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FEBRUARY 1977

The next meeting of the D.C. Maxcuters will be held on Wednesday, February 2 at 7:30 PM at College Park Airport--weather permitting--sorry about those that tried to attend the January meeting, but old Ma Nature gave us a real snow job!!!

This issue of Max Facts will be a bit special for a couple of reasons. One, we have a lot of reporting about the combined D.C. Maxcuters--M.A.S.S. scale contest held on Jan. 15 & 16 at Andrews AFB, and two, this may be the last issue of Max Facts produced and duplicated without any cost to the club. For the past year both Ray and myself have tried to put out a 9-10 page (5 sheets) newsletter. This allows a lot of room for club reports, contest results and dates etc., and at least one 3 view and one plan. Most of the guys we have talked to about the newsletter have liked the format, and while you can't please everyone, we feel quite proud of the results. However, we are now in a position of having to pay for some of the duplicating costs since our free copying source dried up. We would like to keep the 2 sided copy for easy mailing etc. so we will probably be forced to pay for the newsletter out of the club treasury. With a current dues paying total of approximately 30 members plus several non-paying juniors and others we now have a circulation of 50. Current printing rates are \$3 per side of a sheet for 50 copies--UNLESS SOMEONE KNOWS A BETTER ie. CHEAPER WAY, we will be forced to pay to copy the newsletter. This will make it mandatory to cut it back to once every other month or even quarterly with a one sheet newsflash each month. So I propose that this subject be thought about and discussed and resolved at the next meeting.

CLUB HAPPENINGS -- by Pat Daily

CONTESTS: EMBRYO ENDURANCE --using F.A.C. rules will be held on Sunday Feb. 27 at the COMSAT site weather permitting. noon to dark. Come have a real ball. Start building now.

Kennedy Flying -- Feb. 4, 25, Mar 11, 25, Apr 1, 22, May 6, 20

Thompson Trophy-- proposed date sometime in late May--start now, I have!!!!

Andrews Contest Report

This contest was a great one for indoor ozone eaters!! Some 63 planes were entered in six events that included P-Nut monoplane and Multiwing scale, AMA monoplane and multiwing scale, NO-CAL (profile scale), and WWI scale.

At any one time there were upwards of 50 or more people flying and watching the contestants.. This contest was truly an East Coast Event as we had contestants from Virginia, District of Columbia, Maryland, Delaware, and the Nallen flying circus from Massachusetts. It was a special thrill for us to have the Nallen's visit with us and show us "THE LIGHT" when it comes to flying. Special thanks should be given to several people who made this event so much FUN. First to Ernie Green for arranging to get Andrews Navy Hangar for our contest site. To Hurst Bowers and Flyline models a great big THANK YOU for all of the beautiful Flyline kits given to the first place winners. Thank you to Fred Hall for the

CLUB HAPPENINGS CONTINUED

donation of a copy of his fantastic new book on indoor scale flying. A thanks to John Pond for donation of several sets of plans for prizes.

A VERY VERY VERY SPECIAL THANK YOU AND WELL DONE TO RAY RAKOW FOR THE BEAUTIFUL HANDMADE TROPHIES GIVEN TO FIRST, SECOND, AND THIRD PLACE WINNERS IN ALL EVENTS -- that is 18 trophies guys, that is a lot of work, and perhaps explains Ray's lack of sleep lately!!!!

Thanks also to the judges for the scale events and to Allan Schanzle for keeping the scale event records. Thanks to Paul Spreiregen for the No-Cal contest directing and to Ray Rakow, outfitted in a genuine WWI flying jacket, for directing the WWI combat. Thanks to everyone for showing up, it was great fun!!!!

CONTEST RESULTS

WWI COMBAT RESULTS

It was a cold and menacingly gray January day when four of the top allied aces climbed into their trusty aeroplanes and ventured forth to do battle with that most feared Hun of all in the Flying Circus, Herr VonSrull. They were magnificent in their efforts but as the day wore on, one allied pilot after another fell to the Hun in the Siemens Schukurt monoplane. First to fall was that noble aviation cadet, Patrick Daily in a Sopwith Tabloid. Next the feared Major Mick Nallen fell to the guns of the Hun, even though the SE-5 that he piloted was a superior plane. Now there were only two allied planes left to fight for the skyies. Soon Capt. Tom Nallen Sr., sire of aces and pilot of a handsome Bristol Scout fell to VonSrull. This left the brave LT James Daily in his obsolete and tattered Dehavilland DH-6 to the hands of the merciless Hun. But today God was an Englishman, for VonSrull had met his match and fell to the blazing guns of the British Empire!!!! Daily outlasted Srull by 2 seconds in the final flight! That, my friends is very close!!! This event was the most enjoyable I have seen in a long time.

-NO-CAL RESULTS

PILOT	PLANE	TIMES			PLACE
		1	2	3	
D. Srull	Lacey	52	-	-	6
T. Nallen Jr	Dayton	-lost it-			-
T. Nallen Sr	X-F 13-C	1:25, 1:41, 1:44			1
P. Daily	Fairchild	-----			
P. Daily	O-43	47	1:08	-	4
D. Srull	Stosser	1:27	1:15	1:23	2
D. Srull	Piper Vagabond	-----			
P. Spreiregen	Pilatus	59	1:05		5
P. Spreiregen	Fairchild	24	1:06, 1:11		3
J. Daily	He 126	-----			
G. Rakow	Storch	25	43	34 (first in junior)	

This event, as you can see is very competitive and turned out to be great fun. When only three seconds separates 3rd and 4th place, you know its close! It seems that the built up tissue and stick profiles are just as capable of winning as the foam jobs. With several of these in the air at the same time, it made for interesting flying, to say the least!!!!

ONCE AGAIN, A GREAT BIG THANKS TO HURST BOWERS AND FLYLINE MODELS FOR THE DONATION OF TWENTY SOME ODD FLYLINE KITS TO BE USED AS PRIZES!!!

One more note--this month's three views are of Thompson Trophy Racers. If you want plans of these see or call Pat Daily. Start building NOW!!!!

COMMENTS FROM THE "HMFIC" --aka Allan Schanzle:

COMMENTS ON THE P-NUT AND AMA SCALE EVENTS:

Somewhere in this literary masterpiece you will find summary sheets of the two P-Nut and AMA scale events just completed at the Andrews contest of Jan. 15 & 16. Detailed analysis of these sheets will show many things, but to make life simple, let me summarize a few things that come to mind.

Observation #1: THE WINNERS!!!!

P-NUT MONOPLANE-- 1st Rolf Gregory (Stinson SR-5)
2nd Pat Daily (Comper Swift)
3rd Bob Davis (Fike)

P-NUT MULTIWING-- 1st Mick Nallen (SE-5)
2nd Don Srull (B.A.T. Baboon)
3rd Jim Daily (DH-6)

AMA MONOPLANE---- 1st Don Srull (Pietempol)
2nd Pat Daily (Inland Sport)
3rd Mick Nallen (Druine Turbulent)

AMA MULTIWING---- 1st Don Srull (DH-6)
2nd Pat Daily (Waco SRE)
3rd -----

OBSERVATION #2: RULES CHANGES

It is recommended that whenever the Mooney rules are being used, that the static ranking be based solely upon those planes that made at least one official flight. If you look closely at the score sheets (in this issue of MAX FACTS) you will find seven of them, not four for the AMA and P-NUT events. The additional three are marked "THOSE THAT FLEW", and it was on this basis that the final placements were decided. Here's why. Suppose we have 5 contestants:

<u>contestant</u>	<u>static rank</u>	<u>flight times</u>	<u>flight rank</u>	<u>final rank</u>	<u>contest placement</u>
1	4	did not fly	---	-----	-----
2	2	did not fly	---	-----	-----
3	1	5, crashed!!	2	3	1
4	5	40, 37, 15	1	6	2
5	3	did not fly	---	-----	-----

Because contestants #2, 5, and 1 did not fly, and yet placed 2nd, 3rd, and 4th in static ranking respectfully, contestant #4 had a static ranking of 5th. Adding the static and flight ranks we get final rankings of 3 and 6 for the two who flew, and contestant #3 wins hands down, even though he made only one official flight!!!! HOGWASH^{ooo}!!! That 'taint right.

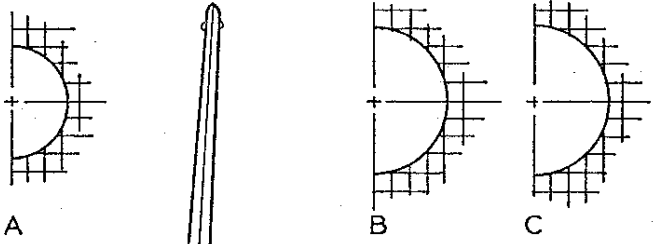
On the other hand, if static ranks were limited to those who flew, then contestant #3 still gets a final rank of 3, while #4 now has a static rank of 2, and therefore a final rank of 3 also--- a tie. This can be decided by a fly off.

If you look at the two sheets for P-Nut multiwing, you will see that this is indeed exactly what happened at the contest. Tom Nallen Sr. agreed wholeheartedly, and the 1st place trophy went to his son, Mick. By the way, P-Nut multiwing was the only event affected by this "on the spot" decision.

OBSERVATION #3: NUMBER OF PLANES ENTERED: P-NUT MONOPLNE 24, P-NUT MULTIWING 11, AMA MONOPLANE 10, AMA MULTIWING 3, NO-CAL 10, WWI COMBAT 5. Therefore a grand total of 63 aircraft!!!

NAVIGATION LIGHTS ON
TIME FLIES ONLY

WING CONSTRUCTION:
SPRUCE SPARS, PLYWOOD RIBS
AND COVERING.

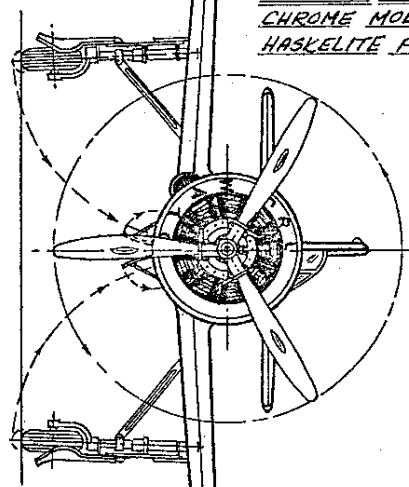


FUSELAGE CONSTRUCTION:
CHROME MOLYBDENUM STEEL FRAME
HASELITE PLYWOOD COVERING.

ALSO
ON
LOWER
LEFT
WING

COLOR SCHEME:
TIME FLIES:
ALL WHITE - BLACK
LETTERING
HM-1:
FUSELAGE & RUDDER
DARK BLUE
WINGS & STAB
YELLOW - LETTERING
REVERSE OF BACK-
GROUND

NR1313
NX2491



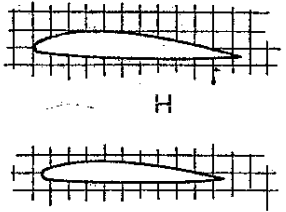
SPAN - 31'
LENGTH - 23' 6"



HAWKS
Time Flies
&
MILITARY AIRCRAFT
HM-1

POWERPLANT:
PRATT & WHITNEY TWIN WASP
R-1830 BG 1,150 H.P.

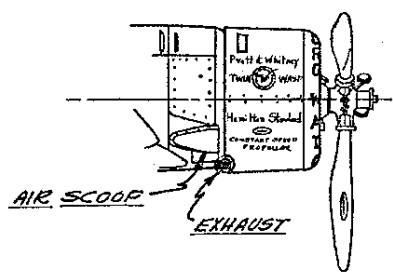
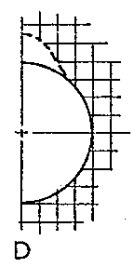
$\frac{3}{32}$ " SQUARES



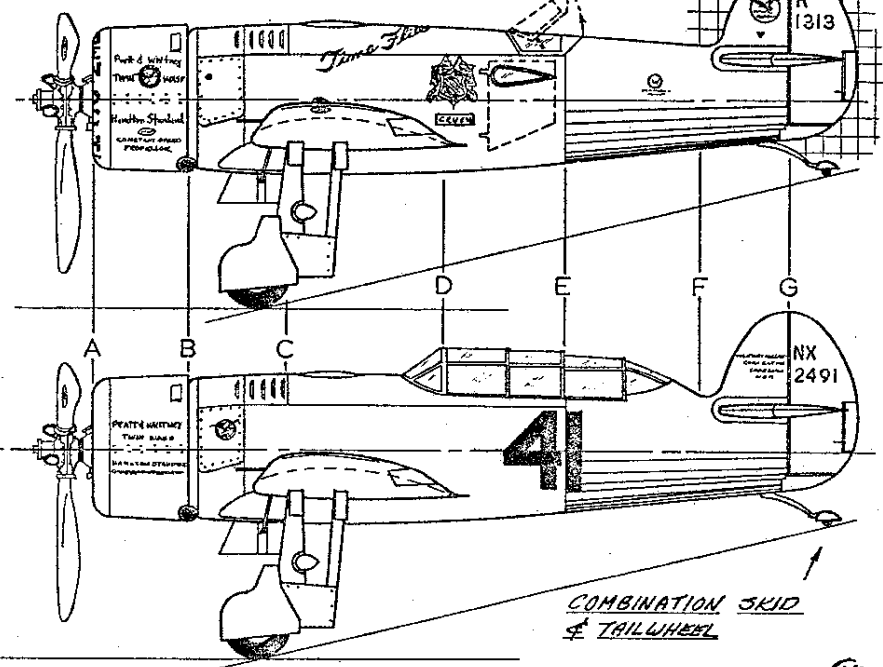
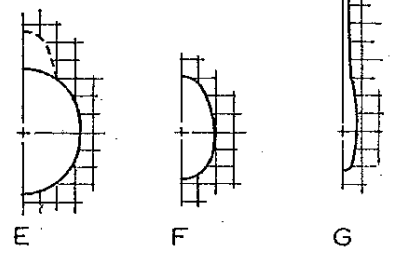
PITOT HEAD

41

CANOPY & SEAT RAISED
DURING LANDING
& TAKEOFF



SCALE $\frac{3}{16}$ " = 1'

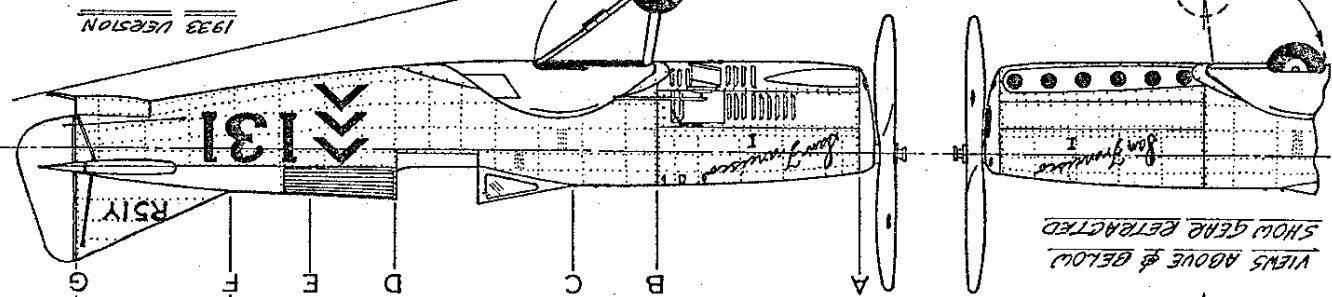


COMBINATION SKID
& TAILWHEEL

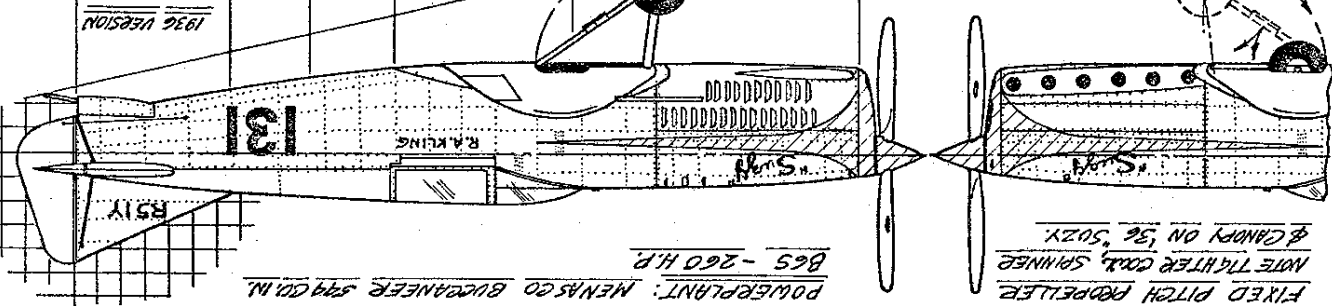
HM-1 REBUILT FROM TIME FLIES.
WAS FLOWN TO 4TH PLACE IN
1938 THOMPSON TROPHY RACE.

FC

FLOWN BY STEVE WITMAN IN 1933 NATIONALS
 & ROGER DONER IN 1934 NATIONALS. PLANE
 WON PLACES IN MANY NATIONAL EVENTS



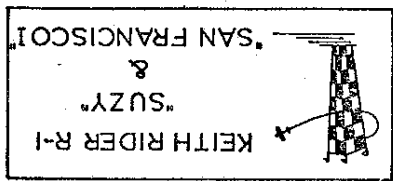
VIEWS ABOVE & BELOW
 SHOW GEAR RETRACTED



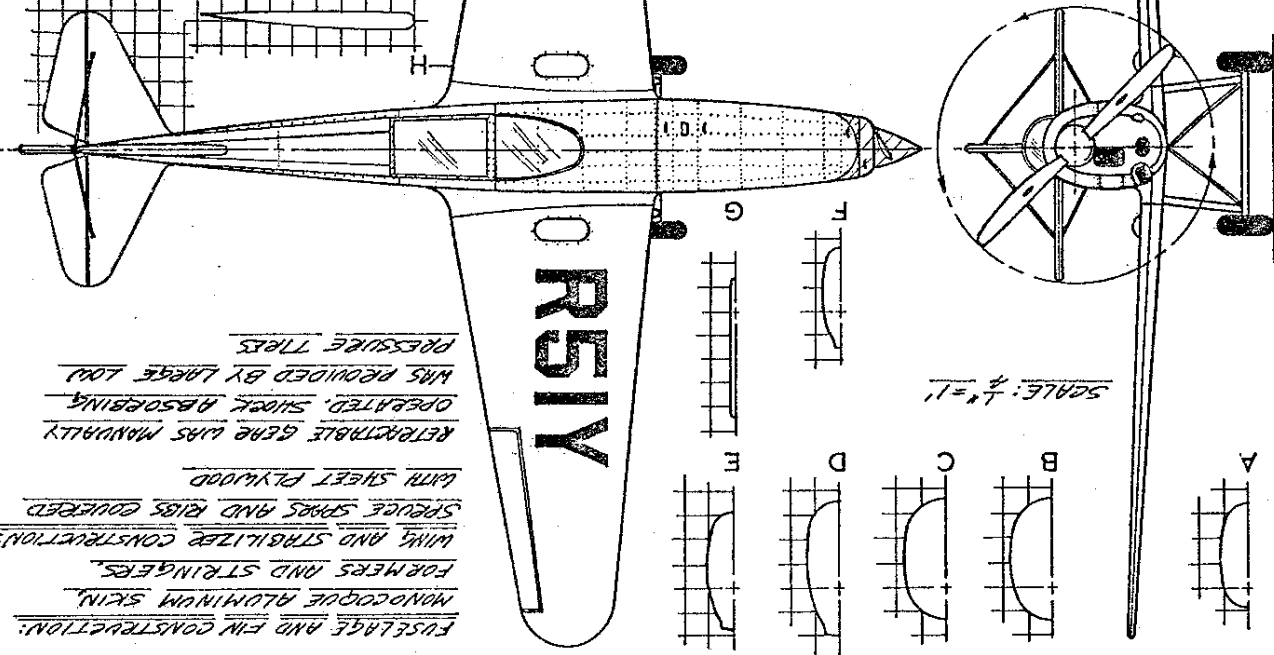
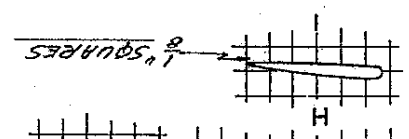
FIXED PITCH PROPELLER
 NOTE TIGHTER COIL SPRING
 & CARRY ON '36 'SUZY'

POWERPLANT: MENASCO BUCANEEER 394 CUM.
 865 - 260 H.P.

COLOR SCHEME: 1936 "SUZY"
 ENTIRE AIRCRAFT WAS BLUE WITH
 COARSE TRIM.
 ALL OTHER VERSIONS LARGELY
 NATURAL ALUMINUM WITH BLACK
 NUMBERS.
 "SUZY" FLOWN BY RUDY KLING FOR A
 3RD IN 1935 TROPHON TRAMPY RACE

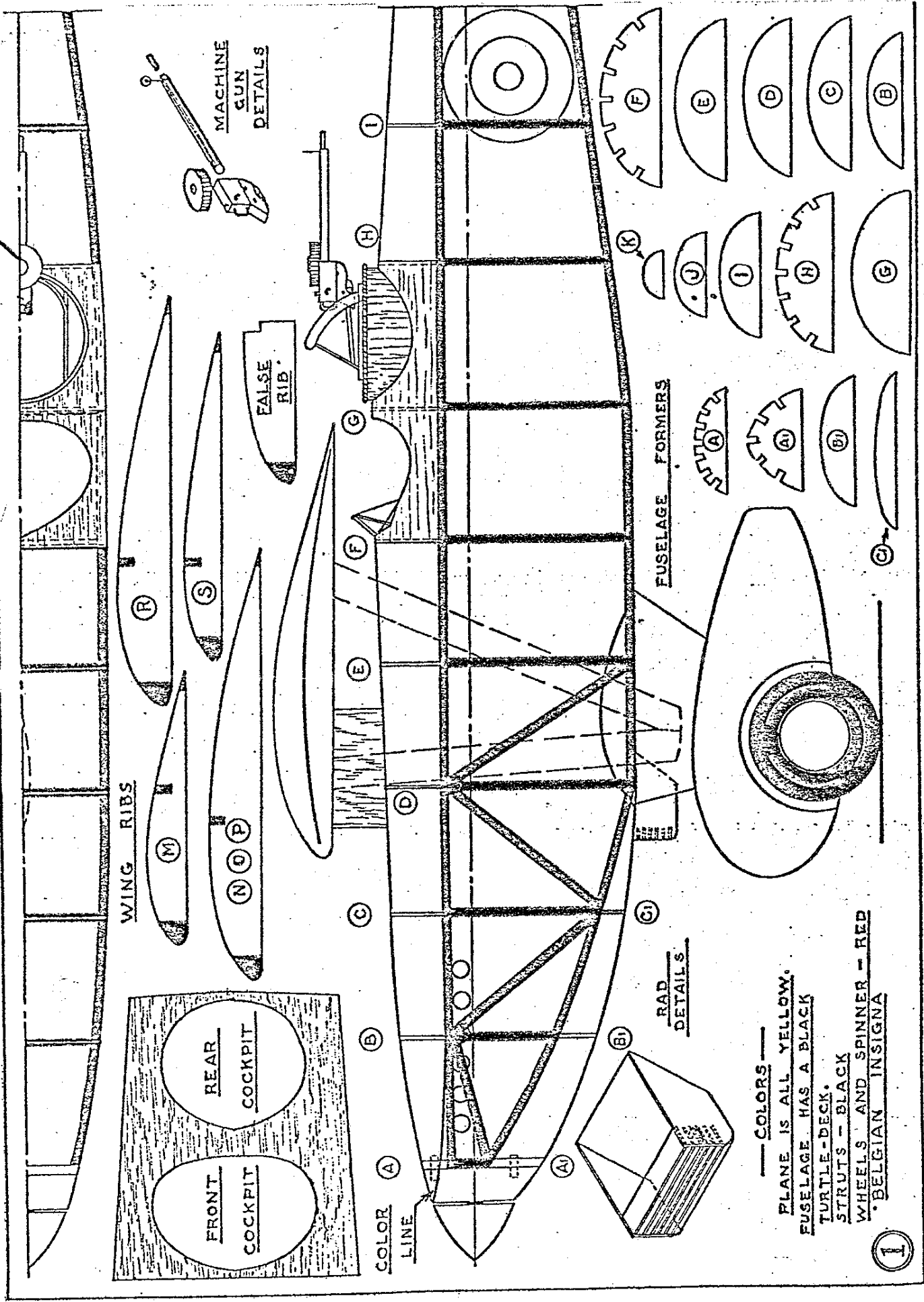


SPAN - 21'4"
 LENGTH - 19'
 WING AREA - 65 FT²
 EMPTY WEIGHT - 900 LBS
 GROSS WEIGHT - 1200 LBS
 MAX SPEED - 237.74



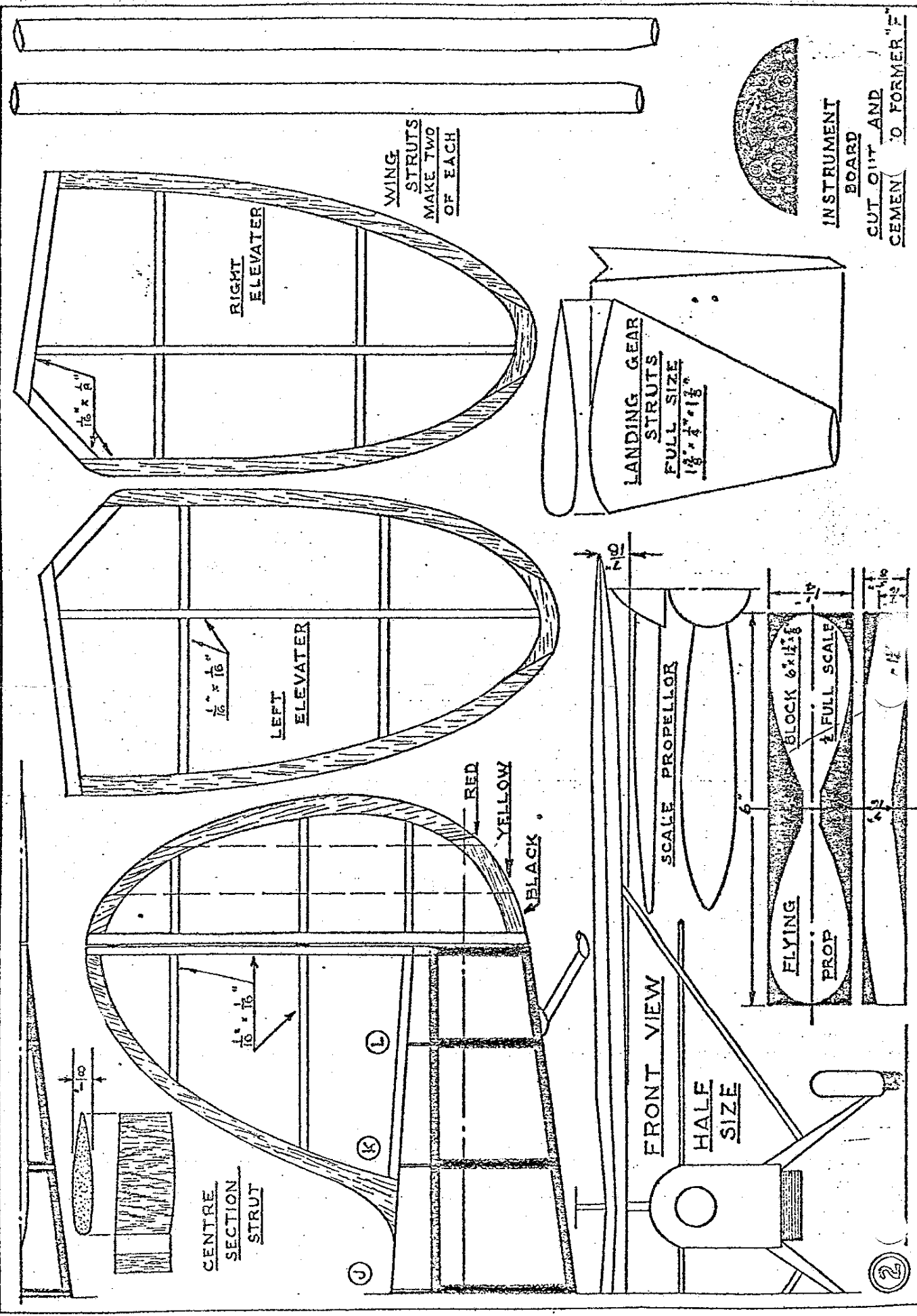
FUSELAGE AND FIN CONSTRUCTION:
 MONOCOQUE ALUMINUM SKIN,
 FORMERS AND STRINGERS.
 WING AND STABILIZER CONSTRUCTION:
 SPURGE SPARS AND RIBS COVERED
 WITH SHEET PLYWOOD.
 RETRACTABLE GEAR WAS MANUALLY
 OPERATED, SHOCK ABSORBING,
 WAS PROVIDED BY LARGE LOU
 PRESSURE TIRES

Revard R31 Pat. No. MAN 12/37



— COLORS —
 PLANE IS ALL YELLOW.
 FUSELAGE HAS A BLACK
 TURTLE-DECK.
 STRUTS — BLACK
 WHEELS AND SPINNER — RED
 BELGIAN INSIGNA

1



INSTRUMENT BOARD
 CUT OUT AND
 CEMENT TO FORMER "F"

LANDING GEAR
 STRUTS
 FULL SIZE
 1 1/2" x 1 1/8"

SCALE PROPELLOR

BLOCK 6x11 1/2
 1/2 FULL SCALE

FLYING PROP

CENTRE SECTION STRUT

1" x 1 1/8"

LEFT ELEVATOR

1" x 1 1/8"

RIGHT ELEVATOR

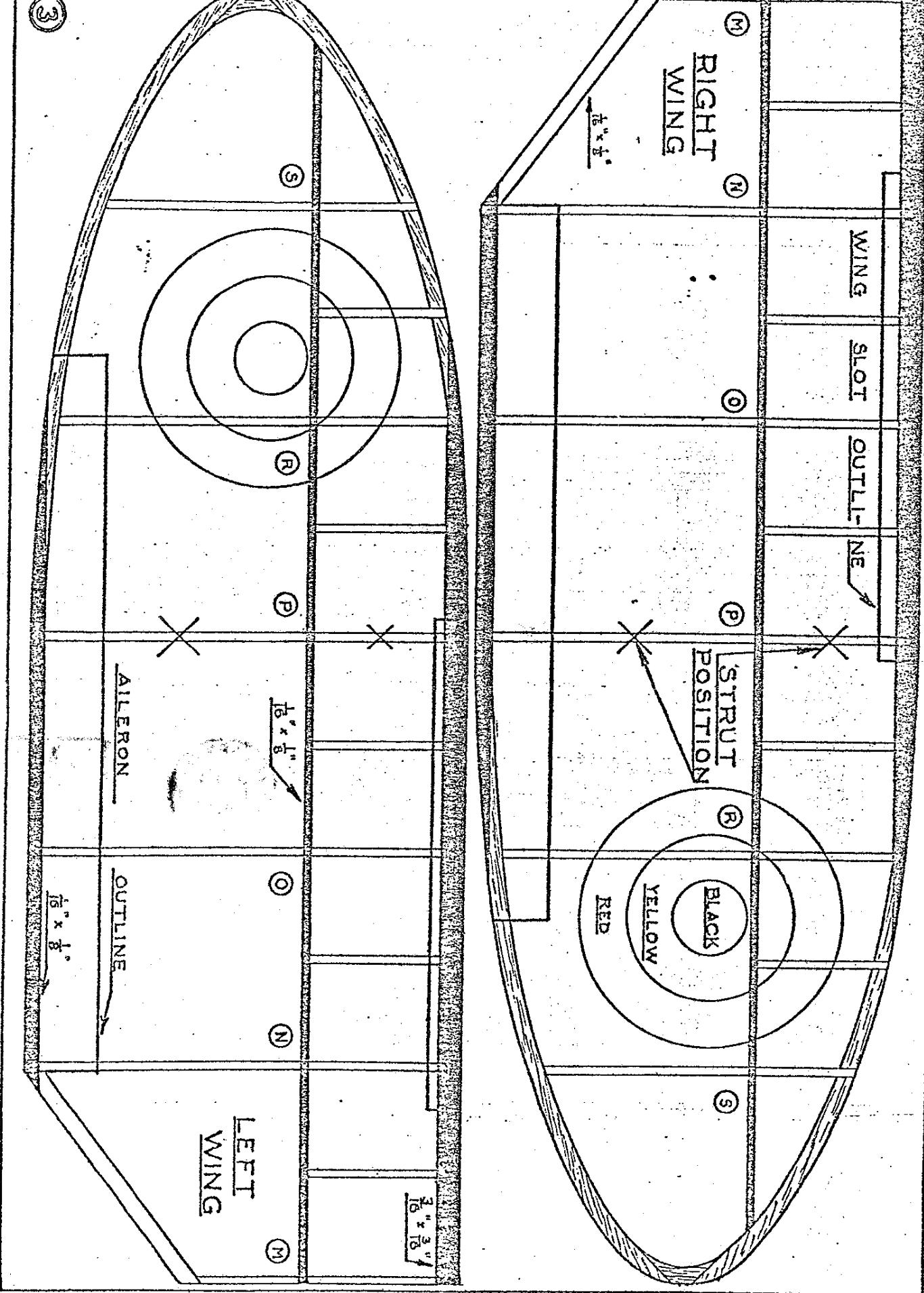
1" x 1 1/8"

WING STRUTS
 MAKE TWO OF EACH

RED
 YELLOW
 BLACK

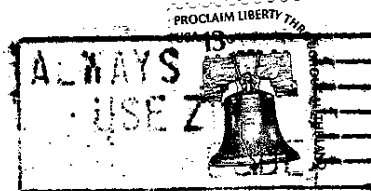
FRONT VIEW
 HALF SIZE

2



104

104



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