

MAXFAX

Journal of the D. C. Maxecuters

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

Editors: Stew Meyers/Dan Driscoll

November/December 2005

This issue features the Comet 'E' Series Warplane models



COMING ATTRACTIONS

National Building Museum Winter Schedule 2005/2006. Maxecuter Flying Dates

January 15, 2006 SUNDAY 10:AM TO 4:00 PM
Check next MAXFAX or WEBSITE for possibly another date in February.
There should be free flight and R/C possible on all dates.

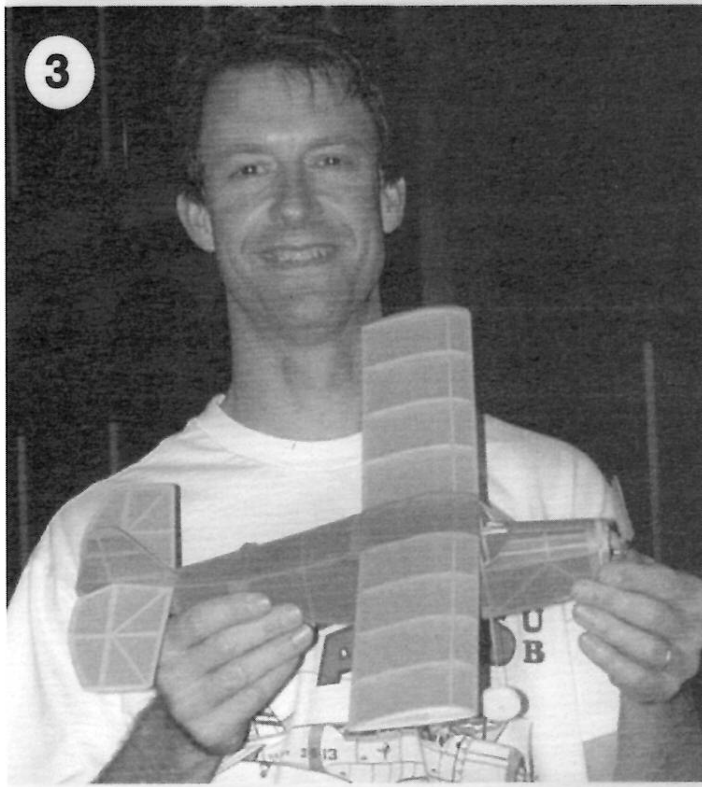
Scout Delta Dart Sessions:

January 28, 2006, February 25, 2006, March 18, 2006
**More info concerning NBM events and contacts for admittance
in November/December 2005 MAXFAX**

SAM Chapter 10 CAAMA 2006 COLLECTO --Sunday January 29, 2006
Noon until 5:00 PM at the meeting room of the Fairfax County Tysons-
Pimmit Regional Library -- 7584 Leesburg Pike. Falls Church, Virginia
Your hosts are Jim Coffin (703-256-3865) and Martin Schindler (703-938-2975)

FAC Nationals at Geneseo are scheduled for 14,15,16 July 2006

**Western NY FF Society and Canadians "Great Gathering of Grapes"
21-23 July 2006 also at Geneseo.**



Comet "Speed-O-Matic" P40 Issue

Stew Meyers Editor

During WW2, in 1943, Comet came out with six 18-inch "Speed-O-Matic" kits, which replaced the prewar Comet, 25¢ E series. These were the E1 Tiger Shark P-40, E2 F4F Wildcat, E3 A6M Zero, E5 P47 Thunderbolt, E7 Fock Wolfe 190, and E8 Mustang P-51A. (No idea what became of E4 and E6 - apparently, they were never used.) These kits were also issued as the "Air Scout" series. The hallmark of the "Speed-O-Matic" construction was card stock formers, obviously to replace scarce balsa which was a war priority material used in life rafts and vests. Usually the stringers were pine. At times all the balsa, including printwood, was replaced with pine. Near the end of the war balsa again became available, and pine disappeared entirely from these kits. Two additional kits were introduced in 1945 - E9 Sikorsky R-6 Helicopter and E10 Bell P-59 Airacomet. Comet also released two other series of "Speed-O-Matic" models with larger wingspans, which will be covered in a future MaxFax. The cover of this issue shows the front and back of the original red, white, and blue Air Scout box and the Orange, blue, and yellow Comet box.

Eventually all six of the original E series "Speed-O-Matic" kits disappeared and a postwar E series was produced. The P40 E1 and P51 E8 kits were retained with the fuselage changed from "Speed-O-Matic" (shell and stringers) to all balsa longeron box construction. The wings and tail were identical. These kits soldiered on into the 1980's as the 32XX series. This issue will feature both the wartime P40 E1 and postwar P40 3201. Since the wings are the same, only one set will appear in this issue. You can see the similarities and differences in the fuselages and build which ever you choose. The original "Speed-O-Matic" kits used came from Dan Driscoll's extensive collection. I had the 32xx kits.

Page 2 Photos

Photos from the NBM on Nov 6, 2005

1. The winner of the hotly contested helicopter event, Bob Flickinger.
2. Another smiling winner, Glen Simperts with his Phantom Flash.
3. Our Secretary Dave Mitchell with his winning Bostonian.
4. Steve Fugikawa with a nifty Dauntless NoCal, it hit the wall and came in second.
5. Dan Driscoll flew a Seasprite in his squadron's markings in the Helo event.
6. Bill Weaver a long time Maxecuter and past NBM attendee left us this past summer to fly with the Angels -- we shall miss him.

On the cover Bob McLellon holds a slightly enlarged (20" rather than 18") "Speed-O-Matic" E2 P47.

I built all of these as a kid and considered the card stock formers a plus, as I did not have to cut them out. The pine stringers also resisted breaking in my clumsy hands. The pine and very hard balsa print wood was another matter. Razor blades would break, bleeding your fingers, and my "Spitfire" knife got very dull.

All low wing versions of the "Speed-O-Matic" series used the same E-1 P-40 instructions. Likewise the two mid wings, F4F & P47, used the E-2 F4F instructions. The post war P-40 & P51 used the same instructions somewhat modified as well. I have included the relevant instructions on the plans. The print wood pages show both sets of print wood as well as the cardboard "Speed-O-Matic" formers. Both the E1 "Speed-O-Matic" and 3201 box construction plans are shown. Aside from the construction and nose details, the difference between the two appears to be the elimination of "Plane Facts" and the addition of the canopy and fillets to the plan rather than on a separate piece of paper. The canopy and fillets shown will fit either version.

You might want to use the ribs from the later version, as they are cleaner and identical. Sometimes I have added an extra spar, but that is not necessary. I do like to make the leading edge from 1/8" square. You need the beef up there to resist impacts and mount guns for FAC mass launches. For that matter, you might want to make the top and bottom keels from the plan drawing. While you are at it crank in three degrees incidence for the wing. I always layout the side keels and make sure they match the formers and vice versa. I would forgo authenticity and make the keels from laminated 1/16th sq. balsa. Likewise the formers are from 1/16th sheet. I make large clearance holes for rubber and run a 1/16 wide strip of .007 carbon around it to reenforce the former. Check that the keel notches are correct, but don't cut the stringer notches until after assembly to the keels. The late model formers are a good check for stringer positions and shape.

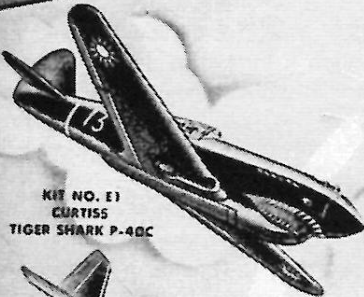
You might want to enlarge the stab by 10 to 20 %. Laminating the tail surface curved outlines may offend purists but does make for a lighter model. I found I needed two degrees right and two degrees down thrust even with the three degrees of wing incidence. The stab is kept at zero. I sheet around the nose to add strength and provide a ballast platform. Remember this is a C model with an Allison engine and the radiator is considerably smaller than later versions. Don't forget the cowl guns. Of course I made it up as a "Flying Tiger" The Chinese insignia is not that hard to do from tissue. The canopy can be made more scale by making the hoop from two layers of laminated 1/32x1/16th basswood. You can then add a pilot, gun sight etc. for a more scale appearance.

The only difficult aspect of the model is making a free wheeling spinner. You can use a ramp clutch, but a bale type is much better. Forget a three blader, that guaranteed to break on landing if you choose to go gear up. That being said, either version of the P-40 makes a nice flyer.

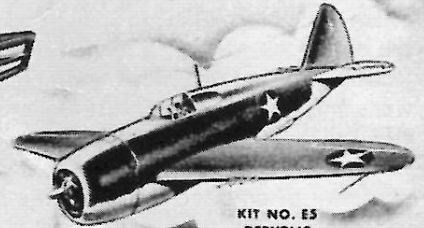
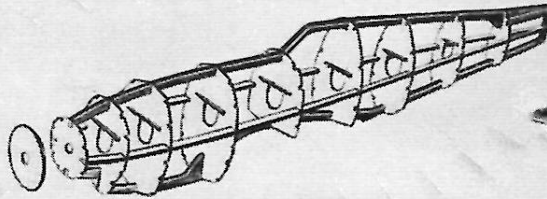
*New
Flying
Models*

COMET

does it again!



KIT NO. E1
CURTISS
TIGER SHARK P-40C



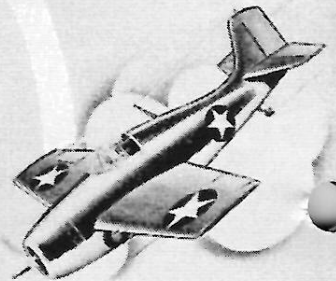
KIT NO. E5
REPUBLIC
THUNDERBOLT P-47



KIT NO. E6
NORTH AMERICAN
MUSTANG P-51

REVOLUTIONARY New "SPEED-O-MATIC" CONSTRUCTION

TRADE MARK REG. U. S. PAT. OFF.

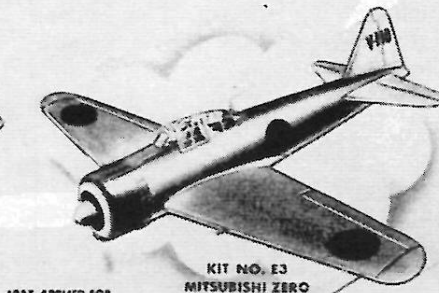


KIT NO. E2
GRUMMAN WILDCAT F4F-4

**READY
at your
COMET
DEALERS
MARCH 31st**



KIT NO. E7
FOCKE-WULF FW-190



KIT NO. E3
MITSUBISHI ZERO

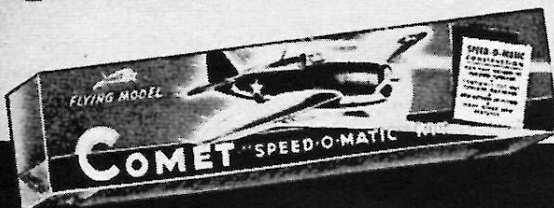
**25¢
EACH**

✓ CHECK THE FEATURES!

1 **FINISHED PARTS**—Formers completely cut out; finished wheels, thrust button, turned cowling, insignia.

2 **CUTS BUILDING TIME**—Kits practically build themselves. You save hours—get better results!

4 **BETTER FLYABILITY**—Tested design, great inherent stability means these models will FLY.



3 **AUTHENTIC, ACCURATE MODELS OF WARPLANES**—The planes that are in the news, planes every model builder wants!

5 **SCALE 3- and 4-BLADE PROPS**—New method permits construction of scale 3- and 4-bladed props.

COMET MODEL AIRPLANE & SUPPLY CO
CHICAGO NEW YORK

"SPEED-O-MATIC"

**SAVES
TIME**

COMET SPEED-O-MATIC kits seem practically to build themselves! They grow under your fingers like magic! You save hours — get better results!

OTHER SPEED-O-MATIC FEATURES:

SPEED-O-MATIC PLANS are completely illustrated, easy-to-follow. No construction details left to the imagination.

SPEED-O-MATIC DESIGNS feature unique method of mounting wings — assures perfect alignment and correct dihedral.

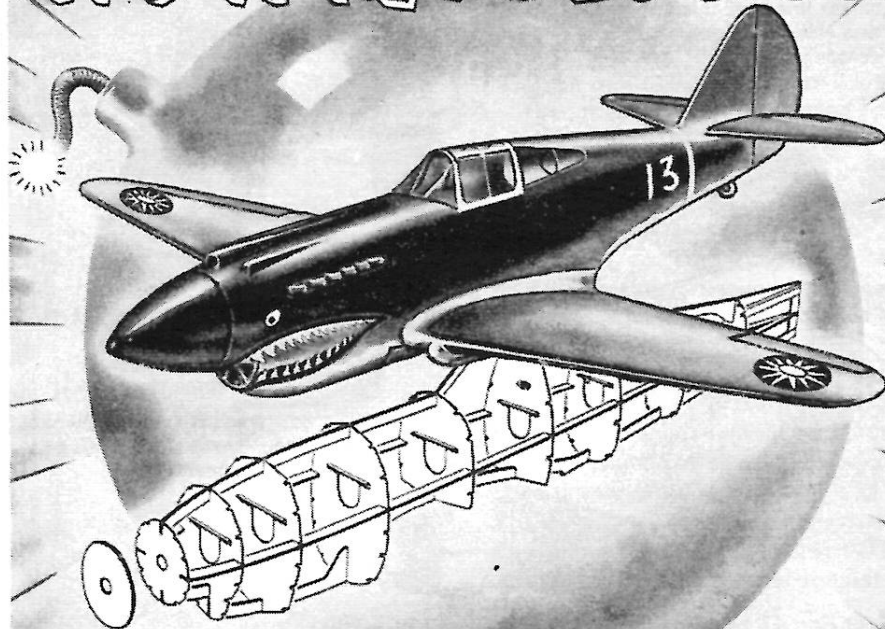
SPEED-O-MATIC CONSTRUCTION assures perfect pitch and alignment in scale-type 3- and 4-blade propellers.

SPEED-O-MATIC KITS ARE COMPLETE with formers cut out, wheels, cowlings, printed windshield and wing fillet patterns that actually fit, colored insignia, etc.

COMET'S 25c SPEED-O-MATIC KITS include the Curtiss Tiger Shark P-40C, North American Mustang P-51, Republic Thunderbolt P-47, Grumman Wildcat F4F-4, Focke-Wulf FW-190 and Mitsubishi Zero. These are the planes that are in today's news — get them at your COMET dealer.

SPEED-O-MATIC'S MANY FEATURES constitute an important contribution to the nation's Aviation Education Program.

IT'S A REVOLUTION-



in **MODEL BUILDING!**

ASK any model builder what has been the greatest development in model airplane construction in the last year, and the chances are he'll answer: "SPEED-O-MATIC by COMET!" SPEED-O-MATIC has actually revolutionized model building by making perfect line-up practically automatic, and saving precious hours of building time! Today, COMET offers 6 sensational SPEED-O-MATIC models at 25c; in the near future, COMET will announce other SPEED-O-MATIC kits in other price classes. There is one important thing to remember—"COMET" means "SPEED-O-MATIC" and "SPEED-O-MATIC" means "COMET." SPEED-O-MATIC construction is found only in COMET models, and there's nothing else like it!

COMET MODEL AIRPLANE & SUPPLY CO.
CHICAGO NEW YORK

*A year from now
you'll ask:
"HOW DID I EVER
BUILD MODELS WITHOUT
SPEED-O-MATIC?"*



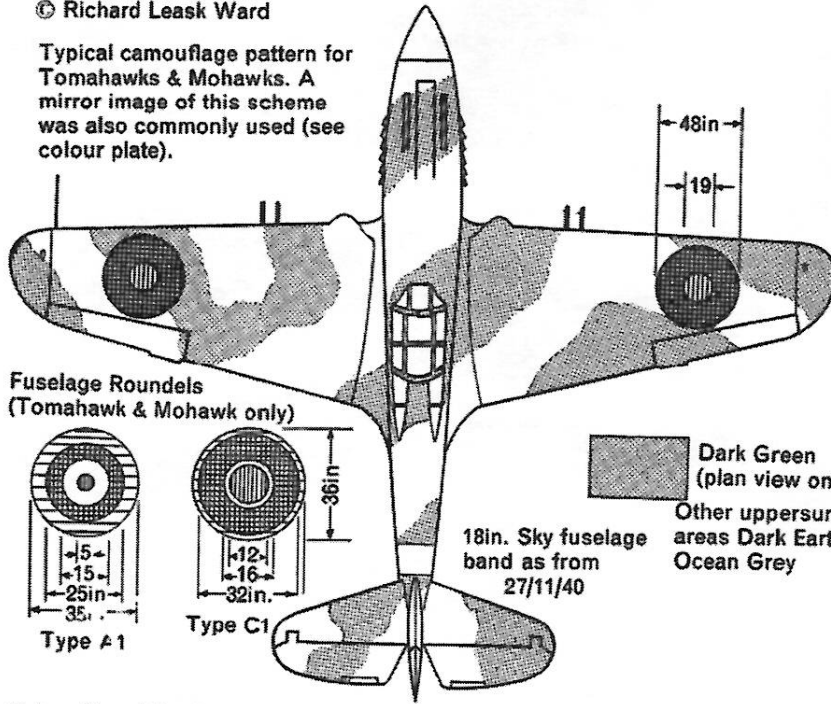
COMET

"SPEED-O-MATIC"

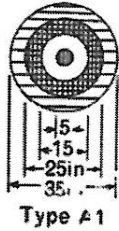
TRADE MARK REG. U.S. PAT. OFF.

© Richard Leask Ward

Typical camouflage pattern for Tomahawks & Mohawks. A mirror image of this scheme was also commonly used (see colour plate).



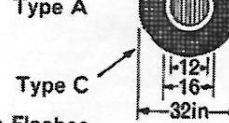
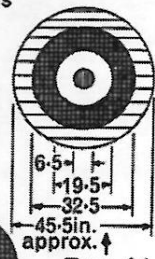
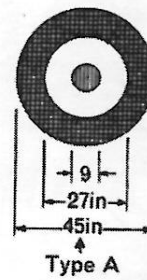
Fuselage Roundels (Tomahawk & Mohawk only)



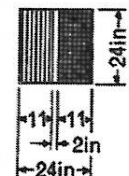
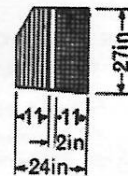
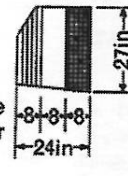
18in. Sky fuselage band as from 27/11/40

Dark Green (plan view only)
Other upper surface areas Dark Earth or Ocean Grey

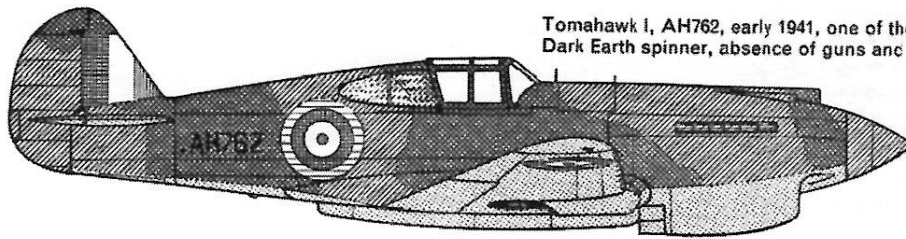
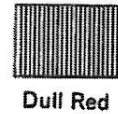
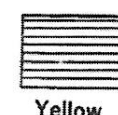
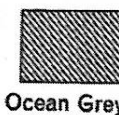
roundels



Fin Flashes

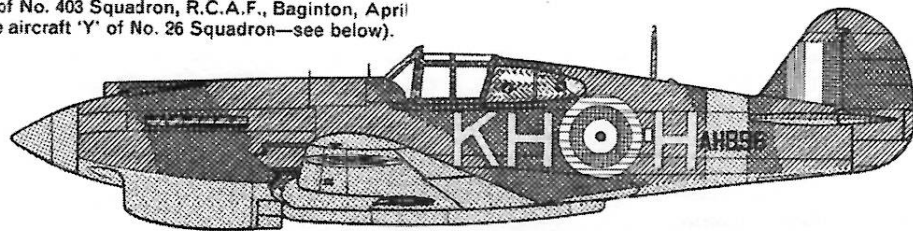


Colour Key. All colours matt.

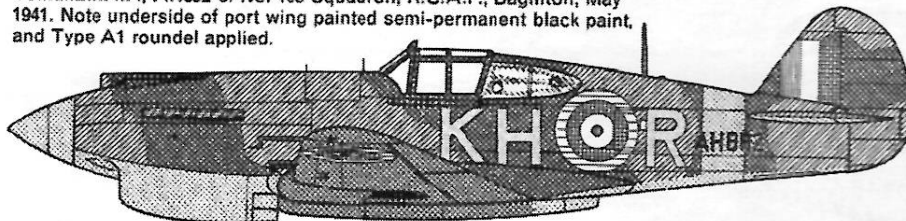


Tomahawk I, AH762, early 1941, one of the first received in UK. Note Dark Earth spinner, absence of guns and the large fin flash.

Tomahawk IIA, AH896 of No. 403 Squadron, R.C.A.F., Baginton, April 1941. (This later became aircraft 'Y' of No. 26 Squadron—see below).



Tomahawk IIA, AH882 of No. 403 Squadron, R.C.A.F., Baginton, May 1941. Note underside of port wing painted semi-permanent black paint, and Type A1 roundel applied.



If the AVG color scheme does not appeal to you, try a British Tomahawk. Note the length of the wing guns.

"Speed-O-Matic" 3-View

Each Comet E-series kit had a quarter scale 3-View. I don't know of anyone who actually built a solid model from these plans, but I suppose it was done. You might have wondered about the small markings on the insignia sheet.

They also had a description of the full sized aircraft.

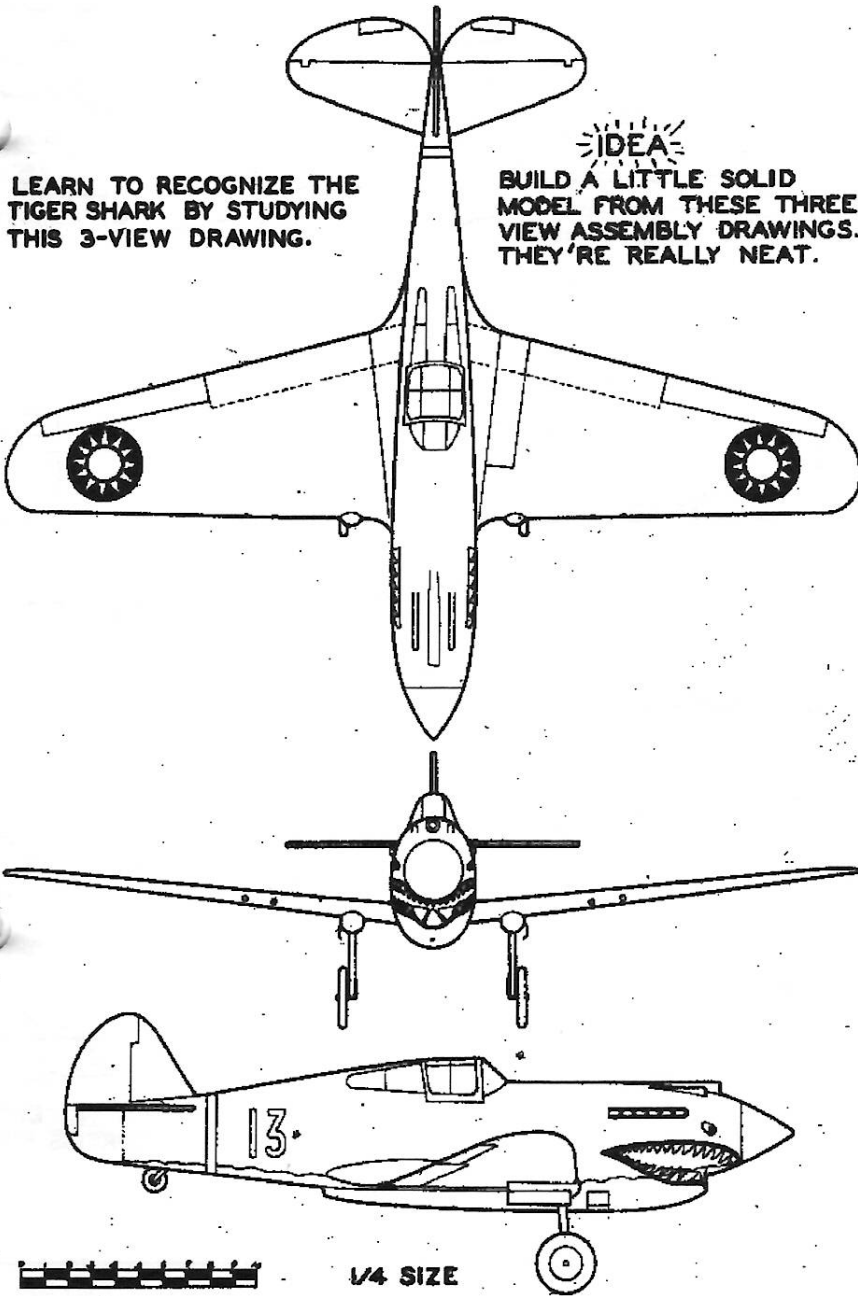
CURTISS "TIGER SHARK"

This Curtiss-built airplane, designated P-40C by the U. S. Army, and Tomahawk by the British, won most of its fame as the "Tiger Shark" when used by the American Volunteer Group. The AVG was made up of American civilians flying for the Chinese government under British R. A. F. operations, defending Burma against the Japanese.

The plane is powered by an Allison engine and is equipped with 6 machine guns. It has a span of 37 ft. 3-1/2 in., and length of 31 ft. 8-1/2 in.

All top surfaces of the plane are "sand and spinach" colors in a camouflage pattern and bottom surfaces are light gray.

The 3-V was retained in the 32xx series, but in the case of the P-40 the Allison carburetor air scoop and cowl gun were eliminated. Other features like the aircraft description, "Plane Facts", and the "Speed-O-Matic" logo were deleted to make room for including the canopy and fillets on the plan rather than a separate sheet.



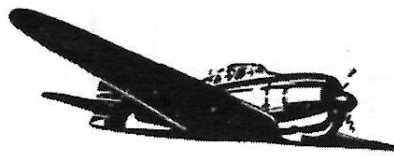
IDEA

BUILD A LITTLE SOLID MODEL FROM THESE THREE VIEW ASSEMBLY DRAWINGS. THEY'RE REALLY NEAT.

LEARN TO RECOGNIZE THE TIGER SHARK BY STUDYING THIS 3-VIEW DRAWING.



CURTISS TIGER SHARK



MITSUBISHI ZERO



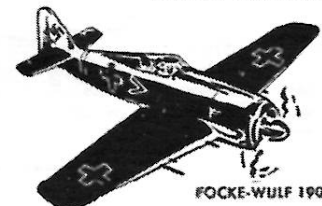
REPUBLIC THUNDERBOLT



NORTH AMERICAN MUSTANG

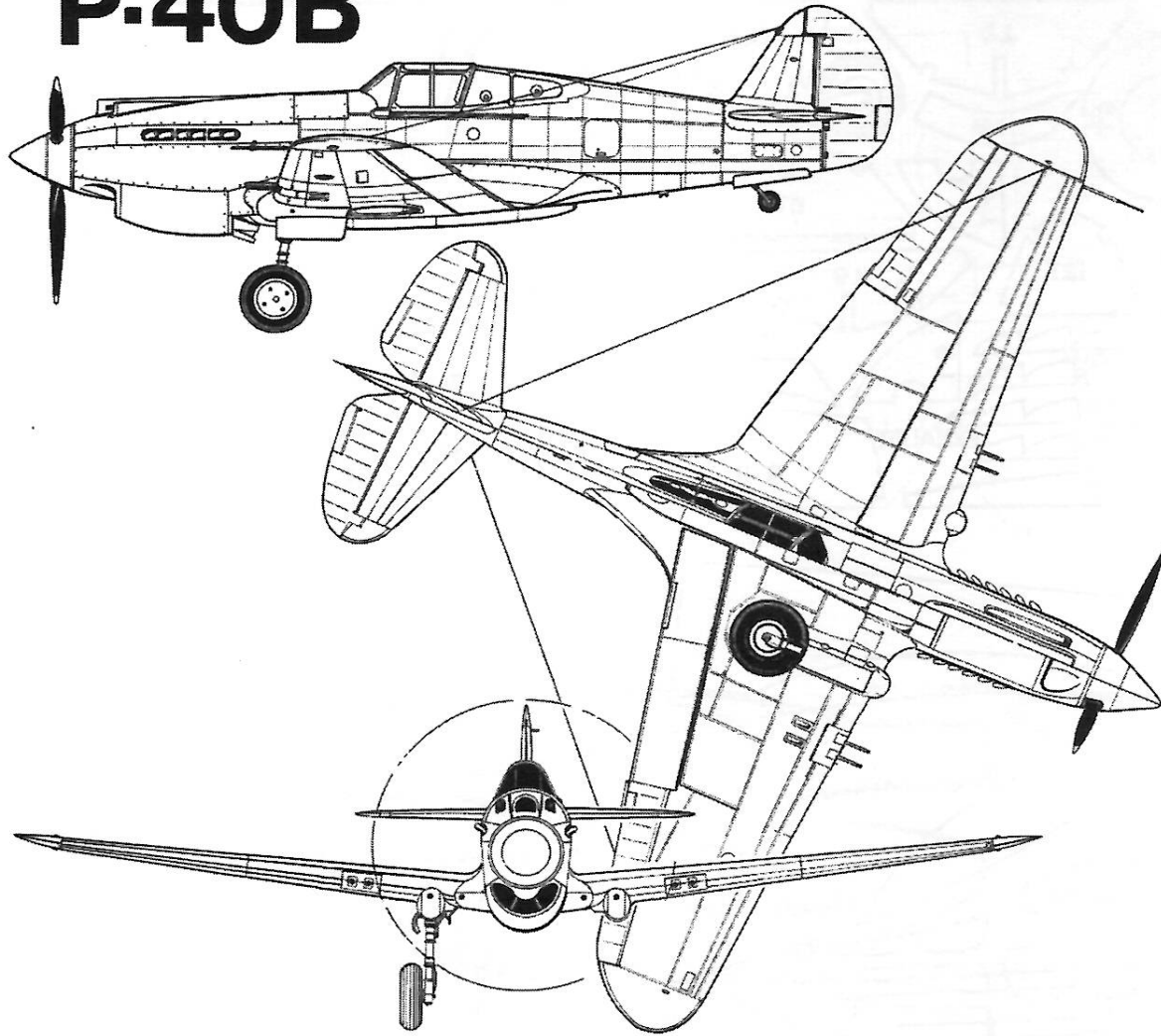


GRUMMAN WILDCAT



FOCKE-WULF 190

P-40B



P-40 B/C Markings

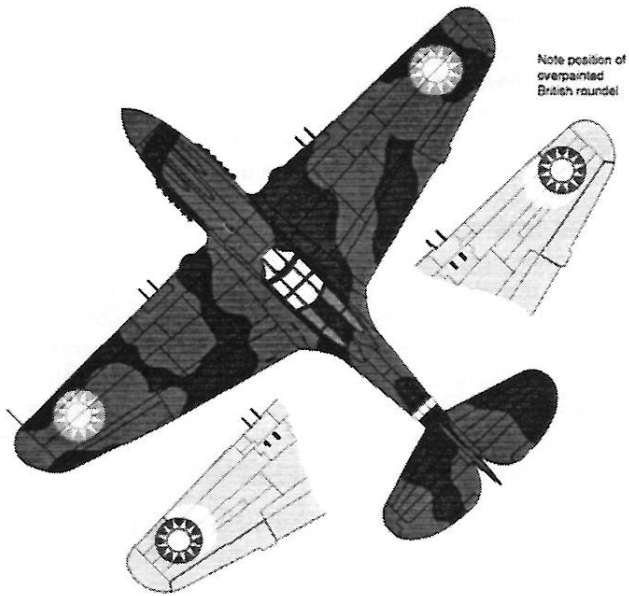
Dan Driscoll

The Curtiss P-40 models B and C exteriors were virtually identical. Internally, the major difference was an improved fuel system that increased range. The P-40's supplied to China for the American Volunteer Group (AVG or better known as the Flying Tigers) were part of a British order that was diverted. These P-40's had small modifications to meet British requirements and, technically, weren't B or C models although they were frequently referenced as either.

The upper surfaces of AVG P-40's were camouflaged in dark earth and dark green with sky gray undersurfaces. In our profiles, the darker color is the green. When the Chinese national markings were applied, the British roundels were overpainted. The Chinese markings were dark blue when applied, but on the upper surfaces, they soon faded to light blue. Our profiles show some of the simpler Flying Tiger markings. Many of the aircraft were decorated with a variety of squadron and personal markings.

There has been plenty written about AVG aircraft in various books and magazines. The best book currently available is [American Volunteer Group Colours and Markings](#) (Osprey Aircraft of the Aces No. 41) by Terrill Clements. It contains history, many photographs (including color), and color profiles. It is available from many online sellers for less than \$20.00.

Some of the British P-40's were also diverted to Russia, and we have a profile of a Russian winter scheme for those who want something different. However, I agree with Stew that a P-40 B/C without a shark mouth is just plain wrong.



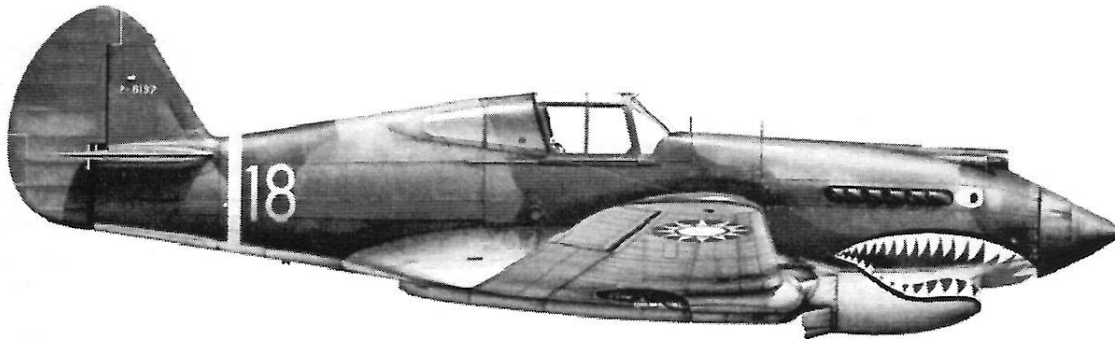
Color information to go with the profiles:

AVG #18 - Number very light gray, fuselage stripe white, eye pupil and lips black, tongue red.

AVG #36 - Number white, Fuselage stripe medium blue, eye pupil and lips dark blue, tongue red.

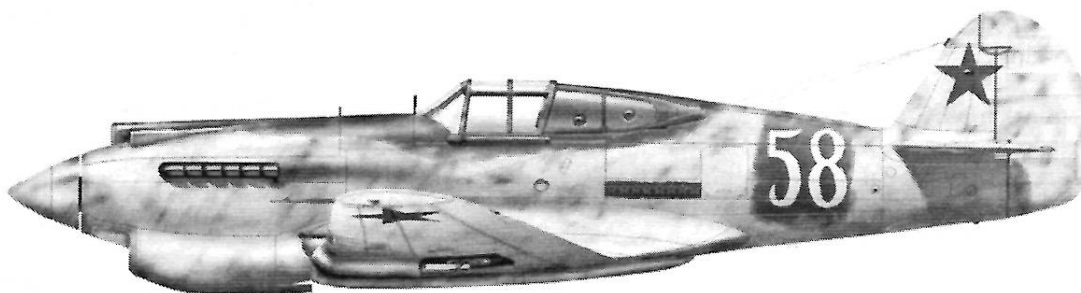
Russian #58 - Overall dirty white with camouflage showing through around canopy and white number. Red stars on tail and under wings only. Irregular red stripe on fuselage with eight yellow outlined stars.

Since the AVG aircraft were over painted British Tomahawks you can use the information on page 6 of this issue for delineation of the dark earth and dark green. That goes for the Rusky as well. Of course you could go with a U. S. color scheme with meat balls and tail stripes.



Hawk 81A-2 number '18' (CAF Serial P-8197), assigned to First Squadron Flight Leader Matt Kuykendall, Rangoon, Burma, January-February 1942,

Hawk 81A-2 (P-8123), 2nd Pursuit Squadron, American Volunteer Group, Rangoon, Burma, January-February 1942. Flown by Edward Rector, squadron second in command. He finished the war as colonel at the head of the 23rd Fighter Group. With 10.75 kills.



Tomahawk Mk IIB '58' white, winter camouflage made with white paint daubed over the British camouflage. Flown by A.S. Kholobystov, 147th IAP, Murmansk, Soviet Union, winter 1941-42.

Wawayanda Wevisted

Weather Erratic, Hung Appeased; Maxcuters Make Good Showing

By O. Leo Strutte

It was a dark night. Fall's chill had come down hard, hard as winter on the quaint village of Middletown, NY, where a score plus of dedicated modelers, weary from their travels, had lodged for the evening. They had come far, from Ohio, Alabama, Washington, DC, Virginia....scattered about the town, tucked away in their hotel rooms, each nervously making final preparations for the last big outdoor flying event of the season. Spirits were high; tensions, too....a wolf howled in the distance, a lonely voice in the otherwise turgid silence. The town slept, wrapped in night's dense cloak. A streetlight flickered, then went out. Somewhere, a baby cried.

Morning dawned—if you can call bracing wind, rain, and bitter cold "dawn"—and found our intrepid flyers huddled under CD Tom Hallman's tent, resolved. Had not they come here to fly? Was not the field, though sodden, large, magnificent even? Were they men, or mice? Yet, an hour passed; latecomers, distracted no doubt by the glorious fall colors, made their way to the field at last and joined the band. Here was camaraderie, here was the right stuff, brothers and sisters too, bound by something intangible, yet something real.

Here was a bunch of dead cold stiffs, standing in a field in the rain.

Showing remarkable collective common sense, our heroes bagged the first day of flying, preferring instead the good cheer warm company brings; some met for lunch, we all met for an early dinner at the local diner, traded stories of our best and worst moments, and then went back to our rooms, fingers crossed against the next day. Surely Hung, capricious God of Thermals and Flying Weather, smirking in his lair, had noted our diligence, our steely resolve?

Indeed, the next morning arrived cool, partially clear, no rain, light to medium winds. We would fly today. A spot of breakfast, a reluctant car engine, the innumerable distractions of daily life finally swept away, we arrived in fits and starts. Wawayanda at last: Barron Field, storied plain, its brilliant green vistas scarred through with gaping black earth irrigation trenches 50 yards apart in parallel, running out like train tracks to the first thin tree line ½ mile away, a stream, and then yet another immense field, beyond which lay the mountain foothills. A free-flight paradise, honest in its treachery.

Flying began immediately. We had two days of events to get in in one day; the air was filled with the whirring of winders, the snap of one too many, the appreciative shouts as Ed Pelatowski's big Folkerts racer put up the first great flight of the day. Competition was keen, even intense. Dave Mitchell indulged in a most unseemly display of public exultation when his underdog LTR-14 scored an unlikely win in the first event, Combined Racers. Leaping over an irrigation ditch, thrusting his arms

in the air and whooping like a demented Crane...one has to wonder what he eats in the morning, and whether his scorched-earth public relations policy of late (recall his recent trash-talk putdown of Tom Hallman in the FAC newsletter) is wise. Indeed, this was not the end of tensions between Mitchell and the rest of the flyers on this day. The meet was book ended by a Flying Horde Mass-Flight, the launch of which was interrupted as Mitchell, casually wandering back from retrieving his wayward NoCal, shouted his way in at the last second, forcing everyone to hold their wound motors while he blithely went about preparing his entry. Of course, he won the event, and everyone knows why. Young Mitchell would do well to mind his manners, and tone down the rhetoric. Readers may take some solace in knowing that Hung punished Mitchell for his transgressions, causing his Waco SRE to vanish into thin air and crumpling his FW-190 with a well-placed fist of wind. As ye sow, so shall reap.

Other events featured flights sublime and flights ridiculous, as is to be expected. The wind was blowing harder as the day progressed, and planes were as likely to be swatted down abruptly into a filthy ditch as they were to be borne heavenwards. WWI Mass Launch was a prime example, with two competitive rounds followed by a truncated and anti-climactic third that lasted about 4.7 seconds. Wally "Prime Time" Farrell made a one-day career of racing after his planes as they settled down at the very edge of wide puddles of mud and water. He was rewarded for his tenacity with the Grand Champion award for the day. Among Wally's feats was snaring the prestigious FAC scale trophy with his Macchi. Dave Niedzielski's Helldiver edged out Maxcutter Prez Stephen Prosky's big beautiful Bonanza for 2nd.

The awards ceremony was conducted by Hallman, who discharged his duties with grace and good humor, despite having failed to sweep the events as is his custom. Tom provided the usual exquisite trophies for the winners, placers, and show-ers, and rewarded young Jasper West (8 years old) with a new kit for his participation. Great going, Jasper! This club can use all the fresh legs it can get! Special mention also goes out to those flyers who pooh-poohed the ominous weather reports and came great distances to participate—it is always the best part, meeting new folks, putting faces to names that you have run across scrawled on plans you hope to build.

The flyers departed in the late afternoon, a few stragglers remaining to desperately scan the fields for lost aircraft, energy spent. Long drives home, minds blank, the urge to fly temporarily sated, the morning's benediction drifting though one's thoughts:

"Hung is Great.
Hung is Good.
Bless this Field
And Balsa Wood."

Mr. Strutte will be making further appearances in MaxFax as a regular contributor as long as he continues to take his meds.

National Building Museum (NBM) – November 6, 2005

Dan Driscoll

We had a good turnout for the first funfly of the season – 25 flyers for freeflight and 9 for radio control. Our new contact at the museum, Sarah Rice, had everything set up and everything went smoothly.

Indoor ace, Steve Fujikawa, had his new Dime Scale Bristol Brownie and completely dominated the Dime Scale Events. Dave Mitchell, Stew Meyers, and Bob Marchese were closely grouped for the next three spots. Stefan Prosky couldn't seem to get his usually reliable Bleriot to do its stuff. Several new dimers should show up next time, so Steve may have some real competition.

Our next funfly is scheduled for January 15, 2006. Check the "coming events" at the Maxecuter website for latest details.

Grand Champ – Steve Fujikawa

14g. Bostonian (8 entrants)			P-Nut Scale (9 entrants)		
1	Dave Mitchell	Zaptonian	1	Steve Fujikawa	Lacey
2	Rich Gillis	Swift	2	Rich Gillis	Cougar
3	Bobby Russell	The B.P.	3	Dan Driscoll	OH-7

Phantom Flash (12 entrants)			WW II No-Cal (12 entrants)		
1	Glen Simperts		1	Frank Rowsome	B5N2 Kate
2	Paul Spreiregen		2	Steve Fujikawa	Dauntless
3	Steve Fujikawa		3	Bob Marchese	Tony

Dime Scale ML (9 entrants)			Helicopter (6 entrants)		
1	Steve Fujikawa	Bristol Brownie	1	Bob Flickinger	Unicopter
2	Rich Gillis	Howard DGA-9	2	Bob Marchese	Monocopter
3	Mike Moscow	Puss Moth	3	Dan Driscoll	Seasprite

Pennyplane (4 entrants)			Ready-to-Fly (4 entrants)		
1	John Zselezcky	6:19	1	Norm Davison	Firefly (2:43)
2	Tony Pavel	4:47	2	Paul Spreiregen	Junior (2:15)
3	Glen Simperts	2:11	3	Andy Mitas	Butterfly (1:49)

FAC Dime Scale (5 entrants)							
		Times			Bonus	Total	Place
Steve Fujikawa	Bristol Brownie	70	56	56	30	212	1
Dave Mitchell	Lockeed Vega	28	51	52	0	131	2
Bob Marchese	Fairchild 24	28	47	52	0	127	3
Stew Meyers	Luscombe 50	21	46	47	0	114	
Stefan Prosky	Bleriot 110	25	21	25	0	71	

E Series Comet Kits			
	1943	1947	1950
E1	Tiger Shark P-40 C	Tiger Shark P-40 C	Tiger Shark P-40
E2	F4F Wildcat	F4F Wildcat	Saber Jet F86D
E3	A6M Zero	A6M Zero	
E4		Globe Swift	Globe Swift
E5	P47 Thunderbolt	P47 Thunderbolt	
E6		Taylorcraft	Taylorcraft
E7	Fock Wolfe 190	Fock Wolfe 190	
E8	Mustang P-51A	Mustang P-51A	Mustang P-51A
E9		Helicopter	Helicopter
E10		Bell Airacomet	Bell Airacomet
E11		Navion	Navion
E12			Firefly
E13			Cricket
E14			Jupiter
E15			Piper Cub
E16			Fokker D VII
E17			Spad
E24		Phantom Fury	Phantom Fury
E25		Aeronca K	Aeronca K
E26		Stinson SR-7	Stinson SR-7
E27			Bluebird

Page 24 Photos

More Photos from the NBM on Nov 6, 2005

13. Joe Clemens with a tiny CO2 powered R/C contributed to the activities at the R/C end of the NBM.
14. Sarah Rice, the Family Programs Coordinator at the National Building Museum, enjoying the afternoon with Dan's Peanut.
15. Tony Pavel our local INAV contact with a lightweight. Check with Tony for more info at - paveltony@gmail.com
16. Randy Kleinert with his Bostonian provided the prize Buttons -- thanks Randy.
17. Andy Mitas journeyed from Cary, NC and flew this model which appears to be related to a Dandrieux Butterfly -- check out Andy's website -- <http://ondro.net>
18. Bob Marchese had fun with his Comet Fairchild 24 Dimer.
19. Barry Harrison came with his family and Baby Ace from Front Royal, Virginia.

Two Photos from Tom Hallman's and John Houck's FAC contest at Wawayanda.

20. Our Pres braving the wintry weather with his Bonanza.
21. Our Secretary lost his WACO E in a flyaway.

Here is a listing of the Comet E series kits as they evolved though the end of WWII as shown on kit boxes, ads, and catalogs. During the war only the six "Speed-O-Matic" kits were produced.

Immediately after the war, two new "Speed-O-Matics" the Bell P-59 Airacomet, and Sikorsky Helicopter were added. Three new non-"Speed-O-Matics": a Navion, Globe Swift, and Taylorcraft were introduced. Some prewar kits were also added back to the mix.

By 1950 the war time E series "Speed-O-Matic"s were gone and the P-40 and P-51 had morphed to box construction. (I had built the "Speed-O-Matic" version of the P-51 and was surprised when my model building buddy down the block was building one that had the same E-8 kit number, but a longeron and box construction.) The E series was still selling for 25 cents in 1950, including the Fokker and Spad which were reissues of the old prewar dimers.

The other series of war time "Speed-O-Matic" kits, the fifty cent L's and dollar P's followed a different path. In these cases the cardboard formers were replaced by balsa. While some kits were dropped (like the Stormovick) many continued on in to the 1980's becoming the 34xx and 35xx series respectively. More on these in a later issue.

Page 23 Photos

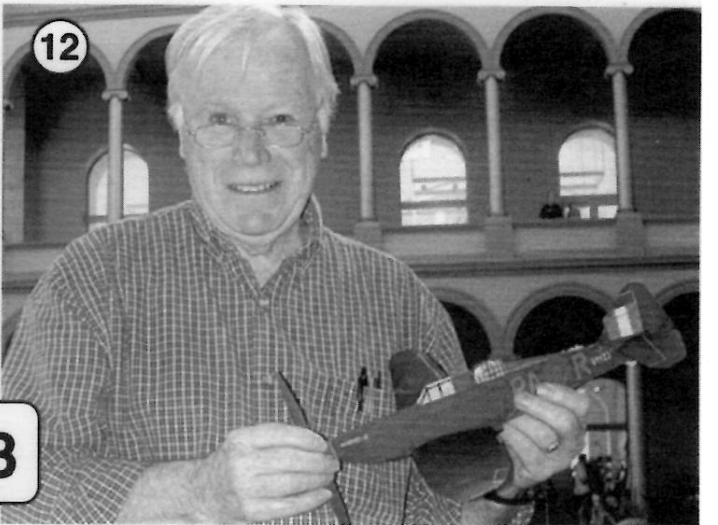
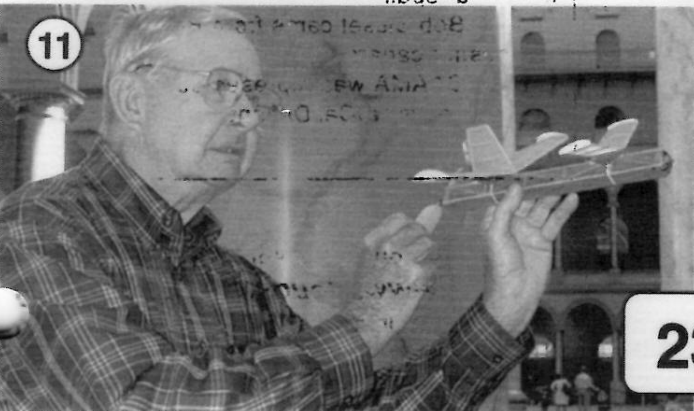
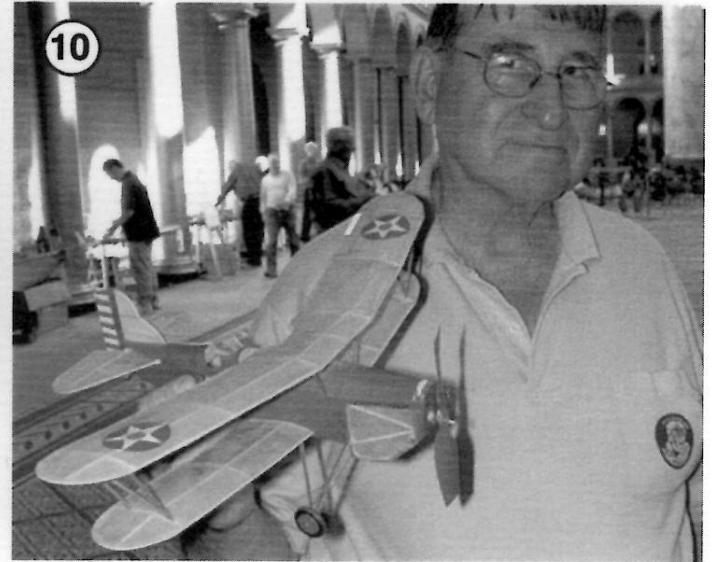
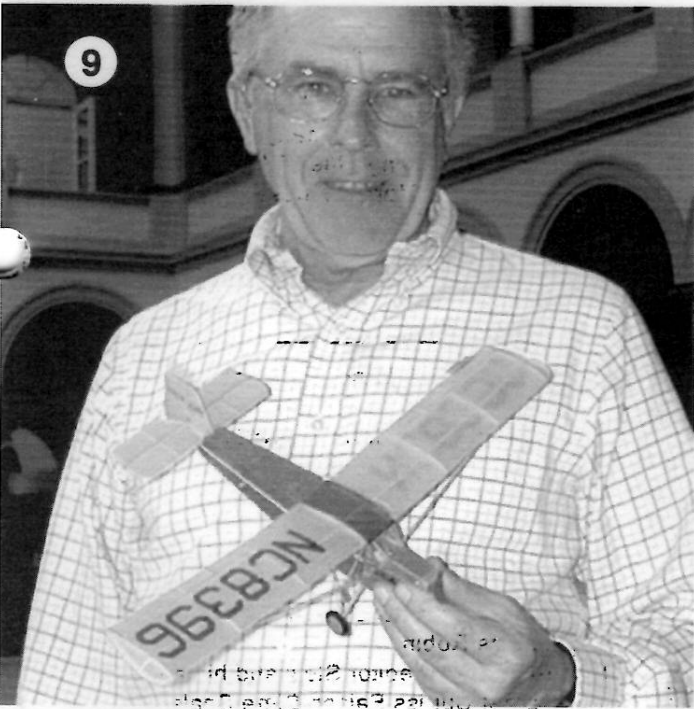
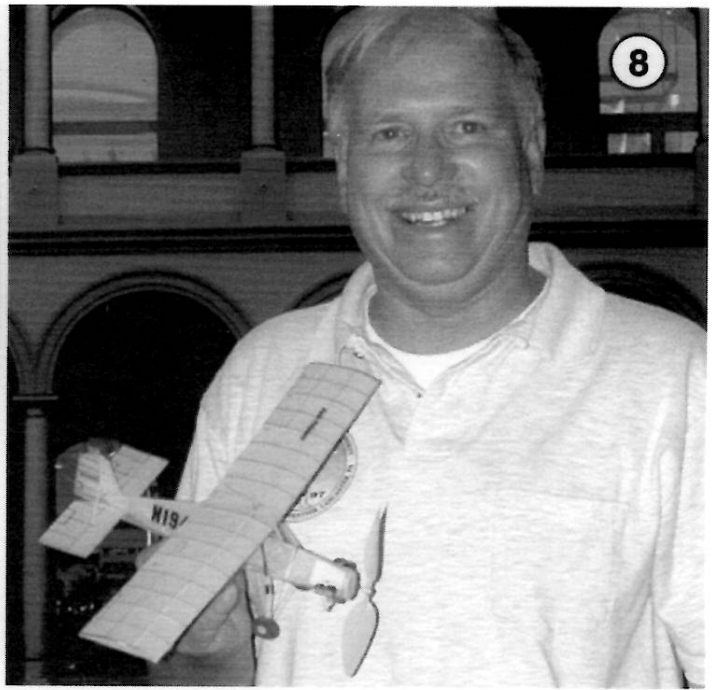
More Photos from the NBM on Nov 6, 2005

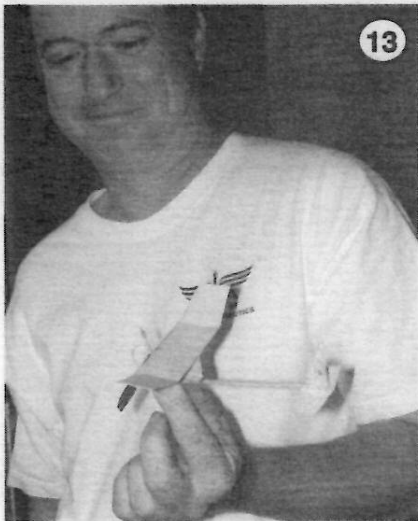
7. Dave Mitchell with his nicely finished and great flying Lockheed 'Winnie Mae'.
8. Always smiling Bobby Russell with his Peck Peanut Ganagobie.
9. The CD Dan Driscoll and his BURD Curtiss Robin.
10. Our editor Stew and his ancient Comet Curtiss Falcon Dime Scaie with recent front end repair.
11. Bob Bisset came from Baltimore with this pusher canard.
12. CAAMA was represented by Jim Coffin with his NoCal Defiant..

Check out John Worth's web site:

www.cloud9rc.com

for the latest in micro electric developments.





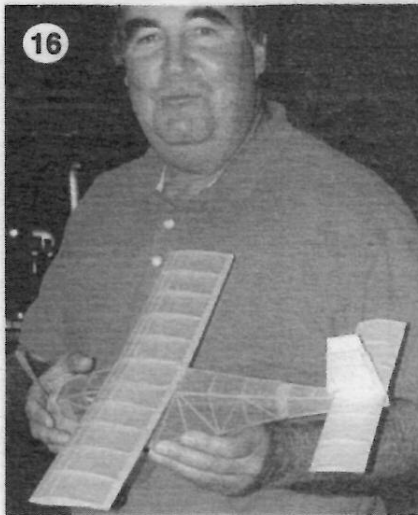
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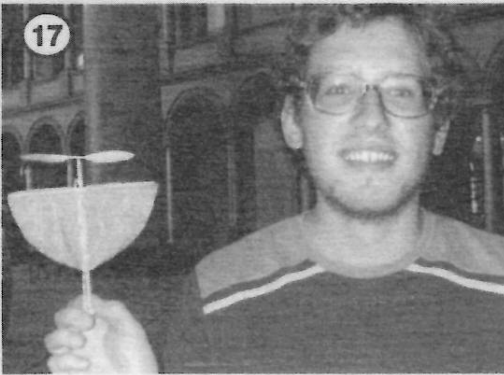
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15



16



17



18



19 Photo from Barry Harrison



20 Photo by Dan Driscoll



Photo by Dan Driscoll 21

CLUB OFFICERS -President: Stefan Prosky 414 11th Street SE., Washington, DC 20003
 Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 --- Note change - Stew has replaced Norm!
 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.

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 below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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

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

Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due

ONLY COMET KITS FEATURE
SPEED-O-MATIC
CONSTRUCTION

This fuselage is built with the new Comet SPEED-O-MATIC construction method. Begin by carefully cutting the top and bottom longerons from the printed wood sheet. Pin these longerons down on plan in their respective places and glue in the connecting pieces—a 1/16" sq. strip in front and a piece cut from the printed sheet at the rear. When dry, remove this unit from plan.

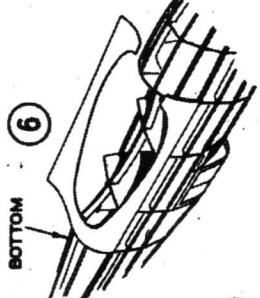
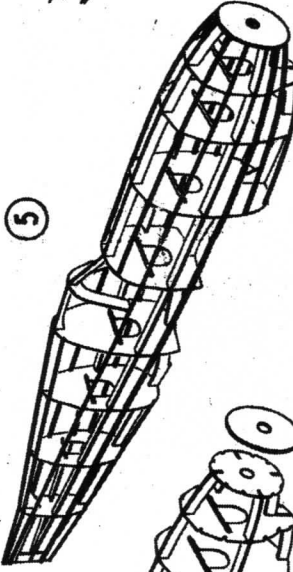
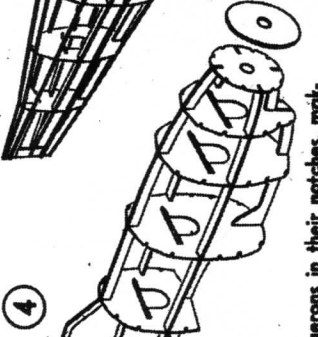
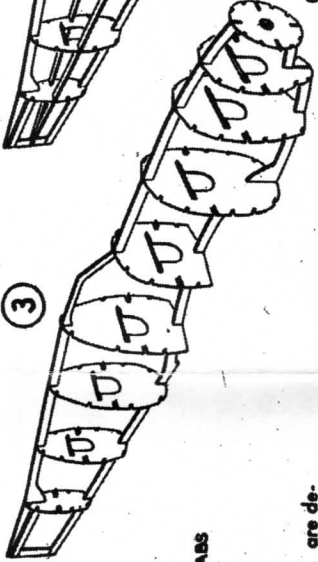
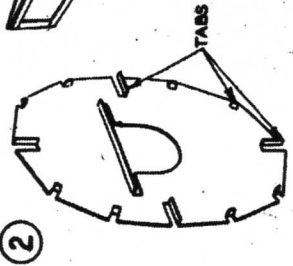
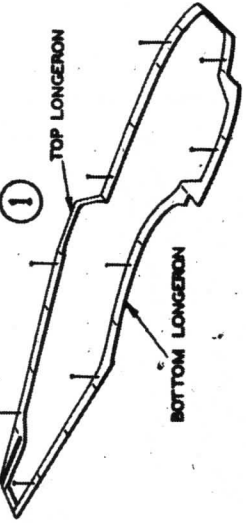
Comet SPEED-O-MATIC formers are designed to reduce the assembly time and insure accurate fuselage sections. The tabs serve as glue surfaces and the 1/16" sq. ones can be bent over with the aid of a small piece of 1/16" sq. strip. The long center tab acts as a stiffener.

Glue the formers to the longeron frame, lining them up with the marks on longerons. Refer to plan for arrangement. Do not use excessive amounts of glue at this stage of assembly so the formers will not be warped and blown out of line.

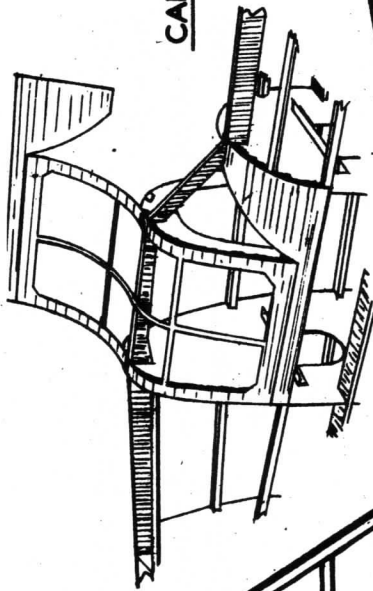
Glue side longerons in their notches, making certain that they are even at the back and that all formers are perpendicular to longerons. Then glue the wood noseplate or cowling to the front former and remove the 1/16" sq. connecting piece. Apply an additional coat of glue to all joints.

Stringers are glued in notches next. Do this in pairs—one on each side—to keep the fuselage from springing out of line. When stringers are all in place, glue in cockpit former if your model has one.

Next glue on the paper covers that fit around the wing. Also glue cockpit covers in place. If desired, transparent portions may be made of celluloid. See sketch elsewhere on plan for cockpit details.

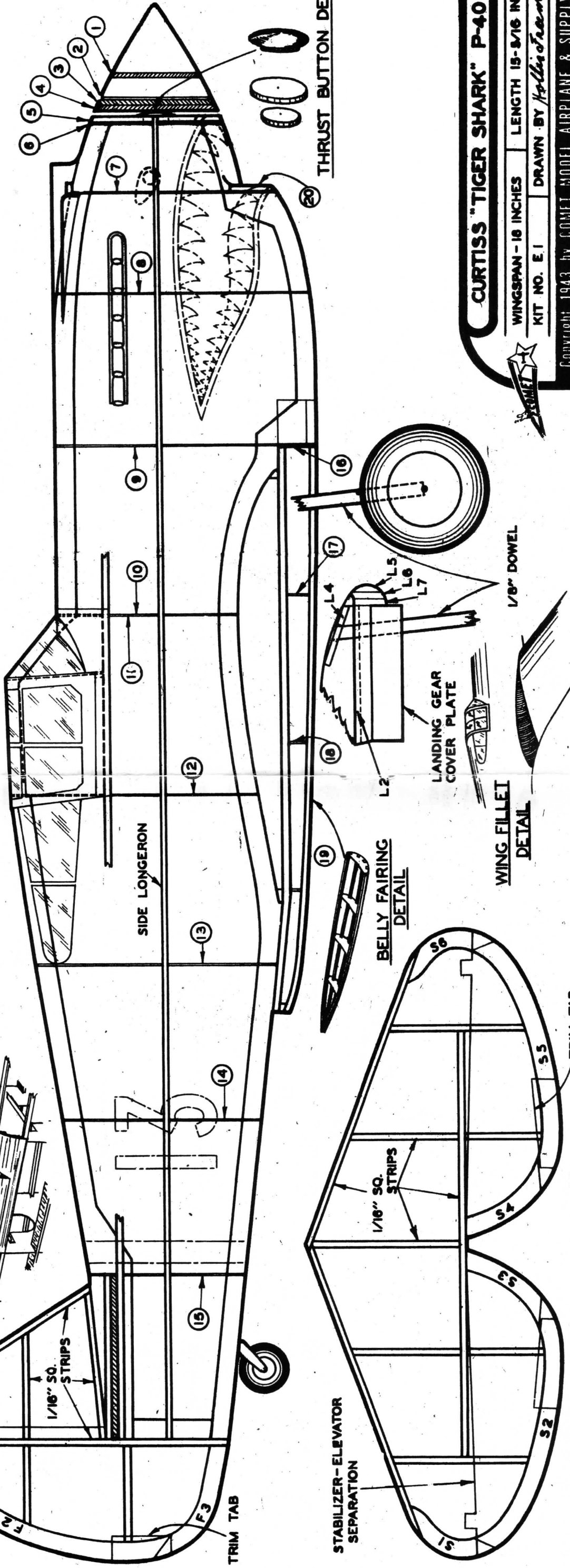


FIN - RUDDER SEPARATION



CABIN DETAIL

NOTE ON THIS TITLE BLOCK COMET CALLS THE "TIGER SHARK" A P-40C AND THE DETAILS MATCH THIS MARK. THE PLANS HAVE BEEN REARRANGED TO FIT ON THE 11X17 FORMAT OF MAXFAX. THE CANOPY AND FILLETS WERE ORIGINALLY ON A SEPARATE SHEET OF PAPER.



SIDE LONGERON

STABILIZER-ELEVATOR SEPARATION

BELLY FAIRING DETAIL

LANDING GEAR COVER PLATE

WING FILLET DETAIL

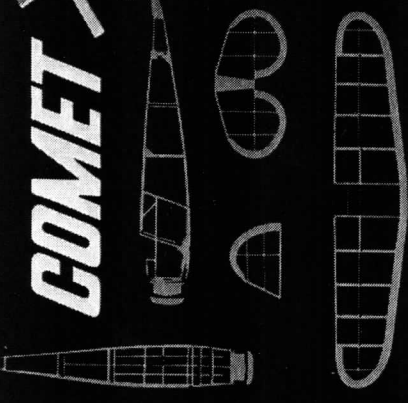
THRUST BUTTON DETAIL

TRIM TAB

12

CURTISS "TIGER SHARK" P-40 C
 WINGSPAN - 18 INCHES | LENGTH 15-3/16 INCHES
 KIT NO. E. 1 | DRAWN BY Hollis Freeman
 Copyright 1943 by COMET MODEL AIRPLANE & SUPPLY CO.

COMET



Balsa
flies BETTER

MANUFACTURED IN U.S.A.

CONSTRUCTION KIT
For rubber power

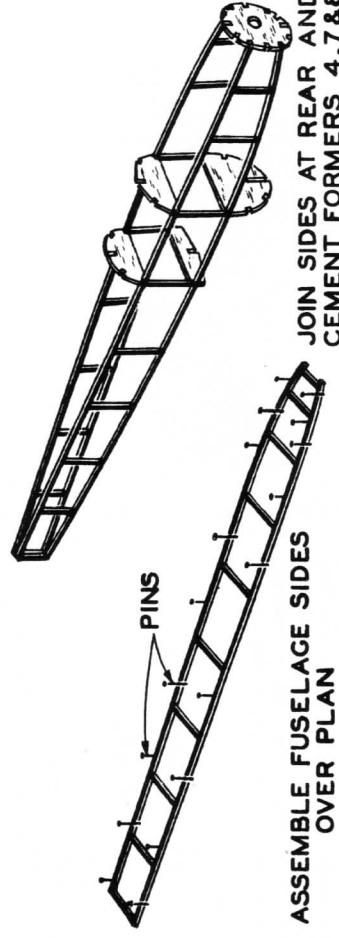


Flying balsa wood scale model

CURTISS

P40 TIGER SHARK

WINGSPAN 15"

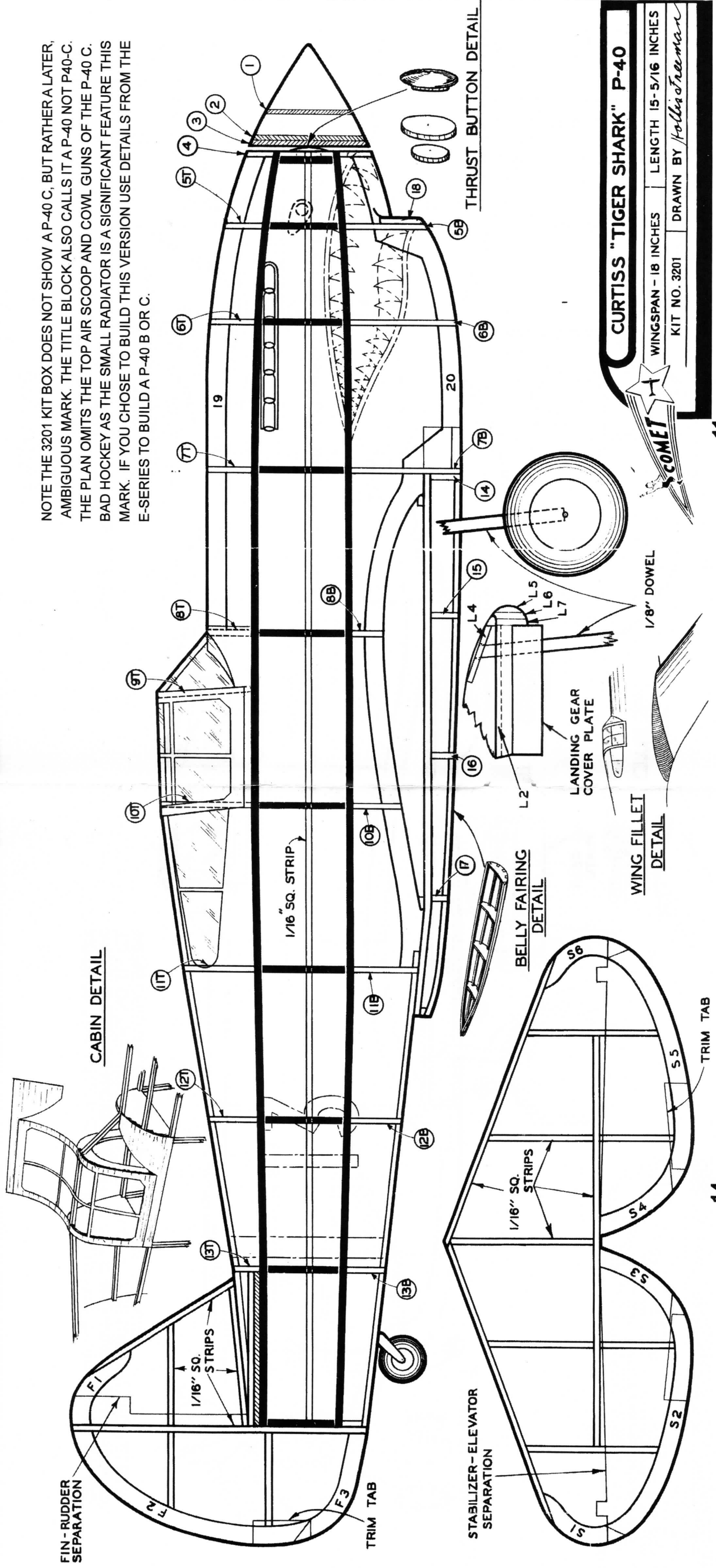


PINS

ASSEMBLE FUSELAGE SIDES
OVER PLAN

JOIN SIDES AT REAR AND
CEMENT FORMERS 4, 7 & 8
IN PLACE. WHEN DRY,
CEMENT REMAINING
FORMERS IN PLACE.

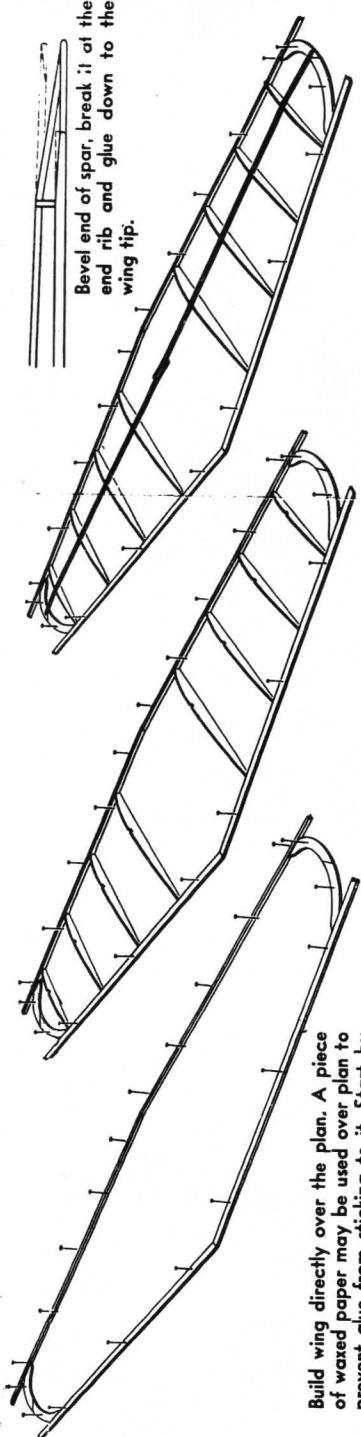
NOTE THE 3201 KIT BOX DOES NOT SHOW A P-40 C, BUT RATHER A LATER, AMBIGUOUS MARK. THE TITLE BLOCK ALSO CALLS IT A P-40 NOT P40-C. THE PLAN OMITTS THE TOP AIR SCOOP AND COWL GUNS OF THE P-40 C. BAD HOCKEY AS THE SMALL RADIATOR IS A SIGNIFICANT FEATURE THIS MARK. IF YOU CHOSE TO BUILD THIS VERSION USE DETAILS FROM THE E-SERIES TO BUILD A P-40 B OR C.



CURTISS "TIGER SHARK" P-40

WINGSPAN - 18 INCHES | LENGTH 15-5/16 INCHES

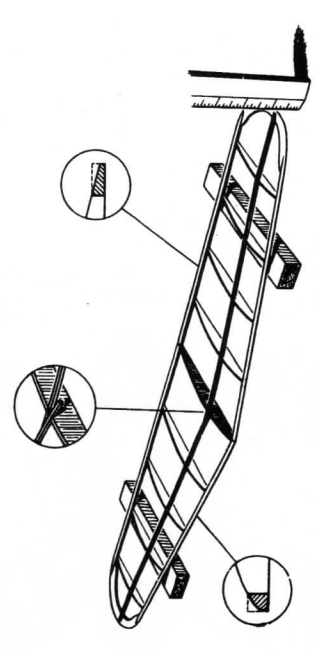
KIT NO. 3201 | DRAWN BY *Holly Freeman*



Build wing directly over the plan. A piece of waxed paper may be used over plan to prevent glue from sticking to it. Start by pinning down the leading and trailing edges. Don't glue them together at the center as this will be done when dihedral is built in. Cut out wing tip pieces and glue them in.

Cut out wing ribs carefully, and glue them in place to leading and trailing edges, trimming to fit if necessary. Leave out center rib until dihedral is built in.

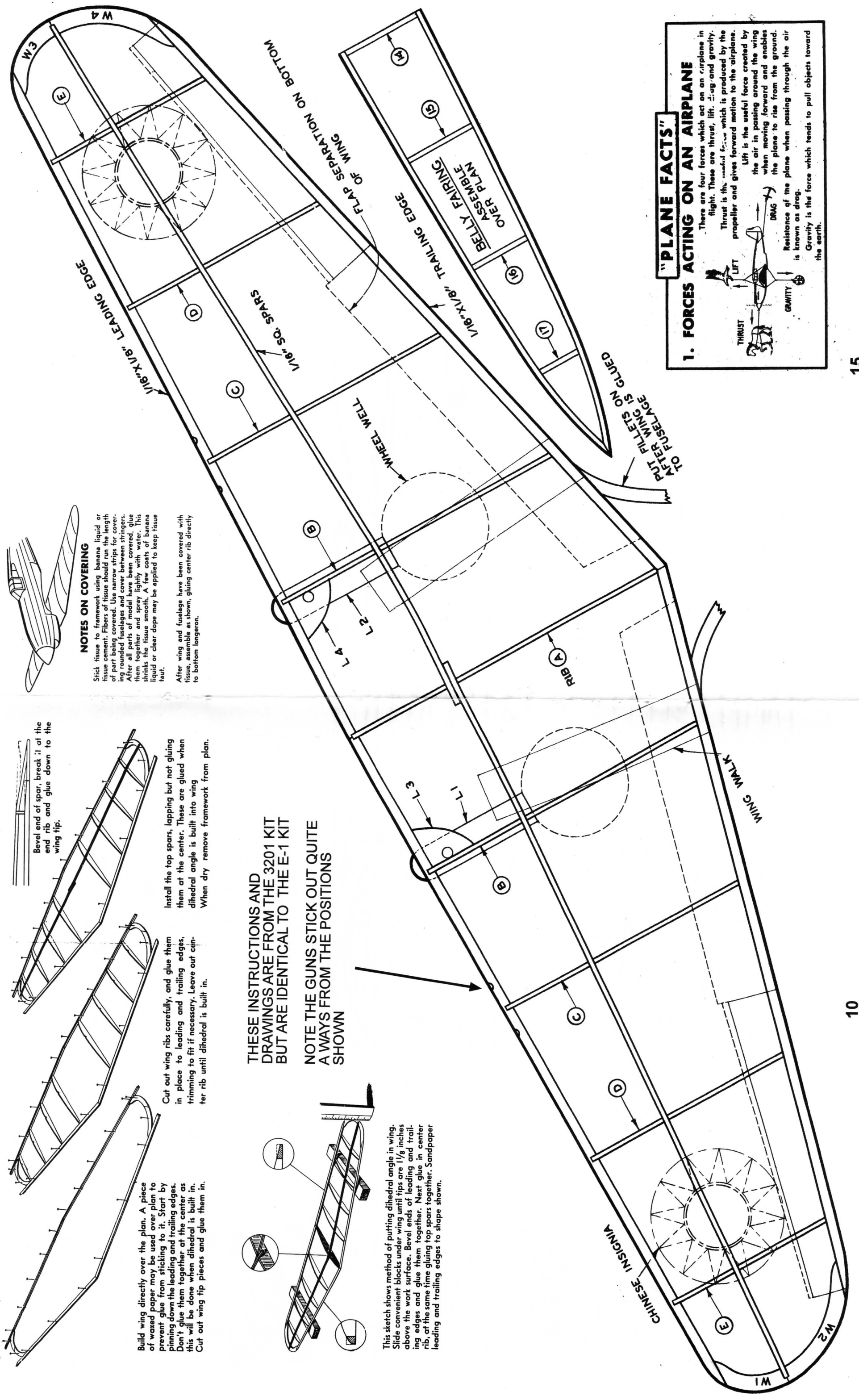
Install the top spars, lapping but not gluing them at the center. These are glued when dihedral angle is built into wing. When dry remove framework from plan.



This sketch shows method of putting dihedral angle in wing. Slide convenient blocks under wing until tips are 1/8 inches above the work surface. Bevel ends of leading and trailing edges and glue them together. Next glue in center rib, at the same time gluing top spars together. Sandpaper leading and trailing edges to shape shown.

THESE INSTRUCTIONS AND DRAWINGS ARE FROM THE 3201 KIT BUT ARE IDENTICAL TO THE E-1 KIT

NOTE THE GUNS STICK OUT QUITE A WAYS FROM THE POSITIONS SHOWN



NOTES ON COVERING

Stick tissue to framework using banana liquid or tissue cement. Fibers of tissue should run the length of part being covered. Use narrow strips for covering rounded fuselages and cover between stringers. After all parts of model have been covered, glue them together and spray lightly with water. This shrinks the tissue smooth. A few coats of banana liquid or clear dope may be applied to keep tissue taut.

After wing and fuselage have been covered with tissue, assemble as shown, gluing center rib directly to bottom longeron.

"PLANE FACTS"

1. FORCES ACTING ON AN AIRPLANE

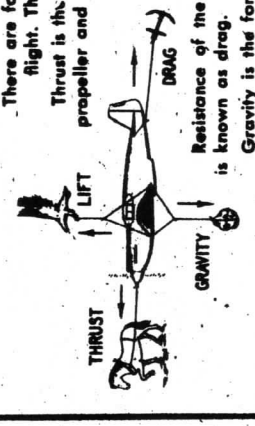
There are four forces which act on an airplane in flight. These are thrust, lift, drag, and gravity.

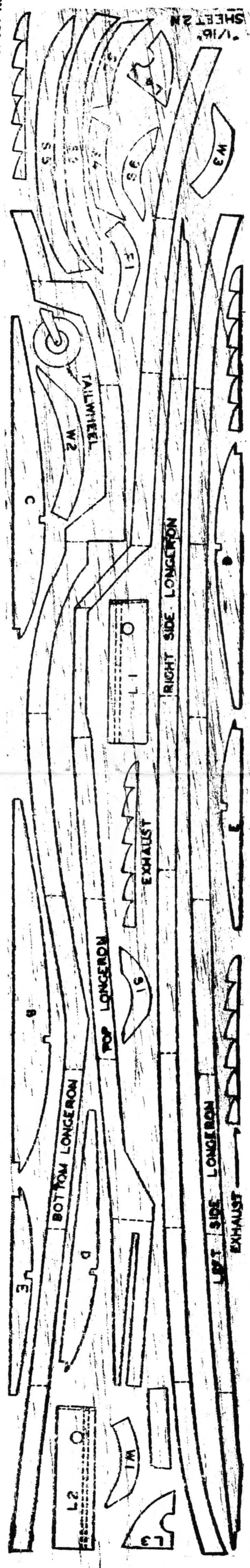
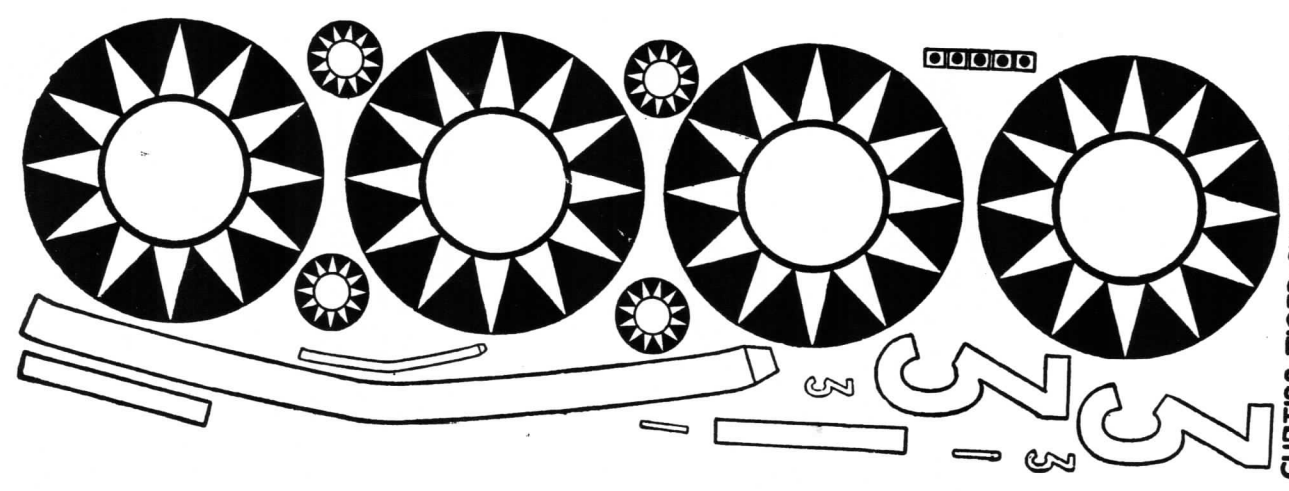
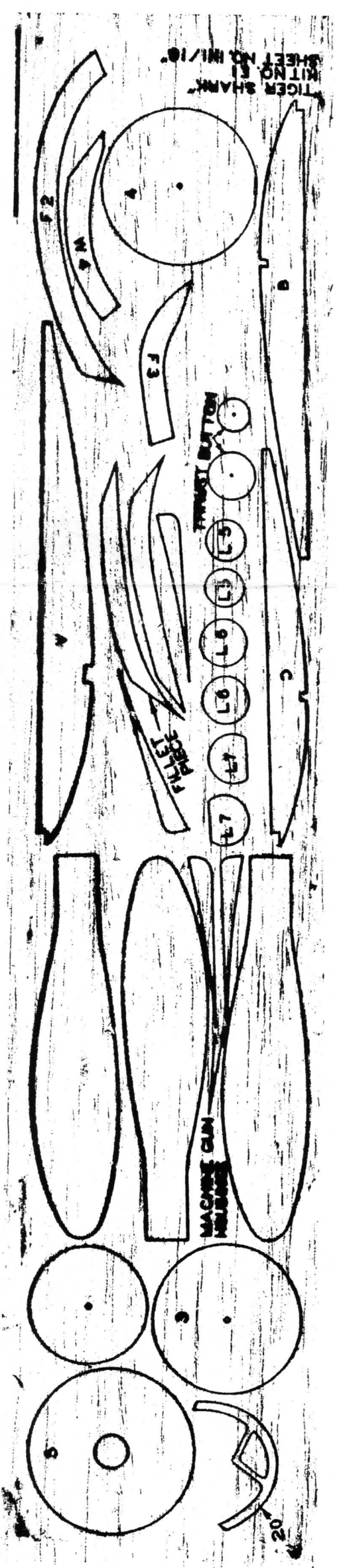
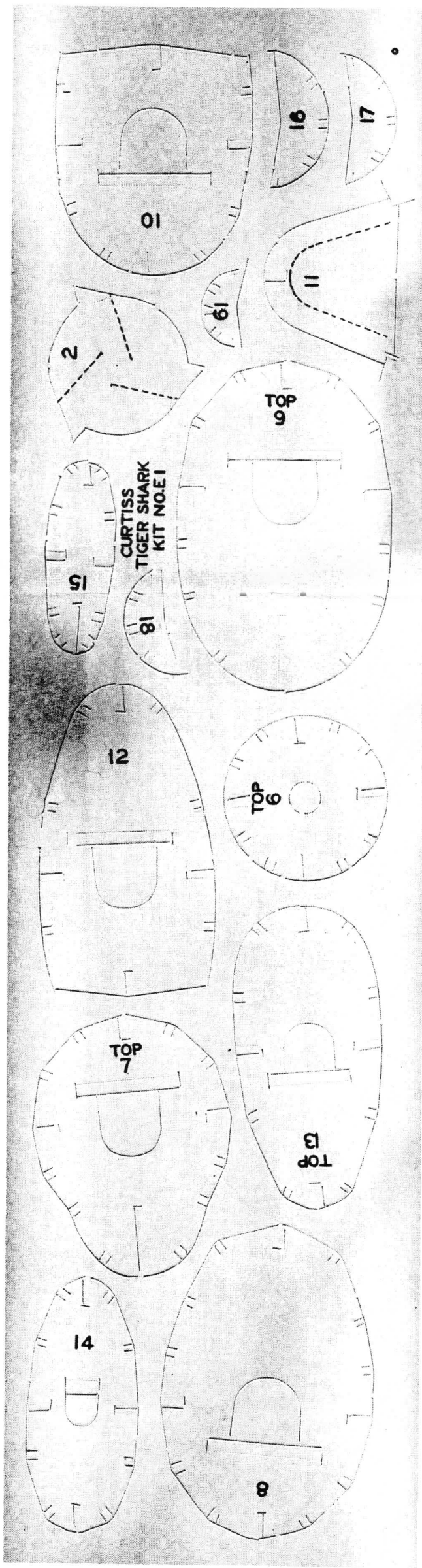
Thrust is the useful force which is produced by the propeller and gives forward motion to the airplane.

Lift is the useful force created by the air in passing around the wing when moving forward and enables the plane to rise from the ground.

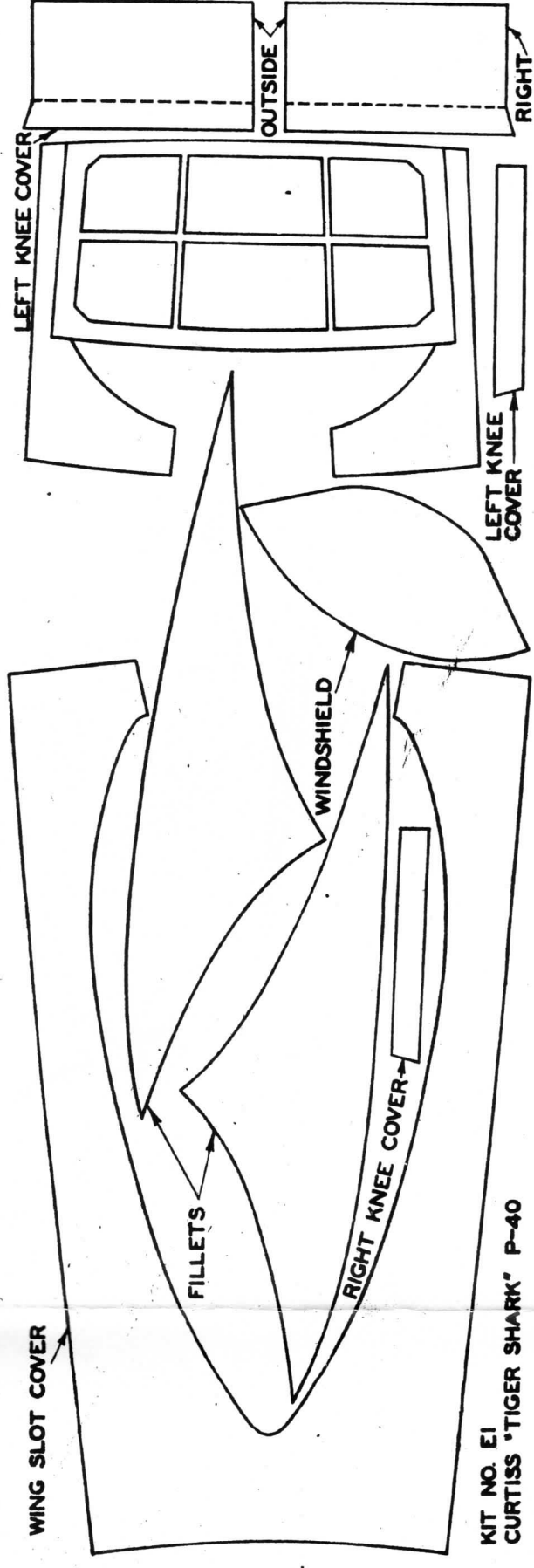
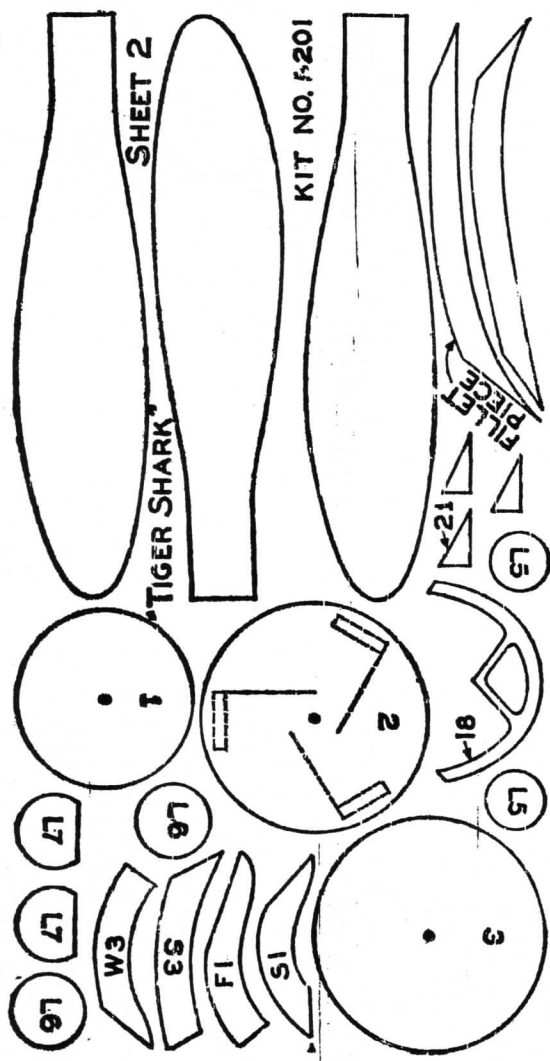
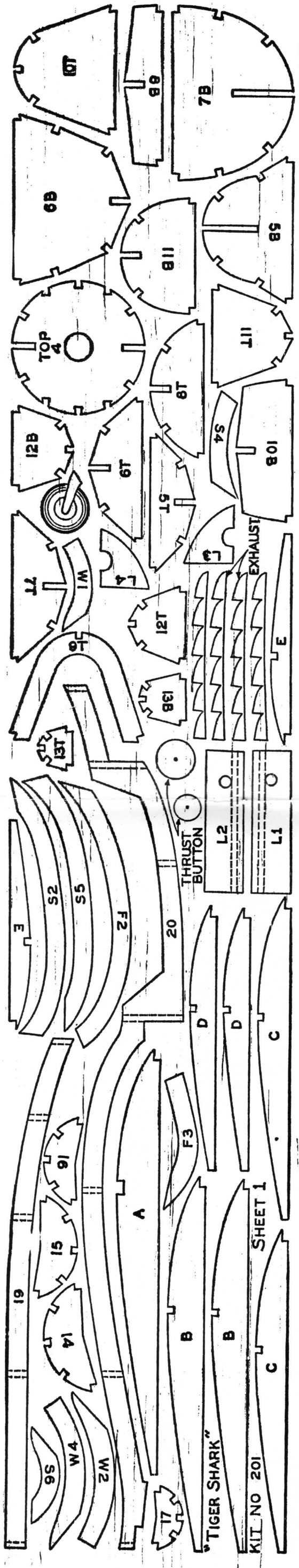
Resistance of the plane when passing through the air is known as drag.

Gravity is the force which tends to pull objects toward the earth.





Comet E1 P40 Print Wood



COMET 3201 PRINT WOOD
NOTE ONLY ONE RIB "E" IS SHOWN.
OOPS BETTER MAKE TWO.

12. Glue stabilizer outline pieces together over plan.

13. Build remainder of stabilizer from 1/16" sq. strips. When glue is dry, remove from plan and round off outer edges. Build fin in same manner.

14. To attach tail surfaces, slide stabilizer into slot and glue firmly. Some stabilizers are slid in from the side. Comet SPEED-O-MATIC construction assures correct angle of incidence of stabilizer.

15. Glue pitch former (A) and base formers of spinner (B and C) or hub together, using pin for concentric alignment.

16. Pin to a flat surface and glue prop blades to "A", even with guide lines.

17. Glue front spinner or prop former (D) over blades, lining it up with a pin.

18. Cover spaces between blades with paper, trimming to fit before gluing.

19. Slide thrust button and prop on the prop shaft and bend the end over, put glue on it, and push back into part "D".

20. Glue block to front end. When dry, carve and sandpaper to shape of spinner point.

21. If you have a rubber motor equivalent to 4 strands of 1/8" flat you can install it in the following manner. Mount a wood bar behind a convenient former at rear of fuselage. Also glue retaining plates at the sides to longerons and former as illustrated.

FIG. A FLYING

To insure good flights, the wing and tail surfaces must be without warp. Examine them carefully and if any have developed, straighten these out over heat.

Add clay or small tacks to nose of model until it balances at a point about 1/2" back from leading edge of wing (Fig. A). Glide the model a few times. If it stalls add weight to the nose, or if it dives steeply, remove some of the weight (Fig. B). Then try power flight.

A lot of fun can be had by whittling the model on a thread. This requires no rubber (Fig. C). Attach thread to a wing tip in line with the balance point of plans. Length of thread can vary, depending on space available.

Take-offs can be made easier by shortening the thread and paying it out when model is in the air. With a little practice you can climb or dive the plane by raising or lowering your hand. Perfect take-offs and landings are fun and educational. Spot landing and stunting contents can be held.

Experiments may also be made by tow-launching the model into the air with a length of thread.

FIG. B STALL

FIG. C DIVE