

MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

March/April, 1987

MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$10.00 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 next to your mailing label is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxecuters, to the Treasurer.

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.

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***** NOTICE *****
THE "DREADED RED X" NO LONGER APPEARS ON THIS PAGE. IT NOW APPEARS NEXT TO YOUR MAILING LABEL ON THE OUTSIDE COVER. THE INCREASED VOLUME OF SUBSCRIBERS, AND HENCE "RENEW-EE'S", DICTATES THIS CHANGE TO BE NECESSARY.

-COMING EVENTS-

- Mar 7, 1987 : Indoor Flying and Peanut Scale Contest, Randolph jr. h.s., 2:00-5:00 P.M. (Map in last MAX-FAX).
- Mar 14, 1987: Indoor Flying, Sherwood H.S. 4:00-7:00 P.M.
- Mar 21, 1987 Indoor Contest at PAX RIVER (Map in last MAX-FAX).
- May 2, 1987 : Dave Smith's 5th Columbia Fun Fly in South Carolina (See announcement in this MAX-FAX).
- May 31, 1987: WWI/WWII Duel at COMSAT. 4:00 P.M..
- Jun 14, 1987: HLGLIDER, P-30 and Helicopter Contest at COMSAT 4:00 P.M. - ?
- Jul 19, 1987: Old Timer Rubber Powered Contest at COMSAT, 4:00 P.M.
- Aug 16, 1987: FAC Power Contest CO2, Electric, etc., at COMSAT, 4:00 P.M. - ?
- Sep 12, 1987: MAXECUTERS Summer Fun Fly at COMSAT
- Sep 1987 : FAC Contest at Fayetteville, North Carolina.
- Oct 3, 1987 : Lindbergh/Trans Atlantic Commemorative at COMSAT, 12:00 P.M. - ?

CLUB NEWS
PAT DAILY

FLASH! MASSIMO, the mysterious MAXECUTER, was seen recently on Albatros (Oeffag) Series 53 over the Italian Alps near the Isonzo front. See the cover for details and say a prayer for Mayor Fiorello La Guardia in his Caproni 'cause old MASSIMO just touched him.

For this issue of MAX-FAX, I have summarily relieved Allan Schanzle of his duties and sentenced him to some well deserved R&R. Rumor has it he spent most of his time since the last issue in a jaccuzzi somewhere in West Virginia in the company of an enchanting female who will remain nameless.

For this issue we have some more super photos from the tireless Tom Schmitt, a modification to the Peerless Fleet Trainer by COL Hurst Bowers, USAF, and some new thoughts by Tom Schmitt on a Lindbergh Commemorative event that ought to be a lot of fun. Also, some recent contest results and scheduled events for the upcoming year.

This issue is also loaded with Albatros plans and 3-views by Pat Daily and some top secret 3-views of other exciting aircraft that I've been able to obtain from deep cover operatives operating in eastern Europe and on the Iberian peninsula. Can't divulge the source for fear that irreparable harm might come to our G-2 Section. Also, we have included some highly classified new technological breakthroughs in the manufacture of highly sophisticated aircraft. So peruse this issue carefully and only under the strictest security measures.

CLARIFICATION All club members who come to indoor flying sessions are expected to share in the costs of renting the gym. This spreads the cost evenly among all of us.

THANKS! As I put this issue together I became reacquainted with the frustrations of finding the time and talent to help with this enterprise. I now appreciate the efforts of Allan Schanzle even more than before. Equally, I appreciate Tom Schmitt's excellent photography and the artistic efforts of MASSIMO, MAX, and other assorted aces of the ozone. Without their tireless enthusiasm and heroic commitments of time, MAX-FAX wouldn't exist. I thought I ought to thank them on behalf of all of you MAXECUTERS. But sorry fells --- no Kanones go with it!

Other Random News

Steve Drabick writes of a new FAC oriented club called the Sky Scalars in Allentown, PA (eastern part of the state). Current membership is 12 folks. They are looking for more members - contact Steve at (215) 433-2701. By the way - Steve says MAX-FAX is the best. Good luck, Steve, and say hello to John Houk and his family.

Dean McGuines of the Swamp Squadron F.A.C. down in Florida is sponsoring a 50th anniversary event for the Grumman F-4-F Wildcat which had its first flight on 9/2/37. Will be held at the district 5 Champs on Sept 5 & 6 in Jacksonville, FL. Contact Dean at 5275 William Clark Road, Lakeland, Florida 33805 for details.

Roger Wathen of the Indianapolis Free Flight Fellowship dropped a note --- they put out a newsletter that caters to Jetex. If you're interested drop him a line at 3242 N. DeQuincy St., Indianapolis, Indiana 46218 - telephone (317) 547-5963.

Congratulations to Bob Higgins for his selection to Rear Admiral in the U.S. Navy Medical Corps. Bob is a dyed-in-the-wool free flighter and is currently stationed at Camp Pendleton, California.

One more thing before I wrap up the news -- Allan has been complaining that he never hears from any of you long distance MAXECUTERS except at dues time. Drop him a line -- he loves to get letters.

PHOTO PAGES
Tom Schmitt

1. The featured plan in this issue, a terrific Albatros D-III by Pat Daily.
2. No not Pat's but the real aircraft complete with Pat's markings.
3. Jeff Hood, a new member, launching his Fike.
4. Kevin Sharbonda with his nifty XF5B-1, a modification of Joe Fitzgibbon's Golden Age F4B-4 kit.
5. Pat Daily's pretty little Peanut Renard from Walt Mooney's Model Builder centerfold.
6. A No-cal Farman David et Goliath "la carte postale" by Stefan Prosky: tricky to trim.
7. Our Secretary's high flying Beercat.
8. Doug Buchanan turns on the charm while winding his version of Dave Aronstein's Bucker 134: a terrific flyer.
9. The Wee Will racer by our Pres based on Walt Mooney's Model Builder plans.
10. Pat Daily catches the Photo Editor in a trance launching his Comet 10 incher Security Sport.
11. Rolfe Gregory warms up his Robin for a great flight.
12. Emanuel Fillen's Breguet XIX Point d'Interrogation a good candidate for the Atlantic Wings Commemorative; photo via Bill Hannan.
13. Another photo from Bill with three entries in a recent Northrop flying wing contest; Bill's CO2 Lippisch-Storch IXb is in the center.
14. Pat Daily's great flying Pacific Ace Bostonian.
15. Bert Phillip's Howard Comet 10 incher; Bert is the local 3-M rep..
16. Pat catches another photo of the Security Sport; with much help from Allan and Pat it became a good flyer.
17. Bill Bell and his neat little Stinson.
18. Allan Schanzle's latest design effort a CO2 powered LA-11 of the University of Stettin. This will be a feature plan in a future MAX-FAX.

LINDBERGH/ATLANTIC WINGS COMMEMORATIVE

Tom Schmitt

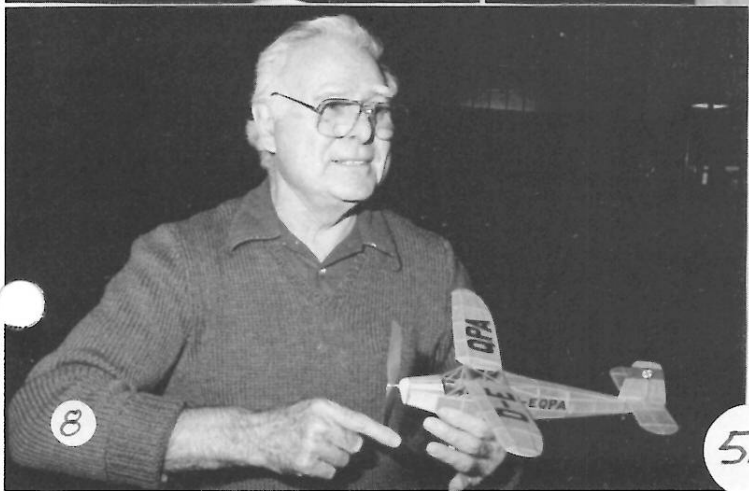
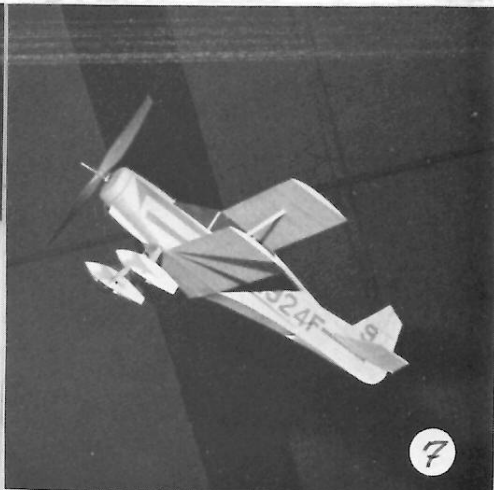
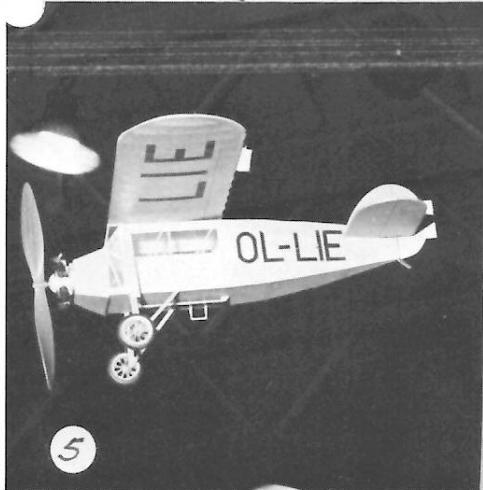
The year was 1927 and the world was anxiously awaiting the first non-stop flight linking major cities of North America and Europe. As we all know, Charles Lindbergh was the first to accomplish this by flying from New York to Paris, May 20-21, 1927. In memory of his remarkable solo achievement, the DC Maxcuters will commemorate the 60th anniversary with Trans-Atlantic (COMSAT) event at our summer fun fly in September. Additionally, there will be a one afternoon/evening contest late in September similar to the Spitfire commemorative in 1986, if sufficient interest is noted at the fun fly.

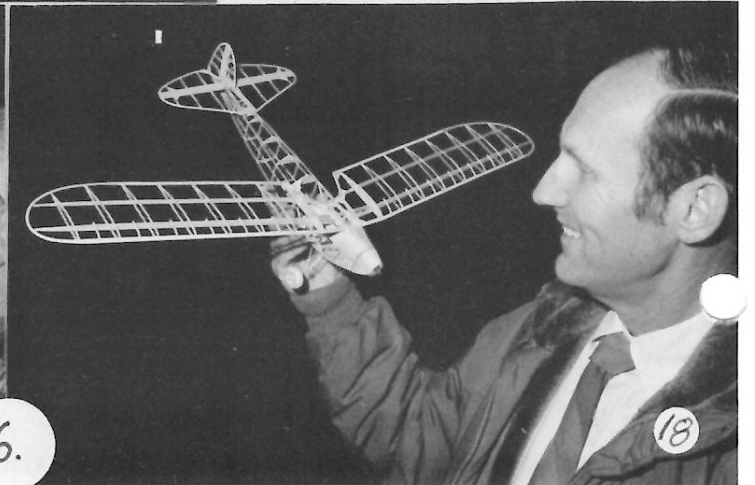
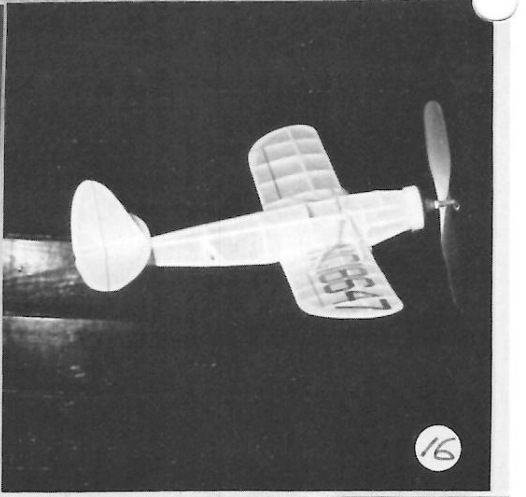
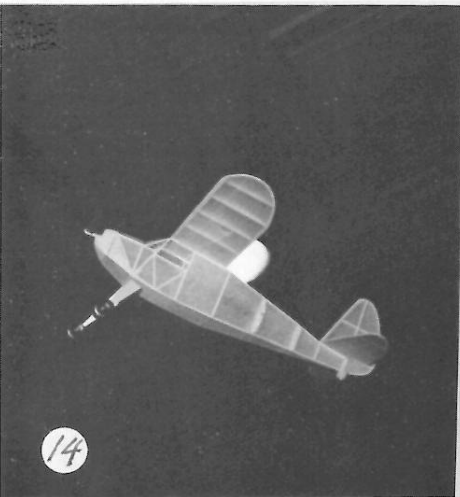
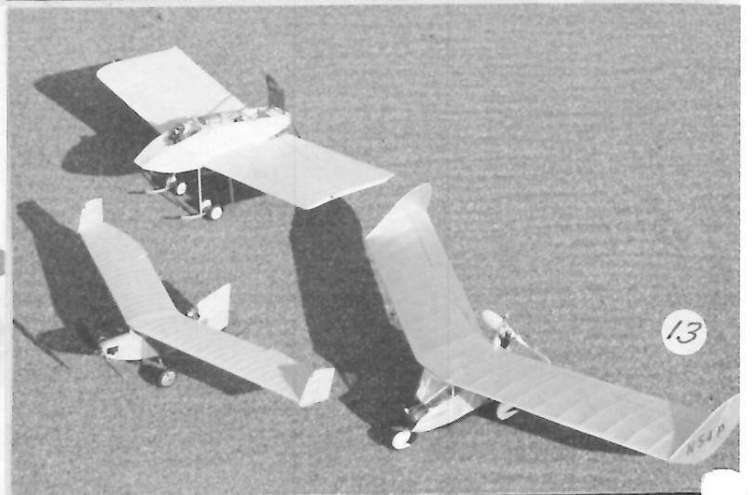
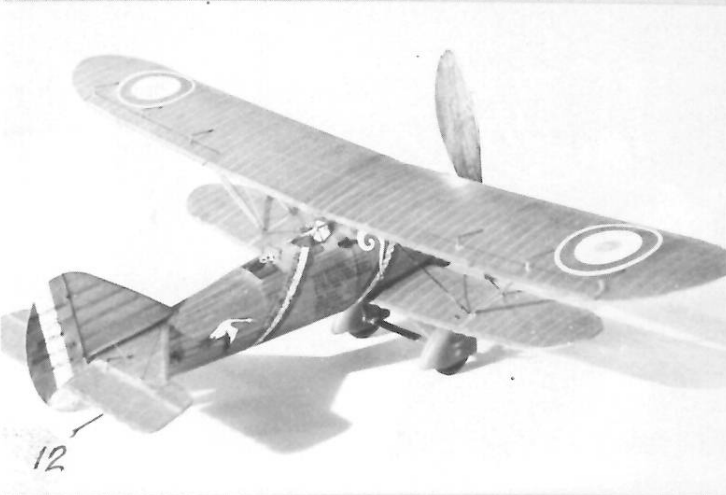
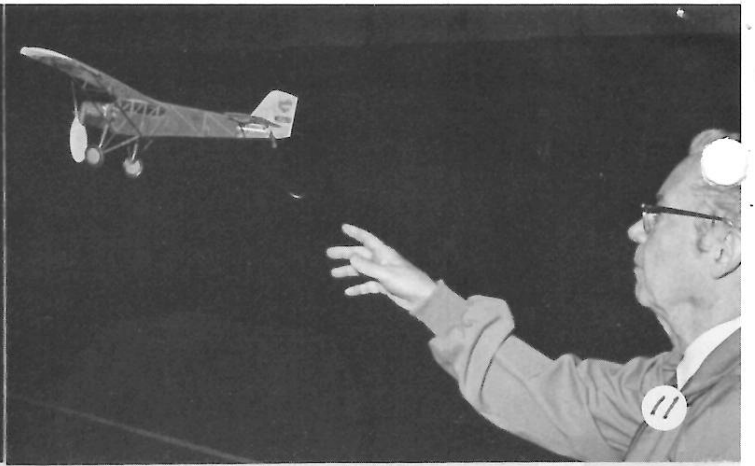
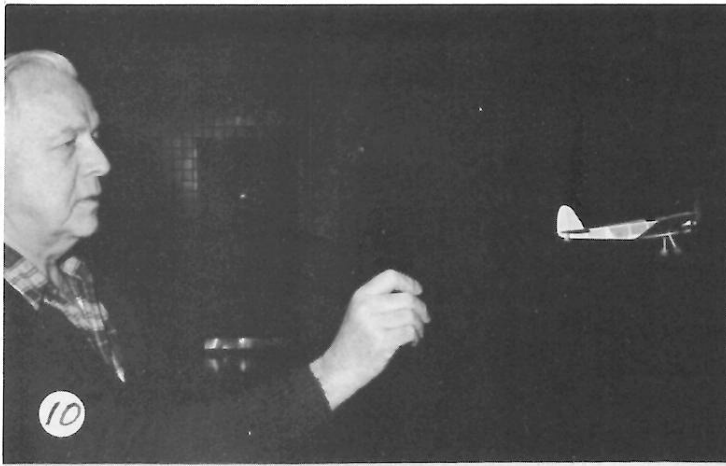
Lindbergh was not the first to fly the Atlantic nor the last to set a record. There were many attempts before and after Lindbergh between 1919 and 1929 which have been reviewed by many authors. One of the best books is Atlantic Wings 1919-1939 by Kenneth McDonough. He describes many North Atlantic attempts and crossings with rich narrative and colorful three views plus sketches and photographs.

All aircraft listed in the above book, either for attempted or successful crossings, will be eligible for the commemorative. However they must be finished with appropriate colors and markings. Rubber, CO2, electric or internal combustion powered aircraft may compete. Separate and combined events will be scheduled. A selection of Trans-Atlantic aircraft is presented here to whet your appetite for building.

- *Ryan NYP Spirit of St. Louis
- *Bellanca W.B.2 Miss Columbia
Junkers W-33L Bremen
- *Bernard 191 G.R. H2 L'Oiseau Canari
Levasseur PL-8 L'Oiseau Blanc
Sopwith Atlantic
- *Breguet XIX Super TR Point d'Interrogation
- *DeHavilland D.H. 80 Puss Meth The Heatr's Content
Fokker F VIIb 3m Southern Cross
Savoia-Marchetti S-55X
Vickers Vimy-Rolls
- *Curtiss NC-1, NC-3, NC-4
- *Douglas Cruiser Chicago, New Orleans, Boston
Fokker C-2 America
- *Stinson Detrouiter The American Girl
- *Lockheed Vega Winnie Mae
- *Vultee V-1a Lady Peace
- *Curtiss Robin Corrigan's
Boeing 314 Yankee Clipper
Short Mercury

The above list is far from complete but represents a diversity of subjects. Plans and/or kits are available for these aircraft marked with an asterisk --- but wouldn't it be great to see an electric powered Boeing 314 flying over Shangrila!





PUBLIC INVITED!

DAVE SMITH
765-1624
Columbia S.C.



5th

COLUMBIA FUN FLY

FOR

RUBBER POWERED SCALE MODEL AIRPLANES!

DATE: MAY 2

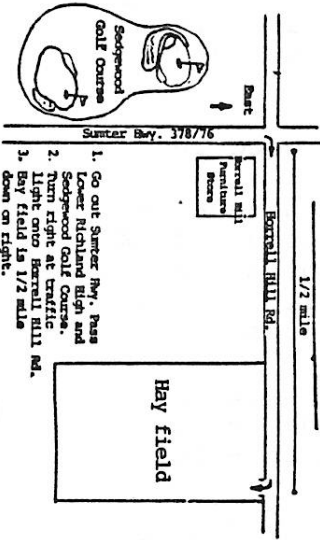
TIME: 9:00-4:00

PLACE: HORRELL HILL

EVENTS

- 1 GOLDEN AGE CIVILIAN - Any Golden Age Civilian aircraft built between the wars.
- 2 W.W. II - Combat aircraft.
- 3 RACEPLANES - An event for the racers!
- 4 MODERN CIVILIAN - Any civilian aircraft built after W.W. II.
- 5 MODERN MILITARY - Any military aircraft built after W.W. II. Jets and prototypes included. No liaison aircraft.
- 6 F.A.C. SCALE - Judged, handicapped and timed event.

DIRECTIONS



CONTEST RESULTS

BOSTONIAN - PEARY HIGH - 22 NOV 86

CONTESTANT	AIRCRAFT	FLIGHT TIMES-SECONDS				PLACE
		FIRST	SECOND	THIRD	TOTAL	
BILL BELL	ROUND	22	23	20	65	
ANDY KEINERT	GREAT EXPECTATIONS	57	57	57	175	1
BERT PHILLIPS	BOSTON BOXX	34	34	30	98	
BERT PHILLIPS	BOSTON RIVER	30	30	41	101	
PAUL SPRENGER	FOCINO	40	40	39	118	
DOUG BUCHANAN	BERNARD BANNAN	32	39	43	113	
BILL CLARKE	PERADOY RACKET	38	47	52	141	2
DAN BRISCOLL	PEARY ACE	42	46	42	130	3

WW I COMBAT - SHERWOOD HIGH - 10 JAN 87

CONTESTANT	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
BERT PHILLIPS	VELEE MURBAN	X				
KENNY SPANGLION	SE-S				X	2
BILL BELL	ROAKER D-BILL		X			
PAT DAILEY	ALBATROSS DIZZ					1
ALAN SPANGL	SWIMMERS	X				
PAUL SPRENGER	POKKEK DIZIT			X		

NO-CAL - PEARY HIGH - 13 DEC 86

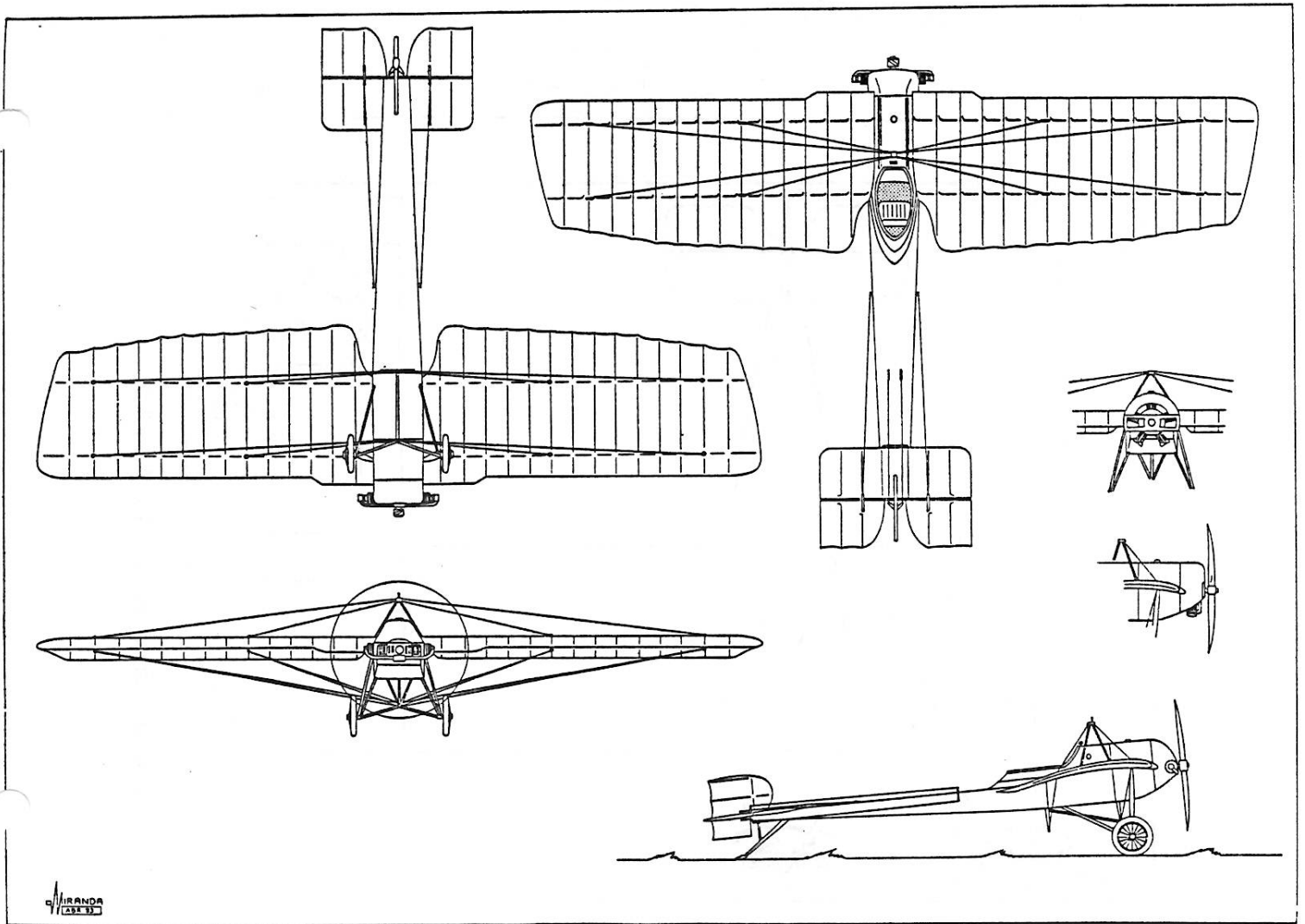
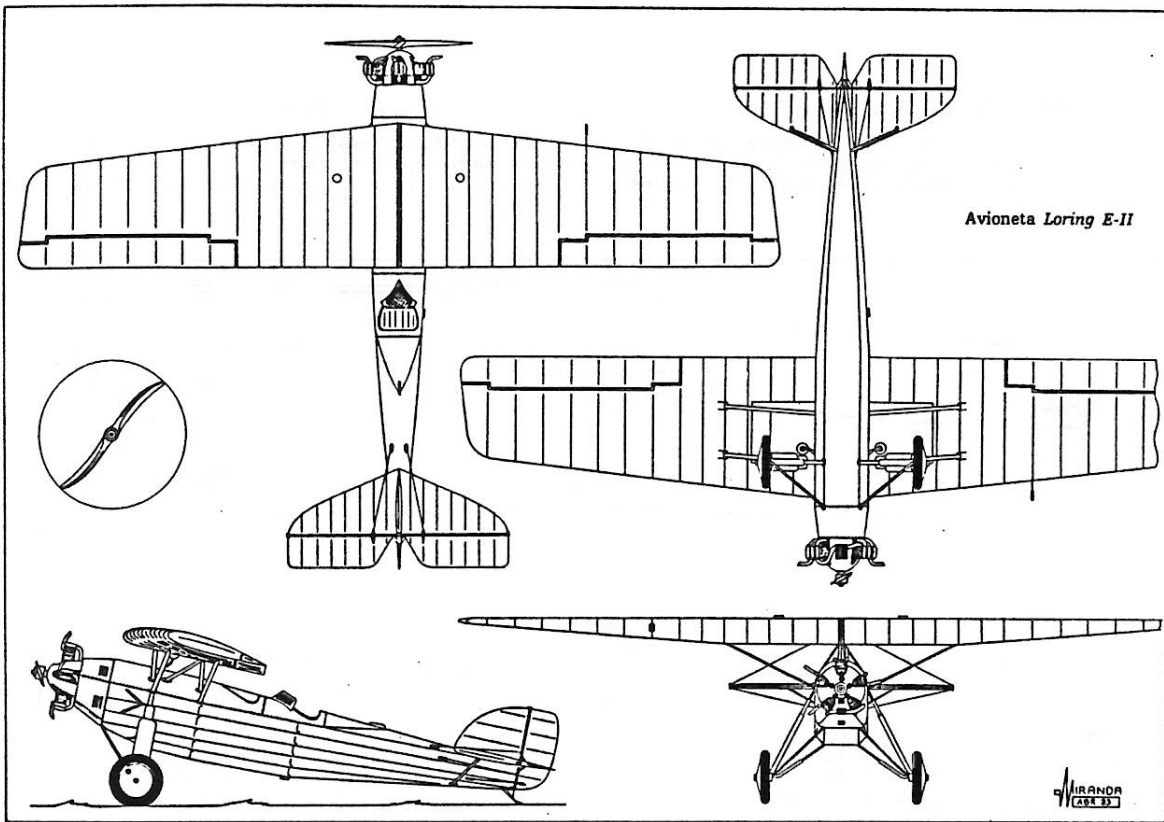
CONTESTANT	AIRCRAFT	FLIGHT TIMES (SECONDS)			PLACE	
		1	2	3		
PAUL SPRENGER	LACEY M-10	65	63	63	191	1
ROBE GREGORY	WEDDINGGGER	40	-	-	40	
ROBE GREGORY	WILDGART #1	40	46	-	86	
BILL CLARKE	BRWEO QM10	64	45	42	151	2
DVC BUCHANAN	P-51	34	26	-	60	

For more information call:
David Smith 765-1624

Top Secret Tech Reports

By Pat Daily

1. Sanding Blocks. After struggling with commercial sanding blocks for years, I finally got wise. Now I use paint sticks, basswood, and tongue depresser sticks. The trick to making them good tools is to make sure the edges don't grab what you are sanding. Take some rough paper and round off the edges of your paint sticks or whatever, then use rubber cement to glue the sandpaper or emory paper on. The old paper can be pulled off and new paper glued on easily.
2. WWI Style Landing Gear. I have discovered that dental rubber bands or elastic thread work great for shock cord, just like real WWI landing gear. Make the struts out of basswood with 1/64 ply reinforcements at the V. Use a solid music wire axle and rig with dental rubber. You will need a spreader bar of basswood or bamboo. Works well, and provides plenty of shock.
3. Spinners for Free Wheeling Props or CO2 Motors. I used to make permanent mounted spinners. No more. Now I carve a balsa spinner and hollow it. On the back of the prop - which usually needs some cutting with an Xacto to get it flat - I epoxy a disk of 1/32 ply. I use sticky florist clay to hold the spinner on the plywood disk. This way you can use one spinner with several props - great also for taking the prop off of CO2 engines.
4. Pin Joints. Years ago Stew Meyers converted me to using pin joints. My favorite way is to take some 23 or 24 guage teflon tubing and rough up the outside with sandpaper. Then Hot-stuff it into drilled holes in balsa blocks. The other part (i.e., a strut) has a sewing pin buried in it. The pin fits snugly in the teflon tubing. Thin Hot-stuff holds it even tighter. When the aircraft hits something hard, the pin joints will separate before breaking the structure yet still provides incredible strength in the joint. Try it - that's all I ever use.
5. Instrument Bezels. Model ^hstrip "portholes" work great for rubber scale (3/4" or so) instrument bezels. They come in brass and look really nifty when on a dashboard. I try to glue appropriate size disks of black paper or photo reductions of instruments in them. White glue provides a "clear" cover over the face of the instrument.
6. Cockpit Coaming. For really quick and easy coaming, I use masking tape. Cut it to the outside shape of the coaming and stick it over the area where the cockpit will be. This assumes you cover the area first with tissue or balsa. Then use a blue blade to cut the inner diameter of the coaming. Paint it brown or black and you have it done. The tape looks just about right on small to medium size WWI guys.



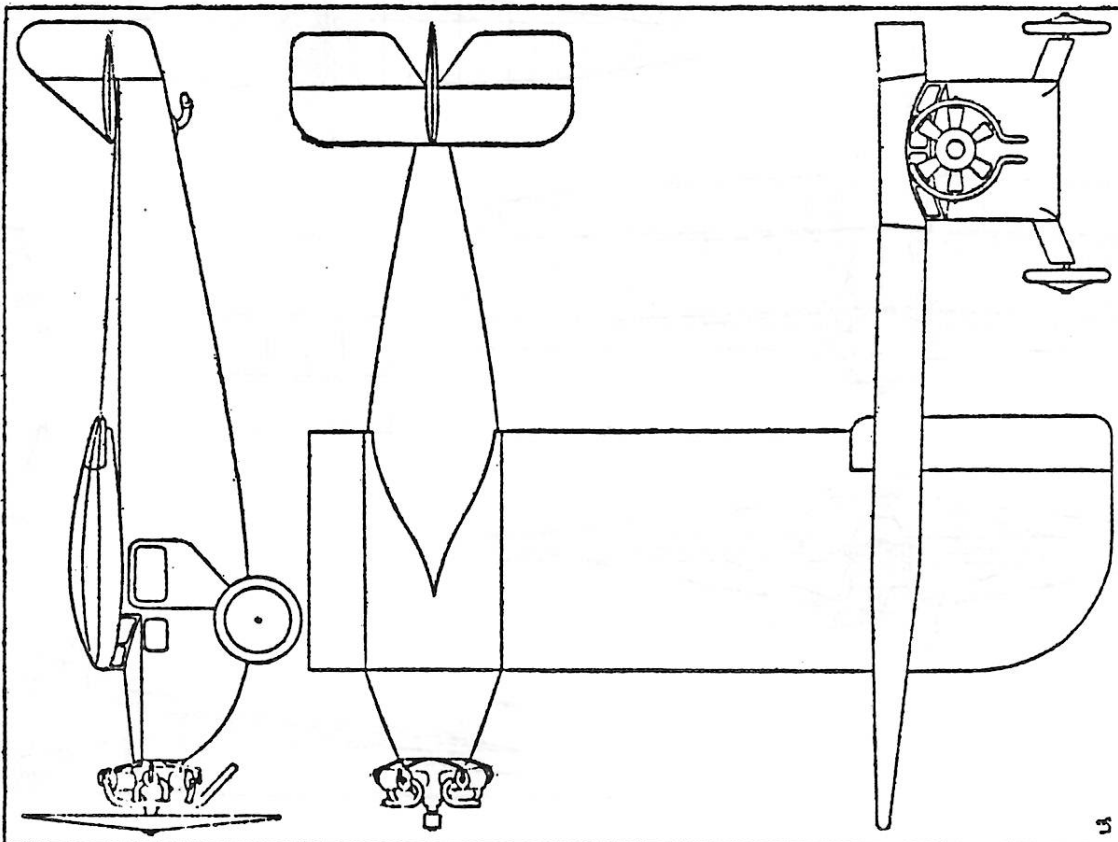
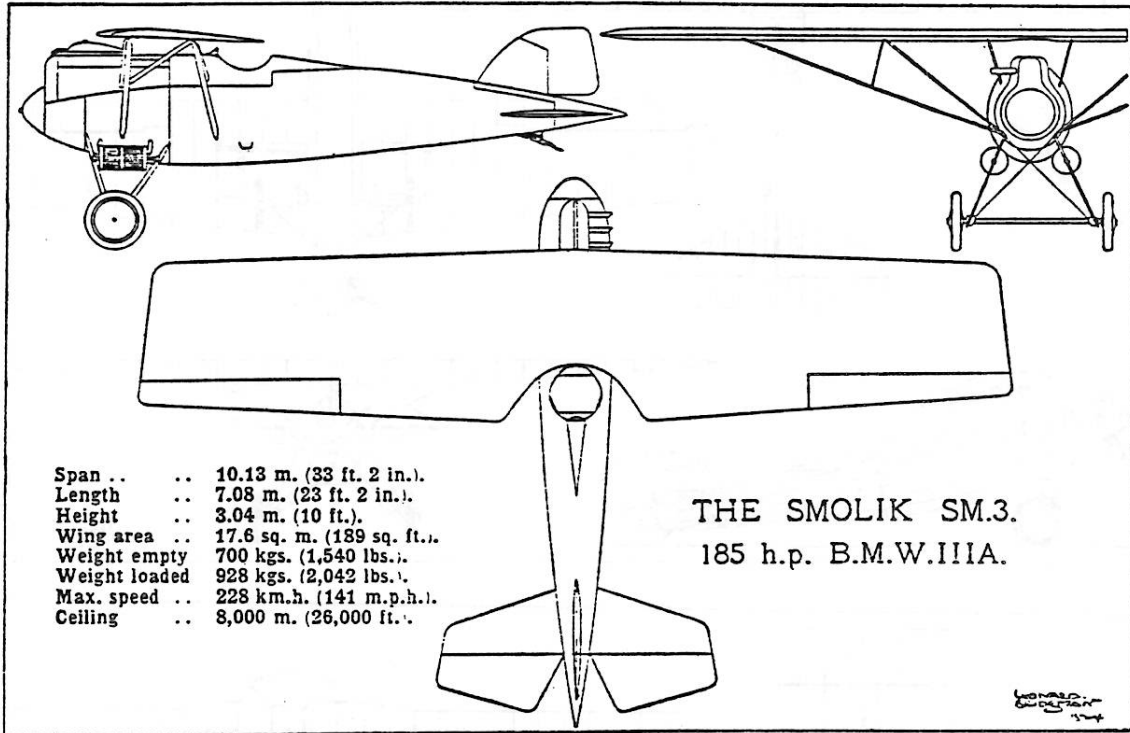
El «monocoque», diseñado y construido por Salvador Hedilla

MILITARY BIPLANE SM.1.

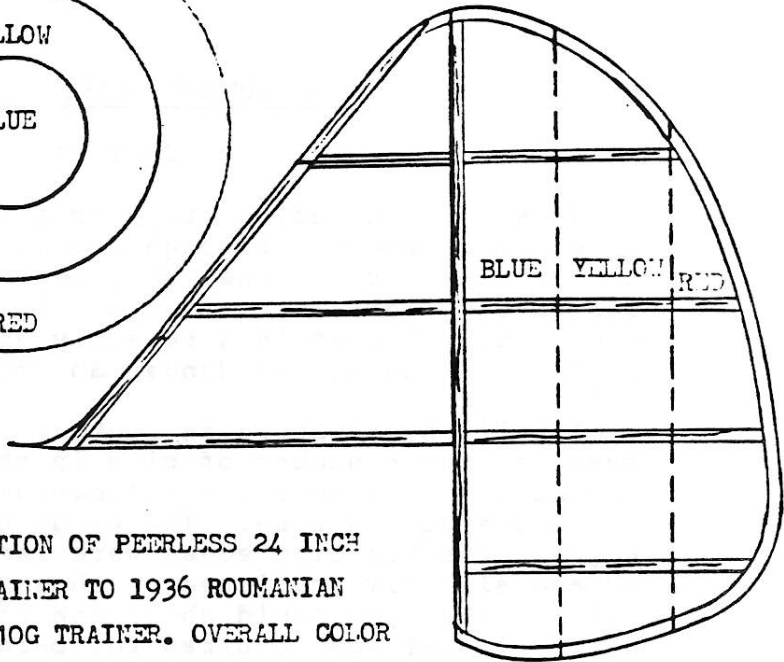
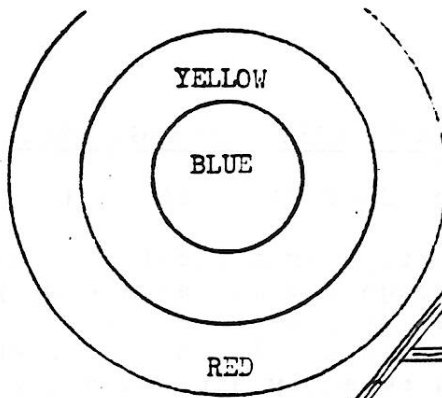
The military two-seat biplane "Sm.1" designed by Mr. Smolik and built by Military Aircraft Works, in June, 1922, and the similar SM.II were described in the 1922 edition.

THE SM.3.

A single-seat fighter monoplane, fuselage of welded steel tubes, wings of normal timber construction. Rigid steel tube wing bracing is used. The tail unit is of steel tube framing, entirely unbraced.

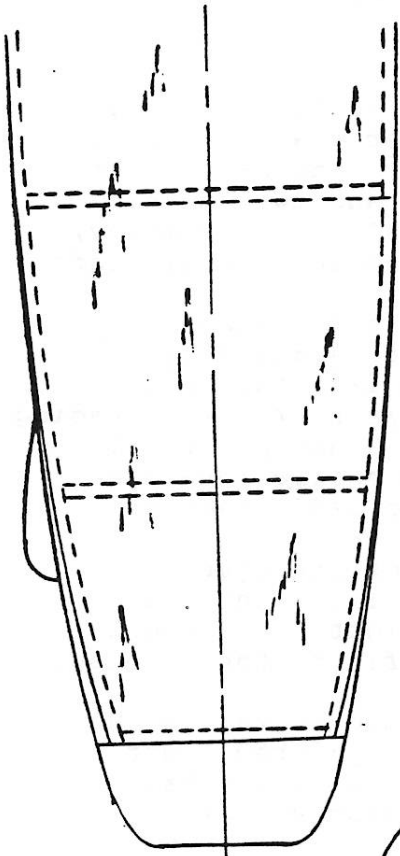


General arrangement of the A.C.A.Z. T.2.

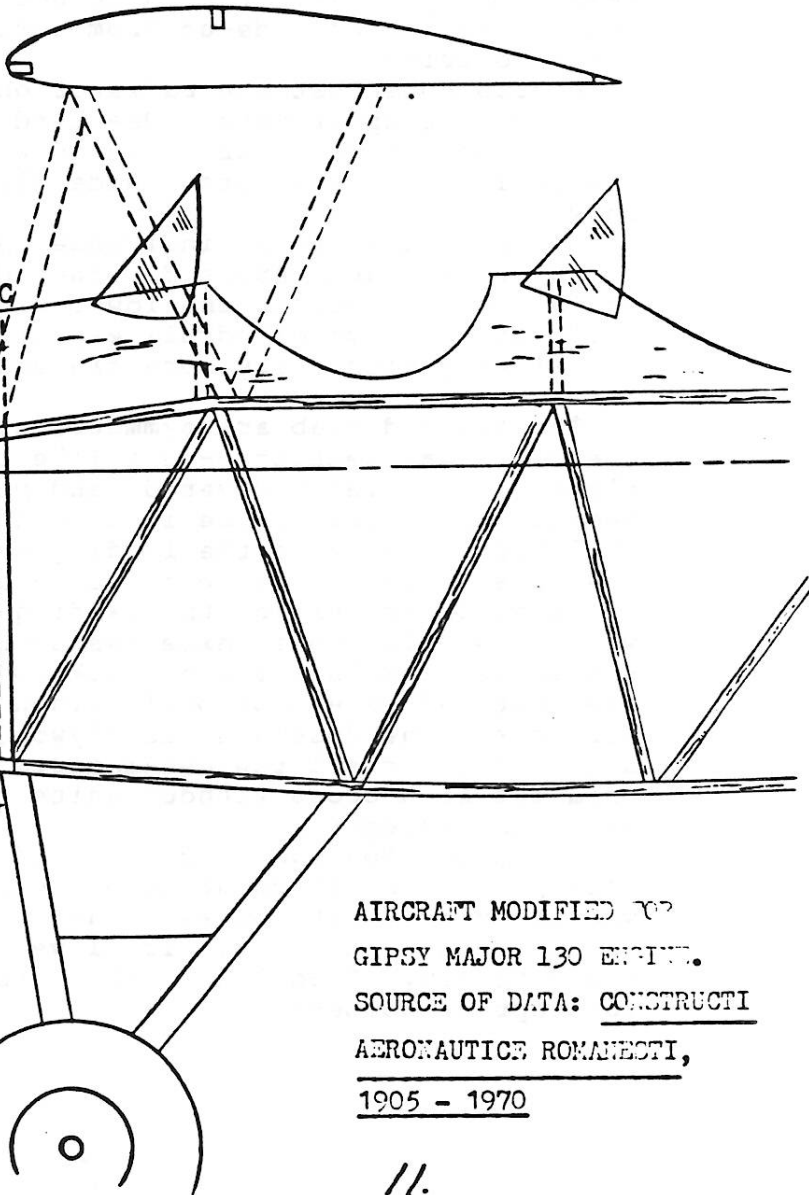
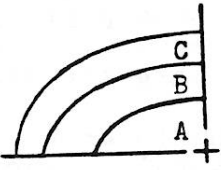


FIN-RUDDER

MODIFICATION OF PEERLESS 24 INCH
 FLEET TRAINER TO 1936 ROUMANIAN
 FLEET F-10G TRAINER. OVERALL COLOR
 WAS LIGHT GREEN.



NOSE
 TOP VIEW



RESEARCHED AND DRAWN FOR
MAX - FAX BY:
 COL. HURST G. BOWERS
 November 1985

AIRCRAFT MODIFIED FOR
 GIPSY MAJOR 130 ENGINE.
 SOURCE OF DATA: CONSTRUCTIA
AERONAUTICE ROMANESEI,
1905 - 1970

ALBATROS D-III (OEFFAG) SERIES 53

by CAPT PAT DAILY USN

Of all the beautiful fighter aircraft of WW I, the Albatros fighters of the D-I through D-V series are my personal favorites. And of this series, the very best of the lot are the D-III Oeffag Series 53. This aircraft had a 185 hp Mercedes and twin machine guns neatly cowled in a superbly streamlined cowl. This company, Oeffag, was an Austro-Hungarian company that manufactured aircraft for the Empire.

I built my Albatros as light as I dared and still managed to keep the scale number of ribs in the wings and tail assembly. Use strong 1/16 sq for the longerons and 4-6 lb 1/16 for just about everything else. The wings used medium 1/8 x 1/16 for leading edges. The trailing edges were laminated from 3 strips of 1/16 sq and slightly scalloped. I chose to cover the entire fuselage with tissue--you could sheet the nose with light 1/32 sheet as a bit of clay was required for balance.

The nose shape is a bit tricky--I used lots of stringers on top and bottom and the sides of the nose to get the right shape. Keep on playing with the shape until it looks right. The engine cowl is carved or made-up from scrap balsa and fit to the fuselage after covering.

Please note that the radiator on the Oeffag models was in the center of the upper wing. Use card or bond paper painted light gray. Put the radiator lines on with pencil. You should have the radiator on the bottom side also--make the header tank as shown.

I used 4 degrees of incidence in the lower wing, 3 degrees in the upper, and about 3/8 inch dihedral in each upper wing and about 1/2 inch in the lower wings. This plane flies very well with minimum dihedral, especially with 3/32 to 1/8 inch washout in all wing tips. Try more dihedral if you insist--but not much more.

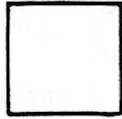
The fin and stab are symmetrical airfoils with the rudder and elevator flat sections--just like the real one. I made the stab-elevator one piece, covered and painted it, then cut out the front section so I could slide it onto the fuse. I used a piece of .015 wire to connect the leading edges of the stab through the fuselage--this slides up and down in a slot for trim.

Basswood struts for the landing gear with a bamboo spreader work fine. The solid axle was sprung with dental rubber bands. Hungerford wheels painted black look great on no. 53.21. Color was natural (cream or buff) linen covering for all the flying surfaces. The fuselage was plywood stained a reddish-orange. Light grey for all the metal parts and struts. The Austro-Hungarians used the iron cross without white outlines on the series 53 machines with some exceptions.

I fly my Albatros on 2 loops of 3/32 FAI rubber with a 7 inch Peck prop. She flies great -- in right hand circles. This baby won its very first contest that it was entered in with a flight of 43 seconds in a gym. Total weight dry was 31 gm and 40 gms ready to fly. Good luck with yours and keep your eyes peeled for Caproni bombers.



DUES DUE

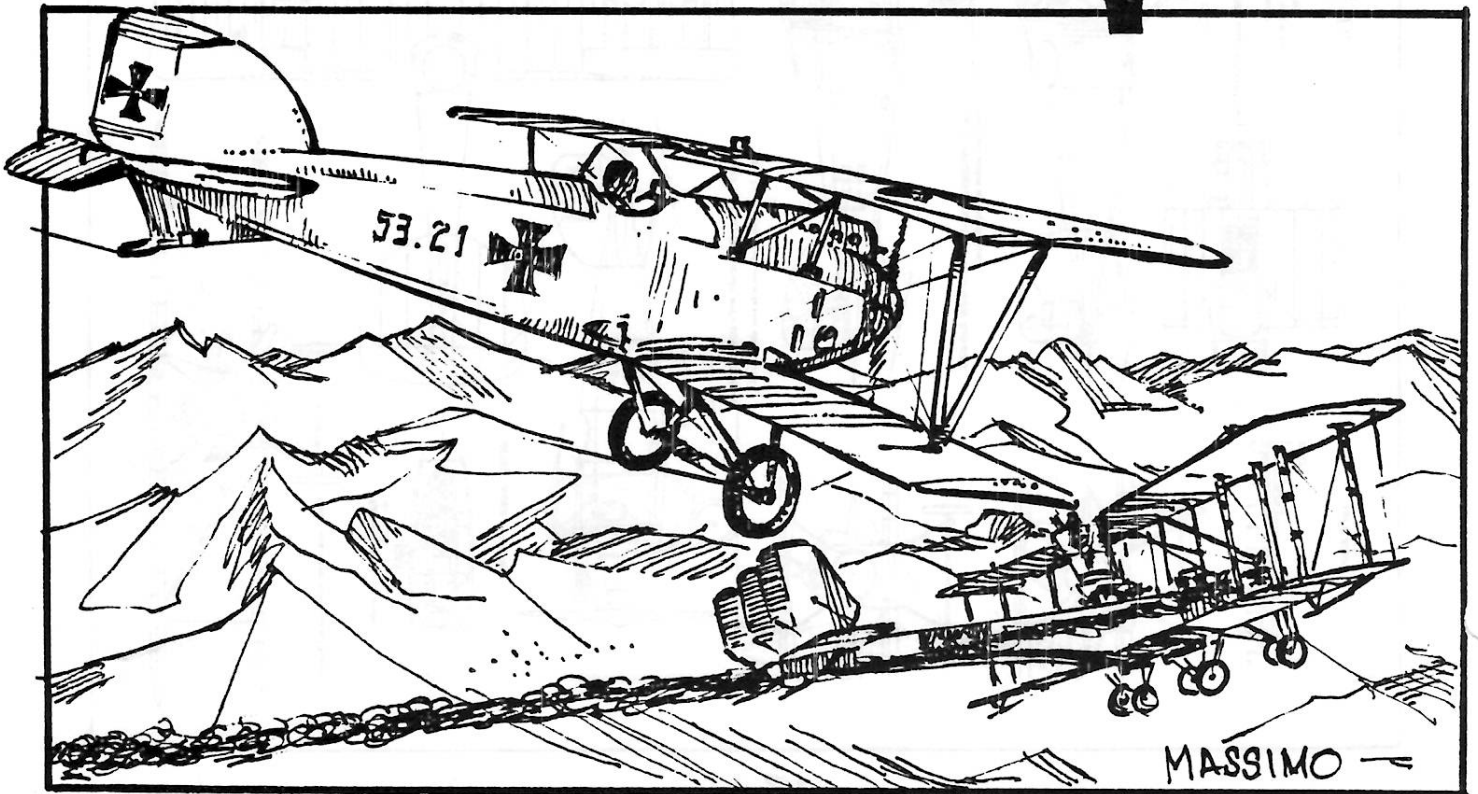


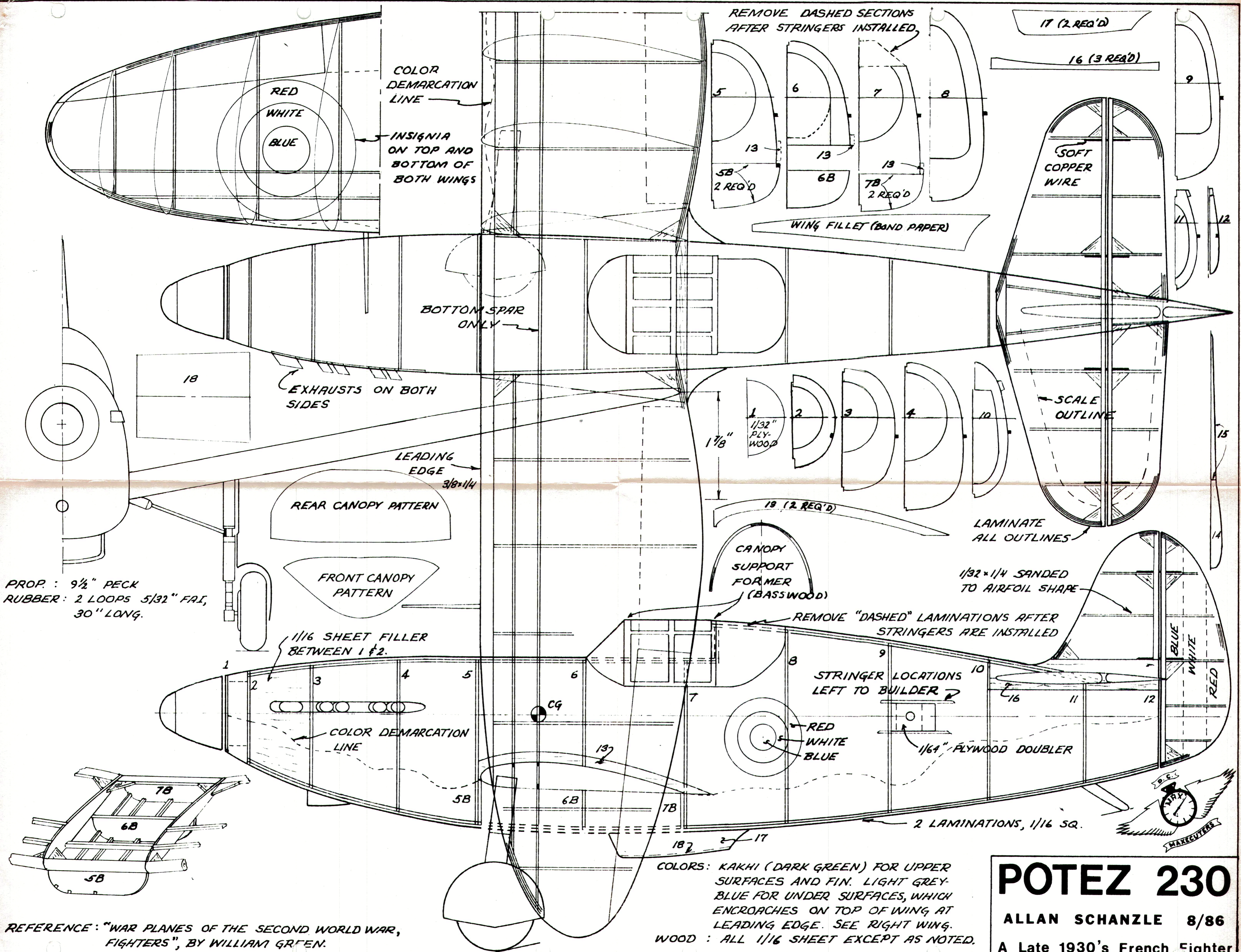
FIRST CLASS

2008 Spur Hill Dr.
Galtersburg MD 20879

MARCH
APRIL '87

max-fax





REFERENCE: "WAR PLANES OF THE SECOND WORLD WAR, FIGHTERS", BY WILLIAM GREEN.

POTEZ 230
 ALLAN SCHANZLE 8/86
 A Late 1930's French Fighter