MAX FAX

Journal of the D. C. Maxecuters

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

Editor: Stew Meyers JULY - AUGUST 2008

CURTISS ROBIN

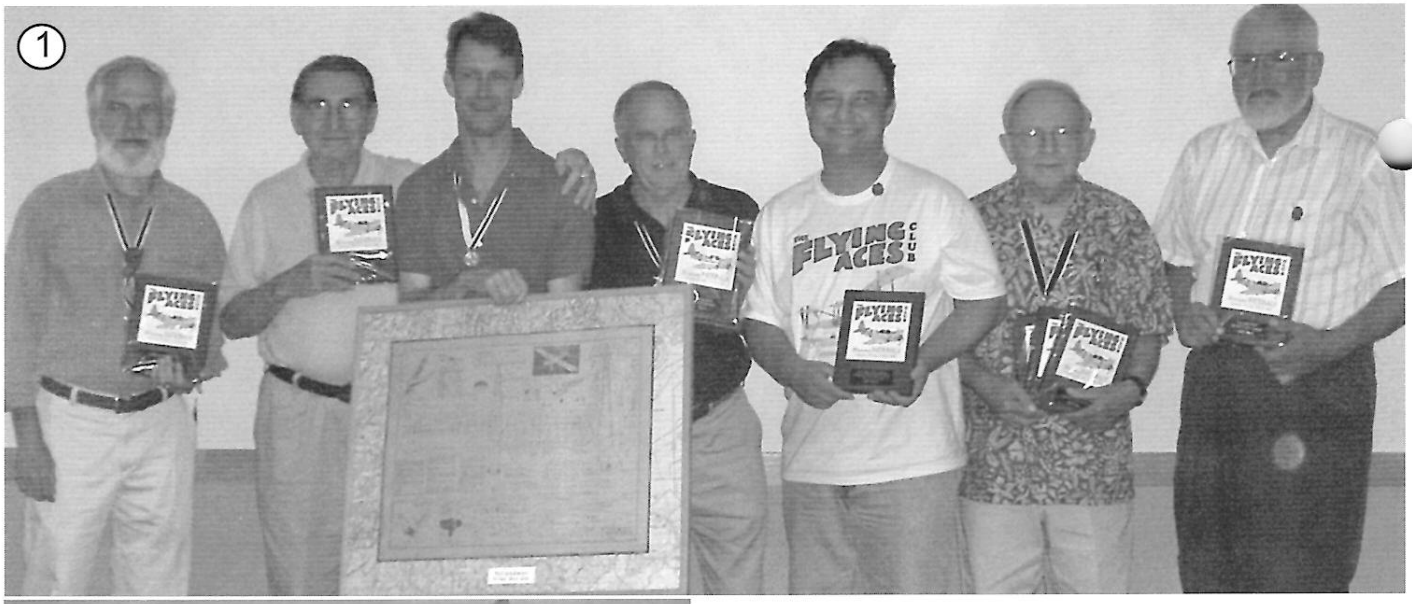
COMING ATTRACTIONS

OCTOBER 3, 4 2008 FRIDAY, SATURDAY
KUDZU SUMMER CONTEST FAYETTEVILLE, NC. LAND AND LAKE FLYING
CD:Dan Driscoll (djdriscoll@ cox.net) and Stew Meyers (stew.meyers@comcast.net)
CHECK OUT FLYER AT WWW.DCMAXECUTER.ORG AND IN LAST ISSUE

OCTOBER, 11,12,13 SATURDAY, SUNDAY, MONDAY PENSACOLA, FL.
PFFT GATHERING OF THE TURKEYS NATIONAL CUP CONTEST
AMA, NFFS, SAM, & FAC COMPETITION PENSACOLA, FLORIDA
GEORGE WHITE, CD 850-473-0866 MIKE MIDKIFF, FAC EVENTS CD

OCTOBER 25, 26 SATURDAY, SUNDAY BARRON FIELD AIR RACES
FLYING ACES CONTEST IN WAWAYANDA, NY.
CD: TOM HALLMAN 610-395-5656 AND JOHN HOUCK 610-488-6235
CHECK OUT FLYER AT WWW.DCMAXECUTER.ORG AND IN LAST ISSUE

The dates for funfly at NBM are January 11 and March 15, 2009 (both are Sundays).
There will be no flying date this Fall.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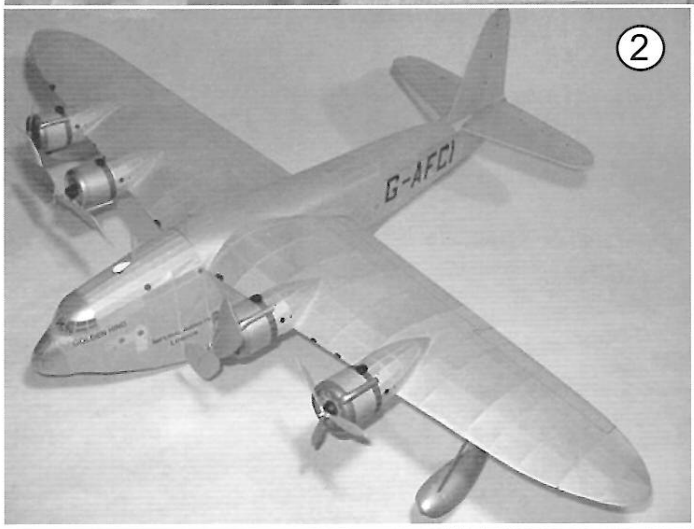
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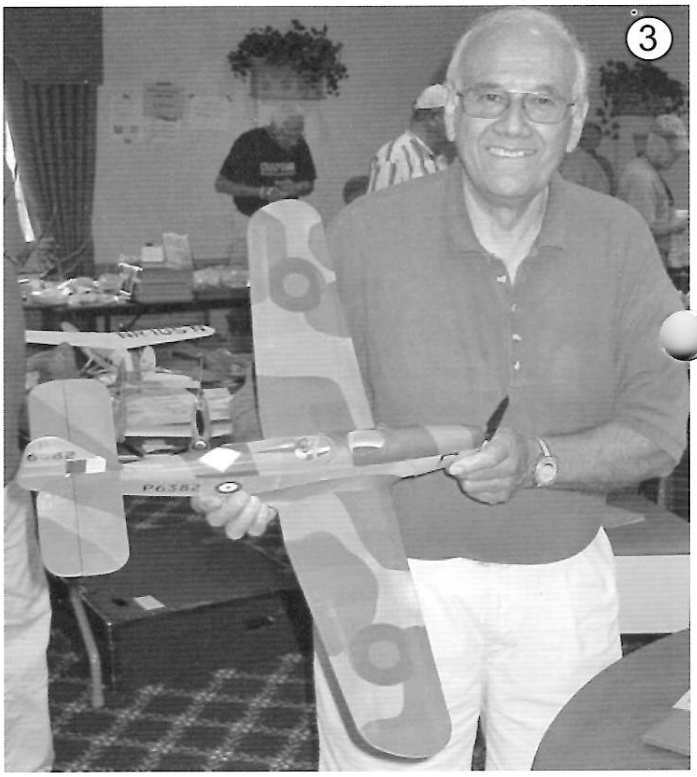
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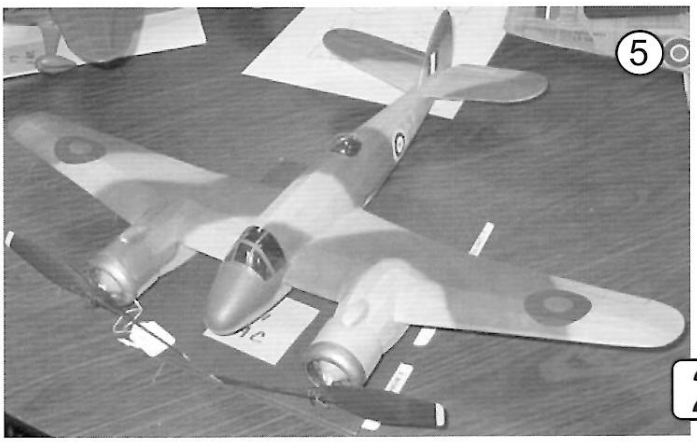
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MaxFax July-August 2008

Stew Meyers Editor

Boy here it is the first of September, and I am just putting this issue together before leaving for Muncie. By now you must have found out I got the days wrong on this meet in the last issue's coming events. You will get six issues a year but not necessarily by the dates on the cover. Remember this is a volunteer outfit and I have not been getting very many submissions. I had hoped to cover the first Curtiss flying boat, but am behind in building it. I also meant to have updated G-3 drawings to show how I actually built it and an electric conversion.

To further complicate matters, FM gave me a couple of ParkZone Vipers to review in addition to my usual column, and their deadlines fall right on when I should be putting out MaxFax. I also got some new PIC microprocessors and have been absorbed in developing new timers.

Fortunately my partner in crime Dan Driscoll delved into his collection of rare kits from E-Bay and came up with an interesting item. Anybody ever hear of Aircraft Models of America of Hartford, Connecticut? Title block reads 1933. Not a bad looking plan for an 18" model. He also supplied a seldom seen Vought Corsair plan. The kit was originally a premium for Quaker Oats. Tom Schmitt again supplied the photo pages.

George White, Staffelfuehrer of the Pensacola Free Flight Team, and I regularly exchange ideas and articles. A different Bail clutch from a wheel collar is presented here along with my modification of it. At our Maxecuter meeting last moth, Dave Mitchell sandbagged me with a surprise award.
I had forgotten that I was nominated for this and certainly never missed it at the banquet. I'll let him tell it.

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At the FAC Nats.

1. Maxecuters with their FAC Nats hardware. From left: Wally Farrell, Stew Meyers, Dave Mitchell, Dan Driscoll, Bob Marchese, Don Srull, John Houck.

2. Vance Gilbert's "Golden Hind".

3. Fernando Ramos keeps his FAC Nats attendence record perfect. Shown holding his electric powered Miles Magister.

4. Neat DT on Tom Hallman's Cessna.

5. Tom Arnold's Beaufighter.

6. Rubber powered DH Comet by Paul Boyanowski.

Stew Inducted to FAC Hall of Fame

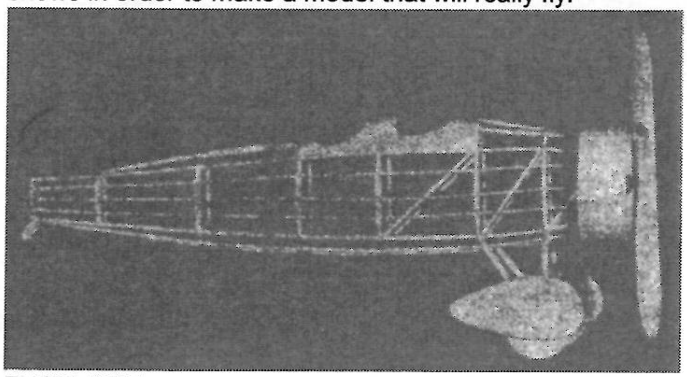
At the 30th anniversary Nats, our freshly elected CinC Ross Mayo performed his many duties, the somber and the silly, with dignity and aplomb. In all the hoopla, however, he somehow forgot to bring to the banquet his list of the 2008 FAC Hall of Fame inductees, and was thus unable to carry out a proper ceremony to publicly recognize the achievements of our illustrious comrades. There was a certain amount of grumbling in the ranks, but being a tolerant crew, we forgave him after giving him a stern lecture on the nature of responsibility and permanently gluing his pinky to his thumb with thin cyanoacrylate. Suitably chastened, Ross returned home and, after some thought, hit upon the idea of asking club members to conduct their own ceremonies to celebrate any of their number who may have been so honored. It just so happened that Stew Meyers made the grade this year, and Ross asked me if I would serve as the appointed FAC representative to deliver the news. Would I ever! Stew has been a great mentor to me for the past several years, and it was my honor and privilege to compose the following pithy pronunciation, which was presented to Stew at the August club meeting along with a champagne toast. Three cheers for Stew! Hip! Hip! Hooroar!

- Dave Mitchell

VOUGHT CORSAIR
U. S. MARINE PURSUIT PLANE
16 INCH WING SPAN

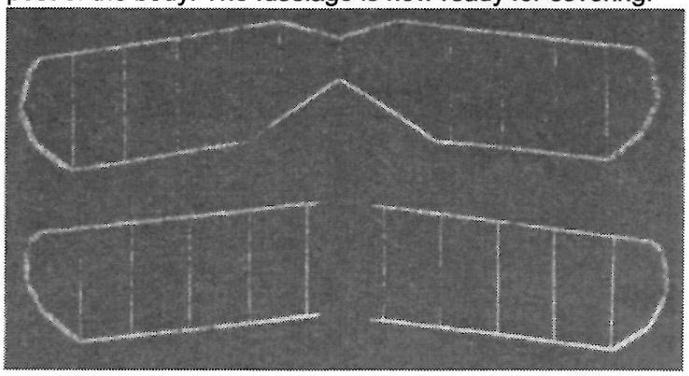
Instructions for building the
Vought Corsair Flying Scale Model

Read these instructions carefully before starting to construct your model, spend a few minutes looking over the drawing and learn the names of all the parts and where they belong. Follow these instructions step by step as you work and build the model in the same order as the instructions are written. Always remember to work as neatly as possible even though it may take a little longer as it is necessary that everything be done exactly as the drawing shows in order to make a model that will really fly.



FUSELAGE

Lay out the drawing on a table or bench that has a soft top so that you may stick pins into it to hold the pieces in place as you work. The first step is building the fuselage sides. Always put a sheet of waxed paper over the drawing to prevent the cement from sticking to the plan. On the "fuselage sides" on the drawing insert pins through the black dots. From the bundle of sticks in the kit pick oat four of the square pieces. These are 1/16" x 1/16" and are used for the long top and bottom pieces (longerons). Put these on the plan between the pins. Cut the cross pieces for the sides from the same size wood except the rear post which is 1/16" x 1/8" balsa. These should fit snugly in place between the long pieces. Open the tube of cement by puncturing the end witha pia. Put a small dot of glue on all of the joints of the fuselage' sides. Let this side dry for about ten minutes until the glue becomes hard. Then remove it and make the other side in exactly the same way. Cut the top and bottom fuselage section pieces (formers) from the printed balsa sheet. Start cementing these in place at the front and work toward the rear. There are no formers at section "0". sticks are used instead. When the top and bottom pieces are all in place, cement the side formers to the crosspieces. Next pick out the smallest pieces of the sticks. These are 1/32" x 1/16" and are used for the fuselage stringers which fit into the notches of the formers. There are no stringers over the cockpits nor from section "0" to the rear on the ton of the fuselage. Cut the cockpit covers and dashboards from the plan. Cement the dashboards on the correct sections and then cement the covers over the formers Cement the rear hook to the back post of the body. The fuselage is now ready for covering.



WINGS

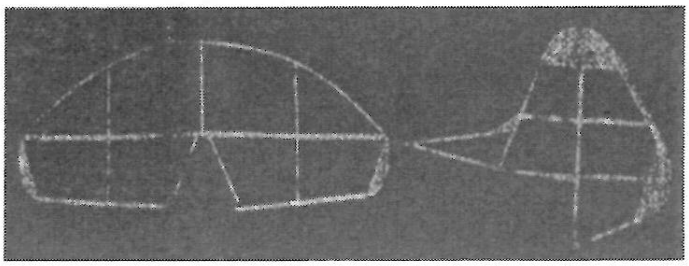
The wings are built on the plan in the same manner that the fuselage was made. First piece the leading and trailing edges so that they fit in place perfectly between the lines of the drawing. Put pins along them to hold them there while the joints are being glued. The round tips of the wing are made of several pieces of 1/16" x IA" balsa pieces cemented together as shown on the one tip. These must first dry, in place and are not rounded off smoothly until the entire wing is completed. They are best rounded by trimming with a razor and then sand papered. Cut the ribs from the printed balsa sheet and put these in place as shown. Be careful that you place the thickest part of the ribs toward the leading edge. The top wing is built entirely in one piece but the bottom is two separate sides. In order to get the upward slant at the tips of the wings as is shown on the front views of the drawing, crack the leading and trailing edges at the first ribs on both sides of the center of the wing. Place blocks under the tips of the wings to hold them 1/2 of an inch higher than the center. Put a coating of cement over the wood where you cracked it. The bottom wing is placed at the same angle when it is cemented to the fuselage.

LANDING GEAR

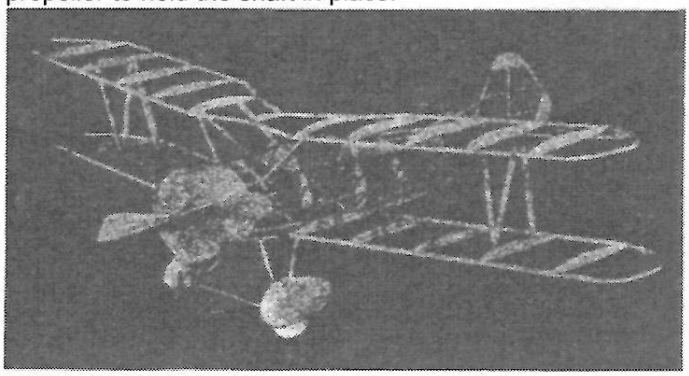
Make the landing gear struts of 1/16" x sticks. The two "V" sides should be made on the drawing. Hold the struts in place with pins while the joint at the bottom dries. Cut the four pants from the printed sheet. The center pieces are made from the thick balsa pieces. Cut the pattern from the plan and make the center pieces with the round part for the wheel cut out just like the pants detail drawing shows. Cement the two sides to the center pieces and when they have thoroughly dried carve and sandpaper to the shape as shown on the drawing and the photograph. The small nails furnished with the kit are to be used for axle pins. Push them through one side of the pants, then insert the wheel and then push it out through the other side. The pins go into the axle piece which joins the two pants. Do not cement the landing gear to the fuselage until after the fuselage is covered.

PROPELLER

The propeller should first he cut to the outline shape as shown on the propeller construction view. Note how the blades are shaped with sandpaper so that they have a section as shown in the small section views above the propeller drawing. Drill a hole through



the exact center of the propeller with a pin or needle. Take the propeller shaft, put it through hole in the nose plug, put the two washers on it and put it through the hole of the propeller. Then with a pair of pliers bend the end of it to a square "U" and push it back into the propeller. Apply a generous coat of cement all around the center of the propeller to hold the shaft in place.



RUDDER AND ELEVATORS

The rudder and elevators are built of 1/16" square balsa. Build these directly on the plan as you did the fuselage sides and wings. The front edge of the elevator should be soaked in water to make it pliable enough to bend. The tail tips are made the same as the wing tips were.

COVERING

Cover the tail and rudder first. These are the easiest parts to cover and the experience will help you with the harder parts. Cut a piece of tissue for each piece slightly larger than it needs to be. Apply a thin coating of cement to all the outer edges and quickly place the paper over the edges until all the wrinkles are out of the surface. After the cement has dried trim the overlap of the tissue with a sharp razor. Cover all the surfaces in the same manner. Both sides of the wing should be covered. The rudder strips, star insignias and devil dog emblems are cut from the paper and are cemented over the tissue. The fuselage has to be covered in several lengthwise strips in order to give a smooth covering job. After the fuselage has been covered the paper may be shrunk by spraying it lightly with water or by holding it over the spout of a tea kettle of boiling water. Do not shrink the paper on the tail surfaces or the wings as this is apt to warp them out of shape.

WING STRUTS

Build the cabane struts which attach to the fuselage and the "N" struts on the patterns on the plan. These are made 1/16" x 1/8" balsa wood. Square corners on all struts should be lightly sandpapered to give a better appearance.

COWLING

From the remains of the 3/16" thick balsa piece, cut a circle 2 - 1/8" in diameter. Cut a hole 1/4" in diameter in the center of it. Cut the motor from the drawing and cement it to this piece. Glue this on the front of the fuselage. Cut a piece of heavy paper the width of the cowling and cement around the balsa piece. .This completes the cowling.

ASSEMBLY

Cement the elevators to the proper place on the rear of the fuselage. The rudder cements to the rear post and to the top of the fuselage. Scrape the paper away from the fuselage longerous at the point where the landing and cabane struts attach to insure cement joint. Cement the landing gear to the fuselage and be careful that it dries straight so that the tail will be level. Cement the cabane strut to the ribs of the wing and to the upper longerons as shown and lay the model on its back. While they dry in place, cement the bottom wings to the fuselage at the place as the side view shows, and then place the "N" struts between the proper ribs of the wings.

Cut a small hole in the bottom of the fuselage just below the hook. Slip the rubber motor over this hook and pull it through to the front of the fuselage with a string or wire. Attach the propeller shaft to the rubber and let it pull back into place. Hold the finished model up with one finger under each upper wing tip. It should balance in a level position with the fingers about one-third of the way back from the leading edge of the top wing. If it balances much further back than this it will be necessary to add weight to the nose. This can best be done by pressing small nails into the edge of the nose disk around the bottom.

FLYING

Wind the propeller about one hundred turns and set themodel on the floor, with plenty of room in front of it. When all is clear release the propeller. If the model climbs too steeply and stalls or glides back or if it seems to drag with its nose, up, add a bit more weight to the front end.

The model will probably have a tendency to turn to the left and if it makes too short a turn and side slips back to the ground, the left wing must be warped by bending the leading edge or front beam up a little so this wing will have more lift. This is usually necessary to balance the force of the rubber which tends to turn the model over. A little practice will enable the flyer to adjust the model for perfect flight, after which the rubber can he wound 100 and 200 turns. The tighter the rubber is wound the shorter its life, and care should he taken to avoid breaking the rubber as this would probably wreck the fuselage.

Any breakage resulting from had landings or other causes can easily be repaired with cement. Keep cement off the paper as it spoils appearance of the model and is apt to warp it.

In Recognition of

..a lifelong pursuit of model aviation excellence, the course of which has brought the individual named below into beneficial interaction with his peers;

AND WHEREAS during the conduct of said pursuits suggested but not necessarily limited to the above, the individual named below has proven himself to be worthy of emulation;

AND WHEREAS in the process of being emulated, the individual named below has not allowed himself to become all big-headed, but rather has remained gracious if occasionally strongly but not needlessly opinionated;

AND FURTHER WHEREAS the measure of the individual- named-below's modeling talent might be measured if not encapsulated by his accumulation to date of 48 Kanones, thus attaining the rarefied rank of Air Vice Marshall;

AND FINALLY WHEREAS his list of other positive attributes, listed here but not necessarily limited to: leader of men, mentor to fledgling modelers, writer and editor of columns, cruncher of obtuse and occasionally very useful formulas, champion of Dime Scale, and promoter of cheap fun; have further furthered the high regard in which he is held by his peers, and clearly outweigh his negative attributes, into which we shall not go in this document;

THUS, by the power invested in Dave Mitchell four days ago by Ross Mayo, CinC FAC, Forgetter of the Hall of Fame Nomination List at the 2008 FAC NATS Banquet but otherwise a very good guy in his own right, we the members of the FAC do hereby confer upon *Stew Meyers* membership in the

FAC Hall of Fame
Class of 2008

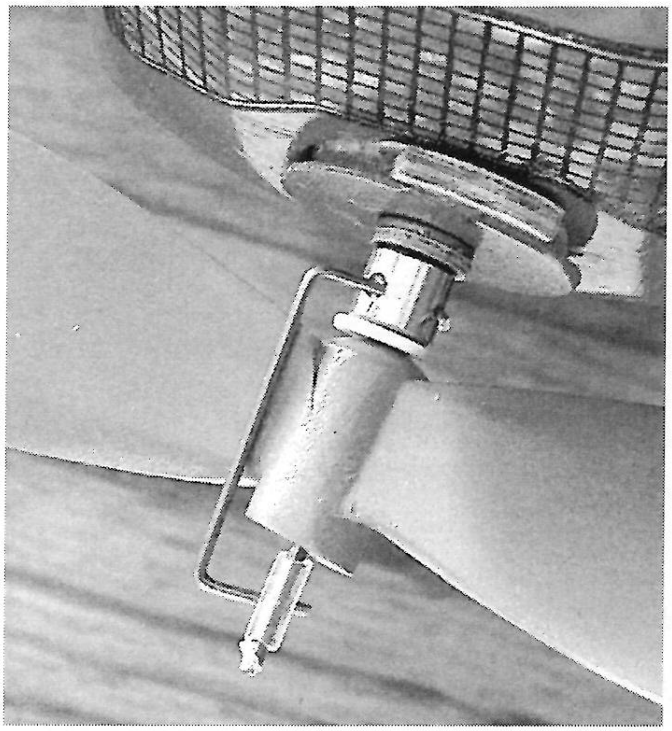
Ross Mayo
Commander-in-Chief, FAC

David Mitchell
Secretary, DC Maxecuters

A FREEWHEELER FROM A WHEEL COLLAR

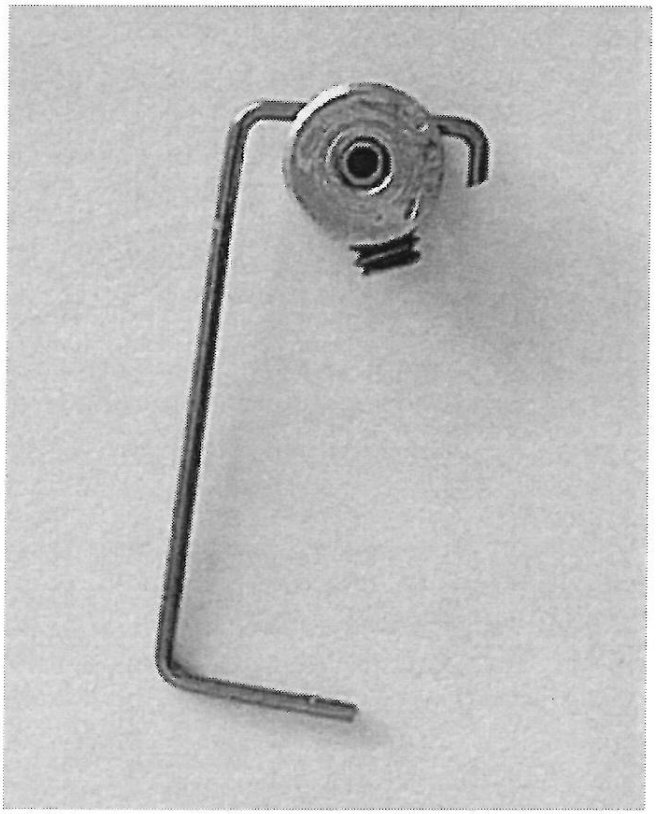
by George White

At a recent trimming session at our Navy helo field, Paul Grabski displayed a very clever bail-type freewheeler on his 24" Fokker D7. He said he had gotten the idea from Bob Gourdon. Paul had carefully drilled a hole in a DuBro wheel collar to handle the wire hail as shown in the photos below.



Drilling a hole in a round object can be a hit of a challenge, but Paul says that since the collar is brass, a punch to provide a dimple to start the drill will make it quite doable. He used a .030" wire for the bail. If you are averse to displaying the drilling skills that you see here from Paul, you can always take a Dremel tool or a good file and remove a section of the collar to provide a flat surface into which you can drill.

Whichever technique you use, unless you enjoy hearing the exciting sound of a rubber motor rekitting your model, you should ensure that you've filed a flat spot on the prop shaft to hold the set screw.

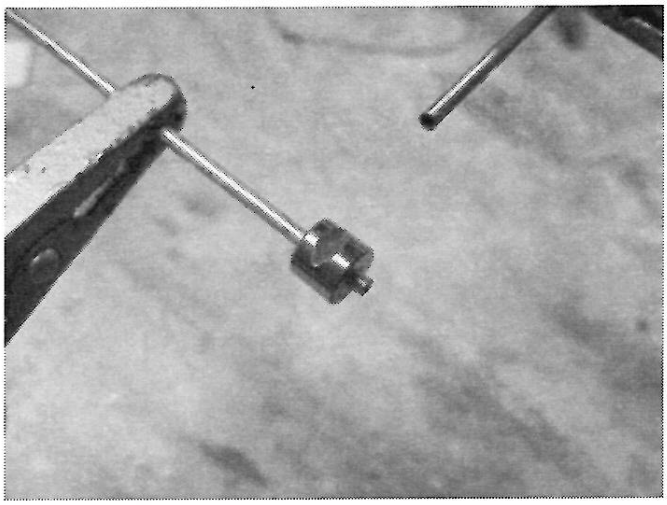


Paul obviously used a short length of thin wall brass tube to bush the id of a 1/16th wheel collar down to fit a 0.047 prop shaft.

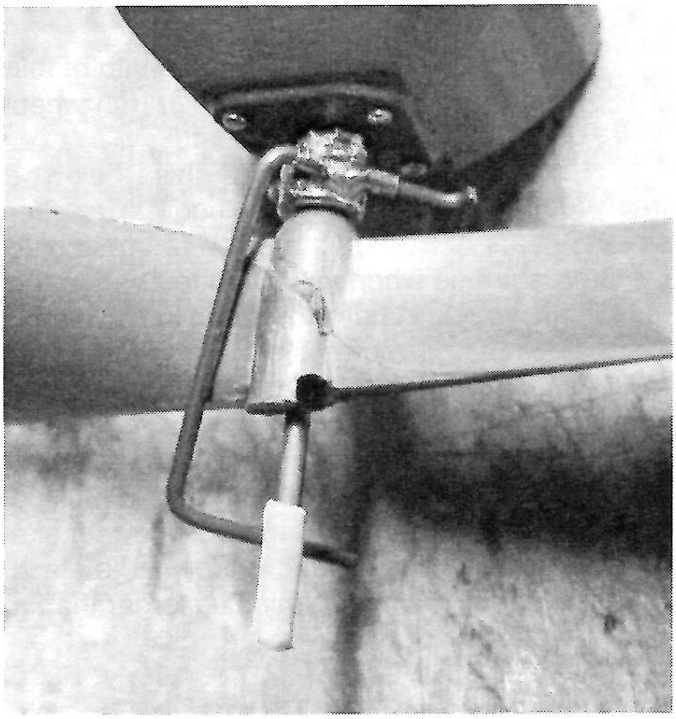
The beauty of using this bail-type freewheel, as opposed to the method I've used for several years of soldering a piece of brass onto the prop shaft, is when you need to change the prop shaft, you don't have to get out the soldering iron. See the "Freewheeler Rig From Bob McLellan in the Articles Index on our website, www.pensculafreeflight.org, for a drawing of the same sort of rig using solder direct to the shaft. For very small models, I've simply folded a piece of .005 brass sheet around a .025 wire to make the soldered bail arrangement, but used a piece of square brass tubing for anything larger than a Dime Scale.

The above appeared in the ***Thermalier,*** George's excellent newsletter.

Of course you don't need to drill the wheel collar at all. You can file a notch in the side of a 1/16 wheel collar and solder a length of 1/16 od brass tubing on it.



Leave the tube long to facilitate holding it during soldering. Cut the brass tube to size afterwards. The wheel collar is held on a piece of Aluminum rod, so if the soldering gets carried away, it won't be stuck to it. The photo show this.



Here I have used thin wall brass tubing and an 0.047 bail, the prop shaft in case is 0.063. But 1/32 id tube and 1/32 mw works well. Solder job not up to my usual standard. I ran out of silver solder wire and used some old bearing solder paste. But you get the idea.

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At the FAC Nats.

7. Braided rubber motor in Rich Weber's beautiful Vickers F.B.5 "Gun Bus".

8. Rapier powered XB-51 by Mike Stuart from UK.

9. Lockheed Orion – missed the builder's name.

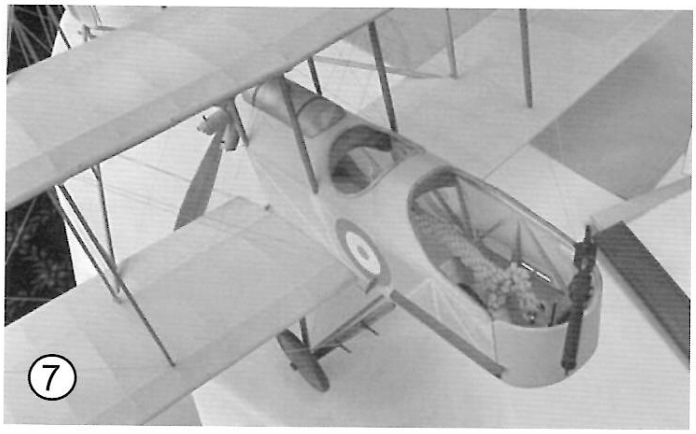
10. Ryan ST - missed the builder's name.

11. Kawanishi N1K1 - missed the builder's name.

12. Hannover CLIII - missed the builder's name.

13. B-47 by Chris Starleaf – six Rapier motors!

14. Maxecuter president Dave Mitchell presenting certificate to Stew Meyers designating Stew's election to the FAC Hall of Fame. Congratulations, Stew!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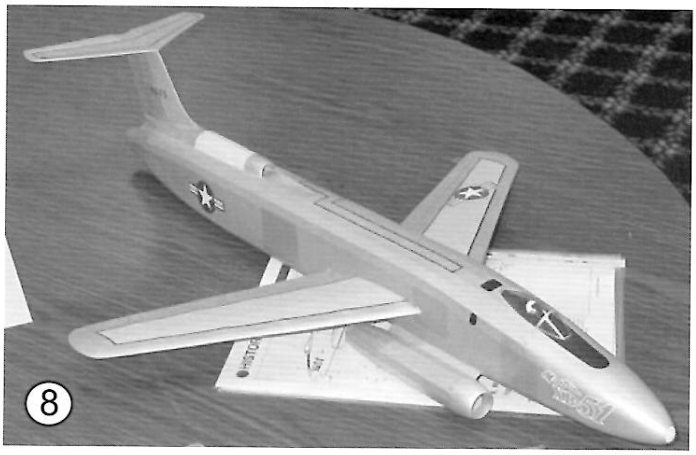
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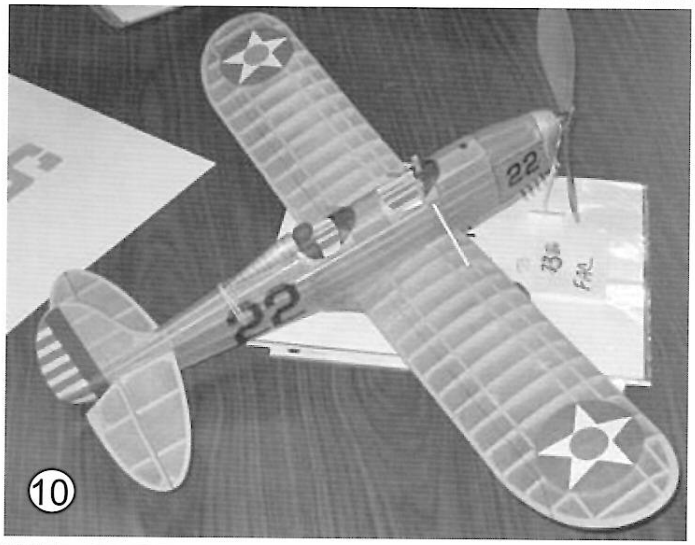

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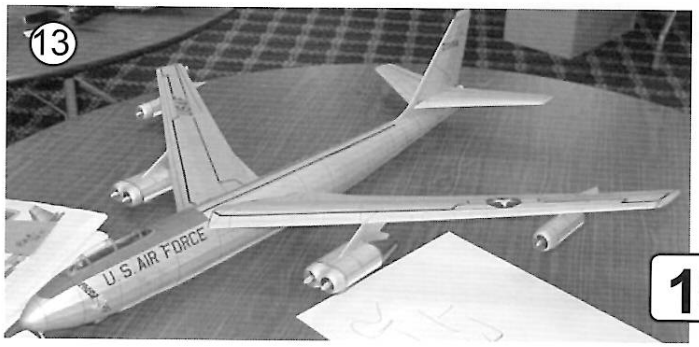

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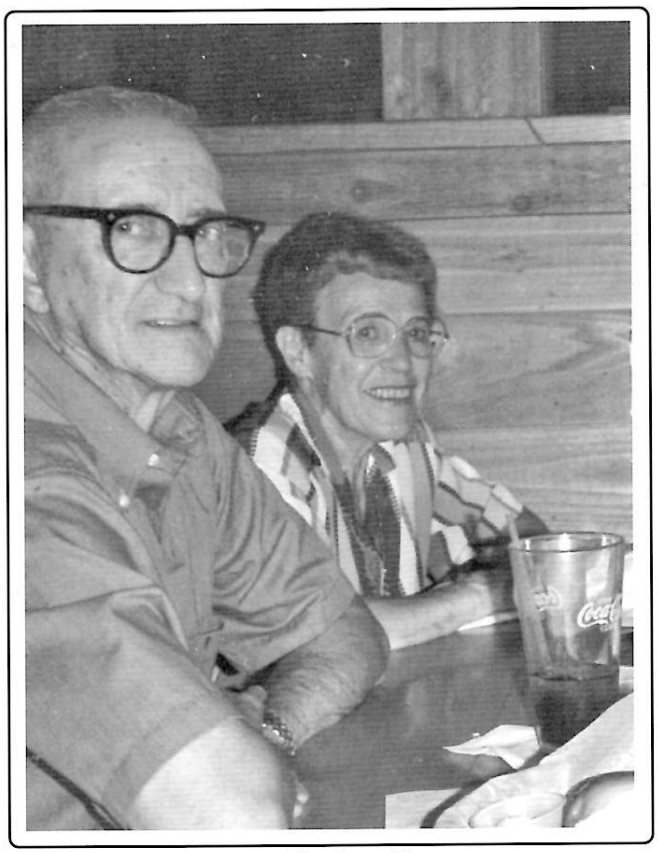
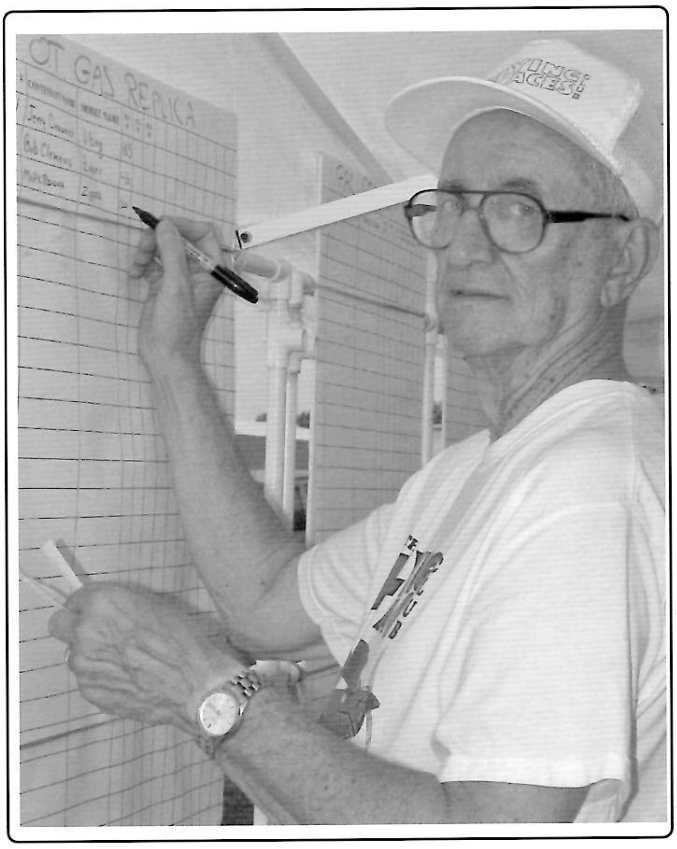
MaxFax July/August 2008



Reichel and wife Juanita.
Thank you, Lin, for a job well done.



Lin taking care of business at an FAC contest.

This issue of MaxFax is dedicated to FAC Commander in Chief Lin Reichel and our friend in Japan, Nate Sturman. Both recently left us to fly in the heavens.

Nate Sturman in Japan

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.

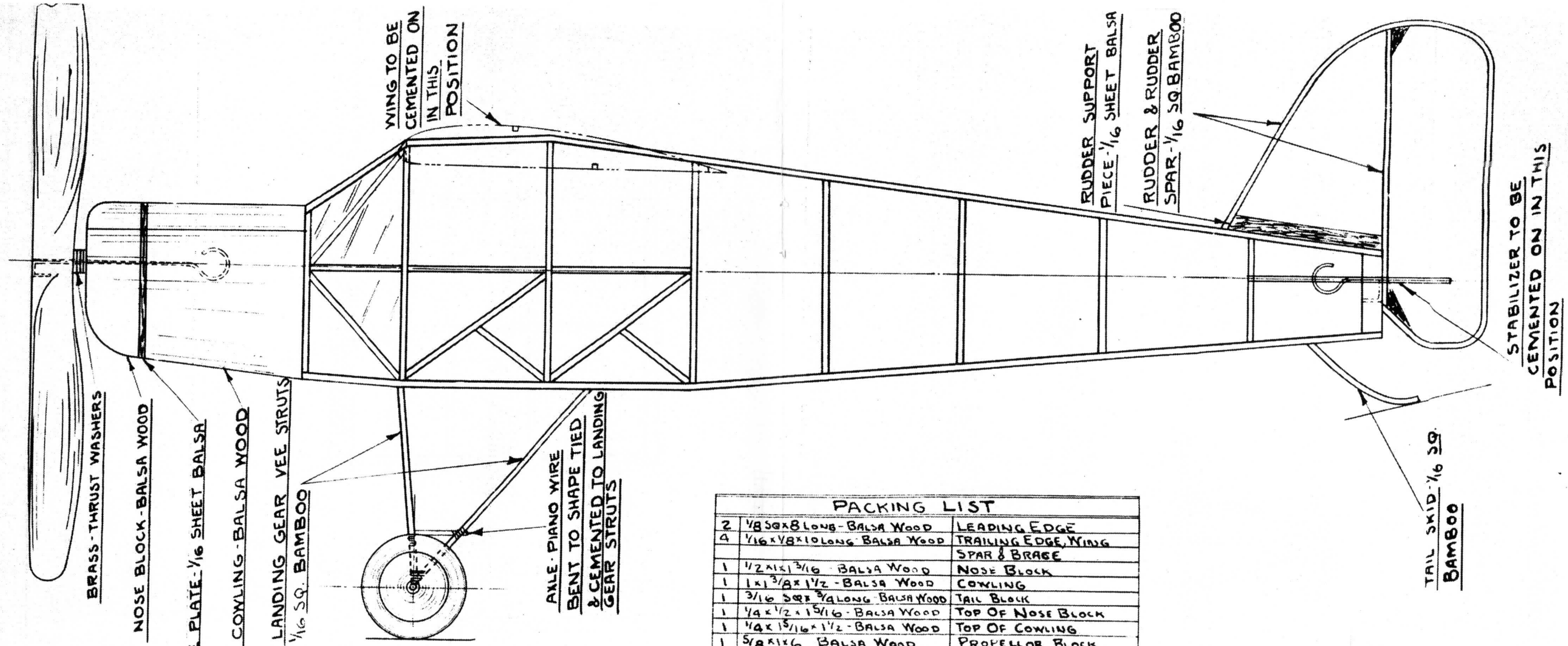
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are $20 per year for residents of the USA, Canada, and Mexico, and $25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the"D.C. MAXECUTERS", to the treasurer, Stew Meyers.

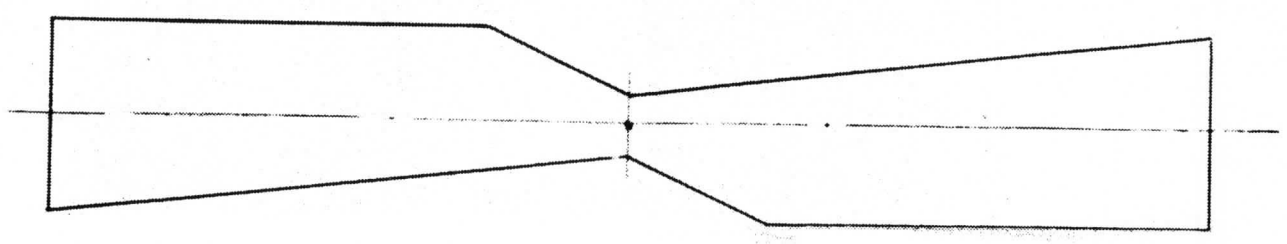
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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.dcmaxecuter.org

Your DUES are due





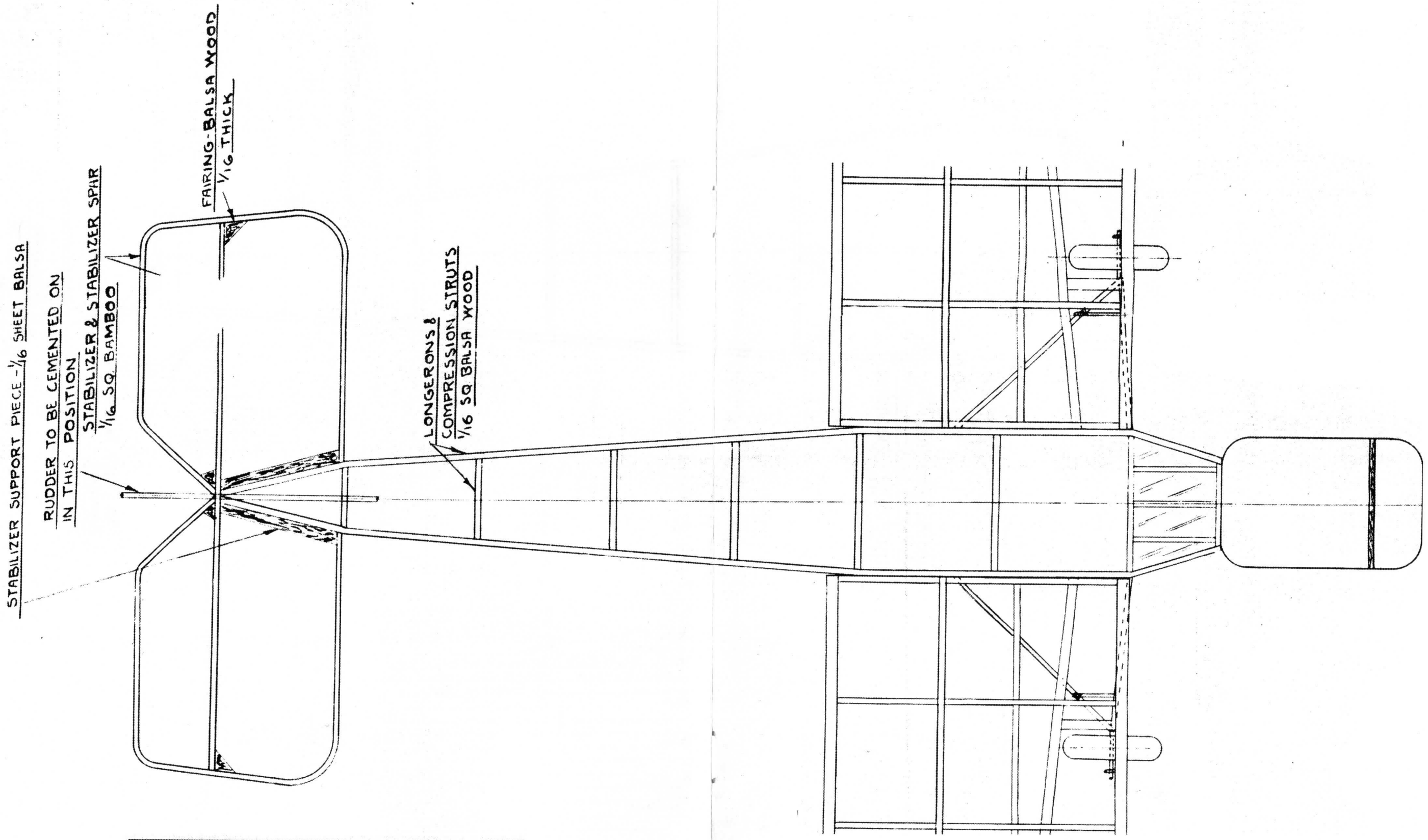
PROPELLOR BLOCK 1/2 x1x6 LONG BALSA WOOD

PACKING LIST		
2	1/8 SQ x 8 LONG - BALSA WOOD	LEADING EDGE
4	1/16 x 1/8 x 10 LONG - BALSA WOOD	TRAILING EDGE, WING SPAR & BRACE
1	1/2 x 1 x 3/16 - BALSA WOOD	NOSE BLOCK
1	1 x 1 3/8 x 1 1/2 - BALSA WOOD	COWLING
1	3/16 SQ x 3/4 LONG - BALSA WOOD	TAIL BLOCK
1	1/4 x 1/2 x 1 5/16 - BALSA WOOD	TOP OF NOSE BLOCK
1	1/4 x 1 5/16 x 1 1/2 - BALSA WOOD	TOP OF COWLING
1	5/8 x 1 x 6 BALSA WOOD	PROPELLOR BLOCK
14	1/16 SQ x 12 LONG BALSA WOOD	WING SPARS, LONGERONS & COMPRESSION STRUTS
1	1/8 x 1/4 x 6 - BALSA WOOD	LANDING GEAR BRACE
12	1/16 THICK (SHAPED)	RIBS
1	2 x 3 x 1/16 SHEET BALSA WOOD	FAIRINGS & SUPPORT PIECES
3	1/16 x 1/4 x 11 LONG BAMBOO	STABILIZER, RUDDER, WING TIPS & LANDING GEAR
2	1" DIA WHEELS	
4	WASHERS	
	WIRE 8" LONG	
	TISSUE	
	CEMENT	
	TISSUE CEMENT	
	TISSUE DOPE	
	2 x 6 CELLOPHANE	
	RUBBER	
	INSTRUCTIONS	
	BLUEPRINT	
	SANDPAPER	

AIRCRAFT MODELS Co OF AMERICA
HARTFORD, CONN.

CURTISS ROBIN - 18 WINGSPREAD

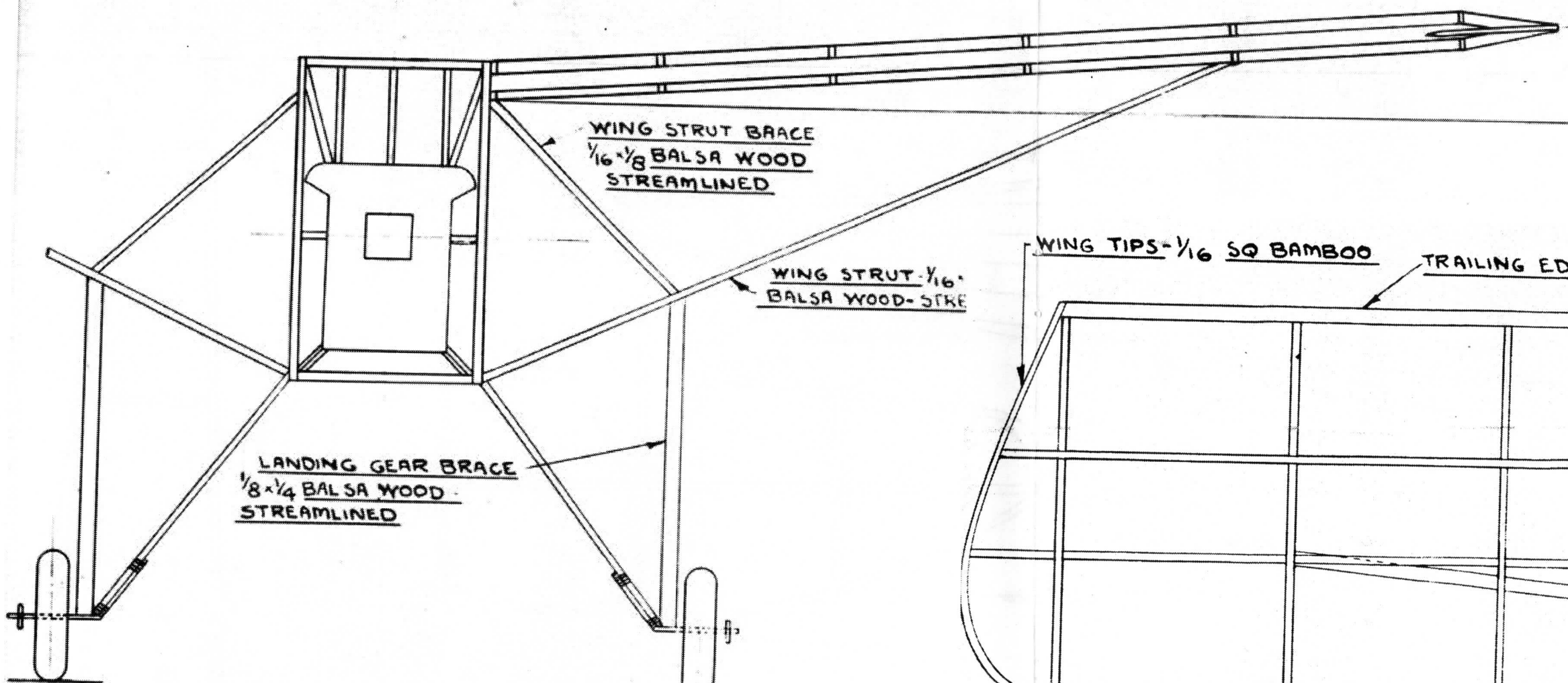
DRAWN BY	TRACED BY	CHECKED BY	DATE
RBA	RBA		11/2/33

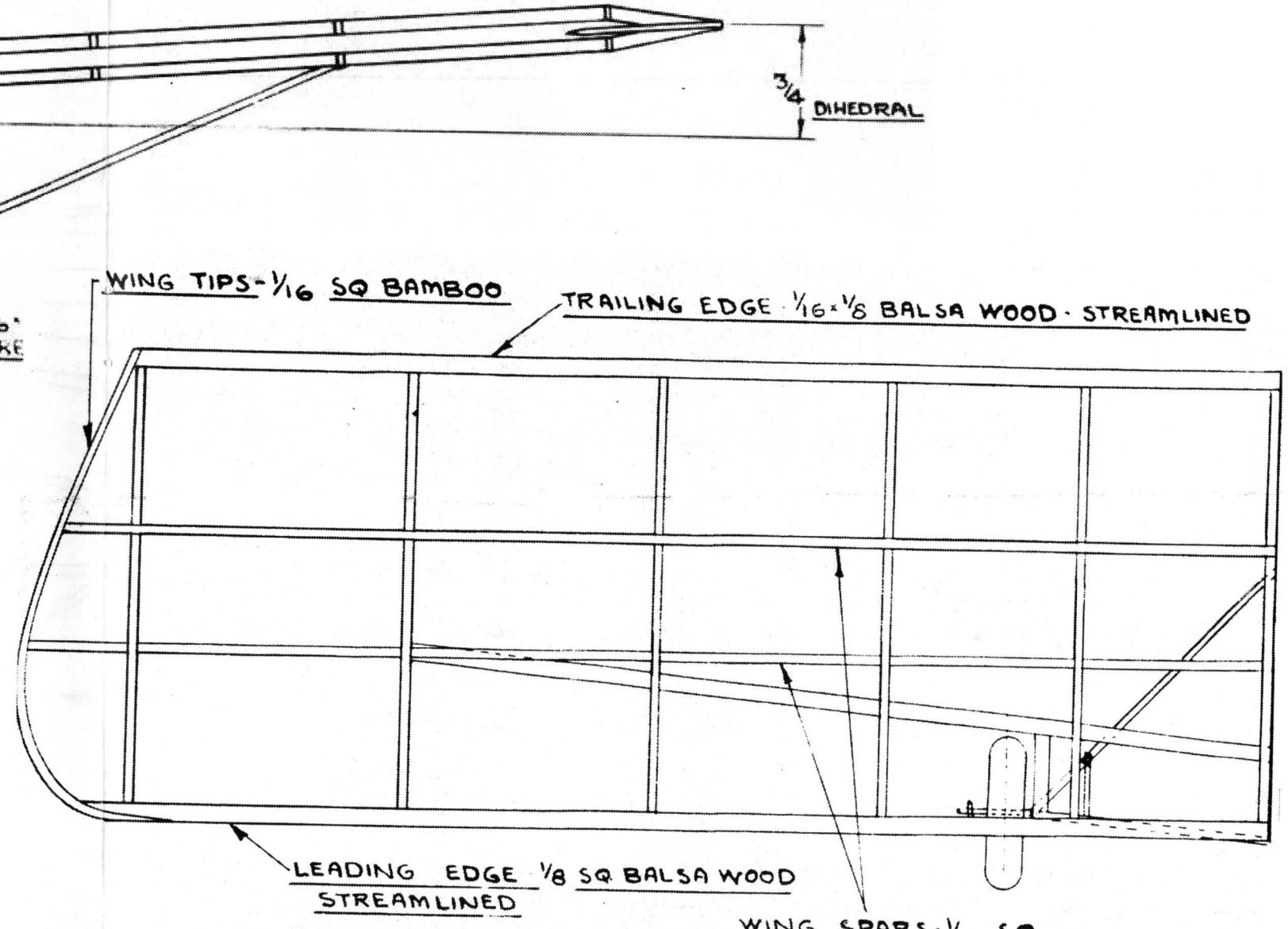


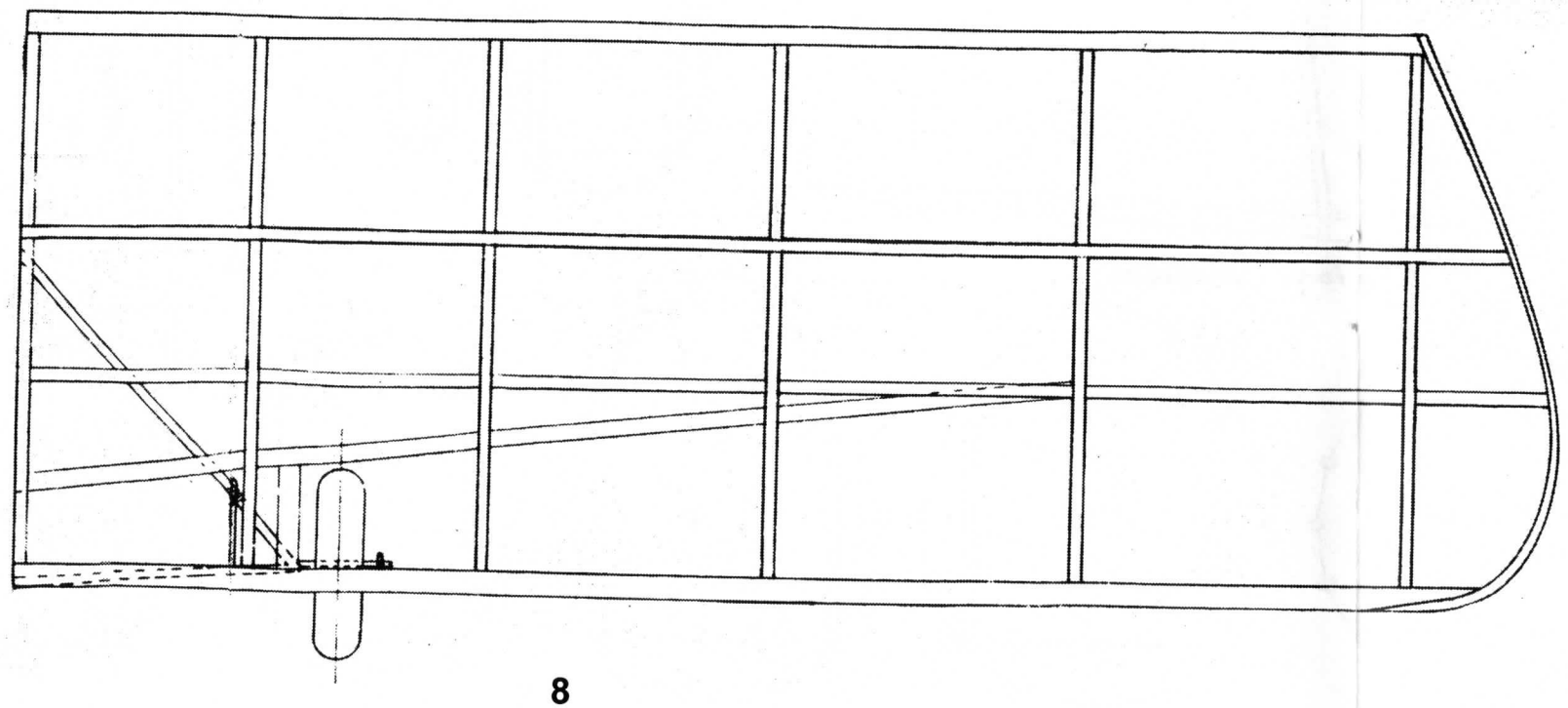
AIRCRAFT MODELS Co OF AMERICA
HARTFORD, CONN.

CURTISS ROBIN - 18 WINGSPREAD

DRAWN BY	TRACED BY	CHECKED BY	DATE
RAB	RAB		11/2/33



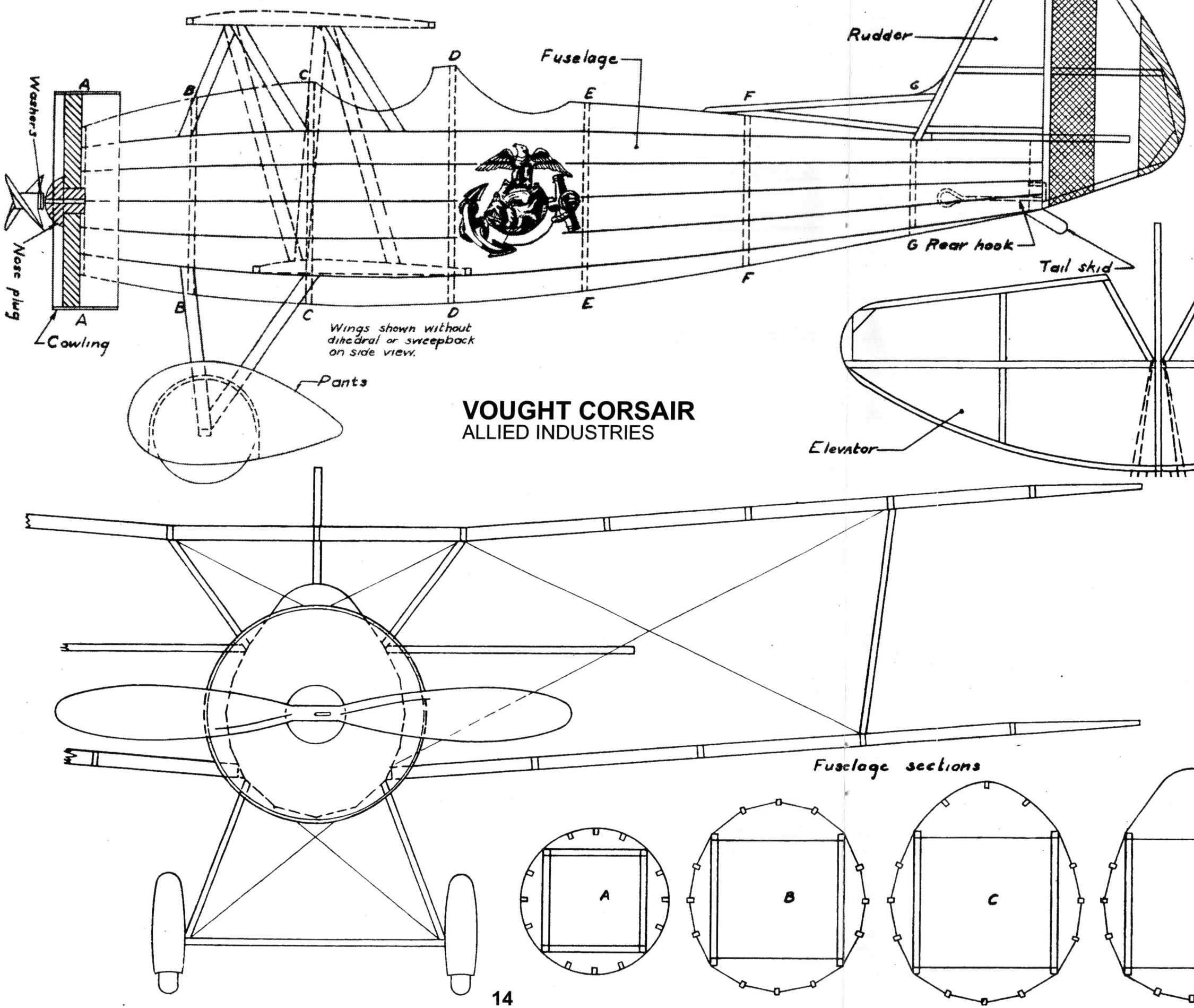


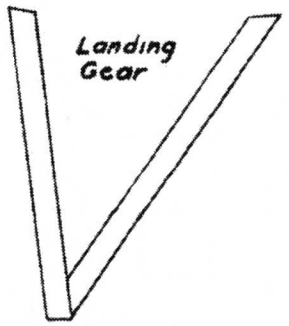


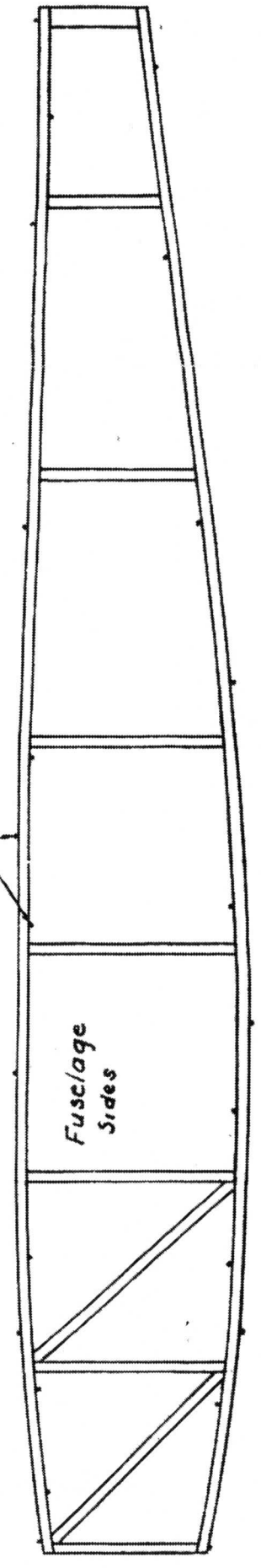
WING RIB - 1/16 THICK BALSA WOOD - 12 REQ'D.

AIRCRAFT MODELS CO OF AMERICA HARTFORD, CONN.			
CURTISS ROBIN - 18 WINGSPREAD			
DRAWN BY RBB	TRACED BY RBB	CHECKED BY	DATE 11/2/33

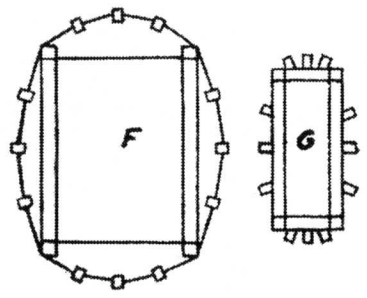
VOUGHT CORSAIR
ALLIED INDUSTRIES

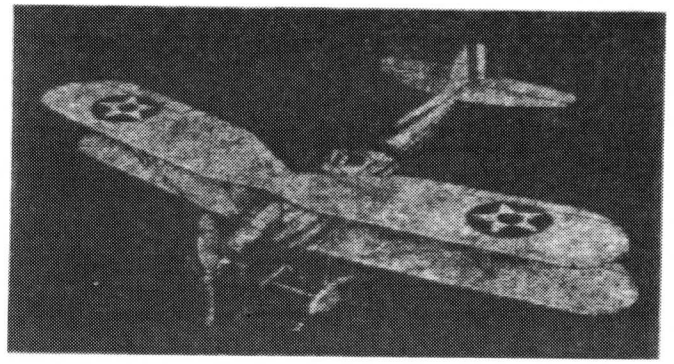


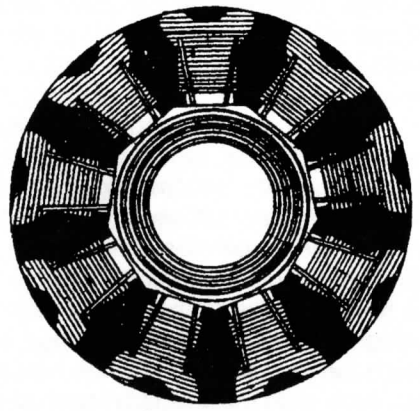




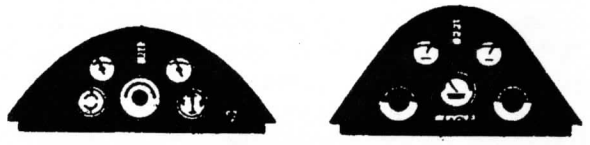
Fuselage sections





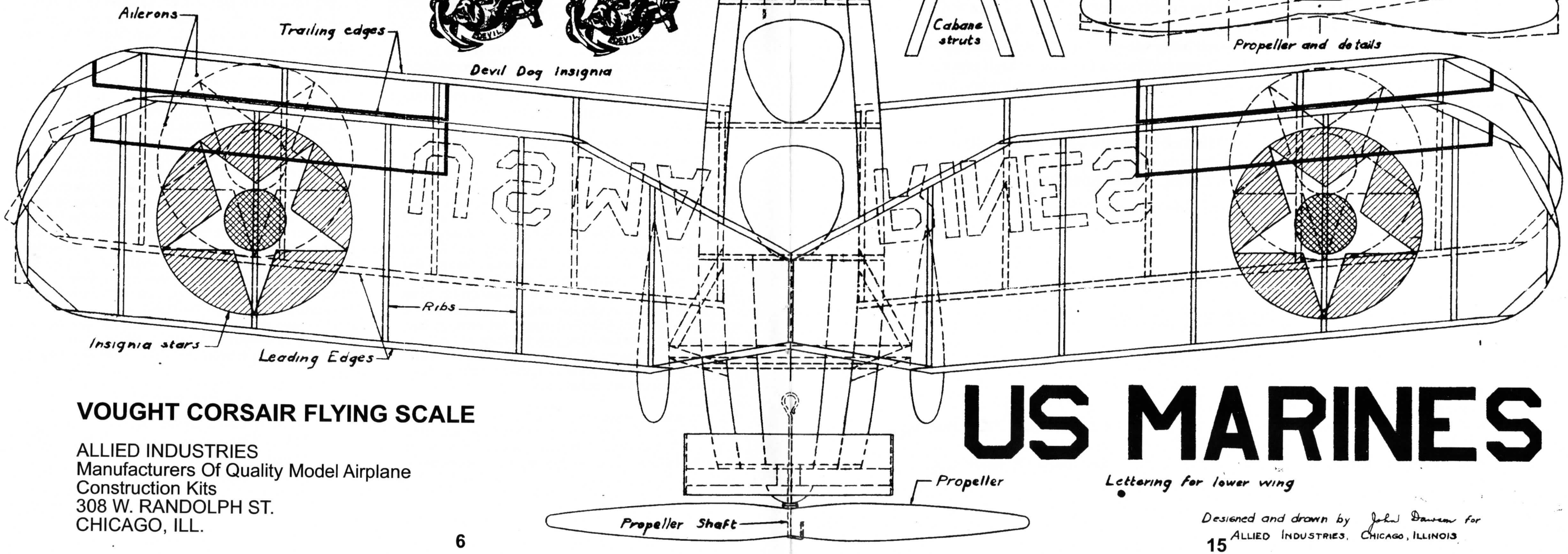


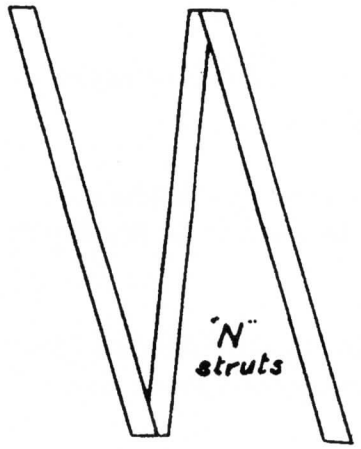
Motor

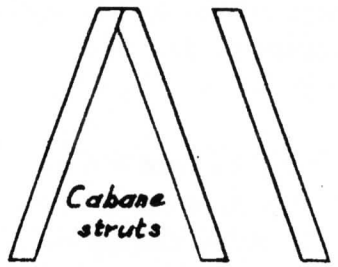


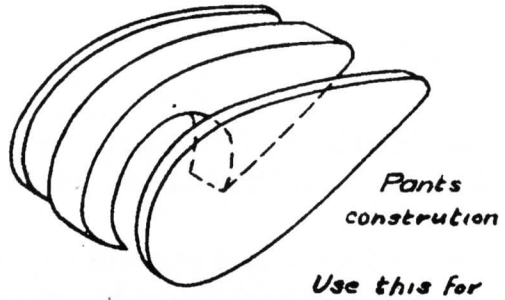
Dashboards

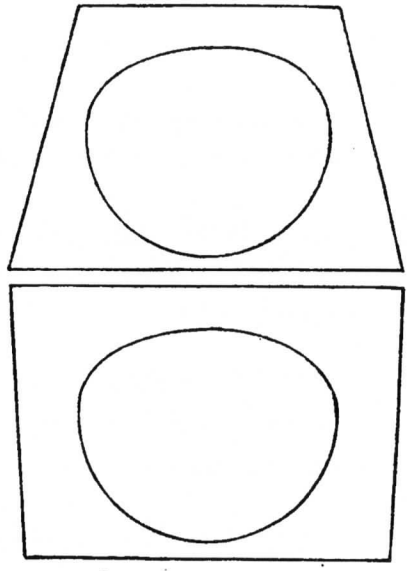
Devil Dog Insignia



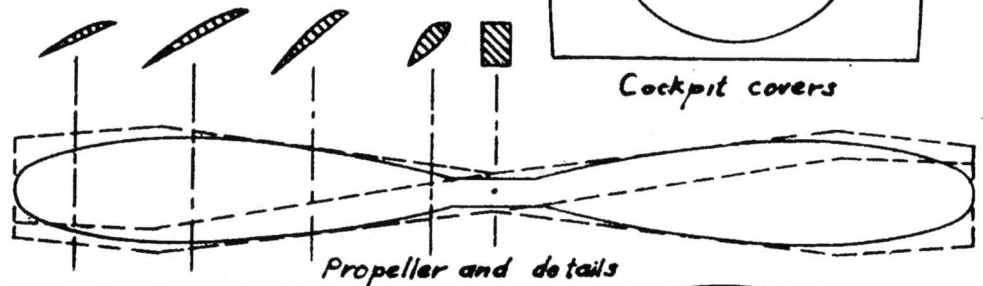








Cockpit covers



Propeller and details

US MARINES

Lettering for lower wing

VOUGHT CORSAIR FLYING SCALE

ALLIED INDUSTRIES
Manufacturers Of Quality Model Airplane
Construction Kits
308 W. RANDOLPH ST.
CHICAGO, ILL.

Designed and drawn by John Dawson for
ALLIED INDUSTRIES, CHICAGO, ILLINOIS