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DUES \$6.00 per year

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

"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS "

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

MAX~FAX

MARCH -- APRIL 1979

NEXT MEETING DATES: April 4 (will discuss F.A.C. rules), May 2, June 6 -- 7:30 PM at
College Park Airport.

NOTE: A DUES INCREASE TO \$9 A YEAR WAS JUST VOTED IN TO COVER INFLATION--SORRY

CONTEST SCHEDULE

June 3 1979--G.H.Q. F.A.C. Spring Contest at Durham Connecticut

May 6 ----Flightmasters F.A.C. Contest, Los Angeles Calif.

June-- D.C. Maxecuters R.O.W. Scale and R.O.W. Embryo contest will include rubber and
CO₂ scale events with FAC rules and embryo endurance an floats. More later

July 14 -- Scale Masters contest at Johnsville NAS (Warminster PA) 10AM till dark--events incl-
ude AMA Pnut ,FAC Scale, FAC Jumbo SCALE, Stand off Power FF Scale (CO₂, gas,elec.)
uses AMA rules and judging from 10 feet, FAC THOMPSON-GREVE-SHELL Races, WWI Combat,
WW II COMBAT, Embryo Endurance, Contact Bill Kalb at 220 Oak Hill Drive, Hatboro,
PA 19040 or call at 215-672-0533 ----- sounds like a mini FAC NATS!

August 79-- AMA NATS at Lincoln Nebraska

August 25 -- D.C. Maxecuters Late Summer Fun Fly--Races, WWI, WWII, Embryo, OHLG and Catapult
Glider--3rd anniversary! =

Oct 79 -- G.H.Q. FAC Fall contest at Durham, Conn.

CLUB NEWS by Pat Daily --DUES INCREASED TO \$9 A YEAR -- SORRY, BUT INFLATION HAS STRUCK MAX
FAX -- THIS IS THE FIRST INCREASE SINCE 1964!

NEWS FLASH! Max, the mysterious maxecuter ace, has been seen flying a U.S. Navy Curtiss F11C2
fighter in mortal combat with planes from an enemy 'drome--see the cover and the construction
plans in this issue of MAX FAX. -- old Uncle Patty has built this job and it really churns
up the ozone-- and the colors are super!

Well gang, this month seems to be a time for relaxing and catching up on the building for those
long summer night flying sessions and such at the place referred to as SHANGRILA by Bill Winter
in this latest issue of MODEL AVIATION. If only the owners of COSAT only knew! The big winter
color contest was a super success and is described in this issue in detail with lots of super,
I MEAN SUPER, photos by Tom Schmitt. Also keep your eyes peeled for contest report that
should appear soon in MODEL AVIATION and MODEL AIRPLANE NEWS. --Gotta run, but wish to say
thanks to all those who have written to me lately--even if I don't get around to answering!

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

2

CONTEST REPORT by Pat Daily

Well the Fifth Annual National Capital Indoor Scale Contest, put on by the D.C. Maxcuters is now history. But wait fellas! There is a lot to tell and talk about between now and the next one. This was without a doubt the most successful contest the Maxcuters have put on for a very long time, if ever. I checked into our past records and was amazed at how many more pilots and planes were entered than ever before. For example, this year we had 94 planes entered in the 6 events--94 is a lot of aircraft gang. Last year we had about 53 and the year before some 64 (1977) and only 21 in 76 and 24 in the first contest in 1975. Looks like the F.A.C. PLAGUE is spreading and infecting all of those tissue trimmers, be they young or old! I only wish my stocks would increase at such a fantastic rate!

We owe a great deal of thanks to several people and organizations for their excellent help and support that made this contest the CONTEST of contests. Namely we wish to thank the U.S. NAVY and LT(jg) DOUG CAMPBELL, USN for their excellent cooperation and for providing the hangar for us to fly in. Also we wish to thank the U.S. NAVY photographers and the Channel 9 TV CAMERA CREW for their excellent coverage of the contest. Those little scale jobs looked awfully nice cruising around on the 6 and 11 o'clock news on TV 9 Sunday nite. Thanks fellas! We must thank Don Srull, Allan Schanzle and Pat Daily for taking care of the trophy duties. Don sure made some nifty looking awards to compete for. Why, every FACer was drooling over those awards and dreamin of copping some extra Kanones for General Stott's list up at G.H.Q. We also need thanks for Jim Wray, the overburdened Secretary of the Maxcuters, for writing to all those nice folks who donated prizes for the contest. Nice con job, Jim! We also must thank Col. Hurst Bowers and FLYLINE MODELS for the nifty PERPETUAL FLYLINE TROPHY, which went to Allan Schanzle for the highest score in scale, and for the nifty FLYLINE KITS that were awarded to the lucky winners. We also have to thank all of those loyal and dedicated Maxcuters who helped put on and run such a nifty contest. Woops, I almost forgot to thank GRANT CARSON for donations of the nifty book on WW II AIRCRAFT which was awarded to Les King, the Navy Scale Winner. I hope I haven't overlooked anyone, if I have, THANKS to everyone who came and participated and made the contest such a resounding success. I think everyone went away a WINNER!

Now lets get down to some of the basics of the contest itself. This was our first shot at having an F.A.C. SCALE event and it turned out to be a really super event. See now I remember who I forgot to thank. THANKS TO JOHN PRESTON FOR JUDGING all those beautiful FAC scale jobs. Old John was tough, tough as old Bob Thompson up at G.H.Q. when it comes to handing out those points. Grown men were seen weeping and knashing their teeth in response to John's critical eye and sharp pencil. Speaking of thanks, THANKS to JOHN PRESTON and TOM SCHMITT for shooting all those neat photos you will be oggeling in this and upcoming issues of MAX FAX. Also thanks to Marty Schindler, Hurst Bowers, and Stew Meyers for judging P-NUT scale. Meanwhile, back to the events themselves! FAC Scale is or was a super event. Only one point separated the first place winner, Don Srull from second place winner, George Meyers. That friend, is a close contest! Don and George shure proved that something as almighty odd as a canard pusher can be more than competitive in F.A.C. SCALE with those 40 bonus points. The wizzards up a G.H.Q. better send an Inspector General down to investigate that one! Forty points, my a--! Really, we did have some nifty planes in FAC Scale with hardly a Lacey or Fike to be seen. Also we had a fair amount of junior entries. Keep it up guys!

How about that P-NUT Scale event! We had 21 entries there and those old Mooney Rules keep right on working! They are easy to use and FAST for judging. Some really nice efforts were observed in this contest. Jim Daily's little EYE TIE Fiat, built from FAC News plans by Pres Bruning, was a delight to watch with its nifty desert Spanish paint job. Winner Dave Rees had a lovely Cougar that really flew nice in addition to being so beautifully built. I, old uncle Patty, was lucky enough to have Dave Rees and son Dan stay at my house (they came from up around Philadelphia) during the contest and I was amazed at the excellent craftsmanship these two FACers display in their models--remember that beautiful Blackburn at last years contest--well it was Dave's! Junior P-NUT saw Greg Leffler narrowly beat out Chris Schanzle with his Luton. The junior activity was really good in P-Nut this year with 7 entries.

CONTEST REPORT continued

We really had some fun with the NAVY SCALE event, which was run for the first time by the Maxecuters. Nine really interesting planes were entered in this event and we conducted it using the Mass Launch rules made so popular with the FAC Thompson Trophy events. There were two mid air collisions and some really neat flying in this event. My own brother, Jim Daily managed to cut the tail off of my little Goshawk (plans of which are in this issue of MAX FAX). In all fairness, the very best looking plane, Les King's super F8F Grumman Bearcat, won the NAVY SCALE event by nipping out Jim Daily's Cox-Klemm Submarine Scout. Those Sub Scouts really fly nice--- you can order those plans from golden age (see their add in Model Builder). Hope to have Les King's Bearcat plans in MAX FAX one of these days--get out your pen Les!

World War I COMBAT saw 10 little fighters vieing for the big Kanone (for the uninitiated a Kanone is an award given to a first place winner in an offical FAC event--need 5 to get promoted!). Probably the most unusual plane entered was that of Pat Daily--a Rumpler C-IV observation job, which promptly got nowhere! But all the practice flights were great! The really serious contenders were the Avro of Dave Rees, Gregory's new SE-5, Srull's ancient (have you no pride Don?) DH-6, and Meyers Siemens. The big battle came when the DH-6 was the only remaining Royal Flying Corps representative left to face the Kaiser's airforce (which was originally outgunned 8 to 2). The DH-6 gave it its best, but George Meyers Siemens was just too much for it. A nice win for George! Especially sweet when one remembers that George was defeated last year in WW I by none other than Don Srull!

Spanish Fly--what a lovely name-- the brainchild of those masters of balsa Don Srull and Hurst Bowers--was a super idea. I still can't get over the name SPANISH FLY. Well anyway the whole idea was to have a contest for some of those rarely seen aircraft and unusual paint jobs. We ended up with 11 entries and some super flying. I must say, we saw some really unusual planes, such as Pat Daily's Loire 46 dressed in Republican colors and Stew Meyers Spanish Fury, also in Republican colors. These were matched against 9 Nationalist planes including Jim Daily's Fiat--a plane that flys with the best, and John Hunton's He 111 (a twin engined job) and several He 112, a Me 109 a couple of Henschel 126's and Hurst Bowers super He-46. Well the Hell2 of George Meyers and Don Srull and the He 111 of John Hunton appeared to be the early favorites. The Republicans folded early and left the skies to the Nationalists. The remaining bipe, the EYE TYE Fiat of Jim Daily, hung in there like glue. John Hunton's He 111 finally gave up the ghost leaving the two He 112's and the Fiat. But twenty four struts can't compete with those gear up streamline He 112's, and Jim's bipe just couldn't find those extra 12 seconds or so. This left the two He 112's of Srull and Meyers, both of whom had just finished carving each other up for the WWI event, to fight it out. It looked like George Meyers had it sewed up until he clipped a wing tip at about 2 feet while Don was gliding in. Don won a really close one there!

No-Cal events were pretty popular this year with some nifty NAVY no-cal jobs entered in that area. Don Srull's Shinden (Japanese Navy) was the high timer. Looked like George Meyers could have won it, but he never made his 3rd flight--didn't read the rules George? Rolfe Gregory's Wildcat was the cutest one there--a really nice flyer too. Chris Schanzle nipped Kirk Nazarian in junior No-Cal while Paul Spreiregen lost first place in the open No-Cal event to Srull by only 8 seconds! Pretty fair flyin.

The weather was its usual cold, COLD, COLD! This helped account for the low times seen on the score sheets. But it really was a lot of fun. Jim Daily's young son, Daniel Patrick and wife Kathy managed to keep up the spirits of the the Daily contingent--Kathy even became an expert mechanic for Jim during the Navy Scale contest and Danny, the youngest Maxecuter, thought those wing ribs tasted might good! The gang from the BLACK MARIA squadron (PHILADELPHIA PHLIERS) came in force with Bill Kalb, the Rees boys, George Meyers, and the superbuilder Fred Ewing. I think they all had as good a time as we had at their home "Drome last summer at the FAC NATS. It was nice to see and meet Grant Carson (Quantico, VA) and see him have such a good time. And Roger Laudati's Super Cessna was worth the two year wait to see! Now lets see--where is that 1/16 balsa sheet.....

F.A.C. SCALE RESULTS

OPEN RESULTS

| NO. | NAME | PLANE | BONUS POINTS | STATIC POINTS | TOTAL | FLIGHTS | | | TOTAL SCORE | PLACE | |
|-----|---------------|---------------------|--------------|---------------|---------|---------|----|----|-------------|-------|------|
| | | | | | | 1 | 2 | 3 | | | BEST |
| 1 | Don Srull | Hell12B | 10 | 48 | 58 | 23 | 48 | 40 | 48 | 106 | 2* |
| 2 | Don Srull | Shinden | 40 | 50 | 90 | 16 | 26 | 36 | 36 | 126 | 1 |
| 3 | Bill Kalb | Hell12B | 10 | 42 | 52 | 31 | 27 | -- | 31 | 83 | 8 |
| 4 | Al Schanzle | Tiger Moth | 15 | 56 | 71 | 22 | 27 | -- | 27 | 98 | 3 |
| 5 | Pat Daily | Rumpler C-IV | 15 | 40 | 55 | 27 | 23 | -- | 27 | 82 | 9 |
| 6 | Pat Daily | Loire 46 | 5 | 44 | 49 | 20 | -- | -- | 20 | 69 | 12* |
| 7 | Rich Hensel | Sommer Monoplane | 5 | 45 | 50 | 5 | -- | -- | 5 | 55 | 15 |
| 8 | Grant Carson | Pilatus Porter | -5 | 47 | 42 | 40 | 52 | 44 | 52 | 94 | 4 |
| 9 | Jim Daily | Cox Sub Scout | 15 | 32 | 47 | 29 | 37 | 42 | 42 | 89 | 7 |
| 10 | Dave Rees | Velee Monocoupe | -5 | 52 | 47 | 18 | -- | -- | 18 | 65 | 14 |
| 11 | Dave Rees | Blackburn Monoplane | 5 | 55 | 61 | 27 | 29 | 27 | 29 | 90 | 6 |
| 12 | George Meyers | Vari-Viggen | 40 | 45 | 85 | 28 | 37 | 26 | 37 | 125 | 2 |
| 13 | Les King | Grumman F8FBEARCAT | 10 | 49 | 59 | 26 | 23 | 34 | 34 | 93 | 5 |
| 14 | Dan Rees | Whittman Tailwind | -5 | 45 | 40 | 26 | 21 | 27 | 27 | 67 | 13 |
| 15 | Hurst Bowers | He-46 | 0 | 47 | 47 | 15 | 20 | -- | 20 | 67 | 13* |
| 16 | Hurst Bowers | Cox Sub Scout XS-1 | 15 | 37 | 53 | 23 | 28 | -- | 28 | 81 | 10 |
| 17 | Roger Laudati | Cessna Flyer | 5 | 481/2 | 531/211 | 15 | 17 | 17 | 17 | 701/2 | 11 |

*second model entered by contestant and does not count for awards

JUNIOR RESULTS (15 and under)

| | | | | | | | | | | | |
|----|----------------------|------------|---|----|----|----|----|----|----|----|----|
| 1. | Brian VonGerstenberg | Hergt mono | 5 | 21 | 26 | 15 | 19 | 18 | 19 | 45 | 1 |
| 2. | Mike Escalante | Hergt Mono | 5 | 26 | 31 | 11 | 14 | -- | 14 | 45 | 1* |

*awarded first place because of higher scale points

P-NUT SCALE RESULTS (OPEN) MOONEY RULES

| NO. | NAME | PLANE | RANK STATIC | FLIGHTS | | | RANK FLIGHT | RANK TOTAL | PLAC | |
|-----|-----------------|--------------------|-------------|---------|----|----|-------------|------------|------|------|
| | | | | 1 | 2 | 3 | | | | BEST |
| 1 | Al Schanzle | Laird LC-DE | 12 | 30 | -- | -- | 30 | 10 | 22 | 9 |
| 2 | Pat Daily | Curtiss F11C2 | 3 | 27 | 31 | 29 | 31 | 9 | 12 | 2 |
| 3 | Grant Carson | Piper Cub | 10 | 20 | 18 | 25 | 25 | 12 | 22 | 9 |
| 4 | Jim Daily | Fiat CR-32 | 2 | 23 | 21 | 27 | 27 | 11 | 13 | 3 |
| 5 | Jim Daily | Pacific Standard | 8 | 26 | 33 | 33 | 33 | 8 | 16 | 5 |
| 6 | Fred Ewing | Whittman Tailwind] | 4 | 21 | 30 | 30 | 30 | 10 | 14 | 4 |
| 7 | Dave Rees | Corona Cougar | 1 | 24 | 41 | 42 | 42 | 4 | 5 | 1 |
| 8 | Dave Rees | Cessna | 5 | 19 | 47 | 48 | 48 | 3 | 8 | 2* |
| 9 | George Meyers | Cougar | 6 | 27 | -- | -- | 27 | 11 | 17 | 6 |
| 10 | George Meyers | Davis 2-A | 18 | 24 | -- | -- | 24 | 13 | 31 | 12 |
| 11 | Claude Powell | Fokker E-I | 16 | -- | -- | -- | -- | -- | -- | 13 |
| 12 | Dan Rees | Lacey | 21 | 25 | 30 | 35 | 35 | 6 | 27 | 11 |
| 13 | Bill Kalb | Demoiselle | 7 | -- | -- | -- | -- | -- | -- | 13 |
| 14 | Bill Kalb | Volksplane VP1 | 20 | -- | -- | -- | -- | -- | -- | 13 |
| 15 | Bob Davis | Heath Baby Bullet | 13 | 16 | -- | -- | 16 | 14 | 27 | 11 |
| 16 | George Leffler | Cougar | 11 | 38 | 30 | 32 | 38 | 5 | 16 | 5 |
| 17 | George Leffler | Fike | 17 | 57 | 57 | 61 | 61 | 2 | 19 | 7 |
| 18 | Nick Ropar | Halberstadt D-II | 9 | 24 | 21 | 23 | 24 | 13 | 22 | 9 |
| 19 | Rolfe Gregory | Piper J-3 | 14 | 22 | 27 | 32 | 37 | 6 | 20 | 8 |
| 20 | Don Srull | Huntington | 15 | 48 | 56 | 62 | 62 | 1 | 16 | 5 |
| 21 | Paul Spreiregen | Nesmith Cougar | 19 | 34 | 30 | 30 | 34 | 7 | 26 | 10 |

*second plane entered by same contestant-does not count in standings

JUNIOR P-NUT SCALE (15 and under)

| | | | | | | | | | | |
|---|-------------------|------------------|---|----|----|----|----|----|----|---|
| 1 | Greg Leffler | Luton Major | 1 | 32 | 39 | 31 | 39 | 2 | 3 | 1 |
| 2 | Chris Schanzle | Huntington | 2 | 39 | 30 | 25 | 39 | 2 | 4 | 2 |
| 3 | Greg Leffler | Cougar | 3 | 33 | 31 | 28 | 33 | 4 | 7 | 4 |
| 4 | Mike Escalante | Fokker DVIII | 4 | 15 | 15 | 18 | 18 | 6 | 10 | 5 |
| 5 | Tony Pezza | Glenny-Henderson | 5 | 40 | 41 | 38 | 41 | 1 | 6 | 3 |
| 6 | Brian Gerstenberg | Cougar | 6 | 21 | 22 | 19 | 22 | 5 | 12 | 6 |
| 7 | Victor Nazarian | Lacey | 7 | -- | -- | -- | -- | -- | -- | 7 |

NO - CAL RESULTS (OPEN)

| NO. | NAME | MODEL | NAVY | | FLIGHT TIMES | | | TOTAL | NO -CAL PLACE | NAVY PLACE |
|-----|-----------------|----------------|------|----|--------------|-----|----|-------|---------------|------------|
| | | | YES | NO | 1 | 2 | 3 | | | |
| 1. | Don Srull | Shinden | x | | 106 | 104 | 40 | 250 | 1 | 1 |
| 2 | Don Srull | Lacey | | x | 40 | 30 | 60 | 130 | 7 | - |
| 3 | Bill Kalb | Demoiselle | | x | no flights | | | --- | - | - |
| 4 | Allan Schanzle | Blohm&Voss 141 | x | | 55 | 60 | 67 | 182 | 4 | - |
| 5 | Paul Spreiregen | Old Ironsides | x | | no flights | | | --- | - | - |
| 6 | Paul Spreiregen | Lacey | | x | 79 | 91 | 72 | 242 | 2 | - |
| 7 | Paul Spreiregen | Fairchild | x | | 36 | 35 | 21 | 92 | 9 | 5 |
| 8 | Grant Carson | Guardian | x | | 35 | 32 | 28 | 95 | 8 | 4 |
| 9 | Jim Daily | Pacific Std | | x | no flights | | | --- | - | - |
| 10 | George Meyers | Lacey | | x | 59 | -- | -- | 59 | 10 | - |
| 11 | George Meyers | MO-1 | x | | 56 | 117 | -- | 173 | 5 | 3 |
| 12 | George Leffler | Hellcat | x | | 22 | 21 | 19 | 62 | 11 | 6 |
| 13 | Rolfe Gregory | Wildcat | x | | 54 | 76 | 84 | 214 | 3 | 2 |

JUNIOR NO-CAL (age 15 or under)

| | | | | | | | | | | |
|---|----------------|--------------------|---|---|----|----|----|-----|---|---|
| 1 | Chris Schanzle | Bellanca Skyrocket | x | | 53 | 52 | 59 | 164 | 1 | 1 |
| 2 | Anthony Pezza | T-craft | | x | 50 | 52 | 47 | 149 | 3 | - |
| 3 | Vic Nazarian | Bellanca Skyrkt | x | | 30 | 57 | 58 | 145 | 4 | 3 |
| 4 | Kirk Nazarian | Bellanca Skyrkt | x | | 57 | 32 | 65 | 154 | 2 | 2 |

WORLD WAR I COMBAT RESULTS

| PLACE | NAME | PLANE |
|-------|----------------|-------------------|
| 1 | George Meyers | Siemens Schuckert |
| 2 | Don Srull | DH-6 |
| 3 | Rolfe Gregory | SE-5 |
| 4 | Dave Rees | Avro 504 |
| 5 | Jim Daily | SE-5a |
| 6 | Dan Rees | Bristol Scout |
| 7 | Pat Daily | Rumpler C-IV |
| 8 | George Leffler | SE-5 |
| 9 | Bill Kalb | Bristol Scout |
| 10 | Stew Meyers | Fokker E-III |

SPANISH FLY COMBAT RESULTS

| PLACE | NAME | PLANE |
|-------|----------------|---------------------|
| 1 | Don Srull | He 112 |
| 2 | George Meyers | He 112 |
| 3 | Jim Daily | Fiat CR32 |
| 4 | John Hunton | He 111 |
| 5 | Tony Pezza | Henschel 126 |
| 6 | Allan Schanzle | Henschel 126 |
| 7 | Rolfe Gregory | Me 109 |
| | Bill Kalb | He 112 |
| | *Stew Meyers | Hawker Spanish Fury |
| | *Pat Daily | Loire 46 |
| | Hurst Bowers | He 46 |

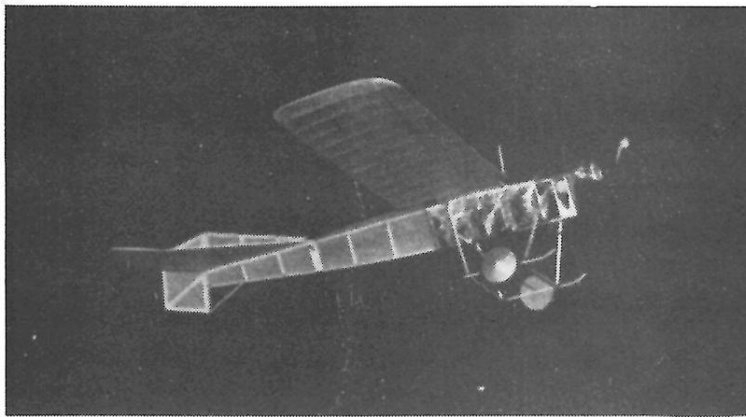
*Republican aircraft!

NAVY SCALE COMBAT RESULTS

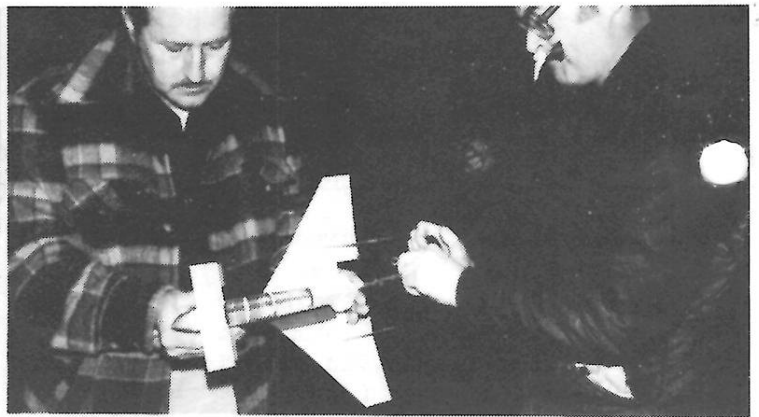
| PLACE | NAME | PLANE |
|-------|----------------|-----------------------|
| 1 | Les King | F8F Bearcat |
| 2 | Jim Daily | Cox Sub Scout |
| 3 | Rolfe Gregory | Bellanca Skyrocket |
| 4 | Pat Daily | Curtiss F11C2 Goshawk |
| 5 | George Meyers | Loening Kitten |
| | George Leffler | F6F Hellcat |
| 6 | Dave Rees | Avro 504 |
| | Stew Meyers | F4F Wildcat |
| 7 | Hurst Bowers | Cox Sub Scout |

THERE YOU HAVE IT GANG! THE FIFTH ANNUAL NATIONAL CAPITAL INDOOR FLYING SCALE CONTEST IS NOW HISTORY. BUT WHAT A TURNOUT! THERE WERE 94, count 'em, AIRCRAFT ENTERED IN SIX EVENTS, NOT TO MENTION ALL THE AIRCRAFT THAT WERE PRESENT AND NOT ENTERED.

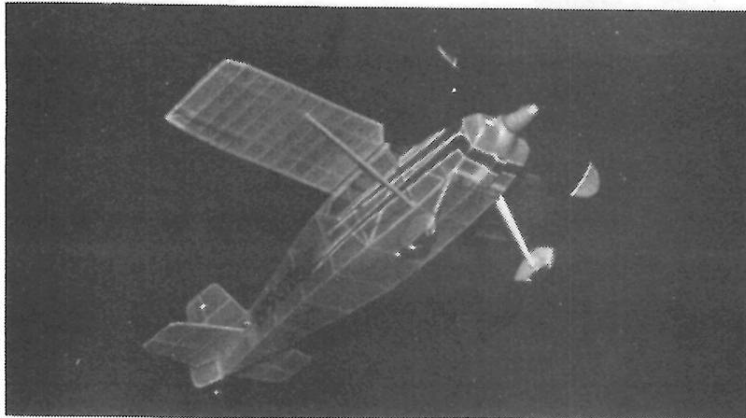
WE WISH TO THANK THE U.S. NAVY FOR THEIR EXCELLENT HOSPITALITY AND FOR LETTING US USE THEIR HANGAR. WE HOPE WE CAN COME BACK NEXT YEAR!



Dave Rees' pretty Blackburn monoplane in slow cruise



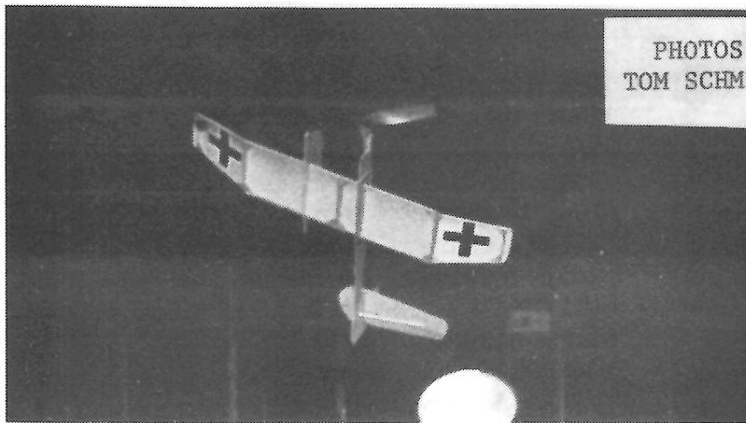
Fred Ewing and Geo, Meyers wind Vigen



P-NUT Scale winner Dave Rees super Corona Cougar

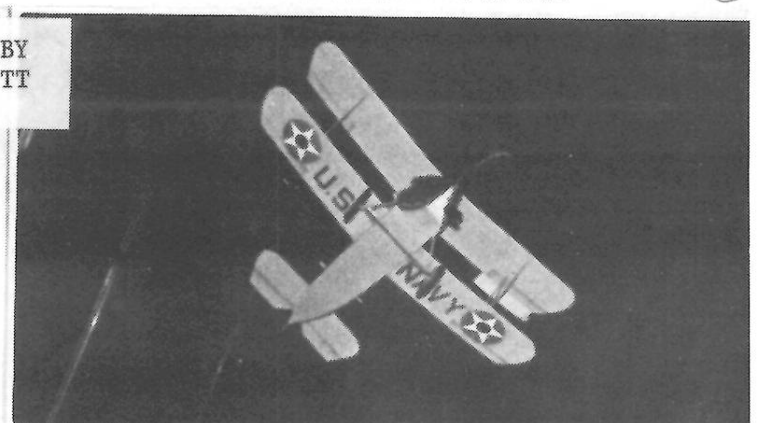


Dave Rees immaculate Avro 504

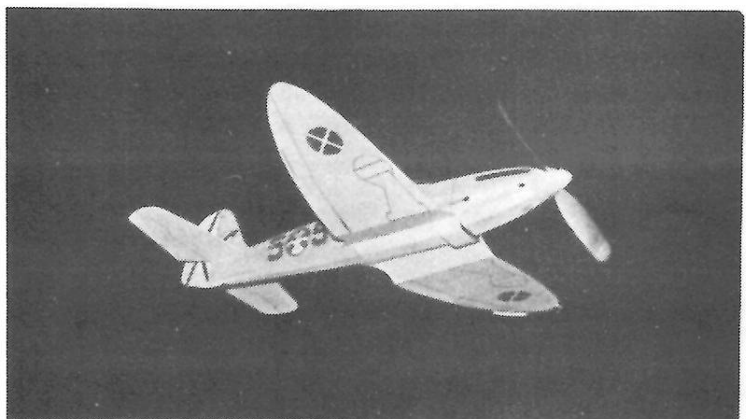


PHOTOS BY TOM SCHMITT

Allan Schanzle's Bloom & Voss NO-CAL in this issue of MAX FAX



Jim Dailly's Sub Scout high in the rafters



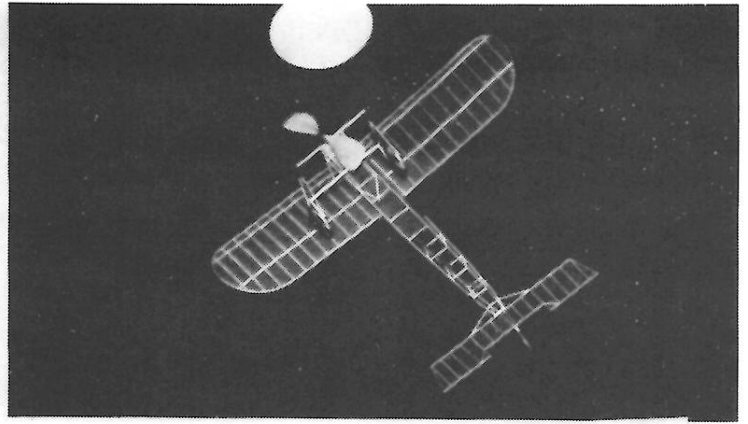
Don Srull's He 112 in super action shot



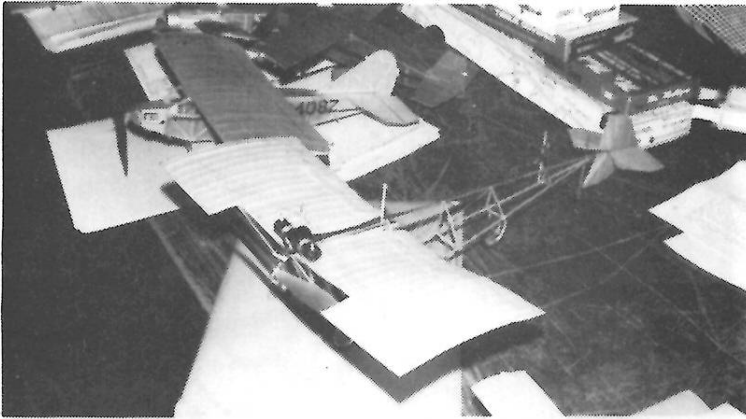
Don Srull's FAC winning Shinden



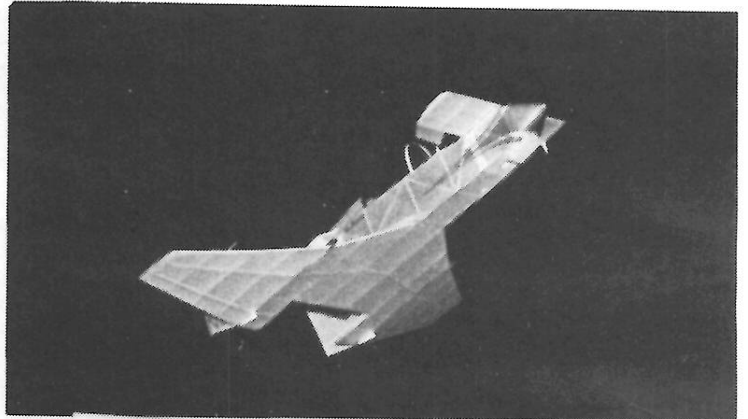
Junior winners Tony Pezza, Mike Escalante
Brian Gerstenberg Chris Schanzle Greg
Leffler



Dave Rees magnificent 1911 Cessna P-NUT



Bill Kalb's P-NUT Demoiselle--nice!

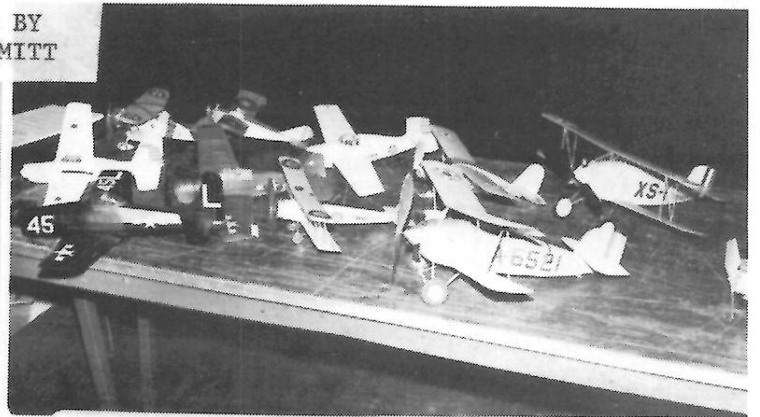


George Meyers Vari-Viggen- 40 bonus pts?



Jim Daily's Sub Scout in action

PHOTOS BY
TOM SCHMITT



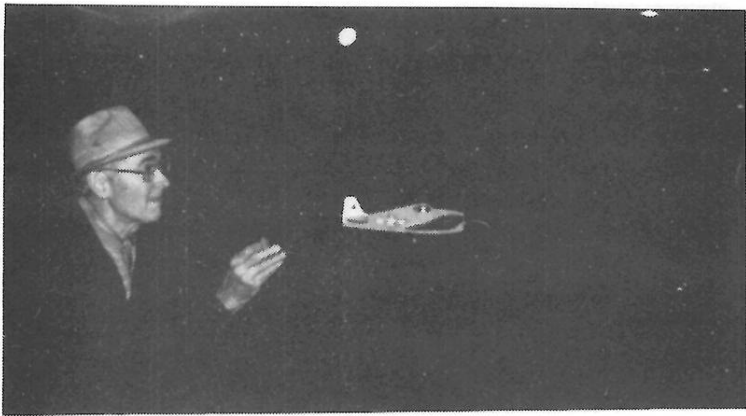
NAVY SCALE entrants-WOW!



Hurst Bowers launches beautiful ^{He 46} ~~45-126~~



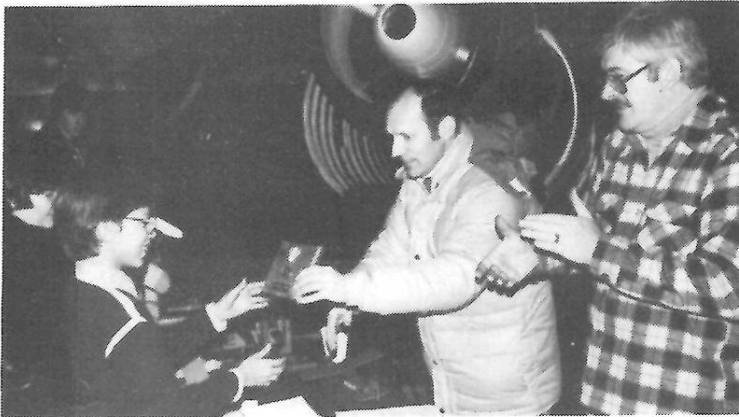
Roger Laudati and son with Cessna Flyer



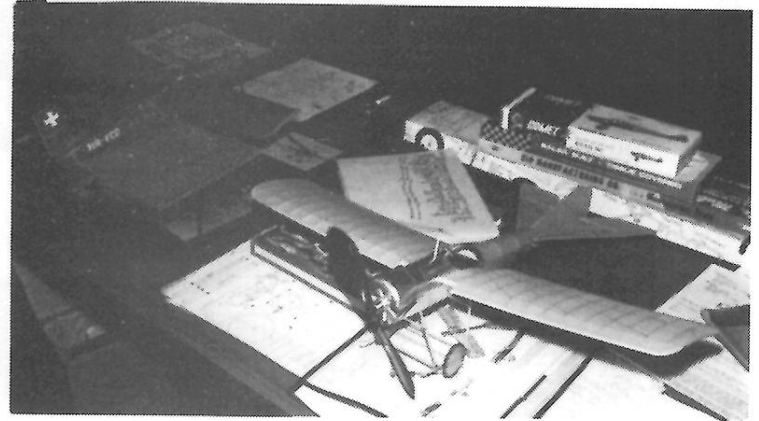
George Leffler launches nice NO-CAL Hello



Winners Loot! Handmade trophies by Don Srull



Allan Schanzle and Pat Daily handout awards to Mike Escalante



Dave Rees nifty Blackburn monoplane



Don Srull's original He-112 (MAX FAX)

PHOTOS BY
TOM SCHMITT



Allan Schanzle launches high static point winning Tiger Moth



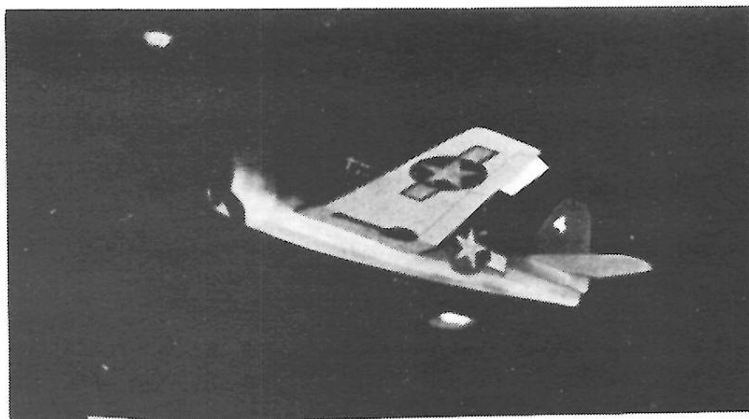
Allan Schanzle's Hs 126 from plans from MAX FAX



George Meyers launches his own He 112 design-2nd in Spanish



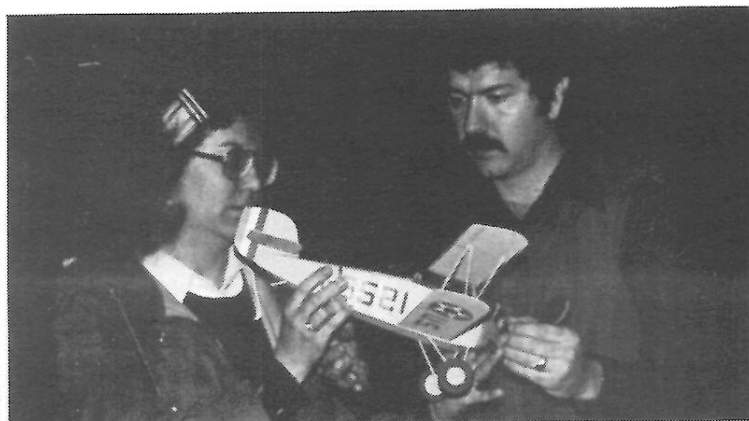
Hard nosed judge John Preston puts his evil eye on Les King's Bearcat



George Leffler's nifty Hellcat from Guillow's kit!

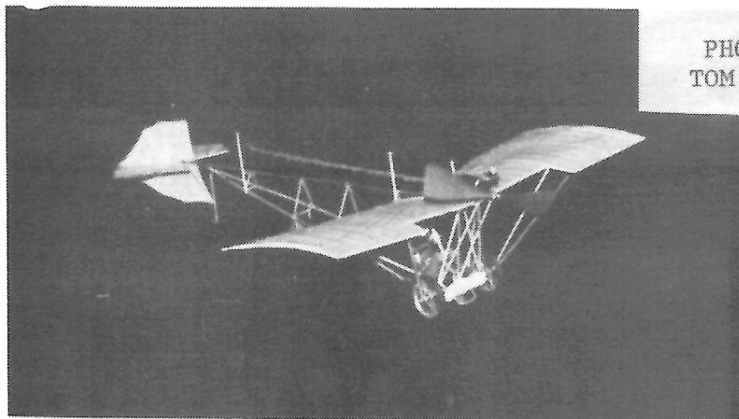


John Preston checks out detail on Hurst Bowers' Sub Scout minus 5!

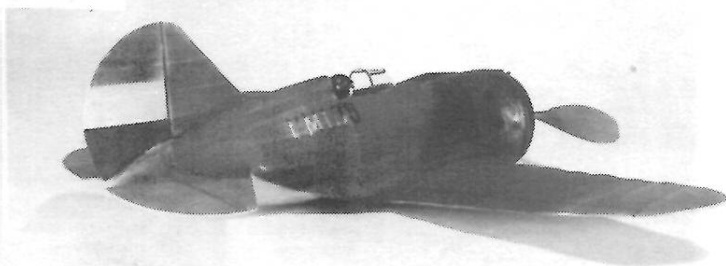


Kathy and Jim Dally and the 2nd place NAVY Sub Scout

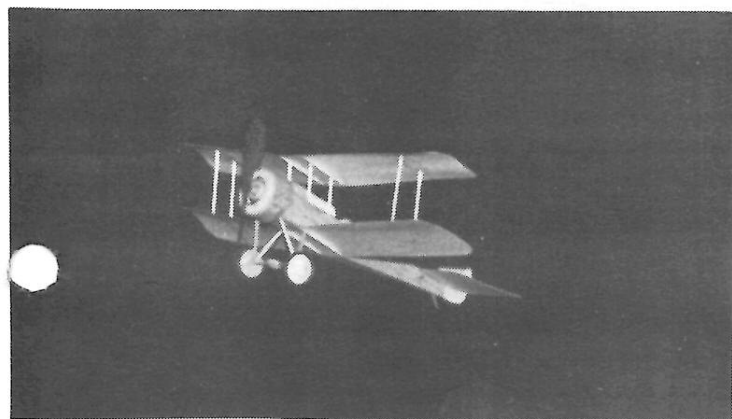
PHOTOS BY
TOM SCHMITT



Bill Kalb's Demoiselle in beautiful flight



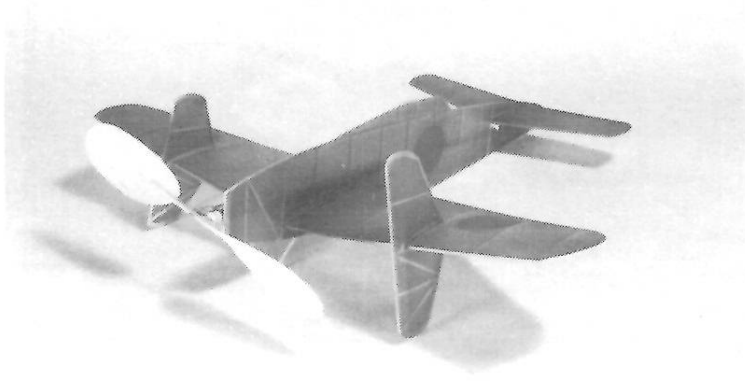
Allan Schanzle's Polkarpov in Loyalist colors



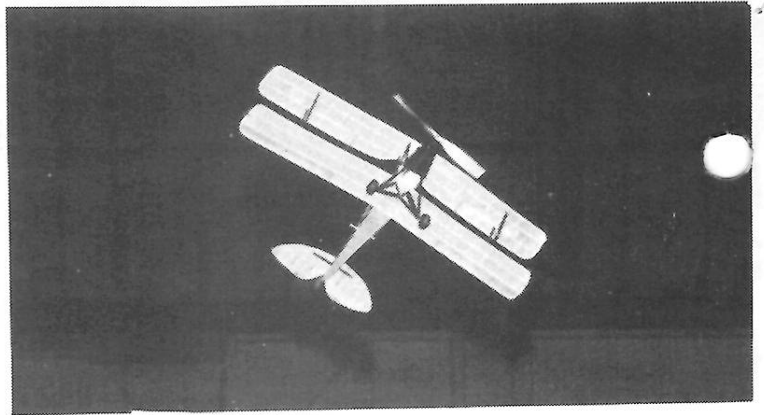
Dan Rees' World War I all Sheet Bristol Scout -a natty flyer



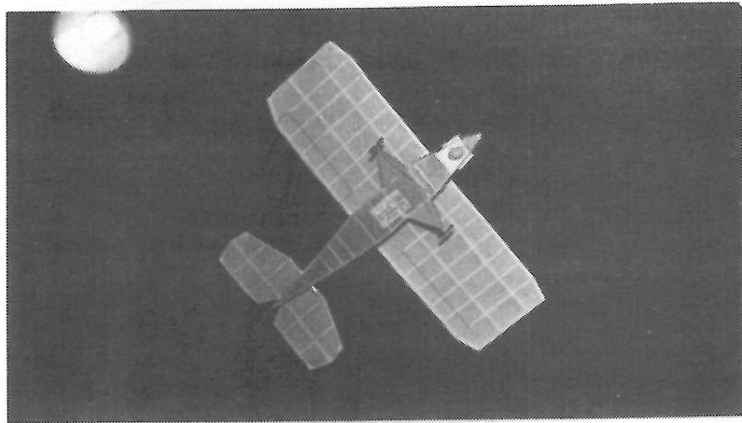
Pat Dally's Loire 46 in Loyalist colors



Don Srull's Shinden NO-CAL



Allan Schanzle's Tiger Moth in nice slow flight.



George Leffler's Fike cruising slowly



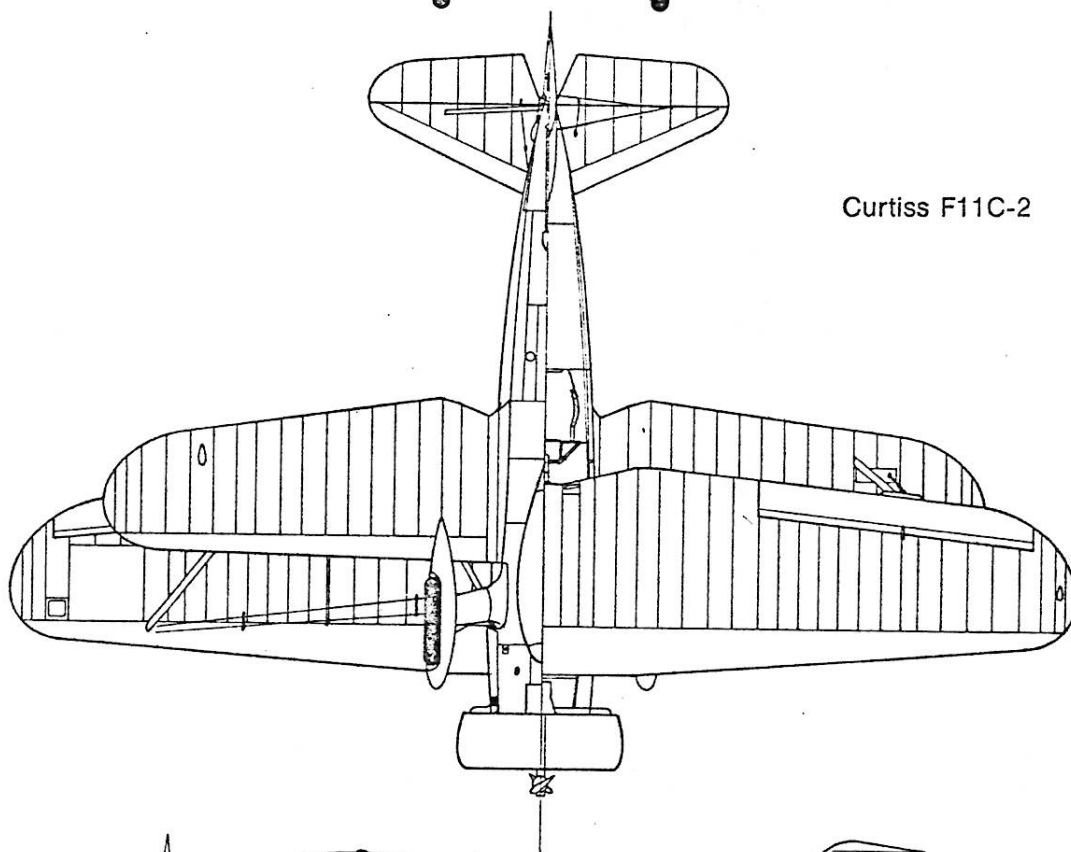
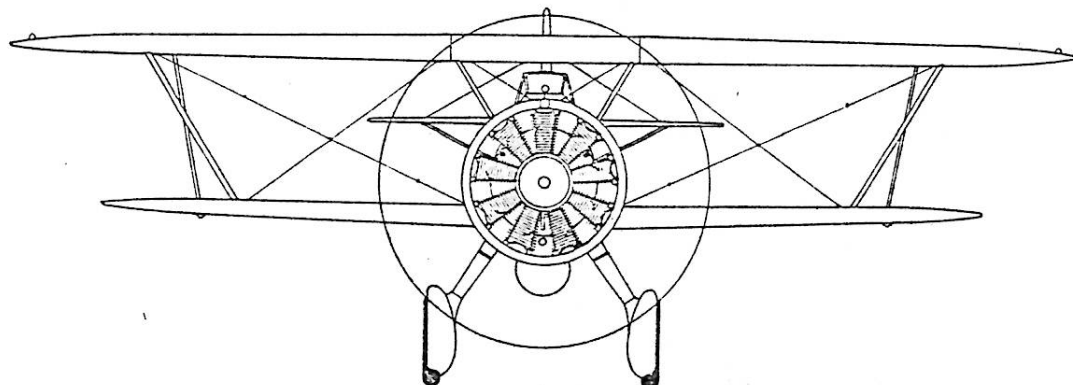
Pat Daily's Loire 46 in Loyalist colors

PHOTOS BY
TOM SCHMITT

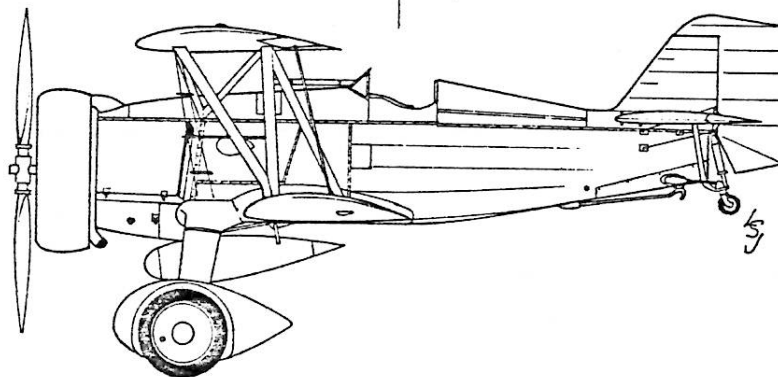


Spanish Fly launch-Geo. Meyers and He 112, Jim Daily and Fiat, Don Srull and He 112, and John Hunton and He 111

I made my Curtiss from 1/20" stringers and 1/32" sheet. The cowl was laminated around a hair spray can lid. Colors for the Curtiss--Chrome yellow upper top wing, gray (light Navy gray) fuselage and wings, red tail and elevator, green ring around fuselage and green cowl ring, use 1/24 inch scale Wildcat decals from Squadron Shop (microscale decals) for all markings. Use soda straws for cylinders--super flying biplane!



Curtiss F11C-2



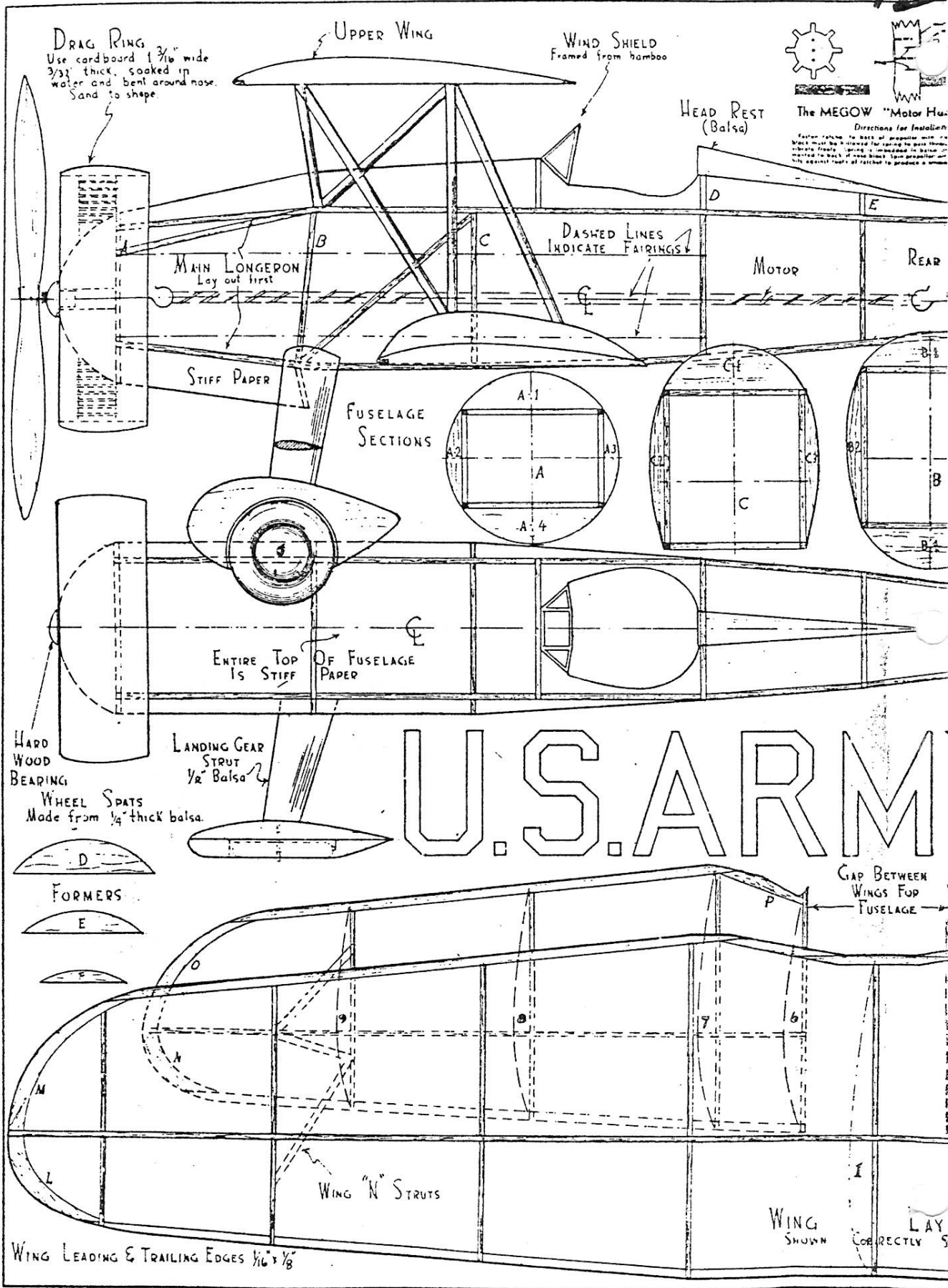
25 FEET

A

se

The

11



DRAG RING
 Use cardboard $1\frac{3}{16}$ " wide
 $\frac{3}{32}$ " thick, soaked in
 water and bent around nose.
 Sand to shape.

WIND SHIELD
 Framed from bamboo

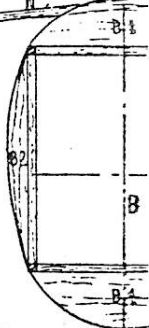
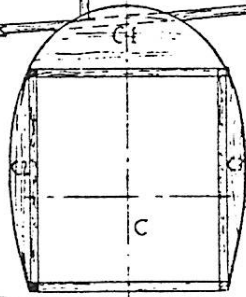
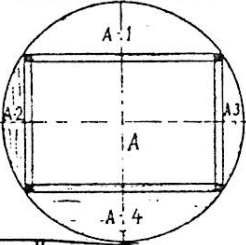
HEAD REST
 (Balsa)

The MEGOW "Motor Hu..."
 Directions for Installation:
 Fasten ratchet to base of propeller with the
 block must be allowed for spring to give freedom
 where freely turning is intended in later in-
 stalled to back of motor that propeller can
 fly against ratchet attached to produce a warning

MAIN LONGERON
 Lay out first

DASHED LINES
 INDICATE FAIRINGS

FUSELAGE SECTIONS



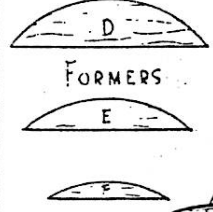
ENTIRE TOP IS STIFF
OF FUSELAGE PAPER

U.S. ARM

HARD WOOD BEARING

LANDING GEAR STRUT
 $\frac{1}{2}$ " Balsa

WHEEL SPATS
 Made from $\frac{1}{4}$ " thick balsa.



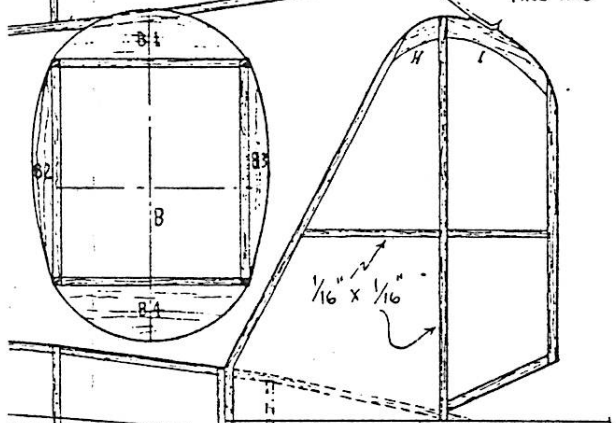
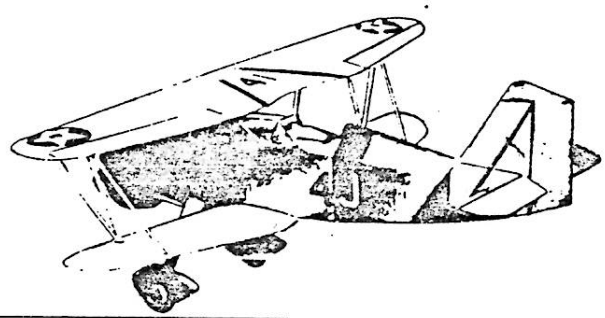
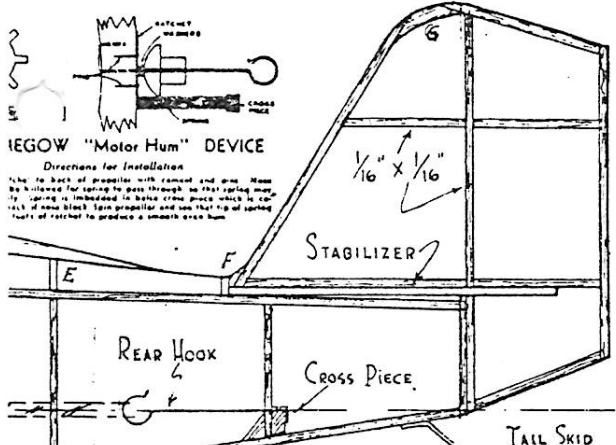
FORMERS

GAP BETWEEN WINGS FOR FUSELAGE

WING "N" STRUTS

WING SHOWN LAY CORRECTLY

WING LEADING & TRAILING EDGES $\frac{1}{16}$ x $\frac{1}{8}$



MODEL AIRPLANE SHOP

CONSTRUCTION NOTES

- 1. The Deck:** The floor area on which the model is to be constructed. It is made of cardboard or similar material. The deck is divided into sections by lines as shown in Fig. 1. Each section is cut out and fastened to the floor of the shop with brass pins. The deck is finished by covering it with a thin layer of paper or cloth.
- 2. The Body:** The main structure of the model is made of balsa wood. It is cut to the shape of the fuselage and wings. The body is finished by sanding and painting. The wings are attached to the fuselage by means of brass pins.
- 3. Propellers and Engines:** The propeller is made of wood or plastic. It is attached to the fuselage by means of a propeller nut and pin. The engine is a small electric motor that is attached to the fuselage by means of a motor mount.

Curtiss Hawk

How to Build a Curtiss Hawk

Fig. 1

Fig. 2

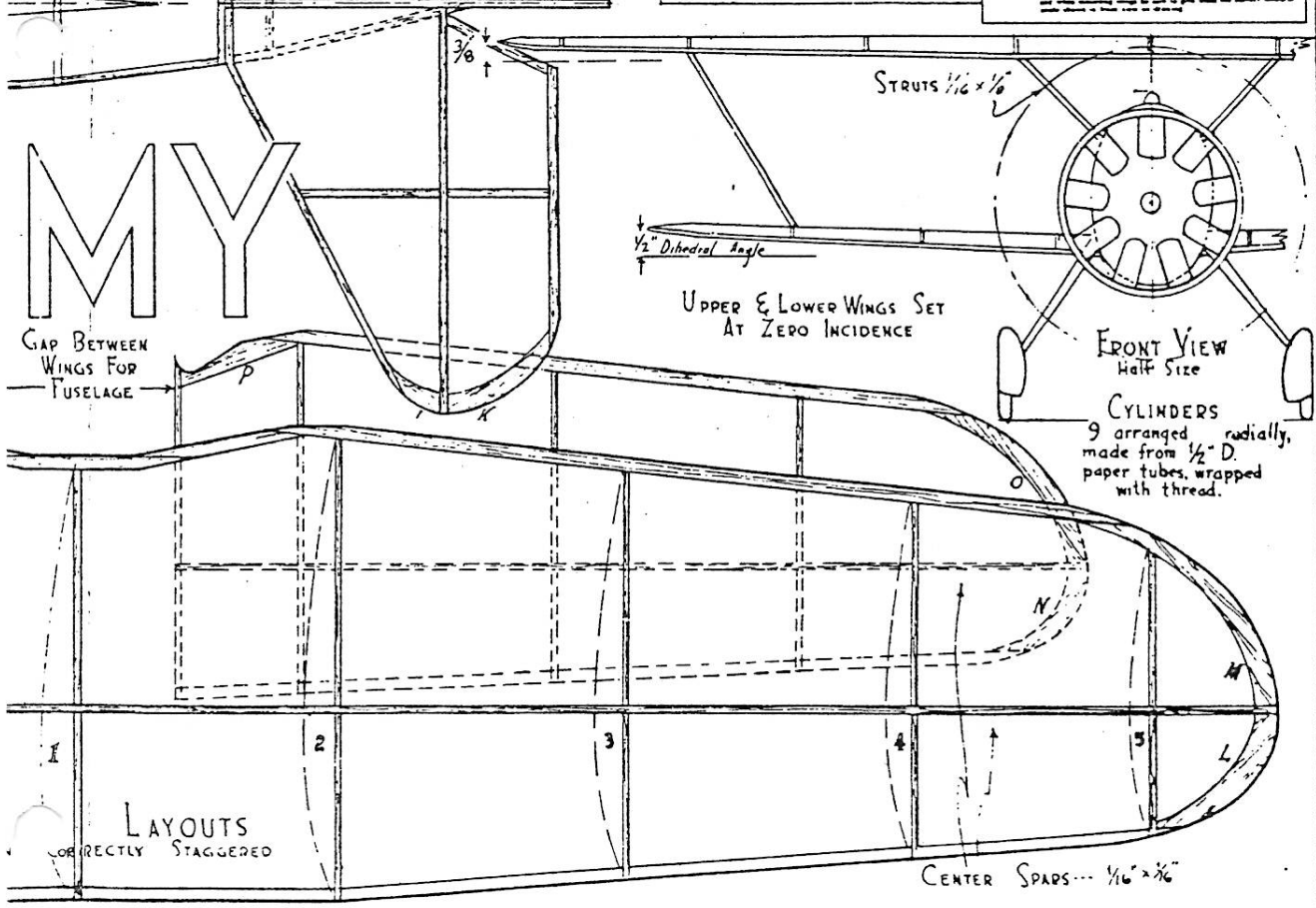
Fig. 3

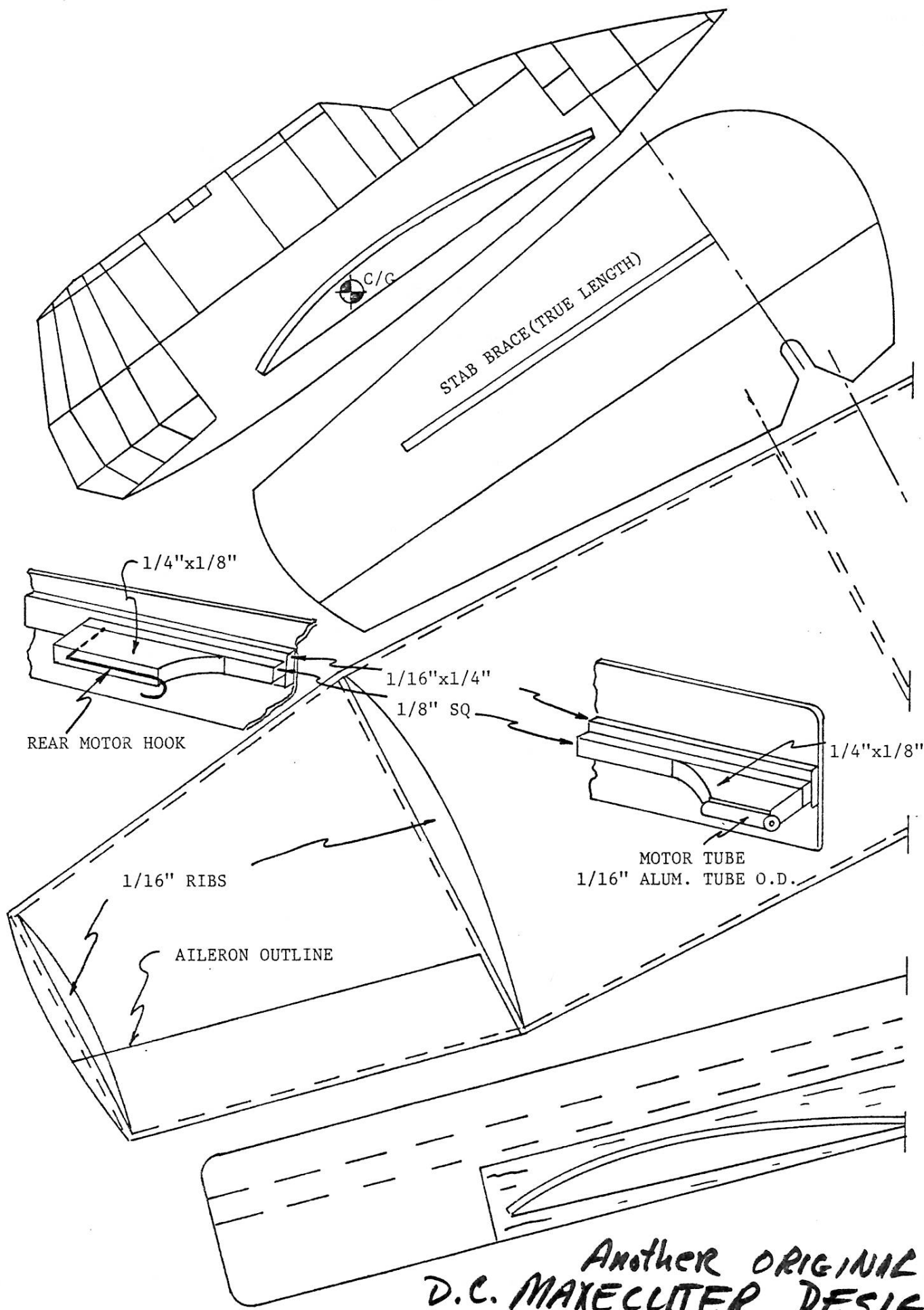
Fig. 4

Fig. 5

Fig. 6

Fig. 7

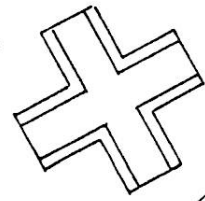




Another ORIGINAL
D.C. MAXECLITER DESIGN

ALL SURFACES CUT FROM 1/16" FOAM
OR 1/32" Balsa

IRON CROSS TOP
AND BOTTOM OF
BOTH WINGS



ANOTHER ORIGINAL
P.C. MAXECUTER
DESIGN

1/16" SQ LEADING AND
TRAILING EDGES

C/L WING

C/L COCKPIT

1/16" SQ STAB BRACE

C/L ENGINE BOOM

END OF 1/16"x1/4"
PORTION OF MOTOR STICK

END OF 1/8" SQ PORTION OF MOTOR
STICK

1/16" SHEET Balsa FOR FUSELAGE/
WING DOUBLER, LEFT SIDE OF
ENGINE BOOM

PROFILE
BLOHM und VOSS BV-141-B
 DESIGNED AND DRAWN BY
 FEB 1 1979 *Allan Schmitz*

3RD CLASS

MAX FAX
14908 ROCKING SPRING DR.
ROCKVILLE, MD 20853

