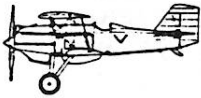
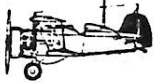




Vought VE-7SF



Curtiss F6C-3



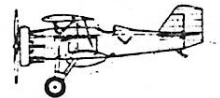
Boeing F4B-4



Curtiss BF2C-1



Curtiss TS-1 (FC-1)



Curtiss F6C-4



Boeing XF5B-1



Boeing XF6B-1

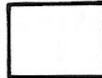
MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS
JAN/FEB 1983

MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$8.00 per year for residents of the U.S.A., Canada, and Mexico, and \$11.00 for all other countries. 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

DAN DRISCOLL
2000 S. Eads St., #301
Arlington, VA 22202

SECRETARY

TOM SCHMITT
11014 Marcliff Road
Rockville, MD 20852

TREASURER AND NEWSLETTER EDITOR

ALLAN SCHANZLE
8311 Exodus Drive
Gaithersburg, MD 20879

UPCOMING EVENTS

CHESTER PA INDOOR CONTEST: See note in Club News.

MAXECUTER INDOOR CONTEST: March 12 1983. NOTE: This will be a one day contest this year. See flyer in this issue.

BULL SESSION: Feb 19 1983 at Ray Rakow's home, 9111 Crosby Rd., Silver Spring, MD. Phone: 588-0317.

1983 MAXECUTER SUMMER FUN FLY: Sept. 10 1983.

KENNEDY H.S. INDOOR FLYING DATES:

These dates are tentative. Confirmation a few days before the flying is suggested. These are FRIDAY'S. Times are 7:00 to 10:00 PM

Jan. 7, 21.

Feb. 4.

** LAST MINUTE UPDATE **
** WE HAVE KENNEDY H.S. ON DEC. 28, **
** A TUESDAY EVENING, FROM 7:00 to **
** 10:00 PM. **

CLUB NEWS

ALLAN SCHANZLE

I REGRET to report that the second annual SWAP-'n-FLY, scheduled at the outstanding indoor site of the SUN OIL CO in Chester PA, will not be held. Rowland Hoot, who CD'ed the thing last year, sent the following message.

"Because the SUN OIL CO has decided to charge rent this year, the contest will be postponed or cancelled. We do not believe we can raise the requested daily rate of \$1000.00"

Rumor has it that Rowland is collecting "halves" of SUNOCO credit cards, which will be forwarded to the money-hungry folks at SUN OIL. If you care to contribute to this small expression of "kiss-off", send your half to Rowland at 1422 Gary Terrace, Westchester PA, 19380.

BOY-OH-BOY!!! Talk about 'ole Edsel Murphy following us around! In the last issue of MAX-FAX, we gave special mention and a map for Jim Booker's Hobby House in Mt. Airy MD. Well, in the one week that the last issue of the newsletter went to the printers and was mailed, Jim moved to the Frederick Mall, on Rt 40, about a mile west of Rt 15. His new location is just down the hall from J.C. Penny's. If you're in the Frederick area, stop by and tell him MAX-FAX sent ya.

THE BILL WINTER commemorative FAC event (see the NOV/DEC '82 issue of MAX-FAX for details) looks like it's gaining momentum. Several of our distant members in northern Ohio and the Boston area have inquired about sending models to be proxy flown. This sounds like a good idea, but we'll have to set down some rules to keep this thing from getting out of hand.

1. We will accept models to be proxy flown only from individuals who live more than 200 miles from the Washington DC area.
2. The model must be received at least two weeks before the contest.
3. Flight instructions must be supplied. We also suggest you send several extra rubber motors.
4. If you want the model returned to you, the necessary postage must be included.

WHILE WE'RE ON the subject of the 1983 Summer Fun Fly, we've decided to add another special event - a "ONE DESIGN" competition. This is being promoted by Dan Driscoll. The model is called the FLYING ACES MOTH, originally published in the August 1937 issue of FLYING ACES. The plans are included in this issue, as well as a picture on the photo pages. So, get cracking, and inhale some good 'ole balsa dust. The model in the picture used the adjustable thrust line technique given by Rolf Gregory in the last issue of MAX-FAX. That, guys, is a bloody clever technique, and really works.

The rules for this event are simple:

1. The model must be built according to the plans (no sliced ribs or laminations) except the following, which may be constructed as desired.
 - a. Thrust bearing and nose block.
 - b. Rear motor mount.
 - c. Wing hold-on technique.
2. Any type of non-folding prop may be used, including plastic.
3. Small gussets may be added.
4. Flight rules are the same as for Embryo, with two awards.
 - a. Best flight score.
 - b. Best appearance for the model that had at least one official flight.

DO YOU REMEMBER the photo of the 66 inch span PT-19 in the last issue? Well, it was completed in late October and put on display at the bull session at Herb Clukey's FLYLINE facility on Oct 30. Two questions abounded.

"Have you flown it?"

"No."

"When are you going to?"

"Tomorrow, weather permitting."

The next morning was perfect - no wind, and 60°. So our roving photographer, Tom Schmitt, and I went to the gracious green grass of COMSAT, took some static photos, and looked for excuses to not fly the monster. But after prolonged procrastinations, the wind refused to do more than lie idle, so 100 hand winds were put into the four loops of $\frac{1}{4}$ " FAI. The 24" diameter rop was released and the model gently tossed (see photo page).

"My GAWD, it flys", exclaimed the builder. A few more test flights with a tweek of down elevator and a twitch of left rudder gave lovely extended glides. But the landing gear, suspected of being the weak link in the structure, began to break loose from the wing, so the model was carried back to the car for some home-brewed structural modifications to the gear.

Tom, Don Srull, and I returned the following Sunday with a larger motor (6 loops of $\frac{1}{4}$ " FAI, four feet long), a 4 to 1 hand drill, and a winding tube. I never got more than half the potential turns in the motor (max should be near 1000 to 1200), but the last flight was about 35 or 40 seconds, never more than 15 to 20 feet high. So far, it has displayed one basic characteristic - the more you wind it up, the better it flies. But then, that seems to be the case with all of Earl Stahl's designs. This model is an enlargement of his 23" plan. Earl, somewhere in the 40 odd rubber scale models you published, there must be at least one that requires a major effort to trim, but I sure haven't found it yet.

THERE'S A NEW newsletter in the making, and this one will hopefully offer some model aircraft we haven't seen before, because the editor is Alan Carr, who resides in jolly 'ole England. If you're interested in a subscription (price undetermined at this time) contact Alan at 56 Carlton Rd, Gidea Park, Romford, Essex, RM25AP, England. The first issue had a peanut version of a Spad, and that should be super with a CO₂. Good luck with your endeavor, Alan.

WE SHOULD ALSO give congratulations to the new Maxecuter officers for this coming year. President will be Dan Driscoll, and Tom Schmitt will be the recording secretary. Treasurer and newsletter editor will again be Allan Schanzle.

THIS ISSUE'S FEATURE plan is compliments of Hurst Bowers, who seems to crank these things out in about the same time as it takes me to puncture a hole in a new tube of Ambroid. Hurst claims this is the ugliest airplane ever built, the Blackburn "Blackburn". The name alone shows a definite lack of creativity, and that seems to blend in with the overall appearance. Hurst, I think you're right. That mother is ugly, but it also has character. And besides, I've never seen a model of this plane before, and that warrants an "A+" in my book.

In addition to the Blackburn plans, you'll find the plans for the FLYING ACES MOTH, as noted earlier, as well as the construction article which accompanied the original publication. You'll also find a letter concerning qualification flights for the FAC Scale event. This has got to be controversial, and will no doubt raise some eyebrows. I've got my own opinion, but I'll wait until the next issue, and air it along with the other 10 people who write in their ideas. And, as usual, Tom Schmitt has supplied us with two pages of first class photos.

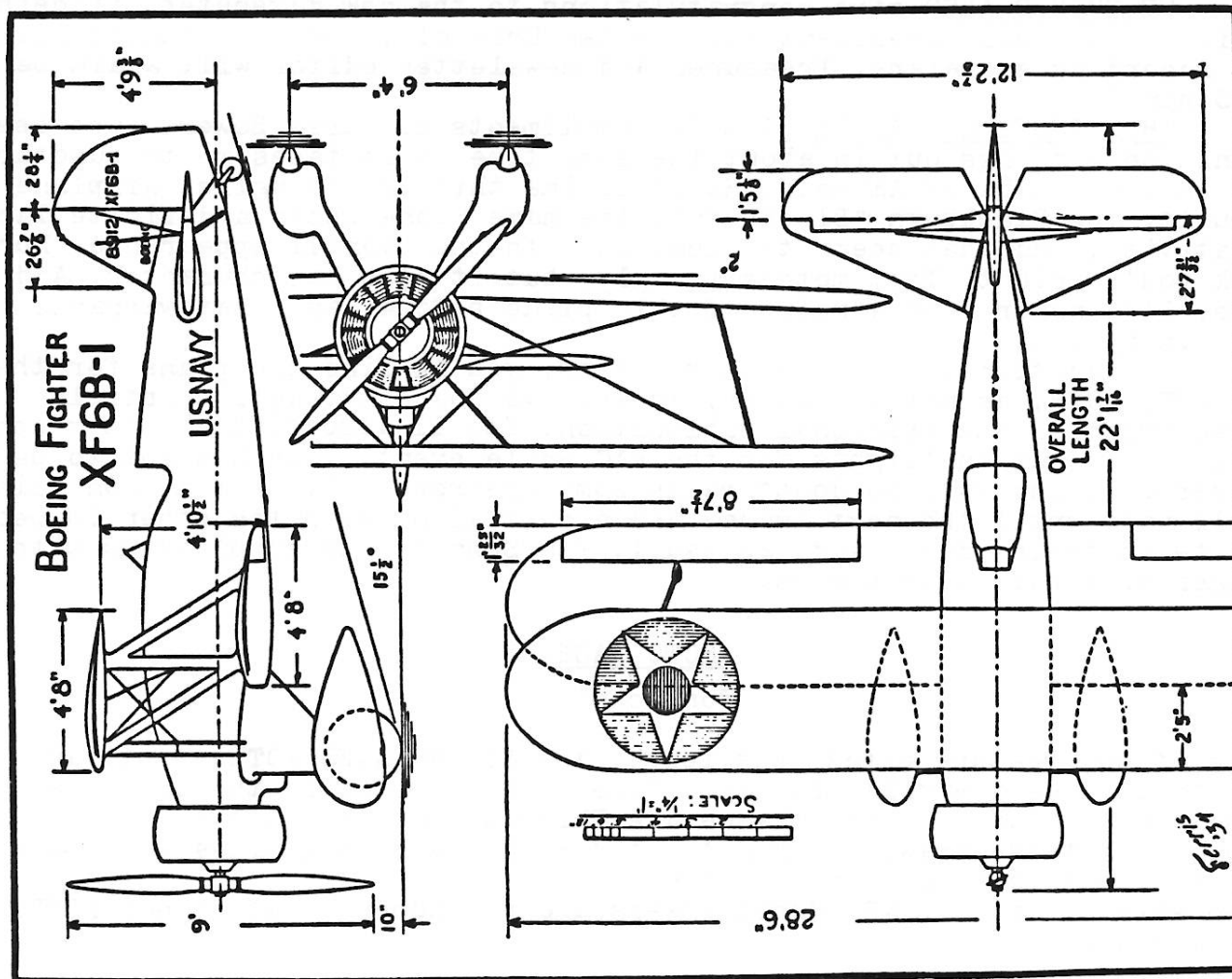
PHOTO PAGES

Tom Schmitt

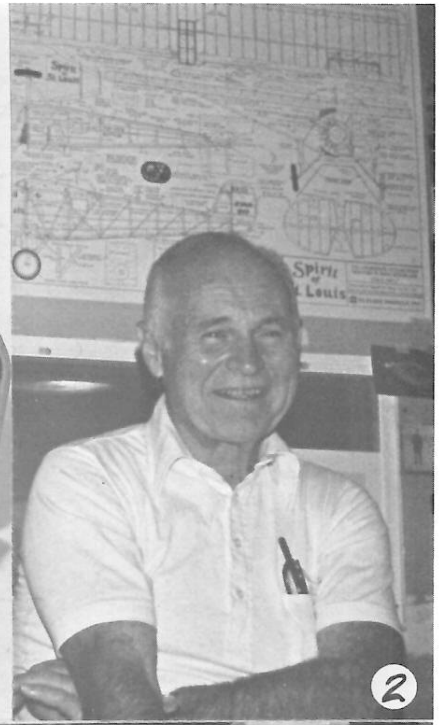
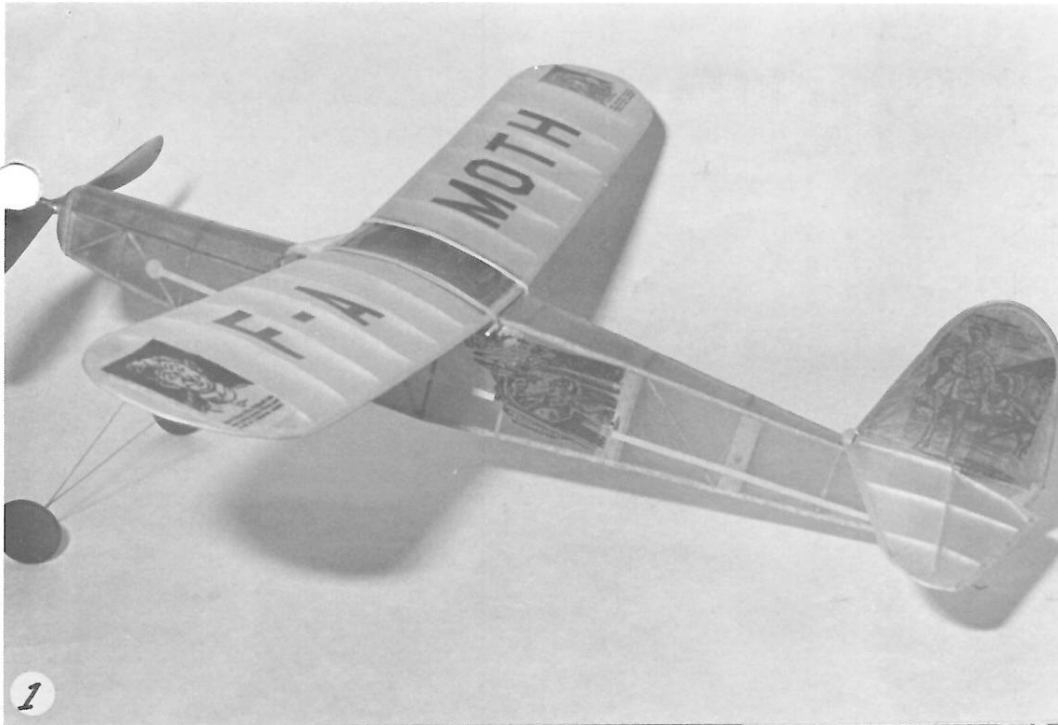
1. One of our feature plans this issue, the FLYING ACES MOTH, by Allan Schanzle. See the rules for this "One Design" event in the Club News. Those caricatures on the tissue are Phineas Pinkham and his cohorts. Copies of these drawings from the old FLYING ACES magazines were made with a Kodak copier onto the tissue.
2. Two spirits of FLYLINE; Hurst Bowers under Lindberg's at recent FLYLINE open house.

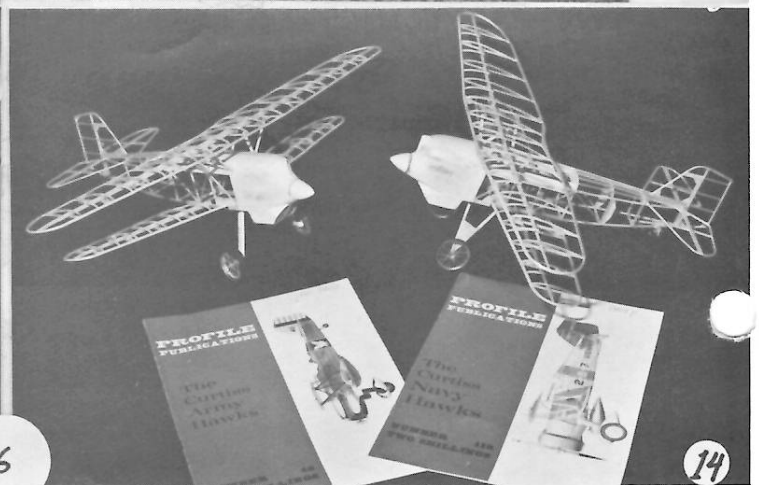
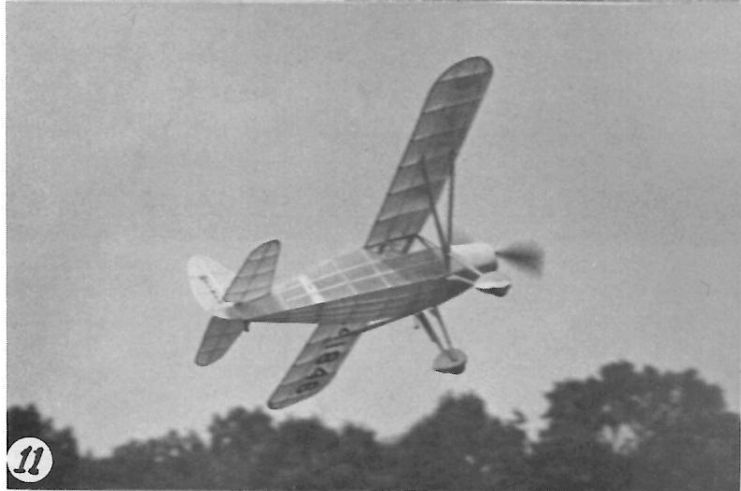
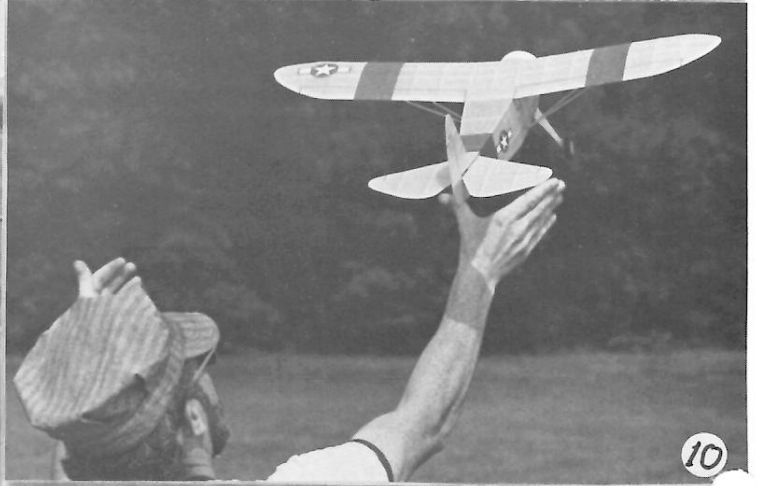
3. Herb Clukey, our genial host at FLYLINE, showing finer details of the Inland Sport to Rolf Gregory.
4. Joe Fitzgibbon holds up his latest, a PACIFIC ACE complete with FLYING ACES logo, at Pinkham field "Blow-out" in October.
5. Bob Thompson with "Ann" and John Stott talk over windy weather strategy at the same "Blow-out".
6. The moment of truth - initial launch of Allan's super size Earl Stahl PT-19. What a great flyer! Look out, Glue Guru!
7. Truly a golden age reproduction - a P-26 by Jack Chambless, seen at Pinkham field in October. The background is courtesy of Joe Fitzgibbon.
8. Leon Bennett won WW-II at October FAC meet at Pinkham field with one of his "smaller" models.
9. If you are anywhere near, or for that matter, far, from Plymouth NH, do not miss Dick Sherman's Airplane Model Museum. Fulton Hungerford's Tri-motor shown here by Dick is a mere tantaulizing tidbit of the goodies on display.
10. Our new president, Dan Driscoll, shows form in launching his Howard in recent Earl Stahl event.
11. Rolf Gregory's Fairchild 24 heads skyward. This is another fine looking and flying Earl Stahl design.
12. Randy Kleinert readies his Chambermaid for the races at the 82 FUN FLY.
13. Bob McLellon and able mechanic Jane with neat Me 109.
14. Watch out MAXECUTERS!!!! Captain Daily is back in action. Here we see a neat pair of Hawks, one CO₂, the other rubber. These have broken through the cobwebs and are ready for combat.

The Boeing XF6B-1 Navy Fighter



This plane is one of the very latest additions to Uncle Sam's Navy, and because of this, no particulars have been released as yet. However, it is apparently a development of the F4B series, as the construction and lines are much the same. This ship has a Twin Wasp Junior 14-cylinder engine. From the shape of the landing gear, a shock-absorber system is evidently incorporated in the wheel fairings. Making both wings the same size decreases the all-over dimensions, giving better average ability aboard ship and, perhaps, a little more maneuverability. Navy coloring is silver-doped fabric, gray-painter, and that shown. Insignia is "U. S. NAVY" under lower wing, and special markings.





SOME THOUGHTS ON QUALIFICATION TIMES

DAVE REES

I am having trouble lately accepting the need for qualification lights. This requirement has been in the FAC rules since the early days and we are just carrying it along from inertia without really thinking much about it. I believe qualification flights are in conflict with the basic ideas behind the whole FAC movement.

The purpose of a qualification in any sport, whether it is frog hopping or hog catching, is to weed out the not-too-good contestants so they don't clutter up the track for the so-called "experts". I submit that that is the last thing we want to do in FAC flying scale events. The ones which are going to be weeded out are precisely the ones we want to encourage: the people just getting started.

Why should we want to eliminate anybody anyway? The FAC judging system is so clean and simple, an experienced judge will spend less than five minutes per plane, so a few more hardly makes a difference to judging time. Naturally, at a national meet where there are fifty entries in FAC scale, I expect to qualify first. After all, a national meet is usually for the experts to fight it out -- but not a local meet. How many meets get fifty entries in one event? How many get even fifteen?

Put yourself in the place of a contestant for a moment. You have been told that four airplanes must be qualified by 11:00 a.m. What do you do? You have only two choices. Put in low winds just to get the 20 second minimum and consider one of your three flights a throw-away. Right away the intent of the FAC rules has been violated: three flights for everyone. Or if the wind is picking up and the morning is likely to be the best part of the day, you pack in the turns and try for a max. Three risks are attendant to this strategy: 1) a flyaway, leaving you with nothing to judge so you cannot possibly win; 2) a tree-top landing, resulting if high enough, in the above problem, or, if lower, some damage which reduces your chances with the judges; or 3) contact with some obstacle, car, stooge, etc., which also results in a stack of shreds to present to the judges. Now multiply this by four and try to get all the running after, tree-climbing, and airplane-shredding into an hour or so, and the result is no longer FUN; it's WORK !

To sum it up, I think we should cease this qualifications business and judge without it. Set a time for submittal, of course, to get the judging over all at once, but let's stop depressing the wrong people and introducing so much luck into the FAC events. All we should be concerned with is giving an equal chance to everyone.

**The Good
Old
Days**
of
were they?

Instructions issued
with the
1911
Glen Curtiss 'Pusher':



7. RULES GOVERNING THE USE OF AERONAUTICAL APPARATUS

First known airplane flight manual

1 The aeronaut should seat himself in the apparatus, and secure himself firmly to the chair by means of the strap provided. On the attendant crying "Contact" the aeronaut should close the switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.

2 Opening the control valve of the motor, the aeronaut should at the same time firmly grasp the vertical stick or control pole which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward, and the aeronaut should govern its direction of motion by use of the rudder bars.

3 When the mechanism is facing into the wind, the aeronaut should open the control valve of the motor to its fullest extent, at the same time pulling the control pole gently toward his (the aeronaut's) middle anatomy.

4 When sufficient speed has been attained, the device will leave the ground and assume the position of aeronautical ascent.

5 Should the aeronaut decide to return to terra firma, he should close the control valve of the motor. This will cause the apparatus to assume what is known as the "gliding position"; except in the case of those flying machines which are inherently unstable. These latter will assume the position known as "involuntary spin" and will return to earth without further action on the part of the aeronaut.

6 On approaching closely to the chosen field or terrain, the aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on terra firma.



ANNOUNCE

THE 9TH ANNUAL CAPITAL
INDOOR SCALE AIRCRAFT CONTEST

MARCH 12 1983
ANDREWS A.F.B. - NAVY RESERVE HANGAR

SATURDAY MARCH 12, 10:00 to 6:00 PM.

FAC SCALE: Judging begins at 1:00 PM. You must have a qualifying flight by this time.

PEANUT SCALE: Mooney rules. Judging starts at 1:00 PM. Ten (10) second bonus for R.O.G.

MASS LAUNCH:

WW-I: Biplanes only.

GOLDEN AGE : 1920 - 1935, plus non-military planes for 1935 - 1940.

NAVY SCALE : Any plane from any Navy, but in Navy colors.

NO - CAL: FAC rules.

BOSTONIAN: 14 gm. minimum.

NOVICE PENNY PLANE: AMA rules.

H.L. GLIDER: This event will be held provided independent flying space is available. Bring 'em, just in case.

ENTRY FEE:

\$2.00 per event, \$5.00 maximum.

Juniors under 16: \$0.50 per event, \$1.00 maximum.

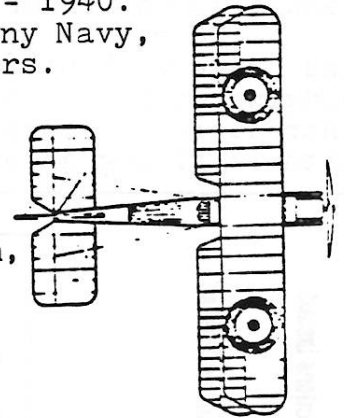
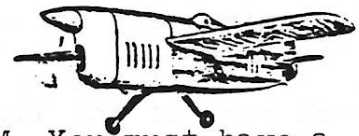
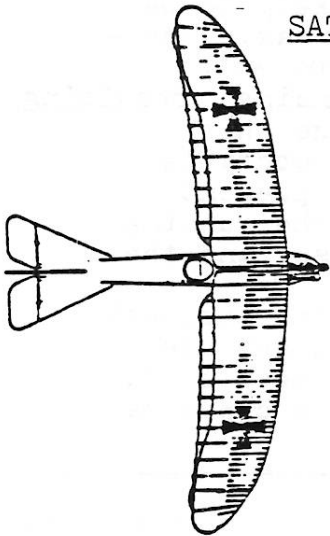
CONTEST DIRECTOR:

Dan Driscoll

2000 S. Eads ST. #301

Arlington VA 22202

703 920-7671



The Flying Ace Moth

For a neat cabin job which will stay in the air with the best of them, get yourself a load of this F.A. Moth, a ship which is strictly Herb Spatz' own design. His original model has stayed aloft three full minutes. So go to work, modelers, and see if you can put together a duplicate that'll beat Herb's time.

WELL, fellows, again this month FLYING ACES presents a real winner, both for looks and for all around flying and soaring ability. This model of mine has already flown for three minutes. In addition, the ship is exceedingly simple to construct, so work patiently and you'll have many more hours of enjoyment ahead of you.

FUSELAGE

THE first step is to join Plates 1 and 3 at A-A. The fuselage is constructed of 1/16" sq. medium hard balsa, excepting the longerons and such members as are marked otherwise on the plan. These are 3/32" sq. medium balsa. Make sure that the longerons all have the same degree of hardness, or the body won't be straight. Build both sides and don't use too much glue—just enough to keep the members together. When the sides are made, glue in the top members, the size of which can be obtained by doubling those on the plan. Be sure to get these straight.

Cut formers 1-4 from 1/16" sheet balsa and affix in their respective places. Cement the 1/16" sq. stringers in place and put in the two windshield pieces. Next, take a block of 1/2" by 1 1/4" by 1 1/4" balsa and cut it down to fit the nose. Run a piece of 1/16" O.D. aluminum tubing through it and cement. The rear motor mount pieces of 1/16" by 3/16" are glued into the body as in Plate 3. The crosspiece of 1/16" by 1/8" is cut to fit in the notches between the mount pieces. The rear hook of .028 music wire is looped around the crosspiece and cemented securely. The entire unit is then cemented into place between the mount pieces.

TAIL AND LANDING GEAR

OUR rudder (Plate 3) is composed of 1/16" sq. balsa for the rudder post and ribs. Details are on Plate 3. The stabilizer is built as shown in Plate 2, the rib shape

ASSEMBLY AND FLYING

COVER the body and wing in sections. The tail group may be covered in two pieces each. Use dope as the adhesive. Cover the cabin with cellophane. Pin the surfaces down and spray everything with water to shrink the paper. The builder may use his own discretion as to what color he will paint his model. The original was colored yellow and green.

After everything is dry, give the ship two coats of dope. Glue the rudder to the rear of the body, put on the wing and stabilizer with small rubber bands, and place an incidence block beneath the stabilizer spar. Next put the prop shaft on the rubber motor, and you are ready for testing your "sky chariot."

Test the ship in an open field. Adjust for a flat glide. If the ship stalls, move the wing back. If the ship dives, move the wing forward. If it tends to bank sharply, turn the rudder opposite the bank; that is, set the rudder so the plane will turn right if it banks to the left sharply, et cetera.

Now for the greatest thrill of model aviation, a first flight. Wind about 60-70 turns and launch. The ship ought to climb gently, circle to the left with torque, and glide in flat. If she doesn't do this, adjust her again. If you have any trouble with the adjustments, write the author in care of FLYING ACES, enclosing a stamped, self-addressed envelope. After you have made final adjustments, oil up your trusty winder, give 'er about 100 winds with a 4-1 winder, and watch 'er play hide and seek in the clouds.

By Herb Spatz

being obtained by sanding the ribs down from the spar as shown in the cross section given on the drawing.

The landing gear is bent from .034 music wire. The front struts are 4 1/2" long. The axle is bent on the front struts. The latter are bound to the body at station 3 and cemented. The rear struts can now be formed. The angle the front struts should have can be obtained by checking with the plans. The rear struts can now be measured from station 4 to the axles, then bound and glued in place. Slip a pair of 1 3/8" diameter wheels on the axles and bend the ends back.

MOTOR AND WINGS

THE prop is carved from a block of 3/4" by 1 1/8" by 8 1/2" balsa. Any measurements desired may be obtained by doubling the dimensions on the plan (Plate 1). Cut away the shaded portions on the plan and carve very carefully. Sandpaper the prop as smooth as possible. A free wheeling device should be used for maximum efficiency, the builder choosing one of his own liking. The prop shaft is bent from .028 wire and slipped through the noseblock after several washers have been slipped on. For power use 4-6 strands of 1/8" flat rubber.

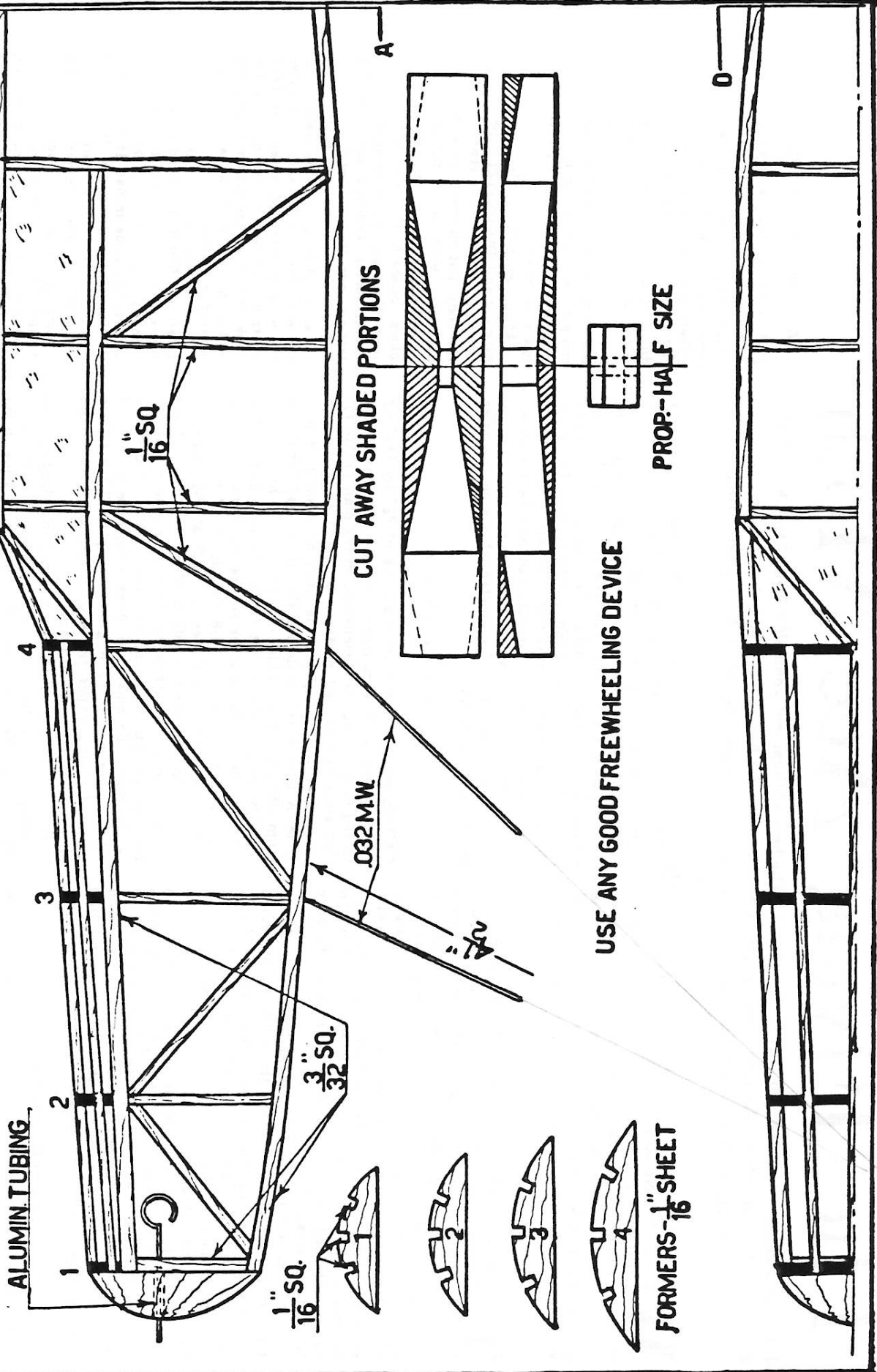
For the wing, join Plates 2 and 3 at P-P. Lay out the leading and trailing edges. Make 14 ribs of 1/16" sheet balsa and put them in the proper places. Cut out the tips and put them in. The side of the wing shown is the right. To make the other side, take a sheet of white paper and place it under the plan. Then take a sheet of carbon paper and place it black-side up under the sheet of paper. Then trace.

Before putting in the spar, crack the leading and trailing edges at the center section (shown on Plate 2). There should be 1 1/2" dihedral at both tips. Glue in the spar. Shape the leading and trailing edges to conform with the airfoil. Sandpaper them smoothly.

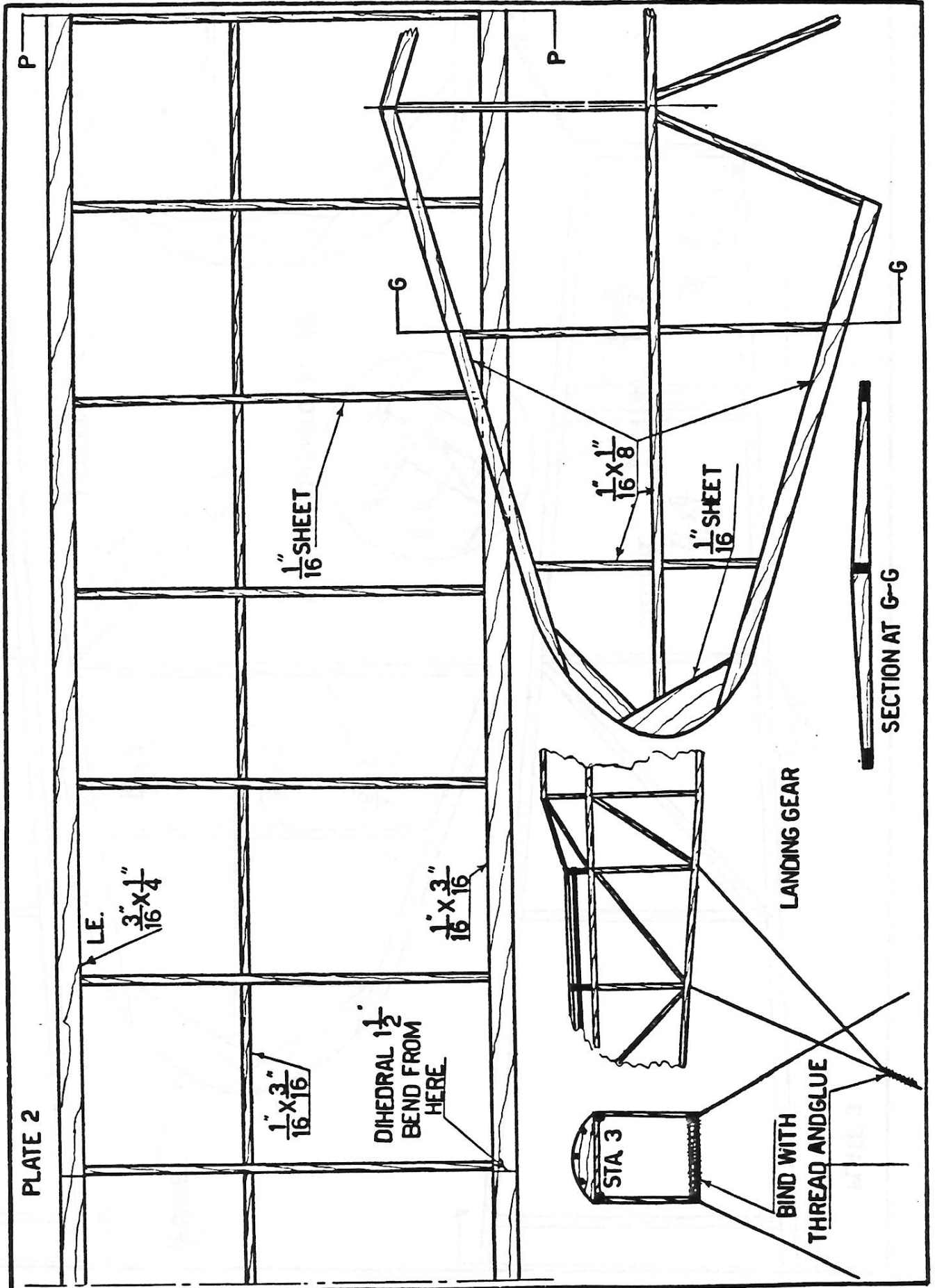
THE FLYING ACES MOTH—Plate 1

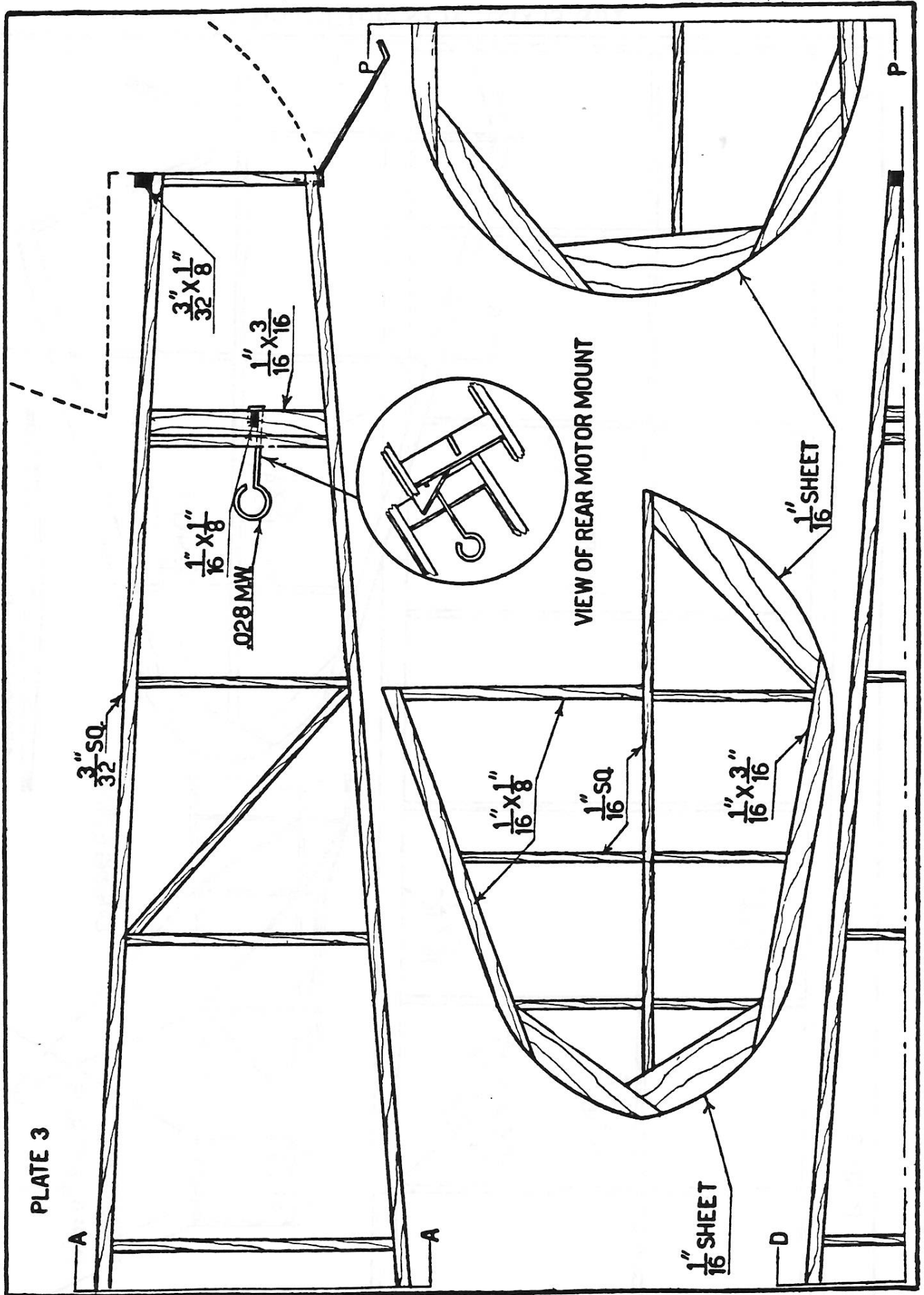
DES. & DRAWN BY H. SPATZ

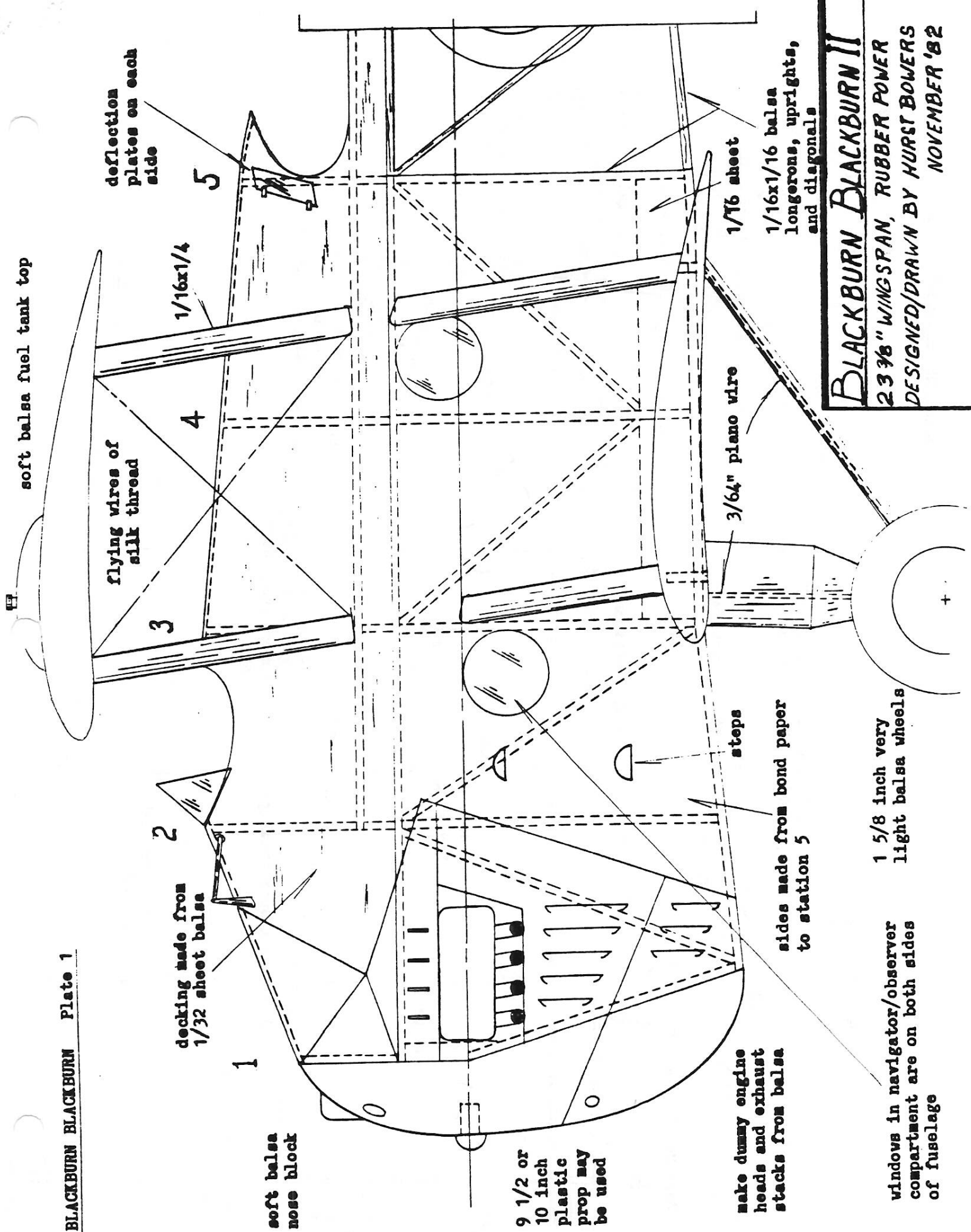
PLATE 1



THE FLYING ACES MOTH—Plate 2







BLACKBURN BLACKBURN II
 23 3/8" WINGSPAN, RUBBER POWER
 DESIGNED/DRAWN BY HURST BOWERS
 NOVEMBER '82

soft balsa nose block

decking made from 1/32 sheet balsa

soft balsa fuel tank top

flying wires of silk thread

deflection plates on each side

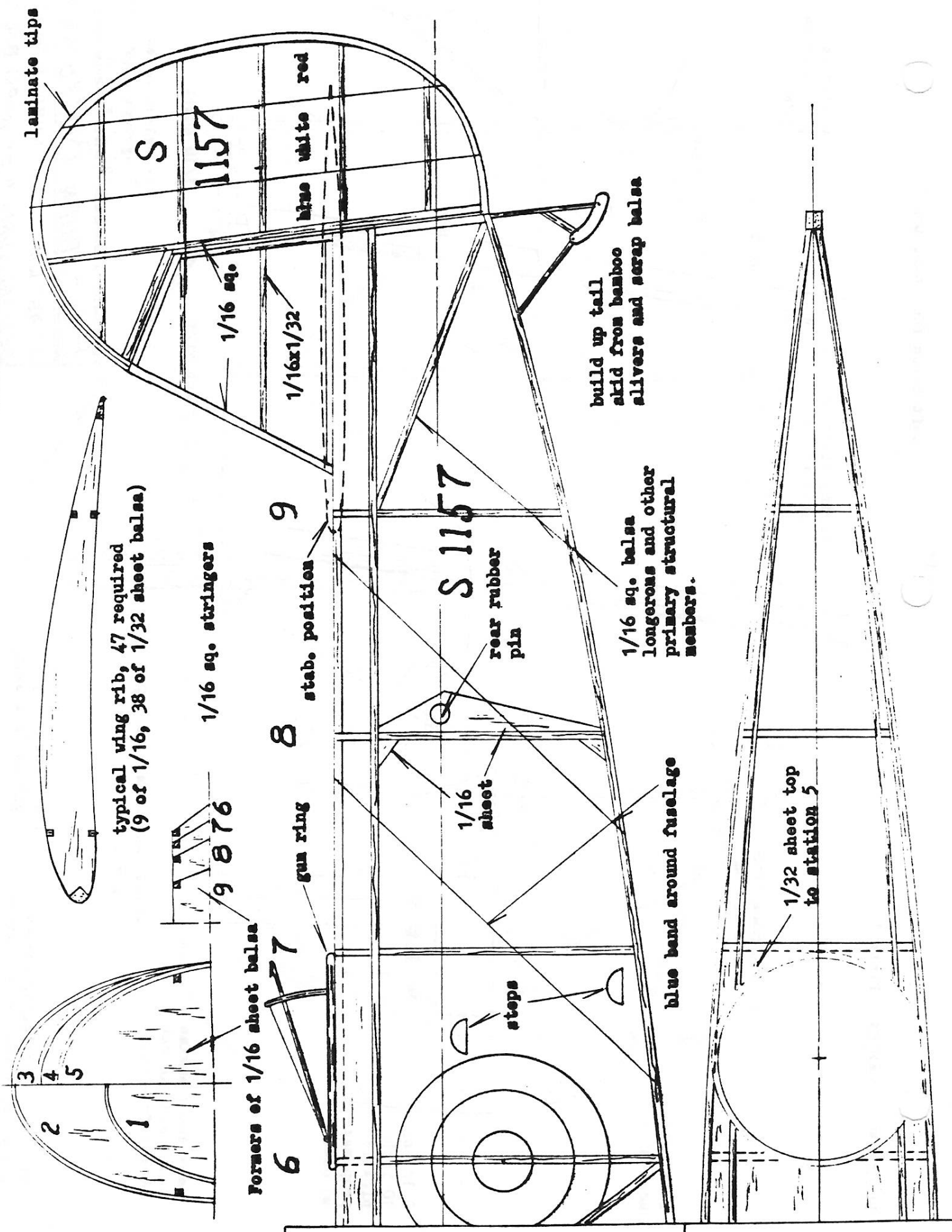
make dummy engine heads and exhaust stacks from balsa

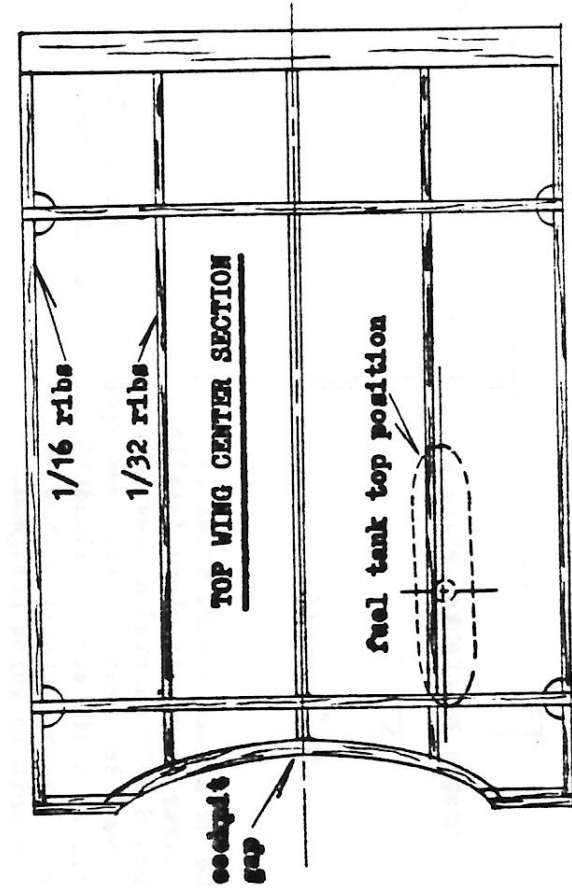
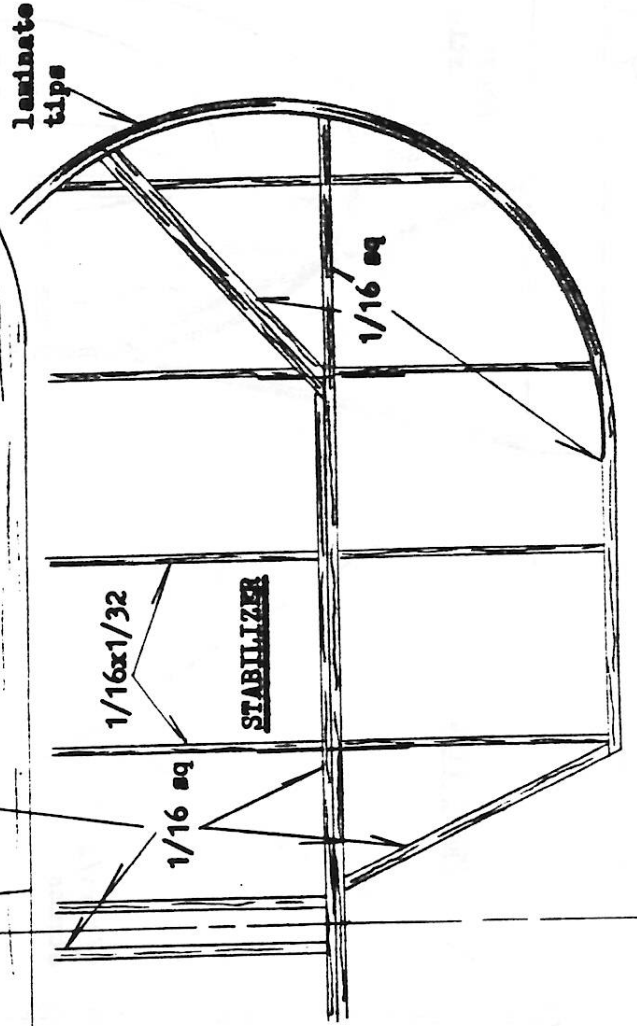
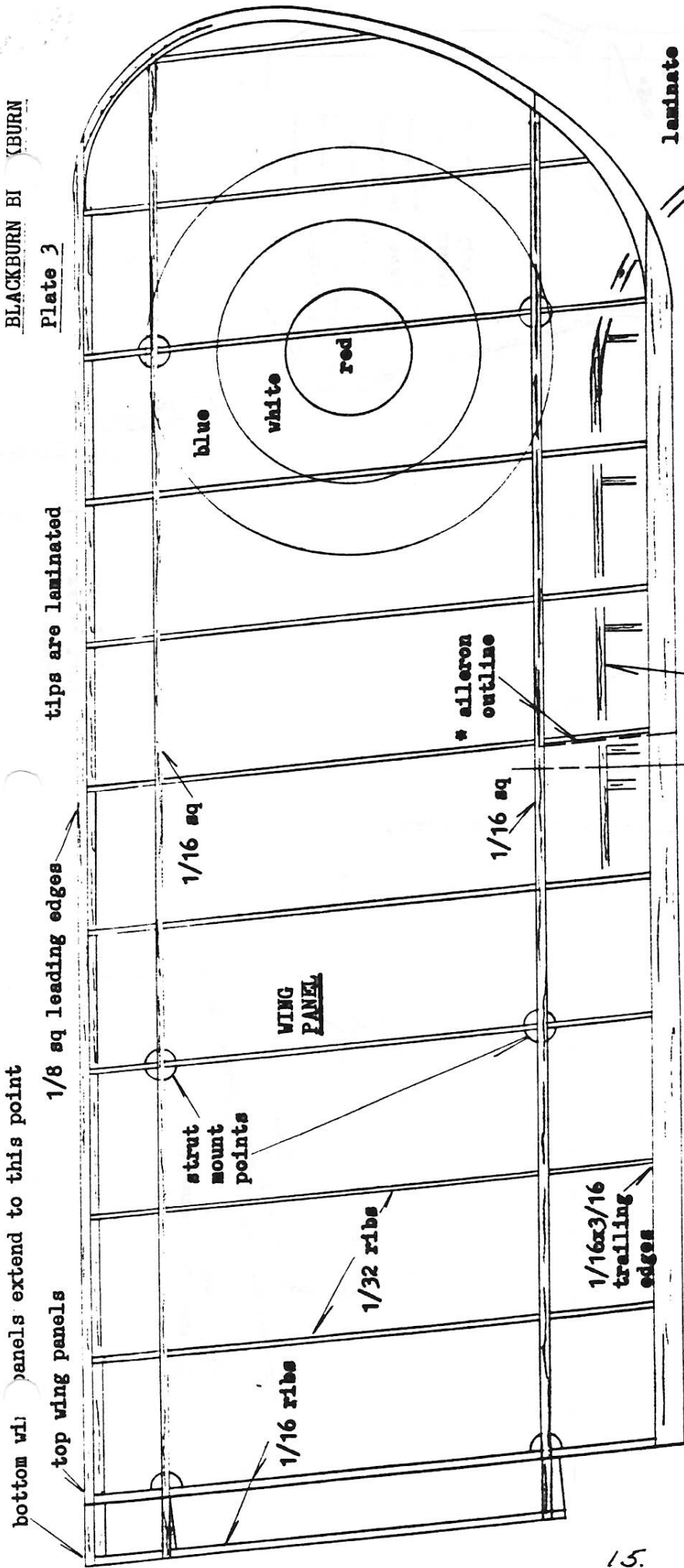
9 1/2 or 10 inch plastic prop may be used

sides made from bond paper to station 5

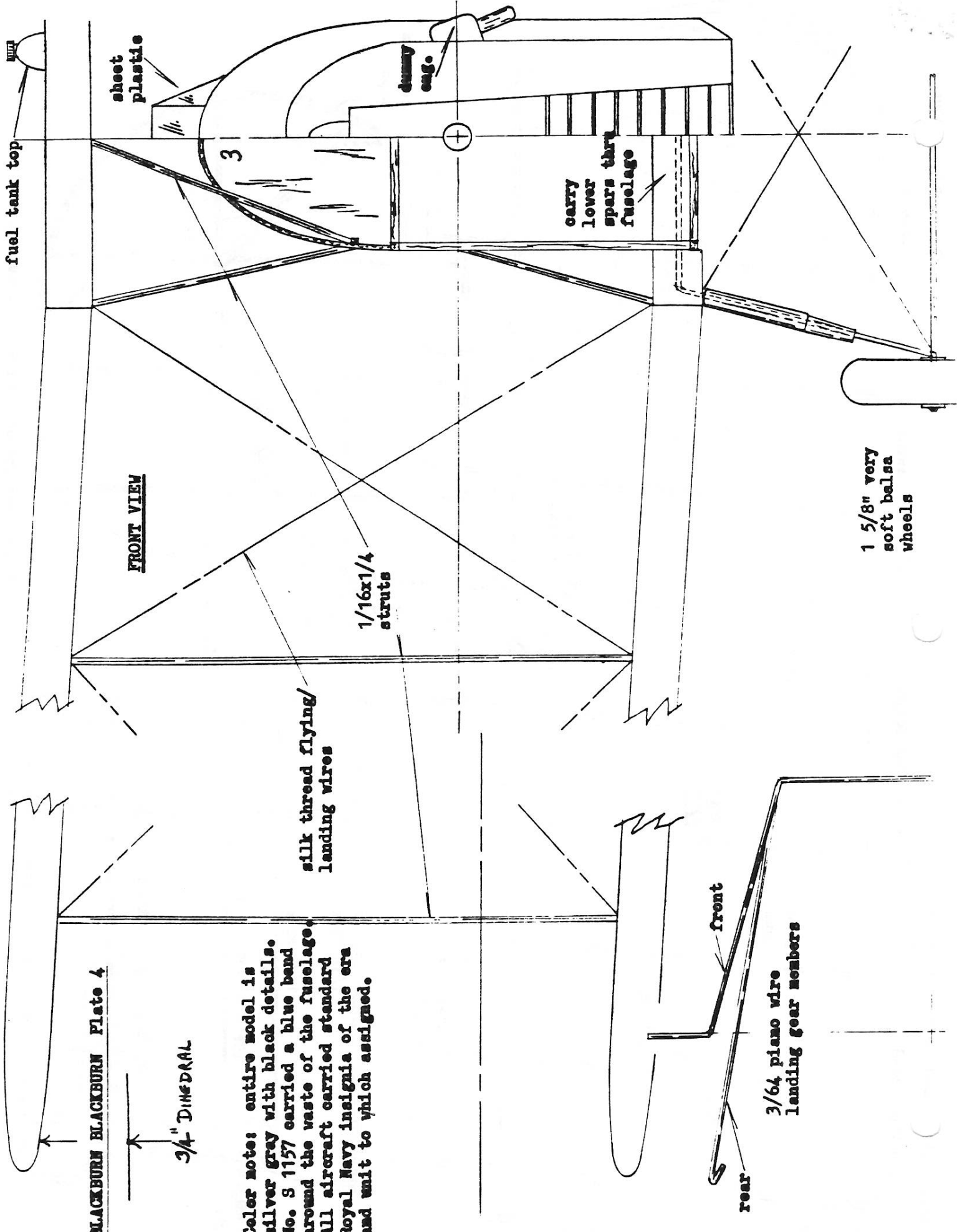
windows in navigator/observer compartment are on both sides of fuselage

1 5/8 inch very light balsa wheels





* ailerons are on both and bottom wings



1 5/8" very soft balsa wheels

BLACKBURN BLACKBURN Plate 4

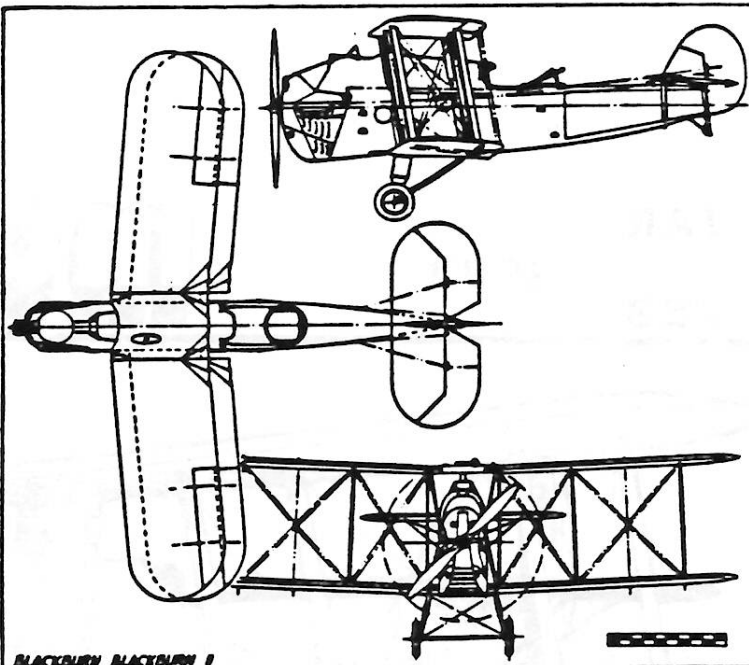
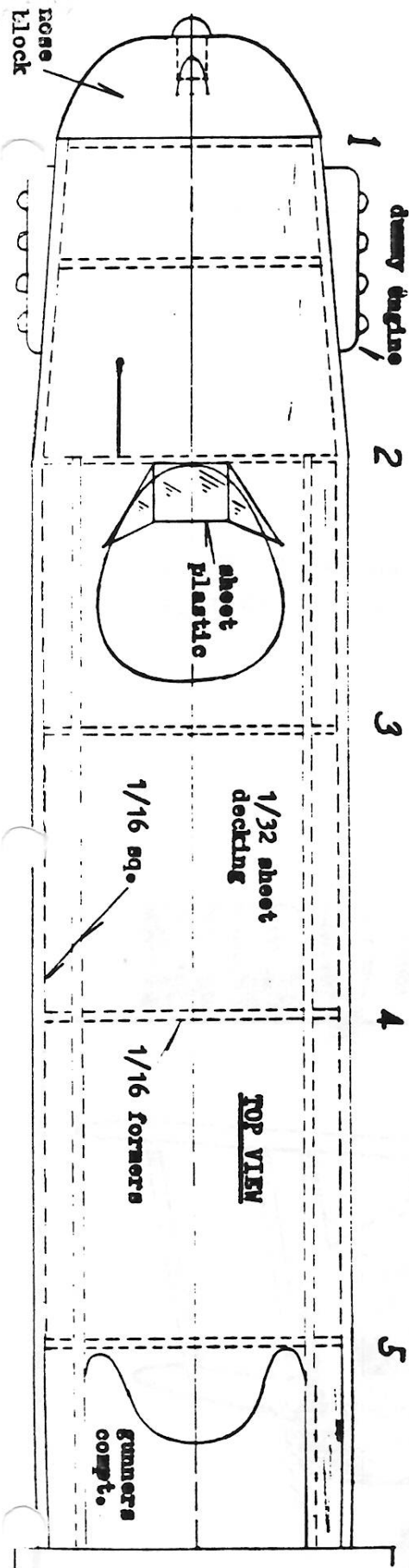
3/4" DIBEDRAL

Color note: entire model is silver gray with black details. No. S 1157 carried a blue band around the waste of the fuselage. All aircraft carried standard Royal Navy insignia of the era and unit to which assigned.

3/64 piano wire landing gear members

During the period between the two World Wars the British Aviation Industry produced quite an assortment of so called "general purpose biplanes". These were interesting and completely functional machines, but were also noted for their extremely ungalantly appearance. They should prove to be an interesting group of subjects for the modeler, and to the best of my knowledge they have been greatly neglected. I plan to do a series of these "turkeys" and from time to time they will appear in this news letter if our readers feel that they are of sufficient interest to so warrant. Please let us know your views on this, along with any other subjects of the 1920 - 1940 period that you would like to see covered. I am particularly interested in doing models of aircraft that have never been a common modeling subject in the past. Along with any suggestions that you may have, I would also appreciate any available data such as photos, three views, specifications, etc. whi oh you may be able to provide.

Harst G. Bowers



BLACKBURN BLACKBURN I

†Performance:

Speed at sea level	97.8 mph	Climb at 6,500 ft	118 ft/min
Speed at 3,000 ft	93.5 mph	Maximum height reached	7,125 ft
Speed at 6,500 ft	85.8 mph	Time to max. height	34 min 40 sec
Cruising speed	74 mph	Climb at max. height	92 ft/min
Initial climb	385 ft/min	Absolute ceiling	9,375 ft
Climb at 2,500 ft	282 ft/min	Service ceiling	6,942 ft

†Take-off and landing distances, wind approximately 12 mph:

Aircraft took off in 35 sec. in a distance of 465 yards; landing run 117 yards.

† Ref. M.A.E.E. Report F117 dated 29 May 1926—production Blackburn Blackburn Mk I N9833 powered by one Napier Lion II engine giving 665 hp at 2,000 rpm and mounted on two 24 ft 2 in beam-built deck-landing floats, track 12 ft 6 in. Pilot: Flt Cpl A. R. Wardle.

FIRST CLASS

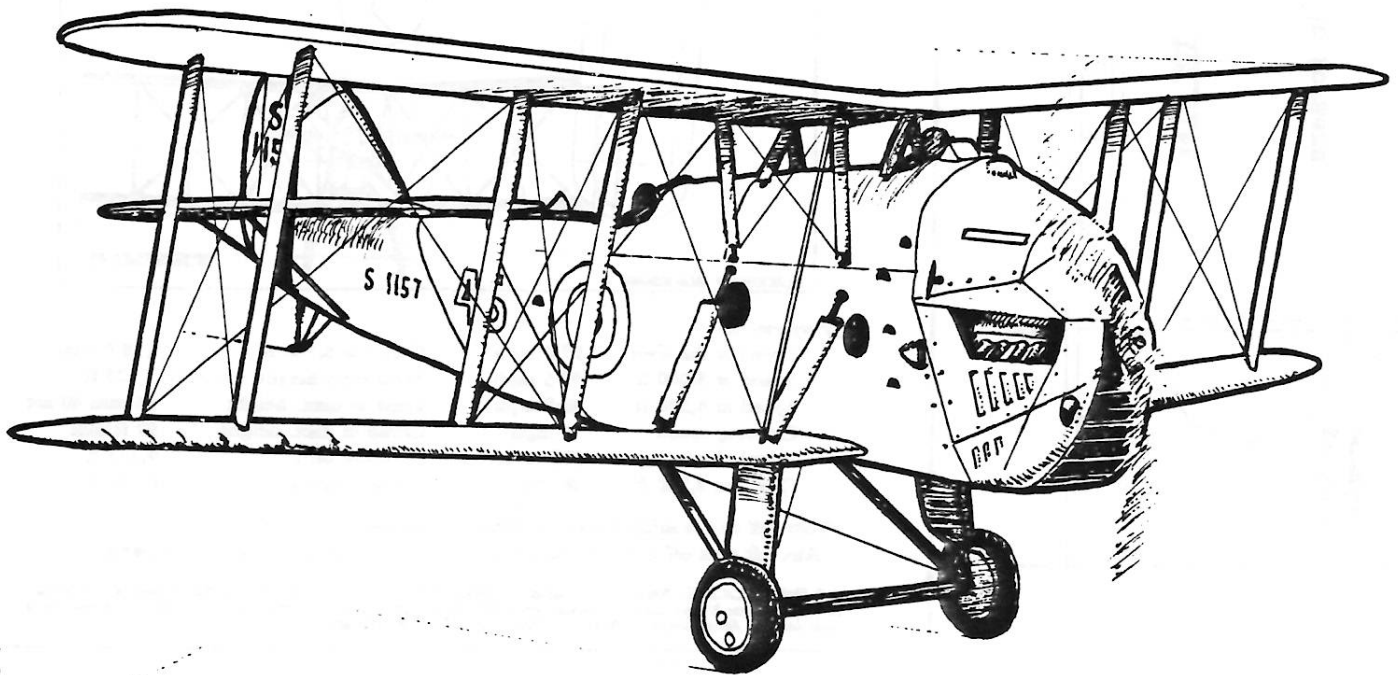
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