

MAX FAX

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

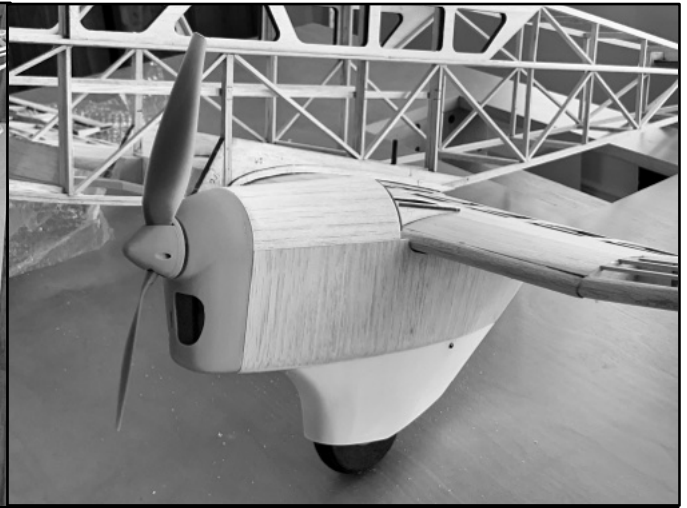
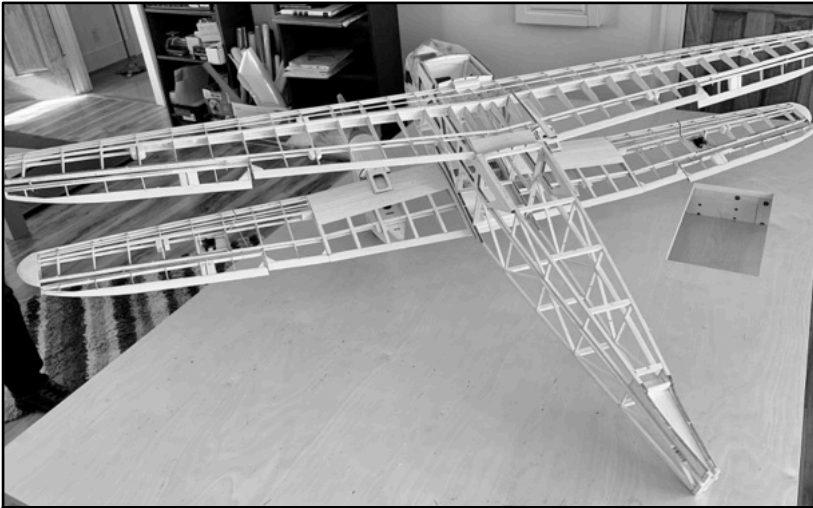
Editor: Dave Mitchell 2022-1



VOIGHT OS2U KINGFISHER PEANUT

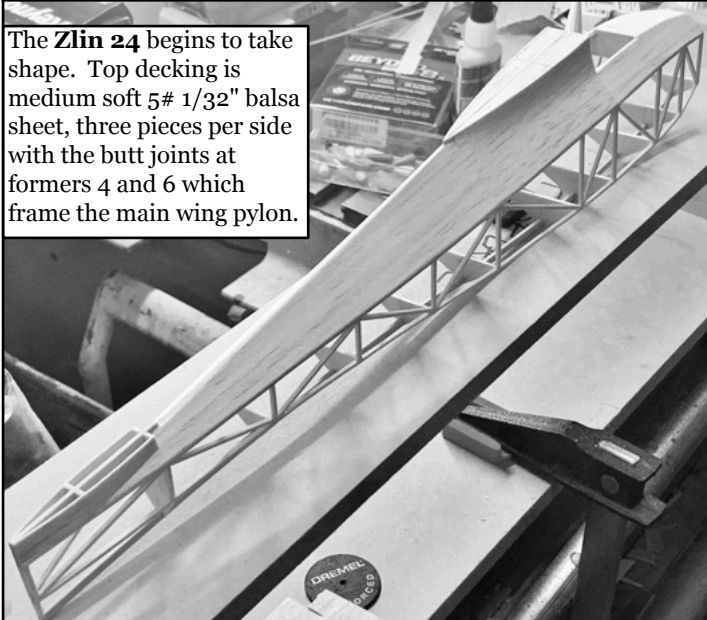
ZLIN Z-24 SCALE GLIDER

KNIGHT TWISTER DIME SCALE

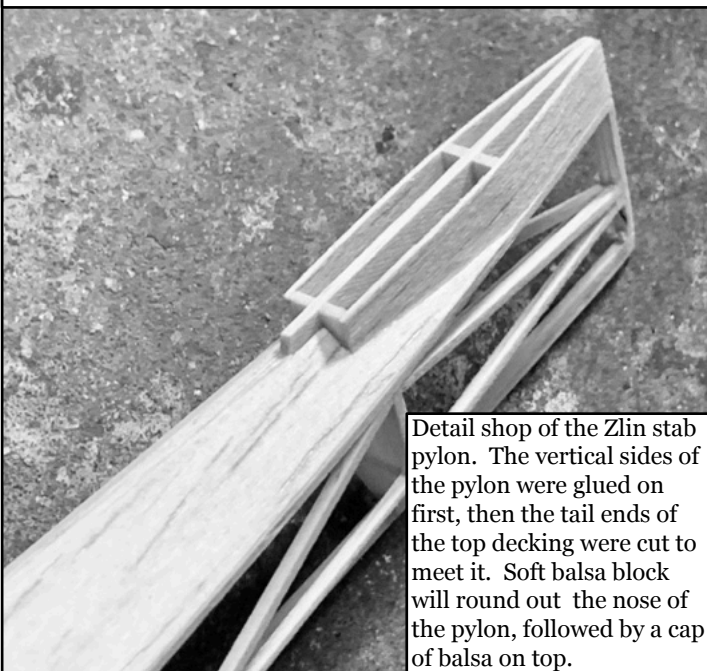


Mike Dale and Ron Anderson have been working covertly on a big electric R/C **DeHavilland Rapide**. Your editor stole into the Airdale workshop disguised as a hangar rat and took these top secret photos. It's gonna be a beauty! 3D printed cowl, wheel fairing and spinner.

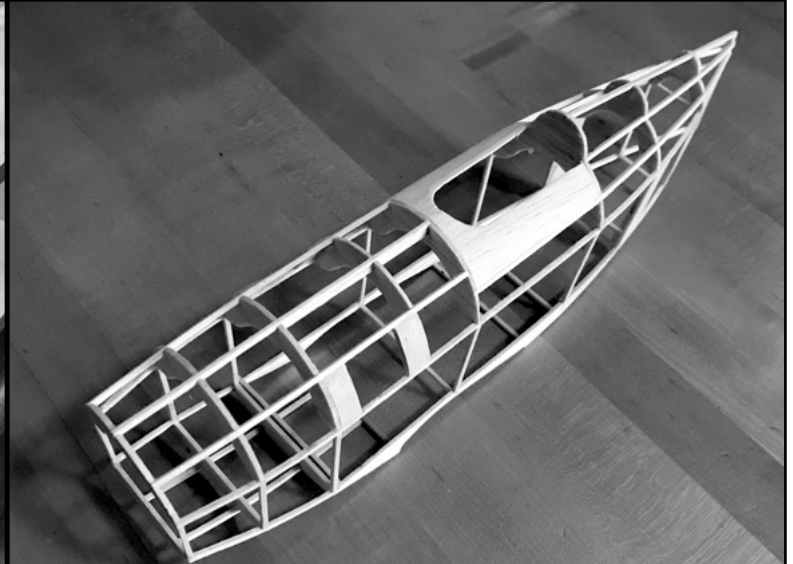
The **Zlin 24** begins to take shape. Top decking is medium soft 5# 1/32" balsa sheet, three pieces per side with the butt joints at formers 4 and 6 which frame the main wing pylon.



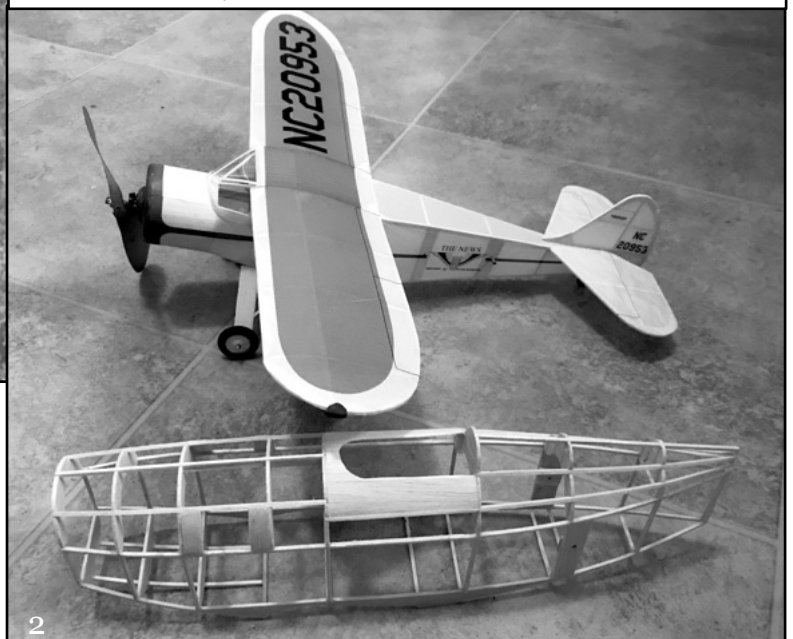
The Zlin wing pylon is sheathed with one piece of balsa per side, ever so carefully dampened on the outside, coaxed into shape around the pylon bones and set in place with Duco cement.



Detail shop of the Zlin stab pylon. The vertical sides of the pylon were glued on first, then the tail ends of the top decking were cut to meet it. Soft balsa block will round out the nose of the pylon, followed by a cap of balsa on top.



Wally Farrell did your editor a solid and knocked out this partial frame-up of the **Knight Twister** fuselage just as we were heading to press. Looks like all the parts fit....did we mention that the Twister is big for a dimer? Wally lined up the bones next to his dimer Waco ARE for comparison. Yeah, there's a little perspective going on here, but not THAT much. Plenty of room for rubber...



MAXFAX 2022-1

Hello friends, how nice it is to see the daffodils emerging and to perceive the first balmy winds of Spring. It won't be long before we're back into the thick of outdoor flying, and the good news is that with you-know-what in at least temporary remission over most of the country, we're seeing the contest calendar begin to fill out for the first time in a while. If you're like me, somehow all that "down time" didn't translate into nearly as much building time as I'd have liked, so I've got some holes to fill in the fleet! We're going heavy on plans in this issue to help you along as well.

The newly-tweaked **FAC Scale Glider** event has generated a bit of buzz, and I've been hard at work trying to come up with something to replace my disappointing Scud model from a few years back. I'm presenting a plan in this issue for a **Zlin Z-24** but I have to admit that it's not been flown as of this issue. Heck, I've barely started BUILDING it. I'm sorry Dave Stott, I know it's wrong, but I've got pages to fill! So builder, beware. If you decide to give it a go, let me know if you find anything amiss.

Ditto my plan for the **Knight Twister**, a neo-dime work-up of the early 1937 version of this classic biplane. Yeah, as dimers go, this thing is enormous. Will it fly? Who knows? Build it and let me know what happens! It LOOKS promising.

Fortunately for the reputation of this rag, none of the qualifiers and admissions of guilt for the above plans need apply to the drop-dead gorgeous **Kingfisher** peanut plan kindly submitted to us by **Mike Stuart**. Mike has been building up a storm of late; this pretty bird is just one of a slew of models to come out of his workshop. Check out his website if you'd like to see more of his handiwork, including original plans: www.ffscale.co.uk

The usual assortment of odds and ends rounds things out for this issue, including some pictures from the Highland Springs HS indoor fun fly we had in February. One very notable event occurred at that fun fly: Maxecuter's President **Glen Simpers** was presented with his Blue Max! Congratulations, Glen!

A brief comment on our back cover feature aviatrix is in order. I did not know of **Monique Agazarian** until **Mike Dale** brought her to my attention. Monique was the very person who, in postwar England, took young Mike for a ride in a DeHavilland Rapide and thus sparked his lifelong infatuation with aviation. Thank you Ms. Agazarian, wherever you are. Methinks the maiden flight of Mike and Ron Anderson's DH Rapide build will want a dedication...

On a very sad note, as this issue was being prepared for press, we learned of the passing of **Jack Felter**, long time Maxecuter and all-around wonderful man. Don Srull contributes a fine memory of Jack and a lovely small painting, which I only wish we could show in color; Jack was anything but a black and white fellow. Jack joins **Dallas Cornelius**, who we learned passed in October '21, at that great flying field in the sky. May they both rest in peace.

Use the good wood, friends!

-Dm

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MAX FAX SUBMISSIONS - Send articles, plans and high-resolution photos to **Dave Mitchell** via the contact information below. Electronic submissions preferred, but I can do old school too. Note that plans in formats other than 11" x 17" may require substantial reworking, and will delay publication. Plans in 11" x 17" format should allow a minimum 3/8" border around the perimeter.

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

MEMBERSHIP QUESTIONS - Contact **Dave Mitchell**; if phoning, leave a message! Email gets more immediate attention. **Include the words "MaxFax" in the subject line.**

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.**

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. History suggests that you can expect your issue at or near the end of each quarter.

UPCOMING EVENTS:

Spring KUDZU meet-- Raeford, NC May 14-15
It's back! Event flyer in this issue.

Johnson City, TN Indoor Contest - July 1,2,3
East Tenn. State Univ. dome at Johnson City, TN.
Announcement in this issue.

2022 FAC NATS Geneseo, NY July 13-16
Schedule of events in the March-April FACNL

Maxecuters 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

Indoor flying at Bauer Center

12:30 on Wednesdays during the school year.
14625 Bauer Dr, Rockville, MD

JACK FELTER

I knew Jack for a long time - we flew and hung out together from our earliest Maxecuter days.. Jack was a former Navy pilot, and dearly loved airplanes and cars; beyond that there was much more. I especially admired his deep devotion to family. His best friend and companion was wife Priscilla - Jack's tireless support for her was heartwarming. She is a talented artist and a hard working art student. Through Priscilla I was lucky to share countless art classes, workshops and "art vacations " with the Felters. One place they especially loved to visit for these affairs was Port Clyde, a magical art mecca in Maine; painting classes, tours and workshops abound. On several occasions I hitched a ride there and back with the Felters where we would rent a house for a week or two of painting and pure bliss. Jack especially loved these visits and often could be found with early morning coffee (a Navy tradition), reading news about far off big city folk. One day I did some sketches of Jack who was unusually motionless studying his paper. The resulting painting reminds me of Jack, a more peaceful, innocent time - and Jack's devotion to family. We were lucky to know him - he will be missed.

Don Srull

His buoyant enthusiasm for life and, in particular, for aero modelling and cars made him a wonderful person to have in your life. He was a great Airdale personality and he is a great loss to all of us.

Mike and Mary Dale

I will miss a very dear friend and am praying for Priscilla and the Felter family. We had so many good times together at AirDale, NEAT, Mylo's and having pizza together at Ledo's in Falls Church. The Felters have been like family to me. Jack also helped me make a short video for a course I took a few years ago. He loved sports cars and seemed to enjoy driving my old Miata, too. Watching the short video at the link below brings back some very good memories I won't forget.

Pete Carpenter

<https://rumble.com/vcqhzh-airdale-flyover.html>

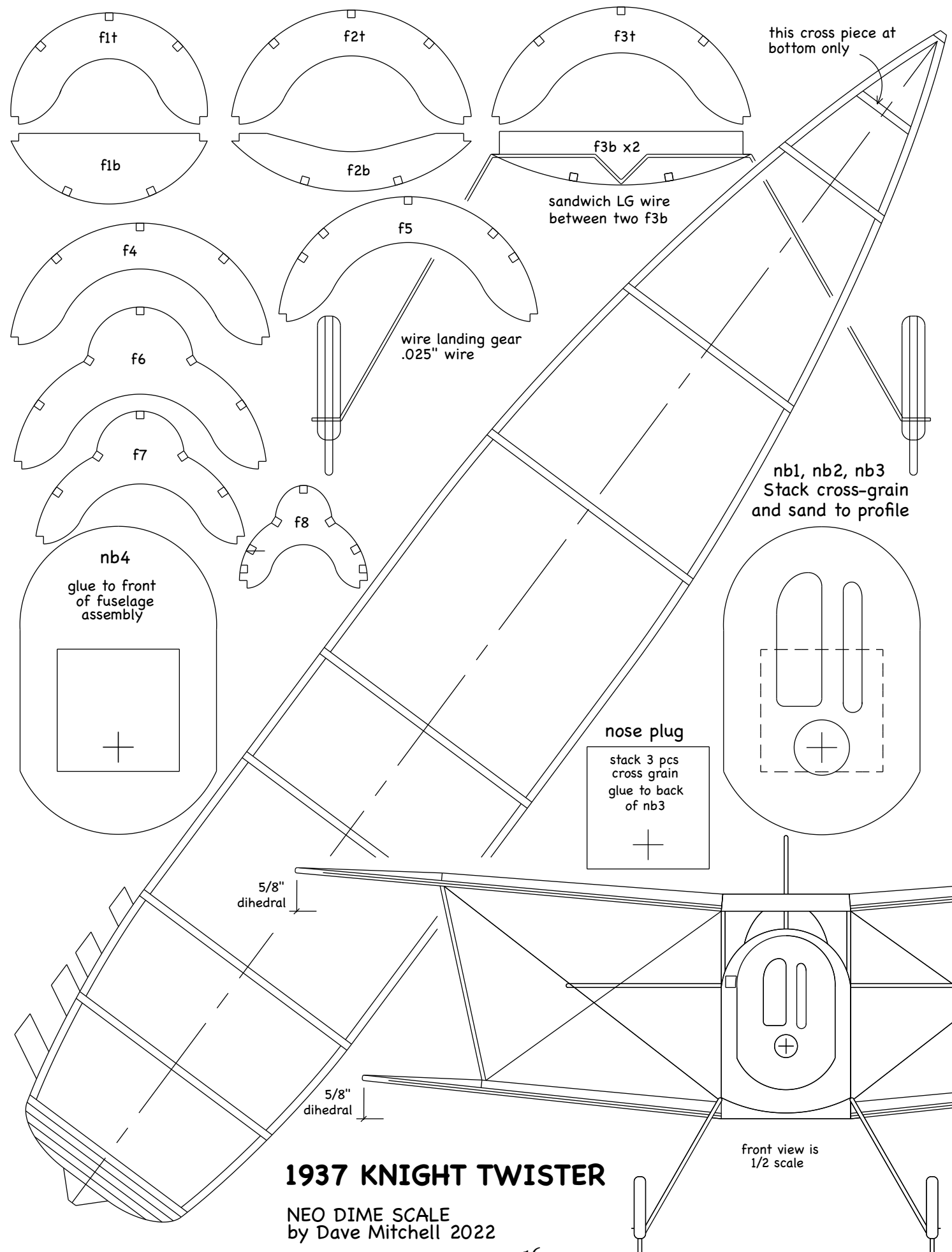
It seems like just yesterday when Jack and I were retrieving a couple of planes on the field at Airdale and we chatted for a long while about a variety of things. Jack had a wealth of knowledge on many subjects and was always willing to share a story or a bit of aviation lore. The video Pete shared was so nice and a great way to remember Jack. I'd like to think he'll be watching us from above from the viewpoint in the video with a smile on his face.

Ron Anderson

These are times when words fail. Jack was a mainstay of our club. He was always ready to lend a helping hand. I relied on him for his unfailing skill in launching my sailplanes. He will long live on in our collective memory.

Paul Spreiregen





1937 KNIGHT TWISTER

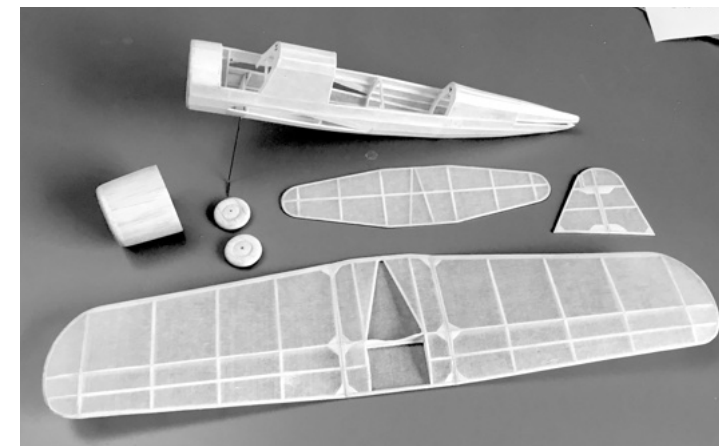
NEO DIME SCALE
by Dave Mitchell 2022

VOIGHT OS2U KINGFISHER

Peanut Scale by Mike Stuart

The Kingfisher has excellent proportions for a peanut scale model with a relatively low aspect ratio wing a decent tail moment - in fact the tail surfaces of the model were not enlarged from scale. The added attraction for me was that I could finish the model in a colorful pre-war colour scheme.

I went with a cracked -rib wing design which passes through the fuselage with a cut-out in the spar to give clearance for the rubber motor. The structure is mostly 1/20" square balsa with 1/32" fuselage formers. The rudder is hinged using soft wire to help with trimming.



The model was covered with Martin Dilly's Japanese tissue and finished with a coat of banana oil. Use the lightest clear sheet you can find for the rear glazing - I cut mine from a window in a cake box. The cockpit canopy is plunge moulded. The model was airbrushed with Xtracolor enamels and most markings were cut from painted decal sheet.

The model used a Tern 6" propcut down to 5" and scraped with a knife to take about 1 gram off the weight. With this, the model balanced at the point shown on the plan without needing any nose weight. The undercarriage is modeled in the drooped-flight configuration to allow an ROG with a 5" prop.

Initial flights were made with a loop of 3/32" rubber giving



an all-up weight of 14.7 grams. I am happy to report the model flew straight off the board without needing any nose weight or trim tabs, and with the help of a little rudder offset circles left quite happily.

-Mike

Editor's notes: Mike lives across the pond in Old Blighty, so some references may leave US modelers scratching their heads. *Martin Dilly Tissue?* I did a deep dive on the internet, and came up with the following information, slightly edited for space, which appeared in the January 2020 **Really Great SAM 8 Newsletter**, courtesy of David Higgins:

Tensile Testing of Tissue Papers and Silkspans, Part 3:

Last December, I had received a large sample of something called **Dilly Japanese tissue** from **Martin Dilly**, a fellow aeromodelling enthusiast living across the pond in the good 'ol UK. I had never heard of this tissue, so I was very interested in finding out how good this stuff really is. According to Mr. Dilly, he buys this tissue from a supplier in the UK and it's normally used for repairing old paper documents. It looks and feels very similar to Esaki Japanese Tissue, with one side very shiny and smooth and other side somewhat rough and dull. Undoped, the areal weight is 1.20 gm/sq ft (12.92 gm/sq m) about the same as Esaki Japanese Tissue. The fiber structure is very uniform and looks more like the Old oo Silkspan than Esaki tissue, so hopefully tests will show this tissue to be much stronger than Esaki.

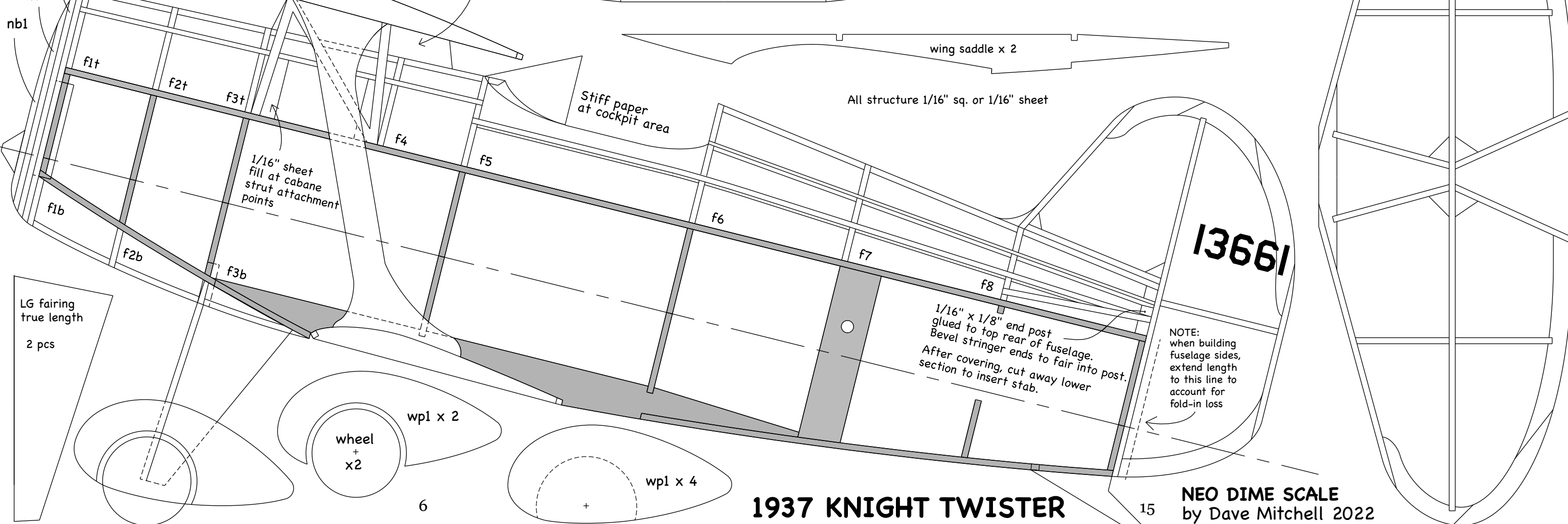
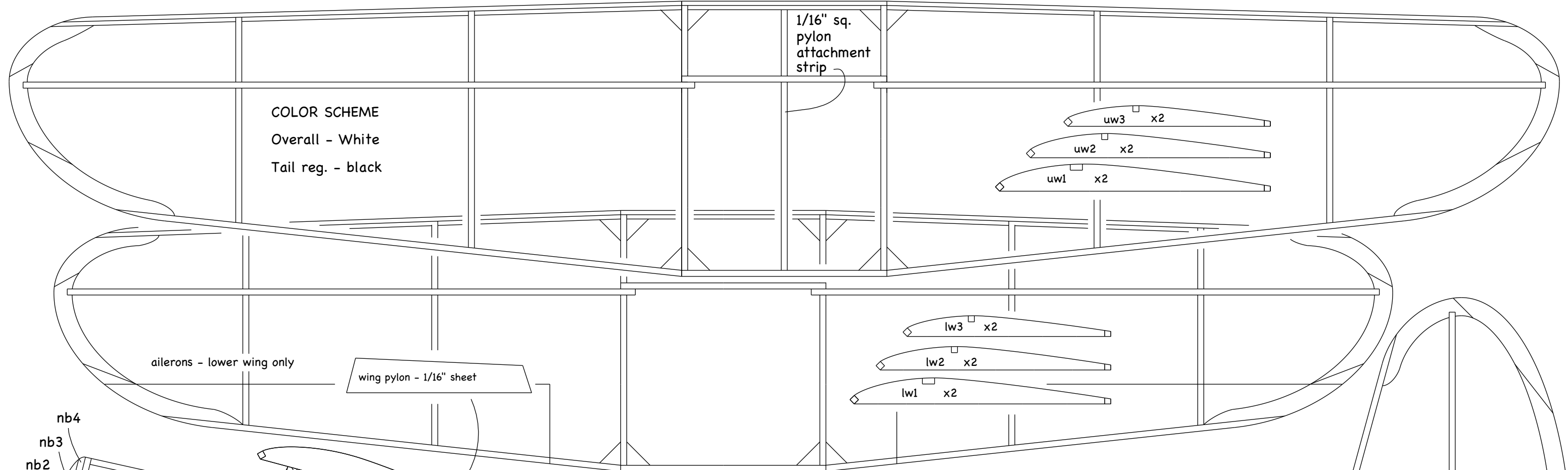
Yesterday I finally got around to doing tensile tests on the Dilly Jap tissue. I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old oo silkspan (also with 2 coats of dope), yet Dilly Jap is 0.09 grams per square foot lighter.

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!

Hmm, interesting! Given that a LOT has happened in the world since January 2020, I contacted Martin Dilly to see if he was still selling the tissue. He is! Here's his reply:

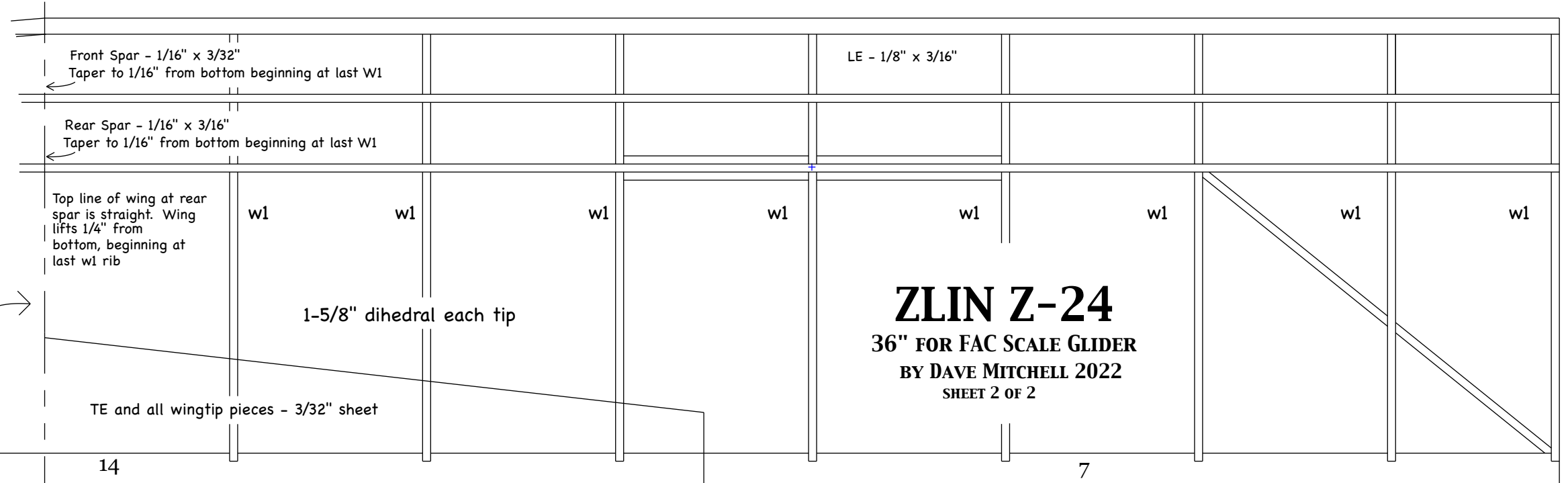
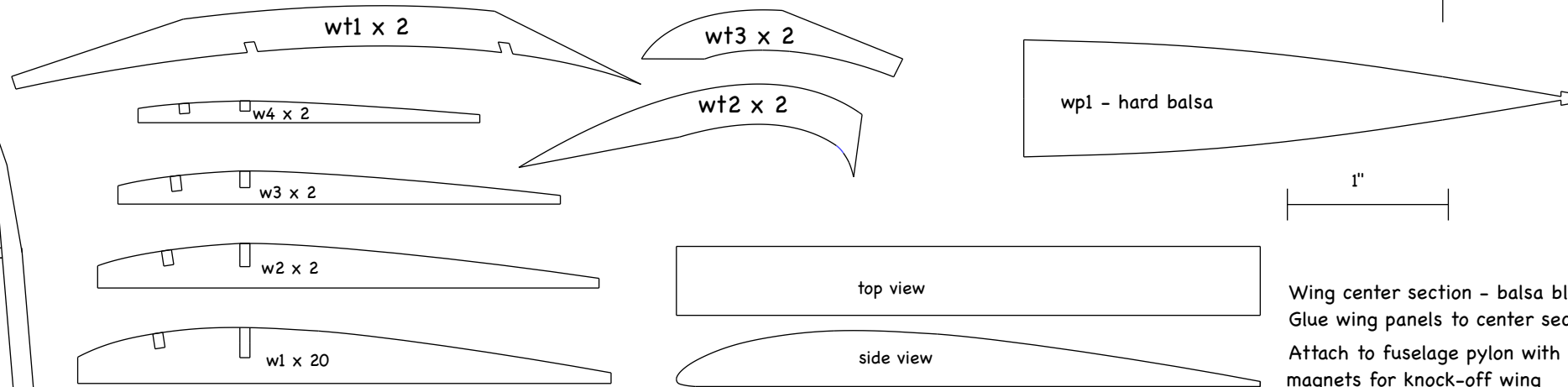
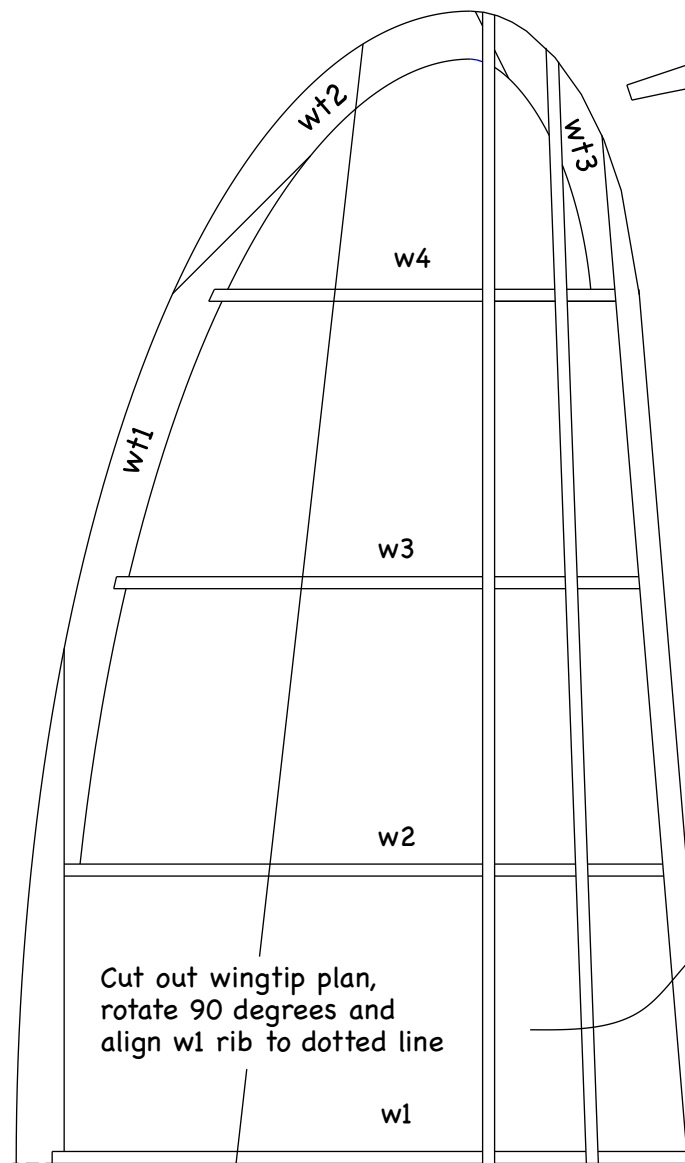
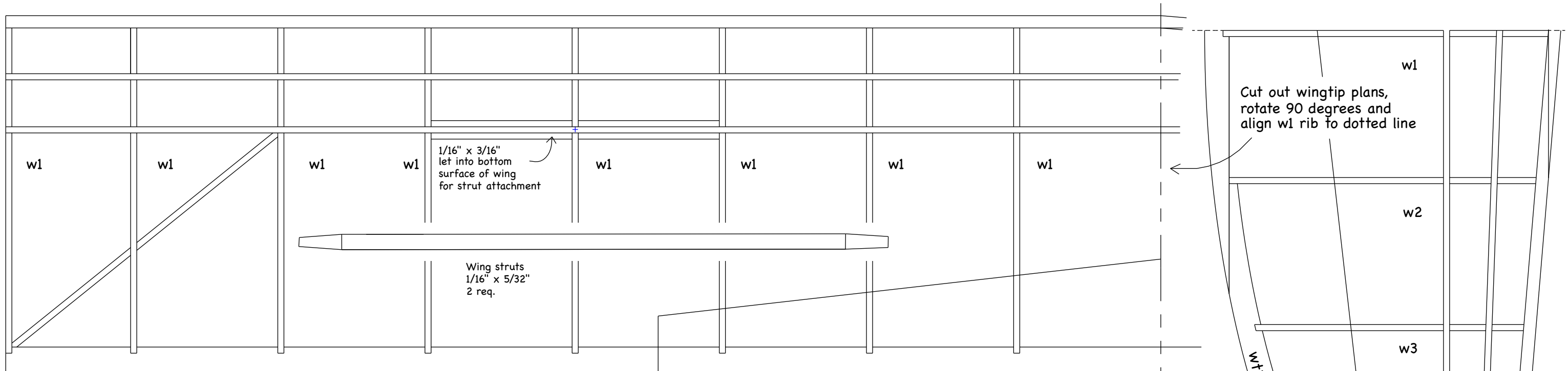
Many thanks for the enquiry. Yes, I still have a stock of the tissue. It's white only and does seem to be pretty well regarded. I usually sell it in loose 5 yard rolls a yard wide at contests, but people have had it sent lightly folded and it seems to survive that. Cost to the USA folded is £19.00. Sending a roll gets a bit harder as it involves a yard of plastic pipe and a lot of corrugated cardboard wrapping; I don't have a current cost for that route and think it involved customs labels the last time I did it.

5 Martin conducts business via PayPal. If you are interested, contact him at: martindilly20@gmail.com



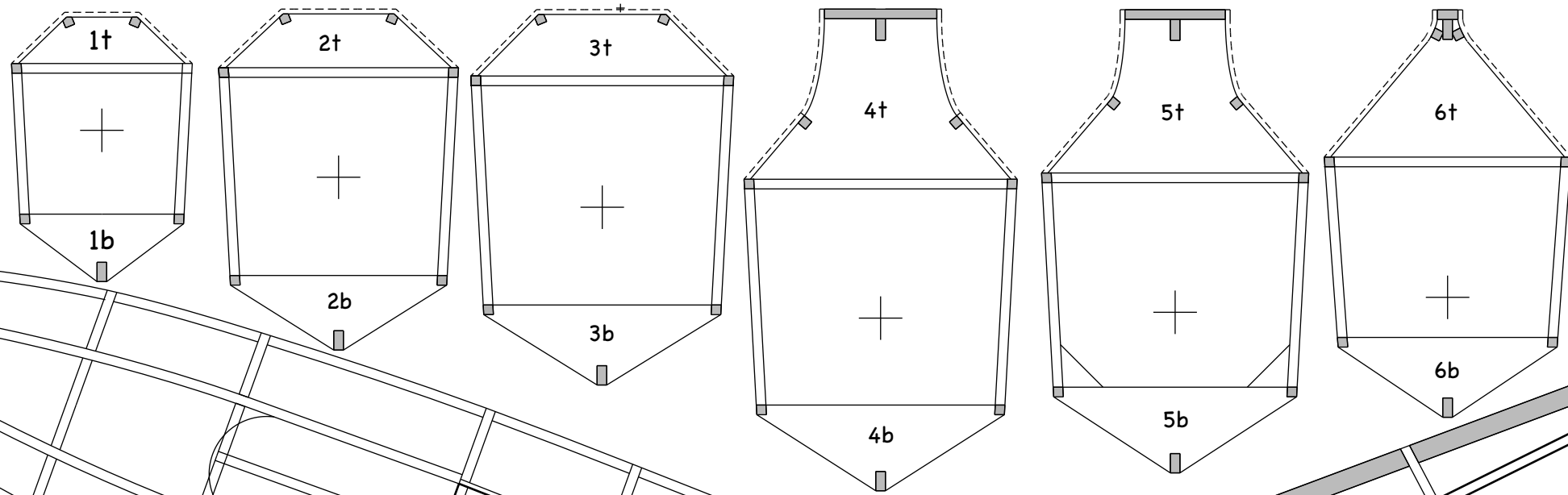
1937 KNIGHT TWISTER

NEO DIME SCALE
by Dave Mitchell 2022

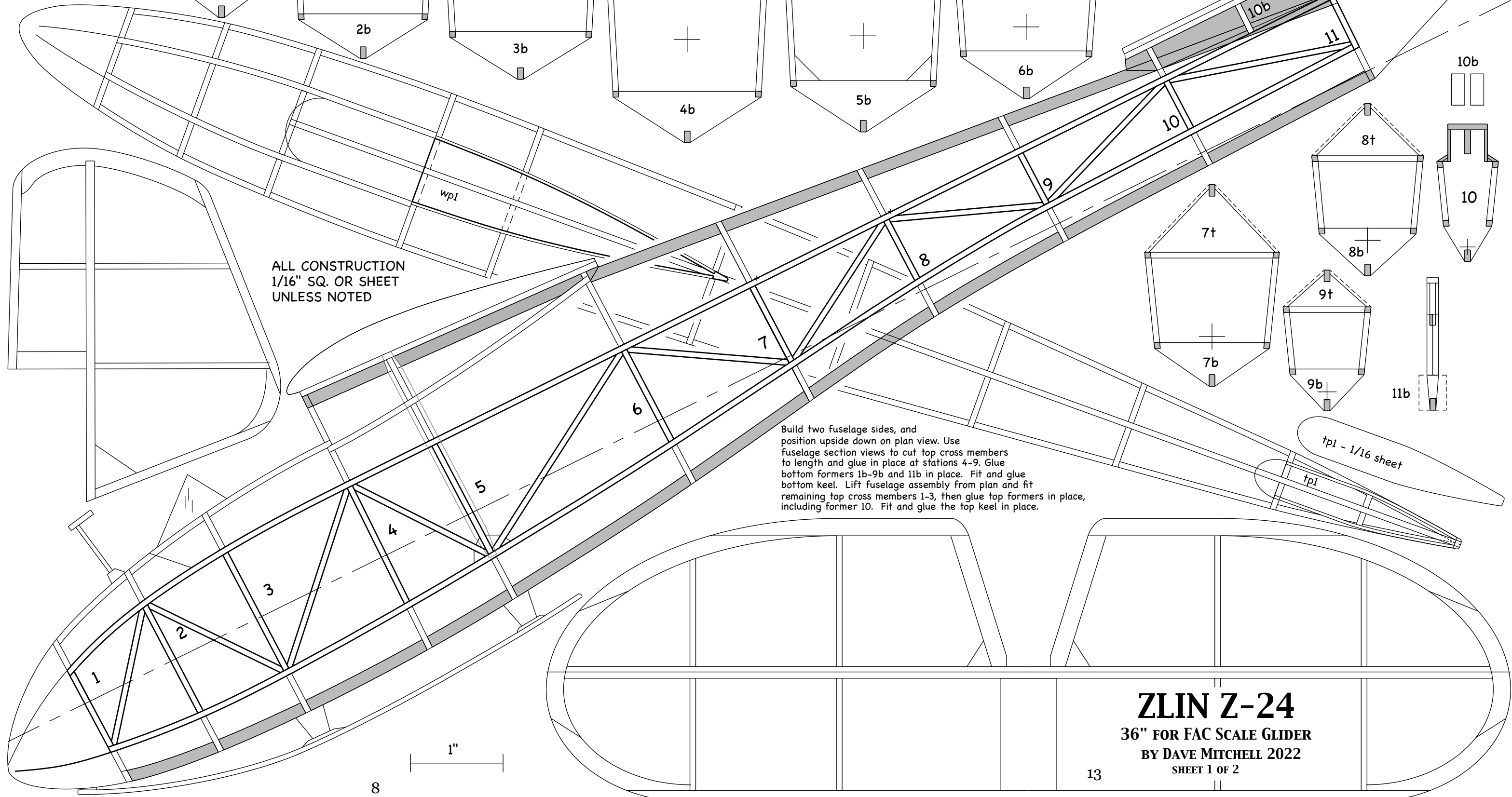


ZLIN Z-24
36" FOR FAC SCALE GLIDER
BY DAVE MITCHELL 2022
SHEET 2 OF 2

Balsa nose block - hollow out and attach with strong magnets to provide access for ballast adjustments



Entire upper fuselage is sheeted with 1/32" balsa



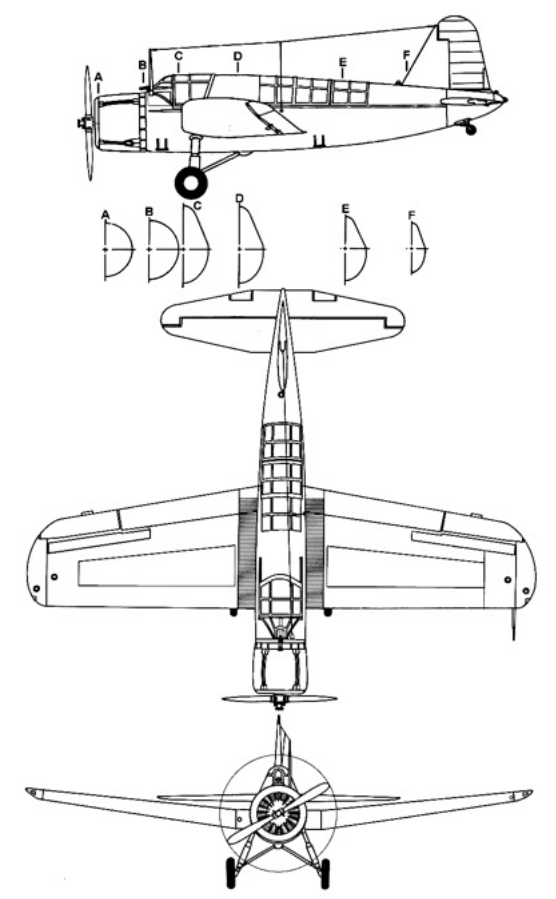
ALL CONSTRUCTION 1/16" SQ. OR SHEET UNLESS NOTED

Build two fuselage sides, and position upside down on plan view. Use fuselage section views to cut top cross members to length and glue in place at stations 4-9. Glue bottom formers 1b-9b and 11b in place. Fit and glue bottom keel. Lift fuselage assembly from plan and fit remaining top cross members 1-3, then glue top formers in place, including former 10. Fit and glue the top keel in place.

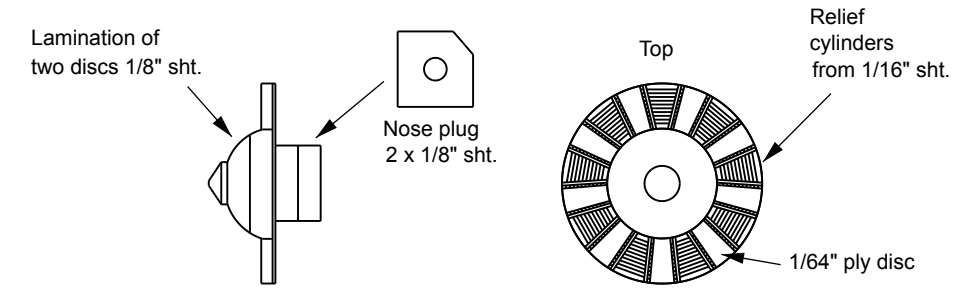
ZLIN Z-24
 36" FOR FAC SCALE GLIDER
 BY DAVE MITCHELL 2022
 SHEET 1 OF 2



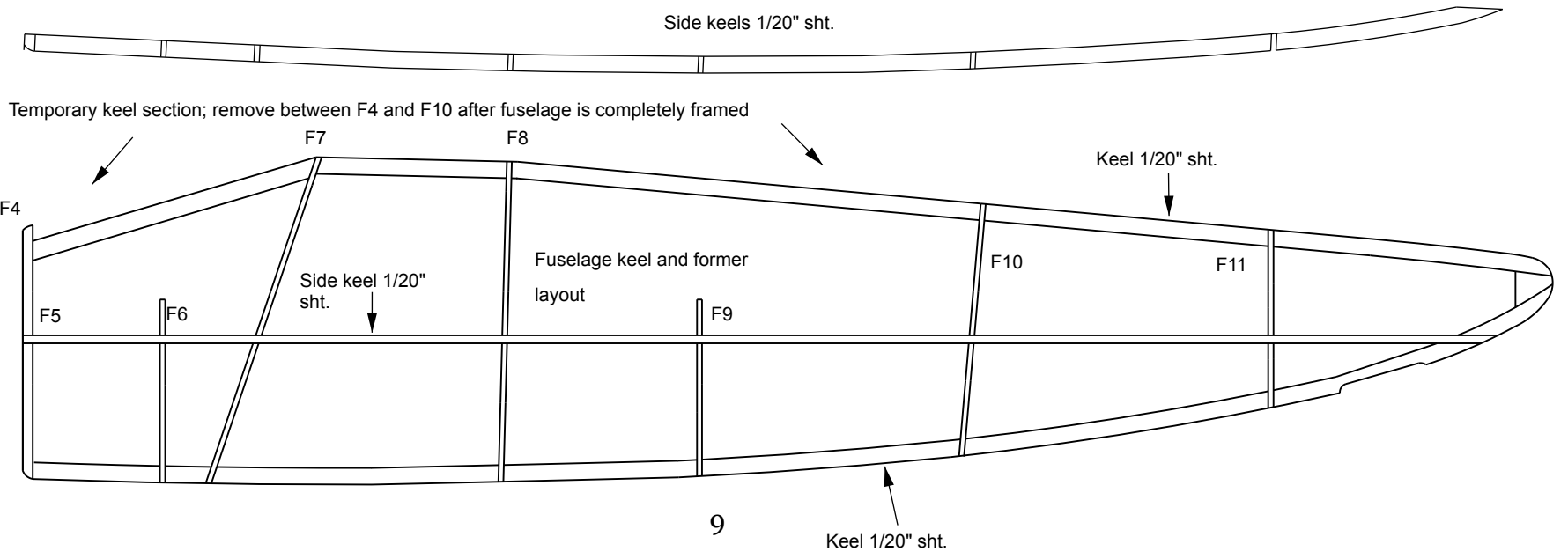
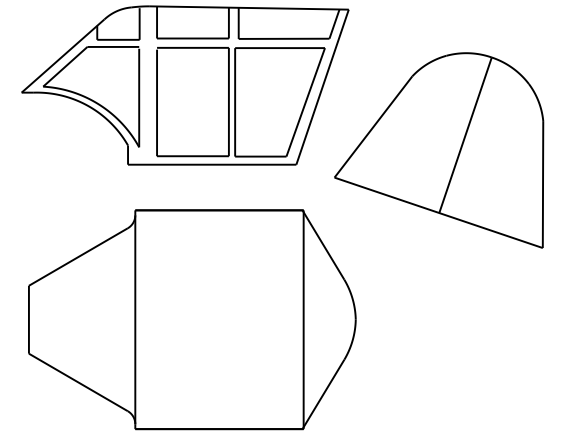
Peanut Scale
Vought OS2U Kingfisher
 by Mike Stuart
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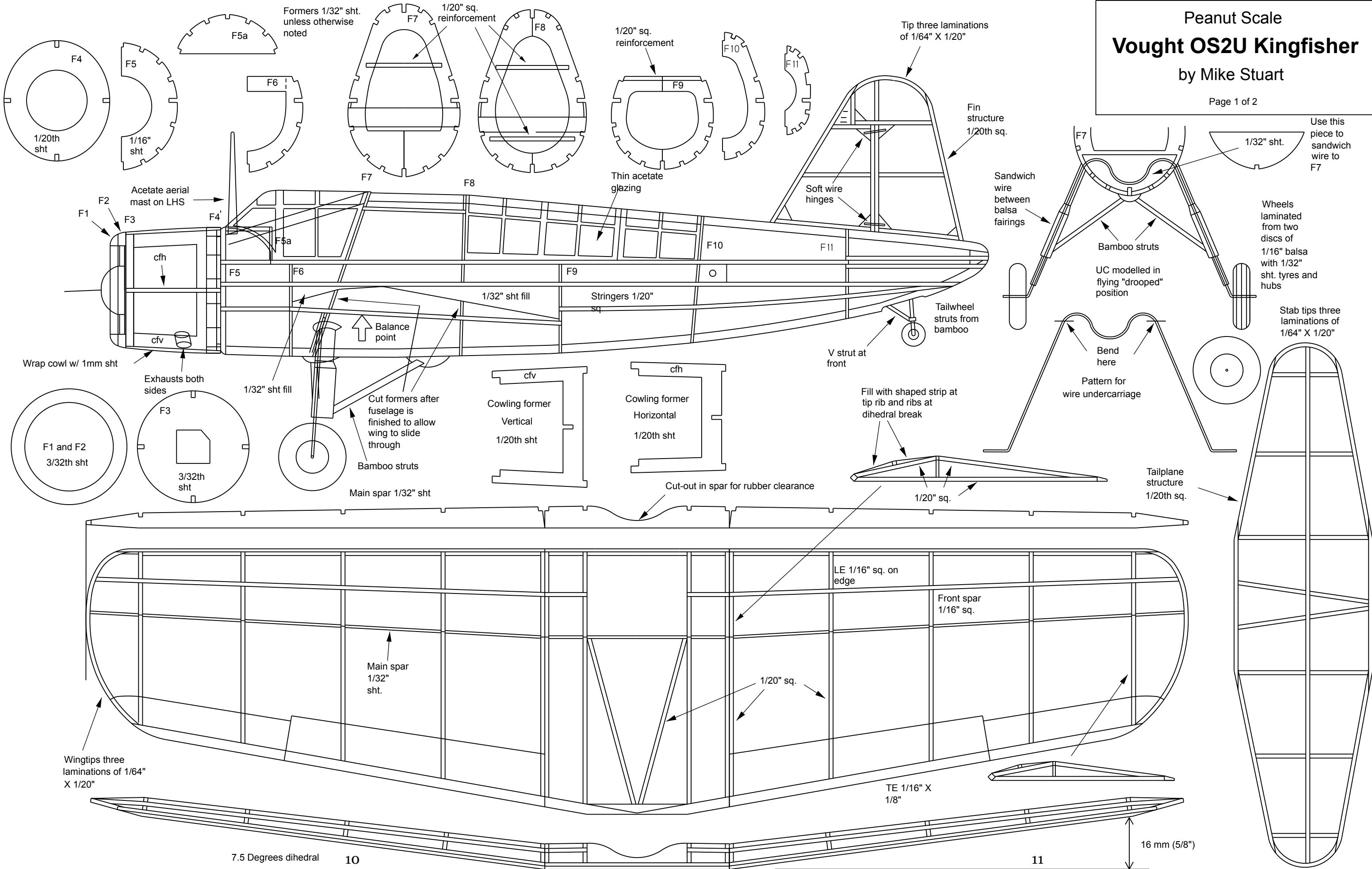
DETAILS OF REMOVABLE NOSE PLUG



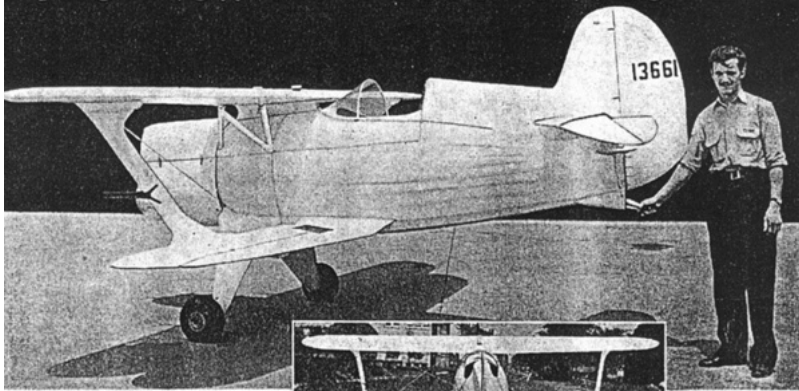
Form for plunge moulding canopy



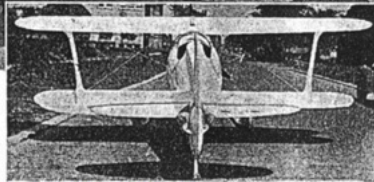
Peanut Scale
Vought OS2U Kingfisher
 by Mike Stuart
 Page 1 of 2



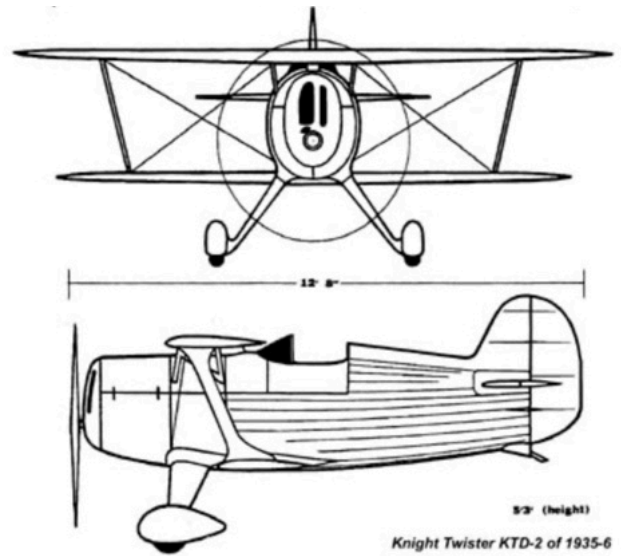
The New KNIGHT TWISTER



Here it is, fellows! It's your old Knight Twister of three years ago but it's all dressed up now, performance and all. Designer Vernon W. Payne again has done a real job.



Light, though extremely rugged, this new Knight Twister is for a Pan American pilot down in South America.

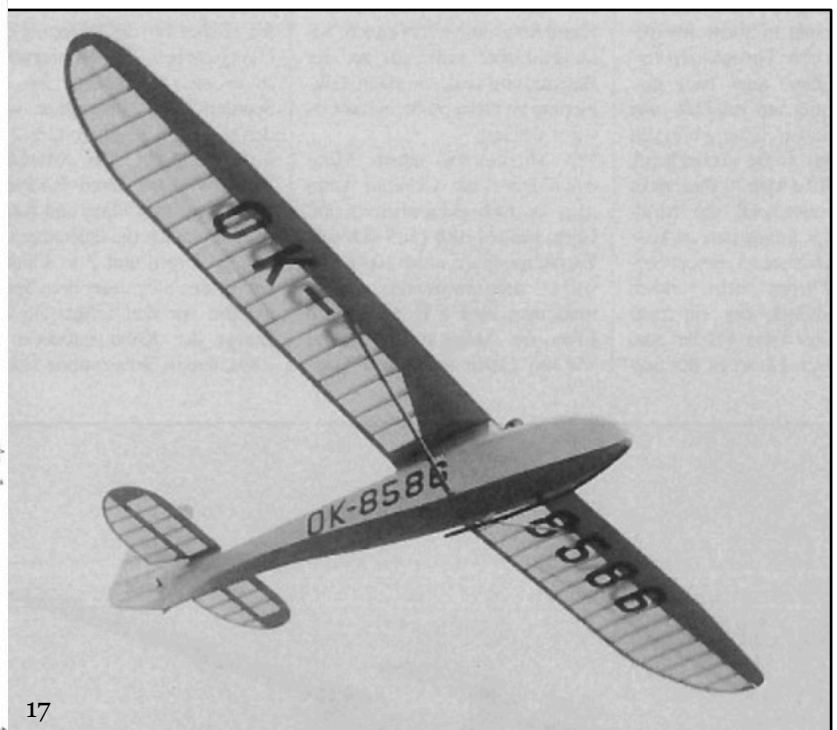
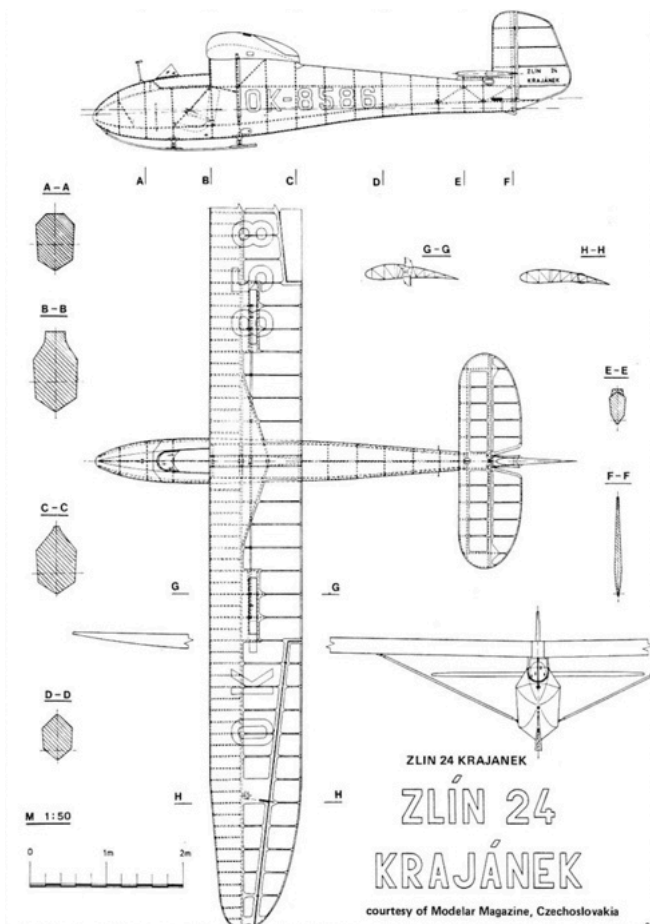


Knight Twister KTD-2 of 1935-6

The **Knight Twister** is an aircraft with a development history that begins in 1927 and continues to the present day. Of them all, the KTD-2 (above) which designer **Vernon W. Payne** started on in 1935 and which appeared in Popular Aviation in 1937 is the only one really suited to Dime Scale treatment. You could argue that it's a stretch as a dimer too--even with simplified lines and light structure it takes a fair amount of timber to build--but what the heck, I decided to give it a go, if only to see what such a bumblebee of a model could do. With any luck, by next issue I'll have a flight report from my ace test pilot Wally Farrell, who is feverishly at work on his prototype even as I type this. For more information on this interesting line of aircraft--and others--hie thee to the following website: www.steenaero.com

The **Zlin Z-24**, along with the Slingsby T-5, is just one of many license-built variants of the famous **Grunau Baby**. Zlin began production of the Z-24 beginning in 1945. Their reworking of the original can be distinguished from the parent design by its more elegant (to my eye) stab profile, and the more rounded curve at the bottom rear of the rudder. It's a pleasing combination. Scale details are a bit lacking on my plan--sorry, I ran out of time--but there are many, many photos of the glider on the internet for reference.

As far as the build goes, I got the fuselage framed up and had a great time trying to sort out the subtle curves. Note that the sides angle in slightly at the bottom. The sheeting around the wing pylon will almost certainly expand your vocabulary of expletives, but I think it's worth the effort. I'll admit to designing this one a little bit on-the-go, so if the notes on the plans seem to reflect that, hey, you're free to do it your own way! At this stage, I'm planning to make the wing detachable, but I haven't sorted out whether that will be via nylon screws or magnets or maybe a combination of both...





KUDZU SPRING CLASSIC - MAY 14-15, 2022

RAEFORD, NC

Saturday May 14

FAC Mass Launch:

WWI
Navy Scale*
Mod Civil / Mod Mil Comb.

FAC Judged / Timed:

Embryo
Jet Catapult
Dime Scale
FAC Peanut Scale

AMA Events:

AMA Catapult Glider
AMA P-30 Rubber
Timed Target

End of Day

FAC Simplified Scale Mass Launch (NBM)

* Capt. Pat Daily, USN, Memorial Event -
Any Navy aircraft (including Marine and Coast
Guard); any era; any nationality; must be in
Navy colors and markings.

NBM= event for Non-Blue Max holders only.

Automobile GPS directions to Field:
204 Ratley St, Raeford NC 28378

Bring your own lunch

Sunday May15

FAC Mass Launch:

WWII
Thompson/Greve/NAR Combined Racers
GA Multiwing / GA Monoplane Comb.

FAC Judged / Timed:

2 Bit +1 OTR
Scale Glider
Blue Ridge Special
No-Cal Profile

AMA Events:

NFFS E-20 Electric
SAM Twin Pusher Mass Launch

End of Day

Non-Scale Flying Hoard (26" Max wing span)

FAC events:

Dan Driscoll djdriscoll03@gmail.com
Duncan McBride n319dm@gmail.com

AMA events:

John Diebolt jdiebolt@mindspring.com

Google map to field: <http://goo.gl/maps/vc3R>
Take US-401 / Raeford Rd. WEST out of Fayetteville. After the Food
Lion shopping center on your left, US-401 divides; bear LEFT (south)
on to US-401 Bus. Go 2.6 miles, turn LEFT at Oakdale Gin Rd. Go .4
miles, turn LEFT at Ratley St. Ratley makes a 90-degree bend to the
left; at this point the field and dirt access road is on your right.

Johnson City, TN Indoor Contest July 1-3

The Brainbusters Club will host a three-day indoor contest at the East Tenn. State Univ. dome at Johnson City, TN this summer, July 1-3. Featuring AMA/FAI, FAC, and perhaps SO/TSA events it will be great to get back into this flying site that held indoor Nationals in the past. NFFS has worked with the owners to regain entry and hope that this year's contest will lead to the use of the dome in years to come.

Ceiling height is 122 ft, limited at certain spots by hanging banners that can't be removed for this year. Floor area 200' x 400' The event schedule for the July meet is TBD. Stay tuned! **CD: Dave Beazley - dbeazley@mindspring.com**



Bobby Russell shows off his EasyBuilt Hollywood Hamilton, of which he is justifiably proud. Waiting on that fine outdoor weather...



Steve Fujikawa takes advantage of the near-zero drift in the Highland Springs gym. It's a great space for indoor flying!



President Simpers prepares to have his ankles bitten by a wayward child. Hey...what's that thing around his neck?!?



By gum, it's a BLUE MAX! Dave presents Glen with the coveted award at the event, in recognition of Glen winning his 16th Kanone. CONGRATULATIONS GLEN!!!

photo by AMA District 4 Free Flight AVP Bob Sowder



Billy Batkins gives some trimming advice to Grant Hunnicutt. Grant was one of a number of fresh faces at the event. Nice to see!

photo by Bob Sowder

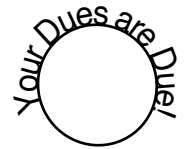


Brainbusters in abundance. Dave Beazley, Bobby Russell, and new guy Barry McIntyre, clearly plotting mischief.

photo by Bob Sowder

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RENEW ON LINE!

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

FRONT COVER:

Mike Stuart's immaculate Kingfisher peanut, resplendent in pre-war colors (you'll have to imagine 'em...) Plans in this issue!

BACK COVER:

Monique Agazarian 1920-1993 was born of Armenian and French parents. She began the war years as a nurse with the Voluntary Aid Detachment (VAD) stationed at the Royal Air Force establishment at Uxbridge. In 1943 Agazarian was accepted for ab-initio ("from the beginning") pilot training in the British Air Transport Auxiliary, becoming one of only 10 young women similarly accepted. ATA was the organization tasked with ferrying replacement aircraft to operational squadrons, to relieve the workload on combat pilots. From her cold start she progressed quickly, until by war's end she had flown every type of front-line fighter then in service, with Spitfires being a particular favorite. After the Second World War, Agazarian gained her commercial pilot's license and embarked on a career in civil aviation piloting for Island Air Services, a small charter company which she later served not just as chief pilot, but as Managing Director and then Chairwoman as well. In later years she distinguished herself by her innovative work utilizing a Gatt flight simulator as a means of expediting ab initio pilot-training, and by the publication of her well-regarded manual on advanced instrument-flying procedures.

