

MAX FAX

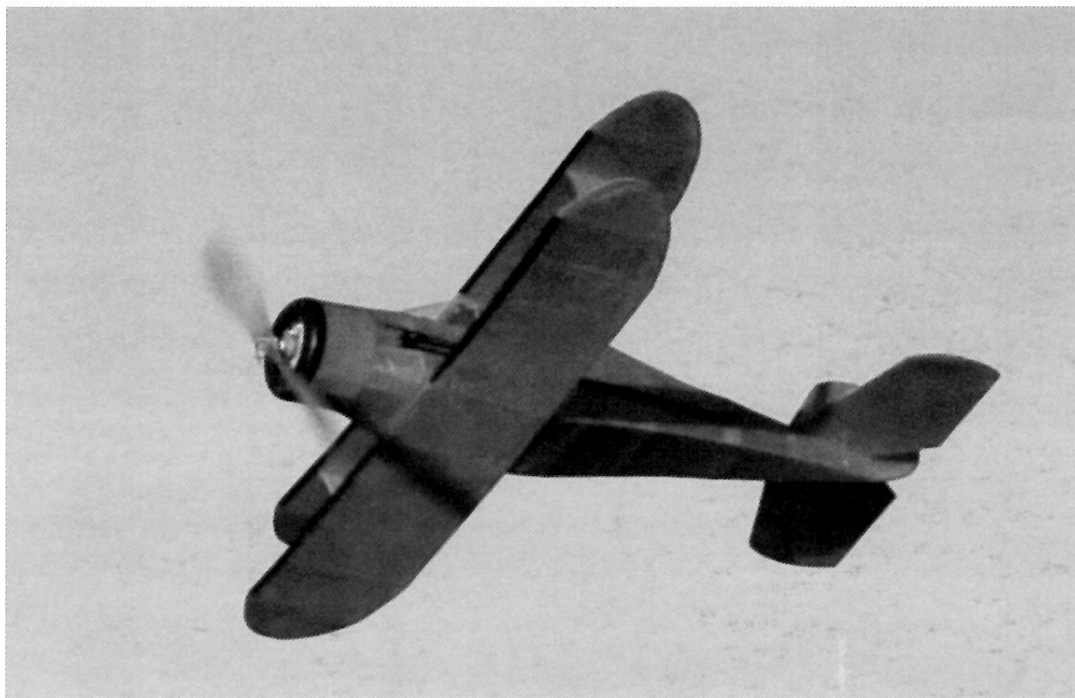


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

SEP-OCT 2011



SIMPLIFIED SCALE ISSUE

COMING ATTRACTIONS

National Building Museum Flying Fun
Two Dates 1/8/2012 and 3/4/2012 See Flyer in this issue

INDOOR FLYING Bauer Community Center
Mondays and Wednesdays 12:45 to 2:15 pm

INDOOR R/C FLYING MONTGOMERY CO SOCCERPLEX
Wednesdays 11:45AM thru 3:45PM DCRC sponsored open to all.
Special events on Jan 25 races check <http://www.dc-rc.org/>

West Potomac High School Fun Fly
February 18 2012 Joseph Franco 703-718-2574

USA Science and Engineering Festival 27-29 April 2012
in the Convention Center in Washington D.C.

BARRON FIELD AIR RACES (WaWa) PHOTOS

There were 40 registered contestants despite some dire forecasts that proved to be false. We did miss a few regulars. The temperatures were moderate as were the winds and there was no rain. Sunday even featured periods of near calm. Most of these pictures are by Julie Farrell. It's a joy to see the guys at a small contest where you have time to talk to them. Tom Hallman and the Houcks deserve a heap of thanks for staging this contest. We took the Flying Hoard from Tom's web site but he has yet to post a full spread.



SIMPLIFIED SCALE ISSUE

This issue is a bit late getting out. It was originally going to be the "Illegal Dimer Issue", but that's all changed now. We have a couple of big dimer plans along with results for WaWa and Ingleside as well as some modeling hints.

There is a real problem with the FAC Dime Scale rules. By logic, if the kit sold for a dime in the 30's to 50's, it should be eligible. Our current Dime Scale rules limit the span to a maximum of 16 inches. However there were several nice designs that have a larger span. See the selection from the 1941 Comet catalog on the back page. The nifty 21 inch Hi-Flyer in this issue is another example. Dave Mitchell and your editor have come up with a solution to this problem as well as the proposed disappearance of Old Time Plan / Kit Scale : SIMPLIFIED SCALE.

We just got back from the FAC Council meeting in Dayton. It went very well and we accomplished a lot. Dave introduced our concept for a SIMPLIFIED SCALE EVENT and it was accepted. This will be an official FAC event, and we will be flying it at the Nats in 2012. Basically, Old Time Plan / Kit Scale has been absorbed into SIMPLIFIED SCALE. Modern Plan / Kit Scale, models designed and built in a similar spirit but WITHOUT structural limitations, are also included in Simplified Scale. Think big Neo-Dimers. Real Old Timers get extra bonus points! For details, see the complete rules for SIMPLIFIED SCALE on the following page.

PAGE 2 WAWA PHOTOS

A lot of neat stuff shows up at WaWa. Some guys have models assigned to individual boxes and some just let it all hang out.

A couple of interesting cases in point:

1. Rick Pendzick's trunk
2. John Stott's trunk
3. Dave Mitchell won the coveted CBEAPFOA for flying his untested Seafire 47 in the Contra Prop mass launch event with out a powered test flight. (The launch time snuck up on him.) Yeah, he was first down, but it didn't dork. Later Doug Beardsworth suggested cutting the tips of the props a bit and the result was a decent climb. It shows promise.
4. All mass launches are fun, but the Blur is a real blast. None of the winners were intact at the end of the event. Here Tom Nallan II and Dave Mitchell fight it out for 2nd and 3rd.
5. The Flying Hoard symbolizes the meet -25 planes in the launch. My Dimer Camel was first down. Dallas Cornelius's T-28 was the last.

FAC COUNCIL SYNOPSIS

At the Council meeting, there was a concerted effort to eliminate the number of events and reduce Scale judging loads. Several events were dropped or combined due to low participation. Some of the changes: Jumbo and Giant Scale were combined, and will now be known as just FAC Jumbo Scale. Golden Age Military and Civil were combined to become Golden Age Scale. Rubber Powered Jet scale as a separate event is gone; the models may compete in Modern Military, Modern Civil, or of course FAC Scale. Rocket Jet Scale is also dropped as a separate event-- the Rapier units are near impossible to get. RJS modelers with Rapier back stock can fly their models in FAC Power Scale. Since we are now timing mass launches, we can handle a large field of entries, eliminating the need for separate qualifying events. The Shell Speed Dash and Aerol Race are therefore unnecessary and eliminated. Pseudo Dime scale is gone as a separate event: they now fly in Dime Scale with the Traditional Dimers. Simplified Scale has replace Old time Kit and Plan Scale. And there's more to come, check the FAC news letter.....

As a result of all this, the event numbers will be changed in the new rule book which will be complete by the first of the year. As soon as the rules for events are finalized in their new form they will be posted as PDF's on the website. A paper copy of the rules on letter sized paper will be available for the Luddites some time after the first of the year.

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!

VIII. SIMPLIFIED SCALE

A new FAC class that includes traditional FAC Old Time Plan/Kit Scale models, as well as Modern Plan / Kit Scale models which can be designed and built WITHOUT structural limitations. In concept, Simplified Scale is similar to Dime Scale, but with longer wingspan. The objective to provide an opportunity for modelers to build recognizable, "everyday flying" scale models that are essentially true to a three view of the aircraft, but are not intended to compete at the FAC Scale level nor to have to pass the requirements of the Pilot's Pre-Launch Checklist. The emphasis is on FUN! HOWEVER....nothing prevents a modeler from entering a Simplified Scale model of either stripe into a FAC Scale event or an event subject to the PPLC.

1.0 BASIC RULES

- A. Wing span is 17" minimum; no maximum
- B. Eligible models will fall into one of two broad categories:
 - 1. Old Time Plan / Kit Scale (OTPKS)
 - 2. Modern Plan / Kit Scale (MPKS).
- C. Model and plan must be presented to the CD prior to first flight for "static judging" and awarding of bonus points as described below.
- D. Simplified Scale models of either stripe may be entered into FAC Scale or TOTF Scale events if desired, but must meet the full qualifications required for those events (scale judging, PPLC, etc.)

2.0 DESIGN AND CONSTRUCTION

- A. Old Time Plan Kit Scale (OTPKS)
 - 1. Constructed from plans published or the plans of kits produced before January 1, 1946.
 - 2. An OTPKS model entered in Simplified Scale will be declared "OTPKS-Worthy" and will be eligible for 10 bonus points in a Simplified Scale contest IF and ONLY IF the modeler can show his model has been built as per the original plan in ALL RESPECTS, allowing for the following exceptions. Models that deviate from the plan outside of these exceptions will be treated as MPKS models, and will not qualify for the 10 point bonus. The burden of proof is solely on the modeler.
 - a. Nose may be altered to accommodate thrust bearing and removable nose plug.
 - b. Prop type and diameter may differ from plan.
 - c. Rear motor peg may be located anywhere within fuselage or nacelles.
 - d. Markings should be appropriate to the era of the aircraft and its purpose, but need not represent any particular actual aircraft nor follow the markings shown on the plan.

e. The model plan serves as your documentation if you are attempting to qualify for the 10 point bonus.

No plan---no bonus.

- B. Modern Plan / Kit Scale (MPKS)
 - 1. Constructed from a modern plan / kit that is essentially true to a simple three-view of the aircraft modeled.
 - 2. May be of any aircraft of any era.
 - 3. No construction restrictions, except as outlined in the FAC PRIMARY RULES.
 - 4. Markings should be appropriate to the era of the aircraft and its purpose, but need not represent any particular actual aircraft.
 - 5. The model plans or a simple three view shall serve as your documentation

3.0 STATIC JUDGING / BONUS POINTS / SCORING

- A. Simplified Scale models are not to be held to the same standards of scale fidelity or craftsmanship as FAC Scale models. No scale points are awarded. "Judging" is strictly pass/fail, according to the rules above .
- B. Model and plan or three-view must be presented to the CD prior to first flight for "static judging" and awarding of bonus points as described below.
- C. Bonus points are NOT cumulative. Only the highest value criteria will be added once to your flight score.
 - 1.Exception: OTPKS-worthy models that meet the criteria of the rules above will be awarded 10 additional bonus points.

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

- D. Flight score: Total of three flights.
- E. Total Score: bonus points added once to total flight score.

BARRON FIELD AIR RACES OCT 22-23 2001 RESULTS

SATURDAY TIMED EVENTS

FAC Scale (18 flyers)

1. Vance Gilbert	DH Flamingo	162.5 (best flt 74)
2. Tom Nallen 2	Beardmore WB26	155.5 (best flt 120)
3. Andrew Ricci	Arado 440	154.5. (best flt 65)

FAC Peanut Scale (11 flyers)

1. Tom Nallen 2	Jodel D9	149.25 (best flt 103)
2. John Stott	Prest Baby Pursuit	143.5 (best flt 120)
3. Dallas Cornelius	Chambermaid	140.5 (best f lt 120)

Embryo (12 flyers)

		Bp
1. Jim Hemmel	Swallow	120 82 84 (9) 295
2. Bob Bard	Gonzo	120 50 92 (9) 271
3. Ed Pelatowski	Cruiser	57 50 84 (9) 200

Nocal (8 flyers)

1. Jim Hemmel	Extra 400	125 120 69	314
2. Ed Pelatowski	A-6 Intruder	73 101 91	265
3. Walt Farrell	Wildcat	219	219

Golden Age & Modern Civilian (12 flyers)

1. Walt Farrell	Cessna 140	87 89 120	296
2. Vic Nipped	Found 100	82 91 84	257
3. Dave Mitchell	Orion	82 103 63	248

Oldtime Plan/Kit Scale (8 flyers)

		Bp
1. Tom Hallman	Mureaux Fighter	102 78 95 (5) 281
2. Jim Detar	Fairchild 45	58 120 64 (10) 252
3. John Houck	Fairchild 45	76 44 106 (10) 236

SUNDAY TIMED EVENTS

Jumbo Scale (10 flyers)

1. Dallas Cornelius	Boeing 306B	167.5 (best flt 120)
2. Mark Fineman	BN-1	156 (best flt 82)
3. Vance Gilbert	Lancaster Dart	148 (best flt 90)
3. Ed Pelatowski	Folkerts SK-3	148 (best flt 120)

Power Scale (6 flyers)

1. Tom Hallman	Waterman Aerobile	201.5 (best flt 120)
2. Doug Beardsworth	Kyofu Rex	199.5 (best flt 120)
3. Matt King	Great Lakes	188 (best flt 120)

Dime Scale (8 flyers)

1. Dallas Cornelius	Vega	58	89	82	229
2. John Houck	Cessna	50	55	55	160
3. Walt Farrell	Stinson	25	43	54	122

Pseudo Dime Scale (12 flyers)

1. Tom Hallman	Staggerwing	120	83	103	306
2. Walt Farrell	Staggerwing	82	87	95	264
3. Dave Mitchell	Waco ARE	60	89	83	232

Catapult Jet Scale (6 flyers) score includes scale pts

1. Vic Nipped	B-57 Canberra	42 32 35	117
2. Walt Farrell	Bell Aircomet	31 24 20	86
3. Ed Pelatowski	F-86 Sabre	19 14 18	53

SATURDAY MASS LAUNCHES

BLUR Race (13 flyers)

1. Luc Martin	Kellner-Bechereau
2. Tom Nallen 2	Leighnor Special
3. Dave Mitchell	Meteor

Goodyear Racers Mass (8 flyers)

1. Dick Gorman	Sonerai
2. Dallas Cornelius	Long LA-1
3. Mark Fineman	Gray Ghost

World War 1 Mass (14 flyers)

1. Doug Beardsworth	Sopwith Triplane
2. Rich Gorman	SE-5
3. Matt King	Fokker DVII

Golden Age Racers (15 flyers)

1. Dough Beardsworth	Mr. Smoothie
2. Mark Fineman	Matilda
3. Ed Pelatowski	Folkerts SK-3

Fiction Flyer (6 flyers)

1. John Houck	Joys Racer
2. Greg West	Smilin' Jack X-13
3. Walt Farrell	Booth Ranger

SUNDAY MASS LAUNCHES

Modern Military Mass (6 flyers)

1. Walt Farrell	Mig-15
2. Jim Detar	Grumman Guardian
3. Ed Pelatowski	Mig-9

World War 2 Mass (21 flyers)

1. Steve Blanchard	P-39 Airacobra
2. Paul Stott	Fiat G-55
3. Walt Farrell	P-63 Kingcobra

Contra Rotating Prop Mass (6 flyers)

1. Tom Hallman	Koolhoven FK-5501
2. Doug Beardsworth	Mustang "Red Baron"
3. Andrew Ricci	Koolhoven FK-55

Flying Horde (25 flyers)

1. Dallas Cornelius	T-28 Trojan
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Harvey Wallbanger Award

John Houck - six models in the drink!!

CBEAPFOA* Dave Mitchell - still

*Can't Bust 'Em Award for Persistence in the Face Of Adversity. (The coveted Steel Balls.)

2011 Grand Champion Walt Farrell

Interestingly only one point separated the top 3.

40 registered contestants

(Note scale scores include bonus points)

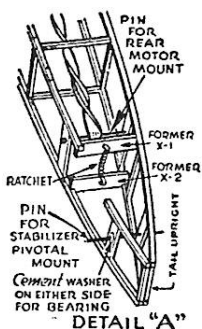
GENERAL INSTRUCTIONS

First read carefully this instruction sheet and study your plans. The instructions contained on this sheet are general and apply to all plans, while the special instructions on the plans apply only to the particular plans on which they appear. Observe all drawings and details. Study them until they are clear to you. Every HI-FLIER Plane has been built and flown. They are not released until they fly and fly well. The Planes must be as light as possible and in balance. The wings must have the correct dihedral and the proper camber. The stabilizer, or tail, must be in proper relation to the wings and the wing must be mounted at the proper place on the fuselage to meet the center of gravity. All these points have been carefully worked out in HI-FLIER plans and then to compensate for varying weights in materials and slight errors in construction, HI-FLIER Models are equipped with patented **ADJUSTABLE STABILIZERS**, an exclusive HI-FLIER feature. All modern aeroplanes are equipped with adjustable stabilizers to compensate for varying loads, thus HI-FLIER Models are strictly up-to-date and leaders in the latest improvements. Follow your instructions exactly, work slowly and carefully and you will have a Plane of which to be proud.

FRAME CONSTRUCTION

Lay plan on table or drawing-board and thumb-tack sheet of transparent wax paper over it to prevent cement from sticking to plan.

FUSELAGE. Begin with Fig. 1 on your plan. With sharp safety-razor blade cut all pieces needed for Fig. 1 from printed Balsa sheet. Cut carefully on outside of lines. Split out ends of Balsa strips with razor-blade and sand off rough edges. Place $\frac{1}{16}$ " strips on plan over heavy black lines of body. These are Longerons. Hold longerons in place by pushing pins through pin dots on plans. Cut $\frac{1}{16}$ " strips for Spacers and Braces to fit between the longerons and cement in place. Note carefully special instructions on plans. Look for special pieces such as wing base ribs, tail pieces, etc. When all pieces are cemented in their proper places and cement is dry, remove the frame and build another exactly like it for the other side of the fuselage. Now, using Fig. 2 and fuselage perspective as a guide, join the two frames together. First, cement the two tail up-rights together and allow to dry. Next cement in former or spacer at nose and then put in remaining formers or spacers, using as little cement as possible at the joints. We now come to the Ratchet for the **ADJUSTABLE STABILIZER**. See plan and also "Detail A" on this sheet. Push ends of ratchet through formers X1 and X2 with ratchet teeth to the rear as shown in "Detail A". Do NOT cement the ratchet. If stringers are called for, cement them in the notches along the formers. Shape nose block to



plan; drill hole for nose plug and cement nose block to front of fuselage.

RUDDER AND STABILIZER. Build rudder and stabilizer frames over plan separate from fuselage. Stabilizer is built in two parts.

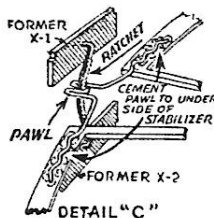
WINGS. Pin center spars in place over plan and push notched wing ribs onto spars in positions indicated. Use a little cement in the notches. Place trailing edge against rib ends and pin. Cement leading edge into notched rib tips and allow to dry. Build wing ends and cement to wing. Trim trailing ends of wing ribs to a straight line and cement trailing edge to rib ends. When dry remove wing frames, sand the leading edges round and taper off trailing edge.

COVERING. Cover all parts before assembling. Sand all corners and rough edges before covering. Cover wings and stabilizer on top side only, rudder on both sides. Leave section in tail of fuselage uncovered as indicated on your plan. Cover as large a section as possible at one time. Cut tissue lengthwise of the grain slightly larger than the section to be covered. Spread thin cement along the edges of frame to be covered, smoothing on the tissue as you go. Spray with water from an atomizer to shrink the tissue, being careful to weight or pin down the wings and tail surfaces to prevent them from warping while drying. When thoroughly dry, glue on the decorations as indicated on plans. If kit contains heavy colored paper, trace decorations from plans and cement on Plane as indicated. Use colored crayons to color wood parts.

ASSEMBLING

ADJUSTABLE STABILIZER. This patented HI-FLIER feature is of utmost importance and must be carefully built. See "Detail C." The Ratchet is the curved wire form equipped with ratchet teeth

inside the curve. The Pawl is the specially shaped piano-wire form that rides up and down in the ratchet thus regulating the flight of the Plane by holding the stabilizer at proper angles. Cement washers to spacers in tail of fuselage as shown on your plan. Cut head from pin and push through washers. This serves as a pivotal mount or hinge for stabilizer. Turn fuselage upside down and hold steady by bracing with books or wood blocks. Lay the two sections of stabilizer on top of blocks and under pivotal pin in position shown in "Detail B". Pin in place. Place the pawl through the fuselage and across leading edge of stabilizer, fitting it well up against the ratchet. It may be necessary to bend the ends of the pawl to follow edge of stabilizer. When in correct position, cement, using a toothpick as shown in "Detail B" to

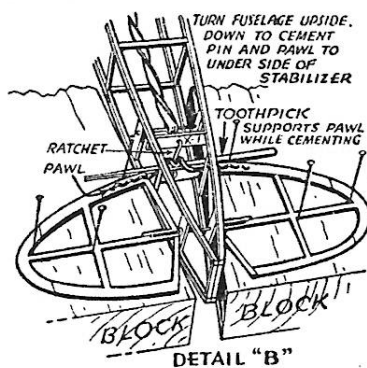


support the protruding part of pawl while drying. When dry, push stabilizer forward until pawl fits tightly against ratchet. Then glue stabilizer to pivotal pin. After thoroughly dry, test the adjustable stabilizer by running pawl up and down the ratchet. If it works loosely or skips at an end, move the ratchet back at top or bottom as necessary by forcing a toothpick between ratchet and formers. When ratchet is satisfactorily placed, cement ends to formers. If pawl becomes loose in ratchet due to wear and tear or to an accident in flying, loosen the ratchet in formers X1 and X2 by applying a fresh drop of cement on the old cement and readjust as above. When the ratchet is again snug against pawl, let dry before removing toothpick.

WING ASSEMBLY. Cement wings to fuselage in their proper position, being sure of the correct angle of decline between leading and trailing edges. Build in dihedral by blocking under the wing tips to the correct measured distance and hold in this position while cement is setting wings to fuselage. See Fig. 5. Check your assembly by front view on plans and by picture on back of carton, being sure the stabilizer is straight with the wings. Cement rudder in place.

LANDING GEARS. Construct the landing gears by building over plan or by checking with front and side views. Use pins for wheel axles. Cement landing gears into place and attach all braces and wing struts according to plan.

PROPELLER. Carefully sand the propeller blades and keep in balance by testing often until prop balances. Do this by holding prop with a pin pushed through the center. Shape ends of blade to plan. Slip prop shaft through nose plug and washer from back side. Push shaft through pin hole in prop and bend to form a hook. Pull hooked end back into prop and cement. Hook the rubber band on rear motor mount in fuselage. Reach through hole in nose block with small wire hook and pull rubber through the nose and hook onto prop shaft. Push nose plug into nose block but do NOT cement this in place.

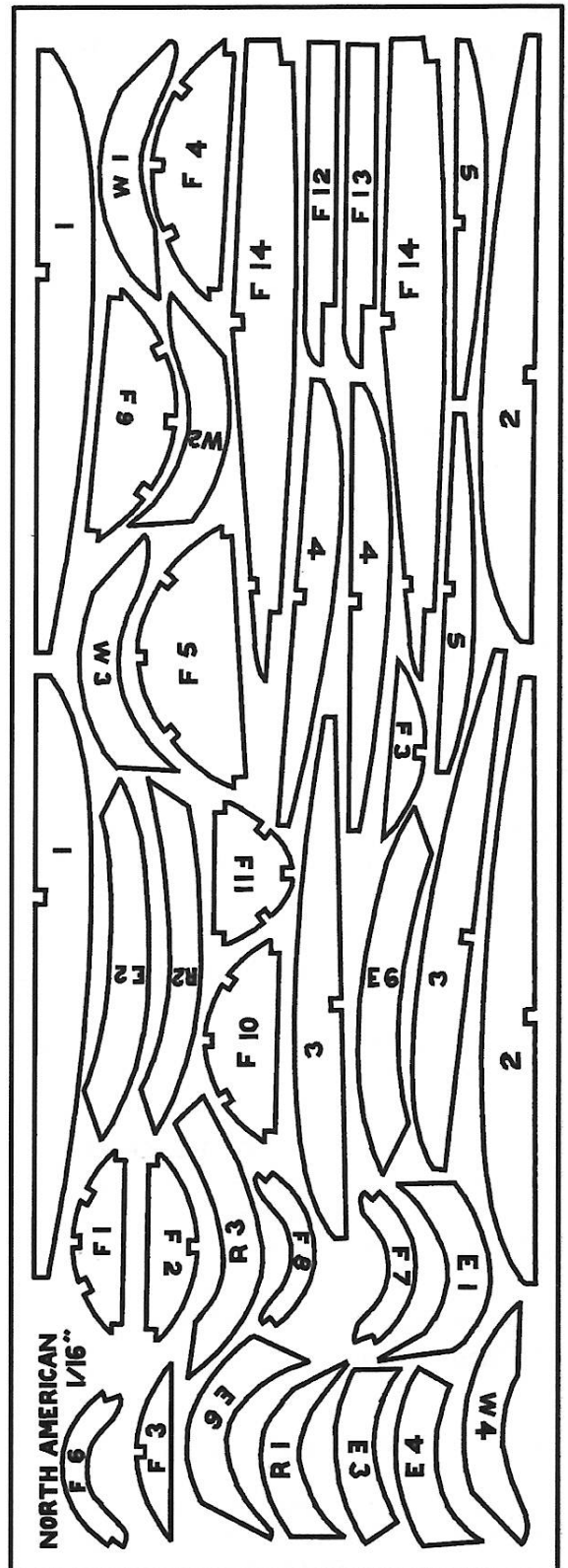
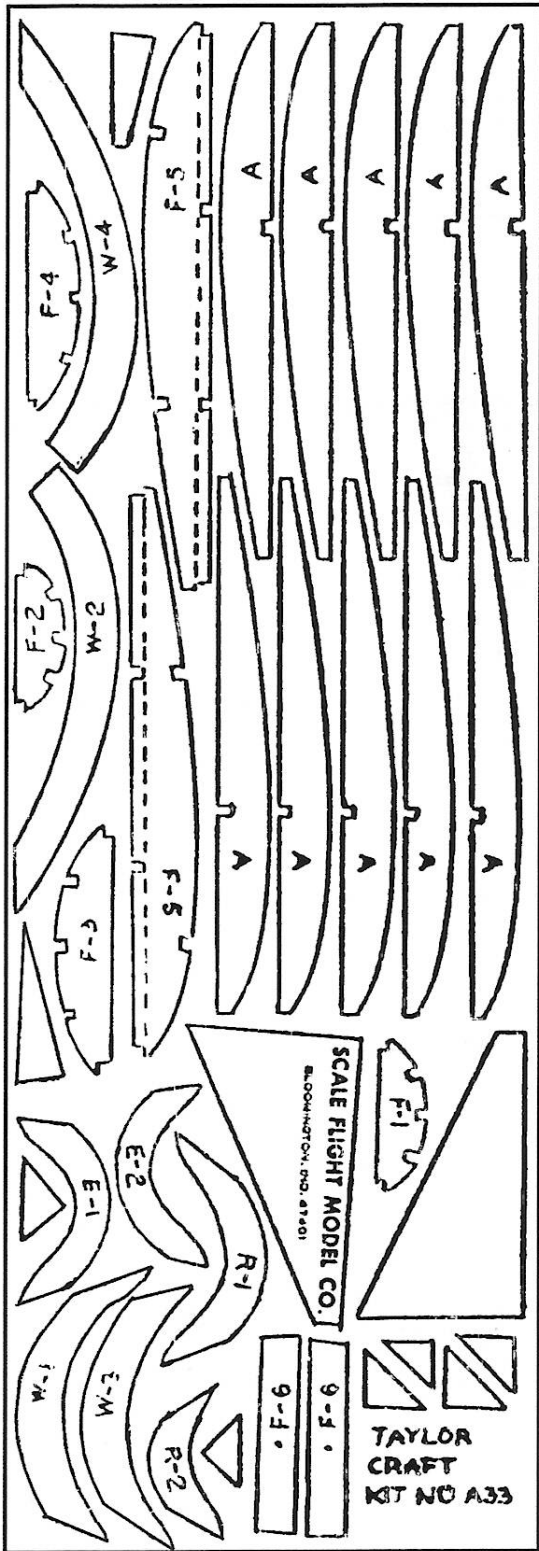


FLYING

Test flying is better indoors where the air is still. If your Plane is nearly in balance, the Adjustable Stabilizer will do the rest. If Plane is out of balance it may be corrected by adding weights to the nose or tail; thumb-tacks, small nails or lead pellets are best. First, try gliding your Model. If Plane noses down, push the leading edge of stabilizer down a notch or two. Should it go into a stall or act erratic, push stabilizer up a notch or two. If Plane circles, correct by breathing on rudder and warp it in the opposite direction. A right dive may be corrected by warping down the trailing edge of the right wing. Correct left dive in similar manner. Nosing down or stalling calls for stabilizer adjustment. Move stabilizer only one notch at a time. When Plane glides properly you may test fly it. Wind the prop about 50 turns clock-wise, launch it carefully by holding it level, wings parallel to the ground. Release the prop, gently thrust the Plane forward. Make any necessary adjustments before the next flight. When the Plane is properly adjusted, make regular flights by winding the prop 100 to 200 turns.

THE HI-FLIER MANUFACTURING CO., DECATUR, ILLINOIS

Made in U. S. A.



YOU WILL FIND A SECOND
NORTH AMERICAN PRINT WOOD PIECE
ON THE AERONCA WINGS PAGE.

National Building Museum Flying Fun Two Dates 1/8/2012 and 3/4/2012

Mass Launch Events:

1. Bostonian - 14g. minimum weight without rubber - ROG
2. Phantom Flash - FAC rules - plastic prop. - ROG
3. Parlor Fly - Old time design - see Max Fax 11/09 or 11/10 - ROG
4. Peanut Scale
5. WW II No-Cal - 6 g. minimum weight without rubber
6. Helicopter - simple one-bladed helicopters

Duration Events:

Limited Pennyplane - AMA rules

A-6 - AMA Rules

Dime Scale - FAC Rules

No-Cal Profile Scale - FAC Rules - 6 g.
minimum weight w/o rubber

Ready-to-Fly models

RC Events:

1. Tortoise and the Hare: Drag racing for the slowest flying model
2. Mad Scientist Award: Most Unique and Creative model that is able to execute a figure eight flight
3. Most beautifully crafted model that can fly and complete a figure eight flight.

Contact: Glen Simperts for more information:
grfreeflight@hotmail.com or 301-843-2896
Pete Carpenter will Manage the RC events:
pwabbitus@yahoo.com

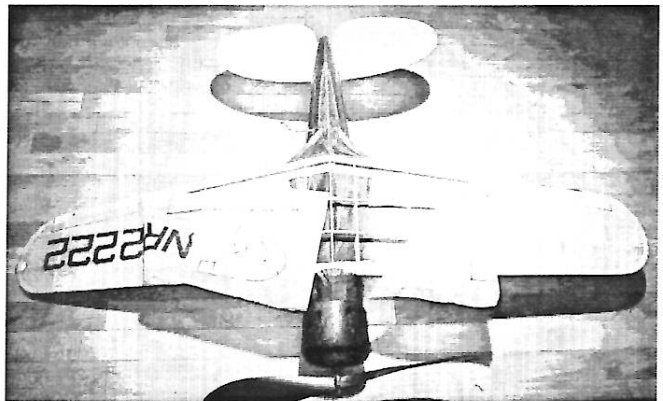
See NBM website for directions:
<http://www.nbm.org/>

Glue Stick Tricks

Our favorite brand is **UHU stic**. Ray recalls an article that said one could re-hab a dried out stick by putting an uncapped stick in a screw top jar with some water. The stick should be upright not under water. A little Clorox is added to the water to prevent mold. A few days latter, it is soft again. Yes it works.

Dave Mitchell finds the glue stick is superior to thinned white glue or dope for covering with Easy-Built tissue. Dave applies the glue stick to the balsa and lets it dry. He puts the tissue between two dampened paper towels and then drapes it over the framework. The damp tissue will adhere to the dried glue when pressure is applied with your finger. Of course denatured alcohol will activate the glue immediately. Alcohol can also be used to reposition the covering.

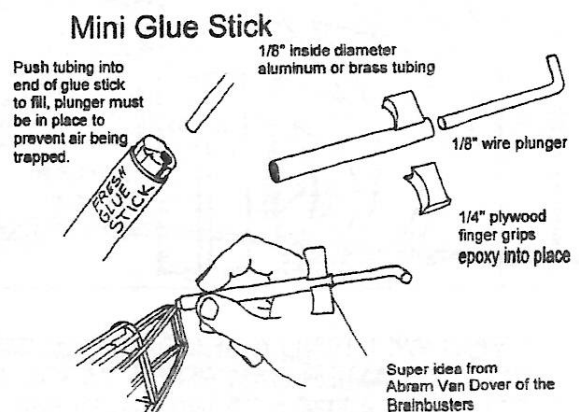
I like to wrap the tissue around a corner and seal it with white glue or dope. Dave found a water soak can release a glue stick only joint.



Dave's Orion cursed by Trixie for violating the 15% rule

Rub a glue stick on the back of Jap or domestic tissue stick it to wax or parchment paper and let the glue dry. I quite often fog on a coat of acrylic, with the tissue on a frame, first to make the tissue more opaque. You now have an adhesive backed piece of tissue.

Cut your design out with a sharp # 11 Exacto and peel off the wax paper. Position the tissue design and apply a little alcohol with a Q-Tip to adhere it. You can reapply the alcohol to reposition the design. When you like what you have, apply a permanent adhesive - thinned white glue or dope depending on whether acrylics are present. This is good for control outlines, numbers and insignia as well as stripes and flashes.



Ingleside Report

Stew Meyers

We had our annual Eastern Shore FAC contest at the Higg's Brothers Farm in Ingleside MD in conjunction with the 28th Eastern U.S. Freeflight Championships on Saturday and Sunday Nov 12th & 13th 2011. This contest is always late in the year due to the necessity of harvesting the crops first. Transitional Fall weather is often treacherous, although the last two years were very nice indeed. This year we avoided the rain which often plagues us, but the temperature dropped from the mild previous week and the winds kicked in blowing from 10 to 20 mph. Sunday was originally supposed to be better but proved about the same and more turbulent.

Remember, since one mph = 88 feet per minute, a one minute flight in a 10 mph breeze will blow you 880 feet down wind. We confirmed this factor over and over again this weekend.

DIME SCALE						sum	
Wally Farrell	Staggerwing	73	76	102	266	1	
Dave Mitchell	Vaga	90	59	72	221	2	
Dan Driscoll	Robin	53				3	
Mark Houck	Robin	46				4	
NO-CAL						sum	
Wally Farrell	Cardinal	123	161		284	1	
John Houck	Meteor	53	64		117	2	
GOLDEN AGE MIL & CIVIL						sum	
Wally Farrell	Vega	74	94		168	1	
Mark Houck	Linclon APK	44	46	47	137	2	
John Houck	Skyfarer	69			69	3	
John Houck	Avia BH-3	21			21	4	
EMBRYO						sum	
Mark Houck		73	74	96	243	1	
Wally Farrell	Nit	112	120		232	2	
Dave Mitchell	Zaptonian	65				3	
2 BIT OLD TIMER						sum	
Wally Farrell	FA Moth	63	81		155	1	
Dan Driscoll	Jr Comercial	58			58	2	
Stew Meyers	FA Moth	56			56	3	
HALF WAKEFIELD						sum	
Dave Mitchell	½ A Wake	99	76		175	1	

WWI MASS LAUNCH		
John Hauck	Hanroit HD2	1
Jim Coffin	SE5A	2
Dan Driscoll	Fok D-7	3
Stew Meyers	Alb D-1	4
COMBINED RACERS		
Dave Mitchell	Orion*	X
Wally Farrell	Mr. Smoothie	1
John Houck	Cassutt	2
Stew Meyers	KR-4	3
WW 2 MASS LAUNCH		
Dave Mitchell	Heinkel 112	1
John Houck	CW21 B	2
Stew Meyers	F6F**	3
Wally Farrell	P-63	4
LOW WING MILITARY TRAINER		
Stew Meyers	BT-9	1
Wally Farrell	Miles M 18	2
John Houck	SNC-1	3

We had eight active FAC fliers. Three more showed up but did not fly. Well Stefan did try but busted up his Peanut Zero before he could enter it. The madness was full upon Wally; he was the Grand Champ and wanted to continue flying Sunday after we called the meet early.

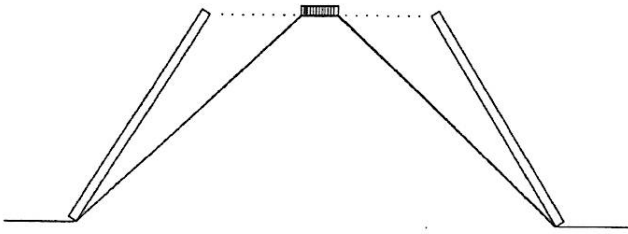
* Dave got the days we were flying the mass launches mixed up and did not bring his 15% racer on Saturday. He did have his Orion and flew it instead. Then after winning the event, he remembered he did not have a 15% load in it. On the last flight it landed in water and the covering came off the bottom of the wings. Trixie was enforcing the 15% rule!

** After extensive repairs following collision with a stooge at WaWa, the F6F was flying great again. On the first launch it was last down, but was in tree. A pole popped it out, but it was blown into another where it was well lodged. It was completely destroyed removing it.

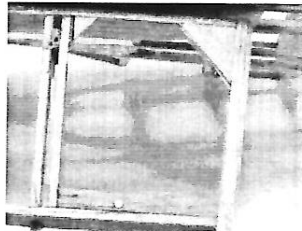
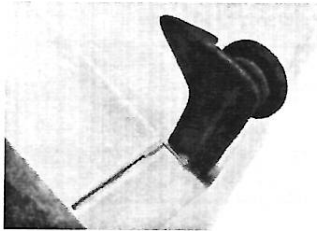
No one put in a Jimmy Allen flight.

NOTES ON BUILDING BIG DIMERS

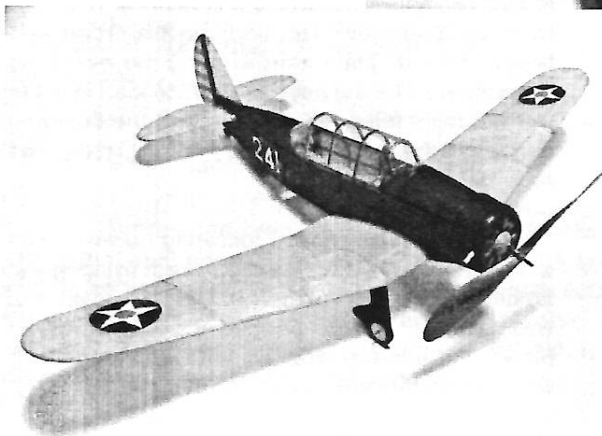
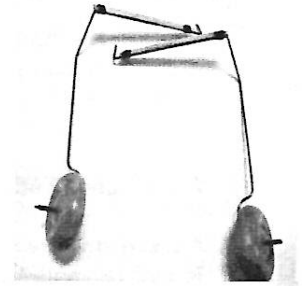
A32 Taylorcraft- I built this per the plan with the exception of replacing the 1/16th sq undercarriage brace with 0.025 music wire which became the axle. It went OSS years ago.



A33 North American Trainer- I built the SNJ version per the plan except for moving the rear peg aft and using a one piece wing. Canopy hoops are laminated. I got tired of the fixed gear ripping off and modified it to torsional sprung gear. Then I built the BT-9 version with the original rear peg position. I moved the wing spar to the top and added another spar forward of it. The insignia are crisper since I sprayed the white tissue with white acrylic to make it opaque. I have since added a small magnet to anchor the sprung gear on new builds.



The photo above is the BT-9 U/C. The other photos show the U/C legs and wing frame with magnet from my Seamew to give a better idea of how to do torsional gear with a magnet.



D. C. MAXECUTERS

CLUB OFFICERS

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Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012

Treasurer/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 DC MAXECUTERS are \$20 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. You may now use **PayPal** at the website: www.dcmaxecuter.org

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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

P 19 INGLESIDE PHOTOS

1. Ray Raykow shows Stew Meyers his new Cessna Centurion profile. The wind took the wing off before Ray could get it trimmed.
2. John and Mark Houck with John's heavy Hanroit HD-2 which proved to be just the ticket in the wind.
3. Stefan winds his Peck peanut Zero, which was destroyed by the wind by the wind before the WW2 event. Good to see him active again.
4. Second round Racers mass launch. Note Wally's launch of Mr. Smoothie in a vertical climb which served him well in the wind.
5. At the end of day Saturday the wind calmed down a bit and Wally got in some good flights on his Weber Staggerwing Dimer. Glen got some great shots of it one of which is on the cover. Here he winds it with help from Julie.
6. Dave Mitchell's ill fated Orion, Cursed by Trixie to land in the water and soak up enough to release the bottom covering since he did not have the requisite 15% rubber load.

INGLESIDE PHOTOS

A SELECTION OF PHOTOS FROM THE WINDY-CHILLY ENVIRONS OF
THE HIGGS BROTHERS FARM ON THE EASTERN SHORE.

PHOTO #1 JULE FARRELL, PHOTOS #2, 5, 6 GLEN SIMPERS PHOTOS #3 & 4 STEW MEYERS



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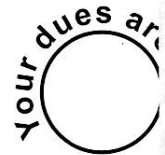
SIMPLIFIED SCALE ISSUE

CONTENTS:

- FAC concil report
- New SIMPLIFIED SCALE RULES
- Barron Field Air Races (WaWa) report.
- Eastern States FAC (Ingleside) report
- Hi-Flier Aeronca Dimer plan
- Comet Taylorcraft Dimer plan
- Comet North American Dimer plan
- NBMFlyer Glue Stick Tricks

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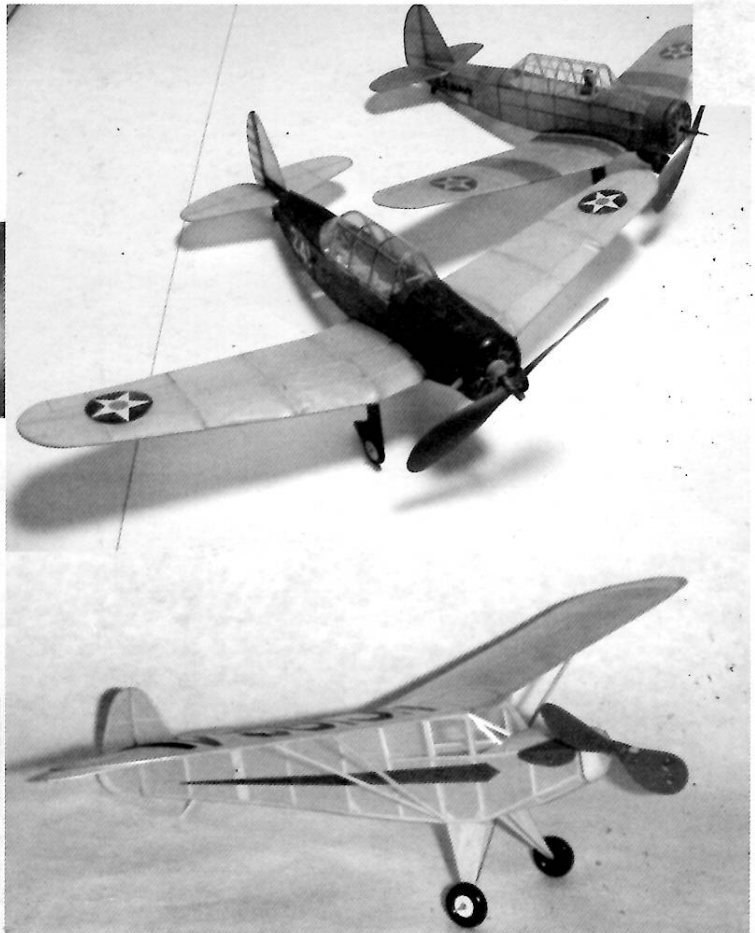
No. A33 Taylorcraft



No. A34 Spartan Fighter



No. A35 Vultee Attack





Build in one piece, then cut darn portion away.

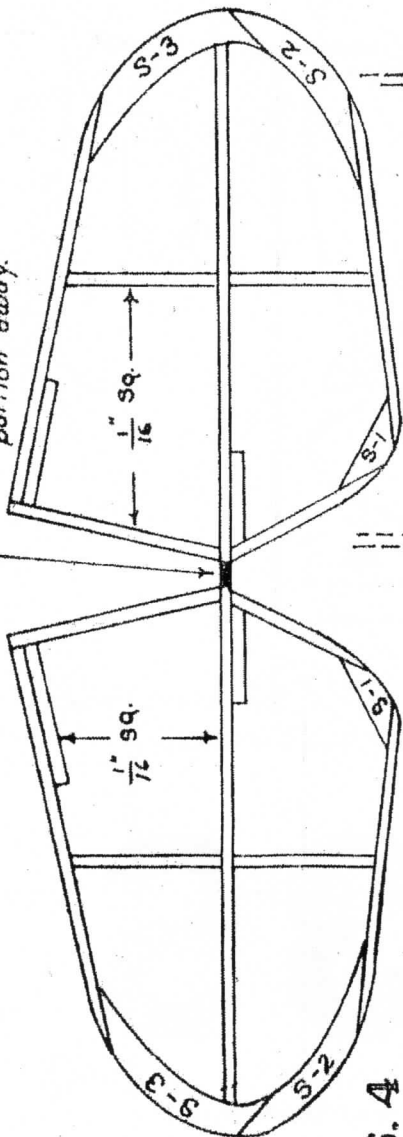
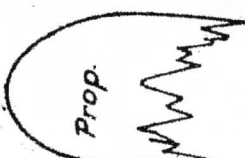


FIG. 4 ADJUSTABLE STABILIZER

Do not cement in nose plug.

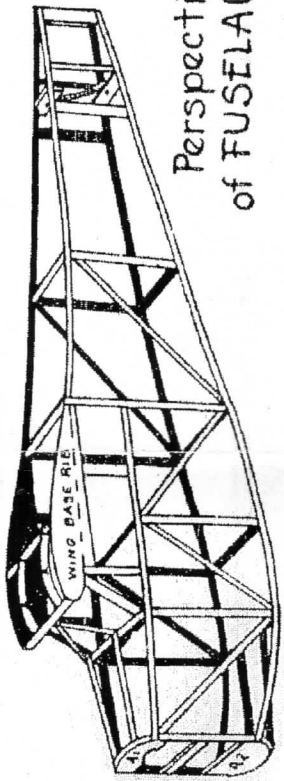
Cut out and glue to each side of nose block in position shown.



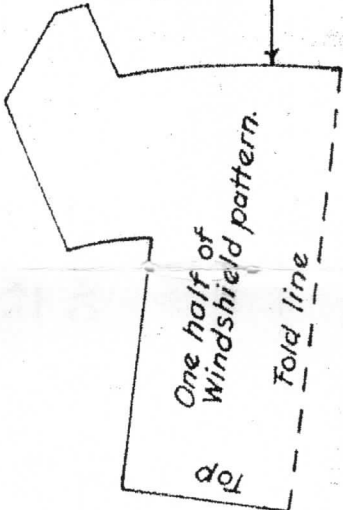
Scrap Balsa

Washers

Nose Plug
Nose Block
Motor Hook



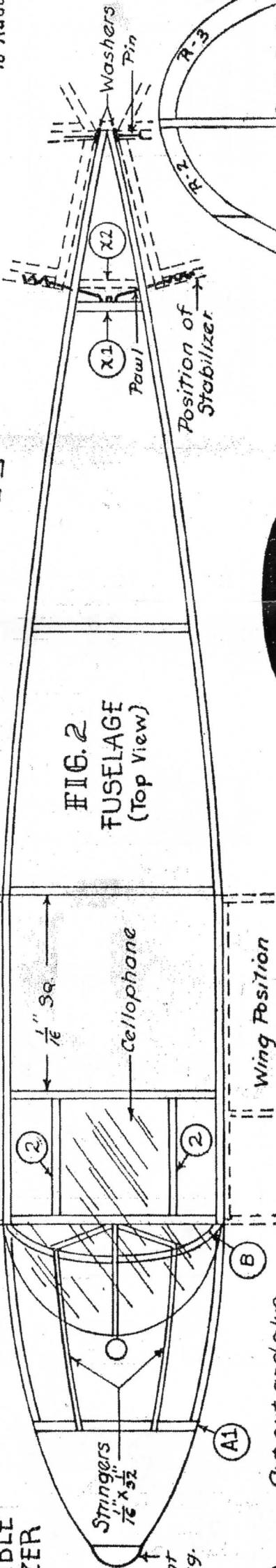
Perspective View of FUSELAGE frame.



Cover top of nose with tissue before gluing on windshield.

Cut pattern from cellophane.

FIG. 2 FUSELAGE (Top View)



INSTRUMENT PANEL BOARD "B"
Cut out and glue to former "B".



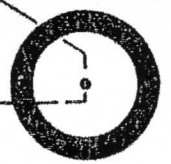
Cellophane

Spacers 1/16 Sq

Longerons 1/16 Sq

Cut out color stripe or use as pattern on colored paper in fit and glue to tissue covering on fuselage as indicated by dotted line.

FIG. 1 (Side View)



Follow INSTRUCTION SHEET Carefully!

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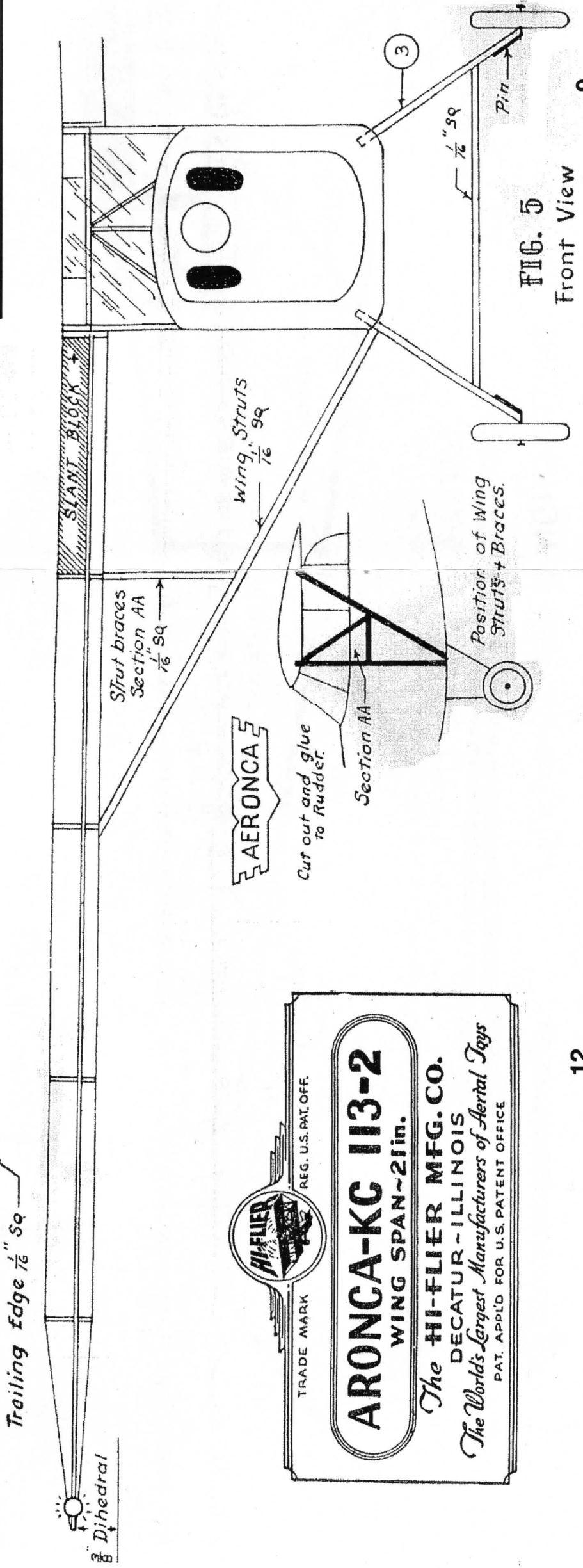
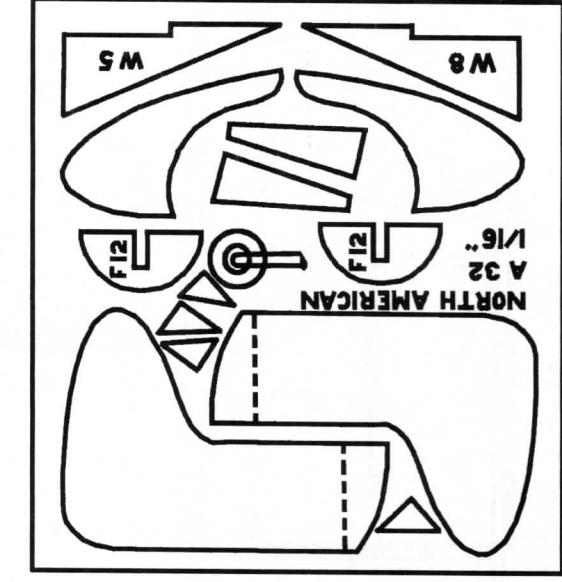
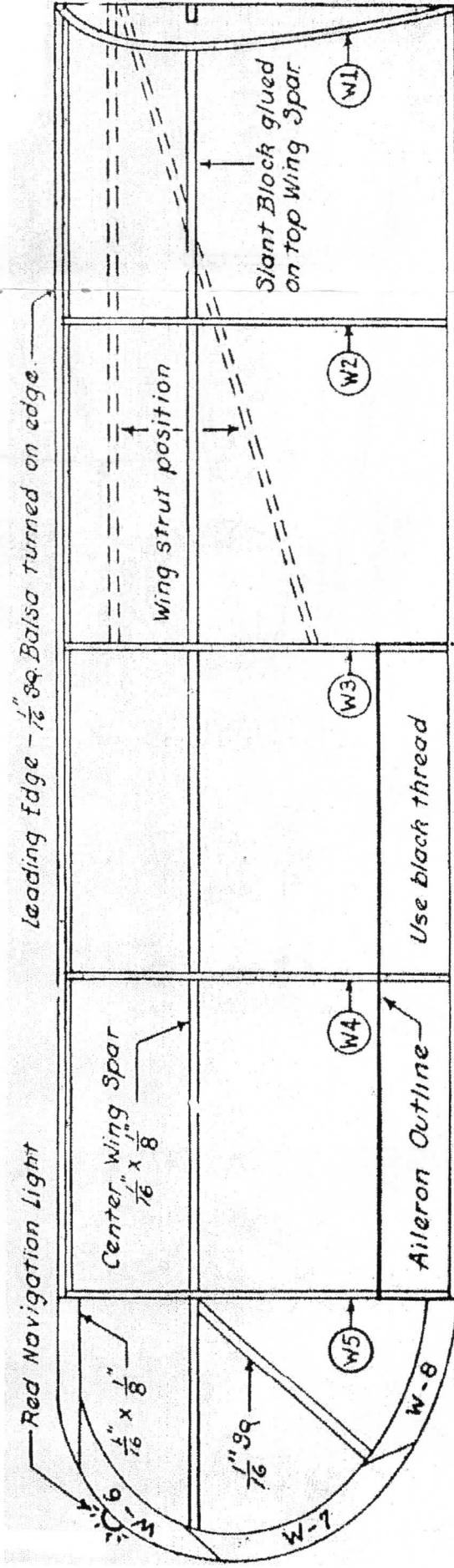
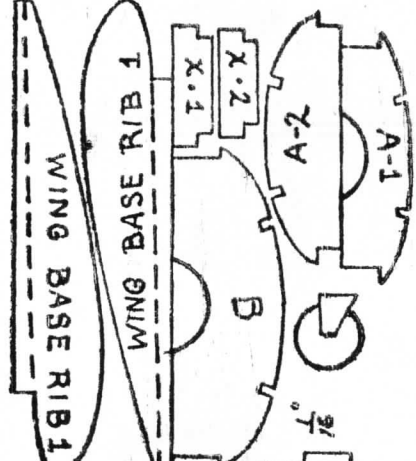
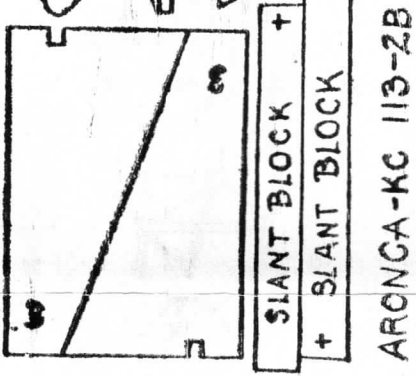
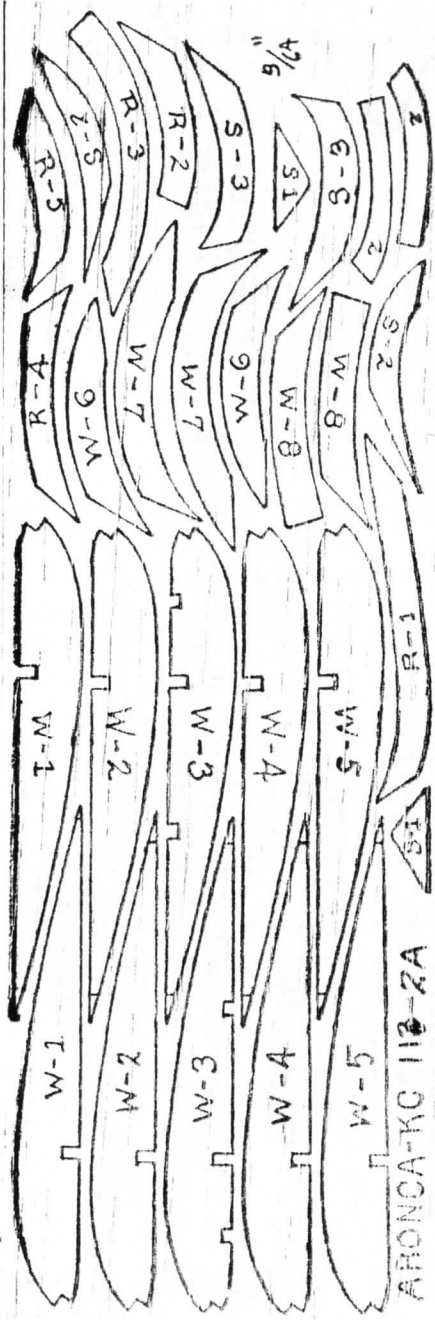
PAT. APPL'D FOR U.S. PATENT OFFICE



Cut out and glue to Rudder.

SIMPLIFIED SCALE COMMENTS

IT'S TEMPTING TO BUILD THIS MODEL EXACTLY PER THE PLAN TO SNAG THOSE OTPKS BONUS POINTS. BUT THAT RATCHET STAB AND BOGUS UNDER CARRIAGE CROSS BRACE TURNS ME OFF. I THINK I WOULD GO FOR A ONE PIECE CONVENTIONAL STAB AND SOME MUSIC WIRE FOR THE UNDER CARRIAGE. LIKE THAT SHOWN BELOW. THE VERTICAL AND HORIZONTAL SECTIONS OF THE 0.025 MUSIC WIRE ARE BOUND TO THE 1/16TH SQ STRUCTURE WITH THREAD. PART 3 IS HINGED TO THE FUSELAGE LONGERON AND FLOATS. A SMALL MAGNET AT THE BOTTOM ATTACHES IT TO THE MW. NOW ITS SHOCK ABSORBING AS WELL AS MORE SCALE.



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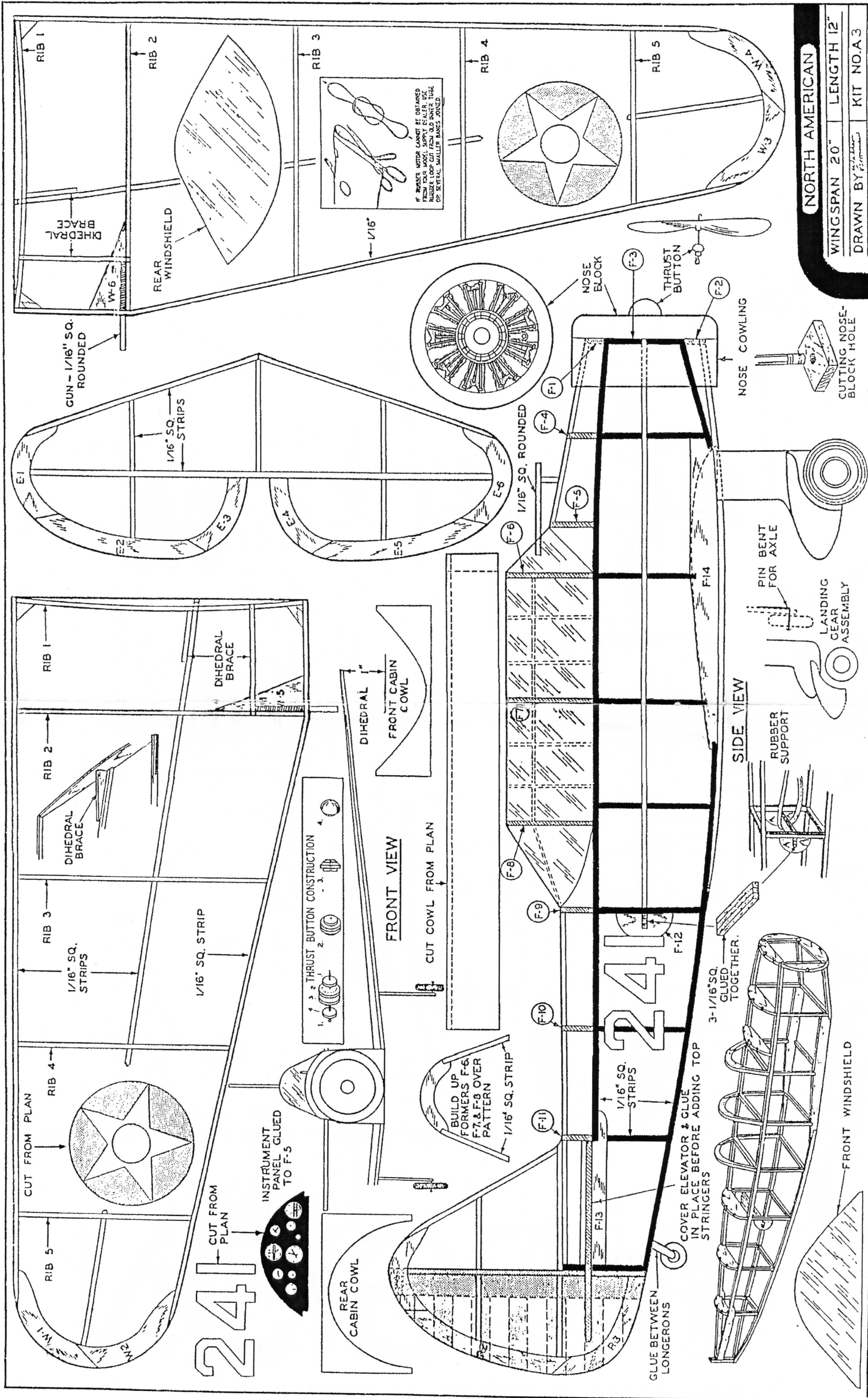
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WINGS

NC 19736

Green Navigation Light - $\frac{1}{16}$ " Sq balsa sanded round

FIG. 5
Front View



NORTH AMERICAN
 WINGSPAN 20" LENGTH 12"
 DRAWN BY [Signature] KIT NO.A.3

NC19641

CUT LICENSE NUMBERS FROM PLAN AND GLUE TO TOP OF WING.

TAYLORCRAFT

WINGSPAN 20" | LENGTH 12-1/2"
DRAWN BY *Howell Benjamin* | KIT NO. A33

