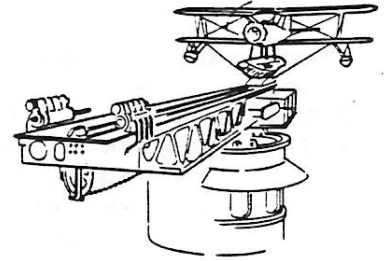
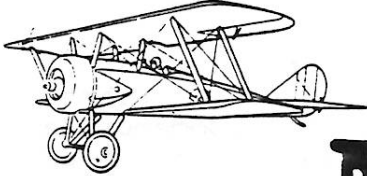


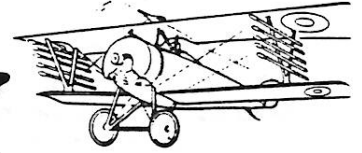
First Armored Fighter - Martin



Rotable Turntable Catapult - 1921



Navy MB-3 Fighter - 1918



Aerial Gun and Rockets - 1916

# MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS  
JULY/AUGUST 1989

## 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.

## PRESIDENT

Bert Phillips  
1709 Crofton Parkway  
Crofton MD 21114

## SECRETARY

Ernie Greene  
8103 Falstaff Rd.  
McLean Va 22102

## TREASURER

Allan Schanzle  
20008 Spur Hill Dr.  
Gaithersburg MD 20879

## MEETINGS

The D.C. MAXECUTERS hold meetings on the first Wednesday of every month at the College Park Airport.

## UPCOMING EVENTS

July 9 1989 : COMSAT, P-30 Contest.  
Aug 13 1989 : COMSAT, Old Timer Rubber Contest.  
Sept 9 1989 : MAXECUTER'S SUMMER FUN FLY.  
Oct 8 1989 : COMSAT, Earl Stahl Model Contest.

## CLUB NEWS

ALLAN SCHANZLE

THREE CHEERS, AND A HEARTY  
THANKS

By now, you've no doubt looked at the feature plan in this issue, and realized that Vance Gilbert has blessed us with a wiz-bang drawing of his Northrop flying wing. I have to give credit to Tom Schmitt

and Bill Ceresa for putting the drawing into a form that fits our full size format, and typing up the text provided by Vance. Thanks, lads.

A few comments should be made about this plan. First, and foremost, you will NOT find all the wing ribs on the fold-out plan. Check page 9 of this issue and you'll find the missing outlines.

This was the only way we could present the drawing that was compatible with a full size fold-out. And since the plan is larger than usual, we had to cut down on the volume of newsletter text to keep the overall weight under 2 ounces, which is the limit for the budget on postage.

Tom Schmitt has called my attention to the fact that "HE" would NOT give bonus points for the model being a "pusher", since the full scale aircraft was jet powered, and the non-scale prop could be placed up front just as well as at the rear. What sayeth ye, out there?

The rest of this issue is a tad on the thin side, but we do have our standard photo pages from Tom Schmitt, and a workable idea for plug in landing gears from Dennis Osborne in Canada. Local member Bill Clark attended the indoor contest at Johnson City and offers a report on his observations.

OOPS, I FORGOT

In the previous issue, I forgot to mention that our AMA district IV V.P. awarded Claude Powell the Superior Service Award for managing the PAX River contests for 10 these many years. Indeed, a

well earned achievement, and greatly appreciated by those of us who attend this affair twice yearly.

NOTES FROM ELSEWHERE

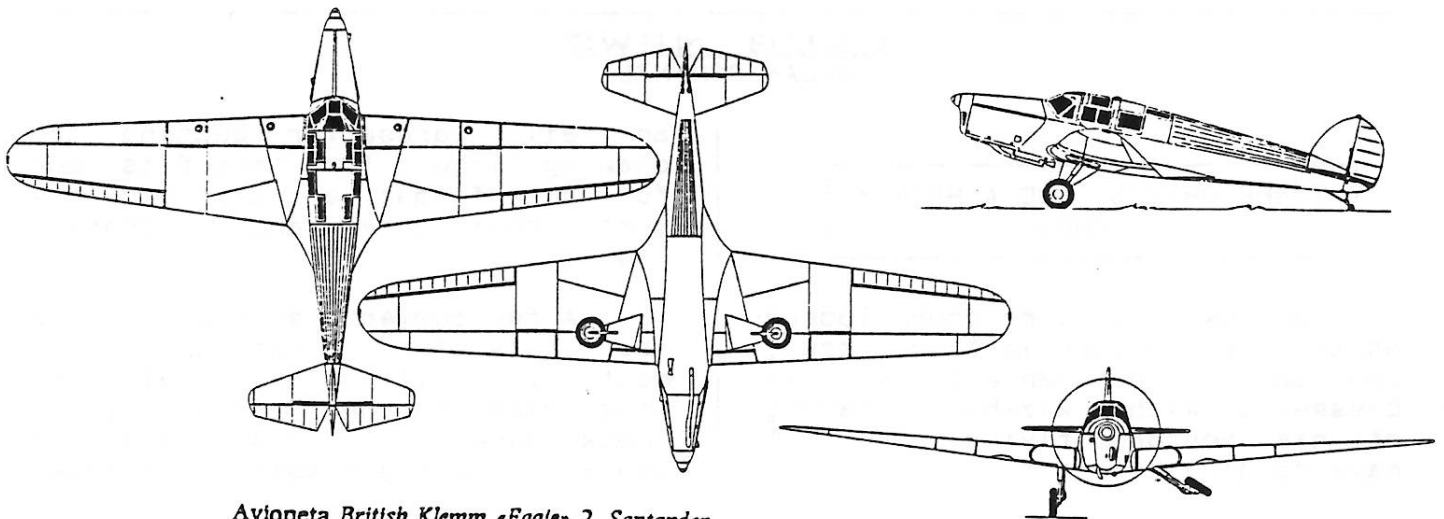
The S.O.T.S. from Philadelphia have announced a fun-fly rubber model "non-contest" to commemorate the 50<sup>th</sup> anniversary of Dick Korda's 1939 Wakefield flight of 43 minutes. There will be mass launch events for scale models, non-scale models, and for replicas. The scheduled date is Sunday, September 24, 1989. For all the details, contact:

Fred Bahrenburg  
103 Tower Hill Rd.  
Doylestown, PA 18901  
(215) 345-8958

On September 10, 1989, there will be a Region 11 "Collecto" at the Tysons-Pimmit Regional Public Library, 7584 Leesburg Pike, Falls Church VA. The time will be from noon to 6 PM. For more details, contact:

Marty Schindler  
304 Roosevelt Ct. NE  
Vienna, Va 22180  
(703) 938-2975

Well, folks, that's just about it for the news. Don't forget about the Sunday evenings at COMSAT, and our Summer Fun Fly on September 9.



Avioneta British Klemm «Eagle» 2. Santander

# D.C. MAXECUTER'S '89 SUMMER

AMA SANCTION 90906

## FUN FLY

Sept 9

CONTEST DIRECTOR  
ALLAN SCHANZLE  
2008 SPUR HILL DR.  
GAITHERSBURG MD. 20879  
(301) 840-5884



9<sup>00</sup>  
to  
5<sup>00</sup>

### EVENTS

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

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

EARL STAHL COMMEMORATIVE: Highest ranking Earl Stahl model in FAC 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.

YB-49

**SPECIFICATIONS**

WING SPAN ..... 172 FT.  
OVERALL LENGTH ..... 51 FT. 1 IN.  
OVERALL HEIGHT ..... 15 FT. 2 IN.  
WING AREA ..... 4,000 SQ. FT.  
TAKEOFF WEIGHT ..... 10,000 LB.  
SPEED MAXIMUM ..... 470 MPH  
SPEED CRUISING ..... 410 MPH  
RANGE ..... 3,110 MILES  
SERVICE CEILING ..... 40,000 FT.  
POWER - IN TURBOJET, ALLISON 335-A-11, 4,000 HP  
THRUST  
ARMAMENT - 14 500-LB BOMBS LOAD

PHOTO PAGES

Tom Schmitt

1. This issue's featured plan, a JUMBO YB-49 and its happy designer Vance Gilbert after a well deserved win at Galeville, New York.

FAC NATS MK VI Revisited

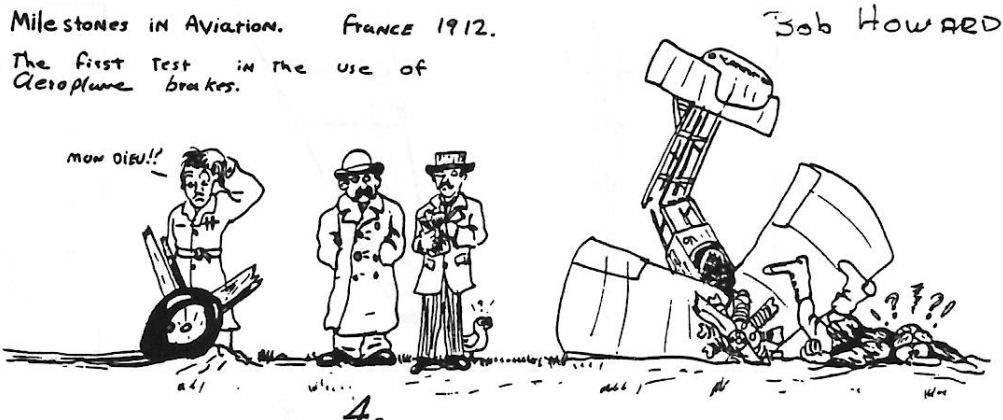
2. For those of you not fortunate enough to attend, feast your eyes on the Grand Champion and Special Achievement Trophies won by Don Srull.
3. Ever smiling Mark Fineman won one of the US NAVY awards with his high flying F7F. Capt Pat Daily donated these awards along with the great FAC belt buckles given to first place winners in all events.
4. Genial Jack Moses readies his Focke Wulf TA-152 for FAC SCALE.

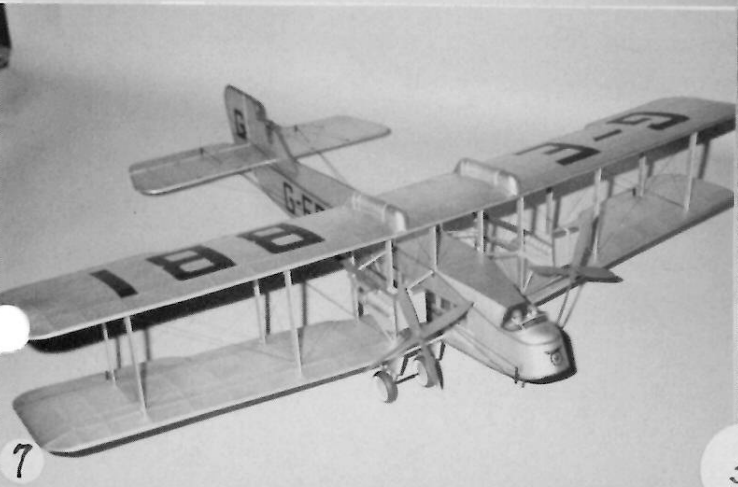
FAC NATS Photos by Jack Moses

5. Bob Wetherell's magnificent CO2 powered De Havilland DH-84 Dragon, winning for him the coveted EARL STAHL trophy for the second NATS in a row. The model was also a close second in FAC POWER. You should see this photo in color; terrific!
6. Steve Bacom's very pretty Bebe Jodel won a fifth place in FAC SCALE.
7. Don Srull's ill-fated Hi Line Mini- Electric powered Handley Page suffered some hangar rash induced trim problems and did not place.

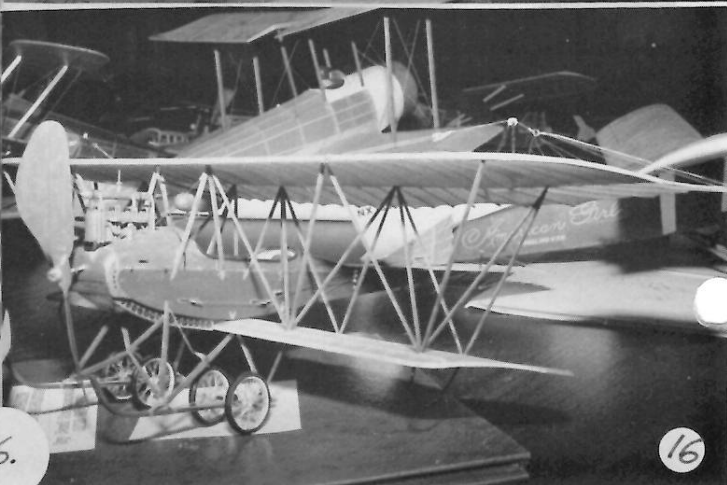
FAC NATS Photos by Glen Simperts

8. Dave Stott's beautiful Bristol Brandon will be a future MAX-FAX plan. Thanks Dave, it is a great design.
9. A great flying JUMBO tri-motor Bellanca 28-92 by Dave Rees.
10. Charles Schobloher's pretty Pesco Special awaiting the judges eyes.
11. Leon Bennett, the FAC's notorious "Glue Guru", brought along this JUMBO F4U Corsair to pose for Glen's camera.
12. Fernando Ramos, our west coast correspondent, built this magnificent Sopwith Tripe for FAC POWER and then had the misfortune to have a cantankerous Diesel engine do him in!
13. Jack Barker's Cessna #1 was a spider's delight and qualified in the FAC RUBBER SCALE event.
14. Our own Jerry Paisley built this beautiful Albatross from Pat Daily's MAX-FAX plans.
15. Joe Barish concentrates on FAC POWER as evidenced by his CO2 powered Ryan SCW, one of many in his fleet. His electric powered Fairchild Baby Clipper took 3rd place.
16. Now this is really "awesome"; Paul Boyanowski's Albatross Doppeltaube built for FAC RUBBER SCALE, a true work of art. When you get tired of looking at it Paul, how about donating it to the AMA Museum or perhaps the NASM?





5.



## GETTING HIGH AT JOHNSON CITY

Bill Clarke

There I was, at 110 feet, inscribing lazy 20-foot circles against the domed ceiling, already on my second cup of coffee this flight! A gaggle of 30 high tech plastic vultures circled below. But my 13-minute flight would have to wait. At 10:05 and 90 feet my bird discharged an evil smelling wad of Chinese elastomer onto some poor sucker's forehead. A shallow dive had me down in another half minute. I modified the prop hook to prevent a recurrence, but my best motor had lost its starch and I couldn't match my best test flight of 11:16.

Novice Pennyplane was won with a time of 12:27. Local flier Tom Vallee placed sixth with 11:50. Open Pennyplane was over 15 minutes.

The site was incredible! It was big enough to tuck a Pax River hangar into a corner and hardly notice it. Meanwhile, the lack of drift allowed you to launch under the peak of the dome, climb to the top, and five times out of ten have it land in your hand ten minutes later. Thanks to the lack of drift, the 100-foot-diameter by 114-foot-tall column of air below the peak was continually filled with Penny-

planes. There were seldom less than 20 and often upwards of 30 Pennyplanes in that airspace during the last five hours. It was like a slow motion twilight zone mass launch event that never ends. It did end, finally, because the F1D boys wanted to do their never-ending thing.

I met lots of people from California, Florida, New York, Seattle and enough Canadians to warrant their own I.N.S. agent. No other Maxecuters, as far as I could tell, were there. Hey gang, it's only 409 miles and 6 hours 39 minutes from the intersection of 495 and 66. We should be there in force.

I think that we don't participate because we don't fly compatible events at our contests. We do fly Pennyplane, but our Bostonian event is for 14-gram models while theirs is 7-gram. Our Nocal is for 7-gram models while theirs is 6.2-gram. We use FAC scale rules while they use something else.

Anyway, I had a great time and I'll be back again next year with a 7-gram Bostonian. Call me on 474-7280 for information on routes, lodging and last year's result.

## NORTHROP YB-49 INSTRUCTIONS

by Vance A. Gilbert, FAC

If the truth be told, this aint much more than a mess of stretching and extrapolation of Don Srull's Lippisch P-13 flying wing, published in M/A. Some Notes: - one of the ribs (I cant remember) is a bit too fat compared to the others. Outside of that, all should fit OK. - The numbers with circles indicate the amount of washout under the trailing edge at each of these points. Begin the wing thusly. (1) Build center section as you would an all sheet job, using Ribs 1A as the sides. Cant the 1A's in 6 degs to allow for dihedral. Your "1A

box" should be as wide as the shaded portions at the top, a bit wider at the bottom (shown by dotted line). Cover top & bottom with soft 1/16" sheet - note grain. (2) Block up leading edge 3/4 " all the way down and do trailing edge according to the numbers in the circles. Place in all the ribs (including #1 set at 6 degs to meet the center section). Allow a fair amount of sloppiness in the leading edge notches of each rib, as this will allow the ribs to slant a bit to allow for washout. Elmers Carpenter's wood glue or the like is

ideal for these joints (see Don's article); but if you must be a stickler, you may round the rear of the leading edge and each rib notch to suit. (3) Build the elevons inclusive with the wing, separating them after assembly and re-attach with soft wire. - Prop is from a block measuring 1 1/2" x 1" x 16". - Motive power is 3 loops of 1/4" about 22" braided back to about 16". - The use of a non-water based lube may extend the life of the center "box", as the usual glycol & green soap tends to hasten the balsa soup process. With such high power a positive action free wheel mechanism is a must. Maximum high anxiety turns is around 750 - 800. We're flying on sheer torque, boys and girls. With 40 some odd inches of high aspect wing to counteract the oomph of that straining 16 incher, we have another example of "its not how far you stretch those gumbands but how you use them in the space you got; take a look at some wake's or unlimiteds.... If you build lightly, flites in the

45-55 second range are the norm. Launch is accomplished by holding the spinner/prop/nacelle in the launching hand, while steadying the nose with the other. A good shove with the launching hand and she's on her way. She's not real fond of flying left, but once trimmed, even the worst launch will level out after the power burst. A stunning plane when caught in a thermal for 60 sec. Just ask Don Srull or Tom Schmitt.

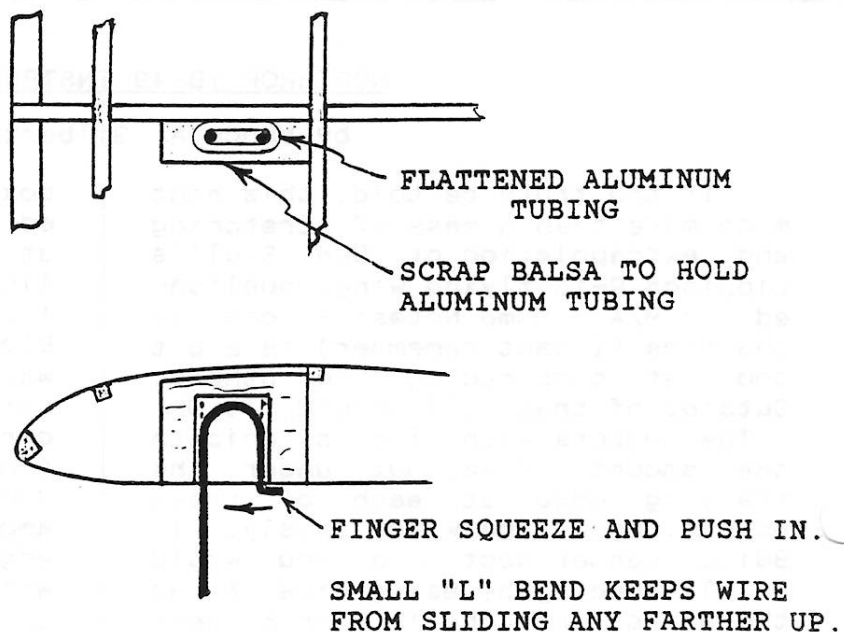
Typist notes:

1. This article has been directly copied from Vance's draft; nothing has been changed to affect Vance's inimitable style.
2. Drawing correction; in the illustration of the center section template, rib number 1 has been incorrectly identified as rib A.
3. This would be great COCONUT with some judicious lightening; who out there is adventurous enough to try?

PLUG IN LANDING GEARS

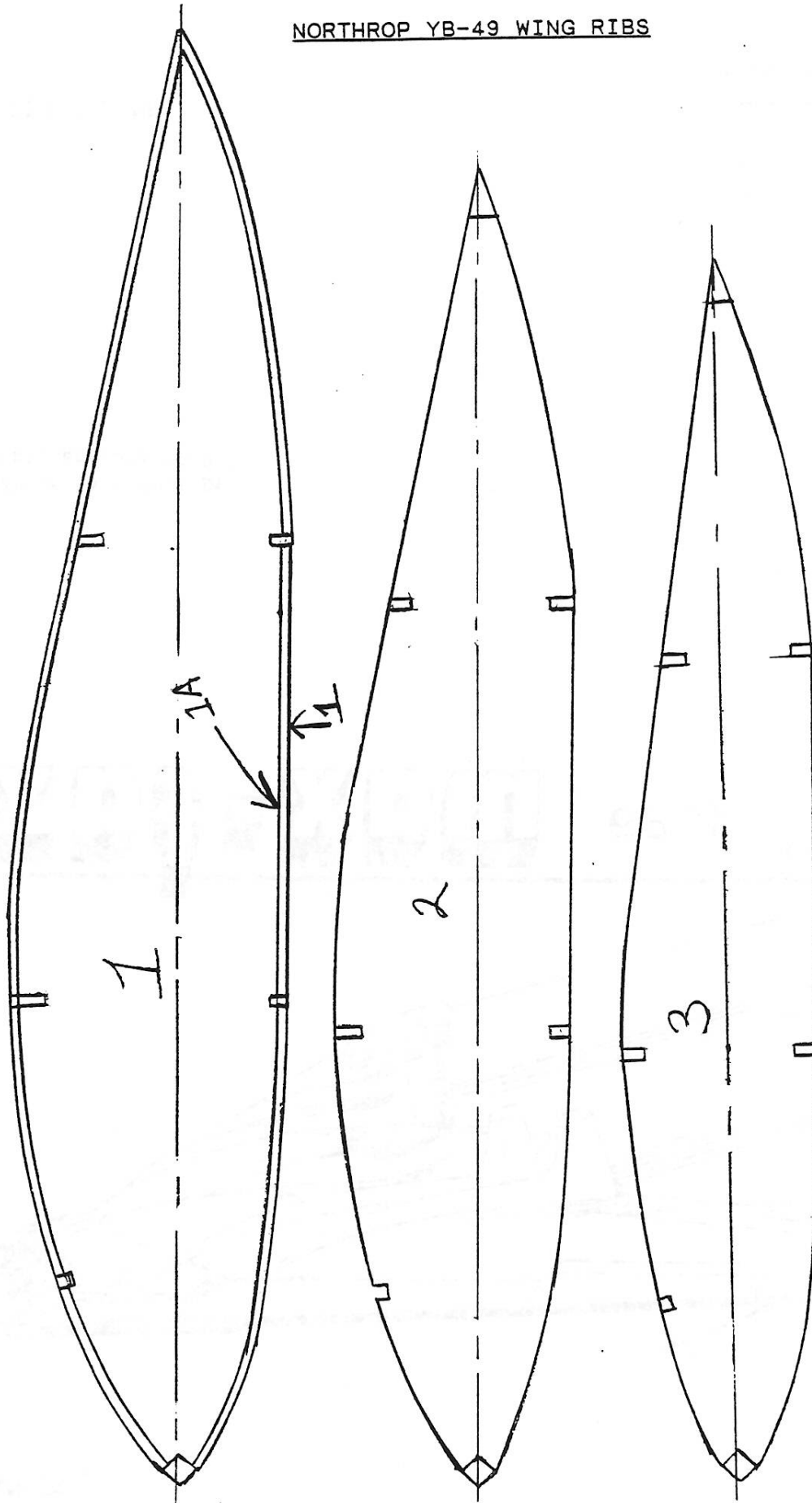
Dennis Osborne

Several issues ago, your editor requested ideas for plug in landing gears that could be used for models entered in the Earl Stahl event this coming September. Many years ago, Walt Mooney showed me the following technique. (Editors Note: I've used this method on my prospective Earl Stahl entry, and it works great. Dennis sent in some other ideas that we'll present sometime in the future.)

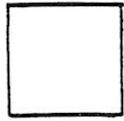




NORTHROP YB-49 WING RIBS



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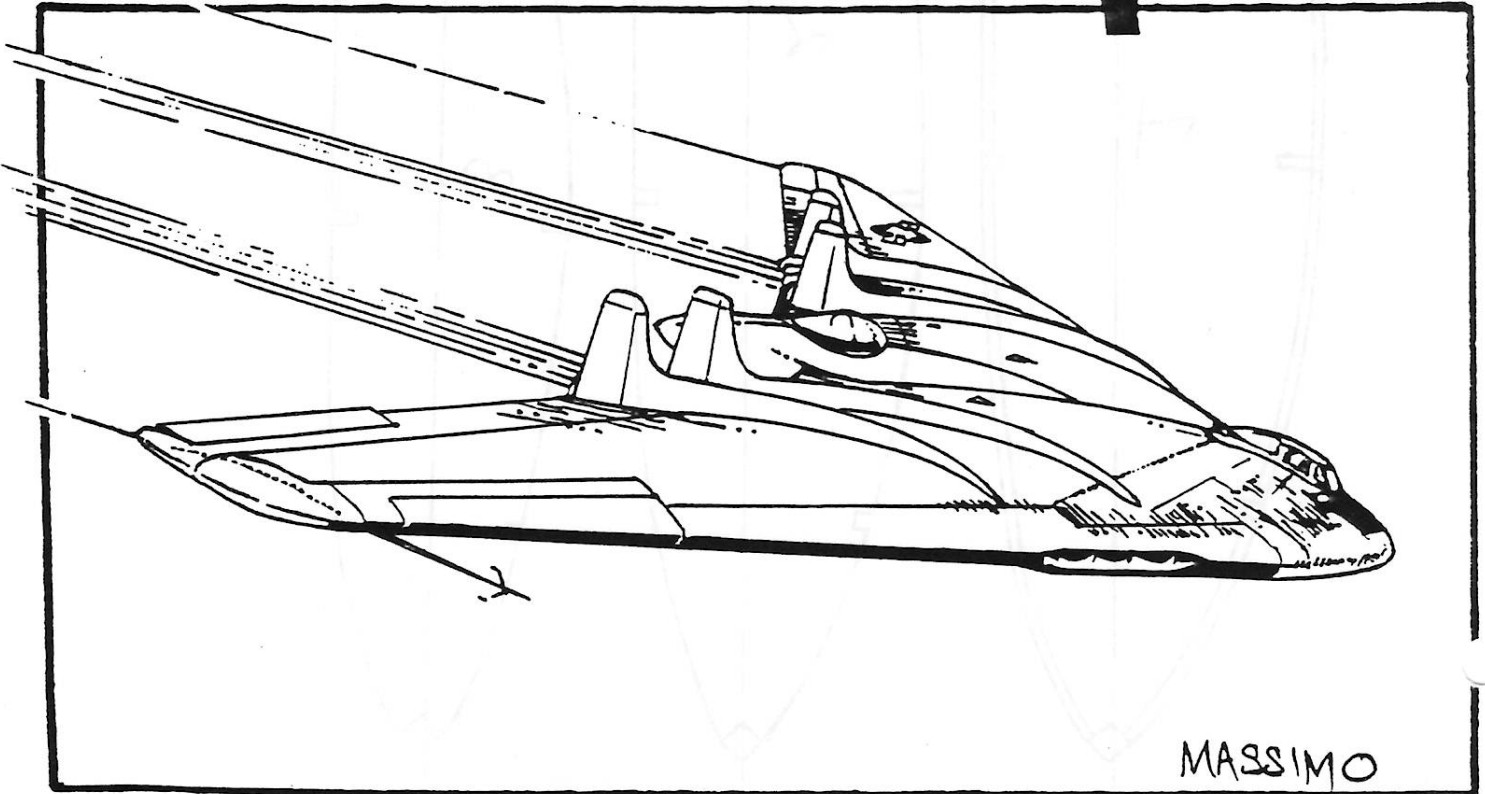


FIRST CLASS

2008 Spur Hill Dr.  
Cathetersburg MD 20879

JULY  
AUGUST 1989

# max-fax



MASSIMO