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**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.

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CLUB OFFICERS

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

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COMING      A T T R A C T I O N S

September 7, 1991	MAXECUTER'S Summer Fun Fly.
September 21, 1991	KUDZU Flying Corps Fall Meet See announcement this issue.
September 28, 29, 1991	CAAMA/Baltimore Aerocraftsmen AA Meet at Culpepper, Virginia.
October 5, 1991	Old Timers Mini Contest at COMSAT.
November 16, 1991	Patuxent River Indoor Contest See announcement this issue.

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L O O S E      E N D S

The appearance of Otto Kuhn as the cover artist of the last issue of MAX-FAX must be mentioned. That great "staggerwing" drawing was one of three that Otto provided the Maxcuters for FAC Nats trophy art work a few years ago. Many of you out there are wearing F4B-4 FAC Nats T-Shirts courtesy of Otto. One of these days the third drawing will surface --thanks again Otto.

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Remember Rolfe Gregory's nifty construction drawing of the "Errant" in the May-June issue of MAX-FAX. Too bad some of you out there allowed your membership to lapse and missed that gem! This issue will attempt to provide a little additional information regarding Charles Day, the designer of the "Errant", and his accomplishments. The first attempt at this uncovered more information than newsletter space will allow. For example Bill Winter gave us a copy of a Saturday Evening Post article concerning an interview he had with Charles Day. The article which is very interesting was dated March 22, 1941 and was concerned principally with Charles Day's exploits in China. Next there is Rolfe Gregory's C.A.V.U. presentation from an older MAX-FAX. If there is sufficient interest we will try to fit them in a future issue of MAX-FAX. In lieu of the above this issue offers the three-view that Rolfe used as the basis for his construction drawing in a recent MAX-FAX. The three-view was not in great shape but was a copy of an original signed by Charles Day; thus providing some authentic documentation.

Now we all know about the J1 New Standard trainer built in large numbers for training WWI pilots. It was a contemporary of the Jenny and probably as popular with "barnstormers" after the big one. Paul Matt provided his usual excellent drawing of the J1 in Volume 17 of his Historical Aviation Album series.

A lesser known Standard Aircraft Company production was the "New Standard" NT-2. Why this baby has not been modelled is a question worth asking. If it has please tell us where and by whom? It looks like a natural for an FAC Scale Rubber job with practically no changes needed to areas, angles or moments. Take a look at the three-view in this issue with U.S. Coast Guard markings and colors. If you prefer some other color schemes take a well deserved vacation trip to Rhinebeck, New York (tell your better half you are going to take her for a flight over a big body of water). While there visit Cole Palen's flying circus and sign up for a ride in one of his New Standards over the mighty Hudson!

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This issue sends off Pat Daily with a big welcome to his new residence in Richmond, but not a goodbye from his many, many friends in this area. We hope to see him often enough to forget the goodbyes. It is fitting that his plan and article concerning the Inland Sport is published in this MAX-FAX. We hope you enjoy this plan; it is a great flyer. COMSAT is not the same without you, Pat!

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Bill Ceresa is tired of seeing all those flat-faced (or no) pilots in all those great scale aircraft out there. He has provided some easy to follow instructions for turning out "Tailspin Tommys" by the dozens. Come on lets get rid of all those robot controlled aircraft out there. Why, Dennis sometimes puts the entire crew in his (Lancaster)!

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A Sad Note From Claude Powell

Ken Potyen, from Lexington park, Maryland, passed away in June 1991. Ken had been a modeler in his younger years but had not been active recently. He was a MAX-FAX subscriber and always showed up at the Patuxent River Indoor Contests. He probably is best remembered for his article in an earlier MAX-FAX issue explaining how gracefully his model train augered its way from the tracks, the table and then to the floor.

FALL  
MEET

# Tubazu

FLYING  
CORPS

September 21, 1991

9:00 a.m. to 5:00 p.m.

Raeferd, North Carolina

## EVENTS:

1. WWI Biplane mass launch
2. Golden Age mass launch
3. Combined Racers mass launch
4. WWII mass launch
5. Modern Production Civilian, 1940 up  
(Any size; no homebuilt or ultralights)
6. Peanut Scale mass launch

FAC Power Scale } Flown all day;  
FAC Rubber Scale } Judging at 11:00 a.m.  
FAC Jumbo Scale }  
(Please help support this event! We have  
one of the best fields on the east coast  
for jumbo!)

\$5.00 entry fee - includes lunch  
(Lunch is \$3. for non-contestants)

PIZZA & BEER DINNER  
(Not included in entry fee)

(Special attraction: High point winner  
gets a rudder bar from a 1928 WACO mounted  
on a walnut plaque. Come & fight for this!)

Contest Director: Dave Rees  
919-778-6653

DO NOT FORGET THE GREAT SEAPLANE SPLASH  
AT DAVE'S HOME IN GOLDSBORO ON FRIDAY  
EVENING SEPTEMBER 20 - 5 PM 'TIL DARK!  
Dinner afterwards in a local restaurant,  
"Dutch Treat".

## INDOOR MODEL AIRPLANE CONTEST

NAS/NATC PATUXENT RIVER - LEXINGTON PARK, MARYLAND  
LOCATION - ROTARY WING HANGAR BUILDING 111  
DATE - SATURDAY NOVEMBER 16, 1991  
9:00 AM - 5:30 PM

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

MAJOR EVENTS (EAC Rules & Trophies awarded)  
MASS LAUNCH OTHER EVENTS

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

### SPECIAL EVENTS

- 1- FAC POWER (Electric & CO2)
- 2- WALT MOONEY COMMEMORATIVE 14 GRAM (WEST COAST) BOSTONIAN.\*\*\*
- 3- NOVICE PENNYPLANE (AMA Rules).\*\*\*
- 4- 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

\*\*\* 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  
TOM SCHMITT 1 (301) 530-0327

### IMPORTANT NOTICES:

FOOD AND BEVERAGES WILL BE AVAILABLE IN THE HANGAR AT NOMINAL PRICES  
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.

GoldenAge  
REPRODUCTIONS



ILLUSTRATED CATALOG OF 20 KITS AND HUNDREDS  
OF PLANS: \$2.50. KITS COME WITH FINEST GRADE  
BALSA, JAP TISSUE, VACUUM FORMED WHEELS AND  
CANOPY, PROP, RUBBER AND DECALS. P.O. BOX  
1685, ANDOVER, MA 01810

PHOTO PAGES

1. Photos (1) through (3) are from Pat Daily's archives which originated with his dad, a test pilot at Inland. They illustrate three versions of this issue's full-size plan of the Inland Sport designed by Pat. This photo shows Pat's model's color scheme.
2. If you want a more racy version try this one with a drag ring and wheel pants. Pat believes his dad is in the cockpit of this one.
3. Another version with a spinner. This is an easy mod of Pat's design for you out there that like to be different.
4. Pat's own model waiting for covering and color choice.
5. Pat's photo of his great looking and flying model aircraft.

FAC CONTEST AT THE NATIONAL WARPLANE MUSEUM 13 AND 14 JULY '91

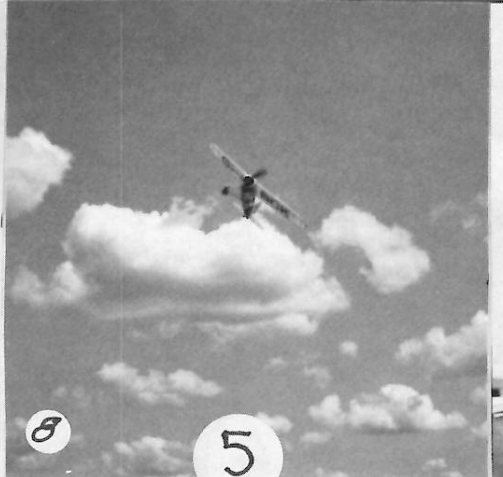
All photos courtesy of Bill Ceresa

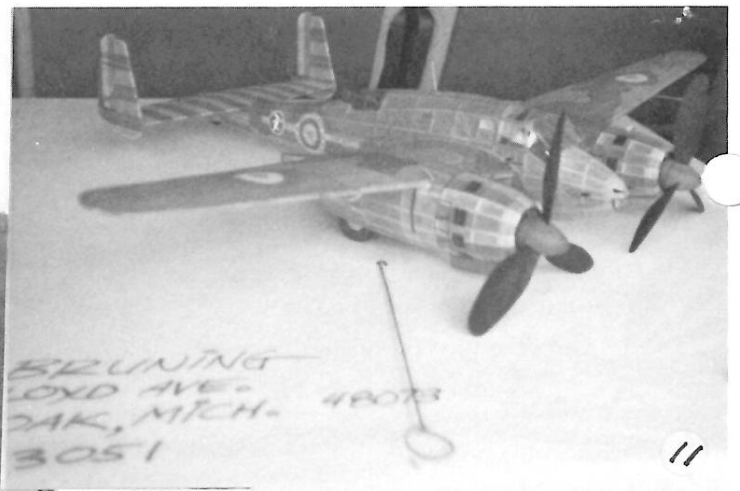
6. The hustlers behind this great GHQ fun fly; Lin Reichel and Vic Didelot.
  7. Our own Doug Buchanan launching his great flying Bucker.
  8. Paul Boyanowski's beautiful Vega overhead.
  9. Bob Anderson muscles his JUMBO Arado into the air.
  10. A great pair, Diane and Roy Courtney with Roy's high scoring Corben; a broken motor kept him from placing.
  11. Pres Bruning's magnificent Bregret 693, a terrific flyer.
  12. Another ozone generator, Tom Swift's Hi Line Powered MINI-E.
  13. Two fun-lovers from the DC area, Stew Meyers and Dan Driscoll with Stew's FLYABOUT.
  14. Like Phoenix from the ashes, Dennis Norman's BEAR rises into the creampuff filled sky. Great shot Bill!
  15. Tom Sandor's son holds his dad's beautiful Ryan.
  16. We were happy to see Ralph Kuentz back in action, here winding his Lockheed for the races.
  17. Do not let Hurst Bowers near your aircraft, specially driving his car. Don Srull's Heinkel bears mute testimony. "Believe it or not" this carcass was back in action and flying as good as ever!
  18. And here is the "Hot Stuff" wizard himself; yes, that benevolent Bostonian lyricist Vance Gilbert had it flying again that afternoon. Sorry no after photo, Vance here with his Boeing.
- - - - -
19. One of this ole modeler's favorite aircraft, Miss World's Fair magnificently built and photographed by Tom Hughston down in Plano, Texas. We are happy you are back in action Tom.

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M O R E   L O O S E   E N D S

It would be remiss not to add a few more comments regarding the recent FAC Contest at the National Warplane Museum in Geneseo. First several well deserved BRAVOS to Lin Reichel and his hard working crew for a great fun filled and exciting contest! Acquaintainces were happily renewed and new ones made. The 70 plus contestants and many spectators did not seem to mind the marginal weather on Saturday and really put on a great show of flying both days. The weather on Sunday was picture perfect except for the gradually increasing wind velocity as the day progressed. Then also we were treated to the flyout of the PBY-5A and it's return Sunday. All attendees had a wonderful time and were looking forward to the BIG ONE next year and future between FAC NATS events at Geneseo. Thanks Lin.









## NEW STANDARD NT -2

BY NED SHAW

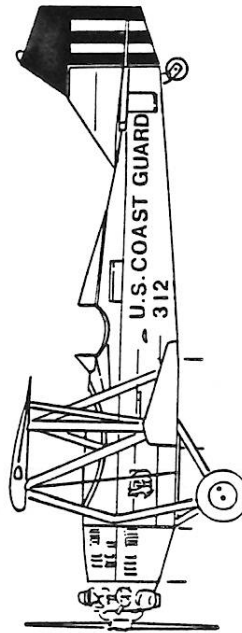
(Scale Modeler Society  
Mystic, CT - IPMS 1798)

The whole country was struggling with the Depression in the early 1930's - the airplane industry included. People did manage to scrape together a little money when the "barnstormers" flew in to fields nearby. For ten to fifteen minutes one could look down on the earth one had pounded and tilted until then. Most planes available were biplanes, mostly with two cockpits - one for the pilot, one for the passenger(s). Three passengers were the maximum (adult plus kids) that could be taken up at one time.

New Standard Aircraft Corporation of Paterson, New Jersey, designed a series of airplanes that practically doubled the number of passengers for each trip. Four passengers could sit (comfortably?) in the single "bath tub" forward of the pilot - who sat in appropriate splendor in his own cockpit. Smugglers found the big bath tub useful too. However, two New Standards flown by smugglers were confiscated by federal authorities and turned over to the U.S. Coast Guard to be part of their small air corps.

NEW STANDARD NT-2 c 1935  
245 HP Wright J-6-7 engine  
Captured from smugglers by the  
Treasury Dept. Two were flown by  
U.S. Coast Guard as 311 & 312.  
became V123 & V124 after 10/13/36.  
#312 (V-124) Commissioned 9/34,  
crashed 11/35

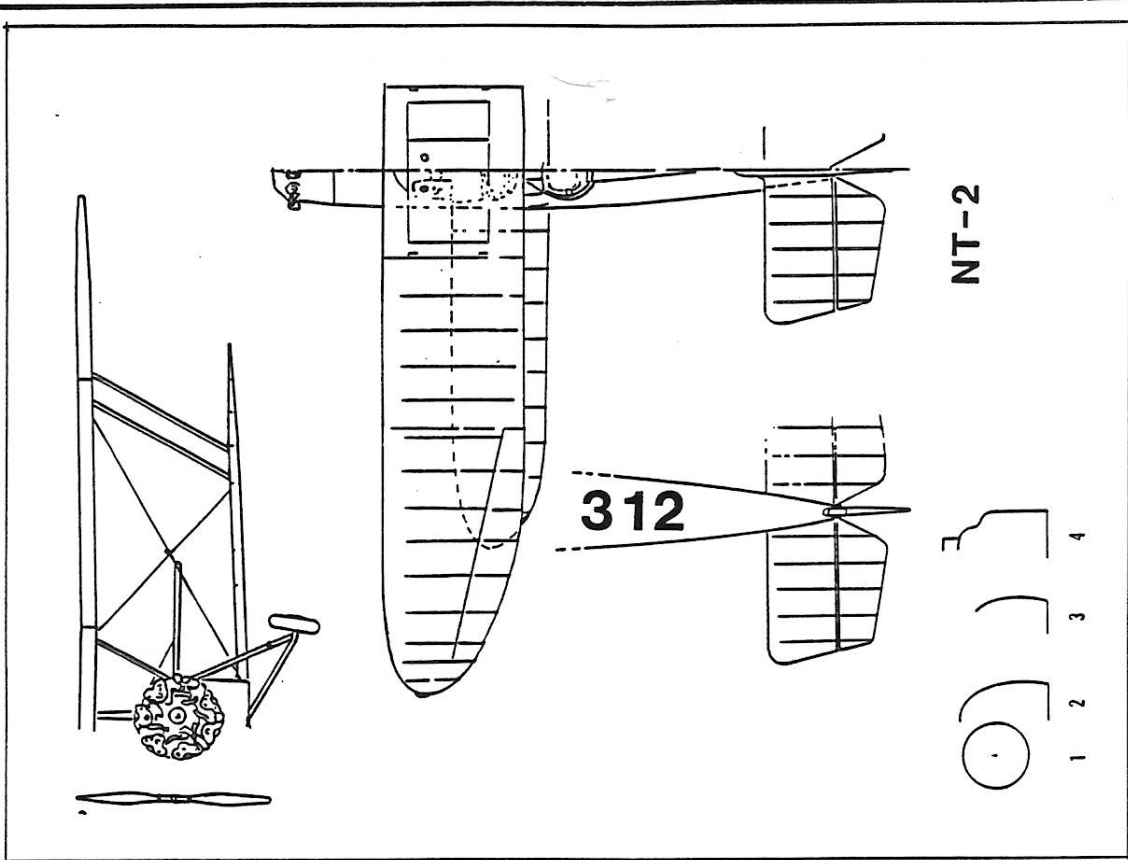
Length 26' 10"  
Span 45' 0"/32' 6"  
Height 10' 2"



Aluminum lacq. overall except  
Yellow - top of upper wing  
& elevator, stabilizer

"USCG" - bottom each lower wing  
312 - bottom fuselage (no  
photos indicate this so  
the actual location  
fore & aft is problematic)

1 2 3 4



NT-2

1 2 3 4



## THE INLAND SPORT

BY CAPT PAT DAILY, USN (RET)

Inland Aviation was a product of the boom times of the late 1920's. A young engineer, Dewey Bonebrake, designed and built a trim little side-by-side parasol monoplane with a 40hp Wright-Anzani 3 cylinder radial and sold the design to a Kansas City businessman and sportspilot, Art Hargrave, who put up the cash to go into production of the Inland Sport. The Anzani was dropped in favor of the 5 cylinder LeBlond (60hp) in the S-300 (priced at \$3485) or the Warner Scarab Jr. 5 cylinder or the Scarab 7 cylinder in the S-400 Super Sport version (price \$5975). Forty six Inland's were produced from 1928-1931 before the company folded as another victim to the Great Depression.

My Dad, Colonel Chuck Daily, was a local aviator and reserve Air Corps type in the Kansas City area when Inland was getting started. He and a few of his Air Corps buddies, Bill Greene, Bill Ong, Wilford Moore, and Bernham Diggle, all worked for Inland as test pilots-salesman-race pilots. Inland successfully campaigned the Sport in various power and trim configurations at a number of flying meets including the National Air Races in 1928-1930 where Inland did well. Inland even held the lightplane speed record of 129mph for a while. I think 3 Sports still survive, including one here in the D.C. area that my old man flew when she was built in '29. Dad went on to fly for TWA (DC2's), later was manager of the Kansas City airport before being recalled in WWII, finally serving out his time in the USAF where he retired as CO of the 442nd Troop Carrier Wing in 1962. Will Moore later wrote the Jimmy Allen and Battling Grogan series and died on the eve of WWII. Bill Ong went on to postwar P-51 racing and real estate development in K.C.

As for the model, the one represented here -- and so nicely redrawn by that master artist Bill Ceresa (of Massimo fame) -- is an Inland Sport R-400 with a Warner 5 cylinder 90 horse job. Some of the LeBlond S-300's and the Warner S-400's had a pointed nose with a spinner and sometimes a speed ring around the engine. A few sported big beautiful streamlined wheel pants. If your clever with a pen, you can convert these drawings to that version.

The model is 3/4" to the foot scale with all the wing ribs, tail ribs and fuse stringers. BUILD IT LIGHT! Construction is all 1/16" square longerons with 1/16" x 1/32" stringers. Formers are 1/16" and the nose and tail section are covered with very light 1/32" balsa. Don't forget the baggage door on the left side aft of the cockpit. Use firm balsa for the cabane struts and anchor them in the fuselage against the proper formers. The nose block is built up from medium sheets of 1/8" stock. Williams Brothers 3/4" cylinders are perfect for the engine. Make the exhaust stacks and carb intake from polystyrene tubing. Cylinder heads and rocker boxes are balsa with pins for pushrods. Spend some time on the engine--it is the focal point of the model--don't forget the plugs, plug wires and instrument panel.

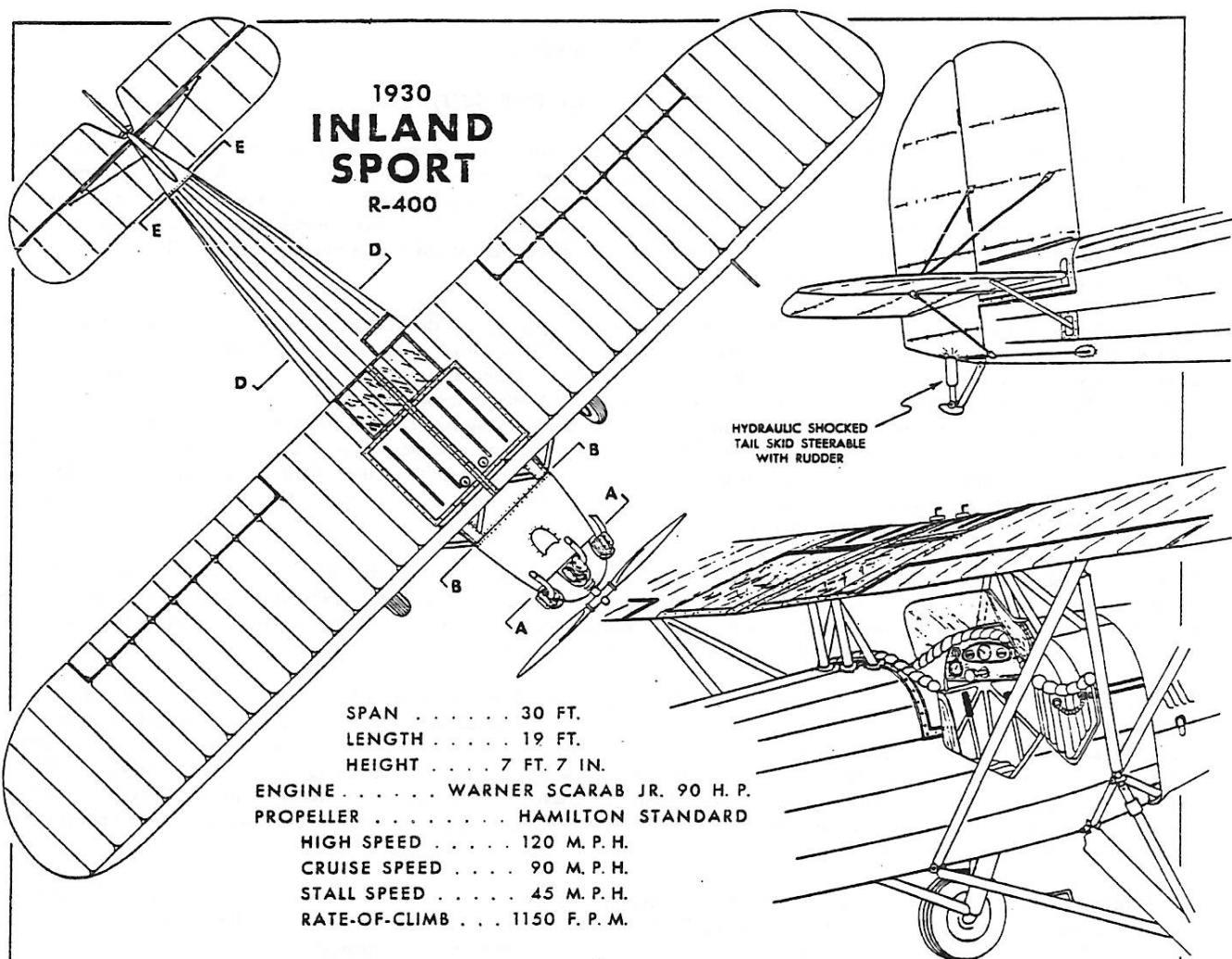
The wing has laminated leading and trailing edges and tips made from 1/16" x 1/32" balsa in 3 layers. Use split ribs with the bottom ribs made from of 5-7lb 1/32" balsa tapering from 1/8" high at the L.E. to 1/16" high at the T.E. Block up the leading edge by 1/16" before you start construction. The spar is from 1/16" 9lb balsa of the appropriate height. I added a few degrees of dihedral at the wing center and built dihedral into the wing tips. Sand the front section of the lower ribs to an upward swoop to blend into the leading edge for the proper semi-symmetrical shape.

Tail surfaces are laminated from 1/16" x 1/32" 6lb balsa. Fashion the tail skid from balsa, aluminum tubing and a basswood shoe. Landing gear is .032 wire covered with balsa. Cover the Inland with plyspan, shrink in 1/16" washout in the wingtips and dope with 2 coats of thin Sig low shrink dope on the fuse and thin laquer on the wing and tail surfaces. Don't forget the wing window and the aireron tubes that are visible in the window, and bond paper for the gas tank on the top of the wing. Don't forget the gas caps!

Assemble the Inland using pin joints for all the struts and at the top of the cabanes where they mate with the wing. Pay particular attention to the landing gear and shock struts. I used 2-3 degrees of incidence in the wing and 3 degrees of downthrust with 2 degrees of right thrust in the nose.

My Inland, registration number NC573K, is yellow with a Navy blue 3-stripe sunburst design on the top and bottom of the wings, elevator-stab, and the fin, and stripe and lettering on the fuselage. This model represents the restored NC573K that still survives in Ottumwa, Iowa. Other colors are Navy fuse with yellow or orange wings and tail surfaces, green fuse and yellow or orange wings and tail, red or orange fuse with yellow or white wings and tails. Some of the registration numbers for Inlands are: Leblond powered-- NC253N, NC252K, NC252H, NC256N, NC8088. Warner powered--NC573K, NC267N, NC255, NC543, N8088, N264N. If you want more info on the Inland, see Sport Flying June, 1968, or the Juptner books for approved ATC types. Also, the Smithsonian and AMA libraries have info on it.

My Inland Sport has 70 sq. inches of wing area and weighed in at 34 grams covered and doped. Flying weight with 4 strands of 5/32" FAI grey rubber was 46 grams with an 8" Peck prop. Average times were in the 45 second range. Both of the Inlands I've built flew very well with Brown CO2 engines and are a perfect bet for the new HiLine electric mini. Also, the Flyline kit of the Inland is perfect for Jumbo or schoolyard scale RC. If you build the Sport, send me a photo in care of the editor or president of Max Fax.



**1930  
INLAND  
SPORT**  
R-400

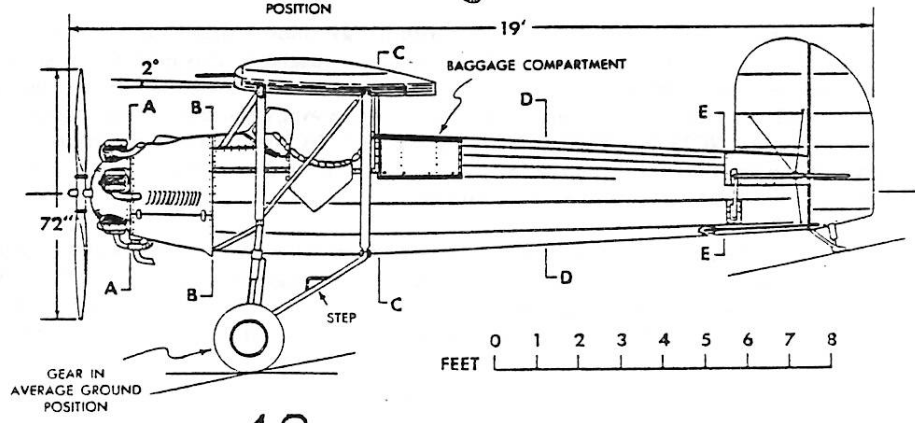
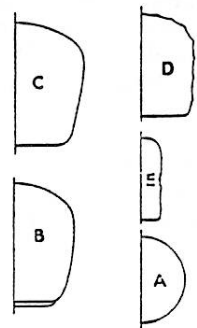
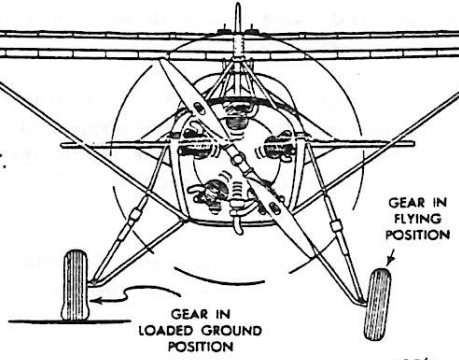
HYDRAULIC SHOCKED  
TAIL SKID STEERABLE  
WITH RUDDER

- SPAN . . . . . 30 FT.
- LENGTH . . . . . 19 FT.
- HEIGHT . . . . . 7 FT. 7 IN.
- ENGINE . . . . . WARNER SCARAB JR. 90 H. P.
- PROPELLER . . . . . HAMILTON STANDARD
- HIGH SPEED . . . . . 120 M. P. H.
- CRUISE SPEED . . . . . 90 M. P. H.
- STALL SPEED . . . . . 45 M. P. H.
- RATE-OF-CLIMB . . . . . 1150 F. P. M.



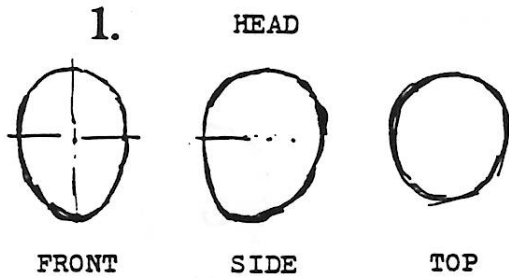
- FUEL CAPACITY . . . 24 GAL.
- RANGE . . . . . 450 MILES
- SERVICE CEILING . . . 16,500 FT.

**CONSTRUCTION:**  
The framework of the wings is built-up wood ribs and plank spars, covering of Irish linen. The fuselage and tail group is of welded steel tubing, covered with fabric. Ailerons are steel tube, fabric covered.



# Making a "BLUE FOAM" Pilot

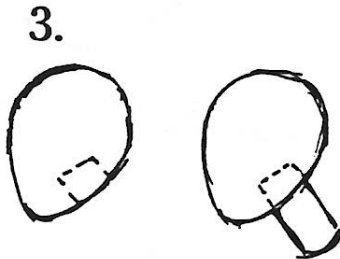
By Bill Ceresa



(Use emory boards for all sanding)



All dowel shaped pieces of blue foam are cut with sharpened brass tubes.



Cut in head to accept neck made with brass tube (sharpened) inserted 1/4" and center of cut picked out with hobby knife.

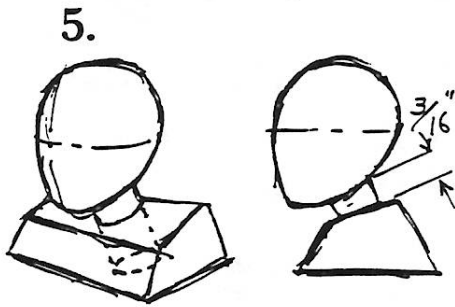
4. Make hole in trunk as shown to accept head and neck assembly. Use white glue for all assembly.



FRONT

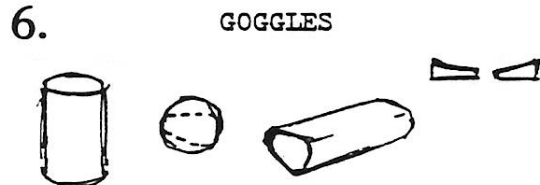
SIDE

3/4 view of trunk



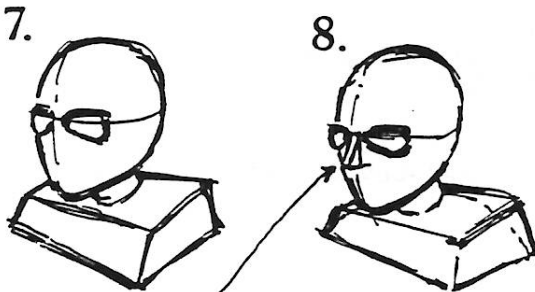
ASSEMBLED PIECES

(use white glue to assemble)



Cut dowel from blue foam and shape to final shape shown.

Cut individual goggles from shaped dowel on a slight bias to conform to head shape. (see drawing.)



← Balsa NOSE

7. Attach goggles to head as shown in drawing.

8. Nose is made of balsa cut to shape shown, attached to head and sanded round.

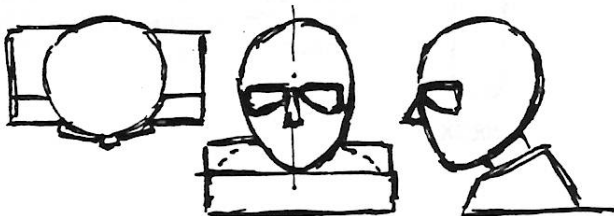


COLLAR, Make a round shaped collar as shown and put neck sized hole in center Sand to rounded shape as shown and make V cut as shown.

# Making a "BAVE FOAM" Pilot

By Bill Ceresa

10.



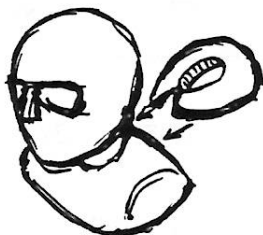
ASSEMBLED PIECES WITH GOGGLES AND NOSE SHOWN.

11.



The torso can now be sanded to its final rounded shape as shown.

12.



Shape side profile of collar as shown. Place around neck and glue in place.

12a. COLLAR IN PLACE

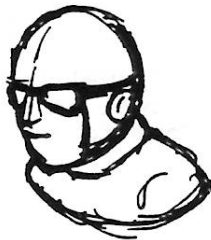


13.



Ear pieces are made from foam pieces cut and placed on pilot head and sanded to shape.

14.



Straps for goggles are made from masking tape cut to size and glued in place as illustrated. 1/64" tape is used to outline helmet edge and center seam.

The mouth of the pilot is painted on after the painting of pilot is completed.

\* Any unwanted openings can be filled with Red-Devil light spackle prior to painting.

\* Paint pilot with water based acrylic paints using appropriate colors. Goggles are outlined in dark brown as are straps. Collar can be painted dark color or lighter cream tan to simulate sheepskined lined jacket. After the paint has dried the whole figure is given a light dusting of balsa dust and then cleaned off with a clean soft brush. Use soft brushes for all these applications. If your wondering what the balsa dust does, it enhances the scale appearance by making the colors less vivid.



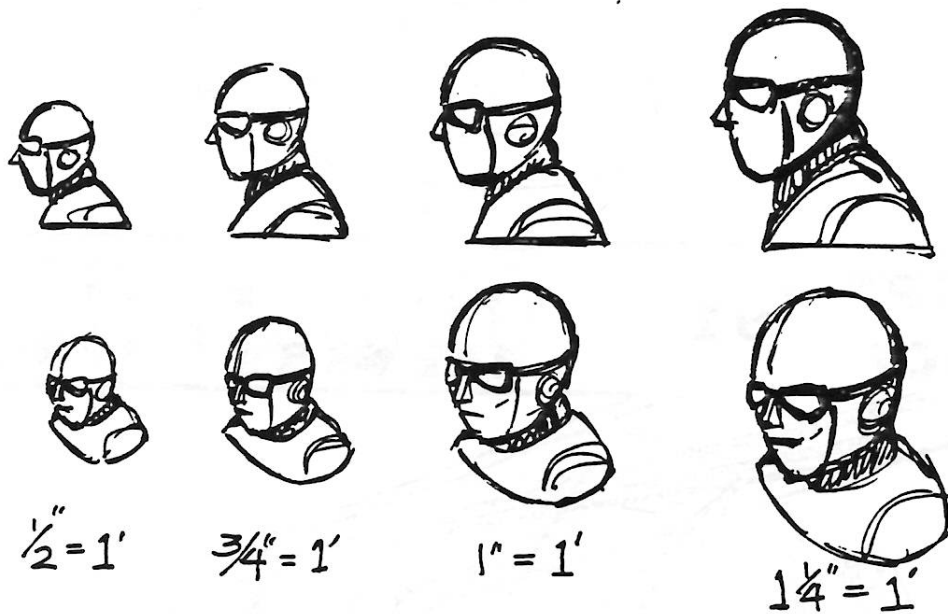
# Making a "BLUE FOAM" Pilot

By Bill Ceresa

The pilot illustrated in the article is a 1" scale version and weighed about  $\frac{1}{2}$  gram when completed. One thing I forgot to tell you in the painting instructions was I left the glass portion of the goggles the natural color of the blue foam. Do not ~~see~~ put eyes on your pilot, it looks great without them.

Don't always have your pilot facing straight forward. Have him or her look a little right or left and sometime a little up or down. Not making him ramrod straight will ~~enhance~~ enhance the feeling of a true to life pilot. HAPPY PILOT MAKING.....

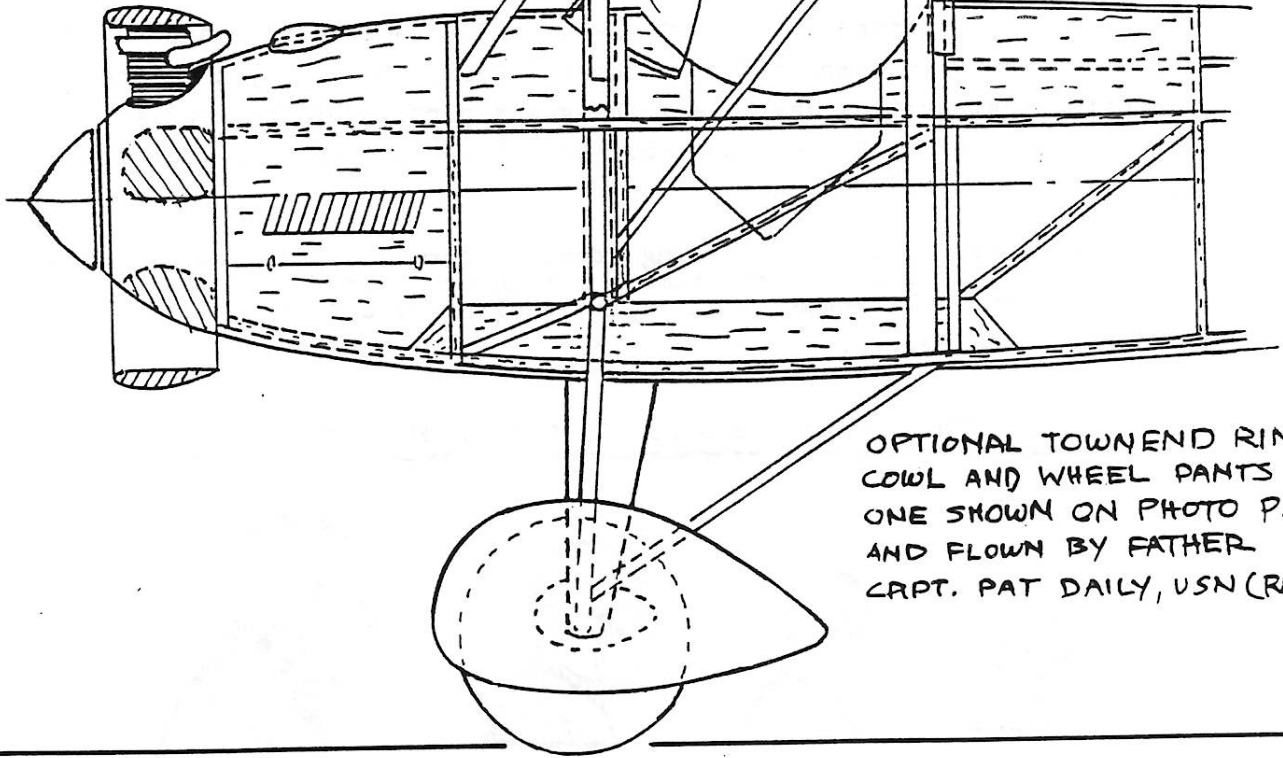
## ILLUSTRATIONS OF VARIOUS SIZE PILOT HEADS FOR DIFFERENT SCALES.



HOW ABOUT TRYING SOME OLD TIME PILOTS ? ENCLOSED ARE A COUPLE OF EXAMPLES I SKETCHED FOR YOU.....



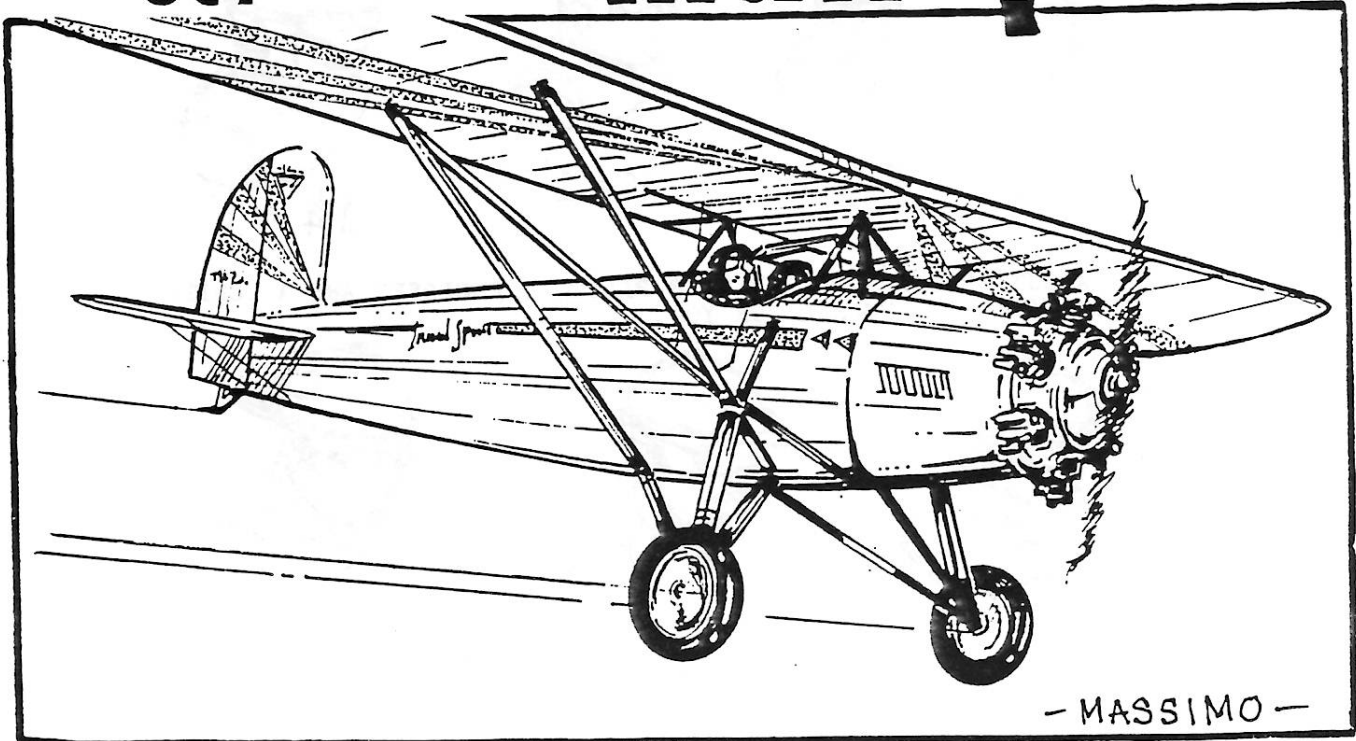
*Inland Sport*



OPTIONAL TOWNEND RING  
COWL AND WHEEL PANTS AS  
ONE SHOWN ON PHOTO PAGE  
AND FLOWN BY FATHER OF  
CAPT. PAT DAILY, USN (RET.)

SEPT '91  
OCT

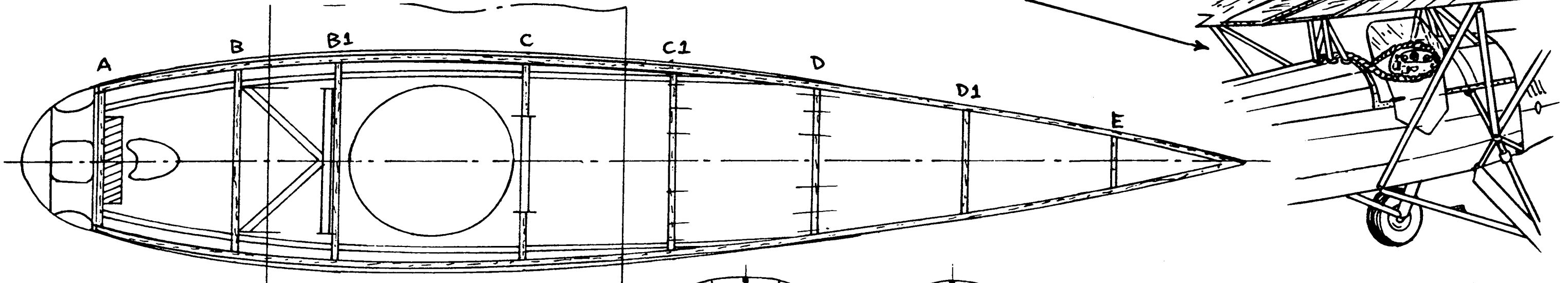
**max-fax**



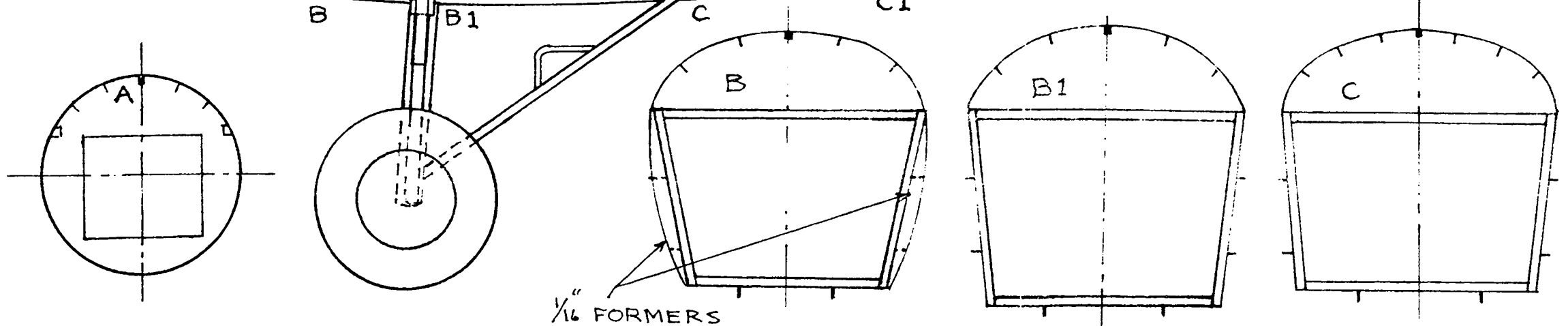
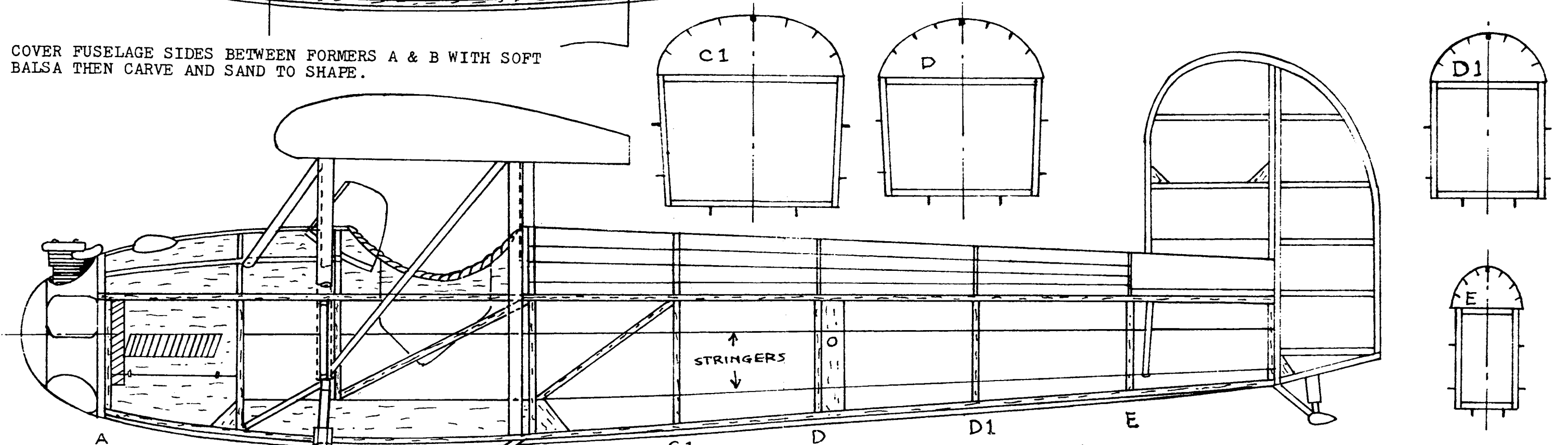
- MASSIMO -

SIDE FUSELAGE STRINGERS BEGIN LEVEL WITH FORMER B & THEN GRADUALLY TAPER TOWARD BACK OF FUSELAGE AND BLEND AT TAILPOST. BOTTOM STRINGERS ARE ALSO DONE IN THE SAME MANNER EXCEPT THEY START AT FORMER A.

INSERT TO SHOW DETAIL OF STRUT ARRANGEMENT



COVER FUSELAGE SIDES BETWEEN FORMERS A & B WITH SOFT Balsa THEN CARVE AND SAND TO SHAPE.



**Inland Sport.**  
 DESIGNED AND DRAWN BY  
 CAPT PAT DAILY, USN (RET)  
 RETRACED BY  
 BILL CERESA

