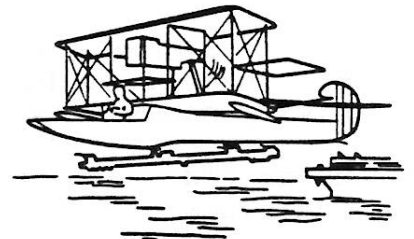


Power Catapult Launch — 1912



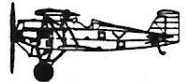
MAXECUTERS



First Flying Boat Catapult — 1912



Douglas XFD-1



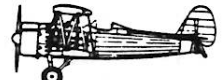
Boeing FB-5



Curtiss XF10C-1

MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS
SEPTEMBER/OCTOBER 1988



Vought XF2U-1

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

- Sept. 10 : MAXECUTERS SUMMER FUN FLY, Comsat.
- Sept. 24 : FAC Contest at Fayetteville, North Carolina.
- Nov. 5 : Pax River Indoor Contest. See Flyer in this issue.

CLUB NEWS

ALLAN SCHANZLE

Although this is September and the FAC NATS were back in July, I feel obliged, as Contest Director of that affair, to reflect upon some of the aspects of the contest. First of all, I wish to give my very sincere appreciation to those of you who wrote to express your feelings about the NATS. That made it almost worthwhile (note the "almost"). Things did go smoothly, and the Friday night display of models was almost unbelievable. There were 236 models judged that night, and all were there for public viewing. That alone was worth the \$ 13.00 entry fee. When viewed from the balcony, it was awesome.

I cannot overlook the assistance by my fellow local MAXECUTERS. Without them, I would never have agreed to sponsor the contest. I shall avoid giving names for fear of forgetting someone, but they fell into two general groups. First, those that helped to plan the whole mess and get the thing organized, and secondly, those who "came to work", and work they did. Some individuals did both. Yeoman duty, those lads.

And who would not give a hearty pat on the back to the scale judges. To Russ Brown, Press Brunning, Dan Driscoll, Ralph Kuenz, Dave Rees, Don Srull, Dave Stott, and Bob Thompson, I offer my sincere thanks. You lads judged 236 scale models on Friday night, including 106 in FAC Scale alone. You started at 7:00 PM and ended at 1:15 AM. That's dedication beyond the call of duty. Give them three "hip-hip-hurrah's".

There were also many who came to the NATS just to look, and got so involved, they found themselves helping in a myriad of ways. I cannot overlook the efforts of Pat Jupiter, who came all the way from Seattle. His flight was canceled, so he took a later flight which put him in Rochester too late for the last bus to Geneseo. So he took a cab the whole bloody 30 odd miles, arriving at the dorm about 9:00 PM Friday night. And then, he timed all day, both Saturday and Sunday. Pat, we were short of timers, but you sure did your fair share to make up for those who said they would be there, but never showed. In my book, you earned my never-ending appreciation and admiration for a "job well done".

And to those who went downwind to retrieve the models during the mass launch events, many thanks. You probably saved several competitors from heat exhaustion. The kids who chased models all day were awarded those models, except when one went OOS on the final round of the fly-off. He was given another model. Folks, that's the FAC spirit, and made for one hellava fine contest. And so, to everyone there, my sincere appreciation, but to those who suggested the MAXECUTERS do it again in 1990, no thanks. We'll let another group get the kudos.

I also want to give special thanks to the folks who contributed prizes. Their donations allowed 40 % of the contestants to walk away from the banquet with a kit or model related item. To Otto Kuhni (artwork for the T-shirts), John Low (plans for the Stearman), Bill Ceresa (hand coloring of 200 buttons of Phineas Pinkham), and Pat Daily (special donations for prizes), we give our appreciation.

The detained synopsis of the results that appeared in the FAC NEWS took about a week of evenings to validate (thanks to Tom Schmitt, Don Srull, and Bill Ceresa) and then compile and put on the computer. If you don't subscribe to that newsletter, you can get a complete copy from me for a SASE WITH 45 CENTS OF POSTAGE. I will not respond to an envelope with 25 cents. The entire package is 15 pages, and requires the noted postage. I have also forwarded to FAC GHQ a list of items that we found necessary to run the NATS as well as a list of problems and proposed solutions. These should be made available to the sponsors of the 1990 affair. I have just recently received the final charges from the University, and a budget for our expenses has been tabulated. This too will be made available to the next sponsors.

Well, with that out of the way, we can call the 1988 FAC NATS "history". It's time to move on to other items, like building models!!!.

I got a letter from J. V. Gorden out California way, and he relates the following:

"I mentioned when renewing in 1987 that I planned to build your Stettin La II (MAX FAX, May/June 1987, Ed.) for rubber with a Jim Clem type prop, 8 1/2 x 12. Built, flown, O.O.S., 12^m 20^s. One of the few pure joys

left to an old timer."

Thanks, J. V. It's nice to know that someone builds plans that appear in MAX FAX.

This issue has doubled its pleasure to you folks thanks to the efforts of Tom Schmitt and Glen Simperts, who have supplied us with four pages of photos from the FAC NATS. The feature plan is a Polish RWD 5 bis, compliments of Hurst Bowers. This thing has a fuselage that resembles the Rearwin Speedster, and should be a great flier. We also have a couple of book reviews from Pat Daily, who is still in the Philippines but has not lost touch with the local group, and a 3-view by Dave Stott. Finally, you'll find a No-Cal Curtiss SOC-3 by George Meyers. See Ya at Comsat on Sept. 10.

PHOTO PAGES

Tom Schmitt

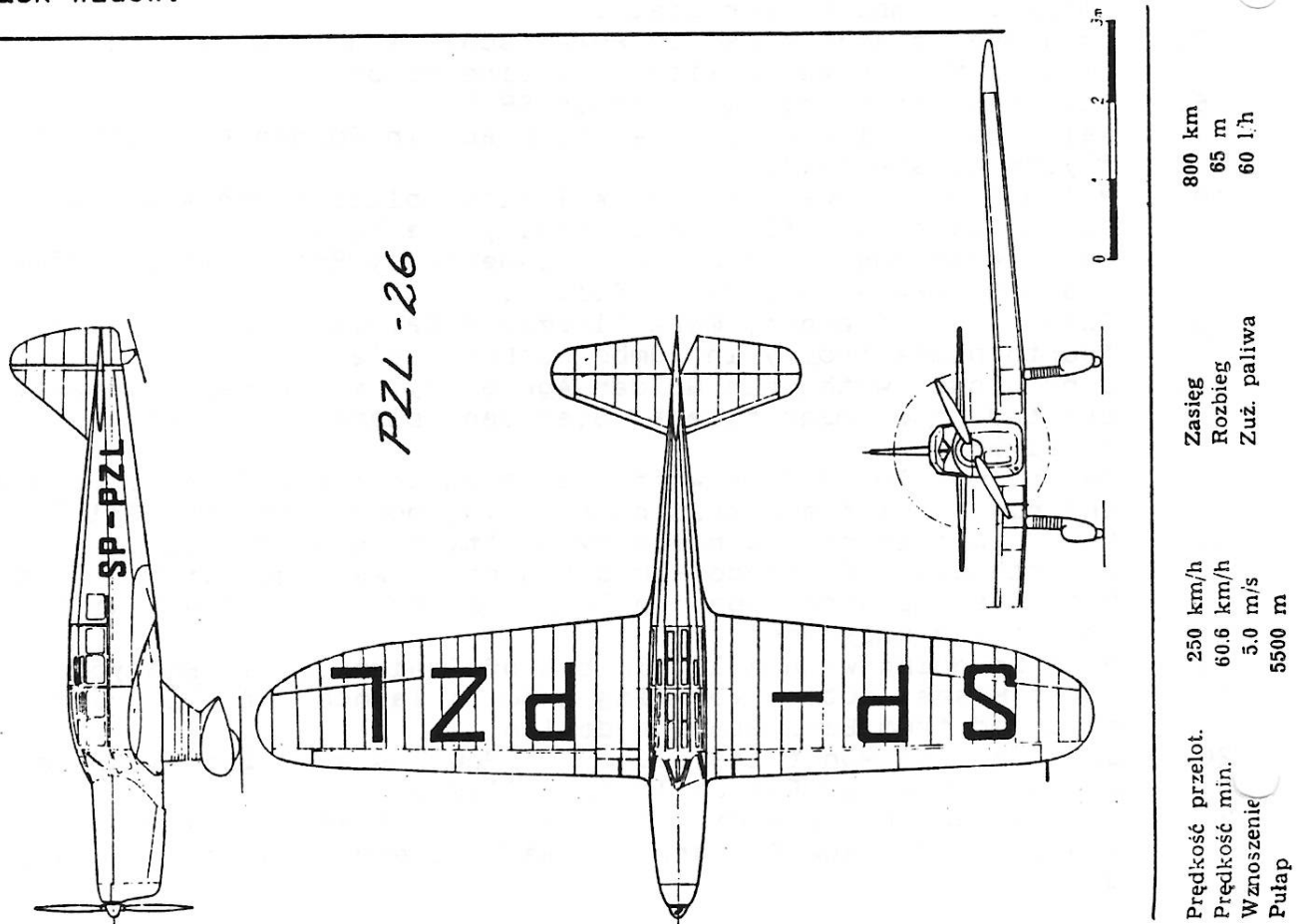
FAC NATS MK VI AT GENESEO, NEW YORK

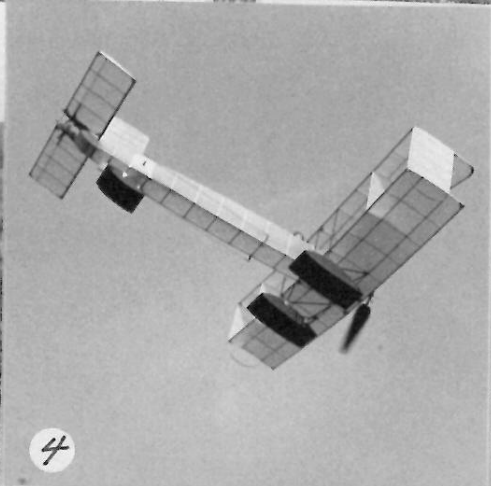
1. Don Srull receives the FAC NATS Grand Champion trophy from hard-working CD Allan Schanzle.
2. Rebecca Johnson, comely reporter for the Rochester TV station WHEC, adds a feminine touch to the contest.
3. Bob Wetherell waits for the calm with his Jumbo rubber geared DeHavilland DH-87.
4. Don Srull's first place Jumbo 1911 Voisin Hydroplane.
5. Paul Spreiregen and his pretty Fairchild 24.
6. Jack McGillivray flew his DeHavilland Sea Hornet to a third place in Jumbo rubber scale.
7. Dave Rees placed first in Power scale with his beautiful electric Colibri MB2, powered with a Hi Line motor.
8. Bill Bell cranking his Stinson SR-8.
9. Walt Eggert picked up a second place in Golden Age with his great flying Cessna C-54.
10. Ralph Kuenz shows off his WWII first place North American A-36.
11. Don Srull's DO-X flies majestically overhead.
12. An interesting Jumbo Gourdou-Lesuerre by Bob Anderson unfortunately did not make a qualifying flight.
13. Something different, Mark Fineman's Savoia Marchetti 92 picked up a fourth place trophy in Jumbo rubber scale.
14. John Lowe with his Golden Age entry, a Rearwin Speester; John drafted the magnificent Stearman plans that all contestants received.
15. Two of our local guys whooping it up at the FAC NATS; Doug Buchanan and his Hi Line electric powered Vagabond with Bert Phillips.
16. Dave Stott launching his very pretty Bristol Brandon.
17. Unfortunately Fernando Ramos did not make a qualifying flight with his diesel powered Sopwith Tripe; a real work of art with pendulum controlled ailerons.
18. Pres Brunning with a little bit of "Whimsy", his Embryo.
19. Jack Moses puts everthing into a launch of his Jumbo P-39Q; enlarged from Earl Stahl's design.
20. Joe Barrish won third place in Power scale with his fine flying electric powered Fairchild Baby Clipper.
21. Tom Nallen Jr. with his nifty WWI Peanut Armstrong Whitworth FK-8.
22. A neat Golden Age Skyfarer by Mark Fineman; looks like Earl Stahl's design.

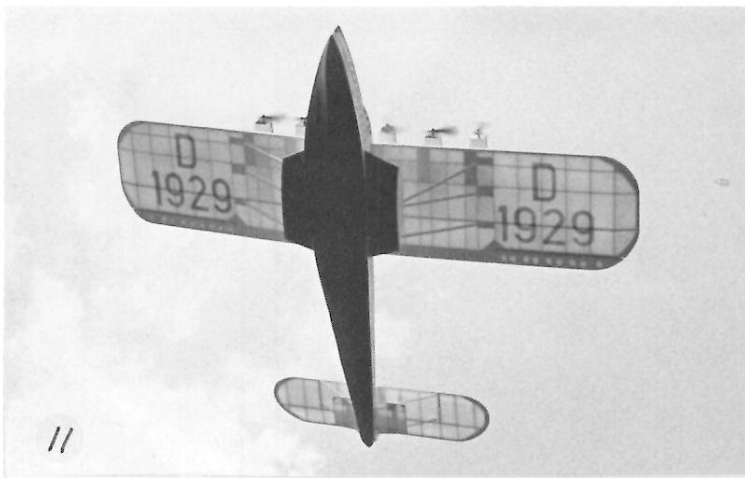
23. Another of our local guys, Rich Hensel, worked long and hard in the broiling sun at the Embryo table.
24. One-two in Greve, Don with a Cessna CR-3 (a Mark Fineman design), and Allen lawton with his Hughes H-1.
25. Mac McJunkin came all the way from the West Coast to enjoy the fun and fly his jet (CO2) powered Bell X-1.
26. Don De Loach builds them big in Texas; look at his nifty Jumbo rubber Corben Super Ace.
27. One of our local Aces, Jerry Paisley, won third place in Golden Age with his original Cessna C-145; soon to be a MAX-FAX plan.
28. Jim Miller with his Santos Dumont 14 Bis, a 6th place finisher in GHQ Peanut scale.
29. Adrian Moulton, visiting from Canada and chasing for Don in the Greve, received Don's Keith Rider as his reward only to have it fly away in the last round; Don did give him another aircraft.

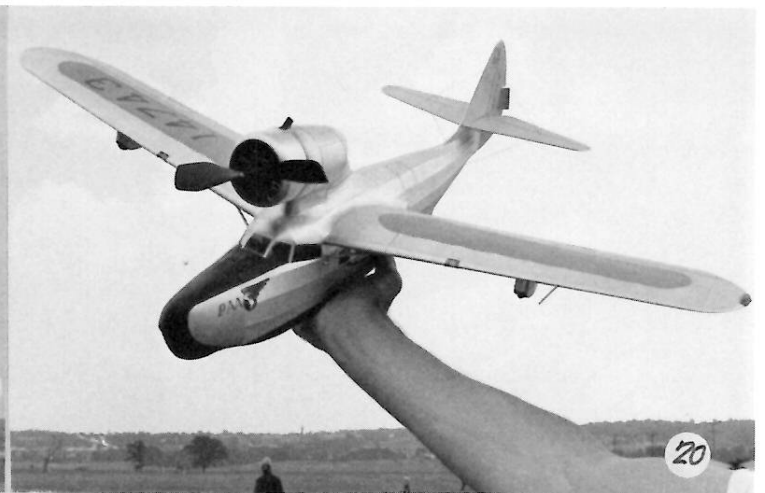
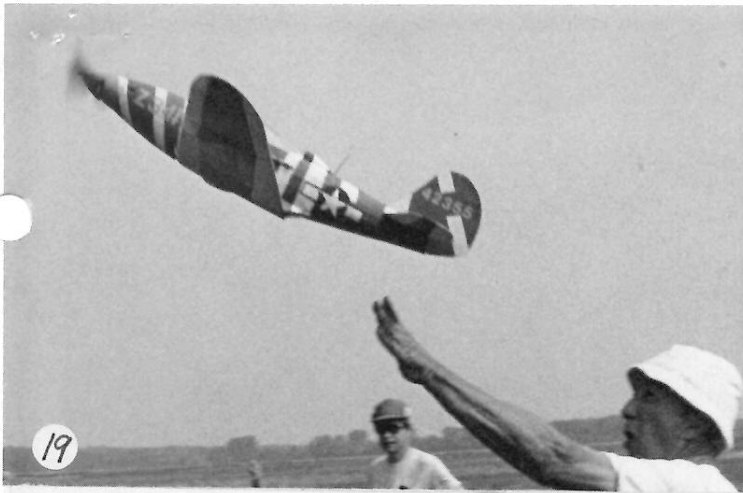
FAC Photos by Glen Simperts

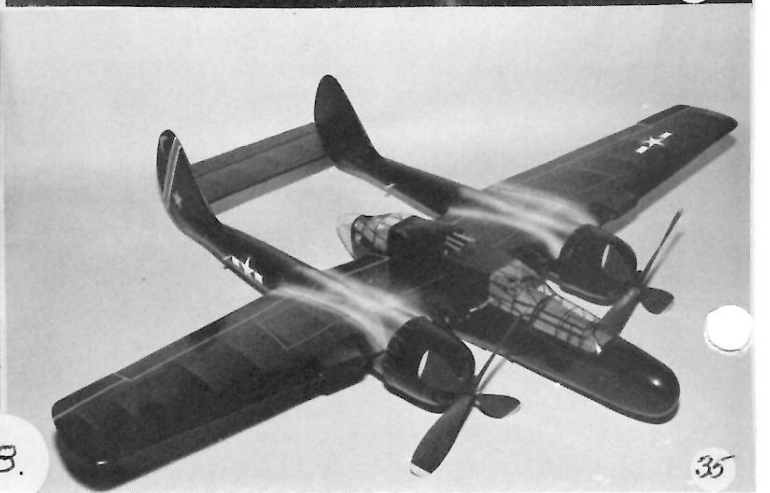
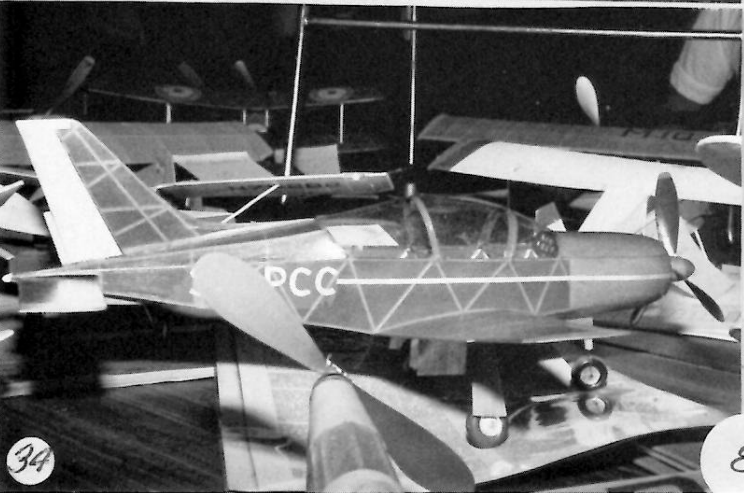
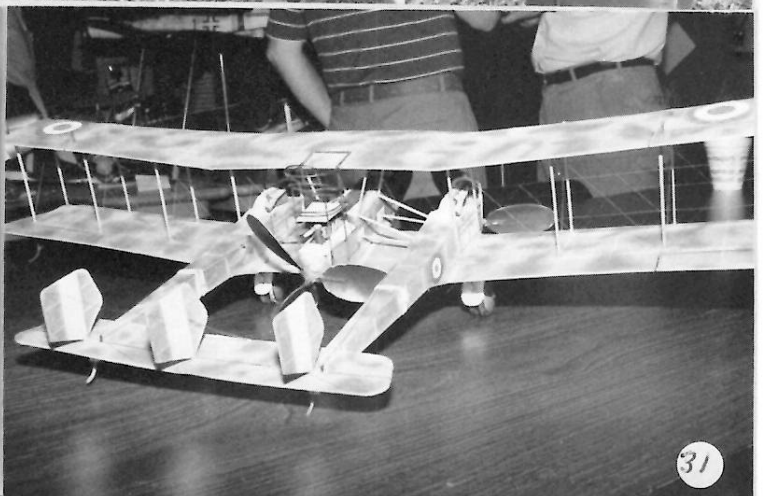
30. Bob Wetherell's magnificent DeHavilland Dragon DH-84 won second place in Power scale, and then carried the Earl Stahl perpetual trophy back home for the second year in a row; a daring project with two CO2 motors.
31. Vance Gilbert's interesting and complicated Caproni bomber.
32. Paul Helman's trans-atlantic Levasseur PL-8, the ill-fated Oiseau Blanc.
33. Don Srull's electric Handley Page W8b powered by Hi Line motors did not qualify due to some hangar-rash induced trim problems.
34. Walt Mooney traveled from San Diego to fly a couple of his peanuts and tell jokes with Tom Arnold, Bill Ceresa and Fernando; here is his PZL Orlik.
35. For a finale we have George Meyer's Jumbo rubber Northrop P-61 Black Widow.









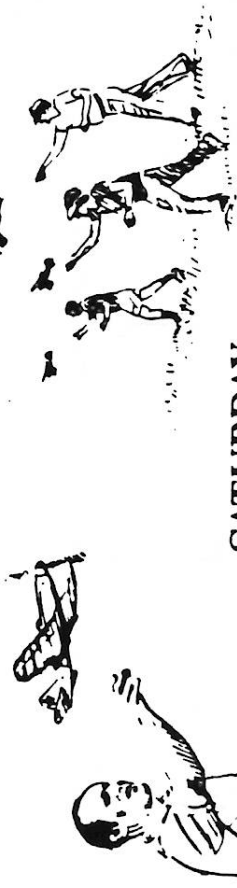


3rd Annual Kudzu Flying Corps FALL MEET

for

Free Flight Scale Models

AMA C class Sanction



**SATURDAY
SEPT 24, 1988
9:00 - 4:00**

FAYETTEVILLE, NC

FAC SCALE JUMBO SCALE POWER SCALE WW I WW II RACEPLANES GOLDEN AGE

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

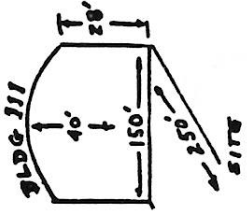


EVENTS

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.



INDOOR MODEL AIRPLANE CONTEST

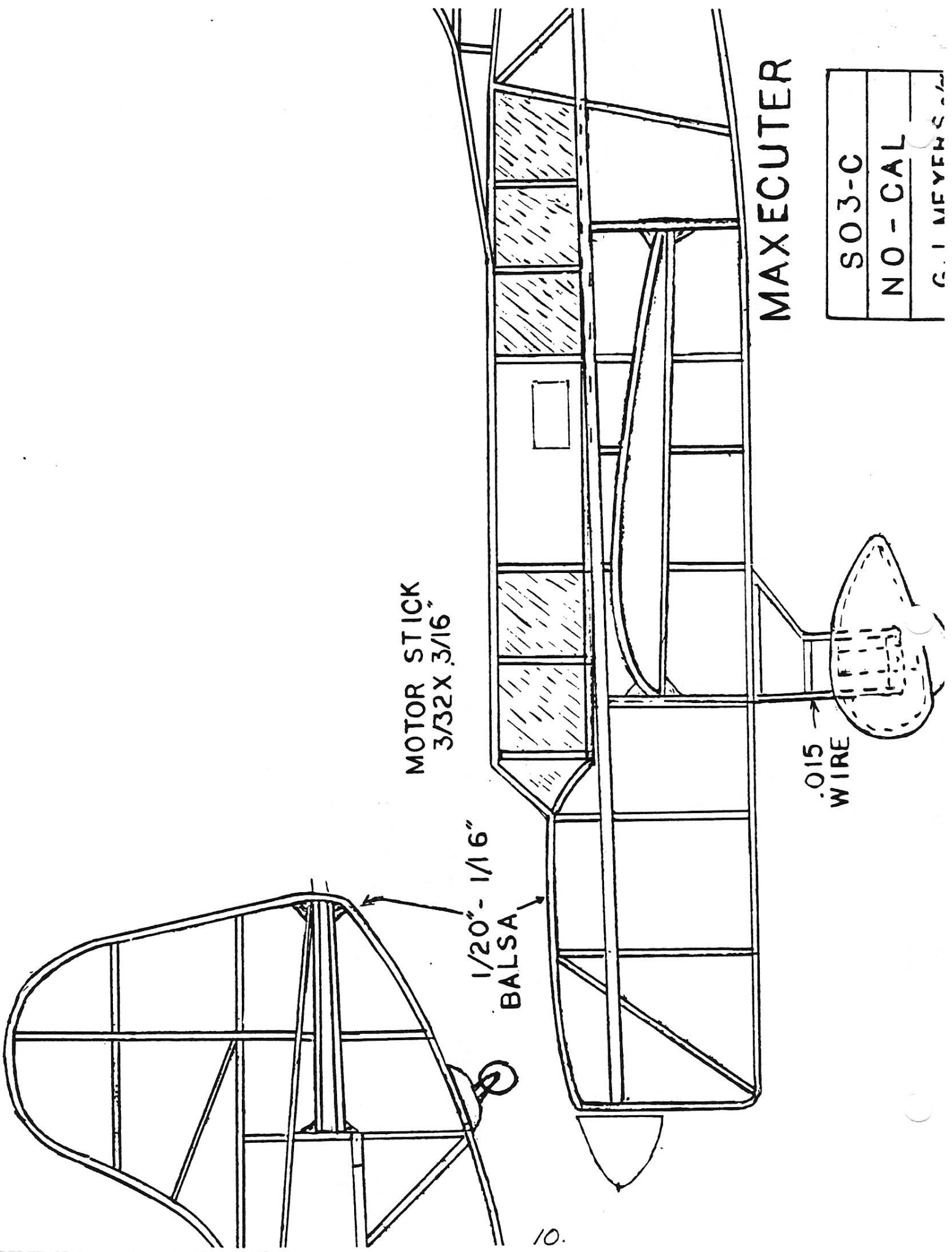
NOVEMBER 5 1988
9:00 AM - 5:30 PM
ROTARY WING HANGAR, BUILDING 111
NAS/NATC PATUXENT RIVER, MD
LEXINGTON PARK, MD



- FAC RULES
- MASS LAUNCH
- WW-I
- NAVY SCALE
- PEANUT SCALE
- GOLDEN AGE (1920 - 1934)
- SPECIAL EVENTS (NO TROPHIES)
- NO-CAL (7 GM. MINIMUM WITHOUT RUBBER) PENNY PLANE
- AWARDS: 5:10 - 5:30
- NO ENTRY FEE
- OTHER EVENTS
- FAC SCALE
- FAC POWER SCALE (4 OZ. MAXIMUM WEIGHT)
- BOSTONIAN (ROG, 14 GM. MINIMUM WITHOUT RUBBER)
- COCONUT SCALE (1 OZ. MINIMUM WEIGHT)

FAC JUDGING STARTS AT 11:00 AM. NO QUALIFYING FLIGHT REQUIRED.
NO FLIGHT SCORES RECORDED AFTER 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.



MOTOR STICK
3/32 X 3/16"

1/20" - 1/16"
BALSA

.015
WIRE

MAXECUTER

S03-C
NO - CAL
C. I MEYERS

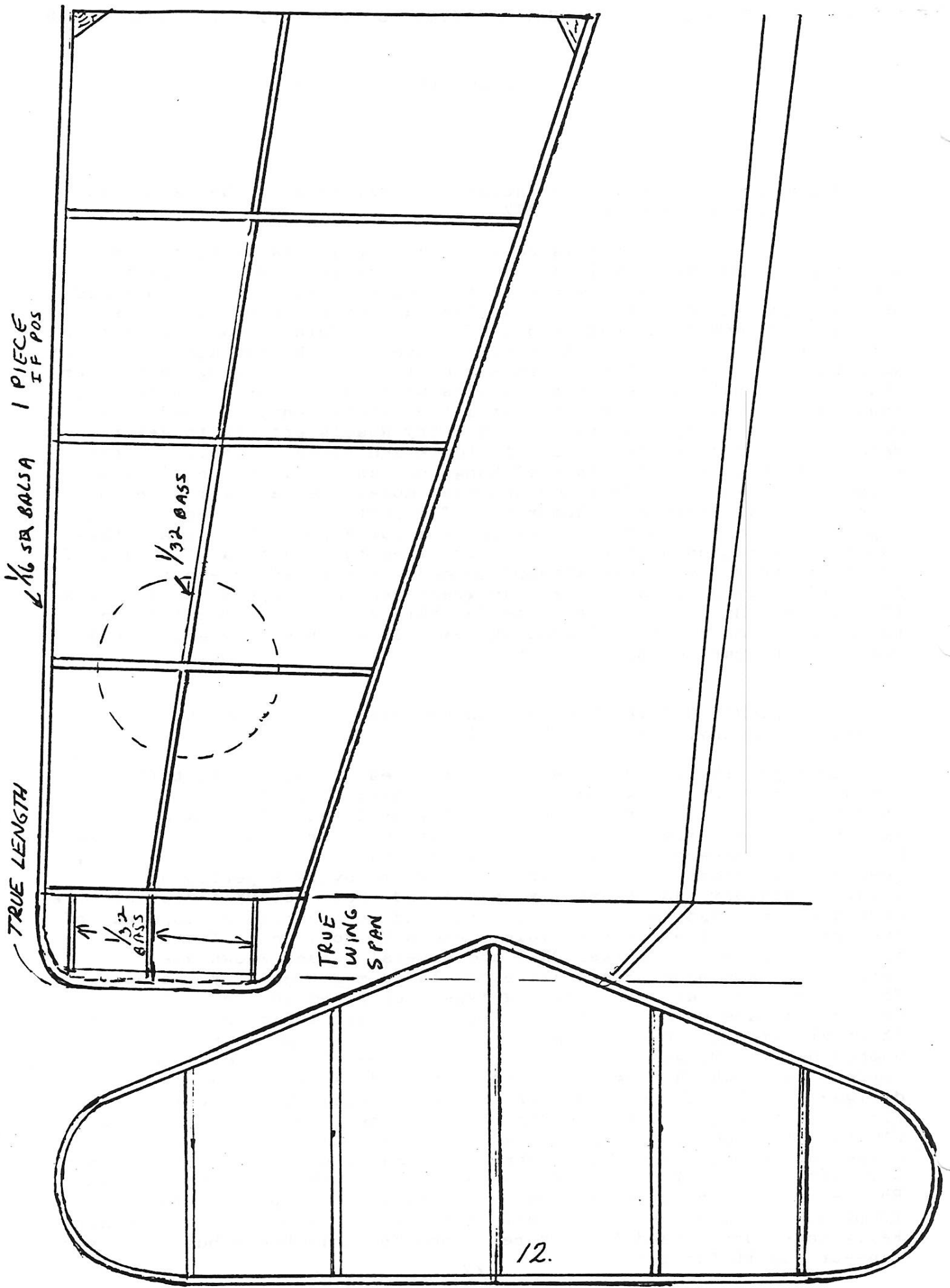
Reviews by CAPTAIN PAT DAILY USN

ATLANTIC FEVER by Edward Jablonski, published by the Macmillan and Company, N.Y., New York, 1972.

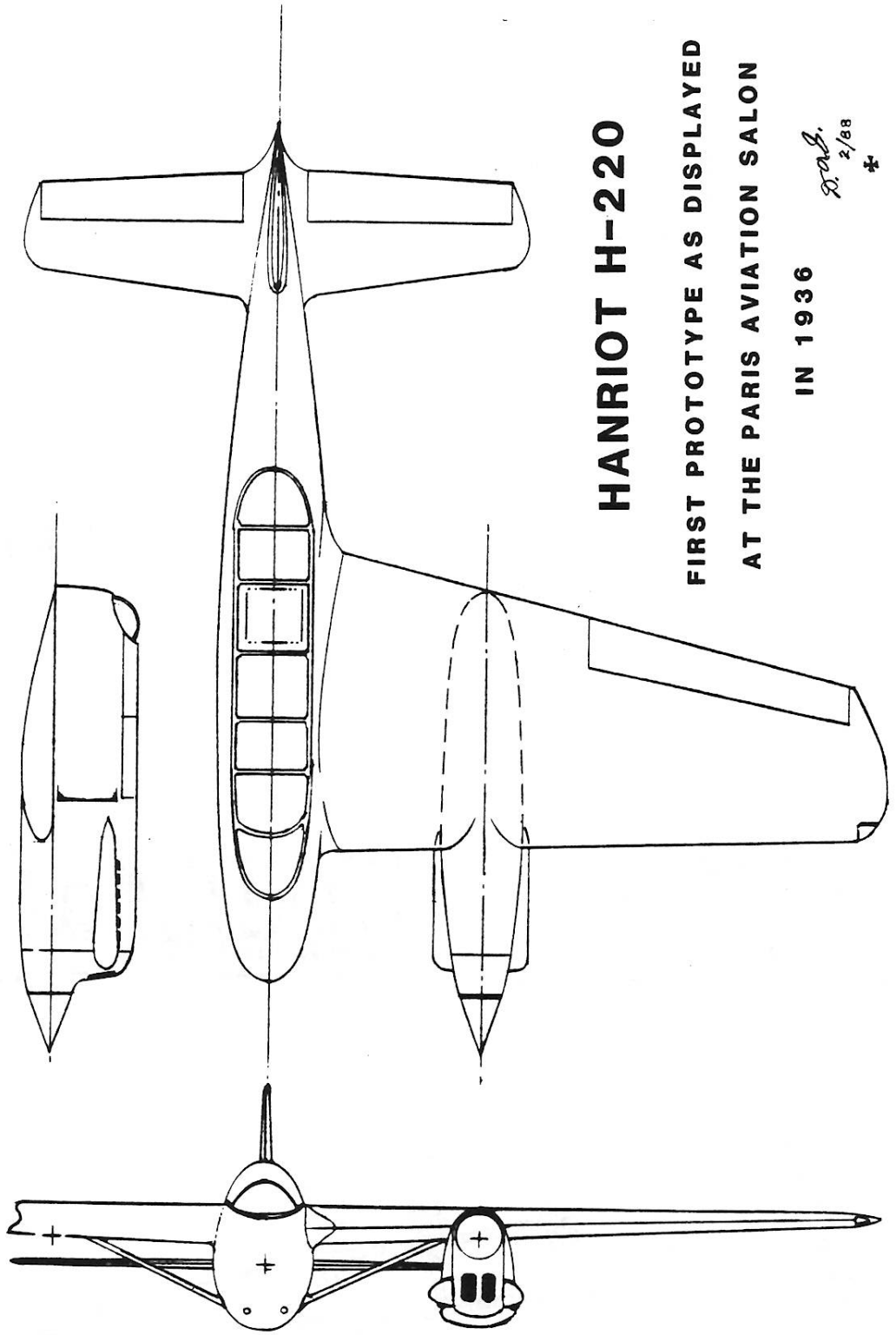
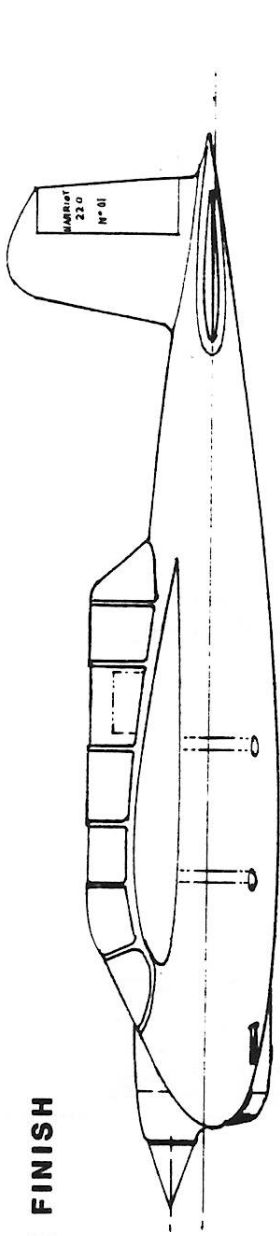
The title proclaims this book as the "Great Transatlantic Aerial Adventure" and the book lives up to its promise. Yes, Virginia, I realize that this is no new publication with heretofore "unpublished photos" etc. In fact this book has been around for about 15 years or so, but I recently checked it out of the Cubi Point Naval Air Station Library and promptly read it cover to cover. With 1989 approaching at warp factor 6, the 70th anniversary of the first crossing by heavier than air aircraft by the Navy's NC-4's will be upon us. I thought I knew quite a bit about the transatlantic efforts until I read this book. The stirring adventures LCDR Putty Read's efforts to get the Nancy to the Azores, the luck of Alcock and Brown in their Vickers Vimy, the tragedy of the loss of Nungesser and Coli in the L'Oiseau blanc, followed by Lindy's hop and many more; they are all here in lots of detail--some even humorous. The photos in this book are also superb. A really educational experience for anyone that thinks they dabble in aviation history. I really liked the charts at the back of the book--they list every attempt to cross the Atlantic--north or south--from 1919 to 1939, when the great Pan Am Clippers began to make it routine. My advice is to look for this book in the local library, the Smithsonian or in used book stores. It's a real gem and I only wish it were part of my collection.

THE FIGHTING TRIPLANES by Evan Hadingham, published by the Macmillan Company, N.Y., New York, 1968.

Lest you think I've given up my interest in aircraft, think again! I ran into this book at the Cubi Naval Air Station while checking out a bunch of kiddie books for my 3 year old, Shannon. I have never seen this book before, and its earlier publishing date is before I got re-acquainted with model aircraft and such. Still, I've seen no references to it either. Hadingham covers a period of aviation history that is really unique and, now, somewhat distant--the period of the fighting triplanes. Starting with early development of the triplane by the likes of Voisin and A.V. Roe, on to Tommy Sopwith's Tripe, the Fokker DR-I and several lesser known WW-I triplane, this book brings alive the faded memories of years past. There are some really interesting types described in the post WW-I period that are worthy of note. The photos are large and very good. It is significant that the last fighting triplane produced in any number was the Mitsubishi Navy Type 10 torpedo bomber--designed by Herbert Smith who had emigrated to Japan and was employed as the chief designer for Mitsubishi. Herbert Smith was also the designer of the first fighting triplane--the Sopwith Triplane! Don't forget, fellow FAC fanatics, Dave Stott published a lovely plan of the Type 10 for rubber or perhaps even CO2/electric. There is a lovely photo of this aircraft on page 92 of this book. And then there is the Sopwith 2B2 Rhino--if ever there was a descriptive name! Or the Levy-Besson triplane flying boats, the magnificent Tarrant Tabor and the fantastic Felixstowe Fury. Need I say more? Look for this book--buy it if you can--or buy it for me!



ALL OVER POLISHED ALUMINUM FINISH
NO NATIONAL MARKINGS



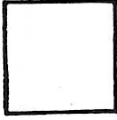
HANRIOT H-220

FIRST PROTOTYPE AS DISPLAYED
AT THE PARIS AVIATION SALON

IN 1936

Dr. S.
2/38
+

DUES DUE

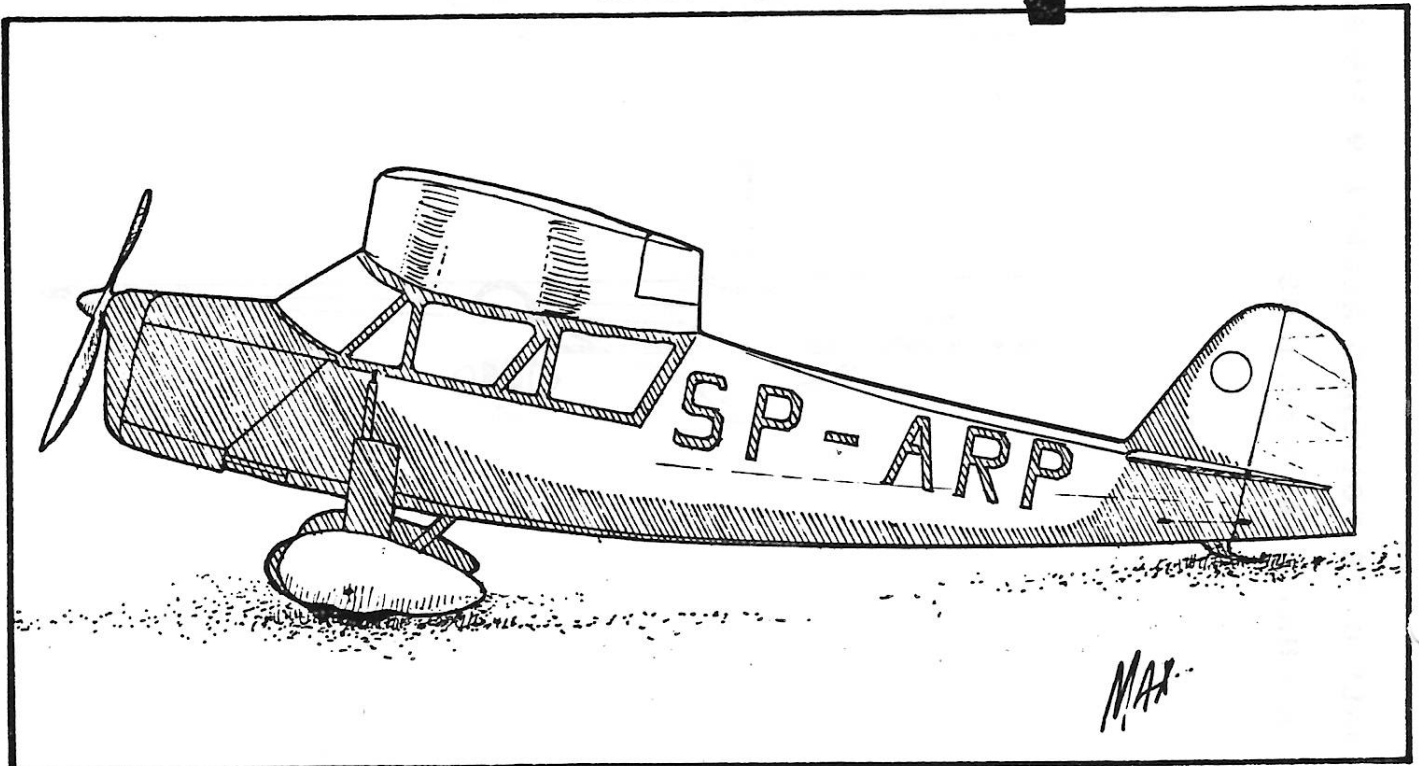


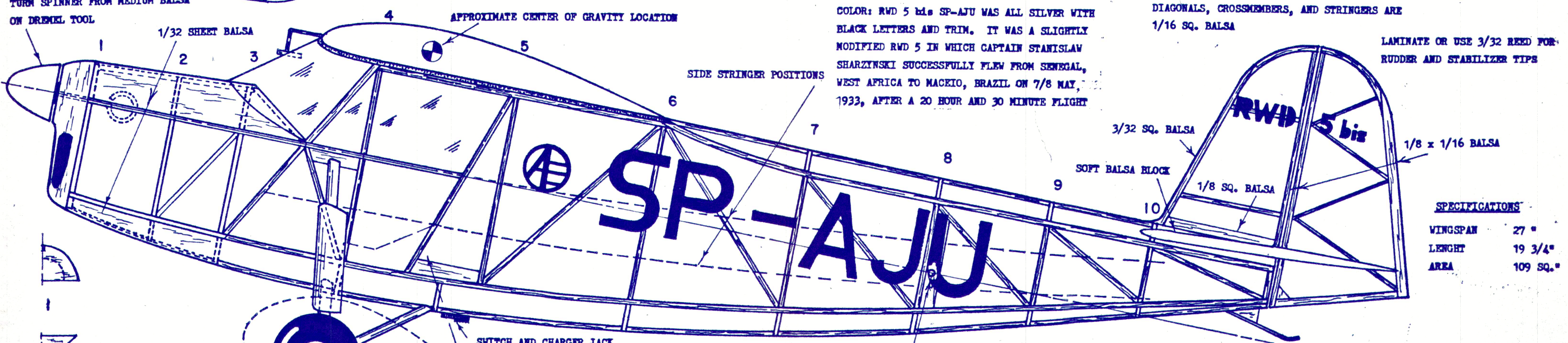
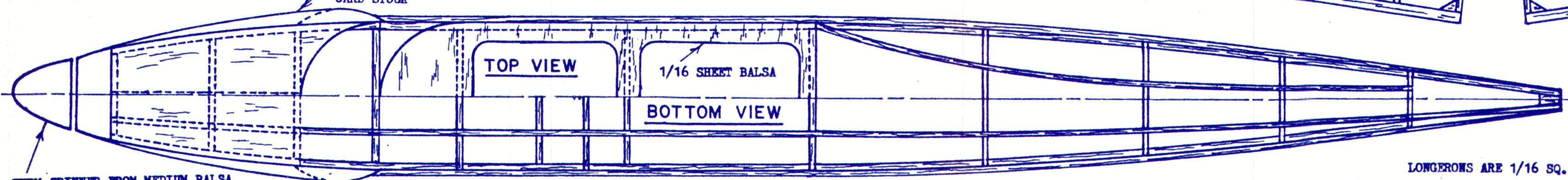
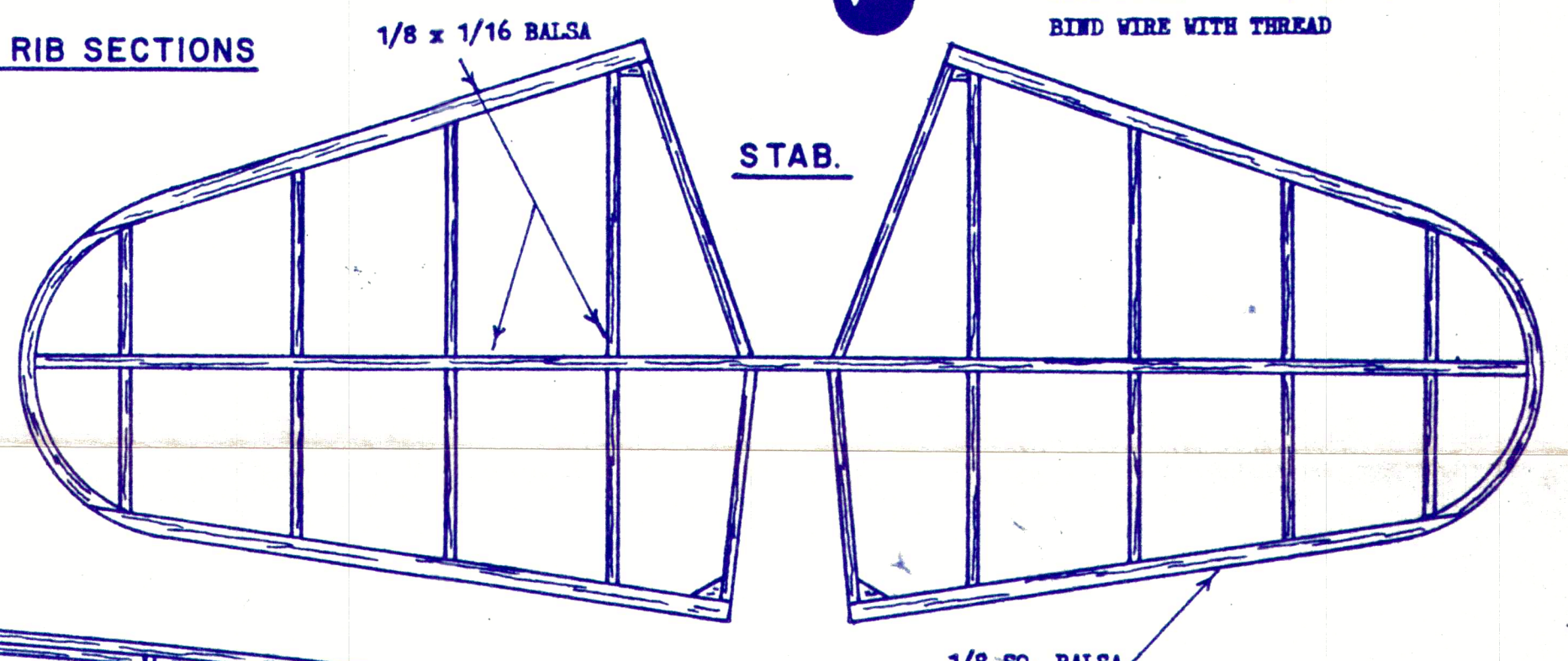
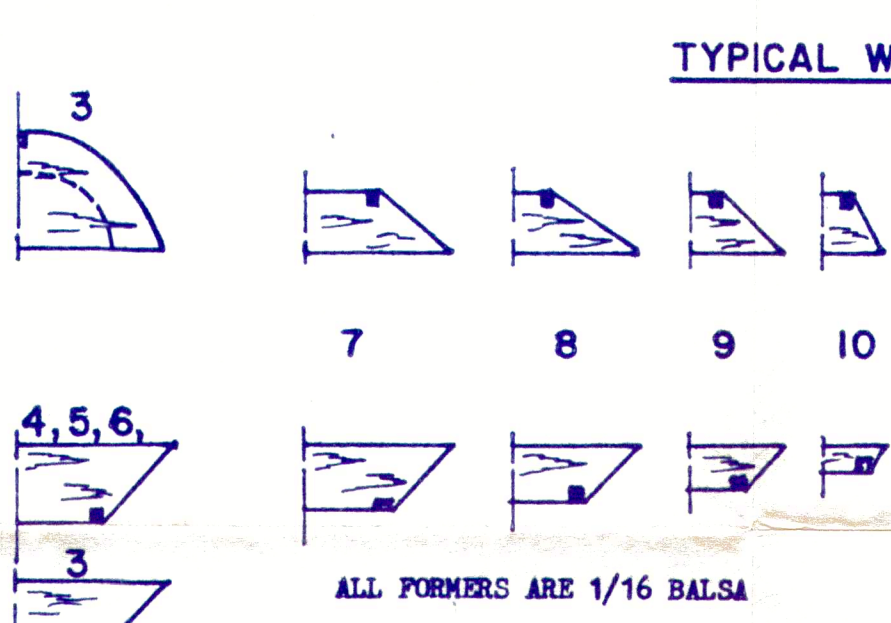
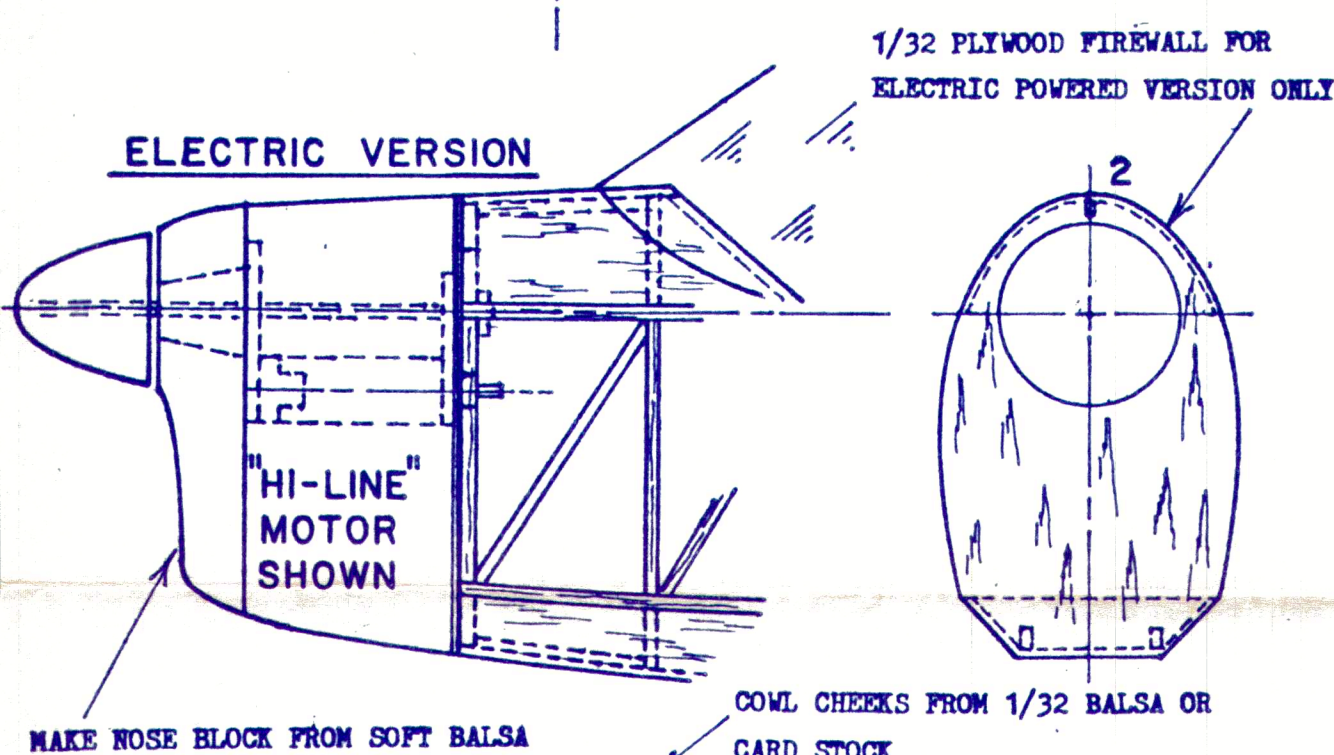
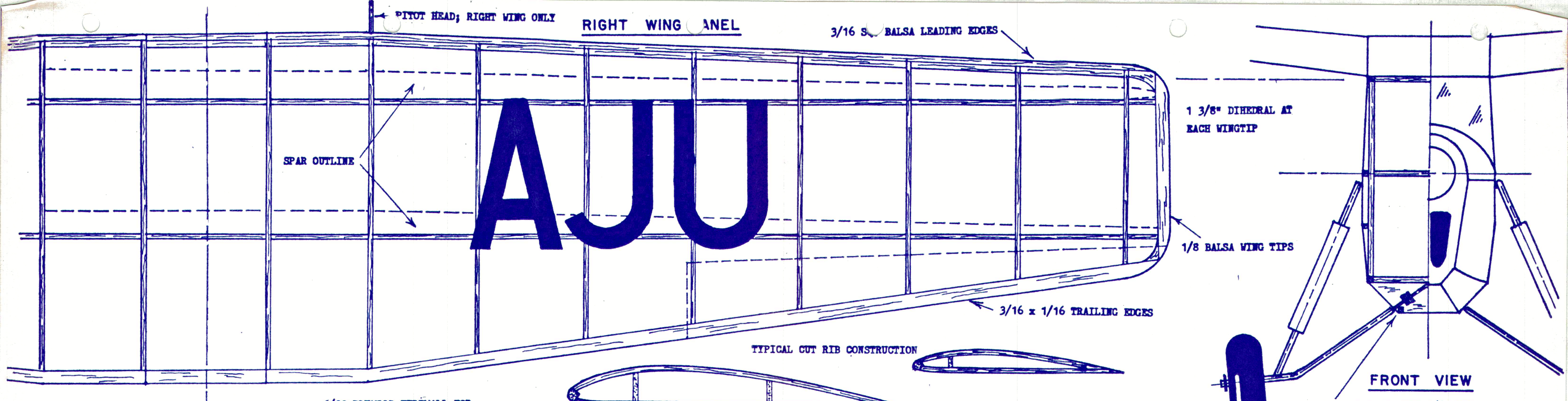
FIRST CLASS

2008 Spur Hill Dr.
Cathetersburg MD 20879

SEPT '88
OCT

max-fax





COLOR: RWD 5 bis SP-AJU WAS ALL SILVER WITH BLACK LETTERS AND TRIM. IT WAS A SLIGHTLY MODIFIED RWD 5 IN WHICH CAPTAIN STANISLAW SHARZYNSKI SUCCESSFULLY FLEW FROM SENEGAL, WEST AFRICA TO MACEIO, BRAZIL ON 7/8 MAY, 1933, AFTER A 20 HOUR AND 30 MINUTE FLIGHT

LONGERONS ARE 1/16 SQ. BASS. ALL UPRIGHTS, DIAGONALS, CROSSMEMBERS, AND STRINGERS ARE 1/16 SQ. Balsa

LAMINATE OR USE 3/32 REED FOR RUDDER AND STABILIZER TIPS

SPECIFICATIONS

WINGSPAN	27"
LENGHT	19 3/4"
AREA	109 SQ."

POLISH R.W.D. 5 bis