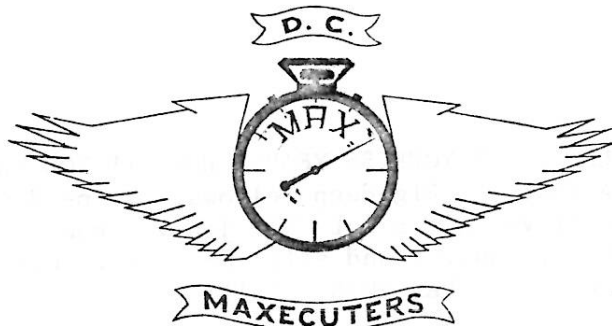


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"MEETING AT COLLEGE PARK AIRPORT--THE OLDEST AIRPORT IN THE U.S.A"

"MAX FACTS"

AUGUST-SEPTEMBER ISSUE 1977

NEXT MEETING: September 7, 1977 at 7:30 PM at College Park Airport--Come to this one for sure and help decide our winter events!

CONTEST SCHEDULES:

Aug 27 -- D.C. MAXCUTTERS late summer fun fly--events will include WWI, WWII, and GREVE-Thompson Trophy Race, Embryo Endurance, and Outdoor Handlaunch Glider. Gift certificates through 3rd place plus some great kits generously donated by Bob Clint, the owner of Happy Hobbies. The contest starts at 9:00 AM and will be going on all day. Entry fees of \$1 allows you to enter all events. LOCATION COMSAT FIELD ON ROUTE 270 NORTH OF GAITHERSBURG, MD. WWI, WWII, and RACES will be mass launch according to F.A.C. rules, Embryo also uses F.A.C. rules, OHLG uses 6 attempts to get 3 best flights with a 2 min max.

OCT 2 --F.A.C. fall meet at Durham, Conn. This will be a great contest. Several members fo the Blue Flight of the Potomac Pursuit Squadron (aka D.C. Maxcutters) will be going up that way, so plan now to attend it.

SEPT 15 -- D.C. Maxecuter monthly catapult and OHLG contest at Comsat.

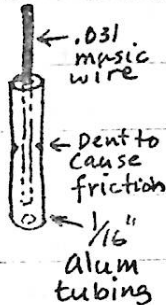
CLUB NEWS: by Pat Daily

WELL WE CAN ONLY SAY **CONGRATULATIONS** TO DON SRULL FOR HIS two FIRSTS AND TWO THIRDS AT THE NATS. Don got first in outdoor rubber scale with his Heinkel and 3rd in indoor rubber with the same plane. He also netted first in scale speed event with his Waterman Racer, and missed first (by 3 points) in R/C stand off scale with his Dornier Bomber. Once again Don has shown that he is lucky to the extreme. Hawwww! Seriously, do you ozone burners realize that the D.C. Maxcutters are the greatest free flight rubber scale fliers aroun? Last year Rolfe Gregory won first and this year Don--maybe next year--well I can dream can't I? Hope to have more on the NATS from Don in this issue of MAX FACTS.

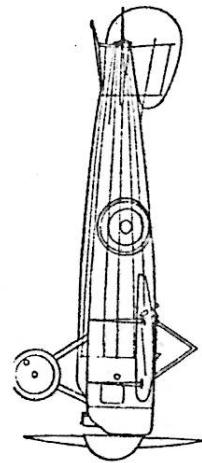
Got a note from long distance Maxecutter Fred Hall after the last issue. Seems yours truly got the F.A.C. results a little confused. Apologies are in order, but I had to rely on my lousy memory since my photos of the results were not yet developed..Mea Culpa. Fred sent us a little construction aid for Biplanes (what else are there) and it should be somewhere in the pages of this issue of Max Facts.

CONGRATULATIONS IS DUE TO KURT ENKENHUS FOR WINNING FIRST PLACE IN THE MODEL BUILDER POSTAL P-NUT CONTEST. Kurt entered a beautiful Folkert's racer that many of us were lucky enough to see last indoor season at Kennedy high. Kurt is another example of the great scale rubber fliers of the D.C. area and we a re proud as punch for him. A little help from Walt Mooney, who proxy flew Kurt's racer, resulted in 89 sec times indoor --from a RACER yet!!! Well done Kurt!!

Pat- a construction tip for your newsletter. A simple tool for measuring inter-plane strut length for biplanes. It is not possible to get a ruler in between the wings, and I've always had trouble here. This idea occurred to me while I was riding my bike on vacation.



The telescoping section can be made any appropriate length. Also, 1/16" tubing can be put inside 3/32" tubing instead of using music wire.



See you in the fall but
Best Wishes - Fred

CHOOLYARD SCALE CONTEST REPORT BY PAT DAILY

On July 16, early in the morning, several eager Maxcuters and M.A.S.S. members and spectators began to show up at COMSAT for the much heralded Schoolyard Scale contest for single and multichannel R/C. Don Srull entered two nifty looking jobs, a dynamite Wildcat in pre WWII markings for single channel, and a Boulton-Paul Defiant, complete with turret cannon, for two channel. Allan Schanzle showed up with a super Stuka for single channel and it flew as if on a string! Hawww! Chris Schanzle led the juniors with a non-scale Skymaster for single channel--boy does it fly! John Wormley entered a two channel Taube that shows lots of promise, and Hurst Bowers had his cute little Farman cabin job that recently appeared in Flying Models or Model Aviation, I forget which. John Preston's Luton Minor was also proxy entered by Hurst. Bob Clint brought out a cute little Aristocraft from Hurst's Flyline Models and a big Fokker Tripe. Bill Maidens showed up with a huge Travelaire and yours truly finally finished up a 28 inch Fokker DVIII for single channel. Unfortunately no official flights were made in the multichannel event because of a variety of far out reasons--like Don Srull bringing the wrong transmitter, and a ruptured tank in John Wormley's Taube etc. Single channel turned out quite nice. Don won first with the Wildcat followed closely by Allan's Stuka and Bob Clint's Aristocraft. The Fokker DVIII lost a radio early and poor Hurst flew his beautiful Farman into a tree! Gotta get those glasses cleaned Hurst! Several other almost ready airplanes didn't quite get finished in time--like Stew Meyer's SE-5 and 1910 Caudron, Rolfe Gregory's Aristocraft and Ray Rakow's yet to get started Corben Ace, and Joe Clements CO₂ powered Trimotored Fokker. Maybe we will see these jobs at the next Schoolyard Scale Contest! We must thank Hurst for generously donating Flyline Models to the winners--including Chris Schanzle, who naturally won junior! It was a lot of fun with a lot of spectators (50 or so) even if we were a bit short on planes! Wait till next time --the Fokker will be thirsty for some wins!!

end of the field, supposedly in order of their speed, the fastest in front and the slowest last. When the starter's flag dropped, everybody was to take off in a horse race start, past the grandstands. The flight plan called for two laps around the race course, marked by four pylons. The first time around we were supposed to dive slightly, level out fairly close to the ground, fly past the grandstand, then pull up at the end of the field, head for the first pylon and go around the course the second time, landing the next time around. After landing, we were to taxi up in front of the stands, forming a long line, shut off the engine, get out and stand in front of our airplane while the band played the National Anthem and the flag was raised. Very impressive, maybe corny to some, but to me a big thrill.

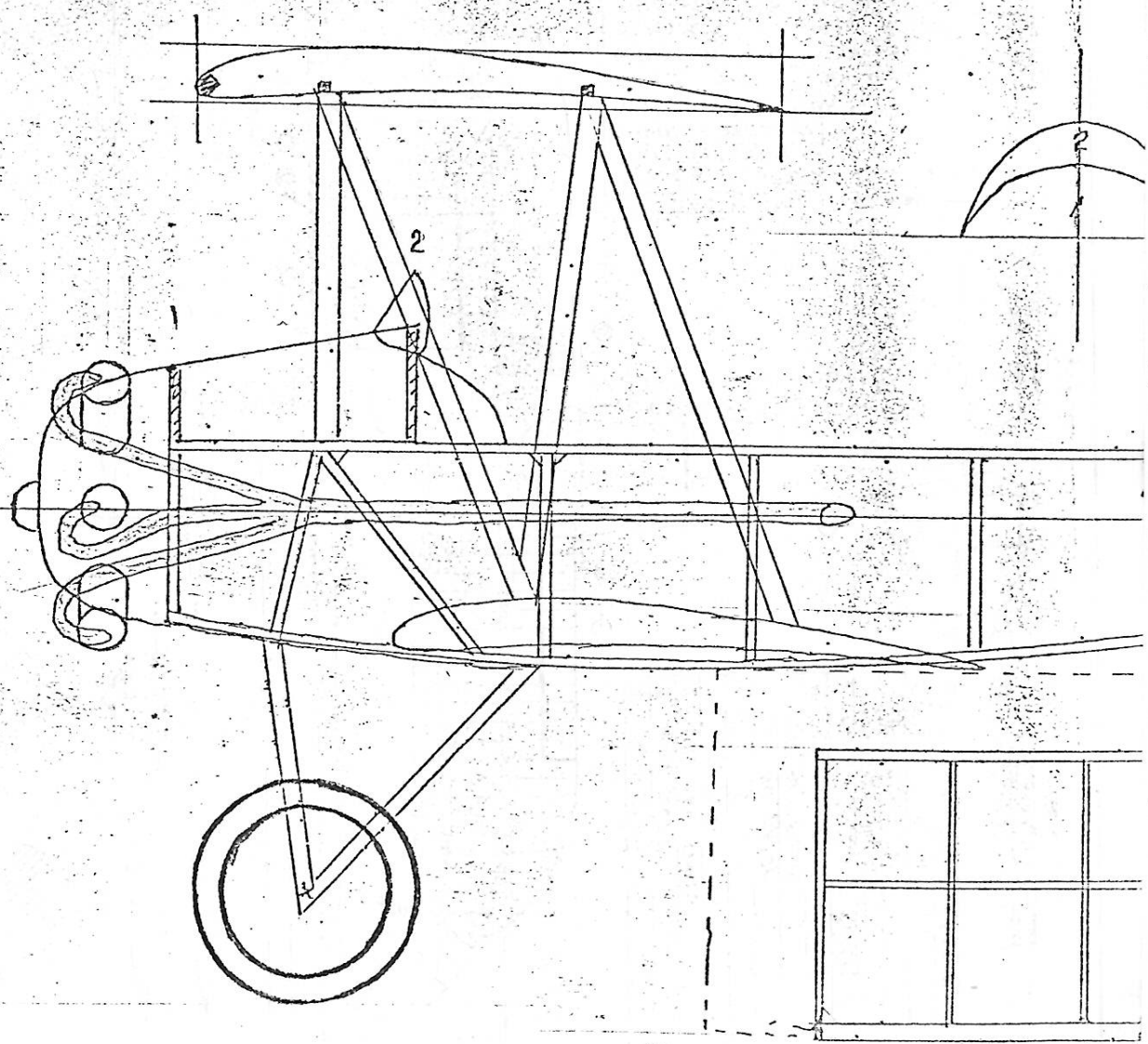
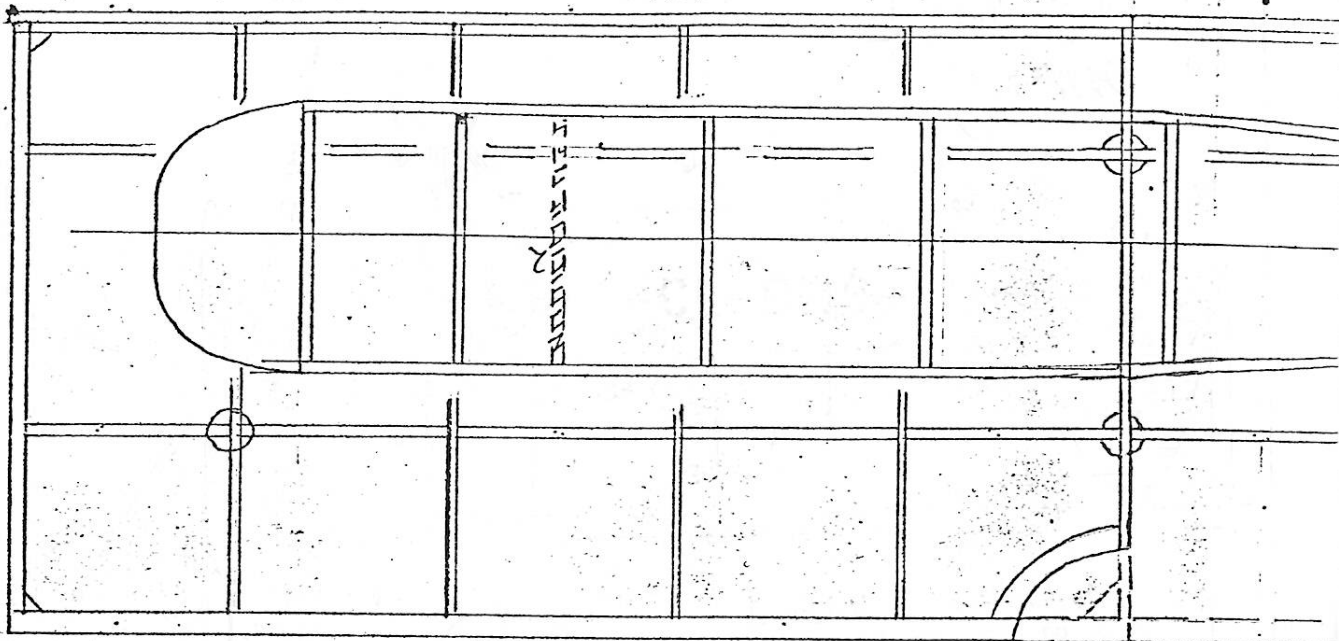
My friend, Jerry Coigny (pronounced Coiney), was there with one of the very first Luscombe 50's off the production line back in Trenton, New Jersey, and, of course, the management just had to have it in the "Aviation on Parade". Every manufacturer tried to get his latest creation in that event. I was to ride with Jerry in the race.

When you get a bunch of manufacturers showing off their latest offerings in an event like that, two things happen. First, there are arguments when the airplanes are lined up according to their relative speeds, (T-craft, Piper, Aeronca and Ercoupe people were furious when our Luscombe was placed ahead of them); and, second, in spite of pre-flight briefing to hold positions, keep it nice and safe, etc., you know what everybody did - they kept the throttle all the way forward trying to make like Roscoe Turner and pass as many of those ahead as possible. I still think it was a miracle no one got killed in those free-for-alls.

Somehow, this day (Labor Day, 1938) Walter Everts talked Jerry into putting a one blade Everel prop on the Luscombe with the idea it would, like the T-Craft, improve its performance. I wasn't too happy about the idea, but in those days we were a bit crazy anyhow.

With no test flight, we taxied out to the big line-up. I thought the vibration was a bit bad but figured it would smooth out at higher R.P.M. The flag dropped and we were off. With about 30 commercial airplanes, led

- continued after Plans² -



CAVU (continued)

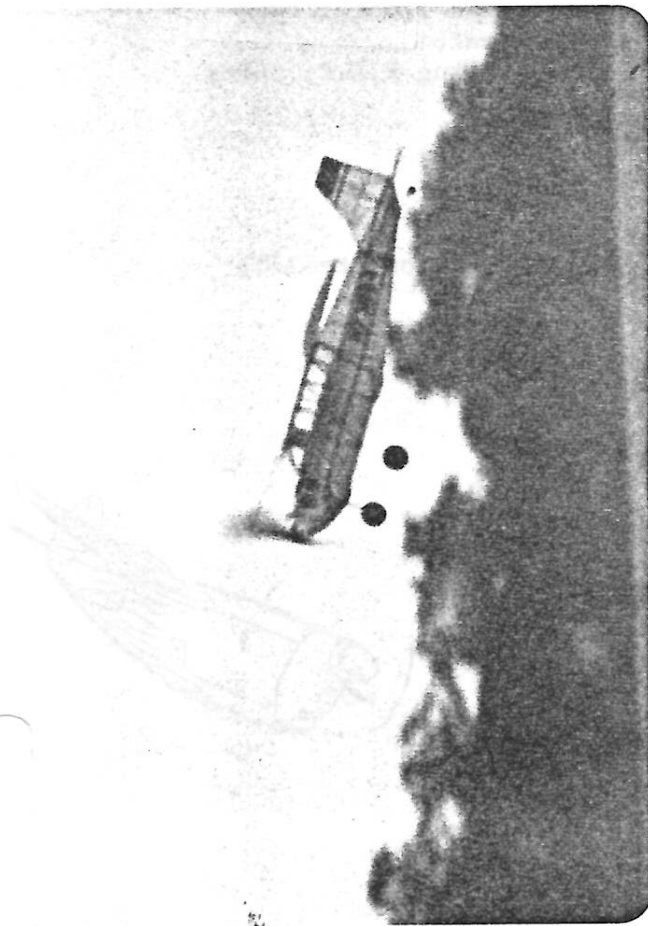
by 18 Grumman F3F fighters taking off all at once, the noise was deafening, the turbulence terrific and the vibration downright frightening. You couldn't read an instrument on the panel - all a blur - and the wing struts looked about a foot wide! We went around the first pylon and Jerry throttled back, but the vibration was even worse, so we stayed at full bore. I'll say one thing - we went fast even if we did shake! The airplane in front of us was a new Monocoupe 90 and we passed it at one of the pylons. Luckily, we landed after the next lap without mishap.

The big Thompson race was flown around the same course later and, while it was a thrill to watch Turner, Ortman, Wittman, et al, fight it out, my biggest thrill occurred less than a couple of hours earlier when we were bending around those same pylons for one of those once-in-a-lifetime experiences.

Now you see why one-blade props remind me of Thompson Trophy. As a matter of fact, I wonder how this model racer would perform with a one-blader?!

1977 HAND LAUNCH GLIDER CONTEST

	1	2	3	4	5	6	Total	Average
MAY 12								
Bill Clarke	(41)	(48)	23	17	(43)	32	132	44
Cris Schanzle	30	32	24	(37)	(32)	(34)	103	34
John Sites	37	39	(46)	(64)	(43)	43	153	51
May 19								
Bill Clarke	(34)	(23)	(38)	13	17		95	31
Cris Schanzle	(20)	13	(27)	17	15	(27)	74	25
John Sites	(48)	34	36	32	(53)	(43)	144	48
Rich Hensel	(32)	(45)	25	(45)	16		122	40
June 16								
Cris Schanzle	24	(30)	(25)	(28)			83	28
John Sites	32	47	(60)	(57)	47	(50)	167	56
Anthony	25	18	(32)	17	(29)	(31)	127	31
August 4								
Bill Clarke	(31)	23	20	(32)	20	(25)	88	29
Cris Schanzle	25	(33)	28	27	(30)	(33)	96	32
John Site	(61)	(52)	37	42	46	(50)	163	54
Pat Daily	(41)	(47)	(48)	20	20	18	136	45
John Strong	(32)	28	(29)	14	(30)	21	91	30
Steve Poretz	50	65	(72)	44	(80)	(80)	232	77



Rolf's Lacy (Ugg!!) Someone is gonna have to step on this to keep it out of the air.



Rolf's Cessna Airmaster in glide. Note folded prop.

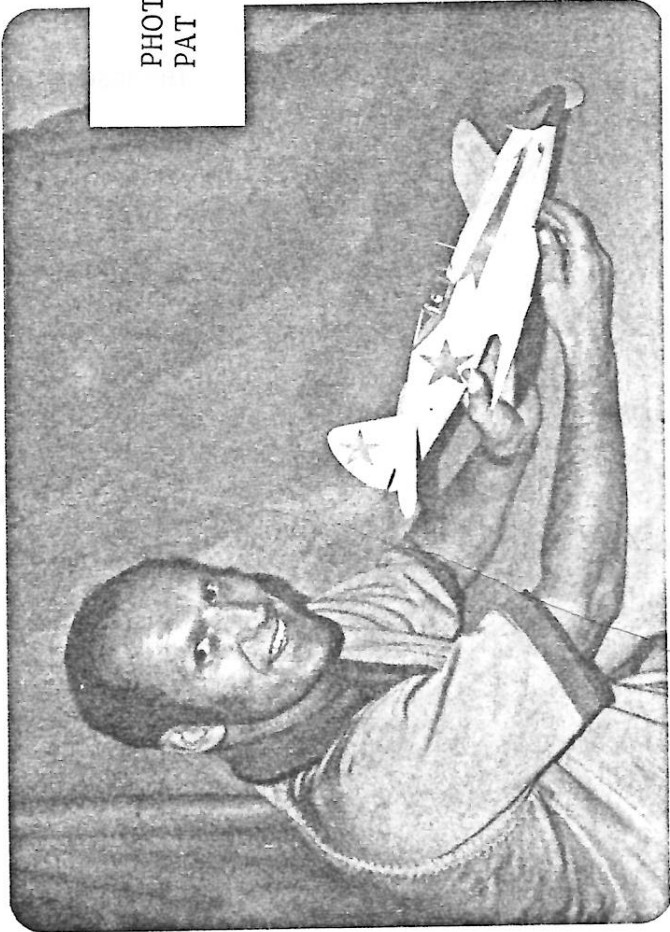
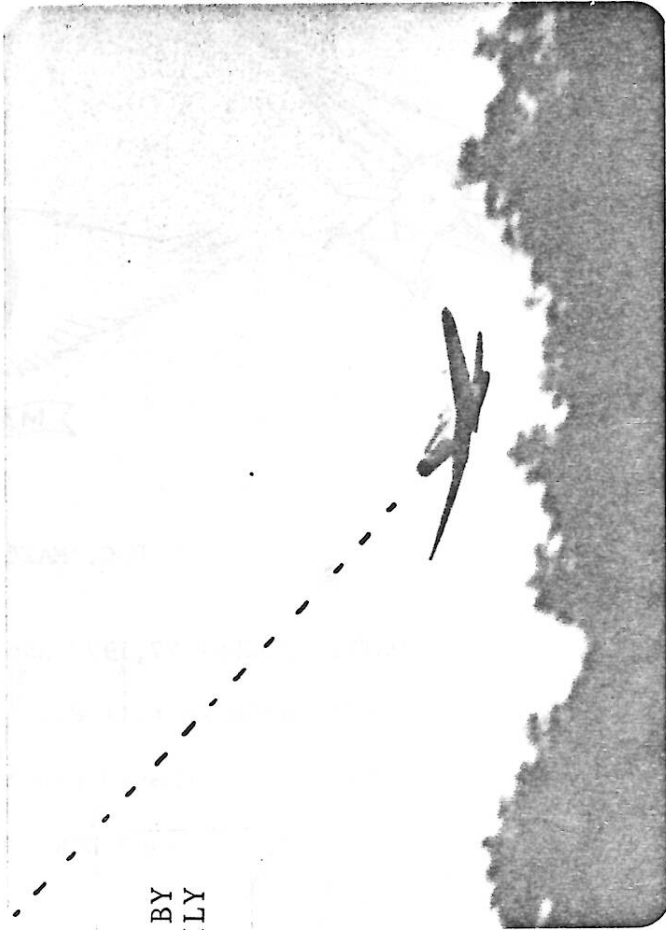


PHOTO BY
PAT DAILY

Allan and his Mig-3. Built from 1942 M.A.N. plans by Earl Stahl.



Nostalgia from 35 years ago. Mig-3 in straffing run. That Lacy is dead in 10 seconds. Super photo, Pat.

A CURSORY LOOK AT GENE THOMAS' "CLASSIC MODELS"

A few weeks ago, I decided to purchase one of Gene Thomas' Classic Models. This decision was prompted by seeing a rubber model of the Church Midwing at our recent sojourn to the Flying Aces contest in Connecticut. This particular model never flew very long, but appeared to be quite stable and had a general appearance that was quite attractive.

There is no need describing the various planes available from Classic Models. This information can be found on another page of this newsletter. Consequently, I'll address my comments to the particular plane I ordered, namely, a 39 3/4 inch span Church Midwing. The "Plan Kit" cost 10 smack-er-roos, and the vacuformed parts an additional 5 smackers: Total = \$15.

It took somewhere between 2 and 3 minutes of reviewing the kit material before my son Chris came in to query the echos from the workshop to the effect, "hey, that's neat, really keen." Gentlemen, for \$15 bucks you get better material than offered in any kit on the market. For openers, the plans are approved by Mr. Jim Church, maker of the original Church Midwing. If you've got a yen for authenticity, that outa start the glands-a-drooling.

Good balsa wood is hard to find these days, particularly in kits (witness Sterling's use of U.S. Steel's imitation balsa wood!) But this wood is somewhere in the vicinity of 5-7 pounds per cubic foot. Stick wood is not supplied.

Gene Thomas is certainly catering to the wims of the contest flyer. Just take one look at the scale documentation supplied with the kit:

1. A 12 page brochure giving:
 - a. history of the plane
 - b. 15 photos of the real plane, including cockpit and engine detail
 - c. a centerfold cut-a-way drawing that brings back memories of Douglas Rolf's contributions to old Air Trails magazines - in color yet!!!!
 - d. black and white copies of original blue prints
 - e. color, yes, color three views!
 - f. aircraft specifications (dimensions, etc.)
2. Decals that are mind boggling
3. An 8x10 black and white photo of the real plane, sans wings.

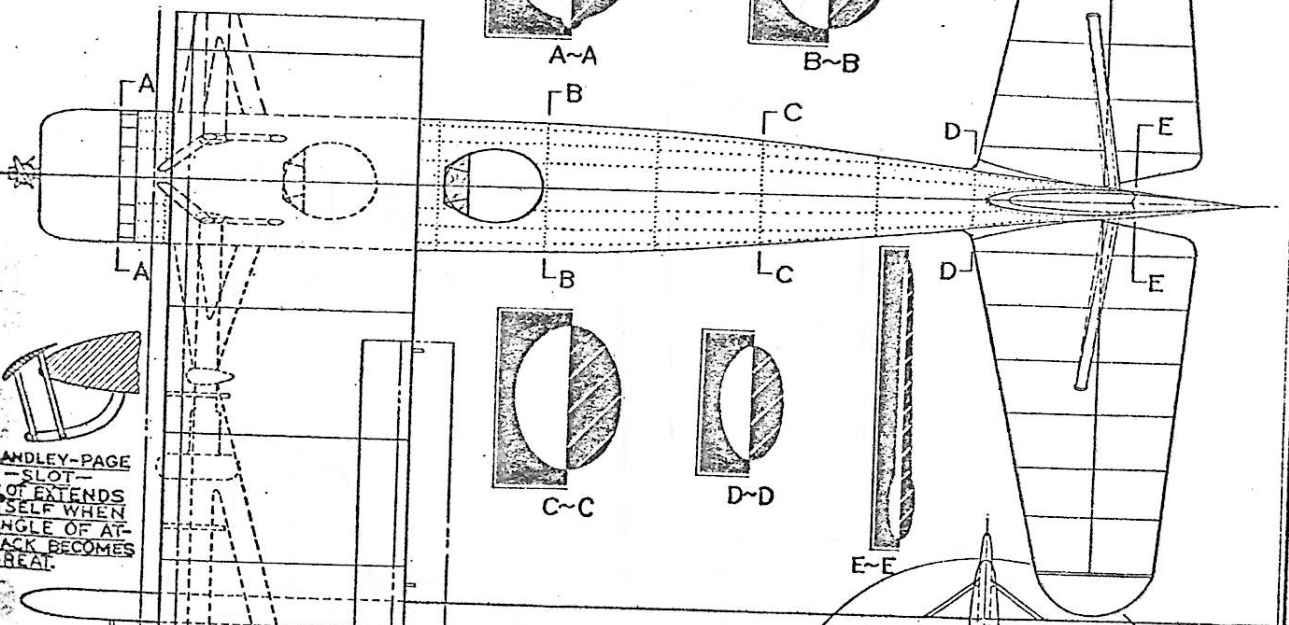
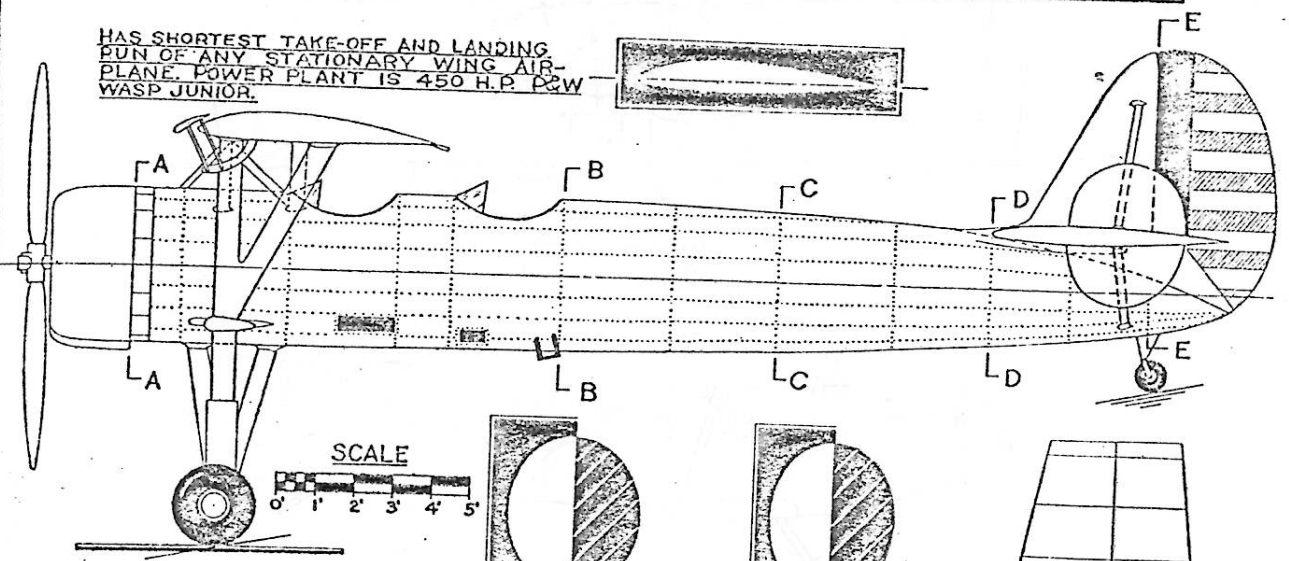
In other words, complete scale documentation already collected and bound.

I haven't tried the decals yet, but Gene says they are great provided patience and finesse are applied in the process of application. The plans are printed on heavy, high quality, glossy paper, and show installation for .020, .049, rubber, and electric motors.

THE RYAN YO-51

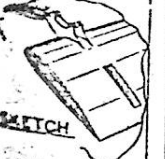
NEW OBSERVATION AIRPLANE CALLED "THE FLYING MOTORCYCLE"

HAS SHORTEST TAKE-OFF AND LANDING RUN OF ANY STATIONARY WING AIRPLANE. POWER PLANT IS 450 H.P. P&W WASP JUNIOR.

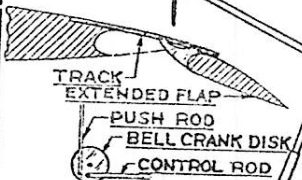


HANDLEY-PAGE
SLOT -
SLOT DOES NOT
EXTENDS
ITSELF WHEN
ANGLE OF
ATTACK BECOMES
GREAT.

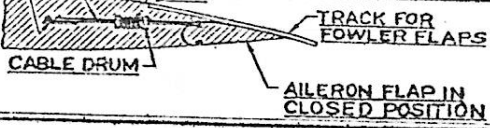
CROSS SECTION
OF CABLE DRUM
ROLLERS RUN
ON EACH SIDE
OF BEAM



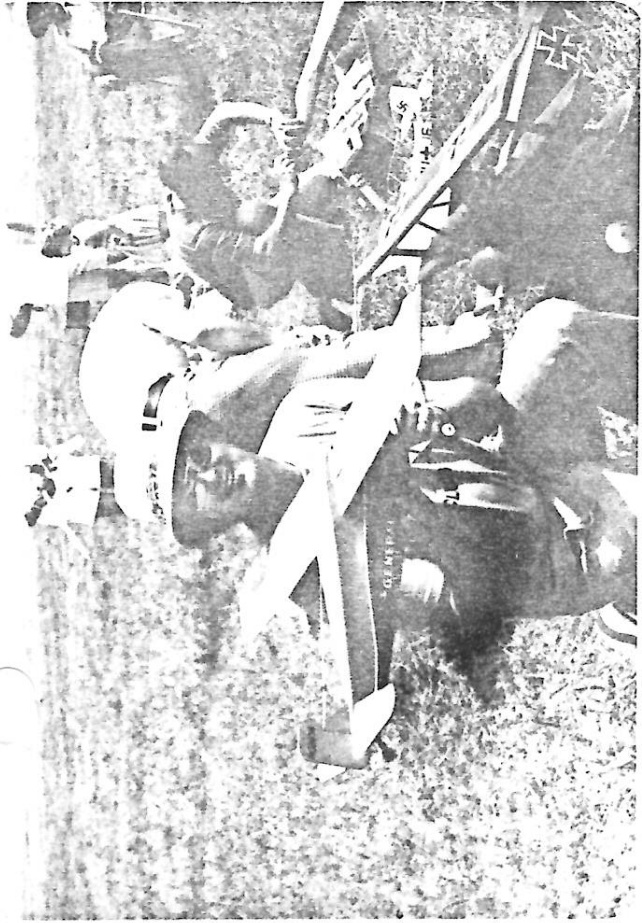
ASSISTED BY
GEORGE WHEAT



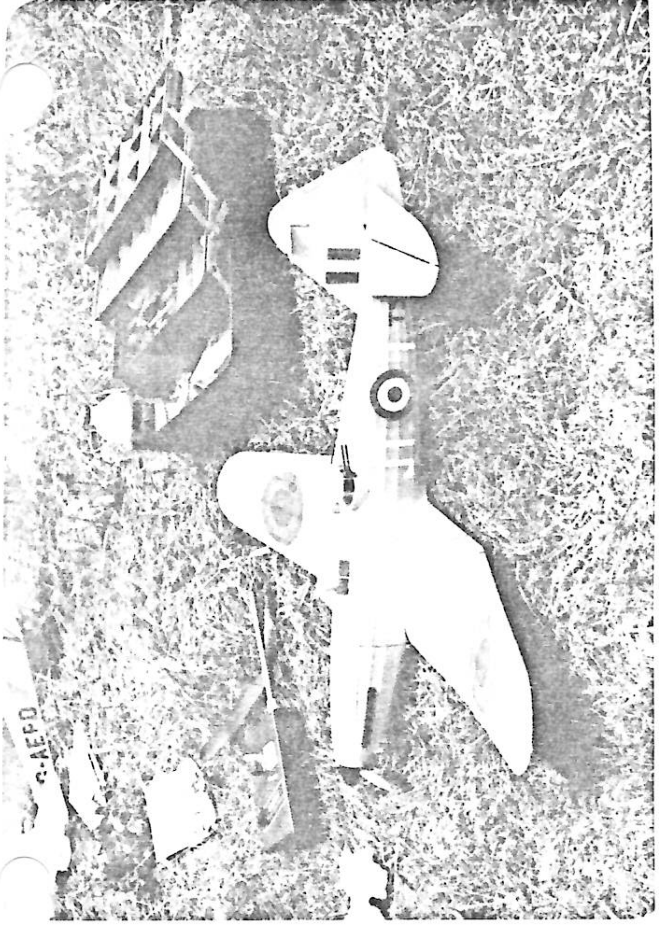
DETAIL OF MECHANISM
WHICH MOTIVATES
EXTENDED FLAP AS
DISK AILERON
CONTROL ROD
CABLE



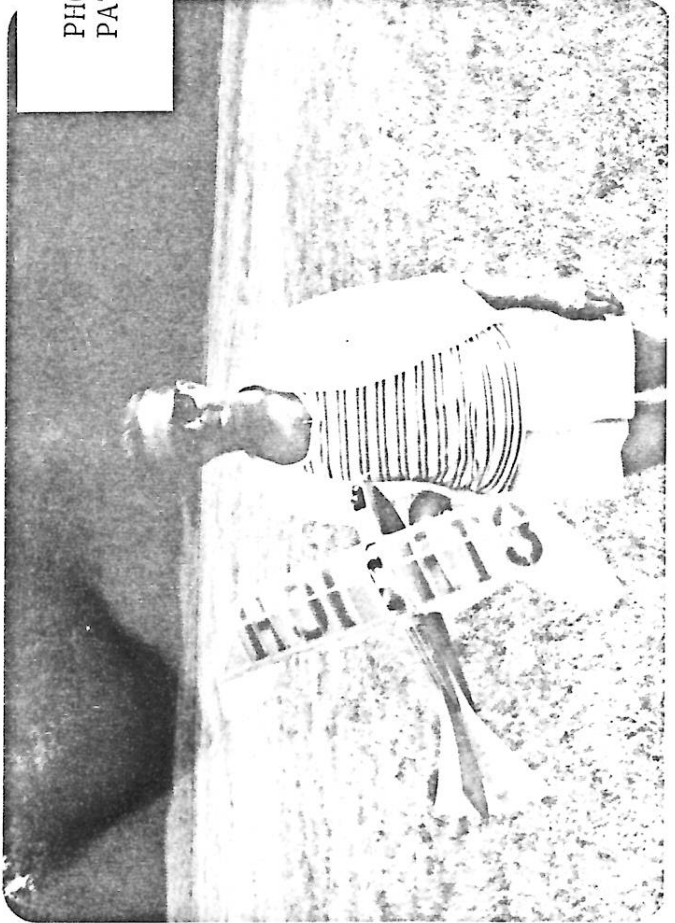
Robert
Lloyd
Brown



Bob Clint, owner of Happy Hobbies, and his Flyline General Aristocrat at Schoolyard Contest.



Don Srull's Boulton Paul Defient-seen at Schoolyard Contest-. Would you believe, he brought the wrong transmitter. No official flight!!!



John Wormly and Ethrich Taube 2 channel at Schoolyard Contest. Diesel .049.



PHOTO BY
PAT DAILY

Pat Daily's Fokker D-VIII at Schoolyard Contest. Had C/G trouble. Clint's DR-1 in background.