

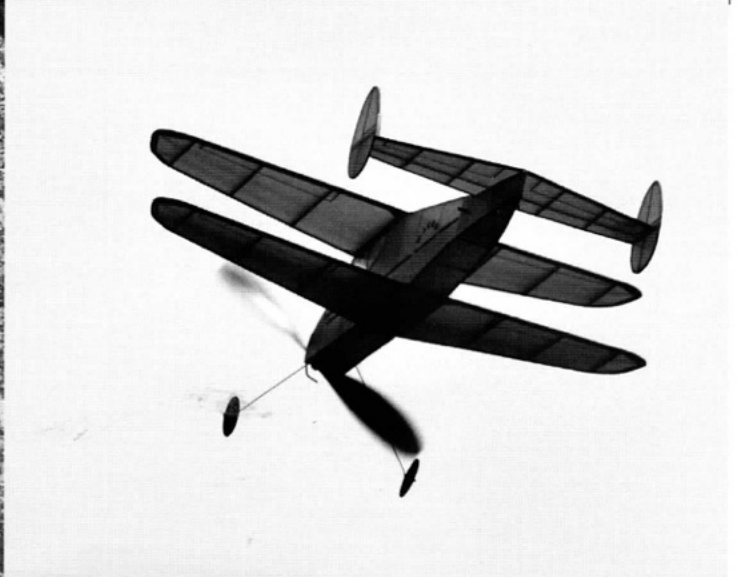
MAX FAX

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

Editor: Dave Mitchell 2021-2



TRIPLE RWD
DOUBLE JEOPARDY



FROM THE READERS

Clockwise, from top:

Mark Fineman's neat Double Jeopardy's neat Double Jeopardy's Legal Eagle, a brushing-up of **Pete Kaiteris'** design that we published in sketch form a while back. Mark's fresh plan is in this issue.

Pete Kaiteris' Wacko Legal Eagle climbs out.

Mike Stuart's spiffing Jumbo Consolidated Fleetster looks positively regal in its TWA silver and red with pinstripes.

Jim Coffin sent this pic of his new F9F jet cat. Still waiting for its first flights...

MAXFAX 2021-2

HARK! This issue marks a subtle but significant change in the old world order--at least as far as the MaxFax is concerned. After serving as Maxcuters Treasurer for longer than anyone can remember, **Stew Meyers** is handing over the stick so that he can concentrate on what REALLY matters--editing the FAC Newsletter! THANK YOU STEW, for your long years of unrecognized toil!

When this transition first began brewing, it was like that dark speck in the distance that you hope isn't a Hun, but you know otherwise. That's because handing over the stick....well, let's just say it was complicated, and leave it at that. In fact, in mid-April I sent out an e-mail notice that the MaxFax was going down, and that we expected issue 2022-1 to be our last.

Enter **Doug Beardsworth**. Unable to bear the demise of yet another FF print rag, Doug offered to house the business end the MaxFax within a "C" corporation that he owns and uses for the purpose of parking enterprises that don't fit neatly into his regular business day-to-day. That sound you hear is the MaxFax pulling out of a spiral dive and leveling out; it means that for the foreseeable future, the task of managing the MaxFax accounts is in good hands. THANK YOU DOUG! **Rick Pendzick** also has been working with us to modify our database to the FAC model and train Doug and me how to use it (insert "old dogs-new tricks" line here_____). IF we have your e-mail address, you'll soon notice an increased level of communications regarding your subscription status. This will be welcome news for those of us who haven't gotten a dreaded red X yet, but can't remember when the last subscription check was sent...

PLEASE!!!!!! Mark the changes in subscription address and communications protocol at right.

So, are we now in fair skies? Mostly. I will continue to edit the MaxFax at least so long as Stew continues to edit the FAC newsletter. We DO have to consider the possibility that Stew may not be immortal, however, and that is where things get cloudy. What we will need, friends, are FUTURE NEWSLETTER EDITORS! I know you're out there; maybe you're a bit rusty, haven't really ever made the transition from good ol' hot wax and Bestine; or, maybe you're a mere sapling and think Hot Wax and Bestine is a new album by Olivia Rodrigo, but you know your way around a desktop publishing program well enough to pump out flyers for your Mom's garden club. Whichever you are, **we will need you**. You can hone a valuable skill! Impress your friends! You might find yourself working on the FAC newsletter or maybe even THIS august rag, but rest assured you will be called upon, sooner or later. Be prepared. Contact me.

In other news, we're shifting to First Class mail with this issue. We hope this solves the recent newsletter delivery debacles. Our printer also now has delivery tracking software that will let us know when / if issues have hit their target. Fingers crossed.

I've not left myself any room to talk about this issue, so you'll just have to dive in to find the treats lurking within.....

Cheers, Dm 3

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Dave Mitchell, Editor
230 Walnut St. NW
Washington, DC 20012
davedge@me.com
202-744-9345

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UPCOMING EVENTS:

Maxcuters ZOOM meetings

Every other Tuesday at 11:30am

Hosted by Carl Hampton

Check your e-mail for notices; to receive an invitation, E-mail Carl at:

champton3@cox.net

RWD, Briefly

In 1927-28, three students in the Aviation Section of the Students' Mechanical Club of the Warsaw University of Technology--**Stanislaw Rogalski, Stanislaw Wigura, and Jerzy Drzewiecki**--banded together to create the RWD aircraft design team. In 1928, they built their first sportsplane, the RWD-1, followed soon thereafter by the RWD-2, and then the larger RWD-3 and RWD-4 of 1930. All four of these designs shared a characteristic "fish shaped" fuselage, with a single cantilevered wing and tandem cockpits open to both sides of the fuselage.

The RWD-3 and the RWD-4 were alike in most respects except for the powerplant: the RWD-3 featured a 5 cylinder Armstrong-Siddeley Genet radial, whereas the RWD-4 used an inline Cirrus Hermes II. The increased horsepower and reduced frontal drag of the Cirrus engine seems to have suited the design well; the RWD-4 was the most successful of their early aircraft, with the nine examples built seeing substantial activity in both local Polish and international air competitions.



In 1930, the RWD design team moved to a new facility founded by the L.O.P.P. (*Liga Obrony Powietrznej i Przeciwigazowej*, roughly translated as Air and Chemical Defense League), a paramilitary organization of the time dedicated to the support and promotion of Polish aviation and air defense. You'll often see their rather elaborate logo prominently displayed in period photos of RWD aircraft.



In 1931, RWD unveiled the RWD-5 which used the same wing design as the RWD-4, but this time married to an enclosed cabin, steel-frame fuselage. The RWD-5 was flown extensively as a sport and training aircraft by regional Polish aero clubs; at least three saw service during WWII as liaison aircraft. Perhaps the most famous RWD-5 was a modified version, RWD-5bis, registration SP-AJU---this is the aircraft that Hurst Bowers modeled in his 1988 plan.



In this aircraft, with no radio or safety equipment, **Stanislaw Skarzyski** flew from St. Louis, Senegal to Maceio, Brazil-- a distance of 2,226 miles, in 20hrs 30mins. It was at the time the smallest aircraft ever to cross the Atlantic. Comparison of SP-AJU with SP-AGJ (below) shows less window area, wheelpants to improve aerodynamics, and substantial reworking of the cowl and forward canopy, necessary to house the larger Gypsy Major engine. It's interesting to note how radically these changes affect the presentation of the aircraft. SP-AJU has a "modern", Rearwin Speedster vibe about it, whereas



SP-AGJ feels like the slightly awkward love child of an RWD-4 and a Desoutter MK.1. All early RWDs share a thick-airfoil-center, tapering-out-to-the tips, zero-dihedral humpback wing. It's a defining characteristic that, alas, is lost when we use thinner airfoils and add dihedral for better FF performance...

RWD continued operations until the German invasion of Poland in 1939, producing over 20 aircraft designs during their time. And what of the three founders? Rogalski survived the war and moved to the US, where he found employment with Grumman as an aerodynamics specialist. Wigura and his co-pilot Franciszek Żwirko were killed flying an RWD-6 in heavy weather in 1932. Drzewiecki went to Britain during WWII where he served as a ferry pilot with the Air Transport Auxiliary; he moved to Canada after the war and died in Ontario.

24" RWD-4

The plans in this issue were sketched out some years ago and resulted in a neat model that flew very well indeed. In fact, in terms of how it "sat" in the air, it was one of my favorite models ever. It was immortalized in a video **Tom Hallman** took at Geneseo in 2015, which you can see here: <https://www.youtube.com/watch?v=5Cp0BhO9iwo> (or just type "RWD-4 Dave Mitchell" into your browser). I was especially glad that Tom took that film because the next day the bird went OOS after an epic 9+ minute flight... *sigh*. Watch the video and you will see it sniffing out thermals like a winged hound dog. I was very fond of that model, even though I had it for only a very short time, and the pain of losing it made it difficult to bear down on the plans to get them suitable for publication. Of course, by the time I finally got around to it, I had forgotten half of what went into it in the first place, new photos had become available, etc...

...all of that's a long way of saying that the plans presented here are something of an interpretation of what I actually built, which you may notice if you look closely at the few photos I took during building. The main difference is that I made mine with built up ribs, running over two deep but thin spars---kind of a lazy man's Rees-style wing. I went through the trouble to draw up solid ribs for the plan, just for simplicity's sake, but you could easily mimic my original construction if you wished. Other than that, I think I have it covered pretty well. I worried a lot over the sheeting of the upper deck and the weight it would add to the tail, but I figured it would need the strength--- there are no struts, so that's all the support you get for the wing. The bird never really had a rough landing, so that narrow rigid pylon mounting never really got tested. Buyer beware.

Note that the stab and rudder are built up of a basic 1/16" framework that then receives additional soft balsa doublers across the main spar and at the tips, before being sanded to a symmetrical airfoil. You might also want to study the tailpost assembly. Basically, there's a 1/16" sheet wood plate (TP1) that gets sandwiched between the (very narrow) fuselage sides. It extends down to form the tailskid support, and up to support the aft end of the top fuselage plank, under the stab. You'll want to take your time with this so it's properly aligned vertically. TP2 is then applied to cap the end of the fuselage, which fair into the rudder.

As far as the engine compartment goes, you're on your own as to how faithfully you want to model the engine and all the cowling slits and slots and doodads. At the time of fly-away, mine was somewhat broadly sketched, well enough to meet the needs of an FAC Golden Age Monoplane entry with a bit to spare, and the plans reflect that approach. Having said that, there are enough good photos of the RWD4 that you could *really* polish it up (see what I did there? Pol...oh, never mind). Models of airplanes like this that don't have a ton of things hanging off them in the first place come to life when you take the time to add the fiddly bits! It was my *intention* to do so...but I guess I'll have to hold that intention for another day.

I chose to model SP-AEK, not least because of the splendid photo featured on the cover. Find this picture online and you can really zoom in close--it's available out there in a very high



Logo of the Poznański Aeroklub Akademicki. The Poznań Academic Aero Club was established in Poznań on the initiative of a group of students from Poznań universities (Poznań University and the Academy of Commerce). On October 17, 1928, an organizational meeting of the PAA was held, at which the statute of the

organization was adopted, the board of the aviation club was elected and sections: aviation training, technical and avionics were created. Significant assistance in the organization of the flying club was provided by the Poznań 3rd Aviation Regiment based at the Ławica airport, which lent the flying club 2 training planes and two piloting instructors. In January 1929, training for airline pilots began at the aeroclub, which by the end of the year had been completed by 15 people (including two women). In 1930 there was a revival of tourist and sports activities in the flying club and the first successes in aviation competitions (the 3rd Avionette Competition in Warsaw, where the pilots of the flying club took 1st and 5th place).

At the beginning of 1931, the Poznań Academic Aero Club and the Wielkopolska Aviation Club merged and created in Poznań one organization of air sports under the name of the Poznań Aero Club. (from Wikipedia)

resolution, high enough to clearly make out the Polish airclub logo on the rudder (see above) and the Gargoyle Mobiloil patch on the side. I forget exactly where I found it, but I was able to translate information from a Polish site that said SP-AEK was painted silver and deep blue. Good enough for me! Other versions of the RWD-4 were apparently painted silver and red, or silver and green, so there are choices available to suit your tastes. They were entered into a bunch of contests, so you will see pictures of them sporting race numbers as well as different sponsor and / or club logos.

As far as flying notes go, I'm afraid I don't have any records at all as to all-up weight, rubber, prop, etc. My guess is that I stuck a 9" Peck on it. I recall that it had a mild tendency to auger right in the glide, which you can clearly see in the video. After my experience with trimming the Udet U8 dimer (*MaxFax 2020-4*), and Don Srull coaching me to fly pylon ships left, I'd be inclined to give that a try if I built another. Having said that, when thermalling mine flew in a nice, close-in right circle that helped keep it on the field. That is, until it didn't..... in light of my fly-away, you might reasonably suggest that the model would benefit from a DT, but it's not an easy design to fit one to. Why not build one for yourself, and let me know if you come up with an elegant solution?



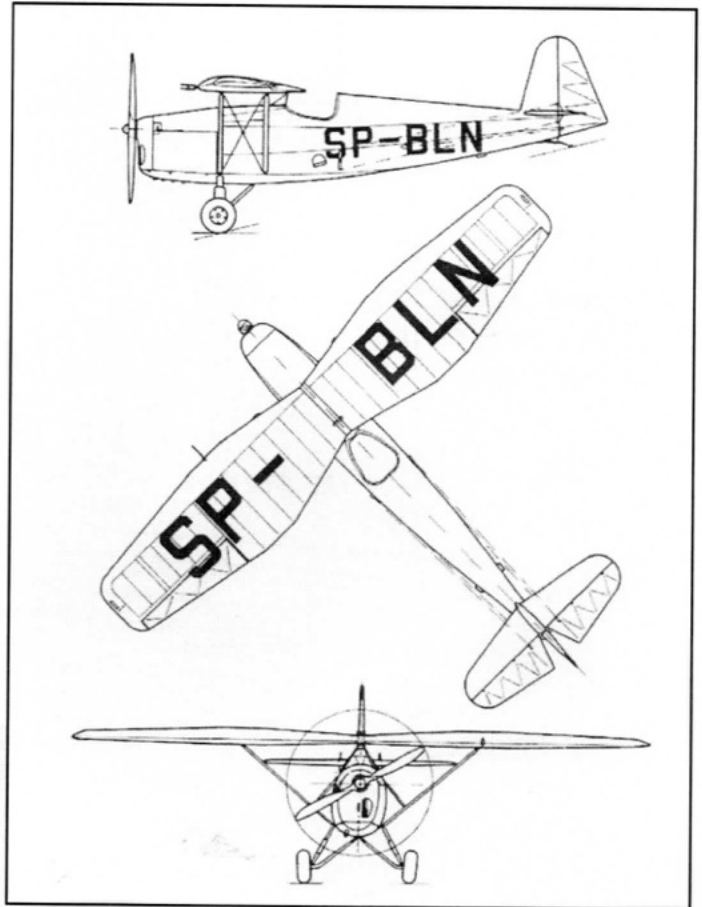
-DM

RWD-10

In 1932 Stanilaw Wigura of the original RWD design team had died in an aircraft accident; Drzewiecki and Rogalski subsequently teamed up with Jerzy Wędrychowski to form a new aircraft production company, DWL (*Doświadczalne Warsztaty Lotnicze*), where they continued to produce RWD designs. The RWD-10 first appeared in 1933 after the LOPP paramilitary organization had sponsored the development of a single-seater aerobatic sports plane. The RWD team also had ambitions to market the design to the air arm of the Polish military, the *Lotnictwo Wojskowe*, with the idea that it could also be used as a trainer for fighter pilots. Its chief designer was Jerzy Drzewiecki. The prototype aircraft (SP-ALC) was flown in July 1933 by Drzewiecki, but was rejected by the I.T.L. (*Instytut Techniczny Lotnictwa*, or *Aviation Technical Institute*) because of structural and instability issues that proved difficult to address; as a result the design was quite long in coming to fruition. A number of modifications ensued, including removing a pylon fairing that originally encased the centerline strut assembly, beefing up the struts and strut attachment points, modifying the ailerons, and lengthening the fuselage. The design ultimately was certified after completing state trials in 1935. In 1936, LOPP ordered 20 aircraft, the purchase funded by a public collection for aviation development. They were built in 1937 and then distributed among the Polish regional air clubs. In 1938, another two were built.

In its final form, the RWD-10 was recognized as an

exceptionally agile aircraft, but it had to be in the right hands. A pair of in-air wing failures in 1938 temporarily grounded the remaining aircraft. These failures are now reckoned to be the result of wing flutter, but at the time the phenomenon was not understood, and the RWD-10's reputation never recovered...



SP-BGY, the aircraft represented by Hurst Bowers' plan. Note the LOPP logo on the fin, and the stylized RWD-10 lettering as well. It would also appear that the underside of the wings may be red with silver lettering...?



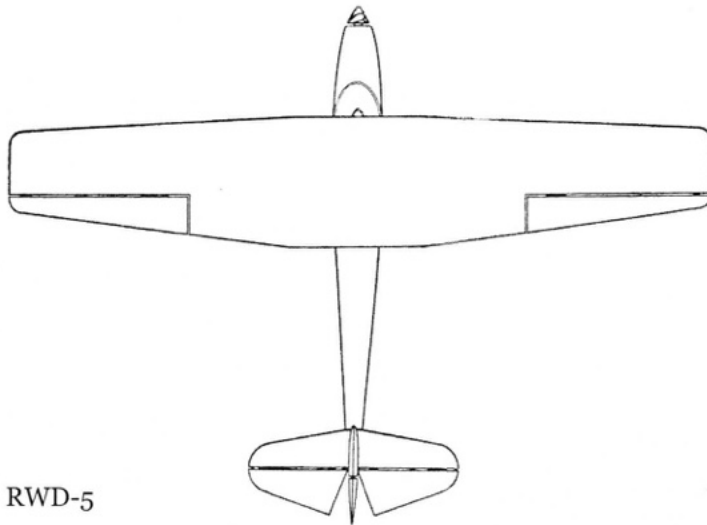
Starboard view, RWD-4 nose. The wing mounts are clearly visible.



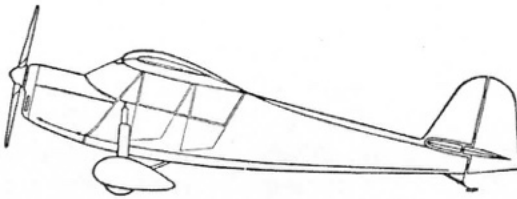
An RWD-4 head-on



Late production RWD-4 - note mirror-reversed engine details



RWD-5



Topping off the tank of a RWD-5. Note the compound windshield



An RWD-5 and an RWD-4 stand ready on the flight line

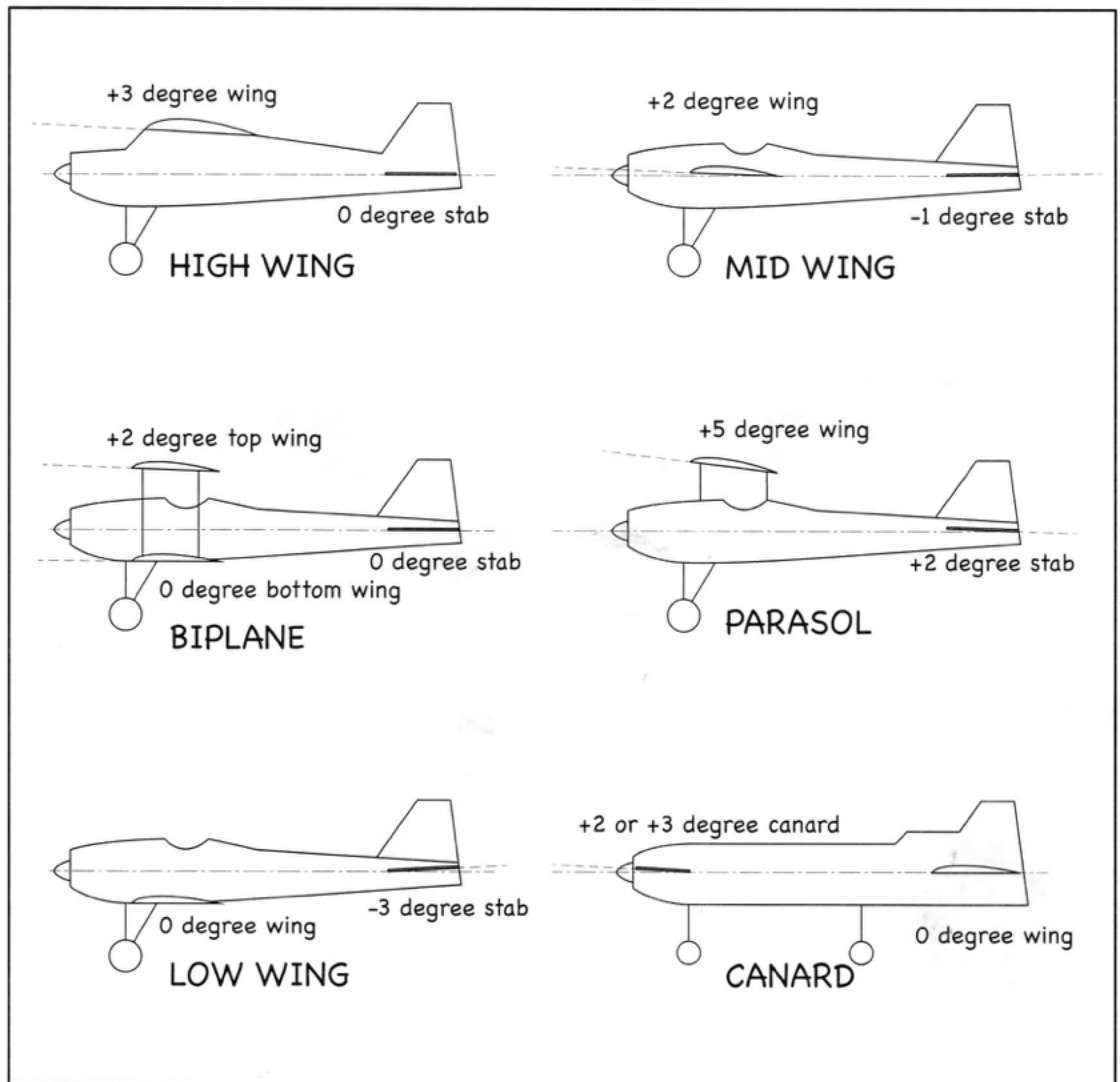
INCIDENTALLY....

So, the other day we had a really good Maxecuters /modelers Zoom meeting (see "Upcoming Events" on page 2 for information on how to participate). Somebody mentioned something about scale stab size, and that led to a discussion of the calculation of TVo (Tail volume), which led to the consideration of positive stab incidence on certain aircraft (for example Fokker DVII, Fokker DR1, Sopwith Tripe), which led to a bunch of talking about wing downwash, and its relationship to thrust settings, flying surface incidences and and decalage, which led to...well, you know how it goes. There's nothing quite like the uninterrupted flow of ideas that happen in a "live" setting-- even if that "live" setting is confined to our computer screens--and I closed out of that session mightily inspired, thinking I would collect those observations into that one magic article, expertly edited, the one EVERYBODY must read at some time in their FF journey, the one that leads them to the path of true...wait for it...ENFLIGHTENMENT©. Yes, you read it here first: enflighment©. Had it been a bunch of e-mail exchanges, I would have just cut and pasted the relevent bits together, attributing each pearl of wisdom to its parent oyster, and arrived at a fine page of pontification. And all the FF world would be grateful for my diligent service, in due course of time; and in time, those unattributed pearls of wisdom might come to be seen as MY wisdom, and FF fame and fortune, which have always seemed just *this* far away, would finally be mine, MINE! MWAHAHAHA!!!

Anyway, in the course of the conversation, **Vance Gilbert** casually mentioned some document that he had absorbed in his own very, very, very long FF journey---had it been in McCoombs' *Making Scale Models Fly?*--wherein rules of thumb were given that a model designer might use as a starting point for laying out the incidences on a variety of wing / tailplane arrangements, i.e. Parasol, Biplane, Low Wing, etc. Being in fact a mere sapling among the tall oaks of the FAC, I could hardly contain my astonishment. How could I have never seen this? How many of my less-than-successful models might have been better-than-that, if I had only KNOWN BETTER? I suggested to Vance that this might be information worth sharing with me; I bade him burrow into the musty stacks of his archives and not rest until he had found it.

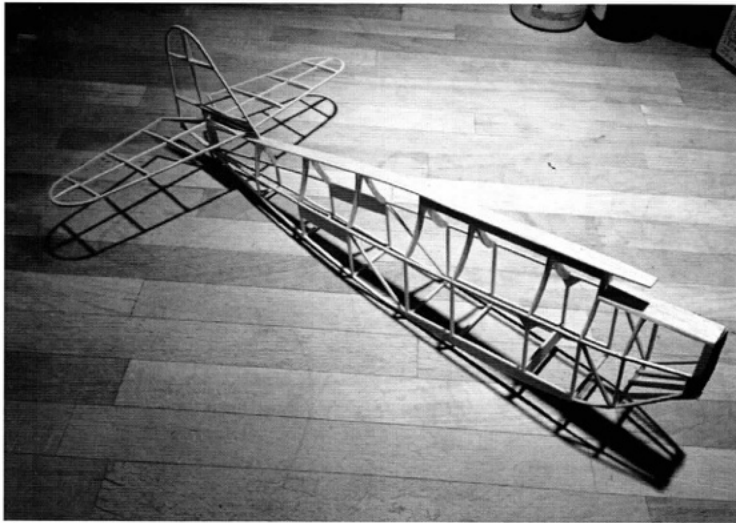
It didn't take him long. Within an hour, I had my information, and its source: Bill Hannan's *Peanut Power! A World of Tiny Flying Scale Models*. Hannan knew a thing or two about free flight models...tell me more, Bill! I went immediately to Plans & Things (plansandthings.com), purveyors of all things Hannan, but found to my dismay that particular book was no longer in print. Alas! And the prices they want for a used copy of that book on eBay? Urgh.

Still, I had to pass this on. As I said to Vance, this information feels so fundamental, it's almost biblical. So here it is friends, a (the?) key to all your incidence quandaries, distilled at the source from who-knows-where by who-knows-whom, though Bill Hannan mentions Charles Hampson Grant as having shed bright light on the topic back

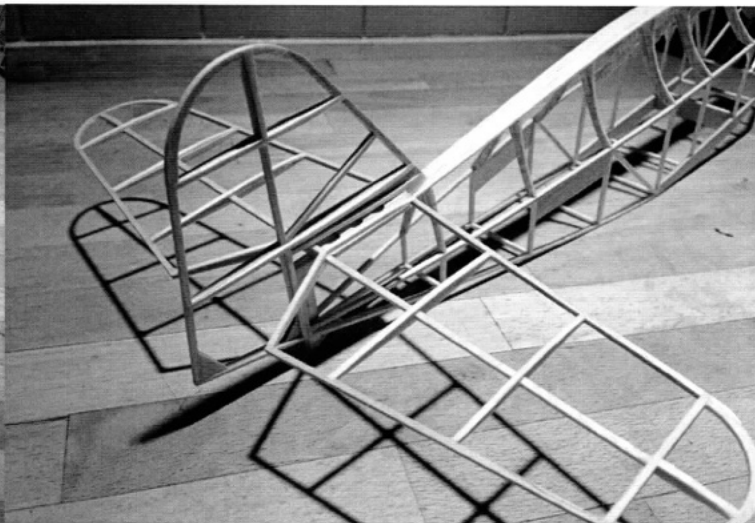


in the day. These are starting points of course; many a model has flown very well that did not hew close to them. The issue of downthrust and its relationship to incidences is not addressed in this graphic. Nevermind. Me? I'll be trying these new old ideas out on everything new I draw, and resisting the urge to redraft all my back catalog of original designs...

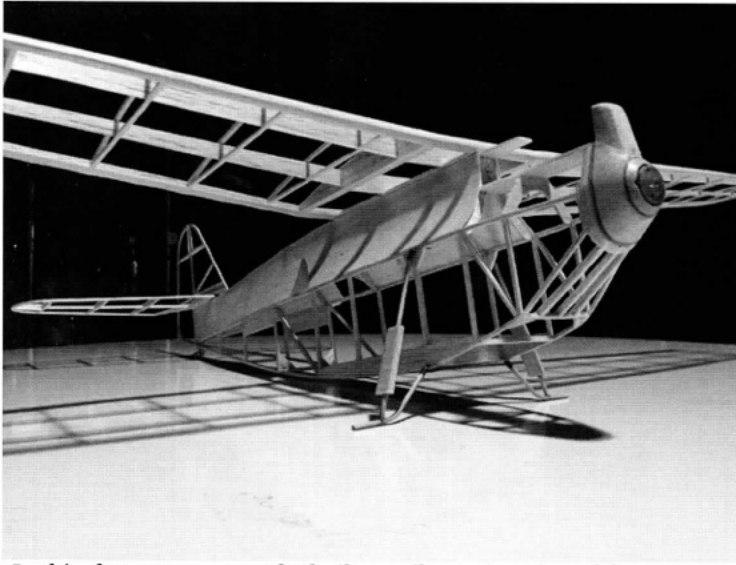
RWD-4 PROCESS PICS



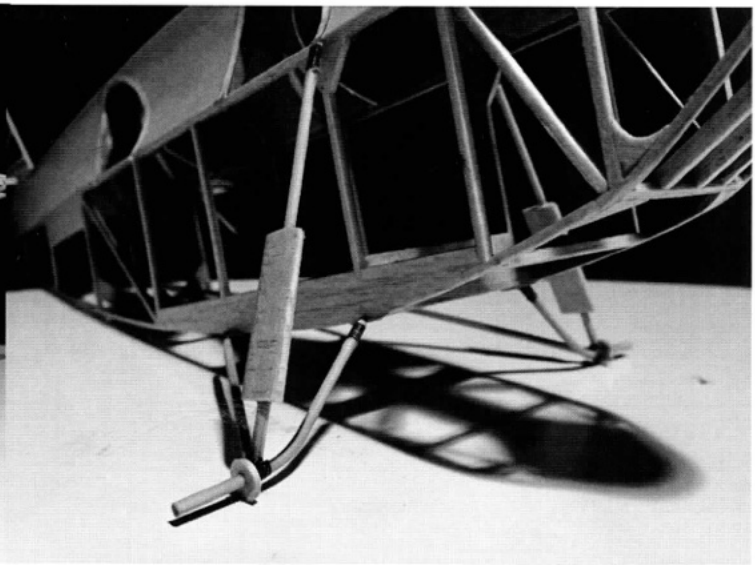
Fuselage bones. Note the sheet balsa top cap, and that the upper cross members of the fuselage box have been cleared.



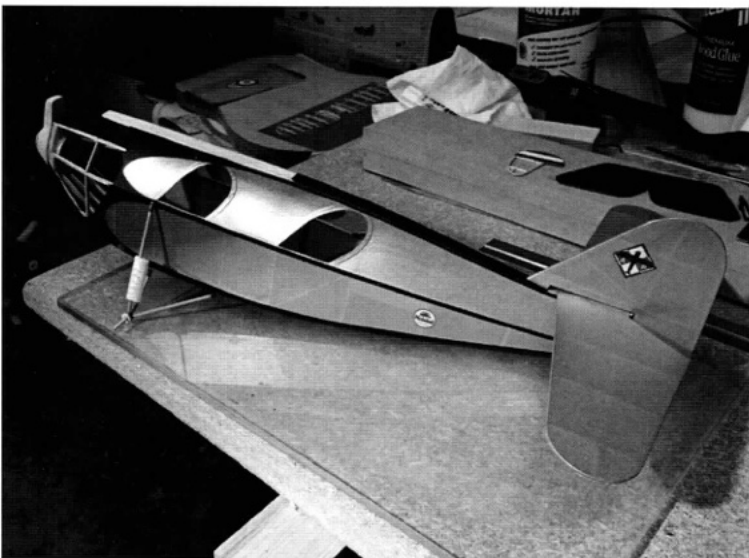
Stab and rudder detail. The cross-members of both have been doubled up and sanded to a symmetric airfoil



In this shot, you can see the built-up rib construction of the original model; the plan shows sheet wood ribs. The thin balsa sheeting has been partially applied to the upper fuselage. Also note recessed Gizmo Geezer thrust button.



The LG members have been bound together at the axle with thread and glued with epoxy. Just visible is the paper reinforcement of the cockpit cut-outs.



The model was covered with pre-finished silver tissue; logos were inkjet printed on white decal paper. The blue trim and black registration numbers were masked and airbrushed.



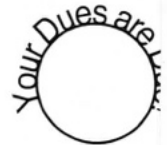
The last known static shot of the RWD-4, unfinished, a few weeks before it went OOS. I guess I learned my lesson--take pictures before you fly!

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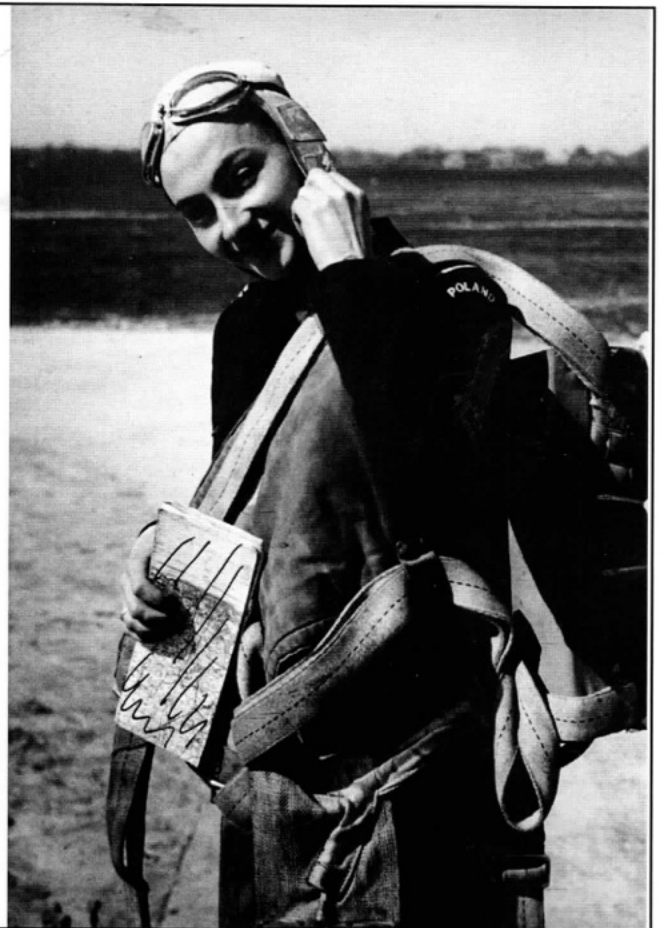
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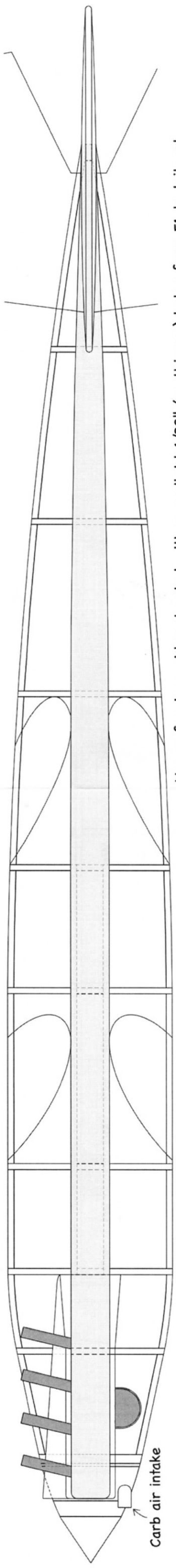
Go to www.dcmaxecuter.org and click on **MaxFax** at the top of the page.

Cover images:

FRONT: RWD-4 of the *Poznański Aeroklub Akademicki*, 1930.

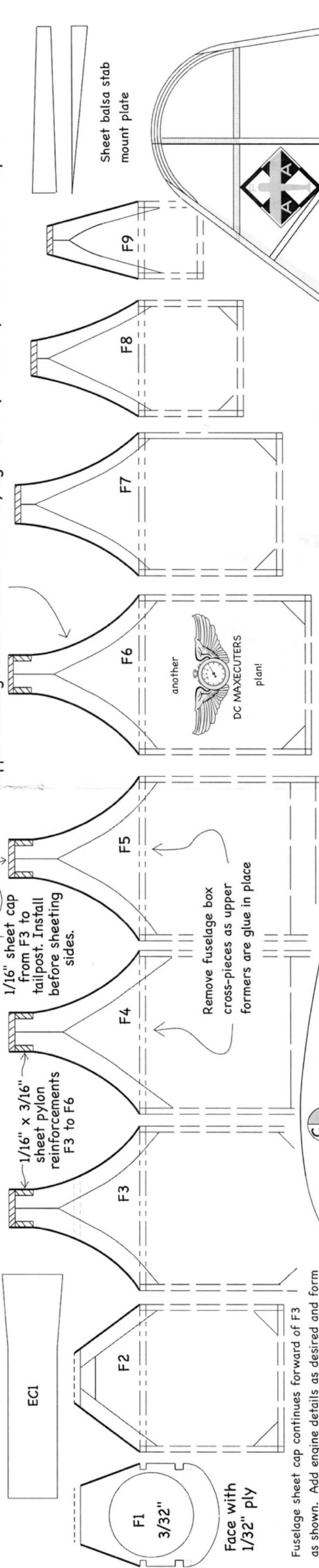
RIGHT: Stefania Wojtulanis was one of the first women in Poland to obtain a balloon and airplane pilot license. Before WWII, she logged nearly 200 hours of flight time, piloting RWD school and sports planes, balloons, and gliders. After the outbreak of WWII, Wojtulanis, flying RWD-8 aircraft, served as a liaison pilot for the Staff Squadron of the Polish Supreme Air Commander. When the Soviets invaded Poland in September 1939 she evacuated to Romania with the air force, where she served through the end of 1939 as a courier, assisting in escapes and delivering money and documents to interned Polish airmen fleeing to France. She subsequently managed to get to France herself, where she was promoted to second lieutenant and worked in the air force staff. After the fall of France, she made her way to Great Britain, where she and **Anna Leska** were the first foreigners appointed to the British Air Transport Auxiliary, ferrying new, repaired and damaged military aircraft between factories, assembly plants, transatlantic delivery points, maintenance units, scrap yards, and active service squadrons and airfields. A recipient of numerous medals of honor in both her native country and Britain, Wojtulanis-Karpińska (now married) emigrated to the US in 1958 and settled in Los Angeles, where she served as President of the Association of Polish Aviators in California. She is the only Polish aviatrix honored in the International Forest of Friendship in Atchison, Kansas.



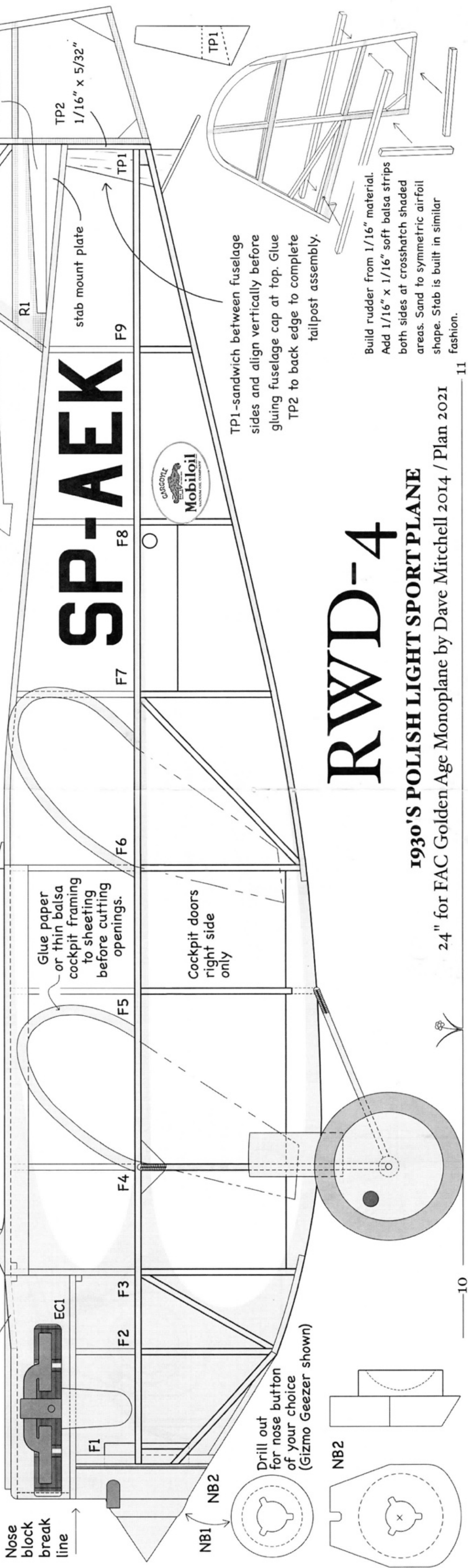


Carb air intake

Upper fuselage sides sheeted with very light 1/32" (or thinner) balsa from F1 to tailpost.



Fuselage sheet cap continues forward of F3 as shown. Add engine details as desired and form cowling from bond paper or balsa.



SP-AEK



RWD-4

1930'S POLISH LIGHT SPORT PLANE

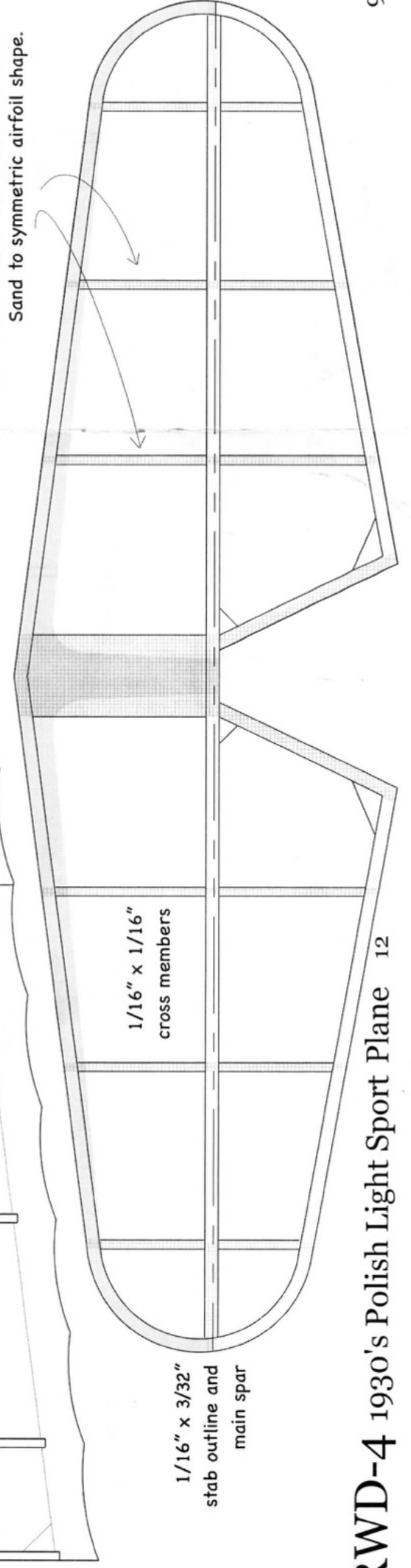
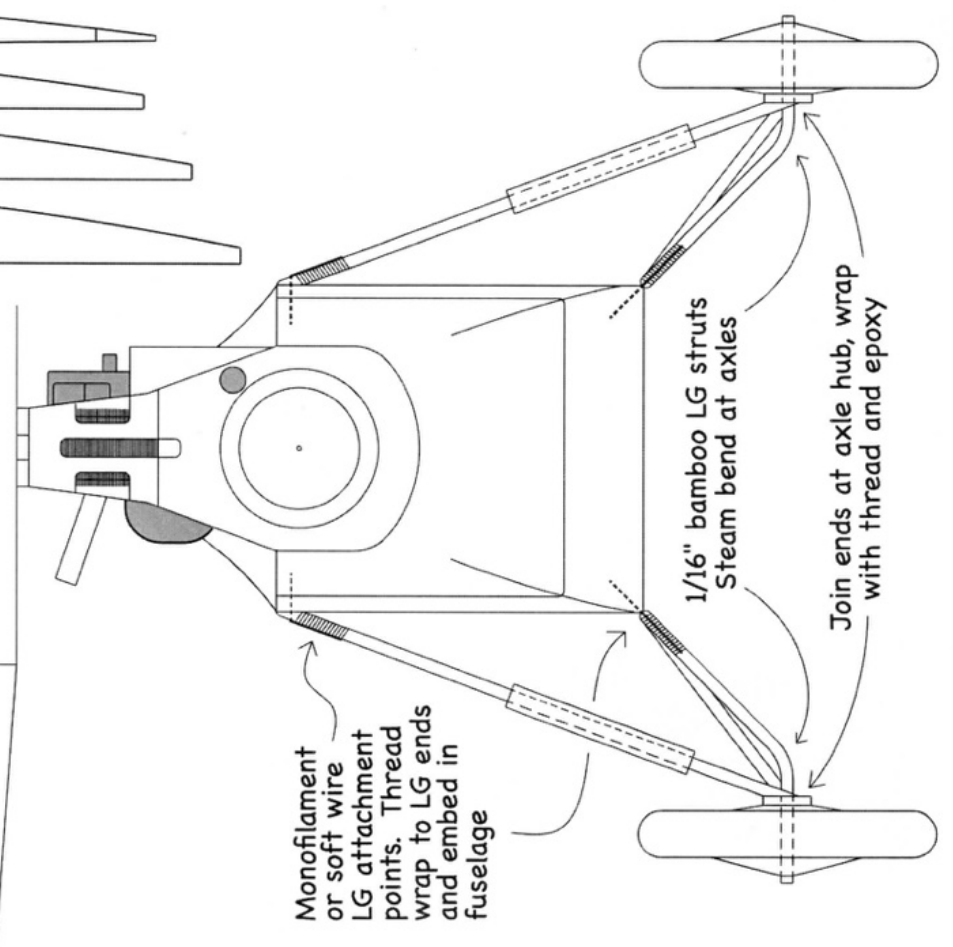
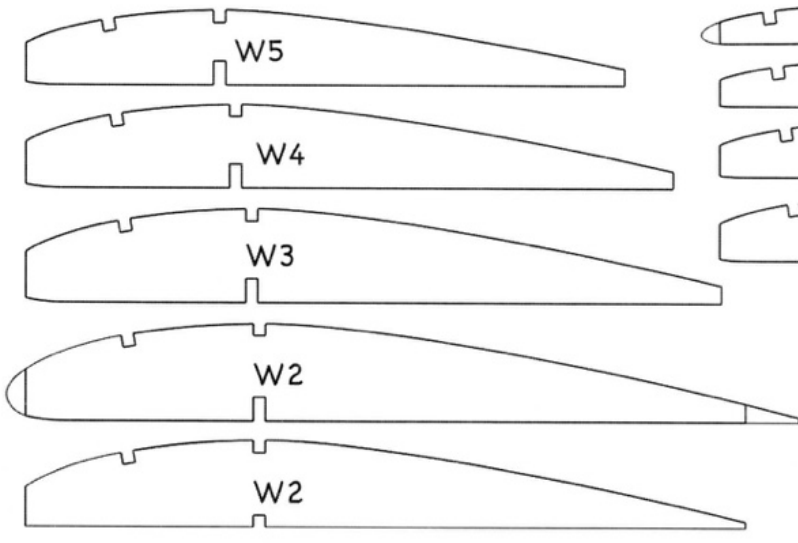
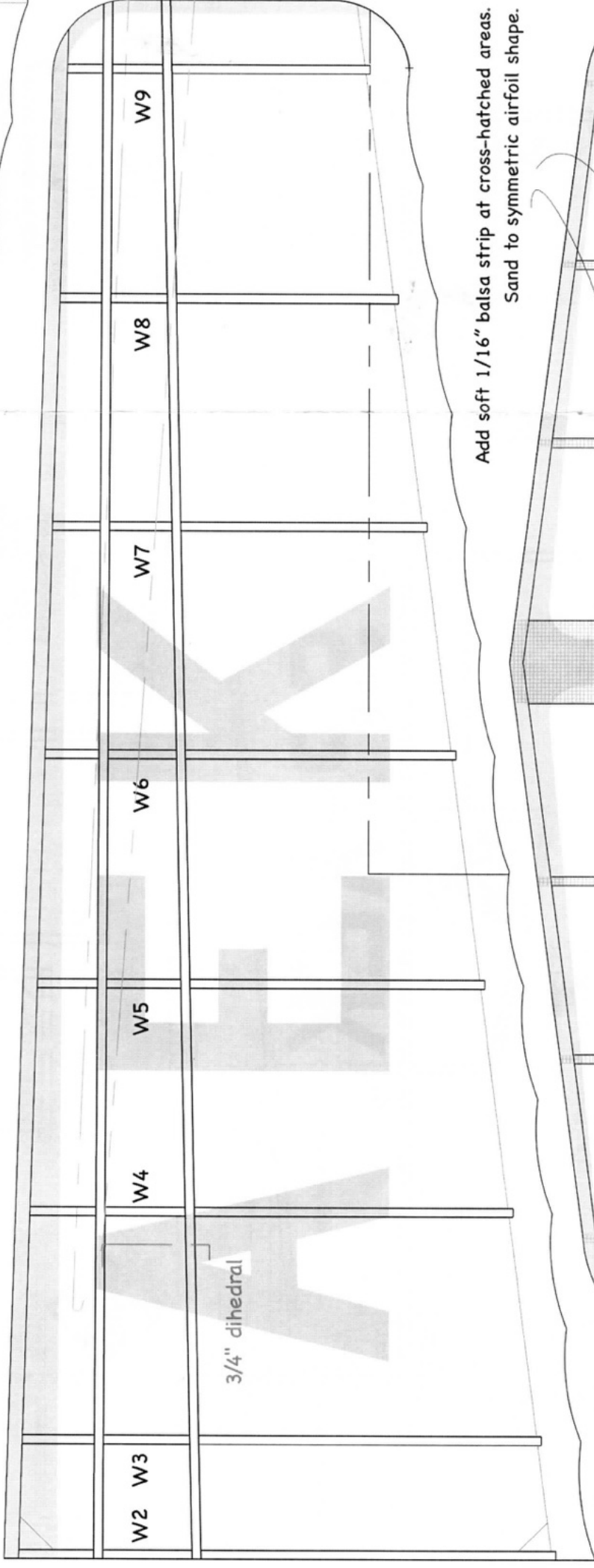
24" for FAC Golden Age Monoplane by Dave Mitchell 2014 / Plan 2021

3/32" x 5/16" hard balsa LE - taper / profile as shown at W2 and W9 rib profiles



1/8" x 5/16" TE

Registration letters repeated on underside of wing

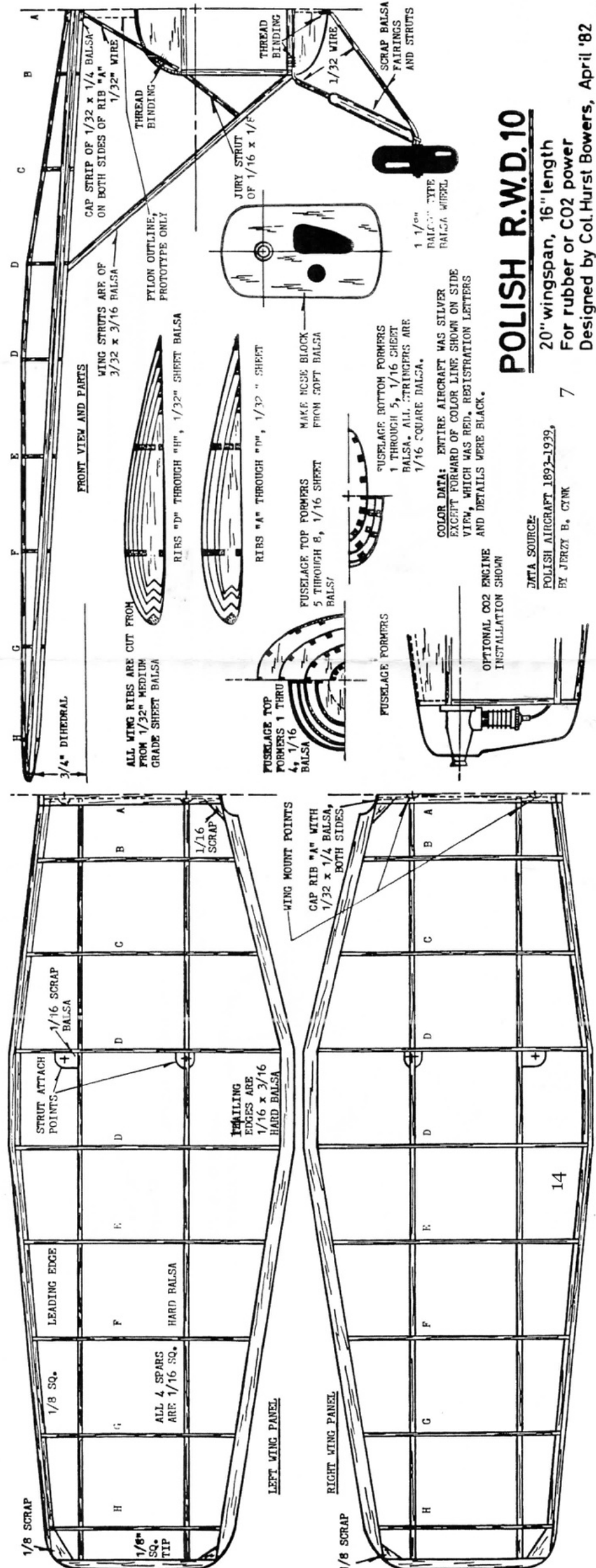
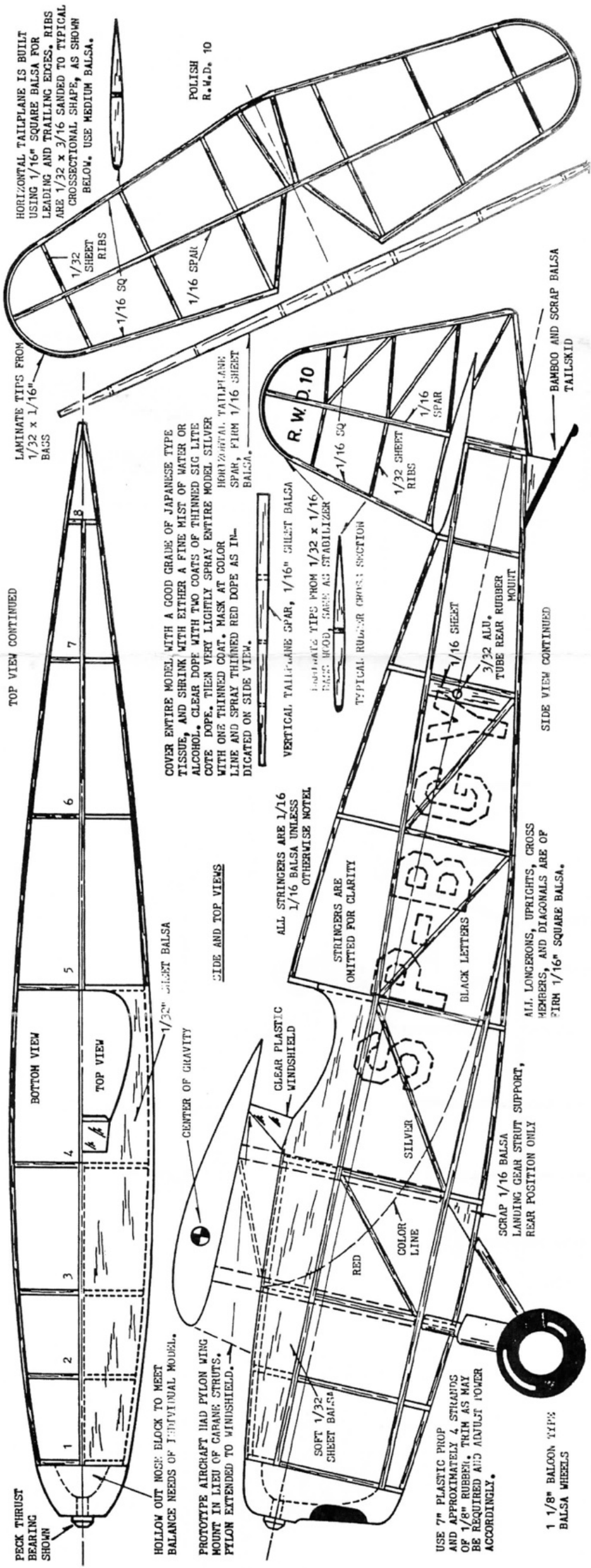


Hurst Bowers' RWD 10 was originally designed as a 20" model, and was featured in the May 1982 MaxFax. It's somewhat lighter in construction than a typical Hurst design, and as I needed to fit it onto an 11" x 17" page, I took the liberty of scaling it down to what I think would be a smashing 13" peanut. To lighten the tail, I would opt to build the stab and rudder as flat plates, and leave out some of the cross members. You could probably do away with the diagonal fuselage braces. Other than that, use nice wood and the material specs should work as well for a peanut as for the 20" original. Of course, you could go even lighter....

There are a bunch of good pictures of the RWD-10 online, including some of SP-BGY showing more elaborate markings than the relatively straightforward ones that Hurst has indicated on this plan. Whatever markings you might choose, it's a sharp looking airplane!



RWD - 10

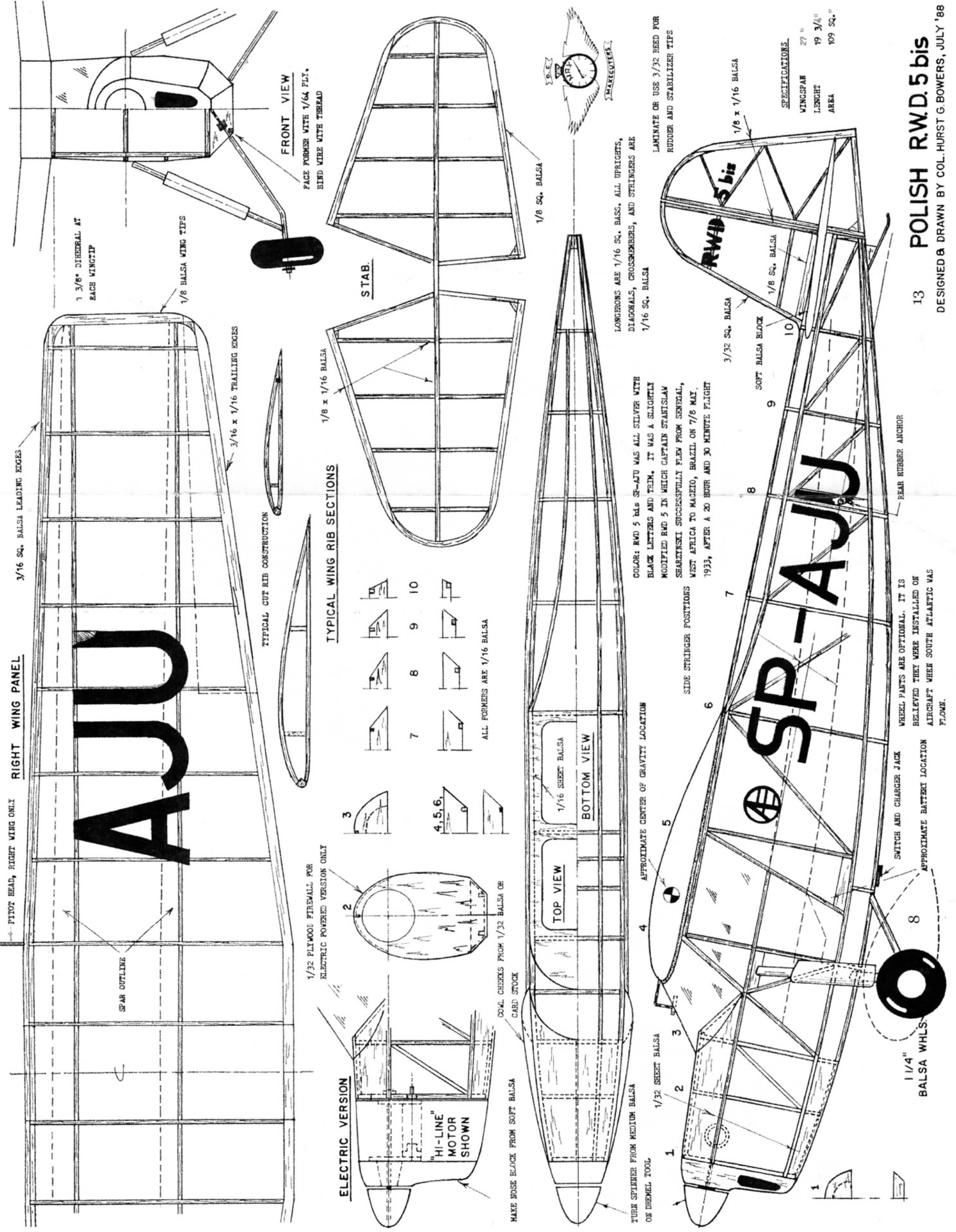


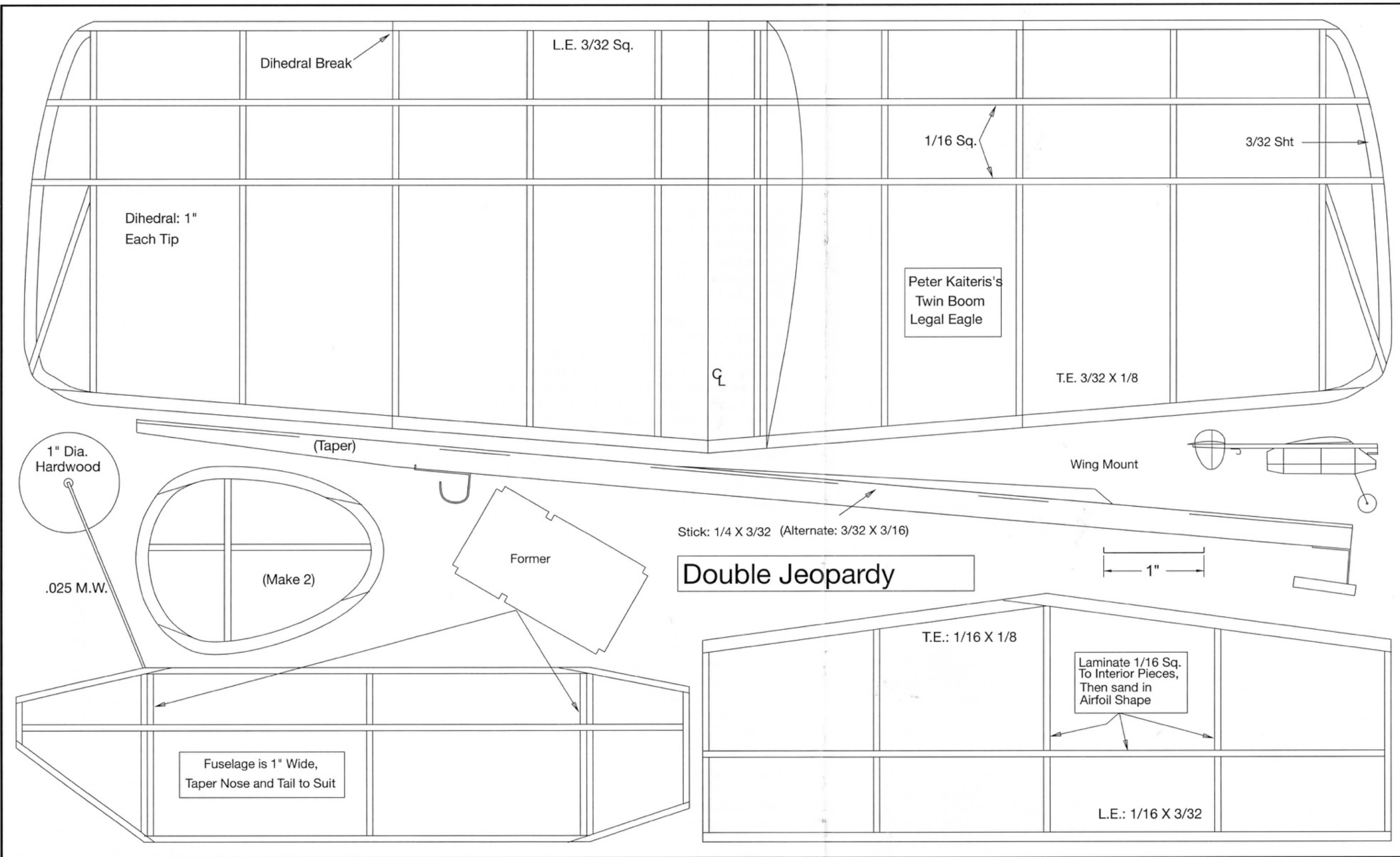
POLISH R.W.D.10
 20" wingspan, 16" length
 For rubber or CO2 power
 Designed by Col. Hurst Bowers, April '82

JATA SOURCE:
 POLISH AIRCRAFT 1892-1939,
 BY JERZY B. CYNK

Hurst Bowers' RWD 5bis was originally designed as a 27" model, and was featured in the July 1988 MaxFax. SP-AJU is a *slightly* modified RWD-5, single-seat with the rear cabin windows covered over, extra fuel tanks, etc. If you choose to model a "proper" RWD-5, take note of the differences revealed in the photographs, in particular the cabin window arrangements.

Once again, it's relatively lightly constructed--choose your balsa well and it should make an excellent flyer! The plan has been reduced to 62% of its original size. If built to the size presented here (16-3/4") I would opt to build the stab and rudder as flat plates, and leave out some of the cross members. I think the diagonal fuselage members would be good to keep in place here, as they would help to maintain the strong curvature of the fuselage bottom. Choose your balsa well and it should make an excellent flyer!





DOUBLE JEOPARDY A Revised Opinion, rendered by Mark Fineman

In Max-Fax 2020-4, **Peter Kaiteris** published two Legal Eagle plans, one for a biplane and the other for a twin. Peter deliberately left the plans rather rudimentary so that a builder could add his own touches. While the biplane had been built and flown, the twin had not. I remedied the situation by fleshing out the plan (see pages 8) and building the model. The generic model name, "Kaiteris Twin Embryo" was upgraded to the more colorful "Double Jeopardy." After all, it is a Legal Eagle. The accompanying plan shows how I customized the design to reflect my own building and flying preferences.

The plan shows an option for a lighter motor stick with a tapered rear end. If the builder chooses this design, it is strongly suggested that the stick be reinforced with thin carbon fiber strips top and bottom. Two formers were incorporated into the fuselage to provide better attachment for the landing gear wire and to strengthen the fuselage where it will be held. Pete had suggested a laminated outline for the rudders, but I couldn't be certain that-

(cont.) -it was consistent with the rules, so it was changed to a 1/6 sheet outline. The elevator has a shallower airfoil than that of the original design, which reflects my disdain for lifting tails. It is strongly suggested that an adjustable prop hanger be used instead of the fixed, plastic type. Notice that the wing was mounted quite far back on the motor sticks, which was done to achieve balance without adding a lot of nose weight. As a result, the model is short coupled. When you build yours, you might want to make a longer tail moment, but be aware that the model will likely require a lot of nose weight.

The Double Jeopardy was fitted at first with contra-rotating "cup" props, but these just didn't work well, so they were swapped out for two 5-1/2-inch North Pacific props that worked much better. Though not shown on the plan, a small length of 1/16" aluminum tube was affixed to each stick above the prop hanger. A pin inserted into each will stop the prop during winding.

If you've never flown a twin, the Double Jeopardy will serve as a good trainer. So far, each motor is a single loop of 3/32. The model climbs steeply and is surprisingly stable.

-MF

*Ed. note---see **MaxFax 2020-4** for more information on Legal Eagles, a signature event often flown at Pinkham Field as well as other venues that are equipped with appropriate legal counsel.*