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DUES \$6.00 per year

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

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

"MAX FAX"

JULY 1978 -- F.A.C. NATS ISSUE

NEXT MEETING DATES: July 5, August 7, September 6 at College Park Airport 7:30 PM

CONTEST SCHEDULE

JULY 15 & 16 -- F.A.C. NATIONALS AT JOHNSVILLE -- see this issue for details

JULY 22 -- D.C. MAXECUTERS SCHOOLYARD SCALE RC CONTEST AT COMSAT -- single and 2 channel starts at 0900

JULY 30-AUG 5 -- AMA NATS at Lake Charles, LA

AUGUST 26 -- D.C. MAXECUTERS SUMMER FUN FLY AT COMSAT -- WW II, RACES, EMBRYO, OHLG, CATAPULT AND WW I COMBAT -- SEE FLYER IN THIS ISSUE.

AUGUST 20 -- WARMINSTER PA -- RC, FF, CL events -- see Model Aviation for details

OCTOBER 8 -- F.A.C. G.H.Q. Fall Meet in Durham, Conn.

SEPT 23 & 24 -- DC/RC Scale RC Meet at Bealeton Va. - see flyer for info.

CLUB NEWS by Pat Daily

Well, this issue of MAX FAX is a sort of special issue mainly to remind everyone about all the nifty,neato,super contests coming our way this summer--so start getting ready cause almight HUNG is hungry for sacrifices made of balsa and tissue. Hopefully you will get an August issue of Max Fax --if old Patty feels like it.

This issue is packed full of contest fliers,so be sure and read them carefully. Also this issue has a C.A.V.U. column from Rolfe Gregory, a new CHAMPION Embryo Endurance design from George Leffler, a really nice Albatross stolen from M.A.N. and Earl Stahl plus the assorted reports etc.

Welcometo Bili Henn and Family who recently subscribed to MAX FAX. The Henn's are well known for their super rubber scale jobs, especially Thompson-Greve Racers.

DUES DUES DUES -- yes old friends it does cost money to print and mail MAX FAX - since we get money from people scattered all year around now, we will try to inform you on your issue of MAX FAX that your DUES are due by circling the dues \$6 in RED at the top of the front page of the issue at which time they are due. Please Respond Promptly by mailing your dues to the TREASURER or ME.

REPORT ON THE F.A.C. G.H.Q. MEET IN DURHAM CONN. -- JUNE 4, 1978 -- by Pat Daily

Six intrepid members of the Potomac Pursuit Blue Flight made the long and hazardous (let me tell ya, New York is HAZARDOUS--they torch enemy pilots on the spot--why we saw one poor guy's car laying on its back right there on the freeway) journey to F.A.C. G.H.Q. to pay homage to almighty Hung, the Thermal God. After having been forewarned by the infamous Maj. Tom Nallen about the fanatical F.A.C.ers, we thought we should best be at the flying site, old Pinkham Field, early so as not to upset almighty Hung. Well, the D.C. Maxecuters got there early alright, as a matter of fact we got there earlier than anyone else (7:30 AM) only to find some poor enemy car had already been shot up and torched--well we were really scared--what would these Yankees do to us poor old boys? After a while the F.A.C. crowd began to show and we Blew Flighters were champing at the bit waiting to get our officials in before HUNG should snatch our meager offerings away.

Don Srull, Pat Daily, Allan and Chris Schanzle, George Leffler, and good ol boy Stew Meyers had a great time in all the events. Our feared racing team, consisting of a Hughes, a Suzy, a Firecracker, and a Toots really bombed out in the Thompson and Greve. Got to get it together. Some of the better memories were the miraculous flights of Royal Moore's GEE BEE Racers and Bill Henn's fantastic Chambermaid Racer. -- Meanwhile, George Leffler won another KANONE for winning FIRST in EMBRYO ENDURANCE--way to go BOY! And old DON SRULL managed to win a big KANONE with a first in NO-CAL. Chris Schanzle and dad ALLAN did alright finishing wup in hot pursuit in No-Cal. --F.A.C. scale ended up with Fred Hall winning first with a flyaway Bebe Jodel and just barely beating out Don Srull's Heinkel NATS winner followed closely by Pat Daily's Fiat G-50--this event saw some super flights. The races were completely dominated by Bill Henn's Chambermaid and Mr. Smoothie with first places in the Shell, the Greve and the Thompson. That's 3 big Kanones! Bill just joined the D.C. Maxecuters after we convinced him we were a class Act. So next year maybe Bill, and the D.C. Maxecuters, can claim more race wins--if you can't beat em, buy 'em --as Charlie Finley always said. -- Can't remeber right off hand who won P-NUT, all I can say is that it is refreshing to see so many larger than P-NUT entries in F.A.C. Scale. I like bigger planes. The D.C. MAXECUTERS-F.A.C. WORLD WAR II CHALLENGE was a fantastic success with 14 planes entered -- with a SUPER TROPHY donated and built by Don Srull, Allan and Chris Schanzle, and Pat Daily. See the report below. Anyway the contest was a super event and served to really whet our appetites for Kanones at the upcoming F.A.C. NATS AT JOHNSTOWN ON JULY 15 & 16.

D.C. MAXECUTERS-F.A.C. WORLD WAR II PERPETUAL CHALLENGE -- report by Pat Daily

Late in the afternoon of June 4th the thunderous sounds of some 14 far out war birds were heard roaring over Pinkham ready to do battle for the D.C. MAXECUTERS-F.A.C. WORLD WAR II PERPETUAL TROPHY. Under the nifty leadership of non-combatant Maj. Tom Nallen, the entrees were broken up into two flights, "A" and "B", each with 7 combatants. "A" FLIGHT consisted of Blue Flight Ace Stew Meyers with an olive drap P-51B, Ed Morrison with a P-Nut Me 109E, Fred Hall in a P-47 P-Nut, George Leffler with a hugh F6F Hellcat, Ed Heyn with a Yak-3, another Blue flighter Don Srull with a NATS winning He 100, and Joe Whiting flying a light P-51 B type. "B" Flight consisted of Bill Miller with an ancient Fairey Swordfish "string-bag", George Armstead with a Spitfire, Allan Schanzle with a Mig-3--the scourge of Maxecuter county, Bill Wood with a large P-47D, Dave Stott in a nifty Me 109, Chris Schanzle in a bent winged Corsair, and Maxecuter WW II Champ Pat Daily in a Fat Fiat G-50. Not one of these jobs was a poor flyer and after nine grueling flights Joe Whiting's War Weary P-51 managed to win followed by Heyn's Yak-3 and Daily's tired Fiat. Would be winners looked to be Srull's He 100 and Wood's P-47, but poor launches eliminated them early. Stew Meyers super strategy of only using only 3/4 power on the first flight cost him as he was first down after a great flight. George Leffler's Hellcat looked great until the motor tired after several flights, and Pat Daily's Fiat just finally pooped out. Allan Schanzle's Mig appeared to have it locked up until a sudden gust grounded him--menawhil old Stringbag flew on and on and on. Ed Heyn and Joe Whiting managed to keep enough reserve power in thier Pirelli to make it to the finals with Ed's plane giving out first. CONGRATULATIONS TO JOE WHITING-- WE WILL SEE YOU AND THE TROPHY NEXT YEAR.

Pat

Boy's Leg Mangled In Alligator Attack

LAKE CHARLES, La. (AP)—Thad Little, 8, said he never saw the alligator that grabbed him and dragged him under water as he and three playmates netted minnows on his great-uncle's farm.

"It just came out of nowhere and grabbed me," he said.

Thad was propped up in his hospital bed here Saturday after a second round of surgery on his mangled right leg.

Thad said he had fished at his uncle's farm in the past, but had never seen an alligator there.

"I had always fished from the bridge on the highway," he said.

But Thursday morning, he, two cousins and a friend took a net and went to a marshy area on the farm, near Hackberry, La.

Thad said they waded back and forth across the shallow pond five times.

On the sixth trip, he was grabbed by the leg and pulled beneath the water. He fought free and wash rushed to the hospital.

His uncle stayed near the pond and shot the alligator, which measured almost 10 feet long.

GOING TO THE NATS? ³
Better Read This
if you chase
Free Flight Planes

G. A. V. U.

By Rolfe Gregory

Have you ever seen a U.F.O.? I have. Now don't get me wrong. This was not a flying saucer. I never saw one.

Anyway, everybody knows what they are - machines from another planet, flown by little green men, right? This thing I saw was a U.F.O., an Unidentified Flying Object.

Long ago, shortly after the dinosaurs stopped roaming this planet - to be more specific, about June, 1932, I was attending a young people's dance at a local Petersburg, Va. church along with three other fellows - all "stags" as we called them in those days when you didn't take a date. One of the fellows had his Dad's car, and as we were leaving, a few minutes after midnight, we saw this light moving across the sky toward us at a fairly good rate. It was moving north to south at low altitude that we estimated to be no more than 500 feet and without any sound that we could detect. Now, mind you, this was no ordinary light. It was definitely not incandescent, nor was it fluorescent or neon. It could only be described as phosphorescent. It was bright, certainly brighter than any other lights around, such as the street lights, and it had what could be best described as a "wavering" or "shimmering" quality.

A fellow by the name of Neff, from Rome, N.Y., owned a Warner powered Fleet and had rented some farm land a few miles south of town, along U.S. Route 301. Some of us had helped him scrape and roll a couple of landing strips on one of the fields, for which he gave us flying time. He operated a one man flying service and had already soloed several local students. As soon as I realized the strange light, or U.F.O., was heading due south toward the flying field, we all piled into the car and headed out Route 301. We found that at 45 to 50 M.P.H. we could keep up with it and, at 60 or so, leave it behind.

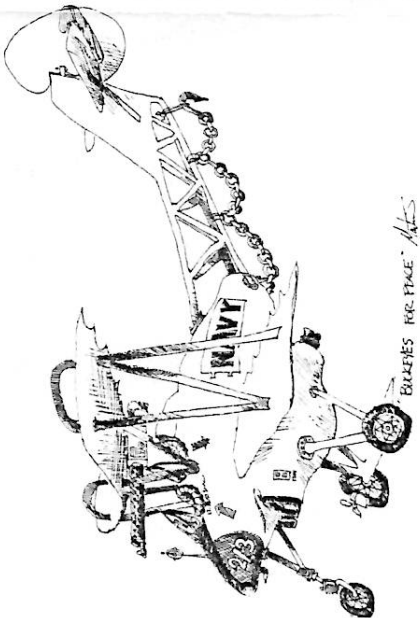
We got to the field well ahead and woke up Neff, who used a small cottage on the edge of the field as his quarters. He first thought the place was being raided by police. However, when he saw who we were, and we all started telling him at one time about the light, he told us we were all drunk, and to get lost and let him sleep. But when he saw the light coming directly toward the field, he seemed to become suddenly very much awake. We wanted him to crank up the Fleet and go chase the thing, to see what it was. Unfortunately, he had met with a slight accident that afternoon and didn't feel much like flying. His right hand and fore-arm were in a cast and a sling. Seems he had tried to prop the Warner, it kicked and he hadn't gotten out of the way fast enough. (I made a mental note to avoid hand cranking airplane engines in the future, whenever possible!)

We watched the light approach, go over the field, and continue straight south. We all agreed to certain facts: (1) it was not over 500 feet high, (2) it was moving in a straight line and maintaining altitude as if being carried along by a wind, (3) it was not attached to a large structure, such as a balloon (the night was dark, with many stars and none were blanketed by any structure immediately around the light as it moved along), (4) it was moving at some speed in the neighborhood of 45 M.P.H., and (5) it was dead calm on the ground.

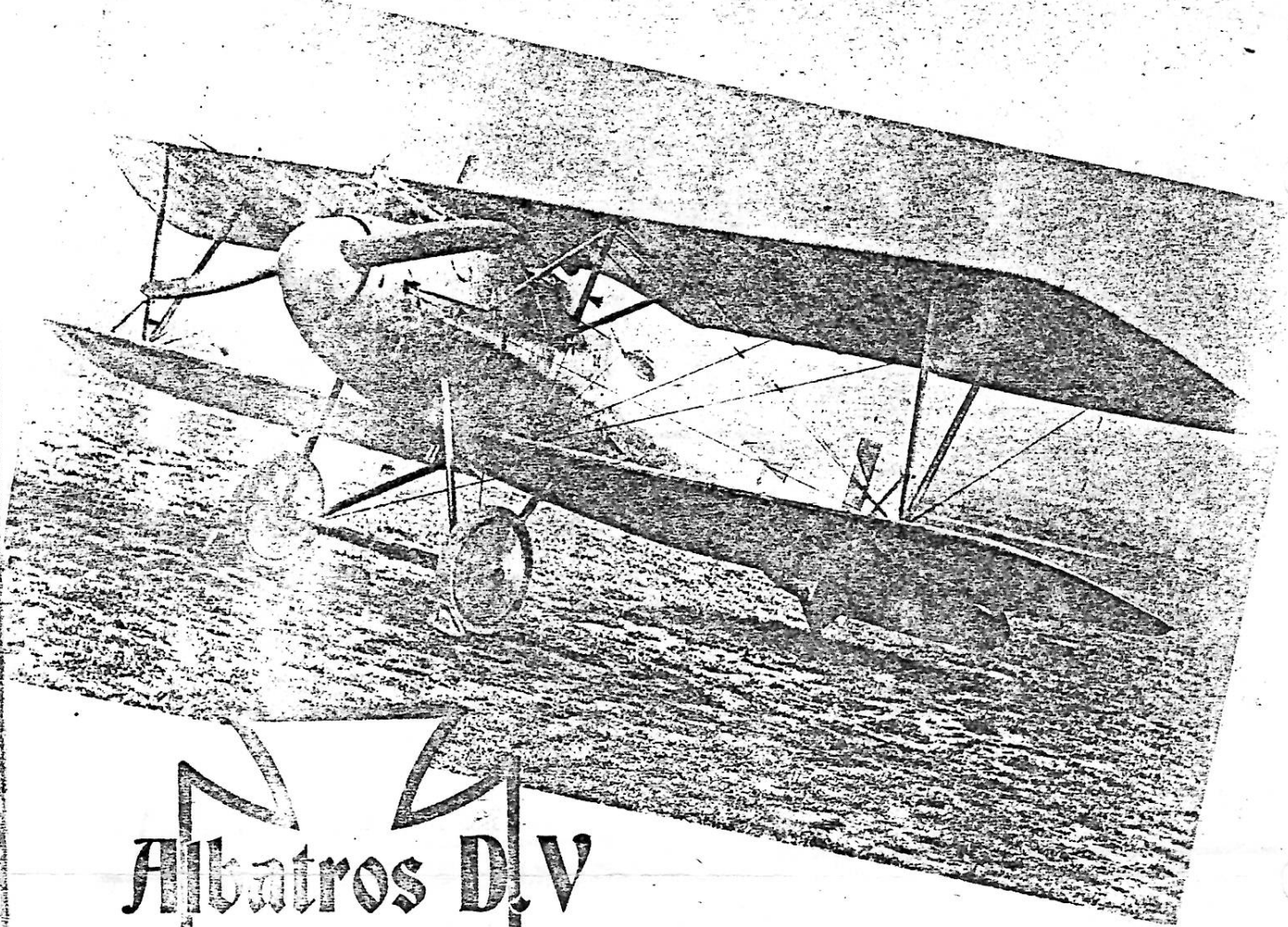
We couldn't chase the light with the airplane so we followed it again with the car. After about 10 miles, we gave up. It was still heading south at the same speed and altitude, so we turned around and went home.

In more recent years, since the "age of the flying saucer" began, and after reading the explanations for various phenomena and sightings, the most logical explanation for the "Petersburg U.F.O. light" would be "marsh gas" moving with the wind in some kind of bubble. But here's the hooker - in the summer, in Virginia, the winds rarely if ever blow from the north, and Neff, who had been giving flight instruction most of the day, said the surface wind, and winds aloft, had been from the south all day!

That crazy light remains a U. F. O.!

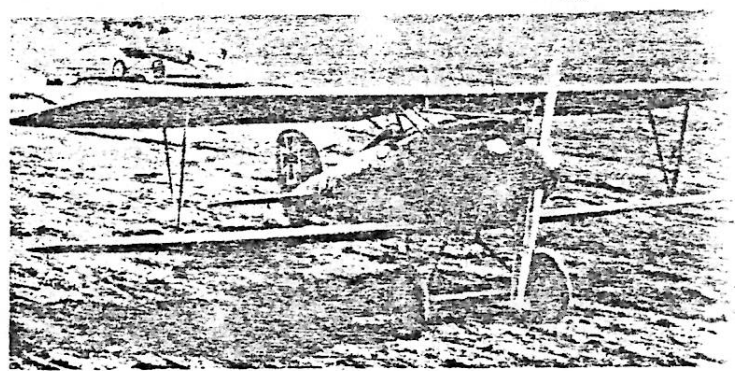


G-2 section's latest
intelligence
coup



Albatros D.V

In other days German fighter planes plagued Allied pilots over the Western Front. Here's a model of one of their best



PRIOR to the outbreak of World War I much discussion was rampant as to the military value of aircraft. Obvious as it may now appear in the light of subsequent events, few foresaw the amazing development of air power or the neck-to-neck race for air supremacy that was to start in 1914 and extend through two bitter wars.

In the first war no overwhelming advantage was ever attained by either side through progress of design or production. If at any time a machine of exceptionally high performance appeared, it was not long before the other side copied and improved on its best features. This holds true even today, for while the Luftwaffe has been dealt a severe lashing, largely through numerical superiority of the Allies, no one who has met their aircraft in combat will concede that they are possessed of inferior fighting capabilities.

Today's Messerschmitts and Focke-

Wulfs, outstanding fighters of the Luftwaffe, have their counterparts in the notorious Fokkers and Albatroses of the German Imperial Air Corps of the first World War. During the early part of the struggle little was heard of Albatros planes, but in 1916 their fast, shark-like bodied fighters made their appearance and amassed considerable destruction on Allied air power. It was in an Albatros that Germany's top ace, Baron von Richthofen, scored most of his 80 confirmed victories.

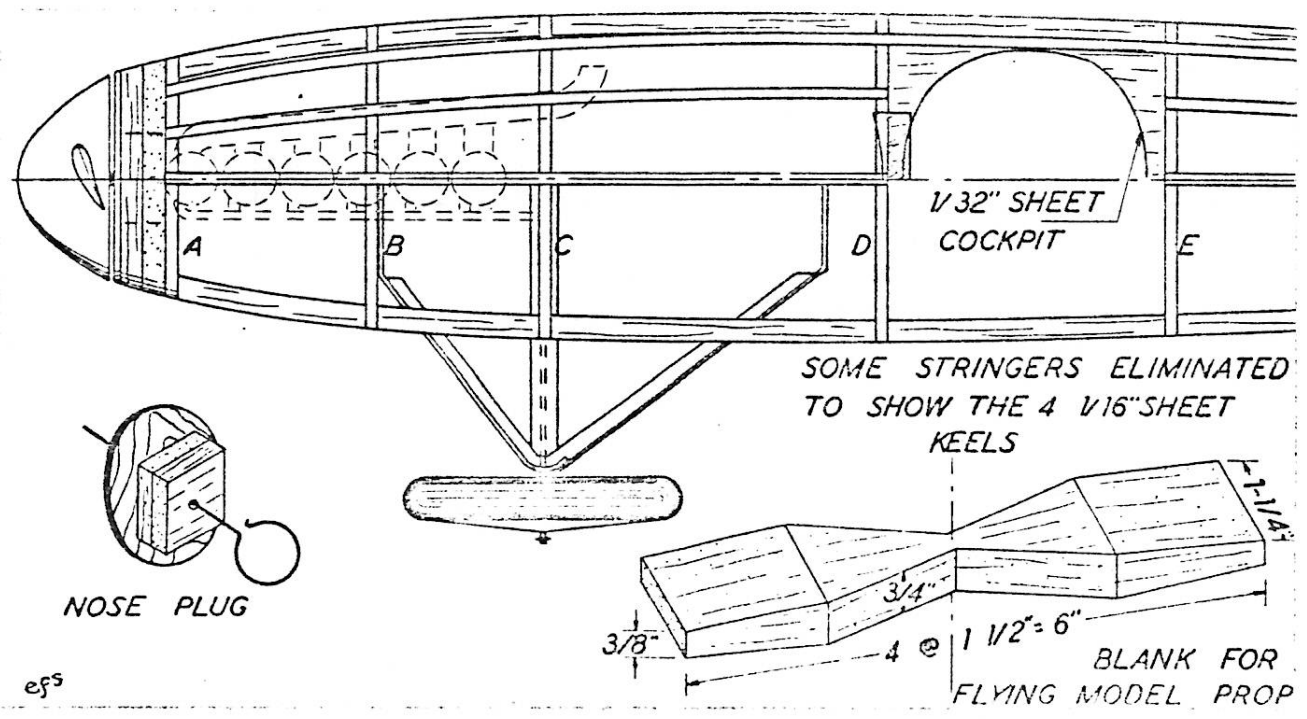
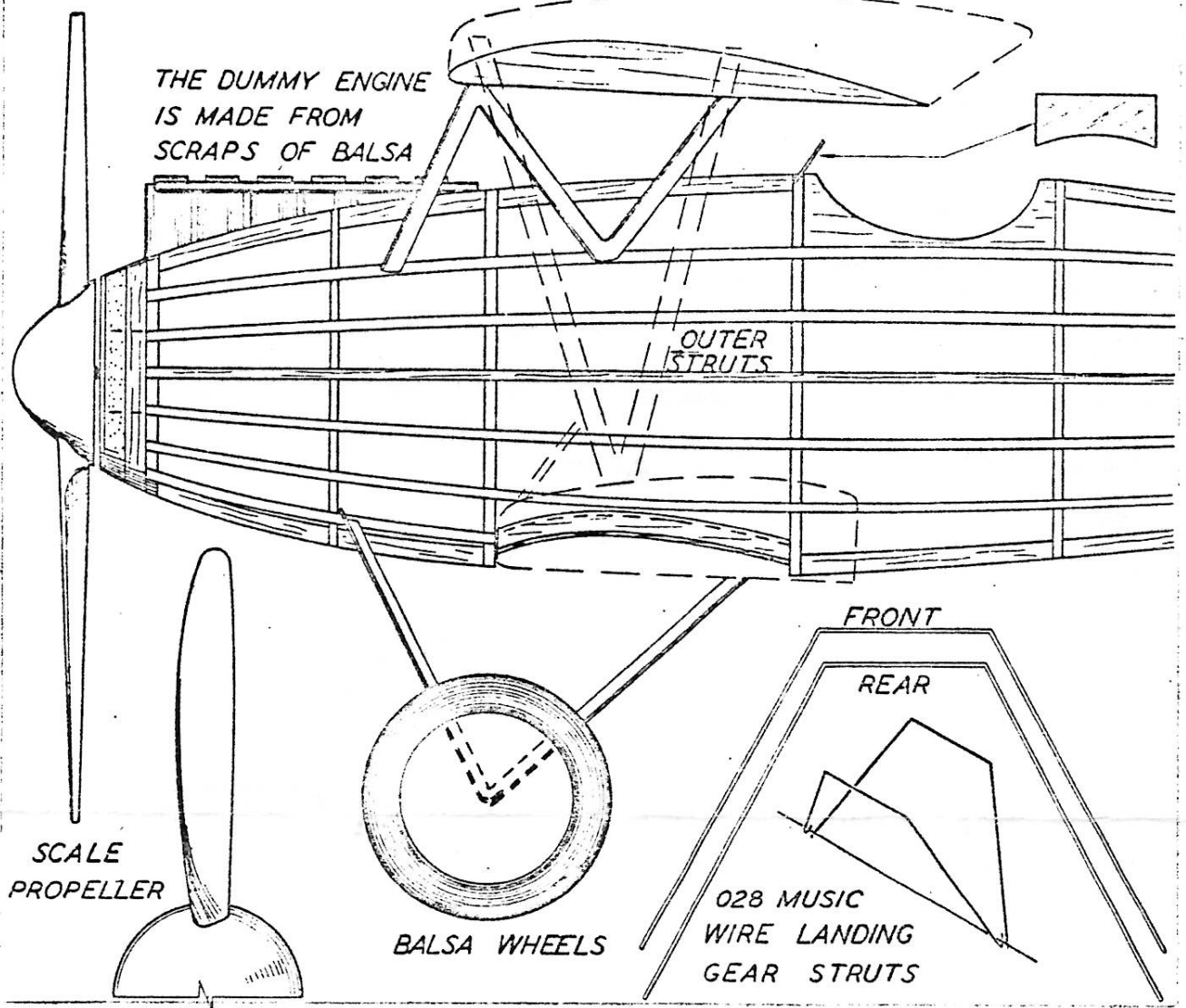
Perhaps the best known of the Albatros scouts was the D-3 of 1916-17 and the later model D-5. The D-5 had a 225 hp water-cooled Mercedes engine and a speed of 140 mph was credited to it. This was remarkable speed for a fighter of that day and somewhat alleviated the plane's disadvantage of reduced maneuverability caused by its considerable weight. The operating ceiling was more than 18,000 ft. and it could attain the first

10,000 ft. of altitude in 13 minutes. Useful load of the craft was 517 pounds.

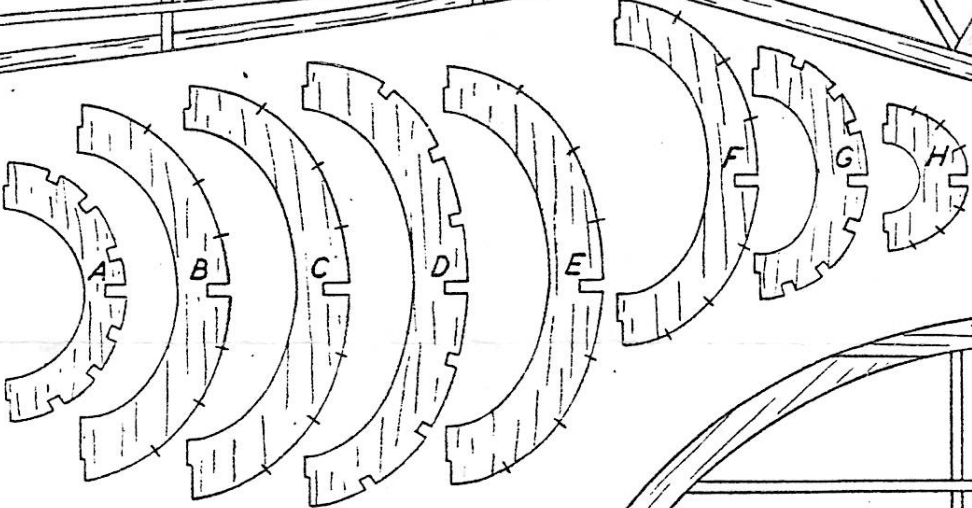
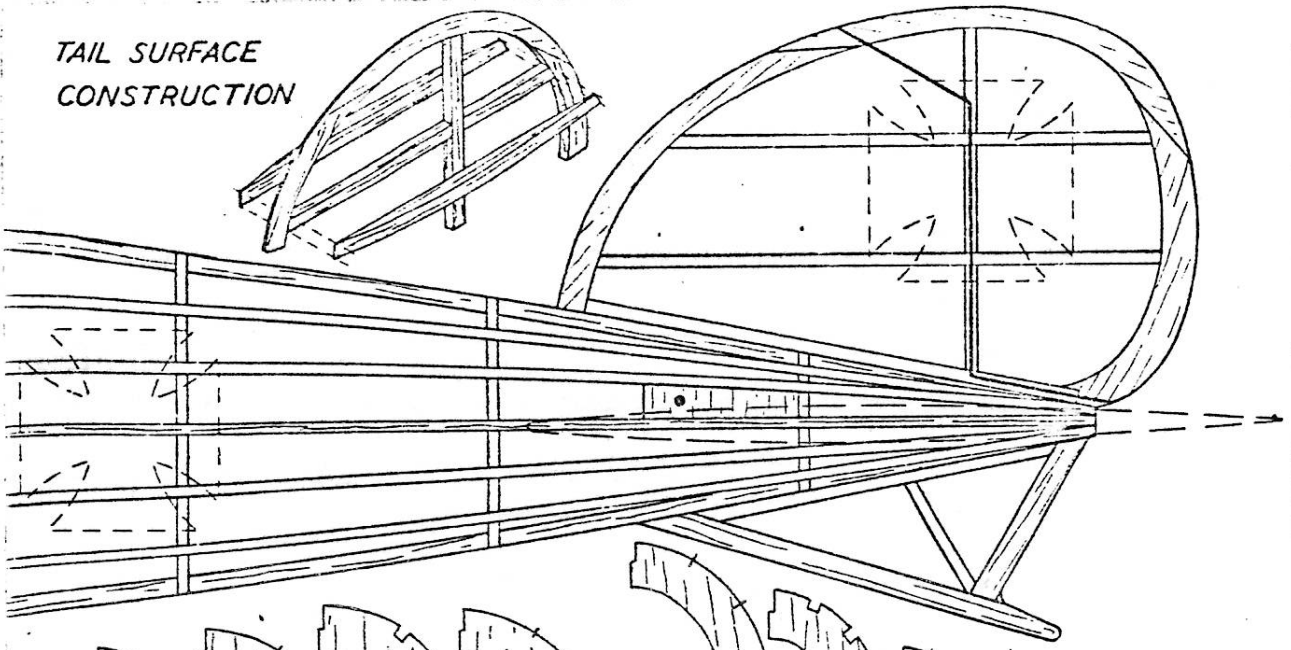
Most unique feature of the ship was the advanced aero-dynamic and structural characteristics of the fuselage. Sleek and shaped like a fat cigar, the body was of three-ply wood construction. Except for the exposed cylinders of the engine, this presented clean, unbroken lines to the slipstream and undoubtedly contributed to the overall efficiency of the craft. Wing and empennage were of conventional wood and cloth construction. Wingspan was 29 ft. 8 in., and length of the plane 24 ft.

In remarkable contrast to the withering volume of fire-power spewed from the eight-gunned P-47's, or cannon and rocket-firing Typhoons of this war, the Albatros mounted two Spandau guns of small bore synchronized to fire through the whirling propeller blades. Likewise

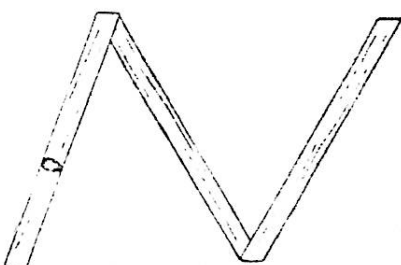
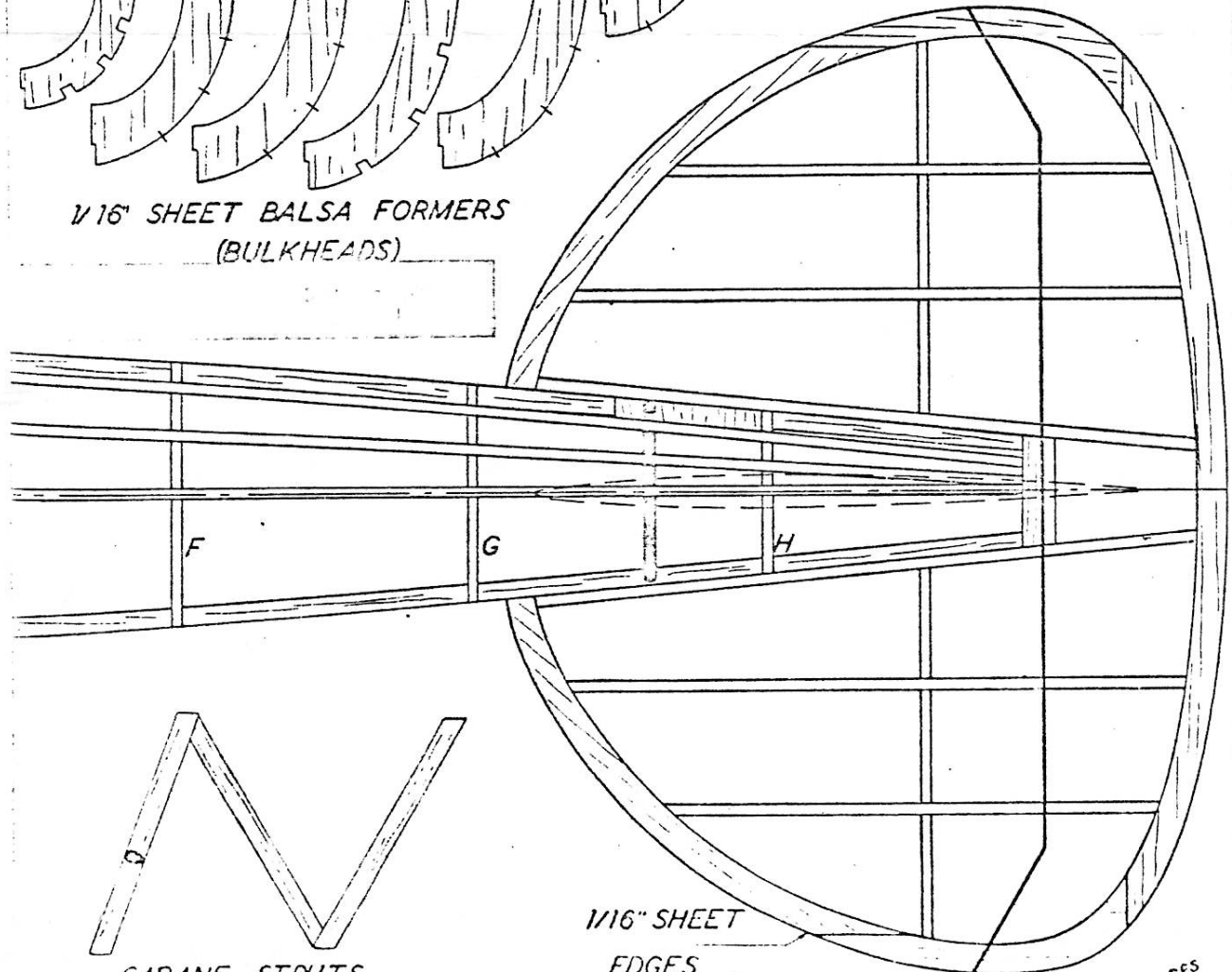
(Continued on page 45)



TAIL SURFACE
CONSTRUCTION



1/16" SHEET Balsa FORMERS
(BULKHEADS)

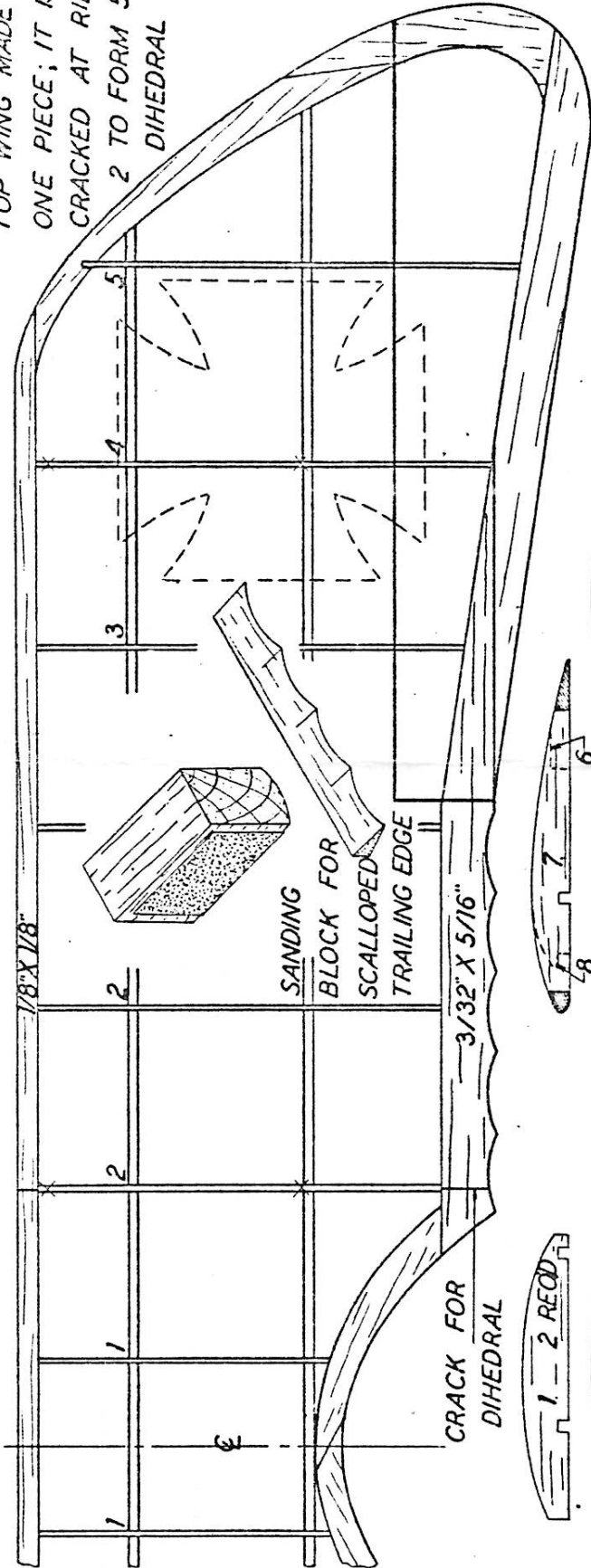


CABANE STRUTS

1/16" SHEET
EDGES

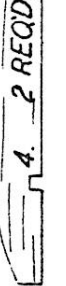
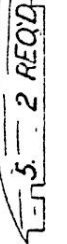
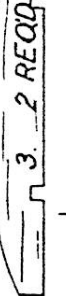
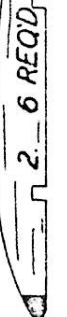
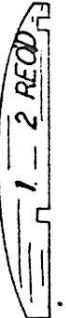
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TOP WING MADE IN ONE PIECE; IT IS CRACKED AT RIB 2 TO FORM 5/8" DIHEDRAL



SANDING BLOCK FOR SCALLOPED TRAILING EDGE

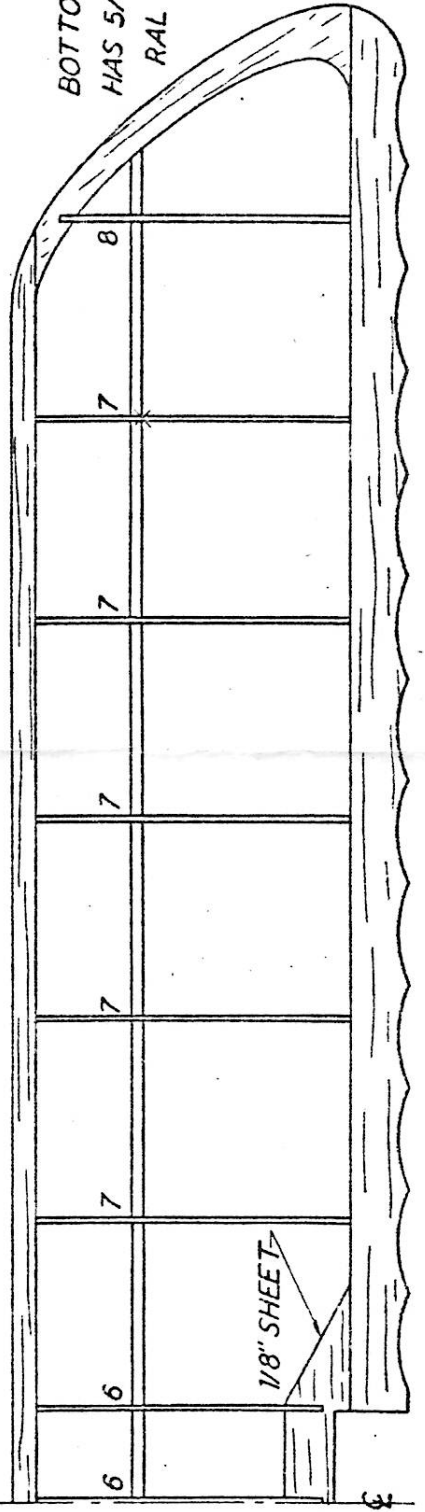
CRACK FOR DIHEDRAL



RIBS ARE CUT FROM 1/32" SHEET BALSA

TIPS ARE CUT FROM 3/32" SHEET

BOTTOM WING HAS 5/8" DIHEDRAL AT EACH TIP



1/8" SHEET

Albatros D.V

(Continued from page 27)

there was no protection for the pilot since his plane had no armor plate nor self-sealing fuel tanks. Indeed, so extensive has been the progress in improving planes that the fighter pilot of today, fearless as he is in combat, would scarcely consider it safe to even fly an Albatros or similar World War I plane around the air field.

Interest among model builders in these old planes has always been great so we take considerable pleasure in offering a trim little flying scale model of the famous Albatros D-5a of 1918. Proportions of the prototype make it ideally suited for reproduction in the form of a flying miniature. If carefully constructed from the plans and instructions presented here, the builder will find he has a model that is not only an excellent flyer but a picture when on display.

Conventional construction methods are employed throughout but be sure to follow the plans closely and read the written instructions. Balsa wood is preferable but white pine may be substituted if the lighter wood is not available. Colorless model airplane cement is used as adhesive to join the parts.

Construction of the two wings is a good start. Ribs are shown full size and the number of each type indicated should be cut from 1/32" sheet; note that three of No. 6, ten No. 7 and two No. 8 are needed. Cut the ribs with accuracy and sand them smooth. The trailing edges and tips

are cut from sheets of 3/32" thick stock. It is not difficult to reproduce the scalloped effect found on the trailing edges of the real ship's wings. Make a sanding block as shown in the sketch and lightly sand the wood to the required shape. Only the right half of each wing is shown. It is best if a whole wing plan is made so the parts may be assembled right over it. Leading edges are 1 8" sq. strips and the spars are hard grade 1 16" sq. Assemble the parts carefully using pins to hold them in place until the cement hardens. The lower wing is cracked in the center and the tips raised 5 8" for correct dihedral. Tips are raised the same amount on the top wing but the dihedral breaks are at the first No. 2 rib from the centerline; remember to cement the breaks firmly. Be sure to shape the edges and tips carefully so a neat covering job can later be made.

The manner of fuselage construction calls for the use of four keels cut to shape from 1/16" sheet. To obtain their patterns trace the top, bottom and side outlines of the body. Bulkheads, likewise 1/16" sheet, are cut in accordance with the patterns given. Cut only the notches shown leaving the others to be cut as a later operation; however, their position should be marked as reference.

Pin the top and bottom keels to position over the side view and cement half of the bulkheads in place. Attach a side keel and then, when dry, remove the structure from the plan and add the remaining bulkheads and keel. Stringers are 1/16" sq. stock. Attach the ones nearest the side keels first, cutting notches as required. Always attach stringers to corresponding positions on each side at the same time to prevent pulling the body out of line.

Between formers C and D, where the wing fits in, curved pieces are cut from 1/16" balsa sheet and shaped so as to make the fuselage sides fit to the curvature of the wing. Other items to be assembled to the fuselage are the piece of 1/32" sheet between formers D and E which has the center removed and thus forms the cockpit and the small blocks of very hard sheet stock in the rear which anchor the rubber motor.

The nose block, just forward of bulkhead A, is made from two pieces of 1/8" sheet cemented cross-grain. Cut out the center of the nose plug, then roughly carve to shape before cementing to the nose for final finishing by rough and then fine sandpaper.

Few details are required to outline the method of constructing the tail surfaces. Study the plans and note that both the stabilizer and rudder are made in like manner from 1/16" thick stock of the indicated width. Make flat frames of both (the stabilizer is made in one piece), then when the cement has set, remove from the jigs and attach the soft 1/16" sq. strips to each side of each rib. These are trimmed to the streamline shape indicated and the edges are tapered to conform to the rib shape.

Select a very hard balsa or soft white pine block of correct size for the flying propeller. Drill a tiny hole for the shaft, then cut out the blank as shown. A right hand prop is to be carved. Cut away the back face of the blank first until it is as desired, then cut away the front until the blades are of the proper thickness. Reduce the depth of the hub about a third, and neatly round the tips of the blades so an effective unit will be had. With first rough and then fine sandpaper, smooth the propeller to a finish. Shape the spinner from a soft block of balsa and then notch it to fit over the prop hub. Be-

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fore the spinner is attached permanently the type of free-wheel gadget, if any, to be used should be considered and provisions made for it. Apply several coats of clear dope with light sanding between each to smooth and harden the surface.

The removable nose plug is shown in perspective. A disc of 1/32" plywood forms the front portion and the back is laminated squares of 1/8" sheet. Fix the line of thrust by cementing washers to the front and back of the plug.

For the propeller shaft use .040 music wire. A loop into which a mechanical winder can be hooked should be bent on the front of the shaft. Place several washers on the shaft, between the propeller and nose plug to reduce friction.

Like most all old-time planes, the Albatros has a landing gear which incorporates a spreader bar type axle. A sturdy reproduction of the undercarriage is made from struts bent from .028 music wire. The front and rear struts are shown full size on the plan, while the axle is simply a straight length of wire 4" long. Bend them from .028 wire and attach the front one to former B by sewing with needle and thread about the wire and right through the wood. Since the rear strut is attached to the trailing edge of the lower wing it can not be placed until the parts are covered and partly assembled.

Lightweight wheels can be purchased or may easily be made from laminated discs of 1/8" sheet balsa. Washers or bearings should be attached to each wheel so they will revolve freely and accurately.

Work over the entire structure with fine sandpaper to properly prepare for a neat covering job. Regular colored tissue or silkspar is used, and thinned dope or banana oil is the adhesive. Use individual pieces of tissue for each flat section of wings, tail surfaces, tips, etc. In covering the fuselage it will be necessary to use numerous small sections of tissue in order to work around the curved parts without wrinkles; the tissue must be lapped neatly to assure a neat job. Lightly cover the parts with a spray of water to tighten the tissue. The flying surfaces must be supported level so they will not warp while drying.

Assemble the various units in this manner: Fit the lower wing into the recess and cement it fast; if the fuselage has been made with accuracy it will automatically have the correct incidence. The upper wing is supported entirely on struts. Make the cabane struts from very hard balsa and shape the cross-section as shown. Now to assure the correct incidence for the top surface I suggest that a cardboard jig be made to aid in achieving the utmost accuracy. Trace the outline of the top keel and the wing's exact position on the cardboard, then cut it out so the bottom edge of the pattern will rest on the model's top keel and the top will have a recessed notch into which the wing will set. Using this jig to assure the correct incidence, cement the cabane struts from the stringers to the ribs. Junction of the struts is indicated by an "X" on the wing plan. Outer wing struts are shown in broken lines; they are of approximate length but must be fitted accurately by the "cut and try" method. Incidentally, when attaching the struts be sure to cut away the tissue at the junction to assure a solid fit. Rudder, sub-rudder and stabilizer are cemented fast at the exact positions shown; be careful to align them properly. Any wrinkles in the covering should again be moistened with water and permitted to dry before the entire model is given a coat or two of clear dope.

The landing gear should now be finished. The rear strut is sewed to the front

of the notched trailing edge section. Front and rear struts as well as the axle are best joined by solder but thread wrappings, firmly cemented, will prove satisfactory. To attain the scale width of the struts, 1/16" thick balsa splints may be cemented to the wires. Wheels should be colored before they are attached to the axles by a drop of solder.

Numerous other minor details may be added without impairing the model's flying capabilities. The Mercedes engine can easily be represented by cylinders of balsa made from scraps; exhaust stacks and rocker boxes are likewise made from scraps. The engine unit is colored black. A tiny windshield cut from thin celluloid to the shape shown will enhance the appearance. Scale model fans will note that the shape of the real propeller is given as well as the enlarged flying model one. Control surface outlines are simply thin strips of black tissue doped to the covering. The black German crosses are cut from tissue and attached to the covering.

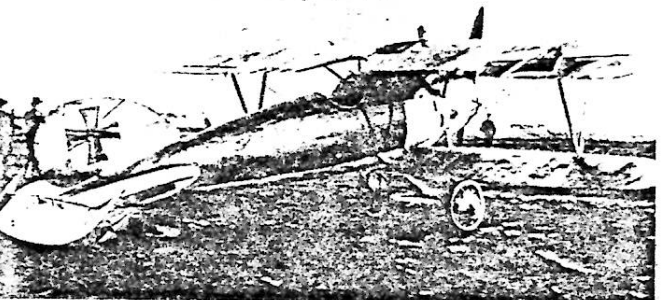
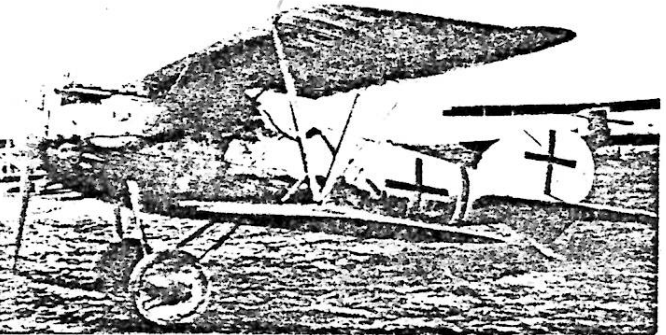
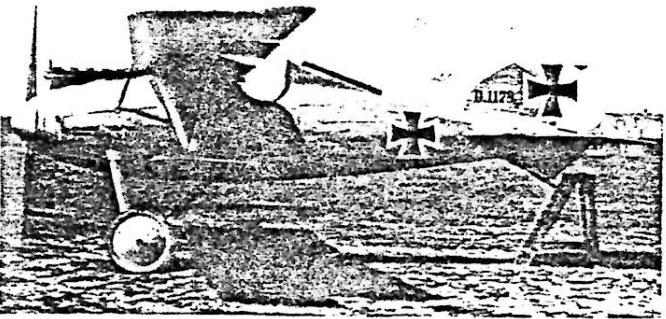
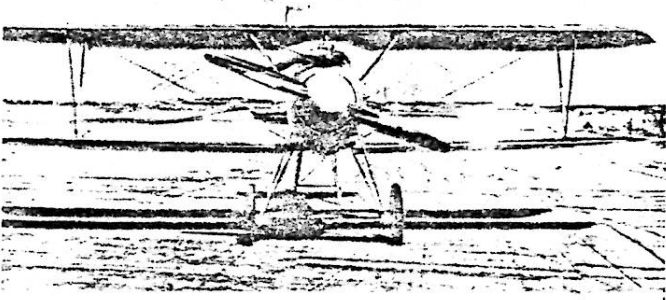
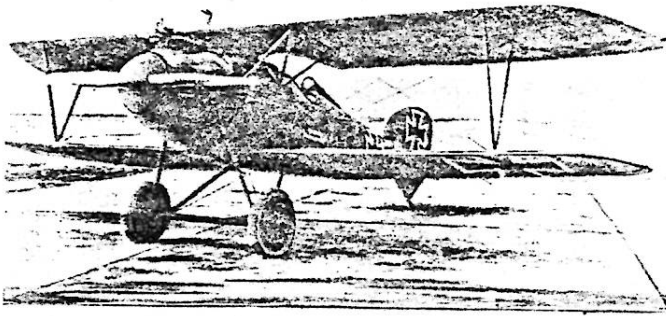
Finished weight of the model will determine the amount of power required to fly it. Six strands of 1 8" flat brown rubber should be right for the average ship. It is best to lubricate the motor with a mixture of glycerine and tincture of green soap before placing it within the fuselage; incidentally, wipe off the excess lube otherwise it will make unsightly splashes on the sides. Hook the strands to the prop shaft and then drop the other ends through the fuselage. It may be necessary to remove a small section of covering in the rear in order to gather the strands into position to be held by the removable bamboo pin.

First flights are best made over a field of soft grass, but if none is available try rise-off-ground tests with but a few turns. In all probability the model will be slightly out of balance so add a small weight to the nose or tail as the case may be. Off-setting the thrust line will control the amount of circle in either direction and by tilting the nose plug down (small sliver of wood between top of nose plug and nose block) a tendency to stall may be eliminated. As correct balance and stability are attained, power may be gradually increased. For maximum performance stretch the rubber motor out the nose and store up power with the aid of a mechanical winder. Good luck!

VICTORY

MAXECUTER BLUE FLIGHT ACE JIM DAILY HAS RECENTLY BUILT THIS MODEL AND COLORED IT IN THE COLORS OF THE IMMORTAL GREEN-TAILED ALBATROSS COLORS AND IT FLIES SUPER ON A LONG LOOP OF 1/4 INCH FAI RUBBER--A REAL WW I WINNER.

ALBATROS D-V AND D-Va



The tremendous success of the Albatros Scouts in the early months of 1917 encouraged a feeling of complacency in the *IdFlieg* (Inspectorate of Flying Troops). It was felt that the Albatros Werke would continue to produce war-winning fighters. By May 1917 such Allied types as the Spad, Sopwith Pup and Triplane and S.E.5, each able to out-fly the Albatros D-III, were appearing in numbers. With some dismay it was then realised that the new Albatros D-V was little better than its predecessor.

The engine fitted to the D-V was the 180 h.p. Mercedes (the 160 h.p. Mercedes with an increased compression ratio). The 220 h.p. Mercedes and the 200 h.p. Benz were installed experimentally. The radiator was set in the top wing to starboard of the centre-line; machines operating in Palestine had two radiators. Wings, interplane struts and tail were identical to those of the D-III, but the D-V's aileron cables passed through the top wing and had small shrouds, while the D-III's ran through the lower wing and thence up to crank levers on the top wing. The prototype's rudder had a straight trailing-edge, but later machines had trailing-edges of rounded outline. The lower fin was taken back to the horizontal knife-edge of the fuselage—the D-III's lower fin terminated below the rudder-hinge line. In contrast to the flat-sided D-II fuselage, that of the D-V was oval in cross-section and deeper, so that there was a smaller gap between it and the top plane. A faired head-rest was fitted behind the cockpit, but it was frequently taken off. The undercarriage was of the steel-tube type with a fairing over the axle, which provided extra lift. Twin synchronised guns were mounted.

The D-Va differed from the D-V in having aileron cables as on the D-III. Its head-rest was generally removed to improve the pilot's view rearwards.

The *Jagdstaffeln* received the D-V in May 1917; the D-Va was supplied in the following month. From the beginning fatal crashes, caused by wing failure, occurred, and extra bracing wires were added to remedy wing flutter. In order to prevent the twisting of the single spar of the lower wing under stress, small struts were taken from the leading-edge to the lower part of the interplane struts. Finally, the factory fitted a metal box-like sleeve to the centre section of the lower wing; the sleeve enclosed the main spar and strengthened it. The aircraft parks were ordered to modify those machines already issued, but subsequently an Albatros official visiting the front discovered that this work had not been done, and that wing failures were still occurring! Even after these alterations, pilots were advised not to dive too steeply, which hardly raised their morale.

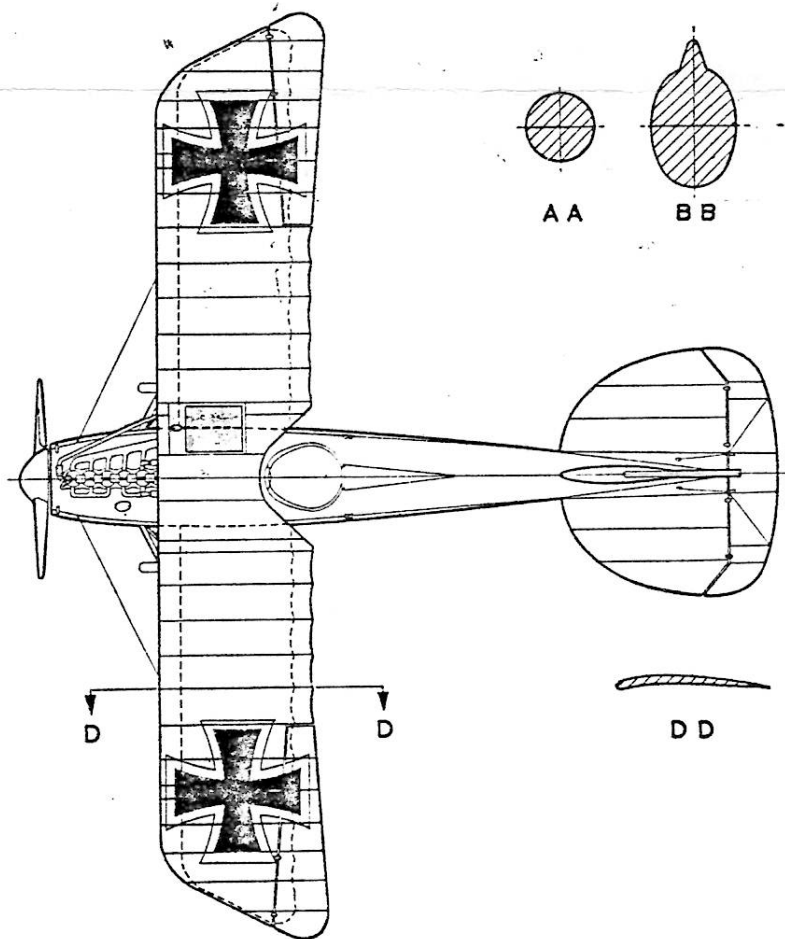
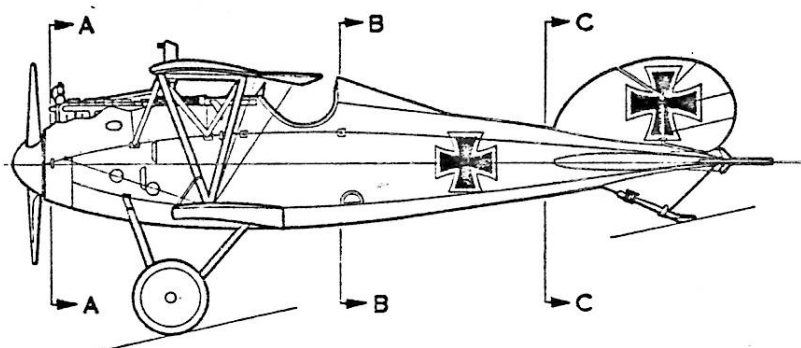
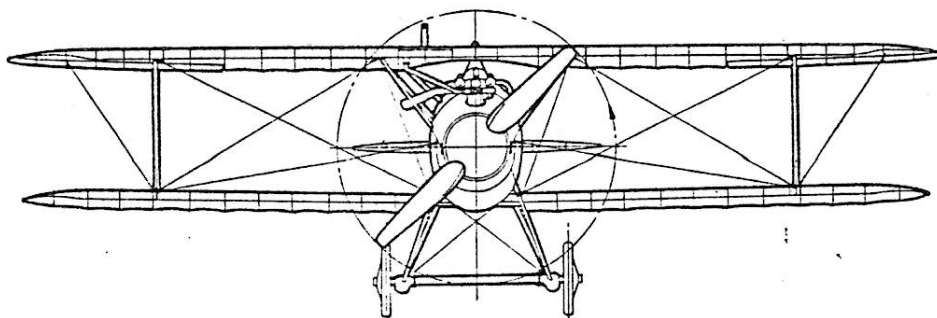
Nevertheless the type was used in large numbers, for the only alternatives were the suspect Fokker Triplane and the second-rate Pfalz D-III and many machines were still in operational use up to the time of the Armistice.

The D-V/Va flew in Italy with German units, and operated in Palestine. Machines built by the Ostdeutsche Albatros Werke were designated Alb. D-V or D-Va (O.A.W.).

When the Albatros types were re-designated after the war (in order to circumvent the terms of the Armistice), the DV/Va was given the title L.24.

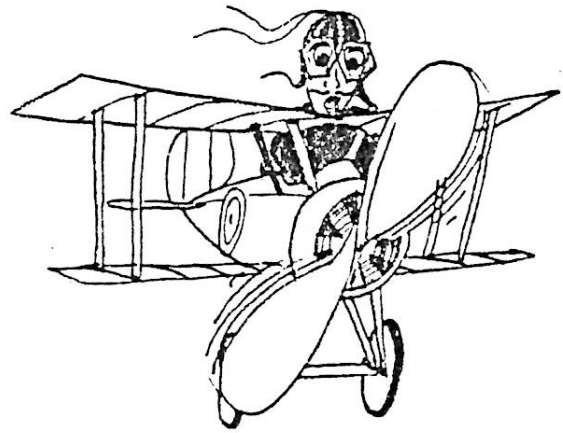
1. The D-V prototype, probably D.1021/17, which had a straight trailing edge to its rudder. 2. Alb. D-V (O.A.W.) 2004/17, first of the type built by the Ostdeutsche Albatros Werke. 3. Alb. D-V 1178/17. 4. D-Va in French hands. 5. D-Va captured by No. 3 Squadron, A.F.C.

ALBATROS D-Va



ANNOUNCING THE FLYING ACES CLUB Nationals

AT JOHNSVILLE NAVAL AIR STATION
WARMINSTER, PENNA.



Help it happen at Johnsville!

JULY 15, 16 1978

TEN EXCITING EVENTS!

SAT. JULY 15, 1978 (9 AM TO 6 PM)

- | | |
|------------------|--------------|
| FAC RUBBER SCALE | WW I COMBAT |
| FAC POWER SCALE | WW II COMBAT |
| EMBRYO ENDURANCE | NO-CAL SCALE |

SUN. JULY 16, 1978 (12 PM TO 5 PM)

- | | |
|--------------------|--------------|
| THOMPSON TROPHY | PEANUT SCALE |
| A M A RUBBER SCALE | JUMBO SCALE |
| NAT. CHAMP TROPHY | |

REGISTRATION:

\$3.00 (by mail) \$4.00 (at field)
 \$1.00 per event with \$5.00 max.
 LIN REICHEL, C. D.
 3301 Cindy Lane
 Erie, Pa. 16506
 Tel. 1-814-833-0314

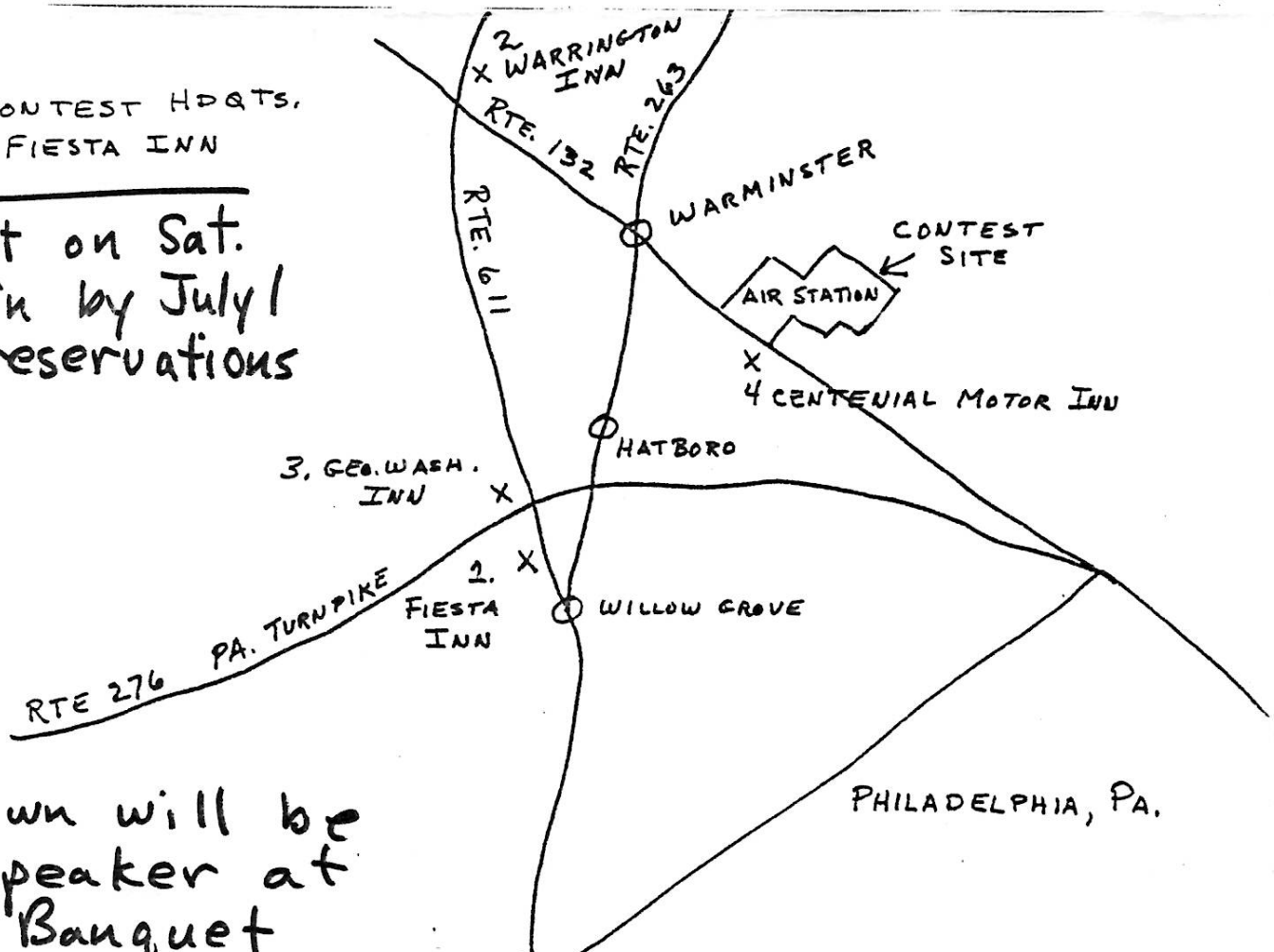
A M A SANCTION No. 469

THERMALS!

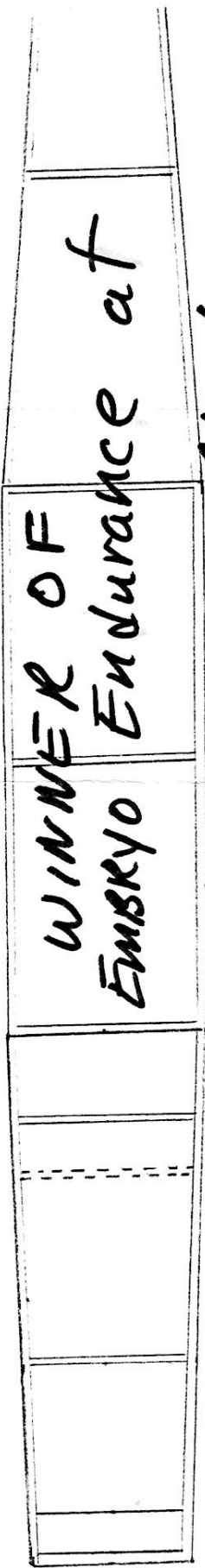
Also Unlimited Races + Greve Races

CONTEST HDQTS.
FIESTA INN

Banquet on Sat.
call Lin by July 1
for reservations



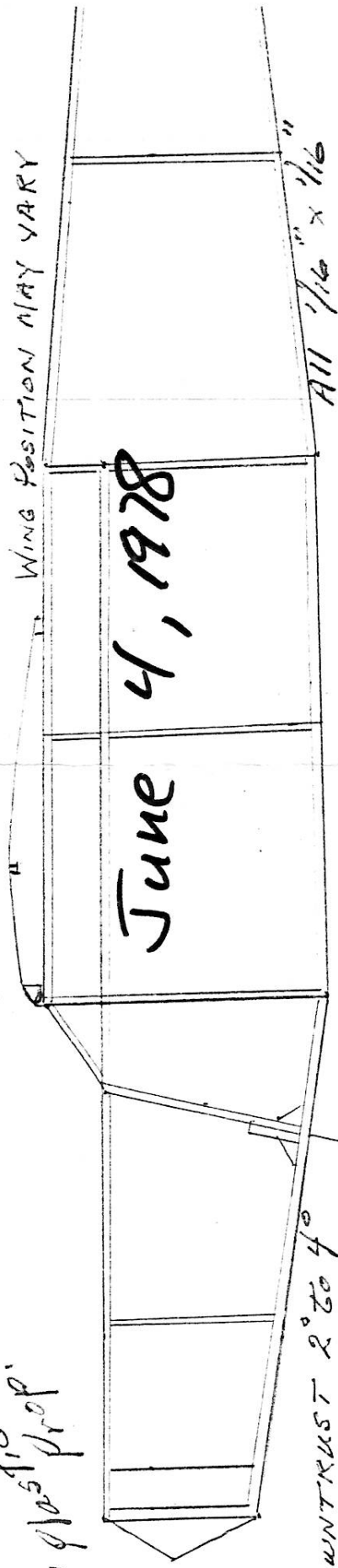
Bill Brown will be
the speaker at
The Banquet



WINNER OF
EMBRYO ENDURANCE at

F.A.C. G.H.Q. Meet

4" glass prop.



June 4, 1978

Wing Position MAY VARY

DOWNTRUST 2° to 4°

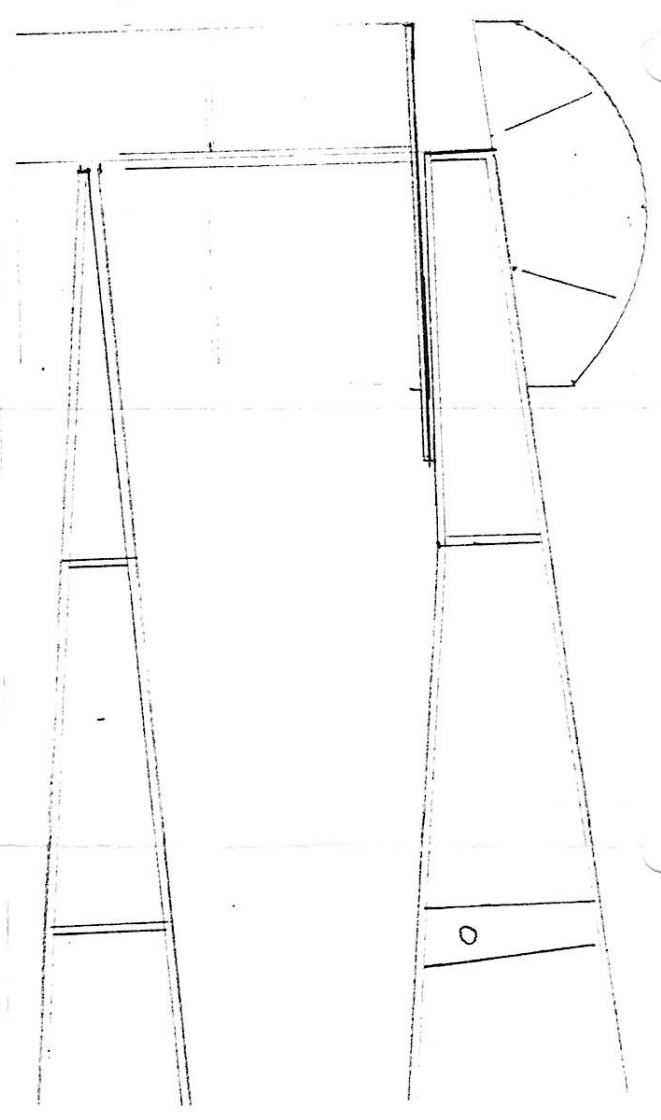
All 1/16" x 1/16"

MAX
SPECIAL

by George
Leffler

3/4"

another
D.C. MAXCUTTER
DESIGN



$\frac{1}{8}$ " 59.

$\frac{1}{14}$ " x $\frac{1}{16}$ "

$\frac{1}{16}$ " x $\frac{1}{8}$ "

center

MAX SPECIAL
by George Leffler

$\frac{1}{2}$ "

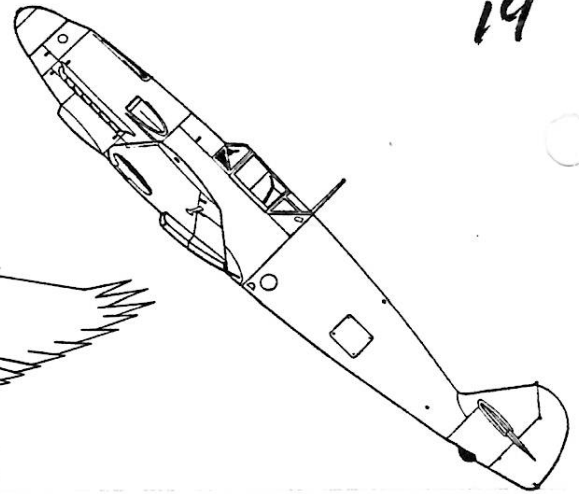
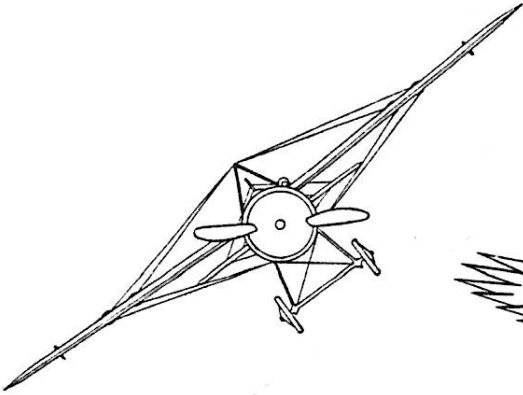
$\frac{1}{2}$ "

All $\frac{1}{16}$ " x $\frac{1}{16}$ "

All $\frac{1}{8}$ " x $\frac{1}{16}$ "

Rudder

6/19/78
M.A.S.



2nd

ANNOUNCING

D.C. MAXECUTERS LATE SUMMER FUN FLY

DATE: AUGUST ²⁶ 1978 Saturday

TIME: 9:00 AM till dark

EVENTS: EMBRYO ENDURANCE -- using F.A.C. Rules

WORLD WAR I COMBAT -- using F.A.C. Thompson Trophy rules and mass launch
-- rubber or CO₂ powered

WORLD WAR II COMBAT -- same rules as WWI event
-- must be a fighter type aircraft

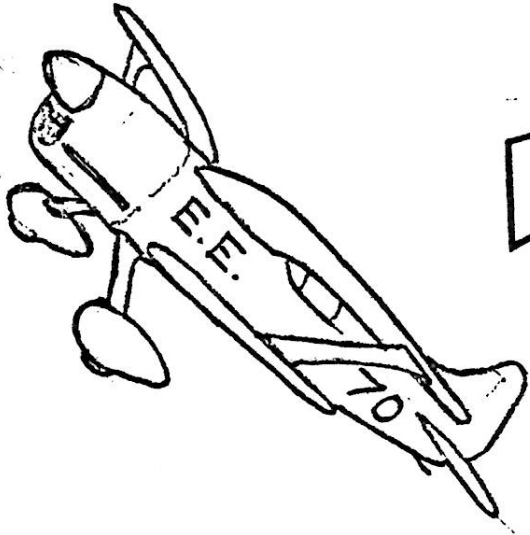
THOMPSON-GREVE TROPHY RACE-- using F.A.C. rules

OUTDOOR HAND LAUNCH GLIDER + CATA PULT

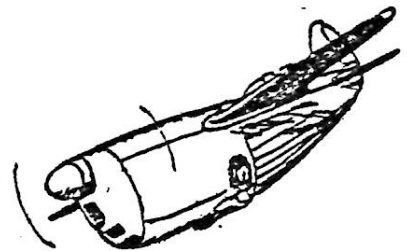
PRIZES AND AWARDS WILL BE GIVEN TO WINNERS!!!

LOCATION: COMSAT FIELD (north of Gaithersburg on Rte 270)

FOR MORE INFORMATION CALL PAT DAILY 460-1298



FLYING ACES





DC/RC SCALE MEET & AIRSHOW

AMA Sanction No.187

SAT. & SUN., SEPT. 23 & 24, 1978

AT

FLYING CIRCUS AERODROME, BEALETON, VIRGINIA

(Motels in nearby Warrenton, contestant camping on aerodrome.)

EVENTS:

SPORT SCALE

MONSTER - 1/4 SCALE

1/2A SCHOOLYARD SCALE

TEAM SCALE

(sponsored by FLYLINE)

TROPHIES:

Through 3rd place each event plus merchandise. Radio to Grand Champion of contest. Open cockpit biplane rides for 1st place in each event.

ENTRY:

Preregistration: First event \$8.00. Additional events \$3.00.

At Field: First event \$10.00. Additional events \$5.00.

FLYING:

Registration: 8.00a.m. - 3.00p.m., Saturday, September 23.

Contest Flying: 9.30a.m.- 6.00p.m., Saturday.

9.00a.m.- Noon, Sunday.

AIRSHOW:

Full scale airshow featuring wing walking, dogfighting, skydiving, etc., begins 2.30p.m., Sunday, September 24.

COOKOUT:

For contestants and workers in picnic grove on aerodrome, begins after model flying Saturday. Entertainment included.

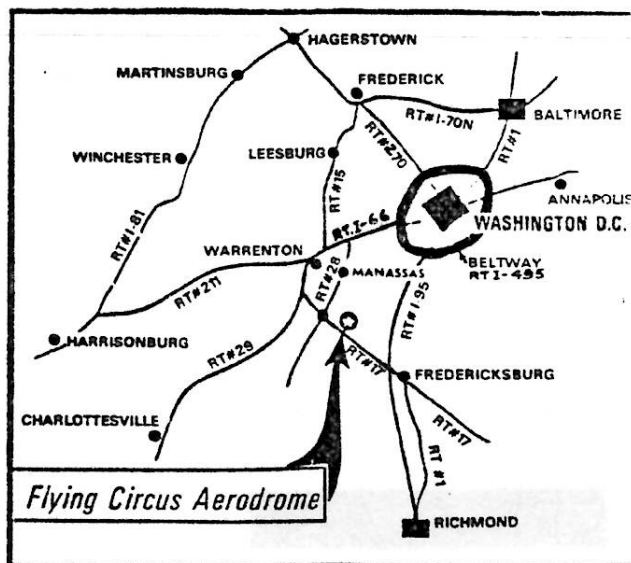
FOR INFORMATION PACKAGE AND PREREGISTRATION FORM

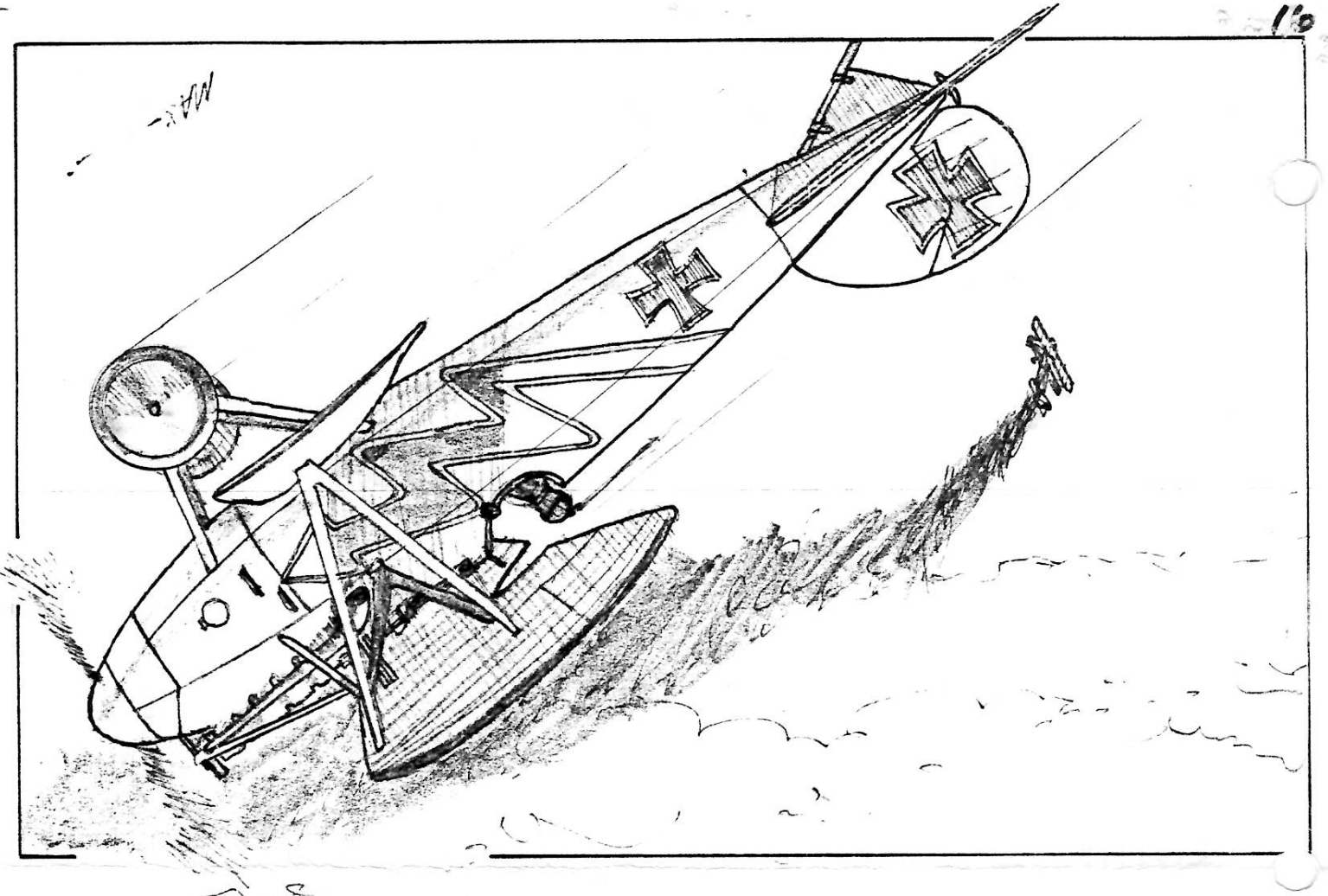
(Available early June)

Write or Call C.D. -

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FALLS CHURCH, VA 22042

Office: 301-492-6604
Home: 703-532-2417





Club Copy

1/1

3RD CLASS