

MAX FAX



Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

MAR-APR 2012

PREWAR GUILLOWS ISSUE

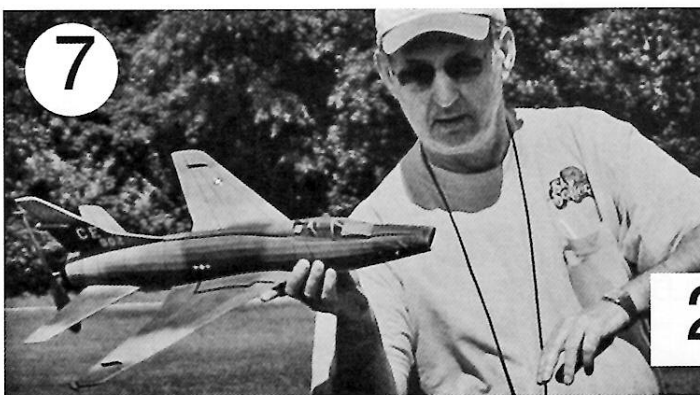
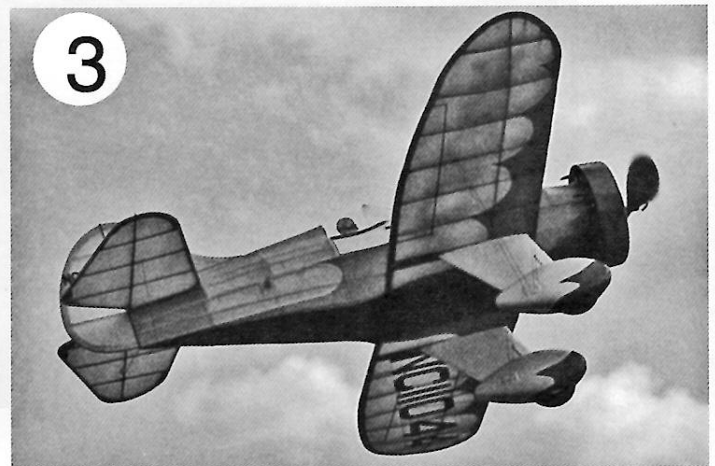
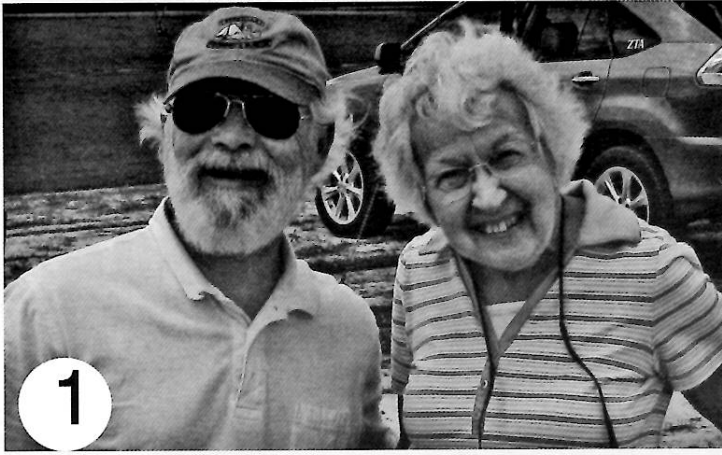


COMING ATTRACTIONS

Sept 6- 7 2012 FAC OUTDOOR CHAMPS MUNCIE, IN.
(entry form on FAC & Maxecuter website)

October 6,7 & 8 2012 GATHERING OF THE TURKEYS
Pensacola Navy Site 8A, FL
(entry form on <http://www.pensacolafreeflight.org>)

October 20-21, 2012 BARRON FIELD AIR RACES
Barron Field, Wawayanda, NY
CD: Tom Hallman 484-547-3016 John Houk 610-488-6235
(entry form at tom@hallmanstudio.com)



Pre War GUILLOW'S ISSUE

Wow, this issue is really late. Here it is the end of July and it is just now going to the printers. I spent most of my time over the past few months creating programs to register contestants at the FAC Nats and score the contest. Well the programs worked and now I am back to getting this issue out.

The last issue was skimpy on plans so we are making up for it by featuring five non-scale prewar Guillow's 16 inch ten cent models in this issue. Non-Scale Dimers as it were. Once upon a time, long ago, before the war, Guillow's Models were light weight fliers. The fuselage cross sections are bit small, so they don't qualify for Embryo. However, they can be flown as 2 Bit Plus One Old Time Rubber TOTF. (At the Nats, I noticed Ross had a couple of these Guillow's plans in his briefcase. We will most probably have a special event for these models at the next Nats.) In any case they look like neat fliers to me. These cuties really call to me. I stopped working on this newsletter for a while and built the F-56 *Pursuit* because it seemed to be the most challenging of the bunch.

Dan Driscoll has the #55 *Endurance* kit from this series, so we can give a complete report on these vintage models. I'll get around to the scale jobs in a future issue as well as the #55 *Endurance* model which is of slightly different construction closer to that of the scale models.

Most of the plans for this series of models are available from <http://www.hippocketaeronautics.com>, but not all, if any one has the F-52 *Low Wing Aeronca* or F-57 *Air Cruiser*, let us know.

Tom Schmitt is back at his computer and has created the photo pages from photos Julie Farrell, Bonnie Simperts, and others took at Kudzu. Check out his Photo Pages on our web site.

Page 2 Photos

from the Kudzu Rees Memorial Contest

1. Wally Farrell with Marie Rees. It was really great to have her at he contest. Marie enjoyed timing events for Frank Rowsome and Wally enjoyed winning them.
2. Glen Simperts watches Bobby Russel winding Bill Bell's Gee Bee Model E.
3. Bill Bell's Gee Bee Model E in flight.
4. Frank Rowsome's big Me 109. Frank complained it didn't like 15% rubber, but it went OSS.
5. Dave Franks with his big Curtiss Seagull.
6. John Houck with his Earl Stahl Skyfarer.
7. Dallas Cornelliuss with his F-100. He stove in the nose before he got in an official flight.

Photos's by Bonnie Simperts and Julie Farrell

The contest was the first annual Dave Rees Memorial Meet. Marie Rees attended both days and was in good spirits, but the absence of Dave was felt by everyone. We had 23 registered contestant.

The wind was tolerable, the temperatures were tolerable, and the there was no rain during the contest. The flying was good, and few models were lost.

This was the first time we had flown the new event, Simplified Scale, and it proved to be popular with eight entrants. Claude Powell won the event with a Peerless Taylor Cub. Judging from our turnout and the many entrants in this event at the recently completed FAC Nats, it looks like this could be a major event. We certainly intend it to be a regular event at our contests.

To no one's great surprise, Wally Farrell was again Grand Champ and took home the beautiful wooden tool chest built by Bill Shepherd.

The AMA events run by John and Shay Diebolt also went well and we thank them and Bill Shepherd for arranging for the field and other support.

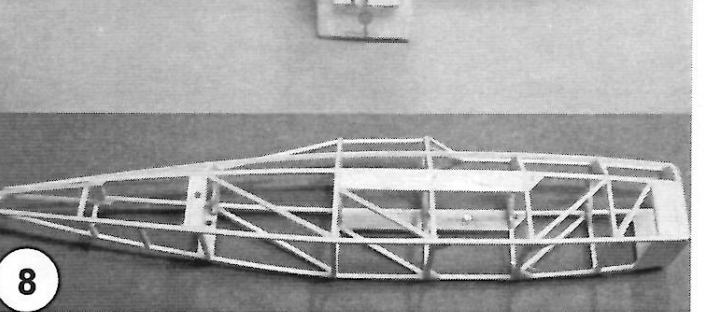
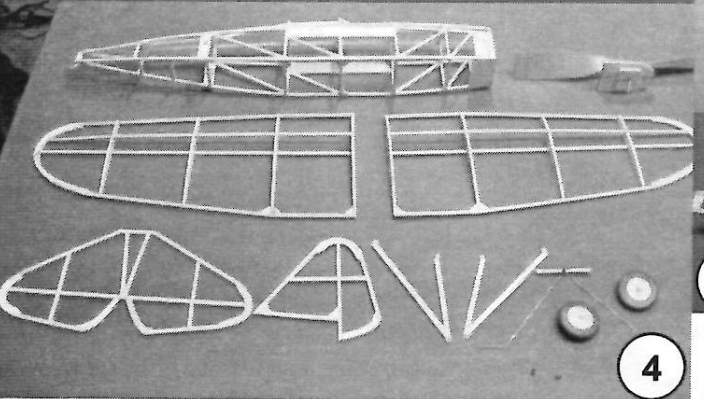
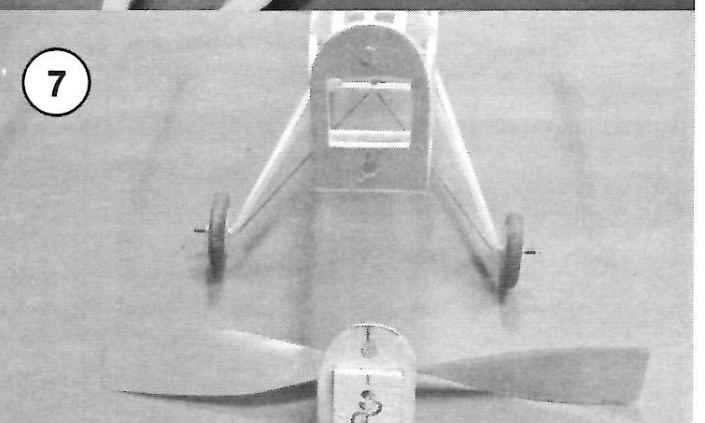
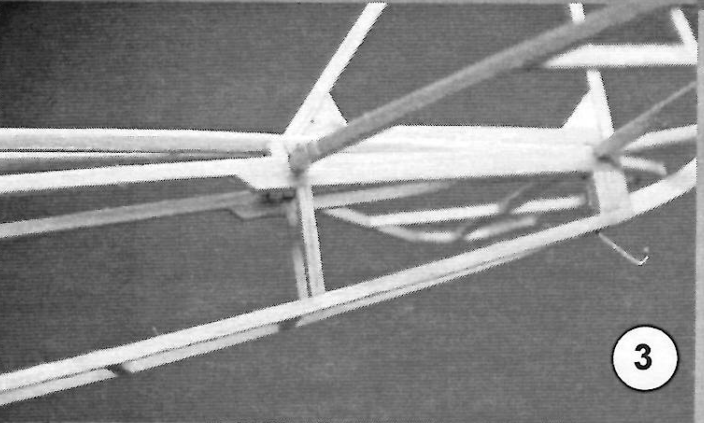
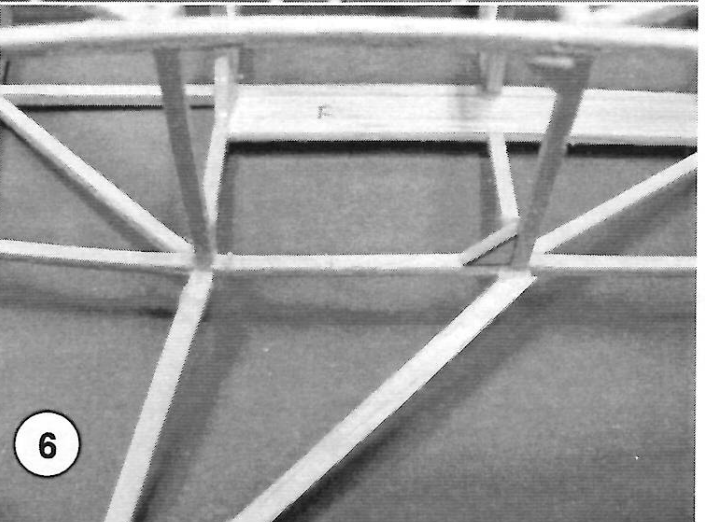
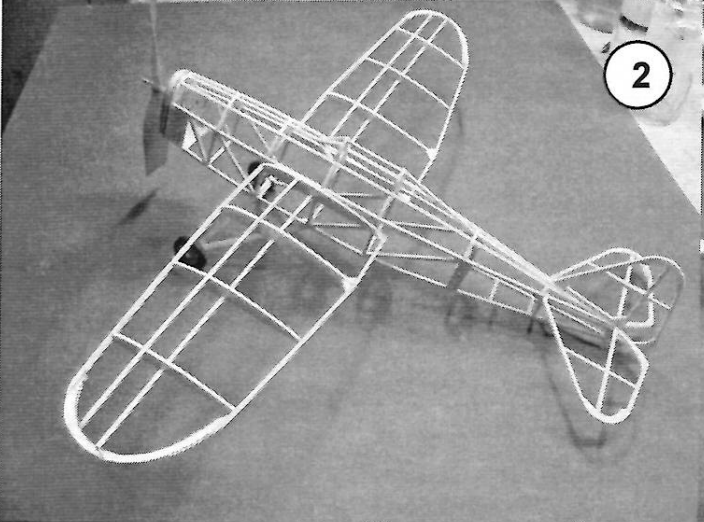
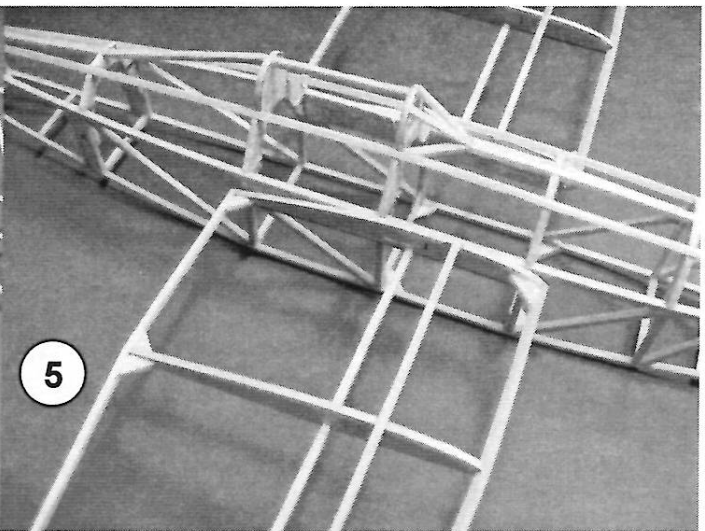
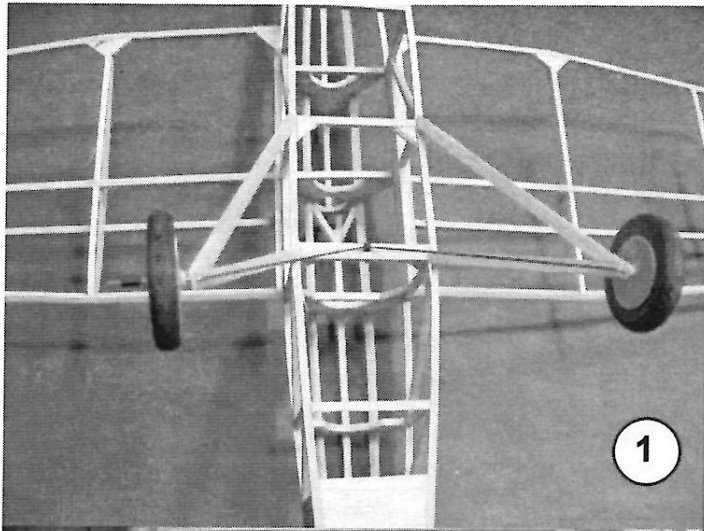
We had intended to give out Zaic X-12 kits on Saturday to build over night and fly on Sunday. I had thought I had a box of 30 kits. But when I opened the box it turned out to be 10 X-12 rubber kits and 10 G-12 catapult gliders. I handed these out and we had an event for the gliders as more of them turned up on Sunday.

2012 FAC Nats Report

We had four days of very workable weather, a strong turnout of 148 registered fliers, competing in 30 events. The computer based scoring system worked. We printed out and posted results every two hours or so. We were able to take one of the sun readable netbook computers out to the mass launch events to log in time for each sorte. It was then possible to sort the times and easily determine the surviving fliers for the next round. Not a trivial task with 20 -40 contestants entered in an event and even more challenging with bonus points added to flight times as in the Midway event. The process of recording times was much improved over last year. (And based on this year's experience, the program has been further tweaked to improve the "flow" of data entry and simplify the operation.)

There were some operator errors, however. Due to the rush of times turned in at the last minute, the list of winners read out at the banquet was generated without some of these times. Further more a flawed criteria was used to calculate the Gand Champs. All planes entered in an event were used as the multiplier.

The corrected results are available on the FAC web site: <http://www.flyingacesclub.com> The multiplier now has the following planes eliminated: The lower scoring model of two entered by a contestant in a given event; Contestants who registered for an event, but did not post any times; Contestants who entered an event, but were scratched or failed a required compliance check.



F-56 PURSUIT

**PHOTOS PAGE 4
F-56 PURSUIT**

1. Under Carriage showing 0.20 MW axle/strut, a Sig hinge tab reinforces the Vee and holds the axle.
2. Assembled model spot glued with Ambroid for show & tell at lunch before wing attach added.
3. Jog in longeron to accommodate a one piece stab.
4. Parts for test assembly before magnet wing attach, note 1/16 square in lieu of 1/16x1/32 pieces.
5. Wings modified with magnet and pin wing attach.
6. Detail of U/C struts note Sig hinge tabs and slots in longerons.
7. Magnets hold in the nose block.
8. Note the mods to the box sides compared to the plans.

F-56 PURSUIT DETAILS

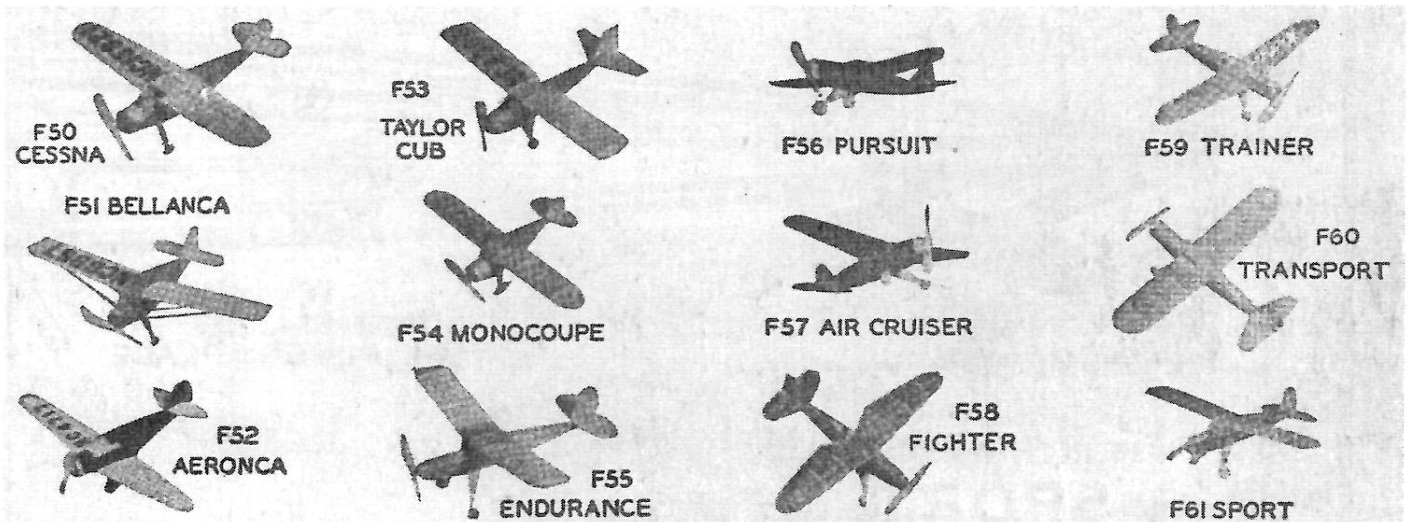
These models all use a five inch prop and have 7/8 inch dia. wheels. A Peck or North Pacific prop would do the job if you don't feel like carving one. Black foam from a meat tray makes a nice light wheel. I used 0.020 music wire as a brace and axle. I increased the 1/16x1/32 inch balsa pieces to 1/16th square. A couple of these models feature the mysterious wing butt joint of the 30's. I reinforced this area. The wing alignment is set with a jig. 1/32 od brass tubing is inset to the fuselage. Staple wire pins in the wing mate with these and establish the dihedral. The wings are held on by magnets. (Flight experience has shown the magnet wing attach is over kill and the brass tubes broke out on crashes. Just glue 'em on.) I also used gussets to strengthen many of the joints. The stab is one piece with a jog in the longeron to accommodate it. The nose bay has sheet sides to provide a place to hold it for winding. The aluminum tube rear peg moves forward a bay. Four strands of 3/32 rubber provide ample power for a zippy climb.

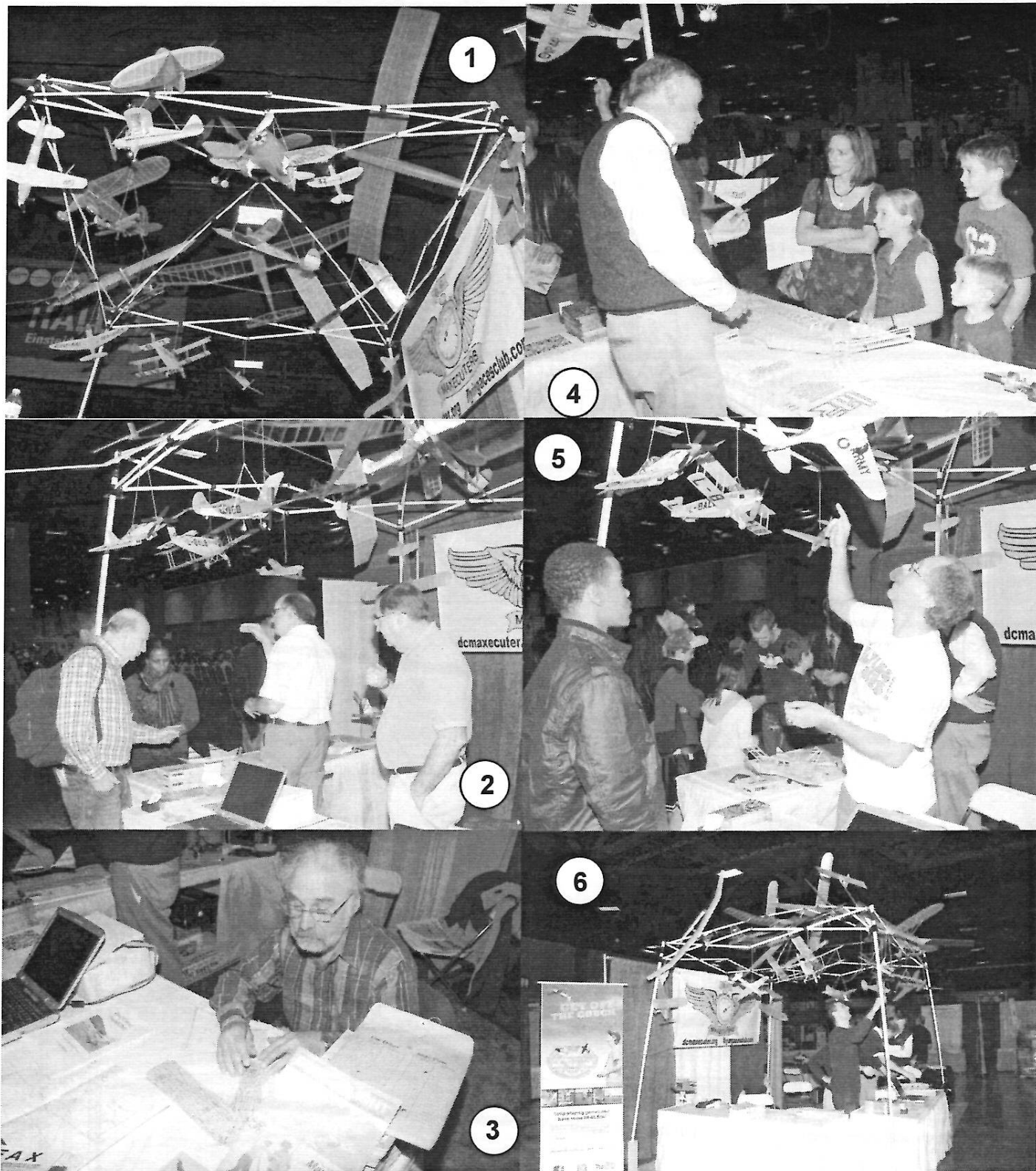
A little Guillow's history:

Paul K. Guillow was a naval aviator during World War I, and later went on to graduate from Worcester Polytechnic Institute in 1920. In 1926 he established a model airplane company originally called Nucraft Toys.

Soon after Charles Lindbergh's famous solo transatlantic flight in 1927, a craze for all things aeronautical swept over America. Guillow capitalized on that fad by introducing a line of balsa wood model kits. The first line of Guillow balsa shelf model kits offered consisted of twelve different World War I biplane fighters with 6 inch wing spans that retailed for 10¢ each. Each kit contained a 3-view plan, balsa wood cement, 2 bottles of colored dope, a strip of bamboo for wing and landing gear struts - this was considered relatively good value for such toys at that time. In 1933, demand for the kits were high enough as to enable Guillow to move out of the family barn that it started from and into its present day location in Wakefield, MA..

The WindySock, the newsletter of the Alamo Espadrille featured the #61 Sport in their current issue. Rick Carrick, the editor says "Though the Sport resembles a shrunken FAC Moth model, a careful look at wood sizes suggests careful building and the right wood selection could produce a very competitive little endurance entry for 2 Bit Rubber. The technique of preshrinking tissue with light dusting of Krylon acrylic is most likely in order for covering on this one. One could make the entire nose block removable for ease of winding and blast tube use. A wire formed landing gear combined with paper landing gear strut covers not only adds charm, but perhaps additional flying stability. It might be advised to put 1/16" washout on the wing tips and after that, 3/32" wash in for a right turn climbing bias" <http://www.windysock.net> The plan on their web site was a bit doggie.





1. MODELS AS ART.
2. GLEN SIMPERS AND RANDY KLEINERT TALK ABOUT AIRPLANES.
3. RALPH SMALLEY SHOWS HOW ITS DONE.
4. DAVE LACY EXPLAINS A DELTA DART.
5. MIKE ESCALANTE POINTS OUT DETAILS ON A MODEL.
5. DAVE MITCHELL GIVES FINAL TWEAKS TO THE BOOTH.

USA Science and Engineering Festival

Glen Simperts

There was always a constant roar of the thousands of people in the DC Convention Hall attending the USA Science and Engineering Festival. On several occasions I thought the DC Maxecuter booth would be overrun as youngsters pushed on the framework that held the models to get closer to the action. This festival held on April 27 to 29 drew roughly 220,000 people to the DC Convention Center over the three days. Most were enthusiastic kids and their parents. We estimated that we talked to from 5,000 to 10,000 of them. The Festival had the goal of promoting interest in science and engineering among school age children. Since the Maxecuters are interested in exposing newcomers to the fun of free flight models participation in the festival looked like a great opportunity to share the fun. For the first time the DC Maxecuters manned a booth to talk to as many people as possible about our kinds of model airplanes.

The D.C. Maxecuters worked in partnership with the Academy of Model Aeronautics, the National Free Flight Society, and the Flying Aces Club to make this happen. The AMA paid for our space and manned a booth right next to ours. They made up thousands of fancy brochures that featured Maxecuter information. Tony Pavel worked tirelessly on our behalf and arranged a prime spot on an active corner near to a stage where there was constant activity (and occasionally where they fired a toilet paper shooting gun and a girl ate bugs). NFFS provided a thousand brochures and boxes of NFFS Digest magazines to give away. I gave away duplicate stocks of Flying Aces and Maxecuter newsletters. We had a great cadre of Maxecuters who talked to all comers, young and old.

There are a couple of goals for the Maxecuters in having a booth at the Festival:

1. Expose lots of school kids and their parents to the hobby. Make them aware that not all models are large, expensive, dangerous and noisy nor are they ready-to-fly toys. I anticipate that some will want to join the club, Flying Aces, NFFS, and AMA.
2. Make contacts with people who perhaps once flew models and would again if they knew there was a local club.
3. Make contacts with educators and engineering programs who are searching for safe fun intellectually challenging things for their youth to do.
4. Connect to organizations that are trying to promote interest in Science and Engineering education and perhaps open opportunities for partnerships that provide access to indoor and outdoor facilities.

Our display featured lots of free flight models (with a couple of RC models for spice), a space where we showed how the models were constructed, and demonstrations of the use of rubber power to power the model. The models displayed the range from large to small; and from museum quality scale models to the simpler and well flown. The variety was useful because many people did not believe that the very scale Bill Bell

P-40 or Dave Mitchell's models actually flew. A well worn Jack Felter Gee Bee drew a lot of attention because it obviously had flown and many recognized the difficulty of making such a plane fly.

Participation in the Festival resulted in a number of new connections, flying opportunities, and five pages of new contacts. It is not yet clear which of the thousands of conversations will result in achieving our goals.

The significant points:

The YMCA has a "The Sky's the Limit" Thingamajig Invention Convention on 7/26/12 and they would like us to demonstrate flying models for the expected 14,000 kids. It is in the Show Place Arena - a large indoor space that is used for indoor horse shows and High School graduations. It is big.

The Engineering Week organizers and the National Building Museum have planned to show people what engineers do on 2/16/13. The leader of the effort asked us to come fly.

We talked to the Manager of the "How Things Fly" Gallery in the National Air and Space Museum about ways to show people actual flying in or around the museum.

The RC Flier who flew models during the Festival for the AMA works at Pax. River on UAVs. Two times a year he organizes for the hanger to be cleared out for indoor flying. The Great Mills High School that is near Pax. River has an Engineering Club and some flying goes on there. They also seem to fly at times at Webster Field - the Navy's UAV flying site in southern MD.

A Professor at Morgan State in Baltimore is trying to organize an outreach program to area youth using flying activities. He has already touched base with AMA and looks forward to a partnership. Randy Kleinert is working with him.

A Professor at Delaware State University hopes to use model aircraft to teach engineering students about flight. I told her about Bud Carson's success at the Naval Academy and said that we can help her set something up.

Meanwhile, Pat Daily is looking for flying opportunities in Columbia, VA. Maybe a demonstration there will open the door for more flying on the southern tier of the Maxecuters. Jerry Litschi of the Crossing Free Flight Group visited our booth and indicated that they have a very large sand covered field in Southern NJ at Coyle Airfield where models as large as Wakefields can be flown. www.oldwakefields.com.

Fellow Maxecuters, Stephen Prosky and Bill Hadden had their own booths at the Festival and helped inspire the next generation with fighting political-themed robots and a Wright flier simulator. Great fun for all!

Potos on page16 opposite.

REES MEMMORIAL MEET JUNE 2 & 3, 2012

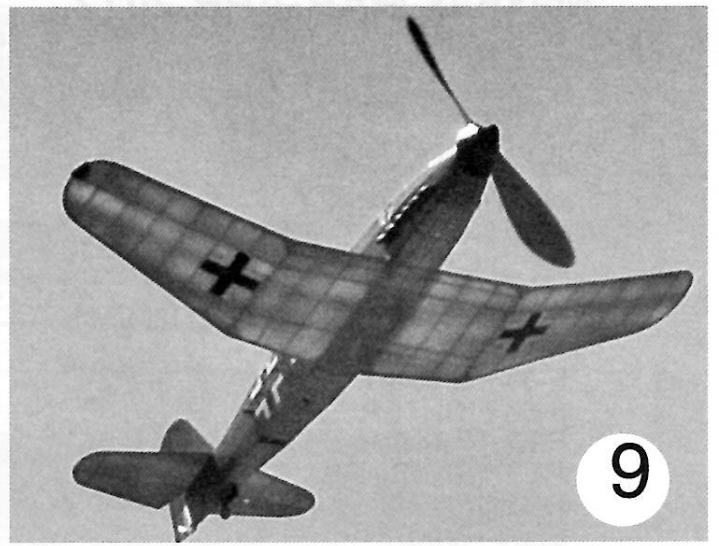
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WALLY FARRELL	B-57	1
JOHN DIEBOLT	ARADO	2
GLEN SIMPERS	F2H	3
DIME SCALE	ENTRIES	8
JOHN DIEBOLT	BAT MONOPLANE	1
CLAUDE POWELL	REARWIN CLOUDSTER	2
WALLY FARRELL	STAGGERWING	3
EMBRYO	ENTRIES	9
WALLY FARRELL	DEBUT	1
STEW MEYERS	NIT	2
BRAD GLASS	EMBRYO-MATIC	3
FAC RUBBER SCALE	ENTRIES	8
WALLY FARRELL	AJ SAVAGE	1
DALLAS CORNELIUS	CHAMBERMAID	2
JOHN HOUCK	DAPHNE	3
SIMPLIFIED SCALE	ENTRIES	8
CLAUDE POWELL	TAYLOR CUB	1
JOHN HOUCK	FAIRCHILD 45	2
DALLAS CORNELIUS	BP DEFIANT	3
NO-CAL	ENTRIES	3
JOHN HOUCK	CANBERRA	1
WALLY FARRELL	P-39	2
RAY RAKOW	CESSNA 206	3
LOW WING TRAINER	ENTRIES	3
DALLAS CORNELIUS	T-28B	1
WALLY FARRELL	MAGISTER	2
CLAUDE POWELL	PT-19	3
FAC POWER SCALE	ENTRIES	1
WALLY FARRELL	STAGGERWING	1

WW I	ENTRIES	5
DON REED	FOK. D-7	1
FRANK ROWSOME	FOK. D-7	2
OLLIE BENTON	FOK. D-7	3
NAVY SCALE	ENTRIES	6
WALLY FARRELL	SKYRAIDER	1
DALLAS CORNELIUS	KATE	2
CLAUDE POWELL	ZERO	3
MODERN CIVIL	ENTRIES	4
DON REED	FLEET CANUCK	1
WALLY FARRELL	CESSNA 140	2
CLAUDE POWELL	PIPER CHEROKEE	3
WW II	ENTRIES	7
DALLAS CORNELIUS	KATE	1
CLAUDE POWELL	ZERO	2
DAVID FRANKS	HEINKEL 100D	3
RACERS	ENTRIES	4
DALLAS CORNELIUS	CHAMBERMAID	1
WALLY FARRELL	MR. SMOOTHIE	2
FRANK ROWSOME	CHAMBERMAID	3
GOLDEN AGE	ENTRIES	7
JOHN HOUCK	SKYFARER	1
OLLIE BENTON	FALKE	2
DALLAS CORNELIUS	DH-29	3
DAVE REES DESIGN	ENTRIES	3
WALLY FARRELL	MR. MULLIGAM	1
DAVID FRANKS	MR. SMOOTHIE	2
CLAUDE POWELL	TENZAN	3
FLYING HORDE	ENTRIES	
CAN'T REMEMBER	THE WINNER	1

AMA EVENTS		HL GLIDER	
P-30		KIT BAYS	1
BRAD GLASS	1	CAT GLIDER	
CARL DOWDY	2	KIT BAYS	1
E-36		WALT FARRELL	2
LOUIS JOYNER	1	JOHN DIEBOLT	3
ZAIC G-12		TOWLINE	
BOBBY RUSSELL	1	WALT FARRELL	1
ABRAM VAN DOVER	2	BRAD GLASS	2
JOHN DIEBOLT	3	CARL DOWDY	3

PAGE 19. MORE KUDZU PHOTOS

8. Dan Driscoll the CD for the contest logs in a Jet Cat.
9. Dave Frank's big *He 100*.
10. Stew's *KR4*, which being out of trim after the debacle at Ingleside promptly rendered itself unflyable.
11. Abram Van Dover with his winning G-12 glider.
12. Ollie Benton came all the way from Tenn. to celebrate Dave at this contest. He also donated to reproduce Dave's plans. The *Falke* came in 2nd.
13. All around 'Good Ole Boy' Bill Shepard made a really grand tool chest as an award for the Dave Rees event. Wally won it.



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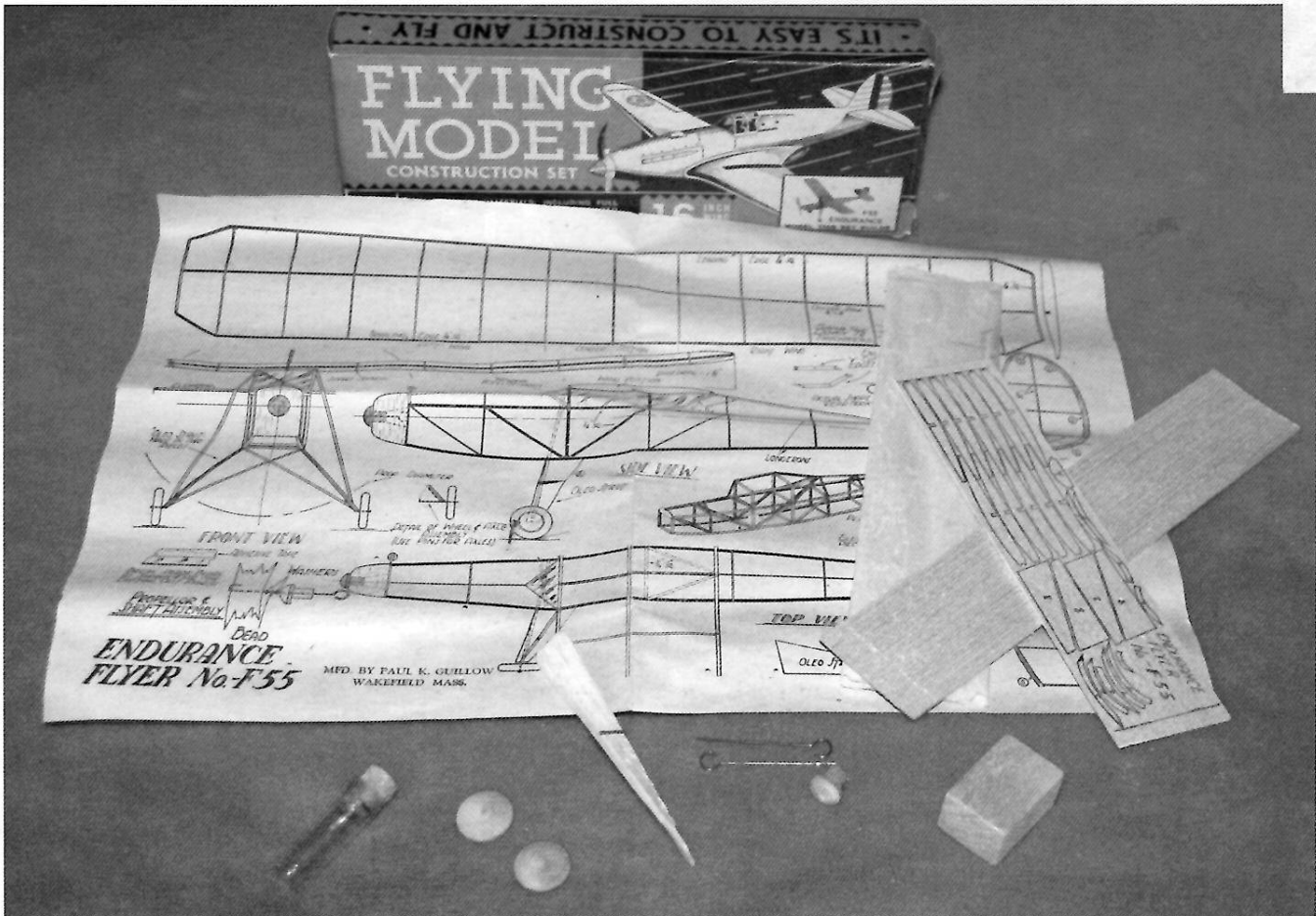
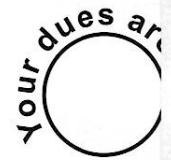
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- F-58 FIGHTER
- F-59 TRAINER
- F-60 TRANSPORT
- F-61 SPORT
- Expo Report
- Kudzu Report

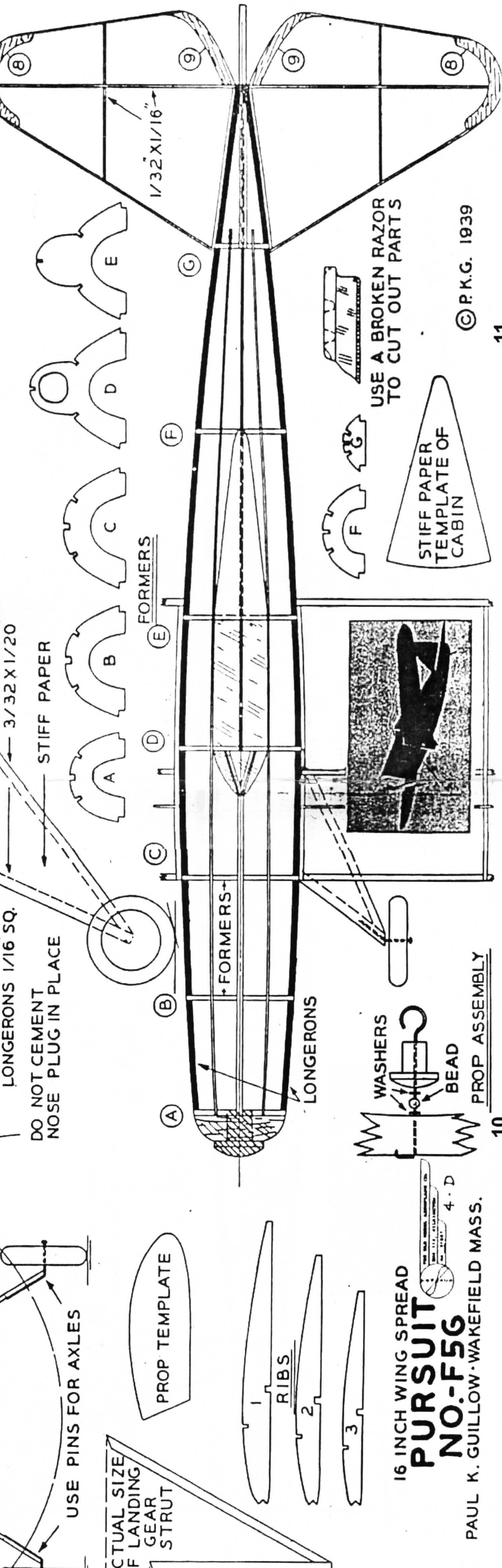
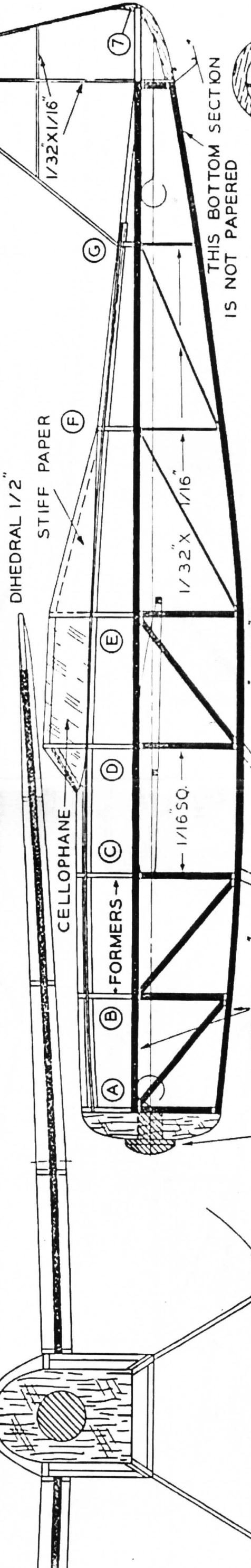
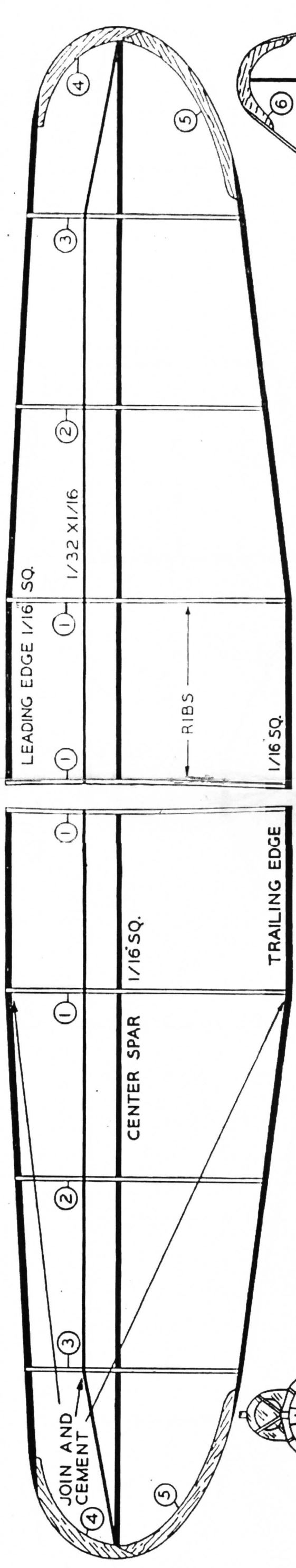
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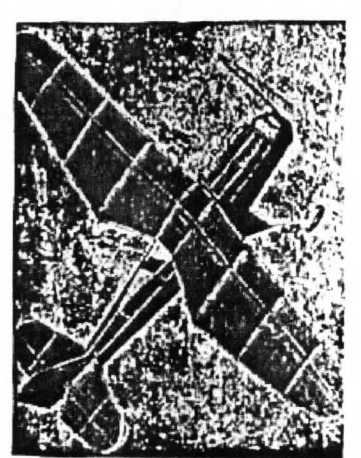
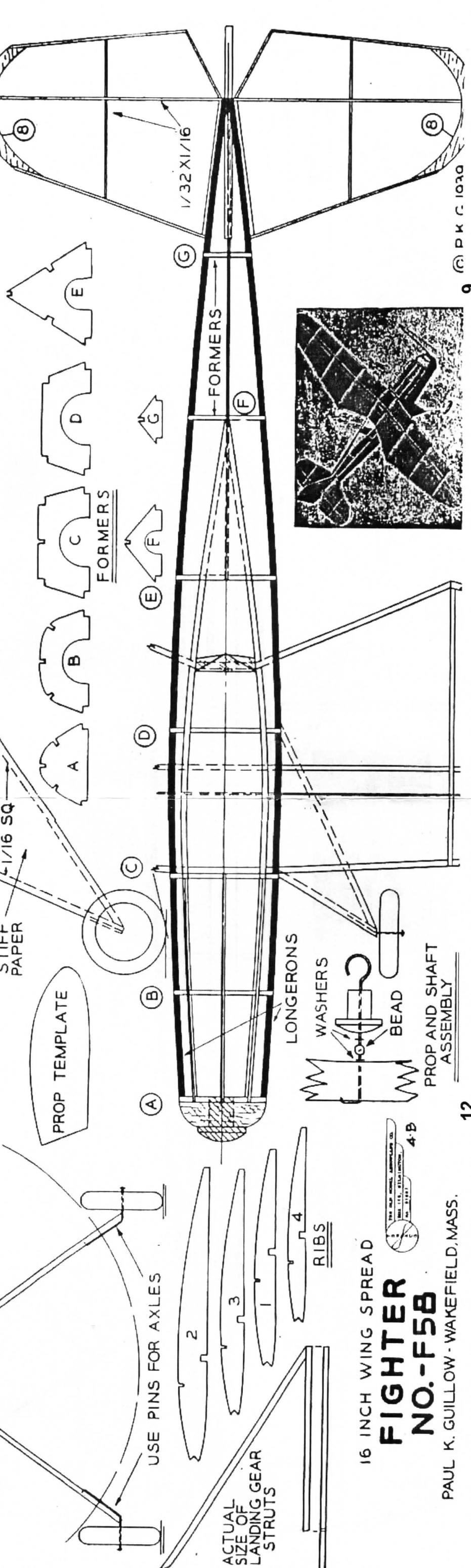
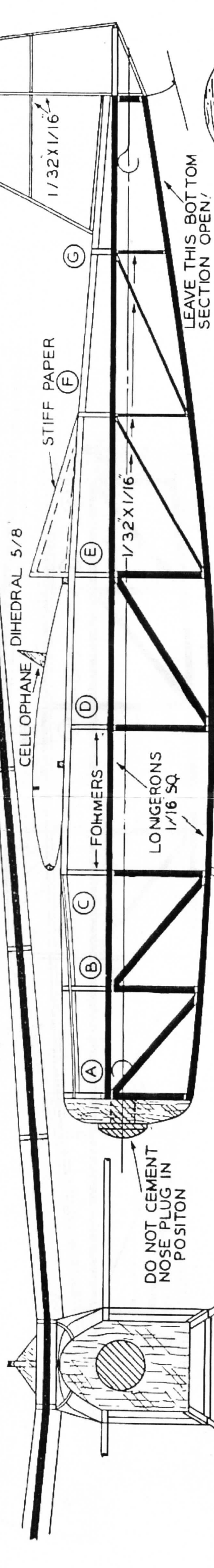
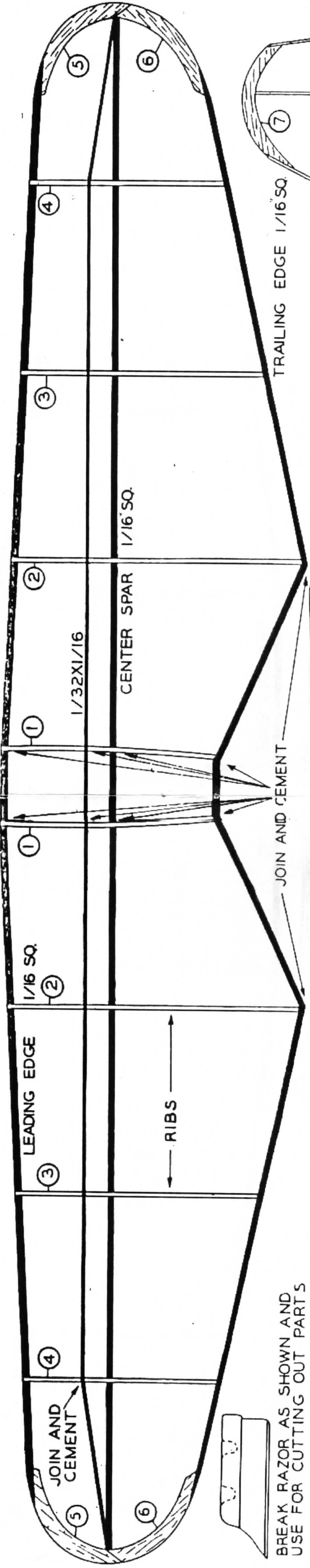


16 INCH WING SPREAD
PURSUIT
NO.-F56

PAUL K. GUILLOW · WAKEFIELD MASS.

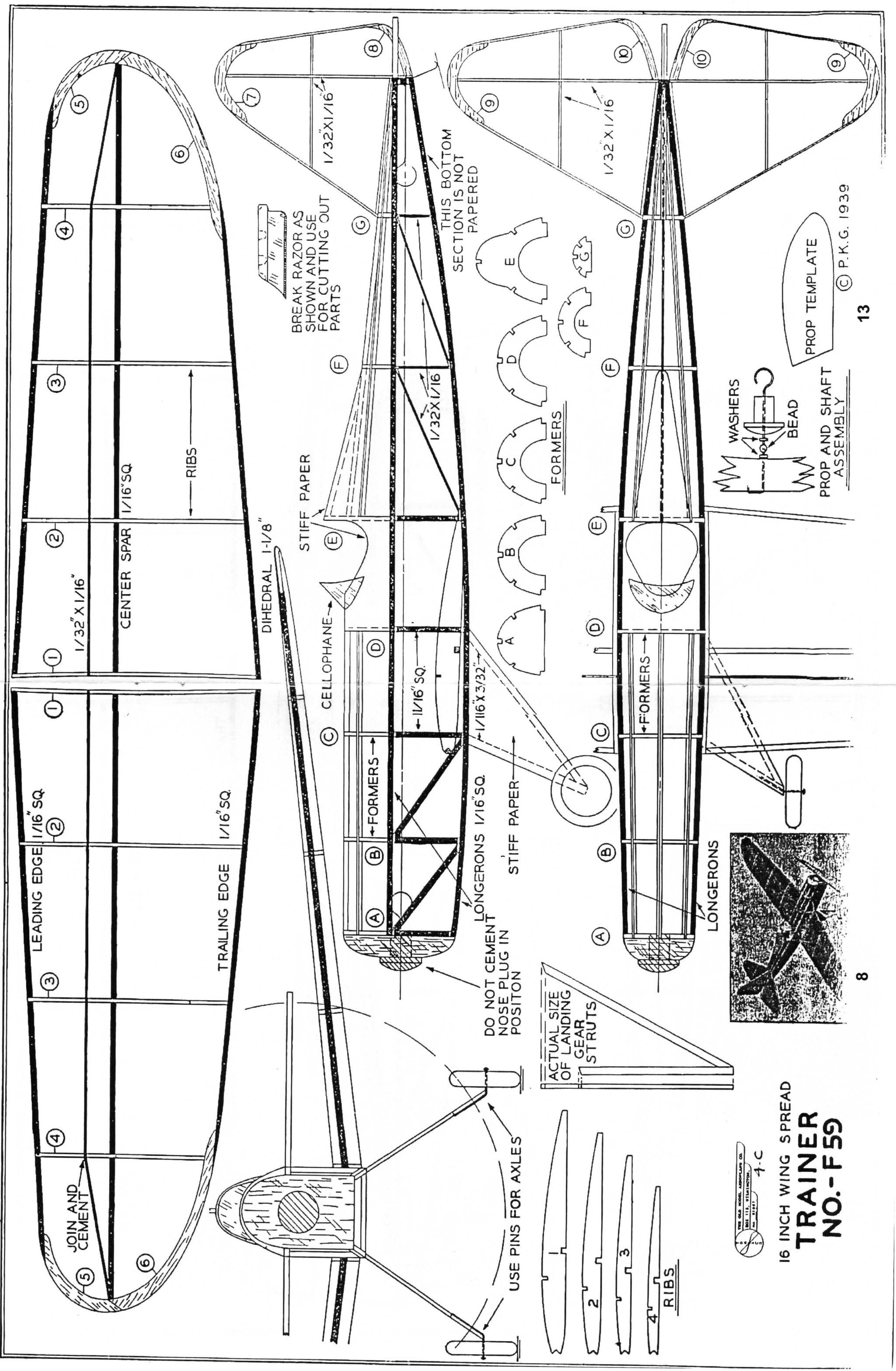
PROP ASSEMBLY

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16 INCH WING SPREAD
FIGHTER
NO.-F5B

PAUL K. GUILLOW - WAKEFIELD, MASS.



JOIN AND CEMENT

CENTER SPAR 1/16" SQ

RIBS

DIHEDRAL 1-1/8"

STIFF PAPER

CELLOPHANE

FORMERS

1/16" SQ.

LONGERONS 1/16" SQ.

STIFF PAPER

DO NOT CEMENT NOSE PLUG IN POSITION

USE PINS FOR AXLES

THIS BOTTOM SECTION IS NOT PAPERED

ACTUAL SIZE OF LANDING GEAR STRUTS

1

2

3

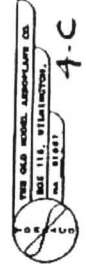
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LONGERONS

WASHERS

BEAD

PROP AND SHAFT ASSEMBLY

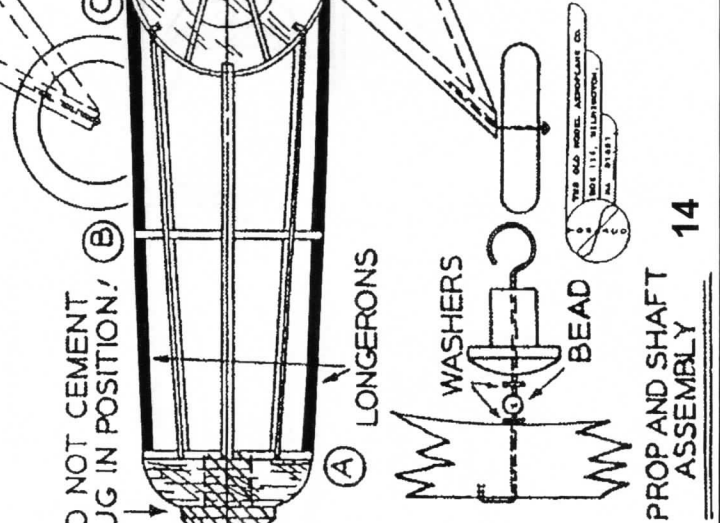
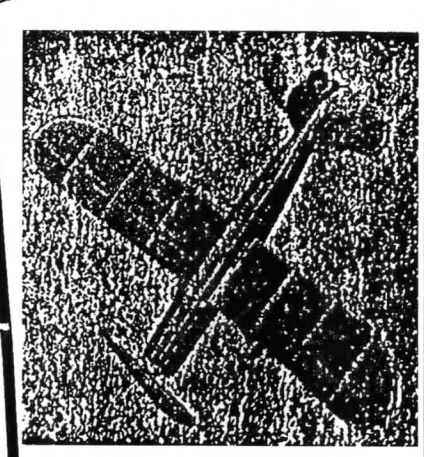
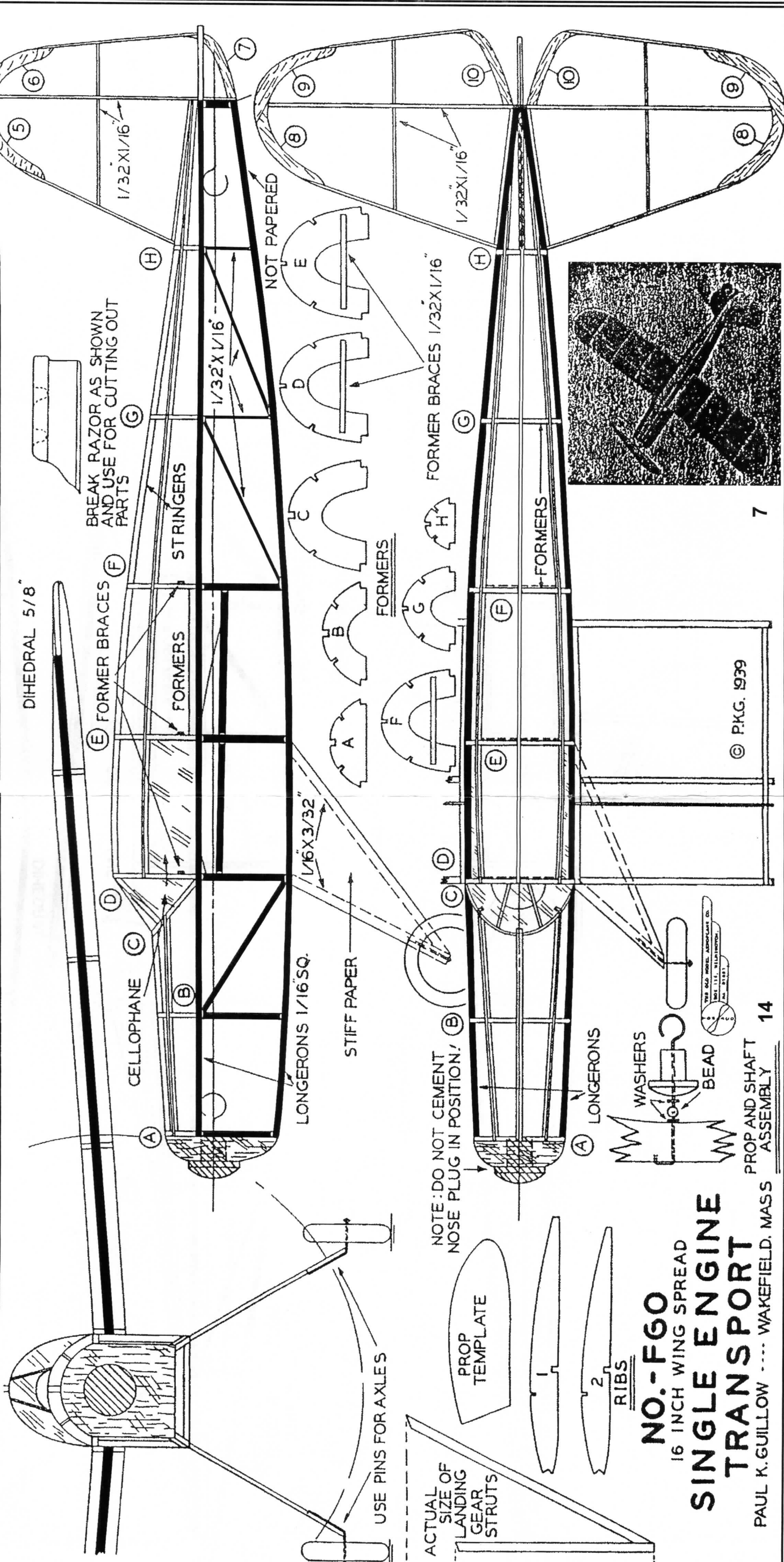
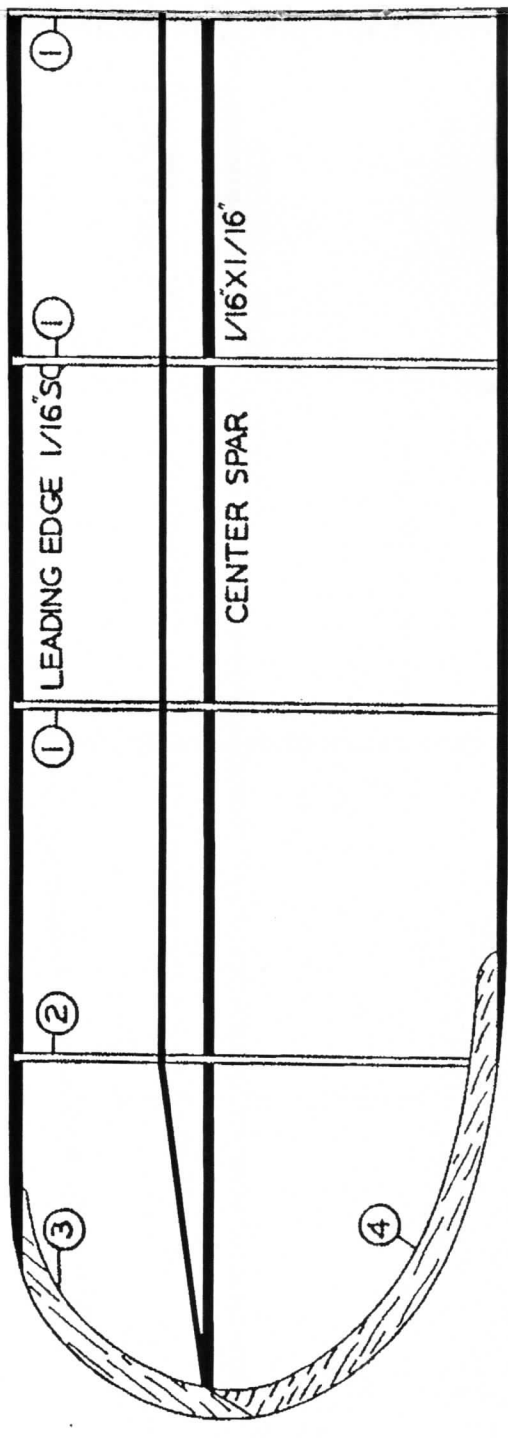
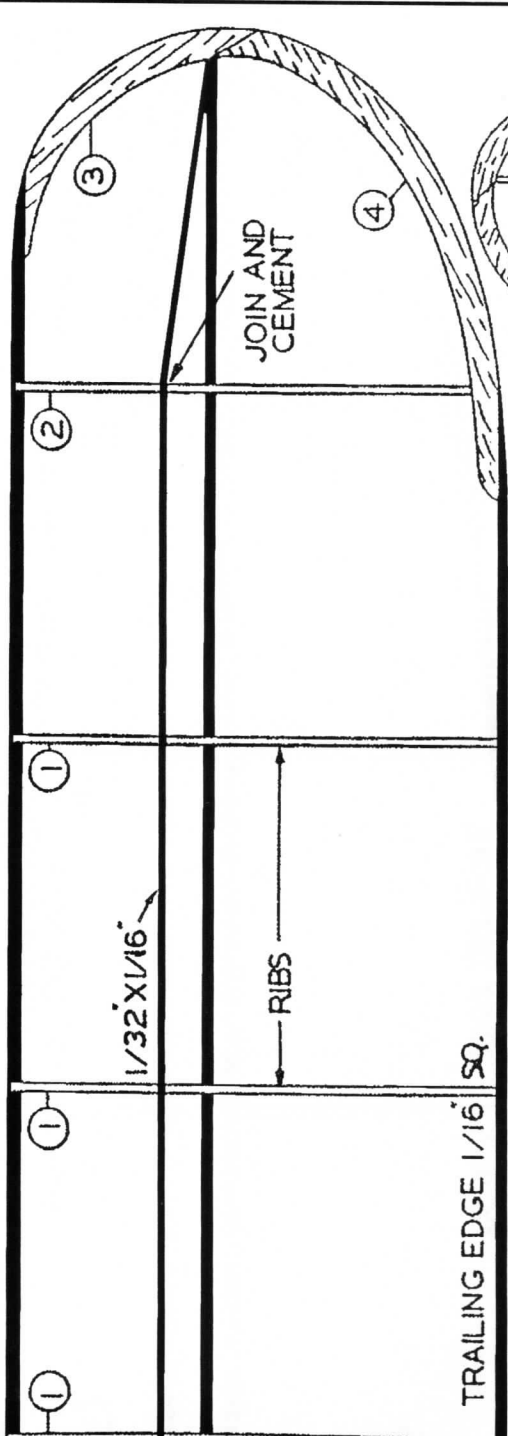


4-C

16 INCH WING SPREAD
TRAINER
NO.-F59

PROP TEMPLATE

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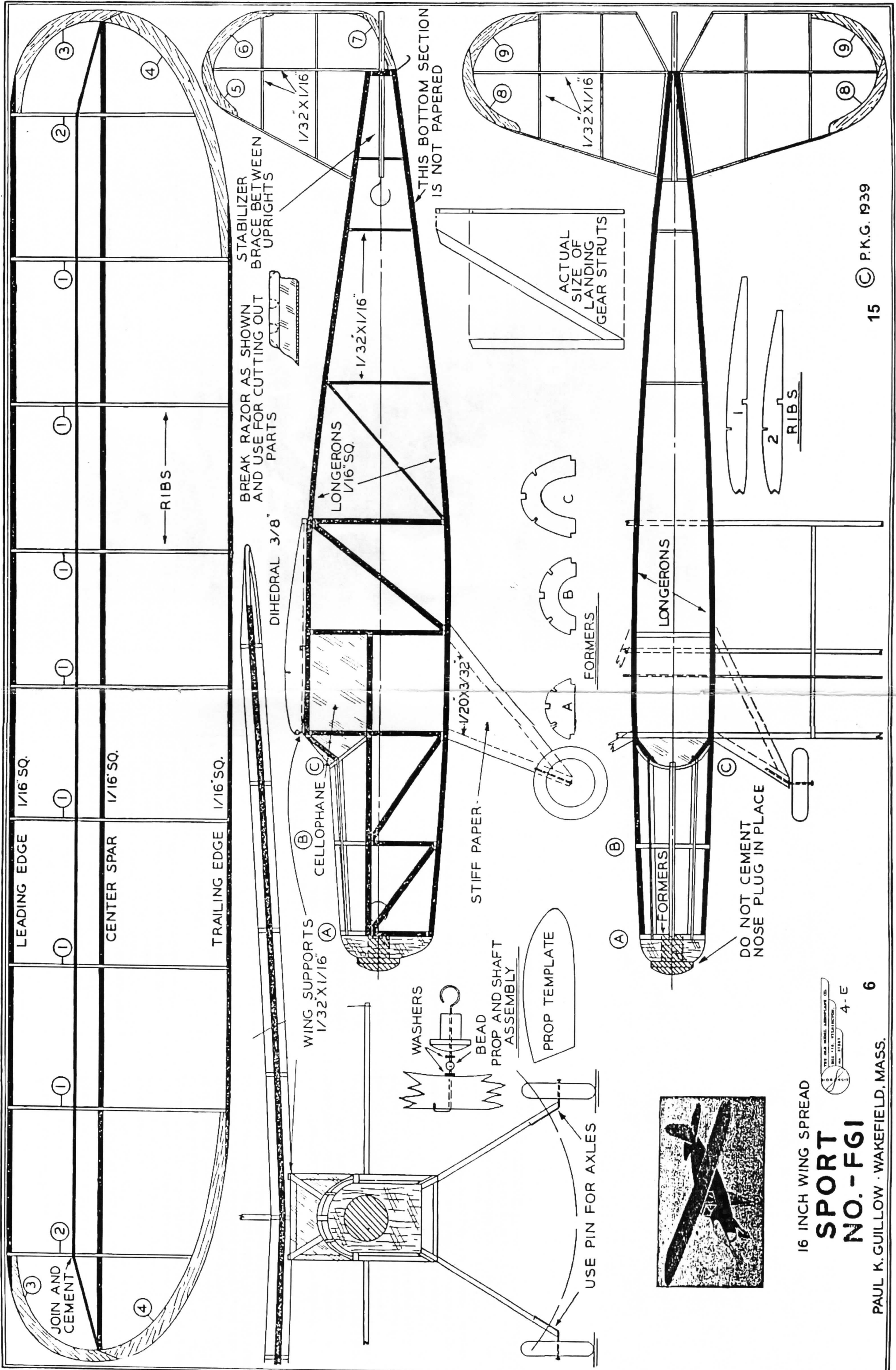


NO.-FGO
 16 INCH WING SPREAD
SINGLE ENGINE
TRANSPORT
 PAUL K. GUILLOW ... WAKEFIELD, MASS

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PROP AND SHAFT
 ASSEMBLY 14

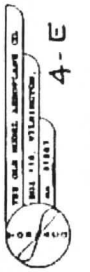
7



16 INCH WING SPREAD

SPORT NO.-FGI

PAUL K. GUILLOW · WAKEFIELD, MASS.



4-E

6