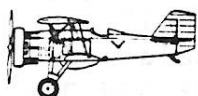
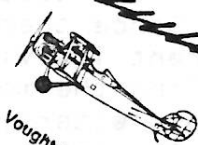




Curtiss TS-1 (FC-1)



Curtiss F6C-4



Vought VE-7SF



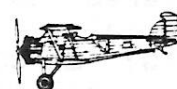
Boeing XF5B-1



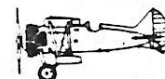
Boeing XF6B-1



Curtiss R2C-2 (F2C-2)



Boeing F2B-1



Berliner Joyce XFJ-1



Berliner Joyce XF3J-1

MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS
JULY/AUGUST 1990

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

Bert Phillips
1709 Crofton Parkway
Crofton MD 21114

SECRETARY

Ernie Greene
8103 Falstaff Rd.
McLean Va 22102

TREASURER

Scott Paisley
20 Clearwater Ct.
Damascus MD 20879

UPCOMING EVENTS

- July 13,14,15 : FAC NATS, Geneseo NY
- August 5 : Old Time Rubber Contest, Comsat
- September 9 : NEW DATE!!! MAXECUTER's Summer Fun Fly, Comsat

CLUB NEWS

ALLAN SCHANZLE

A NEW DATE FOR THE SUMMER FUN FLY

After 15 years of our SUMMER FUN FLY being held on the Saturday after Labor Day, and never being rained out, we've had to change the date. Stand back, lads 'n lasses, cause I'll bet right now there will be a monsoon, tornadoes, a snow storm, or something equally das-

tardly on the new date.

It wasn't my idea, really. The field at COMSAT is getting used more and more by any number of strange groups. Someone even reported a crowd of old men standing around flinging model airplanes into the air! So now, its required to get a reservation from the folks at COMSAT if you want to be assured of having access to their facility. But this time, we've really come up

sucking hind t--ty...literally and figuratively. Two years ago, the local Golden Retriever Dog Club offered to hold their National Speciality (not unlike our FAC NATS) at COMSAT and reserved the field for September 8. That means we had to select an alternative. Two came to mind. The first was the preceding weekend, Labor Day weekend, or the Sunday following our planned date. I opted for Sunday, September 9th. This may put a crimp in the plans of some of our long distance contestants, but I guessed people would already have made plans for the Labor Day weekend.

So there you have it. If it doesn't rain cats and dogs on September 9th (pun intended), we'll be stepping in mounds of dog poo from the day before. I suggest you cover all bases, and bring your rain coats, umbrella's, and for sure, your hip boots and a shovel.

CHANGE OF COMMAND FOR THE
TREASURER

Note at the top of this issue, under the title of Treasurer, a new name. I will now be the Editor of this bi-monthly trashwrapper, but no longer the Treasurer. These duties have been taken over by Scott Paisley..... the same young kid that only yesterday looked up to me, but now looks down, from what seems like the tree tops. He must be 6 foot 92 inches, lifts weights, and could toss me into the top of the trees at COMSAT with a flick of his wrist. (That may be the easiest way to retrieve my models that seem to be attracted to those green-leaved devils). Scott has completed college, graduated with a degree in Computer Sciences, and has taken on (??) a beautiful wife, all in what seems to be no more than a few years. He has returned to the modeling scene, and graciously offered to help out by assuming the duty of Treasurer.

There is one significant im-

plication of the change of Treasurers, and that is going to effect all of you who procrastinate in sending in your dues until the last minute. Since there will now be two different individuals involved with handling the money and mailing out the newsletters, you will NOT, repeat, NOT, get a newsletter for the month after yours dues are due unless your check is received by Scott on the 15th of the month prior to the next newsletter. An example: If your dues are due with this, the July/August issue (that's right, if you got the "Dreaded Red X" on the cover of this issue) then your check or money order must be received by August 15th, or you may not get the September/October issue. Your new subscription will begin with the November/December issue, but back issues will no longer be mailed. Sorry, folks, but that's a necessity with two folks involved. One additional comment, and that is please, don't make the check or money order payable to Scott. Make it payable to D. C. Maxcutters, as noted on page 1.

WHAT'S WITH THE ENVELOPE?

You know, by now, that this issue was sent in an envelope, rather than folded and stapled. Our friends at the Post Office have destroyed so many of the past issues, we had to do something to eliminate the cost of sending out duplicates. The only option that seems to guarantee success is to use an envelope. So from now on, this will be our standard procedure, but unfortunately, this also has its implications, just as separating the jobs of Treasurer and Editor. In this case, the envelope adds a fraction of an ounce to the weight, and we have been pushing the 2 ounce limit for some time now, primarily due to the high quality paper used for the photo pages and the full size foldout plans. I refuse to downgrade the photo page quality, and the full size plans are also a hit, at least

that's what you tell me in your letters. So, that leaves three options: 1) Reduce the number of pages when we have a foldout plan, 2) Raise the dues, or 3) Use lighter weight paper. The printer dictates the latter of these, and he says that he uses the lightest paper he has on hand at the time of printing. Anything lighter will have the printing bleeding through from the reverse side, so the paper weight is really not an option. That leaves the first two as the only choices, and at this time, I've opted for choice number 1), to reduce the number of pages when a full size plan is included.

HOLY COW, SOME PEOPLE ACTUALLY
READ THIS RUBBISH

I got a letter from Jim Pollard which reads as follows:

"Just a note to let you know that one of your hints helped me. At the last bash at PAX River, I grabbed a fistful of the old Comet plans offered by Claude Powell. On returning home, I quickly built the Monocoupe and Wiley Post biplane. While the Monocoupe flew pretty much right of the board, the Wiley Post proved a real handful. I'd already enlarged the tail, the CG and dihedral looked right, but the darn thing was spirally unstable, and a tweak of rudder would change a left-hand death spiral to a right-hand death spiral. Then, just before stomping the sucker in frustration, I remembered what you had written in MAX FAX about that

parasol of yours with similar symptoms. I stuck a one and a half inch square piece of acetate to the cabanes, and the improvement was immediate and dramatic. It now yields 50 seconds plus. Just thought you might appreciate hearing about it."

Thanks, Jim. Letters like that are the motivation needed to continue as Editor of this newsletter.

50th ANNIVERSARY POSTAL CONTEST

Peter Mann, 36 Sydenham St, Guelph, Ontario, Canada, N1H 2W4 sent a note announcing a postal contest for facsimiles of Roy Nelder's 1940 Moffett International Trophy winner. For details, send Peter a self addressed and stamped envelope.

THIS ISSUE

The feature plan for this issue comes to us from Dave Stott. This is the Curtiss R-4, which has a lot of similarity to the Jenny. Jerry Paisley offers a second plan, a Bogus Scale Bostonian of the Interstate Cadet. Tom Schmitt again gives us those great photos, and you'll get a look at a wild and crazy heroic exploit from WW-I, which was light-fingered from M.A.N. Add to all this a construction hint from Claude Powell and you should have a few moments of enjoyable potty reading. Hope to see you at the FAC NATS.

NO JULY MEETING!

*INTERSCALE '91 - AN INTERNATIONAL INDOOR
SCALE CONTEST IN ENGLAND. DETAILS NEXT ISSUE.*

PHOTO PAGES

Tom Schmitt

1. A great plan for you MAXECUTERS this issue, the Curtiss R-4 by our prolific designer and builder in Connecticut, Dave Stott. Photo taken at the last FAC NATS by Glen Simperts.
 2. Ever smiling Bill Ceresa with his threat for this years GOLDEN AGE event, a Scientific Mureaux fighter.
 3. Bert Phillips and his MK I Mod 2 towline glider for a real ice breaker fun filled hotly contested event this past winter.
 4. Don Gray joins the fun with an OLD TIME RUBBER SCALE entry.
 5. Dan Driscoll hams it up with his Pacific Ace BOSTONIAN.
 6. One of our missing-in-action scale modelers, Bob Clemens, seen at one of our indoor contests many years ago.
 7. Scott Paisley's canard BOSTONIAN heads for the roof.
 8. A Boston Found BOGUS BOSTONIAN flown by Paul Spreiregen at Pax River.
 9. Where is Dudley Prisel, another of our former master builders? Dudley is seen here with his Hein at the fourth FAC NATS near Detroit.
 10. Doug Buchanan, who builds everything, is seen here with a clipped wing Arrow Sport 10-INCHER for one of our indoor contests this past winter.
 11. The better half of the Buchanan twosome, Pearl, with Doug's BOGUS BOSTONIAN, the Back Bay Bellanca.
 12. Hurst Bower's magnificent "ELF-50" electric powered R/C Puss Moth.
 13. "Pink Lady II" flies by her creator Pat Daily. No, he is not holding it in his mouth.
 14. Bill Bell shows off one of his latest creations, a neat Bleriot.
 15. One of our newer members, Robert Hall, enlists his wife's aid for a repair of his Peck Boston Pup BOSTONIAN.
 16. Bob Schosberg's photo shows his Howard for a Czech Modela CO2 motor; built from an enlarged Flyline plan.
 17. Don relaxes from electricis with a sure-fire flyer; Hal Howard helps.
 18. The Pacific war re-enacted at COMSAT; Allan Schanzle's CO2 powered Zero swoops in out of the sun for the kill.
-

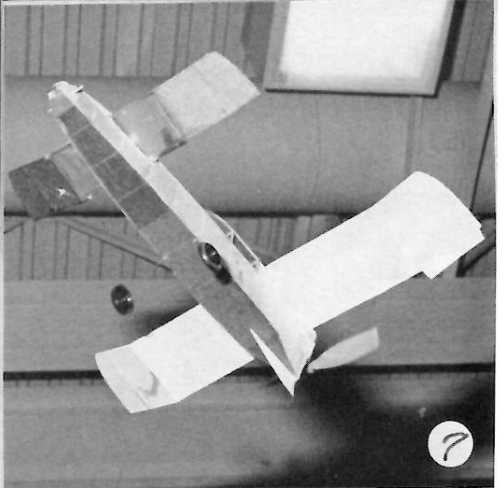
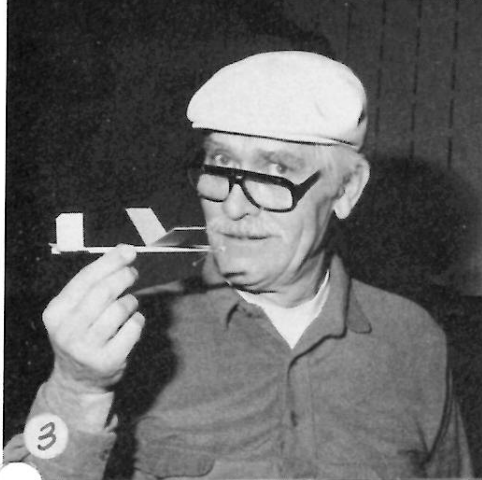
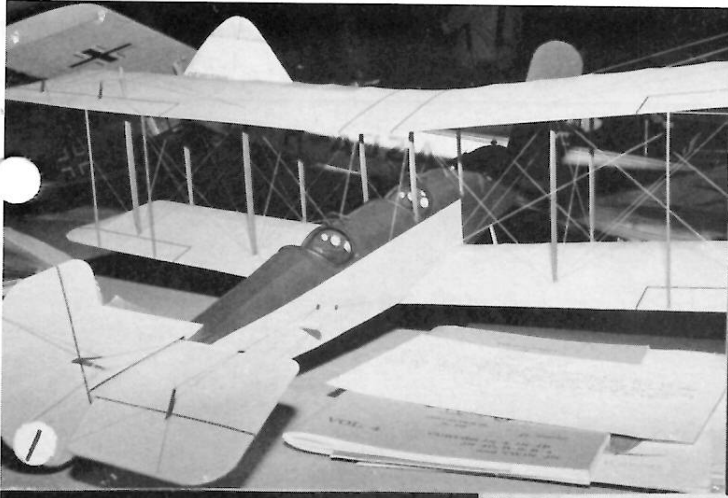
THRUST LINE ADJUSTMENT

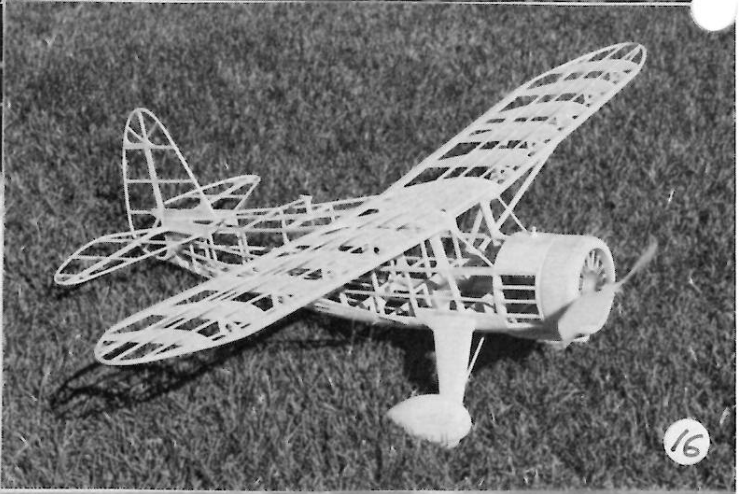
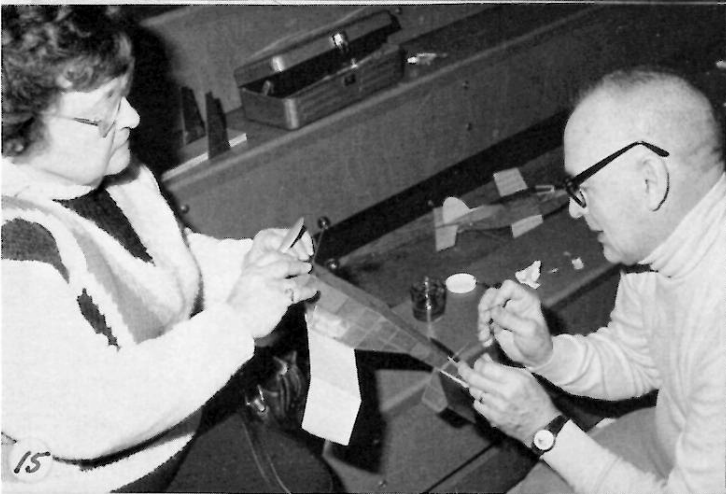
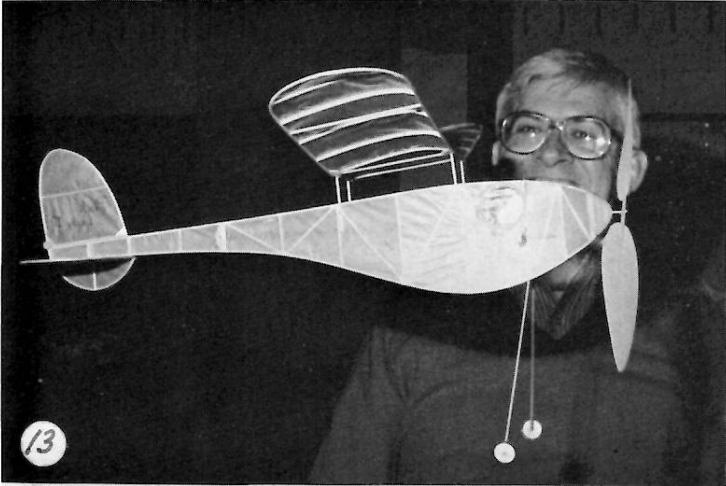
Claude Powell

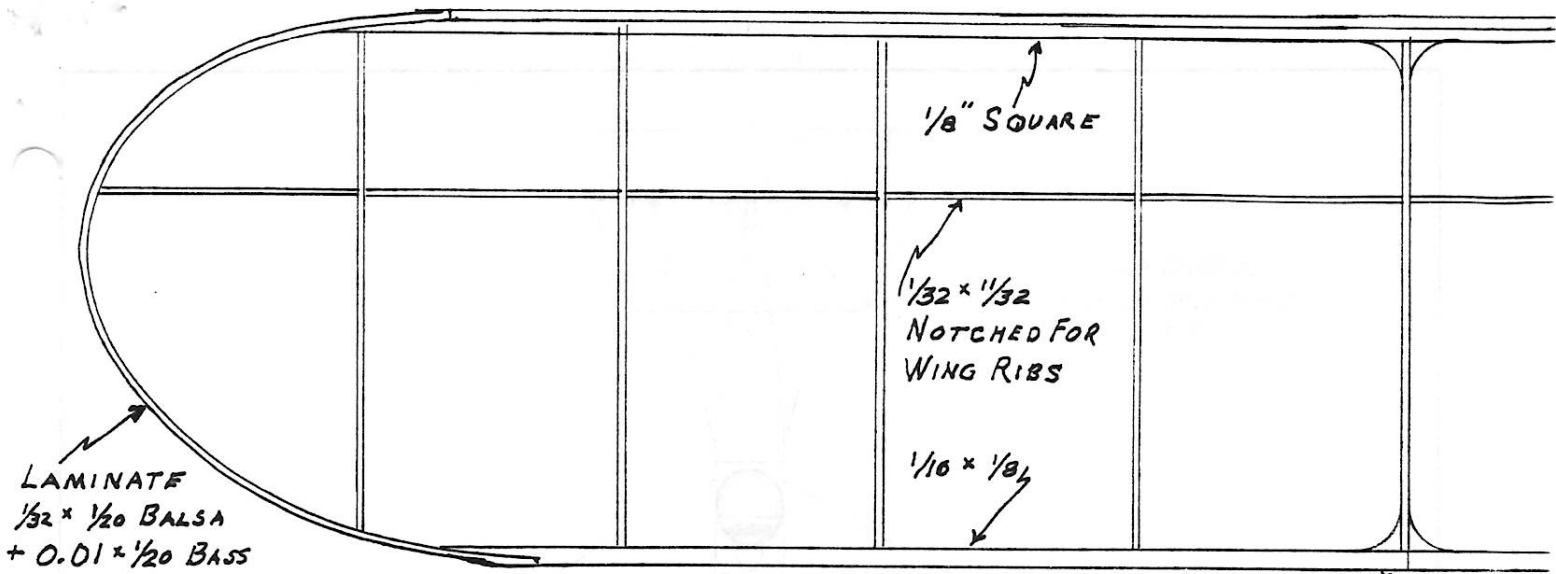
Putting downthrust in high thrustline models (P-40, Caudron Racer, etc.) will sometimes present two problems:

1. Lack of space above thrustbutton to put shims, and
2. Bottom of noseblock will not snug-up to firewall because the center line of the pull on the noseblock is too far off center.

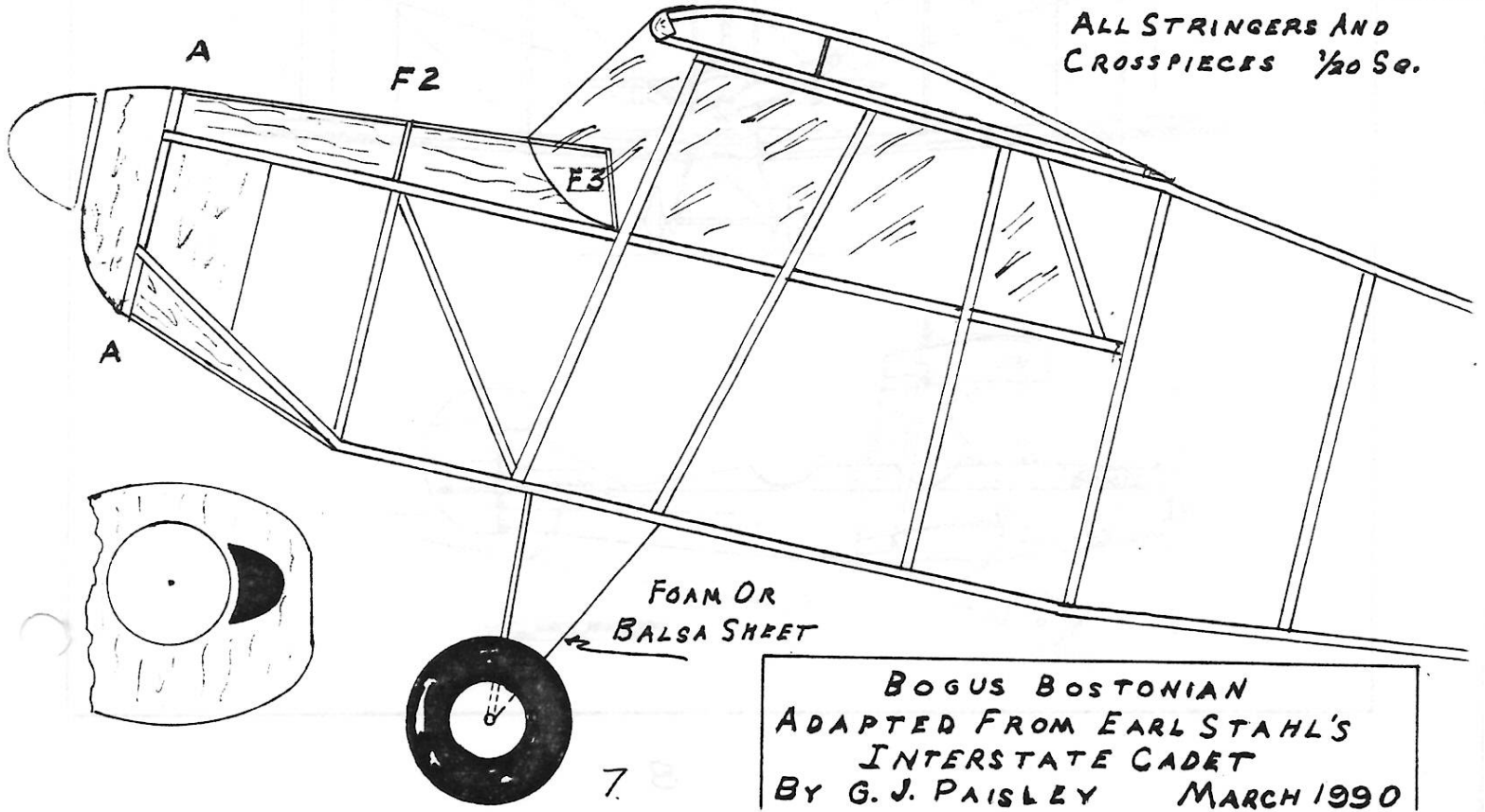
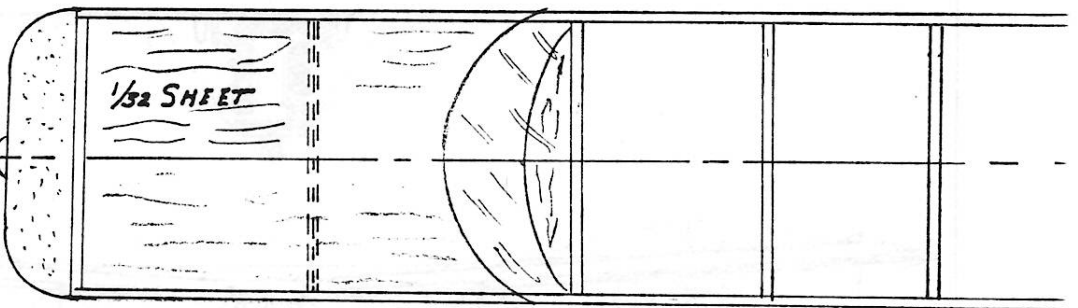
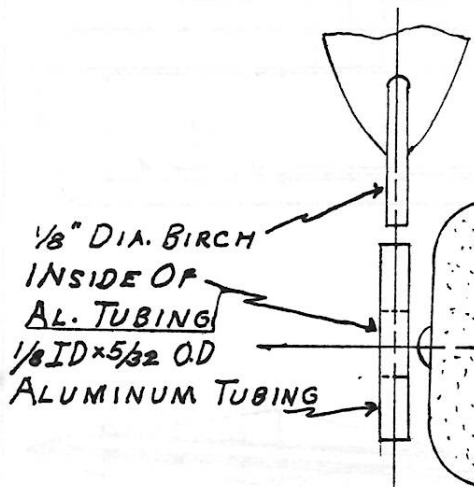
You can solve both of these problems by initially installing the thrustbutton in the noseblock with more downthrust than will be needed and then shimming upthrust into the noseblock from the bottom. Very low thrustlines (He 51) will benefit from the same technique. (Editor's note: Now is that neat?? This is one of those ideas that is "obvious to whom it is obvious").





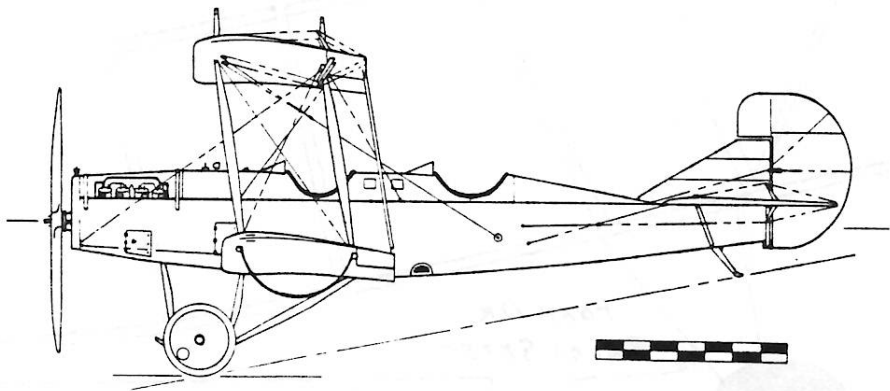
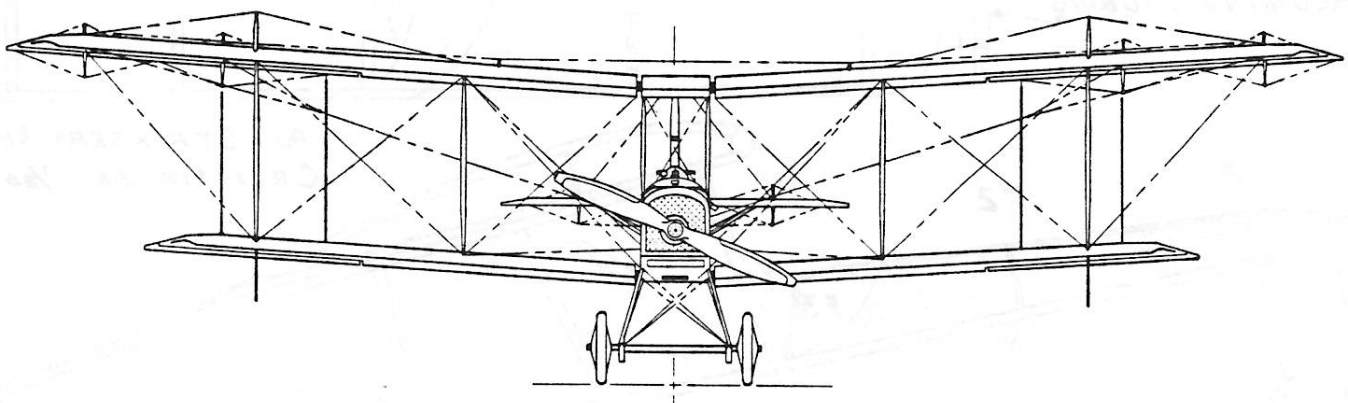
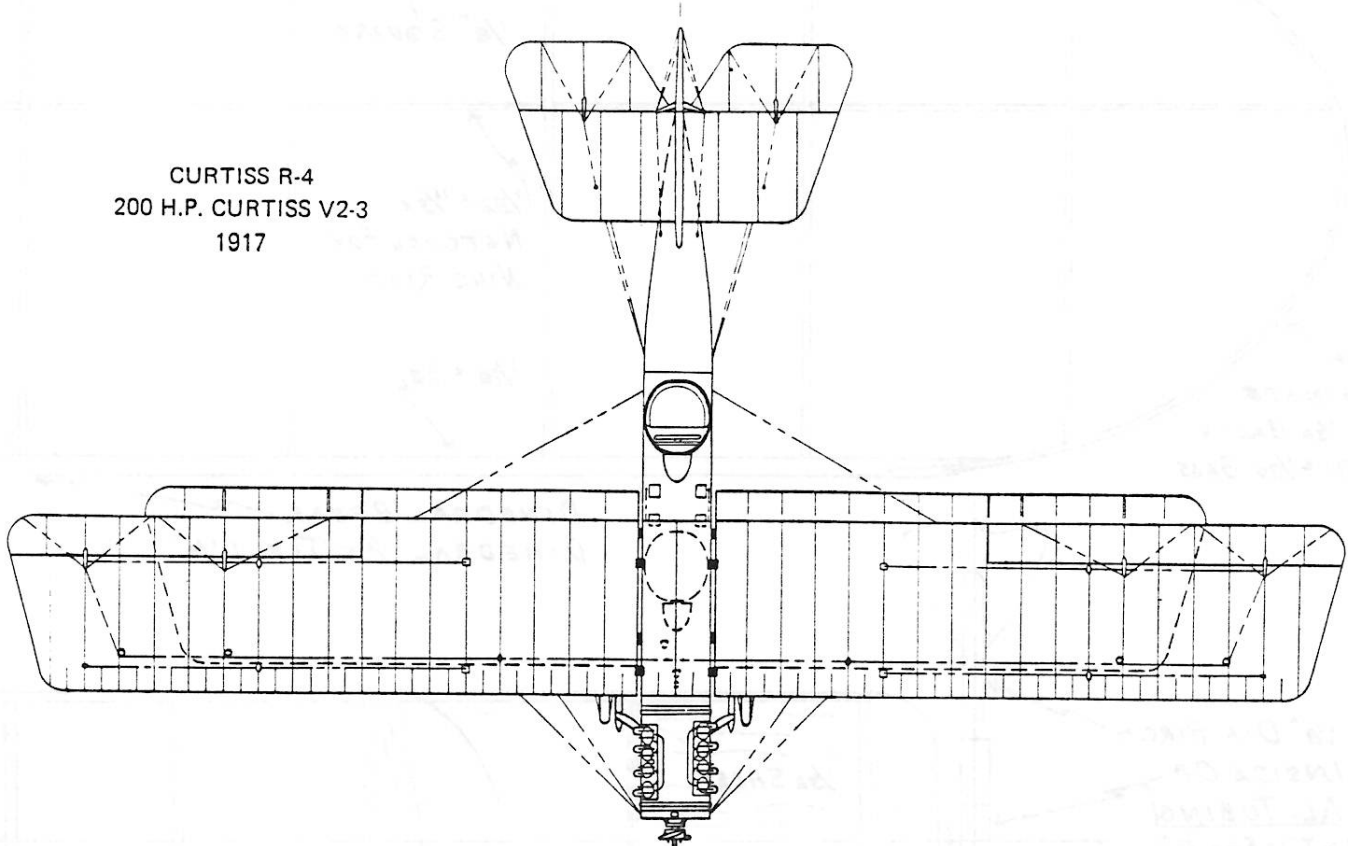


DIHEDRAL BREAK
 DIHEDRAL AT TIP $1\frac{1}{8}$ "



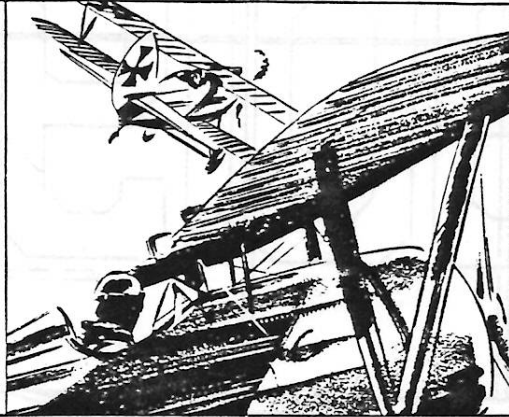
BOGUS BOSTONIAN
 ADAPTED FROM EARL STAHL'S
 INTERSTATE CADET
 BY G. J. PAISLEY MARCH 1990

CURTISS R-4
200 H.P. CURTISS V2-3
1917

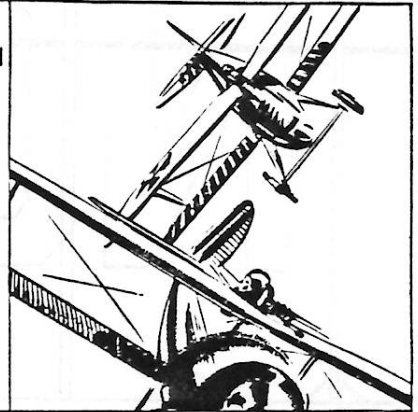


Heroic Exploits of Aviation

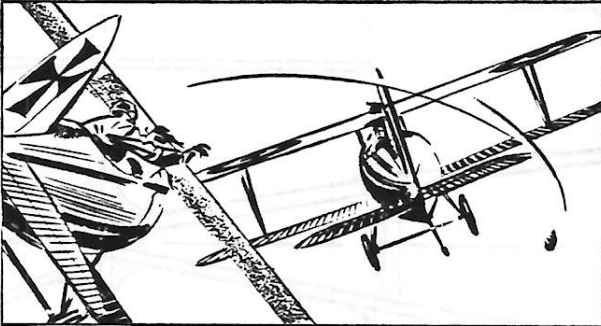
FLYING SINGLE PATROL INSIDE THE GERMAN LINES BETWEEN RHEIMS AND MACHAULT, **BERT HALL** MET A FAST, NEW-TYPE ENEMY AIRCRAFT



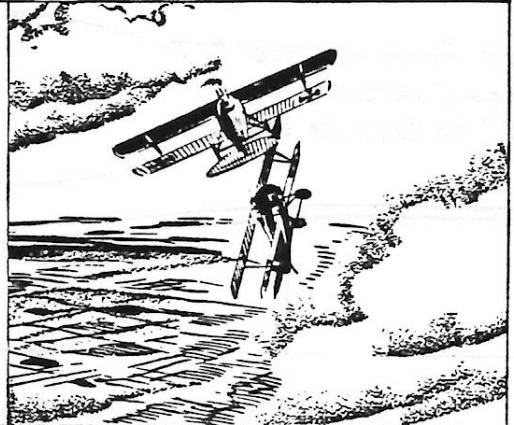
HE PLAYED AROUND WITH HIS FIND, AT 14,000 FEET, AND DISCOVERED THAT THE GERMAN COULD FLY RINGS AROUND HIS 13-METER NIEUPOINT



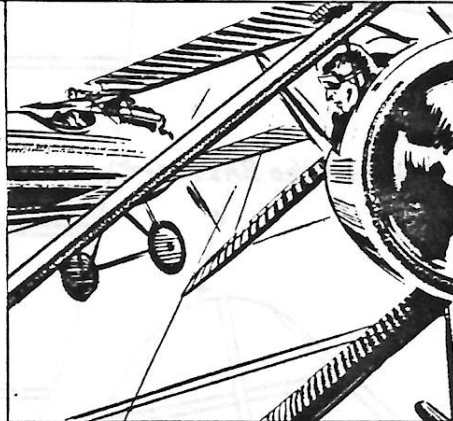
SUDDENLY THE GERMAN BANKED NEATLY, AND THE ASTONISHED BERT FOUND HIMSELF THE TARGET FOR A HAND GRENADE, WHICH WENT WILD



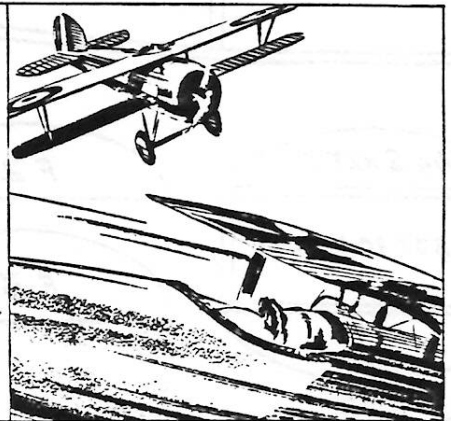
BERT HAD SEVERAL OPPORTUNITIES TO BLAST HIS FOE OUT OF THE SKY, BUT HIS CURIOSITY, FOR THE MOMENT WAS STRONGER THAN HIS KILLER INSTINCT



HE SAW THE GERMAN PULL THE FUSE PIN OF ANOTHER GRENADE, WHEN SUDDENLY HIS HEAD DISAPPEARED INTO THE COCKPIT, AND HIS PLANE FELL OUT OF CONTROL



BERT QUICKLY SIZED UP THE SITUATION HE HADN'T LONG TO WAIT FOR DEVELOPEMENTS

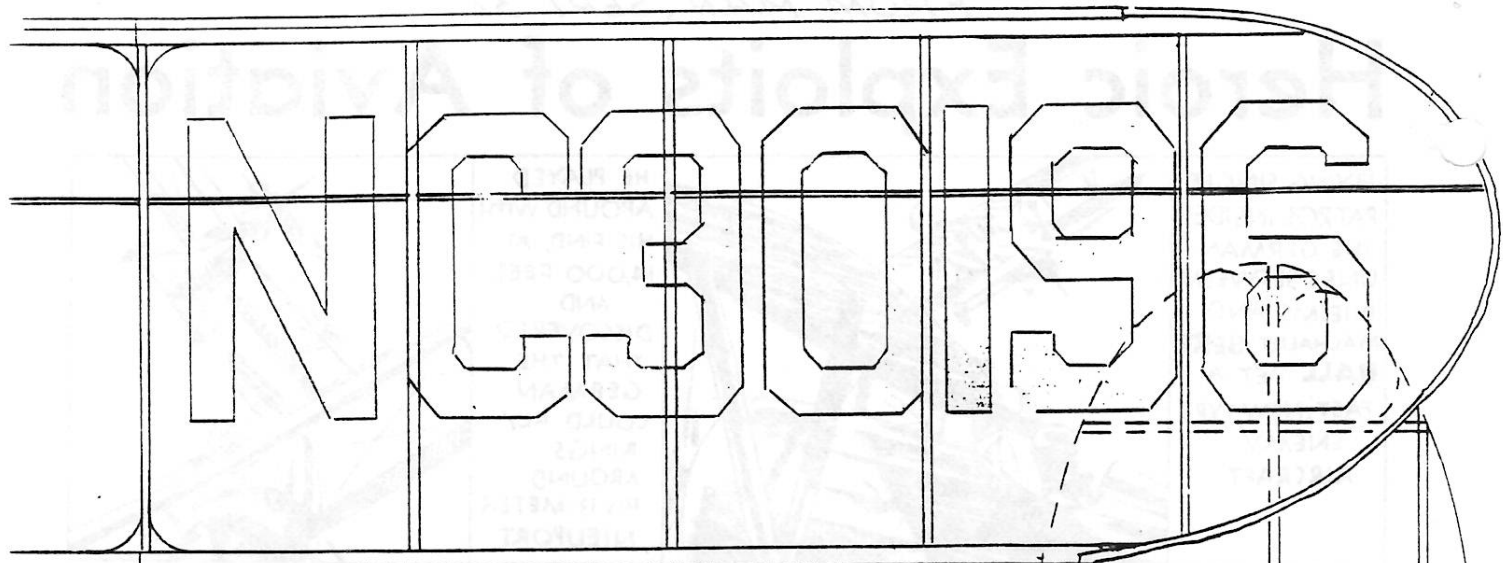


THE PANIC-STRICKEN GERMAN REALIZED THAT THE GRENADE HE HAD FUMBLERD WOULD SEND HIM TO HIS DOOM IN A FEW SECONDS IF HE DID NOT RECOVER IT. WHEN HE SAW THAT HE COULD NOT REACH IT, HE STOOD UP,

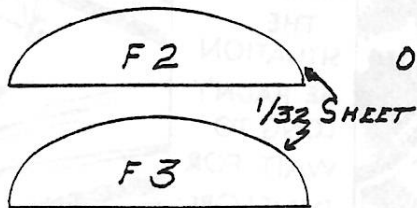
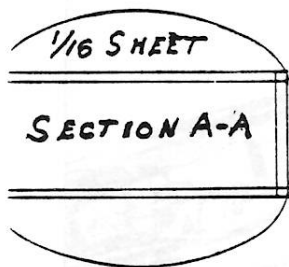
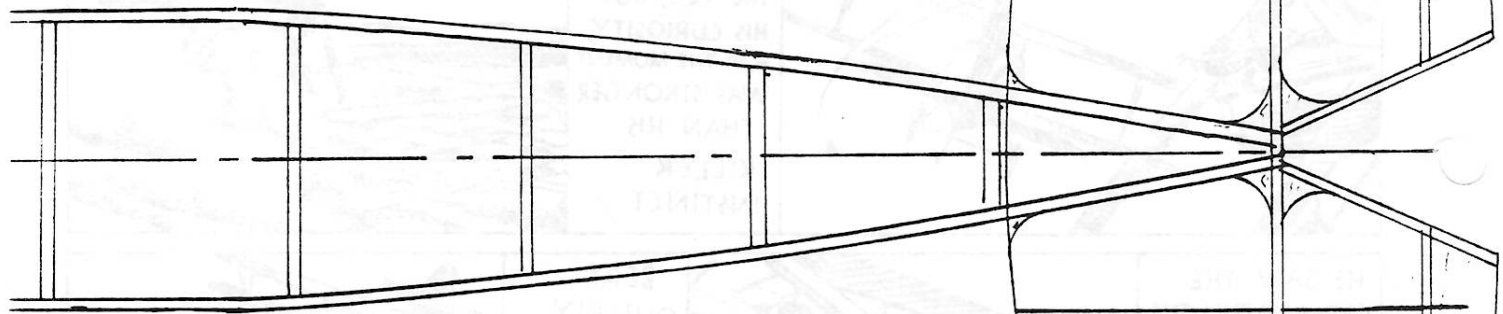
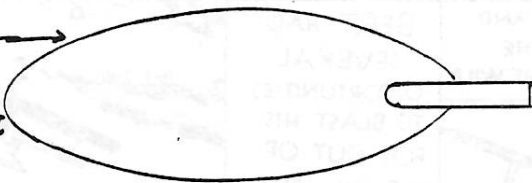


A SECOND AFTER HE SALUTED, THE EXPLOSION WROTE THE FINALE TO ONE OF THE MOST UNIQUE AERIAL ENCOUNTERS ON RECORD

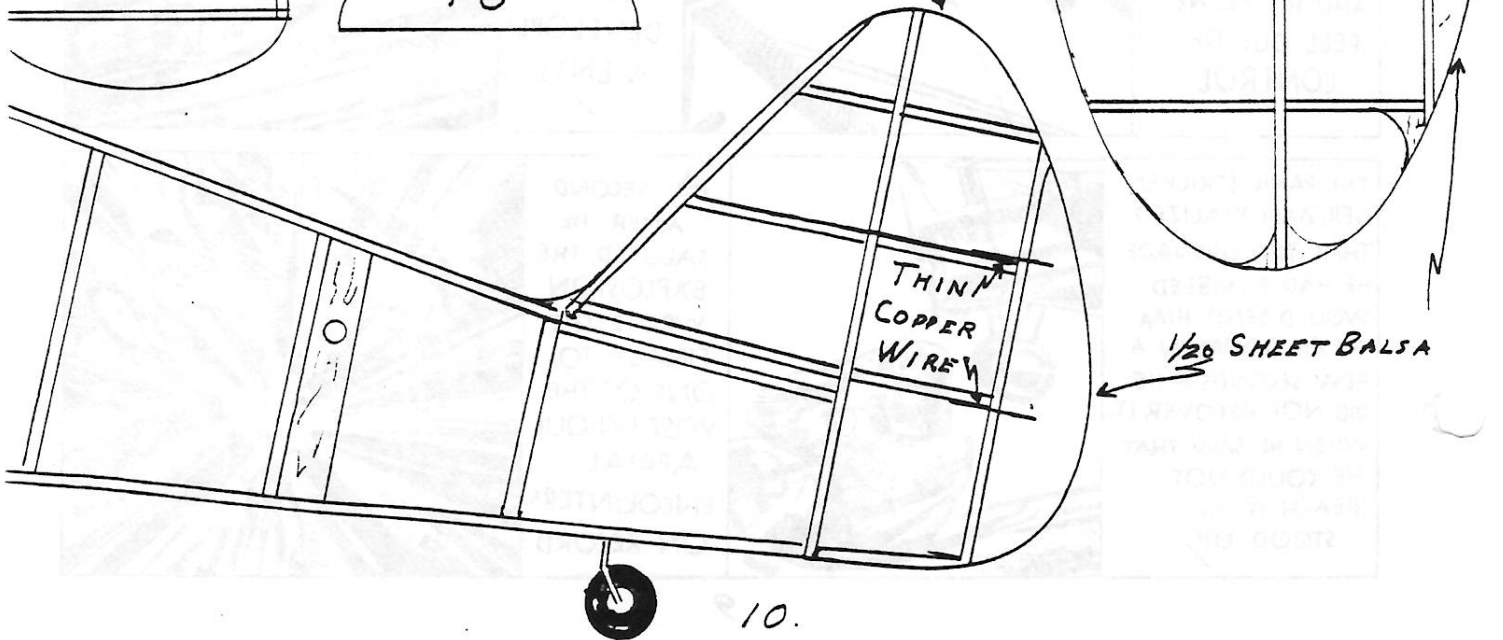


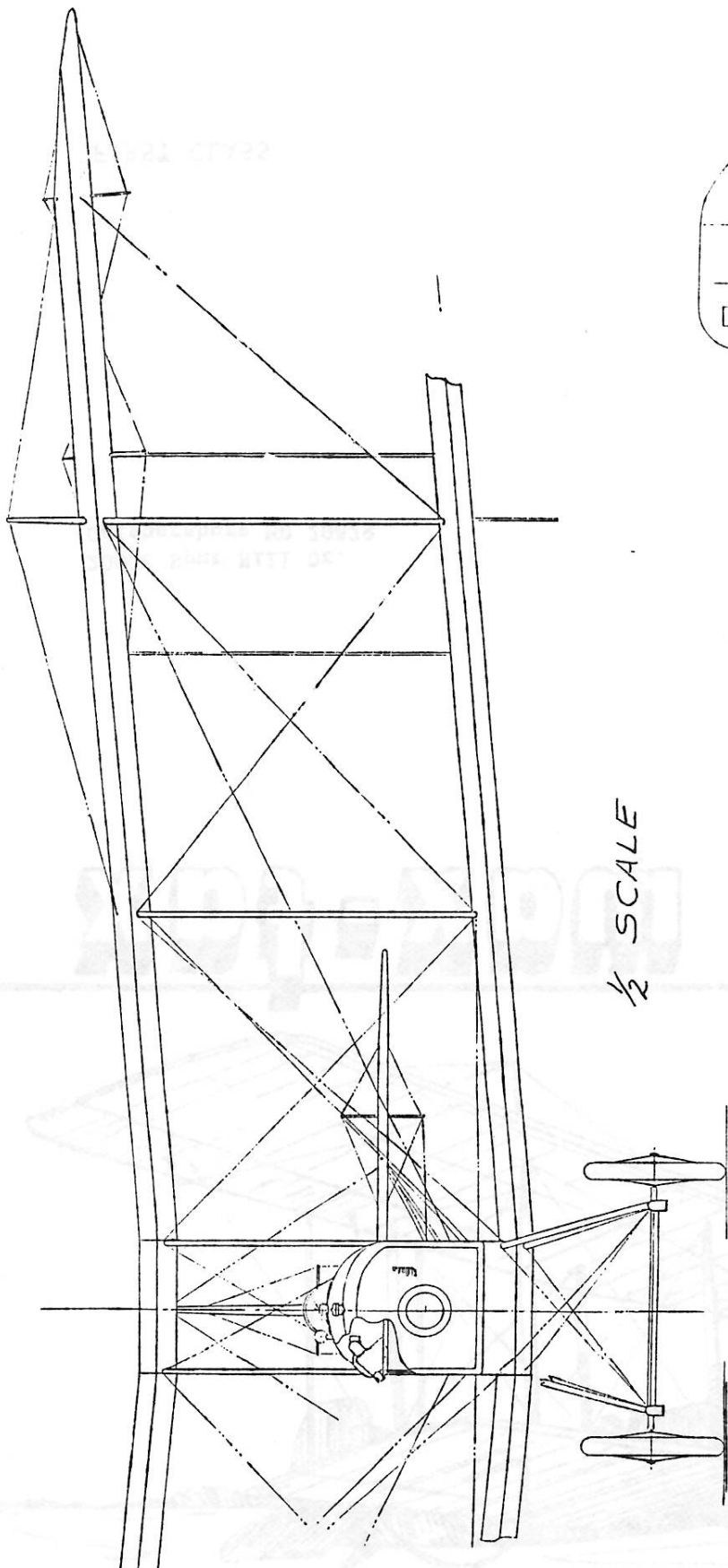


CUT FROM PLASTIC
FOOD CARTON AT
15° TO LEFT OF VERT

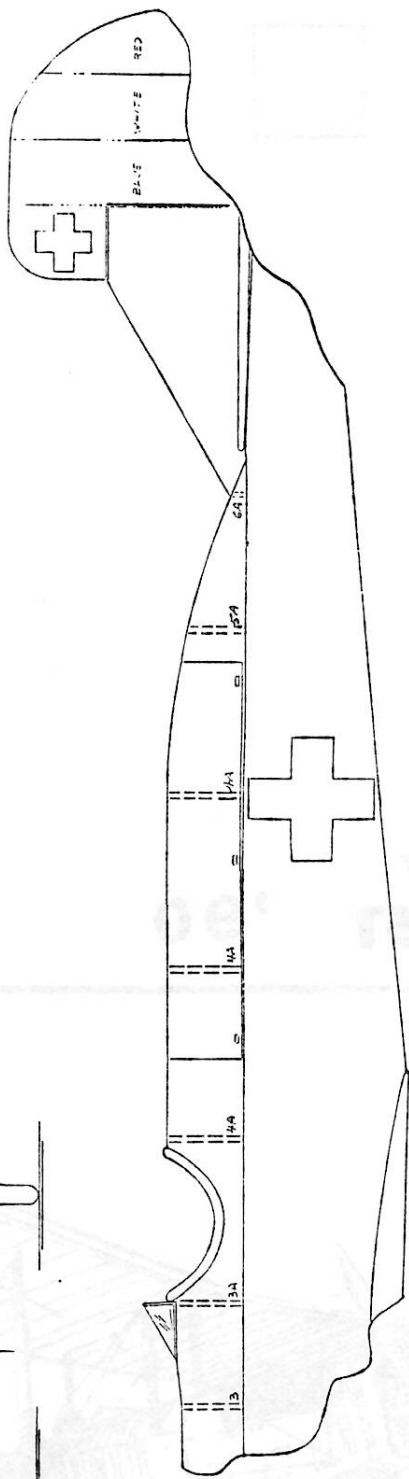


0.01 x 1/20 BASS



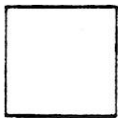


1/2 SCALE



Ambulance Version

DUES DUE

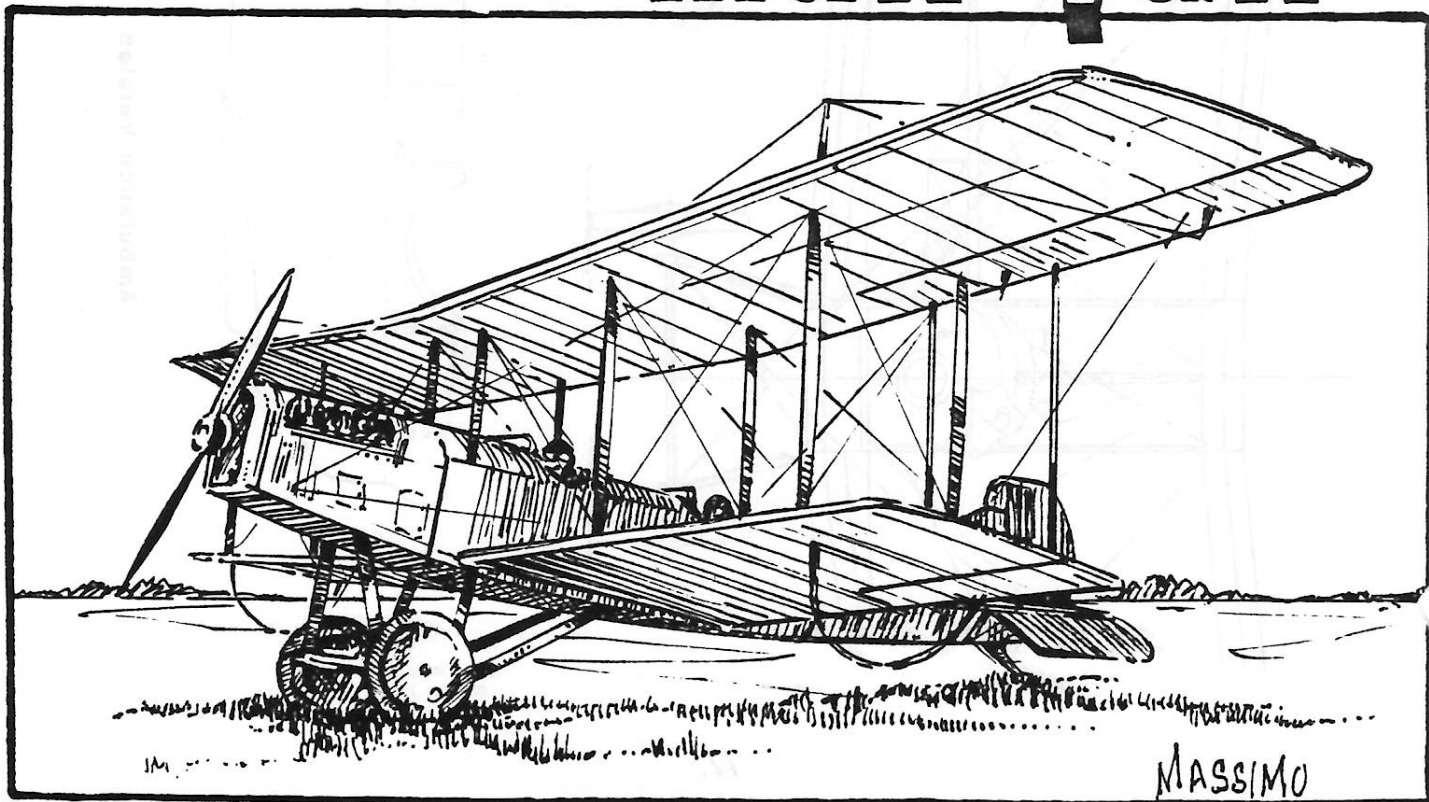


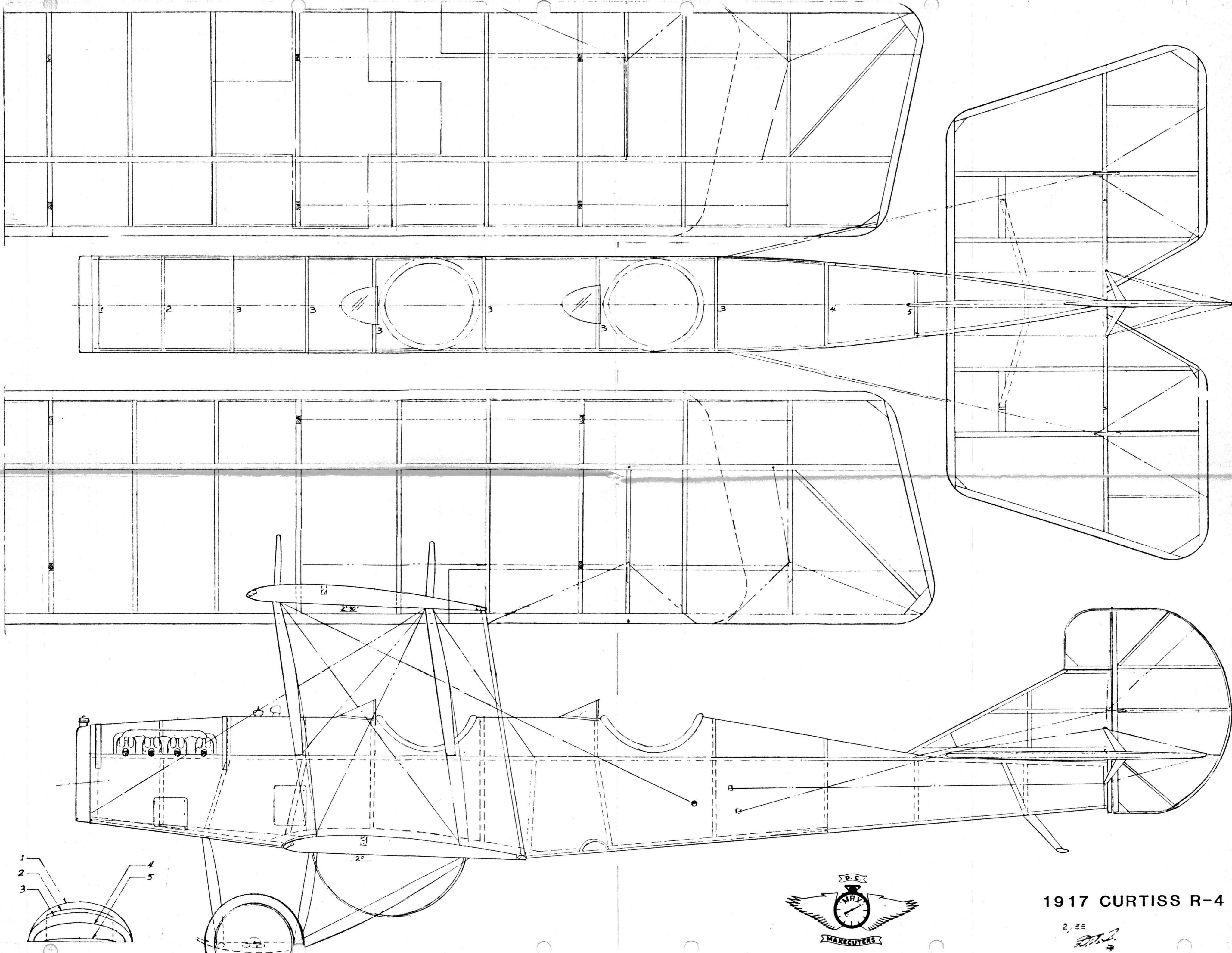
FIRST CLASS

2008 Spur Hill Dr.
Gathersburg MD 20879

**JULY
AUGUST '90**

max-fax





1917 CURTISS R-4

2/25
[Handwritten signature]