

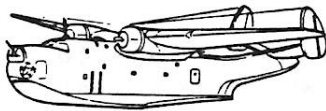
Italian Caproni Model-60 — 1919



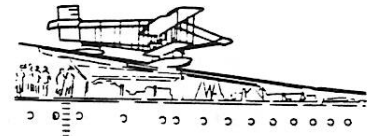
MAXECUTERS



First Regular Mailplane — 1918



Famous PBM "Mariner"



British Navy Flight Deck — 1912

MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS
JULY/AUGUST 1988

MEMBERSHIP

Dues for membership in the D.C. MAXECUTERS is \$10 per year for residents of the USA, Canada, & Mexico, and \$11 for all other countries. Your mailing label indicates the last year and month for your current membership. A red X next to the label is a reminder that your current membership has ended. Send a check, payable to the 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.

PRESIDENT

Bill Ceresa
11410 Blueridge Dr.
Beltsville MD 20705

SECRETARY

Bert Phillips
1709 Crofton Parkway
Crofton MD 21114

TREASURER

Allan Schanzle
2008 Spur Hill Dr.
Gaithersburg MD 20879

UPCOMING EVENTS

- July 8,9,10 : FAC NATS, Geneseo New York.
- Aug. 7 : H.L. Glider and Catapult Contest at Comsat.
- Aug. 21 : Old Timer Rubber Contest at Comsat.
- Sept. 10 : MAXECUTERS SUMMER FUN FLY, Comsat.
- Sept. 24 : FAC Contest at Fayetteville, North Carolina.

CLUB NEWS

ALLAN SCHANZLE

This issue is being sent a little early, since we want to communicate some final information about the FAC NATS as well as eliminating another last minute task just prior to heading for Geneseo.

If you get AMA's magazine, MODEL AVIATION, you may have noticed that Tom Schmitt's proposal for a reduced one day contest fee was rejected.

Actually, rejected isn't quite the correct word, since it was never even brought up for a vote due to some procedural snags. Soooooooooo.....ooo, the reduced fee that was stated as provisional in the NATS INFO SHEET #2 will not be applicable. Sorry folks, but we tried. If you're not a card carrying member of AMA, you can't fly at the NATS UNLESS you pay their fee of \$ 40.00. Yips!!! Forty smackers to fly at a rubber scale contest where the entry fee is \$ 13.00. Me-thinks Jessie James has returned from the dead to run AMA!!!

Another item concerning the FAC NATS is a reminder that after June 15, the entry fee jumps from \$13 to \$15, and, as of that date, we cannot guarantee reservations for dorm rooms nor can we honor a request received after that date for a refund for any payment. All this is noted in INFO SHEET #2.

The final NATS item relates to the location of the Friday night dinner location. This will be held at the College Union Ballroom (check the map that you got as part of your confirmation package). This is the same location as last years Banquet. After dinner, the big get-together and judging session on Friday night will begin at 7:00 PM at the Red Jacket Dinning Hall (check the map).

The next item of news relates to past issues of MAX FAX. We have, over the eight years of my editorship of this bi-monthly trashwrapper, offered to sell past issues of MAX FAX, or, if we no longer have original issues, we sold copies. The price of past issues was \$ 1.50 each.

I am now running out of space to store copies, so here is what we will do. If you send me a SASE, I will forward you a list of the contents of past issues of MAX FAX. You can then order any number you wish, at the same price of \$ 1.50 each, and I will guarantee a copy to you for any requests received before January 1 1989. After that, I will not be able to make additional copies, and we will sell only past issues that we have on hand.

We received notice from Peter Mann (36 Sydenham St., Guelph ONT, Canada, N1H 2W4) of a 50th Anniversary Contest for Roy Nelder's 1938 Moffett International winner. The contest date is Sept. 17 1988, and will be held as part of the 33rd Annual Eastern Canada Open at Gananoque, ONT. Plans for the model appear in AIR TRAILS, Dec. 1938, and MODEL BUILDER, August 1975. Contact Peter for further details.

This issue has another feature plan by Dave Rees, the Zippy Sport. This was originally drawn up by Dave on a paper size too large for our full size fold-out, so Dave agreed to let me cut it into pieces and publish it as five separate pages. So if the plan is a little difficult to envision in it's presented format, don't blame Dave. It's your editor that butchered the thing, and Dave warned me that it was not going to be easy.

In addition to Dave's plan, you will find a Bostonian plan by our local member, Bert Phillips. Bert serves as our club secretary, and at each meeting, he offers the minutes of the last gathering of the clan written with an incredible sense of humor. The following note accompanied his plan.

"Allan- I drew some plans and wrote an article to go with them. If not up to MAX FAX high standards, no explanation needed... just keep in mind I spent \$ 0.95 for a 0.3 'Draft-Liner'."

Well, Bert, you're now a "published author", and we appreciate your efforts and willingness to fork out \$ 0.95 for such a worthy cause. In addition to Bert's and Dave's plans, you will find a construction hint by Tony Peters that corresponds to photo # 16 in this issue. An advertisement for a new line of models from BLUE SWALLOW AIRCRAFT and a 3- view by Dave Stott round out this issue. See you at Geneseo.

D.C. MAXECUTER'S '88 SUMMER FUN FLY

Sept 10

AMA SANCTION 1496

CONTEST DIRECTOR
ALLAN SCHANZLE
20008 SPUR HILL DR.
GAITHERSBURG MD. 20879
(301) 840-5884



9⁰⁰
to
5⁰⁰

EVENTS

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

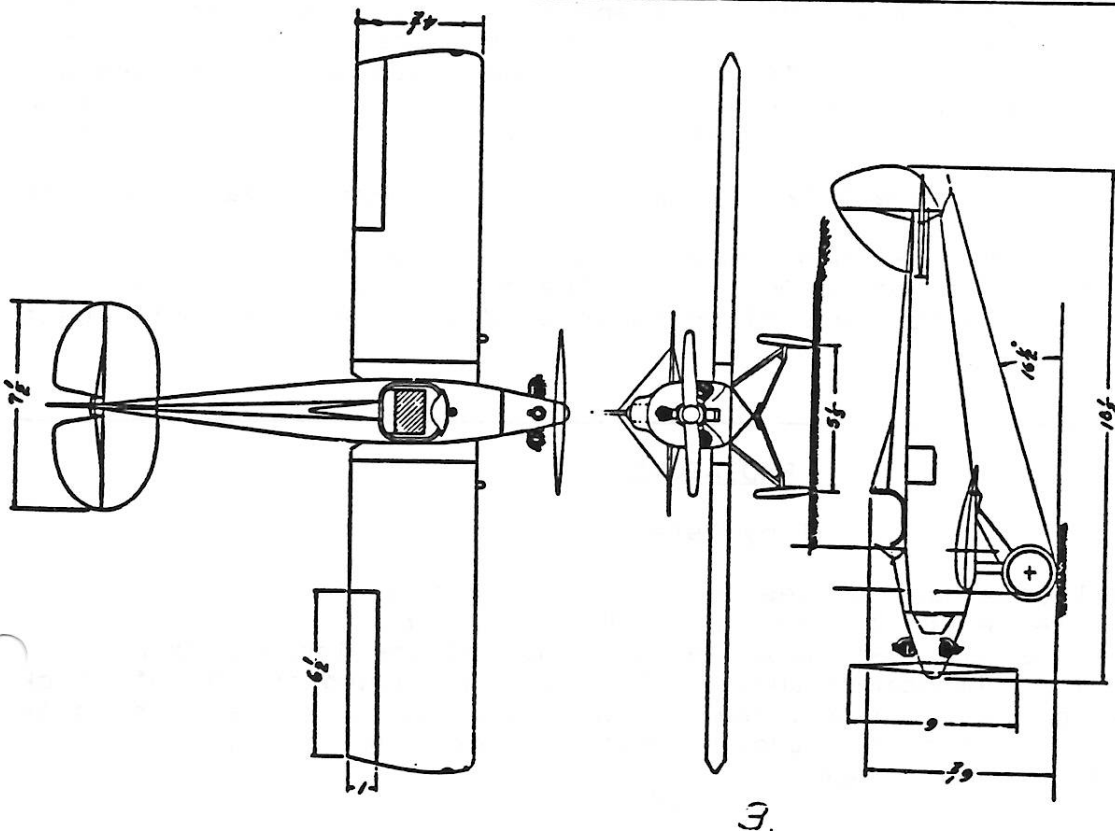
FAC JUMBO SCALE: Qualifying flight by 11:30 AM.

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

MASS LAUNCH:

- The Races 1:00 PM. A single launch for all racers.
- WW I 2:00 PM. Multi-wings only.
- WW II 3:00 PM.
- Golden Age 4:00 PM.

EMBRYO: FAC rules.
H.L. Glider: AMA rules.



SZEKELY AIRCRAFT AND ENGINE COMPANY
Holland, Mich.
FLYING DUTCHMAN
1 PLACE
ENGINE: SZEKELY SR 3

PHOTO PAGES

Tom Schmitt

1. Get ready for the FAC NATS; Dave and Marie Rees at the '86 nats in Geneseo. Dave's "ZIPPY" is this month's featured plan; a great flyer but sorry no photo. See great cover drawing.
2. Another reminder of the last FAC flying fest; remember Bob Wetherell's Aeronca which won the coveted "Earl Stahl" perpetual trophy.
3. We are also looking forward to seeing the smiling face of "Golden Age" Joe Fitzgibbon at Geneseo with loads of his great kits!
4. Yes, it did fly and fly magnificently at Shangrila; Don Srull's great DO-X will be at Geneseo also.
5. We don't understand how Bert Phillips stays so trim; he is always nibbling on something at our flying sessions.
6. Hurst Bower's very pretty Burnelli; soon to be electrified since CO2 was not too successful because of the small props.
7. Allan Shanzle's delightful version of Bob Peck's "Bostonian PUP"; a great 14 gram flyer.
8. Allan again, proxy flying Capt. Pat's "COCONUT" Robin at PAX RIVER.
9. Bill Bell with his beautiful glo-powered Stinson.

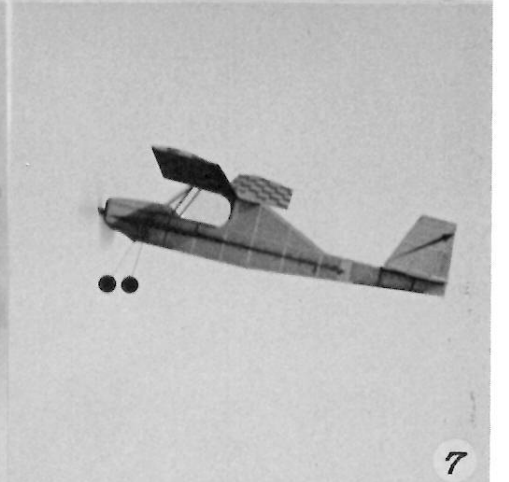
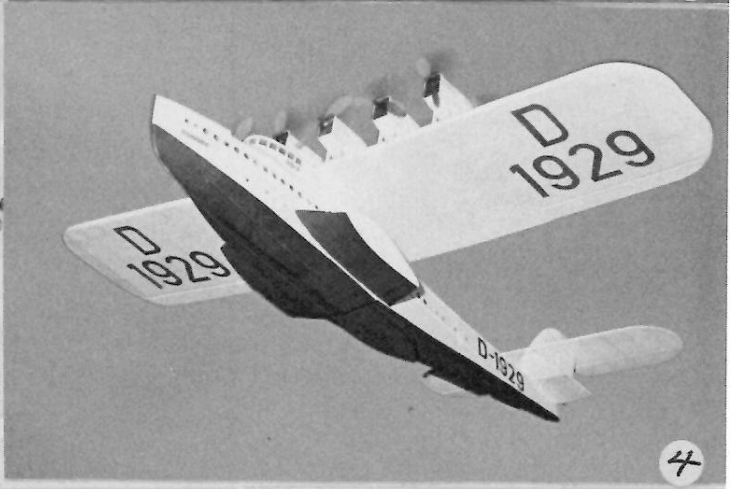
MEMBER'S PHOTOS

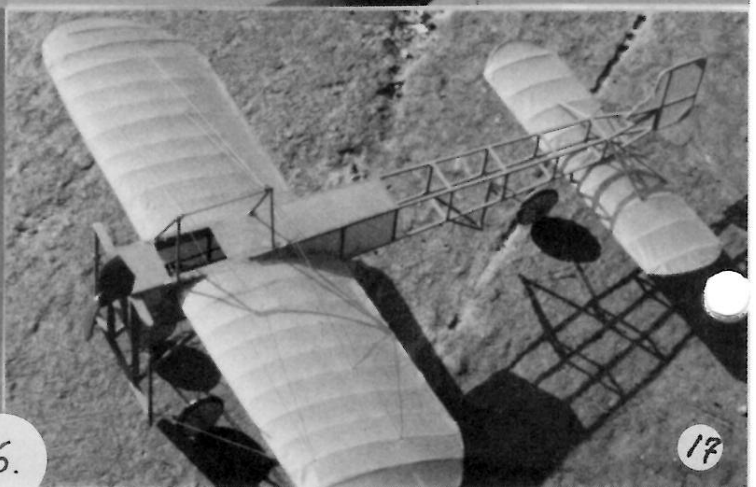
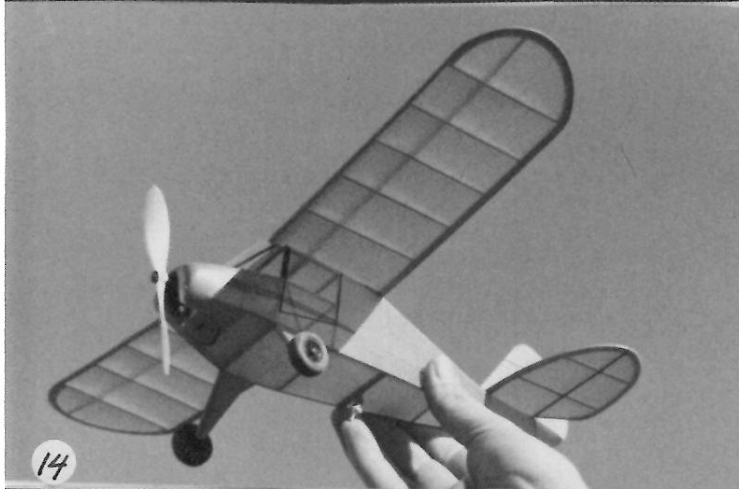
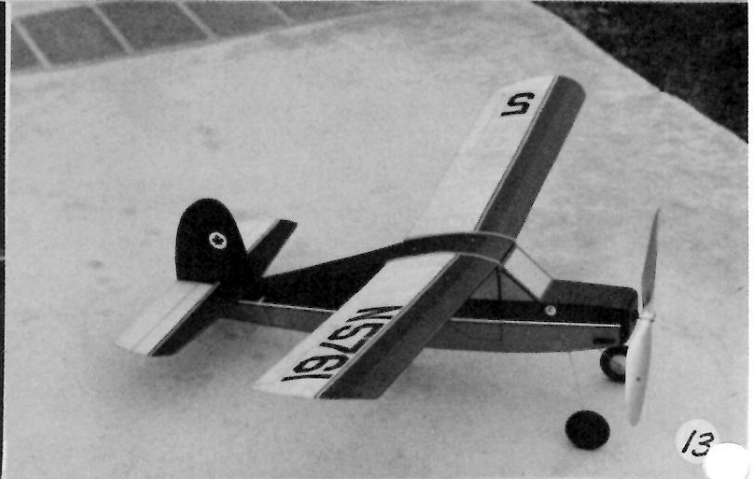
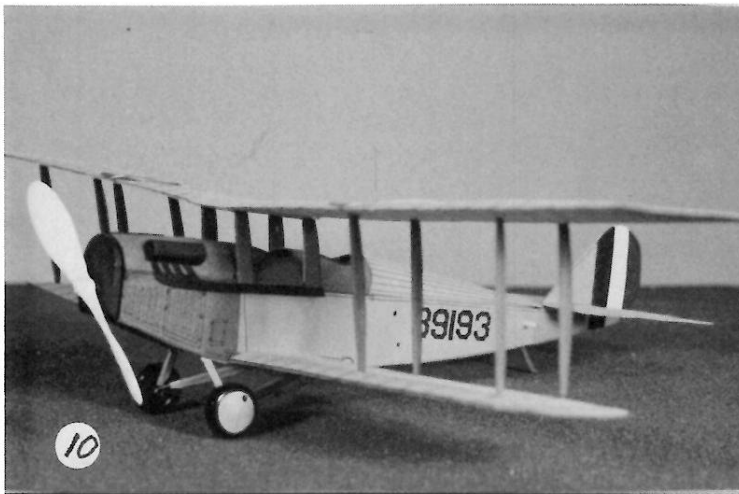
10. John Gaertner's photo of his nifty paper Curtiss Jenny; see kit description in this issue of MAX-FAX.
11. Glen Horowitz's Ansaldo; beautifully constructed from Pat Daily's great plans in a recent MAX-FAX.
12. A photo from merry old England by way of Don Srull; RAF Flight Lt Andy Sepaton's photo of his peanut "HOT CANARY"; original on display at the EAA museum.
13. Jane Schosberg's "Island Flyer" a pretty rubber cabin from a friend's original design; too bad it is not an "old timer". Bob and Jane are rapidly becoming the dynamic duo of the southwest!
14. Photo from H.A. Thomas via our mentor Bill Winter; The aircraft is a CO2 Vagabond built by Steve Staples of Little Rock, Arkansas.
15. Another photo from Little Rock, this one from H.A. himself of his "30" Pacific Ace. I am sure all you modelers out there, of this editor's vintage, will remember H.A. Thomas's fine hand with many model designs in Air Trails. Can you imagine a contest of 13 Pacific Ace one designs with about 100 spectators. Rubber sport flying is far from dead; take note AMA!
16. Tony Peter's nicely done Albatross BII; photo by Marty Taft. See you at Geneseo Tony.
17. Otto Klein way out in Herman, Missouri sent this photo of his electric powered "peanut" Bleriot to Don Srull. The motor system is the British K/P 01. A similar system was flown in this editor's Wildcat this past winter.

RADIATORS

Tony Peters

It may be a little hard to see in the photo (#16 of this issue), but I had a neat way of rendering the radiator. It's a piece of plastic mesh cut from a singularly hideous hair bow that I found at the local Lamsons--for \$ 0.79. I have a four lifetimes supply. The mesh was glued on top of black tissue that covered the front and rear of the radiator, and a silver paper cut-out went on top to form the edge of the radiator. Very simple and very effective looking, even up close.





THE ZIPPY SPORT

DAVE REES

There are several comments that I can make that may be helpful. I built two of these, and still have both in competitive shape. The first was built for the '83 Westover AMA NATS. This was the 25 gram version, and soon proved not light enough to be competitive indoors. It was relegated to life as an outdoor airplane, and a second Zippy was built at 15.5 grams which achieved the desired competitive level.

Zippy's have a tendency to be nose heavy, so resist the temptation to move the motor peg forward as on most models. I use a very long motor and fly the entire flight under power with almost no glide time, except for the last ten feet of altitude.

Examine the pictures in the documentation to understand how all those struts are attached in the cabin area. This is difficult to show on a two dimensional plan.

THE BOSTON BLINGER

BERT PHILLIPS

When our fearless and overworked editor asked me for some plans for the newsletter, I knew he was desperate. He knows I don't own a drafting pen, or even a No. 3 pencil. I apologize to all you accomplished draftsmen out there in model airplane land - just think of this plan as being done by Grandma Moses. This is a simple and unsophisticated model that is easy to build in a few evenings. It's so unsophisticated I call it "Blinger", which in the Reader's Digest Dictionary of Slang is an extreme example of anything.

Say it out loud a couple of times, you will see "Boston Blinger" is really quite euphonious (agreeable in sound - page 457; Reader's Digest Great Encyclopedic Dictionary of 1966).

No aeronautical frontiers are breached in this design except for the end ribs being slanted in at 60 degrees. I was going to put Horner wing tips on it, but never got around to it. The slanted ribs might or might not have an effect; and if they do, I call it the "zinger effect". I don't know if it is beneficial or not, or if it even exists.

The original Blinger flew out of sight at the Sherwood High Gym, which I thought was a pretty good trick. The only problem is I never got it back, and it's still there in the heating duct inlet or outlet, a few feet below the ceiling. I thought I had the Bostonian contest won when it didn't come down, but the Contest Director ruled in favor of Kevin Sharbonda's Sherwood Special, which I don't think is nearly as euphonious as Boston Blinger.

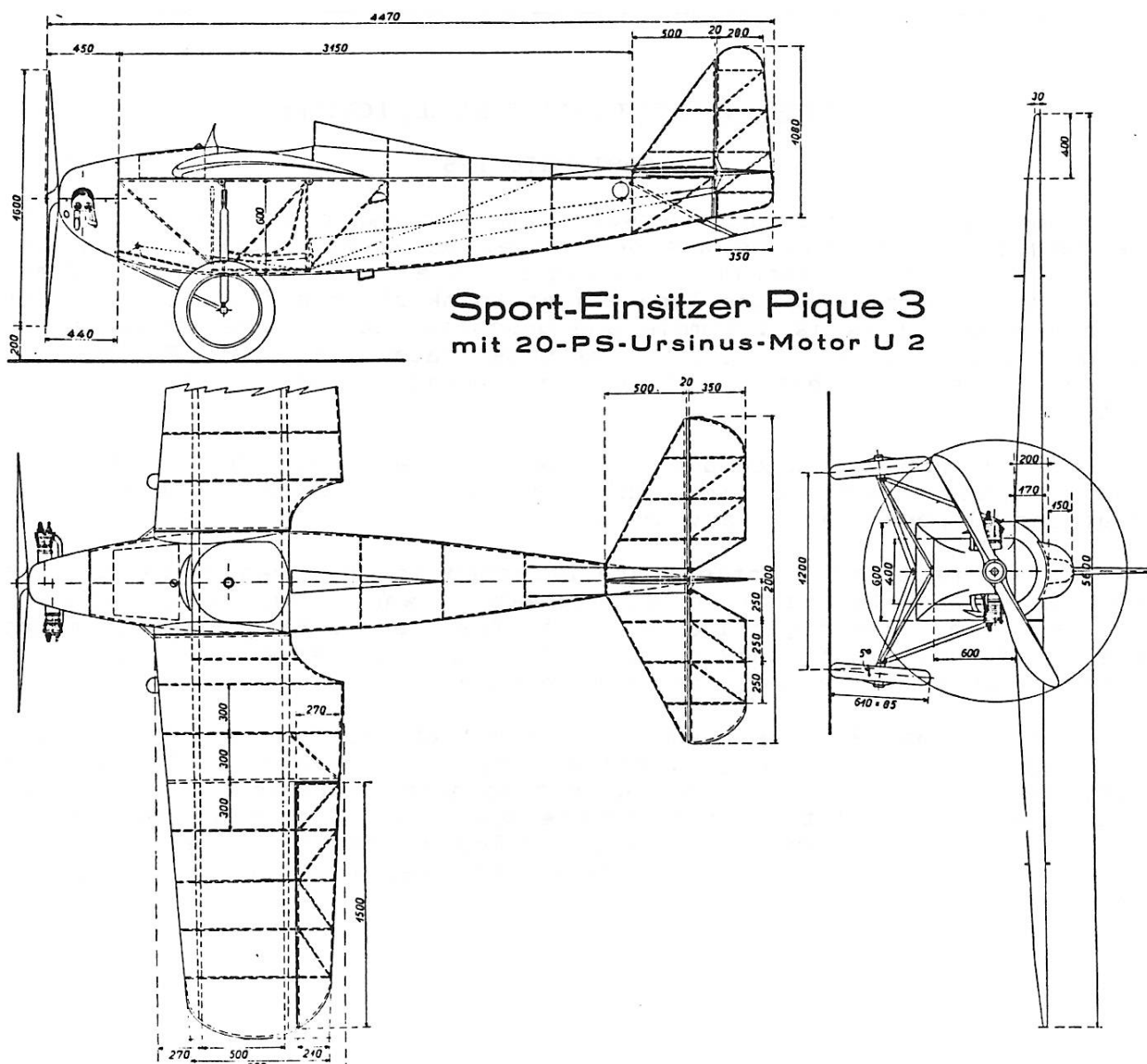
BLUE SWALLOW AIRCRAFT OF AMERICA

With the above great name for a logo, John Gaertner of Charlottesville, Virginia is manufacturing paper flying scale model kits of famous vintage aircraft in 1/18 scale. The kits contain accurately printed parts on self colored high quality card stock. There is a construction plan with step-by-step instructions and all necessary parts except adhesive. John now has three kits available; RAF Tiger Moth, RFC SE5a and Curtiss JN-4 Jenny. Each kit is is \$8.95 plus \$1.75 for shipping and handling. Try one for a change from a balsa and ambroid diet. See MAX-FAX photo pages for a sample. Contact John at this address:

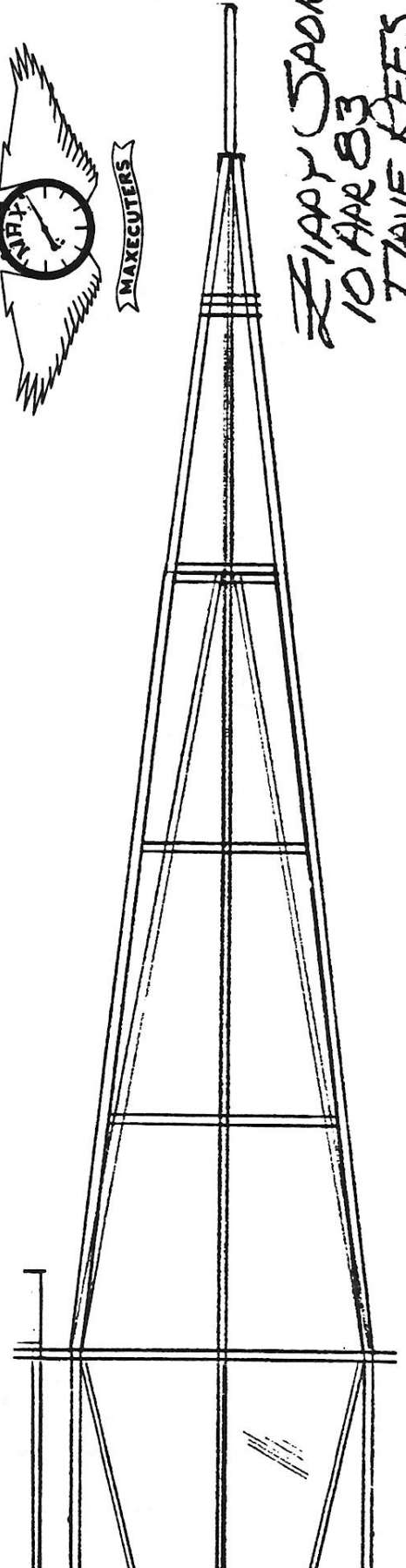
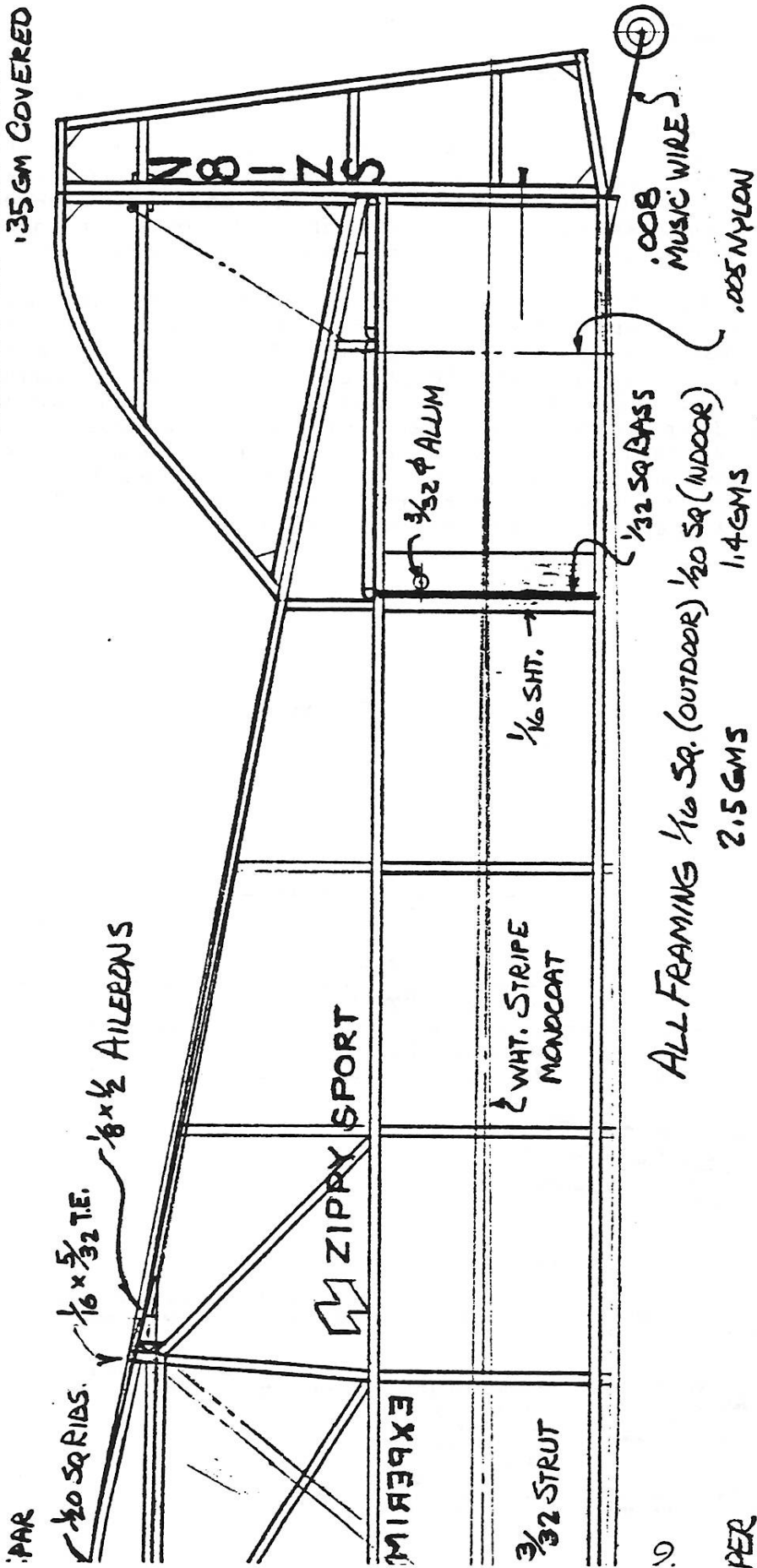
John Gaertner 304 14th St., N.W. No. 11, Charlottesville, Virginia 22903

„Flugsport“, Organ der Flugzeugfabrikanten und des Modell- und Segelflugverbandes 1929.

Tafel III



RUDDER WT: .2GM FRAME
.35GM COVERED



ZIPPER SPORT
10 APR 83
I HAVE KEES

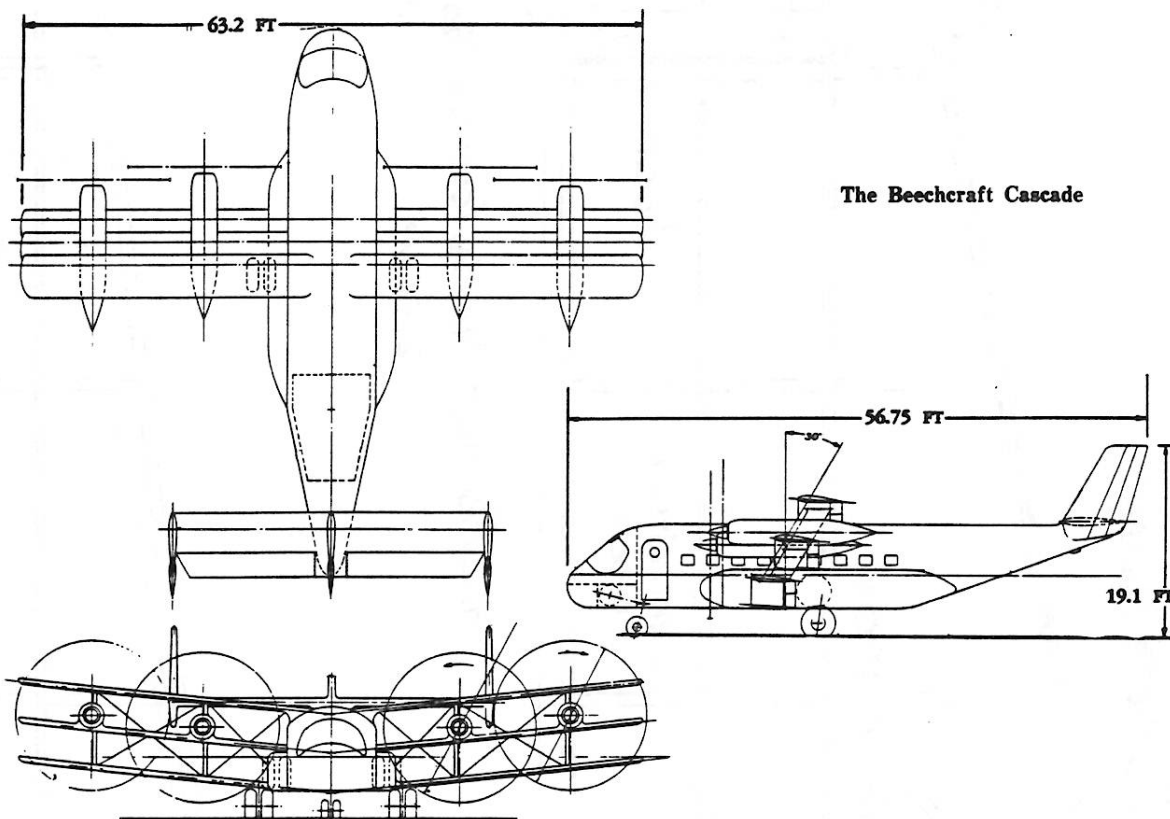
PER
LUE

THE WORLD'S LAST TRIPLANE?

Dave Stott

Skysters, what aero company in all the world would you guess to be the proposer of a triplane design long after that configuration had been laid to rest? Would it come from Holland, or Germany? Perhaps England, steeped in tradition, might likely to regress to such a design. Well gang, if these were your guesses, your score in this aero quiz would be zero, as in Mitsubishi!

It was the good ol' USA firm of Beechcraft, makers of the most streamlined of biplanes ever to split the ozone, who was behind this effort to design a deflected slipstream (by means of Fowler flaps) STOL ship to hop off short strips with a big payload. Sporting four engines swinging large diameter props that kept all three wings awash, this bus made up in efficiency what she lacked in aesthetics. The long tubular nacelles and ample dihedral, plus a large tail, looks inviting to the FAC scale modeler. Although she's never been built, the FAC allows models of proposed designs, so after adding up the bonus points this rare bird has to offer, will you be heading for the drafting board? Gear up and away she goes!!



The Beechcraft Cascade

Figure 149

General—

The Beechcraft Cascade is a multiengine utility transport proposal, offering STOL performance. It could have many applications for military or commercial uses in locations which have heretofore been unavailable to fixed wing aircraft.

The high aspect ratio wings are completely immersed in the propeller slipstream and deflect the air flow to gain high lift. Full span, short chord, Fowler-type flaps, double hinged rudders and modular construction and multiple usage of structural components are design features proposed for this model.

Power Plant—

Four Lycoming T-53 1400 hp. turboprop engines are proposed. Each engine drives a 15-foot constant speed propeller with feathering

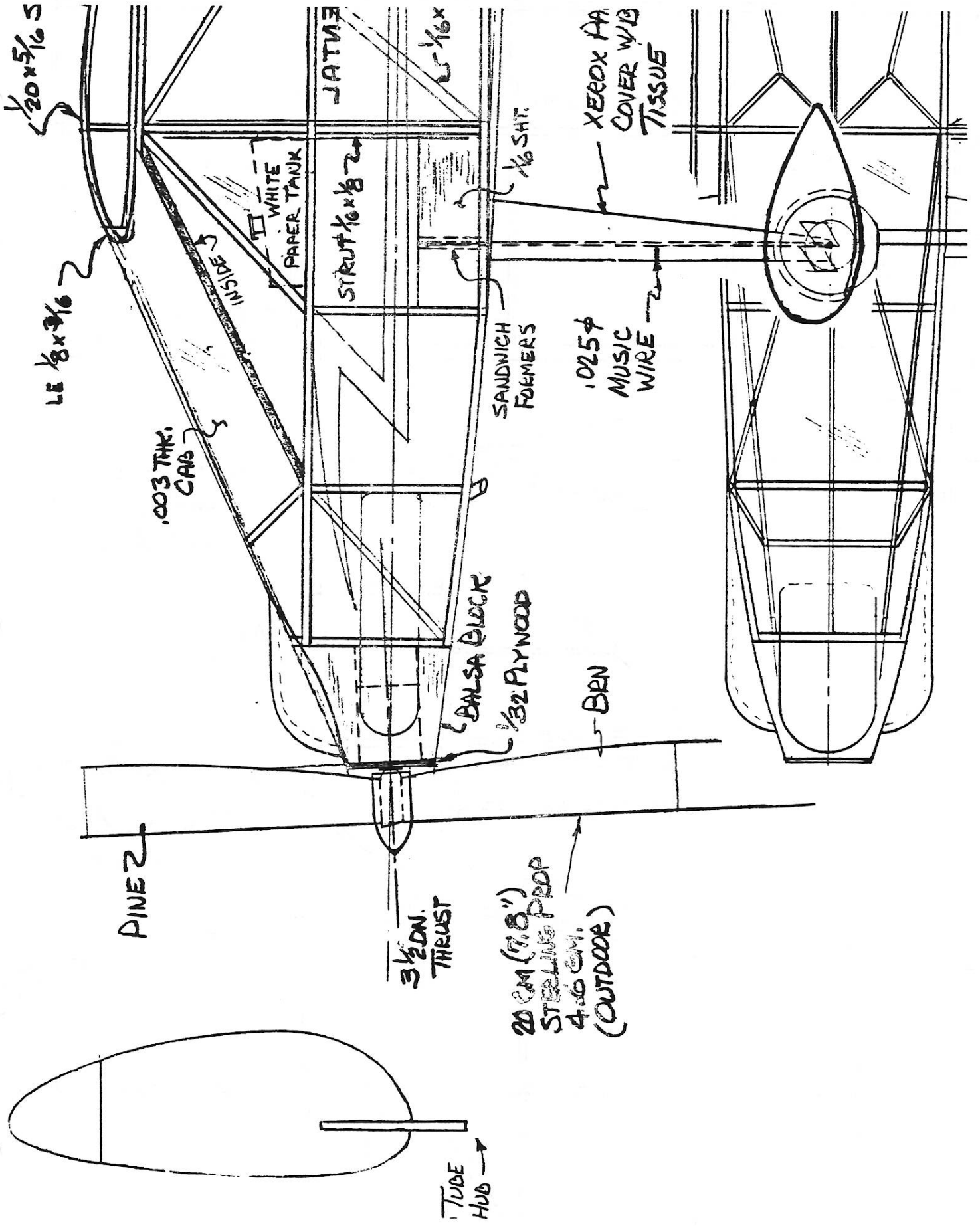
and automatic reversing provisions. Fuel is carried in the lower and middle wings and in pods on the fuselage. Total fuel capacity is 10,000 pounds.

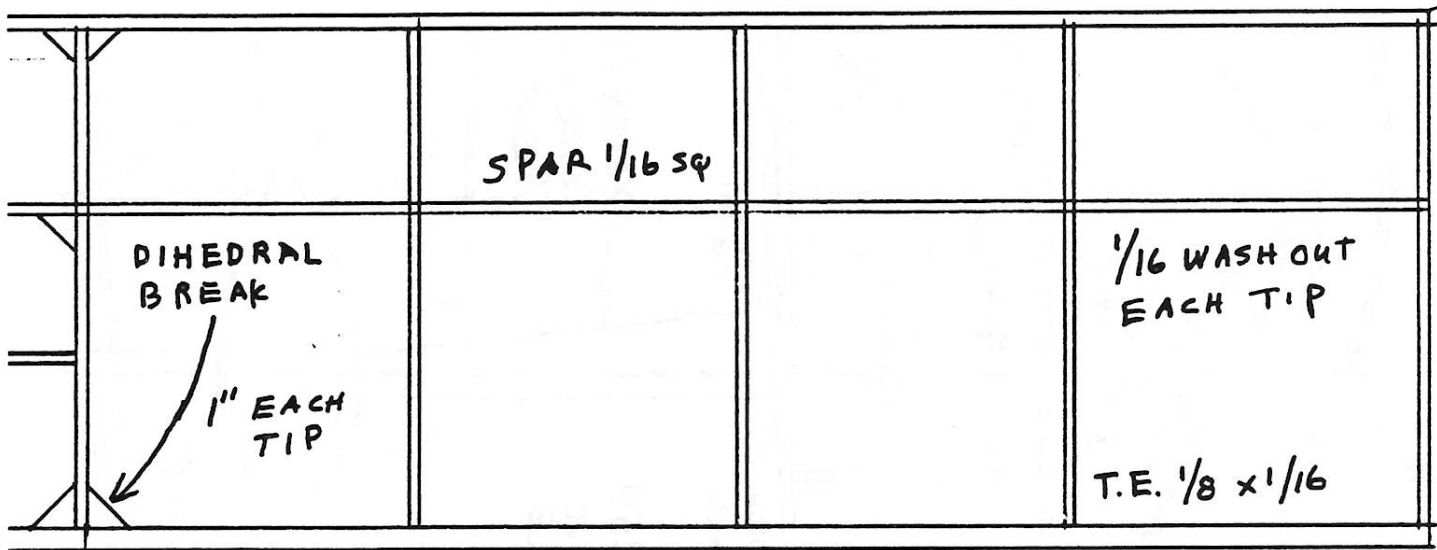
Equipment—

Complete flight and engine instruments, the latest navigation and communication radios and all weather flying equipment are proposed.

Estimated Weights—

Empty weight, 16,500 lb.
Pilot and copilot, 400 lb.
Oil, 100 lb.
Full fuel (1,535 gal.), 10,000 lb.
Cargo, 8,000 lb.
Gross weight, 35,000 lb.





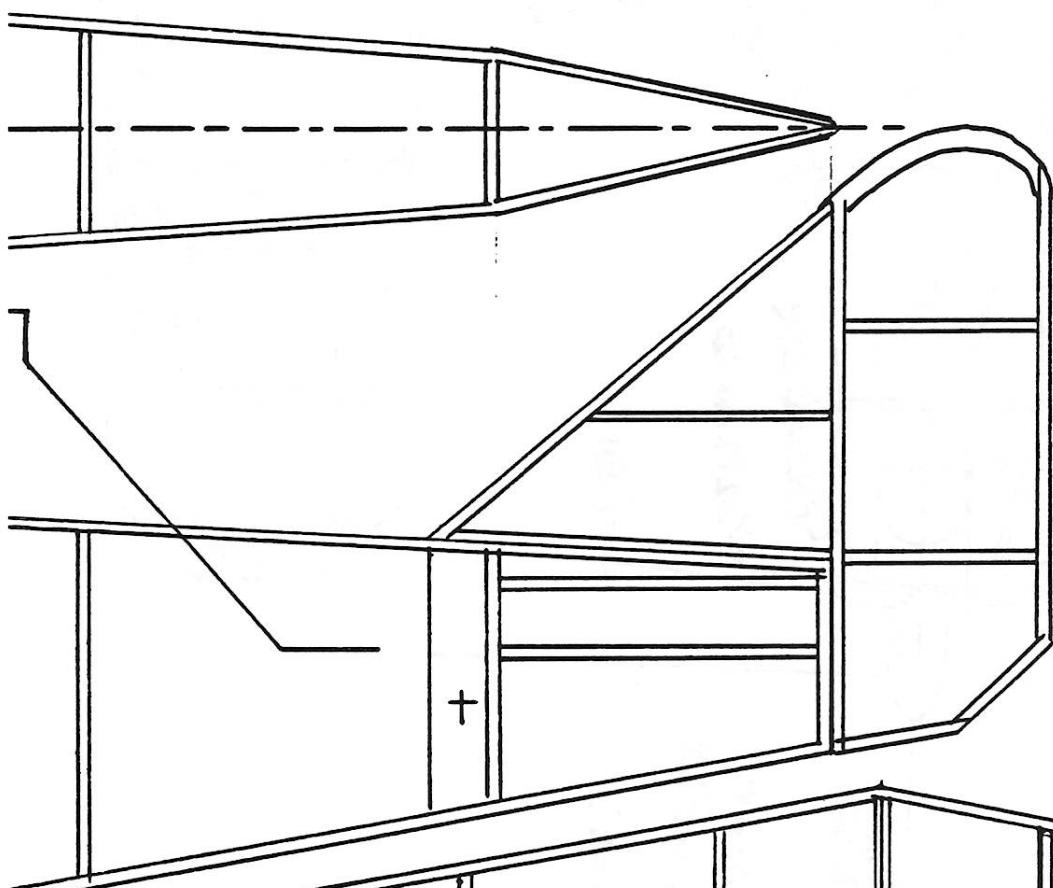
SPAR 1/16 SQ

DIHEDRAL
BREAK

1" EACH
TIP

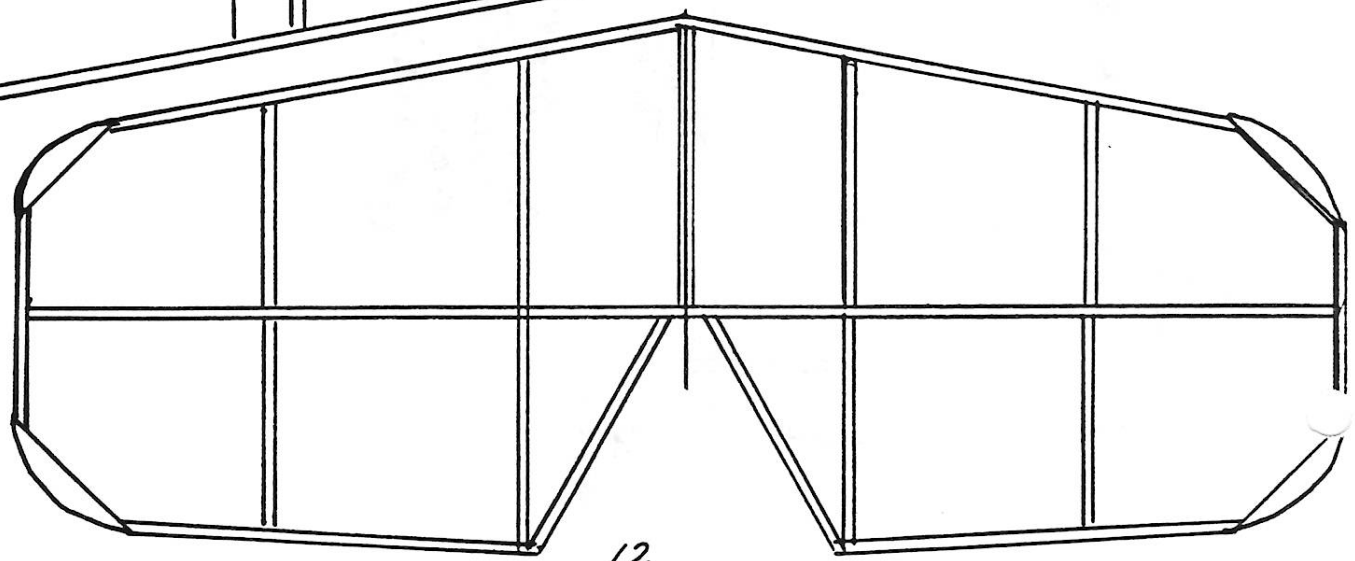
1/16 WASH OUT
EACH TIP

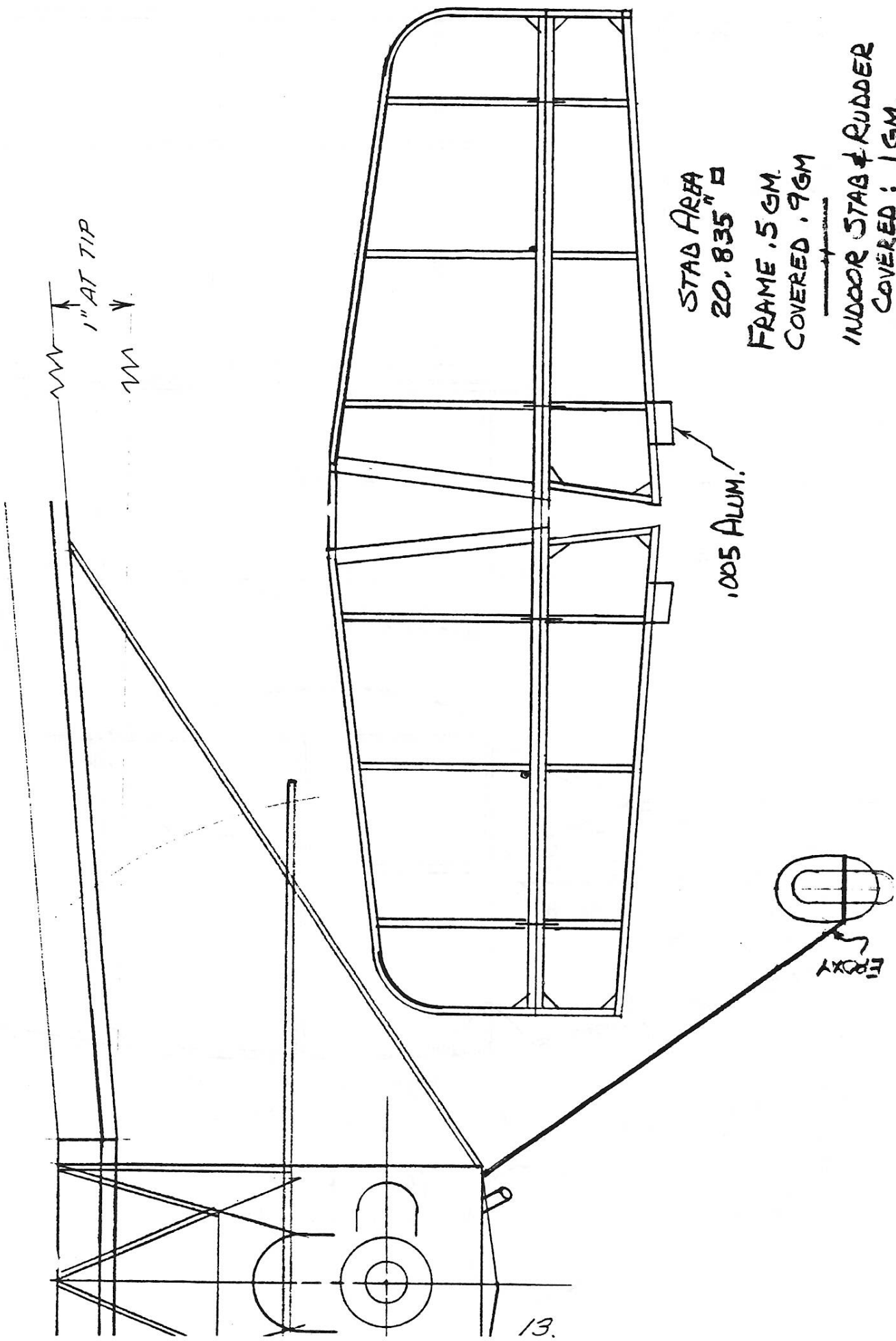
T.E. 1/8 x 1/16



BOSTON BLINGER
BERT PHILLIPS
1988 A.D.

ALL PARTS 1/16
UNLESS NOTED





1" AT TIP

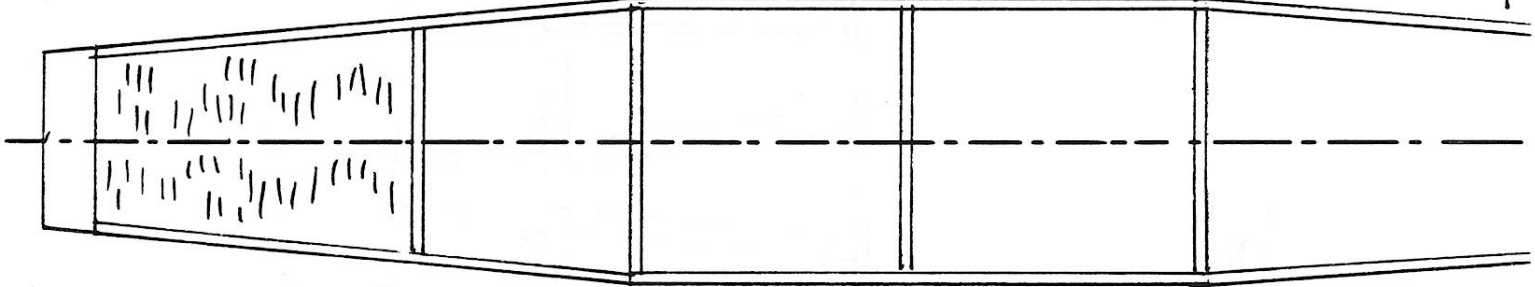
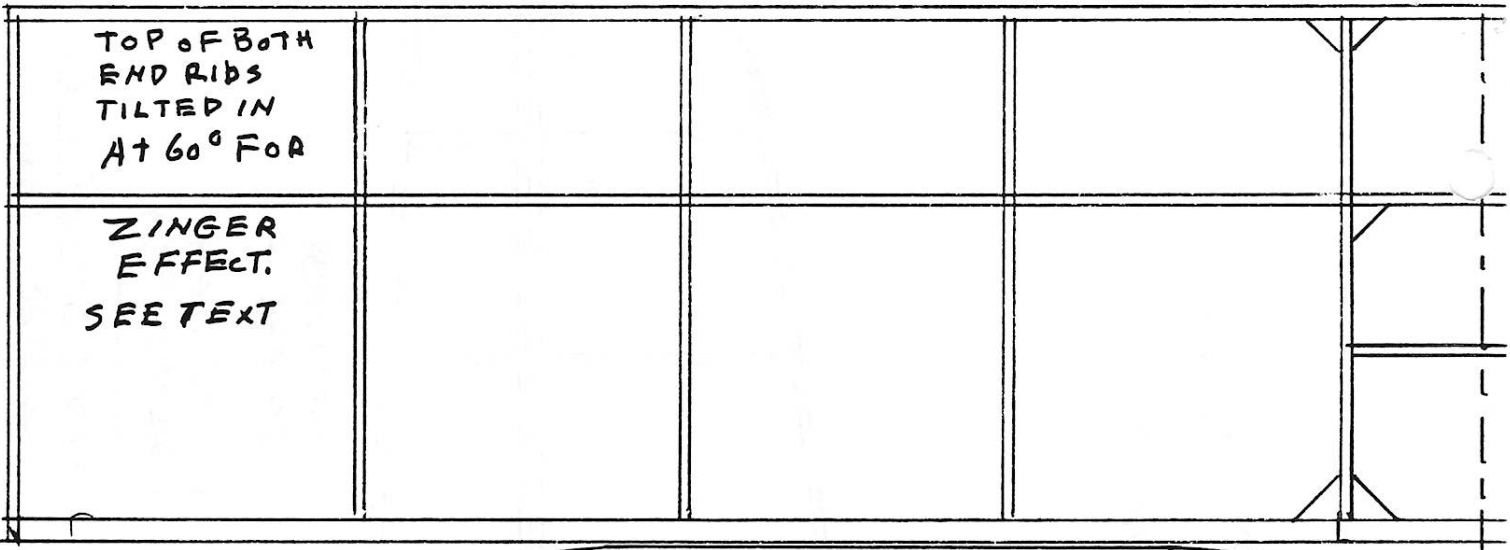
STAB AREA
20,835"²

FRAME .5 GM.
COVERED .9 GM

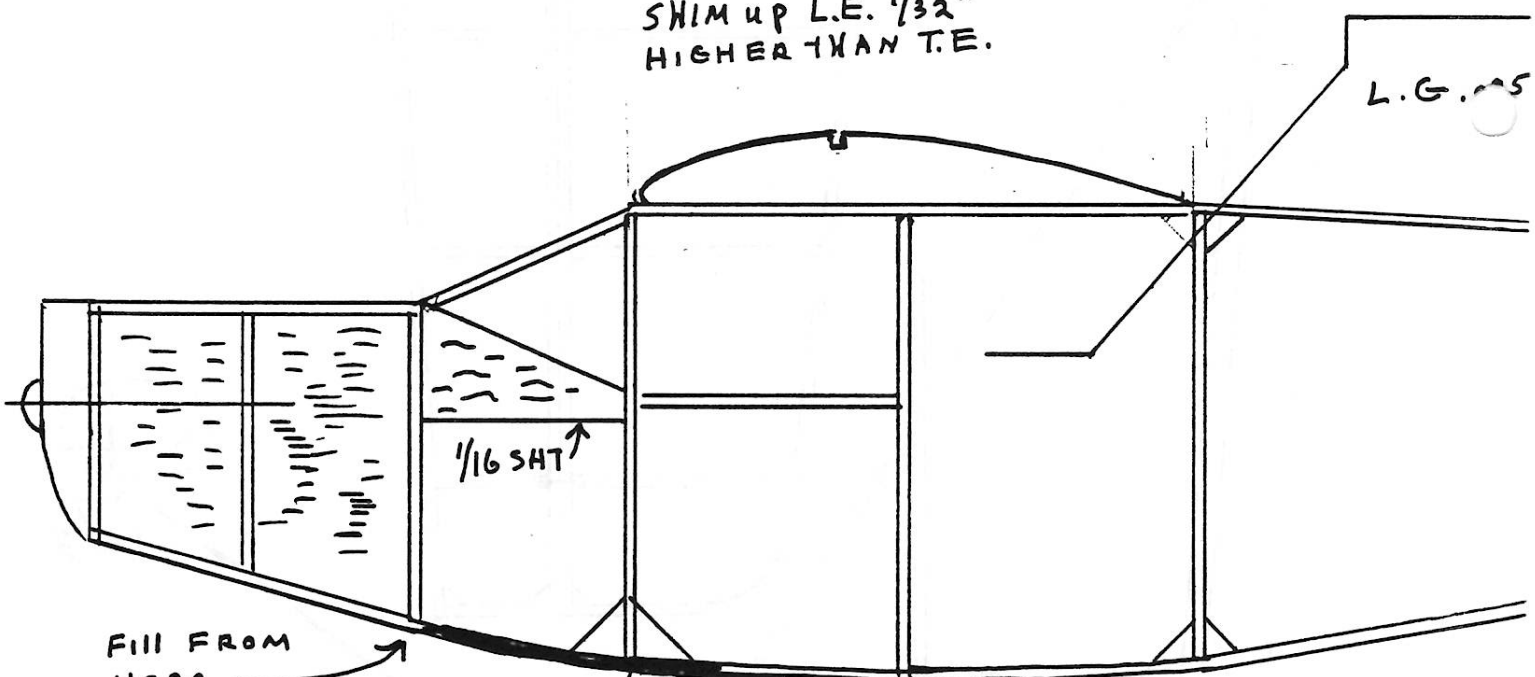
INDOOR STAB & RUDDER
COVERED: 1 GM.

.005 ALUM.

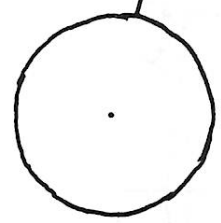
EPOXY

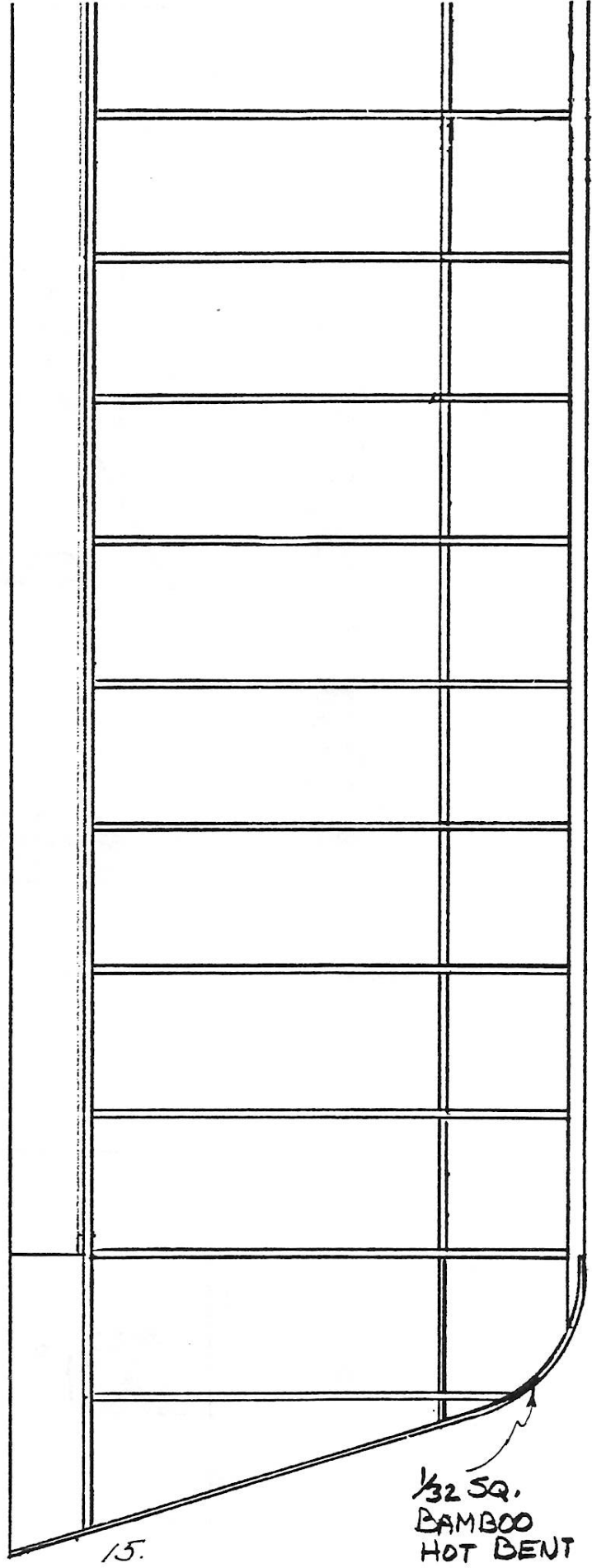
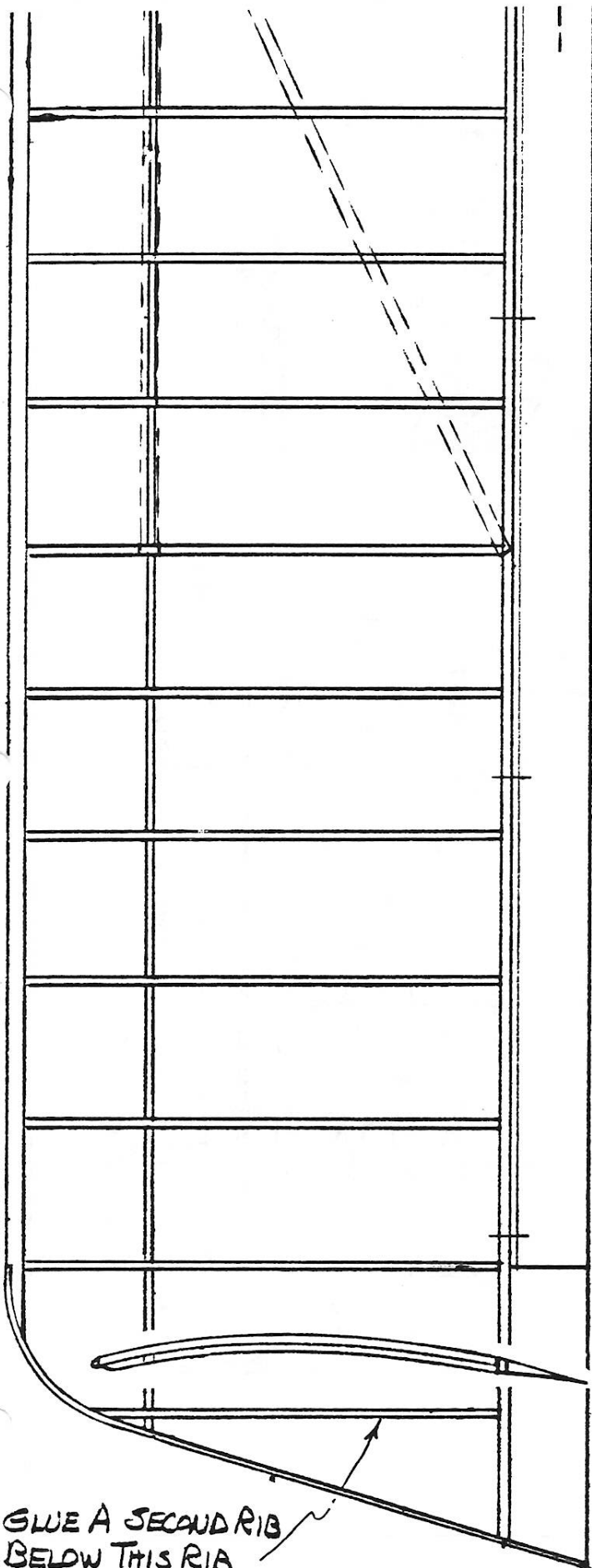


SHIM UP L.E. $\frac{1}{32}$ "
HIGHER THAN T.E.

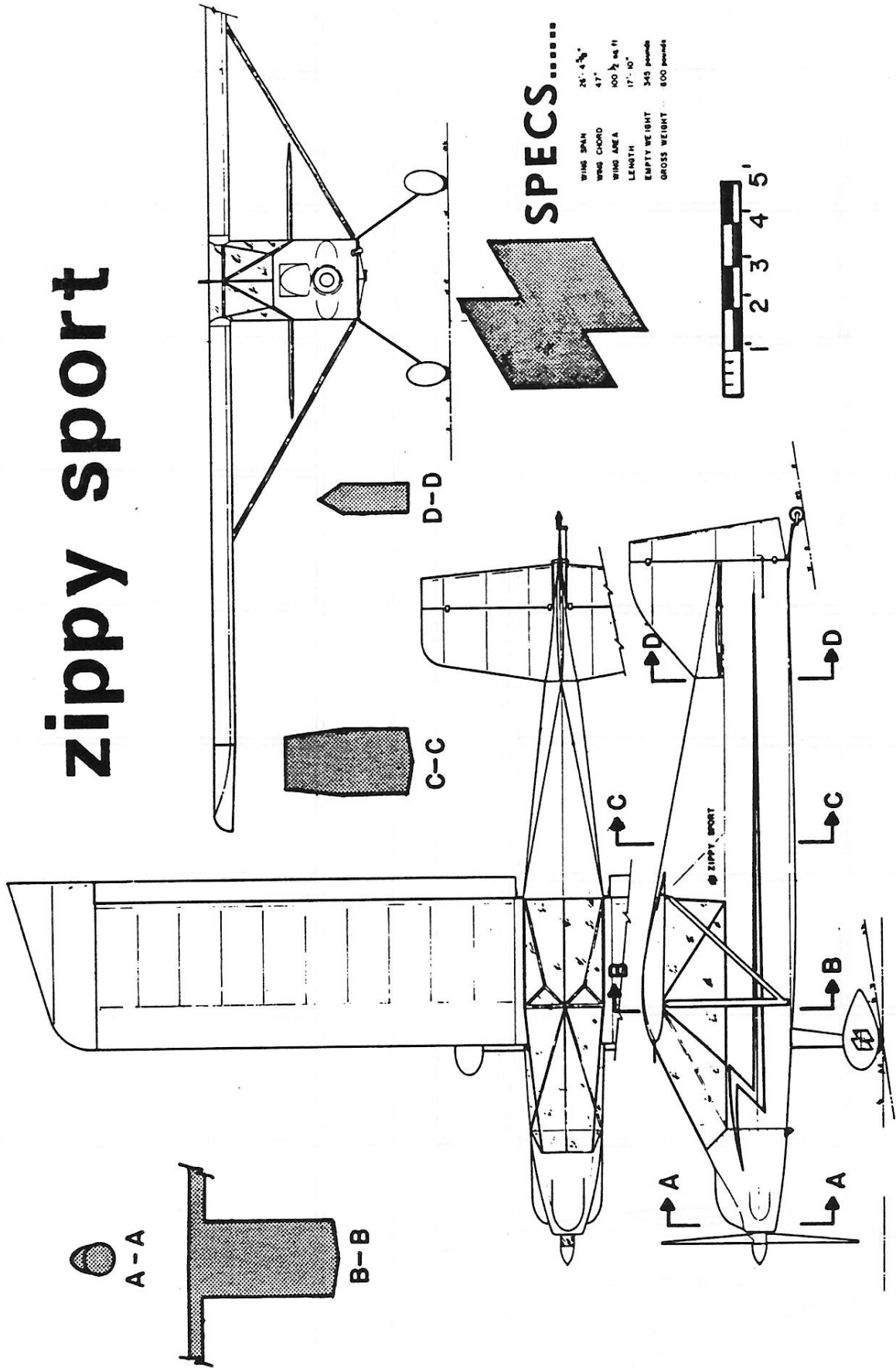


FILL FROM
HERE
TO FRONT WITH
SOFT $\frac{1}{32}$ SHT
CROSS GRAIN ON
TOP & BOTTOM,
GRAIN FOR &
AFT ON SIDE

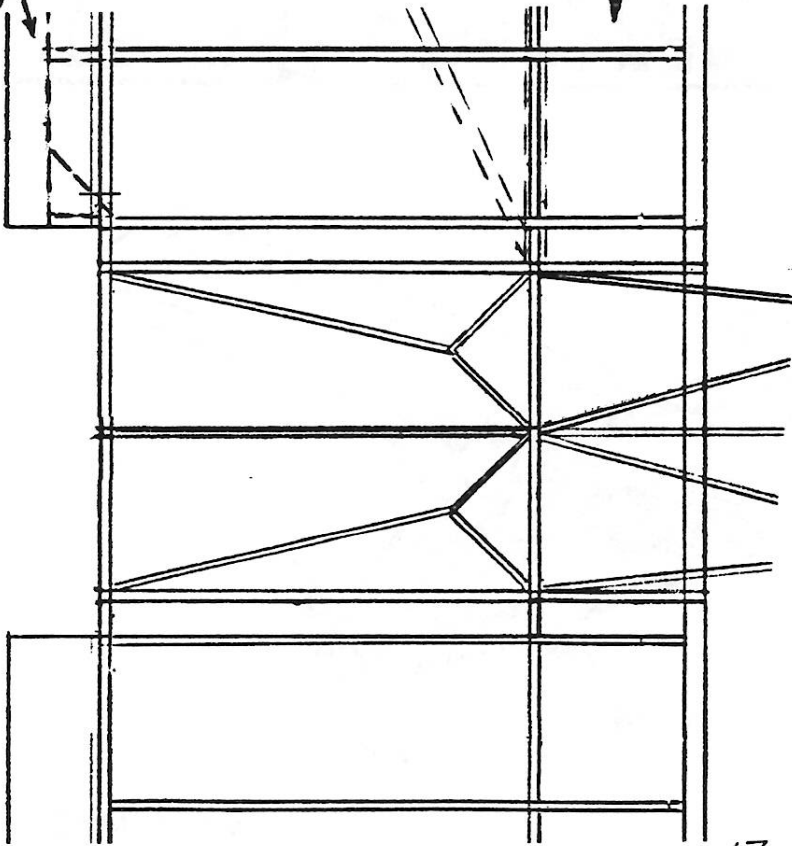




zippy sport



OMIT AILERONS FOR INDOOR
T.E. $3/32 \times 1/4$



WING FRAME INCL. AILERONS: 3.6 GM.
COVERED 5.6 GM.

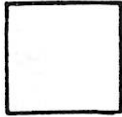
INDOOR 2.2 GM.
3.6 GM.

WING CENTER
SECTION

REFERENCE DATA.

1. MODEL AVIATION MAY 1983 Pgs. 86 TO 89. INCLUDES COLOR DATA & 3 VIEW.
2. ENTIRE MODEL COVERED WITH BLUE JAP TISSUE. NO CLEAR DOPE! WHITE LETTERS & NUMBERS
3. PROTOTYPE WEIGHTS: 25 GMS OUTDOOR, 15.5 GMS INDOOR.
4. WING SPAN 25". WING AREA 83 IN.².
5. POWER: 1 LOOP, 187 x .045 x 36 FAI RUBBER, 2000 TURNS.

DUES DUE

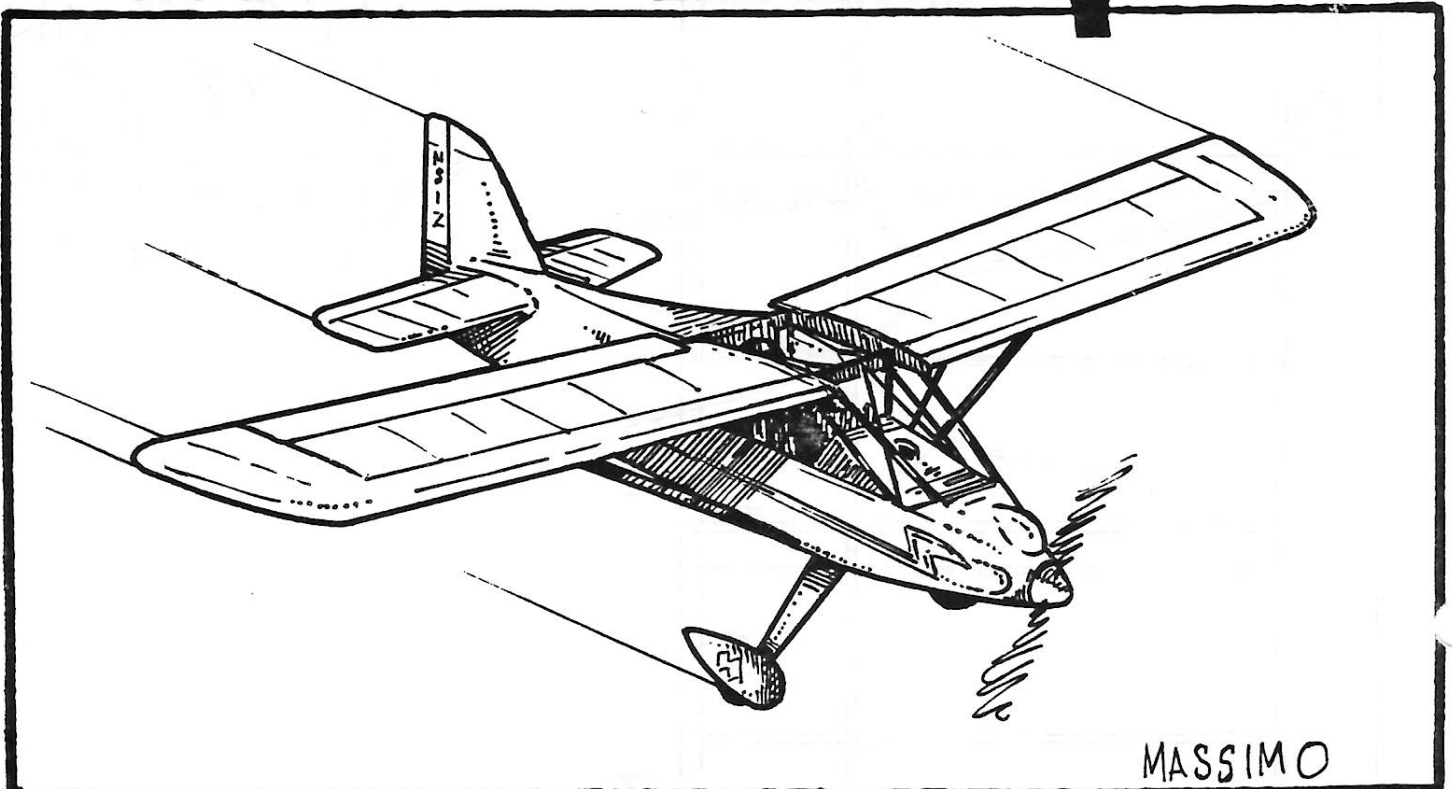


FIRST CLASS

2008 Spur Hill Dr.
Gaithersburg MD 20879

JULY
AUG 1988

max-fax



MASSIMO