

MAX FAX

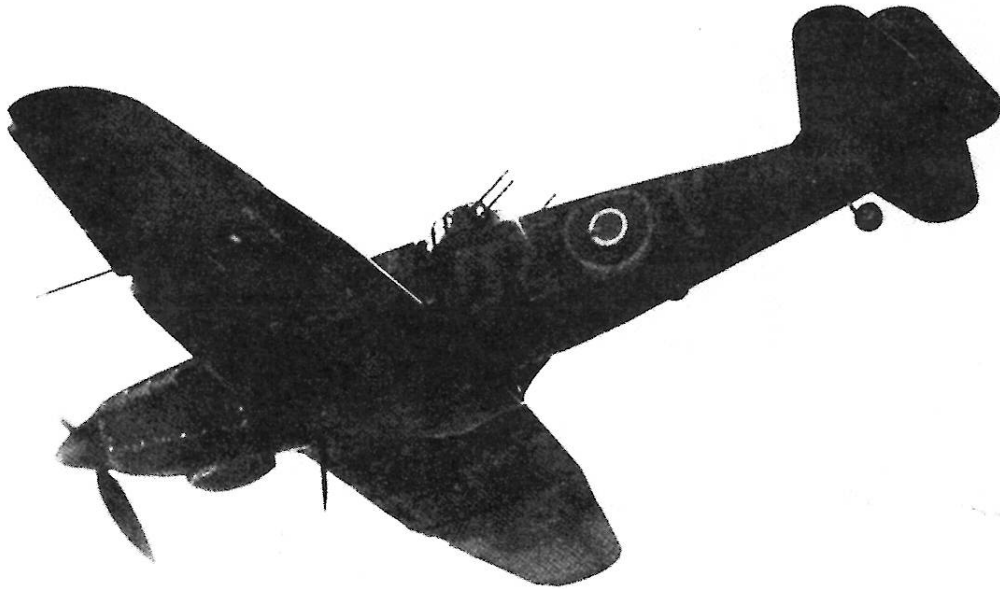


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

MARCH - APRIL 2007



COMING ATTRACTIONS

MAY 4, 5, 6, 2007 FAC SOUTHWESTERN REGIONAL CONTEST

MAY 19, 2007 Saturday 9 AM -5PM CAROLINA MODEL FLYERS AND KUDZU FLYING CORPS
SPRING AMA - FAC CONTEST AT CAROLINA SOD FARM RAEFORD, NORTH CAROLINA.

MAY 26, 27 2007 Saturday and Sunday Capital Area Soaring Association Spring Sizzle Memorial
Day Weekend--Rockville, Maryland Open flying both days from 9am -- No contests -- Just fun.
www.springsizzle.com

JULY 20, 21 2007 FAC NON-NATS GENESEO, NEW YORK JUDGING ON Thursday the 19th,
flying on Friday and Saturday

JULY 28 2007 Saturday Loudoun County Aeromodler's Electric Aircraft Fly In Fun Fly at Banshee
Reeks Park, (Near Leesburg, Va.) www.lcaa.org for details.

AUGUST 17,18,19, 2007 WESTERN NY FF SOCIETY CONTEST WITH FAC EVENTS GENESEO,
NEW YORK



Photo by John Hunton



Photo by Jiro Sugimoto

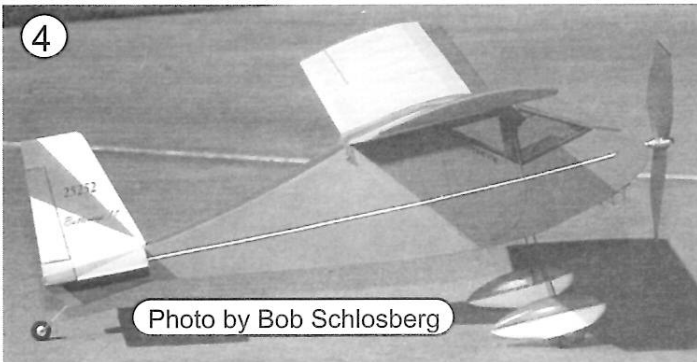


Photo by Bob Schlosberg



Photo by Don Srull

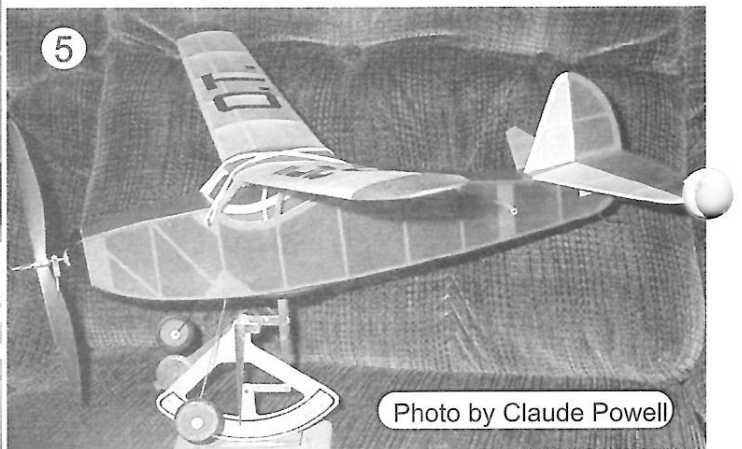
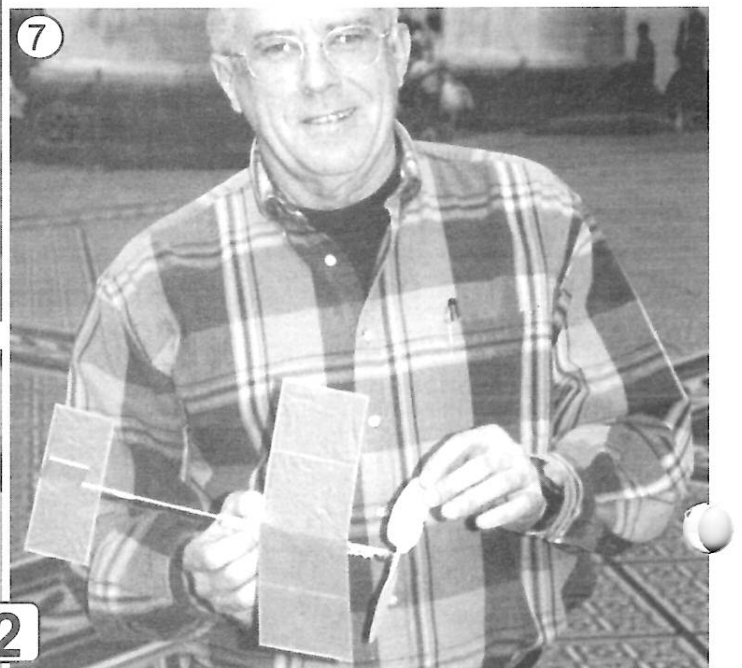


Photo by Claude Powell



Photo by Bob Schlosberg



MAXFAX MARCH-APRIL 2007

STEW MEYERS EDITOR

Well yeah, we are running way behind in getting this issue out. Hopefully, we will catch up by the end of the year. You will get six issues this year. Some of you received the dreaded red 'X' on your last issue even though you know you paid up. Some of you may even have missed an issue. If so, let me know and I'll send it to you.

You are right; it was my goof. Turbo-Tax 07 won't run on Windows 98. My wife does our taxes and I needed to replace her Win 98 machine with my XP machine and then upgrade my dormant Win 2000 machine to XP. In the process of transferring programs and data, checks deposited in February got credited to a back up copy of the Maxecuter data base rather than the active one. I have now made the corrections. Those of you who sent in duplicate checks have been credited with two years. Hopefully this won't happen again when Vista becomes mandatory. **Remember dues are now \$20.**

We're giving you the Burd again in this issue plus an obscure Guillow, some construction techniques, and some sad news about the passing of another Maxecuter, Al Fleisher.

PHOTOS PAGE 2

1. Al Fleisher, our good friend and one of the fellow Maxecuters in Baltimore has gone West. Al was innovative and built many model types such as the Wright Flyer shown here and flown at Shangri-La a few years ago. We will miss Al.
2. The Electric R/C Oiseau Canari that Hurst started was finished and flown magnificently by John Hunton.
3. Our friend Jiro Sugimoto is a master of lightweight Peanuts -- this is one of his latest, a Wittman Tailwind.
4. Bob Schlosberg's CO2 powered sport model, the 'Buttercup'.
5. Claude Powell's latest entry for the Two-Bit Old Timer event is the "Major" and it's from the old Scientific SkyFlyer series. The wing span is 25". The completed weight (less rubber) is 25 grams, has 56 square inches of wing area.
6. Don Srull has restored his well-campaigned 'Missel Thrush' electric free flight scale. It started life as a rubber powered free flight.
7. Our co-editor Dan Driscoll with his A-6 at an NBM contest.
8. A nifty scale rubber powered Piper PA16 model by Bob Schlosberg.

Dan Nicholas sent us the print wood and canopy patterns that were missing from the Burd Dimescale Vultee plan in the last issue. Now if anyone out there has the Burd Monocoupe 110 print wood we would love to share them with the rest of the gang.

Dave Stott's "glue glands" were stimulated by our last issue so he sent in two more Burds, a Puss Moth and a Luscombe Phantom. My partner in crime Dan Driscoll bought a Burd BP Defiant kit and an old Guillow Ryan SC kit off E-bay. The yellowed, crumbling, Ryan plan was scanned by Don Srull and here it is. The original probably will disintegrate if it is unfolded again. The BP plan was in better shape.

Indoor Flying in Southern Maryland

Glen Simperts

There are two venues for frequent indoor gym flying in southern Maryland thanks to persistent support from a few Maxecuters such as Ross Summers, Bobby Russell and myself. That provides ample opportunity to trim out your difficult free flight model (with my building skills it can still take months). We fly together with a few indoor RC flyers with few breaks in the action.

One site is a gym belonging to the Calvary Gospel Church in Waldorf, MD. We have weekly flying sessions on Sunday afternoons (3:00 to 5:30) subject to the church activities. If you are interested in joining us contact Ross Summers at ross-50@Comcast.net, (301) 292-5927 or myself at grfreeflight2007@hotmail.com, (301) 843-2896. Ross sends out a weekly email on early Sunday afternoon as to the status of flying for that Sunday. With lulls around major religious holidays the flying goes on for most of the bad weather season. During the summer the numbers of fliers drop off as most are flying outdoors.

The Calvary gym itself is a standard basketball court with folded bleachers on one side. The ceiling is perhaps 40 ft. high with the two raised basketball backboards to provide additional challenge. The ceiling has rafters up near the roof leaving most of the space open except for one cross-gym wire. Going 'over the wire' is a sure macho pursuit that has caused many mishaps of the upper reaches. Members of the church who fly are most helpful in retrieving wayward models. Several fliers also bring poles for the lower altitude hang-ups. It is a running joke that the 'so called controlled' models need rescuing as often as the free flight models, particularly from the locked audio-visual room that opens onto the gym. The building is tight with little draft if the blowers are not on, but we have no control over the blowers. It is an excellent site for peanuts, dime scale, Bostonian, and category I indoor hand launched gliders.

Our second venue is a gym at the Milton Somers Middle School and Community Center in La Plata, MD. We fly every Thursday evening from 6:00 to 9:00 during the school year with a hiatus in mid-Winter for basketball season (Thanksgiving to March).

Continued on page 18.

Al Flesher

Randy Kleinert

Stew Meyers asked me to put some thoughts together about Al Flesher who passed away suddenly on March 15th.

Al and I have been flying together of over twenty years. He was the best of friends, and the first person I called when I had a question or problem about anything. He was a very bright, energetic and talented person in many different ways and while I am speaking here of his love of aviation he left many other legacies.

Al had an intense intellectual curiosity about everything and it led him to take on model aviation challenges like his rubber powered scale model of the Wright Flyer. Most of us would just shy away from a project like that, but not Al. Another of Al's strengths was persistence. Believe me he needed persistence with that Wright Flyer. We spent several months trying to trim that ship beginning with indoor tethered flight. We would try several flights, he would take the ship home to trim and tweak it and we'd be back the next week, trying again. Ultimately Al got that ship to the point of successful free flight as he demonstrated at the Maxecuter's observance of the 100th anniversary of the Wright Brothers' flight.

Al was an early proponent of electric free flight. Way back in the days of "wrap your own" camera motors and 50 ma NiCad cells when it was a challenge to keep a ship in the air at all, Al was having great success.

As a Junior and Senior in the AMA, Al was an active competitor and sport flyer. He kept many of his ships from those early years and electrified - or as he would have said "De-slimed" a number of them; notably a Roger Dodger 50" single channel ship and a Ken Willard Junior School Boy.

Al designed many of his ships. One of the most notable was a twin electric PBY. This ship was on the cover and a featured construction article in Flying Models. The cover picture was taken on a beautiful blue-sky day with the ship suspended on a thin monofilament fishing line. It was a striking photo and I suspect the "secret" monofilament line was visible only to us. The ship was a very stable and graceful flyer. Last year Al converted it to RC and it was stunning in flight.

Al's last two projects were works in progress. Al had spearheaded the effort to establish a one design Cox Warbird pylon race event for the Baltimore Area Soaring Society. Two days before his death he had received his back-ordered speed controller for the Mustang and the ship was awaiting its first test flight. His last project was the rubber powered helicopter described in the April Flying Models magazine. We had done some test flights the Friday before he died and were ready with slightly longer, wider rubber motors for the next week.

We had some flying traditions. We would always get together for the test flights of a new ship; and we would always fly on New Year's Day. A re-affirmation of our love of flight.

I'm afraid I've provided just a small vignette of the many flying experiences and great times I had the pleasure of sharing with Al Flesher - like a black and white picture of the rainbow. I would just sum it all up by saying that I will always be grateful for the opportunity we had to fly together. As a closing thought, I'd like to share the note Paul Spreiregen expressed after learning of Al's death:

"I was very sorry to hear this news. It just reminds you that we have to enjoy each other's fellowship all the more."

**THE PINKHAM FIELD IRREGULARS
SQUADRON 22, FLYING ACES CLUB
4304 MADISON AVENUE
TRUMBULL, CT 06611**

4/5/07

Dear Ten Cent Laddie,

Ah, and ye know the way to an old pelican's heart, ye do. That Jan/Feb Max-Fax with the great old Burd plans got my glue glands goin'. The repros of the kit boxes were new to me. I never had seen "An Oriole Product" on any before. And, "Stress Tested Balsa"! Great Hung! What have I been missing out on all these years.

I always wondered what their Taylorcraft would look like. When I saw the plan I thought it a bit chunky in the nose, until I saw a profile photo of the 1938 Taylorcraft in one of Jupner's volumes. It was pretty close to the Burd plan. A lot closer than Megow came with the Vultee Vanguard compared to Burd's version. I have the Monocoupe Special, but had never seen the other two before.

As kids, my pals and I considered Burd kits pretty much the bottom of the line. The plans were poorly printed on cheap pulp paper that was already turning brown in the box. An that "Stress Tested Balsa"? It too, was brown. And fuzzy. I always thought it was cut from the bark of the tree! The boxes were just blue on natural card stock when I bought mine. Pretty drab.

Now, one good turn deserves another, so I have enclosed a copy of a couple more old Burd ten centers in the event you continue with their plans in any future issue. The copies are about as clean as the copy machine was capable of producing. That old pulp paper, you know. And the washed out part of the Leopard Moth plan is just the way the original was printed. If you don't publish them, it's OK with me. Add them to your own collection, if you don't already have them, or give 'em away.

I have built and flown them both. The Leopard Moth decades ago, and the Phantom about 15 years ago. Before the present surge of ten centers, anyhow. I may have enlarged the stab on the Phantom, I can't recall. But, it flew as well as the Moth. It looked odd as all get out with the top longerons visible through the windows.

Thanks, Stew, for thinking of me. If I get the hots for that Vanguard, I will loft the formers for it myself and send a copy on to you. Never can tell about things like that.

Dave

World War One Wheels

Stew Meyers

World War One Wheels have always been a challenge to get right and light. Williams Brothers wheels look good, but are way too heavy as are Guillow's. I have had some success with vacuum forming and Lindsey Smith has a fine line of these. But the hubs tend to tear out with rough landings and unless the two halves nest the seam also tends to split. Also, most WWI wheels have the cone thickness about equal to tire thickness, a point missed by most modelers. Of course the ultimate is a real tension wire wound like Hungerford's. Unfortunately I have managed to ruin a few of these as well. Even the real thing was vulnerable to side loads in a cross wind slipped landing. I saw a FE-8 lose one at Rheinbeck years ago.

Since most WWI wheels had covers to reduce drag and keep mud out of the spokes it is relatively easy to use a paper cone to simulate the conical spoke support. However this does not provide much resistance to tear out of the hub.

Mike Midkif's Rockytop SE-5 has wheels made from two disks of 1/8th balsa with a reduced diameter 1/8 disk that is meant to be turned down to a cone. The 3/32 hard wood dowel axle is left long to chuck up in a lathe or drill press to turn the tire round and form the cone. This provides a strong hub that won't tear out, but the cone is difficult to turn unless you use a real lathe. Also keeping the hole coaxial with the dowel is also very hard to do. Mike solved these problems in his nifty D-7 kit.

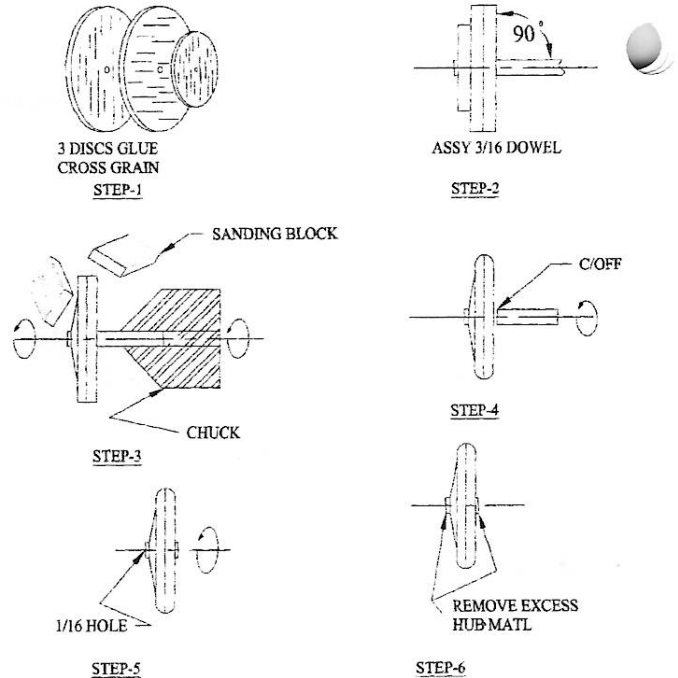
You could just use a paper cone as the Rockytop Fok. D-7 does, but it is easy to add balsa spokes that add a lot of tear out resistance and make the cone look like it's covering wires. As a mater of fact, you can use black foam for the tire disks and come off with a neat looking wheel that is lighter than balsa but very strong.

Here's how:

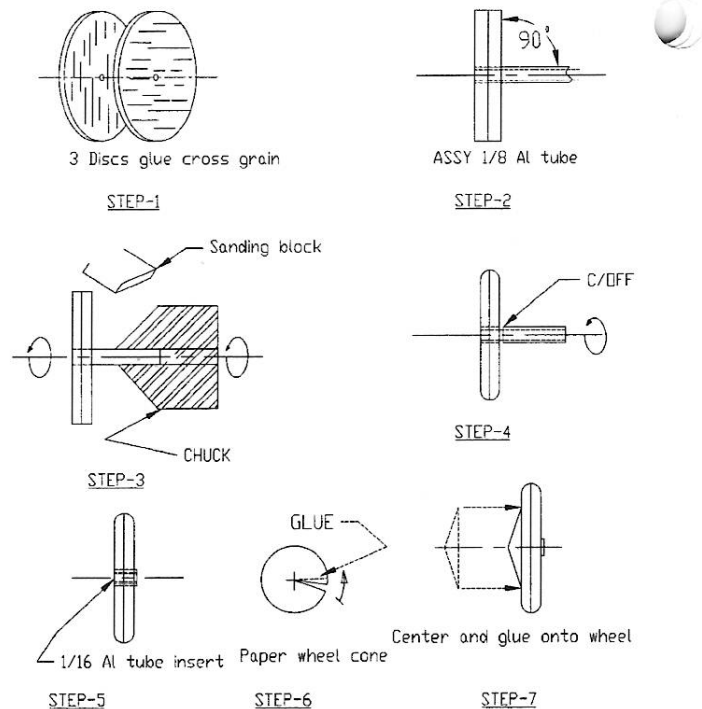
Locating the spokes is easier to do if a template is on the wheel face. With foam wheels, the template is glued directly to the disk. On balsa wheels, the pattern is transferred with acetone. The spokes are then glued in place. If you have a puddle of white glue on a yoghurt top, you simply take the triangular spoke up with tweezers and drag it through the glue and place it on the wheel aligned to the template pattern. If you use a balsa tube, swipe the short side too. If you use an aluminum tube, of less than 3/16" dia. you need to taper the inside of the triangular spoke so they will fit. Use a balsa tube sleeve out side of the al. tube to avoid having to do this. Use cyano to attach the spokes to the al. tube after the white glue has dried, if you don't use a balsa sleeve. You then glue on the paper wheel cover. I dampen the cover with thinned white glue on the inside so it will drape over the spokes as it adheres.

On black meat tray foam wheels cut the wheel cone cover and a slightly smaller disk for the other side from pre-painted paper. For balsa wheels paint the tires before adding the pre-painted covers. No masking required then.

Rockytop SE-5



ROCKYTOP FOK D-7



Use a 3/16" dia. balsa sleeve over a 1/16 al. tube. Extend this tube out the other side to mount in the chuck. Don't turn the radius on the tire until you have added the spokes. Cut the excess tube after tuning the tire.

I came across this recently, I know I read it in the 70's in *AeroModeler*. It must be where my inspiration came from.

Wheels

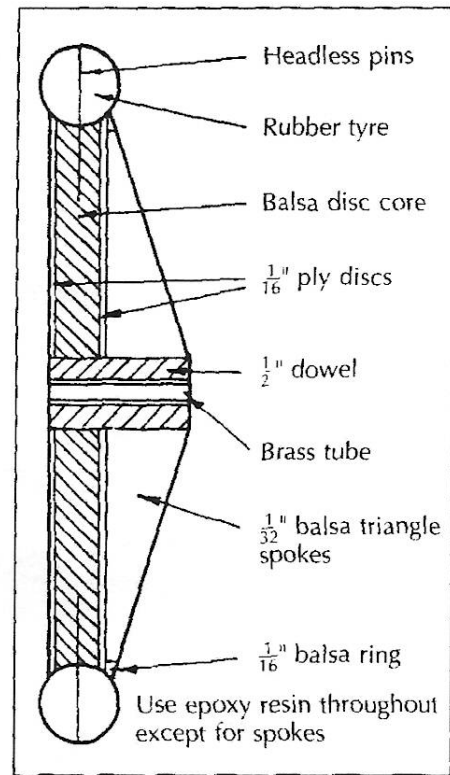
Eric Coates

Until the last few years, there was no alternative but to make replicas of the *Palmer Cord Aerowheels* used almost universally until the 1930s. All model wheels sold were of far too fat a section. In recent years, however, the excellent wheels manufactured by Williams in the US have been available in the UK. Although not perfect, and rather expensive, they are considerably lighter and stronger than anything the average modeller with limited facilities, including a lathe, can produce. For sport flying, I can thoroughly recommend them. For a contest job, however, any model fitted with them will automatically receive a zero for workmanship, and not too many points either for realism from some judges in that particular section.

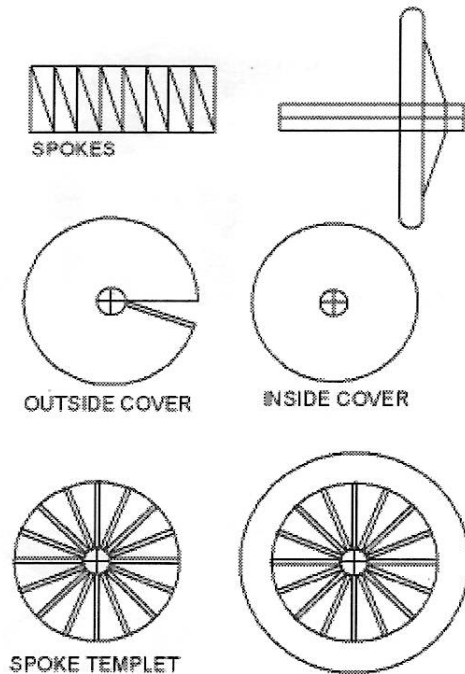
The biggest problem in home-built wheel manufacture is obtaining the tyre. This must be of rubber or similar elastomer. Believe me, the laminated balsa types shown on the drawings of many scale models are utterly useless on a power model. After three take-offs and one heavy landing the wheels look like something the dog has played with for a week!

The true scale modeller, whenever he sees a ring of rubbery material between 1-1/2 in. and 5in. in diameter promptly acquires it, or preferably two of it. It doesn't matter how it is acquired – begging, borrowing or stealing – it is of more use to the scale modeller than for its original purpose for which there are bound to be replacements. Unfortunately, 95 per cent of all rings so obtained are the wrong size; invariably the section is too thin. This particularly applies to O rings and Hoover belts, which are only suitable for very early types fitted with glorified bicycle wheels. However, other forms of sealing rings are often larger in section. One source, which alas is no longer available, was the old red metal flanged wheels, fitted with rubber tyres, sold by Hobbies Ltd. The wheels of my SE 5a were made from a pair of these tyres. They are as hard as nails, weigh a ton but at least are the right section and were obtainable in a variety of sizes. I hope someone else markets a similar product shortly. After all, what do all the wooden engine and horse constructors use these days?

Having obtained our tyre, by fair means or foul, we now have to make a wheel to fit round it. This is clearly explained in Fig. 8.11. Having constructed the frame, the 'spokes' are covered in tissue and silk. Before applying the silk, glue an aluminium bezel, produced as per the instruments, onto the tissue and then, after the dope is dry on the silk, cut the valve hole open. The tyre is now glued into place using epoxy adhesive. As I have found no adhesive that will retain a tyre when a heavy model makes a drifting landing, I also poke about eight headless pins through the tyre into the core to assist the glue.

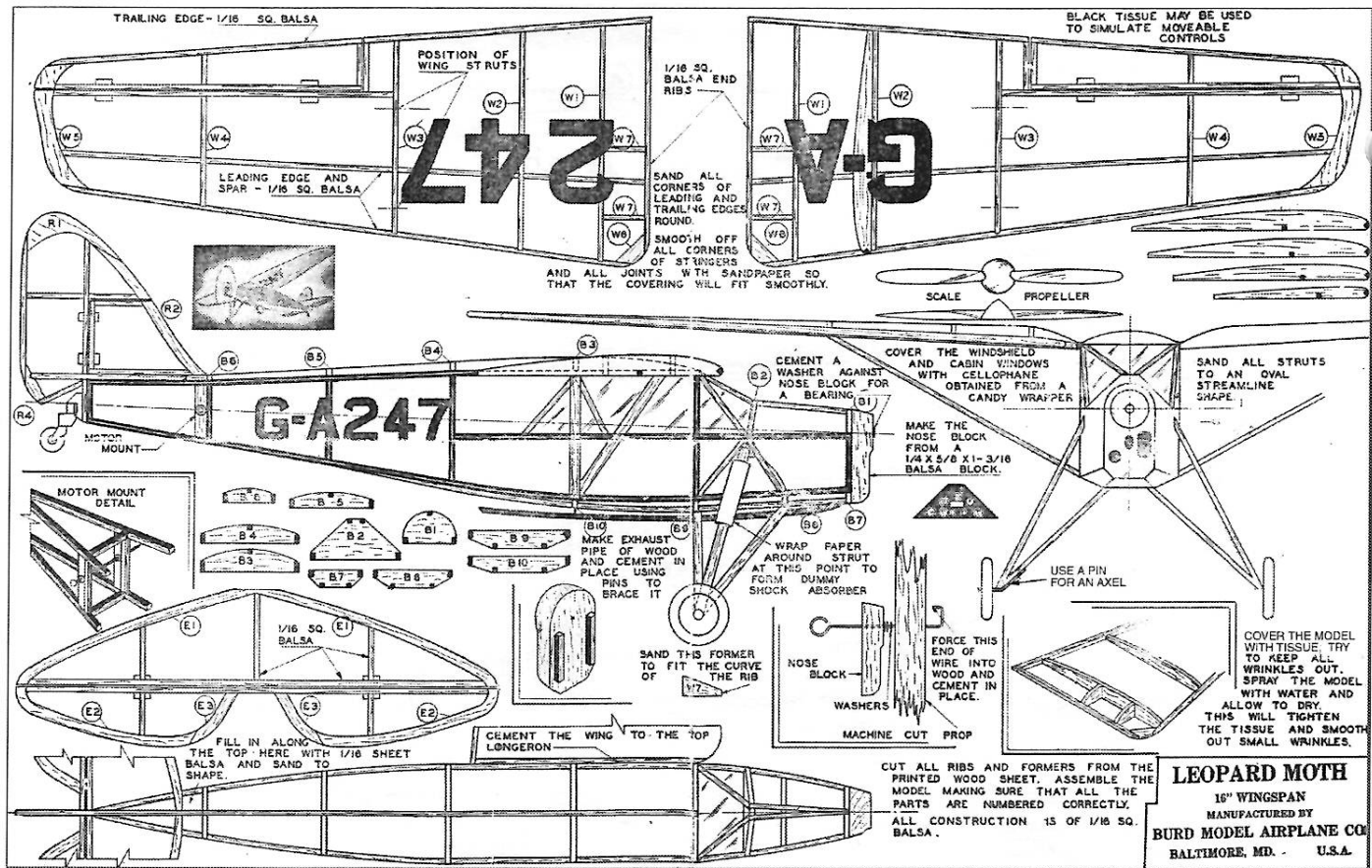


PATTERNS FOR FOAM SE5 WHEEL

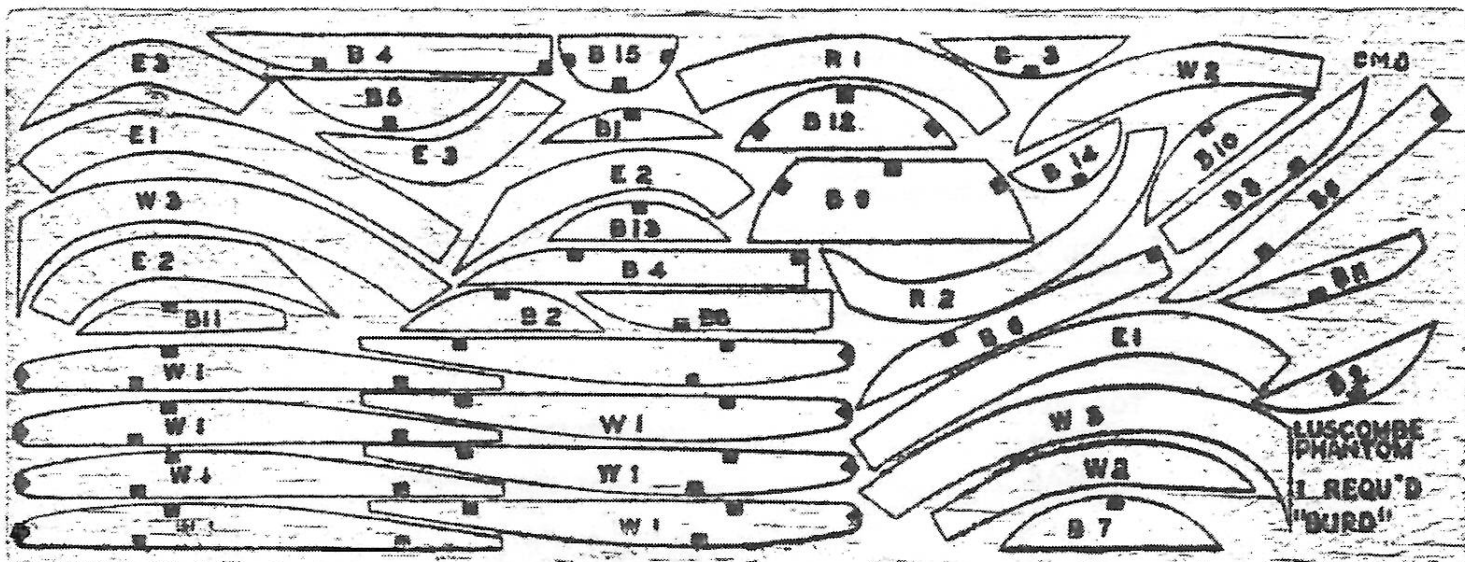


These patterns are not full size but give you the idea of how it's done. Get the height of the spoke equal to tyre thickness. The diameter of the outside cover is the hypotenuse. The diameter of the inside cover is the long leg of the triangular spoke.

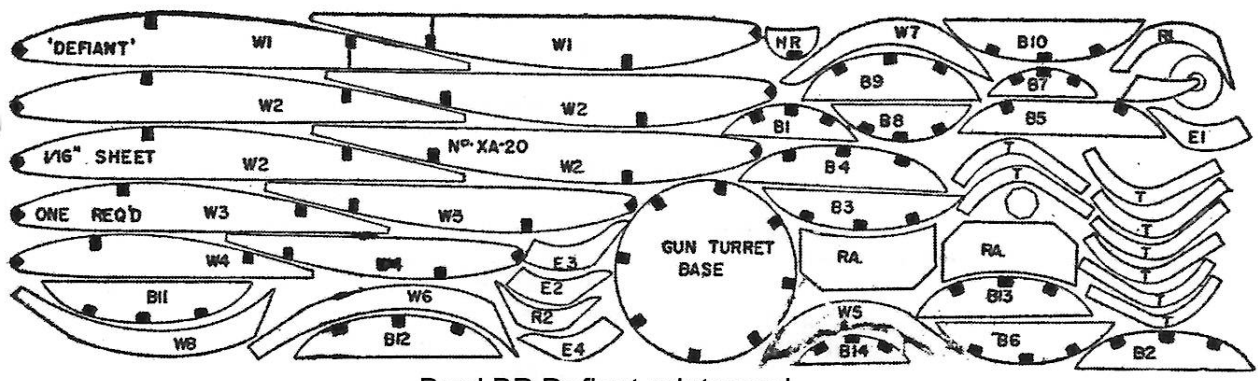
Today, RC-56 type glues will retain the "tyre" without resorting to headless pins



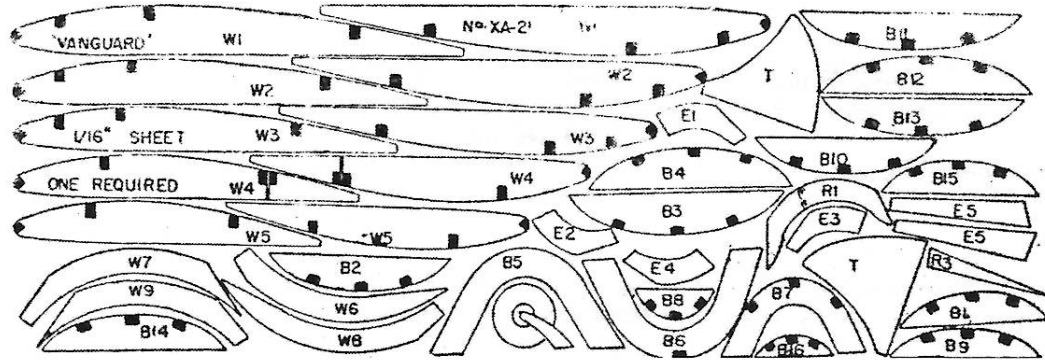
Here is a reduced size teaser of the Burd Leopard Moth Dave sent us. Our policy is not to publish plans of kits that are currently available. Penn Valley 837 West Main Street Lansdale, PA 19446 (215) 855-1268 (215) 368-0770 www.pennvalleyhobbycenter.com has this as their kit SFM-3030 Burd 16" DeH. 85 Leopard Moth \$14.95. Check out this and the other 8 Burds they have. Keep Bill and Jean Shive in business.



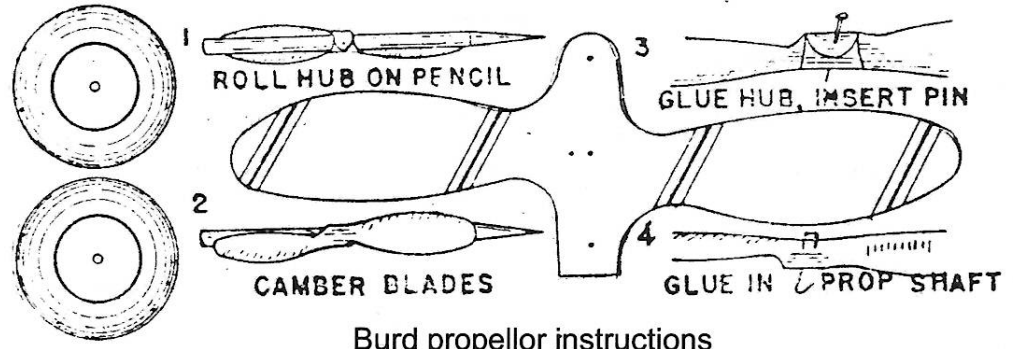
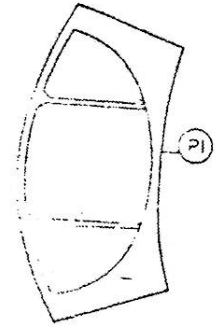
Burd Luscombe Phantom print wood



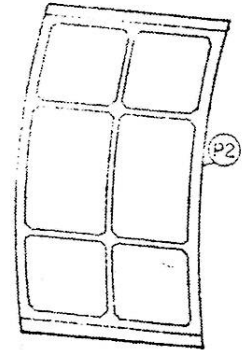
Burd BP Defiant print wood



Burd Vultee print wood



Burd propellor instructions



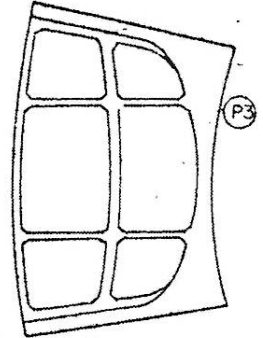
Rubber Motors -Dan Driscoll

After reading the rubber motor lube tests in the last MaxFax, Mike Moskow suggested we test his favorite lube, NAPA Sil-Glyde 765-1353, sold in NAPA Auto Parts stores. NAPA sells several different silicone preservatives and lubricants. This test applies only to their product number 765-1353, an aerosol spray can.

The product looked to have potential because it is a lubricant as opposed to a protectant such as Armor All or Son of a Gun. Tests show that it lubricates about the same as either of those protectant products, but adds considerable weight to the motor. Compare to results in the last issue.

Tan Super Sport – August 2006 batch - ten feet of 1/8" - four strand motor (29") stretched to 75"

Lube/motor #	Motor Weight(gr)	Weight W/ Lube	Turns to Break
Sil-Glyde #1	10.0	10.9	1770
Sil-Glyde #2	10.0	10.5	1820
Sil-Glyde #3	10.0	10.9	1800



PATTERNS FOR WINDSHIELDS

Burd Vultee

Jack's Dope on Silk Silk and Dope Technique

Jack Jella

*As published in the June 2002 Flight Plug of the
Southern California Ignition Flyers, Mike Meyers, Editor*

SCIF contains many very able modellers-Carl Taylor and Jack Jella among them. Like most people, I have admired the silk covering jobs on Jack's models-taut, and with every seam and thread straight (kind of like the seams on the nylons that stewardesses wore in the 50's!-but I digress again). The question of course is, how does Jack get those great silk jobs? Here's how-in Jack's own words. He even explains why it is important that those seams be kept straight.

Silk Covering - by Jack Jella. Seems everyone has a preferred method for covering with silk, and I assume that all must provide a satisfactory finish. But, I would like to suggest another method that I have been using for the last 25 years with excellent results. I have read of all manner of materials used to seal the weave and prevent the dreaded dope "run through" that spoils so many otherwise beautiful covering jobs. Forget the toilet tissue, foam brushes, milk, jello or whatever else you've been using and let's use the one material that is completely compatible with silk, the dope.

I pre-dope the silk with one coat of very thin nitrate before I begin to cover. Here's how I do it. I begin by constructing a frame of 1/4" balsa or pine strips slightly larger (an inch or so all around) than the structure that I want to cover. I use my small 4" disc sander to cut the end of each piece at a 45 deg. angle (like a picture frame) for a better glue joint, medium CA works well and speeds up the process. Except for very small frames several spacers placed across the frame will add rigidity and maintain the proper width. Glue them on top of the frame so they will not touch the silk, they also make convenient handles when you are ready to pick-up the silk after attaching it to the frame. Cut a piece of silk about 1" larger all around than your frame, I usually iron it to remove any major wrinkles, not absolutely necessary, but it does make it easier to get the silk to lay flat on your work surface. Smooth it out as best you can, paying particular attention that the weave is as straight as possible. Silk applied with the weave on the bias is much more likely to cause warps. Now we need to dope the frame to seal the wood that will come in contact with the silk. Two or three coats is sufficient. 50-50 dope/thinner is OK, or it can be a little thicker. When you have enough dope on the frame so that it is not soaking in and stays wet all around, place it doped side down on the silk. The silk will adhere to the frame, and you can now use those cross piece handles to pick it up. Turn it over and smooth any significant wrinkles while the dope is still wet. After making sure that the silk is attached to the frame all the way around, we are now ready to pre-dope the silk. I use 1 part dope, 2 parts thinner. It should drip from the brush. If it doesn't, add more

thinner. I have never used anything other than a regular inexpensive camel hair brush, about 1", but I do use the side of the brush in easy strokes. Don't worry about the dope running through, that's what it's supposed to do. Thin dope will not make an unsightly blob on the underside. One coat is all we need for sizing. When the silk is dry, use a razor blade to cut around the inside of the frame and remove the silk. You now have a piece of silk that's ready to cover your model that behaves like no silk you have ever used. You can cut precise edges and shapes (like silkspan or tissue), something that's hard to do with unsized silk. If you haven't waited too long, it's easy to remove the silk still on the sizing frame by just pulling it off. If it's really stuck, a little acetone or thinner will release it. Now you can repeat the process in pre-doping the next panel. One sizing frame should be sufficient to do all the panels.

Covering. Just lay the piece of silk over the area you wish to cover, spray lightly with water and lightly pull to remove any wrinkles. Because you have pre-doped the structure and the silk, all it takes to bond the two is a little thinner brushed around the edges where the silk touches the structure. Under cambered wings require heavy dope or thinned glue applied to the bottom of each rib and at dihedral breaks to adhere the silk. Acetone works best here because it's a better solvent and will form a faster bond. Compound curved surfaces, wing tips, etc., can be easily covered by simply brushing thinner over the surface to release the sizing and let the silk conform as it normally does. Yes, the silk will dry taut after covering wet. One thin coat of dope does not seal the fibres to prevent the silk from shrinking normally. When you're ready to dope after covering, I prefer several thin coats to one thick one to fill the weave. Remember, if the dope starts to "run through" and make a blob on the inside, it's not because it's too thin, it's too thick!. As I said earlier, I use the side of the brush with light strokes until the weave is filled, then you can brush normally.

I hope I haven't confused you too badly. At first it sounds like a lot of extra work, but in reality I believe it actually saves time. Applying the silk really goes fast and the results are totally predictable with a smooth covering job every time and with much less warping tendency.

I use this same technique to stabilize light weight (3/4 oz) glass cloth. I just lay the glass cloth on a piece of glass that has been rubbed with soap or wax and brush on a coat of nitrate dope. No more frayed edges or wandering weave. The nitrate dope sizing will dissolve in either Ambroid or Cyano and makes for neat reinforcement patches. Of course you can also just coat the surface to be covered with nitrate dope and smooth the on the stabilized glass cloth with a thinner filled brush and your universal thumb. It will even work with thin epoxy or poly-ester, but I prefer the less messy solvent based adhesives.

..... Stev

NBM Results – March 11, 2007

We had 23 registered flyers for free flight and an unknown number for R/C.

Our old Baltimore buddy, Bill Bell, showed up and demonstrated that he still knows how to win by taking first in Dime Scale Mass Launch.

The FAC Dime Scale event (not the mass launch event) has consistently had low participation and this time drew only one contestant. We will probably drop this event in the future and are open to suggestions for a timed event to replace it.

Grand Champ – Steve Fujikawa

14g. Bostonian (7 entrants)		
1	Glen Simperts	Whydah
2	Steve Fujikawa	Decathalon
3	Ross Summers	Bostard

P-Nut Scale (10 entrants)		
1	Steve Fujikawa	Lacey
2	Dan Driscoll	OH-7
3	Bob Bissett	Lacey

Phantom Flash (7 entrants)		
1	Steve Fujikawa	
2	Paul Sprieregen	
3	John Murphy	

WW II No-Cal (11 entrants)		
1	John Appling	FW-190D
2	Glen Simperts	P-47
3	Bob Marchese	Tony

Dime Scale ML (5 entrants)		
1	Bill Bell	Fairchild 24
2	John Murphy	Stinson 108
3	Steve Fujikawa	Bristol Brownie

Helicopter (6 entrants)		
1	Al DeRinzis	Agusta
2	Noah Macy	Unicopter
3	Dan Driscoll	Seasprite

Pennyplane (3 entrants)		
1	Tony Pavel	5:51
2	John Appling	4:45
3	John Zseleczy	3:45

Ready-to-Fly (3 entrants)		
1	Sharon Appling	Firefly (2:24)
2	John Appling	Firefly (2:12)
3	Norm Davison	Butterfly (1:49)

A-6 (8 entrants)		
1	Tony Pavel	3:41
2	Jim Coffin	2:21
3	Bob Marchese	2:02

Dime Scale FAC (1 entrant)		
1	Steve Fujikawa	Bristol Brownie

Who Killed Model Airplanes?

by C. Howie Stalls

Who killed the model planes which once did grace the sky?

Everyone I interviewed said, "Certainly not I!"
"Not I!" exclaimed the TV set. "I merely entertain.
It's not my fault kids have no time to make a model plane."
Who killed the model airplanes that Grandpa used to get?
Banana oil and tissue, the dime or nickel kit?
"Not I!" say manufacturers of the costly RC gear
and pre-cut parts and instant glue which cost so very dear.

Who killed the pride in building, the work all done by hand?
Balsa sticks and printwood, we learned to cut and sand?
"Not I!" says the plastic man. "With parts pre-formed and such.
Anyone can make a plane, the effort isn't much."
Who killed the model gliders we once bought for a cent?
That looped-the-loop and made us laugh, I wonder where they
went?
"Not much profit selling those!" the local druggist chimes.
Pennies will not pay the rent, nor nickels, even dimes!"

Who killed all the flying sites, there's no place left to fly?
Where's the local vacant lot with grass so green and high?
"Don't blame me!" the builder says, with "Keep Out" signs in
hand.
"People they want houses, and houses use up land!"

Who killed model plans once found in mags of yesterday
That you could use that very night, not have to send away?

"Not I!" say all the editors, "We need the space for ads!
RC is what pays the bills, not kid directed fads!"

Who killed the rubber powered planes we kids all used to fly
Before the city ran us out of park and field and sky?
"Not I!" the councilman disclaims, his golf clubs in his hand.
Your planes are much too dangerous, and take up too much
land."

Who killed the model airplanes, so small and pure of line
That challenged skill and heart and soul and cost but one thin
dime?
"Not I!" shouts Macho Melvin, whose plane is big and loud.
Without which Melvin's manhood might be questioned by the
crowd.

Who killed model airplanes? Is their time now past?
Can it be that times have changed and that the die is cast?
In a pre-cut, plastic world where batteries are a must
Will the skills of yesterday become but balsa dust?

Who'll save model airplanes? Is there still time to win?
Where do model planes leave off and where do kids begin?
Will other people save them? I'll have to disagree. . .
Find a Junior, show him how. Don't leave it up to me!

PHOTOS PAGE 23

9. Our Secretary Dave Mitchell showing one of his latest electric RC, a Sopwith Tripe at Pat Daily's bull session this past winter. This first flew last Sunday, at one gram/sqft, it's a little fast and requires full attention while flying. It has standard GWS components. With a miniature radio like Microinvent it would be much nicer.

10. Look what you missed if you did not attend Pat's session, Wally Farrell with some old time banjo.

11. Springtime at Shangri-La South, Don Srull's latest restoration, his WACO cabin with electric R/C flying by.

12. And here is Don's WACO just out of the paint shop.

13. Another of Don's electric RC conversions. Remember the Flyline Jungman. This is the kit prototype converted to electric.

14. And here is Pat Daily's latest electric RC a Stevens Aero G-Ride--36 inch pattern plane at 16 ounces ready to go. He did it in AAC markings --with the 430th Pursuit Squadron logo-- motto "I came, I conquered"--his Dad's old squadron from the 1930s!

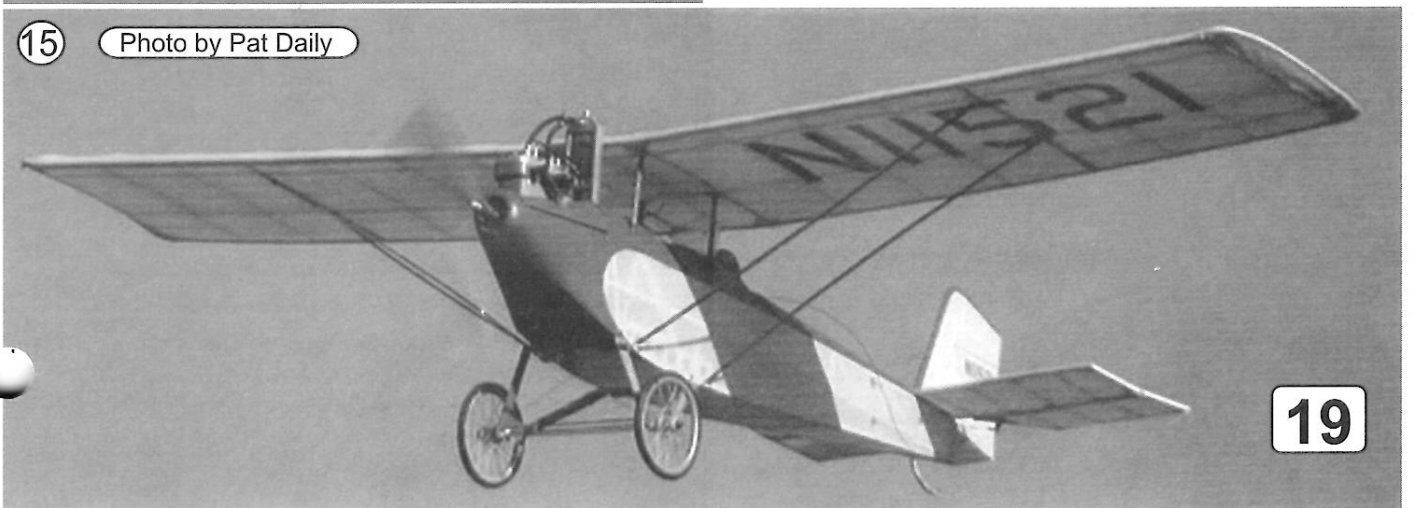
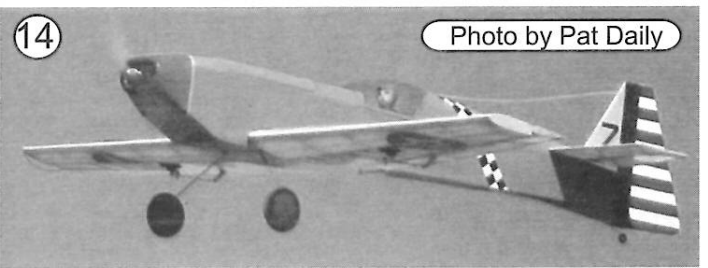
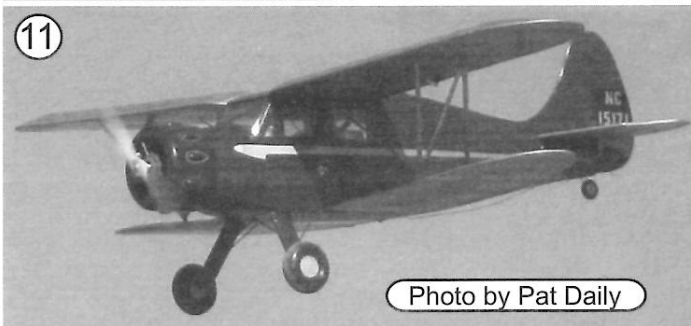
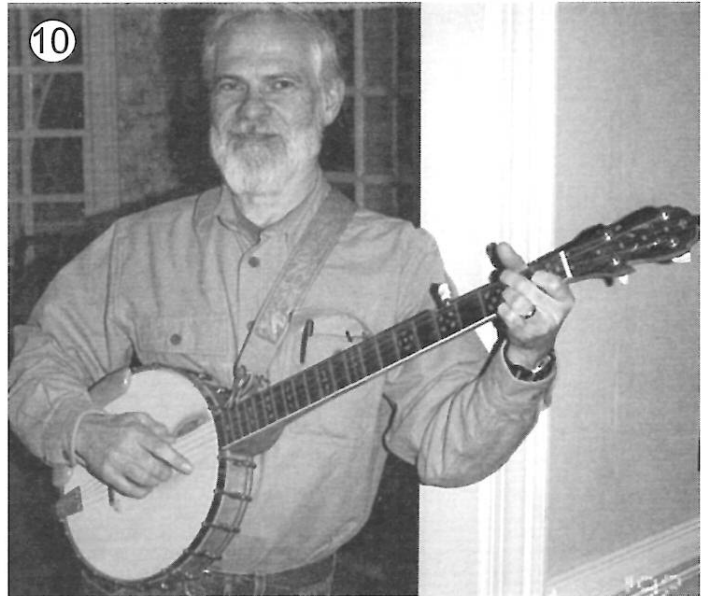
15. And also to welcome the spring at Shangri-La South is Pat's 'Pete' cruising by. Pat took this photo and others with one hand while flying with the other.

Indoor Flying in Southern Maryland cont. from P3.

The gym is also a standard basketball layout. It is a bit lower with a 35' ceiling and a bit wider than the church gym. A complex truss of beams, that torment any who fly that high, supports the flat roof. Across the center is a raised curtain wall that keeps widely circling models to a lower height. The gym has a noticeable drift from the breeze coming in off the hallway to a 'cold wall' that opens to the outside.

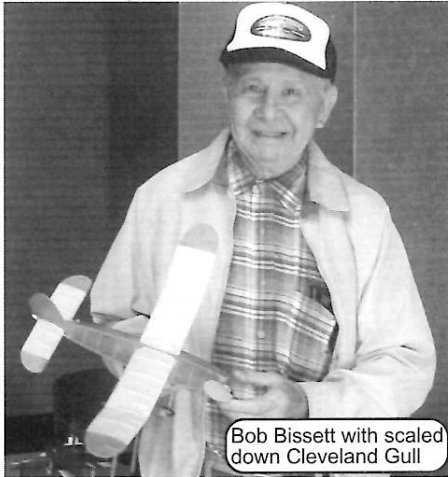
The hidden pleasure of Milton Somers is the brightly lit parking lot outside. Lighted all night long there have been many occasions when you walk out at the end of the flying session to find it dead calm and the parking lot empty. You can then give the model more winds and fly to the edge of space (at least it feels that way when it goes to the darkness above the lights).

Come join us! We are growing tired of the same old jokes from the same jokers. Check out some of the action at the website: <http://home.att.net/~billsmithjrflly>. Bill Smith of the group put it up under the name 'Southern Maryland Aeromodel Association'.

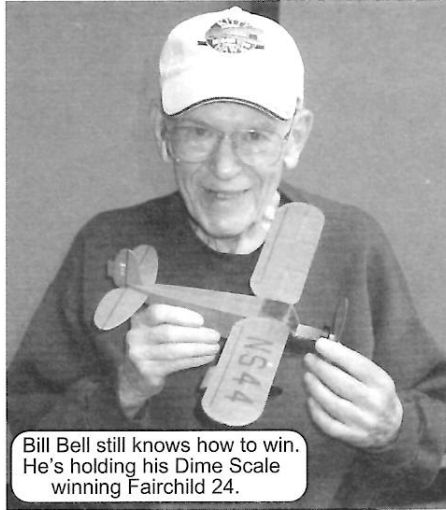


MAXFAX MARCH/APRIL 2007

Photos at the NBM 3/11/2007 from DAN DRISCOLL our CD



Bob Bissett with scaled down Cleveland Gull



Bill Bell still knows how to win. He's holding his Dime Scale winning Fairchild 24.



Smiling Bob Flickinger with his modified Pup Bostonian



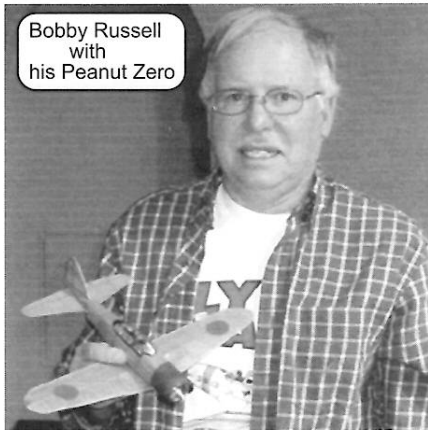
Sharon Appling with her winning Firefly



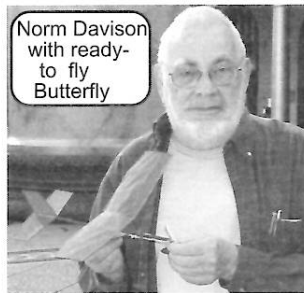
John Murphy getting ready to wind his Bostonian.



Don Gray, Randy Pettie Jr. and Randy Pettie Sr..



Bobby Russell with his Peanut Zero



Norm Davison with ready-to fly Butterfly



Tony Pavel with his Triplane still being trimmed

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.

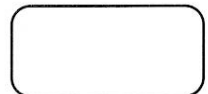
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

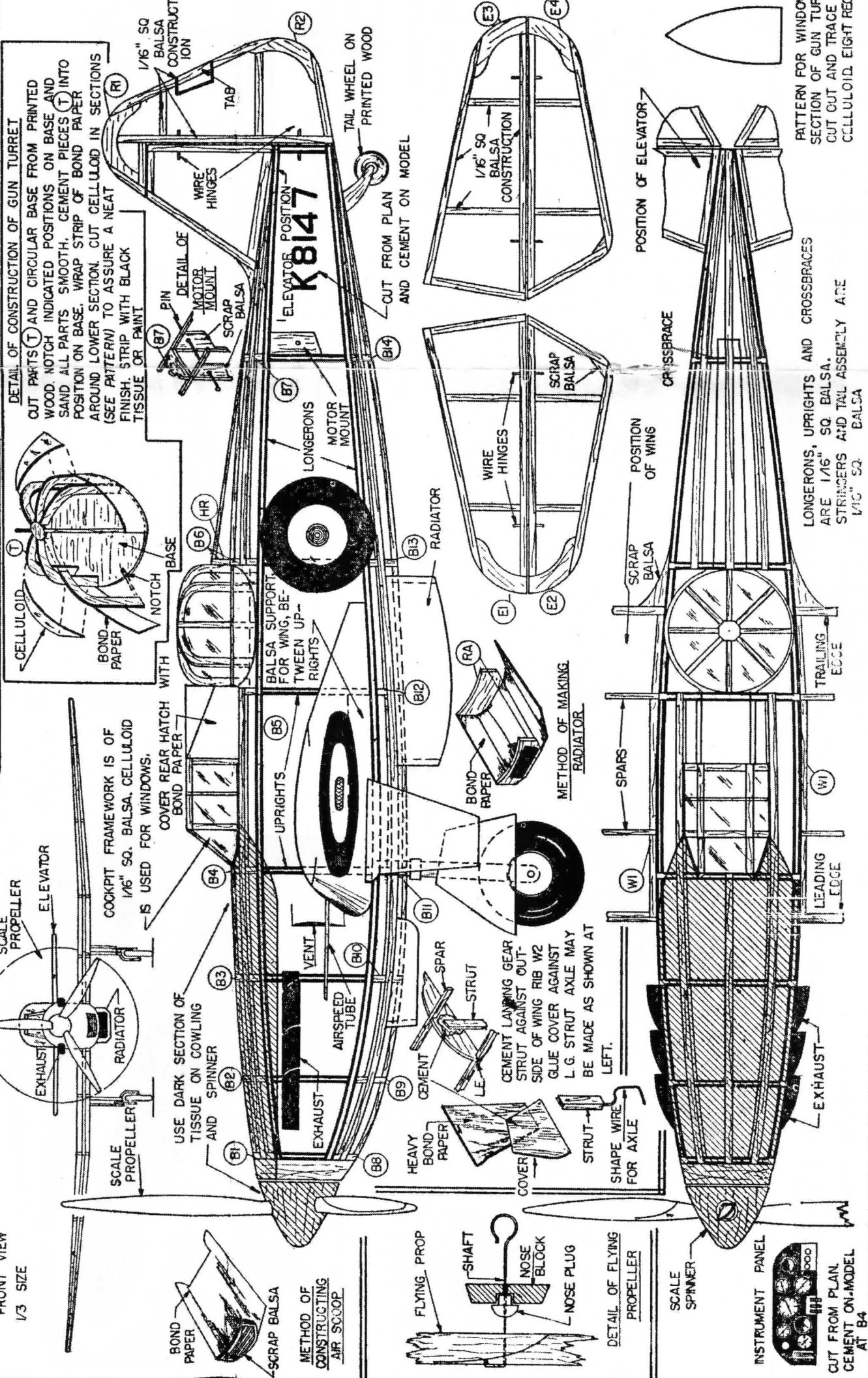
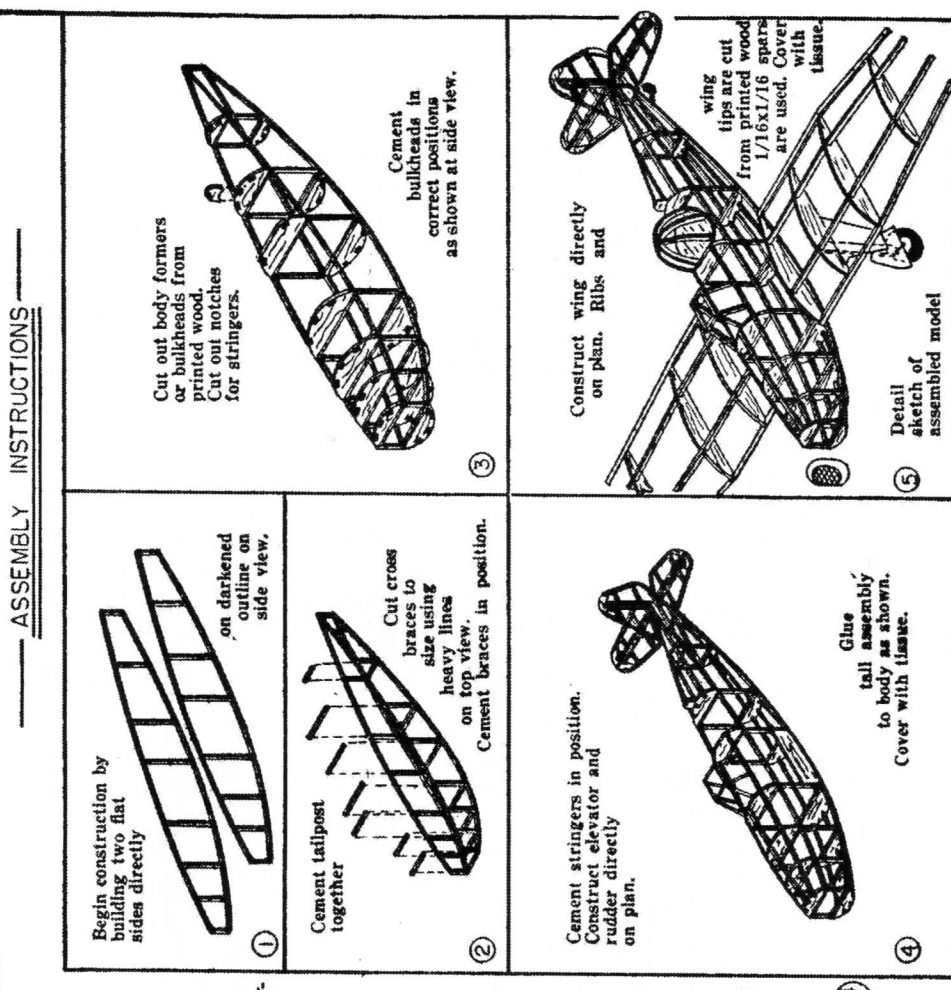
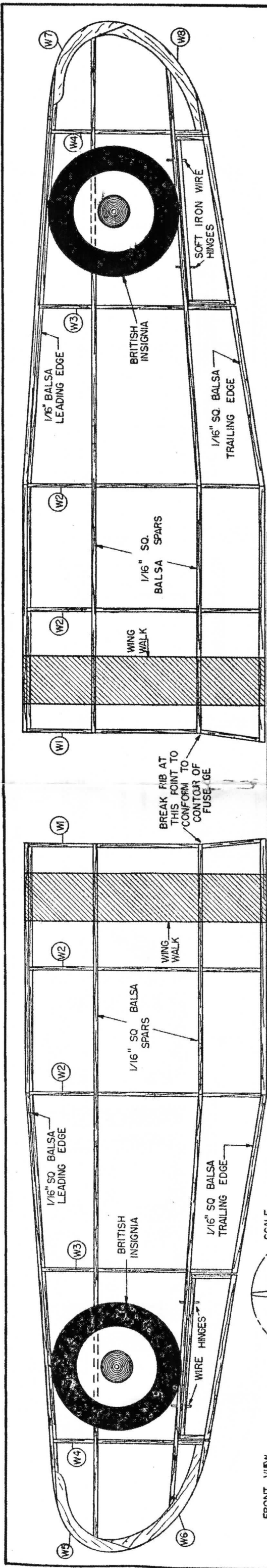
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

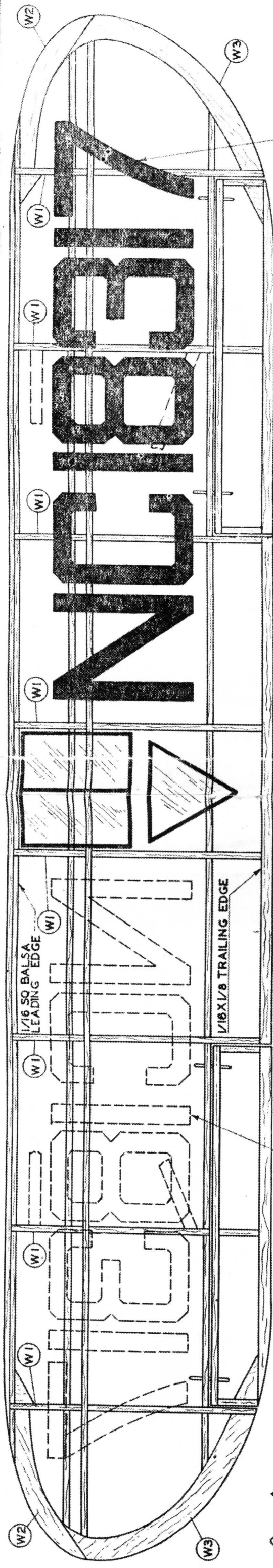
Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due

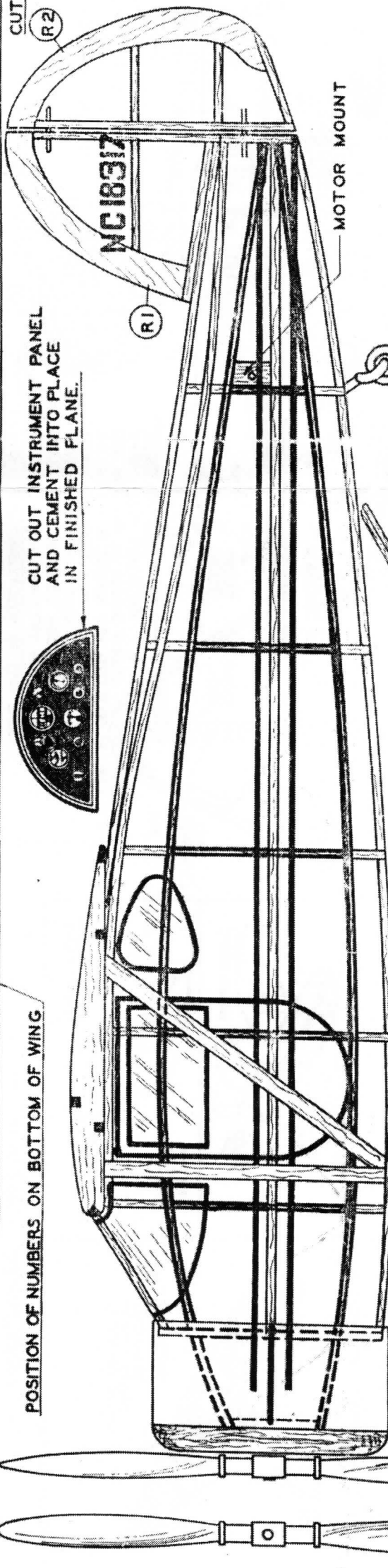




BOULTON PAUL DEFIANT



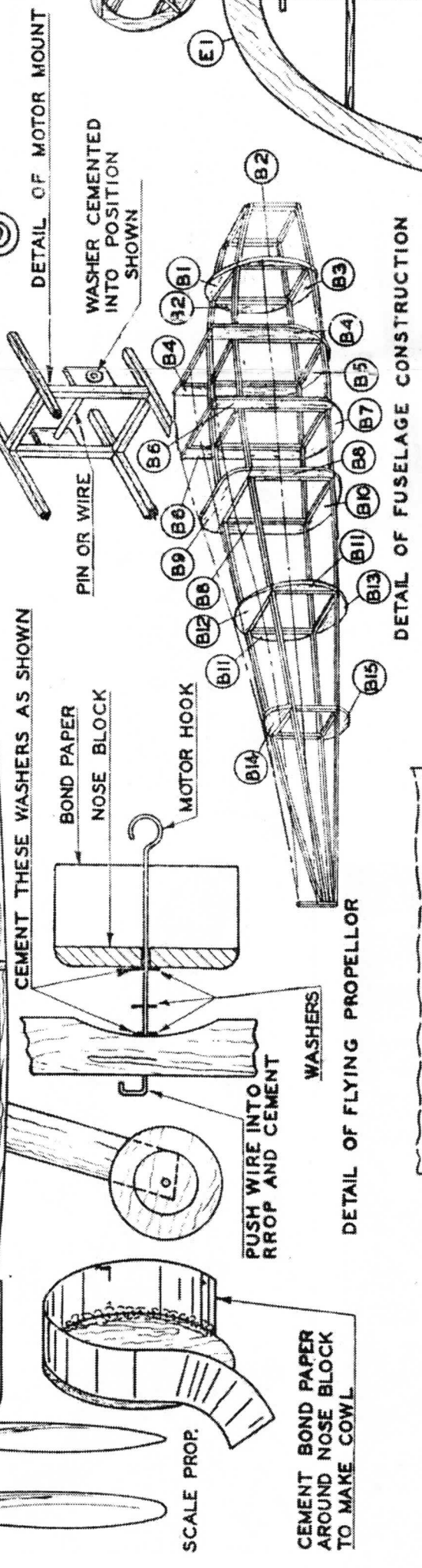
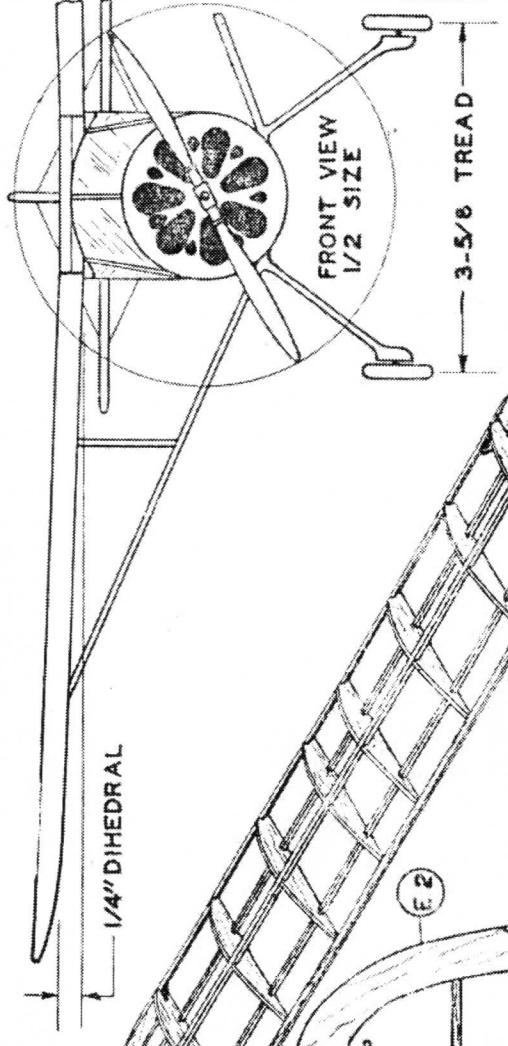
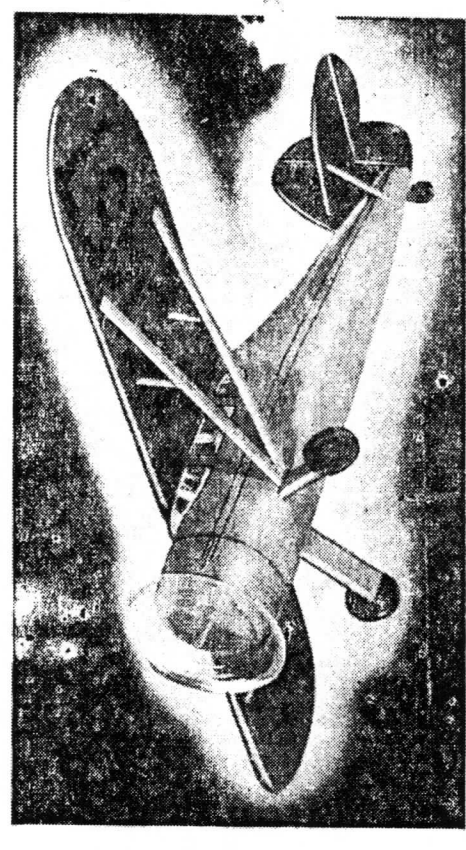
CUT OUT NUMBERS AND CEMENT TO WING



CUT OUT INSTRUMENT PANEL AND CEMENT INTO PLACE IN FINISHED PLANE.

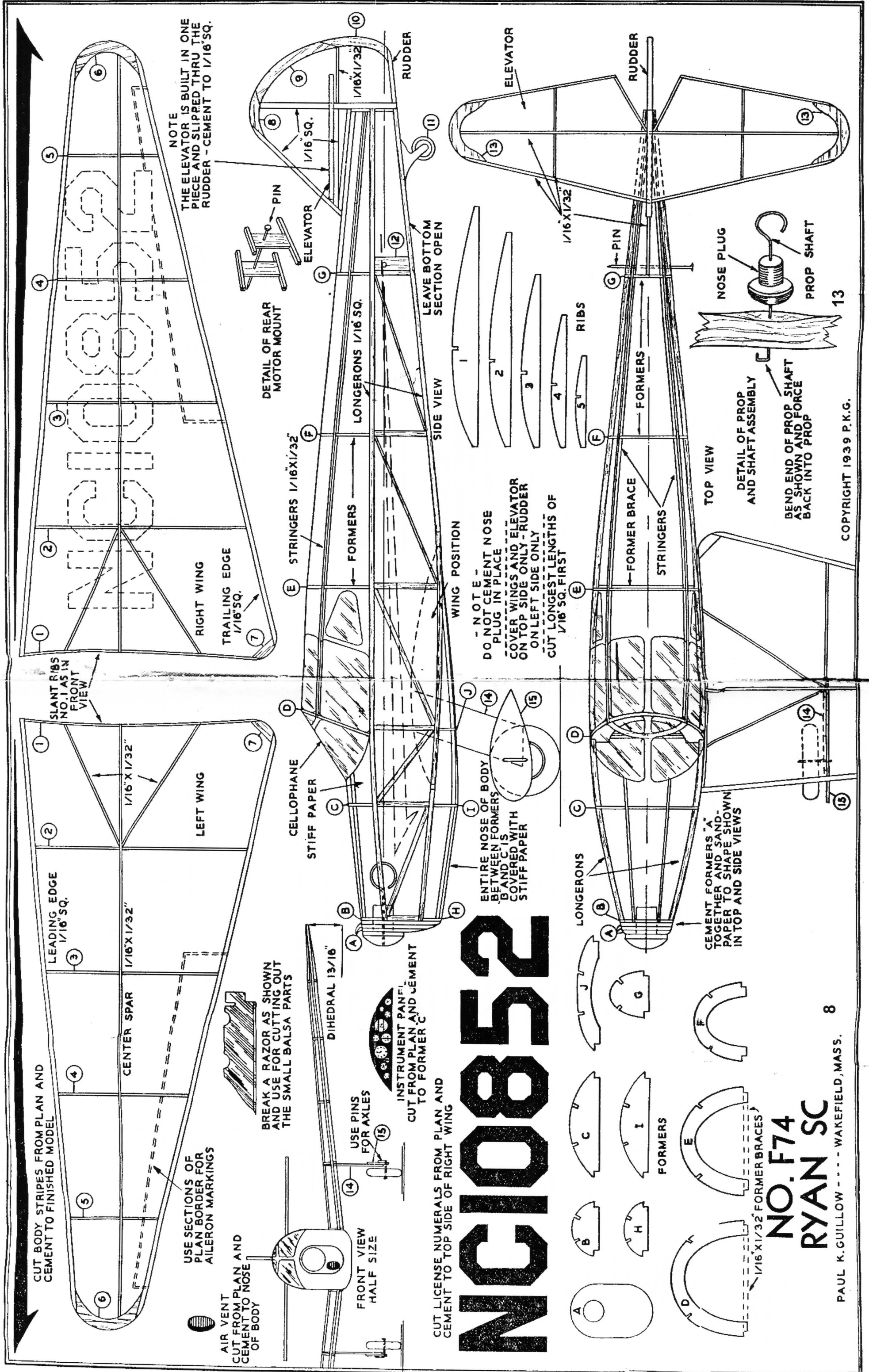


POSITION OF NUMBERS ON BOTTOM OF WING



MAKE ALL CONSTRUCTION OF 1/16 SQUARE Balsa, EXCEPT WHERE OTHERWISE NOTED.

LUSCOMBE PHANTOM
16" WINGSPAN
MANUFACTURED BY
BURD MODEL AIRPLANE CO.
BALTIMORE, MD. U.S.A.



NOTE
THE ELEVATOR IS BUILT IN ONE
PIECE AND SLIPPED THRU THE
RUDDER - CEMENT TO 1/16" SQ.

DETAIL OF REAR
MOTOR MOUNT

LONGERONS 1/16" SQ.

STRINGERS 1/16" X 1/32"

FORMERS

WING POSITION

DO NOT CEMENT NOSE
PLUG IN PLACE
COVER WINGS AND ELEVATOR
ON TOP SIDE ONLY - RUDDER
ON LEFT SIDE ONLY
CUT LONGEST LENGTHS OF
1/16" SQ. FIRST

FORMER BRACE

STRINGERS

TOP VIEW

RIGHT WING
TRAILING EDGE
1/16" SQ.

SLANT RIBS
NO. 1 AS IN
FRONT
VIEW

LEADING EDGE
1/16" SQ.

CENTER SPAR
1/16" X 1/32"

LEFT WING

CELLOPHANE
STIFF PAPER

ENTIRE NOSE OF BODY
BETWEEN FORMERS
B AND C IS
COVERED WITH
STIFF PAPER

LONGERONS

CEMENT FORMERS "A"
TOGETHER AND SAND-
PAPER TO SHAPE SHOWN
IN TOP AND SIDE VIEWS

1/16" X 1/32" FORMER BRACES

RUDDER
1/16" X 1/32"

ELEVATOR
1/16" SQ.

LEAVE BOTTOM
SECTION OPEN

RIBS

FORMERS

FORMER BRACE

STRINGERS

TOP VIEW

DETAIL OF PROP
SHAFT AND
SHAFT ASSEMBLY

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

FRONT VIEW
HALF SIZE

AIR VENT
CUT FROM PLAN AND
CEMENT TO NOSE
OF BODY

USE PINS
FOR AXLES

DIHEDRAL 13/16"

BREAK A RAZOR AS SHOWN
AND USE FOR CUTTING OUT
THE SMALL Balsa PARTS

INSTRUMENT PANEL
CUT FROM PLAN AND CEMENT
TO FORMER C

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

FORMERS

FORMER BRACE

NOSE PLUG
PROP SHAFT

NO. F74 RYAN SC