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DUES \$6.00 per year

DC MAXECUTERS ARE A CHARTERED  
AMA CLUB AND ARE AFFILIATED  
WITH THE FLYING ACES CLUB

"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS "

"MEETING AT COLLEGE PARK AIRPORT--THE NATION'S OLDEST"

# MAX-FAX

December 1978--MERRY CHRISTMAS AND HAPPY NEW YEAR--

NEXT MEETING DATES: DEC 6, JAN 3, and FEB 7--at 7:30PM at College Park Airpark--try to attend--we hope to have films, slides and contest plans.

## CONTEST SCHEDULE

- Jan 12 -- WORLD WAR I COMBAT--at Kennedy High -- any size or shape
- Feb 10&11 --FIFTH ANNUAL NATIONAL CAPITAL INDOOR RUBBER SCAL CONTEST-- at the Navy Hangar at Andrews AFB--for more info see the flyer in this issue of MAX FAX
- Mar 4 -- SCALE OLD TIMERS F.A.C. (aka Black Maria Flight of the Eagle Squadron) at the LAKEHURST NAVAL STATION BLIMP HANGAR --AMA-F.A.C. INDOOR CONTEST -- more on this later.
- Summer 79-- SCALE OLD TIMER outdoor scale contest -- FAC and AMA events--more later
- June 79 -- G.H.Q. F.A.C. spring contest at Durham Conn.
- August 25-- D.C. Maxecuters late summer fun fly.
- October 79 --G.H.Q. F.A.C. fall contest at Durham Conn.
- August 79-- AMA NATS

## CLUB NEWS by Pat Daily

MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL OF YOU MAXECUTERS- - -HOPE 79 BRINGS YOU LOTS OF THERMALS!

Well this little mini issue of Max Fax serves several purposes--mainly to advertise our upcoming Fifth Annual National Capital Indoor Rubber Scale Contest--imagine 5 years already since our first one at Andrews -- time goes so fast except when you are trying to MAX. Anyway be sure and study the flyer advertising the contest. Also be sure and start building for the Lakehurst contest--as I recall they will have almost all F.A.C. events in addition to AMA scale and P-NUT scale. Should be a super contest with those 200 foot ceilings. Also this issue serves to even out our publishing schedule so we can get back to our bi-monthly schedule--also this issue serves me a chance to tell you the latest happenings in

OLD MAXECUTERS PLEASE PAY YOUR DUES IF YOU ISSUE HAS THE DUES CIRCLED IN RED AT UPPER RIGHT CORNER--SEND CHECK OR CASH TO PAT DAILY OR GEORGE LEFFLER -- WE NEED YOUR BUCKS!

CLUB NEWS continued

As I said, this issue is an extra and will not be full size and will not include any plans etc. But it does bring me around to the the end of the year statement-- so far this year, Max Fax has been published 7 times including this issue. We have published 102 pages chuck full of all kinds of free flight and scale goodies including 9 sets of plans, most of which were originals, several fantastic C.A.V.U. articles by Rolfe Gregory and some of the niftiest cover art in all of aviation by MAX the Mysterious Maxecuter Ace--Speaking of Max, this months issue shows old Max's Sopwith doing double duty for old St. Nick, while Max stays home and enjoys reading MAX FAX!

As a matter of fact, since I started editing MAX FAX, we have published a grand total of 16 issues (from Jan 77 to Dec 78) with 22 plans and a grand total of 227 pages--and we have several people to thank for their excellent contributions to the newsletter--it is now one of the premier news sheets in the country, or world for that matter!

At our last club meeting we unanimously elected Allan Schanzle as president, George Leffler as Treasurer, and Jim Wray as Secretary. These fellows will need your help to make your club a success. We wish to thank Stew Meyers and Ray Rakow for the excellent job they did in guiding the club this past year.

Indoor flying this year seems to be a little slower than last year--probably due to the problem of getting Kennedy so often. If any of you guys knows of another place we can get on a more regular basis PLEASE let us know.

Got a letter from big Bill Kalb of the Scale Old Timers (S.O.T.S.) of the Philadelphia area. He sent along a nice report of their Sept 17 contest--seems they forgot to inform us Blue Flighters about that one! Anyway they seemed to have a good turnout for WWI COMBAT, F.A.C. Scale, and Embryo Endurance. Seems a few of them managed to get to the fall G.H.Q. F.A.C. meet in Durham with Fred Ewing, a long distance Maxecuter, winning the Thompson. Good going fellas! Hope to see you at our upcoming contest and at the Lakehurst event.

WRIGHT BROTHERS DIAMOND ANNIVERSIARY

Yes sir, gang its the 75th anniversary of the Wright Brothers first flight at Kitty Hawk. Who says December is too cold to fly outdoors/?? Been enjoying Steve Canyon's dreams of being with the Wrights in the Post every morning. Wonder what all of us free flighters would be doing if we had been born a century earlier--probably into ships and trains (rhymes with whips and chains!) --and you can bet it wouldn't be as much fun as watching the sun shine through those tissue covered wings on a hot summer evening. I hope each and every one of you Maxecuters will step outside this month and make a little flight offering to Hung in remembrance of the Wright Brothers. After all, their efforts were the basis for our wonderful hobby.

SPANISH FLY ERA--What is that you may ask? Well if you read the contest flyer in the present issue of MAX FAX you may wonder. This is the latest misguided idea of some of our more illustrious members for finding more ways to win Kanones for F.A.C. wins. It is designed to encourage some of you to build and fly some of the more unusual planes of the thirties. Basically it is a WW II type contest with the F.A.C. style mass launch etc. The hooker is it is only open to planes of the Spanish Civil War. They should be done up in the proper colors etc. I understand Don Srull is building a He 112 for this event. Schanzle and Glen Rakow are building Polikarpovs, I am leaning to a Loire 46, while Jim Daily favors a Fiat CR32. So start building --ought to be a lot of fun.

BULL SESSIONS-- I really enjoyed the last two bull sessions, as I'm sure many of you did. The one at the Schanzle's treated us all to the magnificent movie of the FAC Nats filmed by Bill Noonan from California-- really a neat flick-- and the session at the Meyers' was super --movies of old time flying and caviar! What more can I say?

Pat

So you Joined the Maxecutors - Now What?

Allan Schanzle

Once again I find myself in the president's chair of the Maxecutors. Unfortunately, this has evolved because no one else was willing to accept the responsibilities. It seems ludicrous to me that a group which has a membership of over 65 cannot find a few new faces to get involved. The same people are running the show this year as last year, and the year before that, and that, and ...

The attendance at our meetings has been mediocre most of the time (6-10) although certain occasions have brought out as many as 15. My concern is simply this - are we nothing more than a newsletter club? If so, how can we change this situation? What would it take to get more people at the meetings and at flying sessions, both indoor and outdoor? There are some people with metropolitan Washington D.C. addresses on our roster that, to the best of my knowledge, I've never met, and I've been involved with the Maxecutors for 10 years. These people don't come to meetings, flying sessions, or bull sessions. So I ask, why be a member of the Maxecutors? Sure, it's your privilege to do so by sending in your 6 smackers, but assuming you are interested in model aviation, how has this fulfilled any small quest for knowledge about aircraft, be they model or full scale? Beats me! Shucks, we got some of the best darn rubber scale modelers in the country that come out to fly at every session, and you can learn a boatload by just watching. And I haven't seen anyone turn away from a newcomer in need of help. So how come we get the same 6-10 people time after time? So ya say, "scale ain't my bag"? Swell, what does get the adrenaline flowing - I'm willing to try anything once.

I hope to find a few ways to get others of the local members involved. If this isn't possible, I'll bet dollars to donuts that the popularity of the Maxecutors will dwindle down to the same 6 to 10 individuals who build, fly, or support the club in some manner. By the way, there are several members that fall into that last category - not builders or flyers, but who are interested enough to show up at the various get-to-gethers to take pictures, help judge, or just shoot the bull. There's lots of room for those kind of people in the Maxecutors.

So now - what does it take to get you away from the boob-tube and out to a Maxecuter gathering? Let me know - my home phone is 840-9883 and the office number is 779-2800. Call at either place, but call, otherwise, I have a feeling that those of you whose association is strictly via the newsletter will no longer find it at your doorstep - some of us would rather build than write.

Gimme a call, and Holiday Greetings.

*Allan*

SPANISH FLY ERA AIRCRAFT LIST

The purpose of the following list is to give you an indication of all of the aircraft that participated in the Spanish Civil War. It is not a complete list, but at best, only partially complete. If you can document another type not found on the list, then it is also eligible for the Spanish Fly Combat Contest. Note your airplane should be done up in the appropriate Nationalist or Republican (Loyalist) colors. No span limits will be imposed. REFERENCES: Amer. Aviation Historical Society Journal vol. 22 no 3 fall 77 and vol 23 no 2 summer 78, Air Classics vol 4 no 7 Nov 67, Air Enthusiast Quarterly #3, and Aircam/Airwar #3 -Spanish Civil War Air Forces. These will provide pictures and colorschemes that can be adapted to most of the planes in the list.

REPUBLICAN FORCES

Plikarpov Il5, Il5bis, Il53 and 152  
Il6 type 6 and 10  
R-Z and R-5  
Hawker Fury (Hispano engine)  
Grumman FF-1 (called G-23)  
Dewoitine D27C-1, D371, D372C-1, D501 and D510  
Neuport Delage 52C-1, NiD29, NiD52  
Potez Po540, Po543, Po25  
Vickers Vildebeast (Hispano engine)  
" Osprey (Spanish version)  
Tupolev SB-2  
Rasante R-Z  
Breguet XIX  
Loire-Neuport LN46A  
DC-2 (Douglass)  
Fokker F VII and G-1  
SPAD 510s  
Bloch MB200 and 210  
Bristol Bulldog  
Avia A-101  
Koolhoven FK-51 and FK-52

NATIONALIST FORCES

Henschel Hs123 and Hs126A  
Fiat G-50 and CR-32  
Hawker Fury (captured)  
Breda Br65 and Br 28  
Messerschmitt Bf 109B, C, D, and E  
Junkers Ju86, Ju86D, Ju87A and B  
Ju52/3m  
Dornier Do 17E and F  
Do WAL  
Savoia Marchetti 79, and 81  
Caproni Ca135, Ca310 and AP-1  
Vultee V-1A  
Heinkel He51, He70G, He111B, He 112B  
He46, He45, He59, He60  
Meridionali Ro37bis, Ro41, Ro43bis  
Polish PWS10  
Avia A101s (captured)  
Breguet XIX (captured)  
Fiat BR-20  
Cant Z501 and Z506B  
Arado Ar68E and Ar95  
Fiesler Storch (glider tug)

So there you have it gang. Now about finding some of these in plan form, well some of the more common ones are available from John Pond's plan service, as for the rest some are available from me (Daily) and other club members--call around a bit or get out your proportional dividers!

BALANCING ACT!

Tom Schmidt reports that the nifty balance put out by the Balancing Act Corp called the "COUNTER BALANCE" for \$9.95 plus \$1.05 postage is really the berries for helping select that lightweight balsa needed for good flying rubber scale jobs. --check out this copy of their add and get one if you want to be precise in your estimates of weights. Thanks for the info Tom!

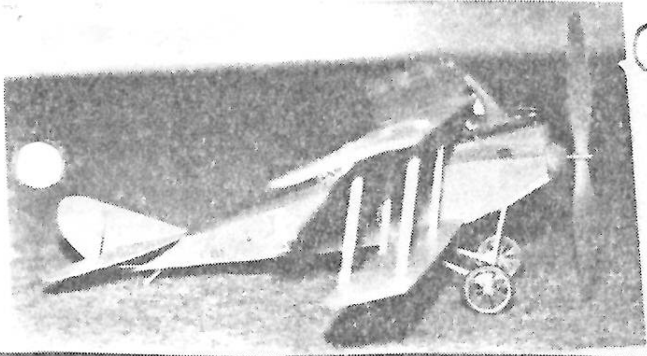
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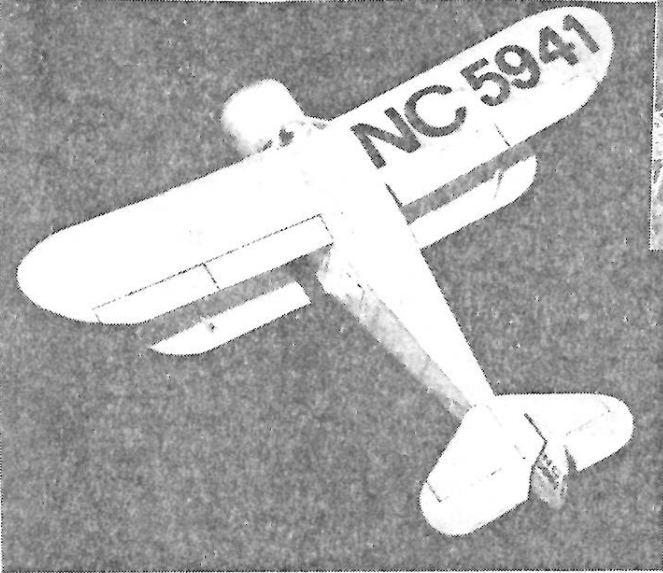
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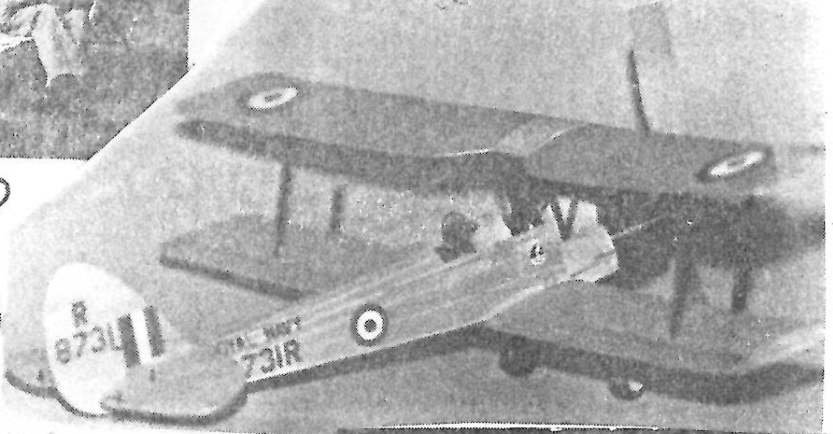
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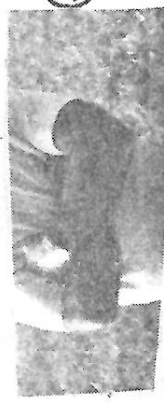
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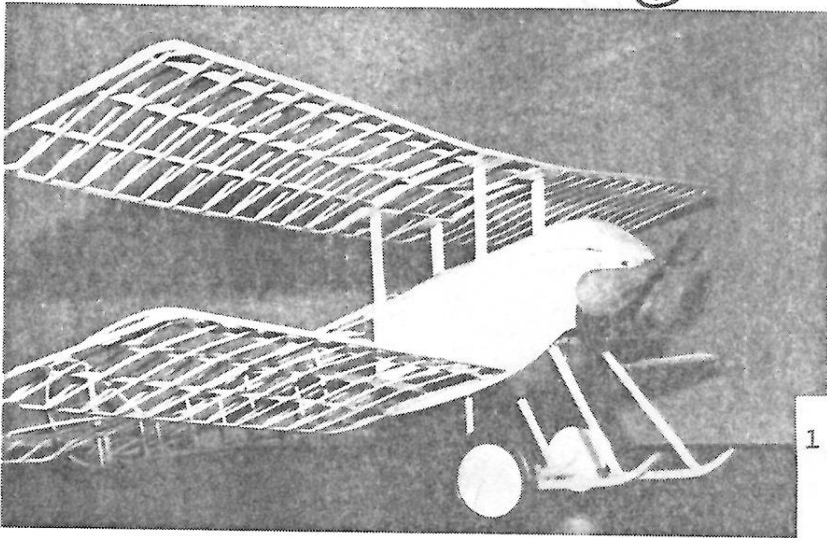
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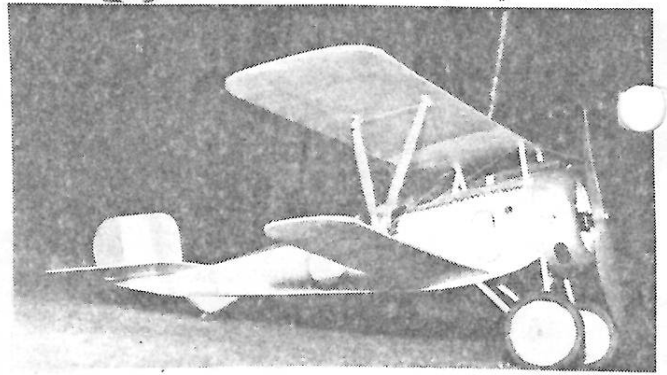
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1. Rumpler CIV by Pat Daily (14gms); 2 Bill Winter relaxes at COMSAT; 3 Stew Meyers and Neiuport 17 with Telco CO<sub>2</sub> power-plans by Stew in last MAX FAX -- colors are Belgian
- 4 Allan Schanzle's beautiful Tiger Moth from Hi-Flyer kit--details include all rigging and control cables, oil cooler etc. - nice flyer too!
- 5 Waco SRE from Mooney plans - built by Pat Daily- good flyer.
- 6 Allan Schanzle gets ready to distribute trophies at D.C. Maxecuter Summer Fun FLY--Allan made most of the beautiful awards--well done!
- 7 Muscle Power behind FLYLINE MODELS--arms of Hurst Bowers!
- 8 Big Bill Kalb of the S.O.T.S. of Philadelphia at COMSAT with his nifty Brown Miss Los Angeles Racer--bright red.
- 9 Crafty George Leffler cops another Embryo Endurance Trophy for his collection--George is a real power in Embryo. --all photos by Pat Daily---

(1)

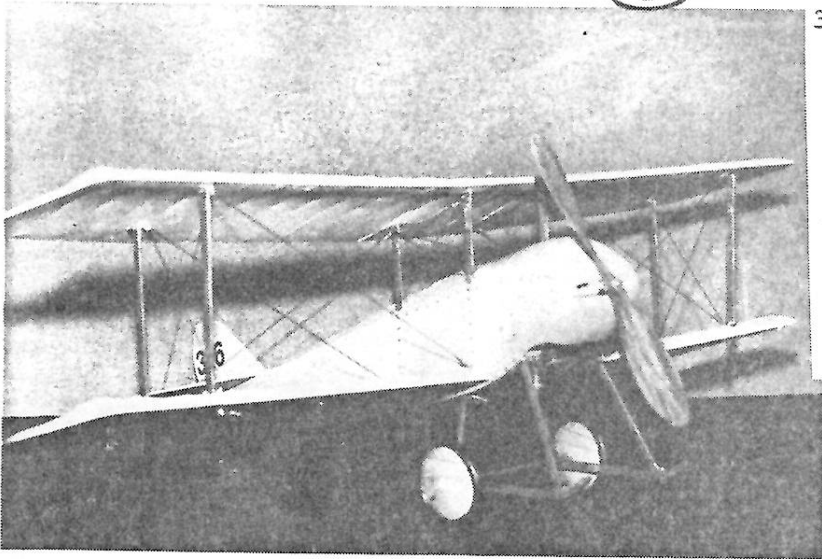


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1 & 2 before and after shots of Pat Daily's Sopwith Tabloid-winner of Gas Scale at the FAC NATS-- note lite construction with split ribs- power is a Brown CO<sub>2</sub> twin--plans from Hannan.

(2)



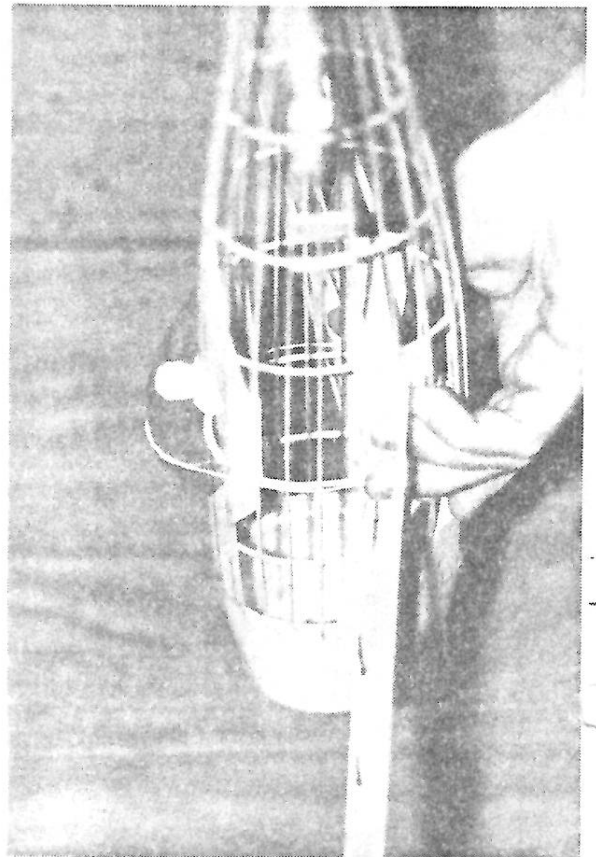
3 & 4 Stew Meyers and his Comet P-47 - note superlite construction with laminated formers--will be a tough contender in upcoming WWII events.

5 Pat Daily's Neuiport 17 from Stew Meyers' plans seen in last issue of MAX FAX-power is Telco CO<sub>2</sub>-colors are ITALIAN, natcherly!

MERRY CHRISTMAS AND HAPPY HOLIDAYS



(3)



(4)



ANNOUNCE THE  
5TH ANNUAL NATIONAL CAPITAL  
INDOOR RUBBER SCALE AIRCRAFT CONTEST

DATES: FEBRUARY 10 and 11, 1979 (Saturday-Sunday)

LOCATION: ANDREWS AIR FORCE BASE -- NAVY RESERVE HANGAR  
(just outside Washington, D.C.)

EVENTS: SATURDAY (noon to 9PM)

P-NUT SCALE (using Mooney rules)-judging  
starts at 3PM

F.A.C. SCALE (using F.A.C. rules)-- judging  
starts at 4 PM

F.A.C. NO-CAL SCALE--profiles up to 16  
inch span.

SUNDAY (10AM-2PM)

WORLD WAR I COMBAT (11 AM)-F.A.C.rules  
mass launch etc.

SPANISH FLY ERA (1PM) and Spanish Civil  
War aircraft eligible-F.A.C. mass  
launch etc.

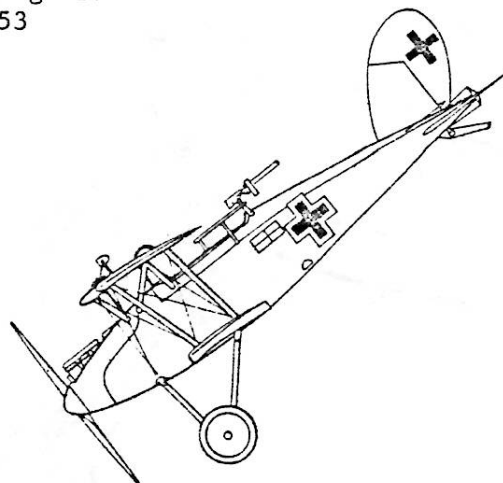
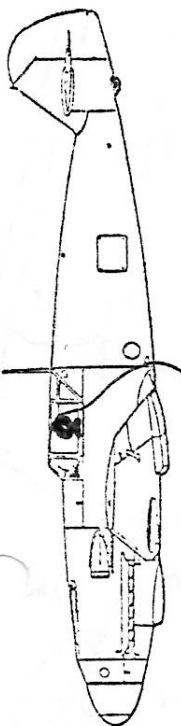
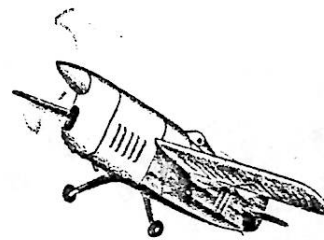
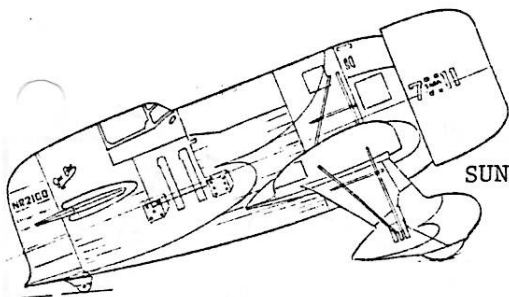
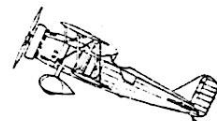
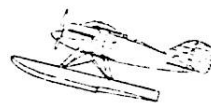
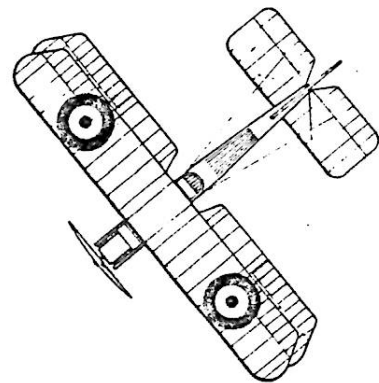
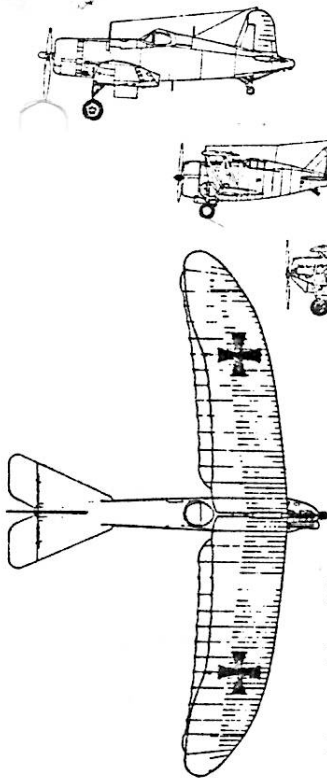
AWARDS: TROPHIES AND/OR MERCHANDISE -- ALSO FOR JUNIORS

ENTRY FEES: \$1.00/event or \$3.00 unlimited entry.

MORE INFO: WRITE OR CALL PAT DAILY

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