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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

SEPTEMBER - OCTOBER 1979

NEXT MEETING DATES: OCTOBER 3, NOVEMBER 7, DECEMBER 6 (note: the December meeting will be replaced with the Banquet--see add in this issue of MAX FAX.  
MEETING TIME 7:30 PM at College Park Airport

## CONTEST SCHEDULE

SEPT 23 -- D.C. Maxecuters School Yard Scale Fun Fly -- at COMSAT 2PM.

OCT 7 -- G.H.Q. - F.A.C. Fall Meet at Durham Conn. -- a real nice way to finish off the season!

March 80 -- S.O.T.S. Indoor Scale Meet at Lakehurst--tentatively scheduled--more info later

FEB or March 80 -- D.C. MAXECUTERS 6th ANNUAL NATIONAL CAPITAL INDOOR SCALE CONTEST -- more info later.

## CLUB NEWS by Pat Daily

Well we got a lot of catching up to do in this issue of MAX FAX. Seems like the whole summer has melted away and I am now thinking of good subjects for indoor flying at Kennedy as the indoor season is rapidly approaching. Speaking of indoor flying, here is a list of dates for Kennedy High Flying (Kennedy High is located on Randolph Road about a mile east of Georgia Ave. in Wheaton MD.

FLYING SESSIONS (7-9PM maybe 10PM)  
Friday nites at Kennedy  
Sept 28, Oct 12 & 26, Nov 9 & 23(tentative)  
Dec 7 & 21 (tentative)  
Jan - April dates later  
Saturday Afternoon Flying (1-4 PM)  
Oct 6, Nov 3, Dec 1, Jan 5, Feb 2,  
Mar 1, April 5. (Jan-April are tentative dates.

The reason for all of the tentative times and dates at Kennedy is that at this time there are still scheduling problems at Kennedy. We may be able to get the gym free from 7-9 on Fridays but will probably get charged \$10 for the 9-10 time. The Saturday sessions cost \$14. We will pass the hat for donations at these sessions to cover the costs. Better start building those P-NUTS and Manhattens, guys cause the season is about to start.

CLUB AUCTION--at the November MAXECUTER meeting we will hold a club auction with all benefits to go toward the RUSS BARRERA MODEL MUSEUM. Bring your kits, wood, engines etc and lets raise some dough for this very worthy cause.

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!

CLUB NEWS CONTINUED

NATIONAL AIR AND SPACE MUSEUM MOVIES---these started already and the schedule is Sept 27 The War Lover, Oct 4, Flight of the Phoenix, Oct 11 X-15, Oct 18 Dirigible, Oct 25 The Lady Takes a Flyer, Nov 1 Reach for the Sky, Nov 8 Island in the Sky, Nov 15 High and the Mighty--all movies start at 7:30 PM.

In this issue of MAX FAX we have a real treat for you, some nifty photos of the 3rd D. Maxcuters Annual Summer Fun Fly by Tom Schmitt, a set of plans for the Crosby CR-4 by Don Srull, this plane won second place in outdoor P-NUT at the AMA NATS in Lincoln, Nebraska this year, another of Rolfe Gregory's great C.A.V.U. articles, contest reports, flying schedules and some fantastic cover art by Max, the mysterious Maxecuter Ace, who this month is seen rounding a pylon at the Cleveland National Air Races!

LETTERS! -- your old editor has recieved a lot of news from those widely dispersed Maxcuters among which CAPT Grant Carson writes from White Beach, Okinawa that MAX FAX is the highlight of the week--and maybe the month out there.--Bob Clemens of Rochester writes that he enjoys MAX FAX and hopes we proceed with plans to make available MAX FAX plan packs--says he can sell a lot of 'em up there. Warren Wood of Charlottesville likes to keep you all tuned in with MAX FAX and yes Warren, I think Warren Hall, who lives in North Carolina is the same Warren Hall you knew several years ago. Got a nice note from Bill Hannan and a gift of a 1941 (February) issue of Flying Aces Magazine for use as a prize at our Summer Contest--unfortunately it arrived late--so we will award it at our Winter Contest. After reading it cover to cover I noted a neat 3-view of a Kingfisher by Len Wiczorek who is also a Maxecuter. Also got a chuckle out of Clint Randall's FAC NEWS column--it seems some FACer wrote him and wanted to visit GHQ and Randall replied about how busy they were and that he only came to the office once a week or so to pick up mail-- this reminded me of a conversation with Bill Winter a while back where Bill (who worked at FLYING ACES then) told us about all of fictitious characters they had at the magazine--I now wonder about Clint Randall!

HATE MAIL -- your Blue Flight, Potomac Pursuit Squadron Communications Officer recieved some messages from MAX du BLUE of the Cleveland FF Society regarding undercambered airfoils seen recently on Russian P-63's. Now we all know those Russkies can twist words around like nobody's business--I am still trying to figure out the message--something about scale flap deflections (defections?) and some such nonsense. Thats what happen with Lend-Lease!

NEWSLETTERS -- The message from Max du BLUE reminds me that I should point out that MAX FAX now recieves several excellent newsletters from like-minded organizations. They are available from me or you can subscribe to them yourselves:

- CROSSWINDS--from the Cleveland Free Flight Society
  - Hangar Pilot--from the MIAMA group
  - FAC NEWS--from GHQ
  - FLIGHTMASTERS NEWSLETTER--from Bill Warner of the Flightmasters
  - SCALE STAFFEL NEWS--from Bob PECK
- if you want addresses for these  
send me a SASE.

**— 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!

MORE ON NEWSLETTERS: ON SECOND THOUGHT LET ME INCLUDE THE ADDRESSES OF THOSE OTHER NEWSLETTERS I MENTIONED ON THE PREVIOUS PAGE

ROSSWINDS - \$10/yr Dennis Norman, 13885 Edgewater Dr., Lakewood, Ohio 44107  
 FLIGHTMASTERS-\$10/yr Bill Warner, 423-C San Vincente Blvd., Santa Monica, CA 90402  
 HANGAR PILOT -\$5/yr MIAMA, 3227 Darwin St., Coconut Grove, Miami, FLA 33133  
 SCALE STAFFEL - don't have dues or address handy- write to Bob Peck at Peck Polymers -- see your favorite Model Mag for address

SO LONG TO GEORGE--as many of you know, George Leffler is leaving the D.C. area to move to Sarasota Florida. Old George is quite a guy and has worked very hard to make the D.C. Maxecuters a grand club to be associated with. He will be missed by all of us who regularly fly with him. He promises to return periodically for contests and visits. Hope you can get some FAC type activity started down there George--GOOD LUCK AND THERMALS!

D.C. MAXECUTERS 3RD ANNUAL LATE SUMMER FUN FLY  
 REPORT BY PAT DAILY

It doesn't seem like three of these contest have come and gone already, but they sure were lots of fun. This years event was certainly no exception. Almighty Hung was again kind to us by providing beautiful air and gentle thermals on which to fly our humble offerings. A total of approximately 100 planes were entered in 9 different events. Slightly over 30 contestants entered and had a great time. This year we expanded the format to include FAC SCALE, SPANISH FLY COMBAT, WW I COMBAT, WW II COMBAT, THE RACES, NO-CAL SCALE, EMBRYO ENDURANCE, AMA HAND LAUNCH GLIDER AND AMA CATAPULT GLIDER.

FAC SCALE PROVED to be a very popular event with 25 entries that included such exotic aircraft as Vari-Viggens and Shindens to Fiat CR-32's to Hellcats etc. The judging was by our old hardnosed editor and Jerry Vacchio and proved to be an eye opening experience--its amazing how you miss some of the details with casual glances that you pick up when you have to judge 'em. I think the most outstanding scale jobs were Dave Rees' Fike and Allan Schanzle's Tiger Moth-- they sure set a standard for us to shoot at.

The CONTEST DIRECTOR, John Sites, did a magnificent job in setting up the hardware and running the all day event. John deserves a big hand from all of us. Also deserving a big hand were Bill Poole and Jerry Vacchio for helping with the recording and other administrative details. Jim Wray also gets a big thanks for running the Mass Launch events as does Chris Schanzle. The trophies, which were really first class, were handcrafted by your old HMFIC Allan Schanzle. Check out the photo of them in this issue. They were really super! THANKS ALLAN! We also would like to thank Hurst Bowers and Herb Cluckey of FLYLINE MODELS for the donations of kits to be awarded -- these FLYLINE Kits are about the best around for FLYING SCALE--I really recommend them! Also I want to especially thank Nick Ropar and Claude Powell for donating 2 old time CLEVELAND kits that were auctioned off raising \$25 for the club treasury. The two kits were won by Jerry Wagaman and Jerome Persh--your kits should be picked up from Allan Schanzle.

We also want to thank all of the contestants who came out and made the contest such a success. It was really great to see the Black Maria Squadron from Philadelphia come down in such strength--we did miss Bill Kalb though! Also sorry to see Dave Smith couldn't make it from South Carolina. And to the rest of you who didn't make it, what can I say except you shoulda been there! Check out the results of all the events on the next three pages. Can't wait till next year!

SPECIAL CONGRATULATIONS TO DON SRULL WHO WON FIRST PLACE IN OUTDOOR RUBBER SCALE FOR THE THIRD YEAR IN A ROW AT THE AMA NATS IN 1979. This makes 4 years in a row that a D.C. Maxecuter has an outdoor rubber scale at the NATS. Don also won a bevvy of 2nd and 3rd places too!

SPECIAL CONGRATULATIONS TO JOHN SITES FOR WINNING FIRST PLACE IN HAND LAUNCH GLIDER AT THE EASTERN STATES CHAMPIONSHIPS AT WARMINSTER. WELL DONE, JOHN!

# FAC SCALE SHEET

CONTESTANT	PLANE	STATIC			FLIGHT (SECONDS)			TOTAL PTS			
		CONST	COLOR	WORK	BONUS	TOTAL POINTS	1		2	3	FLIGHT PTS.
Jim Daily	Fiat CR 32	18	18	8	15	59	18	0	0	18	77
Nick Ropar	Waco SRE	17	12	8	15	52	23	25	19	25	77
Dudley Prisel	Cessna 195	23	19	9	-5	46	53	53	53	53	99
Claude Powell	Vultee VIA	17	15	11	10	53	22	31	12	31	84
Claude Powell	Lockheed Vega	15	17	8	-5	35	33	41	37	41	76
George Leffler	Fairchild 24	15	14	10	-5	34	130	128	165	82	116 1/2
George Leffler	F6F Hellcat	19	14	11	10	54	54	70	70	65	114
Greg Leffler (JR)	P-51	11	13	8	10	42	63	100	72	77	119 1/2
Greg Leffler (JR)	Rearwin Sportster	12	12	10	-5	29	43	35	62	61	90
Don Srull	Schlepp Tug	25	20	11	10	66	60	74	41	67	133 *
Stew Meyers	P-47 T-BOLT	22	20	12	10	64	53	0	0	53	117
Allan Schanzle	DH 82 Tiger Moth	30	20	11	15	76	48	44	0	48	124
Fred Ewing	P-51 Mustang	25	20	12	10	67	50	60	61	60	127 1/2
Dave Rees	F1ke	30	20	12	-5	57	77	38	57	68	125 1/2
George Meyers	Davis 2A	17	17	8	10	52	53	41	54	54	106
Pat Ciambrello	F1ke	20	18	8	-5	41	45	49	36	49	90
Mike Gilbert (JR)	Lacy	11	17	7	-5	30	43	40	45	45	75
George Meyers	Variviggen	15	17	7	45	84	32	20	29	32	116
Chris Schanzle (JR)	Taylor Cub	20	19	7	-5	46	59	49	77	68	114 1/2
Pat Ciambrello	He 100	25	19	9	10	63	31	46	41	46	109
Dave Rees	Cougar	22	18	12	-5	47	53	69	85	77	119 1/2
Rolf Gregory	Me 109	12	15	8	10	45	18	17	33	33	78
Anthony Pezza (JR)	FW TA 152	7	6	6	10	29	47	38	0	47	76
Mike Escalante (JR)	Variviggen	10	5	6	45	66	16	24	0	24	90
proxy by Prentiss Searles)											
Don Srull	Shinden	20	19	9	45	93	21	59	0	59	152

\* only top scoring plane per contestant counts in final standings

1st  
2nd  
3rd  
4th  
5th

1st



WORLD WAR I COMBAT RESULTS

Eight biplanes were entered in mortal combat over the skies of COMSAT. Four German planes consisting of a Rumpler CIV of Pat Daily, Stew Meyers' Albatross D-I, George Meyers' Euler DII, and Nick Ropar's Halberstadt DII went after the Royal Flying Corps represented by Don Srull's DH-6, George Leffler's SE-5, Dave Rees' AVRO 504K, and Rolfe Gregory's SE-5. The pair of SE-5's were early victims to the German Spandaus, followed in the next round by the Avro. The RFC now only represented by the DH-6 managed to down The Rubber Barron (Stew's DI) to even it up a bit. The next victim was Ropar's Halberstadt with a sick Mercedes. This left the RFC up against the Rumpler and Euler of the German Air Corps. The Rumpler was flamed leaving the DH-6 and Euler to battle it out. This year the Euler came out on top <sup>by</sup> best several time winner Don Srull's DH-6. Congratulations to Gearge Meyers- a real FACer.

SPANISH FLY COMBAT RESULTS

Two Loyalist Republican fighters were jumped by 5 Nationalist planes in the early afternoon over COMSAT. Pat (The Snake) Daily's Loire 46 (see last Max FAX) and Allan Schanzle's plump Polikarpov were in a tough fight against Jim Daily's Fiat CR32 bipe, a pair of Heinkel He 112's of Don Srull (Jan MAX FAX) and George Meyers, Rolfe Gregory's Me 109, and Claude Powell's Vultee VIa. The Fiat and the He 112 of George Meyer's were the early prey of the Loyalist's. The next round saw the Loyalists' Forces cut in half when the Polikarpov crashed out of control, no doubt the Russkie had too much Vodka. The Loyalist Loire claimed two more victims when the Vultee went down followed by a flaming death dive of Rolfe Gregory's Me 109. The final round saw Daily twisting the Loire's snake to Maximum but he was downed by a crafty German flying Don Srull's He-112. This is Don's second win in Spanish Fly-Congratulations.

WORLD WAR II COMBAT RESULTS

Fourteen of the best flying WW II jobs this old editor has seen in a long time were locked in a long and exciting duel to see who would be the WW II COMSAT COMBAT KING for 1979. Two flights were run early with the finalists combined for the finals. Flight A: P. Daily Fiat G-50, A. Schanzle MIG 3, Gerry Wagaman Wildcat, George Leffler Hellcat, Greg Leffler P-51, D. Srull He 100, and Stew Meyers P-51. Flight B; D. Rees Blackburn Skua, Geo. Meyers Grace, Pat Caimbrello He 100, Chris Schanzle Corsair, Nick Ropar Dauntless, R. Gregory P-51, and Anthony Pezza FW Ta 152. Truly a global line-up! Wagaman's Wildcat and Daily's Fiat went out first in "A" while Rees' Blackburn and Caimbrello's He 100 were out early in "B". In the second heat Meyers P-51 and Srull's He 100 were out in "A" and Schanzle's Corsair and Pezza's Ta 152 were out in "B". This left 6 fighters for the finale. Ropar's Dauntless, Schanzle's MIG and Leffler's Hellcat bit the dust. This left the two P-51's of Rolfe Gregory and little Greg Leffler to fight it out against George Meyer's Jap Grace. The Grace put up a good fight but the 2 P-51's were too much for the carrier fighter. The final heat brought careful Rolfe Gregory up against the green kid, Greg Leffler (only 8 years old!). This time the high flying Comet P-51 bested the tried and tru Stahl P-51. Congratulations to Greg Leffler! The event was a super contest with some of the world's best combat jocks and little Greg knocked 'em all off! WOW! Let me tell you gang, when the big guys are such easy prey to this young man, we are in trouble! Seriously, the flights in this event were all super- there wasn't a plane entered that didn't do at least 60 seconds. It seems WW II fighters fly like Wakefields!

THOMPSON-GREVE RACE RESULTS

Well gang, the old brass hats up at G.H.Q. have changed the Thompson Rules on us a bit. But since this event was already scheduled under old rules we proceeded with it anyhow. Hope the old General will still credit the appropriate kanone anyhow. Eleven hot little speed merchants were entered in this years races. A Folkert's Toots by Pat Daily, Stew Meyers and his Suzy, Ray Rakow and Geo. Leffler also in Suzy's and a final super Suzy by Rolfe Gregory were up against Fred Ewing's Chambermaid, Geo. Meyers Pete, Allan Schanzle's Hughes, Dave Rees Heath Bullet, Glen Rakow's Firecracker and Nikc Ropars' Ike. All were lumped together with the first three down out in the first heat. Daily's Folkerts stalled outand Gregory's Suzy and Ropar's Ike didn't make the grade either.. The next heat saw the beautiful Heath Baby

RACES continued

Bullet go down. In the third heat Stew Meyers' Suzy blew a plug and came limping down along with Allan's errant Hughes. Glen Rakow copped fourth in the next heat with his super Keith Reider Firecracker. The next heat saw George Meyers take the third place flag with the Pete. Fred Ewing's Chambermaid finished second to George Leffler's fine flying SUZY. Congratulations to George for a fine effort after being snake bitten so often!

EMBRYO ENDURANCE RESULTS

NAME & PLANE	BONUS PTS	FLIGHT TIMES			TOTAL	FINAL RANK
		1	2	3		
Pat Daily Lady Bug	6	76	0	0	82	
A Schanzle Swamp Duck	9	18	0	0	27	
G Wagaman	9	58	20	40	127	
G Leffler	9	75	117	119	320	2nd
Greg Leffler	9	120	0	0	129	
D. Srull NIT	9	102	120	100	333	1st
P Caimbrello	8	37	53	56	154	
Mike Gilbert	9	62	40	43	154	1st (JR)
Bob Davis	6	58	65	57	186	
Bill Miller	5	87	119	53	264	3rd

NO-CAL SCALE RESULTS

NAME	PLANE	FLIGHT TIMES			TOTAL	RANK
		1	2	3		
Geo Leffler	Cougar	110	104	120	334	1st
Greg Leffler	Cougar	63	55	63	181	(JR)
D. Srull	Stosser	87	97	102	286	2nd
C. Schanzle	-	56	73	70	199	3rd (JR)
N. Ropar	P-38	0	0	0	0	
R. Gregory	Wildcat	31	31	31	93	
V. Nazarian	Bellanca	63	68	61	192	(JR)
K. Nazarian	Bellanca	63	53	80	196	(JR)

OUTDOOR CATAPULT

NAME	GLIDER RESULTS						3 best	TOT	RANK
	FLIGHT TIMES								
	1	2	3	4	5	6			
A Schanzle	77	13	105	60	50	80	262	1st	
J Sites	77	36	55	53	56	60	193	3rd	
R. Persh	52	48	32	42	25	35	142		
P Ciambrello	3	30	24	15	14	17	71		
C Schanzle	34	120	0	0	0	0	154	1st (JR)	
Bill Clarke	94	43	29	109	30	3	246	2nd	

HANDLAUNCH GLIDER RESULTS

NAME	FLIGHT TIMES						TOT	RANK
	1	2	3	4	5	6		
J Sites	33	34	30	25	28	8	99	
R Persh	8	6	33	25	120	14	178	1st
P Ciambrello	15,	18,	16,	65,	32,	9	116	3rd
M Gilbert	20	21	10	21	24	21	66	
C Schanzle	20	15	23	30	30	33	93	1st JR
B. Clarke	39	25	q5	57	54	11	150	2nd
A Pezza	31	27	20	22	17	21	80	

**new releases**

**Bücker JUNGMEISTER**  
11/2" scale  
33" wingspan, 0.49 power, \$18.95  
radio control 2-3 channel  
by don srull

**TRAVEL AIR '6000'**  
0.20 or rubber power.  
36" span  
1-2 channel R/C or free flight. \$14.95  
great for schoolyard scale

**herb clukey**  
by

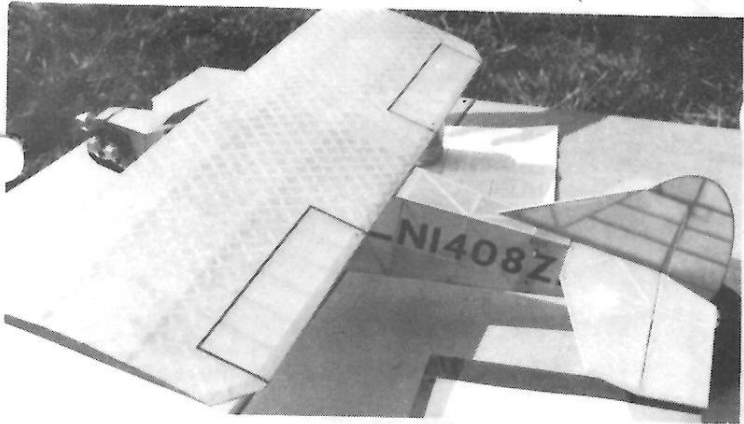
**Seagull**  
23" wingspan for rubber or CO2 power.  
available soon.  
send 25¢ for catalog

**earl stahl's**  
by

**Flyline Models, Inc.**  
2210 BROADWAY AVE. #101  
FAIRFAX, VIRGINIA 22031  
(703) 577-2044

THE D.C. MAXECUTERS THANK FLYLINE MODELS FOR DONATING SEVERAL KITS FOR PRIZES AT OUR CONTEST

These are super kits--ask for them at your favorite hobby shop!



Dave Rees' Georgious Fike



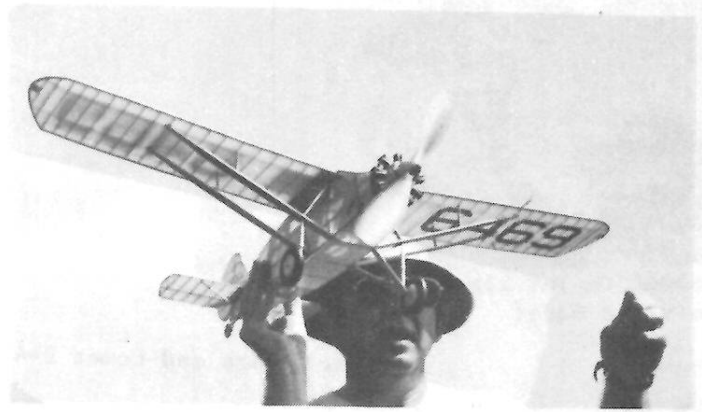
Pat Caimbrello holds Geo, Meyers Pete



Dudley Prisell about to launch his Earl Stahl Cessna 195



No wonder He wins handlaunch! Check out John's muscular style!



Don Srull launches Flyline's Travelaire- a beauty!- below WW II COMBAT at COMSAT

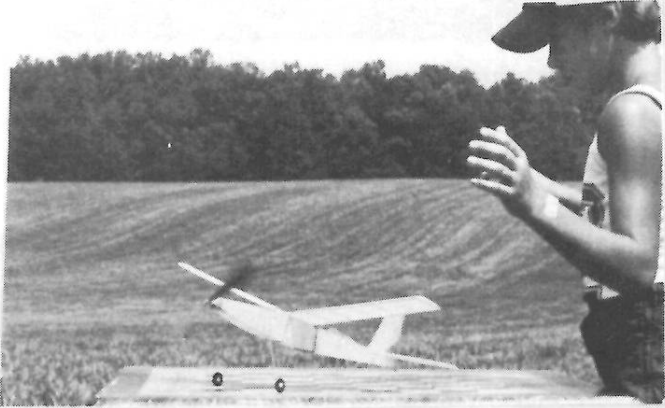


above Stew Meyers ALB DI in a magestic cruise (MAX FAX plan) The LOOT-handcrafted trophies by Allan Schanzle

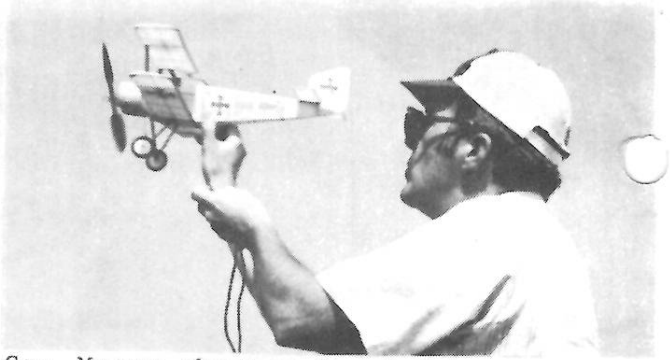




Spanish Fly over Comsat-a Fait, a Loire and a Me 109!



Greg Leffler and his EMBRYO



Geo. Meyers about to launch Euler WW I COMBAT WINNER!



Fred Ewing checks his Chambermaid!



Rolfe Gregory and his Stahl P-51 WW II COMBAT Action at COMSAT!



Dave Rees about to let his nifty Tailwind go visit Hung!



Stew Meyers and Comet P-47





C. A. V. U.

By

Rolfe Gregory

Well, the NATS are all over for another year. This time it was a unique experience for me. Instead of competing, I was on the other side of the table, as Free Flight Scale Director. It was a week of frustration, hard work and great fun! Without the help of my wife, Nancy, receiving entrees, tabulating and keeping track of paper work, I could never have made it. I also owe a big thank you to all those who helped out with the judging. Bill Stroman gave up entering outdoor rubber scale to help judge. Likewise, our own Don Srull, (who, as usual, brought home the bacon - 4 trophies, I think) stayed out of outdoor gas scale to help with the event. Now that's what I call dedication! To all the others, Chuck Dial, Bob Haight, Glen Mishke, Vic Larsen, Bill Knepp, Ken Halveson, Dick Carson, and anyone else I may have missed - a great big thank you.

One of the advantages in judging is, of course, having the opportunity of examining a whole gaggle of different models up close. As usual, looking at models of some older airplanes will bring back a flood of memories. I was examining a Curtiss P-40 when my memory floated back over the years to a warm, care-free day in Trenton, N. J., when my friend and fellow model builder Dale and I worked at Luscombe.

Dale learned to fly at Trenton in a Piper J-3 Cub. He was a natural-born flyer if there ever was such a thing. Not just flying, but precision aerobatic flying. There is a big difference! He was doing simple aerobatic stuff with the Cub before he had 25 hours solo! When he had about 75 hours, I went to Philadelphia with him, in the Cub, to an air show. We entered the paper cutting contest. That's where you throw a rolled up paper streamer from the airplane at 2000 feet and see how many times you can cut it with your prop before it (or the airplane) hits the ground. He won, against stiff competition, and I rode back to Trenton with the first place trophy in my lap.

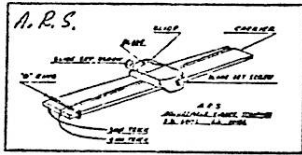
Dale kept practicing and finally got a Waco taperwing. Then he was able to do everything in the book. He even put on exhibitions at some Air Shows. Major Al Williams, of Gulfhawk fame and dean of aerobatic flyers, once saw Dale fly at an air show and said he would rate him among the top 10 aerobatic pilots in the world!

Dale could do anything he wanted with an airplane. His real ambition, however, was unattainable. He wanted to get into the Air Corps and fly fighters. The war was coming and he wanted to mix it up with the Luftwaffe. But it was not to be. Uncle Sam didn't want him.

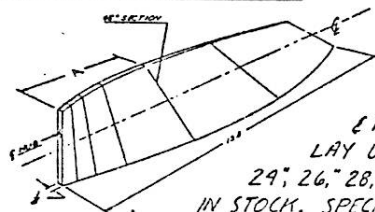
On that warm carefree day, long ago, an Air Corps Major, whom we knew, flew into Trenton in a P40 to visit someone. As he left in a cab, Dale yelled to him, "Major, I'll let you fly my taperwing if you let me fly the P-40!" "Go ahead", he answered. "Let's go", Dale said to us, "You heard what the man said!" To dissuade him was hopeless. We told him that even if he didn't kill himself, and he got caught, they would put him in jail and throw away the key. It was useless. This was his one and only chance to fly a military fighter and he wasn't going to pass it up. He sat in it a long time studying everything in the cockpit. After a while he got it fired up and took off. He flew it around until he got the feel of it and then he put on a show. He really wrung it out. Then he landed, parked it where the Major had left it, and shut her down. He had his day!

Why wouldn't the Army like to have a really hot pilot like him to tangle with the enemy? For the same reason the Government wouldn't give him a Commercial license - only a Private. You see, poor Dale couldn't. See, that is. Without his thick lens eyeglasses, he couldn't recognize his own Mother standing six feet away!

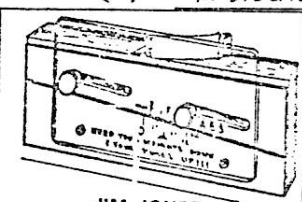
THE STANLEY KNIFE BLADE WAS ORIGINALLY USED FOR THE A.R.S. THESE HAVE BEEN REPLACED WITH THE NEW LONGER, NARROWER & THINNER BLADES WITH 12 BREAK AWAY TIPS.



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Check out this information if you want to glom onto one of the neatest little balsa strippers around. Jim Jones really knows how to make 'em. And there worth every penny!

Also check out his rubber stripper. I use mine an awfully lot--its great for cutting those odd sizes like 9/64 or 5/32's.

And if your into props, weell he has what you need--so why not drop old Jim a line and get the straight dope on these nifty gadgets. Tell him you saw it in MAX FAX-- Jim is a D.C. Maxecuter member too!



R. Persh wins first in handlaunch with his unusual form at COMSAT

CORNHUSKER CITY AND THE 1979 NATS

DON SRULL

Another Nats has come and gone. Like the rest, it was an experience worth remembering; the kind of thing that makes modeling a great and satisfying hobby. One of the pleasant surprises was the city of Lincoln itself. Aside from being the capital of Nebraska and the home of the University of Nebraska, it is a pleasant, freindly, and pictuesque city- clean and remarkably free of all the unwholesome aspects of industrialized, big urban areas. One gets the impression of a hard-working and proud city; the best of "middle America." And lots of good corn-fed beef!

Had the chance to visit and bull with lots of old modeling buddies that we don't get to see often enough. Bill Stoman and Bob (Vulture)Haight drove out together via the Coor's plant; Clarence Mather and John Oldenkamp made it from California; Vic and Guy Larsen from Texas, Larry Kruse, Ron Roberti, and lots of others. Where were the rest of you guys? Aside from eating ,drinking and bulling, we had time to do a little flying too. The indoor site was only a few blocks from the University dormitories, which by the way were comfortable and clean , part of that middle-American ethic I guess. The ceiling at the indoor site was only 50', but it was smooth and free of any obstructions. A very large tiled floor area provided plenty of room for all of the scale flying. With the air conditioning system turned off, drift was nill. It got a little hot, but after Lake Charles it seemed downright comfortable. Indoor scale and peanut went like this:

<u>AMA</u>			
Open		Senior	
1. Dan Domina , T.Cub	175	1. Guy Larsen M.B.2	123
2. Don Srull Vagabond	154	2. Peter Brown	81
3. Greg Thomas	150	3. Tom Comparet	65
<u>Peanut</u>			
Open		Senior	
1. Clarence Mather Davis	209	1. Guy Larsen He100 V8	108
2. Don Srull Turbulent	136	2. Collin Dimaio Cougar	107
3. Bob Willey Fike	135	3. Glenn Anderson Cougar	83

While not placing in the top 3, Bill Stroman's big white Bristol flying laboratory biplane was the most unusual and most photographed model of the meet. In fact a picture of Bill and his model made the front page of the local newspaper the next morning. Unfortunately the big bipe didn't fly quite long enough to finish in the money (longer motors, Bill!).

Outdoor rubber scale on Tuesday was a little bit like a Kamikazee event. Typical Lincoln winds were blowing up a storm from 8AM until dark. It was over-cast and cool and the air was anything but good. The free-flight site was about 35 miles out of town, and while it was large enough it had some small trees and shrubs scattered about. In addition, Nebraska grass is tough on Jap tissue! Some of the models (especially my Waterman) had trouble getting reliable ROG's off of the plywood "runway" and over the surrounding weeds in the turbulent high winds. Several of the memorable models included Guy Larsen's scratch-built Martin Baker MB2 which he also flew indoors, Larry Kruse's beautiful and obscure Cavalier monoplane, and Ron Roberti's well-detailed Heinkle He 100D. Outdoor AMA rubber results were:

Open		Senior	
1. Don Srull, Waterman	133	1. Tom Comparet ,Cougar	80
2. Larry Kruse Cavalier	118	2. Peter Brown , Cougar	60
3. Ron Roberti He 100D	117		

Wednesday, the day for gas scale and outdoor peanut, was unusual. Hung served up a beautiful sunny, calm day, ideal for free-flight scale fans. Local Nebraskans claimed it wasn't all that rare; they said they get one or even two such days a year. A rather narrow road served as the power scale take-off strip, and thwarted many ROG attempts. Tough luck guy of the day was Bob Haight with his high- point static score Bellanca Columbia. The old diesel Bob had in it

was about 100 RPM short of flight thrust, and he couldn't get a 20 second qualifying flight. Bill (Wee Willy) Stroman's electric powered Stinson Junior was impressive in flight, but he couldn't negotiate an official ROG, and it cost him 30 points. Meanwhile, Larry Kruse small CO2 powered Butterfly monoplane (featured in a recent Flying Models issue) made an almost perfect take off and flight early in the day and had first place locked up before many of the fliers arrived. The air was calm and buoyant all day long; most everyone stayed on for a good session of just fun flying after the competition was over. Outdoor results were:

AMA GAS SCALE

- Open
- 1. Larry Kruse, Butterfly 540
- 2. Bill Stroman, Stinson SM-2 441
- 3. Carl Miller, Taylorcraft 307

- Senior
- 1. Guy Larsen, Nieuport 295
- (no other seniors made qualifying flights)

OUTDOOR PEANUT

- Open
- 1. Bill Rogers, Cougar 185
- 2. Greg Thomas, Lacey 176
- 3. Don Srull, Crosby CR4 158

- Senior
- 1. Tom Comparet, Cougar 193
- 2. Guy Larsen, Heinkel 100V8 152
- 3. Glenn Anderson, Cougar 113

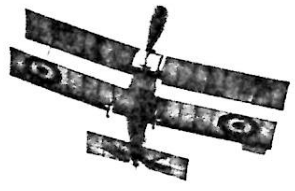
In closing, all of the free flight scale flyers at this year's Nats owe a great deal to Nancy and Rolf Gregory who ran these events. All their hard work and countless hours behind the tables made for a smooth and hassle-free contest. All of us who benefitted from your efforts want you to know that we noticed, and we appreciate it. Hats off to a couple of great Maxicuters! John Preston, you did a great job too!

MAX-FAX FULL SIZE PLAN---- THE CROSBY CR-4 PEANUT RACER

The Crosby CR-4 peanut is a sleek little rascal with more room for long motors than most models twice its size. The full-size machine's best performance was in the 1939 Thompson Trophy Race where it finished fourth behind the Marcoux-Bromberg, the Firecracker, and the Laird-Turner L-RT. The model construction is pretty straight-forward. Use relatively light weight wood to keep the finished weight minus rubber at 3/4 oz. or less. More weight than this will make it a beast to trim. If you can hit near 1/2 oz. the flight potential will be improved and it will be easier to trim since smaller rubber (ie; less torque) will be required.

The model is quite touchy to trim and to launch. I found that with the 7" prop, a 30" loop of 5/32" FAI rubber will give flights of over 60 seconds in dead air. Trim should be set for a fast shallow climb in wide left circles. Any attempt to steepen or slow down the climb results in tip stalls and roll instability, so keep the flight pattern fast. It may be easier to trim the CR-4 if a 6" prop were used in combination with a shorter 1/8" rubber motor.

Don Srull

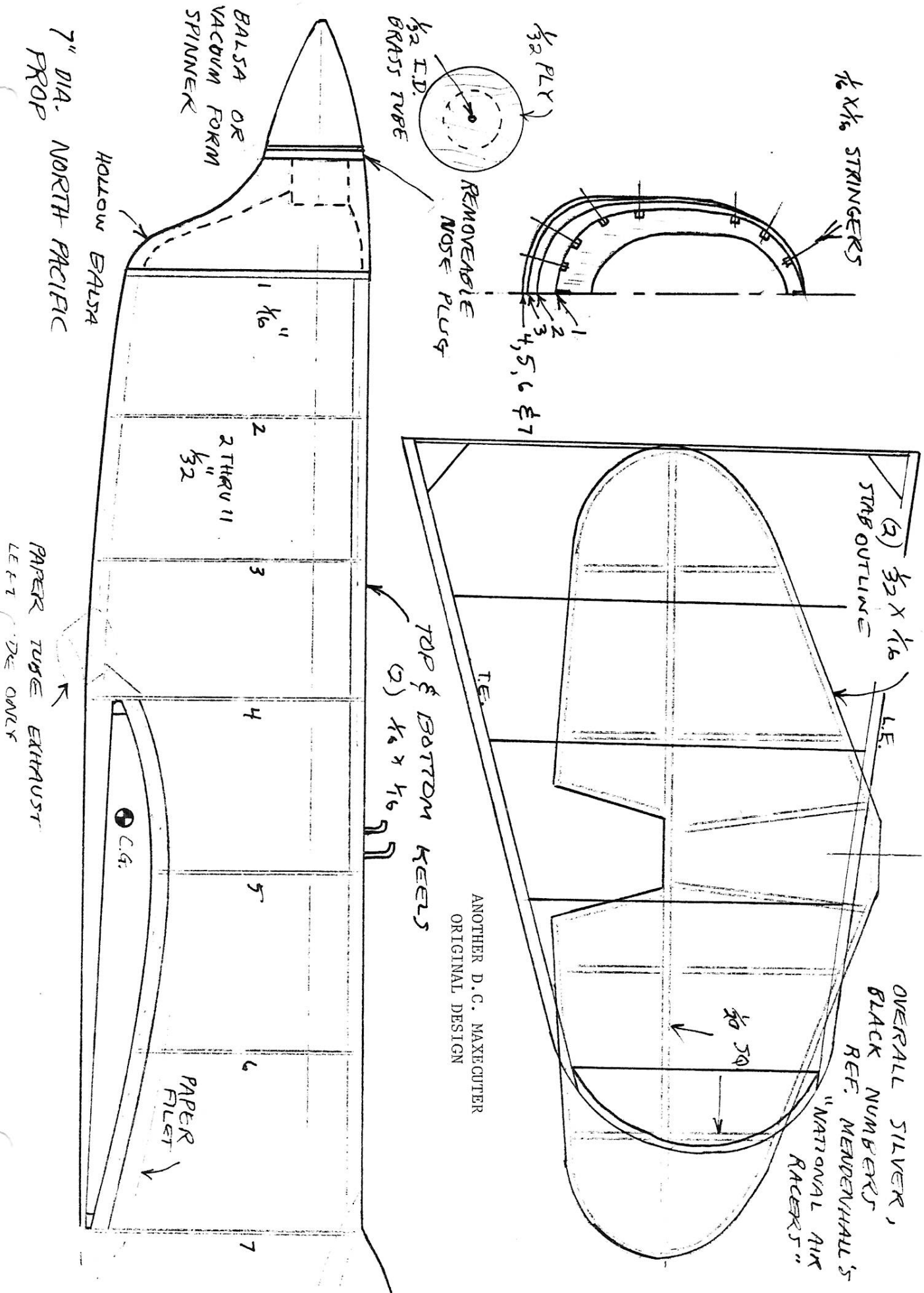


FINE FLYING SHOT OF DON SRULL'S BIG DH-6 TOOK SECOND IN WW I AT COMSAT



GEORGE LEFFLER'S PECK PRAIRIE BIRD EMBRYO ON ITS WAY UP!





COLOR :

OVERALL SILVER, BLACK NUMBERS REF. MENDENHALL'S "NATIONAL AIR RACERS"

RACING NUMBER ON TOP LEFT WING-OVERLY

8x8 L.E.

REG. NUMBER ON BOTTOM LEFT & TOP RIGHT WING

6x6 SPARS

1/32 RIBS

1/32 GUSSETS

(2) TIPS 1/6 x 1/2

6x8 TE

1 1/2" DIHEDRAL EACH TIP

ANOTHER D.C. MAXECUTER ORIGINAL DESIGN

VACUUM FORM CANOPY

YELLOW DISC

SCALE

(2) 1/32 x 1/4 OUTLINE

PAPER TAIL CONE

PEANUT

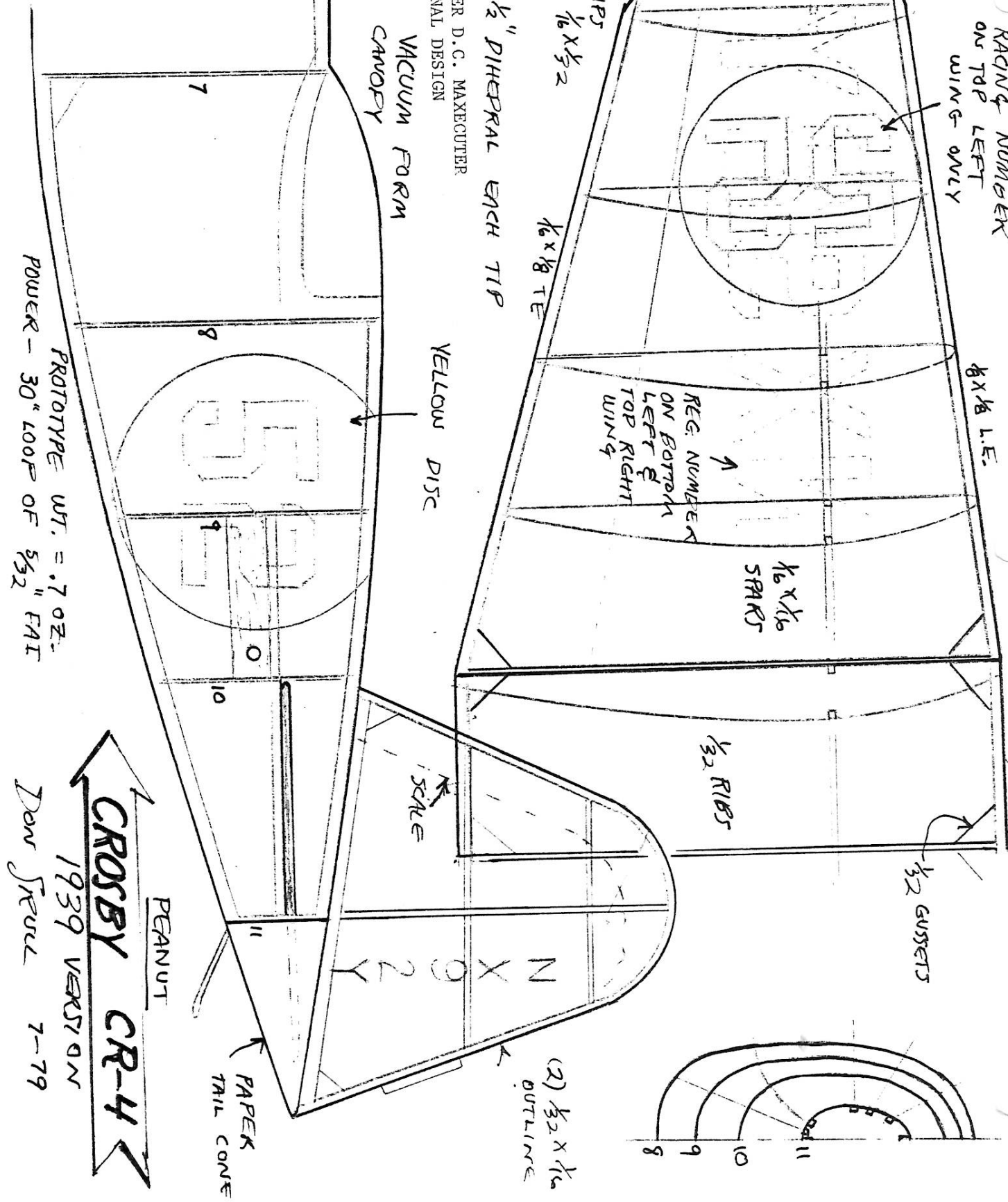
CROSBY CR-4

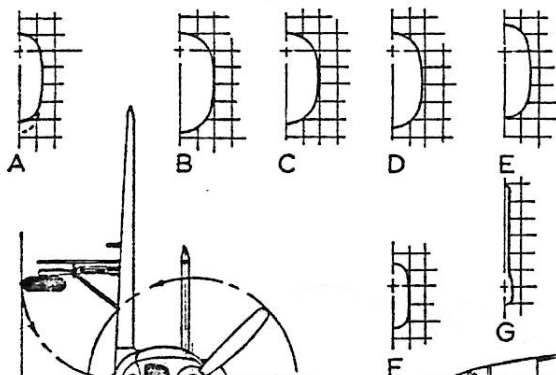
1939 VERSION

Don Jewell 7-79

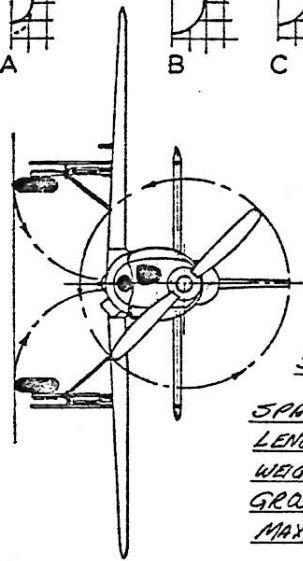
PROTOTYPE WT. = .7 OZ.

POWER - 30" LOOP OF 5/32" FAI



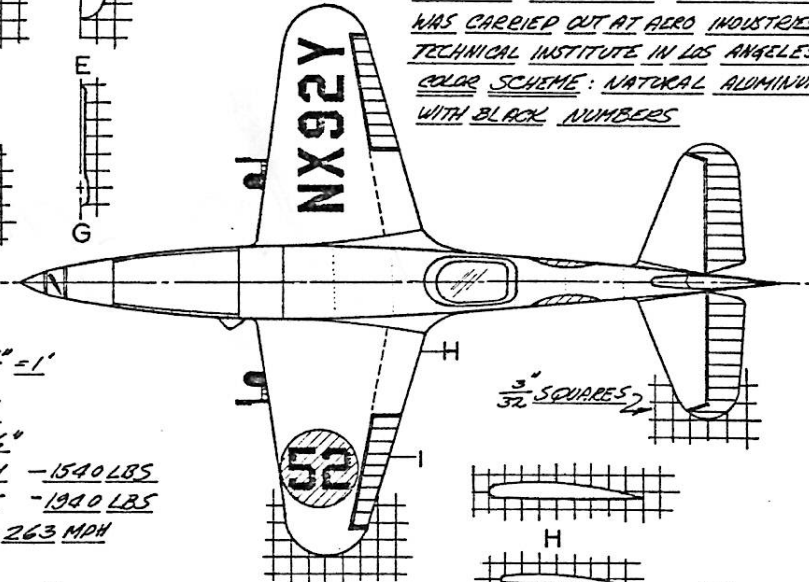


CONSTRUCTION OF FUSELAGE, WINGS AND TAIL ASSEMBLY WAS ENTIRELY AIRCRAFT ALUMINUM.\* CONSTRUCTION WAS CARRIED OUT AT AERO INDUSTRIES TECHNICAL INSTITUTE IN LOS ANGELES  
COLOR SCHEME: NATURAL ALUMINUM WITH BLACK NUMBERS

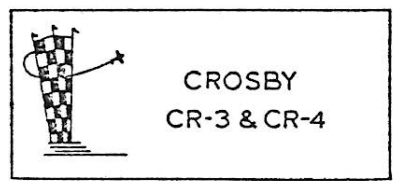


SCALE:  $\frac{3''}{16} = 1'$

SPAN - 16'  
 LENGTH - 21'6"  
 WEIGHT EMPTY - 1540 LBS  
 GROSS WEIGHT - 1940 LBS  
 MAX SPEED - 263 MPH

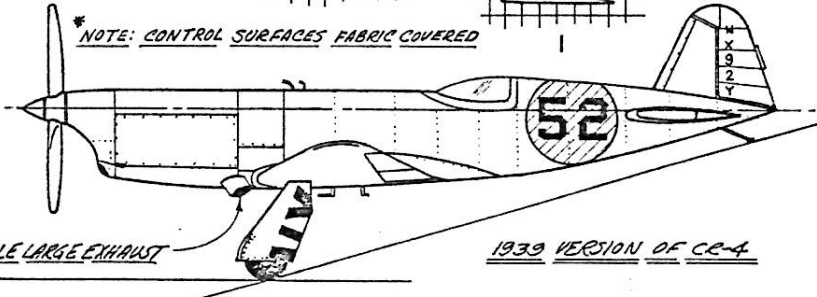


$\frac{3}{32}$  SQUARES



CROSBY  
 CR-3 & CR-4

\*NOTE: CONTROL SURFACES FABRIC COVERED

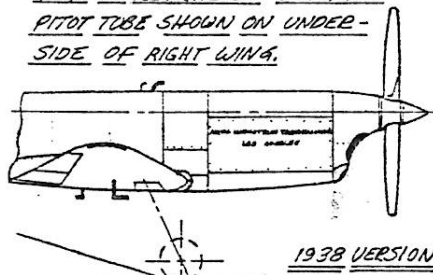


NOTE SINGLE LARGE EXHAUST

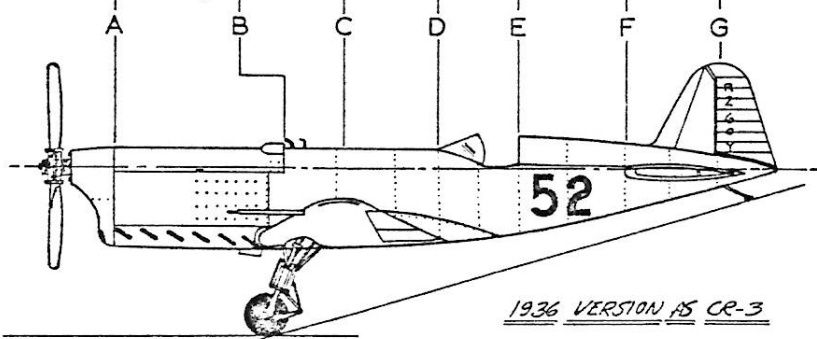
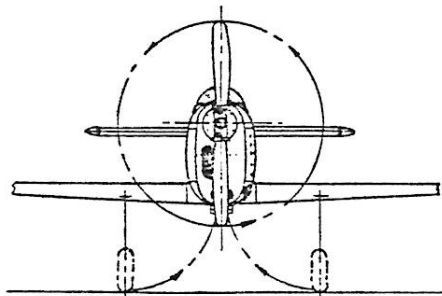
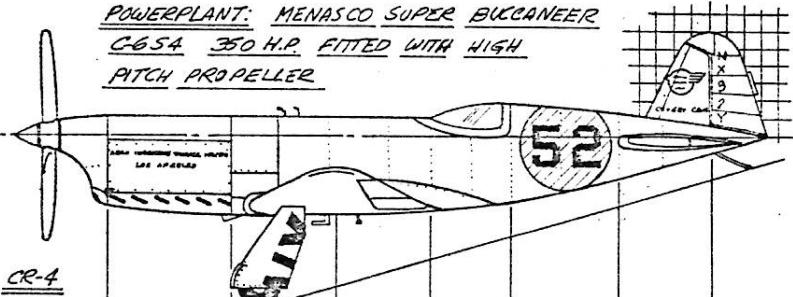
1939 VERSION OF CR-4

VIEW BELOW SHOWS LANDING GEAR IN RETRACTED POSITION  
PITOT TUBE SHOWN ON UNDER-SIDE OF RIGHT WING.

POWERPLANT: MENASCO SUPER BUCCANEER C-654 350 H.P. FITTED WITH HIGH PITCH PROPELLER.



1938 VERSION OF CR-4



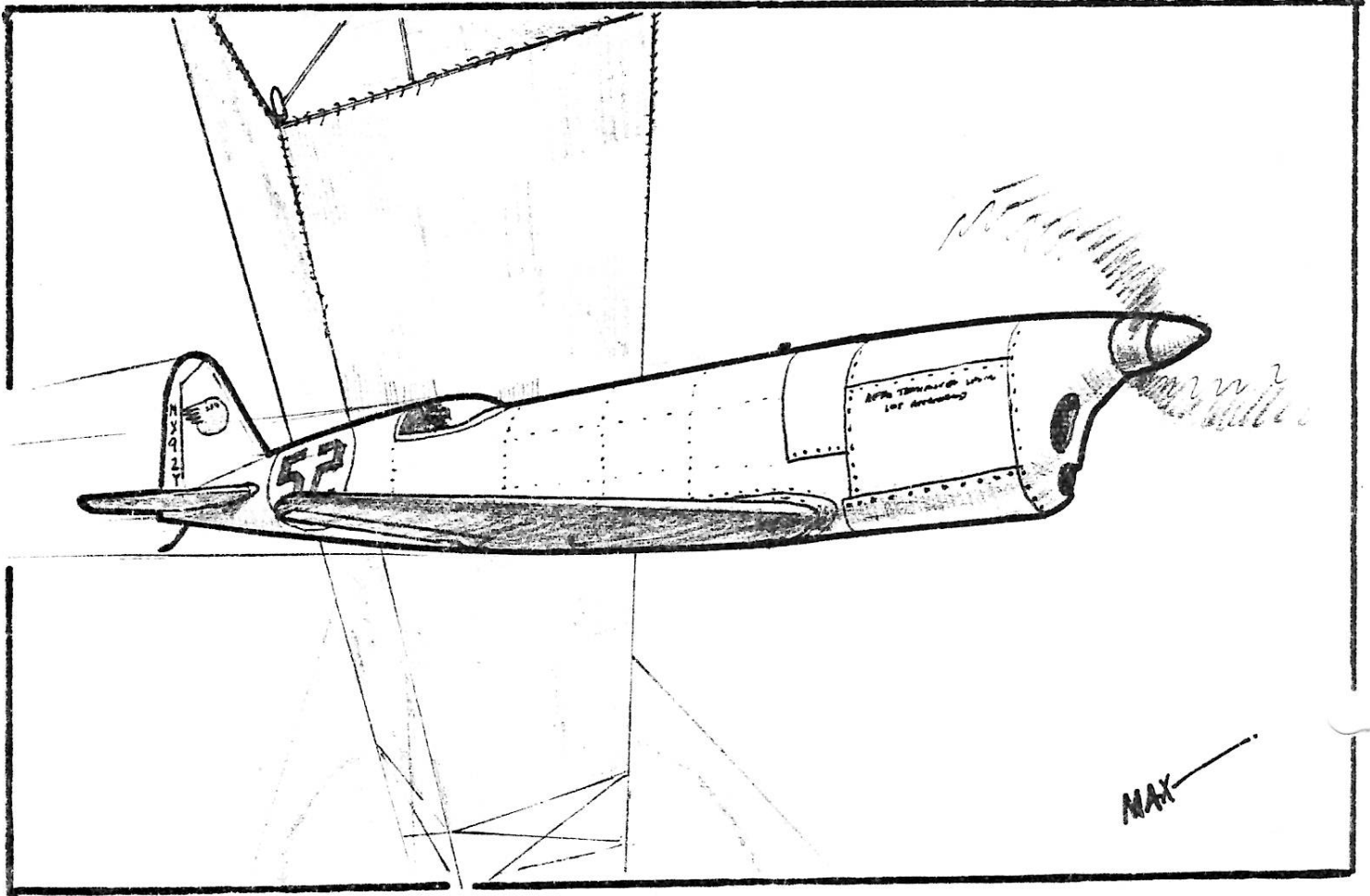
1936 VERSION AS CR-3

CR-3 WAS MODIFIED AND RE-ENGINEERED TO BECOME CR-4. AIRCRAFT WAS FITTED WITH SPLIT TRAILING-EDGE FLAPS

AIRCRAFT WAS DESIGNED, WINDTUNNEL TESTED, BUILT AND RACED BY HARRY CROSBY. IN 1936 THOMPSON TROPHY RACE SHIP FINISHED 6TH IN 1939 THOMPSON CROSBY FINISHED 4TH



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