

MAX FAX



Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

NOV/DEC 2008



The Luscombe Sedan

Coming Attractions

SUNDAY JANUARY 4, 2008 1-4 PM, CAAMA SWAP MEET
AT THE PIMMIT HILLS/FALLS CHURCH VA LIBRARY
ON RT 7 JUST INSIDE THE BELTWAY.

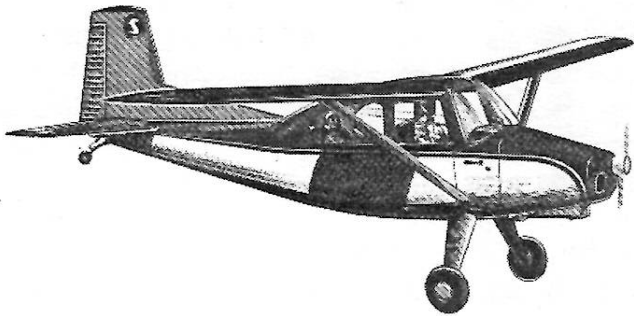
SUNDAY JANUARY 11, 2009 NATIONAL BUILDING MUSEUM (NBM)
11:00am to 4:00pm
SEE WWW.DCMAXECUTER.ORG FOR DETAILS OR CHECK WITH
djdriscoll@cox.net

SUNDAY JANUARY 25, 2009 6:00 PM DC MAXECUTERS BANQUET
AT BISTRO FRANCAIS RESTAURANT
IF YOU DON'T HAVE RESERVATIONS, CONTACT
Paulspreiregen@verizon.net 202-337-2887

WINTER FLYING ON MONDAYS FROM 12:45 TO 2:15 PM
AT THE BAUER CENTER \$25 YEARLY FEE
AND THURSDAY EVENINGS FROM 7:05 TO :00 PM.
AT THE GOODHOPE RECREATION CENTER
SEE WWW.DCMAXECUTER.ORG FOR DETAILS



Luscombe **SILVAIRE SEDAN** Issue



When Ray Rakow came over to help Dan Driscoll, and your editor stuff the last issue of MaxFax, he brought along an old issue of Flying Models, that came from Hurst Bower's stash. He had flagged the Bill Winter plan for the Luscombe **SILVAIRE SEDAN**. Dan and I had stopped by the Beachcraft Museum in Tullahoma on the way home from Pensacola and found a Luscombe **SILVAIRE SEDAN** tied down there. We took lots of pictures and I purchased a copy of the *Luscombe's Golden Age* at their book shop. The stars were in alignment for the topic of this issue.

In 1946, Luscombe introduced the four-place Model 11, designed to specifications produced by the Flying Farmers of America. It was designed as a combined family/business aircraft, capable of carrying four people. With the back seat removed, up to six milk cans could be carried. Eventually, the Flying Farmer market proved to be a myth, so the Model 11 Sedan was finished with a more plush interior to appeal to the businessman. Certification was accomplished in May of 1948.

PHOTO PAGE 2

Five pictures of NC1614B at Tullahoma, finished in red and white with black trim. The other one is NC1661B in the original aluminum with dark blue trim. I prefer this finish for a model.

Seventy odd model 11A Luscombe Sedans were produced in 1948 and 1949. It sold for \$6,995, but the company was losing money. Later a model 11E was made with a nose wheel by a successor company. This went nowhere.

Model 11 (Sedan)

Engine:	165 hp Continental
Length:	23 feet, 6 inches
Height:	6 feet, 10 inches
Wingspan:	38 feet
Gross Weight:	2280 pounds
Useful Load:	1000 pounds
Max Speed:	140 mph
Cruise Speed:	130 mph
Range:	500 miles

In addition to the Bill Winter design, Cleveland had a 76" model CD112 and a 30' IT-112 series. Plans are currently available from www.clevelandairline.com in spans from 14.5' to 116" for the CD and 30" for the IT. The drawing on this page is from a Cleveland add.

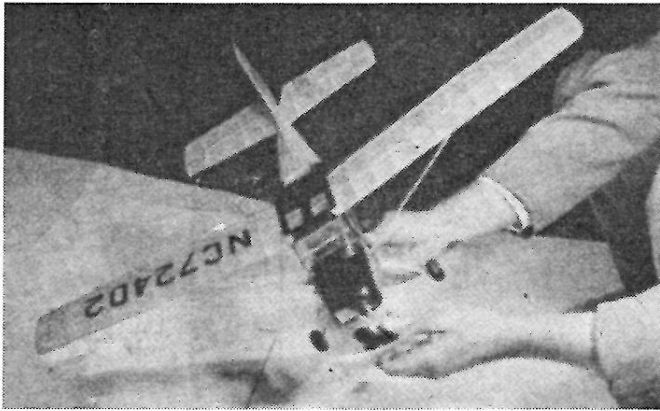
Sterling Models produced a 21" Luscombe Sedan. Anybody out there have plans?

Top_Flite Jig-Time had an all sheet balsa 21 " span model. This has been reproduced by Paul Bradley. Colored PDF plans are available from www.parmodels.com/Plans.

After I put out the Caudron G-3 issue, I couldn't resist building one. Greg West's plan was just too crude to use, it was really a schematic of a Dimer. Stroman's plan was too detailed for a dimer and the strut and spar spacing were wrong as well. In the G-3 issue, I presented the wing and tail plans for my proposed dimer version. When I built it, I had to make some working drawings, these also were too sketchy to publish. I have now revised these drawings and incorporated some build notes, as some of the construction is not straight forward. I am happy to include these plans in this issue as well as some photos. Ed Zorek sent in some photos of his G-3 which are on page 9.

LUSCOMBE SILVAIRE SEDAN

A rubber - powered Flying scale model you'll be proud to fly — with full - size plans provided to make construction a pleasure
by *Bill Winter*



While most lightplanes lack the glamour for an appealing flying scale model, though many of them fly quite well, the Luscombe Sedan has many striking features that catch the eye. The short wide cabin, the dorsal fin, the square tips of its flying surfaces, and the long narrow wings are among its most distinguishing features.

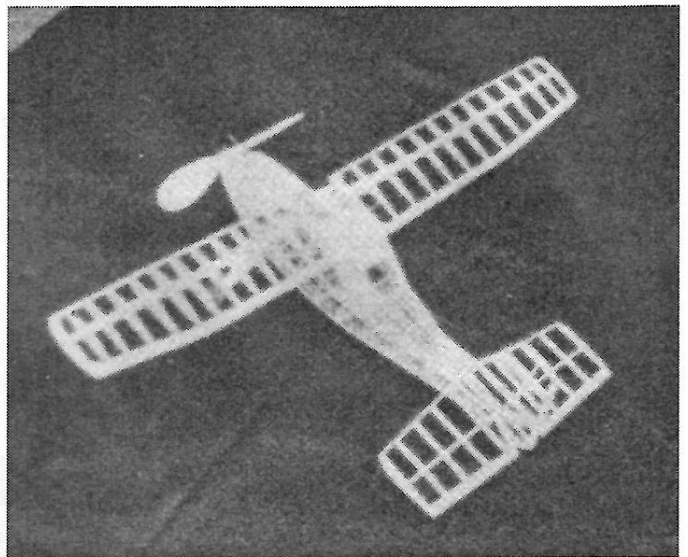
CONSTRUCTION : The full-size plans have been laid out in such fashion that the model can be built on the drawings. The two fuselage sides are pinned over the side-view drawing. Use $3/32$ " square strips for longerons and cross pieces. Be extremely careful that the joints in the longerons are accurately made, so that the alignment of the finished model will be identical to the plans—a different angle than the one shown for the stabilizer mounting will adversely affect the flying characteristics. Let the side frame dry overnight, then join at the cabin with the widest cross pieces (it will be noticed that the first five stations call for cross pieces of equal length) . When these joints are dry, pull the tail- end of the longerons together and glue. This tail joint can be trimmed later to the prescribed $1/8$ " thickness. Due to the extreme bend necessary to make the side frames join at the tail, use a light rubber band

to hold the work in position. Add all the remaining cross pieces from the cabin back to the tail.

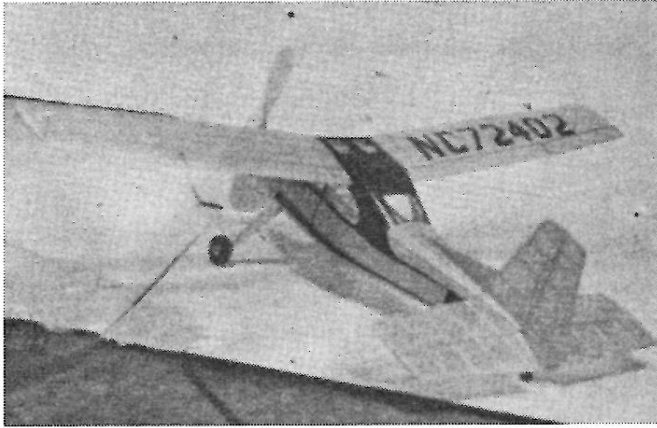
Fill in the window frames with $1/32$ " sheet balsa as shown. Note that the center section of the wing is built as part of the fuselage, and the wing panels later are glued against the cabin. Two wingribs marked W-7 are cemented to the top of the cabin longerons, as seen on the side view.

Be sure to study the top view of the wing before completing the structure of this center section. The top of the center section is $1/32$ " sheet balsa, cut out for the cabin roof windows. After adding formers F-3 through F-6, and installing the $1/16$ "x $3/32$ " stringers (cut from $1/16$ " sheet), fill in the rounded back portion of the cabin with pieces of soft $1/4$ " thick sheet. See the detail "Top and Rear of Cabin" on the plans. Later, when the fuselage is done, these blocks can be rounded off and shaped with your razor blade and sandpaper.

The bottom fairing is now added (formers B-1 through B-7) with the $1/16$ "x $3/32$ " stringers glued on at the positions indicated by the full-size former pattern. Be sure to note that double formers are used at the landing gear—the wire landing gear will slide into position between these formers so leave them about $1/32$ " apart. Add formers F-1 and F-2, and cover them over with $1/32$ " sheet.



This top view of the framework of the Luscombe Silvaire Sedan model illustrates its rakish lines and the clean, simple construction that is used throughout.



Sufficient rudder and stabilizer area provides ample stability for the Luscombe model. The top of the cabin, the trim and the striping should be bronze in color—the rest of the plane is silver—making for a really attractive flying scale model.

A contest-type model landing gear is used for maximum strength and flexibility. A piece of .034 music wire is bent to shape as seen on the front view of the fuselage. It is held into the fuselage by a "sandwich" made of sheet balsa (see "Landing Gear" detail on drawing). The nose is assembled from four pieces of soft 14" sheet glued up and shaped, after drying, as shown in the "Cowling Detail" sketch. The sections through the front and rear of the nose block are shown by hatched lines on the front view. The detachable front section of the nose functions as a plug, making easy the installation of the rubber and the use of the winder for really long flights. The rear hook and the tail-wheel mounting wire are bent to shape from .034 wire and installed as seen on the side view.

The tail surfaces are built directly over the plans. All material sizes are given on the plans. Note that both the stab and rudder have thin cap strips added over the cross pieces or ribs. These are sanded down to make a smooth contour. It is advisable not to shape the leading and trailing edges of the tail surfaces or the wing until the structure is completed. The wing, like the tail, can be built on the plan. However, only one panel is shown. For the other panel, trace the one shown, on wax paper. The pencil point will remove some of the wax, thus indicating the lines to follow. Be sure to turn this tracing over so that two panels are

not built for the same side of the airplane! Material sizes are shown on the drawings. The leading edge should be blocked up—or elevated above the bench—with scraps of 1/4" thick wood. Start construction by putting down the bottom spar and then the edges. After cutting out the wing ribs, glue each rib in place on the bottom spar, and to the edges, then add the top spar. Shape the edges of the finished wing.

To cover, use one piece of tissue for each side of the fuselage. For the rounded top and bottom of the fuselage, it will be necessary to use multiple strips of tissue. Each side of both the stab and rudder is covered with one piece of tissue, as are the top and bottom surfaces of each of the two wing panels.

Before doping, spray the finished covering with water, or wet with a dab of moist cotton. When covering has dried and pulled taut, apply one coat of clear dope. If the dope seems thin, apply two coats. Cut out the cabin windows and windshield from thin celluloid and glue in place. Glue the wing panels to the fuselage and add the wing struts, which are shaped to a streamline & cross section from 1/2" x 1/2" balsa strip. Add the dorsal fin.

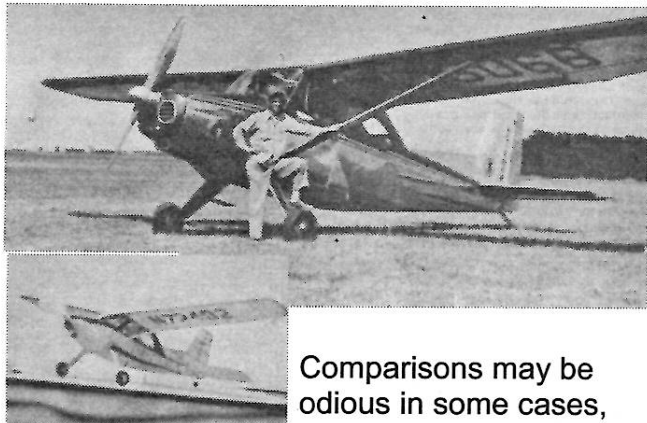
For best results, it is desirable to carve your own propeller from a soft block of balsa 1/2" thick, 1 1/2" wide, and 8" long. This block has the -proper pitch and adequate area for good flying performance. The shaft details are shown in the "Nose Block" sketch.

The motor is a single piece of 1/2" brown rubber 48" long, made up into four loops, or eight strands. Be sure to glue a small washer to the rear face of the prop hub, another to the front of the nose plug, and place a loose washer in between. Use a small drop of oil to reduce friction.

FLYING: Test-glide over a soft sure face, such as tall grass. If this isn't possible, crouch close to the ground and hand-glide, aiming at a point about ten feet away. If the ship proves tail-heavy, tending to stall, glue a little solder inside the nose until the glide is straight and fast.

If a grassy surface is available, try a power flight with about 50 turns, hand-launching smoothly but not throwing the model. If the ship

dives slightly, add a little upthrust by placing a sliver of wood between the nose plug and the nose block, at the bottom. If the ship stalls slightly under power, add downthrust by putting the sliver of wood at the top of the plug. If the ship should persist in either of these tendencies, recheck the glide. It may be that any nosing-in tendency is resulting from too fast-a glide, and any stalling tendency from too slow a glide. Gradually add turns, perfecting the trim, by increasing the number of turns by 25 with each flight.

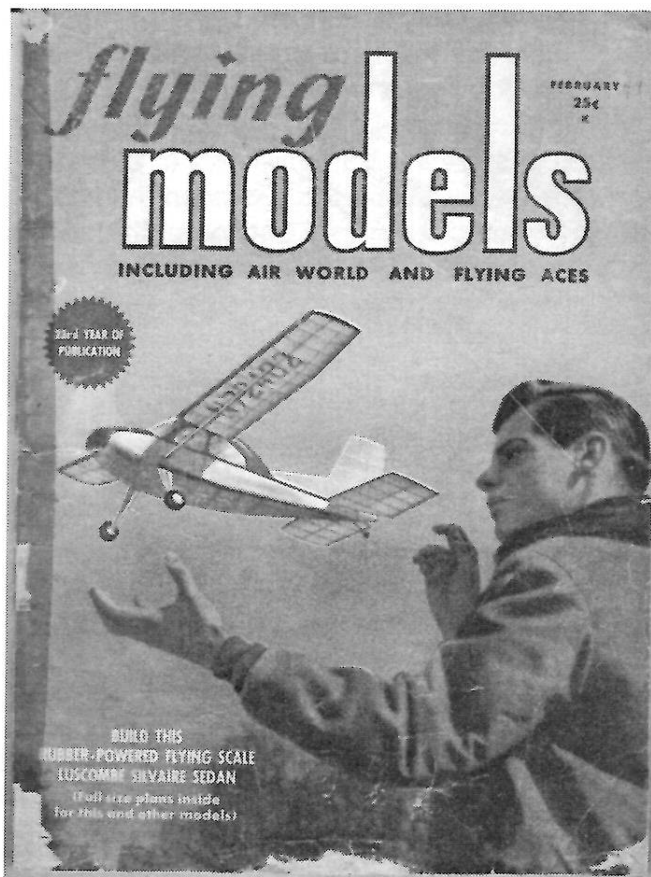


Comparisons may be odious in some cases, but not when it comes to comparing the model (at left) with the real thing (above). Note how faithfully the lines and trim have been followed — the four-place Luscombe Silvaire Sedan is ideally suited for flying

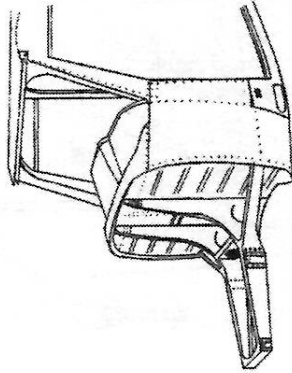
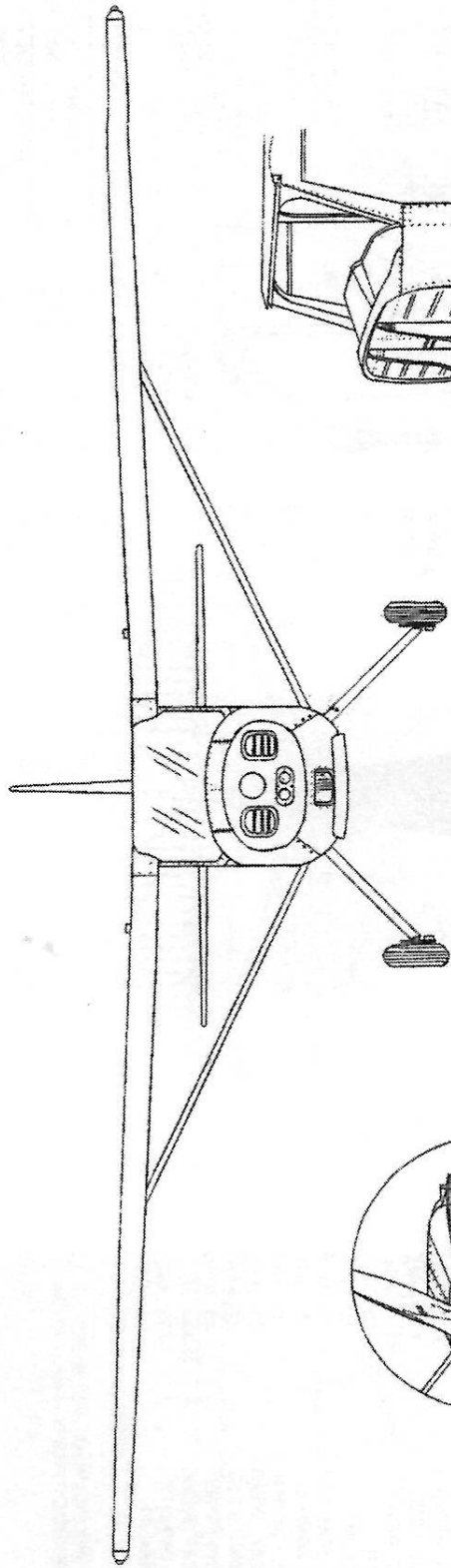
This February 1949 issue of Flying Models had seven construction articles. In addition to this Bill Winter *Luscombe*, there was the *Super Robomb* by Bruce Lester- a class B gassie, *Lil' Whisper*- a campus A100 Co2 free flight by Ed Lidgard, a *Channel Wing Canard* rubber job by Roland Mayer, *White Fawn* - a control line speed winner by Anthony Grish, the *Cumulus Cruiser* - a class C rubber job with optional floats by Henry Cole, and Getting Started by Walt Schroeder featured extensive instructions on building the *Midgie* a beginners free flight rubber job. Almost all had full sized plans.

BILL OF MATERIALS

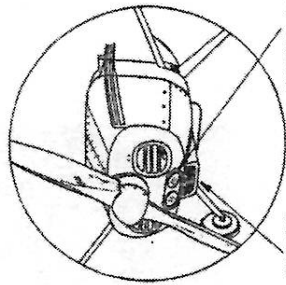
(Balsa unless otherwise specified)
 7-3/16" x 3/32" x 36".....Longerons, stabilizer and rudder spars, tail leading edge
 1-1/16" x 2" x 36"....Formers, cutting stringers
 1-1/32" x 2" x 36"....Wing ribs, cap strips, window frames, etc.
 1-3/32" x 2" x 24" Dorsal fin, tail trailing edge
 1-1/4" x 3" x 36".....Cabin blocks, nose blocks
 1-7/8" x 1-1/2" x 8" (soft)..... Propeller
 2-1/8" x , " x 36".....Wing spars
 1-1/16" x " x 36".....Wing trailing edge
 1-1/8" x 3/16" x 36".....Wing leading edge
 1-7/16" x 1/8" x 36".....Wing and tail 'tips'
 1-18" x 1/2" x 36".....Landing gear
 1-1/2" x 13/8" x 2-1/2".....Nose plug
 1 length .034 music wire for landing gear: 1 pair 1-1/4" wheels; 1-3/8" tail wheel: 4 ounces clear dope; 2 ounces cement; 2 sheets rubber-model tissue; 4 feet 1/8" flat brown rubber; washers, celluloid, sandpaper, pins, etc.



It's a bit dog eared, but what an issue!

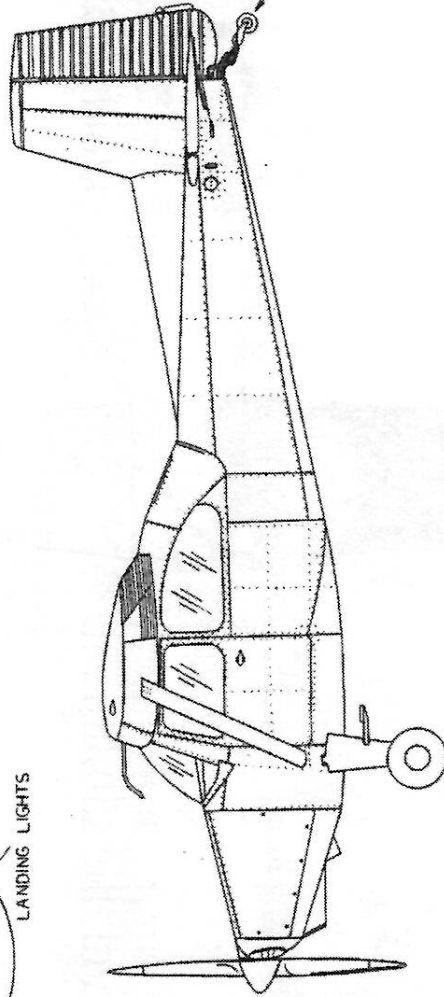


MOTOR MOUNT



LANDING LIGHTS

OIL COOLER



STEERABLE
TAIL WHEEL



FEET 0 1 2 3 4 5 6

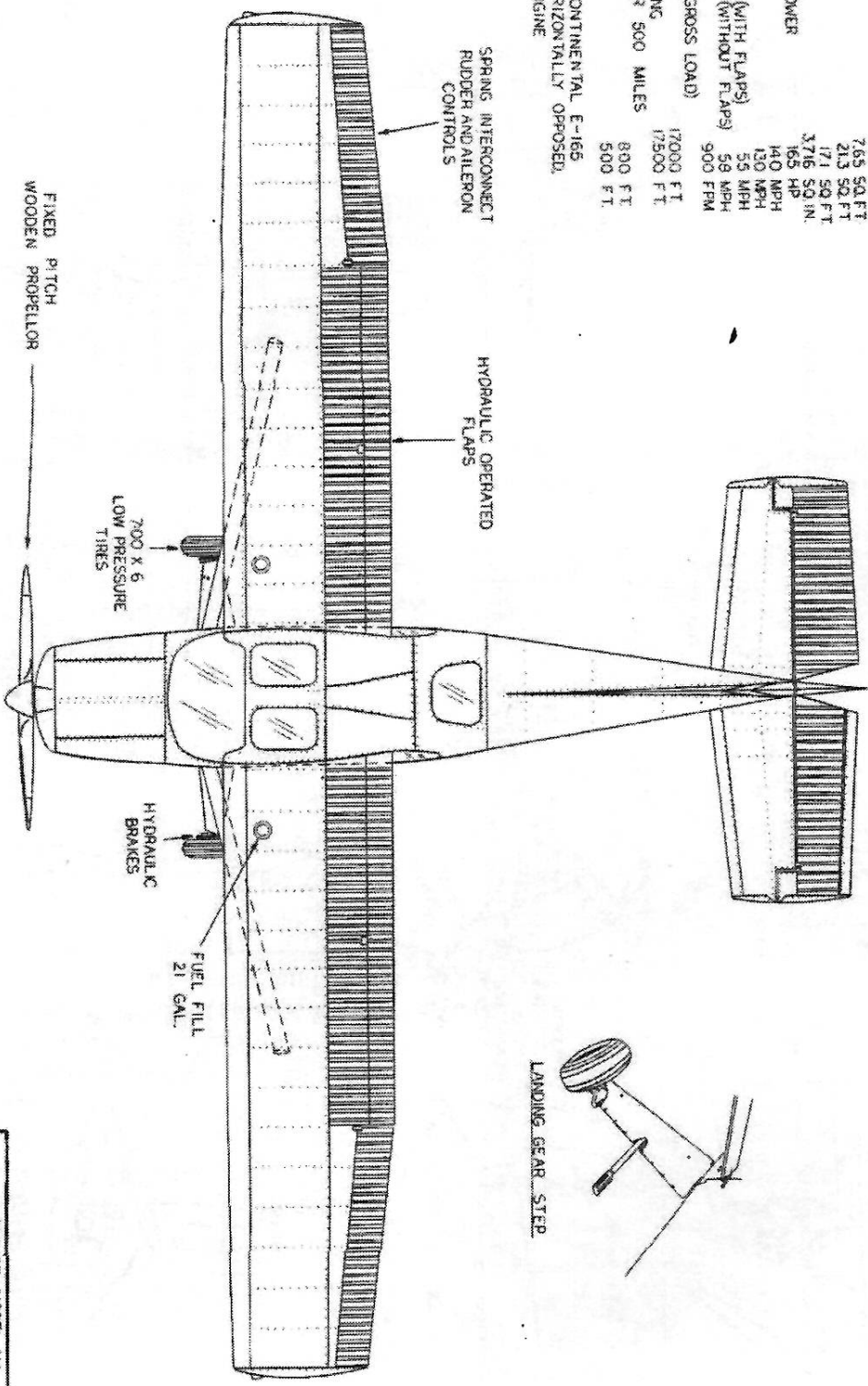
LUSCOMBE MODEL 11A 1948 NC 1651B
SCALE - ORIGINAL 20" x 10" REPRIC 23" x 10"
DRAWN BY: RAYLENE CANADA
JOHN C. SWICK 1986 175 CHERRY ST. BURLINGTON, CO. 80807

NO. 45D

SPECIFICATIONS / PERFORMANCE
 APPROVED TYPE CERTIFICATE A-802A

SPAN	38 FT
LENGTH	23 FT 6 IN
HEIGHT	6 FT 10 IN
WING AREA	165 SQ. FT
FUEL CAPACITY	42 GALS.
OIL CAPACITY	10 QTS
PROPELLOR DIAMETER	82 IN.
AILERONS	16.86 SQ. FT
FIN	9.83 SQ. FT
RUBBER	7.55 SQ. FT
STABILIZERS	21.3 SQ. FT
ELEVATORS	171 SQ. FT
WINDOW AREA	3.76 SQ. IN.
MAXIMUM HORSEPOWER	165 HP
HIGH SPEED	140 MPH
CRUISING SPEED (WITH FLAPS)	130 MPH
STALLING SPEED (WITHOUT FLAPS)	55 MPH
STALLING SPEED (WITHOUT FLAPS)	59 MPH
RATE OF CLIMB (SEA LEVEL, GROSS LOAD)	900 FPM
SERVICE CEILING	17000 FT
ABSOLUTE CEILING	17500 FT
RANGE OVER 500 MILES	800 FT
TAKE OFF RUN	500 FT
LANDING ROLL	500 FT

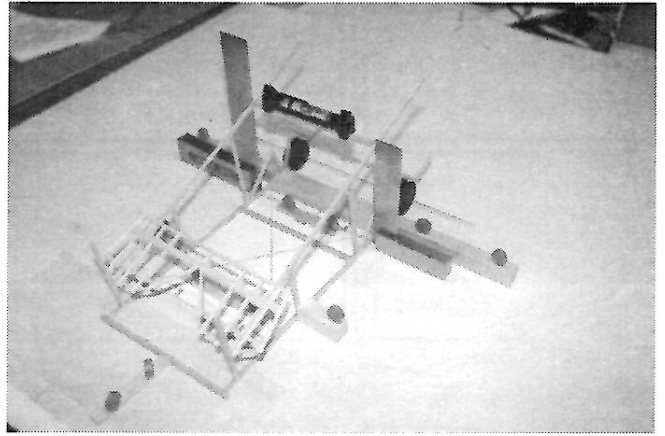
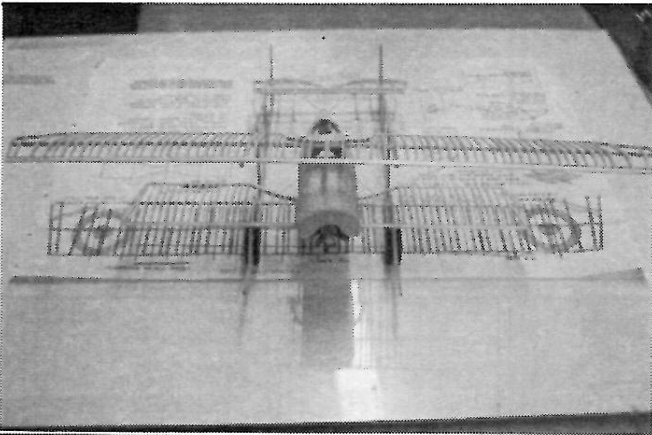
POWERED BY CONTINENTAL E-165
 6 CYLINDER, HORIZONTALLY OPPOSED,
 AIR-COOLED ENGINE



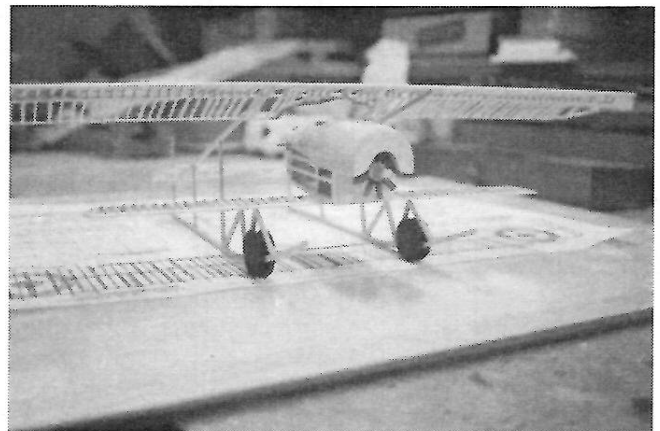
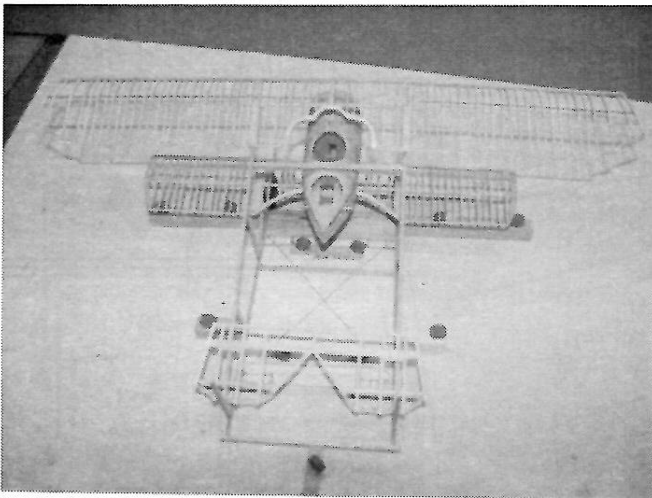
NO. 46D

LUSCOMBE MODEL 11A
1948 NC 1631B
SCALE - ORIGINAL 70" x 10"
REPRD. 25" x 10"
DRAWN BY: RAYLENE CANADA
JOHN C. SWICK 1986
179 ORENTY ST.
BURLINGTON, CO. 80807

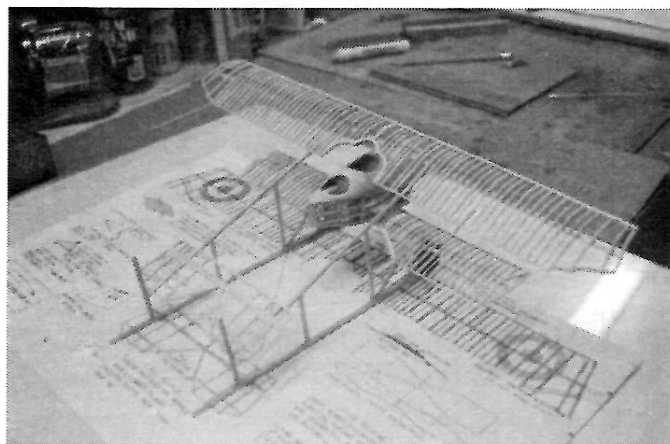
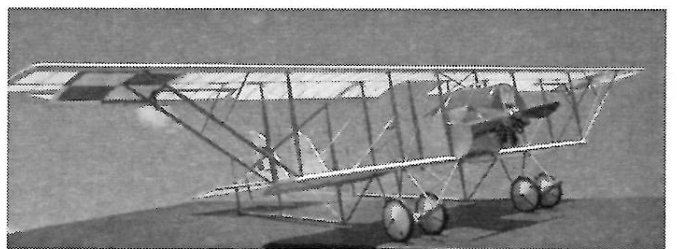
Ed Zorek, a Maxecuter from Westfield MA, is building the Caudron, enlarged to an 18 inch span and sent in these pictures.



Of particular interest is his method of jiggging up the booms and tail. I did something similar, but much less elaborate with some cardboard. Of course I built up and rigged the wing cell first. It's much easier to do with out the booms or nacelle attached. Being a little larger at 18 wouldn't hurt either. I think 24 inches is an even better size for rigging.



The rear motor tube tells us this is a rubber job with a very short motor.



Terry Busby of Arlington, VA built this 52 inch R/C Caudron . It's a later model with ailerons. Wing loading is only 9 ounces per square foot which makes it a realistic flier. Motor is an Axi 2808/24. www.rcgroups.com/forums/showthread.php?t=691249 for more info.

Caudron G-3 Redux

Stew Meyers

To my delight the model flew rather well if not long. The photos show the first flight well ballasted with clay. I have since replaced the clay with some 10-32 brass screws painted black to represent cylinders of the rotary engine, as well as removing a warp and tip ballast from the wing. With a 5-1/2" prop and four strands of 1/8" rubber it weighs 20 grams and flies for 30 seconds. Four stands of 3/32 did not work as well as it lands with winds left on this prop.

I had intended to mount the motor stick to the removable cowl, but when I built the nacelle this did not seem to work as well as having a removable nacelle with motor stick attached. This is facilitated by the fact that most of the G-3s built had the inner most wing struts (cabines on a more typical biplane) external to the nacelle. The nacelle is a snug fit between these and is attached to the wing/tail assembly with a pair of magnets.

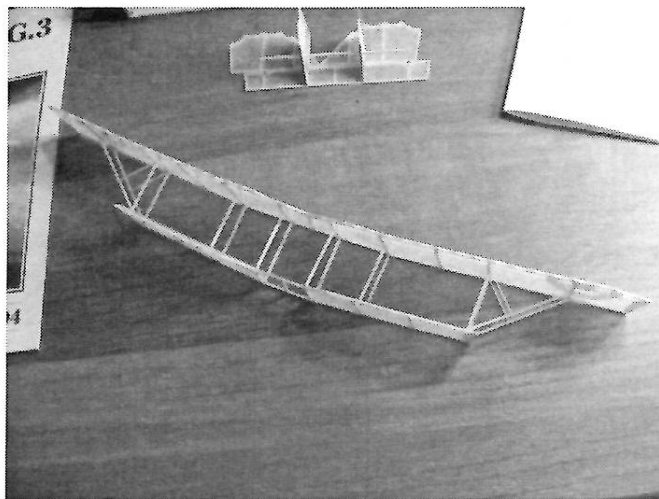
I retained the removable cowl attached by magnets and pegs to the nacelle to allow easy access to the rubber motor. A small hole in the rear of the motor stick allows the removed nacelle to be mounted on a stooge by the usual shaft. Removing the cowl allows winding in the normal manner. The cowl is then reattached and the wound nacelle/motor stick is inserted into the wing/tail assembly. I have occasionally left the nacelle attached and mounted the whole model on a stooge for winding. There is enough room between the booms to do this. However when winding anywhere near max turns, I am happy to have the nacelle out of the rest of the model. I have blown motors in the detached nacelle with impunity.

It seemed natural to hold the motor stick for launch, however my hand usually wacked the booms or tail on launch. I found that holding the model by the lower booms between my thumb and fore finger, I could achieve a clean launch. Just be careful not to squeeze too hard as there is no direct cross bracing. I also found I had to remove the "X" bracing (monofilament of course) between the upper booms as the rubber motor would often entangle itself with these at the end of the run.

While building the Caudron G-3, I ran into a few snags. My initial wing plan did not explicitly show which side of the rib the booms mounted to. I ended up running the booms over the rib. Note the 1/32 rib doublers on each side of this rib. Sure enough, that's not what the stabilizer was built for. When I went to assemble the booms to the wing and tail they were off by a 1/16 of an inch at each end. I built another stab -- easier than building a set of new wings.

I covered my original set of fins and put the tri-color on in the British mode red white blue, as I was looking at the photo of the G-3 in the RAF museum. However I had put French insignia on the wings as I had meant to build a French version. So I built another set of fins, a little larger and more scale, and covered them blue white red. My revised plans correct these problems.

Let's see now that's two fins, a stab, elevator and two nacelles rebuilt.



A word here about assembly. The above photo shows the wing cell assembled resting on the leading edges. This is actually how I assembled it. The vertical struts were cut to length and 4# monofilament pins were inserted into holes drilled in each end. A #77 drill was also used to drill mounting holes in the spars for the struts and twisted #34 wire eyes for rigging. The rigging eyes were installed and then the strut pins were Ambroided in to the lower wing.

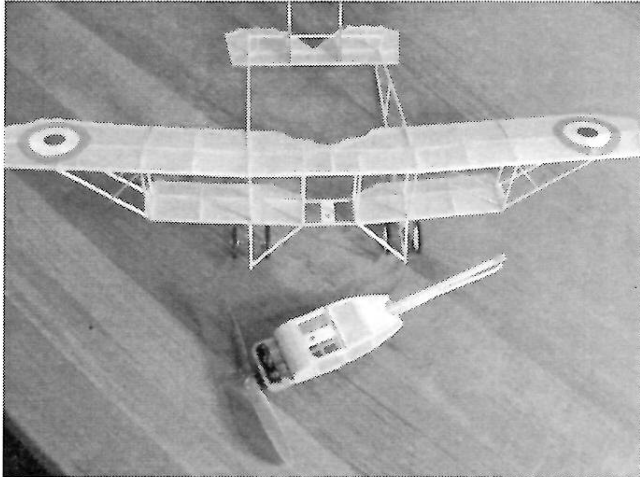
Next the strut pins were Ambroided the upper wing. The whole cell was a bit flexible at this point. It was set on the leading edge and aligned with the correct angle of attack and held until the Ambroid set. Invisible mending thread rigging was then added. Finally the angled struts at the wing tips were added and rigged.

The photo shows the wing cell before I built the nacelle and came up with the magnet attach. It also shows the fins attached to the stab which is another sub assembly.

After the boom frames are built they are assembled to these two sub assemblies, and carefully jigged until the Ambroid set. Then the elevator was attached via its wire hinges. The wheels are then attached. Yeah, I ponied up for two pair of MS wheel here. Next the rest of the rigging was added to the booms.

I ran into another problem while building the nacelle, it curves in rather sharply at the aft end. I built two sides per the usual practice. (I make a form to use when steeply curving in longerons at the nose or tail.) The upper longerons were bent to the desired curve around the form. However the lower longerons have a butt joint aft of the wing mount. I used a vertical gusset here which nicely transferred the stress to the upright at this point which promptly split on one side. This resulted in the lower longeron having a break in the curve at this point on one side being nearly straight aft of the point. I probably could have extended the lower longeron forward across the wing mount and cut it out later after adding lateral gussets, to avoid this problem. Instead I used an alternate construction method. I built the top and bottom pieces from curved laminations and then assembled these into the nacelle box. Ambroid gives you time to do this.

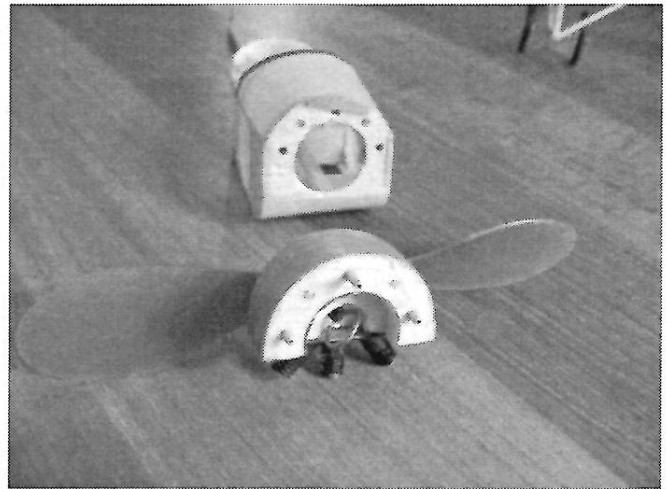
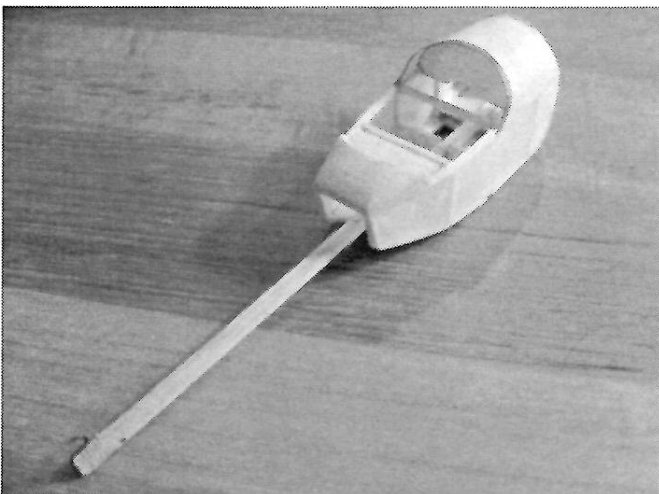
When I came up with the removable nacelle scheme, I had in mind making an alternative electric nacelle. Well I have finally gotten around to it. When I first came to build an electric nacelle, I again tried to build two sides. (My learning curve is flatter than it should be.) Since this has an even sharper curve at the rear, I had to scrap it as well. Finally I built top and bottom pieces and assembled the nacelle successfully.



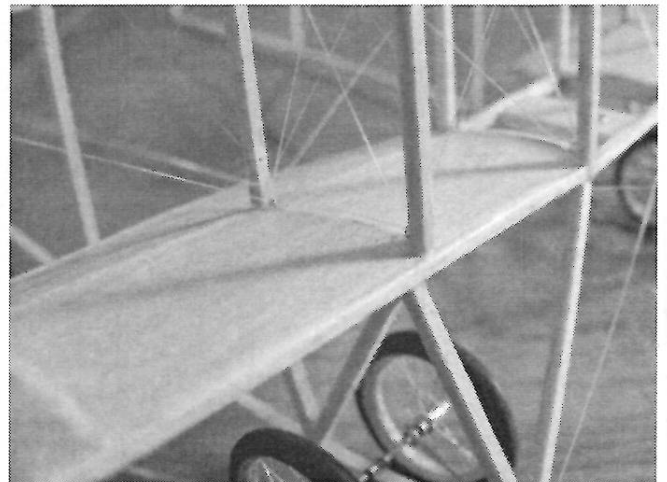
The rubber powered version weighs 20 grams ready to fly. I assume the electric version would weigh the same. I use 30 watts of input power per pound as the criterium for a draggy biplane to have a reasonable climb. This translates to 1.9 watts per ounce or 0.067 watts per gram. That works out to 1.3 watts for a 20 gram G-3. I plan on using a single 130 mahr Lipo. Max prop size is 4 inches to allow a ROG take off from the gym floor.

Hobby Electronics has a 6mm 4 ohm motor pager motor with 5.8:1 gearing for use with 4 inch props that draws 300 ma on a single Lipo. This was a little low but I tried it. I use a Plantraco radio as a throttle for testing. This will be replaced by a timer when the power is sorted out.

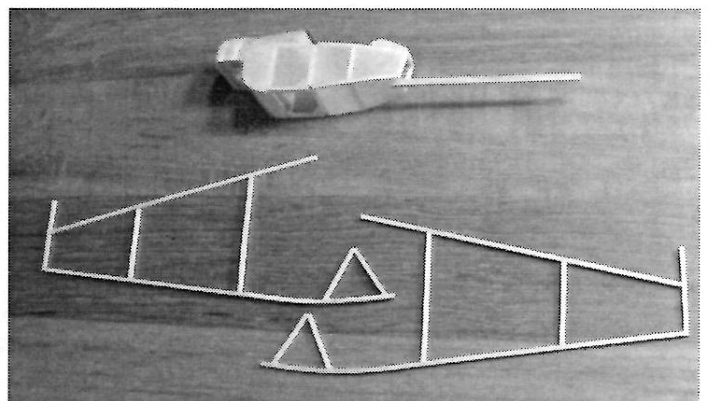
It wasn't enough power. I have now gone to a geared 7mm motor, more powerful, but heavier. The battery needs to be in the back of the nacelle for balance. When I have the power nacelle fully sorted out, I'll include the details in a future MaxFax.



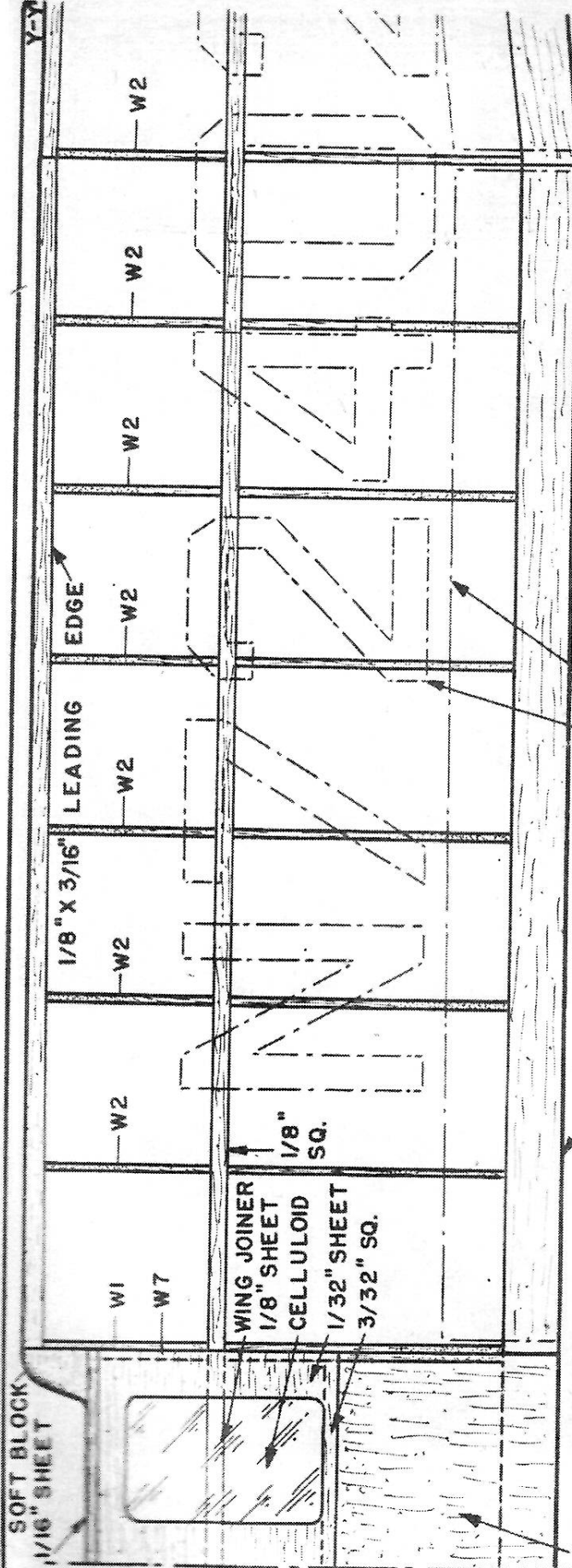
Magnets and aluminum tubing mount the cowl to the nacelle. Rear of cowl necks down slightly to mate with nacelle. Smaller prop without "S" hook used for indoor tests. With a big prop and rubber it climbed to the rafters.



Close of struts and rigging. The rigging points are twisted #34 wire eyes.

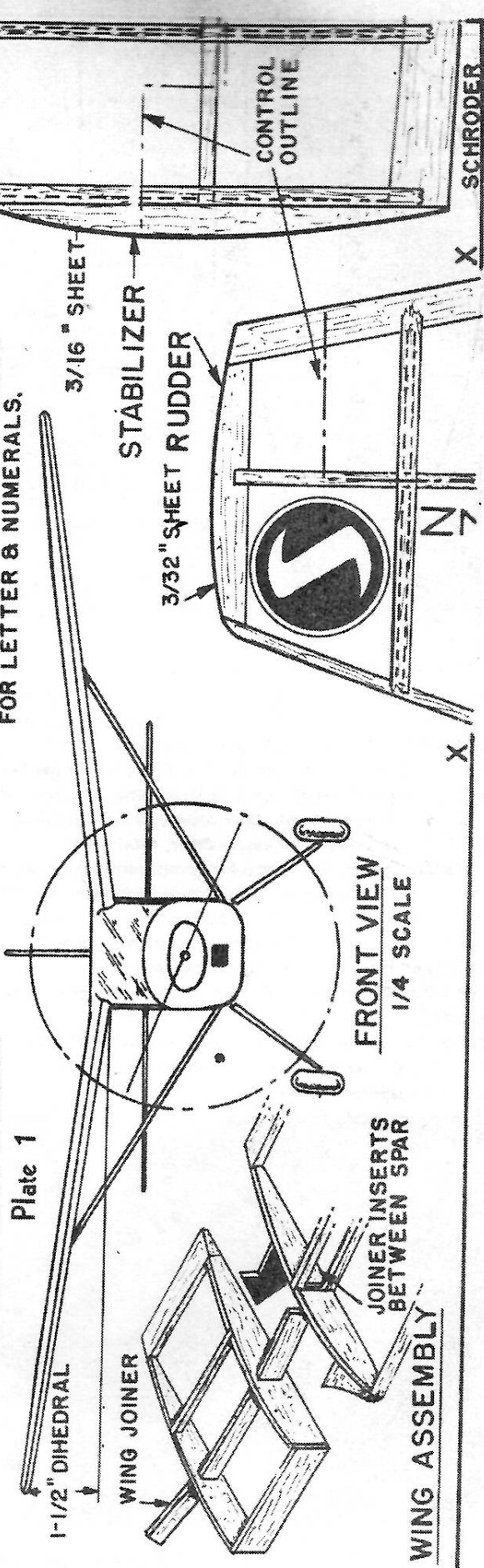


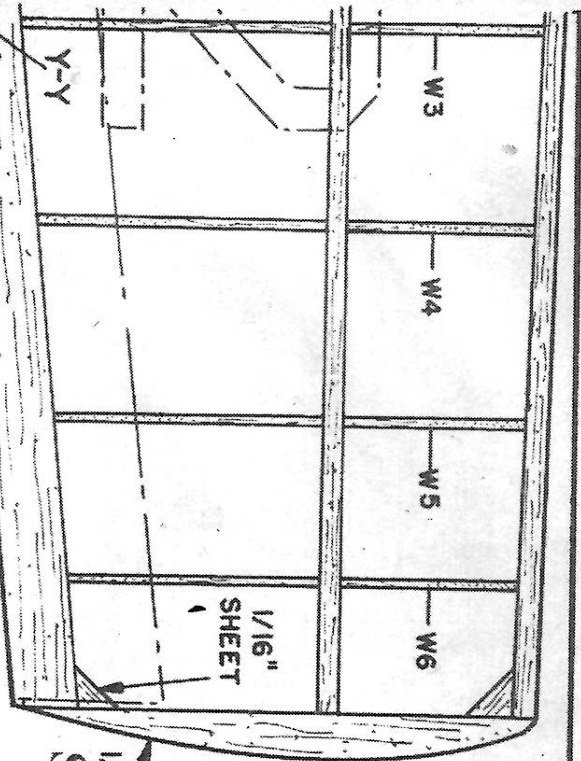
Sub assemblies: booms were mated to the wing cell with a jig hold the rear square. Then the tail unit was added.



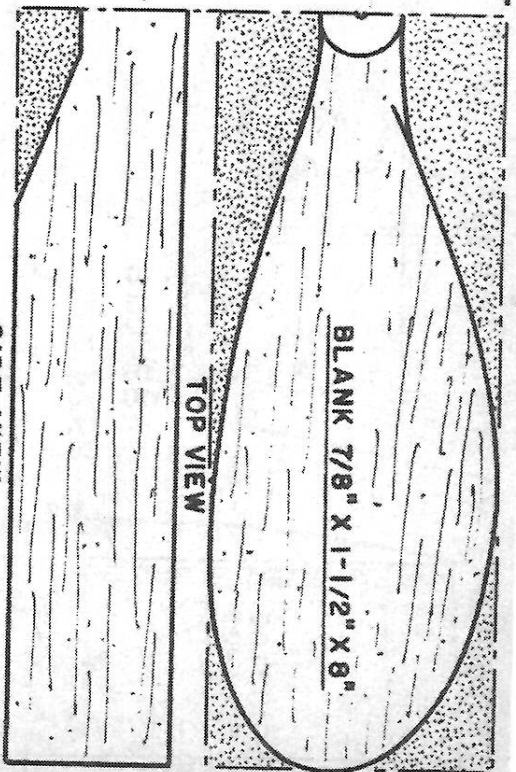
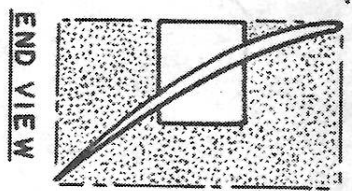
INDICATES CONTROL OUTLINES
USE DECALS OR BLACK TISSUE FOR LETTER & NUMERALS.

Silvaire Sedan
Plate 1

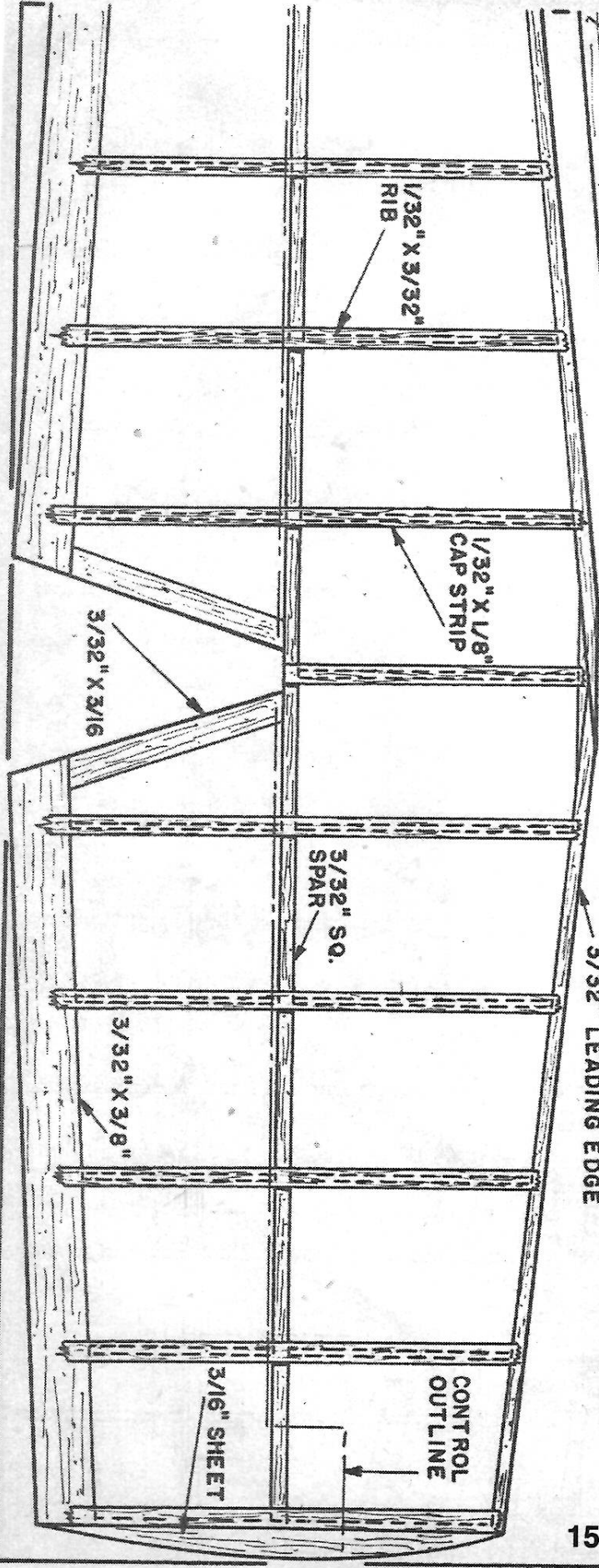


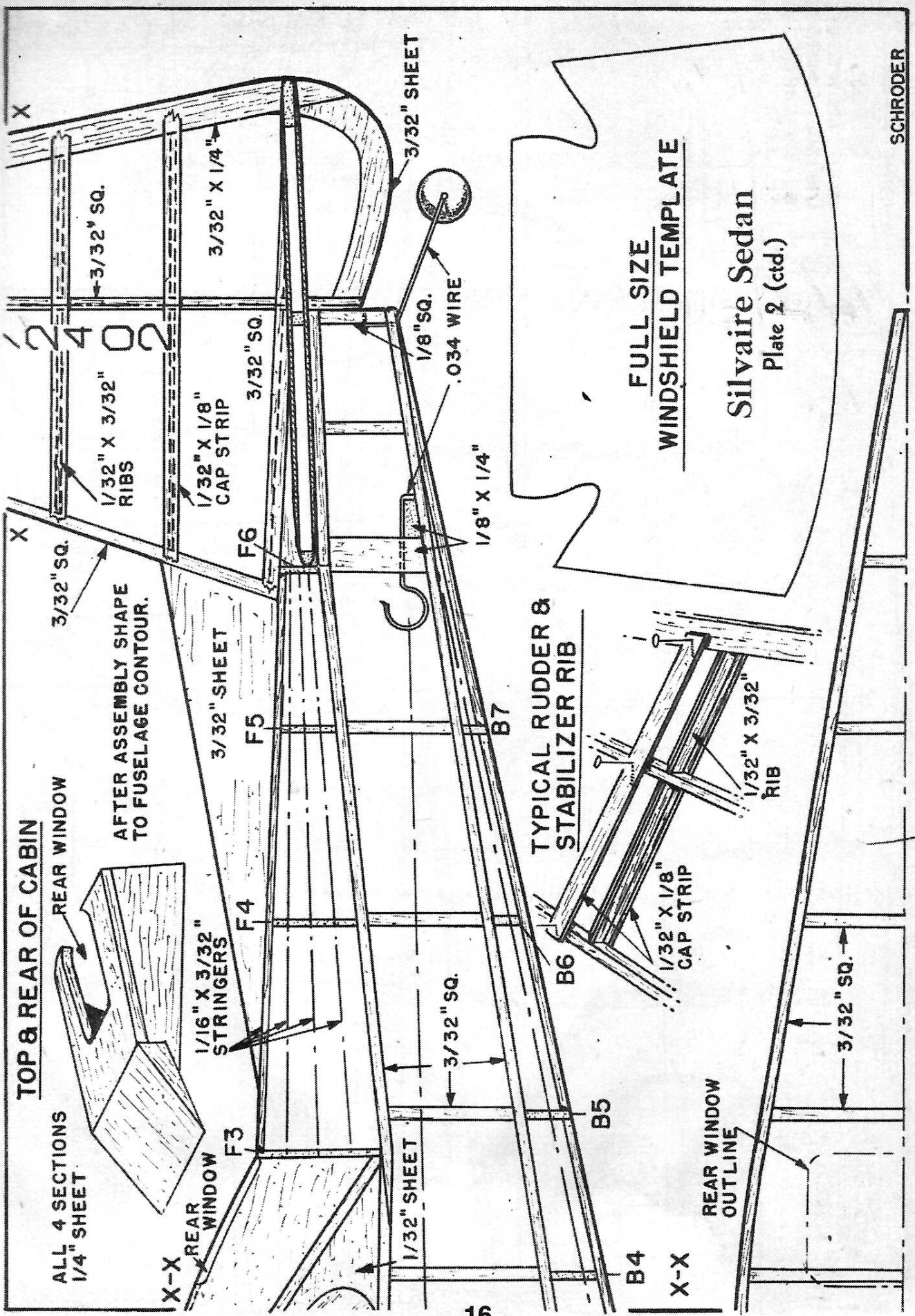


Silvaire Sedan
Plate 1 (ctd.)



PROPELLER DETAIL
SIDE VIEW
3/32" LEADING EDGE



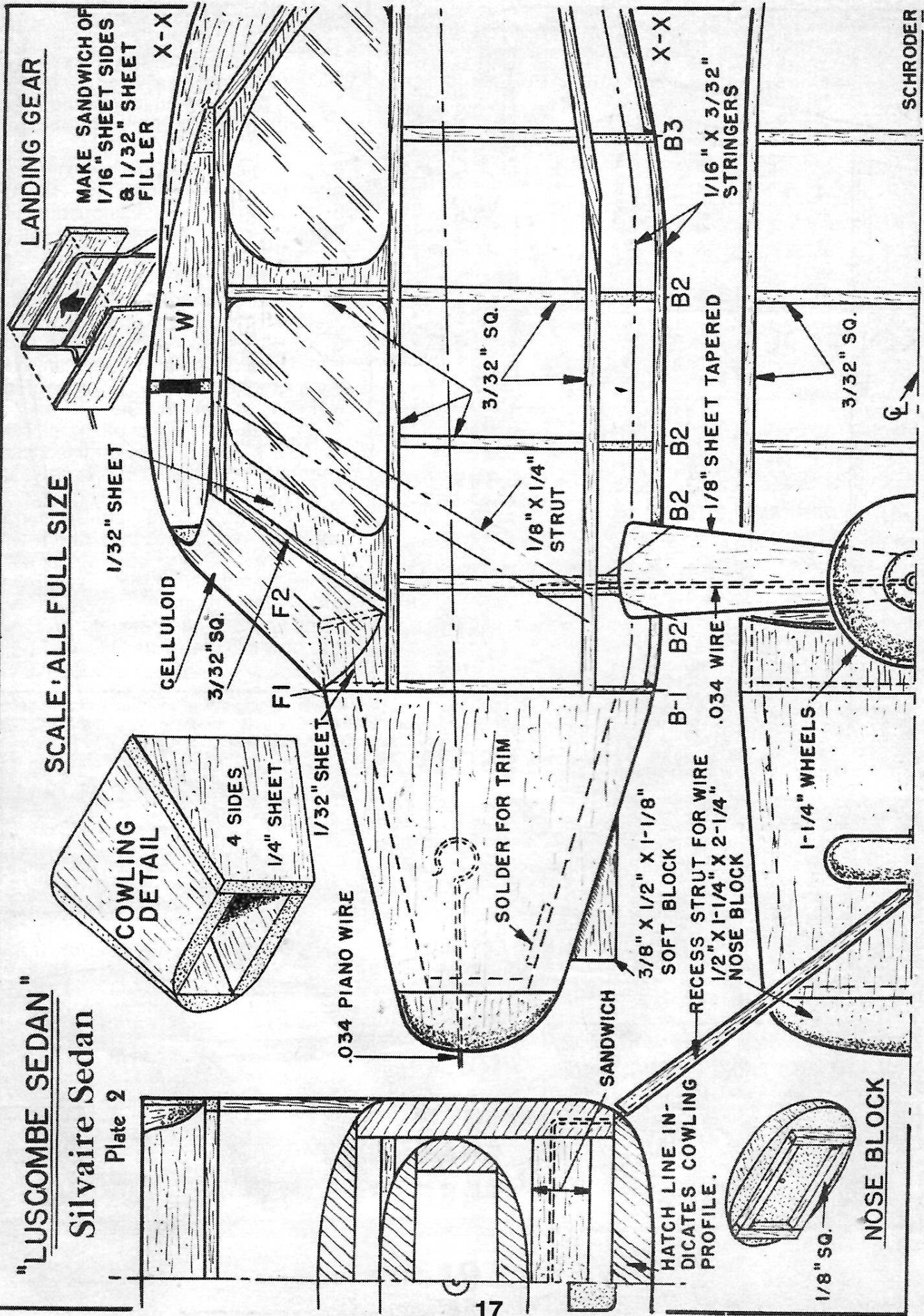


"LUSCOMBE SEDAN"

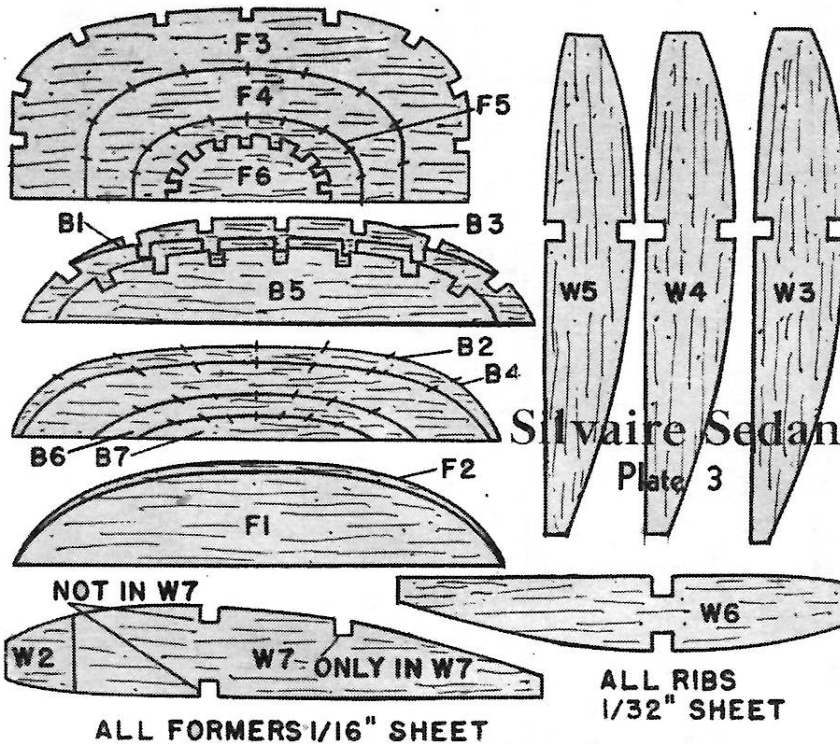
Silvaire Sedan

Plate 2

SCALE: ALL FULL SIZE

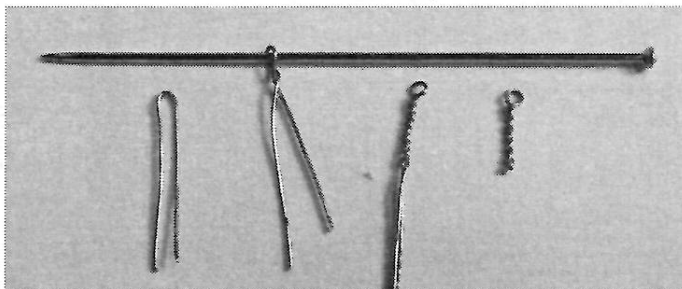


1. Richard Crossley's photo of his 'Crosley-Mignet Flea'. It is 1/12 scale (about " span) and is electric powered (Atomic Workshop Voodoo 25 with Zombie controller).
2. Pete Carpenter enjoying an afternoon in Virginia with his RTF P-40.
3. A fine flying Gladiator from the Dale-Hunton-Srull kit a joint effort in Austria by Gustav Rubitschka with a friend .
4. Jiro Sugimoto sent us this photo of his latest lightweight, a Peanut scale 'Curtiss Robin' just 5.6 grams w/o rubber.
5. One of my favorite aircraft, a Farman from Hurst Bower's 'Flyline' Plan, built and photographed by David Plumpe. Finished weight is 540gm, or 19oz.
6. Don enjoying an afternoon flying his 'Lightning Bug', now re-engined with a geared 280, lighter than the previous 400.
7. The HP-42, a building effort by JohnHunton-Michael Dale-Bill Hadden ready for touch down in northern Virginia.
8. Pat Daily's photograph of his F4F 'Wake Island Defender'.
9. Don's Bleriot still going strong after many years of campaigning, first as a FF and now in its later life R/C

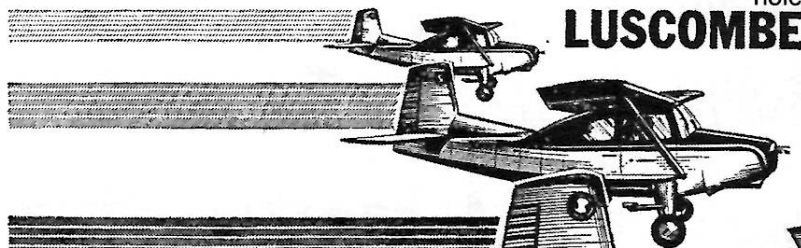


ALL FORMERS 1/16" SHEET

ALL RIBS 1/32" SHEET



< How to twist rigging eyes. Counter clockwise twist lets you screw it in a #77 hole clockwise. An 018 dia pin used to form hole. Tight twist done holding wire with pliers.



LUSCOMBE

Sedan

CLEVELAND - DESIGNED for triple-duty!



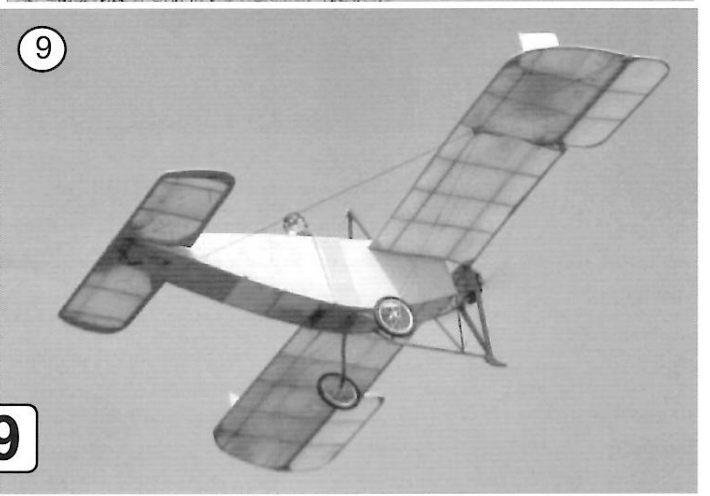
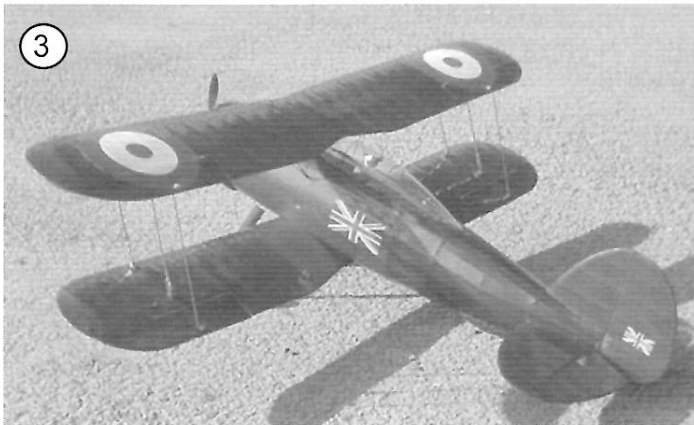
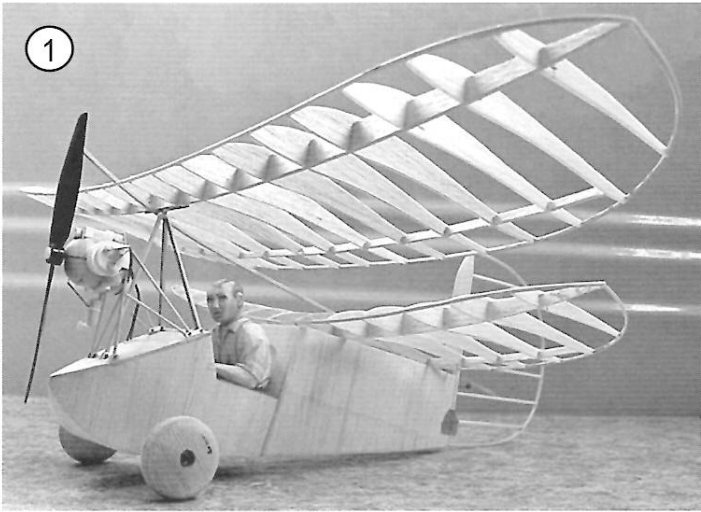
NEW!

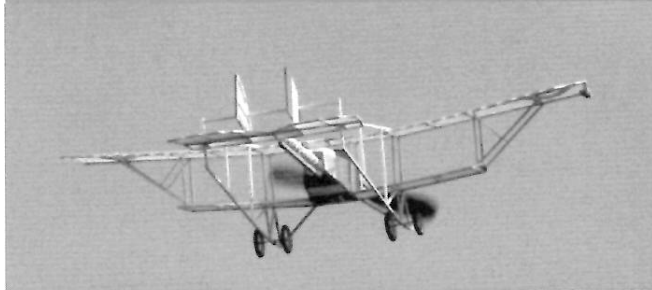
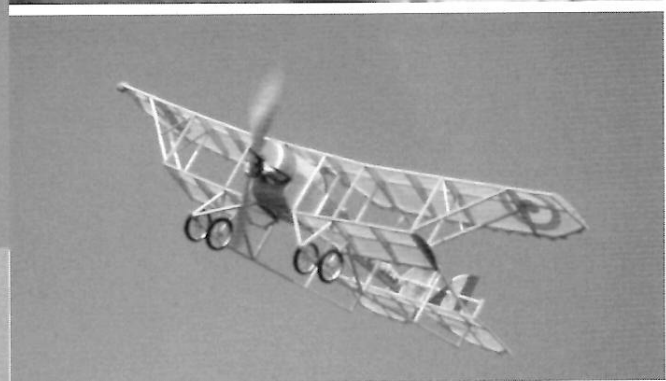
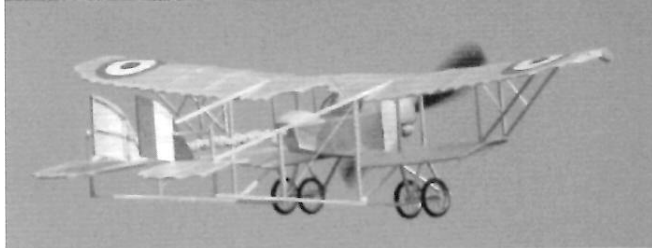
AN OUTSTANDING, FREE-FLIGHT, CONTROL LINE, AND RADIO CONTROL MODEL

This low-priced giant scale model is impressive in size and realism. It incorporates lightness for long free-flights, ruggedness for control-line, stability for radio-control, plus a roomy cabin for plenty of gadgets, and the new, square-cut look of the latest cars. It is an attention getter in any control circle, and a joy to build and fly for the beginner or for the old timer (who will marvel at the speed with which it goes together). Only recently, a Luscombe Sedan was chosen for an assault on the world endurance flying record. You'll see why, when you build and fly yours.

for:
**RADIO CONTROL
CONTROL-LINE
FREE-FLIGHT**

**BIG
76" Span
\$7.50**





Caudron G-3 Dimer on it's first flights. Amazingly, all it took to get it to fly was some (well rather a lot) of clay ballast. This has since been replaced with 10-32 brass bolts painted black to mimic cylinders.

Flight Photos coutesy Pat Daily.

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.

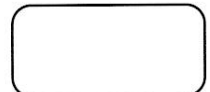
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

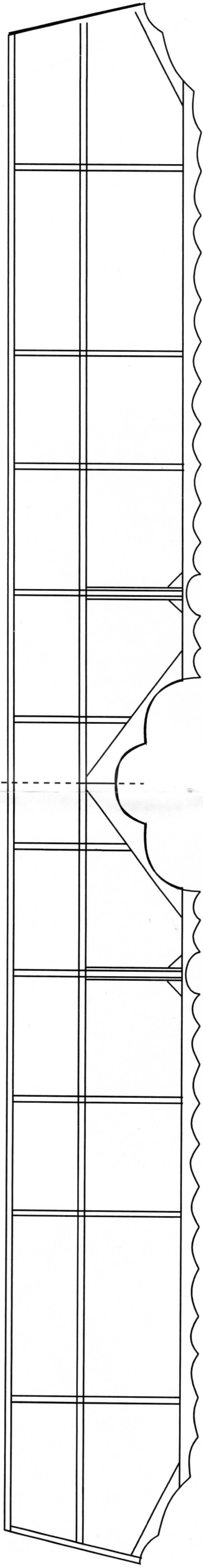
CONTACTS - Material for the newsletter and membership questions should be addressed

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

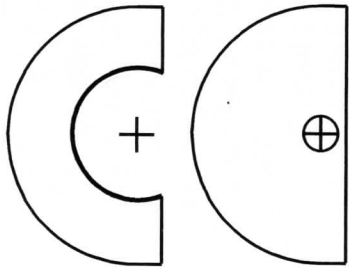
Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due

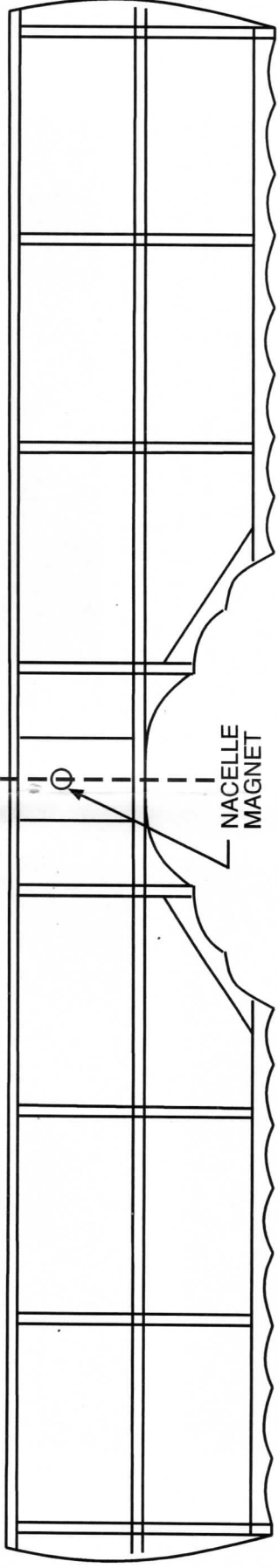




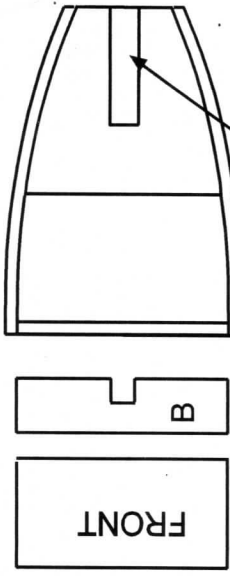
MAKE FOUR FROM 1/8 Balsa



MAKE ONE FROM 1/8 Balsa



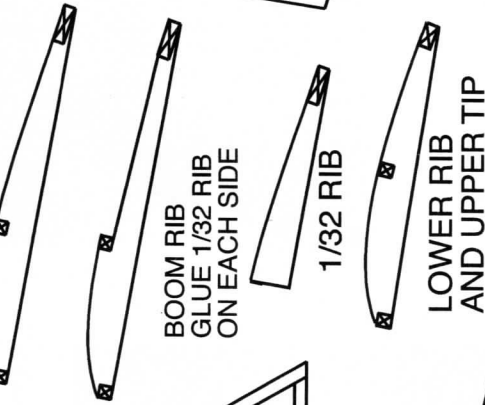
NACELLE MAGNET



FRONT

B

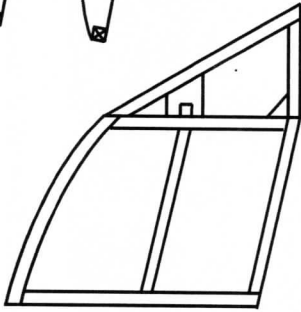
CUT SLOT FOR MOTOR STICK AFTER ASSY.



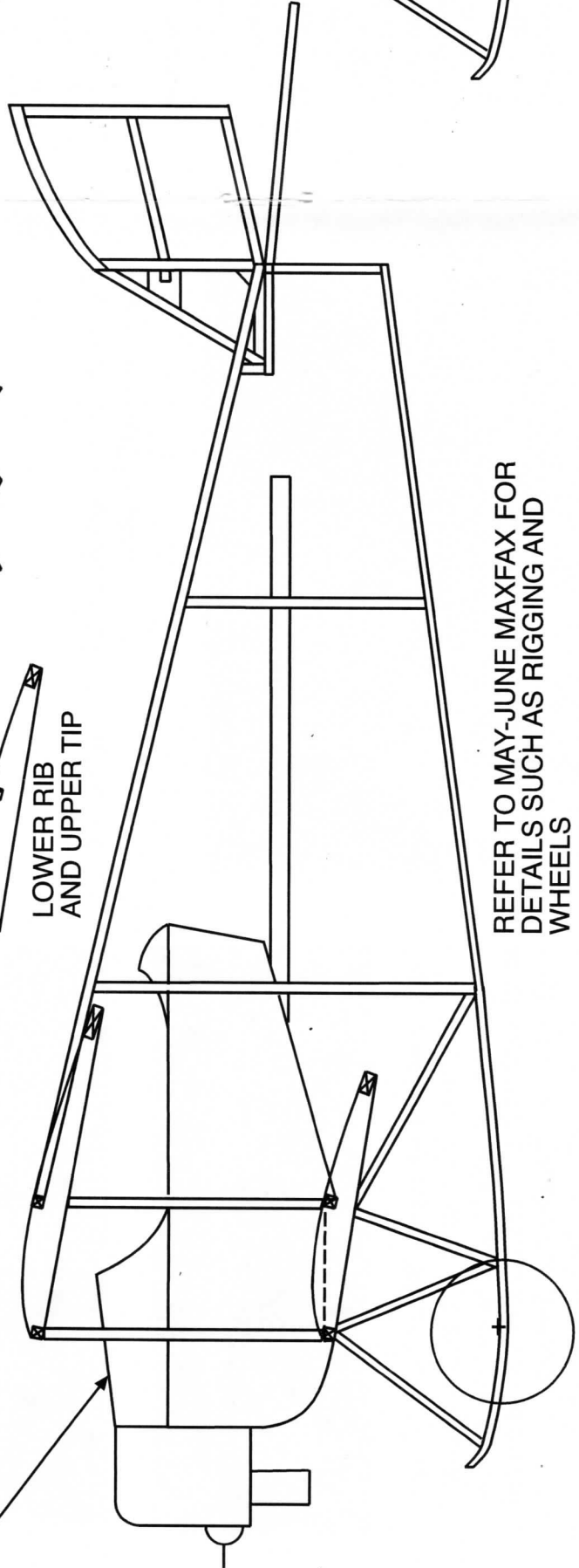
BOOM RIB
GLUE 1/32 RIB
ON EACH SIDE

1/32 RIB

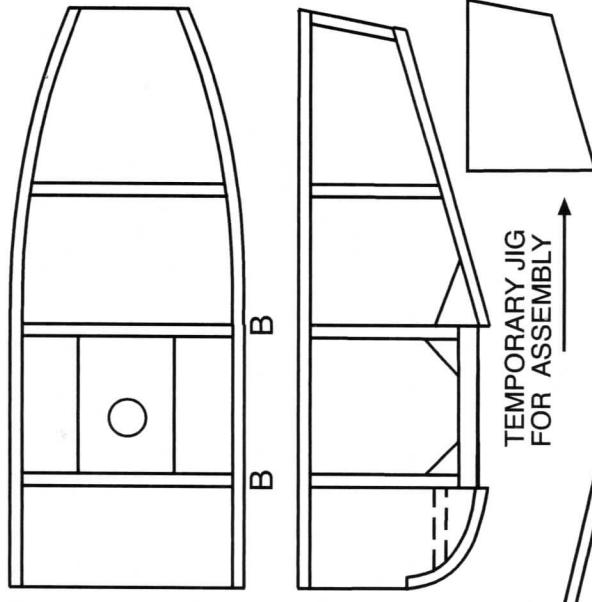
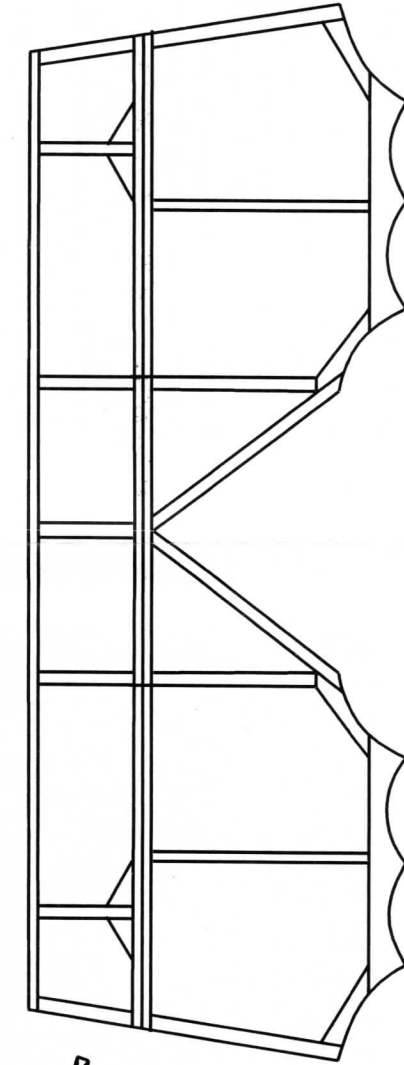
LOWER RIB
AND UPPER TIP



VELLUM PAPER COWL



REFER TO MAY-JUNE MAXFAX FOR
DETAILS SUCH AS RIGGING AND
WHEELS



TEMPORARY JIG
FOR ASSEMBLY

BUILD BOOMS OVER
THIS VIEW WHICH IS
THE SECTION AT THE
BOOMS WITH THE
LOWER WING
DIHEDRAL
ACCOUNTED FOR.

Caudron G-3 Dimer working drawings

Stew Meyers 12/12/08