

MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2017-1



ELIAS AIRCOUPE

COMTE AC-4 GENTLEMAN

TEMPEST V

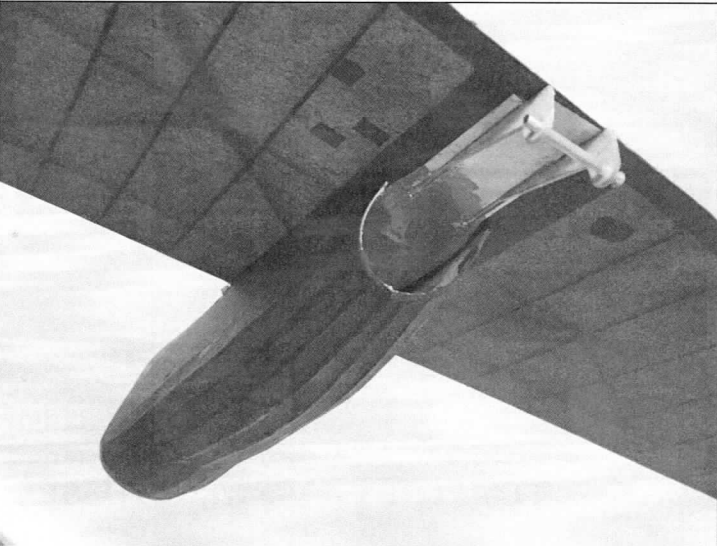
FW56 STOSSER



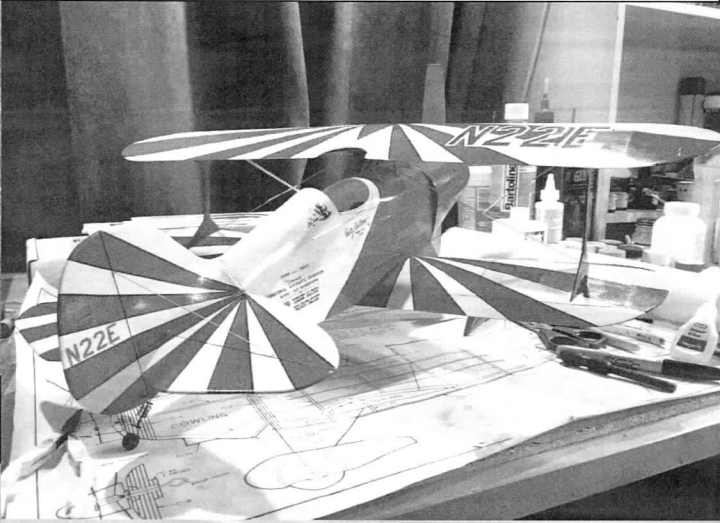
The big and the little of it. Enrique Maltz with his pistachio Waterman racer, perched on top of Tom's Swift Snokey (right) and his 1921 Pacific Standard C-1 (left).



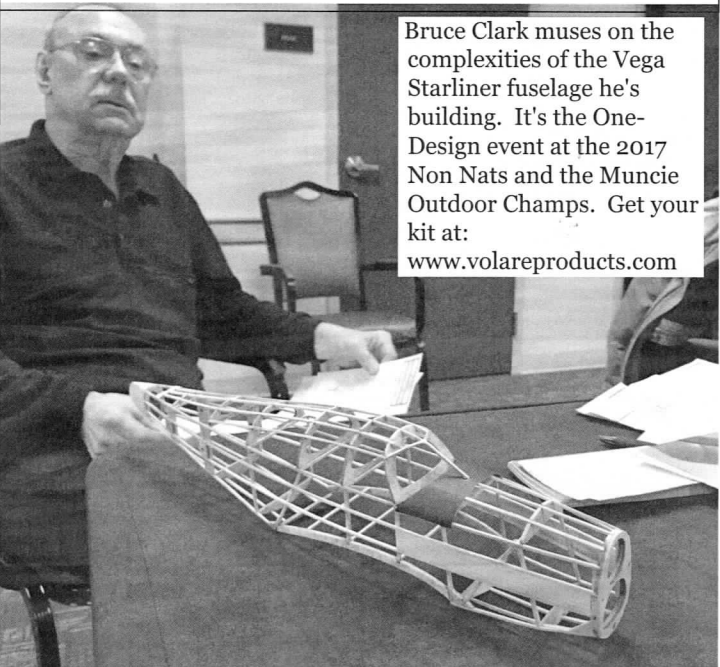
Frank Rowsome, on the other hand, prefers 'em BIG. He brought his Lancaster wing to the March club meeting--a real monster. Detail shot below shows Frank's neat rear hook arrangement for the outside nacelles, which will allow him to keep the rubber lengths the same for the outboard and inboard engines.



Monz Lyon's impeccable Pitts "Little Stinker", from the Herr kit. B&W doesn't do justice to her model--it's a real eye-popper!



Close-up of Enrique's Waterman racer. The pilot's head is articulated, and leans down behind the windshield as the plane gains speed! We kid you not. Exceptional modeling.



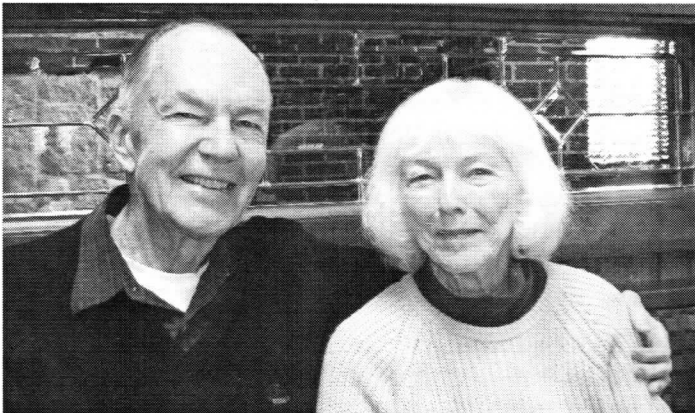
Bruce Clark muses on the complexities of the Vega Starliner fuselage he's building. It's the One-Design event at the 2017 Non Nats and the Muncie Outdoor Champs. Get your kit at: www.volareproducts.com

MAXFAX 2017-1

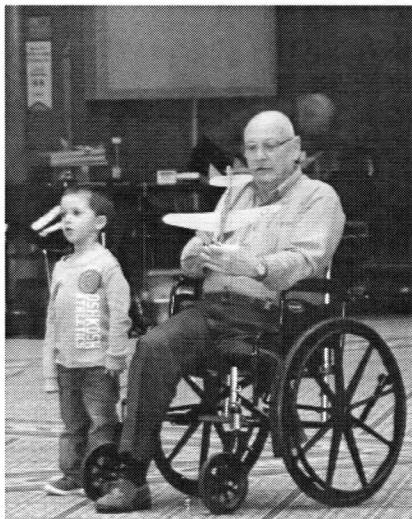
Hello everyone, if you're like me, you're wondering what happened to winter? The time of introspection, contemplation, clearing the workbench and dreaming of the next big thing seems to have been steamrolled by spring. Time to quit dreaming and get on the beam!

This month, we have a bit of a grab-bag of goodies for you. I've drafted up not one but TWO plans for your pleasure, a dime scale Comte AC-4 and a no-cal Tempest V. There's a FW56 Stosser to whet your interest in the upcoming Spanish Fly events. We feature a reprint of Jerry Waggaman's Elias Aircoupe, from way back in 1980, in honor of our appropriating his fine Maxcuters' billboard painting for our new masthead. Fast Eddie Pelatowski tries to take us for a ride; ok, maybe we'll go. We update you on the NBM event, some youth building initiatives, and throw in a bunch of other miscellaneous fodder to round things out. Take note of the upcoming Kudzu meet: flyer on page 17.

We lost two very good friends recently. **Jane McLellon**, Bob McLellon's charming wife, passed away on January 6th. Jane was a lovely person in every respect. Her cheerful presence at the field was always something to enjoy, be the weather foul or fair. Our thoughts and prayers go out to Bob and his family.



The indomitable **Charlie Coyman** went west just as this issue was being put together. Charlie flew with the Houks up in PA, as well as down here in DC at the NBM. Loss of a leg a few years back confined Charlie to indoor pursuits, but did nothing to dampen his enthusiasm for modeling. He will be sorely missed.



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

Dave Mitchell, Editor
230 Walnut St. NW
Washington, DC 20012
davedge@me.com

PUBLISHING DATES - Four issues of MaxFax are sent each year, one each quarter, but since this is a volunteer publication nothing is guaranteed except that four issues will be sent to all members.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are \$25 per calendar year for residents of the USA, Canada, and Mexico, and \$35 for all other countries.

PLEASE NOTE! We have changed membership to an annual, calendar year basis. Dues are due in January of each calendar year.

If your previous membership expired at ANY TIME in 2017, we have extended it forward for the entire year. Your mailing label indicates the year of your current membership. An "X" in the box below your address is a reminder that your dues are past due.

If your mailing label shows a date of 3000, you are receiving a complimentary subscription. If you are receiving a COMP subscription and want to support the MaxFax project, feel free to subscribe.

Dues should be addressed to:

Stew Meyers
8304 Whitman Dr.
Bethesda, MD 20817

Make checks payable to "D.C. MAXECUTERS"

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

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

Cover images:

Front--The editor's Comte AC-4 pseudo-dimer, resting in the field after its maiden voyage outdoors. Plans in this issue.

Rear--Jerry Waggaman's lovely drawing of the Elias Aircoupe, original cover art for the May-June 1980 MaxFax. Plans for Jerry's Aircoupe in this issue.

ABOUT THE NEW COVER HEADER...

In the May-June, 1980 MAXFAX it was reported that new member, Jerry Wagaman (who was a graphic arts director at TRW, I believe), had painted a club sign to be displayed at all future Maxecuter contests. Jerry also designed a beautiful peanut of the Elias Aircoupe and provided a cover drawing of the subject aircraft for the newsletter in which his construction article appeared. He was an outstanding model craftsman and a fine artist, as well as being a warm and friendly club member.

The sign was a beautiful acrylic painting on a large framed masonite panel - quite sturdy and quite heavy. It toured a number of Maxecuter contests for years, passing from one member to the next to "store and transport" as needed. It eventually wound up in my car and then garage as our local Comsat field contests faded. Eventually, to have it hung in a suitable viewing space in sight of appreciative airmen, I donated it to Mike Dale on behalf of the Maxecuters Club, to hang at his flying field where many Maxecuters and friends still gather to fly. It now hangs, fully sheltered, in Mike's hangar at the Culpepper Airport, above the workbenches of dedicated artists who continue to create machines that fly.

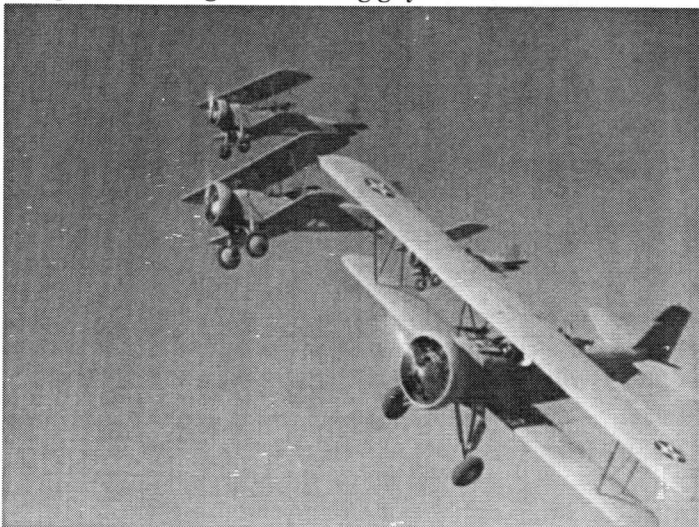
-Don Srull 3/2017

Editor's note: I took a photo of Jerry's beautiful sign and with a little digital tomfoolery, repurposed it for the MaxFax header. What's old is new again!

-DM

MONKEY BUSINESS

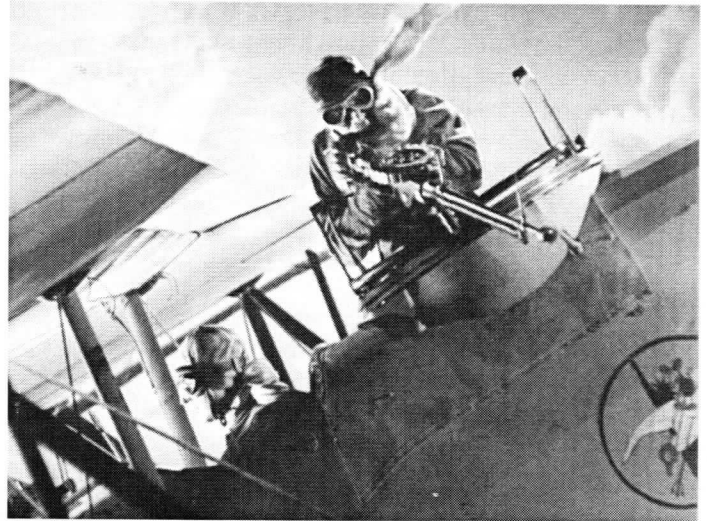
For no particular reason, I found myself the other day wondering what airplanes the authorities were throwing at **King Kong** in the original 1933 release? The internet cognoscenti very confidently said Curtiss O2C-2 Helldivers. I cried foul! Ain't no swept wings on those gnats. There *are* what look to be Helldivers or some other Curtiss Hawk-ish things on the various promo still shots and movie posters, but I mean the footage where the real things are homing in on the big guy:



4

Yeah, **THOSE** ones. This is where you need your friends, so I threw the question out to the *vox populi*. In about half no time, **Steady Steve Blanchard** gave me the answer. We think those brave airmen are flying none other than Stearman C2B s, fitted with Townend rings, forward-firing machine guns and rear guns, and all the other stuff you might need to deliver just desserts to a beast out of bounds.

Just goes to show you can't believe everything you read online.



DT TIPS AND MODS

During a recent discussion on DT setups, Monz Lyon shared the following: "I've also used these viscous dampers (*ed. note--similar to those sold at www.hobbyspecialties.com*); I modified mine by carving a groove in the gear and then drilling and gluing a small piece of bent wire in. The groove centres the line and the bent wire prevents any snagging."

Pete Kaiteris added: "An idea I got from Tom Nallen Sr.-- use dental floss to wrap on the gear. It's strong and it lies flat on the gear so it doesn't slip sideways."

Great tips!



COMTE AC-4 "GENTLEMAN"

Alfred Comte was one of the early movers and shakers of Swiss aviation, probably best known for his role in the development of the fledgling *Ad Astra Aero AG* along with his partner, Walter Mittleholzer. *Ad Astra* initially focused on aerial photography and charter airline operations, but after associating themselves with Junkers in 1921, they became the first Swiss airline to conduct regular international flights; in 1930, a forced merger with *Air Basel AG* formed *Swissair*, which was in continuous operation until complications arising from the events of Sept. 11, 2001 led to it being dissolved into *Swiss International Air Lines*, which in turn was absorbed by *Lufthansa* in 2005.

Between 1923 and 1935, Comte concentrated on airplane design and construction in his own company, *Alfred Comte Schweizerische Flugzeugfabrik*. The AC-4 prototype first rolled out of the factory in 1927, and featured a 115hp Cirrus Hermes inline engine. Later variants would be fitted with Armstrong-Siddeley Genet Major radial engines. To my eye, these are about as attractive as a pug—not—; give me the inline variant any day.

I chose to model serial #34, partially because its long operational history (it's still flyable) gives me hope that my model might deliver me the same. Built in 1931, registered as CH262, and sporting the inline Cirrus, this airframe took on at least

two paint jobs before being converted in 1934 to HB-IKO and the ungainly radial engine. One of these two early paint jobs caught my eye in a big way when I ran across a picture of it on the internet. A stylized white stag on a red background? Cool! But what was the lettering on the wings?

Frantic searches into the deepest darkest corners of the web brought me nothing but viruses (it can get pretty deep and dark in those corners). Finally, I went old-school, sorta. The history of *Ad Astra* was centered at the *Militärflugplatz Dübendorf*, near Zurich. What if I sent them a query? I found an e-mail address, shelved the idea of trying to compose something in Switzzish, cut back on the flowery prose, and got to the point: did they have any historical information on CH262, and in particular this version? What was the mystery lettering on the underside of the

wing? I hit "send" and began chewing my nails.



A couple of days later, I got a reply, of the perfunctory "no, we don't know, this is a military base, please don't bother us" type, from a "Frau Irgendjeman", or something like that. Visualizing a stone-faced, humorless

spinster, hunched over a keyboard, locked behind a gray desk surrounded by gray cabinets, I thanked her for her time, signed off forever, and resumed my fruitless searches.

And then...then...a week later, a miracle happened. She *wrote back*. She had been thinking about my query, and remembered that back in the day, a quaint little town nearby called Eglisau in the canton of Zürich had been famous for its mineral water. She thought that perhaps there had been a company centered there—Eglisana?—that might have something to do with my interest.

Hands trembling, I rattled off a reply, thanking her profusely, and carefully typed the magic word *Eglisana* into my browser window. *Eg-li-san-a...*there was an



explosion, a puff of smoke and a bright flash of light, and then, swirling up out of the mists of time...well, let's cut to the chase and say that the dear lady was right on the mark. *Eglisana* it undoubtedly was; a Swiss mineral water company, prominent in the 1920's and 30's, whose logo was the striking white stag on a red field. CH262 had at some point been painted up for promotional purposes.

There was nothing for it but to build the model now, and you should too! It is indeed nominally a pseudo-dimer,

though as usual I could not resist going a little beyond the modest parameters that are sketched out for that class. Alan Cohen (www.hobbyspecialities.com) supplied the swell spokies, which I fear will be lost if Hung takes a shine to her. Also of note is the lettering on the forward cockpit area. I've gained access to a laser cutter, which I used to cut these letters out of the base red tissue; I then backed up the red tissue in this area with a bit of white chalked tissue to bring the letters out. Laser was also used to cut the empennage registration numbers, though these are white tissue glued to the surface of the red tissue. Hey, they had laser cutters in the 30's, didn't they? No? Oh, ok. Well, all the OTHER white markings were hand cut...



You, happy modeler, are free to be far, far less obsessive. My feeling is that one should feel free to develop and exercise these particular skill sets on models that don't actually benefit from them, FAC scoring-wise. I took pains to dime-ify the structure, especially the landing gear.

Simple wood discs would certainly suffice for the wheels, and would be lighter still. Note also that the starboard side of CH262's cockpit was open during the Eglisana period, probably for purposes of aerial photography. Other photos of other variants—there are a good number on the web—show closed windows on all sides. Do what you like. I used the good wood and arrived at a weight of 9g sans rubber (though I still need to put an exhaust on her). With a stock 6" Peck prop (I bent in some more pitch) and a loop of .085" x 24" Tan Super Sport wound tight, no additional ballast was necessary, and she was flitting happily about the field, clearly sniffing for thermals that were not to be found that day—else I think she would even now be in Hung's lair, too soon...too soon.

I'm rather attached to this model, and I hereby dedicate it to the lithe, lovely, bright-spirited *fraulein* who answers the e-mails for *Militärflugplatz Dübendorf*. Sadly, I cannot recall her real name, as I have unaccountably lost that e-mail transaction; perhaps this is for the best. But I shall think of her each time I fly the little red bird. Perhaps she thinks of me...*sigh*. May she stay forever young.



-DM



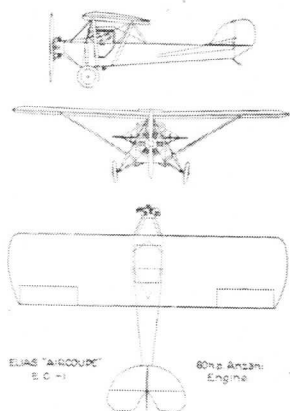
ELIAS AIRCOUPE

Jerry Wagaman's neat little design would make a great entry for the High Wing Peanut event at the upcoming Non Nats. You could even drop some structure and still retain all the charm, and there are enough photos available on the web to document it reasonably well. Walt Mooney produced a plan of the open-air variant, the Airsport, that you can find on the web. Both of 'em have a lot of struts, but how else are you gonna STRUT YOUR STUFF?



From Wikipedia:

The Elias EC-1 Aircoupe was an American two-seat parasol monoplane designed and built by Elias in Buffalo, New York. It was powered by a 80 hp (60 kW) Anzani engine and first flew in 1928. Designed by Joseph Cato, it had an open-cockpit with a removable cabin enclosure; it was known as the Airsport when flown without the cabin



enclosure. The EC-1 was also available with a 100 hp (75 kW) Kinner K-5 engine. One prototype is known, but more may have been produced.

From www.earlyaviators.com:

In December 1926 Mr. Cato was employed by G. Elias and Brother, Inc., Aircraft Department, Buffalo, New York, as chief engineer and factory manager. He was hired to develop an 80 HP horizontal opposed air-cooled engine and light plane for this engine. He also had charge of all military orders produced by this firm. On this job Mr. Cato designed the "Aircoupe," "Airsport" and "Trainair" light sport monoplanes. The "Aircoupe" and "Airsport" were built and flown for two years at the Buffalo Airport. The preliminary design for the engine was also developed.

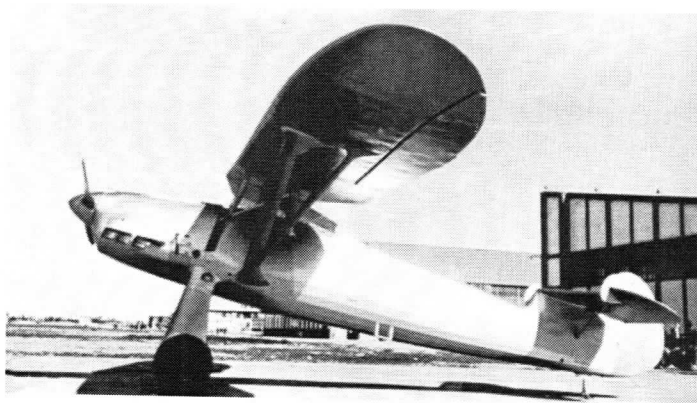
"The 'Aircoupe' is a modern enclosed type of airplane for the Businessman or Sportsman who seeks the greatest possible comfort in air travel. Its appointments are strictly modern and of the best obtainable---the seats being upholstered in deep, durable material of the finest quality.

All hardware, such as the rudder pedals, control stick, door handles and motor controls, is fully nickled. In fact, nothing but the best finish will be found in every detail throughout.

Not only will you find a constant use for the 'Aircoupe,' but a genuine pleasure and pride in its ownership too, as well as a constant feeling of safety and security while piloting it."

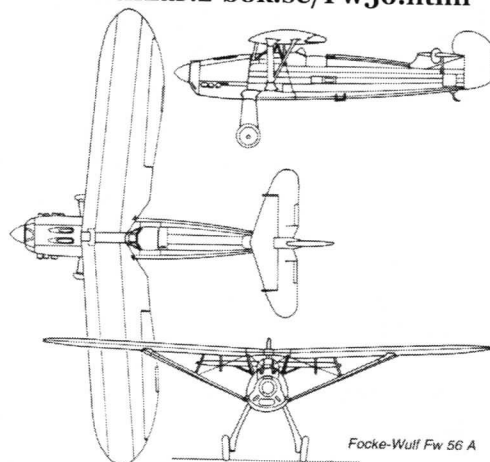
FW-56 STÖSSERS IN SPAIN

In 1937, three FW-56 "Stösser" advanced trainers made their way into the hands of the Spanish Republic Air Force (F.A.R.E.) through a rather convoluted and unlikely path. In a nutshell, a British guy bought the planes (fully armed and with ammunition) from some German guys with the help of some Swiss guys, intending to deliver them to some Ethiopian guys, but some Italian guys got in



the way. Some other British guys wouldn't allow the planes to be disembarked on British soil, so the ship carrying them went to Belgium where some Belgian guys impounded the armament and ammo. The first British guy sold the planes to some Spanish Nationalist guys, but they found out the planes no longer had armament and backed out, so the British guy sold the planes to some Spanish Republican guys who used them for training pilots in the Spanish Civil War, making the three Stössers the only uncaptured aircraft of German manufacture to see service on the Republican side.

This is a highly condensed version of a fascinating story. Check out the following website for more: <http://www.artiklar.z-bok.se/Fw56.html>



FAST EDDIE, GETTING FASTER

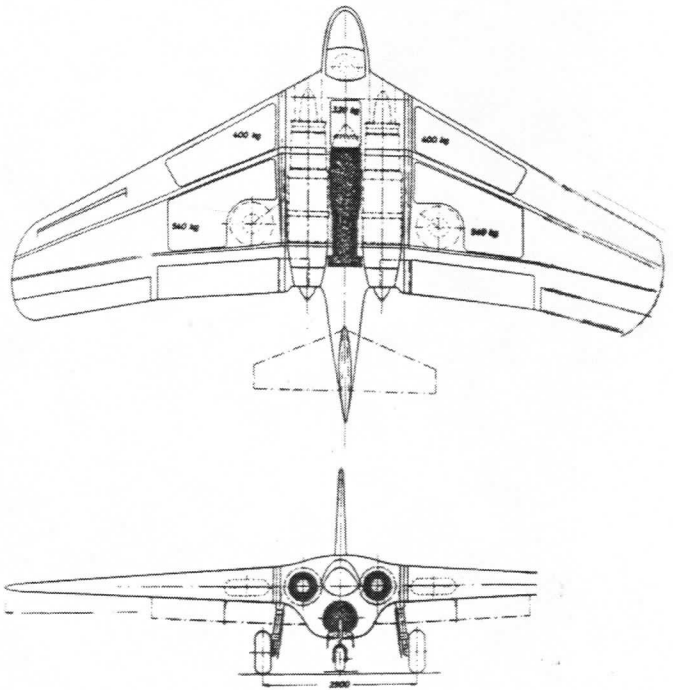
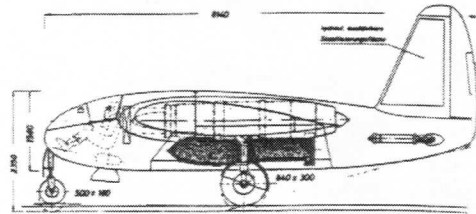
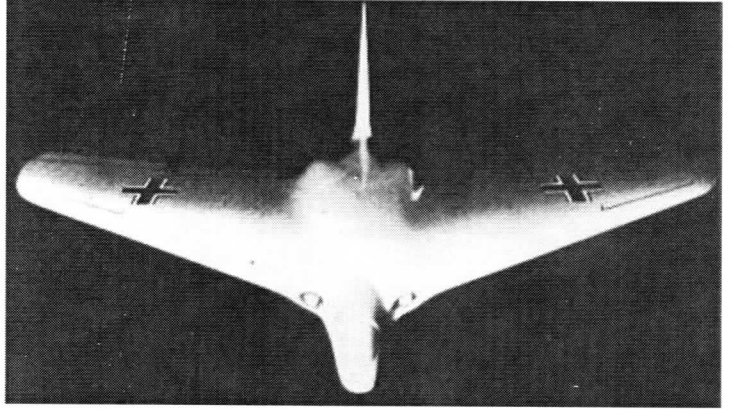
Ed Pelatowski sent in the following, in a bold attempt to legitimize his latest shady activity. Seeing as how FE has failed to provide actual pictures of his **model**, it's difficult to know whether he cheated or not...it's hard to take anyone at their word these days. We'll give FE the benefit of the doubt, seeing as he has listed the Hon. Mr. Farrell as his witness, but we'd be a lot happier with a verifiable photo of his Jet Cat, as well as a plan...

-The Editor

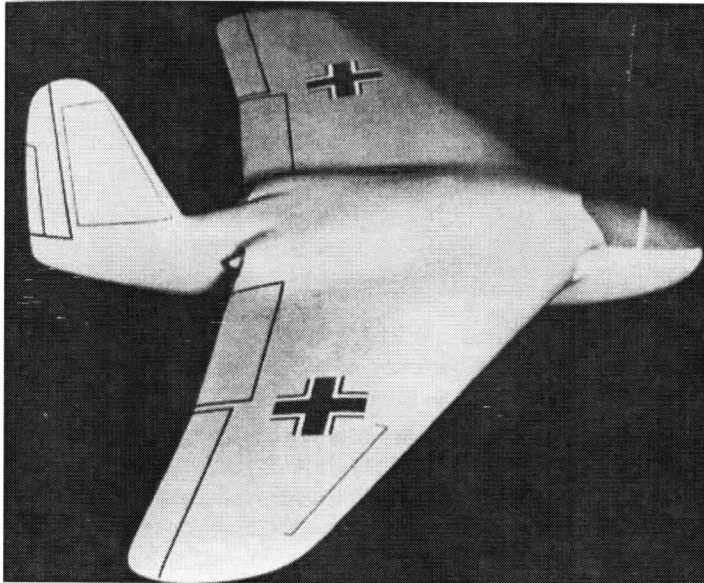
"Dave:

I thought I'd add my two cents to the Jet Cat talk! What you see is my latest edition Jet Cat. My current model is a bit over 12" wing span! It is light, transitions well and has a good glide. Wally has a full size 3-view and can attest to its abilities. Attention to one detail: this is not a flying wing! Look closely and you will see that both portions of the rudder pivot down to form a stabilizer. I did not cheat on its size and made both rudder and stab outlines the same!

-Fast Eddie "

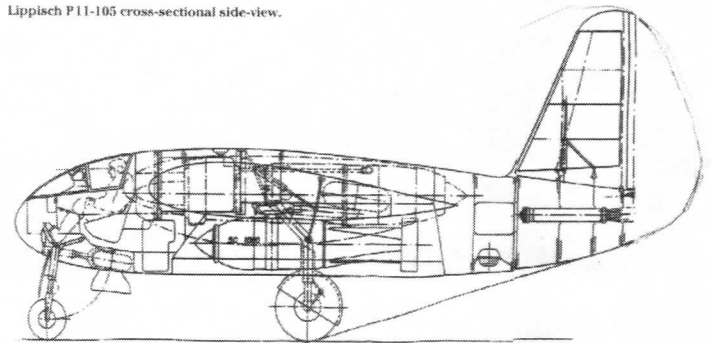


Lippisch P11-105 cross-sectional side-view.



From Wikipedia:

Dating from December 2, 1942, this project was a design for a high-speed bomber and was developed by Hendrick of Department "L" at Messerschmitt. The spacious fuselage was designed to hold an internal bomb load and a small 320 kg (705 lbs) fuel tank. Also located in the fuselage/wing root area were two Jumo 004B turbojet engines, which were fed from intakes in the leading edge of the wing next to the cockpit. The wing was swept back at approximately 29 degrees and contained four fuel tanks (two per side) of 400 kg and 540 kg (882 lbs and 1190 lbs) capacity. A single fin and rudder was fitted to the rear fuselage. One very interesting feature was the swinging stabilizers that were hinged to the stabilizers of the rudder, which would be hydraulically deflected to a horizontal position. A single pilot sat in the cockpit which was located in the nose of the aircraft. The bombload consisted of up to 1000 kg (2205 lbs) of bombs and no defensive armament was planned at this stage.





KUDZU SPRING CLASSIC JUNE 3-4 , 2017

RAEFORD, NC

Saturday June 3

Mass Launch:
 WWI
 Navy Scale*
 Mod Civil / Mod Mil Comb.
 Spanish Fly^

Judged / Timed:
 Embryo
 FAC Jet Catapult
 Dime Scale
 Simplified Scale
 GHQ Peanut
 No Cal

AMA Events:
 Hi-Start Glider (Non-Scale)
 AMA Catapult Glider
 AMA P-30 Rubber
 Time Target

Sunday June 4

Mass Launch:
 WWII
 Combined Racers
 GA Multiwing / GA Single Wing Comb.

Judged / Timed:
 2 Bit +1 OTR
 Low Wing Mil. Trainer
 FAC Rubber Scale
 Phantom Flash
 FAC Scale Hi Start Glider

AMA Events:
 E-20 Electric
 14 Gram Bostonian
 SAM Twin Pusher Mass Launch
 Blue Ridge Special
 Time Target

* Any Navy aircraft, any era / nationality
 ^ Any aircraft that saw service in the Spanish Civil War

Bring your own lunch.

FAC events
 Stew Meyers stew.meyers@verizon.net 301-365-1749
 Dave Mitchell davedge@me.com

AMA events—John Diebolt
jdiebolt@mindspring.com 919-467-1025

For more information: www.carolinafreeflight.org
www.dcmxecuter.org

Google map to field: <http://goo.gl/maps/vc3R>

Take US-401 / Raeford Rd. WEST out of Fayetteville.
 After the Food Lion shopping center on your left, US-401 divides; bear LEFT (south) on to US-401 Bus. Go 2.6 miles, turn LEFT at Oakdale Gin Rd. Go .4 miles, turn LEFT at Ratley St. Ratley makes a 90 degree bend to the left; at this point the field and dirt access road is on your right.

2017 NBM MEET, et al...

We had a great meet at the NBM on March 12 (result on the left). The Maxecuters conducted two building sessions with the general public, bashing together a couple of squadrons' worth of Mountain Lions which flew gratifyingly well for the majority of the participants. The two building sessions didn't leave a lot of time for contest activity, but despite that, we managed to pull off 9 events with some very decent competition going on. Of special note was the presence of a bunch of new, young faces--we had folks from **Billy Batkins' Highland Springs HS TSA** modelers group, the **Va. Foo Fighters, Rocky Run Middle School** and **Westfield High School** (both of Chantilly, VA) in action on the floor all day long. Watching these kids fly was a powerful validation of all the work that **Billy, Doug Griggs, Scott Richlen, John Murphy, Eddie Alfaro** and **Don Szczur** have been putting in to teaching them the ABCs of Free Flight Modeling. They are INTO IT! After the meet, Don Szczur wrote:

"Thanks **Glen Simpers** and the Maxecuters for hosting this event and allowing me to help with the afternoon build session (*thank YOU, Don!!--ed*). From the NBM staff and all participants (and their mothers) I spoke to it was very well received and noted as a very strong STEM related activity.

Finally, just wanted to pass on a date for the Westfields High School gym dedicated for student and mentor STEM related model flying: 30 April. These events normally last 0800 to 0930 a.m. or later. It's got one of the highest ceilings of high schools in the area, at least that Joseph (Franco) and I could find available. All are welcome."

Scott Richlen, CinC of the Foo Fighters, gave his modeling students a questionnaire shortly before the NBM meet. Among the questions were: What airplanes do you want to build the most? The preference was: World War 1 Fighters, World War 2 Fighters, Jets, Indoor duration. Non-scale sport and Simple motor-stick received no votes. Scott commented, "Wow! I was getting all concerned about relevance in not having any Jets in our building line-up! And here they pick WW1! Considering their interest in the Boxy-Bipe I guess this makes sense. Sounds like we need to find a simple WW1 Dime Scale for them to build." Scott, you'll be glad to know that the next MaxFax will feature at least two WWI No-Cal designs that might whet your squadron's interest. We will also feature a couple of the simpler WWI Dime Scale plans.

Another question was: Which of the following is most true for you? First was : "I still need some help in building my airplanes", followed by "I am building airplanes at home" and then "I can build my airplanes without much help as long as they are the motor-stick type". Interestingly, "I still need a lot of help in building my airplanes" was not checked off, but a side note was added by one of the students: "I need to work on papering". Scott writes, "It is gratifying to know that three of our students are building at home. If we can move the other kids into that practice I would be extremely happy."

Keep it up, everybody! Great work!

Phantom Flash ML (11 entries)

1	Billy Batkins
2	John Murphy
3	Doug Griggs

WW-II No-Cal ML (8 entries)

1	Steve Fujikawa	F-6-F
2	Dave Mitchell	Tempest V
3	Wally Farrell	Baracuda

Dime Scale ML (3 entries)

1	Dave Mitchell	Comte AC-4
2	Bruce Foster	Junker
3	Wally Farrell	Corben Super Ace

Zaic Z-15 ML (9 entries)

1	Wally Farrell
2	Dave Beazley
3	Prashanth Kumaran

Limited Pennyplane (2 entries)

1	Steve Fujikawa	4:54
2	Billy Batkins	3:04

FAC No-Cal (3 entries)

1	Dave Mitchell	329 sec.
2	Wally Farrell	322 sec.
3	Dean Giacomassi	234 sec.

A-6 (6 entries)

1	Mike Coplan	3:38
2	Billy Batkins	2:40
3	Charlie Bishop	2:35

Zaic Z-15 (3 entries)

1	Wally Farrell	82 sec.
2	Billy Batkins	75
3	Dave Beazley	54

Technology Science Association Model (2 entries)

1	Van Taylor	158 sec.
2	Billy Batkins	139

Grand Champion – tied Billy Batkins and Wally Farrell



Richard Davison with his neat Wright WP-1, from the Highland Springs indoor meet in January.



Danny of the Foo Fighters is very pleased after a 42 second flight with her Yard Ranger at the NBM!



Lining 'em up for the first of two Mountain Lion Mass Launches. It's chaos, yes, but of the best sort...the kids have a great time.



Prashanth of the Foo-Fighters, getting his Z-15 ready for launch. Prashanth took 3rd in the event.



Van Taylor and Billy Batkins of the Highland Springs HS TSA team. Van beat his mentor by 19 seconds in the event! How's THAT for gratitude?



Dean Giacopassi at the Highland Springs event, with his Curtiss P-36 Hawk No Cal. A very good flyer, undone by the rafters during competition at that meet; he had it back in action at the NBM and finished third in FAC No Cal.

MaxFax 2017-1



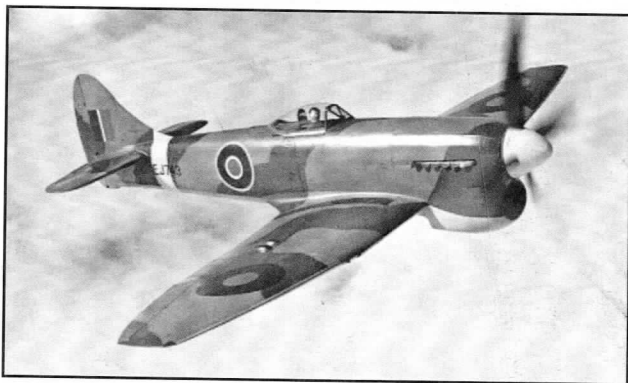
D.C. MAXECUTERS
% Dave Mitchell
230 Walnut St. NW
Washington, DC 20012

PRST STD
US POSTAGE
PAID
PERMIT 4491
SUBURBAN MD

Comte AC-4 Dime Scale
Elias Aircoupe Peanut
FW-56 Stösser
Tempest V No Cal



2*1*****ALL FOR ADC 207
CLAUDE H. POWELL 2018
44457 Three Coves Rd
Hollywood MD 20636-2706



RENEW ON LINE!

Go to www.dcmmaxecuter.org and click on **MaxFax** at the top of the page.

UPCOMING EVENTS

LOCAL:

Woods Middle School Gym, Rockville MD
indoor flying: Fridays 3:30-5:45

Bauer Center Gym, Rockville MD, indoor
flying 12:30-2:30

BYKOTA Senior Center Gym, Towson MD
indoor flying Friday evenings 6-9

CCBC Catonsville MD indoor flying, 11PM
til late... 4/7, 4/24

OUT OF TOWN:

Half Moon--May 20-21 Wawayanda, NY

Kudzu-- June 3-4 Raeford, NC

Highland Springs HS Indoor June 18

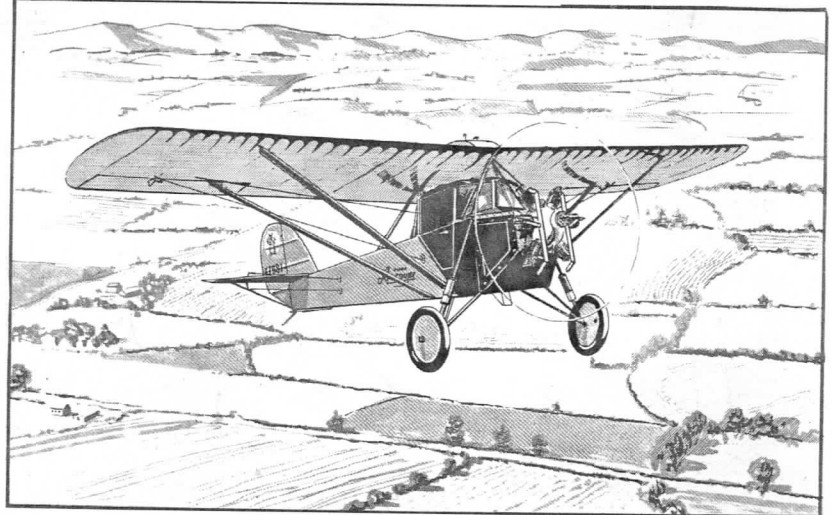
Highland Springs, VA

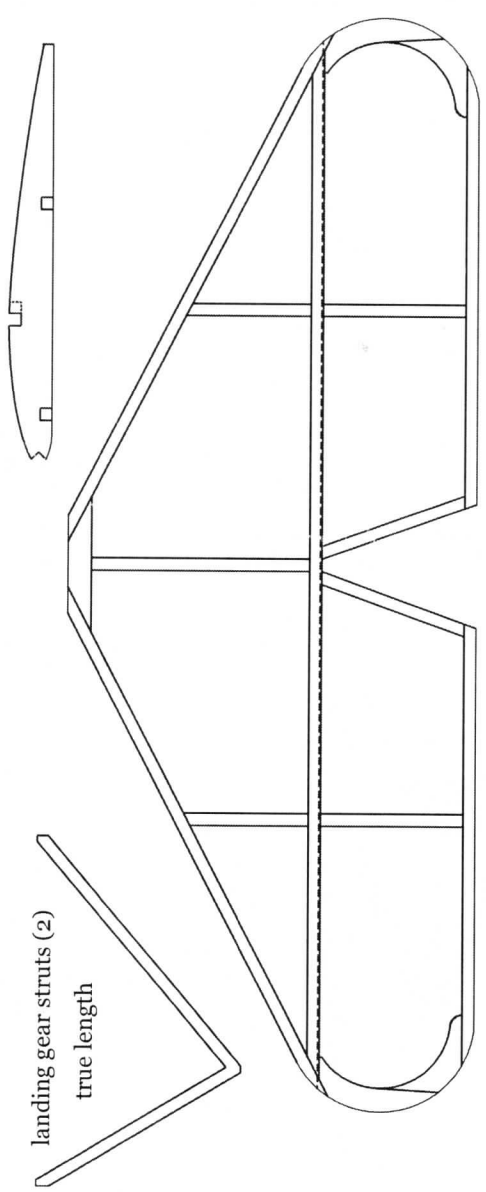
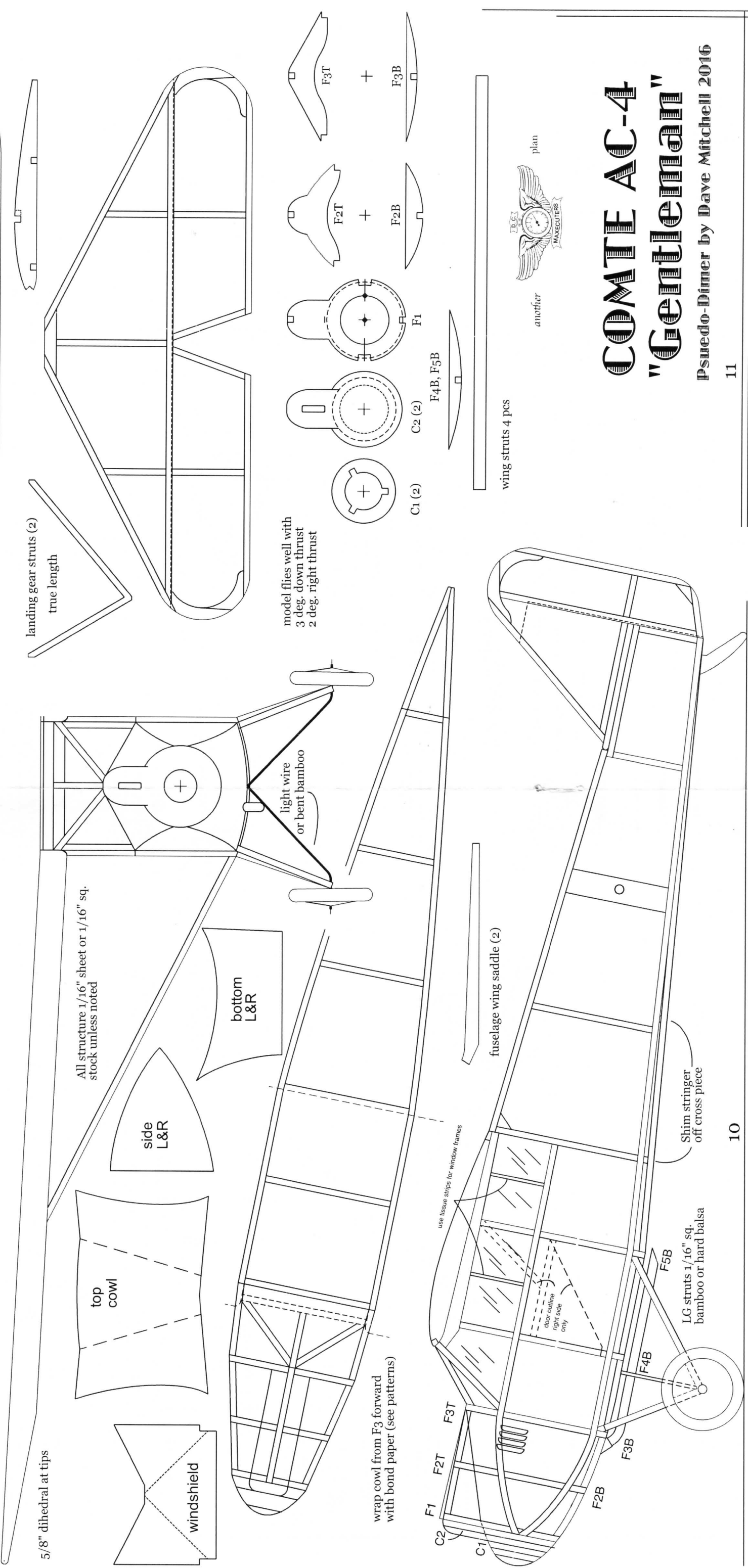
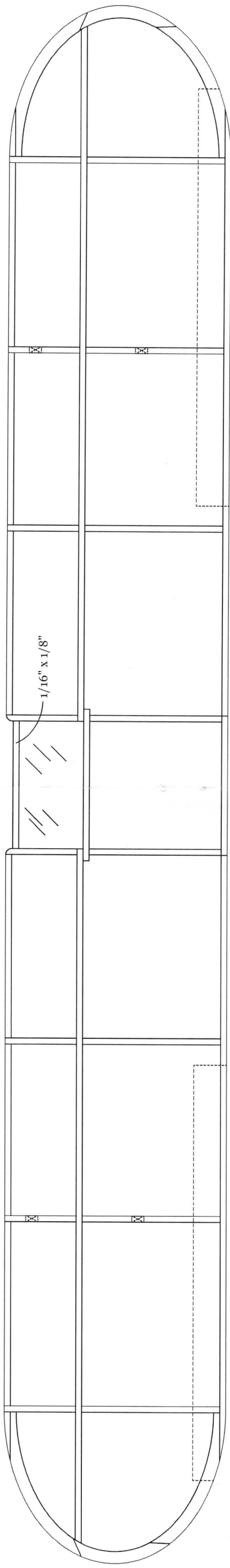
extracted from:

MAX - FAX

MAY-JUNE 1980

.....
Enough preachin'-- this issue of MAX FAX is a special one for me-- Jerry Waganan, that fantastic artist who donated a beautiful club painting that will be on display at all MAXECUTER contests, has also prepared a super set of plane and cover art on the Elias Aircoupe for us.





model flies well with
3 deg. down thrust
2 deg. right thrust

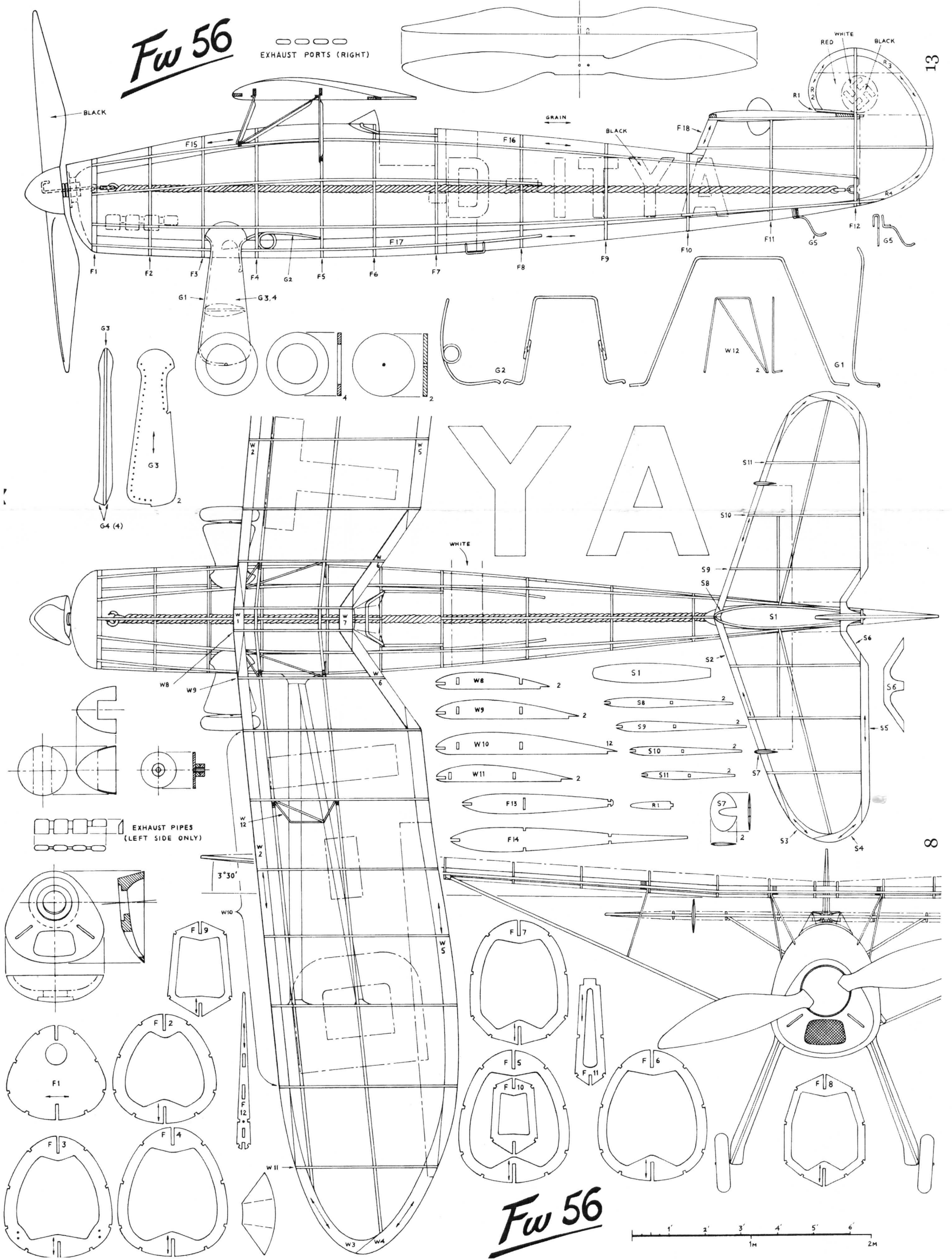
COMTE AC-4 "Gentleman"

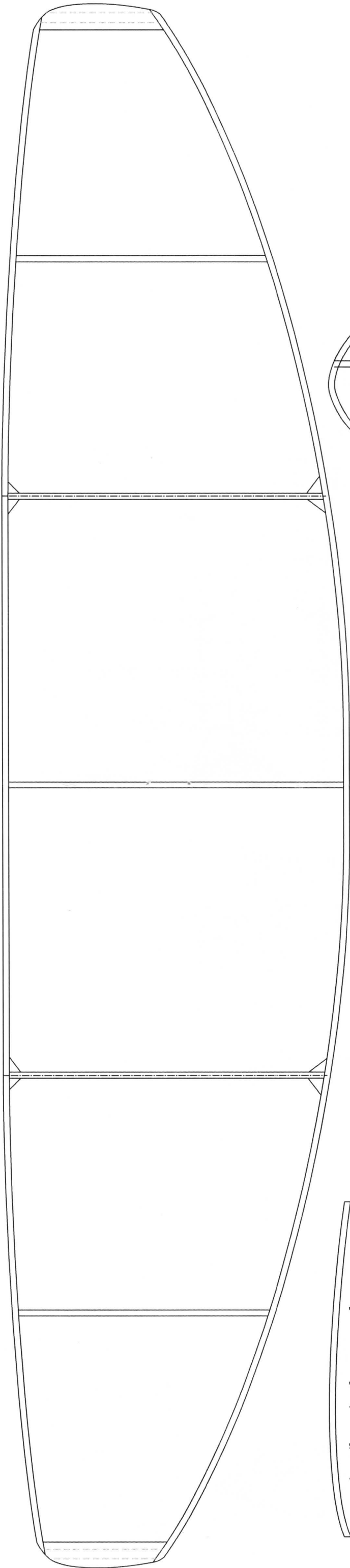
Pseudo-Dimer by Dave Mitchell 2016

This drop-dead gorgeous plan by **Johnathan Thompson**, originally publish in Scale Modeler Air Plans at 34", is just begging to be built for the upcoming Spanish Fly events. The design is light enough to easily serve at a smaller size, say 24"? This plan was found at www.outerzone.co.uk.

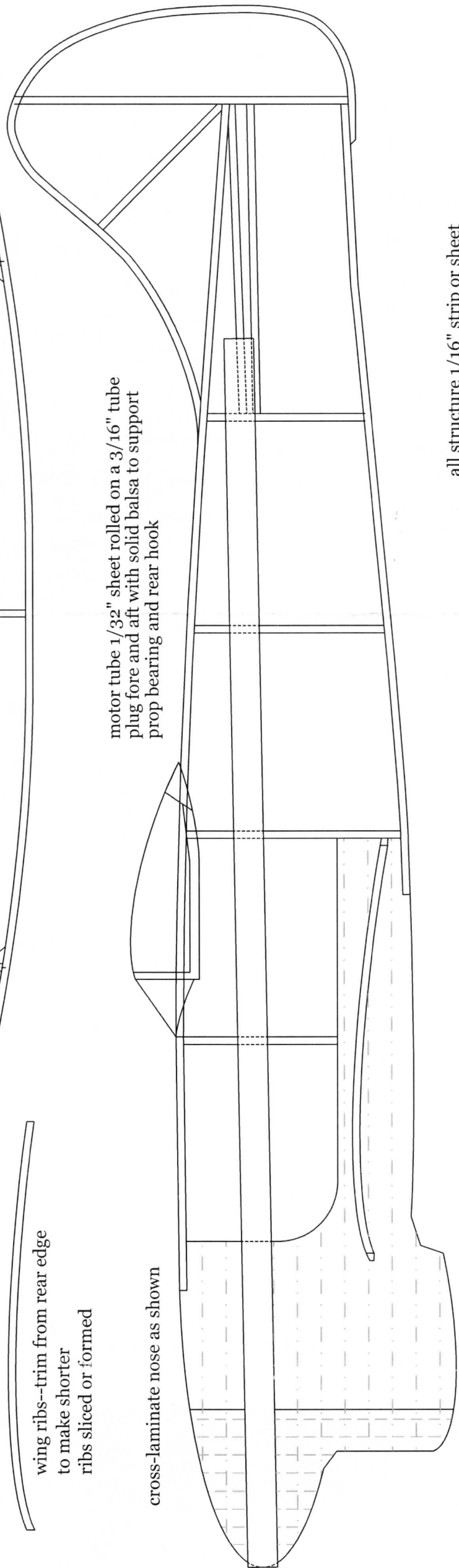


Focke Wulf FW-56 "Stösser" à El Carmoli vers la fin de l'année 1937.





wing ribs--trim from rear edge
to make shorter
ribs sliced or formed

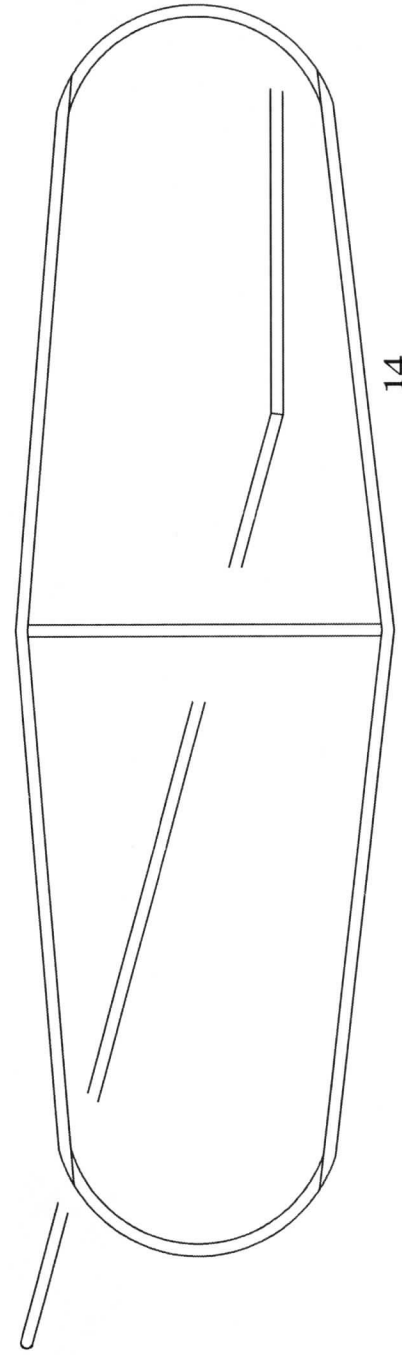


motor tube 1/32" sheet rolled on a 3/16" tube
plug fore and aft with solid balsa to support
prop bearing and rear hook

cross-laminate nose as shown

all structure 1/16" strip or sheet
rounded outlines hot soaked and bent

1.25" dihedral each tip



14

HAWKER TEMPEST V WWII NO-CAL

BY DAVE MITCHELL 2017