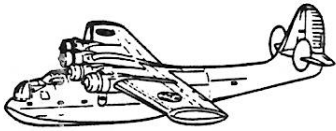
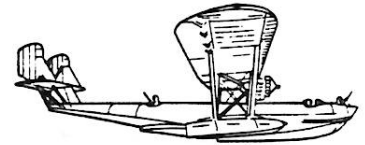


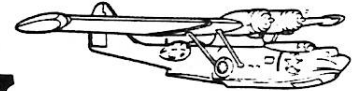
Sesqui-Wing Flying Boat - P2Y



Four-Engine Flying Boat - XPB2Y-1



Forerunner of PBY - The XPY-1



Navy's Famous PBY-5 "Catalina"

# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS  
SEPTEMBER/OCTOBER 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.

## PRESIDENT

BILL CERESA  
11410 Blueridge Drive  
Beltsville, MD 20705

## SECRETARY

BERT PHILLIPS  
1709 Crofton Parkway  
Crofton, MD 21114

## TREASURER AND NEWSLETTER EDITOR

ALLAN SCHANZLE  
2008 Spur Hill Drive  
Gaithersburg, MD 20879

\*\*\*\*\* 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.  
\*\*\*\*\*

## UPCOMING EVENTS

- July 19 1987: Old Timer Rubber Contest at COMSAT.
- Aug 9 1987: FAC Power Contest at COMSAT. Note new date. Any power.
- Sept 12 1987: MAXECUTERS SUMMER FUN FLY at COMSAT. See Flyer this issue.
- Sept 26 1987: FAC Contest at Fayetteville, North Carolina. See Flyer.
- Oct 3 1987: Lindbergh/Trans-Atlantic Commemorative at COMSAT.
- Nov 7 1987: Indoor contest at Pax River. See Flyer this issue.

## CLUB NEWS

ALLAN SCHANZLE

The BIG news for the MAXECUTERS this month is that we will be the host club for next years FAC NATS. The date is yet to be set by Lin Reichel at GHQ, but we will keep you informed of all the goings' on as soon as we get the final word. The location will be the same as 1986, in Geneseo, New

York. It appears that the owner of the field has ASKED US to return, and possibly make the location a permanent site. We must have done something right last year, and whatever it was, let's do it again!

If you check the UPCOMING EVENTS, you'll see that another indoor contest is scheduled at Pax River on November 7. Claude Powell, our Pax River connection, has managed to get sleeping quarters for Friday and Saturday nights, FREE!!! There are some prerequisites, however, (such as men only, bring your own linen, registrar with Claude two weeks before the contest, etc), so before you plan to freeload off the NAVY, be sure to contact Claude via the phone (301 872-4105) or send him a self addressed and stamped envelope for all the details. His address is Box 454, Ridge, MD 20680.

One of our long distance members is Graham Lovejoy, who resides in New Zealand. I recently asked him to offer to our readers a short blurb about model activities in his country, and Graham responded with the following:

"Firstly, New Zealand is a country roughly the size of Great Britain, but situated in the South Pacific. It is comprised of two major islands, and this is no doubt why we experience our windy weather! Despite this, modeling interest is high, mostly in R/C, but with an enthusiastic group of F/F and C/L fliers too. F/F scale interest is fairly small, but devoted, and seems to be in "pockets" around the country. The Nationals of the NZ Model Aeronautical Association are held each December, our summer, and F/F scale events are flown. In recent years, F/F scale (power and rubber) has been flown in the evening and has proved to be a popular spectator event.

"A couple of years back, the winner of the rubber scale event entered a 30" P-39 which had retracting/detracting undercarriage worked by a Tomy timer. It all worked perfectly, and was a great crowd pleaser. However, most rubber scale designs are fairly conventional, at least thus far. Rubber scale always attracts a good entry, and now that CO-2 can be used in power scale, many will no doubt use this means of propulsion.

"Peanut Scale is flown indoors, using ROG as an option and an associated 10 second flight time bonus. This is always a popular spectator event too, and good flights are often rewarded with applause. I intend to participate at the NATS this year, so I will send some photos.

"New Zealand fliers tend to be "all-arounders", rather than specialists. So amongst the scale enthusiasts are F/F competition fliers, etc., which often show the way as far as performance is concerned. My Club, the P.N. Aeroneers, consists of all types - main interest is sport R/C, but we have among our members a top C/L aerobatics flier, a keen F/F competition flier, and a couple of good R/C scale fliers. Quite a well balanced mix, and we all learn from each other. Vintage, or Old Timer, flying is popular, especially R/C assist, but also F/F rubber and Glider. While I enjoy being in the Aeroneers, I get so much out of being a member of the MAXECUTERS, and distance doesn't seem to matter when I receive MAX FAX. I am amazed at the variety and numbers of models, and awed at the skills displayed amongst the Rubber Scale enthusiasts in the US as well as elsewhere - a constant source of inspiration.

"Thanks again for MAX FAX, a great publication."

Graham also asked if we would accept a proxy entry for the PAX River event. Normally we don't instigate such a policy, but when the model is shipped from half way around the world, you bet we'll accept an entry. Thanks, Graham, for sharing this information with us.

This issue features a plan of the Fiat G 55 by Dave Smith, from Columbia South Carolina. Dave also did the nifty artwork for the cover. You'll find another note about Red Devil Onetime Spackling, a product several of us in the Washington area have been using for several years, a plan of a profile "Fly-Wright", by Bud Carson, some 3-views, an article about Capt Frank Hawks, copied from M.A.N., April 1931, and a few cartoons from the AOPA Pilot sent in by Bob Longseth. Some contest results and photo pages by Tom Schmitt round out the issue. Hope to see you Sept. 12.

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#### PHOTO PAGES

#### TOM SCHMITT

1. A high flying FIAT G-55 CENTAUR the full size plan in this issue by Dave Smith of South Carolina, photo by Dave.
2. Dave with another of his designs the Gee Bee 'City of Springfield'.
3. A delighted Hurst Bowers after the initial test flights of his fine flying DENNY JR..
4. The photo editor finally finished his CO2 RWD-10, a great little design by Hurst in a previous MAX-FAX.
5. A CORBEN electric duel; Rolfe Gregory launches a little ahead of Hurst. Electric is here to stay at COMSAT!
6. Phyllis Warner hoists Bill's magnificent diesel powered free-flight STINSON aloft for a great photo by Bill who was inspired by the Cleveland model in the AMA museum.

#### Galesville '87

7. Bud Carson with his DAYTON-WRIGHT racer, a terrific flyer in the 'gale'!
8. A rubber powered NORTHROP flying wing by Vance Gilbert was a winner in FAC JUMBO and possibly a future MAX-FAX plan.
9. Mark Houck of the Houck family flyers and his AERONCA DEFENDER.
10. Shirley Carson with Bud's full sized KORDA Wakefield; thanks Shirley for the life-saving luncheon repast.
11. George Meyers waiting for a lull in the 'gale' to launch his MOTH.

#### Meanwhile Back to Shangrila

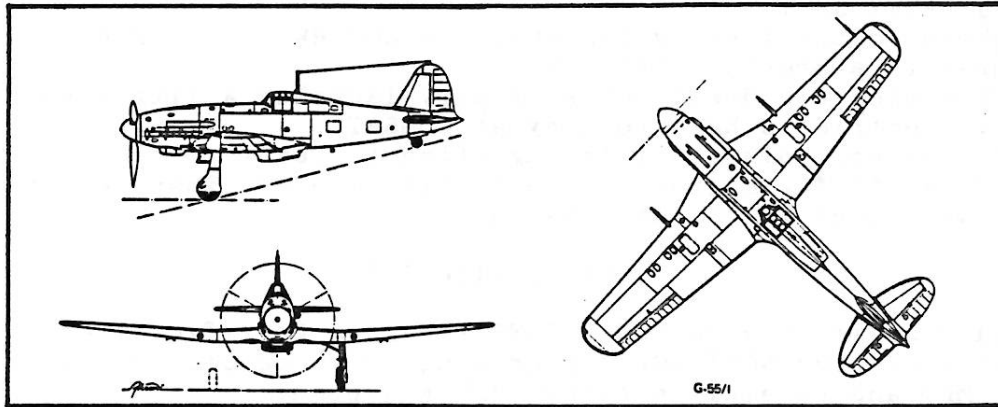
12. Don Srull and his beautiful black and yellow Copland antique Wakefield before the Galesville disaster; ask Don about soldered prop free wheeler clutches and then run for your life!
13. Another beauty by Hurst Bowers, a VL electric powered RENARD R 17 which is a great flyer and maybe another future MAX-FAX plan.
14. Remember Allan Schanzle's STETTIN LA-11 plan two issues ago; this is one great CO2 flyer specially when built with Allan's private stock of four pound balsa.
15. Paul Spreiregen with his ONE-NIGHT P-30 at our recent COMSAT contest.
16. Bob Thompson one of our respected FAC Mentors with his MITSUBISHI KI-15 KAMIKAZE at the FAC NATS in Geneseo last summer.
17. Bill Bell with a high flying FAIRCHILD from his bottomless basket of flying scale aircraft all of which are good flyers.
18. The latest model recovery technique at COMSAT when fishing poles do not quite hack it.

FIAT G-55  
by  
David Smith

During the latter stages of WW II, Italy produced a number of excellent fighter aircraft. Most notable of these were the series 5 fighters. Of these, the Fiat G-55 is my personal favorite. It was fast, heavily armed and highly maneuverable. In air duels over northern Italy, it was pitted against the best Allied fighters and was a foe to be reckoned with.

If you haven't tried a cracked-rib style wing yet, by all means try one here. They are light, strong and build quickly. After the wing is completed, stringer the fuselage except for the area between formers D and G below the side keels. Leave this area open. Now, add the small former G. Next, from the bottom of the center line on former D, measure up  $5/32$ " and mark the spot with a soft lead pencil. Tack glue the wing in position with Testor's or Ambroid. From here on, it's simply a matter of filling in the triangular areas above the wing with  $1/16$  square. Pop the wing out and finish the saddle with scrap  $1/16$  sheet.

My Fiat flies well with the prop and power combination listed on the plan. With a 45 second motor run this Italian stallion really gets up there! Watch out for those summer thermals!



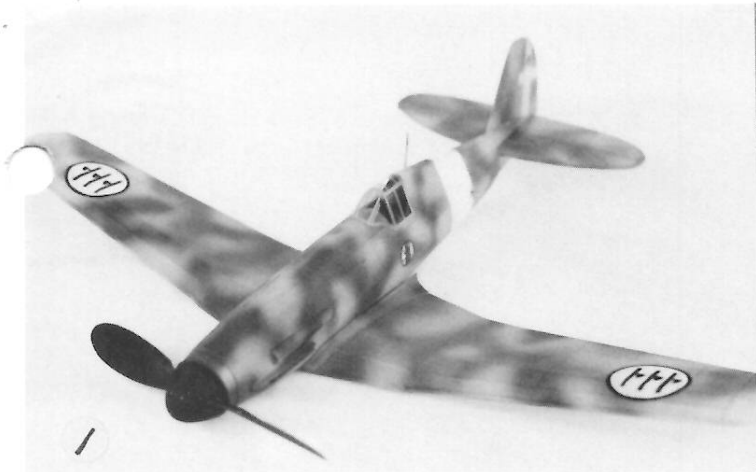
CRACK FILLERS REVISITED

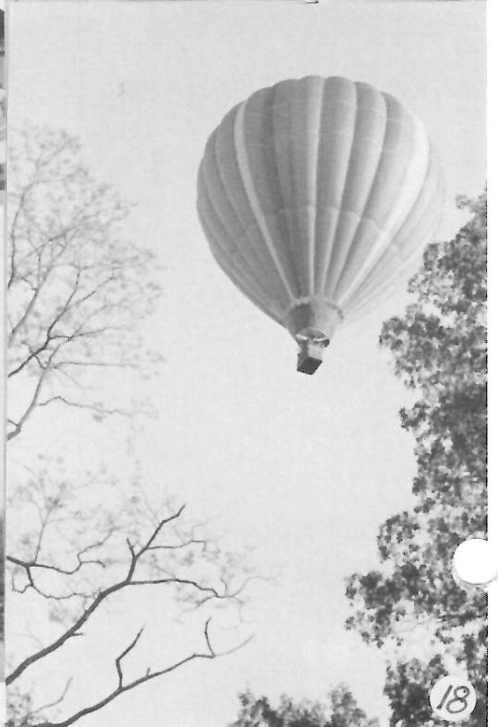
TOM SCHMITT

The JULY/AUGUST 1983 issue of MAX-FAX discussed the use of a lightweight spackling compound marketed with the trade name RED DEVIL ONETIME Spackling. At that time we asked for feedback concerning the use of this product in flying scale aircraft construction. While there has not been an avalanche of correspondence, several local model builders including this writer have used the spackle with success for a variety of purposes. They include fillets, changing fuselage contours, and of course filling extensive cracks (more commonly known as construction errors). We should also mention that it is terrific for household use for which it was intended. With a reasonably solid backing it is very strong and sands good when totally dry. It accepts any finish that we have put on it in modelling efforts or household repairs.

Now the above observations have been supported by none other than Consumer Reports in their July 1987 issue. Several spackling compounds are rated and include some that are designated as lightweight paste. Naturally RED DEVIL ONETIME Spackling is in there right near the top of the ratings. Since the RED DEVIL product is not available everywhere how about some feedback on the other lightweight products listed?







OLD TIMER CONTEST - COMSAT - 7/1984

| FREE - FOR-ALL |                |        |
|----------------|----------------|--------|
| NAME           | AIRCRAFT       | WINNER |
| ROSE GREGORY   | FA MOTH        |        |
| BERT PHILLIPS  | FLYING YANKEE  |        |
| EDDG BUCHANAN  | PHANTOM FURY   |        |
| DAN KRISCOLL   | SPARKY         |        |
| CHARIE INGERS  | PACIFIC AGE 80 |        |
| BILL BELL      | 5/4 KURT       |        |
| DON STROLL     | FRANCO         | ✓      |
| KENNY STARBORN | OLE RELIABLE   |        |
| TOM SCHMITT    | PACIFIC AGE 20 |        |

| PACIFIC AGE   |          |        |
|---------------|----------|--------|
| NAME          | AIRCRAFT | WINNER |
| BERT PHILLIPS | PA 80    |        |
| TOM SCHMITT   | PA 80    |        |
| EDDG BUCHANAN | PA 80    |        |
| DAN KRISCOLL  | PA 80    |        |
| CHARIE INGERS | PA 80    |        |
| BILL BELL     | PA 30    | ✓      |

| FLYING ACES MOTH |          |        |
|------------------|----------|--------|
| NAME             | AIRCRAFT | WINNER |
| ROSE GREGORY     | FA MOTH  |        |
| TOM SCHMITT      | FA MOTH  | ✓      |
| BILL BELL        | FA MOTH  |        |

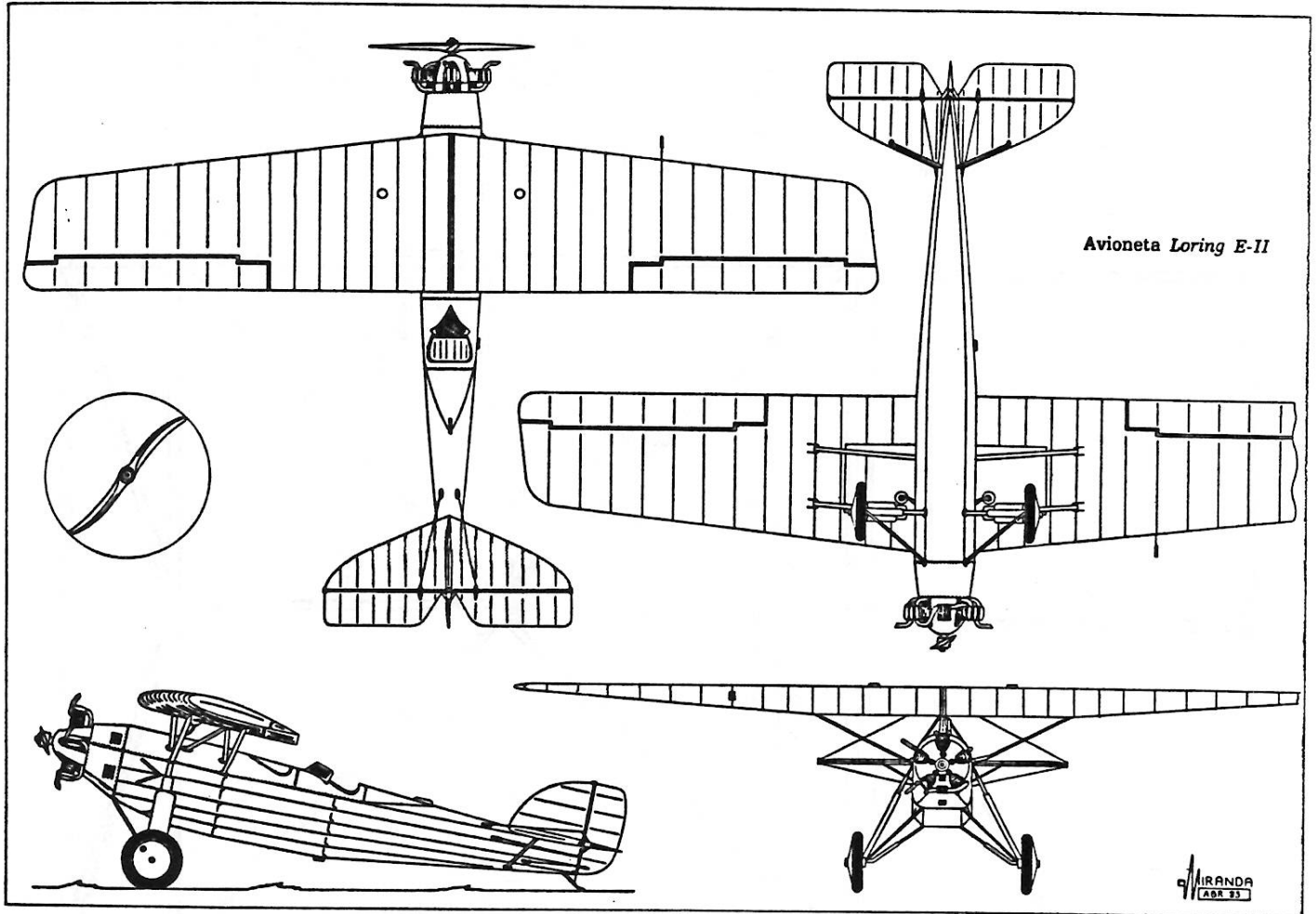
| FLYING YANKEE   |                        |        |
|-----------------|------------------------|--------|
| NAME            | AIRCRAFT               | WINNER |
| BERT PHILLIPS   | FLYING YANKEE          |        |
| EDDG BUCHANAN   | FLYING YANKEE          |        |
| EBERTY PHILLIPS | FLYING YANKEE          | ✓      |
| * ARDY          | FLYING ACES BUCHANAN'S |        |

P30 MASS LAUNCH COMSAT 14 JUNE 1984

| CONTESTANT    | AIRCRAFT           | PLACE |
|---------------|--------------------|-------|
| DON STROLL    | STROLL SPECIAL     | 2     |
| BOB GARDON    | GARDON BACSCROTHER | 1     |
| TOM SCHMITT   | ROUND EAGLE        | 3     |
| GLENN SIMPERS | POTENT             |       |
| PAUL STARBORN | ONE NIGHT          |       |

HELICOPTER MASS LAUNCH COMSAT 14 JUNE 1984

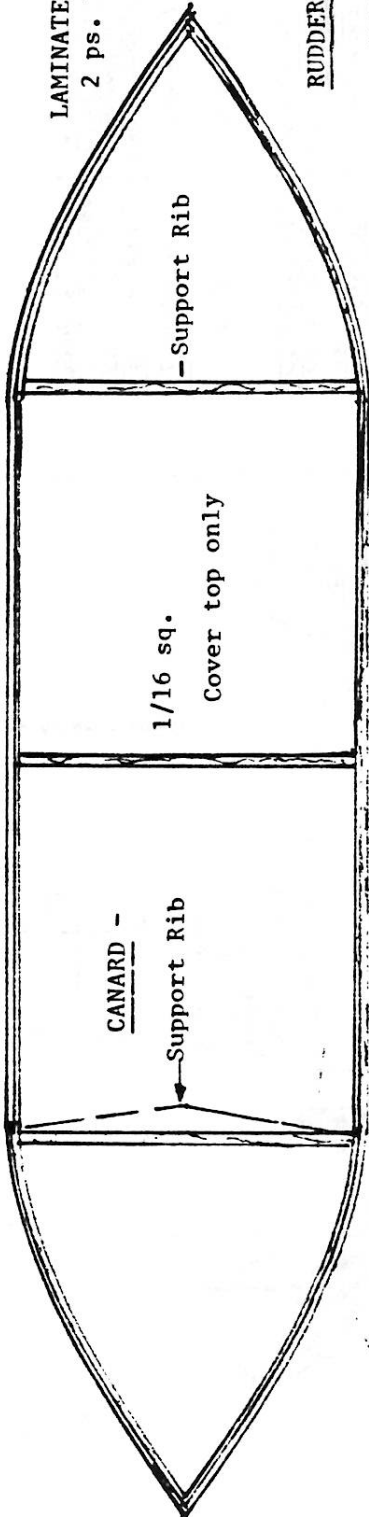
| CONTESTANT       | AIRCRAFT          | PLACE |
|------------------|-------------------|-------|
| BILL GERESA      | SINGERSKY SCORANE | 3     |
| TOM SCHMITT      | HANNAN'S AGOSTA   | 2     |
| ALLAN SCHANZLE   | HANNAN'S AGOSTA   |       |
| CONNIE McSHULZUS | HANNAN'S AGOSTA   | 1     |



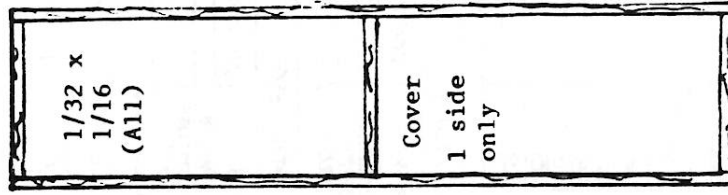
HIRANDA  
AOR 23

LAMINATE FRAME

2 ps. 1/32 x 1/16



RUDDER



RIB - Trim fm. TE for Tip



5 1/2" PUSHER PROP

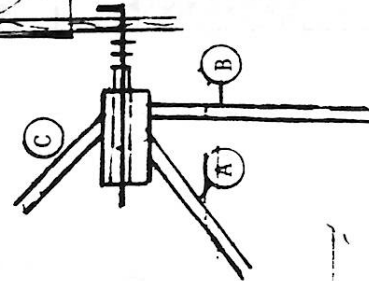
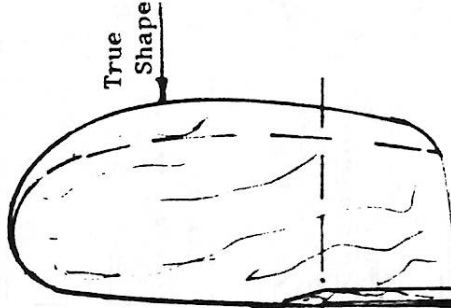
Form at 20° angle on quart jar, tips raked forward

Mat'1 - 1/32

hard

Pitch @ 45°

here



MOTOR MOUNT DETAIL

All Struts 1/16

Hard

Thrust Line 0-0

1/16 Birch Dowel Front Motor Support

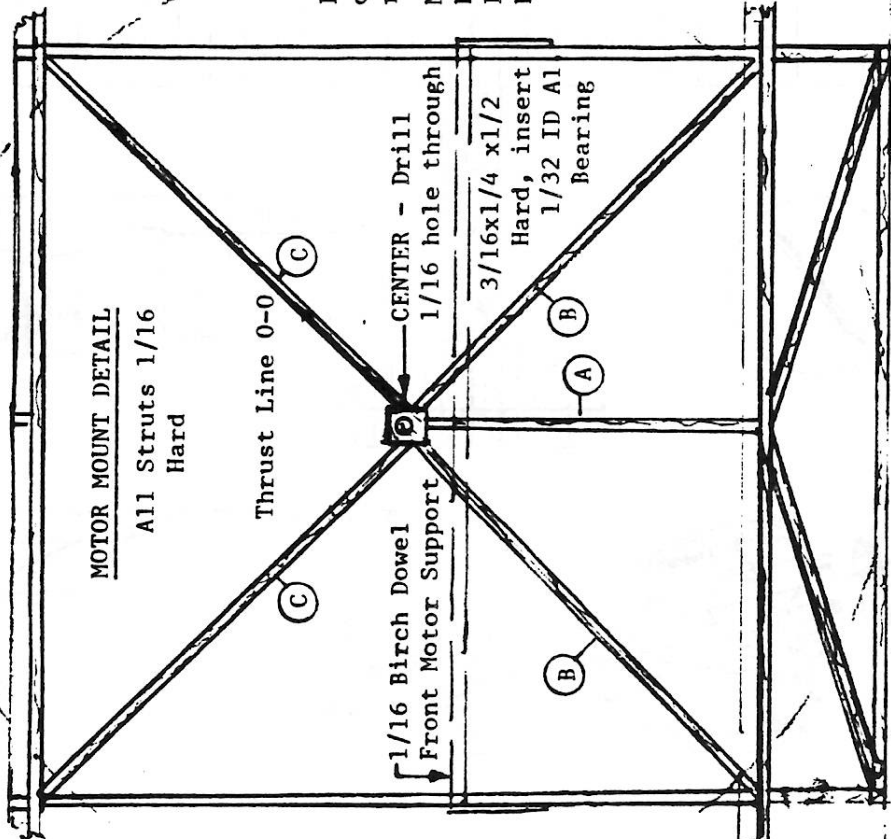
CENTER - Drill 1/16 hole through

3/16x1/4 x1/2

Hard, insert

1/32 ID Al

Bearing



FLY WRIGHT

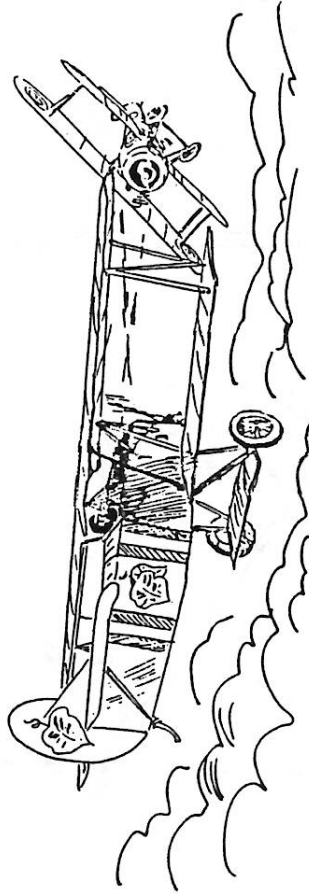
Designed and Drawn by

*Bird Carson*

11/84



MODEL AIRPLANE CONTEST  
FOR  
RUBBER POWERED SCALE MODEL AIRPLANES!



SATURDAY  
SEPT 26 1987  
9:00 - 4:00  
RAEFORD, NC

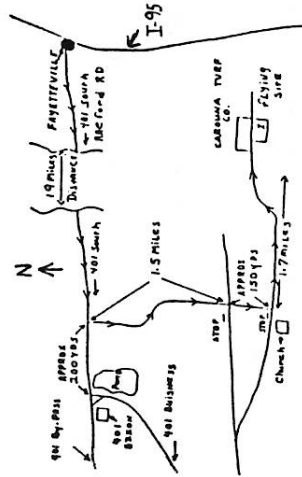
EVENTS

1. W.W. I - Biplanes only.
2. GOLDEN AGE - Civilian airplanes, 1920-1940.
3. W.W. II - Combat aircraft.
4. THE RACES - Any race plane, 1920 up.
5. FAC SCALE -
6. JUMBO SCALE
7. FAC CO<sub>2</sub> SCALE

FOR INFORMATION REGARDING CONTEST CALL :

Tom Odom - (919) 8754975

DIRECTIONS



SPONSORED BY:



INDOOR MODEL AIRPLANE  
CONTEST

NOVEMBER 7 1987

9:00 AM - 5:30 PM

ROTARY WING HANGAR, BUILDING 111  
NAS/PATUXENT RIVER, MD  
LEXINGTON PARK, MD



FAC RULES

MASS LAUNCH

MM-1

NAVY SCALE

PEANUT SCALE

GOLDEN AGE  
(1920 - 1934)

NO ENTRY FEE

OTHER EVENTS

FAC SCALE

NO-CAL (7 GM. MINIMUM  
WITHOUT RUBBER)

BOSTONIAN (ROG, 14 GM.  
MINIMUM WITHOUT  
RUBBER)

NOVICE PENNYPLANE  
(AMA RULES)

SPECIAL EVENTS (NO TROPHIES)

INDOOR HANDLAUNCH GLIDER

FAC POWER SCALE (4 OZ. MAXIMUM WEIGHT)

INDOOR COCONUT SCALE (1 OZ. MINIMUM WITHOUT RUBBER)  
WINGSPAN MINIMUMS: MONOPLANES, 36"  
MULTIPLANS, 30"

AWARDS: 5:10 - 5:30

FAC JUDGING STARTS AT 11:00 AM. NO QUALIFYING FLIGHT REQUIRED.  
ALL FLIGHT SCORES SUBMITTED BY 4:30 PM.

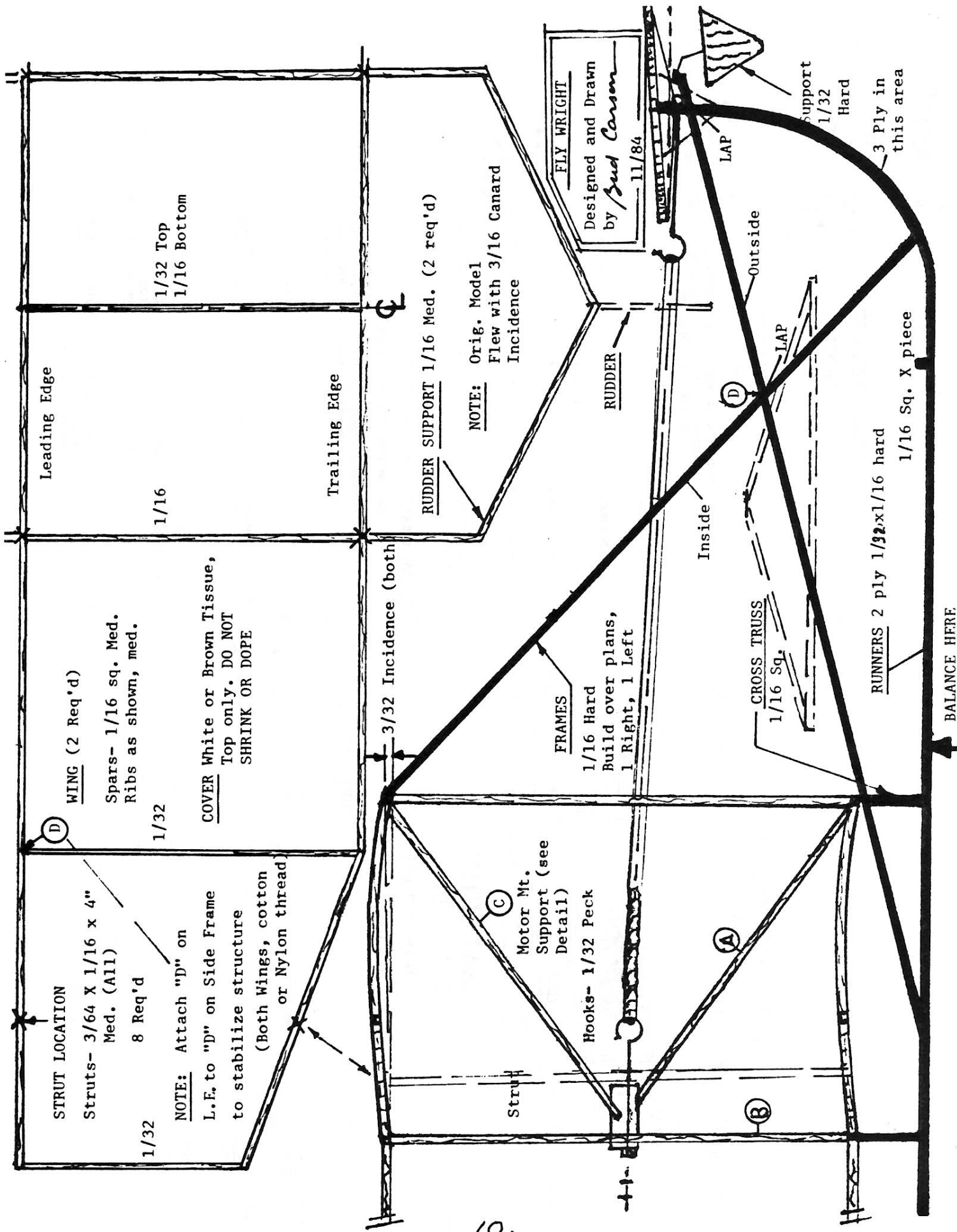
LOCAL RULE: ONE MASS LAUNCH EVENT PER MODEL.

INFORMATION:

COORDINATORS: CLAUDE POWELL (301) 872-4105  
TOM SCHMITT (301) 530-0327  
CONTEST DIRECTOR: ALLAN SCHANZLE (301) 840-5884

SPONSORED BY:

NAVAL AIR STATION/NAVAL AIR TEST CENTER,  
PATUXENT RIVER, MD AND ST MARY'S COUNTY REC-  
REATION AND PARKS.



**STRUT LOCATION**

Struts- 3/64 X 1/16 x 4" Med. (All)

8 Req'd

1/32

NOTE: Attach "D" on

L.E. to "D" on Side Frame to stabilize structure

(Both Wings, cotton or Nylon thread)

**WING (2 Req'd)**

Spars- 1/16 sq. Med. Ribs as shown, med.

1/32

COVER White or Brown Tissue, Top only. DO NOT SHRINK OR DOPE

3/32 Incidence (both)

Leading Edge

1/16

1/32 Top  
1/16 Bottom

Trailing Edge

RUDDER SUPPORT 1/16 Med. (2 req'd)

NOTE: Orig. Model Flew with 3/16 Canard Incidence

RUDDER

FRAMES

1/16 Hard Build over plans, 1 Right, 1 Left

Motor Mt. Support (see Detail)

Hooks- 1/32 Peck

FLY WRIGHT  
Designed and Drawn by *Jud Carson*  
11/84

Inside

CROSS TRUSS  
1/16 Sq.

LAP

Outside

LAP

Support 1/32 Hard

RUNNERS 2 ply 1/32 x 1/16 hard  
1/16 Sq. X piece

3 Ply in this area

BALANCE HERE

# The Story of America's Human Bullet

*M.A.N. APRIL 1931*

**T**HIS is a story not frequently told about Frank Monroe Hawks, but it is significant to any narrative about the man and his accomplishments:

Back in 1926, months before Lindbergh, Chamberlin and Byrd lined their planes up at the transatlantic air derby barrier at historic Roosevelt Field, Hawks had a notion himself to fly over the Atlantic to Paris.

At the time Hawks was a joint operator of an airport at Houston, but "pickings" were poor, and Hawks was comparatively unknown. But he had met James Rockwell, Jr., financier.

Hawks told Rockwell his idea. He wanted a tri-motored plane, a couple of ham sandwiches, and a map showing the route to Le Bourget, Paris.

"I can make it," he said, "and I'd like to land during the Legion convention. Who would be willing to back me?"

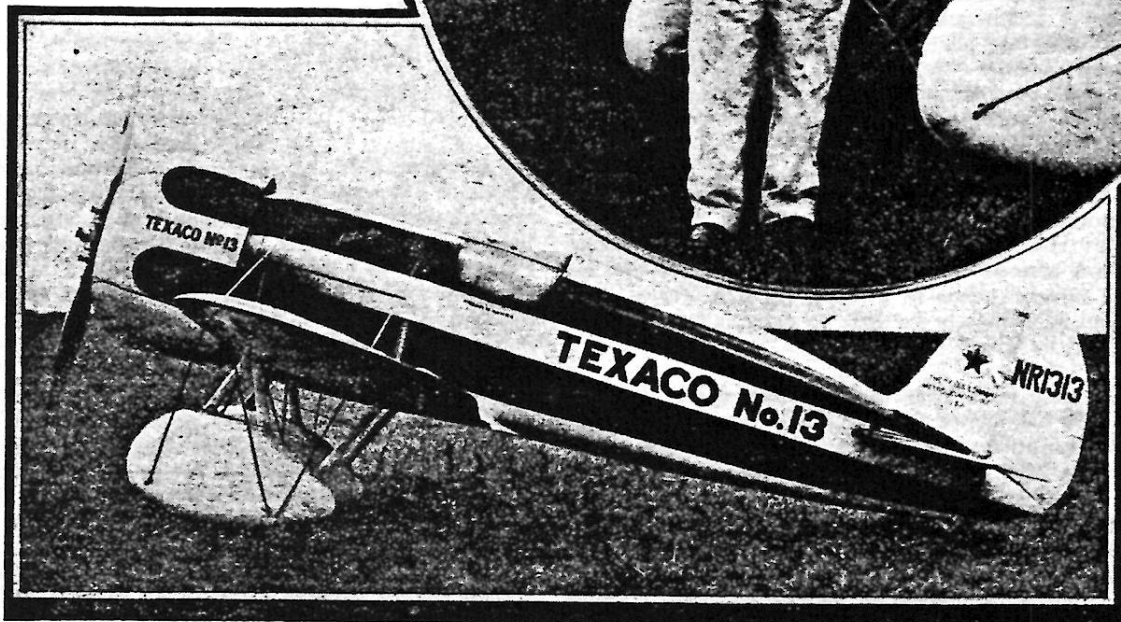
Knowing his man, Rockwell believed he could do it. He told Hawks to see Will Hogg, real estate operator; Jesse Jones, publicist and capitalist, and Will Carter, real estate operator and banker. Hawks saw Jones, and explained his plans. The decision, while not definite was encouraging, and Hawks came away grinning and

was following up his other leads when Lindbergh on an overnight's notice roared down the runway at Roosevelt Field and less than 35 hours later landed in Paris.

Hawks was unperturbed, and began developing another idea—speed. He had thought of the transatlantic flight as a grand adventure only for the first one to make it, and when Lindbergh succeeded Hawks took to fast airplanes and unprecedented cross-country travel. But more anon.

At 8 a.m., on Sunday, March 28, 1897, in Marshalltown, Iowa, Frank Monroe Hawks first saw the light of day—and that at a time when the claim of the Wright brothers that men might eventually fly like birds was but a nebulous theory. Aviation and Hawks, however, developed mutually, in a way of speaking. Came the famous flight at Kitty Hawk and all the grand subsequent developments. Meantime, Frank Hawks grew—through the

**A Free "Flip"  
Started Capt.  
Frank Hawks  
on His  
Amazing Career**



grade schools in Marshalltown and Minneapolis—through a little career as a character player with a Minneapolis stock company—through high school at Long Beach, California.

At Long Beach something significant happened. A barnstorming aviator named Christopherson was hopping passengers over Long Beach. Twenty-five dollars a hop. It might well have been a million so far as young Hawks was concerned, since he felt a million was as reachable as twenty-five. Even at that time Hawks was developing the imagination that years later envisioned some of the most sensational flights of his time.

Posing as a reporter for a local paper, Hawks approached Christopherson offering free publicity in "his newspaper" in return for a free ride. The bargain was sealed, and Hawks obtained his first hop. The seed was planted. Hawks wanted to learn to fly. He confessed his lie to Christopherson, and after being forgiven, became the ground crew for the ship.

After that Hawks entered the University of California, but in his sophomore year of an arts course at the school, the United States entered the World War. What came next is rather obvious: Hawks appeared on the records of Love Field in Dallas as a student of aerial science. He was commissioned within a few months and subsequently became an instructor—at the expense of being sent "across" for combat duty. It was hard to swallow then, but it was a compliment to ability.

Out of the army with the rank of captain, Hawks barnstormed over the country, took a fling at the air mail game, and finally purchased a plane and set off adventuring through Mexico where he set up a commercial service. Here he performed almost every conceivable mission—flying oil payrolls when bandits made it too hot for the railroads—stunting with air circuses—and carrying passengers.

This nomadic adventuring through Mexico and again back through the States went on until 1927, when Hawks took Burt Hull, president of the Texas Pipe Line Company, on a business trip. Out of this job Hawks won his berth as superintendent of aviation for The Texas Company, and subsequently he rode to fame, almost literally "sitting on the wind."

**B**ACK and forth over the transcontinental air trails Hawks has piloted the fastest and slowest aircraft of his time, so that while still in his early thirties he has won international note as an aviator.

Two fast monoplanes, one high wing and another squat, and a glider were the aerial perches on which Hawks first won national recognition. Fast airplanes, he said, propagated the primary value of aviation—speed; gliders and gliding, he explained, contained all the fundamentals of flights and accordingly provided a perfect medium for stimulating

interest in flying as a profession or as a sport.

In the spectacular era of aviation following the Lindbergh flight to Paris when the oceans and the transcontinental trails were attracting adventurous airmen, Hawks and Oscar Grubb, a mechanic, of Los Angeles, roared non-stop in the Lockheed "Texaco 5" from Los Angeles to New York in 18 hours, 21 minutes, 59 seconds. This trip, made in February of 1929, was the fastest cross-country flight on record, and although the time was subsequently beaten, it established Hawks among the great flyers of the country.

## FLIGHT RECORDS

Established by

### CAPTAIN FRANK M. HAWKS

Non-stop New York to Los Angeles, 2,500 miles, 19 hours, 10 minutes. June 27, 1929.

Non-stop Los Angeles to New York, 17 hours, 36 minutes, June 28, 1929.

Round trip New York to Los Angeles to New York, 5,000 miles 36 hours, 46 minutes flying time, 42 hours, 48 minutes elapsed time.

First transcontinental glider flight, San Diego to New York, 2,800 miles. Tow plane Texaco 7, J. D. (Duke) Jernigin, Jr., pilot. Glider Texaco Eaglet, Captain Frank M. Hawks, pilot. March 30, April 6, 1930.

New York to Los Angeles, via Columbus, St. Louis, Wichita, Albuquerque, Kingman, Ariz., 2,500 miles, 14 hours, 30 minutes, 43 seconds. August 6, 1930.

Los Angeles to New York via Albuquerque, Wichita, Indianapolis, 12 hours, 25 minutes, 3 seconds. August 13, 1930.

New York to Detroit 640 miles, 3 hours, 5 minutes. Sept. 9, 1930.

Detroit to New York, 2 hours, 41 minutes, Sept. 30, 1930, world record for speed and distance.

Boston to New York, 193 miles, 53 minutes, October 7, 1930.

New York to Philadelphia, 90 miles, 24 minutes, October 8, 1930.

Philadelphia to New York, 20 minutes, October 8, 1930.

New York to Havana, 1,400 miles, 9 hours, 21 minutes, November 7, 1930.

Havana to New York, 8 hours, 44 minutes. November 9, 1930.

New York to Nashville, 800 miles, 5 hours, 15 minutes, Dec. 3, 1930.

Memphis to Atlanta, 455 miles (wide route), 2 hours, 20 minutes. December 6, 1930.

Washington to New York, 220 miles, 58 minutes. December 9, 1930. (Broke own record.)

New York to Washington, 1 hour, 5 minutes, December 15, 1930. (Broke own record.)

Fort Worth, Texas to New York, 1,400 miles, 8 hours, 30 minutes. January 25, 1931.

After this transcontinental record was taken from him, Hawks remained comparatively out of the aviation spotlight until June 27, 1929. On that date, flying alone and in the same high wing monoplane in which he established his first record, he traveled non-stop over the 2,700 miles from New York to Los Angeles in 19 hours, 10 minutes, and on the following day he returned non-stop in 17 hours, 36 minutes. He had gone from coast to coast in 36 hours, 44 minutes, which gave him the cross-country laurels east and west, and also the round trip record.

These records continued to stand even after Colonel Roscoe Turner of Los Angeles, traveling westward, and Lindbergh, traveling eastward, bettered the times for them through the advantage of making a gas and oil stop midway at Wichita, Kansas and so flying with a fuel load comparatively far lighter than those carried by Hawks. The non-stop Hawks' records continue today to be recognized by the National Aeronautic Association, the governing body for aviation in America, but the popular belief was that Hawks had lost his laurels.

As in the case of loss of his first transcontinental record, Hawks, however wasted no time to redeem what Turner and Lindbergh had taken from him. In

the spring of 1930, he personally supervised the construction of a low-wing monoplane capable of a high speed of approximately 250 miles an hour, and in August of that year he flew from New York to Los Angeles, making refueling stops at Columbus, Ohio, St. Louis, Wichita, Albuquerque, N. M., and Kingman, Ariz., in 14 hours, 30 minutes, 43 seconds. A week later he returned via Albuquerque, Wichita, and Indianapolis in 12 hours, 25 minutes, 3 seconds.

These flights, especially the return trip, identified his craft, the Travel-Air mystery ship "Texaco 13," as the fastest commercial airplane in the world, and Hawks as the speediest airman. No airplane or no pilot except those in the International Air Races, which took place over a naturally short race course, had ever traveled as fast. Subsequently Hawks flew his winged torpedo between scores of American and Canadian cities, establishing informal records between many of his take-off and landing points.

(CONT.)



## Capt. Frank Hawks

Outstanding among these were flights from Detroit to New York, a distance of 640 miles, in 2 hours, 41 minutes, giving him an unofficial record for speed and distance; Philadelphia to New York, a distance of 90 miles in 20 minutes, averaging four-and-a-half miles a minute.

Apart from these speed operations, Hawks is distinguished as the first transcontinental glider pilot. Towed by an airplane, piloted by J. D. (Duke) Jernigin, another Texaco flier, Hawks maneuvered his glider from San Diego to New York in the spring of 1930, explaining that the long trip with its landings in a score of cities was a deliberately spectacular effort to rivet attention on gliding, a logical first step for the training of airmen.

Hawks is now aeronautical advisor for The Texas Company, under which his spectacular career was fostered, and holds a captain's commission in the air corps reserves.

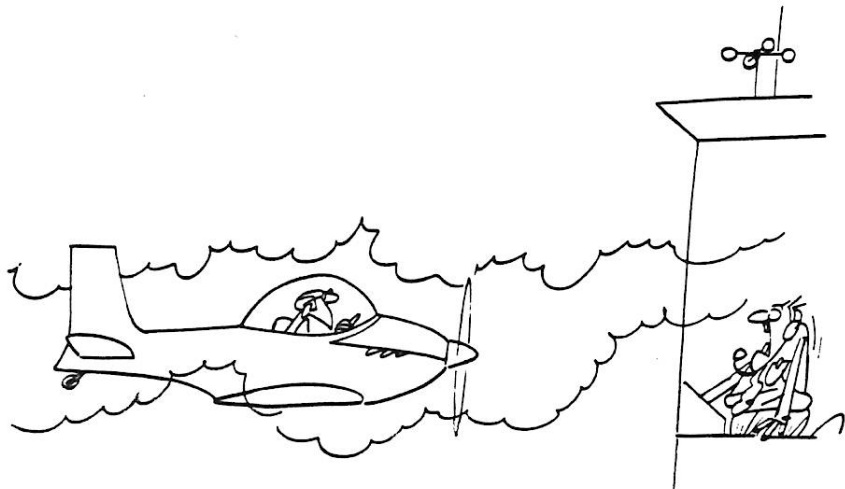
After each of his flights, Hawks faces a stock question from newspapermen:

"What's next?"

And his stock answer is:

"I'd rather not say. Give me a chance to do it."

We'll see, however. we'll see.



"I have you in visual contact!"

JUNE 1971 | THE AOPA PILOT

## D.C. MAXECUTER'S '87 SUMMER FUN FLY

Sept 17

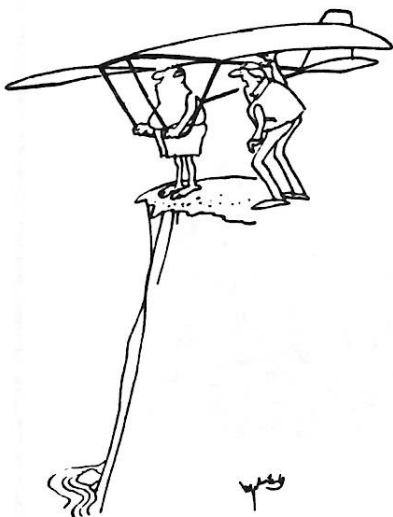
AMA SANCTION 882

CONTEST DIRECTOR  
ALLAN SCHANZLE  
2000B SPUR HILL DR.  
GAITHERSBURG MD. 20879  
(301) 840-5884



9.00  
to  
5.00

"Sure, go ahead and make a sound like a motor if it makes you feel more secure."



THE AOPA PILOT

### EVENTS

FAC SCALE:  
Judging starts at 11:30 AM. Qualifying flight must be made by this time.

MILITARY GOLDEN AGE: An event for these aircraft that are entered in FAC SCALE.

FAC JUMBO SCALE:  
Qualifying flight by 11:30 AM.

FAC POWER SCALE:  
Qualifying flight by 11:30 AM. FAC Power rules.

MASS LAUNCH:  
The Races 1:00 PM. A single launch for all racers.  
WW I 2:00 PM. A 5 second bonus for multi-wings.  
WW II 3:00 PM. Only aircraft designed for combat.  
Golden Age 4:00 PM. Any aircraft built from 1920 to 1935 and any plane not designed for military use from 1935 to 1940. Planes eligible for the races excluded.

Trans-Atlantic Crossing 5:00 PM. To be held only if at least 3 models are entered. Open to all modes of power.

EMBRYO:  
FAC rules.

H.L. Glider:  
AMA rules

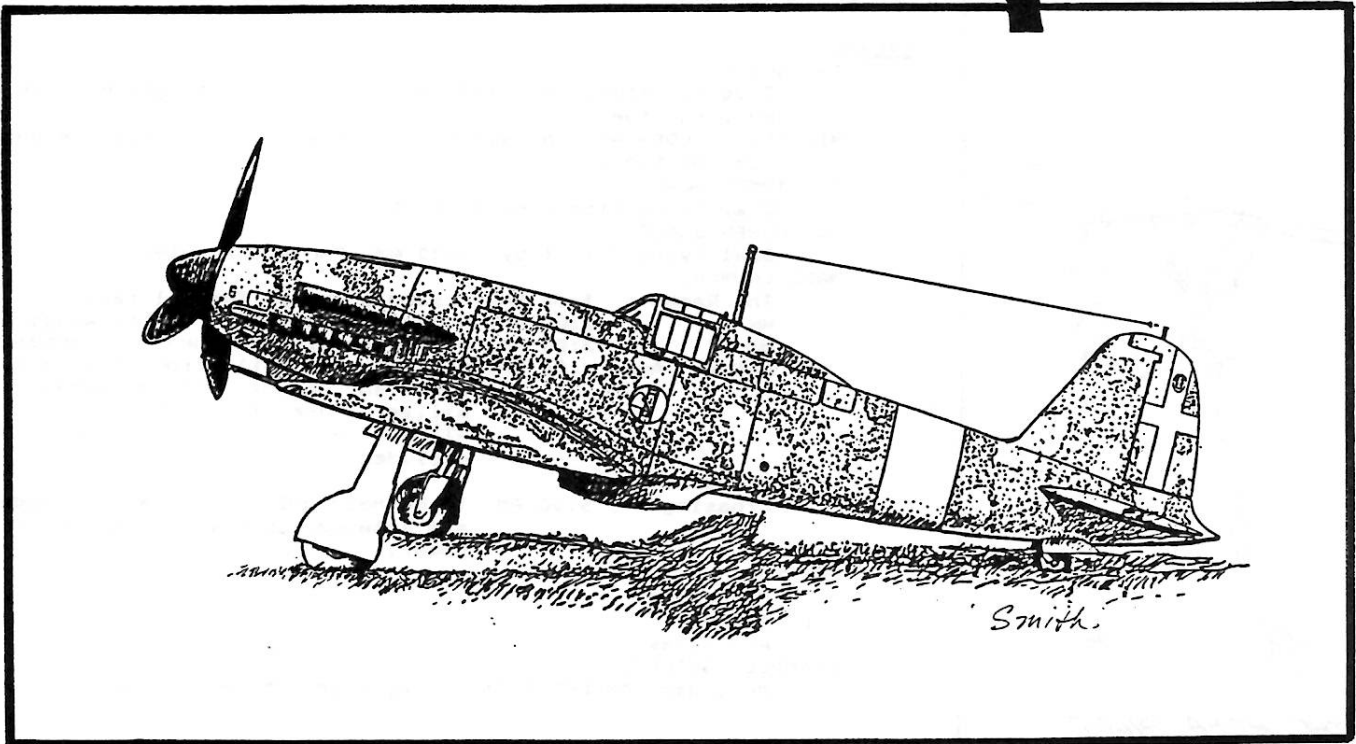
CATAPULT GLIDER:  
Must use MAXECUTER launching pole. AMA H.L. rules.

*1st Class*

2008 Spur Hill Dr.  
Gaithersburg, MD 20879

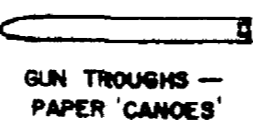
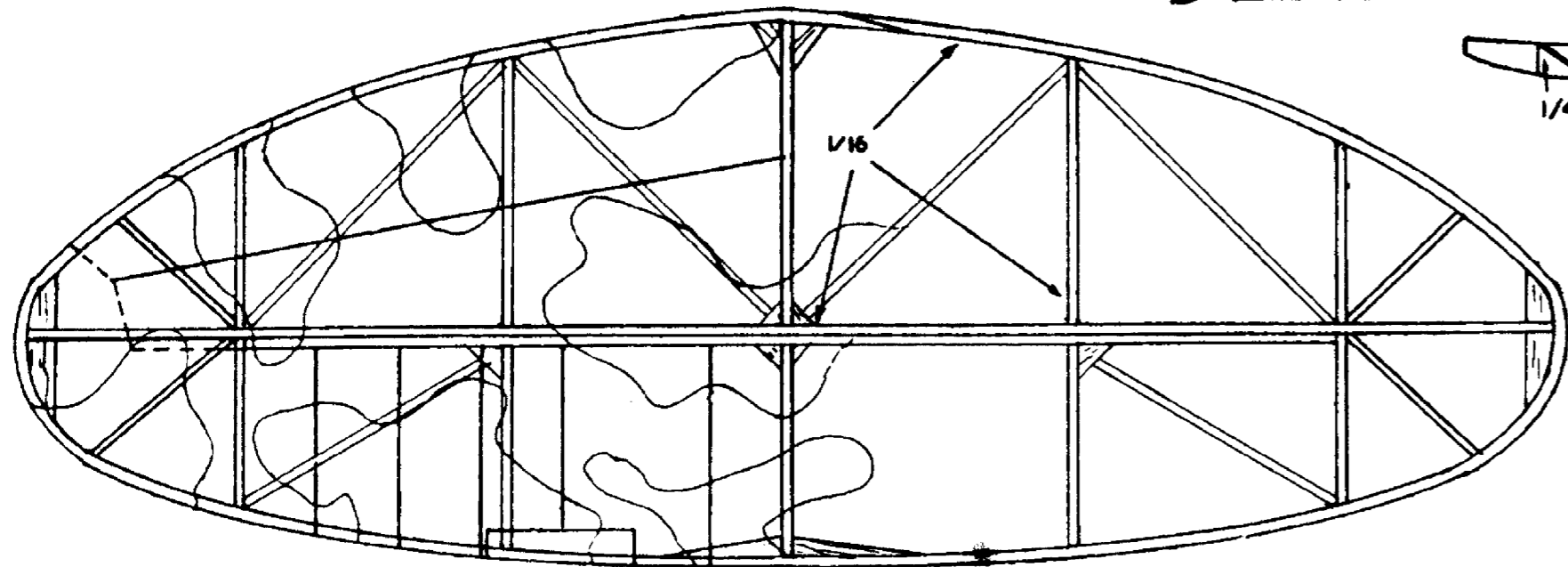
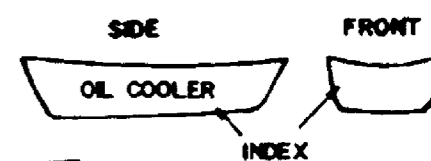
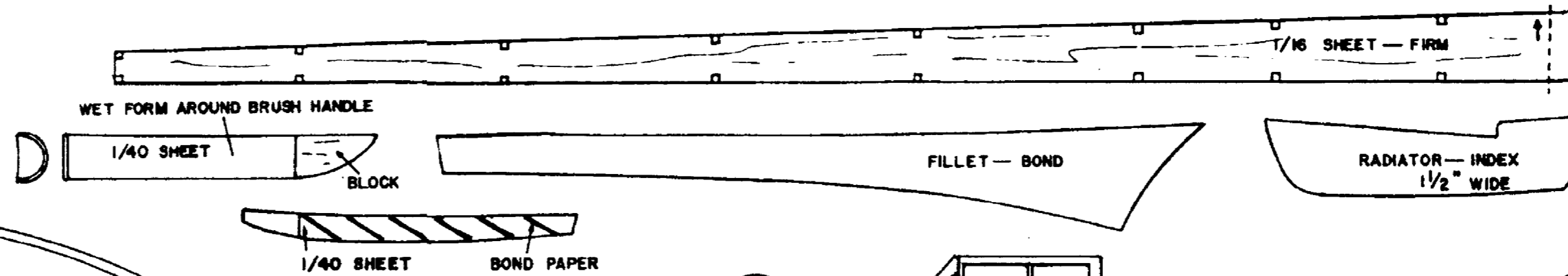
**SEPT**  
**OCT '87**

# **max-fax**

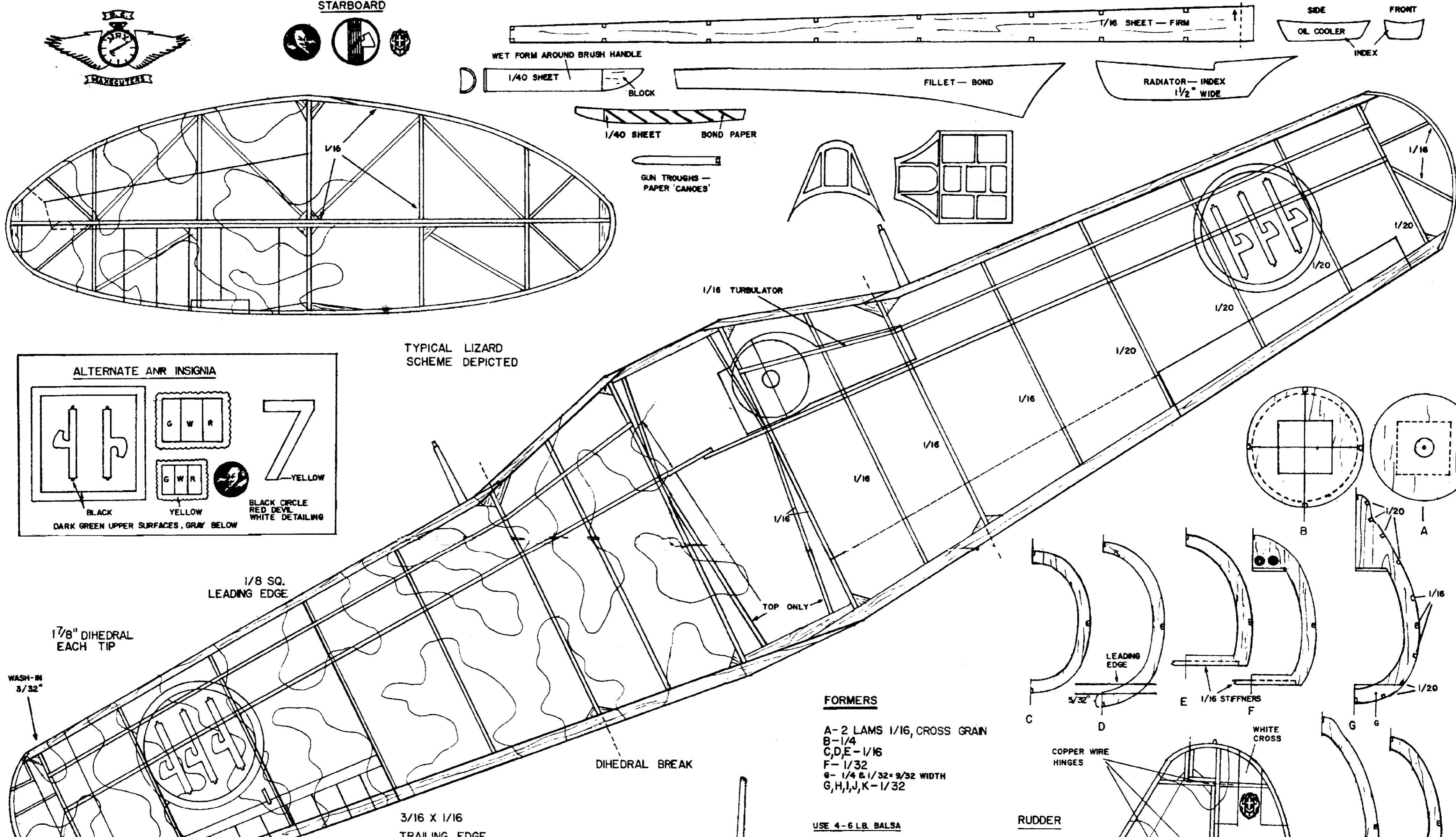
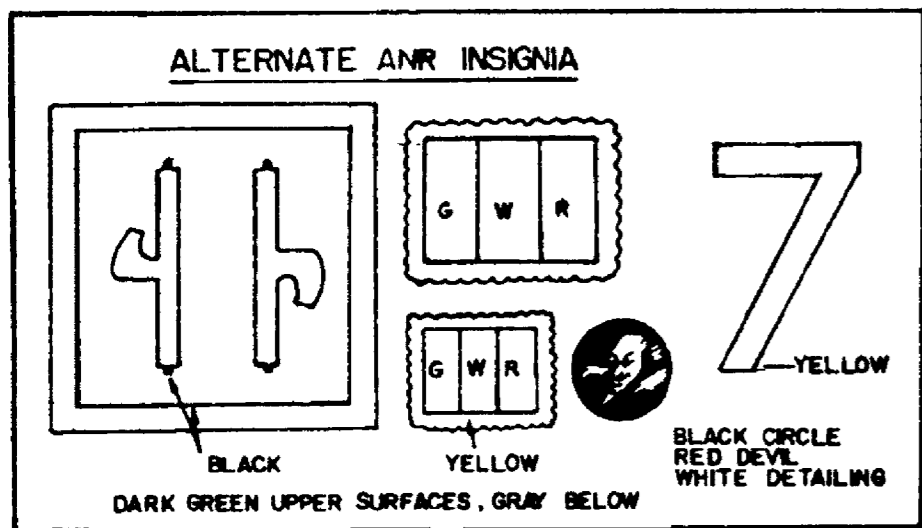




STARBOARD



TYPICAL LIZARD SCHEME DEPICTED



1/8 SQ. LEADING EDGE

1/8" DIHEDRAL EACH TIP

WASH-IN 3/32"

DIHEDRAL BREAK

3/16 X 1/16 TRAILING EDGE

1/16 KEELS

FORMERS

- A-2 LAMS 1/16, CROSS GRAIN
- B-1/4
- C,D,E-1/16
- F-1/32
- G-1/4 & 1/32 = 9/32 WIDTH
- H,I,J,K-1/32

USE 4-6 LB. Balsa

RUDDER

1/16 SQ.

7/32 PECK PROP

3° DOWN THRUST  
2° RIGHT THRUST

POWER - 2 LOOPS 1/8"  
F.A.I. 30" LONG,  
BRAIDED 130 TURNS.

TOTAL WT. - 25 GRAMS WITH PROP

SHEET

BLACK SPINNER

BLOCK UP L.E.  
5/32" FOR CORRECT  
INCIDENCE

WHITE BAND

3/32 ALUM. TUBE

2 LAMS  
1/16

SAND GREEN

BLOCK UP 1/20"

CUT OUT  
SLOT FOR  
STAB

# FIAT G-55 CENTAUR

BY  
DAVID SMITH