

MAX FAX



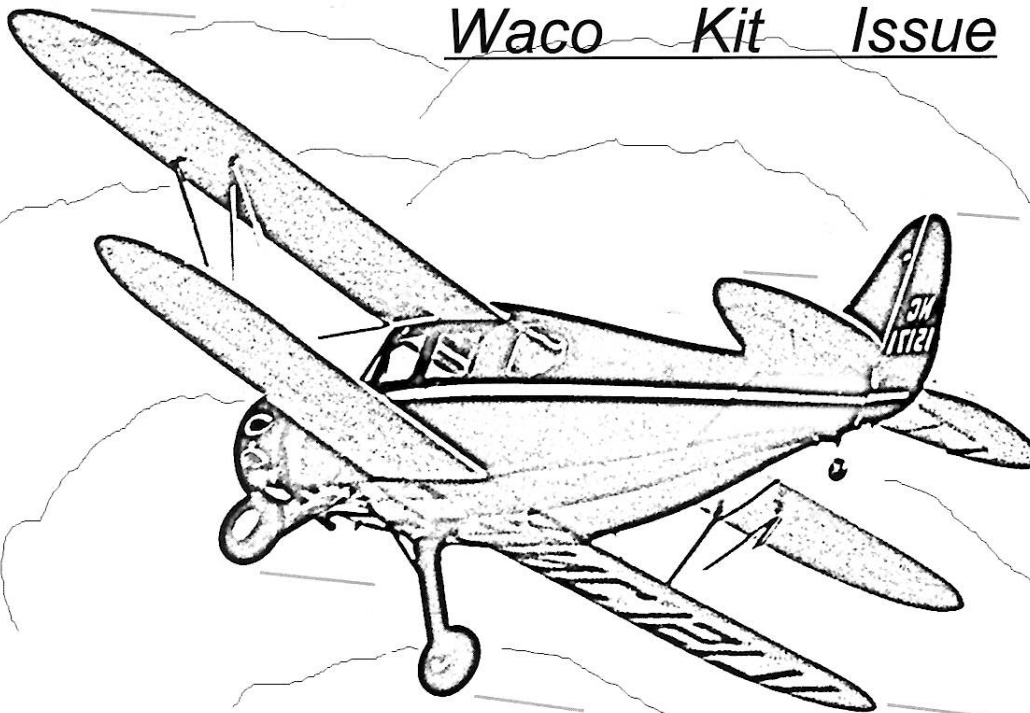
Journal of the D. C. Maxcuters

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

Editors: Stew Meyers/Dan Driscoll

JULY/AUGUST 2005

Waco Kit Issue



COMING ATTRACTIONS

Aug 26 & 27, 2005 Kudzu Fall Contest

Sep 10 and 11, 2005 FLYING ACES CLUB
OUTDOOR CHAMPS

AMA Flying Site, Muncie, Indiana
8:30 AM - 4:00PM.

Oct 22 and 23, 2005 FAC Contest at Wawayanda, N.Y.

Check here in the September/October MAXFAX for National Building
Museum winter schedule 2005.



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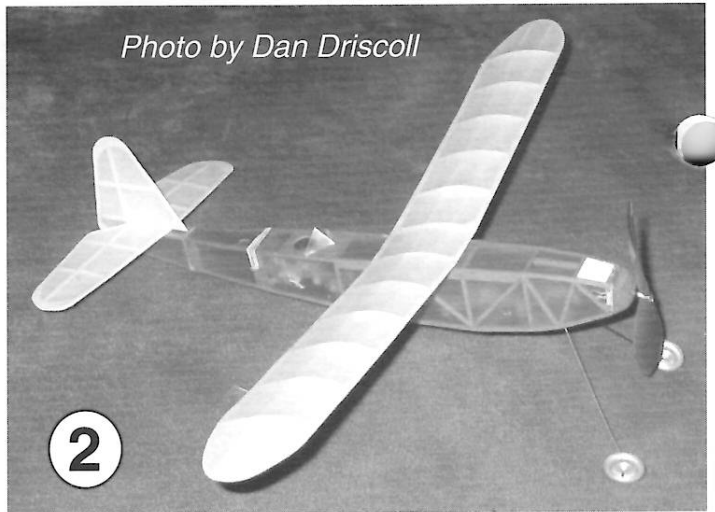


Photo by Dan Driscoll

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Photo from Bill Schmidt

3



Photo from Bill Schmidt

4



5

Photo from Stew Meyers

2

WACO Plans Issue

Dan Driscoll

Over the last year we have acquired a number of kit plans that are not generally available from commercial plan sources, including the newly revived John Pond plans service at AMA. We had several WACO plans in this group, so this issue is WACO plans.

The 20" Scientific Hi-Flyer WACO Custom Cabin comes from an original kit. This is one of the final four kits in the Hi-Flyer series released in 1937. These final kits were much more accurate than the earlier kits and are comparable to the Peerless and Lindberg offerings of the same period. Unfortunately, the kit had been started and many parts cut out. We are including the Fuselage formers scanned from the cut out parts. Only one half of each former is shown. The other parts can be copied off the plan.

The 16" Burd WACO Cabin is also from an original kit. This plan dates from 1937, and looks like it might be a good Dime Scale biplane.

The 16" Construct-a-Plane WACO Cabin Model "C" is from an original kit that my father bought when he was a kid in Brooklyn. This one comes from the early 1930's and I found an ad for it in a 1934 Model Airplane News. The windows on top of the cabin might be a bit tricky, but this would be another neat Dime Scaler.

The 16" WACO Model "C" plan, by St. Louis Model Airplane Sales, was given to us by Ralph Kuenz. (Thanks, Ralph.) We don't know anything about this company; I checked several issues of Model Airplane news from the mid-1930's and found no ads. If anyone knows anything about this company or this model, let us know.

Page 2 Photos

1. Original kits for three of the plans in this issue.
2. Dan Driscoll's slightly battered Jimmy Allen Special.
3. and 4. Bill Schmidt's nifty Hi-Flyer Grumman SF-1 from plans in the Jan/Feb 2004 MaxFax.
5. Look at these happy Maxecuters with trophies at the FAC Non-Nats Geneseo 2005; L to R – John Houck, Claude Powell, Dave Mitchell, Dan Driscoll, Frank Rowsome, and Wally Farrell.

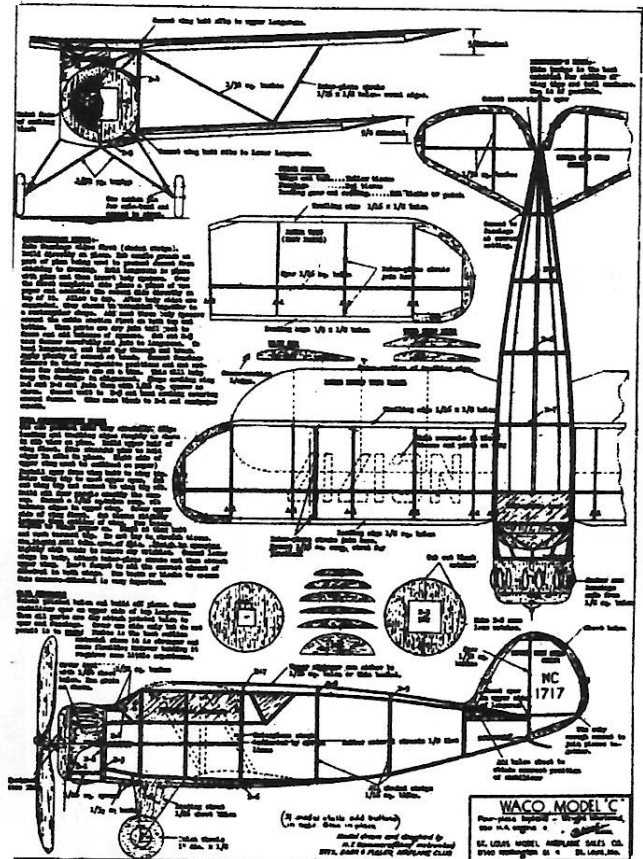
Color information for the Scientific and St. Louis models is on the plan.

We had intended to include the Scientific Hi-Flyer WACO F-5. We had earlier gotten the plan from FAC Commander-in-Chief Lin Richel. While talking to Lin at the recent Non-Nats, he said he might add this design to his line of kits. We'll hold off on the plan and hope for the kit. This is a beautiful airplane and would be a great kit.

"I didn't come to compete; I came to participate."

-Bert Phillips
Great Guy and Maxecuter
1928 - 2004

Our late buddy often voiced the above at model airplane contests. Winning isn't everything; being part of the fun is. (However, Bert would've agreed that winning is definitely more fun.)



Uncut St. Louis WACO plan.

**D.C. MAXECUTERS & KUDZU FLYING CORPS
SUMMER 2005 Contest: AMA - FAC - ROW**

Friday, Aug 26, 4PM till dark
Walnut Creek, Goldsboro, NC

Saturday, Aug 27, 9AM-5PM
Carolina Sod Farm, Raeford, NC

R.O.W. Fun Fly

- Rubber stick
- Rubber non_scale cabin
- Rubber scale
- Power (CO2/electric) scale
- R/C race around the course
points for time + landing

Fly both days - \$5.00 – no food provided.
Awards to Third Place

DAVE AND MARIE REES
919-778-6653

STEW MEYERS
301-365-1749 stew.meyers@erols.com

AMA / FAC CONTEST

Mass Launch Events:

- 10 AM WWI Biplanes
- 11 AM Combined Racers
- 12 PM WW2 Fighters
- 1 PM Low_wing Military Trainers
- 2 PM Modern Production

Timed Events:

- AMA - Hand Launched Gliders
- AMA - Catapult Gliders
- FAC - Jet Catapult Gliders
- FAC - Embryo
- FAC - Golden Age
- FAC - Dime Scale

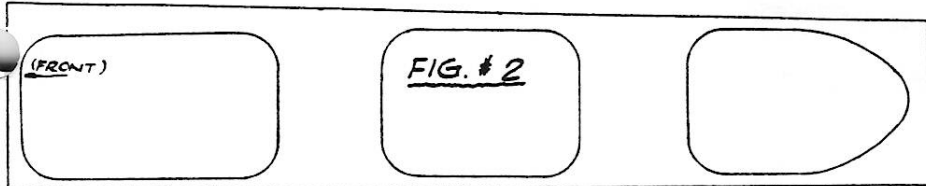
Spring Brainbuster/Kudzu Contest Results		May 14, 2005, Raeford, NC
FAC Golden Age (4 Flew) 1. D.Driscoll (Porterfield) 2. J.Houck (General Aristocrat) 3. D.Franks (Gadfly)	Embryo (10 Flew) 1. J.Finn 2. J.Steadly 3. W.Farrell	FAC Jet Catapult (4 Flew) 1. D.Reed (F-89) 1. C.Dowdy (Saab) 3. J.Diebolt (Percival Provost)
Dime Scale (10 Flew) 1. F.Rowsome (Ong Continental) 2. B.Glass (BAT Mono Plane) 3. M.Houck (P-38)	FAC Modern Civil (9 Flew) 1. W.Farrell (Citabria) 2. D.Reed (Fleet Canuck) 3. J.Finn (Macchi Mb 308)	AMA HL Glider (6 Flew) 1. A. Ringlien 2. M. Houck 3. C.Dowdy
FAC WWI (10 Flew) 1. W.Farrell (Foker D.VII) 2. F.Rowsome (SE5a) 3. C.Powell (Spad)	FAC Combined Racers (6 Flew) 1. DRees (Mr.Smoothie) 2. W.Farrell (Mr.Smoothie) 3. J.Houck (Mr.Smoothie)	FAC WWI (12 Flew) 1. W.Farrell (Defiant) 2. D.Rees (Fairey Fulmer) 3. D.Franks (Tony)
FAC Low-wing Trainers (6 Flew) 1. W.Farrell (Miles Magister) 2. D. Driscoll (Ar 96) 3. B.McLellon (Percival Provost)	AMA Catapult Glider (6 Flew) 1. A.Jessup 2. J.Diebolt 3.C. Dowdy	

SCIENTIFIC MODEL AIRPLANE CO.

WACO CUSTOM CABIN

33 | NC-13631

NC
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NC
13631



DASH - GLUE AGAINST
BULKHEAD # 1-A

Jimmie Allen Special

Dan Driscoll

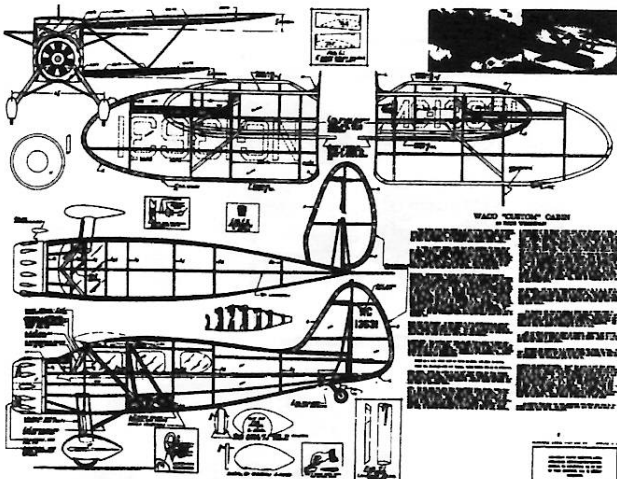
At the recent Non-Nats, FAC CinC Lin Richel had his new kit of the Jimmie Allen Special. This is a pretty neat model and can be flown in four events – Jimmie Allen, Old Time Rubber, Embryo, and Two-bit Old Time Rubber. Stew Meyers bought one of the kits, and the contents looks good.

I built one of these from an old set of plans in 1997 and it weighed 25 grams w/o rubber. I'd never seen anyone else build one, so I had to have one. (It was also very easy to build.) It's never been flown in anything but Jimmie Allen events. I remember flying it with considerably less rubber than I now use, but had trouble getting it off the table as required for the Jimmie Allen event. I now use 128" of 1/8" in two loops braided. With 1450 turns, it definitely gets off the table. It also gyrates wildly before it settles down and climbs out. I've never been able to get much of a glide out it, and it's only gotten the 120 second max a couple of times. I'm sure it can be made to do better.

Although, the landing gear fairings look cool, building instruction 15 on the plan indicates they are optional, and I didn't use them.

The plastic prop in the kit is 8". This is okay for Embryo, but not the other events. The plan shows a 7" prop, which would be the maximum for the Old Time events. The FAC Rule Book for the Jimmie Allen event limits the prop diameter to 33% of the wingspan with no reference to the prop shown on the plan. This means the prop for the Special can't exceed 6 2/3 ". I use a 7" plastic prop with the tips clipped to meet this rule.

This is an easy to build model and is a lot of fun. The kit should soon be available from Easy Built Models - www.Easybuiltmodels.com



Uncut Hi-Flyer WACO plan.

Page 23 Photos

6. Jake Larsen ready for action with his all-balsa indestructible L2 and L4.
7. Bob Wetherell built this 'FLYLINE' Curtiss Robin in memory of Hurst Bowers.
8. Bob Marchese went all out to make his Peck 'Prairie Bird' look like an Indy racer.
9. A Chilton DW.1 dimer in racing colors by John Ernst.
10. Tom Hallman's Herr Tri-Pacer, a joint project with his dad. Both are building one.
11. Now this is a real model aircraft construction project - John Hunton's Boeing 314.
12. Claude Powell built his 'Scorpion' from plans in a recent MaxFax.
13. A very pretty Laird-Turner by Dave Mitchell. Maybe a future MaxFax plan?
14. Lindsey Smith's entry for this year's Earl Stahl low-wing event, Earls PT-19 plan.
15. Lindsey launching his Aeronca L-16, a replacement for the one lost last year.

Back Cover Photos

16. A happy Tom Arnold came all the way from the wild west for the Non-Nats.
16. Rich Weber's colorful (even in B&W) UFAG C.1.
17. Paul Boyanowski's Funk, a seldom seen High-wing P-nut.
18. A FAC Power Scale (electric) entry, a Walrus, by Ted Allebone. It was a flyaway over the wilds of Geneseo.
19. Another colorful WWI aircraft, a Hanover CL III, by Paul Boyanowski.
20. A nifty B.E.2 by Rich Weber.
21. Another FAC Electric Power Scale, a Swordfish by Ted Allebone.



Photo from
Jake Larsen



Photo by
Bob Wetherell

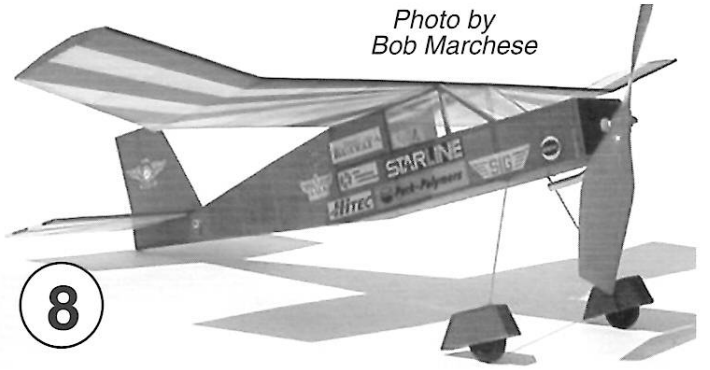


Photo by
Bob Marchese



Photo by
Tom Hallman

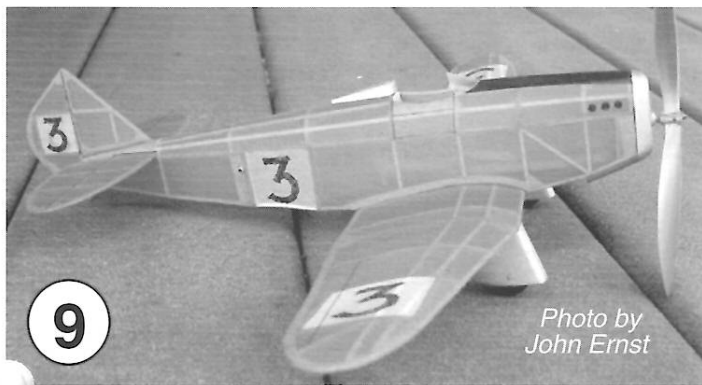


Photo by
John Ernst

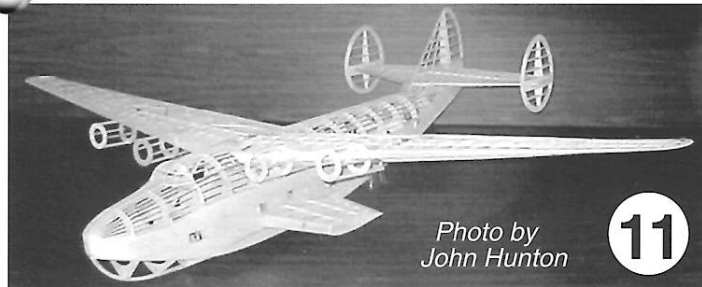


Photo by
John Hunton



Photo by Claude Powell



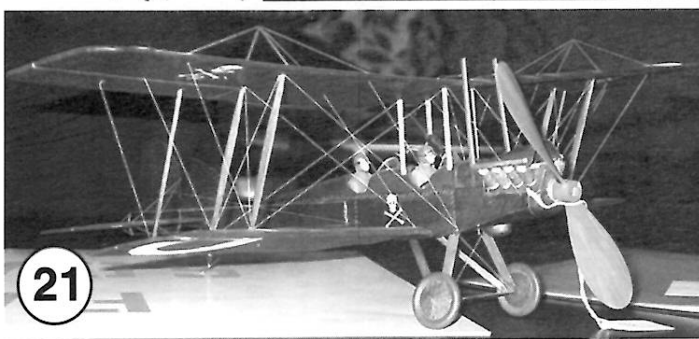
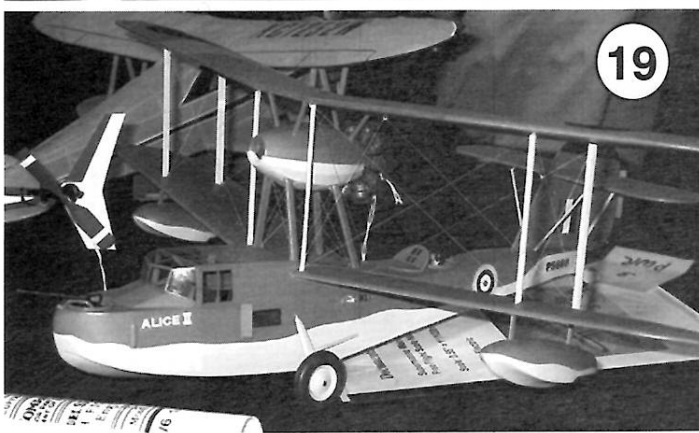
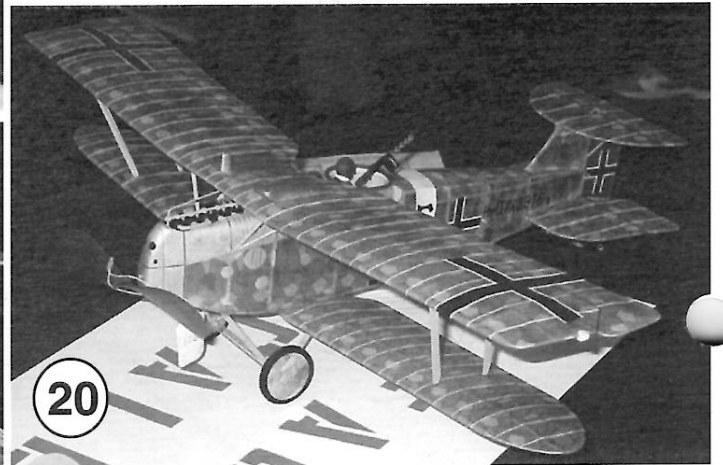
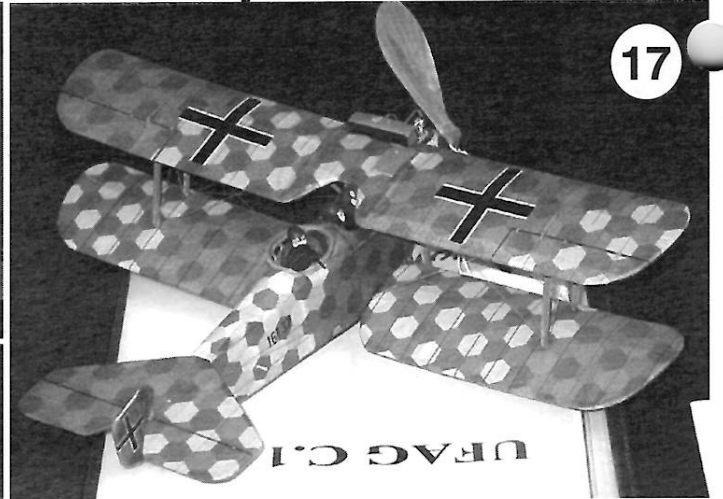
13



Photo by
Lindsey Smith



Photo from Lindsey Smith



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.

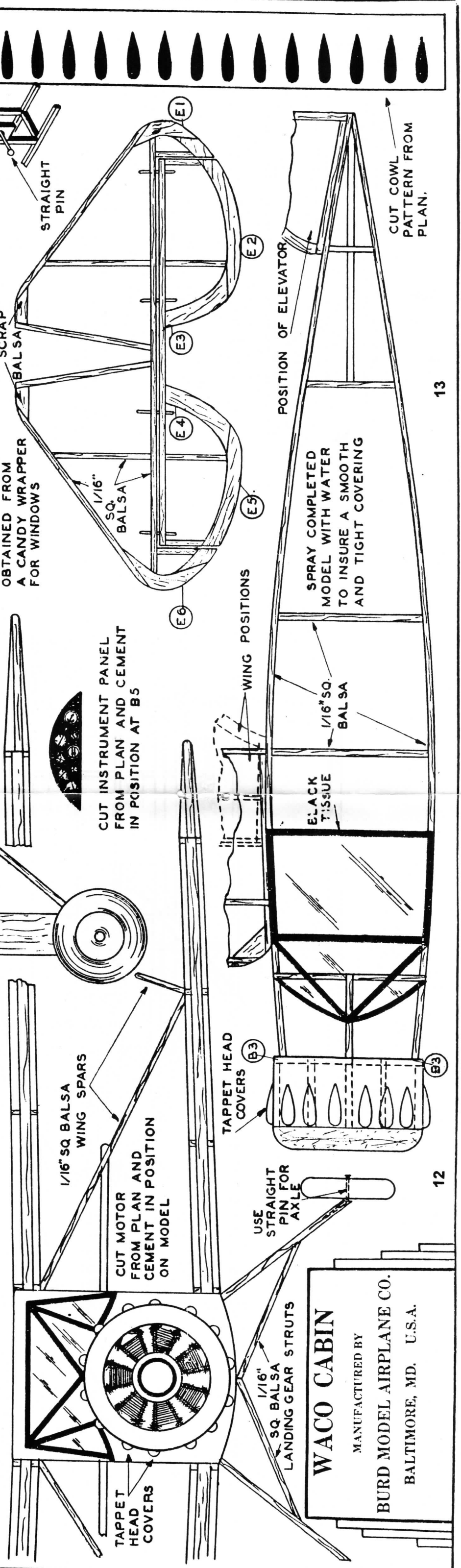
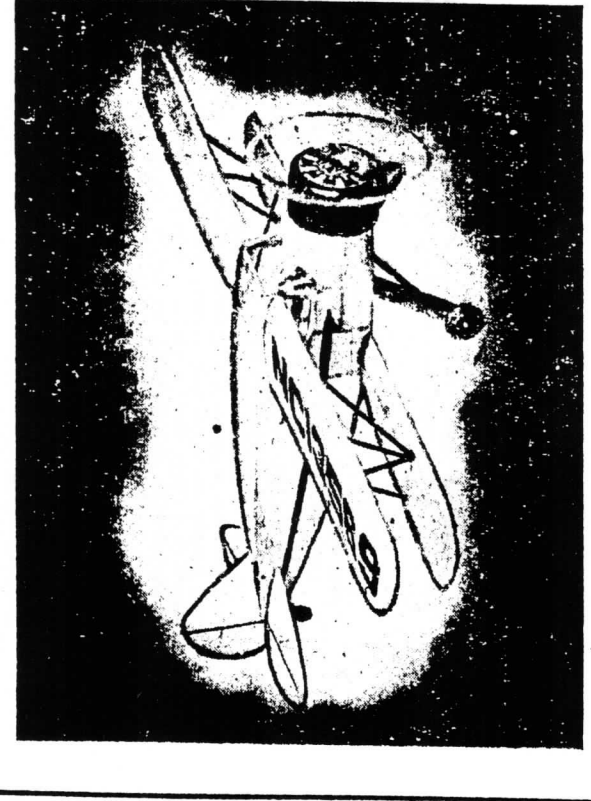
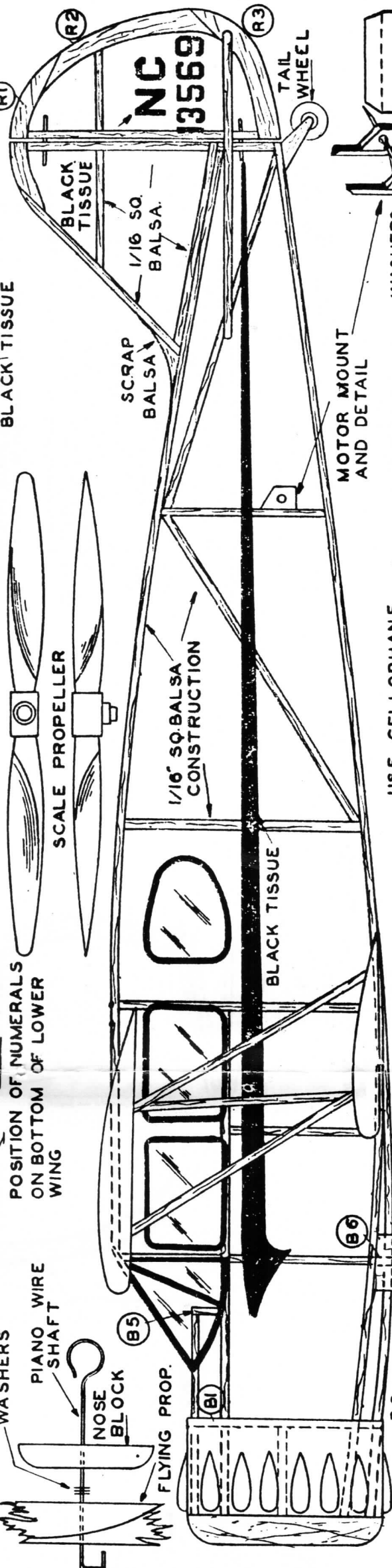
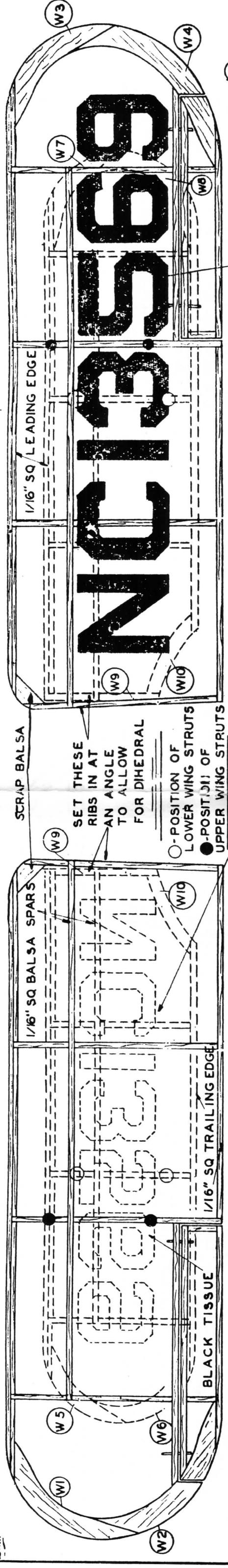
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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



WACO "CUSTOM" CABIN 20 INCH WINGSPAN

This Custom Cabin Waco model is of the latest design, its prototype being powered with a Wright Whirlwind 250 h. p. engine, making it capable of flying at high speeds. Its beautifully designed fuselage with its fairings and clean-cut lines add greatly to its performance. The Waco has often been referred to as America's most popular cabin biplane.

To build a rubber driven model that will actually fly from 500 to 800 feet, proceed by carefully studying all details and observing all notations on plans. Follow instructions step by step, refer constantly to drawings and photographs, and check parts carefully with plans as you go along. When cutting curved balsa parts such as bulkheads, wing tips, tail surface outlines, etc., always cut the inside curve first as this helps to prevent the balsa from splitting. When pinning parts to the drawing never pin through the wood but place pins on each side.

FUSELAGE: Construction is begun by cutting the bulkheads from the printed sheets of balsa. When all of them are cut out assemble fuselage half shells (see perspective drawing on plan) by placing 1/16" sq. balsa strips on plan marked "top longeron" and "bottom longeron." Hold longerons to the proper curve with pins. The top longeron extends from former #2A to rear of fuselage. Glue half bulkheads in place starting with #3 and working to the right. Then glue in the 1/16" sq. balsa stringer at window level. Now glue in remaining fuselage stringers. After you have allowed this half to dry thoroughly, unloosen it from the plan and glue the opposite halves of the bulkheads to it. Cut out window panels from gummed paper for right and left sides of the fuselage. If you wish, celluloid may be used for windows, gluing it in place as shown. Celluloid is not included in the kit and may be purchased separately, or cellophane, from cigarette packages, can be used for this purpose satisfactorily. Cut out instrument board from gummed paper sheet and glue to bulkhead #1A.

MOTOR UNIT AND COMING: In this model we have incorporated an easy-to-build motor unit which does not require the extra work of carving and gluing numerous small parts together. The cowl is supplied finished in the kit, needing only slight sanding. The cylinders are cut from printed sheet balsa and glued in place (see front view drawing).

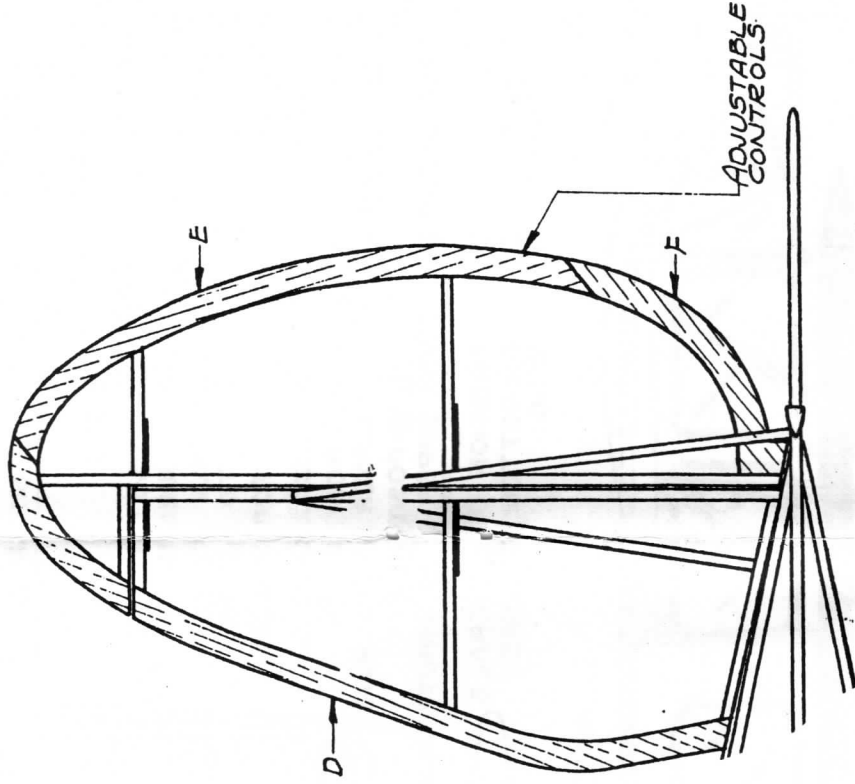
LANDING GEAR: The landing gear legs are cut from a piece of balsa measuring 3/16" x 1/2" x 2-5/16". After shaping and sanding, insert slot in bulkhead #2 and glue solidly. Then glue a piece of 1/16" x 1/8" balsa across the top of the landing gear, fitting it into the notches. This new method of inserting a landing gear, originated by Scientific, has proven to be very strong and satisfactory.

Build up a tail wheel unit as shown on plan, and glue in place.

COVER THE FUSELAGE WITH RED TISSUE, USING BANANA OIL AS AN ADHESIVE.
WHEEL PAINTS: Build the parts of two 1/8" balsa sides cut from printed balsa and a 1/4" center. Glue the three pieces together, using weights to hold them tightly until completely dry. Then carve and sandpaper to a streamline shape. Sandpaper the wheels to a smooth finish and paint outside black to represent tires.

WING: Cut all ribs and wing tips from printed balsa sheets, being careful to cut accurately with a sharp razor blade or model knife. Now pin the leading and trailing edges of wing to plan. Wing tips K and J are planned to plan and glued. Apply sufficient cement to both ends of all ribs and insert in place between leading and trailing edges. The movable controls in this model have proven very successful. The torque of the propeller, which ordinarily accounts for a model's falling low on the left wing, is entirely eliminated in this model by use of wing allerons.

A slight bend of the movable rudder will circle the model at will. It is not necessary to add weight to nose or tail of the model as a slight bend of the movable elevator will tend to correct heaviness of the tail or nose. Allerons are built into the wing by gluing alleron beam, which is made of 1/16" x 1/4" balsa, between ribs #3 and #1. End of rib #2 is glued to this. Build allerons by cutting out the small ribs marked R2, and both pieces marked R1, and glue them to alleron beam with a trailing edge of 1/16" x 1/8" balsa. Small pin holes are made in alleron beams, and soft wire pieces 1/2" long are inserted in place and glued solidly. These will act as hinges for movable allerons. Allow the entire half of wing to dry thoroughly and then build another half in the same manner. Be sure all irregularities are smoothed from wing before attempting to cover. The entire wing is covered with silver tissue, the alleron with red. When covering wing, apply banana oil, which is used as an adhesive, to front spar (not leading edge) attaching tissue firmly. When dry, stretch tissue to leading edge, to which banana oil has been applied. Glue to trailing edge in same manner. Cover the area between rib #4 and #3 with one piece of tissue. Then cover the remaining area of wing tip with another piece.



TAIL SURFACES: Cut out the curved parts marked A, B, C, D, E, and F, and pin them down on drawing, gluing in 1/16" sq. balsa pieces as shown on plan. Small pin holes are made in the 1/16" sq. balsa center bars and soft wire pieces 1/2" long are inserted in place and glued solidly. With a piece of sandpaper round off edges of tail units and then cover with white tissue.

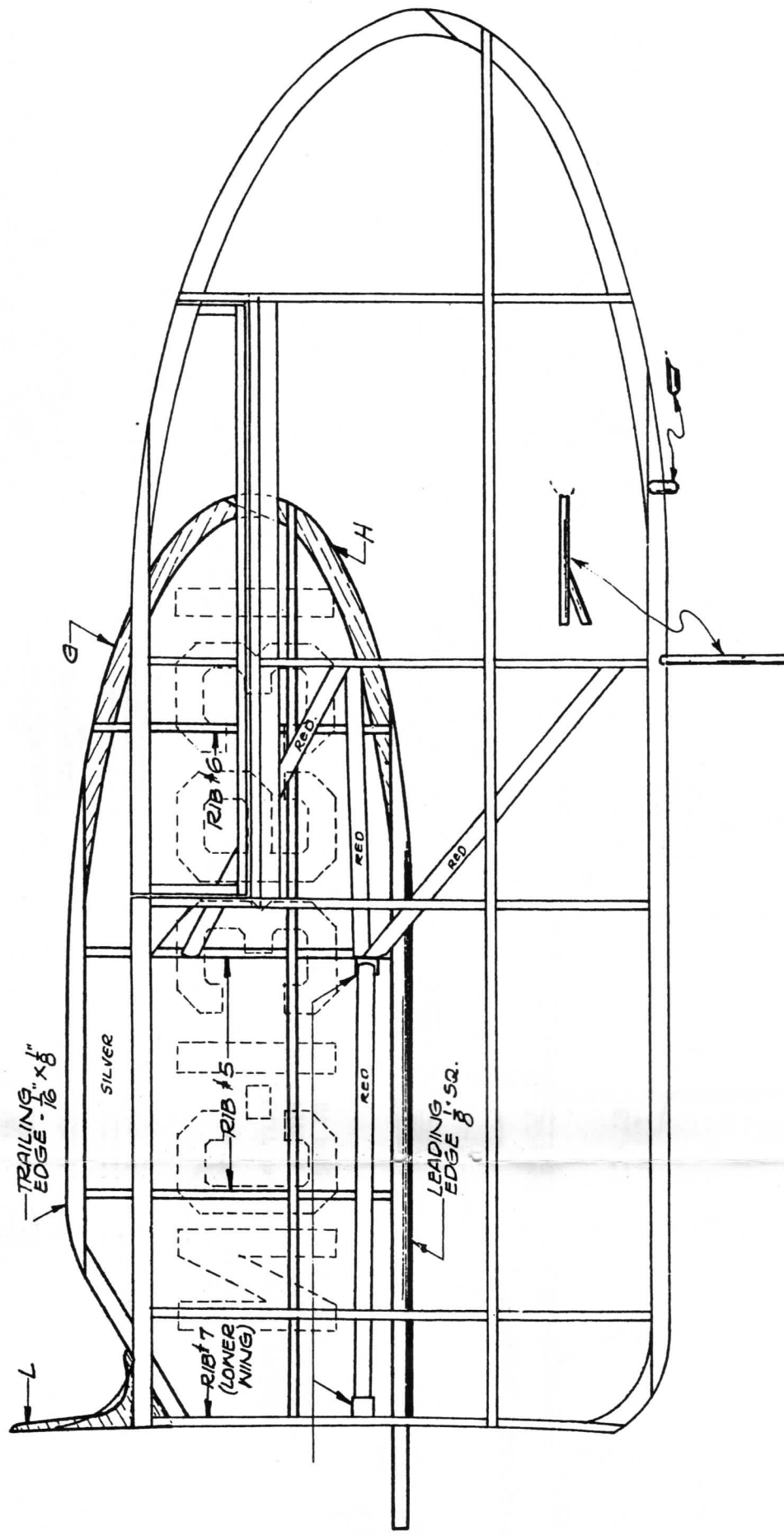
The fuselage and wing are given a light coat of water which is either sprayed or brushed on (spraying is preferable, being easily and efficiently done with an ordinary insect sprayer). Wings are now connected to fuselage by inserting the two halves of lower wing into creases (see Fig. #4), gluing leading edges to back of bulkhead #3. Top halves of wing are glued to fuselage as shown on plan.

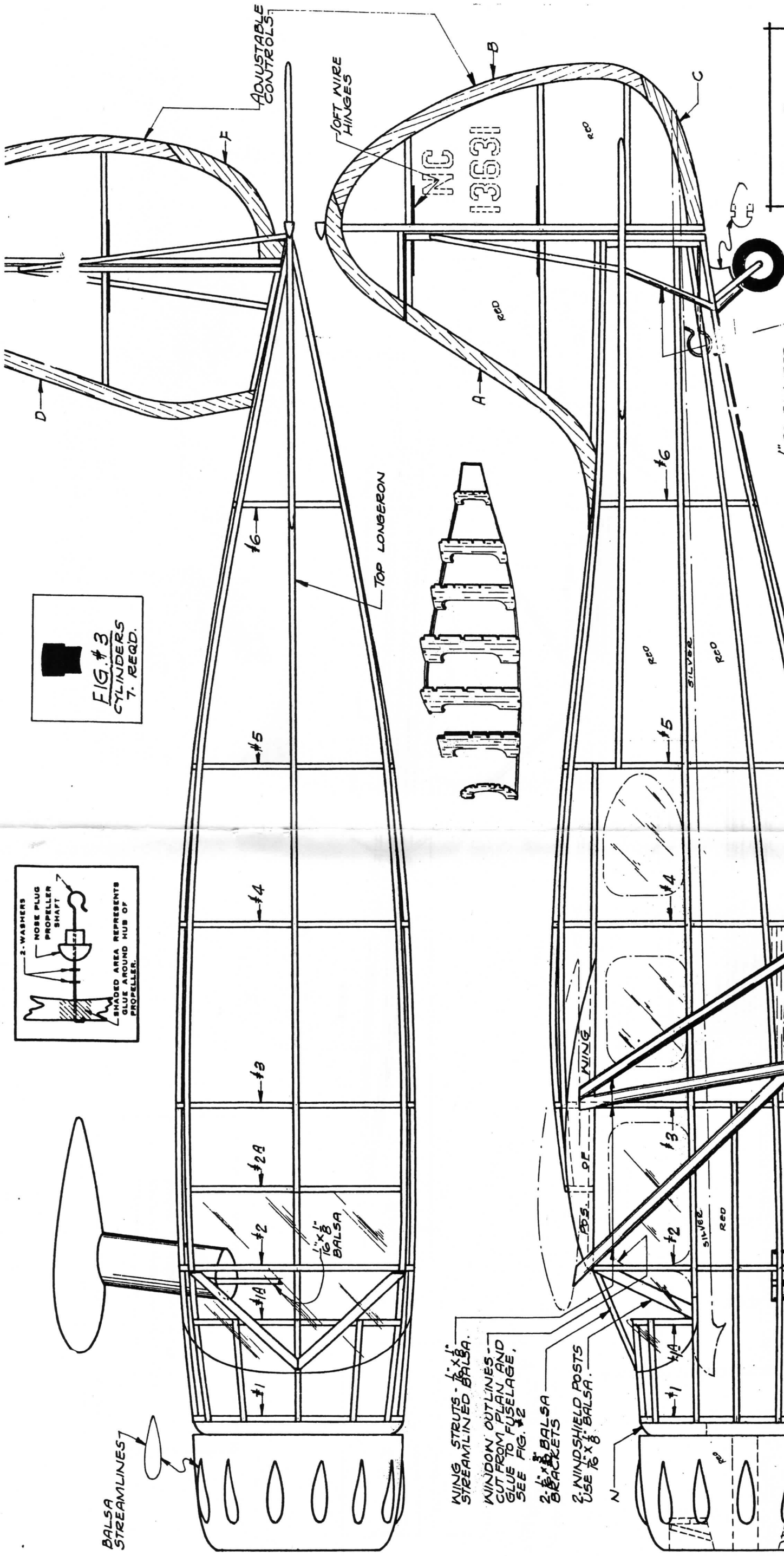
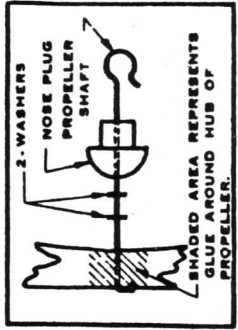
Add any other details as shown on drawing. Numerals and letters on wings are cut from gummed paper and glued in place. There is a stripe running along side of fuselage which is made of silver tissue or can be cut from the white gummed paper.

Sandpaper the propeller to a smooth finish and round the tips. Insert the propeller shaft into hole of nose plug, then into two washers and propeller, bending a "u" shape in the shaft and drawing it back into the propeller. Use sufficient glue to hold it.

BALANCING AND FLYING THE MODEL: Insert two loops of 1/8" flat rubber between propeller shaft and rear hook. Select a large field with grass that will act as a cushion for uneven flights that may occur before the model is properly adjusted. Give the propeller about 50 winds by hand and launch it forward. Do not throw the model but release it with a gentle forward motion of the arm. Repeat this performance until you get the model to fly level. If it has a tendency to climb too fast and stall, bend the elevator down slightly. If the model falls over to the right side, bend right wing alleron down very slightly, and left elevator up very slightly. Do not attempt long flights until the plane is properly adjusted. This model is capable of rising off the ground under its own power (a smooth runway is essential in this case).

We believe that when you have completed this model you will be delighted with the results. You certainly will have one of the most advanced models that has been designed.





WING STRUTS - $\frac{1}{8}$ " x $\frac{1}{8}$ "
STREAMLINED Balsa.

WINDOW OUTLINES -
CUT FROM PLAN AND
GLUE TO FUSELAGE,
SEE FIG. #2

2. $\frac{1}{8}$ " x $\frac{1}{8}$ " Balsa
BRACKETS

2. WINDSHIELD POSTS
USE $\frac{1}{8}$ " x $\frac{1}{8}$ " Balsa.

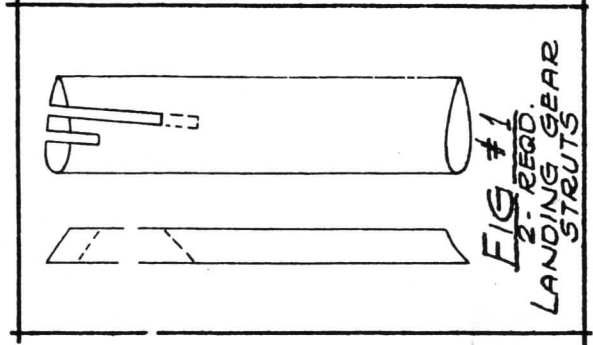
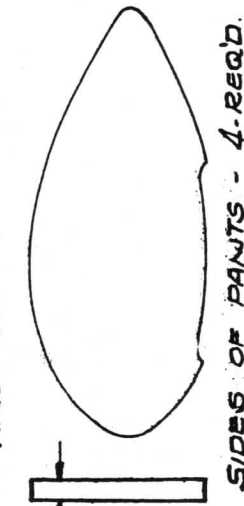
LANDING GEAR
STRUTS - SEE FIG. #1

1. $\frac{1}{8}$ " x $\frac{1}{8}$ " STREAMLINED
Balsa BRACES.

CYLINDERS, SEE
FIG. #3

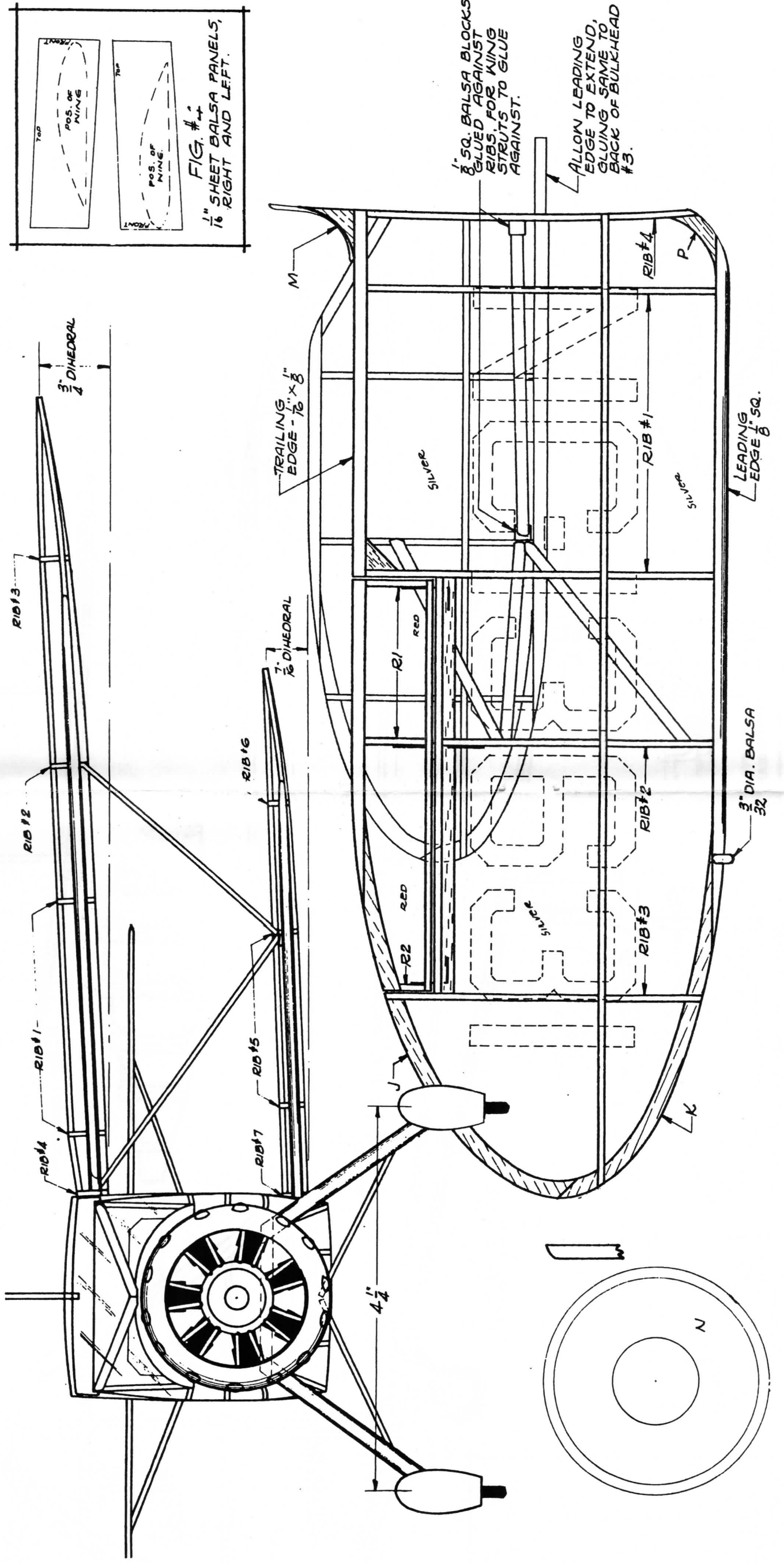
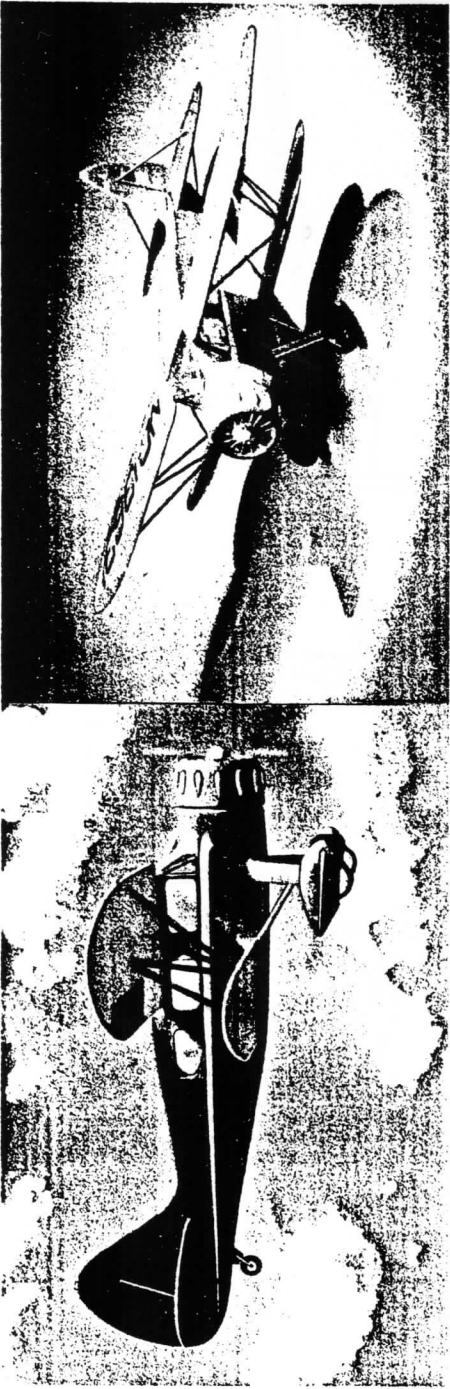
DUSHERS. USE
 $\frac{1}{8}$ " SQ. ROUNDED
Balsa.

1. $\frac{1}{8}$ " SQ. ROUNDED
Balsa BRACES

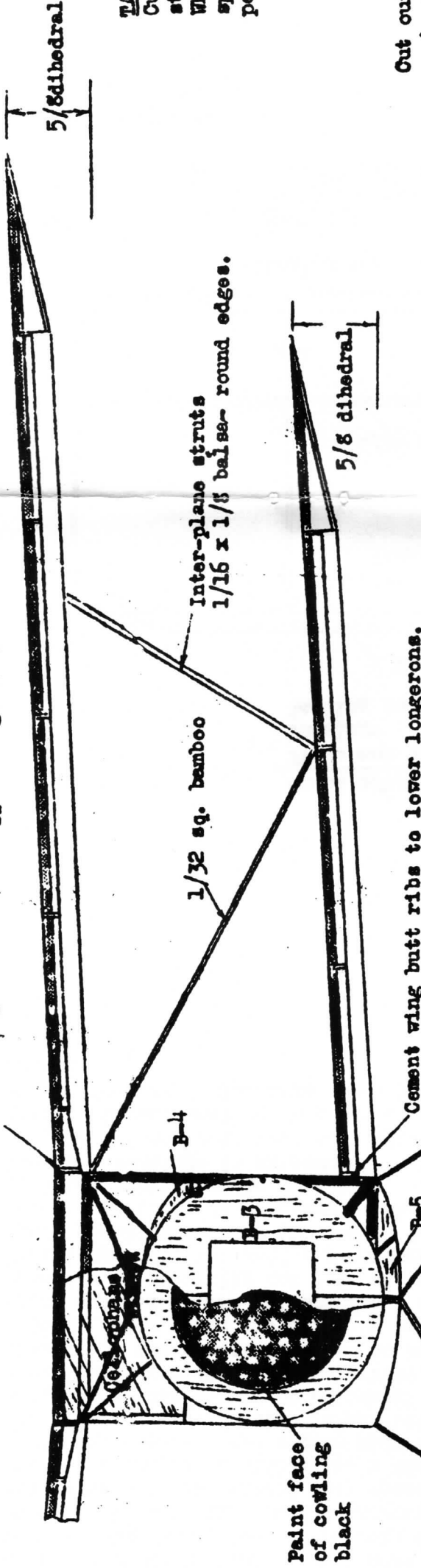


2. $\frac{1}{8}$ " SHEET Balsa
PARTELS, SEE FIG. #4
BOTTOM LONGERON

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Cement butt ribs to upper longerons.



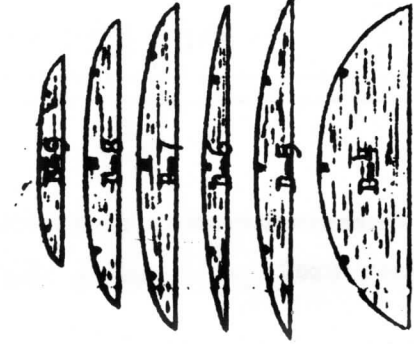
TAIL SURFACES

Cutout printed balsa and build off plans. Cement stabilizer spar on upper side of top longerons. When all parts are dry attach printed balsa to spar and fuselage. Cover one side only but do not permit it to warp! Bamboo is the best outline material since it is stronger and more flexible; however bending it requires some little experience.

Paint face of cowlings black

Cement wing butt ribs to lower longerons.

Out out black notches



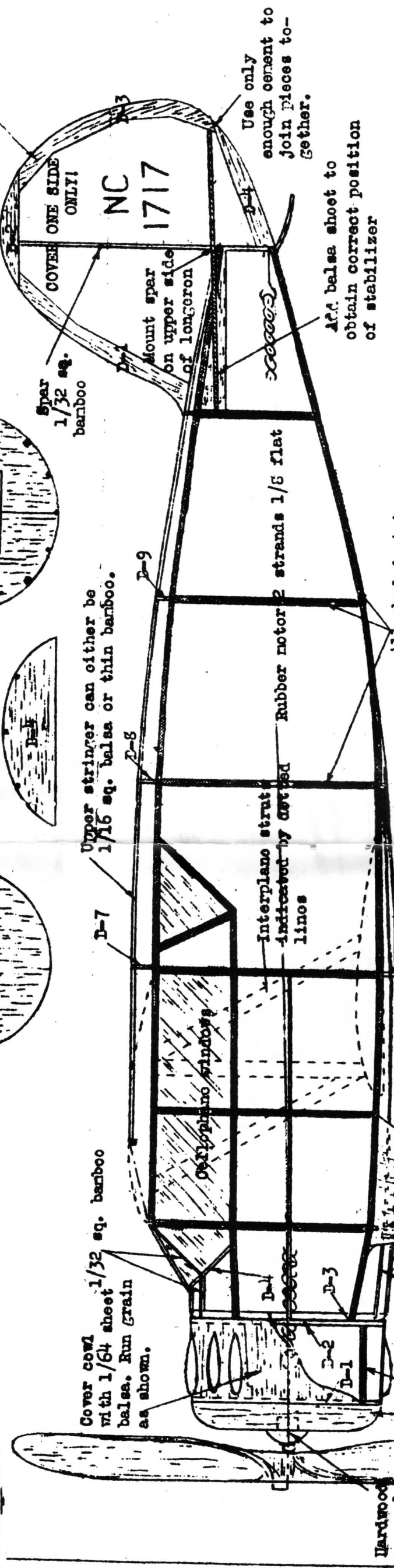
DESIGNER'S NOTE:-
Thin bamboo is the best material for outline of wing tips and tail surfaces. Use it if possible.

1/32 sq. bamboo

Use common pin for axle-bend and cement to strut.

Make 1-2 same less notches.

Sheet balsa



Cover cowling with 1/64 sheet balsa. Run grain as shown.

Upper stringer can either be 1/16 sq. balsa or thin bamboo.

NC 1717

Mount spar on upper side of longeron

Use only enough cement to join pieces together.

All balsa sheet to obtain correct position of stabilizer

Hardwood nose plug

All shaded strips 1/16 sq. balsa.

Landing strut 1/15 sheet balsa

(If model stalls add buttons in nose. Glue in place)

Balsa wheels 1" dia. x 1/5

WACO MODEL "C"
 Four-place biplane Wright Whirlwind,
 250 H.P. engine • *Reliant* FLYER
 ST. LOUIS MODEL AIRPLANE SALES CO.
 8340 Washington St • St. Louis, Mo.

Model drawn and designed by
 H. T. Sommers (Chief instructor)
 STIX, BAER & FULLER AIRPLANE CLUB

CONSTRUCTION NOTES:-

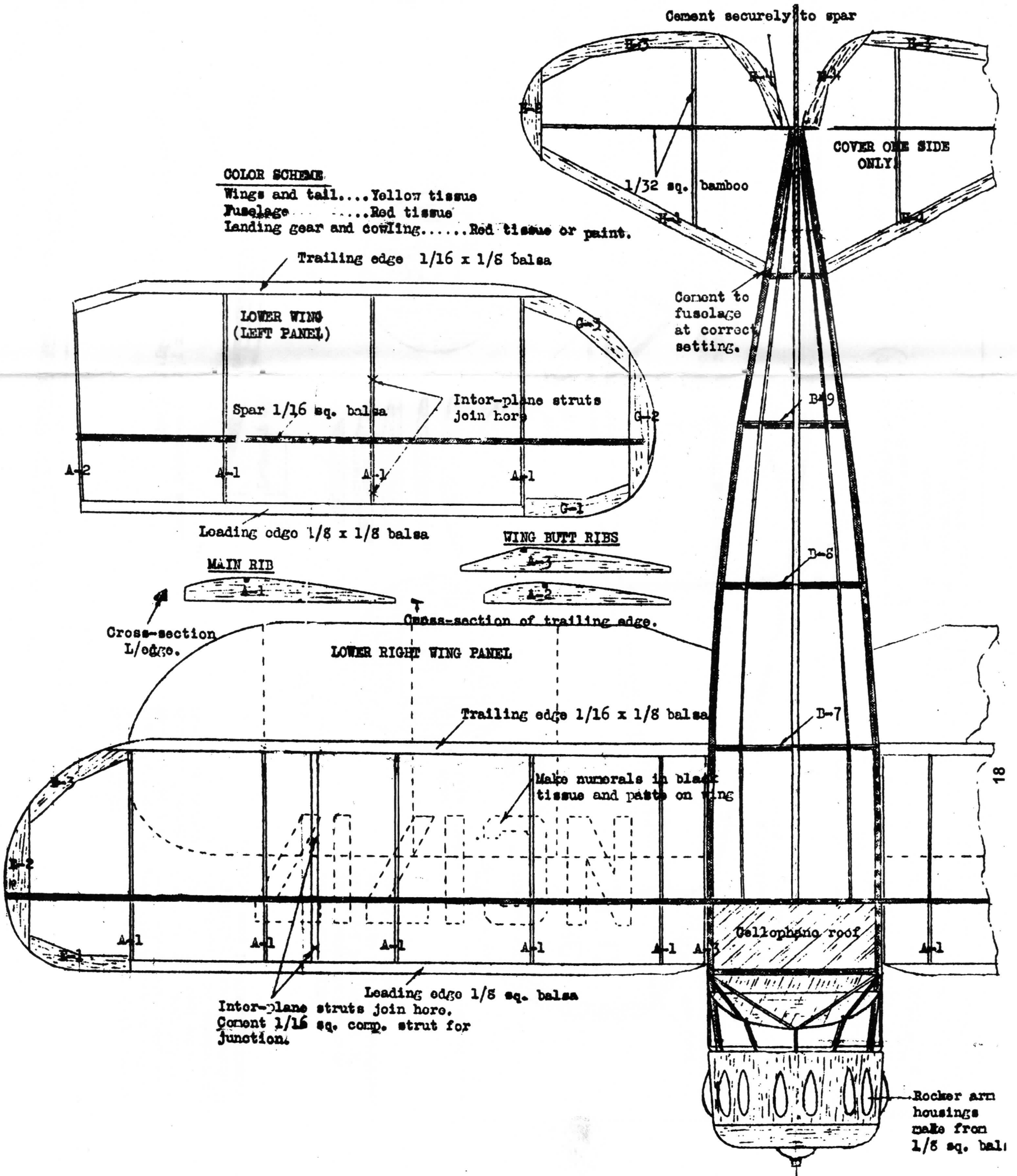
Make fuselage sides first (shaded strips). Build directly on plans. Rub candle grease on part of plan being used to prevent cement from sticking to drawing. Hold longerons in place with pins and then insert body spacers. Over the first completed side place a piece of wax paper and assemble the second side directly on top of it. Allow to dry. After body sides are separated, they should be assembled together in a rectangular shape. Add next those body spacers around the cabin section first on both top and bottom. When parts are dry join tail post to frame and add balance of spacers. Cut out D-3 nose former carefully and join to longerons. To bend longerons, cut half way through and break. Apply plenty of cement at break. Cement fuselage formers in their respective positions and cut notches for stringers one at a time. This will help keep the fuselage in alignment. Shape cowling ring B-1 and B-2 and join them with 1/16 sq. spacer as shown. Cement unit to D-3 and bend cowling covering around formers. Glue nose block to B-1 and sandpaper smooth.

WING CONSTRUCTION NOTES:-

Cut out printed ribs very carefully. Shape leading and trailing edges roughly as shown in rib view on plan. Build upper half of wing first. (Use straight pins to hold edges in ribs in place. Right side of upper wing must be outlined on paper) Install spar from wing butt to wing tip. Raise wing tip to meet upper spar. Cut out wing tip and cement to wing tip rib. Build all four panels exactly the same way. Cement a 1/16 sq. balsa comp. rib between edges in upper wing. Cover upper side of wing first. Cut tissue slightly larger than outline of wing. Use banana liquid to stick paper on. Start at wing butt and work toward tip. Do not try to stretch tissue, the liquid will take care of this. Finish by spraying lightly with water to remove any wrinkles. Cement lower wings to body, attach inter-plane struts and then attach upper wing. Don't forget to add the correct amount of dihedral in both wings. Use books or blocks to secure this measure-dihedral is very important.

COLOR SCHEME

Wings and tail....Yellow tissue
Fuselage.....Red tissue
Landing gear and cowling.....Red tissue or paint.



WACO CABIN Model "C"

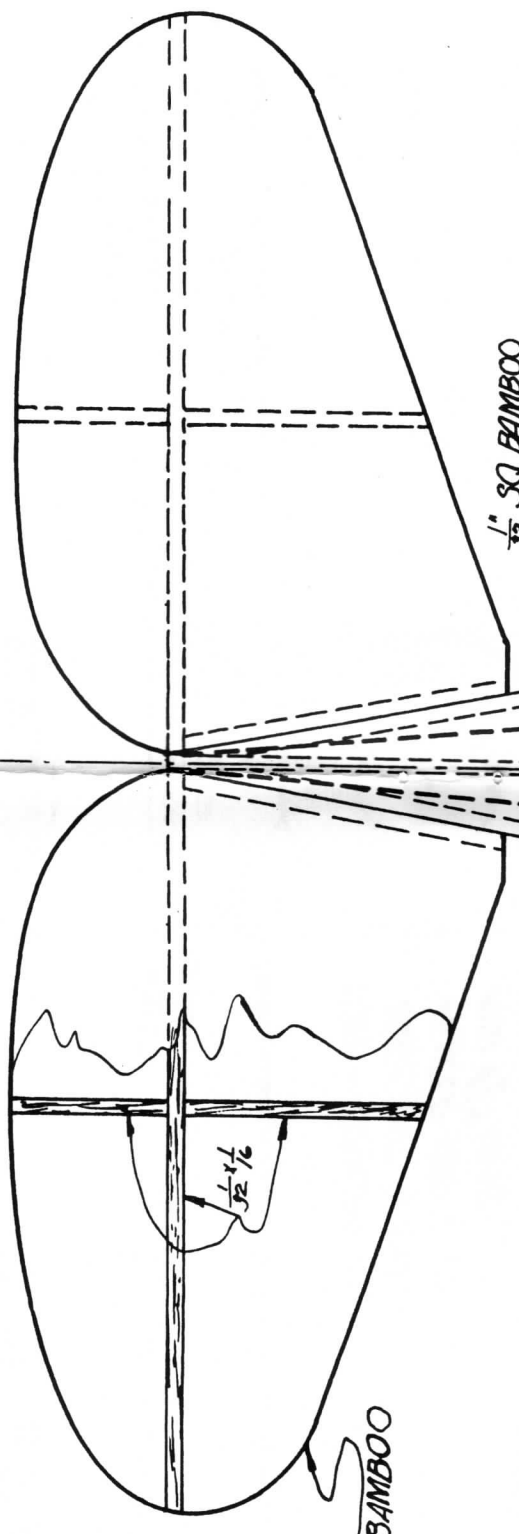
SPAN 16" | LENGTH O.A. 11"
 CHORD 2 1/4" | HEIGHT 4 3/4"

DESIGNED & DRAWN BY - GRAHAM "JERRY" KLEIN

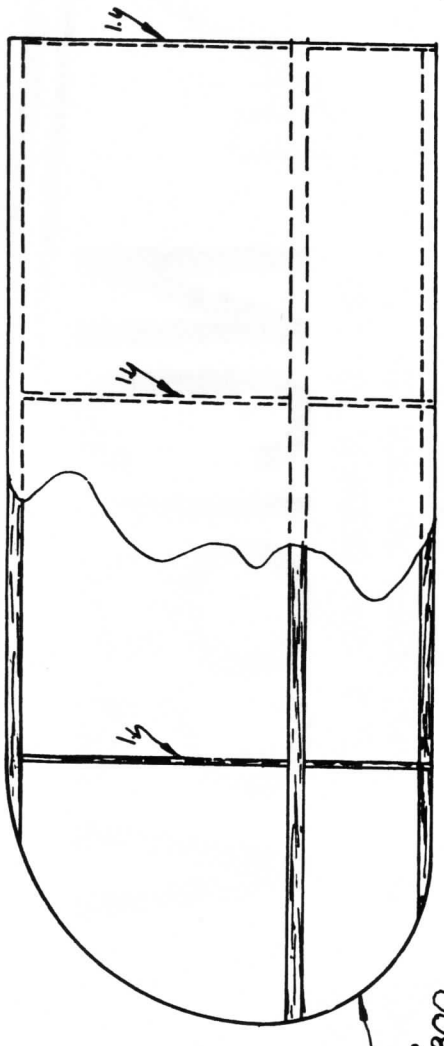
CONSTRUCT-A-PLANE CO.
 BROOKLYN, NY.



RIB
 MAKE 16

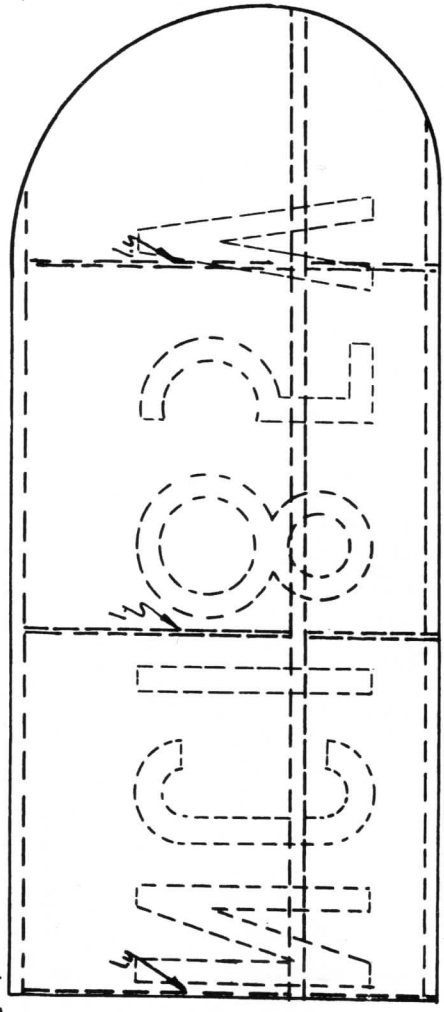


1/2" SQ. BAMBOO



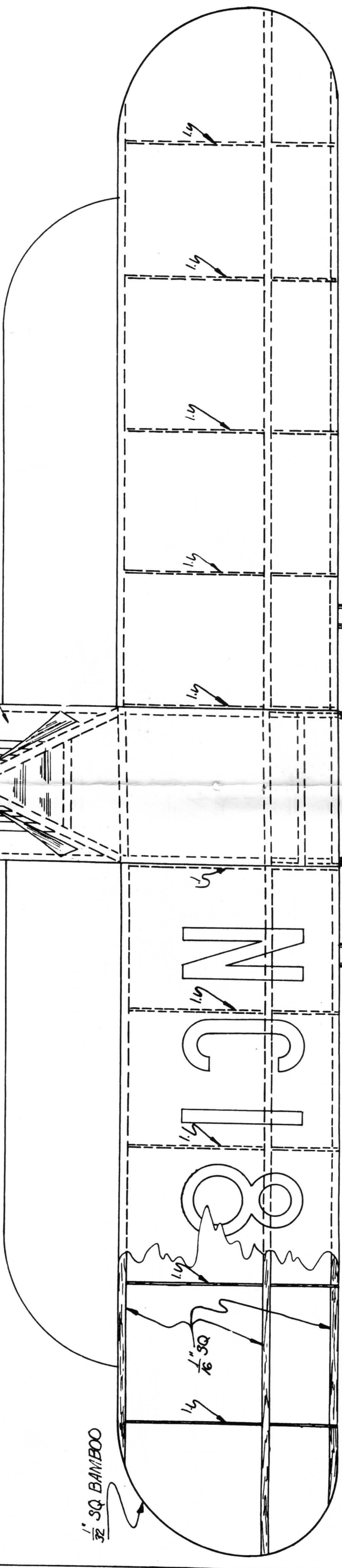
LOWER RIGHT WING

1/2" SQ. BAMBOO



LOWER LEFT WING

1/2" SQ. BAMBOO

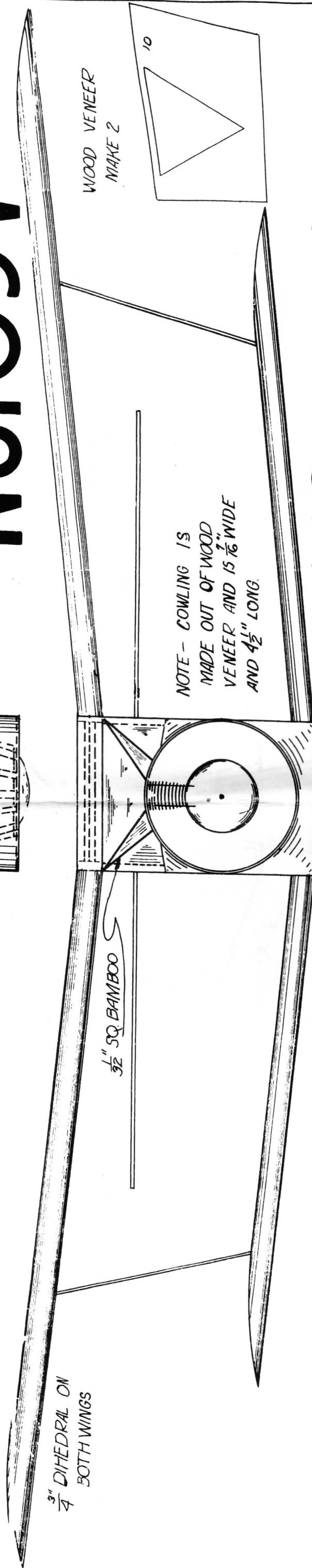


1/2" SQ. BAMBOO

CUT OUT NUMBERS
 AND GLUE TO UNDER
 PART OF THE LOWER
 LEFT WING. AS SHOWN.

NC185V

INJURY



NC185V

CUT OUT NUMBERS AND GLUE TO THE TOP OF UPPER RIGHT WING AS SHOWN.

NOTE - COWLING IS MADE OUT OF WOOD VENEER AND IS 7/16\"/>

1/2\"/>

1/2\"/>

3/2\"/>

1\"/>

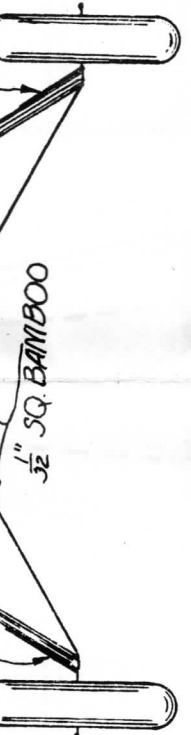
5 1/2\"/>

WACO CABIN--MODEL C

1. Build two sides of the fuselage on side view of the plan with 1/16" sq. balsa.
2. Cut out fuselage formers #2, 3, 4, 5, 6, 7, 8, and 9.
3. Cement the sides of the fuselage together with formers in proper place.
4. While the fuselage is drying bend the bamboo into its proper shape, and make stabilizer tips and rudder.
5. Finish the propeller, and cut in proper place on fuselage. Attach motor rubber.
6. Cover the fuselage, stabilizer, and rudder with paper.
7. Cement the landing gear, tail skid, stabilizer, and rudder in proper place on fuselage.
8. Cut out the rib #1. Bend bamboo wing tips to proper shape, then construct the wing with 1/16" sq. balsa for leading and trailing edge.
9. Cover both wings with paper.
10. Make the wing struts.
11. Cement the top wings in proper place with 3/4" adhesive.
12. When the top wing is dry, cement the end wing struts on.
13. Cement the lower wings in place.
14. When all the parts are dry, give the model a light water spraying.

FINISH INSTRUCTIONS

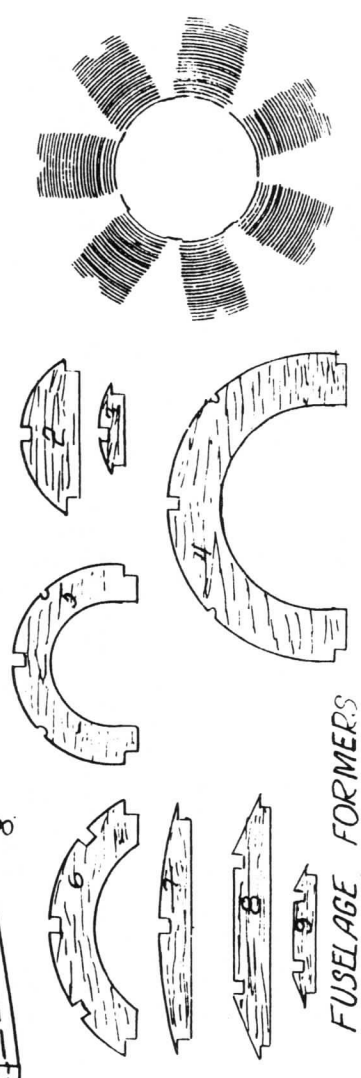
Give the model a trial glide. If the model stalls, add a little weight in back of the nose block, or bend the trailing edge of the stabilizer down. If the model dives, bend the trailing edge of the stabilizer up. Give the propeller 200 turns for full flight.



PROP SHAFT

REAR HOOK

ANGLE



FUSELAGE FORMERS

MAKE 2 No 2,3 & 1 No 4,5,6,7,8,9 5

**D.C. MAXECUTERS & KUDZU FLYING CORPS
SUMMER 2005 Contest: AMA - FAC - ROW**

Friday, Aug 26, 4PM till dark
Walnut Creek, Goldsboro, NC

Saturday, Aug 27, 9AM-5PM
Carolina Sod Farm, Raeford, NC

R.O.W. Fun Fly

- Rubber stick
- Rubber non_scale cabin
- Rubber scale
- Power (CO2/electric) scale
- R/C race around the course points for time + landing

AMA / FAC CONTEST

- Mass Launch Events:
-10 AM WWI Biplanes
-11 AM Combined Racers
-12 PM WW2 Fighters
- 1 PM Low_wing Military Trainers
- 2 PM Modern Production

Fly both days - \$5.00 - no food provided.
Awards to Third Place

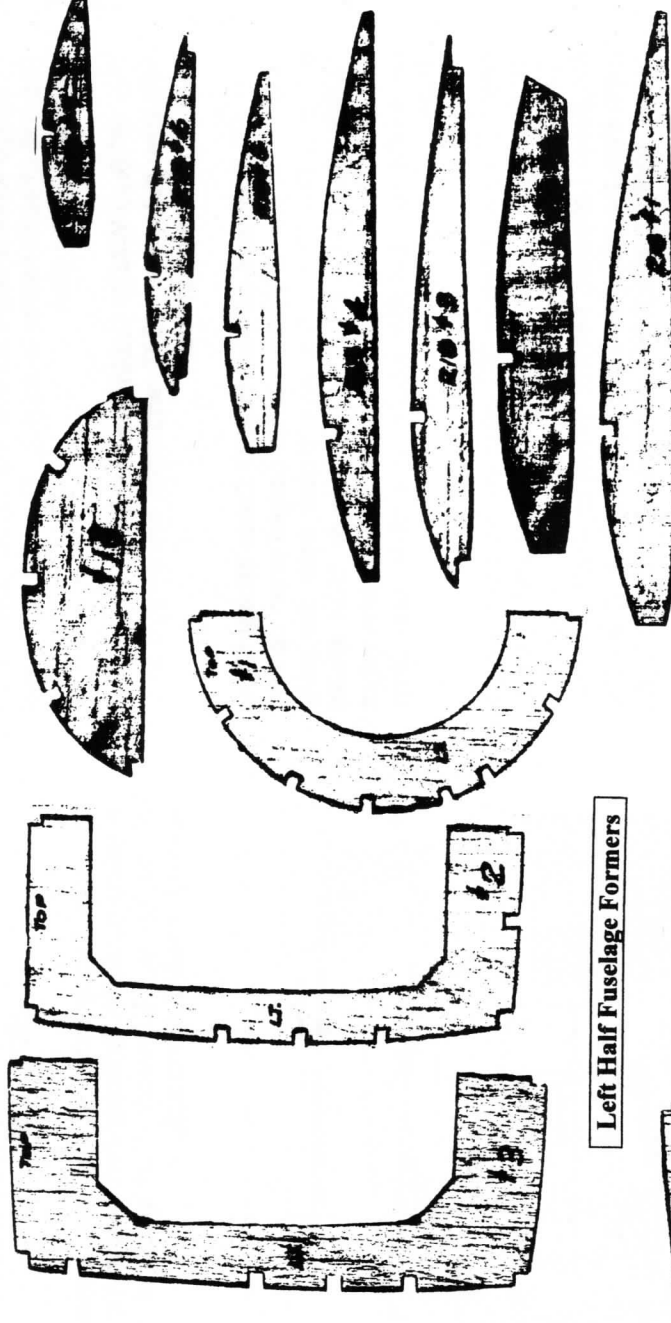
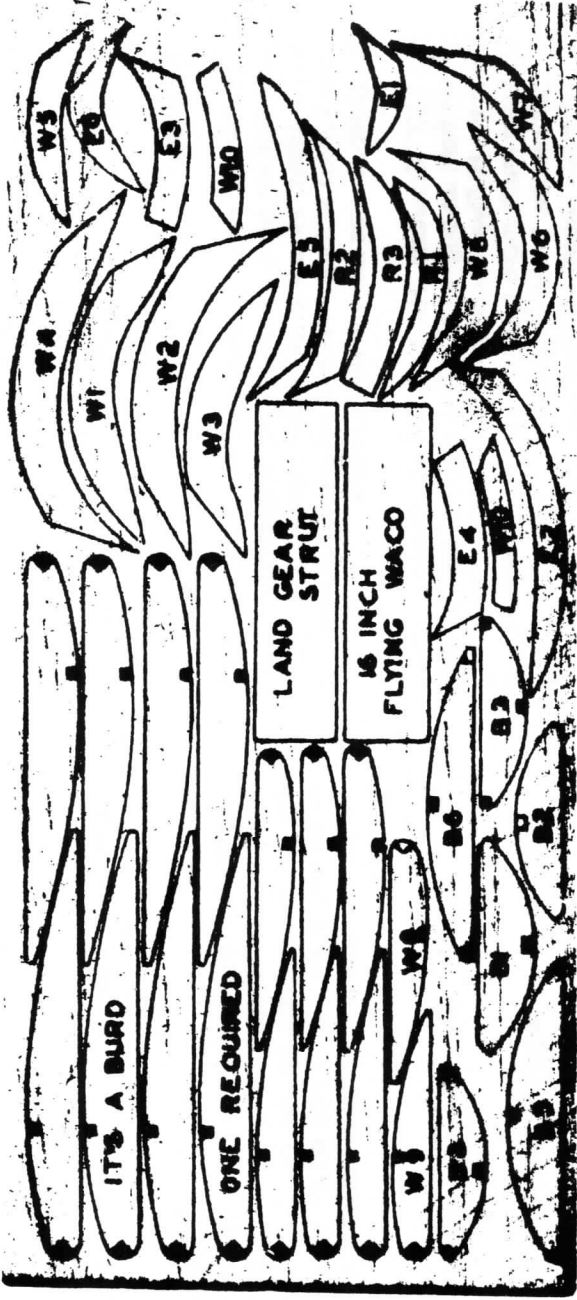
Timed Events:

- AMA - Hand Launched Gliders
- AMA - Catapult Gliders
- FAC - Jet Catapult Gliders
- FAC - Embryo
- FAC - Golden Age
- FAC - Dime Scale

DAVE AND MARIE REES
919-778-6653

STEW MEYERS
301-365-1749 stew.meyers@erols.com

Spring Brainbuster/Kudzu Contest Results		May 14, 2005, Raeford, NC
FAC Golden Age (4 Flew)	Embryo (10 Flew)	FAC Jet Catapult (4 Flew)
1. D.Driscoll (Porterfield)	1. J.Finn	1. D.Reed (F-89)
2. J.Houck (General Aristocrat)	2. J.Steedly	1. C.Dowdy (Saab)
3. D.Franks (Gadfly)	3. W.Farrell	3. J.Diebolt (Percival Provost)
Dime Scale (10 Flew)	FAC Modern Civil (9 Flew)	AMA HL Glider (6 Flew)
1. F.Rowsome (Ong Continental)	1. W.Farrell (Citabria)	1. A. Ringlien
2. B.Glass (BAT Mono Plane)	2. D.Reed (Fleet Canuck)	2. M. Houck
3. M.Houck (P-38)	3. J.Finn (Macchi Mb 308)	3. C.Dowdy
FAC WWI (10 Flew)	FAC Combined Racers (6 Flew)	FAC WWI (12 Flew)
1. W.Farrell (Foker D.VII)	1. D.Rees (Mr.Smoothie)	1. W.Farrell (Defiant)
2. F.Rowsome (SE5a)	2. W.Farrell (Mr.Smoothie)	2. D.Rees (Fairey Fulmer)
3. C.Powell (Spad)	3. J.Houck (Mr.Smoothie)	3. D.Franks (Tony)
FAC Low-wing Trainers (6 Flew)	AMA Catapult Glider (6 Flew)	
1. W.Farrell (Miles Magister)	1. A.Jessup	
2. D. Driscoll (Ar 96)	2. J.Diebolt	
3. B.McLellon (Percival Provost)	3.C. Dowdy	



SCIENTIFIC MODEL AIRPLANE CO. WACO CUSTOM CABIN

NC13631

NC 13631
NC 13631

(FRONT)

FIG. #2

(TOP)

4

21

DASH - GLUE AGAINST BULKHEAD #1-A

Scientific Hi-Flyer
WACO "Custom" Cabin
Patterns