



# MAX FAX

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

Editor: Dave Mitchell

2017-4



## AIREDALE FINALE for 2017

Photos by Pat Daily



Pat's super clean Velie Monocoupe. Electric power, cream and red paint. A lovely thing in the air.



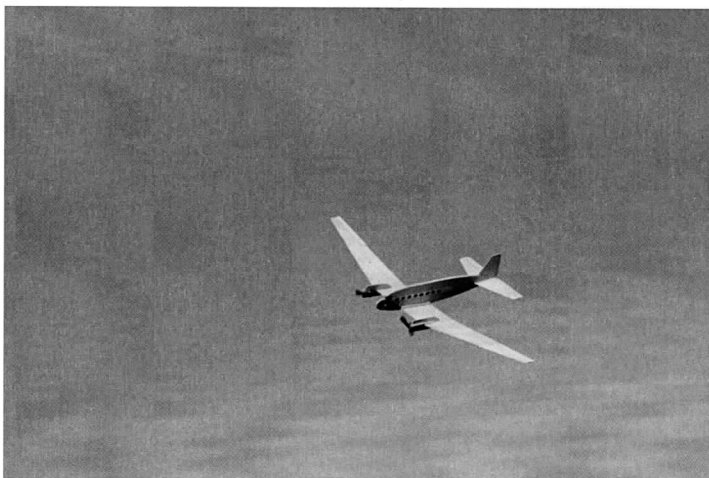
Stew's Slingsby Hi Start glider banking into the sun. Check out the 36" EasyBuilt kit at [www.easybuiltmodels.com](http://www.easybuiltmodels.com)



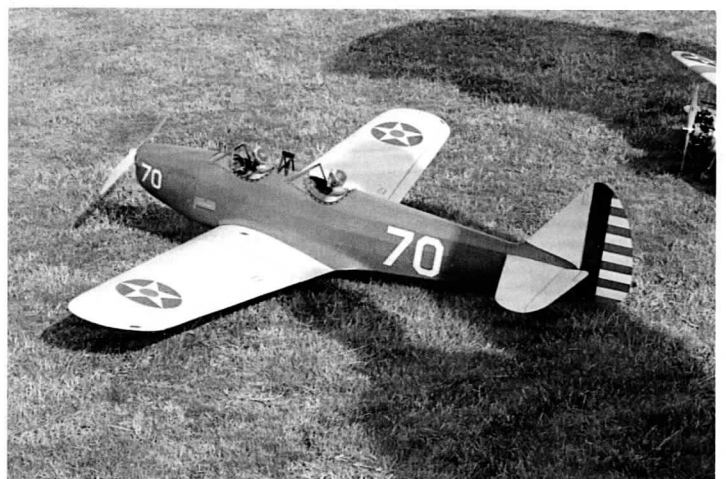
Ron Anderson and Mike Dale watching something good happen.



Joe Carter and his odd duck, an electric adaptation of a design originally conceived of in 1899. No word on how it flew...



John Hunton's Gooney Bird coming in on final approach. He's got DOZENS of these all-sheet electric twins, and they all fly great! Look for plans in upcoming MaxFax issues.



Ron Andersons' very pretty PT-19.

## MAXFAX 2017-4

As I started in on this issue, I was imagining it was going to be a bit of a grab-bag. I had a few plans in hand and some scattered ideas but nothing much of a theme. Then our ol' buddy **Wingnut (Rich Weber)** sent me a dandy plan for his Davis Special Racer, along with some bits of tantalizing history in the write-up (I LOVE write-ups--ed.). The idea that emerged from this was to feature some **almost-rans**--racers that, for all their sexiness and allure and great moments, never actually raced. No, we don' need no more stinkin' Mr. Smoothie plans, nor Chambermaid plans. But a reprise of **Dave Stott's** Fundy Flash? Yes please!

Still, that was only good for half an issue. I needed something...more. That more--and more--and more--was to be found in the history surrounding the Davis Special Racer, odd-duck descendant of a rich line of aircraft whose design lineage sprang from the drafting table of the Brothers Doyle. The birth /death cycle of aircraft manufacturing companies emerging in the late twenties is often staggeringly brief, and the **run-on** history of the Vulcan Aircraft Co., The Doyle Aero Co., and the Davis Aircraft Co. is testament to that fact. Wingnut provided a Comet plan of the one-off Davis D-W-1 with canopy; and I dipped into the archive for another **Hurst Bowers** plan, his pretty 28" Doyle O-2 Oriole.

Anyway, boy, did I ever get distracted! Before I knew it I was knee deep in historical mud and sinking fast. Fortunately, the internet only gave up so much information or I might be there still....

-DM

### PAT DAILY

Just as this issue was going to press, we learned that **Pat Daily** has gone west. Pat was one of the original Maxecuters, a stalwart of the FAC for many a moon, and the unofficial Maxecuters photographer. His absence will be deeply felt; look for an appreciation in the next issue.



3

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

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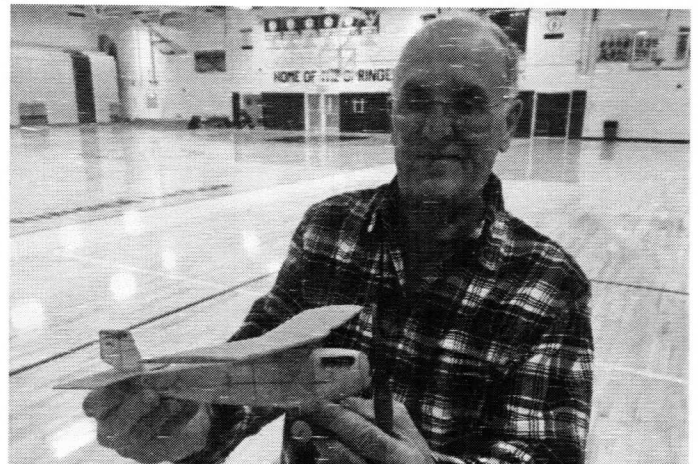
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Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

We said goodbye to another of our good modeling friends, **Richard Davison**, in November. Rich was a fine modeler, and as genial a man as you could ever hope to meet. Our condolences to his family and friends; he is missed.

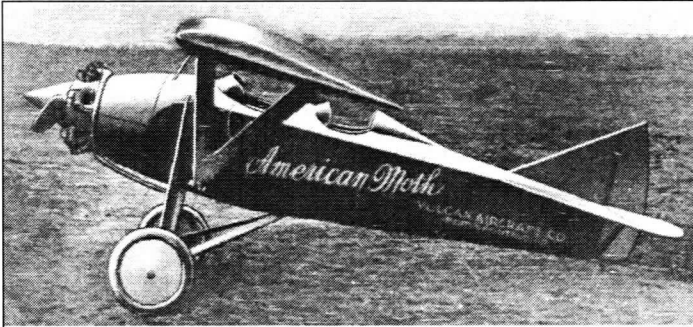


# VULCANS, DOYLES, and DAVISES

## *An abridged geneology*

In the beginning, there was founded in 1928 by William Burke the Vulcan Aircraft Corp. of Portsmouth, OH.

And Vulcan hired Harvey and Wilson Doyle, who begat the American Moth, and it was good, and their number was 7;



And there was dissent, and the Doyles left to Baltimore, MD, and Burke dieth, and the Vulcan stock languished;

And the Doyle brothers founded in 1928 the Doyle Aero Co. which begat the Oriole O-2, and its likeness was unto the American Moth, sort of, and it was good, and their number was maybe 13 or 14.

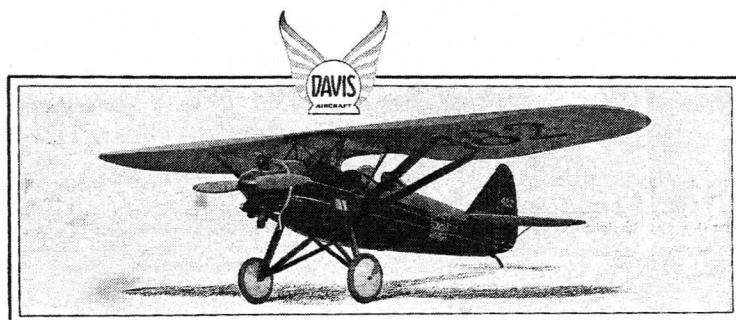


Then loomed a Depression upon the land, and the Orioles were expensive, and they would not be sold;

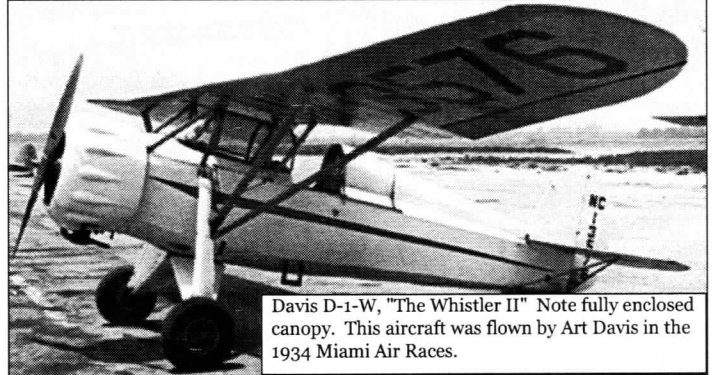
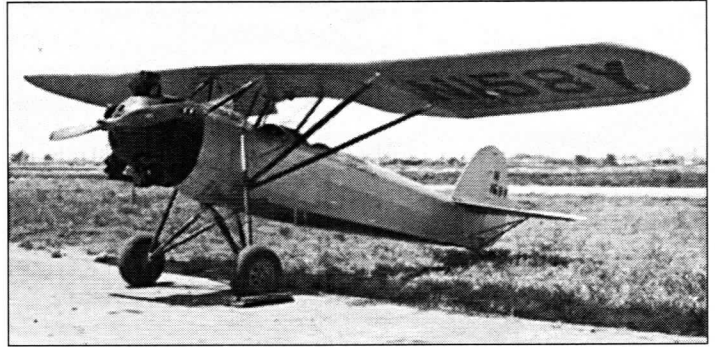
And the company suffereth, and Doyle Aero was sold to Detroit Aircraft Co. in 1928, which suffereth in turn, by means of fire;

And in 1929 cometh Davis Aircraft Corporation, which buyeth Vulcan Aero and Doyle Aero and all rights thereof;

And Davis Aircraft Co. begat the Davis V-3 of which there were 23; and their likeness was unto the American Moth;



And Davis Aircraft Co. begat the Davis D-1, of which there were 38 of various configurations;



And Pat Love raceth a V3 at the '29 NAR, and it was good;



And he maketh it a midwing, and it became the Davis Special Racer, and might well have been very good;



Excepteth Pat Love dieth in 1929, and fire came upon the Davis manufacturing hangar in 1930, and it was dire, and the aircraft within destroyed, and the Depression was now upon the land;

And the Davis Aircraft Co. suffereth, and ceased, and Davis Co. henceforth begat lawnmowers instead.

## Vulcan / Doyle / tidbits

*It seemed like a good idea at the time...*

"In January 1928, after several test flights, the maiden flight of the American Moth took off at Raven Rock Airport. The plane flew over the city in formation with two other noted aircraft, all on their way to Florida. The flight to Florida and back was to advertise the plane and to sell golf clubs. Benny Martinez, a parachute jumper, was to jump from the back seat of the Moth with a bag of Vulcan golf clubs into a field near each major city. The plane would land and pick him up and continue on. That ended after Martinez broke his leg on one of the jumps. The pilot of the goodwill tour, Pat Love, also factory manager and chief test pilot, was killed in the crash of his own plane on Nov. 5, 1929. Vulcan Aircraft Corp. went on to build seven more of the Moths during 1928."

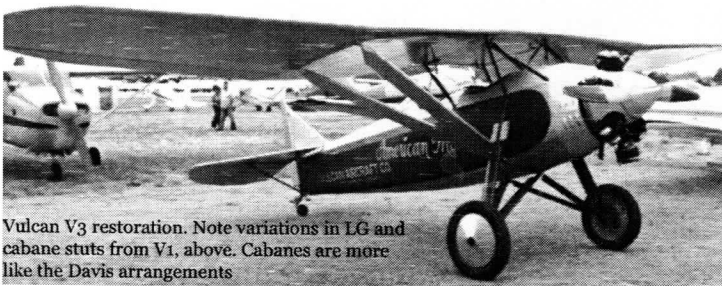
-G.Sam Piatt, Staff Writer, Portsmouth Daily Times

Found at: [http://www.cahslunken.org/Stories/vulcan\\_aircraft.htm](http://www.cahslunken.org/Stories/vulcan_aircraft.htm)

Factory colors of the Vulcan "American Moth" were scarlet, red, and ivory.



Vulcan V-1 "American Moth." Note different landing gear than photo pg 4; cabanes are more like the Oriole arrangements.

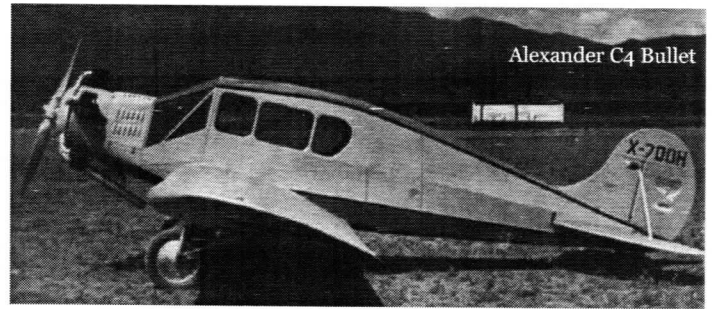


Vulcan V3 restoration. Note variations in LG and cabane struts from V1, above. Cabanes are more like the Davis arrangements

*Mother Don't Let Your Children Grow Up to be Test Pilots..*

Since **Pat Love** is a recurring name in the history of these three manufacturers, it seemed right and proper to find out something about his fate. According to an article in the Jan. 1939 issue of *Popular Aviation*, Love was killed while test flying an **Alexander C4 Bullet**, joining **Bill Sylvester** before him on the list of pilots fatally maligned by the aircraft. The Bullet, designed by Al Mooney and widely promoted by J. Don Alexander as the next great thing in American aviation, was an innovative aircraft that was nonetheless having difficulty gaining its class C Approved Type Certificate. While apparently a very difficult aircraft to get into trouble, once pushed it would go into a flat spin from which there was no recovery.

Despite his considerable skills, Love piled in from 4000'. By the 7th iteration of the the Bullet the designers had overcome the problem, but not before the reputation of the aircraft--and its sale potential--was irrevocably damaged.



Alexander C4 Bullet

## Baltimore Orioles

The prototype Doyle O-2 flew out from the Doyle factory in Baltimore, MD on 15 October 1928, approximately 9 months after the maiden flight of the Vulcan American Moth. Despite a more-than passing-similarity between the two aircraft, there were a number of notable changes to the American Moth design, including a considerably more straightforward wing, a different rudder profile, and adoption of parallel wing struts. The landing gear is also redesigned. The aircraft was painted yellow and black at the factory. Accounts vary as to the number of Orioles produced, ranging from 7 to 14; it appears that serial number A5 is the only surviving aircraft, having been tucked away in a barn sometime around 1934 before restoration in the mid-1980s.



*Announcing*

# The "Oriole"

A New High Performance Plane for the Private Owner  
A Safe and Economical Ship for the Flying School  
On Display to Thousands at the  
Detroit Aircraft Show

**Price \$2995.00**

*A Deposit of \$500 Will Assure Early Delivery*

Illustrated Booklet 4-B Sent on Request

**DOYLE AERO CORP.**

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Say you saw it in AERO DIGEST

## DAVIS RACING SPECIAL

### *Fools rush in...*

In my never ending quest for unusual modeling subjects, I sometimes find a little aviation history tidbit that gets my pulse racing and starts me on a deep dive into the archives. The search for enough documentation to justify a raid on the "special" balsa stash is one of the great thrills in modeling. It happened again a few months ago while I was reading about the air racing career of Art Chester. The magazine article had a photo of a lovely little Davis D1-85 that he used to polish the pylons for a couple of years. He was able to make some money in the early days of the Great Depression with his winnings in the stock plane races...until he loaned it to Bill Warrick at the 32 NAR in Cleveland. He rolled it into a ball in a mid air with a Moncoupe right in front of the grandstand. Bill survived. The Davis was a write off.

Despite the unhappy ending to Art's parasol, I was smitten. A long look through the offerings on The Google turned up a few useful items, and then I dug into the big pile of books and magazines that clutter my basement. Before long, I had a good 3 view drawing and a batch of photos showing a variety of Davis monoplanes, including a couple that showed Art's racer. If I had stopped there, this article would have had a very different opening line. But a major distraction had popped into view. It started with just one picture, and quickly became my "obsession of the week."

The fuzzy old photo showed a Davis that had been modified into a neat shoulder wing

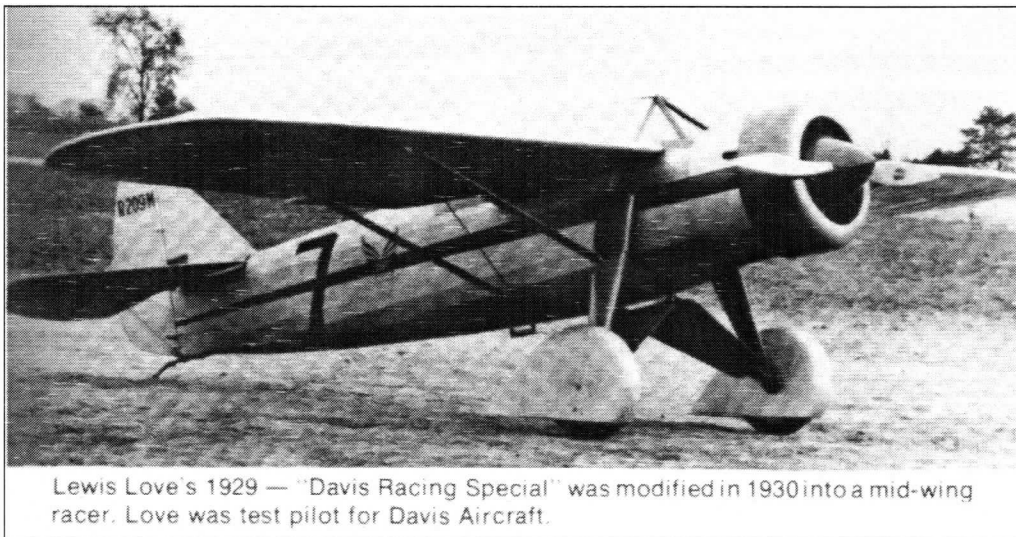
configuration, and man, it hit all of my buttons. The Davis Racing Special was the brainchild of Lewis "Pat" Love, who was the factory test pilot for Davis. He had raced his V-3 in the 1929 season, and won several events, including the All Ohio Derby. In the off season, the folks at Davis dropped the wing onto the upper longerons, and clipped the span to get more speed for the 1930 season. It looked like an aerial hot rod! Now I was hooked.

Looking for some vintage inspiration before I grabbed my drawing gear, I found an old Comet plan for the Davis D1-W. Just for giggles, I used it as the style template for the racer drawing. It was fun attempting to capture some of

the flavor of the old plan, and it seemed to fit well with the character of the aeroplane. The new plan rolled along nicely. I thought I was on my way to a brand new FAC Thompson racer, and feeling pretty good about my chances for having the only one on the field.

The big ugly fly showed up in the ointment when I kept digging for more info. I had only come up with a grand total of two pics of this bird, both taken from pretty much the same angle. I was hoping to find a shot or two taken from another point of view that would confirm some assumptions. What I found instead was the sad news that ole Pat Love died in a plane crash, and his Davis Racing Special was destroyed in a hangar fire in 1930. (sigh) If it didn't race, it's not a racer.

*(Ed.note: historically, the FAC has been uncharacteristically squishy on this topic, allowing (for example) such FF world-beaters as the Mr. Smoothie and Chambermaid to compete in the Greve events, despite their having -never- raced competitively. While admitting that he knows nothing of the events leading up to this outrageous breach of ethics, and therefore cannot comment intelligently upon its provenance, your editor personally feels this is a travesty; he also believes that real airplanes have fixed landing gear. He has no qualms however about the more recent FAC policy to allow racers of practically any actual race experience ca. 1929-1939 to compete in the Greve and Thompson events.)*



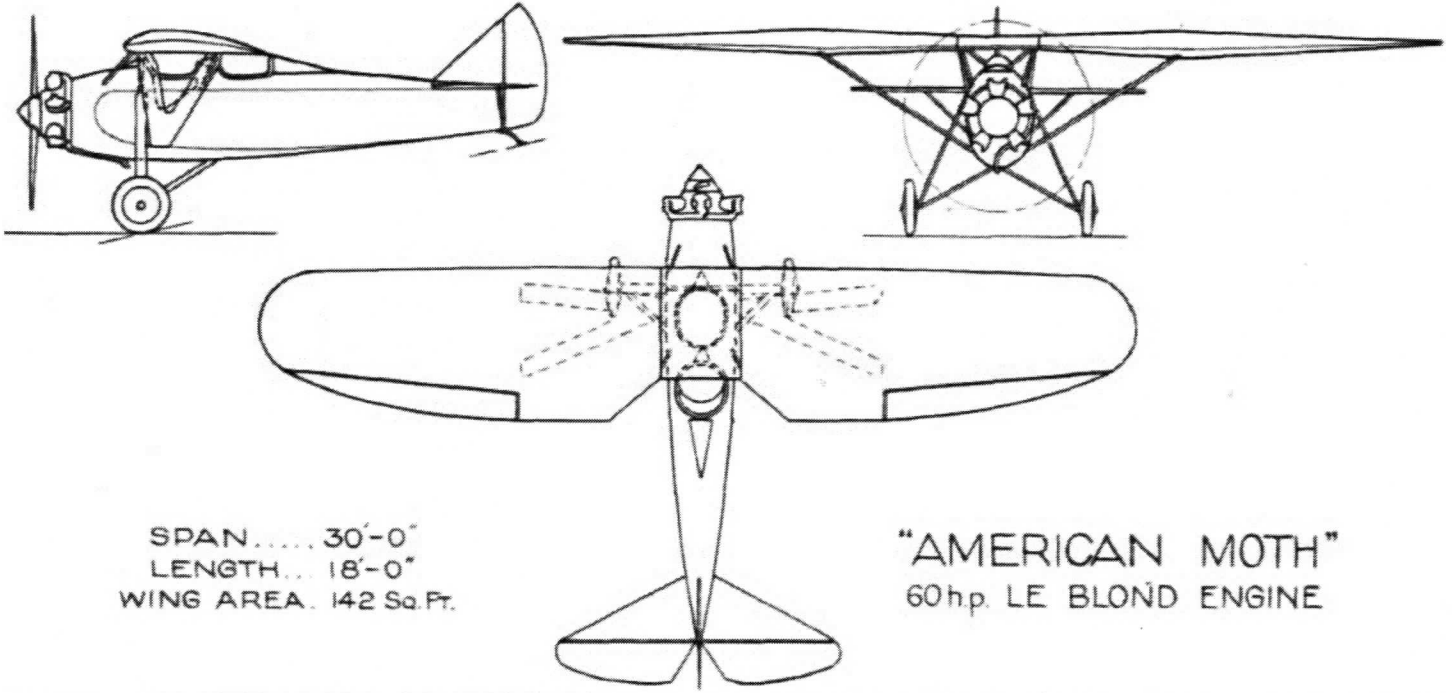
Lewis Love's 1929 — "Davis Racing Special" was modified in 1930 into a mid-wing racer. Love was test pilot for Davis Aircraft.

I guess there's a possibility that it was raced by another pilot, somewhere, sometime before the fire, but I have yet to find any evidence to support it. I'm hoping that one of the aero historians in the FAC has the missing piece of data in their files, and will share it with us in the

weeks ahead. Meanwhile, on the bright side...even if I don't have a new Thompson racer to add to the list, there's a really neat GA Civil ship to consider!

The plan was drawn at 16 inch span, mostly because that size works nicely for newsletter editors. (I have a soft spot for editors.) Take it to your friendly copy shop and reduce it by 81% to make it a Peanut. Best to use some light 1/20" lumber to frame it up at that size. For a 24" model, crank up the copy to 150%. The structure should be ok as is up to that size. If you like 'em bigger, you're on your own.

--Wingnut



SPAN..... 30'-0"  
 LENGTH... 18'-0"  
 WING AREA. 142 Sq. Ft.

"AMERICAN MOTH"  
 60 h.p. LE BLOND ENGINE

## Davis Sales ARE MADE IN THE AIR

It is an interesting fact that every Davis V-3 Monoplane has sold itself by performance.

Equally significant is the fact that the orders which have been placed for Davis V-3 Monoplanes have been placed not by inexperienced fliers, but by fliers of long experience.

The Davis V-3 Monoplane is the kind of a plane that fliers everywhere have been wanting—but cannot believe has been produced, until they actually fly the V-3.

It is staunch and rugged—economical to maintain and operate—thoroughly modern from nose to tail—that much you can tell by an inspection on the ground. But when you take it off and land it yourself—when you sense its unusual stability in rough weather—when you test the remarkable control at stalling speeds



See our Exhibit at the CLEVELAND AERONAUTICAL EXPOSITION

—then you will realize that the Davis V-3 is an ideal airplane.

We will try to arrange an early demonstration for you if you write.

Many rich territories are still open. Responsible dealers are invited to write for complete details of the Davis Franchise.

DAVIS AIRCRAFT CORPORATION  
 Richmond, Indiana

**PERFORMANCE (Actual)**

Service Ceiling	10,000 feet
High Speed	95 M. P. H.
Landing Speed	30 M. P. H.
Crossing Speed	80 M. P. H.
Climb	700 ft. per minute
Fuel Consumption at Crossing Speed	4-1/2 gallons per hour
Crossing Range	350-400 miles

\$2965

Flyaway at field  
 Complete with LeBlond 60 H.P. Radial Engine

# DAVIS V<sup>3</sup> MONOPLANE

A TWO-PLACE HIGH-WING MONOPLANE—THE AMERICAN MOTH—

Say you saw it in AERO DIGEST

## DAVIS WINS All-Ohio Derby in National AIR RACES



AVERAGING 112.8 miles an hour over the entire route of 533 miles, the Davis Monoplane won the All-Ohio Derby with an elapsed time of 4 hours, 45 minutes, 15.16 seconds. The Davis was powered with the new LeBlond "66" motor, and with Lieut. Pat Love, general superintendent of the Davis Aircraft Corporation piloting, led its nearest competitor by more than 16 minutes at the finish.

In and out of all kinds of fields—over all kinds of territory—the Davis again proved its inherent soundness of design and construction, just as its predecessor, "The American Moth," did a year ago in winning the Los Angeles-Cincinnati Derby and finishing second in the New York-Los Angeles Derby. This same plane also finished second in the Miami-Cleveland Derby this year.

The Davis V-3 Monoplane, powered with the LeBlond "60," will average 112 miles an hour. But

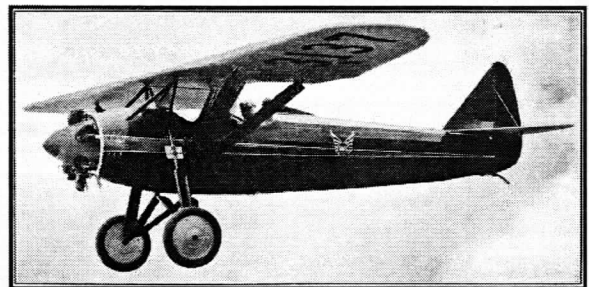
it will deliver the performance given below—honestly and surely. And with this performance you'll also find in the Davis V-3 something that words and figures cannot tell—sturdiness and stability far beyond previous light-plane experience. . . . All-metal in construction, with exception of wing spars and fabric, the V-3 is as economical in maintenance as in operation.

For complete information about the Davis V-3, please write us. We shall be glad to forward you the information, and arrange a demonstration if you desire it. Many rich territories are still open. Responsible dealers are invited to write for complete details of the Davis franchise.

DAVIS AIRCRAFT CORPORATION  
 Richmond, Indiana

**PERFORMANCE (Actual)**

Service Ceiling	10,000 feet
High Speed	95 miles M. P. H.
Landing Speed	30 M. P. H.
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Climb	700 feet per minute
Fuel Consumption at Crossing Speed	4 1/2 gallons per hour
Crossing Range	350-400 miles



# DAVIS V<sup>3</sup> MONOPLANE

\$2965 Flyaway at field  
 Complete with LeBlond 60 h.p. Radial Engine

A TWO-PLACE HIGH-WING MONOPLANE—THE AMERICAN MOTH.

Say you saw it in AERO DIGEST

PRESTO.....CHANGE-O.....!!!!!!

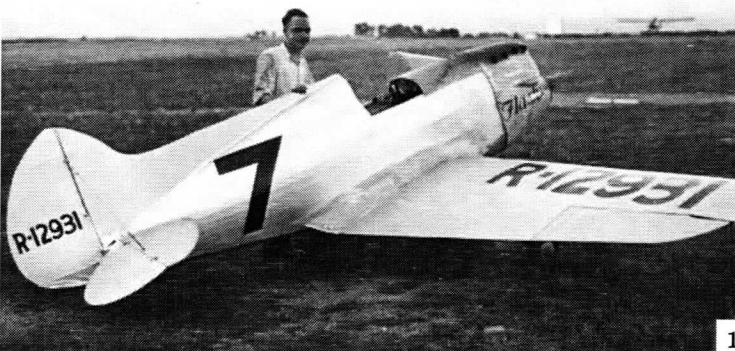
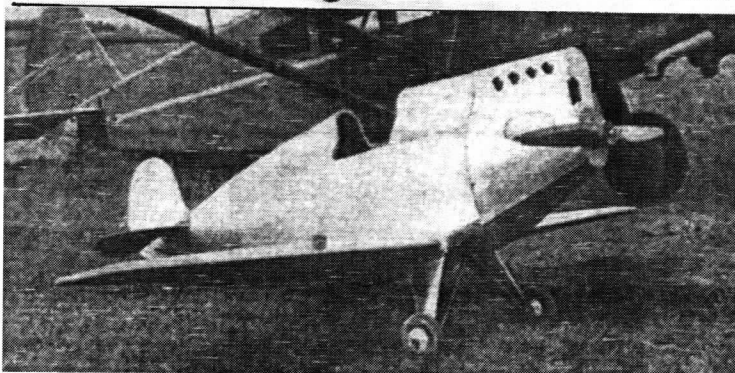
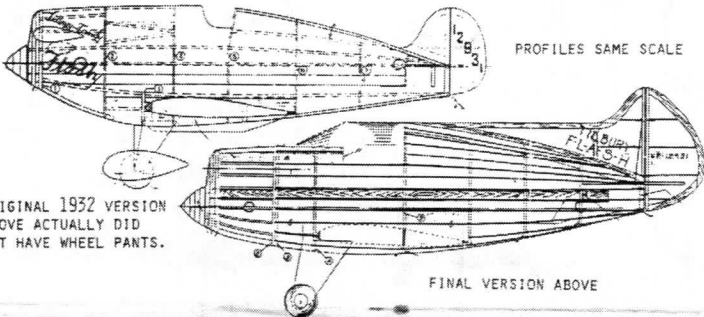
By Dave Stott.

In 1932 a tiny racer appeared at the National Air Races. It was what could best be described as the minimum airplane. A span of about 14 feet, 6 inches, a tail far too small for good controlability, a fuselage whose volume quickly shrank once passed the cockpit, and ended a bit too soon, and main wheels that once served as tail wheels on travel air cabin ships. But it was clean of line with a wing uninterrupted by anything but the fuselage it sprang from. A tightly cowled engine and spinner covering the prop hub. The pilot sat in a cockpit that did not alter the top fuselage line. The air cooled 4 cylinder Church engine had been re-worked by adding International Harvester tractor valves with Buick valve springs to push it's rated 45 H.P. even higher. In spite of the best efforts of an experienced race pilot, variously remembered as Russ Hosler, or Tony LeVier, the ship could not become airborne and tore up the wing tips in trying. It was unkindly dubbed "The Flush" by others in attendance.

My introduction to this ship was via a Cleveland plan about 48 years ago. I could not believe such an unlikely design ever existed and began to doubt it ever did, never having seen a photo of it anywhere. Some 20 years ago I acquired a copy of the "Tilbury Flash" model plan via John Pond and was quite astonished to see it looked very much different than the Cleveland rendition. Once again doubt loomed, although it went deeply against my grain for I had unlimited faith in the works of E.T. Packard, especially in his race plane plans as he had attended those races. Finally, about 15 years ago a photo was found of the 1932 Tilbury & Fundy Flash in a newly acquired copy of a November, 1932 Popular Aviation Magazine. It did indeed, exist!

The gathering of more data over the following years indicated that the plan turned out by Cleveland was the unsuccessful first version, while the plan obtained from John Pond (produced by Owen Tilbury, himself) reflected the final version of the little racer. It had many faces in between, but we will concern ourselves with only the first and final versions for which model plans are available.

The difference between the first and final versions are like night and day. It seemed as if they had jacked up the registration and built a new plane under it! A new and larger wing. A new tailplane, both horizontal and vertical. A lengthened fuselage. The wing mounted a bit lower. The belly deepened to eliminate the control linkage fairing. The engine lowered about 6 to 7 inches resulting in a normal windshield. And another paint scheme!



PRESTO.....CHANGE-O.....!!!!!!

CONT'D.

In 1978 the Tilbury Flash was built from the Owen Tilbury plan. It did not seem like it would be much of a flyer, but it was a surprise in that it was not a bad ship, albeit the band between being in trim, and out of trim was on the narrow side. But in trim, it would groove!

A few years ago after recovering the tired Flash, renewed interest formed for the 1932 Cleveland version. There is a paragraph on that plan that suggests the changes needed to make this baby fly. As those changes were in agreement with what I had in mind I decided to have a go at building the little tyke. I referred to the Cleveland version as "The Fundy Flash", as Cecil Fundy left the partnership after the disastrous 1932 season.

The Fundy Flash was built using the airfoil (a modified Carl Goldberg) as had been used on the Tilbury Flash. It had worked well there, so why fool around? The fuselage was lengthened to keep the scale gap between wing trailing edge and stabilizer leading edge, since the stabilizer had been enlarged. The fin was also enlarged. Dihedral was added. The landing gear was beefed up. Washout was added to the wing. Down and side thrust was built-in, and another fuselage former added (#8). Every attempt was made to keep it light.

The model was built and turned out to be a respectable performer in spite of early trimming difficulties. It is no race winner by any stretch of the imagination under the present rules. But if the 15% motor weight finds favor, who knows what this thing might be able to do.

A bit of clarification on some points should be made here. Template Y on the plan forms a depression in the fuselage behind former 2, on both sides. The landing gear wire legs are sandwiched between formers 3 and 3A. The fairing over these wire legs, shown true length, are of two pieces of 1/32 sheet with the wire between. A right and a left, requiring 4 such pieces. The propeller was made from a balsa block 5/8 x 7/8 x 5 1/2 inches. The model was covered with JCI cream colored tissue to reduce the amount of pigmented dope used. Make a special effort to keep the nose light as it is long, and the model needed no ballast.

Once the model is in trim, it can be made to turn in either right or left circles under power. It seems to climb a bit higher when turning left, which is opposite to most other low wingers in my hangar. The CG is shown on the plan. Stick to it. All up flying weight is 19.3 grams, 15% of which is motor in the form of one loop of 1/8 Tan I. I have yet to try it on Tan II. So if you want to add a "dark horse" to your racing stable or hangar, clubsters, this is a good one!

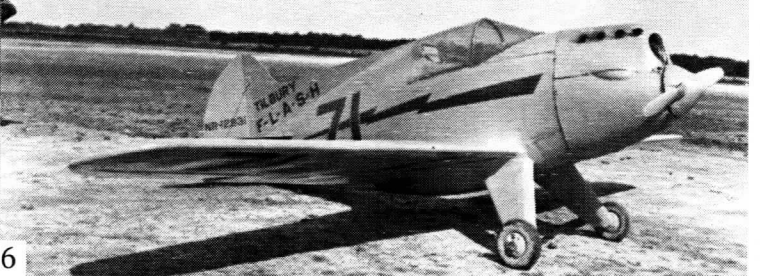
Here's a Small Racing Plane

NOTE THE ABSENCE OF WING FILLETS. RECTANGULAR HEAD REST PADDING. FINAL VERSION TURNED PYLONS AT OVER 114 MPH.



This past fall, I decided to make my first pilgrimage to Pinkham Field. I felt it would be terrible form to show up without a design by Dave Stott in hand, so a week before the event I started a crash build of what seemed like a modeling lark, Dave's Fundy Flash. I used the good wood, and came in significantly under Dave's stated weight in the article. Nevertheless, I had very little in the way of expectations for the little bird. I mostly just didn't want to be RUDE. Imagine my surprise when the thing flew very well indeed--it even maxed and made a perfect three point landing with roll-out! AT PINKHAM FIELD! Clive Gamble is my witness! I'm in love! The article above appeared in issue #167 of the FACNL and tells you all you need to know. I will add that the 1932 version does NOT appear to have participated in any recognized air races before undergoing modification to #7 configuration (below left). Another almost-ran!

-DM





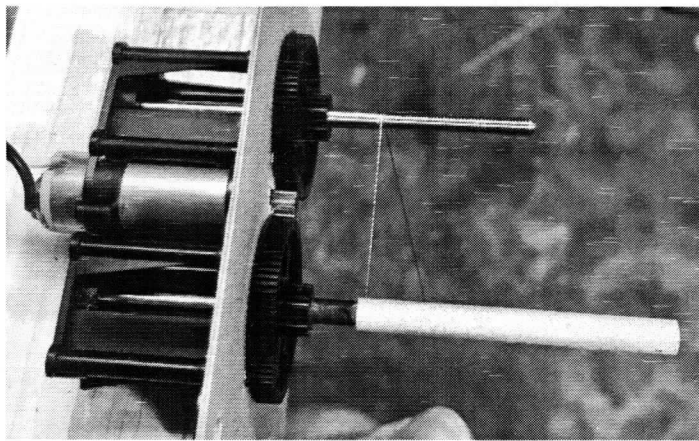
## MIRACLE CYLINDER WINDER THINGY

It's a long story, but I'll tell it anyway.

Last year about this time, I started building a 24" A.W. 154 Argosy, which required that I model three fully exposed, gnarly Armstrong Siddeley Jaguar IV 14 cylinder engines. I had made one concerted stab at the task, the results with which I was almost perfectly happy, until I realized I had made a layout error. That error, but MOSTLY the fact that I had been called out by a so-called friend (who shall remain unnamed) for failing to represent the cooling fins on the 42 cylinders, forced me to rethink my life and start over. This led to a six-month hiatus from the project. I just didn't want to face it. Production slipped, and I couldn't sleep at night. Darn you, Vance Gilbert!!

My reluctance to confront those cussed cooling fins head-on gnawed at me until one night, dwelling overlong in a hot shower, I forced my mind to the problem. What was needed, I reasoned, was a quick and dirty way to mechanize the time-honored process of wrapping a cylinder core with cord. I mused thus, abstractly, until pounding on the bathroom door penetrated my consciousness and I was forced to exit my think-chamber. I brushed my teeth, swaddled myself in thick pyjamas and went to bed, hoping for inspiration.

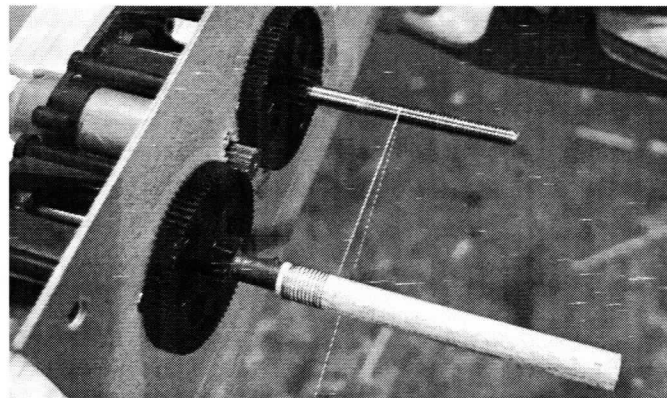
Sleep came soon enough, but it was unsettled; my dreams were fevered, filled with images of peasants doggedly plowing fields, spiders' webs, and old Stock Drive Products catalogs. At some point, I apparently got up and sleepwalked into the basement, pulled out a box containing old GWS electric motor gearboxes, and strew them across the floor before going back to bed, for the next morning I



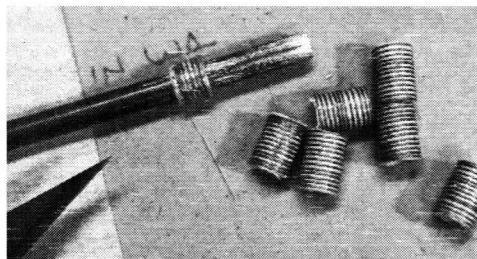
was awoken by the sound of my wife's bloodcurdling screams as she stepped on them whilst hauling the laundry. I tended to her deep puncture wounds as she cursed me to Perdition, and meekly swept the offending objects into a dustpan. Then, just before I tipped the mess into the trash, it struck me. OF COURSE! Why hadn't I thought of it before?

I dusted off two of the like gearboxes and studied them. If I made a cut here and there, I could mount them to a common plate, which would allow the central gear to drive two larger gears simultaneously. The threads on one prop

shaft could be used to guide an appropriately sized cord; the opposing prop shaft could be fitted with concentric aluminum tubing until it was the right diameter to allow a rolled paper tube (created using the same diameter tubing, but of brass) to be fitted over it. The end of a length of cord would be spot-glued to the rolled paper tube, with the cord then fed over the threaded prop shaft. When the gears were advanced--by hand, please--and suitable light tension maintained on the spool of cord, the cord would

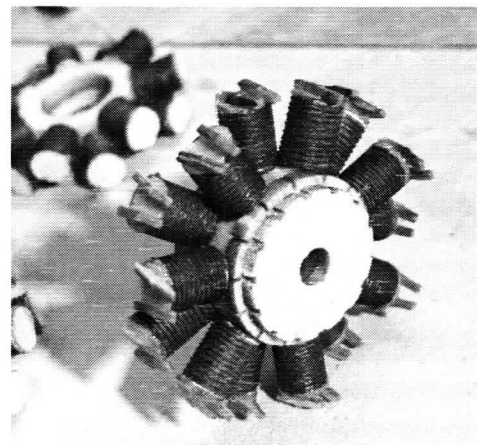


ride the threaded rod and be thus fed in orderly fashion onto the paper tube. A coat of thinned Duco cement would fix everything in place.



Once threaded, the rolled paper tube is slipped back on the brass mandrel, and the individual cylinder heads are sliced off using an X-acto knife.

Did it work? By gum, yes it did. The coarseness of the threaded shaft needs to roughly correspond to the weight of cord (thread) with which you are wrapping your cylinders; thick line won't ride the threaded rod well. Similarly, you would need to experiment if your threaded rod shaft were a very different diameter than your cylinder tube.



I was pretty proud of my little invention, and ran upstairs to show Amanda the fruits of my labors. She muttered something dark about "giving ME a gnarly jaguar strong-arm", but I was too happy with my work to correct her; I was back in business! On to the 84 rocker arms and pushrods!

## FOO FIGHTERS REPORT

Our first year students are finishing up their Foo-Flyers and our second year students are mostly finished with their No-Cal Centurions and are moving on to their next builds. One of our goals for each of these students is to see them turn this into a self-directed activity. Some of the kids are beginning to take models home to work on them. This is great!

Unfortunately for us, Eddie Alfaro has taken a promotion in the school system and will not be able to continue as the sponsor and mainstay of this operation. Eddie has been with me from the beginning on this and much of our success is due to his insight and efforts. We will continue on, but we are going to miss him a lot! Congratulations on your new job Eddie! (And don't forget to come back and visit!)

## NEW BUILDING PROGRAM! IRVING M.S.

A new group of future model aviators is developing at **Irving Middle School** in Springfield, VA. This wouldn't have been possible without the very active support of **Debbie Metzker and Brooke Samuelson**, and of course, our new fearless leader at Irving Middle School: **Beau Buchanan!** A big Thank You to these three. There was a slightly larger turnout than expected, so Beau had some of the students pair up on a build, which worked quite well...he created a very effective dynamic by having a student who learned a new technique then pass that technique on to other students. In less than 2 hours almost everyone had their plane assembled. Next session will consist of starting the FooFlyer build and then taking the Mountain Lions outside for a flying session. A big congratulations to Beau and Brooke for a successful launch!

-Scott Richlen

Here's a report on the Irving Middle School's future Flying Aces Club! I was so happy to see that all of the students from our first club meeting returned for the second build. This week we started building the Foo-Flyer. The Foo-Flyer is much tougher build with less step by step instructions and no pre-cut parts. It was simply amazing how quickly all the kids figured out how to read scaled blue prints, understand different wood joints, and use precision tools to shape the balsa wood. In the days of smart phones, 3D printing, and digital drawing it was refreshing to witness the kids learn to read physical diagrams and build a model plane from scratch. A big part of this club is allowing students to be leaders in their own learning, and help each other out before coming to me for the answer.

-Beau Buchanan

## FOOD FOR THOUGHT

In every Junior High in America there are between 5 and 10 kids who would like to build stick and tissue. Our national/state/regional/local culture will not be offering them the opportunity. It is up to us.

There may be some things that the FAC can do to help this. I think that we have come up with a usable plan for the Junior High level that is both attractive to the teachers (having educational benefit) and attractive to the students (being interesting, engaging their creative needs, and providing them with a very different kind of fun than they have been exposed to previously.) The whole idea behind what we are doing is to use stick and tissue building (and to a lesser but still important degree, flying) to teach non-aviation life skills. It is sort of like cross-training: they are learning to build and fly model airplanes because the skills necessary to do so are very valuable in all aspects of life. We have hidden the learning: building stick and tissue provides a creative outlet for the student (and develops their fine motor skills, ability to follow directions, assembly skills, planning skills, lays the foundations for understanding strength of materials, structure, reading blueprints, envisioning structure in 3-D from a 2-D diagram, etc.) and flying free-flight is just flat out a lot of fun for the kids (and trimming teaches them perseverance and how to conduct an incremental process using feedback; and a successful flight gives them a sense of accomplishment and attainment not found elsewhere.)

FAC modelers and FAC events (and the FAC Club News) all could provide a goal to these students of what could be attained when you really focus and dedicate effort (and here I am thinking of some of the outstanding models and model flights I saw at last summer's Non-Nats.)

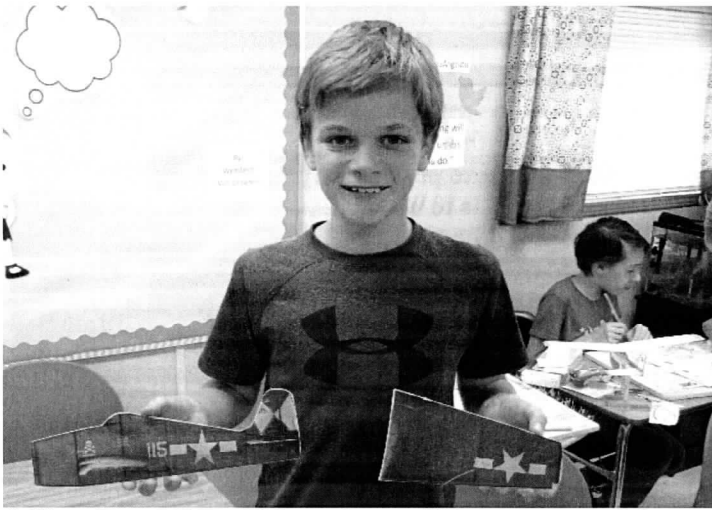
Here are my 3 initial thoughts:

- Would it be possible for the FAC to establish some sort of dedicated fund to provide the Club News to each school (or even better, each student?) Maybe in electronic form?
- What if the FAC established a junior grade of officers? This would involve a specific focus on Junior High level kids with its own activities and efforts.
- On the wider subject of beginners (irrespective of age) could we establish categories in contests so that enlisted guys like me do not compete against the Air Marshalls of FAC when we compete? I'm not sure I'll even ever obtain the lowest FAC rank under current competitions. For instance, in control line stunt you are ranked as Beginner, Intermediate, Advanced, Expert as you become more skilled and win contests. Beginners compete against Beginners. So, in a mass launch, for instance, various groupings would all fly at the same time, but fly against each other. FAC would have to figure out what makes sense for these groupings but a large category might be "unranked enlisted" corresponding to the Beginner category.

Hopefully these suggestions are helpful and encourage further considerations.

-Scott Richlen

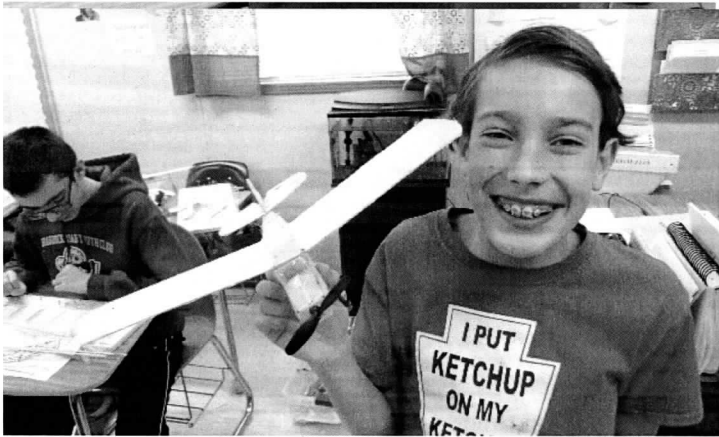
# FOO FIGHTERS and IRVING MIDDLE SCHOOL PHOTOS



Collin, a Frost MS Foo Fighter, shows off his neat F6F No Cal.



David is a new Foo Fighter. He's holding his well-built Mountain Lion.



Luke won the door prize of a Comet Porterfield kit. He had never built a full-fuselage plane before but he built this one at home in a week! (One of the major goals is that the kids develop the interest and self-initiative to build at home.) Great job, Luke! Now, who's next?



Sydney, with her Foo Flyer. Just her second build, and nicely done!



The new building program at Irving MS is off to a great start! Here's the crew holding their freshly-minted Mountain Lions. Ringleader Beau Buchanan intends to apply for an FAC Squadron number soon!

## FLYING ACES CLUB 2017 CALENDAR\*

[www.cafepress.com/flyingacesclub](http://www.cafepress.com/flyingacesclub)



All profits support FAC activities

\* set the start month to January 2018 before ordering

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### Contents

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Doyle OC-2 Oriole  
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Foo Fighters report



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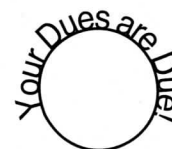
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Dave Mitchell

### MEMBERSHIP, DUES

Stew Meyers

See pg 3 for mailing information



RENEW ON LINE!

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**MaxFax** at the top of the page.

## UPCOMING EVENTS

### JANUARY 21, 2018

Highland Springs Indoor Contest  
Highland Springs, VA

### MARCH 28, 2018

National Building Museum Indoor Meet  
Washington, DC

### Bauer Community Center

Rockville, MD – Light indoor flying,  
Wednesdays during school year 12:45-2:15

### Bykota Community Center

Towson, MD – Fridays 6:00 – 9:00

See:

[www.dcmxecuter.org](http://www.dcmxecuter.org)

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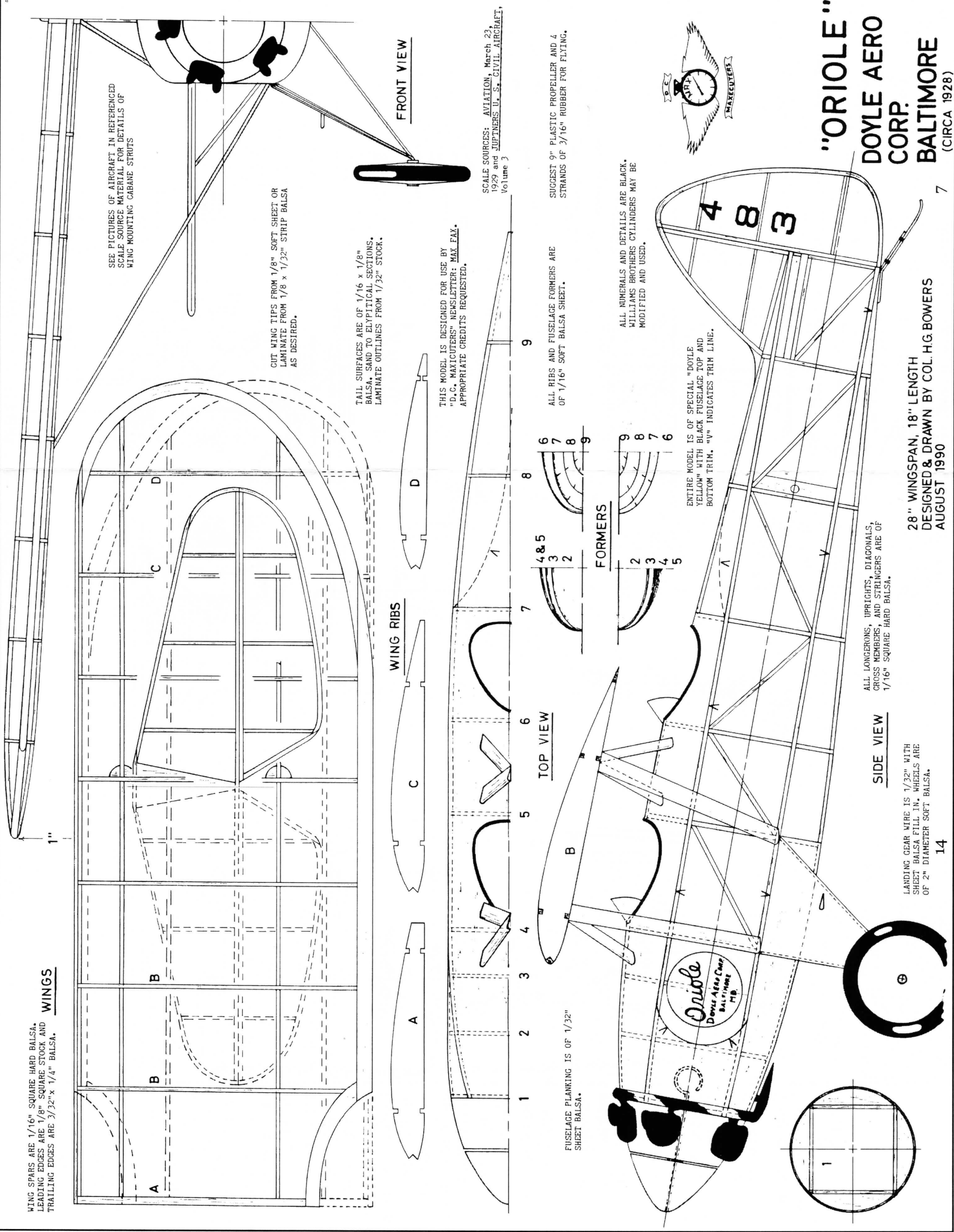
for more contest information



Jean Batten, prominent New Zealand aviatrix. In 1935 she set a world record flying from England to Brazil in her Mew Percival Gull, for which she was presented the Order of the Southern Cross, the first person other than Royalty to be so honoured. In 1936 she set another world record with a solo flight from England to New Zealand. At her birthplace of Rotorua she was honored by local Māori, as she had been after the 1934 journey. She was given a chief's feather cloak and given the title Hine-o-te-Rangi – "Daughter of the Skies".

Hurst Bowers published this neat plan of the Doyle Oriole in the MaxFax back in 1990. Originally drafted at 28", we've reduced it here to 17.5" to fit the page. It would make a swell Simplified Scale model at either size, and the structure is suitably light.

For those of us who are disinclined to model exposed radial engines, or maybe if you just want something different, it would be a pretty simple matter to bash the plan into the inline Menasco powered version. The nice thing about this variation is that the prop shaft is set pretty low as these things go, so your rubber ought to have room to clear the upper nose formers...

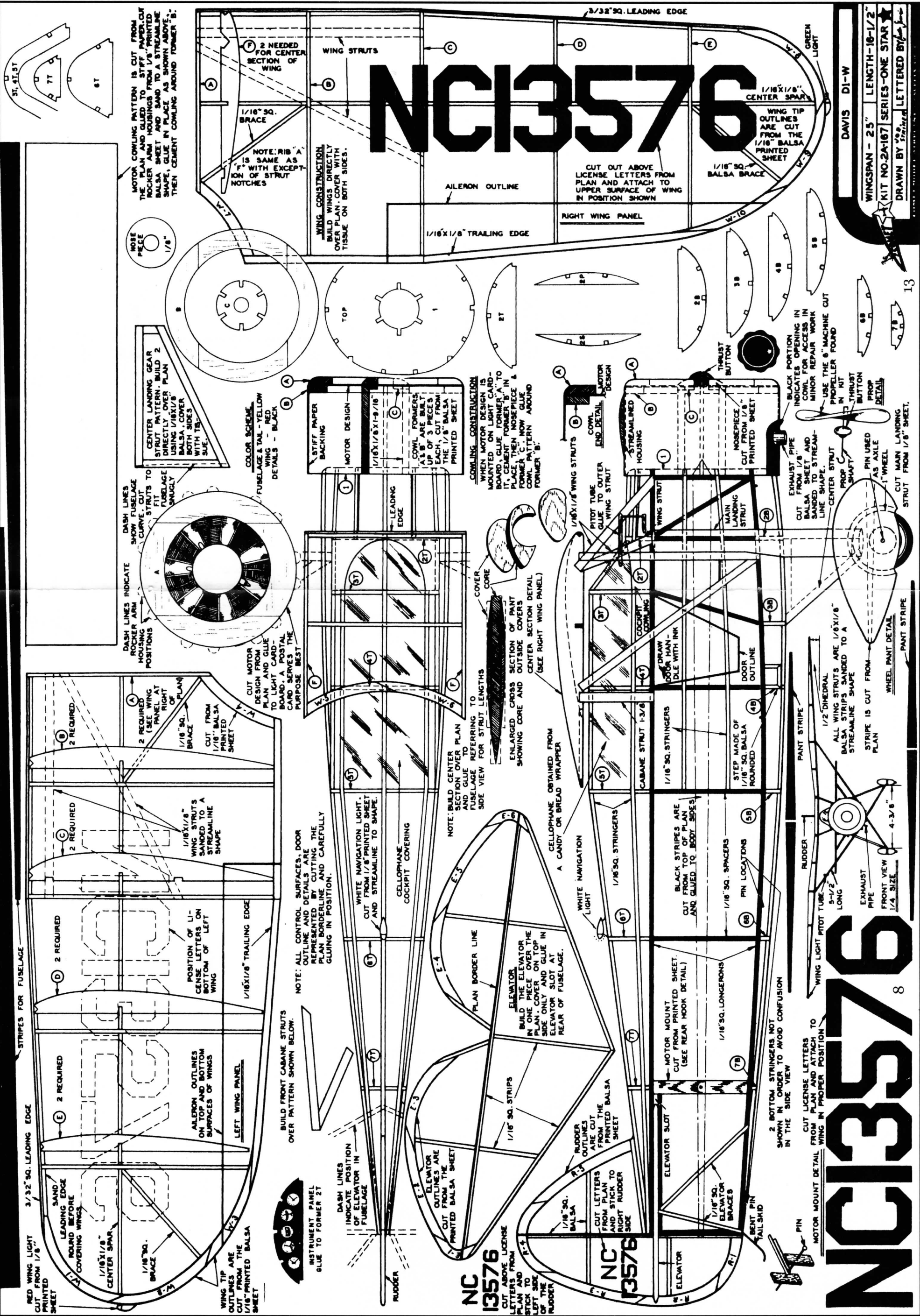


Wingnut's nifty Davis Racer plan takes its cues from this old Comet Davis D1-W plan-- not a bad idea, when all you have are a couple of photos of an airplane and are looking for clues as to how it might have been shaped, to turn to a good plan of one of its brethren...

THIS plan represents the late-model D1-W that was piloted by Art Davis at the Miami Air Races in 1934. The fuselage was modified at the rear to fair into a sliding, fully enclosed canopy.

The Davis D1-W would make a super GA Monoplane entry, with lots of room for rubber and a generous, uncomplicated wing. Or, build it right to the plan for Simplified Scale and get 10 extra bonus points!

Original wingspan is 25"; bump this plan up about 145% to get there.



# NC13576

DAVIS D1-W  
WINGSPAN - 25" LENGTH-18-1/2"  
KIT NO. 24167 SERIES-ONE STAR  
DRAWN BY [Signature]

LETTERED BY [Signature]

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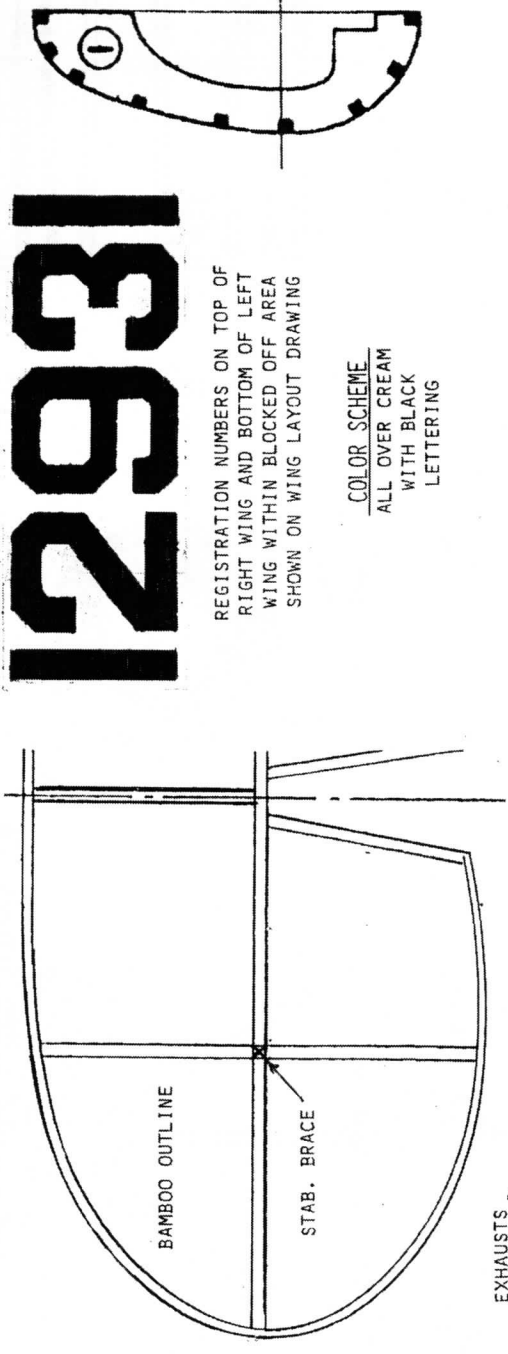
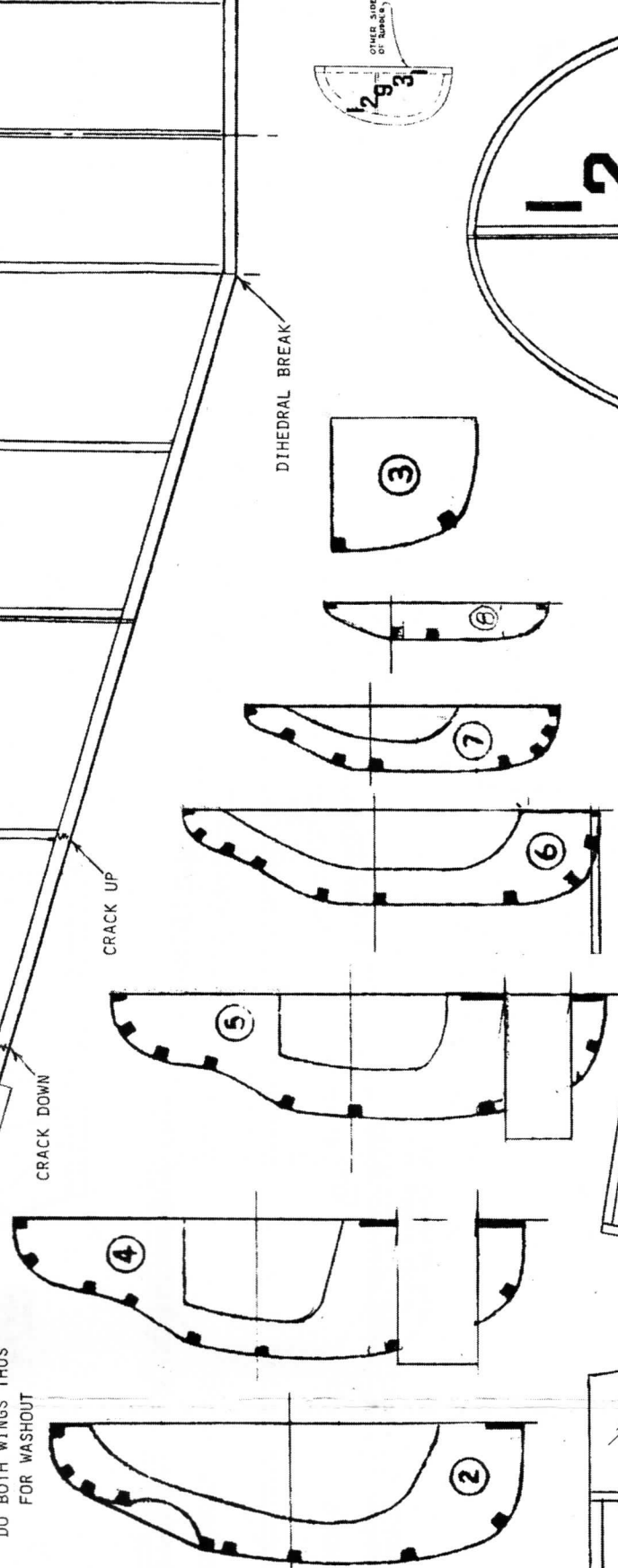
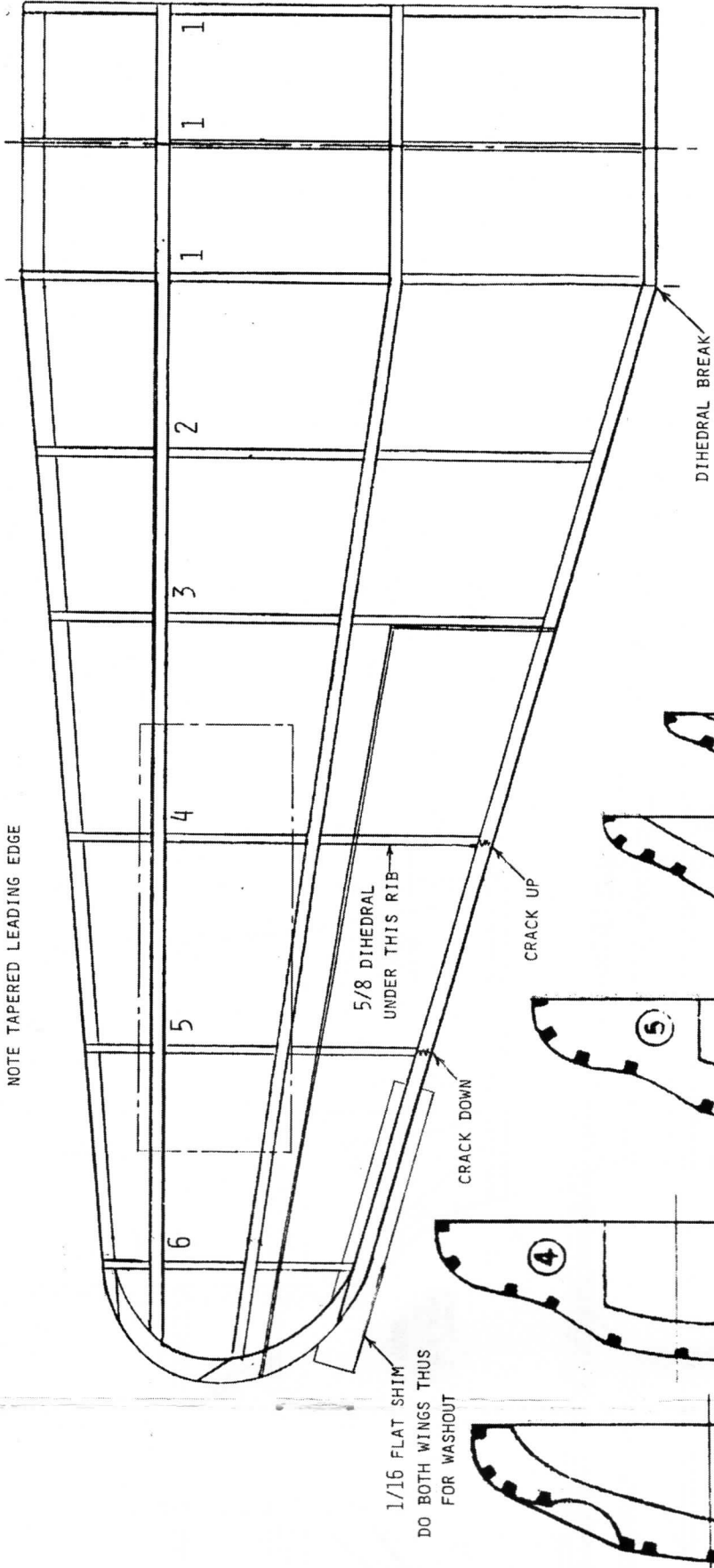
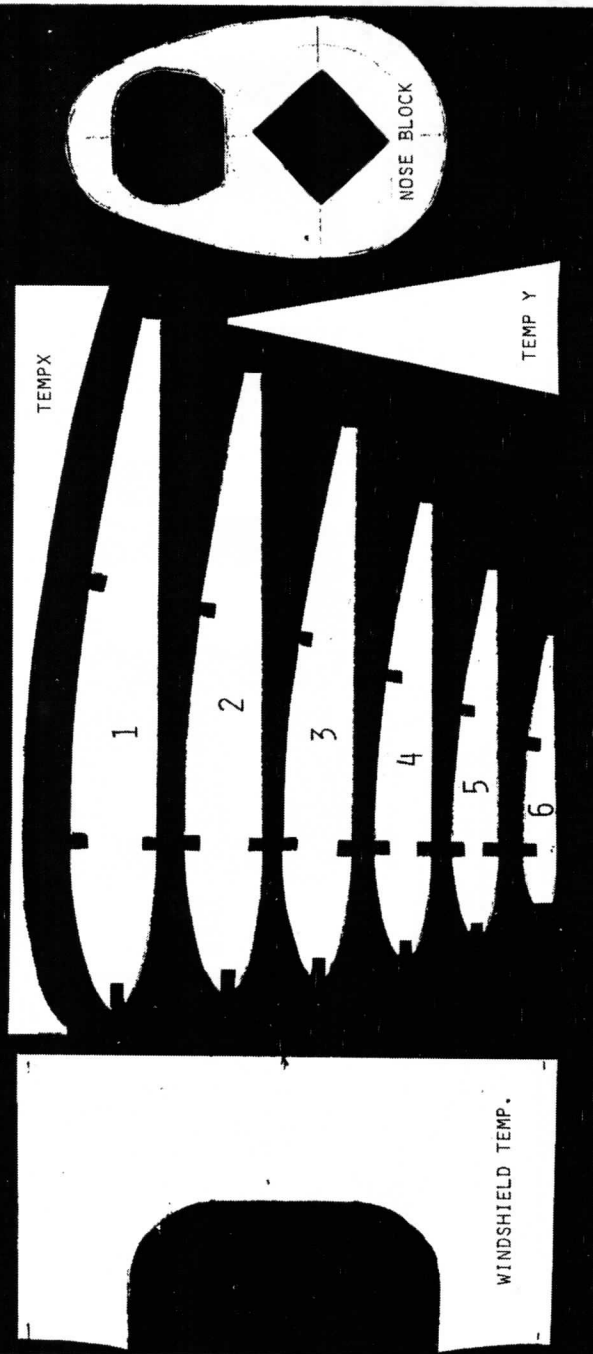
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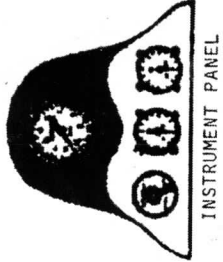
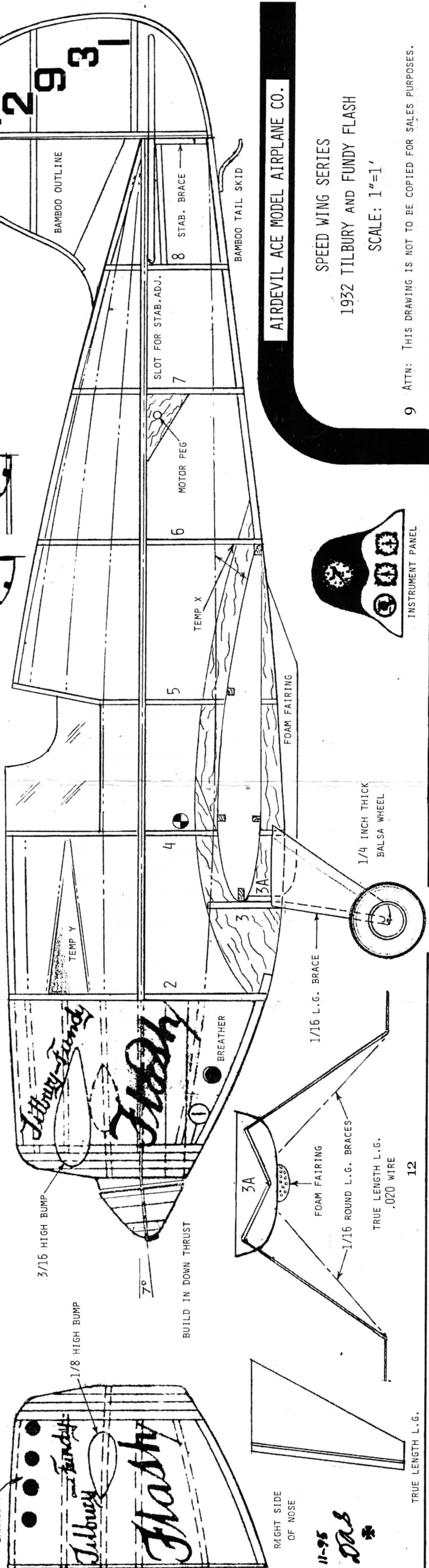




**12931**

REGISTRATION NUMBERS ON TOP OF RIGHT WING AND BOTTOM OF LEFT WING WITHIN BLOCKED OFF AREA SHOWN ON WING LAYOUT DRAWING

COLOR SCHEME ALL OVER CREAM WITH BLACK LETTERING



AIRDEVIL ACE MODEL AIRPLANE CO.

SPEED WING SERIES  
1932 TILBURY AND FUNDY FLASH  
SCALE: 1"=1'

9 ATTN: THIS DRAWING IS NOT TO BE COPIED FOR SALES PURPOSES.