

MAX FAX

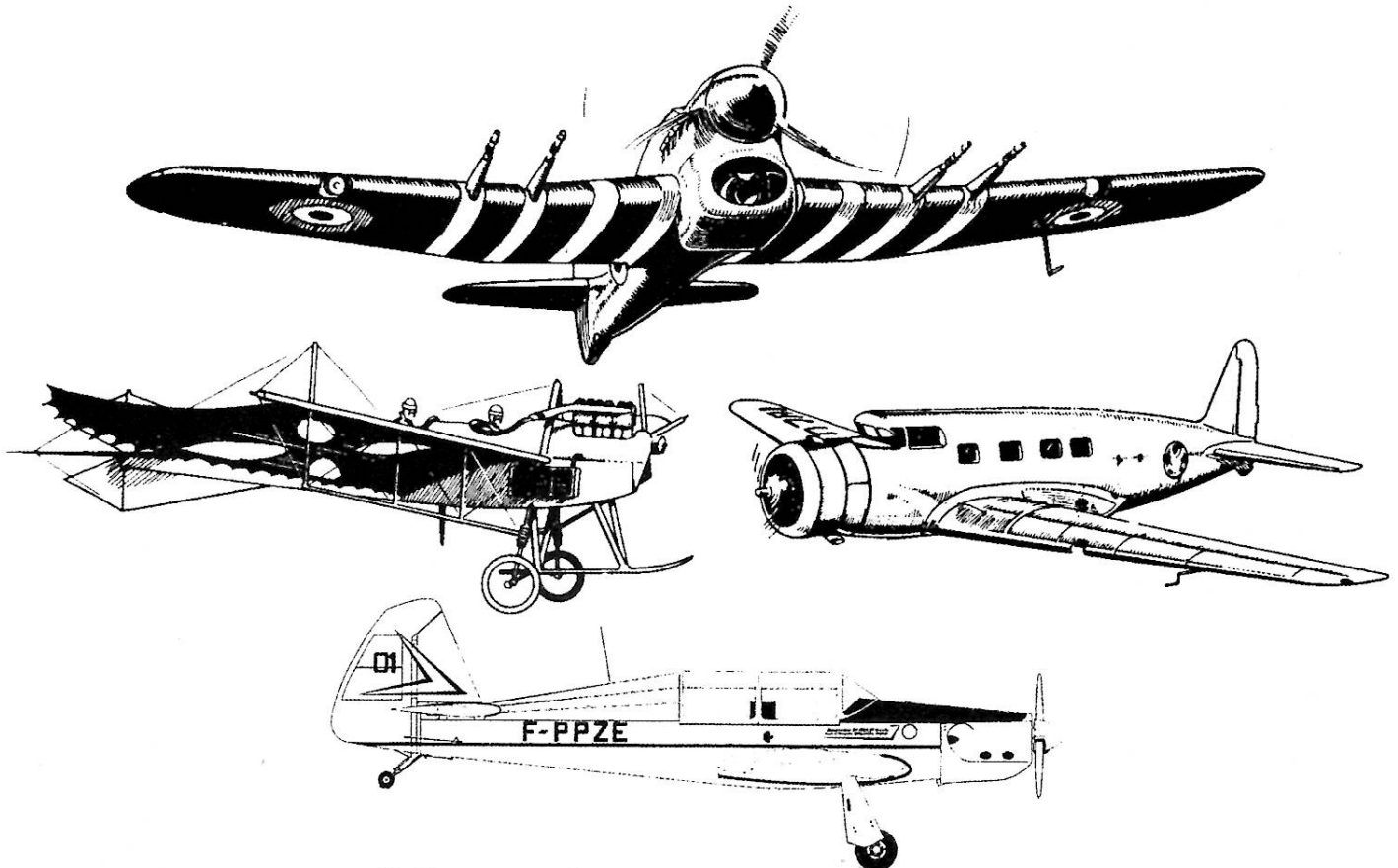


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

SEPT-OCT 2010



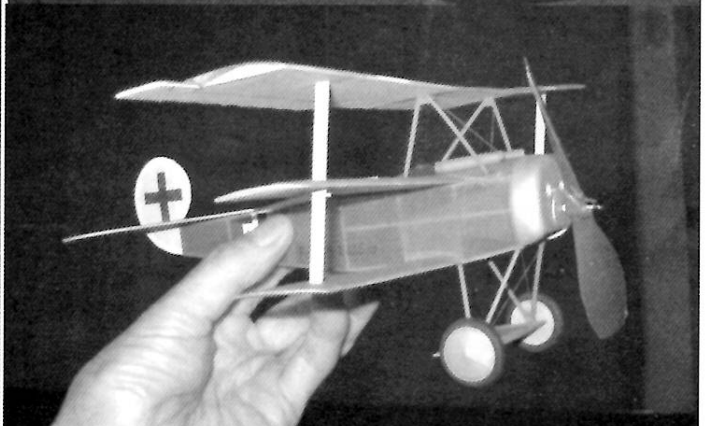
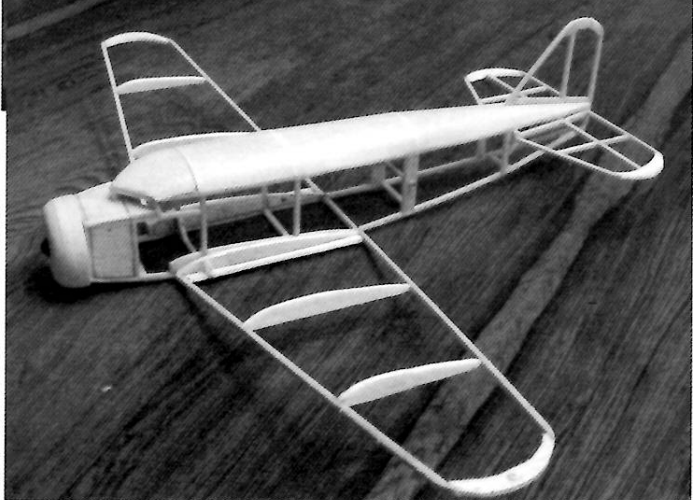
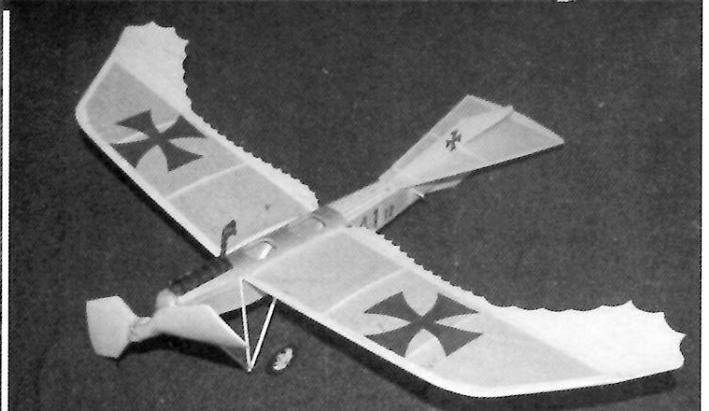
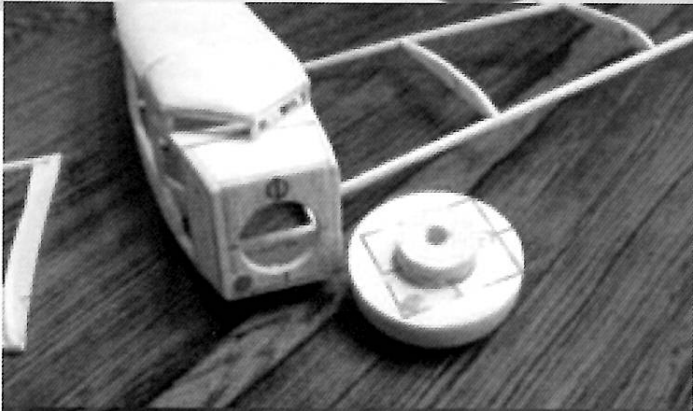
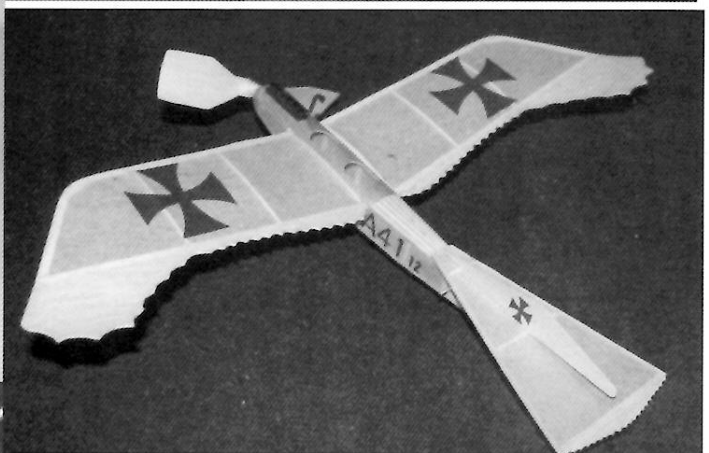
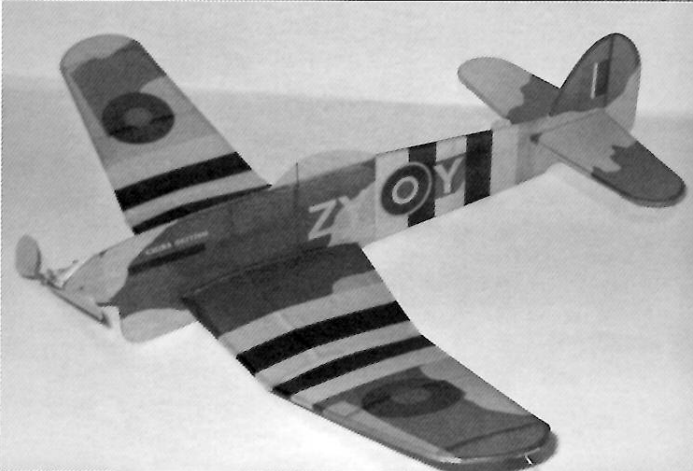
COMING ATTRACTIONS

Flying at Bauer Community Center is now on from
12:30pm to 2:30 pm every Monday and Wednesday.

The dates for the upcoming National Building Museum (NBM) flying sessions are
January 9 and March 6, 2011.

Both are Sundays, and there will be R/C and Freeflight (the usual events).
There will also be Delta Dart building sessions with the scouts before
each flying session.

Contact Glen Simperts grfreeflight@hotmail.com for more details.



MaxFax Sept-Oct 2010

Stew Meyers Editor

Catch Up issue

Ye-gads! I sat down to put out the November December issue and noticed I did not have a folder for this issue. I have been so busy going to contests and events that it slipped by. I have managed to get my FM column out, but then I have a hard submission date for that. Oh well, we never promised when MaxFax would come out, just that you will get six a year.

Photos P2

Left column

Full scale Dalotel DM165 flying over 25 years ago.

Dave Mitchell's profile Typhoon.

Megow Vultee nose block details, a magnet holds it on.

Megow Vultee Bones shot-- top of fuselage is vellum attached with Titebond.

Right column

Finished Megow Vultee, it looks better than it flies.

Mike Escalantes semi scale peanut Rumpler Taube in two poses.

Tom Nallen II's great flying Megow DR-1 Tripe. Plans in Mar-Apr 2010 MaxFax. He flew this at Wawa to everybody's amazement.

The wing setup from bottom to top is 0-0, 0-0, eyeball "twitch" of positive in the top. The stab is set at positive on the top rear fuse as per plan. I know this set up is a bit counter to the progressively increasing incidence that Doug McHard used with his Dr1 as you published in MaxFax. It seems to have worked for Doug and I'm certainly not going to contest his logic.

My logic was to minimize the incidence and downthrust drag as much as possible with the Dr1. It does fly with ~ 3deg of downthrust which I think is pretty reasonable. I used the same setup with the bigger Wight Quad - all 3 lower wings set at 0-0, with only a smidge in the top. Later, Dave Stott suggested to me that tripes can fly well with 0-0 in all the wings and I don't doubt that to be true.

Tom II

2011 Non-Nats

Geneseo, NY

Wed. July 13Th: Registration, judging and "Vendor's Row" in the big hanger at the HAG. Vendors: \$10.00 per table with no limit!

Thrus. July 14Th and Fri.15TH flying with events to be announced soon.

Fri. July 15Th, at contest close trophies as such...no banquet. We plan to have Pizza delivered to the field.

Mass launch events at the Non-Nats will NOT use the 15% rule.

Dorm rooms available :Three nights with three dinners and three breakfasts...fees to be announced.

More information will be forthcoming

In this issue we have plans for an peanut electric Dalotel DM165 from Roger Aime which would make a nice rubber job. Other plans are the Megow dimer Vultee, a peanut semi scale Rumpler Taube, and Dave Mitchell's Profile Typhoon. We have some news from the FAC head shed, updated Dime Scale rules, an offer of back issues of the Hanger Pilot, and some electric motor data.

The biggest news in this time frame was the reorganization of the FAC and the bequest of \$100,000 to the FAC from the estate of Jack McGillivray.

There had been some doubt about the non-nats next year. Ross was overloaded and the Cortneys won't be able to be able to attend. The Maxcutters volunteered to host it. Ross accepted our offer and it will be held at Geneseo on July13-15 2011 Wednesday through Friday.

Dave Mitchell and I have been working on a FAC web page www.flyingacesclub.com and cleaning up the rules to read more clearly. They will be substantially unchanged in 2011 except for some minor clarifications which are more inclusive rather than exclusive in nature. Proposed Dimescale rules for 2012/2014 may be used at local contests in lieu of the existing rules. In the spirit of inclusion, the mark and markings appropriate to the period determine the era of the model. Yes, you can now fly a Hawker Fury in Golden Age as long as it is not in WW2 livery. Proof of eligibility of course is incumbent on the contestant.

Rich Weber will now be the FAC newsletter editor and treasurer and can be reached at 9154 Eldorado Trail, Strongsville, OH 44136. Or newsletter@flyingacesclub.com

FLYING ACES Club

OFFICIAL ANNOUNCEMENT FROM THE CinC OF THE FLYING ACES CLUB Ross Mayo

PLEASE PASS ON THIS VERY IMPORTANT MESSAGE TO EVERY MEMBER YOU KNOW BY EVERY MEANS POSSIBLE. I THANK YOU FOR YOUR COOPERATION.

It is with mixed emotions that I announce the retirement of Juanita Reichel from the FAC as Editor of the FLYING ACES CLUB NEWS. We thank her for all her efforts over the past few years.

Miss Juanita has sold her long time home and is moving to a more manageable domicile in the next few weeks. Although her home is sold and she must vacate shortly, her new address is not yet established.

Because of her retirement, as of this date, all monies and correspondence of any nature must be addressed to me for assured results. That would mean any merchandise purchases. I repeat

ALL MONEY FOR MERCHANDISE MUST BE SENT TO MY MAILING ADDRESS.

ALL CORRESPONDENCE MUST BE DIRECTED TO MY MAILING ADDRESS ALSO.

**FAC, GHQ
4207 CROSSWINDS DRIVE
ERIE, PA 16506-4451**

Dues exception ->

FACGHQ@VERIZON.NET

**814-836-1299 FOR EMERGENCY ONLY!
PLEASE...NO CALLS AFTER 10:00 P.M.**

Building notes

Dalotel DM 65

The Dalotel is powered by a Voodoo 10 from AtomicWorkshops. This is a direct drive 7mm coreless motor orange back (3.3 ohm) SuperSlick motor in a nice mount. The prop is a GWS 65x 25 mm (GWS2510) push fit. You will need a timer. If you don't want to spring for a Zombie from AtomicWorkshops, a pico timer is fine as is the Micro Flier Radio FF Timer which allows you to vary the speed. BSD (www.bsdmicrorc.com) sells this, the motor sans mount, battery, and prop. The motor can be simply mounted with Goop. --The single full size prototype is being rebuilt in Idaho.

Megow Dimer Vultee

This model was sent to me by Jack Fike. It's one of his new "Old Dog Series" and it is a dog, I have not been able to get it to fly worth a darn. Although increasing rudder area and going to a four inch prop helped. I think I have wing warp problems. I made plug in wings, and the root rib has to be curved to match the fuselage contour. In retrospect I think a one piece wing would have been better and much easier. Getting the cabin area right on this square approximation of a circular fuselage was not an easy matter either. However, it does look pretty slick with a light spray of nitrate with aluminum powder for the color and red tissue trim.

Peanut Rumpler Taube

Mike Escalante had this flying at the Building Museum. While not too scale, it's a nice flier built pretty much to the plans. It could easily use the same electric power as the Dalotel.

Profile Typhoon

Dave Mitchell has had great success with this. Of course he builds light. It spent a few months perched on a Corinthian column of the Building Museum, before going OSS outdoors. He puts the color on tissue with an inkjet printer before applying it. The invasion stripes help in finding it outside. Dave has more to say on page 15.

**FAC Membership Dues/
Newsletter Subscriptions
should now be sent to
FAC % Rich Weber**

9154 Eldorado Trail, Strongsville, OH 44136.

U.S.A	\$18.00 / year
Canada	\$25.00 / year
Overseas	\$30.00 / year

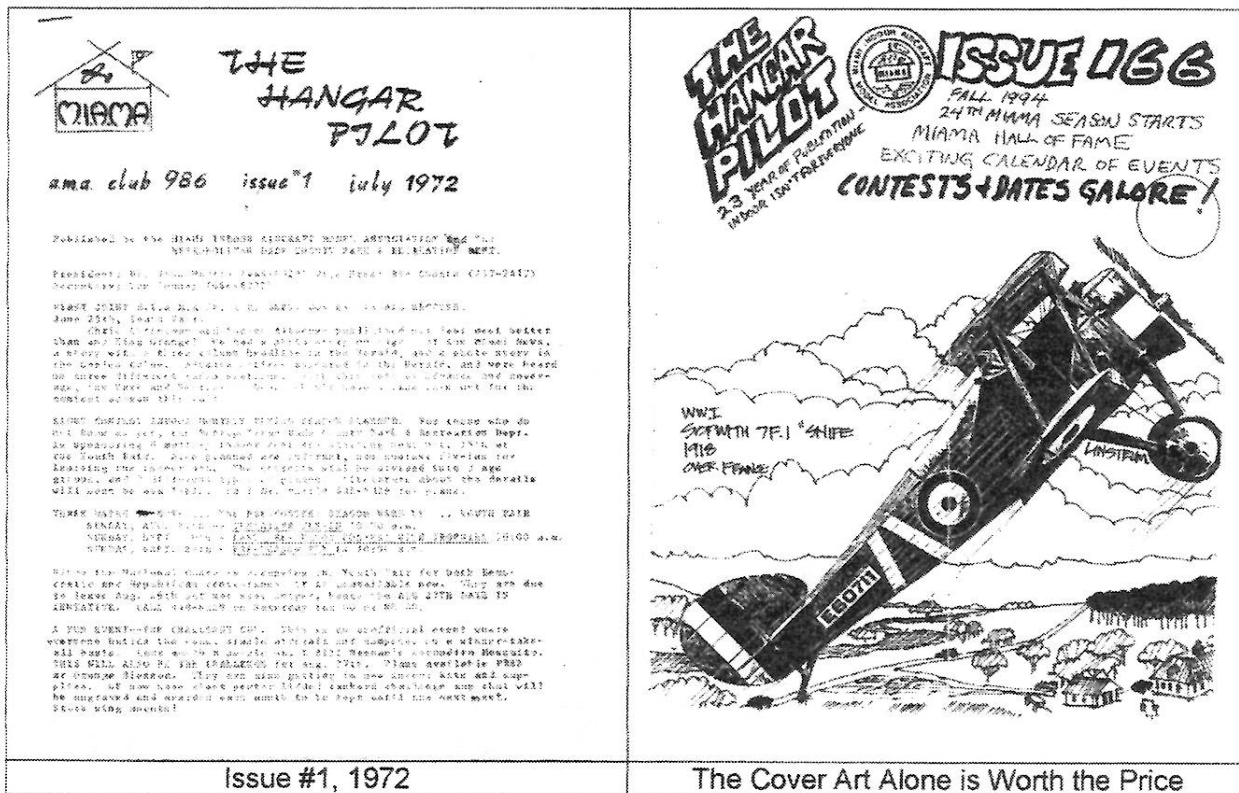
Doc Martin's Hangar Pilot on CD

By Carl Bakay

Starting two years ago with Jeffrey Hood and myself, we were able to locate all except four of the 216 issues of the MIAMA club's Hangar Pilot, scan them into individual Adobe Acrobat files, and fit them on a single CD. The archive project was taken on to save something of Doc Martin's legacy to the indoor hobby that was in danger of being lost forever, and has taken us two years to complete.

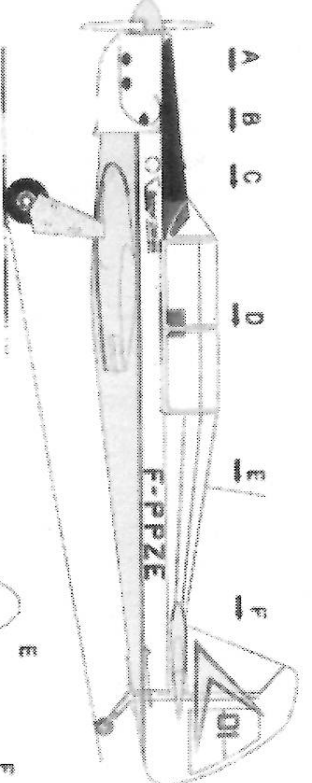
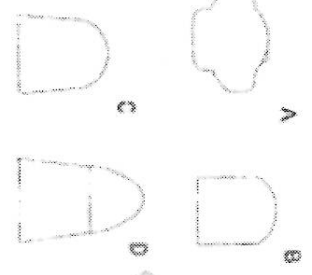
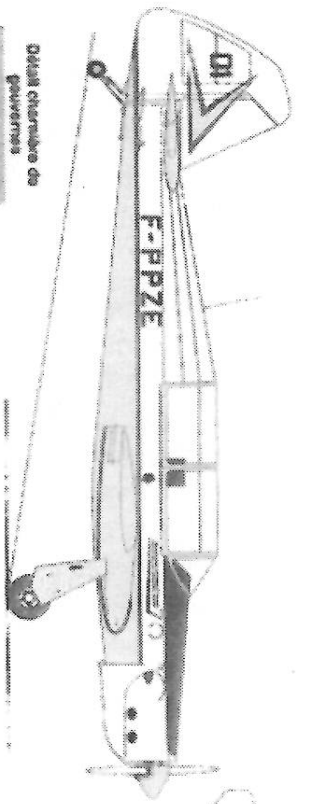
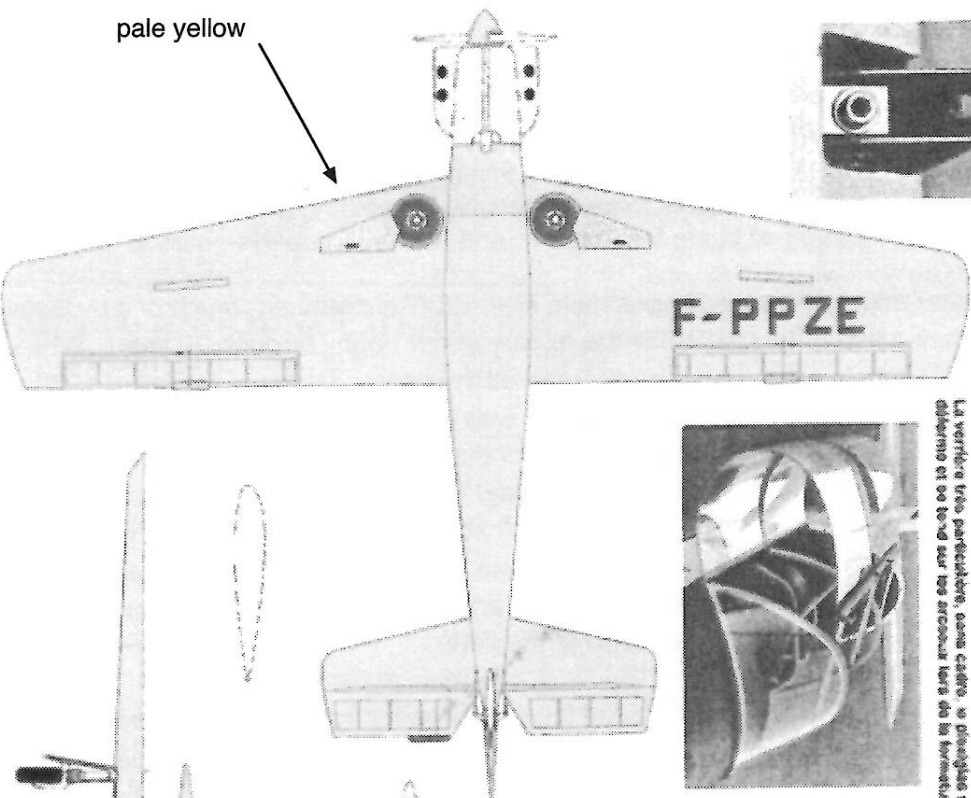
If you are a newsletter editor, the cover pages have killer B&W airplane art, much of it by Dave "VTO" Linstrum and Mark Allison. You can trace the history of our hobby through 30 years. Why was it that the 1988 Outdoor Nationals never happened? Read all the heated letters in the fall of 1989 over the plans to build a central aeromodeling site, and how it was feared that free flighters would get the short end of the stick from the AMA. Trace the evolution of the U.S.I.C. from the first one at West Baden, Indiana in 1982, to our home today in Johnson City, Tennessee in 1990. There is the birth and transformation of the ministick, from the two-minute Micron of Tom Valee's era to Walt van Gorder's record holders of 13-15 minutes, along with peanut and pistachio plans, legal eagle, dime scale, nickel scale, and embryo. There are also editorials, articles, three-views and cartoons from every model publication Doc could get his hands on at the time.

Two-page plans are stitched together and rotated for easy viewing, crooked copies are straightened, and dim pages brightened as needed. Early copies printed on colored paper are reproduced in the original color. All others are in crisp black and white. Two sub-directories are included: one with photos and Miami Herald news articles from the early days of Florida indoor modeling, and a second with over 40 cleaner and higher resolution plans from our files. Price is \$15.00 postage paid, sent to Carl Bakay, 118 Gentry Circle, Lafayette, LA 70508. Use the handy label attached. To see a few sample issues in Adobe Acrobat, e-mail me at carl.bakay@yahoo.com

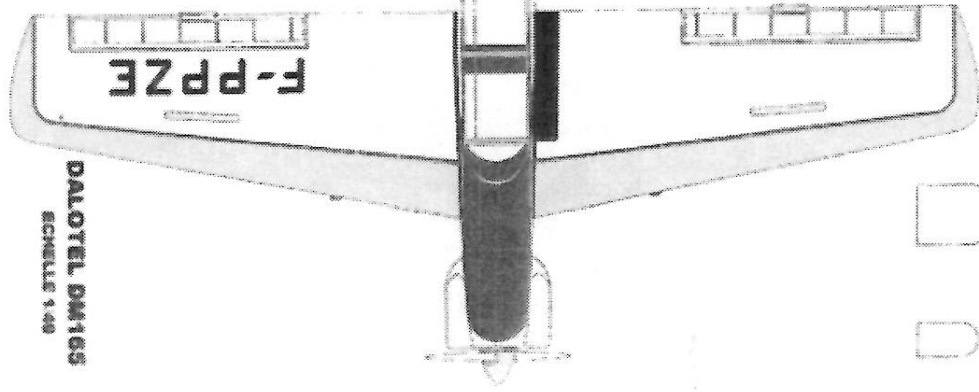
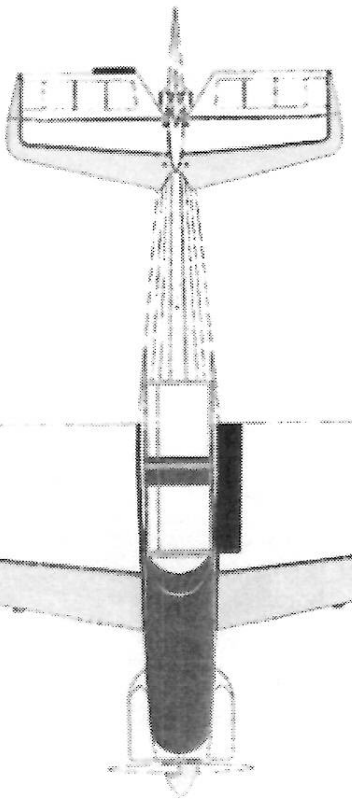
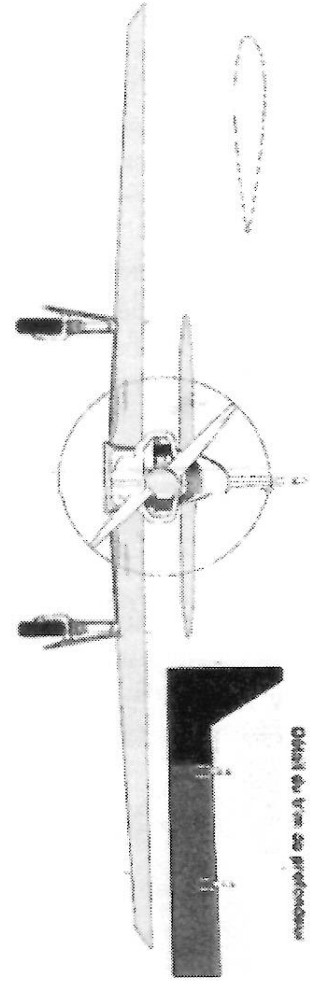


Issue #1, 1972

The Cover Art Alone is Worth the Price



La vérification des particularités, sans cadre, se déroulera se déroulant et se fera sur les arcs de la bordure



DALOTEL DM105
Echelle 1:40

Typhoon Tips

Dave Mitchell

I've built two Typhoon No-Cals from this plan, which I first drew up in 2008. #1 weighed in at 7.6g ballasted, which I was proud of at the time. Then I started to get wind of what sort of No-Cal weights the REAL indoor guys build to, and I felt a little less accomplished. Despite its matronly physique, #1 showed itself to be a dependable and capable flyer, trimmed for a tight left hand turn via thrust and a strong left crank in the rudder. I managed to keep it out of trouble at the NBM until 2009 when it got lodged on top of a column and spent the rest of the season there, safe from harm. Once I got it back, it picked up right where it left off and flew 186 seconds at Cole Field House last winter on a 2.7g, 2 x.095 motor at about 2800 winds, a personal all-time best. Prop was a yogurt-pot job, Larrabee-ish, probably about 6" dia. Don't ask me the pitch, I haven't a clue....feeling VERY pleased I flew it outdoors at the new field in Raeford this spring and lost it to Hung.

I got right on building a new one, which I managed to whittle down to 5.7g. So far, however, I've only flown #2 outdoors, and it has not revealed its true colors as of yet. Note that I suspect a motor of the aforementioned size will likely send YOUR Typhoon right into the rafters at the NBM, assuming your build is to a similar weight. I'm going to try #2 out with something more in the line of a 2 x.080 and see what happens.

Keep your structure light and preshrink your tissue. Just before covering, I have been ironing each tissue piece to drive out any moisture that may be lurking there. Seems to help keep the structure from warping up when you go into a dry heated space...

ParkZone Models with 6mm motors

MODEL	GEAR RATIO	PROP	WEIGHT grams
CENTURION	5.28	3.7"	2.6
CITABRIA	4.25	100X60mm	3.0
VAPOR	6.10	140x45mm	3.6
EMBER	4.25	100x60mm	2.9
J-3 CUB**	4.25	100x60mm*	3.0



Citabria motor and gearbox great for a Dimer

ParkZone 6 mm Motors Input Power

Motor	prop	ratio	Volts	Amps	Watts
White Back	140x45	6.01	3.70	0.40	1.5
	140x45	6.01	4.00	0.44	1.8
	140x45	6.01	4.18	0.48	2.0
Black Back	140x45	6.01	3.70	0.47	1.7
	140x45	6.01	4.00	0.53	2.1
	140x45	6.01	4.16	0.59	2.5
Motor	prop	ratio	Volts	Amps	Watts
White Back	100x60	4.25:1	3.70	0.38	1.4
	100x60	4.25:1	4.00	0.42	1.7
	100x60	4.25:1	4.16	0.44	1.8
	Cub prop				
White Back	100x60*	4.25:1	3.70	0.44	1.6
	100x60*	4.25:1	4.00	0.49	2.0
	100x60*	4.25:1	4.16	0.50	2.1
	Cub prop				
Black Back	100x60*	4.25:1	3.70	0.78	2.9
	100x60*	4.25:1	4.00	0.88	3.5
	100x60*	4.25:1	4.16	0.90	3.7

The Vapor, Citabria, Ember, and J-3cub motors all have the same pinion. The bigger spur gear on the Vapor makes the different ratio. Vapors use a 140x45 prop. *The Cub prop has square tips and more area which loads the motor more than the 100x60 used on the Ember and Citabria. **The Cub comes with a Black back motor, the rest use the less powerful white back motor.

From the table above, you can see you can vary the power out at the same voltage by using a lower resistance motor like the Cub black back motor or loading the motor with a larger prop or both. The J-3 cub is pushing the limits of what you can get out of a 6mm motor.

A white back motor with the Citabria/Ember prop has a nominal input power of 1.7 watts at 4 volts. Put a larger Cub prop on it and the input power rises to 2.0 watts. Substitute a black back cub motor and the input power jumps to 3.5 watts twice that of the original combination. Using 1.5 to 2 watts of input power per ounce of all up weight results in good climb for a free flight. If you don't have a throttle on your free flight, you might not want to use the most powerful combination.

I found the white back motor with a standard prop was sufficient for my 15.5 inch span GHQ Sportster with 38.5 sqin of area. It weighs 23 grams all up with 70 mahr battery and timer. When I substitute a receiver for the timer and add a servo and rudder the weight goes up to 25 grams and I use a black back motor with a standard prop. Yeah.. I didn't show that combo in the chart. It seems to be about the same as the white back motor with a cub prop.

A small receiver with a built in ESC weighs about the same as a timer and is great safety device during testing. It also allows you to see what power level you need for flight.

If you need more power you go to the ParkZone 8.5 mm motors for up to 5 watts input power. More on them next time.

PENDING DIME SCALE RULES- 2012-2014

BASIC RULES

1. Dime Scale models are to be of simple design and easy construction such as those built from 10 cent kits or plans representing full scale airplanes built prior to December 31, 1949.
2. Wing span is limited to 16 inches maximum.
3. When a contemporary plan is used, the plan size is limited to one sheet of 11 X 17 inch paper plus one 8.5 X 11 inch parts page with engineering and details in the spirit of the original era.
4. Props are unrestricted in diameter, but must be one piece wood or molded plastic.
5. Two models of different designs may be entered with only the higher scoring model eligible for an award.
6. Model and plan must be presented to the CD prior to first flight for "static judging" and awarding of bonus points as described below.

STATIC JUDGING

1. Models will be judged for fidelity to plan.
2. If a detail is on the plan, it must be on the model.
3. Dimers are not to be held to the same standards of scale fidelity or craftsmanship as FAC Scale models.

CONSTRUCTION

Combining original era and contemporary models means there are some unique considerations for one or the other or even both.

1. Original era (i.e. "Traditional Dime Scale") models must be built as per plan, however, contemporary construction modifications are permitted to increase the ease of construction and increase the model's fun factor as listed below.
2. Fuselage:
 - A. Contemporary models (i.e. "Neo or Pseudo Dimers") must be engineered with box girder fuselage with formers.
 - B. Minimum wood size for contemporary models is 1/16" thick sheet or square sticks.
 - C. Minimum wood size for models with 14" or less W/S, 1/32" thick sheet and 1/20" square sticks.
 - D. Nose may be altered to accommodate trust bearing and removable nose plug.
 - E. Rear motor peg may be located anywhere within fuselage or nacelles.
3. Wings:
 - A. Wings may be one piece with spars added or moved.
 - B. No laminated, wet bent square strips or otherwise "formed" curved tips.
 - C. No sliced or cracked ribs.
 - D. No under cambered wings unless shown on original era plan.
4. Dihedral:
 - A. As per original era plan.
 - B. 1" max per side for models with less than 14" W/S.
 - C. 1.5" max for models with 14" to 16" W/S.
5. Stab and rudder:
 - A. One piece stabs and rudders are permitted.
 - B. Stab and rudder may be reduced or enlarged up to 20%.
6. Coverings:
 - A. Japanese or domestic tissue only.
 - B. Double covering required unless original era plan specifically states "single covering."
 - C. Single covering OK if original era kit supplied just one set of wing insignias or markings.
7. Miscellaneous:
 - A. Butt joints on plans may be reinforced with wire, sheet balsa or 1/32" ply.
 - B. Landing gear struts may be reinforced as above.
 - C. Retractable gear may be in up or down position.

- D. Stiff paper may be replaced by 1/32" sheet or stringers with tissue.
 - D. No use of foam.
 - E. No vacuum formed or plunge molded parts EXCEPT canopies; SEE Bonus Points.
8. Color and markings:
- A. Any color and markings on an original era plan may be changed to another era appropriate combination.

BONUS POINTS:

1. Bonus points are cumulative when model meets multiple criteria.
2. Total bonus points are added once to total flight score.

POINTS CRITERIA

- 0 High-Wing Monoplanes
- 1 Landing Gear Down & Dirty
- 2 Compound curved / bubble canopy from clear flat sheet material, i.e. P-51D
- 3 Parasol
- 5 Shoulder or Mid-Wing
- 10 Low-Wing
- 10 Float Plane
- 15 Biplane
- 20 Triplane
- 20 Multi-Engine

FLYING

1. Hand launch.
2. Official flight: 20 second minimum with 120 second max.
3. Scoring:
 - A. Total of 3 flights.
 - B. No factoring of flight seconds.
4. Tie breaking:
 - A. Single fly off with bonus points added.
 - B. If ties remain multiple awards will be given out.

"So why publish them now if they don't go into affect until 1/1/2012?"

Good question and I've got three reasons for publishing them now.

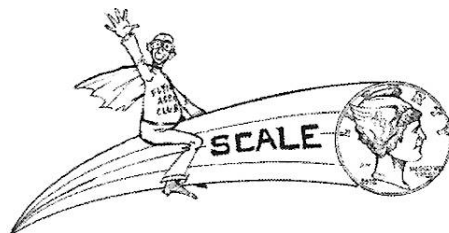
One: This will give everyone a year to fly what they already have built or have on the building board.

Two: This will give everyone a year to plan and build for the 2012 flying season.

Three: If there is a club who wants to fly with the new rules during 2011 you have permission.

Your obligation, however, is to critique the event to see if there is any fine tuning needed.

This set is identical to that in the FAC Newsletter to avoid confusion. Dave Mitchell is still tweaking to make them work better in the web format. There will be some minor adjustments in the arrangement, but not the general thrust. You can follow the latest FAC developments by going to www.flyingacesclub.com.



Jack McGillivray

An Appreciation

Regular attendees of the FAC Nats would well remember Jack McGillivray even if it were not for his generous bequest of \$100,000 Canadian and the new perpetual WW2 trophy donated in his honor. We missed Jack McGillivray at the 2010 FAC NATS and heard he was very ill. Jack died in Toronto on Aug. 19 of cancer at the age of 75.

He built and flew model airplanes for 60 plus years and represented Canada at 24 FAI world championships - more than any Canadian. In individual events, McGillivray placed in the top 10 seven times and came third the first time he took part, in 1959. He excelled at indoor events.

His well engineered FAC ships, built with the same attention to weight control as his competition models, were always real contenders. He particularly liked the WW2 mass launch event, hence the new trophy. His DH Sea Hornet was a real eye opener and probably the first mass launch model, in 1984, to require a DT. His SE5 could be counted upon to be stiff competition in WWI. And his Comet Arado Dimer amazed me. Jack not only built light, but he could really carve a prop and trim a model. And of course like any really good free flighter he could pick air.

In addition to his free flight endeavors, he pioneered the adaption of radios from toy cars for use in airplanes, and he flew indoor radio-controlled models just for fun. I was particularly impressed by this since his worked much better than mine.

Apart from the joys of building and flying these miniature works of art and the many friends and fans it won him around the world, McGillivray led a rather quiet life. He was born in Toronto on May 1, 1935, the only child of Olive and Richard McGillivray. His father was an inveterate tinkerer and a salesman who supplied high-capacity laundry equipment to dry cleaners, hotels and hospitals. Jack was around seven when he flew his first miniature plane. He never looked back.

To fund his avocation, he worked for more than 30 years as a product designer for The John Wood Co., which manufactures boilers and liquid storage tanks, until he took early retirement when the company was sold to U.S. interests. After his parents died, he lived in the same east-end Toronto home for more than 40 years. Moving his massive basement workshop, with its lathes, saws and specialized machinery, seemed unthinkable. He never married and had no children.

Fall Results October 16 , 2010
Carolina Free Flight Association

---AMA Events---

Hand Launch Glider	P-30
2 entered	3 entered
Kit Bays	Jim Kelly
	Brad Glass
Catapult Glider	
9 entered	F1H Towline
John Diebolt	Carl Dowdy
Don Reed	
Walt Ferrell	

---FAC Events---

WW II Mass Launch	Dime Scale
4 entered	6 entered
Walt Ferrell	Walt Ferrell (Arado)
(P-39 Aeracobra)	Claude Powell
Claude Powell (Zero)	(Rearwin)
Dave Rees (Fulmar)	Brad Glass
	(Leopard Moth)
Jet Catapult	Embryo
4 entered	5 entered
Walt Ferrell (Canbera)	Walt Ferrell (Debut)
John Diebolt (Arado234)	Don Reed (Chinnok)
Jim Kelly (YAK 15)	Walt Collins (BeanBox)
NO CAL Scale	
4 entered	
Walt Collins (Cessna Bird Dog)	

Sorry no photos yet.

The back page features photos from
<http://hallmanstudio.com/wawa2010/>

Tom did not list results this year but did more of a photo essay with comments from fliers at this years contest. The weather was easily the best ever. 36 FAC flyers were fortunate enough to attend.



Jack McGillivray with his dreded SE5.
A recent photo of Jack with an Airmaster.
Jack's DH Sea Hornet in the late eighties.
Note the Fuse for the DT
and those carved props.
This WW 2 twin means busniess.



Wawa WW2 mass launch action-- one of the best ever Clieve Gamble's winning F6F



Tom Nallan II's amazing Megow DR-1 Tripe Dimer in action.

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 Riderwood Village Square Clubhouse.
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.

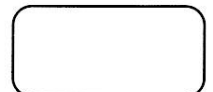
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

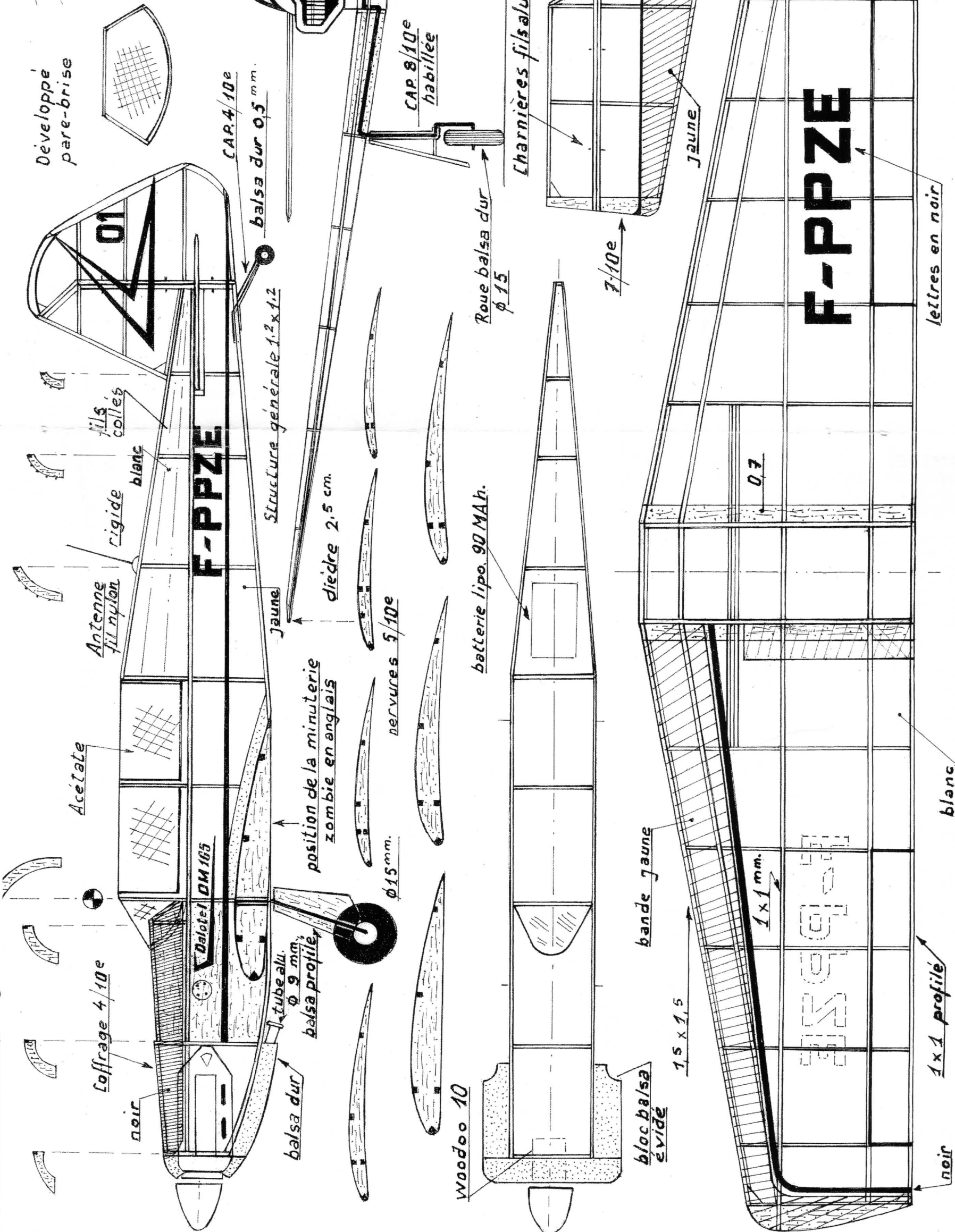
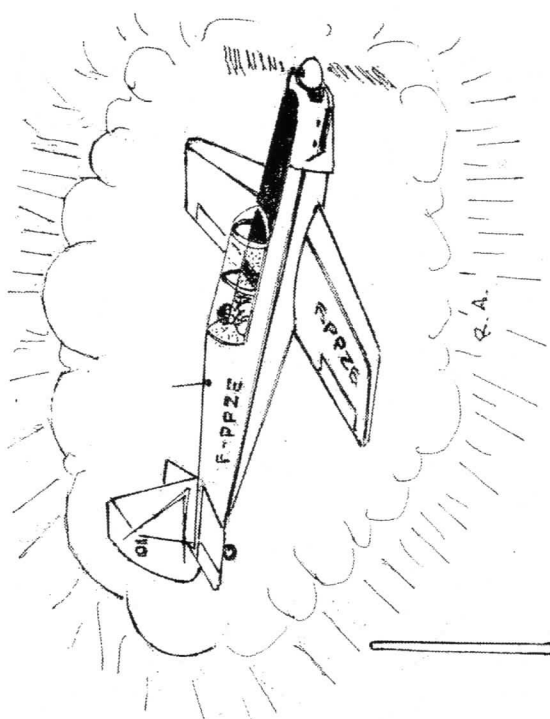
Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due



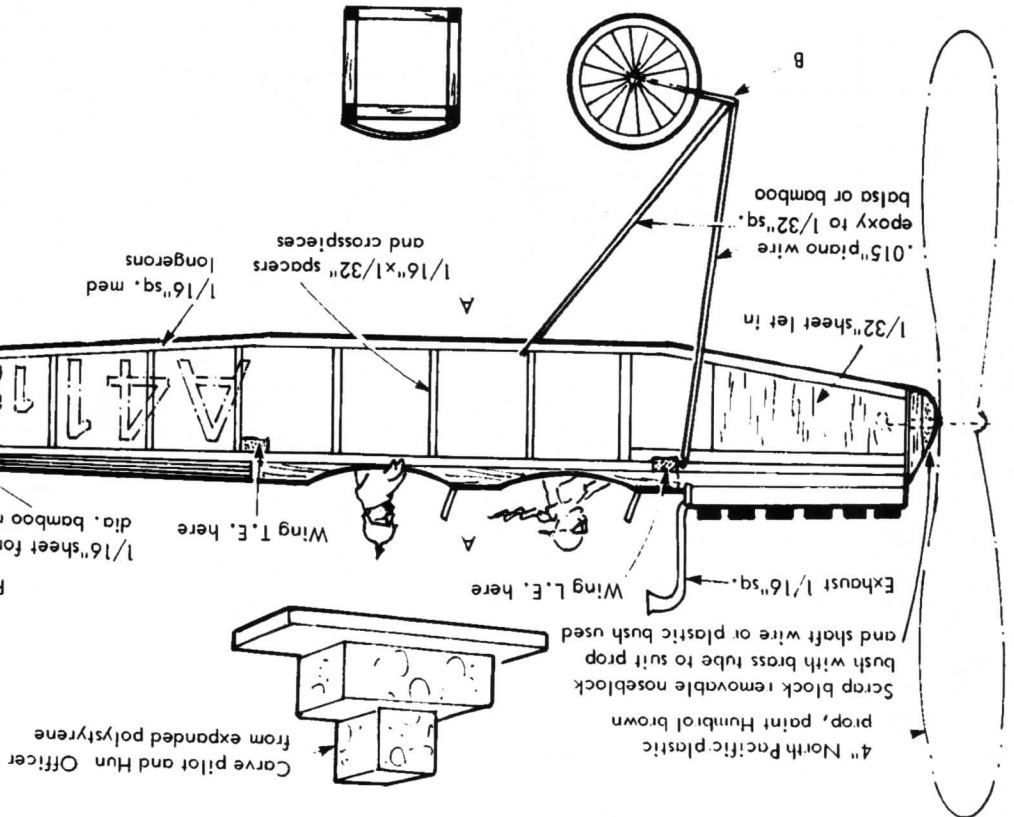
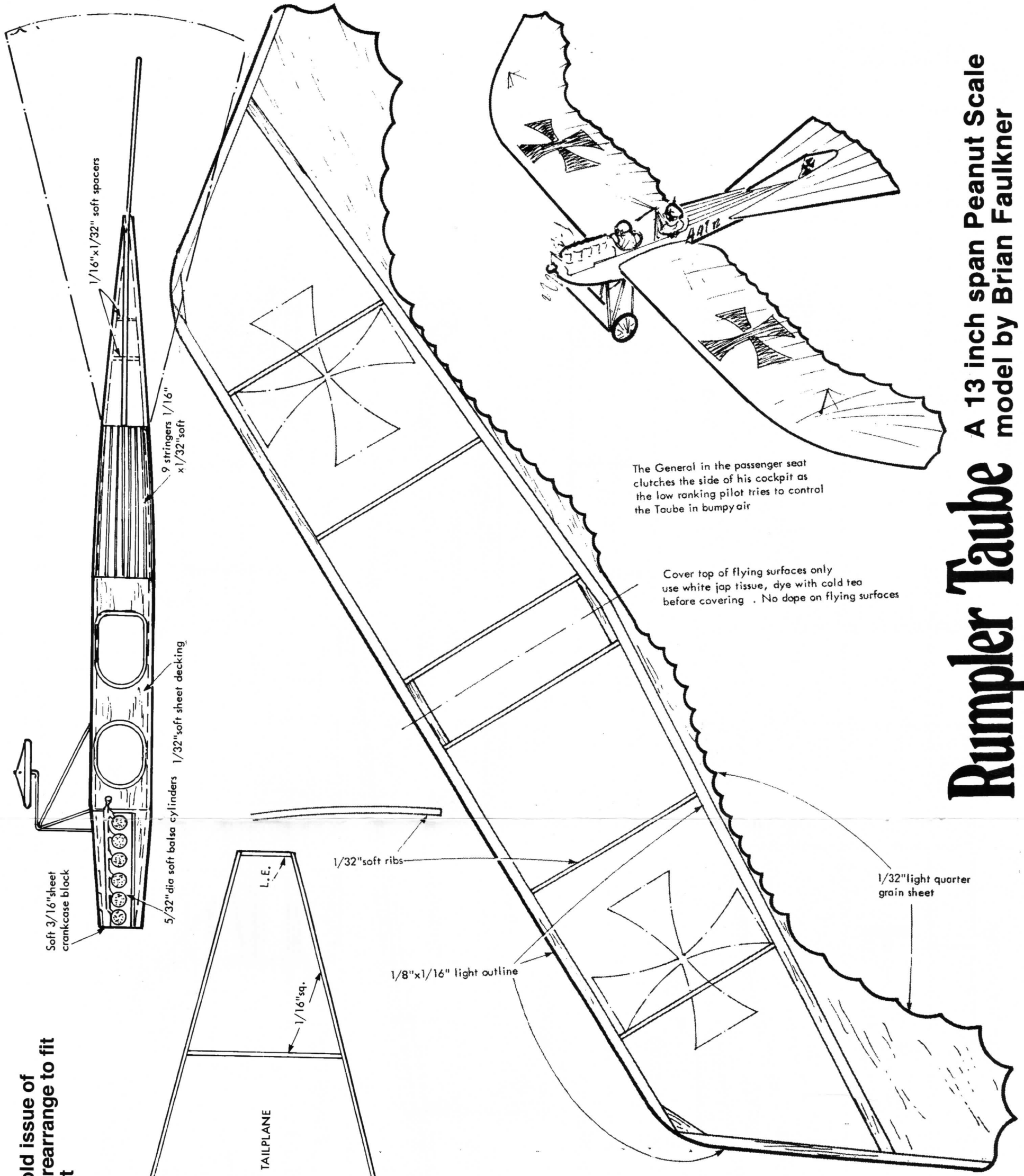
Pour trouver moteur + batteries voir site :
www.atomicworkshop.com England

Moteur Voodoo 10 + batterie lipo de 60 MAh



Dalotel DM 165
 Avion de voltige
 Peanut électrique de Roger AIME

Plan from an old issue of
Aeromodeller rearrange to fit
MaxFax format



The General in the passenger seat clutches the side of his cockpit as the low ranking pilot tries to control the Taube in bumpy air

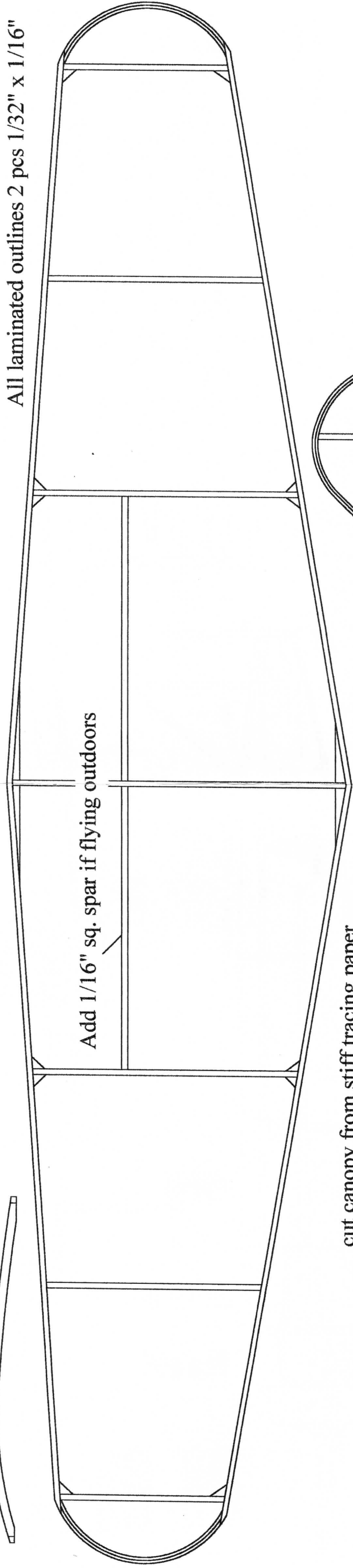
Cover top of flying surfaces only use white jap tissue, dye with cold tea before covering. No dope on flying surfaces

Rumpler Taube

A 13 inch span Peanut Scale model by Brian Faulkner

Wing rib at root--trim from trailing edge for outer ribs

All construction 1/16" sq. or 1/16" sheet except laminated outlines
All laminated outlines 2 pcs 1/32" x 1/16"

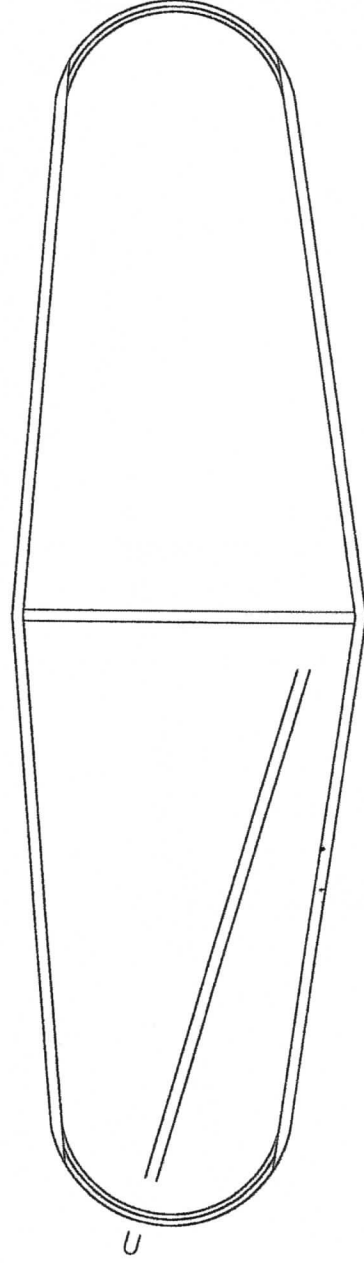
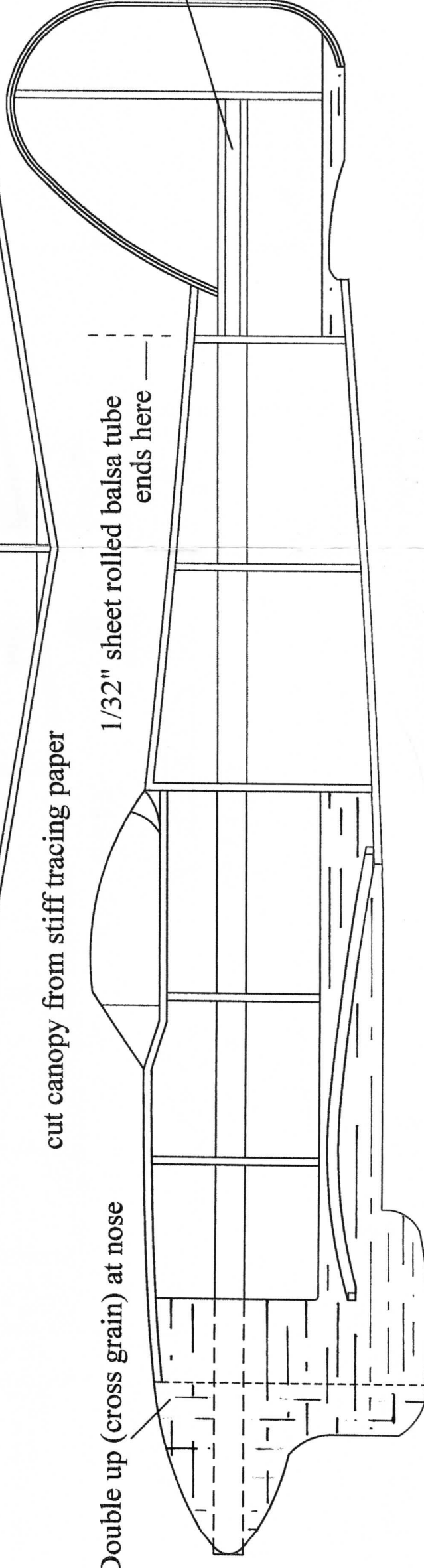


cut canopy from stiff tracing paper

Double up (cross grain) at nose

1/32" sheet rolled balsa tube ends here

stab slot oversized to allow incidence adjustments



Prototype flew well on a 6" Ikara-style prop mounted on a sheet aluminium hanger. Space wire rubber hook well away from fuselage at rear to avoid bunching.

1-1/2" dihedral

Hawker TYPHOON NoCal

Designed by Dave Mitchell