

MAX FAX



Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

JAN-FEB 2011



The colorful box features a plane with blue fuselage and yellow wings and tail on an orange background.

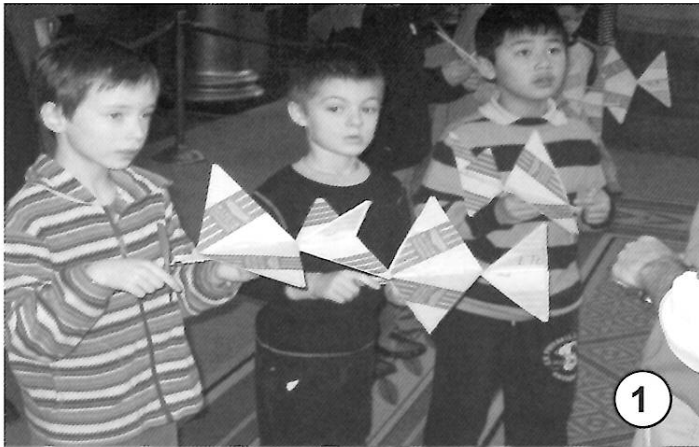
COMING ATTRACTIONS

Flying at the Bauer Community Center
every Monday 12:30 to 2:15 pm through May.
You do need a Montgomery County access card.
Contact Stew Meyers for details or check the website.

KUDZU 2011 a two day meet SATURDAY & SUNDAY May 14 & 15
see details inside on page 6.

JUNE 22-25, 2011 WESTFAC Mk.III Denver, Co.
www.westernfac.com

Non-Nats Geneseo, NY July 13, 14, 15 check web site for details.
www.flyingacesclub.com Events listed on page 3.



MaxFax Jan-Feb 2011

Stew Meyers Editor

Make up Issue

We had really fallen behind, and with this quick turn around issue we hope to catch up. You are probably wondering what happened to page 18 in the last issue--- the printer gave us two page 16's instead. You will find it in this issue along with a reprint of photo page 19. You may also have noticed that the last couple of issue have had stamps. We have had problems with the post office. Our bulk mailing permit kept being transferred to post offices located further away. We were told our bulk renewal date was current by one Post Office, the next Post Office told us it had expired when we went to mail the Sept-Oct issue. Rather than renew at that remote and hostile Post Office we put first class stamps on the envelopes.

Our new Post Office is closer and friendlier and informed us the address placement on the envelope has been changed. We mailed the last issue with bulk stamps which was a pain. We now have a permit number and will dispense with the envelope similar to the way the FAC news is done. Thus our new rear cover format.

Dan Driscoll has dug up a couple of interesting original real Dimer plans. The Miles Hawk had been recently redone as a neo Dimer in another publication; yet another argument against the non-repeat clause in the old Dimer rules. This Joe Ott plan of course has been scanned and reformatted to fit. The voluminous instructions are on pages 16 & 17.

Photos Page 2 Jan 11 at the NBM

1. Kids with their delta darts.
2. Line up ready to launch.
3. Delta Darts in flight.
4. Big kids, flying Bostonians, at the other end.
5. Dan winding Phantom Flash
Paul Speiregen holding. Stew, Glen,
and Dave in background.
6. Meanwhile back at the R/C end, Don Srull
and Jack Felter.
7. Bruce Foster with a different Bostonian.
8. Dave Mitchell and Stew Meyers fought it
out in the Parlor Fly event.
-- Dave won.

Events at the 2011 Non-Nats

FAC SCALE

FAC Peanut Scale
FAC Rubber Scale
FAC Jumbo Scale
FAC Rocket / Jet Scale
FAC Pioneer Scale
FAC Power Scale

TOTF* SCALE

Golden Age Civil
Golden Age Military
Modern Age Civil
Modern Age Military
Low Wing Military Trainer

TOTF* NON-SCALE

Embryo Endurance
Old Time Rubber Stick
Old Time Rubber Cabin
FAC Jimmy Allen
Old Time Gas Replica
50% Wakefiled (Rules to be Anounced)

MASS LAUNCH

Thompson Race
Greve Race
Goodyear / F1 race
WWI Combat
WWII Combat

DIME SCALE

2012-2014 Rules

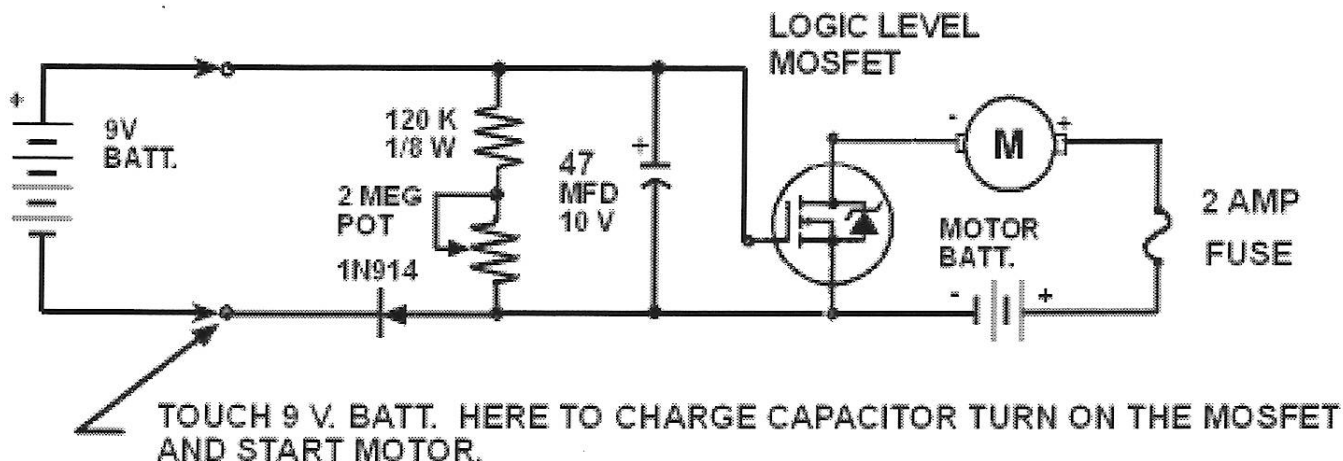
*** Total of Three Flights ie: Timed**

We also have a couple of rare Burds that appeared as Oriole kits. The T-Cart is barely recognizable, however the Cessna C-34 is pretty reasonable. I hope the cowl bumps don't put you off.

We are back to coming attractions on the front page. Details of the upcoming Kudzu event are in this issue on page 6. Finally, I have a few more words, and pictures, on the Pico Timer and Fuses.

You can now renew or join the Maxcuters on line via **Pay Pal!** You do not need a Pay Pal account to do this. Foreign members will find this feature especially useful. Go to the website **www.dcmmaxecuter.org** and click on MaxFax. We do not handle back issues on line as yet.

PICO TIMER



The capacitor discharges through potentiometer in 15 sec to 150 sec depending on the pot setting. When the voltage on the capacitor drops below ~2v; the MOSFET turns off and the motor stops. Reducing the capacitor to 33 mfd will drop the run times and increase the resolution of the pot. The series resistor governs the minimum time.

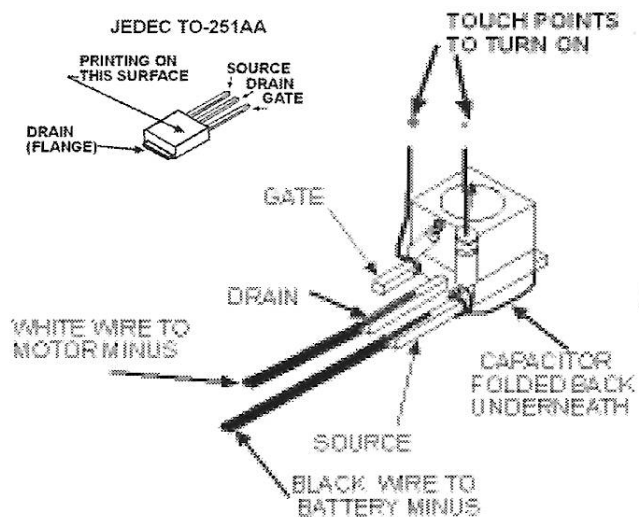
This timer was originally designed by George Pearce of Chesapeake, Va and parts were supplied by R C Miller for a modified version which I built a couple of years ago. It worked, but was heavy (7 grams) and had superfluous parts.

Electronic parts evolve and improve at an amazing rate. A few years ago I came across a neat new MOSFET and re-engineered the timer to be much smaller and lighter. The basic timer without wire weighs 1.5 grams. The MOSFET will handle over ten amps. However the shut off dynamics limit practical usage to less than 2 amps --say 1.5 to limit excessive heating. I like to put a 2 amp fuse in the positive motor lead.

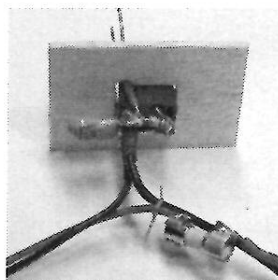
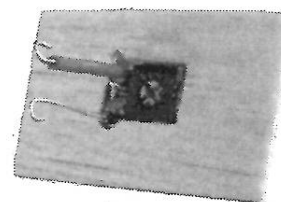
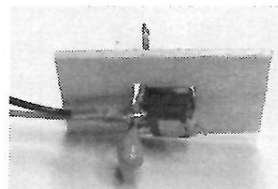
The real advantage of using this timer is that you can peak charge the battery and produce full power on the motor for a short time. (When you govern the run time by partially charging the battery short times are always at reduced power.) Using a timer allows you to test fly at full power and not lose the model due to a long run. Mount the timer in the model so that the pot dial and start leads are accessible. You do not need a switch as you can connect a charged battery and the motor won't start until you hit the start leads with 6-9 volts. You should unplug the battery between flying sessions if you use Lipos.

The critical hard to find parts in this timer are the 2 Meg Pot and the Mosfet. Currently I can't find side adjust pots, so end adjust pots are now used. www.mouser.com part numbers listed below.

T356F336K010AT	33 mfd Capacitor
3362H-1-202LF	2 Meg Potentiometer
NTD5806NT4G	Mosfet



TIMER WITH SIDE ADJUST POT



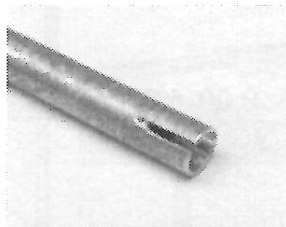
The timer below has a top adjust pot note the slight difference in the way the wires and timing capacitors attach. Also note how the fuse is attached to the wiring. The top view is the same for either.

The positive start wire has the red insulation. The Diode prevents harm if the battery is reversed. The timer pot is held to the mount board by "Goop".

Micro Fuses

Stew Meyers

You really want to use a fuse in your free flight electric power system even the very small systems. Outdoors, grass can wrap around the prop, and indoors or out, a nose over can stop the prop, stalling the motor. A stalled motor will draw currents that can ruin components. Pager motors are particularly vulnerable due to their very small brushes and low thermal mass. Now Radio Shack has some 3 x 5 mm micro fast acting ceramic fuses that weigh 0.4 grams. RS# 210-005 for the 2 amp fuse that is a good match with the Pico Timer.

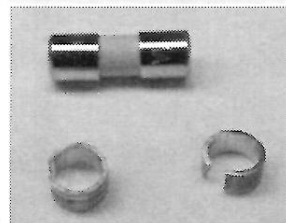


A simple fuse holder can be cut from slit 5/32 brass tubing.

First slit the end of the tube, then cut a 5/32 length off. A Dremel cut off disk is useful here. Clean up the burrs.

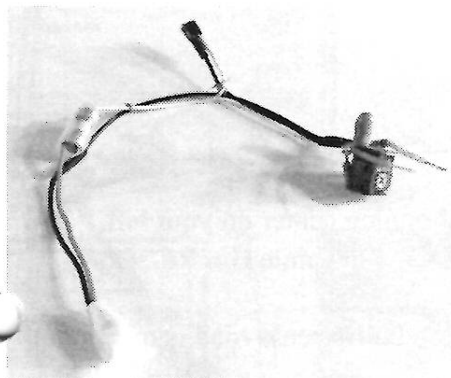
A round chopstick is used to open the brass ring to fit the fuse. The chopstick is also a handy jig to hold the ring when soldering a wire to it.

The micro fuse and holder rings weigh about 0.5 grams. Simply cut a 1/4" section out of a wire and solder a holder ring to each end. This can be anywhere in the circuit. I usually put mine in a lead going from the battery to the positive terminal on the motor.



Availability of Pico Timers

Dave Rees is no longer building the Pico Timer. I have 25 ship sets of parts for this timer. I can mail a set to you for \$5. That's about cost including shipping. I can put one together and mail it to you for \$15. That's a bare timer no wires. If I know the battery and motor to be used I can add connectors and a fuse for about another \$10.



Timer with fuse and connectors

It all depends on the cost of the connectors.

Feel free to contact me about custom built motor power systems.

Stew Meyers

The Thinking Man's Guide to the FAC Website

Here is a practical guide to what you will find on the different pages of the new FAC website.

www.flyingacesclub.com

ANNOUNCEMENTS. Pretty self-explanatory. Go here for breaking news, messages from the CinC, and helpful hints from your Webmaster.

FAC CONTESTS. Here is where you will find listings of upcoming FAC contests. When submitting your contest for posting, please provide the following. Failure to provide the first four items may result in your event not getting posted!

- Name and Date of contest
- Location: Full address if you have it; at least city, state, and venue.
- Host Club
- CD / contacts, with contact information (e-mail addresses preferred)
- Additional: if you have a flyer or a link to a website / map page for more information, pass it on!

RULES. All the approved FAC rules are available for viewing here in their most up-to-date form.

A downloadable PDF version is in the works.

FORMS. Forms necessary for conducting FAC contests can be found on this page.

NEWSLETTER. Go to this page to submit articles to the Newsletter, ask questions of the Editor, or to re-up your membership using PayPal if you are an FAC member from distant lands.

HALL OF FAME. Here you will find the names of all those who have been awarded our highest honor.

KANONE LIST. What the Sam Hill is a Kanone? Find out here, and view the list. Updated annually.

WHAT IS FREE FLIGHT? A photo essay.

ABOUT THE FAC. Lists the members of the FAC Board of Directors and the FAC Council. Also, contact information for a select list of FAC VIPs. When you have something to communicate or contribute, check this list first and send it to the right guy. You can also find the FAC Squadron list here, which is currently being updated.

LINKS. Links to other websites that support FF activity.

REFERENCE. Here you will find viewable and downloadable versions of the following lists:

- Qualified Greve racers
- Qualified Thompson Trophy racers
- Qualified Bendix racers
- Qualified Goodyear / Formula racers

Look for a new page dedicated to FAC Nats / Non-Nats information SOON!

Cheers,

Dave Mitchell, FAC Webmaster



KUDZU CLASSIC MAY 14-15, 2011

RAEFORD, NC

FAC / AMA DURATION

SATURDAY, MAY 14 9:00-5:00

SUNDAY, MAY 15 9:00-4:00

FAC EVENTS

MASS LAUNCH

WWI
Combined Racers
GA Military/ Mod Military

WWII
Dime Scale*
GA Civil / Mod. Civil

JUDGED / TIMED

Embryo
FAC Jet Catapult
Navy Scale
FAC Scale / Pnut Scale Comb.
FAC Power Scale

2 Bit+1 Old Time Rubber
No-Cal
Jimmy Allen
FAC Scale / Pnut Scale Comb.
FAC Power Scale

AMA EVENTS

Towline Glider A1 / F1H
Handlaunch Glider
Catapult Glider

P-30
Special event: Zaic Flash X-18**

*Dime Scale will be flown to new 2012-2014 rules, and will be MASS LAUNCH.

**Plans for the Zaic Flash X-18 are available at: <http://parmodels.com/Plans/JASCO%20Flash%20X-18.pdf>

CD /CONTACTS: FAC Events: Dan Driscoll <djdriscoll@cox.net> 703-684-0908
Dave Mitchell <edgemitchell1@verizon.net>
AMA Events: John Diebolt <jdiebolt@mindspring.com>919-467-1025
Carl Dowdy <carldowdy@mac.com>

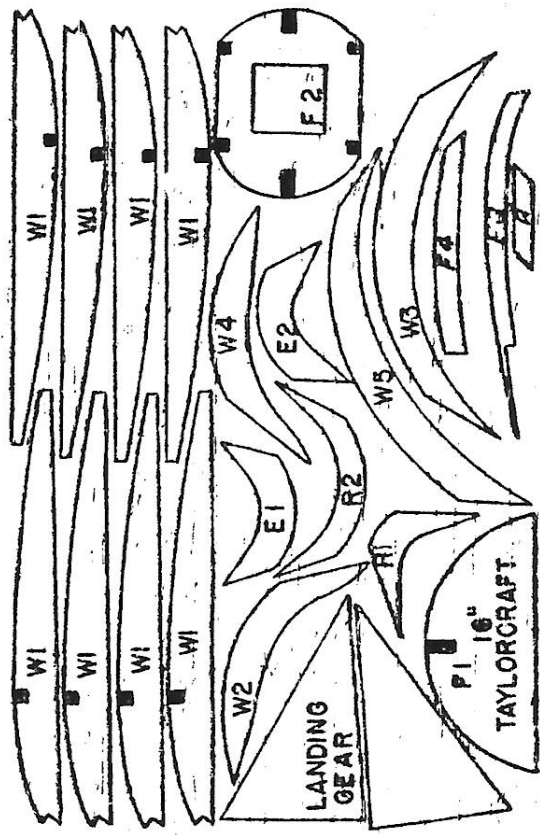
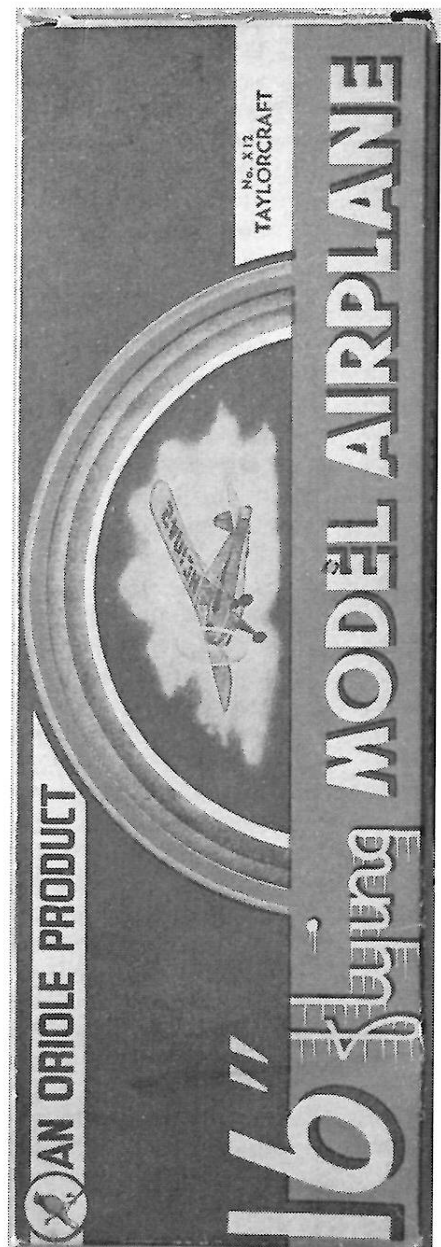
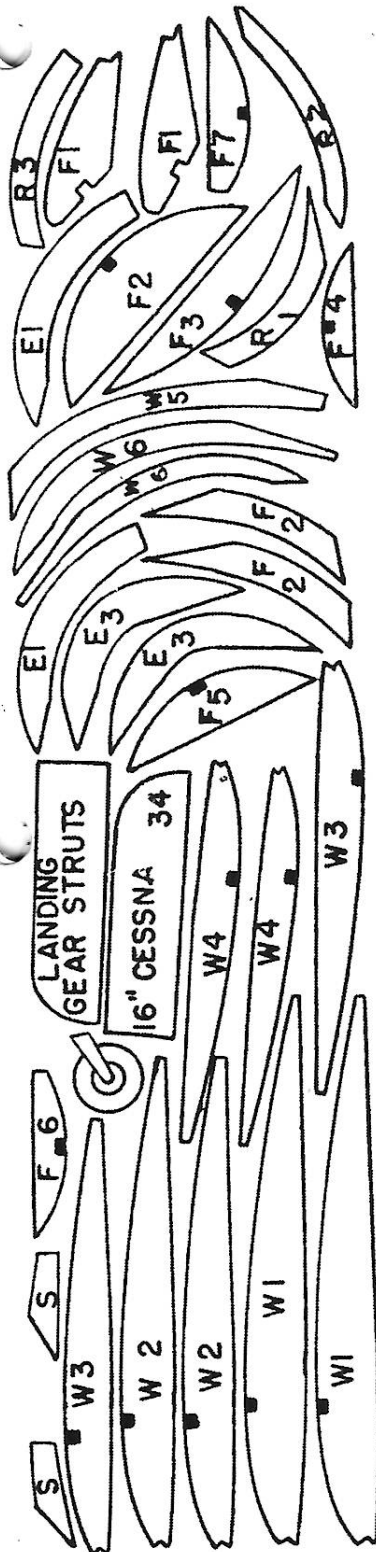
For more information: www.carolinafreeflight.org

www.dcmaxecuter.org

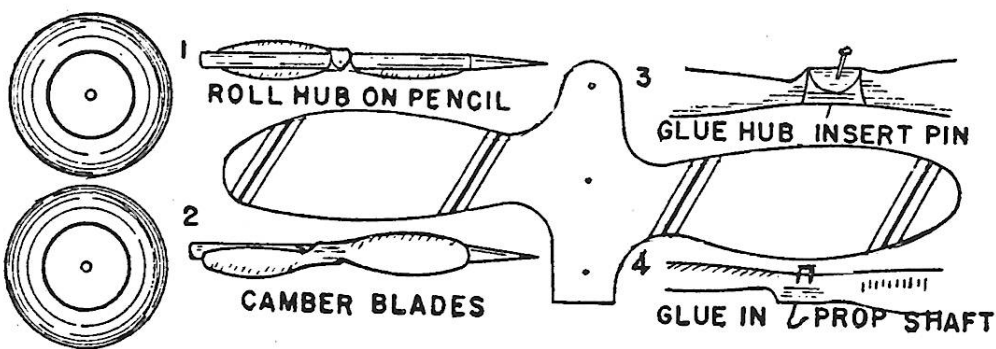
Google Map to field: <http://goo.gl/maps/vc3R>

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.



BURD HAD AN ORIOLE SUBSIDIARY WITH A RED AND BLUE BOX. THE TWO BURDS IN THIS ISSUE WERE ORIOLES. THE CESSNA HAD CARSTOCK FORMERS AND RIBS. THE T-CRAFT HAD BALSA PARTS. I DOUBT THE PROP WILL WORK VERY WELL.



TRUE FLYING SCALE MODEL

16" MILES HAWK

Detailed Instructions by Joe Ott

Study plans and perspective sketches before starting any of the actual model work. As only one part of the plan will be used at a time, the remaining portion can be folded over for reference and study during the process of assembly. A small drawing board will be suitable upon which to assemble the model airplane.

STEP No. 1

Body Sides Material: Balsa 1/16"x1/16".

All construction work is done directly over or on paper plan. To prevent wood pieces from sticking to plan, obtain a piece of waxed paper, place it over the plan, and then pin the wooden strips directly over the lines which show through waxed paper. The heavy outlines represent the main part of the body. This part should be constructed first. A side view of the body is illustrated in the sketches. Make both sides exactly alike by placing another piece of waxed paper directly over the first set of wooden parts and building the other body side directly on top of the first.

STEP No. 2

Body Top Material: Balsa 1/16"x1/16".

After the cement has thoroughly dried, separate the two sides. The two sides are then assembled on the Plan View to the correct widths as shown in the view of body sections. The method of doing this is also illustrated in the perspective sketches.

STEP No. 3

Formers Material: Printed balsa rib sheet.

The few body formers are illustrated in full size on the plan and are also printed in outline on the rib sheet. With a razor blade, cut out body formers and fit them to the top part of the body. Check their correct positions by referring to the Body Cross Sections.

STEP No. 4

Stringers Material: Balsa 1/16"x1/16".

The semi-circular shape on the top of the body is secured by the formers. To fill out the roundness of the body, longitudinal stringers are placed in the small square cutout sections of the formers. The stringers, as a rule, are always a trifle smaller than the main body longitudinal members. Sandpaper the stringers before notching formers, and then make notches fit pieces.

STEP No. 5

Cockpits Material: Printed paper outline, on plan.

The two cockpits are illustrated in full size on back of plan. They may be cut out and used as shown, or, if plan is to be preserved, trace the outline on a stiff piece of paper to use as a guide for cutting.

STEP No. 6

Windshields Material: Transparent material.

A full size layout of windshields is illustrated on front of plan. The transparent material should be cut to size and then formed. Then cement them to front of cockpits as shown.

STEP No. 7

Wing-Ribs Material: Printed balsa rib sheet.

Cut out all ribs as illustrated. Notch them for assembly to leading edge, spar and trailing edge. The wing should be assembled and cemented in one piece across the Plan View, then cut in two. Use waxed paper underneath wooden parts. The incline of the wing toward the tips is called dihedral. It helps to give the model airplane inherent stability.

STEP No. 8

Stabilizer Material: Balsa 1/16"x1/16" and 1/16"x1/8".

Two sizes of balsa are required for the stabilizer. The wider pieces are used for the curved parts. Assemble to outline illustrated in Plan View.

STEP No. 9

Rudder Material: Balsa 1/16"x1/16" and 1/16"x1/8".

Material and construction are the same as used for stabilizer. Make part over side view as illustrated on Plan and in sketches on back of Plan.

STEP No. 10

Propeller Material: Printed balsa rib sheet. Hub 3/16"x1/4".

The blades of propellers are cut from the printed rib sheet. Outlines only are shown. Corners only should be sandpapered lightly to a rounded shape. Make hub from a 3/16"x1 1/4"x3/4" piece of balsa. Be sure that material furnished is cut down to the exact hub size. This size will give the correct thickness for proper propeller blade angle. The propeller blade SLOTS, in opposite ends of hub, should be at nearly right angles when viewed from end of hub. Cement blades into place. It may be advisable to use a thin coping saw blade to cut the slots.

STEP No. 11

Nose Block Material: Balsa 1/4"x3/4"x1-1/8".

Cut nose block to shape illustrated in front views of plan. Then shape it as shown in side view. The general appearance of nose block is semicircular as viewed from both top and front. Its outside dimensions should confirm to the front shape of the body. Study sketches for final assembly.

STEP No. 12

Shaft Material: Steel wire—.018".

After propeller has been assembled and nose block carved to fit front of body, insert propeller shaft through nose block, slip 2 washers over shaft and then push shaft through propeller hub. (Before pushing shaft through hub, make a small hole with a pin or needle slightly thinner than the shaft diameter.) After assembly has been completed, push shaft farther through hub and bend protruding end over as illustrated in propeller sketch. Pull hook back into the hub, cement securely and ALLOW TO DRY. This complete nose block unit should later be cemented to front of body.

STEP No. 13

Landing Gear Material: Balsa 1/16"x1/8" strip.

The landing gear design is very simple. Its construction should be studied from side and front plan views and also from sketches. Correct lengths should be copied from the plan views. Finish this assembly only after body has been completely covered with tissue.

STEP No. 14

Tail Skid Material: 1/16"x1/8" strip.

Cut a small piece of balsa to correct shape and length, and cement it at rear underside of body. See drawing in side view of plan.

STEP No. 15

Covering Material: Tissue.

Cover body first. Fit tissue over a section before cementing down. Be economical with tissue as only enough is supplied to cover model. For sticking tissue to framework, use a VERY THIN solution of flour or library paste, or ordinary glue thinned with water. Apply paste to a small portion of the framework and then place tissue on same. Be careful not to tear tissue when damp or wet with paste. The covering procedure is the same for both wing and tail units. (In some cases only small portions of the body or other parts can be covered at a time without wrinkling.) Tissue joints can be readily made without making the plane look rough. If the covering is sprayed very lightly with an atomizer containing clear water, the tissue, after drying, will shrink smoothly over the entire framework. It is not necessary to soak the tissue. Practice on the rudder. Note results before spraying entire model.

STEP No. 16

General Assembly Material: Various finished parts. Cement stabilizer in place on top of longerons at rear. Cement stringers over and on top of stabilizer. Rudder is then to be cemented in place. Landing gear and wing struts can now be attached in their proper places over covered tissue sections.

The most important point to keep in mind when assembling, is the relation of the leading edge to the trailing edge of the wing. In any event, the under surface of the wing should be nearly parallel to the center line of the body. The position of the wing can be checked best by sighting the entire model from the side during the assembly process. It is safe to place the trailing edge of the wing 1/16 of an inch lower than the leading edge. This is done by slightly shortening the rear wing struts.

STEP No. 17

Pilot Material: Sketches on Plan.

Printed pilots' heads are furnished on back of Plan. Cut them out and paste a left and right side together. Then cement to a small balsa cross brace and cement in position in cockpit. The instrument panel should also be cut out and cemented in place in front of the cockpit on the former provided for it.

STEP No. 18

Motor Material: Rubber Band 1/32"x3/32"x7".

The rubber band is held in front by hook in shaft and at rear by hard balsa cross piece. Band can be easily inserted by threading or pulling into position with a piece of string. A small opening in the side at front and at rear of body should be left uncovered for inserting rubber. DO NOT crush plane while affixing rubber.

STEP No. 19

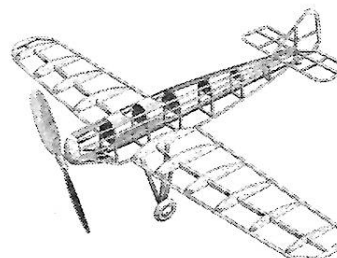
Decorations Material: Numbers and black lines on Plan.

All commercial ships are licensed by their governments. This model is a copy of an English light plane. In order to identify them, the government issues numbers or letters which are recorded with name of owner so that proper ownership is known at all times. Letters to fit this plane are provided on the plan. Cut them out and paste on plane as shown. (Or trace them and make copies if plan is not to be cut.) Near the edge of the plan is printed a set of small black lines. Cut them out and use them for outlining ailerons, elevators, and rudder.

STEP No. 20—Flying.

When model has been completely assembled, it should be checked for center of gravity balance before any trial flight is attempted. Place the forefingers at the midpoint of the wing tips and lift the model to see whether it balances. If the tail has a tendency to drop, it denotes tail heaviness, which may be overcome by adding a small buckshot or a few heavy pins or light-weight nails to the nose block on the lower side. If the nose has a tendency to point downward, the procedure for balancing is reversed (that is, the tail should be slightly weighted.) When the plane remains horizontal while suspended on the fingertips, it may be considered balanced.

A few small trial glides should be made AFTER the model has been balanced, and not before. In gliding, if the nose of the ship has a tendency to climb, and if it does not make a gradual glide to the floor or to the ground, the tail is still a little heavy. This must be offset by additional weight at the front part of the ship. To be certain that the model is balanced correctly, hold it ready for launching unwound, and when the glide after leaving the hand is steady and consistent, and goes forward 10 to 15 feet, it may be considered a normal glide. The model is then ready for its first trial flight. When gliding a model do not launch it upward and forward. Instead, launch it with the nose pointed slightly downward, permitting gravity to take effect. Before trying a powered flight, it is advisable to test the motor and trueness of propeller and shaft by turning the propeller with the right forefinger and permitting the rubber to be unwound two or three times. While winding the propeller be sure to hold the model firmly directly behind the nose block. Always grasp the model at a point where there are cross braces. The proper number of turns for the rubber may be checked by looking through the space in the cockpit. When you see that the coils or twists are fairly small and tight, after approximately 100 to 150 turns, the motor is wound up enough for flying.



Eastern US FF Champs FAC Events

INGLESIDE, MD NOV 13 & 14 2010

MASS LAUCH EVENTS

RACERS		4 ENTERED
BRUCE FOSTER	CAUDRON	1
WALLY FARRELL	SMOOTHIE	2
DAVE MITCHELL	HOWARD PETE	3

WW I		4 ENTERED
WALLY FARRELL	MARTINSYDE ELEPHANT	1
FRAN ROWSOME	FOKKER D-VII	2
DAVE MITCHELL	AVIATICK D.1	3

WW II		7 ENTERED
STEW MEYERS	F6F HELLCAT	1
WALLY FARRELL	P-63 KINGCOBRA	2
DAVE MITCHELL	HEINKEL 112	3

NAVY		4 ENTERED
WALLY FARRELL	AD SKYRAIDER	1
JOHN HOUCK	SNC	2
STEW MEYERS	GB-2	3

Photos Page 19

Ingleside winners left to right--Ray Rakow, Frank Rowsome, Wally Farrell, Stew Meyers, Dave Mitchell, Bruce Foster, John Houck, Mark Houck, Dan Driscoll kneeling.

John Houck II winds his Me163, Mark Houck holding, Father John winds his SNC.

WWI mass launch photo by Pete Carpenter.

Frank Rowsome winding his Me 109. It was shot down in a midair late in the first round by Stew's F6F.

Dave and Wally with their Easy Built Orions, hot competition here with many duels. I think these guys may be competitive.

Stew and Dan running the contest.

TIMED EVENTS

EMBRYO		8 ENTERED
MARK HOUCK	P-BIRD	1
WALLY FARRELL	DEBUT	2
PAUL BUCK	BUZZ OFF	3

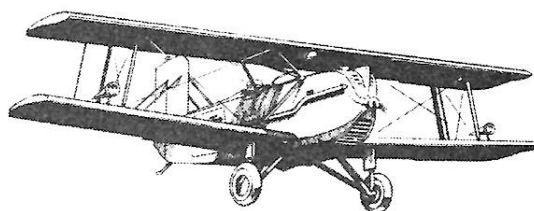
DIME SCALE		7 ENTERED
WALLY FARRELL	ARADO	1
JOHN HOUCK	BLACKBURN SKUA	2
JOHN HOUCK	CESSNA C-34	3

NO-CAL		7 ENTERED
JOHN HOUCK	GLOST. METEOR	1
FRANK ROWSOME	SUPER CRUISER	2
BRUCE FOSTER	SAUNDERS ROE	3

2 BIT OLD TIMER		5 ENTERED
FRANK ROWSOME	FA MOTH	1
JOHN HOUCK	BLUE FLASH	2
RAY RAKOW	SCIENTIFIC BANTOM	3

GOLDEN AGE MIL/CIV		5 ENTERED
WALLY FARRELL	AERONCA CHIEF	1
DAVE MITCHELL	ORION	2
JOHN HOUCK	RWD-5 BIS	3

We had a dozen fliers in the FAC events and easily the best weather ever at Ingleside. Many Maceuters competed in the non-FAC events. Don Srull and Mike Moskow concentrated on SAM events.



Check the web site for the mid May Kudzu event.



MaxFax JAN-FEB 2011



D. C. MAXECUTERS
% STEW MEYERS
8304 WHITMAN DR.
BETHESDA, MD 20817

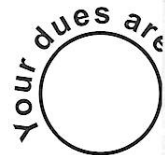


Change service
requested

CONTENTS:

JOE OTT DIMER MILES HAWK
BURD DIMER TAYLORCRAFT
BURD DIMER CESSNA AIRMASTER
FAC GENESEO NON-NATS EVENTS
SPRING KUDZU CONTEST FLIER
INGLESIDE RESULTS
PICO TIMER AND FUSE

ALLAN F. SCHANZLE 201108
6394 SUNSET LIGHT
COLUMBIA, MD 21045-4528



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Go to MaxFax on the website
www.dcmaxecuter.org*

D. C. MAXECUTERS

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. 3148 Gracefield Rd Silver Spring, MD 20904
A map is on the website.

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.
You may now use PayPal via the Website.

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.

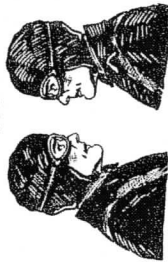
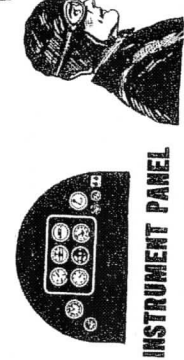
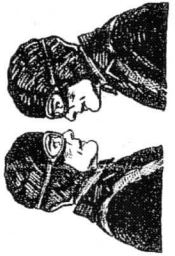
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

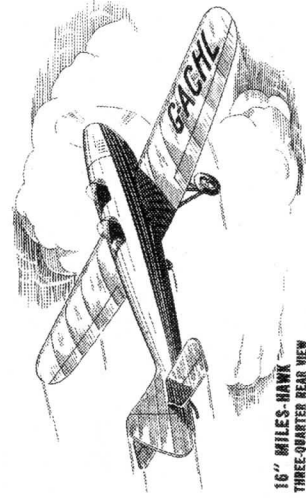
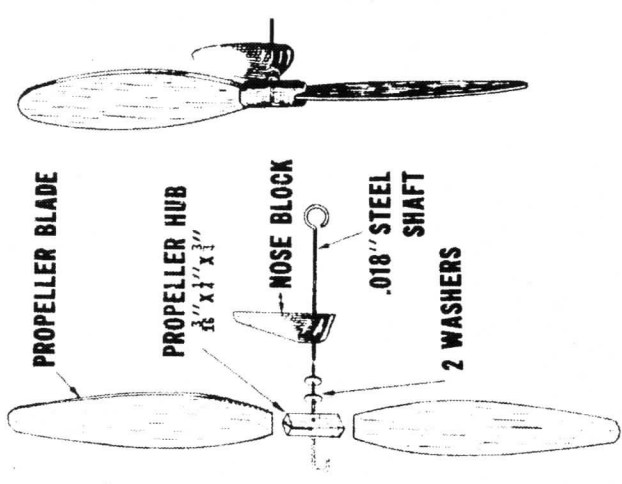
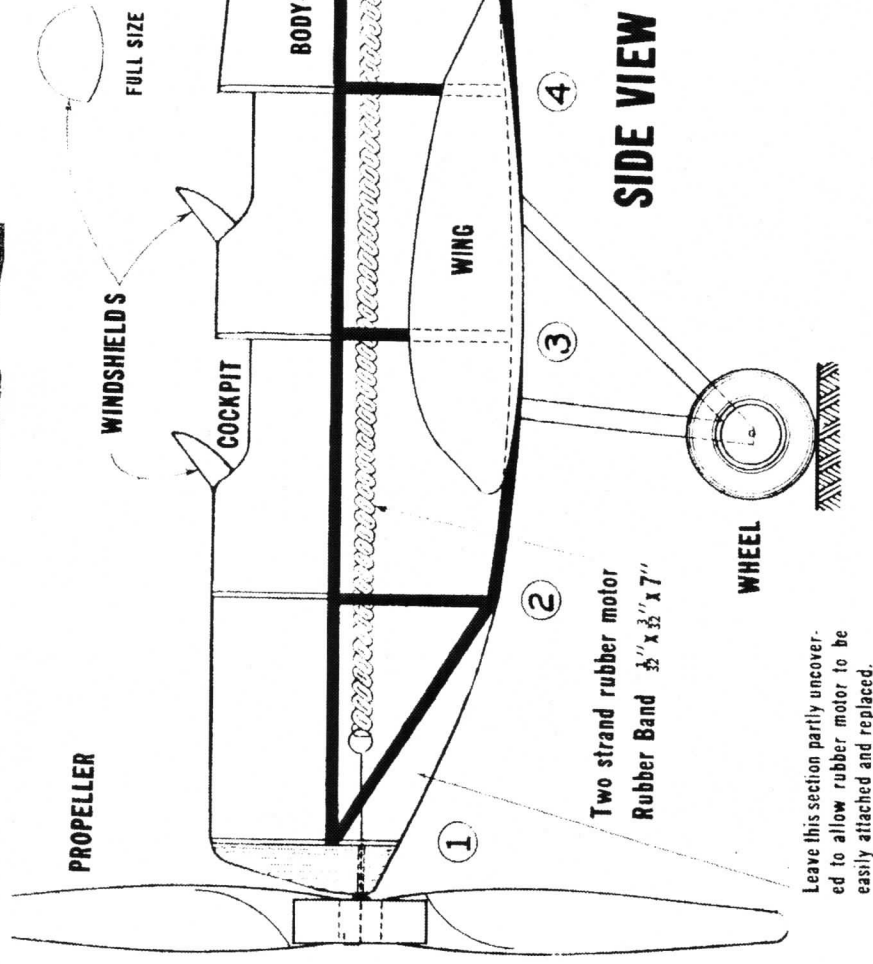
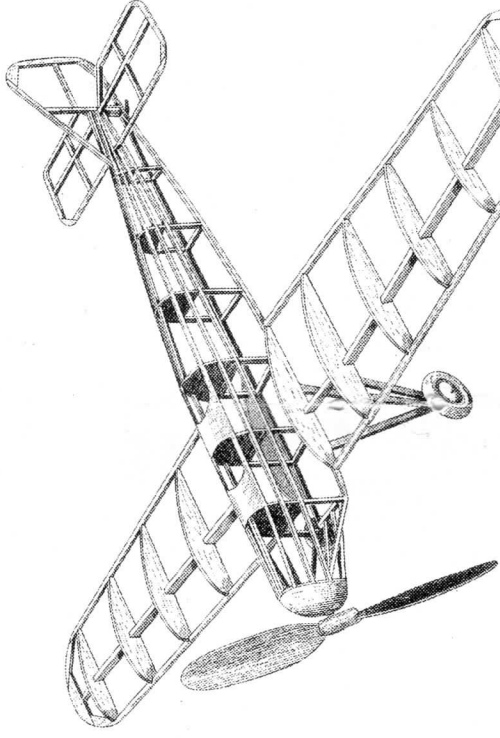
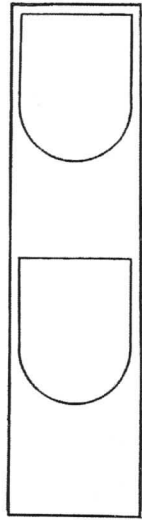
WEBSITE- www.dcmaxecuter.org

G-ACHL

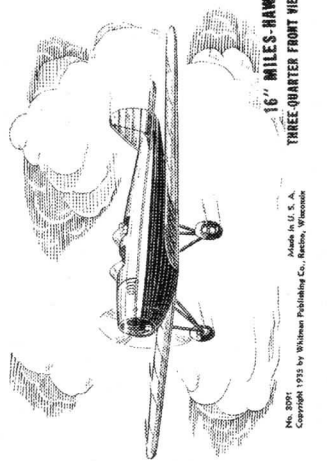
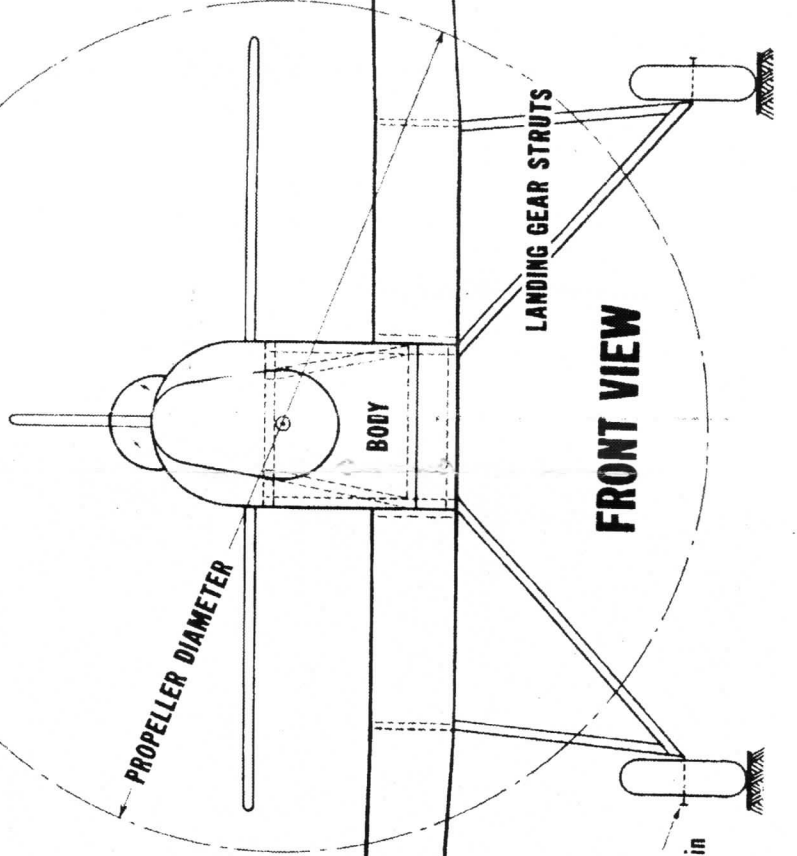
G-ACHL



PAPER COCKPIT
CUT OUT OR TRACE



16" MILES-HAWK
THREE-QUARTER REAR VIEW



16" MILES-HAWK
THREE-QUARTER FRONT VIEW

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RACINE, WISCONSIN

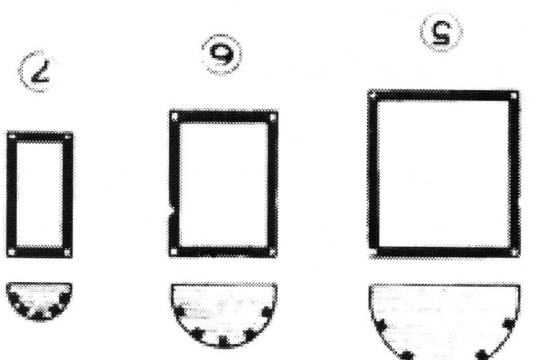
FULL SIZE

16" MILES HAWK

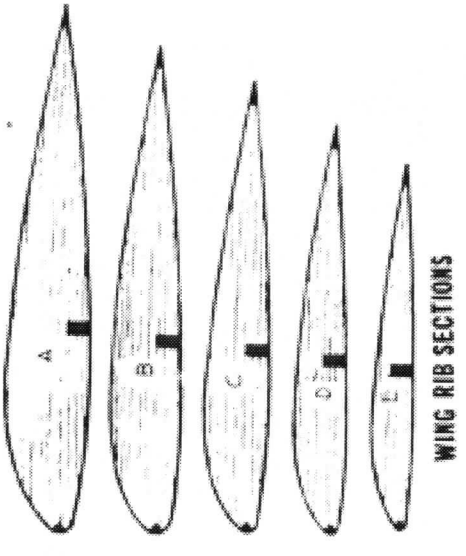
FLYING SCALE MODEL



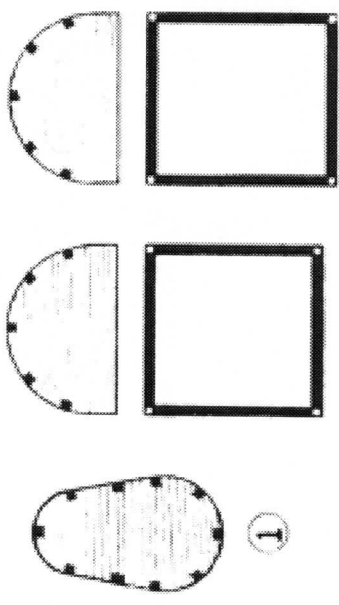
BULKHEADS CUT FROM PRINTED SHEET



BODY CROSS SECTIONS

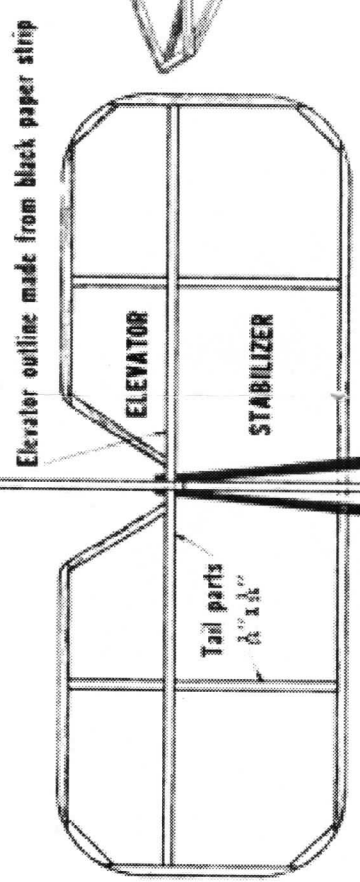


WING RIB SECTIONS

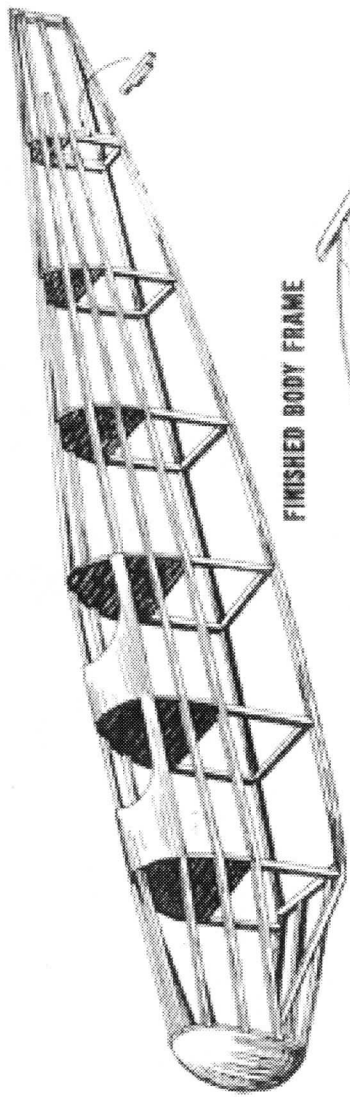


BODY CROSS SECTIONS

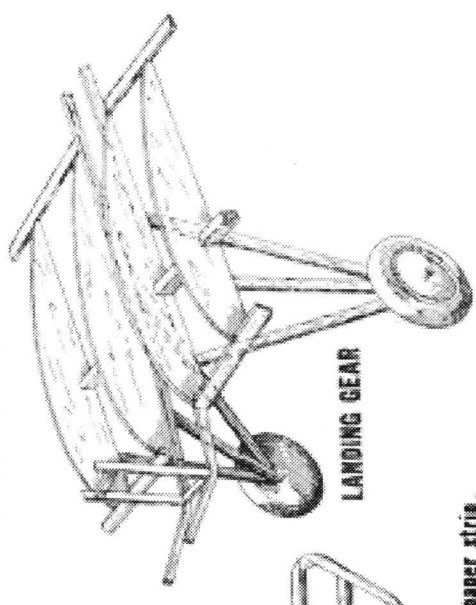
All heavy lines 1/8" x 1/8" balsa



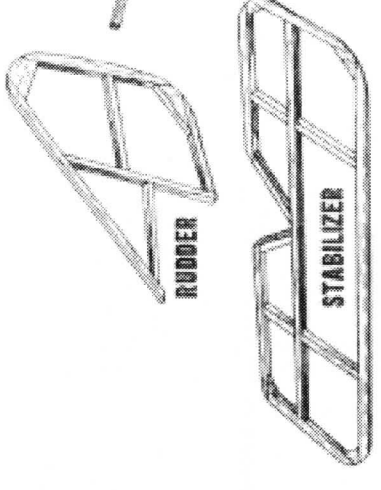
PART OF BODY FRAME



FINISHED BODY FRAME



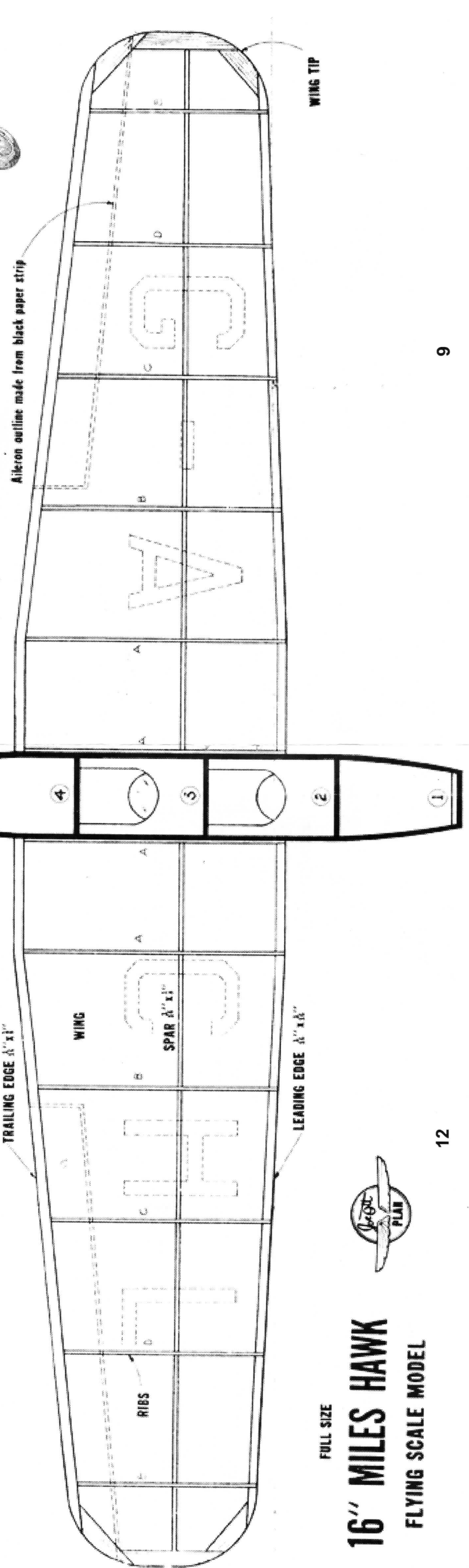
LANDING GEAR



RUDDER

STABILIZER

PLAN VIEW

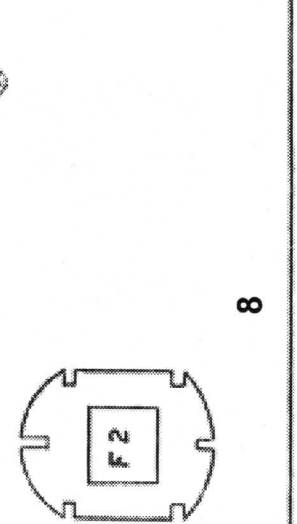
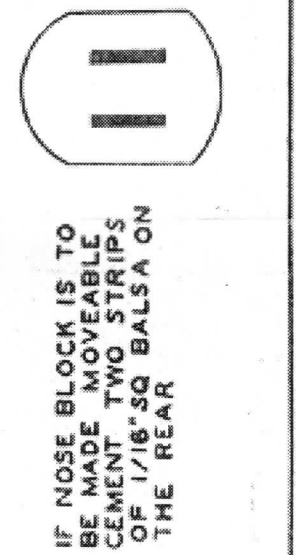
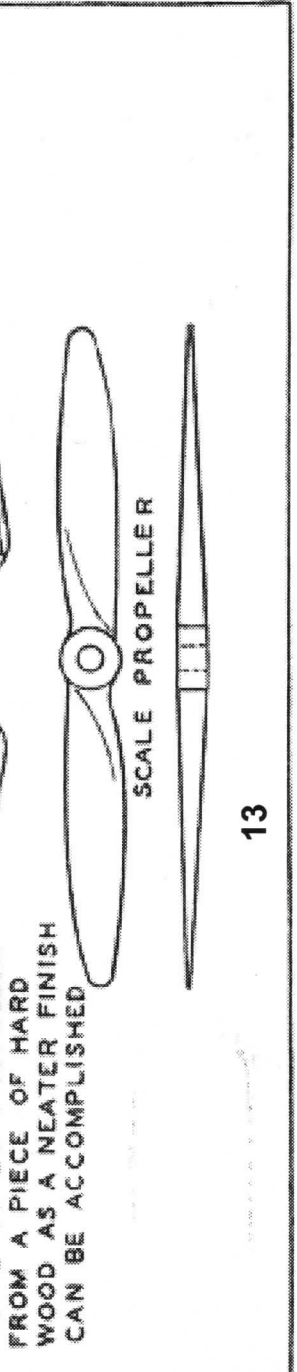
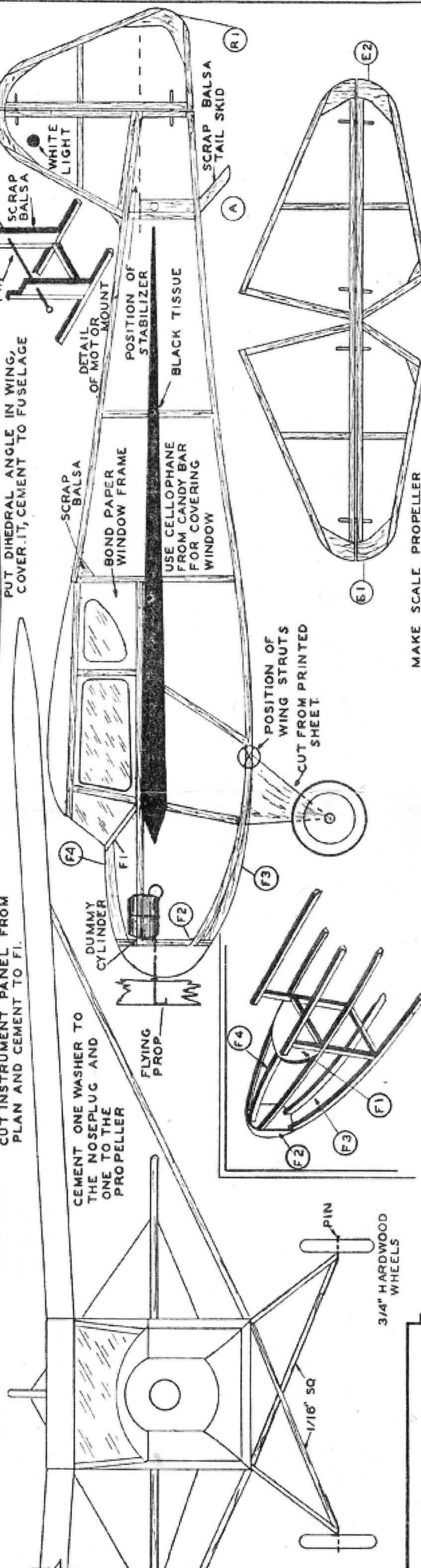
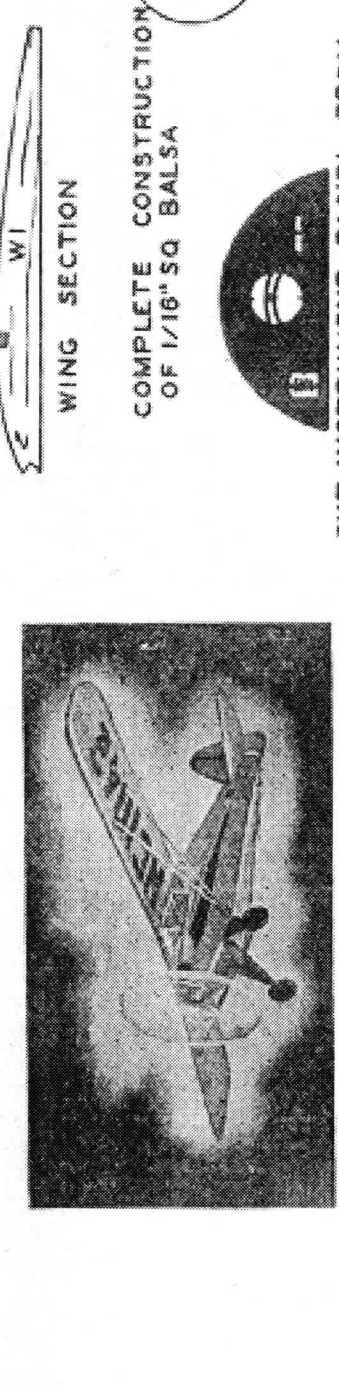
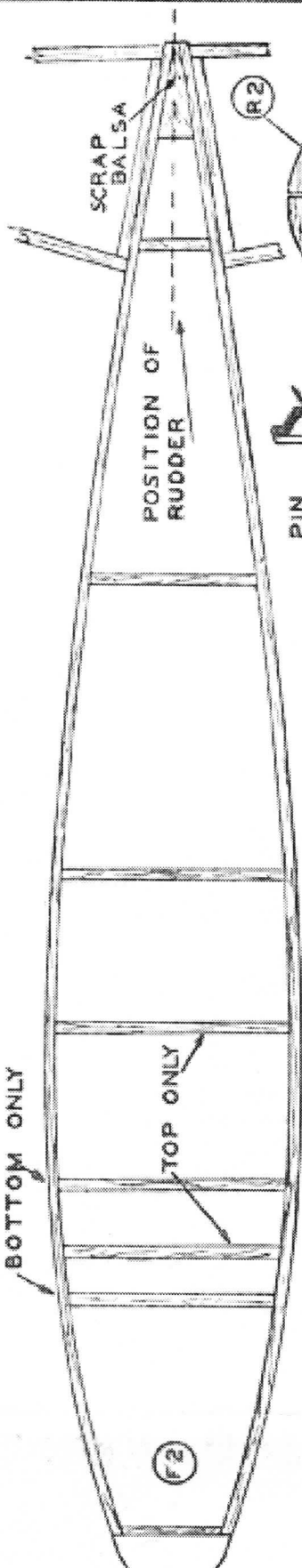
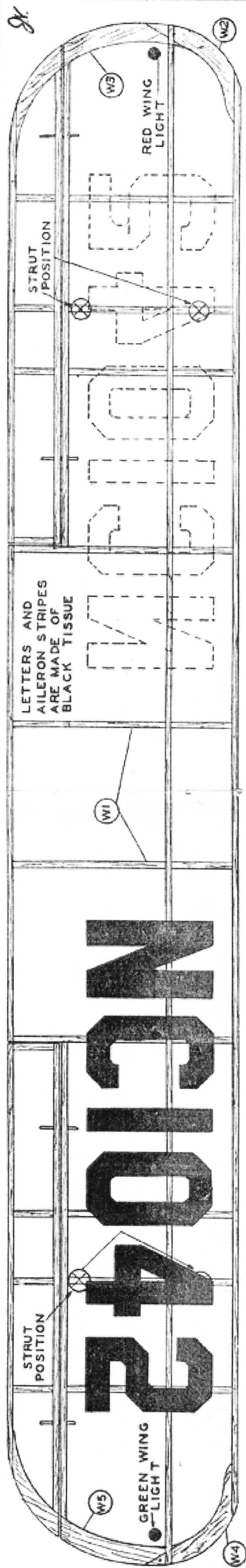


FULL SIZE

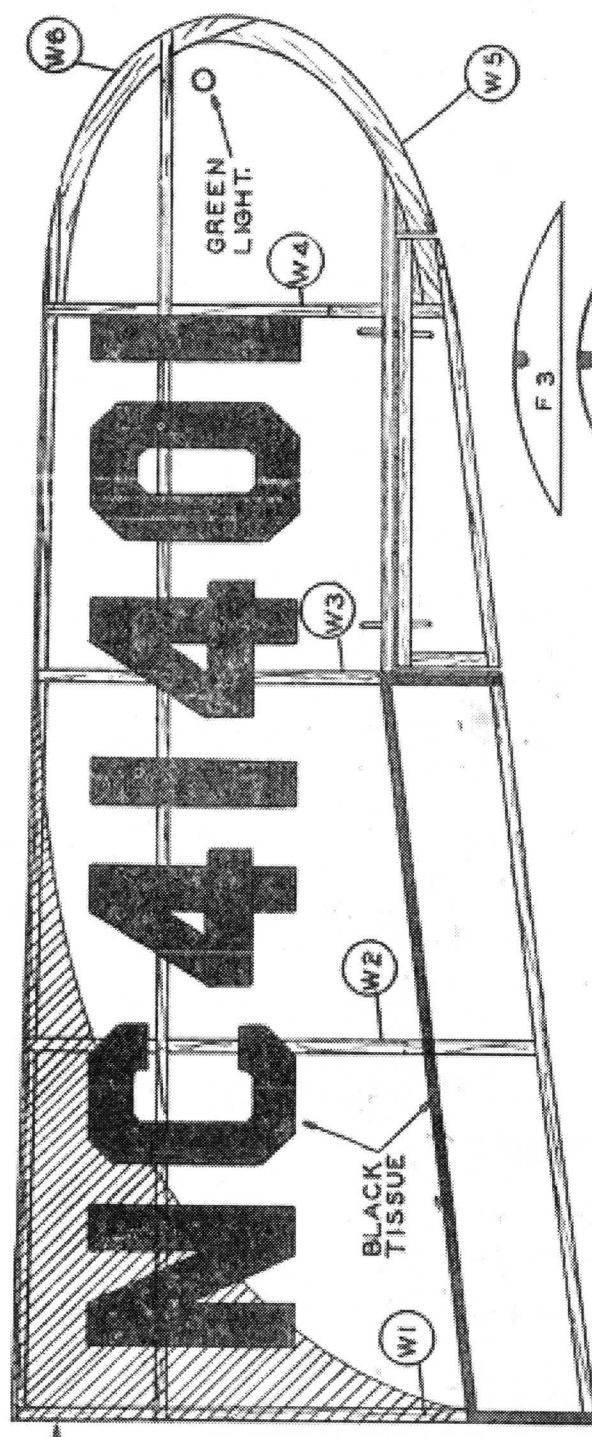
16" MILES HAWK

FLYING SCALE MODEL

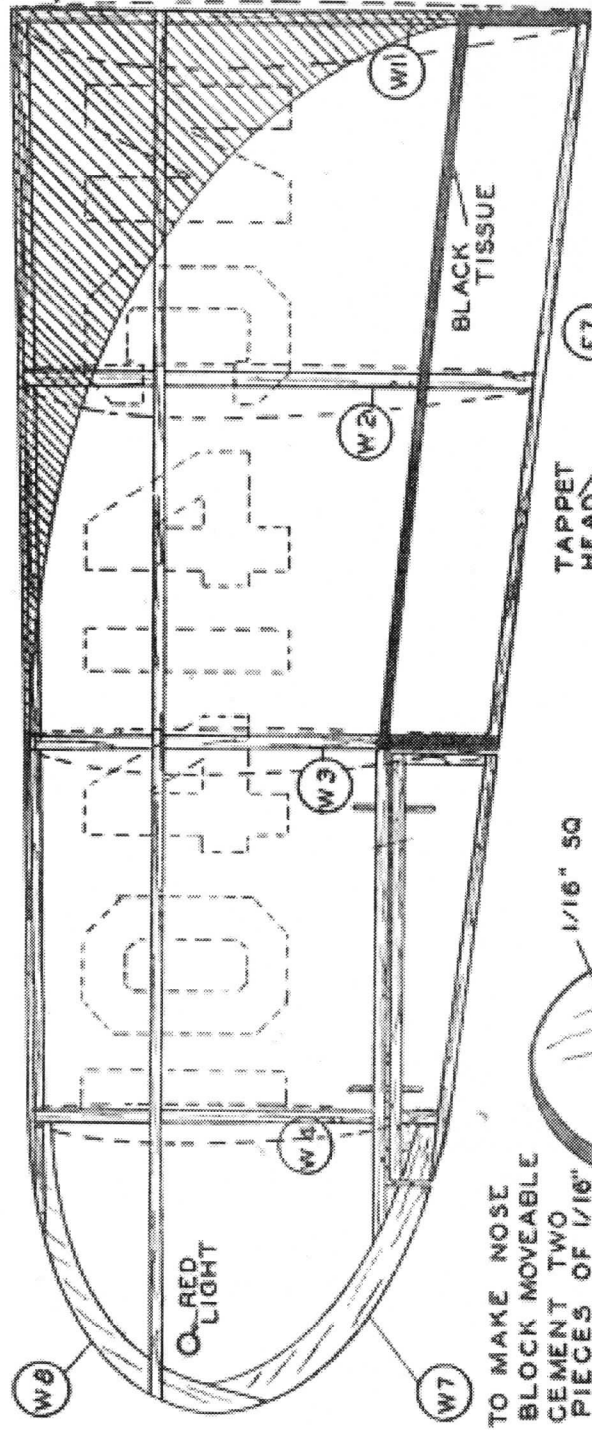




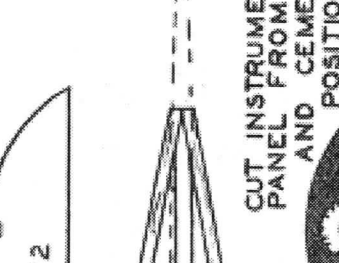
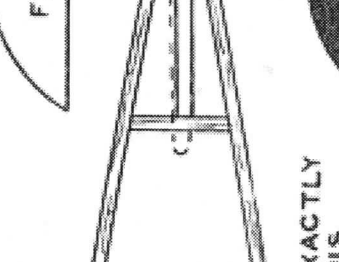
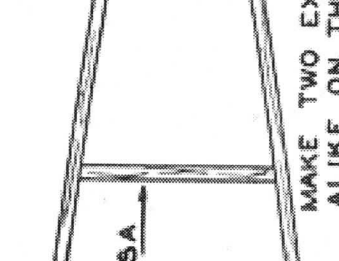
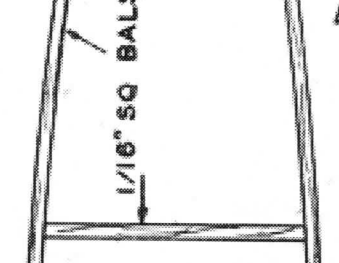
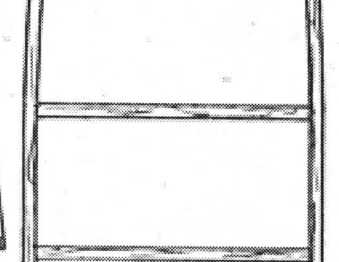
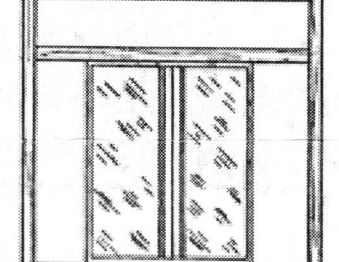
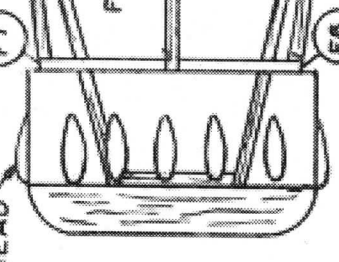
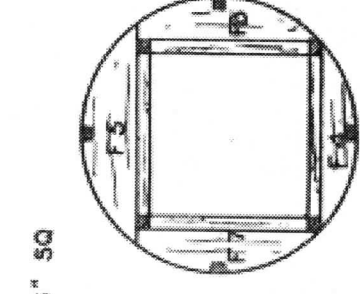
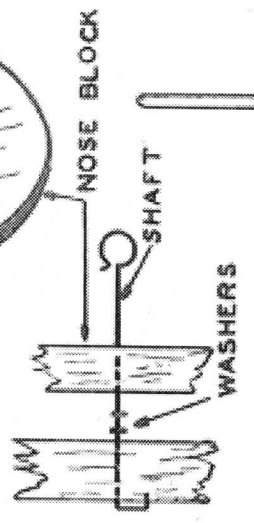
TAYLORCRAFT
 MANUFACTURED BY
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RED TISSUE
CEMENT END RIBS AT ANGLE FOR DIHEDRAL



TO MAKE NOSE BLOCK MOVEABLE CEMENT TWO PIECES OF 1/16" SQ SO Balsa TO REAR



CUT INSTRUMENT PANEL FROM PLAN AND CEMENT IN POSITION

MAKE TWO EXACTLY ALIKE ON THIS PLAN.

RED TISSUE

MAKE WINDOW FRAMES FROM STIFF PAPER THEN COVER THEM WITH CELLOPHANE OBTAINED FROM A CANDY WRAPPER.

CUT OUT MOTOR AND CEMENT IN POSITION

MAKE TAPPET HEADS OF Balsa

SAND INTO STREAMLINED SHAPE. SPLIT WITH RAZOR TO MAKE TWO HEADS.

SCALE PROPELLER IS MADE FROM HARDWOOD FINISHED IN A NATURAL COLOR USE WHITE SHELLAC OR VARNISH

COLOR SCHEME
 ENTIRE MODEL YELLOW.
 RED AND BLACK TRIM
 MINGS



CESSNA C-34
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