

# MAX FAX

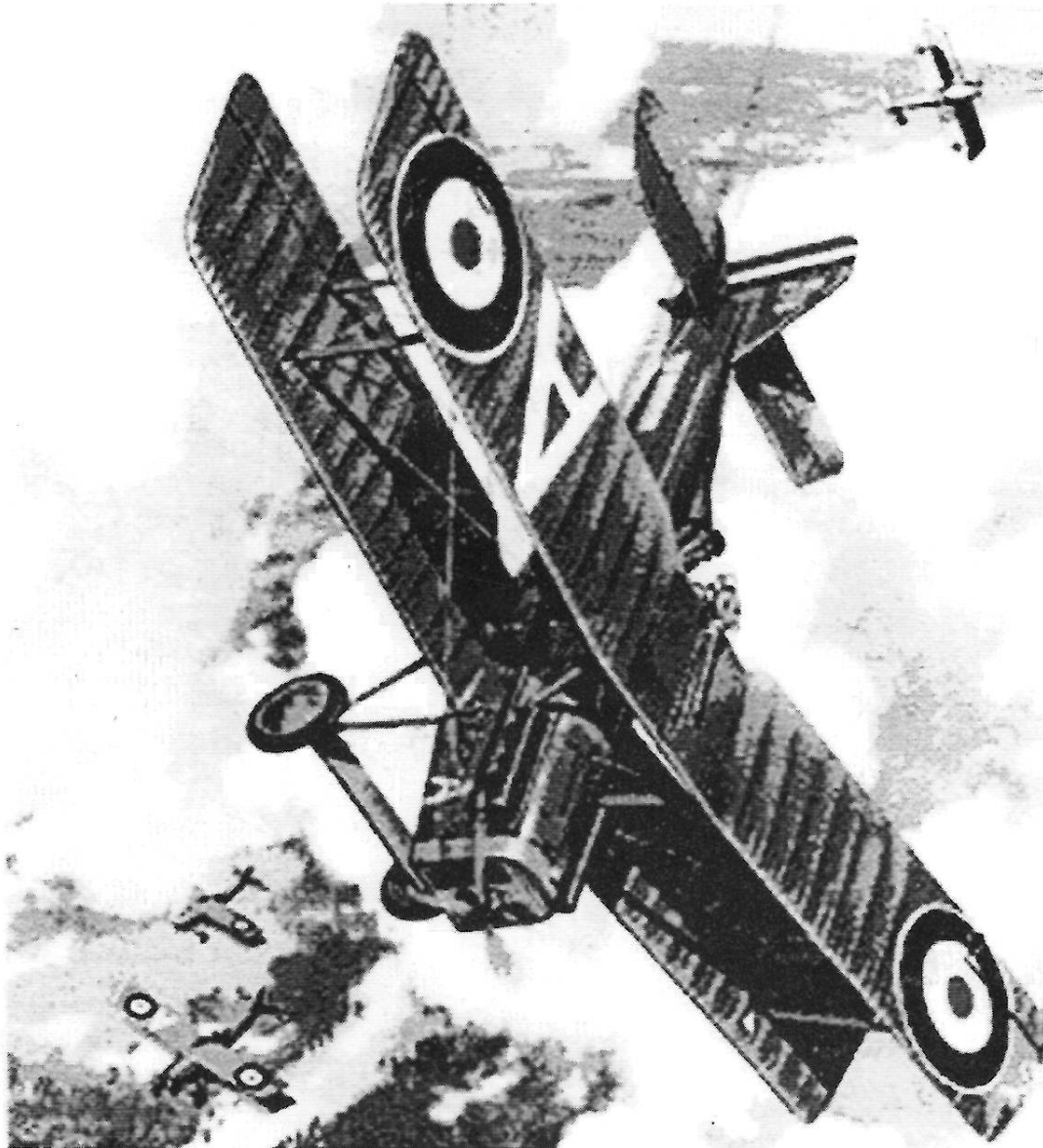


**Journal of the D. C. Maxcuters**

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

**Editors: Bob Marchese & Doug Griggs**

**May - June 2002**



## COMING ATTRACTIONS

**JULY 18-21, 2002**

**AUG 25 -30, 2002**

**SEPT 7-8, 2002**

**SEPT 13-14, 2002**

**FAC Nats at Geneseo, New York**

**SAM Champs at AMA Field, Muncie, Indiana**

**Flying Aces Outdoor Championships at AMA Field, Muncie, Indiana**

**Kudzu Contests at Goldsboro & Raeford, North Carolina**

**See announcement inside.**



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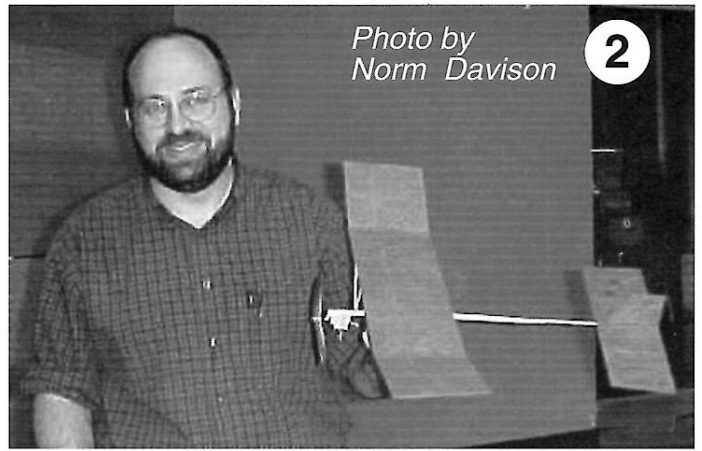


Photo by  
Norm Davison

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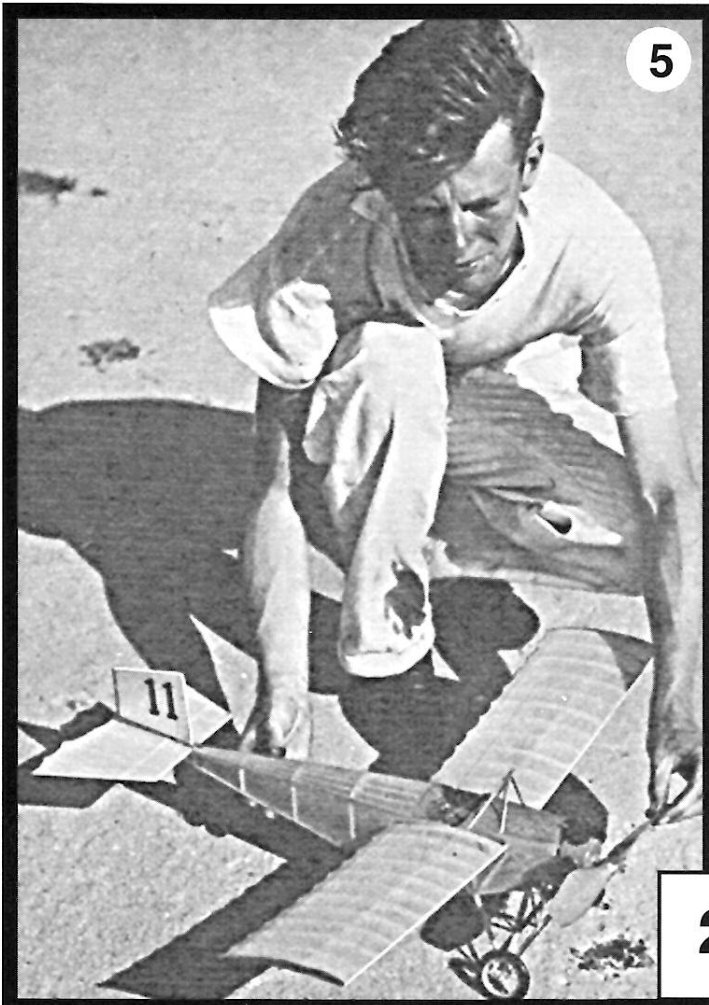
Photo by  
Mark Fineman

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Photo by  
John Ernst



5



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Photo by  
Chris Starleaf



Photo by  
Dave Lindstrum

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## (Mostly) Peanut Scale Issue

This issue features a number of peanut scale plans. I've always like this class of planes. When I was financing my hobby with paper routes and yard work, these little planes gave me a lot of bang for the buck. At the same time, there was one in almost every issue of Model Builder. I really felt disappointed if they published a Bostonian instead. They kept me in modeling at least a little bit since the fit my dorm room lifestyle.

Doug Griggs contributed a neat looking T-28, and I did a "Déjà Vu" racer. We also uncovered a few plans from the archives, a nice looking SE5a by Bill Hannan and a Goldwin untralight done as a 9" rule model by Dave Aronstein. I've also included a nice looking Zlin 526 done by the late Steve Hales. I said it was mostly peanut, because Stew "Dr Dimescale" Meyers has done one of his nice write-ups on the Comet Aeroneer. The 5-cent plan has been included as well, so with its 10-inch wingspan and 16" on the 10-cent model, they average out to 13"

John Ernst has provided a nice write-up on his halberstadt and I've reviewed a couple of products that might interest you. But the way, there has been a lot of activity lately in some of the internet forums carried by Yahoo. One group in particular, know as "FFcookup" featured this Halberstadt. The current project is Tom Nallen's GeeBee-X racer that was published a few years ago in FAC News. Look for them at: <http://groups.yahoo.com/group/ffcookup/>

Happy building and Thermals!

Bob Marchese

### PHOTOS

1. This issue of MAXFAX has two editors giving Stew a much deserved but brief vacation. Here is Bob Marchese with his little Avro.
2. Our other editor and a pal of Bob's is Doug Griggs seen here at a recent NBM flying session.
3. Mark Fineman sent this neat photo of his 'Bi-Star' which was designed by Ray Malmstrom who unfortunately recently died. He designed a number of terrific sport jobs over the years.
4. John Ernst continues to produce some great model aircraft. Here is his Halberstadt from a DPC kit.
5. Another of our modeling greats, Henry Stuck recently died; seen here as a young man in the late 30s-early 40s with his Nats winning scale Caudron. Henry continued to fly with Dave Stott and the Pinkham Field regulars in his later years.
6. Look for this one at the FAC NATS in Geneseo and also at the FAC Muncie contest in September. It is Chris Starleaf's latest, a jumbo rubber 'Drover' Sure would like to be at the 'Fiji' islands now!
7. The Miami modelers have lost a stalwart this year when Doc Martin died. He was a prolific producer

## Obituaries

### Richard Mallow

It is with a heavy heart that I report the death of Dick Mallow long time SOTS scale judge on 5 March 2002. He was buried at a military cemetery in Beverly NJ on 11 March. He was a founding member of the SOTS and a scale judge at all the contests that I ever attended on the east coast. Although he hadn't competed in years (I'm in the same boat) he still managed and looked forward to judging scale models where ever he went. We will be lost without him.

Alan Mkitarian

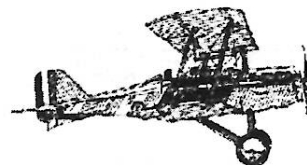
### HENRY STRUCK 1916 - 2002

On march 16, a service of thanksgiving for the life of Henry Struck was held at the Grassy Hill Congregational Church, in Lyme, Connecticut.

This small wooden church, built in 1746 and normally seating 90 people, was filled with about 100 relatives and friends. After the singing of hymns and religious ceremonies, friends and relatives told us of different incidences in their lives with Henry, while his full scale airplane circled overhead. Tales of inspiration were related by those who were guided to a career in aviation by Henry. Many humorous tales of model flying. Stories told by fellow workers on the design and building of full scale experimental airplanes. It was soon obvious that his work in aviation had many facets. From model airplanes and flying toys, to full scale aircraft, his genius was exposed. What also became obvious was the warmth of his influence, guidance, and friendship.

As a free flight modeler, Henry was both prolific and rounded. So many of his designs were published and kitted it would be a daunting task to list them all. Of course, what interested this writer as a boy was his scale rubber powered models featured in Flying Aces magazine. There was no one his equal in tackling such ships as the Wright Flyer, Curtiss NC-4, and Handley Page 0/400. Before ever having the pleasure of his company in later years, he was my idol and mentor. In my mind, Henry was my friend just as surely as any of my associates of that time. He has left us a great legacy, and in this he is still with us at that most favored place of all, the flying field.

Dave Stott



## Peanut Scale T-28 Trojan

by Doug Griggs

The North American T-28 Trojan was first flown in September 1949, originally powered by an 800 hp Wright R-1300-1A radial engine. It entered service with the Air Force in 1950 as the first U.S. primary trainer equipped with a tricycle landing gear. The T-28 was introduced into the Navy Flight training program in 1952, after the Navy and Air Force agreed to standardize training equipment and curricula between the services. Of course as with most such agreements, the Navy had to differentiate themselves somehow. They found the bird lacking in power, so North American stuffed in a 1,425 hp Wright R-1820-86 engine and dubbed it the T-28B. The large engine gave the cowl a square appearance, and the cowl is visibly canted forward for downthrust. They subsequently added a tailhook for dummy deck approach training, and this variant was the T-28C, modeled here in deference to our Navy members who flew this version.

The wings are built on a variation of the sliced rib style, substituting laminated ribs. I glued up a lamination jig out of pink hardware store foam and cut the wing profile on my bandsaw using the curve from the plan. The blank was two sheets of 1/32" soft balsa, about 3" wide and 4" long. Carpenter's glue was used for the lamination, gluing one side of a sheet and using the other sheet to spread it evenly by smushing them together and rubbing them around. Keep at this until there is a complete, even coverage of both glued surfaces. Next (and pretty quickly) put the glued surfaces together and clamp them in the lamination jig. Give them a few hours to dry. Start cutting ribs by marking the high spot on the laminate to help with alignment during construction. The ribs were stripped off the laminated sheets using the Master Airscrew strip cutter, rocking the sheets upside down (smiley face style) through the stripper at 1/16" thickness. Be sure to cut some extras.

The main spars were cut and shaped together, using lo-tack spray glue to keep them aligned. When the spars are cut and notched, lay out the 1/8" soft trailing edge and cut the bottom sticks for each rib with a 45 deg. angle at the front to receive the leading edge. Some of the 45 deg. scraps can be used ahead of the leading edge to help hold it on edge, just keep them clear of any glue points. Cut and fit the wing tip, I usually just use a straight strip of the maximum width, and carve and sand it to shape when the wing is ready to come off the board.

Fit the curved top ribs, trimming the forward edge to align the high spot mark (you did mark it, didn't you?) with the main spar. Trim the rear end of the rib just a hair long, and get a precise fit with a stroke of sandpaper. The rib sits on top of the lower rib, which is why the trailing edge is thick and soft. (This is a change from the prototype, which didn't have the bottom ribs, and the wing was undercambered by the springiness of the top ribs and had little resistance to warps.) The cracked rib at the inboard end of each wing may be left off until the wing can be fitted to the fuselage. The cracked rib is supposed to align with the wing saddle.

The tail and horizontal stabilizer are simple and standard construction using 1/20" square strips and sheet parts. Again, I just cut a strip as wide as the widest part of the tips and rough shaped it with square razor cuts, and sanded it to final shape after the part was complete. 'Nuf said.

I started cutting out fuselage parts by "two-fers", that is, I used lo-tack spray adhesive to tack two pieces of 1/20"

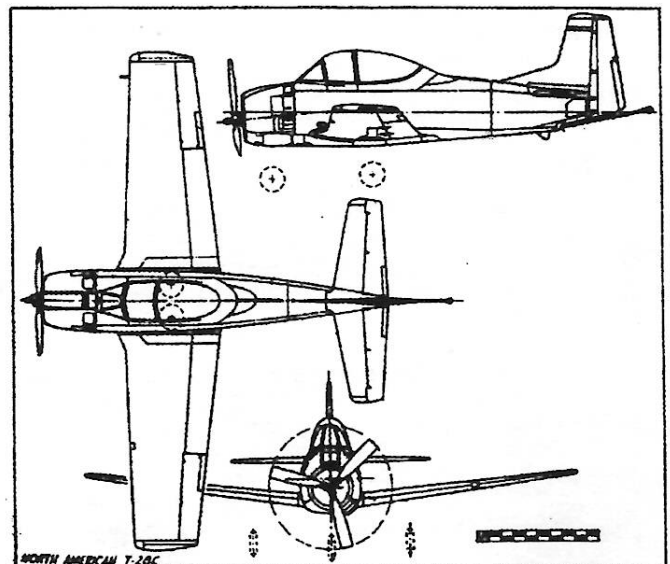
sheet together, and to tack the paper patterns to the top sheet. This allowed me to cut both halves of the formers at once, to reduce the time required for my least favorite part, the "kitting up" of the model. Be sure to only spray one sheet, and separate them as soon as possible to prevent them from really sticking hard. Guess how that lesson was learned. I laid out the 1/16" top and bottom keels over the plan, and added vertical 1/16" square pieces at each former location. The extra wood in the middle was trimmed out after the formers were erected and locked together by the primary stringers.

This little trick eliminated the need for that "half notch" at the top and bottom of each former, which I can't ever cut very accurately. It also allowed the use of a "popsicle" jig by gluing a larger piece of wood down the thrustline and out the nose, serving as a handle and a strongback (keeps the fuselage straight). The centerline stringer and the stringer at the lower edge of the canopy need to be located accurately, the rest can be faired in when the fuselage is off the board. The canopy is an ugly proposition, since it is so tall. I made a balsa plug and plunge molded it. My oldest son wielded the heat gun while I re-cycled some plastic packaging. We first softened the plastic and trapped it in an appropriately sized embroidery hoop (commandeered from COMNAVHOMELAND) and pulled the plastic down while my son kept the plastic hot, burning my fingers in the process. But I got my canopy molded. And I think my son learned some new words.

My original intent was to sheet the cowl area with 1/32", but I found the prototype to be very nose heavy, even with the extremely short nose moment. I had to remove the sheet and lighten the nose block structure and prop to get a decent CG. The prototype weighed 12.2 g with a plastic prop and without rubber. As I mentioned earlier, this version has a little more structure in the wing but less in the cowling, so I would expect it to come in around 14 g at the same stage. I had a hard time trimming this one, and it turned out that it was because I was trying to force the model to fly right. When, at Jack Felter's suggestion, I let her fly left, it suddenly began to behave and fly some decent circles, to the end of the motor.

### References

1. F.G. Swanborough and P.M. Bowers, "United States Navy Aircraft Since 1911", 2nd ed., Naval Institute Press, Annapolis Maryland, 1976.

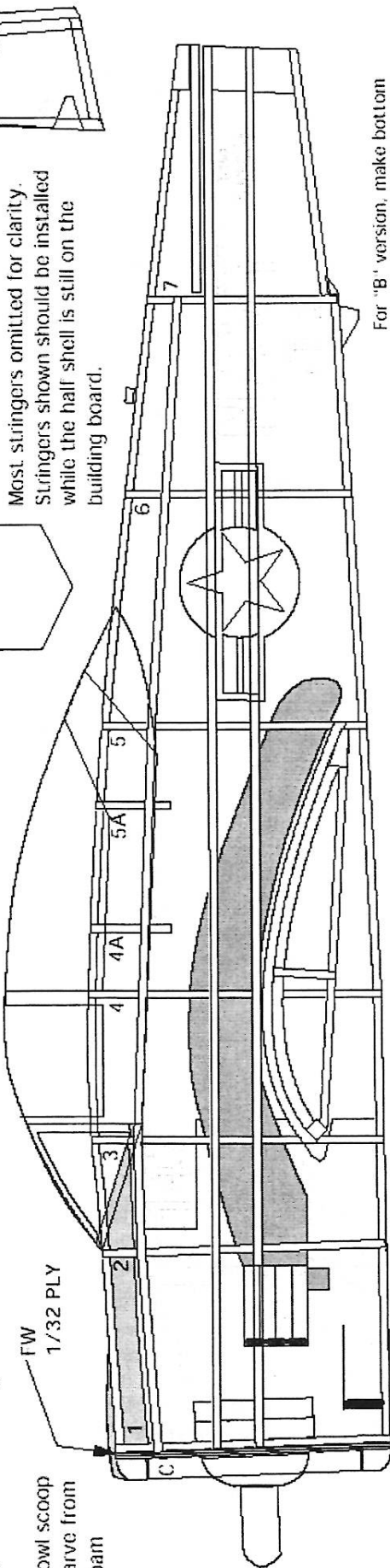


1. Make wing ribs by cutting 2 pieces of 1/32 balsa 4" long by 3" wide, completely coat one side of each piece with dilute carpenters glue, put wet sides together and clamp it in the lamination mold. Let it dry for a few hours and cut the 1/16" ribs off the laminate with a balsa stripper.

2. Color Scheme: light grey areas were a red-orange used to mark Navy trainers. Darker areas were black. The lettering is the closest font match I could get, the right font is called "Amarillo". Basically, the 1 should not have the little serif to the top left, and the curved letters were more "square"

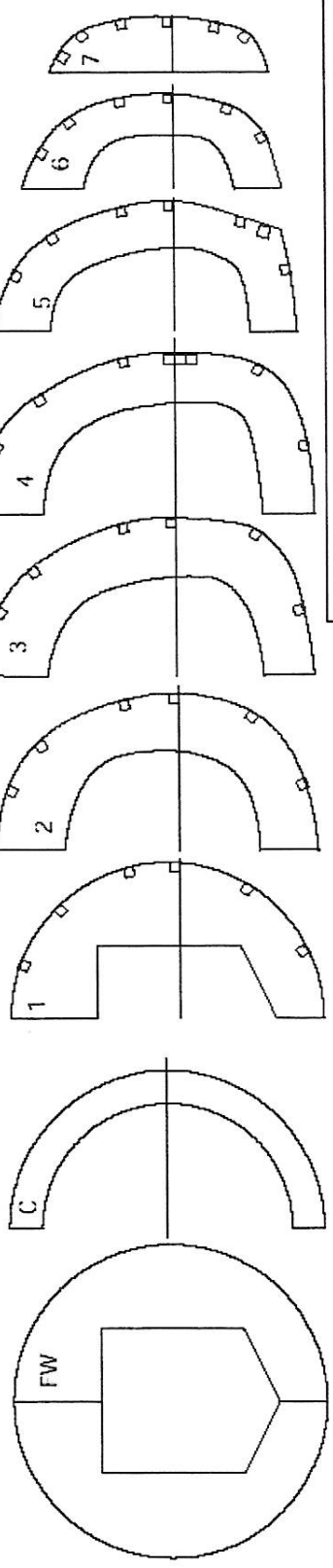
3. Formers and stripwood are 1/20", details are carved from foam or light balsa  
 4. Build top and bottom 1/16" keels directly on plan, cement vertical 1/16" sq. strips at each former station (kind of like a "no-cal"). Then erect the formers. The spare vertical piece is cut out after the airplane's shape is firmly established by formers and stringers.

Cowl scoop  
 carve from  
 foam



Use a spare wing rib for the wing saddle in the fuselage

For 'B' version, make bottom keel one piece to tail and lengthen rudder to match. (remove tailhook)

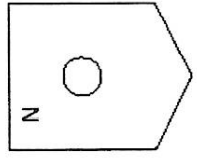


FW is a single piece of 1/32 ply. make second piece without the nose block ("N") hole as the base for the cowl and engine parts.

Wing curve for lamination mold.

slot tail post for stab after fuselage is assembled.

Make 2 N's, 1/8" balsa, cross-grain

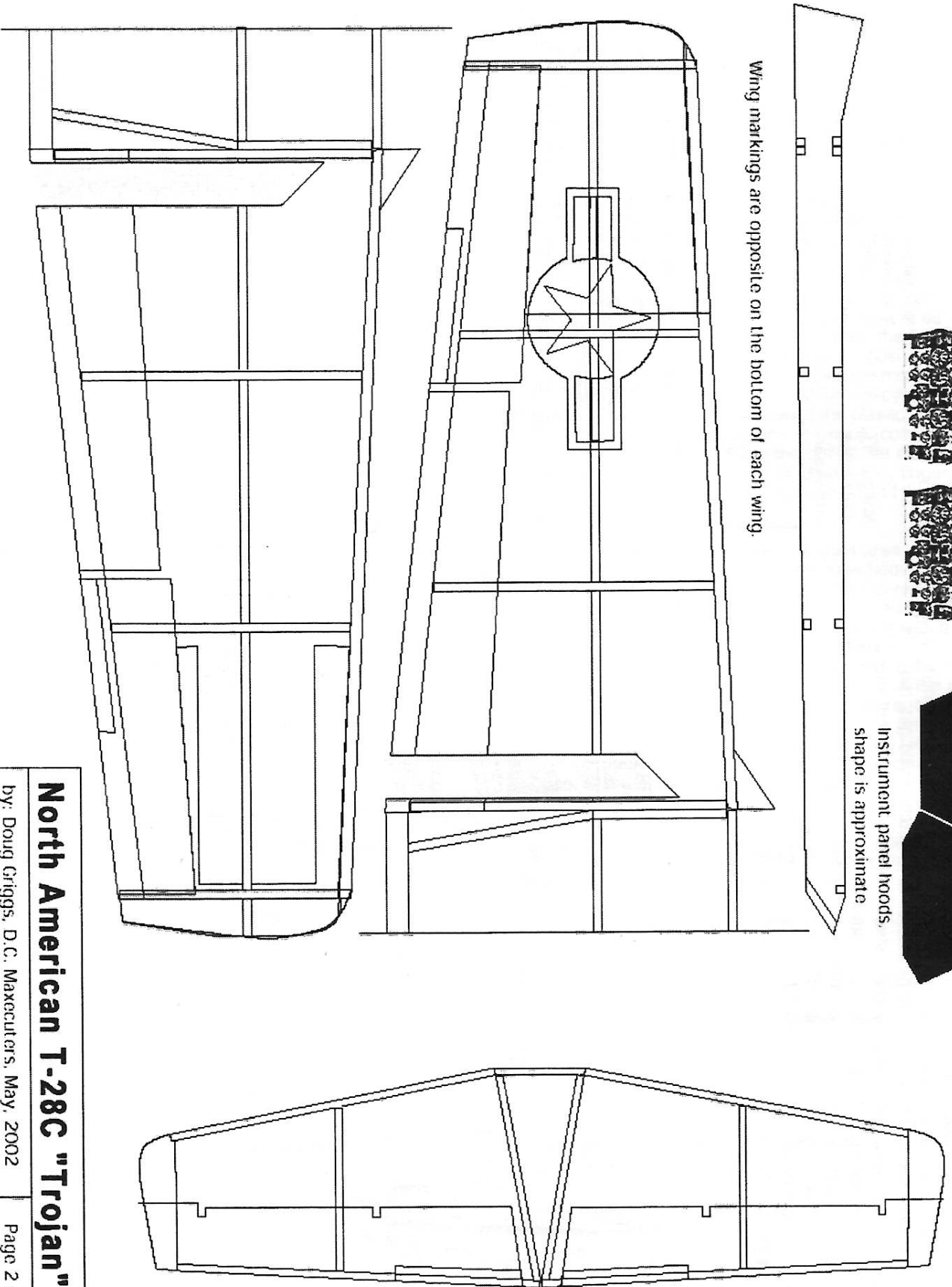


Most stringers omitted for clarity. Stringers shown should be installed while the half shell is still on the building board.



Instrument panel hoods,  
shape is approximate

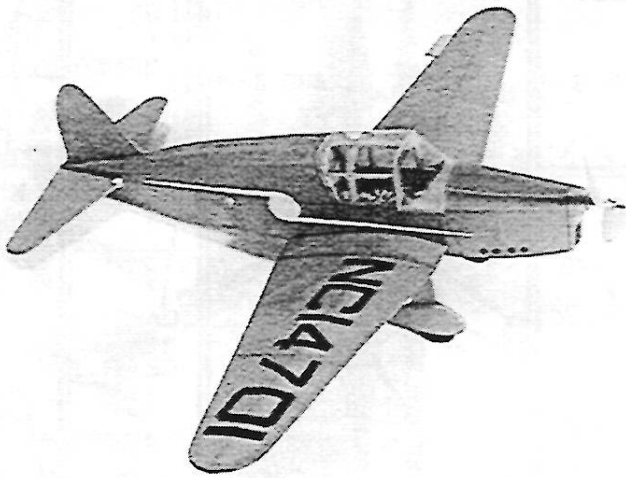
Wing markings are opposite on the bottom of each wing.



# North American T-28C "Trojan"

by: Doug Griggs, D.C. Maxcutters, May, 2002

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## Comet Aeroneer

by Stew Meyers

The Phillips Aeroneer was a popular Comet model in the 1930s. They put it out in four sizes: a nickel, a dime, a quarter, and a dollar sized version. Only one full scale prototype was ever really built. I built a dimer, of course, as did Jim Coffin and Alan Schanzel has built the twenty-five center. I am including the five cent plans here as well as the dimer. I built mine pretty much per the plans except for enlarging the stab by 10% and making the wing one piece with a shear webbed main spar between the undercarriages with the wing set at 3/32nd incidence.



The undercarriage was also beefed up with music wire and made to plug into the wing to simplify assembly. The experience



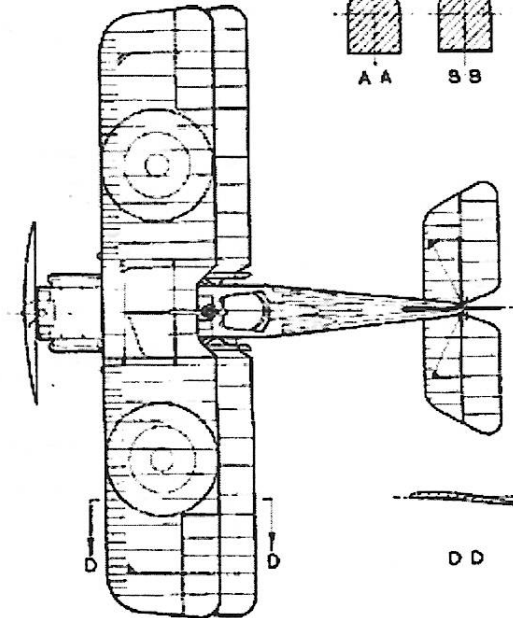
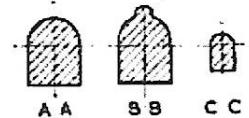
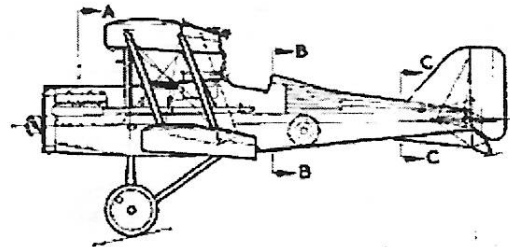
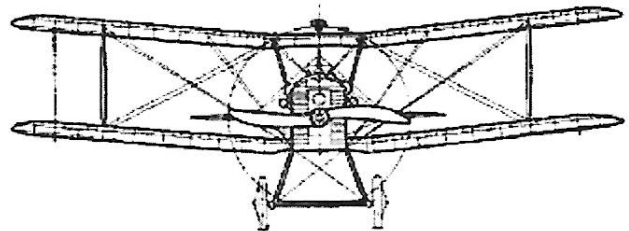
I had with the Aeronca LW breaking spars led me to this and Jim's experience confirms it. I also enlarged the stab. The original was all aluminum. I have wavered between doing this and the "light" blue called out on the dimer plans. I found some lighter blue tissue and used it.

Forget the pattern for the wind shield. I had to make a new one. I am including this as well as the enlarged stab. As usual, I got a kit from Penn Valley the wood was pretty good and using kit wood, the finished model weighs 13 grams and is powered by 4 strands of 0.055 tan II 18" long.

I talked to Dave Rees who said he always uses thinned down Aerogloss, sprayed on. I tried this, it did not add much weight, less than half a gram, but complicated removing the stab to change incidence. I could not flood the area with acetone to release the glue joint. Aerogloss also did not take kindly to going over the mixture of laquer and nitrate that I coated the balsa parts (nose block and under carriage) with. No problem over the pure nitrate on the tissue.

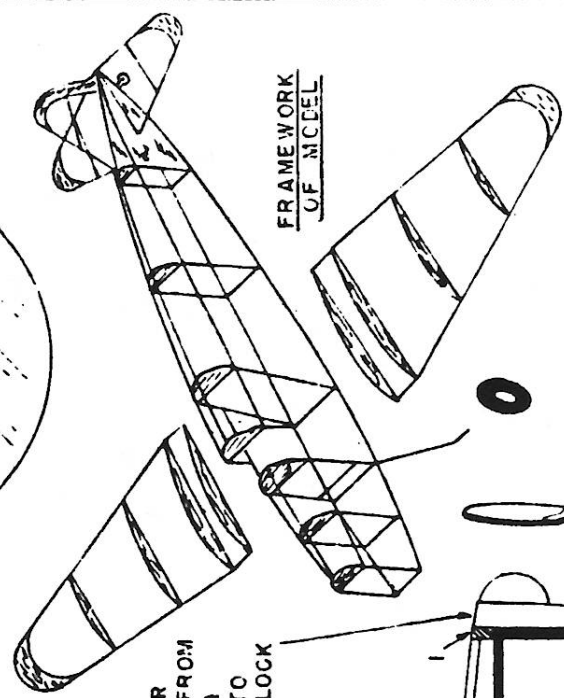
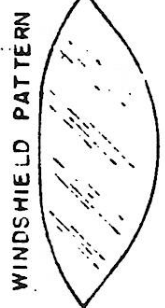
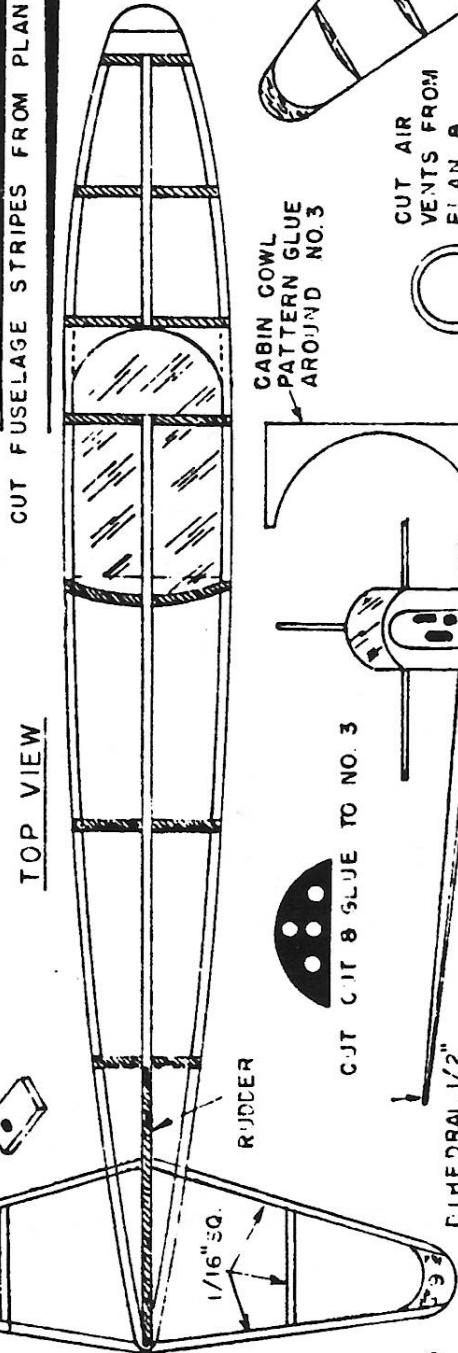
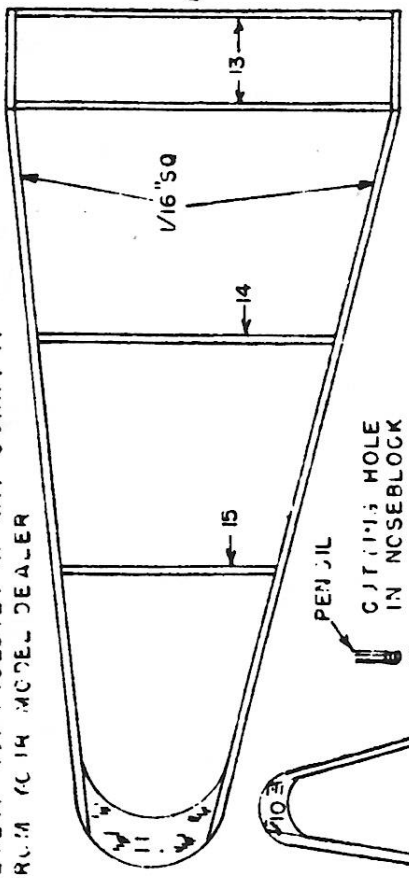
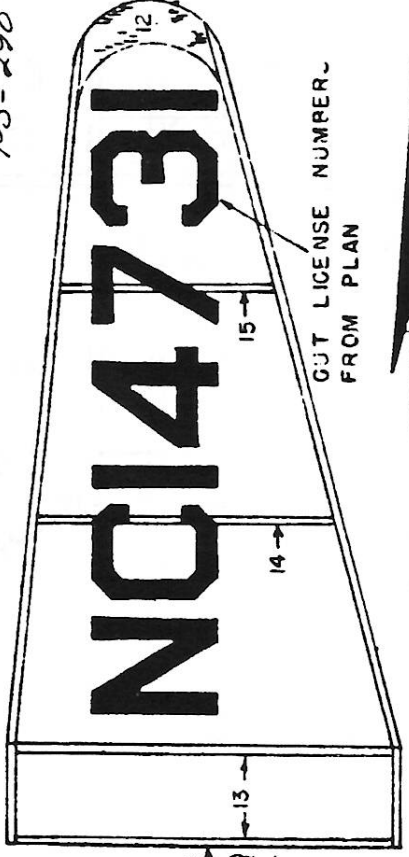
The white bond paper shows up lighter than the tissue. If I were to do it again, I would on use nitrate under the Aerogloss and would use vellum rather than bond paper and use white tissue if going to spay color. For trim I used

As for flight trimming, it wanted to dive in so I had to cut the stab out and enlarge the slot. With 1/16 negative incidence it trimmed out balanced at the spar. I figure the excessive differential angular incidence is needed because of the still small stab is washed by the low wing. About 5 degrees of down is also needed. I have yet to fly it at full power, but only as much as I dare to wind it up at the antenna range (don't want to repeat my Fairchild experience). It seems to do all right with the usual left drag tab to induce a circle and a dab of clay to move the CG ahead of the spar.



CEMENT NOT INCLUDED IN KIT. OBTAIN IT FROM LOCAL MODEL DEALER

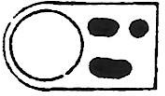
RS-290



PROP DETAIL

CUT AIR VENTS FROM PLAN & GLUE TO NOSE BLOCK

CABIN GOWL PATTERN GLUE AROUND NO.3



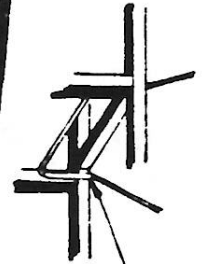
ATTACH RUBBER BEFORE COVERING MODEL

DIMEDRAL 1/2"

1/16" SQ

1/16" SQ

PIN



GLUE LANDING GEAR FIRMLY TO FUSELAGE

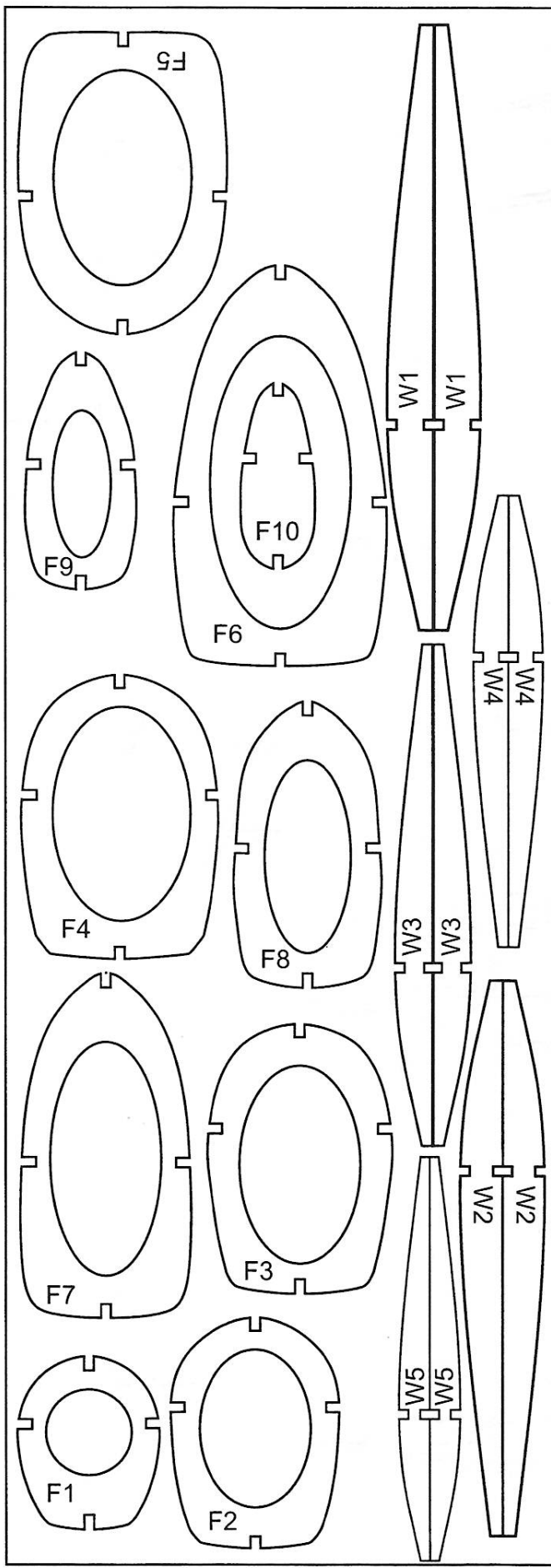
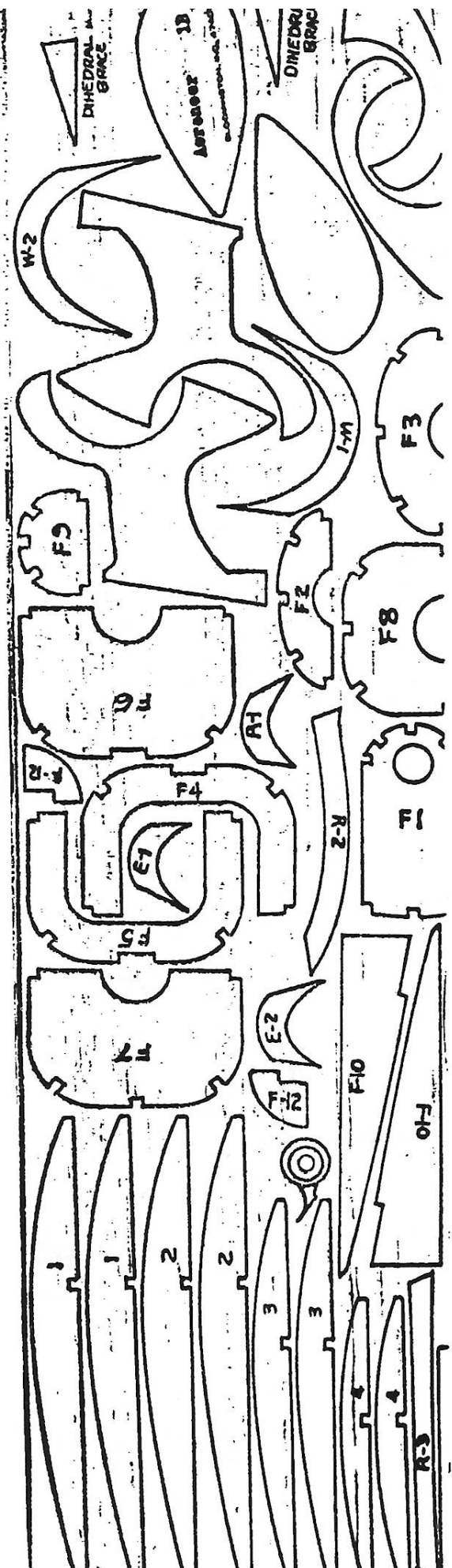
SIDE VIEW

DROP OF GLUE WREPS WHEEL ON AXLE

AERONEER

WINGSPAN 10" LENGTH 7-1/8"  
DRAWN BY KIT NO. W 2





WING

WING RIB TEMPLATE

ANGLE TIP RIBS  
TO MATCH RUDDER  
TILT

CANARD

PROPELLER  
BLADE  
1/32" SHEET

TOP VIEW OF FUSELAGE STAB.

FUSELAGE FORMERS

RUDDER  
MAKE 2

ALL STICKS ARE 1/20" SQ.

BUILD 2 FUSELAGE  
SIDES ON SOLID LINES

GOLDWING

9" LONG  
PEANUT SCALE  
©1982 DAVID ARONSTEIN

## FAC Outdoor Champs

AMA field -- Muncie, Indiana -- September 7 & 8  
Ralph Kuenz, Contest Director

### Events:

FAC Rubber Scale	Thompson Trophy Race
Greve Race	WW-I
WW-II	Peanut Racers
Modern Civil	Golden Age
O.T. Rubber Stick	O.T. Rubber Cabin
Jimmy Allen	Erie Daily Times
Embryo Endurance	FAC Peanut Scale
Dime Scale	No-Cal Scale
Jumbo Rubber Scale**	Giant Rubber Scale**
Power Scale**	O.T. Gas Replica
Rocket Scale (FAC Power Scale rules, AMA safety rules for Jetex apply including safety lanyard for propulsion unit, Jetex or Rapier.)	

\*\*Flights in these events may be made anytime during contest hours on both days.

\*All events shown are Kanone eligible.

\*Entry fee \$20.00 Contestants will get a certificate to purchase (1) "T" shirt for \$5.00. \*\*"T" shirts will be \$12.00. "T" shirt logo displays Frank Fuller's Sevversky # 77.

\*Trophies awarded through third place.

\*Events scheduled as posted in the the FAC newsletter will be official. (I do not anticipate any changes from what is shown here).

From: "Ralph Kuenz" <rkuenz@ameritech.net>  
FAC Outdoor Champs Sept 7/8 Sanction # 02-219

### CONTEST RESULTS FOR

Dreaded Brainbuster Squadron # 61  
Spring Contest 18 May 2002@  
Dinwiddie Airport near Pettersburg VA  
Jerry Paisley & Walt Farrell CD's

#### Racers

1. Dave Rees	Mr. Mulligan
2. Walt Farrell	Chambermaid
3. Claude Powwell	Brown B-2 3

#### World War I

1. Claude Powell	Sopwith 1 1/2 strutter
2. Dan Driscoll	Bristol 23.
Walt Farrell	Fokker D VII

#### World War II

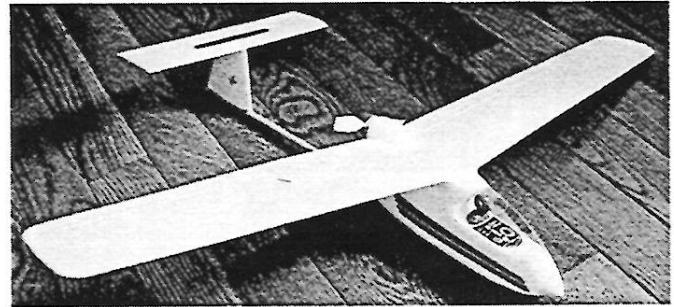
1. Dan Driscoll	Zero
2. Doug Griggs	P-40
3. Claude Powell	Zero

#### Golden Age

1. Bert Phillips	Cessna
2. Claude Powell	Howard DGA-8
3. Walt Farrell	Corbin Ace

#### Dime Scale

1. Walt Farell	Vega
2. Claude Powell	ONG Continental
3. Dan Driscoll	Corbin Ace



"Free Fly" Model Airplane from Harbor Freight  
by Bob Marchese

At a recent Maxecuter's meeting, Mike Nicewonger brought in a "Free Fly" ARF Model airplane from Harbor Freight (the mail order tool company, see their web site at [www.harborfreight.com](http://www.harborfreight.com)). They sell for \$12.95 plus shipping. I took one look at this and thought of the "SZD-Ogar", the Polish powered sailplane. I've had this plane on my "to do" list since I first saw a 1/2 A RC version of it in Flying Models back in the 70's.

Its powered by a simple direct drive motor turning a 3 1/4" prop with a single 270 mAh NI-MH cell. It comes complete with 2 AAA cell battery holder pre wired with a charging plug, a spare prop and a small screwdriver. It has a 17" wingspan and weighs in at 54g. Assembly is with double stick tape that is pre-attached to one surface. Just peel the backing off the other side to attached the wings and tail. I didn't use them with my T-tail modifications, but the tip



rudders would be secured with little pieces of right angle plastic. It also comes with a dowel for a spare tail boom, but I think an extra set of wings would be more useful. They are a bit flimsy, supported only by nylon spar that extends just 4 inches on each side. I mangled mine pretty bad getting it out of a tree.

A plastic box molded into the bottom of the fuselage that holds the battery, switch and charging jack. The battery shows through a narrow window to allow cooling and so you can check for overheating during charging. The recommend charging procedure is to give it an initial charge of 15 seconds, with 30 second follow-up charges. The instructions say the battery is fully charged when it becomes hot to the touch, but with that much charge, you'd probably lose it.

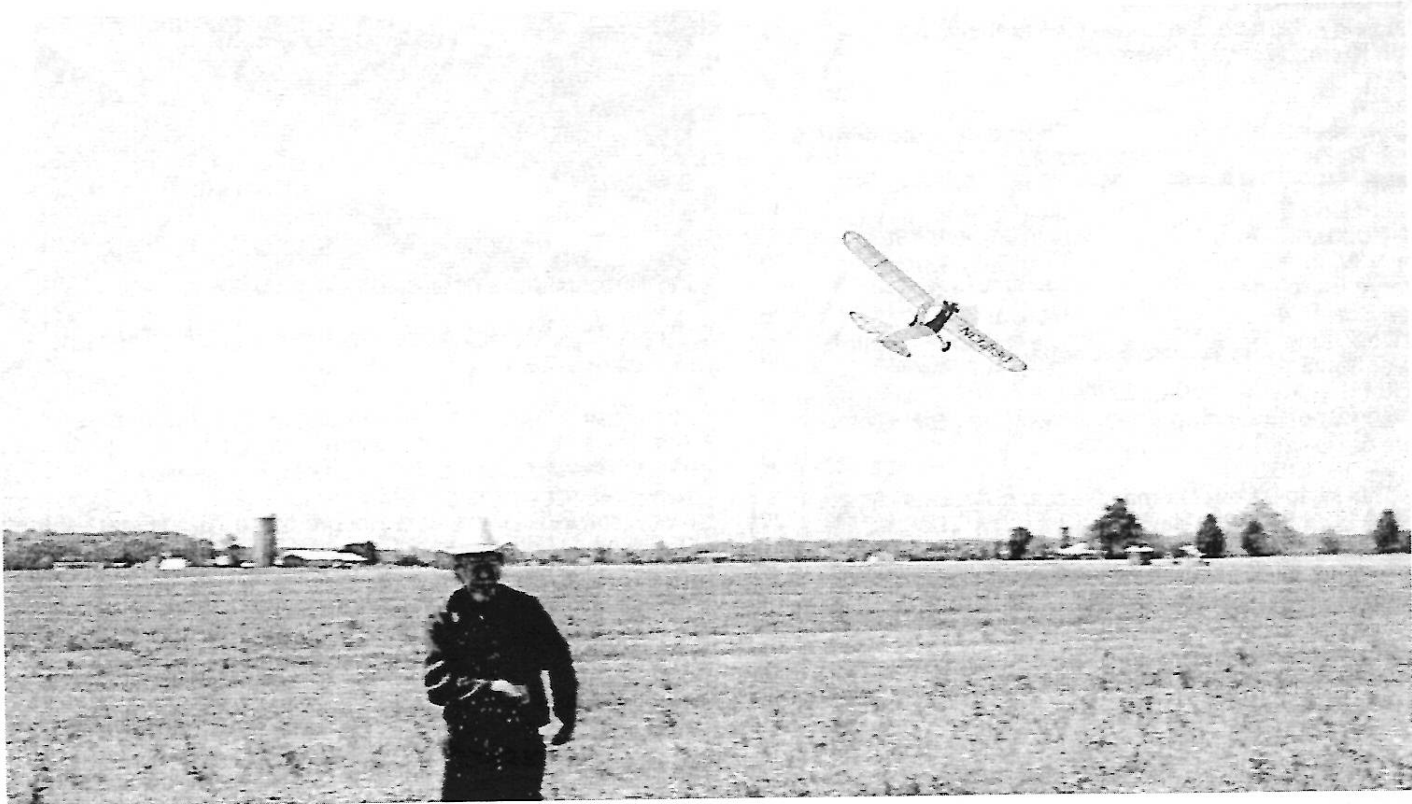
### Contest Results (cont.)

#### Peanut

1. Claude Powell	Rearwin Speedster
2. Dave Rees	Monocoupe
3. Bob Marchese	Comte Ace

#### Embryo

1. Walt Farell	Eaglet, 193 pts.
2. Doug Griggs	Dreamer, 113 pts.
3. Jim Coffin	Prairie Bird, 71 pts.



**Eastern States US Free Flight Championships**  
by Russ Sandusky

Saturday turned out to be a decent day. The sun came out for most of it. Early winds died down by 1pm and came back in time to screw up the NoCals. By the way, this was my 4th year of finishing 2nd in the NoCal event. I think it started with Stew Meyers and now Frank Rowsome beat me again!! Anyway we had a good turn out for the FAC events. We had at least two rounds of flying for each mass launch. We did not use FAC Headquarters Mass launch new rule. Doesn't make sense.

Wally Farrell and Dave Franks made it to this year's event. Wally should have been the Grand Champion if we had one. He finished in the top three of every event, even in the rain on Sunday. New Maxecuter Dave Mitchell got his baptism in outdoor competition. He had some nice looking but hard to trim racers.

Sunday was almost a complete wash out as predicted by the TV weatherman. At noon, the sun came out and we finished a couple events including rubber scale. I judged some of the three models in my packed up car while it rained. The best thing that happen at this year's event was a wonderful, I mean wonderful, buffet at Joe & Lydia Wagner's home with Tom and Betty Kerr lending a hand. It is great mixing with modelers. They seem to be some of the most pleasant and easygoing folks anywhere. You have to come down next year. The field is incredibly large and the flyers are the best. Keep looking up!

Saturday April 27, 2002

- Dime Scale, 9 entries, Mass Launch
- |                  |                      |
|------------------|----------------------|
| 1. Wally Farrell | Cessna Skymaster OOS |
| 2. Goose Foster  | Fairchild 24         |
| 3. Bob McLellon  | Howard               |

- WWI , 7 entries, Mass Launch
- |                  |              |
|------------------|--------------|
| 1. Bob McLellon  | Fokker D-VII |
| 2. Wally Farrell | Fokker D-VII |
| 3. John Houck    | Seimens D-I  |

- WWII , 9 entries, Mass Launch
- |                  |         |
|------------------|---------|
| 1. Frank Rowsome | P-51D   |
| 2. Wally Farrell | ME-109E |
| 3. Bob McLellon  | ME-109E |

- Racers, 7 entries, Mass Launch
- |                  |             |
|------------------|-------------|
| 1. Ed Pelatowski | Sk-3        |
| 2. Dave Franks   | Sk-3        |
| 3. Wally Farrell | Chambermaid |

- WWII NOCal, 7 entries, Mass Launch
- |                        |          |         |
|------------------------|----------|---------|
| 1. Frank Yankee Dog    | Rowsome  | P-51D   |
| 2. Russ the bridesmaid | Sandusky | La-5fn  |
| 3. Ed Pelatowski       |          | Heinkel |

Sunday April 28, 2002

- Golden Age, 4 entries, Mass Launch
- |                  |              |
|------------------|--------------|
| 1. John Houck    | Fairchild 24 |
| 2. Wally Farrell | Corben       |
| 3. Bruce Foster  | Stinson SR8  |

- Peanut, 3 entries, Mass Launch, 4 sec winning flight in Hurricane winds
- |                  |                  |
|------------------|------------------|
| 1. Bill Bell     | Heath            |
| 2. John Houck    | Pietenpol?       |
| 3. Wally Farrell | Cessna Airmaster |

- FAC Rubber Scale, 3 entries
- |                    |  |
|--------------------|--|
| 1. Wally Farrell   | ME-109E (45 tpoints, 50 sec flight)          |
| 2. John Houck      | AT-6 (48 total points , 42 sec flight)       |
| 3. Uncle Bill Bell | Aeronca C3 (30 total points , 27 sec.flight) |

## The DPC Halberstadt by John Ernst

Stew has asked me to write down some comments about my experiences with the DPC Halberstadt CL.II kit after I sent him and Tom some photos in an effort to cheat my way into the Guillow's Grappa.

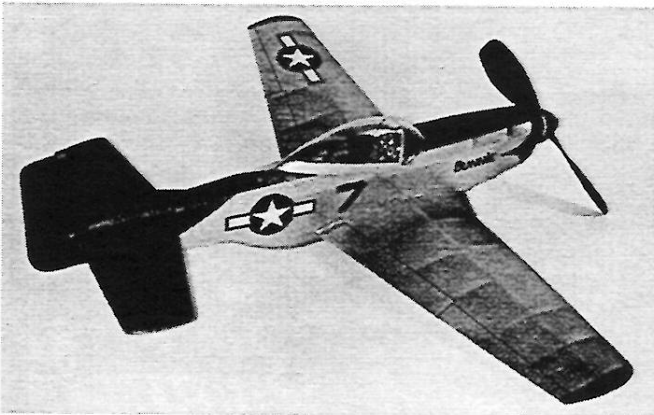
Let me say that although I built this using some parts from the kit, I must mention that I made several modifications. These changes were made in an effort to increase the potential flying ability of the finished plane, not because there was any apparent problems with the kit.

First, I made all the tail feather outlines from two laminations of 1/16x1/32. I also did this for both sets of wingtips. This I'm sure really helped to lighten the load behind the CG. Next, I made all new wing ribs. The kit ribs had the main spar on the bottom surface, and I wanted to move it to the top, also I made all the ribs (except those at strut attachment points) from 1/32 sheet. I'm sure this saved some weight also. Then I added some weight back into the plane by building the wings with scale rib spacing. I think it just looks good. While I was at it, I changed the trailing edge of the wings from 1/16 x 1/4 to 1/16 x 1/8.

You're probably asking yourself - is there anything from the kit that I did use? Well, for the fuselage, I used all the laser cut kit parts, and it went together beautifully although I did cut out the excess meat in the formers to save weight. The wood was good and light so I didn't see any reason not to use it. The strip wood in the kit was light although not quite as straight as I would have preferred.

I should mention that DPC is undergoing some positive changes. Dave Cowell, the owner, has purchased his own laser cutting machines and is now responsible for the accuracy of the kit parts - not a subcontractor. This I know will result in greater quality control. I have the bones of several of the DPC kits waiting to be covered, and if I had ever mentioned a discrepancy in a kit, i.e., parts weren't the same size as the plan, or not enough strip wood to complete the project, Dave has always sent me the adjusted parts, new plan, extra wood, or whatever was needed to complete the kit - no questions asked. Actually, he wants feedback from his customers so he can continue to make his product better.

If you're looking for a lightweight, FAC scale, Kanone grabbing, WWI plane, then be prepared to spend some time making modifications. But, if you are looking for a nostalgic trip into your earlier model building days when a Guillow's kit was the best thing going, then a DPC kit is the item for you. The construction methods, and wood sizes are typical of the Guillow kit, but the wood thankfully is much lighter, and the planes actually fly. You're not going to find a better selection of WWI FF kits anywhere.

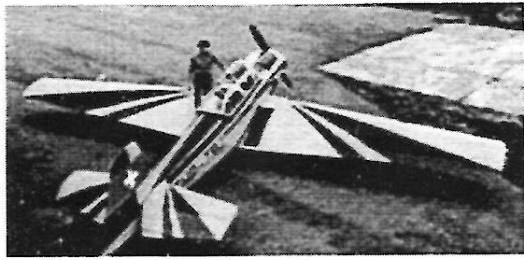


### Super Cal Decal Set

At a recent trip to the local hobby shop, I was surprised couldn't find the usual display of decals for plastic model. I clerk told me they stopped carrying them. He went on to say they've been replaced with computer generated ones, and pointed me to these "SuperCal" decal sets. They are designed specifically for making water slide decals with an ink jet printer, so no exotic expensive printing process is required. Their web site is [www.paper-paper.com](http://www.paper-paper.com) and has lot of information and project ideas. The kits consist of several 8 1/2" by 5 1/2" sheets of clear or white background paper and the "Last Step" coating spray.

The process is to first create your graphic using your favorite drawing package. Print it on the decal paper with your ink jet printer, then spray on a coat of the "Last step" spray. To avoid having the ink run, they suggest you let the ink dry for a few hours before spraying it, and then let the finished decal dry overnight before.

I used these the white paper for the stars and bars insignia on and clear paper for the "Bunnie" markings on my peanut Red Tail P-51D Mustang. I was a bit worried the about how the stars and bars turn out as I had to cut right up to the blue in, and I expected they would run here. I'm happy to say this wasn't a problem. Make sure you get a thick coat of the spray on. If there are any pinholes, left the water will wash out the ink and leave unsightly freckles. I found this out the hard way, but fortunately I had made a few extras of each pattern and was able to hit the rest of them with a second coat. I tried to conserve paper by printing just at the very top of the page and then cutting a them off in strips one at a time. This didn't work very well as the paper didn't want to feed into the printer on the second pass (even without a coat of the spray). It seems the best thing to do is cover the whole page with decals, maybe from several project, then print it.



• SIERRA MADRE SCALE CONTEST •



**The KUDZU FLYING CORPS**

Presents its Annual Land & Lake Freeflight Scale Meet  
September 13-14, 2002

**On the Lake, September 13, Goldsboro, NC  
4PM till Dark**

All aircraft must take off from the water to be scored. No internal combustion engines. Landing scored as follows: missed the water 0, crashed on water 5, survivable landing on water 10, and a smooth water landing gets you a 15.

**Events:**

- Any scale rubber powered airplane
- Any scale airplane powered by electric or C)2
- Any non-scale cabin type rubber powered airplane
- Any stick type rubber powered airplane

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

**On the land, September 14, Raeford, NC  
9 AM to 5 PM**

**Mass Launch events:**

1. WWI Biplanes \*
2. Golden Age Civilian
3. All racers combined
4. WW2 Military
5. High wing peanut
6. Modern Military 1945 and later

**Timed Events:**

1. FAC Rubber Scale
2. FAC Power Scale
3. Dime Scale

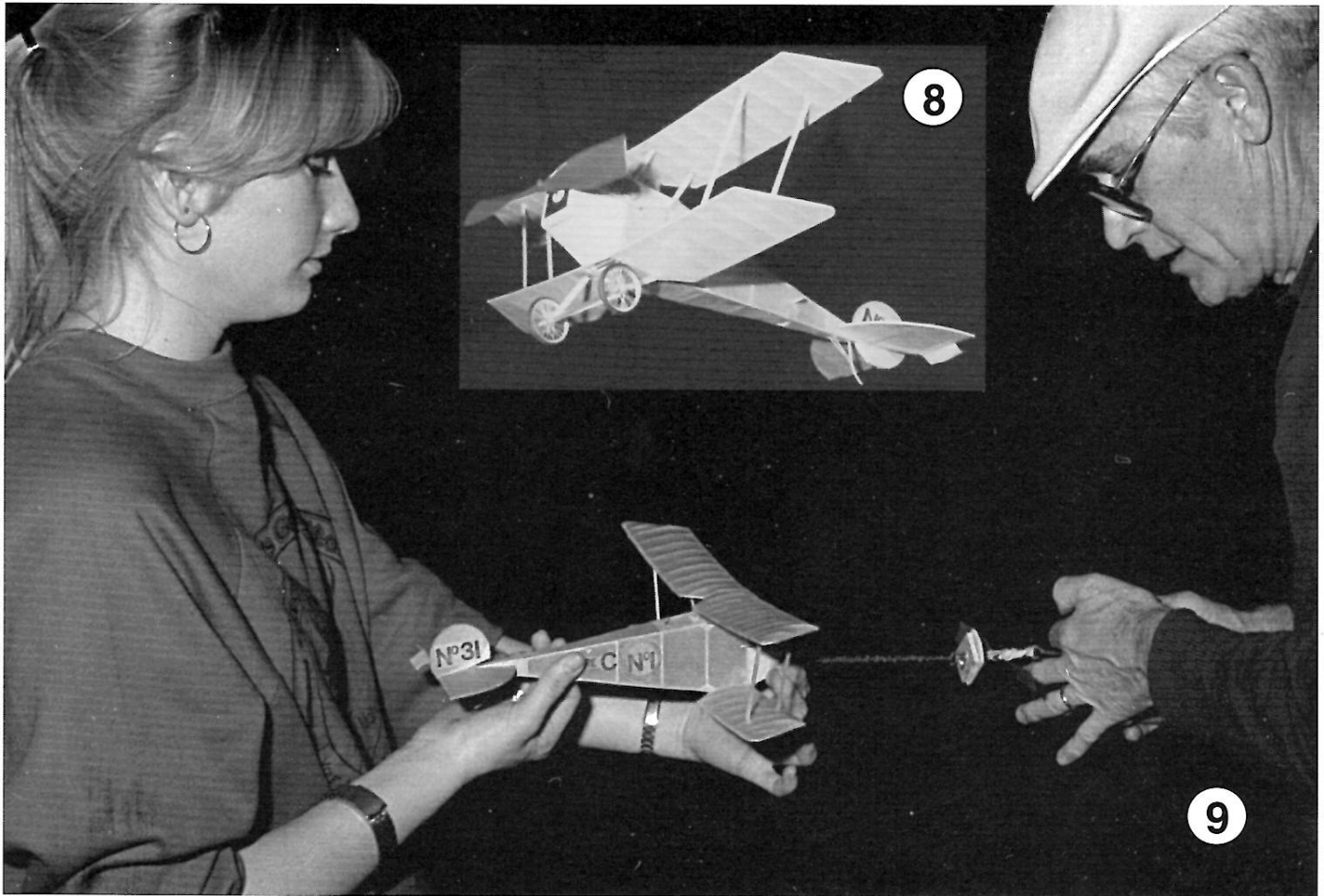
Feature Event: Guillows WWI Combat Classic\*  
See Back Cover for details

\*Each plane may fly in one mass launch event only. Entry fee Saturday's events: \$5.00. There will be a dinner following Lake flying on Friday. Pizza and beer will follow the meet on Saturday in nearby Fayetteville with trophies awarded there.

For questions, directions, maps, etc. Call Dave and Marie Rees at 919 778 6653

**PHOTOS**

8. The 'Microplano Veloz', from the Walt Mooney plan in the previous MAXFAX `plan.
9. The builder and his mechanic with the 'Veloz' ready for another flight. Do you recognize this intrepid modeler and his assistant?
10. John Hunton gave us this photo of his 'Bill Barnes SNORTER'. It will fly as an electric powered R/C with a Speed 400 motor.
11. Another new production from Bob Schlosberg way off in Arizona; believe this is his first venture into the 'Jimmy Allen' series of models.
12. Bill Sanders of the Chattanooga, Tenn, FAC club with his Guillow Fokker DVIII.
13. Another Guillow model; Ed Zapolski seen here with his Bristol.



8

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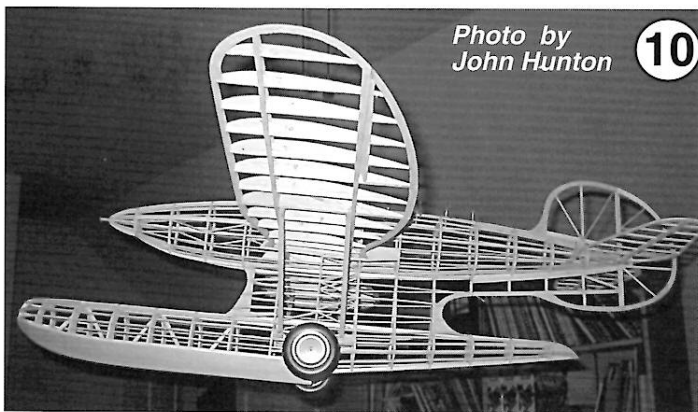


Photo by John Hunton

10



Photo by Bob Schlosberg

11



Photo from Bill Sanders

12



Photo by Norm Davison

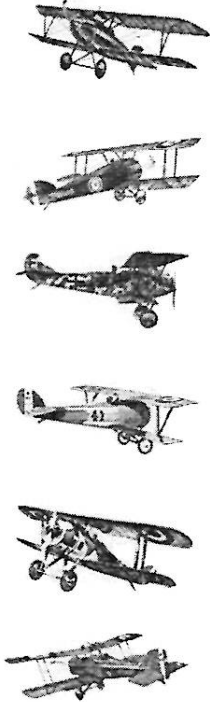
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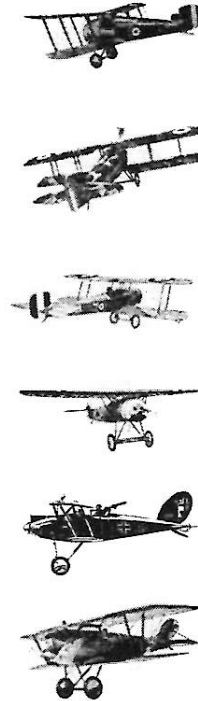


**MAXFAX 5/15/2002**  
**Mostly Peanut Scale Issue**

## KUDZU SPECIAL EVENT



Over the past two years, we have published the plans for all 12 of the Guillow's 18" WWI series. These models are the subject for the special event at the Kudzu meet. Bill Shepard is making another custom tool box for the prize. Any of these models or the DPC reproduction kits are eligible built at the original size. The structure may be lightened, but the general outlines should be retained. Of course, you need a pilot(a profile at the least), guns, and rigging. No foam structure. Rubber power only. The models should reflect either the kit color scheme or some other authentic WWI colors backed up by a photo or drawing. The allies will fight it out (mass launch sorties) as will the central powers. The best three of each will then go against each other to see who gets the box and who gets boxed. A contestant may enter both an allied and central powers aircraft. If both make it to the finals one may be proxy flown.



**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.

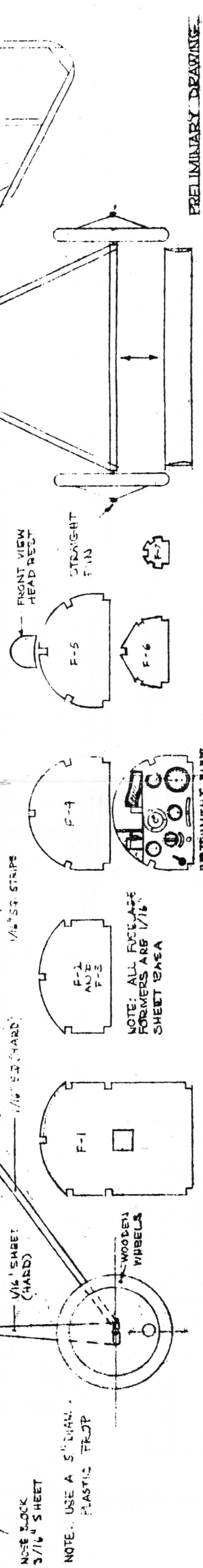
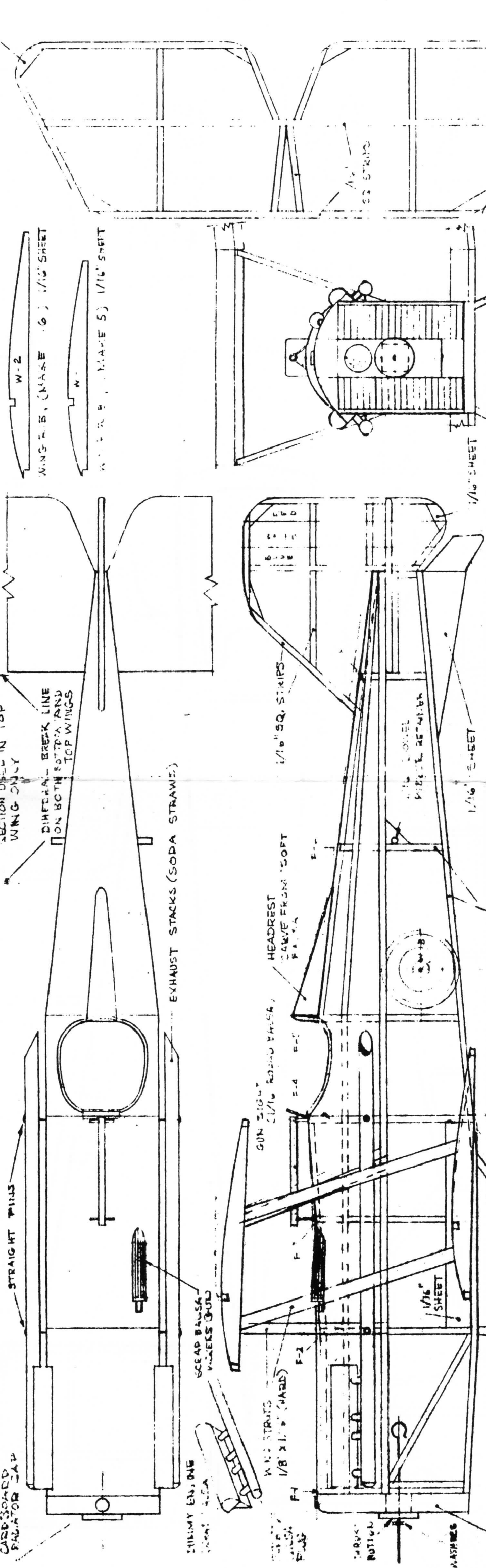
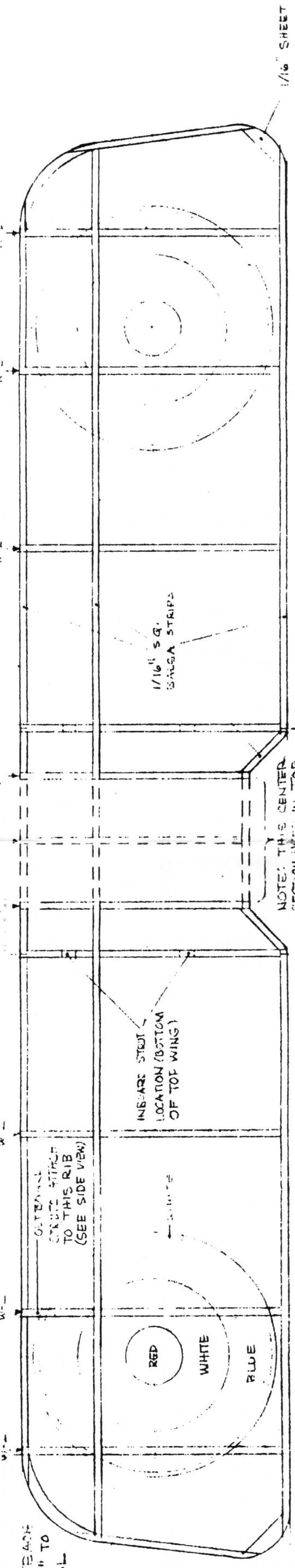
**PUBLISHING DATES** - Six issues of **MaxFax** are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

**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.maxecuter.com](http://www.maxecuter.com)**

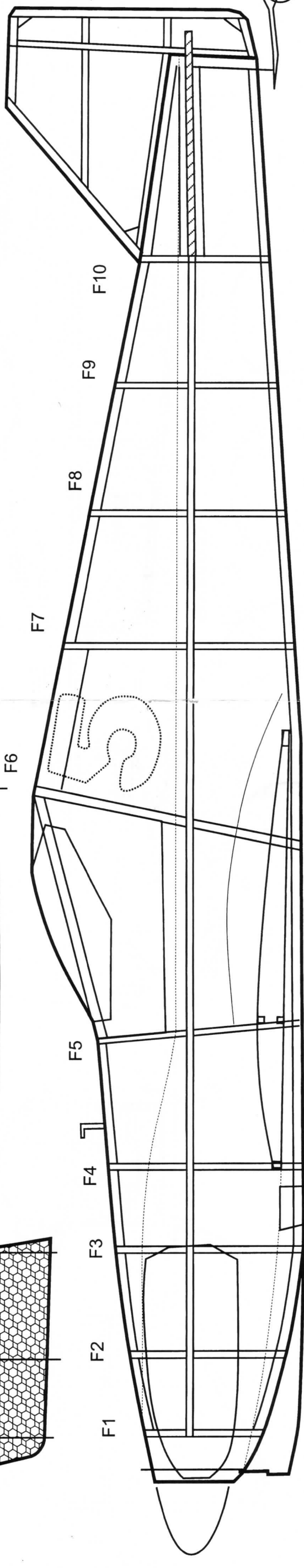
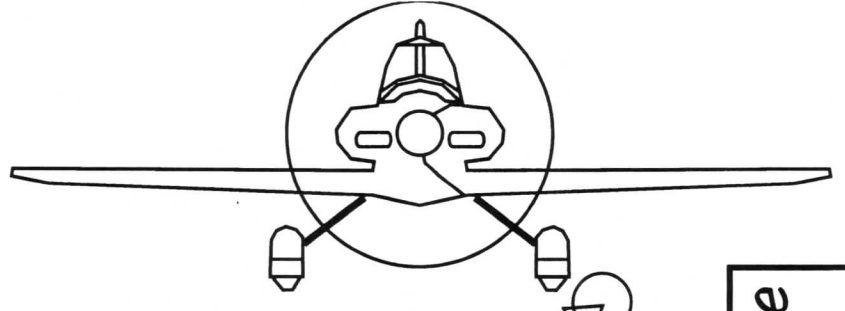
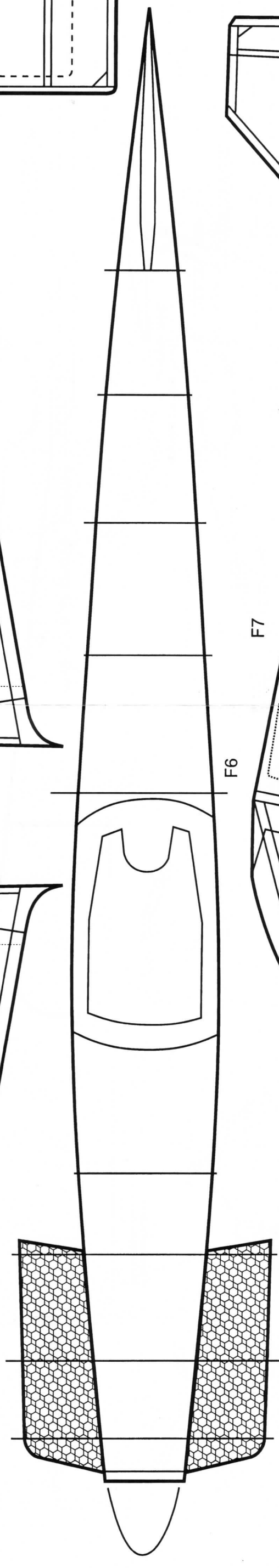
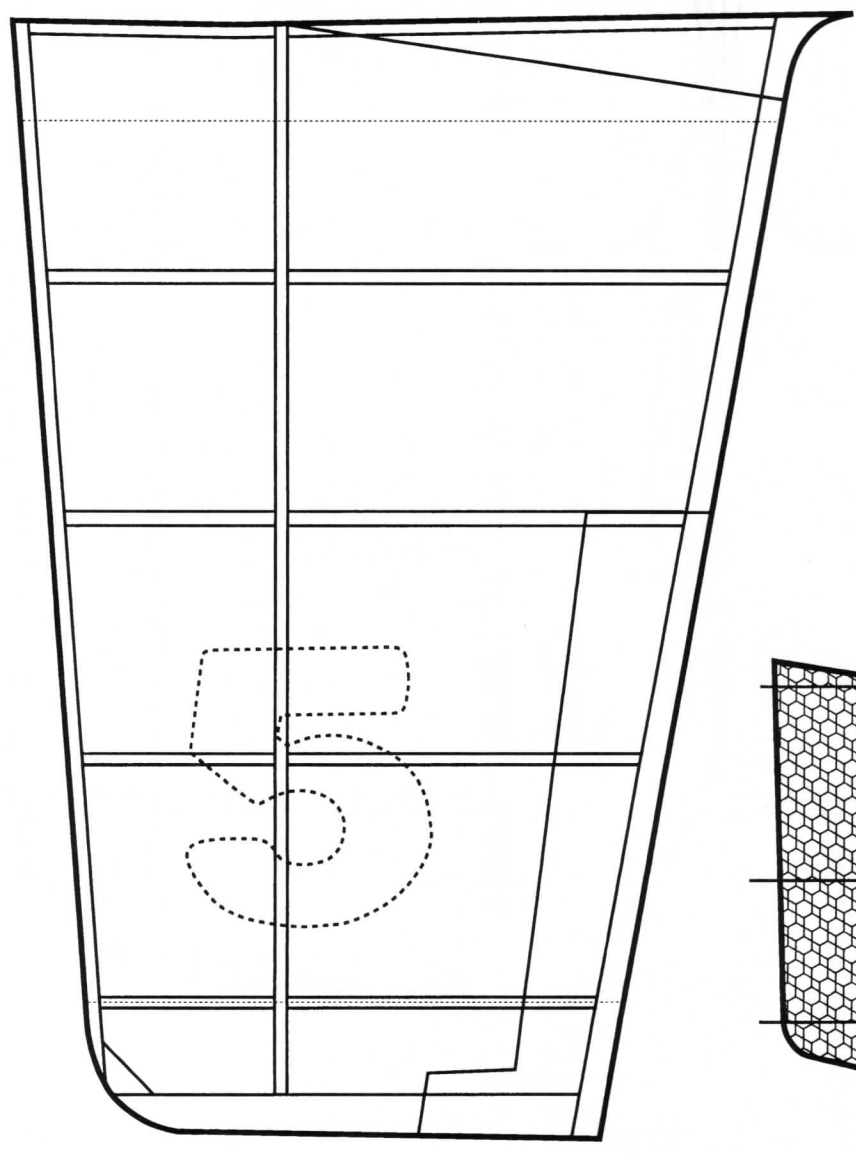
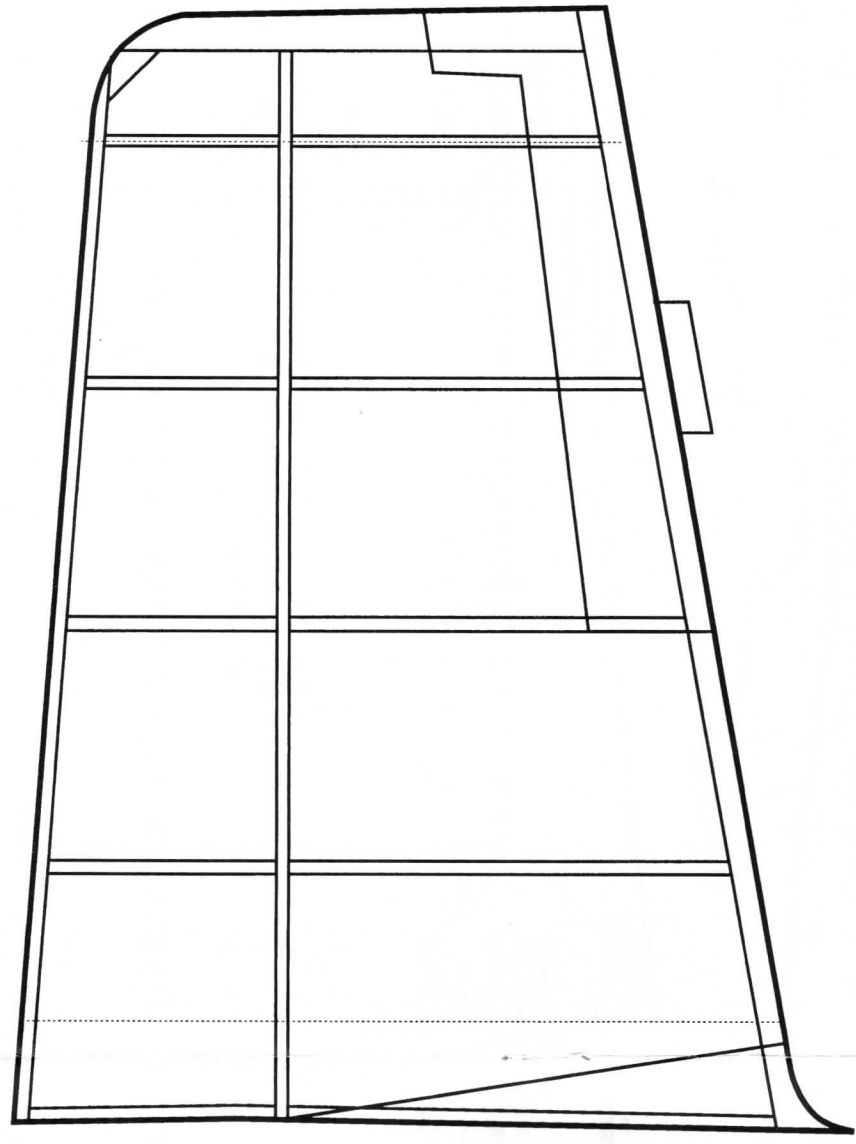
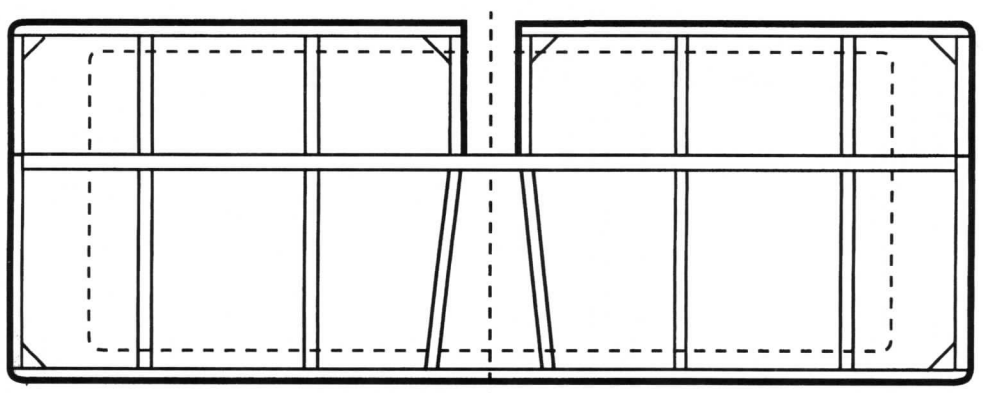


NOTE: MAKE BACK WING TIP 7/16" TO FORM DIHEDRAL



PRELIMINARY DRAWING FOR SE 5-A W.C. BRANNAN

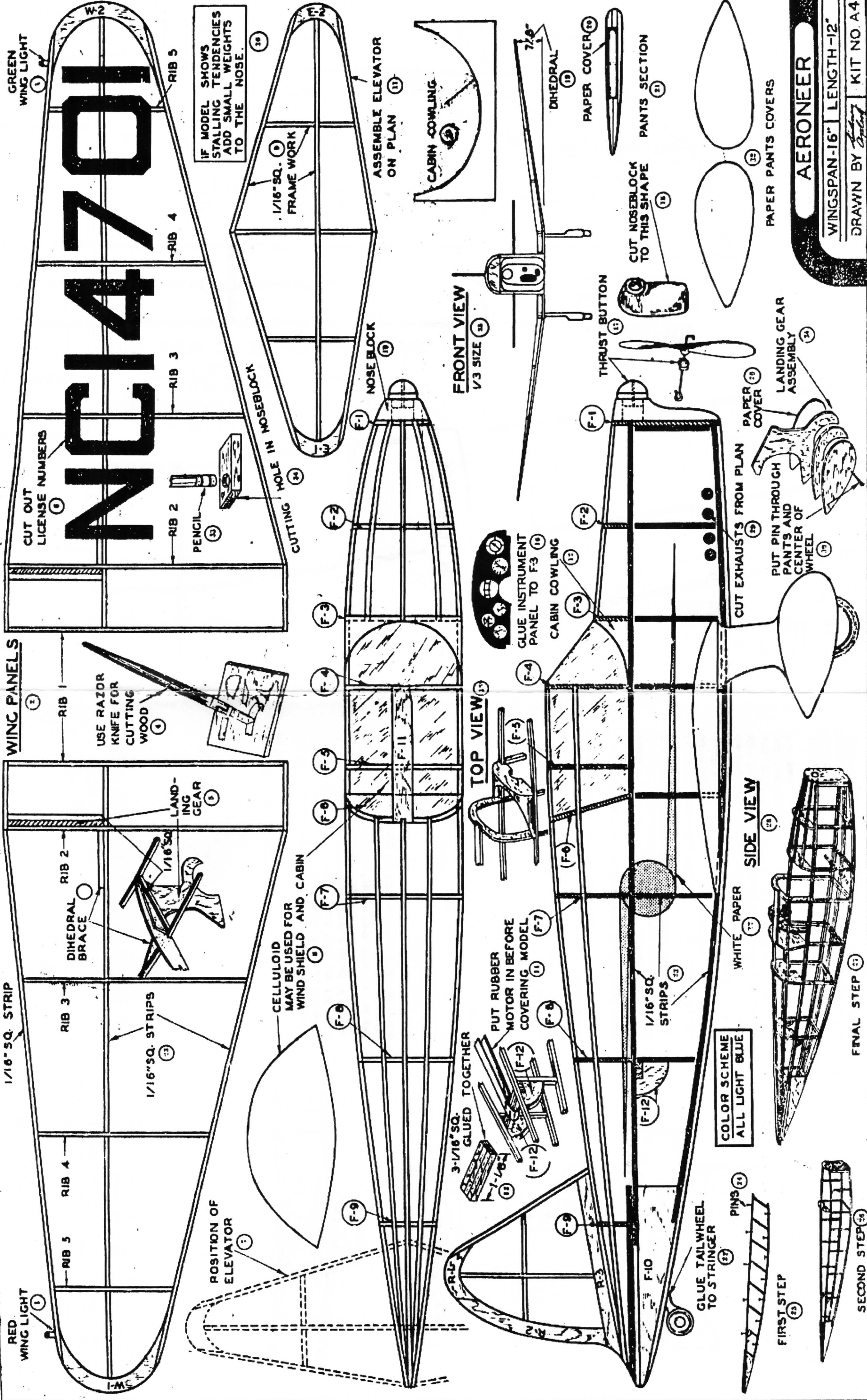
TOP VIEW, SPREADER BAR 1/16" SHEET (Balsa)



Markings: White above, red below.  
Red race numbers and wingtips

**Deja Vu - Peanut scale**  
**Bob Marchese**





**WING PANELS**

1/16" SQ. STRIP

RED WING LIGHT

GREEN WING LIGHT

IF MODEL SHOWS STALLING TENDENCIES ADD SMALL WEIGHTS TO THE NOSE.

FRONT VIEW  
1/3 SIZE

TOP VIEW

SIDE VIEW

COLOR SCHEME  
ALL LIGHT BLUE

**AERONEER**

WINGSPAN-16" LENGTH-12"

DRAWN BY *John* KIT NO. A4