Ed Pelatowski | P-51D   |
| 3. Bruce Foster  | P-39    |

### Dime Scale Mass Launch (9 entries)

- |                  |            |
|------------------|------------|
| 1. Artie Jessup  | Cessna AW  |
| 2. John Houck    | Rearwin    |
| 3. Frank Rowsome | Fokker D-7 |

### Racers Scale Mass Launch (3 entries)

- |                 |          |
|-----------------|----------|
| 1. Bob McLellon | Seversky |
| 2. Ed Zapolski  | Vega     |
| 3. John Houck   | Wedell   |

### NoCal Scale Mass Launch (6 entries)

- |                  |          |
|------------------|----------|
| 1. Ed Zapolski   | P-40     |
| 2. Frank Rowsome | P-51     |
| 3. Bruce Foster  | Canberra |

### FAC Embryo (4 entries) 3 flights total time

- |                 |          |      |
|-----------------|----------|------|
| 1. Vic Nippert  | Hare II  | 7:29 |
| 2. John Houck   | Cruiser  | 6:07 |
| 3. Artie Jessup | Korda1/4 | 5:18 |

### FAC Rubber Scale (4 entries, 6 models)

- |                  |             |
|------------------|-------------|
| 1. Ed Pelatowski | Tony        |
| 2. John Houck    | Seversky    |
| 3. Bill Bell     | C-3 Aeronca |

## LESSONS LEARNED

*Claude Powell*

I recently learned/relearned a good lesson when retrimming my dime scale SPAD. The best I had been able to get it trimmed last year was a squirrely/unpredictable flight pattern using a loop of 3/16" Tan 2. This seemed like too much power so I started retrimming from scratch. After many test flights, while making only one change at a time, the model had a stable and consistent left/left flight pattern. I was using a short loop of 1/8" Tan 2 and had a small lump of clay under the chin. To complete the trimming process I removed the clay and replaced it with a part of a split shot glued to the back (near center) of the nose block. So as not to assume anything I wound it up for a final test flight and let her go. It flew in a right circle with a stally flight pattern. What the blankity-blank !!!!! While walking to retrieve the model I considered what could have caused such a drastic change in the flight pattern. The only thing I could think of was the nose button must have come unglued from the nose block. NOT SO. Since the only change I had made was replacing the clay with the split shot, I immediately removed the lead and put the clay back under the chin. I wound her up again and let her go. A perfect left/left flight pattern!! The light switch came on. I removed the clay and replaced it with the split shot and this time I glued it under the chin where the clay had been. I wound her up and let her go. A perfect left/left flight pattern. Apparently the vertical CG was so critical that putting the lead on the back of the nose block (higher), instead of on the chin (lower) upset the balance. WHEW. This episode has changed my trimming procedure because if I had initially balanced the model slightly nose heavy, like I usually do, I may never have discovered this problem and just considered the model to be an unstable design. Now I balance a new model slightly tail heavy. Using a weak motor for test flights eliminates down thrust adjustments and I simply add nose ballast, under the chin, until level flight is obtained. Only after the model is flying very stable do I install a stronger motor and trim the powered flight. If you have a hangar queen(s) that has never been a reliable flyer and you don't know why, try moving all the ballast to the bottom of the fuselage instead of in the spinner or in the middle of the nose block, especially those high-thrust line, low wing racers. You might be surprised.

### STUCK PAINT CAPS

If you have problems with the caps sticking on your model paint jars I have an easy solution for you. Regardless of what kind of paint you use, wipe the threads and lip of the jar clean with a paper towel when you are done. Smear petroleum jelly on the threads and lip and replace the cap. The jelly will help to seal out the air and also keep the lid from sticking, even one or two years later. At least this works for me.

## THINK ABOUT THIS

*Claude Powell*

Over the last couple of years I've become concerned about the direction that some of the FAC rules are taking. The changes have been subtle but I think they may be starting to cause concern for others also. The May-June 2001 issue of the FLYING ACES newsletter offered some spirited words regarding the new rules book which might be a warning sign. Before I go any further let me assure you this is NOT an FAC-GHQ "bashing" article. Quite the contrary, I think our leaders (and doers) have performed, and are performing magnificently. I believe our leadership is dedicated, hard working and always has only the good of the FLYING ACES at heart. They deserve a pat on the back every time we see them. Does this mean I agree with all their decisions? No, but it does mean that I will support them and all of their decisions. Read on and follow my train of thought.

The FAC "phenomenon" has grown tremendously since its beginning and I wonder if it is in danger of becoming a dinosaur. My concern, there is no question that we are deviating from the original "core" of FAC rules and I think this is my problem. I consider the "FAC core" to be the mass launch events that require no timing and no scale judging other than meeting the minimum point requirement. As the FAC movement has matured, the quality of our (not all of us) models and their flying abilities have increased dramatically. The FAC rulebook has consistently grown in an effort to accommodate this higher level of expertise. This was inevitable but necessary for the scale judged events such as FAC scale and power scale. However I think this is a wrong direction for the "core" events. I think it's imperative they remain true to their original concepts. I believe that changes to the rules, when possible, should have the objectives to reduce manpower requirements (timers and recorders, judging and recorders and all the people it takes to tally up all the scores). This is the kind of labor I call "horse work" when it isn't necessary. Mass launch events eliminate this "horse work" and only require recording the winners.

Everything seemed a lot simpler in the beginning, and I think, more fun. The emphasis was on friendly competition without being constrained with a lot of rules. When I joined the FAC in 1980 (I was thrilled to be honest and still am) the rulebook consisted of two sheets of paper. The current rulebook is starting to rival the AMA rulebook and if RC is ever adopted (in any manner) it might surpass it. We're losing the simplicity that we enjoyed and the uncomplicated lack of rules. Some examples are white tissue could be used to simulate a silver model without penalty. Currently this is not true. Mass launch models could be built from any manufactured kit or published plans. This is no longer true. Models that are identified as "dime scale" are no



longer eligible for the mass launch events. They are now ostracized to a separate category. Even worse, there are two identified events within that category, and even worse both events must be judged and the flights must be timed. Even worse, FAC OLD TIME KIT SCALE seems almost duplicative of DIME SCALE. Hmmm! This sure is getting complicated and somewhat confusing, not to mention the additional manpower and time required to perform the event(s). It was a lot simpler when they were just considered kit models, like the rest of the kit models, and only had to meet the required 45 points to compete. It would be a lot easier and speed up the contest if the scale events such as Golden Age Civil, Golden Age Military, Modern Civil, Modern Military, GHQ P-nut, Etc, were all mass launch events instead of timed events. It would actually be fairer to the contestants because they would all fly an event under the same weather conditions. The mass launch events could simply be governed by wingspans such as peanut scale, walnut scale, Etc. or the categories just mentioned or types such as low-wing, high-wing and bipes.

I'm a proponent of mass launch events but they have one drawback, the long chases for us older folks. GHQ made a conscientious effort to solve this problem with the 15% rubber rule and it had some merit at the time. However this solution came with some drawbacks. It was labor intensive and, in the end, didn't have lasting benefits. It's kind of disappeared.. A simple but effective solution would be to make all models ROG. I can hear your groans now but we complained about the 15% rule too and overcame that. Look at the benefits. The primary objective is to reduce long chases without increasing the horse work. ROGing would certainly address that problem. The secondary benefits are (1) closer to scale prop size (2) elimination of all the "retractable gear planes must have the gear in the down position" rules from the rules book (3) your model is now ready for the AMA NATS. The better flyers are still going to be winners over the poor flyers, only with shorter flights. Eight card tables would be required for the mass-launch events since most flights only have seven-eight flyers regardless of how many have entered.

We (all of us) are part of, and have contributed, to the FLYING ACES movement. Whether directly as our GHQ leaders are doing or contributing plans to the newsletter or just showing up at contests to shake hands and say hello to the contestants and admiring their models. We need all of us, and all of us need to support GHQ in their efforts to manage this program if the FLYING ACES are going to continue and flourish. Unfortunately no ONE set of rules can satisfy all of us. Therefore I think we can best help GHQ's "rule making" by submitting our suggestions for their consideration and continue to support their decisions whatever they are. Whether or not we agree with all of their decisions we have to understand they are doing what they think is in

the best interest of all FAC members. If the rules can be kept/made as simple as possible we'll all have less aggravations and more fun. . If we don't keep it simple and rulebook continues to grow then it might eventually be a mirror image of AMA and this is where it would start to look like a dinosaur. You know what happened to the dinosaurs. If anyone wants to do some Claude Powell bashing, my e-mail is [CHP@raven-villages.net](mailto:CHP@raven-villages.net). No viruses please.

## **NoCal, the easy way to scale flying fun.**

*Russ Sandusky*

I have been asked many times why I only build NoCals. The answer is I don't only build them. I like 10 centers, Bogus Bostonian, Racers, most anything to fly in mass launch, my favorite type of event. By the way I don't think of Mass Launch models as disposable! I have always loved scale models even as a kid. I build a whole slew of Comet kits. I also crashed all of the Scale control line models I completed. I guess that's why I liked Goodyear racing in the 60' and 70's. I am just too lazy to take the time to build a very detailed model.

Another reason I like NoCal is they are quick and easy to put together. You can easily design any class or type of aircraft and have an event ready to go next week. They usually have enough detail to look good and when properly trimmed, for indoors, they can out fly everything but some endurance flyers. Outdoors, wind is the ultimate enemy and trimming is even more difficult. But we do get some decent flights outdoors as witnessed by the EFFC contest in March.

It's easy to enlarge a small 3 view into compliance with the present FAC rules for NoCal. Find a photocopier that can enlarge and copies on 11 x 17 sheet of paper for your final plan. Start by enlarging your small three view 50% at a time until you are close to the 16" wing span dimension. You will probably have to cut the three views into separate pieces such as, wing, side view, stab view. Don't forget to enlarge each piece each time or you will have an outsize section like I did with my Mitsubishi Jack. It had a nice 16" wing and an outsize fuselage. Didn't fly well.

When you get your plan outline done just use the construction techniques shown on any of the plans in this issue or do it your way. Here are some areas to keep in mind: 1. Most NoCals need bracing at the rear, stab/rudder area, they shake a lot and break easily. Make the front bearing adjustable but firm. The fuselage of NoCals tends to bow easily unless motor stick and front motor bearing are strong. Reinforce with gussets where wing and stab are mounted. If you want to build a record breaker go to Don Slusarczyk's [nocaltips.txt](mailto:nocaltips.txt), @ [www://corecom.net](http://www://corecom.net)

## ESFFC Photo Page

1. Bob McLellon with his winning F4F Wildcat. Bob won the first three events on Saturday.
2. John Houck's Wedell Williams 45 retract gear racer. Looked like it before.
5. The youngster (63) in the middle is me with my local FF pros Bill Bell (79L) and Bob Bissett (78R)
6. Ed Zapolski ready to launch his P-40 NoCal to first place. Ed had his family help find his model.
4. Bruce Foster of New Jersey with his unusual Canberra NoCal and his unique hat venting system.
3. Uncle Billy readies his new Aeronca C-3, a Dumas kit. Lots of nice details, finished third.
7. Vic Nippert and his wife smile for the camera. They are a great couple, she keeps the watch.
8. Vic Nippert, J-3 Cub, Bob McLellon, Interstate, Artie Jessup, Interstate, Golden Age.

## The KUDZU FLYING CORPS

Presents its 11th Annual Land and Lake Free Flight Scale Meet  
Celebrating the Return of Water to the Lake.

FRIDAY & SATURDAY, SEPTEMBER 28 & 29, 2001

**Lake Meet: Friday, 4:00 p.m. until dark, at Walnut Creek Lake, Goldsboro NC**

**Normal Events:** (all non-kanone) ROW Stick, ROW Cabin, ROW Power Scale, ROW Rubber Scale.

**Feature Event:** Small R/C Rise-Off-Water missions. Scored for take-off and landing on water.

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 Seafood Dinner at McCall's after the flying

**Land Meet: Saturday, 9:00 a.m. to 5:00 p.m., at Carolina Turf Farm, Raeford, NC.**

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

1. WW1 Biplanes
2. Golden Age Civilian
3. All racers combined.
4. WW2 Military
5. Modern Production Civilian 1945 and later.
6. Dime Scale 16"span or less only.
7. Modern Military 1945 and later.
8. Flying Horde at the end of the day for scale airplanes only.

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

1. FAC Power Scale.

**Old Time Rubber Cabin only.**

2. FAC Rubber Scale

Flown all day.(until 4:30)

**This years Kudzu special event is the "Battle of Britain".**

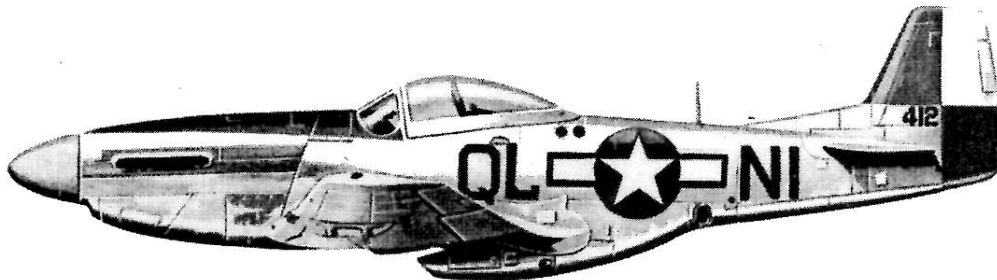
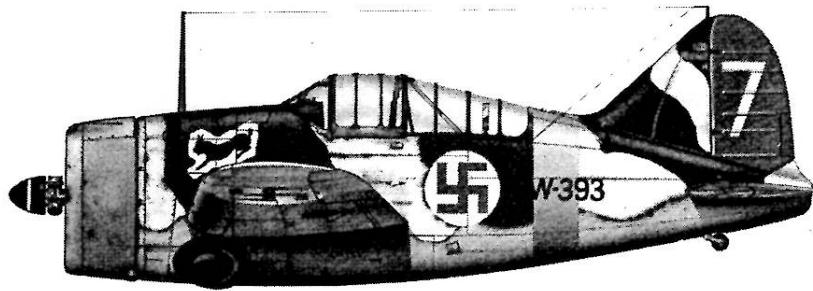
Any sized rubber powered model is eligible from Peanut to Preposterous. The model must represent a combatant in that battle and be in the proper colors and insignia. The contestant must prove the mark and colors are authentic to the era. Any model entered must make 40 FAC points. Dimers are eligible, but that Comet 109C better look a lot like an 109E in the right colors. There will be a mass launch fly off for the Brits and Jerrys . The best 3 of each will be in the final mass launch battle. This is the big one! Sponsored by Bill Sheppard -Oak toolbox for first place.

**SPECIAL EVENT:** The *PIECES OF EIGHT PARACHUTE TEAM* will jump onto our field during our 12:00 lunch break on Saturday. Entry fee \$5.00 even includes lunch!

A pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville. Prizes awarded there. Oak tool box for Battle of Britain event. Buttons for the rest of the events through 3rd place.

Note: Kanones will be awarded to events shown on P. 2 of FAC rulebook. Others will be "non-kanone " fun events. High point trophy awarded. Questions, directions, maps, etc.: call **Dave and Marie Rees 919-778-6653.**





### Backtalk by Stew Meyers chief editor.....

I have let Russ put this issue together while I was on a cruise in the Baltic. He also provided the photo pages. I did add Claude's articles to fill it out and did some minor editing. I have received many e-mails in the vein of Claude's article. Especially having to do with Kanone events. Gee gang, just have fun. Don't take this as over seriously as the FAC HQ seems to. If you really like Dime Scale mass launches (I do) go fly 'em. Who cares about the what the FAC deems Kanone worthy. Well I'll get off my soap box. We shall be returning to WWI Issues for a while. I have permission to publish some DPC plans and I have been redrawing the big Guillow's for Micro R/C and even building them. Lightening the construction makes them better free flights as well. Of course I welcome all the help I can get. I have received several plans that require a little work before I can put them in the newsletter. If you would like to see something in the newsletter send it in or ask about it.



### 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.

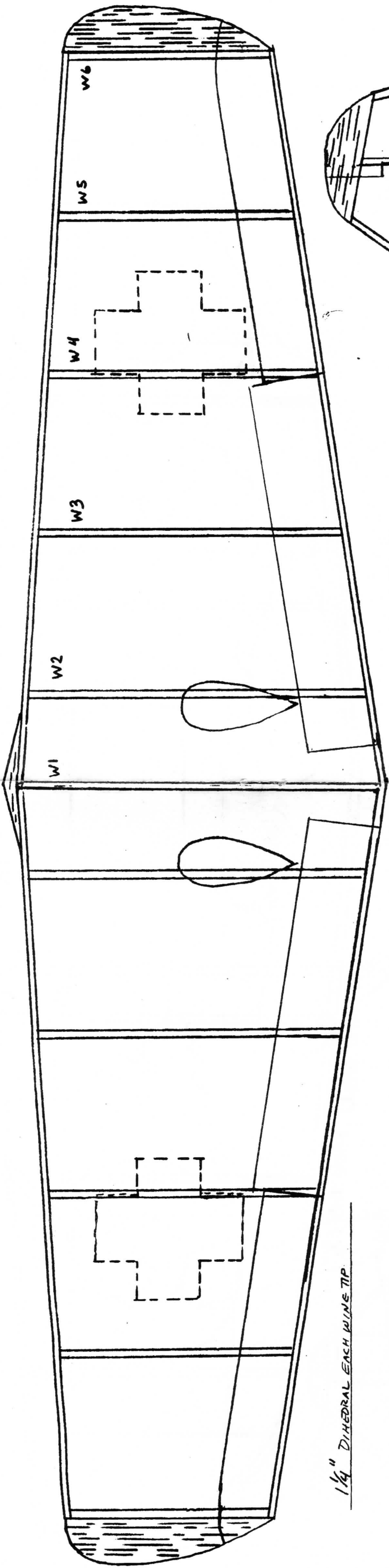
**MEMBERSHIP** - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your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

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Norm Davison.

**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](mailto:stew.meyers@erols.com)

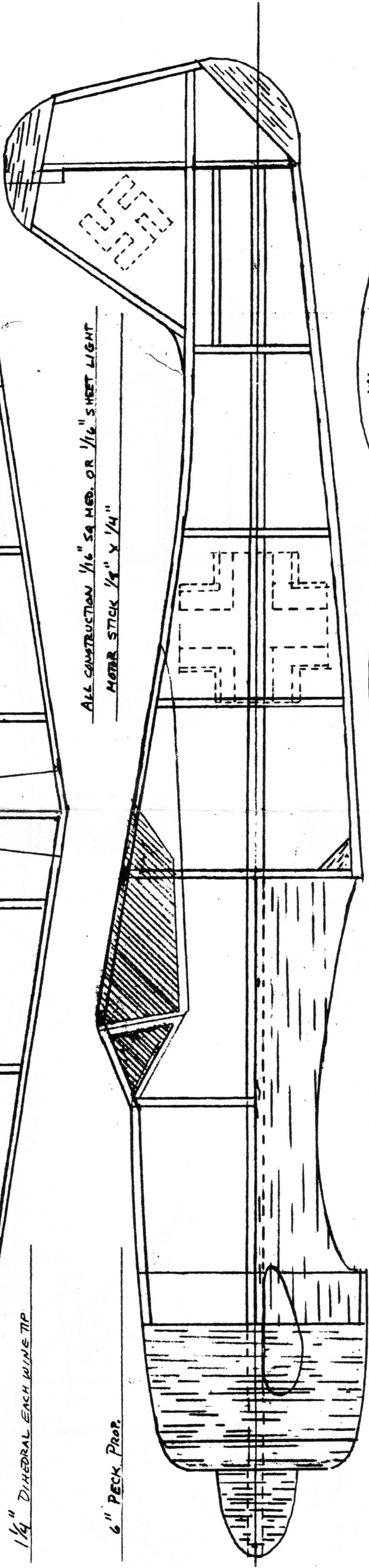
**Maxecuter web site: [www.his.com/~tschmitt](http://www.his.com/~tschmitt)**



$1/4$ " DIHEDRAL EACH WING TIP

ALL CONSTRUCTION  $1/16$ " SQ. MED. OR  $1/16$ " SHEET LIGHT  
 MOTOR STICK  $1/4$ " X  $1/4$ "

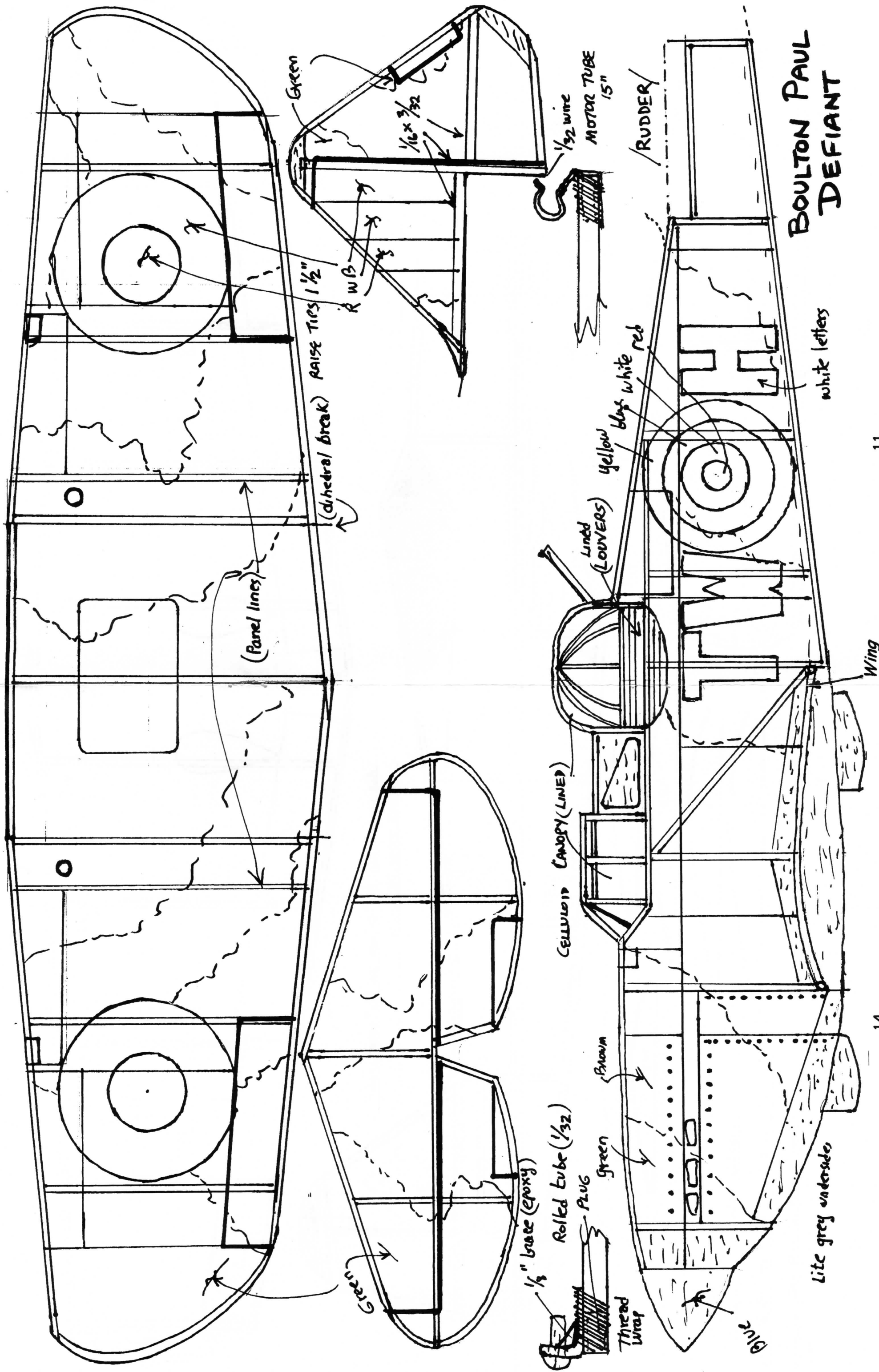
6" PECK PROP.



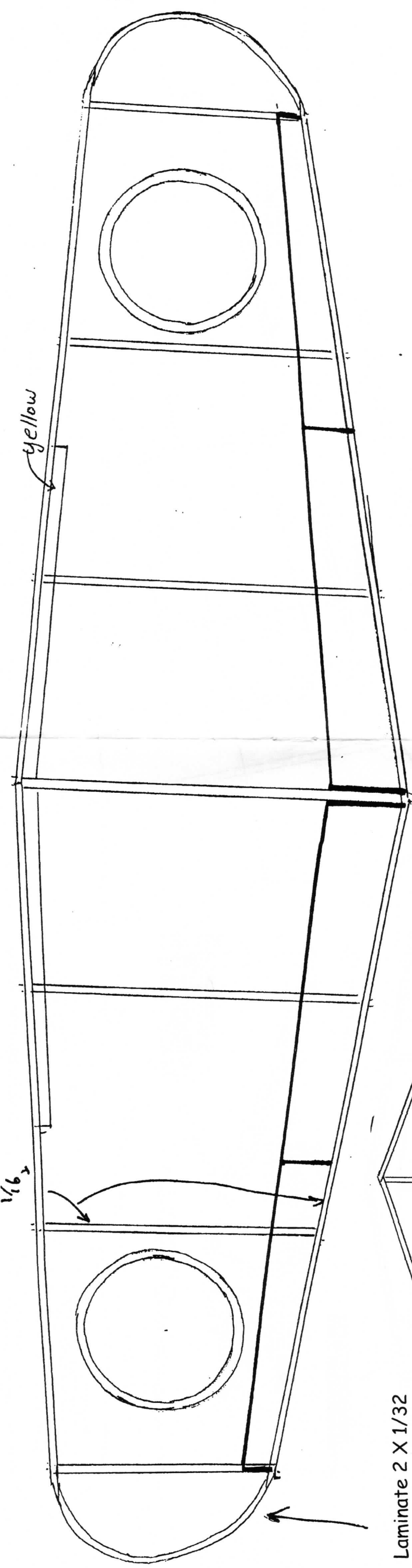
NO-CAL SCALE

FOCKE-WULF FW 190A

DAN DRISCOLL MAR. 2001



**BOULTON PAUL  
DEFIANT**



Laminate 2 X 1/32

1/16 + 1/16 = 1/8

1/16

1/16

1/16

1/16

1/16

1/16

1/16

1/16

1/16

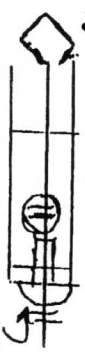
1/16

1/16

# MITSUBISHI J2M3 RAIDEN

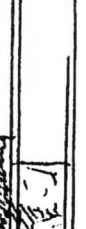
Lifted from Dave Diehl Kit Code NAME JACK

Peck thrust button, Epoxy

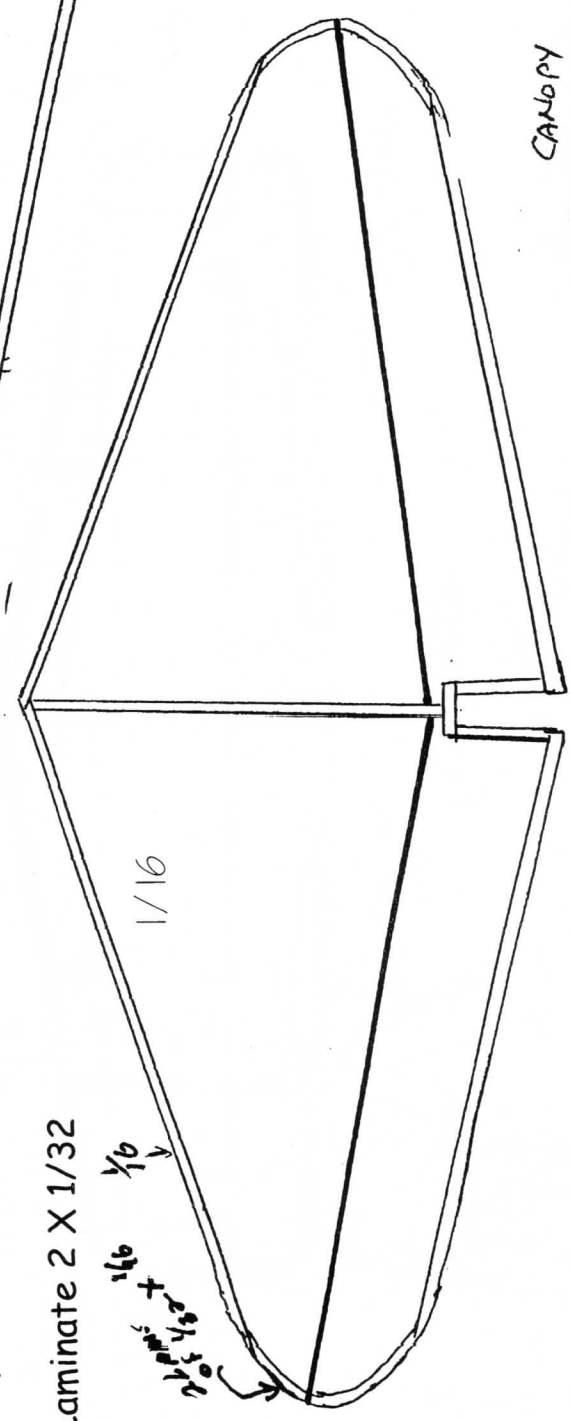


Aluminum .60

Wood screw



Balsa Block (motor tube)



CANOPY

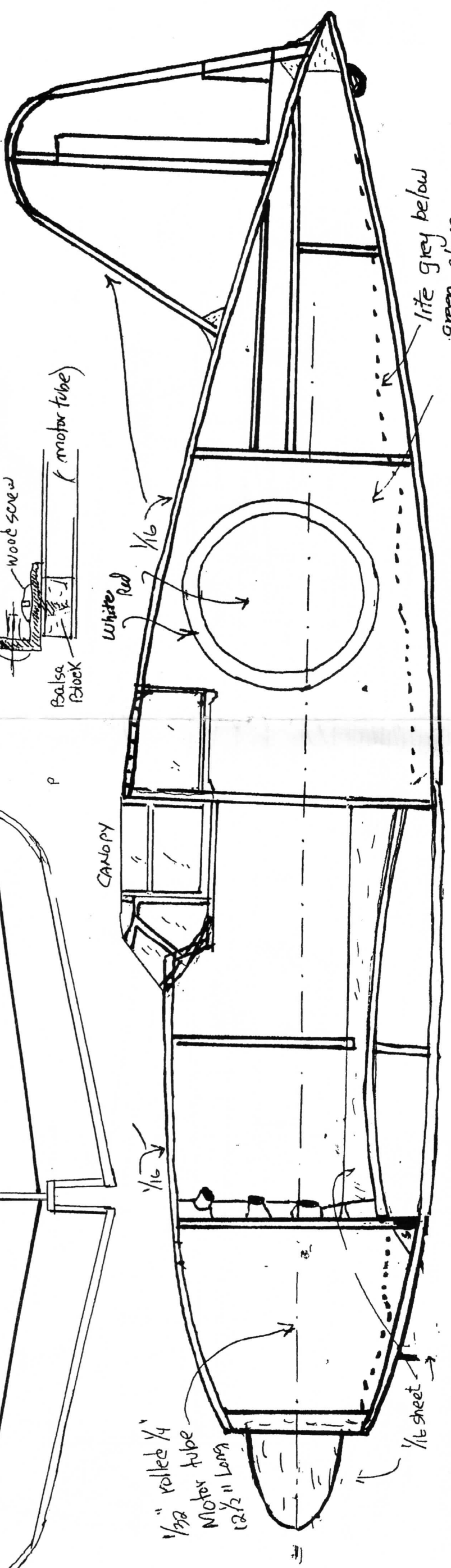
1/16

1/32 rolled 1/4

Motor tube

1/2" Lam

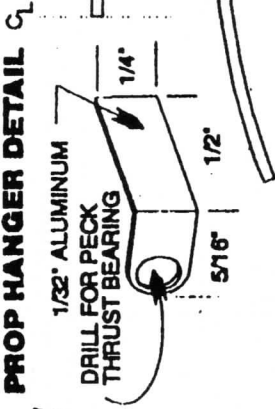
1/16 sheet



Life grey below  
green Above

**PROP HANGER DETAIL**

L.E.  
 PROP BLADES ARE 1/32" SHEET FORMED ON A 3" CYLINDER. SET EACH BLADE AT 15° LEFT FROM VERTICAL ON THE CYLINDER. MAKE 2 IDENTICAL BLADES.



REAR HOOK IS .020 WIRE INSERTED THROUGH THE Balsa TUBE AND BLOCK INSERT. MAKE AN "L" BEND AND ATTACH WITH CA.

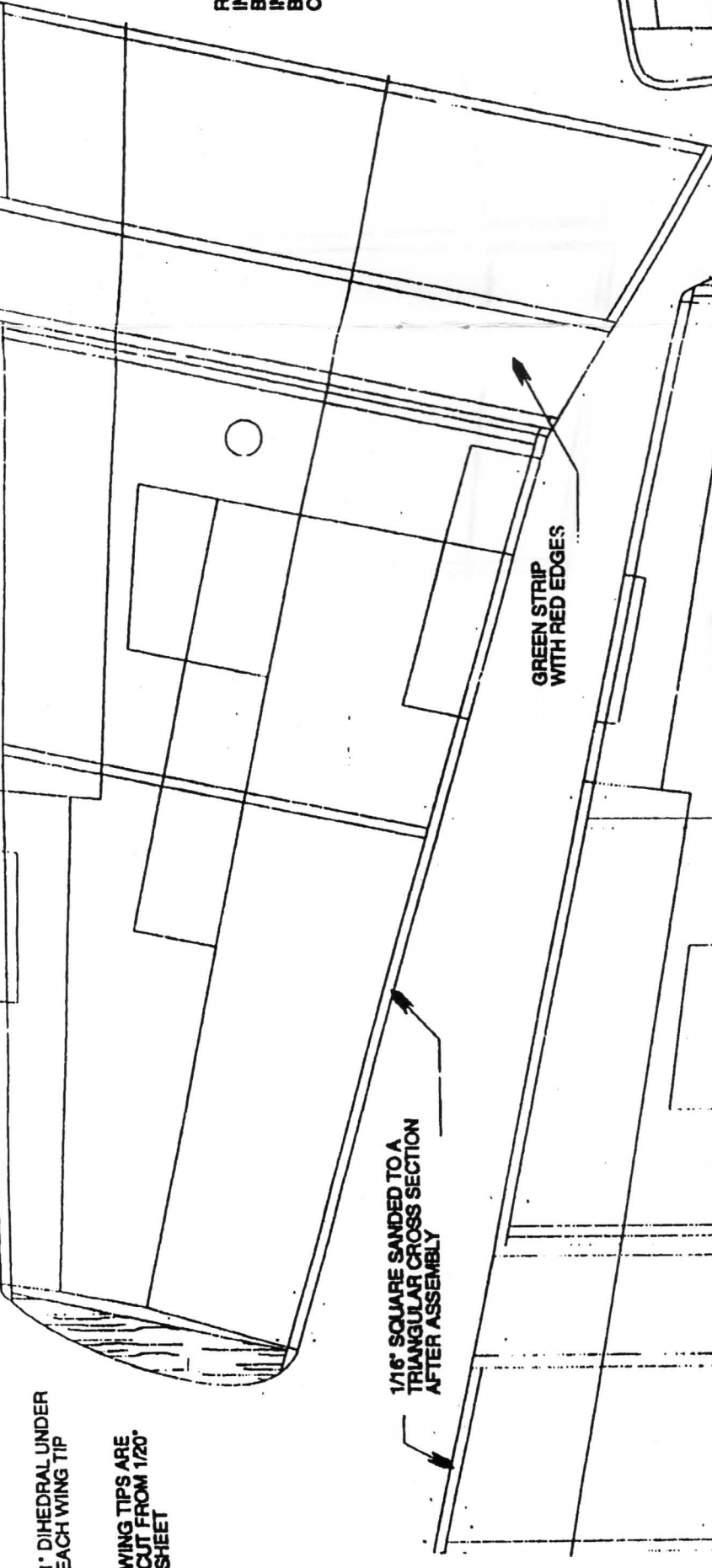
WING RIBS ARE CUT FROM 1/20" SHEET. TRIM TO LENGTH FROM TRAILING EDGE.

1/8" X 1/2" BLOCK INSERTED IN EACH END OF THE ROLLED TUBE.

MOTOR STICK IS A ROLLED 1/32" Balsa TUBE 10 3/4" LONG FORMED ON A 1/4" DOWEL. IT IS GLUED TO THE RIGHT SIDE OF THE FUSELAGE STRUCTURE AFTER THE STRUCTURE IS COVERED.

STAB IS GREEN WITH YELLOW STRIPES EDGED IN RED.

**MOTOR STICK**



1° DIHEDRAL UNDER EACH WING TIP  
 WING TIPS ARE CUT FROM 1/20" SHEET

1/16" SQUARE SANDED TO A TRIANGULAR CROSS SECTION AFTER ASSEMBLY

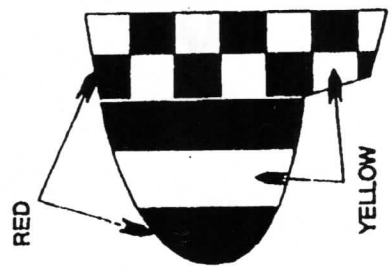
GREEN STRIP WITH RED EDGES

GREEN ABOVE AND BEHIND THIS LINE. EDGE IS RED.

IF A PLASTIC PROP IS USED, SELECT A 6" PROP OR A 7" PROP CUT TO 6". SHAVE TO LIGHTEN.

USE 1/20" SQUARE FOR STAB STRUCTURE.

THIS PORTION OF CANOPY IS ALUMINUM COLOR.



YELLOW RUDDER. RED HORSE.

**P-51D NO-CAL SCALE**

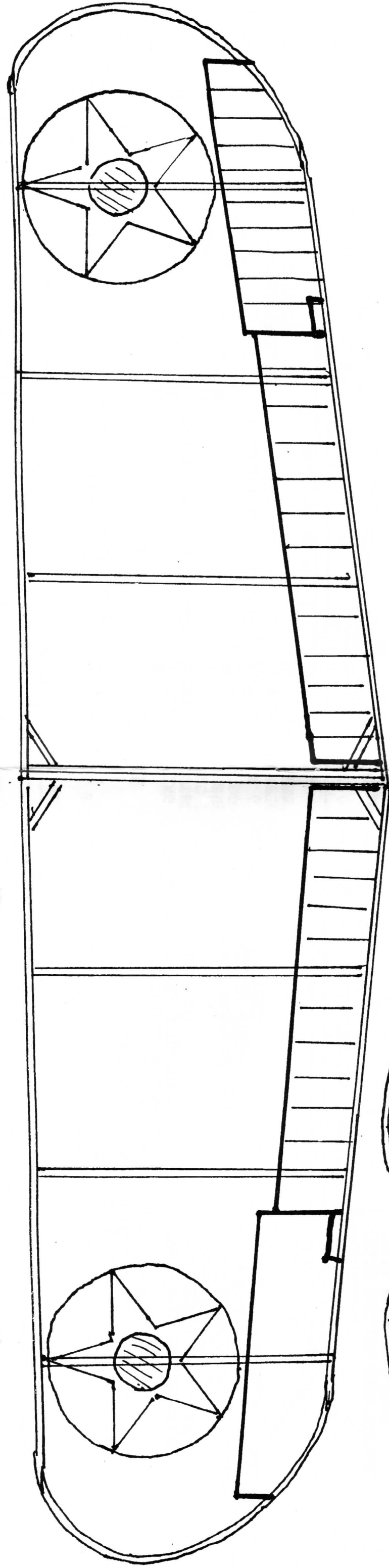
OVERALL COLOR IS ALUMINUM (LIGHT GREY) WITH GREEN AREAS AS NOTED. LETTERING IS YELLOW. NATIONAL INSIGNIA IS WHITE WITH BLUE SURROUND.

COVER LEFT SIDE OF FUSELAGE AND UPPER SURFACE OF WINGS AND STAB ONLY.

FUSELAGE STRUCTURE CAN BE 1/16" STOCK OR 1/20" STOCK. 1/20" PRODUCES A LIGHTER MODEL.

DESIGNED AND DRAWN BY PAUL BRADLEY 4/83

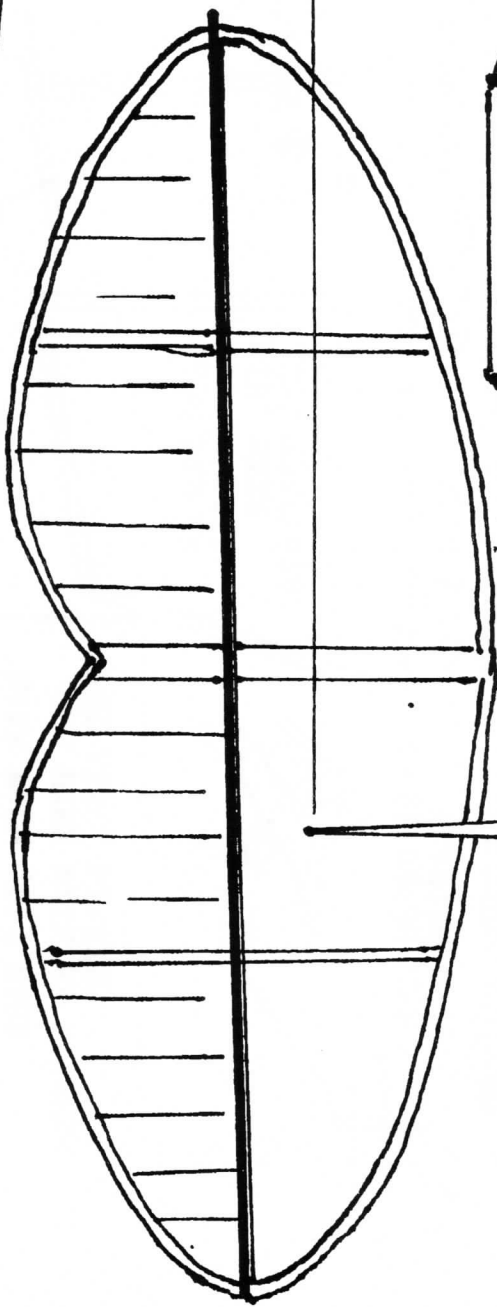




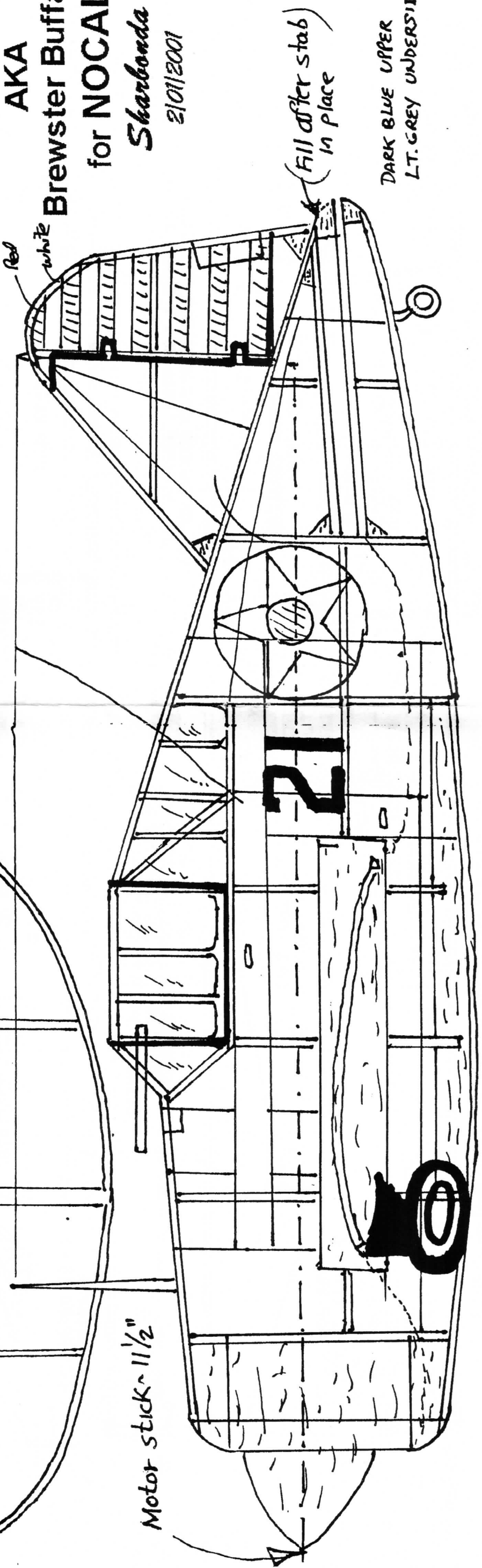
(TWO PIECE WING)

# A SIDE of BEEF

AKA  
Brewster Buffalo  
for NOCAL  
Sharbonda  
2/01/2001

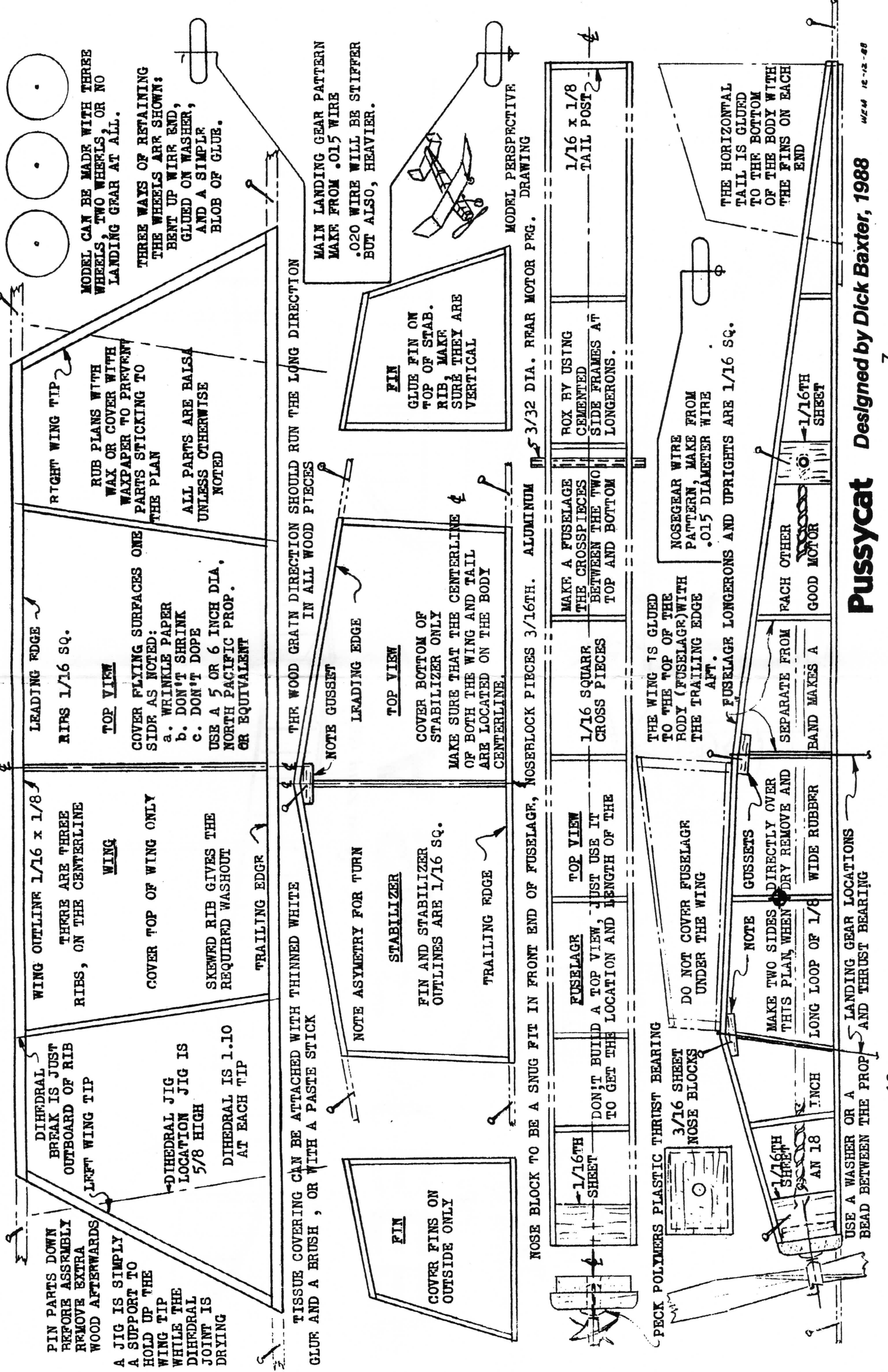


Motor sticks ~ 1 1/2"



(Fill after stab)  
in place

DARK BLUE UPPER  
LT. GREY UNDERSIDE



MODEL CAN BE MADE WITH THREE WHEELS, TWO WHEELS, OR NO LANDING GEAR AT ALL.

THREE WAYS OF RETAINING THE WHEELS ARE SHOWN: BENT UP WIRE END, GLUED ON WASHER, AND A SIMPLE BLOB OF GLUE.

LEADING EDGE RIPS 1/16 SQ.

RIGHT WING TIP RUB PLANS WITH WAX OR COVER WITH WAXPAPER TO PREVENT PARTS STICKING TO THE PLAN

ALL PARTS ARE BALSA UNLESS OTHERWISE NOTED

TOP VIEW

COVER FLYING SURFACES ONE SIDE AS NOTED:

- a. WRINKLE PAPER
  - b. DON'T SHRINK
  - c. DON'T DOPE
- USE A 5 OR 6 INCH DIA. NORTH PACIFIC PROP. OR EQUIVALENT

WING OUTLINE 1/16 x 1/8 THERE ARE THREE RIBS, ON THE CENTERLINE

WING

COVER TOP OF WING ONLY

SKewed RIB GIVES THE REQUIRED WASHOUT

TRAILING EDGE

DIHEDRAL BREAK IS JUST OUTBOARD OF RIB LEFT WING TIP

DIHEDRAL JIG LOCATION JIG IS 5/8 HIGH

DIHEDRAL IS 1.10 AT EACH TIP

PIN PARTS DOWN BEFORE ASSEMBLY REMOVE EXTRA WOOD AFTERWARDS

A JIG IS SIMPLY A SUPPORT TO HOLD UP THE WING TIP WHILE THE DIHEDRAL JOINT IS DRYING

TISSUE COVERING CAN BE ATTACHED WITH THINNED WHITE GLUE AND A BRUSH, OR WITH A PASTE STICK

THE WOOD GRAIN DIRECTION SHOULD RUN THE LONG DIRECTION IN ALL WOOD PIECES

NOTE GUSSET

LEADING EDGE

TOP VIEW

COVER BOTTOM OF STABILIZER ONLY MAKE SURE THAT THE CENTERLINE OF BOTH THE WING AND TAIL ARE LOCATED ON THE BODY CENTERLINE.

NOTE ASYMETRY FOR TURN

STABILIZER

FIN AND STABILIZER OUTLINES ARE 1/16 SQ.

TRAILING EDGE

FIN

COVER FINS ON OUTSIDE ONLY

MAIN LANDING GEAR PATTERN MAKE FROM .015 WIRE .020 WIRE WILL BE STIFFER BUT ALSO, HEAVIER.

FIN

GLUE FIN ON TOP OF STAB. RIB, MAKE SURE THEY ARE VERTICAL

MODEL PERSPECTIVE DRAWING

NOSE BLOCK TO BE A SNUG FIT IN FRONT END OF FUSELAGE, NOSEBLOCK PIECES 3/16TH. ALUMINUM 3/32 DIA. REAR MOTOR PRG.

1/16TH SHEET

FUSELAGE TOP VIEW DON'T BUILD A TOP VIEW, JUST USE IT TO GET THE LOCATION AND LENGTH OF THE

FUSELAGE

TOP VIEW

1/16 SQUARE CROSS PIECES

MAKE A FUSELAGE BETWEEN THE TWO TOP AND BOTTOM

BOX BY USING CEMENTED SIDE FRAMES AT LONGERONS.

1/16 x 1/8 TAIL POST

PECK POLYMERS PLASTIC THRUST BEARING

3/16 SHEET NOSE BLOCKS

DO NOT COVER FUSELAGE UNDER THE WING

THE WING IS GLUED TO THE TOP OF THE BODY (FUSELAGE) WITH THE TRAILING EDGE AFT.

FUSELAGE LONGERONS AND UPRIGHTS ARE 1/16 SQ.

THE HORIZONTAL TAIL IS GLUED TO THE BOTTOM OF THE BODY WITH THE FINS ON EACH END

NOTE GUSSETS

MAKE TWO SIDES DIRECTLY OVER THIS PLAN, WHEN DRY REMOVE AND LONG LOOP OF 1/8

WIDE RUBBER

EACH OTHER GOOD MOTOR

1/16TH SHEET

USE A WASHER OR A BEAD BETWEEN THE PROP AND THRUST BEARING

LANDING GEAR LOCATIONS

AND THRUST BEARING

# Pussycat Designed by Dick Baxter, 1988

MEM 12-12-88

7

JULY 1989

MODEL BUILDER

18