

# MAX FAX



Journal of the D. C. Maxcuters

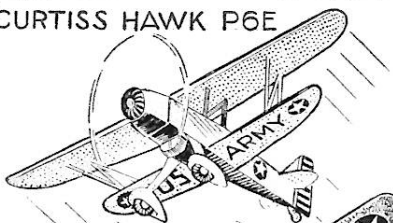
... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces

Editor: Stew Meyers

NOV - DEC 2009



CURTISS HAWK P6E



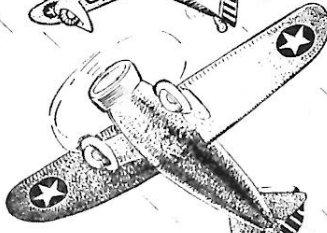
"MISTER" MULLIGAN



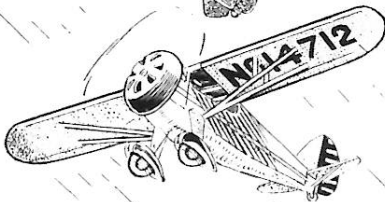
PAGE NAVY RACER



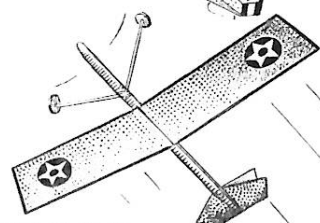
BOEING P-26A



MONOCOUE D-145



FALCON R.O.G.



**BUY THESE MODELS ☆ WE MAKE ALL OF THEM**

## COMING ATTRACTIONS

### Flying in the Cole Field House!

November 7, November 29, and December 13 2009. 1pm to 4pm

University of Maryland See directions on page 18

We will negotiate for other dates after Dec. 11.

Email DaveMitchell, (edgemitchell1@verizon.net) to get on the email list.

### Flying at the Nation Building Museum

January 10, 2009 and March, 7 2010 12 noon to 4pm

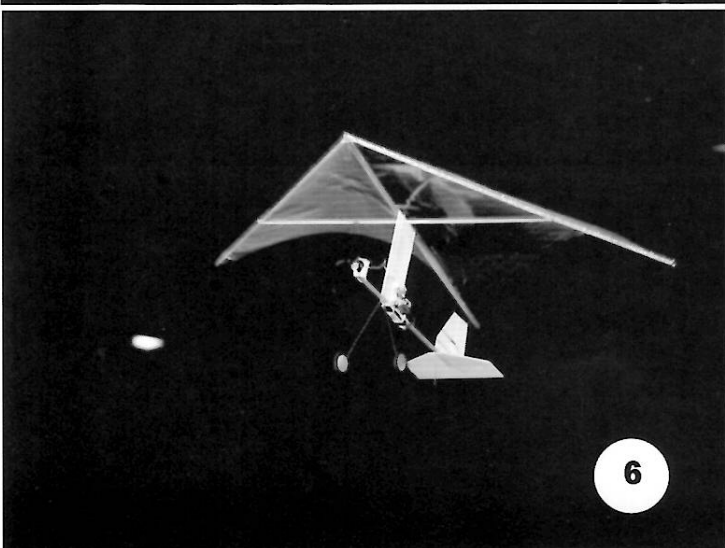
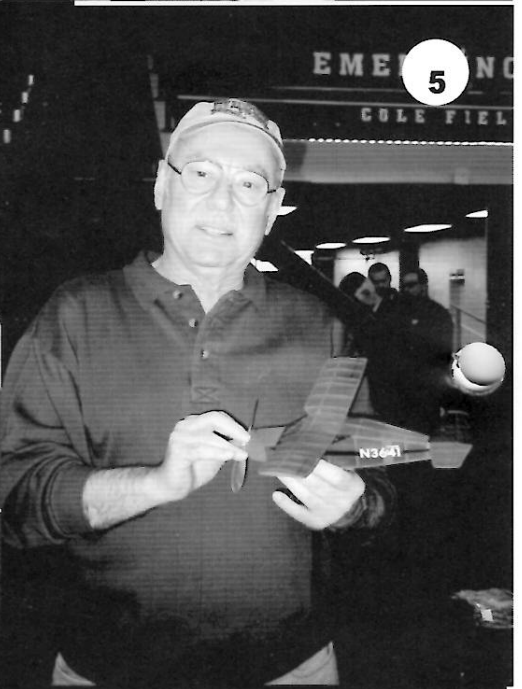
Delta Dart building session at 9am each day

Email Dan Driscoll (djdriscoll@cox.net) to get on email list.

Flying at the Bauer Community Center every Monday 12:30 to 2:15 pm.

Contact Stew Meyers for details or check the website.

# COLE FIELD HOUSE PHOTOS



**Air King Issue**

Lindsey Smith, our British flying chum and proprietor of Small Scale Custom Services (vacuum formed Pilots, wheels& engines), sent me an Airking plan for the Boeing P-26 and asked if I knew what became of Air King?

I don't know, but Claude Powell has put the five dimers on a disk and here they are. I also came across a plan for a larger Monocoupe. Ray Rakow has most of the kits and lent them to Claude to scan. He reminds me he put them in an issue of Maxfax in the nineties. There is a photo of his P6E bones on page 17.

The big news is Mike Guth has negotiated a contract for us to fly in the University of Maryland Cole Field House! We last flew there in the seventies. In case you haven't been there it's huge. Instead of hitting a balcony as at the NBM your model can cruise over the sloped seating. Current charge is \$150 for three hours on Sunday from 1 to 4 pm. We will charge participants \$15. Dates are Nov. 7, Nov. 29, and Dec. 13. We will negotiate for other dates after Dec. 11. Email Dave, edgemitchell1@verizon.net to get on the email list.

**COLE FIELD HOUSE PHOTOS**

1. Mike Guth and son. We have Mike to thank for use of the facility.
2. Some of the gang that showed up for the inaugural indoors session. Paul Spreiregen, Allan Schanzle, Glen Simperts, Stefan Protsky, and young Guth. Vera Schanzle is there in the background.
3. Dave Mitchell is on a P-80 kick. Here he is with his profile P-80. He also has a jet catapult and FAC scale version.
4. Steve Fujikawa was quick on the scene for indoor flying.
5. Bruce Clark found his Cougar flies better in large areas.
6. Stew's half scale Gymgallo a great flyer --write if you want plans.
7. And finally a shot of Stew with the Rogallo. Note John Krouse barely seen at the far side of the R/C half of the field house. It's huge.

We also have the dates for the NBM flying sessions on January 10 2009 and March 7 2010, with the usual delta dart building.

A copy of the Parlor Fly from an old Flying Aces has been circulating around. Dan thought it would make a good one design for our indoor events. So here it is plus the purple prose that accompanied it.

At the Gathering of Turkeys, George White instigated a mass launch technique that we will adopt. It is particularly germane when the event director is hard of hearing.

**NEW MASS LAUNCH PROCEDURES:**

You must have a mechanic and a stopwatch. The mechanic will hold your aircraft while you wind it and time your flight using a stopwatch. When the aircraft goes down, the mechanic will show the stopwatch to the Mass Launch director, who will then record the time.

Even if you wind on a stooge having the mechanic/timer give the times to the event director greatly reduces confusion. This method also allows adjusting the results with bonus points if desired, and opens the door to flying Pseudo/Neo Dimers as a mass launch event.

While we are discussing rules, the cut off dates and whether the subject was in use in a different era make for some odd exclusions. The Hawker Fury was used by Yugoslavia in WWII making it, stickily speaking, illegal for Golden Age Military, although it is a quintessential Golden Age Military type. A much better rule would be to merely say the model must be in the appropriate color scheme and markings for the era represented. This would also allow flying the P-80 in modern military rather than restricting it to WWII. The Boeing P26 Pea Shooter could also be the Golden Age Military type it truly was in the appropriate markings.

You will notice we have gotten this issue out in a hurry to inform those not on the email lists of the Cole Field House flying. We will have the following FAC Kanone events.  
Nov. 7 FAC No-Cal  
Nov. 29 FAC Real/Psuedo Dime Scale  
Dec. 13 FAC P-nut Scale

# Make the "Parlor Fly"

By Alan Orthof

Here you are, modelers—a small cabin job that you stick job fans can build and fly within a few hours! To date, my original model has made over one hundred flights without repairs.

And due to her small size, she will fly in practically any room in your house or apartment with a consistent time of twenty to thirty seconds.

But enough of just "talk"—let's get busy and build her!

The fuselage is of simple, square construction, made entirely from lengths of 1/16" square balsa. First tack the plan down on your bench or on a smooth, wooden board. Then lay a sheet of wax paper over it before starting construction, to prevent the framework from sticking to the plan.

Pin the 1/16" square balsa strip onto the side view of the fuselage, following the outline carefully. Now cut the upright braces, and cement them in place. Allow sufficient time to dry thoroughly.

Remove the first framework from the drawing, then construct another side exactly the same.

Now join the sides to each other, by first cementing the tail-end together. Allow plenty of time for the cement to dry. In the meantime, you can be cutting the cross braces to the size, as shown on the plan, ready to cement them in place. When ready, attach them—one on top and one on the bottom—letting each set dry before going on to another.

Having completed this operation, insert the rear hook, which is bent from .016 wire. Cement it firmly to a small former, as shown on the plan.

The next step is the nose block. Carve this piece to shape from a small block of medium hard balsa. Cement a small piece of scrap balsa to the back of the block to correspond with the front opening of the fuselage. This will prevent the nose block from slipping.

Your fuselage, except for its covering, is now completed.

## WING AND TAIL

Pin two 1/16" square spars over half of the wing outline on the plan. Cut three ribs from 1/32" sheet balsa, and cement them in place, as shown.

When dry, remove from plan; and build the right half exactly as you did the left.

Bend the bamboo tips over a hot flame and cement, them in place, as shown. Give the adhesive ample time to dry. Now cement the two halves together, allowing one-inch dihedral under each tip. Let dry thoroughly.

The tail surfaces are very simple. Pin the 1/16" square balsa strips to the stabilizer and rudder outline. Cement the indicated braces in place, and let the whole thing dry.

This text accompanied the plan on the opposite page from the October 1937 Flying Aces magazine.

## "WILL YOU WALK INTO MY PARLOR?"

—said the spider to the fly. Of course, only a spider would show that much interest in a fly. But here's a fly-like wingster that'll rate an invitation from all of you, and you needn't fear that anyone will take a swat at her. For Alan Orthof's dandy "Parlor Fly" is a trim and tiny ship that you could launch in a china shop—and it wouldn't hurt a thing.

The landing gear is bent from .016 wire, to the size and shape shown on the plans, making sure also that it conforms to the fuselage shape.

Wheels can be made from any light material, such as balsa or cork. Apply a drop of cement to the end of the axle to prevent the wheels from sliding off.

## COVERING AND ASSEMBLY

This ship is covered with light Japanese tissue, the fuselage with four strips—top, bottom, and the two sides. Here's how you put it on:

Attach the tissue with banana oil. Trim, and spray lightly with water. When dry, give a light coat of banana oil.

Cut away a small section of tissue in the back of the fuselage, so that the rubber can be easily attached to the small hook.

Wings are covered on top only, and are not sprayed or doped. Follow the same procedure on tail. Now glue the tail surfaces and landing gear in place.

When cementing the wing in place, glue a small piece of balsa 1/20" by 1/8" by 1" under the leading edge of the wing. Make a V-cut to conform with the dihedral angle. This also serves as an incidence block.

Push the wire shaft through the center of the nose block, slide on two light washers and attach the propeller, as shown. Insert a 7%" loop of 5/64" rubber. The model is now ready to fly.

## FLYING

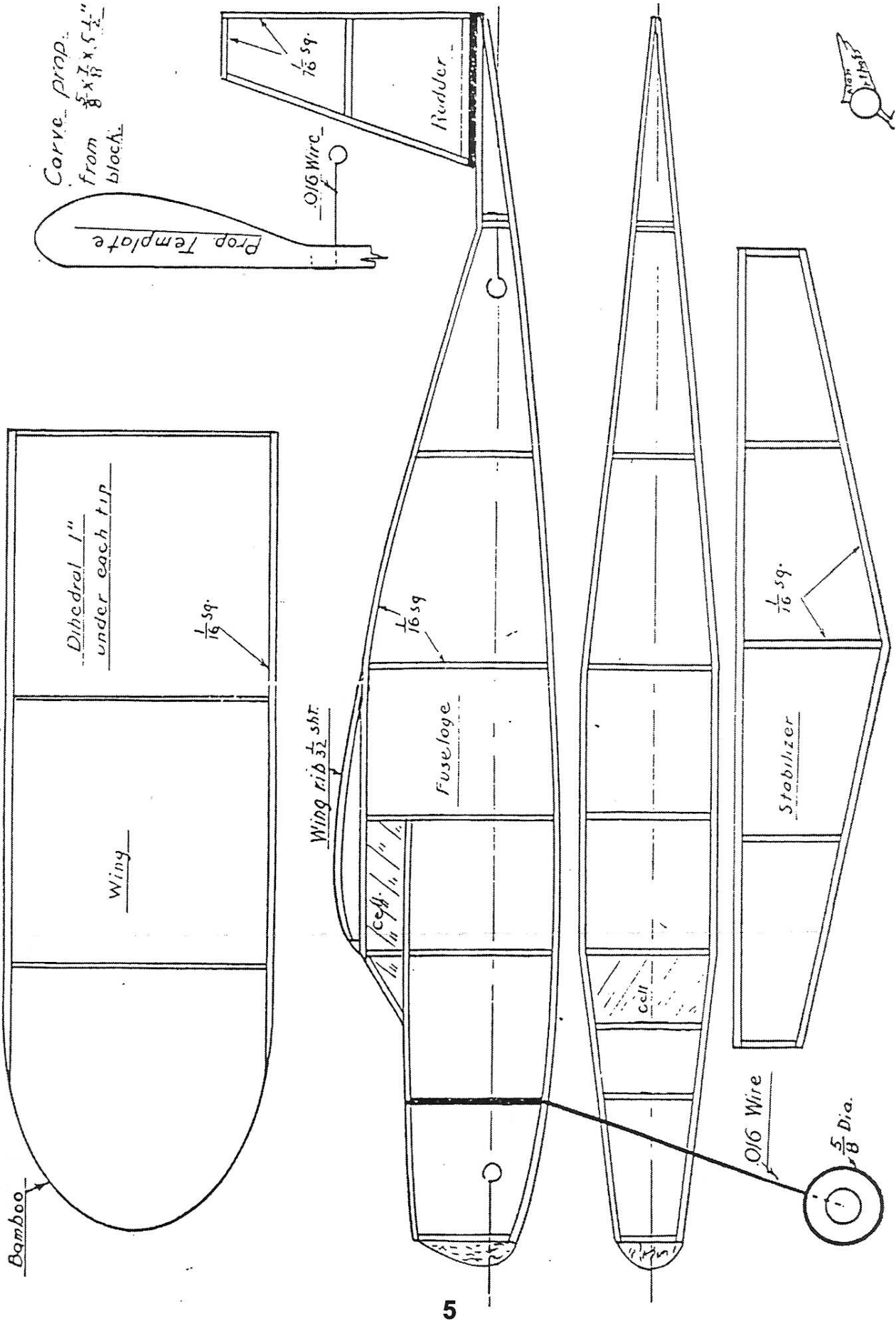
To adjust the model, give the motor about one hundred turns. Set the model on the floor, let go of the prop and give the ship a very slight shove. Under proper adjustments, she should take off and circle gracefully toward the left. When proper adjustments are reached; the maximum power—up to five hundred turns—may be stored in your motor.

Adjustments may be made by warping the surfaces slightly.

## PARLOR FLY

The model must be built as shown in the October 1937 Flying Aces magazine with the exception of the rear rubber mount and the bamboo wing tips which may be laminated from 2x 1/32 x 1/16 balsa or formed from 1/16 th balsa or reed. Single covering on the flying surfaces is allowed. Structure, such as gussets, may be added. Regular Jap tissue must be used. For our purposes a plastic prop may be used. We will have events for this model at the NBM and Cole Field house.

# PARLOR FLY FROM THE OCTOBER 1937 FLYING ACES



## Outlining Techniques

*Stew Meyers*

After fooling around with several different methods of outlining control surfaces on rubber models, I feel that light shading with an airbrush produces the best results. You can fool the eye into thinking the leading edge separations are three dimensional. This subtle effect is vastly superior to the stark lines of ink or black tissue. I'll admit the stark lines have their place on an unpainted colored tissue model such as a stylized Dime Scale, but once you go for an opaque covering shading is a better approach.

On any color surface except black itself, black seems to be the best outline. With a black base coat, mid gray seems appropriate. Not straight black out of the bottle, but rather a very thin black mostly clear and thinner with only a little color. After all we are really outlining with over spray, and the thinner the color, the sloppier you can be and get away with it. I use my #1 Pasche nozzle and thin the color to go through it.

Of course the paint must be compatible with the underling color. Acrylic goes over about any thing, but you need to quickly clean out you spray gun. Dave Mitchell suggested using Golden brand acrylics and thinning their Air Brush Colors with their Air Brush Medium. If I have used butyrate, then butyrate is better to use as it will not set up so fast in nozzle and is easier to clean off the equipment.

The next point is masking, and it is necessary to mask completely, as the over spray will hit any thing that is unmasked even if you don't see how it is possible. The technique for spraying is to spray at an angle of 30 degrees on to the masked area and just dust the outline with over spray. If in doubt don't go back over it. It is probably dark enough, after all this should be a subtle effect.

To get back to Dimers. I coat some wax paper with glue stick and smooth black tissue over it shiny side up. Then I cut thin strips of it to use as outlines as I need them. Peel a strip off and lay it down roughly in place. A little alcohol on a brush will activate the residual glue stick adhesive to stick it in place. Of course alcohol will also release it if you need to move it.

You can then permanently adhere it by flowing thinned white glue or nitrate dope along the edges.

Some of the guys have been printing tissue on their color printers and including the control surface outlines as well as panel lines. This requires more skill in aligning the covering than I possess. I have printed decals for panel and undercarriage outlines as well as printing these on white tissue. Using tissue requires cutting it out along the lines. Not too hard with simple shapes. When applied over the base color the slight color shift of the near transparent white tissue makes a convincing panel or door.

The type of printer you use dictates the method of adhering the tissue. Laser toner will run if solvent based adhesive such as dope is used. Therefore thinned white glue is best. Conversely ink-jet is water soluble and dope is best used. Although if you over spray the ink-jet printed tissue with a fixative as you would a ink-jet printed decal you can use white glue to attach it. Attaching the tissue with a glue stick to wax paper adhered to a flat surface before over spraying it not only keeps it from wrinkling, but allows you to stick it in place with alcohol when placing on the model. The technique is similar to that used for the black tissue panel lines.

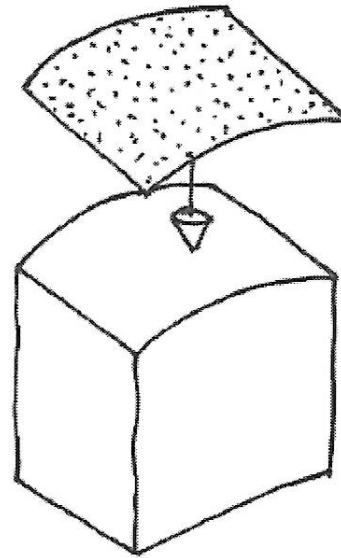
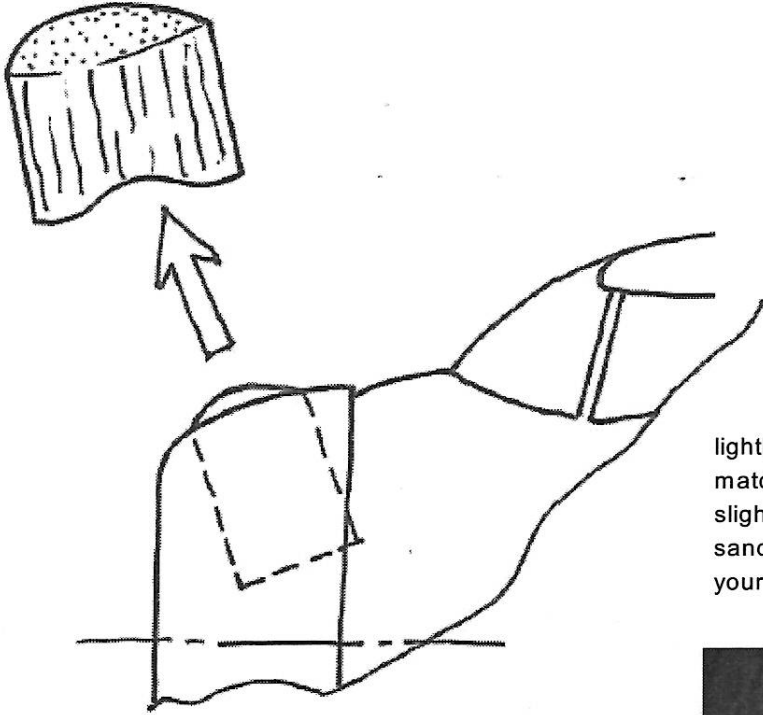
Dave Mitchell recommends using smooth medium density particle board as the underlayment. See him for scraps. This is covered with Elmer's Spray Adhesive and the wax paper applied.

Last week at Wawayanda, Chris Starleaf suggested plunge molding radiators, oil coolers, gun blisters, and other such protuberances from meat tray foam. The technique is to carve a male mold undersized by the thickness of the foam material. The foam is then heated over a heat lamp and plunged over the mold. The piece is then trimmed to shape and glued in place with white glue or canopy glue. The thickness of the foam offers a much better glue area than if the piece were vacuum formed from thin plastic.

## Easy Cowl Bumps

*Rich Adams*

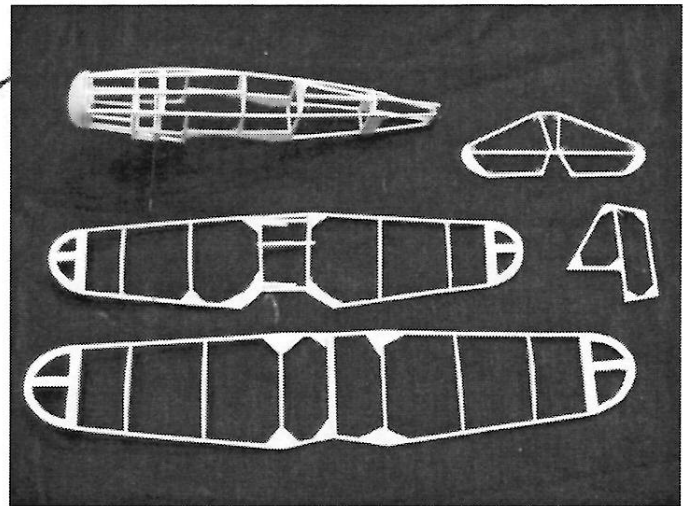
Start by making a tool using hard wood, balsa, pine, or bass. The shape should be roughly the dimensions of the finished cowl bump less the thickness of the plastic material you are using. I made sure that the front and back edges encompass the cowl bump limits. See below.



Take your trimmed cowl pieces and finish sand by lightly sanding across the profile of the sanding block to match the cowl contour. You may need to dress the edges slightly when done. The finished bumps may need a little sanding to adjust to the cowl. Glue to your model using your glue of choice.

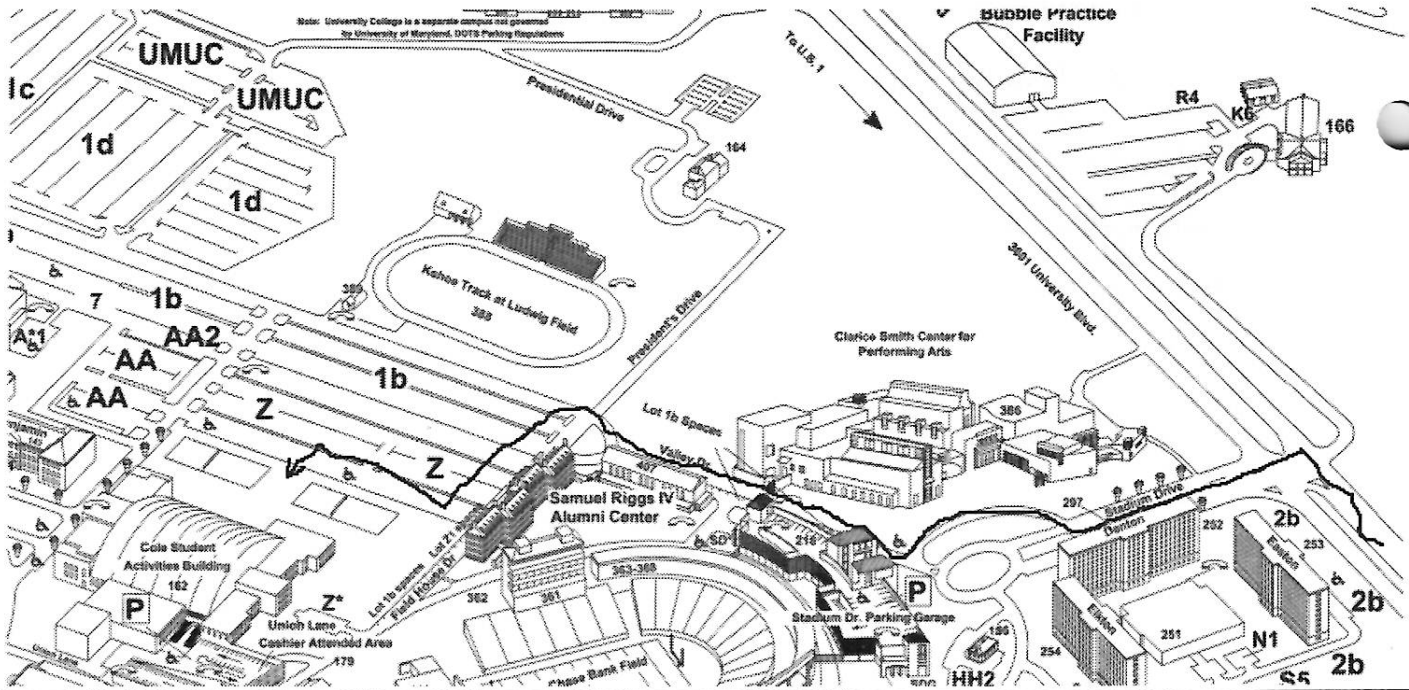
Get yourself a piece of blue insulation foam and leave the plastic layer on. Take small pieces of plastic, the stuff left over from white vacuformed parts, and heat it over a candle or suitable heat source till it softens. Lay it on the blue foam and press your wood form into the plastic with enough force to crush the foam. It should cool quickly and release from the tool. Pull the formed piece from the foam. The plastic film will keep it from sticking to the foam. After forming all the pieces, trim as close as you can with a pair of scissors.

Next, make a small sanding block with a profile that matches the cowl. Attach a piece of 120-220 grit sandpaper to the block. I used contact cement. See below.



RAY'S AIR KING P6E BONES.

Note, Ray has made the bottom wing one piece and has a mount on the fuselage that is set at 3 degrees.



Directions to Cole Field house: from Route 1 turn East on University Blvd. (RT 198) and make a left turn at a stop light into Stadium Drive at the sign for the Clarice Smith Center. Turn right onto Valley Drive in front of the Parking Garage. Go around the circle and turn left onto Field House Drive. Turn into parking lot Z in front of the Tennis Courts. Enter the Field House using the West entrance behind the Tennis Courts. Inside you will find an elevator at the north end of the balcony level you enter on.

### PHOTOS P19

from the Gathering of Turkeys  
at Pensacola

It's a two day drive to Pensacola, well one and a half really, but well worth it.

Going down Dan and I stopped at the Swift Museum located at the McMinn County airport (KMMI) in Athens, Tennessee approximately 60 miles southwest of Knoxville, 60 miles northeast of Chattanooga. They have multiple Swift aircraft on display, including the first proto type #1, stock production and modified Swifts from 1946 to 1951, as well as two T-35 Buckaroo USAF trainers. These military versions of the Swift were tested by the USAF in the early 1950's. One of the T-35's is an armed version used by and donated to the Museum from the Saudi Arabian Air Force. As an ex swift owner, I was enthralled.

The flying site for the Pensacola Free Flight Club is Helicopter Field 8 and is large enough to fly the big stuff. We had great weather for the first two days despite the forecast rain. It never did rain, but Monday became very windy and we left a noon. We got to see people we don't see at other meets and being a smaller meet it's a lot more intimate.

1. Al Purdue's beautiful *Double Feature*, one of the big jobs that graced the skies.
2. Paul Grabski and Lou Compston judging Stew's *SE5*.

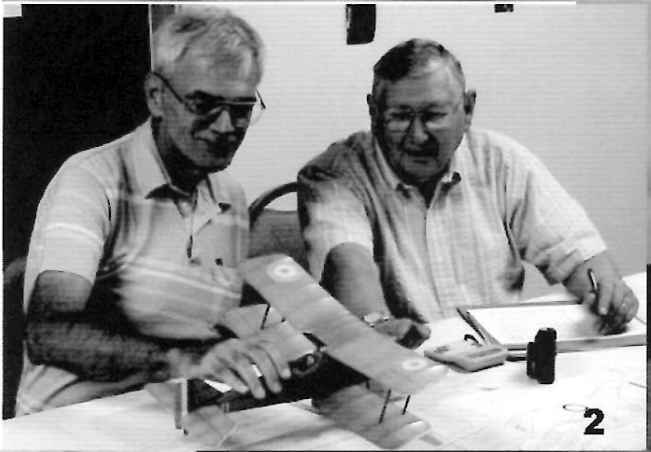
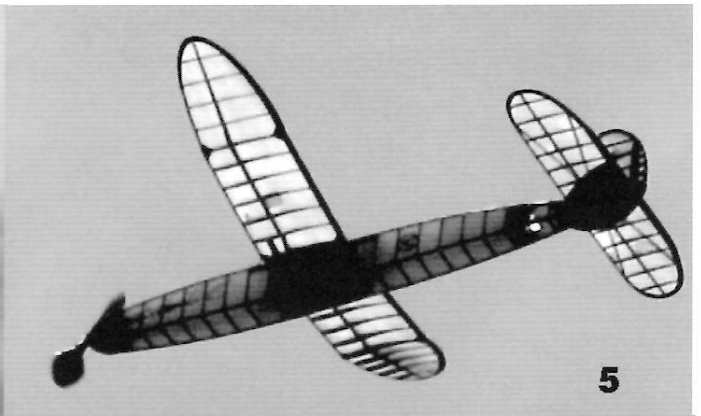
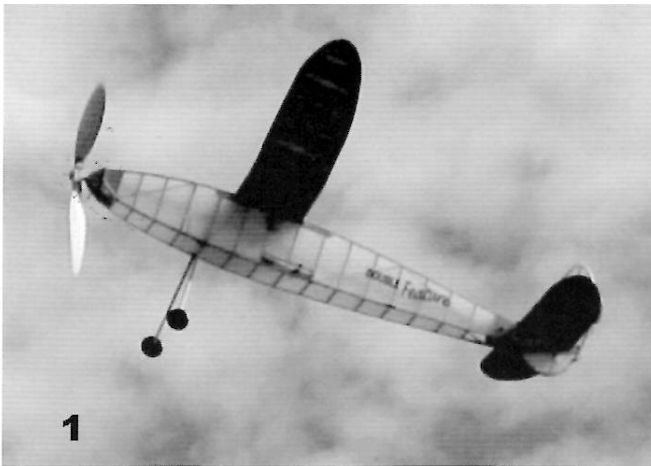
3. Rich Adams' beautifully detailed 27" *SE5* is again a Midkiff short kit. Behind it is Mike Midkiff's 28" *Besson MB411* sea plane.
4. Mike Midkiff does build something besides his own designs. This Mike Nassesie *PT-19* won dime scale.
5. Ed Hardin's fast climbing *Smith Stick*. One of several there.
6. WWII mass launch. Mikiff's P51 won.
7. Dan Driscoll pretending his *Thermal Bagger* is a P30.

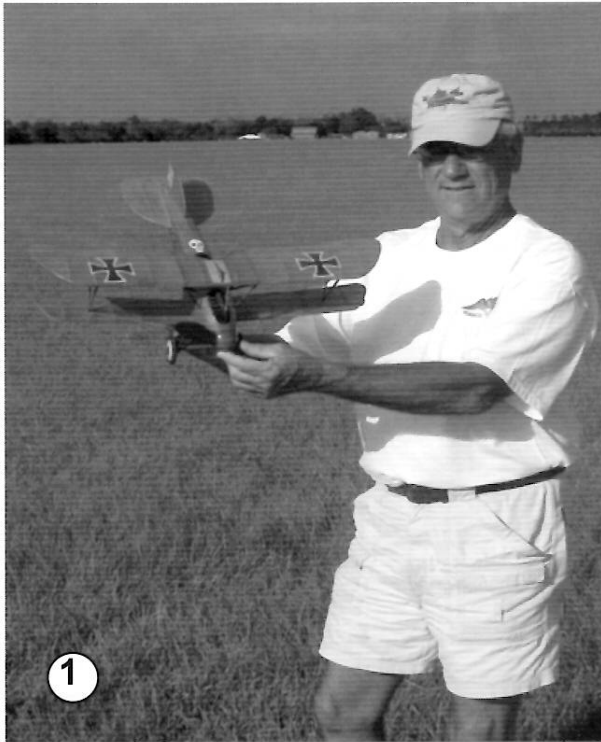
### PHOTOS P20

MORE OF THE TURKEYS

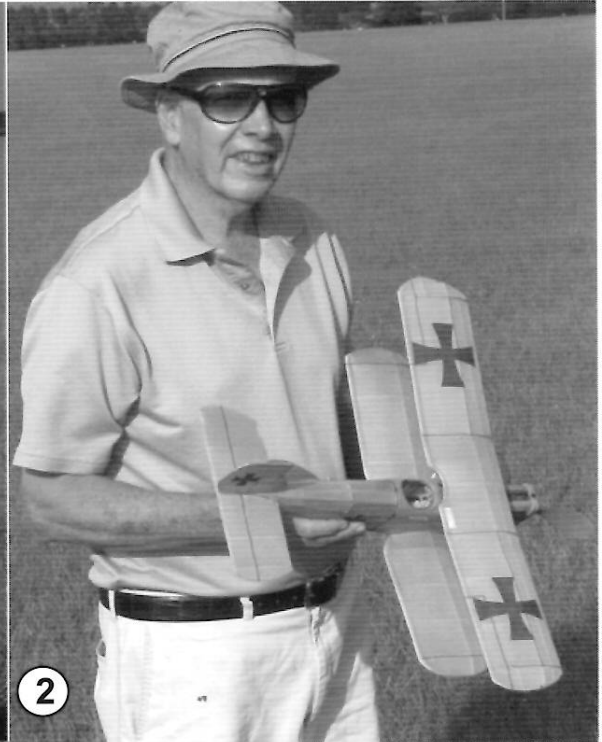
1. Mike Midkiff with his *Albatros D3* this won the WWII mass launch. [www.rockytopmodels.com](http://www.rockytopmodels.com) has a very high quality kit of this.
2. Ollie Benton with his *Dorner Bipe*. He also a neat Fairey Barracuda.
3. Mike Moskow with his *Smith, Ardeth* was there to keep him straight.
4. Rich Adams with a really nice rubber power *Fokker DR-1* which flew very well. This is a Midkiff [www.ozarkmodelaviation.com](http://www.ozarkmodelaviation.com) short kit.







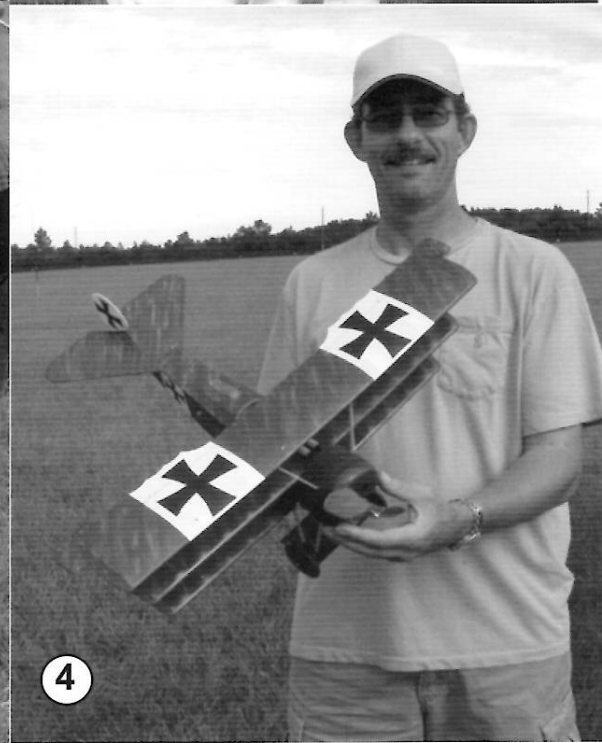
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CLUB OFFICERS -President: Stefan Prosky 414 11th Street SE., Washington, DC 20003  
 Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012  
 Treasurer:Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 ---- Note change - Stew has replaced 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.

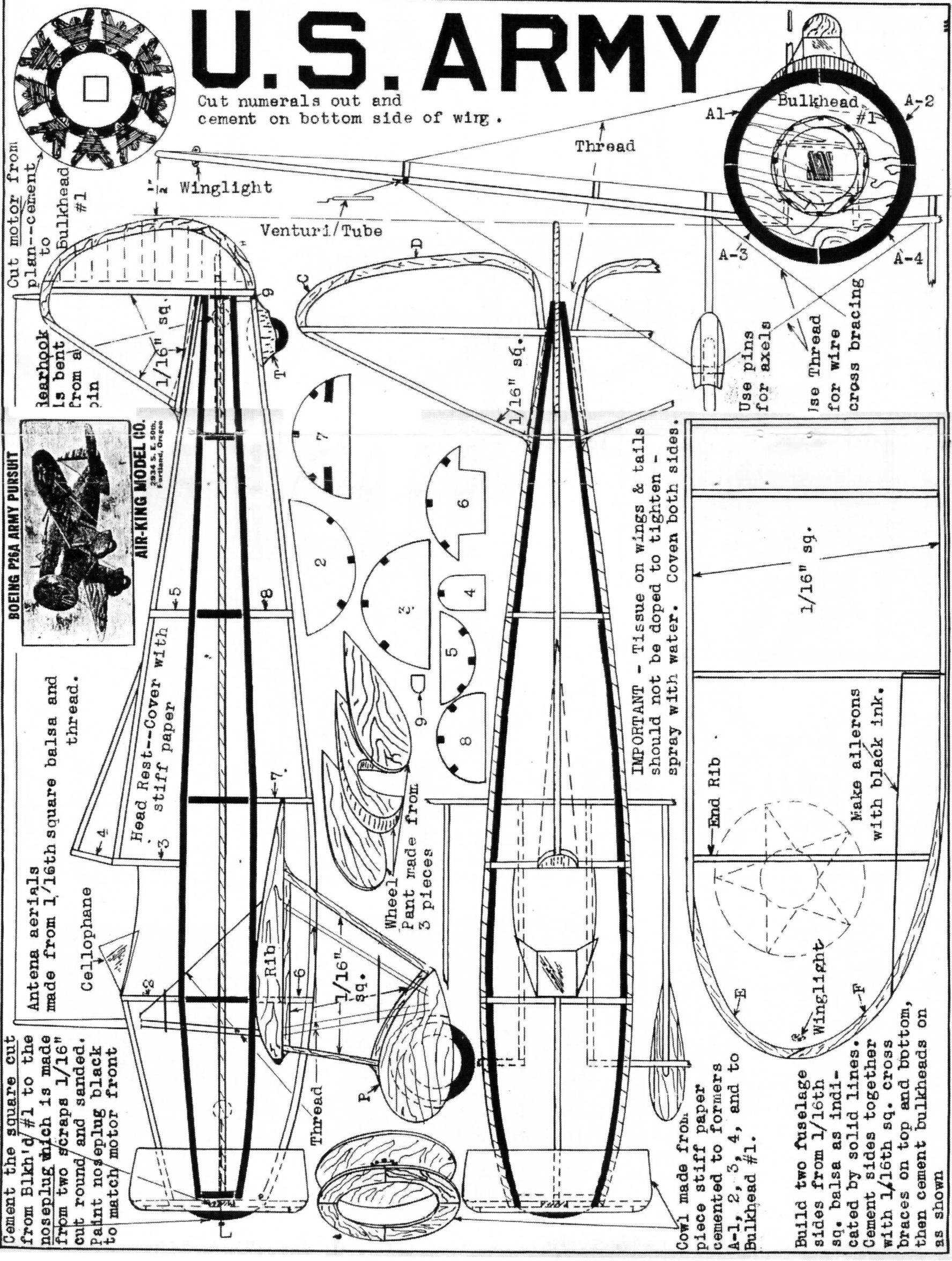
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. [stew.meyers@VERIZON.net](mailto:stew.meyers@VERIZON.net)

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

Your DUES are due





Cement the square cut from Blkh'd #1 to the noseplug which is made from two scraps 1/16" cut round and sanded. Paint noseplug black to match motor front

Antena aerials made from 1/16th square balsa and thread.

Head Rest--Cover with 3 stiff paper

Cellophane

Wheel made from 3 pieces

IMPORTANT - Tissue on wings & tails should not be doped to tighten - spray with water. Cover both sides.

Cowl made from piece stiff paper cemented to formers A-1, 2, 3, 4, and to Bulkhead #1.

Build two fuselage sides from 1/16th sq. balsa as indicated by solid lines. Cement sides together with 1/16th sq. cross braces on top and bottom, then cement bulkheads on as shown

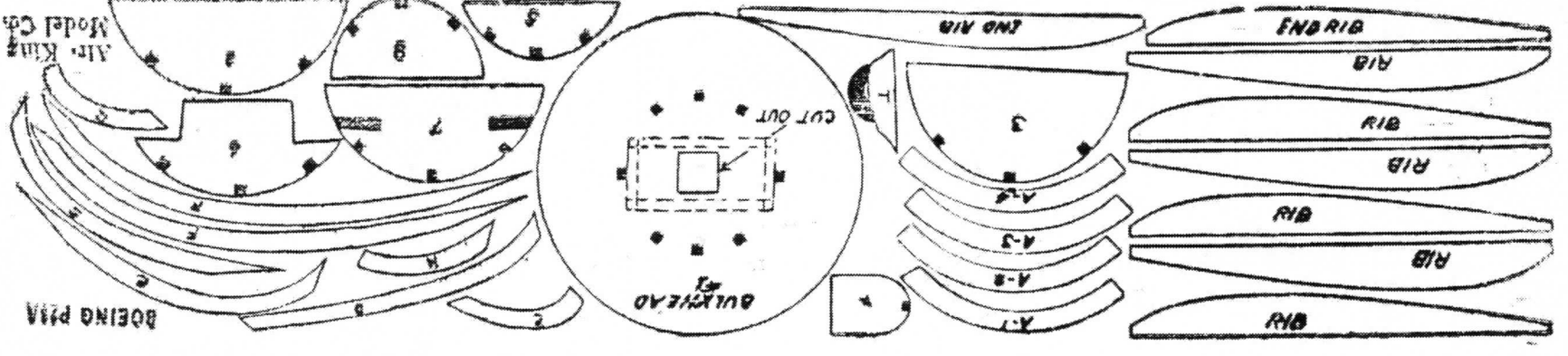
End Rib  
Winglight  
F

1/16" sq.

Use pins for axels  
Use Thread for wire cross bracing

# U.S. ARMY

Cut numerals out and cement on bottom side of wing.



BOEING P26A  
Air King  
Model Co.

Cement panel to 12'

ALL THESE AIR-KINGS ARE TRUE DIME SCALERS.  
THIS P-26 IS BETTER THAN THE COMET IN MY OPION.

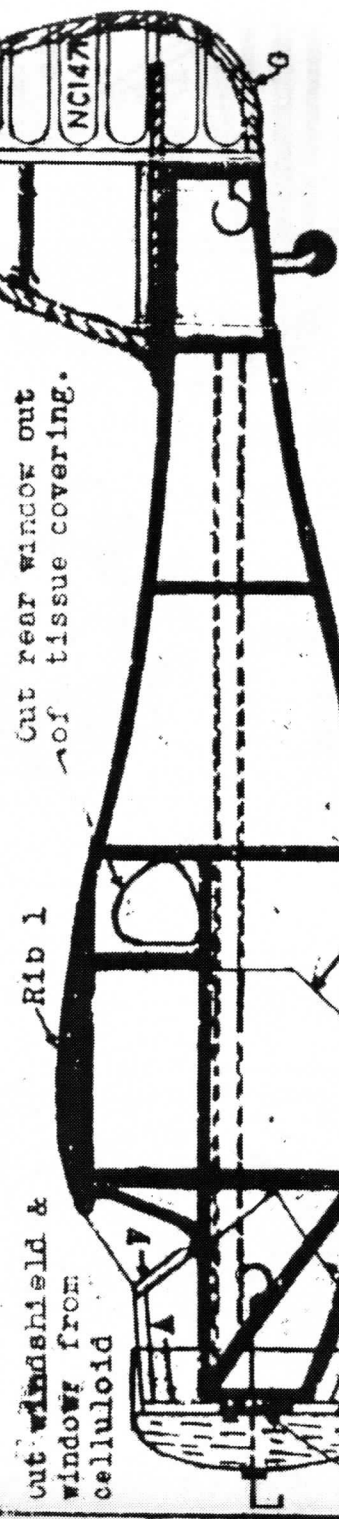
Cover all parts of model, including wing struts, pants, paper motor cowl, etc., with the light colored tissue before assembling.

Rib 1 Cut rear window out of tissue covering.

Draw lines with ink

Outline cabin door on right side only

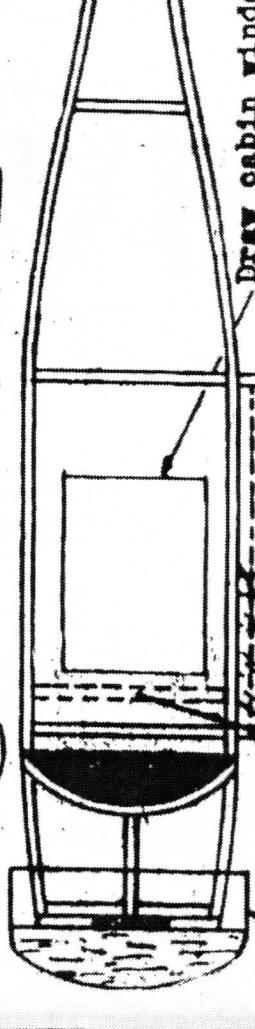
Wheel pants made as in sketch in 3 pcs. & cemented together & sanded to streamline shape



Draw lines with ink

Outline cabin door on right side only

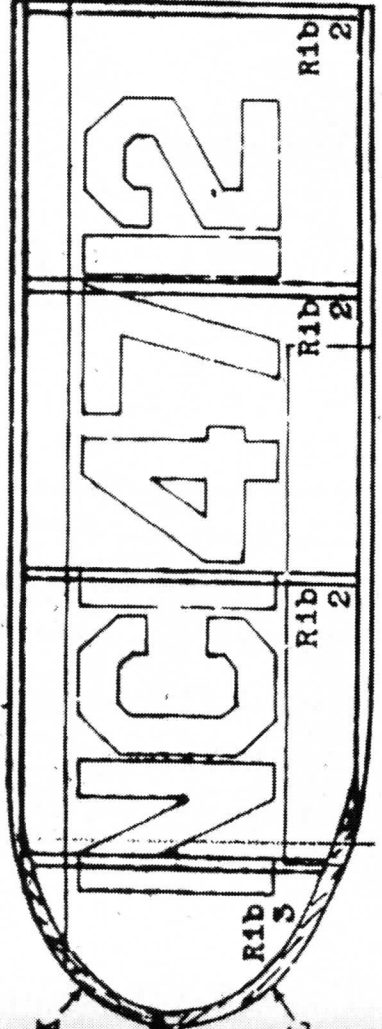
Wheel pants made as in sketch in 3 pcs. & cemented together & sanded to streamline shape



Cowl made from piece stiff paper cemented to balsa nose-block.

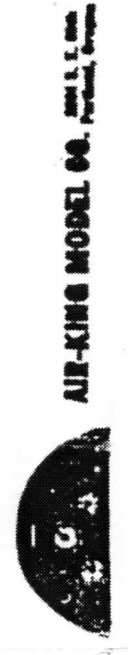
Draw cabin window with ink.

Make elevator in one piece, and cement on top of fuselage.



Build two fuselage sides from 1/16" sq. balsa, as indicated by the solid lines. Glue frames together with 1/16" sq. cross braces on top and bottom then give on formers A, B, and C where indicated.

MORSEY  
3145-12



Instrument Panel - Cut out & cement on pc. B

Rib 1

Rib 2

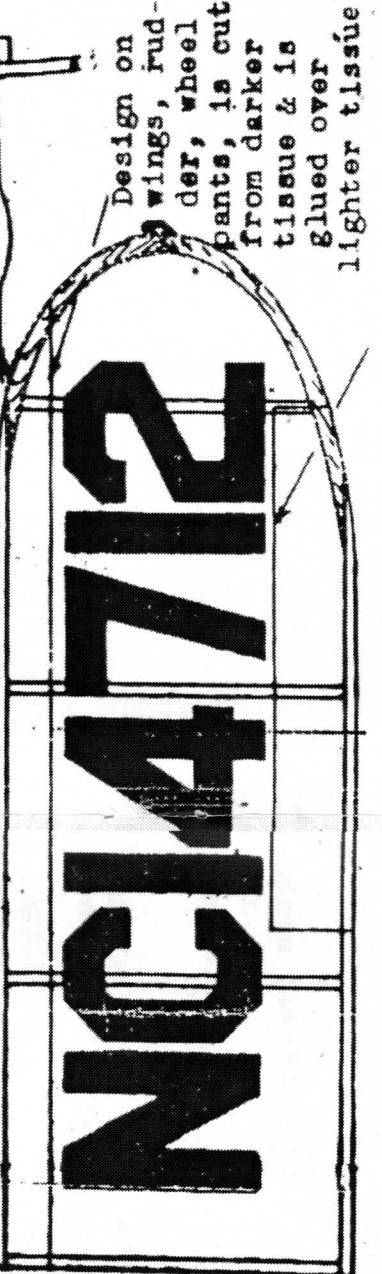
Rib 3

Wing Strut Braces

Landing Gear Pattern

Wire Braces - Ends act as axels for wheels.

1/16" sq. balsa



Design on wings, rudder, wheel pants, is cut from darker tissue & is glued over lighter tissue

Outline aileron from balsa with stiff with black ink

piece D is glued to in A making complete rubber motor.



Not much bigger than the hand that holds her, the "Parlor Fly" is so light that you could balance her on the end of a soda straw. She flies in easy circles and is safe in any room in the house.



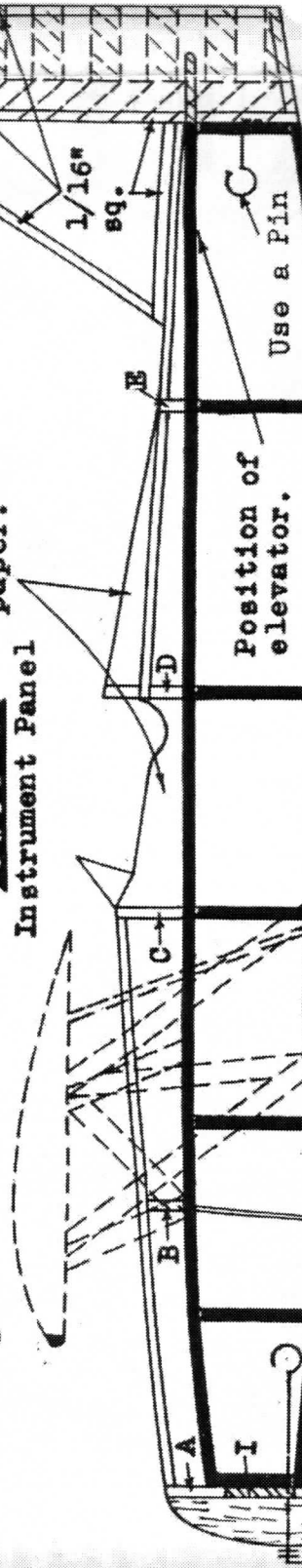
Our "Parlor Fly" doesn't show laziness very often! But right now—like some live member of the real Diptera-order—she's enjoying a quiet corner where she can "buzz and not be bothered." And while she's resting, we have a chance to buzz around a bit ourselves and note the makeup of her fuselage, wing, tail, and prop.

I COULDN'T RESIST INCLUDING THESE PHOTOS FROM THE FLYING ACES PARLOR FLY ARTICLE. THE PHOTOS AREN'T GREAT BUT THE PROSE IS PRICELESS.

Cover all surfaces on both sides with model tissue. Spray with water to tighten.

Instrument Panel

Cover cockpit and headrest with stiff paper.



Position of elevator.

Use a Pin

Wire fork

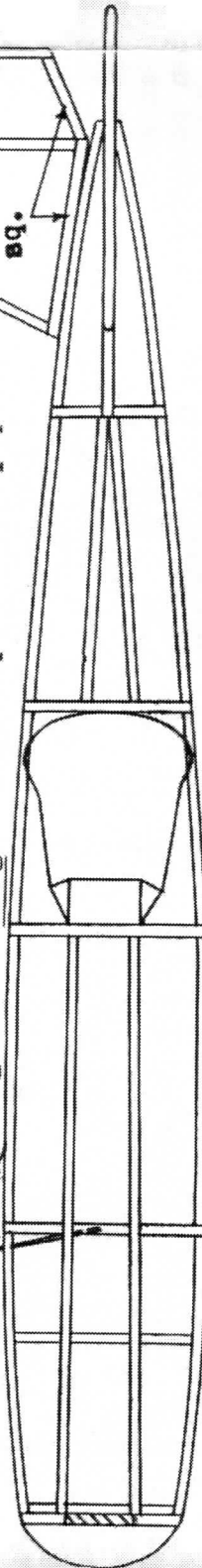
Wire landing gear brace passes through longeron and into piece B. Balsa strut (K) is glued to the wire.

Wheel pants made in three pcs. Center piece cut out for wheel per dotted line. 1/16" sheet cemented on each side. Sand to shape.

"I" glued to noseblock & fits hole in "A", making nose removable

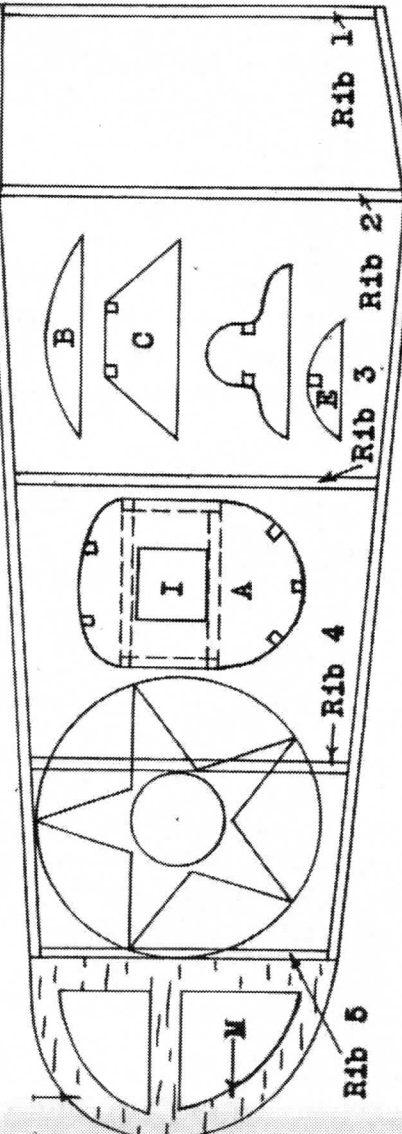
CONSTRUCT model right on this plan which is full-size. For the body, make two side frames per solid lines, join these together with 1/16" sq. crossbraces and cement bulkheads (A to H) over braces to give fuselage oval shape. Then paper.

TOP VIEW



LEFT side of Top wing and RIGHT side of Lower wing drawn. Turn plan over and build the other two sides on the back of the plan.

# U.S. ARMY



All wing struts made from 1/16" x 1/8" balsa.

Thread

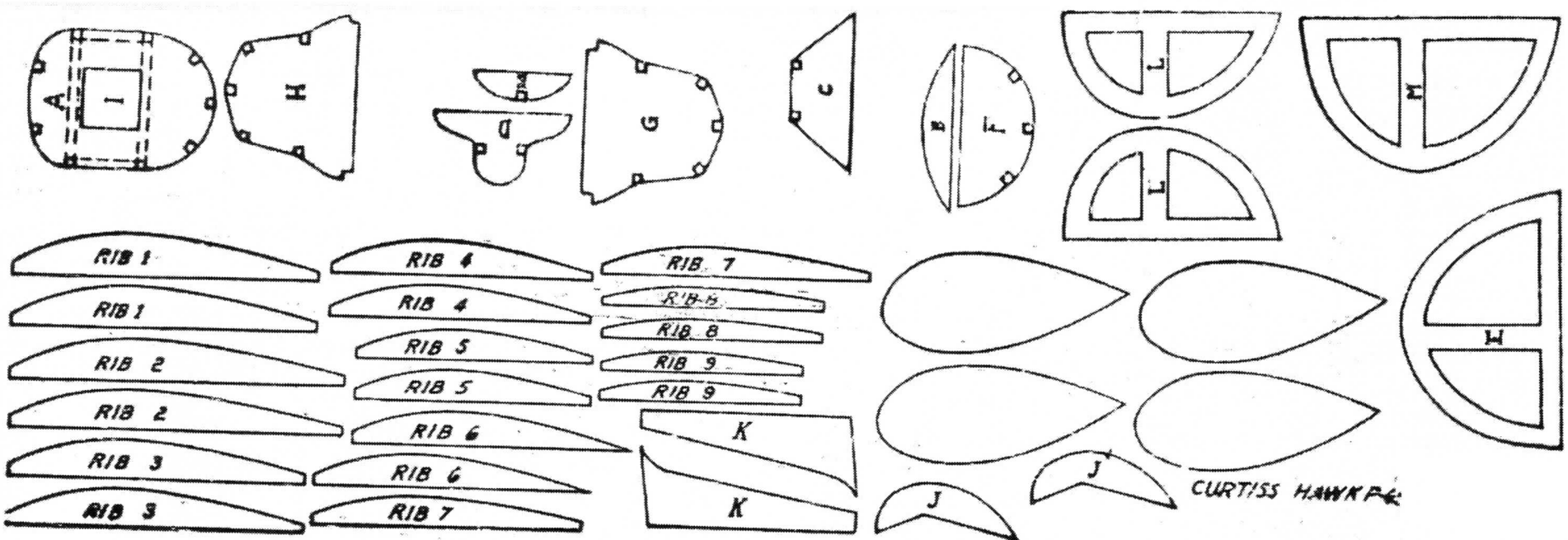
THE FINISHED MODEL

Elevator - glue one to each side of body

Bend wire around pants and use for axel.



CURTISS HAWK P6E  
Army Fighter  
AIR-KING MODEL CO.  
2824 S. E. 80th,  
Portland, Oregon



CURTISS HAWK P6E



Struts joining wings to fuselage

Cover all parts with tissue before assembling

C Celluloid

1/16" sq.



PAGE NAVY RACER  
Curtiss XF6C-6  
12" wing span

AIR-KING MODEL CO. 234 S. E. 58th  
Portland, Oregon

Carve spinner & nose block; notch spinner to fit prop. Cement piece 'I' to nose block. 'I' fits hole in 'A' making nose removable for changing rubber motor.

Wire landing gear strut passes thru longeron and into piece B. Cement securely. (see front view.)

Balsa streamline piece K cemented to wire strut.

Wheel pants made in three pieces. Center piece cut out for wheel. 1/16" sheet cemented on each side. Sand to shape.

1/16" sq.

Leading edge 3/32" sq. balsa

Wing tip J cut from 1/16" sheet balsa.

Build two fuselage side frames from 1/16" sq. balsa as indicated by the solid lines. Cement frames together with 1/16" sq. cross braces on top and bottom, then cement on formers A, B, C, D, E, F, and G where indicated. Turtle back X is carved and sanded from a strip of 3/16" x 1/4" balsa.

Build wing in three parts: A center section of ribs #4&5, and two sides made of ribs #1, 2&3. Pin center section down to a flat surface, put 1/2" blocks under each wing tip to give wing dihedral, then cement leading and trailing edge spars to ribs B. When dry, wing is ready for covering.

Trailing edge 1/16" sq. balsa

Cover both sides of wing and tail with tissue.

Rib 5

Rib 4

Rib 3

Rib 2

Rib 1

Strut meets rib at this point

Join spars here

1/16" x 1/8" balsa bent to fit



J

Wire strut passes thru here into "B". Bend end of wire out for axle.

Elevator. Make two, cement one on each side of fuselage.

Struts joining wings to fuselage

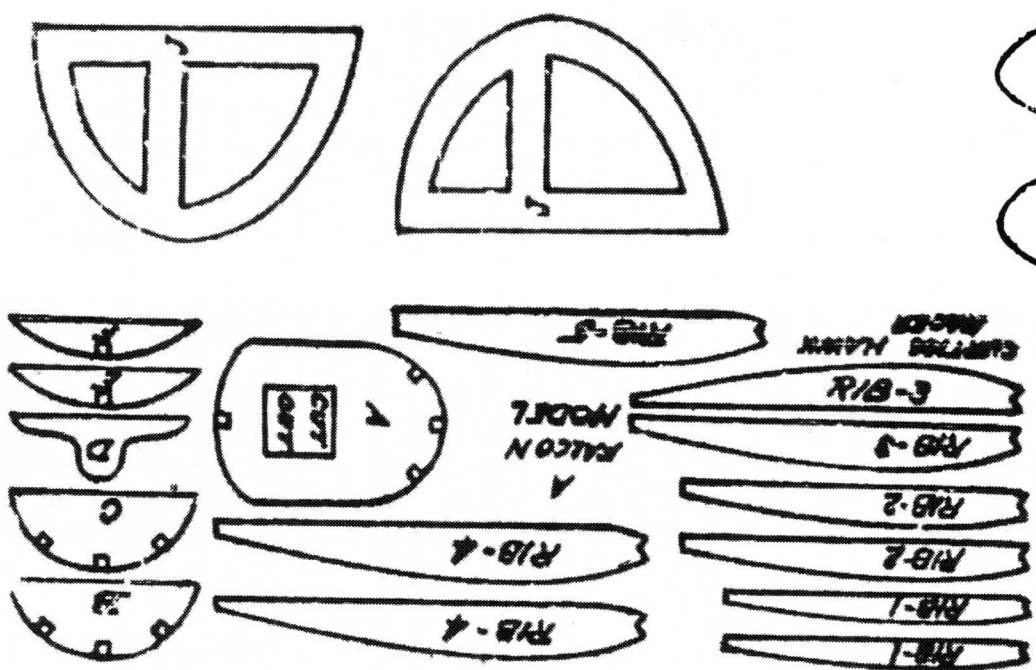
Rudder

Elevator

B

E

A



THIS DRAWING HAS BEEN ASSEMBLED FROM SCANS ON CLAUDES DISK. I DID NOT HAVE TIME TO RESCAN RAYS PLANS. THE PRINT WOOD IS A LITTLE GROSS COMPARED WITH THE PARTS SHOWN ON THE DRAWING. I WOULD USE THE PARTS AS SHOWN ON THE DRAWING WHERE EVER POSSIBLE INSTEAD. WING TIPS (PART J) ARE A CASE IN POINT. I WOULD ALSO BEND THE U/C WIRE TO PROVIDE MORE RUBBER CLEARANCE.