

MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

SEPT/OCT 1981

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

ALLAN SCHANZLE

GREAT STACKS OF 4 POUND BALSA!! If you don't savor this issue like a 16 oz. T-Bone steak, then go charge up an R/C system and visit your local "bore holes in the sky" friends. Then come back and read this again.

Some time ago, Bill Winter agreed to write something for this rag and bi-monthly trash wrapper. Well, we recently reminded him of his promise, and the result is given on 2½ pages of nostalgia- Bill's recollection of his early days in rubber scale. This will go down as a high point in MAX-FAX history. You're going to love it.

With his personal contribution, we felt it appropriate to dedicate this issue to Bill Winter. If you're one of our young or new-to-the-hobby members, the name of Bill Winter may not mean much to you. But to us old foggies, Bill represents the epitome of a modeler. He's done it all, and only recently retired as editor of MODEL AVIATION.

Bill's first published rubber scale plan was of an Udet Flamingo in MODEL AIRPLANE NEWS in 1935. That's 46 years ago, guys--Yea, a big four-six!!! Consequently, we've selected this as our feature plan in this issue. One of his last rubber scale ships, a Luscombe Silvair Sedan, was published in FLYING MODELS in 1949. We've selected this as a secondary feature plan.

In the mid-thirties, Bill published a multitude of rubber scale models, many in M.A.N. In the early 40's, he became editor of AIR TRAILS, and in the late 40's, became editor of M.A.N., where he stayed until 1960. FLYING was next on his editorship list, and about 1964, Bill became editor of AMERICAN AIRCRAFT MODELER, where he also started JUNIOR MODELER and SPORT MODELER. He was then asked to head the effort for MODEL AVIATION. Surely, this is an impressive career.

Bill, we thank you for your contribution. What you have given us is, to the best of my knowledge, a first. MAX-FAX is proud of that, and we hope you will again feel the urge to scribe some nostalgia, and let us modern modelers get a smattering of what the "good ole days" were really like.

WE HOPE TO SEE a large turn-out at our 1981 Summer Fun Fly on Sept 12. (Rain date; Sept 13.) We've been blessed with fantastic weather for the past four of these annual events, so come on out, as a spectator if not a contestant. Hope to see you there.

THIS PAST JULY, some local kids, their Dads, and I, visited Herb Clukey of FLYLINE MODELS. We were given the Royal treatment, as well as a considerable amount of scrap balsa, which we will award as prizes at the Summer Fun Fly. And this stuff is good quality balsa- none of that junk made by the Bethlehem Imitation Balsa Corporation. Many thanks, Herb, for an education in kit manufacturing and a most enjoyable day.

CHECK THE NAME on the 3-view for the Luscombe. It's Leonard Wieczorek, who is one of our members. Len has been doing this for a number of years, as I've seen his name on many of the drawings in the 30's and 40's. It's nice to see you're still active in the hobby, Len .

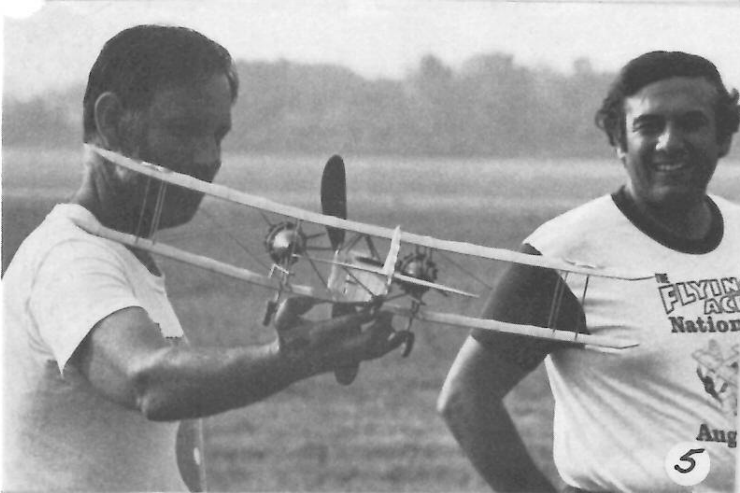
WE RECEIVED SEVERAL responses to our request for comments on the airfoil articles, and we'll publish them in the order they were received, starting with the next issue. Thanks to those of you who took the time to write.

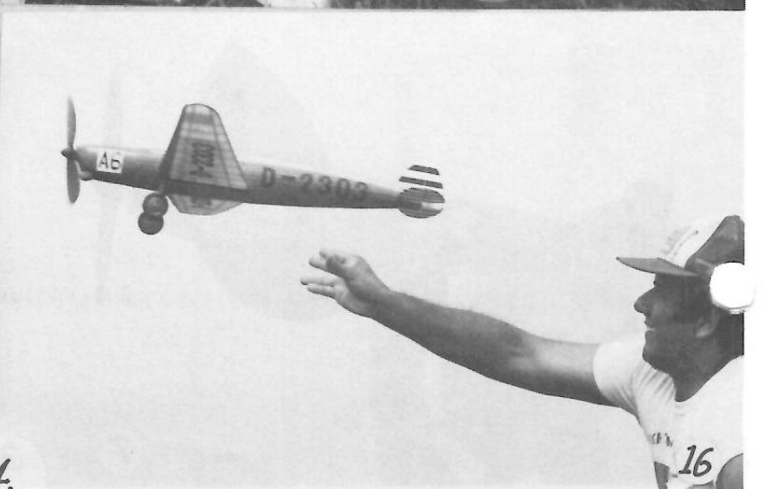
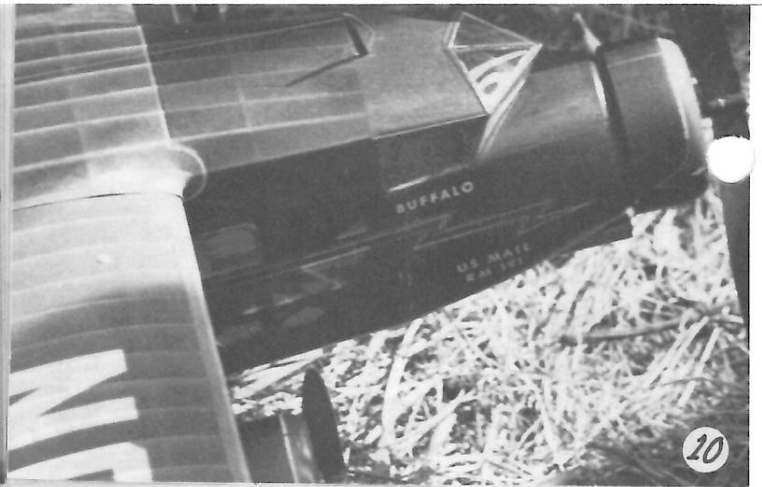
PHOTO PAGES

TOM SCHMITT

A bit of nostalgia-wait til next year

1. Scale Staffel "BOSTONIAN" meet-photo by Warren Shipp via Bill Hannan.
2. Mike Midkif launches his WW II winning Buffalo. Whata windmill up front!
3. Bill Bell, from Baltimore, gets his Taylorcraft aloft.
4. Pres Bruning and his B-26. This sucker really got up.
5. Fernando Ramos admires Bob Thompson's Keystone Bomber.
6. Bob Haight, from Las Vegas, launches his Laird for Thompson event.
7. Allan Schanzle test flies the Spitfire for the anti-climax event; AMA scale.
8. Bill Warner's electric Lee Richards negotiating Wright-Pat's washboard.
9. Don Srull test flies his Gloster Gannet for the AMA contest.
10. Bob Seidentof's labor of love, a Stinson.
11. Bob Thompson's Ann waits for the judges evaluation.
12. Jack McGillivray launches his Missel Thrush for photographer Bill Noonan.
13. What a Bear! Dennis Norman.
14. Mike Midkif's SBD.
15. Allan Schanzle's CO-2 DR-I. A great flyer for the FAC power scale event.
16. Fernando Ramos launches his Heinkel.





CONFESSIONS OF A MAD AND ANCIENT MODELER

Bill Winter

When I was asked to recapture the spirit of my "glorious" rubber-scalers published in the "he-man" mags of long ago, I was trapped. I had led a double life. My truly great fliers never saw the light of day. No sane editor would have wanted them, I had thought, alas, and like all young men I was peer conscious. Today, I can afford to be eccentric. Oh, many reasonable craft were published - witness what Pat Daily did with my Fiat G-50 - but picture three guys next Friday night at Comsat with 6-ft. rubber Bellanca. Would you believe a 9-ft. Cessna?

But the mag jobs....The first was a Udet Flamingo for Model Airplane News published in 1935, built in 1932. (By that time I was flying 45-inch Nieuport 17's, SE-5's, Boeing P-12's, and was into those 6-ft. Bellancas.) Looking back, I wish I knew what I know now; that future generations would do things with published oldies. I should have tried harder. The mag jobs were to make money.

During the depression, \$45 to \$55 - that never did change, come to think of it - was like having a key to the mint. Most designers were a calculating bunch; we were, after all, wise kids, and we'll never run out of us! We pleased the editors; I do think that Earl Stahl was a wide cut above the lot of us. I think he worked on adjustment and endurance. My own criteria were to simply determine that the machine flew and let it go at that. One hand-glided the thing over the proverbial tall grass, added turns gradually until the almost inevitable nose weight was determined, and then let the crate follow any damned flight path it choose. If it persisted in pranging we tweaked the rudder and/or thrust line, until it avoided the good earth. Who wanted more, I wondered? The biggies were taxied longer and longer, then allowed to get airborne briefly. We corrected balance as we went.

One ship I flew a lot was the Curtiss SOC-1, the swept-wing biplane catapulted from warships. All biplanes flew great, but I was deathly afraid of excess stagger, and avoided things like Hawks and many later-day Wacos. Once, I met a farm lad at a field--just the two of us. He had a Wakefield. We had a fly-off, my Curtiss allowed a winder, his Wake just hand winds. The Curtiss won hands-down. Probably, we both were pretty bad. I wonder now about one published ship which hindsight suggests was completely modern. It was little, so I underestimated it. And it was light with many thin stringers, and covered with superfine tissue (no color). It was the Waco D, a perky export fighter for some South American country - Peru maybe.

To digress, but to the point, Clarence Erlich remarked after flying "our" 1/4 scale Aristocraft that it was the finest flying big airplane he had ever seen. (I say "our" because Don Srull solved the fittings problem, strung the cables, and spray painted it; he loves to paint- how fortunate!) Clarence's remark pleased me. I think of all models in terms of rubber (also like children) and the big Aristo is merely a huge rubber-job gussied up with junk and epoxy. It does absolutely nothing but fly like a bird. I see a rubber job when it circles slowly.

Joe Ott, with his rubber jobs in the old Popular Aviation, opened my eyes. Without him, I probably would not be a modeler today and might even have become rich--God forbid. In the late twenties he began a series with a 20 inch Fokker Universal. It weighed 1 7/8 ozs. -- not bad in those days.

He took liberties in the interest of performance-- like gobs of dihedral and bigger tails. Don't tell me you guys don't do that too! Pat's Fiat flies on the step because "my" stab is far oversized. Ott's SE-5 and Nieuport 17 followed. I scaled them up to 30 inches. Cruising at not to fast a walk, the SE-5 would cross the field arrow-straight at about 15 ft. altitude and one's mouth hung open as he followed beneath. I still see it. The Nieuport behaved precisely like a Baby R.O.G.--you know, bouyant, a bit bouncy.

He had a Halberstadt that was pretty good, but adjusting his D-VII was a pain --simply because the others required not adjustments except, perhaps, a bit of lead. Eventually, he ran low on WW-I, the big craze around 1930, and we knew better than to bother with things like the SPAD. The largest thing I ever put winder to, was the 45" Nieuport 17 enlargement with "normal" rubber. Another R.O.G., light on it's feet. Launched at twilight, it disappeared and all that we could hear was the rumbling of the rubber and that soon faded. Where was it? What had happened? And then, far off, there flew across the face of an orange harvest moon, this black shape, like a witch on a broom. I still see that too. (I also talk to myself.)

Around 45 inches, one went to cut-up auto inner tubes. The stripper was a huge shears and the thickness meanderings of each strand would turn your hair white. And maybe the biggest hand drill could not hack it. Six footers were limited to hand winds, and yet took off and cruised about 1½ football field lengths. Not high, just straight and a rumbling no bounce wheel landing. That 9 ft. Cessna was built in 1928-- we had not learned of banana oil, so it was tissue and flour paste. (In those days it was pine-whatever you found-and brads!). The prop hacked from a balsa 2x4--the right pitch dimensions at the time. At the end of winding, two guys were pulling through the prop--only the Jolly Green Giant might have done it with a finger. It took off smoothly, (no tests whatever!) everyone screaming, cruised at about 6 ft. for perhaps 125 - 150 feet and descended perfectly--into a briar patch. The one-flight lifetime didn't bother us. In the summer all of us whipped out a Joe Ott scaler every day, and destroyed it that night. But the scale-ups made us sober--we preserved them for days, maybe weeks, sometimes months. (Did you ever hollow out a balsa block for a Vega fuselage with a fishknife--for a 48" span?)

The biggies used motor cycle spokes for shafts and axles. Also for thrust and wheel bearings. It took months to sneak turned balsa wheels from manual training shops.

People like Charlie Grant and Joe Ott shaped our lives. There was George McLaughlin, a reporter who drove a horse and buggy to see Glen Curtiss fly a seaplane at Oyster Bay, and lived to fly in jet fighters. He was a member of that fabulous New York Aero Club thing in about 1920, along with Armour Selley, and the rest of the legends we didn't know about. (Prior to M.A.N. in 1929, we had no communications.) As editor of Aero Digest (the old, mighty, Aero Digest) he ran endless 3-views, little things, all to the same dimension--a bit over two inches. (For the modelers, he told us twenty years later). We all took to scaling them up, like 8 times, 16 times, 32 times. Ever do that with a dividers? You did it twice, or four times, then doubled that, and so on for every dimension. We learned how good many classic planes really were.

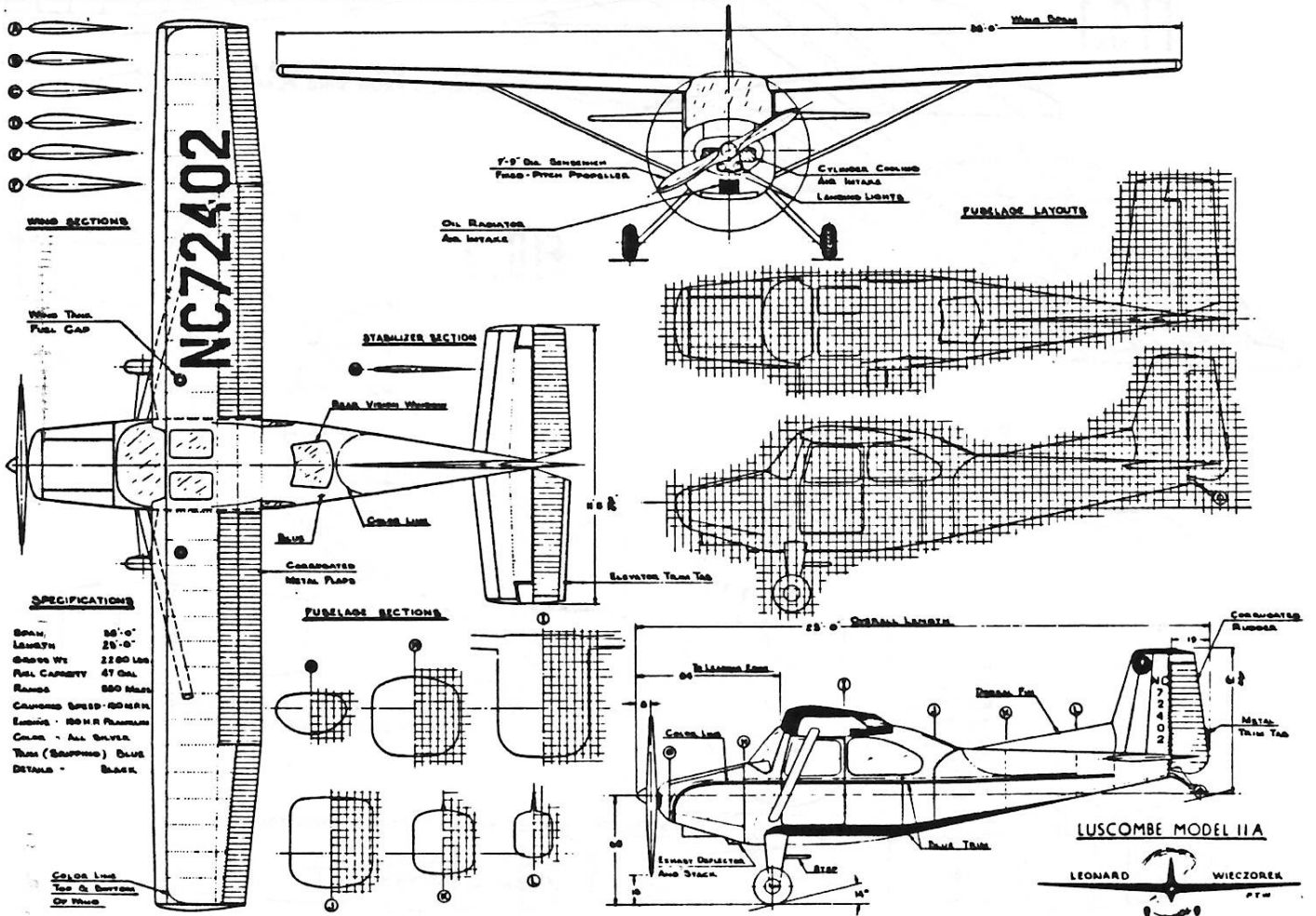
A Fairchild at 30 inches, with that thick wing and long moment, would still be a great jumbo. (It was ballasted.) And straight-winged Stinsons. Both at 30 inches, 45 inches, 72 inches. Wow! I built over 30 ABC Robins-- that should tell you something. All 30-inchers. All sorts of classics are overlooked, fine aircraft. The Lincoln cabin monoplane, the Verville, so so many. We did not know about short motors, and that kind of balance. No

tensioners for years and it was a generation before some guy braided the first motor--a mad Englishman into Wakes. We liked long motors, but extra loose rubber length was almost nil--natch. We poured lead in the nose until anything flew, provided it wasn't a low wing which everybody knew would never fly! My 45 in. hand wound P-12 with inner tube motor flew a football field length--very impressive. In the cowl was 11--count 'em, 11--lead slugs from the police pistol range.

I still don't mind nose weight. It opens doors. Only a fool would build a rubber Camel today--without Royal Moore's gears. (I want to do that--oh well). But, man, how a Camel goes when ballasted. So you can get 45 to 125 seconds with ease, everything just so? To see a Camel cavorting about, I'd buy 30 to 45 secs any day. I think we miss a lot, because of our peer pressure to equal the other guys ultimate endurance. Unless it's for competition, why close the door on so many crates? The real purpose is to see them fly well. History come to life. Maybe I'd find CO₂ more fun than rubber(?). You've seen Pat's Tabloid and the Nieuports by Pat and Stew. Short noses! And Allan Schanzle's Fokker DR I triplane with CO₂ is as stable as a table!

One of these days I shall return, but not like McArthur. I keep looking at Don's Profile on the Udet Flamingo--good in any form, and competitive in real life to the Jungmeister, et al. And you guys have learned to make low wings go. I have Allan's Profile on the Zero tucked away. Only the Japanese could achieve such perfection of lines--a sculpture.

If you hack down those trees at Shangri-La I might someday go bananas and come out with a 6-ft. Bellanca. The good Lord willing.



How to Plot Ribs and Bulkheads

BY MANLEY MILLS

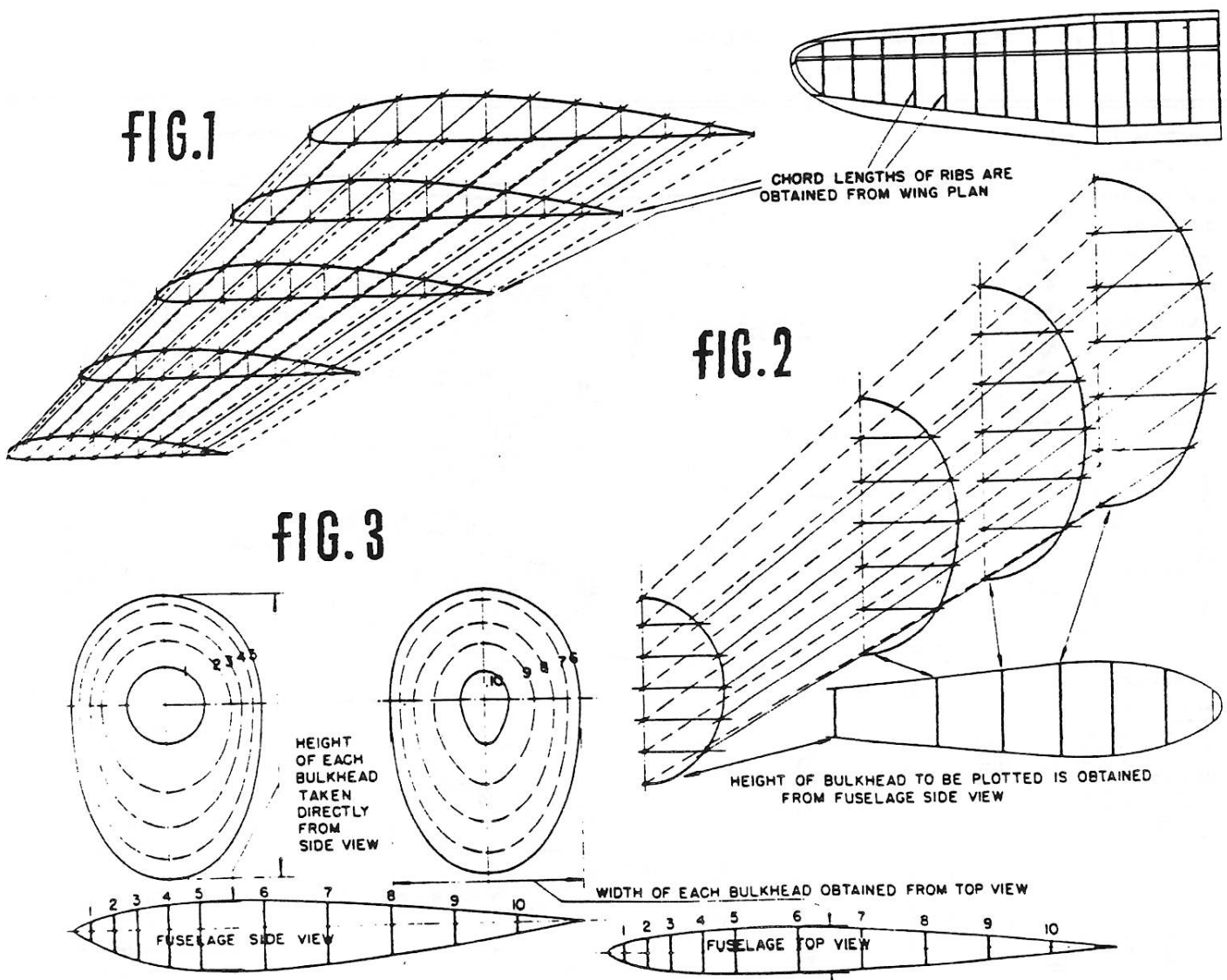
THE toughest problem in drawing our own plans is the templates for bulkheads and taper-wing ribs. There's a secret for the procedure and that is nothing more than knowing how. Here is a simple and accurate method based on the diagrams below.

Figure 1. Make a full-size drawing of the largest rib and divide it into ten equal sections with equally spaced vertical lines. Draw another rib half the size and divide it into the same number of equal sections. Then, from the point where the vertical lines cross the upper and lower edges of the large rib, draw lines to corresponding points on the smaller rib. Use dotted lines for the bottom lines. Locate chord lengths of other ribs with horizontal lines. Draw vertical lines at points where dotted lines intersect the bottom of each rib just added. Intersection of vertical lines and upper diagonals are points determining the upper contour of the ribs.

Figure 2. To plot the outline of bulkheads between two of known form, apply same procedure used in laying out the ribs. However, the bulkheads need be divided into only six or more equal spaces rather than ten. This method holds only for straight tapered fuselages. If the fuselage contour is curved, follow Fig. 3 procedure.

Figure 3. From a full-size side view and top view of the fuselage, bulkhead depths and widths are taken. The largest and the smallest bulkheads are drawn in first, using the desired cross sections. Measure the sizes of the intervening bulkheads and sketch in their tentative outlines superimposed on the patterns of the two originally determined. Once you have the proper-looking contours properly spaced, draw the final accurate outlines.

It sounds hard the first time you read it, but check each step with the figures as you go along and you'll soon catch on.



D.C. MAXCUTER'S 81 SUMMER FUN FLY

Sept 12
9:00 to 6:00



AMA SANCTION
#404

CONTEST DIRECTOR

ALLAN SCHANZLE
8311 Exodus Dr.
Gaithersburg MD. 20760
301 840-9883

EVENTS

FAC SCALE: Judging starts at 11:00. Qualifying flight must be made by this time.
FAC JUNBO SCALE: 36" minimum span for monoplanes, 30" for multiwings. Same restrictions on time as for FAC SCALE.
FAC CO. SCALE: All FAC scale event for CO, power only. Limit of 3 cc tank per engine (6 cc for two engines, which can be incorporated as two 3 cc tanks or one 6 cc tank. 10 cc limit for three engines). Note: 2 cc tank for Brown peanut engine. Time as above.
MASS LAUNCH:

THE RACES 1:30 PM. Single launch for Thompson and Greve planes.
 WW-I 2:00 PM, Biplanes only.
 WW-II 3:00 PM, Maxcutter rules.

GOLDEN AGE 4:00 PM. See new rules noted in this issue, pg 3.
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 sole 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.

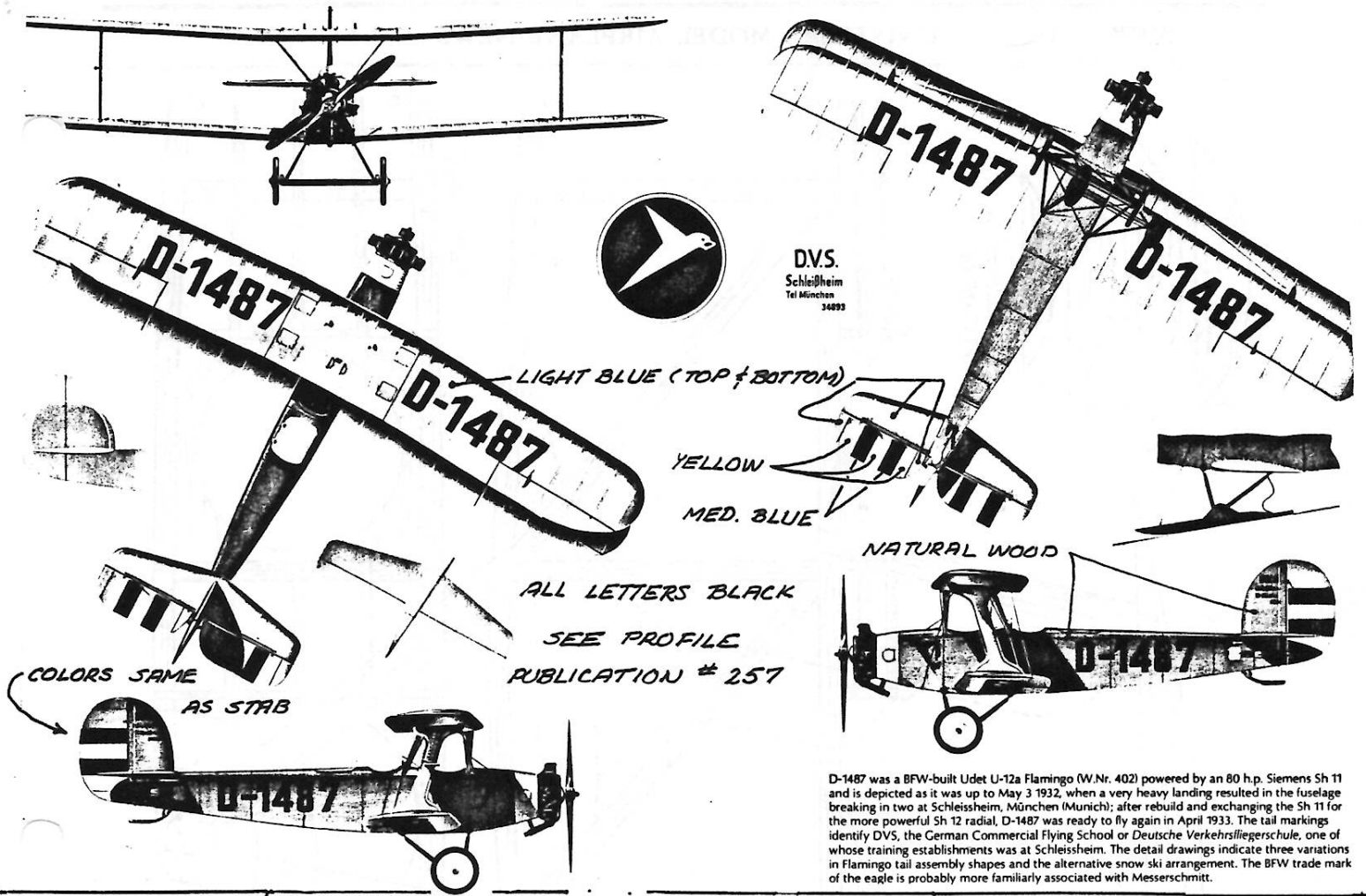
CATAPULT GLIDER:

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

EMBRYO: As per FAC.

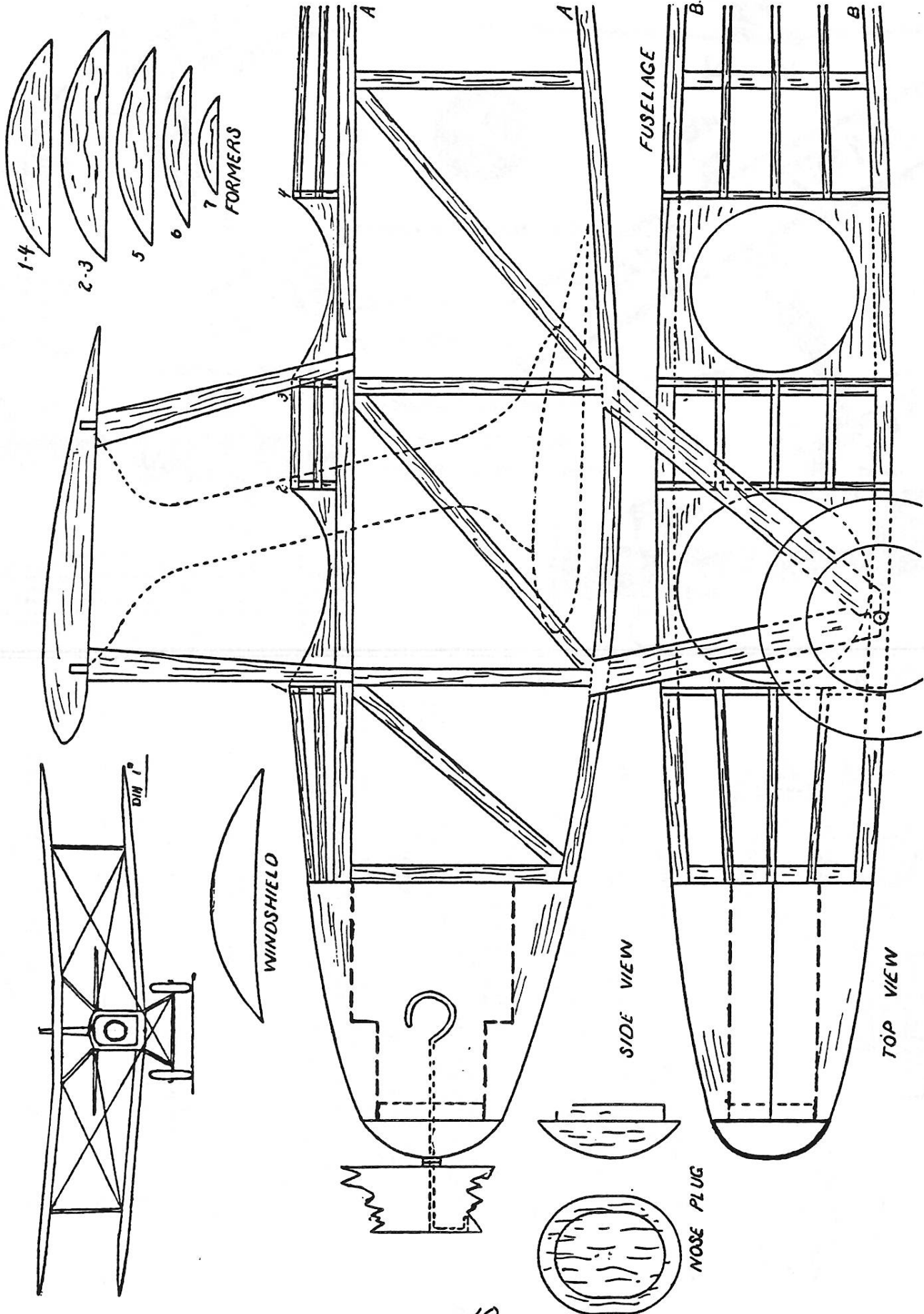
NOTE: THE 40 POINT MINIMUM WILL BE RIGOROUSLY ENFORCED BY THE CD FOR THE MASS LAUNCH AND TRANS-COMSAT EVENTS. BRING DOCUMENTATION!!

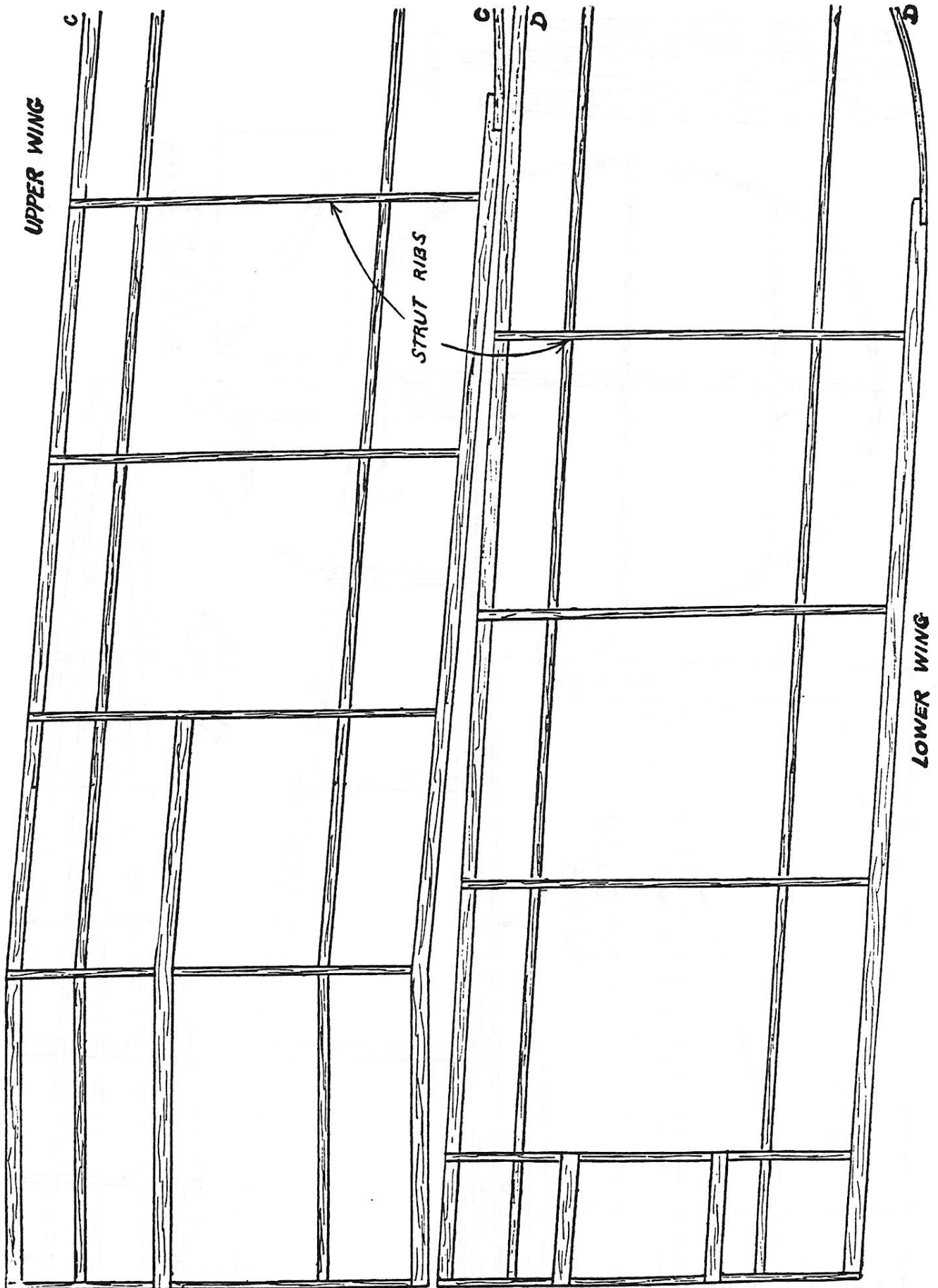
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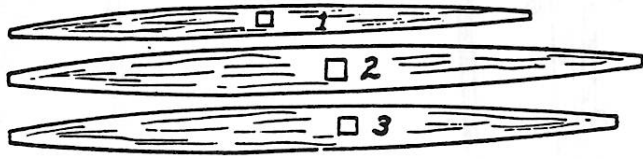


D-1487 was a BFW-built Udet U-12a Flamingo (W.Nr. 402) powered by an 80 h.p. Siemens Sh 11 and is depicted as it was up to May 3 1932, when a very heavy landing resulted in the fuselage breaking in two at SchleiBheim, München (Munich); after rebuild and exchanging the Sh 11 for the more powerful Sh 12 radial, D-1487 was ready to fly again in April 1933. The tail markings identify DVS, the German Commercial Flying School or Deutsche Verkehrsfliegerschule, one of whose training establishments was at SchleiBheim. The detail drawings indicate three variations in Flamingo tail assembly shapes and the alternative snow ski arrangement. The BFW trade mark of the eagle is probably more familiarly associated with Messerschmitt.

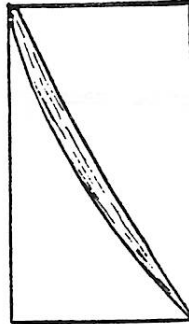
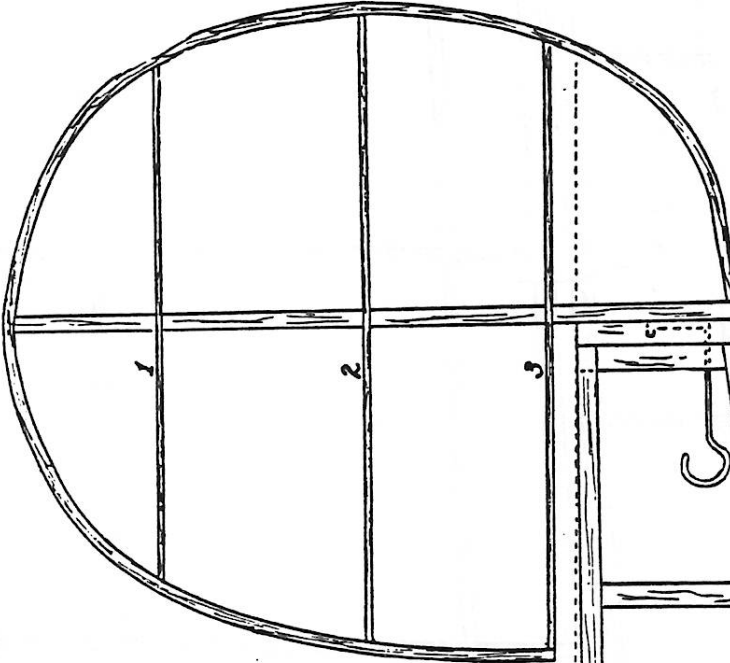
UPTIGHT MODELERS UNWIND AT COMSAT!!!!
 (Compliments of
 Dudley Prisel)



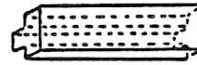




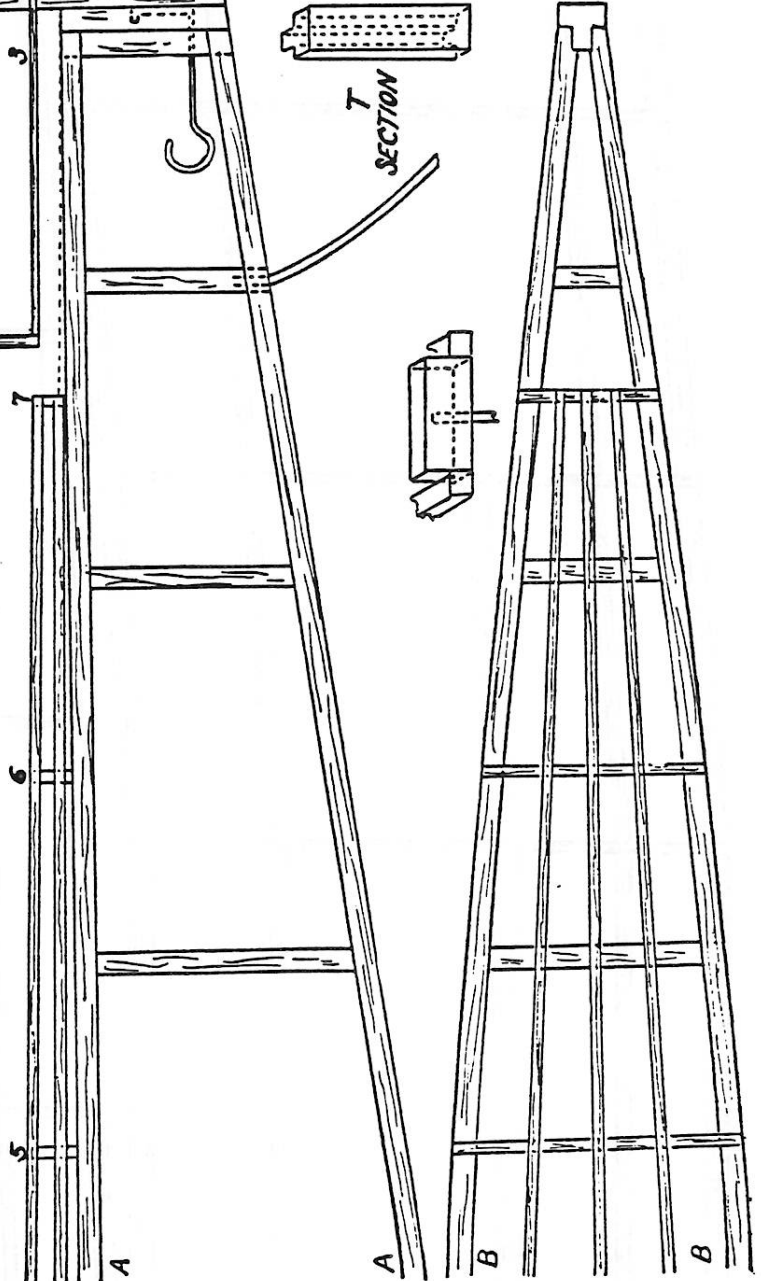
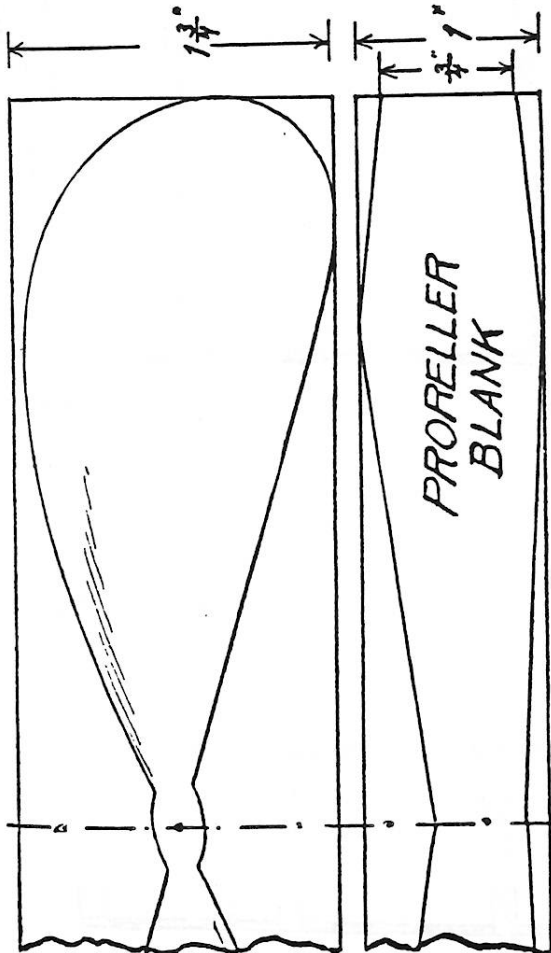
RUDDER
RIBS

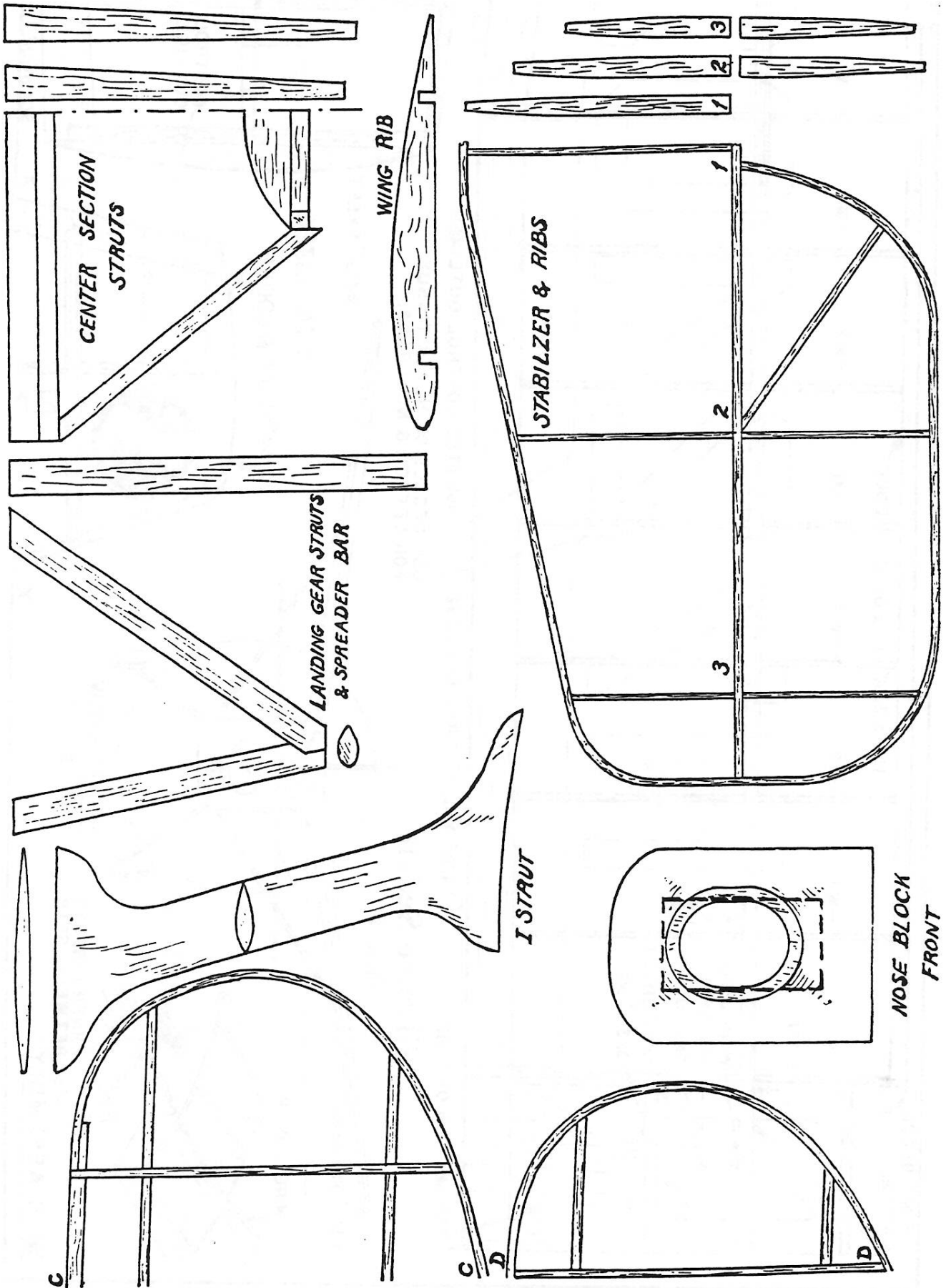


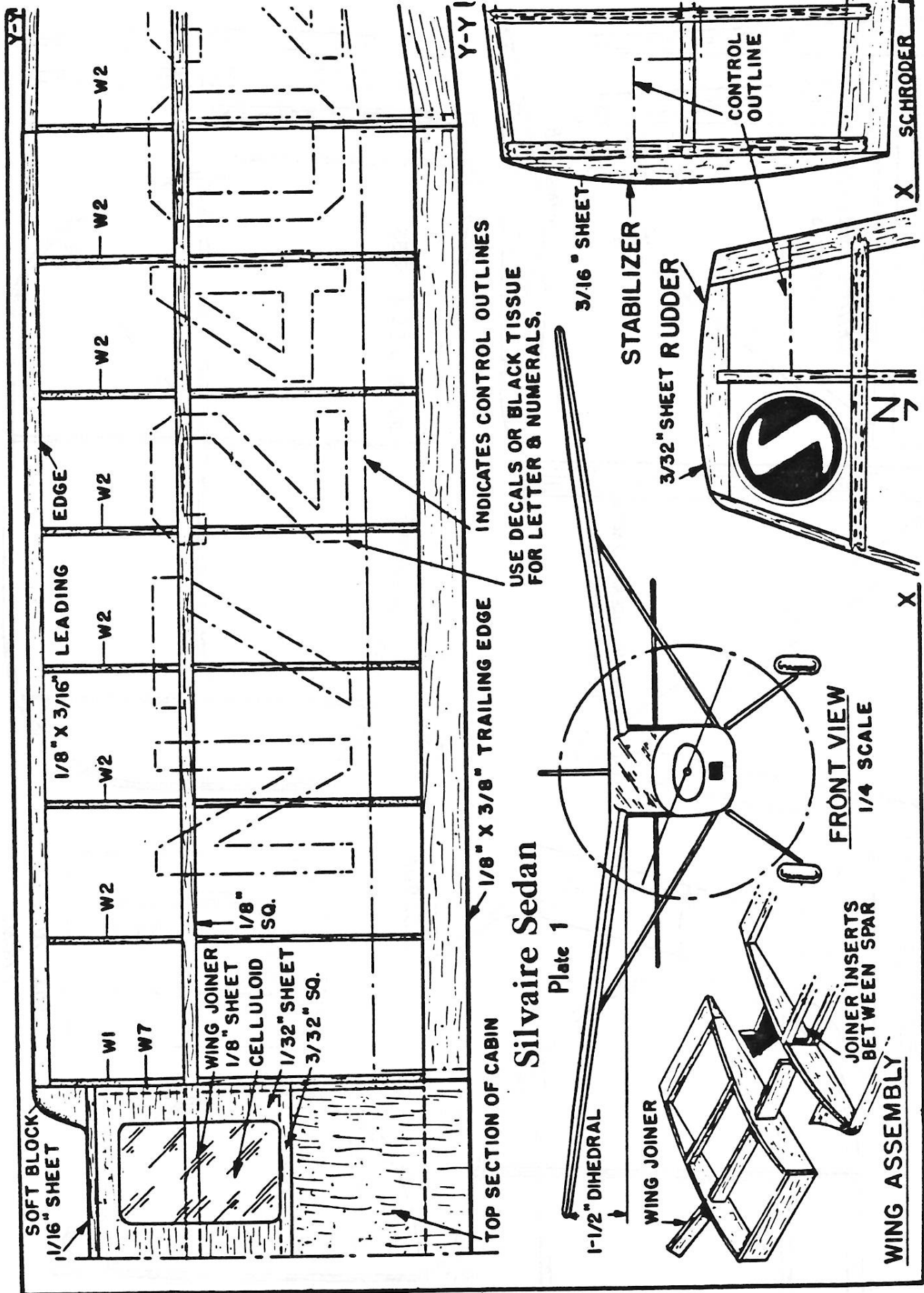
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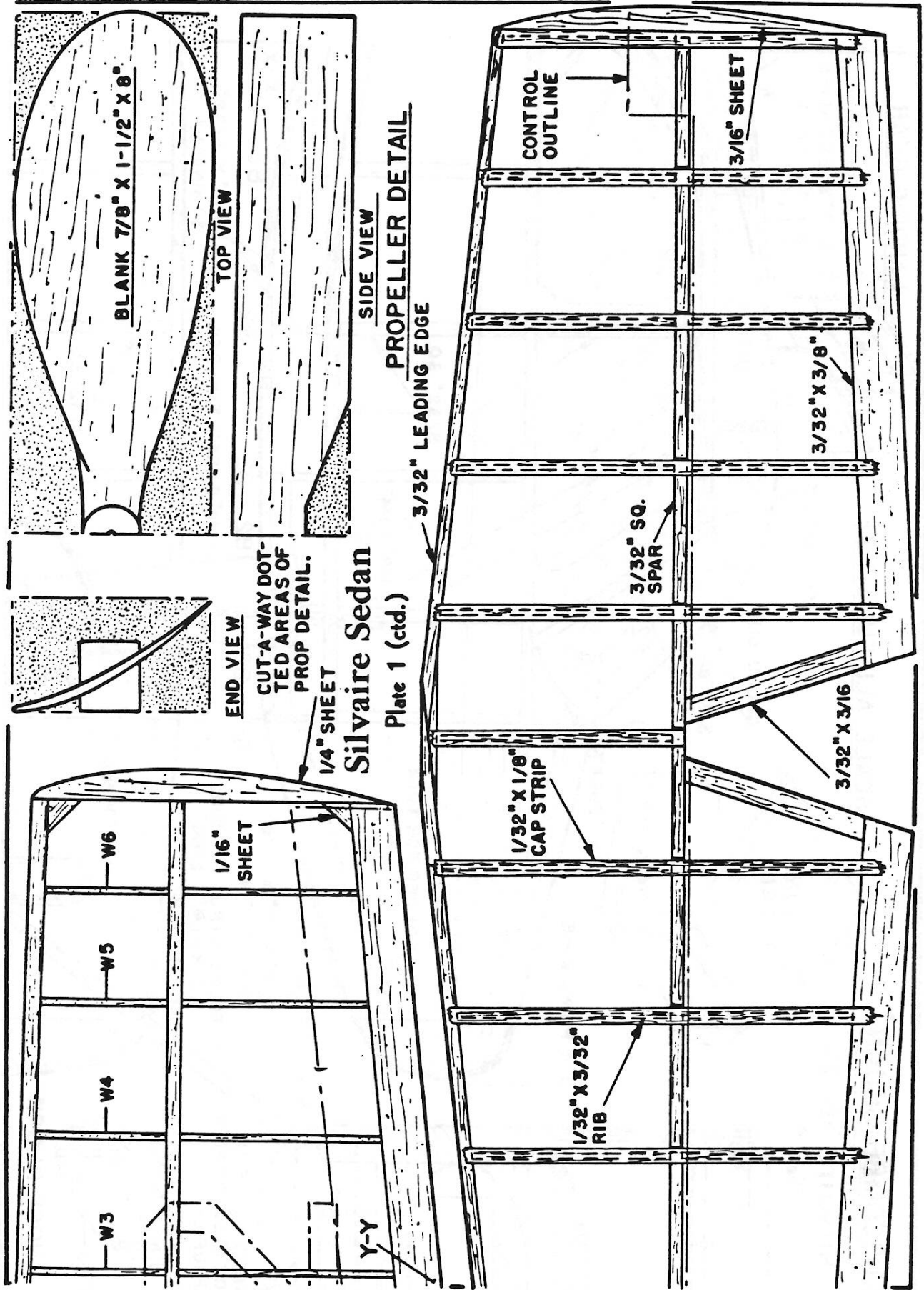


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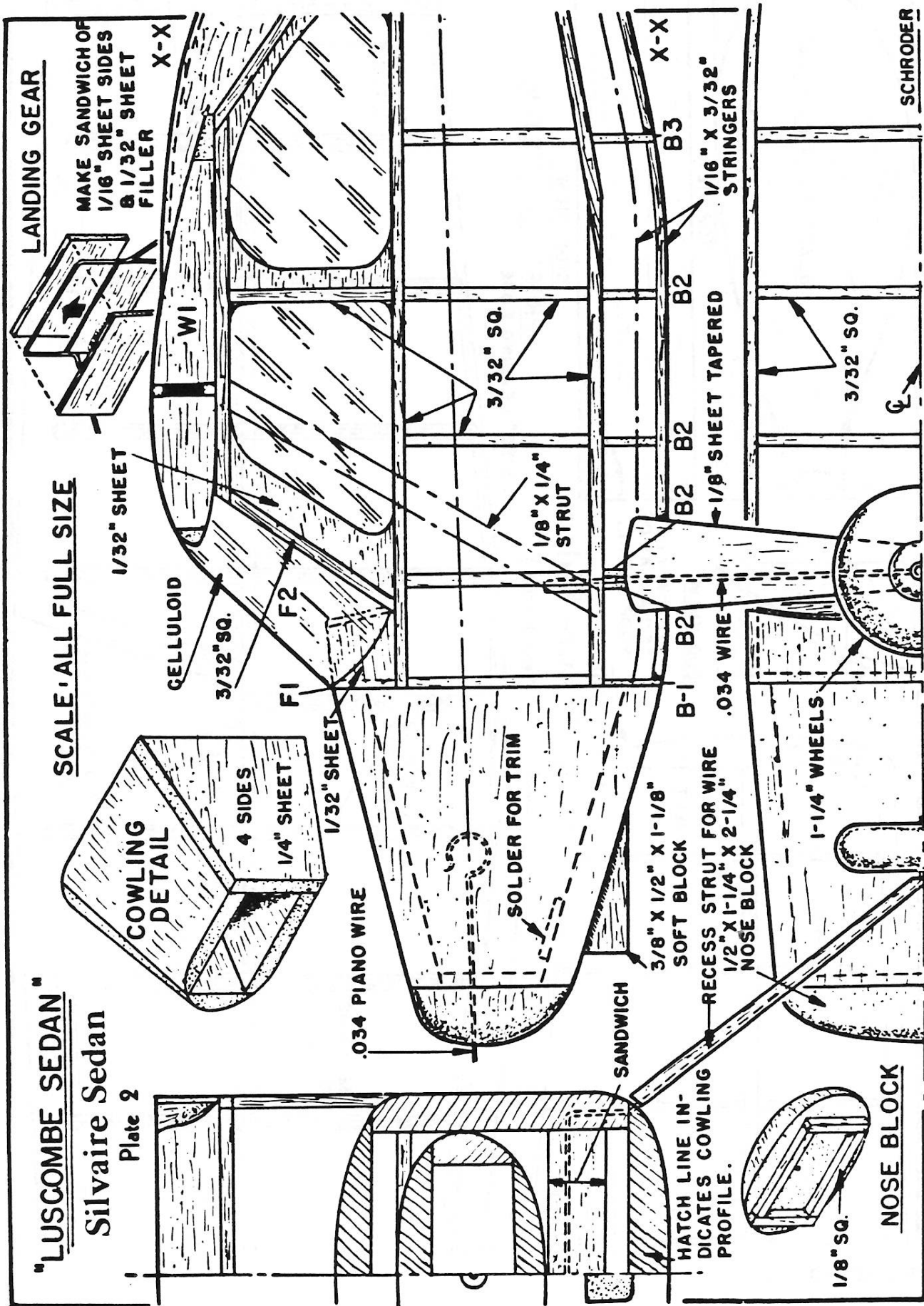


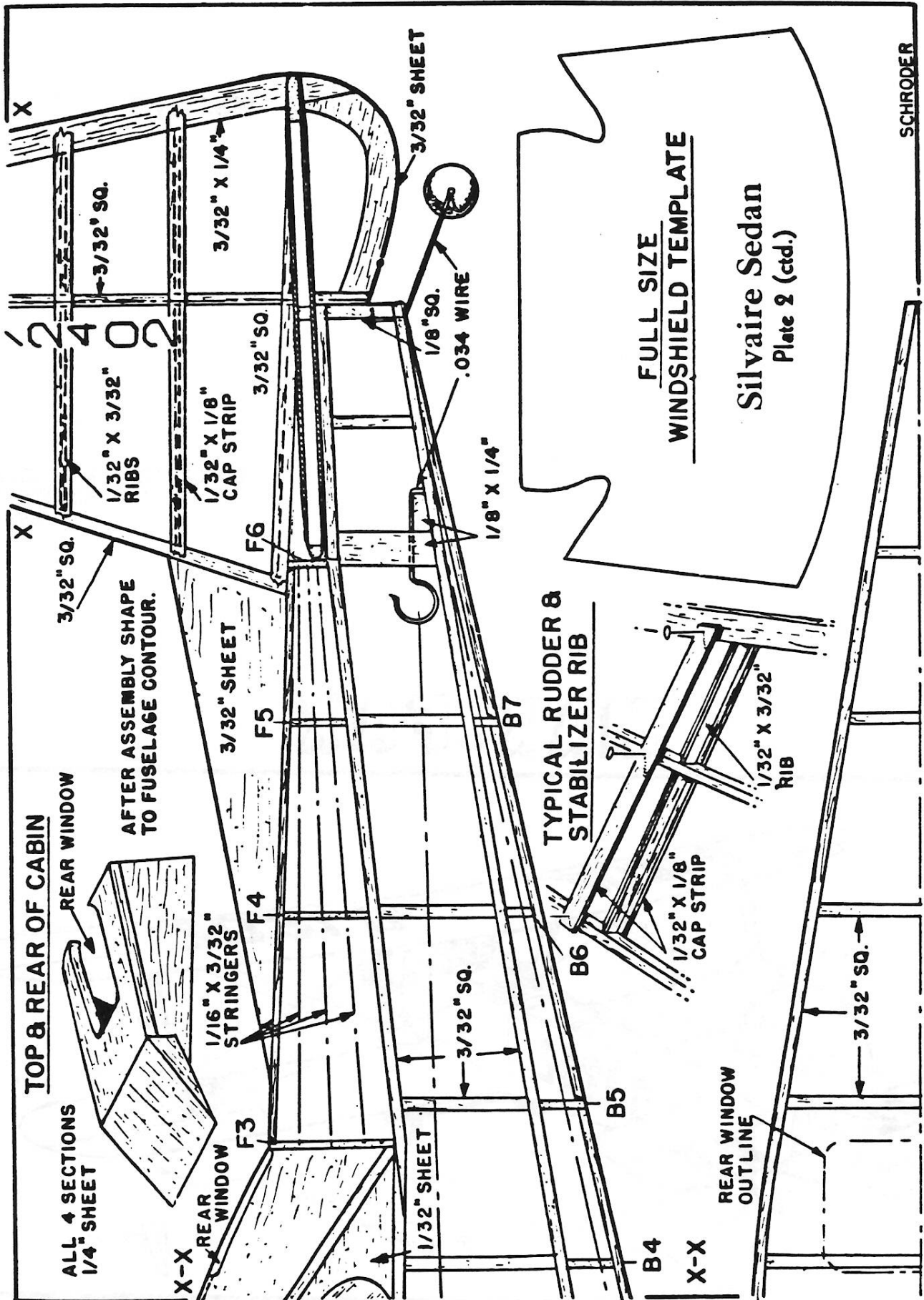


"LUSCOMBE SEDAN"

Silvaire Sedan

Plate 2

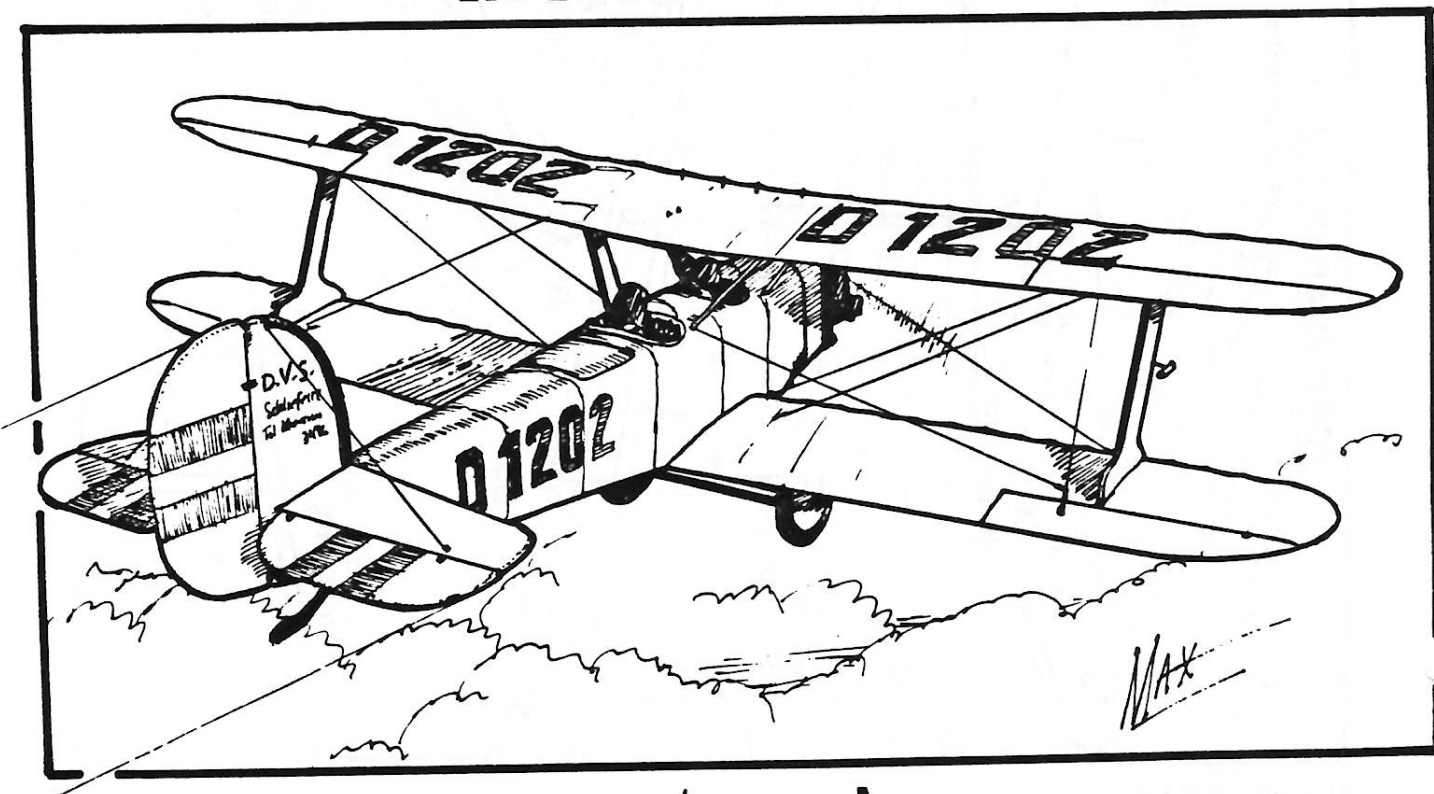




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