



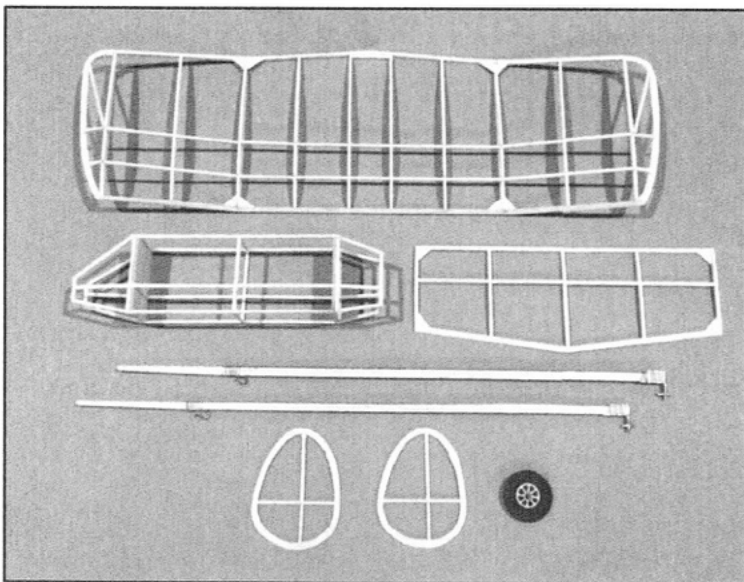
The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

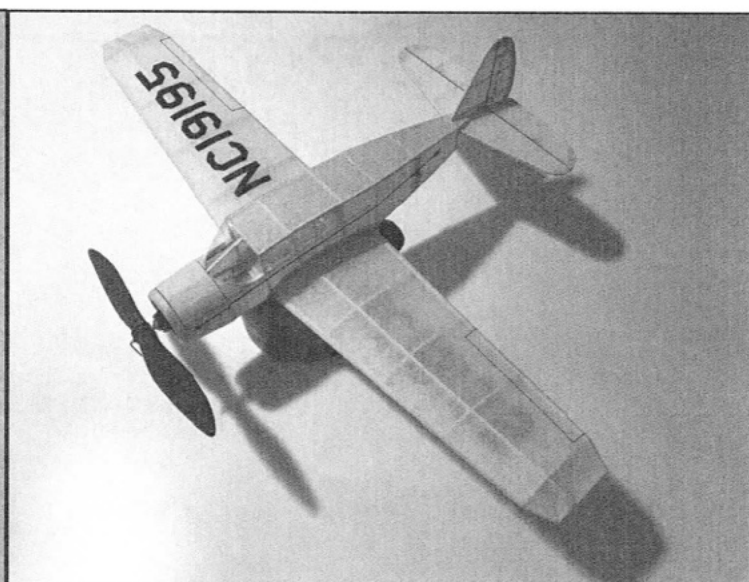
2021-1



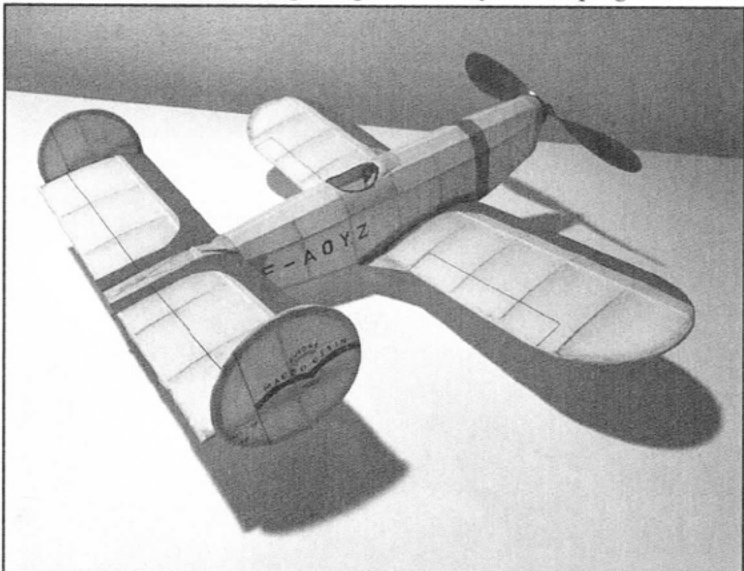
NORTH AMERICAN SNJ-3 TEXAN



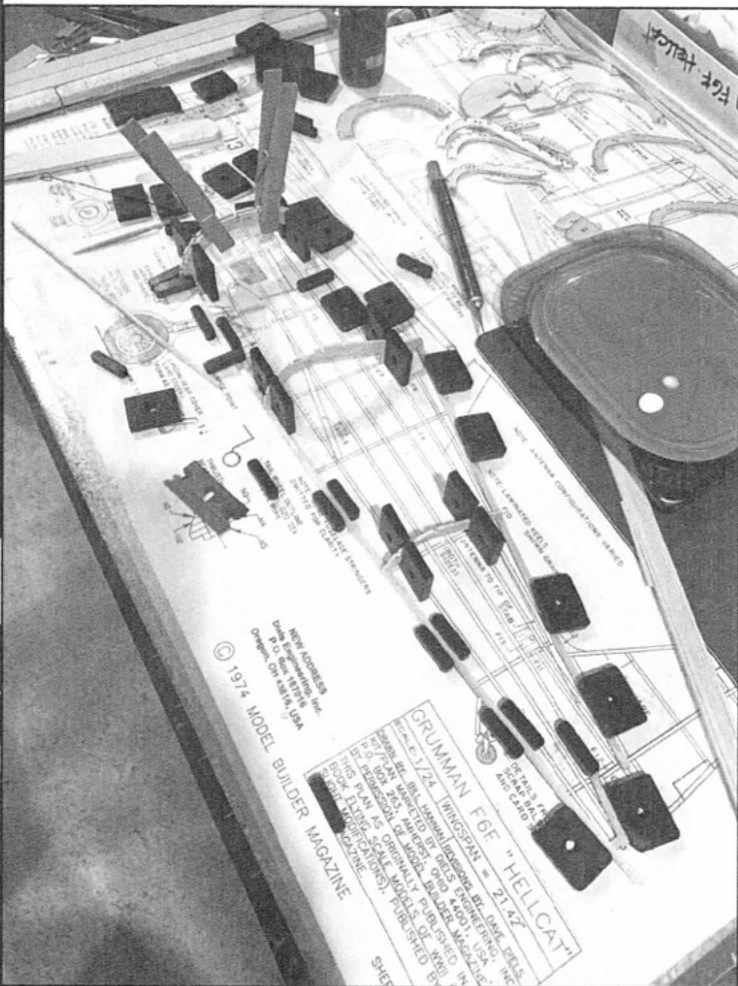
If you received the 2020-4 MaxFax, you'll recall there was a nifty, as-yet-unbuilt twin boom Legal Eagle plan by **Pete Kaiteris** in there. **Mark Fineman** is making that plan a reality--here's progress so far.



Oliver Sand took some time out from his studies to put together this Pseudo Dime Scale Bellanca, from plans by **Mike Nassise**. Oliver reports that it pretty much flew off the board. Also features Oliver's first prop carved from balsa block. Nice!



While Oliver was sandbagging on that term paper, he was ALSO building a Hemiptere. Oliver says it's a wanderer, but has good climb and seems to like thermal sniffing. Uh oh.



John Ernst sent this early-stage picture of his build of **Bill Hannan's Hellcat** design. Kit by **Diels Engineering** (<https://dielengineeringinc.com>) John looks to be using an **EasyBuilt Models Magna-Board** to keep things lined up and square. If you find that set up attractive (see what I did there?) you can get one for yourself: easybuiltmodels.com. Just look for Magna-Board



Tom Woodburn decided to take a break from full scale aircraft and try his hand at a free flight rubber job--his first! Well, discounting the Guillows stuff from his "misspent youth". It's a Perky, Jr. Embryo, from the **BMJR** kit (www.bmjmodels.com). Start another, Tom, it won't be around long...

MAXFAX 2021-1

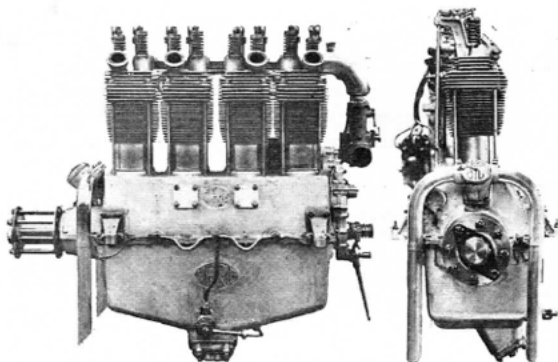
Late again, as usual. I was like this in school, too. Of course, the fact is that by the time you get this issue in your hands, it's entirely possible that many of you may *still* not have received issue 2020-4, which was mailed out last December. We're still hoping that the USPS will come through in the end, but it's starting to feel a little desperate...of course, in the meantime life goes on, sort of. The Geneseo Non Nats are cancelled, but there look to be numerous opportunities for FF fun popping up in the vacuum. Whether they will be mostly local flyer events or more broadly attended will hinge a great deal on the progress of the vaccinations. We shall see. Y'all be safe and sensible out there....

The good news is there has been lots of time for modeling of late. I've been plugging away on a big Bellanca CF project, which promises to bear fruit in the coming months. Look for pictures and some construction notes on that thing in the near future. I took a break from all that to draft up and build the SNJ-3 Texan pseudo dimer featured in this issue. It hasn't flown yet, but I have high hopes. Stew is building one too, so it will be interesting to compare them on the flight line. The Texan's relative is the BT-9, so we threw that ol' chestnut on the fire again for those of you who like your models with landing gear. **Bill Schmidt** loves him a P-51A, and has built a whole stable of 'em---he gives a nice roundup of his work. **Tom Hallman** and **Mark Houck** muse upon the work of the late **Bob Gable**; Tom came through with one of Bob's Embryo Endurance plans that oughta inspire some of the more backward-thinking of y'all to come forward and build it. **Don Srull** on the other hand is as usual so forward thinking he's in danger of lapping the field; and if that field is a small one, he just *might* have a way to keep you on it! Check out his report on an auto flight path limiting device on page 4.

That's about all I can think of to report on...as a friendly reminder, I'm always on the lookout for photos, plans and articles! Don't be shy, or imagine, like Bob Gable, that no-one would be interested in your stuff; we're perfectly happy to reinvent the wheel around here. It DOES help your chances of getting published if pictures are well-composed, in focus, and (if digital) are sent to me in high resolution! And it is VERY helpful if plans are presented in 11" x 17" format.

Cheers,

-Dm



Engl. 60 PS Airdisco-Motor „Cirrus“.

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

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UPCOMING EVENTS:

Maxecuters ZOOM meetings

Second Tuesday of each month at 11:30am, or as notified by e-mail.

Hosted by Carl Hampton

To receive an invitation, e-mail Carl at:

champton3@cox.net

Whence Free-Flight?

One Possible Route

Large open areas available for free-flight activity are vanishing at an accelerating rate. Use of restricted flying space has been encouraged by the introduction of new competition classes for smaller, and diminished performance models. Technology also provides some relief with radio controlled dethermalizers and miniature radio or GPS model finders. But today's free-flight models of all types have achieved extraordinary levels of performance, requiring ever larger flying venues. Don't even think of solutions that use radio control of a model's flight path - they are anathema to free-flight true believers , not to mention GPS drone robots .

It seems clear that the disappearance of large flying sites, plus better model performance, means free flight devotees need to continue exploring new ideas. Ideally, it would be great to continue enjoying those beautiful multi-minute thermal free-flights as before, but then followed by quick, near-by retrieval. Theoretically, some variation of that idea should be possible right now. And it may be.

Late last year I had the chance to try out a clever gadget to implement the above idea. **Aaron Kahn**, an old friend and associate who happens to be an outstanding techi-engineer, put together a simple system to provide that capability. Many years ago we had discussed various ways to aid and simplify model retrieval, but not much came of it at that time. Since the need has become even more critical, Aaron recently designed and built a smart controller gadget (which he calls a Free Flight Autopilot) using GPS and other available technology to limit the area within which an

otherwise free flight model will remain - a bit like an electric dog fence. It does not predetermine exactly where or how the model flies, but rather coaxes the model to remain within a specified distance from the launch point, and below a given height. The limiting air space defined by these limits is a "silo" shaped region illustrated in

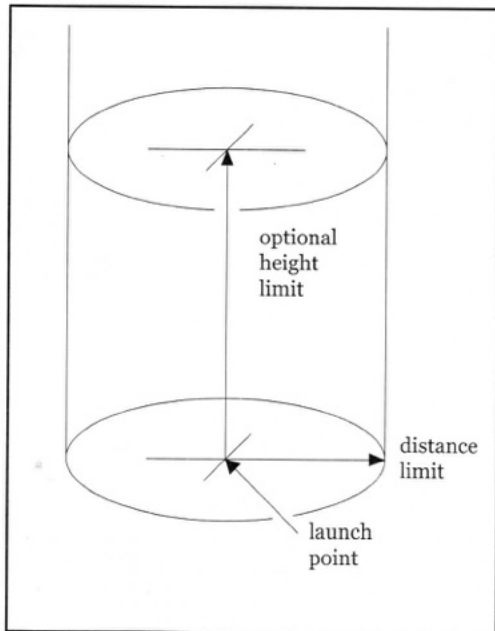


FIGURE 1. "Silo" shape of Flight Limits Figure 1 (left).

The basic unit carried by the model includes a microcontroller, a small GPS receiver, and a rudder or aileron micro servo. It requires battery power, provided by the model's electric motor if used, or by a single micro

lithium cell. The prototype parts weigh about 10 grams.

I built a small, electric powered model to test a model's behavior using such a system. My test model specs are:

- 38" span, 140 square inches area.
- Power provided by a small coreless, geared motor
- 1x300 mah LiPo cell
- Balsa/tissue construction
- gross weight = 78gm

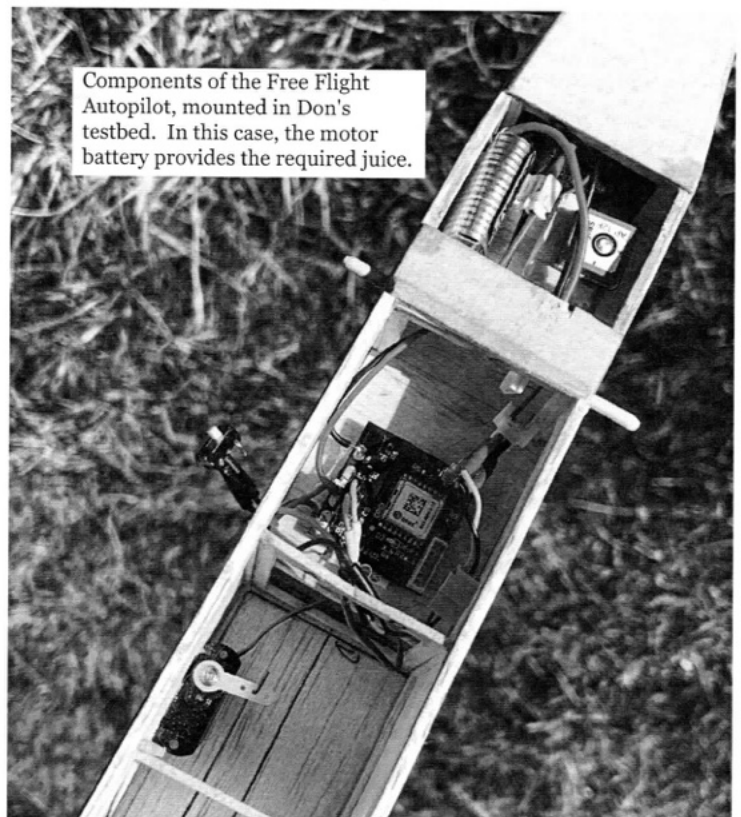
By the way, the model obviously had to have a flying and glide speed greater than the prevailing breeze! After one trim flight of the model with the autopilot off, several tests were flown in a light breeze. The distance limit was set = 150 ft. , and height max = 200 ft.

Operating the controller is simple. After setting the desired limits, the system is turned on, and you wait for an indicated GPS lock. Walk to the desired launch point while holding the model nose up. When ready, point the model nose down for a couple of seconds and launch.

The test flights were encouraging. With a moderate climb and a wide right turn, the model cruised around, not getting above 75 feet or so. The model appeared to be totally free-flight, but having occasional "lucky" turns when it approached the 150 ft. distance. After a 45 second motor run, the model glided to a landing in a little over a minute, within about 50 ft. of the launch point. Nice!

Better weather this spring will allow some further testing , including longer, higher powered flights in various wind conditions. I also hope to try a few larger, heavier (5 to 8 ounces) models, both electric and rubber powered. More later.....

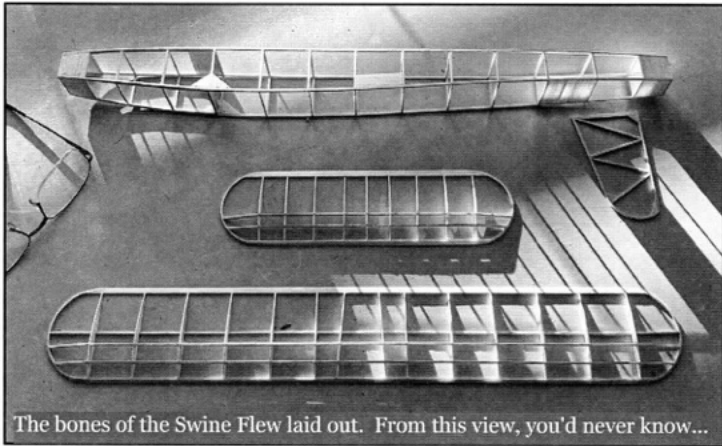
Don Srull 2/2021



SWINE FLEW EMBRYO

Design by Bob Gable; build by Tom Hallman

If ever there was a model whose time has come, it's GOT to be this one...the plan for this bird (pig?) comes to us courtesy of **Tom Hallman**, who got the bug to build one a little while ago. I love the germs of free flight history that are uncovered here, all as the result of an old plan surfacing--one that its designer thought would be of no interest to anybody! Here's a bit of the feverish back-and-forth of e-mails between Tom and **Mark Houck**:



(Tom) Taking another look at this bird, as a potential next project. Classic embryo pusher from the hands of **Bob Gable**, who long ago inspired **Bob Lundberg** and the **Houcks**. A few of his scale models are in the AMA museum. 18" hook to peg. Span just under 18". I want another canard and she's an embryo, so win win. Plus I get to carve another prop! **Mark Houck**, did you build one? How'd she go?

(Mark) I had one that looked just like this but it had the rudder on top and went the conventional direction. This is so cool. You can tell Bob designed this but the guy who drew the plan added the extras. Bob's theory on embryo was build it light and forget about the bonus points. Get a max every flight and if somebody beats you on bonus points then they deserve the win. Where did you get this plan?"

(Tom) "Cool. I guess I'll add the exhausts, regardless of Bob's theory. The plan came from Bob Lundberg's stash."



"So Mark...when did Bob Gable pass? I don't think he was around when I met your dad in '88. I see the gifted date on the plan, but I figure it could be much earlier.

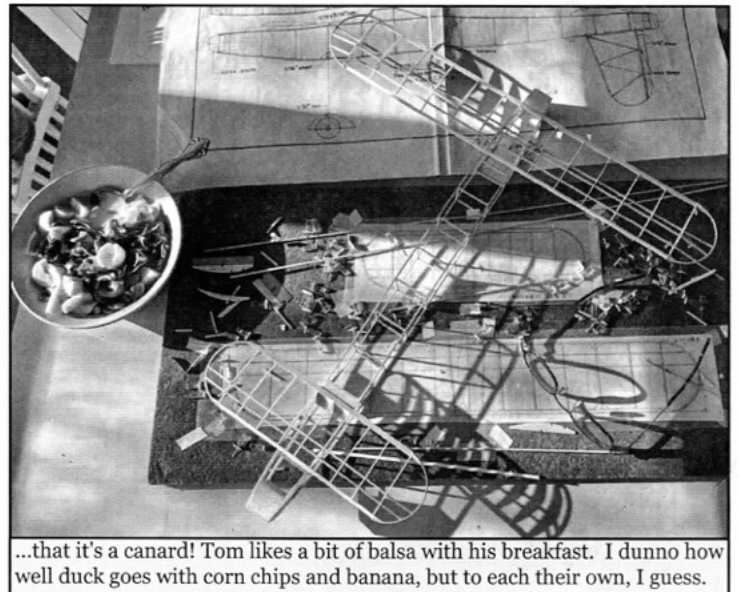
(Mark) Dad started flying full scale airplanes in 1985. I built a model of an Aeronca Champ that was based here at the

airport and I showed it to Bob just before he died. That had to be in '86 or '87. I would have been 9 or 10. Every time I showed him an airplane that I built, he would always say he really liked it but it was way too heavy. He was a cool guy. I wish I would have known him longer. Bob flew in AMA contests going back to the 50's and 60's. That's how he became friends with my dad (**John Houck Sr.**) and Bob Lundberg. He mostly flew the competition rubber events. His real passion was designing and building scale FAC type airplanes. There were no local clubs or meets back then so he just did it for himself. His airplanes were definitely lacking the fiddly bits. I saw a bunch of his WW1 airplanes and they looked great but they didn't have guns or rigging or motors. His drawings were like that too. Line drawings on a piece of paper with no notes or title block. In his mind, nobody wanted to build his stuff so why make a fancy plan. When he died, dad got all his plans. They were just going to throw them in the garbage. My Nieuport 12 and dad's Fokker D6 were his designs. I would have to go through dad's plans list to see what other plans we have of his. That's really all I know about him. Like

I said, I wish I knew him better. Dad always wanted to redraw all his plans but he just never got around to it....Bob's model in the AMA Museum was a Morane Saulnier parasol. I wish I could remember the plans we had beside the the Fokker and the Nieuport. I think there is a Fokker D17 and D23. A Sopwith 1 and a half strutter. A Bellanca Scout. A Pilatus Porter."



Sounds like Simplified Scale heaven to me, eh? Here's hoping that Mark gets a chance to pull out some of those plans....maybe some enterprising draftsman could be persuaded to break out the drafting pens and finish some of them off! In the meantime, the Swine Flu plan presented here oughta appeal to anyone looking for a clean but out-of-the-ordinary Embryo. Give it a...wait for it...shot....hahaha! Get it? A shot? Get it! Oh never mind....



MUSTANG VALHALLA

Models by Bill Schmidt



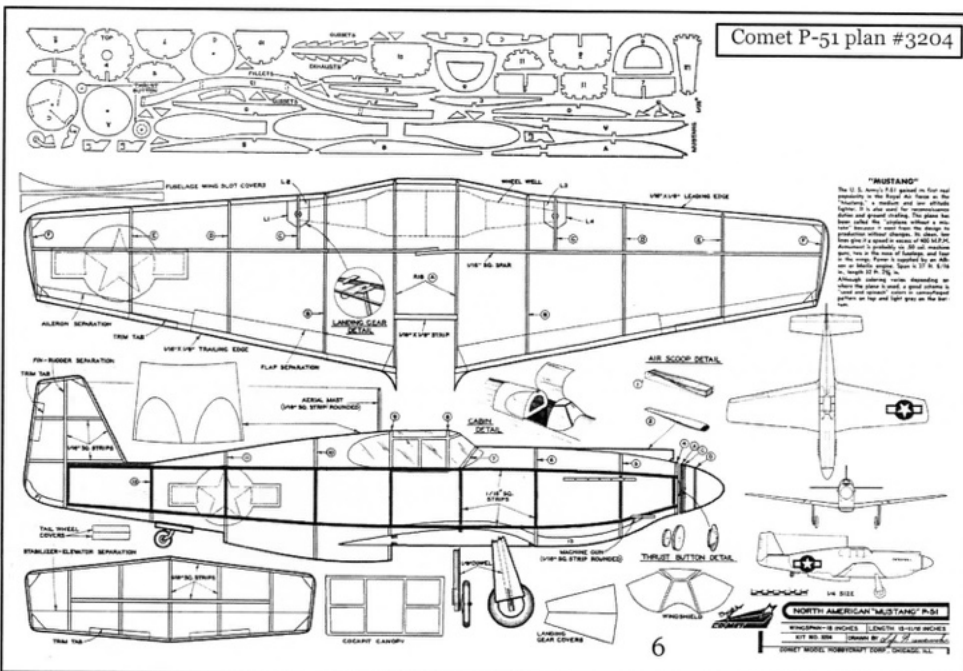
I've been a fan of **Bill Schmidt's** models ever since I built his "True Scale" Cessna 140 design some years ago. (The kit is available at <https://brodak.com/electric-kits/dare-cessna-140.html>). The Cessna was a fine flyer and won me a few kanones but its place in my heart was cemented when I stuck a pair of floats on it, wound it up hard, and set it down on the lake at **Dave and Marie Rees'** place in Goldsboro, NC. Not only did the thing get off the water in style, it flew in a gratifyingly close circle for no less than 70 seconds before settling in for a perfect landing. I can still see it, gliding across the still surface of the pond and coming to a stop, easy as you please. It was a top three all-time free flight experience for me, and I never forgot Bill's name after that!

Every now and then Bill sends a photo around of what he's up to. Last week, I found this one in my mailbox under the title "Mustang Valhalla". Bill added, "Finished the last one. Makes one feel safe at night." It caught my eye, so I asked

him for a little more information, which I have lightly edited:

"I have always had a great affection for only the Allison powered P-51A alone. The B, C and D never appealed to me the same way, though I had to build a D just because. The models are various sizes from 20" to 24". Actually I have built 9 of these but have sold some of them at WRCC and KRCC auctions-swap meets through the years.

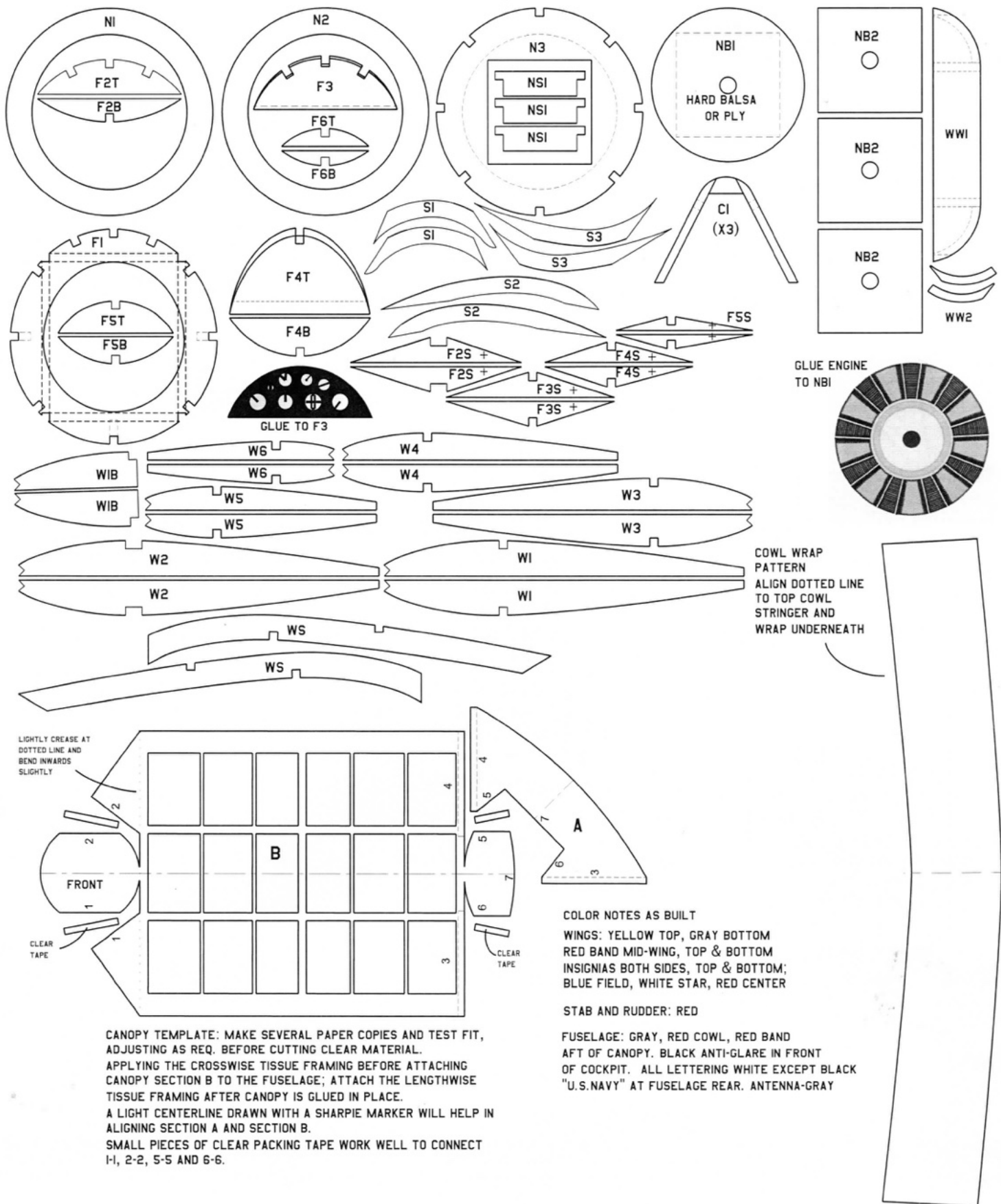
My models were built at various times over the ensuing years. Most all are scratch built from two old Comet plans: Syl Wisnewski's original 1943 kit E8 25 cent 18" size with the cardboard fuselage formers, then near post war and on with Jim MacDonald's P1 \$1.00 24" size. Most are enlarged from the E8 plan; that plan was later modified and became Comet kit 3204, which dropped the full cardboard formers and became a lay-down-two-fuse sides affair. I used this later revised plan for all my smaller models.



The dark gray model in the front, #41 is 20" wingspan and flies well. It was built in 1996 (25 yrs. ago) and has no D/T. I used to chase them back then because I was 25 yrs. younger. All the others have a D/T on them because I am older and wiser....#31 is 24" and has a Collapsible Free Wheeler prop.* The model at the rear is a 24" kit plan P1; #17 is a std. 20" enlarged kit E8, HF is another 20" E8 and the D model is the 24" kit Y1.

I can now build them with my eyes closed.
Best, Bill

*Editor's Note: FAC rules forbid props that fold *in flight*. But it is OK to use a prop that stays open during flight and folds back on contact with *terra firma!*



GLUE ENGINE TO NBI

COWL WRAP PATTERN
ALIGN DOTTED LINE TO TOP COWL STRINGER AND WRAP UNDERNEATH

LIGHTLY CREASE AT DOTTED LINE AND BEND INWARDS SLIGHTLY

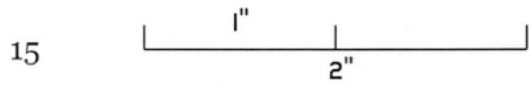
CLEAR TAPE

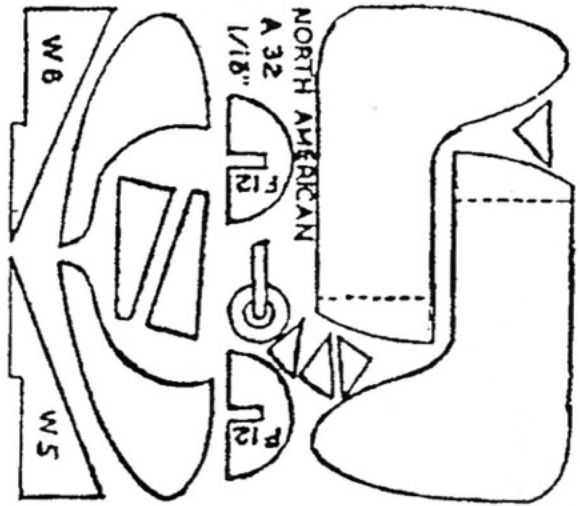
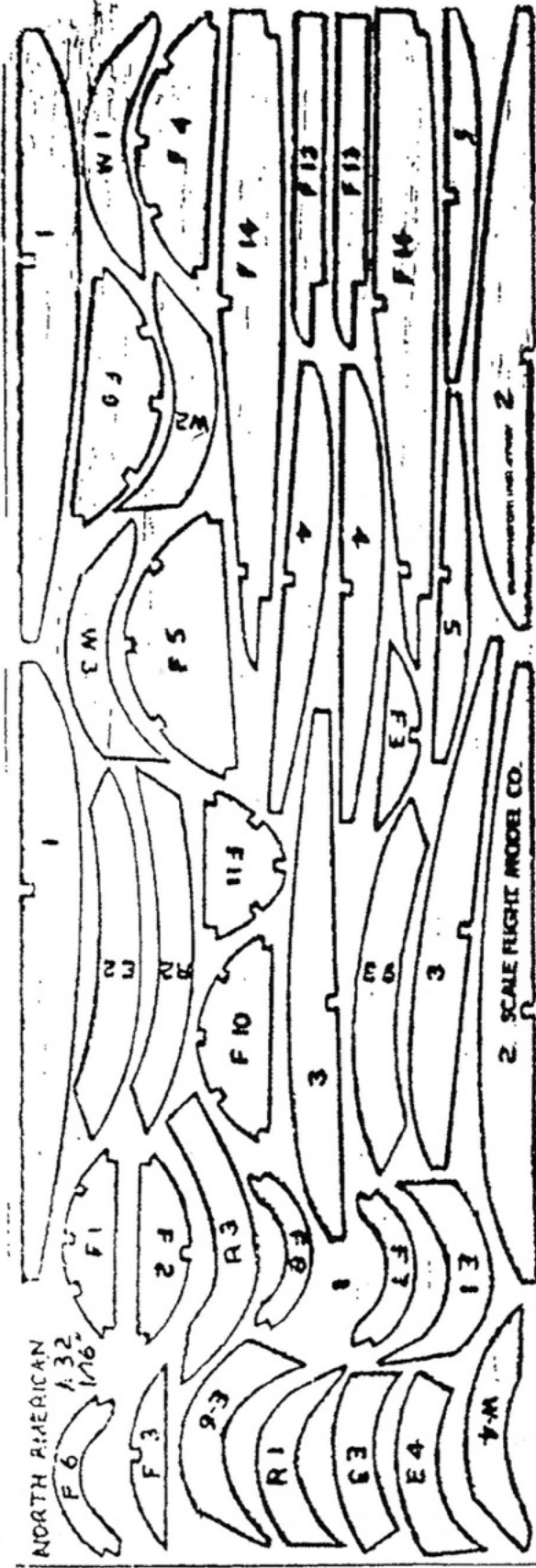
CLEAR TAPE

CANOPY TEMPLATE: MAKE SEVERAL PAPER COPIES AND TEST FIT, ADJUSTING AS REQ. BEFORE CUTTING CLEAR MATERIAL. APPLYING THE CROSSWISE TISSUE FRAMING BEFORE ATTACHING CANOPY SECTION B TO THE FUSELAGE; ATTACH THE LENGTHWISE TISSUE FRAMING AFTER CANOPY IS GLUED IN PLACE. A LIGHT CENTERLINE DRAWN WITH A SHARPIE MARKER WILL HELP IN ALIGNING SECTION A AND SECTION B. SMALL PIECES OF CLEAR PACKING TAPE WORK WELL TO CONNECT 1-1, 2-2, 5-5 AND 6-6.

COLOR NOTES AS BUILT
WINGS: YELLOW TOP, GRAY BOTTOM
RED BAND MID-WING, TOP & BOTTOM
INSIGNIAS BOTH SIDES, TOP & BOTTOM;
BLUE FIELD, WHITE STAR, RED CENTER
STAB AND RUDDER: RED
FUSELAGE: GRAY, RED COWL, RED BAND
AFT OF CANOPY. BLACK ANTI-GLARE IN FRONT
OF COCKPIT. ALL LETTERING WHITE EXCEPT BLACK
"U.S.NAVY" AT FUSELAGE REAR. ANTENNA-GRAY

NORTH AMERICAN SNJ-3 TEXAN PARTS





Here's a few cribbed notes from **Stew Meyer's** 1994 build of the Scale Flight Model Co. North American BT-9:

"The BT9 required a scootch of nose weight, flying on 3g of 1/16" in two loops. It weighs 17g with ballast....it tended to wander and spiral in to either direction. I increased the decalage and added nose weight per **Don Srull's** urging and the instability disappeared. It is balanced rather far forward but that is what is needed to make up for lack of spiral stability. Now it flies great."

Given the benefit of hindsight, I'd be tempted to add a bit more dihedral to the build--perhaps another 1/4"-1/2" each tip--to see if the spiral instability could be reduced and the CG kept further back....alternately, perhaps reduce the rudder size a little.

The BT-9 is a very attractive aircraft, and versatile--at 20" it's a great Simplified Scale subject; dressed up a little and with its fixed landing gear, it qualifies for Golden Age Low Wing, and would of course be a natural for Low Wing Military Trainer.



SCALE FLIGHT MODEL CO. NORTH AMERICAN BT-9 PARTS

A TAIL OF TWO TEXANS by Dave Mitchell

RICH TUCCIARONE started it. Rich is one of those guys who probably thinks nothing of throwing out random plans requests, then sits back and expects you to make good on it. A while back, he sends me an actual handwrit letter. "Enjoying the MaxFax. Sure would like to see a Fiesler Storch dimer," he writes, "or maybe a Texan?" OK Rich, the Storch is just ridiculous as a dimer subject---skinny fuselage, high thrust line, crazy cabin glazing-- probably not ever gonna happen. Fugheddaboudit. And the Texan? I mean, how many Texan dimer plans does the world need? Surely Comet covered this territory long ago, or Megow, or *somebody*. I dug around on the internet, but to my great surprise came up crickets. So I called **Stew Meyers**, the veritable fountain of Dime Scale, figuring he would have something to offer, but all he came up with was a BT-9 plan. Close...but no cigar. A few more inquiries bore no fruit. Huh! Given the importance of the aircraft, this appeared to be a glaring historical oversight that needed correcting. This was a job for--**PLAN MAN!!** Pulse quickening, I put on my cape, scanned in my Paul Matt AT-6D three-views and got to work. I figured this would be a pretty simple project. I mean, it's a Texan. They're *everywhere*.

(cue ominous background music)

So here's the thing. I had to admit I had never really looked closely at Texans before. First of all, there's close to a zillion variants. The differences can be subtle, and you may argue it's JUST a DIMER, but....for instance, the Paul Matt drawing clearly shows a non-conical cowl, a feature that is obvious in many pictures, but absent in others. There's that great forward radio antenna, which mutates and migrates aft sometime in 1949. There were versions with straight wing trailing edges. Two distinctly different rudder profiles. Etc etc. Now, all that just came down to making a choice and landing on it. The bigger issue was the more I wrestled with it, the more I realized that bending the design to the peculiar constraints of Pseudo Dime Scale was not going to be so simple as I had thought. There would be compromises, perhaps even *blasphemies* committed. Could I deliver the big flavor of a Texan on a lean Dimer frame? Civilization itself hung in the balance.

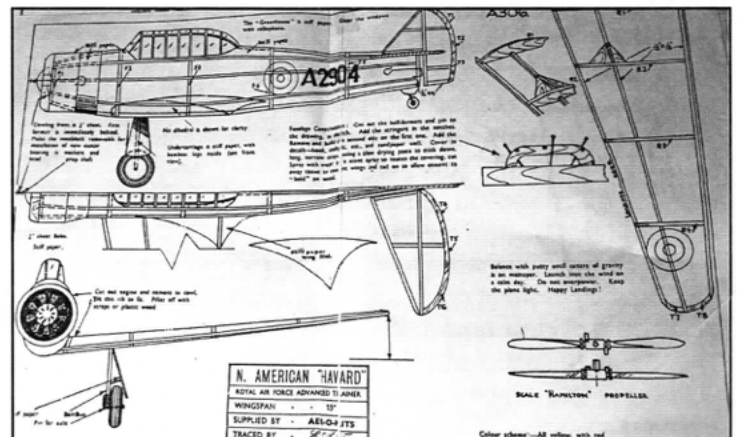
As usual, I ran early drafts of the plan by **Stew Meyers** and received a well-meaning torrent of nit-picks, nags and bold demands for changes, some of which I agreed to, but some of which I fended off, requiring me to mount a vigorous defense of my design objectives and methods. What are those objectives, you may ask? Well to begin with I stress that this is intended as a PSEUDO DIMER. That means designing to keep material usage to a minimum. I'm constantly on the search for ways to simplify the structure; note however that "simplifying" does not always translate into "true to scale" or, for that matter, "easier to build". But I am looking to keep the essence of the real thing in front of me. For example: how far does one go to suggest the oval fuselage cross sections? My first draft had the required pseudo-dimer box construction core, drawn 1/8" shy of scale fuselage width, with formers top and bottom, and a single 1/16" square stringer running down each side to suggest the oval. This seemed a pretty safe approach, until I realized

that the canopy would be absurdly wide at its base as a result. So I moved the width of the fuselage box in, to bring the front profile of the canopy more in line with scale. This gave the fuselage a starved look, so I drew up side formers to space the side stringer out. And all the while this is going on, there was the transition from the fuselage to the cowl to be considered (at one stage I swear in plan view it looked more like a Fokker E.III than a Texan). This simple project was turning nefarious, and it was driving me MAD.

But, because Rich Tucciarone asked me to, nicely, I persevered. I made my choices, including to draft it as the iconic SNJ-3 'cause I know **Pat Daily** would have liked that. I even cleared off a dime-scale sized patch of bench space and actually built the dang thing BEFORE putting the plan out there. **Dave Stott** smiles from above.

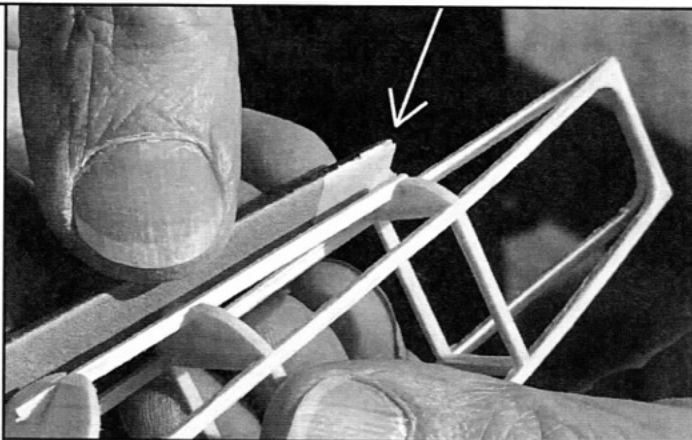
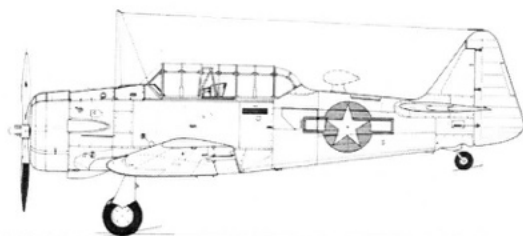
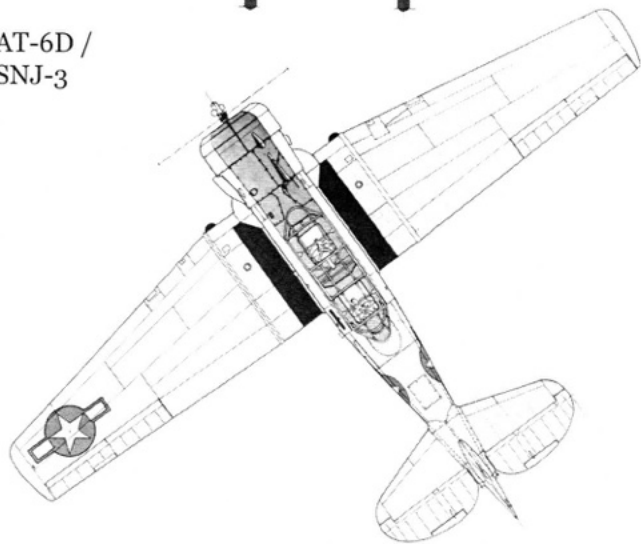
I thought it looked pretty Texan but we're our own worst critics, so I sent around some pictures and a near-final draft of the plan to some of the fellows for feedback. Everyone seemed to think that it was a fine thing, and I began the tedious work of tidying up loose ends on the plan and writing it up for the MaxFax--which was, as usual, late getting to the printers. It appeared that the forces of good would prevail.

Vance Gilbert often texts me in the wee hours. Right around when I'm wrapping up the issue, he sends me a picture of an Aer-O-Kits plan for the "N. American Havard". 15" wingspan. Reprinted in some magazine in April of 1969. Now, it's not in the rule book anymore, but the FAC still prefers that you only draw up pseudo dimers of airplanes that haven't already been kitted back in the good ol' days. Respect for elders, and all that. I have no idea when the Aero-O Kit original was drafted, but it's clearly a Pseudo Dimer at least. Or is it? I mean, the Brits use strange money, so what is it, a *pencer*? The exchange rate in 1940 was something ridiculous like \$1= #£ .25. You're telling me this kit cost .0025 pence?!? Is that even possible? Do British plans even count? Look at it! They didn't even spell 'Harvard' right! Where's the straight wing center section? No wheel wells? Is it fixed gear? I CRY FOUL! Until this, I had thought Vance was my friend, but now I knew different. He had dropped this plan on me at the most psychologically damaging time possible. Evil! I'll remember that. In the meantime, I throw myself upon the mercy of the courts. I'm putting my SNJ-3 plan out there *anyway*; my defense being that it's an entirely different variant than this ridiculous "Haah-vaahd NA-16-1-E".....or whatever it is. "Havard"? Seriously? I ask you... -Dm



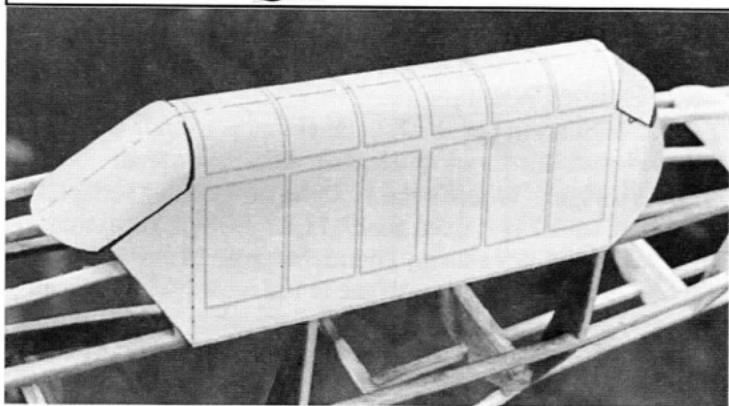


AT-6D /
SNJ-3



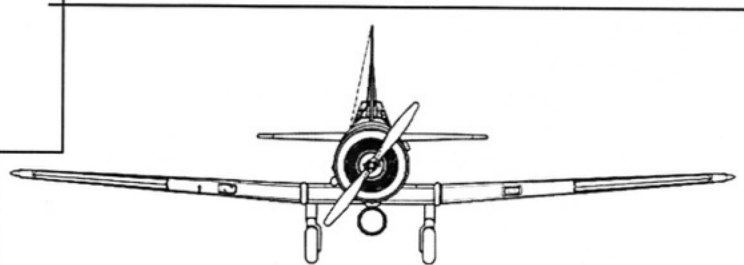
SANDING TRICKS

The SNJ-3 Pseudo Dimer, like most dimers, has minimal structure; you can unintentionally sand away rib and former profiles in a hurry if you're not careful. In the picture above, I'm using a small sanding stick with a bit of masking tape over the sandpaper at one end. Keeping this non-sanding end riding on the rear former lets me focus on what's happening at the *other* end without worrying about sanding away the profile of the back former. Once I have the front former and stringer sanded flush and neat, I'll swap the sanding block end over end and repeat the process at the rear. The middle takes care of itself!

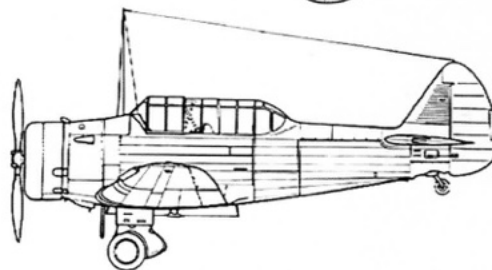
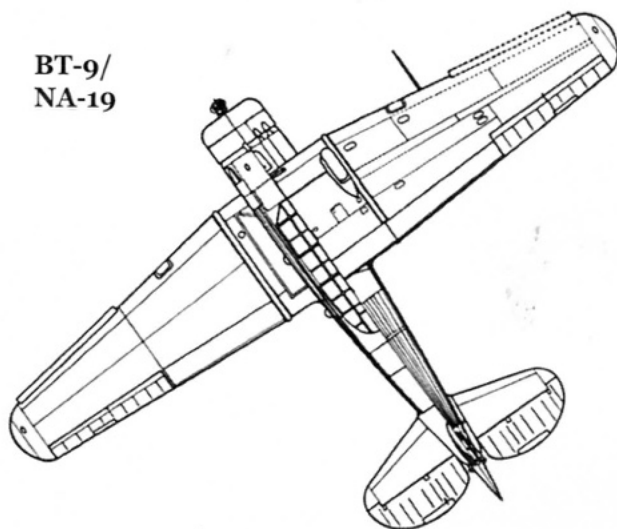


CANOPY HINTS

Close up view of the paper canopy pattern being test fitted to the SNJ-3. Note that the pattern in this picture is all one piece; in theory this works great! In reality, I found it difficult to get the angles correct for the wrap-around piece at the rear, so on the plan the rear wrap-around (section "A") has been made a separate piece. After covering the fuselage, I fitted and glued section "A" on first, then carefully glued section "B" into position. It helps to score and bend the forward triangular side panels inward slightly before gluing. Once the glue is set, the remaining fore and aft "flaps" are folded down and their edges taped with a very small strip of clear tape to the adjacent mating edges (1-2, and 5-6 on the pattern). Note that both of these flaps have a curve to them. Finish off the canopy installation with strips of colored tissue at the lengthwise braces and over the joints.

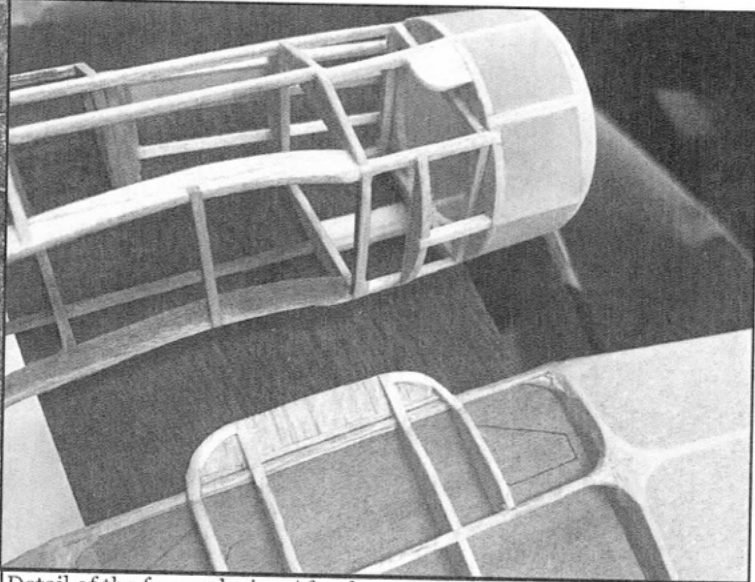


BT-9/
NA-19

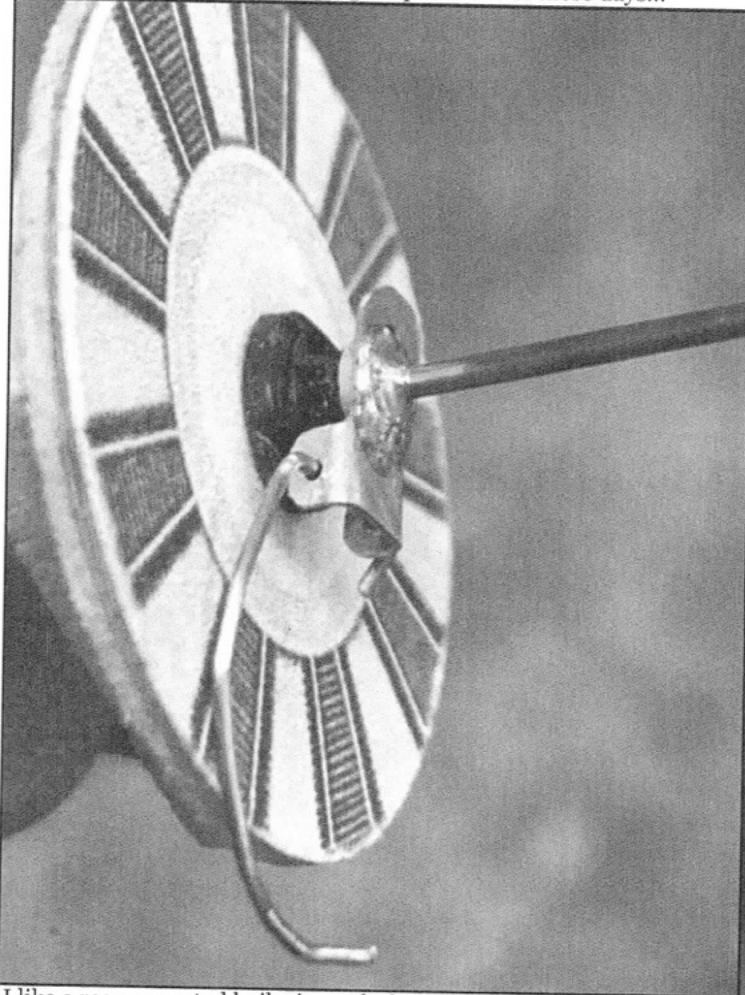




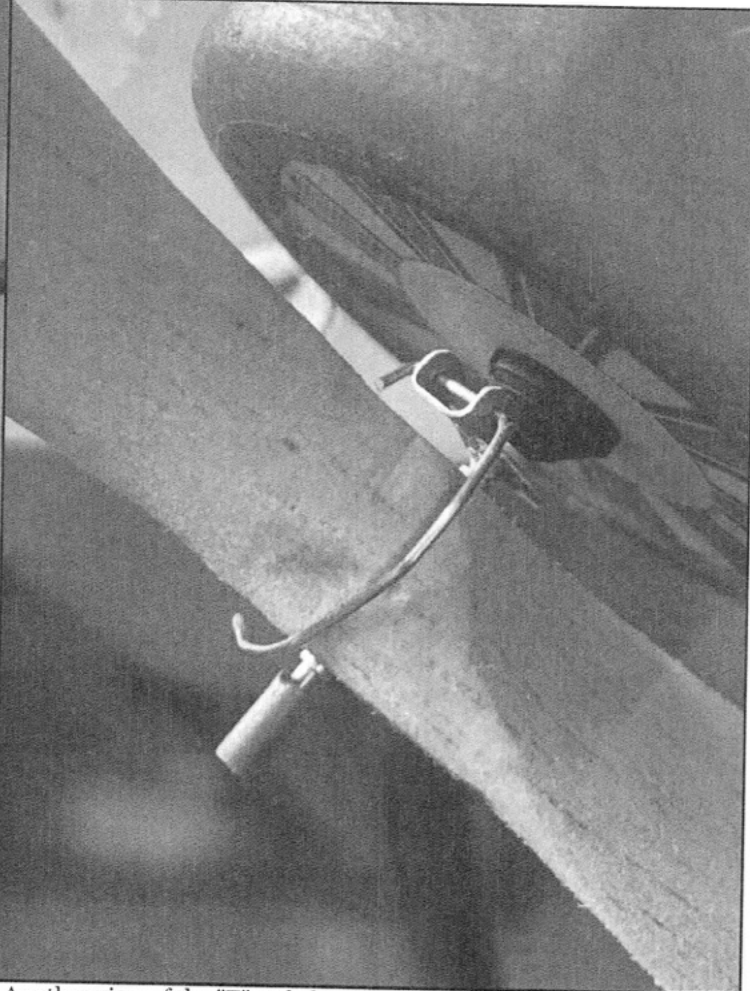
Please mommy, can we take it home? **Vance Gilbert** poses with **Tom Hallman's** gorgeous 1931 Babcock Taubman LC-13. Original design by Tom; we're all hoping for plans one of these days...



Detail of the forward wing / fuselage area on the Texan. Grain of the balsa sheet used for the wheel well tab should run lengthwise, rather than crosswise as shown in the photo. Note also the balsa hard point added for attaching the exhaust.



I like a rear-mounted bail wire style freewheel mechanism, not least because it makes it easy to swap out props. They can be a little fiddly to make, but in an "aha!" moment, I came up with the method shown in the photo. A piece of flat brass plate is cut and ground into a "T" shape; the ears of the "T" are drilled to accept the bail wire, then bent back. The body of the "T" then gets drilled for a close fit to the prop shaft. Clean the prop shaft and the brass plate with very fine sandpaper and fit the plate to the shaft. A brass washer dropped in at the front will provide more strength to the joint; hit the joint with a little bit of flux and silver solder and voila! A nice, low profile assembly with a minimum of parts and fuss.



Another view of the "T" style bearing plate, this time showing the bail wire engaged with the prop. A small length of wire insulation is a tight fit to the prop shaft, and keeps the prop in place. It's important to avoid overcooking the solder joint at the prop shaft; get the wire too hot and it may lose its temper, making it susceptible to bending in a hard landing.

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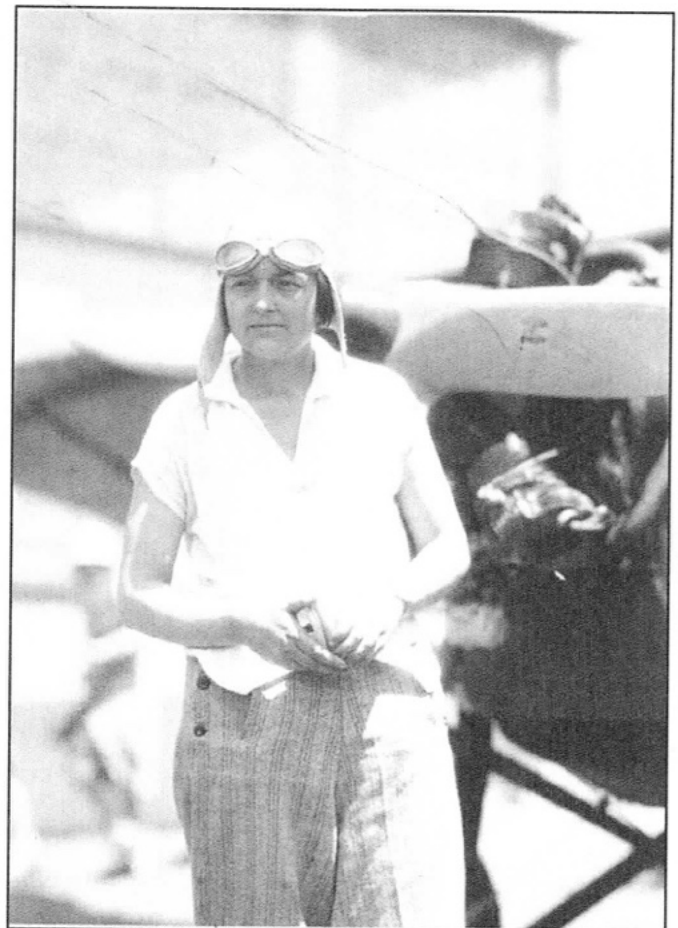
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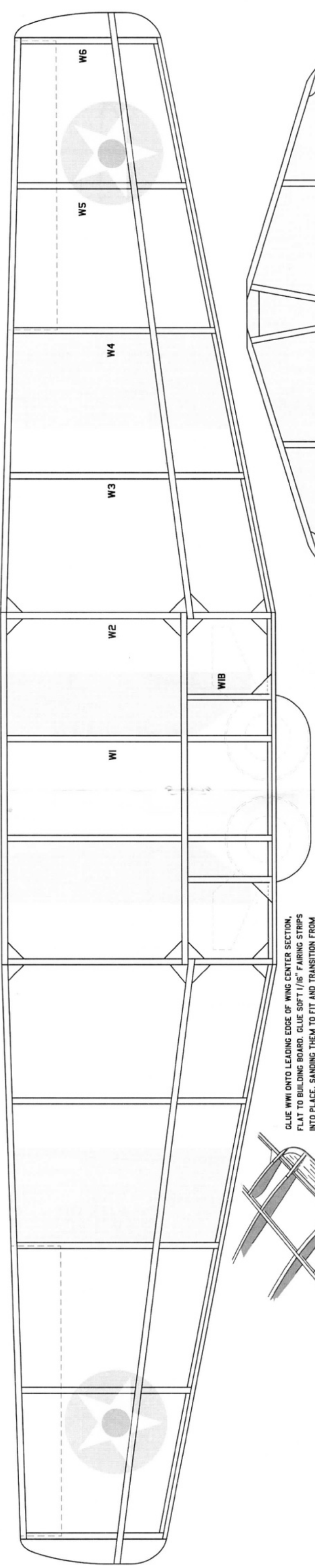
FRONT:

An SNJ-3 Texan flies beats the waves somewhere off the Pensacola coast.

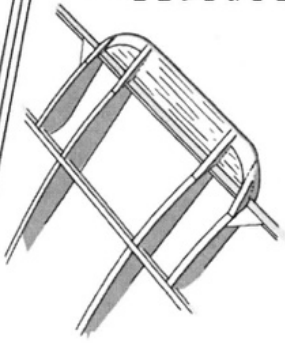
RIGHT:

Phoebe Fairgrave Omlie was the first woman to earn an aircraft mechanic's license, the first licensed female transport pilot, and the first woman to be appointed to a federal position in the field of aviation. Clearly no shrinking violet, while still in her teens she established "Phoebe Fairgrave's Flying Circus" and became well known in the '20s and early '30s for her thrilling performances as a wing walker/dancer, stunt pilot, and all-around aviation daredevil (you can watch her perform aerobatic stunts today in the film serial *The Perils of Pauline*). Omlie set several world records in aviation, including the highest altitude parachute jump by a woman. She was also the first woman to cross the Rocky Mountains in a light aircraft, her beloved Monocoupe 13 "Miss Memphis". Ironically, while she was a key player in early government efforts to engage in and promote aviation, she ultimately left aviation in 1952 because of her dismay over what she saw as overreaching Federal regulation of the aviation industry. More at: <http://womanpilot.com/?p=13>



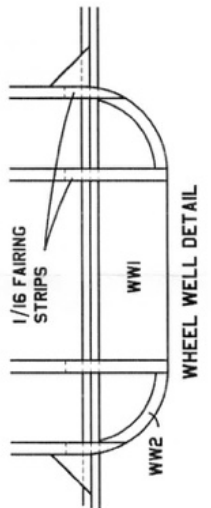


ADD 1/16" ON EITHER SIDE OF STRINGER BETWEEN F1-F2, THEN HOLLOW OUT MACHINE GUN TROUGH AT STRINGER

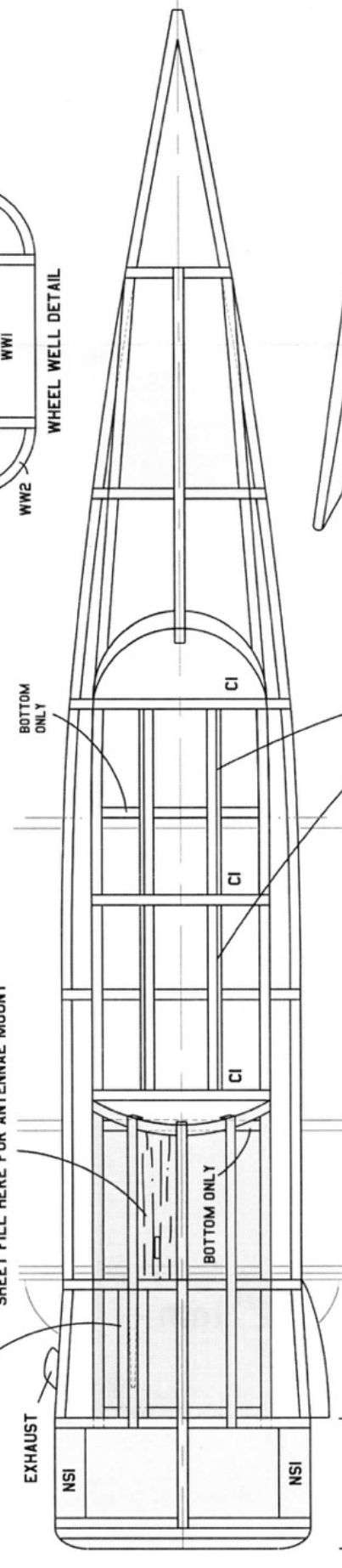


SHEET FILL HERE FOR ANTENNAE MOUNT

GLUE WW1 ONTO LEADING EDGE OF WING CENTER SECTION, FLAT TO BUILDING BOARD. GLUE SOFT 1/16" FAIRING STRIPS INTO PLACE, SANDING THEM TO FIT AND TRANSITION FROM WW1 TO RIBS WI AND WIB. GLUE WW2 PARTS INTO PLACE. GENTLY ROUND OUTSIDE EDGES. GLUE GUSSETS AT EITHER SIDE OF WIB AND SAND FLUSH TO LEADING EDGE. DO NOT OMIT THESE GUSSETS, YOU'LL NEED THEM WHEN YOU COVER THE WING...



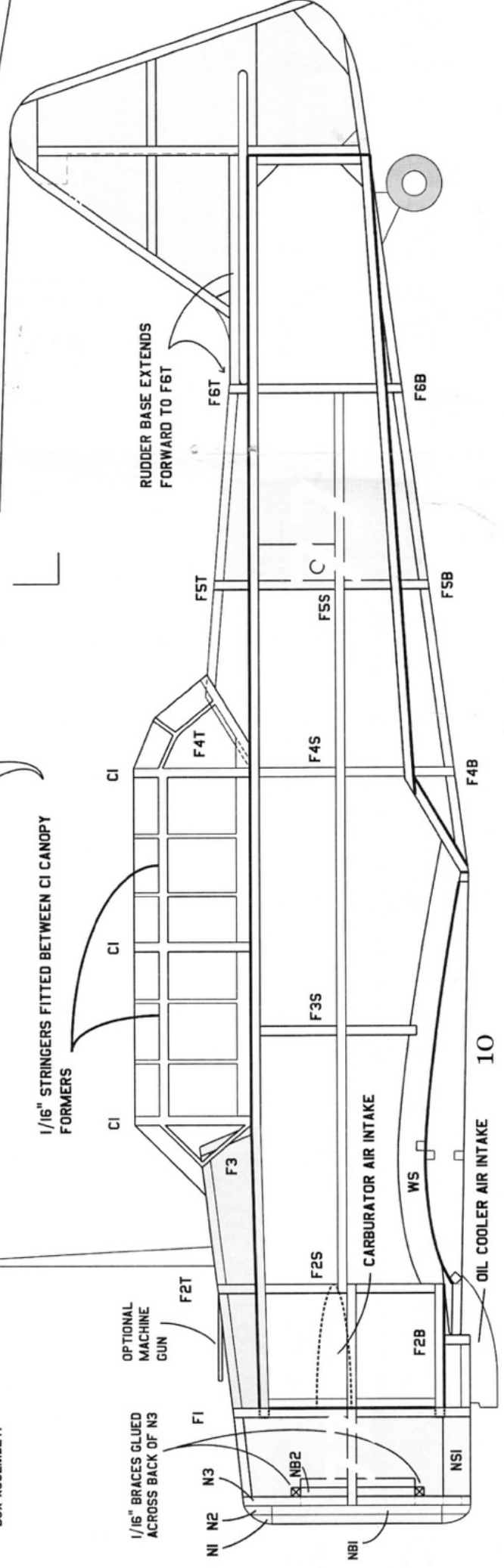
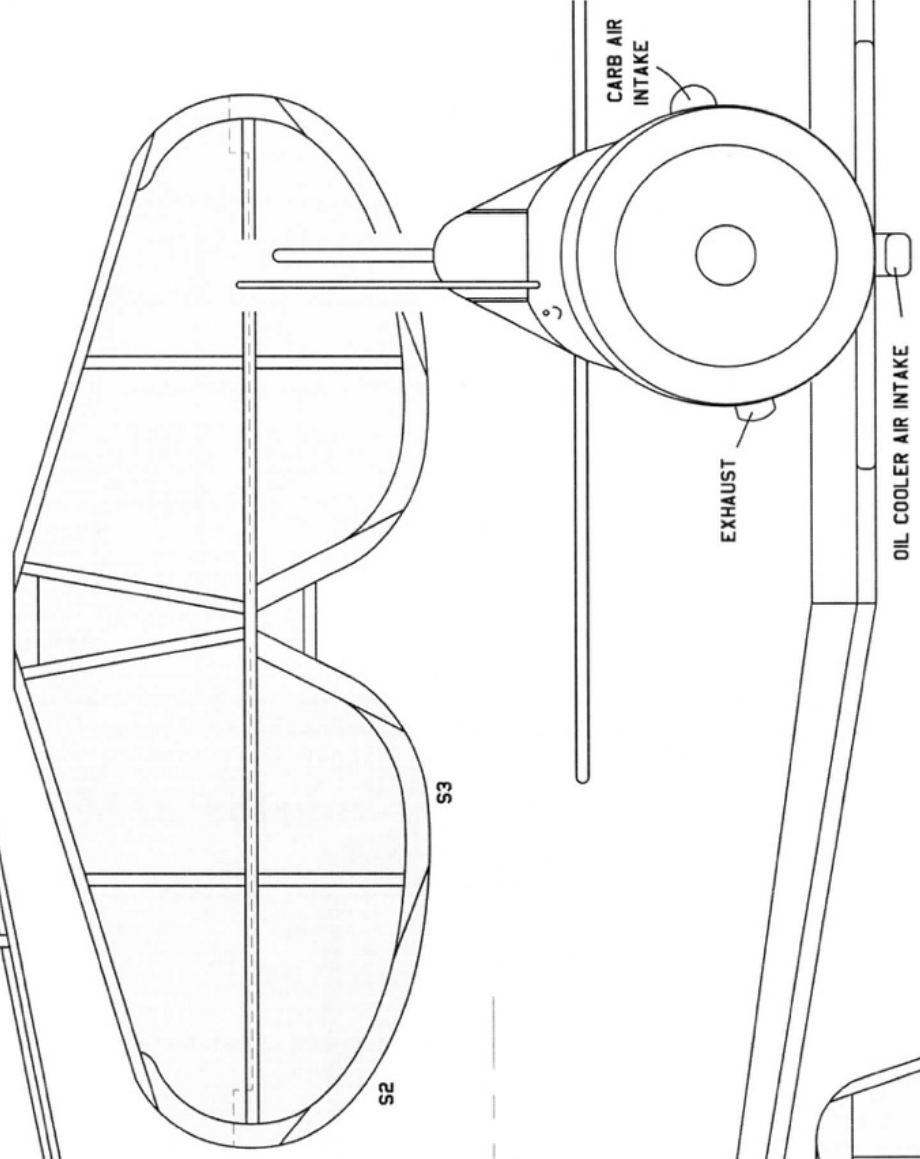
1/16" FAIRING STRIPS
WHEEL WELL DETAIL



NOTE: ASSEMBLE COWL PARTS NI-FI AS A SEPARATE UNIT, THEN ATTACH TO FUSELAGE BOX ASSEMBLY.

1/16" STRINGERS FITTED BETWEEN CI CANOPY FORMERS

1" DIHEDRAL AT TIP



1/16" BRACES GLUED ACROSS BACK OF N3

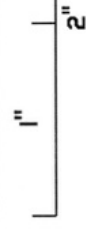
RUDDER BASE EXTENDS FORWARD TO F6T

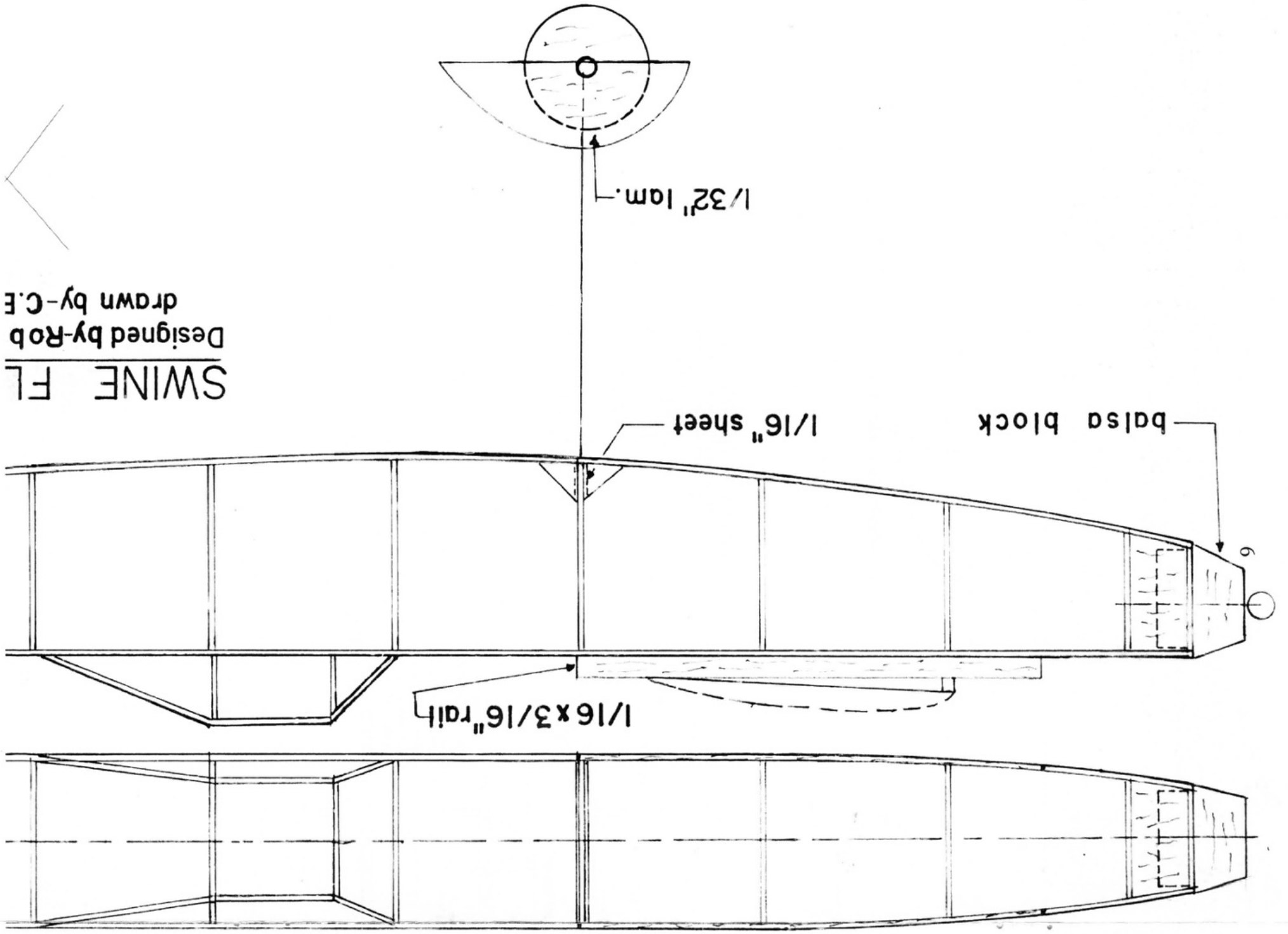


another DC MAXECUTERS plan!

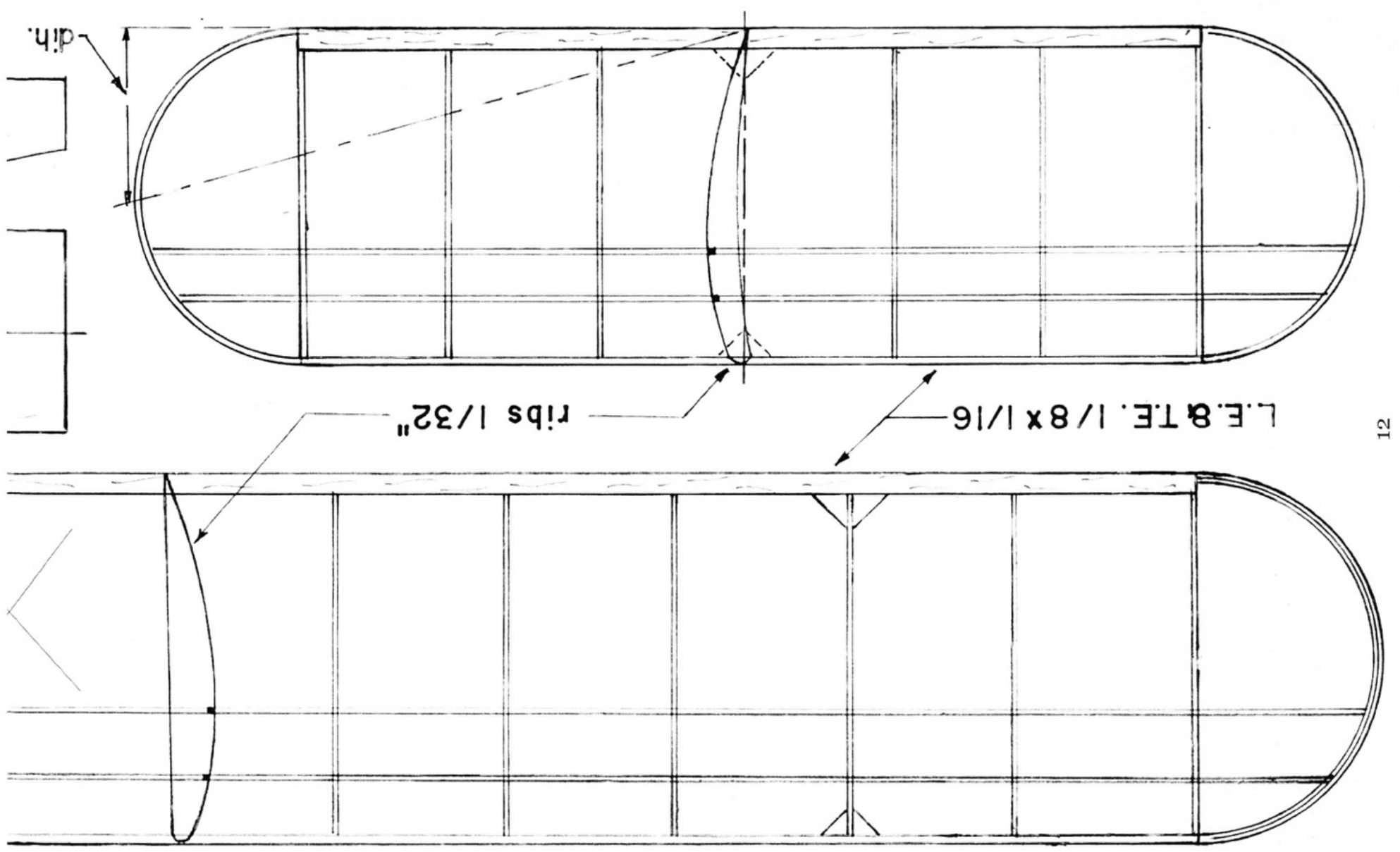
NORTH AMERICAN SNJ-3 TEXAN

16" NEO DIMER BY DAVE MITCHELL
FOR RICHARD TUCCIARONI 2021

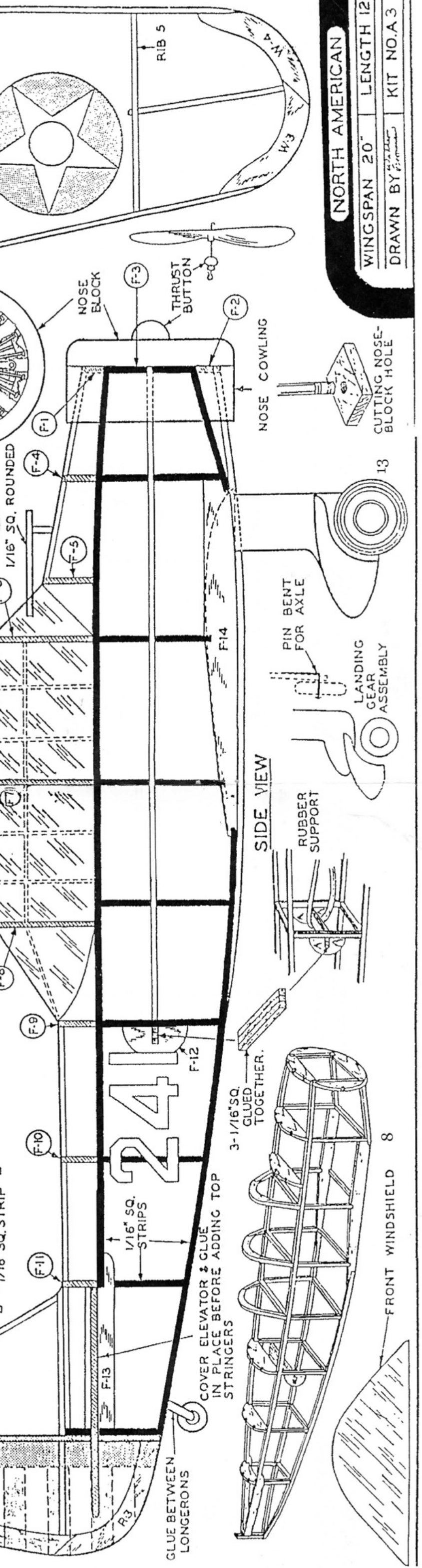
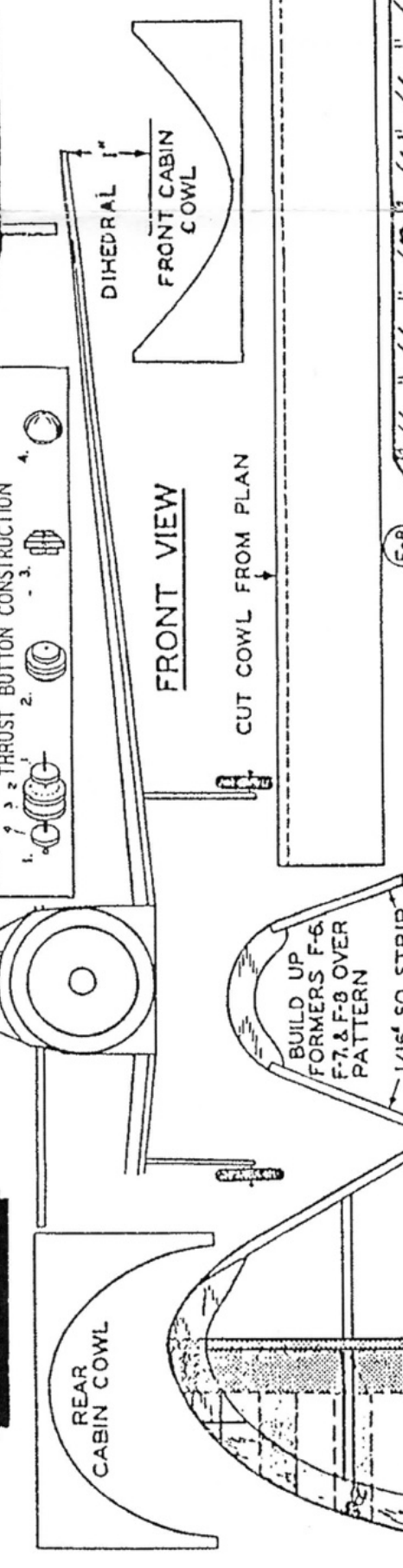
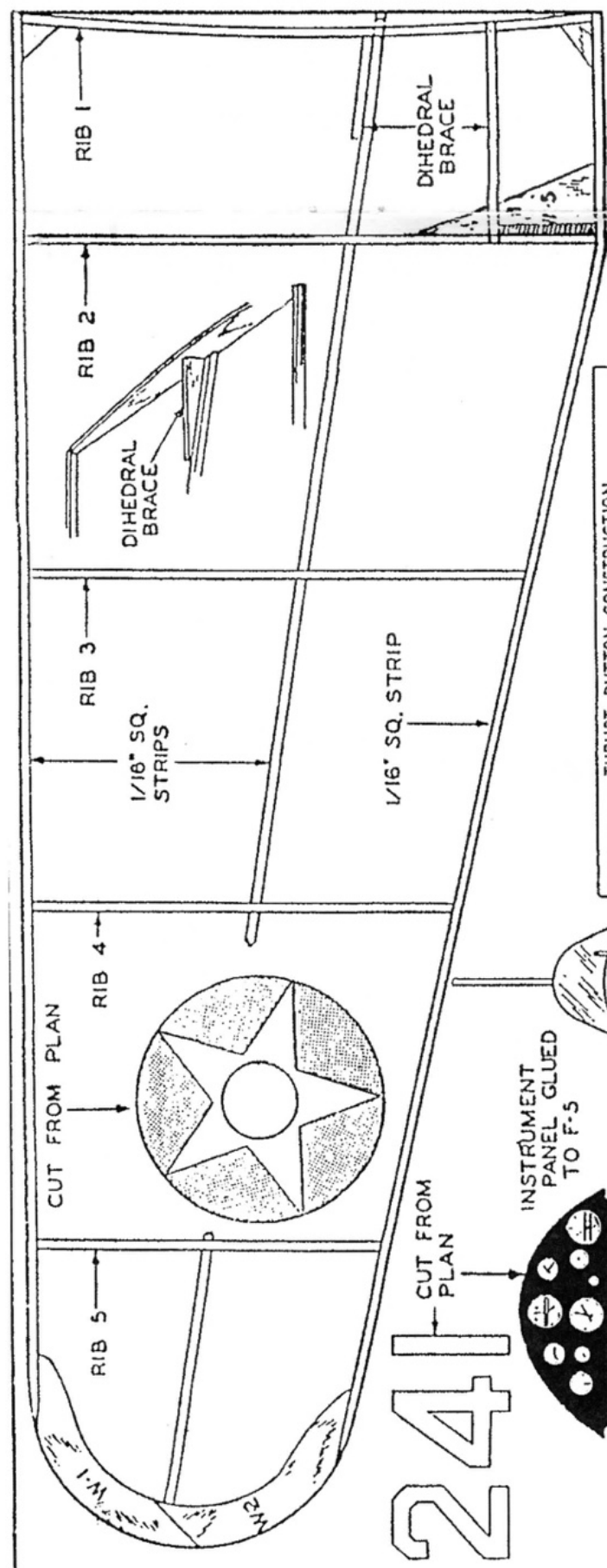
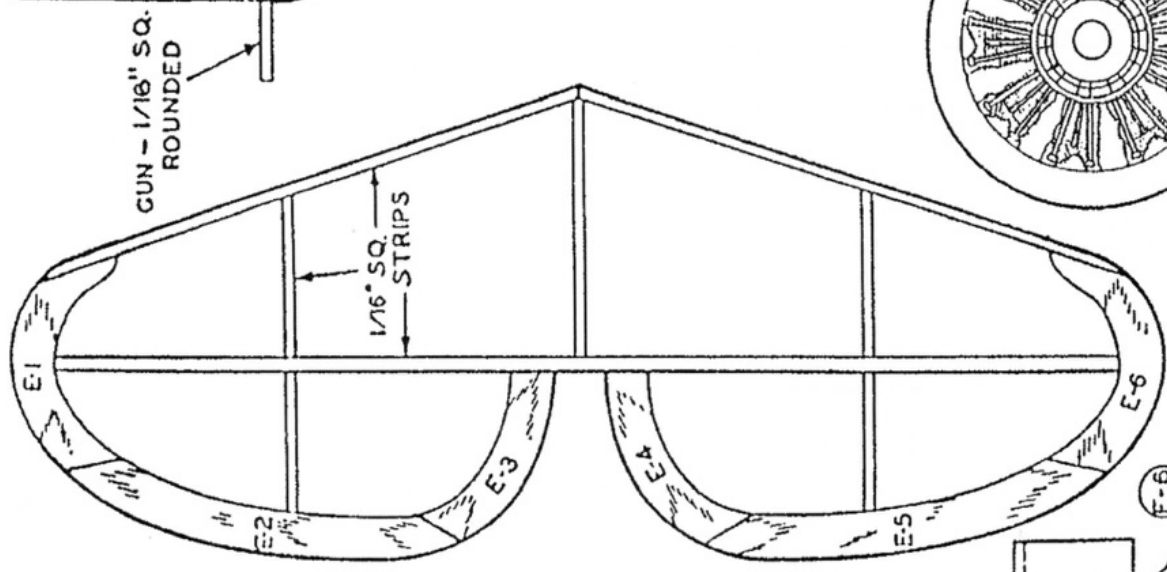
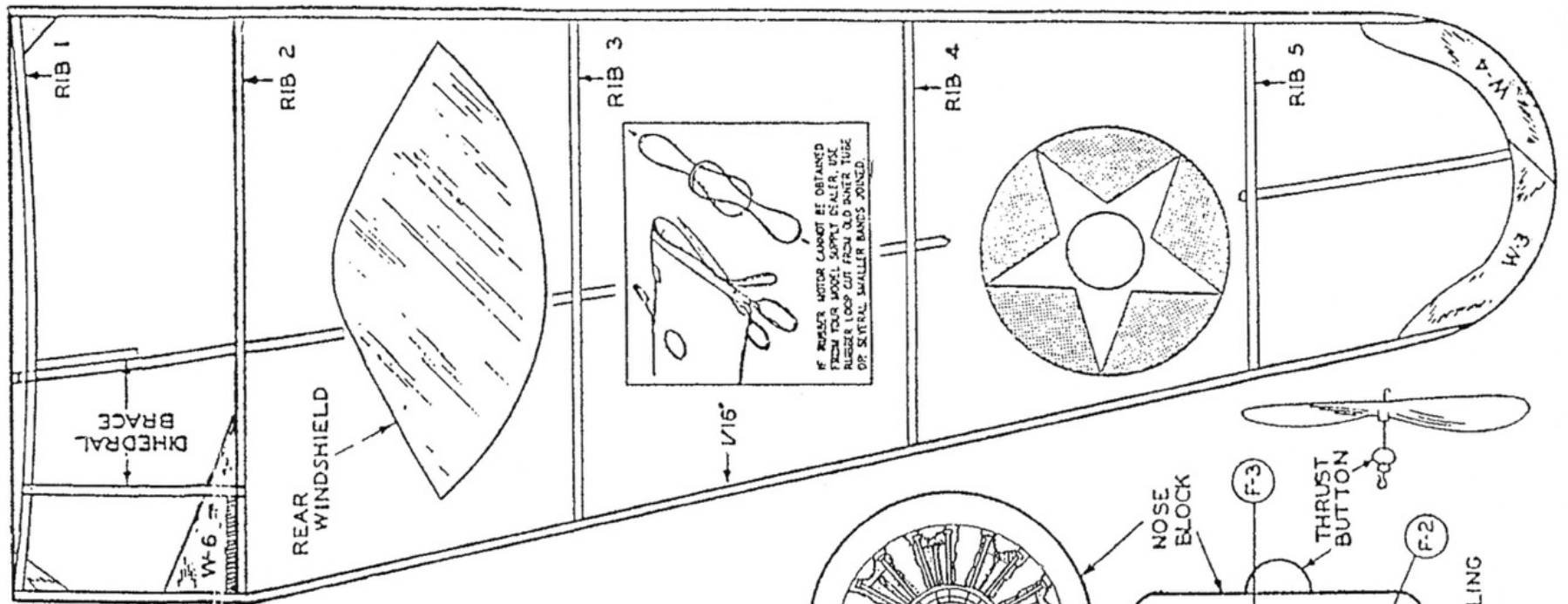




fuse, rudder, spar



SWINE FL
Designed by Rob
drawn by - C.E.



NORTH AMERICAN
WINGSPAN 20" LENGTH 12"
DRAWN BY [Signature] KIT NO. A.3

EW
ert G. Gable
E. Roth, Jr.

