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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

MAY - JUNE 1979

NEXT MEETING DATES: June 6, July 11, August 1. 7:30 PM at College Park Airport

CONTEST SCHEDULE

- June 3 -- F.A.C. G.H.Q. SPRING CONTEST AT DURHAM CONN--includes D.C.Maxecuter WWII challenge
- June 24 -- D.C. MAXECUTER'S R.O.W. SPLASH -- see notice in this issue of MAX FAX and map at the end of Rolfe Gregory's C.A.V.U. column.
- July 14 -- THE S.O.T.S. CONTEST -- at Johnsville, PA -- a real FACers bash --see add in this issue of MAX FAX.
- July 14-15 --WESTERN NEW YORK FREE FLIGHT SOCIETY CONTEST-- .020 replica, ABC-OT, P-30, P-NUT UL rubber, 1/2A, B, CD GAS FF, UL Towline,HLG call or write to Bob Clemens 95 Shoreway Dr., Rochester, N.Y. 14612.
- July 29-Aug 6 -- AMA NATS at Lincoln, Nebraska.
- Aug 79 -- East Coast Champs at Johnsville
- Aug 25 -- D.C. MAXECUTER'S LATE SUMMER FUN FLY -- at COMSAT-- another FF biggie--see add in this issue.
- Sept 79 -- D.C.MAXECUTER'S SCHOOL YARD SCALE FUN FLY --more later -- C.D. is Hurst Bowers
- Sept 79 -- R.C. SCALE CONTEST AT BEALTON -- more later -- CD John Preston
- Oct 79 -- F.A.C. G.H.Q. FALL CONTEST AT DURHAM CONN

CLUB NEWS by Pat Daily

IMPORTANT NOTICE-- on June 6 at the next Maxecuter's meeting, Bob Mikesh, a curator for the Smithsonian Aerospace Museum will address the D.C. Maxecuter's at their College Park meeting-- he will give a nifty lecture about the Smithsonian's collection, restoration effort etc. He is responsible for making available various data packs to modelers and is a key figure in research for the Silver Hill facility and is an all around good guy. Be sure and attend this one, gang.

Lots of news and little space in this issue-- two nice articles in the June issues of Model Aviation and Model Airplane News about our winter contest--good work to John Preston and Tom Schmitt.

Welcome to new guys Pres Bruning, Bob Clemens and Dudley Prisel. Thanks to all the letters I get from all you guys. I don't answer too often but thanks anyway. Bill Kalb of the Black Maria Squadron (Philly) sent a neat report of the fantastic action at their spring contest. Dave Stott, the old ginrule of the F.A.C. sent a nice note about some of the pictures

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!

NEWS CONTINUED:

we sent him of the winter contest--says that FAC rules weren't made for indoors anyway! Got a new Oldtimer catalog--really keeno stuff in it--write off for one in a hurry! I was hoping to make it to the Flightmasters (California) contest on May 6 while in L.A., but the gas shortage cooled that idea fast. Hope you guys out ther can get enough glow fuel and diesel fuel for all those nifty gas jobs. Got some neato books on aircraft that have 3-views and color info called "World Aircraft" by Rand McNally and authored by Enzo Angellucci and Paolo Matricadi. Several volumes from origins to WW II - bought at B. Dalton's Bookstore.

Got a nice letter from Jay Hicks of Orlando FLA--he is looking up Allan Booton- the old scale designer from the 30's --seems his is in his 70's now --Booton still has some of his planes including a gas contest job that may have influenced Carl Goldberg in his Zipper design.. Jay says that they have a neato air museum there with several old timers. Thanks Jay. FAC NATS NEWS--looks like that gang of bullies up in Philadelphia are shooting for having the 1980 FAC NATS at Johnsville again--WHOOPIE! MAX FAX will religiously follow up this hot piece of intelligence.

MONTHLY COMSAT CONTEST FOR RABID MAXECUTER'S -- what's this you say? Well ozone burners, some of the die hards insist on having monthly contest at COMSAT starting in JUNE. The first friday of each month will be for a WWI COMBAT, second Friday for WW II COMBAT, 3rd Friday for THOMPSON-GREVE, 4th Friday for SPANISH FLY and EMBRYO. Also another contest will be held on the second Friday of each month -- the rubber altitude trials--any rubber job--altitude judged by EYE-BALL ALTIMETER of Pat Daily--sure to cause lots of arguments since he is half blind! Haw! Hope the gang at G.H.Q. doesen't percieve this as a means of gettin some of the treasured Kanonen so some of the lead seated Lieutenants of the Blue Flight can get a promotion to Captain. Never crossed our mind!

EASTERN ENCOUNTER -- an intelligence briefing from Stew Meyers (intelligence???) Whilst patrolling the eastern front near Baltimore, in his ALB DI (subject of this issue of MAX FAX), Hauptmann Meyers ran into some possible competition. Herr Meyers, aka "The Rubber Baron", had landed at Lloyd's Hobby shop and was requisitioning some nitrate dope thinner (does requisition mean stealing?) when he meet Lino X. Albi (sounds kinda phony to me--maybe an enemy agent from Philly?). Albi is the leader of a little knot of like minded fliers known as "THE RUBBER BAND" (now I know they must be enemy agents!). Cards and formatities (including challenges to aerial duels no doubt) were exchanged and a formal challenge was issued for a COMBAT at COMSAT. The Baron, liking fresh meat, awaits at the field--they hav got to be easier prey than vonSrull, the dreaded head hunter from the south side of the Potomac!

PLEASE NOTE -- when you fly at COMSAT this year, please don't park on the grass--use the parking lot -- seem some RC clowns tore up the grass on the hill with their cars-- be nice cause fileds are hard to come by!

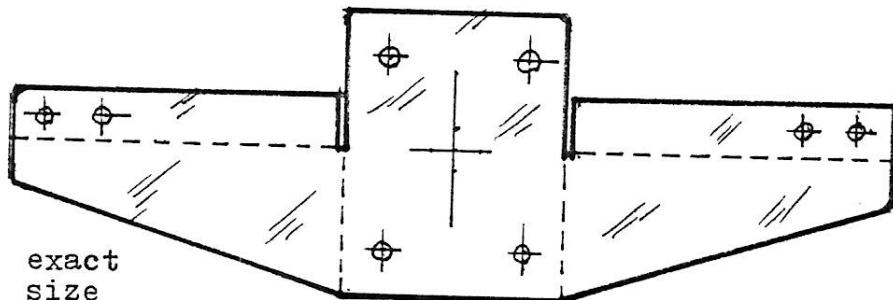
SPECIAL THANKS -- to Claude Powell for donating a nifty original CLEVELAND KIT to raffle off at our summer fun fly--that's what good FACers are made of!

ABOUT THIS ISSUE OF MAX FAX-- some really neat stuff, gang. Paul Spreiregen shows how to mount diesels and Cox engines interchangably, Rolfe Gregory tells another fantastic tale in C.A.V.U. Herr Meyers shows the secrets of his famous (infamous?) Albatross D-I. Max, the mysterious Maxecuter ace, liked it so much he is seen flying it in combat over the eastern fronton our cover. VonSrull's dreaded Shindin NO-CAL job makes its appearance and Herr Meyers tell us secrets of CO<sub>2</sub>--sounds erotic., I mean exotic.

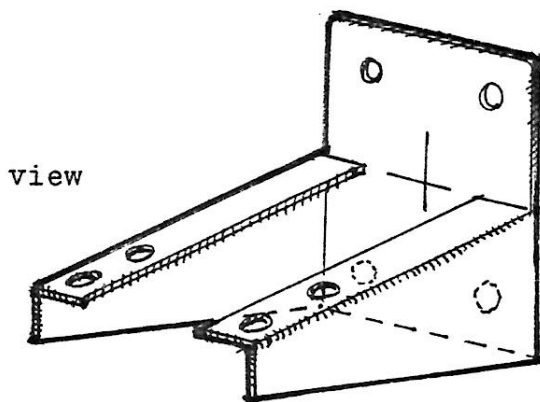
Well gang, enough of the B.S. -- its time to start getting the rubber lubed for Fridays at COMSAT--dust off those big rubber jobs and watch them thermal away. See you next issue.

A Simple and Easy-to-Make  
Engine Mount for the DC Dart Diesel (.036 cu in)

Full Size Pattern Shown



exact  
size  
pattern



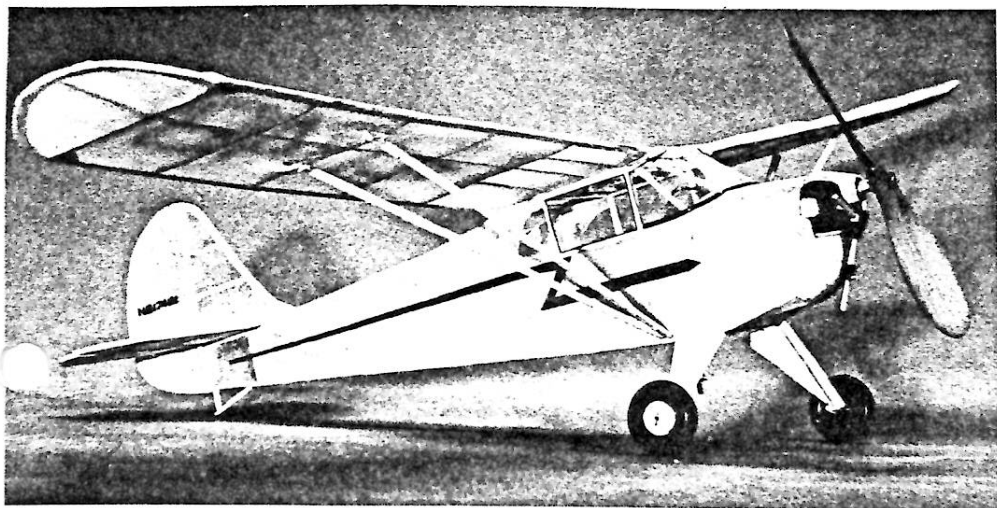
view

design by  
Paul Spreiregen

*Thanks  
Paul!*

1. Use .032" Aluminum sheet. It can be cut very easily with ordinary metal shears. File edges smooth after cutting and before bending.
2. Trace pattern onto metal sheet.
3. Drill all holes.
4. Cut out.
5. Smooth with file.
6. Bend edges in vice.

Notes: This design allows just enough room for the plastic fuel tank. The engine mount is strong enough to hold the engine quite adequately, but in case of a bad crash will bend somewhat, reducing damage to wood structure. Also, the holes on the rear bulkhead mounting plate are the same size as for a Cox .049, so you can easily switch engines. Of course, the mount is very light...and fuelproof!



*COMET AERONCA  
CO2 powered  
by PAT DAILY  
- "a real perform  
er" -*

4

C. A. V. U.  
By  
Rolfe Gregory

The date was the 15th. of August, 1935. I'm sure of the date. I'll tell you why later.

I was swimming at Virginia Beach late that afternoon when I heard airplanes, many airplanes, coming out of the north. They were Army bombers, fighters and a few observation planes. They started circling in formation, in groups of three, and began landing at a large field just south of the beach at a place everybody called "the rifle range". Actually, it was Camp Pendleton. It wasn't much of a camp then. There were a few small buildings, deserted most of the time except during each summer when various National Guard and Reserve units did their two week encampment duty. They called it a camp but anyone camping did it with tents - there were no barracks.

When I saw the planes were landing, I got out of the water, dressed, and headed for the field. When I got there, most of the planes had landed but some were still coming in. There were more planes on that field than I had ever seen anywhere before. I counted well over a hundred and they comprised all of those now-rare birds that you can only see occasionally in a museum.

The fighters were Boeing P-12 E's, P-26's, and Curtis P-6 E Hawks. The bombers were the twin engine Keystones and Curtiss Condors. And there were some Douglas C-38 and C-43 observation jobs. I was as surprised to see the old Keystone and Curtiss bombers as I was to see P-12's mixed in with the P-26's. By 1935, the biplane bombers were obsolete and (so I thought) had been replaced by the new Martin B 10. I also thought the Boeing P-26 had about replaced the P-12E and the P-6E, but there they were, operational, in all their glory. Maybe it was their last, grand, gasp before being put out to pasture.

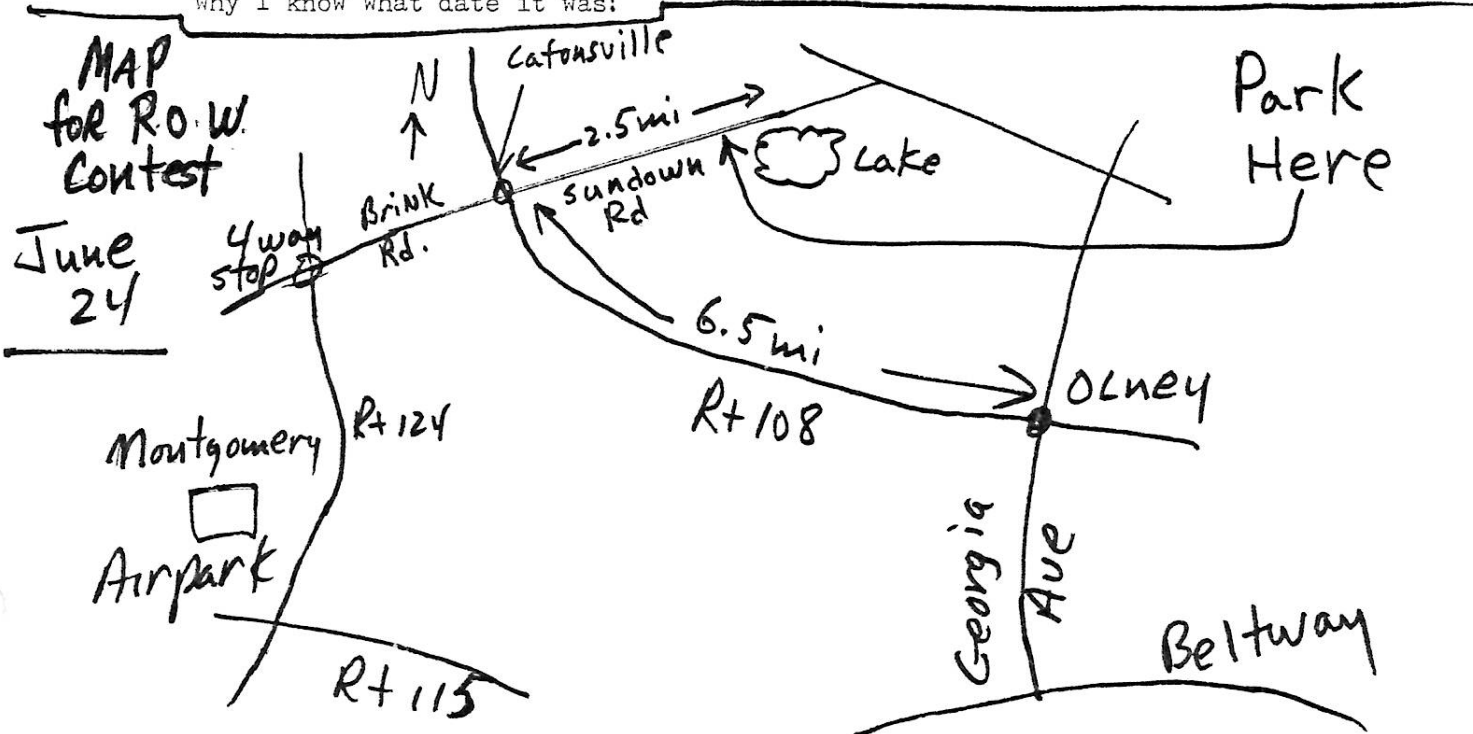
As the aircraft landed, they taxied to parking places on both sides of the field and were tied down, wing tip to wing tip. What sitting ducks they would have been for even a few enemy planes, but that lesson was not to be learned until some years in the future. Security measures were non-existent. Those of us who had gathered were free to wander all over the field as we pleased. It might be mentioned here that security in those days between W.W. I and W.W. II was rather lax at Army bases. At Langley, for example you could meander in and out of hangers, go anywhere you wished without a pass or a guide. Not so the Navy! Visiting times were specific and required a pass and a tour guide.

Before the airplanes had arrived, Army trucks had brought in supplies and equipment and tents had been pitched all around the edge of the field. I stayed until after dark, wandering around the field, looking at the planes and talking to the pilots and mechanics.

I learned that the whole thing was a test maneuver to determine how quickly all the planes could be put into the air from a simulated forward base upon learning of an imminent enemy attack. The test was to come sometime next morning.

Needless to say, I was there bright and early. I didn't have to wait too long until the message came through. As I now recall, the whole thing started with a staff car racing around the field with a siren screaming. Anyway, mechanics started swarming over the planes, and pilots were buckling on helmets (the old leather type!) and goggles as they ran for their ships. A few engines were balky, but when all were started and revving up, the noise was deafening - but beautiful! A fellow I knew from back home came up and was shouting something in my ear but I couldn't make out what he was saying. The airplanes taxied to the take-off point in groups of three, turned and took-off, holding the 3-airplane formation as they climbed out. The groups of 3 were taking off within a very few seconds of each other. They all maintained a climbing left turn until it looked like a follow-the-leader spiral chain of airplanes from the ground up to about 3000 feet. I had been timing the operation, and from the instant the first engine started up until the last planes disappeared from view, 20 minutes had elapsed. I didn't realize it at the time, but I had just witnessed what was probably the last great show of those marvelous old two-wingers, the likes of which would never be seen again.

The sudden quiet was overwhelming! I could then hear what my friend was saying. He had heard the radio report that morning of the death of Will Rogers and Wiley Post in a crash the day before, August 15th., at Point Barrow, Alaska. If you don't know who they were, either you do not read many aviation magazines, or you are one whale of a lot younger than I am. Will Rogers was a famous cowboy philosopher - comedian, and Wiley Post was a record setting pilot who flew better with one eye than most could with two. Anyway, that's why I know what date it was!

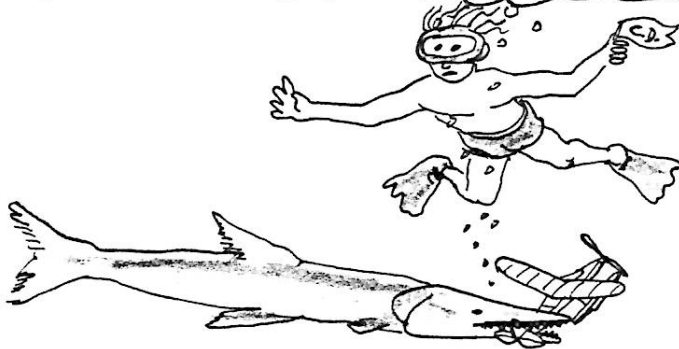
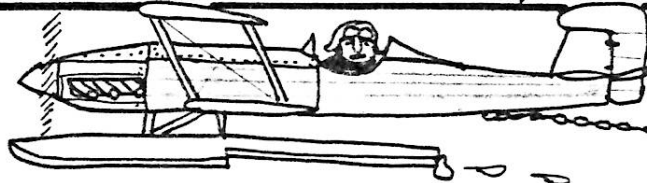


# D.C. MAXECUTER'S R.O.W. SPLASH

6

JUNE 24  
1 PM - 8 PM

ALL FLIGHTS  
R.O.W.



- EMBRYO (ON FLOATS)- Best single flight of three officials; no card table-only water!
- F.A.C. SCALE, RUBBER- Bring proof-of-scale for land-plane with floats.
- F.A.C. SCALE, POWER- Gas, CO<sub>2</sub>, or electric

\$2.00 entry fee  
juniors free

C.D. -- Don Strull

# D.C. MAXECUTER'S '79 SUMMER FUN FLY

AUGUST 25  
COMSAT FIELD  
9A.M. TILL DARK



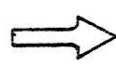
SOMETHING FOR EVERYONE !

- WW I
- WW II
- SPANISH FLY
- THOMPSON TROPHY
- FAC SCALE
- EMBRYO
- NO-CAL
- HAND LAUNCHED GLIDER
- CATAPULT GLIDER

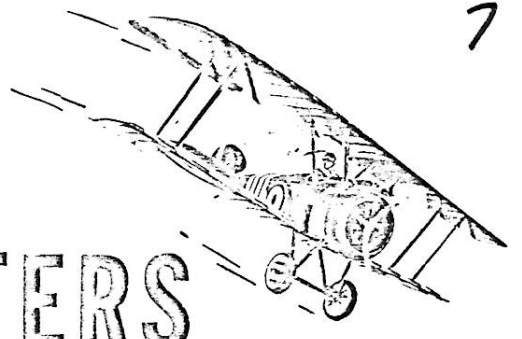
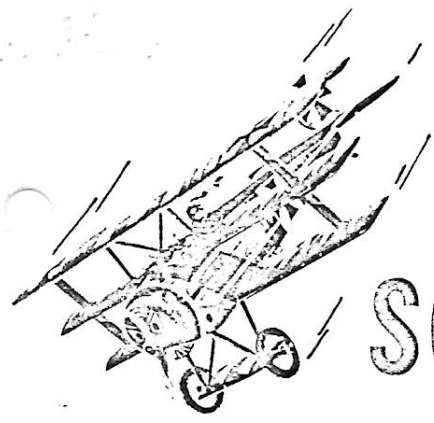


FIRST PLACE TROPHIES AND PRIZES

\$2.00 entry fee per plane  
\$5.00 entry fee unlimited entries  
Juniors free



CONTESTANT RAFFLE FOR RARE CLEVELAND  
MASTER KIT! (donated by Claude Powell)



# SOTS

## SCALE MASTERS

### SCRAMBLE

AMA SANCTIONED FREE FLIGHT SCALE CONTEST.  
JULY 14 & 15, 1979. WARMINSTER NAVAL AIR FACILITY.  
JOHNSVILLE, PENNA. WHERE ROUTES 132 & 332 CROSS.

#### \* EVENTS \*

- AMA PEANUT SCALE
- AMA FREE FLIGHT POWER SCALE#  
(STAND OFF JUDGING)
- FLYING ACES SCALE
- FLYING ACES WW1 SCALE
- FLYING ACES WW2 SCALE\* combat
- FLYING ACES JUMBO SCALE
- FLYING ACES THOMPSON TROPHY &  
SHELL DASH HEATS
- FLYING ACES EMBRO ENDURANCE

\*Maxicuters rules.

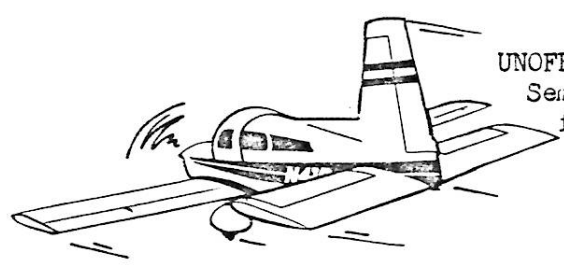
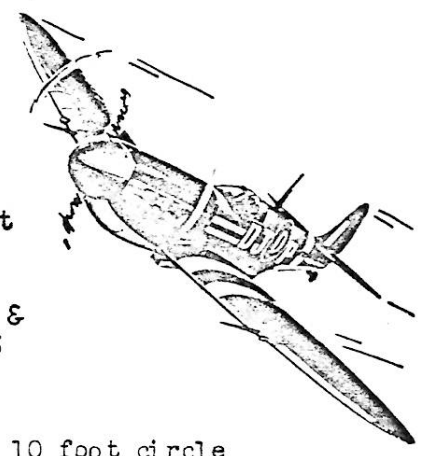
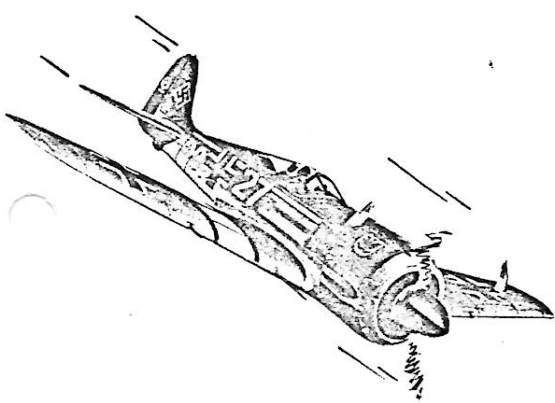
#AMA stand-off scale judging using 10 foot circle  
combined with AMA FF scale flight judging.

ENTRY FEES: SR. & OPEN - \$3.00 FOR FIRST EVENT, \$5.00 MAX.  
JR. - ALL EVENTS FREE.

AWARDS TO THIRD PLACE, PLUS OTHER SPECIAL AWARDS.

FLYING TIMES: SAT. 8 AM TO DARK. - Officials begin  
SUN. 12 NOON TO 4 PM. at 10 a.m.

UNOFFICIAL EVENTS: TO be held as contestants desire.  
Semi scheduled are Pioneer Air Races and War Games Combat  
for between the wars fighters.



WALT EGGERT, C.D.  
26 MOREDON ROAD  
HUNTINGDON VALLEY, PA. 19006  
Ph. 215-947-4387

or Bill Kalb, 220 Oak Hill, Hatboro, Pa. 19040  
215-672-0533

JAPANESE NAVY  
**SHINDEN**  
16" SPAN PROFILE

*Don Srull 4-79*

1/16 SHEET  
RIBS

COVER ALL SURFACES ONE  
SIDE WITH LIGHT TISSUE —  
DO NOT WATER SHRINK OR DOPE

TRIM FOR RIGHT TURN

POWER WITH 3/32 TO 1/8  
RUBBER LOOP 16" TO 20" LONG

3/32 SQ. LE

1/2 DIHEDRAL  
EACH TIP

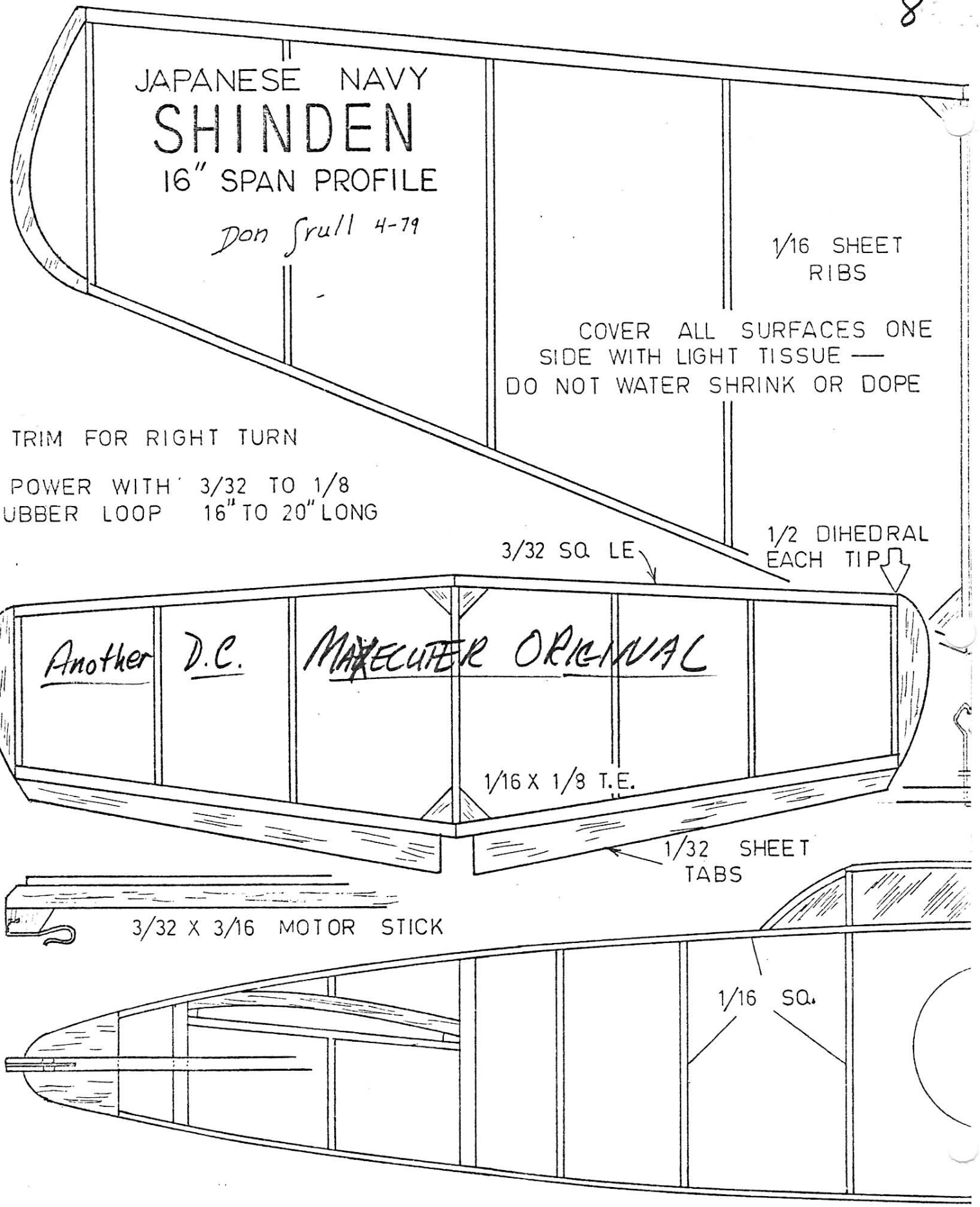
*Another D.C. MAECUTER ORIGINAL*

1/16 X 1/8 T.E.

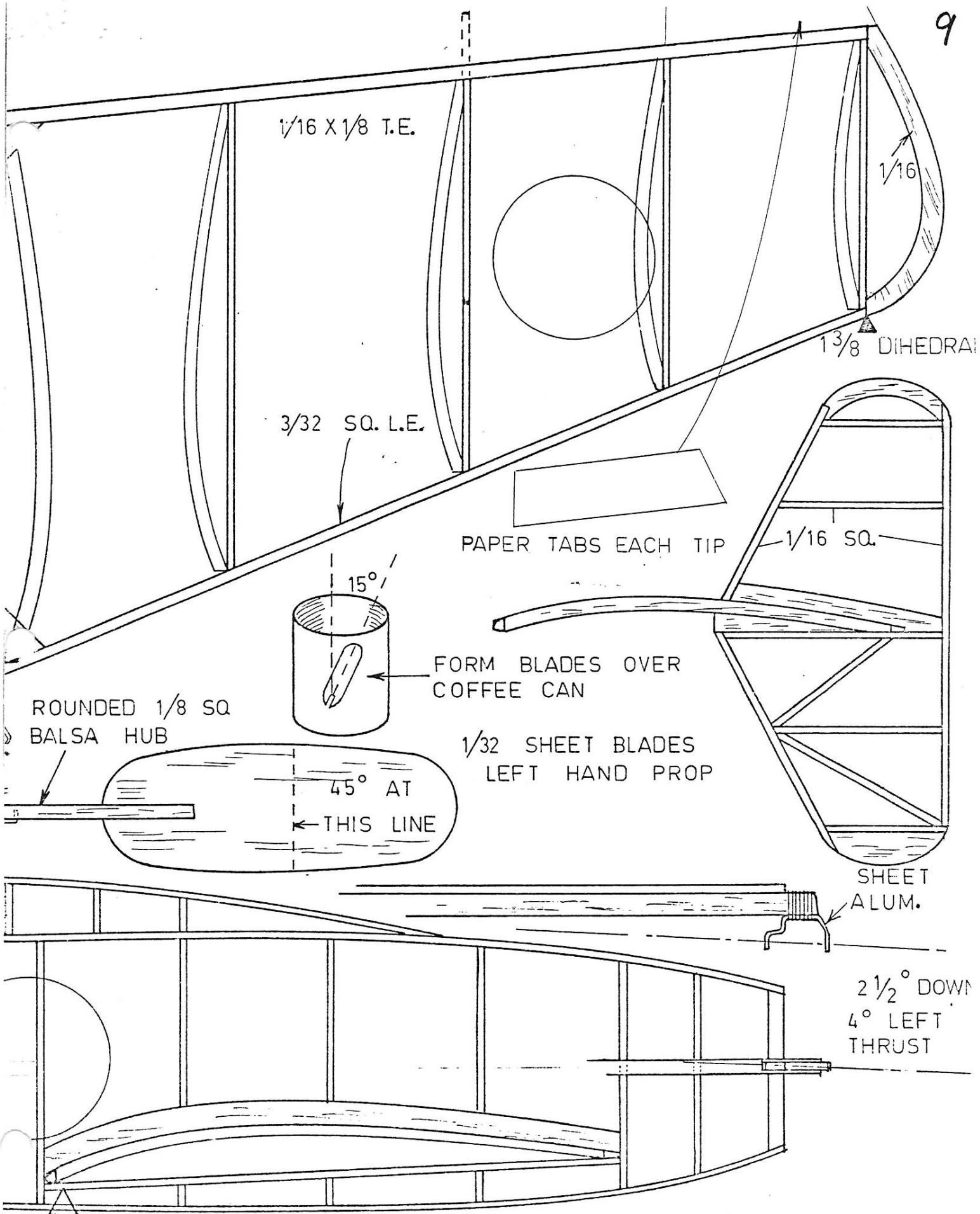
1/32 SHEET  
TABS

3/32 X 3/16 MOTOR STICK

1/16 SQ.







1/16 x 1/8 T.E.

3/32 SQ. L.E.

1/16

13/8 DIHEDRAL

PAPER TABS EACH TIP

1/16 SQ.

FORM BLADES OVER COFFEE CAN

1/32 SHEET BLADES LEFT HAND PROP

SHEET ALUM.

ROUNDED 1/8 SQ Balsa HUB

45° AT THIS LINE

2 1/2° DOWN 4° LEFT THRUST

C.G.

Another D.C. MAXECUTER DESIGN

WATCH OUT! THAT SHARK CAN BITE...  
or THE FEEDING OF CO2 ENGINES

One 4th of July I was out flying models in 90° F+ temperatures. After piercing the "sparklet" CO2 cylinder with the Shark loader, it separated at the threaded joint, whizzing the cylinder and aft half past my neighbor's head and continuing on for 20 feet. I immediately shut down CO2 flying and flew rubber jobs for the next half hour. Upon reaching home I tried the Shark loader again. Again it popped its threads. This time I was holding both halves and the gas escaped harmlessly. I tried another Shark loader ... same results. Upon checking my CO2 pressure charts, there is over 1250 psi at that temperature for the standard 68% fill. This turns out to be too much for the Shark loader. The plastic threads separate with out damage to themselves not unlike a zipper and release the cylinder to do what it may.

This only applies to the Shark, as both the Brown and Telco have a surrounding mechanical housing which is not dependent upon plastic threads to hold it together. Both units were well behaved at 95° F. You know, you can charge the Shark unit with the Telco Charger but not the other way around.

On hot (over 88° F) days beware of that Shark loader. It can let go with results that vary from embarrassing to dangerous. Let us hope no one gets hurt, causing some idiotic do-gooders' ban on CO2 motors. I can just see Ralph Nader killing this great form of power for flying scale.

While on the subject of CO2.... Do you know what is going on in the system? First let's treat it on an empirical basis, I refer you to the fig 6 curves taken from Doug McHard's article in the 72-73 AEROMODELLER ANNUAL. We see that with a gas charge (the charger pointing up), the RPM (a function of the pressure present) falls off exponentially. With the liquid charge (the charger pointed down) there is a longish plateau not unlike a rubber torque curve.

The physical state of carbon dioxide in containers smiled upon by the ICC is a liquid with a filling limit of 68% of the water weight of the cylinder. Now what this means in plain english is that if the cylinder can hold 10 grams of water and you fill it with 10 grams of liquid CO2 (specific gravity 1.47) then it holds 10/14.7 or 68% of the maximum possible.

The critical temperature for CO2 is 88° F. It will not exist in the liquid state above this temperature, but only as a super heated vapor (gas). Below this temperature it can exist as both a liquid and a gas and we have a rather simple relationship between temperature and pressure.

As an aside, the reason I lost my Co2 powered SE5 at our first summer contest is apparent, That day was sohot, as you may well remember, that it was impossible to get the usual short run gas charge. Every charge was always a saturated vapor charge with an energy content at least as much as the liquid charge.

Below 88° F as long as the liquid and gas are both present the pressure will remain constant, a function of temperature only, untill all the liquid boils off. Then it will behave as a gas and decay according to the old gas equation PV=RT.

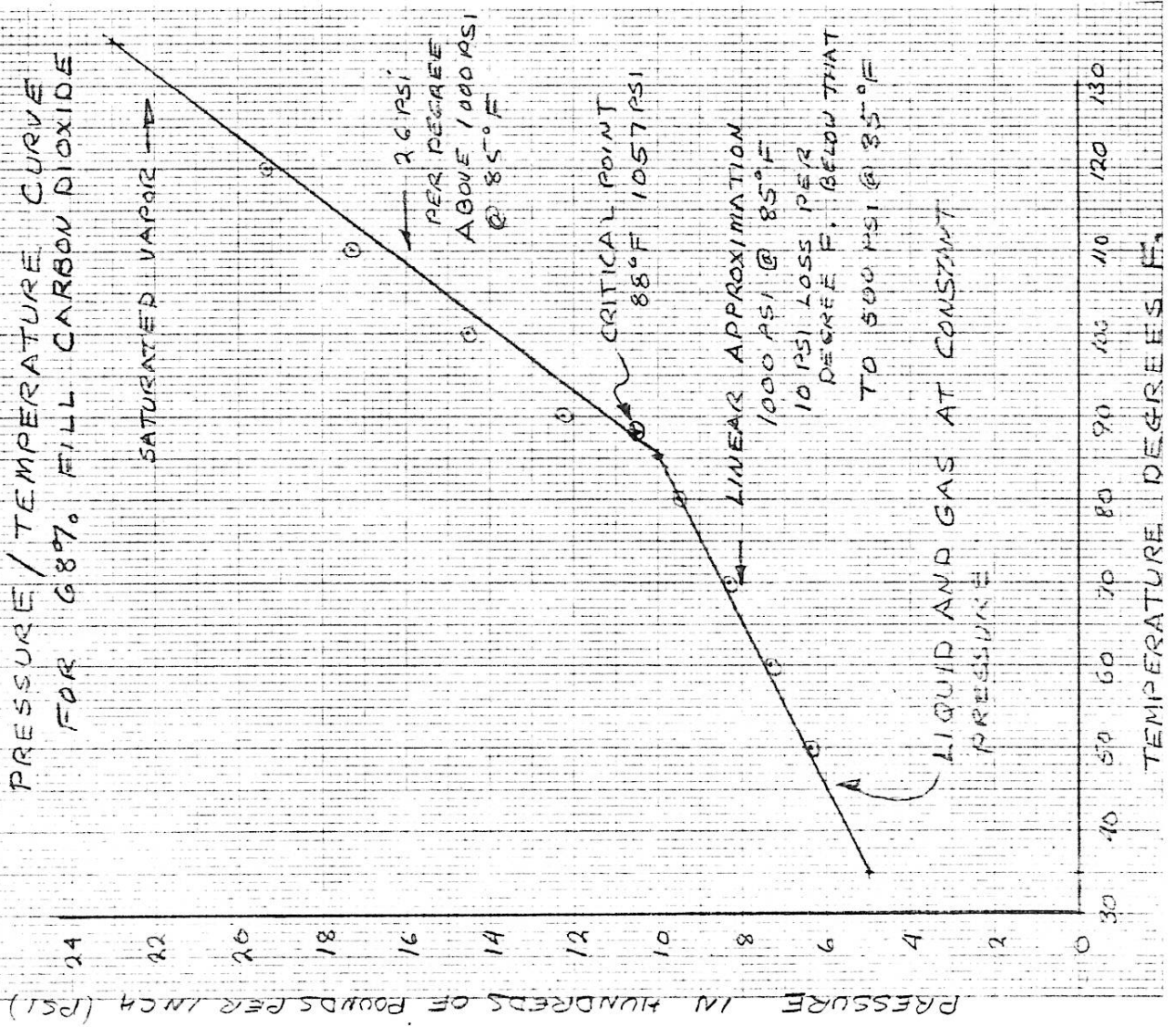
It isn't quite that simple, of course, since it takes some heat to boil off the liquid CO2. This heat must some how be supplied to the system. One good way is to expose the tank and line to the air flow. If enough heat can't be input from the outside, it is withdrawn from the liquid; lowering the temperature and therefore the pressure of the system, and the engine sags and loses a few hundred RPM.

I have included a few curves and a simple linear approximation for the 68% fill system that we use.

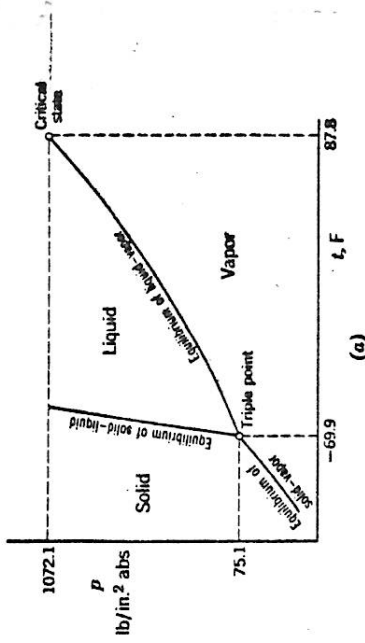
" FLY SAFELY "



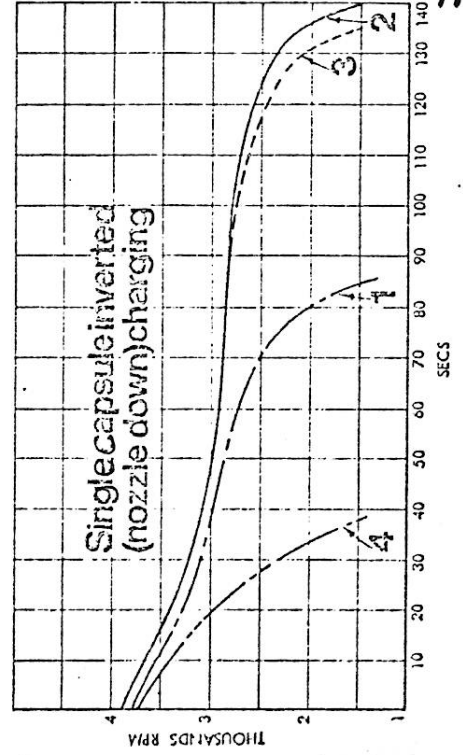
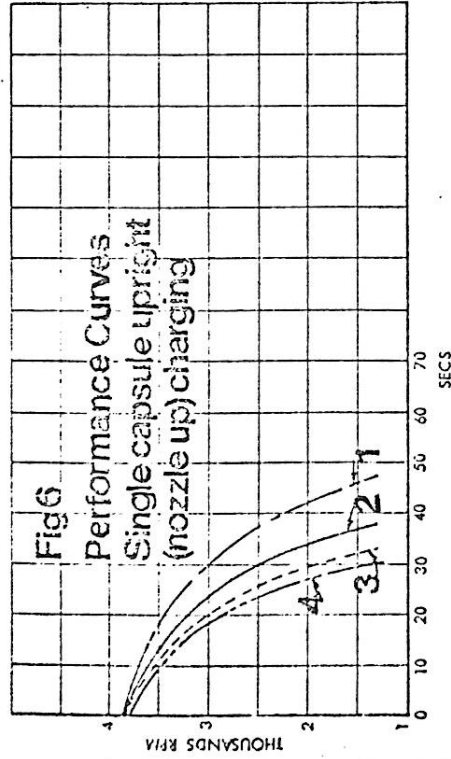
HEAT OF VAPORIZATION 138.4 g.cals/gm.  
SPECIFIC GRAVITY OF GAS 1.53 LIQUID 1.44



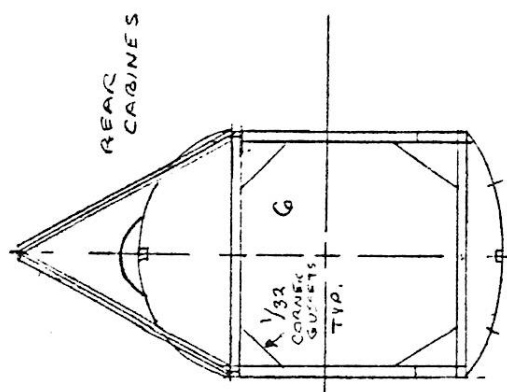
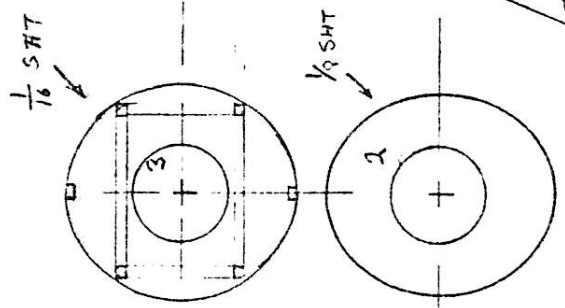
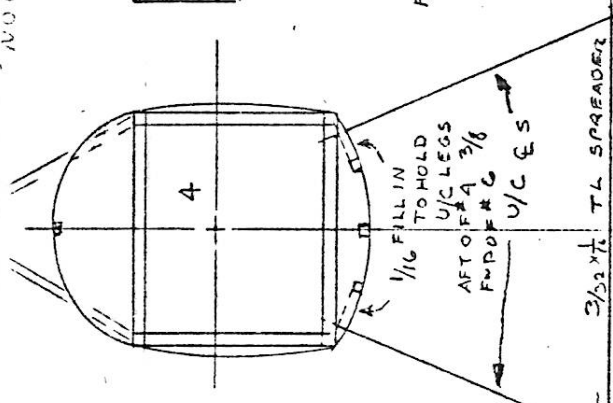
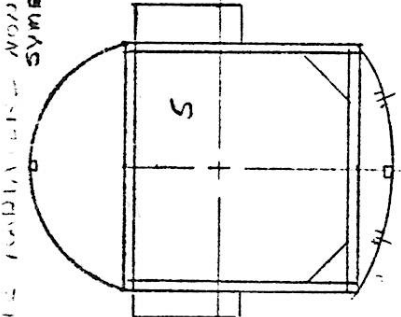
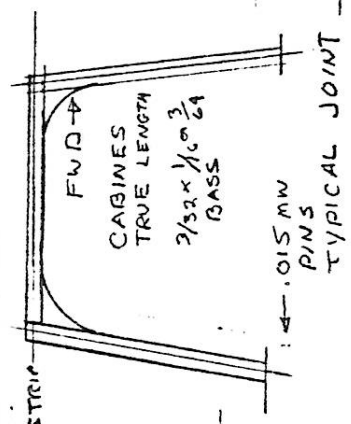
Engineering Thermodynamics



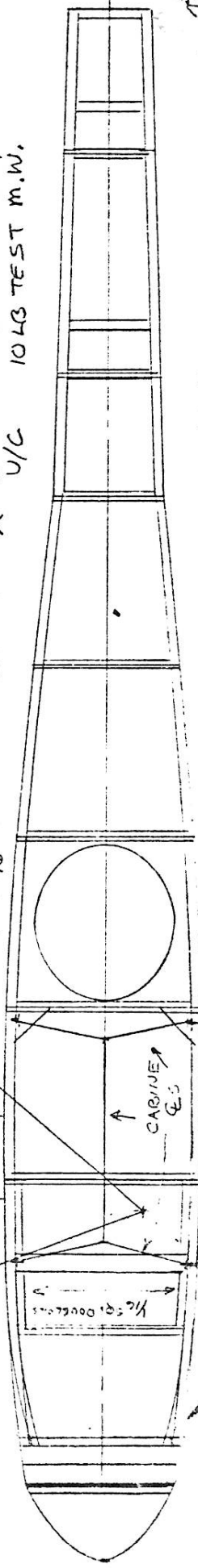
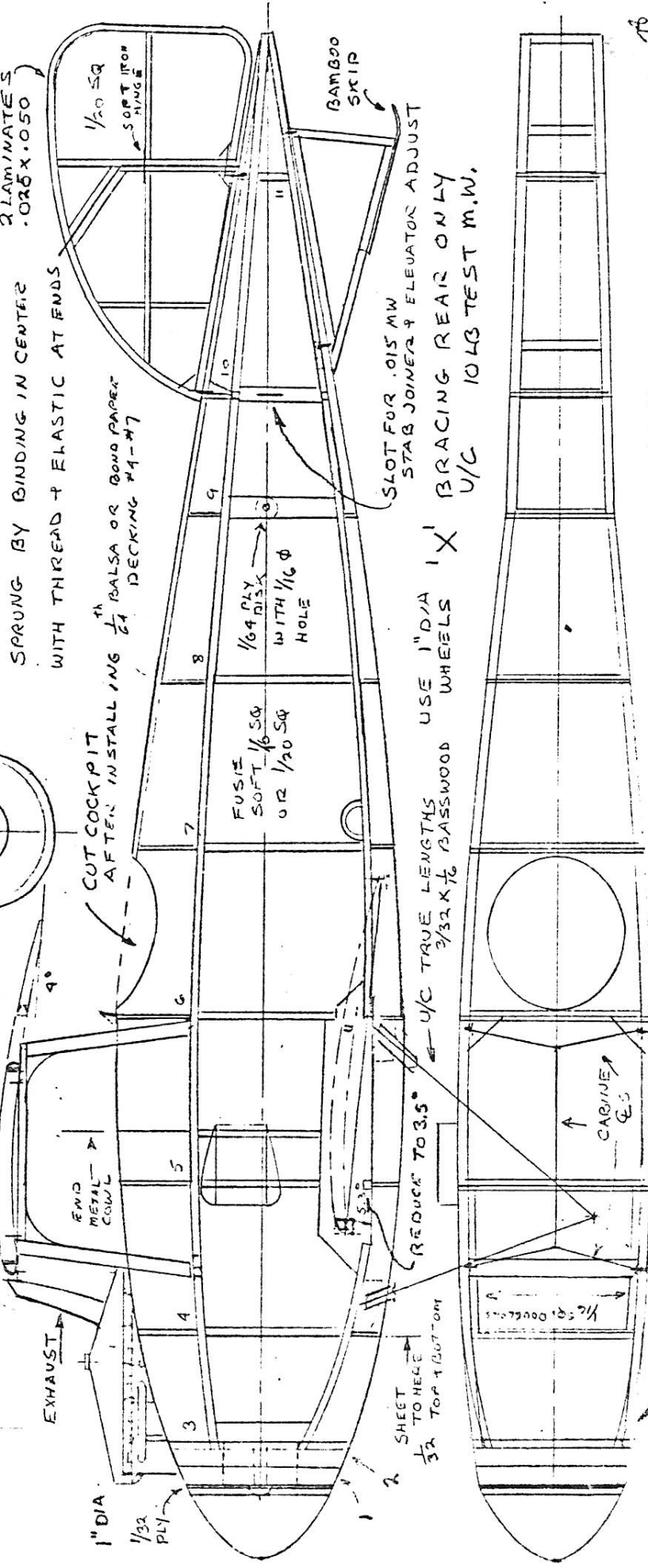
AEROMODELLER ANNUAL



NOTE: TABLET USE WOOD SYMMETRIC

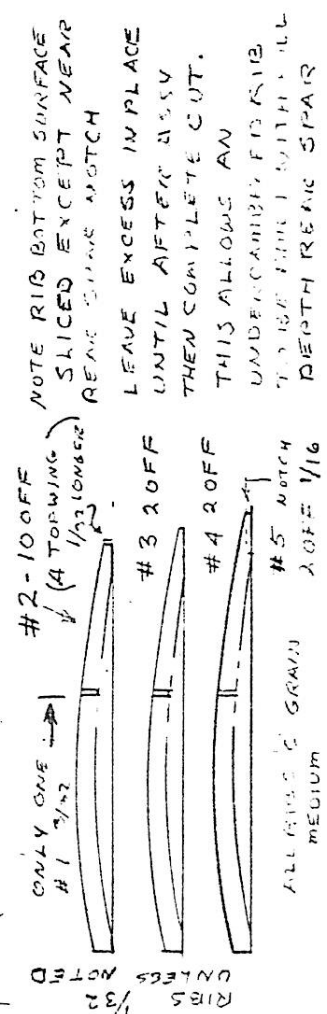
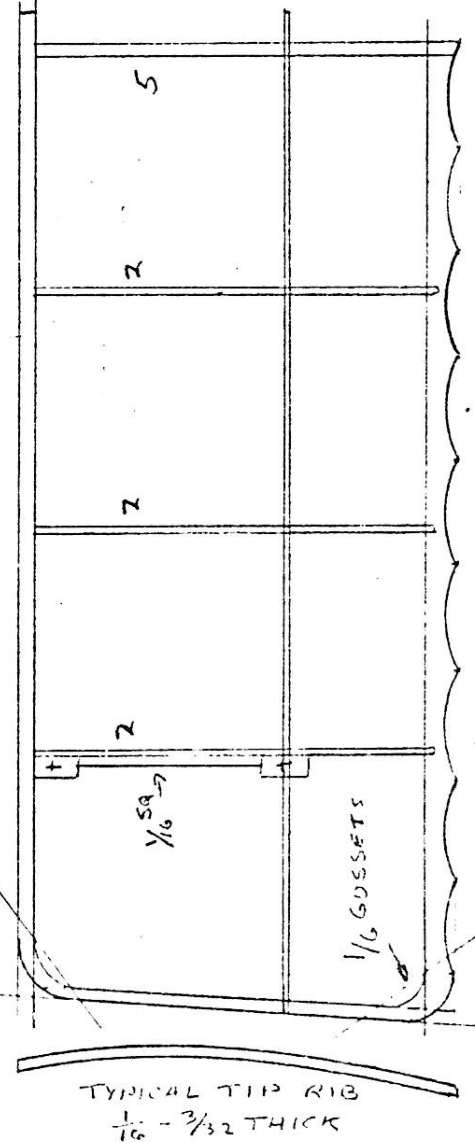
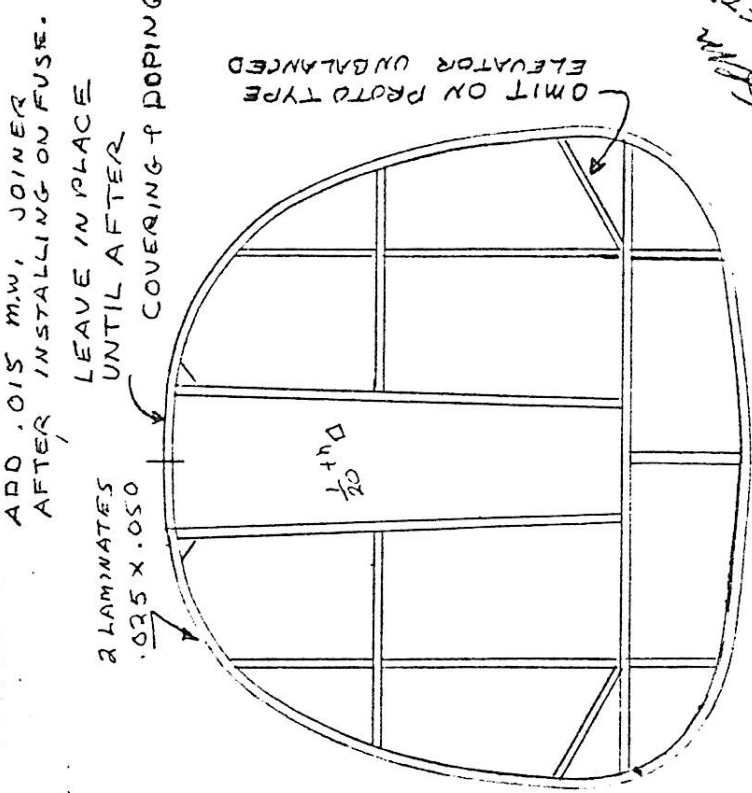
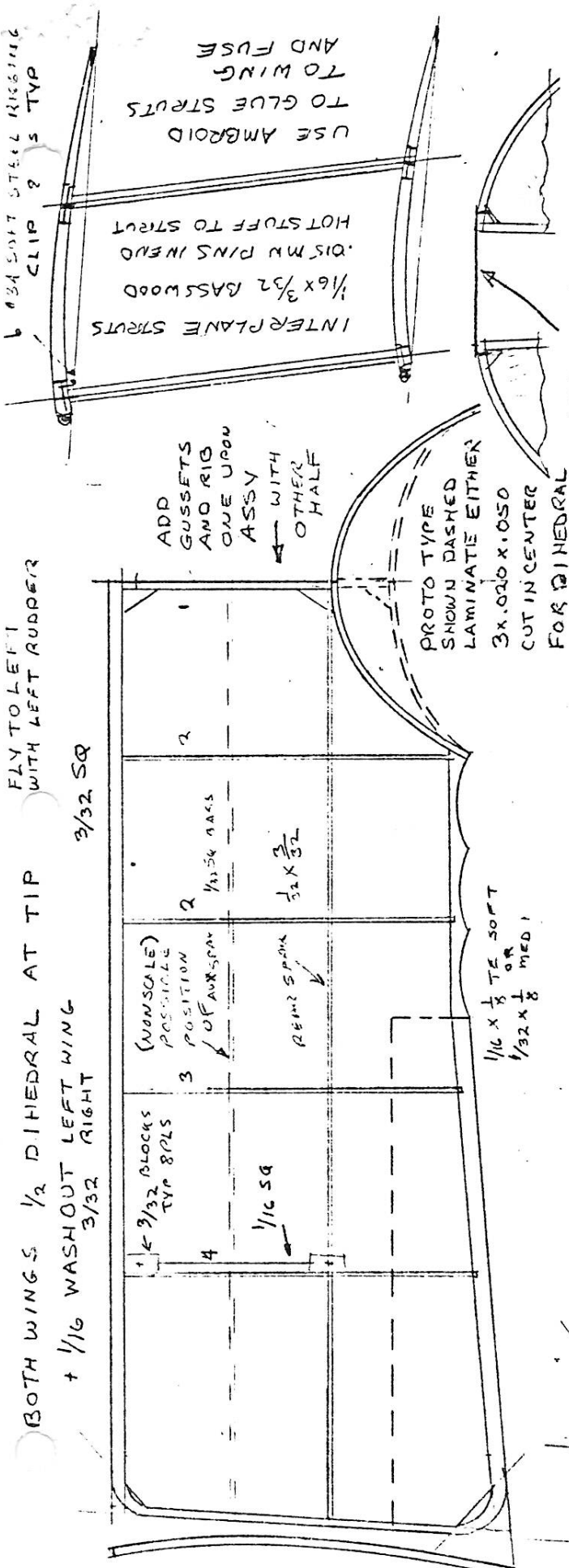


3 STRINGERS  
BOTTOM #4 AFT 1/8 SQ  
TOP #7 AFT 1/8 SQ  
2 LAMINATES  
.025 X .050  
3" .010 - .025 MW, AXEL  
SPRUNG BY BINDING IN CENTER  
WITH THREAD + ELASTIC AT ENDS

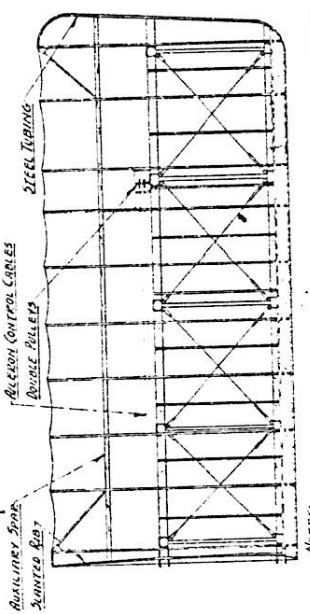
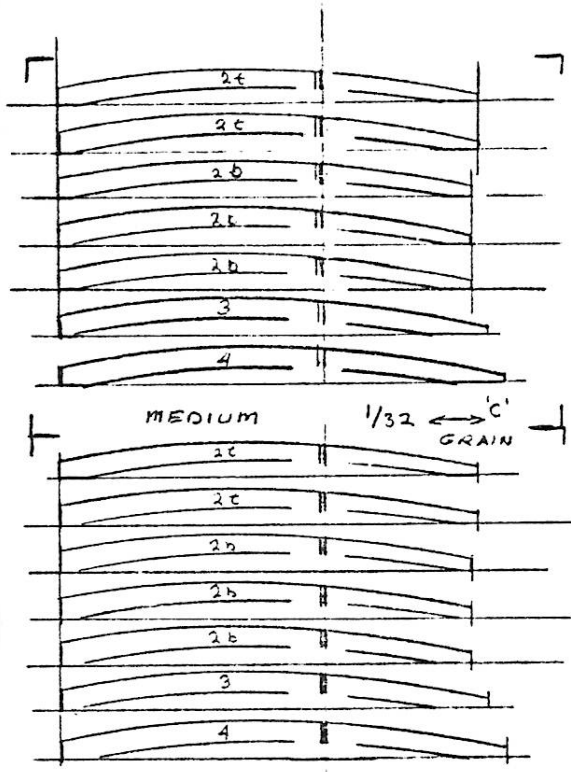


ALBATROSS D-I  
PROTO + PRODUCTION

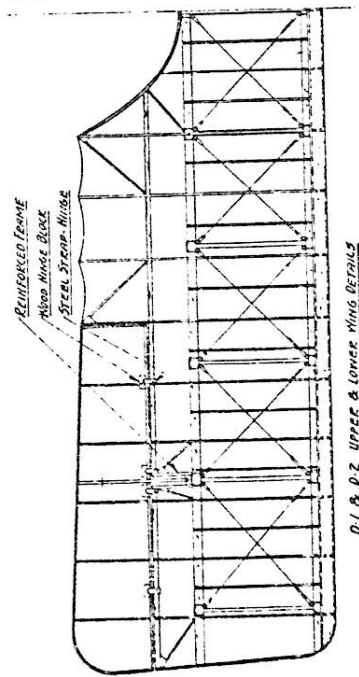
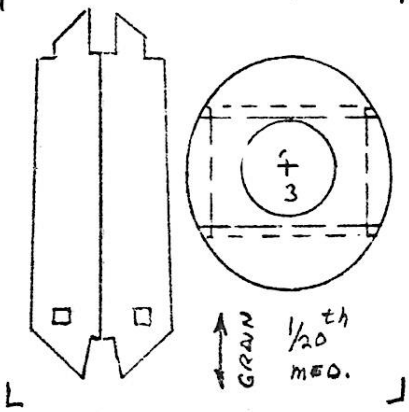
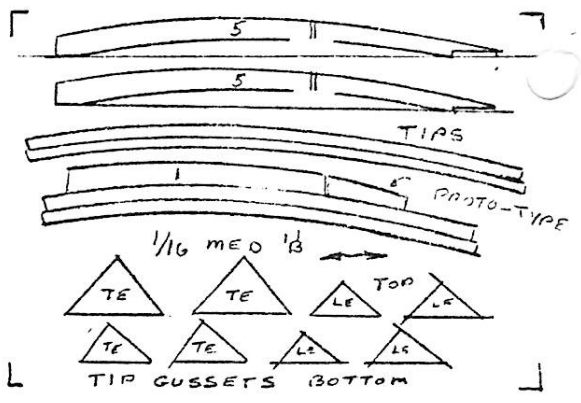
3/32 DOT SHEET  
3-4 GIVE BASSWOOD



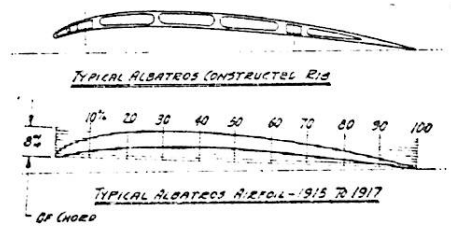
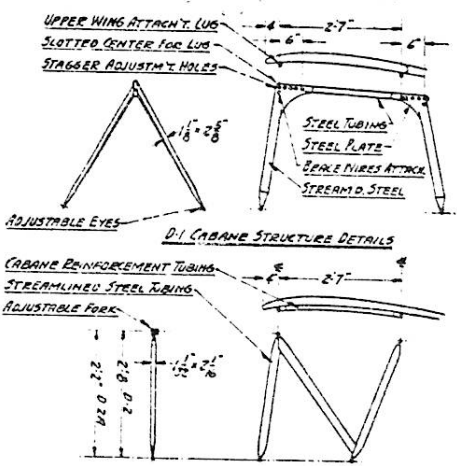
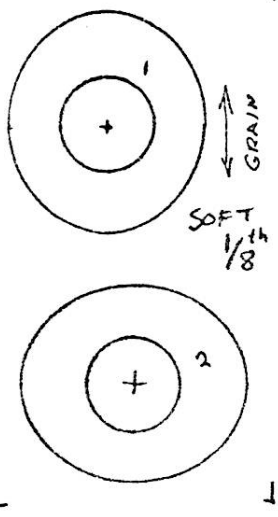
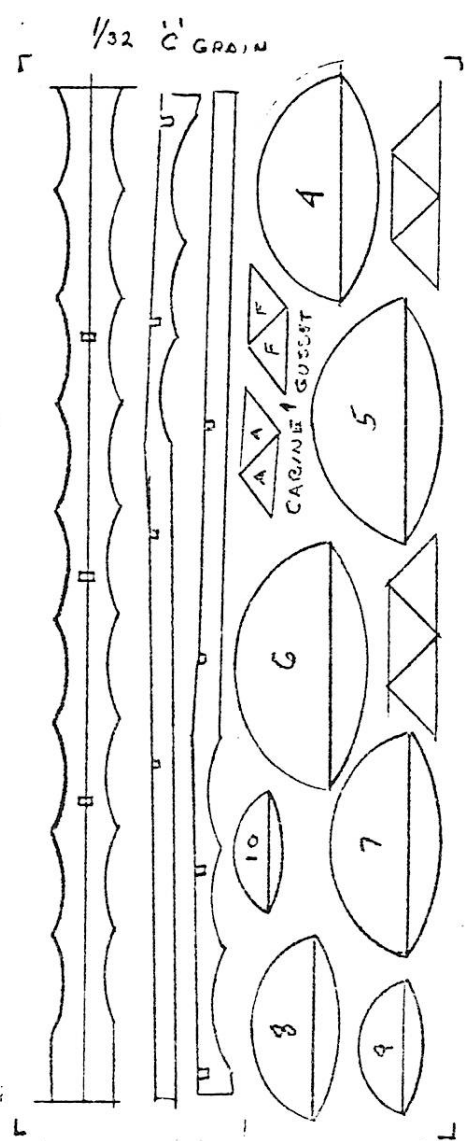
ALBATROS DI  
PROTO + PRODUCTION

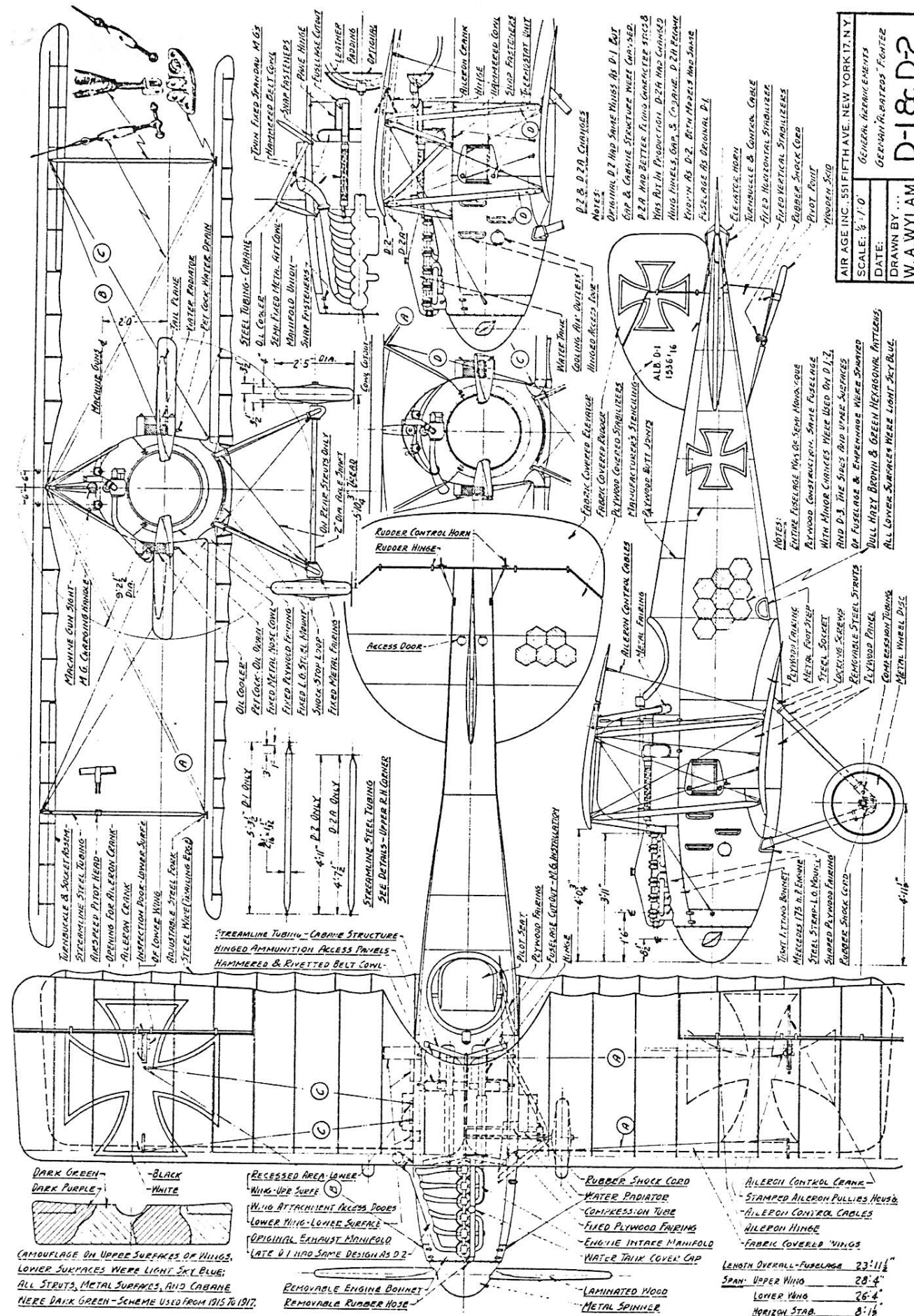


NOTES:  
Y-STRUTS ON D-3 TO D-5: WERE MOUNTED TO MAIN SPARS; ON D-5A & D-5B,  
Y-STRUTS WERE MOUNTED ON COMPRESSION TUBES IN LOWER WING PANELS.  
Y-STRUTS WERE MOUNTED ON COMPRESSION TUBES IN LOWER WING PANELS.



D-1 & D-2 UPPER & LOWER WING DETAILS





**DARK GREEN-DARK PURPLE**  
**BLACK-WHITE**

RECESSED AREA-LOWER WING-UPPER SURFACE  
 WING ATTACHMENT ACCESS DOORS  
 LOWER WING-LOWER SURFACE  
 ORIGINAL EXHAUST MANIFOLD (LATE D-1 HAD SAME DESIGN AS D-2)  
 REMOVABLE ENGINE BONNET  
 REMOVABLE RUBBER NOSE

CAMOUFLAGE ON UPPER SURFACES OF WINGS, LOWER SURFACES WERE LIGHT SKY BLUE; ALL STRUTS, METAL SURFACES, AND CABINE WERE DARK GREEN-SCHEME USED FROM 1915 TO 1917.

STREAMLINE TUBING-CABINE STRUCTURE  
 HINGED AMMUNITION ACCESS PANELS  
 HAMMERED & RIVETTED BELT COWL

ACCESS DOOR

RUDDER CONTROL HORN  
 RUDDER HINGE

ALYERSON CONTROL CABLES  
 METAL FAIRING

PLYWOOD FAIRING  
 METAL FOOT STEP  
 STEEL SOCKET  
 LOCKING SCREWS  
 REMOVABLE STEEL STRUTS  
 LYLYWOOD PANEL  
 COMPRESSION TUBING  
 METAL WHEEL DISC

ENGINE INTAKE MANIFOLD  
 WATER TRUNK COVER CAP  
 LAMINATED WOOD  
 METAL SPINNER

WATER RADIATOR  
 COMPRESSION TUBE  
 FIXED PLYWOOD FAIRING  
 RUBBER SHOCK CORD

STAMPED AILERON PULLIES HOUSING  
 AILERON CONTROL CABLES  
 AILERON HINGE  
 FABRIC COVERED WINGS

PLYWOOD FAIRING  
 METAL FOOT STEP  
 STEEL SOCKET  
 LOCKING SCREWS  
 REMOVABLE STEEL STRUTS  
 LYLYWOOD PANEL  
 COMPRESSION TUBING  
 METAL WHEEL DISC

TURNING LITING BONNET  
 METALIZES 175 IN. P. FINISH  
 STEEL STRAP-L.O. MOUNT  
 SHARPED PLYWOOD FAIRING  
 RUBBER SHOCK CORD

TURNING LITING BONNET  
 METALIZES 175 IN. P. FINISH  
 STEEL STRAP-L.O. MOUNT  
 SHARPED PLYWOOD FAIRING  
 RUBBER SHOCK CORD

ALYERSON CONTROL CABLES  
 METAL FAIRING

PLYWOOD FAIRING  
 METAL FOOT STEP  
 STEEL SOCKET  
 LOCKING SCREWS  
 REMOVABLE STEEL STRUTS  
 LYLYWOOD PANEL  
 COMPRESSION TUBING  
 METAL WHEEL DISC

LENGTH OVERALL-FUSELAGE 23'11 1/2"  
 SPAN-UPPER WING 28'4"  
 LOWER WING 26'4"  
 HORIZON STAB 8'10"

**NOTES:**  
 ORIGINAL D-2 HAD SOME MIXES AS D-1 BUT CAP & CABINE STRUCTURE WERE CHANGED P-2A AND BETTER FINO CHARACTER STICS WAS PUT IN PRODUCTION. D-2A HAD CHANGED WING FINISHES, CAP S. CONTROL. D-2H FLOWING KNOWN AS D-2. BOTH MODELS HAD SHOCK FUSELAGE AS ORIGINAL D-1

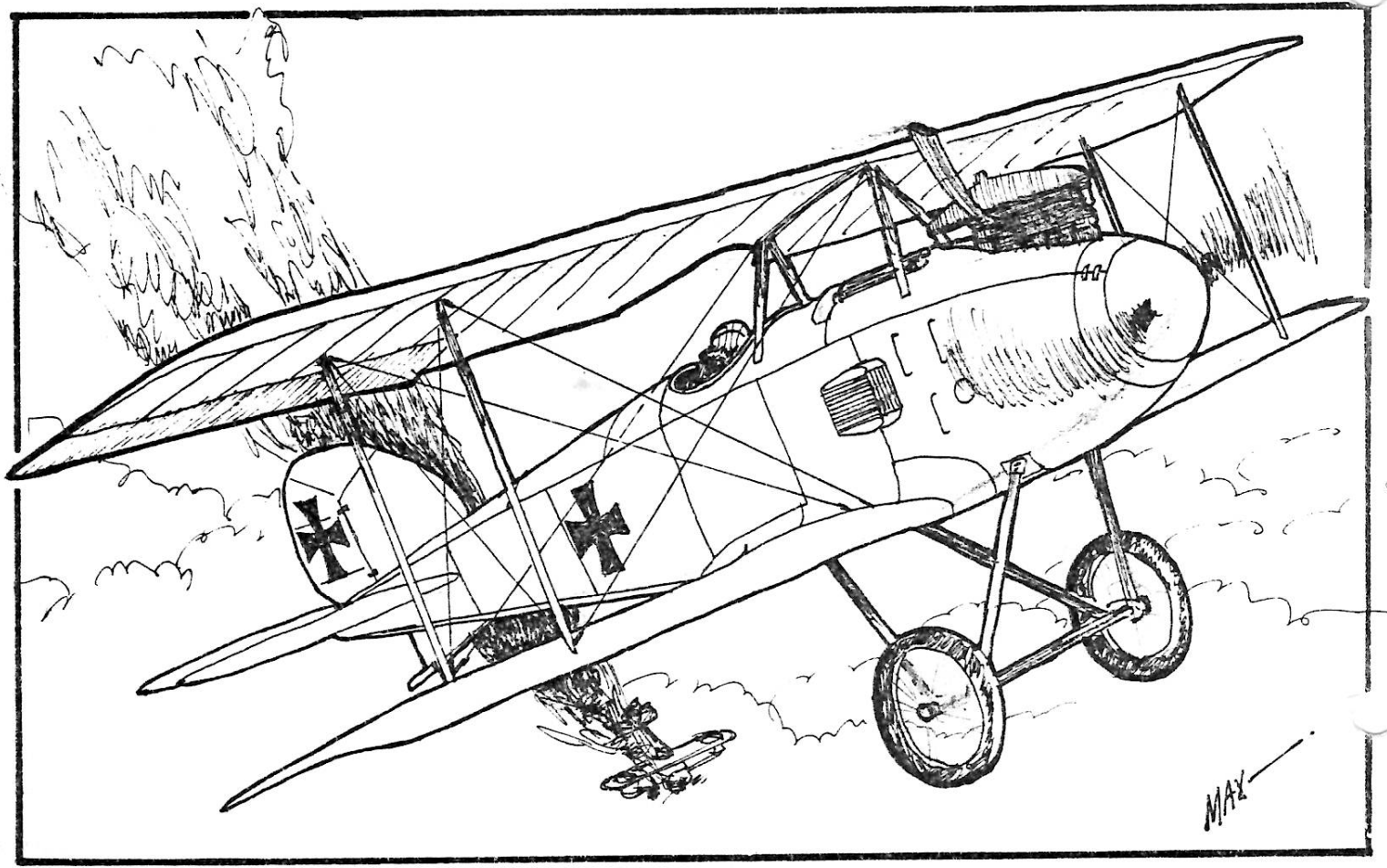
**NOTES:**  
 ENTIRE FUSELAGE WAS OF SEMI-MONOCOQUE PLYWOOD CONSTRUCTION. SAME FUSELAGE WITH HINGED CHANGES WERE USED ON D-1, D-2, AND D-3. THE STRUTS AND UPPER SURFACES OF FUSELAGE & EMPENNAGE WERE SHAPED FULL HAZY BROWN & GREEN NEYKORDAIR PATTERNS. ALL LOWER SURFACES WERE LIGHT SKY BLUE.

AIR AGE INC. 551 FIFTH AVE. NEW YORK 17, N.Y.  
 SCALE: 3/4" = 1'-0"  
 DATE: \_\_\_\_\_  
 DRAWN BY: W. A. WYLAM  
 GENERAL HEADING: GERMANY  
 GERMANY-ROTTED FONTIER  
 D-18c D-2

1/6

3RD CLASS  
MAIL

MAX FAX  
70 P. DAILY  
14908 ROCKING SPRING DR  
ROCKVILLE, MD 20853



MAX