MAXFAX

Journal of the D. C. Maxecuters

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

Editor: Stew Meyers **MAY - JUNE 2009**

COMING ATTRACTIONS

SEPT 10 & 11 2009 THURSDAY AND SATURDAY
FLYING ACES OUTDOOR CHAMPS MUNCIE, IN
CD RALPH KEUNZ 989-506-0273 FRED GREGG 586-834-6919

SEPT 25, 26 & 27 2009 FRIDAY, SATURDAY & SUNDAY
WESTFAC GAINSVILE,TX CD DAVE REGAN 210-846-2217

OCT 10,11, 12 2009 SATURDAY, SUNDAY AND MONDAY
GATHERING OF TURKEYS PENSACOLA, FA
GEORGE WHITE, CD 850-473-0866

OCT 24 & 25 2009 SATURDAY & SUNDAY
FLYING ACES CONTEST WAWAYANDA, NY
CD TOM HALLMAN 610-395-5656 JOHN HOUCK 610-488-6235

NOV 6 & 7 2009 FRIDAY & SATURDAY
FALL KUDZU CONTEST RAEFORD, NC
CD DAN DRISOLL 703-684-0908 STEW MEYERS 301-365-1749


© Pyperpote - 2008 -


FARMAN 455


FARMAN 455


N72402


F-ANRO
FARMAN 455


N72402


© Pyperpote - 2008 -

MaxFax May-June 2009

Stew Meyers Editor

This issue of MaxFax features a plan of the Farman 455 *Moustique* that Roger Aime sent to Don Srull. We also have a article on profiles and a P-47 plan by Glen Simpers, who is getting more active in modeling. Dave Mitchell tells us how to form complicated compound curve fillets. I asked some of the guys what they had in their field boxes since I always seem to be missing something in mine. George White, Jim Coffin and Randy Kleinert responded.

The Farman Moustiques (Mosquitos) have long been favorites with model builders. They have been modeled in every size from Pistachio rubber to half scale (6" per foot) R/C jobs.

Several different Farman airplanes were called *Moustiques.* The first in 1919-1920 were powered by a two cylinder engine. Two examples were built. The *1919 Moustique* had 7 meter wing span and the *1920 Moustique I* had the wing shortened to 5.5 meters and was some times called the HF-206.

In 1924 two *Moustique II's* were produced. I don't know much about these.

In 1935 five twin cylinder Farman F-450 *'Moustique'* were produced. The next year the four cylinder powered F451 was designed and a total of 46 were produced. This is often modeled.

The 1936 side-by-side two-seater F.455 (only one made) exists today in the Musee de l'Air collection. Spanning 9.8 meters, and originally powered by a 2-cylinder opposed Mengin engine, F-AOYL presently has a 2-cylinder Praga installed.

Jake Larson's Luscomb: see page 2

"I had to do this one! I thought that for the wing span the structure was quite heavy. On the wing, I left out 10 ribs and used 4 of 1/16 sq. spars- saved weight of one 1/8 sq. spar. On fuselage, 1/16 sq. was used vs. 3/32 sq. I used the lightest 1/4 sheet for nose and rear cabiln top. Rudder and elevator was all 1/16 sq. Even so the flying weight of the model was a "hefty" 57 grams (2oz). The model flys quite well. I'm going to redo the fuselage . Will use 1/32 or 1/20 sheet on nose vs. the 1/4 sheet. Will add 3 formers and 1/6 sq. sticks and tissue the rear cablin this should cut down the flying weight."

Jake Larson

The aircraft has had a least three different color schemes: all pale yellow or cream; yellow fuselage with gray turtleback, wings and empennage; and now, a red fuselage and wheel fairings, with silver upper fuselage, wings and empennage. The only markings are "FARMAN 455" in white on each side of the fuselage nose, and "F 455" in black on each side of the rudder.

(The above paragraph is lifted from Hannan's *Models & Modelers Volume 1.*)

The 1919-1920 *'Moustiques'* were featured in Bill hannan's *Plans & 3-Views, Volume 1* (3-views, photos and Pistachio plans). The 1935 F-450 peanut plans were in *Peanuts & Pistachios, Volume 3.* The 1936 F451 is extensively treated in *Models & Modelers Volume 1* with a 3-view, Peanut, and Pistachio plan.

These publications are available from
Hannan's Runway (www.hrunway.com)
P.O.Box 210
Magalia, CA 95954 USA 530-873-6421

Hurst Bowers built the 451 as a School yard scale R/C model; this is Fly-Line Kit #118. Don Srull built several of the 1920 version in the small R/C format. His 26" Farman Moustique electric RC was published in the June, 1998, Model Airplane News.

Dave Plumpe our Hurst Bowers Archivist has compiled a really wonderful list of Hurts's plans.
http://plumpe.home.mindspring.com/hurstbowersplans.htm/

Back issues of Maxfax through 2008 are no longer available as they were given away at this year's FAC non-Nats.

The Farman 455 photos on page 2 are the current exhibit at the Musee de l'Air collection. Those on the back page show an earlier exhibit mounted on a plinth.

Some comments on the F.455 as an electric model.
Although Roger calls out a Voodo 25 as the motor for this 17.5" span model, there is only clearance for a 3" prop. The Voodo 25 is a 7mm 1.8 ohm motor geared 4:1 and is supplied with a 5-3 prop. Looking at the photo on the cover, it obvious he enlarged the nose to shoehorn in the motor and is using a K&P 85mm prop. Don Srull enlarged the plan by 20% which results in a 21" model which will more easily accommodate the motor. At the smaller size, a direct drive 7mm 3.9 ohm with a 65mm prop (Voodo 10) or low voltage N20 with a U80 prop would be a better bet. A Micro4 would not be amiss in the 120% version.

George White's Field Boxes.

Winding Equipment box:

Stooge, disassembled
Gizmo Geezer Winder
Dave Reese Winder
"Sidewinder" for large motors
Large Hammer
Architect's spikes
Blast Tubes of various sizes
A 12 Volt Hair Dryer for fixing warps
Motor Stuffing Rods
Duct Tape

Randy Kleinerts's Indoor Field Kit

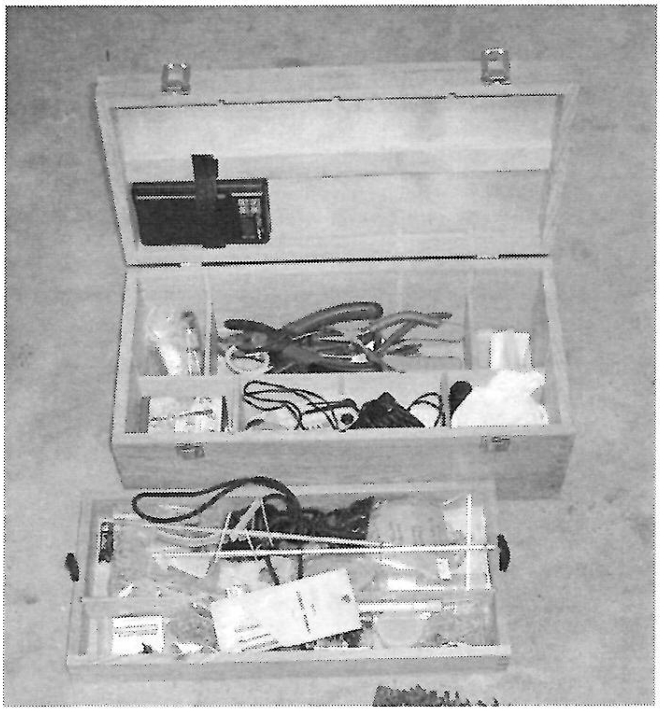
I use a fishing box and a cardboard box for larger items, I use a luggage carrier to tote both at once.

Steering/ retrieval Pole

Tools:
winders, torque meters rubber stripper and thickness gauge (or micrometer or vernier caliper)
Winding stooge(s) and clamps for mounting. My stooge has a cup hook for holding rubber.
Tape measure
Stop watch
clamps
Scale
Calculator
Dental Mirror
cutting tools - scissors, razor blades, nail clippers (for rubber), rotary cutter mat
Magnifying Glasses - I use clip-ons from the Notions Wall at JoAnn's Fabrics
Stuffer Stick for mounting rubber motors
some way to extract broken motors,
--long tweezers or a stick with a hook
Markers - pencil and felt tipped pens
Sand paper, emery boards

Supplies:
Wing hold-down rubberbands
Shims - Card stock, balsa plywood and tin/steel (soda bottle stock)
Pins, fabric pins and insect mounting pins if you can get them- very thin.
Small parts like washers, small screws, pieces of music wire and aluminum tubing
Small sandwich bags for rubber lube and protecting your fingers from instant glues
Rubber Lube and oil for electrics and CO2's
Adhesives:
Thin Ambroid, Instant Glue (with accelerator -I use baking soda),epoxy, glue stick.
Wax paper
Modeling clay, solder and small chunks of lead for ballast
Repair supplies, strip and sheet wood, covering material
soft copper wire
Misc.:
paper towels, handiwipes

George White's Field Boxes.



Shallow Artist Box:

Notebook
Set of Jeweler's screwdrivers
Set of miniature files
Various sizes of small pieces of balsa and plywood for shims & Gurney flaps
Testor's Cement
UHU glue
Qtips
Toothpicks
O-rings for use as crocket hooks
Small Zona Saw
Different sizes of aluminum tubing
Mylar Wind streamer
Navy License to use the field.
Various shaped dental picks
Modeling Clay
Return Address Labels
Fly fisherman's lightweight leader line for DT pull down
Small sanding sticks

Tall Artist Box

Battery Powered Gram Scale
Diagonal cutter
Various small needle nose pliers
Convex/Concave Wire Forming Pliers
Remote sensing temperature gauge
Small bottle of acetone
Bottle of 50% Duco/Acetone
Can filled with nose buttons, freewheel collars & crocket hooks
Small tubes of Walmart CA
35mm can containing small lead pieces
Stop watch
Pin Vice
Miniature reamers
Small container of springs
Wing alignment check jigs
Rubber bands of various sizes
Hand held wind meter
Pencil
Small tubes of epoxy
Small heavy duty scissors
Extra Button Timers
Small Bottle of Elmer's Glue

What's in the Box?

The following items reside in the flying field box that I use for FAC models. I have two other, less organized, boxes that are used with power and larger rubber models. Of course, I also have my stooges, dope, brushes, etc., carried to the flying site outside this box.

FLIGHT SUPPORT

- Winders, 3 @ 10:1, 16:1 & 5:1
- Motor Stuffing Sticks, several sizes
- Wire Hooks for retrieving broken motors
- Rubber Lube: STP "Son of a Gun"
- Stopwatches (3), digital
- Modeling Clay for balancing
- Adjusting Shims, Plywood, Card stock & balsa
- Wing & DT Rubber Bands
- Surgical Tubing for securing motor peg

TOOLS

- X-ACTO Knives with spare # 11 blades
- Scissors
- Small Screw Drivers
- 9" Scale
- Tape measure
- Tweezers
- Clothes Pins (4)
- Diagonal Wire Cutters
- Needle Nose Pliers, several
- Round Nose Pliers,
- Rubber Stripper
- Pins
- Forceps
- Small Drill Set
- Emory Boards, Coarse & Fine
- Pocket Knife

REPAIR SUPPORT

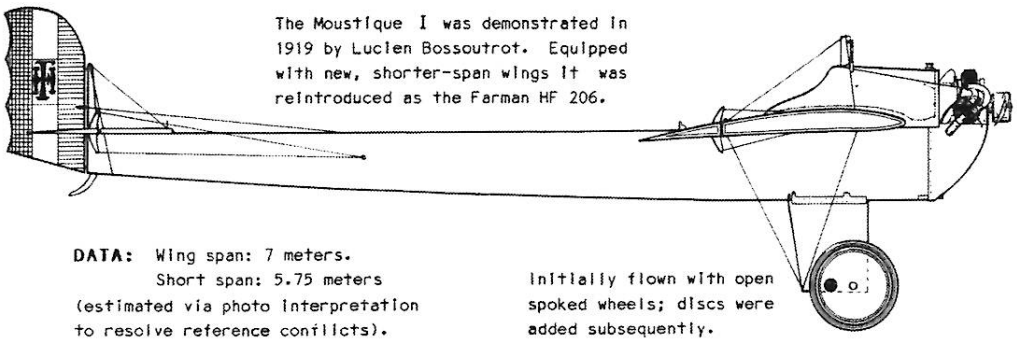
- Wire, various sizes
- Magic Tape
- Sigment or Ambroid
- Hot Stuff with Accelerator
- Duco Cement, for tissue repair
- Paper Clips
- Small Package of Saran Wrap for tissue repair
- Spare Tissue for patching
- Thread

MISCELLANEOUS

- Spare Rubber motors (but never the one I need!)
- Pencils and Pens
- 3 X 5 Cards
- Various pieces and sticks of balsa
- Masking Tape
- Crocket Hooks
- Nose Buttons
- Washers
- Motor Peg Tubing

I only wish all of the above were in the box at any one time, but I pull things out and don't always replace them. So don't depend on me for borrowing any of them. You can ask, but don't be disappointed if I forgot something. All goes into a plastic box, 15" X 7-1/2" X 8" high. I'll try to remember where I bought it.

Jim Coffin



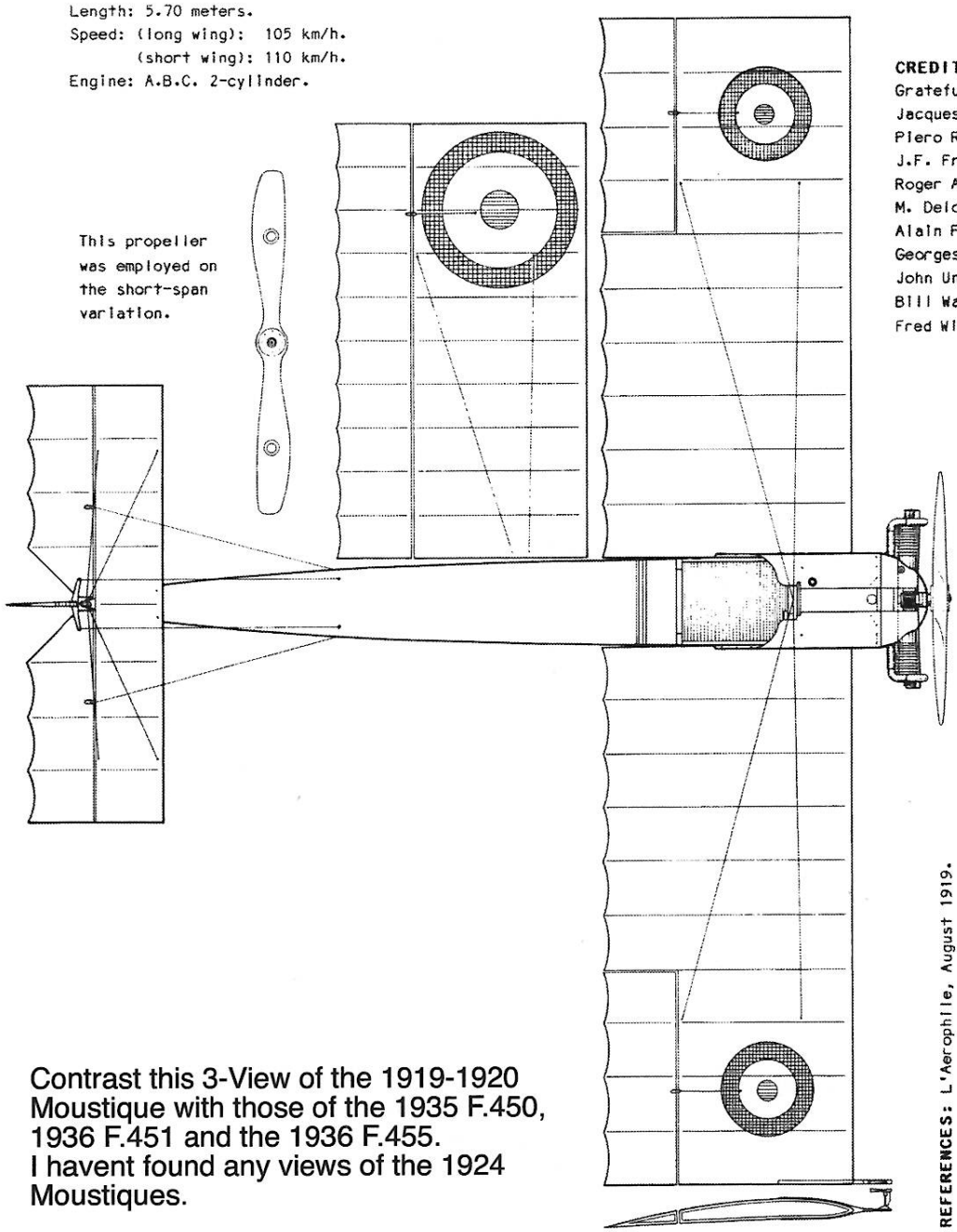
The Moustique I was demonstrated in 1919 by Lucien Bossoutrot. Equipped with new, shorter-span wings it was reintroduced as the Farman HF 206.

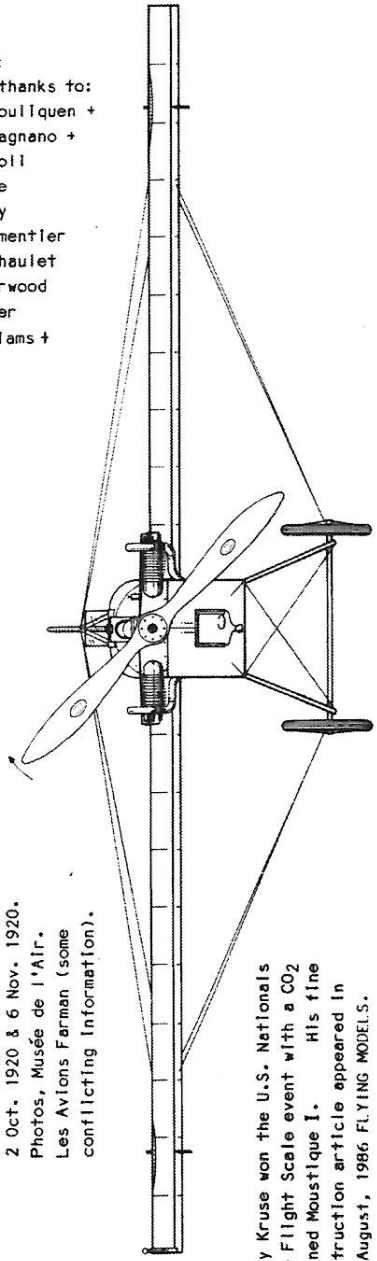
COLOR SCHEME: The Moustique is thought to have had a varnished dark plywood fuselage with natural aluminum nose and cockpit shield.
Wings and stabilizer: Silver.
Rudder: Red, white and blue, with red aft; black HF logo.
Wing Cocardes: Red, white and blue, with red outermost.
Although not a military aircraft, it was employed by a French government agency, thus the national markings.

DATA: Wing span: 7 meters.
Short span: 5.75 meters
(estimated via photo interpretation to resolve reference conflicts).
Length: 5.70 meters.
Speed: (long wing): 105 km/h.
(short wing): 110 km/h.
Engine: A.B.C. 2-cylinder.

Initially flown with open spoked wheels; discs were added subsequently.

This propeller was employed on the short-span variation.





CREDITS:
Grateful thanks to:
Jacques Pouilquen +
Piero Romagnano +
J.F. Frugoli
Roger Aime
M. Deloizy
Alain Parmentier
Georges Chaulet
John Underwood
Bill Warner
Fred Williams +

REFERENCES: L'Aerophile, August 1919.
La Vie Aerienne Illustrée.
2 Oct. 1920 & 6 Nov. 1920.
Photos, Musée de l'Air.
Les Avions Farman (some conflicting information).

Larry Kruse won the U.S. Nationals Free Flight Scale event with a CO_2 engined Moustique I. His fine construction article appeared in the August, 1986 FLYING MODELS.

Contrast this 3-View of the 1919-1920 Moustique with those of the 1935 F.450, 1936 F.451 and the 1936 F.455.
I havent found any views of the 1924 Moustiques.

Pitot tube was evidently employed only on the long-span variation.

1919 – 1920 Farman Moustique

General Arrangement

Drawn by Bill Hannan

No-Cal Missteps

Glen Simpers

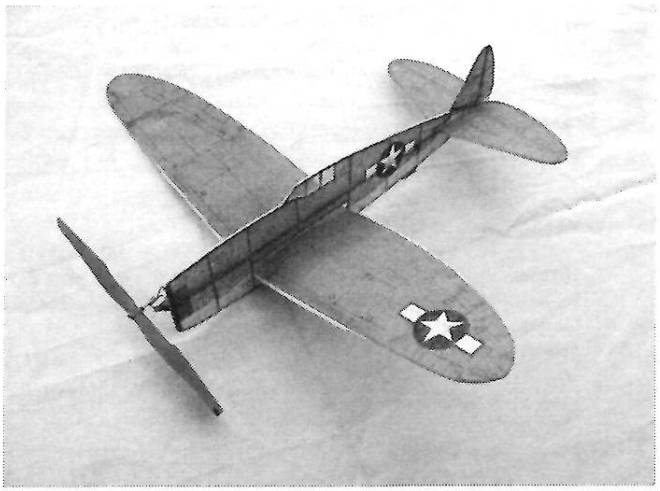
Some years ago I wanted to create no-cal models of some favorite WW II fighters. Starting from a set of plans for outdoor rubber models I thought that it would only be a matter of scaling to the required no-cal wingspan of 16" and building it light. I was wrong in multiple dimensions. This note contains what I learned.

I started with the P-40C and P-47 plans that are in the old Model Builder book, "Flying Scale Models of WW-II". These were scaled to 16" and built in typical no-cal fashion. The resulting airplanes could barely fly. The first issue was the size of the horizontal stabilizer. Since the original model had stabilizers that were larger than scale, I thought that this was enough. Wrong Steve Canyon! The no-cal model flies much slower with less effective forces working on the tail. Also, the one surface wing airfoil is more sensitive to angle of attack than the original double surfaced outdoor airfoil. There is a particular narrow set of conditions that makes the model "happy". This includes the best prop, down thrust, c.g. location, and decalage. The first set of stabilizers I used drove me crazy because small changes took me from good flying to 'mushy' flight. Bigger horizontal stabilizers gave even me enough latitude to get things working.

The size of the vertical tail needed is related to the size of the prop used and the amount of dihedral. I started with a large wooden prop that then drove me into Dutch roll and spiral stability problems. Going to a smaller plastic prop and more dihedral tamed the beast.

As the modified model began to fly better the need for consistent flying became more evident. It is essential that the model fly consistently in order to power it up to the top of the National Building Museum and then settle back down. Any wandering meandering low stability flight would have it land on another floor, where the ever-present youthful assistants would 'help'.

Which leads to another point. I had built in an adjustable rudder and stabilizer. This made it easy to adjust between flights, but meant that I was always correcting for rough-and-tumble landings, bumps in the carrying box, or 'adjustments' by my proxy-flying daughter. No adjustment surfaces that are adjusted by regluing meant that once trimmed the model stays trimmed. I also had started with an adjustable pitch prop that got out of adjustment



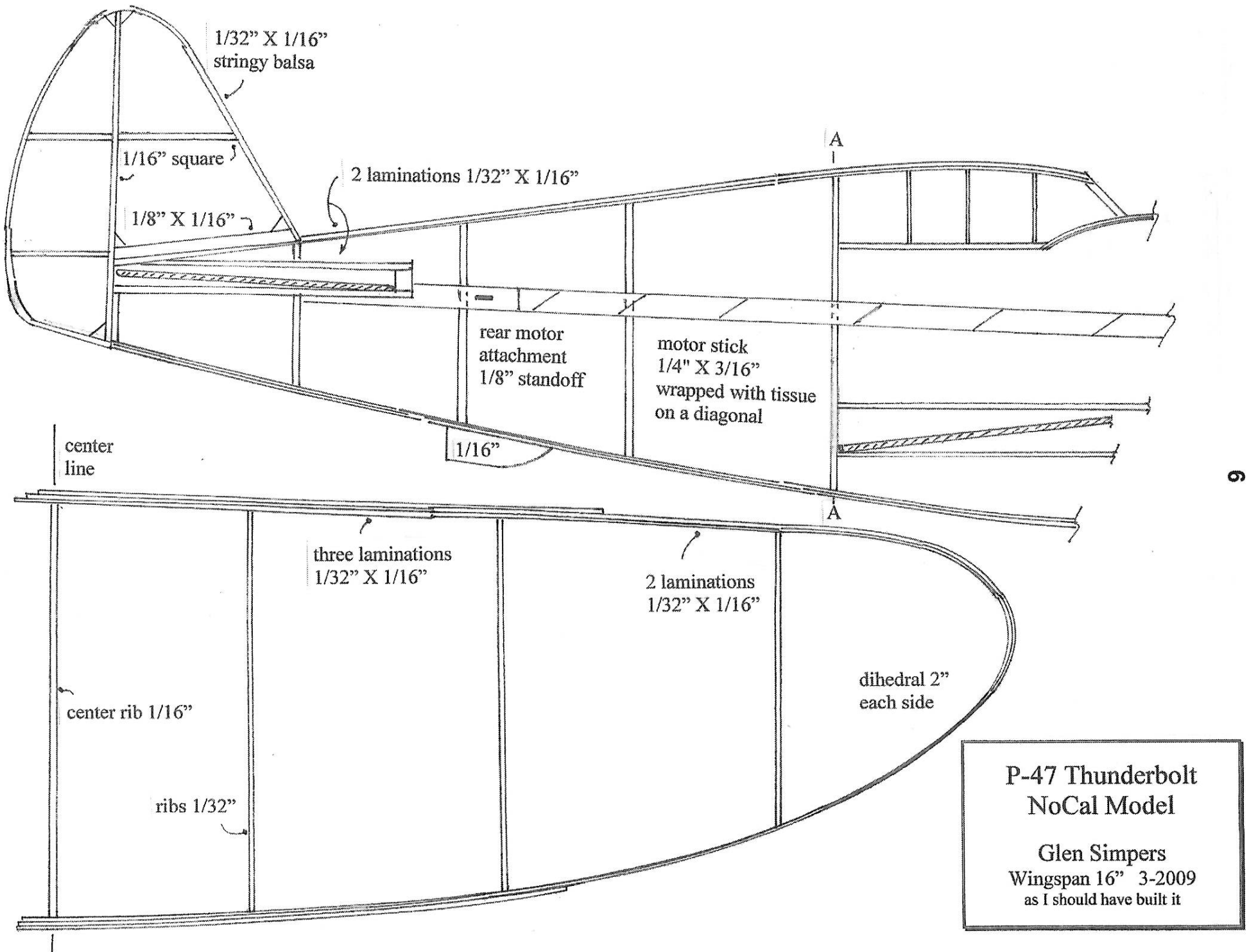
with every crash into a column.

Having fussed with every other parts of the design I thought that I was done. But no! Once the model started to fly, I would wind it up more and found that my motor stick twisted too much under load causing the turn to change for the power burst. No only that but my cleaver adjustable front end was too weak for the load. A bit of redesign and beefing up was required. The motor stick was wrapped with angled tissue to improve torsional rigidity. More standoff was added to the front end and tail post to deal with bunching rubber. I now have a sturdy reliable nose in which the angles (down thrust, side thrust) don't change without regluing.

Finally, by sequentially finding and fixing each weak and wayward part I then found that the airplane was heavier and the wing structure was too weak. Additional laminations on the inner part of the wing solved this.

The lesson of all these no-cal missteps is the model has to be built with simple rigid but light parts with consistency in mind. Then it is just a matter of adding 'more power' to get above the National Building Museum's 4th floor. Oh, and if you ever fly outdoors think about how hard your camouflaged model will be to find in the green grass. The original P-40 was lost in the grass until after the thunderstorm, and the P-47 was lost in a cornfield. Next no-cal I build will be a night fighter in black or a training airplane in orange.

(I like NAVY blue, Russian white, or aluminum myself, there are neat aluminum color schemes for the P-47 – Stew)

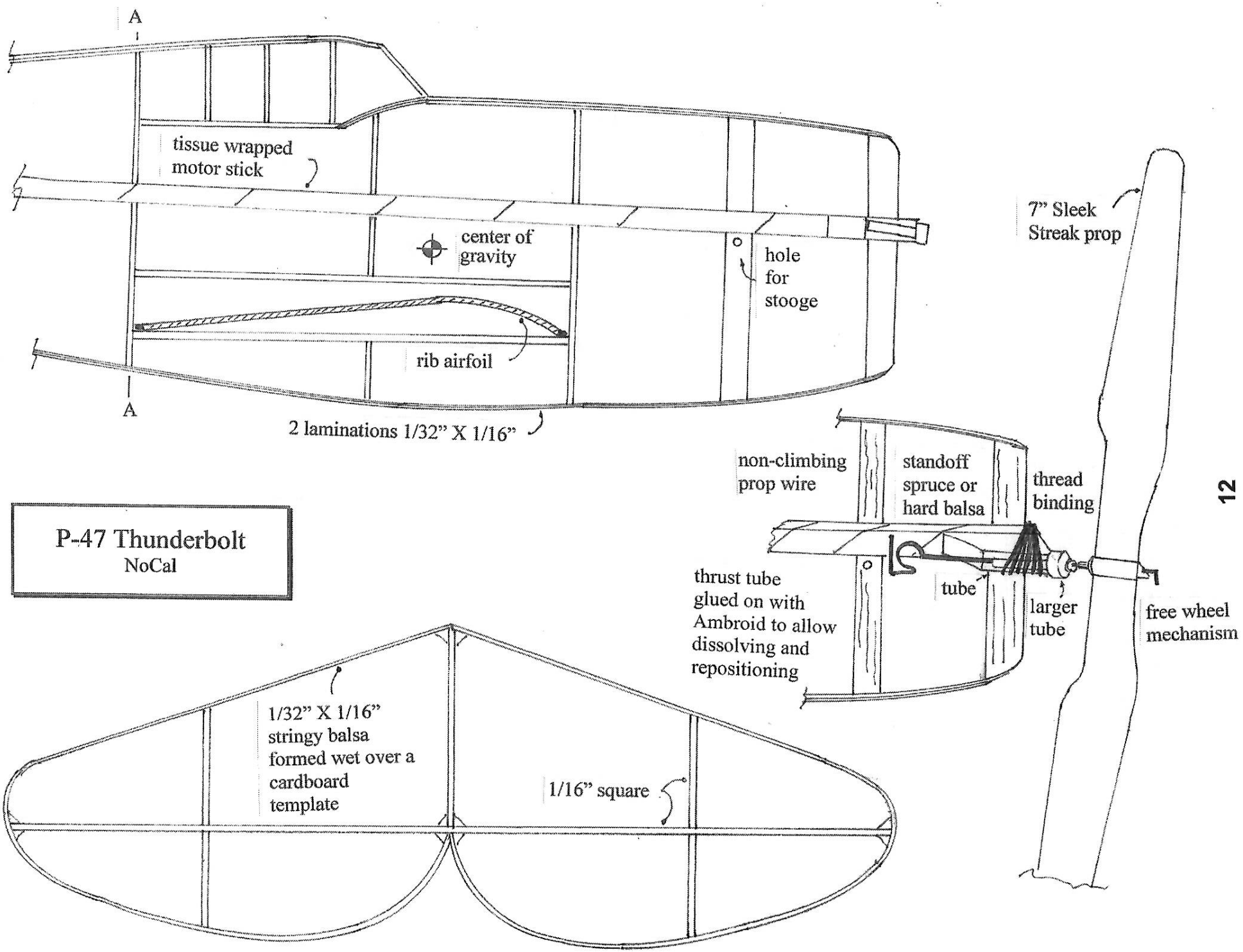


P-47 Thunderbolt
NoCal Model

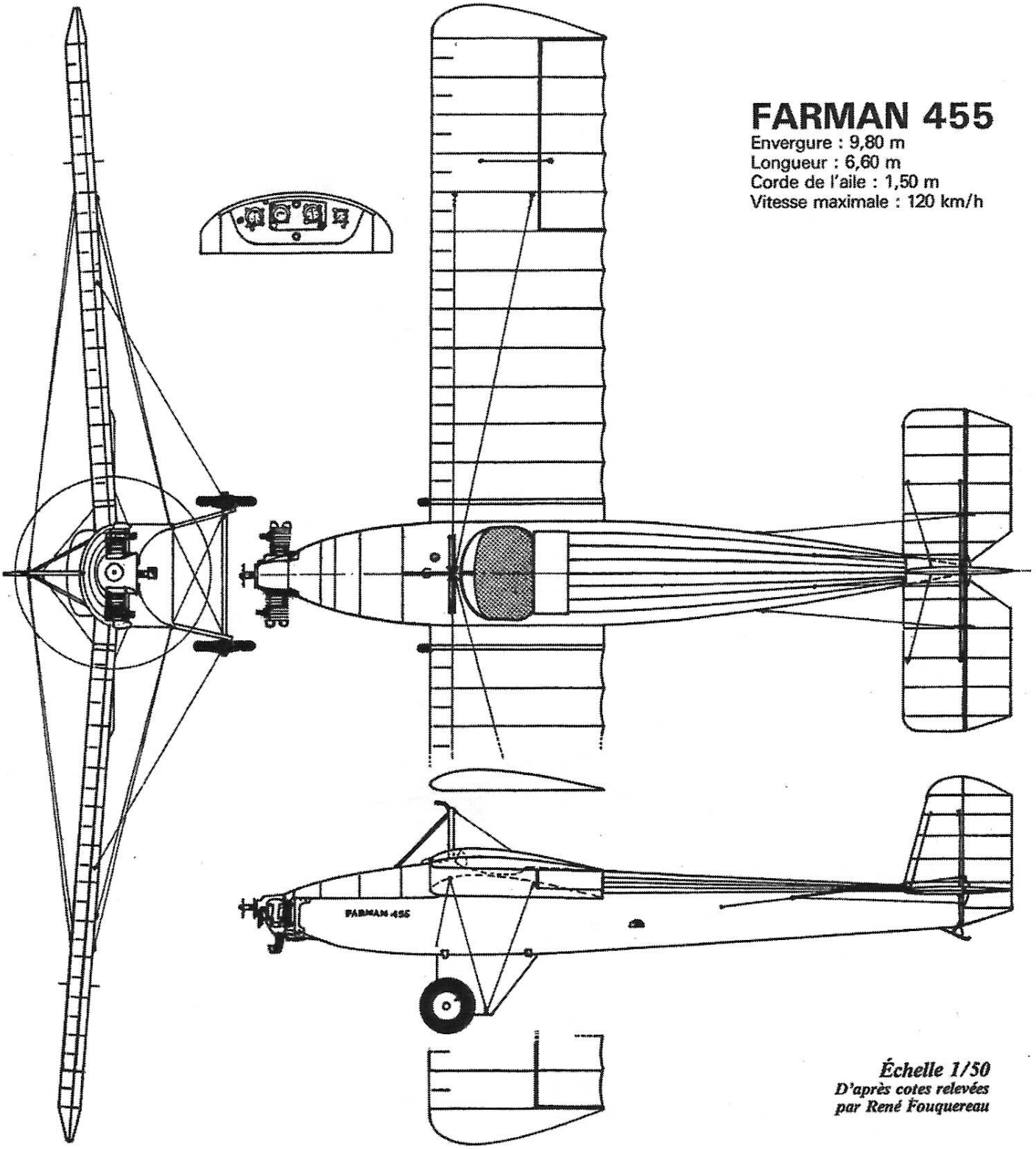
Glen Simpers

Wingspan 16" 3-2009

as I should have built it



P-47 Thunderbolt
NoCal



FARMAN 455

Envergure : 9,80 m
Longueur : 6,60 m
Corde de l'aile : 1,50 m
Vitesse maximale : 120 km/h

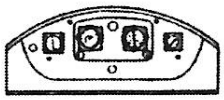
Échelle 1/50
D'après cotes relevées par René Fouquereau

1936 FARMAN 451

GENERAL ARRANGEMENT DWG
BY BILL HANNAN

DATA:

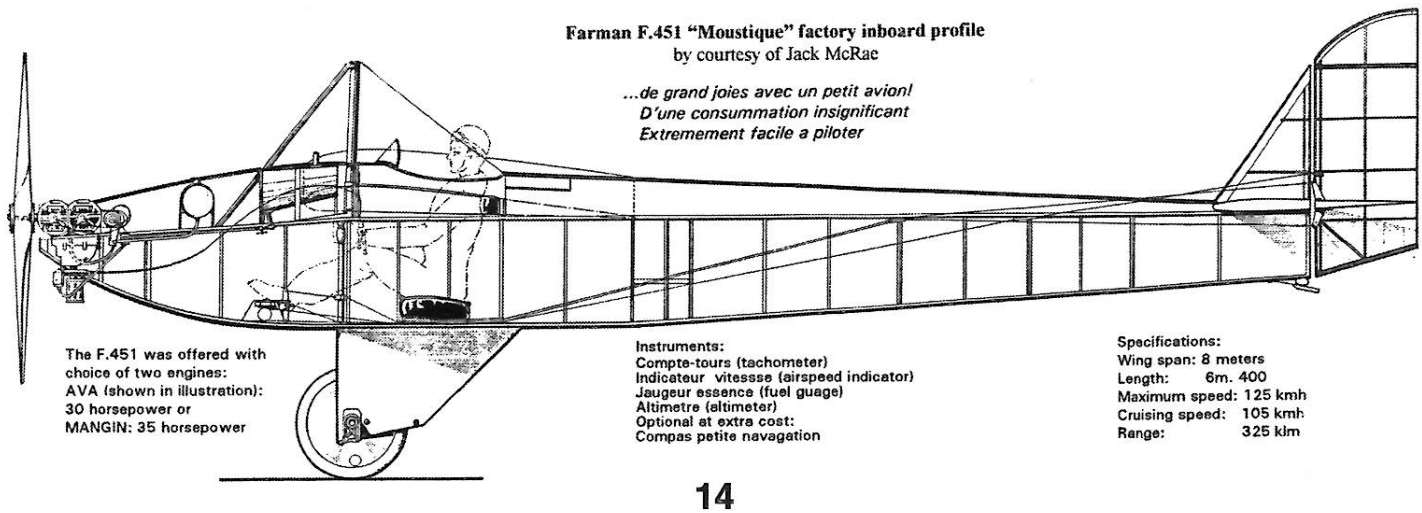
WING SPAN: 8 METERS
WEIGHT: 140 KILOGRAMS
POWER: 25 H.P. AVA



DOUBLE SIZE

Farman F.451 "Moustique" factory inboard profile
by courtesy of Jack McRae

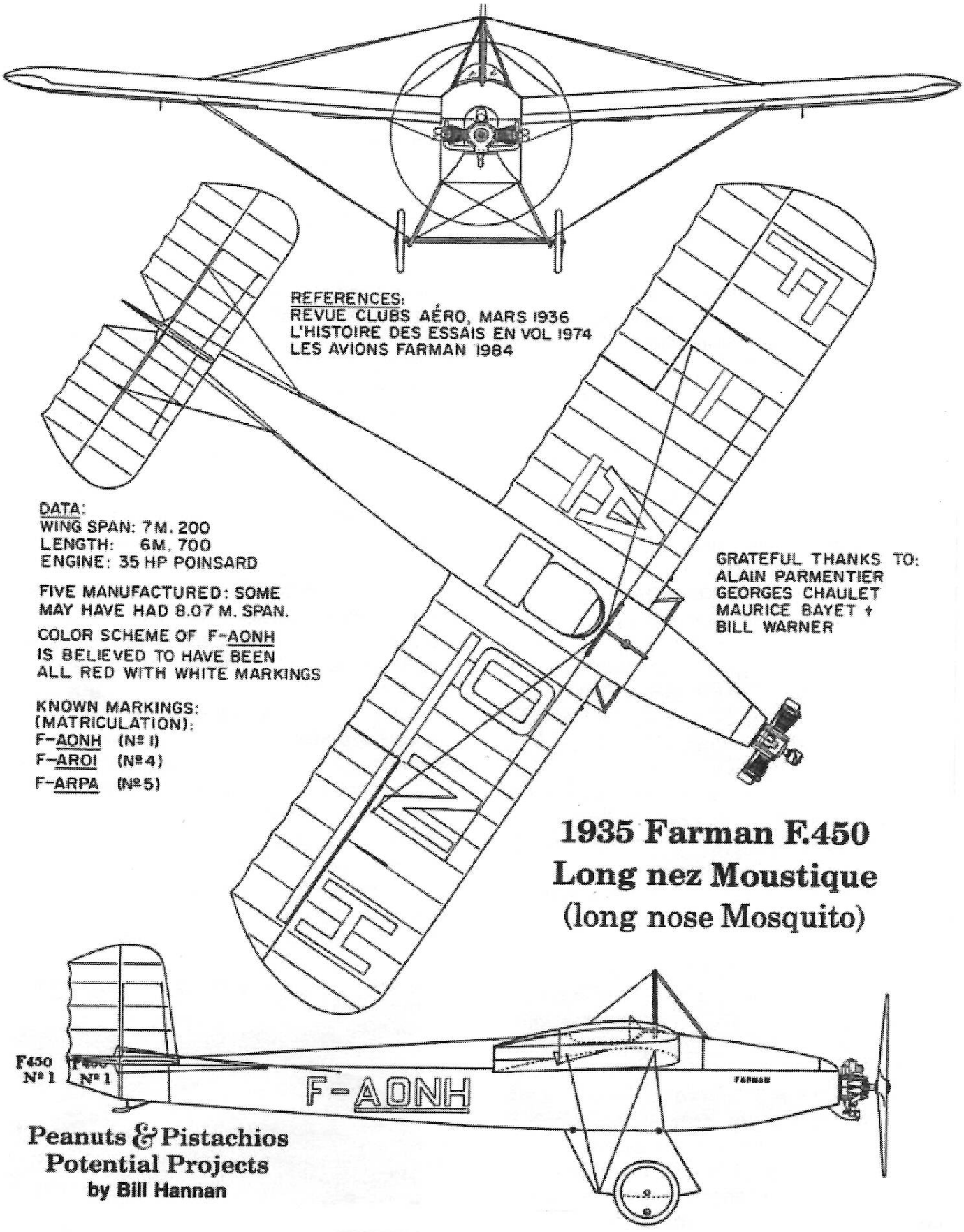
...de grand joies avec un petit avion!
D'une consummation insignificant
Extremement facile a piloter



The F.451 was offered with choice of two engines:
AVA (shown in illustration): 30 horsepower or
MANGIN: 35 horsepower

Instruments:
Compte-tours (tachometer)
Indicateur vitessse (airspeed indicator)
Jaugeur essence (fuel guage)
Altimetre (eltimeter)
Optional at extra cost:
Compas petite navegation

Specifications:
Wing span: 8 meters
Length: 6m. 400
Maximum speed: 125 kmh
Cruising speed: 105 kmh
Range: 325 klm



REFERENCES:
REVUE CLUBS AÉRO, MARS 1936
L'HISTOIRE DES ESSAIS EN VOL 1974
LES AVIONS FARMAN 1984

DATA:
WING SPAN: 7M. 200
LENGTH: 6M. 700
ENGINE: 35 HP POINSARD

FIVE MANUFACTURED: SOME MAY HAVE HAD 8.07 M. SPAN.

COLOR SCHEME OF F-AONH IS BELIEVED TO HAVE BEEN ALL RED WITH WHITE MARKINGS

KNOWN MARKINGS: (MATRICULATION):
F-AONH (Nº 1)
F-AROI (Nº 4)
F-ARPA (Nº 5)

GRATEFUL THANKS TO:
ALAIN PARMENTIER
GEORGES CHAULET
MAURICE BAYET +
BILL WARNER

1935 Farman F.450
Long nez Moustique
(long nose Mosquito)

Peanuts & Pistachios
Potential Projects
by Bill Hannan

WATER-COLOR PAPER FILLETS

A Primer, by Dave Mitchell

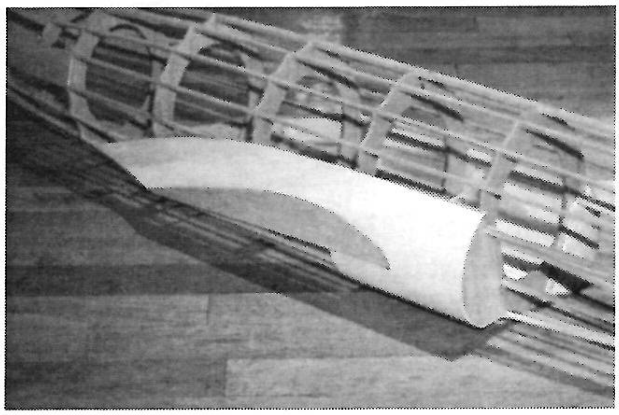
Disclaimer: Nothing in this treatise is to be considered definitive, absolute, authoritative, beyond question or even advisable. If in doubt, consult your attorney.

So, you abandoned all caution and decided to build that plane. You know, the shiny red one with the gigantic, sexy, compound-curve fillets. The one that looks like Gina Lollabrigida in Notre Dame de Paris. And now, having framed up the boxy fuselage core and tacked on the wings, you are faced with the dread question: how to reproduce those seductive curves? The airplane is nothing without them. In the past, you've tried tissue (finicky; indefinite edges), balsa (liable to crack), foam (ugh), bond paper (too stiff), Bondo (too hard to sand, and that smell) and the dear knows what else, all with imperfect results. And now, too far down the road to turn back, you despair. What were you thinking? How humiliating it will be, to suffer the patronizing remarks of your fellow modelers as they inspect your plane and offer well-meaning suggestions on other planes you might want to consider modeling. "Have you thought of a Volksplane?" "What about a Fike?" "Laceys are nice....". Alas, your Waterloo is at hand. You have overstepped your abilities. You are ruined....but hark! What is that sound? A trumpet? Here, in this desolate landscape of regret? No...how could...YES! Fear not, intrepid modeler, your rescue is at hand.

Before you get too excited, know that this method will not spare you the degrading and wretched process of cutting and fitting fillet template pieces. For God's sake stiffen your spine, man, and get it over with. Chose a light bond paper for this task, something that cuts easily and that will hold a curve so that you can bend it to shape. Trim and fit it as best you can to the desired shape. When you arrive at an area that develops a compound curve, cut a second template piece if necessary, and so on until you have pieced up a complete fillet, made up out of as many sub-sections as you need to get a true pattern. Glue stick is handy for tacking together the various pieces. It will be ugly, but you must forge ahead. Trim and fit, trim and fit...when you are satisfied, flatten the template out, clean the edges to fair curves, and set aside. Do the same for the other side, unless you are so confident in your construction that you feel this is unnecessary. Mark them in some way so that you remember which end is fore and which is aft and which is left and which is right, reminding yourself that pride comes before a fall.

Now hie thee to your local art supply store and purchase some watercolor paper. I will not be so didactic as to specify which brand or weight, but will offer that my experience is based on "Arches" brand paper of approximately 140# weight, that came from a watercolor-paper "block"; such a block comes packaged 20 or so sheets to a bundle, all of which is glued around the perimeter into a single package, from which single sheets can be peeled one at a time. The alternative is to buy individual sheets, which are also available, and will also work. Make your pick, and embrace it. This paper is your salvation.

Regard the paper. Depending on whether it is "Cold Press" or "Hot Press" it may or may not have a pronounced texture. I am not aware at this time of a "Lukewarm Press" paper, but it may exist. If there is texture, use a sanding block and some 220 grit sandpaper on a block to sand the surface smooth; you will want to follow up with some 400 grit, and finish with some 600. Even after this, the paper will be slightly fuzzy. I found the sanding very easy to do on the watercolor paper block, as the paper is fixed around the edges and remains flat. The objective is to get the paper smooth, no more. You want to leave some thickness to it, which you will find to be useful in shaping.



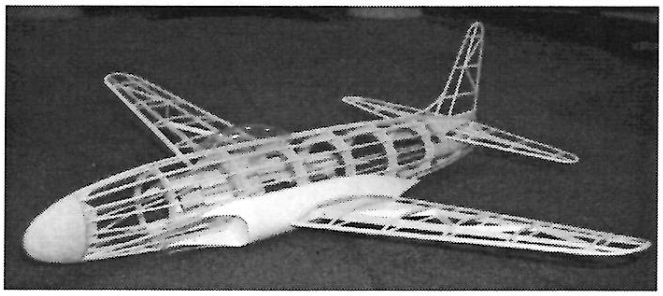
Once the paper is smooth on one side, use the template to mark and cut a single-piece fillet out of the watercolor paper. Soak this fillet blank in warm water for about 5-10 minutes. Remove from the water, and blot with a paper towel. The paper will be limp and pliable, and will hold any curve (within reason) you put in to it. It's a bit like working with wet tissue, except that the thickness of the paper gives it far more structural integrity. Use your finger, an Xacto handle, the back of a spoon, your nose, etc. to shape the paper as needed to fit the model. If, as you are working it into place, you find the fit is off (the ARE limits to how much compounding the paper will take without kinking) make a note of what needs to be adjusted, mark out a new template, and repeat the process. Avoid at all costs kinking the paper; once the integrity of the paper fibers have been thus compromised, all is for naught. It will be pretty clear if you are on the right track. True masochists will insist on carving a mold upon which to form the fillets. While this would undoubtedly allow even more amazing compound forms to be made (and probably from thinner paper to start) the author advises AGAINST such a method, as it requires a degree of dedication to the pursuit of perfection that you really ought to be applying instead to your day job, or perhaps your comb-over.

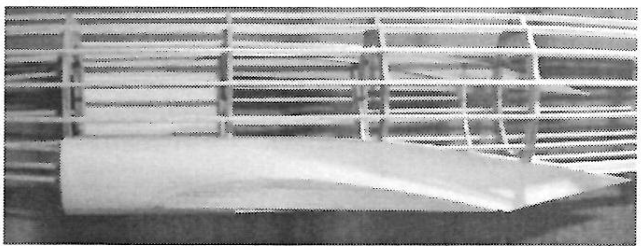
Keep a dozen or so Scotch tape tabs on hand, to ever-so-gently tack the fillet into place on the structure while working it into position. Use only as much tape as you need, and minimize the amount that is actually on the fillet--it tends to tear the surface when you remove it. Draftsman's adhesive tabs might also work well. The idea is that you want to get it all into position while the paper is still damp, then let it dry. Drying will take maybe an hour at most, at which time you can carefully peel away the tape tabs. You will find the fillet will hold its shape in a most gratifying fashion. If desired, you may now carefully sand the back side to remove unwanted weight--the paper sands very well, and the edges can be nicely feathered. I was able to reduce the weight of the fillets on my P80 by a little more than 1/3 overall before the paper started to get too weak to handle.

The ducts for the P80 are rather complex, so I ran stringers to support the edges of the fillet where it contacts the fuselage. To attach, I brushed two thinned coats of Duco cement on these stringers, and likewise two coats on to the edges of the fillet itself. I then dry-fitted it into place, and brushed acetone onto the edges. This re-activates the Duco, which flashes dry again in a half-minute or so. Worked like a charm, and the fillets were then ready for any final trimming and touch-up sanding.

I have yet to progress to final finishing; I expect the paper will be quite absorbent, so the task will be to attach tissue without overloading the fillet with adhesive. Glue stick may work well here, though I think it would be prudent to seal the paper surface with a coat of thinned out dope first. I would avoid applying water or water-based finishes until it is thus sealed.

Armed with this technique, you need never fear sexy fillets again (sexy women may be a different story). Stride boldly and purposefully into the uncharted wilderness; go forth, pilgrim, and conquer.





KUDZU FAC SQUADRON CAFFA SPRING CONTEST RAEFORD

MAY 16 , 2009

AMA Catapult Glider (14 entered)
1. Andy Ringlien
2. Carl Dowdy
3. Kit Bays

FAC Golden Age (11 entered)
1. Frank Rowsome (General Aristocrat)
2. Walt Farrell (Gadfly)
3. Stew Meyers (Mohawk)

Embryo (9 entered)
1. Frank Rowsome
2. Abram Van Dover

FAC Jet Catapult (10 entered)
1. Joe Hurdle (Scorpion)
2. John Diebolt (Arado 234)
3. 3. John Houck (Polquis-18)

GHQ Peanut (5 entered)
1. John Houck (Andressen)
2. Walt Farrell (Floyd Bean)

Dime Scale (8 entered)
1. Walt Farrell (Arado AR-96)
2. John Houck (Skua)
3. Dan Driscoll (Arado AR 96)

AMA Al/F1H Towline Glider (5 entered)
1. Andy Ringlien

AMA Hand Launch Glider (8 entered)
1. Andy Ringlien
2. Mark Houck
3. Donn Linton

FAC WW I Mass Launch (6 entered)
1. David Mitchell (Scout)
2. Stew Meyers (Scout)
3. Walt Farrell (Albatross)

FAC Combined Racers (6 entered)
1. Frank Rowsome (Chambermaid)
2. Stew Meyers (KR -1)
3. Walt Farrell (Mr. Smoothie)

FAC WW II Mass Launch (7 entered)
1. David Mitchell (Typhoon)
2. Walt Farrell (Kharkov R-10)
3. Stew Meyers (Kharkov R-10)

Navy Airplane (7 entered)
1. David Mitchell (Avenger)
2. Walt Farrell (Skyraider)
3. Frank Rowsome (F6F)

Modern Civil Scale Mass Launch (7 entered)
1. John Houck (Citabria)
2. Dave Rees (Piper Cruiser)
3. David Mitchell (Navion)

AMA P-30 Rubber (7 entered)
1. Dan Driscoll
2. Carl Dowdy
3. Bradley Glass

ROW Stick
1. John Diebolt
2. Dave Rees

ROW Cabin
1. John Houck
2. Dan Driscoll

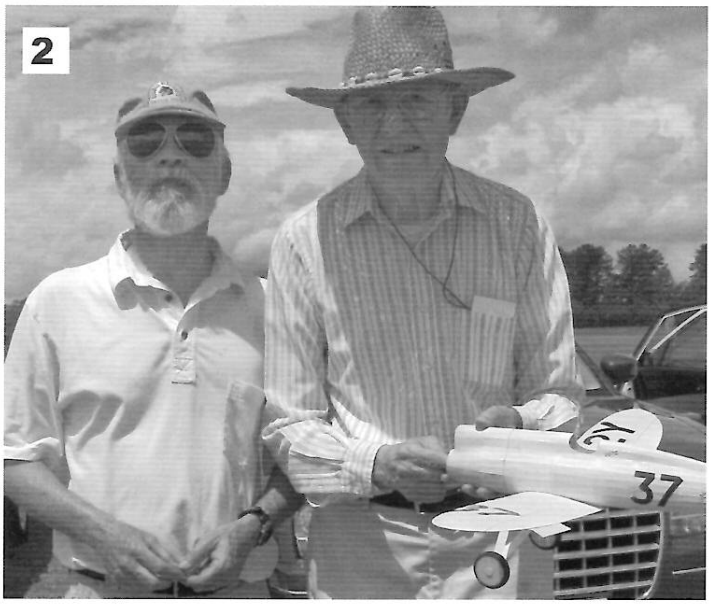
Row Scale
1. Stew Meyers

Page 19

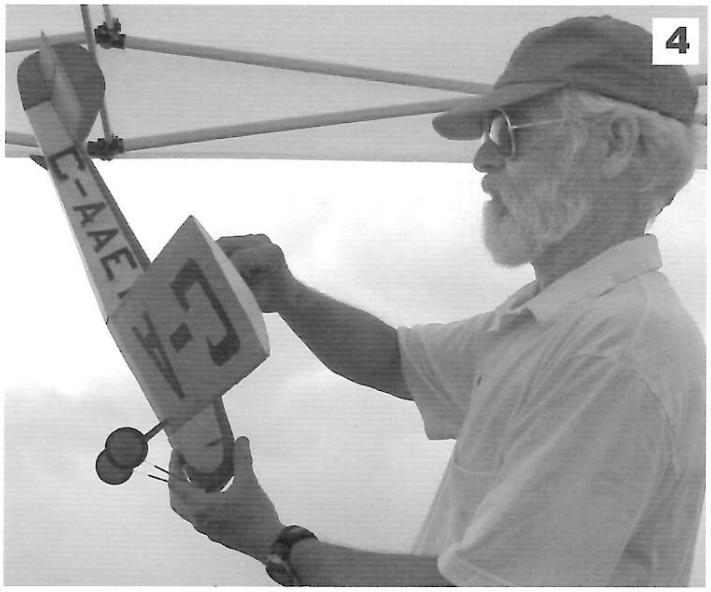
Photos from Wally/Julie Farrell at Raeford and Frank Rowsome at Wawayanda.

1. Three Racers ready to go; Wally Farrell, Stew Meyers and Bob McLellon.
2. Wally with Dave Rees and his 'Pete'; plans are available from Dave.
3. Fly-off Racer Launch; Frank Rowsome on left won with his 'Chambermaid' but lost it even though it has a 'DT'!
4. Wally working with his Glenny Jumbo.
5. Jerry and Helen Paiseley enjoying the fun at Raeford.
6. Bernard Dion journeyed from Quebec for the WAWA fun and entered his Fairchild in the Flying Horde' event and won.
7. Our good friend and FAC mentor, Dave Stott stooging at WAWA.


1
NX94Y
R52Y
NX93Y
5


2
37


3

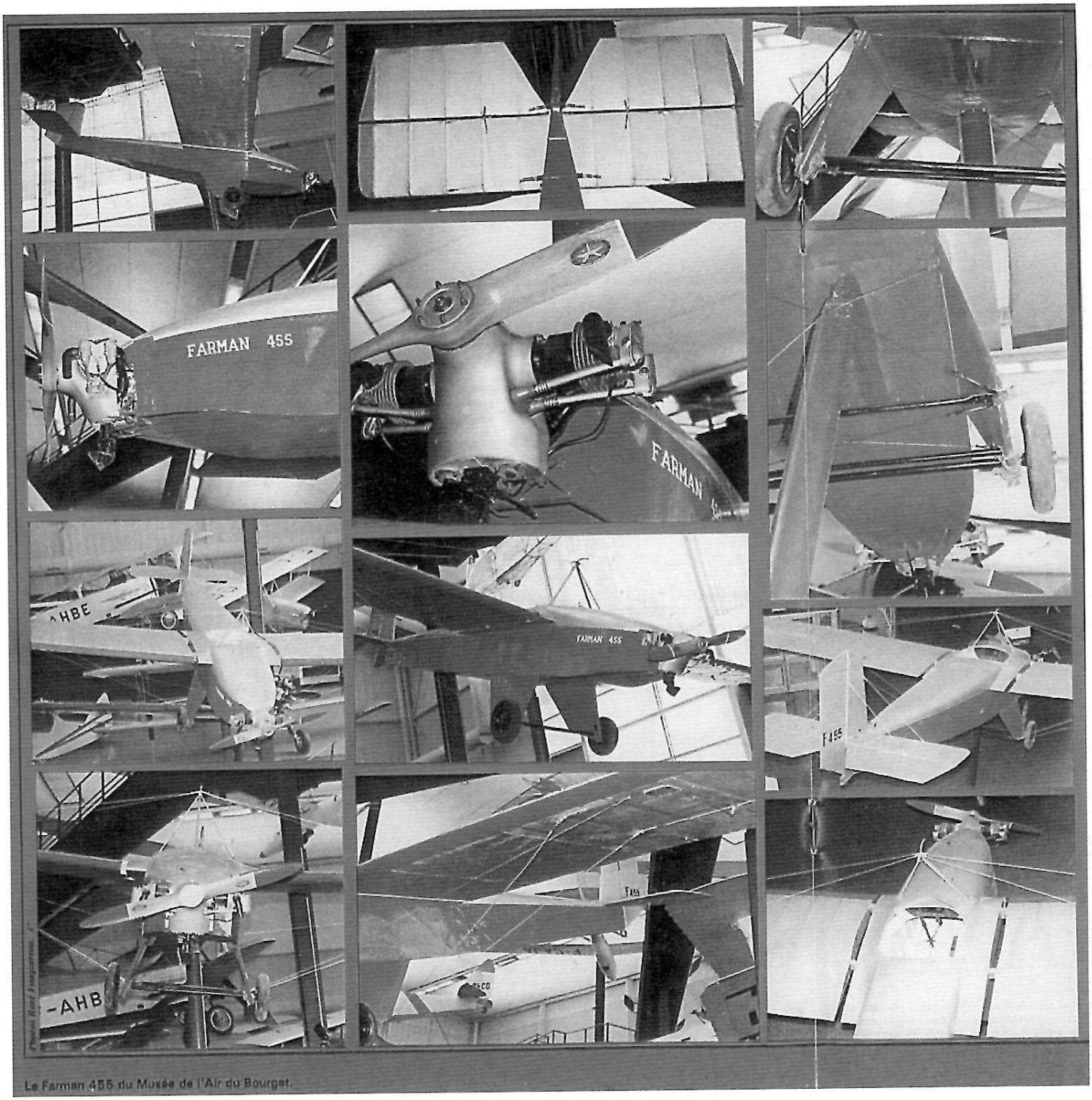

4
C-AAE


5


6


7

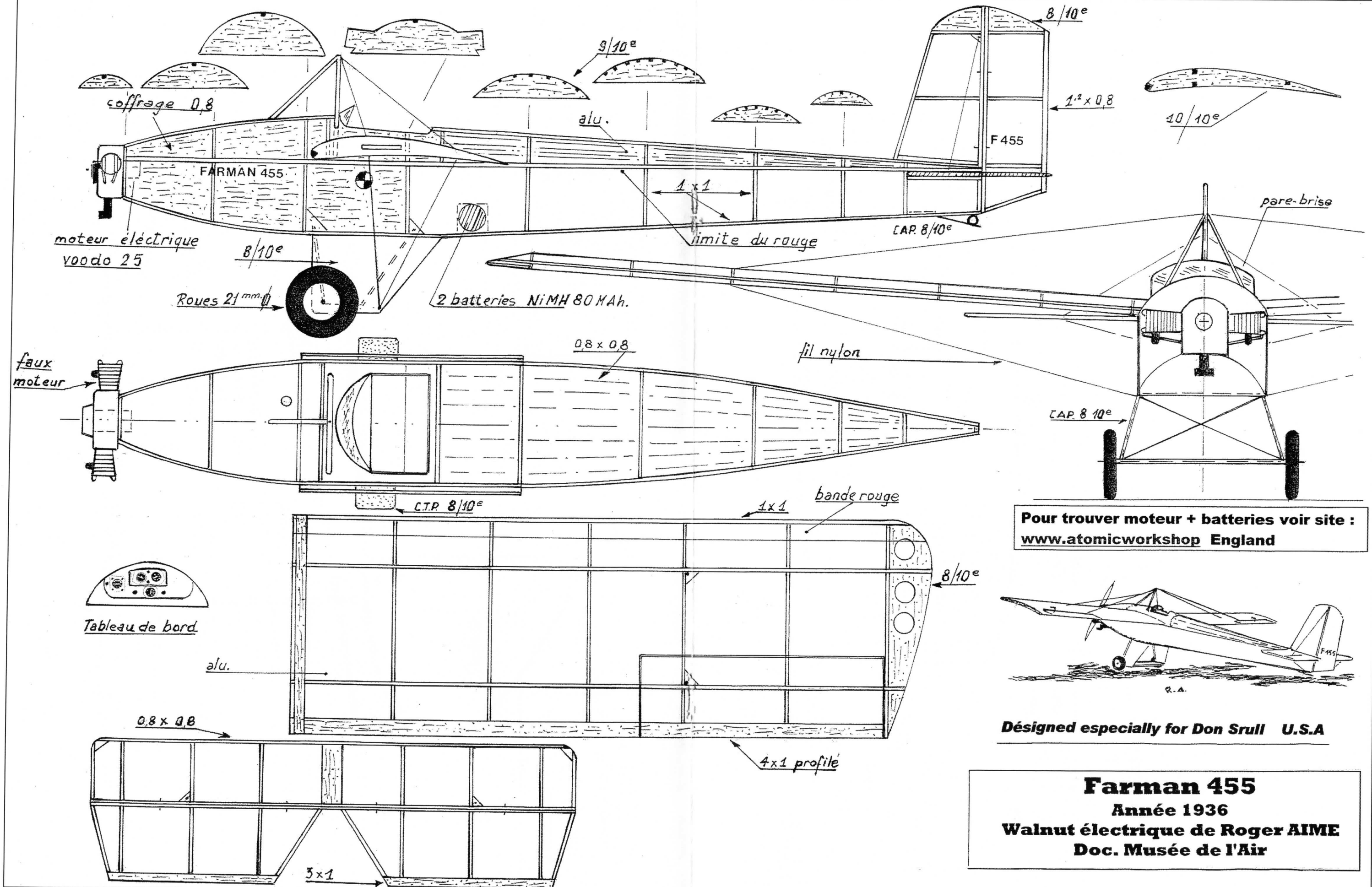
MOUSTIQUE ISSUE



Le Farman 455 du Musée de l'Air du Bourget.

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*
Maxecuter web site: http://www.dcmaxecuter.org

Your DUES are due



Pour trouver moteur + batteries voir site :
www.atomicworkshop England

Désigned especially for Don Srull U.S.A

Farman 455

Année 1936

Walnut électrique de Roger AIME

Doc. Musée de l'Air