

MAX FAX

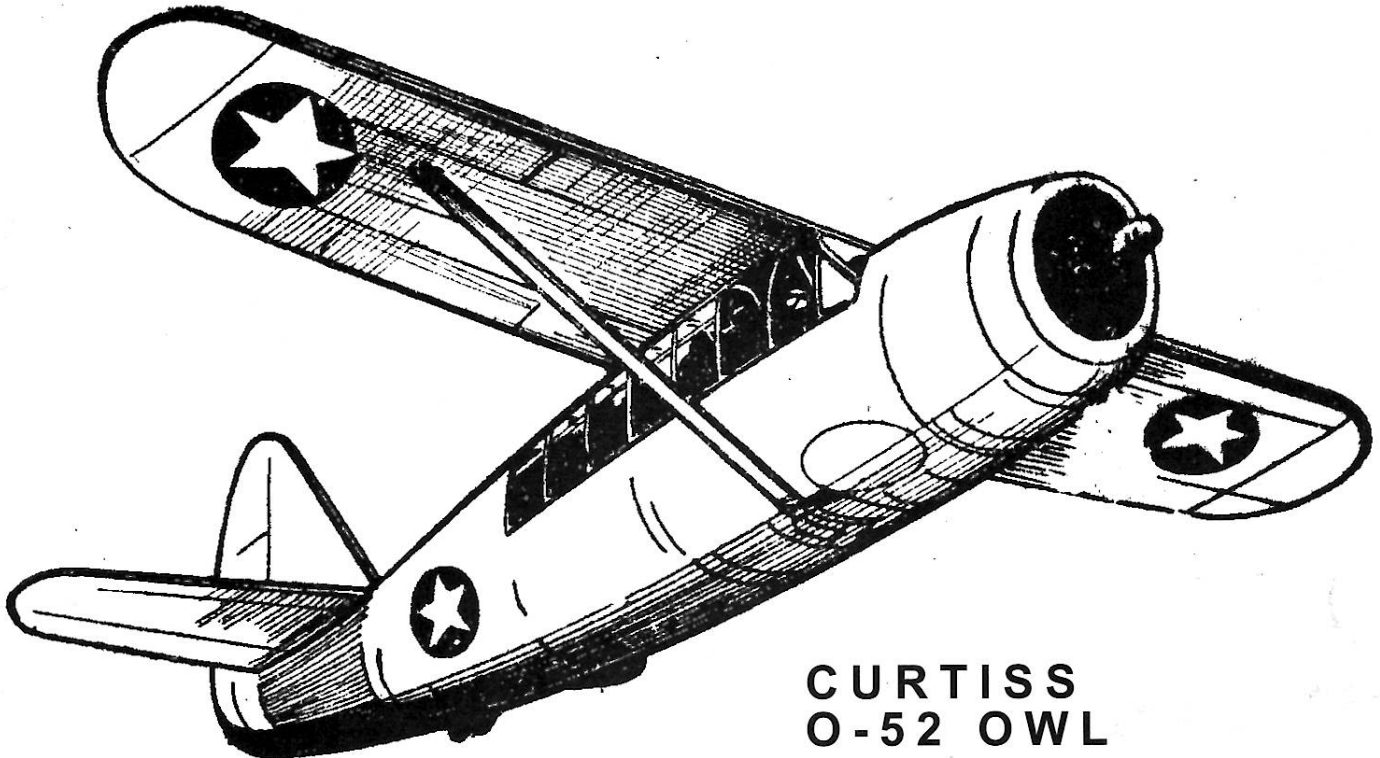


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

NOVEMBER -DECEMBER 2007



**CURTISS
O-52 OWL**

COMING ATTRACTIONS

SUNDAY, JANUARY 13, 2008 NATIONAL BUILDING MUSEUM.

TUESDAY, FEBRUARY 6, 2007 THE FEBRUARY MAXECUTER MEETING AT
8.00 PM AT THE COLLEGE PARK AIRPORT --BACK TO OUR USUAL SCHEDULE.

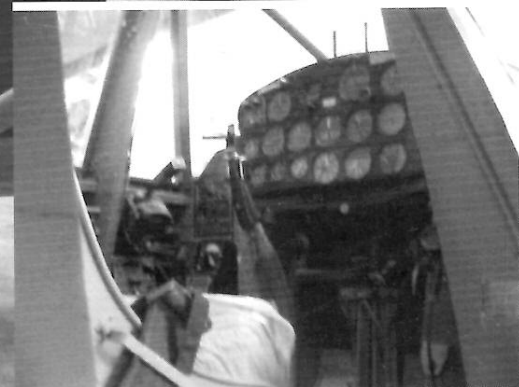
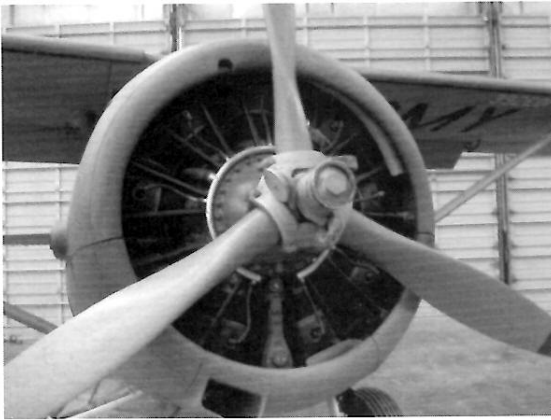
SUNDAY, MARCH 9, 2008 NATIONAL BUILDING MUSEUM.

MONDAYS INDOOR FLYING AT THE BAUER CENTER 12:45 TO 2:30 PM

THURSDAYS INDOOR FLYING AT THE GOODHOPE REC. CENTER 7:05 TO 9:00 PM

CHECK THE WEBSITE WWW.DCMAXECUTER.ORG FOR DIRECTIONS AND DEATILS.

IF YOU WOULD LIKE TO GET ON THE EMAIL LIST, EMAIL TOM AT tjscag@verizon.net



Photos of the Curtiss O-52
at the Pima Air Museum
in Tuscon AZ.

CURTISS O-52 OWL ISSUE

Editor: Stew Meyers

Dan Driscoll

Dan Driscoll and I stopped at the Air Force Museum on our way back from the FAC Outdoor Champs in Muncie. Dan had recently acquired a British Skyleada kit for the Curtiss O-52 Owl and knew from a previous visit there was an O-52 in the museum and wanted to take closer look at it. After looking over the aircraft, Dan and I decided to put together this issue of MaxFax featuring the Owl. We have included just about everything Dan could find on this fairly obscure aircraft. Tom Schmitt provided the December 1941 Air Trails with Ronnie Albert's 30" rubber powered Owl as well as the picture pages as usual. I dug out my October 1985 Model Builder which had a reprint of Ronnie Albert's Owl. Air Trails offered full size plans for ten cents, Model Builder's reprint #1085 went for \$4. You can still get this from Bill Northrop (702-896-2162) for \$15.60 including postage.

The September 1942 Model Airplane News had a 42-5/8 inch span Ohlsson 19 powered O-52 and a profile glider. We are including the glider plans but not the Gassie. I have never seen the Joe Ott plans of the Owl.

In addition to the three views and photos that Dan has dug up on the net, I just returned from Christmas vacation in Tucson where I found an Owl at the Pima Air Museum. I don't know whether this is the same one that was at the Yanks Air Museum or if a third owl survives. This one was much more accessible than the one at the Air Force Museum and detail photos are included on page 2 opposite.

I was able to open the door and take photos of the interior. Close ups of the front and rear spar attach points show how the wing spars mate with the fuselage. The rear cabin canopies slide forward nesting inside the fixed forward canopy. These were missing from the aircraft as it was under going a refurbish. The right wingtip landing light was also missing. The fairings aft of the canopy fold down to provide clearance for the rear machine gun, similar to the set up on the SB2C Helldiver. These were held in place by a clamp on this particular aircraft.

A few comments on these models. The Skleada under carriage is too short and the Albert 30 incher under carriage is too long, but closer to scale. Not that it matters since I intend to do it wheels up. I would move the spars on the 30 inch model to be a little more scale and align with bulkheads D and E as per scale. The cabin window frames should be moved to align with the bulkheads as well. The stab should also be built in one piece. As per usual, when I put out one of these issues, I want to build the subject. I am definitely going to build Dimer and probably the 30 incher with a Gizmo Geezer 9" prop.

I was all wet in the last issue when I suggested it would work with a braided motor. The design of the GG tensions the motor so you don't need to braid the motor. See the Gizmo Geezer explanations on page 6.

In the late 1930's, the US Army still envisioned a roll for the classic two seat heavy observation aircraft. In 1939, without testing a prototype, the Army ordered 203 O-52's from Curtiss.

Designated "Owl", the O-52 first flew in February 1941. The roll for which it was designed disappeared soon after it was delivered. The tactical observation task was given to lightplanes of the Piper Cub class, and the long-range work went camera-equipped fighters or light bombers. A few O-52's were sent overseas after the pearl Harbor attack and the rest remained in the US as trainers and, briefly, as anti-submarine patrol aircraft.

In November 1942, the Soviet Union ordered 30 O-52 Owls through the Lend-Lease program. Twenty-six were shipped and only 19 ever made it to their shores. Of these only 10 were accepted into service. They were used operationally for artillery-fire spotting and general photographic and observation work.

Surviving O-52's are in the Air Force Museum, and the Yanks Air Museum.

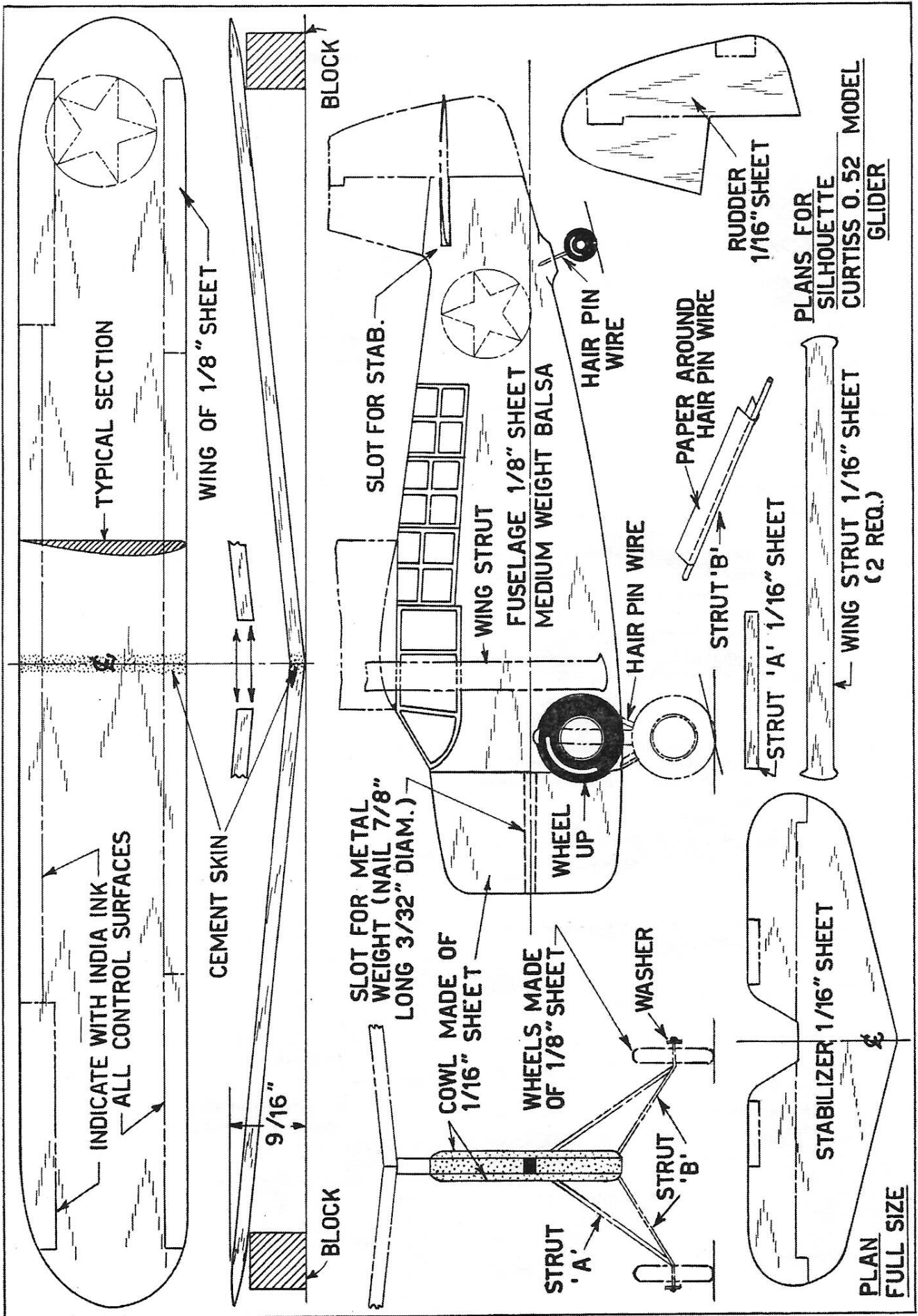
Color and Markings - Early O-52's appeared in overall natural metal with US stars (with red center) in four positions on the wings, tail stripes on the rudder, and U.S. ARMY under the wings. Later aircraft were painted olive drab with neutral gray undersides. Several sources have described the aircraft in the pre-war scheme of blue fuselage and yellow wings and tail, but I have never seen a photograph with that scheme. The Soviet aircraft appear to have been delivered in the standard olive drab over gray. The Soviet red star did not appear on the upper wings.

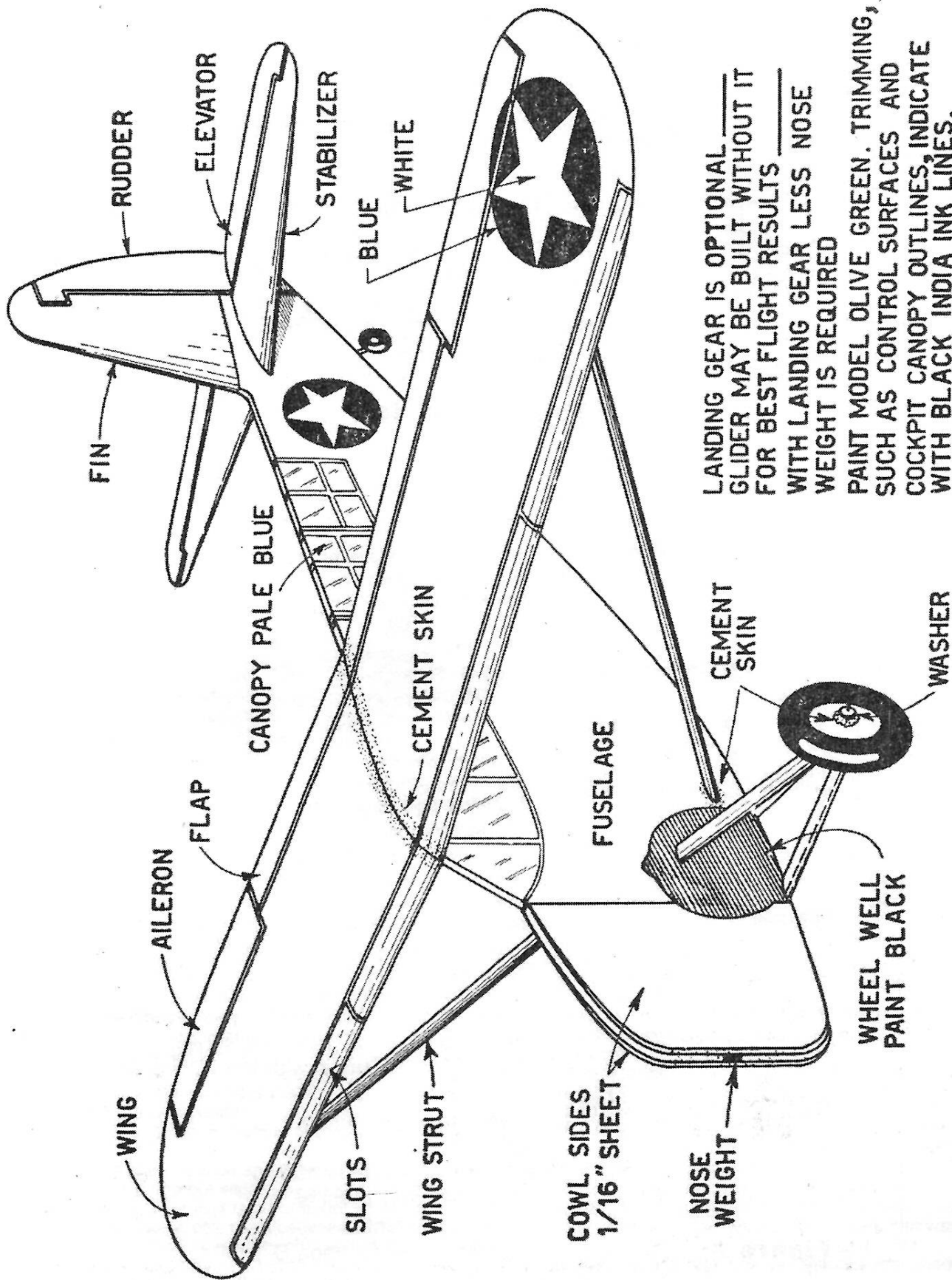
Models - The O-52 has not been a popular aircraft with modelers. A plan for a 30" rubber model appeared in the December 1941 Air Trails, and a gas powered model and a small profile glider appeared in the September 1942 Model Airplane News. The Joe Ott company produced a 40" rubber model during the war.

I recently acquired a 16" kit of the O-52 by Skyleada, a model line of The British Model Aircraft Manufacturing Company. It's somewhat of a mystery why a British company would put out a model of a little known and unsuccessful American aircraft. Our British colleague, Lindsey Smith, informs me that the model is almost certainly post 1941, and therefore, does not qualify for Dime Scale. However, we have rearranged the plan in this issue to meet the Pseudo Dime Scale rules. We have used the line drawing Skyleada box art as our cover art even though they did omit the fixed tail wheel.

If any of our readers builds or has built an O-52, we would appreciate pictures and comments.

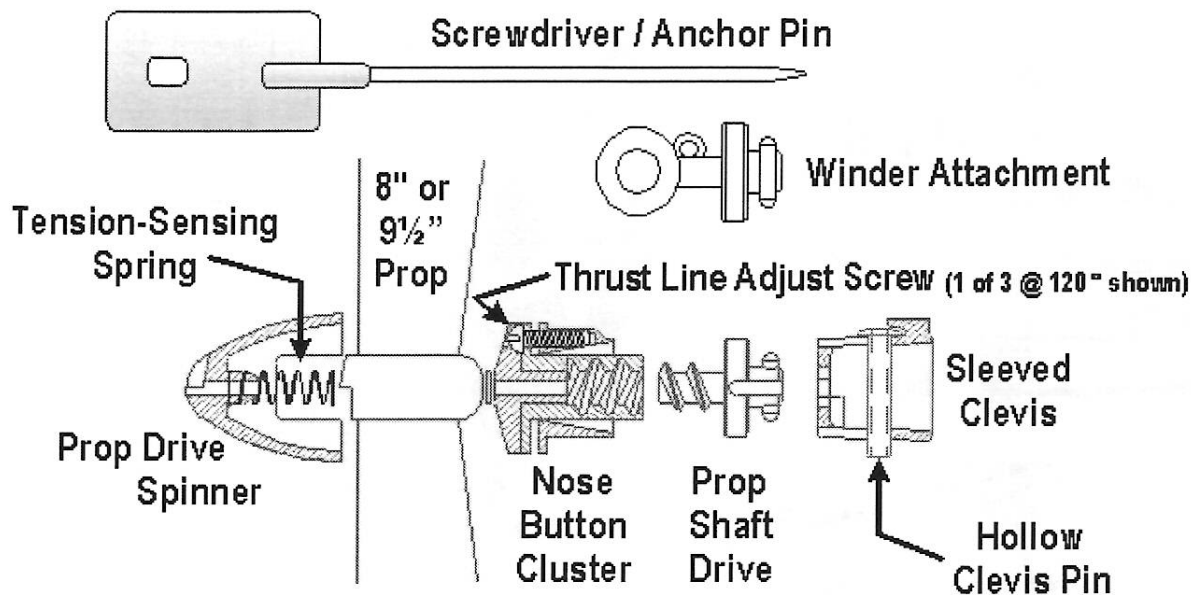
We also note the passing of our Baltimore flying buddy, Bill Bell. Bill had been a regular at our contests for many years, and we will miss him.





LANDING GEAR IS OPTIONAL
 GLIDER MAY BE BUILT WITHOUT IT
 FOR BEST FLIGHT RESULTS
 WITH LANDING GEAR LESS NOSE
 WEIGHT IS REQUIRED
 PAINT MODEL OLIVE GREEN. TRIMMING,
 SUCH AS CONTROL SURFACES AND
 COCKPIT CANOPY OUTLINES, INDICATE
 WITH BLACK INDIA INK LINES.

How Does The Free Flight Gizmo Precision Freewheeler Work?



GIZMO Precision Freewheeler

The Gizmo employs an Automatic Transmission Mechanism which senses when the motor's effective power has been used and shifts the motor into "park" while at the same time shifting the prop into "freewheel". This action ensures that some tension always remains in the motor to keep it taut between the Front End and the rear peg.

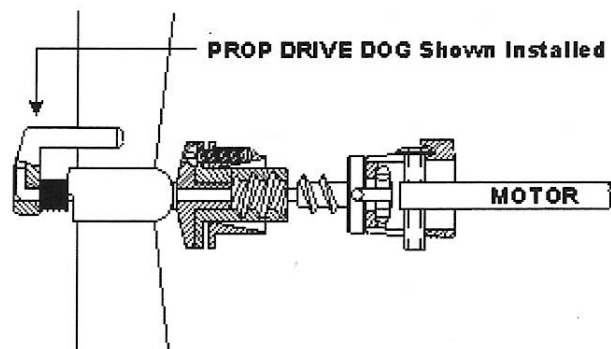


Figure 1

Shown in Figure 1 — a wound rubber motor (which is held in the Sleeved Clevis by the Hollow Clevis Pin) compresses the Tension-Sensing Spring located in the Prop Drive Spinner (or Drive Dog, available in the Gizmo Rebuild and Customize Pack PFW-02). When the Prop Shaft Drive is screwed aft and out of the Nose Button Cluster, the motor is able to turn the prop which is now in the slots of the Spinner.

Wound Motor Shown With Prop Drive Dog Option

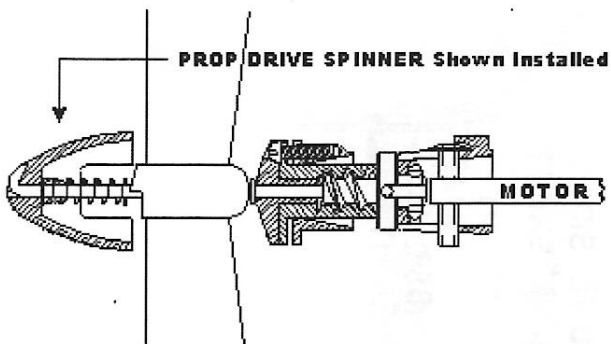
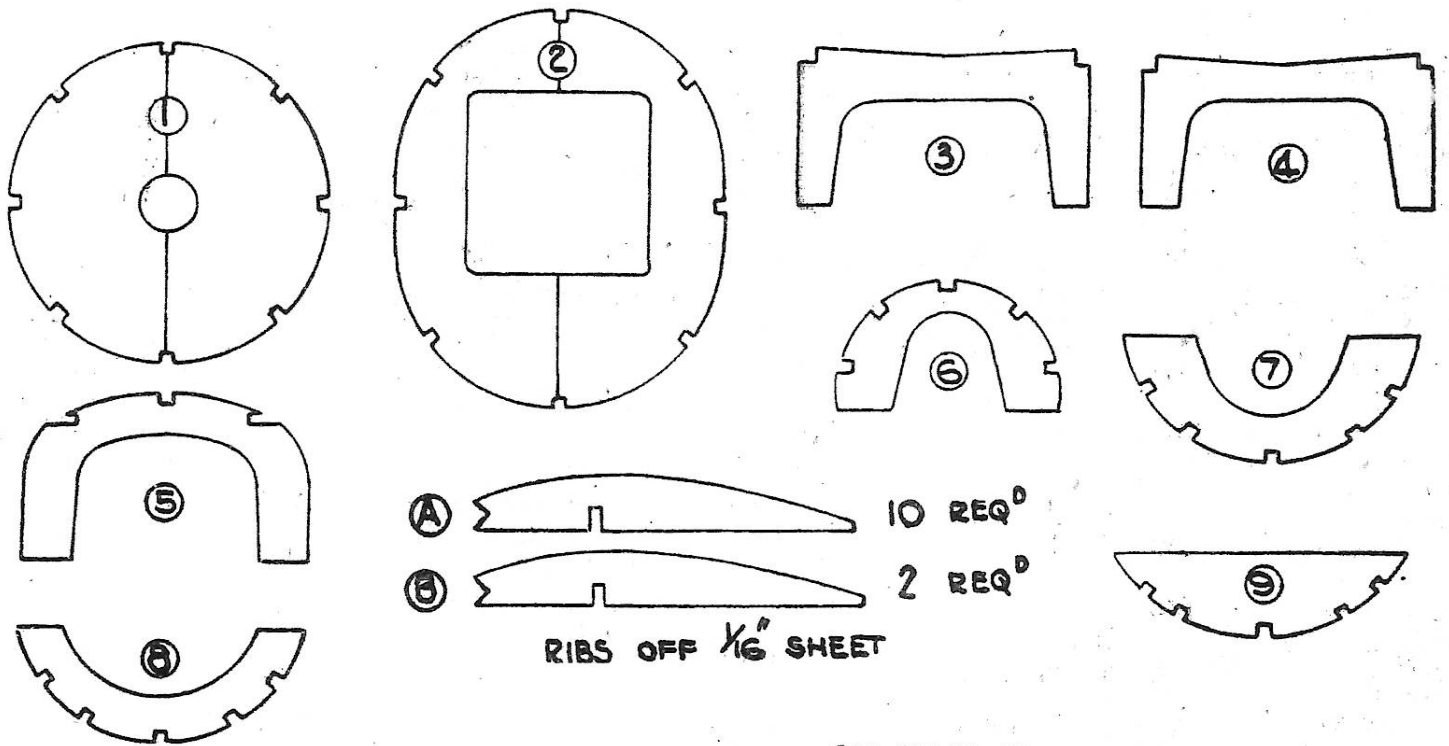


Figure 2

Shown in Figure 2 — when the motor is mostly unwound and there are only 55 to 60 grams of tension remaining, the Spring expands, moving the Prop Shaft Drive forward until it engages the Nose Button and screws itself forward, stopping the motor from turning and moving the Spinner and Spring forward and out of contact with the prop. The Prop Shaft MUST be free to both rotate and move fore and aft in the Nose Button and the prop.

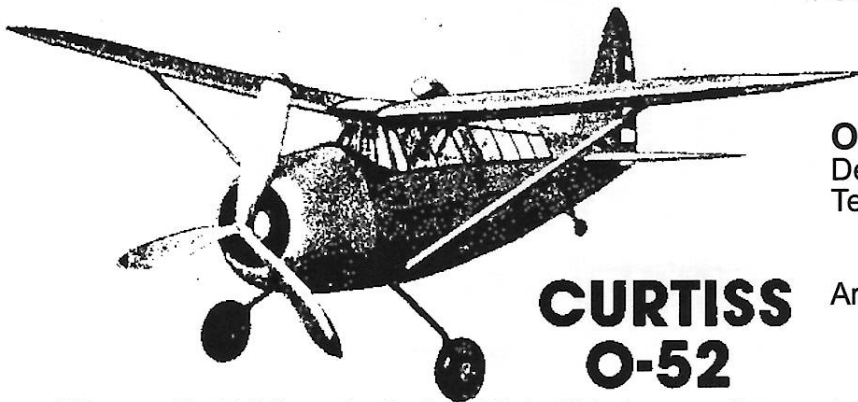
Parked Motor Shown with Prop Drive Spinner Option

mail@gizmogeezer.com
 306-955-1620
 www.gizmogeezer.com/
 GizmoGeezer Products
 45 Kirk Crescent
 Saskatoon, SK Canada S7H 3B1



FUSELAGE FORMERS
ALL $\frac{1}{16}$ " SHEET

CEMENT TWO HALVES
OF FORMER ② TOGETHER
BEFORE ASSEMBLING
ON BASIC FUSELAGE.



CURTISS O-52

OLD TIMER Model of the Month
Designed by: Ronnie Albert
Text by: Bill Northrop

Article from the October 1985 Model Builder

This month's Old Timer, the Curtiss O52, in 30-inch span rubber scale, was designed by Ronnie Albert, and published in the December 1941 issue of *Air Trails*. Wonder how many of today's old time modelers were looking through that issue on the first Sunday in December? Believe it or not, this model was among the first to be published for which full size plans were available from the magazine. The price? Ten cents. (10¢), including postage! Rubber scale models of this type, especially built from scratch, are not for raw beginners, however, for experienced modelers, the plans are quite clear. Our plans were photographically enlarged right from the magazine, which were reduced from the original full-size so we're right back where they started from!

There are a few things we couldn't find on the plans (we could have missed 'em), which we'll mention. The stringers are $\frac{3}{32}$ square. Lots of luck trimming them down to clear the $\frac{1}{16}$ sheeting between bulkhead stations B and C. That's leaving only $\frac{1}{32}$! Better trim 'em down before installing them. Dihedral of the wing is $1\frac{5}{8}$ inches at each tip.

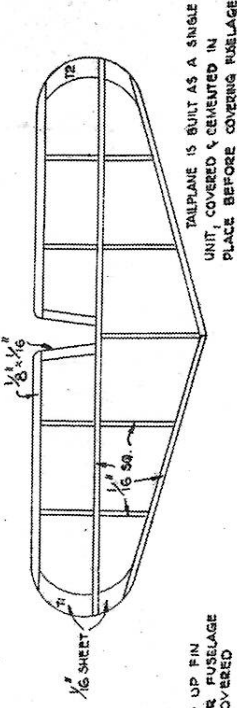
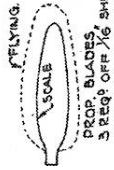
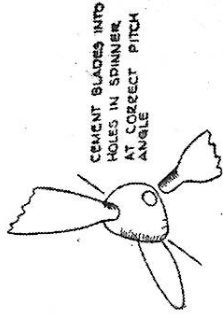
Strangely enough, the plans and text disagree about the prop. We believe the plans, which say that the dotted outline is for the flying prop. The text says that for appearance rather than flying ability, follow the dotted line. Methinks somebody screwed up in the proofreading!

Suggested rubber power is eight to twelve strands of $\frac{1}{8}$ rubber, with four to six inches of slack... Oh yes, it says brown rubber.

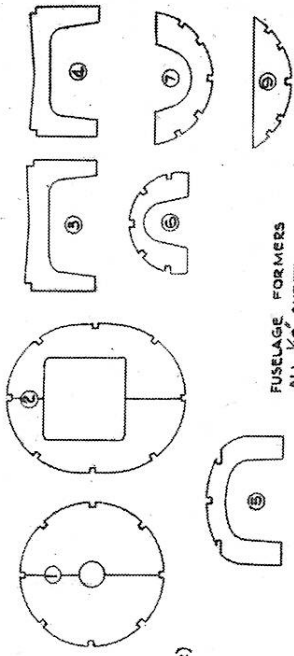
Covering is specified as blue and yellow silkspan, with several coats of thinned clear dope.

Flying instructions cop out slightly by suggesting that everyone has their favorite trimming method. However, they did suggest test flying over that rare commodity, tall grass, and to their credit, they suggest correctly that the balance point, not the C.G., should be at a point between the wing spars... it didn't say what point, but we bet they meant half way. Flight pattern was suggested as power right (using side thrust) and glide left.

We've always believed that if a model looks good, it'll fly good. In our eyes, at any rate, this model looks real good, Sure wish I had time to build one, Send us a picture of yours.



BUILD UP FIN AFTER FUSELAGE IS COVERED

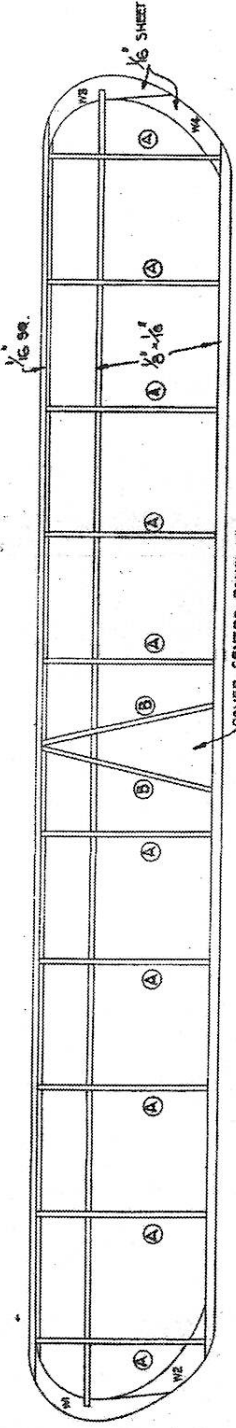


CEMENT TWO HALVES OF FORMER (2) TOGETHER BEFORE ASSEMBLING ON BASIC FUSELAGE.

16" WING SPAN SKYLEADA 16" WING SPAN FLYING SCALE MODELS

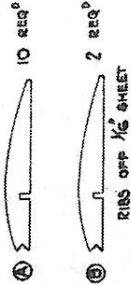
CURTISS OWL

MFD BY THE BRITISH MODEL AIRCRAFT MFG. CO MITCHAM.



COVER CENTER PANEL WITH CELLOPHANE

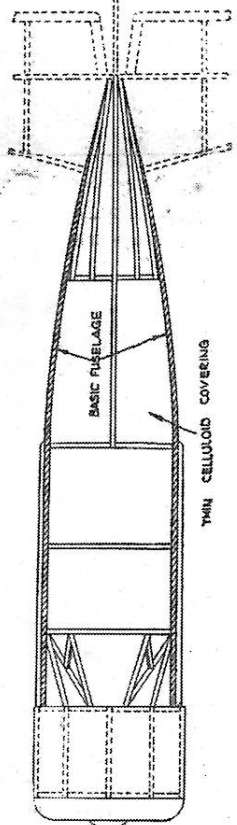
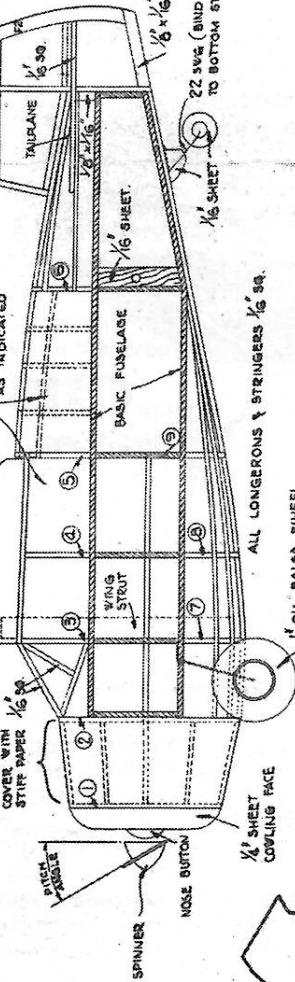
1/16" WING STRUTS CEMENT IN PLACE AFTER BANDING TO STREAMLINE SECTION



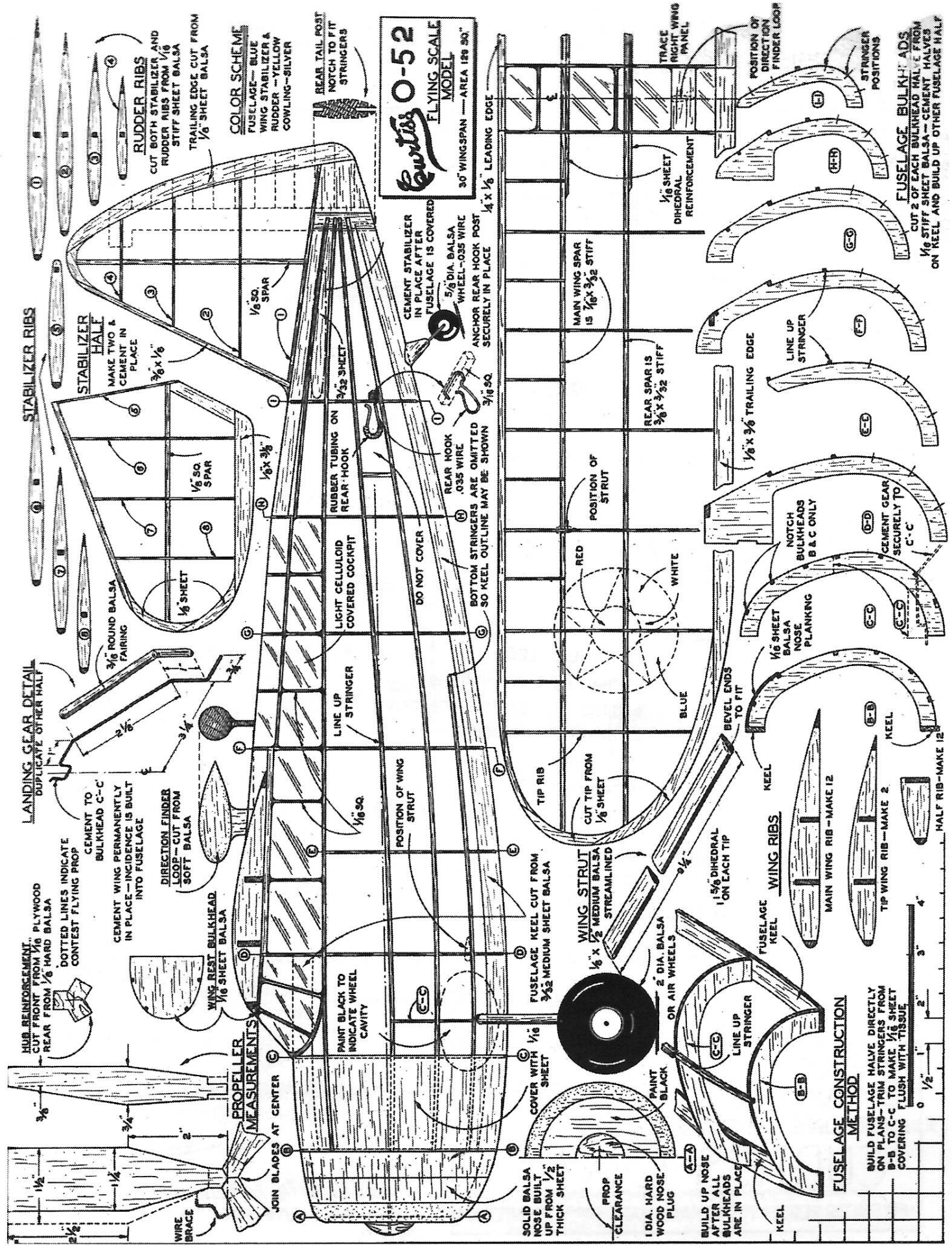
IF LARGER PROP. IS FITTED ON FLYING MODEL, U/C LEGS MUST BE LENGTHENED

CEMENT WING ON TOP OF FUSELAGE

THIN CELLOID - PAINT ON BLACK LINER (AS INDICATED)



BEND U/C LEGS FROM 22 SWG WIRE & BIND TO LONGERONS & ACROSS SPACER BEFORE FIXING FORMER (7)



Curtiss O-52
 FLYING SCALE MODEL
 30" WINGSPAN — AREA 189 SQ"

CEMENT STABILIZER IN PLACE AFTER FUSELAGE IS COVERED
 5/8 DIA. Balsa WHEEL—.035 WIRE
 ANCHOR REAR HOOK POST SECURELY IN PLACE 3/16 SQ.

DO NOT COVER
 REAR HOOK .035 WIRE
 BOTTOM STRINGERS ARE OMITTED SO KEEL OUTLINE MAY BE SHOWN

POSITION OF STRUT
 POSITION OF STRUT
 POSITION OF STRUT

WING STRUT
 1/2 MEDIUM Balsa STREAMLINED
 1 1/2 DIHEDRAL ON EACH TIP

FUSELAGE KEEL CUT FROM 3/32 MEDIUM SHEET
 1/8 SO. SPAR
 COVER WITH 1/16 SHEET

STABILIZER RIBS

LANDING GEAR DETAIL
 DUPLICATE OTHER HALF

HUB REINFORCEMENT
 CUT FRONT FROM 1/16 PLYWOOD
 REAR FROM 1/8 HARD Balsa

WIRE BRACE

STABILIZER HALF
 MAKE TWO & CEMENT IN PLACE
 3/8 x 1/8

3/16 ROUND Balsa FAIRING

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

RUDDER RIBS
 CUT BOTH STABILIZER AND RUDDER RIBS FROM 1/16 STIFF SHEET Balsa
 TRAILING EDGE CUT FROM 1/8 SHEET Balsa

1/8 SO. SPAR

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

COLOR SCHEME
 FUSELAGE — BLUE
 WING STABILIZER & RUDDER — YELLOW
 COWLING — SILVER

1/8 SO. SPAR

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

REAR TAIL POST
 NOTCH TO FIT STRINGERS

1/8 SO. SPAR

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

1/8 SO. SPAR

1/8 SO. SPAR

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

1/8 SO. SPAR

1/8 SO. SPAR

WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

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1/8 SO. SPAR

WING REST BULKHEAD
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WING REST BULKHEAD
 1/8 SHEET Balsa

PROPELLER MEASUREMENTS
 JOIN BLADES AT CENTER

FUSELAGE CONSTRUCTION METHOD
 BUILD FUSELAGE HALVE DIRECTLY ON PLANS—TRIM STRINGERS FROM P-8 TO C-C TO MAKE 1/8 SHEET COVERING TIGHT FLUSH WITH TISSUE

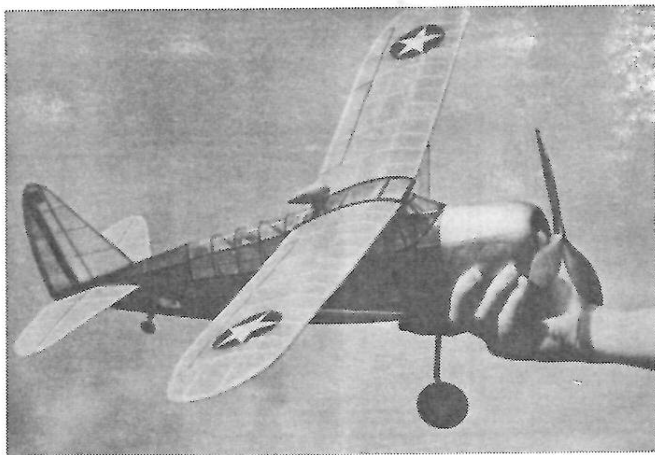
FUSELAGE BULKHEADS
 CUT 2 OF EACH BULKHEAD HALVE FROM 1/8 STIFF SHEET Balsa — CEMENT HALVES ON KEEL AND BUILD UP OTHER FUSELAGE HALVE

KEEL
 MAIN WING RIB—MAKE 12
 TIP WING RIB—MAKE 2

WING RIBS
 KEEL
 FUSELAGE KEEL

WING STRUT
 1/2 MEDIUM Balsa STREAMLINED
 1 1/2 DIHEDRAL ON EACH TIP

WING STRUT
 1/2 MEDIUM Balsa STREAMLINED
 1 1/2 DIHEDRAL ON EACH TIP



SCALE THE CURTISS O-52 RONNIE ALBERT

One of the latest and most talked-about U. S. army war birds is the new Curtiss Observation—the O-52. Designed especially for "peeking" duty, the O-52 is one of the most efficient in its class. And although few realize it, aircraft of the observation type are just as important, if not more so, than those 400-m.p.h. fighters!

This O-52 will make as beautiful and consistent a flying model as the real ship is efficient—and that's something! Having a wing area of 129 square inches and a total flying weight of 4 ounces, our O-52 is just up to weight rule—a characteristic of extreme importance in flying-scale competitions.

The construction is rather simple and no difficulty should be encountered if the directions are carefully and accurately carried out. As with most flying scale models, the fuselage is by far the most difficult unit to construct—so, before that enthusiasm is lost and you start to cool, let's get on with the construction.

CONSTRUCTION

With the assumption that you have already enlarged the plans to read full size or else eliminated "model builder's torture" by sending your thin dime to Air Trails for the full-size drawings, start the construction by cutting out the bulkhead halves from 1/16" stiff medium sheet balsa. After the bulkhead halves are carefully sandpapered and labeled, cut from 3/32" medium sheet balsa the fuselage "keel" and pin directly over the drawings. Then cement each bulkhead half in place, care being taken to make certain that all are perpendicular to the plan surface. After the cement has sufficiently dried to permit handling without the fear of bending the bulkheads from their perpendicular position, the 3/32" square "line-up" stringer should be cemented in place. You will note that when cementing stringers in place, all are cut down from Bulkhead B to C to make way for the 1/16" sheet nose balsa covering which is later cemented into place. After a check-up to make certain the line-up stringer did not pull the bulkheads out of position, the fuselage half may be removed from the plan and the other bulkhead halves

cemented into position. The right-side line-up stringer should then be added and the entire structure allowed to dry.

After the cement is dry, cement the 3/32" square stringers in position, adding one to one side and then one to the other to insure a true fuselage.

Next we plank the nose with flexible 3/16" sheet balsa. You will note that because the stringers were shaved between Bulkheads B and C, the sheet covering is flush with the stringers—all of which makes way for a smooth covering job. After the planking is completed the solid nose section should be made. First cut two "rings" from soft 2" sheet balsa. Cut out the center of each ring so a 1/4" wall remains, and then cement both rings in place.

Next add the front thick solid section of sheet balsa, and proceed to carve the nose until it fits in with the fuselage contour. Cut into the front layer to give the effect of a cowl, and drill a 3/8" diameter hole for the hardwood nose block. Apply a few coats of clear dope to the balsa surface to fill the pores, and then proceed with the cementing of the landing gear in place.

The landing gear is bent from .035 steel wire to the shape indicated, and cemented in place to the face of Bulkhead C'-C'. Cut the 3/16" diameter fairing struts from flexible balsa and cement in place. To obtain a neat job, it is best to groove the fairing to fit the wire and then cover the entire strut with tissue paper. Next cement the rear hook and tail wheel in place; add the cockpit braces along with the wing rest bulkhead, and then sandpaper the entire structure with No. 1/2 sandpaper to make certain no nicks and bumps result.

In making the stabilizer, first cut from 1/16" medium sheet balsa the ribs, and cement in place along the 1/8" square spar. Add the leading and trailing edges, and then sandpaper the structure with No. 1/2 sandpaper. Because each stabilizer half is symmetrical it is not necessary to make one right and one left, and consequently the stabilizer is made in two identical halves and then joined individually to the fuselage.

The construction of the rudder is our next task and, since this is very similar to the stabilizer construction, little need be said. A word of warning, however. When making the rudder, be certain that the ribs bevel to fit the trailing edge, else small wrinkles will result at the point where the rib and trailing edge meet.

Now that we have the framework of our tail surfaces completed, our next job is making the wing. Because of the fact that the wing is of the non-tapered type, wing construction is very simple. Cut the ribs from stiff 1/16" sheet balsa and cement in place along the spars. Both front and rear spar are cut from a sheet of 3/32" stiff sheet; the front or main spar measures 7/16x3/32", while the rear spar is 3/8" deep. Add the 1/8x3/8" trailing edge and then cement the 1/4x1/8" leading edge in place. Trim off both leading and trailing edges to work in with the contour of the airfoil and then sandpaper the joints carefully.

You will note that the wing is made in two sections—one left and one right. 1/8" dihedral in each tip is cemented in place when the wing panels are joined

together. Reinforce the joint by cementing 1/16" sheet to the rear of each spar at the point where they join at the center.

Although many of the current flying-scale models use the conventional two-bladed propeller, we are inclined to believe that the three-blader is a bit more effective, and consequently equipped our O-52 with such an air-screw. (Anyway, the real ship has a three-blader.)

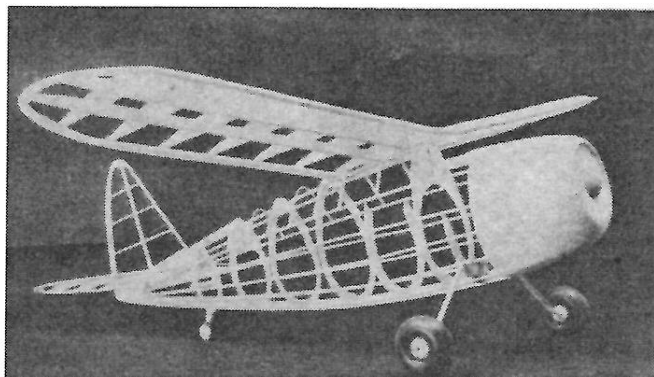
A three-bladed propeller may seem rather difficult to build up, but actually it isn't. In fact, it will be much simpler to make than a two-bladed prop of equal diameter. You will note that the drawings contain two prop block outlines. For those of you who worry about appearance a bit more than flying ability, we suggest you use the outline as indicated by the dotted line. As for you other modelers, you know what to do, so we won't bother putting it on paper.

First obtain three individual blocks—all equal in size and weight—and then, cut the outline with a coping saw. After the outline is completed, proceed with the actual carving on one blade, starting with the underside. After the underside is completed to the degree where about 3/32" under-camber exists, the upper side should be carefully carved. Each blade tapers from about 3/16" at the extreme hub to 1/16" at the tip. Round off the tips so they are of an elliptical outline and then bevel the hub so when all three blades are joined together 120° exist between the center lines of each blade. Use the same process in making the remaining two blades, and then, after all three are carefully sandpapered and matched, join together. To reinforce the propeller hub, a section of 1/16" plywood is cemented to the front of the prop. A 1/8" hard balsa hub reinforcement is anchored securely to the rear. As an extra reinforcement measure, three .035 wire braces bent to the shape shown on the plan are cemented between the propeller hubs. The propeller is then fitted for freewheeling and doped three times with thick clear dope. After this is done, cover the entire surface with tissue paper and paint silver.

The prop shaft should be bent from .048 steel wire and the loop covered with rubber tubing to prevent the rubber motor from being cut. As for power, power your model with eight to twelve strands of 1/8" flat brown rubber having about 4"-6" slack.

COVERING AND ASSEMBLY

Before covering the fuselage with blue Silkspan tissue, the cockpit should be covered with a light-grade celluloid; that is, celluloid that bends easily. Do not cover the portion near the wing trailing edge with celluloid until



after the wing is attached to the fuselage: After the celluloid is in place, the fuselage may be covered and then sprayed with a light coat of water. When the covering is dry and taut, dope the surface a few times with thin clear dope. Next cover the stabilizer and rudder with yellow paper—the covering material in all cases being Silk-span tissue—and cement the stab and rudder accurately in place.

The wing is next covered with yellow tissue and given the same water and dope treatment as the fuselage and tail surfaces. The wing is cemented in place and, after the cement is dry, the 1/8x1/2" streamlined wing struts are added. The celluloid center section is then carefully installed and the direction loop finder, which is carved from soft balsa, cemented where shown.

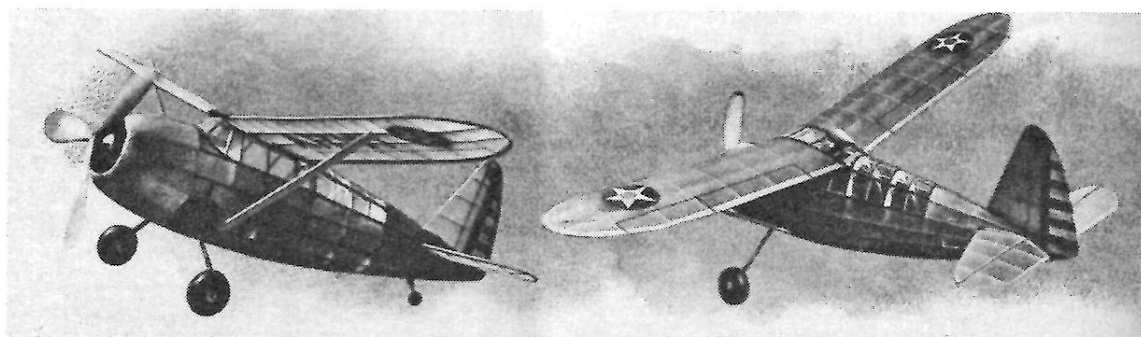
To bring out that American touch, the Stars and Stripes are added to both wing and rudder, respectively, and the 2"-high U. S. ARMY letters cemented to the underside of the wing. The aileron elevator hinges and flaps are indicated by strips of 1/16" wide black tissue, applied with fairly thin dope. To give the appearance of the space where the retracted wheel fits in, the portion indicated on the plan is painted black, as is the landing-gear strut and the entire nose plate.

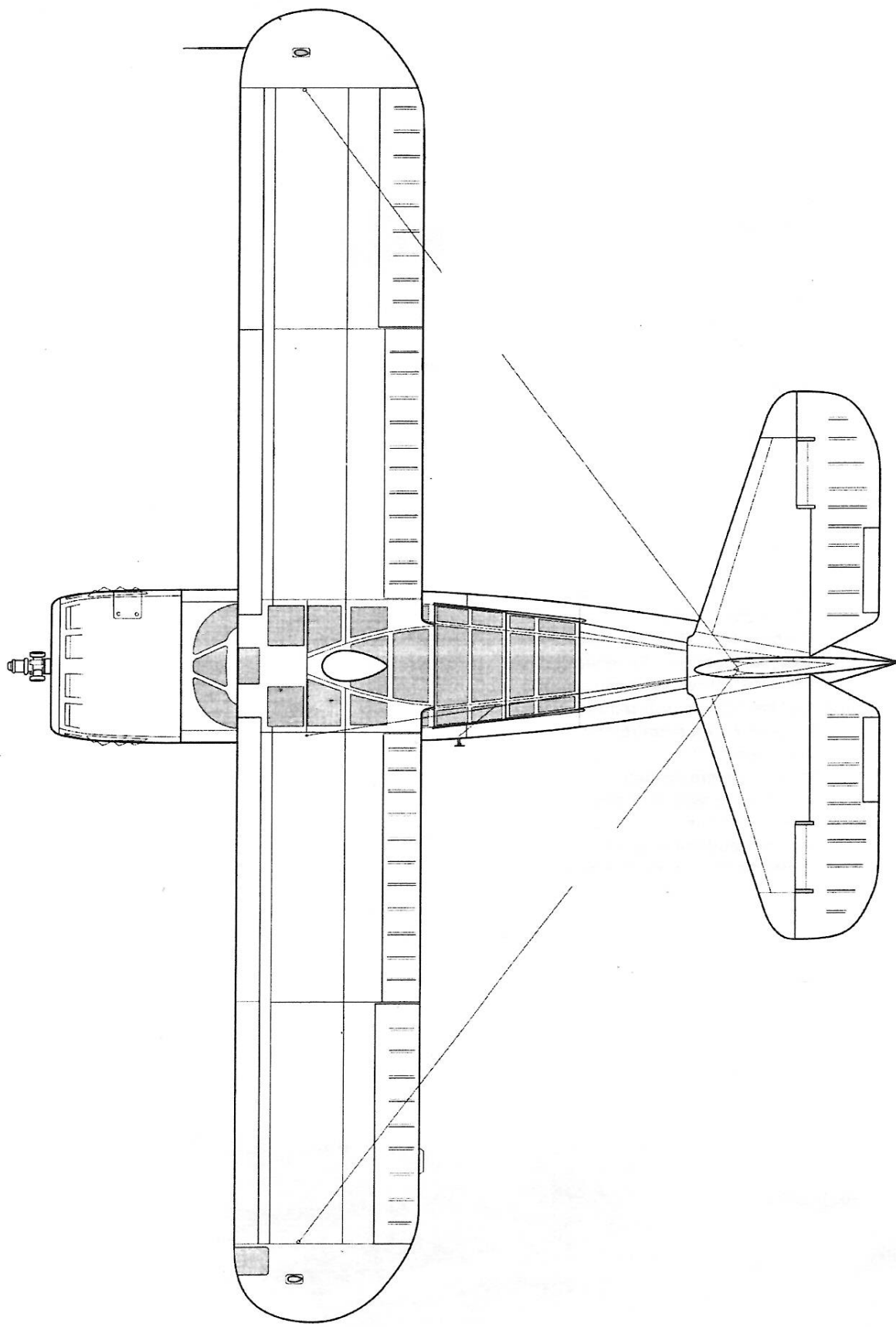
FLYING

Knowing model builders, we realize these flying directions will only be glanced at—because everyone has his pet way of testing a job. At any rate, for your model's sake choose a nice calm day for that "first," with the surrounding area consisting of high grass—the higher the better. Balance your O-52 at a point between both wing spars and glide the model to notice the turning tendencies. Warp the rudder so the gliding tendency is toward the left. and put a 1/32" sliver of bamboo in the nose block to slant the thrust line to the right. Thus your model will climb to the

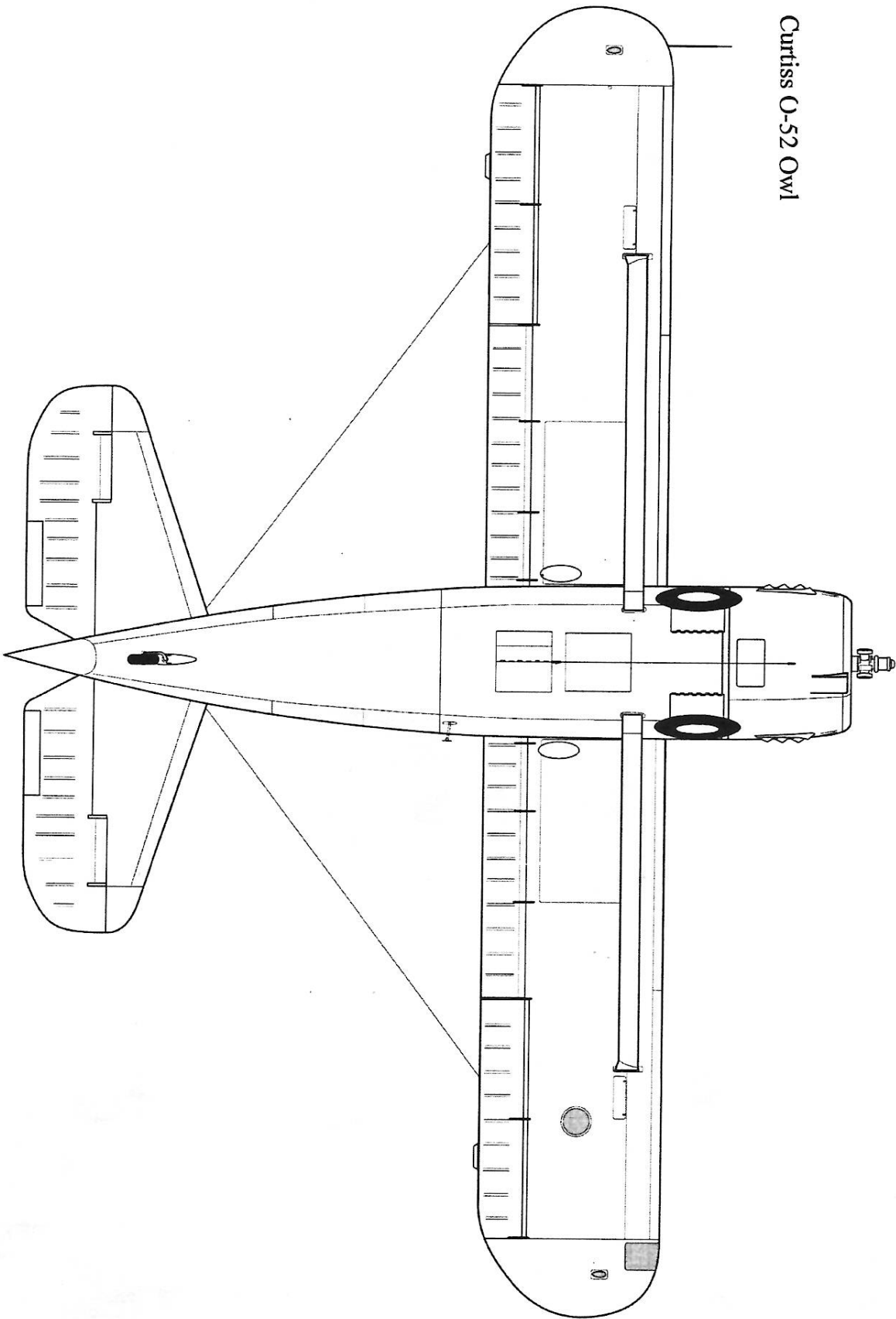
right and glide to the left. And when that winder is put into play, the climb will be right and the glide—gee, that'll be right too!

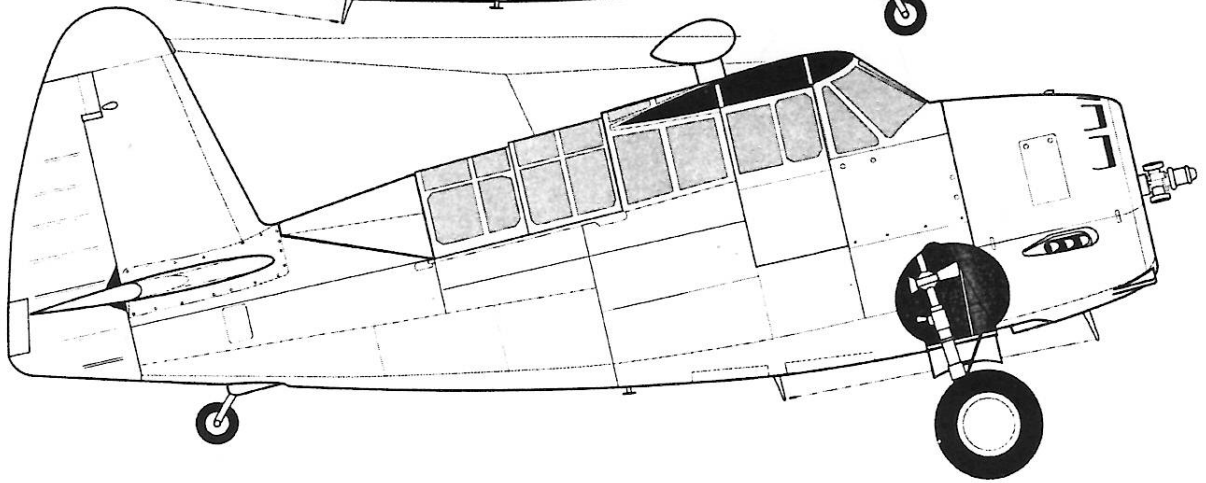
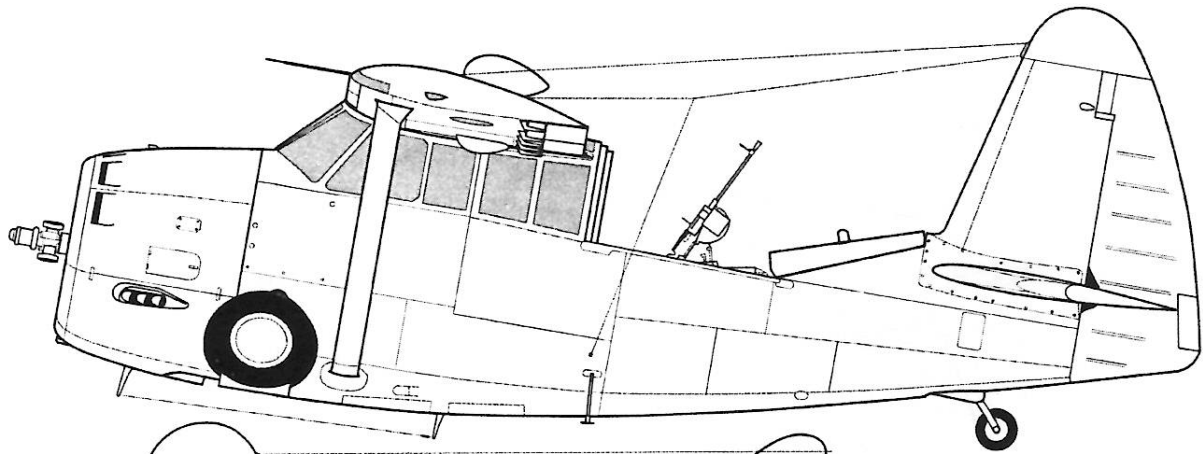
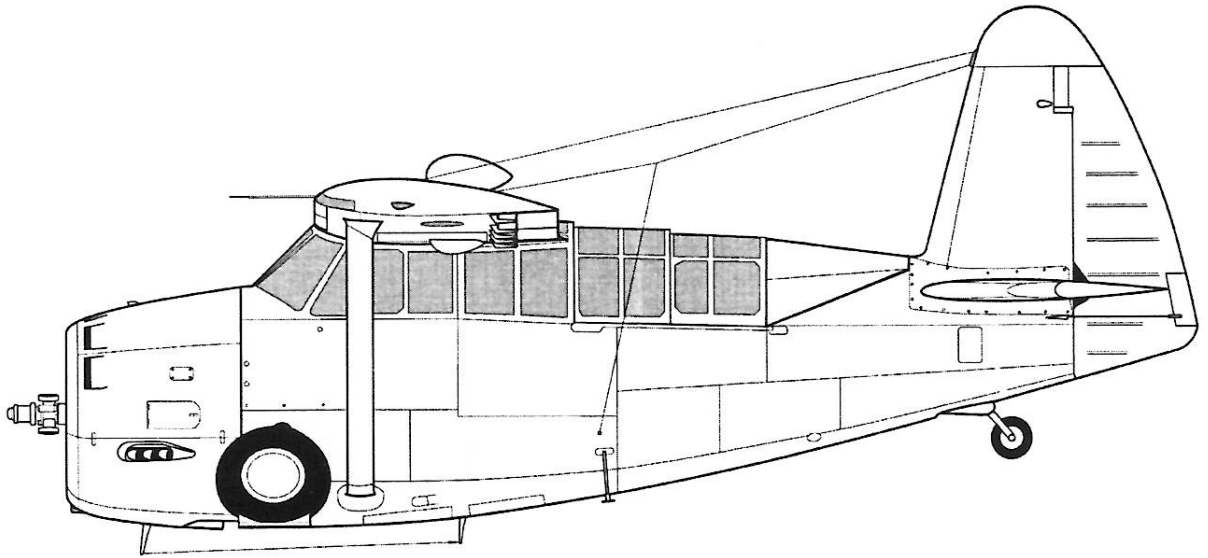
Original article from the December 1941 Air Trails.



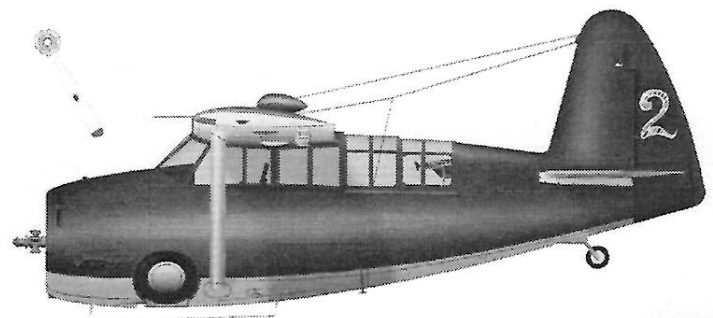
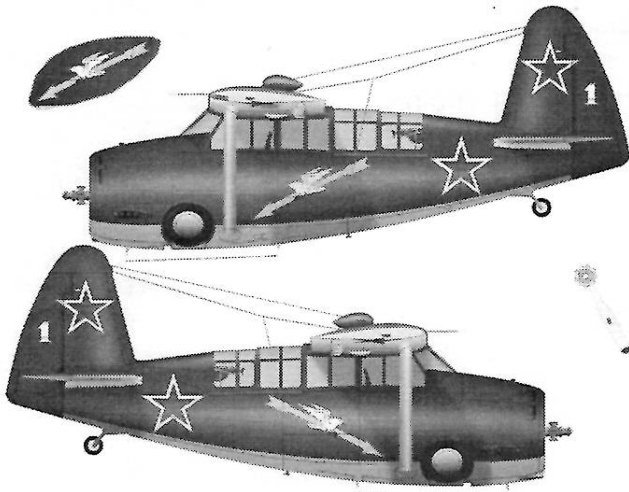
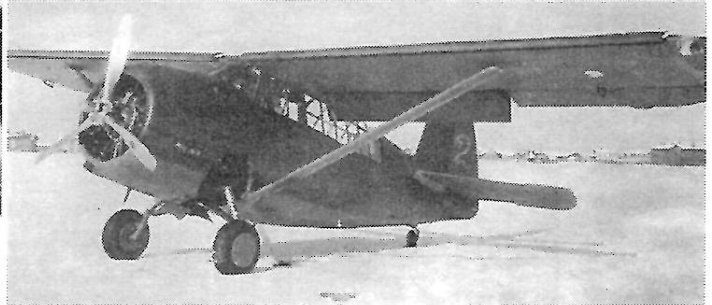
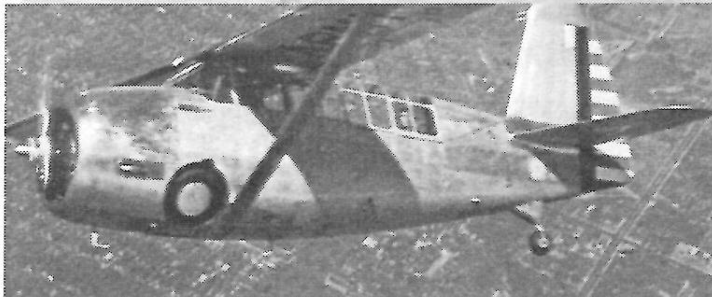
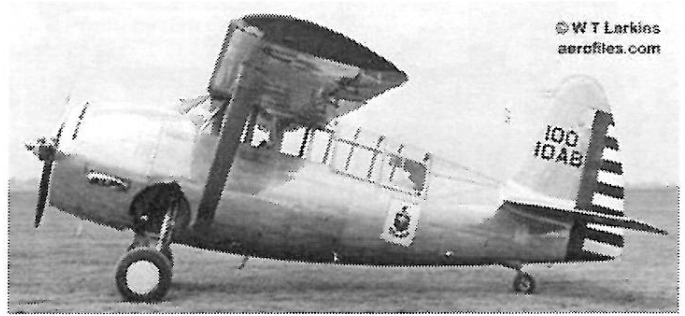


Curtiss O-52 Owl





These side views pretty well show the canopy set up and the wing spar in relations to the fuselage formers and right side door.
They agree very well with my photos on page 6.
All of the drawings are to the same scale, what ever it is.



Misc. Photos Dan collected; the two kakhi with meat balls are the Air Force Museum a/c. Note the Russkis never had the star on the top of the wing and on #2 had no stars at all.

The Return of Navy Scale

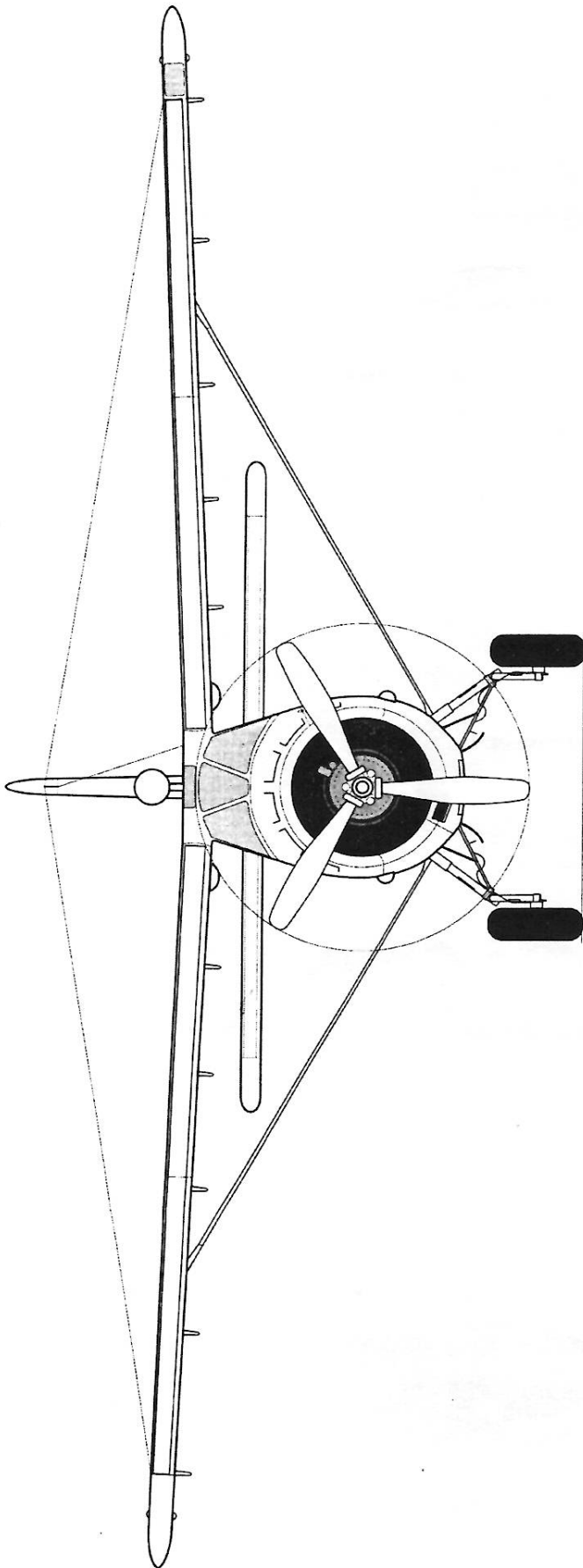
From the late 1970's to the mid 1990's, the DC Maxcuters held many indoor contests at US Navy facilities - the Navy hangar at Andrews AFB, Patuxant River Naval Air Station, and the US Naval Academy. As a tribute to our hosts, a regular event was Navy Scale mass launch, and this was one of the most popular events. The event was dropped after we lost access to Navy facilities. Many of us Maxcuters are Navy veterans and we like Navy airplanes. To encourage the building of models of naval aircraft, we are going to revive this event as a regular event at our Summer (and possibly Spring) contests in North Carolina.

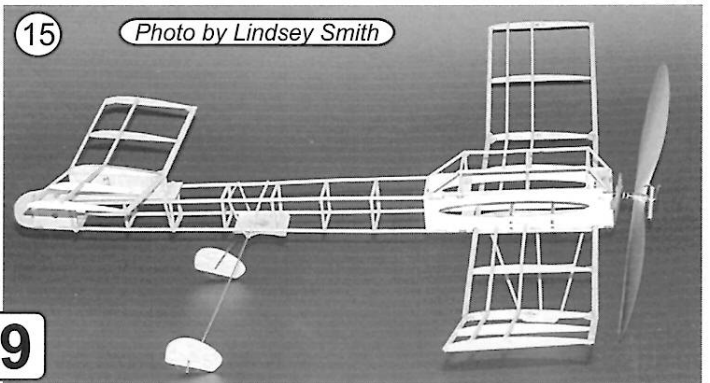
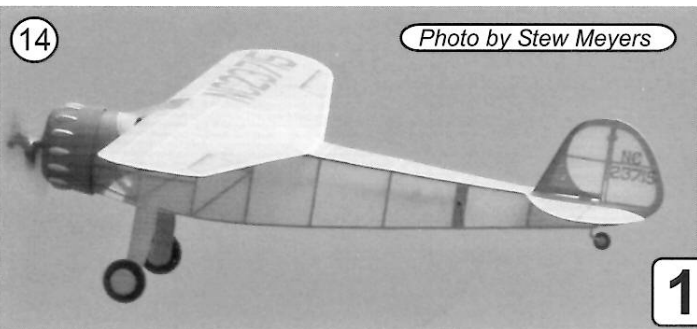
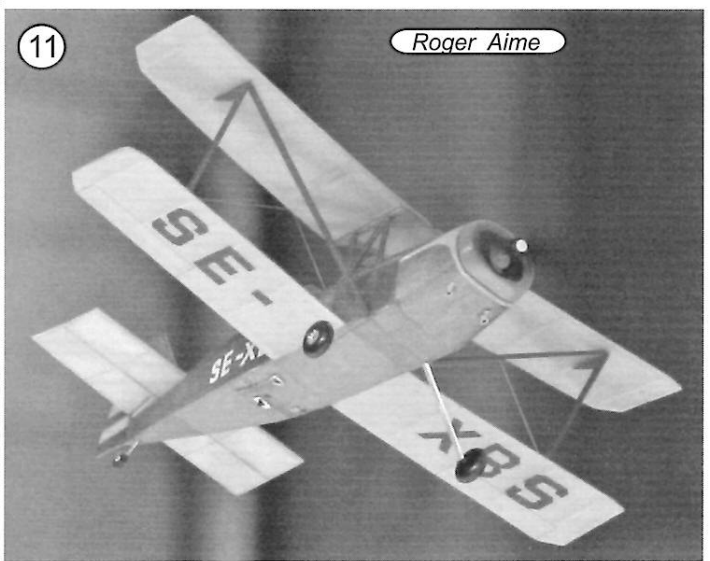
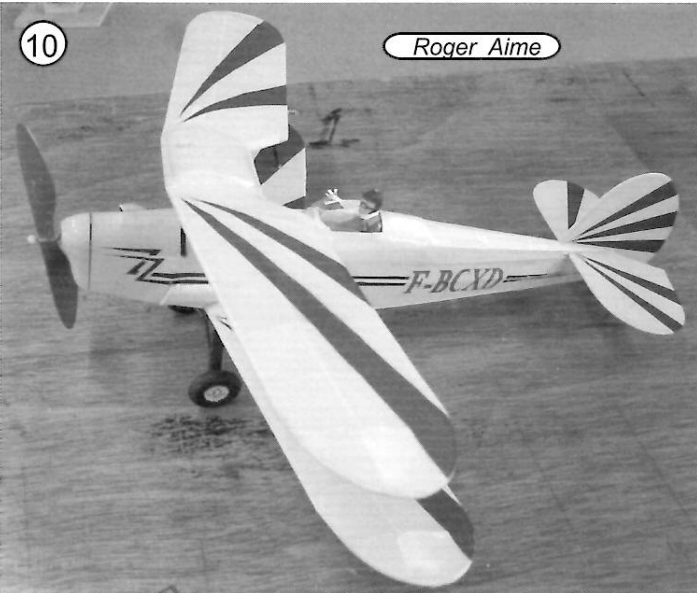
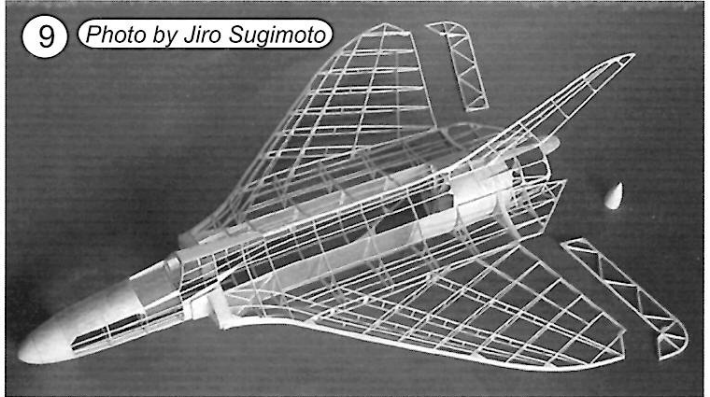
The event has been approved by FAC-GHQ for a Kanone. The rules are:

1. Event is a mass launch for rubber powered scale models of any airplane from any navy (any country and includes Marine and Coast Guard aircraft).
2. Model must be in correct service color and markings.
3. Model must meet basic FAC mass launch rules.
4. Documentation of eligibility for unusual or obscure aircraft is the responsibility of the contestant, and the decision of the CD is final.
5. Models may also fly in any other contest event for which they qualify

Photo Captions Page 19

8. The latest from Bob Schlosberg. Bob enlarged John Lewars Aeronca Champion plan in the January-February 1997 MaxFax and has powered it with CO2.
9. Masashi Ohta of Japan built this Peanut Douglas F4D Skyray as rubber powered ducted-fan model. Total weight of this model: 9.7 grams without rubber!
10. A Stampe Peanut from France - photo by Roger Aime.
11. Another Peanut photo from Roger Aime; a great flight photo of an Andreasson.
12. David Franks Folkerts Jupiter ready for winding at a recent Virginia contest.
13. Don Srull flexing muscles hoisting his Dornier -- now electric powered.
14. A pretty Cessna by Joe Hurdle at the Kudzu contest.
15. Lindsey Smith's latest a Barnaby Wainfan pusher at Impington; his new Embryo for next year







From Bob's wife Louise -

Our fellow Maxecuter and good friend Bob Flickinger suffered a stroke recently and has been moved to a rehab facility in Annapolis, Maryland. We are sure that he would like to receive some encouragement from his many friends and fellow modelers.

His rehab address in Annapolis is -
Bob Flickinger,
SpaCreek Center, RM 102,
35 Milkshake Lane, Annapolis 21403
- Phone 410-260-6761.

Bob's home address is — 12720 Kincade lane, Bowie, Maryland 20715

The photo here was shot at the National Building Museum last season where he never missed participating.



From Randy Kleinert -

Another fellow Maxecuter and good friend Bill Bell has passed away after his recent illness and now flies in the heavens.

We feel certain that Bill's wife Dot would appreciate receiving notes from Bill's Maxecuter and SAM friends.

Dot's home address is:

MRS. WILLIAM W. BELL
113 DIHEDRAL DRIVE
BALTIMORE
MARYLAND 21220

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 \$20 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.

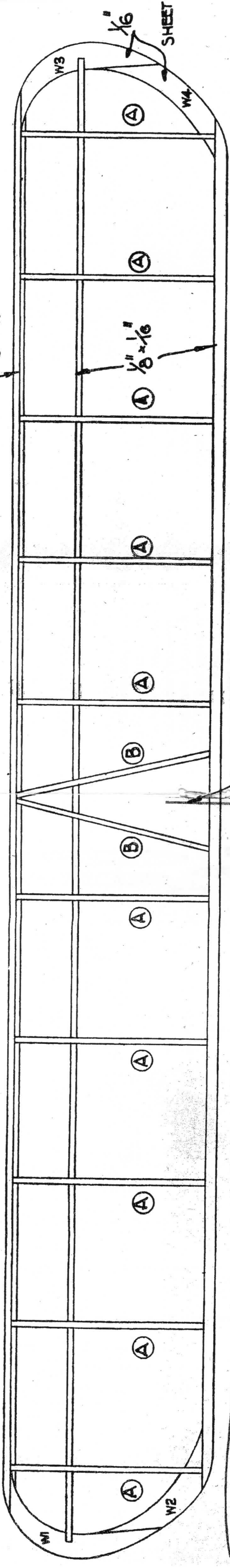
CONTACTS - Material for the newsletter and membership questions should be addressed

to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@erols.com

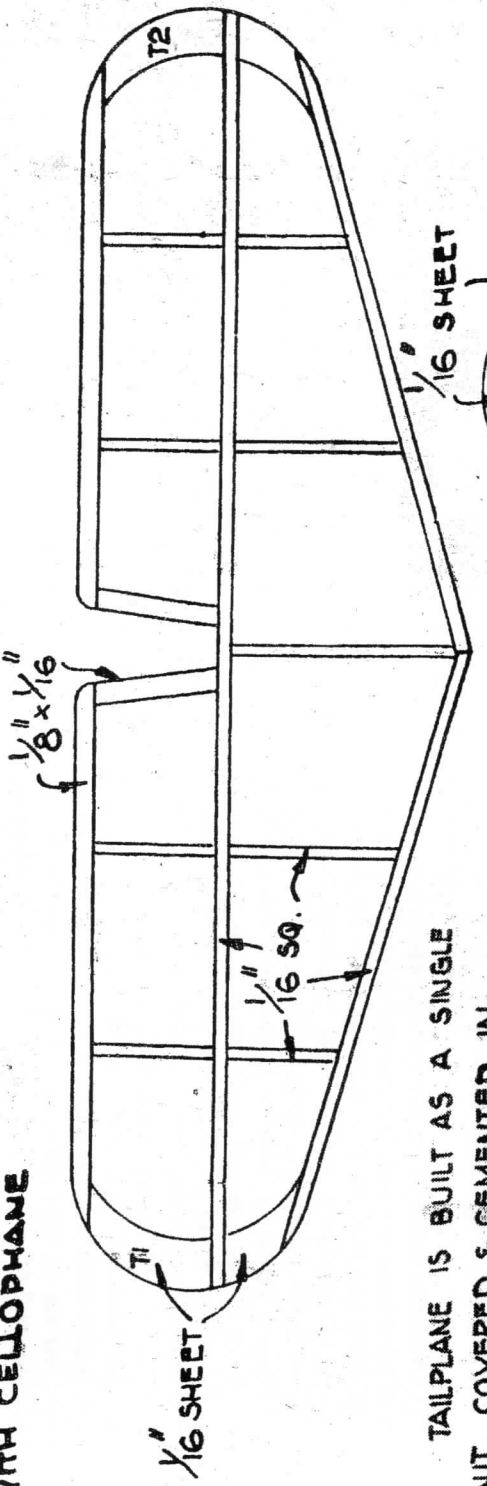
Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due





COVER CENTRE PANEL WITH CELLOPHANE

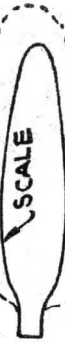


TAILPLANE IS BUILT AS A SINGLE UNIT, COVERED & CEMENTED IN PLACE BEFORE COVERING FUSELAGE

BUILD UP FIN AFTER FUSELAGE IS COVERED

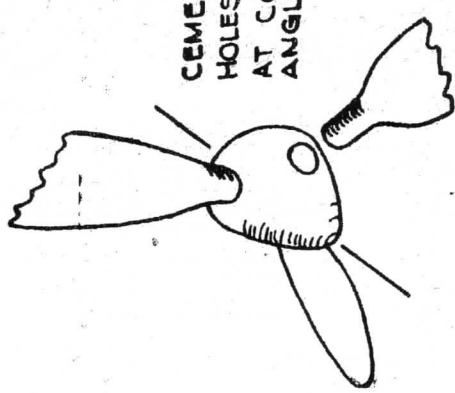
1/8 x 1/16 WING STRUTS CEMENT IN PLACE AFTER SANDING TO STREAMLINE SECTION

FLYING SCALE



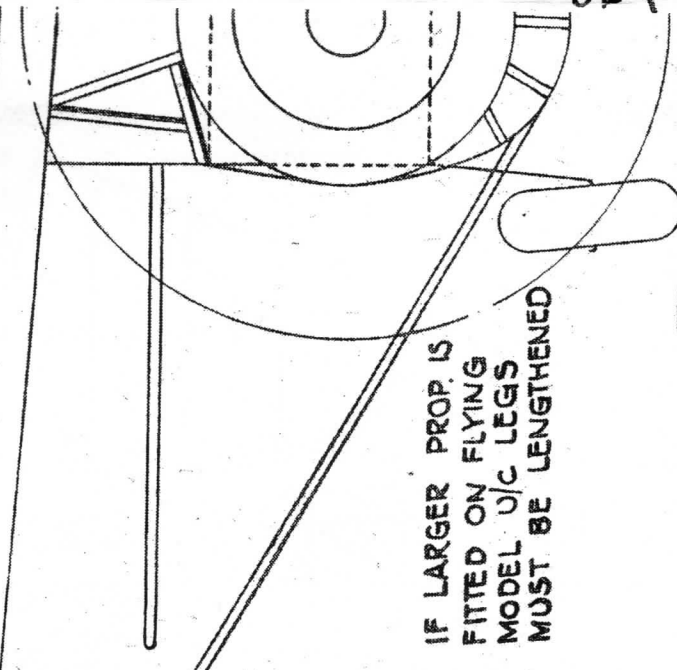
PROP. BLADES, 3 REQ. OFF 1/16 SHEET

BEND U/C LEGS FROM 22 SWG WIRE & BIND TO LONGERONS & ACROSS SPACER BEFORE FIXING FORMER 7



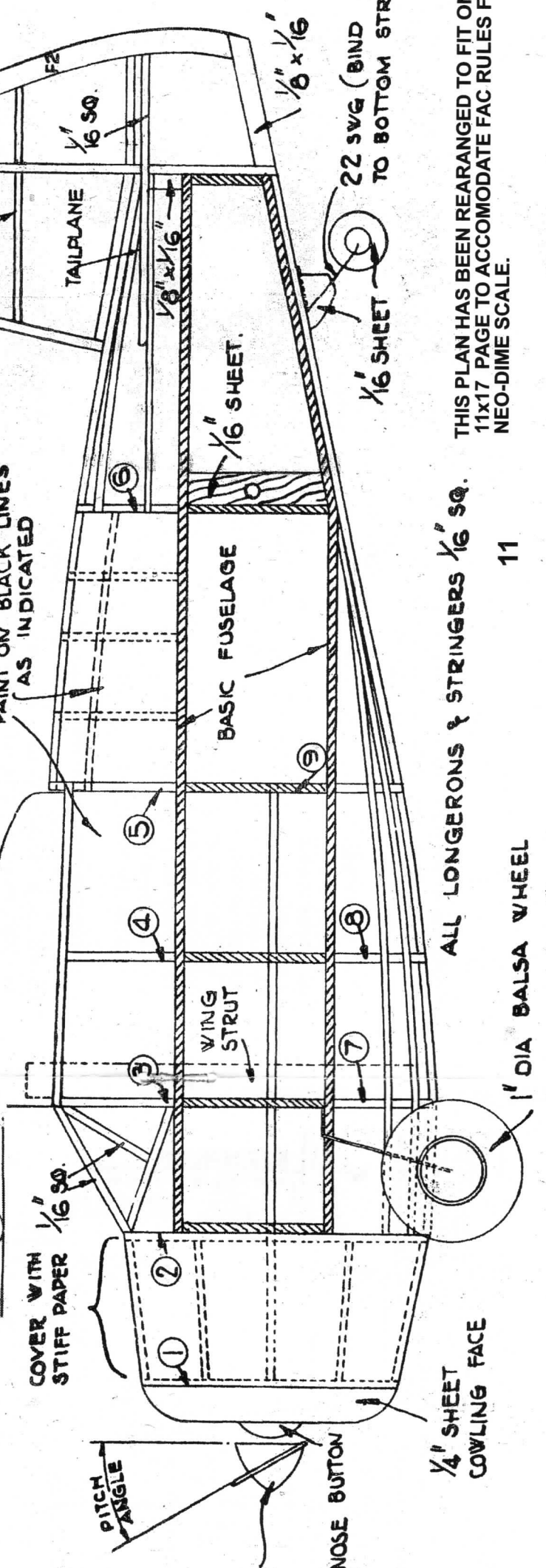
CEMENT BLADES INTO HOLES IN SPINNER AT CORRECT PITCH ANGLE

16" WING SKYLEADA 16" WING SPAN FLYING SCALE MODELS CURTISS OWL MFD BY THE BRITISH MODEL AIRCRAFT MFG. CO MICHAM.



CEMENT WING ON TOP OF FUSELAGE

IF LARGER PROP. IS FITTED ON FLYING MODEL U/C LEGS MUST BE LENGTHENED



SPINNER

NOSE BUTTON

1/4 SHEET COWLING FACE

1" DIA Balsa WHEEL

ALL LONGERONS & STRINGERS 1/16 sq.

22 SWG (BIND TO BOTTOM STRINGER)

THIS PLAN HAS BEEN REARRANGED TO FIT ON AN 11x17 PAGE TO ACCOMMODATE FAC RULES FOR NEO-DIME SCALE.