

MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

MAY/JUNE 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

UPCOMING EVENTS

EVERY FRIDAY NIGHT that the weather permits, the MAXECUTERS will be found at the COMSAT flying field having their own special brand of camaraderie-fun flying followed by a sandwich at the Gaithersburg Roy Rogers restaurant.

JUNE 20 - 27. The big West Baden Indiana affair. AMA NATS, record trials, and the World Postal Peanut Contest.

SEPT 12. The MAXECUTER Summer Fun Fly at COMSAT. AMA sanction #404. See the flyer in this issue of MAX-FAX. We've got some really far out events, like the TRANS-COMSAT SPEED AND NAVIGATION RACE. You folks who never come to the meetings ought to try one, and see what motivates us to such decisions!

CLUB NEWS

ALLAN SCHANZLE

IT'S SORT OF SCARY, but last months notice concerning the minimizing of the cost of this newsletter was perhaps a bit of metapsychology or psychic. We have always mailed this trashwrapper third class to cut costs, but the new postal rates have eliminated third class for all mail under five ounces, so

the mailing costs have gone from 20¢ to 35¢. But maybe that isn't all bad, because this 1st class newsletter will now be mailed 1st class. You can't help but wonder when the oil companies bought controlling interest in the Postal Service.

THIS ISSUE is loaded with more goodies for you folks addicted to rubber scale. Local MAXECUTERS, as well as other modelers around the country, have found that the 1940 designs of Earl Stahl fly like eagles. So with the help of Hurst Bowers, and about 5 hours at the Smithsonian library, we have found what we believe to be every rubber scale model designed by Earl. You will find them in this issue, as well as how to acquire copies of the plans. Photos of aircraft seen at the Andrews contest are included thanks to Tom Schmitt. And Hurst Bowers has contributed a very informative article on wet covering with tissue. Then there is a review of a super book on propeller driven airliners. The feature plan in this issue is by Hank Struck, from the August 1938 issue of Flying Aces: A Handley Page twin engine bomber; just the thing for that FAC SCALE CO₂ event advertised in the flyer for our summer fun fly. And then, there is a cute little ROG by Allan Schanzle and another yarn of nostalgia by Rolf Gregory. And if that's not enough, our search thru the Smithsonian for Earl Stahl designs revealed many little goodies from days gone by, like the aircraft insignias of the world, circa 1937, with color codes. Finally, we here at the Editor's desk have had a multitude of inquires for "when did you publish so and so", or, "what issue of MAX-FAX had a construction hint for this or that". So we've gone back to 1976, reviewed every issue of MAX-FAX, and listed everything you might like to know about the contents of past issues. These items are also included in the following pages. From now on, we hope to publish an updated version of this list once a year, probably in the JAN/FEB issue. And oh yes. Past issues of MAX-FAX are available for \$1.00 each, postage included. But please note that these will be Xerox copies of Xerox copies, so the photos will not be as good as you have become accustomed to over the past year.

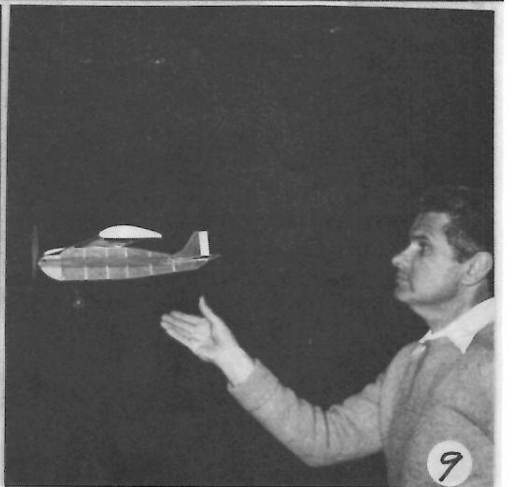
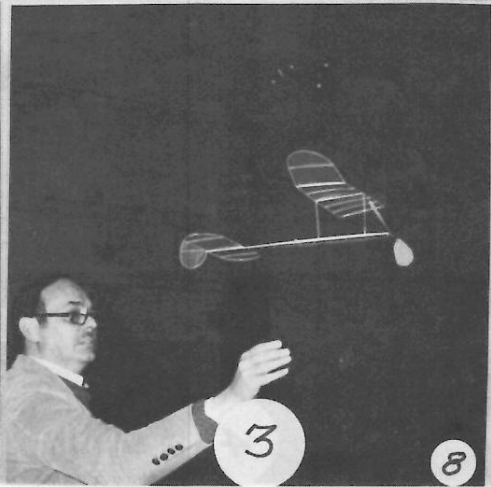
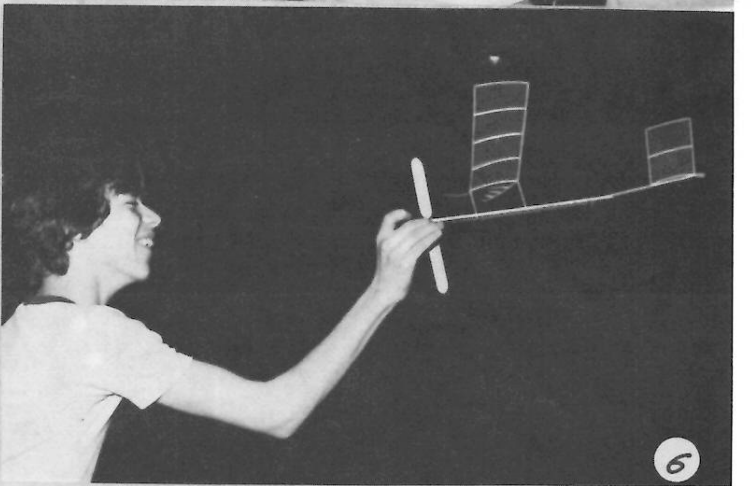
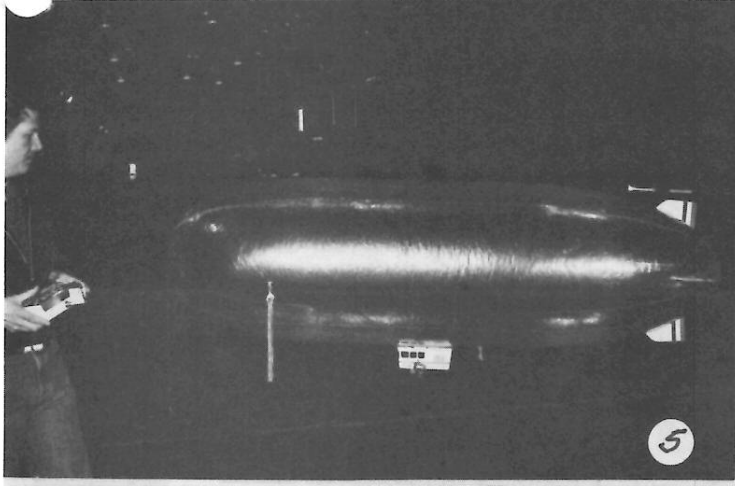
FLASH ITEM : Don't miss the May 6 1981 meeting. Ned Kragness, WW II test pilot and early barnstormer, will give us a talk on his impressions of the fighter aircraft of the second big fuss!! Everyone welcome.

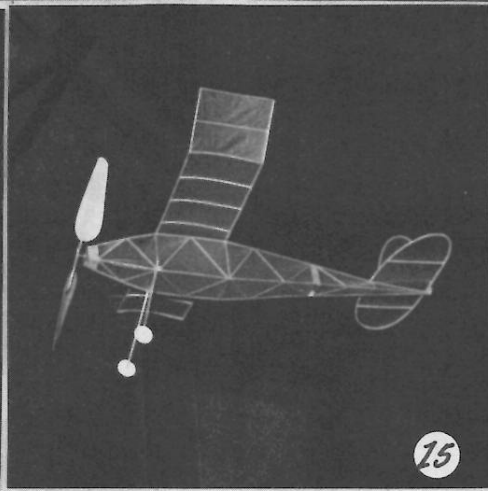
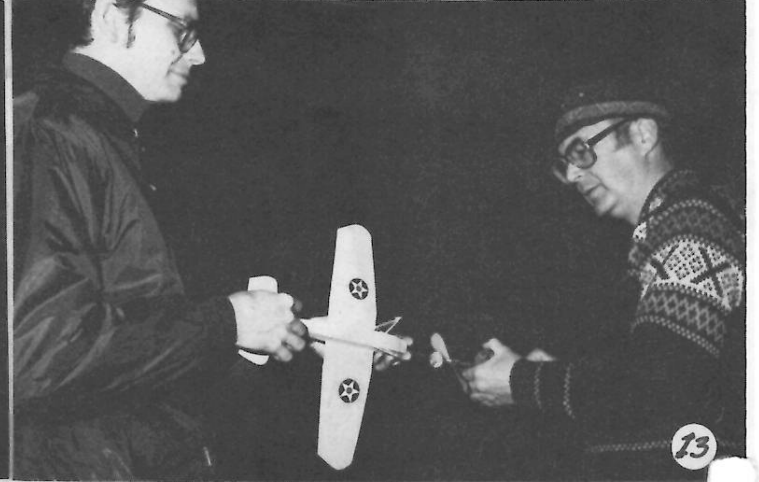
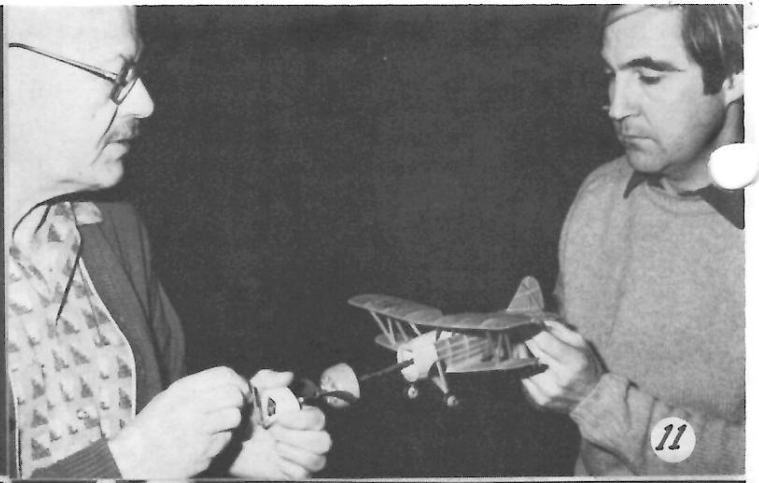
THE ILLUSTRATED ENCYCLOPEDIA OF PROPELLER AIRLINERS

Edited By Bill Gunston
Published by Exeter Books, New York, N.Y.

by
Allan Schanzle

Boy oh boy!! I'm not a book collector, but this one is well worth the \$12.98 price tag at the local B. Dalton book store. This is without a doubt the definitive work for this type of aircraft. A modeler could spend 10 years building from this collection, and still not dent the list of good rubber, CO₂, or electric power planes. Every aircraft has a 3 view, and about 95% have some type of color proof of scale. A quick summary of each airplane is also included. Some of these are really fantastic, like the Handley Page HP.42 (see the 3-view on page 11 of this issue). Can't you envision this sucker at about 4 foot wingspan and 4 CO₂'s? This one might even tweek the twinges of our western friends who are inclined toward the unusual. And talk about UGLY!! Pardon me, Bob Clemens, but that Farman Jabiru (3-view, page 12) looks like a whale from the side and a bat from the top. YUCK !! But get a close look at the Dewoitine D.338 (3-view, page 11). That looks like a real winner for rubber power. A list of all aircraft included in this book is given on page 7 of this issue. So if you're getting old (like me) and inclined toward the eccentric (like me) go get this book (like me).





WET TISSUE COVERING

by
Hurst Bowers

How many times have you hesitated to build a model with a round fuselage just because of all the long strips of tissue required, and the tedious task of covering it? Wouldn't it be great if tissue could be applied wet and made to negotiate compound curves as easily as silk or silkspan? As a basically lazy modeler I have found myself in this dilemma many times in the past, and it had quite an influence regarding the subjects which I selected for modeling. To make a long story short, I decided again to try to do something about it.

If one is a student of Voltair, he can accept the philosophy of Candide in that what happens is usually for the best, regardless of how tragic it may seem at the time. This is true regarding the disappearance of the very fine old Japanese tissue from the market. Remember the ultra light, sheen, material available before and just after WW-II which we so took for granted as the ideal covering material for fine models? Well, those very properties which made it so coveted also made it separate with very little exposure to moisture. Consequently, covering other than flat sided fuselages and simple surfaces was a real test of the builders skill. But what the hell has this to do with Candid? Well, read on.

During the last ten years there has appeared in hobby shops a new type Japanese tissue. Sometimes it still carries the name of tissue, but more often it is called PLY-SPAN, and it comes from Japan. This is where all similarity ends, however, for with a very slight penalty in weight, the other properties make this new material far superior to its predecessors. It is stronger and seems to have a more definable grain. And best of all, with reasonable caution, it can be applied damp and made to conform to moderate compound curves. It is a matter of technique and each time I cover a model this way, I think of a very sensitive problem that was discussed one morning in a staff meeting which I attended many years ago. Our commander, a crusty old general of Irish extraction, in addressing the problem, made the statment that it "must be handled very carefully; like a pregnant nun".

The technique is quite simple and is very similar to covering with silk, but it cannot be applied wet as silk can, or at least not directly. Remember, it must be done very carefully, and one should not attempt to cover over approximately 90 degrees of a round fuselage with a single strip, thus requiring four strips for the entire job. When you consider that a square fuselage has four sides, this isn't so bad, is it? The first task is to use a good water base glue such as Tite Bond, and thin it with about three parts of water. Use a small brush, and generously cover the outside edges of the framework of the area to be covered and allow to dry thoroughly. While drying, cut a strip of tissue (Ply-Span, etc.) slightly oversize and lay dry over the area to be covered. Then take an atomizer and dampen the material until it is limp and falls over the framework. Them promptly, and very carefully, use your thumb and work the tissue taut and smooth, pressing it firmly against the frame members which contain the dry Tite Bond adhesive. The moisture in the paper will dissolve the adhesive enough to establish a secure bond, and when the tissue dries it will be smooth and, if carefully executed, completely wrinkle free. Continue in this manner until the task is completed. The degree of compound will determine the number of pieces of tissue required. For wings, I only use two pieces, one for top and one for bottom. The tips will conform beautifully. The same thing holds true for tail surfaces. I must point out that often the tissue will dry before it is thoroughly worked over the area properly. When this happens simply apply more moisture with your atomizer and work with your thumbs until the material is taut and adheres to the frame where the adhesive was applied. When the covering is completed and the tissue is dry and taut, it may be

finished in the usual manner, with either nitrate or butyrate dope. (Editor's note: Try using clear gloss lacquer, thinned one part lacquer, two parts thinner. I use a brand called Sheffield, available at hardware stores. Lacquer will allow the tissue to return to the water shrunk state, but will not continue to shrink, which is the major cause of warps.) Before using this technique on your latest creation, let me suggest you practice it several times on some old framework so as to insure that you have mastered it and have the feel of the damp tissue, and of working it with your thumbs.

Excellent examples of this new material can be obtained from Polks, in New York, under the trade name of Ply-Span. If you are lucky, Polks may have one of the large tablets of 50 or 100 sheets of mixed colors such as yellow, blue, red, orange, etc. This is really fine covering, as is that which can be obtained from Peck Polymers, Micro-X, and Sig. One word of caution, however. Don't use U.S. manufactured tissue for this technique. I don't wish to seem unpatriotic, but our current supplies of domestic tissue are more oriented toward box wrapping and packing than model covering.

I hope you will give this method a try and that you will have the same success with it as I have. It will greatly increase your productivity, and hopefully encourage you to undertake some of the more obscure subjects which haven't been seen on the flying field.

PHOTO PAGE

by Tom Schmitt

1. Bill Bell winds his pretty F4U, Randy Kleinert holds.
2. Navy Scale mass launch: Bill Bell/F4U; Nick Ropar/Seagull; Stew Meyers/F4F; and Pat Daily/SBU-1.
3. Scott Paisley launches his superb flying Albatross (Earl Stahl plans).
4. What event can I enter, Mr. C.D.? Danny Shields with his copy of 19th century Japanese aircraft.
5. Lou Bruhn with his Hi Cal R/C airship.
6. Gee Don, canards are the greatest! Mike Escalante with his Penny Plane.
7. Scott Paisley's Albatross in majestic flight.
8. Bud Carson with one of his many Penny Planes.
9. Paul Spreiregen launches his winning No-Cal La*** . (I refuse to type that name in total. Editor)
10. Golden Age mass launch: Bill Bell/Gulfhawk; Dave Rees/Bristol Brownie; and Nick Ropar/Ikarus IK 2.
11. Another view of Bill Bell's Gulfhawk. (Megow plans).
12. Peter Van Dine launches model of Merganser Homebuilt.
13. George Meyers winds Martin MO-1, a two time winner.
14. Allan Schanzle's Golden Age Rearwin Speedster floats by.
15. Glen Simperts winning Manhattan.
16. Let's get everybody into the act. Scott Paisley's Mom releases Ed Escalante's Manhattan.
17. Pat Daily readies his SBU-1 for mass launch. From the looks of the tape on both top wings, Pat must own some 3-M stock.
18. C.D. Don Srull gives a trophy to a very happy Mike Escalante.

SOME RANDOM THOUGHTS

Age appears best in four things: Old wood to burn, old wine to drink, old friends to trust, and old stacks of 5 lb. balsa.

For many wives, the season to be jolly is between the end of a building spree and the beginning of another.

A Lace* , like fashions, will fade with time, but the wings of the Golden Age remain eternal.

D.C. MAXECUTER'S '81 SUMMER

FUN FLY

Sept 12

AMA SANCTION

#404

CONTEST DIRECTOR

ALLAN SCHANZLE
8311 Exodus Dr.
Gaithersburg MD. 20760

301 840-9883



9⁰⁰
to
6⁰⁰

EVENTS

FAC SCALE:

Judging starts at 11:00. Qualifying flight must be made by this time.

FAC JUMBO SCALE:

36" minimum span for monoplanes, 30" for multiwings. Same restrictions on time as for FAC SCALE.

FAC CO₂ SCALE

An FAC scale event for CO₂ power only. Limit of 3 cc tank per engine (6 cc for two engines, which can be incorporated as as two 3 cc tanks or one 6 cc tank. 10 cc limit for three engines) Same time limit as above.

MASS LAUNCH:

WW-I 2:00 PM, Biplanes only.
WW-II 3:00 PM, Maxecuter rules.
GOLDEN AGE 4:00 PM, 1920 thru 1935.

TRANS-COMSAT SPEED AND NAVIGATION RACE: 5:00 PM

This is our attempt, for this year, to introduce an event for rubber powered models that is not an endurance contest. The event will be open to any rubber scale model (not necessarily entered in any other event) that meets the 40 point minimum rule. We will create two parallel lines about 300 to 400 feet apart. Everyone will launch simultaneously from behind one of the lines. The winner of the speed event will be the individual who first lands on the other side of the second parallel line. The winner of the navigation event will be the individual who lands closest to a designated area beyond the second line. THIS IS A SINGLE MASS LAUNCH FOR BOTH EVENTS !!!!!

COMSAT ALTITUDE RACE 5:30 PM

A single mass launch for any rubber powered model. Some unsuspecting soul will be selected from the crowd to serve as judge and his decision will be final as to which plane achieved the highest altitude.

H.L. GLIDER:

As per AMA.

CATAPULT GLIDER:

Must use MAXECUTER launching pole. AMA H.L. scoring.

NOTE: THE 40 POINT MINIMUM WILL BE RIGOROUSLY ENFORCED BY THE CD FOR THE MASS LAUNCH AND TRANS COMSAT EVENTS. BRING DOCUMENTATION!!

A TRIBUTE TO EARL STAHL

ALLAN SCHANZLE

As part of our ongoing attempt to serve you modelers, you will find included in this issue a list of rubber scale models by Earl Stahl. Needless to say, Earl was quite a prolific builder and designer in days gone by. These are full size plans, except as noted, and are excellent for the mass launch events which are currently so popular with the MAXECUTERS. All of Earl's designs are relatively simple to build, and can be easily constructed to meet the 40 point minimum standard required by the MAXECUTERS. So peruse the list, and find something of interest. "Swell", you say, "but I don't have access to those early model magazines". Relax. The MAXECUTERS again come to your rescue. I've checked with the library at the Smithsonian National Air and Space Museum, which have in their stacks all of these issues as well as many more. They have agreed to serve you modelers in first class style. Simply send a self addressed and stamped envelope (18¢ postage, limit of one set of plans per request) to:

Smithsonian National Air and Space Museum
ATTN: Library
Smithsonian Institution
Washington, D.C.
20560

Specify the desired aircraft and publication source (magazine, month, and year) and they will return a copy of the plans. There is no charge other than postage. Now really, where could you get a better deal than this? Three cheers to these fine folks at the Smithsonian. The government t'aint all bad!!

RUBBER SCALE PLANS BY EARL STAHL

AIRCRAFT	WINGSPAN (in.)	REFERENCE*
Albatros D5	17 1/2	MAN FEB '45
Bell Aircobra	21 3/4	MAN JUNE '41
Blackburn Skua	24 7/8	MAN JULY '42
Boulton Paul Defiant (See note 7)	36	AT JULY '42
Caudron C 371	22	MAN APRIL '40
Cessna 195 (See note 1)	32 3/4	MAN APRIL '50
Curtiss P40	24 1/4	MAN OCT '42
Curtiss Seagull SO3C-1	23 1/2	MAN DEC '41
Curtiss Ascender XP-55 (See note 2)	22 1/8	MAN JULY '45
Fairchild PT-19	23 1/4	AT DEC '40
Fairchild 24 K	29	MAN FEB '40
Fairy Barricuda (See note 3)	20	MAN OCT '44
Fleet Canuck (See note 4)	26 1/2	MAN MARCH '48
General Skyfarer	28 7/8	MAN NOV '41
General Skyfarer (Full size plans from MB)	31 1/2	MB JUNE '75
Globe Swift	20	MAN JAN '47
Grunman F4F Wildcat	19 1/4	AT ANNUAL '43
Hawker Hurricane	26 1/4	MAN SEPT '41
Howard GH 1 (Navy Mr. Mulligan)	24 3/8	MAN AUG '42
Interstate Cadet	30	MAN JAN '41
Luscombe 10	22 3/4	MAN SEPT '46
Messerschmitt 109	20 5/8	MAN NOV '40
Mikoyan Mig 3	22 1/2	MAN JAN '43
Miles Magister	27	MAN FEB '42
North American P-51B Mustang	23	MAN MAY '44
North American P-51 Mustang (Semi scale)	32	AT MARCH '42
North American P-51 Mustang (See note 8)	25 1/2	AT JUNE '46
North American Navion (See note 9)	30 1/4	AT AUG '47
Rearwin Speedster	28	MAN JAN '40
Stinson O-49	31 3/8	MAN JULY '41
Stinson Voyager (See note 5)	30 1/2	MAN JUNE '48
Stinson 125 (See note 10)	30 3/4	AT ANNUAL '46
Taylorcraft O-57 Grasshopper	32 1/2	MAN APRIL '42
Vickers Supermarine Spitfire	27	MAN AUG '40
Vickers Supermarine Spitfire IX (Note 11)	17 1/2	AW NOV '46
Vultee Vanguard	23 1/2	MAN OCT '40
Vultee XP-54 (See note 6)	18 3/8	MAN MAY '45
Waco Cabin E	20 3/4	MAN JULY '40

* MAN=Model Airplane News, AT=Air Trails, MB=Model Builder, AW=Air World

NOTES:

1. Plans were reduced to give a span of 16 3/8 inches.
2. Plans were reduced to give a span of 17 5/8 inches.
3. Plans were reduced to give a span of 15 inches.
4. Plans were reduced to give a span of 13 1/4 inches.
5. Plans were reduced to give a span of 15 1/4 inches.
6. Plans were reduced to give a span of 15 inches.
7. Plans were reduced to give a span of 12 inches.
8. Plans were reduced to give a span of 12 3/4 inches.
9. Plans were reduced to give a span of 15 1/8 inches.
10. Plans were reduced to give a span of 15 3/8 inches.
11. Not available from the Smithsonian.

One of the best ways to measure people is to watch the way they behave when handed their scale evaluation.

SUMMARY OF CONTEST RESULTS AT ANDREWS A.F.B.

NAVY SCALE (8 entered)

1. George Meyers MO-1
2. Bob Leishman Page Racer
3. Nick Ropar Curtiss SO3C-1

WW-I (10 entered)

1. Don Srull DH-6
2. Bob Leishman SE-5
3. Scott Paisley Albatros DVA

GOLDEN AGE (10 entered)

1. George Meyers MO1
2. Bill Bell Gulfhawk
3. Allan Schanzle Rearwin Speedster

FAC SCALE (14 entered)

1. Dave Rees Santos Dumont
2. Mike Escalante Santos Dumont
3. Don Srull Heinkel 112

NO CAL (7 entered)

1. Paul Spreiregen
2. Tom Schmitt
3. Pat Daily

PENNY PLANE (8 entered)

1. Don Srull
2. Bud Carson
3. Mike Escalante

MANHATTEN (7 entered)

1. Glen Simperts
2. Don Srull
3. Dudley Prisel

NICKEL PEANUT ROG(8 entered)

1. Paul Spreiregen
2. Harold Howard
3. Mike Escalante

C. A. V. U.
Ceiling and Visibility Unlimited
by Rolfe Gregory

When I was a lad of 16, a neighbor was a wholesale distributor of candy. He often gave us kids candy bars. I owe my earliest dental cavities to the generosity of that gentleman, as well as - my one and only flight in an autogiro!

For the benefit of some who may not know, the autogiro was a rotary wing aircraft invented by a Spaniard, Juan de la Cierva, who licensed Pitcairn and Kellett to build them in America. They exist now only in museums and memory. Unlike helicopters, which use cyclic and collective pitch of the rotor blades for control, the autogiro is controlled like a fixed wing airplane, at least the early ones were. Later, some used a "tilt rotor" for control and the Pitcairn "jump-giro" actually used collective pitch for a jump-type, vertical take-off - but that's another story.

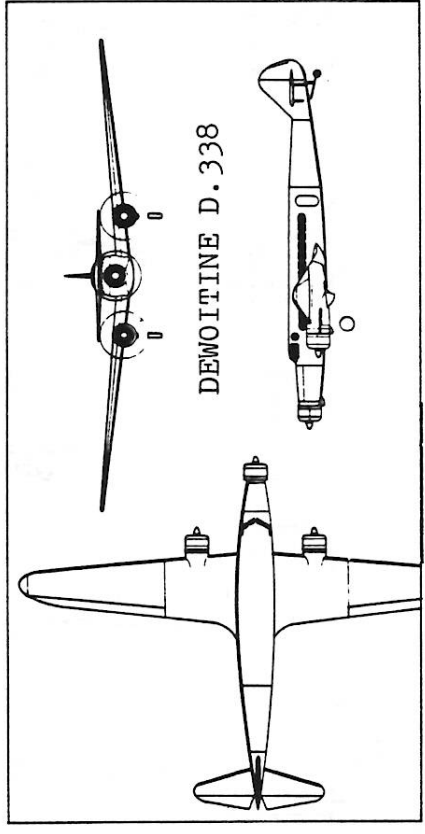
Through arrangement between Pitcairn and, I believe, the Beechnut Company, James G. Ray, Pitcairn test pilot, flew to many cities in the early 30's to demonstrate the autogiro and, of course, advertise Beechnut. Later, the tour was taken over by Amelia Earhart.

My hometown was one of the stops. My friend, the candyman (and Beechnut distributor) promised he would get me a ride in the giro. True to his word, he introduced me to Jim Ray. Mr. Ray asked if I had ever been up and I told him I had two one-half hour lessons in a Waco 10. "Fine", he said, "when we get up I'll give you the controls, you fly it just like an airplane". He then fired up the big Wright engine, engaged the clutch that connected the rotor by drive shaft with the engine, and began revving it up. When it was up to speed, he disengaged the clutch, (the autogiro rotor free-wheels, not powered in flight like the helicopters) immediately opened the throttle and we were off in about two lengths of the ship. He pulled up into the steepest climb I have ever experienced and I thought surely we would stall. He did let me fly it, for about ten minutes. The controls seemed a bit "sloppy", and there was a strange rotary shake, or oscillation, about the vertical axis. I am told a helicopter does the same.

He then flew back to the field and, so help me, pulled up, stopped forward speed, and just let it settle. When I thought for sure we would smack terra-firma, he opened the throttle, pulled back on the stick, and settled on 3-points with no forward roll. An impressive and unforgettable experience I owe to Mr. Ray and the "candyman"!

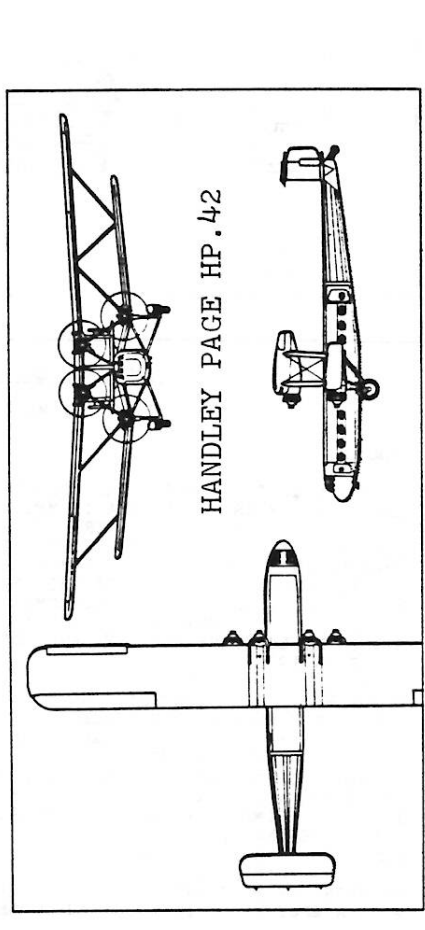
CONSTRUCTION HINTS AND MISCELLANEOUS
ARTICLES IN PAST MAX-FAX

SUBJECT	AUTHOR	ISSUE
TECHNICAL ASPECTS OF DOPE		6,7/77
COVERING MATERIAL WEIGHTS	MEYERS	6,7/77
MAKE THAT STERLING PEANUT FLY	HENSEL	12/77
SURVEY OF HOBBY SHOPS		5,6/78
CHARGING OF NI-CADS	SCHANZLE	5,6/78
WW II MASS LAUNCH RULES	HALL	8,9/78
90 DEGREE GUSSET CUTTER	GREGORY	10,11/78
SKI DESIGN	MEYERS	12/79
LAMINATED FUSELAGE RINGS	SPRIESEN	1,2/79
ENGINE MOUNTS FOR DART DIESELS	MEYERS	5,6/79
HINTS ON USE OF CO-2 ENGINES AND A REVIEW OF SHARK LOADERS	MEYERS	7,8/79
IMPROVED LAMINATED FUSELAGE RINGS	SRULL	11,12/79
RULES FOR NICKEL PEANUT		11,12/79
CONSTRUCTION OF PROP BLOCKS	DAILY	1,2/80
WEIGHTS OF SOME COMMON BUILDING MATERIALS	SCHANZLE	1,2/80
INSTRUMENT PANELS	SCHANZLE	7,8/80
RESTRICTIONS ON WINNERS OF 1st PLACE AT MAXEUTERS CONTESTS	SCHANZLE	7,8/80
JIGGING LAMINATED RING FUSELAGES	MEYERS	5,6/80
PANEL LINES	SCHANZLE	7,8/80
LANDING GEAR DESIGN	SCHANZLE	7,8/80
MAKING AND APPLICATION OF SCALE NUMBERS AND MARKINGS	SCHANZLE	7,8/80
INSTRUMENT PANELS	SCHANZLE	7,8/80
FINISHES FOR WW II AIRCRAFT	PLATT	7,8/80
ADDING REALISM TO R/C SCALE MODELS	JONES	7,8/80
LIST OF PROFILE PUBLICATIONS	HANNAN	9,10/80
TRIMMING WITH TISSUE	SCHANZLE	9,10/80
TISSUE MARKINGS		11,12/80
KIT REVIEW OF GOLDEN AGE REPRODUCTIONS REARWIN SPEEDSTER	RENAUT	11,12/80
FINKENWERK D-9, A HISTORICAL REVIEW	PRISEL	11,12/80
SOMEWHERE OVER KANSAS		3,4/81
DRAWINGS AVAILABLE FROM THE SMITHSONIAN		3,4/81
DRAWINGS AVAILABLE FROM THE HISTORICAL AVIATION ALBUM		3,4/81
ENGINE CYLINDERS	SCHANZLE	3,4/81
REAR MOTOR PEGS	SCHANZLE	3,4/81
TAPERED SPARS	JONES	3,4/81

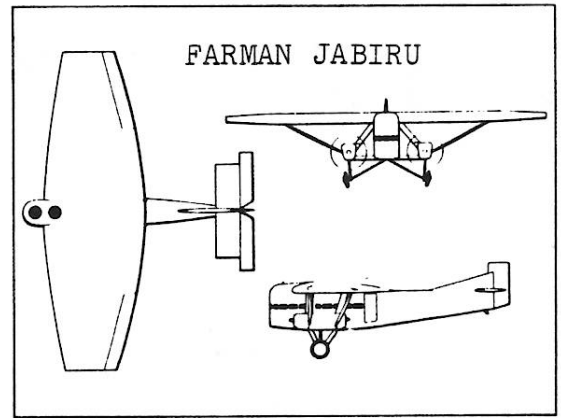
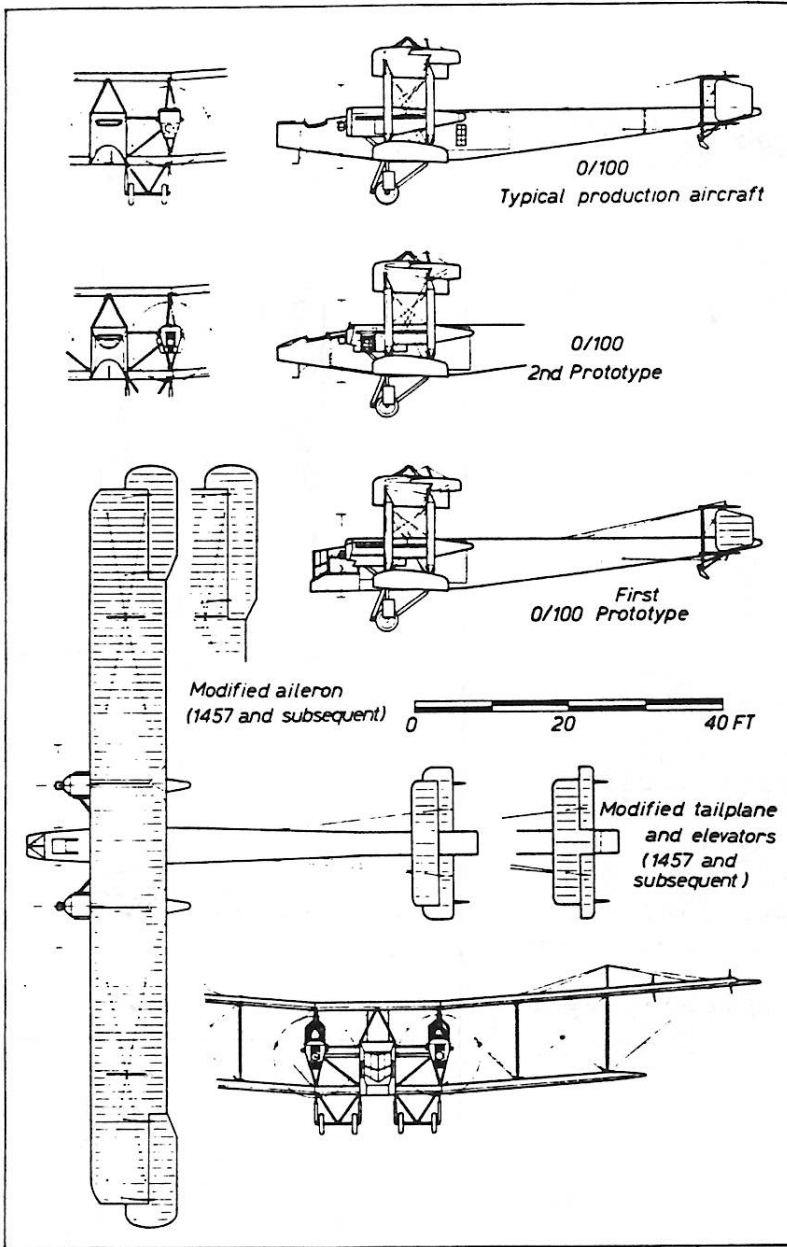


MODEL PLANS IN PAST MAX-FAX
(* Denotes 3 View Included)

AIRCRAFT	TYPE	DESIGNER	SPAN(in)	ISSUE
DAVIS D1-W	RUBBER SCALE	LINBERG	20.5	6/76
EASBURNNE MONOPLANE	RUBBER SCALE	SRULL	12.5	11/76
STINSON SR. TRAINER	RUBBER SCALE	DAVIDSON	19.5	12/76
NIUEPORT 161	RUBBER SCALE	WEISS	20.0	12/76
REARD R 31	RUBBER SCALE	HARRISON	20.5	2/77
1915 FOKKER E-III	RUBBER SCALE	WHERRY	16.0	3/77
PERIVAL NEW GULL*	RUBBER SCALE	DAILY	22.0	4/77
HALBERSTADT D-1*	RUBBER SCALE	DANIELSEN	23.0	5/77
PRE-PETUS	EMBRYO	SCHANZLE	23.0	6,7/77
FARMAN SPORT	RUBBER SCALE	BOWERS	12.0	8,9/77
XP-55 ASCENDER*	RUBBER SCALE	STAHL	17.5	12/77
INLAND SPORT*	RUBBER SCALE	DAILY	12.5	1,2/78
MIITSUBISHI A5M4 CLAUDE*	RUBBER SCALE	KIRSCHBAUM	18.0	3,4/78
FIESLER STORCH	PROFILE	GREGORY	14.5	3,4/78
BLACKBURN SKUA*	RUBBER SCALE	STAHL	25.0	5,6/78
MAX SPECIAL	EMBRYO	LEFFLER	20.0	7/78
ALBATROS D-V	RUBBER SCALE	DAILY	17.0	7/78
NIUEPORT 17 C*	CO-2 SCALE	SRULL	19.0	10,11/78
NIT	EMBRYO	SRULL	14.0	10,11/78
HEINKEL He 112 B*	RUBBER SCALE	SRULL	16.0	1,2/79
CURTISS F11C-2	RUBBER SCALE	MEGOW	14.0	3,4/79
BLOHM & VOSS BV-141-B*	PROFILE	SCHANZLE	16.0	3,4/79
ALBATROS D-1*	RUBBER SCALE	MEYERS	13.0	5,6/79
SHINDEN	PROFILE	SRULL	16.0	5,6/79
LOIRE 46*	RUBBER SCALE	DAILY	18.0	7,8/79
CROSBY CR-4*	RUBBER SCALE	SRULL	14.5	9,10/79
DORNIER DO 335A0*	RUBBER SCALE	SRULL	18.0	11,12/79
NICKEL PEANUT	ROG	SRULL	13.0	11,12/79
AVIA BH7a*	RUBBER SCALE	DAILY	20.5	1,2/80
NICKEL PEANUT	ROG	PEZZA	13.0	1,2/80
SANTOS DUMONT 14 bis*	RUBBER SCALE	SRULL	15.75	3,4/80
ELIAS AIRCOUPE*	RUBBER SCALE	WASSERMAN	13.0	5,6/80
WATERMAN ARROWBITE	PROFILE	SCHMITT	16.0	5,6/80
STEMANS SCHUCKERT E-1*	RUBBER SCALE	SRULL	24.0	7,8/80
CURTISS JENNY*	RUBBER SCALE	STRUCK	20.5	9,10/80
VICKERS GUN BUSS	RUBBER SCALE	STRUCK	18.5	11,12/80
DORNIER 335A0	RUBBER SCALE	O'LEARY	13.0	11,12/80
HEINKEL He 280*	JET CATAPULT	SCHANZLE	11.5	11,12/80
MINUTE MAN	ROG	GRANT	21.0	11,12/80
BABY ROG TRACTOR	ROG	GARAMI	12.0	1,2/81
BREMSTER BUFFALO*	RUBBER SCALE	MILLS	25.5	1,2/81
GLOSTER GLADIATOR*	RUBBER SCALE	MILLS	20.0	1,2/81
VOUGHT SBU-1*	RUBBER SCALE	WEISS	16.0	3,4/81
SHADDO	HL GLIDER	SITES	21.5	3,4/81



3 VIEW FOR PLANS



CAVU ARTICLES IN PAST MAX-FAX

BY ROLF GREGORY

SUMMARY

ROLF CONFRONTS GILMORE, THE LION THAT FLEW WITH ROSCO TURNER	12/76
LAWRENCE JAMIESON BUILDS A THOMPSON RACER AND IS KILLED BY IT, BEFORE IT EVER FLYS	3/77
BERT ACOSTA RETURNS FROM THE DEAD TO VISIT FAIRCHILD CHAMBERLIN'S FLIGHT ACROSS THE ATLANTIC	5/77
ONE BLADED PROPS AT THE '38 NATIONAL AIR RACES	6,7/77
HOLLYWOOD STARS VISIT THE LUSCOMBE PLANT	8,9/77
THE HISTORY OF SWEN SWANSON AND THE SWANSON COUPE	12/77
A CRASHED LUSCOMBE PHANTOM, AND ROLF GETS TO FLY IT	1,2/78
UFO'S IN 1932	3,4/78
A REVIEW OF THE '78 NATS	7/78
MEMORIES OF TOM MOUNTJOY	8,9/78
FLYING OFF SNOW AT OLD MERCER AIRPORT	10,11/78
MASSES OF P-12's, P-26's, and P-6E's SCRAMBLE FROM CAMP PENDLETON	1,2/79
EXCHANGE OF FLIGHTS IN A WACO AND P-40	5,6/79
THE SLIDE RULE, TRAVEL AIR MYSTERY SHIP, AND DOUG DAVIS PERSONAL GLIMPSES WITH DON LUSCOMBE	9,10/79
FLYING CESSNA GLIDERS	11,12/79
RENTING OF ROOM USED BY RUDY KLING AT THE '38 NATIONAL AIR RACES	1,2/80
DRINKING OF BUTTERMILK TO HELP THE STOMACH DURING STUNTS	5,6/80
WARNER BROTHERS FILMING AT LUSCOMBE	7,8/80
	9,10/80
	11,12/80

ISSUE

THREE VIEWS FROM PAST MAX-FAX

AIRCRAFT

KEITH RIDER SUZY	2/77
KEITH RIDER SAN FRANCISCO	2/77
HAWKS TIME FLIES	2/77
GRUMMAN P4F WILDCAT	3/77
CHESTER GOON	4/77
LAIRD LC-DW 300 SOLUTION	5/77
MITSUBISHI JACK	6,7/77
GREGOR FDB-1	8,9/77
RYAN YO-51	8,9/77
MARTINSYDE F.4 BUZZARD	8,9/77
ZEPP LZC-112	5,6/78
LUTON BUZZARD II	1,2/80
ORD HUME O-H4B MINOR	1,2/80
ARADO 76	11,12/80
ARADO 81	11,12/80
CHILTON D.W. 1A	11,12/80
U.S. ARMY MESSENGER	1,2/81
EPPS LIGHTPLANE	1,2/81
LOCKHEED AIR EXPRESS	3,4/81
ASJA -J6B JAKTFALK II	3,4/81

ISSUE

DRAWN BY
ELBERT J. WEATHERS

AIRCRAFT INSIGNIA OF THE WORLD

12-14-37

KEY TO
COLORS



RED



BLUE



GREEN



PURPLE



YELLOW



BLACK



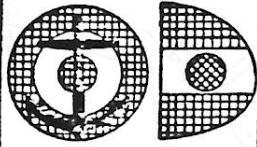
LIGHT BLUE



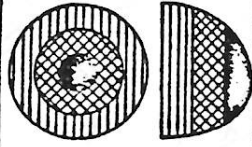
SILVER



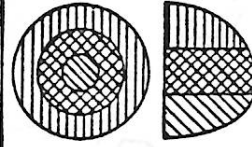
WHITE



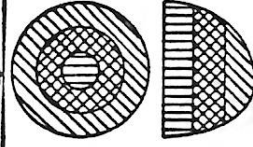
ARGENTINA



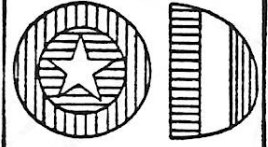
BELGIUM



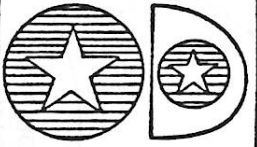
BOLIVIA



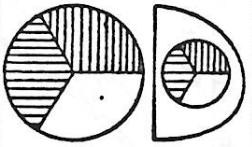
BRAZIL



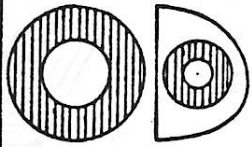
CHILE



CHINA



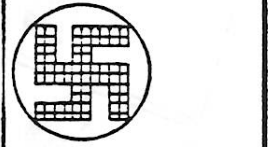
CZECHOSLOVAKIA



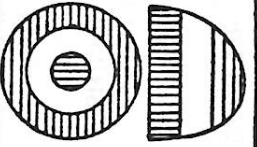
DENMARK



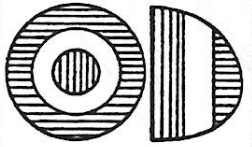
ESTONIA



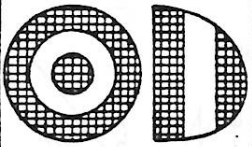
FINLAND



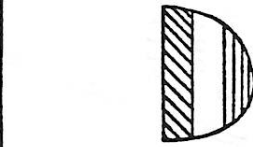
FRANCE



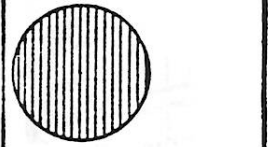
GREAT BRITAIN



GREECE



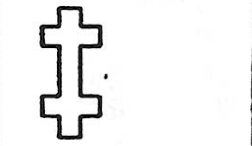
ITALY



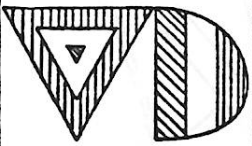
JAPAN



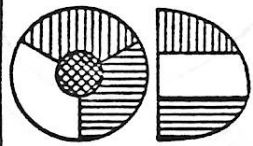
LATVIA



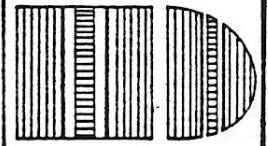
LITHUANIA



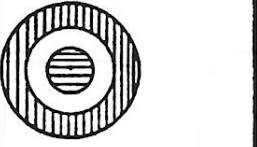
MEXICO



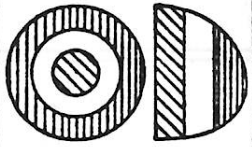
NETHERLANDS



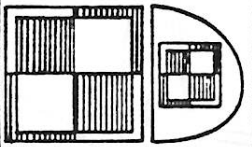
NORWAY



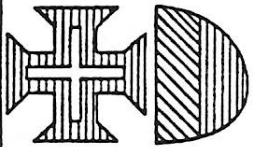
PARAGUAY



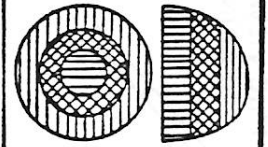
PERSIA



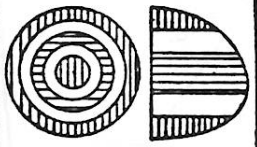
POLAND



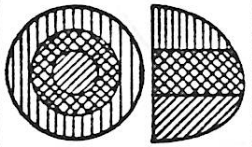
PORTUGAL



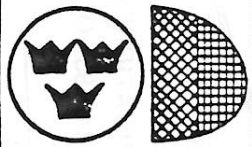
ROMANIA



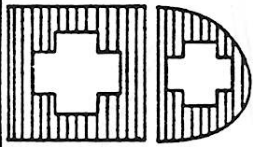
SIAM



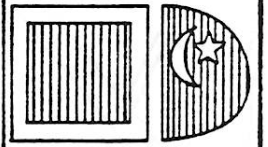
SPAIN



SWEDEN



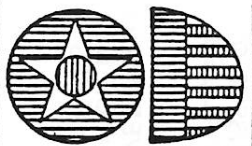
SWITZERLAND



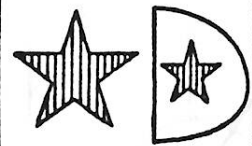
TURKEY



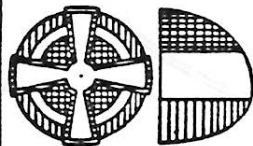
URUGUAY



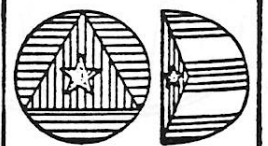
UNITED STATES



RUSSIA



YUGOSLAVIA

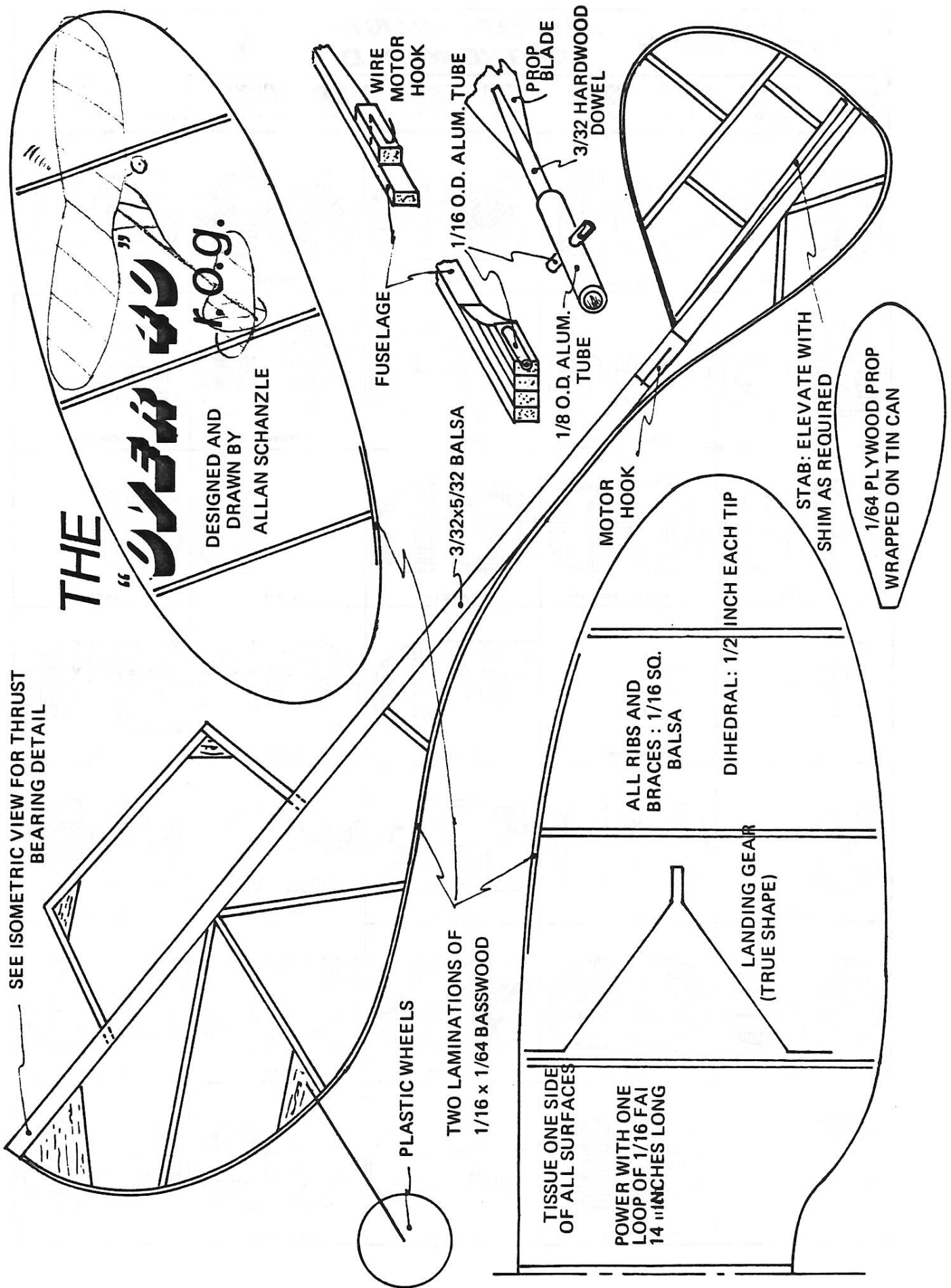


CUBA

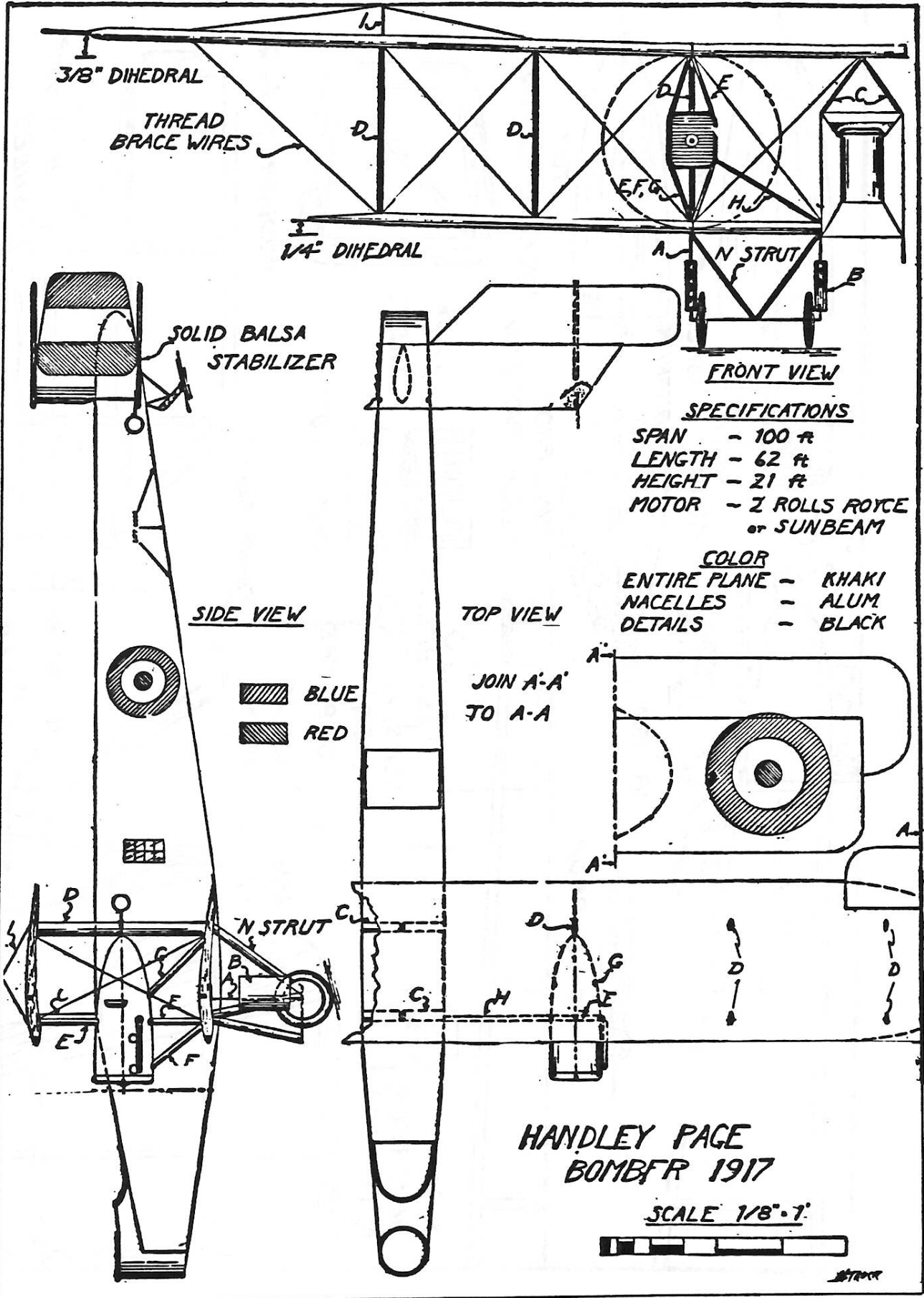
SEE ISOMETRIC VIEW FOR THRUST BEARING DETAIL

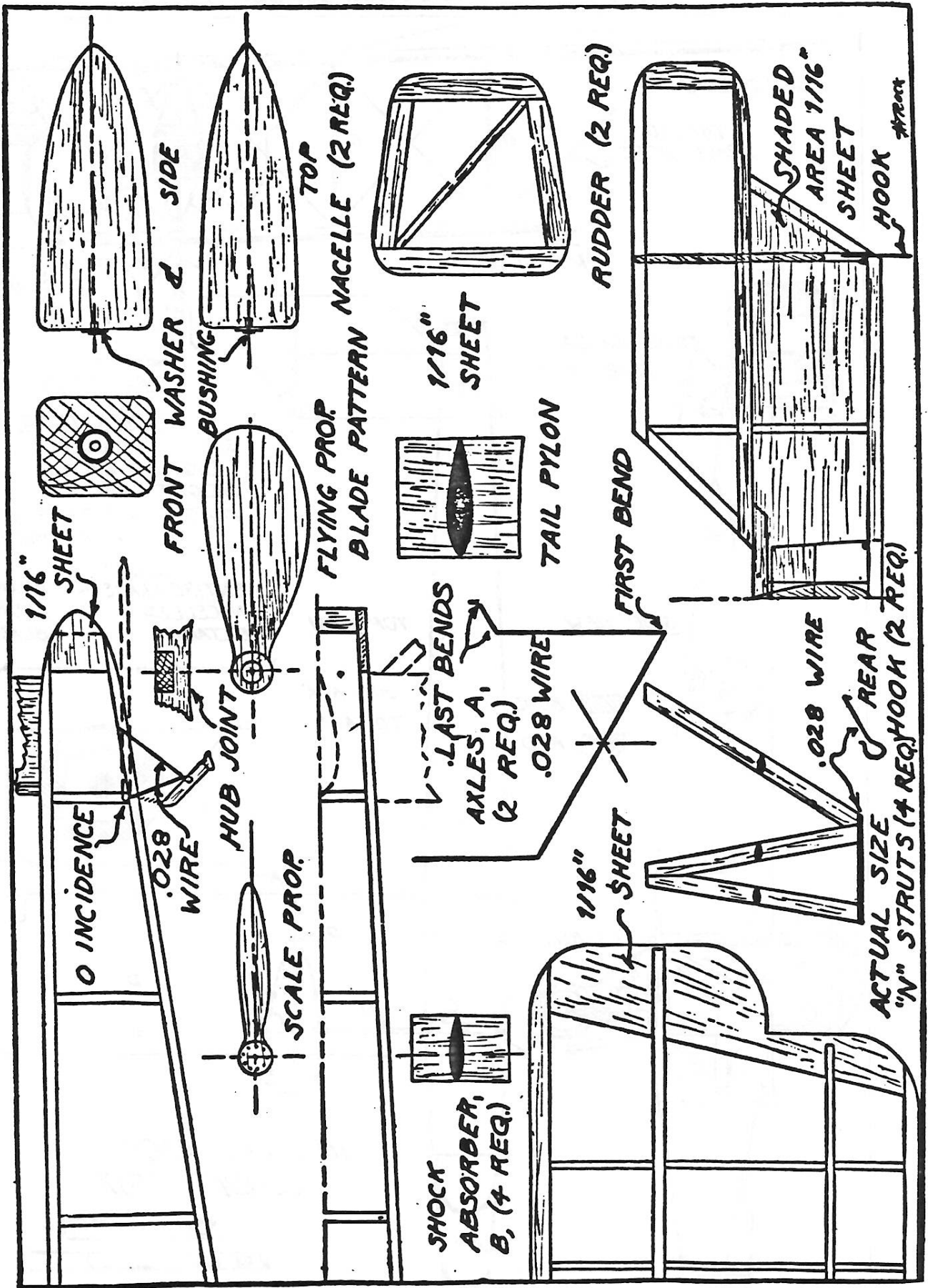
THE "OVER 40"

DESIGNED AND DRAWN BY ALLAN SCHANZLE
16.0 g.

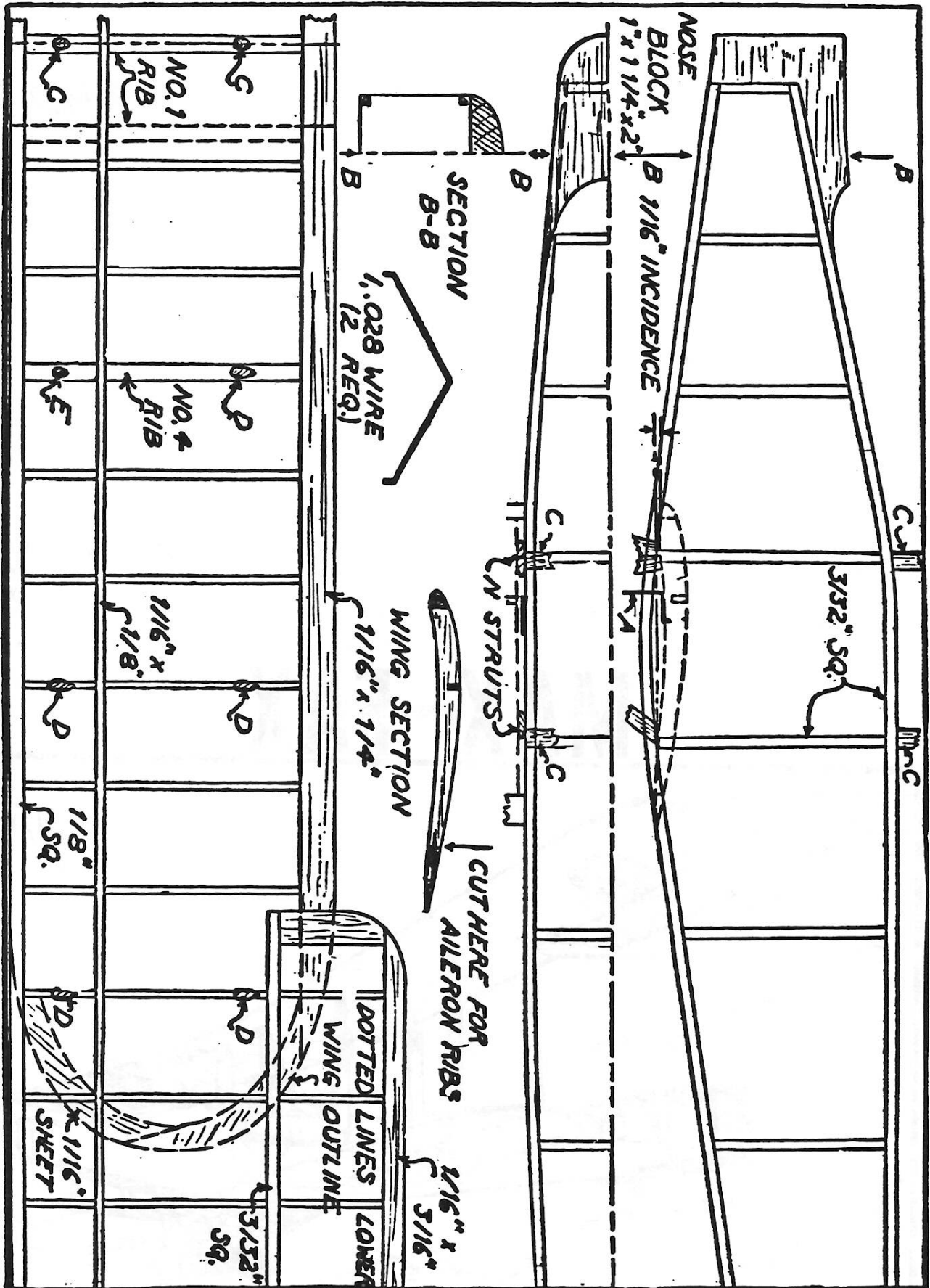


BUILD THE HANDLEY-PAGE BOMBER—Plate 1





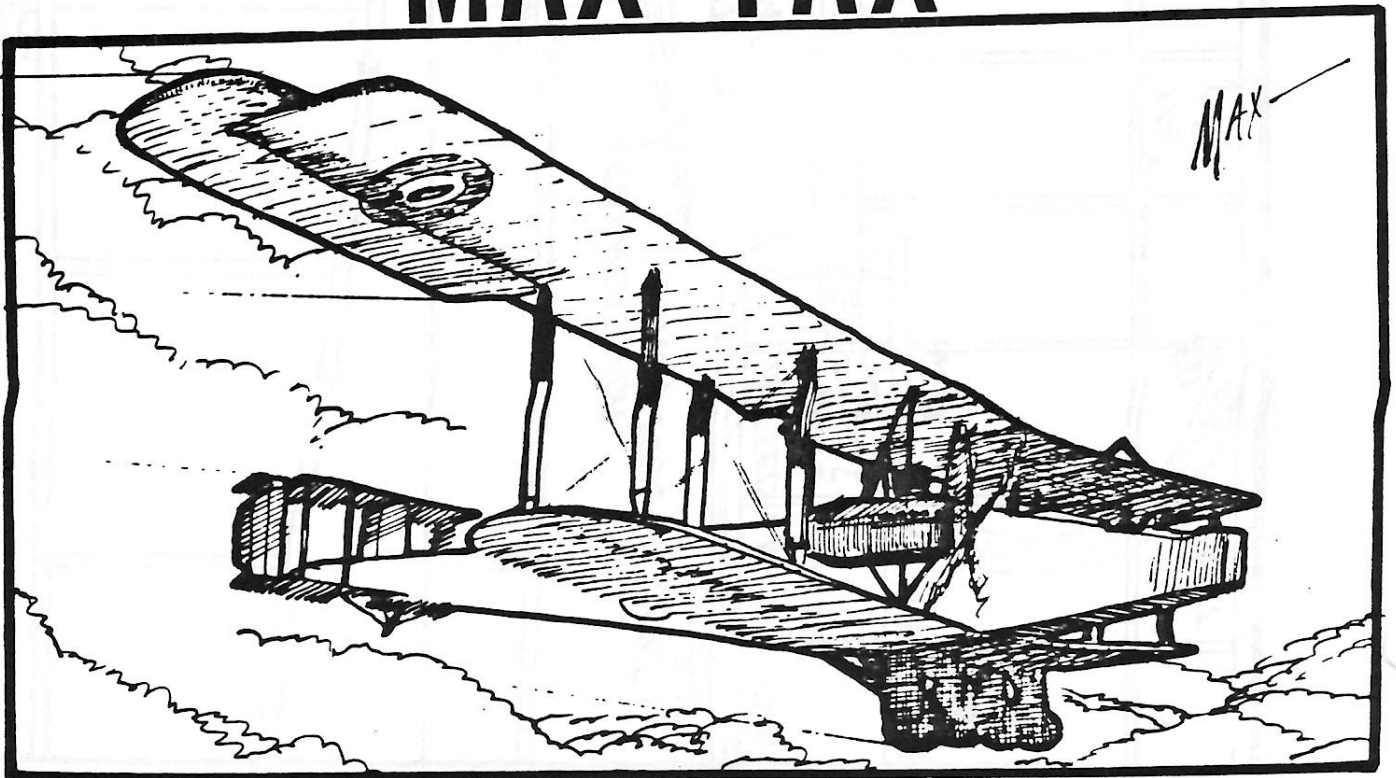
BUILD THE HANDLEY-PAGE BOMBER—Plate 3



1st Class

MAX FAX
8311 Exodus Dr.
Gaitthersburg Md. 20760

MAX-FAX



MAY/JUNE 1981