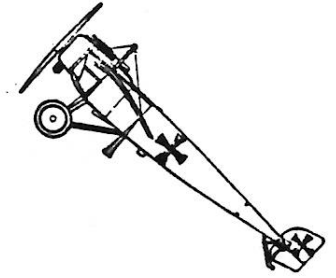


Pfalz Eindecker



# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

MARCH/APRIL 1981

## MEMBERSHIP

Dues for membership in the D.C. Maxcuters 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. Maxcuters, to the Treasurer.

DUES REMINDER

MEETINGS

The D.C. Maxcuters 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

## EDITORIAL

It has become evident that inflation affects us all. MAX-FAX is no exception, and the cost of reproducing this newsletter continuously increases. We currently have two options to keep MAX-FAX in the black:

1. Increase the dues.
2. Eliminate the free subscriptions, except for:
  - a. Juniors (under 16) who enter one of our contests per year.
  - b. Honorary memberships (we now have three).
  - c. Current exchanges of newsletters (we now have three).

In our opinion, the second choice is the most equitable for all concerned. And so, at the risk of losing some of you out there, a motion was made and passed at the Feb. meeting to eliminate all but the above freebies. If your mailing label has a "9999" to the right of your name, then you are currently receiving the newsletter at no cost. For those of you in this category, check above to see if a red mark appears in the "DUES REMINDER" box. If so, this will be the last MAX-FAX you will receive unless the friendly mailperson delivers a check to the Treasurer for \$9.00, payable to D.C. MAXECUTERS. We hope the concerned individuals will understand.

THIS ISSUE is being put together by Allan Schanzle. Included are three pages of superb photos by Tom Schmitt, who also made up the composites. These reflect some of the planes seen at our contest at the U.S. Naval Academy. Also, a set of plans are presented for the Chance Vought SBU-1 Corsair, which was built by Pat Daily for the Annapolis Navy Scale event. Of course, MAX has sketched our featured plane for the cover. Jim Jones has discovered how to cut tapered spars with his balsa stripper, and you'll find that also enclosed. Dudley Prisel, our new president, has some thoughts about this hobby of ours, and Allan Schanzle gives a few construction hints on engine cylinders and rear motor pegs. Finally, we have plans for an outstanding H.L. glider by John Sites. Enjoy, and get building.

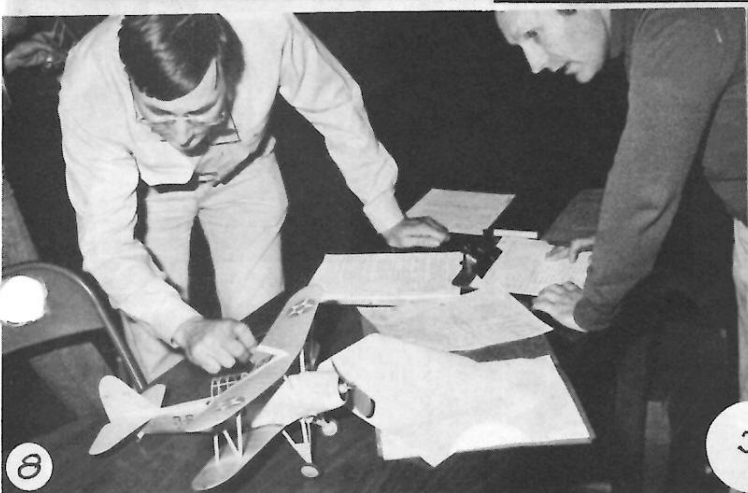
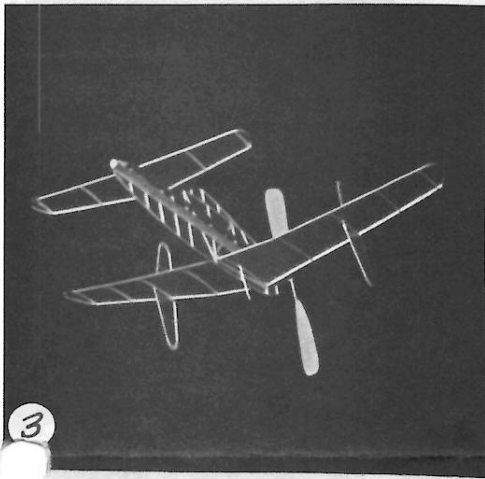
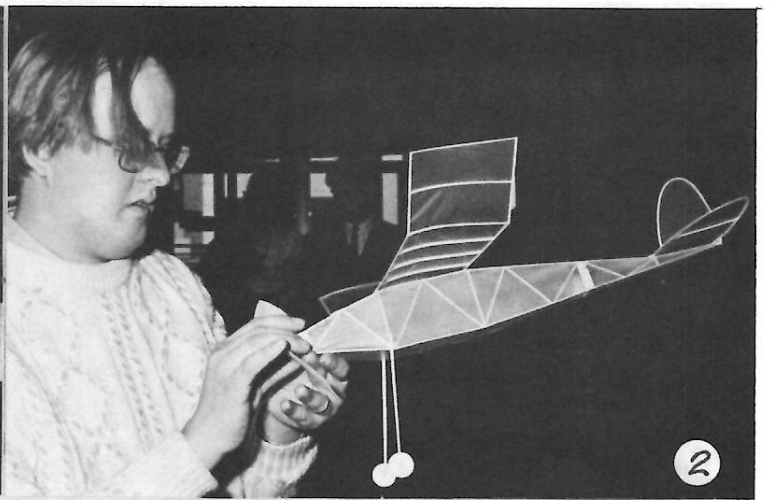
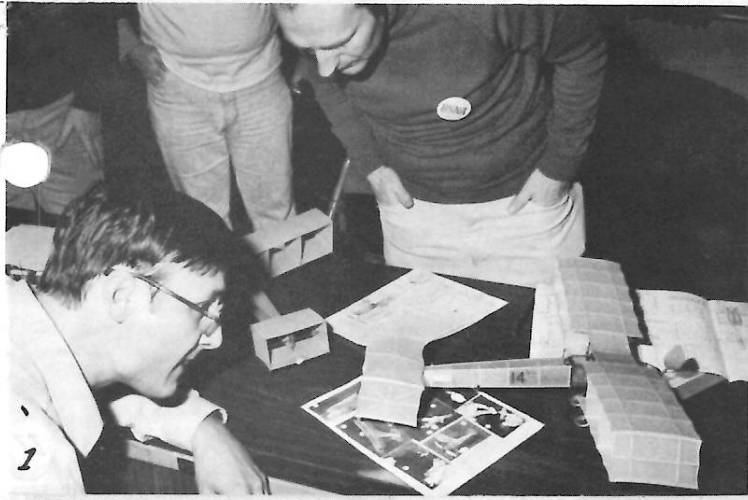
AND SPEAKING OF THE ANDREWS CONTEST, we have confirmed the dates with the Navy, and they will remove their aircraft from the hangers again this year. However, if heavy snow is expected, the dates will have to be changed, due to the large expense involved with removing the snow from the planes placed outside. We encourage you to call the CD (see the flyer) a few days before the contest if the weather is questionable.

KENNEDY FLYING DATES for the remainder of the winter are: March 6, 20, April 3, 24.

HAS ANYONE found a source of plastic for the Mattel Vac-U-Form? How 'bout a good substitute? I've used acetate with some success, but it is not as good as the real stuff. Forward any suggestions to the Treasurer.

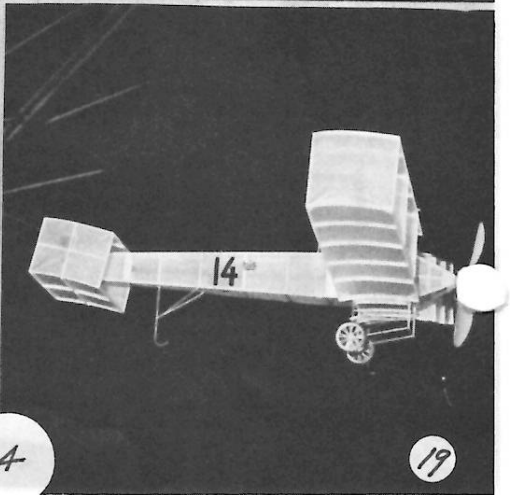
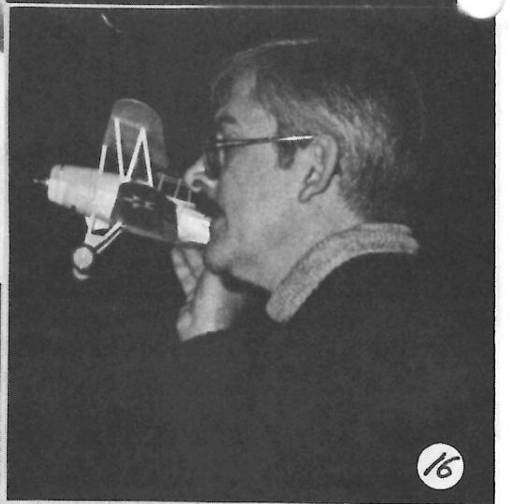
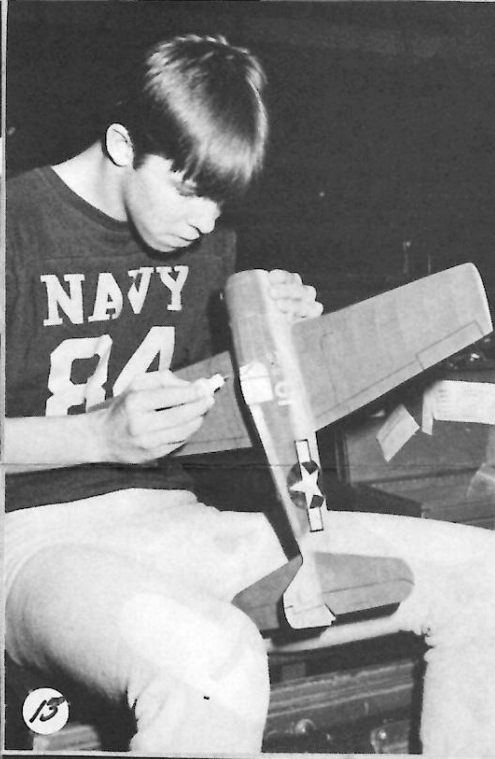
#### PHOTO PAGE

1. The fine art of judging- Dudley Prisel and Allan Schanzle with Don Srull's Santos Dumont.
2. Glen Simpers and his winning Manhattan.
3. Don Srull's ghostly No Cal Shinden- Another winner.
4. Pat Daily searches for clear air space to launch his Inland Sport.
5. Dave Rees with his beautiful Bristol Scout.
6. Bud Carson- The MAXECUTER connection at the Naval Academy.
7. George Meyers waits for Navy combat with his F4U Corsair.
8. The judges with Pat Daily's SBU-1. Plans in this issue.
9. Sean Powell launches his Kingfisher sans float.
10. Navy combat at it's best - Allan Schanzle's Seagull and George Meyers F4U.
11. Stew Meyers and his Wildcat.
12. Paul Spreiregen lends a hand with Hurst Bower's pretty Page Racer.
13. Midshipman Mike Purcell repairing his Hellcat.
14. Allan Schanzle's winning Seagull on "downwind" leg.
15. Dudley Prisel with his well weathered Hellcat.
16. Pat Daily waits to launch his Vought SBU-1.
17. Another neat Page Racer by Bob Leishman.
18. Don Srull's Lacy was flown by many visiting Midshipman.
19. What, another Santos Dumont? This one the handywork of Dave Rees.
20. Scott Paisley launches his SE 5.
21. Glen Rakow assists Allan Schanzle with a Golden Age Rearwin Speedster.
22. Another Golden Age kit, a Fleet Bipe by Allan Schanzle. Cylinder construction discussed in this issue.
23. Rolf Gregory and grandson, Kirk Nazarian, prepare Curtiss Robin, which landed prematurely on top of scoreboard - 50 feet up!
24. Nancy Gregory helps grandson Victor Nazarian with his Aeronka K.
25. The MAXECUTER'S Naval Academy mentor - LCDR Dick Everett.
26. Don Srull ROG's his Manhattan.
27. Mike Purcell holds George Meyer's classy Farman.
28. The MAXECUTERS do it all - Bud Carson's entertaining semi-ornithopter.

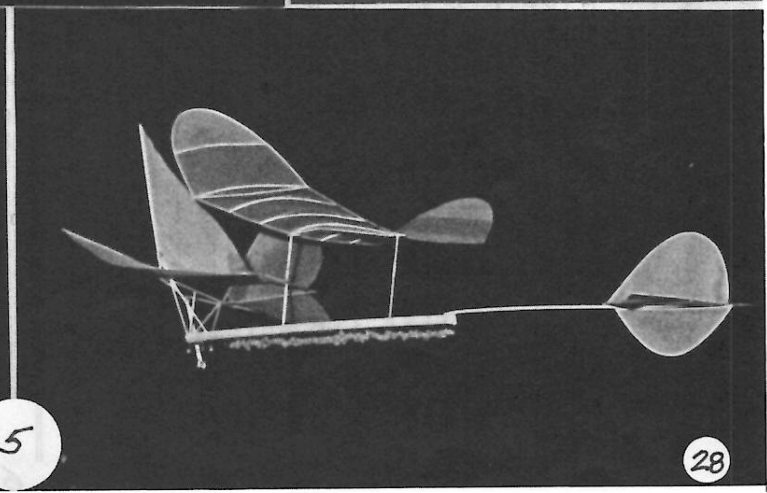
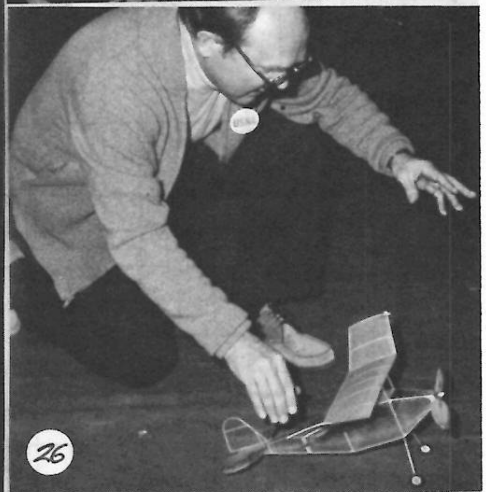


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CONTEST RESULTS FOR GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
ALLAN SCHANZLE	REARWIN SPEEDSTER			X									4
PAT DAILY	LOIRE 46	X											6
GEORGE MEYERS	1924 FARMAN												1
BOB LEISHMAN	PAGE RACER		X										5
MIKE ESCALANTE *	HOWARD DG-A	X											6
FLIGHT B													
HURST BOWERS	CORBIN SUPER ACE				X								2
PAUL SPREIREGEN	FAIRCHILD 24	X											6
CLAUDE POWELL	CURTISS HELLDIVER		X										5
ROLF GREGORY	CURTISS ROBIN			X									3
VICTOR NARARIAN *	AERONCA K	X											6
* = JUNIOR													

CONTEST RESULTS FOR WW-1

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
STEVE MEYERS	FOKKER E-III		X										5
GEORGE MEYERS	SIEMONS SCHUCKERT												1
BOB LEISHMAN	SE-5A		X										6
DAVE REES	BRISTOL SCOUT				X								3
MIKE ESCALANTE *	SIEMONS SCHUCKERT		X										6
DON SRULL	DH-6						X						2
CLAUDE POWELL	SE-5		X										7
ROLF GREGORY	SE-5				X								4
SCOTT PAITSLEY *	SE-5A		X										7
* = JUNIOR													

CONTEST RESULTS FOR NAVY SCALE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
ALLAN SCHANZLE	CURTISS SBC-1 SEAGULL												1
PAT DAILY	VOUGHT SBU-1		X										7
DUDLEY PRITSEL	HELLCAT						X						2
STEVE MEYERS	WILDCAT		X										7
GEORGE MEYERS	FAU CORSAIR				X								4
FLIGHT B													
BOB LEISHMAN	PAGE RACER				X								3
DAVE REES	AURO 504			X									5
NICK ROBAR	CURTISS SEAGULL		X										6
HURST BOWERS	PAGE RACER				X								7
CLAUDE POWELL	CURTISS HELLDIVER		X										7
ROLF GREGORY	STANSON SR-5			X									6

0.

CONTEST RESULTS FOR F.A.C. SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SECONDS)			TOTAL PTS.	PLACE
		1	2	3	4	5	6	7	8	9	10	1	2	3		
PAT DAILY	INLAND SPORT	25	20	12	0	57	35	38	-	38	-	38	95.0	5		
PAT DAILY	VOUGHT SBU-1	22	18	11½	15	66.5	17	25	-	25	-	25	91.5	-		
TOM SCHMITT	BRISTOL BROWNE	23	19	11	10	63	28	41	28	41	28	41	104.0	3		
GEORGE MEYERS	VARI-VIEGEN	23	14	8	2.5	70	33	-	-	33	-	33	103.0	4		
DAVE REES	BLACKBURN	25	18	12½	5	60.5	21	53	60	60	60	60	120.5	-		
DAVE REES	SAVITS DUMONT	15	15	8	2.5	63	28	65	70	65	70	65	128.0	2		
MIKE ESCALANTE *	HOWARD DG-A	14	14	7	-5	30	31	32	28	32	28	32	62.0	10		
HURST BOWERS	BEECH STARLING	20	15	10½	15	60.5	23	25	20	25	20	25	85.5	6		
DON SRULL	SAVITS DUMONT	25	20	12½	2.5	82.5	47	-	-	47	-	47	129.5	-		
CLAUDE POWELL	CURTISS HELLDIVER	19	14	6	15	54	27	27	-	27	-	27	81.0	7		
KIRK NARARIAN *	MONOCOUPPE	12	9	5	-5	21	25	17	25	25	25	25	46.0	11		
ROLF GREGORY	SIEMONS SCHUCKERT	20	13	7	5	45	52	-	-	32	-	32	77.0	8		
GEORGE MEYERS	DAVIS DA-2A	22	18	8½	10	58.5	16	-	-	16	-	16	74.5	-		
VIC NARARIAN *	AERONCA K	13	11	6	-5	25	30	41	31	41	31	41	66.0	9		
DON SRULL	SAVITS DUMONT	19	14	9	2.5	67	98	50	-	77	-	77	144.0	1		
* = JUNIOR																

CONTEST RESULTS FOR PENNY PLANE

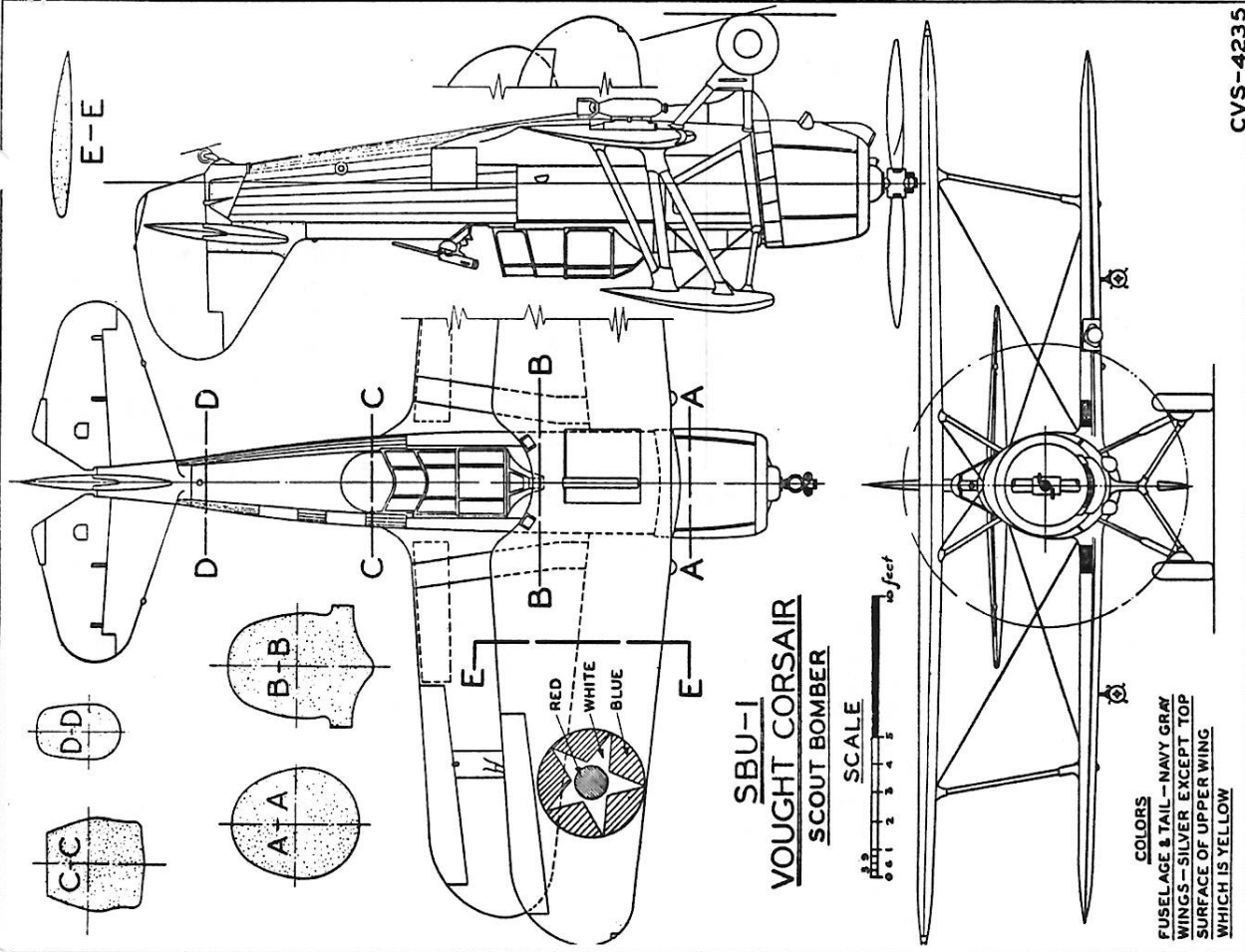
NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
BOB LEISHMAN		255	-	-	-	-	2
KIRK NAZARIAN *		161	150	102	92	-	7
ERIC ESCALANTE *		162	146	164	186	186	5
DAVE REES		185	202	-	-	-	4
ROLF GREGORY		219	92	-	-	-	3
MIKE ESCALANTE *		162	-	-	-	-	6
PAUL SPREIREGEN		127	136	-	-	-	8
DON SRULL		349	-	-	-	-	1
* = JUNIOR							

CONTEST RESULTS FOR MANHATTEN

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
DON SRULL	MAGNUS ORUS	158	174	-	-	-	2
DUDLEY PRISEL	HOWARD'S REVENGE	101	125	153	128	-	3
ROLF GREGORY	ON THE ROCKS	58	64	-	-	-	4
GLEN SIMPERS	?	65	190	48	109	-	1

CONTEST RESULTS FOR NO CAL

NAME	AIRCRAFT	FLIGHT TIMES (SECONDS)			TOTAL	PLACE
		1	2	3		
PAT DAILY	DOUBLAS 0-46	49	58	40	147	3
PAUL SPREIREGEN	'OL IRONSIDES	81	82	84	247	2
DON SRULL	SMINDEN	133	131	92	356	1



CVS-4235

3 VIEW FOR PLANS IN THIS ISSUE



## ENGINE CYLINDERS

ALLAN SCHANZLE

A recent attempt at building a Kinner 5 cylinder engine for the Golden Age Fleet Trainer brought forth loud vocal screams that would be matched only if my son Chris were to start building a, oh this hurts to even think about it, Lacy!! I think I would ban him from the "Mole Hole", for the winter. But alas, I digress. I've tried in the past to use card stock for cooling fins with balsa separators, but the end product always took on the qualities of barnyard topsoil. The paper fins would bend at random, get dogeared, and render a superbly looking piece of junk. There had to be a better way. Then 1/32 sheet balsa was sanded to 1/64, and these were tried for fins. They cracked when I sneezed from the balsa dust. More junk.

Ranting, raving, and general obnoxious outbursts at additional failures brought more frustration. Meadow muffins!! Williams Brothers uses Plastic in a Vac-U-Form, but I taint got any plastic sheets, or do I? The stuff I use for windshields is acetate, a first cousin to plastic. An attempt to use this product proved successful. Now to design a simple jig to set up a semi-production line operation. This proved to be a trival task, as discussed below.

Start by collecting the following:

- 1) Brass tubing whose outside diameter is equal to the diameter of the cooling fins and cylinder.
- 2) Clear acetate sheet, which is used for making viewgraphs on a Xerox machine.
- 3) Some #11 Xacto blades.
- 4) 1/32" sheet scrap balsa.
- 5) A small piece of scrap pine, about 1"x 1"x1/2".
- 6) A 2" long piece of the thinnest music wire you can find. I used some .012 C/L wire.

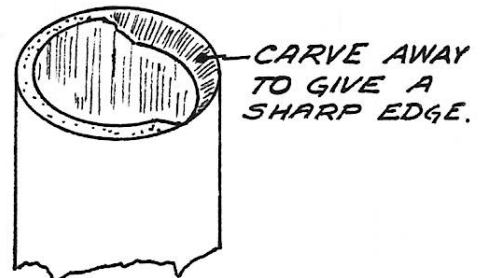
To make the jig, take a pin and push it perpendicular into the pine block, perhaps a quarter inch or so. Remove the pin and insert the music wire in the hole. Hot Stuff the little sucker and bend it if necessary to get perpendicularity. Coat the top of the pine block and wire with oil to avoid having glue stick to the jig.

To make the cooling fins and cylinders, take a #11 Xacto blade and carve away the inside edge of the end of the brass tubing. Now you have a perfectly round sharp edge. Press and rotate the sharp tubing against the acetate. If the disk sticks inside the tubing, push it out with a long piece of wire, and repeat the process until you have all of the cooling fins. Do the same for the separators, which act as the cylinder housing.

One more step is necessary before using the jig to assemble the whole thing.

Draw a circle with a compass whose diameter is the same as the cooling fin.

Clearly mark the center of the circle with a pencil, and set a circle of acetate on top. Since the acetate is clear, you can see where to push a pin to punch a hole in the exact center of the acetate. Also push pin holes through the center of the balsa separators. A slight offcentering of these will not be as noticeable as the fins, but don't get too sloppy.



Put a fin over the wire on the pine block and a separator disk on top of this. Now put a drop of gap filling Hot Stuff (Super T) between the two. Super T will give you a few extra seconds to line things up, if necessary. When dry, put another drop of Super T on top of the separator and slip on another disk. Continue this until all fins are glued together.

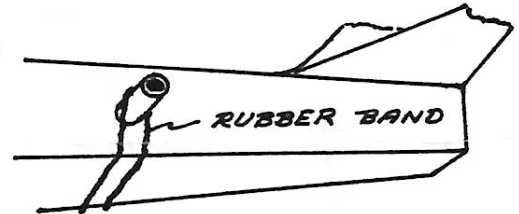
To make the top of the cylinder, I tried something different, but no doubt you could take some balsa, make some grooves with a #11 blade, cut some acetate, and glue them into the grooves. I tried a different approach, just out of curiosity. I cut a disk of 1/16 balsa the size of the cooling fin, took a jewelers file, and filed away notches to simulate cooling fins on the top of the cylinders. The acetate would probably look a little better- certainly it would give a more uniform appearance.

Make valve covers from scrap balsa, if appropriate, and use music wire for valve lifters. Aluminum tubing makes great exhausts, and bingo, you've got a cylinder. Gee, now only four more to go!!!

### REAR MOTOR PEGS

Allan Schanzle

Do your rear motor pegs always get loose? If so, a sure fix is to use a small rubber band anchored over the ends of the motor peg, as shown to the right. Oh yes, do you use aluminum tubing for the motor peg? If not, try it, and use nothing less than 1/8" diameter. It gives a larger curvature with less stress on the rubber. Also, you can slip a wire thru the tubing to act as an anchor to hold the plane while you wind it up.



But why not try to avoid the possibility of ever getting a loose motor peg? I've recently tried a technique that has held tight for the past summer, although it may develop some slop next year. Simply Hot Stuff a piece of 1/64" plywood to the inside of the usual balsa anchor, and drill out slightly undersize. If the hole is too tight, use an icepick to enlarge it just a tweek. If it gets a little loose, put a drop of Hot Stuff in the hole to tighten it up.

### SINGLE TAPER - (WING SPARS)

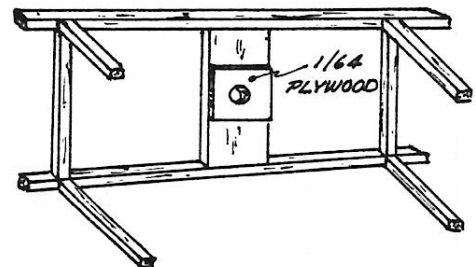


MAKE A "WEDGE" FROM 1/8" SHEET Balsa. LENGTH & ANGLE TO SUIT. PLACE 1/2" OF THE WEDGE UNDER THE BLADE & SPRING CLIP. SET THE ABS SCALE AT .12" & SET THE SHEET WOOD OVER THE WEDGE & PUSH THE WEDGE & SHEET WOOD THROUGH THE BLADE.

### DOUBLE TAPER (PROP SPARS)

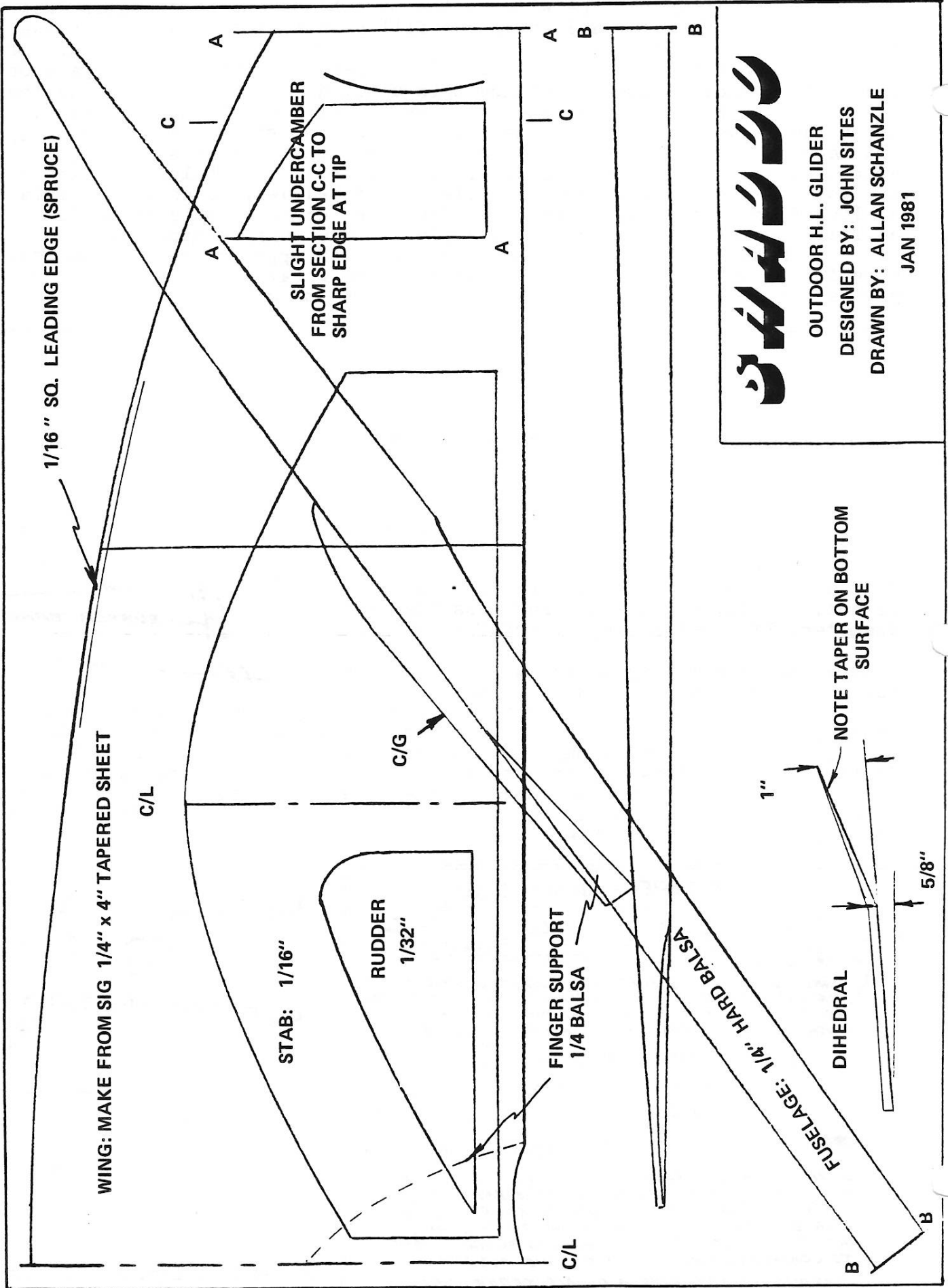


STRIP A SINGLE TAPER SPAR, AS SHOWN IN THE WING SPAR SKETCH. TURN IT 90° & TAPE IT TO THE "WEDGE" BACK TO THE ORIGINAL SHEET. USE A SINGLE PC. OF TRANSPARENT TAPE FOR THIS JOB, BECAUSE IT MUST PASS THROUGH THE BLADE IN ORDER TO COMPLETE THE CUT. PUSH THIS ASSEMBLY THROUGH & YOU HAVE A DOUBLE TAPER !!!



### GREAT IDEA

The MAXECUTERS have been creating new mass launch events for the past few years, and now we propose another for our Summer Fun Fly event this September: Limited to air transports. More later.



  
 OUTDOOR H.L. GLIDER  
 DESIGNED BY: JOHN SITES  
 DRAWN BY: ALLAN SCHANZLE  
 JAN 1981





# DON'T MISS IT!

## 7<sup>TH</sup> ANNUAL D.C. MAXCUTER'S INDOOR SCALE RALLY AND FUN FLY

### ANDREWS A.F.B. NAVY RESERVE HANGAR

# MARCH 21 & 22

10AM - 6PM

10AM - 2PM

#### MASS LAUNCHES (SATURDAY)

NAVY SCALE	12 NOON
WW I COMBAT	1 PM
GOLDEN AGE	2 PM

F A C SCALE Judging on Saturday, 12 noon to 1 PM  
25 max bonus points!

#### NO-CAL F A C RULES

MANHATTAN 8 gm. min. weight rule

PENNY PLANE A.M.A. "novice" rules

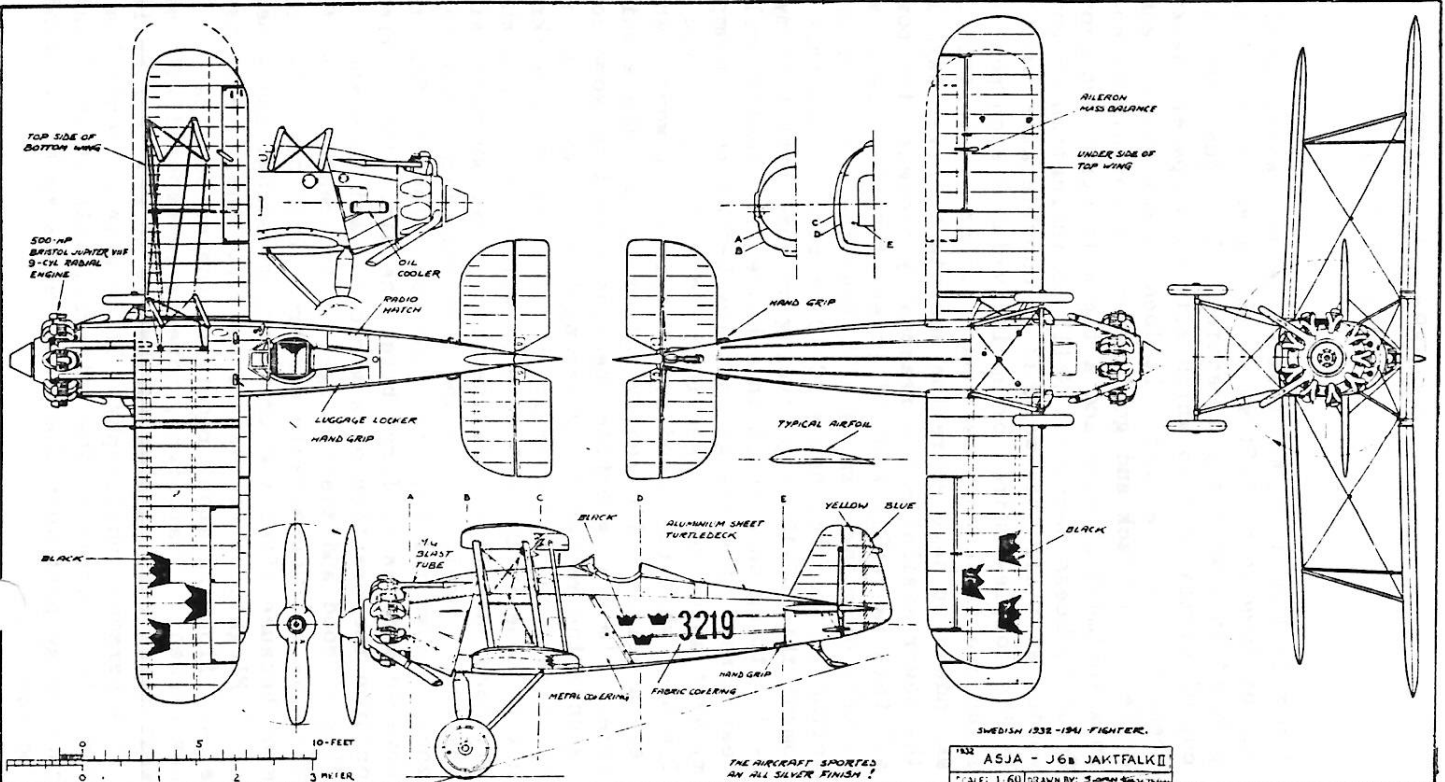
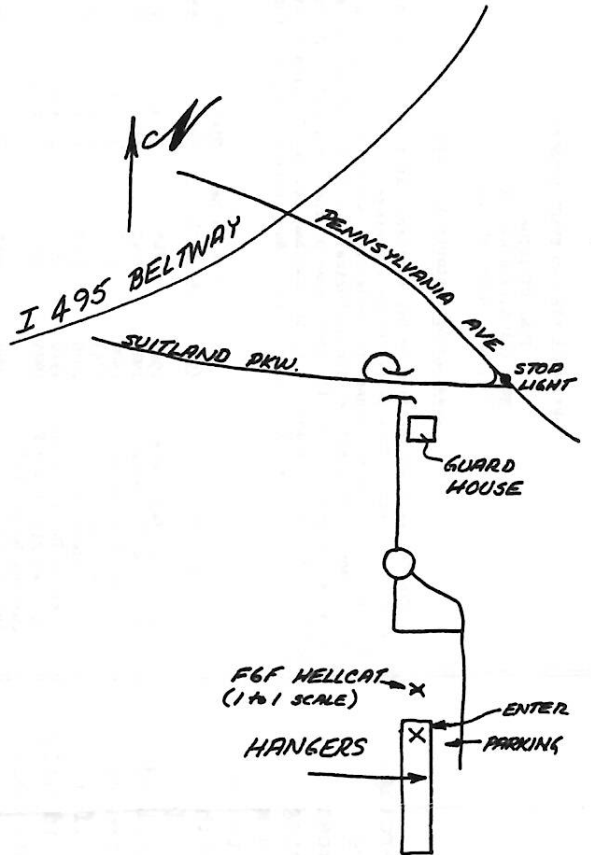
NICKLE PEANUT R.O.G. D.C. MAX rules plus 6" max. prop.

ENTRY FEE : \$1 per event or \$3 unlimited entries



C. D. Don Stull  
(703) 993 5206  
941 Kimberwicke Rd.  
McLean, Va. 22102

### MAP TO ANDREWS NAVY RESERVE HANGAR



SOMEWHERE OVER KANSAS

DUDLEY PRISEL

I'm told I'm at 35,000 feet above sea level. Sunlight is piercing the windows to my left so at this time of year I assume we are pointed in a westerly direction. I've just been served a (paper) cup of warmish coffee which sits on a (paper) napkin proclaiming Ocean to Ocean Service. It doesn't say which Oceans. Next to my coffee is a black and gold paper box containing what appears to be an assortment of nuts and a tag with strap emblazoned again with Ocean to Ocean Service. Still no indication of which Oceans. I wonder what all this weighs? A considerable amount when multiplied by the couple-hundred or so individuals each possessing such treasures. I suppose it doesn't make much difference to this DC-10 since if I am indeed up here where the assistant driver says I am then evidently the power available has reasonably exceeded the power required. Now all this is really kind of interesting because if we aren't going up at all, or going down at all, then the sum of up and down forces acting on this big heavy DC-10 is zero. Does this mean that at this moment this DC-10 is producing no more lift than my unfinished Cessna C-37 sitting on a bench in a house five hundred miles back and 35,000 feet lower? Now the guy sitting behind me is thumping the back of my seat as he is plugged into the sound system via the (\$3) earphones. I wonder what the sound system weighs? I wonder what my unfinished Cessna weighs? I'd really rather be back there building than up here. I'm a slow builder because each time some construction assembly reaches the recognizably aeronautical stage, I have to eye it from all directions and zoom it thru the air of my workroom (this should not be done in the presence of witnesses). Then when I get a collection of these assemblies together into a recognizable wing or fuselage or whatever I again eye it and then this time grab the whole affair and zoom it down the hallway. God how I love to feel the lift on a newly covered wing as it first bites the air. That, friends, is in my opinion the creation of a miracle. And this whole business of sticking bits of wood and tissue together to create a free flying model airplane makes me and you miracle workers. Each new model recreates the excitement because after the trimming, guessing, and glueing there is the First Flight. What awe and serenity there is in seeing my creation slowly floating about receiving the welcome pats of the air, it's new element. That sight, forever remembered with each new model, is what makes this passion worthwhile to me. For me it's the expression of a personal philosophy. To be able to control and use the often benevolent forces of the universe, without the least bit of interference on my part once the plane leaves my hand. Wonder and awe, And fun.

NATIONAL AIR AND SPACE MUSEUM

F&S DIVISION  
3904 OLD SILVER HILL ROAD  
SUITLAND, MARYLAND 20023

Drawings of Historic Aircraft

The Smithsonian Institution has available at \$1.00 a sheet drawings of historic aircraft. This price includes postage. These are large blueprints designed for modelers showing 3-view, general arrangement, dimensioned drawings with historical and technical notes. More than one sheet is required to illustrate some of these aircraft. Checks or money orders should be made payable to the Smithsonian Institution. Coins and currency are sent at the sender's risk. Save this listing for future orders.

Year	Make and type	Scale-inches per foot	Size of sheet	No. of sheets	Total cost
1928	Alexander Eaglerock	3/4"	31 x 23	2	\$2.00
1927	Bellanca "Columbia"	3/4"	31 x 23	2	\$2.00
1922	Boeing MB 3 and MB3A	3/4"	31 x 23	2	\$2.00
1933	Boeing F2GA	3/4"	31 x 23	1	\$1.00
1928	Consolidated PT-3	1/2"	21-1/2 x 32	1	\$1.00
1916	Curtiss JN4 and JN6H	3/4"	31 x 23	4	\$4.00
1925	Curtiss R3C-1 and 2	3/4"	31 x 23	1	\$1.00
1928	(St. Louis) Curtiss Robin-"OX"	3/4"	31 x 23	2	\$2.00
1935	Douglas O-43A	3/4"	31 x 23	2	\$2.00
1924-28	Travelaire 2000	3/4"	31 x 23	2	\$2.00
1928	Travelaire 6000	3/4"	31 x 23	2	\$2.00
1930	Standard WACO 240K	3/4"	31 x 23	1	\$1.00
1917	deHavilland 5	1/2"	21-1/2 x 32	1	\$1.00
1918	Nieuport Nighthawk	3/4"	31 x 23	2	\$2.00
1918	Sopwith Snipe 7P1	3/4"	31 x 25	2	\$2.00
1915	Nieuport 11	3/4"	31 x 23	1	\$1.00
1917-18	Nieuport 28	3/4"	21-1/2 x 32	2	\$2.00
1916-17	Albatros C-5	1/2"	21-1/2 x 32	1	\$1.00
1915	Fokker E-111 Mono-plane	3/4"	31 x 22	1	\$1.00
1918	Fokker D-7 Biplane	3/4"	31 x 22	4	\$4.00
1918	Fokker DR-1 Triplane	3/4"	31 x 23	2	\$2.00
1917	Roland LFG-Type D2 and D2A	1/2"	21-1/2 x 32	1	\$1.00
1918	Rumpler - RU-DI	3/4"	21-1/2 x 29-1/2	2	\$2.00
1901	"Kitty Hawk Flyer"	3/5" (approx.)		1	\$1.00
1905	Wright Brothers "Military Flyer"	1/2"		1	\$1.00
1911	Wright Brothers Model EX "Vin Fiz"	3"		1	\$1.00
1911	Curtiss Model A-1 (U.S. Navy)	3/5" (approx.)		3	\$3.00
1912	Curtiss "Headless Pusher"	3/4"		1	\$1.00
1915	Burgess-Dunne Hydro-Aero-Plane	1/2"		1	\$1.00
1920	Verville-Sperry "Messenger"	1.5" (approx.)		1	\$1.00
1922	Fokker T-2 (U.S. Army Air Service)	1/4"		1	\$1.00
1927	Fokker F-10 "Super Trimotor"	1/4" (approx.)		1	\$1.00

CONT. NEXT PG.

# HISTORICAL AVIATION ALBUM

# Historical Aviation Album

List No. 8-78

## FULL SIZE 3-VIEW SCALE DRAWINGS OF FAMOUS AIRPLANES OF THE PAST

17" x 22" Oiled prints available from master ink on linen drawings. Each subject is portrayed on two or more sheets. These are not colorful artist renditions but highly detailed and accurate working prints with all dimensions, specifications, airfoils, cross sections, templates, color schemes included. They are clear, concise, uncluttered 3- and 4-view engineering presentations, in large, easy to work with standard scales. They are designed so that you, the model builder, can build in your own style, in the method you chose and with the material you want to work with. You are the model builder, not just a model assembler.

Curtiss F Boat	1-1-A*	Grumman J2F-5 "Duck" (3 sheets)	-6-53-A
Wright-Martin V	1-2-A	Curtiss 1st Military Tractors	-6-55-A
Packard-LePere LUSAC-11	1-3-A	S.C. No. 21/22 1913-	-6-55-A
Martin "Gosling" Racer	1-4-A	Boeing F3B-1	-AA-56-A
Martin BH-1/2	1-5-A	Seversky P-35	-AA-57-A
Curtiss-Wright "Condor II"	1-6-C	Verville R-3 Racer	-6-58-A
Bell P-390 "Miracobra"	1-7-A	Beechcraft D-18S Twin (3 sheets)	-6-59-A
Curtiss SC-1 "Seahawk"	1-8-A	Aeronca LB "Low Wing"	-6-60-A
Cessna 120/140	1-9-A	Fokker T-5 Netherlands Bomber	-AA-61-C
Lockheed F-80 "Shooting Star"	2-10-A	Curtiss P-36 "Hawk"	-7-62-A
Pittzner 1910 Monoplane	2-11-A	Boeing 307 "Stratoliner"	-7-62-A
Berkmans "Speed Scout"	2-12-B	Laird LC-DM-300 "Solution"	-7-64-A
LMF Model G-2	2-13-A	Curtiss SMC-1 "Falcon"	-AA-65-A
Curtiss-Cox "Texas Wildcat"	2-14-B	N.Amer. XB-70-1 " Valkyrie" (3 sheets)	-7-66-G
Curtiss "Carrier Pigeon I"	2-15-A	Haco UPE-7	-8-67-A
Vulzee V-11A	2-16-A	Douglas M-2	-14-68-A
Haco YKS-6 Cabin	2-17-A	Patent id. M-62, PT-19 "Cornell"	-AA-69-A
Curtiss AT-9 "Jeep"	2-18-A	Yough AF50 (3 sheets)	-8-70-A
Grumman F-11P-1 "Tiger"	2-19-D	Consolidated P2Y-2 (3 sheets)	-9-71-C
Gallaudet D-1	3-20-A	Timb TC-170 "Collegegate"	-8-72-A
Curtiss Twin JN	3-21-A	Curtiss R-6 Racer	-HS-73-A
Lockheed Model 9 "Orlon"	3-22-A	Laird LC-DM-500 "Super Solution"	-8-74-A
Seversky BT-8	3-23-A	Messerschmitt Me109E-3	-AA-75-A
Yough SBU-1	3-24-A	Ryan ST-A	-9-76-A
Waterman "Aerobile"	3-25-A*	Grumman FF-1	-AA-77-A
Ryan FR-1 "Fireball"	3-26-A	Aeromarine 39B (3 sheets)	-9-78-A
Norhouse 2 cyl. Aero engine	3-27-A	Curtiss PW-8	-10-79-A
Thomas-Morse MA-3,		Aeronca C-2	-10-80-A
Boeing RB-3A	4-28-B	Aeronca C-3 "Collegian"	-10-81-A
Martin T4H-1, Great Lakes TG-1	4-29-D	Aeronca C-3 "Master"	-10-82-A
Grumman G-44 "Widgeon"	4-30-A	LMF Turner LFR-14	-10-83-A
Navy-Wright NW-1 Mystery Racer	4-31-A	LMF Cato Model L "Butterfly"	-10-84-A
Navy-Wright NW-2 Mystery Racer	4-32-A	LMF Model H "Owl"	-11-85-C
Alcor C.6.1 Jr. Transport	4-33-D	Douglas O-2H (3 sheets)	-11-87-A
Curtiss SO3C-1 "Seagull"	4-34-A	Douglas O-2H	-11-87-A
Heath LMB-4 Parasol	4-35-A	Curtiss-Wright CW-1"JR." (3 sheets)	-11-88-A
Piper PA-12 "Super Cruiser"	4-36-B	Howard DCA-3 "Pete"	-12-89-A*
Curtiss ME-K-6 "Seagull"	4-37-A	Howard DCA-4 "Mike"	-13-90-A
Boeing XF7B-1	4-38-A	Howard DCA-5 "Ike"	-13-91-A
Curtiss A-3B "Falcon"	4-39-A	Douglas O-38	-12-92-A
Martin TT, 1913 Trainer	5-40-A	Douglas O-38E	-12-93-A
Aeronca 7AC "Champion"	5-41-A	Anderson-Greenwood AG-14	-12-94-A
Curtiss P-6E "Hawk"	5-42-A	General Aviation Clark GA-43	-13-95-D
Wright F2H-1 Racer	5-43-A	Ryan B-5 "Brougham"	-RB-96-A
Wright F2H-2 Racer	5-44-A	Haco UME/YME-5 (3 sheets)	-13-97-A
Bever Inverted Aero Engine	5-45-F	North American O-47A (3 sheets)	-13-98-A
Lavochnik LA-7 (3 sheets)	5-46-A	Howard DCA-6 "Mr. Mulligan" (3 sheets)	14-99-A
Brewster F2A-3 "Buffalo"	5-47-A*	Sikorsky S-39B (5 sheets)	-14-100-A
Berliner Joyce OJ-2	5-48-A	Lockheed PV-1 "Ventura" (3 sheets)	-E-101-C
Ryan SCH Low Wing	5-49-A	Douglas A-20C "Havoc" (6 sheets)	-15-102-D
Cessna C-37 "Altmaster"	6-50-A	Aeronca K	-15-103-A
Yough F4U-1 "Corsair" (3 sheets)	AA-51-A	Berliner-Joyce XF3J-1	-15-104-A
Howard DGA-15P	AM-52-A	Etrich 1913 Taube (3 sheets)	-TB-105-D

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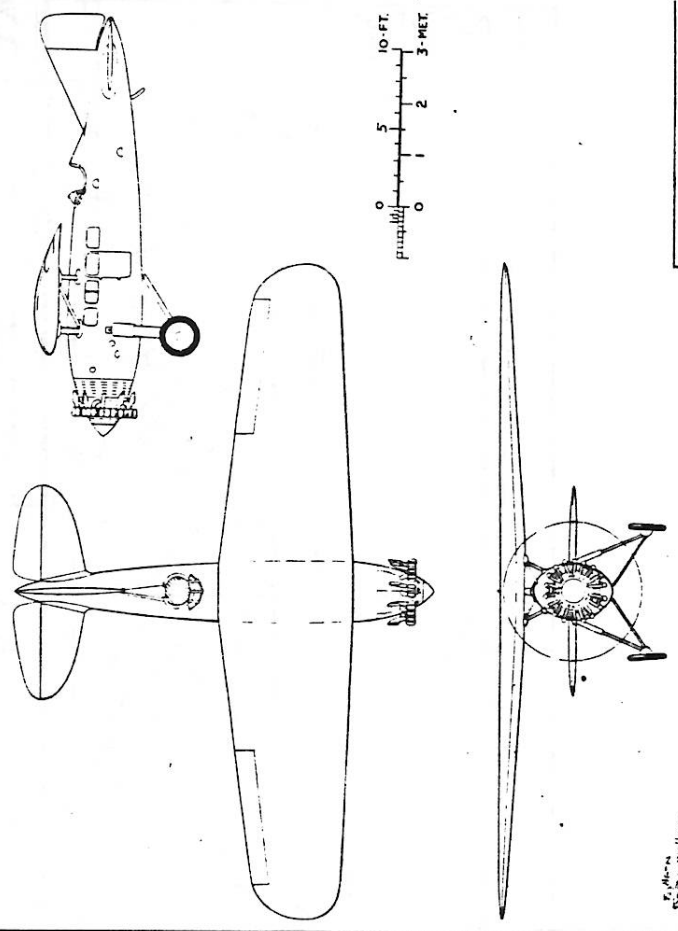
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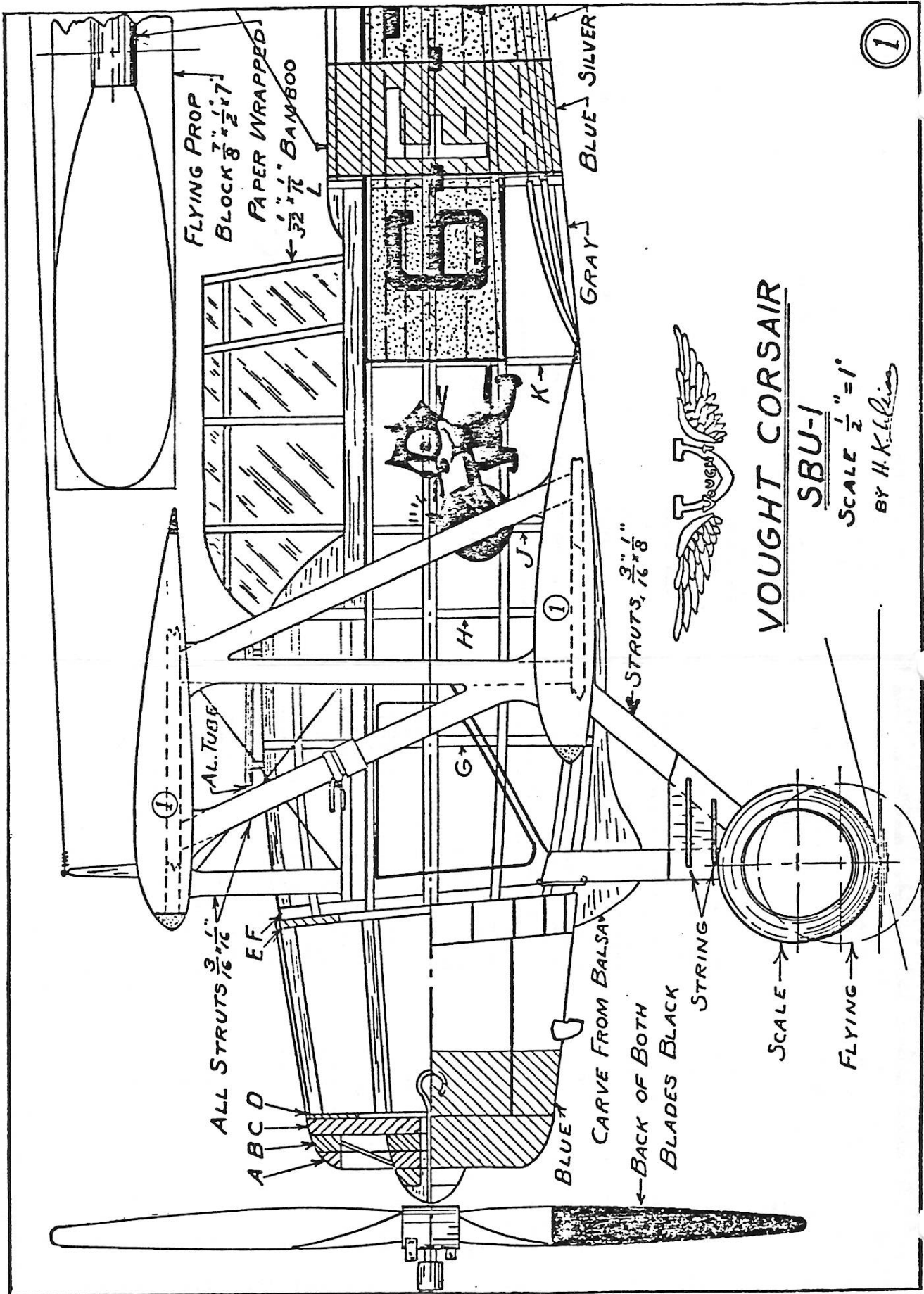
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Cabin Amphibian	1927	1/20"	1	\$1.00
Ryan NYP (Spirit of St. Louis)	1928	1/4"	1	\$1.00
Sikorsky S-38-A	1928	1/4"	1	\$1.00
Amphibian	1928	1/4"	1	\$1.00
Sikorsky S-38-B	1933	3/5" (approx.)	2	\$2.00
Amphibian	1935	2/5"	1	\$1.00
Vultee V-1a	1936	3/5"	1	\$1.00
Transport	1937	1/2"	1	\$1.00
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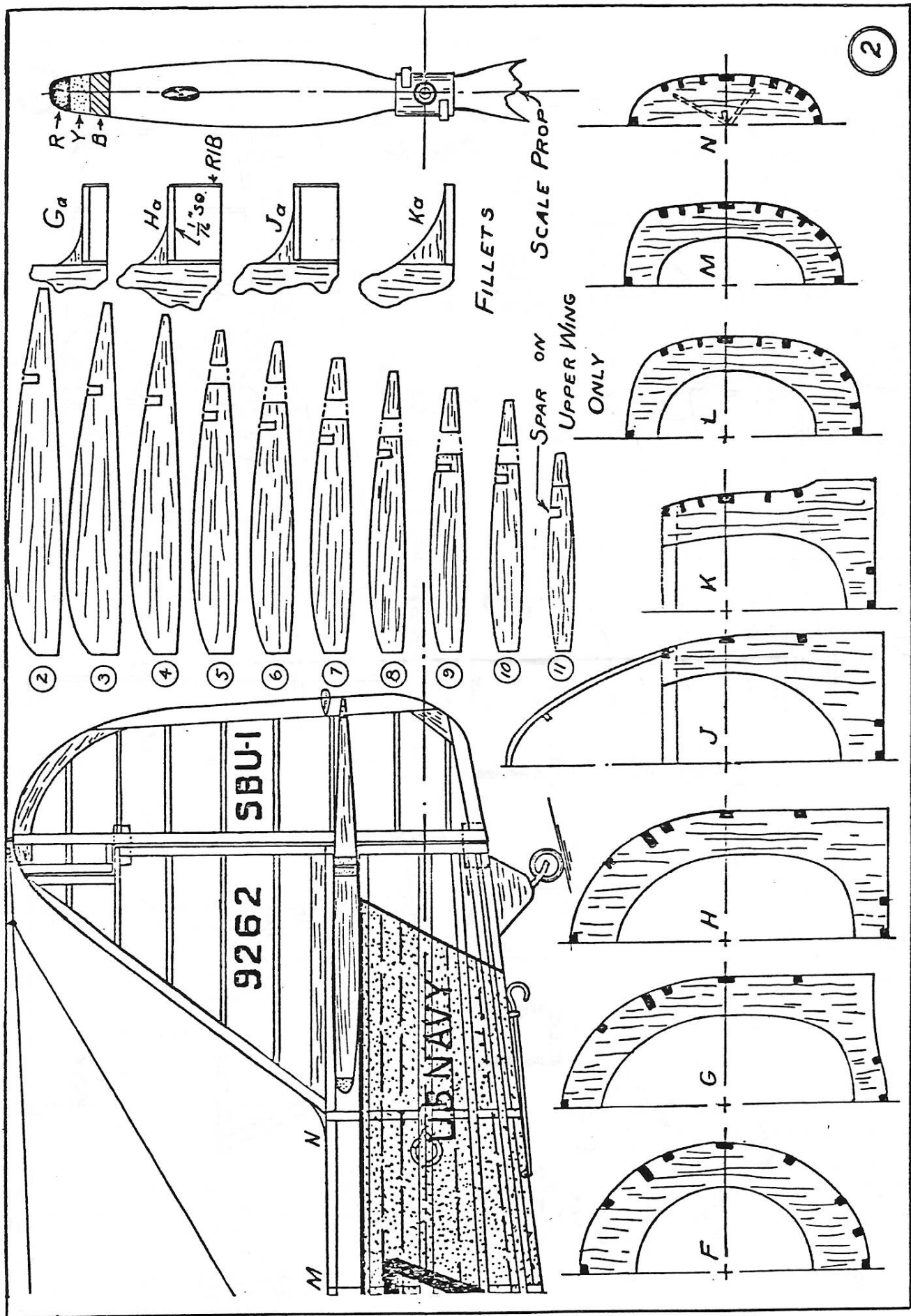
Wright Bros 1903 "Kitty Hawk Flyer" 46 drawings includes 3 view listed above  
 Wright Bros. 1902 Glider see drawing list  
 Additional Information  
 The Papers of Wilber and Orville Wright by Marvin W. McFarland  
 McGraw-Hill 1953 1200-pages in 2 volumes (see your public library for a copy)



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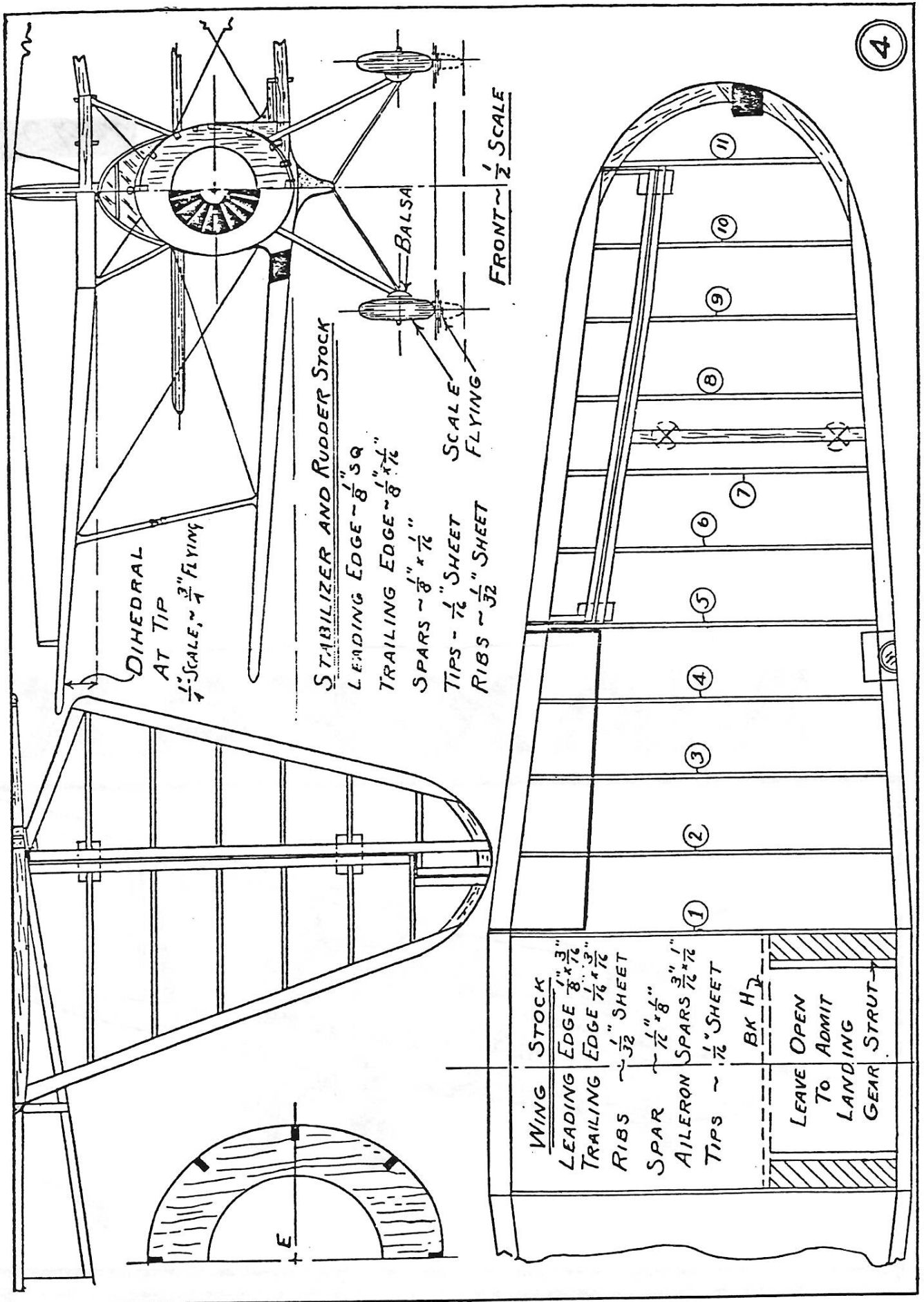






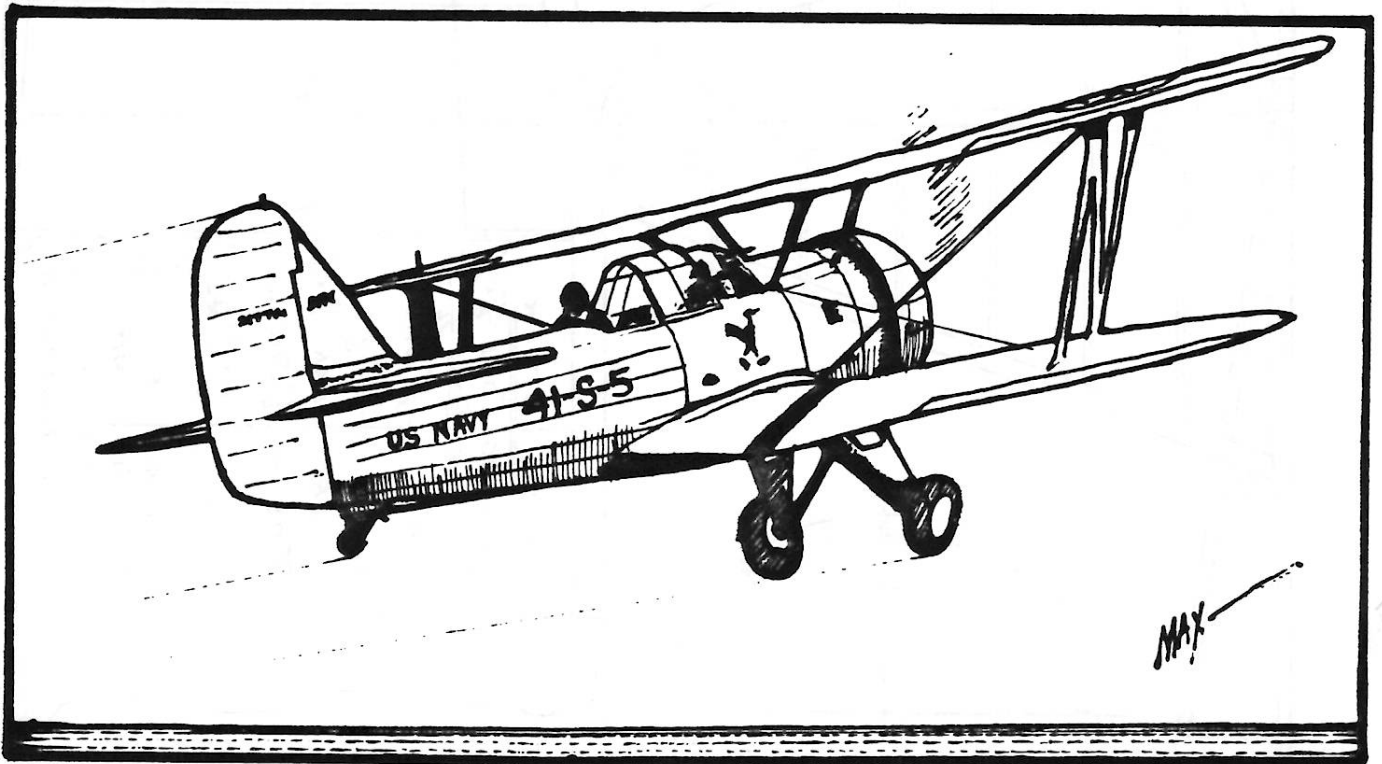






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