

MAX FAX



Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JUL-AUG 2011



COMING ATTRACTIONS

SEPT. 8-9, 2011 FAC OUTDOOR CHAMPIONSHIPS

Muncie, IN AMA Field

CD: Ralph Kuenz 517-240-0208

rdkuenz@yahoo.com

Fred Gregg 586-844-6919

loopy.cbfac@yahoo.com

OCTOBER 8-10 2011 GATHERING OF THE TURKEYS

Pensacola, Florida Navy Site 8A

Pensacola Free Flight Team / Pensacola Pelican FAC Squadron

CD: George White 850-530-5969 White76@cox.net

OCTOBER 22-23, 2011 BARRON FIELD AIR RACES

Wawayanda, NY Barron Field

CD: Tom Hallman 484-547-3016

tom@hallmanstudio.com

John Houck 610-488-6235

jphouck@comcast.net

12-13

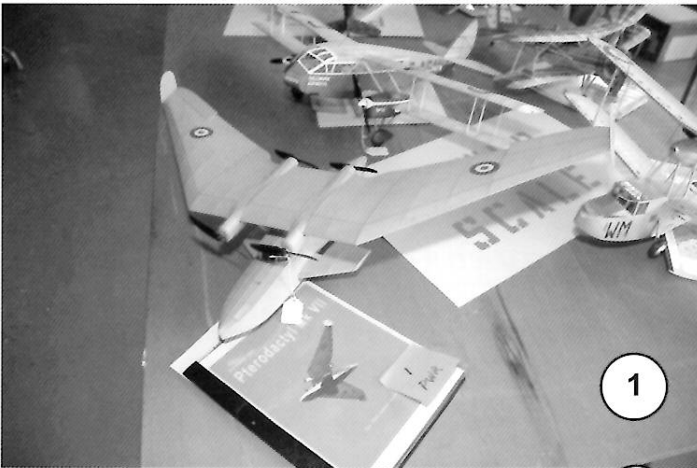
NOVEMBER 19-20, 2011 EASTERN STATE CHAMPIONSHIPS

Ingleside, MD Higgs Farm FAC Events will be included

CD: Dave Lacey 703-370-5708 adlacey@earthlink.net

Jim Coffin 703-256-3865 SAML63@aol.com

NON-NATS PHOTOS BY BONNIE SIMPERS



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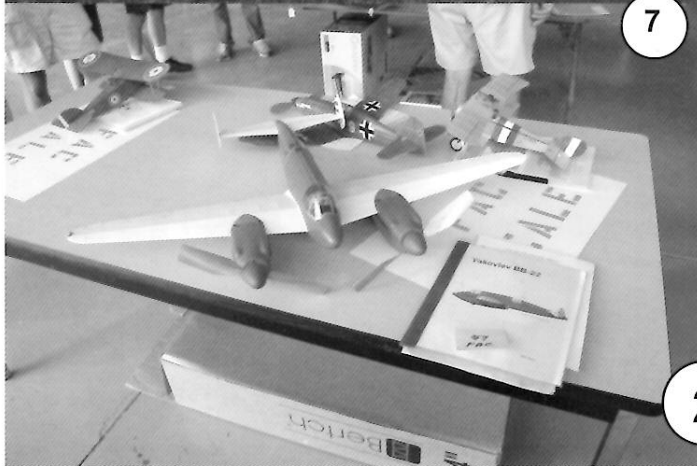
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Non-Nat Issue

The Maxcuters ran the Non-Nats at Geneseo this year. Dave Mitchell was the contest director and organized the event. I wrote a computer based scoring system that we used to keep track of everything. Doug Griggs was instrumental in implementing the system especially the I-pad used to record mass launches. We three worked hard to hone the system before the meet. There were a few minor glitches due to human error, but over all, it was successful. No data was lost! A very simple error on the registry, an extraneous entry at the end, caused Grand Champ routine not to run at the contest. I suspect I entered this by hand at the field rather than using the forms. When this was removed everything ran fine.

Since the meet, we three have reviewed our procedures and the forms used to enter data. Based on our experience, we have streamlined the forms to make data entry more foolproof. The registry has been changed from an Excel spreadsheet to an Access data base. This will preclude the type of error that prevented us from running the Grand Champ routine and allow multiple computers to be used to enter contestants reducing the line of contestants that forms during registration.

Despite high winds on Tuesday and Wednesday and dire predictions, the weather on the actual flying days, Thursday and Friday was quite good. With no rain the conditions made for a great contest. There were some thermals, however very few planes were lost.

We were treated to the full scale B-17 and C-47 taking off and flying by. A P-51 and La-39 also buzzed the field.

PHOTOS PAGE 2

1. Don Srull's winning Power Scale Westland Pterodactyl project. Multi engine bonus points nudged out Ted Allebone's Walrus in the background.
 2. Tom Nallen II's WWI winning Dorand AR1.
 3. Tom Nallen II's winning Jumbo Scale Westland Pterodactyl.
 4. WWII Mass Launch 31 entries. A grand gaggle! No mid-air, 19 out on first sortie leaving 12 for the second. CD Dave Mitchell with his new bull horn supervising.
 5. Last sortie of the Greve. Two broken motors dropped the number to four. Does it look like Jim Detar's Miss Los Angeles is headed for Ed Pellatowski's Folkerts SK-2?
 6. Yes! The mid-air dropped the Folkerts to fourth.
 7. Rich Webber's Rubber Scale winning Yak BB22.
- . Check in with Stew and Dave manning the computers in the hanger .

Erika Escallante, had great fun with her version of Don Srull's Embryo the NIT. (She placed 10th in Embryo.) Our designated photographer, Bonnie Simpers asked her to put in an extra flight so she could take some pictures. The result was spectacular. Look at Erika's expression. Incidentally the plane went OSS at 5 minutes on this flight. Check out the web site for more picture of Erika and the contest.

I decided to feature Erika and the Nit in this issue. Don designed the Nit in Oct. 1978 and it appeared in the Oct-Nov 1978 MaxFax. He has built three of them. Jim Coffin updated the plans in 2006 and Dan Driscoll built one. We liked the tail mod Mike Escalante made to Don's plans for Erika. I redrew the plans reflecting this and flew it last week end. It flew great, but ended 50' up a tree. Don helped me trim it and decided to redraw his plans. I made some mods to my plans based on flight experience with the treed model and built another. I present these here along with Don's new plans. Photo of second model on page 19.

Dave Mitchell contributed plans for his Waco ARE Dimer. I forgot to include the Stab for Super Snooper in the last issue so here it is. And of course we have the results of the Non-Nats.

Building Erika's NIT

Mike Escalante

I simply glued parts of the plan to some really hard balsa and cut the templates out myself (believe it or not I actually used a ruler to make sure I cut straight lines. That was how hard the balsa was.) I then ran a line of super glue around the edge to harden it up even more. When Erika cut the parts out we pinned the templates to some really light (kind of punky) balsa. Probably 4-6lb stuff but not anything that I could really use. Pushing the pins in the ceiling tile was one of Erika's favorite parts. She kept it very color coordinated! We were careful to mark the fuselage parts so that we kept the three degree's right thrust. I deliberately used really light balsa, mostly so that it would be easier to cut. Erika didn't use any jigs to build the fuselage. She just pinned the bottom piece down and superglued the side to it on some wax paper. Then she glued the other side on. We pulled the pins out and she added the top pieces one at a time. We just made a mark with a pencil for the right lengths and then cut them square using the sides of a plastic CD case. We did have the foresight to add some extra balsa on the inside for the rubber peg but in hindsight we should have added a few more. We also didn't put the filler piece in the rear of the fuselage until all four sides were complete. It would have been easier and maybe even straighter had we done it earlier. She didn't put anything where the wing goes so I had her put a crosspiece about 1/8" below the top of the windshield. It just seemed kind of floppy there. The stab and rudder were cut from the same light balsa and she painted everything with the Design Master Floral Paints. Nothing was covered with tissue just left bare balsa.

Continued on P6.....

MASS LAUNCH EVENTS**FAC NON-NATS 2011****EVENT #15 THOMPSON # OF ENTRIES= 14**

REG #	FIRST	LAST	PLANE	RND 1	RND 2	RND 3	PLACE	PTS
59	RICH	WEBER	SIMPLEX RACER	86	93	125	1	70
52	JIM	DETAR	ALTAIR	71	89	110	2	42
54	WALLY	FARRELL	MR MULLIGAN	78	97	75	3	14
37	RICHARD	ZAPF	ALLENBAUGH MODEL A	62	69	72	4	

EVENT #16 GREVE # OF ENTRIES= 26

REG #	FIRST	LAST	PLANE	RND 1	RND 2	RND 3	PLACE	PTS
8	Jerry	Crawmer	CHAMBERMAID	200	103	158	1	130
54	WALLY	FARRELL	MR SMOOTHIE	135	104	140	2	78
52	JIM	DETAR	MISS LOS ANGELES	67	103	81	3	26
31	ED	PELATOWSKI	FOLKERTS SK-2	80	102	25	4	

EVENT #20 GOODYEAR # OF ENTRIES= 10

REG #	FIRST	LAST	PLANE	RND 1	RND 2	RND 3	PLACE	PTS
37	RICHARD	ZAPF	HUTCHENSON WLH-1	79	114	75	1	50
34	RICHARD	GORMAN	SONERAI	64	109	64	2	30
19	Dallas	Cornelius	Long LA1	46	68	51	3	10
59	RICH	WEBER	LEIGHNOR SPECIAL	71	89	0	4	

EVENT #21 WW I # OF ENTRIES= 18

REG #	FIRST	LAST	PLANE	RND 1	RND 2	RND 3	PLACE	PTS
15	TOM	NALLEN II	DORAND AR1	200	79	175	1	90
54	WALLY	FARRELL	MARTINCYDE	77	71	110	2	54
71	CHRIS	STARLEAF	POMILIO PE	80	57	94	3	18
49	RICHARD	MILLER	FOKKER D7	84	58	81	4	

EVENT #22 WW II # OF ENTRIES= 31

REG #	FIRST	LAST	PLANE	RND 1	RND 2	RND 3	PLACE	PTS
37	RICHARD	ZAPF	HE 112	59	78	92	1	155
97	PAUL	STOTT	FIAT G55	66	70	90	2	93
50	ANDREW	RICCI	FAIREY BARRACUDA	114	123	88	3	31
34	RICHARD	GORMAN	YAK 3	97	100	84	4	

GRAND CHAMP FAC NON-NATS 2011

REG #	FIRST	LAST	FACTOR	PLACE	PTS
37	RICHARD	ZAPF	YES	1	392
59	RICH	WEBER	YES	2	322
15	TOM	NALLEN II	YES	3	318
25	DON	SRULL	YES	4	234

SCORING 5-3-1 TIMES THE NUMBER OF ENTRIES IN THE EVENT.

We had 100 people register, but with no-shows there were 96 actual contestants on the field.

Tom Nallen II was the Winner of the Maxecuter Master Scale Award for the highest combined scale and flight time with out considering bonus points for his Baby Jodel.

FAC SCALE EVENTS FAC NON-NATS 2011

EVENT #1 PEANUT SCALE # OF ENTRIES= 23

REG #	FIRST	LAST	PLANE	ENT	TIME 1	TIME 2	TIME 3	MAX	BONUS	SCALE	SCORE	PL	PTS
15	TOM	NALLEN II	BABY JODEL	1	82.5			82.5	10	62	154.5	1	115
18	JEFFERY	RUNNELS	ZERO	2	71.5	82.5		82.5	10	60.5	153	2	69
19	DALLAS	CORNELIUS	CHAMBERMAID	1	82.5	63	68.5	82.5	5	61	148.5	3	23
71	CHRIS	STARLEAF	KAWASAKI	1	74.5	62.5	67	74.5	15	58.5	148	4	

EVENT #2 RUBBER SCALE # OF ENTRIES= 38

REG #	FIRST	LAST	PLANE	ENT	TIME 1	TIME 2	TIME 3	MAX	BONUS	SCALE	SCORE	PL	PTS
59	RICH	WEBER	YAK BB22	1	79.5			79.5	35	58	172.5	1	190
71	CHRIS	STARLEAF	BREDA 88	1	69.5	60	60	69.5	30	58	157.5	2	114
15	TOM	NALLEN II	WIGHT QUADRUPLANE	1	71.5			71.5	20	61	152.5	3	38
50	ANDREW	RICCI	ARADO 440	1	63	63.5	64.5	64.5	30	57	151.5	4	

EVENT #3 JUMBO SCALE # OF ENTRIES= 15

REG #	FIRST	LAST	PLANE	ENT	TIME 1	TIME 2	TIME 3	MAX	BONUS	SCALE	SCORE	PL	PTS
15	TOM	NALLEN II	WESTLAND	1	60	65.5		65.5	30	60	155.5	1	75
1	TOM	HALLMAN	PTERODACTYL	1	75.5	75.25	78.25	78.25	15	59	152.25	2	45
55	VANCE	GILBERT	MITSUBISHI BETTY	1	60.5	40	55	60.5	30	59	149.5	3	15
19	DALLAS	CORNELIUS	BOEING 306B	1	77.5	49	46	77.5	25	41	143.5	4	

EVENT #5 ROCKET/JET # OF ENTRIES= 0

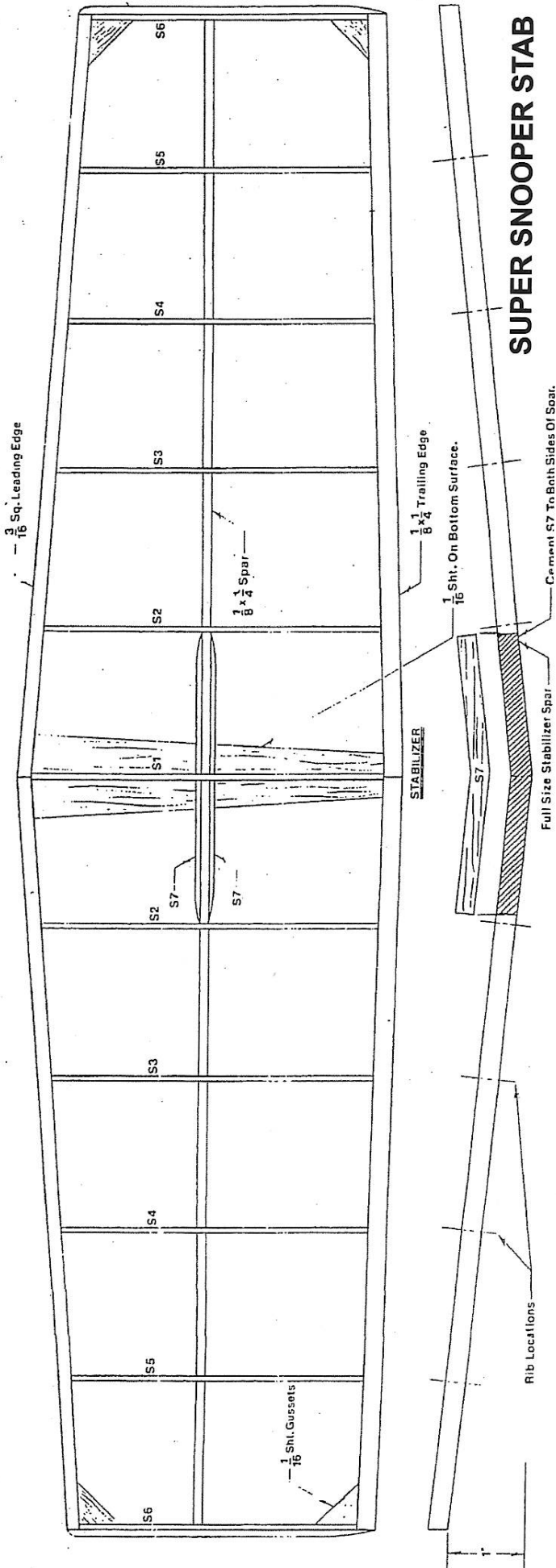
EVENT #7 PIONEER # OF ENTRIES= 6

REG #	FIRST	LAST	PLANE	ENT	TIME 1	TIME 2	TIME 3	MAX	BONUS	SCALE	SCORE	PL	PTS
1	TOM	HALLMAN	BLERIOT 25	1	82.50			82.50	15	61	143.5	1	30
54	WALLY	FARRELL	BLERIOT 25	1	57.00	63.50		63.50	15	41	104.5	2	18
88	ED	NOVAK	EASTBOURNE MONOPLANE	1	48.00	42.00	52.00	52.00	5	50	102	3	6
56	JOHN	HOUCK	PONNIER	1	54.00			54.00	5	41	95	4	

EVENT #8 POWER # OF ENTRIES= 10

REG #	FIRST	LAST	PLANE	ENT	TIME 1	TIME 2	TIME 3	MAX	BONUS	SCALE	SCORE	PL	PTS
25	DON	SRULL	PTERODACTYL	1	120.0			120.0	43	53	216	1	50
29	TED	ALLEBONE	SUPERMARINE WALRUS	2	120.0			120.0	30	61	211	2	30
1	TOM	HALLMAN	WATERMAN AEROBILE	1	120.0			120.0	20	62	202	3	10
74	MATTHEW	KING	GREAT LAKES SPECIAL	1	120.0			120.0	30	52	202	4	

Event # 5 canceled due to confusion with Event #6.



Erika's Nit continued...

The wing. I admit I hesitate to actually tell anyone how we built the wing. What I thought was a great idea actually turned out to be more complicated than probably just building the wing as originally designed. My plan was to just use 3/32" sq with a 1/16" x 1/8" spar/turbulator. I had Erika cut the 3/32" sq the lengths of the ribs and then pin down the leading edge. She then glued the "ribs" in and added the trailing edge. Then she just put the spar on top and glued it in place. It didn't look as right as I had hoped so I stripped some light 1/16"x1/8" balsa and had her glue it to the leading edge bend it over the spar and then glue it to the trailing edge. (The 3/32" balsa was pretty heavy stuff so I wasn't worried about it bending.)

That looked pretty good but then she had to cut scraps to fill in the end ribs. That took longer than building the wing itself! The next day she (we) added the dihedral and covered the wing. She chose this nasty, horrible, purple mylar wrapping paper that I had in my roll of tissue. I should have thrown it away years ago! But, it was her plane so we cut some large pieces and laid them down on the table. She then used a glue stick all over the wing (I may be exaggerating a little but if you were there you'd probably agree with me) and laid it on the mylar. Now I skipped the part about sanding the wing because we skipped that step. Yes, her wing had a flat 3/32" sq leading and trailing edge. Even worse, her ribs came right up to the leading edge so to make the mylar stick on top she had to fold it over the leading edge. (Did I mention how nasty and horrible that stuff was!) She trimmed everything using brand new razor blades (it was a little scary but using new blades made it easier for her.)

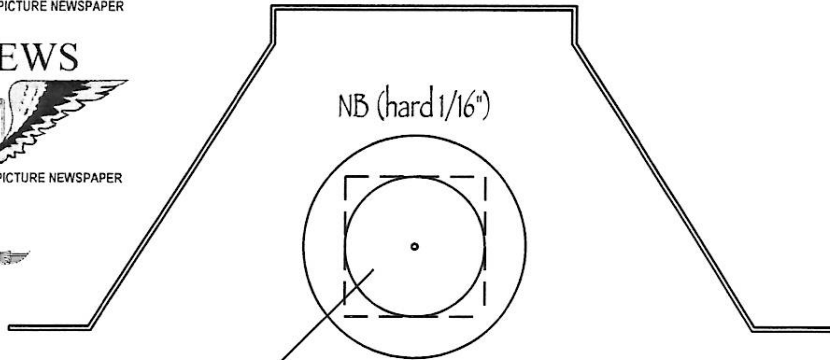
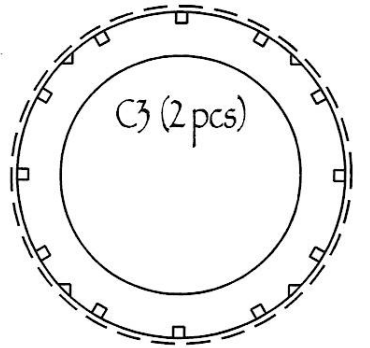
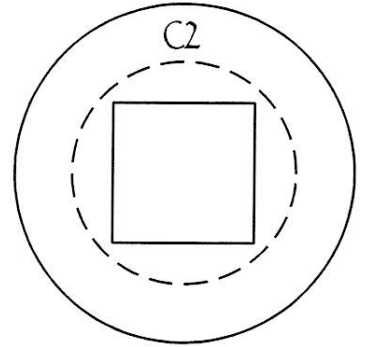
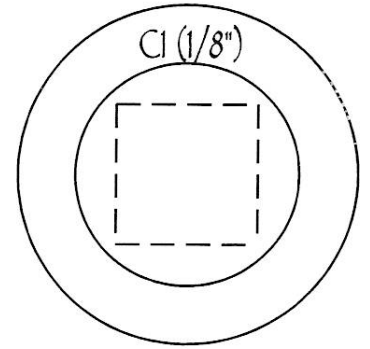
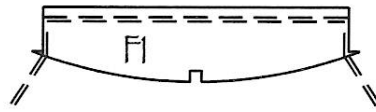
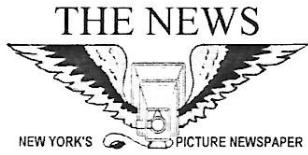
Once everything was done she glued the plane together. The only thing I did was make sure that everything was straight and square. I also helped her with making her nose block snug, adding the propeller and bending her landing gear.

Well, that was about it. It only took three nights to build the plane with the fourth night finishing the wheels and nose block. I was surprised as to how well it flew. The pictures Bonnie Simpers took are of Erika's last flight. It was well over 5 minutes in the air when I finally lost sight of it. Fortunately she's ready to build another one!

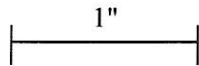
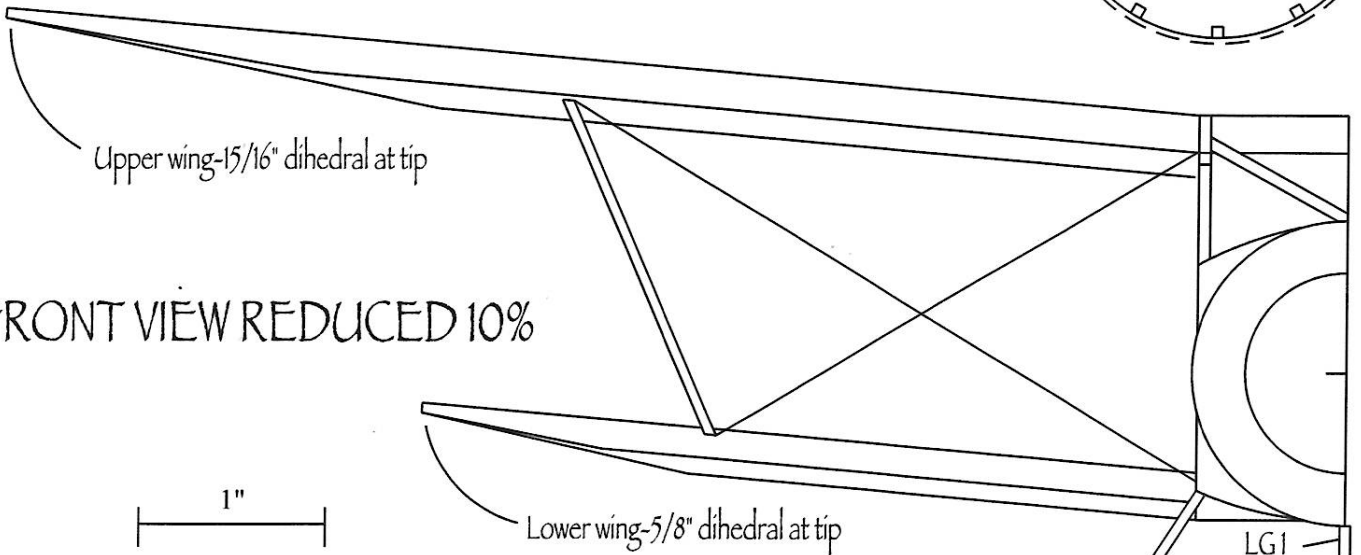
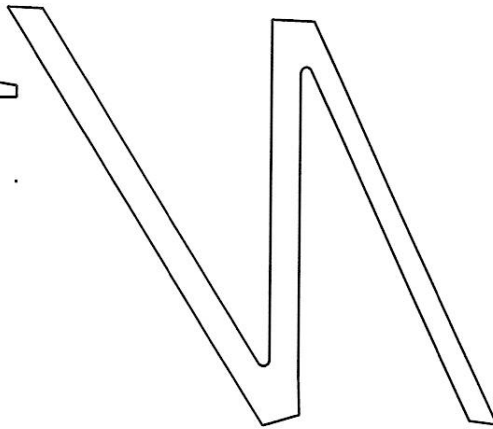
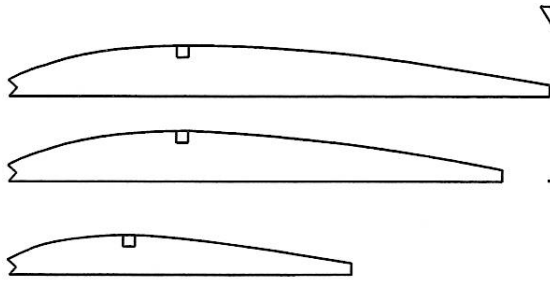
Granted an Embryo with sheet rather than built up tail surfaces doesn't quite meet the FAC rules, but I for one am willing to cut a six year old a little slack. Ok, she turned seven by contest time. Maybe we need a junior exception. Stew



MIKE DALE TRY'S HIS LUCK AT THE LOCAL FISH'N HOLE. WALLY FARRELL HELPS AND RALPH SMALLEY SUPERVISES. ALL HE FOUND WAS A SOGGY MODEL.



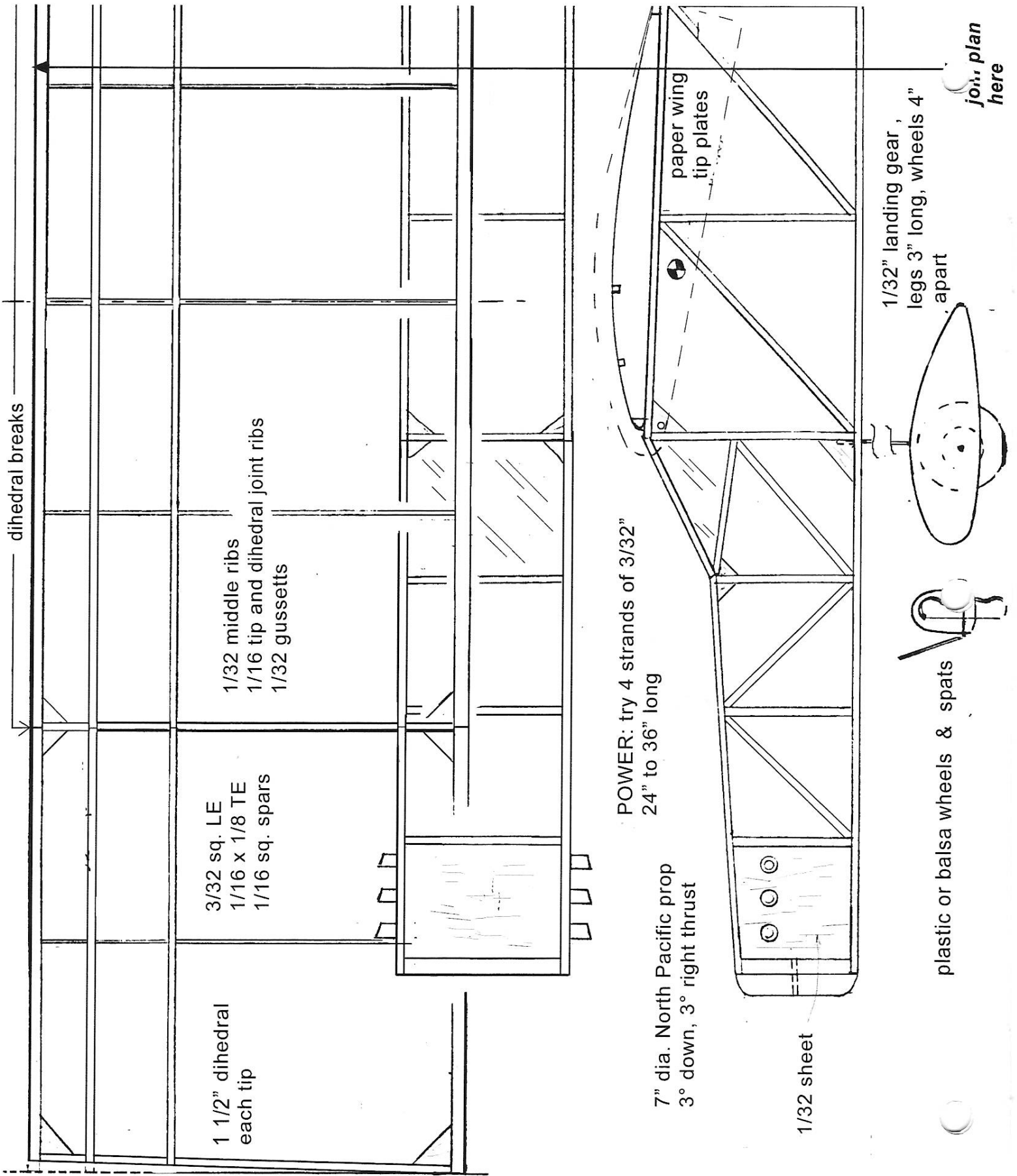
1/4" hard balsa nose button



1939 WACO ARE

16" FAC DIME SCALE by DAVE MITCHELL 2011





dihedral breaks

1 1/2" dihedral
each tip

3/32 sq. LE
1/16 x 1/8 TE
1/16 sq. spars

1/32 middle ribs
1/16 tip and dihedral joint ribs
1/32 gussetts

POWER: try 4 strands of 3/32"
24" to 36" long

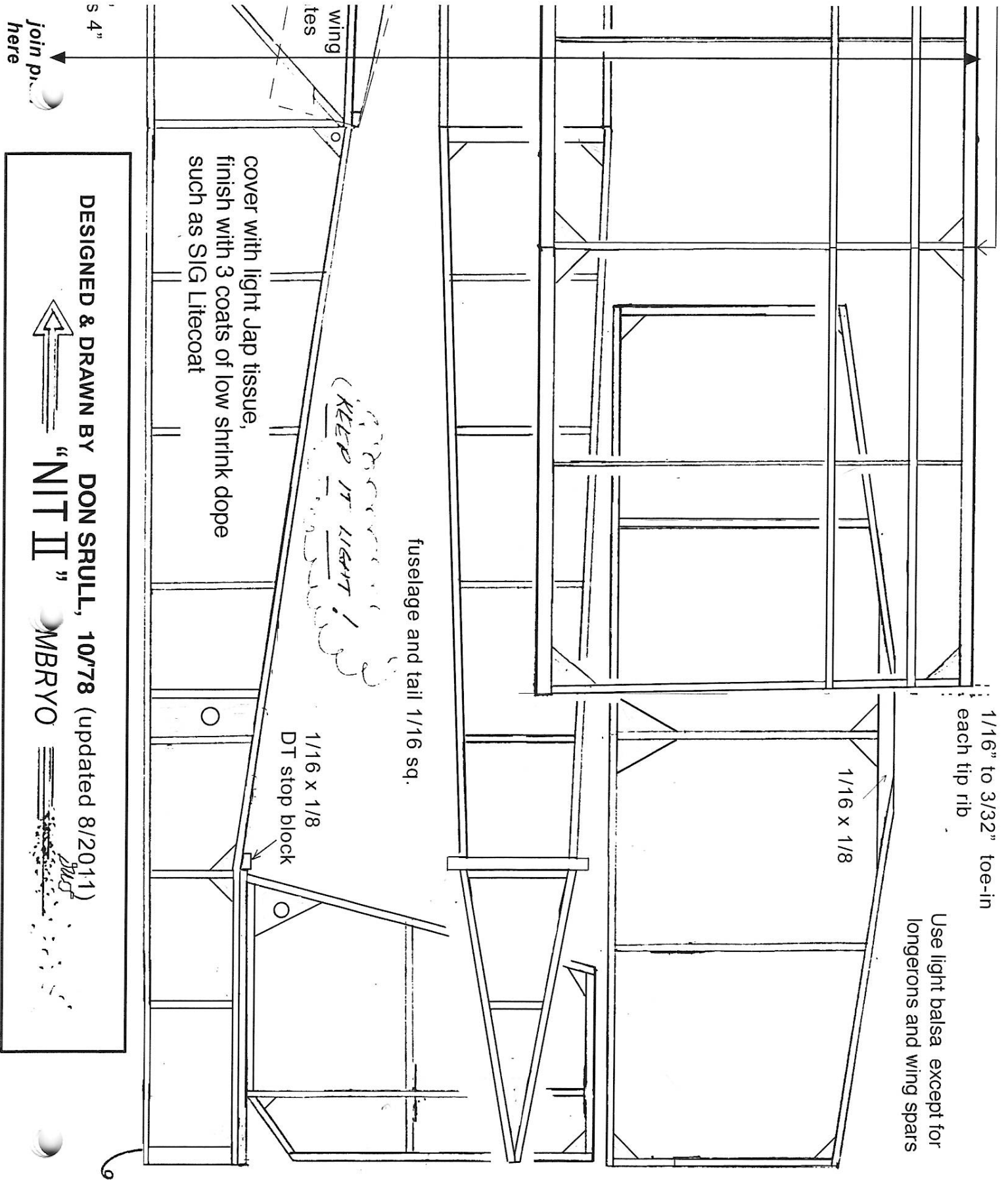
7" dia. North Pacific prop
3° down, 3° right thrust

1/32 sheet

plastic or balsa wheels & spats

1/32" landing gear,
legs 3" long, wheels 4"
apart

join plan
here



cover with light Jap tissue,
 finish with 3 coats of low shrink dope
 such as SIG Litecoat

KEEP IT LIGHT!

1/16" to 3/32" toe-in
 each tip rib

Use light balsa except for
 longerons and wing spars

DESIGNED & DRAWN BY DON SRULL, 10/78 (updated 8/2011)



"NIT II"

MBRYO



TOTF NON-SCALE EVENTS FAC NON-NATS 2011

EVENT #29 EMBRYO # OF ENTRIES= 29

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	BONUS	SCORE	PLACE	PTS
82	TIM	MACDONALD	DEBUT	1	120	120	120	360	9	369	1	145
8	JERRY	CRAWMER	DEBUT	1	107	120	115	342	9	351	2	87
97	PAUL	STOTT	F. A. GYPSY	1	116	103	120	339	9	348	3	29
2	MARK	RZADCA	PUMA	1	120	120	77	317		317	4	

EVENT #30 OT STICK # OF ENTRIES= 9

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
2	MARK	RZADCA	GOLLYWOCK	1	120	120	120	360	1	45
29	TED	ALLEBONE	WANDERER	1	120	120	120	360	2	27
25	DON	SRULL	SMITH	1	120	120	120	360	3	9
17	ALBERT	TIMKO	CASANO STICK	1	120	120	114	354	4	

EVENT #31 OT CABIN # OF ENTRIES= 28

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
25	DON	SRULL	LANZO 30	1	120	120	120	360	1	140
37	RICHARD	ZAPF	F. A. MOTH	1	120	120	118	358	2	84
54	WALLY	FARRELL	WREN	1	120	113	120	353	3	28
29	TED	ALLEBONE	CANADIAN CABIN	1	120	120	94	334	4	

EVENT #33 JIMMY ALLEN # OF ENTRIES= 9

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
56	JOHN	HOUCK	BLUE FLASH	1	109	120	94	323	1	45
35	PETER	KAITERIS	SKOKIE	1	80	110	116	306	2	27
12	JOHN	STOTT	SKOKIE	1	91	73	120	284	3	9
8	JERRY	CRAWMER	SKOKIE	1	83	120	75	278	4	

EVENT #34 OT GAS # OF ENTRIES= 11

REG NO	FIRST	LAST	PLANE	ENTRY	67	83	69	SCORE	PLACE	PTS
78	VIC	NIPPERT	AEROBO	2	63	85	63	12	1	55
3	MIKE	WELSHANS	SCRAM	1	72	88	67	12	2	33
2	MARK	RZADCA	NEW RULER	1	62	79	74	14	3	11
8	JERRY	CRAWMER	CLEVELAND VIKING	1	56	91	66	22	4	

EVENT #36 1/2 WAKEFIELD # OF ENTRIES= 7

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
25	DON	SRULL	SWEDISH WAKE	1	118	118	120	356	1	35
24	DAVID	PISHNEY	1951 KEITH HORRY	1	65	79	120	264	2	21
59	RICH	WEBER	1/2 AWAKE	1	95	85	70	250	3	7
81	BUBBA	MAYO	39 CANADIAN CHAMP	1	48	86	81	215	4	

NOTF SCALE EVENTS

FAC NON-NATS 2001

EVENT #10 G A CIVIL # OF ENTRIES= 22

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
52	JIM	DETAR	PIPER CUB CRUISER J-5	1	120	87	111	318	1	110
94	ROBERT	CLEMENS	FARMAN 400	1	97	71	120	288	2	66
18	JEFFERY	RUNNELS	ME 108 TAUFIN	1	65	87	102	254	3	22
78	VIC	NIPPERT	PIPER CUB	1	54	78	120	252	4	

EVENT #11 G A MILITARY # OF ENTRIES= 11

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
59	RICH	WEBER	DH29	1	120	79	120	319	1	55
37	RICHARD	ZAPF	STOSSER	1	120	87	102	309	2	33
18	JEFFERY	RUNNELS	DEWOITINE	1	105	85	94	284	3	11
9	JACK	MOSES	MO1	1	104	90	45	239	4	

EVENT #12 MOD CIVIL # OF ENTRIES= 14

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
37	RICHARD	ZAPF	DH BEAVER	1	101	95	99	295	1	70
2	MARK	RZADCA	HELIO STALLION	1	83	120	83	286	2	42
53	PAUL	BOYANOWSKI	PIPER J4E	1	111	93	76	280	3	14
56	JOHN	HOUCK	CITABRIA	1	120	99	55	274	4	

EVENT #13 MOD MILITARY # OF ENTRIES= 7

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
19	DALLAS	CORNELIUS	T-28-D	1	92	95	99	286	1	35
54	WALLY	FARRELL	MIG-15	1	56	106	82	244	2	21
31	ED	PELATOWSKI	MIG 9	1	72	57	75	204	3	7
52	JIM	DETAR	GRUMMAN GUARDIAN	1	57	117		174	4	

EVENT #14 L W MIL TRAINER # OF ENTRIES= 12

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	PLACE	PTS
51	GORDON	ROBERTS	PT19	1	92	115	111	318	1	60
75	TOM	ARNOLD	SHORT SEAMEW	1	67	120	84	271	2	36
18	JEFFERY	RUNNELS	T-28	1	84	120	59	263	3	12
54	WALLY	FARRELL	MILES MAGISTER	1	79	44	106	229	4	

EVENT #24 DIME SCALE # OF ENTRIES= 27

REG #	FIRST	LAST	PLANE	ENTRY	TIME 1	TIME 2	TIME 3	TOTAL	BONUS	SCORE	PLACE	PTS
1	TOM	HALLMAN	BEECH STAGGERWING	1	109	120	120	349	15	364	1	135
53	PAUL	BOYANOWSKI	SPITFIRE	1	103	96	111	310	10	320	2	81
82	TIM	MACDONALD	BUMBLEBEE	1	82	93	120	295	10	305	3	27
18	JEFFERY	RUNNELS	ARADO	1	93	107	85	285	10	295	4	

1939 WACO ARE : The NY Daily News 16" Dime Scale by Dave Mitchell

The WACO ARE was the sister ship of the better-known SRE, being pretty much identical except for having a 300 HP Jacobs L6 engine up front, rather than the 450 HP Wasp featured in the SRE. So with about a million SRE models kicking around out there, why model the ARE? Well, only four were built, one of which (NC 20953) was custom-built in 1939 as a camera plane for the New York Daily News. As such, it was modified with enlarged windows on the passenger side, providing an opportunity to distinguish this particular aircraft from the SREs. In addition, this plane, the only remaining of the four, was recently completely restored to flying condition, and now resides in the EAA museum. There are a host of beautiful photos circulating on the internet, and as such it makes a great subject for a Golden Age cabin biplane.

The plan was loosely based on the well-known Walt Mooney peanut, though after looking at a bunch of photos I took issue with the master and made a few changes, among which was to remove a bit of structure in the Dime Scale tradition, and to lengthen the nose a bit. To my eye the proportions of my ARE closer to scale; the Mooney peanut--not to mention the Stahl version--always felt too snub-nosed to me. Having thus committed heresy, I appeal to the FF gods for mercy, and for a reliable three view.

Anyway, there is nothing unusual about the construction. Put on your Dime Scale cap and you'll be in the swing of it in no time. Note that the horizontal stringer that borders the lower edge of the passenger side windows is shown via a dotted line on the plans. Select your wood with care, and you should be able to come in between 15-18g. Yeah, I know, some of you can probably build it at 12g. More power to you. Or is it less? Um....OK, ok, put her together with the wings at the angle shown on the plans, and make sure you don't have any twists when you set the struts in. The plans show the true size of the struts; I might suggest making them a bit long so you can fit them to your particular circumstances. As for decalage, start with the stab flat on the rear longeron. Mine likes this set up, along with usual couple of degrees of down-and-right thrust--nothing extreme in the least. I covered mine with Peck white tissue; the markings are all computer generated and printed using an Epson inkjet printer. After printing, I "chalked" the back side of the tissue with Titanium White dry pigment before covering, which gave the white a gratifying opacity and brightness with practically zero weight gain. More on dry pigments in a separate article.

How does she fly? Very well, indeed. Mine tips the scales right at 15g, with no additional ballast required; with a 6" Peck prop, scraped and trimmed to 5-3/4", and a 5.5g loop of 1/8", she will putter about reliably in a lazy fashion, sniffing out thermals. I've had a couple of scary long flights that made me chew my nails to the quick, but so far I've been careful not to fly her on windy days where the drift would carry her off to Hung. Translation: I'd say her days are numbered.

Am I tempted to build a larger one? Oh yes, yes. With her striking paint scheme, and a bit of attention to detail, she would make a splendid 24" FAC Scale model, bonus points be damned...in fact, the plans are already in progress...

D. C. MAXECUTERS

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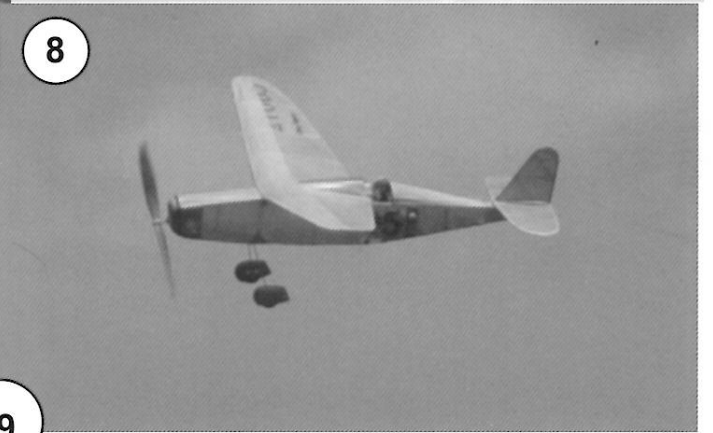
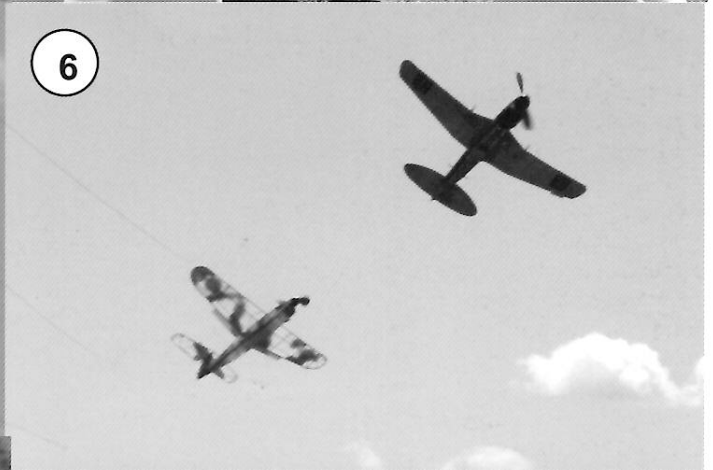
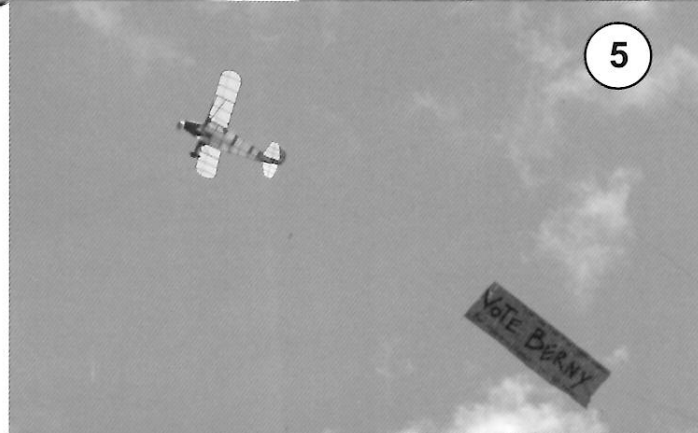
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CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

PHOTOS PAGE 19

1. This shot of the New Nit is the only one not by Bonnie. It's 22.2 grams less rubber.
2. Andrew Ricci's 4th place Arado 440 in the air.
3. Octavian Aldea launches his Tupolev TU-2
4. Bubba Mayo winds his F6F WWII entry Ross Mayo holding.
5. Bernard Dione flew this banner promoting his Snow Owl Presidency. A neat, but not easy, trick!
6. Paul Stott's 2nd place Fiat G55 chased by Andrew Ricci's 3rd place Fairey Barracuda in WWII.
7. The Embryo Table getting a work out. Pete Azure launches Miss Canada. Rick Pendzick on deck with his Debut.
8. Bonnie caught her husband Glen's Embryo in flight.

NON-NATS PHOTOS BY BONNIE SIMPERS



MaxFax JUL-AUG 2011



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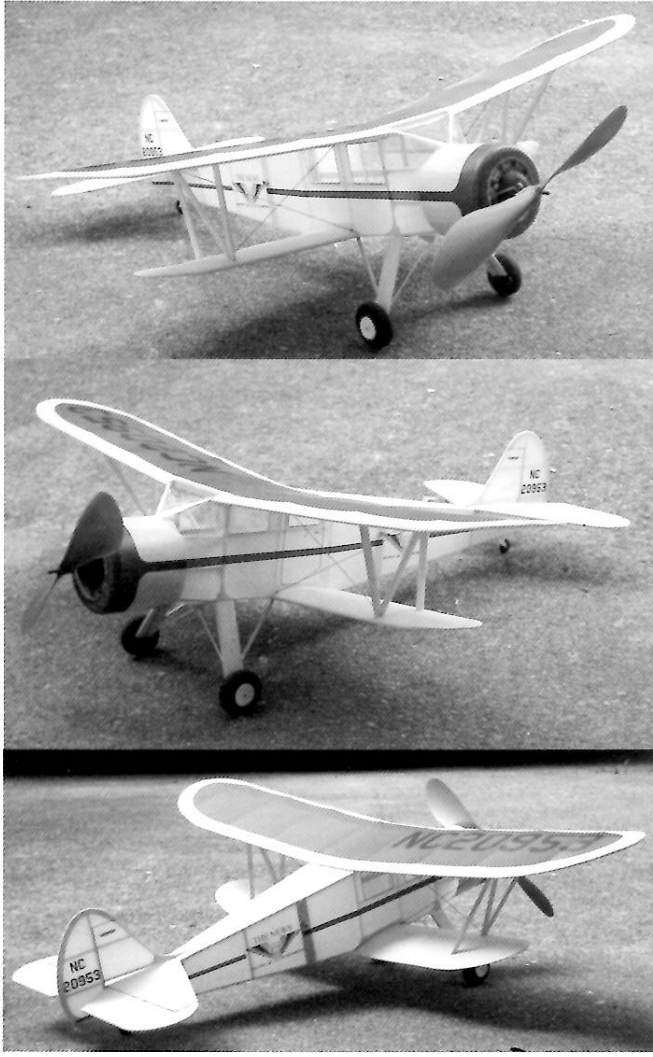
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CONTENTS:

**NON NATS RESULTS
DON SRULL'S NIT EMBRYO
DAVE MITCHELL'S WACO ARE DIMER**

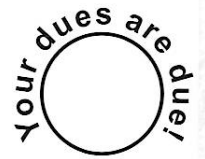


**ABOVE IS THE RESTORED WACO ARE.
BELOW ARE PHOTOS OF THE MODEL.**



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Vertical text on the right edge of the page, likely a list of names or a table of contents.

SODA STRAW EXHAUST

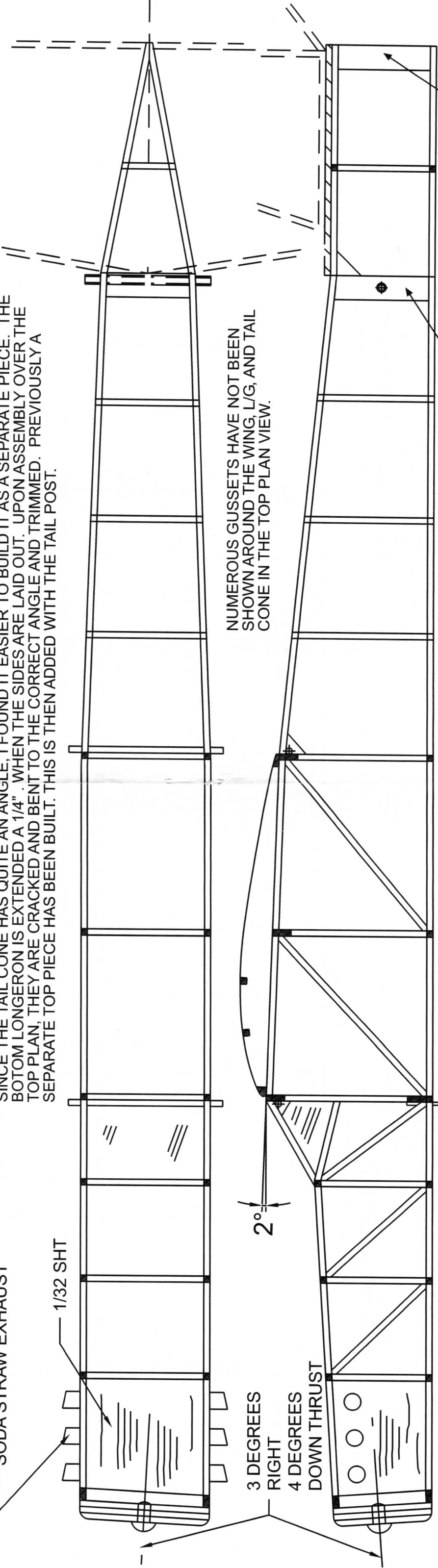
1/32 SHT

3 DEGREES RIGHT
4 DEGREES DOWN THRUST

2°

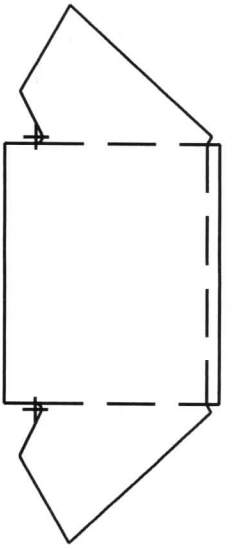
NUMEROUS GUSSETS HAVE NOT BEEN SHOWN AROUND THE WING, L/G, AND TAIL CONE IN THE TOP PLAN VIEW.

SINCE THE TAIL CONE HAS QUITE AN ANGLE, I FOUND IT EASIER TO BUILD IT AS A SEPARATE PIECE. THE BOTOM LONGERON IS EXTENDED A 1/4". WHEN THE SIDES ARE LAID OUT, UPON ASSEMBLY OVER THE TOP PLAN, THEY ARE CRACKED AND BENT TO THE CORRECT ANGLE AND TRIMMED. PREVIOUSLY A SEPARATE TOP PIECE HAS BEEN BUILT. THIS IS THEN ADDED WITH THE TAIL POST.

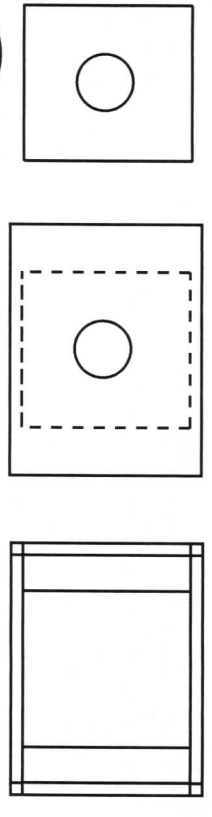


POWER NOTES:

- 7" NORTH PACIFIC PROP
- 1 LOOP 3/16 30-36" LONG
- POWER TO LEFT
- GLIDE TO LEFT



WINDSHIELD PATTERN



NOSE BLOCK DETAILS- THE TWO 3/16 PIECES AT THE SIDES OF THE NOSE SQUARE UP THE FRONT END AND PROVIDE A PLACE TO INSTALL RETAINING MAGNETS.



WING HOLD DOWN DOWEL

SANDWICH 1/32" LANDING GEAR WIRE BETWEEN 1/16 X 1/4 X 1-3/16 CROSS PIECES

1/8 X 1/4 TAIL POST
1/16 SHEET X 1/4 WIDE

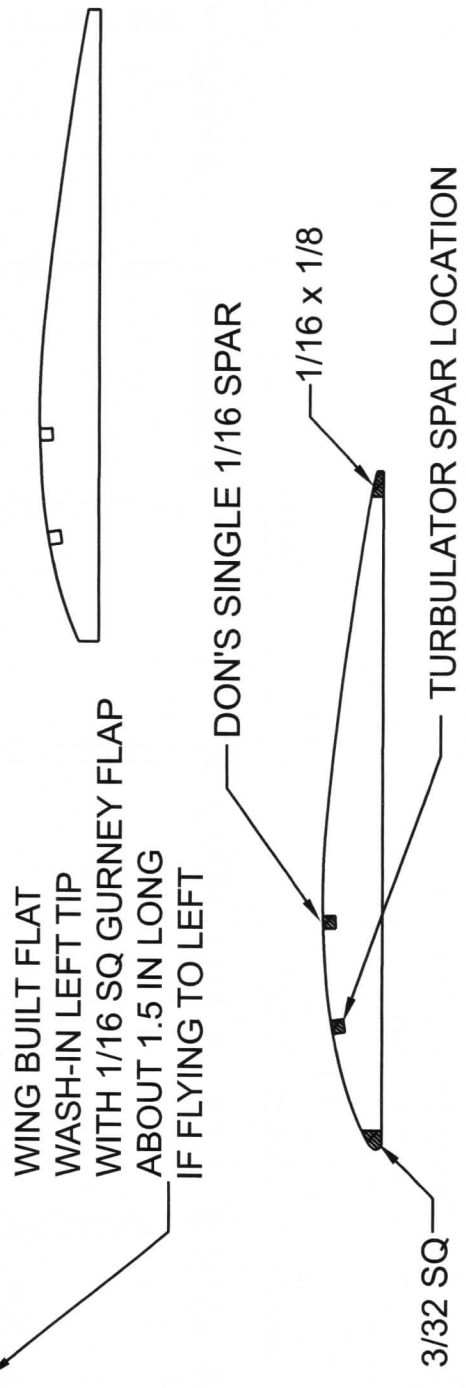
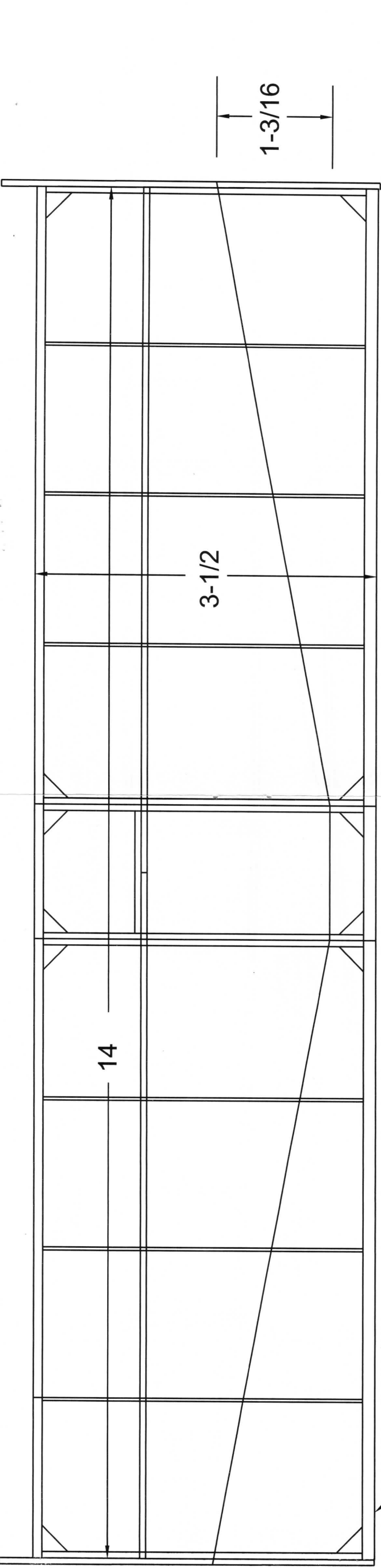
SECTION AT BACK OF WINDSHIELD ROTATED -90 DEGREES



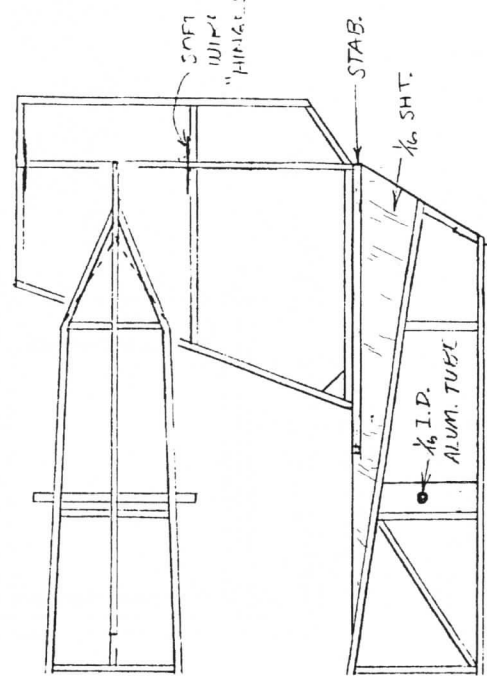
BUILD LINE UP FORMER OVER THIS OUTLINE



Don Srull's "NIT" Embryo
(MODIFIED JULY 2011)
Stew Meyers Sheet 1 of 2



WING RIB, 6 @ 1/32, 4 @ 1/16

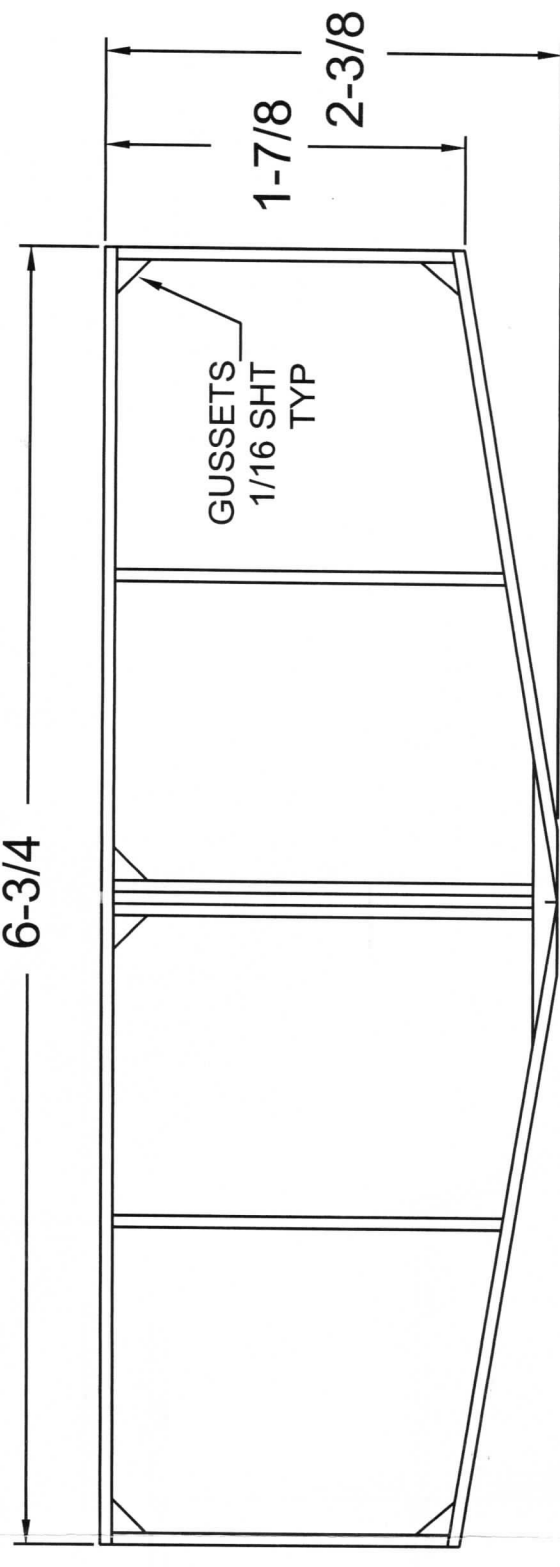


DON'S ORIGINAL VERSION OF THE NIT, SHOWN TO THE LEFT, FEATURED A TAIL MOUNTED ON A CENTRAL VERTICAL SPINE AND A SIMPLE "VEE" DIHEDRAL. SUBSEQUENT VERSIONS FEATURED A FLAT CENTER SECTION WHICH PIVOTED FOR THE DT. JIM COFFIN'S 1996 REDRAW REFLECTED THIS. AFTER SEEING THE ESCALANTE MOD WITH THE STAB MOUNTED DIRECTLY ON THE FUSELAGE, I MODIFIED COFFIN'S DRAWINGS AND BUILT MY VERSIONS. THESE ARE SHOWN HERE.

DON AGREED THIS WAS A SIMPLER APPROACH AND HAS MODIFIED HIS PLAN TO INCORPORATE THIS CHANGE. HIS NEW PLAN IS ON PAGES 14 & 15.
 NOTE: HE NOW HAS INCREASED THE WIDTH OF THE FLAT CENTER SECTION, AND THE LENGTH OF THE REAR OF THE FUSELAGE.

DON SRULL, 10/78
 "NIT" EMBRYO

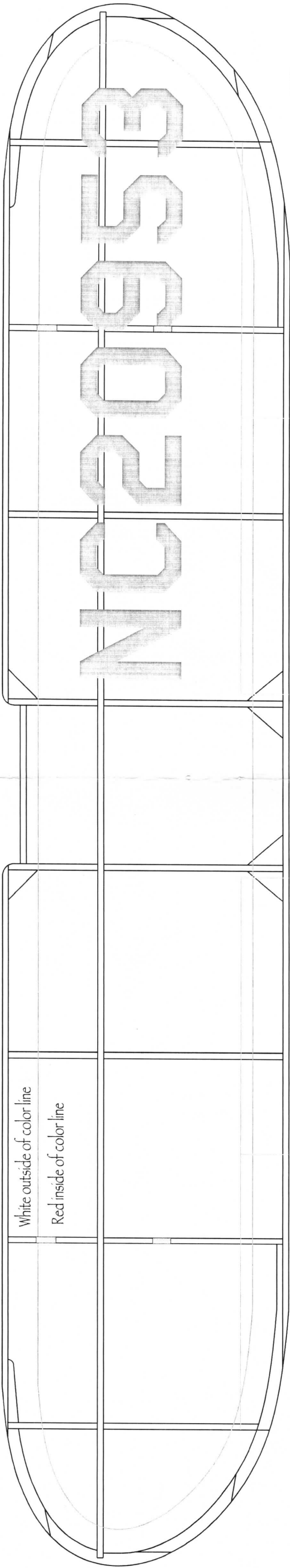
STAB - 1/16 SQ.



WING TIP PLATE,
 1/16 SHEET

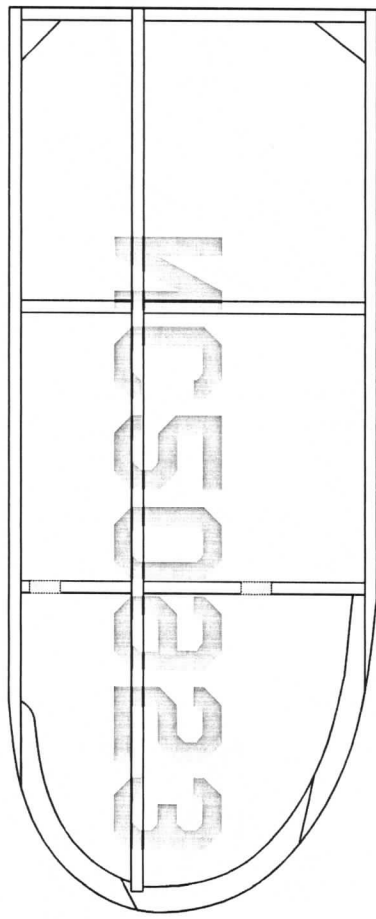
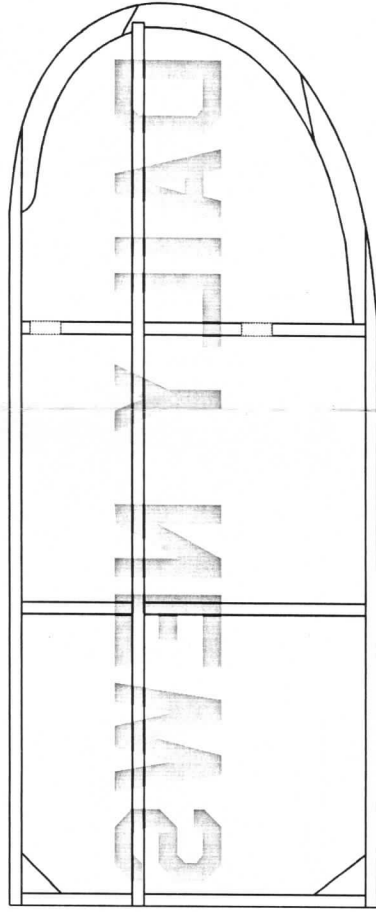
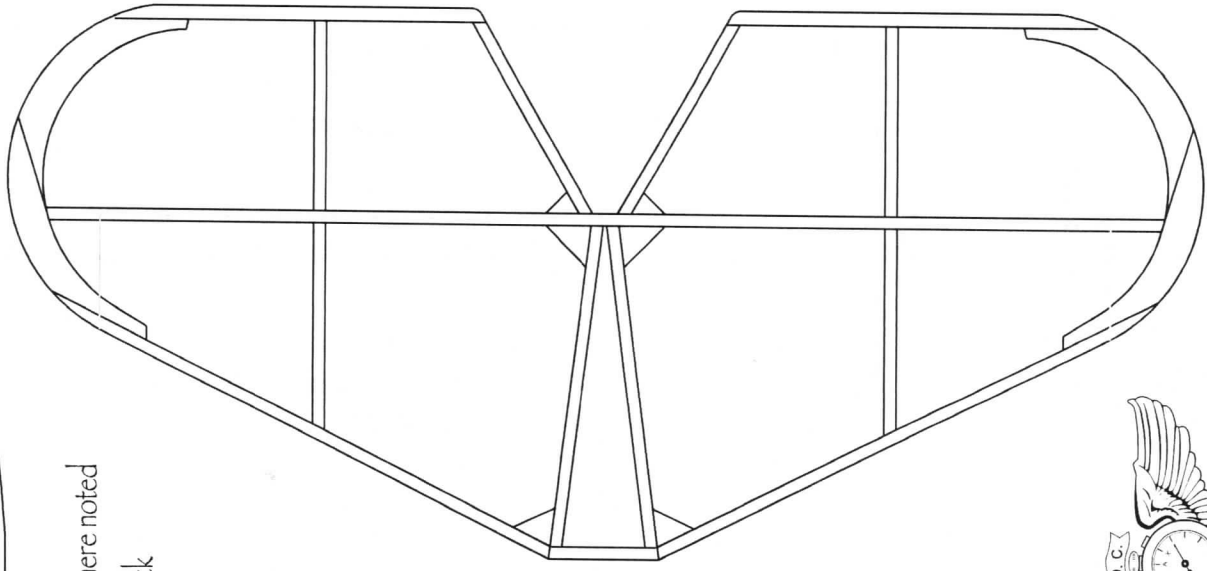


Don Srull's "NIT" Embryo
 (MODIFIED JULY 2011)
 Stew Meyers Sheet 2 of 2



White outside of color line

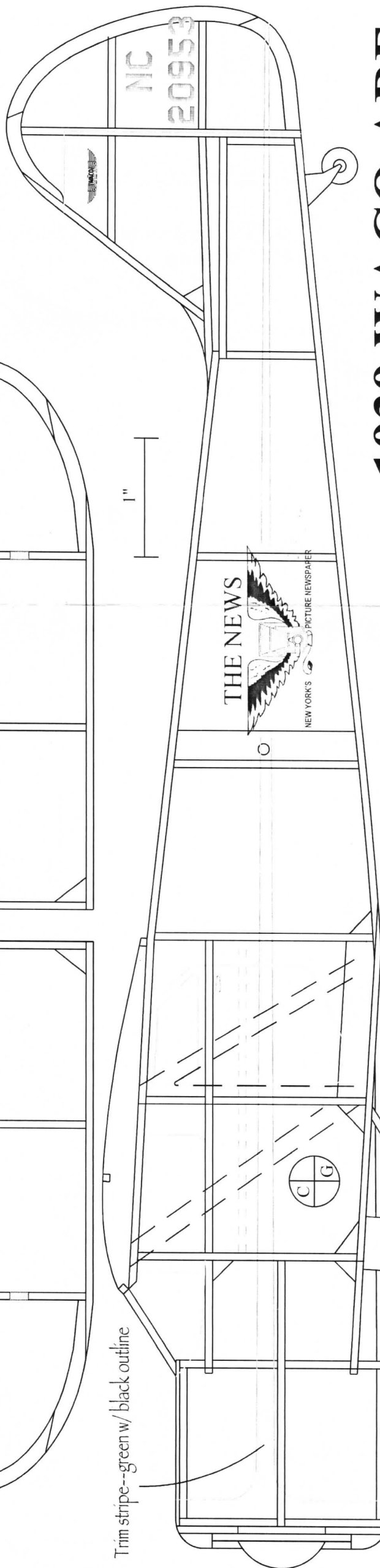
Red inside of color line



All structure 1/16" sq. or 1/16" sheet except where noted

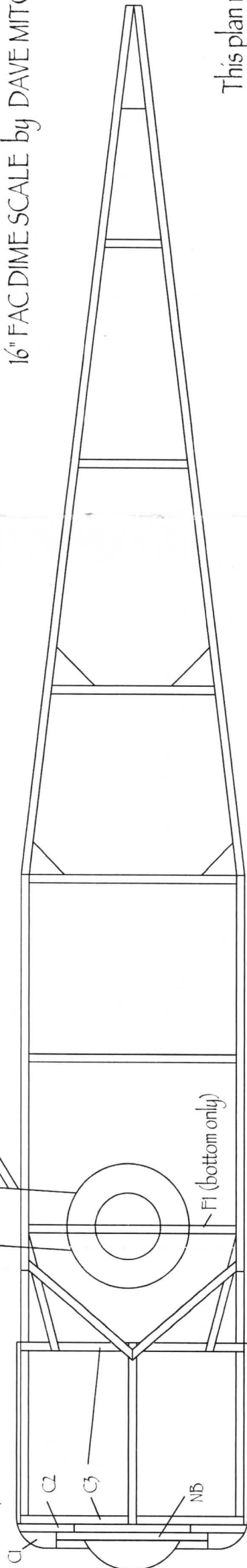
All registration numbers and lettering---Black

All surfaces White, except as noted



Trim stripe--green w/ black outline

Wrap cowl with 1/32" sheet



1939 WACO ARE

16" FAC DIME SCALE by DAVE MITCHELL 2011



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