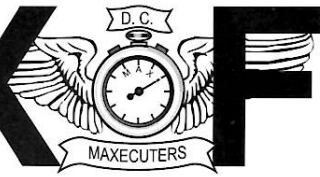


MAX FAX

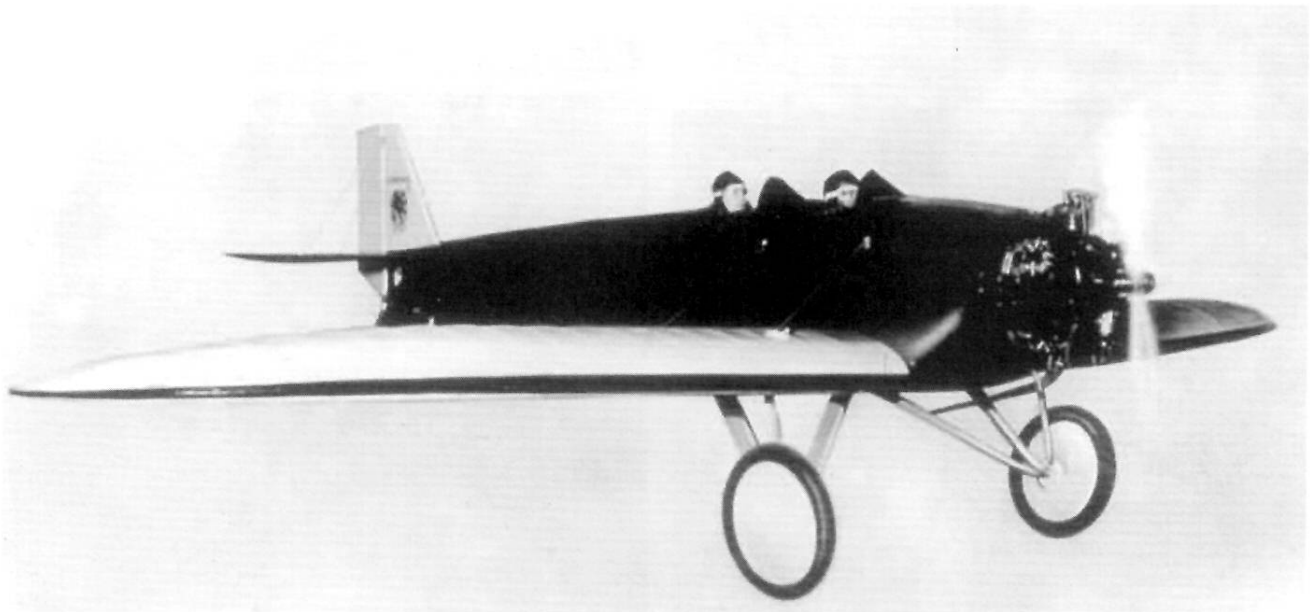


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

SEPTEMBER - OCTOBER 2008



FAIRCHILD FT-1 / MODEL 21 ISSUE

COMING ATTRACTIONS

The dates for funfly at NBM are January 11 and March 15, 2009 (both are Sundays).

There will be no flying date this Fall.

**FLYING AT BAUER CENTER HAS RESUMED
AND IS CONTINUING AT GOOD HOPE COMMUNITY CENTER**

This fall/winter flying season we are flying at the Bauer Center on Mondays from 12:45 to 2:15 pm.

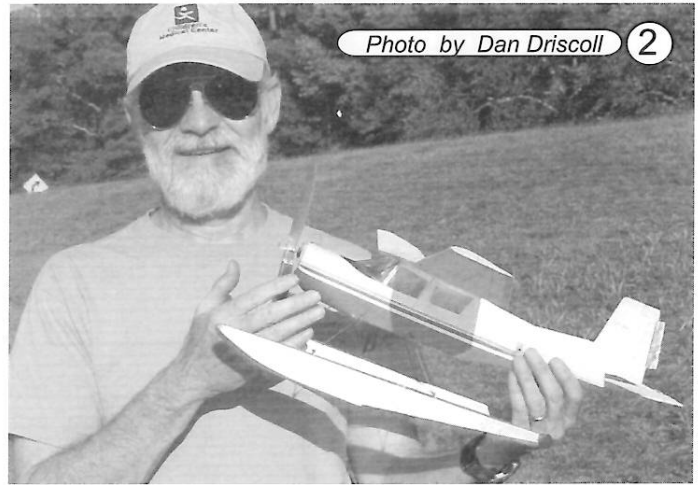
At the Goodhope Recreation Center on Thursday evenings from 7:05 to 9:00 pm.

Contact:

Norm Davison 301-460-4088, Stew Meyers 301-365-1749 <stew.meyers@comcast.net>, or Stu Natof 301-977-4334 <natofs@aol> for further details.



1 Photo by Dan Driscoll



2 Photo by Dan Driscoll



3 Photo by Julie Farrell



4 Photo by Dan Driscoll



5 Photo by Frank Rowsome

2



6 Photo by Julie Farrell

SEPT-OCT MAXFAX FAIRCHILD FT-1 / MODEL 21 ISSUE

STEW MEYERS: EDITOR

Well as usual we are running a bit late. Since the last issue, I have been to the N. Y. NEAT FAIR (that's Northeast Electric Aircraft Technology), the Fall Kudzu meet, and the Gathering of Turkeys in Pensacola, FL. I built a new Keith Rider racer in one week to replace the one I lost at the Spring Kudzu meet. That is as quickly as I have built a model in years. I also finished my Herr Aeronca 7AC, that I was building for the Spring Kudzu meet, which managed to win the Modern Civilian event at Turkeys.

On the way back from Pensacola, where Dan and I went to the Naval Aircraft Museum, we stopped at the Staggerwing Museum in Tullahoma Tenn. They were having a fly-in. Gary Larson showed up with a Cessna Airmaster on floats. This obviously will be my next Kudzu water job. I have had a Megow Airmaster framed up and ready for cover, my least favorite modeling chore, for six years.

I am going to get this issue to the printer before I leave for Wawayonda this week end. Jake Larson sent me some material including Jet Catapult plans and Dave Mitchell contributed his Fairchild 21 pseudo dimer. Yeah,

Page 2 At Dave's lake and Raeford.

1 Our newsletter editor with a Dime Scale Megow Taylorcraft on floats - It gets off the water at Dave's lake, once a year at least. When it gets wet, it gets heavy and won't do it again. This 15 year old craft needs to be replaced.

2 Wally Farrell with his Found, the winning scale ROW at the lake. The floats are from a Herr Super Cub kit that Dave Mitchell had on his winning Cessna 140 last year. The Cessna flew away earlier this year with out the floats.

3 Dave Mitchell with his Wingleader Tempest at Raeford. This show promise.

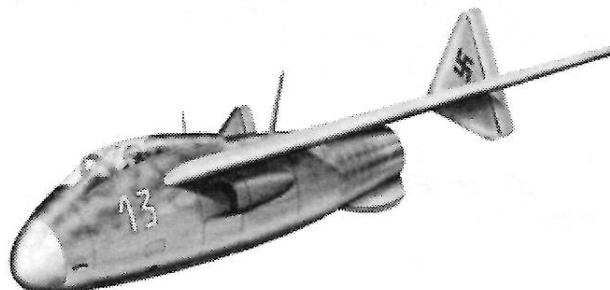
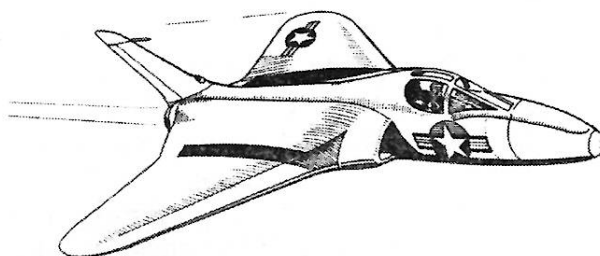
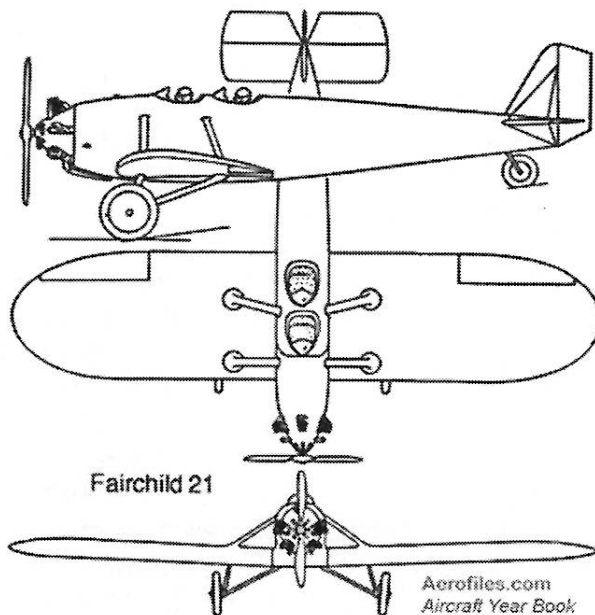
4 Dave Rees with lightweight stick ROW model at the lake. After imitating a submarine, Dave got to to fly.

5 Dangerous Dan Driscoll aced Embryo with three maxes at Raeford as well as running the contest.

6 Claude Powell winding his Tom Nallen Hurricane - Ray Rakow holding at Raeford.

I know we published an Allan Schanzel plan for this rare plane a few years ago. But this is a Dimer! I also lifted a technical tip from the www.pensacolafreeflight.org.

Just a word about the newsletter. If you have the dreaded red triple X on your newsletter, you are six months in arrears. We drop you the issue after the triple red X. Therefore, if you send in \$20, you are only renewing for six months. If you let it go that long you better re-up for \$40.



Junkers EF 128 INTERCEPTOR DESIGN

FAIRCHILD FT-1 / MODEL 21

In 1928 Sherman Fairchild still believed that the burgeoning aviation industry of the late Twenties indicated an increasing need for trained pilots. Most training at the time was being conducted in surplus World War I Jenny biplanes. Fairchild reasoned that, since he was in the business of building cabin monoplanes the aviation world needed was a simple and economical monoplane trainer. In late 1928 Fairchild engaged the services of Otto Koppen to design such a plane, to be known as the FT-1--the first Fairchild Trainer.

The prototype, which flew in 1929, was a two-place tandem open-cockpit, semi-cantilever low-wing monoplane of simple construction. The wing had the same thick, high-lift Göttingen 387 airfoil that had first appeared on the FC-1 three years earlier. The prototype plane, registered NX 8018, was powered by a 30-hp Siemens-Halske Sh-13 engine. However, a second re-designed plane X138E, was built with a British Armstrong-Siddeley Genet 5-cylinder radial air-cooled engine that Fairchild planned to build in the U.S. primarily for the trainer. The 80-hp Genet engine weighed 215 pounds and consumed gasoline at only 5.5 gallons per hour, with a Hamilton wooden propeller as standard equipment. Before the FT-1 was offered for sale, its designation was changed to Model 21, according to Fairchild's new system indicating the number of seats followed by the sequence of the design.

The FT-1/Model 21's fuselage was of welded chrome-molybdenum tubing. The wings were of conventional construction, with box spars and spruce ribs. The ailerons were balanced to compensate for yaw; their action was differential, with an upward movement of 30 degrees and a downward movement of 10 degrees. The tailplanes were constructed of built-up Alclad channels riveted together and covered with linen, forming stiff, light structures. The rudder and each of the elevators were identical and thus interchangeable.

*From Fairchild Aircraft 1926-1987
by Kent A. Mitchell ISBN 0-913322-04-0*

The landing gear was of the split-axle type and somewhat unusual for a small trainer in that, it had a wide tread of eight feet, oleo strut-type shock absorbers wheel brakes and a tail wheel (earlier training planes had tailskids with ground friction providing braking action).

The May 1929 issue of the company paper Fairchild Aviation News announced that eleven of the \$4250 Model 21 trainers had been ordered at the Second Annual All-American Aircraft Show in Detroit, Michigan. Colonial Flying Service, Buffalo, New York, ordered two; Air Services Incorporated, Akron, Ohio, ordered four; and Roosevelt Field Incorporated, Long Island, New York, ordered five. However in the same issue of the paper Sherman Fairchild himself stated, "Production of planes of the '21 type has been held back to take care of the demand for the larger '71' planes." Finally, as with the FB-3, the start of the Depression in October 1929 caused the market for the Model 21 to disappear altogether.

Specifications: Fairchild FT-1 / Model 21

Description: Primary trainer/private sport plane. Single-engine low-wing monoplane of fabric-covered wood and metal construction. Wheel or float gear. Passengers 2.

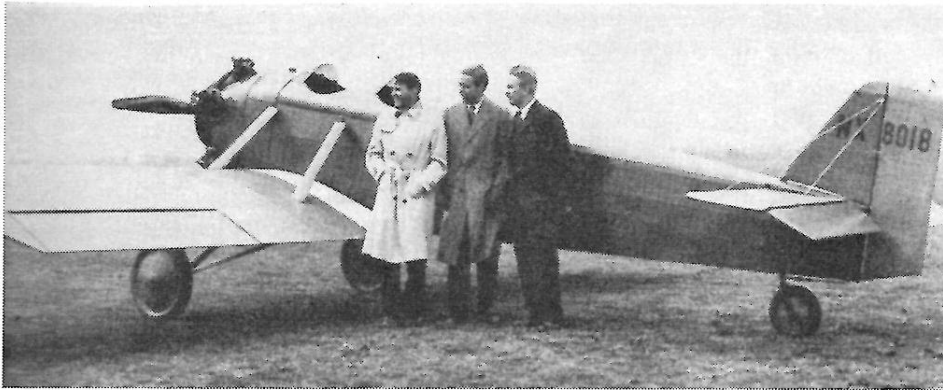
Engine: 30-hp Siemens-Halske Sh-13 5-cylinder radial air-cooled. (NX8018)

(Model 21) Armstrong-Siddeley Genet 5-cylinder radial air-cooled. (NX138E)

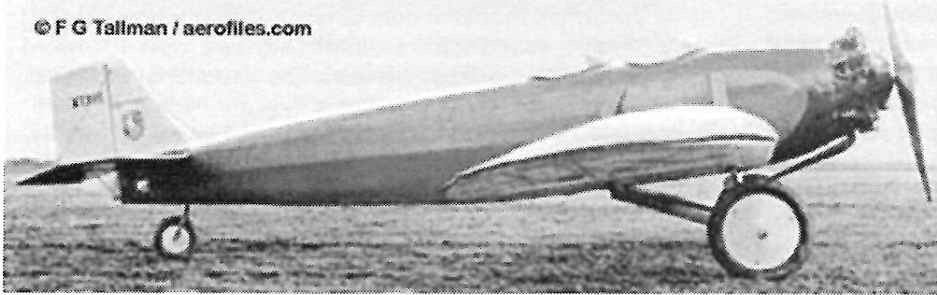
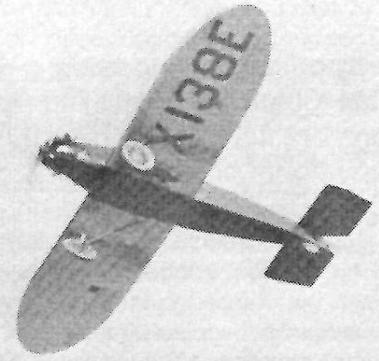
Dimensions: Span 28 ft 3 in, length 21 ft 6 in, wing area 139 sq ft.
Weights: 755 lb empty, 1250 lb loaded.

Performance: Cruising speed 90 mph, maximum 105 mph, landing 40 mph, climb 700 ft/min, service ceiling 9400 ft, range 425 miles.

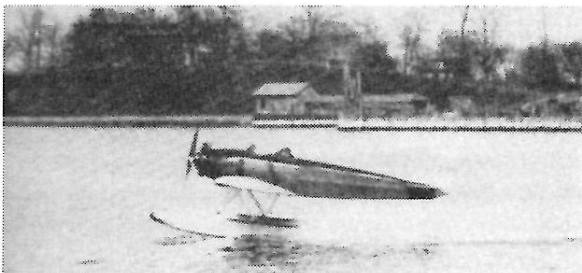
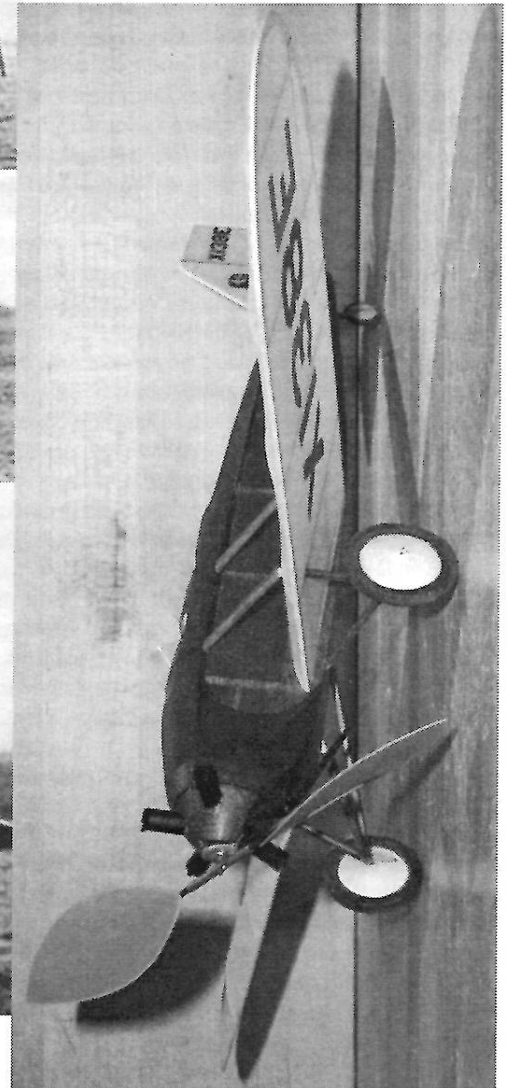
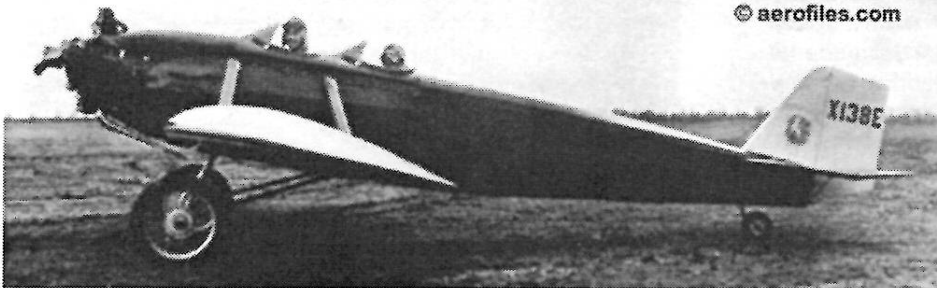
Production: FT-1, Model 21 prototypes.
Total 2



© F G Tallman / aerofiles.com



© aerofiles.com



Can you tell which one is the the model? I give a hint, it's not the X8018 on floats nor the X8018 with the three guys in front of it. The rest are all NX138E.

SKYRAY

By BILL DEAN

This profile bat wing really gets moving on its Jetex 50 power plant. The accompanying plans are full size. Two hours' working time but many hours of fun flying.

Soon after the existing world air speed record of 753.4 mph was notched up by the 'famed Douglas F4D Skyray, we decided to make a simple all-sheet replica of this unusual bat-winged aircraft. Chet Miller, Douglas public relations manager, kindly provided three-views, photos and other data on which we were able to base our plans. Previous experience with similar deltas had shown us that no dihedral was needed, and an 'S' shaped airfoil was best—and in this case we found that scale fin area was exactly right. The correct balance point was located by shifting the Jetex .50 backward and forward along the fuselage until a smooth glide resulted.

As luck would have it, the prototype had a natural turn to the right and this effectively canceled out the left-turning tendency under power caused by the side-mounted (on right) power unit. Minor trim adjustments were effected by bending the wing trailing edges and the flight pattern consisted of a steady climb curving slightly to the right, followed by tighter right circles on the glide.

Stability is as good as any conventional design and stall recovery is much, much better. Glide ratio is slightly inferior to the usual wing-and-tailplane type, but the sight of -a scale Skyray wheeling gracefully overhead is ample compensation. You might expect this to be a tricky little ship to fly, but in actual fact the F4D proved to be one of those "naturals" for model building, just like a Piper Cub or a Fokker D-8!

Now let's turn to the construction notes. Start by joining three pieces of medium-soft 1/16 in. sheet (3 in. wide), edge to edge, pinning them down flat on the building board (see dimensioned sketch on left of plan). Trace the actual outline of the wing (A) onto these joined pieces of sheet and cut out.

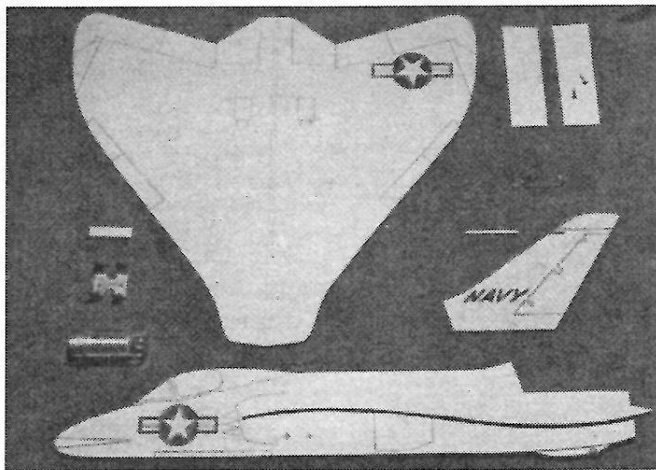
Trace the fuselage (B) onto medium-hard 1/8 in. sheet and the fin (C) onto medium-soft 1/16 in. sheet, noting the wood grain direction. Cut out these parts, then pierce two holes in the fuselage to take the screws for the Jetex mounting clip and cement a rounded matchstick in the upper fin slot. Now trace the markings—such as the canopy, insignia, U/C doors and control surface outlines—with a soft pencil. Go over the pencil lines with a ball point pen, using a straight edge as a guide where possible.

Mark the fuselage location on the wing with two soft pencil lines (top and bottom), then cement the wing in the 'S' shaped fuselage slot. Make sure the wing squares up with the fuselage in the front view and hold the two parts together with pins until the cement dries. Cement the fin to the fuselage, making sure that it is quite upright.

Cut a 1 in. length of hard balsa 1/4 x 1/8- in. and cement this to the left side of the fuselage, over the mounting -clip holes. Now screw and cement the clip to the right hand side, so that it is parallel to the lower edge of the fuselage. The version in the photograph has clip on other side, in which case opposite turn adjustments should be made. Cement strips of asbestos paper to the fuselage and the wing, back of the mounting clip, to prevent these parts from becoming scorched.

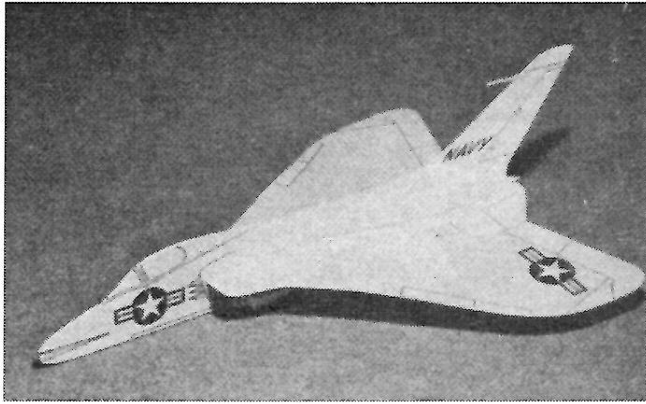
Cement a paper clip to the underside of the left wing tip as indicated to counterbalance the side-mounted power unit. Push a pin into the top of the fuselage, 1/16 in. behind the first join in the wing sheet. With a loaded motor in place, the model should balance levelly at this point. If tail heavy, unscrew the mounting clip and move it forward slightly. If nose heavy, move the mounting clip back slightly.

Test glide from shoulder height in the usual way, bending the wing trailing edges up or down for trim adjustments. Make the model circle gently right by bending up the right trailing edge a little. Leave the fin at neutral. When you are satisfied with the glide, light the fuel igniter wick, wait for several seconds for the thrust to build up, then launch smoothly on a level keel. A shallow climb to the right should result, followed by a slightly tighter circle in the same direction after the charge is expended. Avoid flying over wet grass as this will cause the wing to warp and spoil the trim.



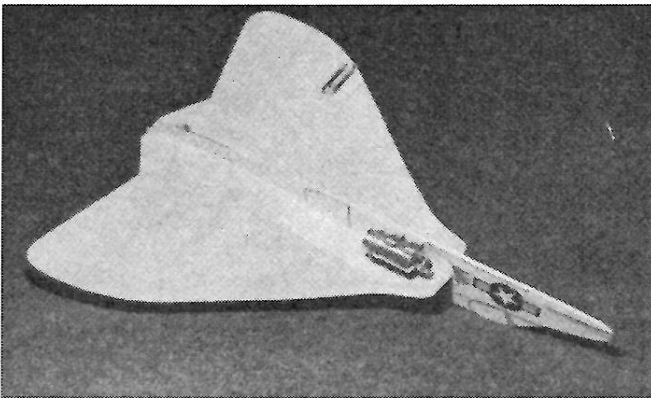
Sheet wing slides into slot in fuselage and assumes proper shape. Novel S-shaped airfoil section has proved best for this type of ship. Odd fact about deltas is their stability without dihedral. Sweepback has same effect.

Jake Larson sent in a traced plan for this model and noted it came from the OCT 1954 Model Airplane News. Tom Schmitt my reliable source had the mag. So I was able to scan the originals and include this article. I don't know if it will make a good catapult model, but I am going to try it. I trust you can look up you own scale docs on this not so rare bird.



Although only a profile, there is delightful air of realism; enhanced by some careful detailing of the control outlines, insignia, and so on, with a soft pencil.

Underneath view showing off-center mounting of Jetex and



its asbestos strip. The paper clip counterweight to the motor indicates the size of the finished model.

The F4D described

In service, the F4D-1 was nicknamed the "Ford" due to its "eff-four-dee" designation. Although the delays in development ensured that the Skyray had a short operational history, pilots really admired its capabilities. It had a terrific rate of climb; following some informal climb trials by Bob Rahn in a production Skyray in 1955, Marine Major Edward N. LeFaivre used the Ford to establish a set of world climb records in May 1958. It was also very maneuverable, featuring an incredible rate of roll.

Air Force pilots flew the F4D, no doubt with an eye to assessing its strengths and weaknesses. It did have weaknesses, significant ones, with lists of flight restrictions placarded in the cockpit to make sure pilots didn't forget them. Along with its agility came a degree of instability, particularly in the critical transonic speed range. This does not seem too surprising given the aircraft's aspect in the top view, which suggests some of the aerodynamic features of a pancake; it also had a steep glide ratio, being described as a "lead sled".

One pilot said the Ford's handling "bordered on the bizarre." In fact, there were some test pilots who despised the F4D and felt it should have never been accepted into

operational service. This appears to have been a minority opinion, but even the Ford's admirers admitted its instability made it a handful for a relatively inexperienced pilot. Skilled pilots who liked the machine also found it tiring to fly for long distances: keeping it on the level was a continuous balancing act. Of course, modern digital fly-by-wire flight control systems would have tamed the Skyray, even exploited its instability to optimize maneuverability, but such technology was almost unimaginable in its day.

Stability is regarded as a good feature for carrier landings, and getting a Skyray on deck could be tricky, one pilot saying that was where "the Ford really got your attention." The wing was big, giving low wing loading, meaning the aircraft tended to be overly responsive to air disturbances. It tended to "skid out" when the landing gear was lowered, because one main gear would drop before the other. One pilot compared it to "standing on top of a pencil", not a particular issue for daylight landings in clear weather but "not so good" for instrument landing conditions.

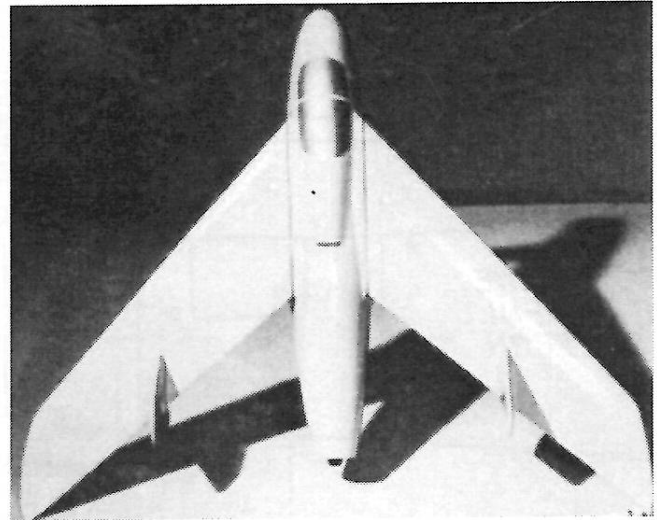
The F4D-1 had a high angle of attack (AOA) on its critical carrier approach, but pilots claimed the forward visibility was excellent and that was not such a problem. On the other side of the coin, one pilot who didn't like the thing pointed out that the tailfin would be masked out by the wing at high AOA, reducing the aircraft's controllability still further, with low speed flight amounting to "a series of wallowing, half-roll, half-sideslip maneuvers that made the bird look drunk." Another Skyray pilot commented on watching one of his colleagues make "seven unsuccessful passes at the deck. We thought we might have to shoot him down, but on the eighth attempt he landed."

Takeoffs could be tricky -- the main gear didn't go up together, either, causing the aircraft to skid out again -- though once pilots got used to the Ford they didn't have a problem with it. However, it was regarded as something of an amusement to watch green pilots try to get it off the deck. In general, it seems that the Ford's eccentricities were not regarded by most pilots as anything all that threatening, and those who enjoyed flying the machine said its idiosyncracies helped make it fun to fly.

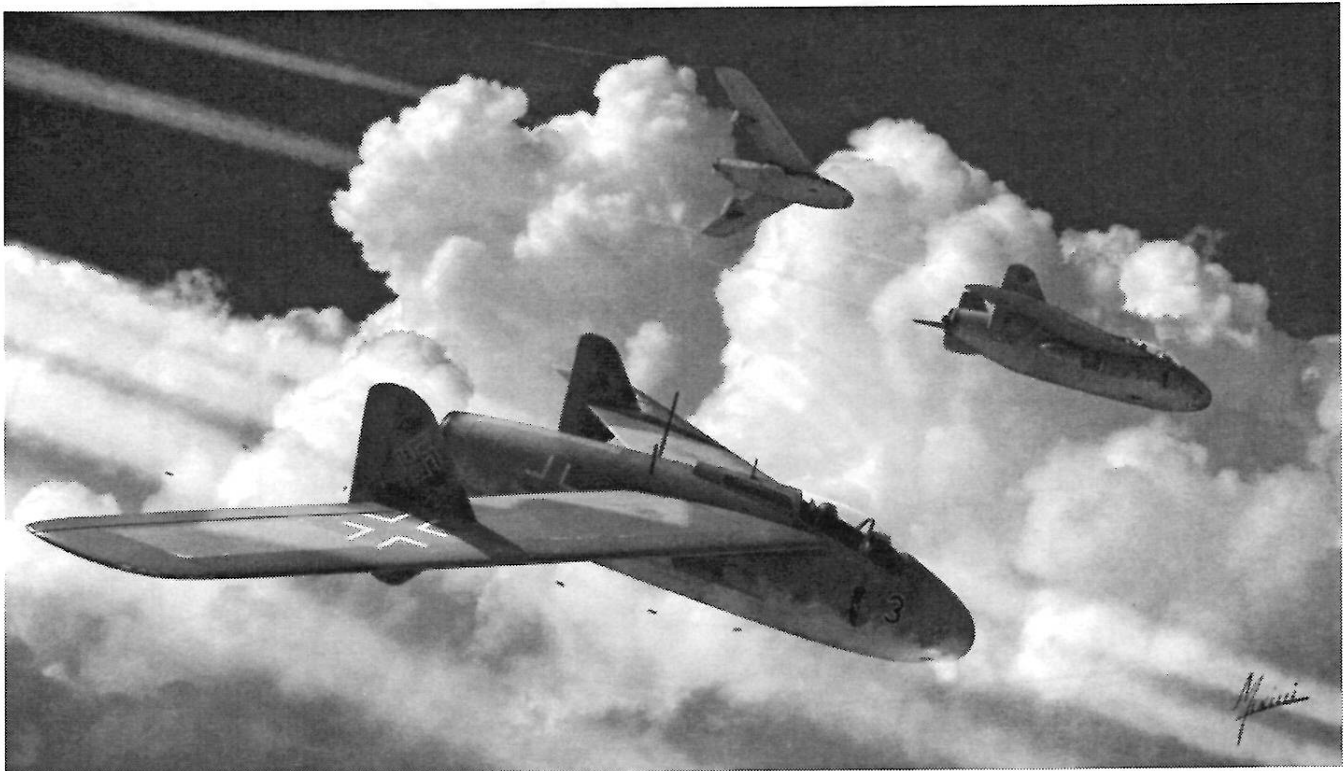
The F4D also had a number of difficulties common among jet fighters of its generation. The cockpit was an ergonomic slum; this was not unusual in those days, the term "ergonomics" having hardly been invented, but pilots complained that the stick blocked the view of the radar display, evidence of the fact (obvious to anyone who's ever worked in a development environment) that engineers can be clueless at times. To add to the embarrassment, the simple solution to the problem was provided, not by Douglas engineers, but by a Navy ground crewman who was clever with his hands. He lifted two small mirrors from his wife and fitted them into a cardboard frame to build a periscope so the pilot could actually see the radar screen over the top of the stick. This scheme worked so well that the Navy ordered construction of a formal periscope with a plastic housing, and installed them in Fords in service as standard gear. A total of 420 Fords were built by the time production ended in 1958.

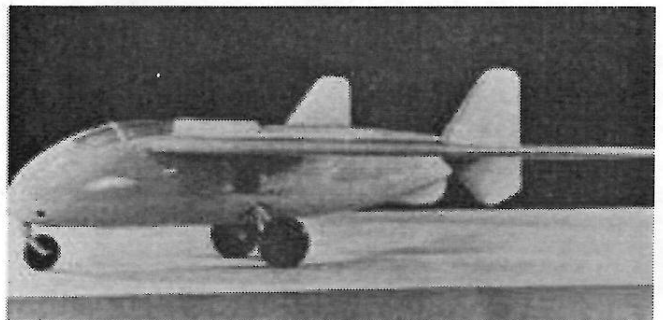
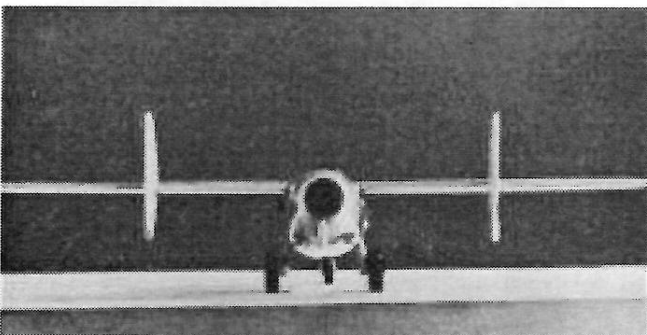
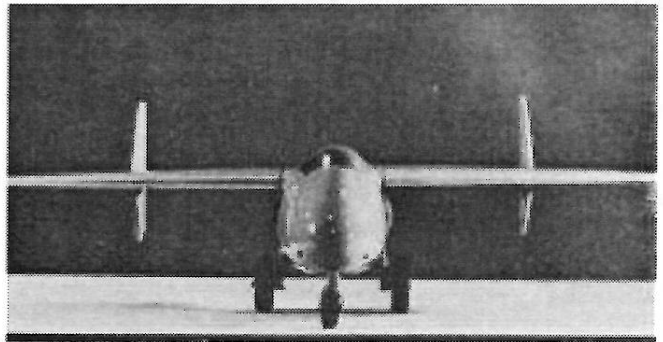
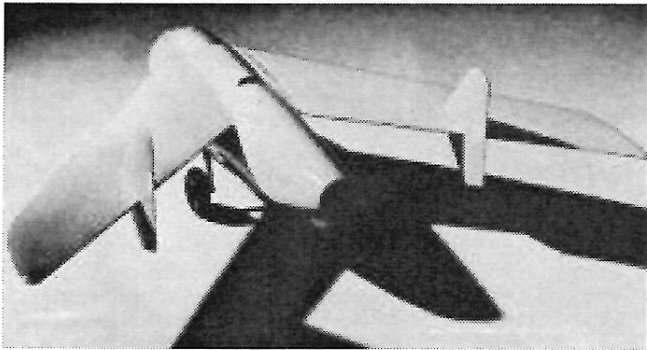
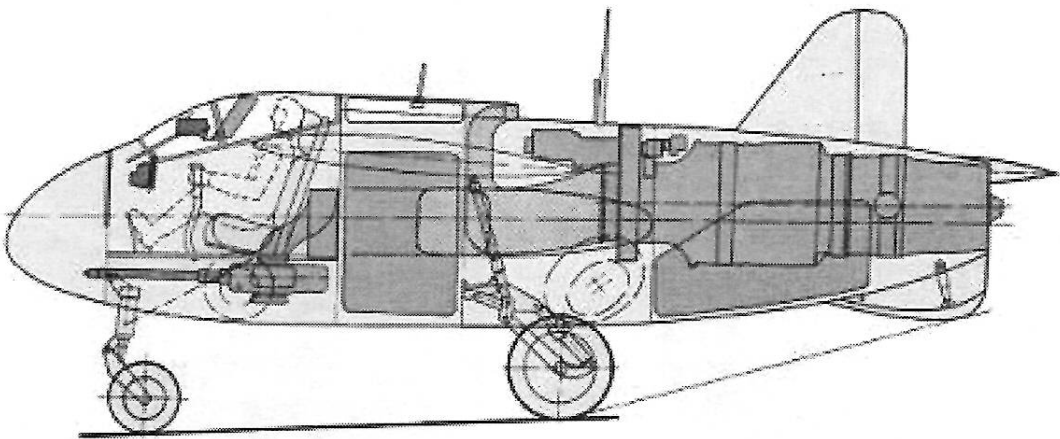
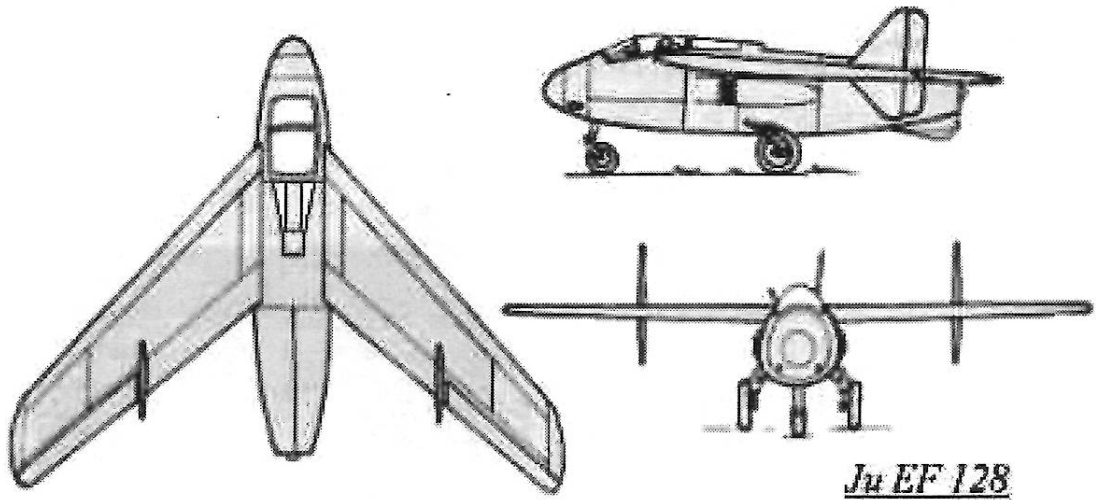
Junkers EF 128

This Junkers design was submitted for the Emergency Fighter Competition in February 1945. The fighter had air intakes at the fuselage sides to divert the boundary-layer air flow to a vent outlet aft of the cockpit fairing. The wings were of wooden construction, swept back 45 degrees and had two small vertical fins and rudders on the wing trailing edges. 540 liters (143 gallons) of fuel were contained in the wings, and a further 1025 liters (271 gallons) were contained in a fuselage tank located just behind the cockpit. A pressurized cockpit was provided with an ejector seat and armor (protection from 12.7 mm rounds from the front, and 20 mm rounds from the rear). Power was supplied by a Heinkel-Hirth HeS 011 jet engine, and two MK 108 30 mm cannons were installed in the sides of the fuselage nose with 100 rounds each, with a provision for two more. Good results were obtained with a completed wind tunnel model, and a mock-up fuselage with an HeS 011 jet was built for tests in which it was to be mounted above a Ju 88. An additional night fighter/all-weather fighter with a lengthened fuselage and room for a second crew member was also in the design phase, but neither project was completed due to the war's end.



Engine: 1x Heinkel He S 011
Wing Span: 8.90 m
Length: 7.05 m
Height: 2.65 m
Weight: Empty 2,607 kg
/ Loaded 4,077 kg
Maximum Speed: 990 km/h
Ceiling: 13,750 m
Range: N/A
Crew: 1
Armament: 2x 30mm cannons

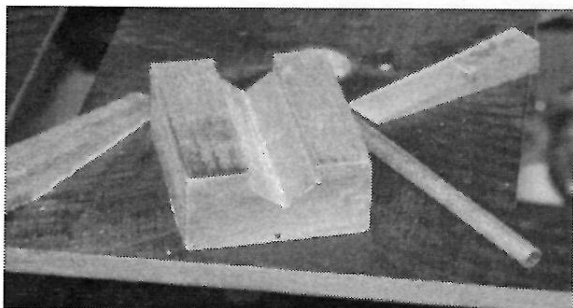




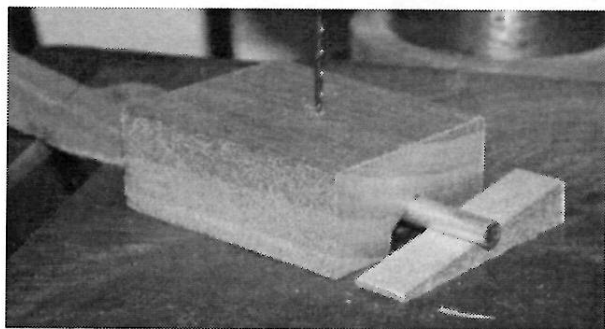
CENTERING A HOLE IN A TUBE OR DOWEL

by George White

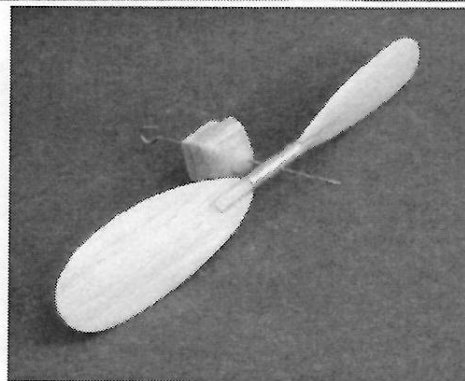
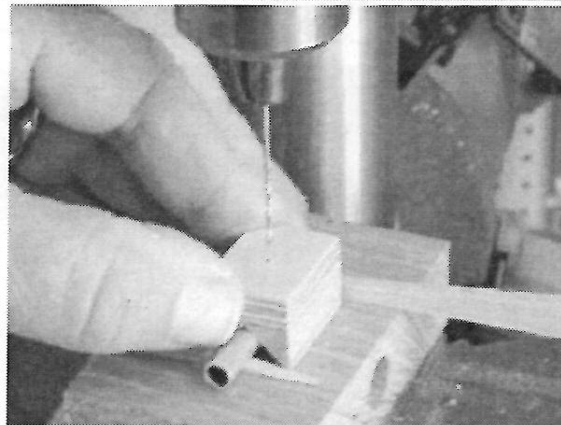
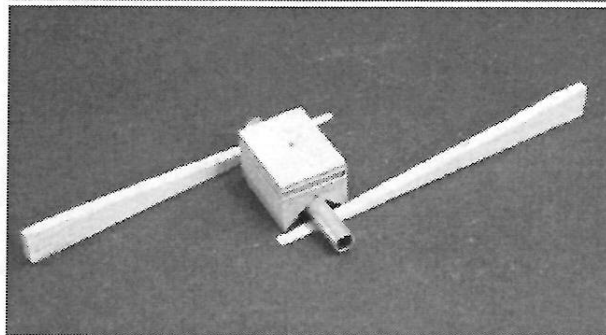
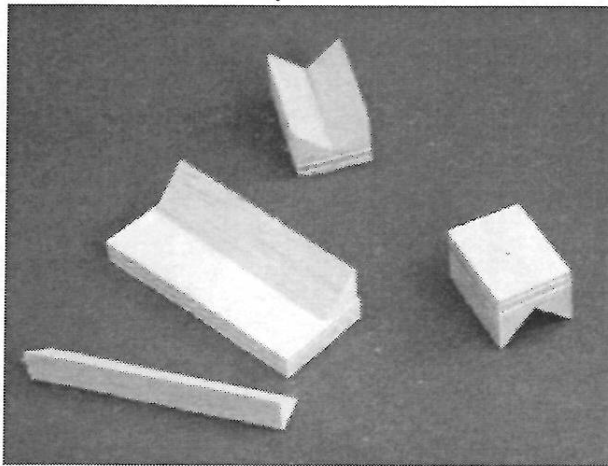
After suffering numerous failures in my attempts to drill holes in dowels and aluminum tubing to be used as prop hubs on molded props, I started sending emails to some of the "older boys" asking how to do it. Dave Mitchell in Virginia finally set me on the path to doing it right. Here's how to make a jig to solve the problem. If you don't have one yourself, you'll need to find a friend who has a table router and a "V" router bit. I started with a piece of 1X2" reasonably hard wood which was about a foot long and routed out a "V" about 3/8" deep in the wood (note, you aren't likely to be able to make that cut in one pass without burning the wood, so do it gradually). The reason for making the "V" that deep into the wood is to allow you to drill various size dowels or tubing. Cut the block into small pieces so you can deal with short pieces of tubing or dowels as seen in the photo below. You'll also have some to give to friends!! Turn the "V" face up on a drill press and carefully drill a hole equal to the size prop shaft you plan on using —this must be drilled exactly in the apex of the "V" groove.



Cut a couple of basswood wedges as shown. I used 5/16" square hardwood stock from Lowe's. Then all you have to do when you're ready to drill the dowel/tubing is turn the jig over, use the wedges to shove the dowel/tubing into the apex of the "V" as far as it will go, run the drill bit through the hole you made in the jig, and drill away. The jig is easily held in place with your fingers, or if you are digitally challenged, use a clamp. You'll then have a piece of dowel/tubing with a hole which is centered through the diameter.



No sooner had I written the first part of this article than Al Pardue, with whom I'd been in discussions about the subject, sent me four photos of perhaps a simpler way, especially if you don't have access to a router table. The photos are self explanatory.



CAROLINA KUDZU CLASSIC: CALM, CLEAR, COMPETITIVE, COLOSSAL

by *Dave Mitchell*

The Fall Kudzu meet in Goldsboro/Raeford, NC fell on what was possibly the finest weekend for flying in the history of humankind. The forecast had projected temperatures in the high 70's and low 80's for both Friday and Saturday and practically zero wind. We all know what weather forecasts are generally worth, especially regarding wind, but this was one of those rare occasions when the smiling faces on the TV got it spot on.

The fun began on Friday afternoon at 4:00 at the lake near Dave and Marie Rees' house in Goldsboro. Traditionally, everyone gathers first at Rees Manor, chews the fat for a bit, and then we strap Dave's canoe onto a van and head to the water. Participation in this phase of the competition fluctuates from year to year, but this time around we had a strong group of flyers who were willing to test their mettle against the aqua velvet. Conditions were perfect, and many excellent ROW flights were recorded. Wally Farrell led the way with his Found Centennial, which logged two perfect flights perched on newly installed floats lifted from a Herr Engineering Piper Super Cub kit. These floats, covered in waterproof Litespan (now known as CoverLite, available from CoverRite) had previously worked very well for my Cessna 140 (Bill Schmidt design from the Dare kit) and proved an excellent match for the Found as well. Other flyers who recorded successful ROWs included Stew Meyers, Dan Driscoll, Dave Rees and John Diebolt. Stefan Prosky also managed to get his Phantom Splash off the water, for about .698 seconds. Don't laugh--if you saw that thing you would be impressed too. Dave's "Pie In The Sky" ROW Stick design couldn't get unstuck from the water, but did prove adept at transforming itself into a submarine; after the plane dug in a float at launch the big prop got into the drink, and ever so gracefully twisted and pulled the airframe underwater until the only things visible were the three foam floats, skating slowly across the surface of the lake. It looked like a cherry red praying mantis performing a water ballet routine, pure visual poetry. Also striking was John's last flight of the day: his red-purple SaranW rap covered stick job stood out beautifully against the late afternoon blue sky as it circled overhead. Out on the lake, Julie Farrell capped a perfect day of airplane retrieval with a neatly executed one-and-one-half somersault out of the canoe, earning a 9.7 score from the judges and the admiration of all present for her diligent service. Decamping concluded, we convened at McCall's for dinner to eat, brag, rag and finally flag---time to retire to our respective hotels and get ready for the next day in Raeford.

Saturday dawned chilly, calm and clear: we all spent the early part of the morning setting up our gear, touching base, waiting for the heavy dew to burn off and throwing up the occasional test flight. By about 9:30 everything was dry as toast and warming up, and flying began in earnest. The Raeford meet always attracts a fascinating mix of flyers competing across several disciplines, from the AMA events, which focus on gliders, to the traditional FAC rubber events. There is a lot going on, all packed onto a relatively small field. The inclusion of the FAC Scale Jet Catapult event provides a neat bridge between the AMA and FAC guys, and there is much interplay between the two camps--despite the different classes, the whole thing reads as one highly cohesive meet. This meet also regularly features at least some degree of junior flyer participation; if you can't remember the glow that lights up the face of a kid who has just put in a great flight, then you need to find a meet where some junior flying is going on and get reacquainted!

The weather was beautifully calm, allowing everyone to focus on pure flying. Fly-offs were few: there was consistent directional variance to the very light winds, but nothing difficult. It was a GREAT day for trimming out froward airplanes---if you couldn't get your particular drama queen to behave on this day, then you need to rethink your devotion to that plane...

As usual, Wally was meet champ. He's such a nice guy that we don't think ill of him for dominating us like this year after year. President Prosky got his big, beautiful Bonanza going late in the day---not a plane that you see in the air very often as a free flight, and a real treat to watch. The glider guys were putting up great flights all day; John had one outstanding minute-plus flight with his FAC scale jet catapult to win that event. If you have ever tried trimming out one these touchy birds, you will understand what an achievement that is! Frank Rowsome took advantage of the good weather to dial in his Don Srull-designed Lippisch and take the FAC Scale prize.

The highlight of the meet had to be the Dave Rees/Claude Powell showdown in WWII Mass Launch. Last in the sky, Dave and Claude's planes were duking it out. Dave's plane had all the altitude, but Claude's plane just would not go down, circling in an uneasy, weak cruise two feet off the turf. With at least 15 feet of altitude in hand Dave's prop began to freewheel, and then the unthinkable happened: his glide utterly failed him, and he dropped out of the sky like a rock as Claude's plane, gasping, spent its last winds, rode a bit of ground effect, and settled in for a half-second victory. The rapt audience roared its approval of the spectacle. If this is not great sport, I don't know what is.

Note: there were only two flyaways, Dave Mitchells' new Piper vagabond and Wally Farrell's Catapult glider. DT's on both failed.

Fall Kudzu Meet - Goldsboro and Raeford, NC – October 3 and 4, 2008

Friday ROW Winners:

Stick (3 flew) – John Diebolt **Cabin** (2 flew) – Wally Farrell **Scale** (3 flew) – Wally Farrell

Saturday Events: 23 registered flyers.

WWI Biplanes (7 flew)		
1	Frank Rowsome	D-VII
2	Wally Farrell	Albatross
3	Don Reed	D-VII

Combined Racers (7 flew)		
1	Wally Farrell	Smoothie
2	Dave Mitchell	LT Meteor
3	Claude Powell	Caudron

Navy Scale (6 flew)		
1	Wally Farrell	Skyraider
2	Dave Mitchell	Avenger
3	Bob McLellon	Hellcat

WWII Fighters (7 flew)		
1	Claude Powell	Hurricane
2	Dave Rees	Fulmar
3	John Houck	IL-2

Modern Civil (8 flew)		
1	Dave Rees	Piper Sup. Cr.
2	Stew Meyers	Aeronca 7AC
3	Claude Powell	Jodel

P-30 (5 entered)		
1	Andy Ringlien	Whirly 2003
2	Hannah Ringlien	Sparrowhawk
3	Wally Farrell	Square Eagle

Embryo (4 entered)		
1	Dan Driscoll	Future Nit
2	Brad Glass	Mr. Malcom
3	Wally Farrell	Nit

Golden Age (6 entered)		
1	Wally Farrell	Gadfly
2	John Houck	RWD-5
3	Dave Rees	Vega

Dime Scale (8 entered)		
1	John Diebolt	BAT
2	Wally Farrell	Staggerwing
3	Frank Rowsome	Fokker D-7

FAC Scale (8 entered)		
1	Frank Rowsome	Lippish P-13
2	Dave Rees	Cant
3	Wally Farrell	Vultee GB-11

AMA Catapult Glider (9 entered)		
1	Wally Farrell	
2	Don Reed	
3	Andy Ringlien	

FAC Jet Catapult (10 entered)		
1	John Diebolt	AR-234
2	Wally Farrell	Canberra
3	Dave Mitchell	Gnat

AMA HL Glider (3 entered)		
1	Kit Bays	Slapshot
2	Andy Ringlien	
3	Steve Hall	Sweepette

Grand Champ – Wally Farrell

Page 19 All these photos at Raeford.

7 Bob McLellon with his Earl Stahl Stinson. It flies as good as it looks.

8 Stefan 's Bonanza looked good, but proved hard to trim. He finally got it in the groove at the end of the day.

9 Mary and John Houck ready to wind John's Navy Fairchild XNQ-1.

10 Joe Hurdle can't even build a simple catapult glider without turning it into a work of art.

11 Ringlien family fun at the KUDZU contest.

12 John Diebolt our Spring CD at Raeford and Carl Dowdy with gliders

13 Not sure what Dangerous Dan is complaining about -- maybe his catapult glider dorked? He does better with the rubber attached to a propeller.



7 Photo by Julie Farrell



8 Photo by Julie Farrell



Photo by Julie Farrell 9



10 Photo by Dan Driscoll



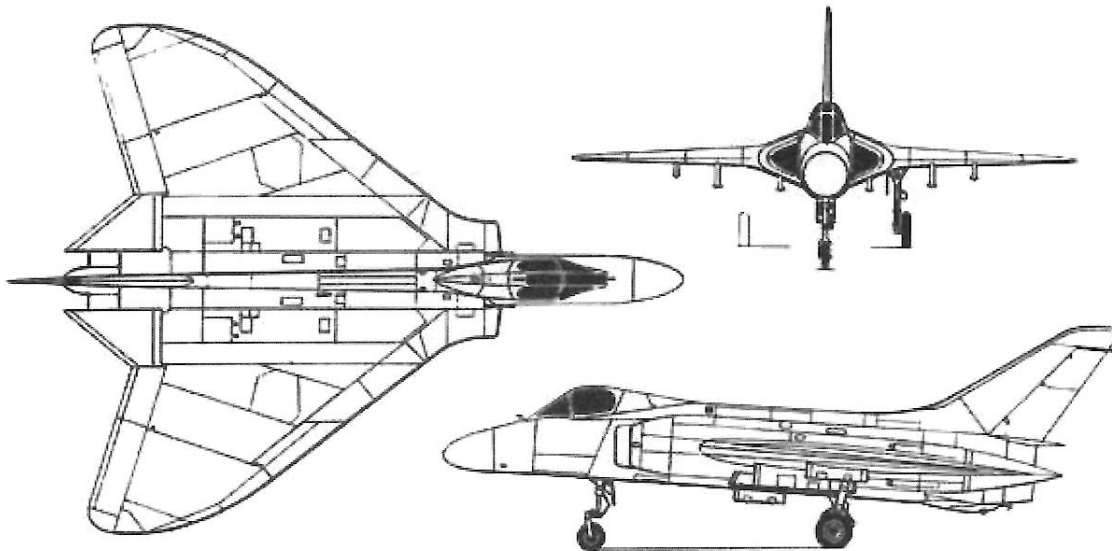
11 Photo by Julie Farrell



12 Photo by Julie Farrell



13 Photo by Julie Farrell



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.

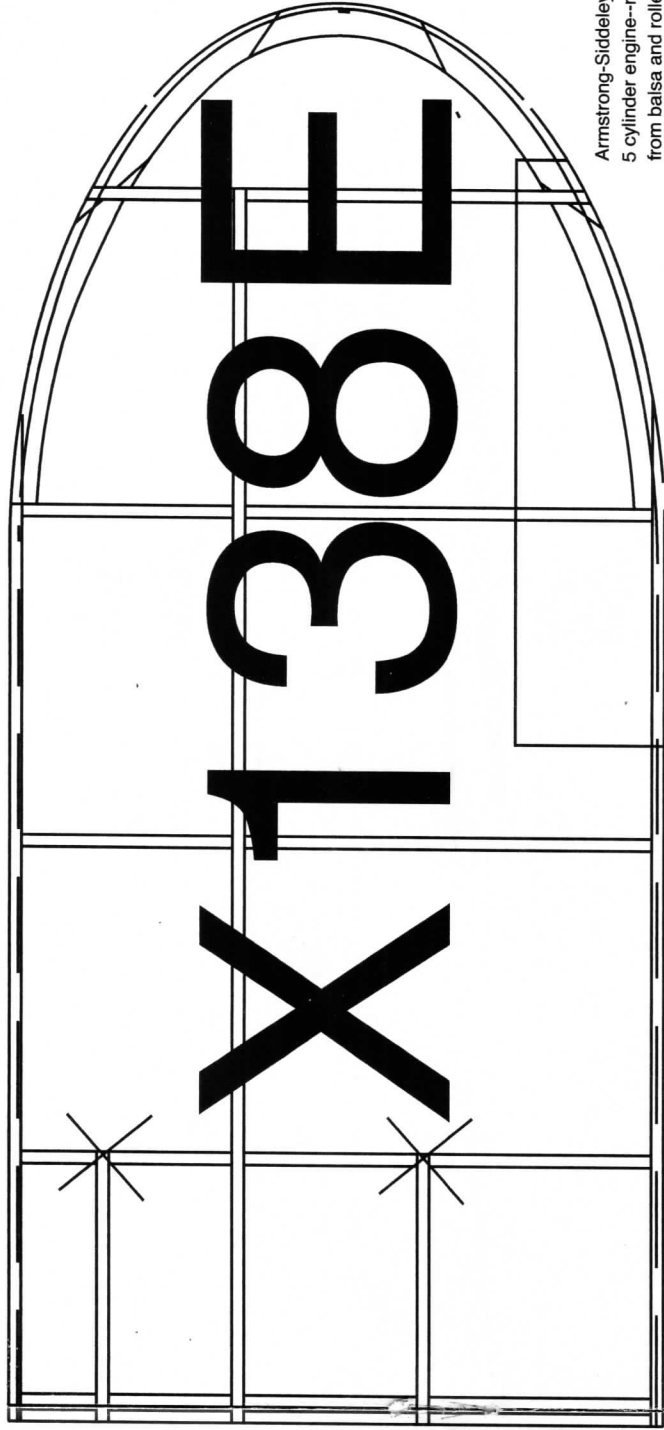
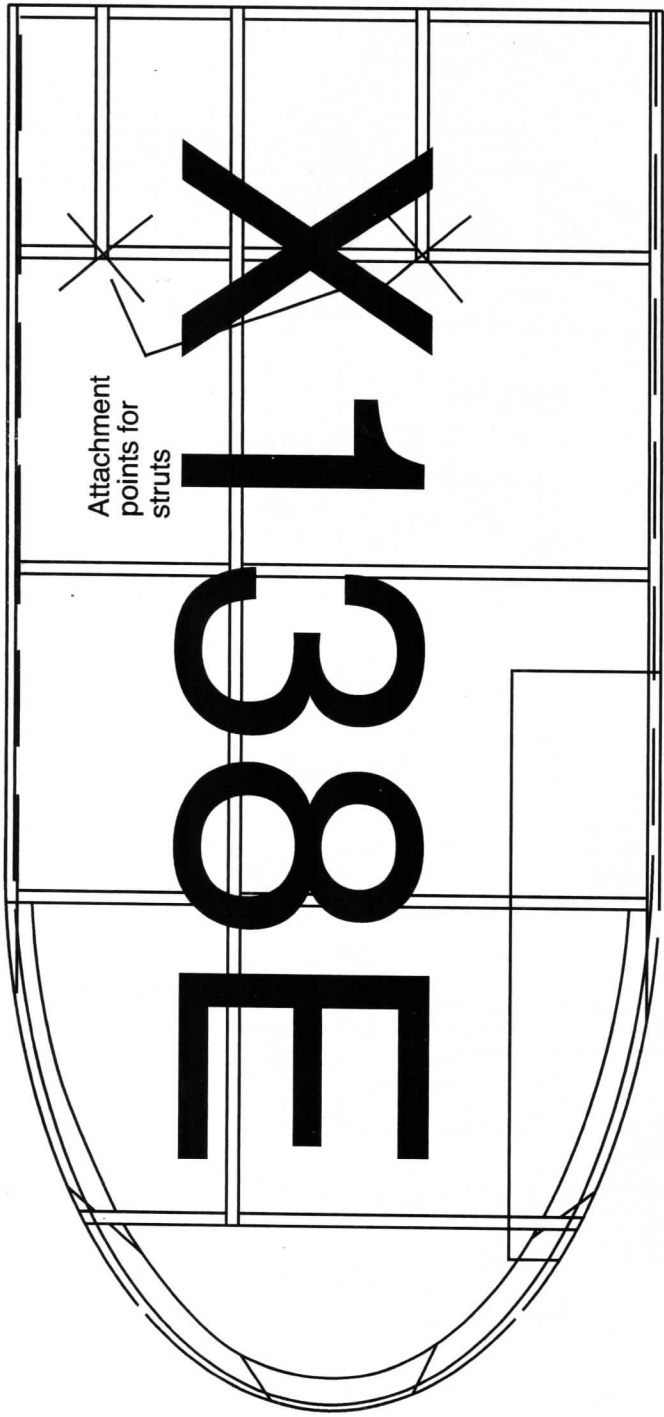
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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.dcmxecuter.org>

Your DUES are due



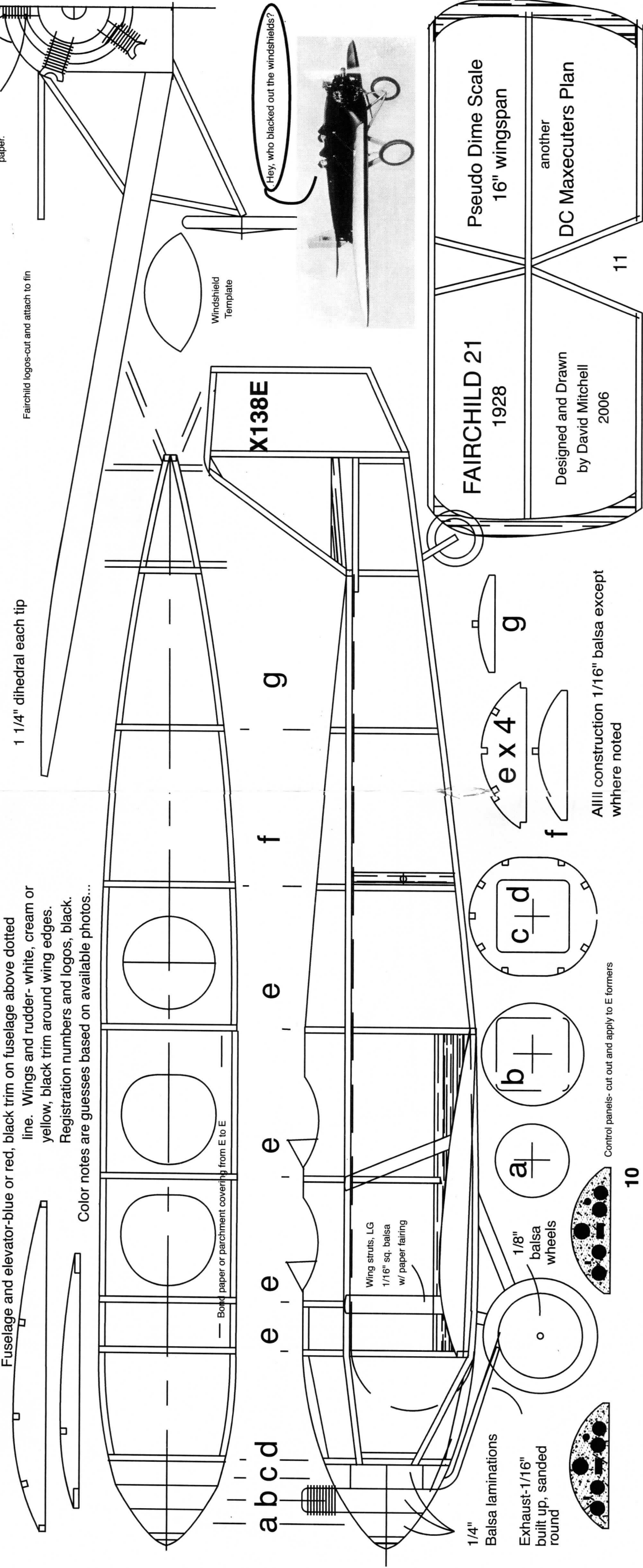


Fuselage and elevator-blue or red, black trim on fuselage above dotted line. Wings and rudder- white, cream or yellow, black trim around wing edges. Registration numbers and logos, black. Color notes are guesses based on available photos...

Armstrong-Siddeley Genet
5 cylinder engine--make from balsa and rolled paper.

Fairchild logos-cut and attach to fin

1 1/4" dihedral each tip



abcd

e e e e

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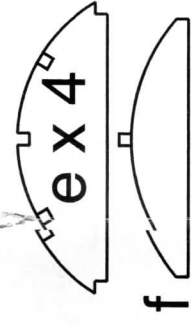
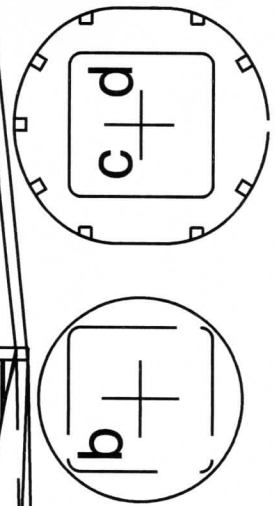
g

X138E

1/4" Balsa laminations

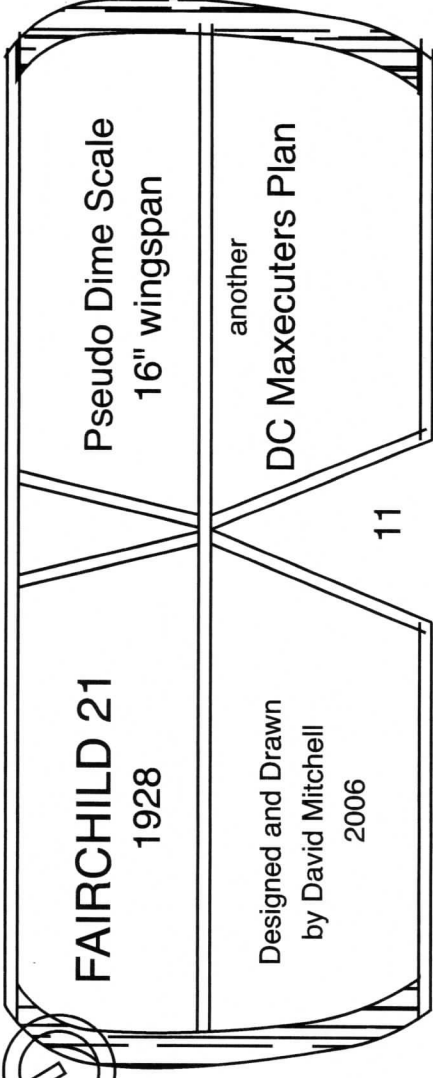
Exhaust-1/16" built up, sanded round

1/8" balsa wheels



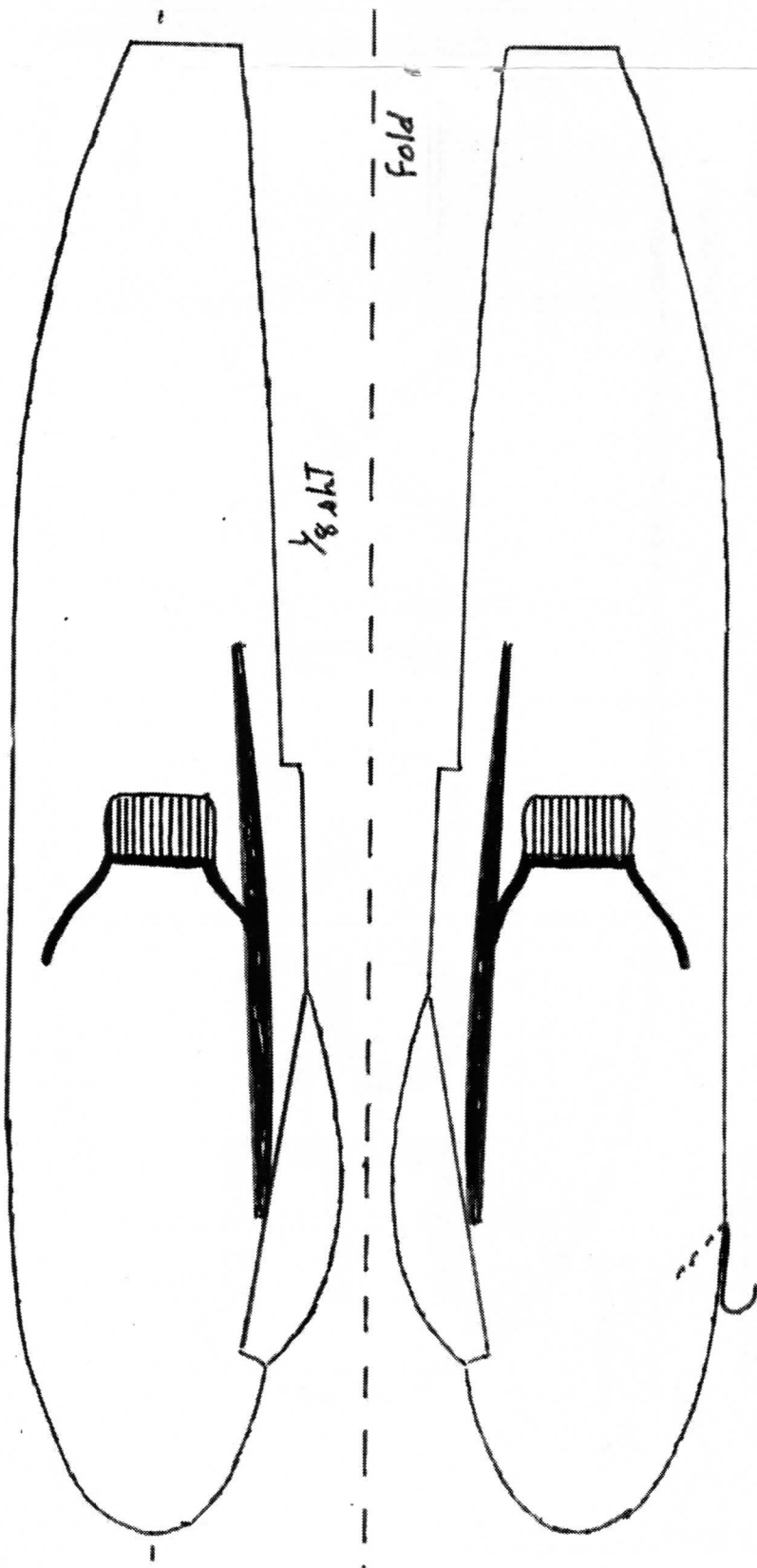
Control panels- cut and apply to E formers

All construction 1/16" balsa except where noted



FAIRCHILD 21
1928

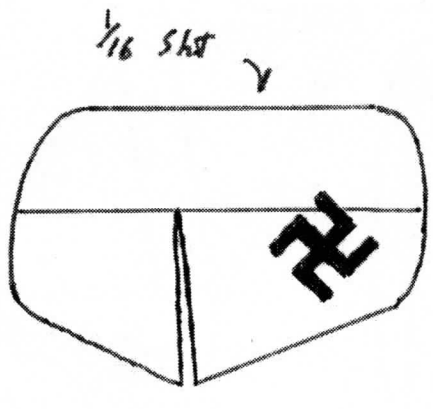
Designed and Drawn
by David Mitchell
2006



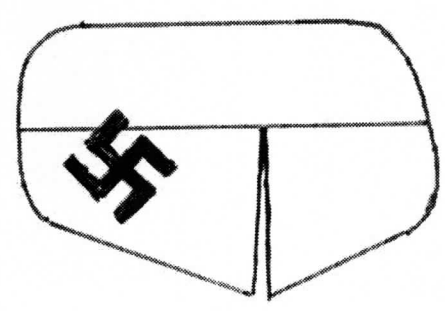
$\frac{1}{8}$ sht

Fold

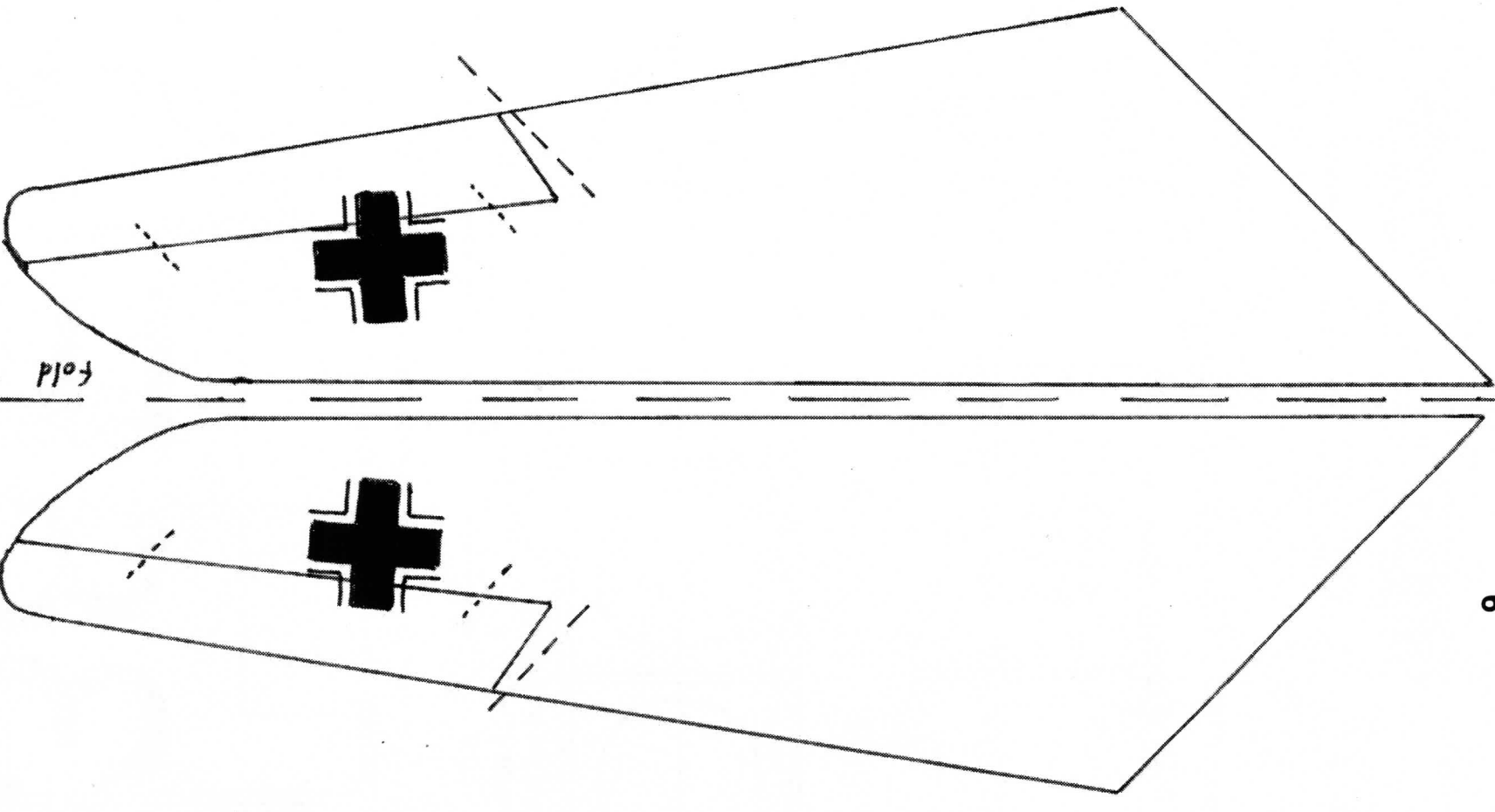
Wings = $\frac{1}{16}$ or $\frac{3}{32}$ sht. Use wire for ailerons
 IF $\frac{3}{32}$, sand in airfoil A/c = Overall green with Blue (Light) under
 (some show splinter camouflages as in Me-109)



$\frac{1}{16}$ sht



$\frac{1}{16}$ sht



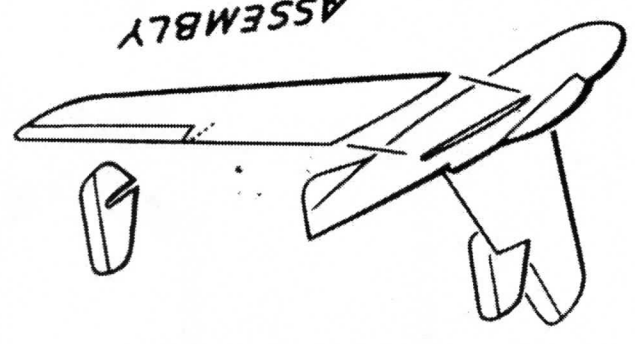
fold

fold

EF-128

NO Dihedral

ASSEMBLY



F4D SKYRAY

