

# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

## MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$9.00 per year for residents of the U.S.A. Your mailing label indicates the year and month of the last issue of MAX-FAX for your current membership. A red mark in the box below is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxecuters, to the Treasurer.

DUES REMINDER



MEETINGS

The D.C. Maxecuters hold meetings on the first Wednesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

## PRESIDENT

DUDLEY PRISEL  
5118 Alfred Dr.  
Waldorf, MD  
20601

## SECRETARY

JOHN SITES  
1802 McAuliffe  
Rockville, MD  
20851

## TREASURER

ALLAN SCHANZLE  
8311 Exodus Dr.  
Gaithersburg, MD  
20760

## CLUB NEWS

JAN/FEB 1981

THIS ISSUE is in the hands of Hurst Bowers, who is dedicating the newsletter to a modeling friend of his, Manley Mills. Two sets of plans and two three-views of his are included, as well as a historical sketch of this old time modeler. In addition, we have more photos by Tom Schmitt, and Max has contributed another of his fantastic cover drawings. Finally, Allan Schanzle has given a short review of the John F. Kennedy High School Model Airplane Club.

NEW CLUB OFFICERS were elected at the Nov. meeting. The results were unbelievably close, but the following came out as the winners. Pres., Dudley Prisel; Sec., John Sites; Treas., Allan Schanzle.

KENNEDY FLYING DATES up thru the middle of Feb. are the following; Jan 16, 30, Feb 6.

BULL SESSIONS for this winter will continue at Ray Rakow's house on Jan 24, at 7:30 P.M. BYO beer to this general gathering of goodies and gossip. The Feb. gathering will be at Allan Schanzle's, tentatively set for the 14 th.

THE FAC HEADQUARTERS has been relocated, and the new commander in chief is Lin Reichel, 3301 Cindy Lane, Erie, PA., 16506. His first news-letter was recently received, and future issues can be obtained by sending Lin \$9.00. Several of you have asked about the FAC rules, which Lin plans to review in the next few issues. If you want to compete in FAC contests, best ye know the latest rules, so send off your 9 smackers today.

THE MAXECUTER'S SWAP SHOP is hereby active. Do you have an item you would like to sell, trade, or something you want to buy? Drop a post card to the Sr. Editor (Allan Schanzle, see pg. 1 for the address) and we will run a free service, provided things don't get out of hand. Limited to MAXECUTERS only!!

*FINAL APPROVAL RECEIVED! 10<sup>00</sup> AM to 6<sup>00</sup> PM*  
THINGS LOOK PROMISING for holding our winter contest at the U.S. Naval Academy fieldhouse on Jan 18 1981. We hope to have the doors open at 10:00 AM. But as of this writing, we do not have final written approval. However, with great expectations, we have included a map showing directions. If you expect to attend, as a contestant or visitor, I suggest you call me (301-840 9883) about one week before the contest. We apologize for this inconvenience, but once you see the facility, you'll understand why we are willing to wait until the last moment for the navy's permission. The official flying space is about 150x200 ft. with a clean ceiling of roughly 60 ft. Then there is an equivalent floor area with a 30 ft. ceiling which can be used for trim flights. Sounds pretty good, hey what? NOTE: YOU MUST WEAR GYM SHOES (OR THEIR EQUIVALENT) IN THE FIELDHOUSE OR BE HAPPY IN SOCKS. THIS WILL BE STRICTLY ENFORCED!!!! BLACK JOGGING SHOES NOT ACCEPTABLE!!!!

MORE BARNYARD TOPSOIL FROM AMA. Did all you AMA'ers look closely at your voting ballots? I guess I don't understand the concept of a "secret" ballot, because my name was printed on the lower left hand corner, and your ballot had your name on it. That's certainly unethical, and perhaps you lawyer types out there might find it illegal, depending upon the AMA by-laws. I can't help but wonder if AMA isn't asking for much of the harassment they find coming their way.

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### THE KENNEDY HIGH SCHOOL MODEL AIRPLANE CLUB

ALLAN SCHANZLE

This is the 15 th year that John F. Kennedy High School in Wheaton Maryland has supported model airplane flying sessions on Friday evenings. The Kennedy Model Airplane Club has been sponsored by Bill Saunders, a modeler for many years and a science teacher at Kennedy since 1965. Over the years, members of the Maxecuters have helped the Kennedy model club members by holding beginners building and flying sessions, as well as helping them to make their models fly circular patterns in a stable manner; a necessity if the balsa and tissue models are to avoid destruction via the cinder block walls.

The results over the years have been very rewarding. We've had students from all over Montgomery county become involved, and several Kennedy students have continued in the model aviation field. One Kennedy graduate, Mike Metzger, was given the Glenn L. Martin 4 year scholarship to the U. of Maryland, and ultimately graduated first in his class in Aerospace Engineering. As a parent of two teen-agers, I know the value of keeping kids occupied with an educational hobby and away from other temptations that are continuously exposed to our young adults.

Other benefits to Kennedy students have also evolved through the mutual interest of model aircraft. For example, I have given a guest lecture to Bill Saunder's Physics class on various problems involved in computing satellite orbits and many of the goals of the National Aeronautics and Space Administration (NASA).

All of us involved with the Kennedy Model Airplane Club feel it appropriate to include several pictures in our photo pages of students flying or displaying their models in the gymnasium. Our heartiest thanks to Bill Saunders and the successive administrative staffs of John F. Kennedy High School who have continued to support model aviation.

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### A TRIBUTE TO MANLEY MILLS

by Col. Hurst Bowers

I would like to dedicate this issue of MAX-FAX to Manley Mills, an outstanding modeler, designer, and gentleman. Manley was born in Royston, Georgia in 1913 and spent the majority of his life there, until becoming an employee of Lockheed Aircraft Company, at Marietta, Georgia.

During the 1930s and early 1940s Manley designed and built a number of excellent scale models as well as assisting in the design and construction of several light aircraft. I suppose that I owe my interest in aviation and my fascination with models to Manley and his friend, Bruce Wilder. He was never too busy to help me over a tough modeling problem, to encourage me, and to build up a vast amount of enthusiasm on my part. We spent many wonderful summer days building and flying models together, and when his uncle barnstormed out of the local airport in his Ford Trimotor we would spend Saturday mornings cleaning the underside of the tail surfaces in return for riding as co-pilot on Sundays.

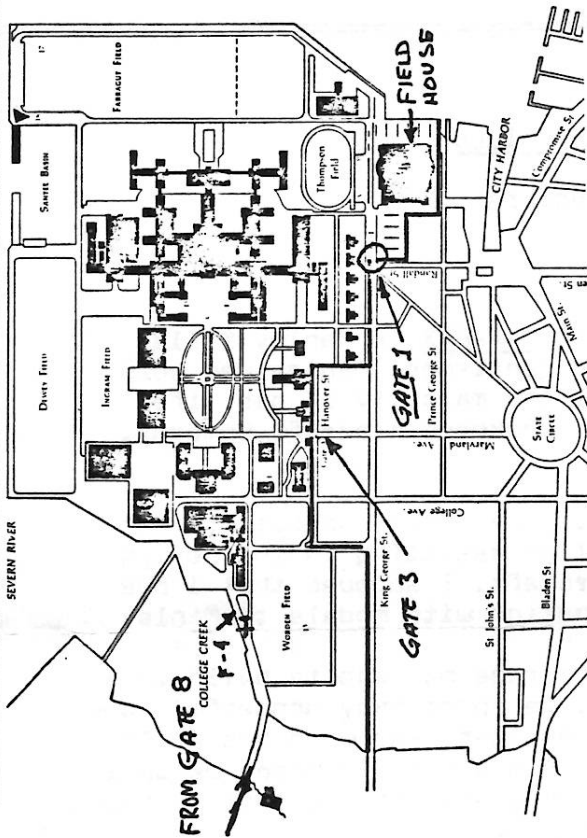
In the summer of 1938 Manley designed and built a beautiful Gloster Gladiator and in 1939 his project was a Brewster Buffalo. Both were rubber powered and were published in FLYING ACES Magazine. Another fine creation of his was a Sperry Messenger powered by the old "Buzz" CO2 engine. I have these three models hanging in my shop now. They were gifts of Manley's aunts, and I prize them very highly.

One October morning in 1971, while dressing for work, he was stricken with a fatal heart attack, and the world of aviation lost one of its staunchest supporters. He never married and considered the home of his two aunts as his own. I returned from Vietnam in September 1971 and had a delightful visit with Manley only a couple of weeks before his death. I am grateful for having had this visit, and most of all for having had him as my friend and fellow modeler for almost forty years. I still miss him very much.

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LAST MINUTE UPDATE: It looks like we will also have access to the Hanger at Andrews A.F.B. on March 21 and 22 1981. More on this later.

# DETAILED MAP OF THE U.S. NAVAL ACADEMY



## ANNAPOUS AREA MAP

### LODGING: THRIFT INN

- FROM WEST USE FIRST ANNAPOUS EXIT.
- HOLIDAY INN/THRIFT INN VISIBLE
- FROM HIWAY 50-301
- NORTH & EAST USE 2ND EXIT
- PAST ROWE BLVD/NAVAL ACADEMY
- EXIT.

### NAVAL ACADEMY:

- EXIT AT ROWE BLVD
- FOLLOW SIGNS TO ACADEMY

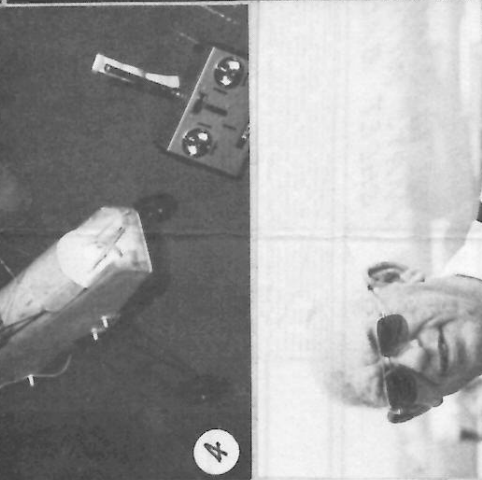
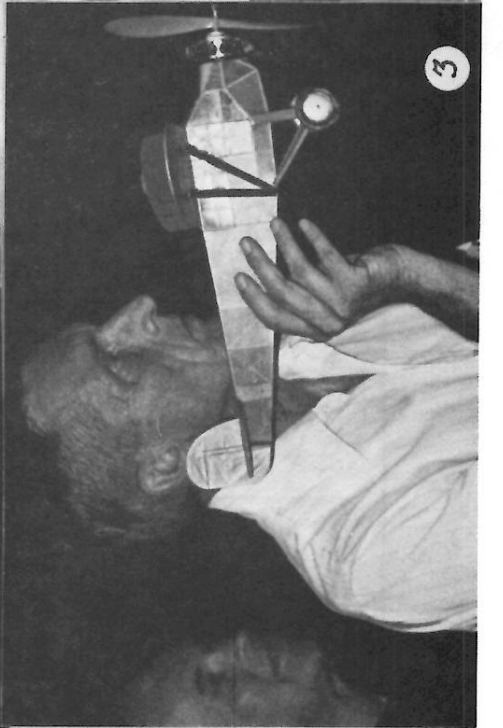
Hiway 50,301  
From D.C. & Virginia

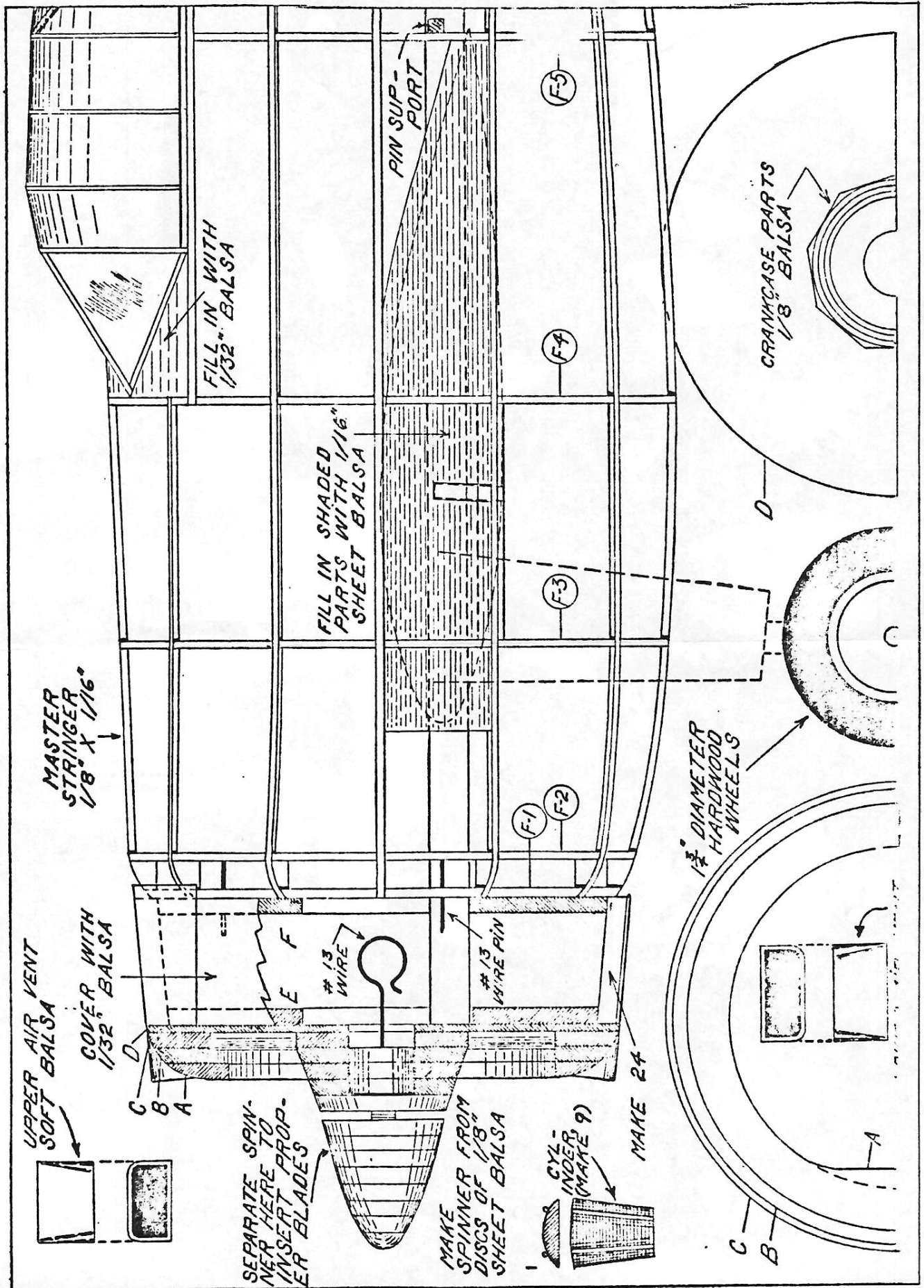
- RESTAURANTS:
- Holiday Inn
- Denny's
- English's Family Rest
- Hardee's
- McDonald's
- Gino's
- Many Fine Restaurants Downtown

## PHOTO PAGE

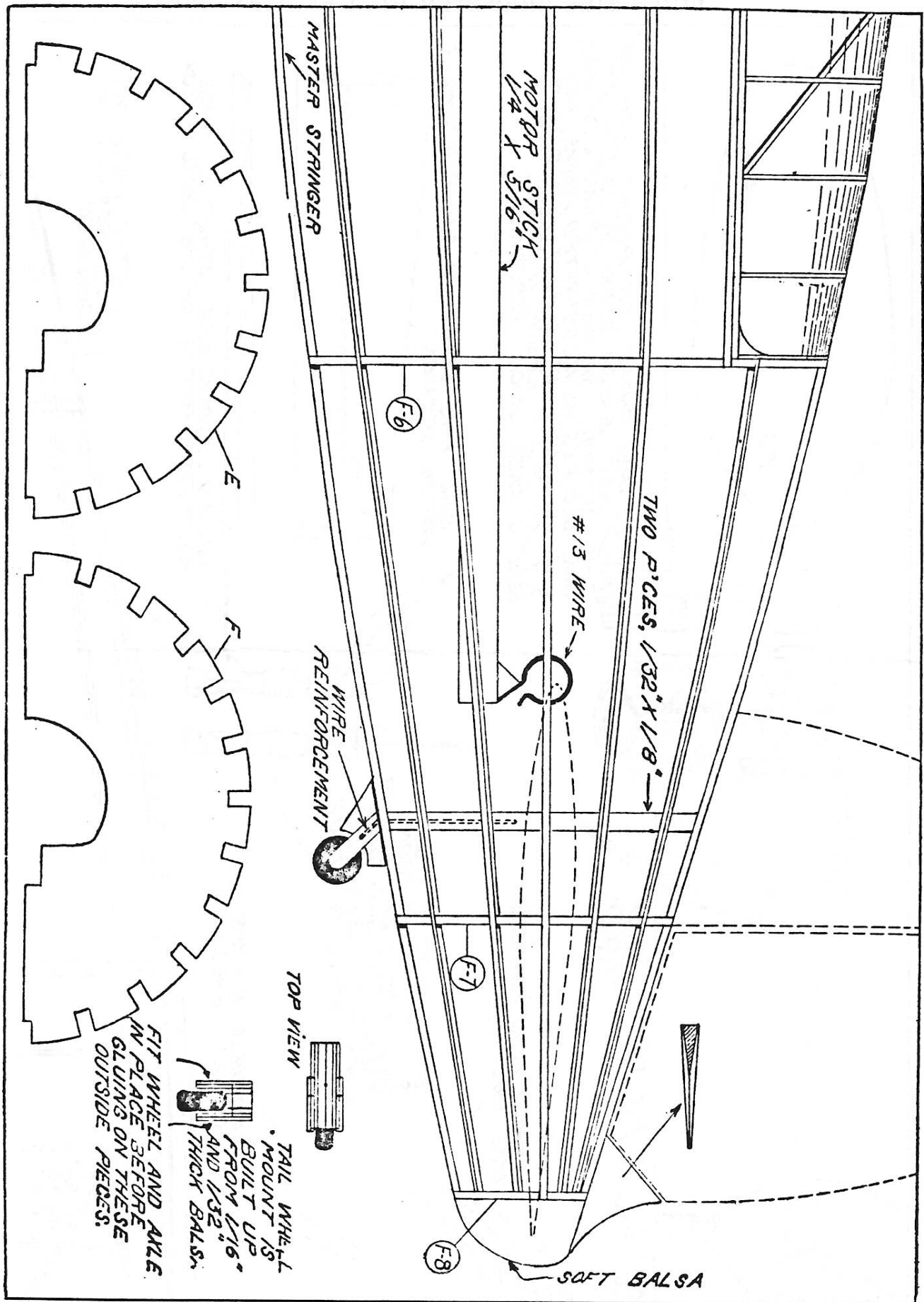
1. At Kennedy H. S. Gym; left front, Mike Escalante; left rear, Bob Davis; center, Joel Shore; right, Don Srull.
2. Is he launching it or catching it? An interesting optical illusion and perspective. Mike Escalante launches his mini canard pusher at Kennedy gym.
3. Charlie Roth with his Fairchild, entered at the AMA 1980 indoor NATS event. Hurst Bowers in the background.
4. Greg Mercer with his partially completed Radio Control model at Kennedy.
5. George Meyers, from Corpus Christi Texas, and his magnificent Moeller Stomo.
6. Joel Shore holds (try that three times fast) while Don Srull winds Joel's AMA DART at Kennedy Gym.
7. Now that's one happy young man- Joel Shore with a perfect launch.
8. Scott Paisley launches his Fokker D-8 at the Comsat Flying field.

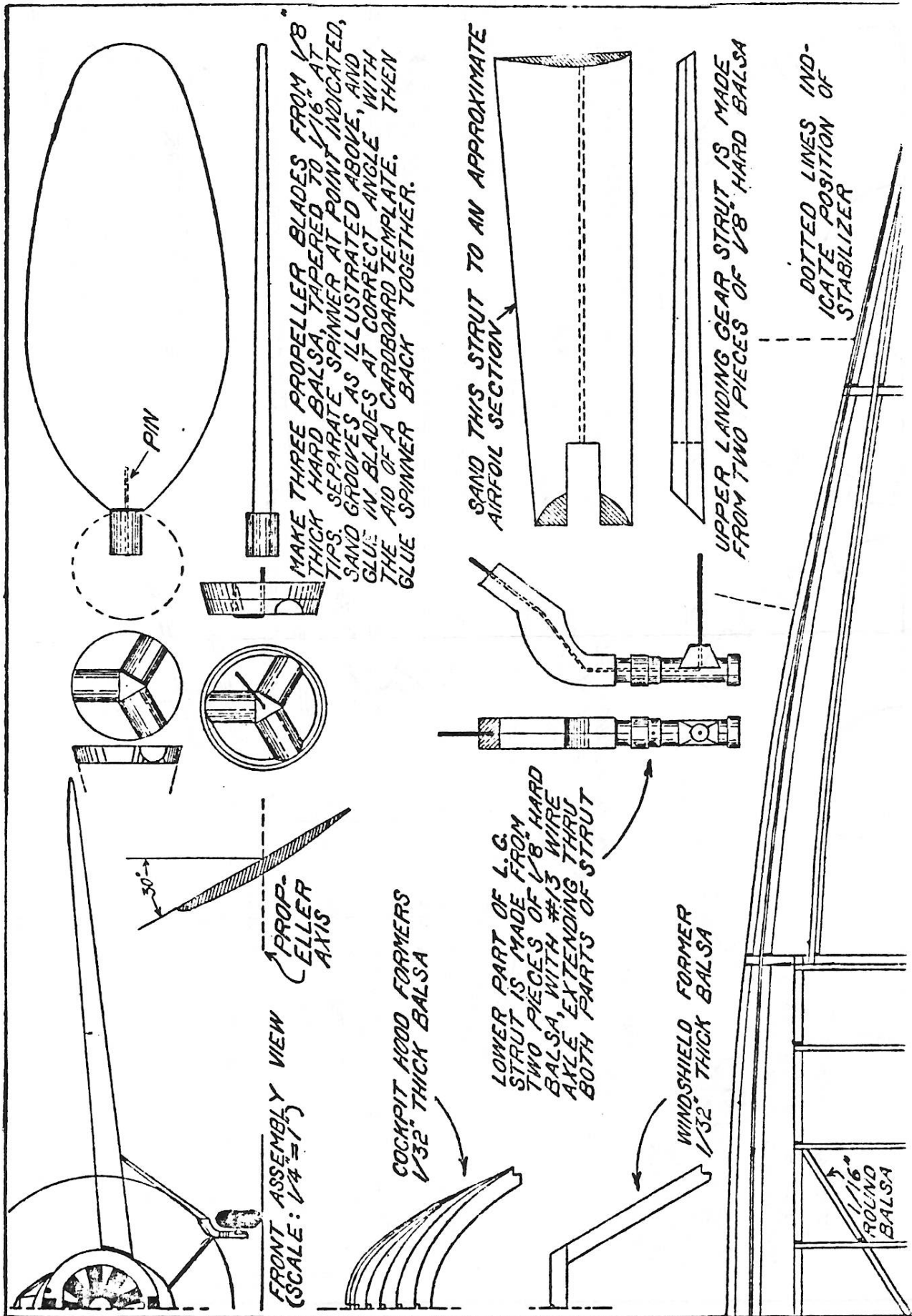




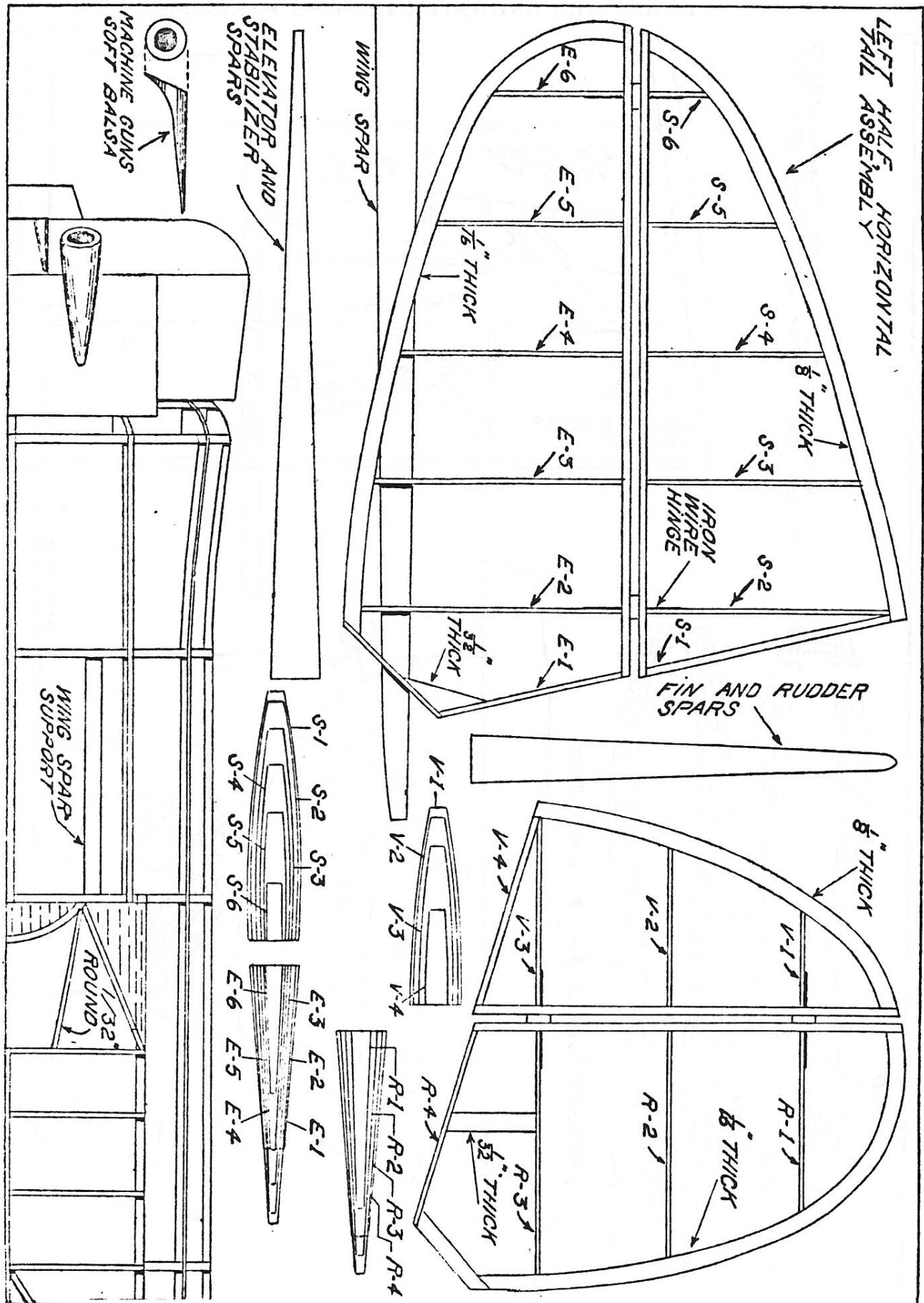


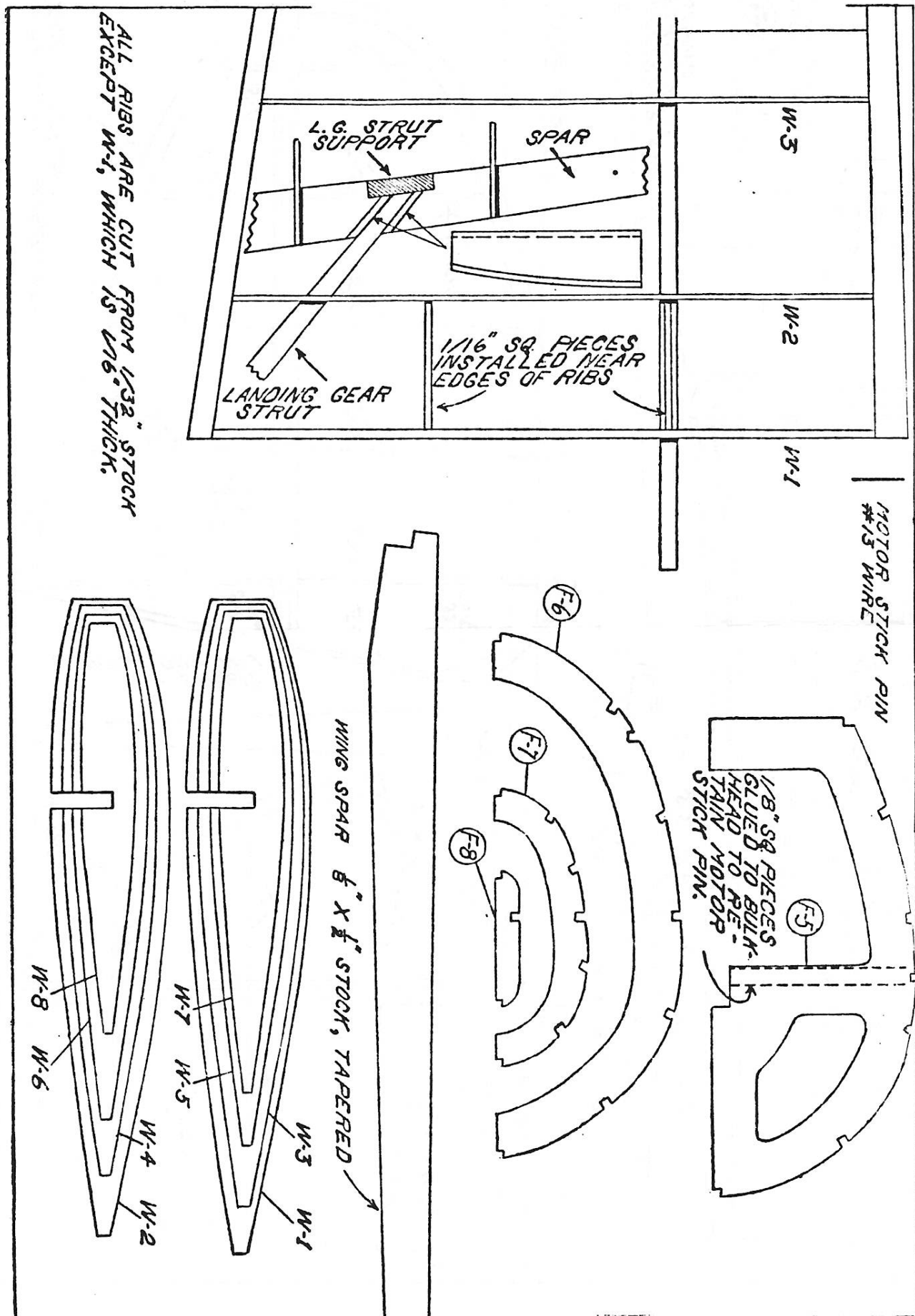
# BUILD THIS BREWSTER F2A-1 FIGHTER—Plate 2



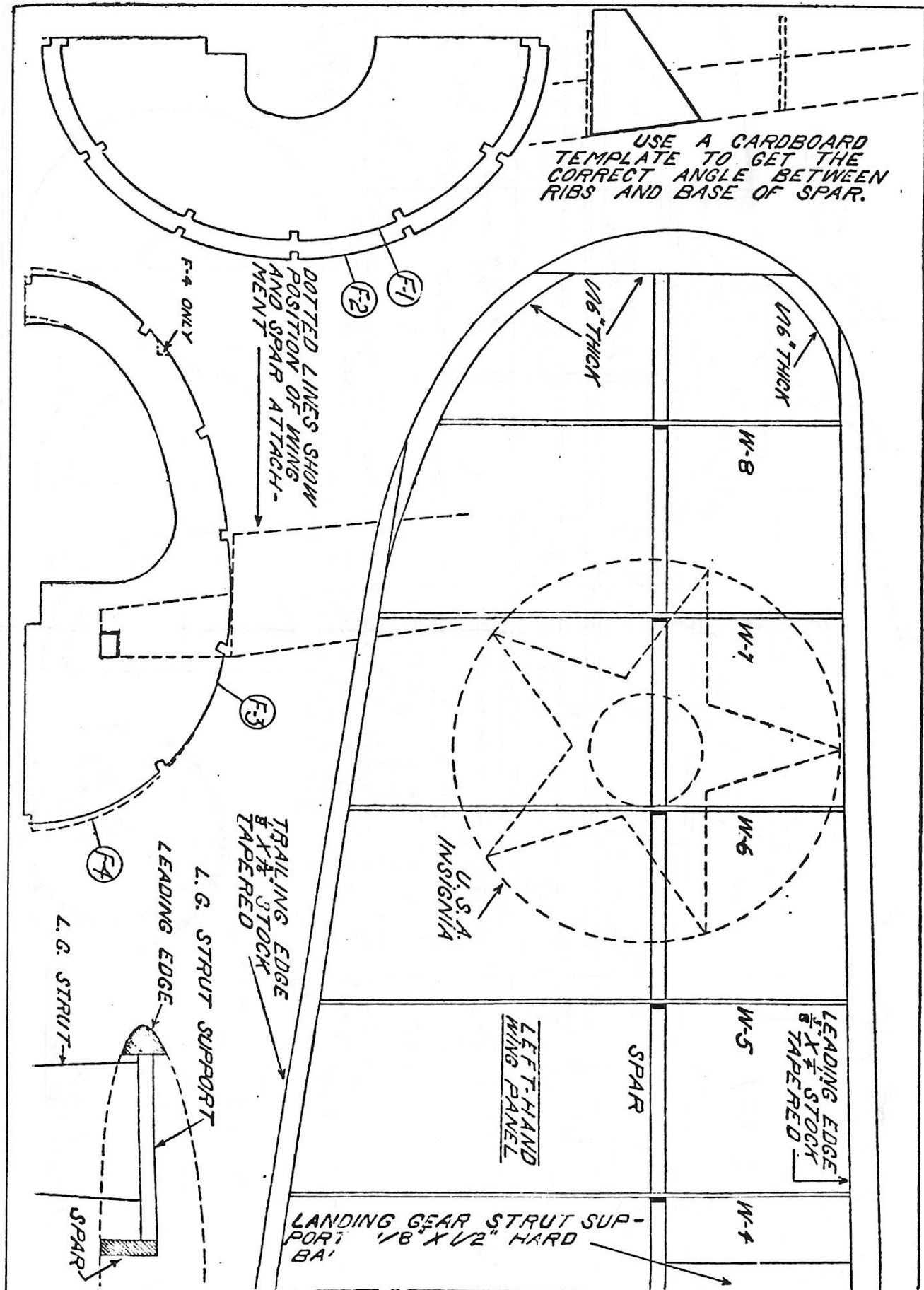








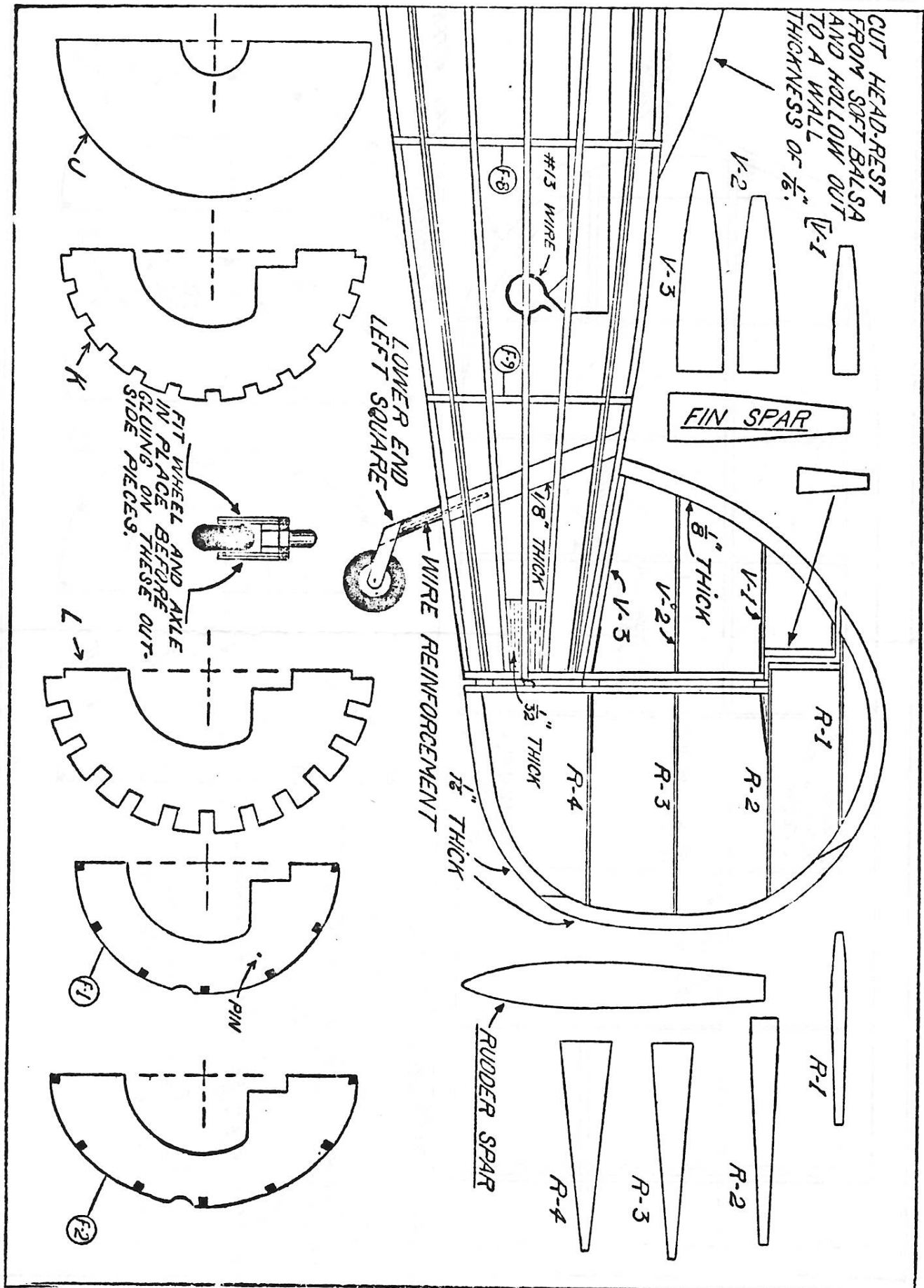
# BUILD THIS BREWSTER F2A-1 FIGHTER—Plate 6

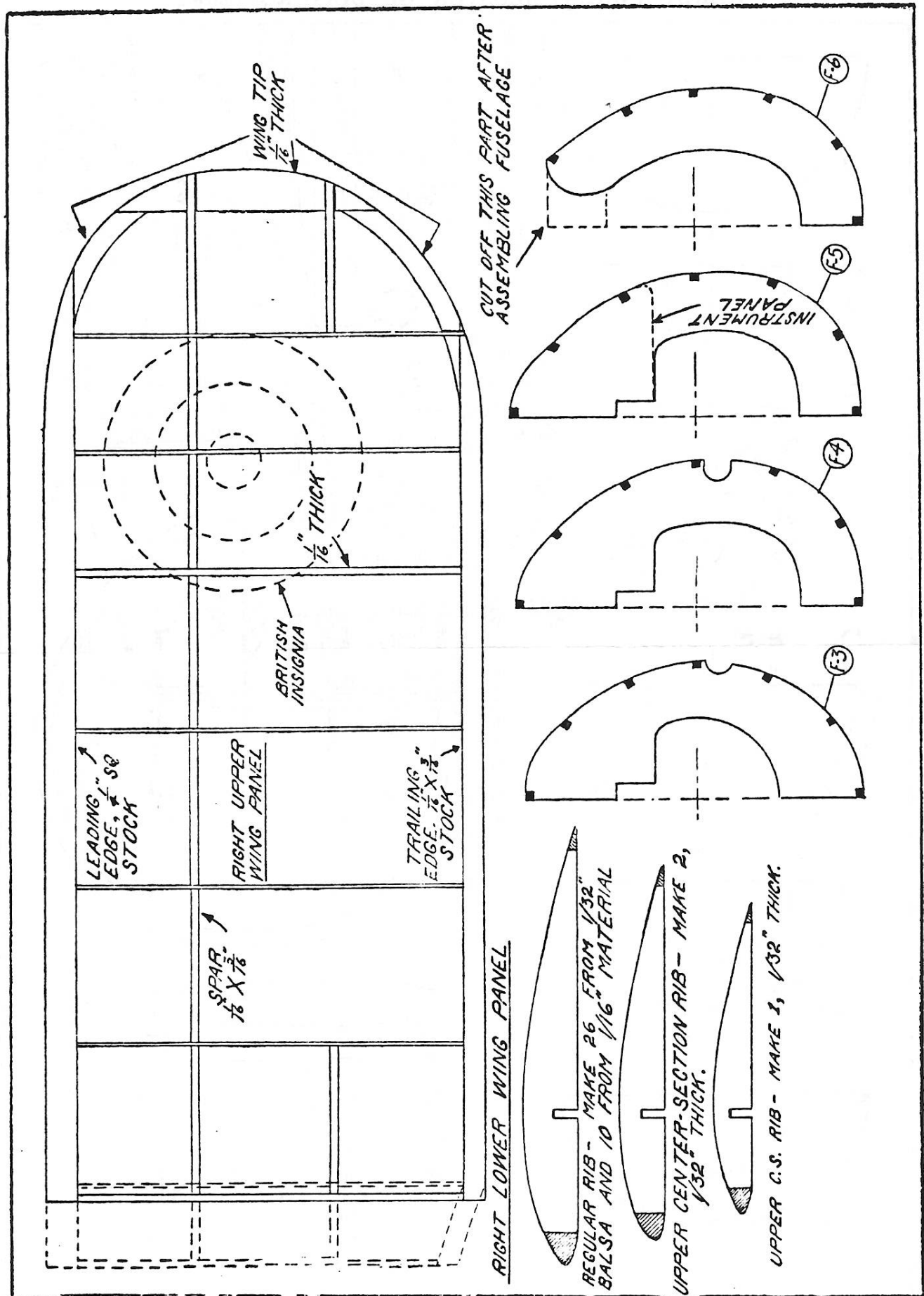


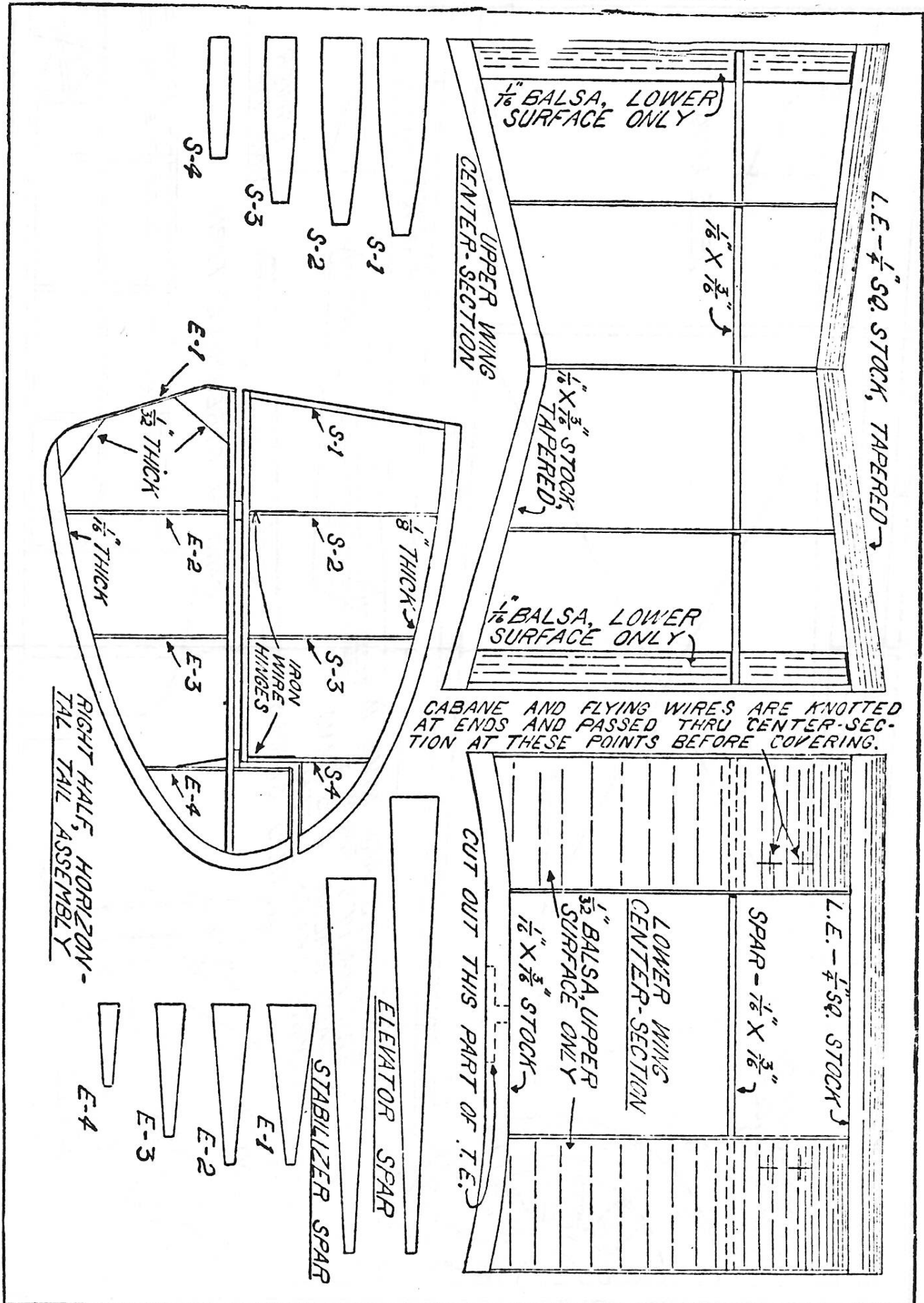


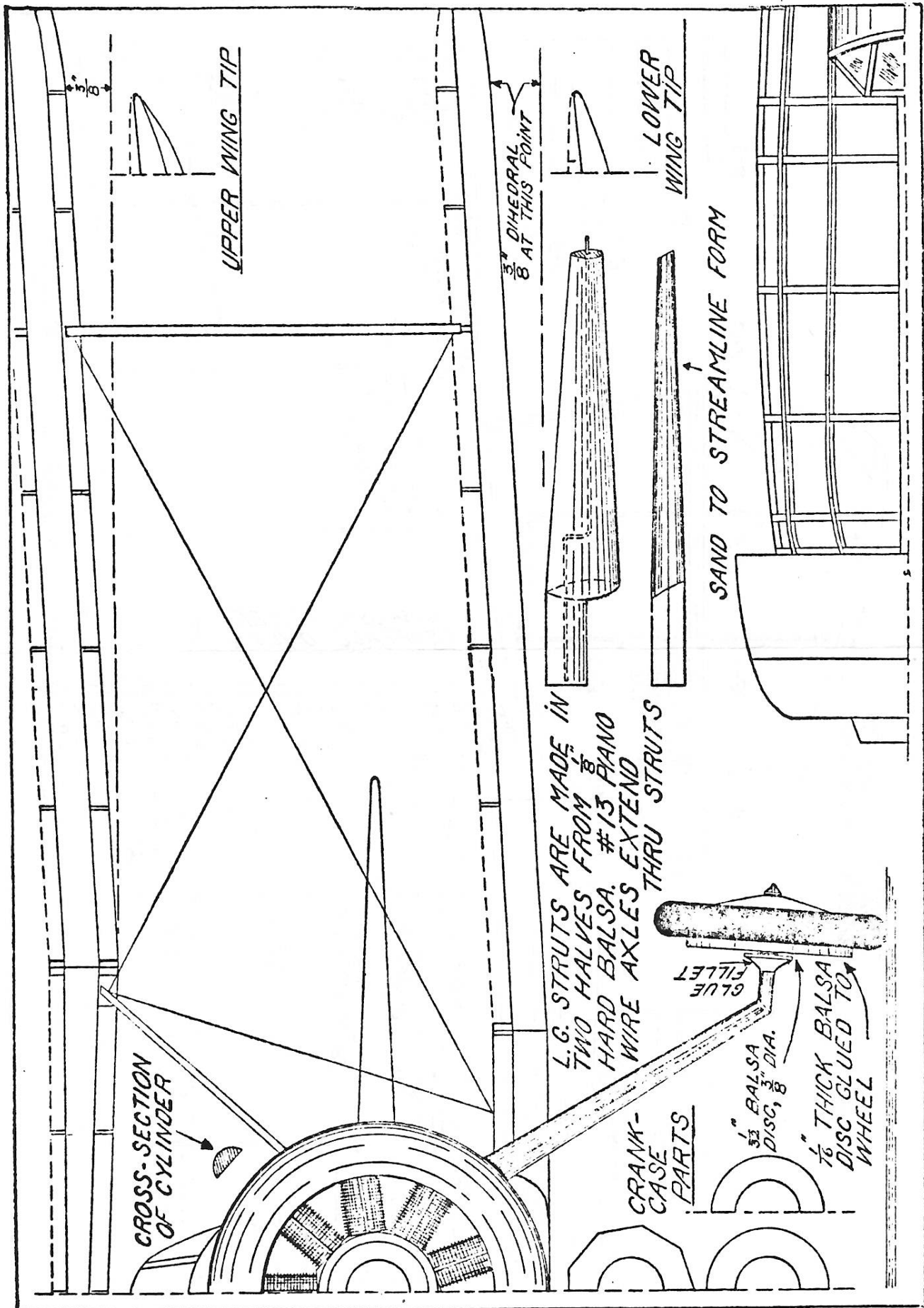


# HERE'S A GREAT GLOSTER "GLADIATOR"—Plate 2

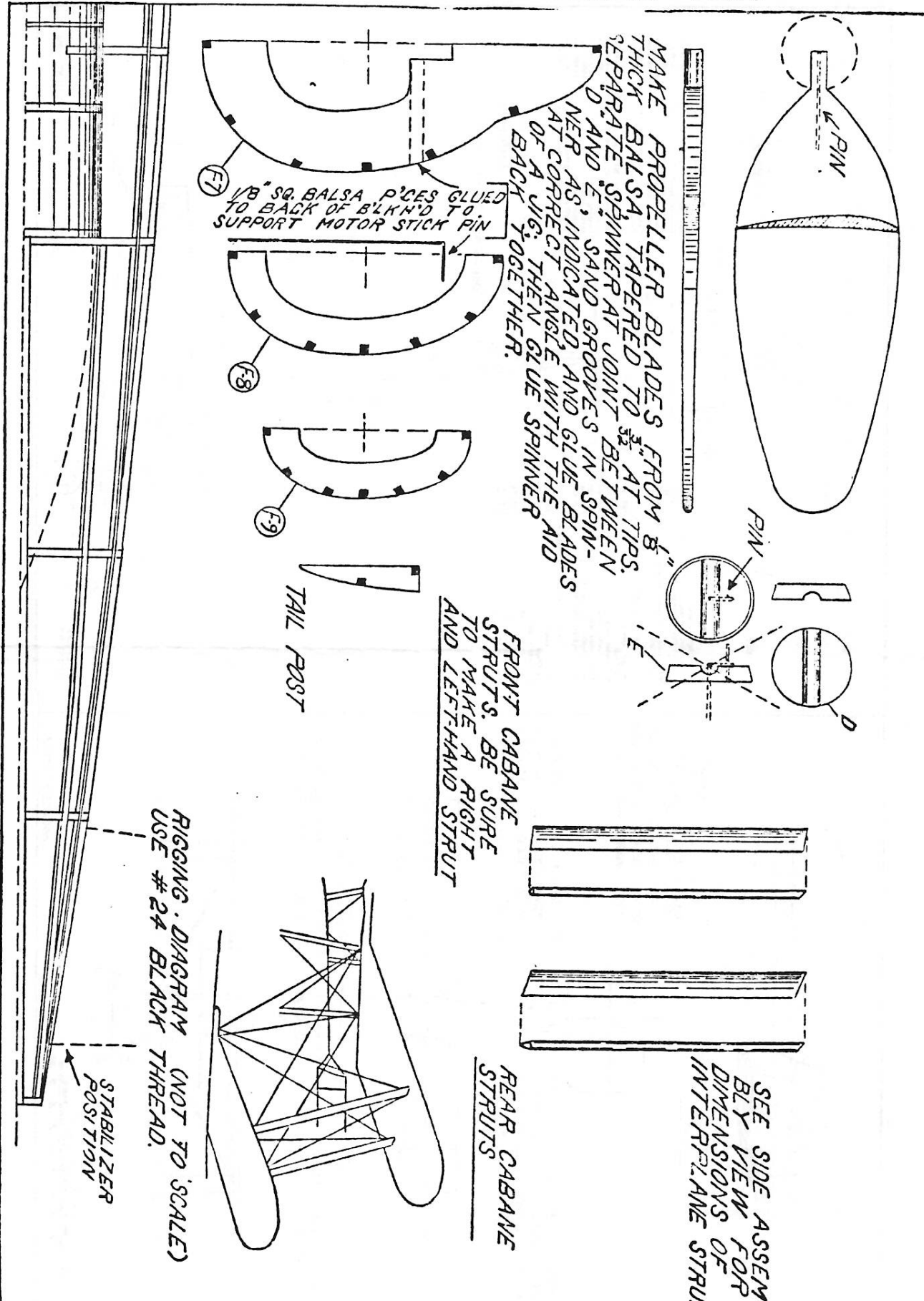


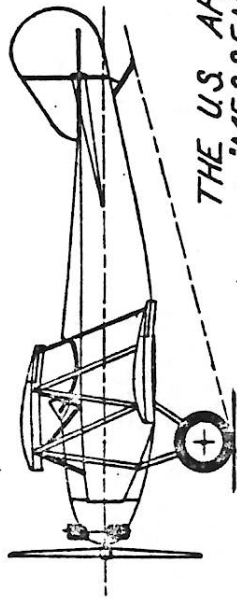




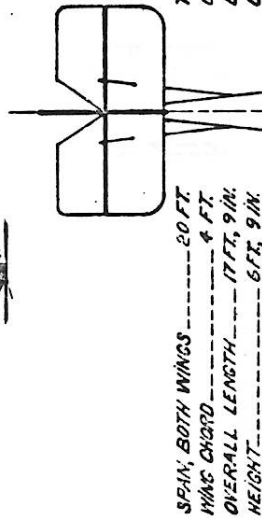






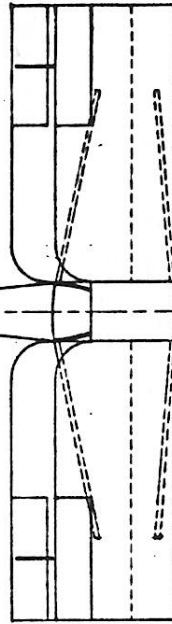


**THE U.S. ARMY  
"MESSENGER"**  
A MILITARY SCOUT PLANE  
OF THE PERIOD IMMEDIATELY  
AFTER WORLD WAR NO. 1.

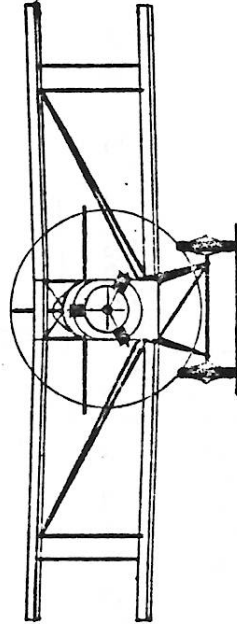


SPAN, BOTH WINGS-----20 FT.  
WING CHORD-----4 FT.  
OVERALL LENGTH-----17 FT. 9 IN.  
HEIGHT-----6 FT. 9 IN.

TOP SPEED-----100 M.P.H.  
CRUISING SPEED-----80 M.P.H.  
LANDING SPEED-----35 M.P.H.  
CLIMB-----1200 FT./MIN.

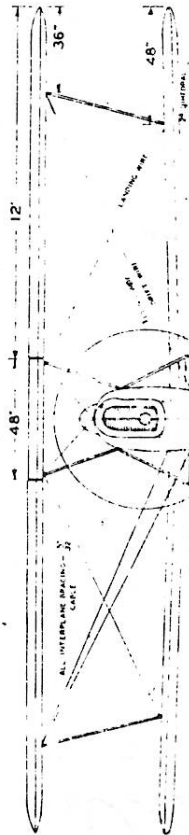


NOTE THE ABSENCE OF EXTERNAL RIGGING WIRES.  
POWERED BY LAWRENCE 3 CYL.  
60 H.P. RADIAL AIR-COOLED ENGINE.



SCALE IN FEET  
0 1 2 3 4 5 6 7 8 9 10

MANLEY MILLS



**DIMENSIONS--WEIGHTS**  
Span (both wings) 28'-0"  
Chord (both wings) 4'-0"  
Engine (type of wing) 3'-0"  
Wing area, including ailerons 200 sq. ft.  
Overall length 19'-3"  
Weight, empty 700 lb.  
Payload 320 lb.  
Total useful load 1000 lb.  
Total gross load 1700 lb.  
Power-loading, lb./sq. ft. 8.50  
Power-loading, lb./h.p. 27.50

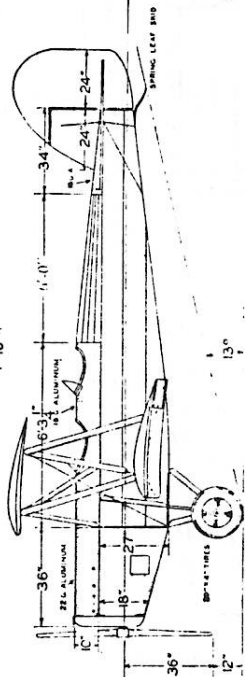
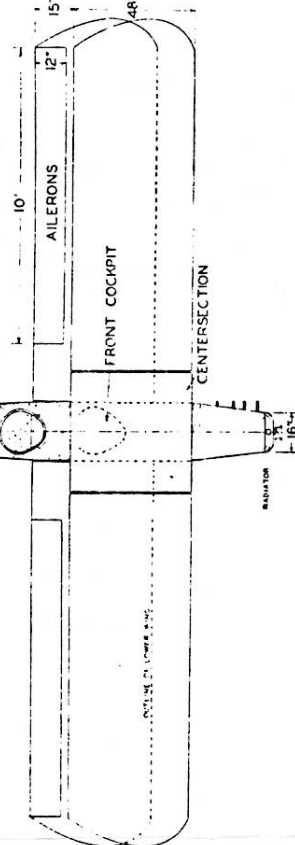
**WITH FORD "A" ENGINE**  
Weight, empty 740 lb.  
Payload 320 lb.  
Total useful load 1000 lb.  
Total gross load 1740 lb.  
Power-loading, lb./sq. ft. 8.70  
Power-loading, lb./h.p. 27.50

**WITH GIPSY ENGINE**  
Weight, empty 740 lb.  
Payload 320 lb.  
Total useful load 1000 lb.  
Total gross load 1740 lb.  
Power-loading, lb./sq. ft. 8.70  
Power-loading, lb./h.p. 27.50

**PERFORMANCE WITH FORD "A" ENGINE**  
Top speed, near ground 70 m.p.h.  
Cruising speed 60 m.p.h.  
Landing speed 30 m.p.h.  
Service ceiling 1000 feet  
Range at cruising speed 210 miles  
Gasoline consumption, gals. per hr. 3.0 gals.  
Range at cruising speed 210 miles

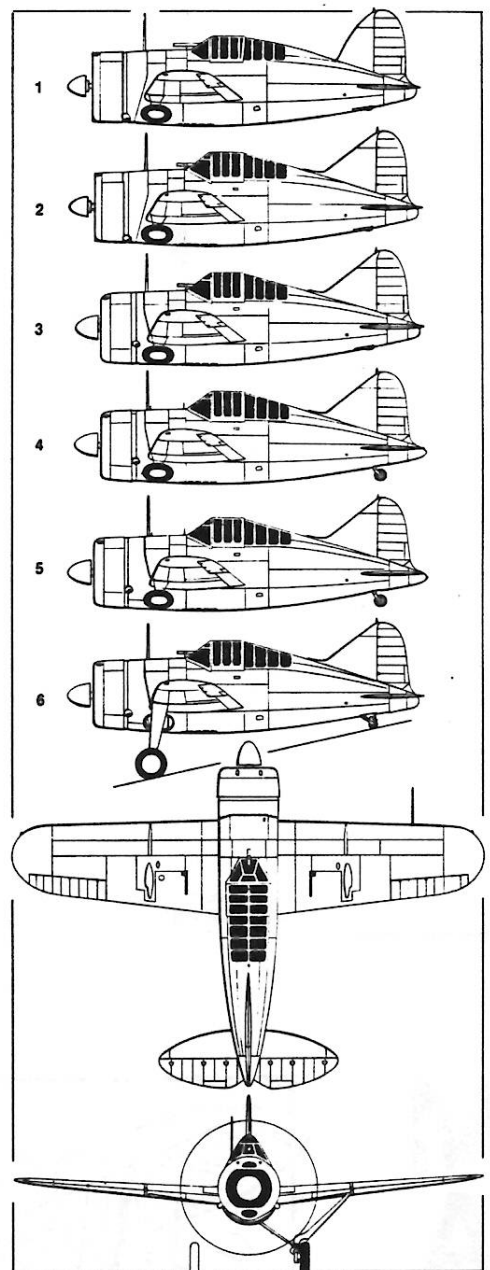
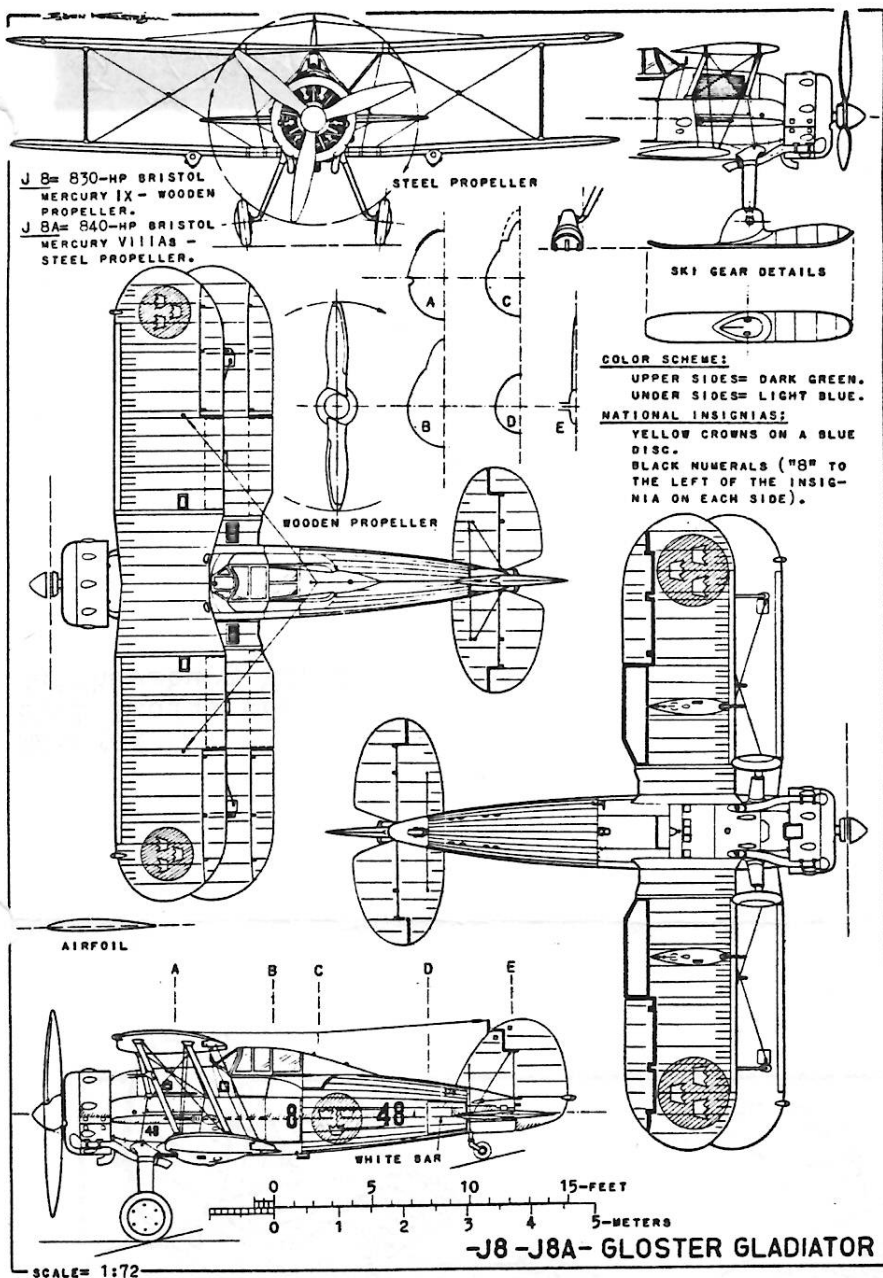
**PERFORMANCE WITH GIPSY ENGINE**  
Top speed, near ground 85 m.p.h.  
Cruising speed 75 m.p.h.  
Landing speed 35 m.p.h.  
Service ceiling 1000 feet  
Range at cruising speed 210 miles  
Gasoline consumption, gals. per hr. 3.25 gals.  
Range at cruising speed (33 gals.) 320 miles

**The Epps  
Lightplane**  
Drawn by MANLEY MILLS



POPULAR  
AVIATION

AUGUST, 1934

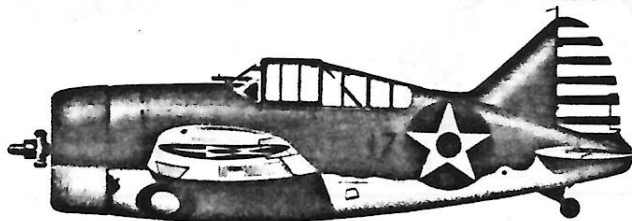
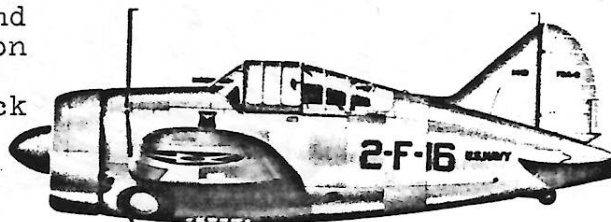


YELLOW- Rudder, stab (top and bottom), fuselage band, band on top of cowl.

BLACK- Numbers, letters, back of emblem.

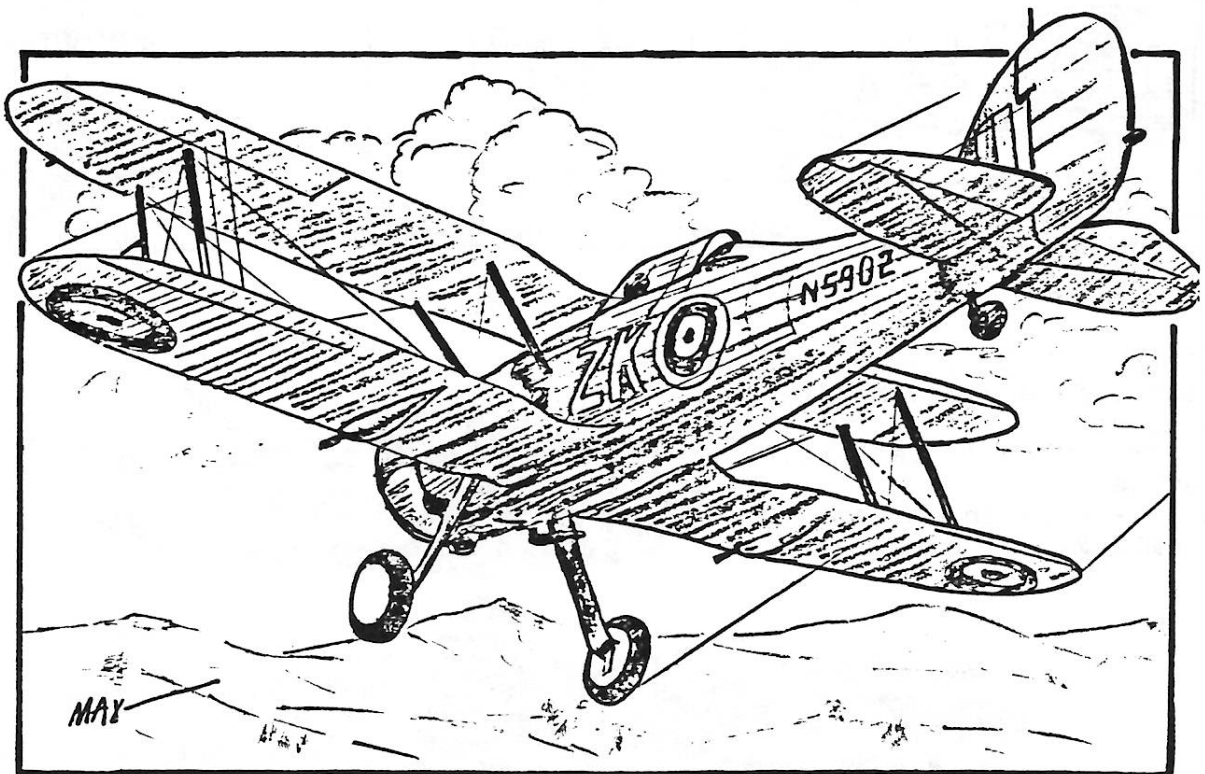
WHITE- Bird in emblem.

ALUMINUM- All else.



LIGHT GRAY- Bottom of all surfaces.  
DARK GRAY- All else except rudder.  
RED and WHITE STRIPES- Rudder.  
BLACK- Numbers.

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