

MAXIFAX

D.C.
MAXECUTERS

Journal of the D.C. Maxecuters

...home of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

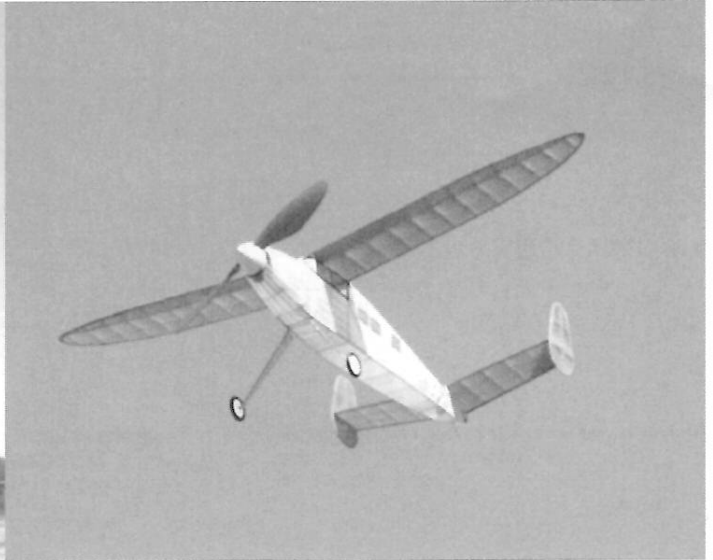
2016-4





Don launches his trusty PWL on a frosty morn.

Stew's ready for the Spanish Fly events with his neat Bf109.



Capt. Pat lets fly with his big SkyChief. photo Walt Farrell

Mike Moscow's gorgeous Scientific *Paratrooper* floats by.



You want a piece of these guys? DC Maxecuter toughs: The Dreaded Potomac Pursuit Squadron #6, flying on the 50th anniversary of the FAC.

MAXFAX 2016-4

Here it is, early December, and I'm just getting this issue together. Those of you who were accustomed to the military regularity of this rag's arrival in your mailbox during the long editorial reign of my predecessor, Stew Meyers, will find me a sore disappointment I'm afraid. The problem, aside from the usual complaints, is that I am terribly distractable, and unless The Muse strikes me with her iron fist, I am apt to have a hard time deciding on the theme of a given issue. This often results in much dilly-dallying, half-drafted plans, etc. Which is fine, insofar as it provides potential half-baked fodder for the NEXT issue, but as the current issue is the issue, well....I will try to do better next time.

Happily, The Muse DID strike at last, however. One of my distractions includes being a pot-stirrer in the FAC. It seems hardly a day goes by when there is not some burning issue that needs the attention of the Council, or some seditious, tradition-defying activity is burbling up somewhere and must be put down. I also edit and maintain the Rulebook. So when the wind began to drift talk about a new FAC event under my nose, I wrinkled it. Happy reader, if you only KNEW the trouble it takes to make sure the FAC Rules are *just so*, and the *pain* I feel when no-one reads them, or understands them, or cares, until it suits them, and then it's all hands on deck as you defend their reasoning, and unpack their contents yet again. So I must admit that any disturbance of the glassy surface of the FAC Rules, be it a proposed modification or a new event, puts me into a crouch.

Once I began to look into the proposed new **FAC Scale Hi-Start Glider** event, however, I allowed myself to not think too terribly much about all that, and to just drool over all the cool models you could build. Slingsby alone could keep a modeler happy for a quarter century at least. And so...out went the content I had assembled so far, and I was off on a search for some suitable glider plans. I think you'll find them intriguing if nothing else. There's a couple of the aforementioned Slingsbys: a super light **Falcon III** from Skyleada, and a somewhat more robust **Prefect Mk.1** from Vernon. R.V. Base drew up a lovely **Hamilcar 1** back in 1946, and if the Falcon III isn't light enough for you, how about the **Kluzak CH-11**? One of these ought to get your juices flowing, and if not, there's more available on the internet. For all I know--which in this event is very little indeed--the collection presented here is entirely unsuitable for Hi-Start launches, but what the hey. As for the nitty gritty...I've included the *proposed* rules as they *currently* stand. Please don't hold me to task if they get tweaked a little between now and the 2017 Non Nats, but I think the basic idea is correctly baked in. And if you just can't see yourself opening up into a whole new area of F/F, you could at LEAST build an **FAC Tick**. Or two. Or three. You'll need that many, because these little suckers travel really really well, and are apt to hide. Sorta like the real things.

Last but not least, the FAC brass hath decreed that there

SUBMISSIONS - send articles, plans and high-resolution photos to Dave. Electronic submissions preferred, but I do old school too.

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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.

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Make checks payable to "D.C. MAXECUTERS"

OR you may use PayPal at the website:
www.dcmmaxecuter.org

Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

will be not one, but TWO **Spanish Fly** events at the 2017 Non Nats. This is an event for aircraft that flew in the Spanish Civil War, of which there were lots, and a motley lots they were too. Maxecuters of old (are there any other sort?) will recall this as an event of ours back in the day; hey, maybe you still have that model hanging in the rafters of your basement? Dust it off, and prepare ye for battle once again..

HEY..Happy holidays!

--DM

Cover image

photo by Pat Daily

Mike Moscow launches his George Reich-designed *Double Feature* during warm-ups for the big Muncie SAM Champs. See page 15 to find out how Mike did...

MAX-FAX NEWS-please read !!

We've decided to shift subscription to the MaxFax to an ANNUAL timetable, beginning January 1, 2017. Payment of your dues on or around that time will set you up for all of 2017. Transitions like this are awkward, we're short on highly trained logisticians, and we don't want to complicate your lives. Here's how we will handle it:

If your *current* membership expires at ANY POINT in 2017, we will consider you paid up for 2017.

Yeah, that's a good deal!

We will however gently encourage those of you who have expiration dates that fall within the first few months of the year to consider doing the right thing, and paying up for the full 2017 year. Similarly, if your expiration date falls midway through the year, and you want to cut us a check for \$12.50 (half the annual dues) then we would appreciate it. And so on. By the time we get to 2018, lord willing and the creeks don't rise, we'll all be on the same page.

COMPS

While we're on the subject, we send out a fair number of complimentary issues, to persons who have done notable FAC or Maxcuters duty in the past, to schools that support modeling programs, etc. If YOU are receiving a complimentary copy of the MaxFax, it's been a while since you were engaged in that meritorious service, and you can afford it--consider making the shift back to being a paying member. Thanks.

MORE ABOUT THE NEW FAC SCALE HI-START GLIDER RULES....

On page 6 you will find copy of the *provisional* rules for the new event, which will be run at both the 2017 Non Nats and the 2017 Muncie Outdoor champs. Even as I type this, little changes are being made around the edges. Mostly, these have to do with sizing the Hi Start line and how the launch itself is handled. So if you see small variations from publication to publication, fear not. Build your model to the construction rules and it will all work out in the end.

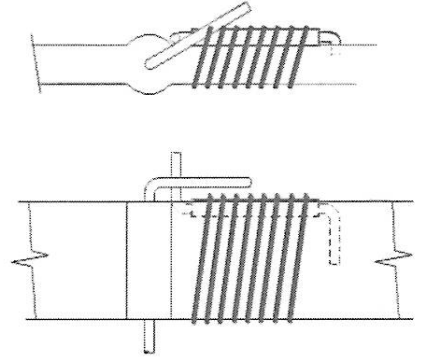
Those of you who are Kanone hounds will want to take note: although this event is currently "unofficial", i.e. does not appear in the FAC Rulebook, it WILL qualify for a kanone at the Non Nats and the Muncie Outdoor Champs.

Calling it a "new" event is, of course, a little silly, as Towline events have been around for donkey's years in SAM, and similarly there is an age-old event already in the Pinkham Field handbook, *Tow Line Scale Gliders*. Let's just say that in its current configuration, and especially as a Hi-Start event, it's new-ish to the FAC *at-large*, and represents something of a blend of several traditions. These traditions are not always readily apparent, and that is why we are nibbling away at the rules. Bear with us!

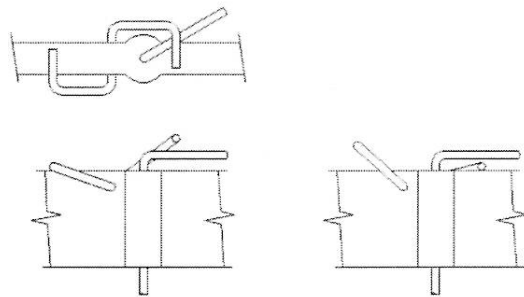
CLUTCH PLAYERS

Everybody's go their favorite rubber freewheel clutch. Rich Weber sent around these nice drawings of your basic Nason-style and a Struck-style prop clutches, along with the comment that "...I think I'd prefer the Struck version for something as big as a Mega model. It spreads the load across a bigger chunk of the prop blade." That's a useful observation, Rich, you oughta edit a magazine...

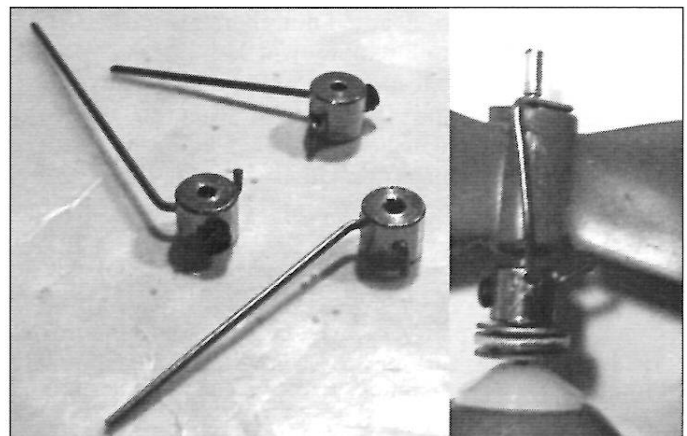
STRUCK



NASON

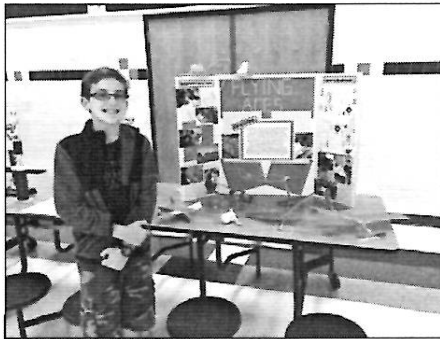


Yet another kind of freewheel clutch is the rear-bearing bale-style. I like this one because it allows you to change props easily. **George Bredehoft of Volare Products** markets a nice variation on this style that uses a stop collar as a carrier for the bale wire. I use one of these very successfully in the pusher position on my **EasyBuilt Velivole**. Be sure to file a flat in the prop shaft for the set screw!



FOO FIGHTERS FAC SQUADRON #75 REPORT

The Fabulous Foo-Fighters of Frost Middle School in VA were privileged to display our club in October at a Fairfax County Public Schools After-School Program event for middle schools. **John Murphy** and our second year student **Forrest** were answering many questions about our modeling club. The other school staff around our county and top level school officials were extremely impressed with the applied creativity that our students exhibited. I wish I was able to take more pictures but we were SWAMPED with answering questions, and by the great interest of other schools wanting insight on how they might start a club of their own. At one point we were talking to 5 people at a time! Given this interest, and the successful template that the Foo Fighters' school-based modeling program provides, there is great potential for expansion of this program to other schools.



Forrest, in his second year of modeling at Frost MS, stands next to our display and some of his models. Thanks to Forrest for his help speaking about his experience, which allowed the adults see to his strong knowledge and passion for the modeling program at Frost.

I would like to thank some folks for their support for us becoming a successful program at Frost Middle School.

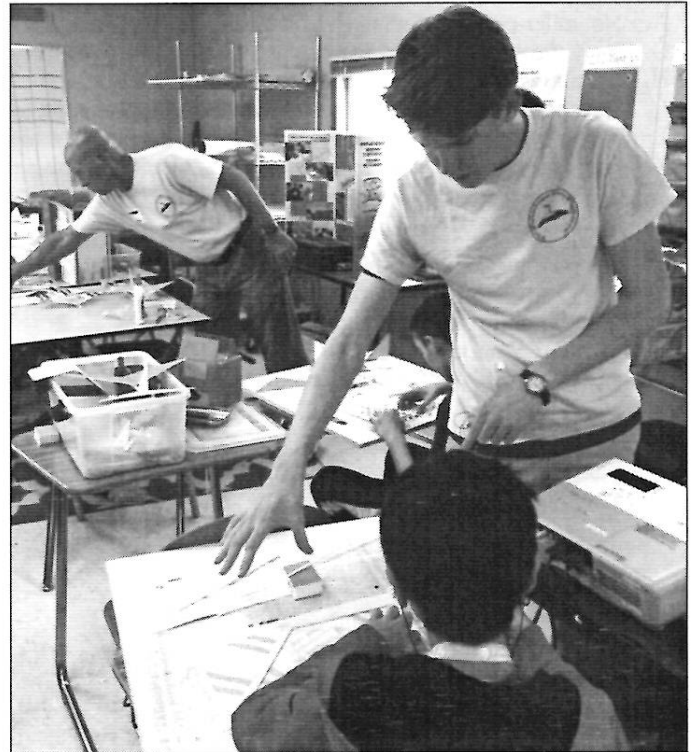
Thank you to **Glen Simpers**, President of DC Maxecuters and members of the DC Maxecuters who came during our summer fly to share their passion and

experience with our students. It was great for them to see others who build models, to inspire them and expand on the subjects they can build. Some the DC Maxecuters have donated some plans and models for our students. Thanks to **Doug Griggs**, who runs a similar after-school program just across the Potomac River in Maryland. Doug has also come to one of our fun flies at Frost Middle School, where he too shared his knowledge and passion to the



students. Thanks **Paul Gibson** who also came to our summer fly to support our students. And thanks to **Billy Batkins** on supporting us with laser cut parts to our students to build the Phantom Flash. I am sure I'm forgetting some others...THANK YOU ALL!

---Eddie Alfaro, Teacher, Frost Middle School



Ben (standing, foreground) was a member of one of the the first FMS modeling classes. Here, he's helping a new modeler with his Delta Dart build. Thanks, Ben!

We'll be putting together some kind of follow-up to the FMS modeling club exhibit when I get back in town. I think the main challenge will be to get the time to do it and then to hope that those interested are a bit more than just "interested". One thing that helps my confidence level is knowing how fast Eddie (Alfaro) has climbed the learning curve. There are a lot of directions that we could go in, but a lot will depend on how dedicated our "interested" parties will be. If they are serious, they could climb the learning curve very quickly and establish this at their school.

John and Eddie and I are following a formula that seems to be quite successful, but this is the fourth year and we have tweaked it every year to improve it. I'm sure that we will continue to modify it to make it more attractive and viable. There are a bunch of old methods that we are avoiding and are still in the process of finding designs that both contribute to the students' learning process and that also fit together.

--Scott Richlen

Editor's note: The Fabulous Foo Fighters of Frost Middle School are the newest FAC Squadron, #75. Congratulations!

I. BASIC RULES

- A. "PER" at the end of a rule means "as per existing FAC Rules"
- B. Designs must be of man-carrying gliders and not powered by engines, motors, or rockets.
- C. Maximum 36 inch projected wingspan.
- D. Full fuselage cross section required, no profile fuselages PER.
- E. Dihedral, stab and fin are can be reasonably increased, PER.
- F. No under-cambered wing airfoils unless original had them, PER.
- G. Only the main-exposed wing struts are required. (to allow easier wing detachment for transport)
- H. DT allowed, PER.
- I. Two-position auto-rudders are allowed, to allow straight towing and
- J. Flying wing type gliders may use an axillary rudder for towing only.
- K. Fully exposed pilots, as in "ultra-light" gliders must be represented by at least a full profile pilot.

II. SCALE JUDGING

- A. Scale Points: Existing three categories and points-allotted to be used, PER
 - 1) Construction and Details
 - 2) Coloring and Markings
 - 3) Workmanship
- B. 3-Views and Documentation required, PER.

III. BONUS POINTS

- 0 — high wing cabin and shoulder wing monoplane
- 3 — parasol wing
- 5 — mid-wing
- 5 — canard or tandem wing
- 10 — low wing
- 15 — biplane or sesquiplane;
 - + 5 for each additional wing
- 10 — seaplane, but only with additional floats (these exist!)
- 10 — flying wing
- 3 — exposed landing gears with struts; skids or fuselage mounted wheels are not eligible for this bonus
- 5 — fully exposed pilots in 3-D

IV. FLIGHT RULES

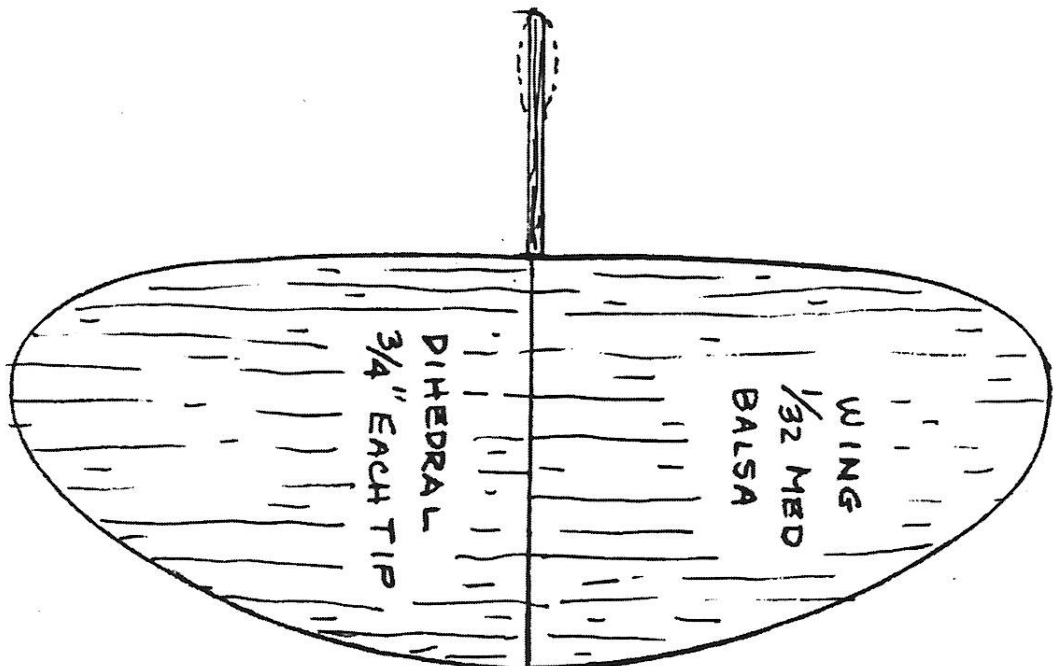
- A. Hi-Start Launch required (see "V. Hi-Start Specs" below)
- B. Recommend two persons for each launch:
 - 1) The person holding and releasing the aircraft;
 - 2) A timer at the launch post. *Timer should stand ready to disengage the Hi-Start line from the post in the event that a launch goes awry.*
- C. Minimum official flight = 20 seconds.
- D. Maximum official flight = 90 seconds.
- E. Timing starts when line detaches from the model and the flag drops.
- F. Attempt is canceled if the towline:
 - 1) fails or is intentionally disengaged during the ascent before separation
 - 2) is hit by another flying model causing premature separation
 - 3) is entangled by another person or chase vehicle causing the above

V. HI-START SPECS

- A. Equipment to be supplied and/or approved by the CD. **All flyers must launch from the same post.**
 - 1) A post driven into the ground of sufficient length to attach the towline 3 to 4 feet above the ground.
 - 2) A length of rubber, approx. 25 feet of 1/16", with a quick-release ring at the post end.
 - a. rubber length / thickness may be modified as required for conditions.
 - 3) A length of light weight, hi-visibility line up to 125 feet long.
 - a. Line length may be shortened at CD's discretion.
 - 4) A high visibility resistance / time start flag of 12 inches square, attached no more than 2 feet below the aircraft attachment ring

VI. FLIGHT / TOTAL SCORING

- A. Flight Score = Best 3 of 6 official flights. Combined total, no factoring.
- B. Scale Points + Bonus Points + Flight Score = **Total Score** **6**

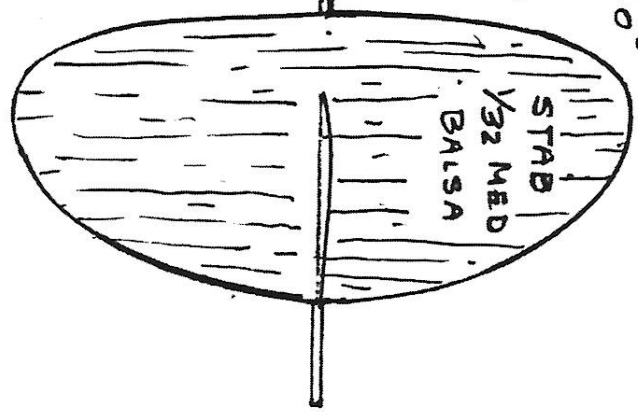


BEND RUDDER FOR
LEFT TURN IN GLIDE,
LAUNCH TO RIGHT,

WING & STAB ARE AT 0:0°
SO WARP UP TRAILING
EDGES OF STAB AS
REQUIRED TO IMPROVE
TRANSITION.

USE 12" LOOP OF
3/32 RUBBER

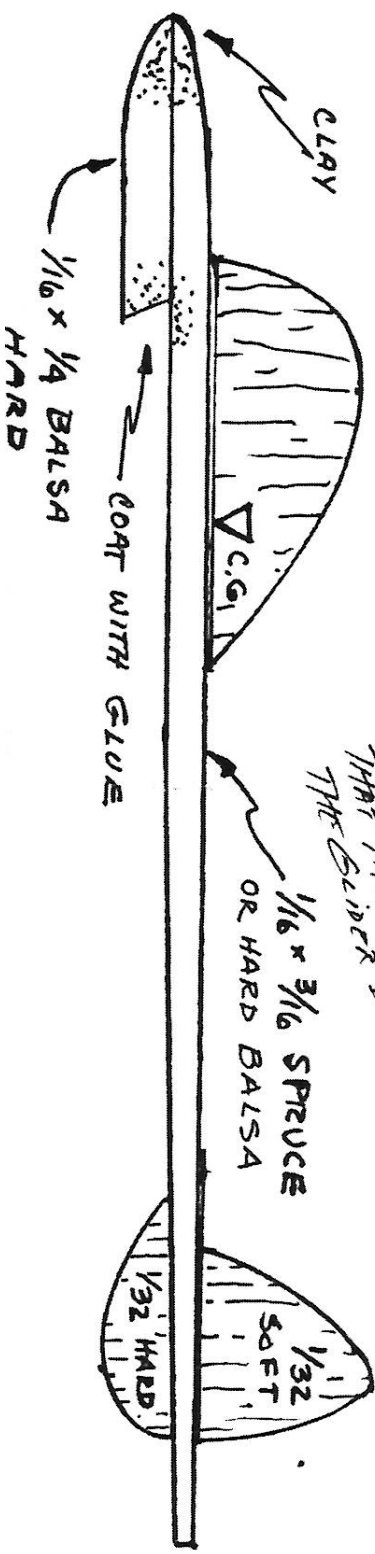
MAKE IT SMOOTH
AND STRAIGHT.

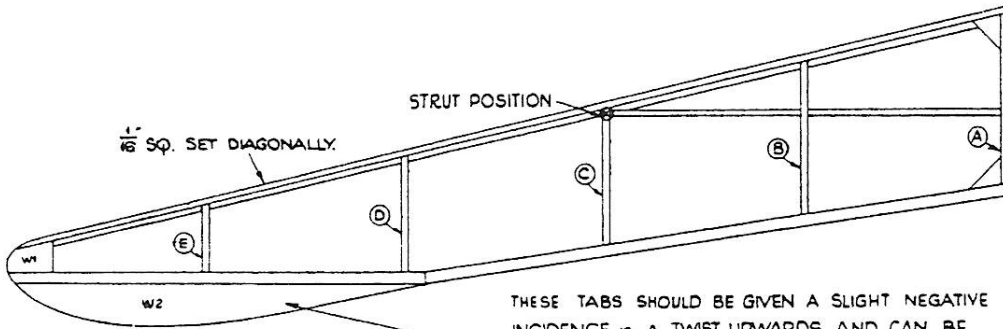


FAC TICK
BABY CATAPULT
A. FARANDA 6-92

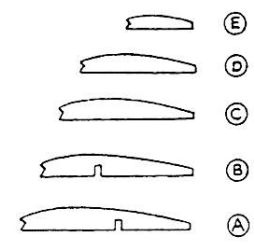
↑
THAT HIGH DOCTOR
THE GLIDER

1/16 x 3/16 SPRUCE
OR HARD BALSA



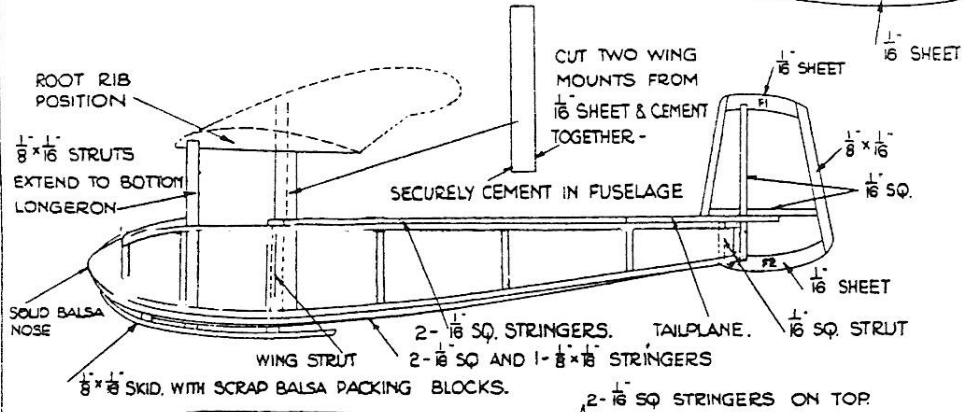
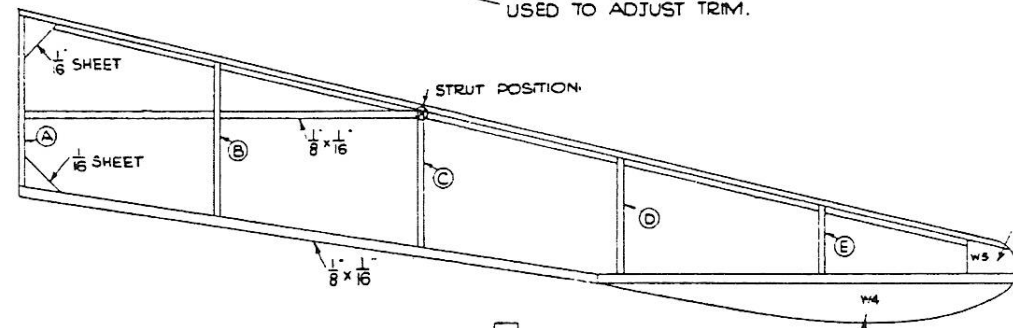


MAKE PORT & STARBOARD WING PANELS SEPARATELY - COVER & SECURELY CEMENT TOGETHER AT CORRECT DIHEDRAL ANGLE.

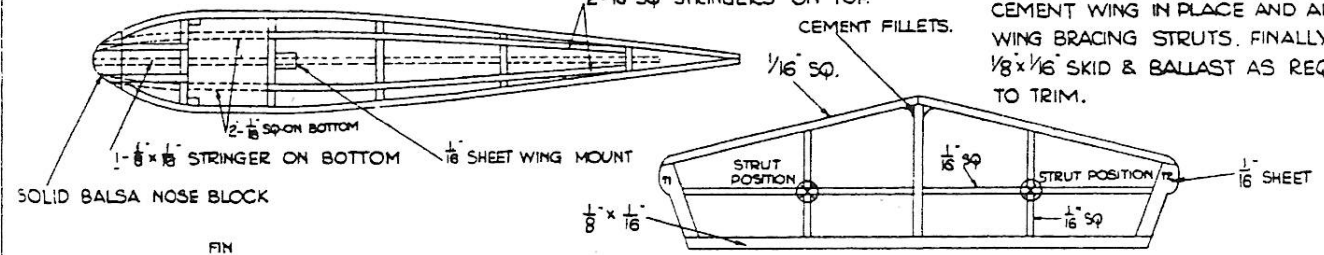


THESE TABS SHOULD BE GIVEN A SLIGHT NEGATIVE INCIDENCE. i.e. A TWIST UPWARDS, AND CAN BE USED TO ADJUST TRIM.

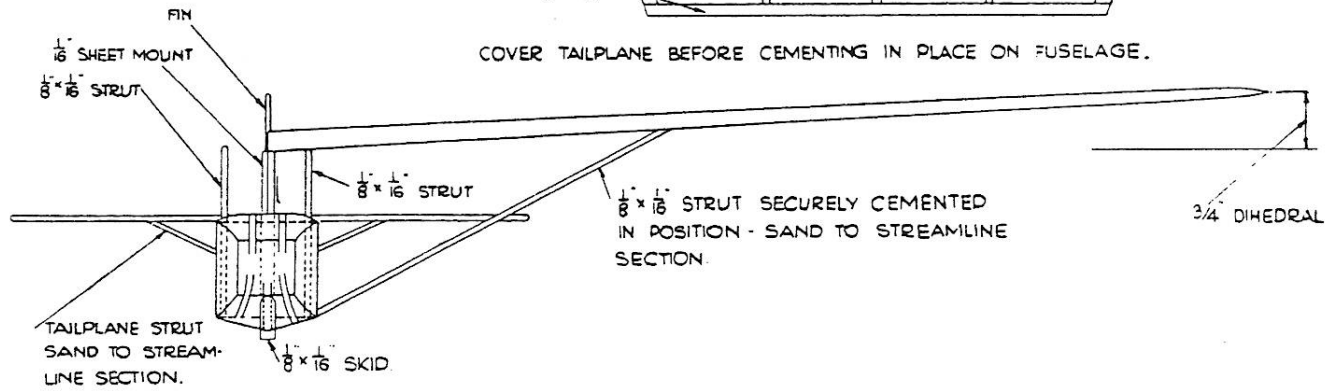
$\frac{1}{16}$ " SHEET CEMENT TO TRAILING EDGE.



ASSEMBLY NOTES:
 MAKE TWO FUSELAGES SIDES AND ASSEMBLE WITH CROSS-SPACERS - SHAPE & FIT NOSEBLOCK. CEMENT $\frac{1}{8} \times \frac{1}{16}$ " WING MOUNTING STRUTS AND LAMINATED $\frac{1}{16}$ " SHEET WING MOUNT SECURELY IN POSITION. ADD TWO TOP $\frac{1}{16}$ " SQ. STRINGERS - LEAVING SPACE AT COCKPIT. ADD $\frac{1}{8} \times \frac{1}{16}$ " BOTTOM STRINGER & 2- $\frac{1}{16}$ " SQ BOTTOM STRINGERS. SMOOTH DOWN AND COVER. CEMENT TAILPLANE IN POSITION AND BUILD UP FIN. SECURELY CEMENT WING IN PLACE AND ADD WING BRACING STRUTS. FINALLY ADD $\frac{1}{8} \times \frac{1}{16}$ " SKID & BALLAST AS REQUIRED TO TRIM.



COVER TAILPLANE BEFORE CEMENTING IN PLACE ON FUSELAGE.



BRITISH MODEL AIRCRAFT MFG. CO.
 DESIGNED BY A.M. COLBRIDGE
 TRACED BY D.V.C. 6-1-45.
 CHECKED BY R.H.W. 9-1-45.
 PASSED FOR ISSUE: H.W.P. 16-1-45.

SKYLEADA FLYING SCALE GLIDER SERIES 20" WING SPAN
 SLINGSBY FALCON III

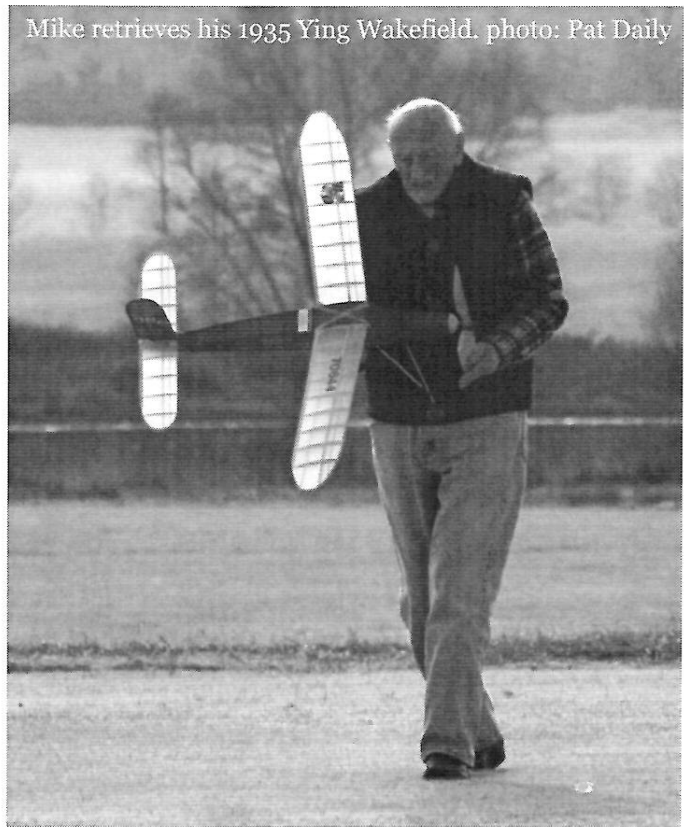
BRITISH MODEL AIRCRAFT MFG. CO.
 SPAN: 20"
 LENGTH: 0/8 7 1/2"
 APPROX FLYING WEIGHT:
 3/8 OZ

Mike Moscow wows at SAM Champs

Attendees at the 2016 SAM Champs in Muncie, Indiana saw our own **Mike Moscow** deliver a sterling performance to garner multiple impressive wins. Assisted as ever by his constant companion **Ardath**, Mike took the following honors:

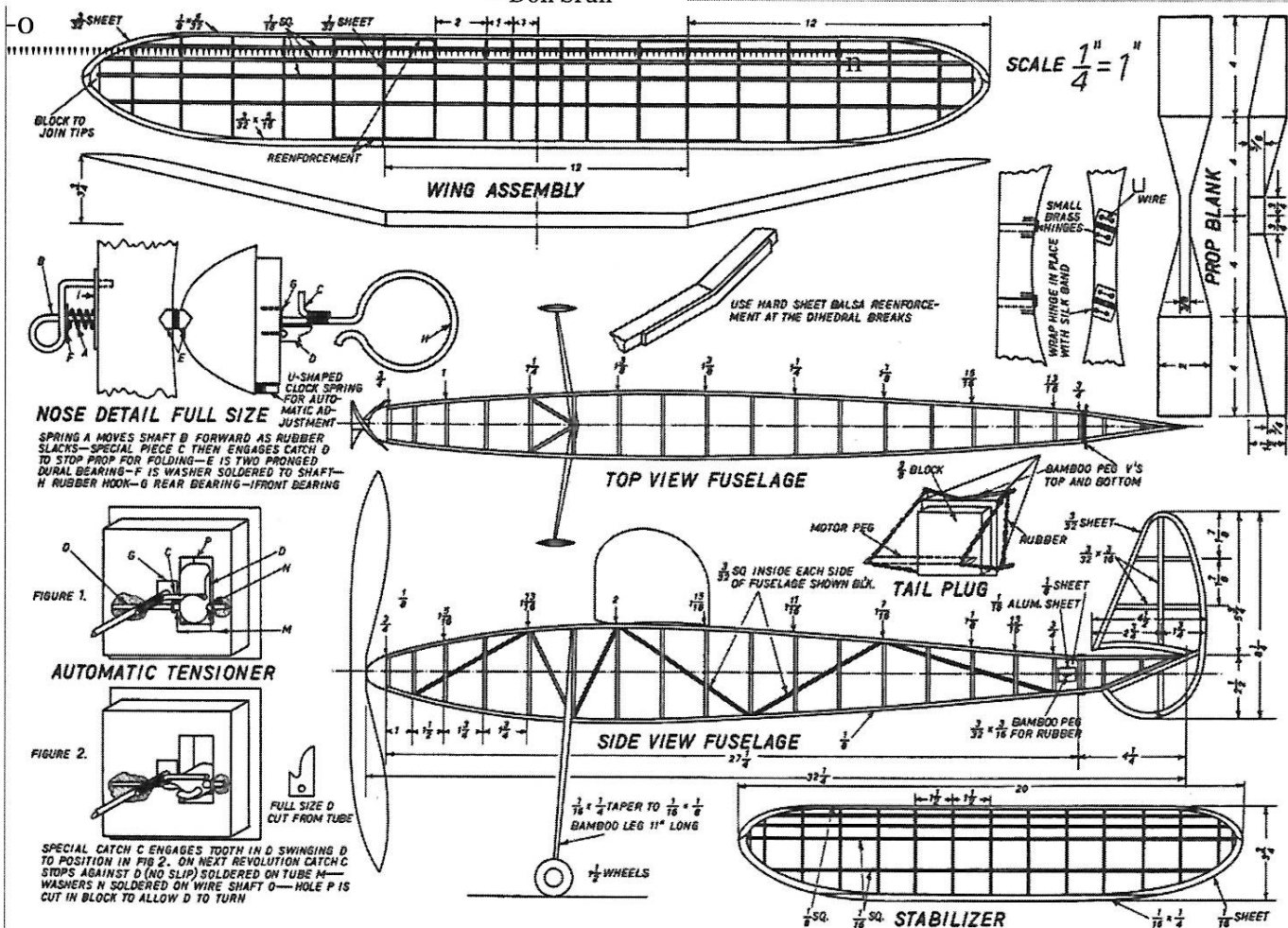
- First Place in small fuselage with a Double Feature;
- First Place in 8 ounce Wakefield with a Korda DT;
- First Place in scale with his impressive Interstate Cadet;
- Second Place in Jimmy Allen with a Skychief;
- Second Place in 4 ounce Wakefield with a formidable Ying old timer.

We won't mention that being in his 90's didn't slow Mike down one bit, but the weather in Muncie was a serious challenge to all flyers - intermitant rain and high winds on all days. Nevertheless, Mike even made it into the 4 minute rounds in some events!! Purple Heart please, and congratulations to one of our Maxecuter heros .



Mike retrieves his 1935 Ying Wakefield. photo: Pat Daily

--Don Srull



George Reich's Double Feature. A winner! Plans download available at www.theplanspage.com

HI-START FREEFLIGHT GLIDER TECHNIQUES

By Dave Platt

This all started when I designed and built a free flight towline glider of 8 feet span. Heading blithely to the field, I discovered to my horror that I couldn't fly this new creation simply because I wasn't able to run those initial few steps to get things moving. I had no idea that I wasn't able to run; I hadn't tried in 20 years. Age had arrived!

What to do? Then, distant memory came to the rescue. I recalled as a kid of perhaps 8 or 9 watching a couple of older boys in the local park flying a simple all-sheet glider of about three feet span with a catapult system. They'd pull back the line, let go, and the glider would sail up steeply, level off smoothly at the top, and release.

Clearly this was the answer for an oldie to fly FF gliders. There followed a month or so of early-morning experiments with my eight-footer to find the technique that would give a good result. I won't bore you by listing the countless failures along the way -- let's concentrate on what the eventual answers proved to be. For any of you who face the same dilemma as I did and want to get in on the fun (there are going to be at least 3 meets in Palm Bay this year featuring this category), here are some pointers.

First, some ground rules. In order that hi-start gliders can be flown alongside hand-towed versions in competitions without any advantage to either type, the length of the hi-start needs to be gauged to what will launch a glider to a height the same as what the standard hand-tow 164' line produces. This turned out to be 50' of rubber joined to 150' of line.

The size and design of the glider is unrestricted. The only thing that will vary is the cross-section of the rubber on the hi-start. For a glider of 150 -300 sq. in's, (roughly A-1 size) a single strip of 1/16" square (indoor rubber) is adequate.

Say what?

Yes, it's true. One of the lessons learned was that too much power spoils everything. For a glider of A-2 size, about 6' span or so, one strip of 1/8" flat is just right. My 8' model, weighing about 2 lbs., launches perfectly on one strip of 1/4" flat.

The other big revelation was that the position of the towhook is critical. All early experiments focused on having the hook in the normal place for a hand-towed glider, that is, under the CG, at around 50% of the chord. Numerous wasted trips proved that this won't work on a hi-start. Sure, the CG should still remain in the 50% location, but the towhook must be brought significantly forward. About 20-25% works just fine.

An existing glider built for hand-towing is easily modified in one of two ways -- either move the current hook forward, or add another hook in the right place. You will need to have a good working auto-rudder. The type I have used with success is the swinging-arm (pendulum) variety. This allows independent control of the rudder to get a straight tow with the desired free flight circle.

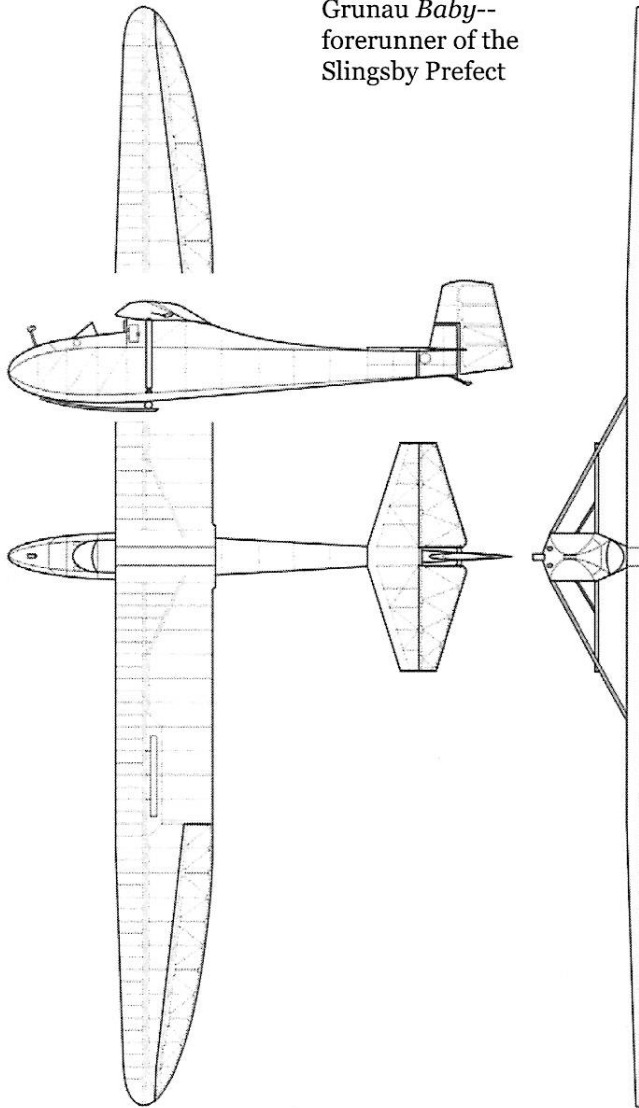
So, drag out a glider and get it ready. White Dacron line is ideal for the line. A largish patch of Polyspan makes a good waterproof flag to pull the line off the hook and show you where the end is for the next launch. When you unroll the line from the holding drum, leave the drum at the stake point to make finding it easier.

The article above is among the 850+ (!) that were originally collected and made available by **George White** and the **Pensacola Free Flight Society**, which thanks to **George Bredehoft** have been archived, and can now be found at the **Volare Products** website--- http://volareproducts.com/?page_id=1686

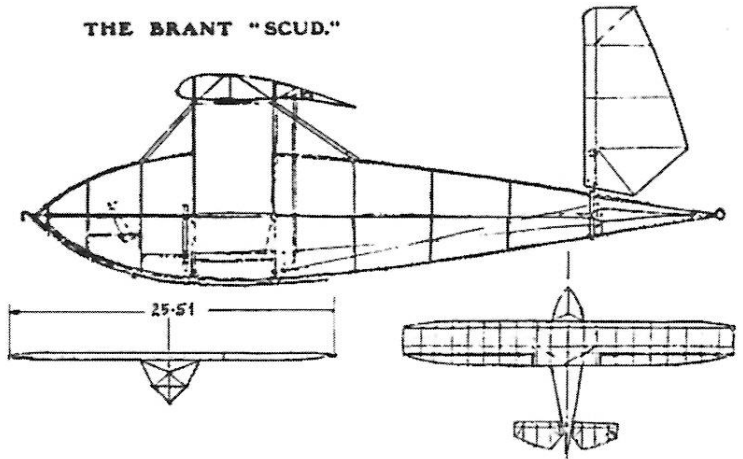
If you can't find the information you're looking for in these articles, it's probably either illegal, or immoral, or both.



Grunau *Baby*--
forerunner of the
Slingsby Prefect



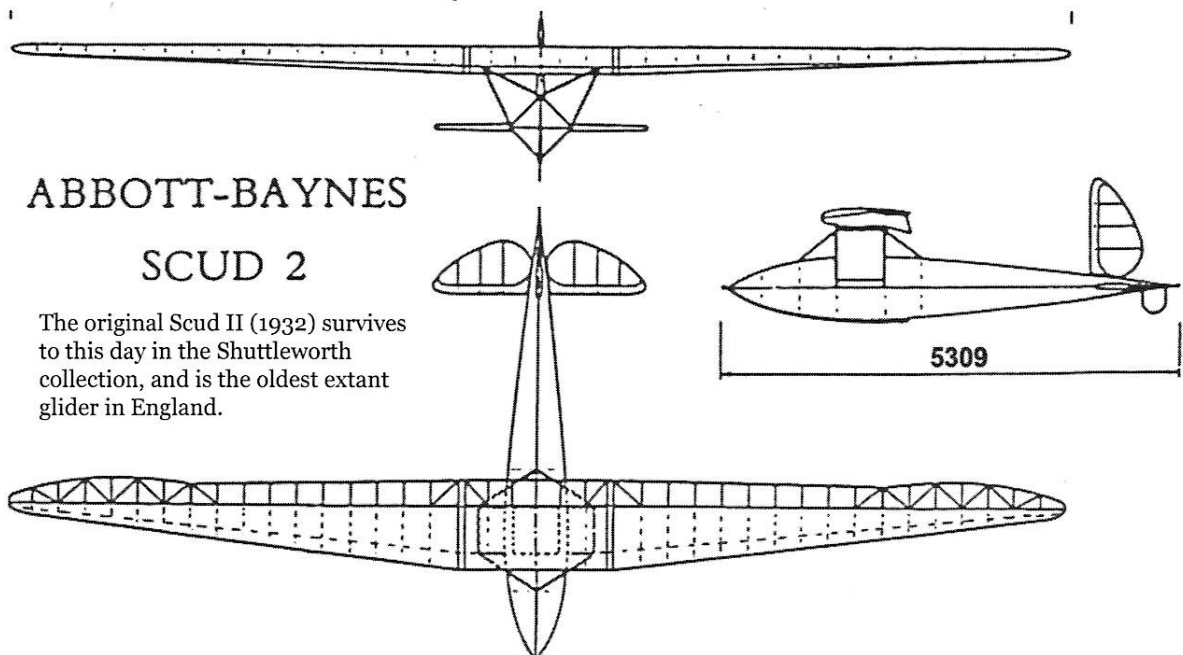
THE BRANT "SCUD."



ABBOTT-BAYNES

SCUD 2

The original Scud II (1932) survives to this day in the Shuttleworth collection, and is the oldest extant glider in England.



WOODS MIDDLE SCHOOL - REPORT ON THE MARAUDING MUSTANGS

an Ongoing Journal by **Doug Griggs**

The Marauding Mustangs (soon to be a Squadron of the Flying Aces Club) has welcomed a class of new recruits for the 2016-2017 school year.

(Sept. 22) We had three veterans return from last years sortie, and they picked up where they left off finishing up some FAC Trainers. We started the 9 new recruits building Mountain Lions from Laser Cut Planes. (www.lasercutplanes.com). Our first building session was fraught with broken and lost parts, I was trying the "let the kids assemble and the instructors glue with CA" approach which turned out not to be a great idea with the group size. The lesson I took from this was that it worked WAY better to have the kids use a finger swipe of yellow glue on the parts, it dried quickly enough and I think we may have had functional planes after the first day, which we most assuredly did not in this case. We did get almost all of them framed and glued, but that left a bit of time for kids to get bored waiting to get glued.



Cheerful Marauders prepare to launch. photo: Doug Griggs

(Sep 29) I was worried that I would see a drop in attendance even after that first session, but fortunately everyone showed up today, and we got right in to finishing off the lions. I had pre-cut the tissue to about 4" strips, which REALLY helped with the selection and passing out of tissue. A pre-cut strip would do one wing or the stabilizer. I had the kids scrunch up the tissue and flatten it out to reduce the dreaded "tater chip effect—so far so good! That did result in a number of kids being worried that the scrunched and flattened tissue wasn't long enough for the stabilizer, but I got to do "magic" and flatten it better so that it all fit! I taught them the sanding trick to trim the tissue, and most got it pretty well. With about 20 min before the end of the session, we had all of the airframes complete. Here is where I had a flash of

brilliance, if I do say so myself! :-) We ballasted the birds with clay on the nose and went to a small auxiliary gym to fly them as gliders. This worked great, since it was a nasty rainy day. The gym was plenty big enough for gliding but would have been WAY too small for powered flight. I'm pretty sure that this exercise taught the kids how to launch the planes; we'll see soon if that translates to better powered launches. By the end of the session, everyone was getting nice flat glides and it surely looked like they all had a ball. One of the veterans even had his FAC trainer far enough along to join in the glides! Here are just a few photos of the gliding group in a final mass launch.

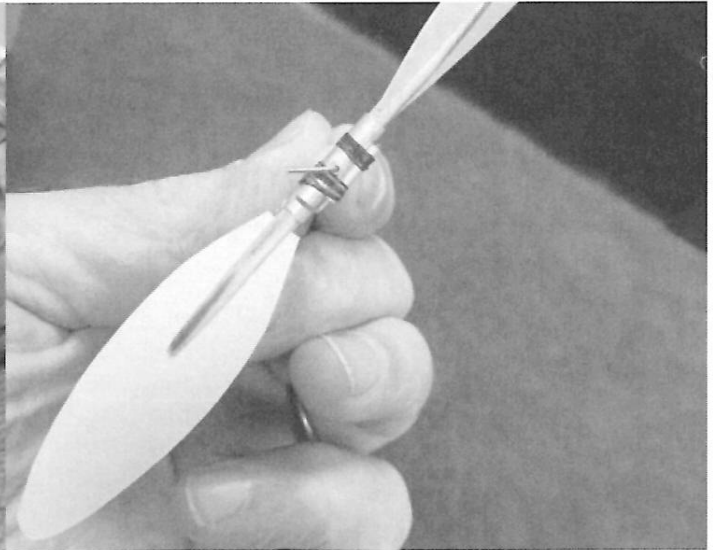
(Oct. 7) This week was maybe the best sortie of the new squadron yet. Thursday was beautiful with almost no wind, so we stripped the gliding clay off the noses and installed the props and rubber, and proceeded to the ball field for some flying. The first mass launch was perhaps the most beautiful I have seen while doing this. Every plane flew. Nobody dorked. I think that gliding exercise the previous week paid huge dividends!

We spent the rest of the session just flying. I was mostly repairing and occasionally teaching them to wind. Previously, John (WMS teacher) and I did most of the winding with the kids holding, but I started to insist that they wind while I held. That allowed me to show them how to get the wound motor off the winder and onto the motor hook. There were a number of aircraft casualties resulting from earnest two-handed rubber attachment, usually broken stabs as they mashed them into their bellies focusing on the motor hook. Despite this, everyone had a blast, LOTS of airtime, more than an hour, and more than we have ever had before by a large margin. I didn't get to see a lot of it, as the chief manger of the repair facility, but it was obvious that the kids saw the magic of free flight. Now on to the Darts!

-DG

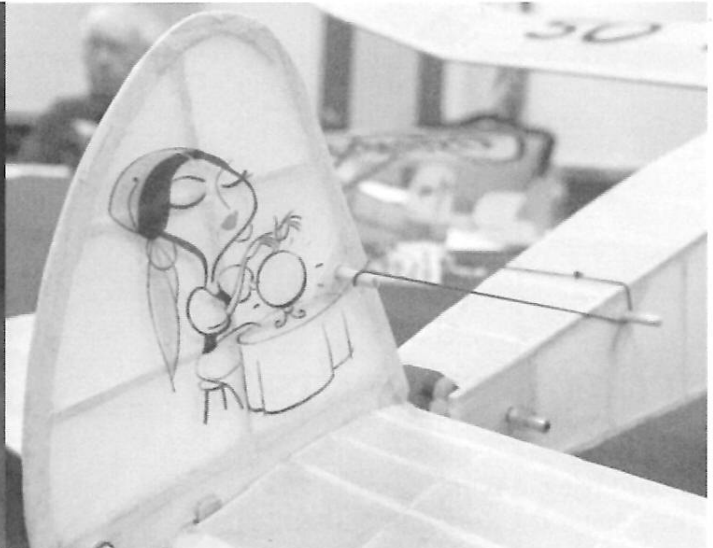
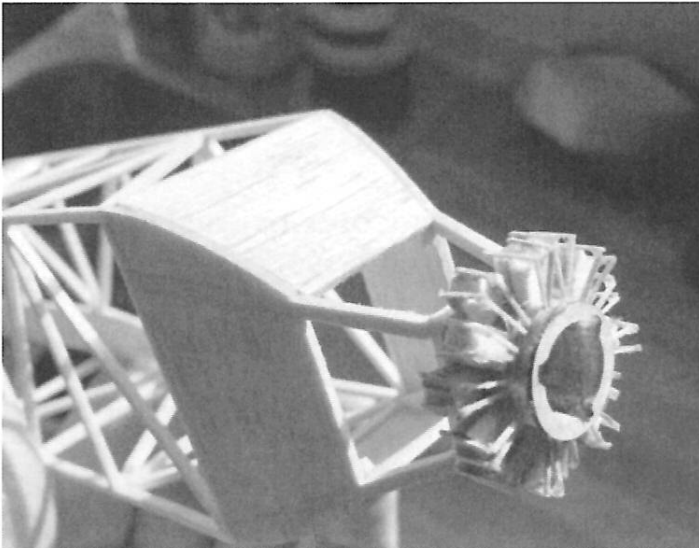


Who says Free Flight isn't a team activity? Woods Middle school pilots conduct a pre-flight. photo: Doug Griggs



Doug Griggs shows off his neat Crusader Jet Cat. Gurneys on the rudder helped minimize its large size.

Nice kit-made prop, from Retro R/C . Check out the blade-forming jig and laser cut hub spars at <http://retorc.us.com>



Dave Mitchell is up to no good. Ten points if you can guess the airplane...

Bruce Clark has a way with graphics! Here's the tail end of his...what else? Stahl *Gypsy* 1/2 Wake. Kit by Retro R/C



Rolf Thoreson is a super builder. Here's his very pretty Fairchild FC2, from the Dumas kit. <http://www.dumasproducts.com>

MaxFax 2016-4



D.C. MAXECUTERS
% Dave Mitchell
230 Walnut St. NW
Washington, DC 20012

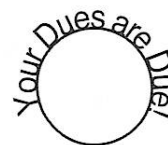
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UPCOMING EVENTS

Every Wednesday, 12:30-2:30
Indoor Flying at Bauer Center
14625 Bauer Dr, Rockville, MD 20853

January 8, 2017
Maxcuters Banquet
Clydes Restaurant, 5441 Wisconsin Avenue
Chevy Chase MD 20815

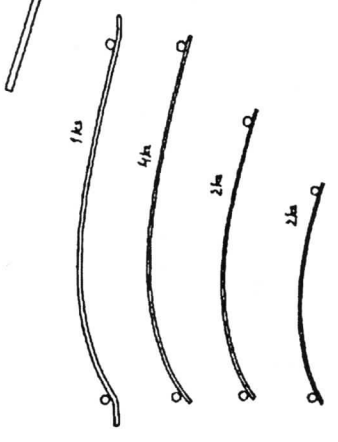
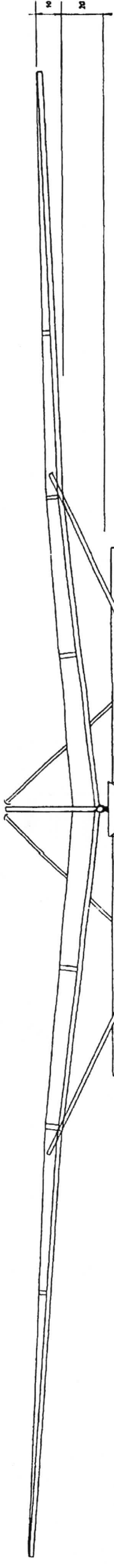
January 22, 2017
Winter Fling at the Springs
Highland Springs HS, Hudson Gym
Highland Springs, VA

March 12, 2017
National Building Museum Indoor Meet

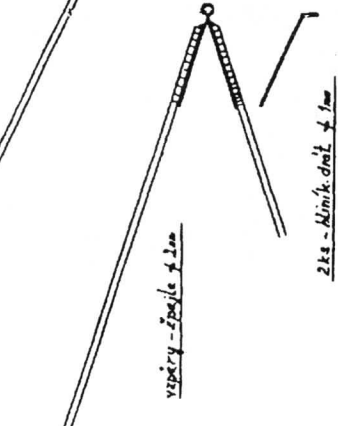
April 23, 2017
Spring Fling at the Springs
Highland Springs HS, Hudson Gym
Highland Springs, VA



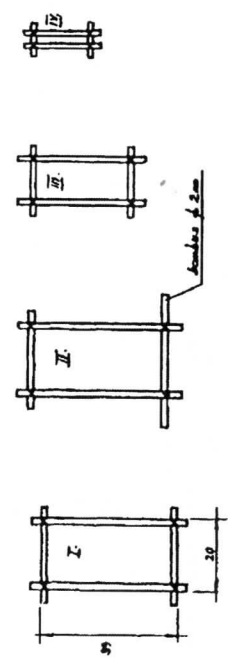
Hermione Hoare in a Falcon III glider.



řebra křídla - bambus 1x2mm

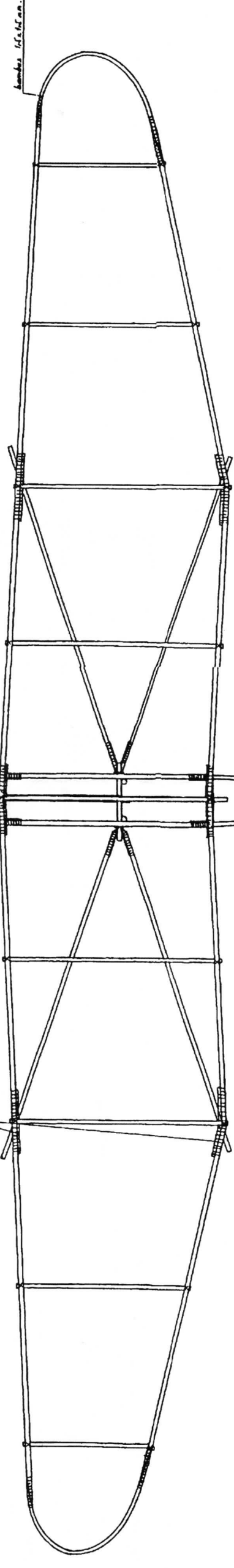


přepážky trupu - špičce φ 15 (oválné nit)



I - 20x33 II - 21x40 III - 15x30 IV - 6x18

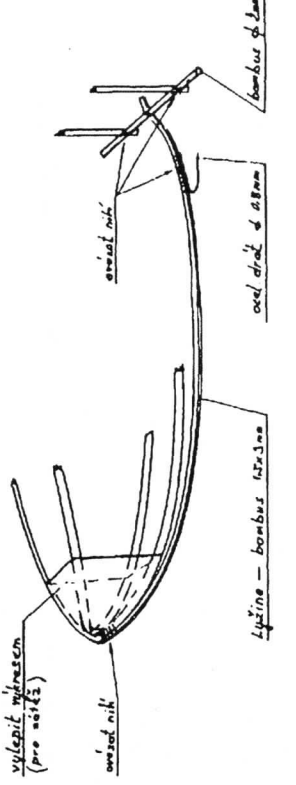
vláček laminát II - Aliník průměr φ 1mm



Aliník průměr φ 1mm



bambus 15x15mm
složky na křídlo



vylepšit výřezem (pro nitě)

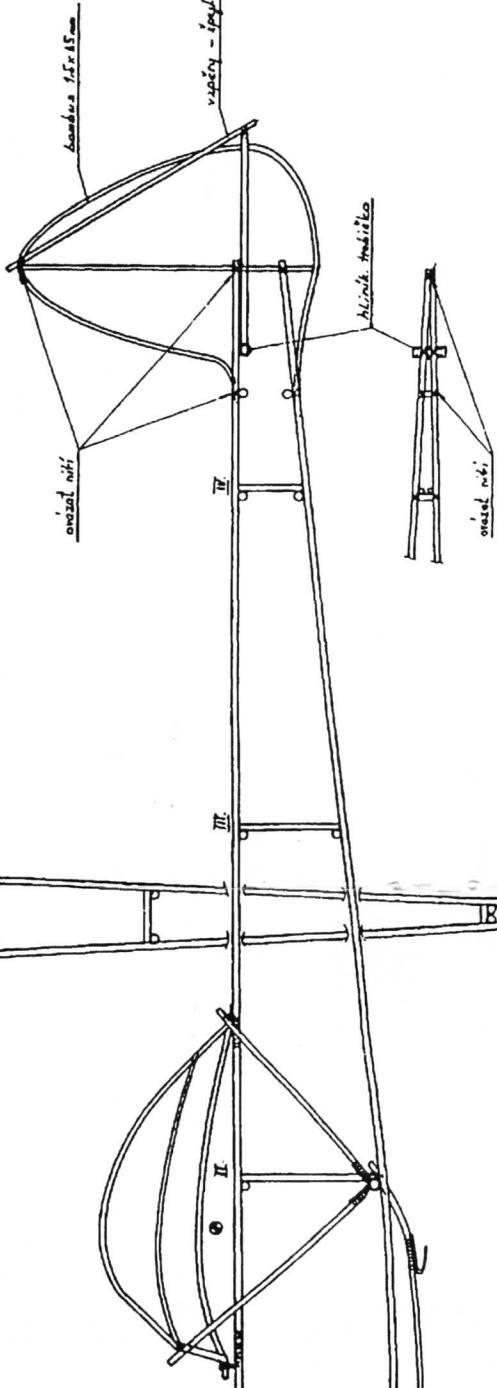
oválné nit

luzina - bambus 15x3mm

oválné nit

oválné průměr φ 0.8mm

bambus φ 2mm



oválné nit

bambus 15x15mm

vzpěry - špičce φ 1.5mm

Aliník, tloušťka

oválné nit

špičce φ 1.5mm

bambus 15x15mm



1935

KLIZÁK CH-11

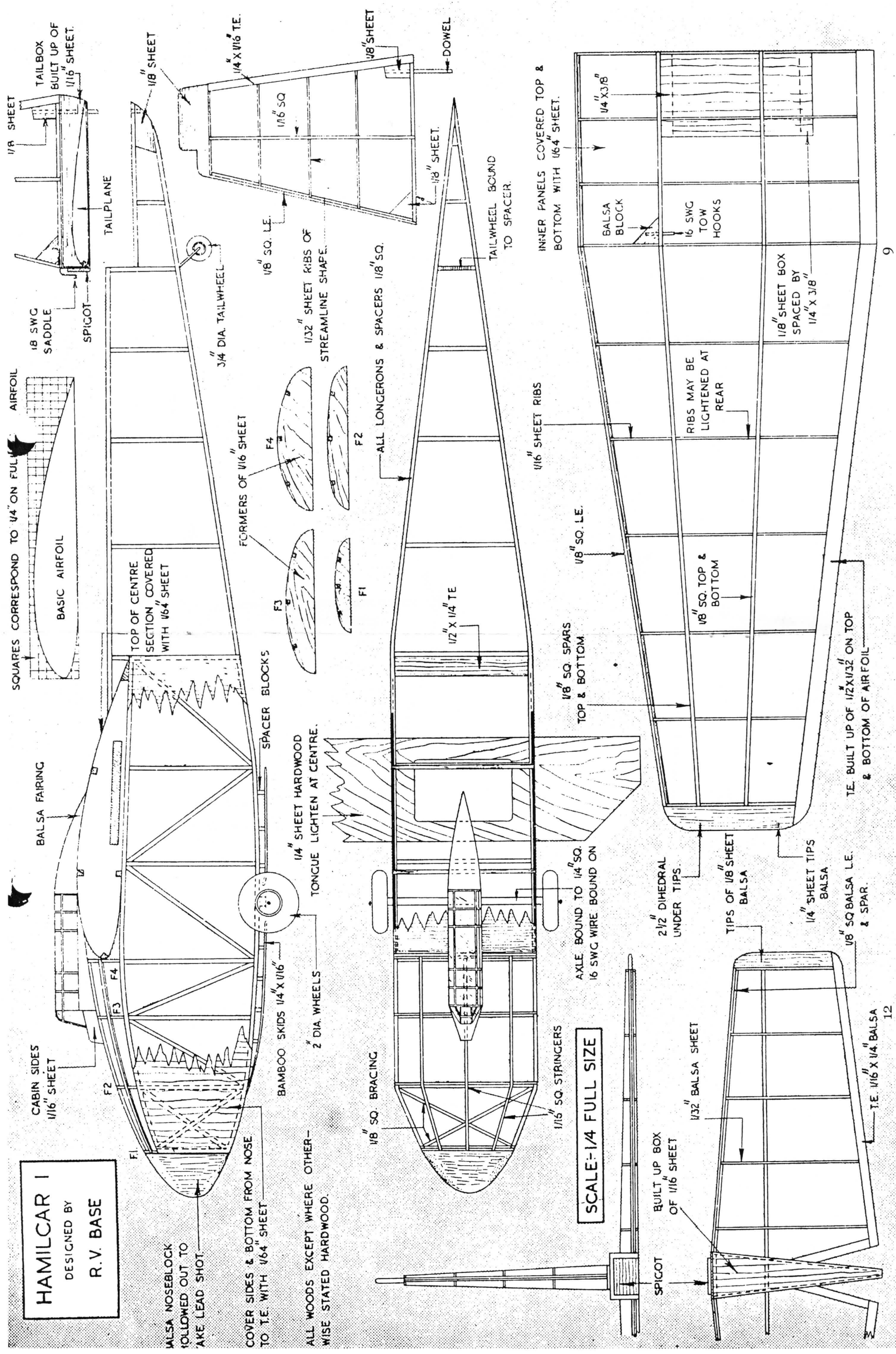
Konstruktér K. Chaloupka

Podvozek	200mm
Delka	450mm
Prostřední ušlech	70mm
Velikost	36 gr.
Začínání	5.12.1935
Začínání	3.12.1935-26

Všechny rozměry:

řez as směrovou osou	20
křídla as směrovou osou	14
hlavice	2
Celkem	36g

HAMILCAR I
DESIGNED BY
R. V. BASE



Balsa noseblock followed out to make lead shot.

Cover sides & bottom from nose to T.E. with 1/64" sheet.

All woods except where otherwise stated hardwood.

SCALE: 1/4 FULL SIZE

VERON

30" SPAN.

DESIGNED BY PHIL SMITH.

SINGLE SEAT MEDIUM PERFORMANCE SAILPLANE

Slingsby Prefect Mk.1.

