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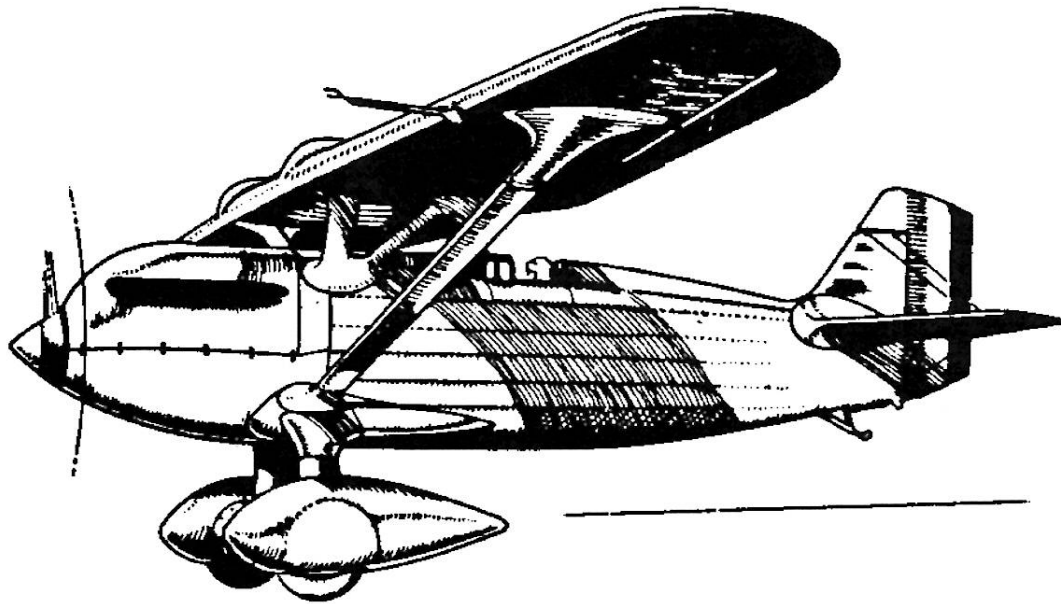


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

2013-2 (MAR-APR)



NAVY RACERS ISSUE

COMING ATTRACTIONS

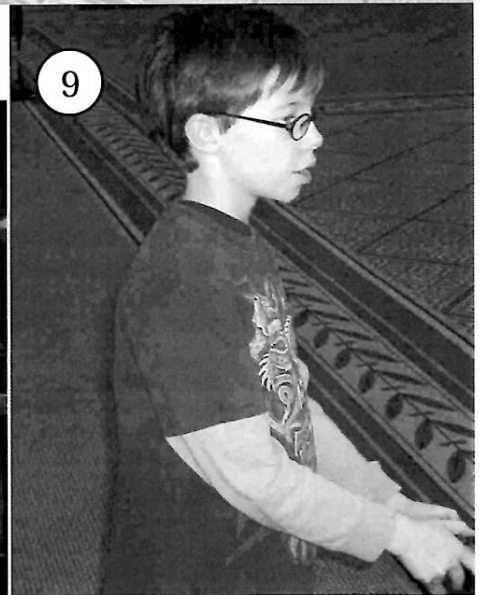
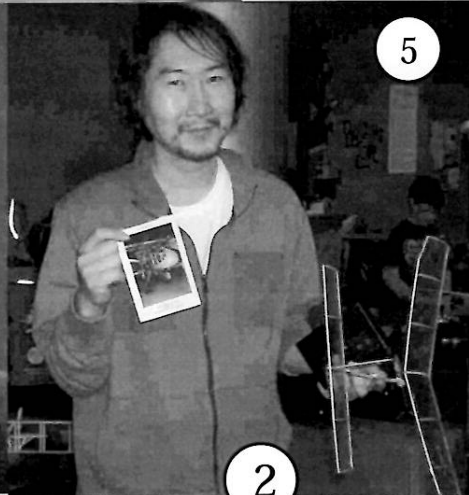
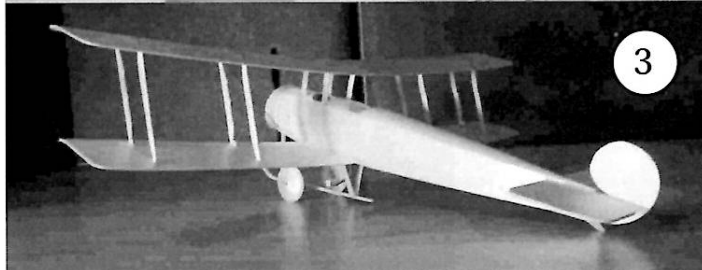
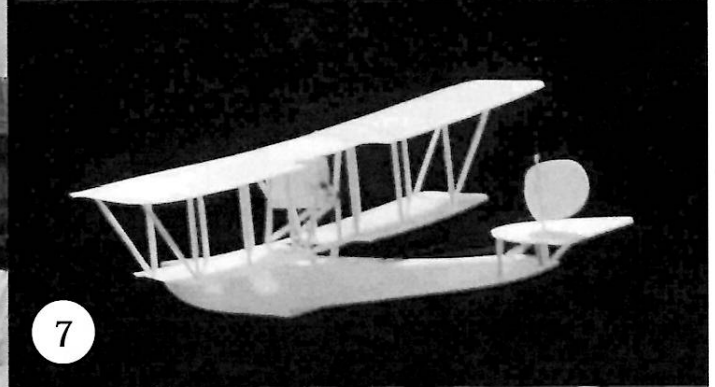
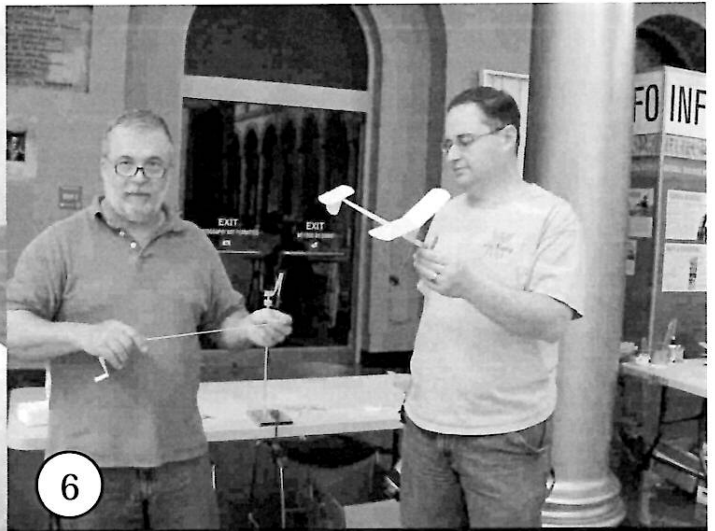
Sunday May 19th, 2013 10:00AM-4:00PM R/C Mania
West Potomac High School 6500 Quander Road Alexandria, VA 22307
<http://www.westpotomacengineeringstore.com/> for details

Saturday May 25 & Sunday May 26 2013 Flying Aces Contest
Barron Field Waywayanda, NY
See flyer in last issue.

Sunday June 8 & Saturday June 9, 2013 Kudzu Classic
See flyer in last issue.

Wednesday July 17 to Saturday July 20 2013 FAC Non-Nats
Geneseo NY

Thursday Sept 5 & Friday Sept 6 2013
Flying Aces Club OUTDOOR CHAMPIONSHIPS
Muncie IN



MaxFax 2013- 2 (MAR-APR 2013)

Stew Meyers Editor
NAVY RACERS Issue

No, don't look for a scale model of the Page Navy Racer in this issue, but rather the sport scale models it inspired at the time. The Aug 1930 issue of Model Airplane News had a "Navy Racer" design entitled "How to build a Smoke Screen Model Plane". This was brought back in June 1958 in a construction article entitled "Ahead of its Time". The Jan 1934 issue of Flying Aces featured a "Navy Pursuit". The Feb 1990 issue of Aero Modeller brought this back. The two were very much alike in appearance, but of somewhat different construction, and done up in similar fictitious Navy color schemes. Since I don't have the Jan 1934 Flying Aces, we will concentrate on the "Navy Racers" from MAN. Maybe the Pursuit will be in a later issue of MF. Vance has built one, but left off the de regur Navy color scheme. I intend to redraw the plan.

The first Jimmie Allen model, the 1933 Bluebird is a similar appearing model complete with pivoting rudder, but has a higher aspect ratio. This was really a slightly modified Country Club Aero Supply Sportster. It was reviewed in the Dec. 1990 Aero Modeller. These Jimmie Allen Models are quite often finished in the bogus Navy color scheme.

The original plan for the Bluebird was found on <http://www.outerzone.co.uk> I have included a reduced copy of this plan so you can compare it with the "Navy Racer" and the Jim O'Reilly redraw for which laser cut parts are available. We also have results of the NBM contest.

Photos Page 2

We don't have any photos of the MAN Navy Racer nor the Bluebird decorated as one.

1. Capt. Pat Daily USN did his FF-68 Jimmie Allen MC - B-A Parasol up in a Navy color scheme.
2. Doug Griggs helping the kids to build their Delta Darts.
3. Jin's Avro 504K --possibly a kit prototype.
4. Rich Gillis with his P-40.
5. Jin Choe with his Franken Bulldog.
6. Dave Fuller, the guy responsible for the fine photos at the NMB holds Johnathon Wright's Hi-Climber from our last issue.
7. Jin's majestic FBA Type H flying boat cruising around. Fuller Photo.
8. The kids launch their Delta darts always a spectacle.
9. The kid, 8yrs old and had never flown before, and Paul let fly his mini quad.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are **\$25** per year for residents of the USA, Canada, and Mexico, and **\$35** for all other countries. You may now use PayPal at the website: www.dcmxecuter.org

Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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

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

PAGE RACER

Shortly after winning the Curtiss Marine Trophy Race in a float-equipped Curtiss F6C-3 on May 31, 1930, Captain Arthur H. Page undertook discussions with BuAer to modify a Curtiss machine to win the 1930 Thompson Race to be held on September 1, 1930, and erase the humiliating defeat of 1929.

Curtiss submitted a proposal to the Navy to turn a standard F6C-3 into a racing machine, changes included fitting a special 750 hp Conqueror engine, replacing the wings with a set having a different airfoil section, fitting wing skin radiators and repairing the fuselage. The estimated top speed with these changes was in the order of 250 mph.

Most of the planned changes to an F6C-3 were accepted by the Navy. Except the Navy did not agree to the construction of a new set of wings with a C-62 low-drag airfoil in place of the standard Clark Y airfoil. In an attempt to reduce the drag, the entire lower wing was eliminated! What had been a biplane was now a parasol monoplane.

The aircraft, designated XF6C-6 and known as "Page Navy Racer", was fitted with wing skin radiators, a cowling and prop spinner not unlike those that had equipped the R3C racer. Although the tail skid was retained, a set of streamlined wheel pants were fitted to the faired, single-strut landing gear.

Captain Page was first to take off. After he had completed three of the twenty laps, he was far in the lead, with speeds around the circuit of between 207 and 219 mph (336 and 352 kmh). By the seventeenth time around, he had lapped the entire field. Then catastrophe occurred.

Before the packed stands (75,000 had jammed in to see the air spectacle) the XF6C-6 meandered out of control, half circled the field and crashed. Page was removed from the wreckage, but died in a hospital that night. The accident was caused by carbon monoxide fumes from the exhausts which had accumulated in the cockpit. With the death of Captain Page, American military aircraft were no longer entered in air races. An era had ended.

HOW TO BUILD A Smoke Screen Model Plane

A Snappy Fighter
with
Realistic Camouflage Effect

By
R. W. McCORKLE

See Plans
on
Pages 28 to 33

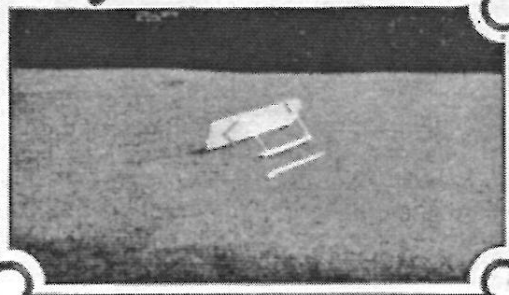
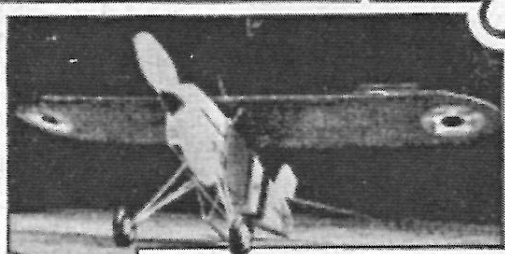
HERE is a snappy performing fighter which is capable of laying a real smoke screen. The little ship was recently flown in a model exhibition given by the Foothill Aero Club at Ross Field, Arcadia, California, and created much comment about its realistic and spectacular flights. The plane was developed by the author after a series of tests were made to determine the most convenient and yet effective type of smoke screen laying model.

This model was designed to fly a low horizontal course on ten strands of $3/16$ " rubber while laying the smoke screen, and to duplicate the fast fighting type of performance by simply increasing the power to fourteen strands. Powered with fourteen strands, the model readily makes flights of 300 to 400 feet, reaching an altitude of about 60 feet.

Anyone who is handy at model building can easily duplicate the plane and will find he not only has a ship which performs well but one of trim appearance. An attractive feature of the smoke screen is that any number of cartridges may be made and conveniently carried with which to reload the device as often and as quickly as needed.

The first steps to take in constructing the plane is to lay out the fuselage profile on a flat board and drive brads in along the outline to hold the longerons to the proper curve. Next, insert the struts and cross brace each panel with number thirty-five linen thread as illustrated. The first four panels are triple braced, while the two remaining ones are double braced.

Ambroid all the joints, including the spot where the threads cross. After it is dry, the frame may be loosened from the board by slipping a razor blade between the two if the ambroid has made them stick together. The longerons and struts are $1/8$ " x $3/16$ " medium balsa. The tailpost is made of two $1/8$ " x $3/16$ " parts,



Here are four views of the model. Top—the completed model, displayed by Mr. McCorkle, showing the smoke screen device in action. Next, the model in flight with smoke pouring from the cartridge. The model is next shown ready for launching, and bottom, a close-up of the smoke screen device

each half being the rear strut of the fuselage side frames. After two complete side frames are made, join them together with $1/8$ " x $3/16$ " struts along the top and bottom, and to the soft balsa nose block in front. Ambroid the two halves of the tailpost together to form one post. Next, shape the soft balsa cowl, which extends from the nose block to the fourth strut on top, and ambroid in place.

This will greatly strengthen the fuselage and will not add much weight if hollowed out.

Soft balsa ribs are used in the tail surfaces to keep them very light. This allows the wing to set well forward, improving both looks and performance. The elevator has a bamboo entering edge and a combination number twelve piano wire and soft balsa trailing edge. Note plans. The rudder shape is obtained by a continuous piece of number twelve piano wire, which serves as the entering and trailing edges, as well as the pins used to push into the tailpost and strut to support the rudder.

APIECE of number twelve piano wire is run through the tailpost and bent at the bottom to form a tailskid, as well as an anchor for the rubber motor "S" hook. Note that part of the tailpost is cut away to expose the wire and thus permit the "S" hook to be attached.

The landing gear is made of number twenty-four piano wire and is wrapped to the two forward struts and longerons and ambroided to secure it. Celluloid fairing strips should be ambroided to the wire struts to give a heavy appearance and to streamline the landing gear.

(Continued on page 41)

How to Build a Smoke Screen Model Plane

(Continued from page 27)

The wheels are made of wooden curtain rings with button molds turned down to snap inside. A little ambroid will hold the two pieces together. The wheel bearings are 1/8" brass tubing 1/2" long and are bushed in place with rubber tubing as illustrated.

Iron washers are then ambroided to the inside of each wheel to give them the necessary weight and to resemble brake drums. Each wheel should weigh not less than 3/4 ounce. Heavy wheels will lower the center of gravity of the plane and thus make it stable.

A simple shock absorber is made by using a V-shaped strip of celluloid and a piece of 3/16" flat rubber. Do not link them together until after the ambroid has thoroughly set. Note drawing of landing gear.

The main bearing for the propeller is made of a piece of 1/8" brass tubing 1 1/4" long with a brass washer soldered near one end to form a flange. See drawing.

Note—Before ambroiding this bearing in place, be sure that it is in perfect line by sighting through it to the tailpost anchor. This is important: if good performance is expected.

The propeller shaft is a 4 1/2" piece of number twenty-four piano wire formed and soldered to the propeller as illustrated. Small brass strips on each side of the propeller where the shaft goes through prevent the shaft from pulling out and also prevent the bearing from wearing into the propeller.

The propeller is made from a 10 x 1 1/2 x 5/8 inch block of hard balsa. Use the templet shown to obtain the outline of the propeller on the block. Then cut out the form with a jig saw. The propeller blank is now ready to carve. Cut from the center to the tip and carve the side that will go next to the fuselage first. This side should be slightly concave.

After this is complete, shape the other side to form the section shown and finish with fine sandpaper. Be sure the propeller balances perfectly so that there will be no vibration.

The propeller should be given three coats of straight dope to strengthen it and can be easily balanced by simply adding a coat or two to the light side. Much of the success of a model depends on the efficiency of the propeller. Take time to see that you make the propeller right. The illustrations will help.

The spinner is ambroided on after the propeller has been attached to the shaft and is in place on the nose-block.

NEXT, make the wing by using light balsa for the ribs and spar and medium balsa for the entering and trailing edges. A profile should be laid out on a flat board first as when making the fuselage, and the parts held in place with brads or pins where necessary. Be sure to keep the wing as light as possible. This will make the model stable. No dihedral angle need be given the wing as there will be enough formed when the paper covering becomes tight. Also see that a slight amount of incidence is warped into the left tip when the wing is covered.

Bamboo strips are used to form the tips and number eighteen piano wire is used to make the wing supports. These are ambroided to the thick center ribs. The wire supports should be covered with rubber tubing where they come in contact with the fuselage. This prevents the wing from slipping out of adjustment.

Mino silk tissue is used to cover the plane. Apply LaPage's glue sparingly to the frame with a small brush. Put glue only on the central ribs, entering and trailing edges when covering the wing, and not on all the intermediate ribs. The fuselage should be

covered in a similar manner, except that glue may be used on all the struts as well as the longerons.

Use only high grade dope cut 1/2 with a high grade thinner. Apply four coats with a soft brush, allowing each coat to dry thoroughly before the next one is applied. This will give the paper a drum-like tightness.

The plane may be painted with a high grade lacquer applied with a spray gun. The lacquer should be cut 1/2 with the dope used to tighten the paper. The original model was decorated similar to the regular navy fighters.

The wing and elevators are orange, while the fuselage and rudder are aluminum. Red, white and blue stripes are put on the rear half of the rudder and a red band painted around the fuselage just to the rear of the cockpit. The spinner is red, the propeller is aluminum and the wheels are black with aluminum hubs. The star insignias are put on with a spray gun and stencil. They consist of a red dot in a white star with a round background of blue.

A small celluloid windshield and soft balsa headrest add greatly to the appearance of the finished model. These can be ambroided on after the model is painted.

THE plane is now complete and is ready to have the smoke screen device attached to it. This consists of a 3 1/2" piece of aluminum tubing with a 3/16" inside diameter attached to a thin strip of balsa by a set of number eighteen piano wire clips. The simple construction is shown in the drawing and photograph. Two small holes are drilled in the front end of the aluminum tubing to receive the bent ends of the wire clip, while the rear end of the tubing merely snaps into the clip. The whole device is held in place on the fuselage by the same rubber bands which tie the wing in place.

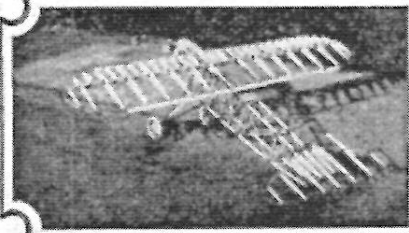
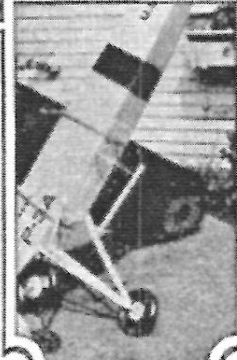
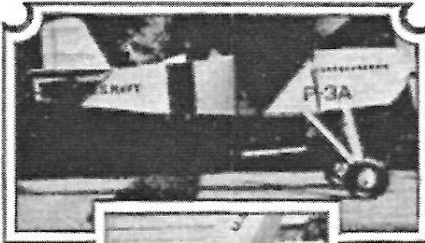
Cartridges used to refill the device and which create the smoke are easily made by packing an ordinary soda straw with the following mixture:

- 2 parts Potassium Nitrate
- 2 parts Sulphur
- 1 part Powdered Charcoal

The above should be thoroughly mixed and kept dry. Any of these chemicals can be obtained at a drug store.

Important—Pack, do not just fill, the soda straw with the mixture or else it will only burn without much smoke, due to the fact that too much oxygen reaches it. The proper way to do it is to pinch one end of a 3 1/2" piece of straw and put a little of the mixture in at a time, packing it down tightly with a small rod made for the purpose. The cartridge is slipped in the aluminum tubing, leaving just enough showing at the rear to allow it to be ignited with a match.

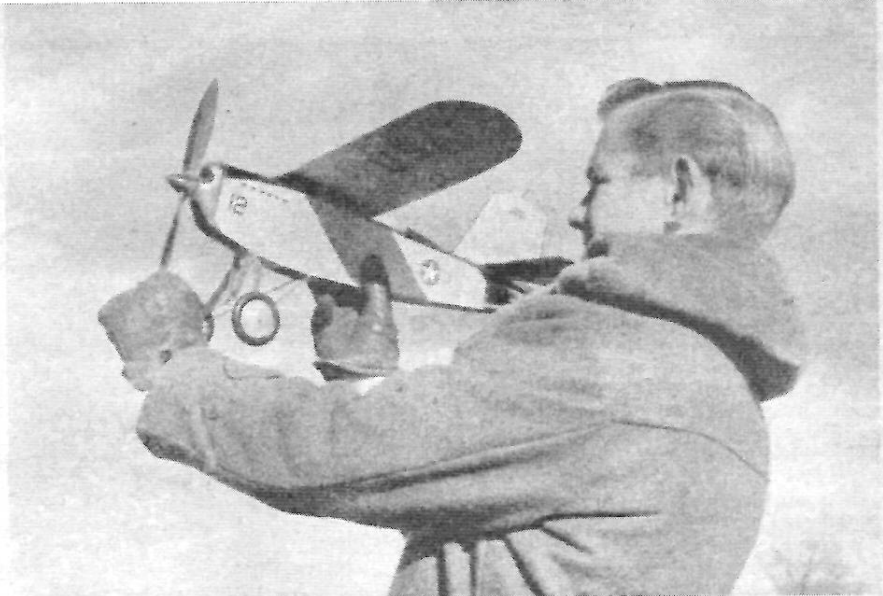
It will burn for a second or two



Some more views of the model showing, (top) a side view, (next) another view of the smoke screen device, and then two views of the model in construction

AHEAD of its Time

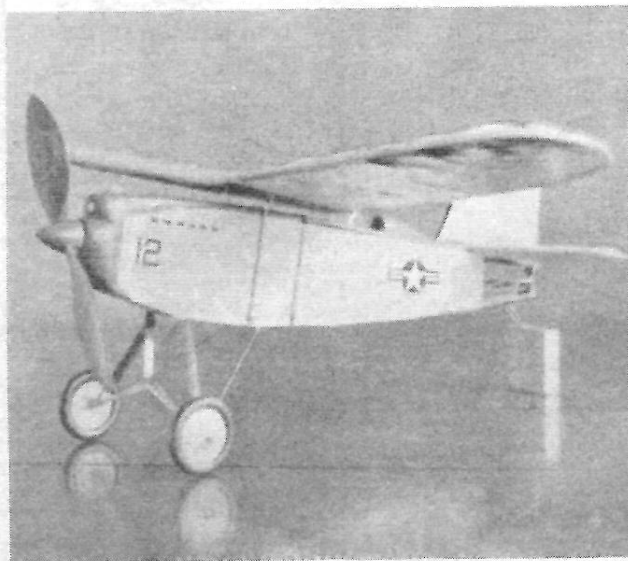
by LORNE A. WILLIAMS



A powerful rubber motor provided skimming, fast flight. Original plans even included a simple smoke-screen device. USAF markings, insignia, a modern touch. Shines on the take-offs.



In those days props were really efficient; guys carved their own. How else? If carving is too tough, ask dealer about prop blanks.



Automatic adjustable fin—it shifts in flight to compensate for a changing torque, and shock absorbing landing gear work just fine.

As good today as it was 28 years ago, this "Navy Racer" by R. W. McCorkle was published in the August, 1930 MAN. Dusted off by Mr. Williams, it offers a building treat.

► Twenty-eight years is quite a spell in any man's lifetime, making the difference between youth and middle-age or middle-age and grandpa. By comparison, the Navy Racer could well be called a grandpa if you happened to be building models at 40 in 1930. At least, it could be called middle-aged by the author. That was the year the Navy Racer was born, the brainchild of a youth named Bob McCorkle (hats off and bouquets to him). It appeared in Model Airplane News—then Junior Mechanix and Model Airplane News—as a featured article. Having sufficient resemblance to the then famous Curtiss Hawk series to make it interesting in appearance, it proved itself to be a most satisfying little ship to fly and undoubtedly gave much pleasure to those who appreciated it as a sport model.

It was felt that the Navy Racer, after all these years, still has plenty to offer and for this reason is presented again with minor construction changes.

To reminisce briefly, at least 20 Navy Racers were built over a period of two years. It was found just as simple to build two at one time with the thought in mind that if one was laid up for repairs another would be available for flying. Our weekend flying sprees would find us trying to get three and sometimes four in the air at one time. To prove to our local sports shop dealer (who was our only source of model supplies in those days) that something other than a twin pusher or an ROC, (rise-off-ground) could fly, a fellow builder demonstrated by letting it take off downtown on a side street off the main drag. To the dealer's surprise and the builder's delight, it flew straight down the block and landed perfectly.

The plans are relatively straight forward, but a brief review of details might be helpful: Lay out the body sides accurately on full-size plans, using 1/8 x 3/16 hard balsa throughout, cementing joints well. Cover top of body only with 1/16 soft sheet and sand down before cutting out cockpit opening. The nose block and hatch are carved from medium hard. The diagonal braces are 1/16 x 3/16 strips which add strength and prevent body twist from the wound rubber motor. Brass tubing is sandwiched between the body rear post and a (Continued on page 43)

Ahead of Its Time

(Continued from previous page)

piece of 1/4 x 3/8 strip to receive rear rudder pin. Cut away as shown on plan to expose tubing which forms an anchor point for rear motor hook. The stabilizer has two joiner spars which permit the forming of a flat recessed platform between the two center ribs when covered on top side with 1/18 sheet. This platform enables the rudder to move freely from side to side between the two center ribs, and allows the tail wing to set down over the body with the two center ribs fitting snugly up against the body sides when in proper location. The front rudder pin fits through slot cut in top body sheeting and passes through return spring loop underneath. The operation of the automatic rudder is such that when the motor is wound the rear hook twists, pressing against the wire stem at rudder center and pushing it to the left (from rear) to counteract torque. As the motor unwinds the return spring brings it back to center or extreme right position as desired, depending on the amount of angle bent in return spring. If automatic rudder is not wanted, simply substitute three to five small holes in place of slot which will give variable positions for rudder trim. A snug fit into holes can be had by bending front rudder pin slightly backward.

Cut out and assemble wing ribs to main and cradle spars, cracking the spars to form dihedral. Coat cracks well with cement. Laminated wing tips are made by soaking three 1/16 x 3/16 strips of adequate length in warm water for each tip. Bend to shape over the plan and hold them in place with pins. When dry, remove and cement together and replace in jig until cement dries. Assemble to wing and trim to match leading and trailing edges.

The propeller is carved from a hard balsa or basswood block. The latter will stand up indefinitely and adds only slight increase to over-all weight. (See hobby shop for rubber model props or prop -blanks.)

Choose a good grade of covering material that will stand up to constant handling. Thin out first two coats of dope, half and half, and complete with your favorite color scheme. The original model had aluminum body, orange wing and tail assembly, red band around the body behind the cockpit, with the word "NAVY" on both sides of the rear part of the body. "Stars" of the period and vertical red, white and blue rudder stripes, and painted exhaust ports completed the decoration.

[Note however the photos show post WW2 USAF markings- ugh]

Twelve strands of 3/16 flat stretched out to wind about 80 turns with a four-to-one winder will get her up there. Move wing forward to backward to balance at a point one-third back from the leading edge of the wing.

A feature not included in this plan was an engine noise simulator, consisting of a clock gear soldered to the prop shaft which engaged a plastic strip to make it vibrate against the body covering to create a buzzing sound.

Don't expect to break records, as it probably won't catch a thermal. It was designed solely for pleasure—what more can you ask.

Smoke Screen Model Plane

(Continued from page 5)

at first and then start throwing out a dense bluish white smoke with no flame outside of the aluminum fire shield. The effect is quite spectacular. One cartridge smokes for about the entire flight of the plane.

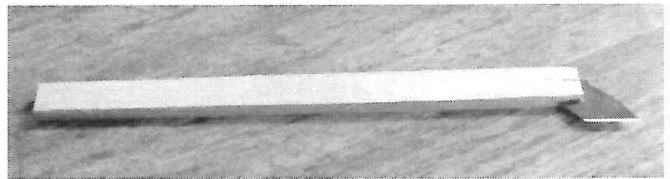
Experience will teach one the true settings for the wing, elevator, and rudder to obtain the best flights, and no attempt should be made to fly the model with the smoke screen working until it is properly adjusted as a crash might set the model on fire.

A hand drill fitted with a hook instead of the drill is convenient to wind the rubber motor. The ten strand motor may be given 100 turns with a 4 to 1 winder and the 11-strand motor may be given 80 turns.

A solution of glycerin and castile soap will preserve the rubber and allow a free action. Apply a small amount to the rubber after every twenty or thirty flights. Castor oil makes a fine lubricant for the main bearing.

Treat your little ship with the same respect that you would have for a real plane and it will repay you with fine performance.

As you can surmise from the title the original MAN article featured a couple of gimmicks. I would eschew the smoke generator and the auto rudder doesn't thrill me either.



Carbon steel razor blade tool

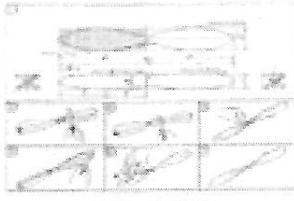
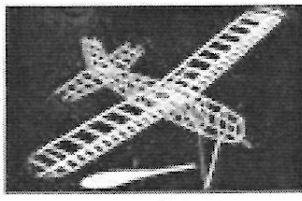
I do a lousy job of covering, the modeling phase I enjoy least. I have half a dozen models that have been around for years uncovered. Some say covering hides a multitude of building sins. In my case the baggy covering job hides a beautiful structure. When I do cover a model, I find the old carbon steel razor blades the best tool for trimming tissue. To preserve my dwindling supply of blades I break them into short sections. You want to snap them to produce a sharp point anyway. These small pieces are hard to handle, so I make a handle to hold them. I slit a piece of 3/32 or 1/8th hard balsa with single edge razor blade and insert the piece of carbon steel blade. A drop of cyano secures it. Now I have a long handled tool that is easy to hold and control. I find it superior to Xactos and scalpels with #11 blades. It makes covering a lot easier.

INSTRUCTIONS

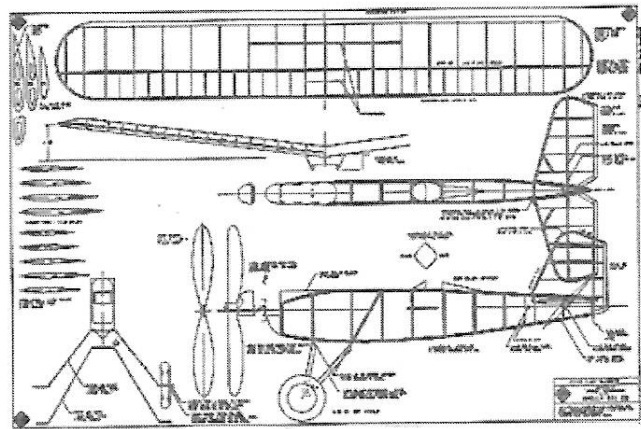
for the Assembly of the JIMMIE ALLEN BLUEBIRD



[The main body of the page contains several columns of dense, small text, which are the assembly instructions for the model. The text is too small to be legible in this scan.]



You can't really read the instructions of the back of this copy of the original Bluebird plan, but I was not about pay an exorbitant amount for it on E-bay. I thought you guys might like to get the flavor of what these looked like. I will be happy to supply a full sized pdf of the front of the plan if you can't download it on the internet. I think if I build it, I would order the Jim O'Reilly plan and laser cut short kit and then use the Skelly plan to keep it honest. I would also use the prop blank and tail mount DT provision from the Outerzone vector drawing.



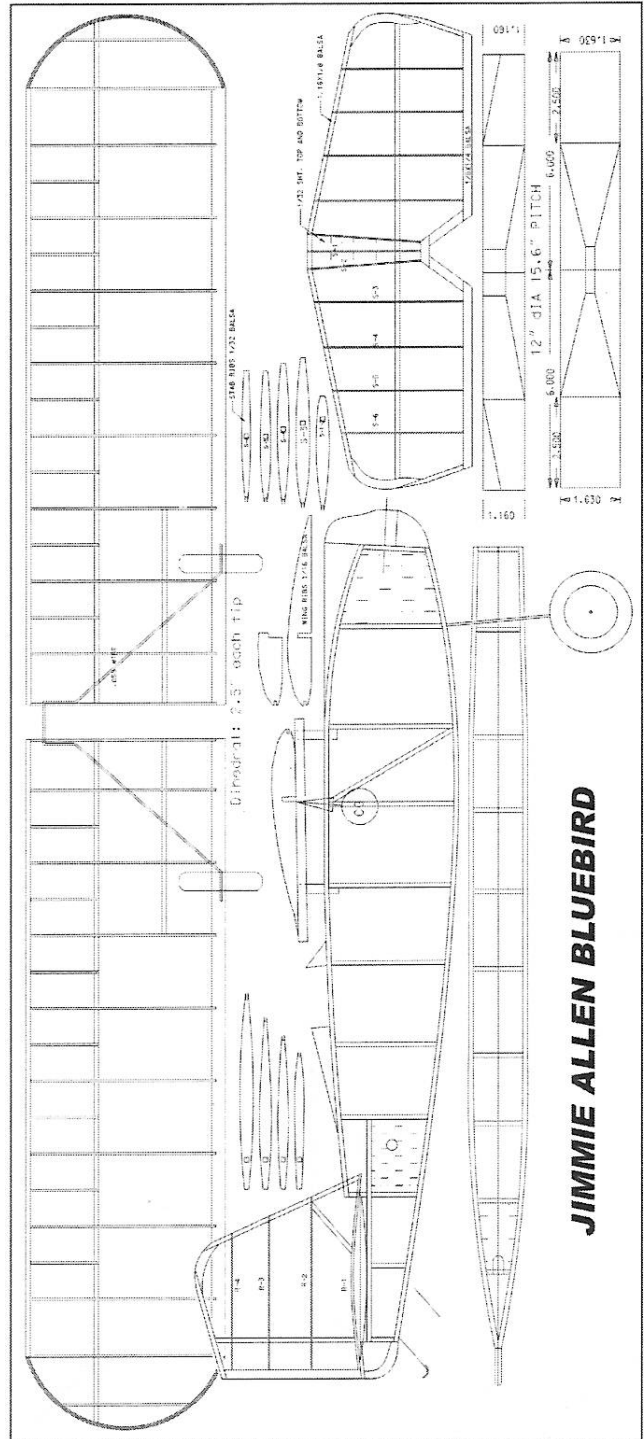
Jimmie Allen "Bluebird"

While I was perusing some back issues of *Flying Models*, I discovered the May 2004 issue had a five page spread by Rocky Russo and Michael Heinrich on building the Polikarpov I-16 including a reduced copy of the plan I had in the 2012-6 issue of *MaxFax*. A full scale plan #CD222 was offered for \$4.50. I had forgotten this when I did the issue as I had a full size plan that I believe originally was in the *FAC News*. If you plan to build an I-16 get this issue.

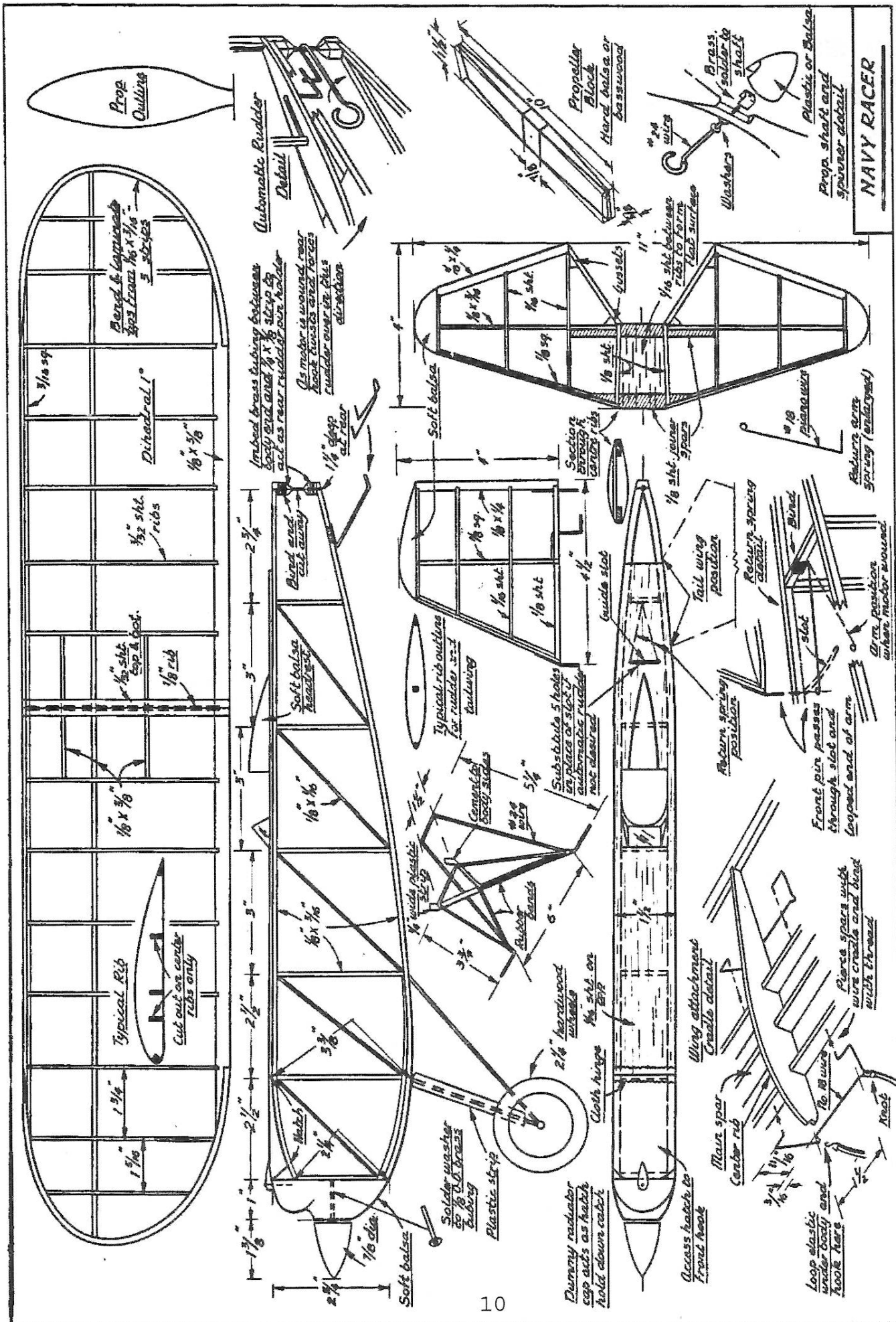
This reduced copy of Jim O'Reilly's redrawn Bluebird shows but a few changes from the original plans, I find that quite acceptable and in the FAC spirit. This plan is available from <http://jimoreillymodelplans.com>. #OTR13 -Full size plans \$13- Short kit \$15. Jim O'Reilly - 4760 N. Battin - Wichita, KS 67220 Phone: (316) 744-0856

NBM RESULTS APRIL 7 2013

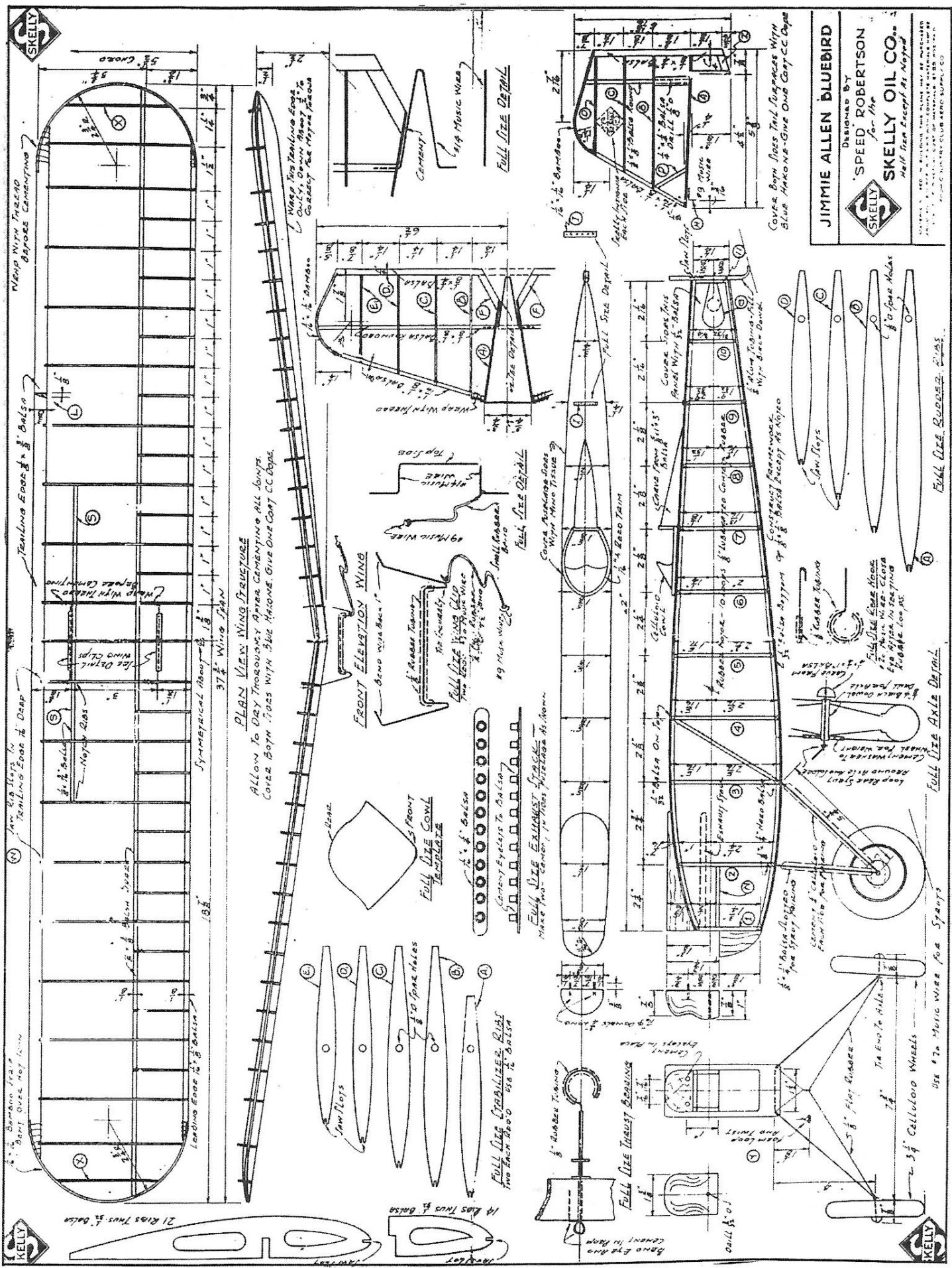
14g. Bostonian ML (4 entrants)		
John Murphy	Pup	1
Bobby Russell	B.P.	2
John Coeyman	Pup	3
Peanut Scale ML (5 entrants)		
Bobby Russell	Ganagobie	1
Stefan Prosky	Dornier D-I	2
Dave Mitchell	Vagabond	3
Phantom Flash ML (5 entrants)		
Stefan Prosky	-	1
John Murphy	-	2
Mike Escalante	-	3
WW II No-Cal ML (11 entrants)		
John Murphy	P-39	1
Mike Escalante	Dauntless	2
John Appling	FW-190 D9	3
Parlor Fly ML (8 entrants)		
John Appling	-	1
Dave Mitchell	-	2
Stew Meyers	-	3
Dime Scale ML (4 entrants)		
Dave Mitchell	Waco ARE	1
Stew Meyers	Luscombe 50	2
Jim Coffin	Curtiss Falcon	3
ZAIC Z-15 ML (4 entrants)		
Ray Rakow		1
Sharon Appling		2
John Murphy		3
Limited Pennyplane (2 entrants)		
Walt Collins	6:07	1
Charlie Coeyman	3:16	2
FAC NoCal (3 entrants) TOTF		
Dave Lacey	Baka Bomb	287
Mike Escalante	Dauntless	236
Dave Mitchell	Avenger	225
Helicopter (1 entrant)		
Jim Coffin	:37	
A-6 (4 entrants)		
Paul Buck	4:55	1
Walt Collins	4:20	2
Dave Lacey	2:52	3
T&H RC (5 entrants)		
Jin Woo Choe	Franken Bulldog	1
Chris Morrison	Mini Vapor	2
Dennis Adams	Palmz	3
T&H Maneuvering (5 entrants)		
Rich Gillis	Night Hawk	1
Dennis Adams	Palmz	2
Chris Morrison	Mini Vapor	3
Most Beautifully Crafted RC		
Rich Gillis	P-40E	
Most Unique/Creative		
Bruce Foster	rubber-powered ducted fan	
T&H = Tortoise and Hare		



Don't confuse this vector drawing of the Bluebird with Jim O'Reilly's. It goes too far in modification. Note the wing mount and undercarriage. Also the fuselage is too fat. However the prop blank and tail mount DT provision are worthwhile. To download this and the original Skelly drawing shown on P-11 go to <http://www.outerzone.co.uk> and search for Bluebird.



This plan is no longer available from MAN.
 I have uploaded a full size copy to Hippocket.



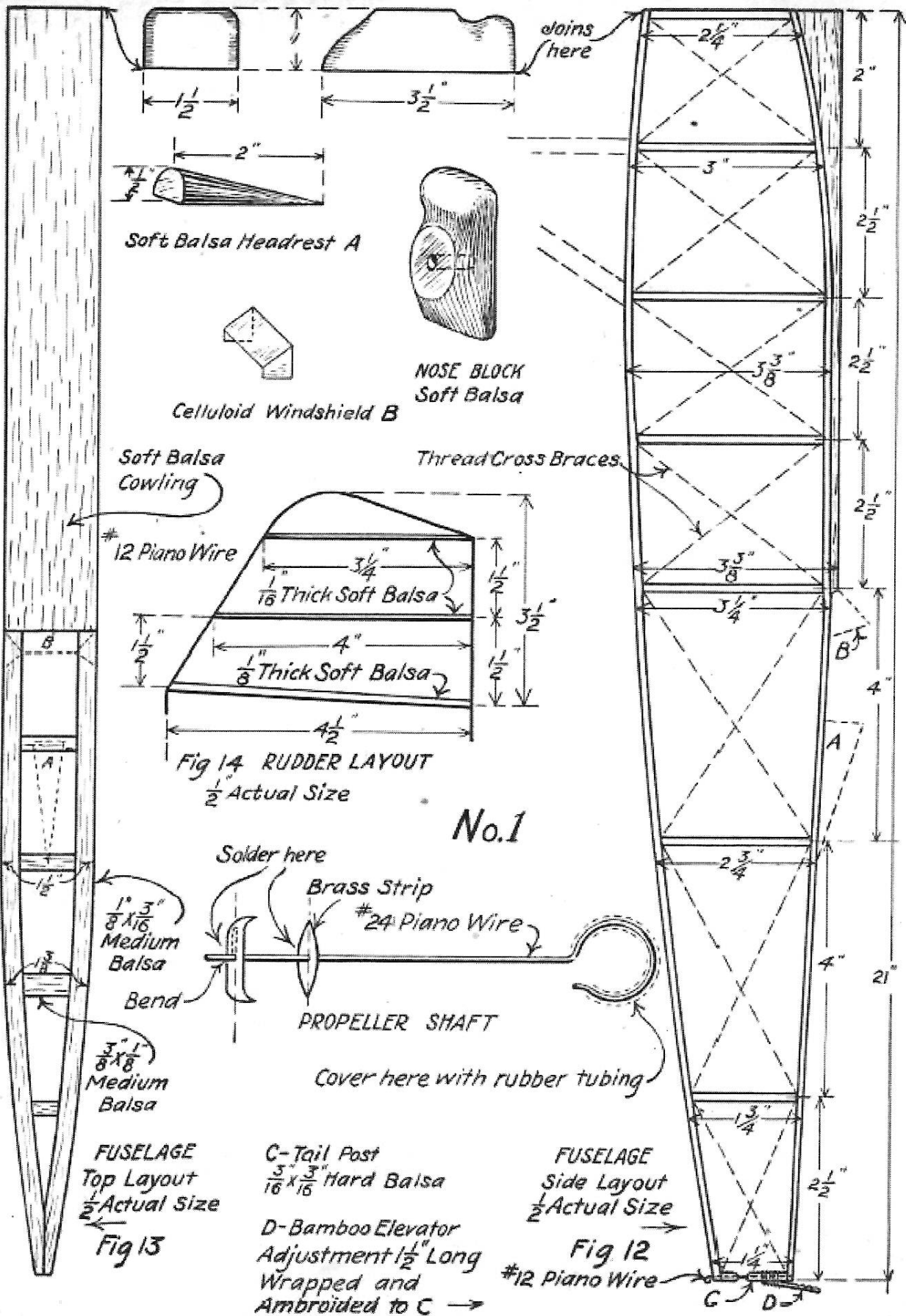
JIMMIE ALLEN BLUEBIRD
 DESIGNED BY
SPEED ROBERTSON
 for the
SKELLY OIL CO.
 Full Size except as noted.

COVER BOTH SIDES THE SURFACES WITH
 BLUE HAKONA-GIVE ONE COAT CC OIL

CONSTRUCT FRAMEWORK
 WITH 1/16" BRASS EXCEPT AS NOTED

USE #20 MUSIC WIRE FOR SPRINGS

USE #20 MUSIC WIRE FOR SPRINGS



Soft Balsa Headrest A

NOSE BLOCK
Soft Balsa

Celluloid Windshield B

Soft Balsa
Cowling

Thread Cross Braces

#12 Piano Wire

3/4"
1/16 Thick Soft Balsa

4"
1/8 Thick Soft Balsa

4 1/2"

Fig 14 RUDDER LAYOUT
1/2 Actual Size

No. 1

Solder here

Brass Strip

#24 Piano Wire

PROPELLER SHAFT

Cover here with rubber tubing

1 5/8 x 1/16
Medium Balsa

Bend

3/8 x 1/8
Medium Balsa

FUSELAGE
Top Layout
1/2 Actual Size

Fig 13

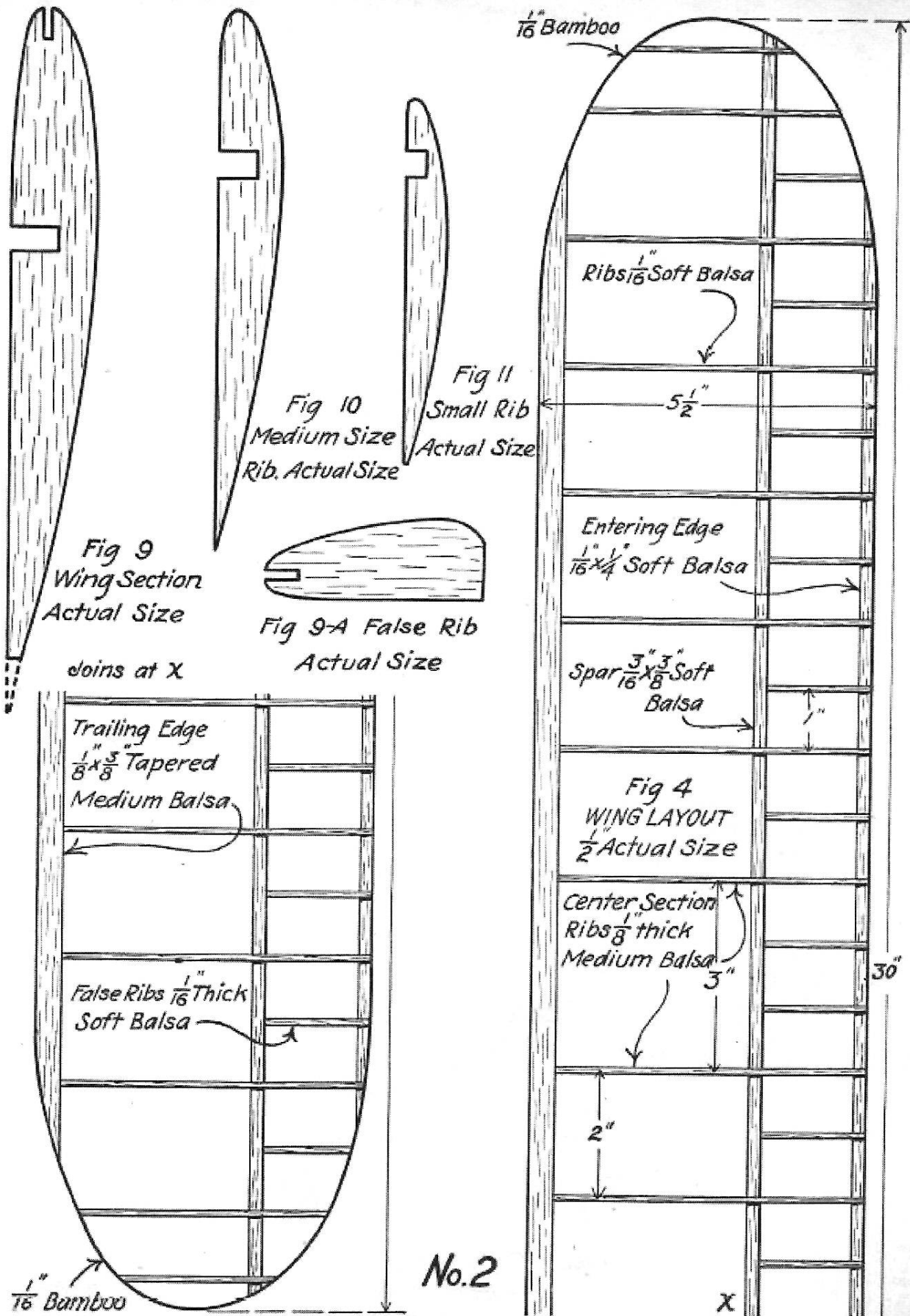
C-Tail Post
3/16 x 3/16 Hard Balsa

D-Bamboo Elevator
Adjustment 1/2" Long
Wrapped and
Ambroided to C →

FUSELAGE
Side Layout
1/2 Actual Size

Fig 12

#12 Piano Wire



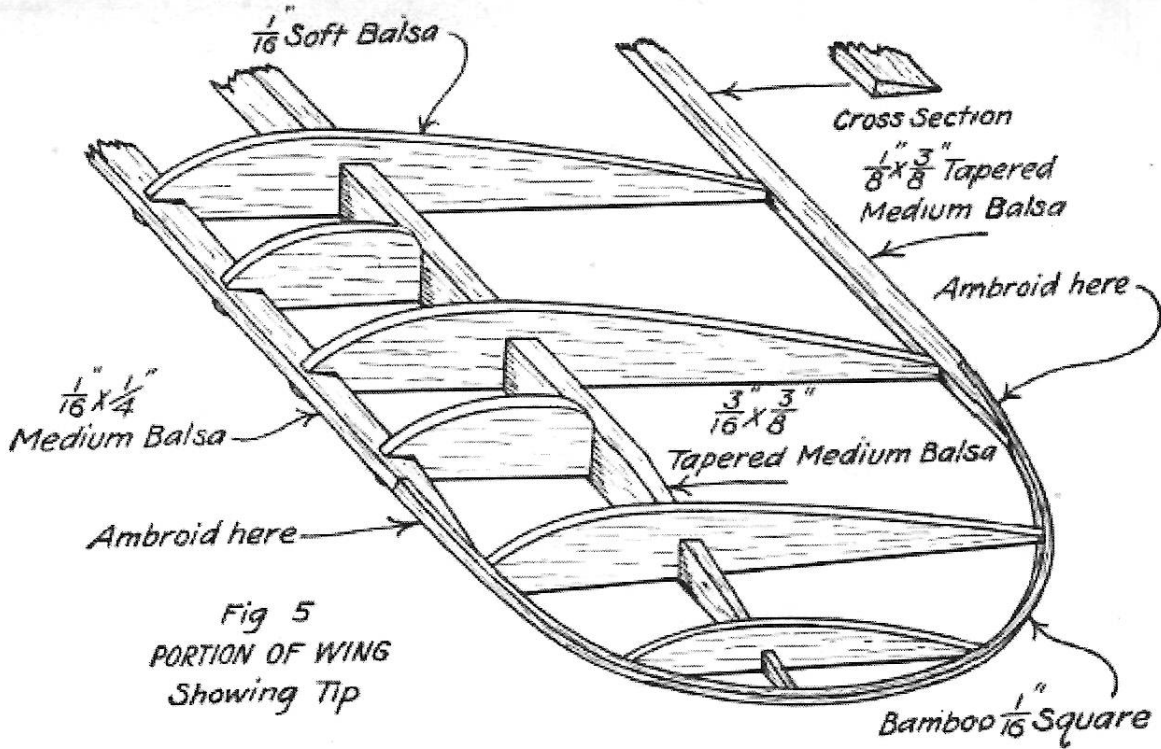


Fig 5
PORTION OF WING
Showing Tip

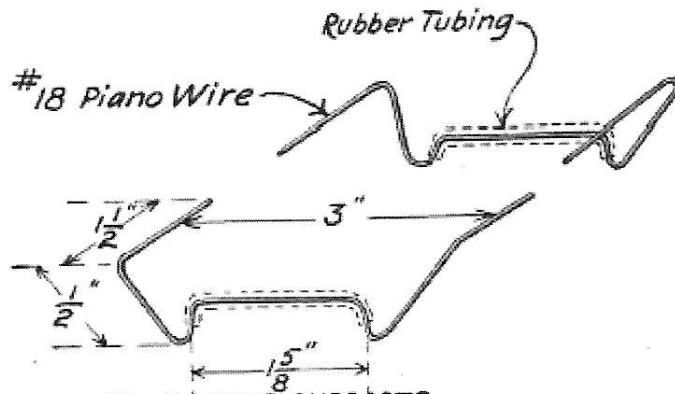


Fig 7. WING SUPPORTS

No. 3

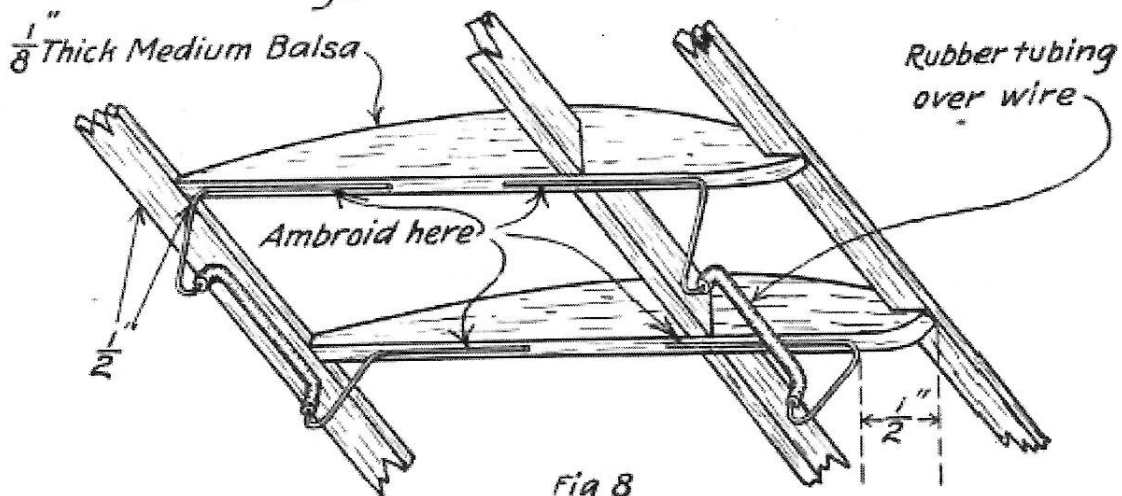


Fig 8
WING SUPPORT IN POSITION ON RIBS
False Ribs left out of illustration
for clearness.

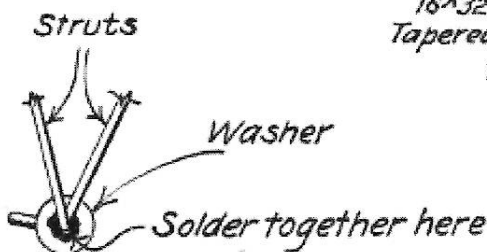
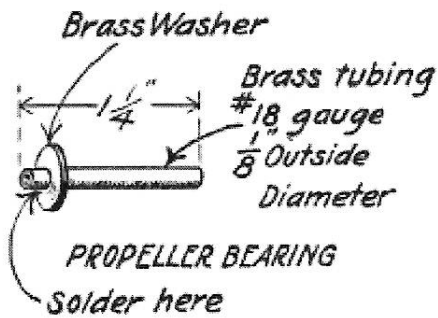
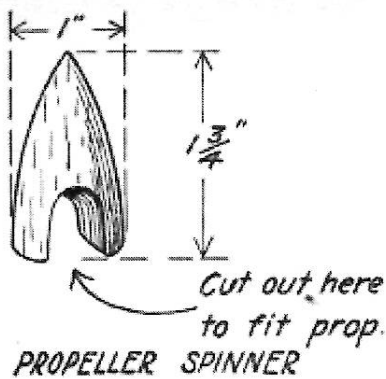


Fig. 18

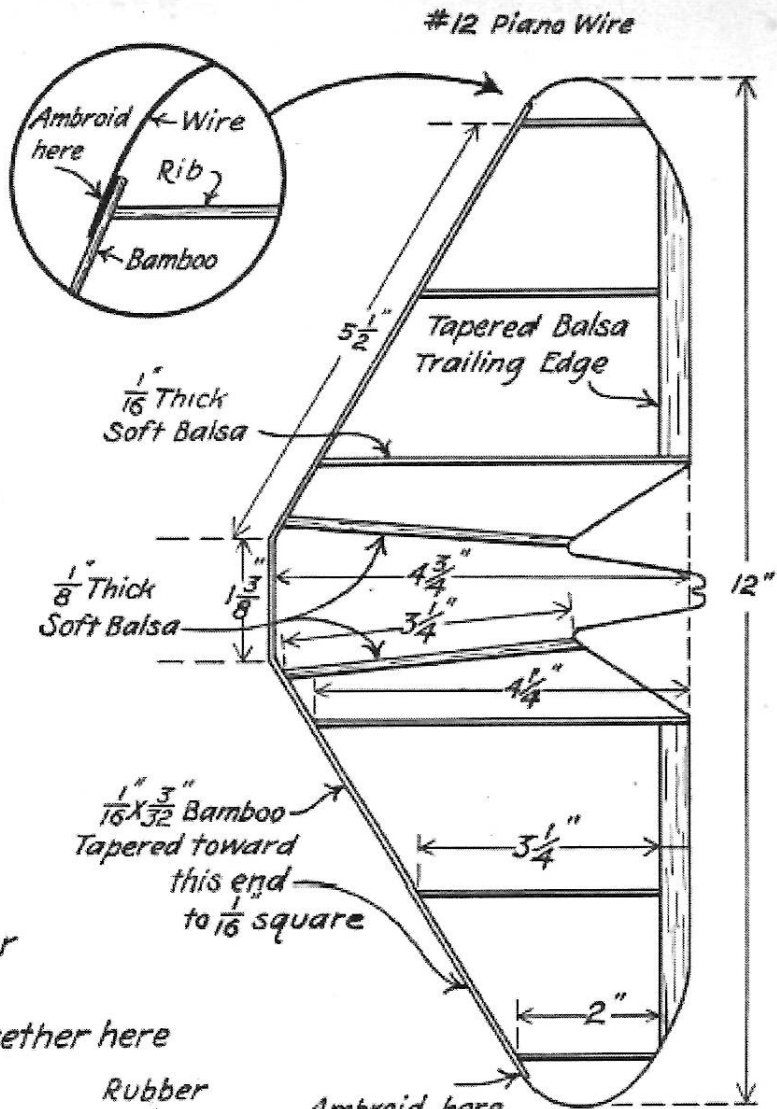


Fig. 15 ELEVATOR LAYOUT
 1/2" Actual Size.

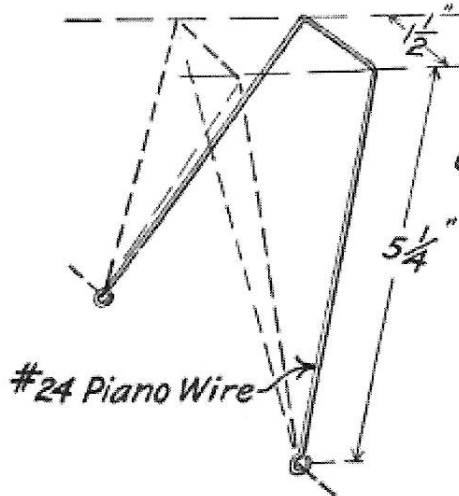
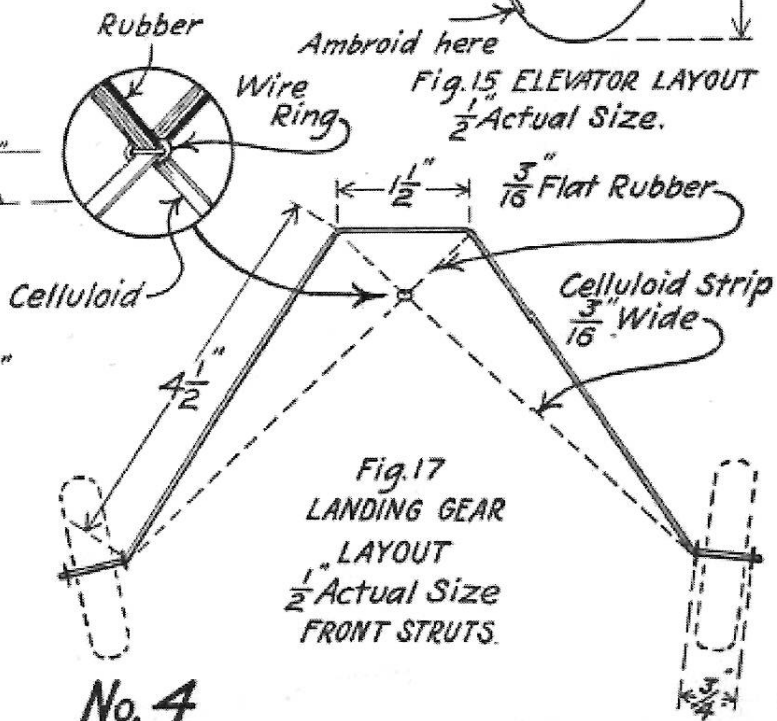
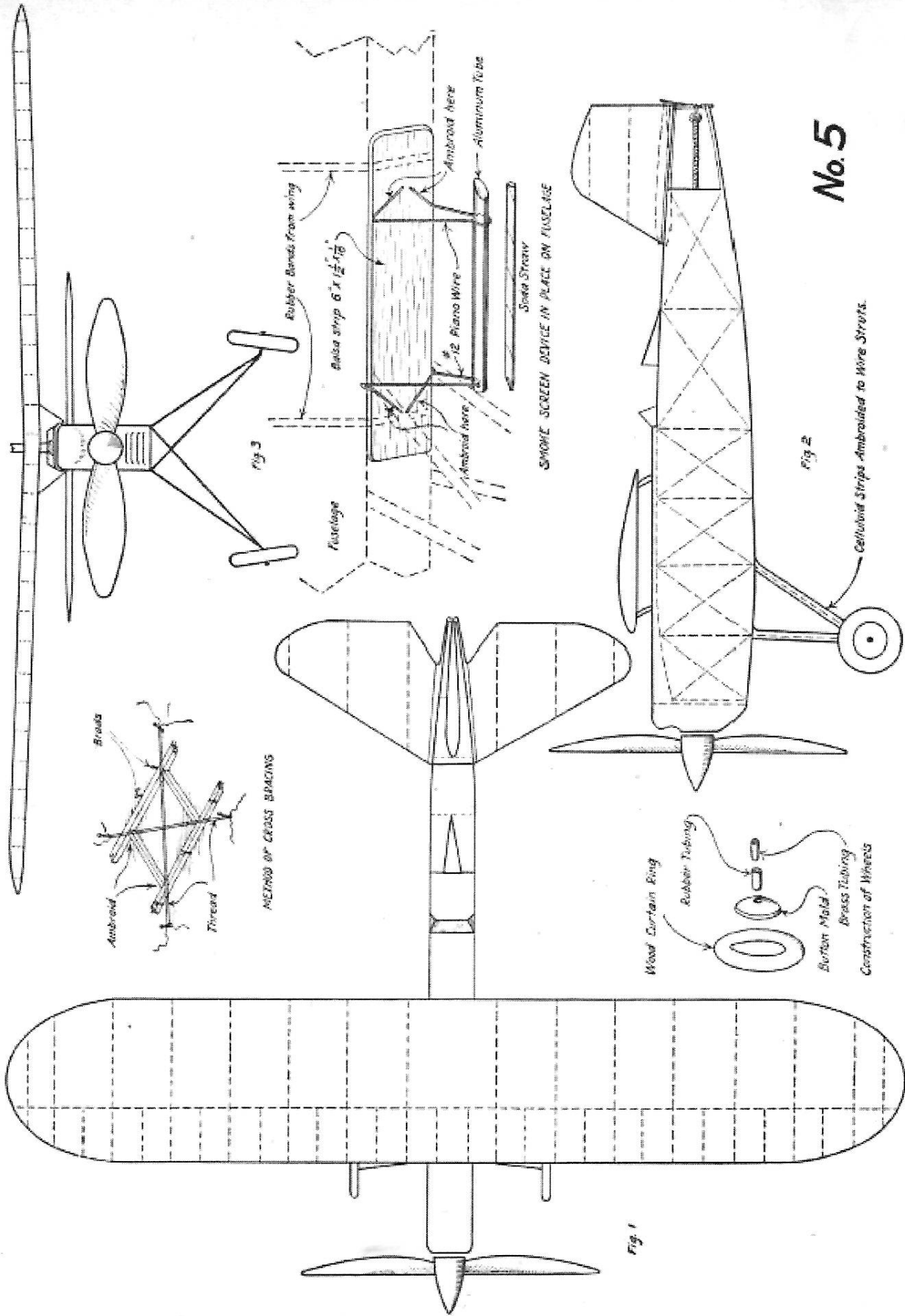
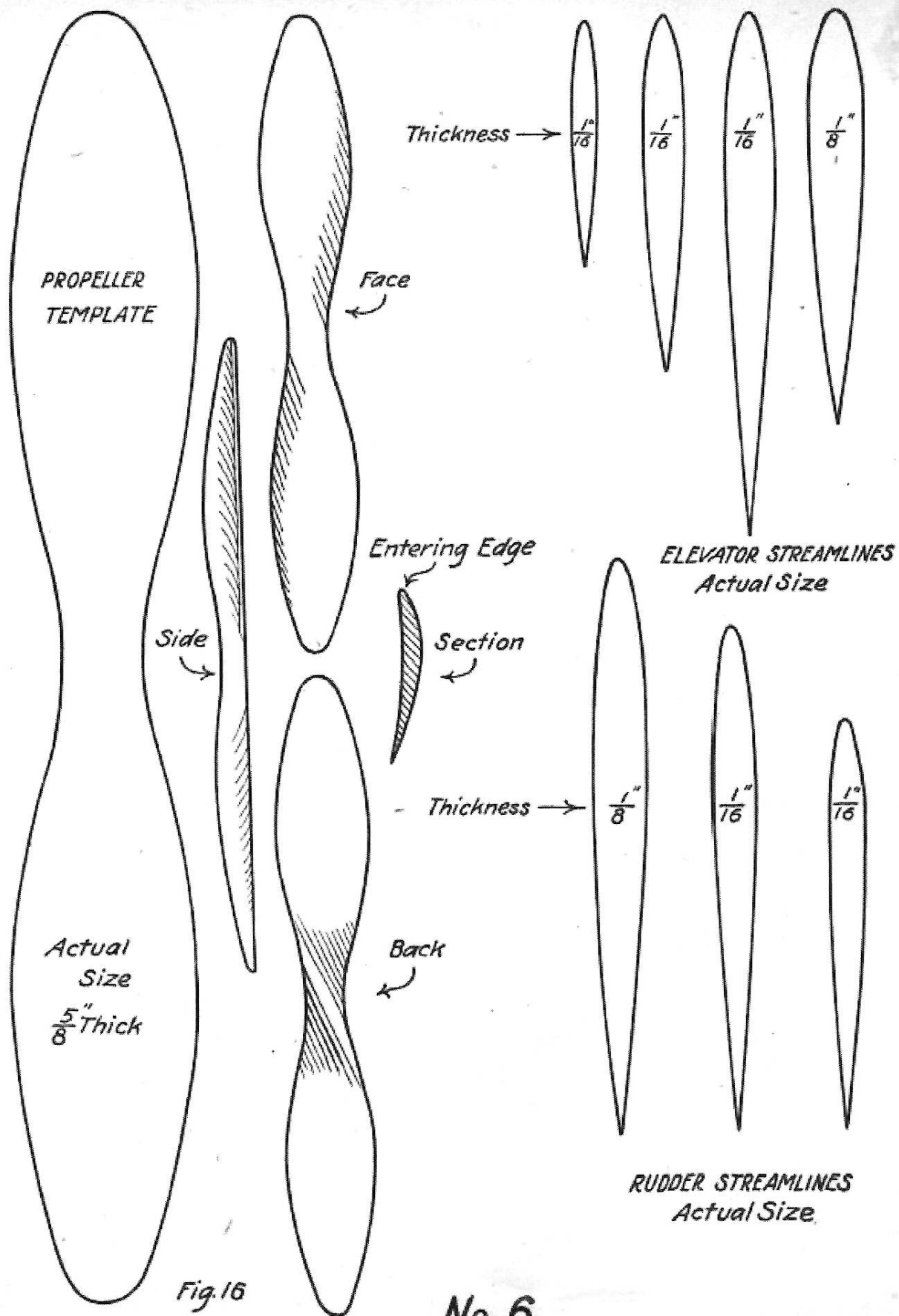


Fig. 19
 REAR STRUT





No. 5



National Building Museum

Glen Simperts

We had 17 contestants for Freeflight; at least half a dozen others showed up to fly for fun. There were 8 at the R/C end. There was a lot of visitor interest in the flying, and some took plans and intend to build models. Walt Collins and Abram Van Dover drove up from SE Virginia to spice up the A-6 and Limited Pennyplane flying. Sally Otis as the new director of family programs for the National Building Museum was very interested and supportive of the flying, and we can look forward to future events for 2014.

Grand Champ was John Murphy. His win in the hotly contested WW-II Nocal event vaulted him into the lead in points as there were 11 entrants. Two trophies were awarded for Phantom Flash with one going to Stefan Prosky as the winner and another to John Murphy as the highest ranking flier who had never won the event previously. Stefan graciously provided two \$25 gift certificates to Hobby Hanger with one going to a FF flier and another to an RC flier.

Bruce Foster brought his very interesting rubber band powered ducted fan and for these interesting flights he received the award for most unique and creative model.

Special thanks go to Mike Escalante and Doug Griggs for discussing models with visitors. Mike allowed visitors to wind and fly a number of his models heedless of the risk to his competitive models. Doug spent the afternoon explaining model airplanes to a never ending circle of visitors. Thanks go out to those helping kids in the Delta Dart program. The kids at my table invented new ways to cut out the model involving cutting through the structure and inside the structure (other helpers didn't seem to have these problems).

National Building Museum

Stew Meyers

This was the latest date we have flown at the NBM. It was quite windy and warm outside. I don't know if that was the reason, but the air inside could best be described as squirrely. Some real turbulence mysteriously manifested itself at various times in various parts of the hall. At one time, props twirled on models on their winding stands.

During the Parlor Fly mass launch we had some funnies in the last round. After a near perfect second round flight, I launched confident I could beat dastardly Dave. As our models drove skyward mine drifted towards a corner and then went bananas stalled and flew around balcony pillars several times until finally hitting a balcony wall. I turned around to see Dave going bananas. His had landed on a catwalk at the ceiling with no access. John Applying's landed on the balcony in the center atrium winning him the event. Dave also managed to put his No-Cal P-80 on a column capital. Paul Buck, perhaps our oldest contestant, did nearly 5 minutes with his A-6 showing us kids how its done.

NBM THE R/C END

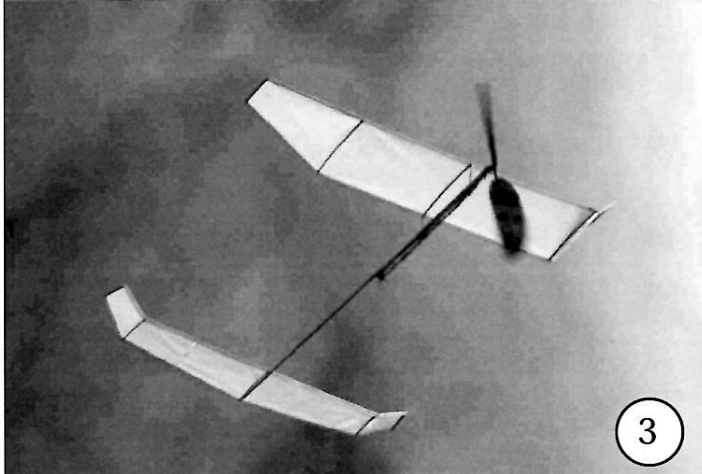
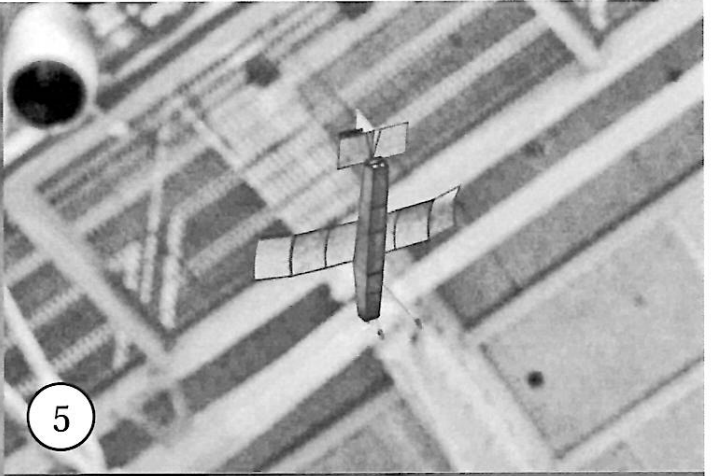
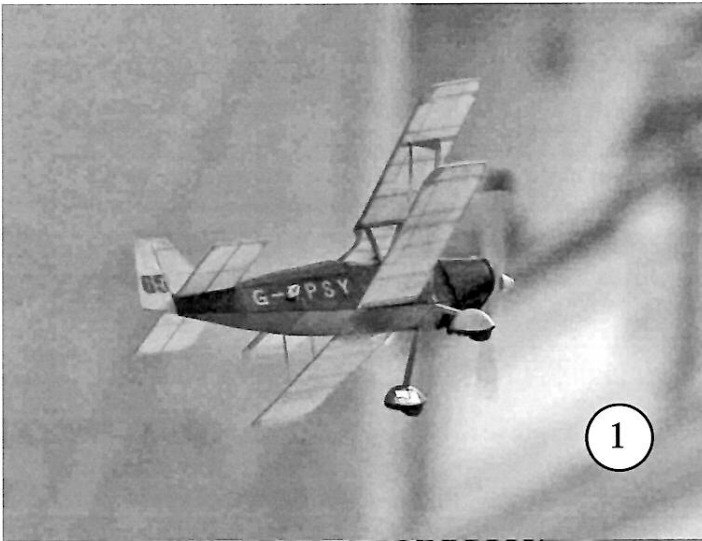
Paul Stamison

I took some pictures of the winners of the competition we held. All are first place winners of the tortoise drag race, tortoise fig 8 race, most unique creative design. There is a picture of a young man around 8yrs old who has never flown before. I took one picture of him flying a mini Quad and doing really well. See page 2. He was very excited about the RC planes and so were his parents. The Children's build and fly thing was super great and a lot of the little darts flew so well. I helped out with two young lads who were so into building and doing a great job. Oh, a side thing Rich Gillis won the Figure 8 tortoise race and won the most unique creative plane (The Warhawk is his own design and he used the Air Hogs motors and props in the wings for thrust vector control,(he's a super expert on making the Air Hogs plane fly very well and in excellent control. Jin Choe with his super Bull Dog plane won the tortoise Drag race coming in last and very, very, very slow LOL. I didn't give out the best in flying scale (it could have gone to Jin Choe's excellent two WWI planes the Avro 504K and FBA Type H flying boat. But he, as usual was too humble to show them off and win a trophy for them. But he did fly them and as always they were fantastic flyers. So I gave back the one trophy. We all had a great time. The attendance of pilots was low; only 8 showed up. Probably because it was a great Sunday with warm temps and the Japanese Cherry Tree going on. We had a lot of the public showing a immense interest --both young and old. I talked with them and they had opportunities to try out their flying abilities and they enjoyed the show we put on. I really enjoyed today and as usual will be looking forward to doing it again next year.

PHOTOS PAGE 19

1. Bruce Clark's Andreason BA 4-B Peanut from Peck flew nicely as did his Jr. Miss built to the half scale plans in the 2012-4 issue unfortunately no photos of it.
2. Parlor Fly Mass Launch left to right-- John Murphy, Stew Meyers, Dave Mitchell, and Paul Buck.
3. Paul Buck's winning A-6.
4. Bruce Forester launches his Beriev Be-4. He does some interesting stuff.
5. Dave Fuller managed to catch is own Little Richard FF-85LC from EasyBuilt.
6. John Murphy's winning No-Cal P-39.
7. Stefan Prosky launches his Farman Postal Peanut.
8. Jim Coffin launches his Parlor Fly. If launch form counted, he would have won.

You can see these photos in color on our web site <http://www.dcmexecuter.org>.



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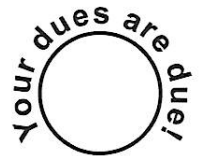
CONTENTS

The Navy Page Racer XF6C-6 shown below inspired some nifty Sport Scale models. The Aug 1930 issue of Model Airplane News had a "Navy Racer" design entitled "How to build a Smoke Screen Model Plane". This was brought back in June 1958 in a construction article entitled "Ahead of its Time". Both are included in this issue. The Jimmie Allen Bluebird which was also probably inspired by it is also included.

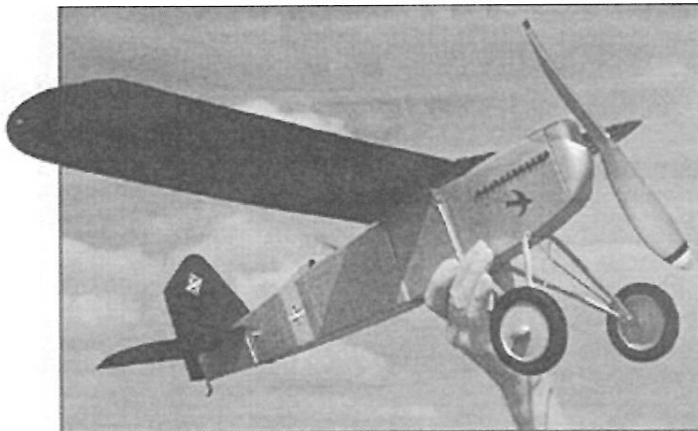
NBM 4-13 results also presented.

The bones pictures on this page show a Bluebird updated to include a DT. It does need 3-1/4 dia wheels however.

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