

# MAX FAX

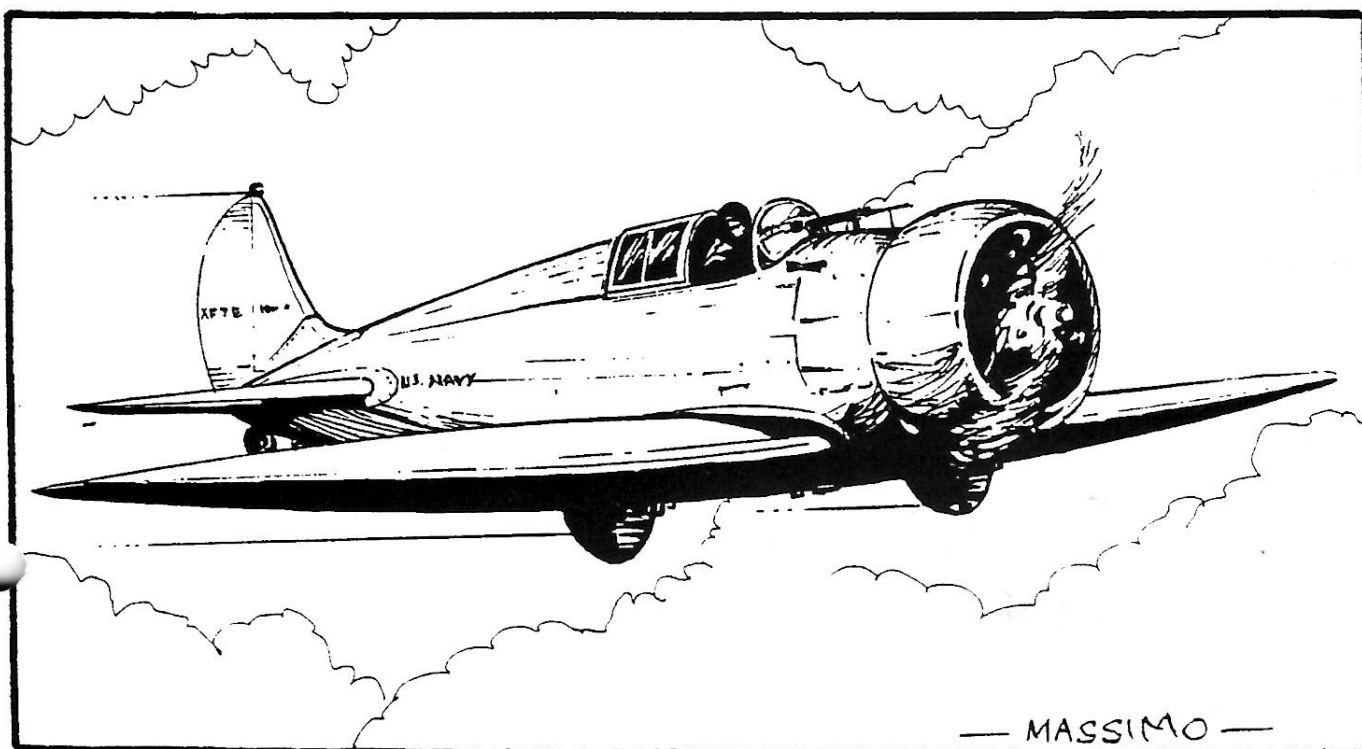


**Journal of the D. C. Maxecuters**

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

Editor: Stew Meyers

MAY - JUNE 2007



## COMING ATTRACTIONS

JUNE 9,10 2007 GLASTONBURY MODLERS SPRING FLING  
ALL FAC AT PINKHAM FIELD (DURHAM MEADOWS, DURHAM, CT)

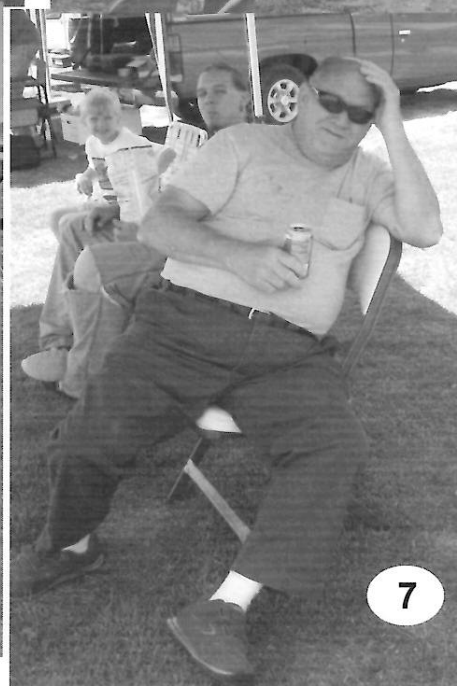
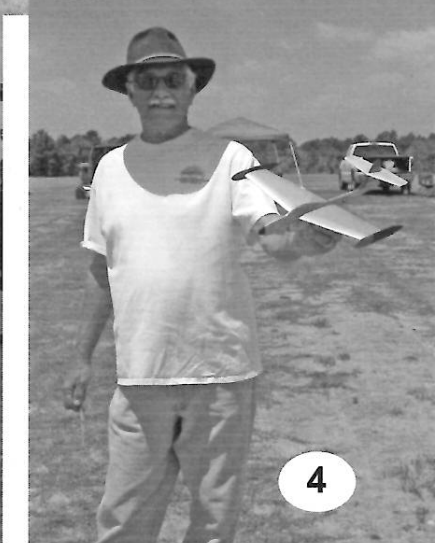
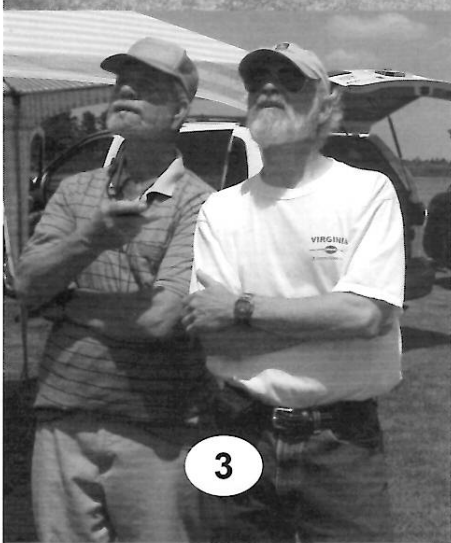
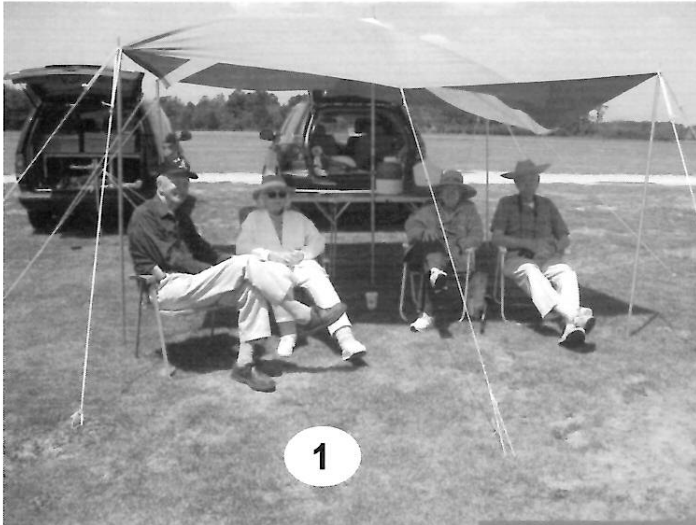
JULY 20, 21 2007 FAC NON-NATS GENESEO, NEW YORK JUDGING ON Thursday the 19th, flying  
on Friday and Saturday

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

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

AUGUST 24,25 07 Friday evening and Saturday KUDZU Summer Contest  
Goldsboro & Raeford, NC See flyer in this issue.

# PHOTOS FROM KUDZU MAY 19 2007



## MAX FAX MAY - JUNE 2007

### BOEING XF7B-1 ISSUE

*Stew Meyers Editor*

Dan Driscoll scored a Scientific High Flier Boeing Fighter XF7B-1 plan on Ebay. A piece was cut out of it, probably where the cowling wrap was, the formers and ribs were missing and it was quite yellowed. I have been able to clean it up digitally. It is reproduced here on two 11" x 17" pages and two 8 1/2" x 11" pages. Hopefully some reader can send in the missing formers. In the mean while, I have drafted up the formers as well as the ribs.

In the effort to catch up and get out a quick issue, we are also presenting John Houck's version of the XF7B-1 from the May-June 1992 issue of MaxFax. John drew this plan on a 27" x 34" sheet. Bill Ceresa did the cover drawing and redrew the plan to fit on a standard 17" x 22" sheet placing the front view and fuselage formers on two 8 1/2" x 11" pages, which is how it appeared in the May-June 1992 issue. I have further modified it to fit on two 11" x 17" pages and three 8 1/2" x 11" pages, since we no longer do full size folded plans. We also have the data from the September 1967 "American Modeler" that his model was based on plus some more photos and data that Dan has rustled up.

Dan and I took some pictures at Kudzu and here are a few. We enjoyed the contest so much that, Dan and I will be CD-ing another Kuduz contest August ~~25 & 26~~ 24 & 25. See th Flyer on page 21.

### PHOTOS PAGE 2

1. Bob and Jane McClellon with Jerry and Helen Paisley relaxing at Kudzu.
2. Dave and Colin Mitchell clown around with dad's Consolidated Sea Wolf (Diel's Kit) just before it's OSS flight.
3. Claude Powell and Wally Farrell watch one fly away.... Maybe Dave's TBY.
4. Joe Hurdle with his beautiful F-89 Scorpion catapult jet.
5. Marie Rees with her Vega. Marie is in much better health now and is cheerfully active again.
6. Josh Finn and his catapult jet Supermarine Attacker. Josh builds them light and is a real competitor.
7. Our Bee-Boy Buddy, Bill Shepherd, watching the action.
8. Andy Mitas getting in touch with his inner airchild.

## Kudzu Summer Contest Special Event

Among the most popular models built during the Golden Age were the then brand new Army and Navy biplane fighters. Think Curtiss P-6E, F11C-2 and Helldiver, Boeing F4B-4 and P-12, Grumman F3F, Stearman export fighters. Also, British fighters like the Hawker Fury. As popular as these models were, we see few of them built today. (There were only two entered in Golden Age Military and four in Dime Scale at the last FAC Nats.) This year's special event at the Summer Kudzu contest will attempt to change this.

The event will be for models that meet FAC Dime Scale rules (no pseudo Dime Scale), are military biplanes (fighters, bombers, trainers), and are from the Golden Age (military aircraft manufactured 1920-1939). (You can modify an existing Dimer to a different mark - such as making the Fury into a High Speed Fury as long as the essential dime scale spirit is retained.) CD's discretion applies here. Models must be in Golden Age military color and markings.

The event will be a mass launch, but models will also be eligible for the FAC Dime Scale event and will get the 15 bonus points (biplane) added to each flight.

A not complete list of qualifying Dime Scale models includes:

#### Comet:

Consolidated BT-7  
Curtiss Falcon  
Curtiss P-6E  
Curtiss Helldiver  
DeHavilland Tiger Moth  
Stearman 76

#### Megow:

Boeing P-12E  
Curtiss Export Falcon  
Curtiss Helldiver  
Grumman FF-1  
Grumman Gulfhawk (as F3F)  
Vought Corsair V-100

#### Dallaire:

Berliner-Joyce P-16  
Curtiss Sparrow Hawk

#### Peerless:

Grumman Gulfhawk (as F3F)

#### Burd:

Boeing F4B-4  
Curtiss Hawk P-6E  
Hawker Fury

All of the above are available as kits from Penn Valley Hobby Center: [www.pennvalleyhobbycenter.com](http://www.pennvalleyhobbycenter.com)

## THE FIGHTER PLANE THAT WAS SIX YEARS AHEAD OF ITS TIME

With the 1933 XF7B-1 Boeing applied many exciting innovations that later became standard, but lost the bid. Six years later Navy found such a concept essential if they were to stay in business.

By PAUL R. MATT

From the September 1967 American Modeler

A marked change came about in military aircraft during 1931-32. The traditional biplane was giving way to the all-metal monoplane. This was a significant step but not an overnight acceptance. A number of new monoplanes were designed and built only to be frowned upon and cast aside. In many cases it appears, at least on the surface, to be due to military bigotry.

However, there were more reasons than tradition and stubbornness which kept the monoplane from coming into its own before this. The science of aeronautics itself, was not in a position to produce a highly successful monoplane— especially one of all metal and cantilever construction, that would withstand the rigors of more stringent military requirements. Not of least concern during this era also was the lack of financial sustenance on both private and military parties to develop, produce and purchase the more expensive metal aircraft.

The Boeing Airplane Company of Seattle, Wash., and the Curtiss Co. of Buffalo, N.Y., took the bold initiative into this lean military field in the early 1930s. Using company funds, both concerns developed an all-metal monoplane in hopes of winning an Army contract. Curtiss produced the XP-31 and vied with Boeing and their concept known as the XP-26. Needless to say the Boeing "Peashooter" won the award.

While the Curtiss XP-31 was a failure as a fighter aircraft it did open the doors for that company to delve into the low-wing design more thoroughly. Later this research would manifest itself with a line of fighters unequaled in the world at the time — the P-36/P-40 series. The Boeing Co. on the other hand had gone still further in the development of the all-metal monoplane. In 1930 they produced the Model 200/221 Monomail for the commercial market and in 1931 the Models 214/215 Y1B-9A for the military bomber role besides the XP-936 (Models 248/266), P-26A for the fighter needs. These were highly successful aircraft although due to circumstances at the time, only the P-26 could find a production market. The Army Air Corps purchased 134 P-26 models which changed the fighter concept with the Army from then on.

The Navy side of the story at this time was quite different. While some like to express a die-hard attitude on the Navy's part regarding many phases of Naval warfare, such a statement at this particular time needs qualification. For the most part the "air minded" Navy looked with much favor upon the monoplane, but the individual and special requirements of naval aviation has always been a tough formula to master. While the Army could step forward with the monoplane in the least amount of time, the Navy was restricted due to the high landing speeds, longer takeoff runs and extra "naval-gear" weight imposed upon such a

machine. One must remember the restricted deck of a carrier with limited stowage, arrested landings and postage-stamp takeoff areas. Thus the Navy has problems peculiar to their service and for many years had to forego speed in the fighter category in favor of the fast climb and maneuverability of the biplane.

Following the acceptance of the P-26 by the Air Corps, Boeing developed their Models 264 and 273. Both models were designed and constructed simultaneously, the 264 for the Army and 273 version for the Navy. The P-26 was a low-wing wire-braced monoplane with heavy fixed landing gear. Boeing engineers felt there was improvement in the monoplane especially through the adoption of the cantilever wing construction even though the wing would of necessity be a little over twice as thick as the wire or strut braced wing. Further improvements in performance could be made by incorporating an enclosed pilot canopy, a retractable landing gear and a controllable pitch propeller. It is interesting to note that both of these new machines used the same type powerplant as the P-26, the 550 hp Pratt & Whitney R-1340 Wasp. As a matter of fact, in their original configuration the same cowl, engine nose plate, fittings, fixtures and plumbing were basically identical to the P-26's.

With the P-26 demonstrating the merits of the low-wing fighter in service use, the military looked with even greater favor upon new designs along the same line. Boeing gained a contract from the Air Corps for the Model 264 which became the YP-29. Three evaluation prototypes were built but the model never went into production. On March 20, 1933 the Navy ordered the Model 273 as the XF7B-1. Only the one experimental machine was built. Both the YP-29 and the XF7B-1 were similar in appearance, general outline and construction. The Navy model had a slightly larger wingspan and over-all length and the canopy was a different design. Aside from these predominant features, which readily catch the eye, the main difference was in military equipment and the altitude ratings of the engines.

The XF7B-1 made its first flight at the Boeing airfield in Seattle in mid-September 1933. It had the short ring cowl and engine nose plate feature which was so prominent on the P-26. These tests proved the machine of practical design for naval use—at least so thought Boeing. However, several other avenues were deemed of value to follow before turning the machine over to the Navy. The NACA had developed the long chord cowl for more efficient cooling of the engine. This was installed on the XF7B-1 and tests demonstrated its advantages and also the necessity of abandoning the expansive nose plate covering and cooling openings. The aft undercarriage fairings were

removed at this time because it was found they caused more drag than having only the small portion of the tires exposed to the slipstream.

Working with NACA and Pratt & Whitney the new attitude appeared to solve the powerplant situation very well since no other changes were undertaken prior to shipping the machine to the P & W plant in Hartford, Conn. in late October 1933. At P & W, final adjustments, studies and changes were made to put the engine in top condition. On November 1, the XF7B was flown from Hartford to the Naval Air Station Anacostia for official tests under Navy direction. The plane was weighed and prepared for demonstrations on November 14 and 15 and the first Navy flight was made on November 16.

The Navy put the XF7B-1 through all the paces of any new military machine and the reports were being favorably checked off. During these trials a top speed of 239 mph was recorded at 10,000 ft. critical altitude and 214 mph at sea level pulling 565 hp from the normally rated 500/550 hp engine. This was about 5 mph more than could be obtained from the P-26. Stalling speed was 70 mph and it took ten minutes to reach 12,600 ft. From the Navy's point of view the top speeds and service ceiling of almost 30,000 ft. were impressive. This portion of the test program was concluded on an optimistic note, December 22, 1933.

The plane was then transferred to the Naval Air Station at Norfolk for arresting and takeoff tests. Here the XF7B-1 started to run into trouble. These problems were not with the basic design or structure of the machine, but rather in the magic ingredient—carrier approach and landing procedures. The Navy considered the landing speed far in excess of safety during final approach. The XF7B-1 landed at about 78 mph and the Navy was used to the biplane which settled in at 55 to 60 mph. Wave-offs were good, but tricky due to the slow up-take of the low-wing monoplane. The pilots complained of poor visibility because of the low enclosed canopy and it was virtually impossible to see the L.S.O. (Landing Signal Officer) when coming in for a carrier landing. With the canopy open the visibility was better, but this had little effect upon the "open cockpit" breed of aviator which predominated the military field at the time. Another dissension was heard stating that the monoplane was not comparable in maneuverability to existing biplanes.

The XF7B-1 was returned to Anacostia on January 9, 1934 where tests continued until April 3 in spite of the adverse criticism which befell the machine at Norfolk. These faults seemed few and minor, but the military listens to their pilots, studies their reports and recommendations and works with the manufacturer when even the slightest problem arises. Not all the gripes and beefs can be corrected, but for a safe fighting machine all possible avenues are taken. After three additional months of exhaustive tests the XF7B was returned in mid-April to the manufacturer for modifications.

Since major changes had to be undertaken, the entire series of tests had to be carried out again and Boeing spent nearly a year revising the aircraft to suit the new

provisos. The engine cooling system was reworked with the installation of a new Boeing/NACA tight fitting, long chord cowl. Engineering studies were undertaken to assess the feasibility of installing the new twin-row 14-cylinder Wasp Jr., but this failed to materialize. The cockpit was completely redesigned into the Naval preference of "open and unhampered by sliding canopy gimmickry." The new arrangement, including the tall and elongated head rest, now resembled the early P-26 arrangement. Shades of the past on a design as modern as a World War II fighter! Landing flaps were installed under the fuselage at the trailing edge within the inboard wing stubs. Further tests were carried out at Seattle and it wasn't until March 5, 1935 that the XF7B-1 was returned via air to Anacostia from Seattle.

The Navy once again accepted the revised version and started flight tests. These trials started on March 8 and a marked difference was found. The flaps lowered the landing speed considerably, from 78 mph to 66 mph, but the open cockpit had also lowered the top speed as well as affected the streamline design in low-speed conditions. The XF7B was designed for a structural load factor of 9 G's, but during a test dive on March 9, 1935 at Anacostia the plane was slipped into an inadvertent 12 G pull-out. This severely over-stressed the machine. At 415 mph the windshield collapsed and pieces blew back cutting the pilot's face. He was able to maintain control and land safely. Examination showed only slight damage and minor strain to the airframe but the Navy felt it was beyond economical repair and retired it to the scrap heap and made the usual report summation—"surveyed."

NACA document #151, the final report on the XF7B-1 made by the Navy Department of Inspection and Survey concludes with the flying career of this airplane ended due to damage that was of such a nature as to make repair impractical. The XF7B-1 had made 45 flights for a total of 39.5 hours under Navy direction. Boeing put almost triple this amount on it before and between official military trials.

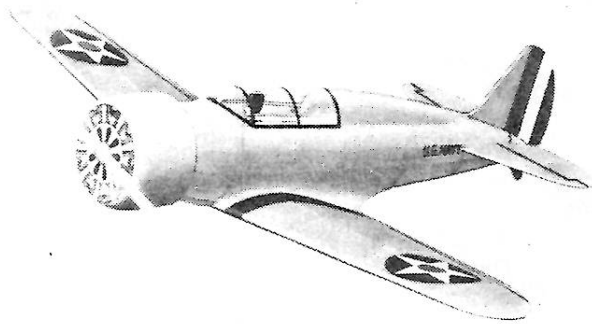
The XF7B was the first low-wing monoplane to be tested by the Navy and, although it showed great promise, the Navy just wasn't ready for the faster more sophisticated fighter this little plane was. Following the failure of either the YP-29 or XF7B-1 to gain a production contract, the Boeing Company dropped out of the fighter business and turned their resources to the large bomber and transport field. Only one further attempt was made in the single-seat fighter category. This design was undertaken to fulfill a special need of the Navy during WW II. The Model 400, XF8B-1 was produced as a heavy and powerful multi-purpose fighter torpedo-bomber. After three prototypes were built and tested the concept was dropped since the end of the war was nearing and this signaled the beginning of the jet age.

The Navy's first low-wing all-metal monoplane fighter had an inauspicious career. It was just too hot to handle at the time. Perhaps it was some six years too hot, for it wasn't until 1939 that the Navy found that, somehow, they had to get a fighter of the XF7B's caliber aboard a carrier and off again if they expected to stay in business.

# BOEING FIGHTER XF7B-1

## SCIENTIFIC

### 20 INCH WINGSPAN



Study carefully all details and observe all notations on plans before starting to build your plane. Follow instructions step by step, refer constantly to drawings and photos, and check parts carefully with plans from time to time. When cutting curved balsa parts such as bulkheads, wing tips, tail surface outlines, etc., always cut the inside curve first, as this helps to prevent the balsa from splitting. When pinning parts to the drawing never pin through the wood but place pins on each side.

**Fuselage:** The fuselage is made in halves. Place top and bottom longerons on drawing (solid black lines), holding in place with straight pins. Cut out bulkheads from sheet balsa. Now insert bulkheads starting with A and working to the right, omitting bulkhead C for the time being. Insert the remaining stringers and cement all parts securely. Allow this half of fuselage to dry thoroughly, remove from drawing, and cement the opposite halves of the bulkheads to the half fuselage. Apply stringers. Bulkhead C may now be glued in place. Cut out dash board from gummed sheet and glue to bulkhead B. Now glue in rear hook. Sandpaper the cowling front to a smooth finish, cut out cowl cover from plan, and glue around cowl front. The complete cowling assembly is now glued to front of bulkhead A. Cover the entire fuselage with white tissue, leaving the space between bulkheads C and D open on bottom of fuselage to admit wing. Then cut out and glue the letters U. S. NAVY in place.

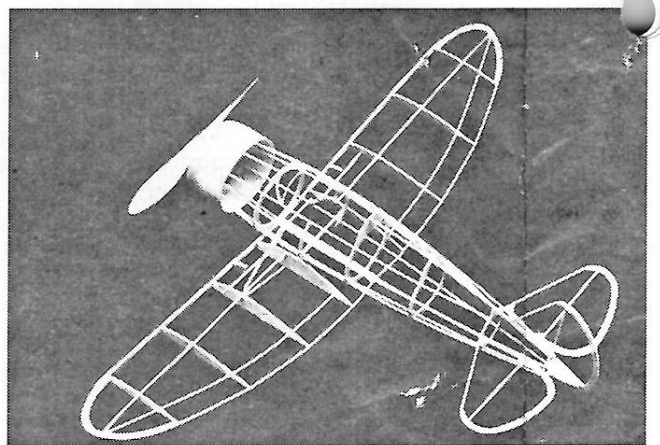
**Wing:** Build wings on a flat surface. Sandpaper to shape a piece of  $1/8" \times 3/16"$  balsa for leading edge and pin in place on plan. Pin a  $1/16"$  sq. balsa trailing edge in place. Cut out all ribs from printed balsa sheet and glue in place between leading and trailing edges, then glue wing tips in place. There is a  $1/8"$  sq. rib (sketch I) at the center of the wing. Glue both halves of wing together and cover with yellow tissue omitting the tissue on top of wing between both ribs marked #1. Now glue the wing firmly to the bottom of the fuselage.

There is a  $1/16" \times 1/8"$  balsa support for C across inside of fuselage. This is set in place thorough cockpit and glued in slots of both #1 ribs and against bulkhead C as shown on plane. Now glue in fairings H and K and cover with white tissue. Cut out the numbers and stars and circles from gummed sheet and glue in place.

**Landing Gear:** Cut out two landing gear struts marked Fig. 2 from sheet balsa and insert into fuselage with a piece of  $1/16" \times 1/8"$  joining them together inside of fuselage. This new method of inserting a landing gear, originated by Scientific, has proven to be very strong and satisfactory. Build up balance of landing gear of  $1/16" \times 1/8"$  balsa glued in a vertical position under false rib marked sketch #2. Attach axles on wheels. Build the tail surfaces on a flat surface to insure the proper shape.

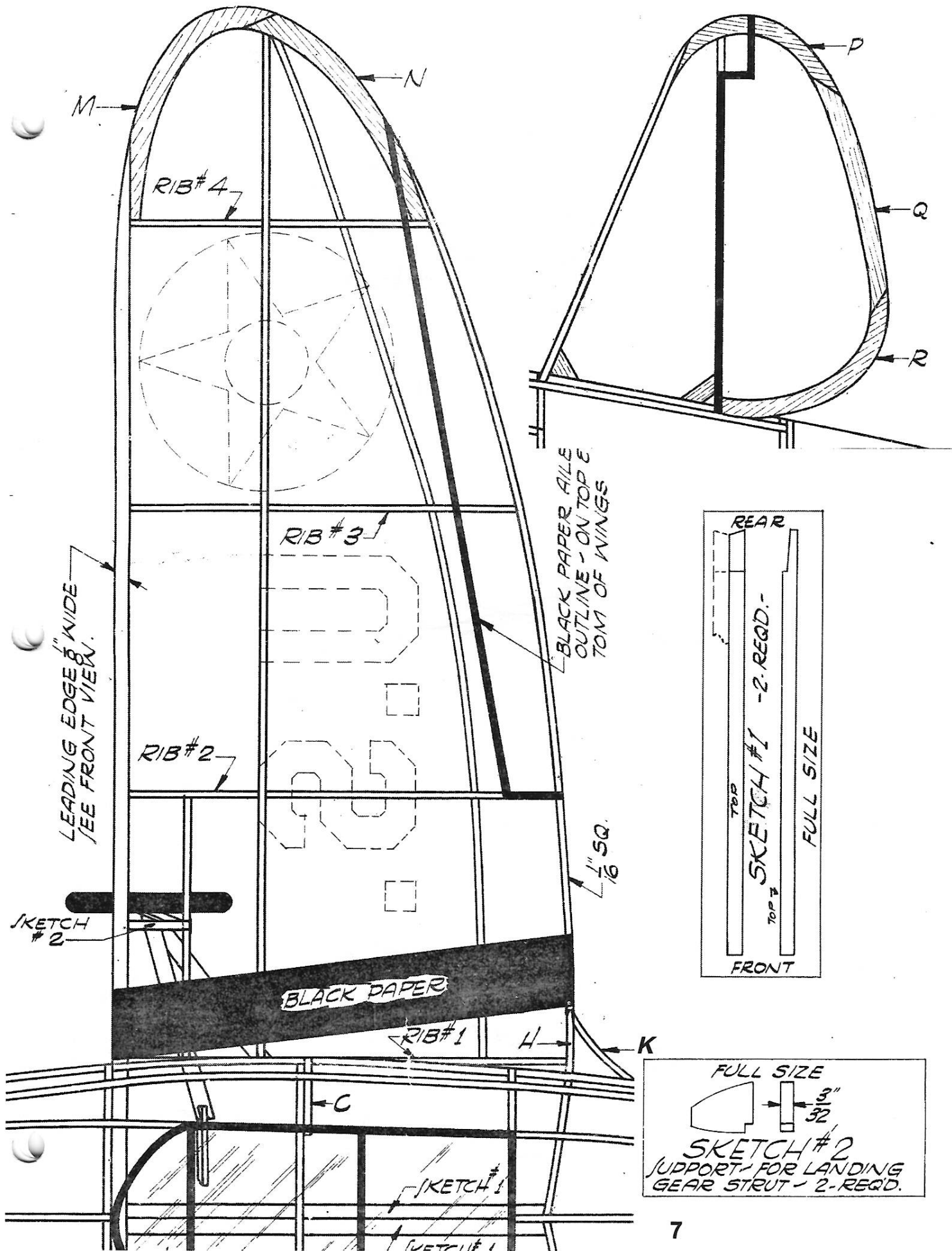
**Propeller:** The propeller supplied in the kit is very efficient and durable. Sandpaper propeller smooth. Insert propeller shaft in nose plug, then washers, then propeller, and bend to U shape. Apply a little glue on the end, then pull prop shaft back into propeller.

**Flying:** Hold model by center of wing tips. In this position the model should balance as in normal flight. If it does not, add weight to front or rear, where necessary. Wind propeller 50 times for a trial flight. If the model nose dives warp tail surfaces up by breathing on them. If it climbs too steeply and then stalls and falls on its tail, warp in opposite direction. By adjusting the tail surfaces correctly the model will fly perfectly.

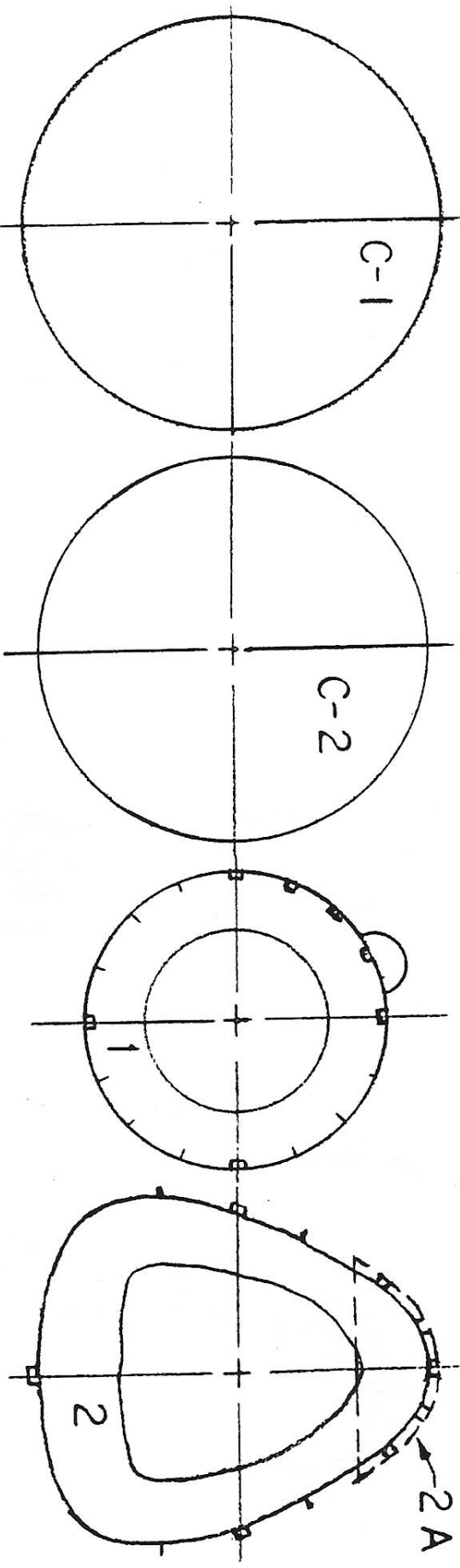


*The formers are as exact as I can get them to match the plan. The wing ribs are big and fat, Rib #1 fits the plan exactly and the others taper per the plan. I might add a rib to the fin and stab and would either make that stab one piece or provide mounting tubes in the fuselage for staple wire on the stab LE and spar. Otherwise build it like the plan except for rubber motor mechanics. Need to move the rear peg forward and use a removable nose plug as well as a free wheeling device (clutch).*

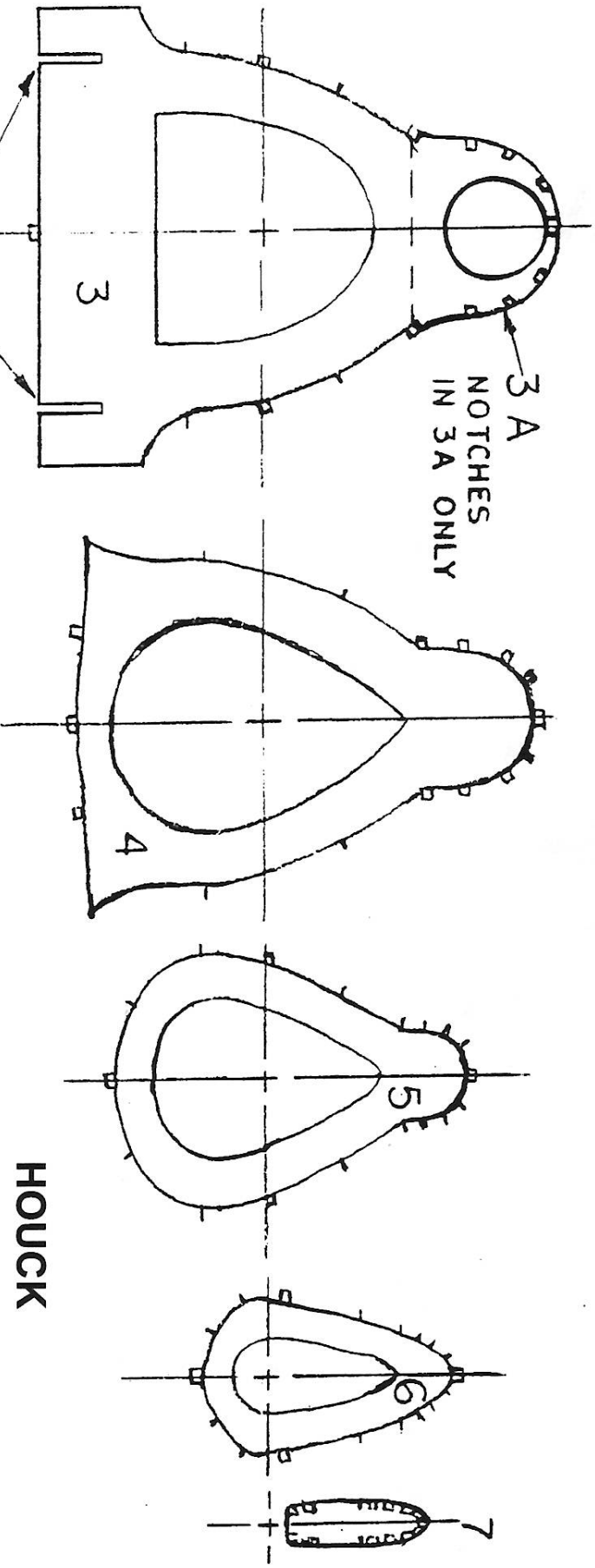
Stew



FUSELAGE: BUILD UP ON 3 OR USE HALF SHELL.



3 A NOTCHES IN 3A ONLY



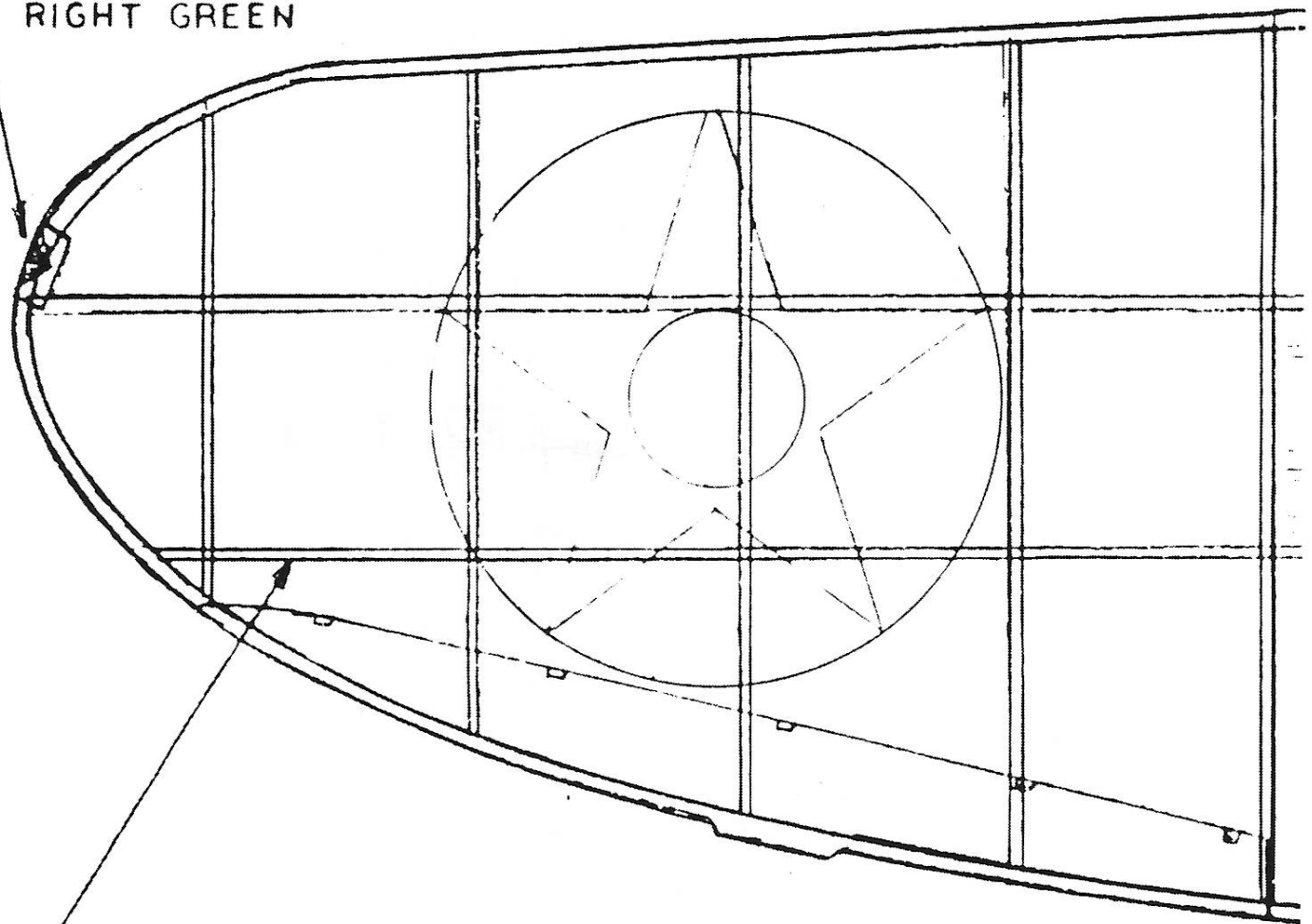
CUT TO FIT OVER WING RIBS

HOUCK

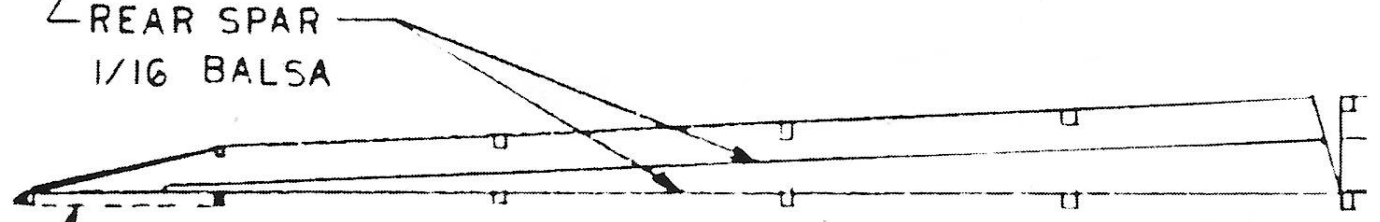
BOEING XF7B-1



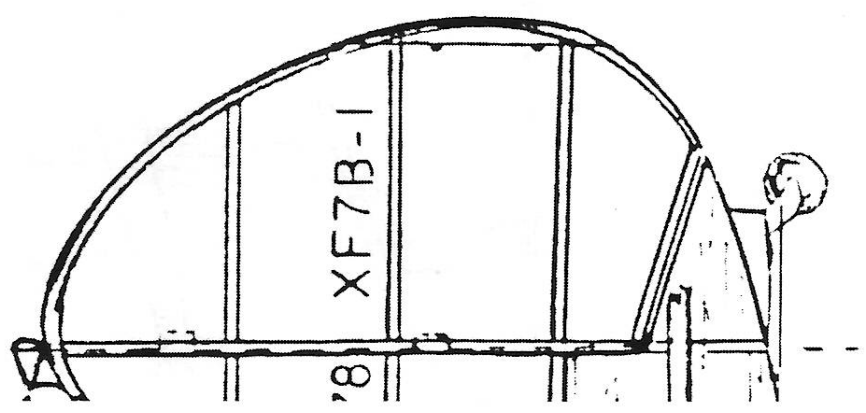
NAVIGATION LIGHTS LEFT RED  
RIGHT GREEN



REAR SPAR  
1/16 BALSA

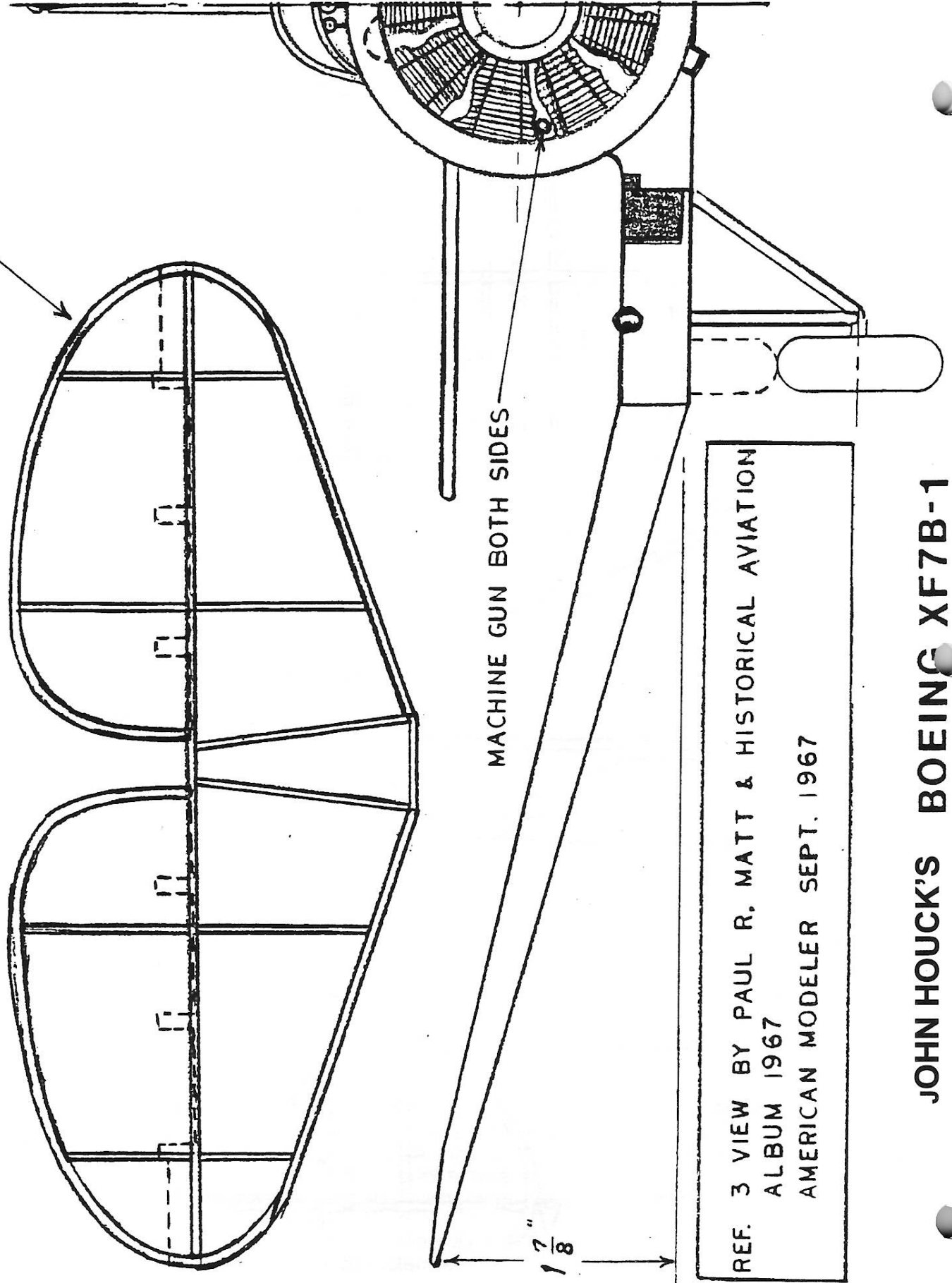


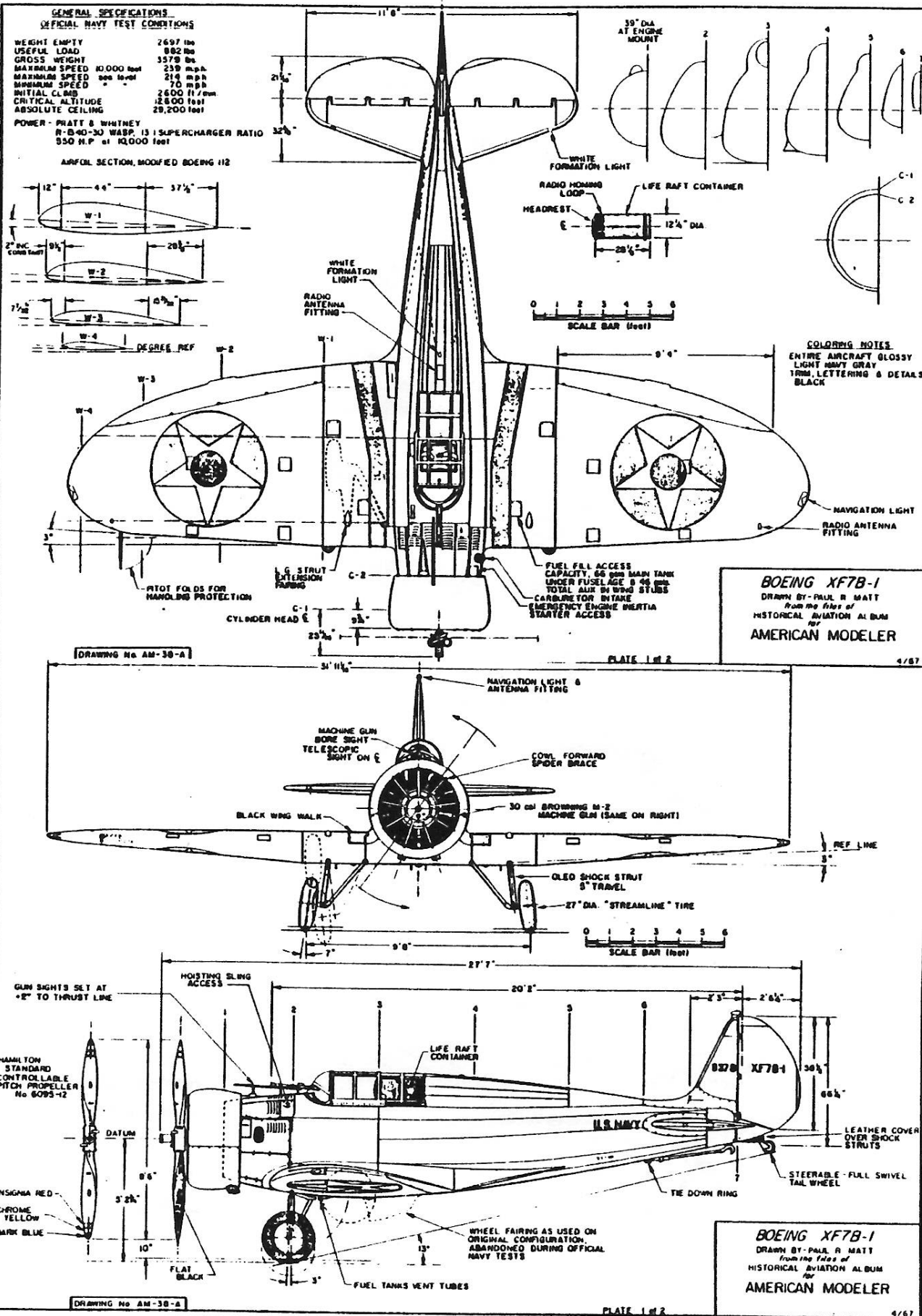
1/16 SQ. FILL  
UNDER MAIN  
SPAR TO SUPPORT  
LAMINATED WING TIP.



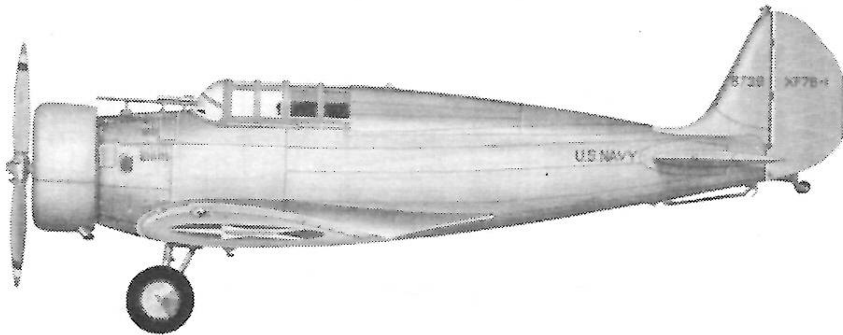
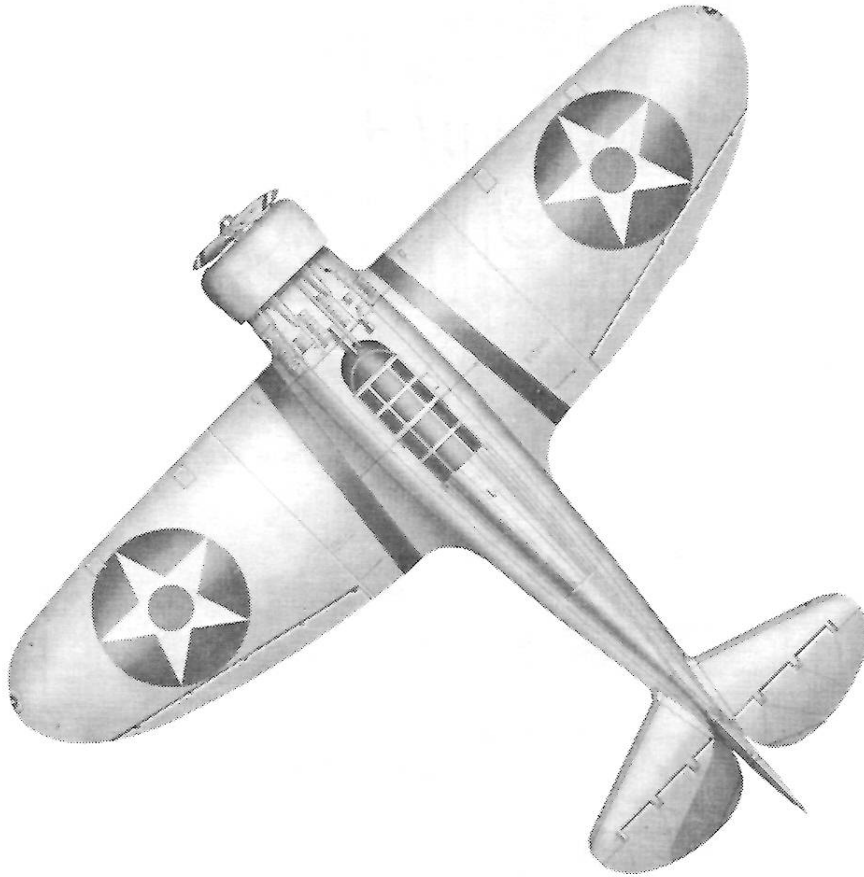
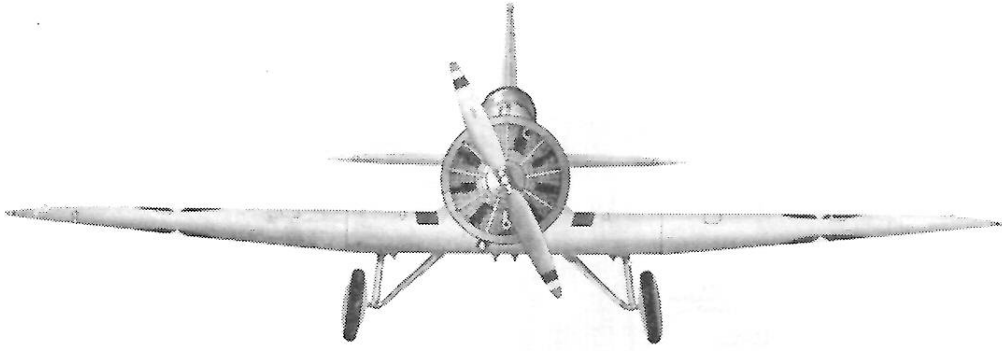
JOHN HOUCK'S  
XFB7-1

JOHN HOUCK SUGGESTS INCREASING SIZE OF HORIZONTAL STABILIZER  
TO HELP FLIGHT CHARACTERISTICS.





BOEING XF7B-1



Overall Navy grey. Black lettering and wing-walks.

KUDZU FLYING CORPS & DC MAXECUTERS present  
**2007 Summer Contest**  
**Land and Lakes**

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Friday, August 25<sup>24</sup> 4:00PM until dark

On the lake at Dave Rees's, Goldsboro, NC

ROW – Scale, non-scale, stick

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Saturday, August 26<sup>25</sup> 9AM – 5PM  
Carolina Sod Farm, Raeford, NC  
AMA/FAC Events

**Mass Launch:**

10:00AM WWI Biplanes  
11:00AM Combined Racers  
12:30PM Special Event – Dime Scale Golden Age Military Biplanes\*  
1:30PM WW2 Fighters  
2:30PM Modern Civil

**Timed Events:**

AMA Hand Lunched Gliders  
AMA Catapult Gliders  
AMA P-30  
FAC Jet Catapult Glider  
FAC Embryo  
FAC Golden Age  
FAC Dime Scale

**Judged Events:**

FAC Scale and FAC peanut Scale Combined

\* Model must meet FAC Dime Scale rules (no pseudo dime scale), be a military biplane (fighter, bomber, trainer), from the Golden Age (military aircraft manufactured 1920 - 1939) and be in Golden Age military color and markings.

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**Entry Fee \$5.00**

CDs: Dan Driscoll ([djdriscoll@cox.net](mailto:djdriscoll@cox.net)) and Stew Meyers ([stew.meyers@erols.com](mailto:stew.meyers@erols.com))

**Awards to third place**

## Spring North Carolina Kudzu Results May 19 , 2007

### AMA Hand Launch Glider (8 entered)

1. Andy Ringlien
2. Carl Dowdy
3. Larson Ringlien Junior

### FAC WW I Mass Launch (9 Entered)

1. Joshua Finn (Albatross D III)
2. Davr Rees (Martinsyde Elephant)
3. Walt Farrell (Walfisch)

### FAC Combined Racers (9 Entered)

1. Walt Farrell (Altair)
2. Joshua Finn (Goon)
3. Stew Meyers (Bumble Bee)

### FAC WWII Mass Launch (12 Entered)

1. Claude Powell (Hurricane)
2. John Houck (Stormovik)
3. Dave Rees (Defiant)

### Earl Stahl Special Event (7 Entered)

1. Bob McClellon (Wildcat)
2. Walt Farrell (Rearwin Speedster)
3. John Houck (Sky Farer)

### Modern Civil Scale Mass Launch (9 Entered)

1. Dave Mitchell (Cessna 140)
2. Claude powell (Cessna 150)
3. John Houck (Citabria)

### AMA P-30 Rubber (10 Entered)

1. Andy Ringlien
2. Carl Dowdy
3. Tom Barkalow
3. Andy Mitas

There was no lake flying Friday afternoon and it was just as well the winds were really strong. We had a Bull-Session at Dave's and then ate at McCall's.

Saturday was a nice 75 degree day with a moderate breeze and occasional thermals. Dave Rees lost his Mr. Smoothie in the second round of the races. Bob McClellon fared better when he lost his old Wildcat OSS in the final round of the Earl Stahl event. Wally Farrell lost an Embryo and Dave Mitchell lost his Sea Wolf on a trim flight after the meet.

### AMA Catapult Glider (11 Entered)

1. Walt Farrell
2. Andy Ringlien
3. Dan Driscoll

### FAC Golden Age (11 Entered)

1. DanDriscol (Poncelet)
2. Mark Houck (Lincoln APK)
3. David Mitchell (Stinson SR10)

### Embryo (9 Entered)

1. Mark Houck
2. Jousha Finn
3. Dan Driscol

### FAC Jet Catapult (5 Entered)

1. Carl Dowdy (Saab)
2. Joshua Finn (Attacker Submarine)
3. Walt Farrell (F 84)

### GHQ Peanut (4 entered)

1. Stew Meyers (Cougar)
2. John Houck (Bebe Jodel)
3. Claude Powell (Rearwin Speedster)

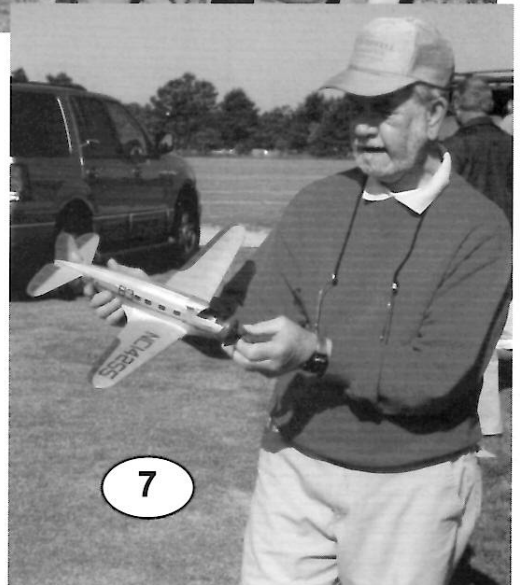
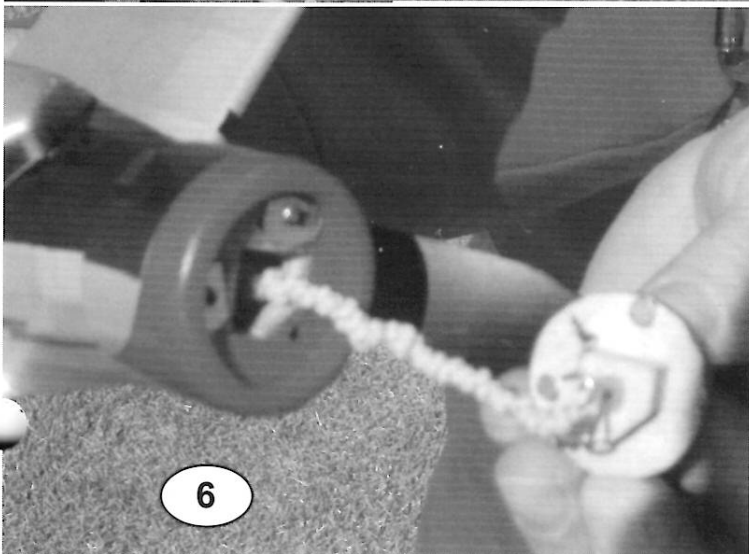
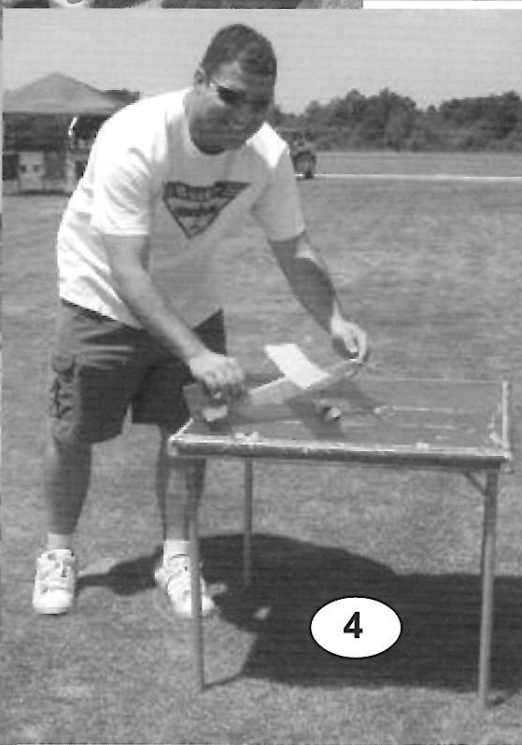
### Dime Scale (9 Entered)

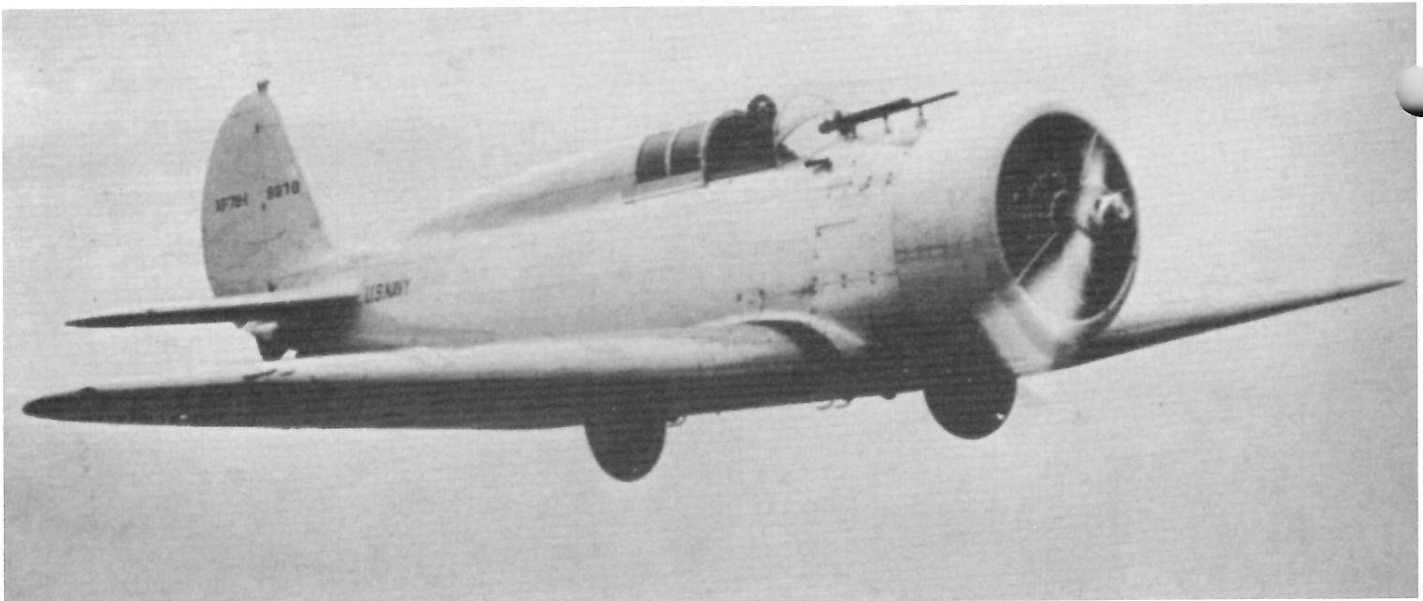
1. Walt Farrell(Bat Monoplane)
2. Joush Finn (Hawker Hurricane Comet)
3. Stefan Prosky (Waterman Racer Blair)

### Page 23 Photos

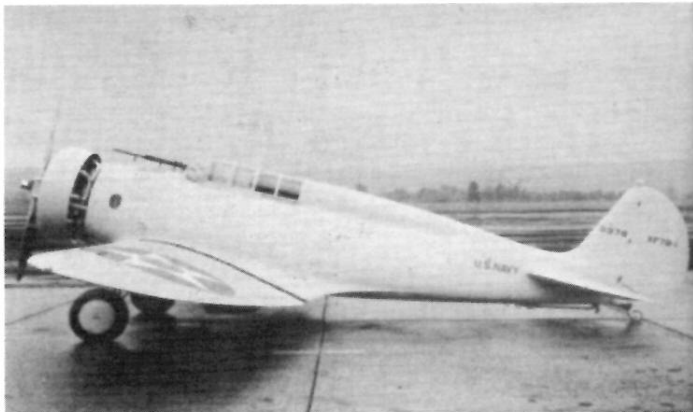
1. Three Comet 25 cent Speed-O-Matic models from the pages or MaxFax. Jim Pollard with a P-51, Stew Meyers with a Zero, and Dan Driscoll with a FW-190.
2. Dave Mitchell with his Earl Stahl Navion from a Bob Holman short kit. Beautiful, but not trimmed yet.
3. Our contest director John Diebolt. His hard work made it all possible.
4. Mark Houck launching his winning Embryo.
5. Stefan and Tatia Prosky with his Waterman Racer.
6. Claude's Clever Nose Block arrangement on the Vultee. Magnets on the nose plug snap onto steel screws that thread into the cowl face. By unscrewing these screws the thrust line can be altered. Screwing both out the same amount provides pure down thrust. Differential between the two provides side thrust as well.
7. Claude Powell with his Megow Vultee V-1.

# MORE KUDZU PHOTOS





The XFB-1 performed all major tests with the Navy in this configuration at Anacostia, D.C. in 1933-34.



The original version of the fighter in 1933. Biplane-minded pilots objected to approach characteristics and the "low" canopy.



Latest improvements included NACA long-cowl and flaps, but Navy reverted to the open cockpit. An even draw for progress.



The XF7B-1 had features similar to Army P-26-- cowl, engine, nose plate, etc



For carrier operations better visibility "necessitated" an open cockpit.

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.

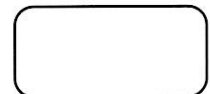
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

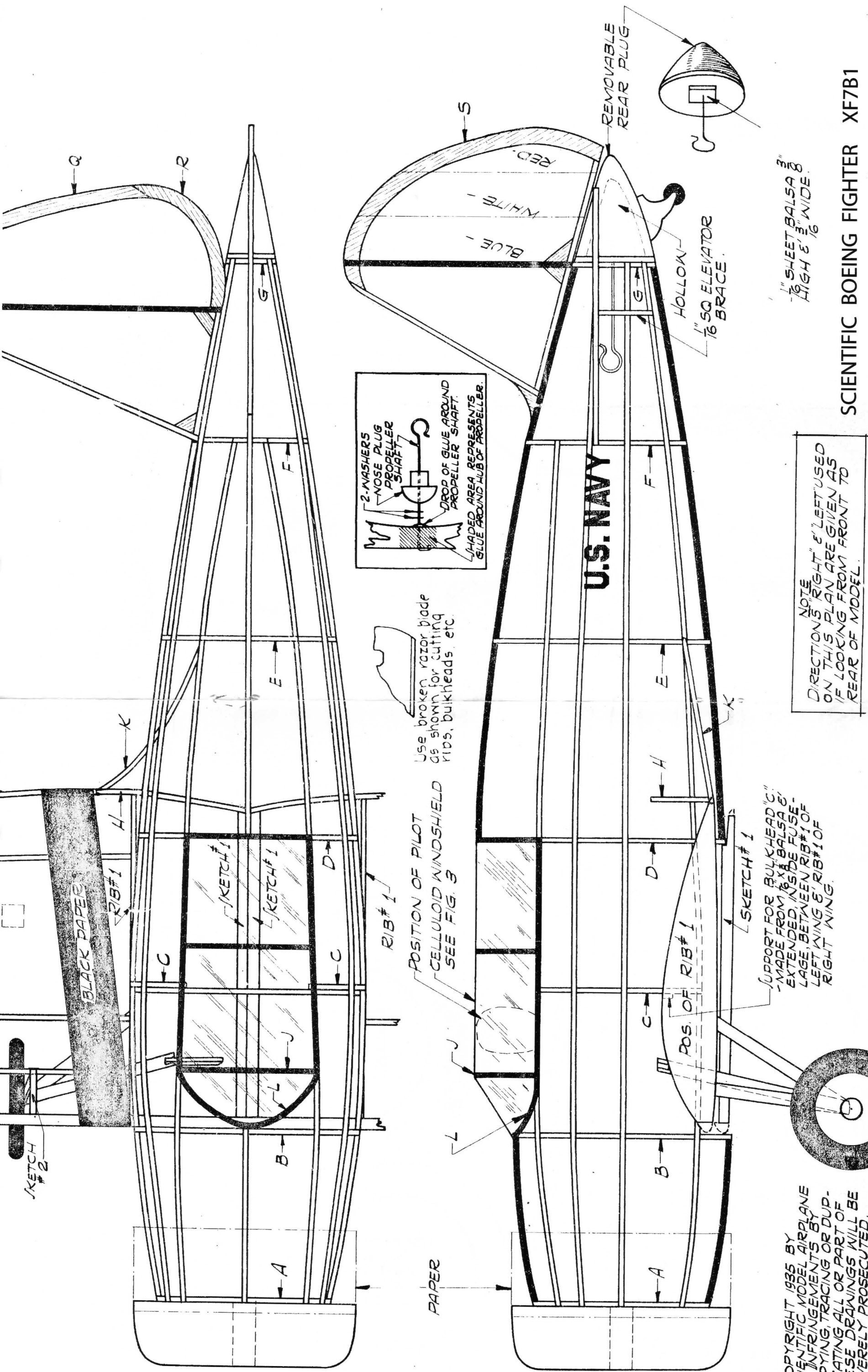
to Stew Meyers phone 301-365-1749. Email gets immediate attention. [stew.meyers@erols.com](mailto:stew.meyers@erols.com)

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

Your DUES are due





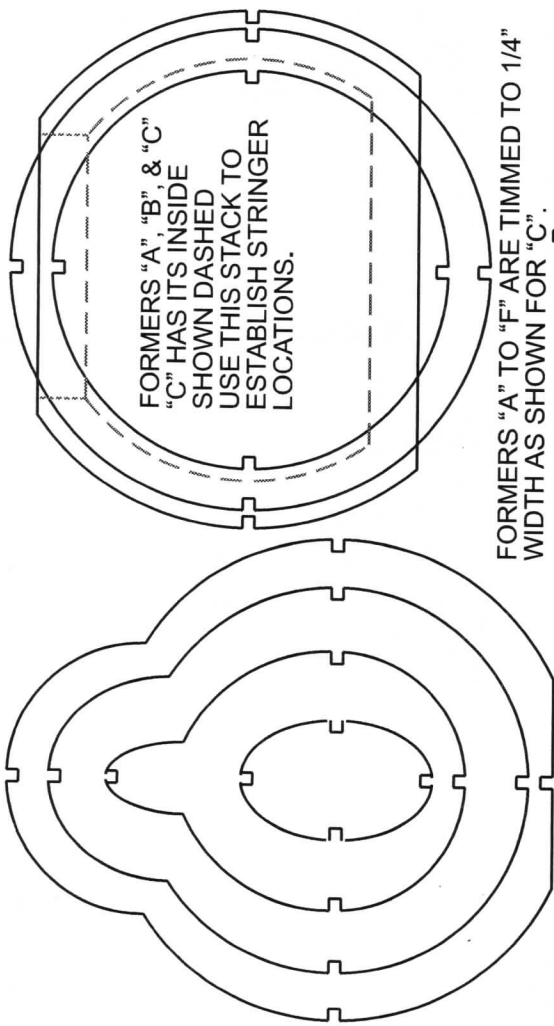


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 CO. INFRINGEMENTS BY  
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 LICATING ALL OR PART OF  
 THESE DRAWINGS WILL BE  
 SEVERELY PROSECUTED.

NOTE  
 DIRECTIONS "RIGHT" & "LEFT" USED  
 ON THIS PLAN ARE GIVEN AS  
 IF LOOKING FROM FRONT TO  
 REAR OF MODEL.

1/8" SHEET BALSALUG  
 HIGH 5/16" WIDE.

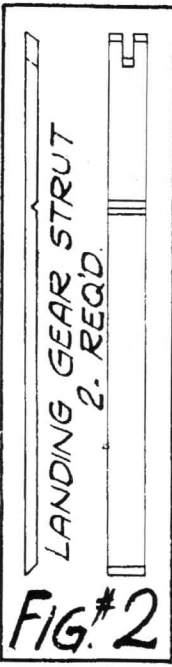
SCIENTIFIC BOEING FIGHTER XF7B1



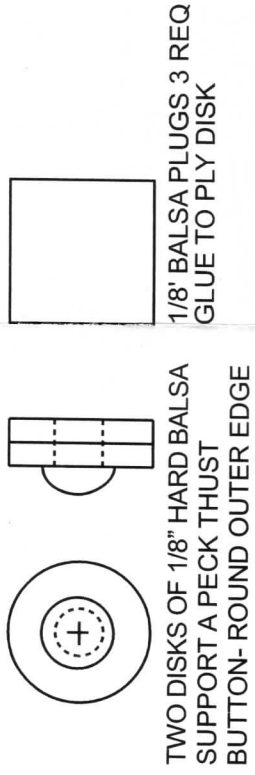
FORMERS "A", "B", & "C" HAS ITS INSIDE SHOWN DASHED. USE THIS STACK TO ESTABLISH STRINGER LOCATIONS.

FORMERS "A" TO "F" ARE TIMMED TO 1/4" WIDTH AS SHOWN FOR "C".

FORMERS "D", "E", "F", & "G" USE THIS STACK TO ESTABLISH STRINGER LOCATION.

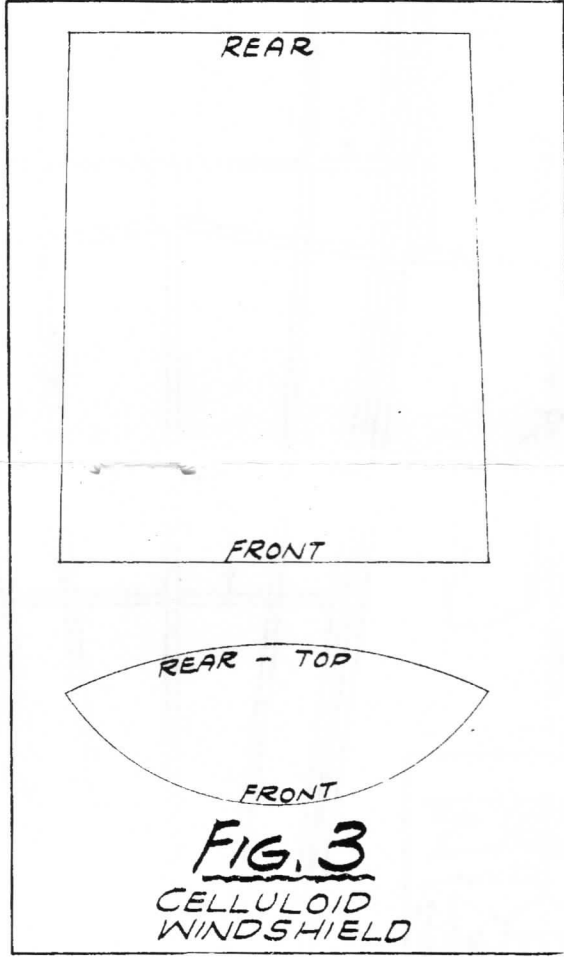


**FIG.#2**

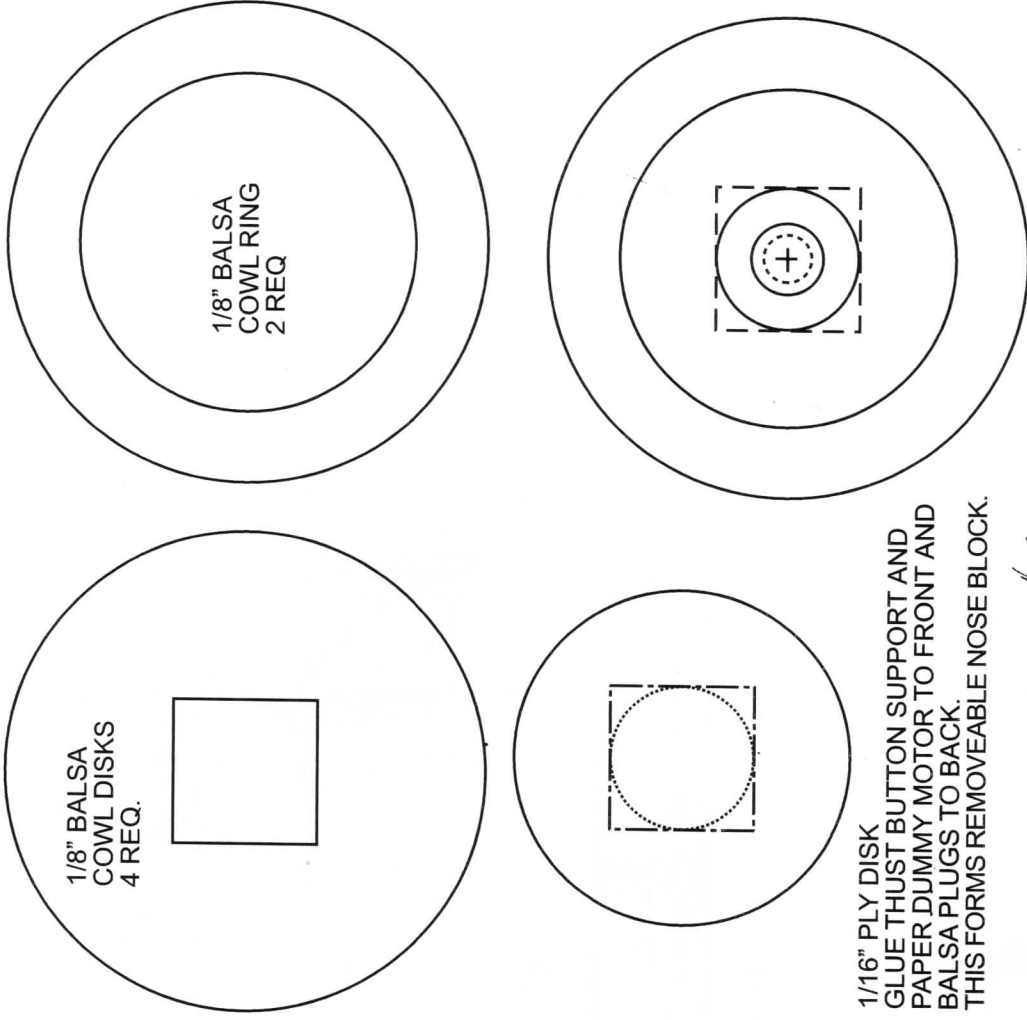


TWO DISKS OF 1/8" HARD Balsa SUPPORT A PECK THUST BUTTON-ROUND OUTER EDGE

1/8" Balsa PLUGS 3 REQ GLUE TO PLY DISK

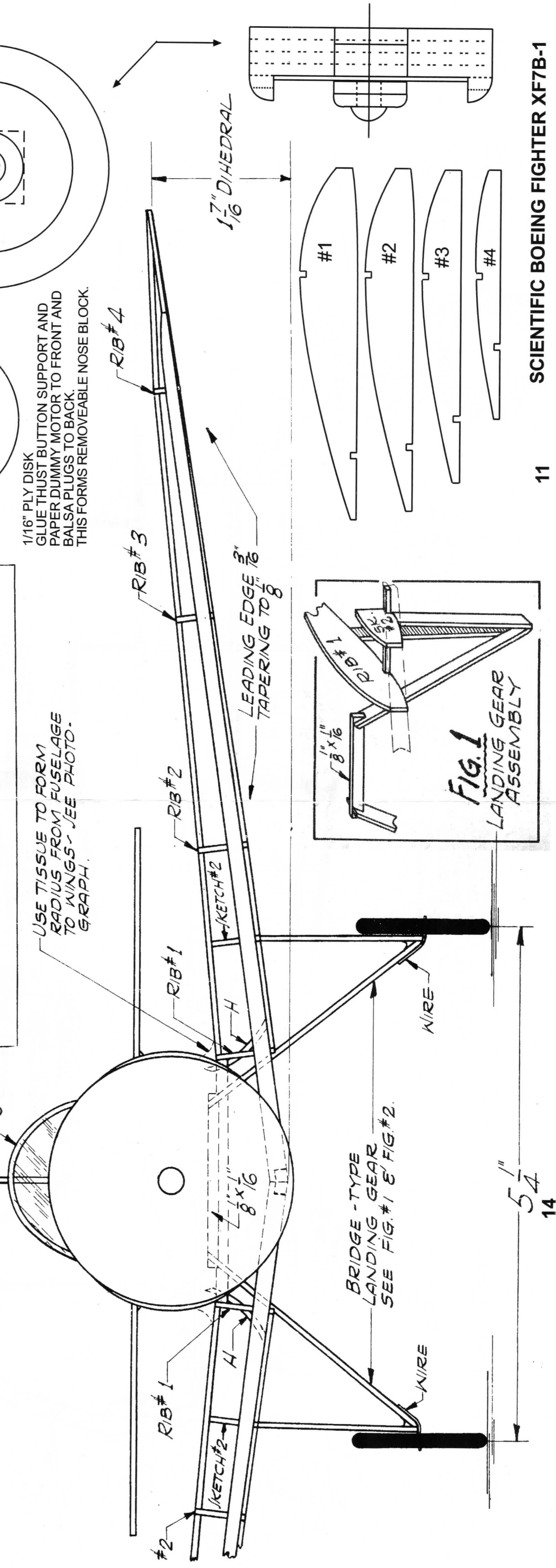


**FIG. 3**  
CELLULOID WINDSHIELD



1/16" PLY DISK GLUE THUST BUTTON SUPPORT AND PAPER DUMMY MOTOR TO FRONT AND Balsa PLUGS TO BACK. THIS FORMS REMOVEABLE NOSE BLOCK.

USE TISSUE TO FORM RADIUS FROM FUSELAGE TO WINGS - SEE PHOTO. GRAPH.



BRIDGE - TYPE LANDING GEAR SEE FIG.#1 & FIG.#2.

5 1/4  
14

**FIG. 1**  
LANDING GEAR ASSEMBLY

C-1 C-2

MACHINE GUN BORE SIGHT  
TELESCOPIC SIGHT

2  
2A

3

3A

LIFE RAFT CONTAINER

4

5

U.S. NAVY

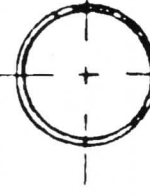
6

NAV. LIGHT  
WHITE

9378 XF7

7

LIFE RAFT CONTAINER  
FORM FROM  
BOND PAPER  
MOUNT THRU  
FORMERS # 3 & 3A



BLACK WING WALKS

COLORING

ENTIRE AIRCRAFT GLOSSY LIGHT NAVY GRAY  
TRIM, LETTERING, & DETAILS, BLACK

BALSA HEADREST

2° DOWN & 2° LEFT  
THRUST  
USE 8" PLASTIC PROP.

BOND  
PAPER SCOOP

NO UPPER RIB ON WING CENTER

FORMERS 2 & 3 REST ON THIS 1/16 SQ.

3/16 HIGH X 1/8 LEADING EDGE

1/16 SHEET  
FILL TO  
SUPPORT  
HALF WHEEL

BOTTOM  
ONLY

MAIN SPAR  
1/16 BALSA

SPLIT RIB WING CONSTRUCTION  
1/16 SQ. BELOW SPAR - 1/16 TOP OF SPLIT RIB

### BOEING XF7B-1

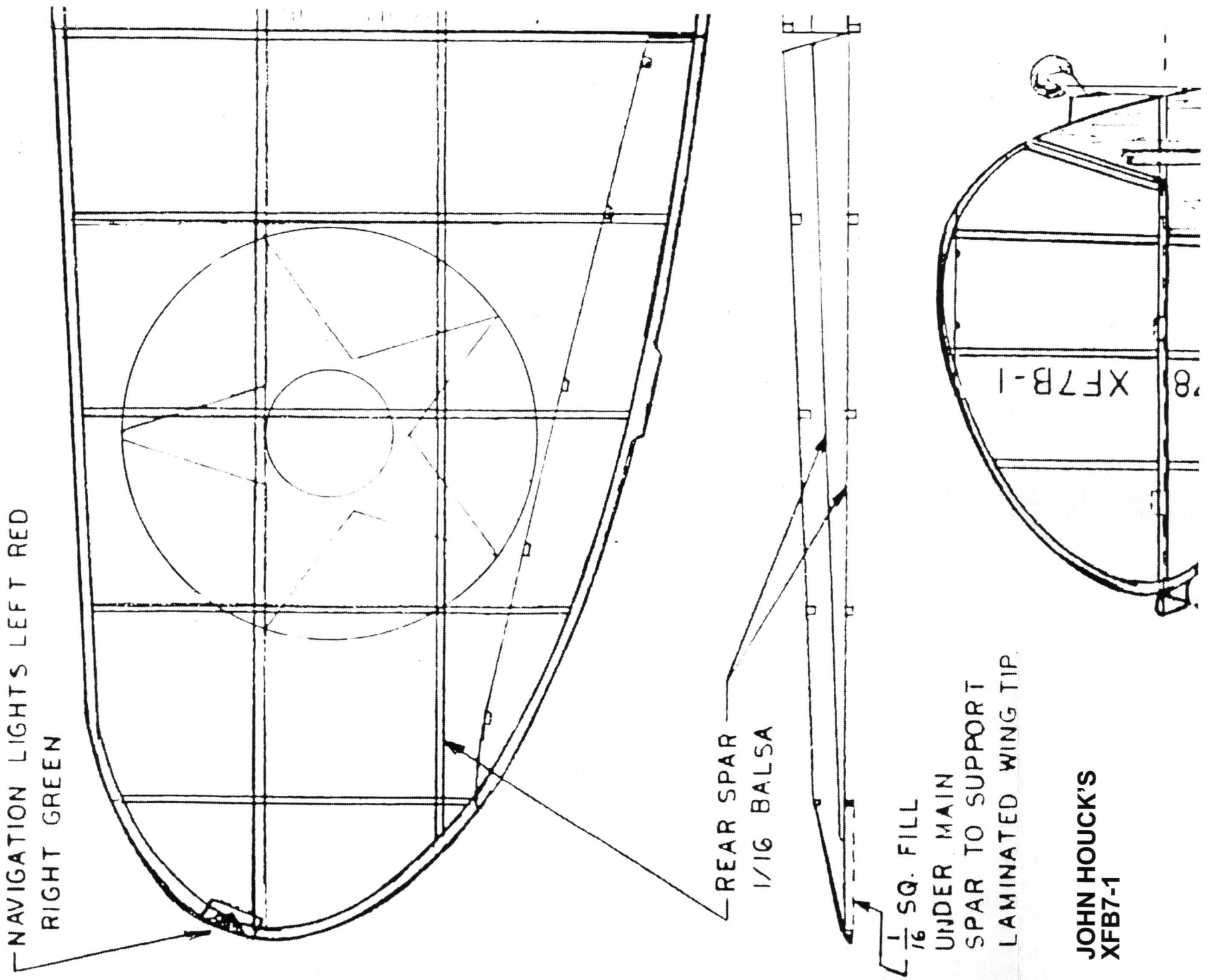
John Houck

<p><b>BOEING XF7B-1</b>          DRAWN BY  <b>JOHN HOUCK</b>          DATE: NOV 1990</p>
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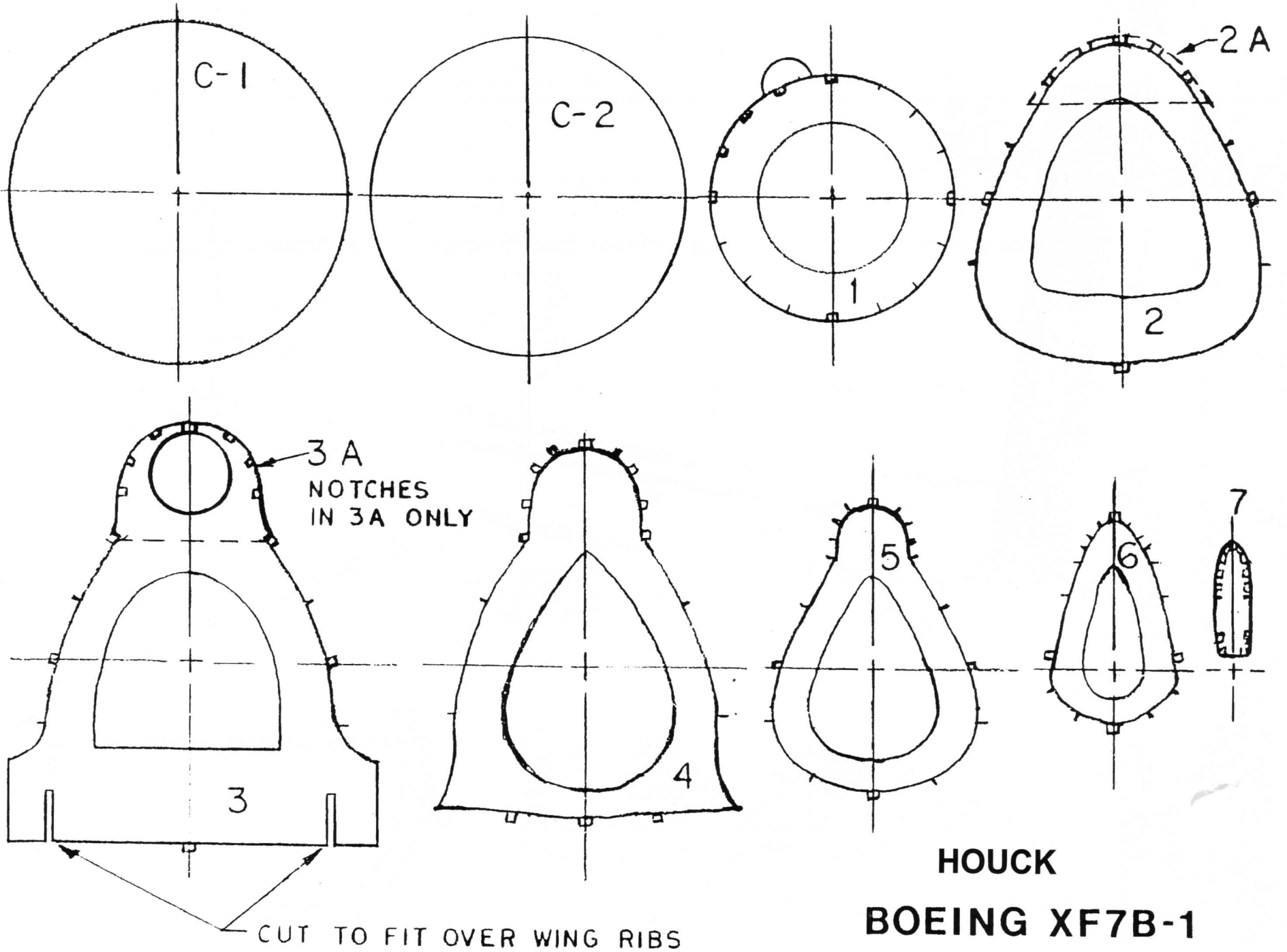
This model was based on a Paul Matt three view drawing lifted from "American Modeler" dated September 1967. The body was built up using a jig arrangement to hold the formers in place while stringers are added. Half shell construction could also be used. Cowling was built up by laminating balsa sheet over a cardboard tube (a powdered drink mix container perhaps). This makes an extremely strong nose and you can use the weight up front anyway.

Laminate curved portions of wing and tail surfaces. Wing uses split rib construction. There is no top rib on center line of wing. Do not cover center of top of wing between ribs bent along fillet line.

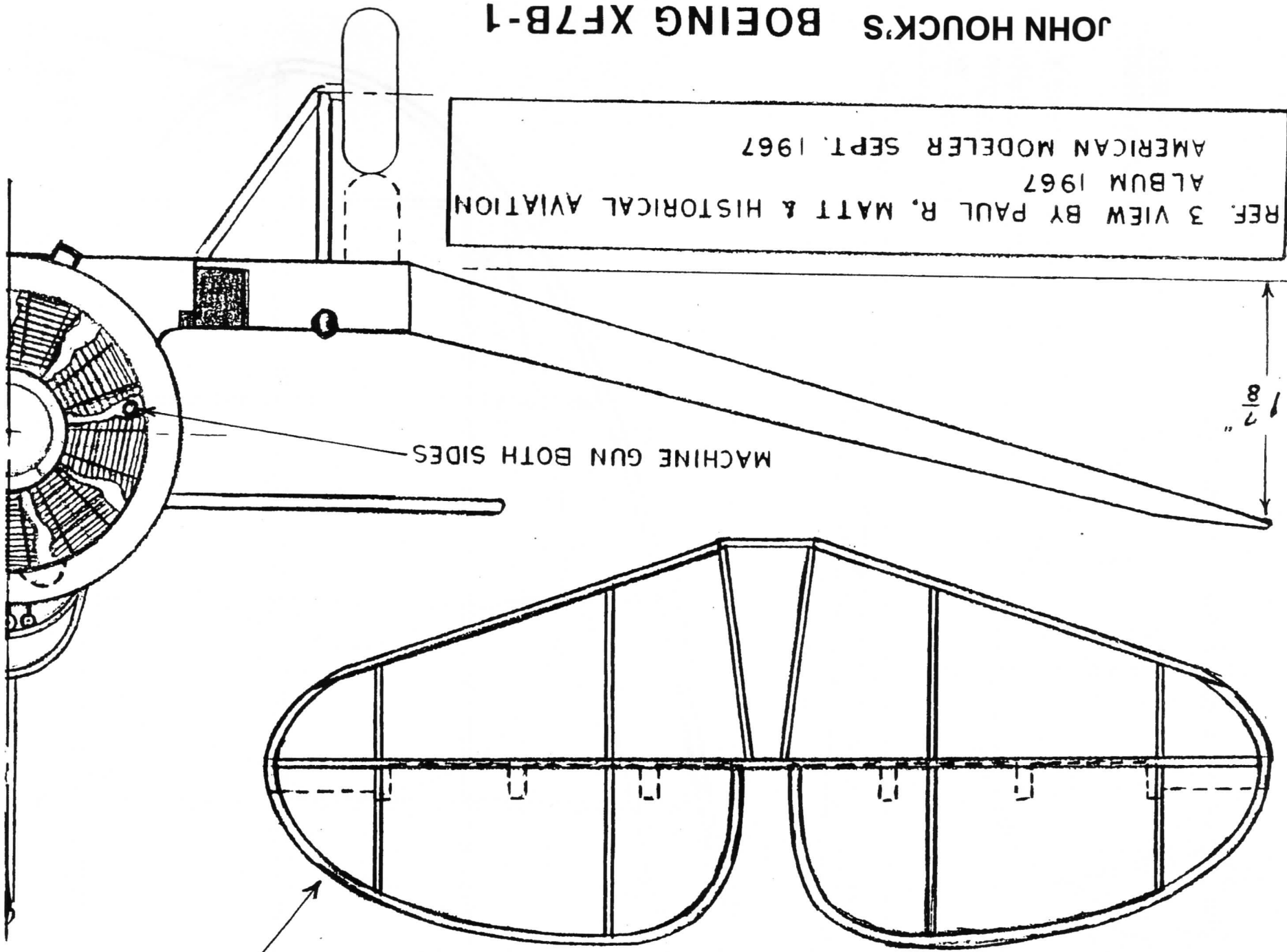
When assembling wing and body, formers #2 & #3 rest on the 1/16 square at bottom center of wing with #3 against back of rear spar. Landing gear is represented in retracted position with half of wheel below wing. If you want to have gear extended, wing will require beefing up.



FUSELAGE: BUILD UP ON JIG OR USE HALF SHELL.



JOHN HOUCK SUGGESTS INCREASING SIZE OF HORIZONTAL STABILIZER TO HELP FLIGHT CHARACTERISTICS.



JOHN HOUCK'S BOEING XF7B-1

