

MAX FAX



Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JANUARY-FEBRUARY 2009



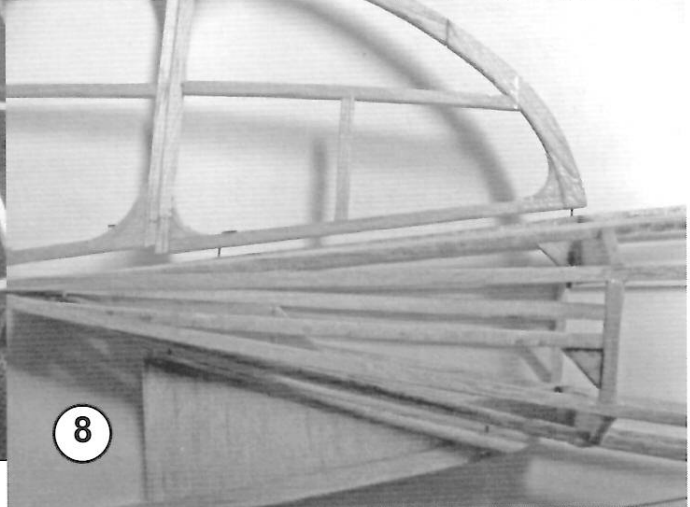
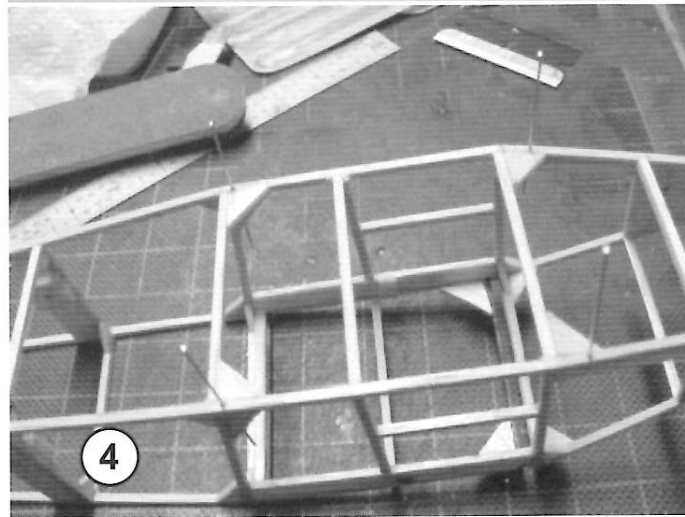
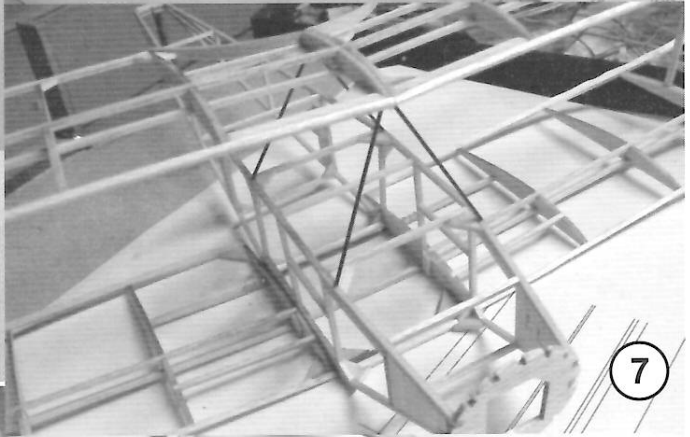
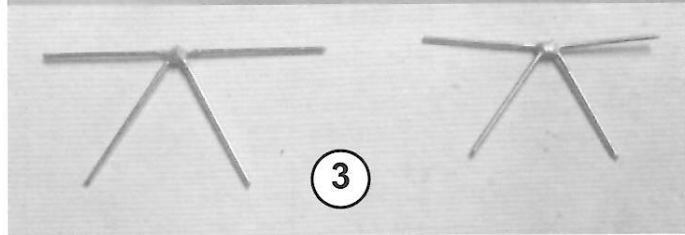
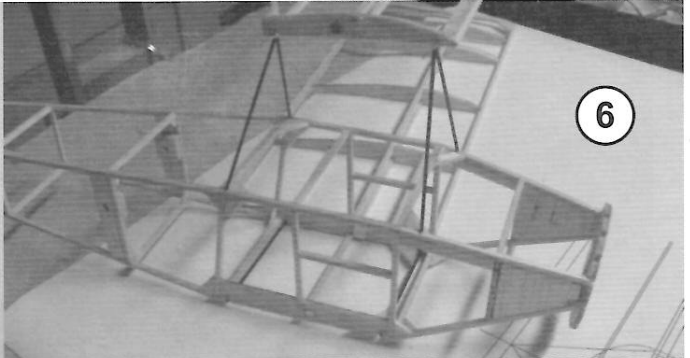
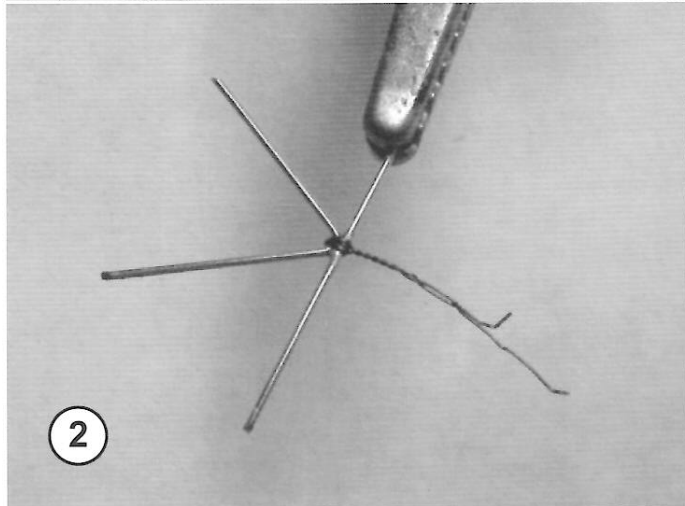
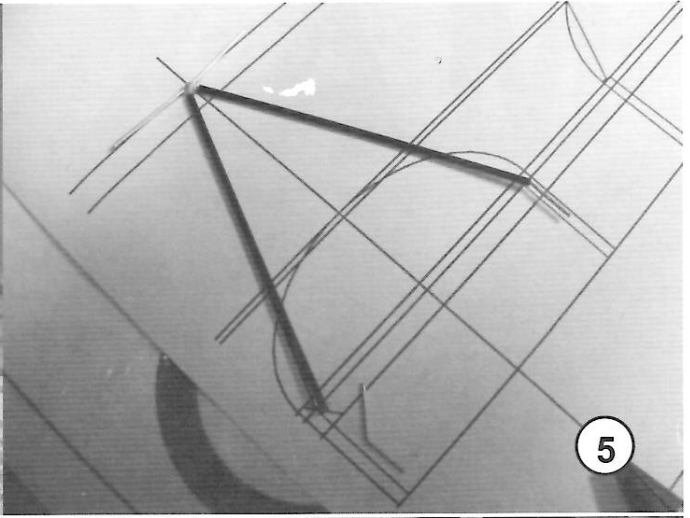
ALBATROS L59 AND L60

COMING ATTRACTIONS

SATURDAY FEBRUARY 28, 2009 8 am to 2 pm
THE 1st ANNUAL INDOOR FUN FLYAT WEST POTOMAC HIGH SCHOOL!!
West Potomac High School -- Main Gym
6500 Quander Road
Alexandria, Virginia 22307
Contact:

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

SUNDAY March 15, 2009 NATIONAL BUILDING MUSEUM (NBM)
11:00am to 4:00pm
SEE WWW.DCMAXECUTER.ORG FOR DETAILS OR CHECK WITH djdriscoll@cox.net



Albatros Issue

Stew Meyers Editor

Alan Schanzle has designed another model of a rare plane, the 1923 Albatros L59 single-seat sport aircraft and contributed it to us for this issue. I had just framed up a DPC dimer kit of the Albatros DI as a technology demonstrator using some new construction techniques. It seems natural to pair these 'Albatri' for this issue.

I wont publish the plans from a current kit.

You should get the DI kit from Aero-Werkes:
<http://dpcmodels.homestead.com/index.html>

DPCM / AEROWERKES
1003 Sunset Trail
Kingston Springs, Tn
37082

or email him at dpcmodels@aol.com

There are a bunch of WWI nifties on this site.

Fortunately, the designer of the kit Keith Sterner posted the plans for his Neo dime scale Albatros DII on John Ernst's dime scale site:

<http://groups.yahoo.com/group/dimescale/>.

I contacted him and am free to include these. While they are for a DII they are very similar to the DI plans. Aero-Werkes has a kit for the DII as well. Excellent laser cutting and light wood make either one well worth getting.

Windsock Datafile 100 on the Albatros D.I/D.II and the Windsock Datafile Special on the Albatros Fighters are excellent scale resources as is Cross & Cockade Vol.5 No.3 of 1974.

Photo page 2
Some DI construction photos

1. Brass Vee strut joiner tack soldered.
2. Joint wrapped with # 34 wire before final soldering.
3. Finished Vee joints, the soft wire allows for easy adjustment.
4. Bushed strut attachment points in fuselage longerons. (Pins show locations)
5. Carbon tubes cut to length and slid on joiners. Staple wire used for fuselage connection.
6. Struts mounted temporarily to fuselage with left wings attached. Note the magnets to hold the wings in place.
7. Right wings attached as well. Note lower wings are plugged in.
8. Fin and tail skid attachments these are again pin and socket. The 0.010" dia. wire on the fin is just too small the 0.018" dia. wire on the tail skid is more reasonable.

BACKGROUND

If you don't like adding markings and registrations to your models, this is the plane for you, because all photos that have been found of this aircraft show that there were NONE! That includes all the information provided by the Deutsches Museum in Munich, Germany!

The Albatros L 59 is an obscure single-seat sport aircraft that was manufactured in Germany in 1923. It used a 60 HP 5-cylinder Siemens engine. The L 60 was a two-seat version that used an 80 HP Siemens with 7-cylinders, but other than the engines, the two aircraft were essentially the same. Due to restrictions placed on Germany following the First World War, and the lack of available building materials, its construction was mostly wood with plywood covering. In an attempt to replicate this construction characteristic, I used some 0.009-inch thick bass-wood I purchased many years ago at one of the FAC NATS. The use of this wood certainly added a little more weight than tissue, but maybe not as much as you might think, since the all-up weight of the model, including the Brown Peanut CO2 engine, prop, and empty 3-cc tank is 1.5 ounces.

DATA SOURCES

Three sources of information were found for this aircraft, not including the limited amount of data I found on the Internet and what I recently found in Issue 24 of the FAC NEWS. The first source is the book *DEUTSCHE SPORT FLUGZEUGE*, by Peter Pletschacher, which I purchased on one of my trips to Germany. It includes some text (a translation is included later), two pictures (see Photos 1 and 2 of the L 59 and L 60 respectively), and a 3-view of the L 59 (Figure 1). Photo 1 looks as if it might have been taken prior to completion of the plane. For example, Photo 2 shows stabilizer-to-fin struts, windshields, and a roll-bar, none of which appear in Photo 1. This may have some implications concerning an unexplained feature noted in the next paragraph. The second source is *THE LIGHTPLANE*, by Underwood and Collinge (page 11). There are two photos in this book, the first being the same photo of the L 60 as noted previously, and the second a front-view of the L-59, which gives excellent details of the Siemens engine. The final source is data that was sent by the Deutsches Museum. Unfortunately, but not unusual, I didn't think about contacting them until after the model was completed. This source includes some text from *FLUGSPORT*, No. 12/13 (date unknown, and translation included later), a 3-view of the L 60, (Figure 2, which appears to agree with photos better than the one shown in Figure 1), and all of the photos previously noted as well as a few others, which were small and reveal less detail.

WHAT THE HECK IS THIS?

All photos, as well as the 3-view of the L 60 (Figure 2), indicate a feature I don't understand.....

In Photo 1, depicting the L 59, there are two narrow dark colored panels on the left side of the fuselage next to the pilot's cockpit. In Photo 3, these panels are also visible on the right side, but they are lighter in color (and shiny). The difference in the color is perhaps a result of the film used when the pictures were taken, or perhaps, as suggested earlier, the plane had not been finished when Photo 1 was taken. The reason that these panels exist is the unknown characteristic. They also appear on both sides of the fuselage in photos of the L 60 (Photos 2 and 4), but the size of the rear panel on the L 60 in Photo 2 is significantly wider than what appears to be shown on the L-59 in Photo 3. I initially thought they might indicate the existence of doors for the pilot and passenger, but hinges couldn't be seen. Due to their location relative to the wing, (i.e., on both sides of the fuselage and close to where the wing spars would be located), my best conjecture is that they might be panels made of a different material (or doublers) that helped make the plane structurally sound. The width of the panel next to the passenger seat shown in Photo 2 suggests that its purpose is a result of the large opening in the top of that portion of the fuselage. Conjectures by the readers are welcomed.

CONSTRUCTION AND COLORS OF THE MODEL

As noted earlier, I used basswood to cover the majority of the model. The use of tissue would be relatively straight forward, with the exception of the top formers for the fuselage, where the shallow curvature of the formers would prohibit notches for stringers. An alternative former is shown on the plan for this situation.

Photo 3 indicates the use of aluminum (or some other metal) for the engine cowling and landing gear. Consequently, these were painted aluminum (or silver). The remainder of the plane was stained with dark walnut, and two thin coats of Krylon Crystal Clear applied over the dried stain.

FLIGHT CHARACTERISTICS

This is being written in late November of 2008, and powered flight tests have not been made, but a few unpowered glides were made when the model was built but not stained. Occasionally there was a tendency of the plane to roll off to either side, despite having a bit of washout in both wings. This could be a result of the high aspect ratio wings, suggesting that doubling the size to produce a wingspan of 42 inches and making the plane, (oh dear, please excuse me), R/C, with functional ailerons might be a good idea.

TRANSLATION OF THE GERMAN TEXT FROM DEUTSCHE SPORT FLUGZEUGE

One of the first modern charming low wing sport aircraft was the L59/60 of the Albatros Works in Berlin-Johannisthal. It was unusual in that, while the machine resembled fundamental construction, it was built as a single or double seater. The single-seater L59 had a 60 HP and the two-seater an 80 HP Siemens-Sternmotor. The measurements of both versions were identical. The seat location in the fuselage was chosen so that the pilot

was behind the motor, and the passenger behind and to the right of the pilot.

The Albatros L59/60 was one of the first cantilevered wood construction aircraft and also had a very good enclosed landing gear without axle which permitted an astonishing speed of 150 km/hr. The landing gear struts had a wide separation and were fastened directly to the wing, which made for very safe ground handling capabilities. Without great difficulty, the landing gear could be changed to floats. The outer portion of the wing was easily dismantled for transportation.

CONSTRUCTION DESCRIPTION

The one-motor and 1 or 2-seater cantilever low wing was completely constructed from wood. The fuselage was plywood with a square cross section with rounded upper surface. The pilot seat was to the left of center line, the rear seat (on the L 60) to the rear and right of the pilot. The cantilever 3-part wing was made of wood with plywood covering. The independent landing gear struts were also covered, had a large separation, and were attached to the wing.

TRANSLATION OF THE GERMAN TEXT FROM FLUGSPORT

The Albatros sport airplane L 59/60 can be used as a single or two-seater. If it incorporates a single seat, it has the L 59 designation with the use of a motor of 50 to 60 horse power. As a two-seater, (L-60), it uses an engine of 90 to 100 horse power. The only significant difference between the two types is the engine; otherwise, they remain the same. The choice of the building materials, strength, and stability calculations are determined by current standards for airplanes.

The airplane dimensions are: Height: 2.65 meters; Wing span; 10.30 meters; Length: 5.40 meters.

The fuselage of the airplane is made from the best plywood manufactured. The pilot sits in the space behind the engine, and for the two-seater plane, the passenger sits back and to the right. The fuel tank sits on the center of gravity under the pilot's seat. The rudder, which provides side-to-side steering, is located at the end of the fuselage, and is operated by foot pedals. Up and down control is accomplished with the use of the control stick. The pilot's seat is located so that he can comfortably reach all controls to fly the plane.

For convenient transportation, the aircraft can be separated into three parts. The outer wing panels can be removed from the inner wing panels which are rigidly attached to the fuselage. The wing itself carries no kind of support. It is free-standing, made from wood, and covered with plywood.

The L 59 used a Siemens air-cooled motor of 50-to-60 horse power; the L 60 incorporated a 90-to-100 horse power motor from the same firm.

The fuel tank is built into the wings at the center of gravity. It holds enough fuel to fly for 3.5 hours for both the L 59 and L 60. The oil tank lies behind the motor and holds enough oil for the same amount of flying time.

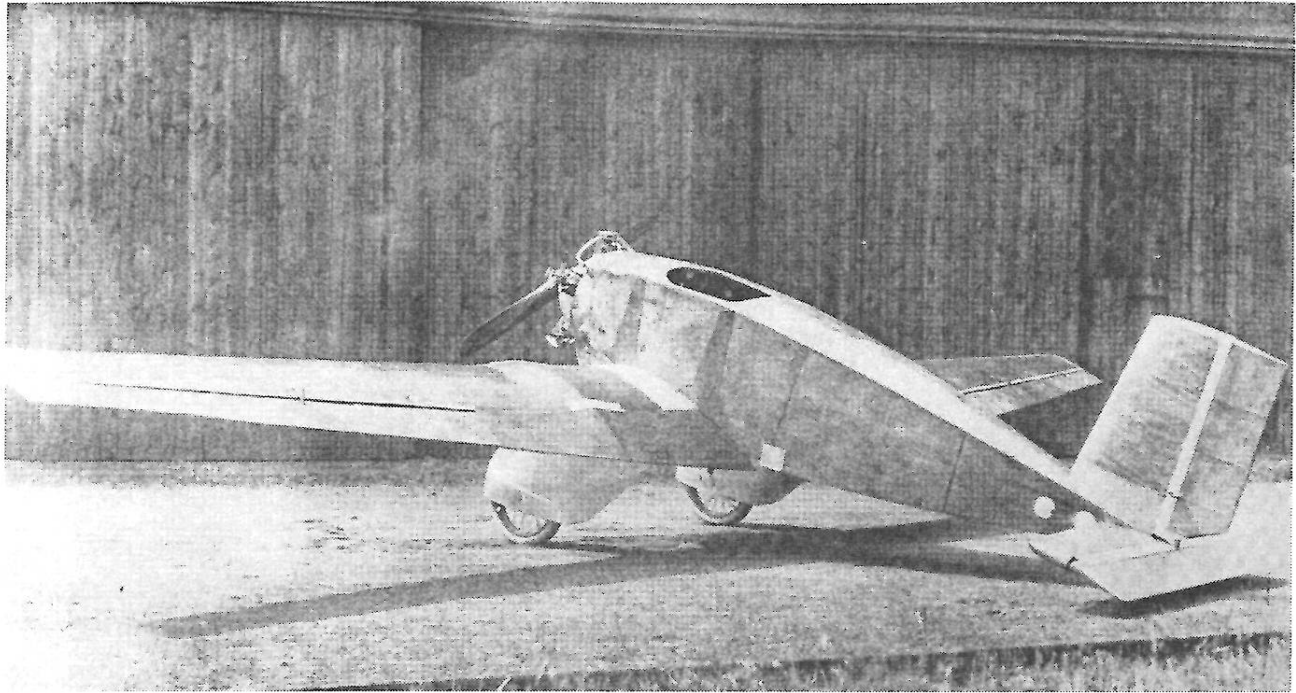


Photo 1: The Albatros L 59. Photo from DEUTSCHE SPORT FLUGZEUGE

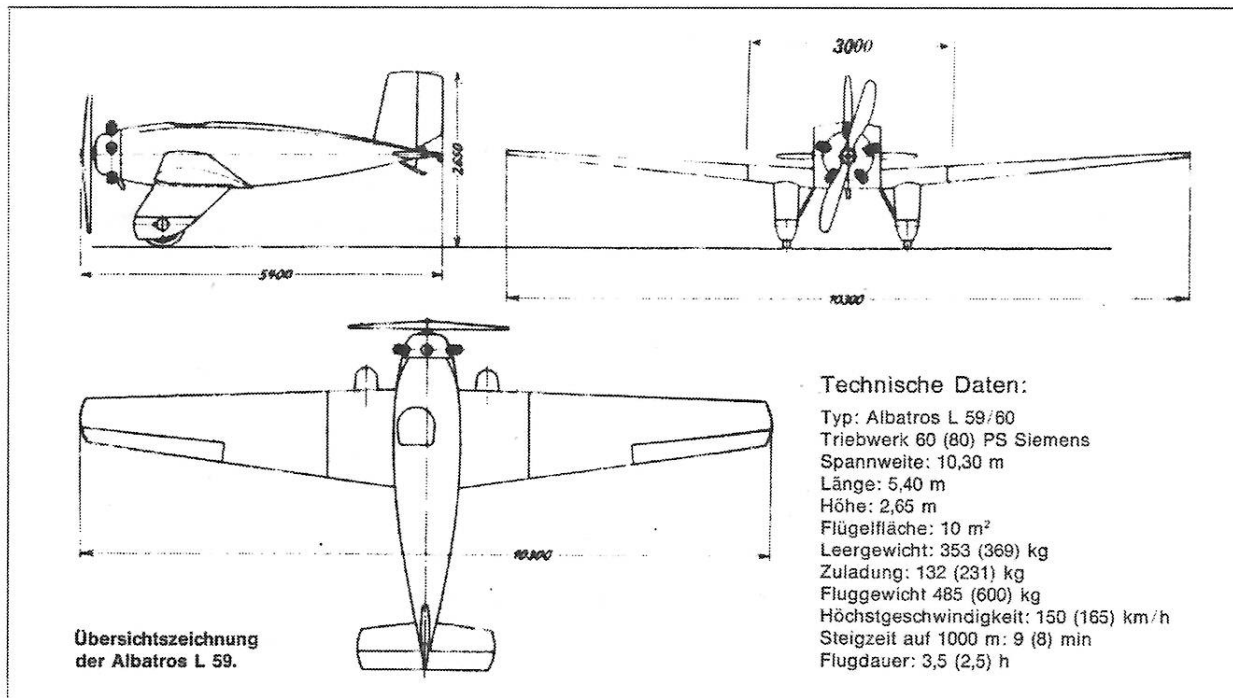
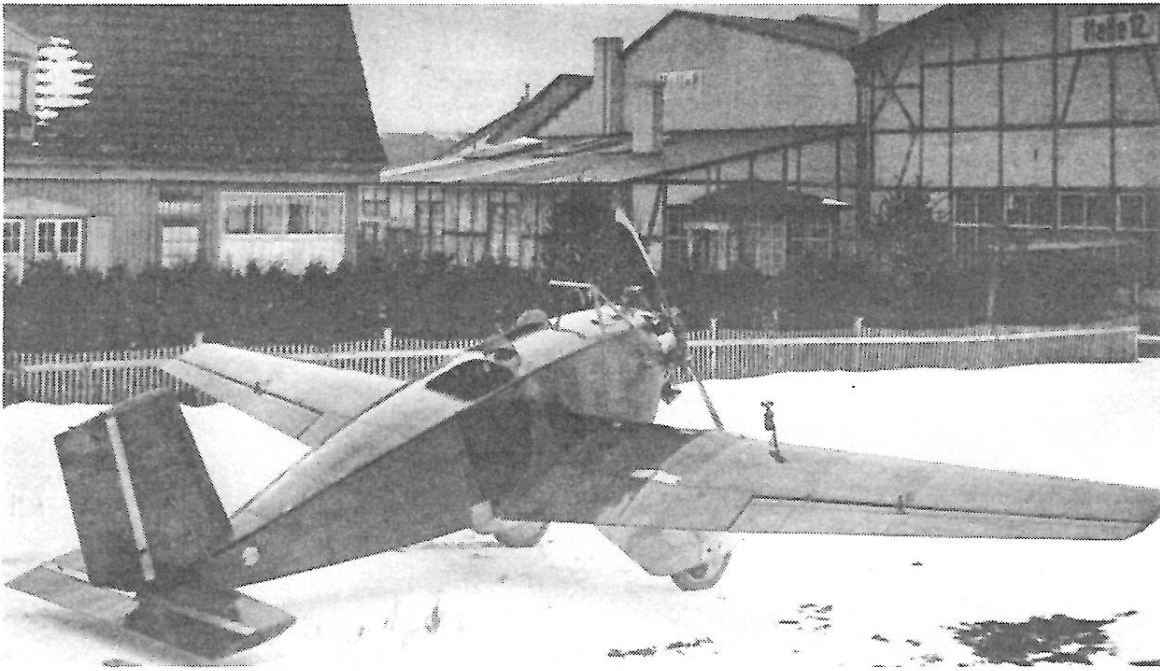
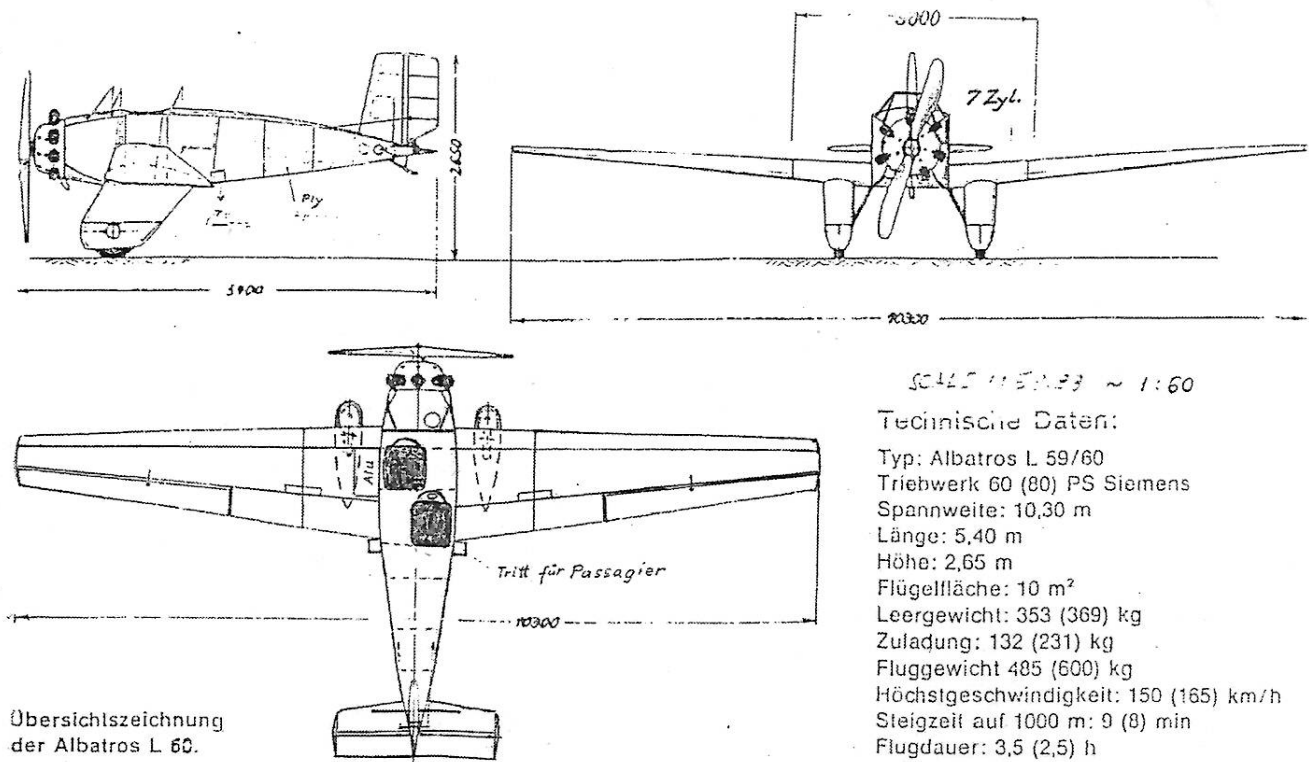


Figure 1: The Albatros L 59 3-View, from DEUTSCHE SPORT FLUGZEUGE
 (Note aileron length relative to that in Figure 2 and photos)



Doppelsitzerausführung Albatros L 60 mit versetzten Sitzen.

Photo 2: The Albatros L 60. Photo from DEUTSCHE SPORT FLUGZEUGE



Übersichtszeichnung der Albatros L 60.

Figure 2: 3-View of Albatros L 60 from Deutsches Museum. Note indication of panels by cockpit

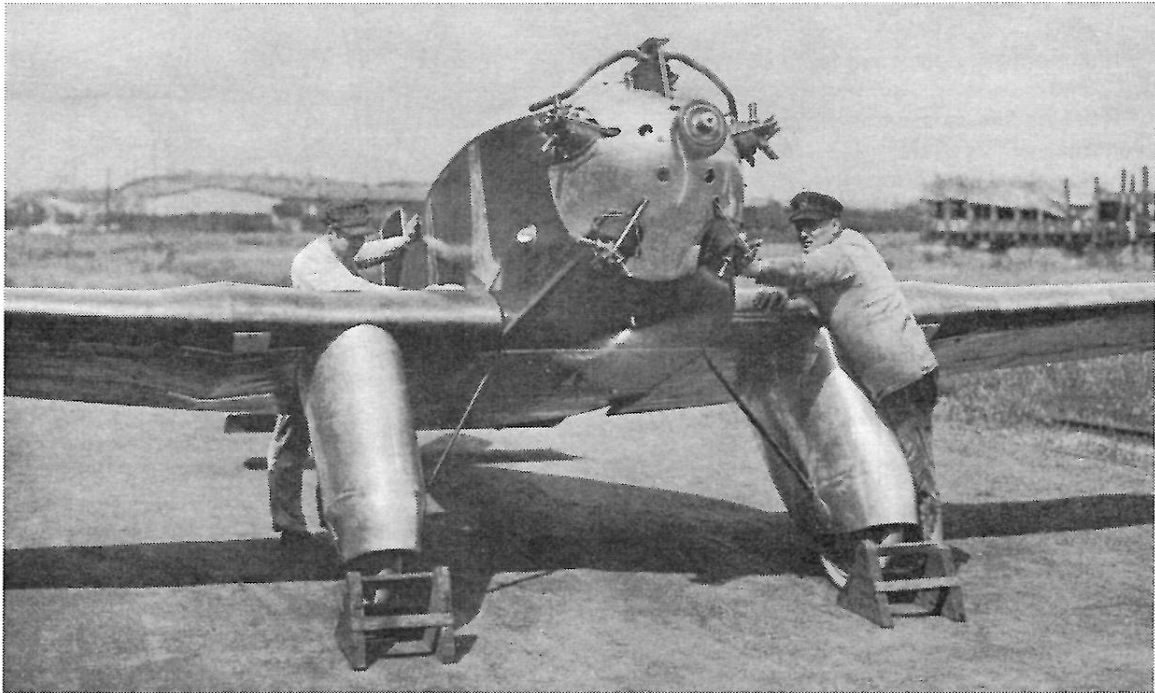


Photo 3: Front View of the Albatros L 59. Photo from THE LIGHTPLANE

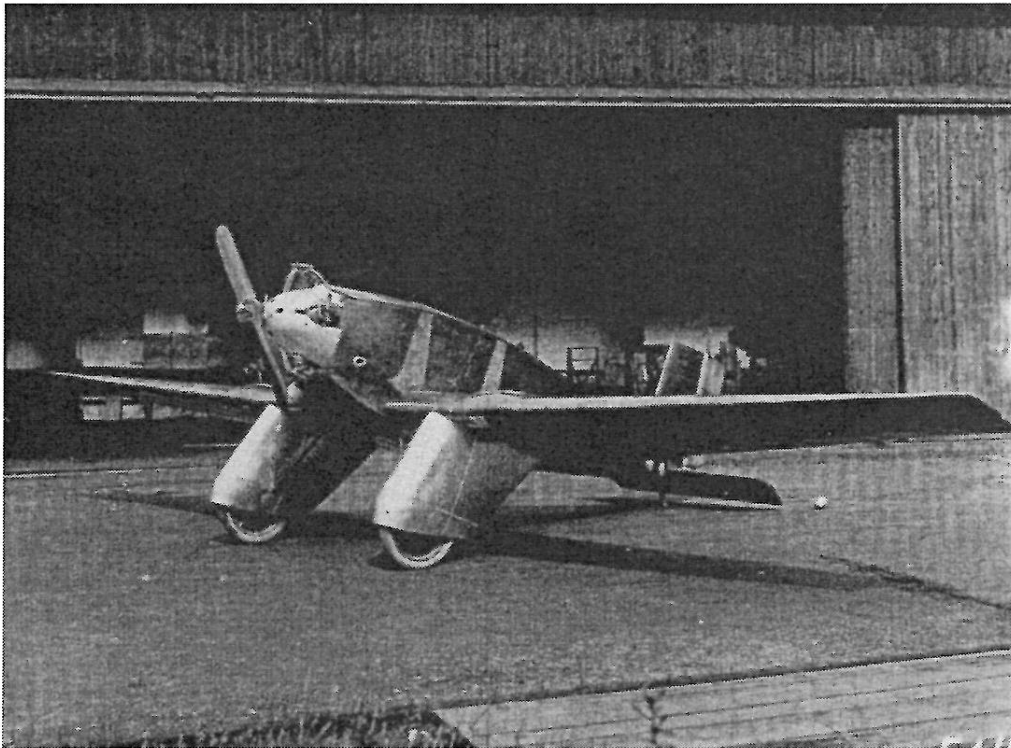


Photo 4: The Albatros L 60. Photo from the Deutsches Museum

Simplified Method of Final Assembly

By Waffer S. Egged Jr.

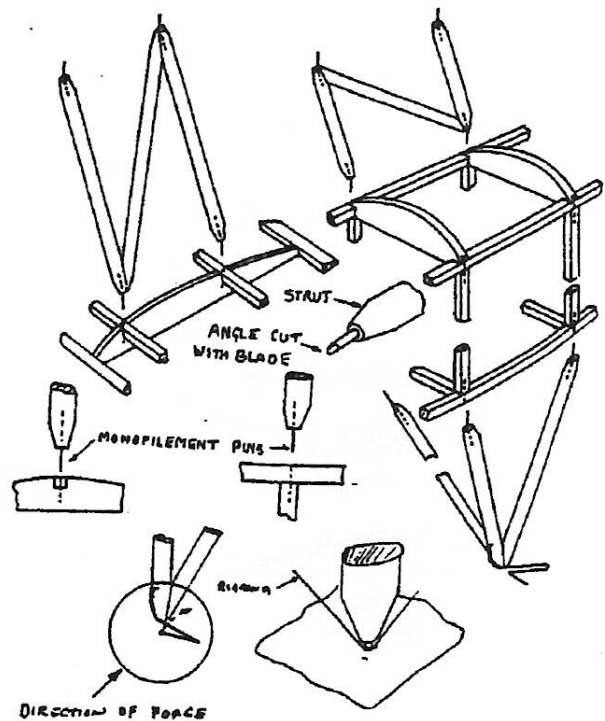
All attachments are designed to be strong in both Compression and Tension by using light weight mono-filament fishing line as assembly pins.

Advantages of this system:

- A. Greatly simplifies final assembly.
- B. All joints are flexible and strong in tension.
- C. Flexible joints absorb energy during crashes.
- D. Improves appearance duplicating a scale appearance of fittings at attach points.
- F. When rigging is required, provides a convenient way to locate rigging.

1. Sub-assemble all wing struts, cabine struts, and landing gear and final paint.
2. Drill holes in end of struts using a straight pin, and using 1" pieces of monofilament cement pins into all strut assemblies using cyano gap filling cement.
3. Cut pins to approximately 1/4" (1/8" on peanuts) on all strut sub assemblies.
4. Drill pin holes in body and wing structures about 5/16" deep and mark with black ink before covering -after covering pierce holes with a pin and mark with black ink. Finish doping and painting model.
5. Use sub-assembled struts as fixtures to assist assembly - Cement with a small coating of a gap filling cement after pre-assembly to check alignment - use only enough cement to hold joint -joints can be worked loose later for adjustment if necessary. Acetate Cement thinned with acetone 50% can also be used -Note double coat hole and strut pin.
6. Use monofilament for all fitting and rigging available at stores selling fishing supplies.

.003	1.75 lb light weight rigging
.006	2 lb medium rigging
.010	6 lb peanut attach pins
.017	17 lb larger attach pins

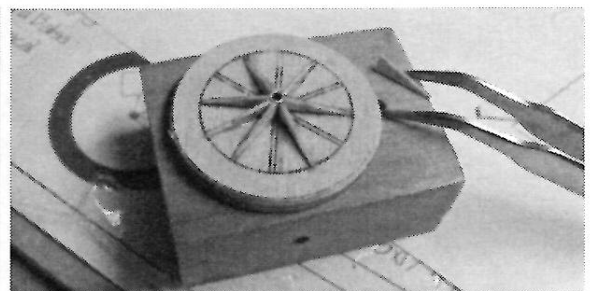
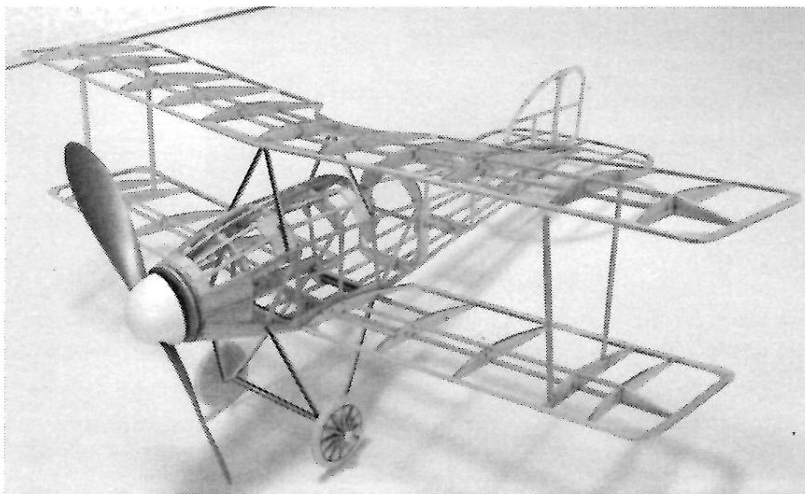


Caution- Do not rig to tightly on light weight models there can be some tightening in extra dry and high heat conditions.

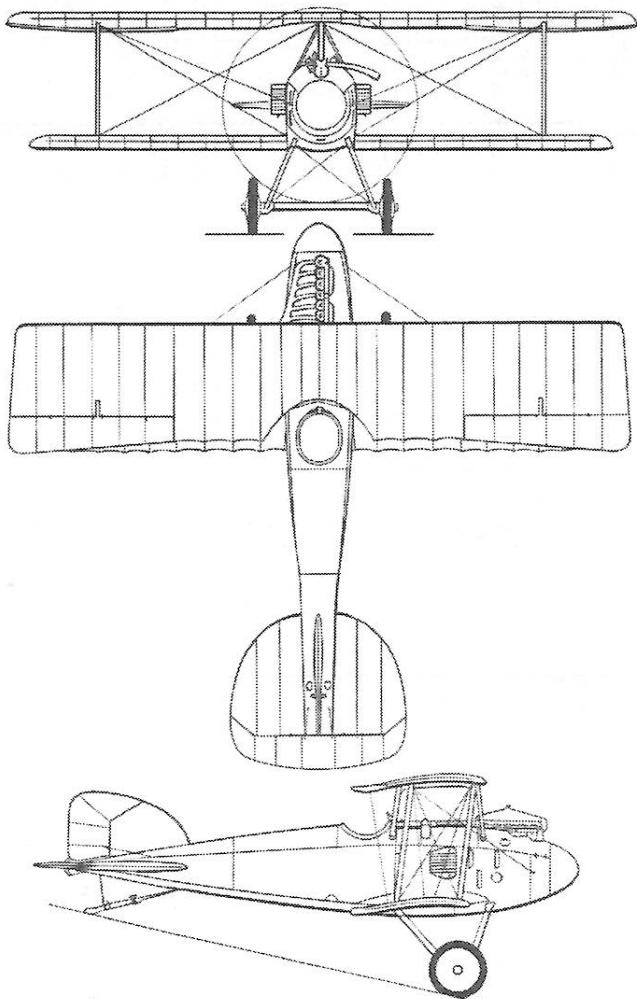
Landing Gear Saver

Landing gear wire fitting serves as a shock absorber -use wire size only as heavy as required to support model. Wire sizes are available at guitar music stores from .007 to .020 in .001 increments.

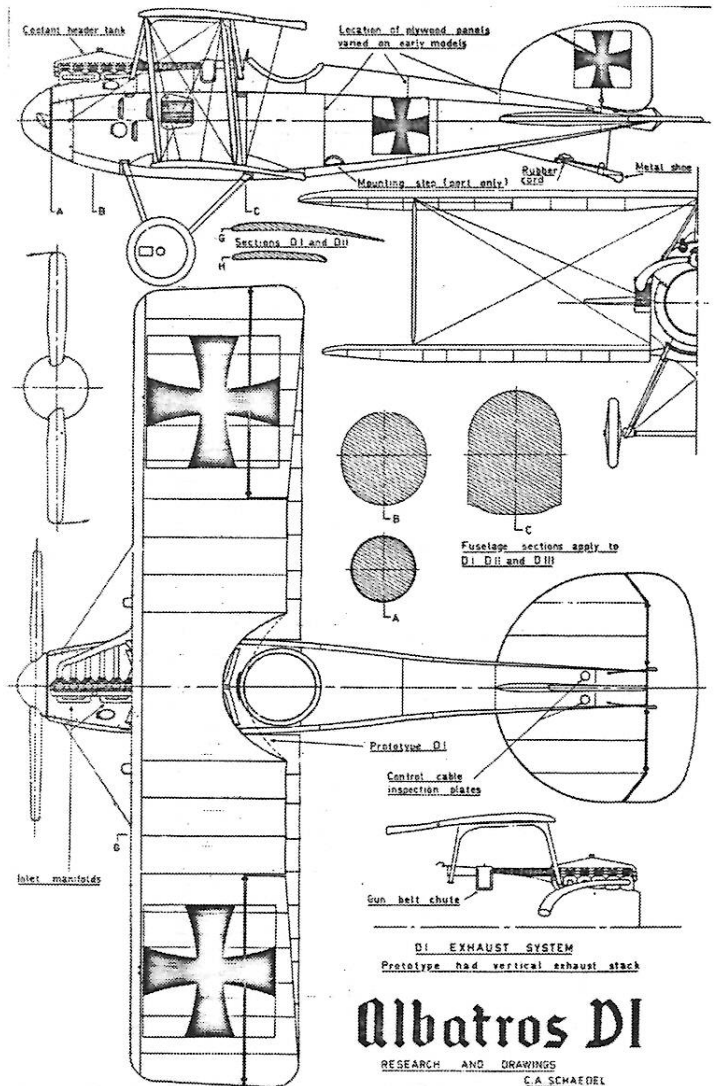
This article originally appeared in the Nov-Dec 1995. Maxfax and again in the Mar- April 2001. However since I am doing a variation, it seem appropriate to run it again.



Assembled DI to left uses enhanced wheel above. Struts unplugged on upper left wing. Someday I'll get around to covering it. The fun part was the new strut construction.



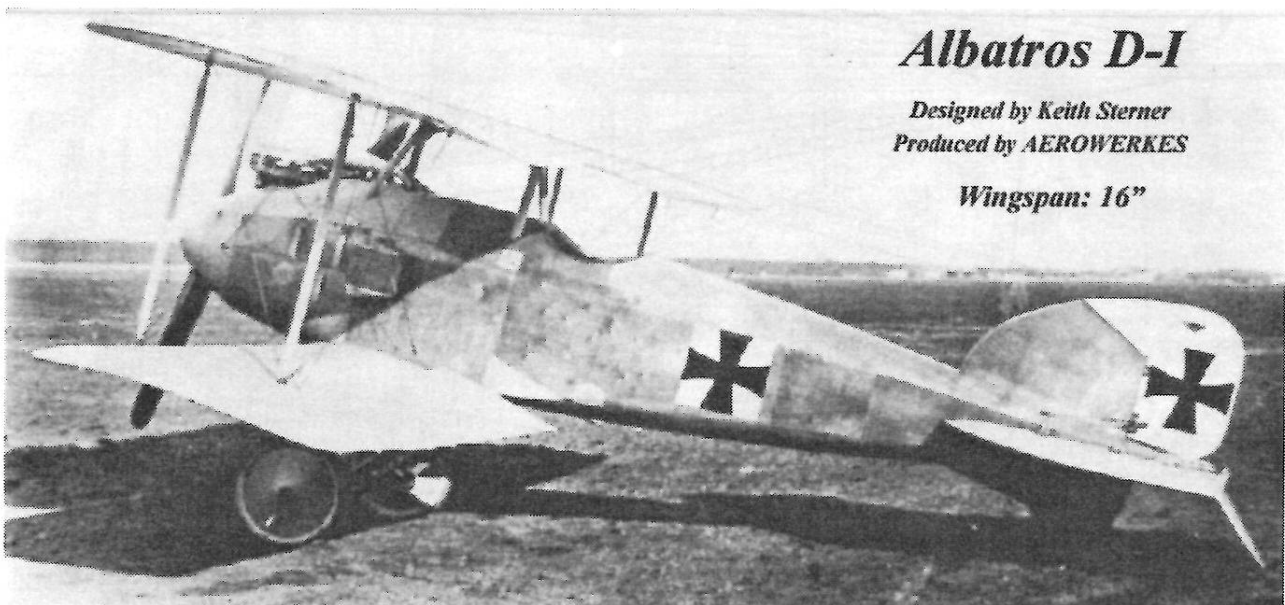
NOTE IN THIS 3-VIEW FROM AIR ENTUSIAST #1 THE FRONT VIEW IS REVERSED. THE PICTURE BELOW SHOWS KEITH KNOWS WHAT THE DI GAP SHOULD BE.



Albatros D.I

RESEARCH AND DRAWINGS
C.A. SCHAEDEL

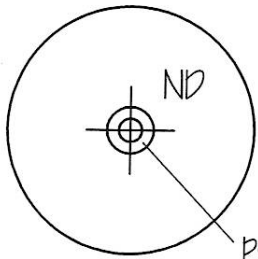
THIS THREE VIEW IS ONE COLLECTED IN 1978 WHEN I DESIGNED A PEANUT DI. I DON'T KNOW WHERE IT CAME FROM.



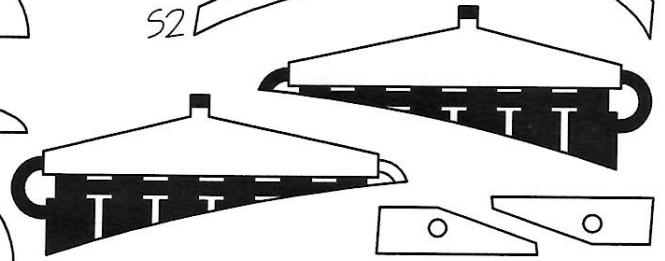
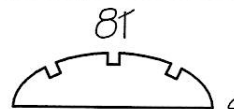
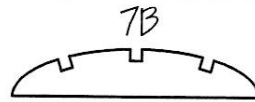
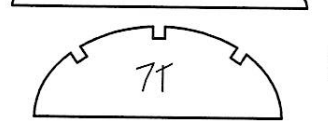
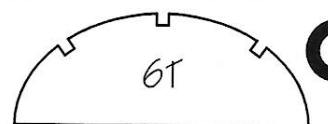
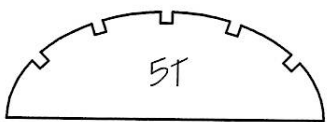
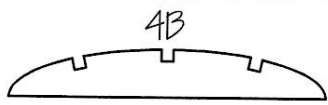
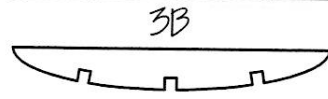
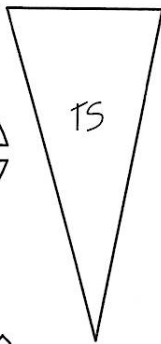
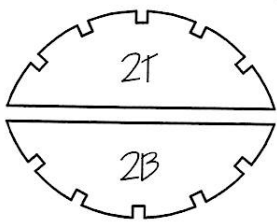
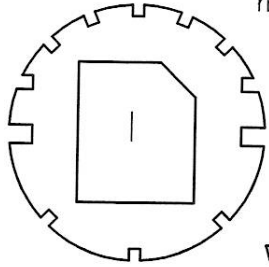
Albatros D-I

Designed by Keith Sterner
Produced by AEROWERKES

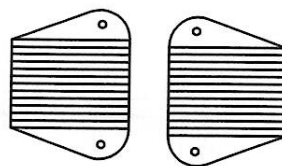
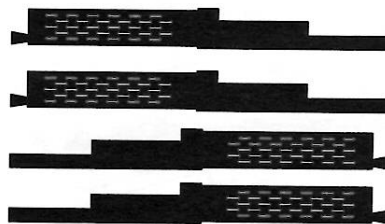
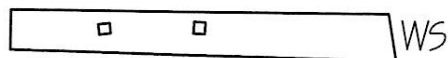
Wingspan: 16"



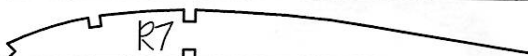
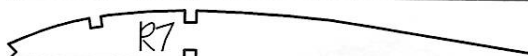
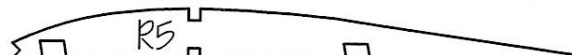
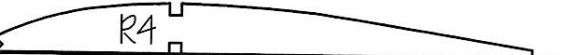
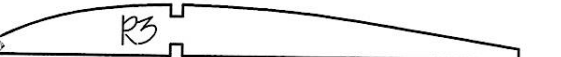
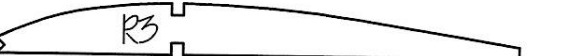
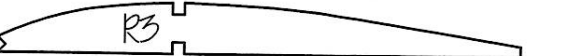
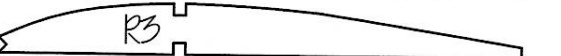
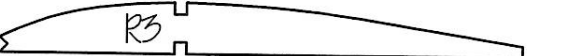
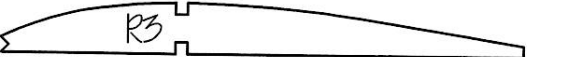
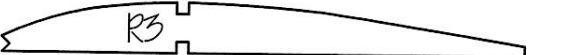
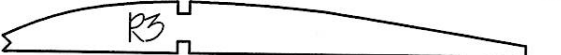
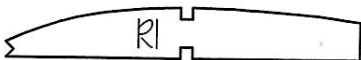
peck plastic nose button



Paper engine and machine guns, cut out and glue to opposite sides of a piece of 1/16 sheet and trim to outline. Radiators glued to one side of a 1/16 sheet.



Radiators



ALBATROS D.II

pseudo-dime scale, 1/16" WS

designed & drawn by: Keith Sterner

5 / 2007 Sheet 2 of 2

A DIFFERENT WAY TO BUILD STRUTS

Stew Meyers

I don't know about you, but I go to sleep at night designing structure in my mind. Also, I go over design details and my mind when I drive. And while driving to contests in Pensacola and North Carolina, I had a lot of time to do this. When I got home, I was eager to try some of these ideas out. I had ordered two kits from DPC Models, Ltd.: a Sopwith Pup and Albatros DI. More on the Pup later. I decided to build the DI kit as a technology demonstrator for some ideas I had for strut design using carbon tube.

I favor plug in wings with monofilament rigging to allow the energy of crash landing loads to be absorbed by stretching the rigging and bending soft pins rather than breaking structure. These days I use small magnets to hold the wings on rather than a rubber band. Even if damage results, repairs are much easier to make if the wings can easily be disassembled. A word here on the pins that are used for the plug in wings. These must be soft wire not hard music wire. If music wire is used, it may bend in a crash, but can never be re-bent to the correct angle. Whereas, soft wire is easy set at the desired angle and easily reconfigured.

The combination that I had been using on Dime Scale models was a rolled tissue tube formed on 0.020 music wire and a paper staple wire pin which is about 0.018 in dia. Now there are a couple of new options.

Thin wall brass tubing 1/32 OD x .020 ID with a .006 wall thickness KS5035 from www.shortysbasement.com weighs 0.058 grams/ inch.

Hollow pultrusion carbon epoxy round tube, non-woven, non-wrapped DPP Carbon Tube .040"x.020"/1.00mmx0.5mm from www.peck-polymers.com weighs 0.022 grams/inch.

Brass wire is available at model railroad shops in a 0.019 dia. The carbon tube in particular allows self jiggling struts to be made with soft wire ends. I find this much easier than trying to bend music wire. The carbon is easily cut accurately to length by rolling a single edge razor blade over it. It helps to keep a staple wire in it as a mandrel to prevent splitting of the tube. This is also the way I cut the thin wall brass tube. Small length adjustments can be made on assembly before cyanoing in the soft wire ends. Even I can make a single, accurate, in plane bend in soft wire, and furthermore the angle is readily adjustable. More on this later.

The DPC Albatros DI Dimer is a rather nice kit, but I found a few nits:

#1 the gap on the model is the same as the DII. There is a DII kit as well, I assume the kit designer Keith Sterner just changed the cabins to "V" struts and kept the gap the same. The full scale DI suffered some drawbacks in combat from the larger gap, since it obscured the pilots upward vision. Of course, on a model this is of no concern and the greater efficiency of the larger gap is worth the effort to change the design to make it a bit more true to

scale. This is easily done.

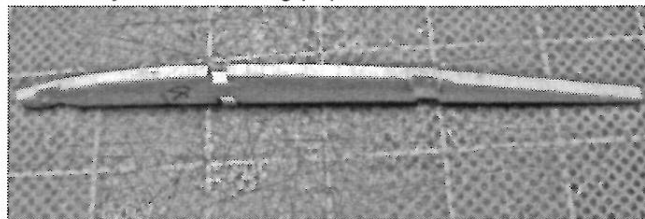
#2 I also would have preferred laminated tail outlines, but, hey the FAC's silly Dimer rules prevent this. Well, I built it like the kit.

#3 I would have preferred the spars in the scale locations, but can live with the design as kitted.

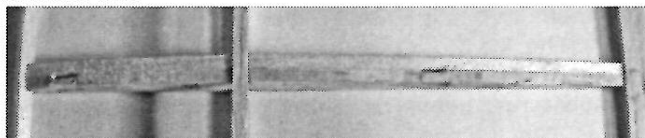
#4 I might also mention there the kit has very light wood. I replaced the spars, leading edge, and longerons, with stronger slightly heavier balsa. These items are not the areas to save weight.

That being said the laser cutting was excellent and the overall design is very nice and in keeping with a Neo Dimer with its profile guns, Windhoff radiators, and engine.

One area I changed was the interplane strut mounting. I have long used monofilament pins to provide a flexible removable mounting, following Walt Eggert's lead. On this model I tried using a 1/16th wide tab of Sig hinge material in one end of the strut to prevent strut rotation. I used to use a dab of Ambroid on the end of the strut to prevent rotation, but this tends to tear the tissue in the vicinity when the wing pops off in a crash.



Since the kit had pockets cut in the ribs for strut ends, these required being filled in with scarp balsa. I used aliphatic resin (white glue) rather than cyano so I would not over harden the balsa rib to the point it would be hard to drill a hole for a monofilament pin or file a slot for the anti rotation tab.



I put the slots in the lower wing ribs. After filing a slot at the correct angle for the tab, I glued another 1/16th rib on the inside to close the slot and provide a point for mounting the eye for rigging points. Fortunately, the kit had two extra ribs to use, another legacy of the DII kit.

At the strut position on the upper wings, I just added a piece of 1/16th square on the inside the upper strut rib. I drilled #77 (0.180 dia) holes in the rib using a templet to get the correct angle. I then reamed the hole a bit to get it near 1/32 dia. Finally I chased it with a 1/32 drill. The then inserted a 1/4" length of 1/32 od brass thin wall tubing in the hole and cyanoed it in place. I then cleaned the hole with a reamer and #77 drill.

Another change I made to the upper wing was to laminate the circular cutout in the trailing edge center section. I also changed the dihedral break to the center of the wing at the wing mount. Thus the upper wing was built in two halves so they could slide on to the cabine wires. The attach tubes were carefully aligned to each other.

The kit is designed with plug in lower wings with 1/16 square spar extensions. The corresponding wing support panel on the fuselage has laser cut holes to receive them. Not a bad way to achieve the three degree angle of attack, but not a good wing mounting. Those 1/16th balsa spars will shear right off and if you glue the root rib in place, you just shear outboard of them in a crash.

However if we use soft wire pins bound to the spars and have a tube glued in the fuselage to receive them the wings will pop off in a crash with no damage. Monofilament rigging is used. This will stretch in a crash and absorb energy leaving the structure intact. The soft pins may bend, but are easily bent back to the correct alignment and reinserted into the tube.

Hard music wire on the other hand will take a set and work harden. It can never be reset properly. Over the years the lower wings on my WWI models have survived very well with this scheme after some spectacular prangs. Whereas models with glued in spars or root ribs have often sustained damage. This is also a good way to tame the famous mystery wing mount present in many old designs.

Upper wings in the past have been solidly affixed to the cabins. These have not fared so well. The cabins often get clobbered and are hard to replace. On my "V" strut models like my Rumpler DIV or FK8, the "V" often stayed intact, but the wing tore off with damage making it hard to reattach.

On this model I intended to use a scheme similar to that on the lower wings. Except the wire would now be on the cabine and the tubes embed in the wings. I had used this approach on an Albatros B2 with success. Here however, I used one mm carbon pultrusion tubing from A to Z for the cabins. I made the upper part of the "V" from two pieces brass wire silver soldered together. The lower ends I made from staples. The staples have a coating that make them less easy to solder than the brass wire.

The kit has stringers on the upper part of the fuselage which complicate the installation of the cabins. Indeed the rear cabine in the kit is glued directly to the stringer. That's a non-starter in my book. I inserted 1/32 thin wall brass tubing in the longerons at the cabine attach positions to receive the lower end of the cabins. I then fit up the cabins. Well actually, I fit the lower wing in place first as a reference for the upper wing. The interplane struts fit correctly and the "V"s looked good. It was readily apparent that struts would go right through the first stringer. Therefore when I put in the stringers, I sheeted in between them in the area of the struts. I then cut slots to accommodate the struts.

Another change I made to the fuselage was to be sure I had first former set in with a few degrees of down and right thrust built in. I moved the rear motor attach peg forward one bay and opened up the formers to provide more rubber clearance. At the tail end I ran some reinforcement between the top and bottom stringers. These support the fin and tail skid. I again used pins to attach these. The stringers by themselves are a little to tender for this. The kit assumed you would slide the stabilizer in slots in the sides. In this case the leading edge would go through the support area. I modified the elevator

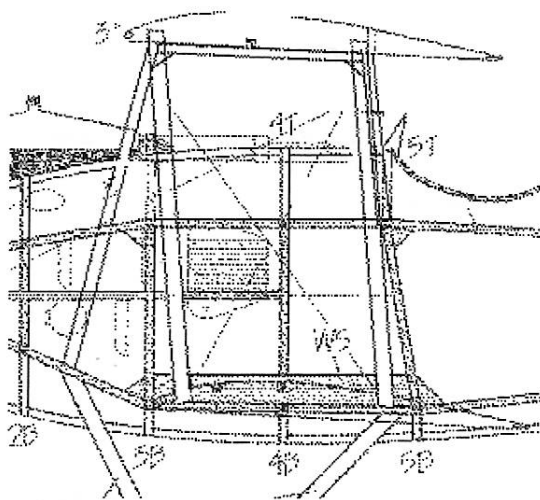
to go around the sides of the fuselage instead. I have used this technique successfully on other Albatros models. I also sheeted around the nose to provide a smoother transition for the covering and a hard spot to hold the nose when winding. Again experience has shown this is desirable or you quickly punch holes in the tissue.

The under carriage was built similar to the cabins except a length of 0.015 music wire was bound into the joint to provide tie points for the dental band the provide scale shock absorbing. Carbon tubing was mounted in the fuselage to support the undercarriage similar to the tubing used for lower wing mounting. Finally triangular spokes were added to the wheels supplied in the kit. These are more scale looking and provide extra attach area for the 3/32 od aluminum tubing hub. This hub is left long to mount in a lathe or drill press to round off the tire. The tubing is then cut off flush and a paper cone is glued over the spokes.

A Struck type clutch is made with 1/16 thin wall brass tubing that has a 0.050 id. This allows 3/64 music wire to be used for the reverse "S" hook and yet fits under the vacuum formed spinner supplied in the kit.

The one mm carbon struts have a strip of 1/16th wide 1/20 hard balsa cyanoed to them. This is then rounded and wrapped with silk-span or heavy tissue and glued with Ambroid. The resulting strut will look very scale.

By now the model no longer qualifies as a Dimer I guess, so I will make the engines, guns, and radiators a bit bit more three dimensional and fly it in combat.



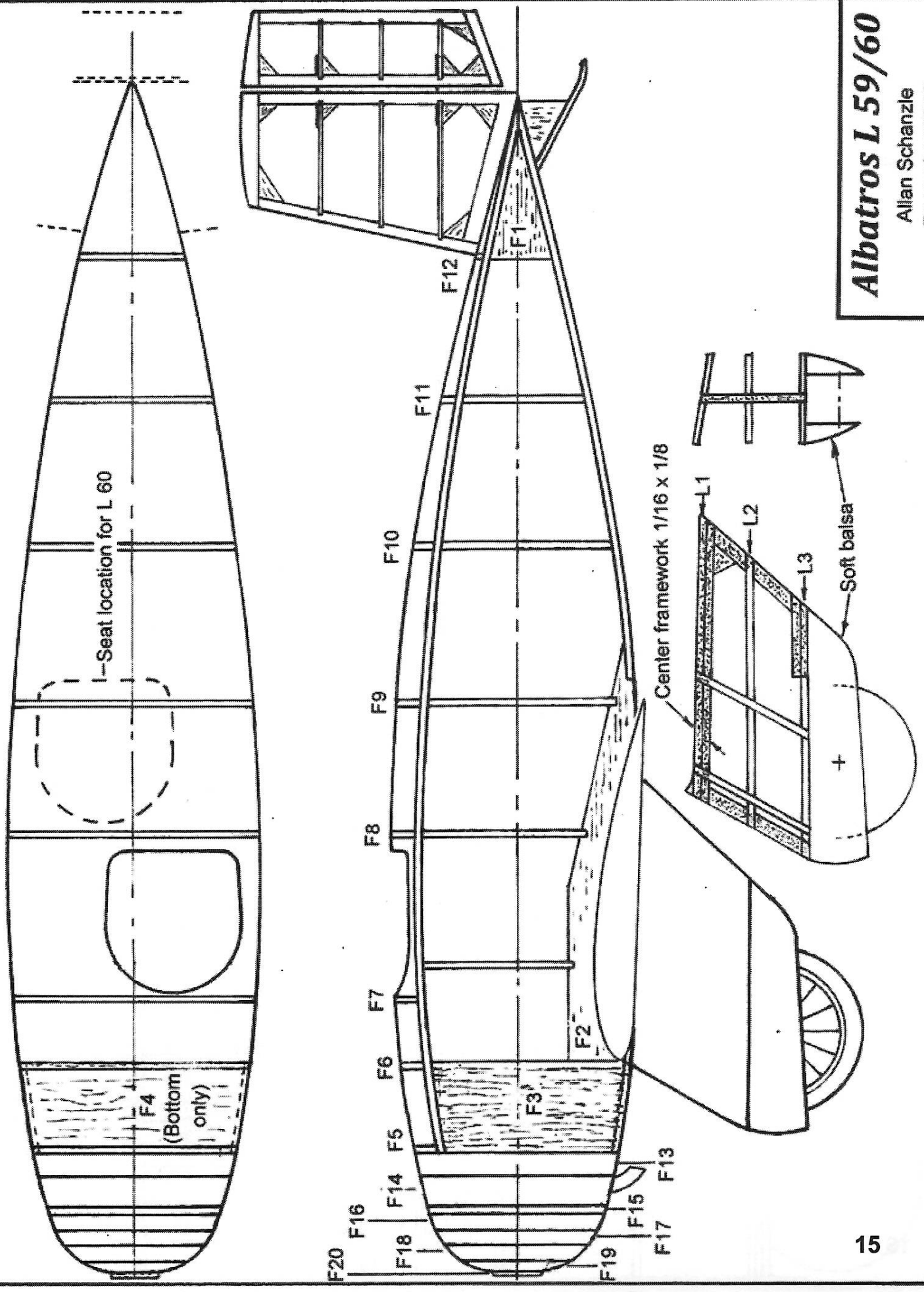
Albatros DI with scale gap

OPAQUE WHITE INSIGNIA

For the insignia mount a piece of white jap tissue on a frame and spray the rough side with thin acrylic white. You now have opaque white tissue. Bond this to a piece of heavy bond paper smooth side up with glue stick at the edges. Print the German crosses on this sheet with your printer (either ink jet or laser). Cut out the insignia and attach to model with thinned white glue or a glue stick. If you use an ink jet printer you can do colored rondels as well. A light sprayed coat of clear dope will fix the color.

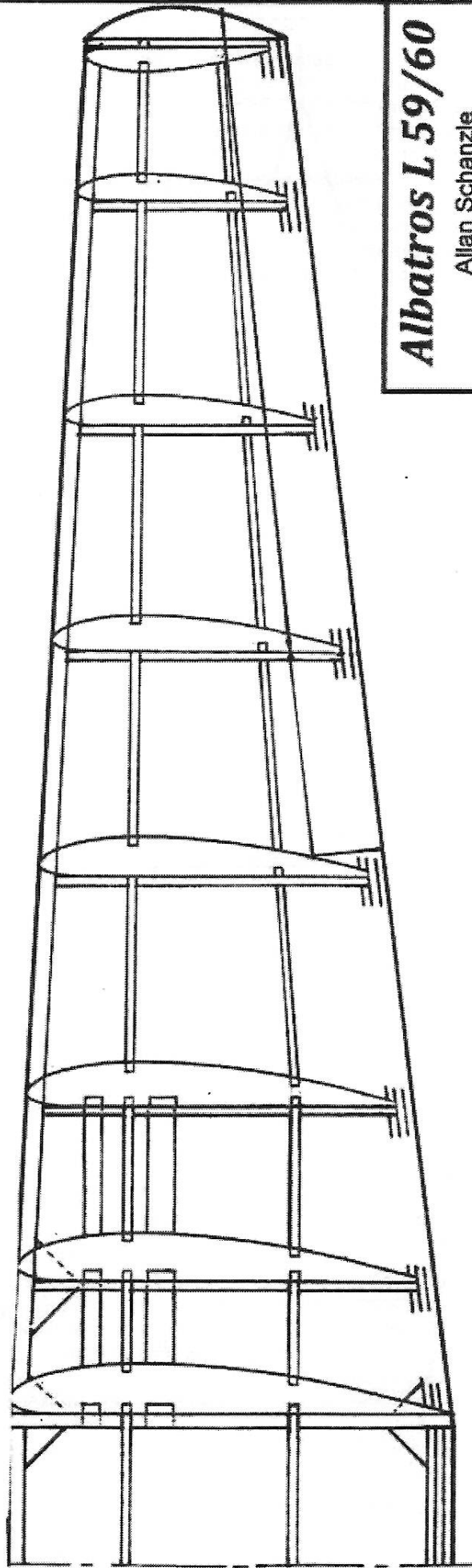
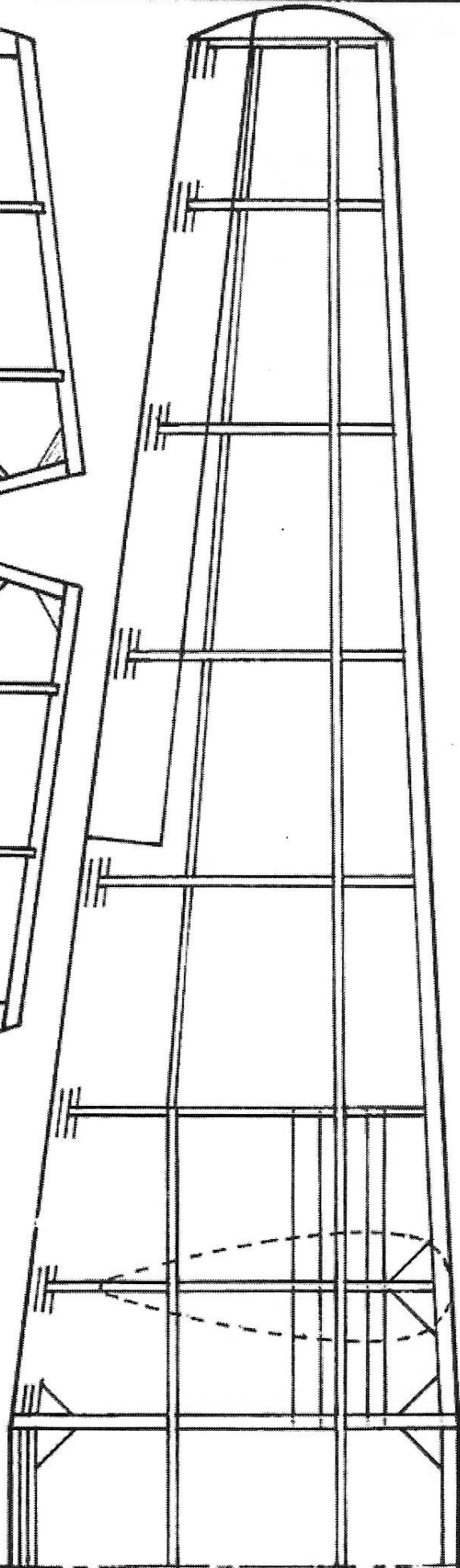
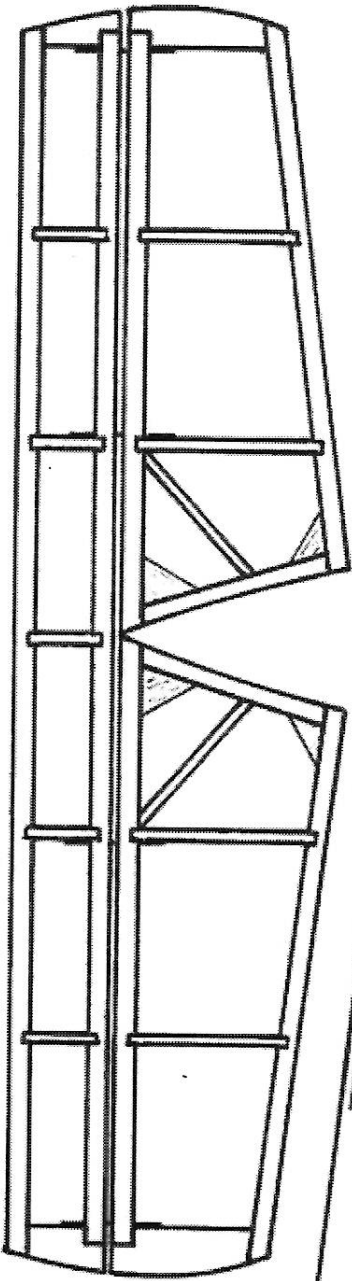
Albatros L 59/60

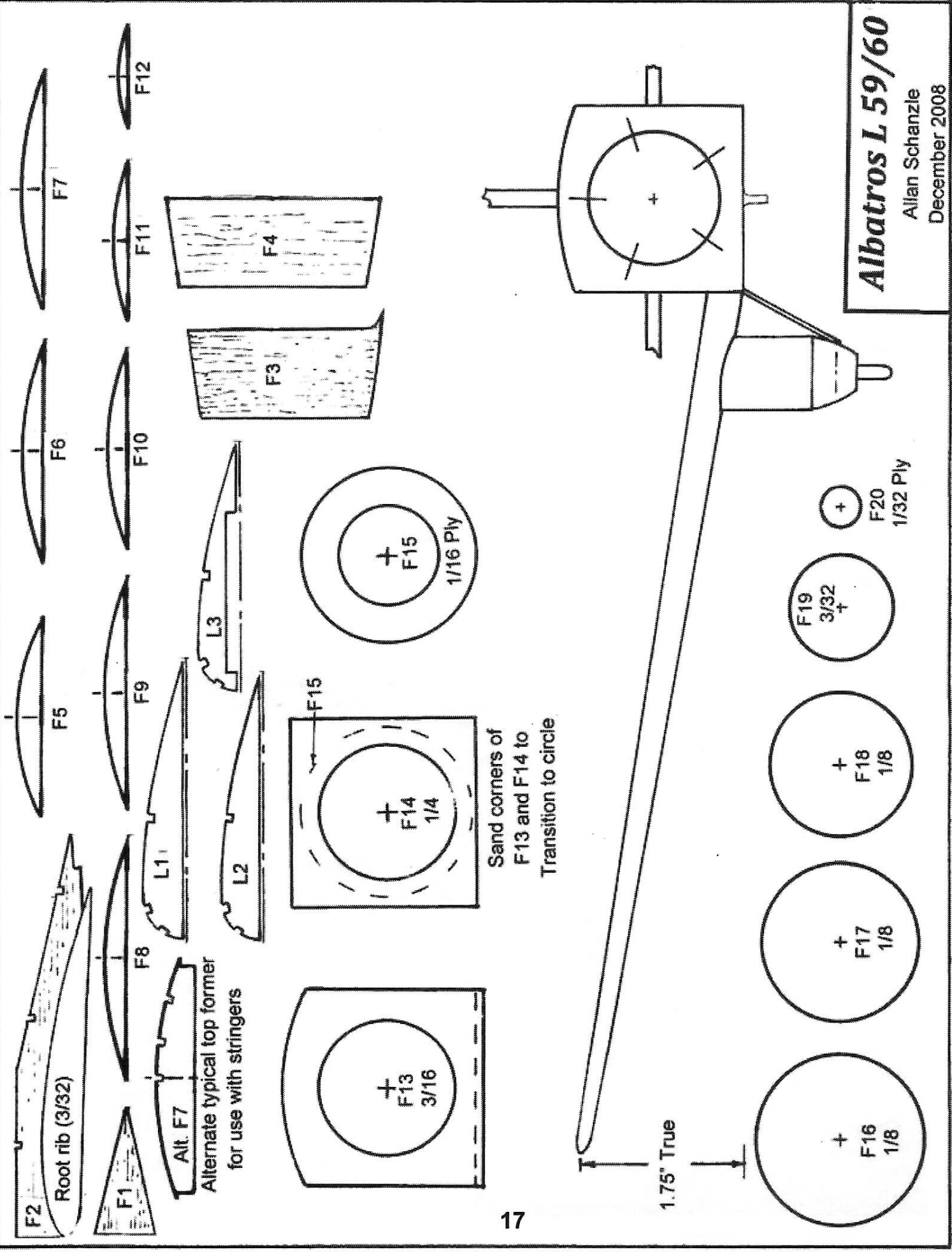
Allan Schanzle
December 2008



Albatros L 59/60

Allan Schanzle
December 2008





National Building Museum - January 11, 2009

We had 28 registered flyers for freeflight, and 12 for RC. The event with the most entrants was P-Nut Scale, and it was won by 17 year-old Henry Guth. Henry is a relative newcomer, and he out-flew a lot of old hands.

As usual, Steve Fujikawa was Grand Champ.

14g. Bostonian ML (8 entrants)

1 Bobby Russell	The B/P
2 Paul Spreiregen	Found
3 Stew Meyers	Schtick

Phantom Flash ML (11 entrants)

1 Jim Coffin
2 Mike Escalante
3 Doug Griggs

Dime Scale ML (6 entrants)

1 Steve Fujikawa	Bristol Brownie
2 Bob Bissett	Eindecker
3 Walt Farrell	?

Pennyplane (3 entrants)

1 John Zseleczyk	5:23
2 John Appling	5:08
3 Paul Spreiregen	2:34

A-6 (3 entrants)

1 Tony Pavel	4: 26
2 Walt Farrell	3:35
3 Ondrej Mitas	2:40

P-Nut Scale ML (12 entrants)

1 Henry Guth	Lacey
2 Bobby Russell	Ganagobie
3 Rick Mathews	Ganagobie

WW II No-Cal ML (9 entrants)

1 Steve Fujikawa	Dauntless
2 Doug Griggs	F6F
3 Tony Pavel	He 100

Helicopter ML (6 entrants)

1 Al Derenzis	Unicopter
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Ready-to-Fly (2 entrants)

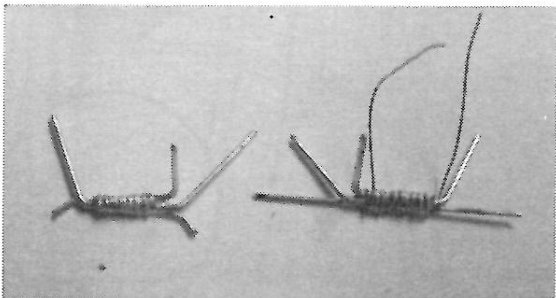
1 Terry Slattery	Butterfly (2:07)
2 Chris Bartlatt	Butterfly (1:33)

FAC No-Cal Profile Scale (5 entrants)

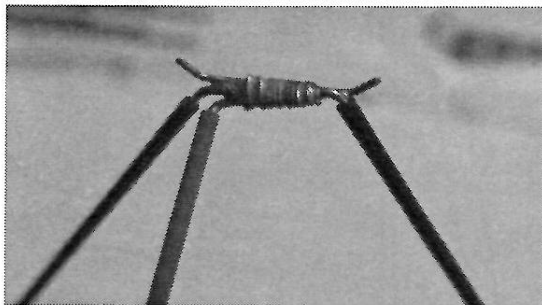
1 Steve Fujikawa	Cassutt (500 sec.)
2 Dave Mitchell	P-80 (239 sec.)
3 Stew Meyers	KR-2 (223 sec.)

Photos Page 19

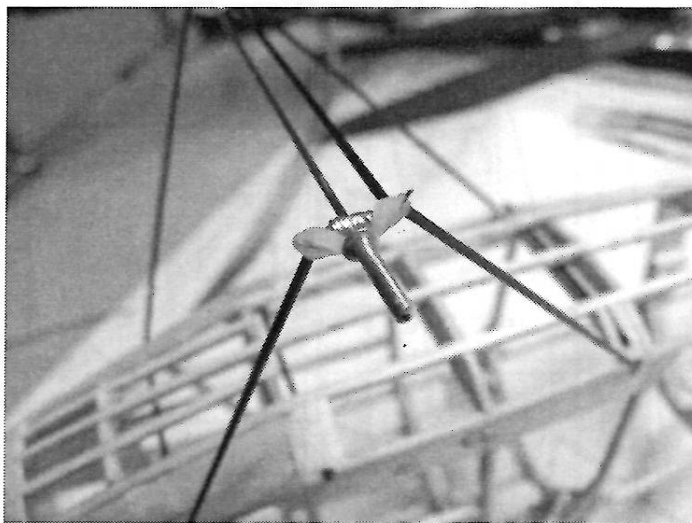
1. Bobby Russell walked off with first place in Bostonian flying his 'B/P'.
2. A hard fought second place in NoCal was won by Dave Mitchell with his P80. Stew helped him trim it out to beat himself.
3. Henry Guff a young 17 year old modeler won Peanut with his Lacey in his first contest.
4. Al Derenzis with his Helo winner.
5. A dynamic Maxecuter duo, Julie and Wally Farrell, photographer and modeler
6. Steve Fugikawa this years NBM January Grand Champion; sorry about using last years photo, but the aging photographer had to leave before final awards.



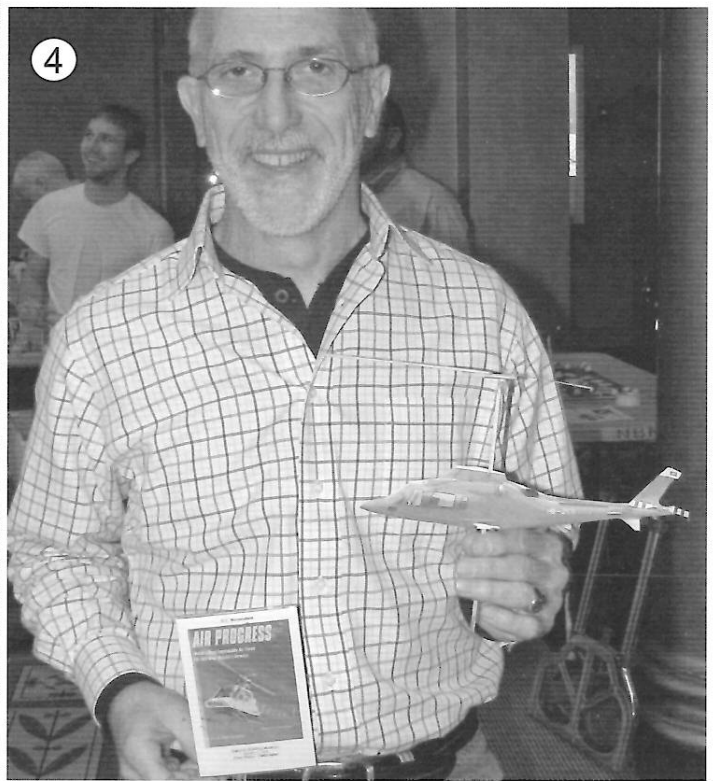
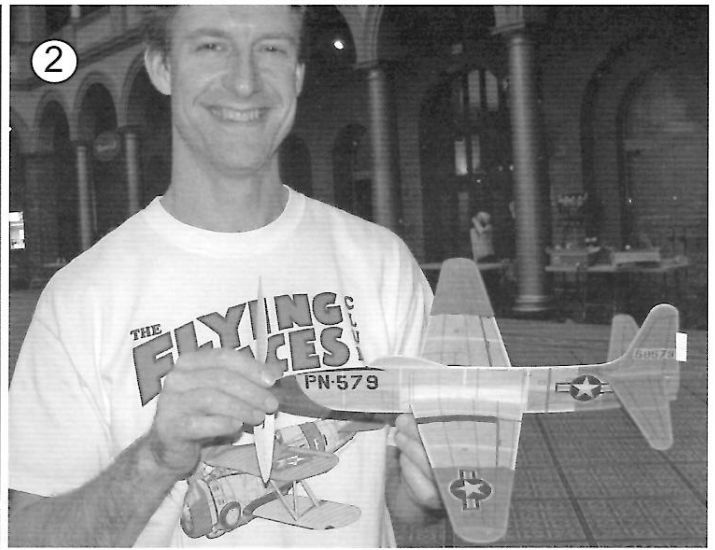
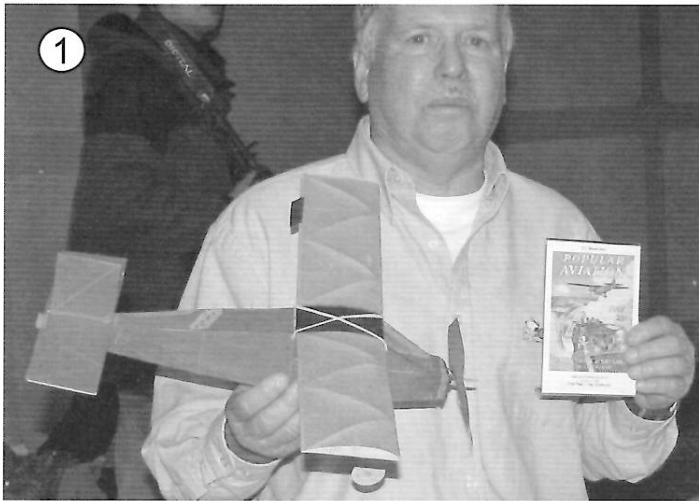
Under carriage joiner is soldered up similar to the Vee strut joiner.



Under carriage joiner inserted into Carbon tube legs.

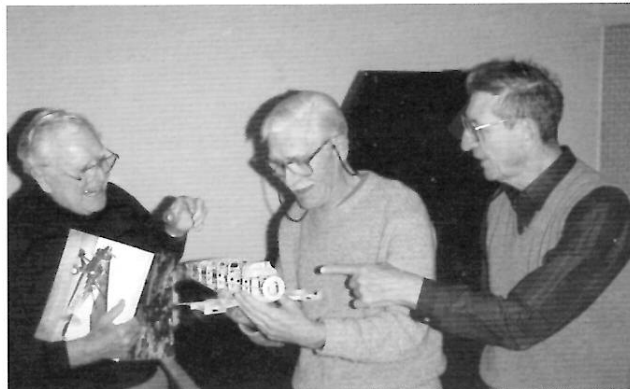


Under carriage installed on airframe. Dental rubber band acts as shock card.

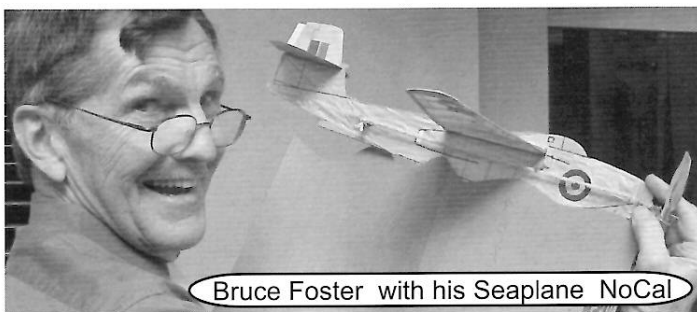




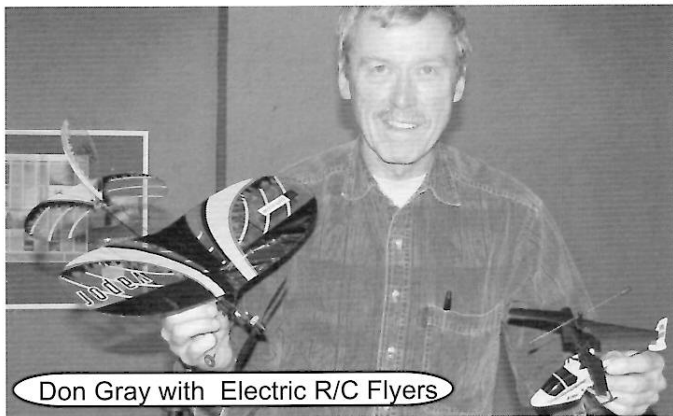
Ted Davis and his Skyrocket -- note from Don.
 "Over the past month or so, I had been corresponding with Ted Davis about several of his recent new model designs; several jets and a few WWI aircraft..You recall that Ted has drawn a number of great WWI plans for the FAC newsletter over the years, and also designed the fine Skyrocket model I built back in 200 (its still flying fine-now R/C). Anyhow, his wife emailed me last week tosayTed recently passed away suddenly. I thought it would be nice to mention him in our next newsletter and show his neat Skyrocket design."



Some more sad news - our good friend, Bill Ceresa passed away January 18 and now soars in the heavens with Doug and Bert seen here in a happier time at a Maxecuter meeting. Bill was one of our resident Cover artists and sometimes editor of MAXFAX. He always kept everyone laughing.



Bruce Foster with his Seaplane NoCal



Don Gray with Electric R/C Flyers



Dan our hard working CD

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
 Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world.
 MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$20 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries.

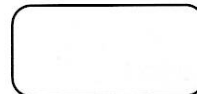
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

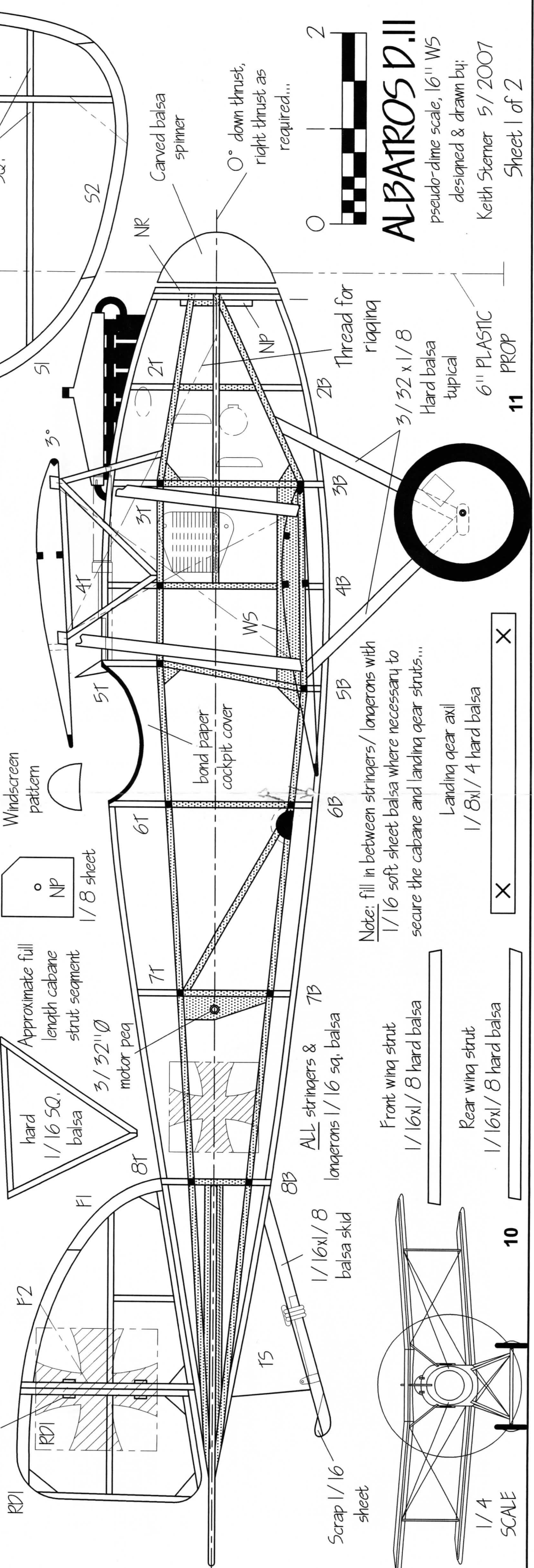
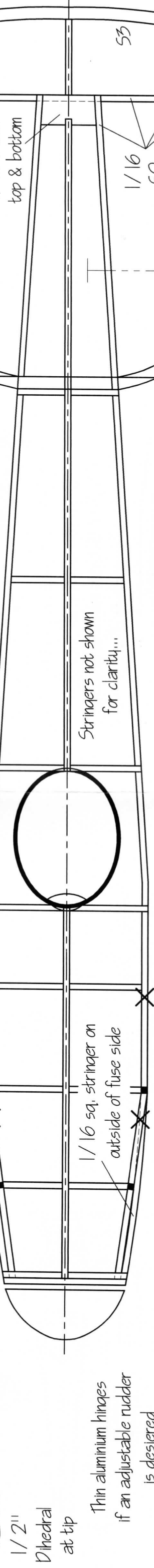
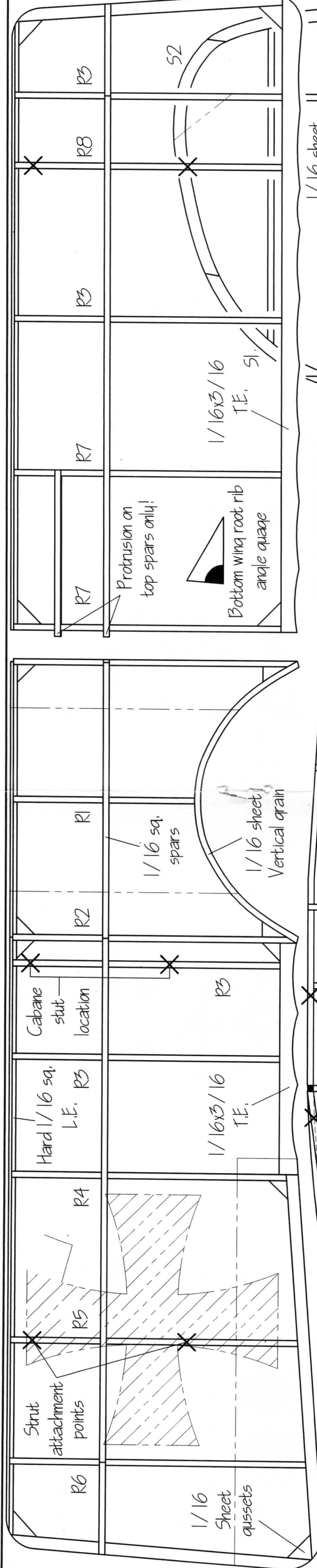
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@erols.com

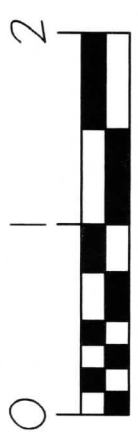
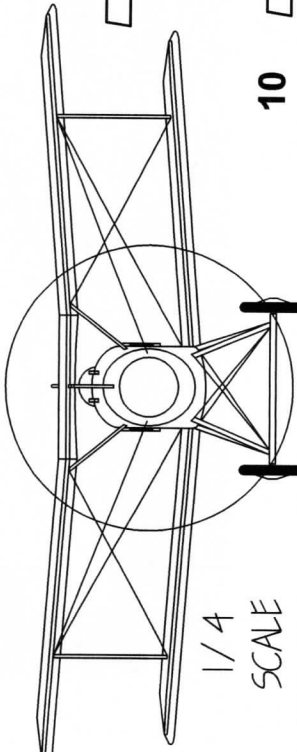
Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due





Note: fill in between stringers/longons with 1/16 soft sheet balsa where necessary to secure the cabane and landing gear struts...



ALBATROS D.II
 pseudo-dime scale, 16" WS
 designed & drawn by:
 Keith Sterner 5/2007
 Sheet 1 of 2

X X

10

SCALE