

MAX FAX

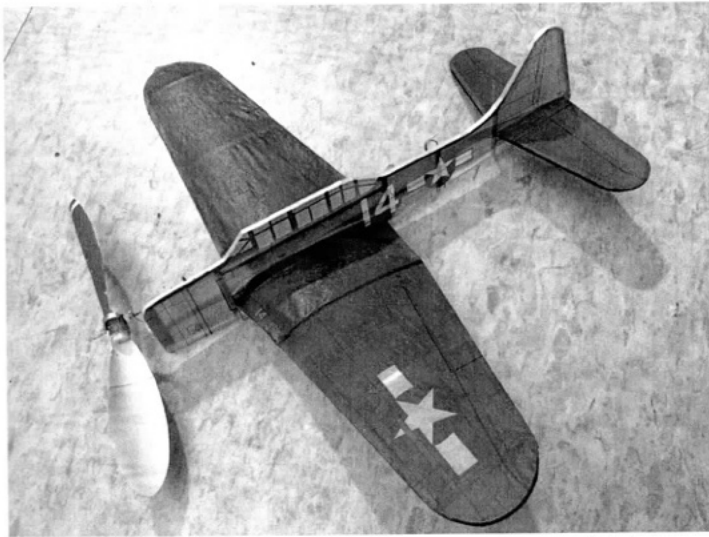
The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2020-1



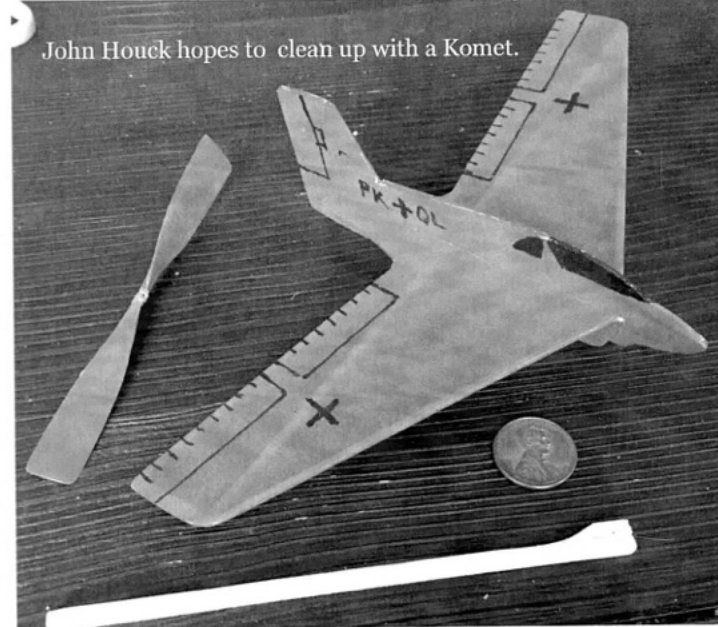
WWII 1/2 NO-CAL PHOTOS



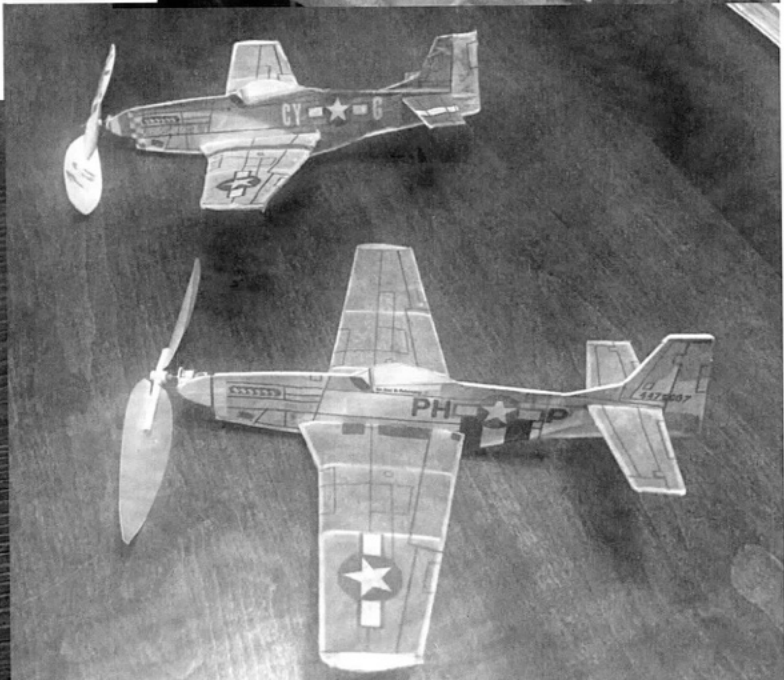
Octavian Aldea's Dauntless. Note the paper prop--see this issue for more details. Similar to Pete Kaiteris, Octavian reports having to increase the rudder size; he also has had to resort to using upthrust (!) to get his to circle. The rules say a loop of 1/16" must be used, but field reports are that this massively overpowers these little birds.....

In perhaps the clearest sign yet that these may be the end days, Vance Gilbert is building a WWII airplane (right). But will he power up the outboards?

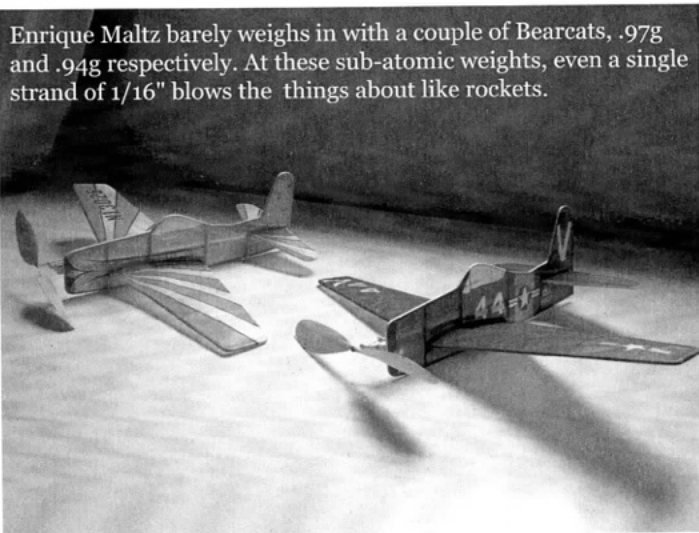
Stay tuned...



John Houck hopes to clean up with a Komet.

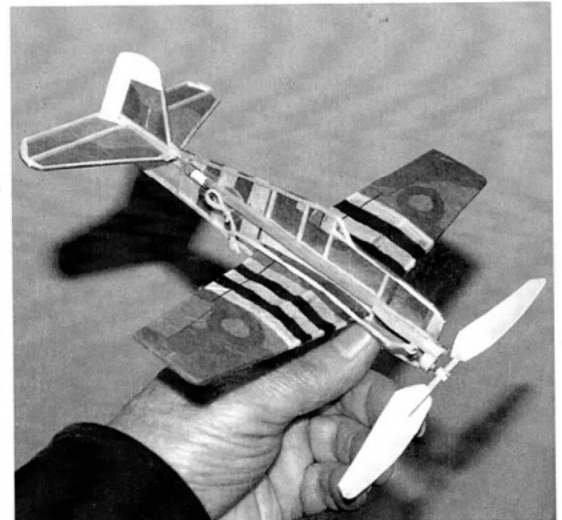


Mark and Owen Houck present a pretty pair of pugnacious P-51s.



Enrique Maltz barely weighs in with a couple of Bearcats, .97g and .94g respectively. At these sub-atomic weights, even a single strand of 1/16" blows the things about like rockets.

Pete Kaiteris' Hellcat (right) after a sustained campaign in his West Hempstead living room. Note the enlarged rudder, inverted stab, and single strand of 1/16" rubber. Not obvious are the extreme right thrust and left wing washout required to get the thing to "fly" (4 secs) in a tight circle.



MAXFAX 2020-1

Well my friends, what a difference a few months makes. Last issue we were happily going about our lives. This issue---not so much. It's true that, as usual, I was already pushing the publication date of this rag to an unreasonable degree, but with the Corona virus business going on worldwide as I write this, it's anybody's guess when this newsletter will reach you all. Apologies. I sincerely hope you and your families are well, and riding out the storm.

Since I'm so behind, but suddenly have a lot of time at home, I've decided to try and put out two issues at once. With any luck, you will receive this AND the next issue (2020-2) around the same time. That's the plan, anyway..

It seems likely that most, if not all, of the season's flying events will be cancelled. As of this writing, the 2020 FAC Nats are cancelled. The spring Kudzu meet in Raeford is cancelled. Etc. We'll all have to adjust our perspectives for the time being, with an eye to when the cloud lifts, and we can see our way to whatever the new normal is.

The change in perspective provides an opportunity to refocus. Shall we get small? In response to the necessity of spending more time indoors, at home, **George Bredehoft** and **Archie Adamisin** cooked up an event for everyone to try their hand at. It's--wait for it--**1/2 NoCal**. We'll give you a taste with some photos, with more to follow if it catches fire. There's been a flurry of activity, attempts at flying, tethers employed, wild speculation, rule-bending, calls for resignations, wailing, tearing of hair, gnashing of teeth, etc...fun! Wholesome distraction.

One thing that hasn't changed, unfortunately, is the relentless march of time. We've recently lost three more precious modeling friends, and we'll devote the majority of this issue to them: **Steve Griebing**, "**Uncle Bill**" **Warner**, and **Bob McLellon**. I'll let their own plans do most of the talking, with some input from a few of the folks that knew them best.

-Dm

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

Dave Mitchell, Editor

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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 year for residents of the USA, Canada, and Mexico, and \$35 for all other countries.

Dues should be addressed to:

Stew Meyers

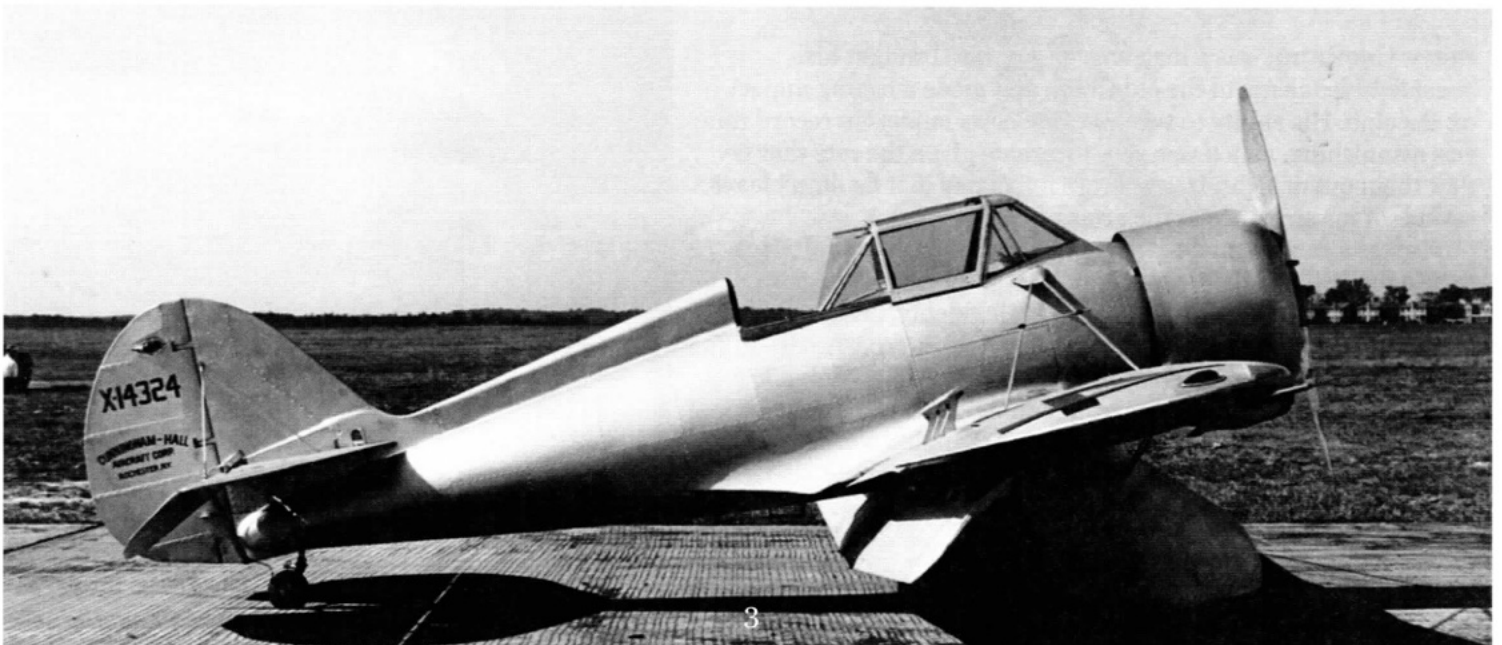
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Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.



Bob McLellon was a modeler's modeler. He really liked going to contests and competing but was not the least bit concerned about winning. He simply enjoyed the fun of flying with other modelers, their company and the modeling atmosphere. He always had a neat story about something that happened when he was flying in the service. He and his wife **Jane** regularly attended many contests. I don't think I ever saw a time when she wasn't with him. She stayed as busy as he did timing for whoever needed a timer.

Jane's stroke left her quite debilitated for the last couple of years of her life. Bob was her stay at home care giver and was totally devoted to her. He didn't have time for modeling, I don't know if he even thought about it. When Jane passed away three years ago Bob was totally worn out and really lost without her. He had lost interest in model building and took to reading.

I touched base with him about every three weeks and he always answered the phone in two-three rings. I knew he was sitting in a chair reading. I kept trying to lure him into building again because every time Mike Nassise would draw up a new plan I would copy it and email it to him. He enjoyed looking at them. That's when I realized he wasn't familiar with Outerzone. I turned him on to it and you'd have thought he was a kid with a new toy. Every time I called him he told me he had found another plan he built as a youngster.

Bob, and Jane, will be missed by all who knew them. They were good people. I'm glad I knew him and I'm proud that he was my friend.

-Claude Powell



Steve Greibling was a high energy guy who brought his considerable talents to the old CFFS, and made a lasting impact on the club. His ability to turn out first class models in record time was astonishing, which was very fortunate given the rate that he flew them out of sight. It was a rare flying day that he didn't leave several of his airplanes in the arms of Hung.

He was a superb model designer as well. His beautiful plans were a mainstay of the Crosswinds newsletter for many years. They were noteworthy for both their scale fidelity, and flight potential. He also had a knack for innovative approaches to model construction, and creating useful gizmos. His "Griebing Guy" freewheeler was a clever front end device that allowed for quick prop changes, and his homemade DT timers worked better than most of the commercially available units. It should also be noted that Steve took a turn as President of the CFFS club.

-Rich Weber





Having known **Bill Warner** for nearly a half-century, we feel privileged for his friendship.

Quite apart from his model designing Bill was a musician, poet, retired school-teacher, and inspiration to many students who advanced in various fields of model and full-size aeronautical careers.

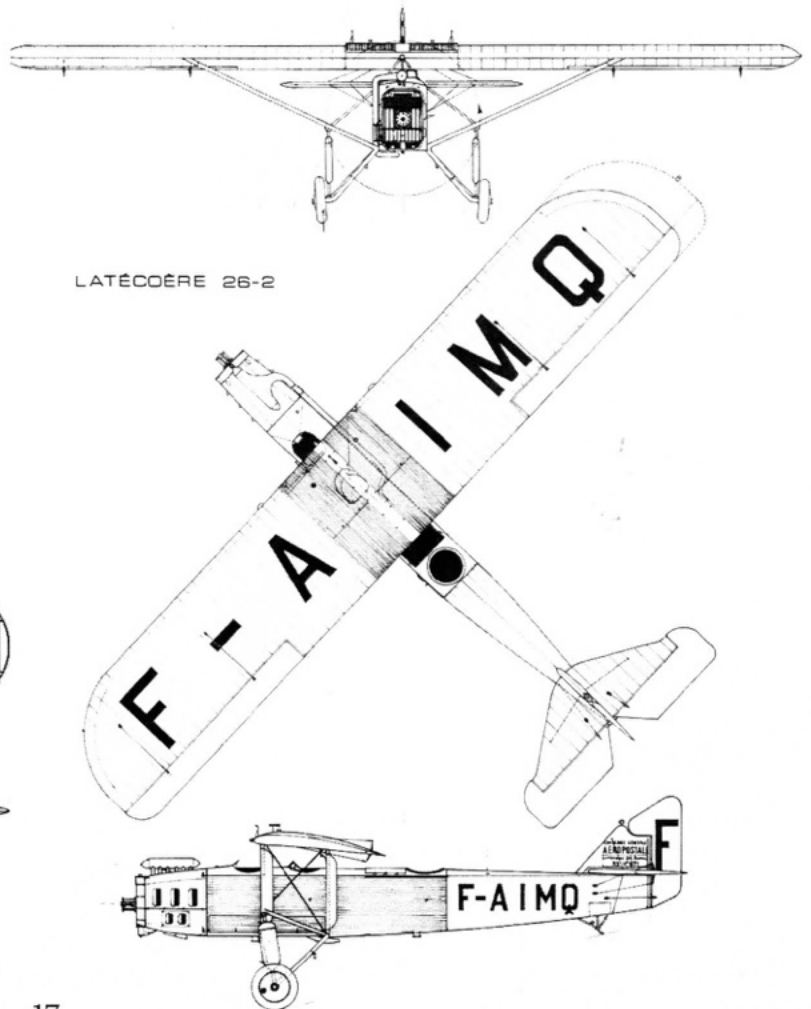
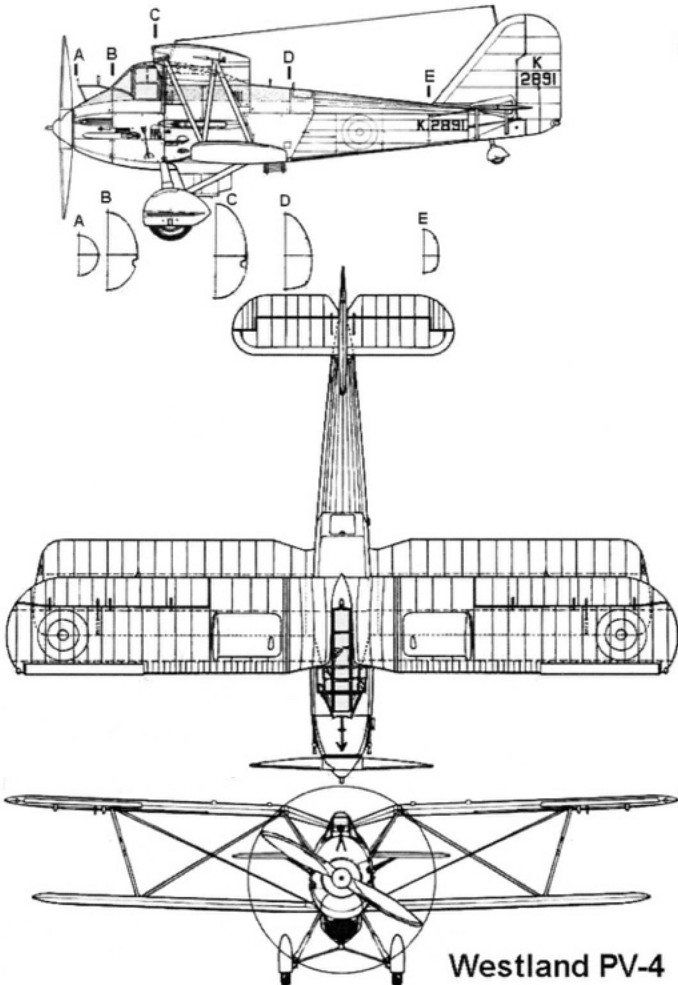
Bill wrote the Free Flight scale bi-monthly column in Model Aviation magazine for 20 years from 1976 to 1996. He also wrote a 14-part series for Model Builder magazine on getting started in modeling called, "Hey, Kid! Ya' Wanna Build a Model Airplane?" Later it was published by TAB Books in a three-book set. Although Bill tirelessly promoted our hobby, especially to beginners, he modestly felt that his efforts had been more than amply repaid, saying: "The more one 'gives' to modeling, the more one gets out of it."

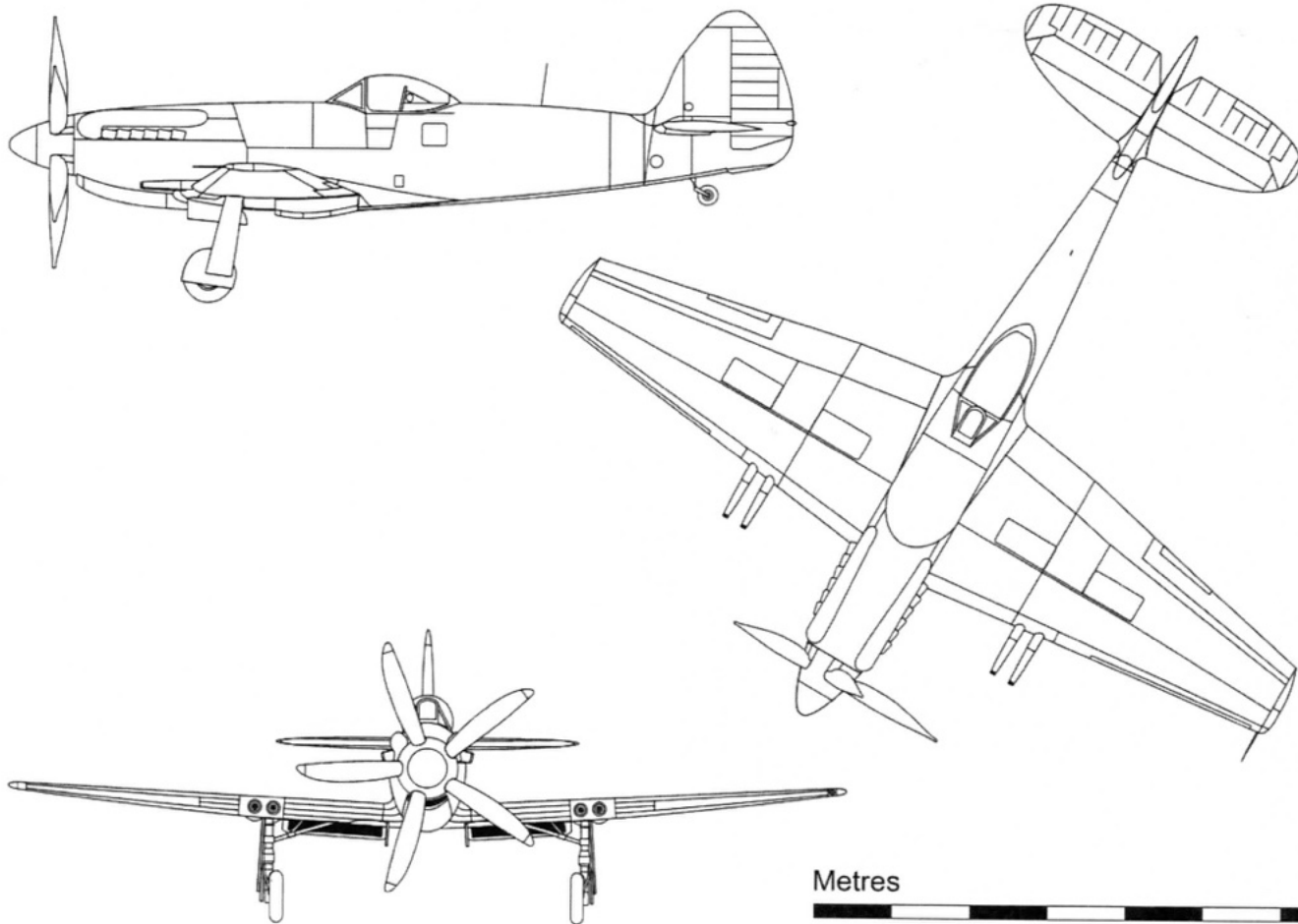
Then there were his sideline interests, including collecting and restoring toys, creating unique musical instruments from unlikely components. For example, stringed units played like guitars, but incorporating cigar-boxes for sound boxes. Although some were simple, others were quite sophisticated, employing built-in amplifiers and speakers.

Bill and his wife Jeanie were especially fond of animals, particularly small dogs. Both Warners somehow found time for artwork, even sponsoring incentive prizes, which were themselves often artistic.

I hope this may provide at least a taste of Bill's interests and talents, which could have deserved a book...

--Bill and Joan Hannan

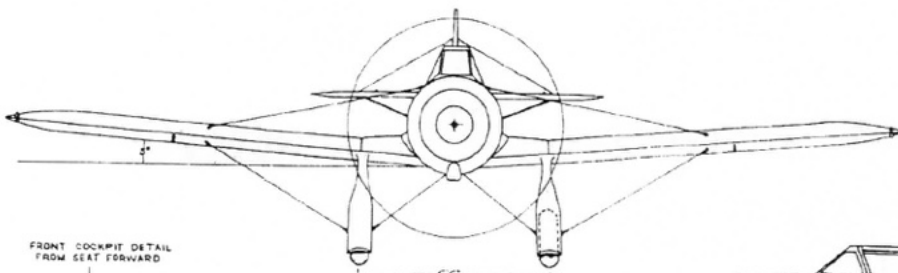




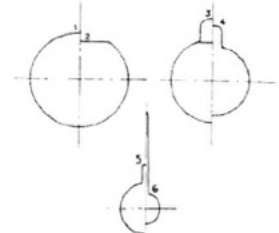
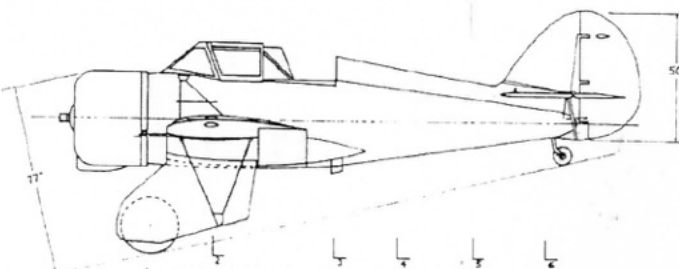
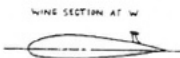
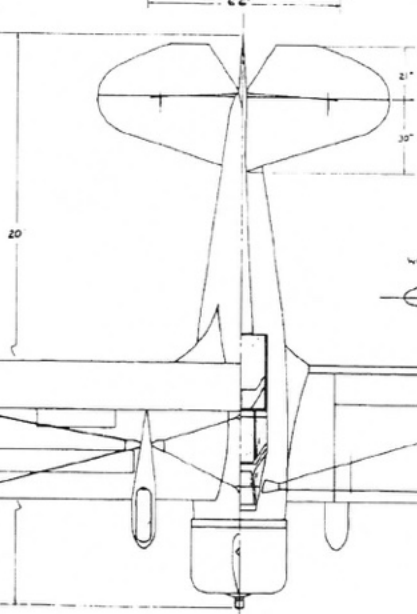
Metres



Feet



FRONT COCKPIT DETAIL FROM SEAT FORWARD



X-14324

AIRCRAFT NUMBER IN BLACK - UPPER RIGHT, LOWER LEFT WINGS
AIRCRAFT PRINTED OVERALL ALUMINIUM

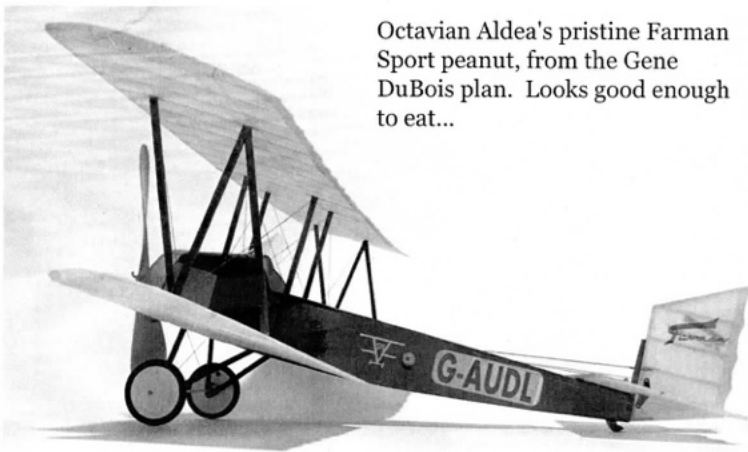


145 hp WARNER SUPER SCARAB ENGINE
8" HAMILTON STANDARD TWO BLADE PROP

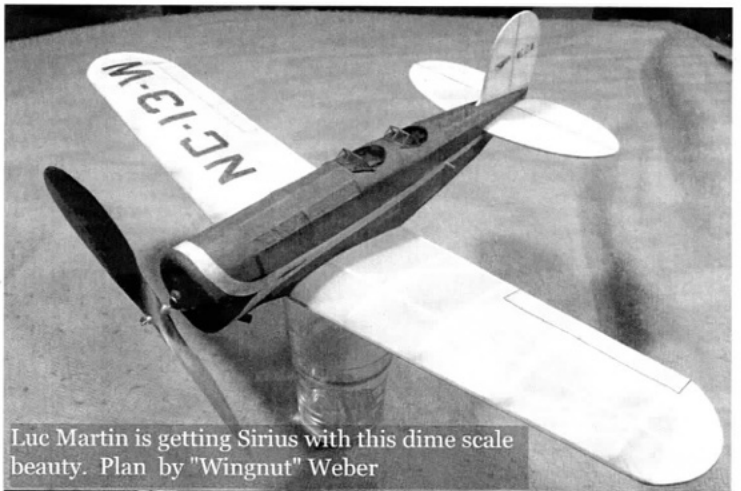
THE CUNNINGHAM-HALL GA-36 (1936)
DESIGNED BY RANDOLPH F. HALL

DRAWING BASED ON ORIGINAL BALANCE DIAGRAM OF THE GA-36 AND PHOTOS. SEE A.A.M.S. JOURNAL, SUMMER, 1971

DOUGLAS L. EMMONS 2-3-78

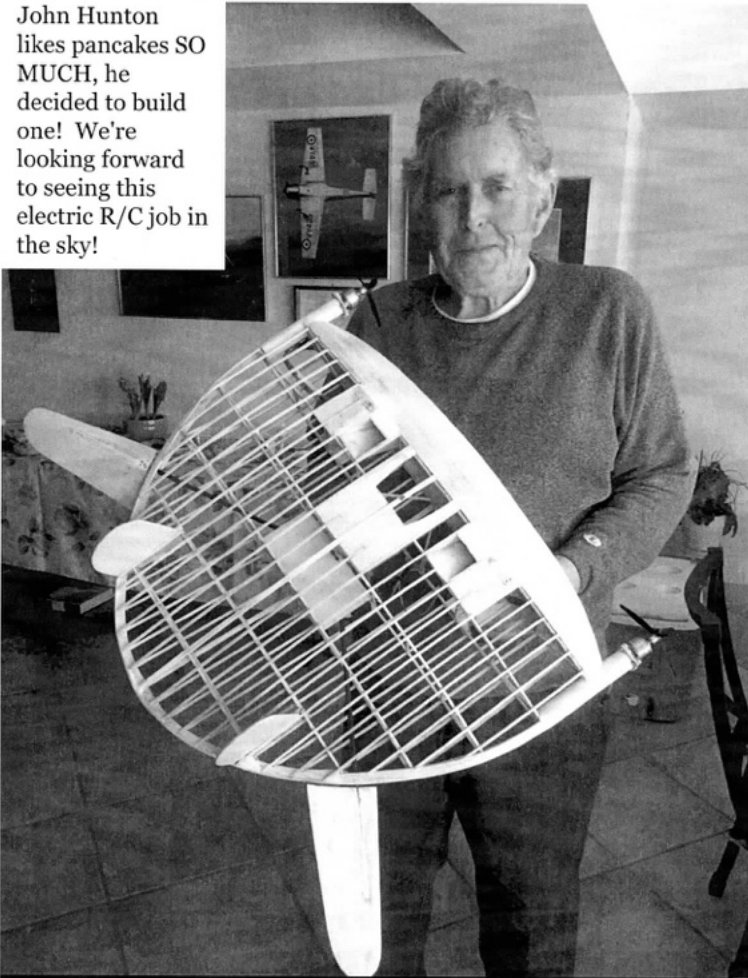


Octavian Aldea's pristine Farman Sport peanut, from the Gene DuBois plan. Looks good enough to eat...

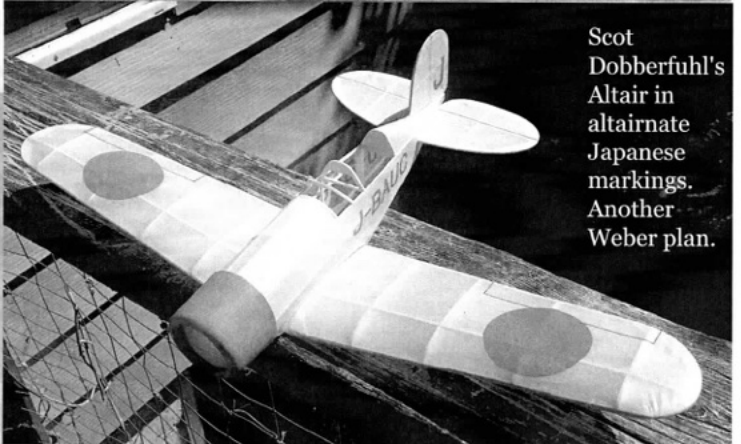
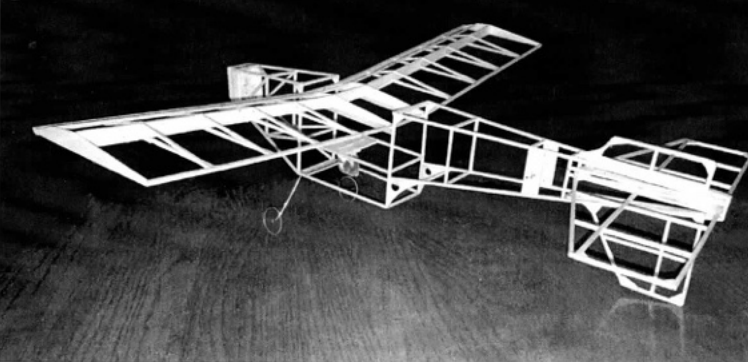


Luc Martin is getting Sirius with this dime scale beauty. Plan by "Wingnut" Weber

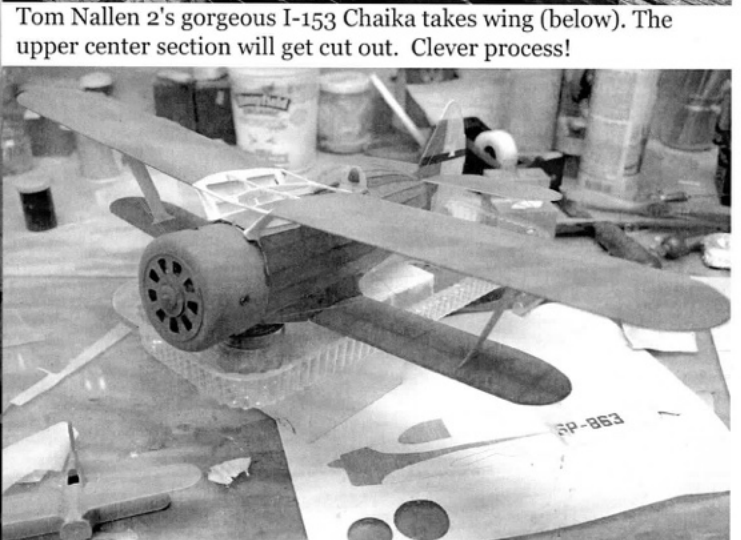
John Hunton likes pancakes SO MUCH, he decided to build one! We're looking forward to seeing this electric R/C job in the sky!



Intelligence reports have it that Dick Gorman is working up a new Bostonian design. Details to follow...



Scot Dobberfuhr's Altair in altairnate Japanese markings. Another Weber plan.



Tom Nallen 2's gorgeous I-153 Chaika takes wing (below). The upper center section will get cut out. Clever process!



More goodies from Octavian. He honors your editor with a build of the Swissair Compte AC-4 dimer (see MaxFax 2017-1 for the plan.)

D.C. MAXECUTERS
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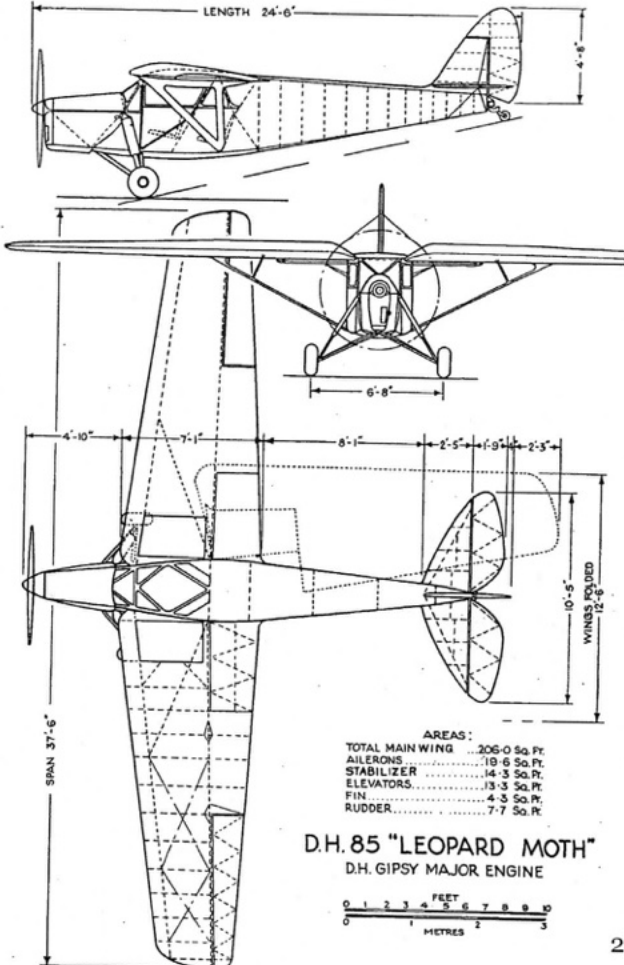


2*3*****MIXED AADC 207
 CLAUDE H. POWELL 202001
 44457 Three Coves Road
 HOLLYWOOD MD 20636-2706



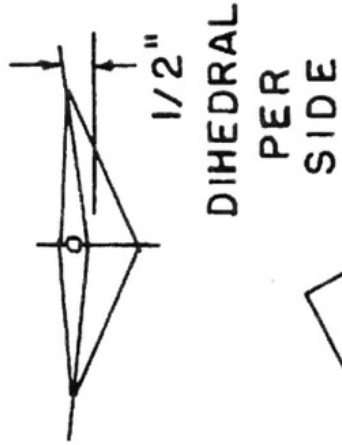
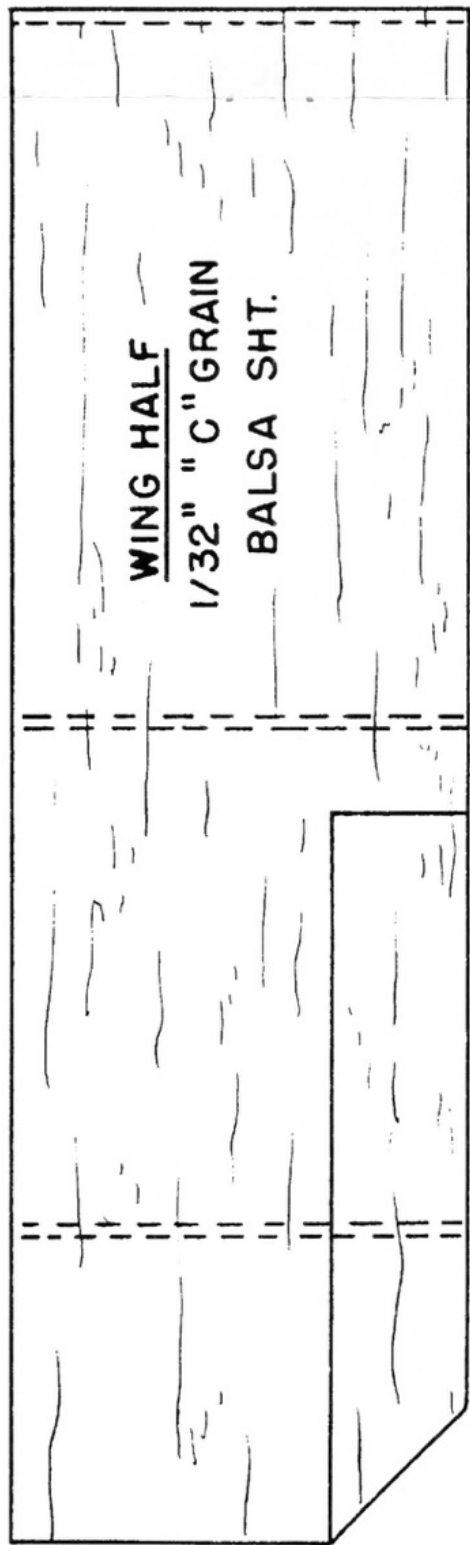
RENEW ON LINE!

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

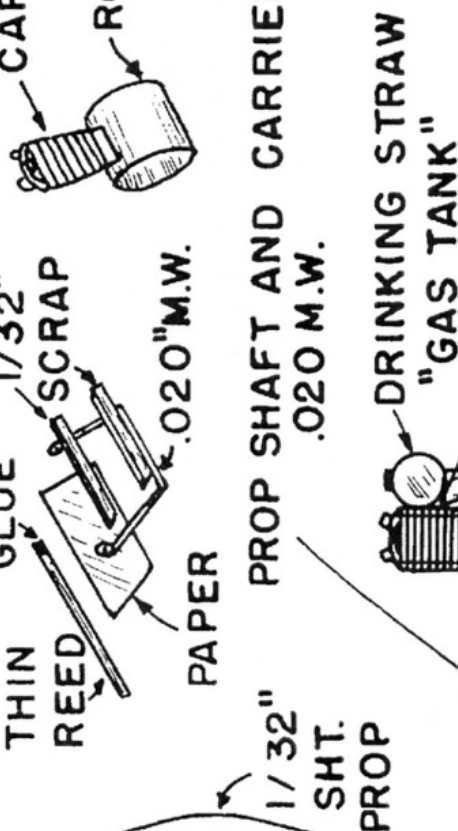


Nancy Bird Walton (16 October 1915 – 13 January 2009) was a pioneering Australian aviatrix known as "The Angel of the Outback", and the founder and patron of the Australian Women Pilots' Association. In the 1930s, she became a fully qualified pilot at the age of 19, becoming the youngest Australian woman to gain a pilot's licence. In 1935, she was hired to operate a medical service named the Royal Far West Children's Health Scheme, flying her own Gypsy Moth as an air ambulance. She later bought a Leopard Moth, and began covering territory, including Queensland, not yet reached by the Royal Flying Doctor Service of Australia. It was, in her words, "...rewarding, but lonely work". In tribute to her pioneering service, the first Airbus (VH-OQA) delivered to Australian airline Qantas was named in her honour.

RUBBER: ONE LOOP 2MM PIRELLI OR EQUIVALENT



TAIL SURFACES
1/32" LIGHT BALSA

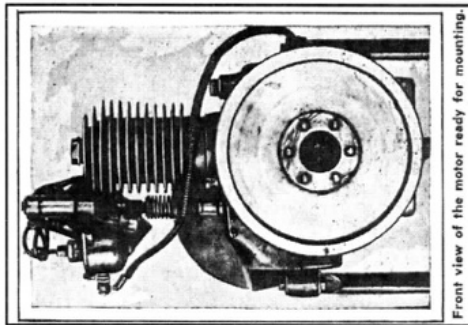


1920'S POWERED GLIDER

SEMI-SCALE · B. WARNER

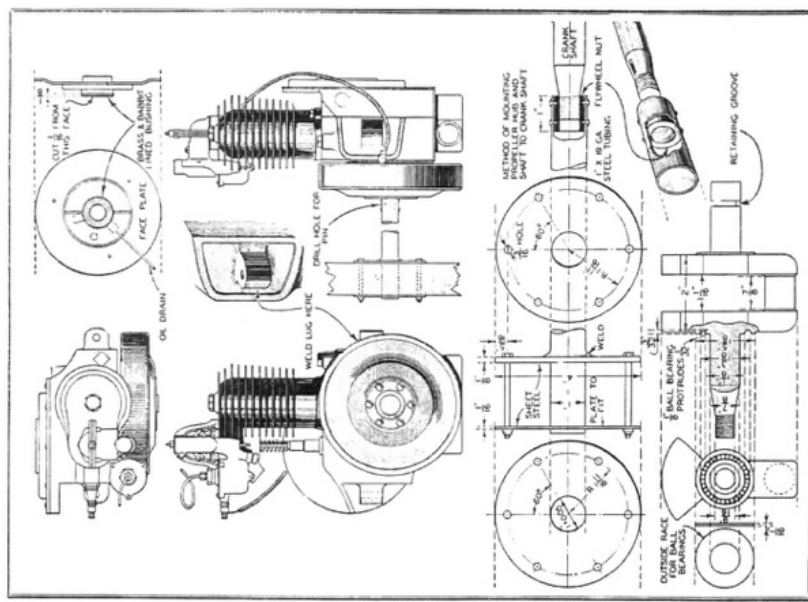
FROM: E.A.A. 1931 FLYING AND GLIDER MANUAL

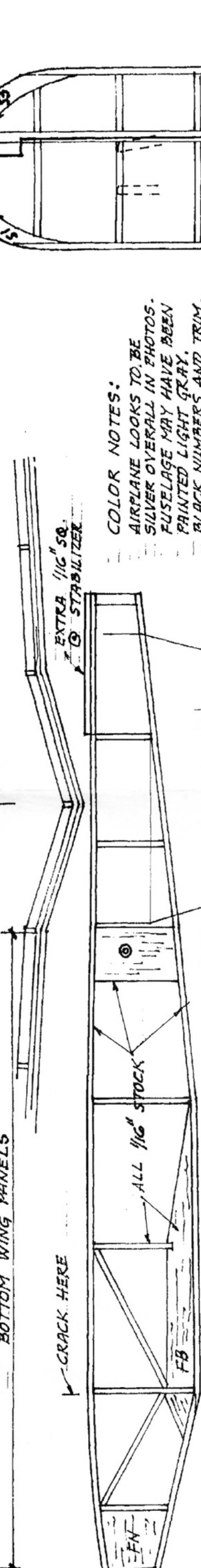
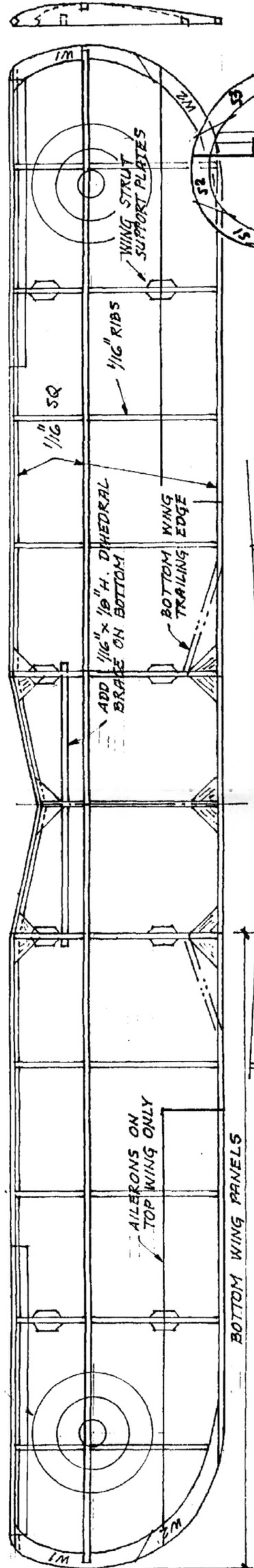
Talk to anybody who knew Bill Warner and they'll tell you what a fun guy he was. Well this model looks like fun to me! The original article didn't specify the wingspan and the plans don't either, so I just scaled 'em until the motor stick was about 1/4" and arrived at 16" wingspan. I can see this at half-size pattering happily around the living room, can't you? Give the cats something to chase...



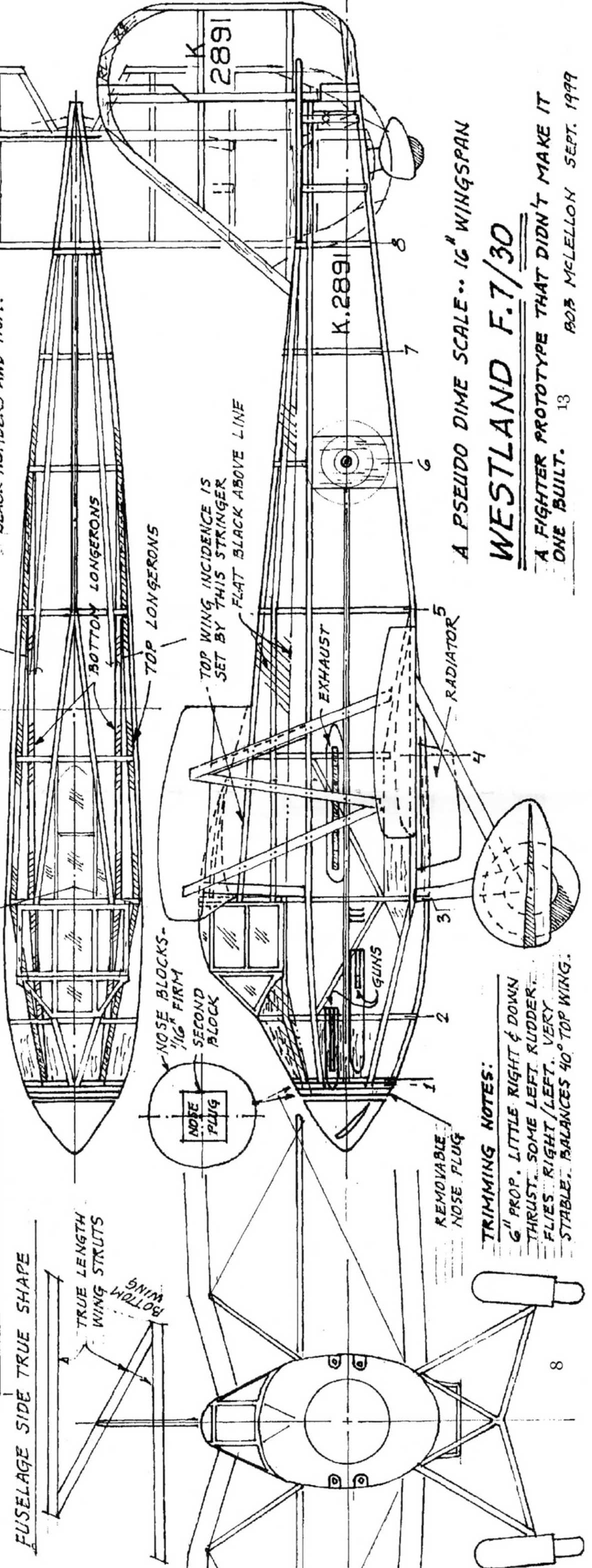
The model is based on the hypothetical outfitting of a Primary Glider with a modified Smith Motor Wheel engine for power, an idea put forth by O.H. Hickman in the 1931 Flying and Gliding Manual, along with drawings of the necessary modifications

required. It's certainly possible that such an aircraft was built, by somebody, but I have not been able to find photos. In any event, here's the engine drawing that Hickman published in the article, in case you want to tart the thing up and make a proper scale model of it...





COLOR NOTES:
 AIRPLANE LOOKS TO BE SILVER OVERALL IN PHOTOS.
 FUSELAGE MAY HAVE BEEN PAINTED LIGHT GRAY, BLACK NUMBERS AND TRIM.

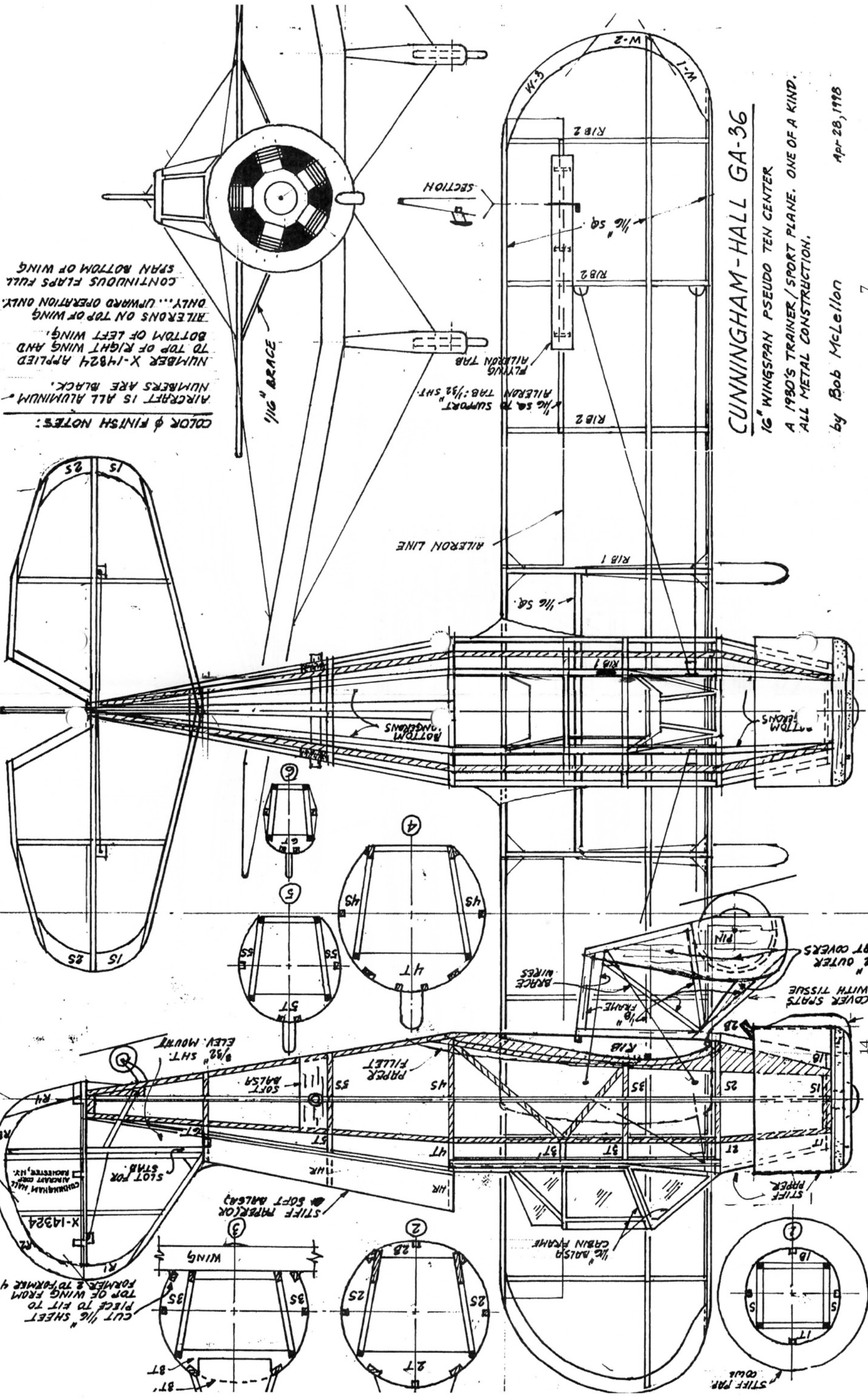


TRIMMING NOTES:
 6" PROP. LITTLE RIGHT & DOWN THRUST. SOME LEFT RUDDER. FLIES RIGHT/LEFT. VERY STABLE. BALANCES 40° TOP WING.

A PSEUDO DIME SCALE.. 16" WINGSPAN

WESTLAND F.7/30

A FIGHTER PROTOTYPE THAT DIDN'T MAKE IT ONE BUILT.



COLOR & FINISH NOTES:
 AIRCRAFT IS ALL ALUMINUM -
 NUMBERS ARE BLACK.
 NUMBER X-14324 APPLIED
 TO TOP OF RIGHT WING AND
 BOTTOM OF LEFT WING.
 AILERONS ON TOP OF WING
 ONLY...UPWARD OPERATION ONLY.
 CONTINUOUS FLAPS FULL
 SPAN BOTTOM OF WING

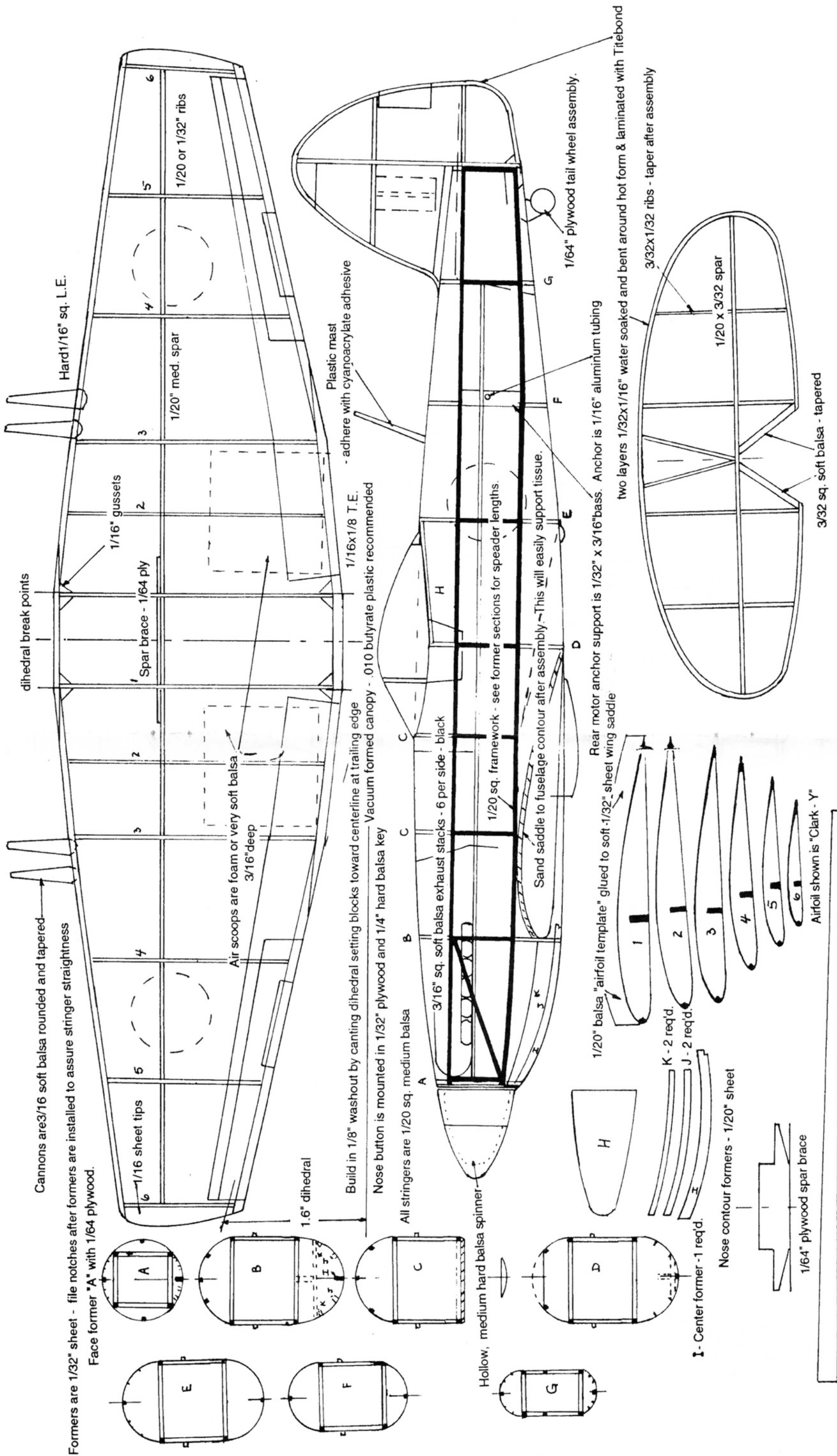
CUNNINGHAM-HALL GA-36

16" WINGSPAN PSEUDO TEN CENTER

A 1980'S TRAINER / SPORT PLANE. ONE OF A KIND.
 ALL METAL CONSTRUCTION.

by Bob McLellan

Apr 28, 1976



Add stringers under wing only after top of fuselage is covered and wing has been installed

13" span SUPERMARINE "SPITEFUL" F Mk XIV
 Designed and drawn by Steve Griebing CFFS

