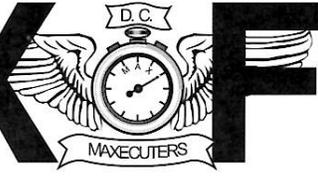


# MAX FAX



## Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JAN-FEB 2010



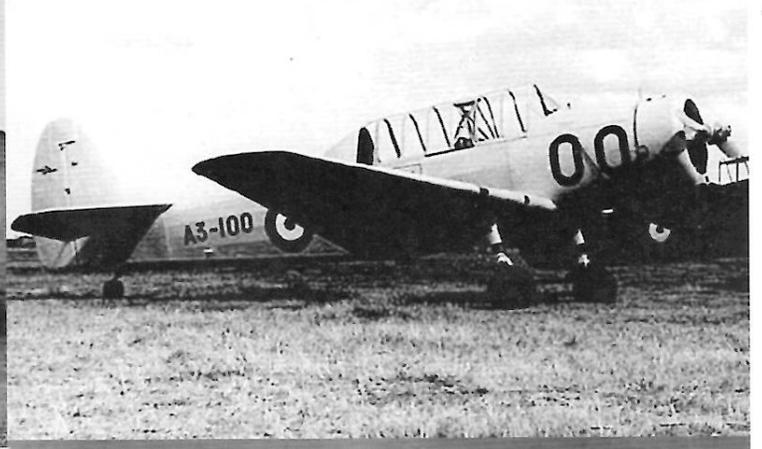
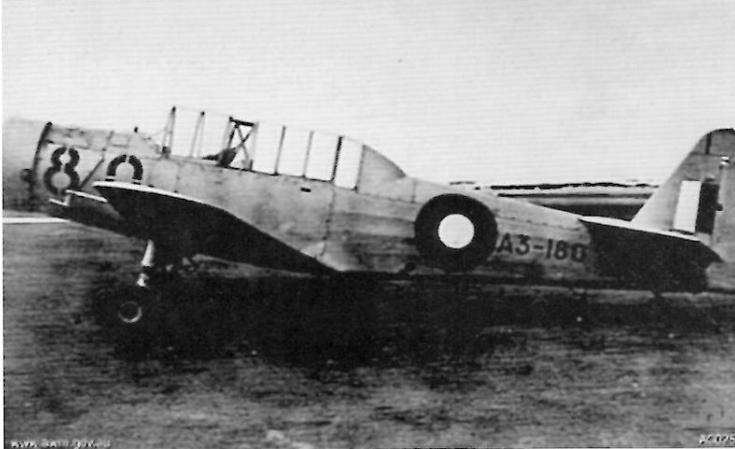
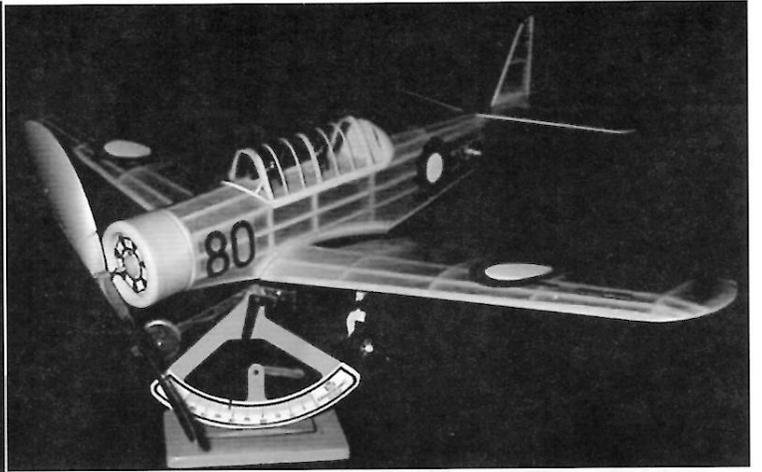
## COMING ATTRACTIONS

Flying at the Nation Building Museum  
January 10, 2010 and March 7, 2010 12 noon to 4pm  
Delta Dart building session at 9am each day  
Email Dan Driscoll ([djdriscoll@cox.net](mailto:djdriscoll@cox.net)) to get on email list.

DC MAXECUTERS BANQUET Sunday January 17 2010 6:00 pm  
Bistro Francais Restaurant 3124-28 M Street NW Washington DC 20007  
Contact Paul (202) 337-2887, or email to [paulspreiregen@verizon.net](mailto:paulspreiregen@verizon.net) for tickets

Flying in the Cole Field House!  
January 24 2010 10am to 4pm (6 hours)  
See details inside.  
We will negotiate for other dates after the first of the year.  
Email Dave Mitchell, ([edgemitchell1@verizon.net](mailto:edgemitchell1@verizon.net)) to get on the 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.



# MaxFax Jan-Feb 2010

Stew Meyers Editor

## Wackett Trainer Dayton Wright RB-1 Issue

This issue features the Buckmaster neodime scale plan of the C-6 Wackett trainer and C-2 prototype. Derek Buckmaster sent us a nice write up. Just so we aren't all Dimescale all the time, we also have the Jetco Dayton Wright RB-1 peanut and results of the fall Kudzu meet.

Next year we plan on having only an expanded Spring Kudzu meet on May 15 & 16 with more events. I apologize in not having any building tips in this issue, but I ran out of room.

The December 2009 issue of *Model Aviation* had an article on the passing of Van Camp the founder and owner of Air King Manufacturing producers of the Dimers featured in the last issue of maxFax.

The September 2009 issue of the NFFS *Free Flight* digest has a nice spread on the Cole Field House. Flying at Cole Field house continues with new dates. The December 13<sup>th</sup> session was well attended with 22 flyers. With this level of participation we can lower the flying fee to \$10 for a 3 hour session and \$20 for a 6 hour session.

Steve Fujikawa won the FAC No-Cal event on November 7<sup>th</sup>. Henry Guth won the DimeScale event on November 29<sup>th</sup>. Steve Fujikawa won the FAC peanut event on December 13<sup>th</sup> after Dave Mitchell's P51 lodged itself on the suspended speakers.

The next session will be Sunday, January 24th 2010, 10am-4pm. That's right a six hour session with the following events:

# CANCELLED

### FAC Kanone Events

(These are all timed events to be flown in strict accordance to FAC rules)

FAC No-cal Scale	FAC Peanut
FAC Dime Scale	FAC Phantom Flash

### Fun Mass Launches      Fun Timed Events

14gr. Bostonian	Pennyplane
Phantom Flash	Ready-to-Fly
WWII No-cal	A-6
Parlor Fly	

The CD will establish rules for the fun events.

## Photos Page 2

The top two photos are Claude Powell's CA-6 from the Buckmaster plans, but blown up to 20" span--a good way to get around the FAC can't fly Dimers in other events rule. The next four are real Wackett trainers in yellow. #80 has late Aussie insignia. The other two have earlier insignia with a red center and the Commonwealth logo on the tail. Note the serial is on the underside of the wing. The bottom two photos

## Cole Field House Rules

Due to insurance and contractual agreements with the University of Maryland, you must be an AMA member to fly (R/C or Free-Flight) in the Cole Field house.

You don't need to be a Maxecuter, but it would be nice.

If you want to fly in an FAC event, you must be a member of the FAC and abide by the FAC rules for that event.

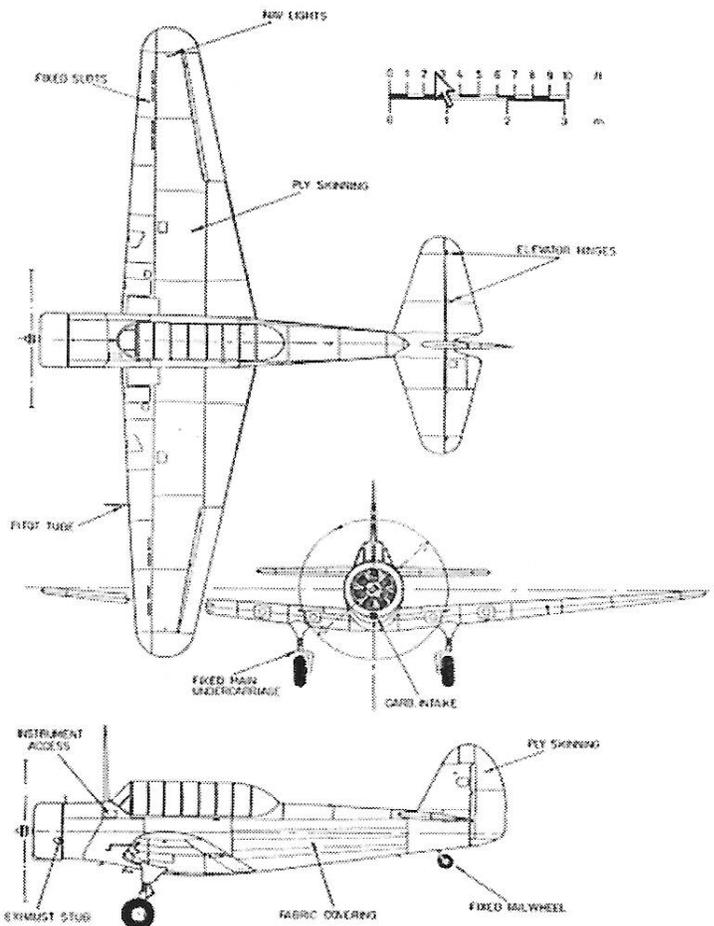
Club officers or their designates can exclude flight of models deemed inappropriate. Some Park Flyers come to mind as well as outdoor catapult models. Kinetic energy is the criterium.

Slow and light is fine, fast and/or heavy is not.

R/C pilots must be able to fly in a safe fully controlled manor. Unsafe flying either R/C or free flight will not be allowed.

All participants must register on arrival and sign a liability waiver when they pay their entry fee. The fee for 3 hour flying sessions is \$10 and \$20 for six hour sessions..

## Check the web site for future Cole Dates



## Wackett Trainers Aircraft of the CAC

In 1938 the Australian government decided to proceed with the design and manufacture of an indigenous ab initio trainer. Tenders were called for, and the recently formed Commonwealth Aircraft Company (CAC) was chosen with its CA-2 design.

The RAAF specifications called for a low winged monoplane with a tandem closed cockpit. The aircraft was required to have full instrumentation and controls in both cockpits, and unlike the Gipsy Moth had to be flyable solo from either cockpit. Maximum speed was to be at least 209kmh, endurance three and a half hours, and a rate of climb of 10 000 feet in eighteen minutes. The Air Force specified also that the 130hp Gipsy Major motor must be used.

CAC's design, eventually known to the public as the "Wackett", ( after its designer, and head of CAC, Lawrence Wackett) was of mixed material construction. The fuselage was a chrome-moly frame, alloy skinned to the rear cockpit, and fabric skinned aft of there. The tail plane, fin and rudder were wooden, as was the entire wing structure. Undercarriage was fixed, with a non steering but castoring tail wheel.

By March 1939 the engine was mounted, and the major airframe components were coming together. At this time however, CAC was in the final stages of building the factory, and also finishing off its first Wirraway, so progress on the "Wackett" was slow as a result, with the first prototype not ready to fly until two weeks after the war in Europe had begun.

The first flights showed the design to be pleasant and easy to fly, though Wackett was unhappy with the performance of the engine, deeming it to be too weak. He recommended the fitting of a Gipsy Six motor instead, which would not require any airframe modification, and was readily available from a "Gannet". The second prototype was thus modified, also being fitted with slots behind the outboard sections of the leading edges of the wing, to improve controllability near the stall.

Flown in early November the second prototype showed no degradation of the earlier models flying characteristics, and a much improved performance. On the downside however was the unacceptable rise in the stalling speed and the still overly long take off run. Wackett suggested that reducing the weight was the answer, and thought that the Warner Super Scarab 165D radial, being 36 kg lighter but still powerful enough, would do the job. Whilst a decision was being made on the the choice of engine, the first prototype was re-engined with a Gipsy Six and presented to the RAAF for evaluation.

With a crew of two, and an all up weight of 1144 kg, it had a maximum speed of 228kmh at sea level, and a rate of climb of 840 feet per minute. A small number of high ranking personnel were invited to fly it, including the Hon. J.V. Fairbairn, who commented that it was the best training aircraft he had flown.

1940 commenced and there was still no decision on the future of the "Wackett". The RAAF had expanded hugely due to the conflict in Europe, and one hundred British built Gipsy Moths were imported to keep up with training demands. Finally, in June, an order for two hundred "Wacketts" was placed, and due to both CAC's reservations about the weight of the Gipsy Six, and growing fears about the ability of Britain to supply motors, they were to be powered by the Warner Super Scarab. The aircraft was also redesignated an intermediate trainer to bridge the gap between the Gipsy Moth and the Wirraway, and to free up more Wirraways for advanced training duties. The subsequent models were fitted with a constant speed propeller, and due to the fact that the Scarab rotated opposite to the Gipsy Six, the fin and rudder were re-set. This model was designated by CAC as the CA-6, and became the definitive "Wackett" model.

A major shareholder of CAC was General Motors Holden (GMH) who were at the time building Gipsy Major motors for the Australian construction of Tiger Moths. It was decided that they would take on responsibility for for the construction of the wooden wing assemblies of the CA-6. In November of 1940 the first set of wings was delivered, and the first fuselage frame had had been constructed by CAC. This was not to last though as space on the CAC factory floor was at a premium with the on-going Wirraway program, and the decision was taken that GMH would construct both the wings and the fuselage frames, and only the final assembly would be done at CAC.

Another problem now surfaced. Ironically, the Scarab engine which had been chosen in part for its availability, was now unavailable, and the first deliveries did not arrive until April 1943, nearly three months after the first production model had flown, albeit with a borrowed motor. The problems did not end with the arrival of the motors as due to a manufacturing problem at Hawker de Havilland in Sydney, there was a severe shortage of propellers. This completely stopped delivery of the aircraft after the first twenty. By September the engine shortage was over, but the propeller shortage continued, so CAC took the opportunity to make a small modification.

Those units that had received the "Wackett" were reporting considerable damage to the undersurface due to stone damage while taxiing, and this was rectified on all remaining models by fitting a heavier grade of plywood immediately aft of the undercarriage. Then in October the propeller shortage was resolved and delivery commenced at a steady rate.

The urgency of the Boomerang project brought a decision late in the year to double the production rate, and by the end of January 1942, one hundred "Wacketts" and five hundred Wirraways had been made. The last CA-6 "Wackett" was delivered on April 22 1942.

A major fault with the Scarab motors developed which grounded the majority of the "Wackett" fleet. At about the one hundred and twenty hour mark the pistons were developing cracks, and the fault was eventually remedied with the introduction of redesigned heavier pistons.

The "Wackett" served throughout the rest of the war, with its service life ending at the cessation of hostilities. Its

reputation somewhat blemished by the problems with the motor, the CA-6 has been virtually forgotten as just another pretty ordinary training aircraft. However this humble machine is historically significant for Australia as it was the first all Australian design specifically produced for the military that actually saw service. One hundred and thirteen survived the war, and thirty were sold to the Netherlands East Indies Air Force, with only a handful reaching the Australian civil register. Most of those were re-configured as crop dusters.

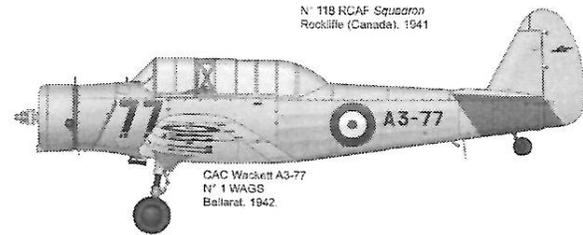
To the author's knowledge none survive in their original form.

Commonwealth Aircraft Corporation Australia - A History by Felix Noble

## Wackett CA-6 trainer

*Derek Buckmaster*

The Wackett trainer was developed by the Commonwealth Aircraft Corporation, based at Fisherman's Bend in Melbourne, just before World War II when the Australian government was facing the reality of Australia's potential isolation if a war broke out in Europe. Construction of the first two prototypes began in 1938, with the first flight in September 1939. The first prototype was powered by a 130 hp inline DeHavilland Gypsy Major II engine, but tests showed this aircraft to be underpowered. A change was made to the 200 hp Gypsy Six engine, which improved the flight performance, but this engine was heavy and the take-off performance suffered. So production Wackett trainers were powered by 175 hp Warner Super Scarab radial engines. A total of 202 Wackett trainers were built by CAC, seeing service in 5 different RAAF Operational Training Units and Wireless Air Gunnery schools around Australia. Following the war many Wacketts were sold to private buyers as touring and club aircraft. About thirty Wacketts also saw service with the Netherlands East Indies Air Force (which later became the Indonesian Air Force after Indonesia became independent in 1948). Many Wacketts were also converted to agricultural service for top-dressing (Australian for "crop dusting") and spraying. The Kingsford-Smith KS-1, KS-2 and KS-3 and the Yeoman Cropmaster (which looked dramatically different with its swept tail) were converted from Wackett airframes.



The model is entirely conventional in construction. Build a box for the fuselage and add two stringers along each side. Nose and tail turtle-decks are added with formers and stringers. The wing is built in one piece and glued under the fuselage box. Wingtips, tailplane tips and the rudder outline can be cut from several pieces, or laminated around a form (lighter and stronger). You can make the radial engine cowl by hand, or turn it up using a bolt mounted in a hand-drill. Mount formers 1B and 1C on a 1/4" bolt using washers to get the right spacing between them. Then spin the drill and sand these formers to the correct diameter (around 1 9/32" or 32.5mm) then glue some 1/8" sheet onto the front of 1B and sand it to the right diameter for 1A with the drill spinning. Then sheet the outside of the cowl with 1/16" sheet, give a final sand and remove the 1/4" bolt once everything is dry. The simplest colour schemes were all-over bright yellow with dark blue and white RAAF roundels. Many Wackett trainers also had brown/green camouflage above with yellow below. Many of the privately owned Wacketts after the war were painted in creative colour schemes (bright blues, reds, silvers, dual-tones, etc) and you can find some of these on the internet. Have fun with your Wackett!



## THE DAYTON WRIGHT, (BAUMANN RB-1) TEXT FROM THE JETCO KIT PLAN

Designed for the 1920 James Gordon Bennett Cup Race by Milton C. Baumann, and built by the Dayton Wright Co., of Dayton, Ohio, the RB-1 was a truly advanced aircraft for its day. The wing was built of solid balsa, with areas cut out for lightening, and covered with plywood and linen fabric. The leading and trailing edges could be drooped to change the thin racing airfoil to an under cambered high lift section for takeoff and landing. The landing gear was fully retractable into the smooth, fish-like fuselage. Completely enclosed in the fuselage, the pilot had no forward visibility other than that afforded by the hinged side windows, a limitation endlessly commented upon at a later date in descriptions of the famous Spirit of St. Louis flown by Charles A. Lindbergh.

As a model the RB-1 has excellent proportions for flight. A retractable optional landing gear is detailed, but for simplicity and maximum performance, hand launched, the outer wheel halves only can be cemented into the fuselage. Much thought has been given to assembly of the oval sectioned fuselage. The upper half is built up on the top view, and the lower half is then constructed directly on the inverted upper assembly. The wing is built in the partial flap position to form an efficient endurance airfoil section.

For maximum endurance the model must be built as lightly as possible. The 1/16 sq. strips and the sheet balsa may be sanded to 1/32 thick. Install the strips on edge for stiffness. An optional carved balsa propeller and low friction tree wheeling system is also detailed to increase duration.

Study the plans to become familiar with the parts and construction methods. Carefully cut out all parts from the printed sheet wood with a sharp single edge razor blade, or a model knife. Cement 1/16 sq. strips on the fuselage frames before cutting out to prevent splitting.

**FUSELAGE**—Locate 1/16 sq. longerons on the Fuselage Top View, between pins on each side of the strips, not thru the wood. Cement top frames between longerons, and insert T-8 and 1/16 x 1/8 spine in top of frames. Note that T-1 frame is inclined forward to provide 2 deg. down thrust. all the other frames should be square to the plan. Cement wing rest T-9, 10 and diagonal cowl ship T-11 in place. Add the remaining lop stringers in matched pairs to avoid pulling the assembly out of shape. When thoroughly dry remove from the plan and erect the bottom frames on the top assembly. Install G-8 and 1/16 sq. keel stop to steady frames. Add remaining bottom stringers in pairs as on top.

Fit "fill-in" pieces 0-1 to G-6 between stringers to form wheel wells. Locate these so that an opening slightly smaller than the wheel results. to allow some material for fitting. Form the wire parts for the retractable landing gear, accurately to the plan. Hinge the landing gear tees to the keel B-8, with short pieces of 1/16 d. alum. tube cemented in place. Swing the 'vees' downward, notching G-6 and 0-8 to allow full extension. Slip the strut end into 1/16 d. alum. tube sleeves. Install short flexible sockets in T-9 and push upper end of alum. sleeves into them. Cut away stringers

from wheel opening and check retraction, with wheel in place on strut. Trim out opening to fit wheel. Cement socket into T-9 with gear in retracted position. Extend gear and cement celluloid scraps on G-8 as a stop to avoid over extension. For the simple hand launched version, cement outer wheel halves into openings after fuselage has been covered.

Drill rubber support T-12 to fit 1/8 d. dowel and fit between stringers at T-7. Cement nose plug support frame of N-1, 2 to lace of Station 1. Trim radiator nosing from vacuum formed panel and fit Station 1 nose frame, to inside.

Sand fuselage smooth to blend filled in areas with stringers.

**FLYING SURFACES**—Pin a strip of 1/16 x 1/8 to plan to support the front edge of flap W-7 and the wing rib ends. Sand the flap to a triangular cross section and pin in place on the plan. Position ribs W-1, 3, 6 against flap and cement 1/16 x 1/8 leading edge into notch in nose of ribs. Add remaining ribs, 1/16 sq, top spars, and tips W-8.

Remove from plan when dry and block up each tip at rib W-6. 1/2" for dihedral. Join spars at center with short pieces of 1/16 sq. Fit W-9 at trailing edge and reinforce leading edge joint with 1/16 x 1/8. Add 1/16 sq, bottom spar and center rib W-10.

Sand stabilizer trailing edge of 1/16 x 1/8 to triangular cross section and pin on plan. Set tip and center ribs S-1 in place and cement 1/16 sq. leading edge in nose notch. Add remaining ribs. 1/16 sq. spar and tips S-2.

Assemble the fin directly on the plan, pinning the outline of F-1, 2 and the 1/16 x 1/8 leading edge in place first. Fit the internal members of 1/16 Sq.

**COVERING**—Sand all surfaces with fine sandpaper, rounding leading edges and tips to blend with airfoil sections. Apply two coats dope thinned 50/50 dope/thinner to frame and sand with 400 grit paper. Cover the fuselage with narrow lengthwise strips of tissue as required, to minimize wrinkles due to the curved sections. Cover the underside of the wing first to be certain the tissue is adhered to the bottom of the ribs, the spar, and to the forward portion of the flap to maintain the shape of the wing section. Use dope thinned 75/25 dope/ thinner for adhesive. Lay the tissue in place, smoothing it into contact with the frame, without attempting to pull out every small wrinkle.

Spray lightly with water to shrink covering. When dry moisten again any local areas where small wrinkles persist, until these have been removed. Finish with two coats 50/50 thinned dope on wing and fuselage. One coat is sufficient for fin and stabilizer.

**FINISHING**—Curve the stiff paper cowl material with fingers to form approximate shape and cement to nose. Form the louvers of narrow strips of stiff paper cemented to cowl on top and left side only.

The original Dayton Wright was first finished in clear varnish and eventually painted aluminum. Any color finish will add a great deal of weight to a small model like a peanut scale. Only the thinnest spray 'dusting' can be applied or the performance will be severely reduced. The

natural white tissue is deemed representative of silver for most peanut scale competitions, and therefore painting is not required,

Slip stabilizer in place and tack leading edge only with small drops of cement to T-12, The trailing edge is left free to permit small shims to be inserted during flight trimming. Set wing in place on fuselage and inspect from front and rear to check alignment with stabilizer. Adjust with thin shims if necessary. Attach wing with drops of cement. Cement fin in place with no offset to center line and square to stabilizer.

**PROPELLER**—An efficient molded plastic propeller is furnished ready for use To reduce resistance of the propeller during the glide, an improved free wheeling is shown as an option. Cut away the spiral on the front of the prop hub and drill to fit eyelets freely. These should contact inside the hub without the flanges pinching the prop hub, allowing the prop to spin on the eyelets, even though the rubber motor pulls on the shaft.

For maximum contest performance a block design for a carved balsa propeller is also shown. Shape the blades to the airfoil section shown with a sharp knife and sandpaper. Finish with several coats thin dope and 400 grit paper. Install bearings of thin sheet metal at hub and free wheeling as described for plastic prop.

Cut nose plug parts from vacuum formed panel and join with us as little polystyrene cement as possible to avoid softening the thin material. Cement bearings of washers with eyelets inserted to front and rear of plug, with shaft installed for alignment. Slip washer and propeller assembly on shaft, Bend end into triangular eye for winding and to engage free wheeling.

Grasp a 24" length of rubber strip at each end and twist in about 30 turns. Bring the ends together without releasing and tie with a square knot. Upon release the stored knots will bunch up shortening the motor to fit between the rear peg and prop hook. Engage prop hook in rubber loop and pull through fuselage with wire hook. Slip rear peg thru rubber loop at rear, removing a bit of tissue covering in fuselage bottom for access.

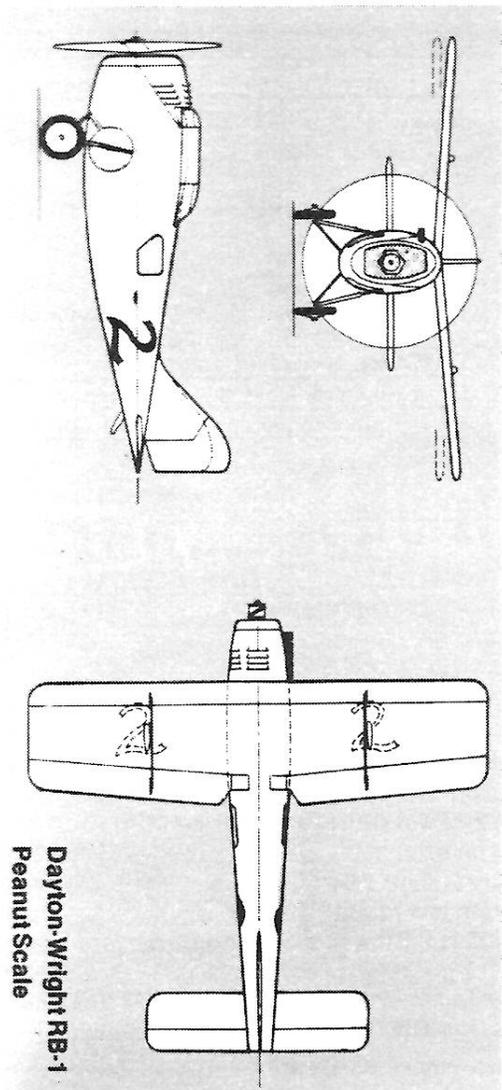
Balance completed model at point indicated, 1 5/8" behind leading edge of wing. Add lead weight to nose, cemented to face of B-1, if required to obtain correct balance. Remove rubber and cement vacuum formed radiator nosing in Place.p Cut out opening to fit nose plug.

**FLYING**—Hand launch gently with nose pointed slightly down. Make several glides with each setting to confirm result. If the model persists in diving, increase the shim thickness under the stabilizer trailing edge. If stalling is observed reduce the shim thickness. Warp the rudder tab between the fingers to obtain a gentle right turn. Wind the motor about 100 turns and hand launch level. Adjust the glide to obtain a flat descent in a right circle by shimming the stabilizer and warping the tab in small increments, Adjust the power flight for a right circle by shimming the nose plug to the right slightly if required. Gradually increase the turns in the rubber to check flight trim as the power is increased. The Dayton Wright has a very flat glide and

swift climb. For maximum performance winding, the motor must be lubricated and stretched. Engage a gear winder, of the light weight indoor variety, in the winding eye and stretch the motor four times its length. Wind in approximately 1/2 turns without coming in, and then put in the remainder while gradually approaching the nose, with the last few right at the nose. With the widely varying grades of rubber now supplied, only test winding outside the model can determine the ultimate turns possible. With 4 mm Pirelli about 800 turns can be stored in the motor.

**DETAILS**—After testing, add scale details. Exhaust stacks are lengths of dowel, numerals are cut from black tissue adhered with thinner, camber actuators are of scrap material, hinge lines are also black tissue cut in strips. Use flat black plastic model enamel to paint radiator core, wheel tires and landing gear struts.

Information for the Dayton Wright was gleaned from *Racing Planes, Vol. I* by Reed Kinert, from *The Early Air Racers in 3 Views* by Charles A. Mendenhall, from personal studies of photographs and model in Smithsonian Museum, The original aircraft still exists, on display in the Henry Ford Museum in Dearborn, Mich.



## Fall Kudzu Meet - Goldsboro and Raeford, NC - Nov. 13 & 14, 2009

Friday ROW Winners: Rained out

<b>WWI Biplanes (9 flew)</b>		
1	Dallas Cornelius	D-VII
2	Claude Powell	Halberstadt
3	Frank Rowsome	D-VII

<b>Navy Scale (5 flew)</b>		
1	Dave Rees	Trojan
2	Walt Farrel	MO-1
3	Stew Meyers	GB-2

<b>Modern Civil ML (9 flew)</b>		
1	Walt Farrell	Cessna 140
2	Dave Mitchell	Navion
3	Dave Rees	Piper Sup. Cr.

<b>Embryo (5 entered)</b>		
1	Glen Simperts	Spritzer
2	Brad Glass	Mr. Malcom
3	John Houck	Swallow

<b>Dime Scale (8 entered)</b>		
1	Dave Mitchell	Staggerwing
2	Dallas Cornelius	Glos. Gannet
3	John Houck	Cessna C-34

<b>AMA Catapult Glider (9 entered)</b>		
1	Ondrej Mitas	
2	Kit Bays	
3	Jim Coffin	

<b>AMA HL Glider (2 entered)</b>		
1	Kit Bays	Slapshot
2	Andy Ringlien	

Saturday Events: 20 registered flyers.

<b>Combined Racers (5 flew)</b>		
1	Wally Farrell	KR-2
2	Dave Rees	Time Flies
3	Dave Mitchell	Bonzo

<b>WWII Fighters (9 flew)</b>		
1	Walt Farrell	Fiat 55
2	Claude Powell	Hurricane
3	Stew Meyers	KR-10

<b>P-30 (4 entered)</b>		
1	Walt Farrell	Square Eagle
2	Carl Dowdy	Nite Bird
3	Brad Glass	Souper 30

<b>Golden Age (5 entered)</b>		
1	Dallas Cornelius	Interstate
2	Dave Mitchell	Orion
3	John Houck	Skyfarer

<b>FAC Scale (9 entered)</b>		
1	Dave Mitchell	P-80
2	Wally Farrell	Vultee GB-11
3	Dallas Cornelius	Curtiss S-3

<b>FAC Jet Catapult (9 entered)</b>		
1	Wally Farrell	P-59
2	John Diebolt	AR-234
3	Carl Dowdy	Saab Vig.

**Grand Champ** – Walt Farrell

### Fall Kudzu Meet

photos on back page

1. Frank Rowsome holds for Claude Powell while Glen Simperts holds for Stew in the background.
2. Dave Mitchell shows off his winning FAC Scale P-80. The plans for this beauty will eventually appear in MaxFax.
3. Dave and Marie Rees with Ray Rakow before it warmed up. Dave's Piper Super Cruiser caught a thermal and went OSS later in the day.
4. WWI mass launch. On the right end, Dallas Cornelius and his Peerless Fokker D-7 which went OSS in the last round.
5. Dave Rees, Stew Meyers, and Dallas Cornelius ready for the WWII mass launch
6. Wally Farrell, Stew Meyers, and Dave Rees get ready for the Combined Racers mass launch.

### Fall Kudzu Meet

photos on back page

While Friday evening was a washout, Saturday was dry but overcast and cold to begin with. As you can see in photos 3,4, & 6. As the day continued the clouds departed and the sun warmed things up as seen in photos 1,2, & 5.

### Page 19 photos

The upper most photos show the RB-1 as currently displayed at the Ford Museum. The extended landing gear is an earlier exhibit. These photos clear up some details that aren't well shown on the plans.

Period photos of the of the aircraft don't have the circular air ducts and have a different exhaust. The kit photo reflects the museum version. The plastic parts are from the kit as is the model photo.

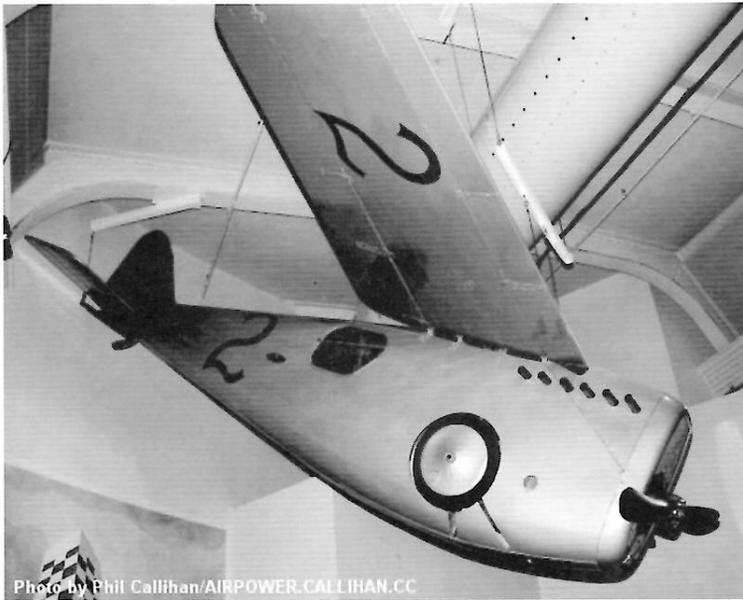
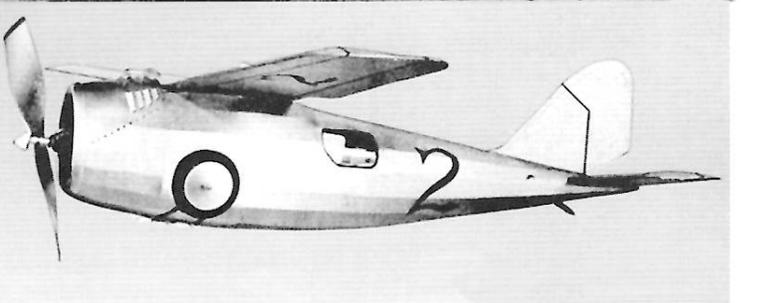
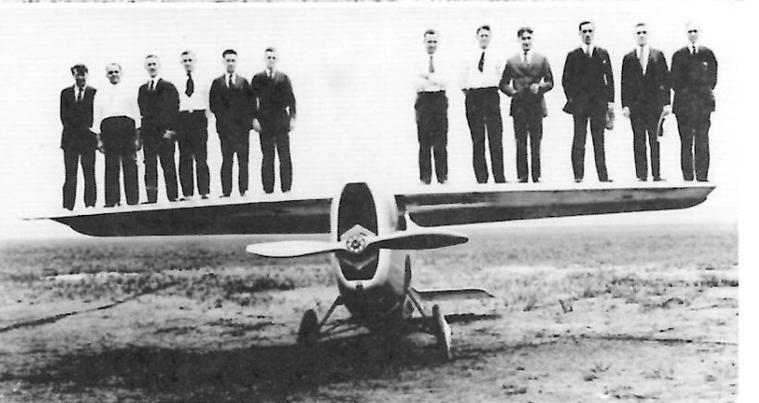
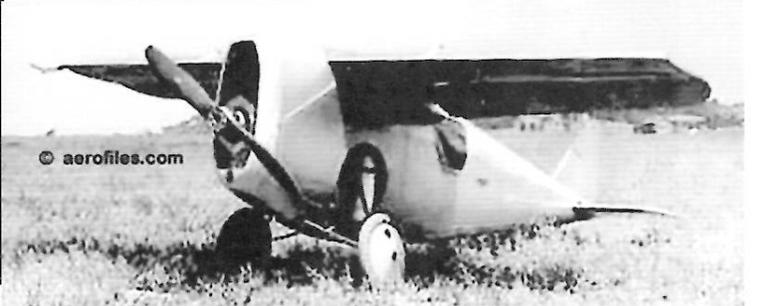
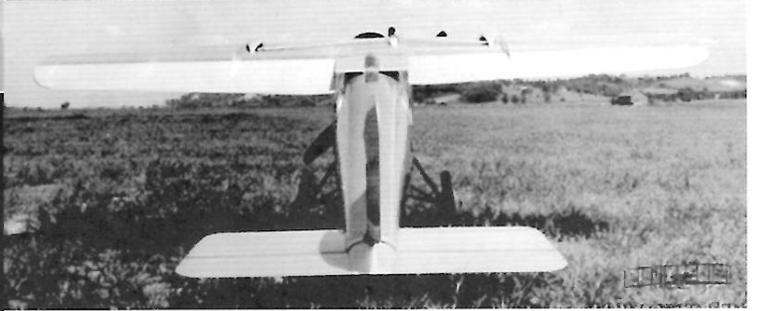
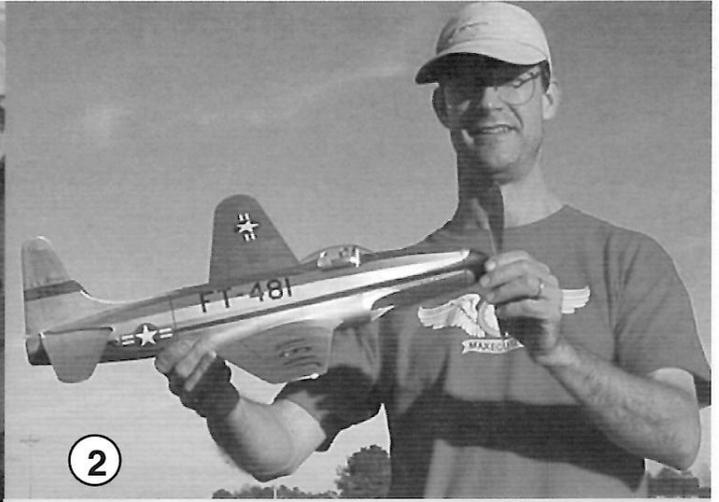


Photo by Phil Callihan/AIRPOWER.CALLIHAN.CC



Photo by Phil Callihan/AIRPOWER.CALLIHAN.CC





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 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.

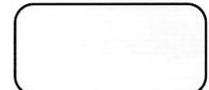
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$20 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries.  
 Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your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

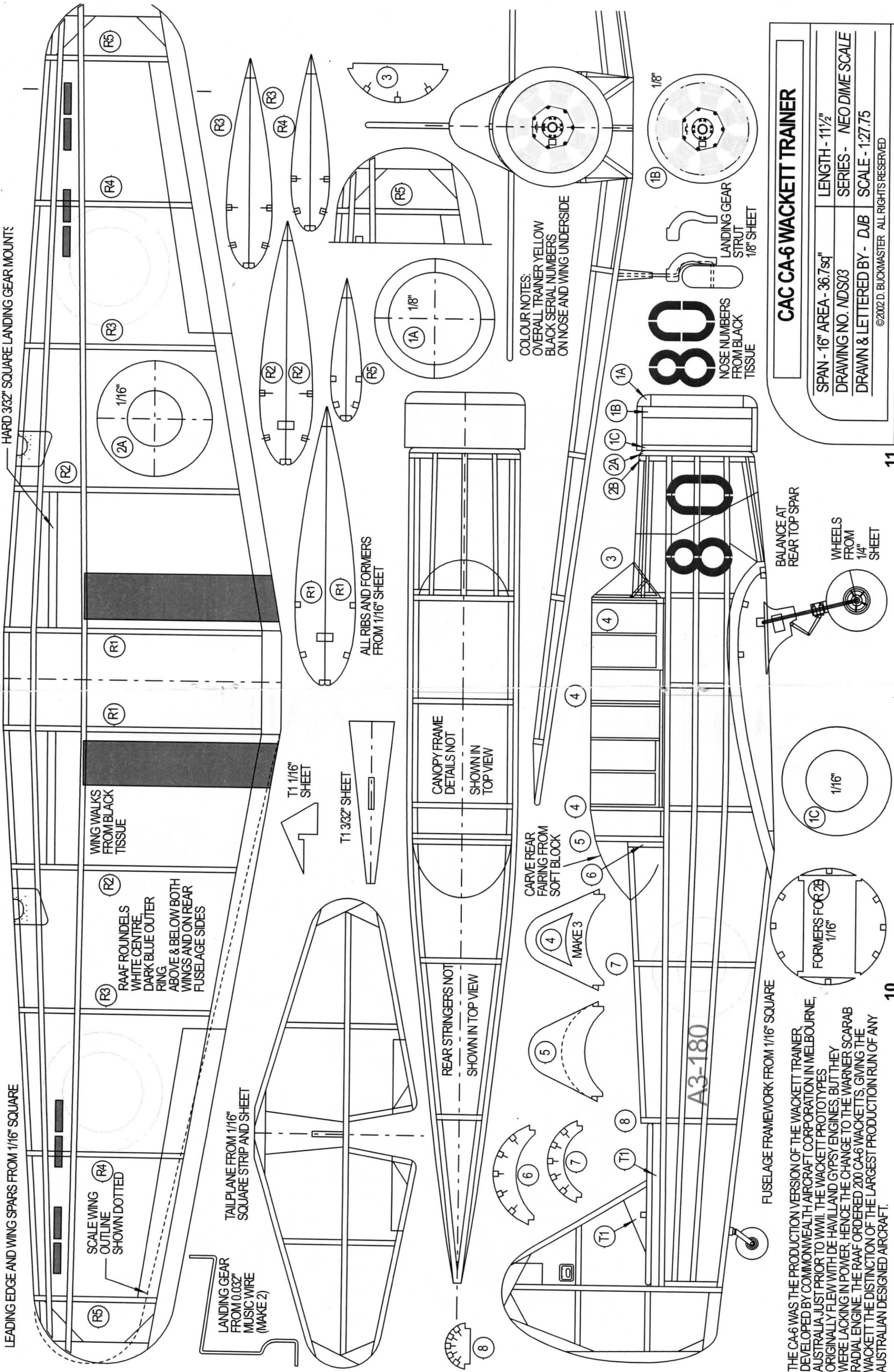
Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due



LEADING EDGE AND WING SPARS FROM 1/16" SQUARE

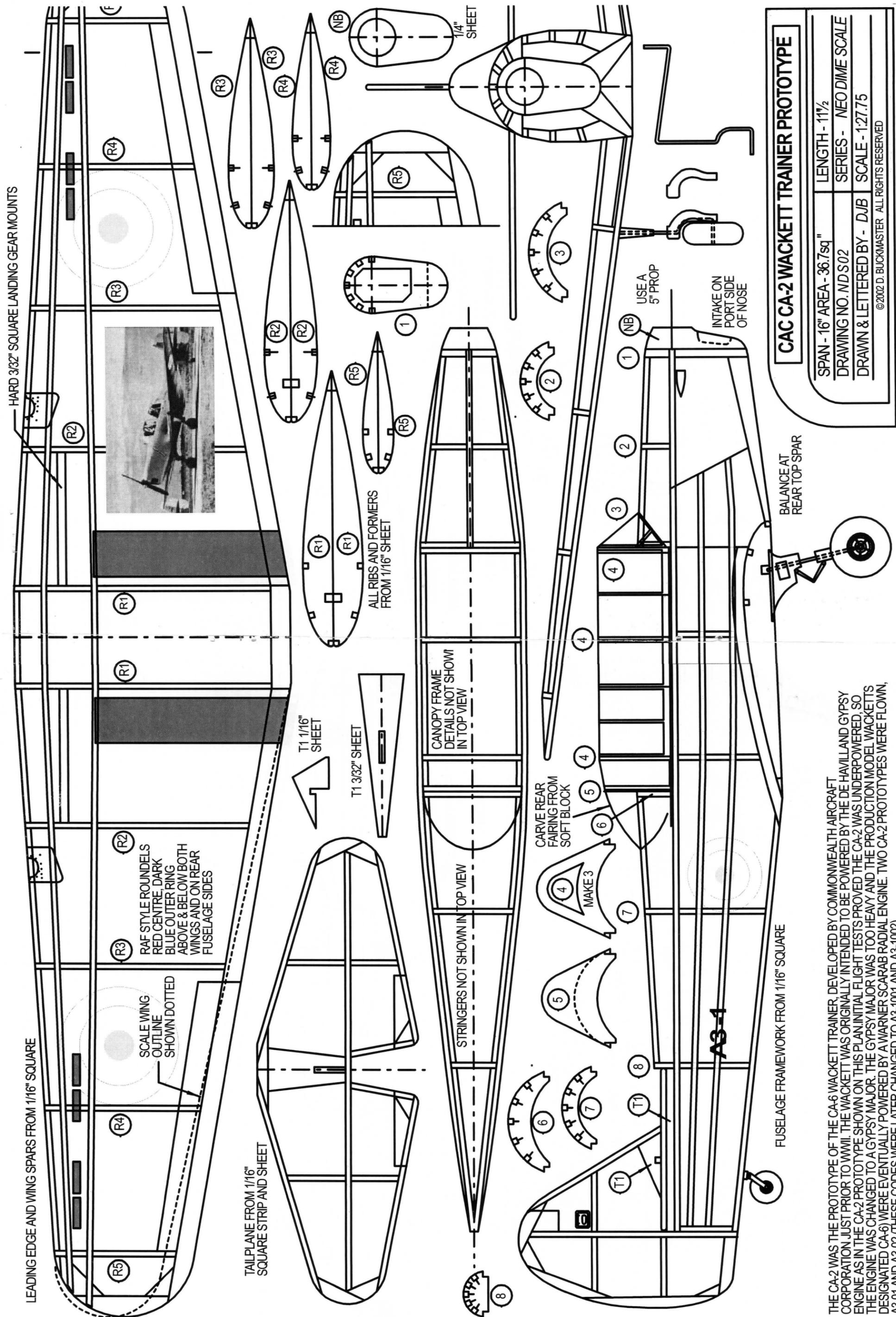
HARD 3/32" SQUARE LANDING GEAR MOUNTS



COLOUR NOTES:  
OVERALL TRAINER YELLOW  
BLACK SERIAL NUMBERS  
ON NOSE AND WING UNDERSIDE

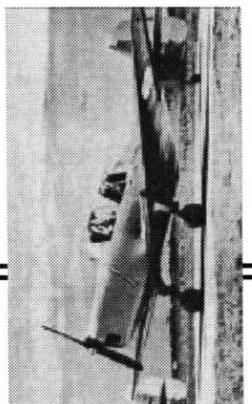
<b>CAC CA-6 WACKETT TRAINER</b>			
SPAN - 16"	AREA - 36.7sq"	LENGTH - 11 1/2"	
DRAWING NO. MDS03		SERIES - NEO DIME SCALE	
DRAWN & LETTERED BY - DJB		SCALE - 1:27.75	
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THE CA-6 WAS THE PRODUCTION VERSION OF THE WACKETT TRAINER, DEVELOPED BY COMMONWEALTH AIRCRAFT CORPORATION IN MELBOURNE, AUSTRALIA JUST PRIOR TO WWI. THE WACKETT PROTOTYPES ORIGINALLY FLEW WITH DE HAVILLAND GYPSY ENGINES, BUT THEY WERE LACKING IN POWER, HENCE THE CHANGE TO THE WARNER SCARAB RADIAL ENGINE. THE RAAF ORDERED 200 CA-6 WACKETTS, GIVING THE WACKETT THE DISTINCTION OF THE LARGEST PRODUCTION RUN OF ANY AUSTRALIAN DESIGNED AIRCRAFT.



HARD 3/32" SQUARE LANDING GEAR MOUNTS

LEADING EDGE AND WING SPARS FROM 1/16" SQUARE



RAF STYLE ROUNDELS  
 RED CENTRE, DARK  
 BLUE OUTER RING  
 ABOVE & BELOW BOTH  
 WINGS AND ON REAR  
 FUSELAGE SIDES

SCALE WING  
 OUTLINE  
 SHOWN DOTTED

TAILPLANE FROM 1/16"  
 SQUARE STRIP AND SHEET

T1 1/16"  
 SHEET

T1 3/32" SHEET

ALL RIBS AND FORMERS  
 FROM 1/16" SHEET

CANOPY FRAME  
 DETAILS NOT SHOWN  
 IN TOP VIEW

STRINGERS NOT SHOWN IN  
 TOP VIEW

CARVE REAR  
 FAIRING FROM  
 SOFT BLOCK

MAKE 3

USE A  
 5" PROP

A3-4

FUSELAGE FRAMEWORK FROM 1/16" SQUARE

BALANCE AT  
 REAR TOP SPAR

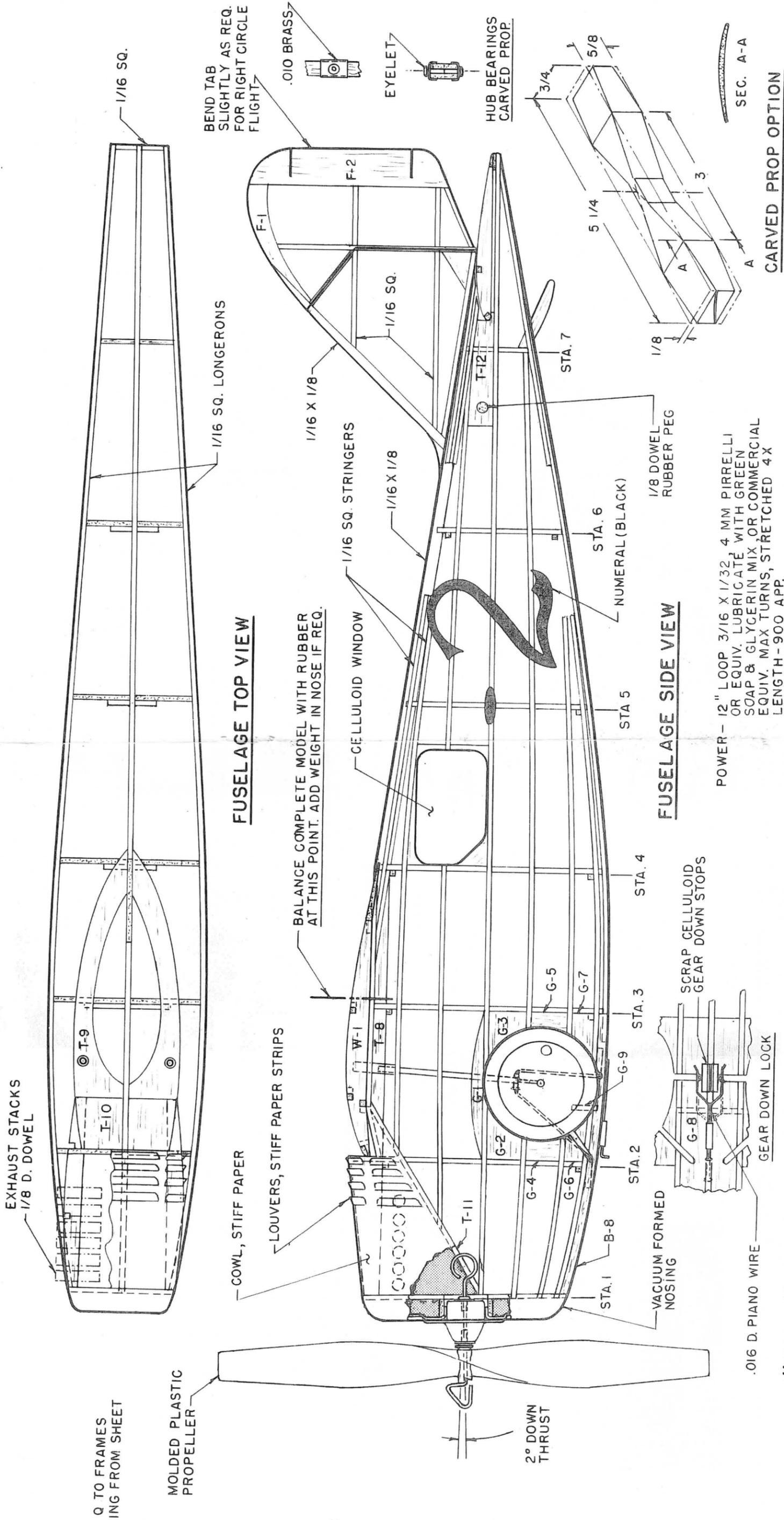
INTAKE ON  
 PORT SIDE  
 OF NOSE

**CAC CA-2 WACKETT TRAINER PROTOTYPE**

SPAN - 16" AREA - 36.7sq"	LENGTH - 11 1/2"
DRAWING NO. N.D.S.02	SERIES - NEO DIME SCALE
DRAWN & LETTERED BY - D.J.B	SCALE - 1:27.75

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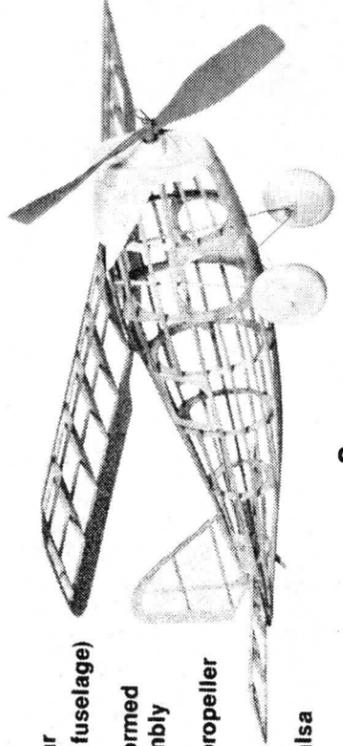
THE CA-2 WAS THE PROTOTYPE OF THE CA-6 WACKETT TRAINER, DEVELOPED BY COMMONWEALTH AIRCRAFT CORPORATION JUST PRIOR TO WWI. THE WACKETT WAS ORIGINALLY INTENDED TO BE POWERED BY THE DE HAVILLAND GYPSY ENGINE AS IN THE CA-2 PROTOTYPE SHOWN ON THIS PLAN. INITIAL FLIGHT TESTS PROVED THE CA-2 WAS UNDERPOWERED, SO THE ENGINE WAS CHANGED TO A GYPSY MAJOR. THE GYPSY MAJOR WAS TOO HEAVY AND THE PRODUCTION MODEL WACKETTS DESIGNATED CA-6) WERE EVENTUALLY POWERED BY A WARNER SCARAB RADIAL ENGINE. TWO CA-2 PROTOTYPES WERE FLOWN, A3-01 AND A3-02 (THESE CODES WERE LATER CHANGED TO A3-1001 AND A3-1002).



Uncovered framework reveals light construction for long duration flights.

**FEATURES**

- Retractable landing gear (struts are visible inside fuselage)
- Lightweight, vacuum formed wheels and nose assembly
- High efficiency plastic propeller
- Formed prop shaft
- Printed contest grade balsa

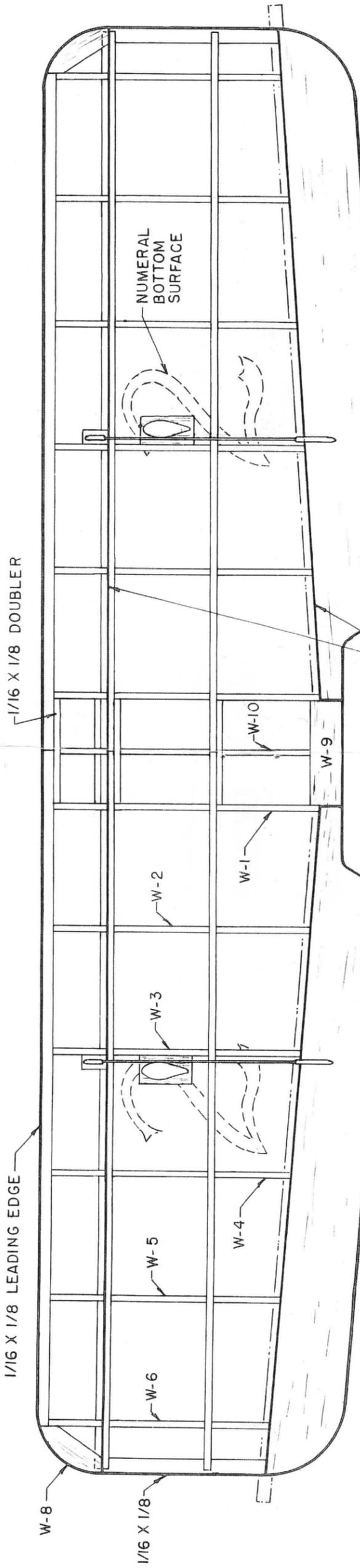




**DAYTON-WRIGHT RB-1**

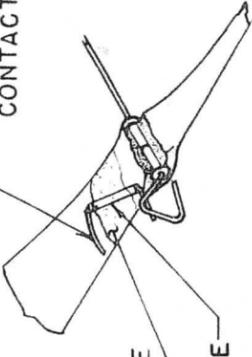
SPAN 12 7/8 - AREA 38 SQ. IN. - WGT. .8 OZ. - PLAN, FULL SIZE

**C. A. ZAJCO, INC.**  
883 Lexington Ave., Brooklyn, New York 11221



PROP TO SPIN FREELY WITH EYELETS IN CONTACT

.025 D. PIANO WIRE



3 COATS POLYSTYRENE CEMENT

1/16 O.D. ALUM. TUBE

FREE WHEEL OPTION

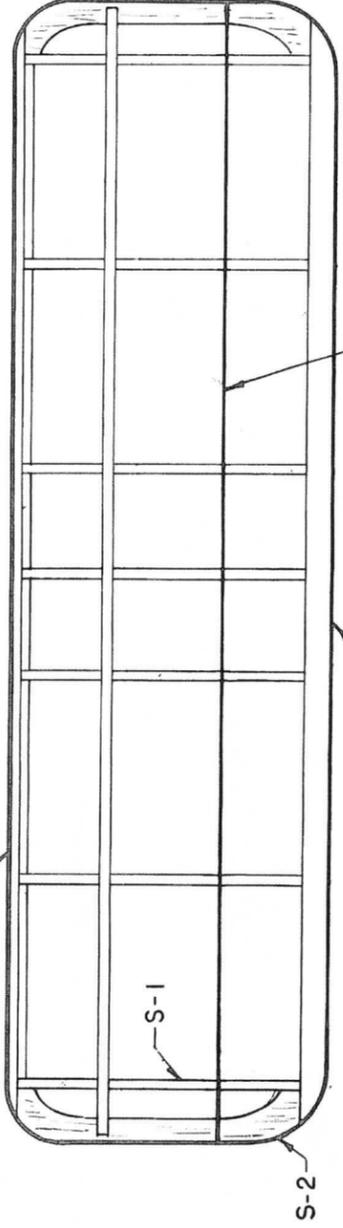
DAYTON-WRIGHT RB-1

SPAN 12 7/8 - AREA 38 SQ. IN. - WGT. .8 OZ. - PLAN, FULL SIZE

**Jetco** MODELS

C. A. ZAICCO, INC.  
883 Lexington Ave., Brooklyn, New York 11221

1/16 SQ.

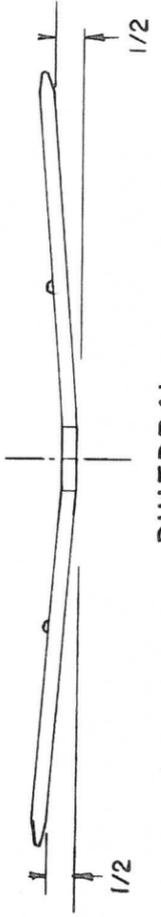
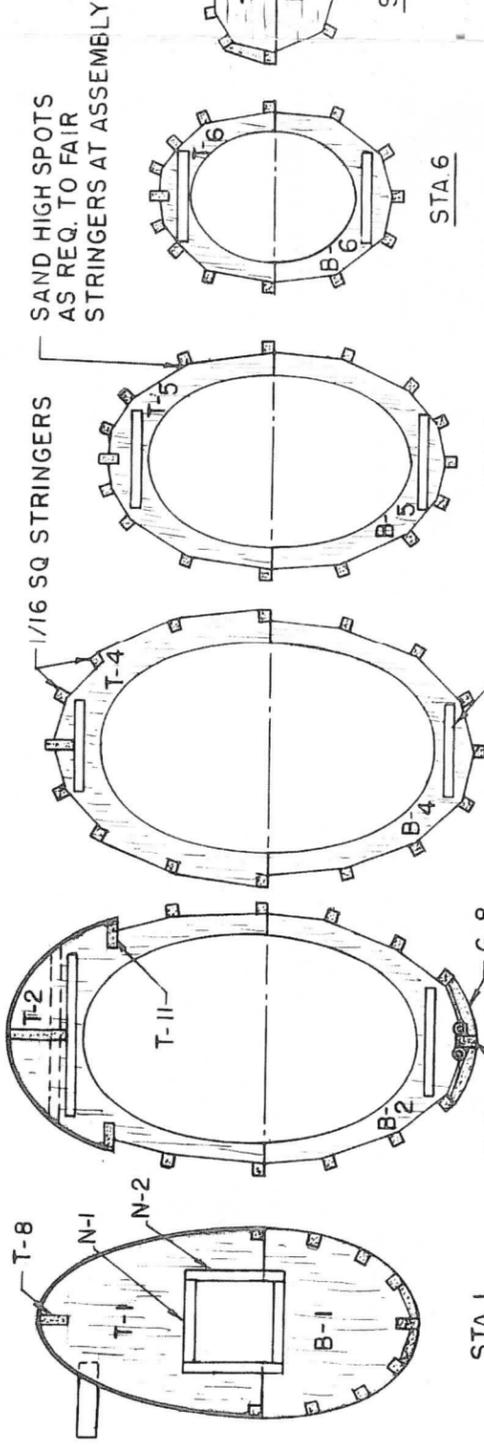


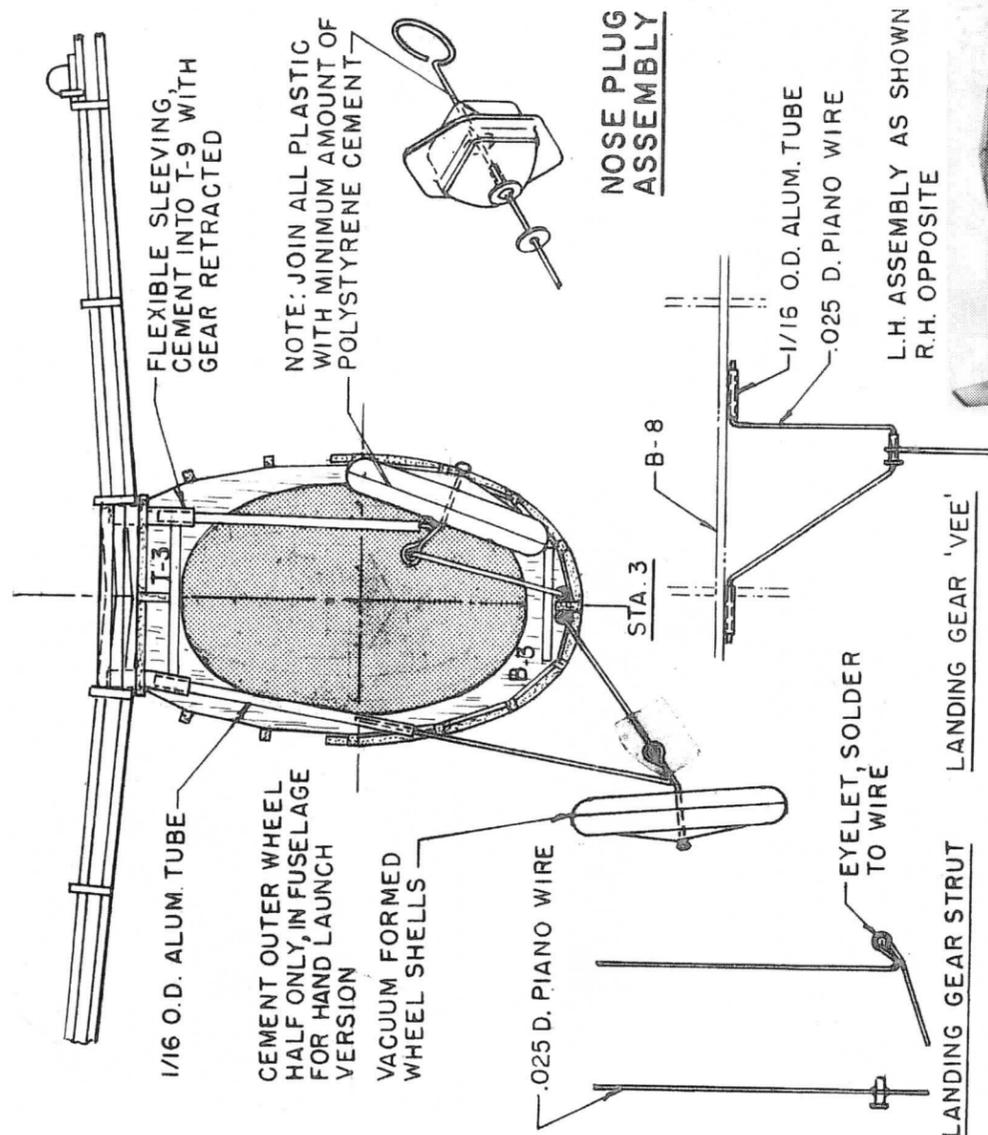
PUSHROD-NO. 8 BLACK THREAD (OR EQUIV.)



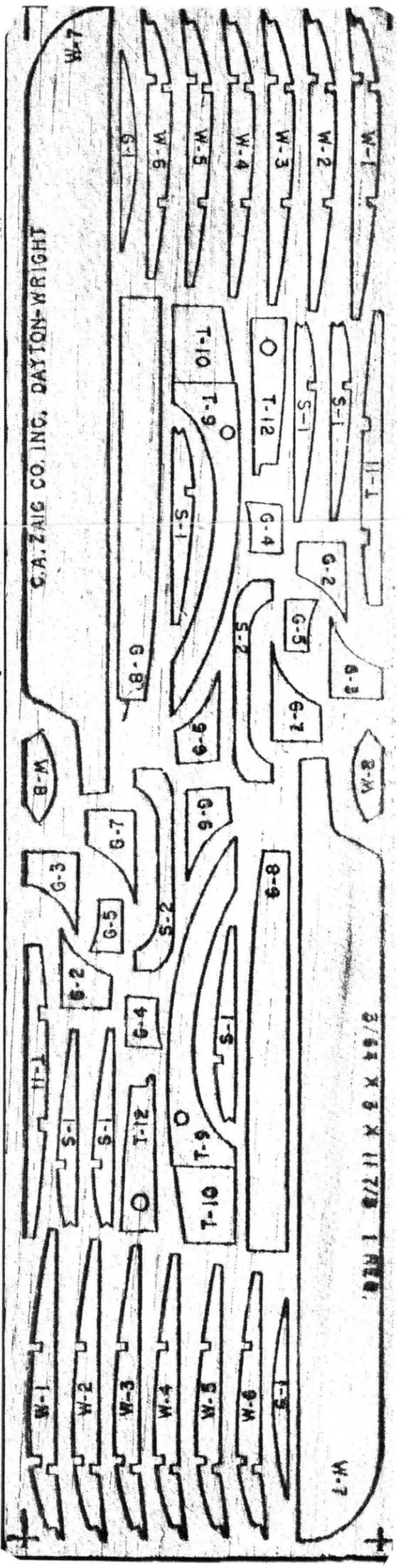
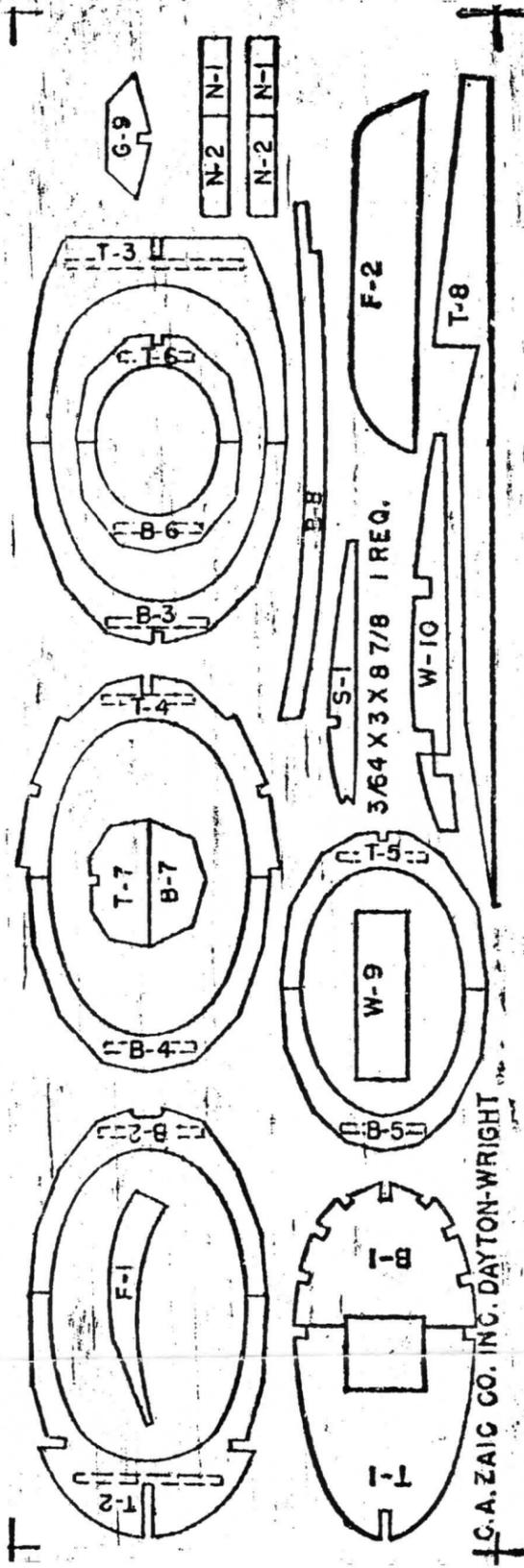
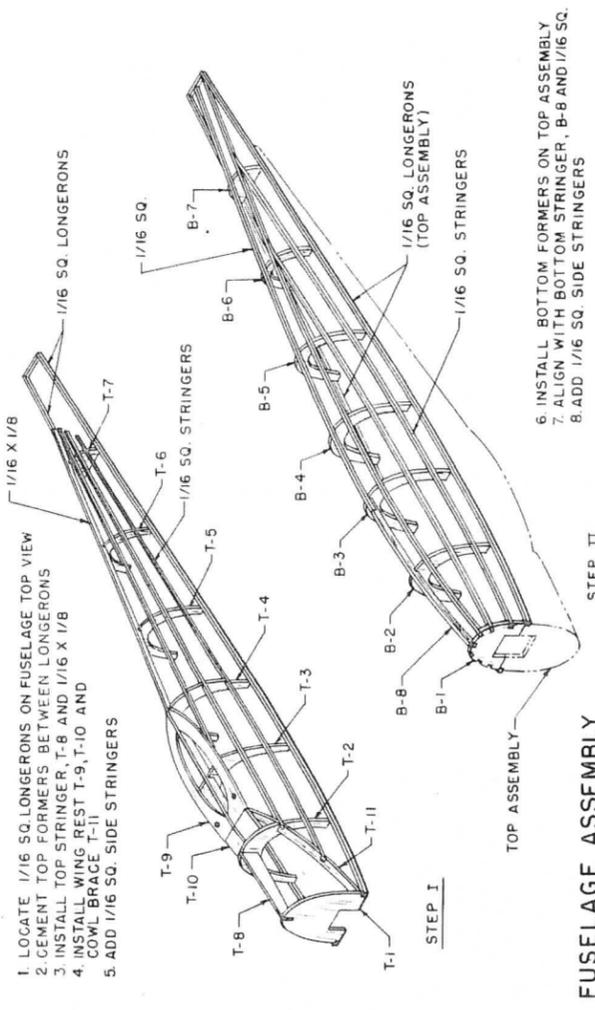
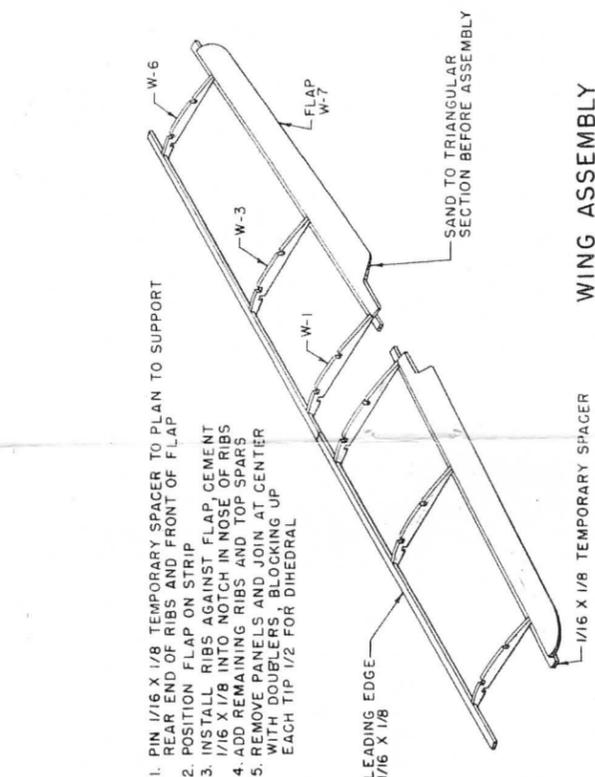
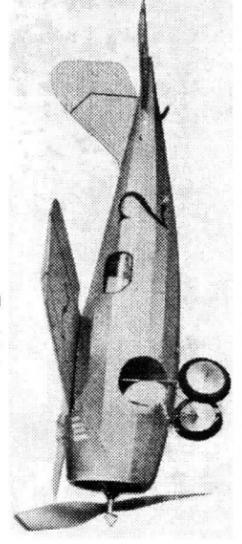
**WING**

W-7 FLAP, SAND TRIANGULAR





**RETRACTIBLE LANDING GEAR OPTION**



DAYTON-WRIGHT RB-1

SPAN 12 7/8" - AREA 38 SQ. IN. - WGT. 8 OZ. - PLAN FULL SIZE

**Jetco**

C.A. ZAIG CO. INC.

WHILE I HAVE THE SCANNED PRINT WOOD ON THIS PAGE FOR COMPLETENESS, IT IS BETTER TO USE THE PARTS SHOWN ON THE PLAN AS PATTERNS WHERE EVER POSSIBLE. ALTHOUGH I HAVE THE PLASTIC PARTS AS SHOWN ON PAGE TWO, I WON'T BE USING THEM. PLASTIC COWLS NEVER SURVIVE MY FLYING.