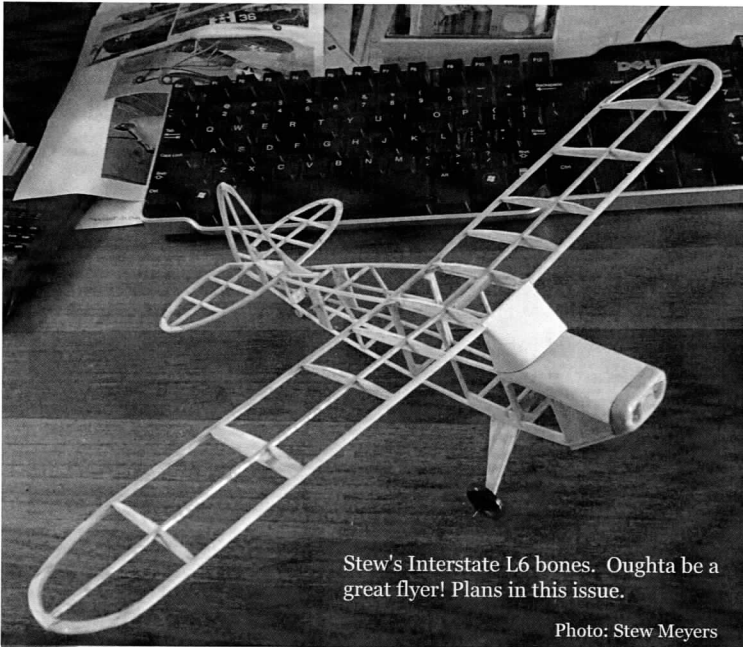


**MAX FAX**

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

Editor: Dave Mitchell 2018-2





Stew's Interstate L6 bones. Oughta be a great flyer! Plans in this issue.

Photo: Stew Meyers



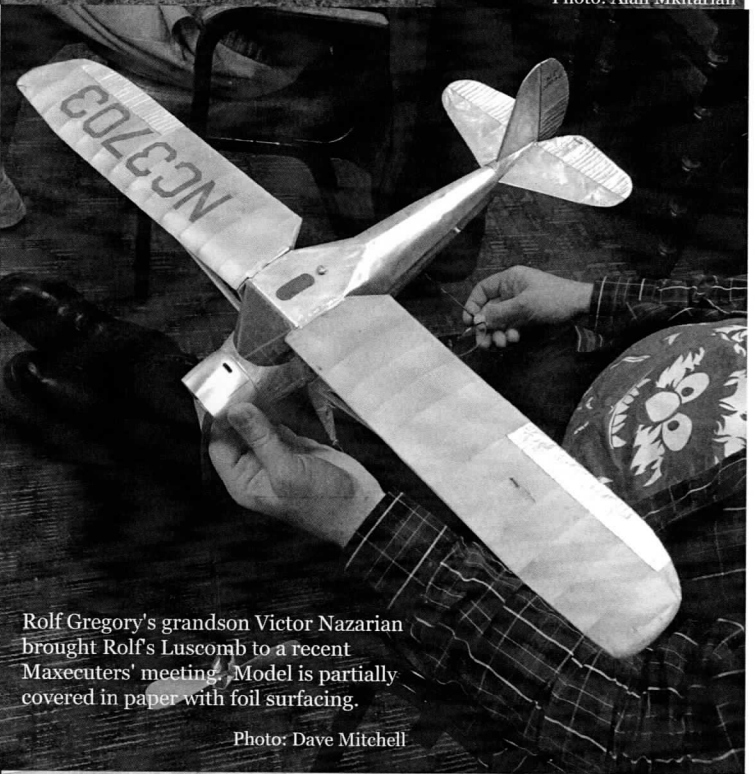
Doug Beardsworth shows his beautiful Grumman Widgeon. Come to the FAC Nats to see it fly!

Photo: Alan Mkitarian



Rick Pendzick holds as Doug winds the Widgeon.

Photo: Alan Mkitarian



Rolf Gregory's grandson Victor Nazarian brought Rolf's Luscomb to a recent Maxcuters' meeting. Model is partially covered in paper with foil surfacing.

Photo: Dave Mitchell



Doug Griggs has plans for the FAC Nats. BIG plans.

Photo: Dave Mitchell



Ray Rakow's nifty Blackburn Skua tries to blend into the woodwork.

Photo: Dave Mitchell

## MAXFAX 2018-2

The first order of business for THIS issue involves a **mea culpa**. The LAST issue, which was largely devoted to the appreciation of our lost Maxcuters Pat Dailey and Marie Rees, was the first issue of 2018. Hence, it was marked on page 3 as 2018-1 (I decided to NOT put the sequence designation on the front page, because it spoiled the image of Pat, and he was very sensitive to that sort of thing). However, it seems I forgot to edit the text on the back page, which states very plainly that you had in your hands issue 2018-2...\*sigh.\* I fear there will be no end to the ripple effect this error will have on myself and future MaxFax editors, to say nothing of the confusion it will cause for those of you you actually *archive* this rag, neatly arrayed on well-dusted shelves....

Well, what's done is done. **This is the REAL 2018-2.** I encourage all of you to take out your Sharpie markers and remark the back cover of your last issue--the one with Pat on the front cover and Dave and Marie Rees on the back--by striking through the sequence designation and renaming it 2018-1. Future archivists will thank you.

Moving on...they say you can tell a man by his shoes. It follows that you can tell a model by its wheels, does it not? Well, for those of you who have been habitually sending your models out with the equivalent of flip-flops on their feet, we have help: **Enrique Maltz** has given us a spiffing primer on making foam wheels. Armed with a Dremel tool, a few bits of sandpaper, a little filler, and a bit of patience, you too can impress your friends and influence people! And why stop there? **Dave Niedzielsky**, knowing that good shoes are wasted on bare feet, contributes a neat exposition on the recent re-socking of his PT-19 that is certain to inspire you. Put on a pair of pants, and who KNOWS what you might achieve?

**Stew Meyers** and I have been on a bit of a run re: liaison aircraft. Between us, a number of old, new and / or modified plans have been published recently, spread out over the last few issues of the FACNL and the MaxFax, mostly focusing on U.S. variants. This issue features not one but TWO very nice original dimer scale plans from **Stew**: an Interstate L2 and a Taylorcraft L2. For a bit of international flavor in this department, look for a snappy Polish Lublin XIII from me in the next issue...

I redrafted **Doug McHard**'s extremely appealing Presto, the original plans for which I found in a back issue of Flying Model Designer & Constructor. The format of the plan was not workable for 11 x 17 format at full size; I had a lot of fun trying to make a reformatted digital version that retained the flavor of the hand-drafted original. Rounding out this issues' plans offerings, **President Simpers**' robust P40 no-cal finally makes it to print, just in time for you to knock one out for the late summer flying season. Finally, old pros **Mike Moscow** and **Don Srull** team up to present a primer on block layout for carving effective props.

Thanks to everyone who contributed!

-DM

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

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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.

## **COVER IMAGES**

**FRONT: Tom Hallman** had a clever idea. Looking for a way to keep things flexible on the landing gear of his Ryan M.1, he came up with the notion of using heavy .029" monofilament for the axle. Sez Tom: "Candle flame on an Xacto blade for ten seconds will be sufficient to melt the end to act as the stop for the wheel." Nice! Photo by Tom Hallman.

### **REAR:**

Nancy Harkness Love, commander of WASP Ferrying Operations during WWII. For more information on this pioneering aviatrix, visit:

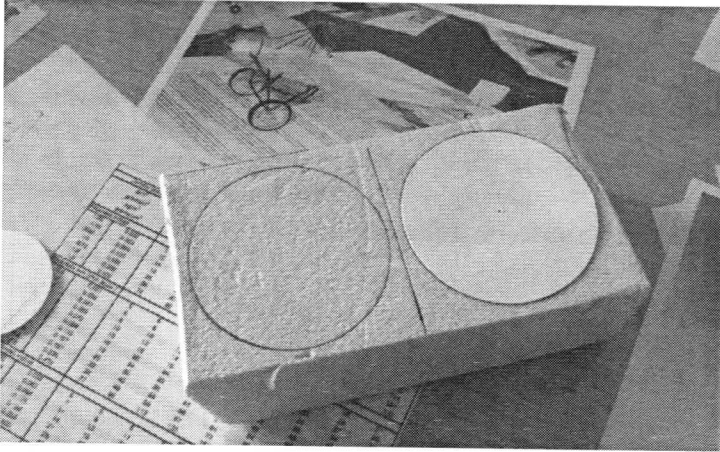
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## MAKING FOAM WHEELS by Enrique Maltz

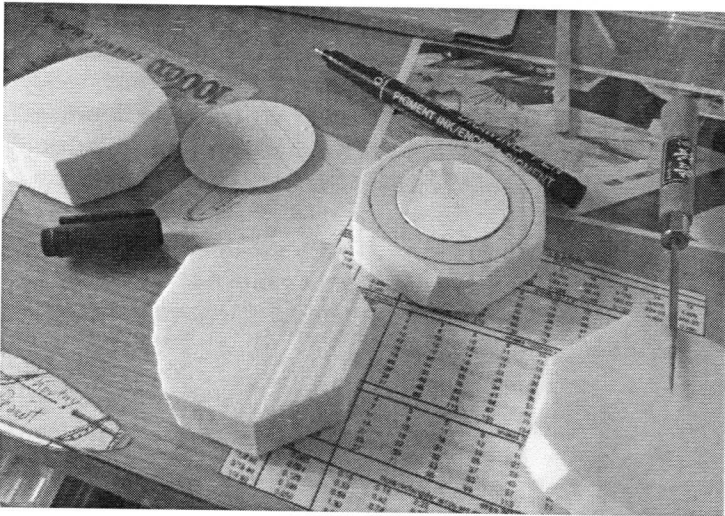
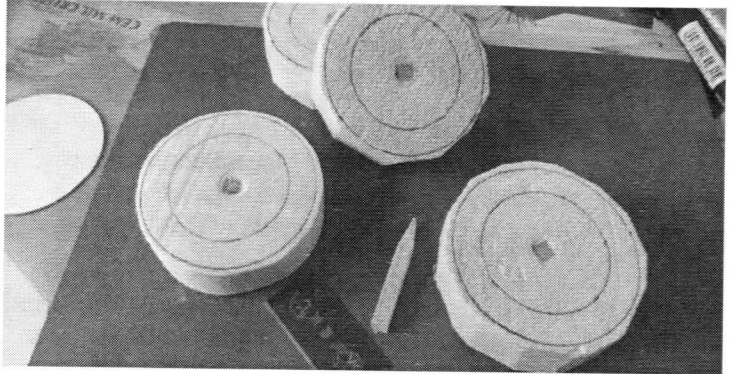
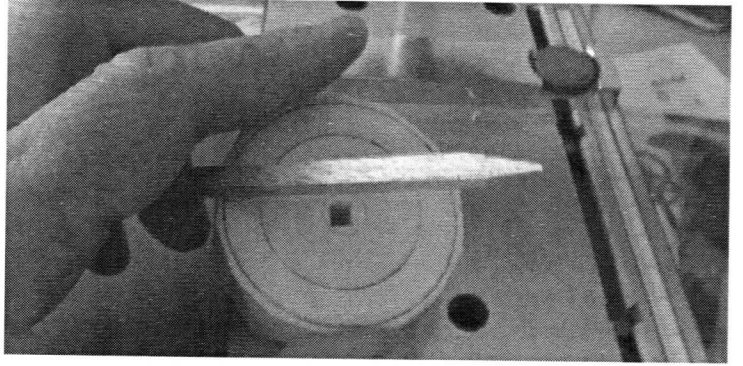
Enrique Maltz, cellist with the Israel Philharmonic Orchestra and free flight modeler extraordinaire, provided us with this photo essay on how he makes foam wheels...

I thought that it might be of interest to revisit foam wheel making. Maybe it can help someone to make good looking foam wheels; it is not difficult at all. This is my personal way of doing it. I am sure there are many and better ways probably. The only thing that I can say for certain is that I enjoy making them and they look good to my eye!

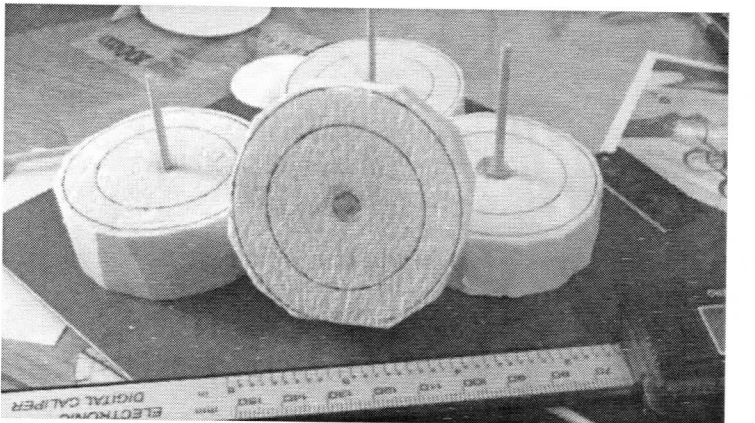
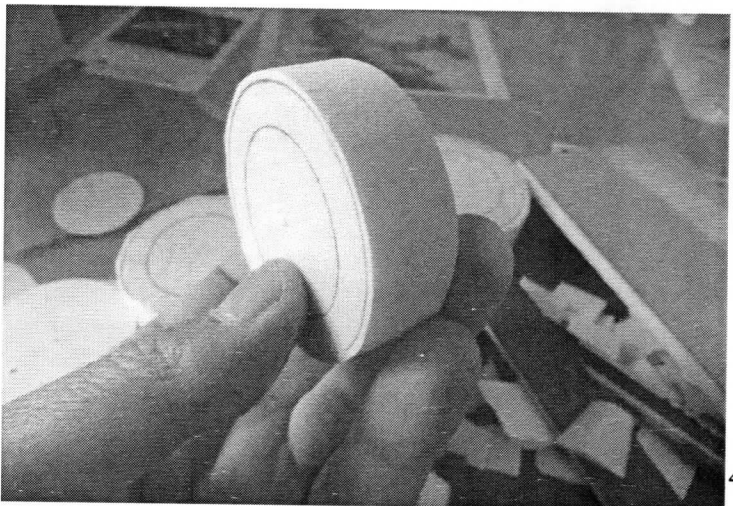
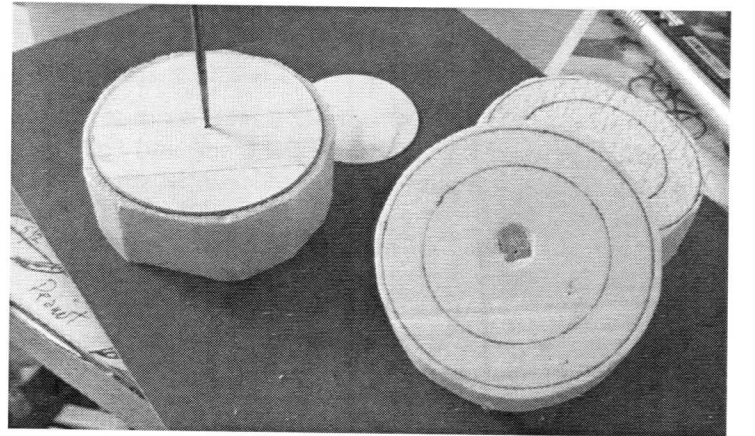
It is important that the center is properly established; also, I lightly hand-sand the block before any sanding is done on the Dremel tool.



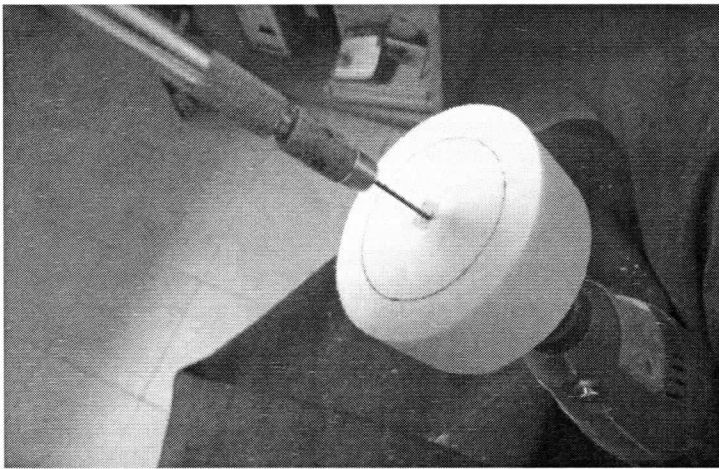
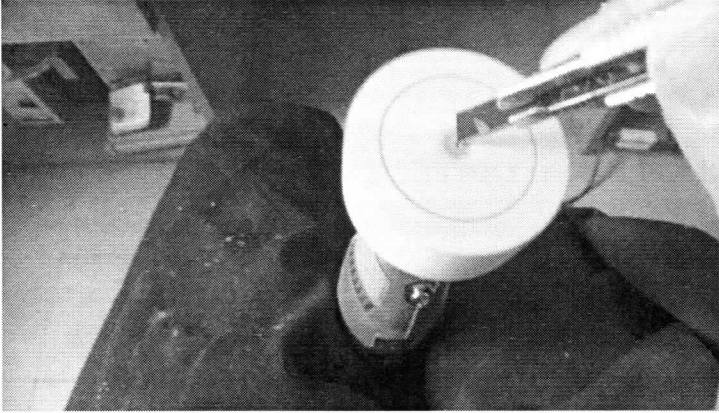
After I have the rough blocks, I take a piece of hard square balsa with a sharp point and slowly push it through the foam to make a firm balsa core; I use aliphatic yellow glue to fix it in place, then trim the balsa flush to the foam.



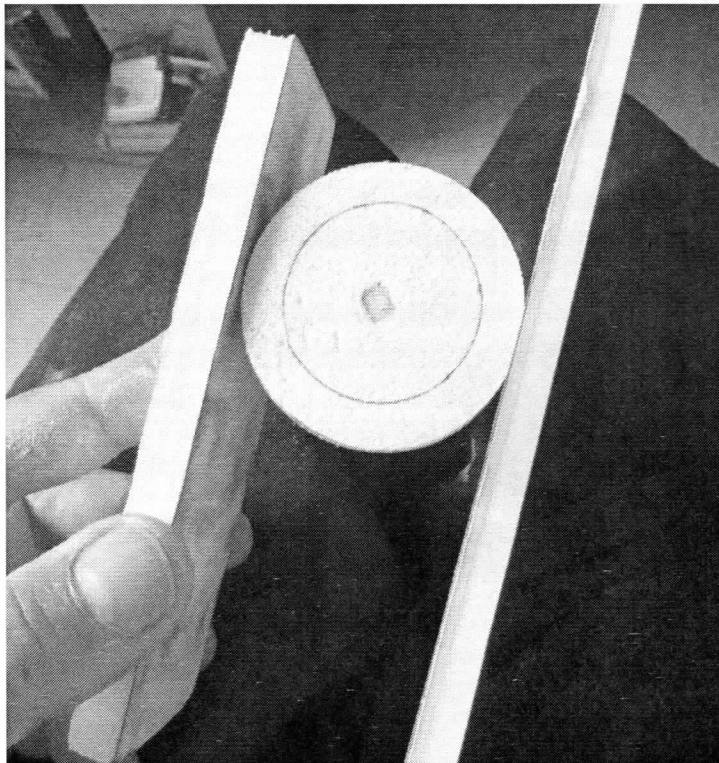
When the glue of the center squares is dry (*overnight at least-Ed*) I double check for the true center, then I drill with a drill press the holes for bamboo center hubs, which are then glued in with CA. The bamboo is left long on one side for chucking into a Dremel tool.



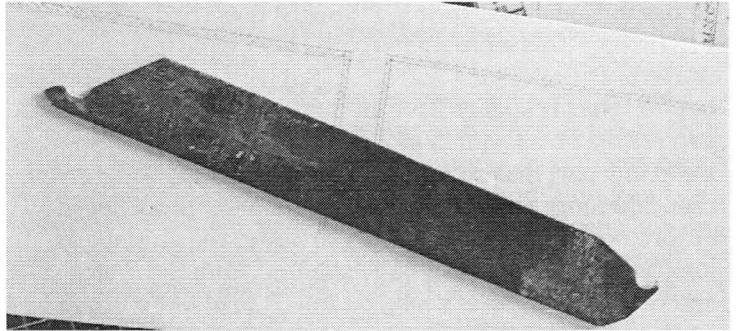
The center of the wheel is relocated with the point of a knife in the bamboo hub; it centers itself while being spun in the Dremel. I follow with with a pin vise drill to make the axle bore.



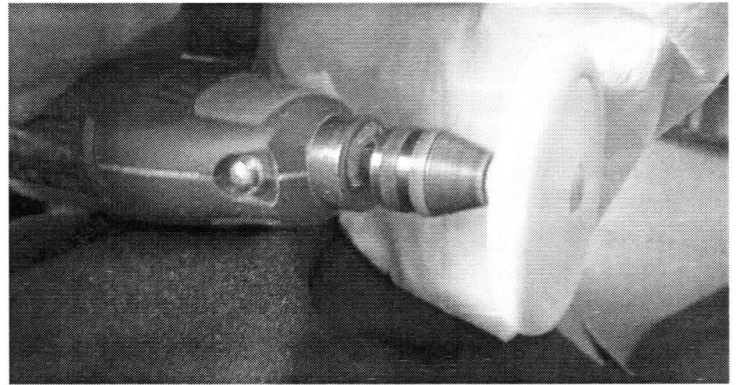
Sanding / truing of the wheels is never done with one sanding block, always I sand from two sides, this way it doesn't stress the foam so much.



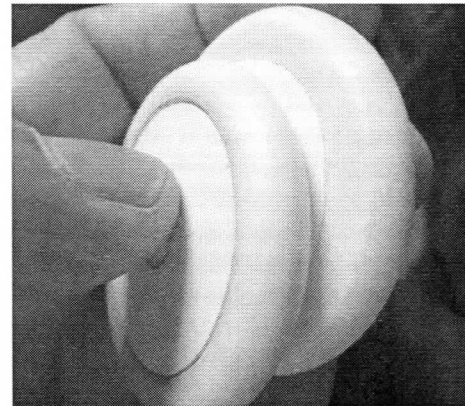
With the help of a cutter knife I establish how wide I want the wheel, and then I shape it with sandpaper and a small file with a circle cut in it.



The last sanding is done with soft tissue napkin. It polishes the foam very nicely...

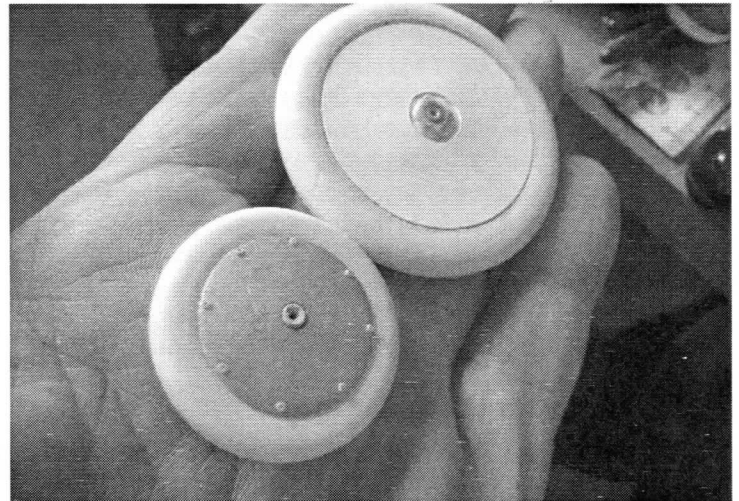


...last I spin the wheel in filling compound, and again I polish the wheel with tissue, without letting it dry. I believe



that the filling compound also adds to the strength of the foam. I hope you can see the difference between the treated and untreated wheel (at left). Add a center rim of your choice, the wheel is ready, and very light.

Try it, I hope you like it! - -EM



## No Cal – A Path Less Taken A Hanging Tail, by Glen Simpser

As my poor NoCal quivered in the wind on the stooge at Kudzu last spring, I thought there had to be a better way. This winning P-40 was later smashed to bits on retrieval at Geneseo. I had struggled with wind and NoCals before. Nocal tend to have an indoor design philosophy. I had settled on a formula more akin to my other FAC models. Build any part that failed a bit stronger, adding weight and then add more power. Use a large diameter propeller to absorb power efficiently and try to power the airplane as long as possible. It has a large standoff from the motor stick and can run a big heavy long motor. It flied like a dump truck. As nocal do not have a maximum time, to win catching a thermal is a real benefit. Maybe I needed to take a different path for windy weather to make a model that is both structurally robust and thermals better. My typical wing in wind would break at the leading or trailing edge. Adding a spar didn't help all that much since it would buckle without adding more ribs.

To create a wild weather nocal I decided to cover the bottom of the wing. The covering with Esaki tissue on the bottom added .5 g. to the weight. The two tissue surfaces carry a lot of load through the tissue, stabilizes the rib positions, and makes a spar work for you. The wing that resulted was significantly stiffer. Since this model is a bit heavier, maybe you need a different light model for those contest days when butterflies dance.

A second change was running a smaller diameter higher pitch prop instead of the biggest prop that could be fitted. Once the prop freewheels the smaller prop would have less drag – the better to thermal.

A third adjustment was to run a shorter motor stick centered on the center of gravity. Since some parts of the model are now heavier I didn't want lots of weight towards the tail. Changes in motor weight made at the field could be done without needing to worry about ballast. This move would decrease the moment of inertia in pitch allowing the model to be more responsive in that axis.

For years I flew javelin-launched hand launched gliders. My design that worked best for me was one in which the dihedral was minimal on a high aspect ratio wing coupled with a small vertical stabilizer. Trimmed for a left hand glide, such a glider would have a tendency to open up the glide circle or even fly to the right in the presence of a thermal off to one side. I once had a nocal that acted exactly in that way. With the right sized prop, a smaller vertical, and appropriate dihedral it was stable but sensitive. It drove the control freak in me crazy but the circle to the left was a suggestion during the glide. It was stable with neither dutch roll nor spiral instability but it would wander across the sky in any sort of bouncy air. In calm air it had a nicely defined circle. It flew left, flew right, or flew straight if it had the mind. In one epic flight it flew from one weak thermal to another, joined with a thermaling butterfly, and then flew away to live with the unicorns. I've been in search of such a mythical airplane ever since, so I combined all these features--reduced

dihedral angle, small vertical tail size, small prop---on a P-47 nocal, in hope of recreating that unusual aircraft. Maybe not the easiest to build design but one for which I had templates on hand for laminated outlines. Plus I could directly compare the new approach with the flights of a long-lost predecessor P-47 Nocal (see Max Fax 5/99).

-GS

*(We eagerly await a follow-up report---Ed)*

## LETTERS TO THE EDITOR

April 19, 2017

Dear Dave,

*Enjoyed your article in the 2017-1 issue (Comte AC-4 "Gentleman"). I just noticed something unusual! That pic of "Frau Irgendjeman" on the phone behind a desk, showing what appears to be the rare "Manhattan Project" shoulder patch!! (as near as I can tell!)*

*I was in that (later renamed "Armed Forces Special Weapons Project", or AFSWP) after the war. I was "Final Assembly" of the new and improved "Fat-Man" (mark 6-mod o) and transferred to "Development Division, AFSWP" where I worked on the Hydrogen and other latest top-secret weapons (engineering...not assembly).*



*I am enclosing a Xerox of my "M.E.D." (Manhattan Engineering District) actual shoulder patch. (You'll probably never see one.) I'm*

*87. (Brain tumor, et.al.) I remember the great meets up at Geneseo!!!*

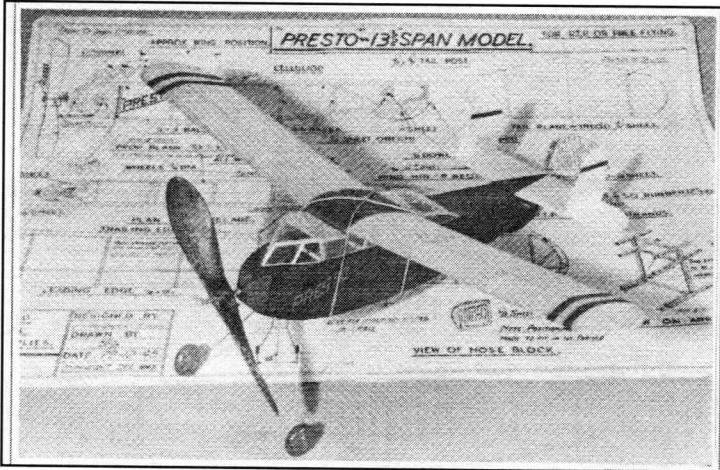
*Fondly,*

*"Dick" Blattenberger (Good friend of Tom Hallman...got him into our "Skyscalers" club!)*



## HEY PRESTO

I fell in love with **Doug McHard's Presto** the instant I came across it in a back issue of *Flying Model Designer & Constructor* (Spring 1996), a Brit publication that I believe is now discontinued. Yeah, it's little bitty thing, but that's part of the fun! According to the article, it had a 20" WS big brother (the Pipso / Hereford), but that model first flew in January 1946 and the design date is not clear, so for the sake of sticking to the rules, I'm focusing on the Presto, which clearly qualifies for FAC 2-Bit+1 or FAC Old Time Rubber Fuselage. OR...bump it up to 18" wingspan for a fun Embryo. I bet this thing flies like STINK! It begs for a carved prop--do the right thing, y'all.



In redrafting the plan, I made a conscious decision NOT to make any additions or modifications other than layout, and cleaning-up of the inevitable asymmetries that creep into printed plans over time. Refer to the photo for stab / rudder placement. -DM



Interstate L6--dimer plans in this issue!



Taylorcraft L2M--dimer plans in this issue!

## CHATTAHOOCHEE CHALLENGE

### Kudzu Crew Meets The Hooch Boys on Their Turf

The Thermal Thumbers of Metro Atlanta / Phantom Squadron #57 called us out for their Chattahoochee Challenge in early June. We met 'em at dawn on a nice sod farm just west of the Chattahoochee River, about an hour WSW of Atlanta. The K-Crew was well represented, led by Wally (Top Gun) Farrell, Jumpin' Jimmy Jordan and Matt (The Grandson) Canady, Kit (Cat) Bays, and Wild Roy Courtney. That Mitchell punk was there too, mostly hanging out with the girls as usual. With dames like Julie Farrell, Diane Courtney, and Judy Bays in the Kudzu corner, who could blame him? The Hootch Boys are actively trying to generate more interest and participation in brass-knuckles scale events, FAC style, with FAC Council member Dohrm Crawford leading the way. So we spent a little time learning some of their guys on FAC Scale judging. We was tough on 'em, I'm not gonna lie. I think they learnt their lesson, but the problem with THAT is that they come back next time knowing more, *capisce*? Still, we was nervous, 'cause we wasn't too familiar with some of these fellas. Yeah, we knew Dohrm, 'cause he mixes it up with the FAC brass, and Gary Morton, but Jim Altenbern? David Barfield, Jim Conery? Wally knew about some of them 'cause he gets around, and he'd crossed up with the Conery guy a long time ago, but... anyway, their reputations preceeded them and all that, but you never know what you're in for until you start rumbling.

In the end, Wally and the Mitchell punk wound up spending most of the time provoking one another, with Wild Roy making feints from the perimeter of the ring. Roy was gettin' pestered both days by a vengeful rubber poltergeist, who kept breaking his motors at mid-length. Maybe that sleeze Dorkus was around? Never liked him. By the time Roy got it sorted out the damage was mostly done to his prospects, but not before he landed a solid punch-out in GHQ Peanut with his nifty Nesmith Cougar. Mitchell puled a Hoffa and parked his Consolidated Fleetster in the river during an ill-advised attempt to wrestle Simplified Scale away from Wally. That'll teach him...NOT! Likewise, his NoCal SBC-3 flew the coop on an epic 10-minute OOS. Musta been scared of the competition HA! Wally's Hellcat decided it'd had enough fighting and holed up in a tree after winning the WWII mass launch, with Wild Roy in hot pursuit with his Hein. Wally kept swinging though and took WWI with his Tom Nallen II-designed Dorand. Tough guy, that Nallen. Mitchell's "Pete" finally stood on its own two feet and won Combined Racers by knocking Wally's CR2's legs out. Wait, CR2 ain't GOT no legs! HAAAW!! Meanwhile, Jumpin' Jimmy Jordan was dominating the non-scale events, with three Kanones in Embryo, P-30 and the Blue Ridge Special. Watch that guy, I'm tellin' you. A couple of storm fronts raced through both days; the one on Saturday was a bluff, but Sunday was the real thing, and sent everybody packing in mid-punch.

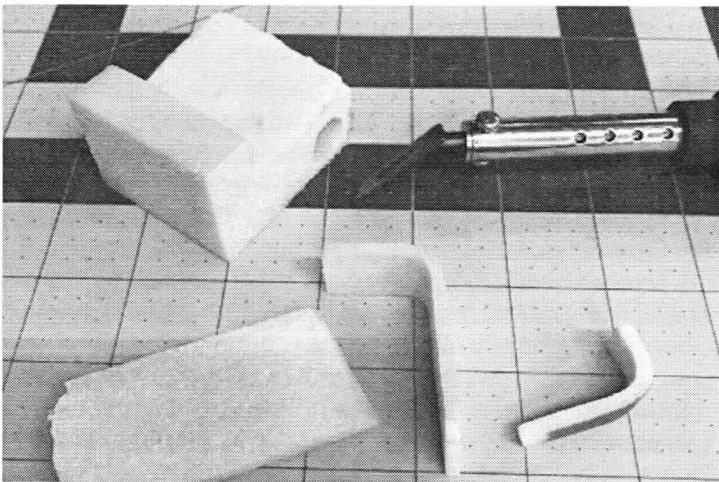
This is a solid gig, and oughta be on everybody's contest calendar! TTOMA / Phantom Squadron host multiple events during the year, both indoors and out. Check out their website at [www.thermalthumbers.com](http://www.thermalthumbers.com) and swing by if you're in the Atlanta area...tell 'em O. Leo Strutt sent you.

## MR. EASYBUILT WHEELS AND DEALS

*Dave Niedzielsky, aka Mr. Easybuilt Models, is more than just the husband of the exceptionally intelligent, hardworking, personable and attractive Ann Niedzielsky (to whom surely all credit for the company's success must accrue); he is also a pretty good modeler. Here he shares some of the notes he took while fashioning the landing gear on his big Easybuilt PT19. -Ed*

I started out just trying to have a spring LG to minimize damage. Instead I ended up with a more detailed fixed gear, and worked on improving the knock off wing characteristics to control damage instead.

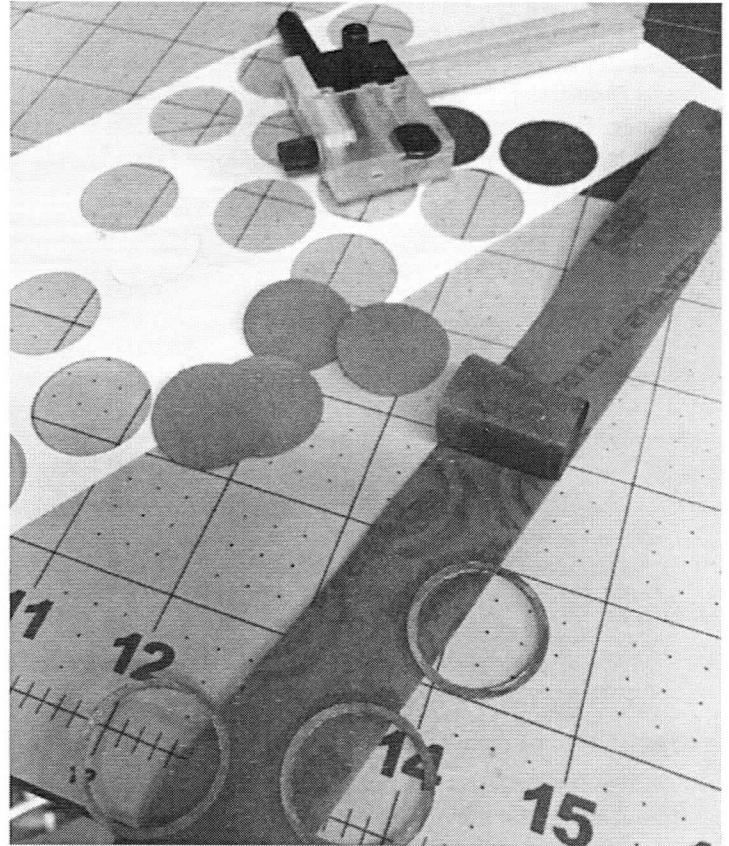
First was shaping some pink foam for the formed parts of the LG. The top piece was a simple block sanded to shape. The lower piece is a curved arm that would break easily if cut from balsa. I tried laminating the foam but wasn't happy with the glue joint. Also tried a foam/paper composite...eh. Did you know that pink foam has a direction of strength to it? I found when I sliced off some 1/8" slabs of foam from 1.5" thick stock it was way more flexible-flimsy if cut from one axis vs the other. I can't say how this is orientation wise relative to the mother sheet as I only had a cutoff but it is important to know. So I went with the stronger/stiffer 1/8" thick slab. I used the silver section of my trim iron to gently work a bend into the 1/2" wide strips of foam. I then used a pattern to cut out my part and sanded it to shape.



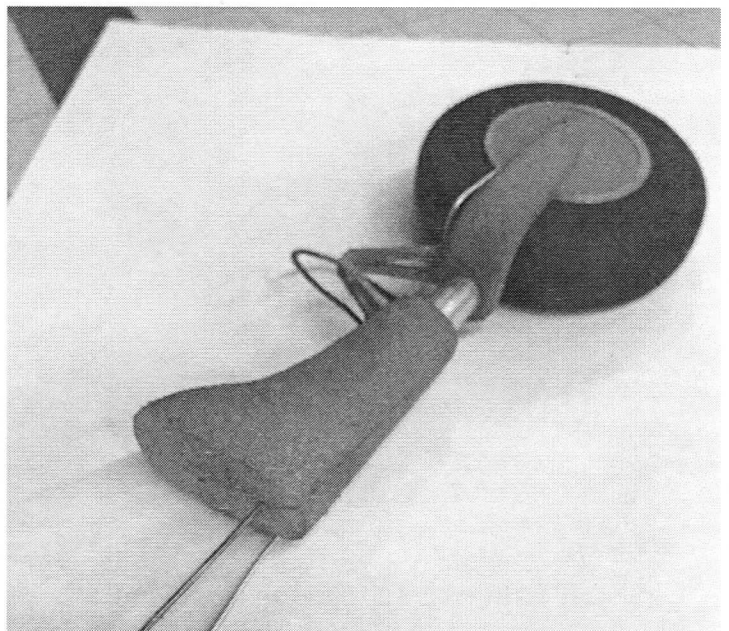
Once the foam parts were sanded and painted I shaped 1/32" music wire main strut / axles that slipped through holes I had pre-drilled in the foam parts before bending. The curved lower arms had enough flex and clearance to get into position as needed, so no sandwiching of the foam was required.

Next were the hubcaps. I started out with cardstock and airbrushed the color on them, but the results were disappointing. Then I remembered Dave Mitchell's article a while back about using 90# lightweight watercolor for formed parts. No wrinkles here. I had to paint my tissue in advance to see how big a difference there was in color values. I went with a blue approximately two shades deeper for painting the foam and paper bits and it looks close to the tissue that will be applied to the fuselage. The silver hub

rings were brush painted with a metallic paint. You kind of have to get all the sub-assemblies ready before you start gluing these up. I glued the silver rings onto the blue discs now while it was easy to center them up. Blue painter's tape reversed and thumbtacked to a box allowed painting these without having to fumble around holding them.



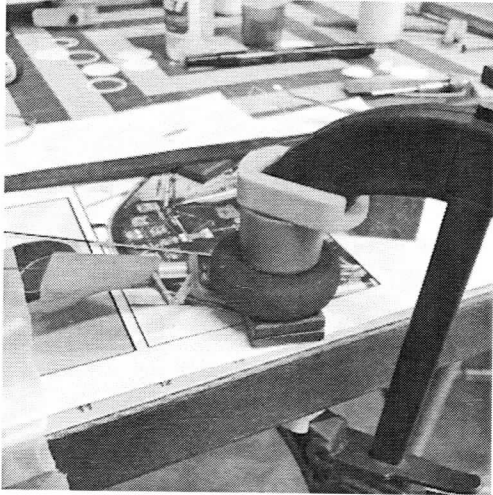
The aluminum tube LG strut just slip fits into the upper shaped foam block which goes back to when I was playing with the idea of a tube within a tube strut. So it is just a friction fit but glued at the base. I could have used some foam friendly instant glue at this stage. The hinged yoke is just hard balsa hinged with Tyvek. I suspect I'll have to secure this joint with glue for durability. For now the music wire, once attached to the wing, will keep it all together.





**(Mr. Easybuilt-Cont. from pg. 16)**

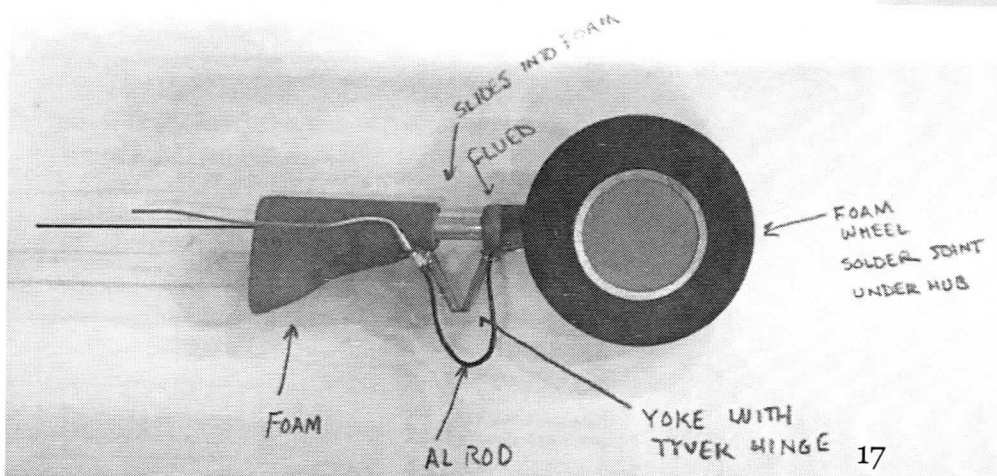
The foam wheels are turned per Tom Hallman's method (*foam discs glued onto a dowel, chucked in a dremel and then shaped-see Enrique Maltz's article this issue--Ed.*). I find it easiest to use a small square of fine garnet paper to shape the wheel. I can avoid clumsy too-much-pressure moments by only allowing a bow in the paper or a free corner of the sheet to contact the foam. Minimizes any gross movement on my part to apply pressure or change angles.



The back hub cap was glued on to the wheel using the center hole for simple alignment. The hardwood 3/16" center dowel in the wheel had to be recessed so out came the diamond bits and the Dremel. Get yourself a box of these bits, about \$20 for a good variety and well

worth it (*such bits are widely available online at retailers such as Harbor Freight, Woodcraft, Rockler, etc. -Ed*). After a washer and drop of solder on the axle, the outside hub cap was centered over the wheel and glued in place per Dave Rees. Above is a picture of holding the outer hub disc in position while the glue dries. Not a lot of pressure, just evenly applied. I had to use magnets underneath to avoid crushing the foam parts. On top is a plastic tube that just applied pressure around the perimeter of the disc. This watercolor paper is fantastic, no wrinkles from the glue.

I wish I had sequence of pictures for the next part as these looked so neat. I started out with two straight pieces of 1/32 diam Al rod. I painted up some narrow strip of Tyvek to make the attachment tabs for the brake lines to the LG, also made some 1/16"OD tube pieces for the fittings at the connection points of the aluminum and rubber brake lines. So like beading I just slipped these on and positioned using some fishing line to take my measurement for where to glue



these allowing for all the bends. Once glued I painted the "black rubber" portion of the brake lines with some vintage Testors enamel and let dry. Far easier than after attaching...

The absolute most difficult part of assembly was shaping and gluing the brake line into position. Those tabs had to be aligned with the slots cut into the foam to slip into place. The tabs were cut from that narrow piece of painted Tyvek. I cut a point on one end and used an awl to push a hole where the brake line would pass. These were slid into place earlier and glued up. Now you have to rotate them back into alignment as you also put the curves in the line. And no instant glue. I'd get one half all lined up to glue and notice the other end had popped out and no longer matched the slot position. Eventually you get there. I did buy 30# test monofilament as my original plan but didn't want to fuss with having to learn how to shape this and get the subtle bends of the original. Maybe next time.

How much do they weigh? Almost half a Corona, just under 5 grams but I've still got to snip off the excess music wire, the heaviest material used in the build. Materials used - Americana paints, pink foam, Canson 90# cold watercolor (\$3/10 shts), KS Aluminum tube and rod, Tyvek from an old envelope, UHU liquid glue, Testors black enamel, music wire.

I really had fun the more I assembled this. At this point I almost feel I've built the plane and can move on to another! Thank heavens it has a simple tailwheel design...thanks again for all the folks with their pointers that made this possible. Y'all are truly inspiring.

-DN



## MIKE'S PROPS

Mike Moskow drafted a description of his method for carving balsa props for his impressive SAM competition models, as well as his large rubber scale old-timers. He combines a number of earlier prop ideas into a useful and well-tested approach. Results have been noteworthy. I have redrawn the illustrations and done some minor editing to his draft, so any errors you may find are probably mine. --Don Srull

Much has been said about creating a carved balsa propeller. This writing will enable the reader to carve a prop to his own specifications. The carver chooses the diameter, pitch and maximum blade width (chord).

The accompanying charts give block size, carving layout for the block, and lastly, a simple Larabee-type blade shape for final finishing. We will use an example prop of 10" diameter with a 13" pitch (a P/D of 1.3), and a maximum blade width of 12.5% of diameter, or 1.25" (max blade width is usually from 10 to 15% of diameter).

Figure 1 shows what the prop block dimensions should be. Our example P/D of 1.3 gives a blade factor width of .89 and a blade factor height of .62.

**Figure 1 Block Size Factors**

P/D	W	H	Tip Thickness	80% H
1.2	.91	.58	.34	.43
1.3	.89	.62	.36	.46
1.4	.88	.65	.38	.49
1.5	.86	.68	.41	.51

Multiply these factors by Cmax (max blade chord) to get block H, W, tip thickness, and height at 80% radius.

Multiply the maximum chord of 1.25" by these factors to produce a block of about 1 1/8" wide by 3/4" high. Factors for tip thickness, and block height at the 80% radius point are also given.

Referring to Figures 2 and 3, at a radius R of 2.07" the block must be square, which determines its pitch. Also, the block thickness at the tip is .36 x

**FIGURE 2. Distance from center, R, where block is square VS helical pitch**

Pitch	R	Pitch	R
10	1.59	20	3.18
12	1.91	22	3.50
13	2.07	24	3.82
14	2.23	26	4.14
16	2.55	28	4.46
18	2.86	30	4.77

1.25", or about 7/16", and at the 80% radius, block height is 9/16". Draw carving lines through these points as shown, using a fine tip Sharpie pen. Note the slight concave shape of the top of the outer tip; this helps maintain helical pitch at the tip. Keep the bottom of the block flat.

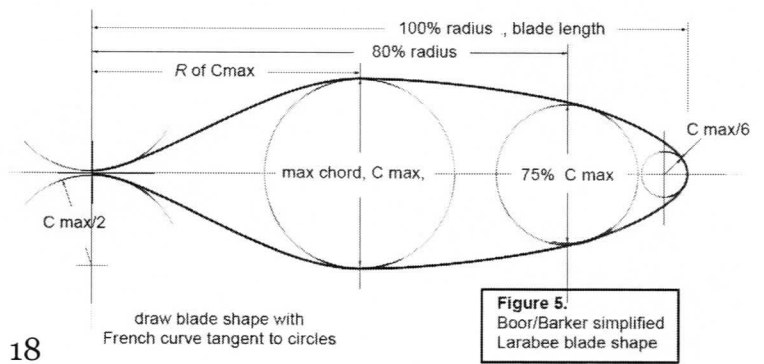
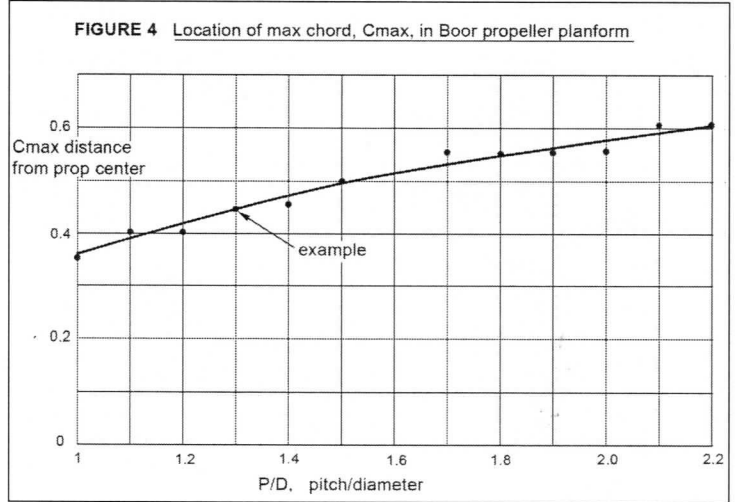
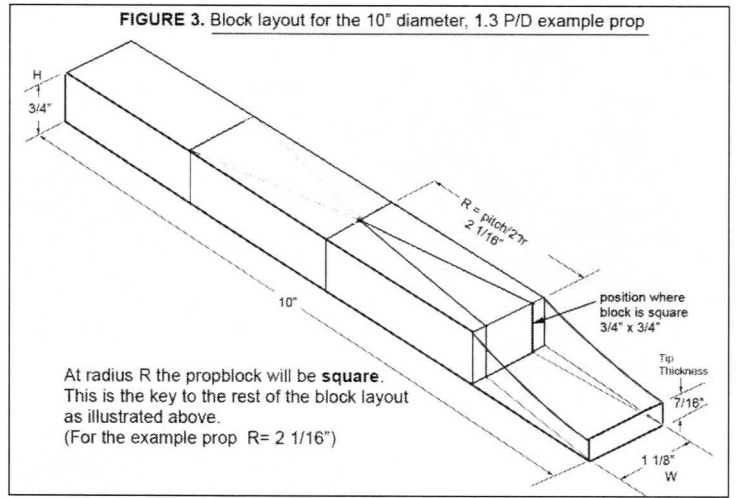
After carving the block, it is time to shape the blades. We are using a simplified Larabee blade shape, which is quite accurate and simple to plot (this method was developed by Reg Boor and John Barker in the 1990s). Figure 4 shows the location of the maximum chord width of the blade as a function of P/D. For our example, this occurs at about 45% of the blade radius, or 2.5". At 80% of blade radius the chord

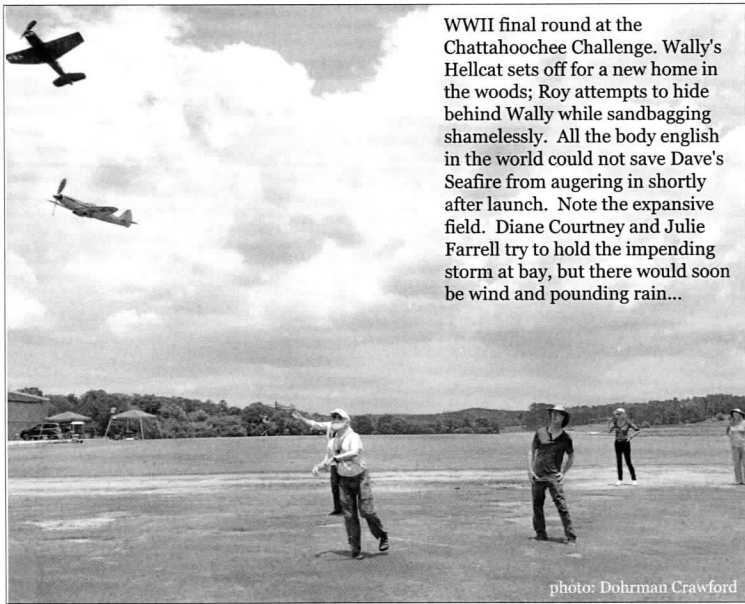
will be about .75 of our maximum chord, or about .75 x 1.25" = 15/16". Using these points, lay out the blade shape as shown in Figure 5. Connect the points with a French curve.

Shape the blade to the drawn pattern. Sand in an airfoil, leaving the bottom of blade flat. Finish the center section to suit nose of aircraft.

Lastly, Don Srull and I were test flying the fall of 2016. His planes were going higher on a 1.5 P/D than mine with a 1.3 P/D. I changed mine, and added a simple Larabee-type blade shape. Then on to the SAM Champs. My results were particularly good and I recommend these changes.

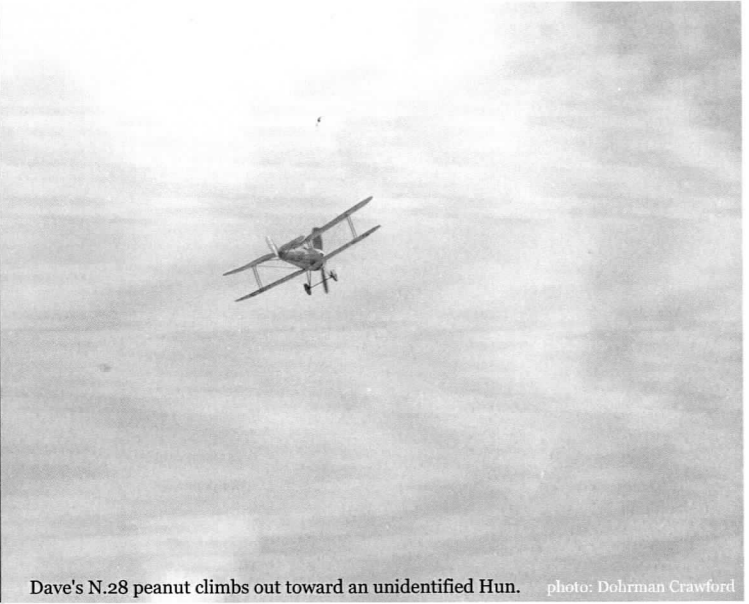
Mike Moskow 3/2018





WWII final round at the Chattahoochee Challenge. Wally's Hellcat sets off for a new home in the woods; Roy attempts to hide behind Wally while sandbagging shamelessly. All the body english in the world could not save Dave's Seafire from augering in shortly after launch. Note the expansive field. Diane Courtney and Julie Farrell try to hold the impending storm at bay, but there would soon be wind and pounding rain...

photo: Dohrman Crawford

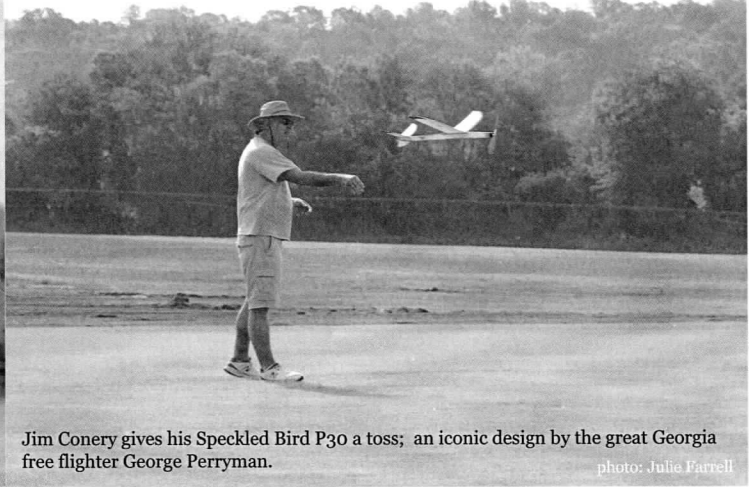


Dave's N.28 peanut climbs out toward an unidentified Hun. photo: Dohrman Crawford

Dave and Wally looking for thermals



photo: David Barfield



Jim Conery gives his Speckled Bird P30 a toss; an iconic design by the great Georgia free flyer George Perryman. photo: Julie Farrell

Dohrman Crawford lets fly with his FAC Scale Taylorcraft O-57.



photo: Julie Farrell

Gary Morton having a conversation with his Skokie; Mr. Russell awaits a sign from Hung.



photo: Julie Farrell

# MaxFax 2018-2



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- Wheeling About**
- Interstate L6 Dimer**
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- P-47 No Cal**
- Presto 2-bit+1 / OTRF**



2\*1\*\*\*\*\*ALL FOR ADC 207  
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## UPCOMING EVENTS

JULY 18-21 2018 FAC NATS

Geneseo, NY

SEPT. 27-28 2018 OUTDOOR CHAMPS

Muncie, IN

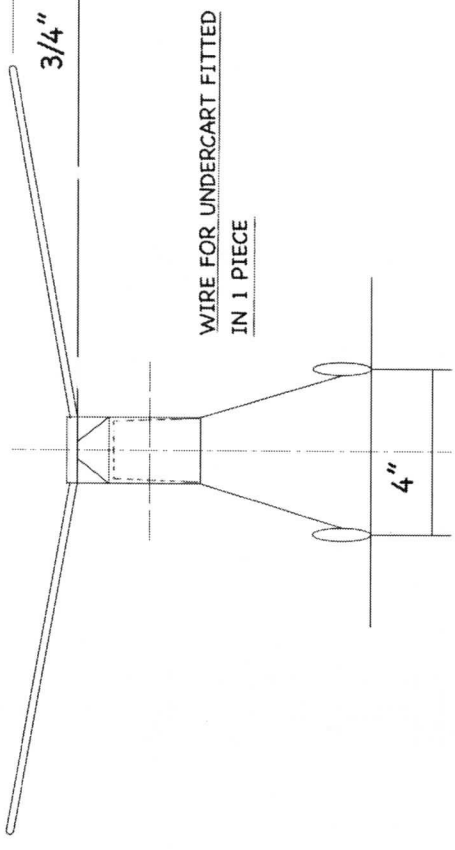
SEPT. 29-30 2018 TED DOCK CONTEST

Munice, IN

See [www.dcmmaxecuter.org](http://www.dcmmaxecuter.org) and  
[www.flyingacesclub.com](http://www.flyingacesclub.com) for more contest  
information

Nancy Harkness Love, driving force in 1942 behind the formation of the Women's Auxilliary Ferrying Squadron (WAFS). The WAFS was later merged with the Women's Flying Training Detachment (WFTD) to form the Women Airforce Service Pilots (WASP). Love served as commander for all WASP ferrying operations, gaining along the way certification in 19 military aircraft including the C-54, the B-25, the B-17 and the P-51. Denied formal adoption into the USAAF, the WASPs were disbanded in 1944 without benefits. They were not accorded full military veterans' recognition until 1977, three years after Love's death.





WIRE FOR UNDERCART FITTED IN 1 PIECE

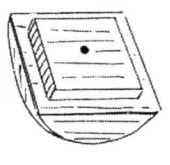
4"

ALL WIRE TO BE 20 GAUGE

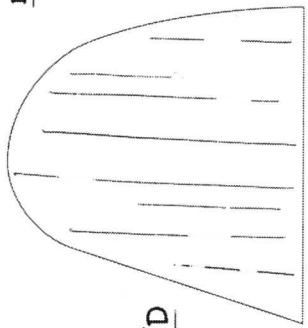
POWER: 8 STRANDS 1/16" SQ. RUBBER 12" LONG PRE-WOUND

FOR R.T.P. FLYING 6 STRANDS

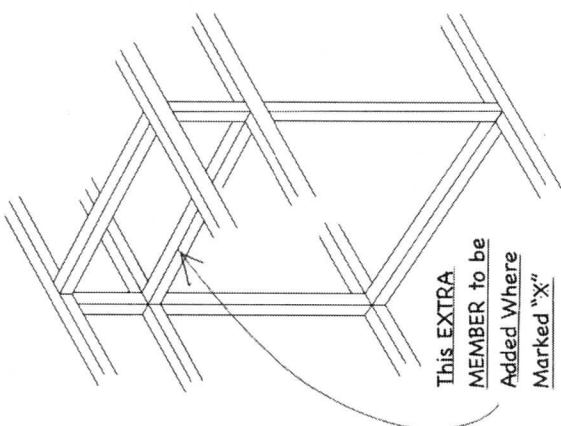
VIEW OF NOSE BLOCK  
1/8" Sheet Cemented On



NOTE: Positioning Lug To be Made to Fit in 1st Former



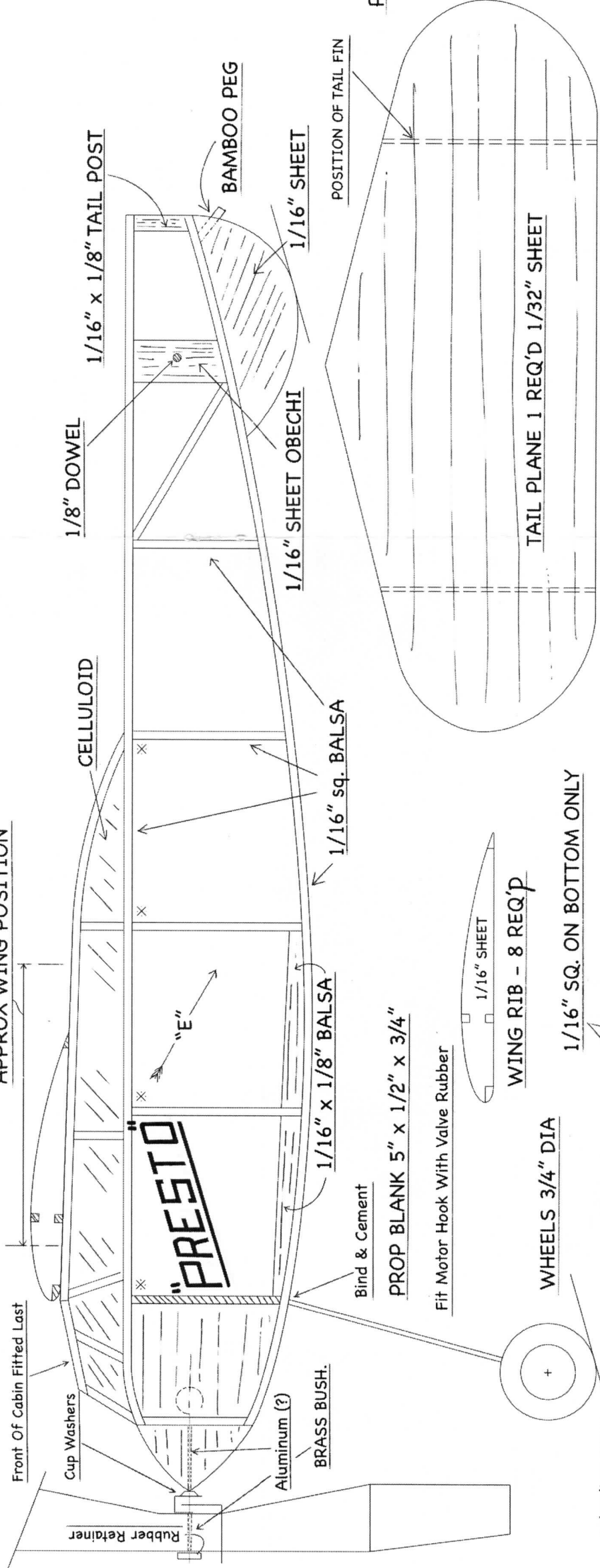
TAIL FIN - 2 REQ'D  
1/32" SHEET



This EXTRA MEMBER to be Added Where Marked "X"

VIEW ON ARROW "E"

APPROX WING POSITION



1/16" x 1/8" TAIL POST

BAMBOO PEG

1/16" SHEET

POSITION OF TAIL FIN

1/8" DOWEL

1/16" SHEET OBECHI

TAIL PLANE 1 REQ'D 1/32" SHEET

CELLULOID

1/16" sq. Balsa

1/16" SQ. ON BOTTOM ONLY

1/16" x 1/8" Balsa

WING RIB - 8 REQ'D

WHEELS 3/4" DIA

Bind & Cement

PROP BLANK 5" x 1/2" x 3/4"

Fit Motor Hook With Valve Rubber

1/16" SHEET

Front Of Cabin Fitted Last

Cup Washers

**"PRESTO"**

Aluminum (?)

BRASS BUSH.

Rubber Retainer

PLAN OF FUSELAGE

TRAILING EDGE 1/16" x 1/8"

1/16" SQ. TOP & BOTTOM

1/32" SHEET

CRACK FOR DIHEDRAL

1/16" GUSSETS

Add Centre Part of TOP MAIN SPAR when Dihedral is Formed

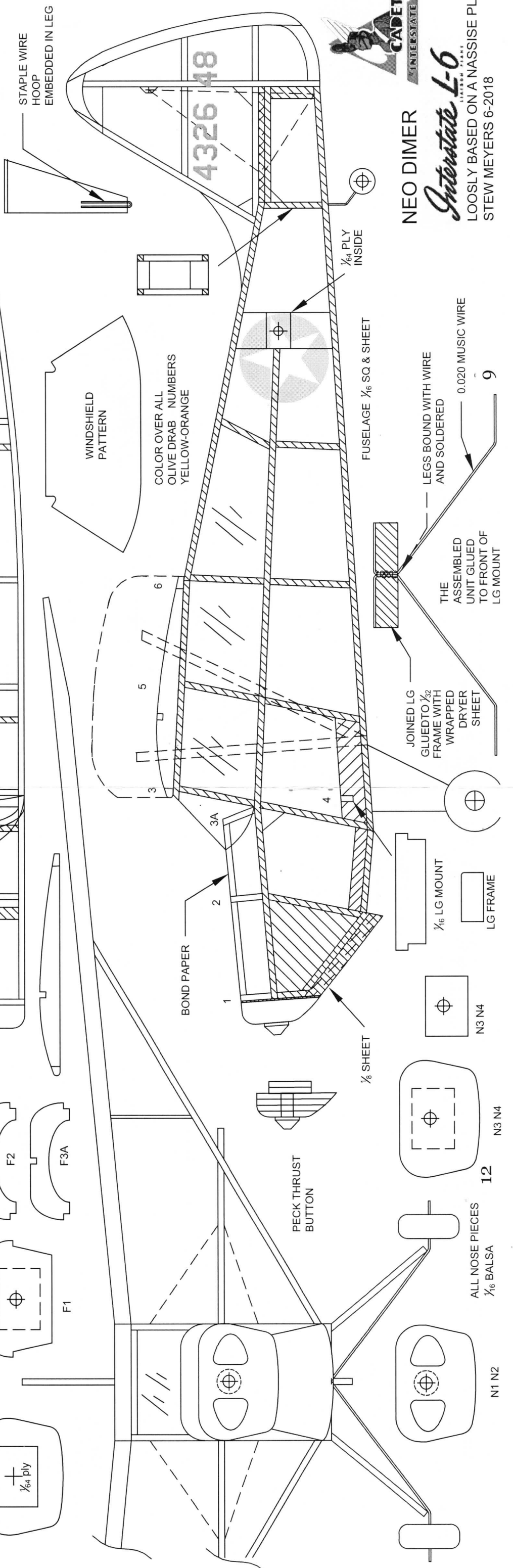
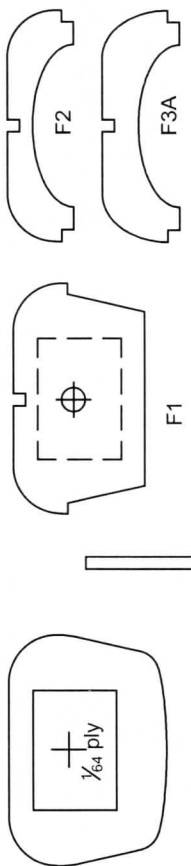
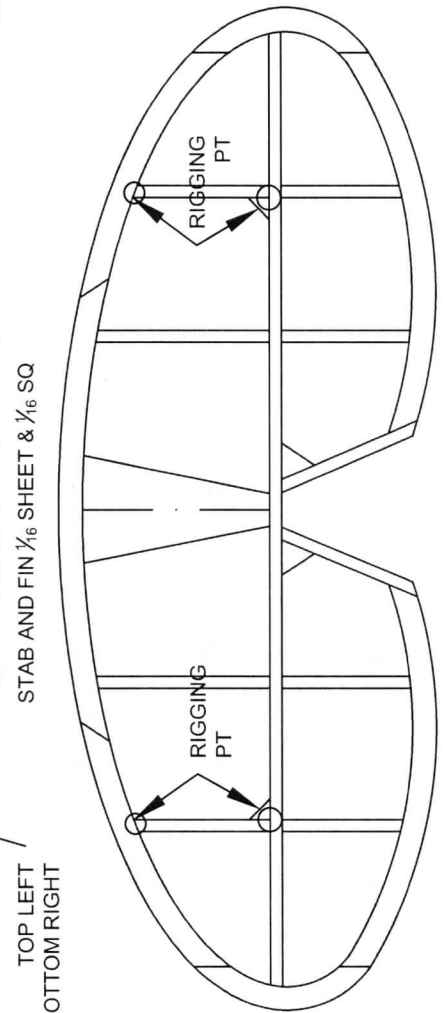
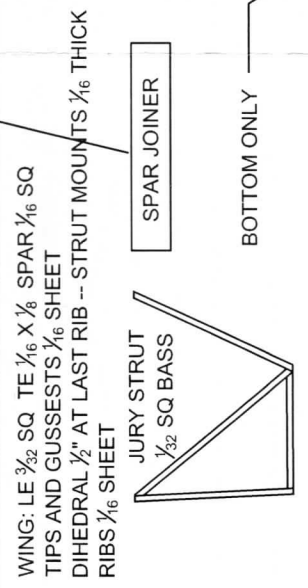
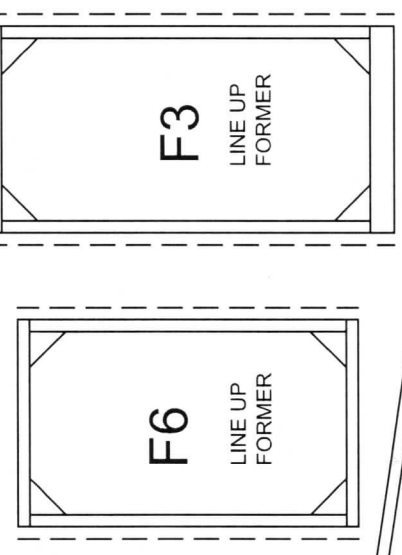
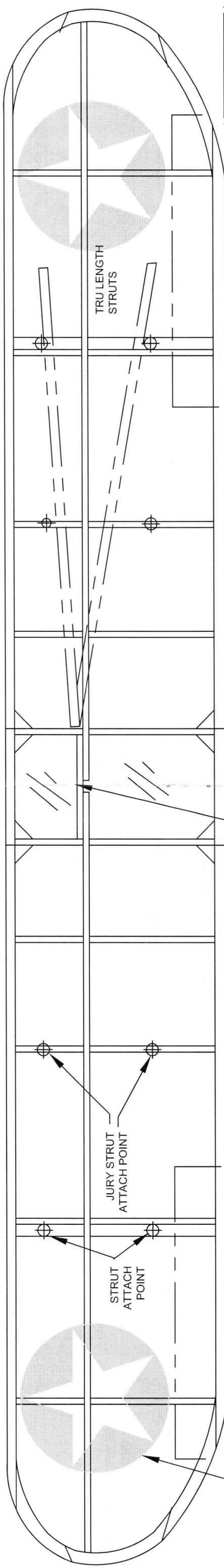
LEADING EDGE 1/16" x 1/8"

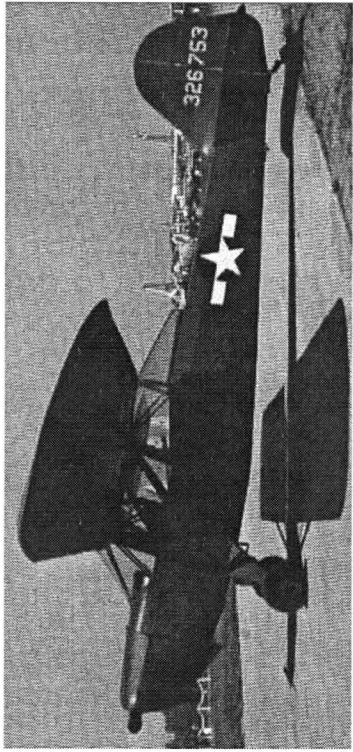
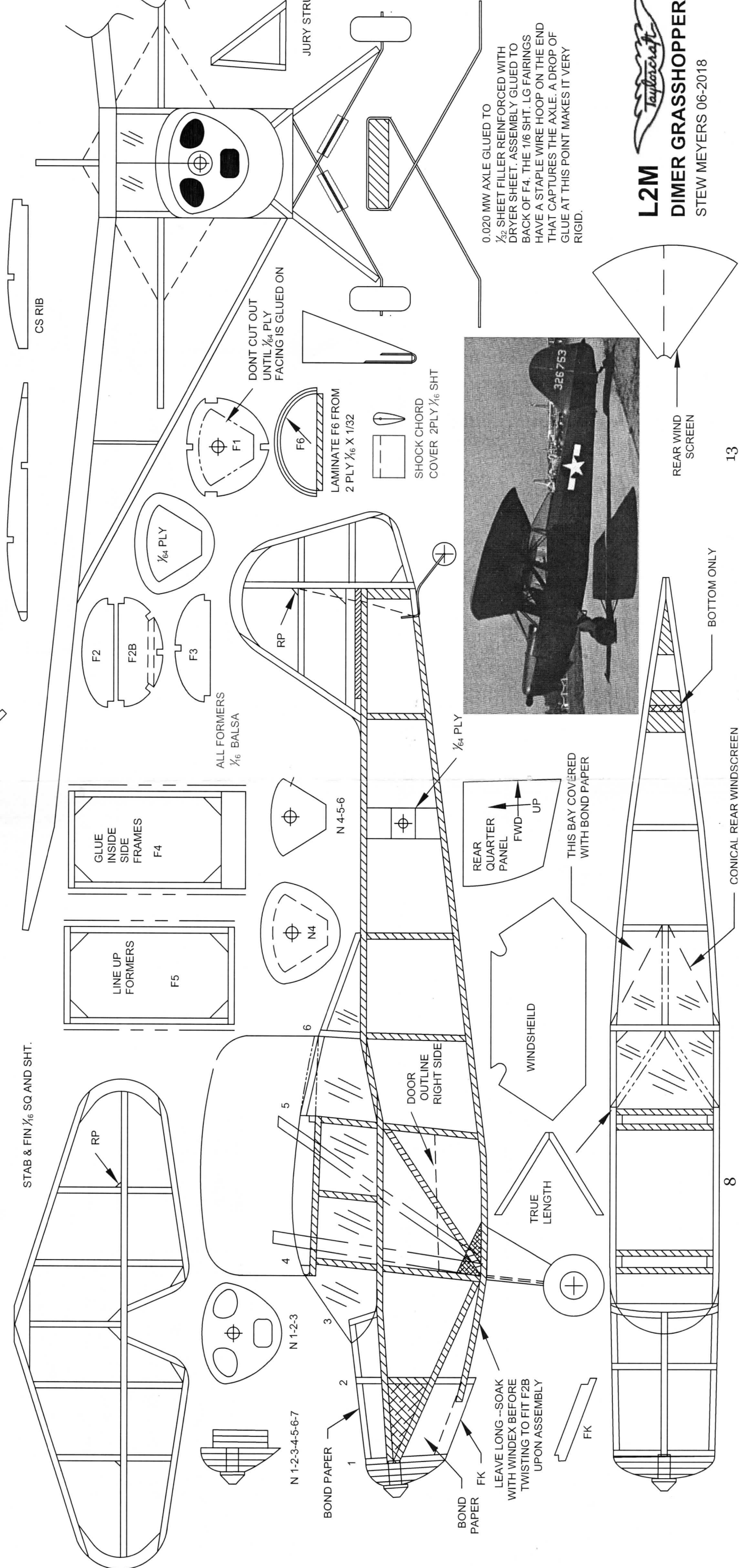
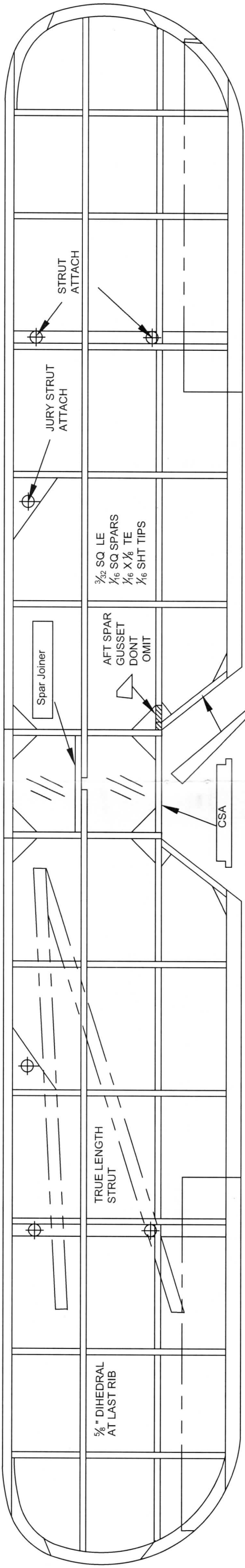
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LAYOUT AND REDRAFT BY:  
*D.E. Mitchell 2018*  
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SHEFFIELD  
MODEL  
SUPPLIES.

# "PRESTO" - 13-1/2" SPAN MODEL

FOR R.T.P. OR FREE FLYING

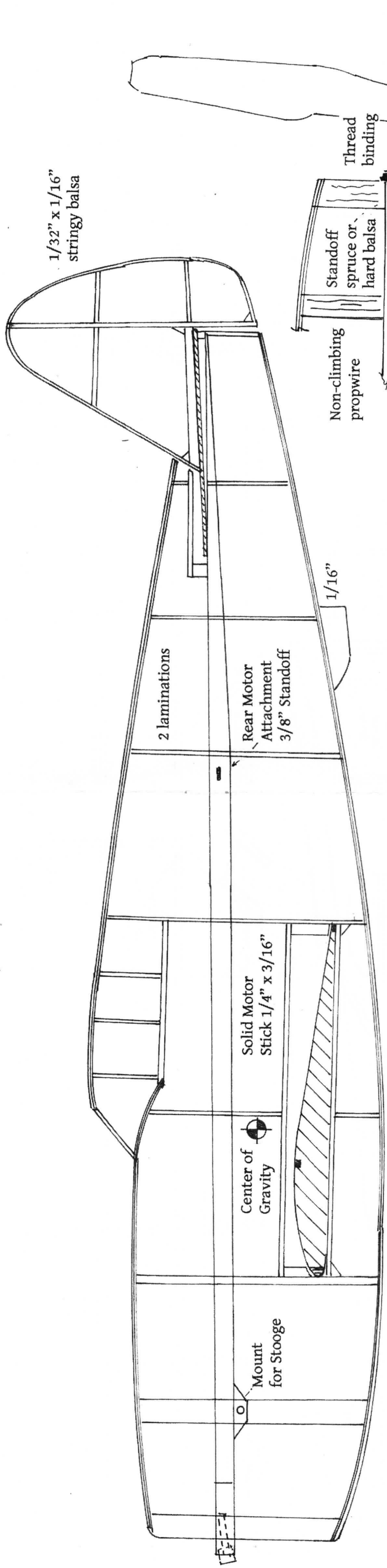




0.020 MW AXLE GLUED TO  $\frac{1}{32}$  SHEET FILLER REINFORCED WITH DRYER SHEET. ASSEMBLY GLUED TO BACK OF F4. THE  $\frac{1}{16}$  SHT. LG FAIRINGS HAVE A STAPLE WIRE HOOP ON THE END THAT CAPTURES THE AXLE. A DROP OF GLUE AT THIS POINT MAKES IT VERY RIGID.

**L2M**  
**DIMMER GRASSHOPPER**  
 STEW MEYERS 06-2018





**P-47 Thunderbolt**  
 Wild Weather NoCal  
 Glen Simperts 7-2017

