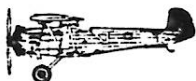
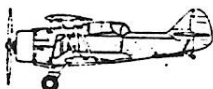


Wright F2W-2



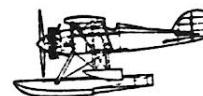
Boeing F3B-1



Vought XF3U-1



Vought XF2U-1



Wright F3W-1



Curtiss F8C-4

# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXCUTERS

SEPT/OCT 1982

## 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

## PRESIDENT

DUDLEY PRISEL  
5118 Alfred Drive  
Waldorf, MD 20601

## SECRETARY

GLEN SIMPERS  
RT 1, Box 367  
White Plains, MD 20695

## TREASURER

ALLAN SCHANZLE  
8311 Exodus Drive  
Gaithersburg, MD 20760

## 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.

## UPCOMING EVENTS

SEPT 11: Maxcuters Summer Fun Fly, Comsat. See Flyer in this issue. RAIN  
DATE Sept. 12.

EVERY FRIDAY EVENING: Fun Fly at COMSAT.

## CLUB NEWS

ALLAN SCHANZLE

WELL, FOLKS, The FAC NATS have come and gone again. As usual, it was a memorable experience, with the renewal of many old acquaintances. And, as was the case two years ago, it was hot-really hot. The worst part was the wind that kept most of us looking for young bodies to act as "go-phers." I still owe one of our local teen-agers a dinner for chasing in one of the mass launch events. And to those who offered us a cool drink or a sandwich, we thank you.

Elsewhere in this issue you'll find a list of the top five in each event. Please note that the grand national champion is not Don Srull, as was announced at the ceremonies, but Dave Rees. Somewhere along the hot and arduous trail of tabulating the results, one of Dave's wins was left out of the calculations, so the winner was announced as Don Srull.

But within a day or so the error was discovered, and by the time you read this, the magnificent two foot tall trophy will be in the hands of it's owner. Dave, on behalf of all your fellow MAXECUTERS we congratulate you for an outstanding performance.

The local MAXECUTERS did their fair share to uphold their reputation.

Don Srull : 1st Jumbo Scale  
1st FAC Power Scale  
2nd FAC Scale  
2nd WW I  
5th FAC GHQ Peanut Scale  
Mike Escalante: 2nd WW II  
Allan Schanzle: 2nd FAC Power Scale  
Dan Driscoll : 3rd Golden Age  
Rolf Gregory : 5th WW I Peanut  
Scott Paisley : See the photo page for Scott's prize.

There were quite a few FAC NATS patches left unsold. If you failed to get one of these while at Johnsville, or were unable to attend and would like a piece of memorabilia, you can still acquire them from Charles Danila, 12111 Covert Rd., Philadelphia PA 19154 for \$2.00 each. They came in two sizes: 8" x 4" (Printed with "Flying Aces Club") and 4" x 2½" (Printed with "FAC NATS 1982"). Please specify your preference and include a self addressed and stamped envelope.

I think that a special thanks should go to the C.D., Bob Leishman, and all his help. The whole affair was run very well, and I heard no mumbling. Bob handled the problem with the Navy (dealing with crossing one of the runways) with superb diplomacy and tact. I doubt that the Navy has any reason at all to object to the behavior of all FAC'ers. Thanks, one and all.

Perhaps a side note should be injected. As noted in a previous issue of MAX-FAX, Tom Schmitt took a zillion pictures, some of which are to be included in the October issue of FLYING MODELS. My understanding is that Dave Rees is writing the commentary. It seems appropriate that this magazine is willing to give space to the Flying Aces Nationals, since FLYING MODELS descended from the old FLYING ACES magazine. Many of Tom's photos will also be found in this issue, and while no exact duplicates will be found in both publications, similar viewings cannot be avoided if an all inclusive coverage is to be presented. If you don't currently subscribe to FLYING MODELS, be sure to pick up an issue at your local hobby shop. Let's help to support those that support us.

I can't help but inject a personal opinion dealing with the spirit of the FAC....FUN!! The most obvious example of this, as I saw it, goes to Dave Stott, co-founder of the contemporary FAC. Dave flew a B-25 in WW-II and made a more than reputable showing (8th place). The way I see it, Dave exemplified the whole idea of the FAC. Somehow, I get the feeling that Dave was the real winner of WW II. Sir, to you I tip my hat. Let's hope we can all learn by your example.

SO MUCH for the FAC NATS. There were some other happenings in the past few months. For example, our local 16 year old Mike Escalante, who took 2nd in WW II at the big bash in Johnsville, also took 1st place in the Grand Peanut contest at West Baden for the "JR-SR WAR PLANES" events. Well done, Mike!

THIS ISSUE will be dominated by the pictorial coverage of the FAC NATS. And as usual, we thank Tom Schmitt for his endless hours in the dark room. It's the quality of the photo pages that gives MAX-FAX it's own brand of character. Thanks again, Tom.

Allan Schanzle gives us the feature plan for this issue; a reduction and structural modernization of a Polikarpov R-5 originally published by Elmer Pilzer in the June 1934 issue of MODEL AIRPLANE NEWS. Verification of outlines for Russian aircraft of this vintage (1920-1935) is tough, and seldom do any two sets of three views agree. Only two photos were found, so if you

have additional infor on this nearly ideal biplane, forward it to MAX-FAX and share with fellow club members. Oh yes, this model was built for indoor use, and very thin and light wood was used throughout. The final weight, without rubber, was 15 gm., or just about 1/2 ounce.

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### PHOTO PAGES

Tom Schmitt

1. The plan of this issue - Allan Schanzle's Polikarpov R-5.
2. Two stalwarts of the FAC movement - Dave Stott with his DH 4A and Joe Fitzgibbon of Golgen Age Reproductions.
3. Wouldn't you know - the photographer leaves the editor the job of writing the caption for this pic. I've got at least ten, but all would require a plain brown wrapper for this issue. Let's try,.....no, we can't print that either. Maybe if we wrote a "straight" caption - heaven forbid. First, the facts. Miss FAC, the very lovely Cheryl Danila, holds for local teen-ager Scott Paisley. And now, Scotty 'ole boy,.....which is wound up more - the Stormavik or you? Looks as if Scott went after the real "prize" of the contest. Throb, throb. I can hear your heart doing at least 170 beats per minute. Hey Scott - check the club news section for her address. (Don't ever say I didn't do you a favor,....stud!)
4. Genial Bill Brown, the father and Godfather of CO<sub>2</sub>, has not missed an FAC NATS.
5. MAXECUTER plans are built, by golly!!!! Dave Rees with Stew Meyer's peanut Albatross D-1.
6. Sticks and wires GALORE - Rowland Hoot launches his CO<sub>2</sub> Dunne.
7. Mark Fineman and his pseudo folding wing Nitikin - Shēvenko Russian fighter.
8. The object of Mark's attention - Dennis Norman's Bear overhead. (Is this ever a class photo! Ed.)
9. Allan Schanzle with desert combat attire and his high flying CO<sub>2</sub> Fokker DR-1
10. Don Srull's Jumbo Santos Dumont ready to launch into orbit.
11. Another canard of more recent vintage. Tom Sandor and his Varieze.
12. Clarence Chapman, all the way from Chicago, with his CO<sub>2</sub> Sopwith Triplane.
13. John Stott and his Cessna CR-3.
14. You have to see it to believe it. Leon Bennett's 7½ foot Moth Minor. Unfortunately, the 24 strands of ¼" rubber went kaboom. Someone described the result as the sound of a watermelon, dropped from 200 feet.
15. Another view of Dave Stotts very pretty Jumbo DH 4A.
16. Charles Schobloher and his Jumbo Curtiss-Wright CW-21 in Dutch markings.
17. Dan Driscoll packs in the winds on his Earl Stahl Howard. Stew Meyers holds.
18. Gorden Roberts with his smooth flying Chambermaid.
19. "Sparky" Bleriot flying Don Srull's electric canard.
20. Fernando Ramos launching his diesel powered Sopwith Snipe.
21. A very pretty and light Jumbo Gadfly by Dave Rees.
22. Nancy and Rolf Gregory - our perennial duo winding the Suzy.
23. Stew Meyers and his Hank Struck 1911 Caudron.
24. Bill Stroman and his electric DH 6.
25. Bill Noonan has saved another aircraft from obscurity - his exquisite Armstrong Whitworth "Ape".
26. Dudley Prisel launches his illfated Focke Wulf 190.
27. Ferrell Paptic with his electric 1907 Bleriot.
28. A fine flying PZL 24 F by Dave Rees.
29. Woody Eggert with competitive SE 5.
30. Walt Eggert busy judging Jumbo FAC. Bob Haight's Samolot in foreground.
31. Glen Simpers holds his TBF.
32. John Gaertner and a CO<sub>2</sub> Sopwith Triplane built by Clarence Chapman.
33. The Trip in #32 doing it's thing.
34. Scott Paisley winds the Jumbo Albatross - Ed Escalante holds, Joe Fitzgibbon looks on.

(continued on page 5)

FAC NATS RESULTS

(The top five in each event)

The following represents an abbreviated tabulation of the results, which were forwarded by the C.D., Bob Leishman. A complete list will probably appear in the FAC NEWS, but you can get one from us by sending a self addressed and stamped envelope to the Treasurer.

\*\*\*\*\*  
\*\* GRAND NATIONAL CHAMPION - DAVE REES \*\*  
\*\*\*\*\*

FAC SCALE

1. Rowland Hoot	Santos Dumont 14 bis	180.5
2. Don Srull	Santos Dumont 14 bis	170.5
3. Dave Rees	Caudron Simoun	154.5
4. Mark Fineman	Curtiss XP-55	153.5
5. Walt Eggert	S.E. 5	149.5

FAC POWER SCALE

1. Don Srull	Beliot 9 (Electric)	193.0
2. Allan Schanzle	Fokker DR-1 (CO <sub>2</sub> )	169.0
3. Ferreil Paptic	1907 Bleriot (Electric)	156.0
4. Bob Clemens	Farman Jabiru (CO <sub>2</sub> )	155.5
5. Dave Rees	Bellanca Skyrocket (CO <sub>2</sub> )	140.5

FAC PEANUT SCALE

1. Dave Rees	Corona Cougar	135.5
2. Gorden Roberts	Fokerts SK 3	121.0
3. Ed Heyn	Koolhoven FK 55	120.5
4. Mark Fineman	IS - 4	120.5
5. Bill Passarelli	Fi-- E	117.5

FAC GHQ PEANUT SCALE

1. Dave Rees	La-- M 10	776.0
2. Dennis Norman	Goon	617.0
3. Dan Briehl	Whitman	590.0
4. Bob Clemens	Farman Mosquito	571.0
5. Don Srull	Waterman Racer	543.0

FAC JUMBO SCALE

1. Don Srull	Santos Dumont 14 bis	175.5
2. Rowland Hoot	Santos Dumont 14 bis	164.0
3. Dave Stott	White Trimotor	160.5
4. Dave Rees	Gadfly	158.5
5. Jack Moses	P-51	136.0

GOLDEN AGE

1. John Stott	Curtiss Robin
2. Ed Heyn	Curtiss Air Sedan
3. Dan Driscoll	Howard GH-1
4. Jim Miller	Piper J3
5. Rowland Hoot	Farman Monoplane



WW-I

1. Walt Eggert
2. Don Sruhl
3. George Meyers
4. Dave Rees
5. Gorden Roberts

- S.E. 5
- D.H. 6
- Euler D-1
- Fokker D-7
- Fokker D-7

THOMPSON TROPHY

1. Rowland Hoot
2. Ralph Kuenz
3. Dave Stott
4. Dan Briehl
5. George Meyers

- Pesco Special
- Lockheed Altair
- Laird Solution
- Cessna CR 3
- Pesco Special

WW-I PEANUT

1. George Meyers
2. Jim Miller
3. Bob Leishman
4. Dave Rees
5. Rolf Gregory

- S.E. 5
- D.H. 6
- S.E. 5
- Albatros D-1
- S.E. 5

GREVE TROPHY

1. Gorden Roberts
2. Ed Heyn
3. Dave Stott
4. Dennis Norman
5. Henry O'Dwyer

- Chambermaid
- Fokkerts Toots
- Tilbury Flash
- Goon
- Suzy

WW-II

1. George Meyers
2. Mike Escalante
3. Fred Ewing
4. Mark Fineman
5. Bob Clemens

- Fairey Barracuda
- Heinkel 100D
- Heinkel 112
- Nitikin-Shevenko
- P-51 B

EMBRYO

1. John Stott
2. Charles Schobloher
3. Rowland Hoot
4. R. Kohfield
5. Dan Briehl

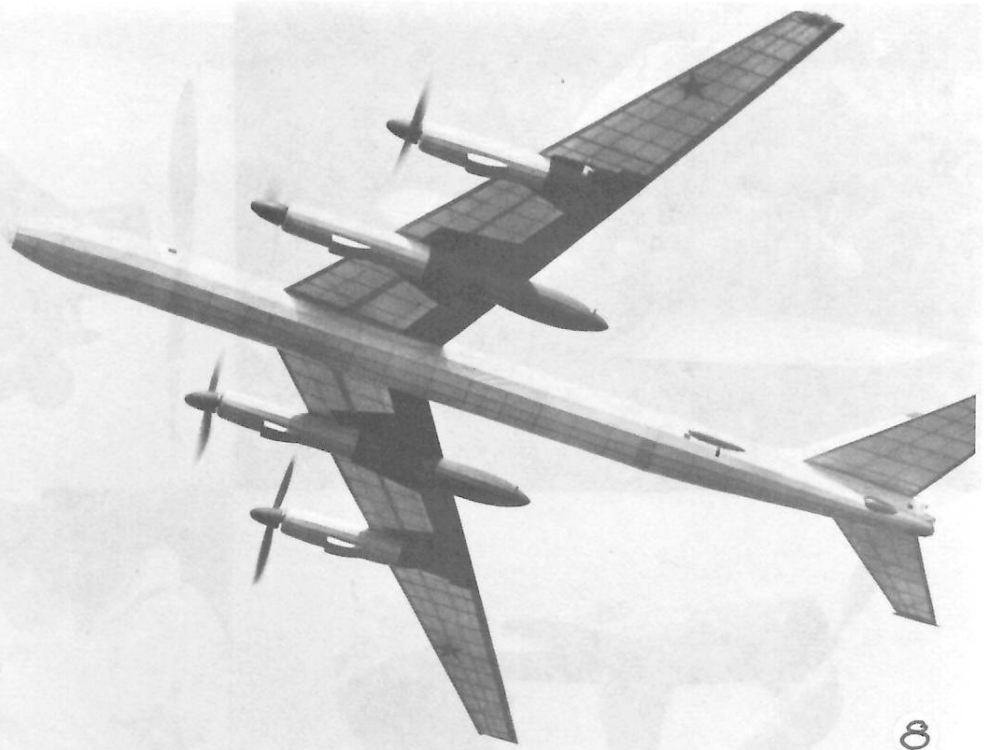
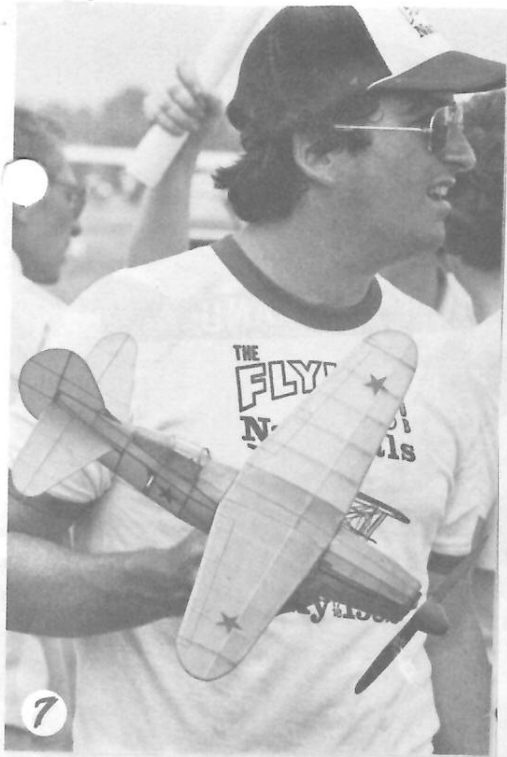
- Eaglet
- Will Power
- Rare Bird
- 
- Debut

PHOTO CAPTIONS

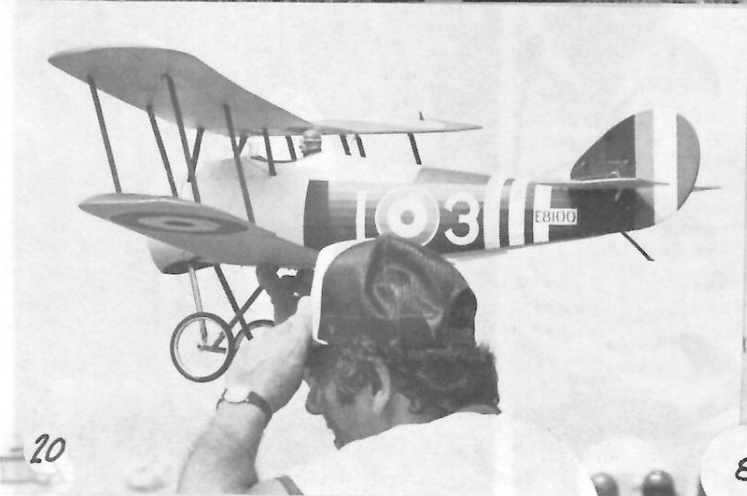
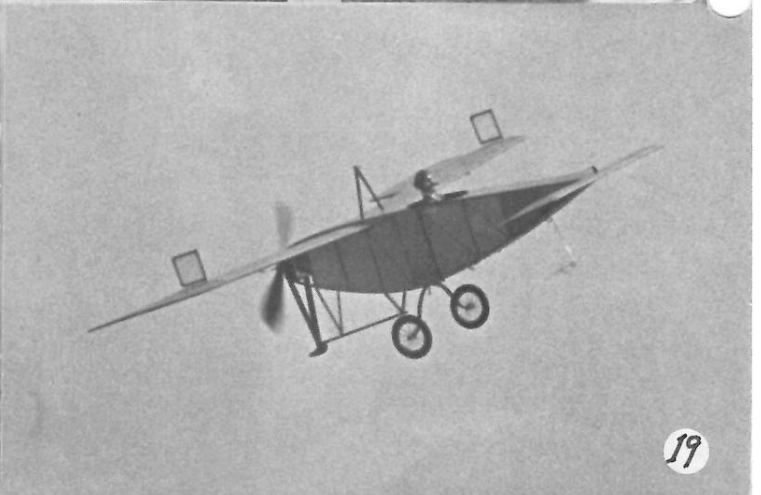
35. Bob Haight launches his Samolot
36. Don Sruhl shakes out the grasshoppers from the Curtiss XF13C.
37. George Meyers surveys the competition while holding the Fairy Barracuda.
38. Another Jumbo 14bis - this one by Rowland Hoot. Santos must be awed by all his clones.
39. Ferrell Papic and Jumbo Cessna Cardinal. The elevator dethermalizer operated by a modified Tomy toy mechanism.
40. Gorden Roberts launching his embryo.
41. Something different. Dave Stott's White trimotor seaplane.
42. Chuck Pawelczyk holding Sal Alu's CO<sub>2</sub> Eaglerock.
43. Bob Clemens whistling while he works. A Cranwell CL3A.

44. Bill Bell gets a little relief from the Sun while launching his Jumbo Taylorcraft.
45. Rowland Hoot can build without wires. A Pesco Special Thompson racer.
46. Fred Ewing and a Heinkel 112.
47. Dennis Norman holds the Russian Bear.
48. Hand over the Sloans' linament - Leon Bennett puts everything into the launch of the Moth Minor.
49. Rowland Hoot's Dunne shows it's flying form.
50. Bob Haight winds his Johnson Uniplane, another obscurity from the Golden Age. See Sport Aviation article in July/August 1982 issue.
51. A farewell smile from Miss FAC, Cheryl Danila. Would anyone dare to miss the next NATS with this kind of host? Thanks, Cheryl.

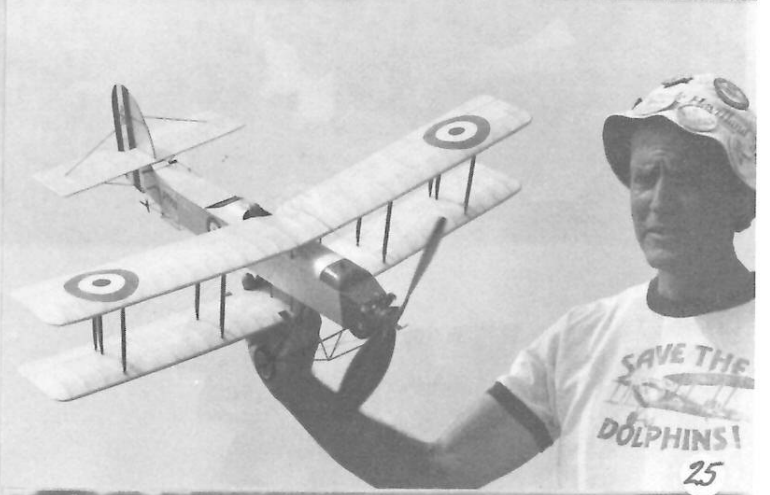
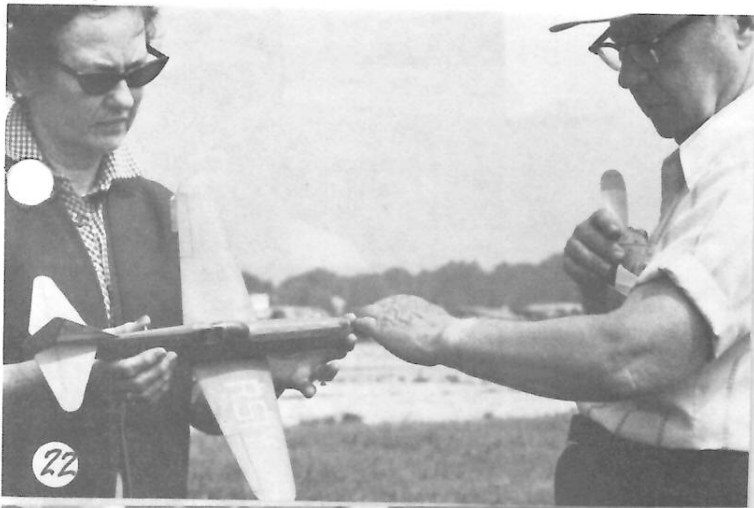


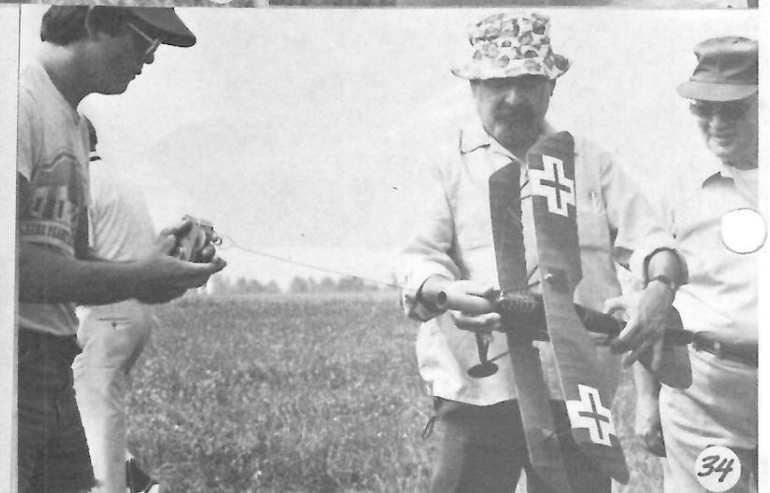
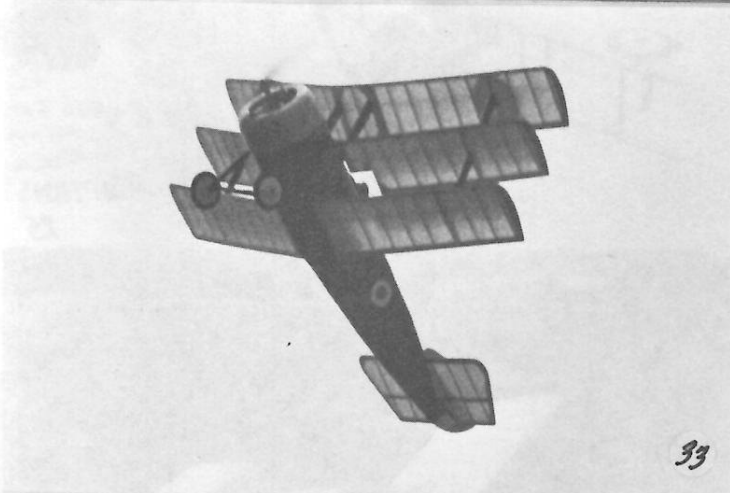


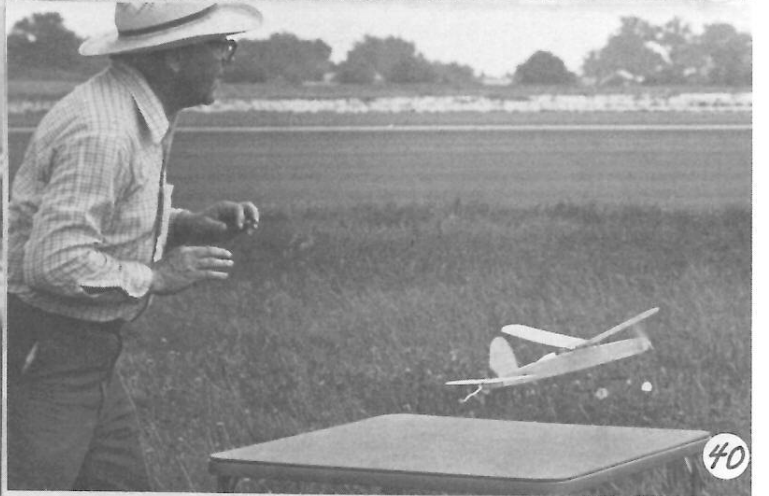




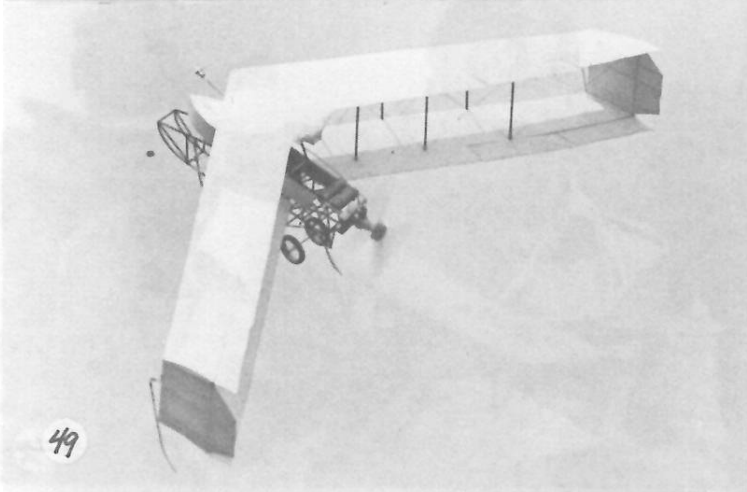














# D.C. MAXECUTER'S '82 SUMMER

## FUN FLY

Sept 11

AMA SANCTION

# 165

CONTEST DIRECTOR

ALLAN SCHANZLE  
8311 Exodus Dr.  
Gaithersburg MD. 20760

301 840-9883



9<sup>00</sup>  
to  
6<sup>00</sup>

### EVENTS

#### FAC SCALE:

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

#### EARL STAHL COMMEMORATIVE:

For Earl Stahl designs. See rules below.

#### FAC CO<sub>2</sub> SCALE:

An FAC scale event for CO<sub>2</sub> power only. Flight points determined by subtracting one point for each second away from a 70 second target time. For example, a 50, or 90, second flight gets 50 points. Highest score of three official flights. NO TANK OR ENGINE LIMITATIONS. Same qualifying time as above.

#### MASS LAUNCH:

THE RACES - 1:00 PM. A single launch for all racers.  
WW-I 2:00 PM Biplanes only.  
WW-II 3:00 PM Maxecuter rules.  
GOLDEN AGE 4:00 PM Maxecuter rules.

#### EMBRYO:

FAC rules.

#### TRANS-COMSAT SPEED AND NAVIGATION RACE:

A repeat of last years coup de grace of the contest. Everybody enters something that will get 40 FAC scale points.

#### H.L. GLIDER:

As per AMA

#### CATAPULT GLIDER:

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

1. The model must be an Earl Stahl design and built to the size intended in the published plan, although changes in structure are permitted to facilitate contemporary materials and knowledge (different prop, nose plug, motor peg location, laminated outlines, sliced ribs, etc.)
2. All planes must have landing gear if one was shown on the published plan (and all of them did)
3. All flights will be made with landing gear in place, but you can make it detachable if you wish to fly the same plane in another event where "gear up" is permitted.
4. Static and flight points will be awarded by FAC scale rules, but, and please note this, THE ONLY BONUS POINTS WILL BE PLUS 10 FOR BIPLANES. We don't want to see 15 Curtiss Ascenders (sorry, Fred E., nothing personal). So bring your high wingers, and fly them in either Golden Age or the Speed and Navigation Race.

# Polikarpov R-5

An early 1930 all-purpose Russian aircraft. Plans have been adapted from those published by Elmer Pilzer in the June 1934 issue of MODEL AIRPLANE NEWS.

ALLAN SCHANZLE

JULY 1982

sliced rib outline

1/16 sheet to anchor exhaust pipes

4 air vents each side

6 inch north pacific prop

recessed louvers radiator

landing gear 1/32 balsa (true length)

laminated outlines

rigging struts 1/16 sq. sanded round

fill in soft balsa

1/32 x 1/16

Cheek Cowl from balsa

1/64 plywood tail skid

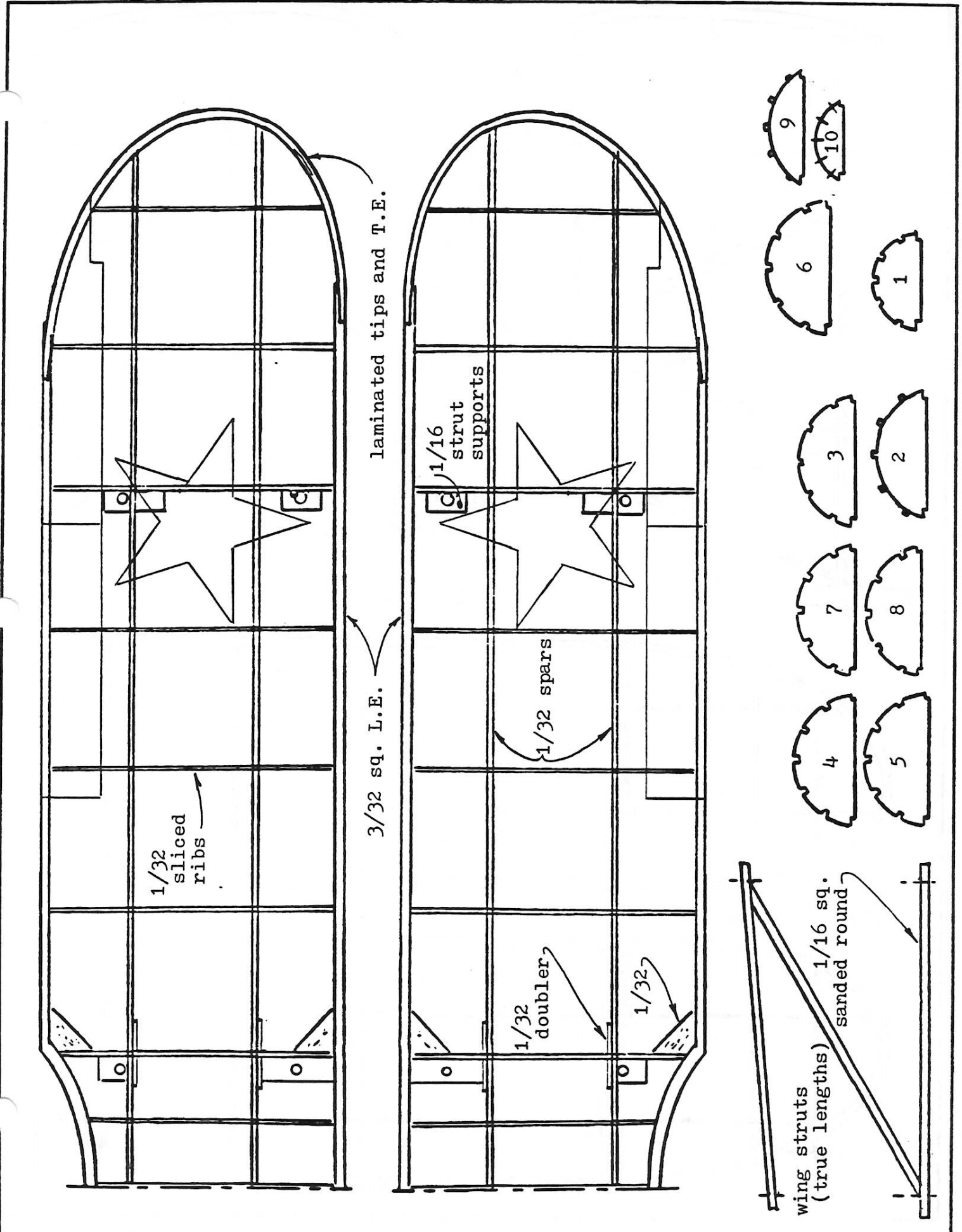
1/64 ply-wood doubler

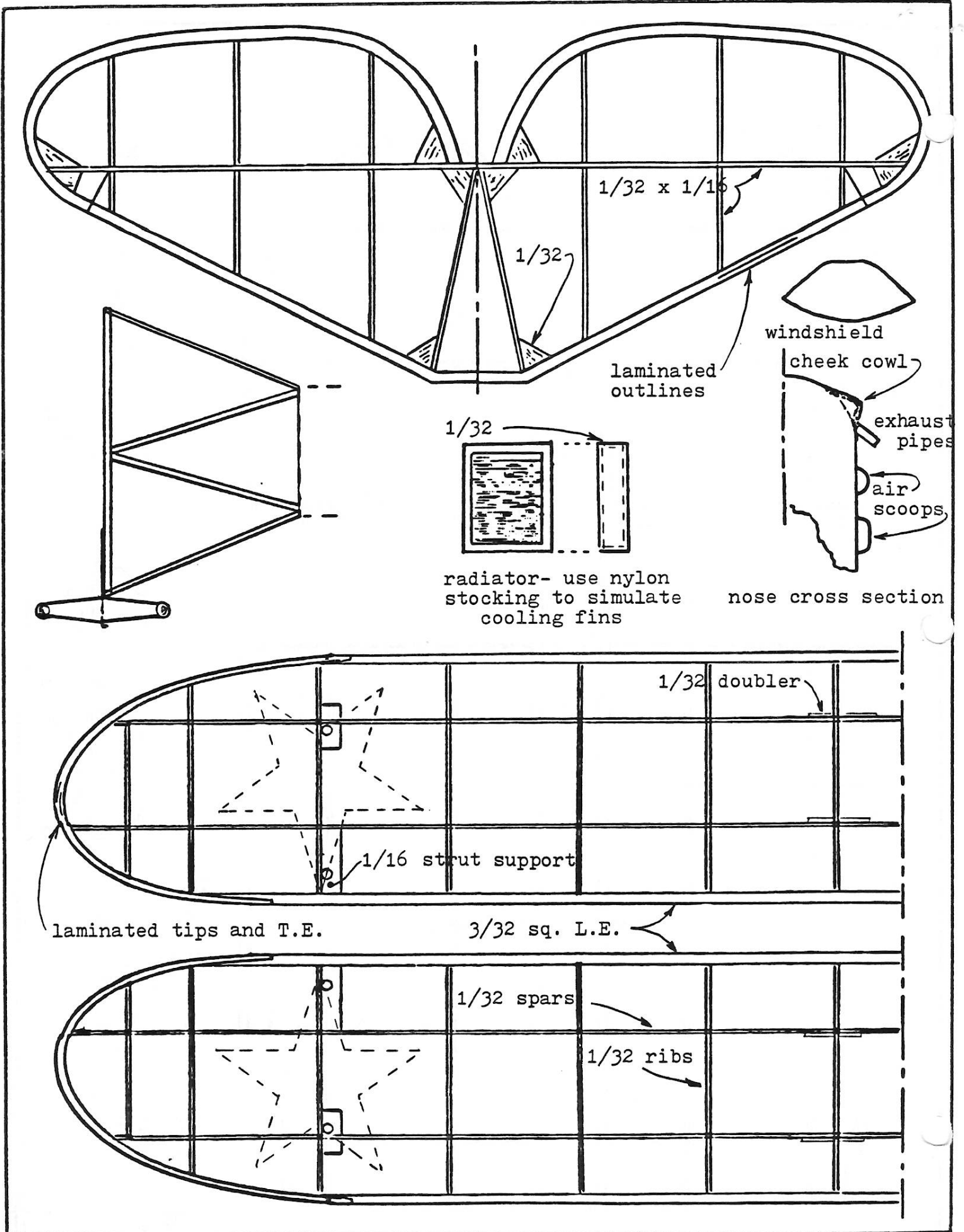
1/16x1/32

1/16 sq.

POWER: 1 loop of 9/64 FAI rubber, 22 inches long.

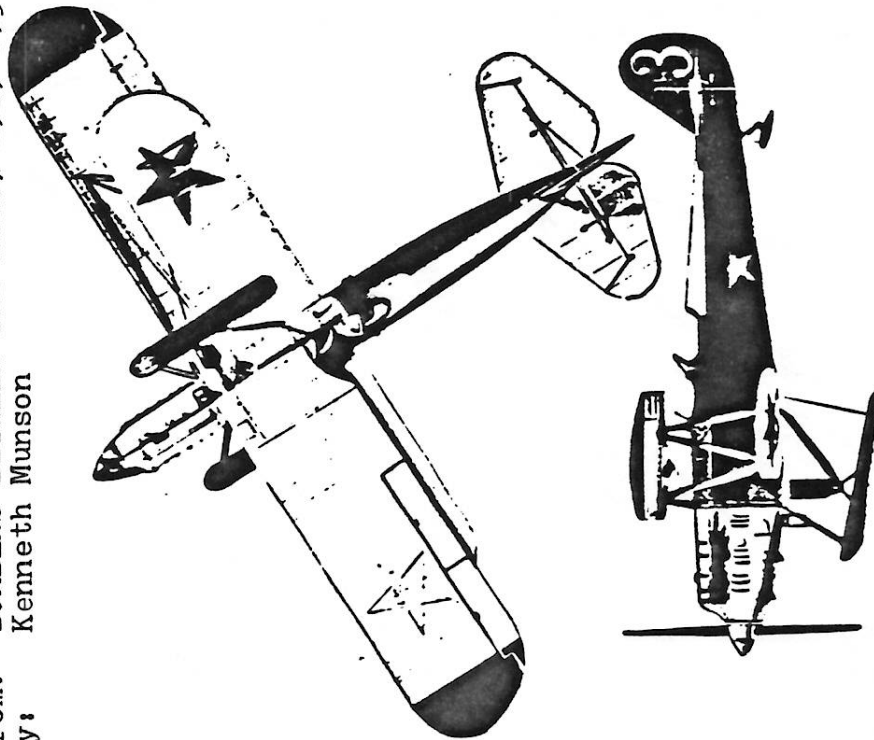
1/16 strut support







From: "MEMBERS BETWEEN THE WARS, 1919-1939"  
 By: Kenneth Munson



4 Polikarpov R-5 of the Soviet Air Force, ca 1931-32. Engine: One 600 hp M-17 12-cylinder Vee type. Span: 50 ft 10 1/2 in. (15.50 m). Length: 34 ft 7 1/2 in. (10.555 m). Height: 10 ft 8 in. (3.25 m). Take-off weight: 6,515 lb (2,955 kg). Maximum speed: 142 mph (228 km/hr) at 9,843 ft (3,000 m). Operational ceiling: 20,997 ft (6,400 m). Range: 497 miles (800 km). Armament: One 7.62 mm PV-1 machine-gun on port side of upper front fuselage and one 7.62 mm DA-1 gun in rear cockpit; up to eight 44 or 66 lb (20 or 30 kg) bombs beneath lower wings.

4 Polikarpov R-5  
 In production and service for the greater part of a decade following its first appearance in 1928, the R-5 was probably the most widely built and certainly one of the most widely used reconnaissance-bomber/general-purpose acroplanes to appear during the years between the two world wars. It was a contemporary of such other European

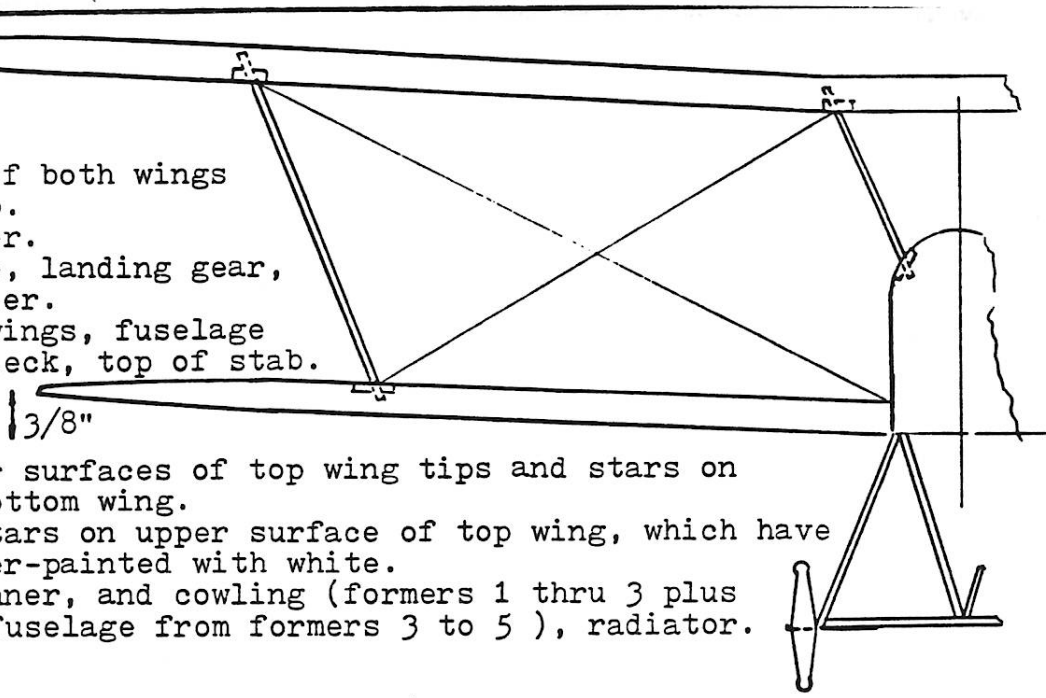
types as the Fokker C.V, Potez 25 and Westland Wapiti, and is claimed to have been better than all of them. Some six thousand R-5's are thought to have been built, in a multitude of variants for almost every conceivable military and civil task. The R-5 successfully completed its state acceptance trials in 1930, and entered production

later that year, initially in the capacity of a *razvedchik* or reconnaissance-bomber aircraft, powered by a 500 hp M-17B Vee-type engine. This was followed in 1931 by a *shтурмовик* (assault) version, carrying a 1,102 lb (500 kg) bomb load and heavily armed with five forward-firing 7.62 mm PV-1 machine-guns plus two DP guns of similar calibre mounted in the rear cockpit. Two new models, powered by M-17F engines, appeared in 1933. One of these was the R-5S reconnaissance-bomber, with streamlined wheel fairings and other detailed improvements; the other was the single-seat R-5T torpedo-carrying version, fifty of which were built during 1935 for the Soviet Naval Air Service. Another naval version, for reconnaissance, was the R-5a or MR-5, a twin-float seaplane with increased fin area and M-17B engine. All versions could equally easily be fitted with a ski landing gear. Large numbers of R-5's were also built for Aeroflot, many of them with enclosed front cockpits and a small passenger cabin in an enlarged rear fuselage. Others served in the ambulance and training roles both with Aeroflot and with the Soviet military services. Polikarpov R-5's saw operational service in two quarters during the latter half of the 1930s. In the Spanish Civil War those flying in support of the Republican forces were nicknamed 'Natasha'; other R-5's were engaged in combat against Japanese aircraft in the clashes in Mongolia in 1938-39. Many remained in service after the outbreak of World War 2 and were encountered particularly during the 'winter war' with Finland of 1939-40.

COLOR SCHEME

Light gray: Bottom of both wings and stab.  
 Yellow: "3" on rudder.  
 Dark green: Fuselage, landing gear, and rudder.  
 White: Top of both wings, fuselage turtle deck, top of stab.

Red: Upper and lower surfaces of top wing tips and stars on fuselage and bottom wing.  
 Light red (pink): Stars on upper surface of top wing, which have been over-painted with white.  
 Aluminum: Prop, spinner, and cowling (formers 1 thru 3 plus top of fuselage from formers 3 to 5), radiator.



FIRST CLASS

8311 Exodus Dr.  
Gaithersburg Md. 20879

SEPT  
OCT 1982

# max-fax

