

# MAX FAX



**Journal of the D. C. Maxcutters**

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

Editor: Stew Meyers

NOV-DEC 2011



## MILES MOHAWK ISSUE

### COMING ATTRACTIONS

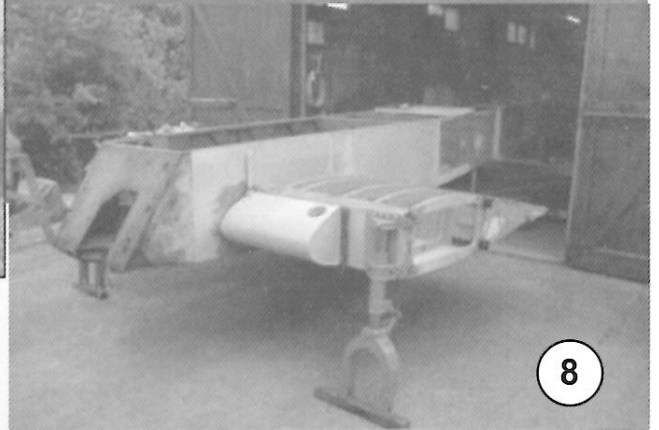
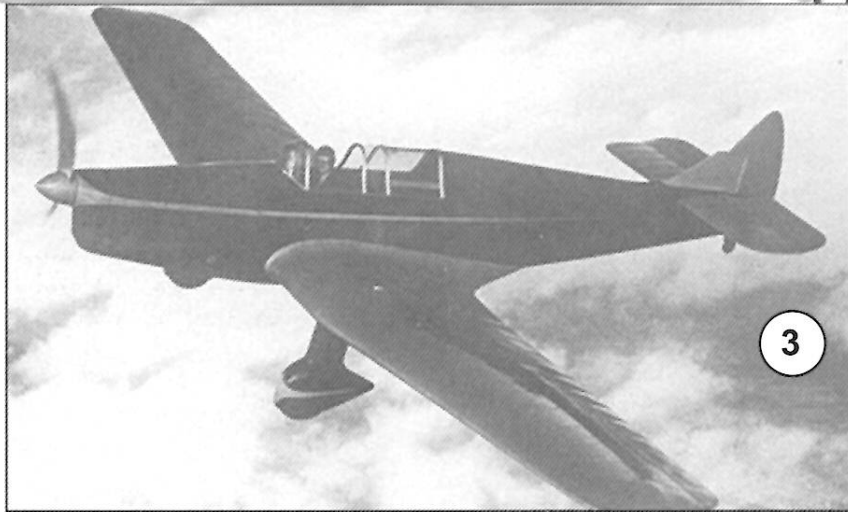
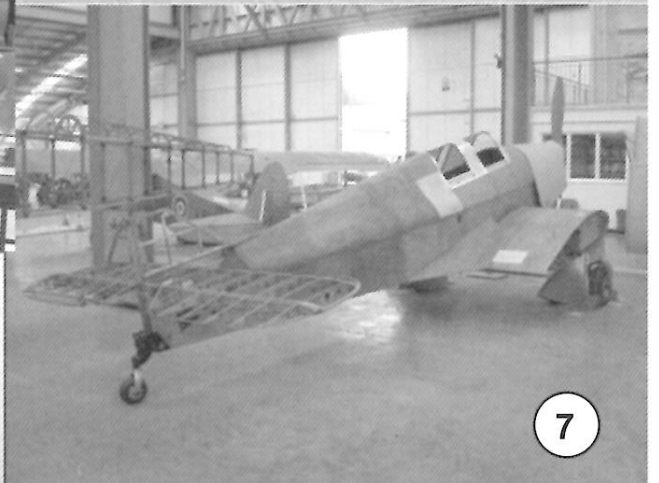
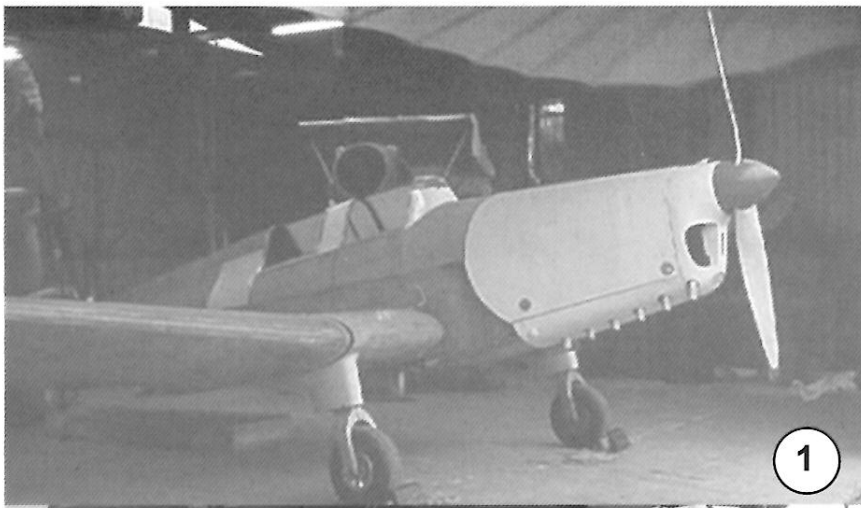
MARCH 4, 2012 National Building Museum Flying Fun  
See info in this issue.

APRIL 27-29, 2012 USA Science and Engineering Festival  
in the Convention Center in Washington D.C. See Info in this issue.

MAY 19-20, 2012 WaWa Spring contest See flyer on FAC web site.  
CD: Ed Pelatowski 203-735-9494 epelatowski@gmail.com

JUNE 2 & 3, 2012 REES MEMORIAL MEET RAEFORD, N.C.  
See Flyer in this issue.

JULY 18-21 2012 FAC NATS MK XVII GENESEO, NY  
See Flyer in this issue.



## MaxFax Nov-Dec 2011

Stew Meyers Editor

### MILES MOHAWK ISSUE

Well here it is mid February 2012 and I am just now getting around to putting out the Nov-Dec issue. I'm afraid the muse just didn't kick me in the butt like she usually does. We sadly note that Dave Rees passed away on Jan 20<sup>th</sup> 2012. The next issue of Maxfax that will shortly follow this one will be devoted to him. The full scale Mohawk has been restored and is on display in the RAF Museum, Hendon which prompted me to feature the Miles Mohawk again. ( The Mohawk was the feature model of the Jan-Feb 1998 MaxFax Dime Scale issue.) This time we have the plans from the August 1937 issue of Flying Aces. We also have plans from the August 1937 issue of Popular Science for a solid model which is a rather accurate 3-V. The Dec 08 issue of Flying Scale Models has a nice photo review of the Miles Mohawk at Hendon. A lot of great photos are also available on the web. A bit of the history of this aircraft is presented, I have updated my plans of a the Mohawk Dimer to include flight experience. We have the January 2012 NBM results (in a Dec 2011 issue Har!). The Spring Kudzu contest is now the Dave Rees Memorial and the flyer is included here. The Maxcuters are a co- sponsor of the 2nd USA Science and Engineering Festival. We could use some volunteers see the info.

### PHOTOS PAGE 2

1. Mohawk G-AEKW in Skysport's hangar in Bedfordshire,
2. Restored Mohawk at Heardon.
3. Lindbergh flying the Mohawk sans registration.
4. Lindbergh with Frederick.G. Miles and Blossom.
5. Postwar Mohawk with racing number lands at Lymepe.
6. Another shot of postwar Mohawk without racing number.
7. Mohawk at Skyport note structure and vertically sliding windows.
8. Mohawk at Lew Casey's note simple ply box construction. The motor mounts are welded steel tube.
9. Mohawk maybe with start of masking registration near tail.

### ATTENTION!

*We are changing our Red X policy starting in 2012 to be the same as the FAC's. The FAC news letter sends out only one Red X and that is the last issue you receive. Currently we send out several issues with increasing numbers of X's. Some wait until they get three which results in them being six months in arrears. Now it will be one and done!*

### AVAILABLE MOHAWK PLANS & KITS

There are three rubber scale plans/kits that I know of: the 12" Easy-Built FF-43 (\$10.50), the 20" Easy-Built FF-17 (\$14), and AA Lidberg's 35" Miles Mohawk plan set(\$8).

{[www.easybuiltmodels.com](http://www.easybuiltmodels.com) & [www.aalmps.com](http://www.aalmps.com)}

Lidberg's plan is spot on, but at 1 in per foot is just under FAC Jumbo. I have the plan and may well bump it up a bit to give Wally's Miles Hawk some competition in jumbo.

The Peanut Easy-Built FF-43 is Pre-1942 design, a rather difficult build and not all that scale. The 20" Easy-Built FF-17 is also a Pre-1942 design, but is rather easy to build and fly. It is also more scale except for the undercarriage. It does feature the mystery wing attach and two piece stab common to the era. The Easy-Built web site features some building tips by Rick Foch that address these short comings. That being said, it's a nice design that is prime candidate for Simplified Scale. Indeed 15 years ago before Dimescale rules excluded 20 inchers I built a lightened version of it with most of the same mods that Rick uses. The main problems are the small nose with limited rubber room and a slight tendency to spiral instability; both of which can be easily addressed.

### Colors and Registration Letters

As can be seen from the photos, When Lindbergh originally flew it. It was black and orange with no registration. The restoration has a ridiculously complicated outline registration in contrasting colors. Some have considered the original registration to be in white. I did, but don't have good documentation for this. The postwar rebuild was maroon with white ( ? ) solid registration. This some times had the racing number 3 on the tail. The original paint job carried the black of the fuselage back onto the rudder as the restoration shows. One picture shows him running up the engine with the fuselage stripe masked and unfinished. I suppose they added registration, but we have proof that he flew it sans registration which is how I would build it.

# Miles Mohawk

Stew Meyers  
(Notes for the 1997 build.)  
[2012 comments in brackets]

A few years ago I got an Easy Built kit FF-17 of the Miles Mohawk. I built it pretty much like the plans but used a one piece wing and stab and better wood. The stuff in the kit was horrible. [This was before Dave Niedzielski bought the company- very much better now.] I did sheet the nose. It came out to 28 grams, but flew pretty well. Since I have been going ape over dime scales, I took another look at the plans. 20 inch span, hmm I could lighten it up Comet style. I redrew the plans and built it with torsion style landing gear mounts as the first one I built had rigid gear which kept snapping off sometimes taking parts of the wing with it. I put a few more details on it. The finished model came out 18 grams and looks great. [This model was done as a Neo dimer with no fillets. It's very suitable for Simplified Scale.]

It did not fly so great, however. I compared the two models why did the old heavy one fly so well and the new light one wanted to wander. The wheel pants on the new one were bigger and more scale. It also had more relative power and wanted to climb at a higher angle. I have now gotten it trimmed, but more dihedral would help. A more forward cg helped the slight tendency to spiral instability.

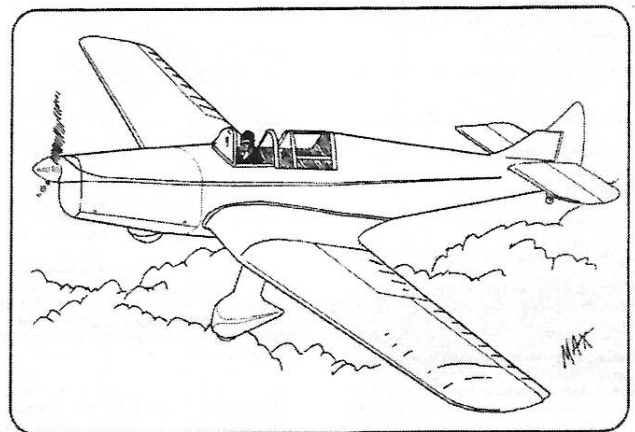
Some comments are in order about building it. The wing is rather straight forward. What I don't show on the plans is 1-3/4 inches of dihedral in each outer panel. (Up from the 1-1/8 I used.) The leading and trailing edge as well as spars are of 1/16th square. The tips are laminated from 1/32 x 1/16 strips. I used a 1/16 square spacer to make sure the landing gear slots are a snug fit on the landing gear. The landing gear wire is bent up from .020 music wire. Make two, one opposite. This wire is bound to a piece of 1/16th square with thread. The idea is to let it pivot freely at the out board end and hot stuff the 90 degree spur at the inner end. I usually use a tissue paper tube as a pivot to keep from gluing the wire and thread to the mount. The long pivot arm is there to prevent the back of the wheel pant from puncturing the tissue behind it in a landing mishap. The wheel pants are made up of several laminations of 1/16th sheet. How many depends on the thickness of your wheel. I used three. The central one had the strut extending up to the wing.

The fuselage is the usual of 1/16th square longeron construction. 1/4 x 1/16 uprights are used at the motor peg and nose. The flat top from former # 4 aft makes inverted assembly easy. After the basic box is assembled the top formers are added. After gluing them on I run a sanding stick along their bottoms to increase rubber clearance. Formers 5 & 6 are made from medium 1/16th square and sheet over the plan. Formers # 7, 8, & 9 are made from sheet. The ticks indicate the locations of the stringers. I just used a single central stringer on the nose and covered it with vellum.

The nose has an extra former of 1/64th plywood labeled NB. This greatly strengthens it. The plan shows a bunch of laminations for the nose block, but I really just used 3 pieces of 1/8th sheet to make a block like NB. Several disks 1/2 inch in diameter were laminated together and glued to the nose block as shown on NB. The nose block was the inserted in the front of the model. Light sanding of the 1/2 inch hole in NB may be necessary. A snug fit is desired. When it fits well, a 1/16 hole is drilled through the nose block and the forward bulkhead. A 1/16 hard wood dowel is then glued in the back of the nose block. A 1/16 round balsa plug is glued in the front of the nose block to close the hole. [These days I would add a set of magnets to hold the nose block in tightly. Mine has loosened with time.] The nose block may now be carved to shape.

The tail feather outlines are laminated from 1/16 x 1/32. The outer aft stab radius is a little small and might better be made with a triangular insert similar to former 5. The rest is 1/16th square. The windshield was carved form a block and used to mold the front piece from thin acetate. The front canopy also was made from thin acetate. The aft canopy was made from cellophane with bond paper strips. [Bad idea over the years moisture has badly crinkled the aft canopy --use acetate] After the fuselage and wings were covered they were assembled with Ambroid and the triangular 1/16 sheet filler was added. The stab is glued in place and the fin is pinned and glued to the top central stringer.

The color scheme is black fuselage with orange wings and tail. The fuselage and pants have orange stripes. I sprayed some tissue with orange acrylic on a frame to make some opaque orange tissue to make these stripes. The registration is white tissue made in a similar manner. I use thinned RC-56 to glue this on the model. I might add I sprayed it with a mixture of nitrate dope and lacquer first. I have been flying it with a six inch peck prop and two loops of 1/16 or 3/32 rubber, about 6 grams worth. Two degrees down thrust, zero side thrust and left drag flap seem to do the job. A tweak of rudder governs the size of the left hand circle.



**2012 FAC NATS JULY 18-21****GENESEO, NY****SCHEDULE OF EVENTS****WEDNESDAY JULY 18, in the HAG Hangar:**

- Registration 12:00pm - 5:00pm; Vendors, Jawboning, and General Tomfoolery
- FAC Scale judging
- PPLC Compliance checks for TTOF Scale, Mass Launch, and BLUR

**THURSDAY JULY 19 8:00-5:00****Mass Launch Events:**

9:00 #25 WWI  
 11:00 #22 Thompson Trophy  
 2:00 #6 Low Wing Military Trainer

#1 FAC Peanut Scale  
 (inc. FAC High Wing Peanut)  
 #2 FAC Rubber Scale  
 (inc. Zero Bonus Point event)  
 #3 FAC Jumbo Scale  
 #4 FAC Pioneer Scale  
 #5 FAC Power Scale

**TOTF-Scale**

#32 Aeronca Chief 1-Design

**TOTF-Non Scale**

#10 OT Rubber Stick  
 #12 2-bit+1 OT Rubber-ROG  
 #14 OT Gas Replica-1st

**Misc. Timed Events**

#15 Simplified Scale

**Evening event: SLOW**

**FRIDAY JULY 20 8:00-5:00****Mass Launch Events:**

9:00 #26 WWII  
 11:00 #23 Greve  
 2:00 #9 Modern Military

#1 FAC Peanut Scale  
 (inc. FAC High Wing Peanut)  
 #2 FAC Rubber Scale  
 (inc. Zero Bonus Point event)  
 #3 FAC Jumbo Scale  
 #4 FAC Pioneer Scale  
 #5 FAC Power Scale

**TOTF-Scale**

#8 Modern Civilian

**TOTF-Non Scale**

#11 OT Rubber Fuselage-ROG  
 #14 OT Gas Replica-2nd  
 #13 Jimmy Allen-ROG

**Misc. Timed Events**

#20 Jet Catapult  
 #21 Fiction Flyer

**Evening event: BLUR**

**SATURDAY, JULY 21 8:00-4:00****Mass Launch Events:**

9:00 #29 Midway Commemorative  
 11:00 #24 Goodyear / Formula  
 2:00 #31 Russian Fly

#1 FAC Peanut Scale  
 (inc. FAC High Wing Peanut)  
 #2 FAC Rubber Scale  
 (inc. Zero Bonus Point event)  
 #3 FAC Jumbo Scale  
 #4 FAC Pioneer Scale  
 #5 FAC Power Scale

**TOTF-Scale**

#7 Golden Age Combined

**TOTF-Non Scale**

#29 1/2 Wakefield-ROG  
 #14 OT Gas Replica-3rd

**Misc. Timed Events**

#16 Dime Scale  
 #19 Embryo-ROG

**Evening event: FAC Banquet**

## A History of the Miles M12 Mohawk

Excerpted from Jay Miller's Blog on  
<http://www.aerocinema.com/>

The Mohawk was completed during the late summer of 1936 and made its first flight, with F. G. Miles at the controls, on August 22. It was painted orange and black and given the British registration G-AEKW. Lindbergh hoped the unusual colors would make the aircraft easier to see, thus reducing the chances of a mid-air collision. Only one was built although parts were produced for a second.

From February of 1937, when the airplane officially was turned over to the famous aviator, until his last flight in it on April 4, 1939, Lindbergh – often with Anne in the back seat – used the Mohawk with considerable regularity to fly to destinations throughout pre-WWII-Europe and other parts of the world. Visited countries noted in the aircraft's log book included Ireland, Rome, India, France, Yugoslavia, Austria, Germany, Russia, Holland, and of course various towns and cities in England.

From Lindbergh's last flight in 1939 until late 1941, the Mohawk was stored and not flown. In the interim, it also was gifted by Lindbergh to the British Government. Following a minor refurbishment and repainting (in camouflage) during October, it was impressed into RAF service where it was used for in-country communications duties. It remained in operational service on and off until February of 1944, at which time it was placed in storage.

During May of 1946, following the war, the Mohawk was sold to and reconditioned by Southern Aircraft Ltd. at Gatwick Airport. It was then put up for sale. By July of 1947 it had been repainted in an over-all maroon paint scheme. Following the issuance of a renewed certificate of airworthiness, it was entered in the Folkestone Trophy Race by Wing Commander M. J. Earle. It later was bought by Mr. Ernest Garth Fidler Lyder of Kent, England and re-registered in his name during February of 1948.

During May of 1948, the Mohawk again changed hands, this time being sold to a Mr. Bruno Pini of London. Pini was a member of the Herts & Essex Aero Club and intended to compete in cross-country air races following a series of modifications. Among the latter was conversion of the aircraft to an open cockpit configuration.

During October of 1949, Pini embarked on a lengthy flight to North Africa. Enroute, he had carburetor problems that forced him to land at La Havre in France. Once the engine was repaired, he departed for Spain, eventually passing through Limoges, Barcelona, and Alicante. On October 24, Pini crashed in the Mohawk while attempting to take-off from Adra. Pini was not seriously injured, but he left the aircraft in situ and never saw it again.

During February of 1950, the Mohawk's remains were sold by Pini to the Granada Aero Club. Members of

the club intended to rebuild it and use it for sport flying. Unfortunately, those plans never came to fruition, and for the following twenty-three years the aircraft was moved around and temporarily stored in one place or another. As late as 1958 it was noted by the Aero Club that the aircraft was "awaiting registration".

During November of 1975, "Lew" Casey, then curator of aircraft for the Smithsonian's National Air & Space Museum – via his association with noted vintage aircraft collector Fred Hussey (owner of the Aeroflex Collection in Santee, North Carolina) – to have the Mohawk transferred from Andres Air Force Base in Spain to the US. Initially stored with Hussey's Aeroflex Collection, it later was moved – in 1976 – to Lew's house in Fork Union, Virginia. Interestingly, in order to accommodate the airplane, a basement had to be dug under Lew's house.

Lew attempted to restore the Mohawk but soon concluded the project was beyond his means, both in terms of energy and finances. In the meantime, new drawings were produced, missing parts were acquired, available parts were refurbished, and a lot of structural work was completed.

The Menasco Buccaneer air-cooled inverted in-line engine (there were actually two used on the Mohawk; the first was found to have a cooling anomaly and though there were several attempts to uncover the problem and repair it, these never met with success; eventually the second engine, which proved considerably less susceptible to over-heating, became the Mohawk's permanent powerplant) was overhauled by Embry-Riddle Aeronautical University in Florida.

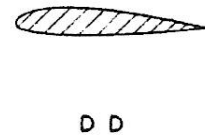
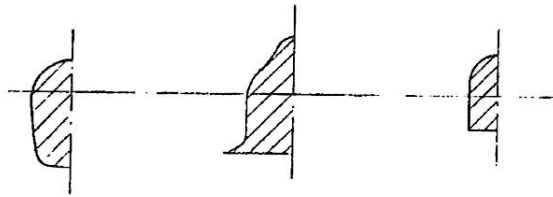
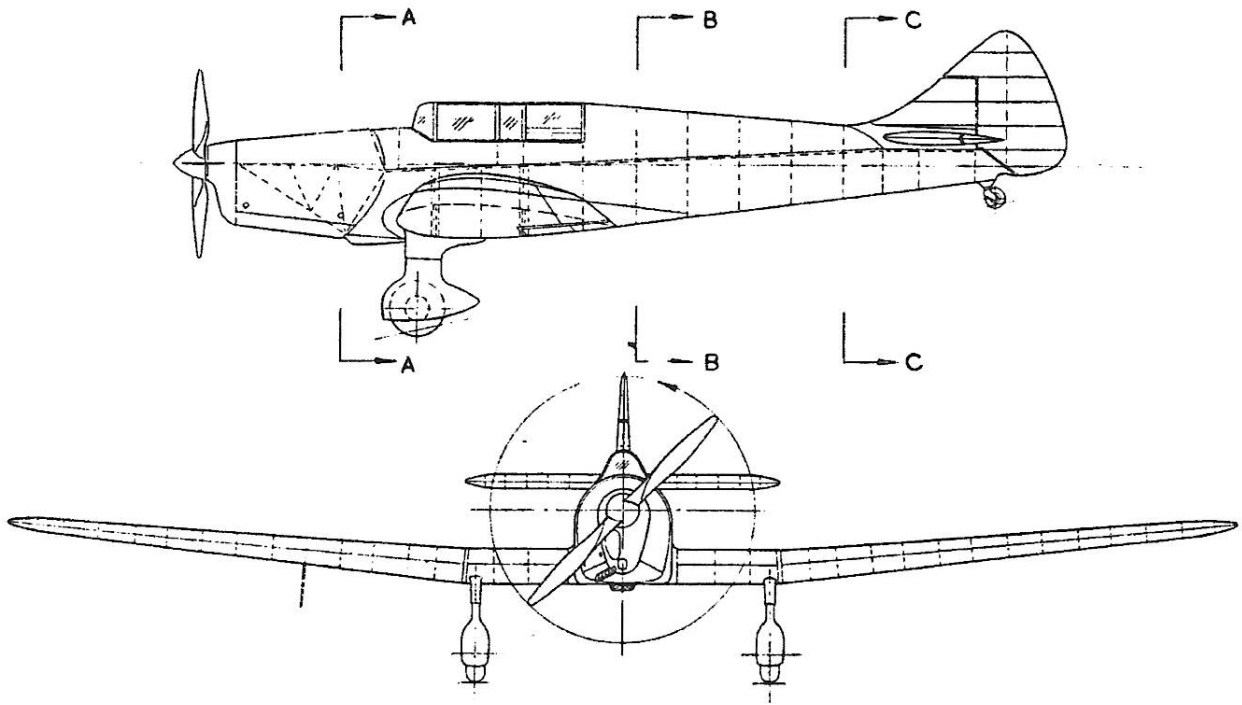
During July of 2000, the Mohawk officially was donated to the RAF Museum American Foundation by Lew and shipped to Great Britain shortly thereafter. It arrived at Felixstowe Docks in Suffolk on October 16. Three days later it was delivered to the Royal Air Force Museum Reserve Collection facility at RAF Wyton.

For the following five years, the Mohawk and its various pieces were passed around to various restoration shops specializing in one part of the airplane or another. Finally, during mid-2008, it was completed. On August 18, it was delivered to the RAF Museum Hendon where it was placed on permanent display in the Milestones of Flight building. It had been returned to its original – Lindbergh era – paint scheme.

As of Jan 20<sup>th</sup> 2012 the Mohawk has been relegated to a storage site to make room for a RAF jet exhibit.

### Miles Mohawk M12 specs

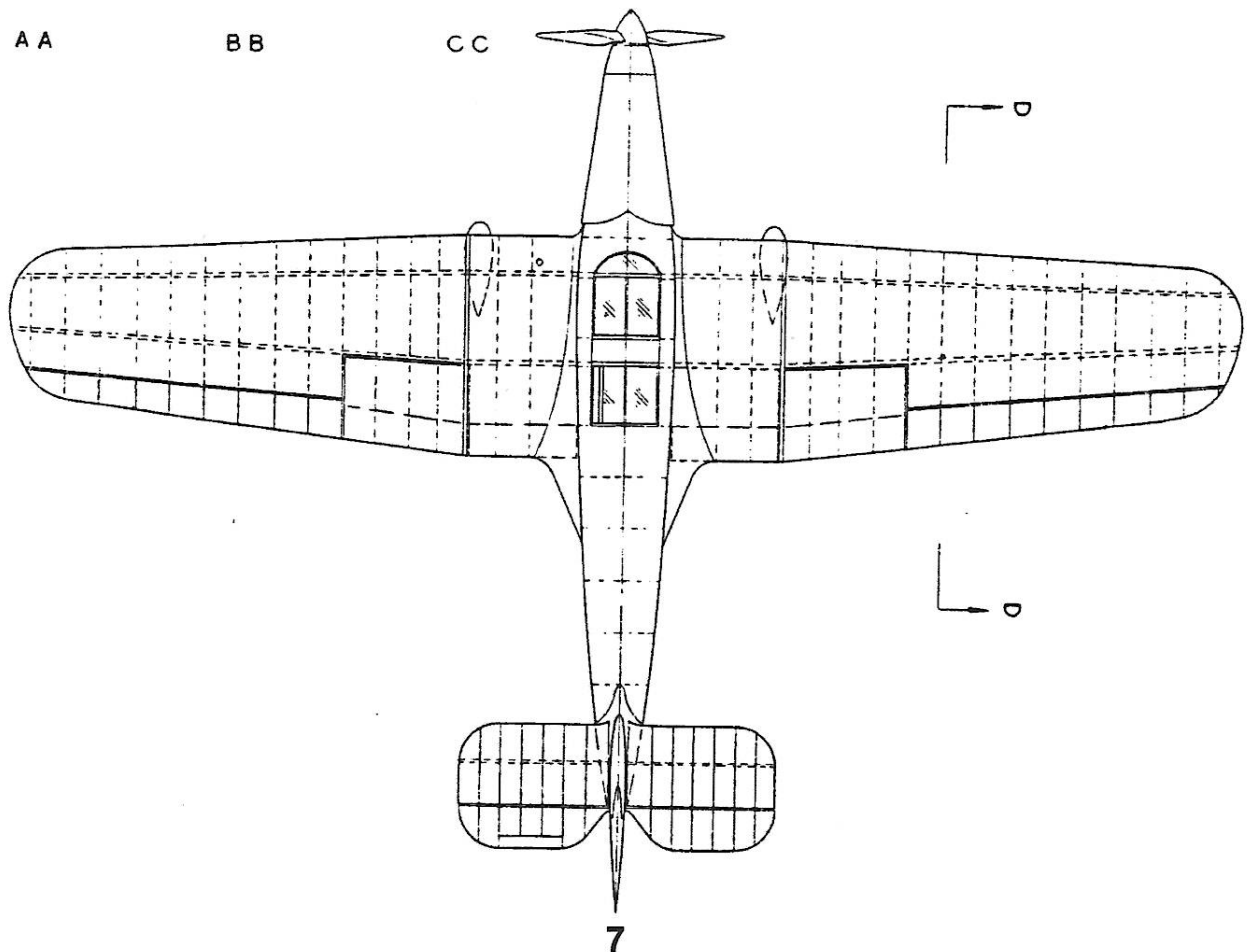
Length: 25 ft 6 in (7.77 m)  
Span: 35 ft 0 in (10.67 m)  
Gross weight: 2,620 lb (1,188 kg)  
Wing Area: 183 sq ft  
Max. speed: 185 mph (298 km/h)  
Cruise speed: 170 mph (275 km/h)  
Range: 1400 miles (2,250 km)  
Engine; Menasco Buccaneer B6-s 200 hp



AA

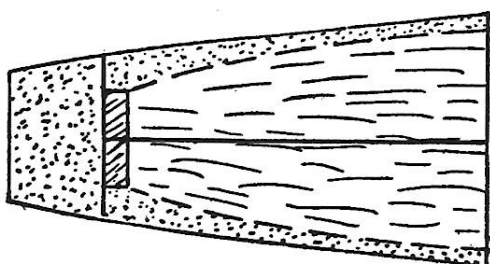
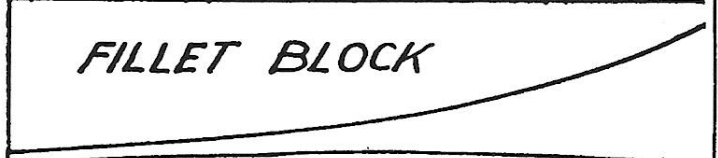
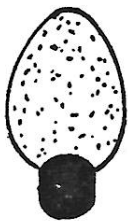
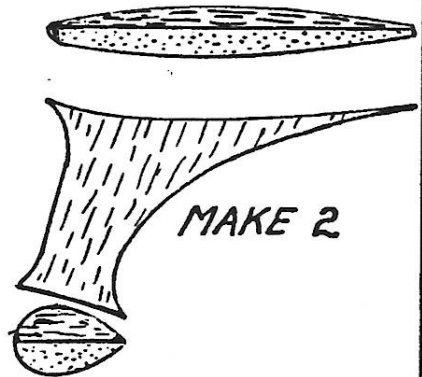
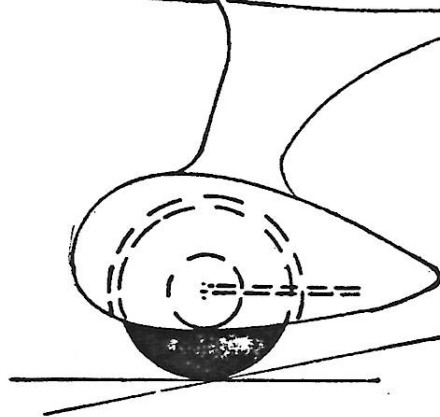
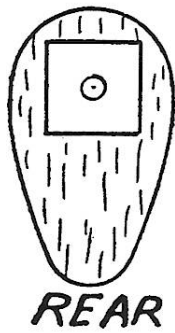
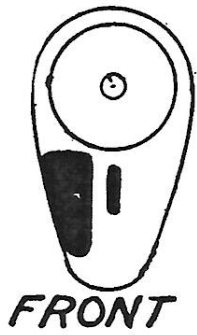
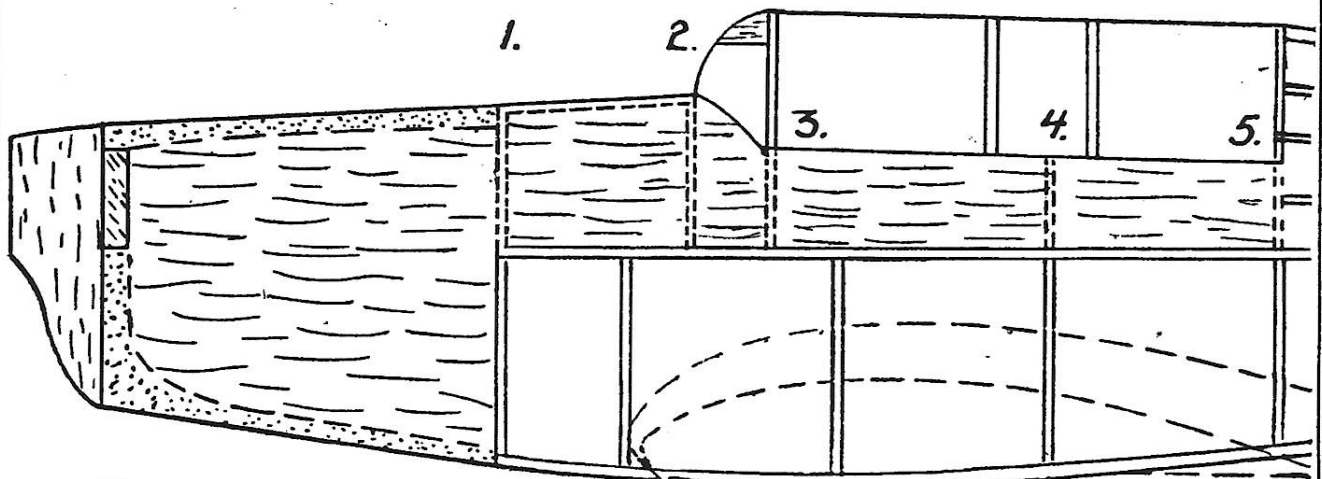
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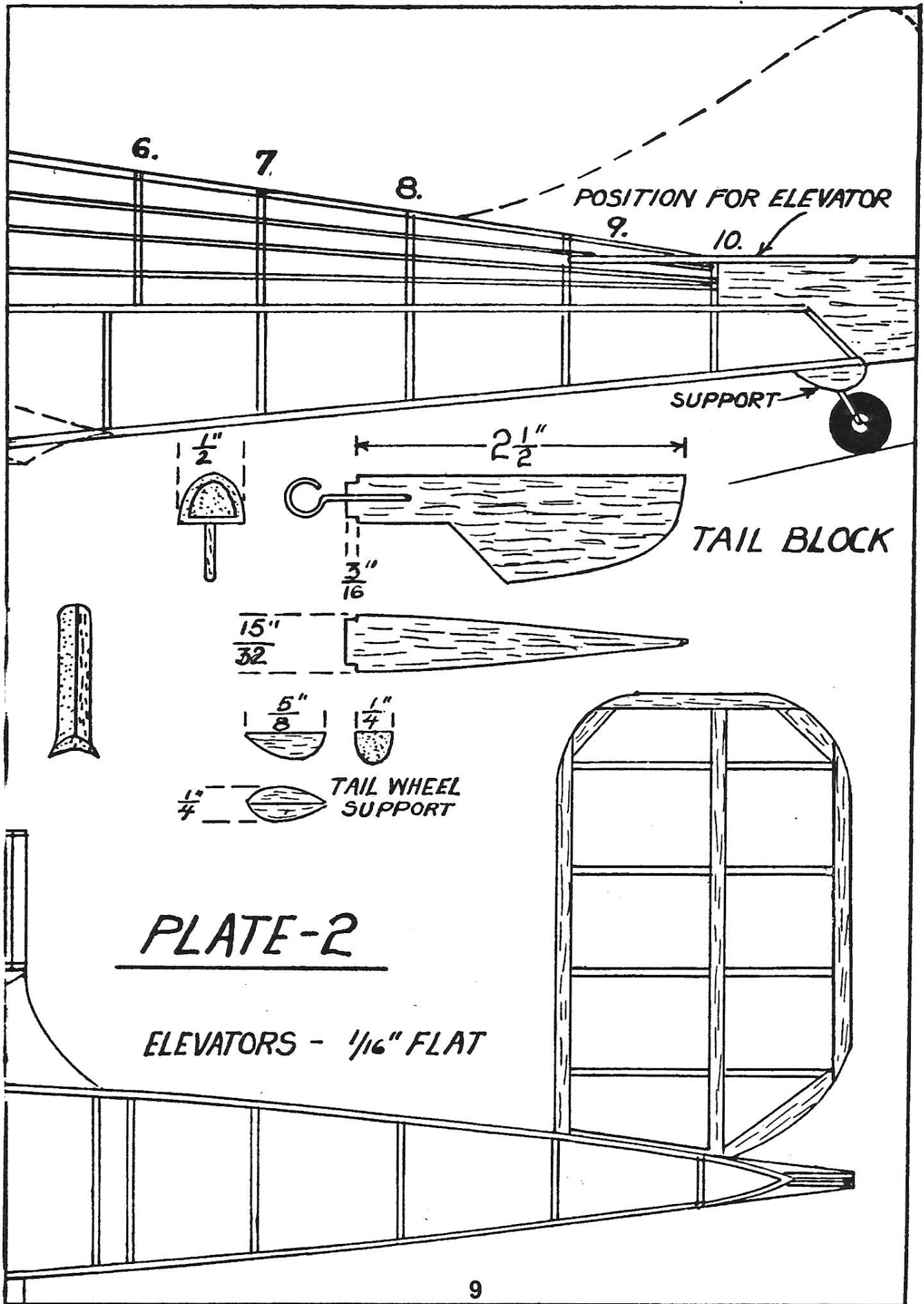


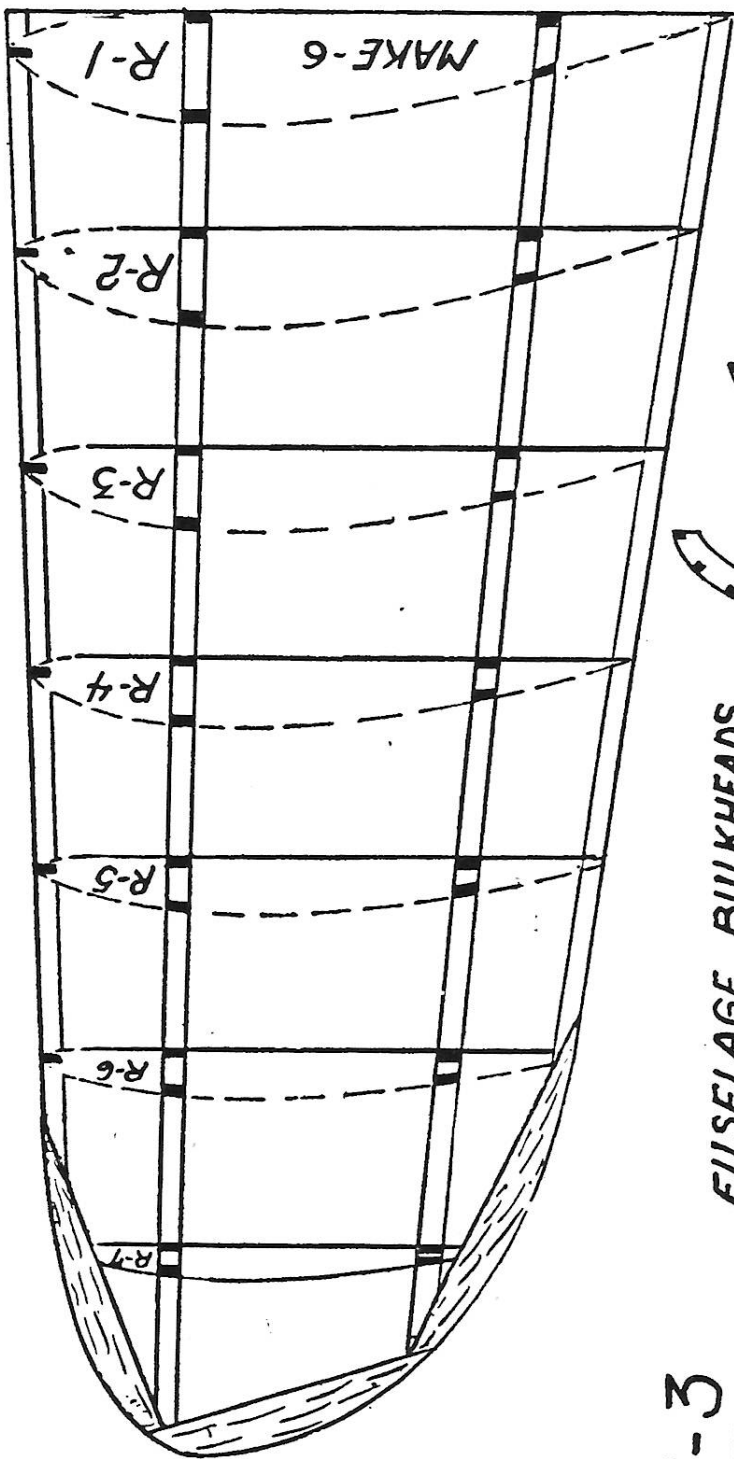
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PLATE-1





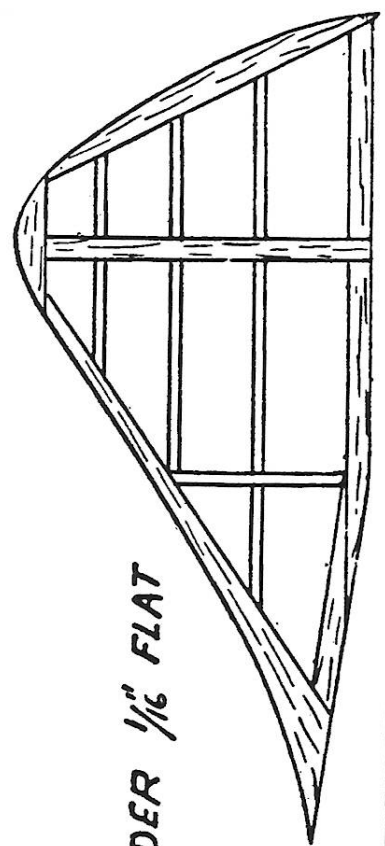
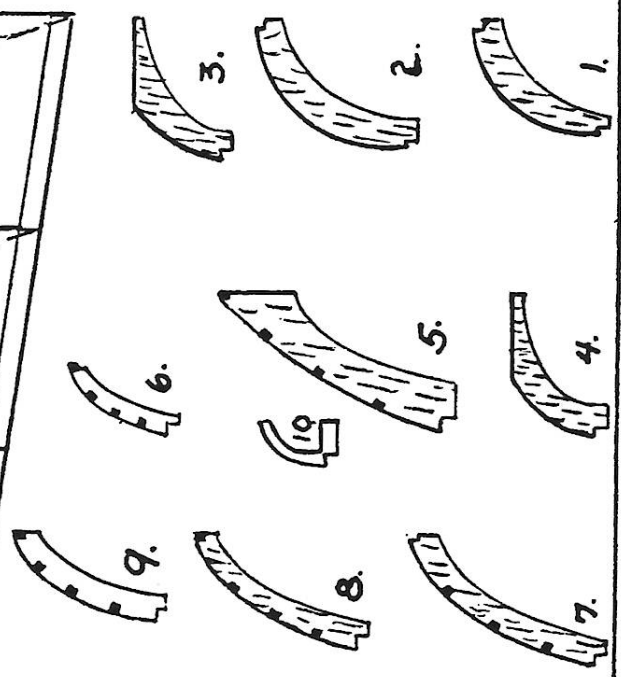




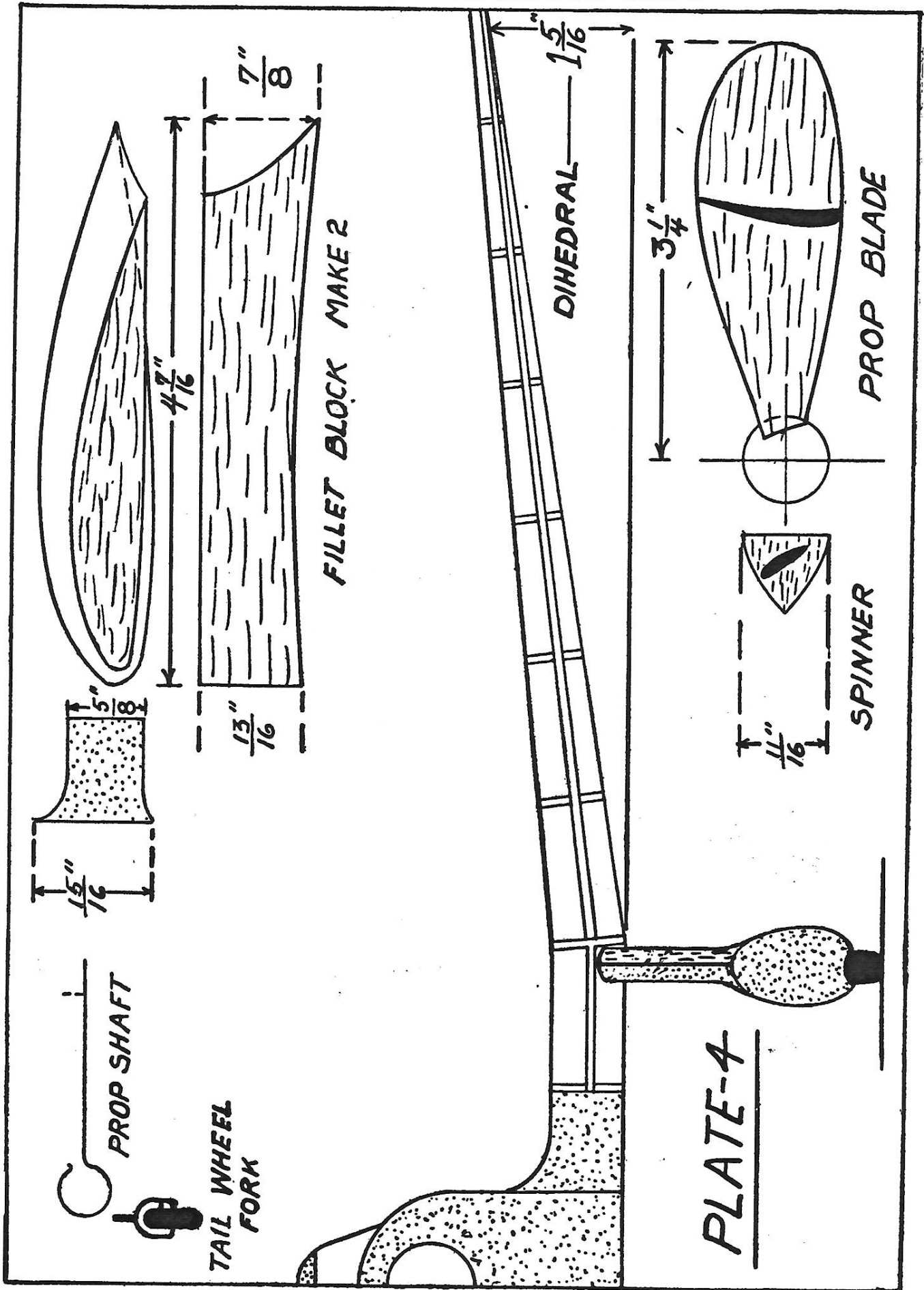
LEFT HALF  
WING

PLATE-3

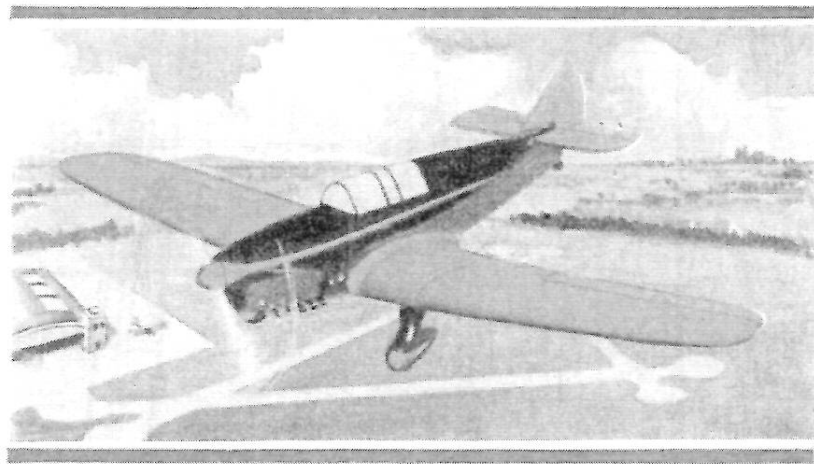
FUSELAGE BULKHEADS



RUDDER 1/16" FLAT



# SOLID SCALE MODEL OF THE "MILES MOHAWK" Lindbergh's Latest Plane



Above is a photograph of the finished model with an airport painted in. Left, assembling the wings. Below, the drawings

HERE is a model of the plane now being used by Colonel Charles A. Lindbergh. It was in this ship that he and Mrs. Lindbergh made a leisurely trip from England to India and back earlier this year.

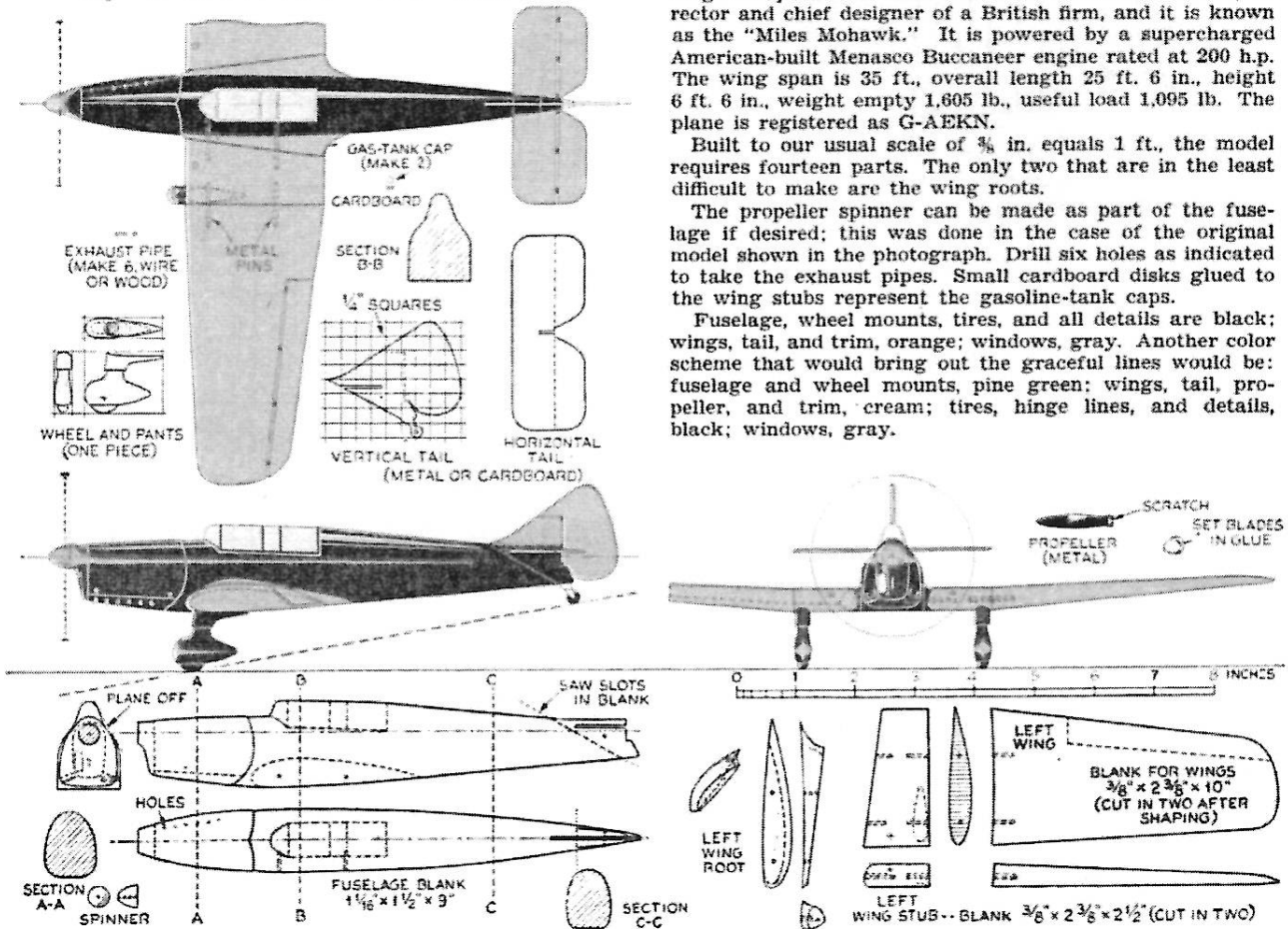
The plane was built especially to meet Colonel Lindbergh's requirements after conferences with F. G. Miles, director and chief designer of a British firm, and it is known as the "Miles Mohawk." It is powered by a supercharged American-built Menasco Buccaneer engine rated at 200 h.p. The wing span is 35 ft., overall length 25 ft. 6 in., height 6 ft. 6 in., weight empty 1,605 lb., useful load 1,095 lb. The plane is registered as G-AEKN.

Built to our usual scale of  $\frac{3}{8}$  in. equals 1 ft., the model requires fourteen parts. The only two that are in the least difficult to make are the wing roots.

The propeller spinner can be made as part of the fuselage if desired; this was done in the case of the original model shown in the photograph. Drill six holes as indicated to take the exhaust pipes. Small cardboard disks glued to the wing stubs represent the gasoline-tank caps.

Fuselage, wheel mounts, tires, and all details are black; wings, tail, and trim, orange; windows, gray. Another color scheme that would bring out the graceful lines would be: fuselage and wheel mounts, pine green; wings, tail, propeller, and trim, cream; tires, hinge lines, and details, black; windows, gray.

By DONALD W. CLARK



# Make the Miles Mohawk

By Jesse Davidson

The initial step in making our model is to remove Plates 1 and 2 from the magazine and tack them down on your workbench. Note from the plans that the fuselage follows the conventional box type of construction, which makes the model easier to build. One fuselage side-frame is made at a time. While the wood parts are drying from applications of cement, cut out all the necessary fuselage formers, shown in full size in "half views" on Plate 3. Several of these are notched, to accommodate 1/32" sq. stringers. (You will, by the way, find a full bill of materials at the conclusion of this article.) When both frames are completed, join together by cementing the bottom cross member between both frames, at the same time cementing the first fuselage former which is identified by number 1 in the fuselage side view on Plate 1. A bottom cross member is cemented in, at right angles to every upright member of the fuselage frame. Gradually but carefully, work the fuselage into shape by cementing a cross member first and immediately following it with a fuselage former. These are numbered along Plates 1 and 2, from numbers 1 to 10 inclusive.

From former 1 to 5, the fuselage is covered with 1/32" sheet balsa, carefully curved to shape. The turtleback stringers are inserted with cement, and lined up carefully. The tail plug, cut to shape and size from the measurements indicated, is fitted snugly into position.

The next step is the construction of the hollowed-out nose block and the typical removable nose plug. Both parts are made from soft balsa, carefully carved to shape and sanded to a smooth finish. The nose plug must fit snugly. Drill a hole through its center, and insert a small brass eyelet bearing. With a generous application of cement, attach the nose block to the completed fuselage frame and allow time for it to set.

The coupe top is fashioned from hoops, cut from thin bamboo and bent around to fit, attached with cement, and finally covered with thin celluloid or isinglass. The tail wheel support is carved to shape as shown, then cemented into place. The tail wheel assembly consists of a fork bent to shape from wire, as shown on Plate 4, and a small hardwood wheel.

The rudder and elevator parts are cut to shape from 1/16" sheet balsa (sometimes called 1/16" flat). Note the direction of the wood grain on the plans. Cut accurately. The elevator, of course, is made in halves. The landing gear struts are of laminated pieces of hard balsa. The direction of the grain for both wood pieces is indicated on Plates 1 and 2. All are sanded to shape.

The wheel pants are made in halves, with the inner portion carved out to take the revolving wheels and also the wide shock absorbers. The vertical landing gear struts are cemented to the wheel pants (see front view on Plate 4). The ribs for the wing panels and center section are cut to shape from 1/16" flat. Make six of rib one, indicated on the plans by R-1. Of the rest, make two of each. The leading, inter-wing and trailing edge spars are of 1/16" by 1/8" hard

balsa. Cut notches in all the ribs, and build wings up carefully.

The center sections, of which there are two—each composed of two R-1 ribs—are constructed in the same manner as the wings. And these center sections are in turn cemented to the outer sides of the fuselage fillet pieces. The latter are carved as shown on Plate 4. After completion, they are cemented to the sides of the fuselage—but only after the fuselage has been covered with fine jap tissue.

The prop blades may be carved in halves, cambered to shape, and inserted in the spinner nose cap, at the angles shown on the plans. Both prop and spinner are carved to shape from hard balsa. A wire prop shaft, shown on Plate 4, is made and inserted in the usual manner. Check for prop balance.

The entire ship is covered with jap tissue, using banana oil for the adhesive. Spray all parts with water, and dope with one coat if you wish. Inasmuch as the original Lindbergh Mohawk is colored "international orange" for the wings and tail, and black for the fuselage, it would be advisable to cover the model with tissue of these shades.

In assembling the model, first cement the center section parts to their respective wing panels, and then cement the fillet blocks into position. When the latter are thoroughly dry, attach the combined wings and center sections—each wing now cemented into a single unit—to the fillet pieces. Note the required amount of dihedral angle. Use small props to assist in maintaining this angle until the wing panels can depend upon the strength of the hardened cement.

Next, attach the rudder and elevator into their respective positions. The landing gear parts are cemented underneath the outer edges of the center section, as shown in the front view drawing on Plate 4. Check all parts for perfect alignment.

The motor power consists of four strands of 1/8" flat rubber. This is hooked onto the prop-shaft and the rear hook. allow a slight amount of rubber slack. Be sure the rubber is fresh.

In test flying the model, fly it in wide open spaces. The ship is extremely fast, and climbs well.

## BILL OF MATERIALS

Twelve strips balsa 1/16" by 1/8" by 12" for wing spars.  
Six strips hard balsa 1/16" sq. by 12" long, for fuselage, longerons, etc. One piece sheet balsa 1/32" by 3" by 6" for cockpit covering. One piece sheet balsa 1/16" by 3" by 36" for formers, ribs, etc. One piece balsa 1-3/8" by 2" by 2-1/8" for nose block. One piece balsa 1/2" by 7/8" by 1-1/2" for nose plug. One piece balsa 1/2" by 1/2" by 2-1/2" for tail plug. Four pieces balsa 1/8" by 1-1/8" by 2-1/8" for landing struts (note grain). Four pieces balsa 3/8" by 7/8" by 2" for wheel pants. Two pieces balsa 1" by 1" by 4-1/8" for fillet blocks. One block balsa 11/16" sq. for spinner cap. Orange and black tissue; banana oil; cement; wire; wood or celluloid wheels; and fresh rubber.

*This is the construction text extracted from the August 1937 issue of Flying Aces.*



# REES MEMORIAL MEET JUNE 2 & 3 , 2012

## A CLASSIC KUDZU CONTEST

### RAEFORD, NORTH CAROLINA

#### Saturday JUNE 2

#### Sunday JUNE 3

#### Mass Launch

WWI  
Navy Scale  
Modern Civil  
Any Dave Rees design

WWII  
Combined Racers  
Golden Age Combined  
Flying Horde \*\*

#### Judged and Timed

Embryo  
FAC Jet Catapult  
Dime Scale  
FAC Power Scale  
FAC & Pnut Scale Combined

Simplified Scale  
Low Wing Trainer  
No-Cal  
1/2 Wakefield  
FAC & Pnut Scale Combined

#### AMA EVENTS

Classic Towline Glider  
Catapult Glider  
Handlaunch Glider

P-30  
E-36  
Zaic Flash X-10 \*\*\*

\*\* Any scale model that has not won an event

\*\*\* Zaic Flash X-10 kits will be handed out on Saturday build over night and fly Sunday  
(The X-10 is a smaller version of the X-18 we flew last year..)

CD /CONTACTS:      FAC Events:  
Stew Meyers <[stew.meyers@verizon.net](mailto:stew.meyers@verizon.net)> 301-365-1749  
Dave Mitchell <[davedge@me.com](mailto:davedge@me.com)> 202-744-9345  
AMA Events:  
JohnDiebolt<[jdiebolt@mindspring.com](mailto:jdiebolt@mindspring.com)> 919-467-1025  
Carl Dowdy <[carldowdy@mac.com](mailto:carldowdy@mac.com)>. 919-491-1592

For more information: [www.carolinafreeflight.org](http://www.carolinafreeflight.org)    [www.dcmmaxecuter.org](http://www.dcmmaxecuter.org)  
Google Map to field: <http://g.co/maps/5wwwxu>

Take US-401 / Raeford Rd. WEST out of Fayetteville. After the Food Lion shopping center on your left, US-401 divides; bear LEFT (south) on to US-401 Bus. Go 2.6 miles, turn LEFT at Oakdale Gin Rd. Go .4 miles, turn LEFT at Ratley St. Ratley makes a 90 degree bend to the left; at this point the field and dirt access road is on your right.

# National Building Museum

January 8, 2012

We had 23 registered flyers for Freeflight, and 19 for RC.

Grand Champ was Walt Farrell with four first places. Phantom Flash, and WW II NoCal had the most entrants with 10 each.

Dave Mitchell has two NoCal models that are aging on the higher places of the Museum. Few other Maxecuters have displayed items for all to see in such a prestigious museum. Perhaps they will fly better than ever when finally retrieved in March.

We had three events for the radio control end to keep things interesting. One was for the slowest flying model (Tortoise and Hare event), one was for the most unique or creative airplane to make a figure eight flight, and one was for the most beautifully crafted model.

A number of modelers requested that we make the dime scale event a mass launch, so we made making the helicopter event timed and use that slot for a dime scale mass launch.

<b>14g. Bostonian ML (6 entrants)</b>		
1	Steve Fujikawa	Decathlon
2	Henry Guth	Boatstonian
3	Ross Summers	Bostard

<b>Phantom Flash ML (10 entrants)</b>		
1	Walt Farrell	-
2	Henry Guth	-
3	Stew Meyers	-

<b>Parlor Fly ML (8 entrants)</b>		
1	Walt Farrell	-
2	John Appling	-
3	John Murphy	-

<b>Limited Pennyplane (3 entrants)</b>		
1	Dave Lacey	5:37
2	Randy Kleinert	3:46
3	Paul Spreiregen	3:15

<b>A-6 (4 entrants)</b>		
1	Henry Guth	4:31
2	Tony Pavel	4:26
3	Walt Farrell	2:54

<b>FAC Dime Scale (3 entrants)</b>		
1	Steve Fujikawa	254
2	Henry Guth	238
3	Stefan Prosky	101

<b>Tortoise and Hare RC (5 entrants)</b>		
1	Stew Meyers	Natof Tripe

<b>P-Nut Scale ML (6 entrants)</b>		
1	Dave Mitchell	Staggerwing
2	John Murphy	Cougar
3	Walt Farrell	?

<b>WW II No-Cal ML (10 entrants)</b>		
1	Steve Fujikawa	Dauntless
2	Dave Lacey	Ohka
3	Scott Richlen	F6F Hellcat

<b>Helicopter ML (5 entrants)</b>		
1	Walt Farrell	
2	Al DeRenzis	Augusta
3	Sharon Appling	

<b>Ready-to-Fly (3 entrants)</b>		
1	Paul Spreiregen	4:10
2	Sharon Appling	2:54
3	Walt Farrell	1:40

<b>FAC No-Cal Profile Scale (3 entrants)</b>		
1	Walt Farrell	329
2	Dave Lacey	310
3	Jim Coffin	221

<b>Most Beautifully Crafted RC (6 entrants)</b>		
1	Paul Stamison	Sopwith Triplane
2	Chuck Duncan	Widgeon
3	Don Srull	Boston Straggler

<b>Most Unique/Creative RC (4 entrants)</b>		
1	Stew Meyers	Rogallo

The March 4<sup>th</sup> National Building Museum Fun fly. R/C rules and events.

This time no Air Hogs will be allowed at the R/C venue; they fly too fast.

The R/C events will include a spot landing contest, a scratch built scale event (no ARFs), slow flight, the Most Unique event, and a Vapor combat event.

# USA Science and Engineering Festival.

The D.C. Maxcuters, in partnership with the national-level organizations of the Flying Aces Club, the National Free Flight Society, and the Academy of Model Aeronautics will introduce students to model airplanes at their booth at the 2nd USA Science and Engineering Festival. This festival to be held on April 28 and 29, 2012 has the goal of promoting interest in science and engineering among school age children (preview day for special guests on April 27). 500,000 people attended last year. Most were enthusiastic kids and their parents. Every booth had to have some kind of hands-on experience for the passersby. As we are interested in exposing newcomers to the fun of free flight models participation in the festival looked like a great opportunity to share the fun. <http://www.usasciencefestival.org/>

There are a couple of goals for the Maxcuters in having a booth at the Festival.

1. Expose lots of school kids and their parents to the hobby. I anticipate that some will want to join the club.
2. Make contacts with people who perhaps once flew models and would again if they knew there was a local club.
3. Make contacts to educators, engineering programs, industry leaders, and others who have access to places in the Washington D.C. area where airplanes could be flown. Perhaps some of those contacts will result in availability to flying venues.

Visitors will get to see various types of free flight models, perhaps build simple flying models such as foam plate gliders, and have a chance to talk about models. Literature will be provided to illustrate the wide variety of flying models with a focus on free flight models.

AMA has sponsored three booth areas, one at which they will operate, and we will coordinate with them on the total look and feel of the other spaces.

I hope that club members will help man these booths and make available some models to show the public (some safely displayed - and some that the public can feel).

Contact me if you want to learn more.  
Glen Simperts  
[301-843-2896qrfreeflight@hotmail.com](mailto:301-843-2896qrfreeflight@hotmail.com)



Note the fuselage stripe is masked and the right pant is bare.

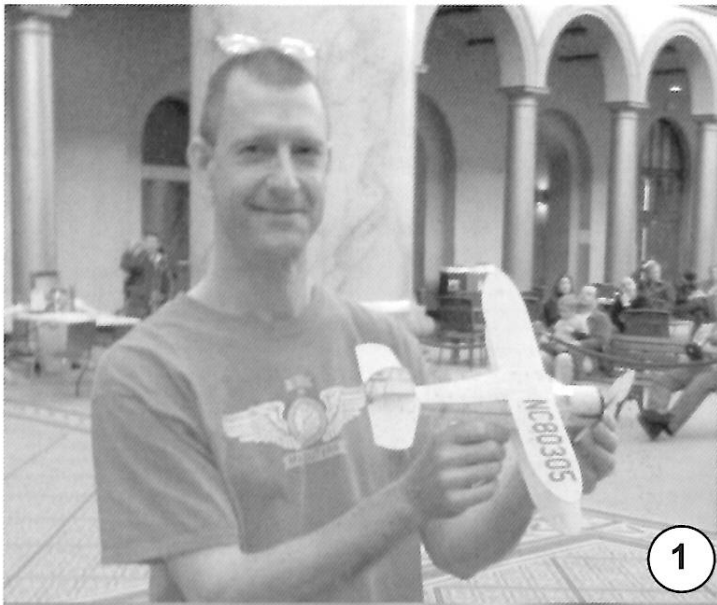


Lindbergh and Miles probably contemplating cooling problems with the Menasco.

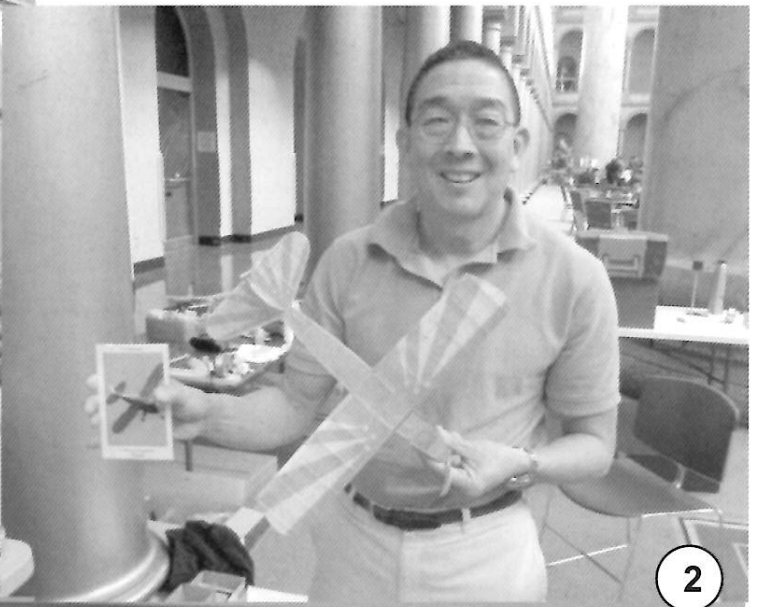
## PHOTOS PAGE 19

1. Dave Mitchell and winning peanut Staggerwing. It was amazing this this plane was first completed this past week and first flew on the day it won.
2. Steve Fujikawa with Winning Bostonian.
3. Sharon Appling's Bostonian.
4. Chuck Duncan's R/C Be2.
5. Stefan Protsky's Farman Postal.
6. A Guth Fike
7. Randy Kleinerts Limited Penny Plane,
8. Daves Staggerwing doing its thing

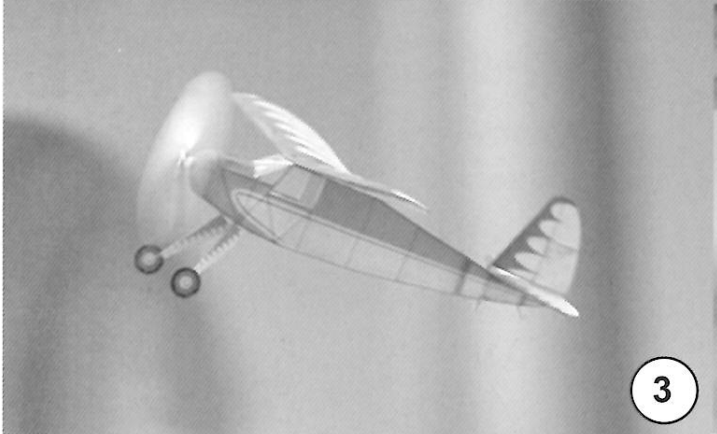




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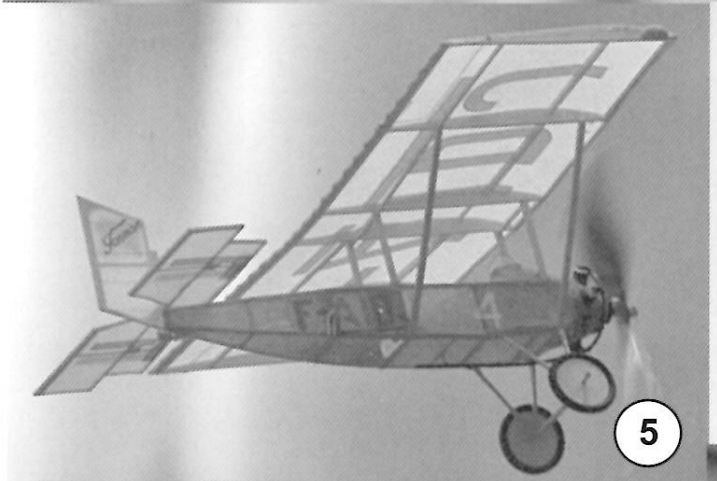
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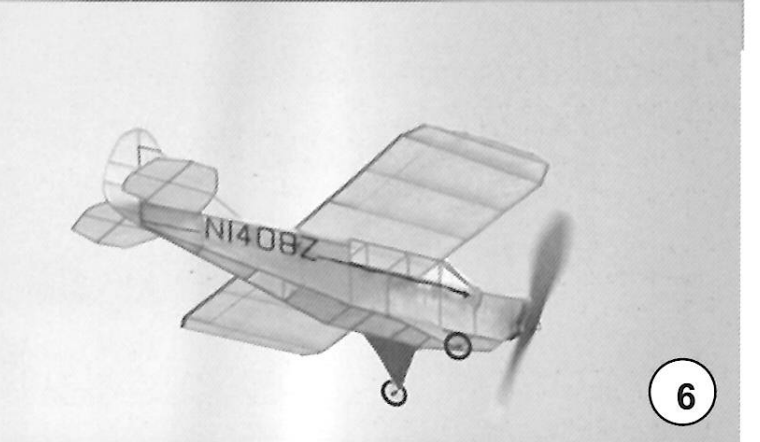
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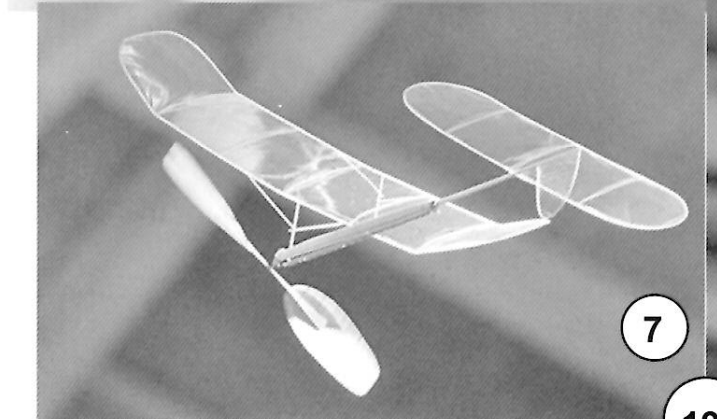
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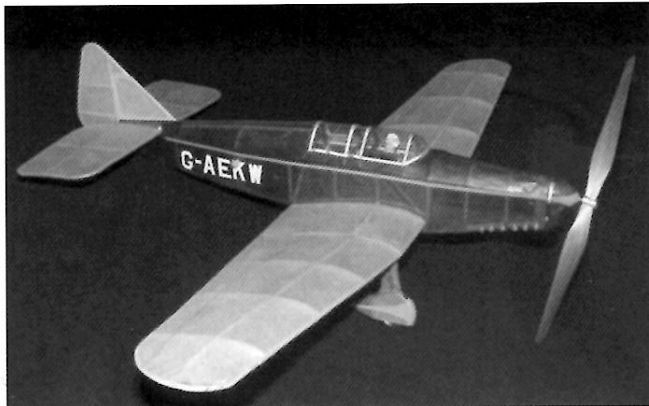
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**MILES MOHAWK ISSUE**  
**MODEL PLANS AND HISTORY**  
**REES MEMORIAL KUZU CONTEST**  
**NBM RESULTS**



Above NeoDimer Mohawk center fold.

Right 35" AA Lidberg Mohawk

Below 20" Easy built FF-17 Mohawk.

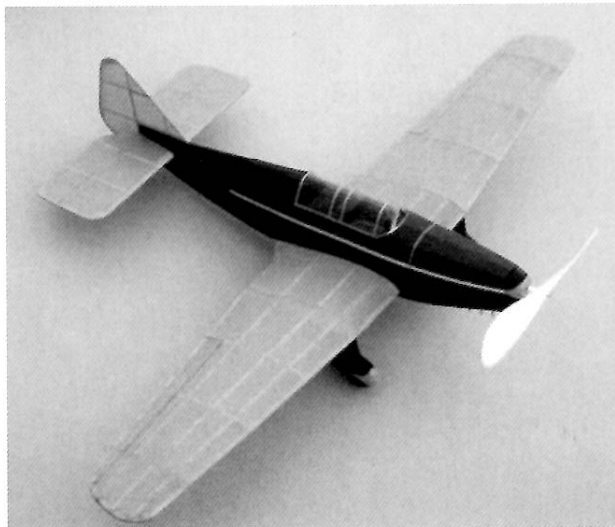
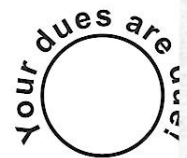
Note all have the color line wrong on the rudder.

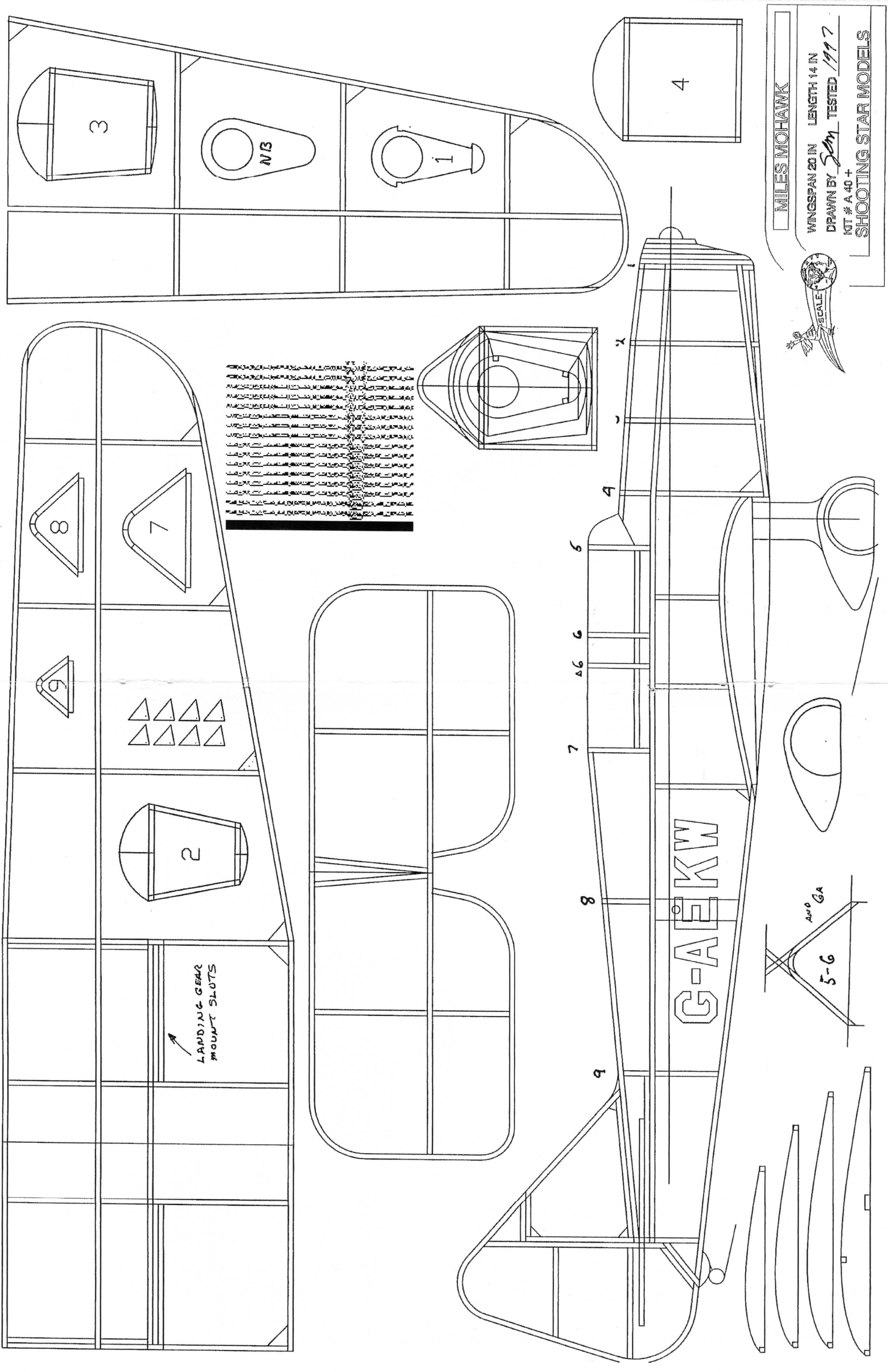


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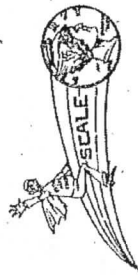
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