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DUES \$9.00 per year

D.C. MAXECUTERS ARE AMA  
CHARTERED AND ARE AFFILIATED  
WITH THE FLYING ACES CLUB

"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS"

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

# MAX - FAX

NOVEMBER - DECEMBER 1979  
(MERRY CHRISTMAS AND HAPPY NEW YEAR)

NEXT MEETING DATES: DECEMBER <sup>6</sup> (Banquet at Evan's Farm Inn), JANUARY 2, 1980.

↑ (Thursday)

## CONTEST SCHEDULE

- December 7, 1979--Nickle P-NUT R.O.G. contest at Kennedy High--see plans in this issue of MAX FAX--a quick and simple contest for you guys that don't have time to build a super scale job in the next few weeks!
- March 1980--D.C. MAXECUTERS 6TH ANNUAL NATIONAL CAPITAL INDOOR SCALE CONTEST -- tentatively scheduled for the 3rd weekend in March at Andrews AFB (NAVY HANGAR)- events will include FAC SCALE, WW I COMBAT, NAVY SCALE (MASS LAUNCH), P-NUT SCALE (MOONEY RULES), NO-CAL SCALE, GOLDEN AGE (MASS LAUNCH FOR LIGHTPLANES FROM 1920-1935), PENNY PLANE, AND MANHATTAN.--start building now because this is one of the premier contests on the East Coast.
- June 1980-- F.A.C. G.H.Q. spring meet at Durham Conn. a real FACers way to start the summer.
- July 1980-- SECOND F.A.C. NATS -- at Dayton Ohio-- a giant FAC orgy! Dates later.
- JULY 1980 -- AMA NATS at Dayton Ohio--a back to back contest to run with the FAC NATS- WOW!
- August 1980 -- Maxecuter's late summer fun fly.

## CLUB NEWS -- by Pat Daily

Here it is almost Thanksgiving, and the indoor season is well under way with lots of flying dates at Kennedy High--check your last issue of MAX FAX for the dates. Seems like most of the regulars show up and several new guys too! Already the feverish activity of building those nifty indoor scale jobs, next years FAC NATS and AMA NATS jobs and some school-yard scale projects are underway in a lot of Blue Flighter's Secret Workshops!

This issue of MAX FAX is really a rip roaring goodie. Old Max, the mysterious Maxecuter Ace, is seen piloting one of the Luftwaffe's hottest fighter jobs, the incomparable Dornier Pfiel (Arrow) and looking for prey! See the lovely set of plans by the old master, Don Srull in this issue, also another great C.A.V.U. tale from Rolfe Gregory, a nifty prop building tip from Jim Jones (the balsa stripper man), a cute little Nickle P-NUT R.O.G. again by Don Srull, some EXQUISITE PHOTOS by that super lensman Tom Schmitt, a report by your Prexy, Allan Schanzle, and some assorted bull from old Uncle Patty! Good reading for those cold winter nights!

OLD MAXECUTERS PLEASE PAY YOUR \$9 IN DUES IF YOUR ISSUE HAS A RED CIRCLE AROUND THE DUES AT THE TOP OF THIS PAGE--SEND CHECK TO ALLAN SCHANZLE OR PAT DAILY--WE NEED YOUR BUCKS!

Got a letter from Dr. Chuck Daily who along with son Scott, are holding down the Easter Front over in Frankfurt, Germany --he says:

Scott and I are gearing up for a winter building season; we have a Korda partially built, a Fokker D-VII, a couple of British kits that I picked up in London (rubber endurance types), plus some veteran aircraft that are always in the repair shop, it seems, because some of our flying sessions are in adverse weather conditions, and being this close to the front lines carries additional hazards, as you know. We spend a lot of time patching wings, etc, etc, and repairing undercarriages, not to mention a hell of a run on new props and whatnot. In spite of the problems we manage to keep our squadron airborne on most days except driving rainstorms and snow white-outs. Just the other day we launched the old Fokker D-VII into a 35 knot headwind and when we recovered it several miles to the west toward France we were amazed to find the undercarriage axle intact but everything above that squashed. We started to write it off as irreparable battle-damage, but Scott hauled it home and now has wings, struts, fuselage, and assorted tail pieces more or less pulled apart from each other so that you can tell it used to be an airplane. It'll fly again, by God, or Scott's middle name isn't Hot Stuff.

NEWS FLASH! the 2nd annaul FAC NATS are going to be held in Dayton, Ohio in July 1980--don't have any dates yet, but it will probably be back to back with the AMA NATS. Should be 12 or so events including FAC SCALE, FAC POWER SCALE, WWI, WW II, SHELL, GREVE, THOMPSON RACES, JUMBO SCALE, P-NUT SCALE, EMBRYO, NO-CAL, SCHNEIDER NO-CAL RACES. Start planning and trimming those scale jobs out, gang, cause the Maxecuters have a big reputation to live up too-- and G-2 Section tells me that a lot of enemy action will be expected-- seems the Cleveland and Black Maria Squadrons are out to even up the score from that super 1978 FAC NATS. More info as it arrives her at Blue Flight HDQS.

AUCTION RESULTS! the Maxecuters generously turned out at our last meeting with all kinds of neat stuff to auction off with ALL PROCEEDS foing to help keep the RUSS BARRERA MODEL MUSEUM ALIVE. Well gang, we raised \$55 for this worthy effort and will straightaway get a check off to Bill Warner to present to Russ's wife. Hats off to you guys-- a real noble effort.

ELECTION RESULTS-- well gang, it looks like Prexy Allan Schanzle got reelected again and that handlaunch glider expert, Bill Clarke, got elected Secretary. Tough jobs for these two--but I'm sure they will give it their best-

## — D.C. MAXECUTERS ANNUAL BANQUET —

WHEN: DECEMBER 6 -----DINNER AND SLIDE SHOW BY DON BERLINER----

WHERE: Evans Farm Inn  
on Rte 123, McLean, VA.

LIMITED TO THE FIRST 30 RESERVATIONS

TIME 6:30-7:30 cash bar

7:30-8:30 Dinner of Yankee Pot Roast, beverage  
all the trimmings and such!

SEND \$12 per person to DON SRULL  
941 Kimberwicke Road  
McLean, VA 22102

8:30-10:00PM -slide show by Don Berliner  
covers the Shuttleworth Trust  
collection.

DEADLINE DECEMBER 1, 1979

THIS BANQUET WILL BE LIEU OF OUR DECEMBER MEETING--PLAN ON ATTENDING AND SEE DON BERLINER'S FANTASTIC SLIDES OF THE FAMED SHUTTLEWORTH AIRCRAFT COLLECTION--ALL FLYING ANTIQUES!

*FLASH! Also a premier showing of AMA's new all scale movie. Remember! Thurs. Dec. 6th* Pat

C. A. V. U.

By

Rolfe Gregory

You know what a slide-rule is, don't you? Sure you do! It's a hand operated mechanical calculator that has been made obsolete within the last few years by a flood of inexpensive electronic calculators. But not many years ago it was as indispensable to an engineer as a stethoscope is to an M. D.

When I was a lad in Junior High, I didn't know what a slide-rule was, even though I had already decided to be an aeronautical engineer. My introduction to the magical slip-stick was to come, not from a school teacher nor an engineer, but from a most unexpected source.

One day that summer, my Dad had to drive from Petersburg to Richmond, Va. on business. As usual, I talked him into dropping me off at the airport for the day. I suppose Byrd Airport. in Richmond, was one of the best locations in the whole U. S. for one to see the latest aircraft, or the famous aviation personalities of the time. If you look at a map, you will notice it is situated such that, with mountains to the west and ocean to the east, practically all air traffic would funnel through the area. Also, flying south from N. Y. or the north, or flying north from the south, Byrd field was an ideal overnight stop, or at least, a refueling stop. It was not as cluttered with traffic as the metropolitan airports at Washington, Baltimore or Philadelphia. It offered all required octane fuels, and transportation into Richmond was always available.

That day my Dad dropped me at the airport was one of the greatest. I wasn't there long before someone buzzed the field and we ran out of the hanger to see a red and black low-wing climbing almost straight up from its low level pass. There were only three or four of us there and each was guessing what it was. The plane was turning into a landing pattern for the north-south runway and too far away to tell. After it touched down and taxied toward us, two of the fellows shouted, "It's the Travelair Mystery Ship"! When the pilot shut the engine down, we went up to the cockpit to fire the usual questions. He was busy, however, manipulating what looked to be some sort of two-part ruler. He looked up at us and said, "Average of 265 m.p.h. from Atlanta - not bad, even though we did have a big tail wind"!

I had never seen such a sleek, fast airplane in my life, and although I wanted to know all about it, the only thing I could say was, "What is that thing?" He said, "It's a slide-rule son - haven't you ever seen one before?" He climbed out of the cockpit, told one of the mechanics to fill it up, and then said to me, "Let me stretch my legs a bit, and then we can sit down over there and I'll show you how this thing works". In a few minutes he had me doing simple multiplication and division. Then all of a sudden the airplane was fueled and he stood up and said, "Got to be pushing on". The lesson was over, he was leaving and I hadn't asked a single question about his terrific airplane! A few more minutes and he and his airplane were gone.

Up until that day, I had never heard of a slide-rule, a Travelair Mystery Ship, or the pilot. After September that year, everybody heard of them because with the airplane (and his slide-rule) he was the very first winner of the later-to-become-famous Thompson Trophy. You see, the name of the pilot which was lettered under the edge of the cockpit was DOUG DAVIS.

## REPORT ON THE AMA DISTRICT 4 MEETING

ALLAN SCHANZLE

On Saturday, October 13, our District 4 V.P., Chuck Forman, convened a meeting open to all AMA members. According to the flyer mailed to me, the purpose of the meeting was to discuss the current status of F/F, C/L, and R/C in District 4, as well as problems and proposed solutions. In other words, it was a meeting dedicated to District 4. A showing of the new AMA Scale movie was also advertised.

I guess I was supposed to be representing Joe Free Flight in District 4, which is somewhere between ludicrous and nauseating, since I don't like contests and I don't fly the traditional F/F events. I suppose I was also representing the Maxcuters, and as such, I bit my tongue more than once, since I have a tendency to speak my honest opinion. In reality, I actually spoke for the sport F/Fer.

The first speaker was a representative of the National Aeronautics Association (NAA). The bottom line of his talk was that AMA reports to NAA, which in turn reports to the FAI. Fifty cents of your AMA dues goes to the NAA, whose primary function for the modeler is to recognize records and national champions. Swell, just what your run-of-the-mill Sunday sport flyer needs.

The next speaker represented the C/L fraternity and talked exclusively about PAMPA, the Precision Aerobatics Model Pilots Association. PAMPA was put on record by John Worth, the Executive Director of AMA, as being the ideal special interest group. According to John, the PAMPA group practically runs the C/L stunt event at the NATS. AMA supplies the materials and PAMPA does the rest. No wonder AMA likes this - they do most of the work that I thought was the responsibility of AMA!! I guess the C/L buffs decided that if they wanted the job done to their liking, then they better do it themselves. Cheers to the C/Lers, you have my respect for not sitting around and complaining, but doing something constructive. Now, if only this talk would have said something about what's happening in District 4. It was solely about PAMPA, a national organization.

Next, the R/C people said their thing, and as I recall, this was 95% scale rules discussion - not exactly what I wanted to hear about R/C in District 4.

It was nice of them to save the best for the last, as I next did my thing and tried to convey the direction of the Maxcuters and rubber scale in District 4. When I mentioned the growing interest in FAC scale, I was queried by one of the audience as to why I didn't propose this as an official AMA event. At this time, my tongue suffered for the first time. I think I can quote my response - "What - and let AMA screw up another good thing." No crap, folks, that's what I said, and that was the mildest thing that came to mind. I then gave them an example of why I felt that way - witness the .020 entered in Peanut Scale at the '78 NATS. I was then asked why I was willing to live with a set of rules prescribed by a, and I again quote, "dictatorship." My tongue suffered again, and after a moments hesitation to regain my faculties, I responded with something like, "Because these 'dictators' happen to know what they're talking about, as well as how to put the fun back into modeling." As I was quietly escorted away from the podium, John Sites got up and gave a short spiel on the technical advances in F/F.

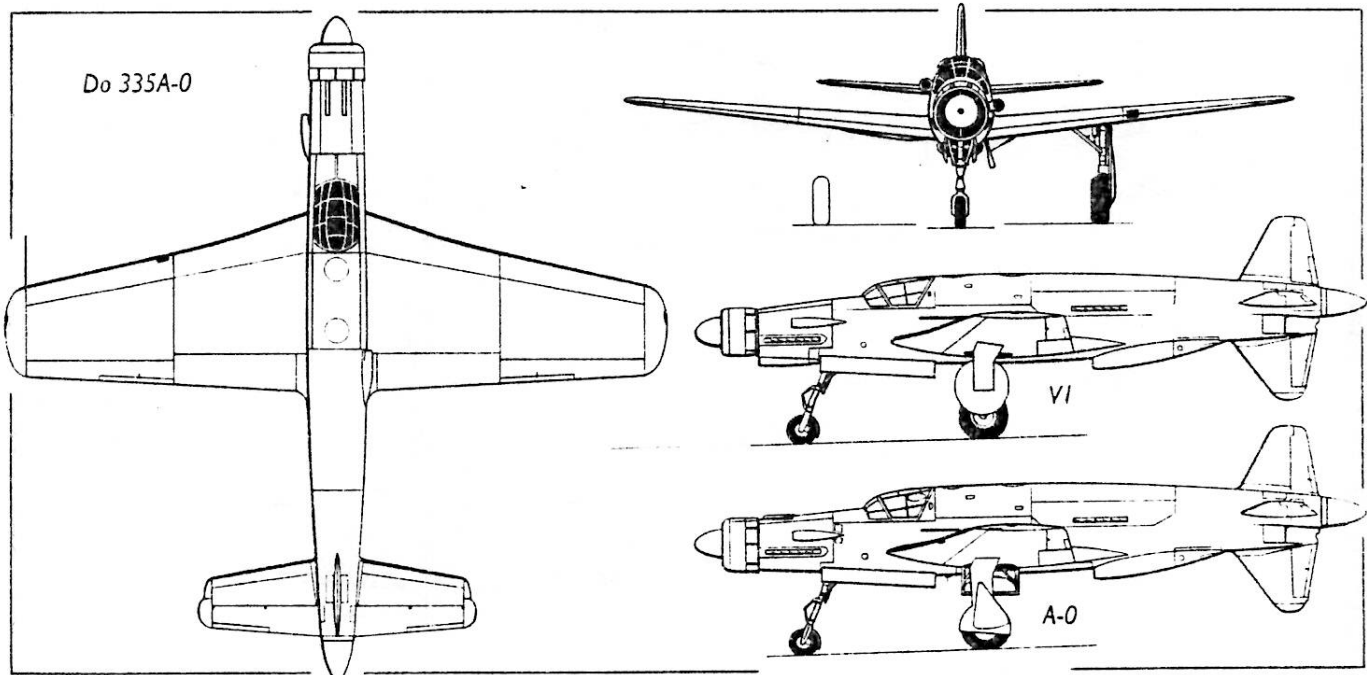
There was then a general discussion period at which time my son, Chris, leaned over and whispered, "Dad, there's only 21 people here." Brother Forman had earlier said that there were 114 AMA affiliated clubs in District 4. This meeting drew 21 people, four of which were Maxcuters (John Sites, Marty Schindler, Chris, and myself). I guess all this shows me one thing - an overwhelming majority of the AMA membership couldn't care less about AMA. They are probably sport flyers who want the insurance and Model Aviation. Chuck, if you are still reading this, my biggest criticism of the meeting, other than the fact that the new AMA Scale movie never appeared, is that I was the only one to talk about what is happening in District 4. It was my understanding that this was to be the primary thrust of the whole get-together. But even at this, I found it informative and probably worth the time.

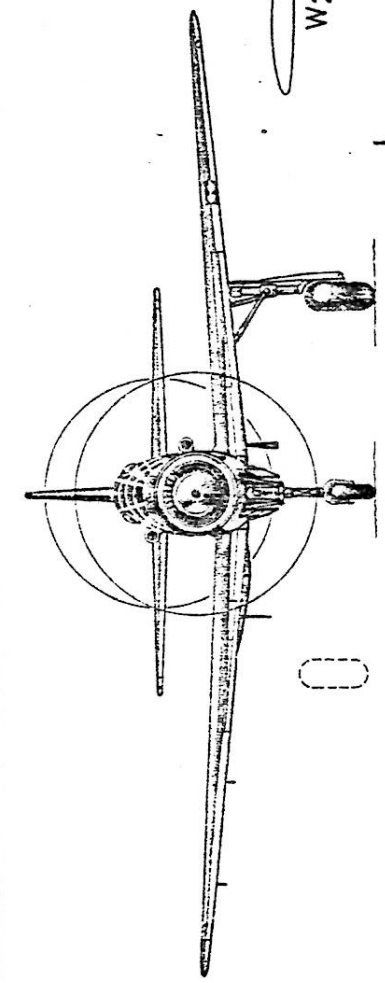
RUBBER SCALE DORNIER Do 335 A-0

D. Snull

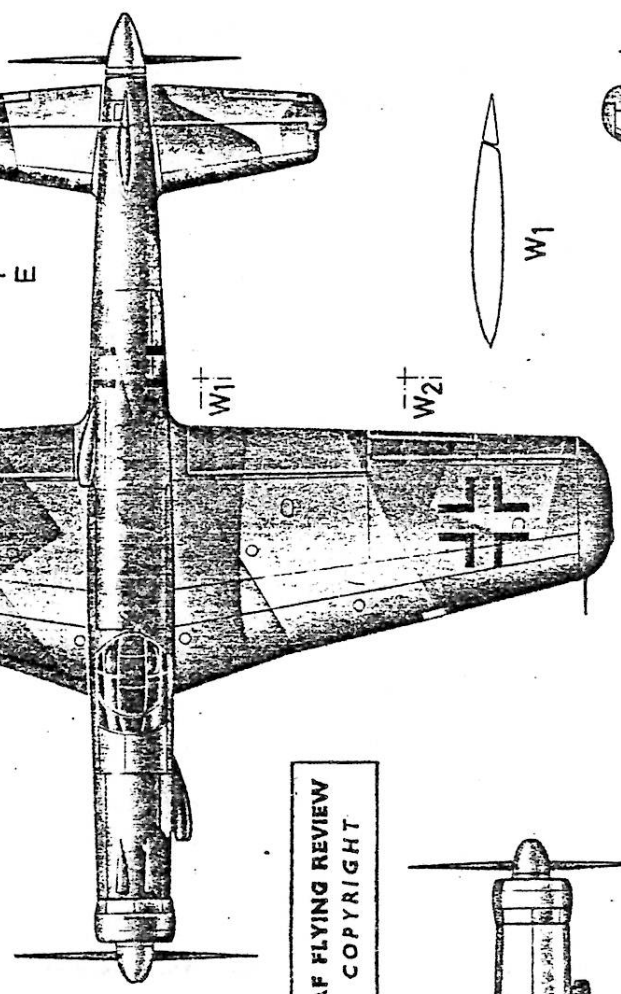
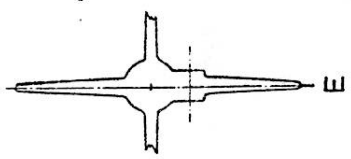
The Dornier 335 was one of the most unusual and innovative aircraft to come out of WWII. It came within inches of entering combat at the close of hostilities in 1945. Had the war lasted a little longer, the Pfiel (arrow) would have been a tough adversary for the Allied bombers and their escort fighters. It was a huge machine of over 20,000 pounds, and having a span and length of slightly over 44 feet. Its two Daimler Benz 603E-1 engines developed a total of 3600 hp at take off and gave the fighter a top speed of 475 mph. The rear engine alone could propell the Arrow at 350 mph! Three 30 mm cannons and two 15 mm guns gave it a big punch. Range and endurance were equally impressive. The Do335 was the first German fighter to have a tricycle landing gear and the first to be equipped with an ejection seat. The long fuselage, low aspect ratio wing, and the clean lines make the Arrow an ideal subject for rubber scale.

The 18" span model shown on the plans is modeled after the single seat pre-production heavy fighter version (A-0 series). By the way, the last remaining Do335 belongs to the Smithsonian and is currently on display at the Deutsches Museum in Germany for a few years. The model has been flown with various combinations of front and rear props, and single and double motors. In all cases it is a stable and good flyer. The two prop, two motor arrangement gives the most impressive performance but is a pain to hold and wind.



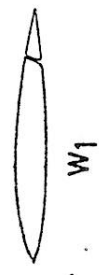


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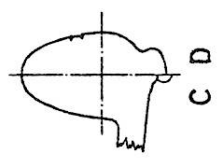
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W2

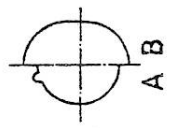
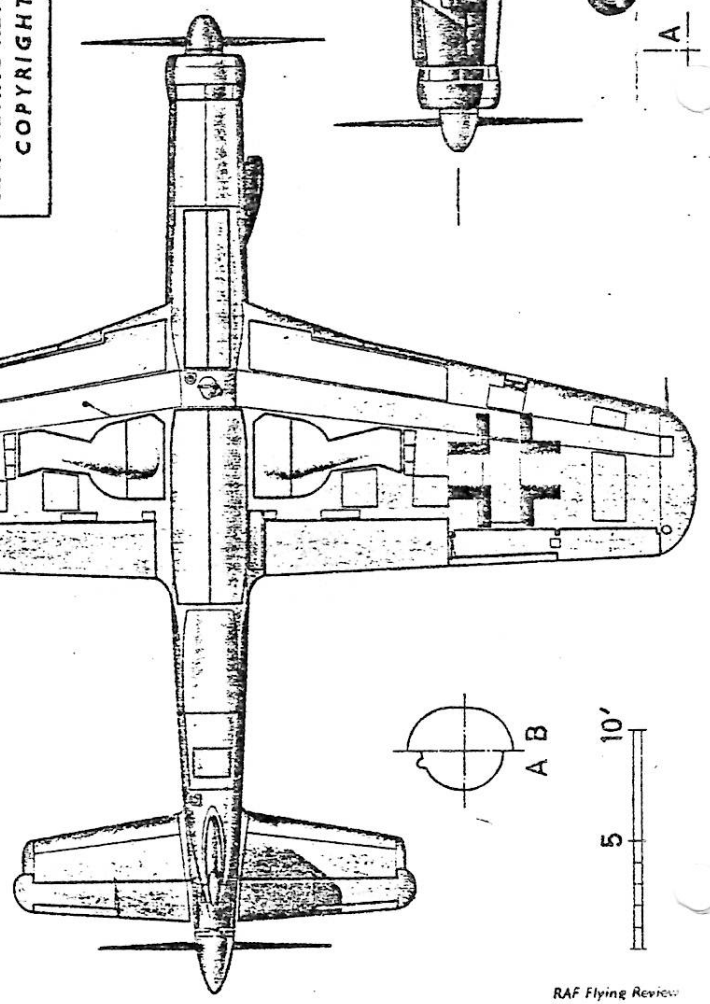


W1

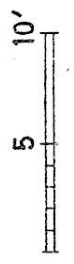
RAF FLYING REVIEW  
COPYRIGHT

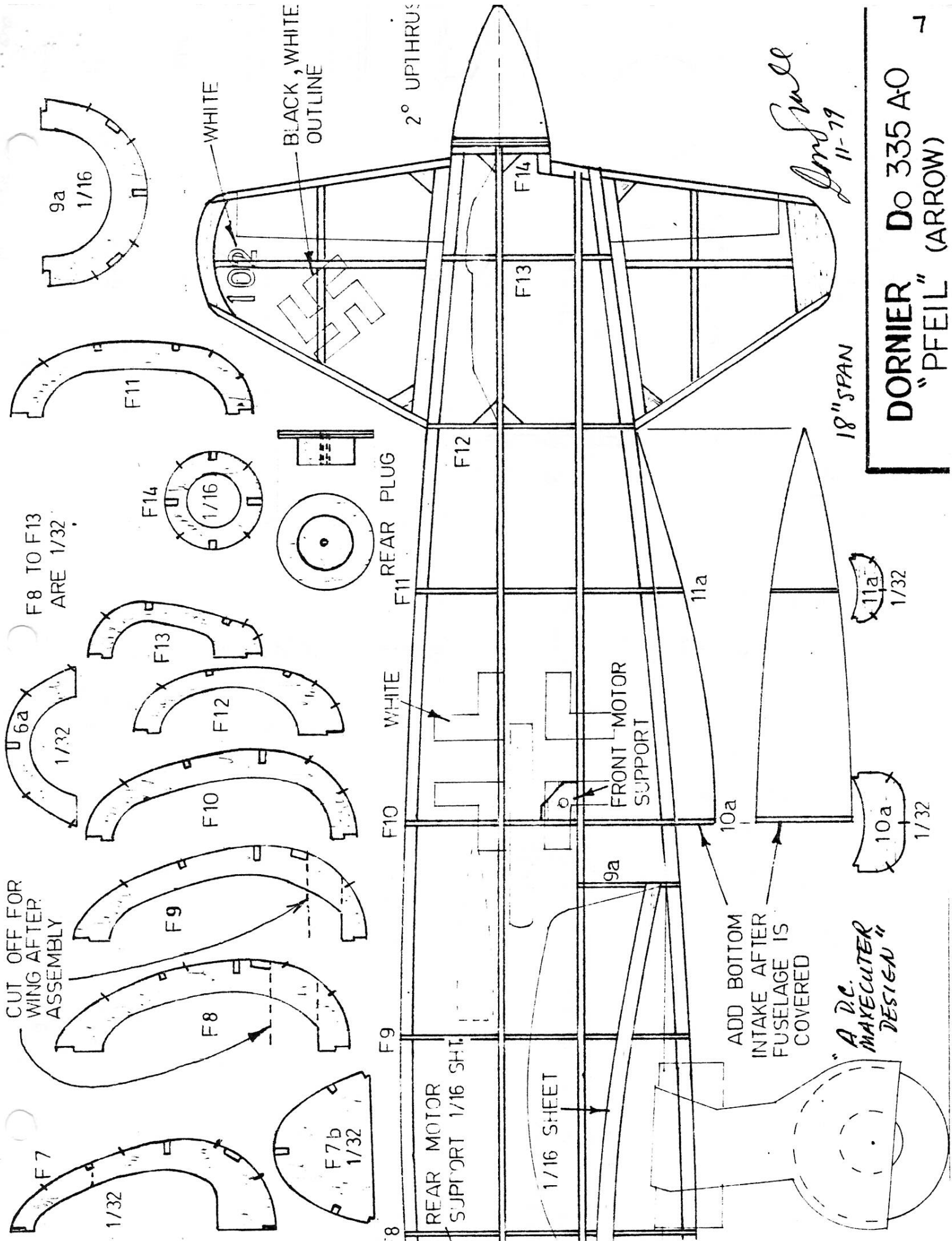


C D



A B

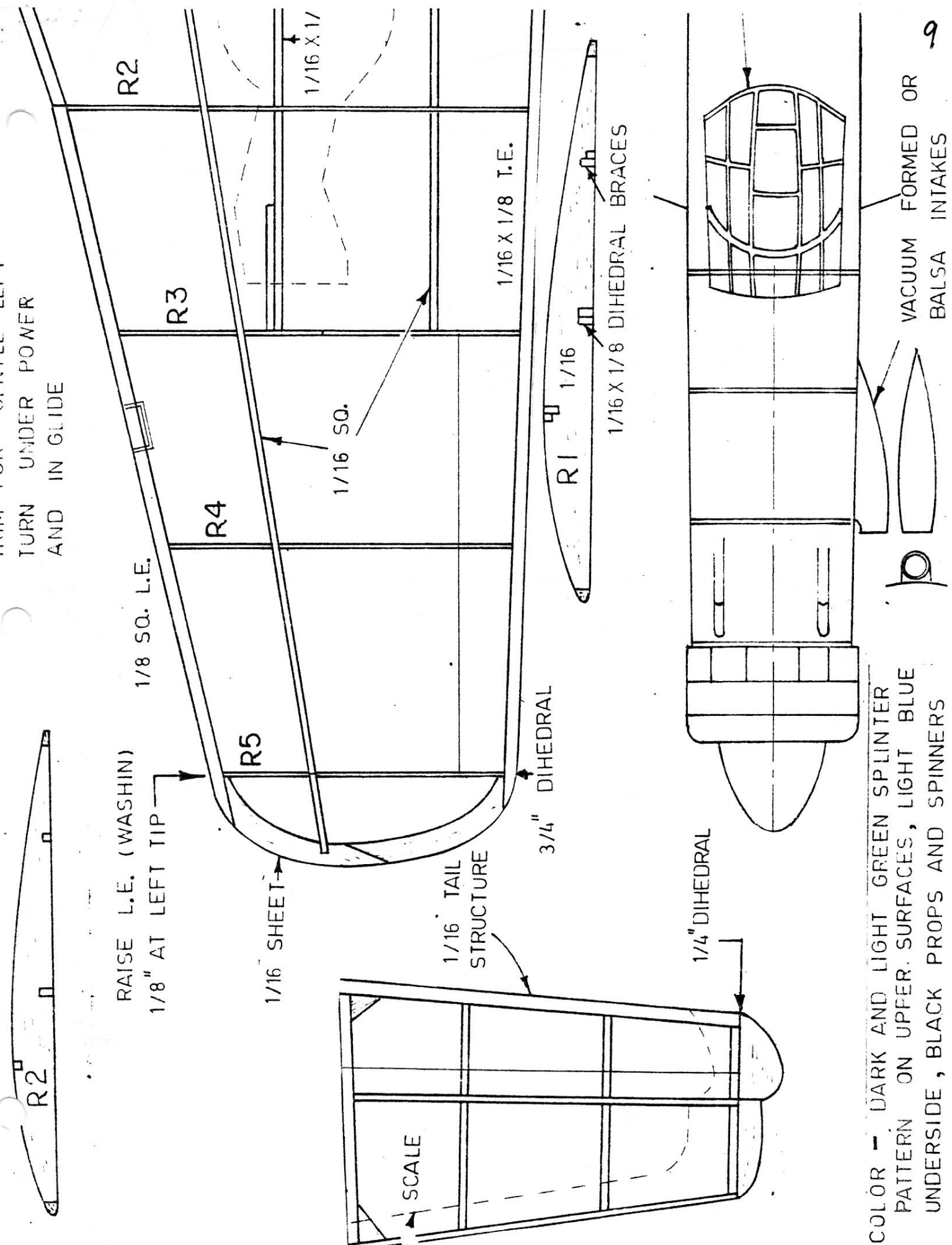








TRIM FOR GENTLE LEFT  
TURN UNDER POWER  
AND IN GLIDE



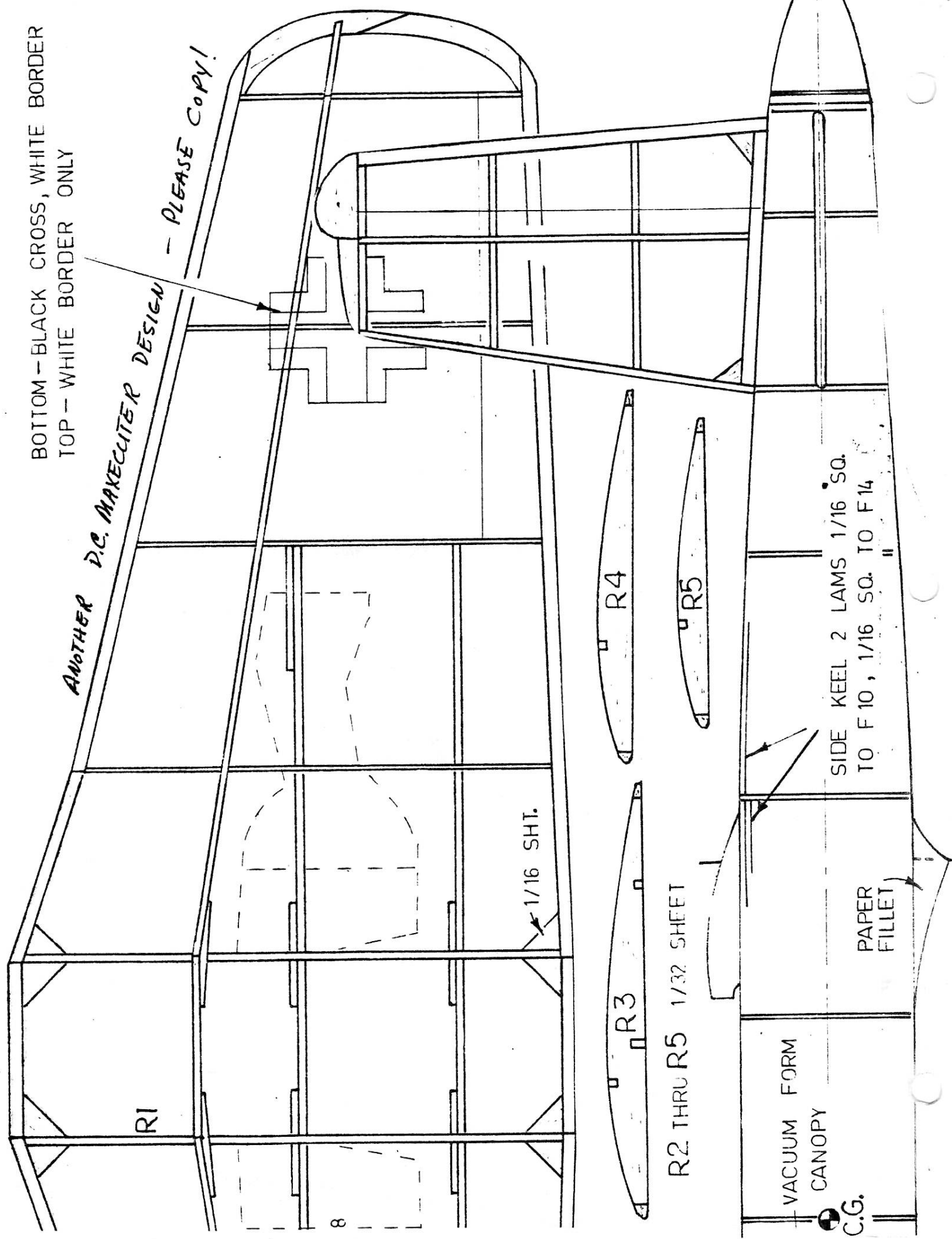
COLOR - DARK AND LIGHT GREEN SPLINTER  
PATTERN ON UPPER SURFACES, LIGHT BLUE  
UNDERSIDE, BLACK PROPS AND SPINNERS

VACUUM FORMED OR  
Balsa INTAKES

BOTTOM - BLACK CROSS, WHITE BORDER  
TOP - WHITE BORDER ONLY

ANOTHER P.C. MAKECUTER DESIGN

- PLEASE COPY!



R1

1/16 SHT.

R4

R5

R3

R2 THRU R5 1/32 SHEET

VACUUM FORM  
CANOPY

PAPER  
FILLET

SIDE KEEL 2 LAMS 1/16 SQ.  
TO F10, 1/16 SQ. TO F14

C.G.

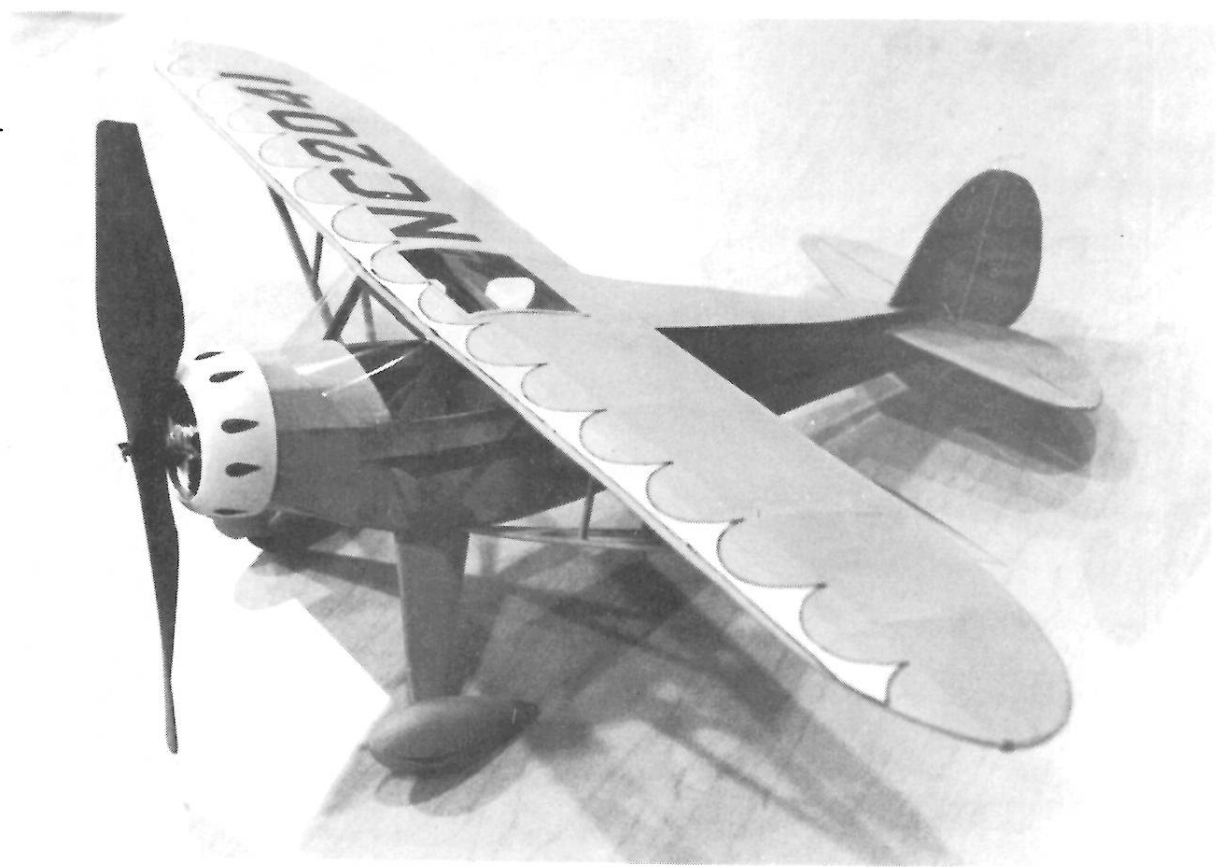
8



YOUNGEST ACTIVE MAYECUTER - Jeremy Miller (2 1/2) CRANKS UP HIS PLANE WHILE DAD (BILL) HOLDS - GREAT STYLE! DON'T LET DAD CRUSH THAT PROP! (TOM SCHMITT PHOTO)



DON SRULL'S DORNIER - SUBJECT OF THIS MONTH'S CONSTRUCTION ARTICLE - A REALLY UNUSUAL JOB WITH LOTS OF F.A.C. BONUS POINTS FOR THOSE KANONE HANERY THROTTLE BENDERS! (JOHN PRESTON PHOTO)



Allan Schanzle's "High Flyer" Mono-coupe - colors are RLM grey & white trim - a real nice flying job.

All Photos by Tom Schmitt

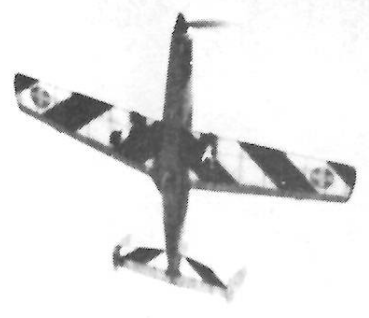


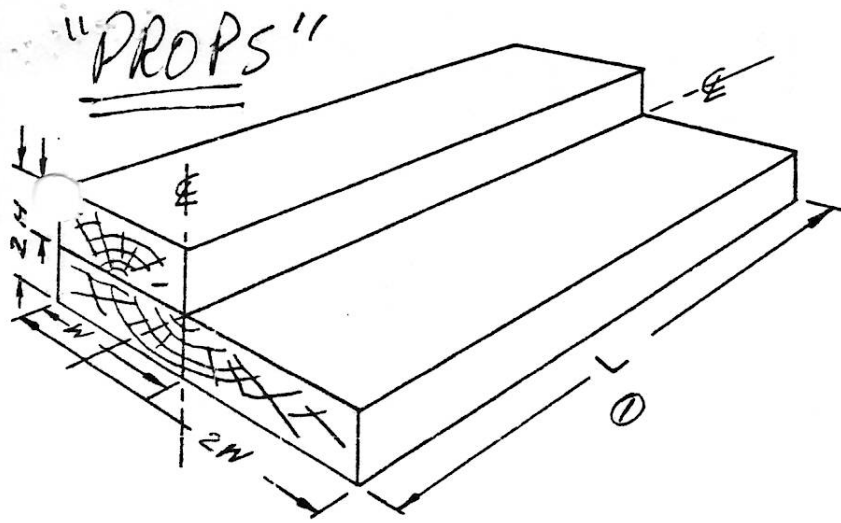
DAVE REES launches his super scale Fike at COMSAT



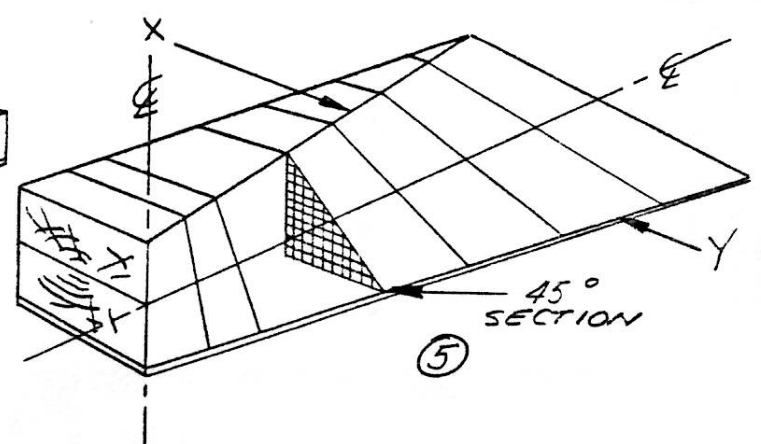
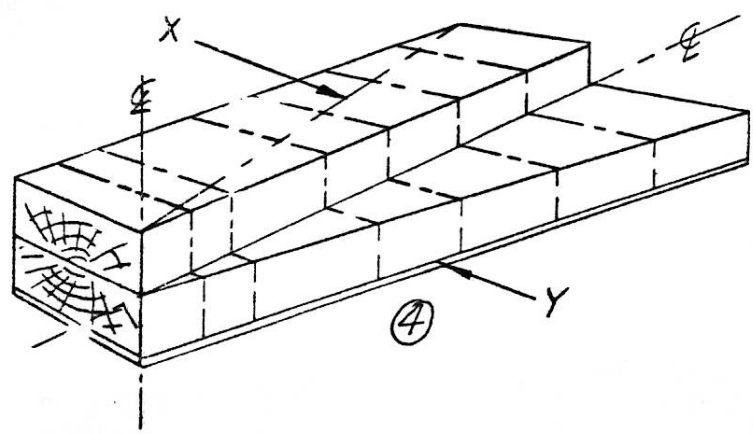
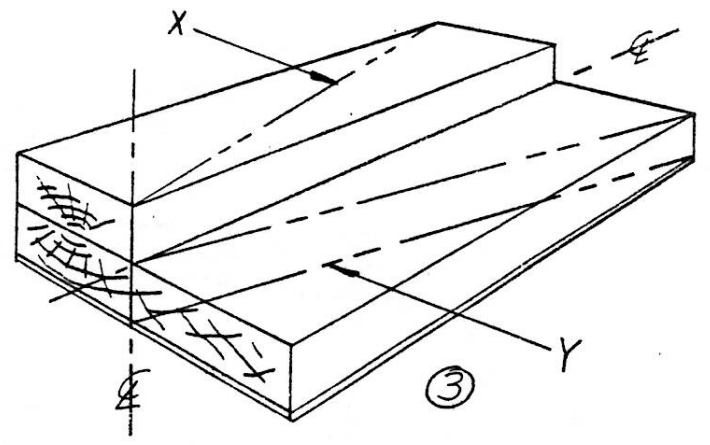
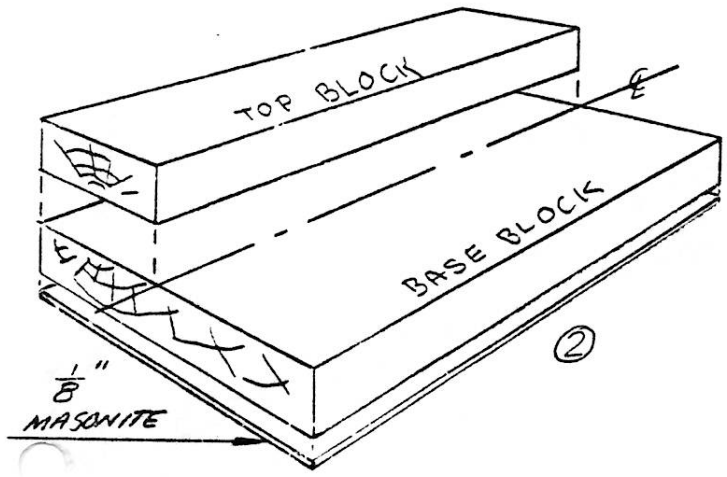
"THE RUBBER BARON" stew Meyers lets go with his AIB DI - a MAXECUTER PLAN!  
Your fearless editor Pat Daily lets his Embryo "LADY BUG" GO - check those exhausts!

DON SRULL'S JUMBO "SCHLEPP" SWISS TARGET TUG CRUISES ABOVE





SELECT THE BLOCK SIZES TO SUIT YOUR MODELS' PITCH & DIA NEEDS.  
 $PITCH = \pi \div 2 =$  THE LOCATION OF THE 45° SECTION. AT THIS POINT THE BLOCK WILL BE AS WIDE AS IT IS THICK (2H)

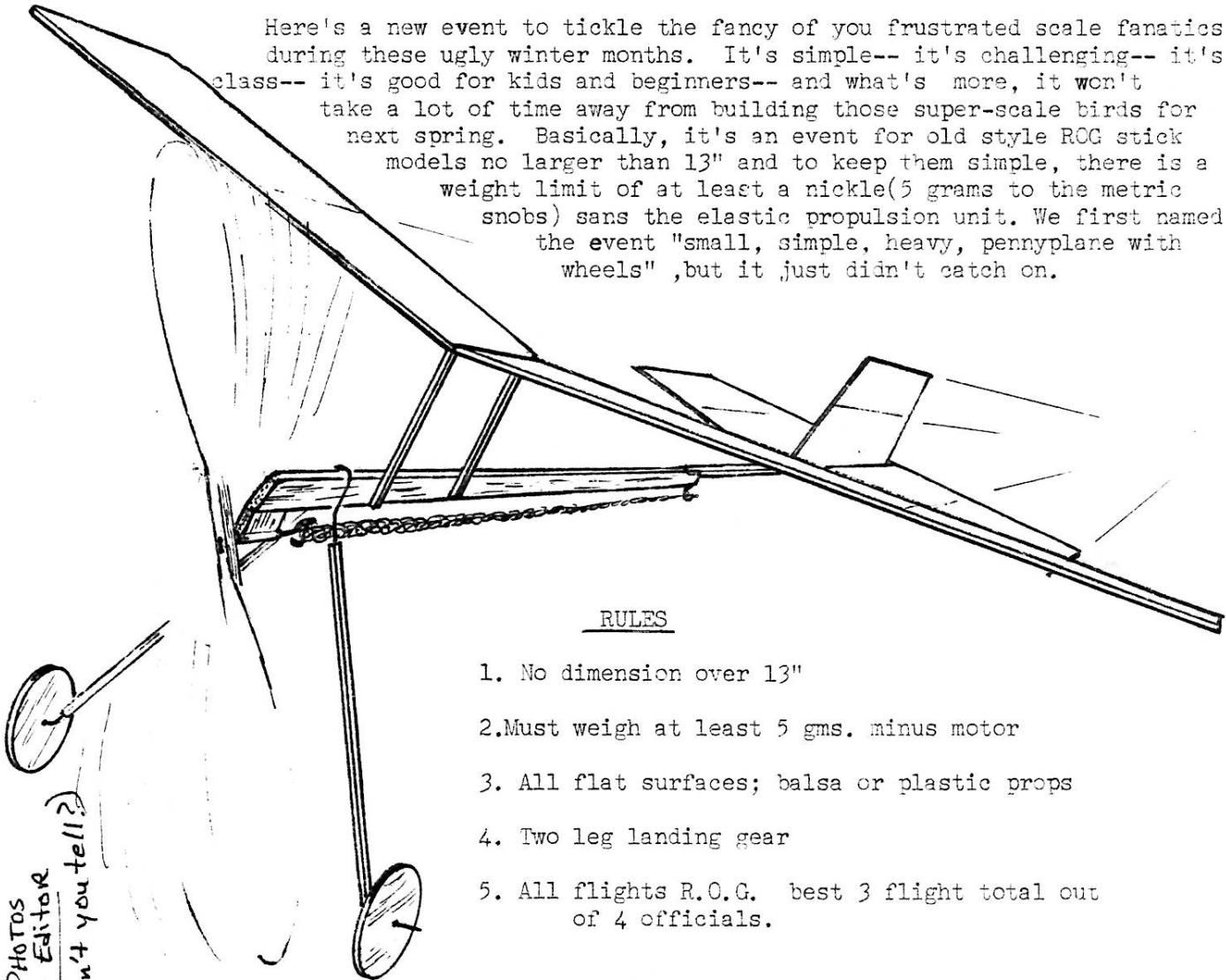


- 2- GLUE THE TOP BLOCK TO THE BASE BLOCK WITH TITE BOND. BOND A PIECE OF 1/8" MASONITE OR SIMILAR MATERIAL UNDER THE BASE BLOCK WITH CONTACT CEMENT.
- 3- LAY OUT LINES X & Y & SAW OFF EXCESS STOCK
- 4- LAY OUT SECTION LINES.
- 5- CARVE UNTILL ALL EXCESS STOCK IS REMOVED & SECTION LINES ARE STRAIGHT. THE CENTER LINE IS ESTABLISHED AUTOMATICALLY & GIVES YOU A 3RD CONTROL POINT ON THE SECTIONS FOR CARVING.

Thanks to Jim Jones (the A.B.S. man!)

(or, how did we get along without this thing for so long?) D. Srull

Here's a new event to tickle the fancy of you frustrated scale fanatics during these ugly winter months. It's simple-- it's challenging-- it's got class-- it's good for kids and beginners-- and what's more, it won't take a lot of time away from building those super-scale birds for next spring. Basically, it's an event for old style ROG stick models no larger than 13" and to keep them simple, there is a weight limit of at least a nickle (5 grams to the metric snobs) sans the elastic propulsion unit. We first named the event "small, simple, heavy, pennyplane with wheels", but it just didn't catch on.



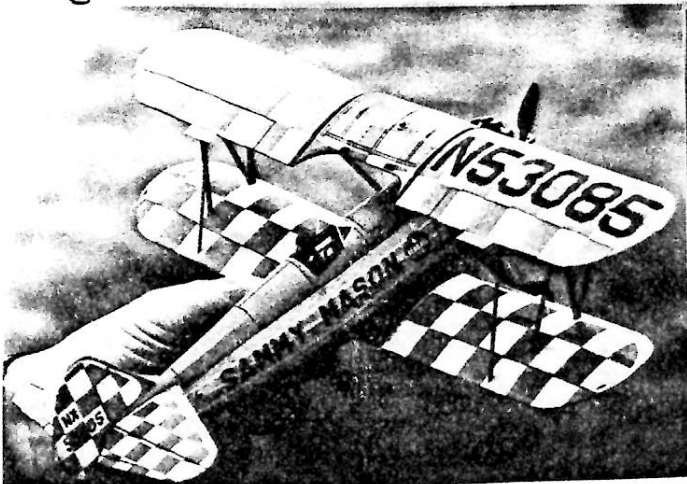
RULES

1. No dimension over 13"
2. Must weigh at least 5 gms. minus motor
3. All flat surfaces; balsa or plastic props
4. Two leg landing gear
5. All flights R.O.G. best 3 flight total out of 4 officials.

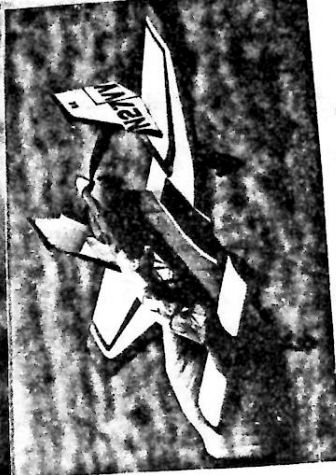
A sample design is shown on the next page---- let's get with it.

PHOTOS  
by Editor  
(can't you tell?)

R.O.G. CONTEST AT KENNEDY  
DEC 7th



Beautiful P-NUT - yes a 13"er of a Stearman(?) by the "OZONE PARK MASTER" sal Aiu!



VARI-VIEGEN ALSO BY SAL SEEN AT "SOTS"

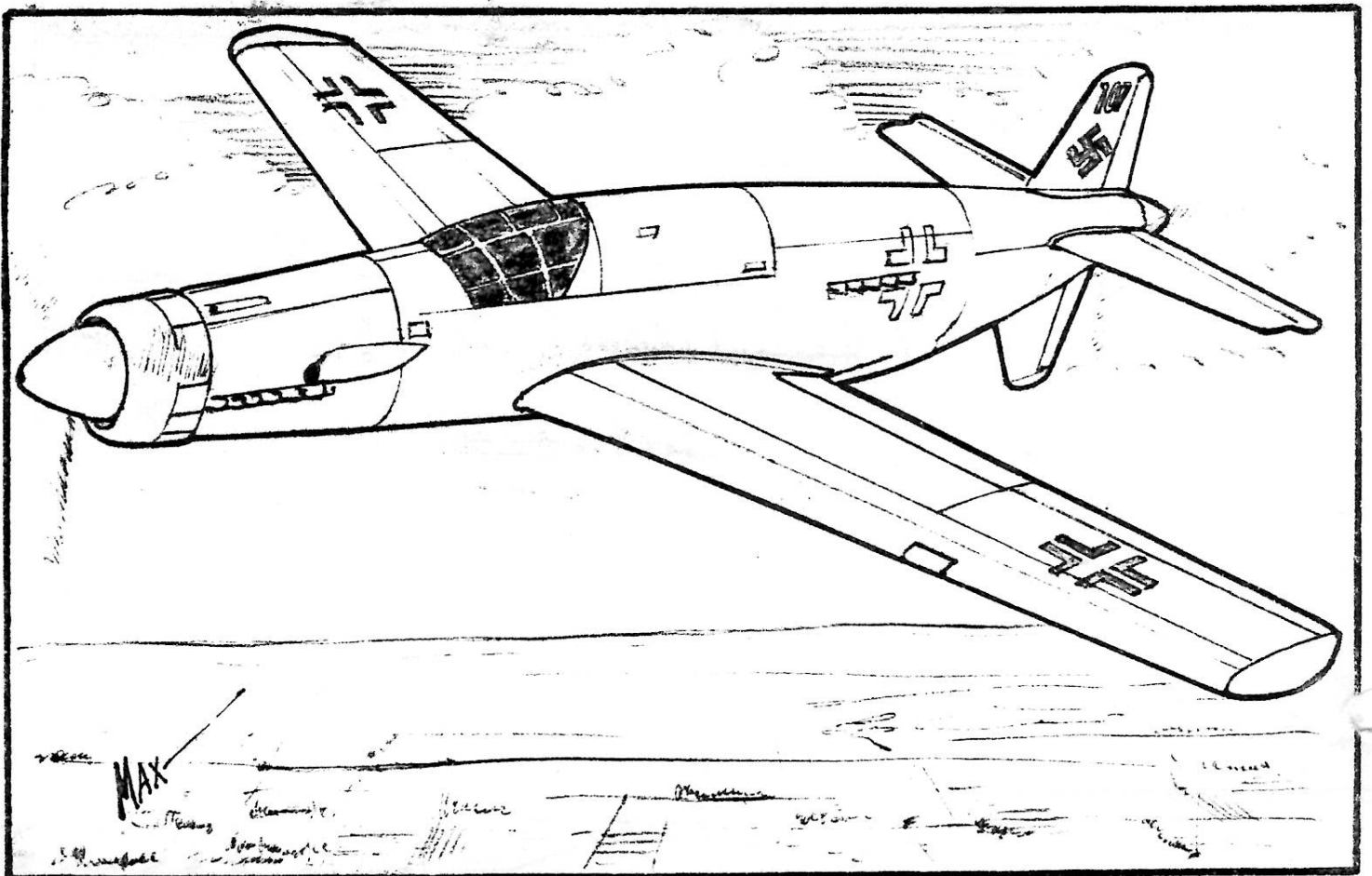
"HNT" - He is feared by BAD GUY SQUADRON



FAMOUS FOOT BUCKLE - WHO'S IS IT DO YOU KNOW?



MAX FAX  
14908 Rocking Spring Dr.  
Rockville, MD. 20853



MAX