

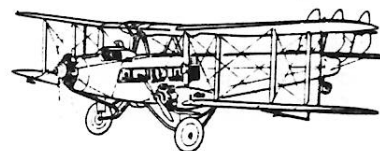


First All-Metal Transport — 1919



# MAX-FAX

JANUARY-FEBRUARY 1991



British Hercules — 1926

**MEMBERSHIP INFORMATION:** Dues are \$15 per year in the USA, Canada, & Mexico, and \$25 per year for all other countries. Expired dues will have a red X in the box at the top of this page. You will receive only one notice for renewal. Make checks payable to the D.C. Maxcuters and send to the Treasurer. The D.C. Maxcuters meet the first Wednesday at 7:30PM at College Park Airport, the world's oldest continuously operating airport.

### CLUB OFFICERS

**President:**

Jerry Paisley  
20 Clearwater Ct.  
Damascus, MD 20872  
(301)253-5269

**Secretary:**

Col. Hurst Bowers,  
USAF(Ret)  
1649 Birch Rd.  
McLean, VA 22101  
(703)356-1320

**Treasurer:**

Scott Paisley  
775 Quince Orchard  
Apt. 33  
Gaithersburg, MD 20878  
(301)330-4453

**NEWSLETTER CONTRIBUTORS:** Please send all correspondence and contributions for MAX FAX to the club President.

### UPCOMING EVENTS

- JAN 12, 26 : INDOOR FLYING AT FARQUHAR SCHOOL 4-7 PM
- FEB 9, 23 : MONTGOMERY COUNTY, MARYLAND
- MAR 9
- JAN 19 : BULL SESSION AT JERRY PAISLEY'S 7:30 PM
- MAR 30 : PAX RIVER INDOOR MEET--tentative date

### CLUB NEWS -- BY PAT DAILY

## NEWS FLASH! MAX FAX GOES TITS UP! SCHANZLE COMMITTED TO ST. ELIZABETH'S! PRICE RISES TO FOLLOW!

When last seen, Schanzle was being led away by guys in white coats and was heard cackling incoherently to himself about getting even with all those subscribers to MAX FAX. He was even quoted by the local press as saying "I've made it into a monster! It's killing me!" Yessir gang! Old Shanz has given up the ghost and yours truly has stepped in to keep the Bad Guy Squadron at bay. After almost 11 years of being chained to his typewriter and mailing label machine, Allan Schanzle has had it with being the editor of MAX FAX. Looks like we will have several volunteer editors, starting with me. Maybe when he regains some of his sanity - he says "not for at least a year"--maybe then he will take on the chores of MAX FAX again. Until then, its strictly a volunteer effort held together with spit and willpower!

### ~~IMPORTANT NOTICE~~—~~IMPORTANT NOTICE~~—~~IMPORTANT NOTICE~~— DUES INCREASE--DUES INCREASE

Meanwhile, at the last MAXECUTER meeting we had a serious case of reawakening to fiscal responsibility--and our lack of it. MAX FAX is the club newsletter that all you good folks out there have been receiving as a bonus for being a member of the D.C. MAXECUTERS, the best of the best and all that, you know. Your dues do not entitle you to MAX FAX, but rather a membership in this great organization, and the organization will continue to put out MAX FAX to the best of its ability. HOWEVER, we are loosing big bucks on this endeavor! We have been loosing on each issue we put out for some time, and the cost for overseas postage (airmail) really put us in a hole. To make it worse postage rates will go up 20% soon and costs of production have gone up. We haven't had a dues increase in many a year. At the last meeting the members present decided that starting with all renewals in JANUARY 1991 the dues for USA, Canada and Mexico are raised to \$15/year and all overseas subscribers to \$25/year starting in January 1991. Say it ain't so, brother!

**IN THIS ISSUE**--We have a nifty full-size set of plans by Colonel Hurst Bowers of the "ORIOLE" manufactured by DOYLE AERO CORP, BALTIMORE, MARYLAND, a great "one design" rare old timer airplane proposed by Dan Driscoll--the FLYABOUT, some more great photos by the master, Tom Schmitt. Also contest results from the last PAX RIVER meet, a flyer for the next PAX RIVER meet, cartoon artwork from Bob Howard, a 3-view of a Spanish Potez 43, and finally, two great pieces of artwork from Massimo, the mysterious MAXECUTER ace.

**CONTEST REPORT**--The November 3, 1990 PAX RIVER indoor contest, sponsored by the ST. Mary's County Recreation Department and the U.S. Navy, was indeed a great event. CD Claude Powell did a great job in putting on what is probably the best indoor contest in the East. Lot's of great flying scale and endurance jobs, good chow and lots of fun. Be sure and make the next one--see flyer in this issue.

**FOLDED WINGS**-- Joe Fitzgibbons, the founder of Golden Age Reproductions and one of the nicest fellows I have ever met, passed away in late September. Joe attended the FAC NATS this summer and was delighted to be there. He sort of knew it would be his last one, and I think he probably enjoyed it more than any of the others. Joe was the kind of a guy that would give you his last dime and I don't think any of us would enjoy the hobby near as much if it weren't for his wonderful contributions through Golden Age Reproductions. We will all miss you, Joe. Thermals and God Bless You!

**NEW LEADERSHIP**--The D.C. Maxecuters have a new President--Gerry Paisley, and a new Secretary--Col. Hurst Bowers. These two fine folks have relieved Bert Phillips and Ernie Greene, who did a great job of steering the Maxecuters for the last couple of years. Also, Scott Paisley replaced Allan Schanzle as Treasurer some months ago. They will all need your help in continuing to make the Maxecuters such a great group of folks.

**AMA ACTIONS**--While getting ready to pay my AMA dues, I noted a major change in the kind of insurance coverage had been implemented by the AMA Executive Council. The trouble I had with this is that they didn't discuss this change ahead of time, nor did they explain what the new coverage will be. They just did it! This seem to be a trend at AMA headquarters--making changes and then notifying the membership. If this style of management bothers you as much as it does me, take the time to write to the President of AMA and let them know what's on your mind. I think some public discussion is in order before major changes are made by our elected officials. What say You?

**NEWSLETTER NOTES**--As I try to put this issue of MAX FAX together and get it to the printer and such, I am reminded of all of the hard work that Allan Schanzle has put into this publication for the last 11 years--we reconized Allan for his efforts last June, but I just wanted to remind the rest of you that weren't able to be present. Also I would like to thank Tom Schmitt for 11 years of great photos, lots of scut work and time invested in helping Allan. As for MAX, MASSIMO and all the other mysterious Maxecuter artists, I would like you all to know the Don Srull, Bill Ceresa and Paul Spreiregen have really helped with the artwork for the last 11 or so years. Finally, thanks to Rich Hensel who seems to have made a full time job out of folding 400 full-size plans for every issue of MAX FAX.

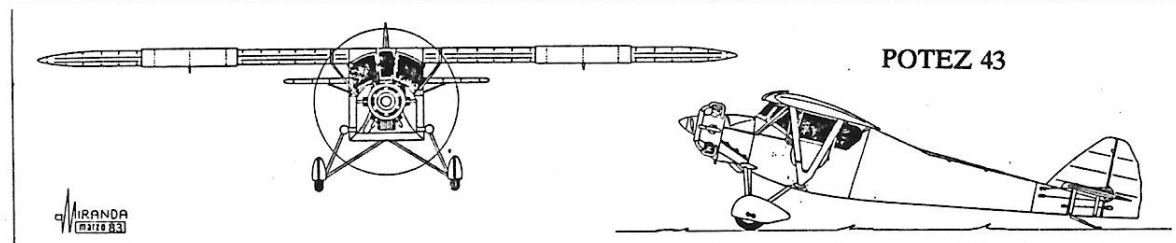
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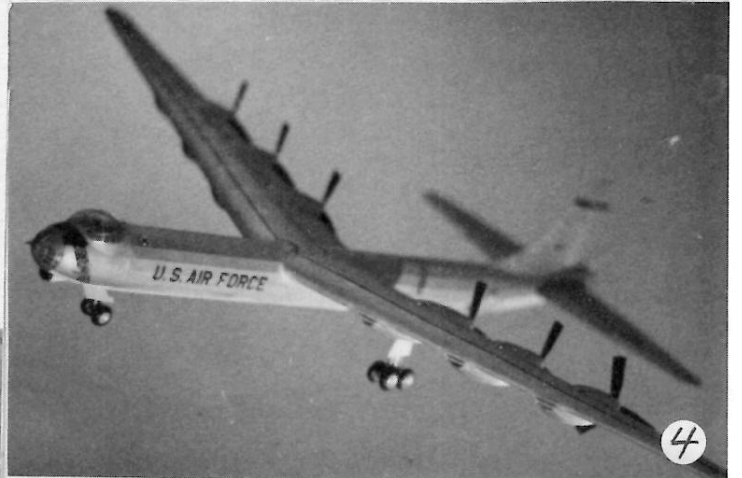
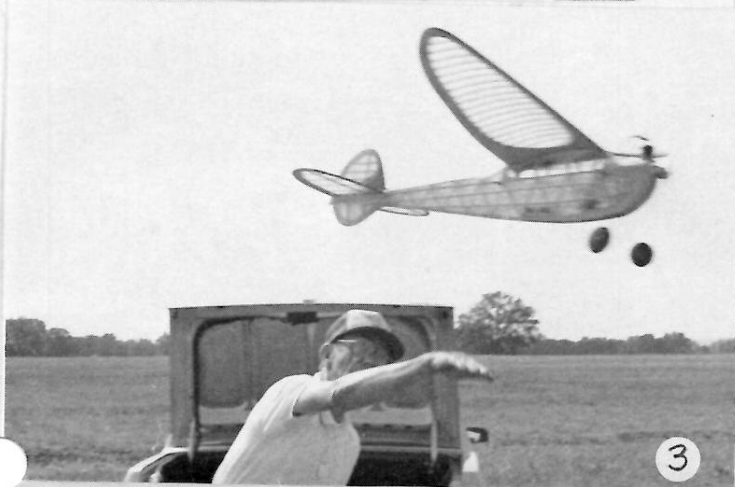
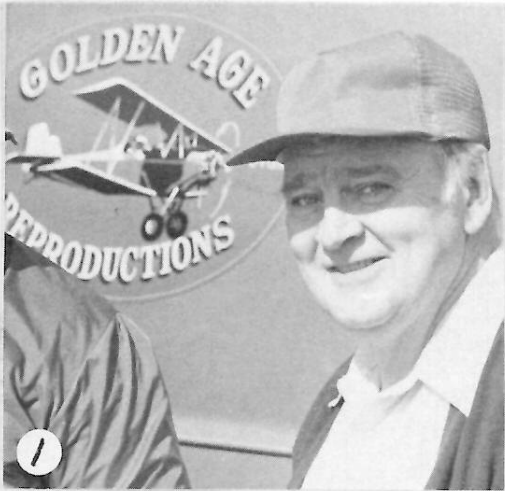
### PHOTO PAGES -- by Tom Schmitt

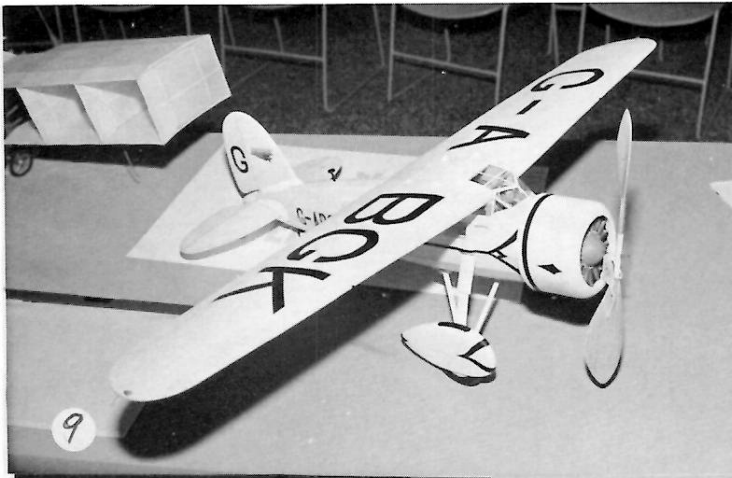
1. Always smiling JOE FITZGIBBONS is with us no more. We will miss him as the inspiration for GOLDEN AGE REPRODUCTIONS, but most of all we will miss him a warm and good friend.
2. Hurst Bowers the designer of this issue's full size ORIOLE plan, shown here with his HI LINE electric powered Earl Stahl 0-49.
3. Ernie Greene shows us how to launch OLD-TIMER gassies!
4. A sensational rubber powered B-36 by Dr. Harris in Honolulu.
5. Jane Schlosberg's nifty production of the GOLDEN AGE Defiant kit.
6. Husband Bob's Howard is something to see also!
7. Dick Howard continues to turn out pretty Embryos; look at this one!

#### FAC NATS PHOTOS BY BILL CERESA AND DAN DRISCOLL

8. Another B-17, Kathleen, seen at Geneseo was in the movie Memphis Belle.
9. A very pretty Vega awaits the FAC rubber scale judging.
10. Bud Carson's Jumbo Curtiss Air Sedan.
11. Our west coast friend, Fernando Ramos, with his twin CO2 Beaufighter.
12. Our own Doug Buchanan with his TA-152 from Al Lidberg plans.
13. Pat Daily and his Albatros D-III Oeffag await WWI start.
14. Guess Who?; rubber multi motor builder extrodinaire!
15. Genial Dan Driscoll with his Me 109. A good looker!
16. A great looking F4U Corsair by Bill Bell of Baltimore.
17. Joe Barish with his electric powered Fairchild amphibian.
18. Eric Dittman took 6th place in FAC Power Scale with this gorgeous Diesel powered Wimpy.







# PAX RIVER CONTEST RESULTS

3 NOVEMBER 1990

FAC RUBBER SCALE NAME	MODEL	STATIC POINTS	BONUS POINTS	FLIGHT TIME	FINAL	RANK
G. PAISLEY	ALBATROS DIII	59.5	15	32	106.5	
W. EGGERT	PUSS MOTH	47.3	00	94	141.3	1
P. DAILY	CORBEN ACE	51.6	00	62	113.6	3
J. POLLARD	ZIPPY SPORT	46.3	00	53	99.3	
J. POLLARD	CURTISS BFC-3	56.3	15	23	79.3	
B. BELL	MONOCOUBE	51.6	00	35	86.6	
B. BELL	BELLANCA CF	56.8	00	00	00.0	
M. YODER	ALBATROS DV	46.6	15	42	103.6	
J. HOUCK	SPERRY MSGR	52.6	15	58	125.6	2
P. SPREIREGEN	FAIRCHILD 24	45.3	00	63	108.3	
D. KRANIS SR.	ARROW SPORT	45.0	10	00	00.0	
D. KRANIS SR.	MESSERSCHMIDT46.0	10	26	26	82.0	

WALT MOONEY COMMORATIVE P-NUT SCALE NAME	MODEL	SCALE RANK	FLIGHT TIME	FLIGHT RANK	PLACE
W. EGGERT	GERE SPORT	2	54	2	1
G. SIMPERS	PIPER VAGABOND	3	26	4	4
J. PLASSMAN	PIPER J-3	4	113	1	2
J. HOUCK	BOEING MONOMAIL	4	24	5	5
D. DRISCOLL	AERONCA DEFENDER	3	30	3	3
W. EGGERT	PIETEMPOL	1	00	0	0
P. DAILY	FOLKERTS TOOTS	1	00	0	0

COCONUT SCALE NAME	MODEL	STATIC POINTS	FLIGHT TIME	FINAL SCORE	PLACE
D. REES	ZIPPY SPORT	21	126	147	1
W. EGGERT	VERVILLE AIRCOACH	20	115	135	3
P. DAILY	CURTISS ROBIN	17	95	112	
B. PHILLIPS	TAYLORCRAFT	13	76	89	
B. PHILLIPS	COUGAR	15	55	70	
J. HOUCK	SUPERMARINE SPARROW	17	00	17	
B. CARSON	CURTISS-WRIGHT SEDAN	25	115	140	2
D. BUCHANAN	PIPER VAGABOND	20	00	20	

NAVY SCALE - MASS LAUNCH NAME	MODEL	PLACE
J. POLLARD	CURTISS BFC-3	
B. BELL	BOEING F4B-4	3
S. MEYERS	DOUGLAS AD	
M. HOUCK	CURTISS XF13-C1	2
D. BUCHANAN	SKYRAIDER	1

WORLD WAR I COMBAT - MASS LAUNCH NAME	MODEL	PLACE
D. REES	MARTINSIDE S1	2
W. EGGERT	FOKKER DVII	1
P. BERG	SE5-A	3
J. POLLARD	NIEUPORT 11	
B. BELL	FOKKER DVII	
S. MEYERS	DH-4	
J. HOUCK	HANRIOT HD-1	
M. HOUCK	NIEUPORT 12	
G. PAISLEY	ALBATROS DIII	

OLD TIME KIT SCALE - MASS LAUNCH NAME	MODEL	PLACE
S. PAISLEY	TAYLORCRAFT	
W. EGGERT	PUSS MOTH	
P. BERG	CURTISS ROBIN	
D. DRISCOLL	FUNK	1
C. POWELL	AERONEER	
B. BELL	CORBEN ACE	3
D. BUCHANAN	TAYLORCRAFT	2
J. HOUCK	LUSCOMBE 50	
D. KRANIS	ME 107	

NOVICE PENNY PLANE NAME	TIME	PLACE
B. CARSON	527	1
J. POLLARD	349	5
G. SIMPERS	431	4
R. KLEINERT	454	3
B. CLARKE	467	2

P-NUT SCALE - MASS LAUNCH NAME	MODEL	PLACE
D. REES	MARTINSIDE S1	3
W. EGGERT	PIETEMPOL AIRCAMPER	
D. DRISCOLL	AERONCA DEFENDER	
J. POLLARD	EAA BABY ACE	
M. YODER	WHITTMAN TAILWIND	
J. SPELZ	JN-1	
R. KLEINERT	LACEY	1
J. HOUCK	MONOMAIL	
P. SPREIREGEN	NESMITH COUGAR	
B. POWELL	LACEY	
D. KRANIS SR.	WACO SRE	
J. PLASSMAN	PIPER J-3	2
R. GILLIS	NESMITH COUGAR	

GOLDEN AGE - MASS LAUNCH NAME	MODEL	PLACE
W. EGGERT	CESSNA C34	1
P. BERG	REARWOM SPEEDSTER	
P. DAILY	CORBEN ACE	
D. DRISCOLL	PIPER J-3	
G. SIMPERS	TAYLORCRAFT	3
J. POLLARD	TIGER MOTH	
B. BELL	CURTISS ROBIN	
S. MEYERS	CESSNA C34	
M. YODER	CURTISS ROBIN	
J. HOUCK	SPERRY MESSENGER	2
P. SPREIREGEN	PUSS MOTH	
D. KRANIS	TIGER MOTH	
D. BUCHANAN	HARLO	
K. EVANS	STINSON JR-S	
D. REES	OSSEIU CANARY	

BOGUS SCALE BOSTONIAN NAME	MODEL	FLIGHT TIME	PLACE
G. PAISLEY	CADET	00	
S. PAISLEY	CADET	00	
P. BERG	CADET	30	
P. DAILY	ARISTOCRAFT	71	
D. DRISCOLL	ROBIN	73	3
B. CARSON	CORBEN	85	1
B. PHILLIPS	HELIO	78	2
- MAITRE	MOTH	00	
J. POLLARD	BEAVER	00	
B. BELL	FOUND	00	
M. YODER	REVERE	71	
P. SPREIREGEN	FOUND	41	
R. GILLIS	CTABRIA	63	
S. MEYERS	CESSNA	69	

7-GRAM BOSTONIAN NAME	MODEL	TIME	PLACE
G. PAISLEY	PUMPKIN	102	3
R. SOMMERS	BOSTURD	61	
P. DAILY	PACIFIC ACE	75	
D. DRISCOLL	PACIFIC ACE	75	
J. POLLARD	PACIFIC ACE	101	
R. KLEINERT	OZIG	125	1
J. PLASSMAN	ORIGINAL	108	2
B. CLARKE	BRONCO	67	
S. PAISLEY	DON'T PUSH ME	68	

6.2 GRAM NO-CAL SCALE NAME	MODEL	TIME	PLACE
W. EGGERT	P-47	125	1
P. BERG	FARMAN	67	
B. CARSON	B-70	123	2
- MAITRE	GOSHAWK	57	
- MAITRE	CUB	53	
C. POWELL	FARMAN	49	
M. HOUCK	CESSNA	78	3
J. PLASSMAN	XBF	66	

FAC POWER SCALE-ONLY 1 ENTRY-PAT DAILY

WITH A CO2 POWERED INLAND SPORT



FLY NAVY  
THE BEST ALWAYS DO

# Paul Plecan's FLYABOUT by Dan Driscoll

At the 1983 Summer Fun Fly we held a quite successful one-design contest for the FLYING ACES MOTH. It's about time for another such contest and therefore we are going to have a one-design contest at the 1991 Summer Fun Fly at COMSAT. The model this time will be the FLYABOUT by Paul Plecan from the September 1939 issue of AIR TRAILS. Plans copied from the magazine are included in this issue. We are also providing a full size stab, wing tip and wing center section so you won't have to enlarge these. You will have to draw the full size wing however. Wood sizes are keyed to the list copied from the construction article and included with the full size patterns. Construction is conventional and just remember to attach the covering to the bottom of each rib on the underside of the undercambered wing. The FLYABOUT that I built weighed 33 grams (less rubber) and used 2 loops of 1/8" FAI black rubber 30" long and turning an 8" prop. Does it fly? You betcha! Mine practically flew off the board and required only moderate nose weight and a little down thrust. I lost it on the fourth test flight when it refused to come down after five minutes and drifted over the woods at Dave Rees's KUDZU meet in North Carolina in September 1990. Fortunately, Tom Odem found it a few weeks later and it was still intact.

The rules for the one-design event are simple:

1. The model must be built according to the plan (no sliced wing ribs or laminations) using the called for wood sizes. The following may be constructed as desired:
  - a. Thrust bearing and nose block.
  - b. Rear motor mount (my modification is shown in dotted lines on the plan).
  - c. Wing hold-on technique.
2. Any type of non-folding prop (including plastic) and not exceeding 8 inches in diameter may be used.
3. Small gussets may be added and a dethermalizer device may be added.
4. Flight rules will be determined and announced later.

Note: This is a rarely modeled aircraft. Full size plans including a full size wing are available from Old Timer Model Supply, P.O. Box 7334, Van Nuys, CA 91409. It is plan #509 and costs \$3.30 including shipping and handling.

**SO WHAT DO YOU SAY, GANG? LET'S SEE A BEVY OF FLYABOUTS IN THE OZONE OVER COMSAT IN 1991!**

## INDOOR MODEL AIRPLANE CONTEST

NAS/NATC PATUXENT RIVER - LEXINGTON PARK, MARYLAND  
TENTATIVE LOCATION - HANGAR VA-1  
TENTATIVE DATE - SATURDAY MARCH 30, 1991  
9:00 AM - 5:30 PM

NO ENTRY FEE BUT DONATIONS TO THE NAVY RELIEF SOCIETY ARE WELCOMED

### MAJOR EVENTS (FAC Rules & Trophies awarded)

MESS LAUNCH  
1- OLD TIME SCALE\* 11:00 AM  
2- WW-I 12:00 PM  
3- NAVY SCALE 1:00 PM  
4- PEANUT SCALE 2:00 PM  
5- MILITARY GOLDEN AGE 3:00 PM  
OTHER EVENTS  
6- FAC RUBBER COALE  
7- COCONUT SCALE\*\*  
8- BOGUS SCALE BOSTONIAN  
14 GRAMS MINIMUM WGT.\*\*\*  
(Rules in Nov-Dec 89  
MAX-FAX)

### SPECIAL EVENTS (Buttons awarded)

1- WALT MOONEY COMMEMORATIVE 14 GRAM (WEST COAST) BOSTONIAN.\*\*\*  
2- NOVICE PENNYPLANE (AMA Rules).\*\*\*  
3- NO-CAL.\*\*\*

- \* OLD TIME SCALE RULES - Any old time kit plan; vintage before December 31, 1942 with 20 inch wingspan or less.
- \*\* COCONUT Rules - 1 oz minimum weight w/o motor  
Minimum wingspan - monoplanes 36 ins. - multiwings 30 ins.  
Judging - 30 point maximum scale points  
added to flight time in seconds for total score
- \*\*\* Single best flight time determines winner in these events.

AIRCRAFT FOR SCALE JUDGING MUST BE TURNED IN BY 11:00 AM  
NO QUALIFYING FLIGHT IS REQUIRED

ALL FLIGHT TIMES MUST BE SUBMITTED BY 4:30 PM DEADLINE  
AWARDS: 5:10 - 5:30

LOCAL RULE: ONLY ONE MASS LAUNCH EVENT PER AIRCRAFT

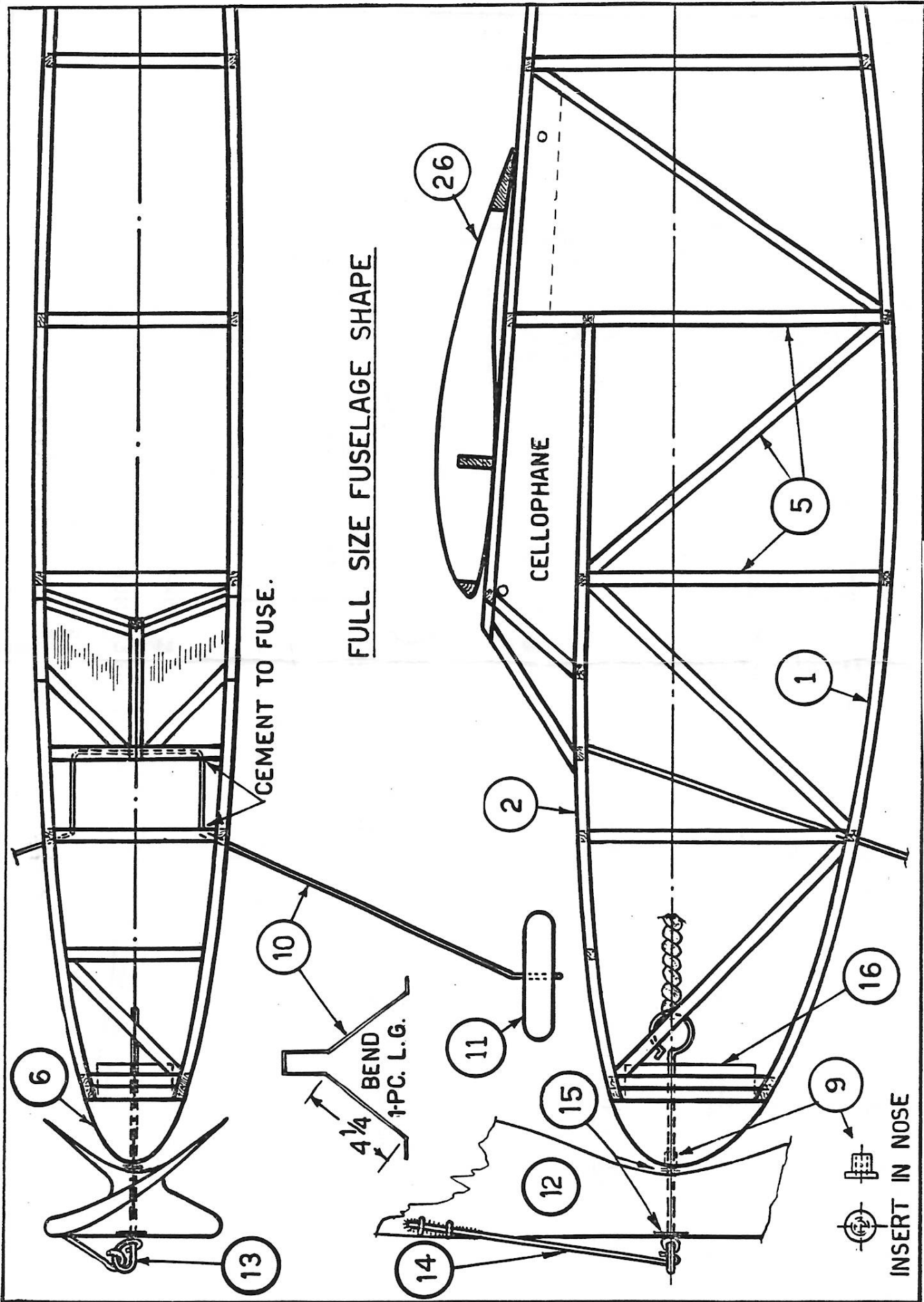
CONTEST INFORMATION: CLAUDE POWELL 1 (301) 872-4105  
ALLAN SCHANZLE 1 (301) 840-5884  
TOM SCHMITT 1 (301) 500-0027

### IMPORTANT NOTICES:

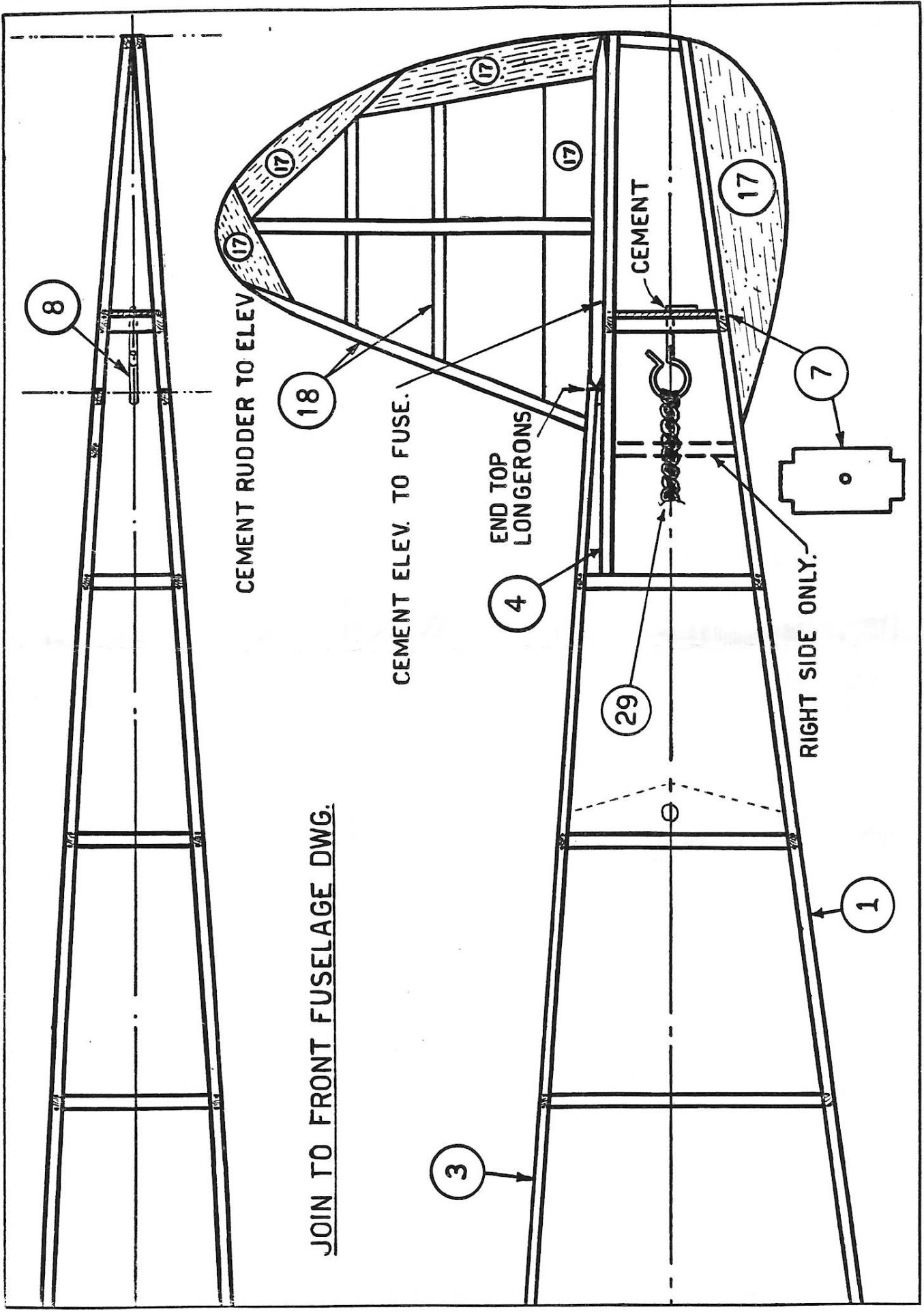
FOOD AND BEVERAGES WILL BE AVAILABLE IN THE HANGAR AT NOMINAL PRICES  
PLEASE SUPPORT THIS EFFORT BY THE NAVY

ALSO PLEASE NOTE THERE WILL BE NO TABLES OR CHAIRS AVAILABLE IN THE  
HANGAR SO BE SURE TO BRING YOUR OWN.

SPONSORED BY: NAVAL AIR STATION/NAVAL AIR TEST CENTER,  
PATUXENT RIVER, MARYLAND AND  
ST. MARY'S COUNTY RECREATION AND PARKS.

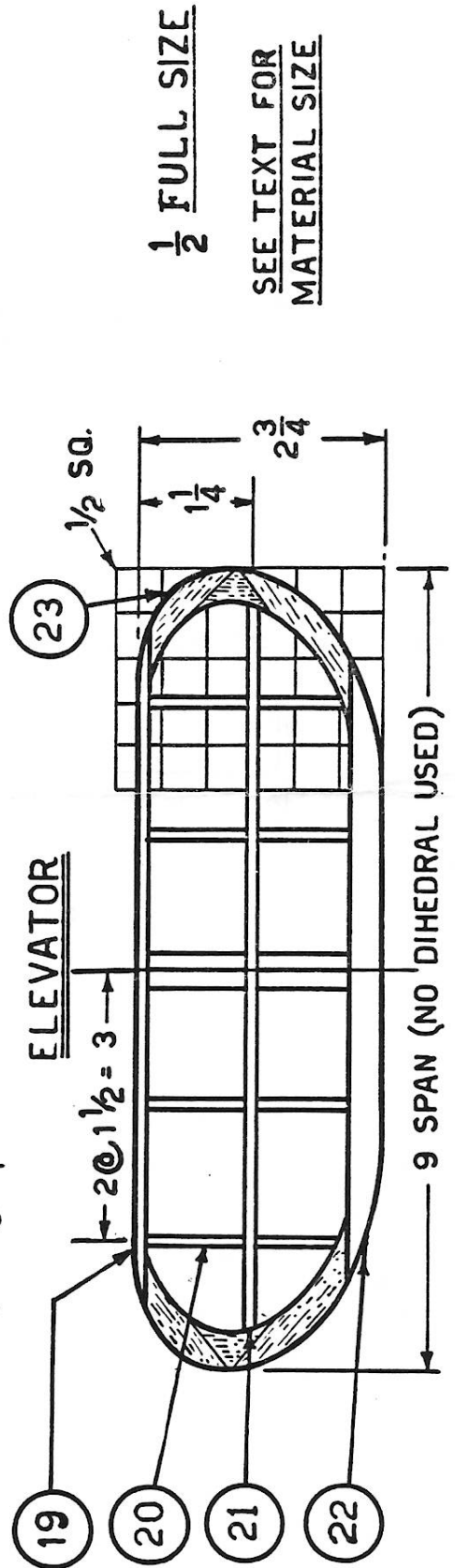
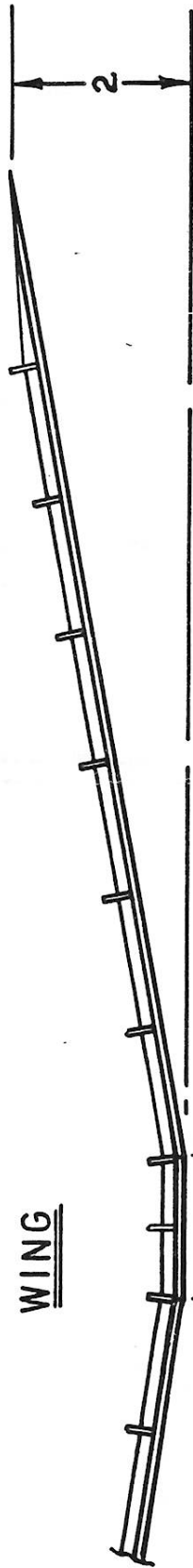
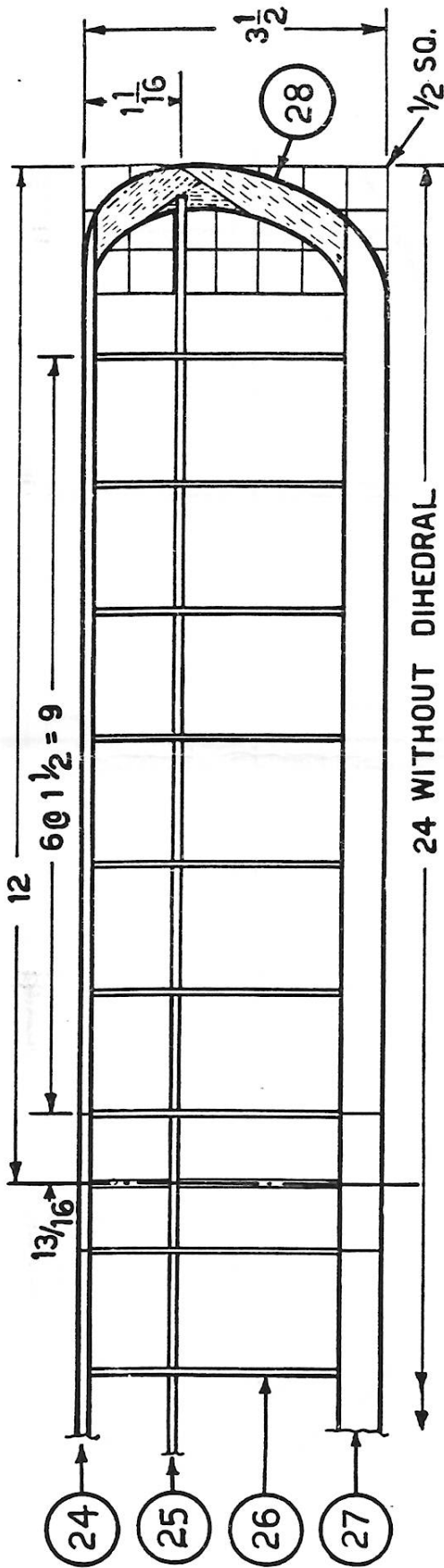


THE FLYABOUT by Paul Plecan



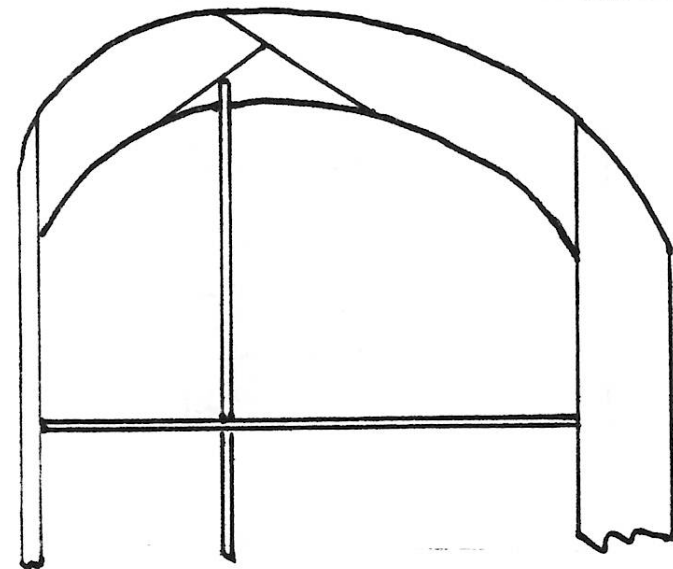
JOIN TO FRONT FUSELAGE DWG.





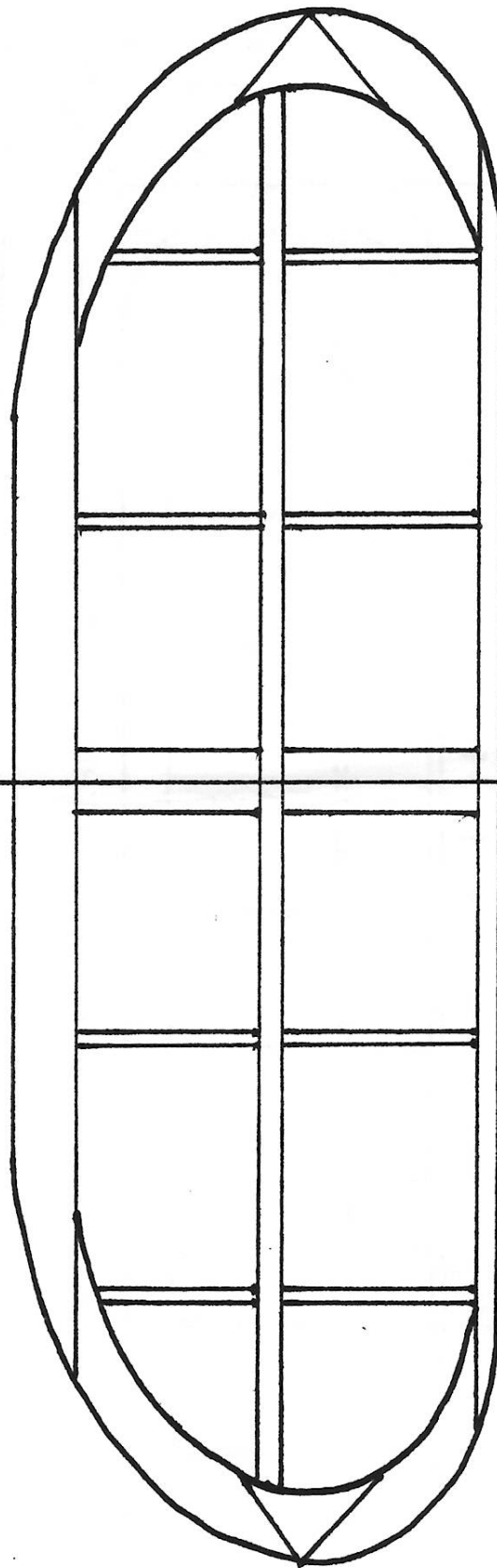
$\frac{1}{2}$  FULL SIZE

SEE TEXT FOR MATERIAL SIZE



WING CENTER SECTION

WING TIP OUTLINE



STAB OUTLINE

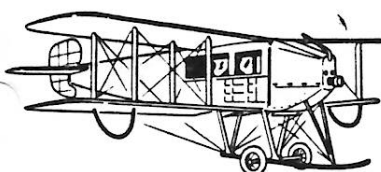
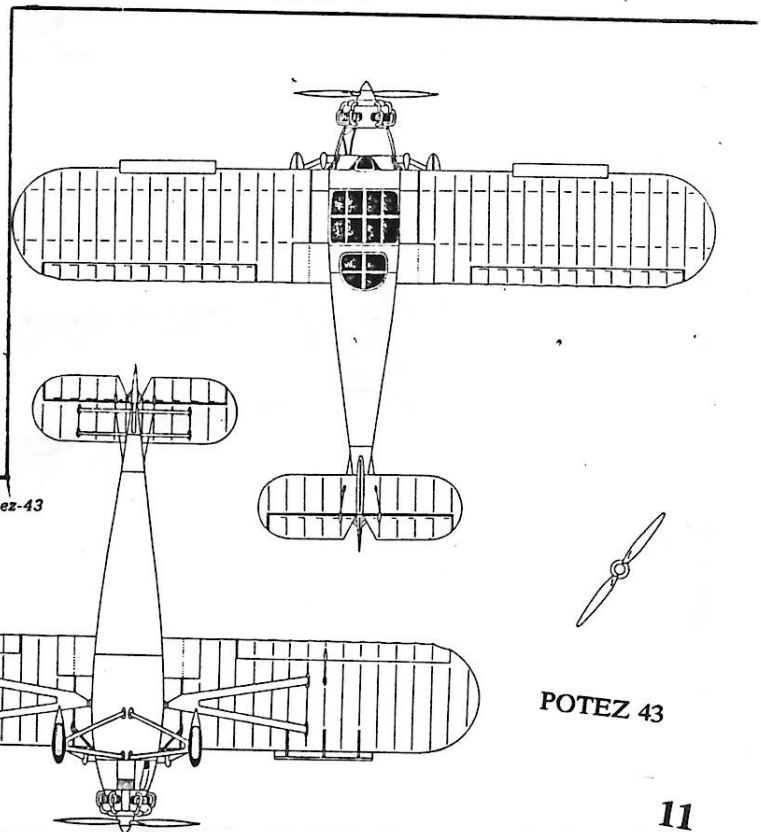
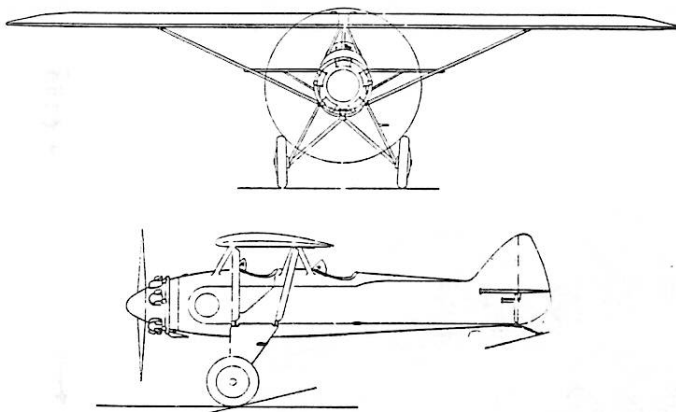
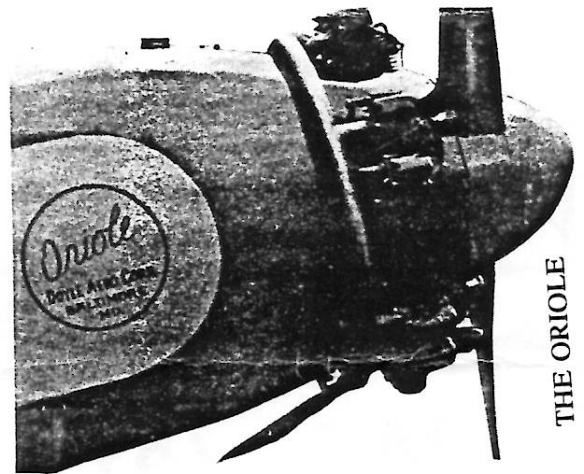
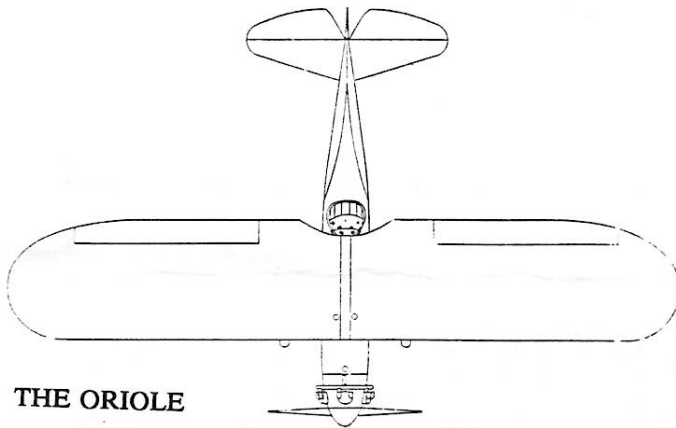
**BILL OF MATERIALS**

- wt numbers refer to those tabulated on drawings*
- #1) 2 fuselage longerons (lower),  $\frac{3}{32} \times \frac{3}{32} \times 18\frac{1}{2}$ "
  - #2) 2 fuselage longerons (upper front),  $\frac{3}{32} \times \frac{3}{32} \times 6$ "
  - #3) 2 fuselage longerons (upper),  $\frac{3}{32} \times \frac{3}{32} \times 11\frac{3}{4}$ "
  - #4) 2 fuselage longerons (upper rear),  $\frac{3}{32} \times \frac{3}{32} \times 4\frac{1}{2}$ "
  - #5) 6 fuselage braces,  $\frac{3}{32} \times \frac{3}{32} \times 12$ " (cut to varying lengths)
  - #6) 1 nose block,  $\frac{1}{2} \times \frac{3}{4} \times 1\frac{1}{4}$ "
  - #7) 1 rear-hook support,  $\frac{1}{16} \times \frac{1}{2} \times 1$ " (sheet metal)
  - #8) 1 rear hook, .040" dia. x  $1\frac{1}{2}$ " piano wire
  - #9) 1 front bearing (small metal eyelet)
  - 10) 1 landing gear, .040" dia. x 16" piano wire
  - 11) 2 wheels, 1" dia. x  $\frac{1}{4}$ " thick
  - 12) 1 propeller,  $\frac{7}{8} \times 1\frac{3}{8} \times 8$ "
  - 13) 1 propeller shaft, .040" dia. x 3" piano wire
  - (#14) 1 freewheeler, .040" dia. x  $2\frac{1}{2}$ " piano wire
  - (#15) 3 washers
  - (#16) 1 nose plug,  $\frac{5}{16} \times \frac{5}{8} \times 1$ "
  - (#17) 1 rudder outline,  $\frac{3}{32} \times \frac{5}{8} \times 11$ " (varying lengths)
  - (#18) 1 rudder ribs and leading edge,  $\frac{3}{32} \times \frac{3}{32} \times 7$ " (varying lengths)
  - (#19) 1 elevator leading edge,  $\frac{1}{8} \times \frac{3}{32} \times 7\frac{1}{2}$ "
  - (#20) 12 ribs,  $\frac{3}{32} \times \frac{3}{32} \times 1\frac{1}{16}$ "
  - (#21) 1 spar,  $\frac{1}{8} \times \frac{3}{32} \times 8\frac{1}{4}$ "
  - (#22) 1 trailing edge,  $\frac{3}{32} \times \frac{3}{8} \times 7\frac{1}{2}$ "
  - (#23) 2 tips,  $\frac{3}{32} \times \frac{3}{8} \times 4\frac{1}{2}$ "
  - (#24) 2 wing leading edges,  $\frac{1}{8} \times \frac{3}{16} \times 11\frac{1}{2}$ "
  - (#25) 2 spars,  $\frac{1}{16} \times \frac{1}{4} \times 11\frac{3}{4}$ "
  - (#26) 15 ribs,  $\frac{1}{16} \times \frac{1}{2} \times 2\frac{7}{8}$ "
  - (#27) 2 trailing edges,  $\frac{1}{8} \times \frac{1}{2} \times 11\frac{1}{2}$ "
  - (#28) 2 tips  $\frac{1}{16} \times \frac{5}{8} \times 10$ " (varying shapes)
  - (#29) 8 ft. rubber motor,  $\frac{1}{8} \times 1\frac{1}{30}$ "

# THE "ORIOLE" MONOPLANE

Designed by Colonel Hurst Bowers, USAF(Ret)  
narrative by Pat Daily

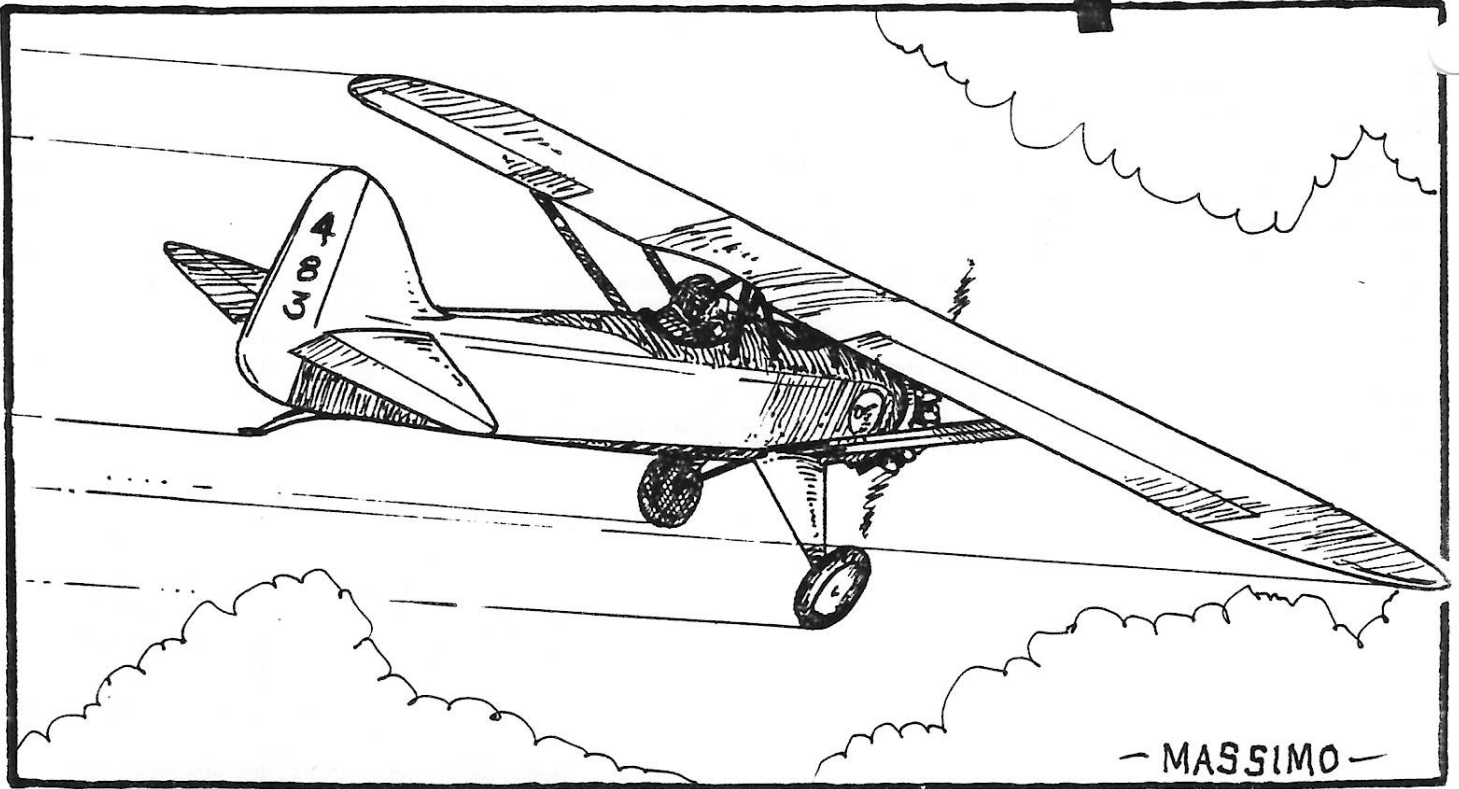
The feature plan for this month is the "ORIOLE" Monoplane, a seldom seen light aircraft that was produced by the Doyle Aero Corporation of Baltimore, Maryland in the late 1920's. Hurst Bowers provided me with two pages of reprint material from the March 23, 1929 issue of *AVIATION* that describe the "ORIOLE". The "ORIOLE" was a tandem place parasol job designed for general purpose and school use, powered with a LeBlond 65hp 5 cylinder radial engine. Wingspan of 30ft and length of 19ft with an empty weight of 780lbs and a gross weight of 1,280lbs made it an attractive consideration. The "ORIOLE" was originally designed by Harvey Doyle who also designed the "American Moth" an aircraft that had somewhat similar lines. The "ORIOLE" fuselage was of seamless steel tube construction with fabric covering and duralumin sheet covering to the nose, etc. Spun aluminum discs helped streamline the wheels. The tail feathers were made up of steel tubing and the wing was built up of spruce spars, spruce ribs and a thin sheet of duralumin covering from the front spar forward to the leading edge. Two 12 1/2 gal tanks were in the wing roots. The standard color of the "ORIOLE" is black and the special Doyle Aero yellow. The photos show a yellow wing, tail surfaces and fuselage with black trim to the nose, black numbers of the wings and tail. Other colors were available by special order. High speed for this little job was 103mph. No info in the article on how many of the "ORIOLES" were produced, but my guess is the depression did them in. Hurst's plans depict this little guy accurately and are sure to make an unusual Golden Age plane. Good Luck with your "ORIOLE" Monoplane.



Avro Transport — 1912

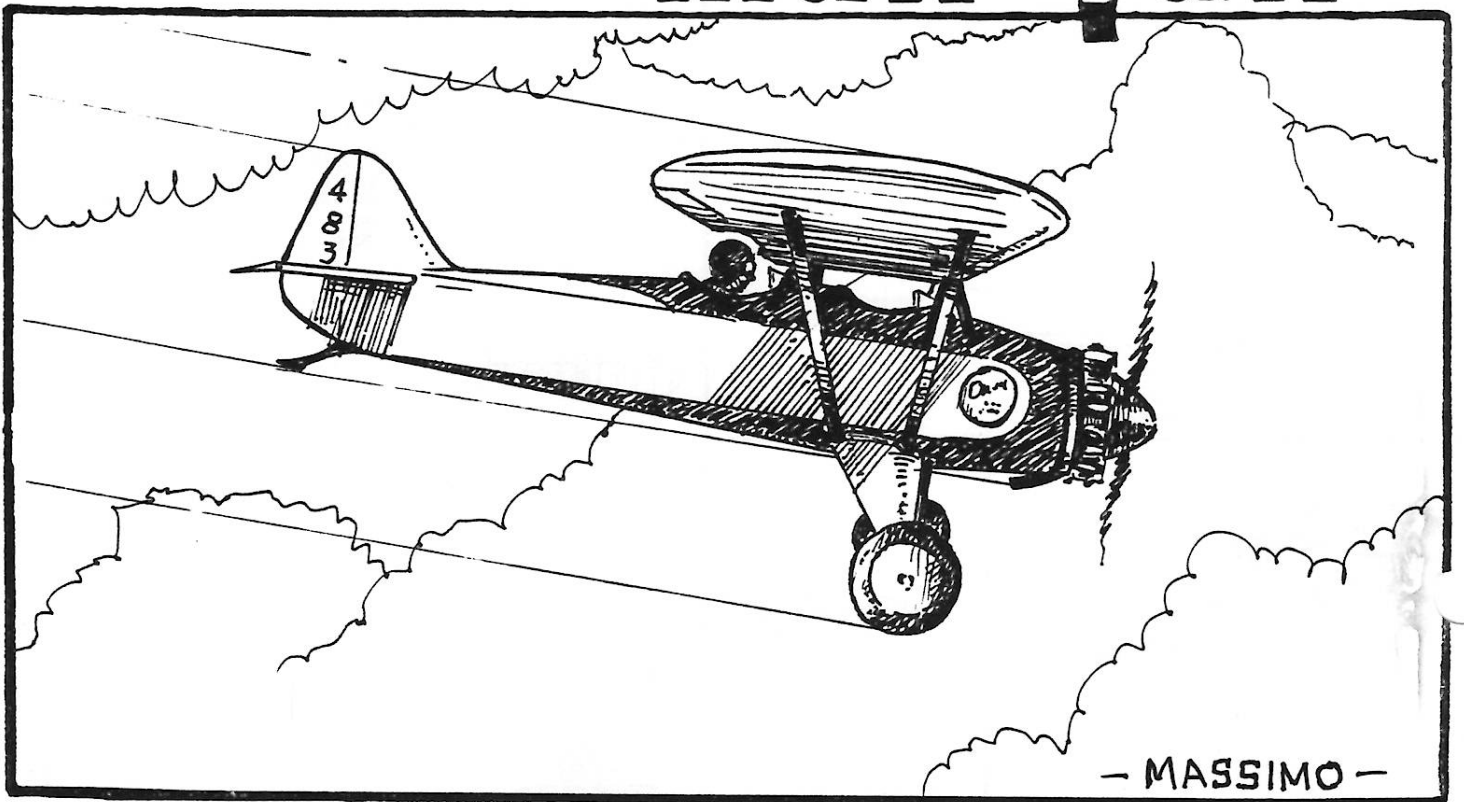
JAN  
FEB '91

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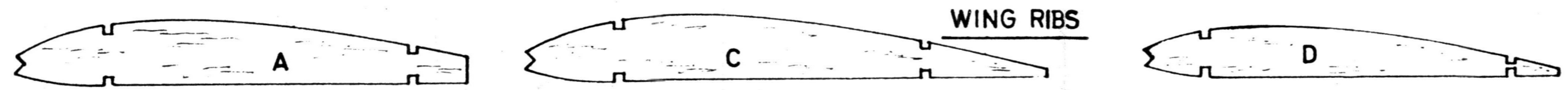
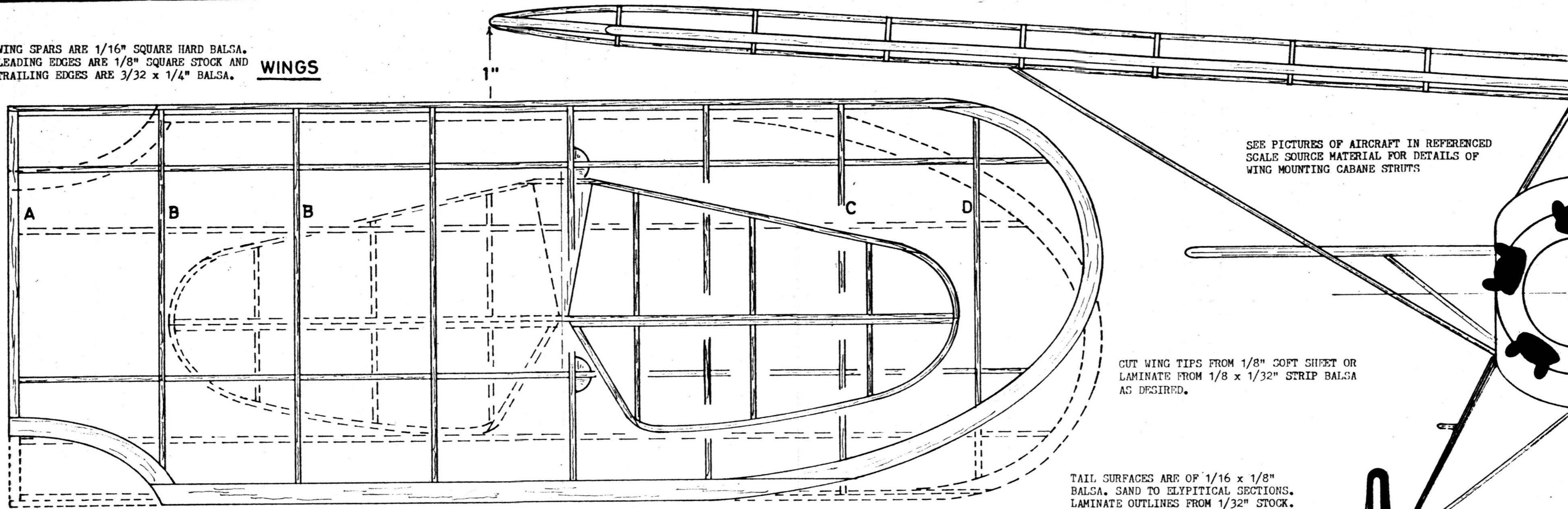
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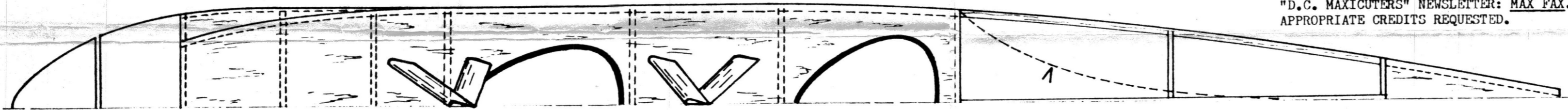
WING SPARS ARE 1/16" SQUARE HARD BALSAA.  
LEADING EDGES ARE 1/8" SQUARE STOCK AND  
TRAILING EDGES ARE 3/32 x 1/4" BALSAA.

**WINGS**

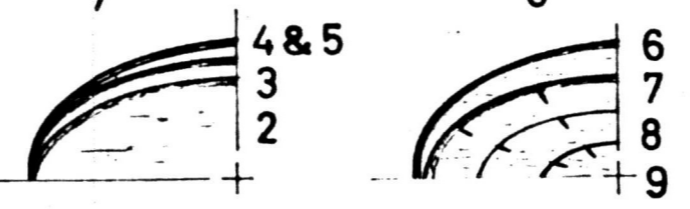


THIS MODEL IS DESIGNED FOR USE BY  
"D.C. MAXICUTERS" NEWSLETTER: MAX FAX.  
APPROPRIATE CREDITS REQUESTED.

SCALE SOURCES: AVIATION, March 23, 1929 and JUPITERS U. S. CIVIL AIRCRAFT, Volume 3



FUSELAGE PLANKING IS OF 1/32" SHEET BALSAA.

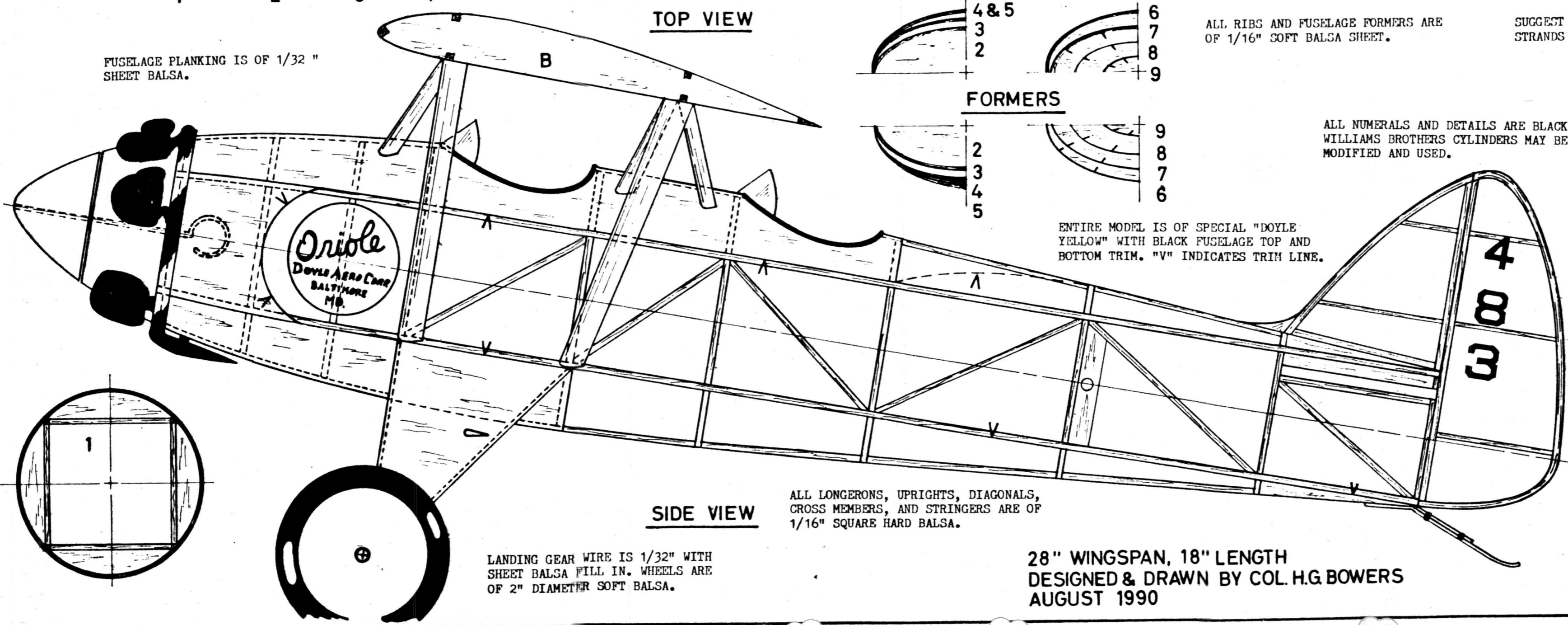


ALL RIBS AND FUSELAGE FORMERS ARE OF 1/16" SOFT BALSAA SHEET.

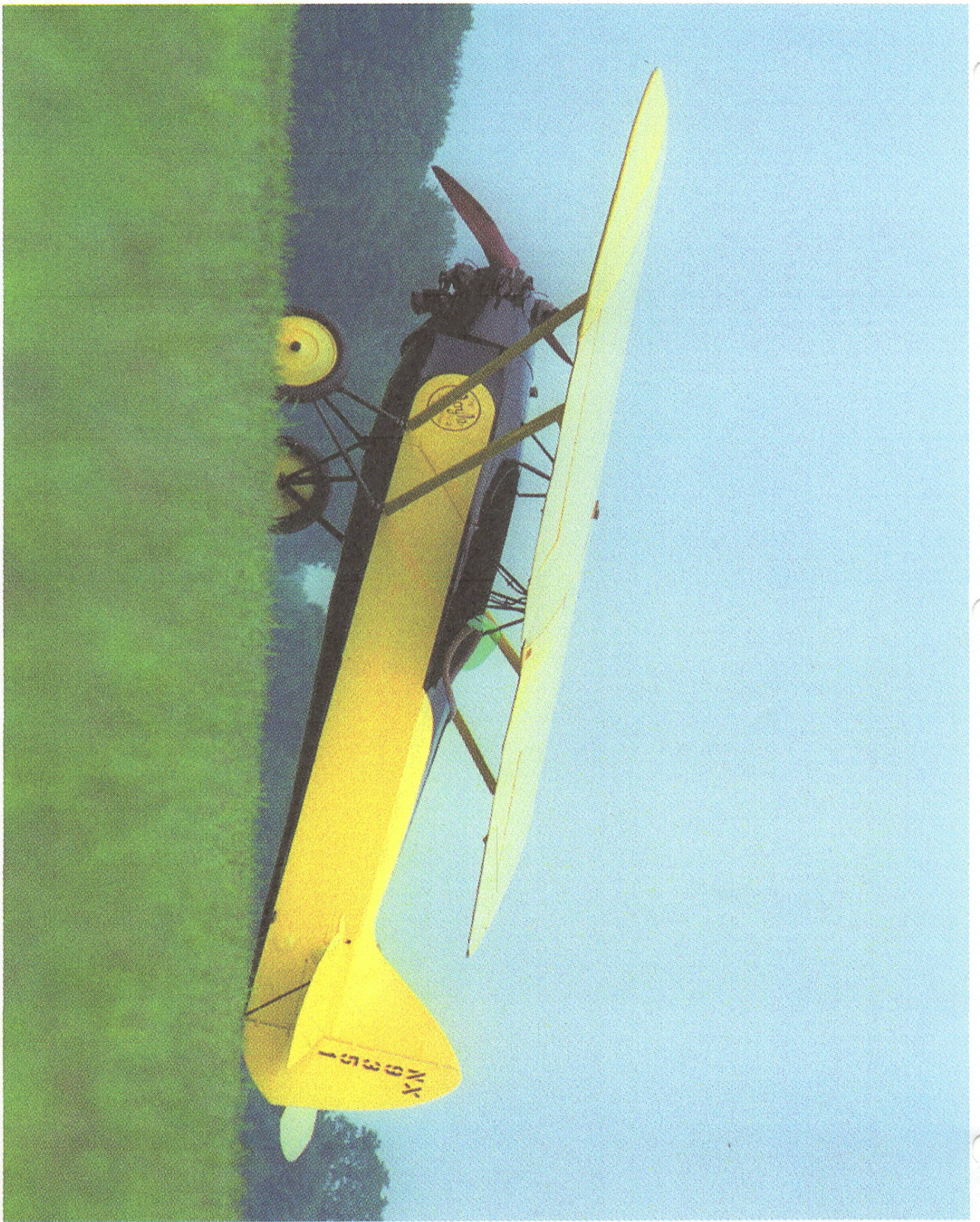
SUGGEST 9" PLASTIC PROPELLER AND 4 STRANDS OF 3/16" RUBBER FOR FLYING.

ALL NUMERALS AND DETAILS ARE BLACK. WILLIAMS BROTHERS CYLINDERS MAY BE MODIFIED AND USED.

ENTIRE MODEL IS OF SPECIAL "DOYLE YELLOW" WITH BLACK FUSELAGE TOP AND BOTTOM TRIM. "V" INDICATES TRIM LINE.



**"ORIOLE"**  
DOYLE AERO CORP.  
BALTIMORE  
(CIRCA 1928)





grapher' in  
1991.

Above: This Doyle O-2 Oriole was photographed in Lock Haven, Pennsylvania, in 1992.

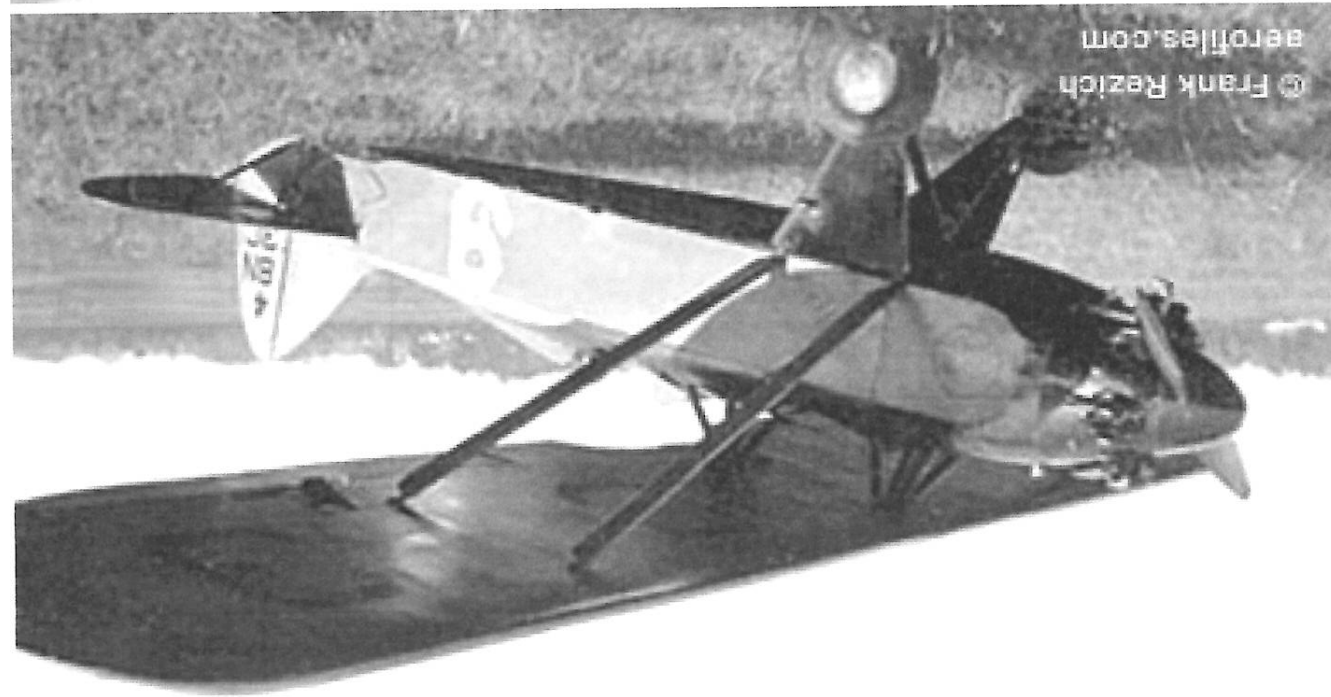
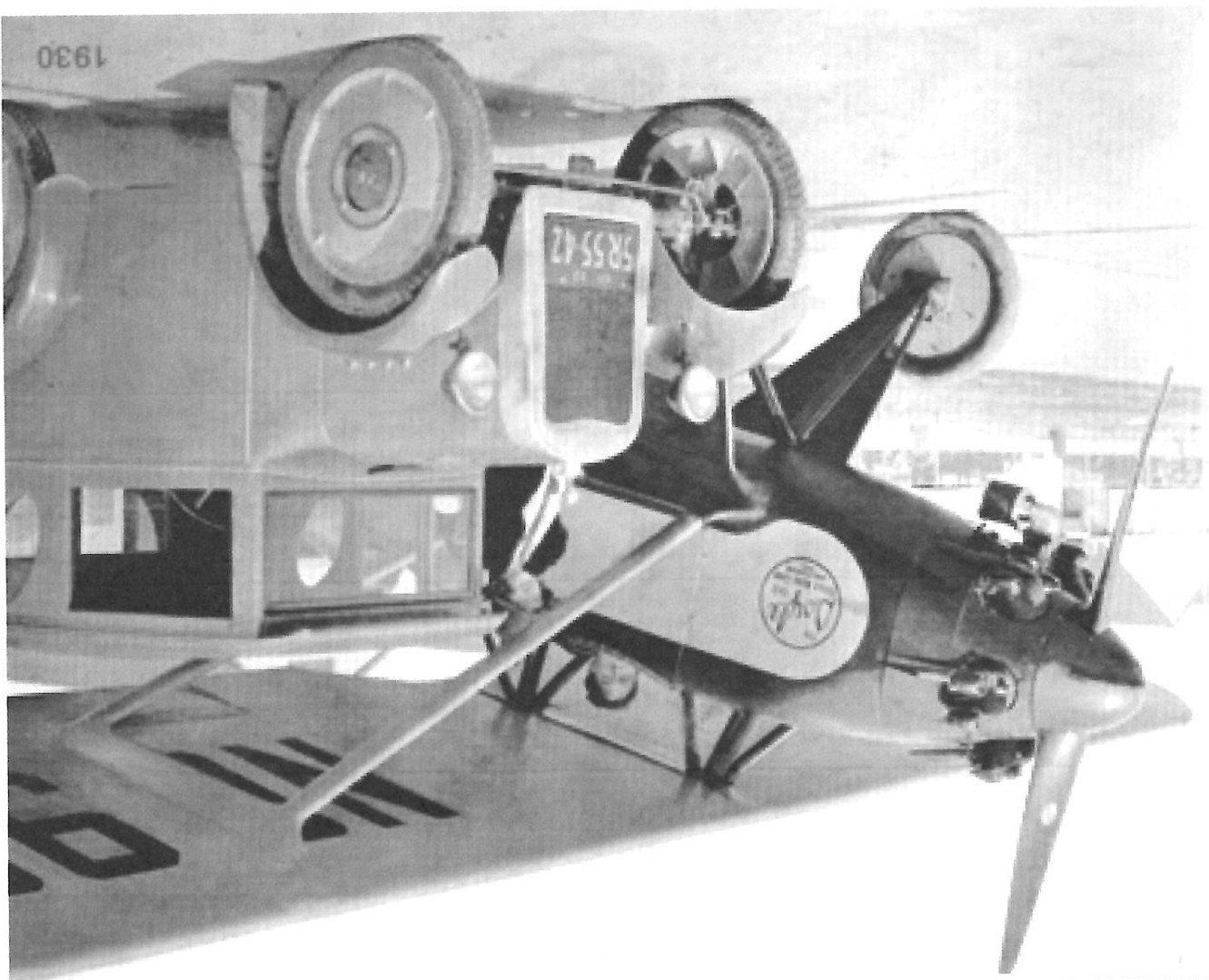
*Vintage Flyers II, pg 87*

## DOYLE O-2 ORIOLE

An early example of a two-place tandem parasol monoplane, the Doyle was one of two designs developed from the Vulcan American Motor other being the Davis D-1). The Doyle Oriole was powered by a five-cylinder 65 horsepower LeBlond radial engine and was used mostly as a touring airplane. Capable of some mild aerobatics, the Doyle (like parasols) offered superior visibility and more speed (85 miles per hour than contemporary biplanes. Also, it was quite efficient, for its low power, and sported a very aerodynamic look! Built from standard materials for its day (i.e., a steel-tube fuselage with wooden wings, all covered in fabric), the O-2 was painted in a simple but pleasing factory scheme. With a bungee shock system, strong gear, and large wheels, the Oriole was at the forefront of the makeshift airstrips prevalent in the late twenties and early thirties.

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aerofiles.com

