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

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

"MAX FAX"

MARCH-APRIL 1978

NEXT MEETING DATES: March 1, April 5, and May 3 at College Park Airport --7:30 PM--Please Come and enjoy this historic airfield.

CONTEST SCHEDULE

- March 17 ----HiFlyer Contest Parts 2 and 3 (realism and endurance)
- April ~~21~~¹⁹----- Beginning of the D.C. MAXECUTERS Outdoor Handlaunch Glider and Catapult Glider Contests. At COMSAT FIELD on 3rd ~~Monday~~^{WED} each month.
- June 4 ----- F.A.C. G.H.Q. Contest at Durham Conn. This will be a biggie with Embryo, P-NUT, F.A.C. Scale, Thompson-Greve-Shell Races, No-CAL, and last but not least the WORLD WAR II COMBAT CHALLENGE sponsored by the D.C. Maxecuters.
- July 15 & 16 --FIRST NATIONAL F.A.C. FREE FLIGHT SCALE CONTEST to be held at Johnsville Naval Air Station, just outside of the Philadelphia area-- a SUPER two day contest that will be the best scale contest of the year--see contest notice in this and forthcoming issues of MAX FAX.
- JULY 22 ----- D.C.MAXECUTERS SCHOOLYARD SCALE RC CONTEST at COMSAT--tentative date.
- August 26 --- D.C. MAXECUTERS SUMMER FUN FLY (Rubber Scale, OHLG, WWI and WW II, and Races, plus Embryo Endurance) tentative date at COMSAT.
- October 8 --- F.A.C. G.H.Q. Fall Contest --tentative date in Durham,Conn.

CLUB NEWS by Pat Daily

Well the big news events since the last issue of MAX FAX are the results of our big indoor scale meet at Andrews, and the announcement of a GIANT TWO DAY SCALE EXTRAVAGANZA to be held at Johnsville in July (15 and 16). Both of these items are covered in this issue.

A BIG WELCOME TO NEW MAXECUTERS--Dave and Dan Rees, and Fred Ewing, all of the Warminster area, to Charlie Roth of McClean Va., Roger Laudati of Arlington Va.

This issue of MAX FAX contains a nifty set of the Emperor's "CRAUDE" plans for WW II fans, also a nice little No-Cal by Rolfe Gregory, Contest Reports, C.A.V.U. column also by Rolfe Gregory, some super photos by Tom Schmitt and Pat Daily, and the usual bull.

"MAX" downs a Brewster see cover! Pat

The cliché to back off one or two turns just after the rubber meter broke is humorous once or twice, then one starts to look for better methods. I purloined most of my methods from an article in Sport Modeler, November, 1974, entitled "How to Run A Rubber Engine" by Clarence Mather. Anyway fellow combat veterans it goes this direction regardless of size.

When you buy a supply of rubber, test for maximum torsional strength using the following steps:

1. Decide the length and number of strands (Bear with me younger fellows need to know)
2. Tie ends together (I use three square knots with saliva the first complete knot is about or less than the size of the width of the rubber, etc.)
3. Prestretch the length 5 times its original length. Hold at that length for 5 minutes or more.
4. Lubricate the rubber with something that will not deteriorate the rubber; summer time, I use equal parts of green soap and glycerine, winter, silicone compound. I have even used WD-40.
5. Hook rubber to stage or some fixed object. Pull out to 5 times its length. NOW! It gets tricky, but follow the example. I have found that I can get from 95 to 125 turns per inch of 2 strands, one eighth rubber. So, if I had 10 inches of 2 strand, I would assume that I could wind it up a maximum total of 1,000 turns at least before it breaks.
6. Here I am standing 50 inches from where the rubber is hooked up. I will put in a total of 500 turns - 250 turns at 50 inches away and then walk in putting in the other 250 turns up to about 7 inches away from the hook up. If the model you are going to use has a meter hook use this actual distance. Let it unwind.
7. Do step six again at 600 turns. Ditto 700 turns, keep going until rubber breaks. Suppose it breaks at 120 turns. Then I would use 100 turns per inch until contest time. Again, if the rubber has been wound six to ten times at 100 turns per inch you will be safe to go to 10% more.

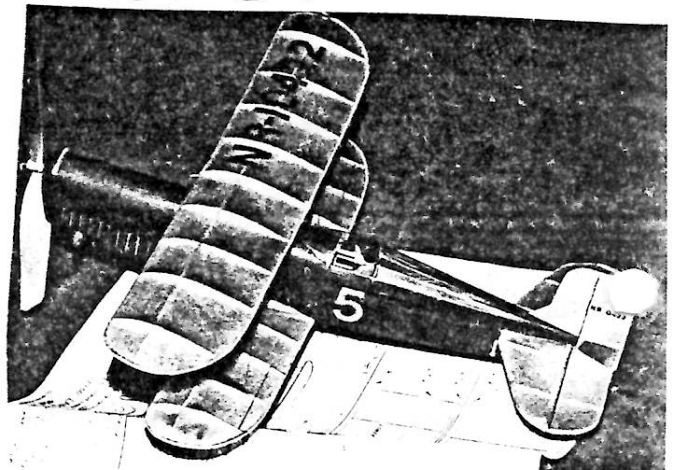
YOU JUST GOTTA QUIT SNAPPING AT ME.

LUCK, Tom M.

ALLAN SCHANZIE'S LAIRD
BIDE!



GEORGE LEFFLER AT
IT AGAIN! PROVES
THAT SILICONE
IS SUPER!



NOTE: MAXCUTERS FLY EVERY WED 3
AT COMSAT IN SUMMER!!

CONTEST RESULTS -- by Pat Daily

January 28 and 29, 1978 saw a very hardy band of Rubber Scale enthusiasts turn out in sub-freezing temperatures to compete in the D.C. Maxecuter's 4th Annual National Capital Indoor Rubber Scale Contest held at Andrews AFB. There were approximately 54 aircraft entered in the various events. This number was down a little from last year's total of 70 planes because of the extremely cold weather and because of the new rule requiring completion of at least one official flight before scale static judging. The cold also put a bit of a damper on the spectators too. All in all it was a pretty darn decent contest, with some very interesting and unusual planes. We were sorry that the famed Nallen squadron from Chicopee Mass couldn't make a repeat trip but we were very pleased and honored that Dave and Dan Rees, Fred Ewing, and George Meyers, all from the Philly-Warminster area made the trek and showed us locals a few new tricks. Come back anytime fellas. Also we were most fortunate that WTOP-TV's Steve Gendell sent a cameraman (also a modeller) to do a TV report of the WW I COMBAT event. It looked great on the 6 and 11 o'clock news.

Rather than try to list all of the winners etc. here, I have included two pages of results for you all to peruse. Probably the two greatest flights of the contest were Dave Rees' great flight with his huge Cougar and Jim Daily's flight with his beautiful big Green Tailed Albatross DV. Both were just under the rafters and had everyone holding their breath. The scale events were well represented with the exception of AMA multiwing. No-Cal saw some very good flights and we all learned that liquid rubber lube doesn't hold a candle to the Dow-Corning silicone paste in cold weather--what a difference!

Note in the two pages of results that the weight of some planes are listed. Thanks to Prexy Stew Meyers and his balance, we attempted to weigh most of the planes. It is my contention that most people underestimate the weight of their planes-- Stew's figures bear this out.

We should all like to acknowledge the great amount of effort expended in staging a contest like this. To Flyline Models, MAN, Sig Manufacturing, Peck Polymers, John Pond, Golden Age Plans, Walt Mooney Plans, Hi-Flyer Models, THANKS A LOT for the PRIZES. And to Allan Schanzle and Pat Daily and Ray Rakow, thanks for the nifty trophies. And to Stew Meyers thanks for running the show. And to all those who entered the contest, thanks for coming out in the cold and giving it a try. Also thanks for the entry fees--we actually paid for the contest. And to Ernie Green and the U.S. Navy, thanks for the use of the hangar. And to Tom Schmitt, thanks for the photos seen in this and the last issue of MAX FAX.

CONTEST WINNERS: AMA MONO -Dave Rees ----- Chris Schanzle junior winner
AMA Multi-Pat Daily -----no junior entry
P-NUT Mono-Don Srull -----Chris Schanzle junior winner
P-NUT Multi-Pat Daily-----no junior entry
No-Cal -Don Srull -----Chris Schanzle junior winner

WORLD WAR I COMBAT RESULTS: Six nifty fighters were seen cruising over the Andrews front looking for bogies on Sunday morning of Jan 29. Pat Daily, piloting a sleek Ansaldo SVA-5, and George Leffler, in an SE-5, were seen trying to hold off the HUNS represented by Don Srull in a veteran Siemens Schukert Monoplane, George Meyers in another Siemens, Dan Rees in a Fokker E-I, and Stew Meyers in a veteran Albatross DII. First round action saw Dan Rees fall in flames after a battle with George Leffler's SE-5, which conked out with a blown engine in the same round. Rees apparently got lucky a nicked a coolant line in the SE-5's engine. This left Daily's Ansaldo to try for an Allied victory. The second round saw Stew's Abatross stall in a violent maneuver while trying to dodge the Ansaldo's deadly aim, thus crashing to the ground with locked controls. The Ansaldo, however, clipped a fence while landing and lost the lower left wing, thus grounding the Allies. In the final round, always a bridesmaid, Don Srull and the ancient Siemans managed to stay up long enough to outlast George Meyers' new machine which collided with a barrage ballon (translated to ceiling and thus win a WWI COMBAT after 4 tries. Bravo Don--now retire that tattered thing! Two time ace Jim Daily was unable to defend with the Green Tailed Albatross due to other matters and summer winner Georg Meyers gave it a good try!

EVENT

AMA-MONOPLANE

NAME	PLANE	WEIGHT GRAMS	STATIC JUDGE				AVERAGE	RANK	STATIC	FLIGHT TIMES					BEST TIME	RANK	TIME	SUM OF RANKS	FINISH RANK
			1	2	3	4				1	2	3	4	5					
A. Schanzle	Bellanca	19	9	4	6	3	53	4	6	17	23	24	-	24	6	10	4		
R. Gregory	Aeronca K	18	11	7	11	5	85	8	19	-	-	-	-	19	17	15	10		
P. Daily	Avia BH 7a	31	1	1	2	4	22	2	33	-	-	-	-	33	4	6	2		
D. Srull	Rearwin Sport	16	6	5	5	7	57	5	6	23	30	-	-	30	5	10	5		
G. Leffler	Fairchild '24	21	4	8	10	10	97	7	35	29	-	-	-	35	3	10	6		
C. Schanzle	TAYLOR CRAFT	-	7	6	8	6	67	6	10	19	-	-	-	19	7	13	8		
G. Meyers	Demoiselle	-	10	9	9	8	99	9	31	56	-	-	-	56	1	10	7		
Dan Rees	Demoiselle	-	5	10	4	9	65	6	13	-	-	-	-	13	8	14	9		
DAVE Rees	Cougar	42	3	3	3	2	25	3	43	39	-	-	-	43	2	5	1		
D. Srull	Dernier	-	2	2	1	1	15	1	5	-	-	-	-	5	9	10	3		
P. Spreiregen	Fairchild	-	8	11	7	11	93	10	-	-	-	-	-	-	-	-	-		

1st Place DAVE Rees

Junior 1st Place Chris Schanzle

2nd Place PAT Daily

2nd Place DAN Rees

3rd Place Dan Srull

EVENT: P-NUT
Monoplane

R. Heusel	ALBIZ Zero	13	5	3	5	43	4	13	-	-	-	-	13	9	13	7
J. DAILY	Pacific Standard	20	11	11	6	93	8	33	27	-	-	-	33	5	13	8
S. Meyers	Fokker EIII	13	1	1	2	13	1	9	8	-	-	-	9	11	12	5
M. Husted	TAYLOR Cub	-	14	15	14	143	11	6	-	-	-	-	6	12	23	14
G. Leffler	FIKE	14	10	9	8	99	7	60	59	50	-	-	60	2	9	3
D. Srull	Huntington	-	7	5	4	53	5	40	36	56	-	-	56	3	8	1
P. Spreiregen	FIKE	-	13	17	15	15	13	61	57	64	-	-	64	1	14	9
R. GREGORY	Fike	-	15	13	9	123	10	30	-	-	-	-	30	6	16	12
B. DAVIS	Heath Bullet	10	8	8	16	107	9	22	-	-	-	-	22	7	16	11
P. DAILY	MORAINESalvier	7	2	2	1	17	2	10	-	-	-	-	10	10	12	6
G. Husted	old IRONSIDES	-	9	10	13	107	9	-	-	-	-	-	-	-	-	-
DAVE Rees	LACY M10	-	3	6	7	53	5	44	50	52	-	-	52	4	9	2
G. Meyers	Volkspiane	-	6	7	10	77	6	12	-	-	-	-	12	9	15	10
V. Nazarian	LAC 4 M10	-	16	16	12	147	12	10	-	-	-	-	10	10	22	13
DAN Rees	Cougar	-	12	14	11	123	10	-	-	-	-	-	-	-	-	-
C. Schanzle	Huntington	-	4	4	3	37	3	5	21	-	-	-	21	8	11	4

1st Dan Srull

Junior 1st

Chris Schanzle

2nd DAVE Rees

"

2nd

Victor Nazarian

3rd George Leffler

EVENT

P-111T BiPLANE

NAME	PLANE	WEIGHT GRAMS	STATIC JUDGE				AVERAGE	RANK	STATIC	FLIGHT TIMES					BEST TIME	RANK TIME	SUM OF RANKS	FINAL RANK
			1	2	3	4				1	2	3	4	5				
D. Sruil	BAT Babeon	20	3	7	7	5	5	5	9	28	28	30	-	3	0	1	6	2
S Meyers	Albatross DII	23	2	4	5	2	3.2	2	5	-	-	-	-	5	7	9	5	
A. Schanzle	LAIRD LCDF	-	4	3	4	4	3.8	3	10	-	-	-	-	10	5	8	3	
M. Hostage	VICKERS FB16D	18	8	2	1	8	4.2	4	6	-	-	-	-	6	6	10	7	
J. DAILY	SE-5	19	7	8	8	3	6.5	6	18	28	23	-	-	28	2	8	4	
P. DAILY	SWARTH TABLOID	24	1	2	2	1	1.3	1	27	5	-	-	-	27	3	4	1	
R. GREGORY	TRAVELAIR	-	5	5	6	6	5.5	5	-	-	-	-	-	-	-	-	-	
C. MEYERS	ISACCS FURY	-	6	6	3	7	5.5	5	21	-	-	-	-	21	4	9	6	

1ST PAT DAILY

2ND DON SRULL

3RD Allan Schanzle

-NO JUNIOR ENTRIES -
Too BAD!

EVENT - AMA BiPE

P. DAILY	Ansaldo SVAS	35	1	2	1	1	1.3	1	17	18	-	-	-	18	3	4	1
J. DAILY	Albatross DII	38	2	3	2	3	2.5	3	31	32	37	-	-	37	1	4	3
D. SRULL	DH-6	-	3	1	3	2	2.3	2	31	-	-	-	-	31	2	4	2

1ST PAT DAILY

2ND DON SRULL

3RD JIM DAILY

3WAY TIE with high score
points used to BREAK TIE

Event : NO-CAL

P. DAILY	O-43A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
D. SRULL	LACEY	-	-	-	-	-	-	-	-	-	-	-	-	57	100	100	1		
B. DAVIS	JET HUSTLER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
P. SPREIREEN	IRONSIDE	-	-	-	-	-	-	-	-	-	-	-	-	78	93	78	2		
G. Leffler	OH-7	-	-	-	-	-	-	-	-	-	-	-	-	47	32	47	4		
C. Schanzle	Cassutte 2	-	-	-	-	-	-	-	-	-	-	-	-	34	45	57	60	60	3
A. Schanzle	Cassutte 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S. MEYER	Roland II	-	-	-	-	-	-	-	-	-	-	-	-	17	30	40	39	40	5
D. SRULL	STASSER	-	-	-	-	-	-	-	-	-	-	-	-	42	27	42	2	6	

1ST DON SRULL

2ND Paul SPREIREEN

3RD CHRIS Schanzle

JUNIOR 1ST
CHRIS Schanzle

C. A. V. U.

BY Rolfe Gregory

Benjamin Berry Melcher and Archibald Alexander Leach were close friends. At least for one summer, years ago, when they shared the same room somewhere in New York. They got along together quite well even though their interests were different. Ben was nuts about airplanes and flying, and Archie was the same about the theater and acting.

Ben told me the story some years later when we got weathered in on a cross-country flight while we were both working for the Luscombe Airplane Corporation, in Trenton, New Jersey.

One day in 1938, I received a phone call from Joe Marrs, Chief Flight Instructor at Byrd Airport, Richmond, Va., where I had learned to fly a few years before. Joe sounded a bit excited. "I just got myself a Luscombe Phantom!" "Only trouble is, it's bent up a little", he said. Some unfortunate soul had landed the Phantom at Richmond on his way north from Florida. He made the often repeated mistake on gusty days of dropping full flaps (which blanketed part of the ailerons) and forgetting to lock the non-steerable tail wheel, with the usual result - a violent ground loop with the airplane ending on its back. Joe jumped in his car and raced down the runway, to the wreck, with one thought in mind, and it wasn't to rescue the pilot. He pried open the door and while the poor guy was still hanging upside down by his seat belt and still scared half to death, Joe offered him \$400 for the wreckage and the fellow accepted.

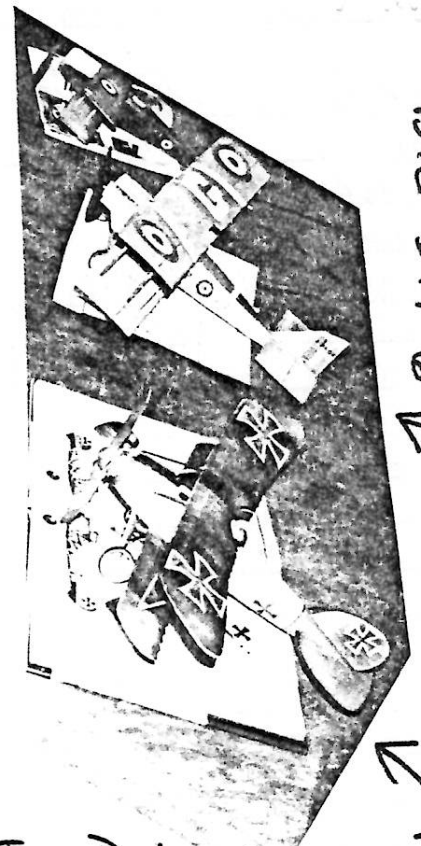
The purpose of Joe's call to me was to see if someone would come to Richmond, at his expense, to estimate the cost of rebuilding the wreck at the factory. Ben, who was then plant Superintendent, was familiar with every piece of a phantom so, when he agreed to go, we borrowed the company experimental 50 (old number 801) and took off for Richmond. Ben gave Joe the estimate, which he accepted, and after a delay, because of bad weather, we flew back to Trenton. The Phantom wreckage was shipped to the factory, completely rebuilt as good as new and ready for delivery about a month later. Fritz King, the company test pilot, agreed to deliver the airplane and asked if I wanted to go, which was like asking if the Pope is Catholic. Fritz asked if I knew the way and when I said yes, he said "O.K., take us there". Now, just to get a ride in a Phantom was a rare treat, but to get to fly one was ecstasy. I logged 2 hrs. and 20 min on that trip that I shall never forget. It was a magnificent airplane in the air but just a bit tricky on landing - you flew it until it stopped rolling.

To get back to my original story - while we were delayed at Richmond, by bad weather, Ben told me about his friend Archie. He had come from England with a troop of young acrobats and had toured a good bit of the U.S. when the owner, having trouble getting enough new bookings, decided to return to England. Not Archibald Alexander Leach! He had Hollywood fever, and had determined to break into the movies, to be a star, somehow. But he was in New York and broke. He and Ben met, (I don't recall where), and Ben offered to let him share his room.

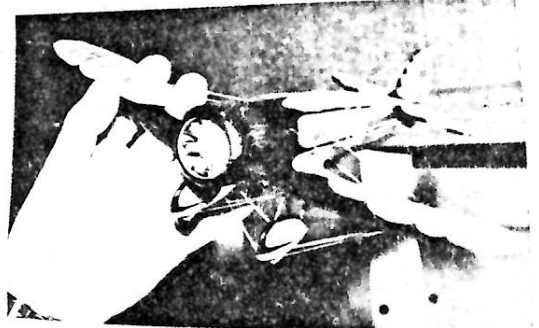
Acrobatics and stilt walking were about the only things Archie knew, so he landed a job at 5 bucks a day walking on very tall stilts at Coney Island Amusement Park, advertising one of the attractions. He also joined some amateur theater group to learn something about acting. All summer he complained to Ben about how his stilt walking was ruining his posture for acting.

Toward the end of summer, when his stilt-walking job ended, Archie landed a small part in a New York play and Ben was offered a job back in Kansas City, later to become Don Luscombe's right hand man. Ben and Archie split, swearing friendship forever and to always keep in touch. But, you know how those things are. Anyway, Archie did get to Hollywood and he did get to be a star. He changed his name though. You know him as - - - - - Gary Grant.

6
DON SRULL'S
BIG DH-6
↓

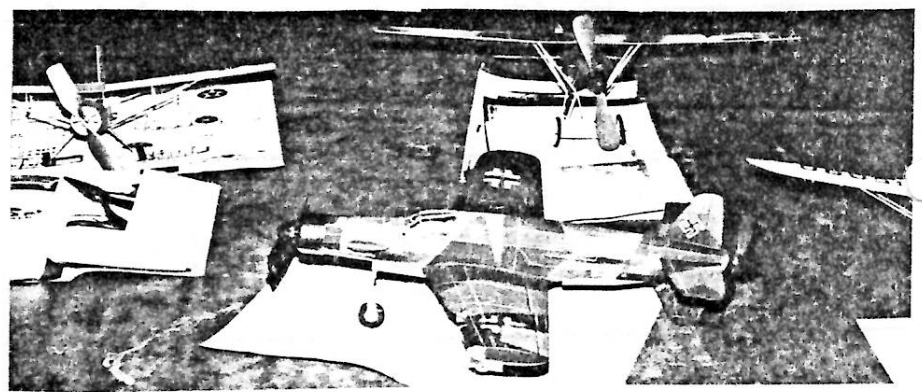


JIM DAILY'S BIG
GREEN TAILED
ALBATROSS - SUPER
FLYER!



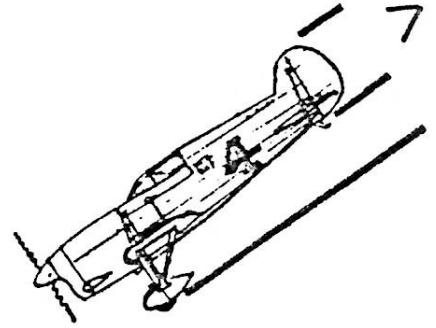
SUPER TRAVEL AIR
MYSTERY'S" BY
RON EKSTROM

DON SRULL'S
DORNIER IN FRONT
AND SCHANZLE'S
BEIANCA (left) and
DAILY'S AVIA BH 7a



FLYING ACES

FLASH!



FIRST NATIONAL F.A.C. CONTEST

WHEN: JULY 15 & 16 1978

WHERE: JOHNSVILLE NAVAL AIR STATION, Pennsylvania

- EVENTS:
- | | |
|--|--|
| 1. P-NUT SCALE | 6. WORLD WAR I COMBAT (any size) |
| 2. FAC RUBBER SCALE | 7. WORLD WAR II COMBAT (any size) |
| 3. FAC POWER SCALE (gas, elec, CO ₂) | 8. THOMPSON TROPHY RACE |
| 4. AMA RUBBER SCALE | 9. JUMBO SCALE (30" bipes or 36" mono) |
| 5. NO-CAL SCALE | 10. EMBRYO ENDURANCE |

TIME: SATURDAY JULY 15 -- 9:00AM-6:00PM --party after flying
SUNDAY JULY 16 -- 12:00 noon--4:00PM

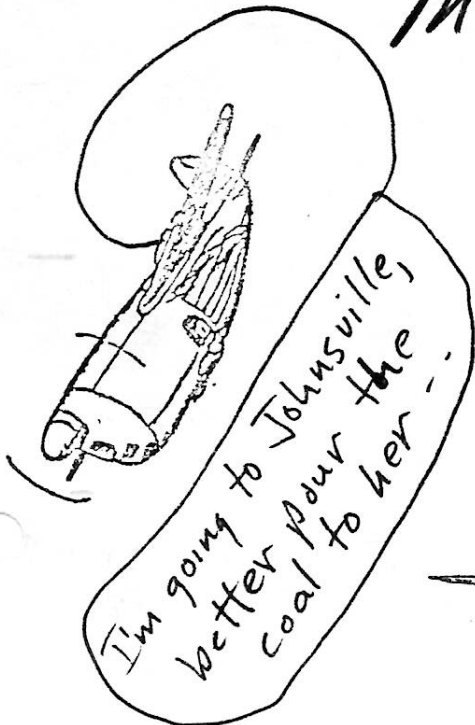
REGISTRATION FEES: ADVANCE \$3.00 -mail to Lin Riechel, 3301 Cindy Lane, Erie, PA. 16506
ON SITE REGISTRATION \$4.00

ALSO \$1.00 per event with a \$5.00 maximum
PLEASE REGISTER IN ADVANCE IF POSSIBLE --IT WILL HELP WITH PLANNING

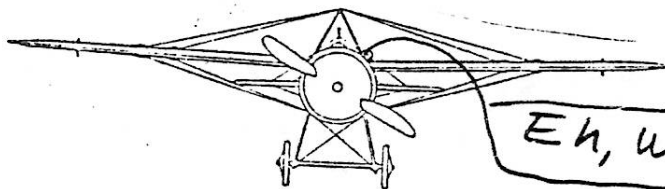
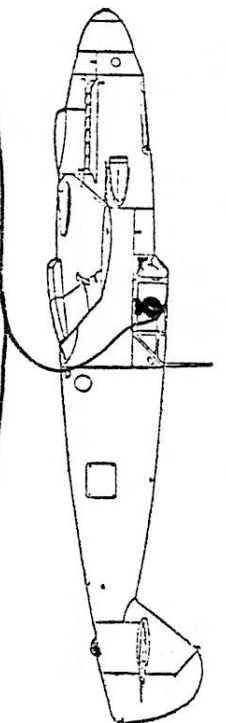
THERE HAS NEVER BEEN ANOTHER EVENT LIKE THIS AND EVERYONE SERIOUSLY INTERESTED IN RUBBER SCALE AND PARTICULARLY THE FAC'S FUN APPROACH IS URGED TO PARTICIPATE--COME SEE THE VERY BEST SCALE FREE FLIGHTERS IN THE WORLD IN A COMPETITION TO BE GOVERNED BY THE FUN LOVING SPIRIT OF THE FAMOUS FLYING ACE CLUB.

MORE NEWS IN NEXT ISSUE

FLYING ACES



Another victory awaits me at Johnsville, we will be victorious...



Eh, what?

AKA "AH SO GRAUDE"

MITSUBISHI A5M4 (CLAUDE)

Evolved to a 9-Shi (1934) requirement, the Mitsubishi Type 96 Carrier Fighter, or ASM, was the first fighter monoplane to be accepted by the J.N.A.F. and was still standard carrier equipment when the Pacific War began, not being fully replaced as a first-line aircraft until the summer of 1942. The J.N.A.F. 9-Shi specification called for a maximum speed in excess of 218 m.p.h. at 10,000 ft., the ability to attain an altitude of 16,400 ft. in less than 6.5 minutes, and an armament of two 7.7-mm. machine guns. The Nakajima Kotobuki (Congratulation) 5 radial air-cooled engine rated at 550 h.p. was selected for installation in the first prototype which was flown for the first time on February 4, 1935, only eleven months after the inception of the design.

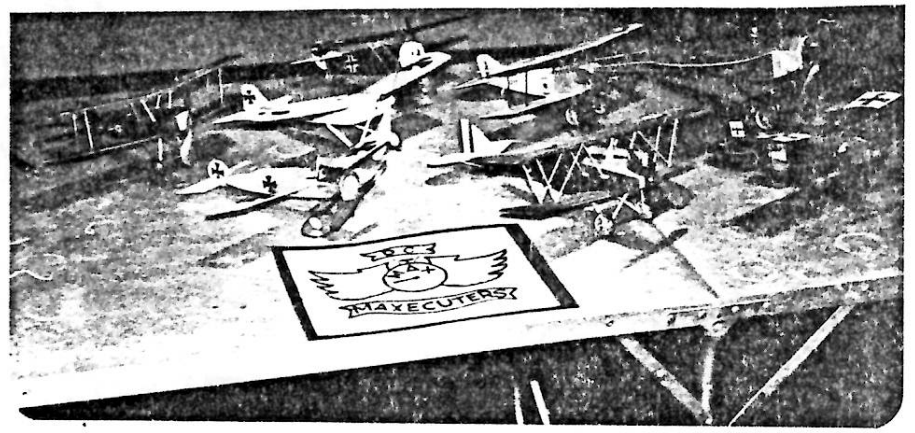
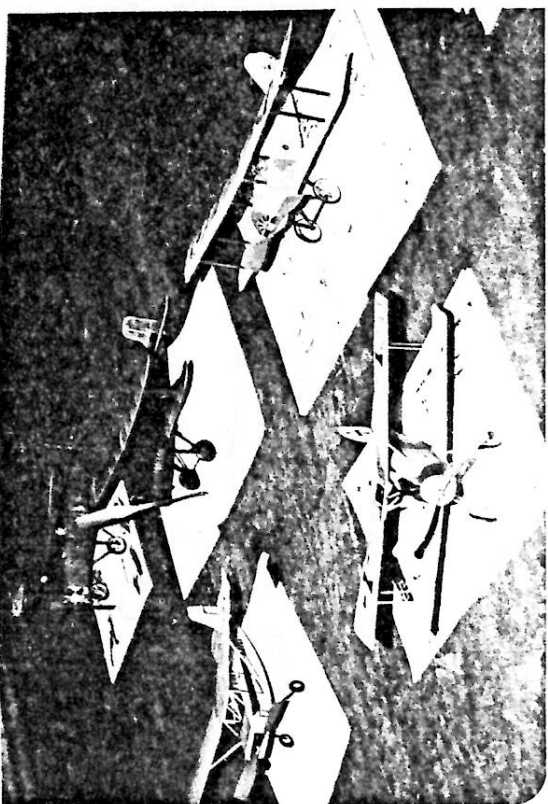
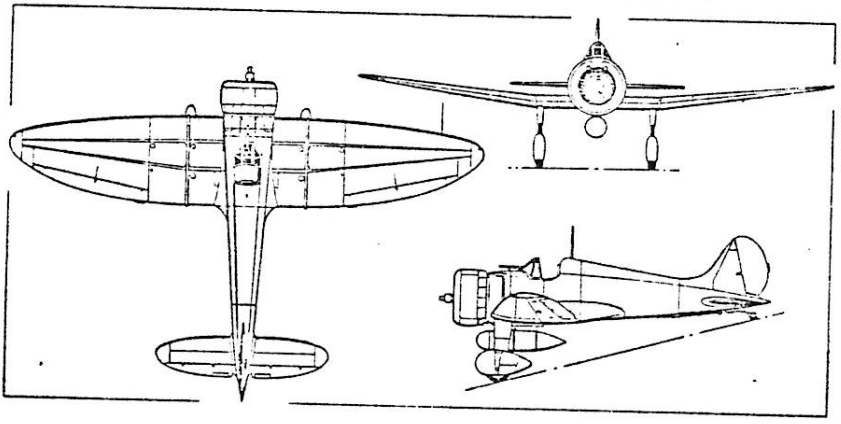
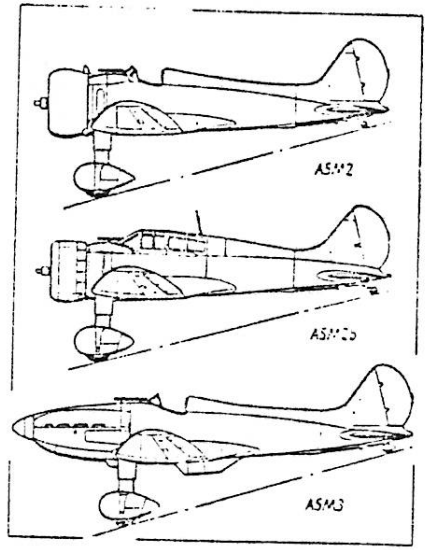
During trials, the new fighter, which bore the manufacturer's designation Ka-14, attained 279 m.p.h. at 10,500 ft., and climbed to 16,400 ft. in 5 min. 54 sec. After the completion of the initial flight test phase, it was decided that, owing to pitching oscillation and a tendency to balloon when landing, the first prototype would be used for structural tests, and the flight programme continued with the second prototype. This differed from its predecessor in having a straight wing in place of the original inverted gull wing and a 560 h.p. direct-drive Kotobuki 3, the reduction gears of the Kotobuki 5 being considered inadequately developed for service use. This prototype was also fitted with split flaps, and a similar prototype was evaluated by the J.A.A.F. as the Ki.18 in the autumn and winter of 1935. Further prototypes were built with the Nakajima Hikari (Splendour) I engine rated at 700 h.p., but when, in 1936, the J.N.A.F. accepted the aircraft for service as the ASM1 Type 96 Carrier Fighter, Model 1, the 585 h.p. Kotobuki 2-KAI-1 was chosen, armament comprising two 7.7-mm. Type 89 machine guns.

In 1937, the ASM2a Model 21 with the 610 h.p. Kotobuki 2-KAI-3 was placed in production, this becoming the most important J.N.A.F. fighter in the Sino-Japanese conflict. The ASM2b Model 22 had the Kotobuki 3 engine of similar power and an enclosed cockpit, but when this variant entered service in the late summer of 1937, pilots complained that performance was inferior to that of the earlier version, and they distrusted the enclosed cockpit. The ASM2b was, therefore,

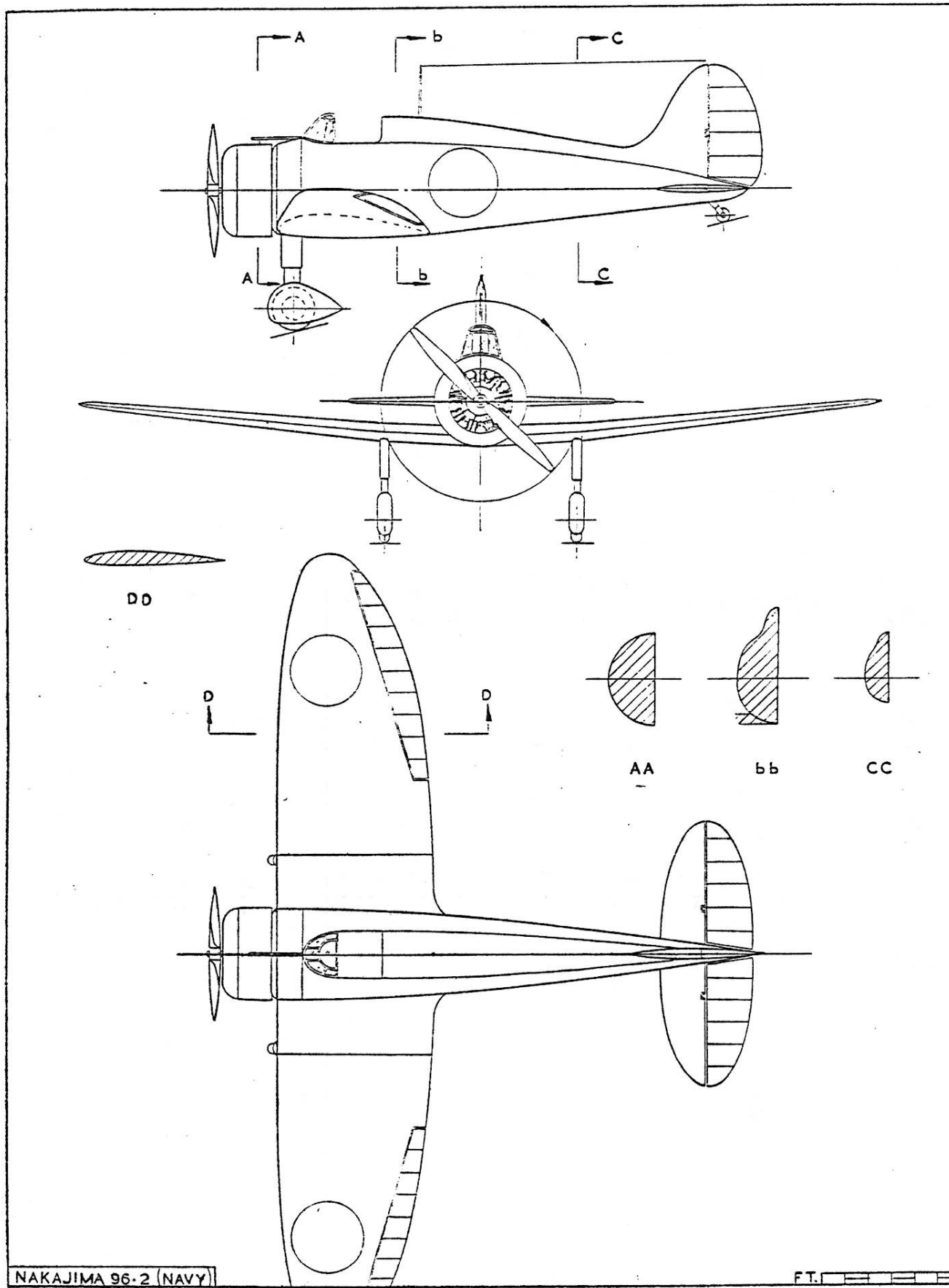
withdrawn from service, and the enclosed cockpit was discarded on subsequent production models. The ASM3 Model 23 was an experimental model with a 610 h.p. Hispano-Suiza 12Xers engine and a 20-mm. cannon firing through the airscrew hub, and the next production model was the ASM4 Model 24.

The ASM4 which entered production in 1938 had a 710 h.p. Kotobuki 41 engine driving a three-blade airscrew, and this model was the standard J.N.A.F. fighter when the Pacific War began. The ASM4 Model 34 had a Kotobuki 3-KAI engine, and the ASM4-K Model 44 was a two-seat training variant. Nearly 800 Type 96 fighters were manufactured by Mitsubishi, and a further 200 were produced by the Watanabe Tekkoshu K.K. and the 21st Naval Air Arsenal near Sasebo. By the summer of 1942, the ASM4 had been entirely relegated to second-line and training units.

Type: Single-seat Shipboard Fighter. **Power Plant:** One 710 h.p. Nakajima Kotobuki 41 nine-cylinder radial air-cooled engine. **Armament:** Two 7.7-mm. Type 89 machine guns plus two 66-lb. bombs. **Performance:** Maximum speed, 273 m.p.h. at 9,340 ft.; maximum range (with one 35 Imp. gal. auxiliary tank), 746 mls. at 248 m.p.h.; time to 9,840 ft., 3 min. 35 sec.; service ceiling, 32,150 ft. **Weights:** Empty, 2,681 lb.; normal loaded, 3,684 lb.; max., 3,763 lb. **Dimensions:** Span, 36 ft. 1 in.; length, 24 ft. 9 1/2 in.; height, 10 ft. 6 in.; wing area, 191.597 sq. ft.



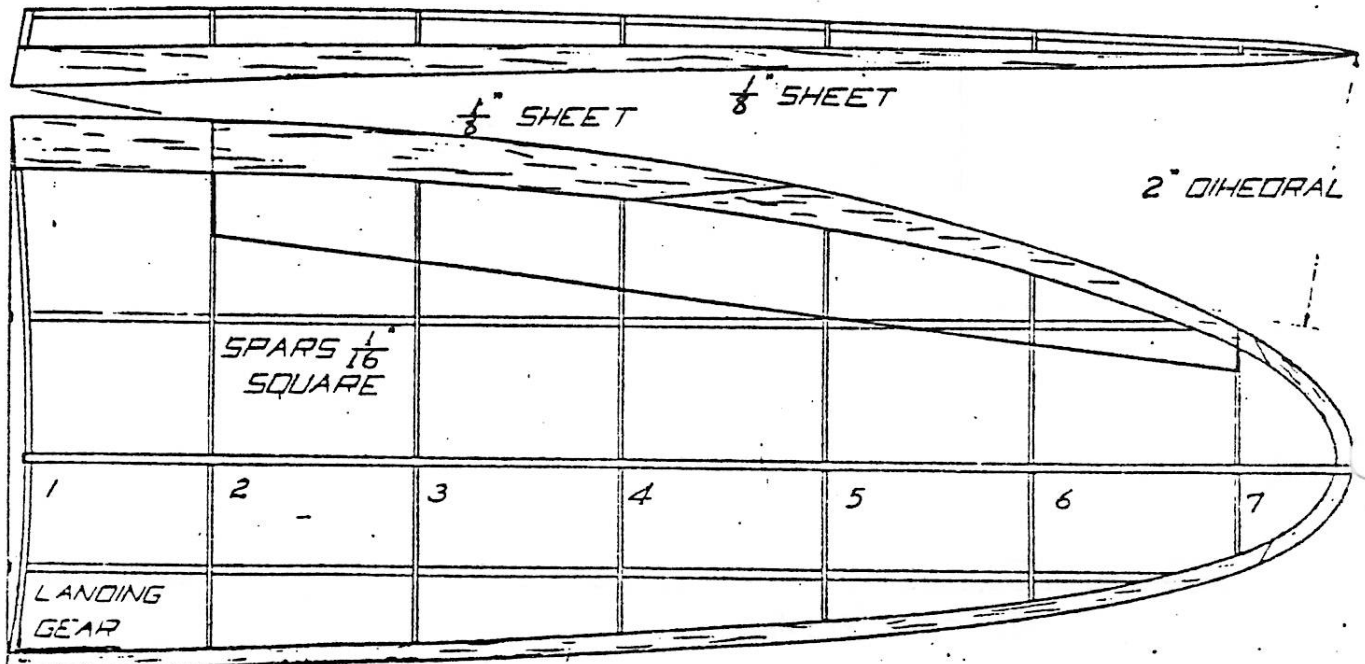
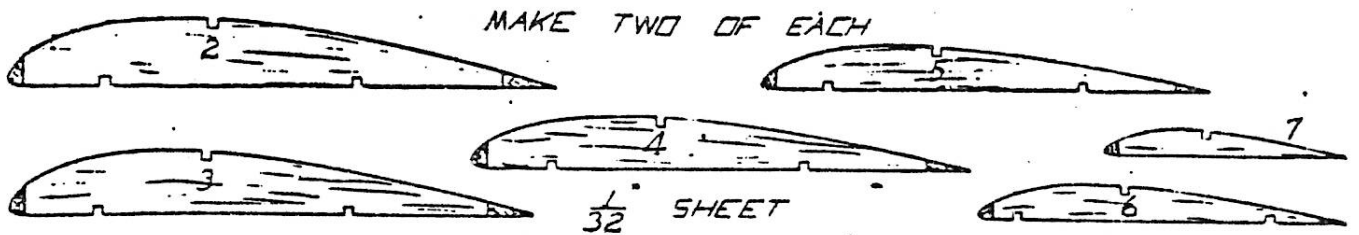
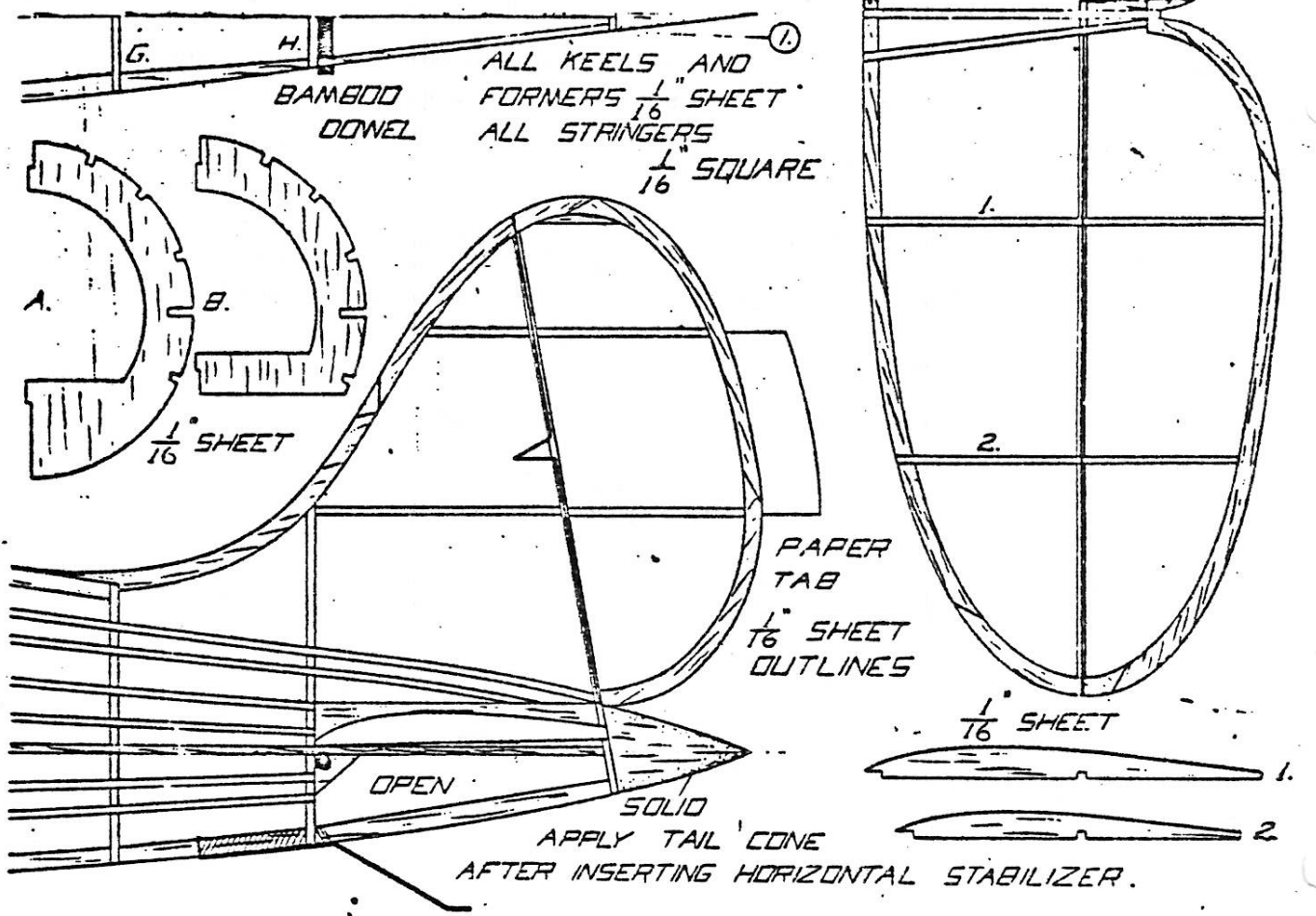
WORLD WAR I LINEUP
"STARS OF TV-9"
RNUT BIPES - STEW MEYER'S
ALBATROSS, PAT DAILY'S TABLOID
AND SCHANZLE'S LAIRD (LEFT)

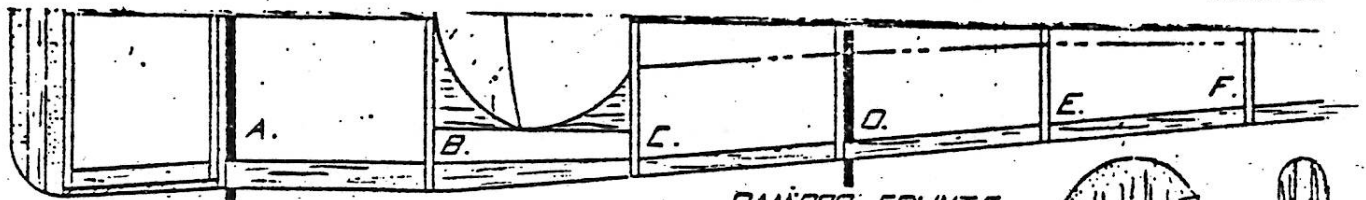


NAKAJIMA 96.2 (NAVY)

F.T.

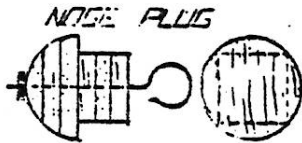
also Mitsubishi





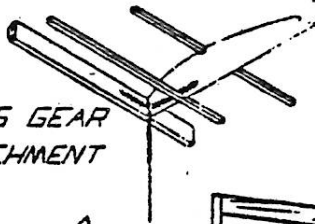
PLANKED
COVERING $\frac{1}{16}$ SHEET

BAMBOO SPLINTS

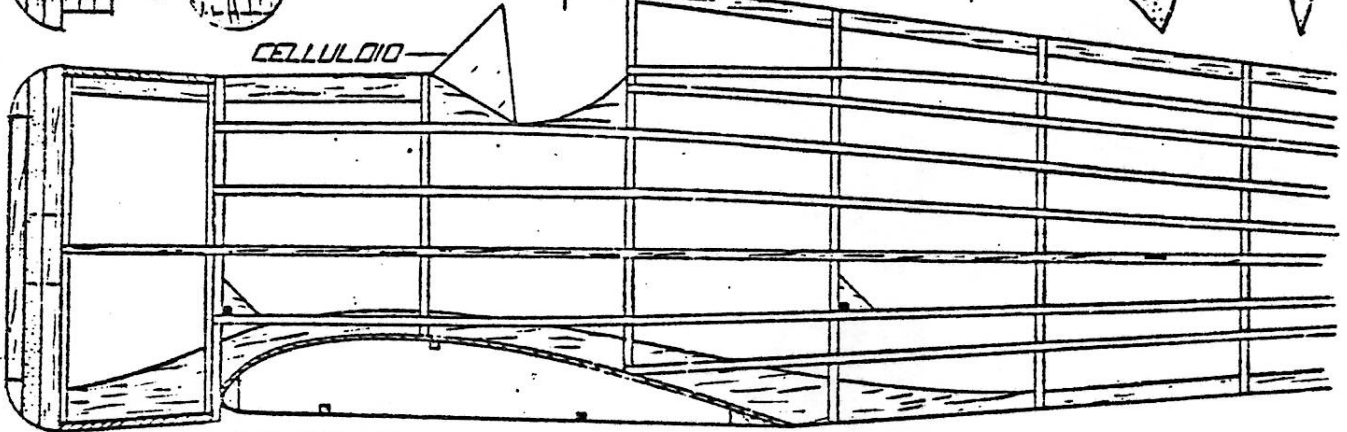
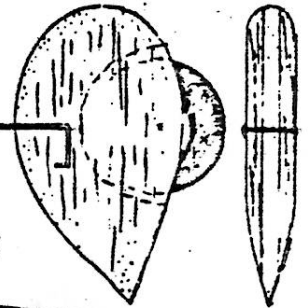


NOSE PLUG

LANDING GEAR
ATTACHMENT



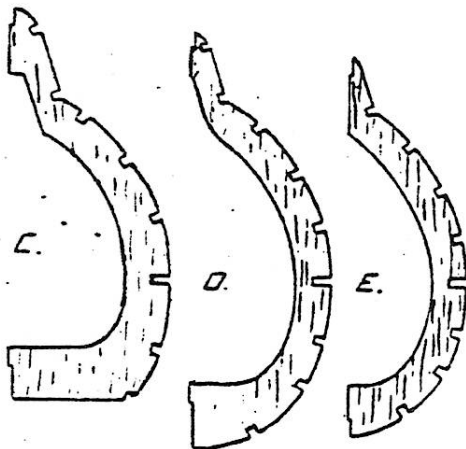
LANDING GEAR
1" HARDWOOD
WHEELS



POSITION OF WING WHEN IN PLACE.

9" HARDWOOD PROPELLER

NAKAJIMA-96



$\frac{1}{16}$ SHEET

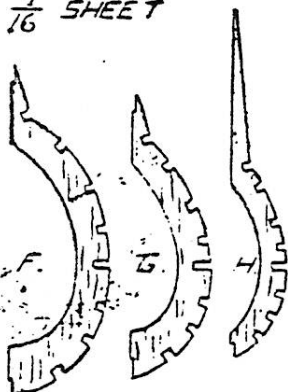
MAKE FOUR.



OUTER RIBS ON CENTER SECTION ARE SAME AS
THE FIRST RIB ON EACH OUTER WING PANEL,
BEND SPARS TO PRODUCE NECESSARY DIHE-
DRAL.

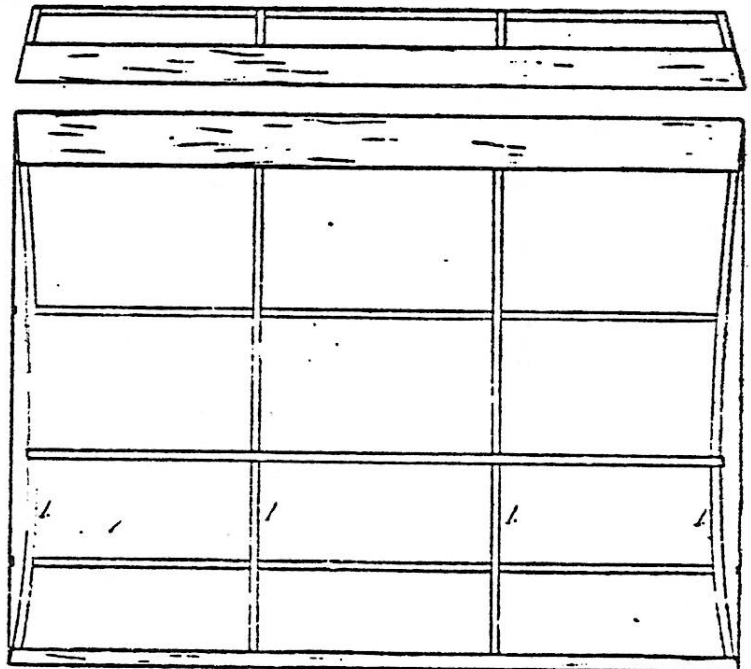
$\frac{1}{16}$ SHEET

BULKHEAD
AND SPAR
SHOWN IN
VERTICAL
POSITION.



CUT OUT

MAKE TWO OF EACH.



SPECIAL ANNOUNCEMENT

THE D.C. MAXECUTERS WISH TO EXPRESS THEIR SINCERE GRATITUDE TO FLYLINE MODELS FOR SO GENEROUSLY SUPPLYING SO MANY OF THEIR FINE KITS FOR PRIZES AT OUR CONTESTS FOR THE LAST TWO YEARS.

WE THANK YOU FROM THE BOTTOM OF OUR TREASURY!

Photocopies of some of the Flyline kits appear on this and the following page. If you have never built a FLYLINE KIT, you have missed out on a real pleasure. Try it, you can't miss.



"A Study in Perfection"
Mrs. Ron Roberts holding
her husband's 1976 NCSOSS
placing Curtiss Robin

SCALE MODEL AIRCRAFT KITS OF AMERICAN AND EUROPEAN CLASSIC AIRPLANES. DESIGNED FOR RADIO CONTROL AND FREE FLIGHT. SOME OF THESE MODELS MAY BE POWERED BY GLOW AND ELECTRIC MOTORS, WHILE OTHERS ARE SUITABLE FOR RUBBER AND CO2 POWER. SEVERAL OF THESE DESIGNS ARE OF MODELS THAT HAVE WON, OR PLACED HIGH IN NATIONALS COMPETITION. AND ALL ARE CONSIDERED TO BE THE FINEST SCALE KITS AVAILABLE IN THE WORLD FOR THE PRICE.

SEE YOUR LOCAL HOBBY DEALER NOW



FLYLINE MODELS, INC

2820 DORR AVENUE (B-2)
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(703) 573-2038



Haward

also a Stahl design

24 1/2 INCH WINGSPAN MASTERPIECE FROM THE AUGUST 1942 ISSUE OF MODEL AIRPLANE NEWS. A GREAT RUBBER OR CO2 MODEL THEN AND NOW. PRODUCED WITH PERMISSION OF THE DESIGNER AND PUBLISHER. KIT #109

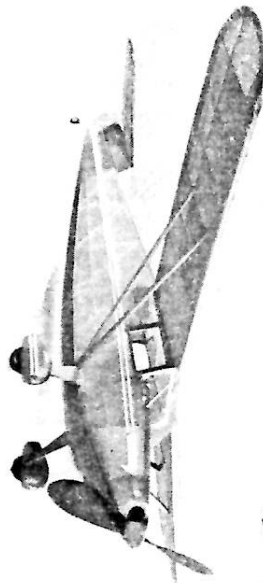


FLYLINE MODELS, INC.

Rearwin Speedster
Earl Stahl's famous
28 INCH WINGSPAN, RUBBER POWERED DELIGHT WHICH APPEARED IN THE JAN. 1940 ISSUE OF MODEL AIRPLANE NEWS. MAY ALSO USE CO2 POWER. KITTED WITH PERMISSION OF THE DESIGNER AND PUBLISHER. KIT #108

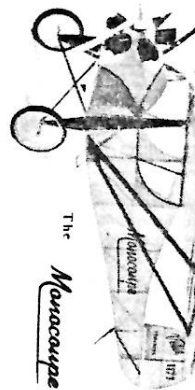


a WINNER almost 40 years ago

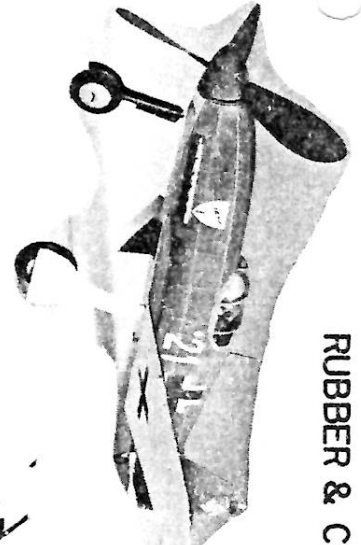


Earl Stahl's
STINSON "Voyager"
THIS RE rendition OF THE STINSON VOYAGER IS EXCELLENT FOR RUBBER POWER. ITS BIG 30 1/2" WINGSPAN AND GENEROUS PROPORTIONS INSURE A HIGHLY STABLE MODEL OF OUTSTANDING PERFORMANCE. KIT #111

A WINNER AT THE 50th NATS
22 1/2 INCH WINGSPAN, DESIGNED FOR RUBBER OR CO2 POWER, BUT BOB FUJIO POWERED HIS WITH A COX .010 ENGINE AND WON FIRST IN JUNIOR-SENIOR FREE FLIGHT GAS SCALE. KIT #101

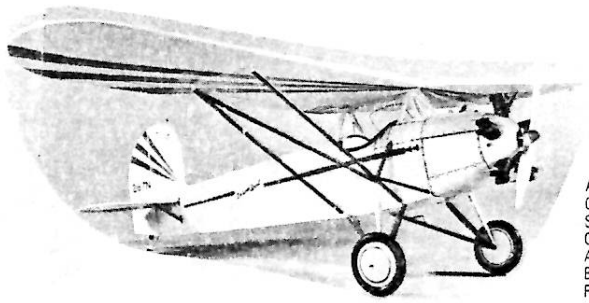


The Manacayze



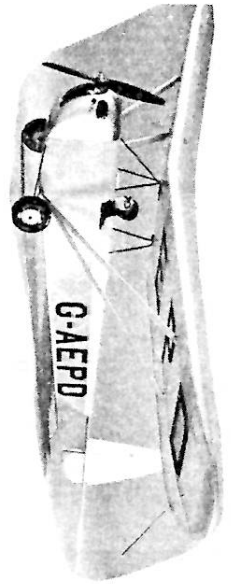
RUBBER & CO2
Don Strull's
1977 Nationals Winning
Heinkel He 100D
DON STRULL'S 1977 NATIONALS WINNING RUBBER POWERED MODEL. A HIGH PERFORMANCE 24" WINGSPAN JOB THAT WILL AMAZE YOU WITH ITS STABILITY AND CONSISTENT FINE FLYING CHARACTERISTICS. KIT CONTAINS FORMED SPINNER AND PLASTIC CANOPY. IN ADDITION TO OTHER REQUIRED MATERIALS AND DECALS. KIT #110

"SCHOOLYARD SCALE"



Inland Sport

A 37 1/2" WINGSPAN, HALF A POWERED RADIO CONTROL MODEL IDEAL FOR "SCHOOLYARD SCALE" FLYING. THE INLAND SPORT IS TYPICAL OF THE MANY CLASSIC DESIGNS OF THE AMERICAN "GOLDEN ERA" AND LENDS ITSELF BEAUTIFULLY TO MODELING. IT MAY ALSO BE FLOWN WITH .020 OR ELECTRIC POWER.
KIT #113



"SCHOOLYARD SCALE"

LUTON Minor

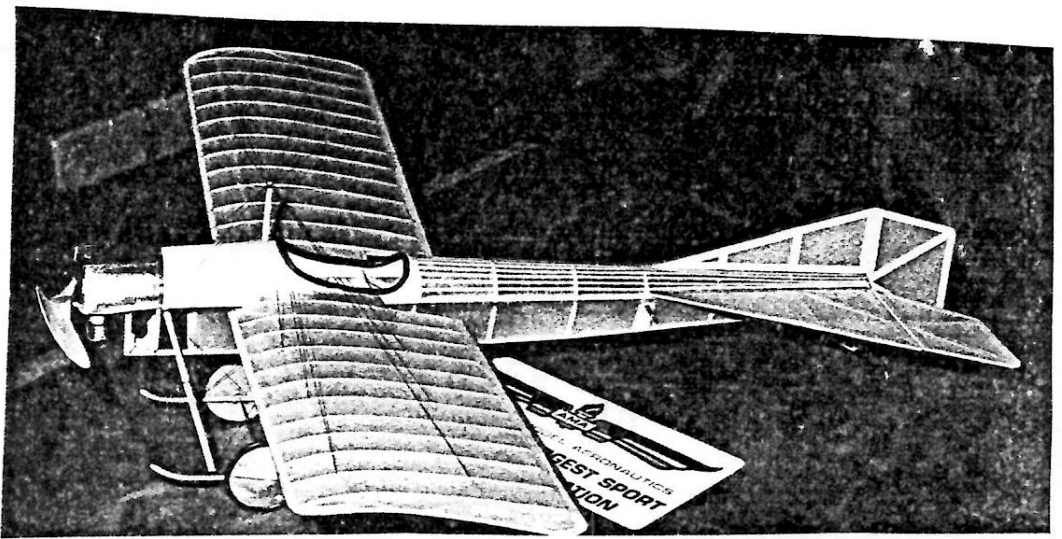
A 34 1/2" WINGSPAN MODEL OF ONE OF ENGLAND'S MOST DELIGHTFUL LIGHT AIRCRAFT. PERFECT ON THOSE LONG CALM SUMMER EVENINGS FOR FLYING ON 1 OR 2 CHANNEL R/C WITH .020 POWER. THIS IS AN IDEAL MODEL FOR THE BEGINNER IN RADIO CONTROL.
KIT #112

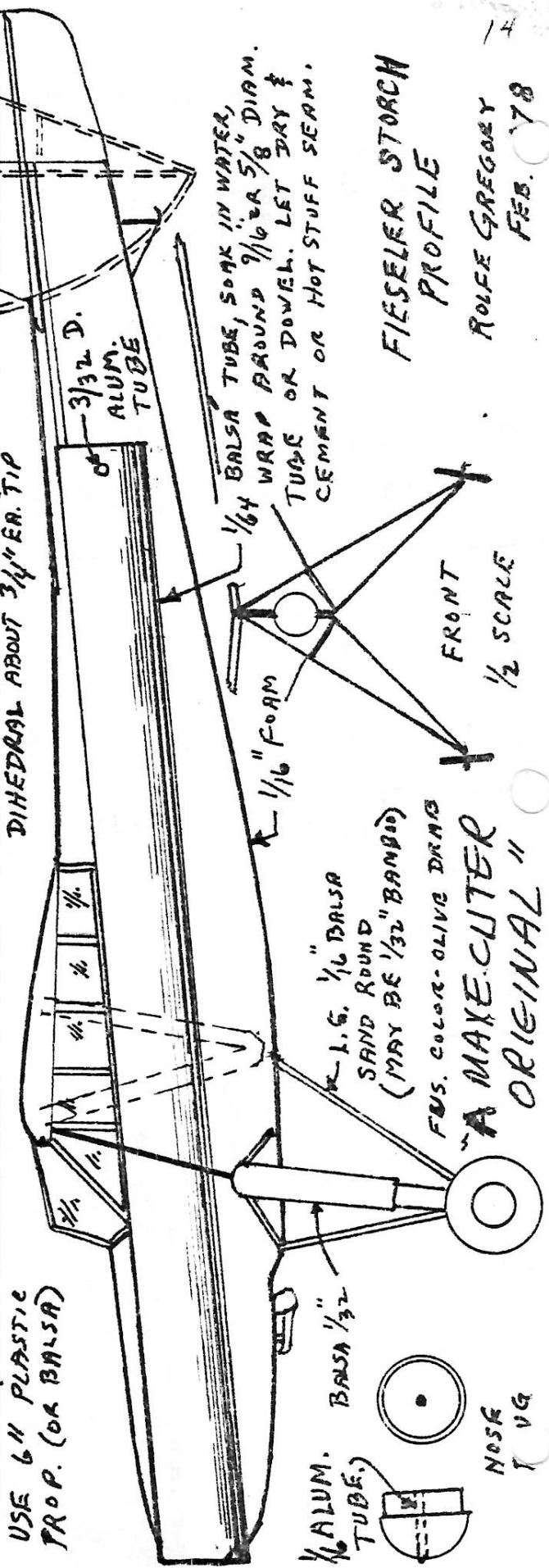
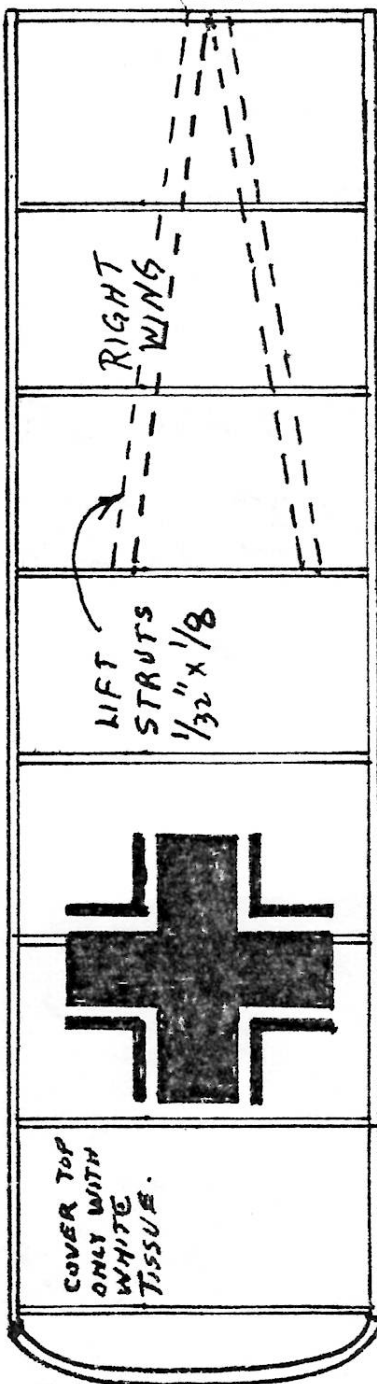
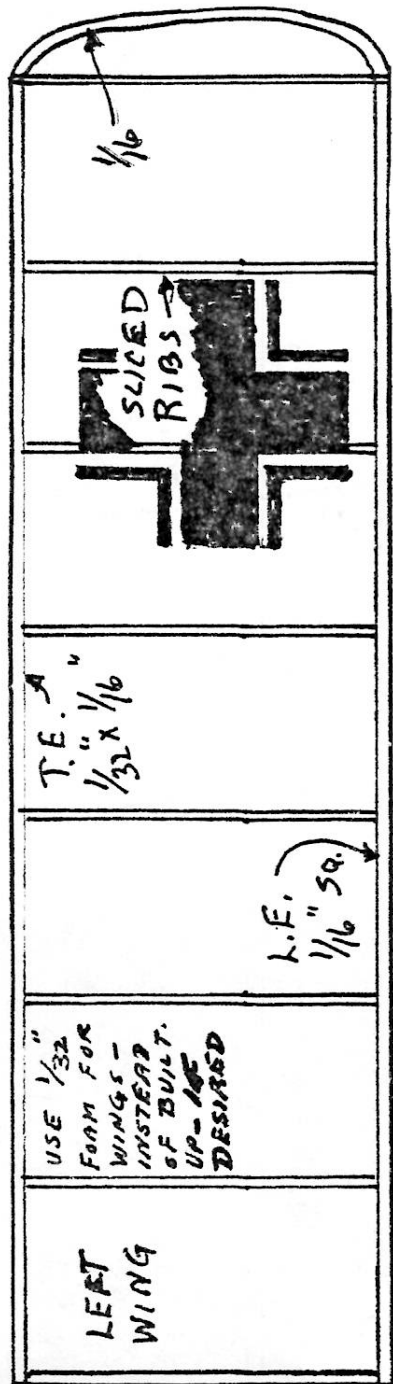
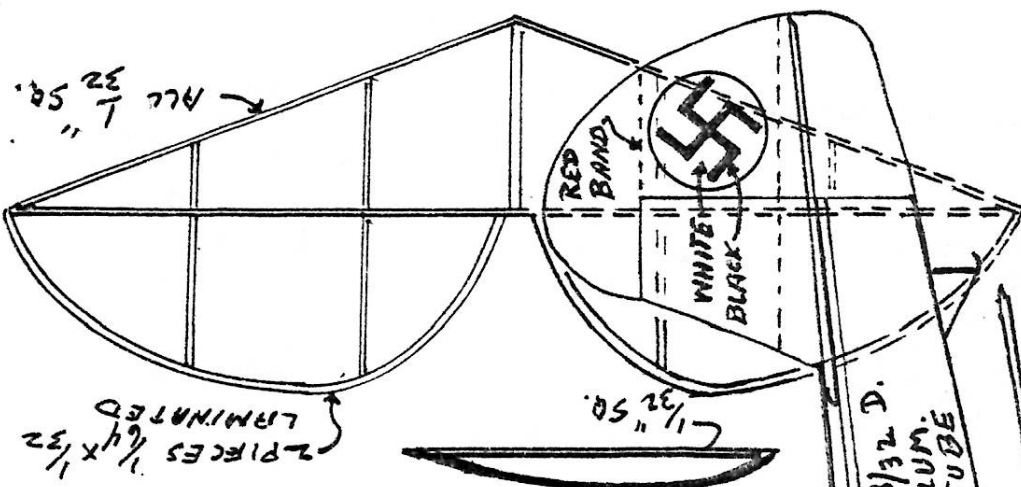
- TWO MORE GREAT MODELS FROM FLYLINE -

WE ALSO WISH TO THANK THE PUBLISHER OF MODEL AIRPLANE NEWS

FOR DONATIONS TO BE USED AS CONTEST PRIZES.

BEAUTIFUL BLACKBURN BY DAVE REES





1/64 BALSALUBE TUBE, SOAK IN WATER, WRAP AROUND 9/16\"/>

FIESELER STORCH
PROFILE

ROLFE GREGORY
FEB. '78

FRONT
1/2 SCALE

1.6. 1/16 BALSALUBE SAND ROUND (MAY BE 1/32\"/>

"A MAXECLUTER ORIGINAL"

1/16 ALUM. TUBE

BALSA 1/32

NOSE
1 VG

USE 6\"/>

COVER TOP ONLY WITH WHITE TISSUE.

ALL 1/32 SQ.

2 PIECES 1/4\"/>

1/32 SQ.

3/32 D. ALUM. TUBE

SLICED RIBS

RIGHT WING

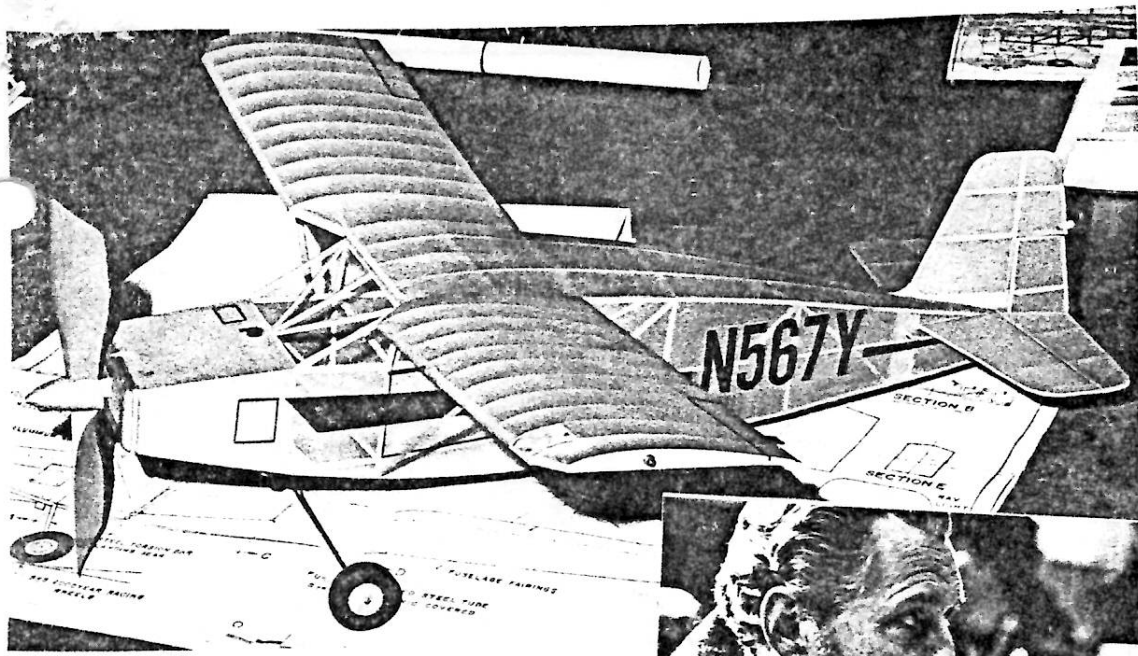
LIFT STRUTS 1/32\"/>

T.E. 1/16 1/32 x 1/16

L.F. 1/16 1/16 SQ.

USE 1/32\"/>

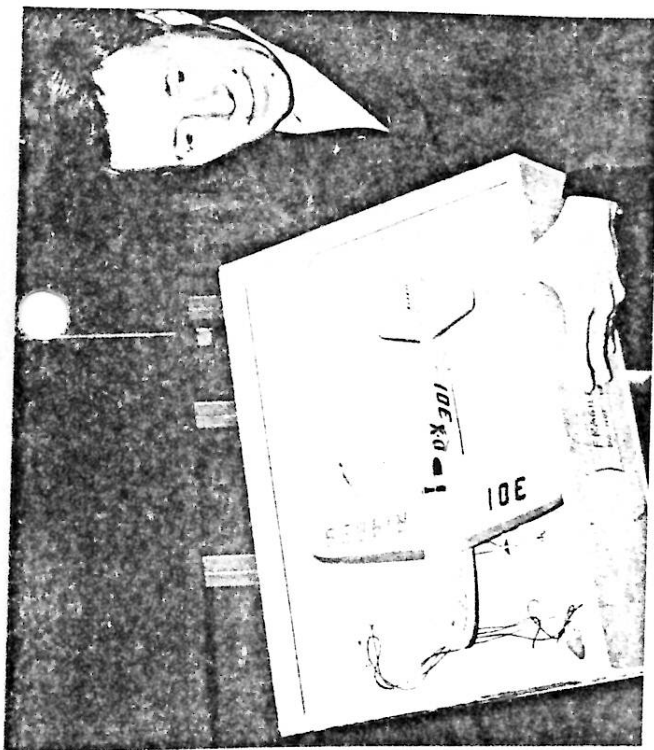
LEFT WING



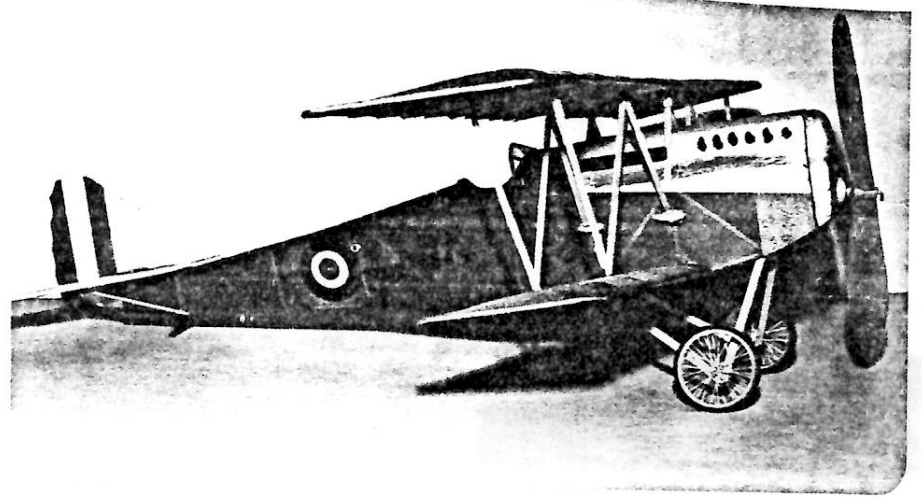
15
 -DAN REES
 GIANT WHITT-
 MAN - Monoplane
 ← WINNER
 FRED EWING
 (L) and GEORGE
 MEYERS (R)
 PREPARE SIE-
 MENS MONO-
 PLANE FOR
 COMBAT ↓



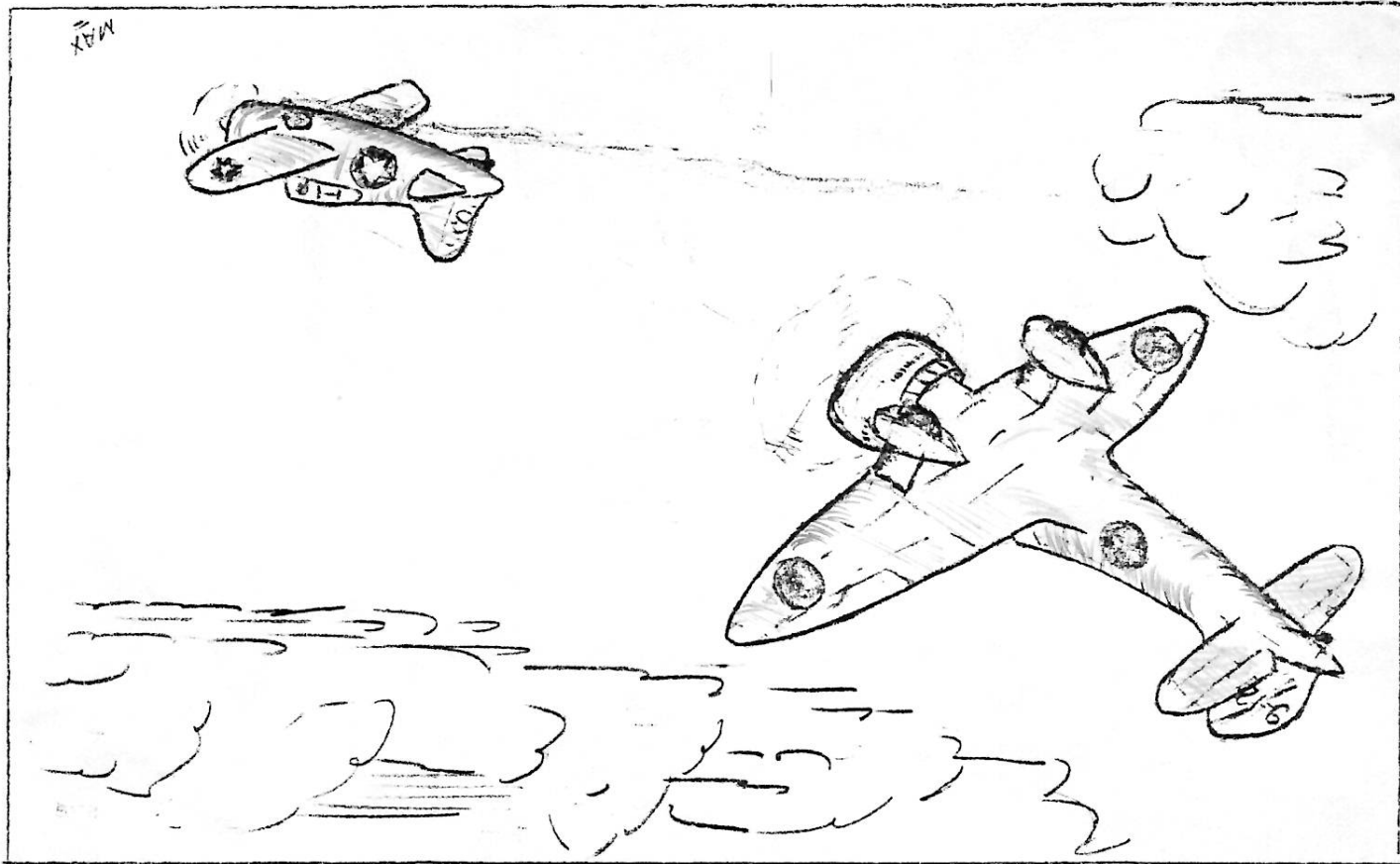
PAT DAILY'S Ansaldo
 SUA-5 ↓



KURT ENKENHUS ↑
 and his SUPER
 POLKERTS SK-3 -
 WINNER of MODEL
 BUILDER'S P-NUT
 Postal Contest.
 COVER PLANE
 JAN. MODEL BUILD.



MAX



[Faint, illegible text or signature]