MAXFAX

Journal of the D. C. Maxecuters

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

Editors: Stew Meyers/Dan Driscoll SEPTEMBER/OCTOBER 2005

Come fly with us at the NATIONAL BUILDING MUSEUM THIS WINTER.

COMING ATTRACTIONS

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

National Building Museum Winter Schedule 2005/2006.

Maxecuter Flying Dates
November 6, 2005
January 15, 2006
March 5, 2006

The November date is definite, the others may change.
There should be free flight and R/C 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 this MAXFAX


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NC2265G


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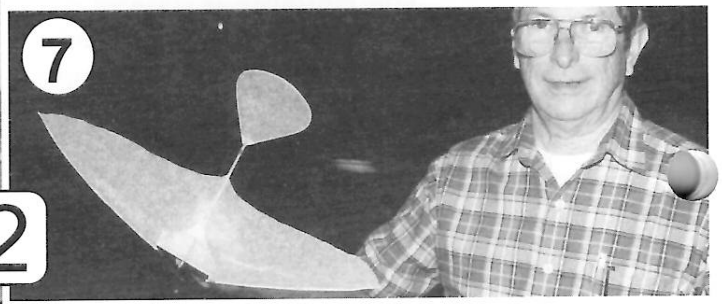
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Guillow's Dimer Issue

Stew Meyers

This issue promotes the up coming NBM indoor flying season with five suitable Guillow's dimers: Cessna (F50), Taylor "Cub" (F53), Porterfield Zephyr (F75), Swallow (F82), and Mechanic's Flyabout.

Dan Driscoll spells out the rules for flying at the NBM. There will also be an R/C fun fly but Dan doesn't consider that fun and ignores it. John Worth will be running the R/C end.

Since R/C MicroFlight folded without notice in February, John Worth has filled the void with his RC Micro World online magazine check it out at http://www.cloud9rc.com. Keep abreast of the latest in indoor R/C, small electric, and CO_2 free flight.

We also have the results from the Summer Kudzu event. John Hutton presents his molded balsa method for nacelles and fuselages.

We also have some tips on rubber power and a source of retrieval poles if your free flight flies too well.

Photo captions Page 2

1. Graham Lovejoy, sent this photo of his Earl Stahl Swift from New Zealand. See May/June 05 MAXFAX for Globe Swift info and plans.
2. Mike Dale gets into the Maxecuter spirit with a free flight! Here seen with his old SIG 'Mini Maxer' after a great flight with coaching from Don Srull.
3. Bill Hadden with his great flying very scale model of a Wright Flyer model B. His day job is building the full sized version at the Wright Experience.
4. Don Srull's ancient BE2E takes to the air again this time powered by electrons. Li-Pos and out runners weigh slightly less than the Fox 78.
5. John Hunton also joined the rubber flyer ranks resurrecting his nifty Comet Ercoupe.
6 Another BE2E, this one a Diesel powered FF from the archives of a young Bill Warner.
7. Come to the National Building Museum this fall and see all kinds of aircraft-- Jack Felter with his ornithropter.

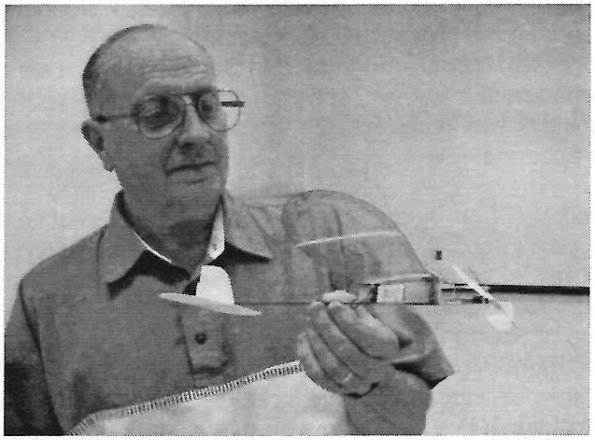
Hurst Bowers Event

The Maxecuters are promoting a Hurst Bowers event at Kudzu and hopefully Geneseo this year. In aid of this we are publishing a list of his deigns as compiled by Dave Plumpe@mindspring.com. We also have a list of his plans published in MaxFax compiled by Alan Schanzle. The Kudzu event will probably be Mass Launch for any rubber powered Hurst Bowers design built per his plans. It might make more sense to have a timed event at Geneseo with FAC bonus rules in effect.

Indoor Flying at Bauer Center

Every Monday and Wednesday from 12:30pm to 3:00pm we have an indoor flying session at the Bauer Center in Rockville. The Bauer Center is located on Bauer Drive just north of Gude Drive off route 28 (Norbeck Rd.). The gym is a typical basketball court with a 25 foot or so ceiling clearance, but is good for trimming out models and R/C flying. The crew is always ready to kabitz help trim out your model. If you are still cursed with work, try taking a long lunch and come out for a flying session.

To get there from 270 turn off at exit 5 (Falls rd.) and turn right on Maryland avenue. Maryland avenue will run into route 28 (Jefferson St.) Turn right on route 28 and follow it across 355 and make a left turn at the next light on Norbeck road. This is still route 28, follow it to Bauer drive. Make a right turn and then a left at the stop light into the Bauer Center.



John Krause with one of his many indoor electric free flights at the Bauer Center.

Guillow Dime Scale Models

Dan Driscoll

The September 1994 issue of KAPA Kollector had a brief history of the Guillow's model airplane company and had reduced versions of two of their Dime Scale model plans. The two plans looked pretty good, and after a discussion with Claude Powell, he scanned the Guillow Dime Scale plans in his collection and sent them to me. The plans are in the Guillow "F" series and range from 12" to 16" wingspan. Several bear a 1939 copyright, and all appear to be from that period. The scale quality varies from not bad to barely recognizable. Many show much lighter construction than the usual Comet, Megow, and Peerless Dime Scalers.

With the NBM flying season upon us, we selected five plans that look simple to build and should be good indoor flyers.

Cessna (F50) - This plan is nearly identical to the larger (20") Guillow G9 plan available from Golden Age Reproductions. Our late buddy, Bert Phillips, built several of the 20" versions for Old Time Kit Scale, and they flew very well. This smaller version should also be a good flyer. The construction is lighter than the Cessna Dime Scalers done by Megow and Peerless.

Taylor "Cub" (F53) - This looks like the best potential flyer in the bunch - light construction, big wing, big stab.

Porterfield Zephyr (F75) - This is a seldom modeled aircraft. There were two versions of the Zephyr, a cabin model and an open (parasol) version. The Guillow's plan looks like the open version with windows (side curtains?). I only know of one other rubber plan for this version. I built a 27" model of the cabin version from the Doc Matthews plan that appeared in Flying Models back in the seventies. While researching the real airplane, I obtained a copy of a factory sales brochure. According the brochure, Zephyr colors were "Porterfield-Vermilion trimmed in Bonnet-Blue". I also learned from a former Zephyr owner that yellow with black trim was common. The trim stripes on the plan are accurate.

Swallow (F82) - Allan Schanzle built this model quite a few years ago. It was a good flyer, but Allan couldn't find any information on the real airplane. Several years later, I found a small picture of the Swallow in an old issue of Sport Flying. Aerofiles on the Internet finally gave more information. The official name is the Swallow C Coupe, and only three were produced. The only pictures I've seen show an overall dark color with light colored trim.

Mechanic's Flyabout - This is another fairly obscure airplane. Full name was Aircraft Mechanic's Flyabout D-1 or D-2, and less than twenty examples were produced. The plan seems to show some type of inli engine, but all records and photos indicate that Flyabouts were powered by three cylinder radial engines. But hey, this is Dime Scale.

National Building Museum (NBM)

Dan Driscoll

The schedule for this flying season at the NBM hasn't been finalized, but the first funfly will definitely be on November 6, 2005. We should have free flight and RC flying on all funfly dates. Keep up to date by regularly checking the Maxecuter website under "Coming Attractions" at:

http://www.his.com/~tschmitt/005HOMEPAGE/MAXECUTER.HTML

Free flight events for this season:

Mass Launch - Phantom Flash, WWII profile, P-nut, Dime Scale, Helicopter, 14g. Bostonian

Timed - Penny Plane, RTF's, and Dime Scale (This wi be a FAC Kanone event flown to FAC Dime Scale rules. It will be separate from the Dime Scale mass launch.)

This season we are pushing Dime Scale as the big event by adding the kanone event. If you don't have a FAC rulebook, Dime Scale rules can be seen at:

http://www.theplanpage.com/

In addition to many Dime Scale plans in past issues of MaxFax (and five in this issue) and FAC News, kits for Dime Scale models are readily available. The Penn Valley Hobby center lists a staggering 115 kits that meet the rules. Just about any Comet, Megow, Peerless, or Burd scale model listed on their website with wingspan not exceeding 16" qualifies. Easy Built models lists 15 kits that appear to qualify.

http://www.pennvalleyhobbycenter.com/
http://www.easybuiltmodels.com/ff.htm

Talk's cheap, let's get building!

Freeflight Rules for NBM - 2005/2006 (10/5/05)

General Rule - We fly as guests of the National Building Museum (NBM). The building is a historical landmark, and when we fly, visitors to the NBM are present, including many small children. We must take great care not to harm any NBM visitors or cause any damage to the historic structure. When the contest director (CD) determines there is a safety issue, the CD has the final word in preventing the flying of any model or preventing the participation of any individual. Only flyers registered with the CD may participate.

Mass Launch Events

P-Nut - Scale models with wingspan not to exceed 13"

World War II Profile - Combat aircraft only; 16" maximum wingspan

Dime Scale - FAC rules for eligibility

Bostonian:

Projected maximum wingspan - 16 inches
Maximum wing chord - 3 inches
Maximum wing area - 48 square inches
Maximum length measured from the propeller bearing to furthermost point aft - 14 inches
Fuselage must enclose a box of 3" X 2 ½" X 1 ½". The fuselage must support the motor(s) and form or exceed the box requirement. No motor sticks.
Fuselage must have must have forward windshield and a window on each side, each of which must equal or exceed one square inch. Open cockpit types waive the side window rule if side vision meets requirements, but windshield must meet area requirement.
All built up flying surfaces must be covered on both sides. Sheet balsa surfaces OK.
Landing gear must be fixed and have at least two wheels of ¾" diameter.
Maximum propeller diameter - 6 inches
Minimum weight without rubber - 14 grams

Phantom Flash - per Comet plan and:

Small changes to thrust bearing OK
Must use unmodified, one piece, molded plastic prop not to exceed 6". Use clay for balancing.
Six (6) gram minimum weight for airframe without rubber

Helicopter:

Must be single blade, single motor helicopter similar to the Bill Hannan designs. Contestants are encouraged to design their own, but models must look like real helicopters in profile.
Motor stick cannot exceed eight (8) inches.
Single blade cannot exceed six (6) inches from shaft to tip.
Two motor helicopters okay if based on real helicopters such as the Boeing Vertol CH-46 or Piasecki "Flying Banana". Each motor must meet blade and motor stick rules.

Timed Events

Pennyplane - AMA rules. Highest single time wins.

Ready-to-Fly (RTF) - For commercially available small indoor models such as the Mayfly, Firefly, and Hanger Rat. Highest single time wins.

Dime Scale - FAC rules (This event is separate from the Dime Scale mass launch, and the winner will earn a FAC Kanone.)

MATERIAL	GRAMS/5 SQ.IN.	OZ/SQ.YD.
Airspan	0.074	0.673
Litespan	0.093	0.849
Light Colored Japanese Tissue;3 thin coats of nitrate dope	0.0955	0.8
Colored Micafilm	0.1128	1.031
Light White Silk;5 coats thin nitrate dope	0.124	1.134
Fibafilm	0.1345	1.23
Colored Skysail;4 coats 50/50 butyrate dope	0.1767	1.615
Black Silkspan;5 coats thin nitrate dope	0.1811	1.656
Colored Transparent Monokote	0.1843	1.685
White Japanese Tissue;4 coats 50/50 butyrate dope	0.2389	2.184
Colored Nylon;6 coats 50/50 butyrate dope	0.2395	2.19
Opaques Colored Monokote	0.2432	2.224
Coverite 21st Century Film	0.2526	2.31
White Super Coverite	0.2625	2.4
Colored Super Coverite	0.2953	2.7

How to Cover With LiteSpan and/or CoverLite

John Hunton

With the proliferation of lightweight electric models, those of us that have used the Monocote genre of covering materials have had to look to something lighter…a pre-finished heat-shrink material that is lighter because it has no adhesive on it.

LiteSpan and CoverLite are two materials that work very well for this application. There is a web site at www.modelflight.com on which there is a chart of the weights of various covering materials. (See above) This chart lists LiteSpan at.849 oz/sq yd and Monocote at 2.224 oz/sq yd. This is a significant weight difference. AirSpan is listed as the very lightest covering material, but is tends to be rubbery and not as firm as LiteSpan.

After having used LiteSpan/CoverLite (I cannot tell the difference between the two) on several models, I can offer some suggestions on how to work with this material. First, you must apply the adhesive to the airframe. The easiest adhesive to work with is Balsa Loc, which is available on the web. You can daub this material onto the airframe with a small piece of sponge. Sig's Stix-it is good for larger models and it isbest applied with a brush.

There are two important things to do when covering with LiteSpan. The first is to always wrap the end of the first piece applied around some part of the airframe. The thing here is to wrap it around a stringer, leading edge, etc. so you can heat shrink the surface it without loosening the previously adhered edge. Plan ahead and apply adhesive"around the corner"of all edges so you can do this wrapping.

The other important thing is to realize that if you slop adhesive onto an adjacent surface, say at an overlap, that it will be difficult to remove(BalsaLoc is water soluble if you act fast). The trick here is to pre-cut an overlap, then apply adhesive to the edge that you are applying, not the edge that you are applying to. Then the edge can be mated with no mess. Use this same method for patching.

Always use a sock on the iron to keep the tender surface from abrading over a rib or stringer. As with other covering materials, pull and tug the best you can when applying it, and do not be afraid to re-heat an edge to pull out a wrinkle or go around a curve.

If you use a heat gun for final shrinking, use a piece of cardboard as a mask to keep from re-heating the edges and loosening them. Unlike MonoKote, when you heat these materials for final shrinking they will sag and look very bad while hot, but when cool they will shrink up drum tight.

We hope to have an article on covering with PolySpan in the near future. I much prefer PolySpan to LiteSpan It does not sag on a hot day and provides torsional strength to wings and fuselages. In the mean while avoid Don's Tissue, it goes on easily like Silkspan but is more fragile. For the same effort I could have covered with PolySpan and has some strength. . . . . Stew

A Few Thoughts on Rubber Power

Stew Meyers

This may be old hat to some of you experts out there on time's Tarmac, but there are some new Maxecuters who might well benefit from the discussion. First of all you want to build the airframe as light as possible, but strong enough to withstand the rigors of flying. The structure also wants to be somewhat flexible to absorb energy when contacting an object (like the ground).

Pop off wings help dissipate energy in a cartwheel. Rubber band hold downs work great on non-scale models. The new super magnets allow you to hide this feature on a scale model. I like to use thin monofilament for rigging since it will stretch and absorb energy in a crash. I also like plug in wings for the same reason and to make repair easier. Think about the load path from the possible point of contact to the cg of the model.

Most models will require some nose ballast. As long as we need to add weight to the nose, lets make the nose structure and prop shaft more robust. If you were going to use 1/32 music wire for the prop shaft go to 3/64th. It is still relatively easy to bend the requisite reverse 'S' hook in 3/64 aor even 1/16 music wire. Sheet the area around the nose and provide a space for ballast.

Make the nose block mating feature (rubber pass through hole) large enough to accommodate a wad of wound rubber, a blast tube, or a stuffing stick. Make some provision for further altering the thrust line even if you have built in down and right thrust. Super magnets provide a great way to hold the nose block in place.

Use a clutch for better free wheeling of the prop. I prefer a bail type swing clutch to a ramp, since if we braid the motor, as we should to reduce the cg travel in the glide, the tension could defeat the ramp clutch.

Modern practice is to move the rear motor peg forward from the position shown on old plans. This does two things. It moves the rubber cg forward and reduces the amount of nose ballast required. It also usually moves the rear peg to a wider section of the fuselage which reduces the tendency of the motor to bunch up in the rear as it unwinds.

Use of a braided motor and a sleeve or bobbin on the rear motor peg allows much longer motors to be used successfully in a short fuselage. Ratios of motor length to the distance from the prop hook to the rear motor peg of 3 or even 4 are possible. So even if we have reduced the distance from the prop hook to the rear motor peg we can still have a relatively long motor with its longer motor run. Remember braiding only removes the last low energy turns from the unwinding power phase.

If you are operating with a high motor length ratio, you need to be sure it has room to unwind without contacting the structure. The structure it could contact needs to be smooth so as not to catch or cut the rubber bunches.

Choosing a Motor Size for a New Model

by Rich Weber, President of the Cleveland Free Flight Society, published in issue ft 112 of Cross winds, Russ Brown Editor

One of the great mysteries for beginners in rubber powered FFmodels can be choosing a motor for their new model. How Long? How wide? What color? Forget that last question. Stick with Tan.

Chris Parent gave me this "rule of thumb" formula some years ago and I have found that is works pretty well to find a good starting point. It assumes a model with a wing loading of somewhere near .5 grams per square inch.

Here's how it works: Figure the all up weight of the model. This includes the weight of the motor. Most models fly happily with a motor that's around 25% of the empty weight of the model. If you have a light wing loading, you can use some of that carrying capacity to haul around more rubber. If your model is heavy, you may have to use less rubber to the keep the wing loading reasonable. Adjust accordingly. Now, take your all-up weight and multiply it by 1.1 to give you the total motor cross section in 100ths of an inch.

Example: 28 grams empty model x .25 = motor weight of 7 grams. All up weight: 28 + 7 = 35 grams. Multiply that by 1.1 (35 x 1.1 = 38.5 or .385") to get the cross section in inches. Multiply that by 16 to get a conversion factor to 1/16ths, if you like to think in a non decimal way. In any case, you'll want a motor that is around 6.16/ l6ths. *That's about 3/8 total cross section.*

A loop of 3/16" does the job. Make up a loop with that cross section that weighs around 7.5 grams and you re in business. *Or four strands of 3/32 if you like easy braiding.*

Now, the fudge factors. If you have a short nosed model, you ll probably have to add ballast to balance. Aim a little high to allow for the weight of the ballast. Bigger models (over 24") often fly with motors that are closer to a 1.0 factor. Peanuts usually need more. 1.2 is marginal in some. Very clean models can get by with narrower cross sections. Draggy bipes and such may need a bit more oomph.

This article was copied from George White's Thermalier newsletter. Send a check for $10 to George White 5928 Hermitage Drive, Pensacola, FL 32504 to join the Pensacola Free Flight Team and get this nifty newsletter.

Hurst Bowers Designs as compiled by Dave Plimpe

NAME	DATE	PUB.	TYPE	SPAN	PROPUL.	PLANS SOURCES	
Aero A10	Nov-93	MaxFax	F/F Rubber Scale	30"	rub		
American Eagle "Wallace Touroplane"	Jul-95	MaxFax		30-1/2"	elec,rub		
Barling (Nicholas-Beazley) NB-3	Jul-74	FM	F/F,R/C Scale	33"	rub, .020	FM #CF339	
Barling (Nicholas-Beazley) NB-3	?	?	F/F Rubber Scale	33"	rub	AMA Pond	
Bellanca Skyrocket		Flyline	F/F,R/C Scale	34.5"	rub, .020	Aerodyne AD1175	AMA Pond
Bellanca Skyrocket	?	?	F/F Scale	55"	.06	Nexus/Aeromodeller	
Bellanca Skyrocket		68-'69 MPS Plans H'Bk		55"	.09		
Bellanca Skyrocket	Jan-65	ModelAircraft	F/F Rubber Scale	51"	rub	AMA Pond	
Bernard 191 GR H2	Jul-87	MaxFax	F/F Scale	28-1/2"	rub		
Blackburn Blackburn II	Jan-83	MaxFax	F/F Scale	23-3/8"	rub		
Boeing F4B-2	Jan-69	RCM p16	R/C Scale	60"	.60	RCM #382	AMA Pond
Buhl Sport Airsedan	4or5/66	Aeromod	F/F Scale	34-5/8"	.5-.75cc	AMA Pond	
Buhl Sport Airsedan	?	?	F/F Scale	34-3/4"			
Caudron C109	Jul-92	MaxFax	F/F Scale	31-1/2"	rub,elec		
Cunningham-Hall (PT-6?)	Nov-85	MaxFax	F/F Rubber Scale	27-3/4"			
Curtiss Robin	?	Le Modele Reduit D'avion	F/F Scale	30"	rub, .020	MaxFax	
Curtiss Robin		Flyline	F/F,R/C Scale	41"	.049	Aerodyne AD1285	AMA Pond
Curtiss Robin	Sep-61	MAN p17	R/C Scale	40"	.049	AMA Pond	
DeHavilland DH 87B Hornet Moth	Feb-59	MAN p16	F/F Scale	34"	.020	AMA Pond	
Doyle Aeroplane Corp. "Oriole"	Jan-91	MaxFax	F/F Rubber Scale	28"	rub	AMA Pond	
Druine D5 "Turbi"	Sep-77	MA p29	3-view			AMA	
Fairchild 22 model C7B		Flyline	R/C Scale	47"	.10	Aerodyne AD1196	AMA Pond
Fairchild 22	?	?		31-1/2"			
Fairchild 22	1962	Le Modele Reduit D'avion	F/F Scale	31-1/2"	.020,rub,elec	M.R.A.	
Fairchild 24R	?	?	F/F Rubber Scale	28"		AMA Pond	
Fairchild 51	Jul-72	MB	R/C Scale	44"	.074-.10	AMA Pond	
Farman "Sport"	Aug-79	MA p49	3-view			AMA	
Farman "Sport"	Aug-77	MaxFax	F/F Rubber Scale	12"?	rub	AMA Pond ?	
Farman F-190/F-192	Jul-94	MB		40-1/8"			
Farman F-250	May-96	MaxFax	F/F Electric Scale	25-1/4"	elec		
Farman F-404	?	?	F/F Scale	34"	gas	AMA Pond	
Farman 400 Monoplane	Aug-76	FM	R/C Scale	38"	.020	FM #CF413	
Farman Moustique F.451		Flyline	R/C Scale	39-1/8"	.049	Aerodyne AD1393	
Farman Moustique F.451	Mar-70	RCM p16	R/C Scale	46"	.10-.15	RCM #423	AMA Pond
Fieseler Fi-156 Storch	Apr-76	MA p4	R/C Scale	67-3/4"	.23-.45	AMA #136	AMA Pond
Fieseler Fi-167	Jun-83	FM	F/F Rubber Scale	30"	rub	FM #CF635	AMA Pond

Hurst Bowers Designs as compiled by Dave Plimpe

General "Aristocrat"		Flyline	F/F,R/C Scale	36"	rub,.020	Aerodyne AD1176	AMA Pond
Great Lakes Trainer		Flyline	R/C Scale	40"	.15-.25	Aerodyne AD1142	AMA Pond
Grumman F4F Wildcat	Nov-78	MA p16	R/C Scale	31"	.020	AMA #238	
Heinkel HE 18	Nov-91	MA p21	F/F Electric Scale	28"	elec	AMA #702	AMA Pond
Howard DGA-6 "Mr. Mulligan"	?	?	F/F Rubber Scale	24"		AMA Pond	
Howard DGA-6 "Mr. Mulligan"	Apr-70	MAN	R/C Scale	42.5"	.15	MAN #fsp04702	AMA Pond
Kinner model K Sportster		Flyline	R/C Scale	39"	.049	Aerodyne AD1392	AMA Pond
Lincoln AP-K5	Jul-84	MaxFax	F/F Rubber Scale	26"	elec	Sky Hooks & Rigging	AMA Pond
Lincoln Sport	Jun-75	FM	R/C Scale	30"	.020	FM #CF373	
Lincoln Sport	?	Le Modele Reduit D'avion	F/F Rubber Scale	30"	rub	AMA Pond	
Luton Major	?	?	F/F Scale	31-3/4"	.020		
Luton Minor	Jan-71	AAM	R/C Scale	50"	.15-.23		
Luton Minor		Flyline	R/C Scale	34.5"	.020	Aerodyne AD1219	AMA Pond
Mohawk Pinto	?	?		33-1/4"			
Mohawk Pinto	?	?		46"	rub		
Monocoupe	?	?	F/F Scale	30"	.020		
Monocoupe 90A	?	Le Modele Reduit D'avion	F/F Scale	30"	.020	AMA Pond	MaxFax
Monocoupe 90A	Aug-76	RC Sports	R/C Scale	60"	.30-.45	AMA Pond	
Mooney A-1	Mar-99	MaxFax	F/F Scale	29"	rub,elec,CO2	MaxFax	
Mooney A-1	Dec-77	MA p35	3-view			AMA	
Nicholas-Beazley NB8G	Jul-77	MA p54	3-view			AMA	
Paramount "Cabinaire"	Mar-96	MaxFax	F/F Scale	26-1/4"	rub,elec,CO2		
Polikarpov PO-2	Apr-77	MA p7	R/C Scale	49"?	.10-.23	AMA #181	
Polikarpov PO-2 "Mule"	Apr-77	MA	F/F Rubber Scale	32"		AMA Pond	
RWD 5	Sep-88	MaxFax	F/F Rubber Scale	27"	rub		
RWD 6	Jan-83	FM	F/F Rubber Scale	32"	rub	FM #CF620	
RWD 10	May-82	MaxFax	F/F Rubber Scale	20"	rub		
Poncelet Vivette	?	?		17"	elec	Sky Hooks & Rigging	
Poncelet (Vivette) Lightplane	Mar-94	MaxFax	F/F Scale	22"/20"	elec		
Ryan YO-51 Dragonfly	?	?		30-3/8"		AMA Pond	
Standard J-1	Oct-74	FM	F/F,R/C Scale	36"	rub,.020	FM #CF346	AMA Pond
Stearman C-3B		Flyline	F/F,R/C Scale	35"	.049	Aerodyne AD1442	AMA Pond
Stinson "Detroiter"	Jul-97	MaxFax	F/F Scale	27"	elec		
Verville Air Coach	Jan-79	MA p65	3-view			AMA	
WACO 10	?	?	F/F Rubber Scale	28" (30"?)	rub		
Wiley Post A Biplane	Jul-75	MA p23	F/F Rubber Scale	28.5"	rub, .020	AMA #104	
YAK -18 PM	Apr-68	RCM p27	R/C Scale	64"	.61	RCM #344	

BOWERS DESIGNS IN MAX-FAX

AIRCRAFT	POWER	DESIGN	SPAN	DATE
AERO A10*	RUBBER SCALE	BOWERS	30	Nov-93
AMERICAN EAGLE WALLACE TOUROPLANE*	RUBBER SCALE	BOWERS	31	Jul-95
BERNARD 191*	RUBBER SCALE	BOWERS	28	Jul-87
BLACKBURN "BLACKBURN"*	RUBBER SCALE	BOWERS	23	Jan-83
BLACKBURN "BLACKBURN"*	RUBBER SCALE	BOWERS	23	Jan-05
CAUDRON C-109*	RUBBER SCALE	BOWERS	32	Jul-92
CUNNINGHAM HALL	RUBBER SCALE	BOWERS	25	Nov-85
CURTISS ROBIN*	RUBBER SCALE	BOWERS	30	Mar-98
DOYLE AERO CORP ORIOLE*	RUBBER SCALE	BOWERS	28	Jan-91
FAIRCHILD 22	GAS SCALE	BOWERS	31	Jul-97
FARMAN F-250*	ELECTRIC SCALE	BOWERS	25	May-96
FARMAN SPORT	RUBBER SCALE	BOWERS	12	Aug-77
FLEET TRAINER (MODS F10G)	RUBBER SCALE	BOWERS	-	Mar-87
LINCOLN AP-K5*	RUBBER SCALE	BOWERS	26	Jul-84
MONOCOUPE (1935)*	RUBBER SCALE	BOWERS	30	Mar-98
MOONEY A-1	RUBBER SCALE	BOWERS	29	Mar-99
PARAMOUNT AIRCRAFT CABINAIRE BIPE	RUBBER SCALE	BOWERS	26	Mar-96
PONCELET VIVETTE	ELECTRIC SCALE	BOWERS	20	Mar-94
RWD 10*	RUBBER SCALE	BOWERS	20	May-82
RWD-5*(3-VIEW IN 11/12/88)	RUBBER SCALE	BOWERS	27	Sep-88
STINSON DETROITER*	ELECTRIC SCALE	BOWERS	27	Jul-97
WONG-WAY-WOBIN	BOGUS BOSTONIAN	BOWERS	16	Nov-93

These plans are from Alan Schanzle's listings and are probably only of use to those with a good collection of old MaxFaxs. The only currently available back issue is Jan 05.

Kudzu Flying Corps Results
Summer Contest Aug 27, 2005
Raeford, NC

AMA Hand Launch Glider (6 Flew)
1. C.Dowdy
2. M. Houck
3. W. Farrell

FAC WWI Mass Launch (13 Flew)
1. D. Srull (Fok. D-7)
2. J. Houck (SE-5)
3. S. Meyers (Bristol Scout)

FAC Combined Racers (6 Flew)
1. W. Farrell (Mr.Smoothie)
2. D. Rees (Mr.Smoothie)
3. D. Franks (CR3)

FAC WWII Mass Launch (13 Flew)
1. D. Rees (Defiant)
2. F. Rowsome (Kharkov)
3. S. Meyers (Kharkov)

FAC Low-wing Trainers (6 Flew)
1. W.Farrell (Miles Magister)
2. D. Driscoll (Ar 96)
3. C. Powell (UT-2)

AMA Catapult Glider (6 Flew)
1. C. Dowdy
2. W. Farrell
3. B. Glass

FAC Golden Age (4 Flew)
1. D. Mitchell (WACO SRE)
2. D. Franks (General Aristocrat)
3. D. Srull (Interstate Cadet)

Embryo (10 Flew)
1. M. Houck (Pieces)
2. W.Farrell (Go devil)
3. D. Reed (Honey Bee)

FAG Jet Catapult (4 Flew)
1. D.Reed (F-89)
2. C.Dowdy (Saab)
3. J.Diebolt (Percival Provost T.M.II)

Dime Scale (9 Flew)
1. J. Diebolt (BAT Mono Plane)
2. D. Driscoll (Arado 96)
3. F. Rowsome (Ong Continental)

FAG Modem Civil Scale (9 Flew)
1. C. Powell (PA-20)
2. W. Farrell (Cessna 150)
3. B. Landrum (Found)

Kudzu Flying Corps Summer Contest

Stew Meyers

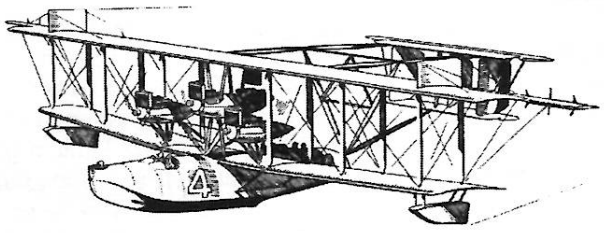
We had great weather this year. The sod was excellent, soft and easy to walk on for a change. We had thirty entrants. I had volunteered to run the contest and I'll admit I was a little unprepared, but managed to bring it off any way. John Diebolt ran the AMA events very well. Next spring it will run more smoothly. We managed to make a profit on the contest and the funds will be used to improve next years contests. The spring contest is scheduled for May again; the exact date to be announced. We expect the summer contest will be in late August again. We will have some FAC scale events next time as well as the Hurts Bowers event that we are promoting for the Geneseo FAC Nats.

The mass launch events were hard fought. Dave Mitchell was out in the Modern Production event with a two minute flight on his Cessna 140. Most of the models were retrieved on the field, but Dave Rees' Super Cub went OSS in an early round. Bill Shepard called last night to say two of the lost models had been retrieved. Dave's Cub was seven miles away.

We also had a great time on the Walnut Creek lake Friday evening. Sorry, but I have lost the paper with the results. But a high light was a three minute plus flight by John Diebolt with his super light weight stick. John Houck had a nifty rubber powered scale bi-plane sea plane that put on a spectacular, if not winning, flight. Wally Farrell was very determined and finally won either rubber scale or non-scale cabin, I forget which.

Don Srull's big R/C Donier flying boat had a great fist flight, but acted very sluggish on subsequent flights, dragging a sponson. When I put it in the car, I noticed some water dripping out of it. Don poked a hole in the hull and what seemed to be a quart of water flowed out. Pat Daily put in his usual excellent flights with his GWS float fleet.

Friday evening we again went to McCalls for dinner, Saturday we went to a new Mexican restaurant very near the field in the shopping center on Rt. 401. The food and fellowship was excellent. The presence of a Food Lion and several restaurants at this location has obviated the need for a lunch to be provide on the field.



Lockheed Orion Nacelles

John Hunton

From the construction notes:

Building four engine nacelles may be thought of as an onerous task, but if you make them as described it will be fun. First consideration was to carve the nacelles out of balsa blocks then hollow them...nah, too much work. The second consideration was to plank them...again, too much trouble. Vacuum forming? Fiberglass? Nope. Let's try forming the balsa covers over a plug. The initial attempt was to form one full length, but this did not work out well. Forming smaller sections, however, worked very well for the doubly-curved nacelle sections.

Carve roughly shaped plugs from pine or other wood. The plugs do not need to be very accurately shaped or even very smoothly finished, so we have a system that is relatively easy to make. Cut blanks slightly larger than required from soft 1/16 balsa. Soak the blanks thoroughly in water. Lay the blanks over the form and wrap it tightly with an elastic bandage. Let the assembly dry completely then unwrap the bandage. You will have perfectly formed nacelle skin sections that are remarkably light and surprisingly strong.

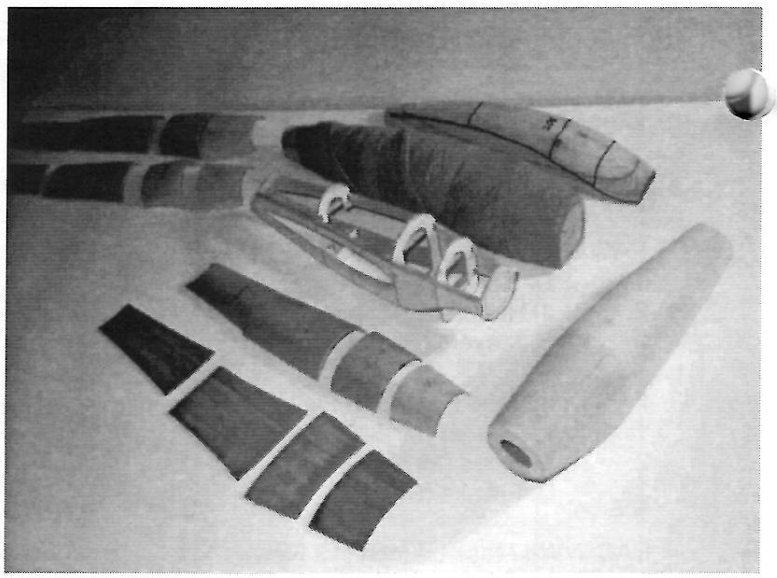
John developed this method for his electric R/C but it looks very interesting for rubber as well. I plan on trying it on my next Albatros. I have use bond paper and white glue over a mono coated mold for fillets and turtle decks in a similar approach..... Stew

Gibbs Guides

Stew Meyers

I highly recommend Gibbs Guides on batteries available at www.gibsguides.com for $14 post paid. Andy Gibbs is an Englishman who writes in a clear concise way and explains electric power very well. He has three guides, one each for Lead Acid, Nicad/Nimh, and Lithium batteries. All explain basic electrical power concepts the same way then delve into the peculiarities of the specific chemistry battery in the title of the guide.

If you are a neophyte, the explanation will go a long way in demystifying electric power. If you have been flying electric, the rest of the guide will answer the questions you should have been asking you self. If you use or are planing to use Li-Polys get the Lithium guide, It can help keep you out of trouble. If you don't use Li-Polys, get the Nicad/Nimh guide. Even if you fly wet R/C that's what's in your Transmitter and receiver battery pack.



Model Retrieval Poles

Pat Daily sent in the link for fiberglass poles from 21-31 feet. www.jackite.com Click on poles in the menu on the left. Or phone at (877) 522-5483. I had been looking for some and got a set. Just the ticket, the smallest section has a ring that you can attach a thermal detector banner to. Better then golf ball poles.

Photo captions Page 23
KUDZU 2005 PICS

8. It was great to see Bob and Jane McLellon back in action at Raeford.
9. Our host and hostess, Dave and Marie Rees busy with one of his Mr. Smoothie. This ubiquitous Rees design dominates the races.
10. George Lawson with his R/C Saucer from MAXFAX. Elevons are perhaps not the best way to go I have had trouble with mine. I plan to replace them with rudder and elevator. The saucer will spin in occasionally in a turn. Both George and I have experienced this. No problem as a free flight. (Stew)
11. Frank Rowsome with his Aristocrat from Dave Rees's HiLine Kit.
12. It was good to see Joe Hurdle again with his fleet of fine scale rubber and R/C ships, here with a Heath Racer.
13. Our Pres. Stefan Profsky put up some great flights with his Dumas Bonanza. The markings and panel lines on the tissue covering were done with his computer.
14. Last but certainly not least, Jim Pollard had many nifty scale models including his Mabousin with the 'dapper' pilot!

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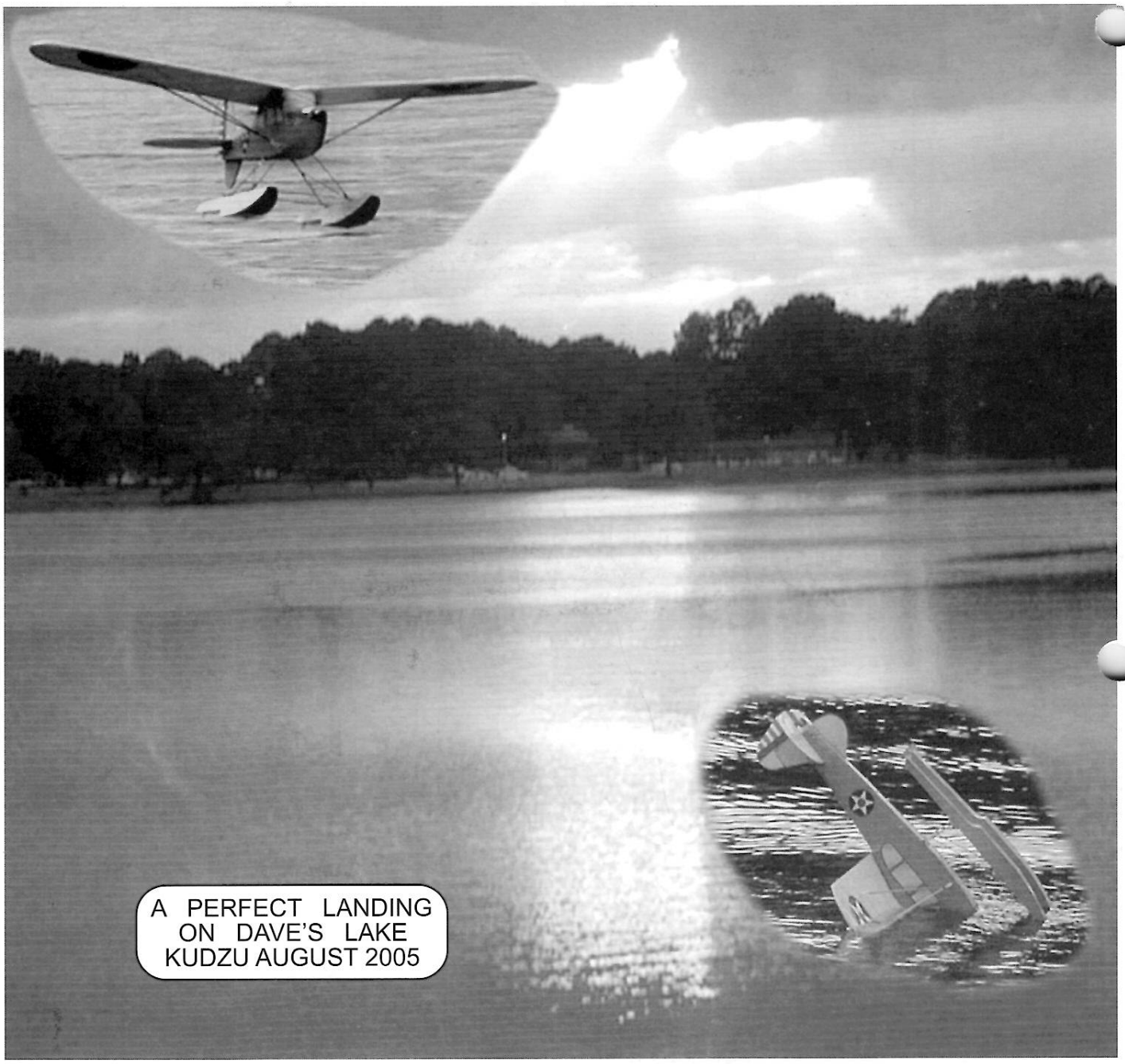


A PERFECT LANDING
ON DAVE'S LAKE
KUDZU AUGUST 2005

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.

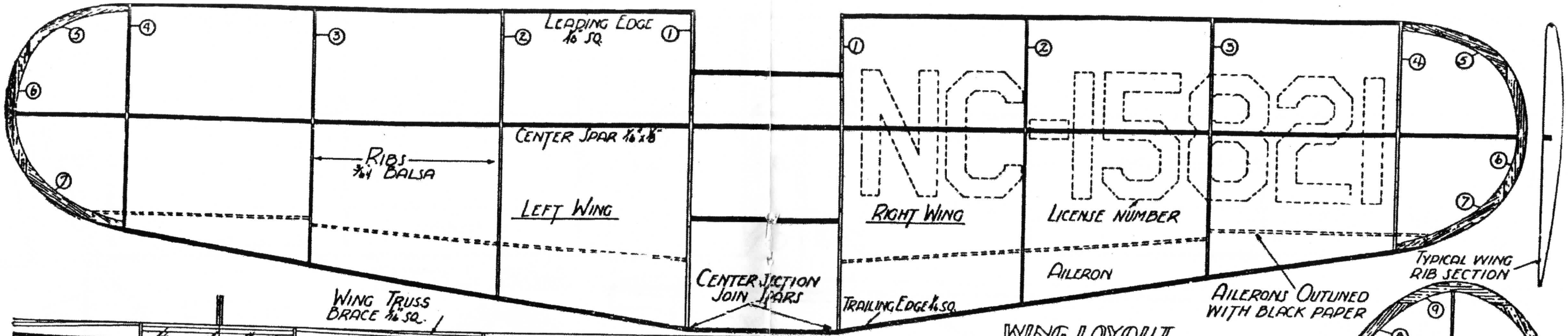
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the"D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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*

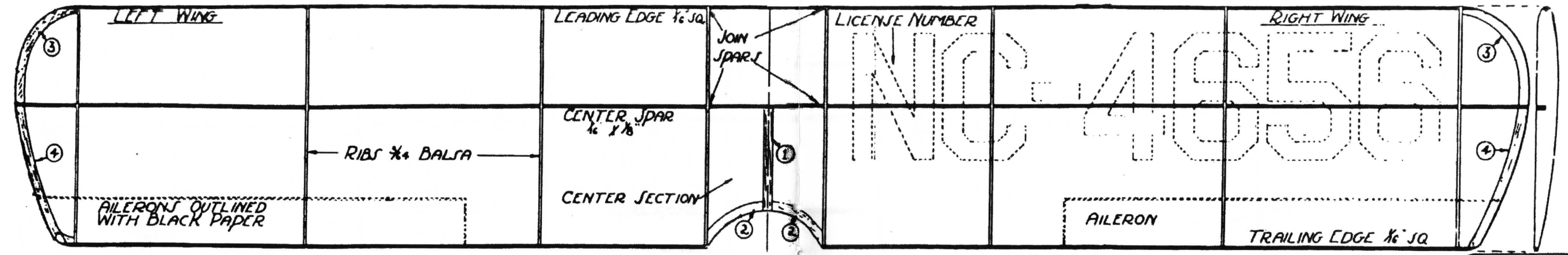
Maxecuter web site: http://www.his.com/~tschmitt/

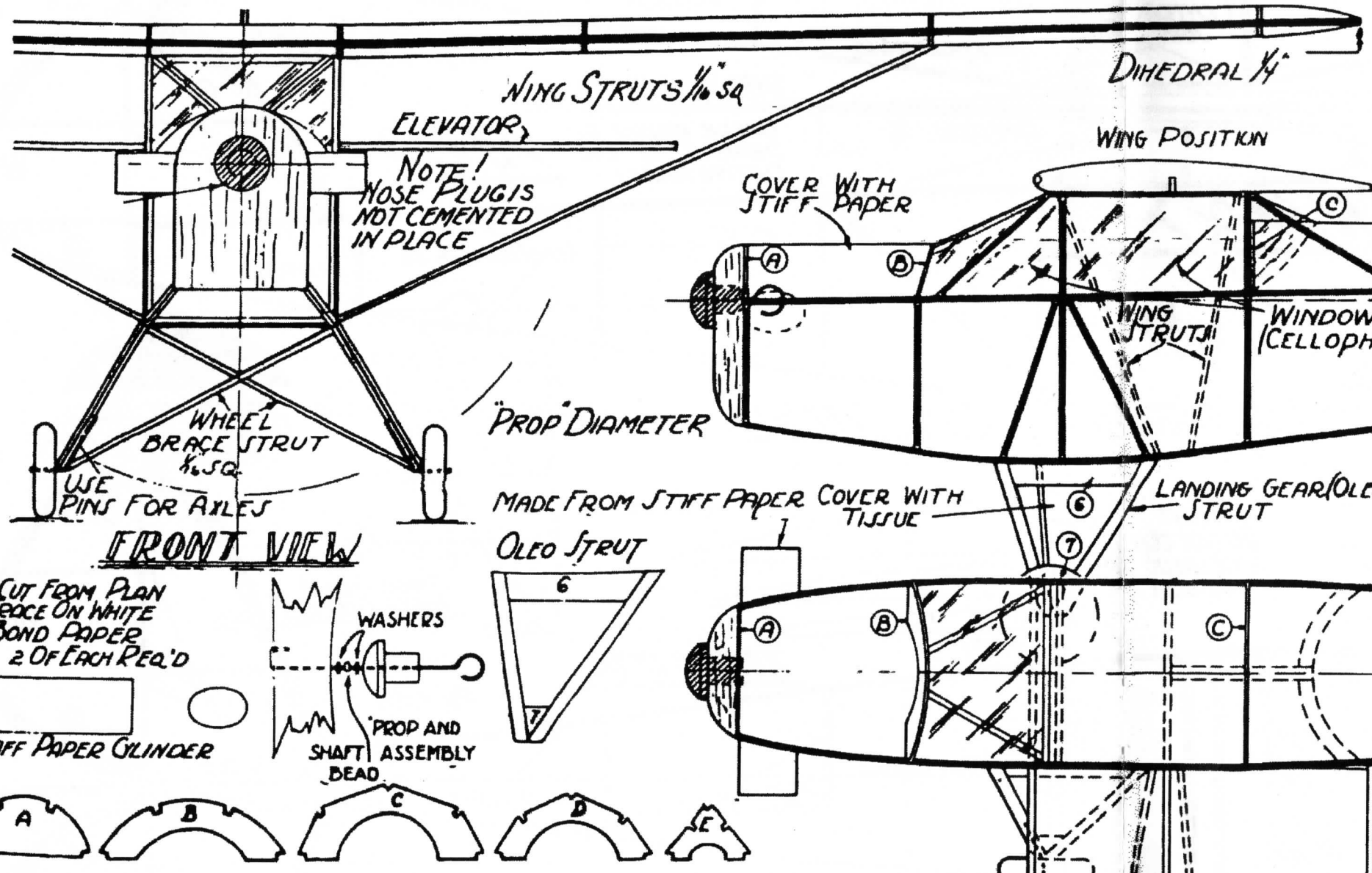
Your DUES are due


LEADING EDGE 1/16 SQ
CENTER SPAR 1/16 x 1/8
RIBS 3/64 BALSA
LEFT WING
RIGHT WING
NC-15021
LICENSE NUMBER
AILERON
CENTER SECTION JOIN SPARS
TRAILING EDGE 1/4 SQ
AILERONS OUTLINED WITH BLACK PAPER
TYPICAL WING RIB SECTION
WING TRUSS BRACE 1/16 SQ.
DIHEDRAL 1/8
WING LAYOUT
BREAK RAZOR AS SHOWN & USE FOR CUTTING PARTS
WINDSHIELD (CELLOPHANE) PATTERN NO.1
ELEVATOR
1/16 x 1/32
LONGERONS 1/16 SQ
ELEVATOR
PROP DIAMETER
1/8 SQ
LEAVE THIS BOTTOM SECTION UNPAPERED TO ALLOW ACCESS TO REAR MOTOR HOOK
INSTRUMENT PANEL
CUT FROM PLAN & CEMENT TO FORMER "B"
USE PINS FOR AXLES
FORMERS
OLEO STRUT CROSS BRACE
OLEO STRUT
NOTE DO NOT CEMENT NOSE PLUG IN PLACE!
SIDE VIEW
WASHERS
PROPELLOR & SHAFT ASSEMBLY
BEAD
RIBS
FRONT VIEW
FORMERS
TOP VIEW
RUDDER
CROSS BRACES 1/16 SQ
LONGERONS
PIA
CESSNA
NO. - F50
PAUL K. GUILLOW
WAKEFIELD — MASS.
CUT OUT TEMPLATE & TRIM ENDS OF PROP
COVER WITH STIFF PAPER
NOTE! CUT ALL OF THE LONGEST LENGTHS OF THE SQ'S FIRST
MOTOR CUT FROM PLAN & CEMENT TO NOSE BLOCK
PATTERN NO. 1 (WINDSHIELD)

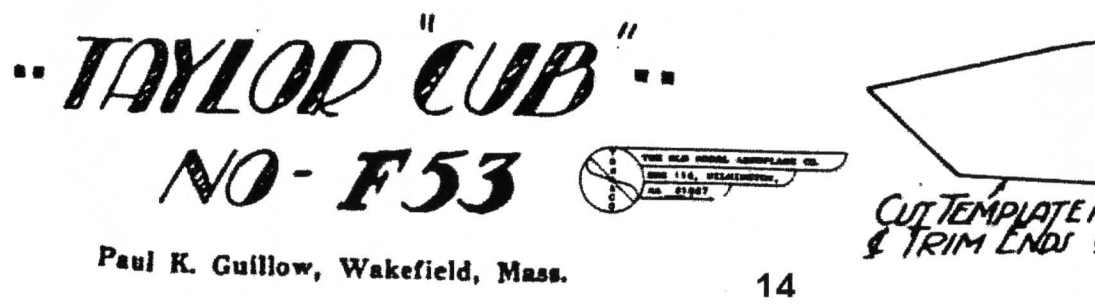
"TAYLOR CUB"

NO-F53





FRONT VIEW

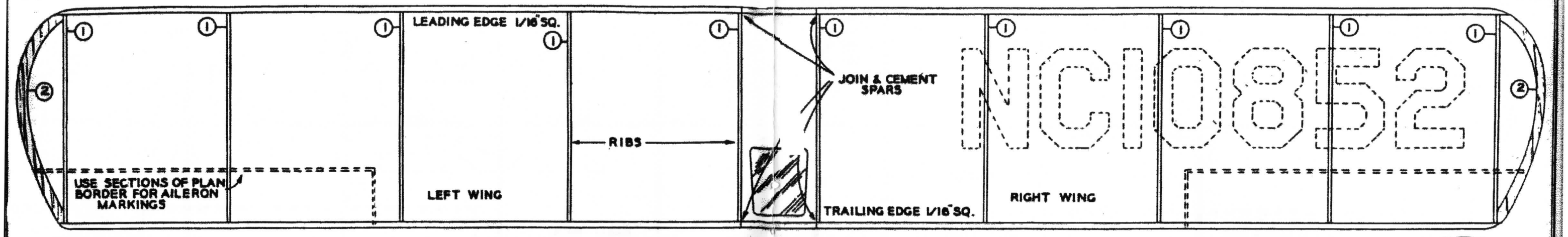


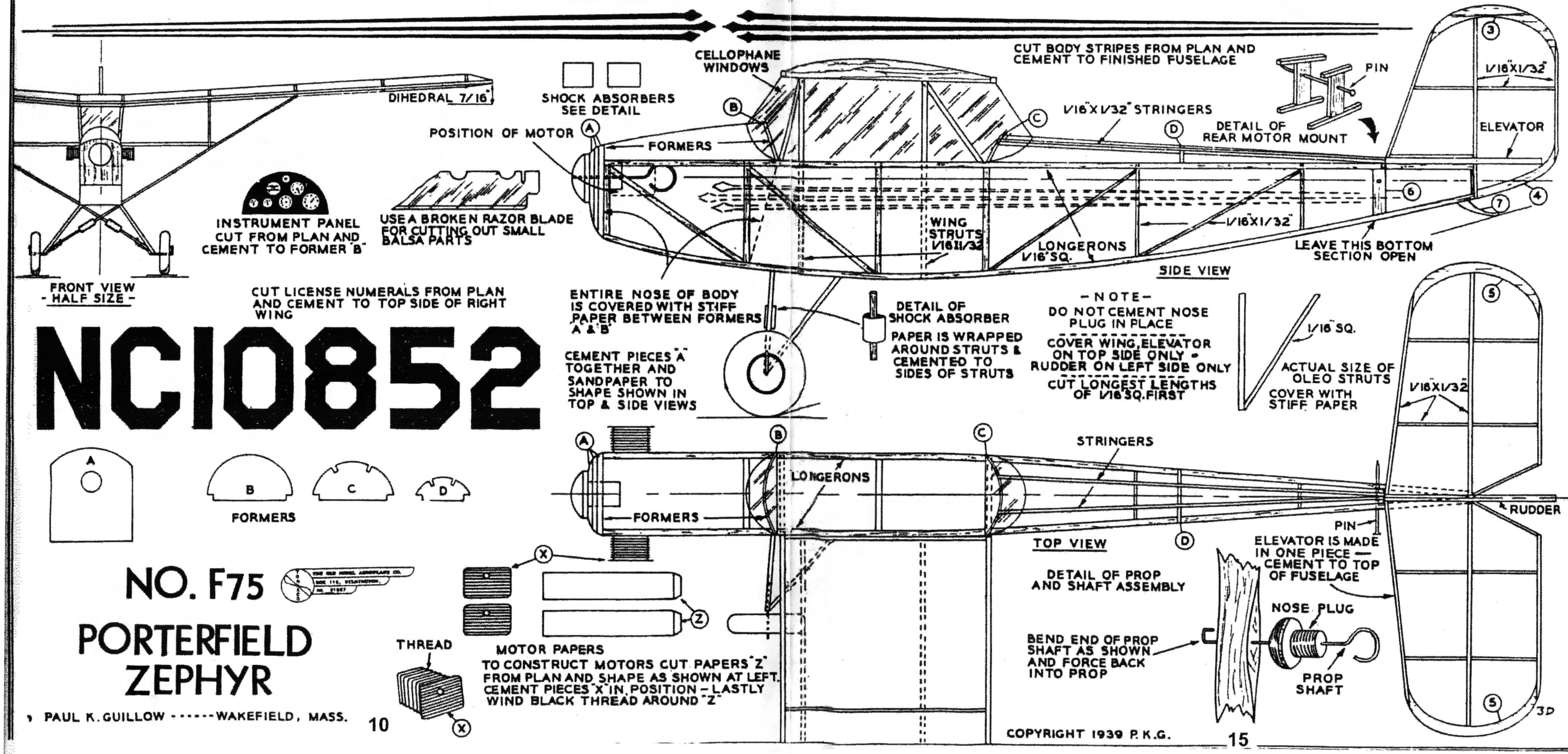
WING LAYOUT

SIDE VIEW

TOP VIEW

Paul K. Guillow, Wakefield, Mass.





SLANT NO.1 RIBS AS IN FRONT VIEW

LEADING EDGE 1/16" SQ.

JOIN AND CEMENT SPAR

POSITIONS OF WING STRUTS

CENTER SPAR 1/16X1/32

RIBS

USE SECTIONS OF PLAN BORDER FOR AILERON MARKINGS

LEFT WING

RIGHT WING

1/16" SQ. TRAILING EDGE

RUDDER

CUT BODY STRIPES FROM PLAN AND CEMENT TO COMPLETED FUSELAGE

DIHEDRAL 1/2"

WING STRUTS 1/16" SQ.

INSTRUMENT PANEL CUT FROM PLAN AND CEMENT TO FORMER 'C'

AIR VENT

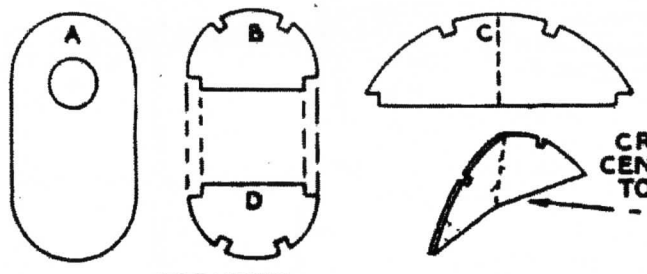
FRONT VIEW HALF SIZE

USE PINS FOR AXLES

CUT LICENSE NUMERALS FROM PLAN CEMENT TO TOP OF RIGHT WING

NC27190

CEMENT PIECES 'A' TOGETHER AND SANDPAPER TO SHAPE SHOWN IN TOP & SIDE VIEWS



FORMERS

CRACK FORMER 'C' ALONG CENTER LINE AND BEND TO ANGLE SHOWN IN TOP VIEW - SMEAR CEMENT OVER FRACTURE

- NOTES -

NOT CEMENT NOSE PLUG IN POSITION

COVER WINGS AND ELEVATOR ON TOP SIDE ONLY - RUDDER ON LEFT SIDE ONLY

CUT LONGEST LENGTHS OF 1/16"SQ. FIRST

NO. F82 SWALLOW

RIB NO. 2 SHOWS WING POSITION

CELLOPHANE

FORMERS

WING STRUTS

1/16"X1/32"

LONGERONS 1/16"SQ.

1/16"SQ.

OUTLINE OF DOOR

1/16"SQ. STRINGERS

SIDE VIEW

DETAIL OF REAR MOTOR MOUNT

PIN

WIRE BRACING (THREAD)

ELEVATOR

LEAVE THIS BOTTOM SECTION OPEN

BEND LIGHT WIRE TO SHAPE FOR STEP

BREAK A RAZOR BLADE AS SHOWN AND USE FOR CUTTING OUT SMALL BALSA PARTS

BEND END OF PROP SHAFT AND FORCE BACK INTO PROP

NOSE PLUG

PROP SHAFT

DETAIL OF PROP AND SHAFT ASSEMBLY

FORMERS

LONGERONS

1/16"SQ.

RUDDER

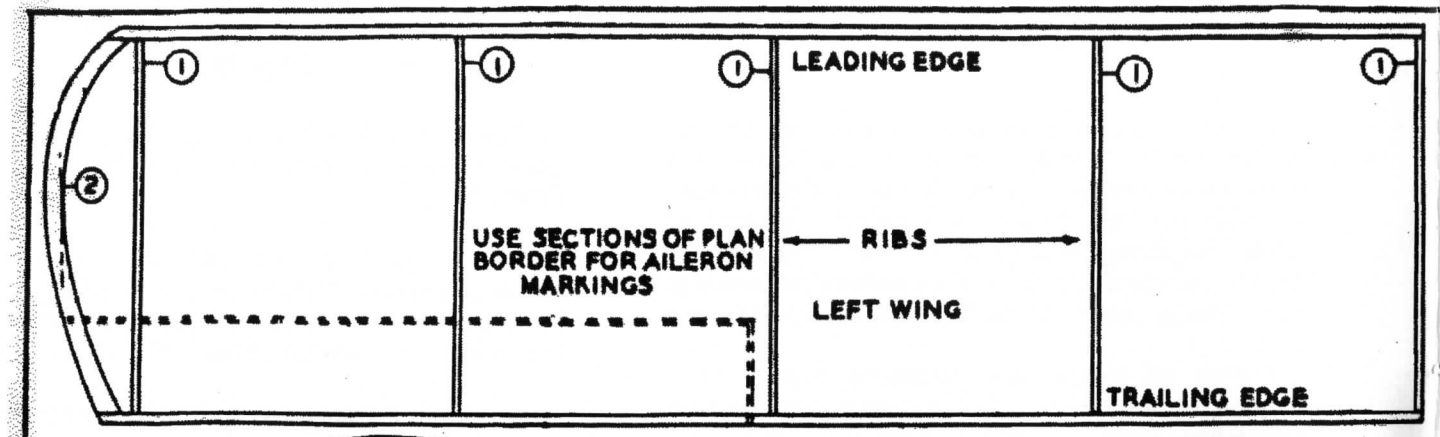
1/16"X1/32"

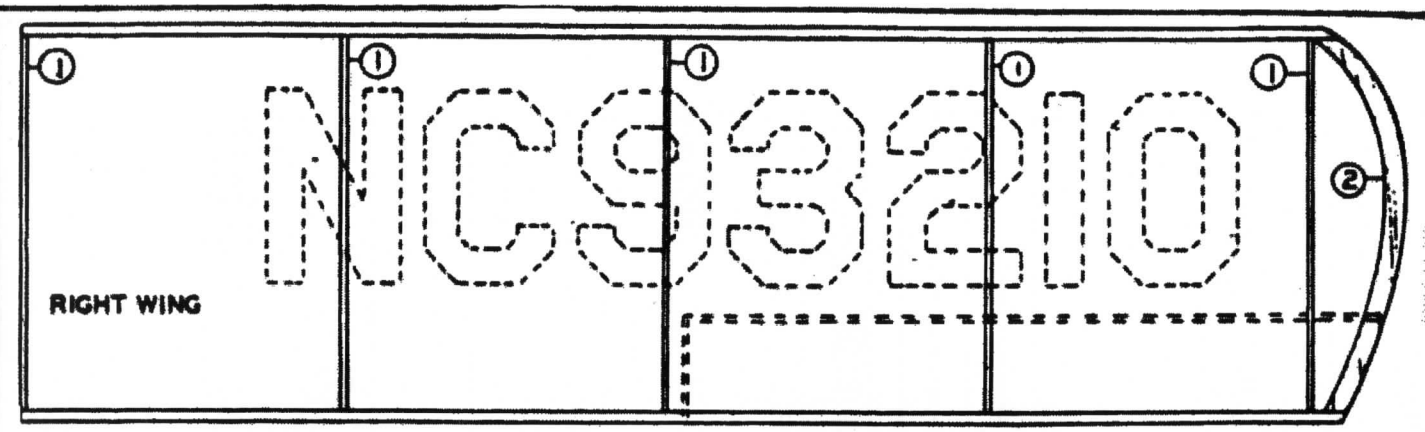
TOP VIEW

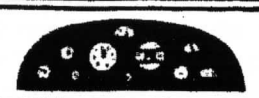
ELEVATOR IS BUILT IN TWO PIECES AND CEMENTED TO SIDES OF FUSELAGE

THREAD

RIBS



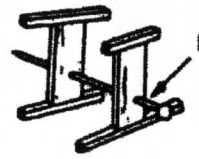




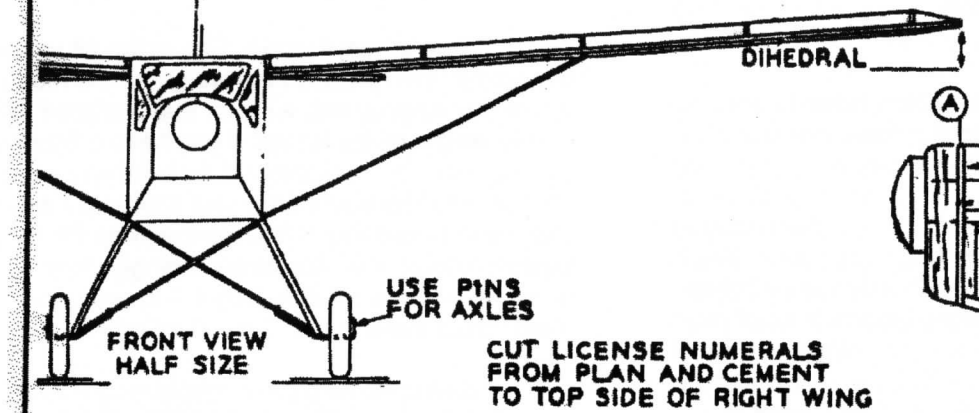
INSTRUMENT PANEL

CUT FROM PLAN AND CEMENT TO FORMER B

BREAK A RAZOR BLADE AS SHOWN AND USE FOR CUTTING OUT SMALL BALSA PARTS



DETAIL OF REAR MOTOR MOUNT



CUT LICENSE NUMERALS FROM PLAN AND CEMENT TO TOP SIDE OF RIGHT WING

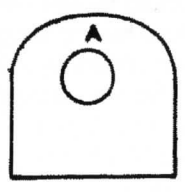
NC93210

CUT BODY STRIPES FROM PLAN AND CEMENT TO FINISHED FUSELAGE

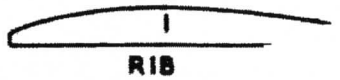
- NOTE -
DO NOT CEMENT NOSE PLUG IN PLACE
COVER WINGS AND ELEVATOR ON TOP SIDE ONLY - RUDDER ON LEFT SIDE ONLY.

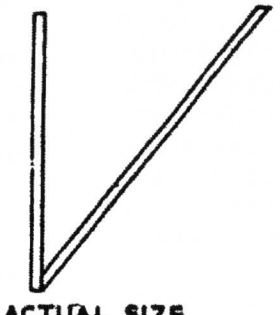
BEND END OF PROP SHAFT AS SHOWN AND FORCE BACK INTO PROP

DETAIL OF PROP AND SHAFT ASSEMBLY

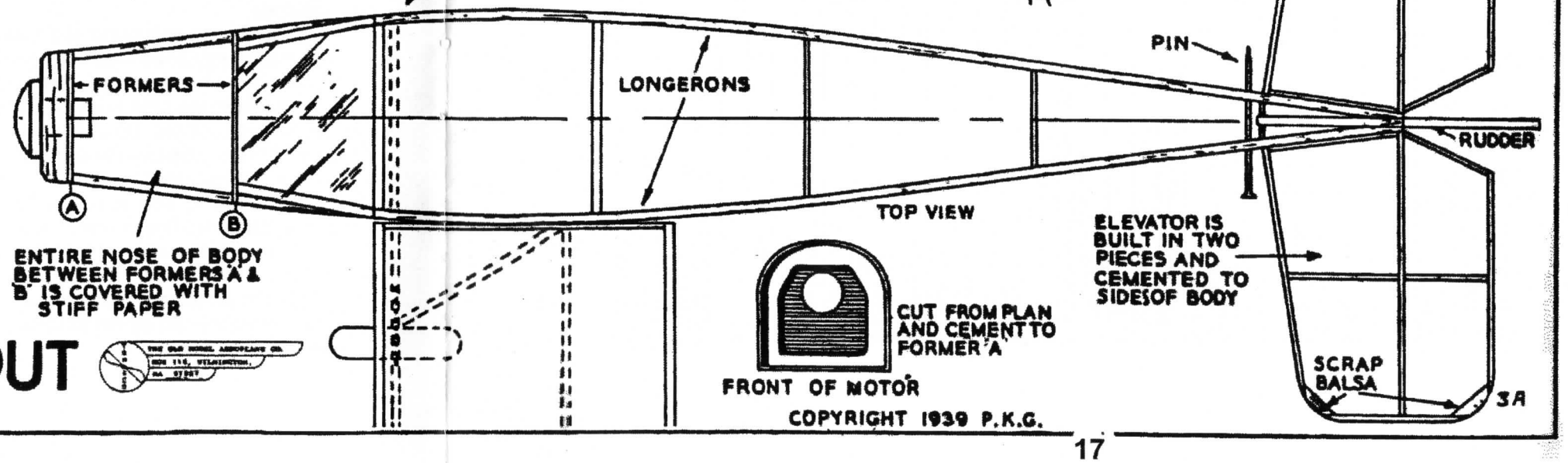


FORMERS





ACTUAL SIZE OF OLEO STRUTS



ENTIRE NOSE OF BODY BETWEEN FORMERS 'A' & 'B' IS COVERED WITH STIFF PAPER

CUT FROM PLAN AND CEMENT TO FORMER 'A'

FRONT OF MOTOR

ELEVATOR IS BUILT IN TWO PIECES AND CEMENTED TO SIDES OF BODY

SCRAP BALSA

3A

MECHANIC'S FLYABOUT

PAUL K. GUILLOW - - - - WAKEFIELD, MASS.