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BLUE FLIGHT-POTOMAC PURSUIT SQUADRON-F.A.C.

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

"MAX FAX"

JANUARY - FEBRUARY 1978

NEXT MEETING DATE: February 1 and March 1 at College Park Airport --7:30 PM-- Please Come

CONTEST SCHEDULE

- JANUARY 28 & 29** -- 4th annual National Capital Indoor Rubber Scale Contest--Andrews A.F.B. This will a super contest--see announcement in this Max Fax.
- February 17** -- Hi-Flyer Contest Part 2 (endurance) -see Schanzle's Report in this issue.
- March 17** -- Hi-Flyer Contest Part 3 (realism) - ditto
- JUNE** -- G.H.Q. F.A.C. Spring Meet at Durham, Conn. Date still not certain.
- 2nd D.C. Maxecuter's Schoolyard Scale Contest. For .049 or less - date still uncertain
- AUGUST** -- D.C. Maxecuter's Summer Fun Fly (Rubber Scale and Embryo)

CLUB NEWS by Pat Daily

CONGRATULATIONS AND WELL DONE TO KURT ENKENHUS -- Kurt, a loyal D.C. Maxecuter, has his beautiful Folkerts SK-3 P-NUT SCALE job on the current cover of MODEL BUILDER and a great construction article inside. As you all know, Kurt won last years P-NUT POSTAL CONTEST put on by MODEL BUILDER magazine. Just proves, once again, that some of the best rubber scale flyers are D.C. Maxecuters.

Welcome to several new Maxecuters-- Jim Jones (MT Clemens, MI), Lloyd Wood (St. Louis, MO), Charles Sotich (Chicago), Nick Ropar (Silver Spring, MD), Norman Davison (Rockville, MD), Bob Hartford (Brookeville, MD), William Miller (Gaithersburg, MD), Marty Schindler (Vienna, VA), George Meyers (Warminster, PA), Louis Black (Chantilly, VA), Glenn and Joe Clawson (Falls Church, VA), Jim Coffin (Annandale, VA), Dave Lacey (Alexandria, VA), Jerome Persh (Annandale, VA), Mike Hostage (Arlington, VA), and Les King (Gaithersburg, MD). Welcome Aboard and good thermals!

Random Notes about the Jan Contest and Andrews A.F.B.-- a small hassle over some of the rules to be used at the January Indoor Scale Contest has arisen and a few points of clarification need to be mentioned:

- 1.) Scale Documentation is not absolutely required, BUT it would help the judges immensely when judging unusual planes. So bring it if you have it!
- 2.) Any ties in the scale events will be broken by HIGH SCALE POINTS and not high times! After all it is a scale contest, Right?
- 3.) NO-CAL planes must be all sheet (balsa or foam or whatever) or it may be built - up but no condenser paper or microfilm etc. will be allowed. Can use a balsa or plastic prop. These will be hand-launched, therefore can build with gear up, if you want!
- 4.) MAP OF HOW TO GET THERE IN THIS ISSUE---LOOK FOR IT!
- 5.) Bring a card table and chair if you can
- 6.) Please BE NICE

This issue of MAX FAX contains a nifty set of Inland Sport P-NUT Scale Plans by Pat Daily, a super C.A.V.U. column by Rolfe Gregory, Contest Reports, A SPECIAL THANKS TO VARIOUS PEOPLE WHO HAVE DONATED PRIZES, book reviews, notices of contests and upcoming bull sessions, and some more super cover art by the mysterious maxecuter ace, affectionately know as MAX. Also included is the usual palaver and such. Enjoy, enjoy! **Flash! "MAX" goes for Inland**

Sport - see cover -

BULL SESSIONS: Yep gang, they are still going on. The December session was held at the home of FLYLINE MODELS and hosted by Hurst Bowers and Herb Klukey. It was a super success, and if you missed it, you missed a great time with some super slide shows etc. The January session was held at the home of Pat Daily, and once again it was great fun. The next one is scheduled for Ray Rakow's house on February 24. Not only a bull session, but a mini contest in Rakow's 13 foot high living room for the BIDDLE TROPHY. See announcement in this issue of MAX FAX.

BOOK REVIEWS----occasionally we have decided to include some book reviews of interesting aviation oriented books that may be of interest to club members. In the works for this issue of MAX FAX are 3 reviews of books that old Pat thinks are really groovy. Here goes!

#1 William F. McCombs' "Flying and Improving Scale Model Airplanes" at \$6.95 plus \$1.45 parcel post. from Model Airplane News, 1 North Broadway, White Plains, N.Y. 10601.

This book is almost staggering in the amount of info it contains. Eighteen chapters (about 100+ pages) of all kinds of valuable data and suggestions for rubber, gas, and R/c scale enthusiasts. A lot of this book is very applicable to non-scale flying too! The author says that the book is not designed for beginners, but it is written so anyone can understand and use it to "trim out" that beauty he's been building all winter. The book is particularly oriented to FF scale with an emphasis on Rubber scale. I can't think of a better way to spend \$6.95 than this book. If you want to save the postage, check with Bob Clint of Happy Hobbies (in Gaithersburg's Quince Orchard Shopping Center) as I think he will be getting some of these.

#2 Kawasaki Ki-61 (Tony) by Paul Gaudette and the editors of KOKU-FAN (Japanese airplane books) \$3.95 at the Smithsonian Bookstore in the National Aerospace Museum.

WW II fanatics, here is a great book (50 pages) full of neat photos and super 3 views of that "Won Long Tony" the great Japanese fighter from the land of the rising sun. The 3 views cover two pages with all the info needed to scale it up into a WW II winner! There is a neat section that compares the combat qualities of the Tony with combat planes of the Allies. This book is a must for WW II fanatics. Also contains some color schemes.

#3 Catalog 19 from World War I Bookshop, Box 142, West Roxbury, Mass. 02132. price \$.50.

This catalog lists 39 pages of books on aviation and military and naval areas. It also includes paperbacks and used books and out of print books. I find it fascinating reading and I am amazed at how many books on aviation have been published. This concern only advertises by word of mouth. Well, the mouth has spoken--you ought to buy it!

TROPHIES--at the last meeting of the D.C. Maxecuters, John Sites and Allan Schanzle unveiled the new OHLG and Catapult Glider perpetual trophies. I gotta admit gang, they are really SWELL. Seriously, they are to be thanked for taking it upon themselves to make these nifty trophies available to the club. No if I can just get rid of that sore shoulder I might be able to get that old Supersweep up into the stratosphere.....

MORE TROPHIES-- Yep, we need more trophies and ideas for trophies for our upcoming contests. ANY HELP WILL BE APPRECIATED--bring your ideas to the next meeting or call me if you got any ideas. We need help and I don't think it is fair to let the same old group end up doing all the work. So volunteer!

CONTEST RESULTS by Pat Daily

November 18, 1977 saw the Indoor Contests get into full swing at Kennedy High. This little contest was designed to be sort of a local warmup for the upcoming biggie at Andrews. Since it was kind of early in the season and since it did not include any AMA scale sizes or F.A.C. NO-CAL events the participation was a little slimmer than we had hoped. There were three categories: P-NUT and Walnut Scale and a WW I F.A.C. style Dogfight. A total of 23 planes were entered in the combined contest. Some rather interesting planes included a dynamite Peck Polymers Zero by Rich Hensel. Rich's Zero had a handmade canopy to save weight over the Peck version. Those of you that know Rich's planes will have no trouble in believing how pretty it was. It flew very well too except that I think it was a bit underpowered. The Schanzles had a couple of nifty Hi-Flyer jobs that cricled all night long. Don Srull was there with his feared Siemens Schukert monoplane and Jim Daily had the old Green Tailed Albatross out again.

- Results: P-NUT SCALE: 1st--Don Srull with a Huntington monoplane
 2nd--Jim Daily with a Pacific Standard Racer (LACY KILLER)
 3rd--Pat Daily with a blood red Albatross DII
 4th--Rich Hensel with a Zero
- Walnut Scale: 1st--Stew Meyers with a Fokker DVIII
 2nd--Pat Daily with an Ansaldo SVA 5
 3rd--Allan Schanzle with a Rearwin Sportster
 4th--Chris Schanzle with a TaylorCraft

WORLD WAR I COMBAT: This was a really exciting event with 5 pretty nifty looking WWI jobs entered. Don Srull was there with the scourge of the skies, a veteran Siemens Schukert monoplane. If you will remember this was the same combatant that has come so close to winning WW I last summer and last January. Pat Daily was flying his blood red Albatross DII in formation with Jim Daily in the Green Tailed Albatross. Stew Meyers piloted a Fokker DVIII and Tony Pezza proxy flew Pat Daily's Ansaldo (Italians were Allies in WW I). The first round saw a mid-air between the Green tailed Albatross and the DVIII of Meyers. The DVIII was out first while the Siemens and the Ansaldo cruised for a long time. With Meyers out the Ansaldo only had to take on 3 enemies, but luck smiled on Tony, as the Red Albatross suddenly developed a violent stall that dropped it out the skies prematurely. The third round saw the sure-to-win Siemens, piloted by Herr Srull, collide with a barrage balloon (the ceiling) and fall out of control leaving the brave little Ansaldo to do combat against the dreaded Green Tailed Albatross. While refueling for the next skirmish, Tony's ground crew overtuned the Isotti 6 cylinder mill and blew the pistons (broke the motor) leaving the Green Tailed Albatross of Jim Daily as the sole victor. Give him a KANONE up there at G.H.Q., Genral Stott!

All in all, the contest was quite successful with several nice prizes that were so generously donated by those nice people listed on our Special Announcements Section, namely Walt Mooney, John Pond, Golden Age, Peck Polymers, and Sig Manufacturing. Thank you for the donations.

<u>P-NUT ENTRIES</u>	<u>Type</u>	<u>Time</u>
Spreirgen	Nesmith	32
Jim Daily	Pacific Std	61
" "	Hergt Mono	0
Don Srull	Huntington	51
Meyers	Albatross	17
Pat Daily	Albatross	44
Rich Hensel	Zero	32
Tom Mann	Nesmith	19
Tony Pezza	Lacey	35
R. Gregory	J-3 Cub	38

<u>WALNUT ENTRIES</u>	<u>type</u>	<u>time</u>
P. Daily	Ansaldo SVA5	32
P. Spreiregen	Fokker DVII	0
S. Meyers	Fokker DVIII	33
A. Schanzle	Rearwin	36
C. Schanzle	T-Craft	23

HI-FLYER-EVENT #1: YA SHOULDA BEEN THERE -
'CAUSE IT WAS A TAD DIFFERENT!

A scale contest where endurance didn't mean diddle-e-squat; only realism of flight was evaluated. If you think that oughta be a snap, just try to get a rubber ship to take off and land in a straight line (the real ones do it!) while the rest of the flight is trimmed for a circular pattern. There was only one perfect landing, and that by 12 year old, Chris Schanzle. He hand launched his Taylorcraft on the first flight and it cruised as steady as a rock - no bumps, stalls, nothing, just a gentle turn with a slight bank. The descent and landing were something else; slow, slight nose up attitude, and when the torque was next to zip, it straightened out, flared, and landed on both wheels with no bounding. That was the first official flight, and set a goal for the rest of us. Let's just be glad he didn't get any take-off and climb-out points, or our local rubber experts would still be shaking their heads.

Several planes flew scale-like "student pilot" patterns, and never got a chance for official flights. They went home as 250 piece balsa puzzles. George Leffler suffered a bad case of the "no-pull-outs" after his Rearwin Sportster got involved with extremely dense upper air turbulence (rafters at 22 feet). It registered 3.8 on the Richter scale.

As usual, Don Srull came out on top, but not by much, and our congratulations go to him. Again, he has demonstrated his versatility and general trim-out knowledge. Thanks go to Jim Wray and Rich Hensel for helping with the judging. Rich didn't get his first official flight in until 9:30, and still tied for second - Good show Rich!

The next HI-FLYER event is scheduled for February 17, and will be a pure endurance event. March 17 will be the combined realism and endurance event. We'll then declare the Grand HI-FLYER Champion for 1977-78.

RULES FOR HI-FLYER REALISM OF FLIGHT CONTEST

1. Plane must be built from one of the six new HI-FLYER scale kits (not the former Tern Arrow kits).
2. No static evaluation.
3. Plane must weigh at least one-half (1/2) oz. on postal scale without rubber.
4. Prop supplied with kit must be used, but can be trimmed as desired.
5. Plane must acquire a flight height of at least three (3) feet.
6. Hand launch permitted, but no take off and climb out points will be awarded.

HI FLIER REALISM OF FLIGHT CONTEST
MAXIMUM POINTS PER EVALUATION=2.0

CONTESTANT	PLANE	FLIGHT #	TAKE OFF AND CLIMB OUT				CRUISE				DESCENT AND LANDING				SUM OF AVG.'S	FINAL RANK
			JUDGE				JUDGE				JUDGE					
			1	2	3	AVG.	1	2	3	AVG.	1	2	3	AVG.		
CHRIS SCHANZLE	T-CRAFT	1	0	0	0	0	2	2	2	2	2	2	1.9	1.97	3	
		2	1.2	1.5	1.2	1.30	1.8	1.9	1.8	1.83	1.7	1.7	1.7	1.70		
		3														
ALLAN SCHANZLE	REARWIN SPORTSTER	1	-	1.7	1.8	1.75	-	1.7	1.7	1.70	-	1.7	1.8	1.75	5.20	
		2	-	1.7	1.5	1.60	-	1.6	1.4	1.50	-	1.5	1.3	1.40	4.50	
		3	-	1.7	1.7	1.70	-	1.5	1.8	1.60	-	1.8	1.9	1.85	5.35	
DON SRULL	REARWIN SPORTSTER	1	1.8	1.7	-	1.75	1.8	1.7	-	1.75	1.7	1.7	-	1.70	5.20	
		2	1.8	1.8	1.9	1.83	1.8	1.8	1.9	1.83	1.9	1.9	1.9	1.90	5.56	
		3	1.6	1.6	1.5	1.57	1.7	1.8	1.7	1.70	1.7	1.8	1.9	1.70	5.17	
GEORGE LEFFLER	REARWIN SPORTSTER	1	1.6	1.7	1.7	1.67	1.8	1.8	2.0	1.87	0	0	0	0	3.54	
		2	1.7	1.9	1.7	1.80	1.5	2.0	1.9	1.80	1.1	1.1	1.1	1.10	4.53	
		3	1.9	1.5	1.7	1.67	0	0	0	0	0	0	0	0	1.87	
RICH HENSEL	BELLINI SKYRANGER	1	1.9	1.9	-	1.90	0	0	-	0	0	0	-	0	1.90	
		2	1.8	1.6	-	1.70	1.8	1.5	-	1.50	1.8	1.9	-	1.85	5.35	
		3	1.7	1.0	-	1.35	1.7	1.7	-	1.70	1.8	1.8	-	1.80	4.85	
RUFUS GREGORY	BELLINI SKYRANGER	1	1.6	1.6	1.5	1.57	0	0	0	0	1.5	1.4	1.5	1.47	3.04	
		2	0.7	0.8	0.7	0.80	0	0	0	0	0	0	0	0	0.80	
		3	1.6	1.5	1.8	1.63	1.9	1.8	1.9	1.87	1.0	1.0	1.1	1.03	4.53	

BUILD THIS PLANE FOR THE FEBRUARY 24TH BULL SESSION CONTEST!

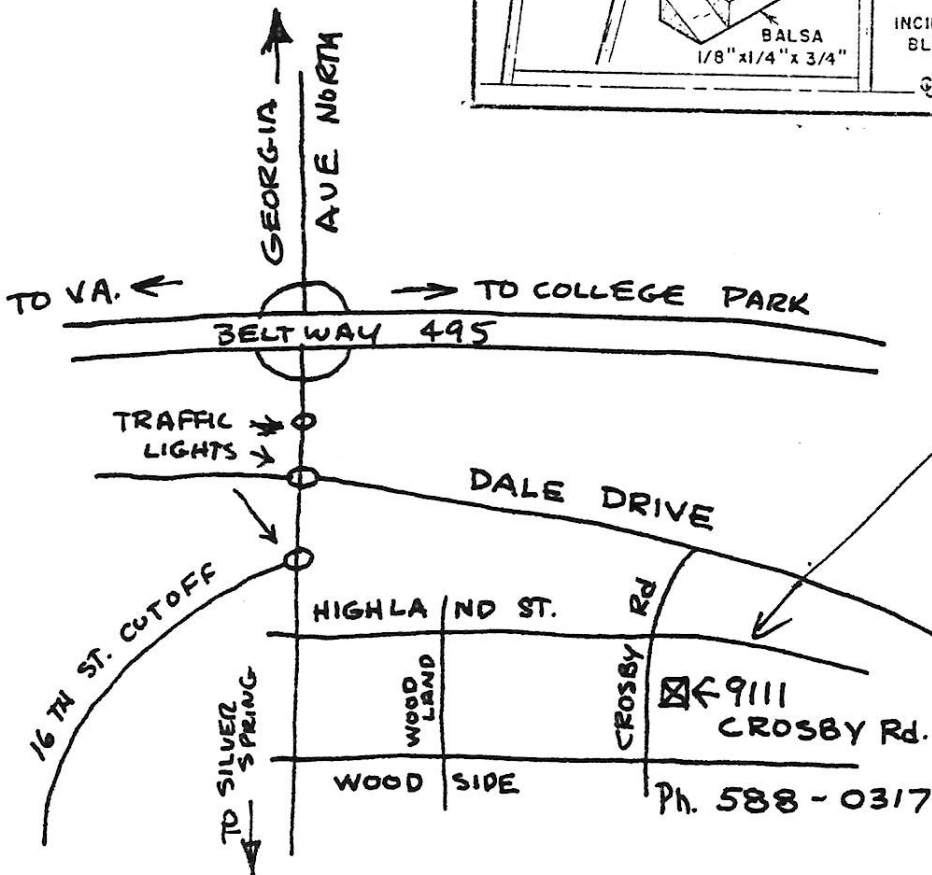
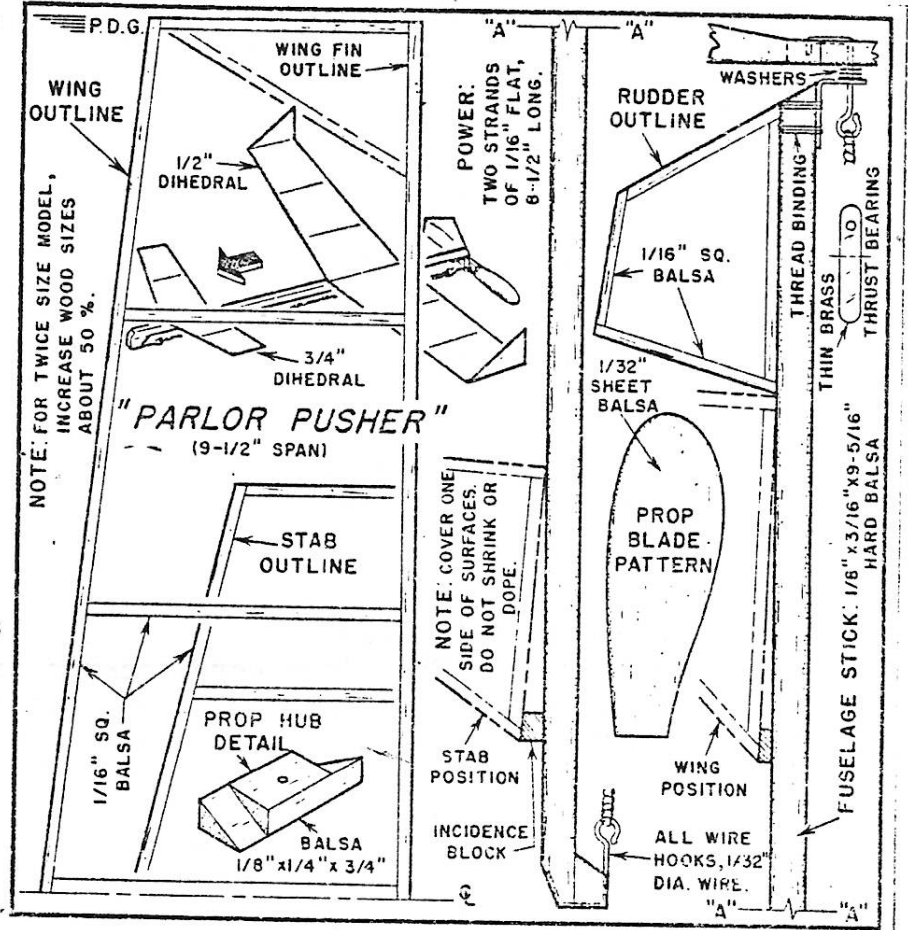
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There will be a contest during the Bull Session on February 24th.

Build the "Parlor Pusher" shown on this page and enter the Competition for the BIDDEL Trophy. This trophy is being awarded in honor of Major Charles Biddel, WWI Ace and the Commanding officer of the 13th Aero Squadron.

Rules: Build the Parlor Pusher from the plans shown on this page.
Covering- Tissue.
Scoring - Total of three best times of five flights
Flying sitesize 20 x14 x 12.

Location Ray Rakows house
9111 Crosby Rd.



9111 Crosby Rd
SILVER
SPRING,
MD.

C. A. V. U.
By Rolfe Gregory

Did you ever hear of Swen Swanson? Not many have. He wasn't a movie star, or a big name in sports, or a bandleader. He was an airplane designer, and a good one. Several well known designs were his, such as the Lincoln Sport, the Arrow Sport and the Kari-Keen.

I first heard of Swen Swanson in about 1931 when my old model flying buddy "Woody," called to tell me that he had heard that the Swanson Airplane Company was moving to a small town about 9 miles from our home to manufacture airplanes! The town was Hopewell, the Virginia city later to gain fame for it's production of "Kepone," not airplanes. News like that was as great for Woody and me to hear as for a young kid to hear that Santa Claus was going to pay visits twice a year instead of once!

The airplane to be manufactured would be known as the Swanson Coupe. It was a two place, high wing cabin monoplane with a 110 H.P. Warner engine that gave it fairly respectable performance. The wings were tapered in thickness and planform and internally braced without any external wing struts. Nothing unusual about that. Other airplanes, such as the Lockheed and Cessna, used similar tapered wings. But what was unique - the wing panels were attached to and cantilevered from each side of the fuselage without wing spar carry-through. Swanson had developed a welded steel tube superstructure in the top of the fuselage which supported each wing panel at four points, the top and bottom of each of the two spars at the root. It just didn't look strong enough. But then, structures of some other airplanes didn't either. Did you ever see how the wing panels on the old DC-3 are attached? Only by a mess of short, 1/4 inch bolts in tension through a 1 inch angle around the periphery of the root rib - the spars are not even attached at the root - the wings are purely skin-stressed.

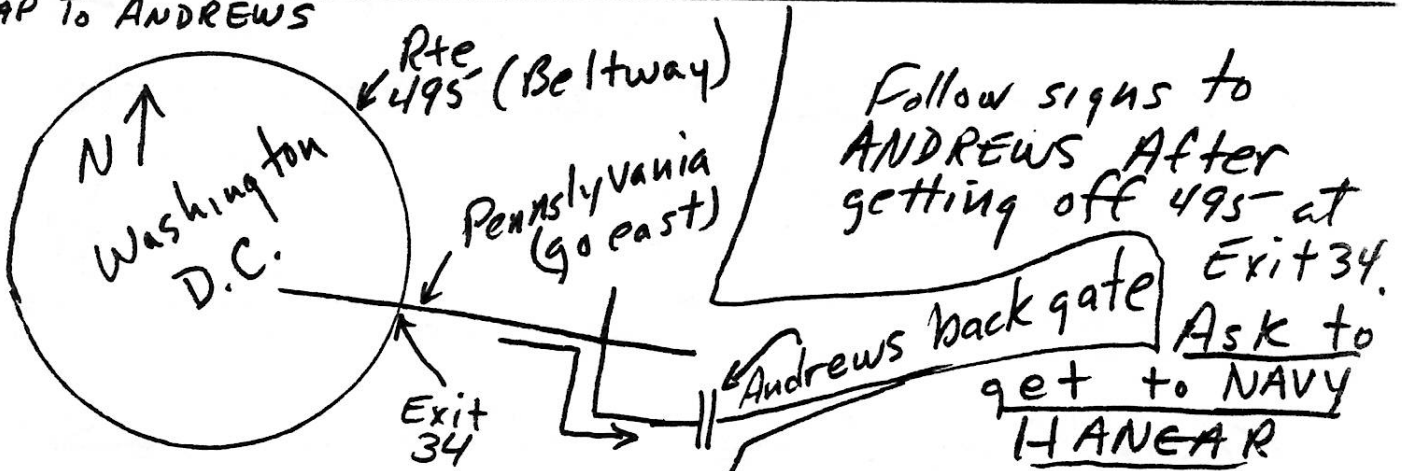
Woody and I tried to get a part-time job at the factory after school hours but they said we were too young. Anyway, we haunted the place every chance we got and I am sure we got under foot and bugged them with our many questions. Funny thing though, they never refused to let us in and never kicked us out.

The big day finally came after what seemed an eternity; the day of the first test flight. Lucky for us, the flight was scheduled for a Saturday and Woody and I bummed a ride to the airport. The airplane really looked beautiful in its paint job of yellow wings and stab with bright green fuselage, fin and rudder. We soon got our first surprise of the day - we found out Swen Swanson could fly as well as design airplanes. They had a test pilot but he and Swanson flipped a coin for the honor of the first flight and Swanson won the toss. Now, from everything we had heard, we assumed a first test flight would be a nice, careful circle around the field. Swanson warmed up the engine, taxied up and down the field and made a very smooth take-off and gentle climb out. He made a complete circle of the field and when we thought he was ready to land we got our second surprise - he dropped the nose, made a low level fly-by and pulled it up into a loop! From then on he proceeded towing it out and ended with a couple of fast fly-bys, one as he did a slow roll! He landed and said: "the airplane will do."

During the day everybody in the group got a ride and that even included Woody and me! It was a good airplane, and really out performed its main competitor, the Fairchild 24; but the great depression, just getting underway, was too much and only 5 airplanes were built. Swanson later built an updated version with a standard 82 H.P. 1935 Plymouth Auto engine which they called a "Plymoucoupe." It looked nice but lacked performance and, I think, only one was ever built. You can find an article and pictures in one of the issues of Popular Aviation for 1935 or 1936.

Most people will only remember Hopewell because of the Kepone tragedy but I'll always remember it as the town that turned out a beautiful little airplane that should have enjoyed a better future.

MAP TO ANDREWS



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OF GOODIES
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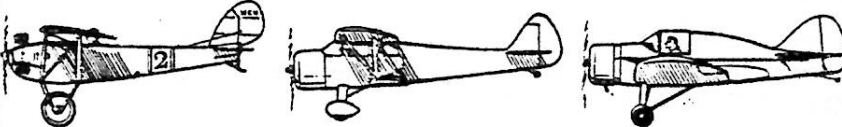
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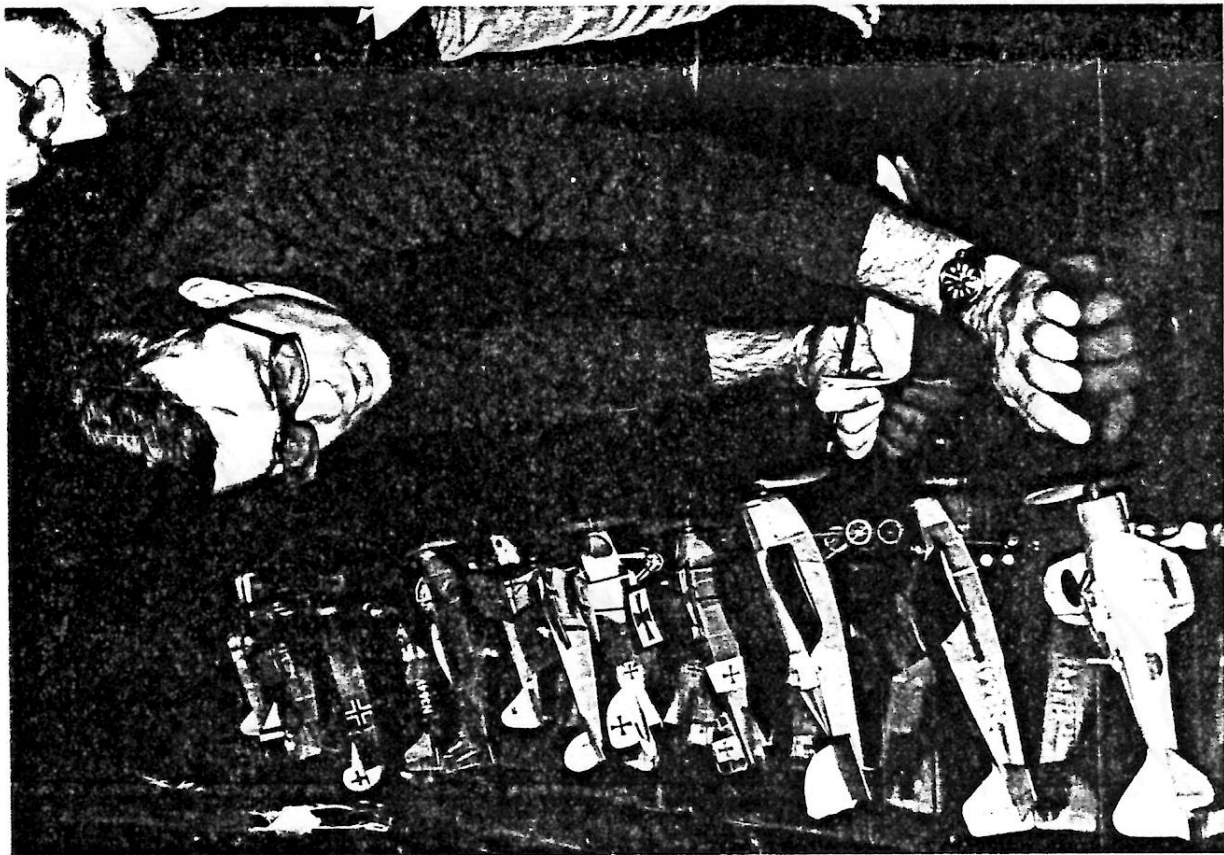
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INLAND SPORT by Pat Daily

This P-NUT Scale Inland Sport is a plane I have been wanting to do for some time. The Inland holds a special place in my list of favorites, since my dad, Chuck Daily, was one of the salesman-test pilots for Inland in the late twenties. This is a rather obscure aircraft, with only some 48 being produced. Inland Aviation was located in Kansas City and produced the Inland Sport from 1928-31 or so, before going under in the great depression. The plane itself was quite successful--a parasol monoplane with side by side seating in an era of biplanes. The Inlands were raced at the National Air Races and set several speed records for lightplanes, with a record set by Will More of 124 mph--not bad for less than 4 grand. Several versions were built with Scarab and Warner powerplants. Some had Townend Speed Ring Cowlings and Full wheel pants, while others (5 cylinders) didn't. Color schemes varied a bit--dark blue fuse and yellow wings and flying surfaces with dark blue sunburst, also red and white, green and black etc. I built a 3/4" inch version of the Inland for the 76 NATS and place 8th in indoor scale with it. It was capable of at least 45 seconds indoors and maybe more. Make sure on this version to keep the rubber peg up front so you wont need nose weight and thus keep overall weight down and times up! If any of you guy's decide to build this little gem, write me or call and I will be glad to send photos and information about this little honey to you--of course you pay for the photos. If this one turns you on, in a very near future FLYLINE MODELS will be kitting a 1 1/4 inch scale (37 in wingspan) version of the Inland Sport that will be just right for lightweight R/C (0.20 power) or FF Scale or even Jumbo Rubber Scale. For more info on the Inland consult Sport Aviation ~~August~~ 68, or see the Smithsonian file on the Inland.

JUNE

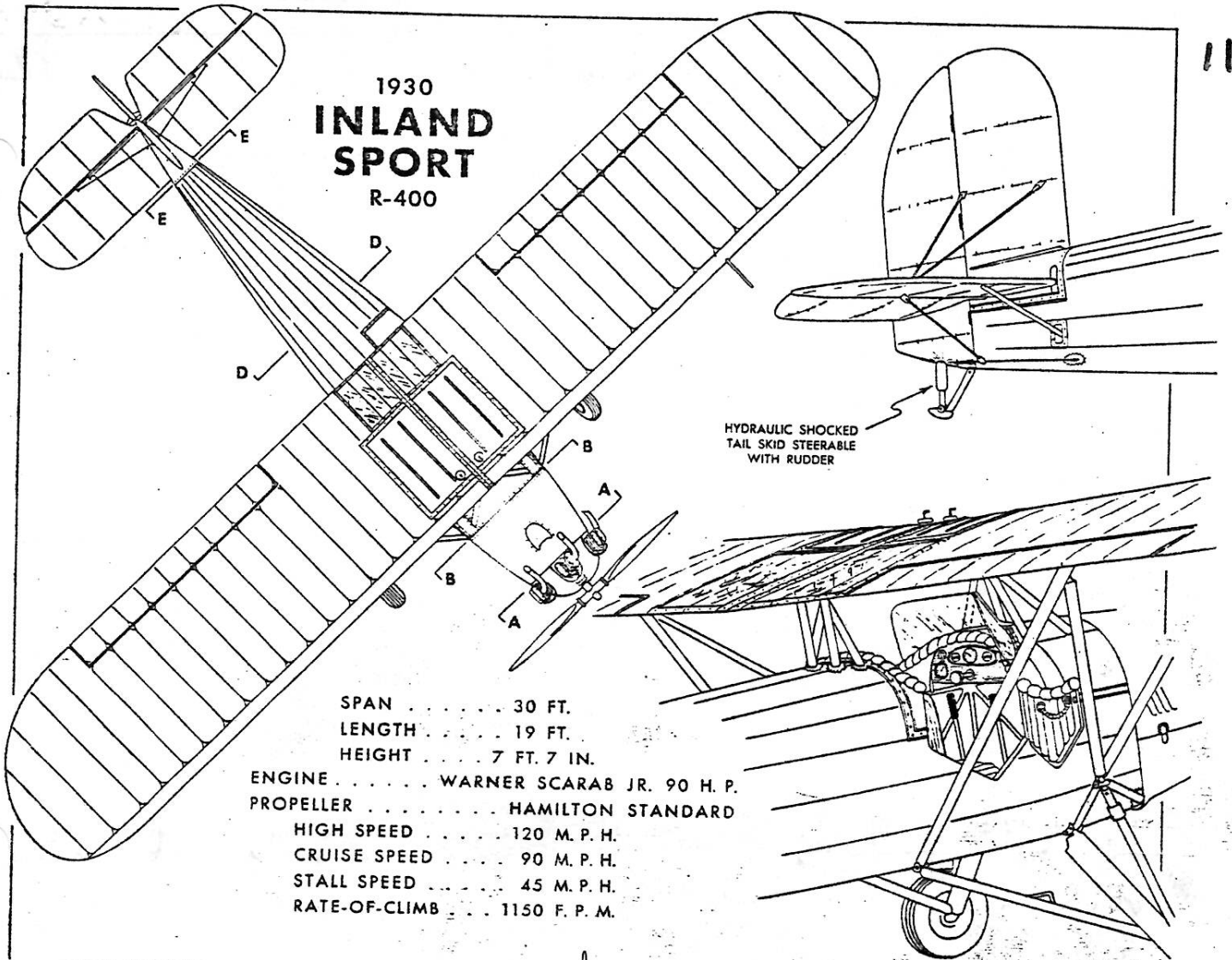


*Now fellas, lets not
slow any bias!*

*Ray Rakow and Marty Schindler judging
some super P-NUTS*

1930 INLAND SPORT

R-400

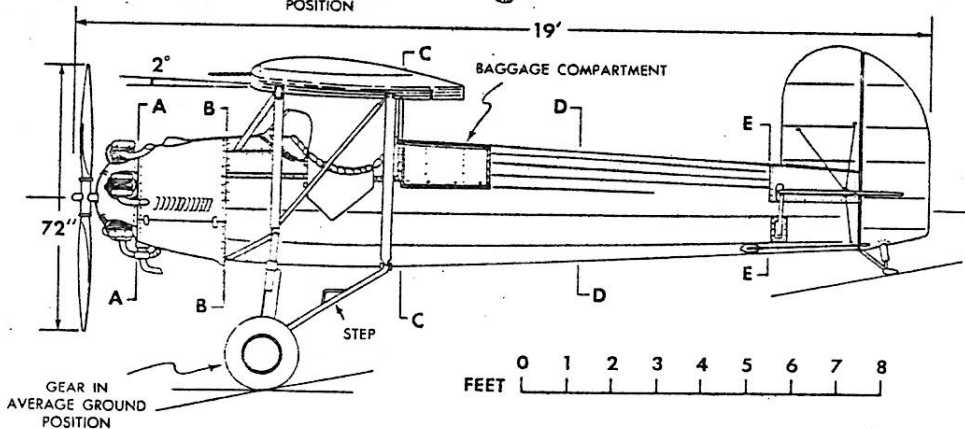
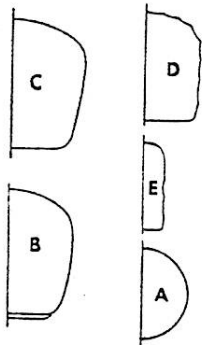
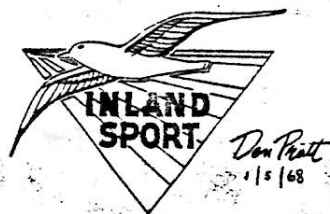
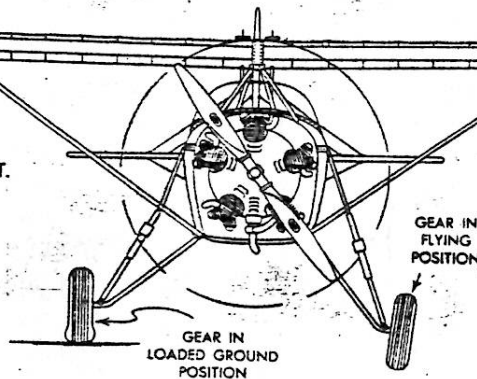


SPAN 30 FT.
 LENGTH 19 FT.
 HEIGHT 7 FT. 7 IN.
 ENGINE WARNER SCARAB JR. 90 H. P.
 PROPELLER HAMILTON STANDARD
 HIGH SPEED 120 M. P. H.
 CRUISE SPEED 90 M. P. H.
 STALL SPEED 45 M. P. H.
 RATE-OF-CLIMB 1150 F. P. M.

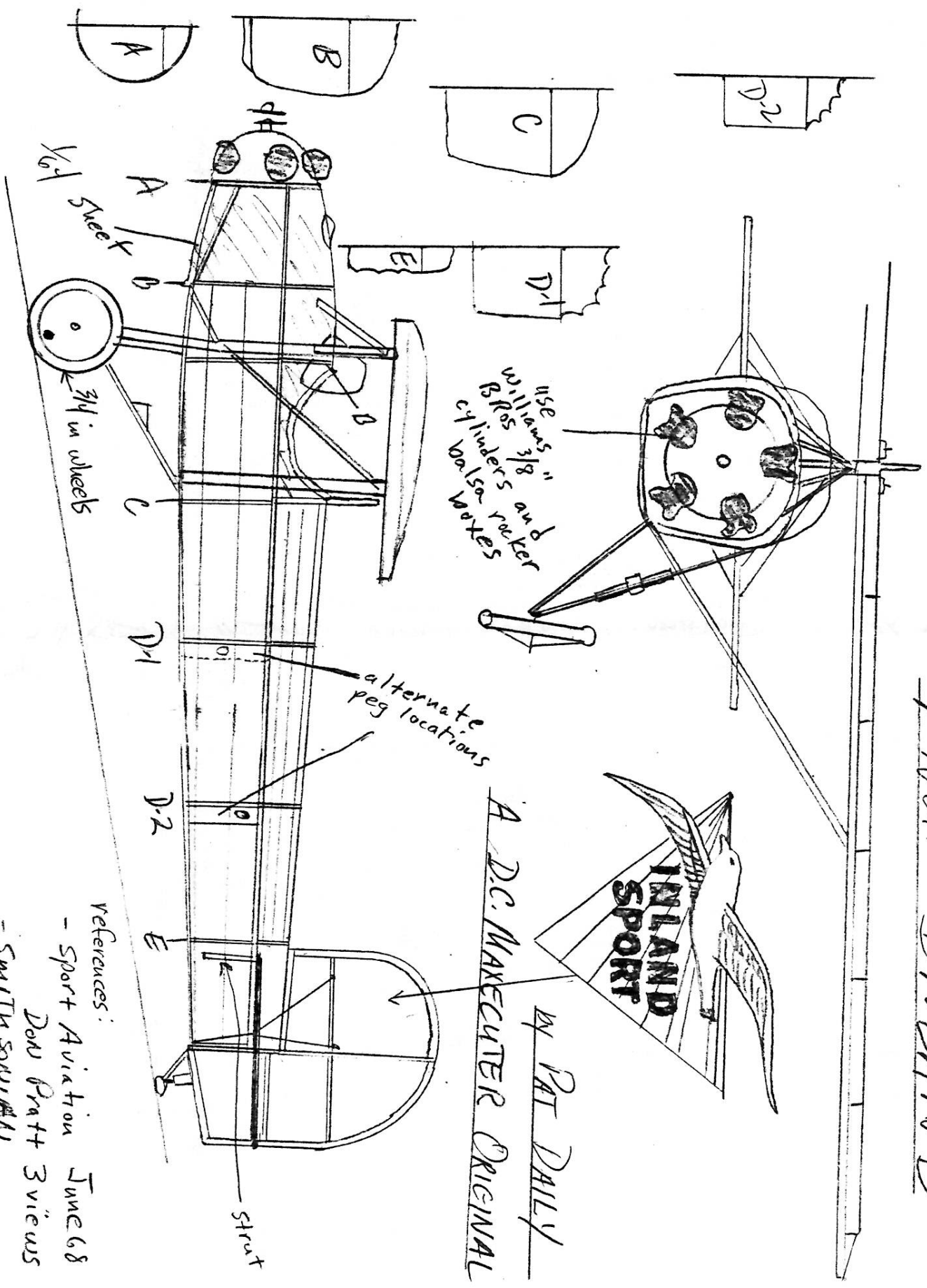
FUEL CAPACITY . . . 24 GAL.
 RANGE 450 MILES
 SERVICE CEILING . . . 16,500 FT.

CONSTRUCTION:

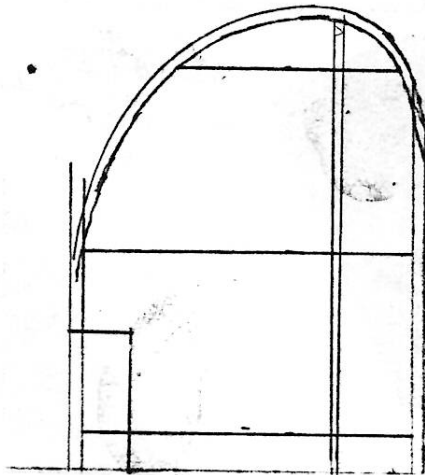
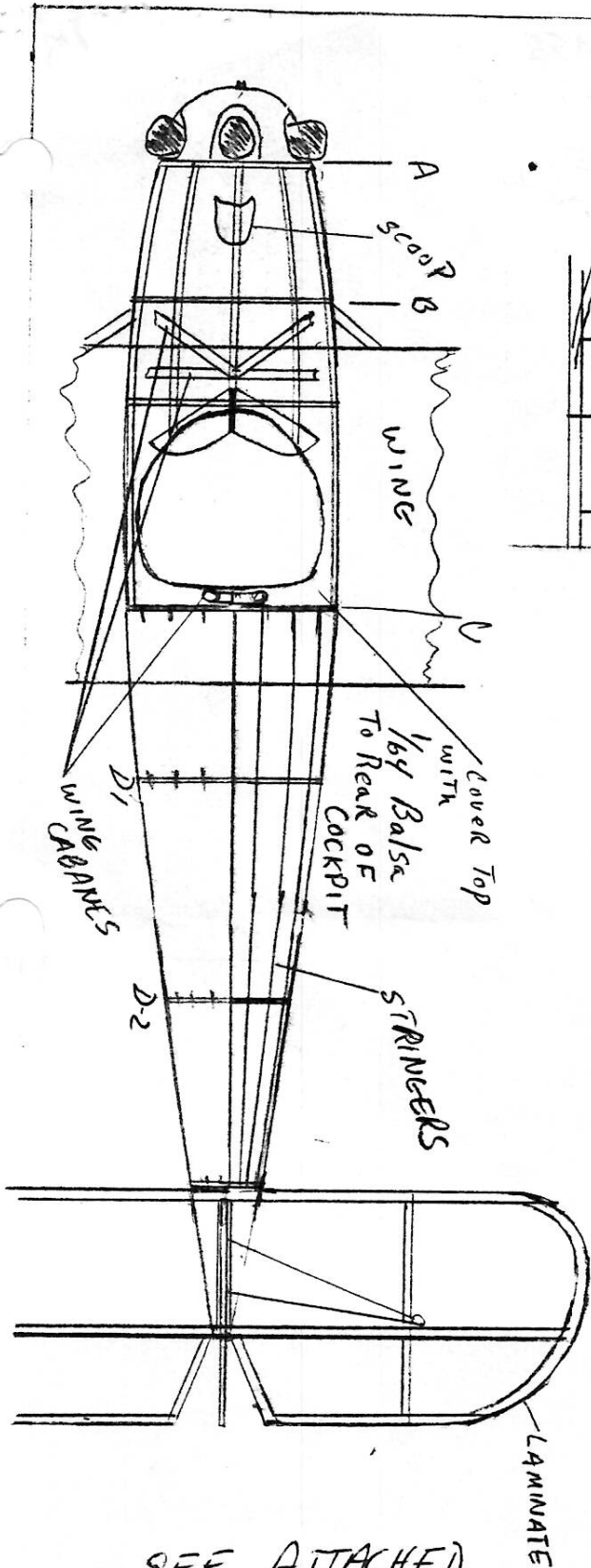
The framework of the wings is built-up wood ribs and plank spars, covering of Irish linen. The fuselage and tail group is of welded steel tubing, covered with fabric. Ailerons are steel tube, fabric covered.



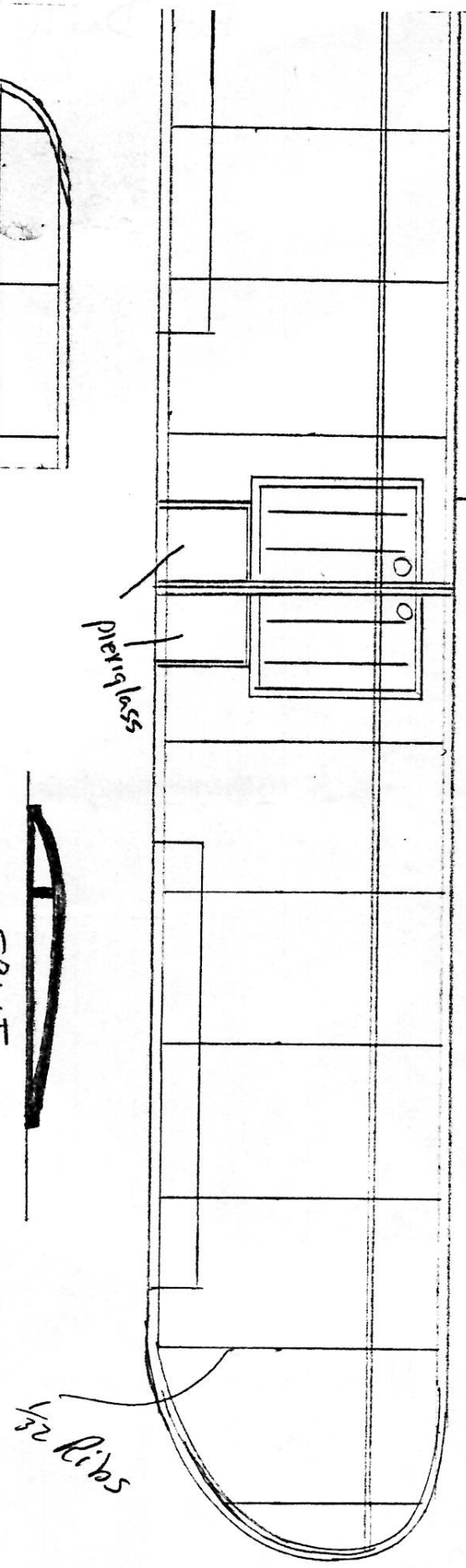
P-NIGHT INLAND



References:
 - Sport Aviation June 68
 - Don Pratt Zivieus
 - SWITINSON

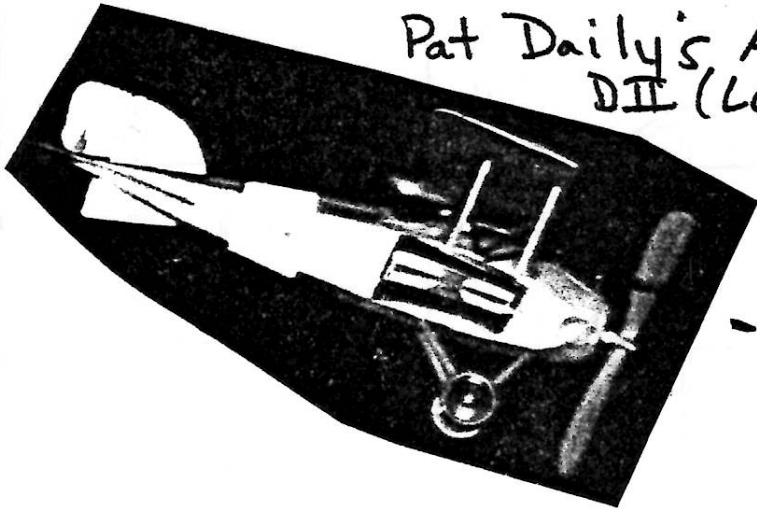


SPLIT RIBS + SPAR



SEE ATTACHED 3 VIEW FOR STRUT Arrangements

Pat Daily's Albatross
DII (Lee's Hobbies)



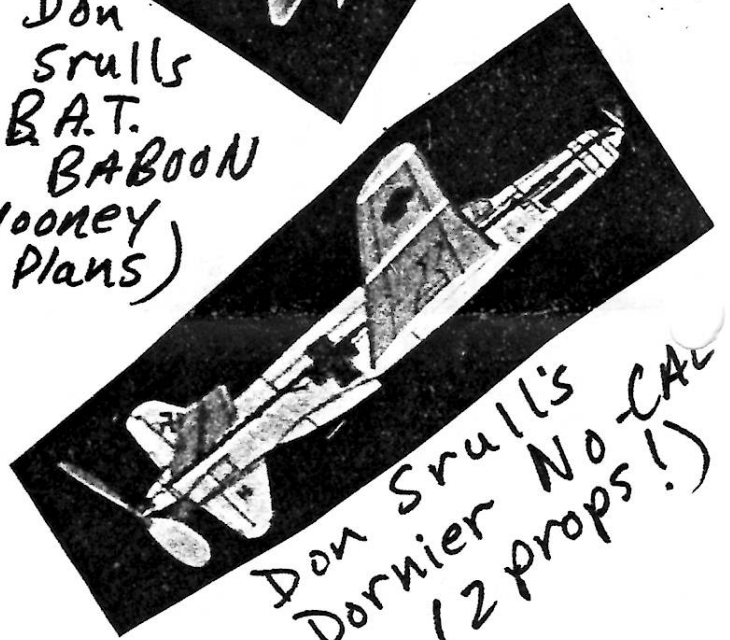
shoots
a burst
at



Rolfe Gregory Launches a Peck Cub

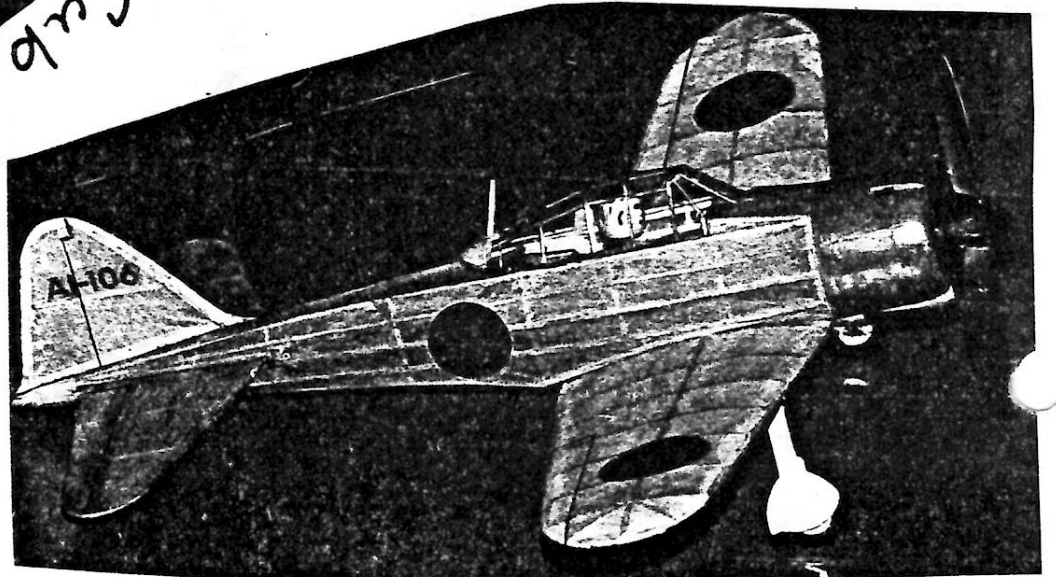


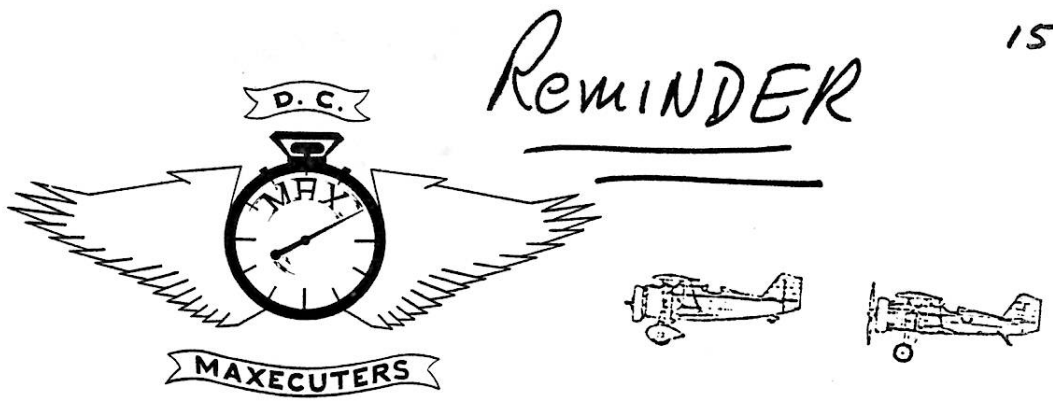
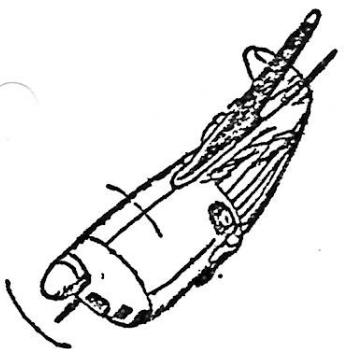
Don
Snulls
B.A.T.
BABOON
(Mooney
Plans)



Don Snulls
Dornier No-CAL
(2 props!)

Rich Hensel's
Nifty Peck
zero →
Ah, so!





Reminder

PROUDLY ANNOUNCE THE 4TH ANNUAL NATIONAL CAPITAL INDOOR RUBBER SCALE CONTEST

INDOOR SCALE CONTEST --INDOOR SCALE CONTEST--INDOOR SCALE CONTEST -- INDOOR SCALE CONTEST

DATES: JANUARY 28 & 29, 1978 (Saturday and Sunday)

LOCATION: ANDREWS AIR FORCE BASE -- in the NAVY hangar --JUST OUTSIDE WASHINGTON, D.C.

EVENTS: SATURDAY 3-9 PM

← JUDGING 6-7 PM

AMA MONOPLANE SCALE
AMA MULTIWING SCALE

SCALE JUDGING USING MOONEY RULES
FLIGHT SCORES OF 1 POINT PER SEC UP
TO 100 SEC --MUST R.O.G.

- 7-9 PM for official flights

P-NUT MONOPLANE SCALE
P-NUT MULTIWING SCALE

SCALE JUDGING BY MOONEY RULES
FLIGHT SCORES AS IN AMA SCALE
10 SEC BONUS FOR R.O.G.

SUNDAY 10AM - 1PM

F.A.C. NO-CAL SCALE

USES F.A.C. RULES--profile shapes
with 16 inch max span

F.A.C. WORLD WAR I
DOGFIGHT

OPEN TO ANY WW I PLANE -- MUST HAVE
APPROPRIATE MARKINGS -- USES MASS
LAUNCH THOMPSON TROPHY TYPE RULES

AWARDS: TROPHIES AND/OR MERCHANDISE TO THIRD PLACE, AWARDS FOR JUNIORS TOO!

ENTRY FEES: \$1.00 PER EVENT OR \$3.00 FOR UNLIMITED ENTRY.

ADDITIONAL INFORMATION: CALL OR WRITE PAT DAILY (301) 460-1298
14908 Rocking Spring Dr.
Rockville, MD. 20853

FLYING ACES

