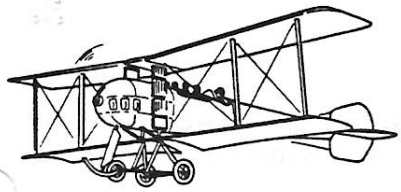


Seven Passenger Breguet — 1911

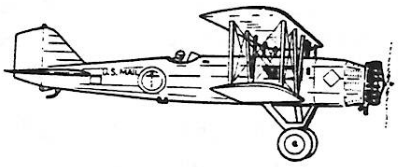
D.C. MAX

MAXECUTERS

Martin M-130 Clipper — 1935

British Hannibal — 1930

DUES DUE



Boeing Transport — 1927

NOVEMBER/DECEMBER 1992

UPCOMING EVENTS

November 6 '92: Indoor flying at Sherwood School, 7:30 to 9:30 pm.
November 14 '92: Tentative date for PAX River. Call Claude, 301 872-4015.
November 20 '92: Indoor flying at Sherwood School, 7:30 to 9:30 pm.
December 6 '92: Maxecuters Christmas Banquet. See Club News.
December 12 '92: Indoor flying at Sherwood school, 4:00 to 7:00 pm.
January 15 '93: Indoor flying at Sherwood School, 7:30 to 9:30 pm.
January 23 '93: Bull session at Pat Daily's preceded by tour of museum at Richmand VA. Details to follow in next MAX FAX.
January 30 '93: Indoor flying at Sherwood School, 4:00 to 7:00 pm.
February 5 '93: Indoor flying at Sherwood School, 7:30 to 9:30 pm.
February 13 '93: Bull Session at Jerry Paisley's, 7:00 pm.
February 20 '93: Indoor flying at Sherwood School, 4:00 to 7:00 pm.
March 26 '93: Indoor flying at Sherwood School, 7:30 to 9:30 pm.

CLUB NEWS

ALLAN SCHANZLE

THE SUMMER FUN FLY ..... ALMOST PERFECT

Saturday September 12 dawned with the promise of a great flying day for our annual summer contest. Two days before, on Thursday, a cool front came through the Washington DC area, and the following day, Friday, which is usually the windy day after a front passes through, was relatively calm. Friday evening was beautiful. We had a get-together at my place to shoot the bull, drink a few cool ones, and tell lies about all the models we plan to build. By 7:00 PM, it was dead calm, and I figured we had it made for a perfect day on Saturday. Dave Rees arrived from North Carolina at 10:45 PM, and those that were still hanging around chatted for another hour.

Saturday started with all the expectations a CD could want. Sun, calm, and cool.... Perfect weather. Dave and I arrived at the field at 8:30 to get set up for the contestants, but dadgumit, the wind started to pick up. In fact, it got plain and simply windy. how could this happed? Is Edsel Murphy really going to appear and screw up another good contest?

By noon, the wind had begun to calm down, and by 2:00 PM, it was downright near perfect. And was Dave Rees bloody glad he made the

trek up north, When it was all over, he showed us northerners how to it should be done. Check the details of the contest results included in this issue and you'll find he won four events and took second in one. Good grief. Eighty percent of an "Ace" in one day.

Thanks to all who came and participated. To the best of my recollection, the 33 contestant entries made this the largest contest we have sponsored. Compare this to the AMA NATS, where, I am told, there were a total of 4 or 6 entries in both indoor and outdoor rubber scale. Hum.... It's a shame the message hasn't gotten through to the folks that run our National organization.

AND SPEAKING OF AMA, ..

Let's give credit where credit is due. As noted in a previous issue of MAX-FAX, we were denied permission to fly at COMSAT earlier this year. To make a long story short, we finally got permission, but primarily because we were covered by the AMA insurance. Many thanks go to Jerry Paisley, Tom Schmitt, and COMSAT employee (and now a lifetime member of the Maxecuters!!!), Bob Marchese for doing the legwork to allow the Maxecuters to again fly in the tall green stuff on COMSAT property that is so forgiving to our models.

IT'S INDOOR FLYING TIME

Check the upcoming events and you'll see two sets of flying times at Sherwood High school. Yes, Sherwood, which is where we used to fly before they initiated a renovation program for that school. So it's back to the Ashton Md area this year. But the flying times have changed. Some of the dates are Friday evenings (7:30 to 9:30) and some are Saturdays (4:00 to 7:00). So be sure to check which flying day is appropriate for a given weekend.

INDOOR FLYING AT FLOYD BENNETT FIELD

We received a not from Tony Peters up in New York. It reads as follows:

"The Metropolitan Sports Squadron in cooperation with the National Park Service's Gateway National Recreation Area at Floyd Bennett field in Brooklyn, is arranging for a yearly cycle of flying meets inside the huge Blue Nose Hanger. We plan to have a regular series of four weekend meets each year. We have two definite dates this fall: Saturday and Sunday, October 24th and 25th, and Saturday and Sunday, November 14th and 15th. We have tentative dates for next year: the weekends of March 20th and 21st and April 17th and 18th, 1993."

For directions and details call or write:

Don Ross
38 Churchill Rd
Cresskill, N.J. 07626
(201) 568-5272

THE CHRISTMAS BANQUET

Here I am writing this stuff about the Christmas Banquet, and it's only mid-September. For details on cost, location, and reservations, call Terry Pittman at the phone number given on page 1 of this issue.

A "PASSING" THOUGHT

It is with sadness that I report the passing of Paul Garber

(Continued on page 7)

THE 40 POINT RULE.... CHEATING TECHNIQUE NUMBER 1

WHEEL PANTS

Allan Schanzle

Well, well, well. The title got your attention, eh what! 'Tis the technique of any perpetrator of corruption. Fitting, isn't it, for one who lives in the metropolitan Washington D.C. area!!

So what's the big deal about wheel pants? Well, the last model I built was a Flyline kit of the Earl Stahl Stinson Voyager for the Herb Clukey/Flyline Commemorative event at our Summer Fun Fly. This model had wheel pants, of course, which offer about as much appeal as a brussels sprout and applesauce sandwich. But I figured it would serve as another aircraft for those Golden Age events, and Jerry Paisley's Stinson, which he built over a year ago, flew like gang-busters from day one.

When it came time to build and mount the bloody wheel pants, I pondered for what seemed like an eternity until it finally hit me. All rules were made to be bent.... not necessarily broken, just bent a little. The word "bent" stuck in my scattered-brained mind. Bent, bent,.....bent. Of course, BENT! That's it, bend the landing gear wire so that IT holds the wheel pant, and don't depend on gluing the pant to the landing gear strut. A few quick sketches solved the remaining problems, and what you see in the Figure is the result. In addition to offering a technique for holding on the wheel pants without ten ounces of epoxy, it also offers a reduction in use of wheels, as you only need one wheel, cut in half. Actually, no one noticed the non-rotating wheels until I pointed it out to President Paisley, who, as I recall, told everyone to come over to see how Schanzle cheated on the wheels and pants on his new Stinson. Oh well, its a cheap price to pay for being known as a "cheat".

The basic idea is to NOT make the pant hollow, as tradition dictates, but when making up the laminations, leave the internal pieces solid, and remove just a small portion at the bottom where the wheel would normally be inserted. Then, bend the landing gear wire so it rests against the bottom of these "recessed" internal laminations. Cut a plastic wheel in half and glue it in place. Nifty, eh what?

If any of you folks have other "cheating" techniques that still meet the spirit of the "40 point rule" used for mass launches, send 'em in. We'll gladly be the proponents to propagate and perpetuate such pornography.

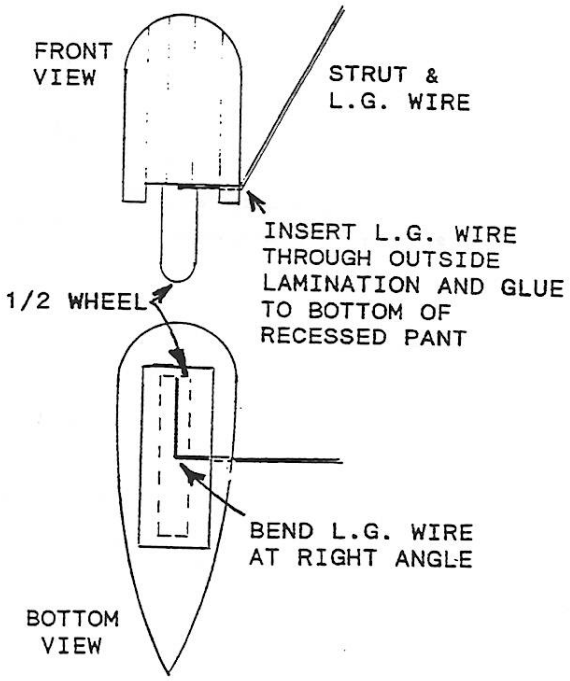


PHOTO PAGES

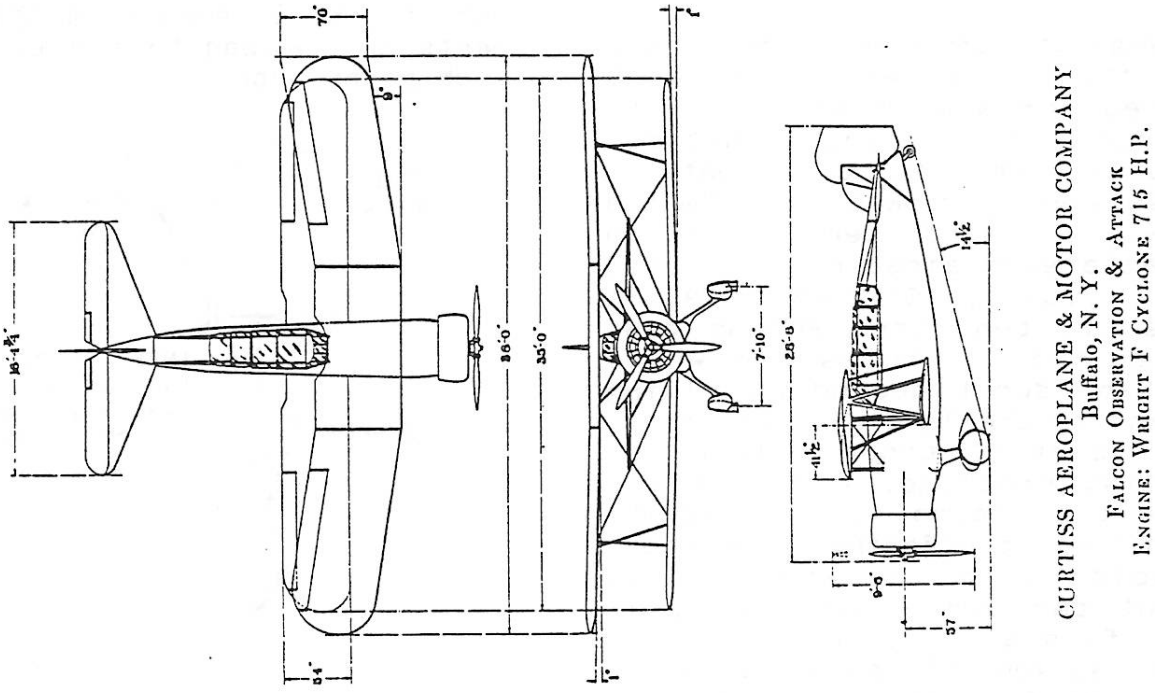
1. The full size plan for this issue is a little different; a CO2 powered ME-262 test aircraft by Allan Schanzle.
2. Another view of the model; a good flyer on CO2, with a flight max at the FAC NATS MK VIII.

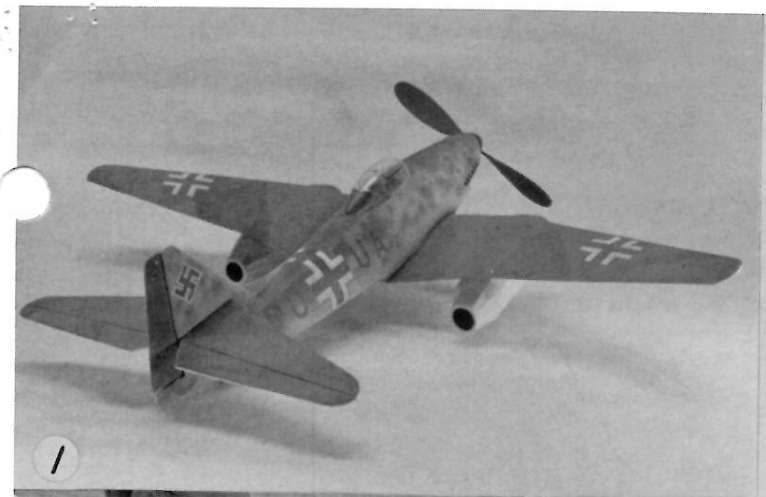
MAXECUTER'S SUMMER FUN FLY

3. Allan took a break from CD'ing to wind his Stinson entry for the HERB CLUKEY Memorial Event.
4. Bob Marchese our man at COMSAT and benefactor flew his Zero in the Midway event. Thanks again Bob for helping.
5. Our two scale judges, Pat Daily and Dave Rees hard at work with Don Srull's MIG-15.
6. Allan Luehrmann not only suggested the HERB CLUKEY Memorial Event for our fun-fly but also had great-looking T-shirts made; and then won the event with Herb's Flyette design. If you did not obtain one of the T-shirts at a nominal cost of $10.00 contact Allan; he may have some remaining.
7. John Lewars came from Pennsylvania with a hangar full of electrics; seen here with his Micro-4 powered AVRO.
8. Don Srull ready to launch his PWS-11. This aircraft won the Pres Bruning event at the FAC NATS.
9. The "paparazzi" get no respect at Shangrila; we can only hope that Bert's tongue was sun-burned while winding his Howard for the Herb Clukey event.
10. First test flights of Dave Rees Libelle were very successful. It's power is HI Line's new dual electric motor; look for the November magazine ads for sale information.
11. John Houck with his Brewster Buffalo waiting for the Battle of Midway event launch count-down.
12. Always smiling Marty Schindler with a Stinson ready for the Herb Clukey memorial event.

FAC NATS MK VIII

13. Russ Sandusky's great photo of the Warplane Museum's PBY on a fly-by.
14. A view of the the electric fans in the A-10 Warthog by Dave Rees.
15. Another of Dave Stott's great scale aircraft the ANEC III; if it has a ladder Dave has to build it!
16. Pres Bruning' PEANUT Arado 198; a complicated little aircraft neatly done. Photo by Russ Sandusky.
17. Another photo by Russ; this one of Mike Midkiff's great flying Brandenburg.





1

2

3

4

5

6

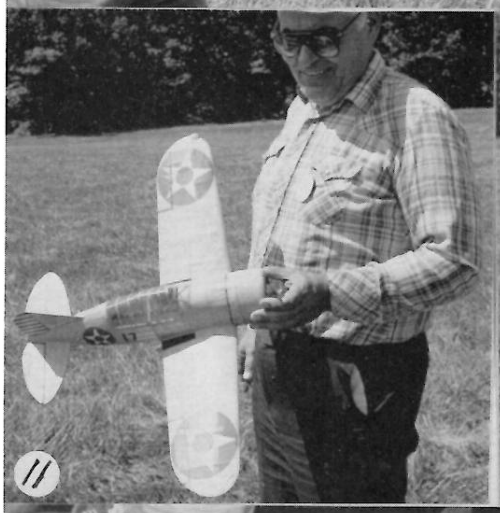
7

5

8

9

10



11

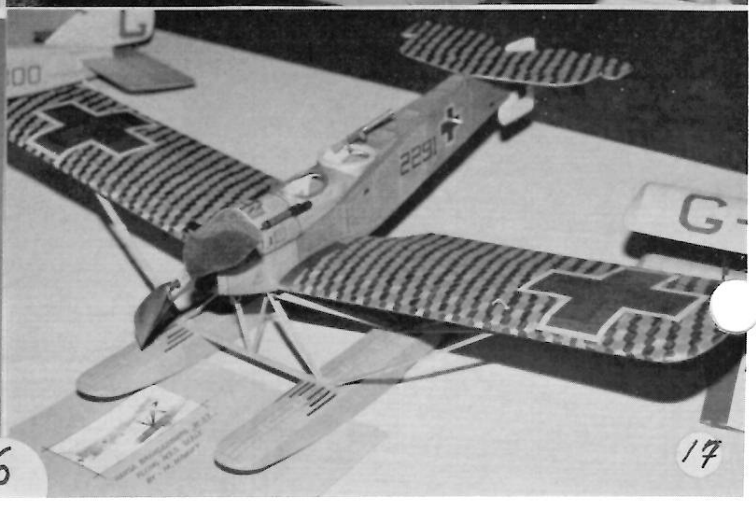
12

13

14

15

16



17

SUMMER FUN FLY 1992

FAC SCALE

NAME	AIRCRAFT	STATIC: CONSTRUCTION	STATIC: LOOK	STATIC: WORK	STATIC: TOTAL	STATIC: BONUS	FLIGHT (SEC.) 1	FLIGHT (SEC.) 2	FLIGHT (SEC.) 3	SCORE
1. DAVE REES	COLIBRI MB3	30	20	12	62	10	114	-	-	153.
2. CLAUDE POWELL	RYAN M1	20	18	9	47	3	120	-	-	132.5
3. DON SRULL	MIG 15	18	18	10	58	5	100	-	-	128.5
4. JOHN HOUCK	JUNKERS J1	26	19	11	56	15	57	-	-	128.
5. JERRY PAISLEY	BREWSTER BUFFALO	27	18	10	55	5	73	-	-	126.5
6. SCOTT PAISLEY	FOKKER D7	14	18	8	40	15	80	-	-	125.
JERRY PAISLEY	CESSNA C 145	22	19	10	51	0	33	61	-	111.5
7. GLEN SIMPERS	MACCHI C.202	29	19	10	58	10	41	38	42	110.
8. BUD CARSON	NIEUPORT 17	11	14	10	35	15	57	-	-	107.
9. PAUL GAERTNER	J3 CUB	25	18	11	54	0	31	32	32	86.
10. BILL BELL	STINSON VOYAGER	22	15	9	46	0	32	32	37	83.
11. ROLF GREGORY	CESSNA AW	16	15	7	38	0	34	38	-	76.
'ARVE YODER	P-47D	11	16	5	32	5	33	38	-	75.
..dERT PHILLIPS	RYAN BLUEBIRD	12	15	7	34	0	31	31	31	65.

POWER SCALE

NAME	AIRCRAFT	STATIC: CONSTRUCTION	STATIC: LOOK	STATIC: WORK	STATIC: TOTAL	STATIC: BONUS	FLIGHT (SEC) 1	FLIGHT (SEC) 2	FLIGHT (SEC) 3	SCORE
1. DAVE REES	COLIBRI MB2	30	20	12	62	10	113	-	-	144.5
2. ALLAN SCHANZLE	SIEBEL HUMMEL	26	19	11	56	10	105	-	-	137.3
3. TERRY PITTMAN	BERNARD 201T	26	19	11	56	0	33	60	31	120.5
ALLAN SCHANZLE	ME 262	24	18	11	53	10	45	55	-	116.5
4. MARK HOUCK	BABY ACE	19	19	7	45	3	22	71	74	113.5
5. ROLF GREGORY	CORBIN SUPER ACE	9	9	3	21	0	31	-	-	52.

WW-I

NAME	AIRCRAFT	ROUND ELIMINATED 1	2	3	4	5	PLACE
FLIGHT A							
REES, DAVE	MARTINSYDE ELEPHANT				X		2
POWELL, CLAUDE	ALBATROS DV	X					
MEYERS, STEW	FOKKER D7	X					
PAISLEY, SCOTT	FOKKER D7						1
YODER, MARV	ALBATROSS D5		X				
FLIGHT B							
HOUCK, MARK	NIEUPORT 12 C-2			X			3
DAILY, PAT	ALBATROSS D5	X					
BELL, BILL	FOKKER D7	X					
SRULL, DON	DH 6			X			
HOUCK, JOHN	JUNKERS J1		X				
CARSON, BUD	NIEUPORT 11		X				

WW-II

NAME	AIRCRAFT	ROUND ELIMINATED 1	2	3	4	5	PLACE
FLIGHT A							
REES, DAVE	FAIRY FULMAR						1
POWELL, CLAUDE	Me 109	X					
PAISLEY, JERRY	P-47					X	2
ROWSOME, FRANK	F6F		X				
MARCHESE, BOB	F4F	X					
FLIGHT B							
DRISCOLL, DAN	P-51	X					
YODER, MARV	P-47D		X				
KOPPENHAVER, BRIAN	F4U		X				
PITTMAN, TERRY	P-47			X			
GRAHAM, MIKE	SPITFIRE	X					
SIMPERS, GLEN	MACCHI C.202				X		3

CLUB NEWS (Cont.)

on September 23, 1992. Paul was the Historian Emeritus of the Smithsonian Air and Space Museum and responsible for obtaining many of the airplanes you see when

(continued on page 8)

SUMMER FUN FLY 1992

GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED 1	2	3	4	5	PLACE
FLIGHT A							
REES, DAVE	PIPER J4						1
POWELL, CLAUDE	RYAN M1	X					
PAISLER, JERRY	PIPER J4			X			
MARCHESE, BOB	GYPSY MOTH	X					
DRISCOLL, DAN	FUNK				X		3
MOSKOW, MIKE	TAYLORCRAFT	X					
FLIGHT B							
YODER, MARVE	FAIRCHILD 24		X				
HOUCK, JOHN	REARWIN SPEEDSTER	X					
DAILY, PAT	CORBEN ACE		X				
KLEINERT, RANDY	PIPER J3					X	2
GRAHAM, MIKE	STINSON TAPERWING	X					
GREGORY, ROLF	BELLANCA	X					
FLIGHT C							
BELL, BILL	MONOCOUPE	X					
SRULL, DON	STINSON	X					
KRANIS, DAN	CESSNA C-34		X				
SIMPERS, GLEN	TAYLORCRAFT	X					
SCHINDLER, MARTY	HOWARD	X					
CARSON, BUD	CORBIN		X				
BUCHANAN, DOUG	ALLIED SPORT	X					

SINGLE SORTI MASS LAUNCH EVENTS

EVENT	NUMBER ENTRIES	1st	2nd	3rd
MIDWAY	8	FRANK ROWSOME	JERRY PAISLEY	JOHN LEWARS
CLUKEY/ FLYLINE	9	JERRY PAISLEY	SCOTT PAISLEY	ALAN LUEHRMANN
TRANS-COMSAT SPEED	30?	TERRY PITTMAN		
TRANS-COMSAT NAVIGATION	30?	TERRY PITTMAN		

CLUB NEWS (Cont.)

visiting that facility. Paul was our Christmas Banquet guest speaker several years ago. If I recall correctly, he said he went hang-gliding for the first time at the ripe young age of 81. Such is the life of the real contributors to any field of endeavor. Fly high, Paul.

THIS ISSUE

The feature plan is by yours truly, and of course, has its roots in Der Vaterland. By now you've no doubt opened the fold-out plan and noticed that it is a CO_2 version of the prototype of the Me 262, a twin jet. Be sure to read the accompanying article, as it describes why this is a legitimate propeller driven twin jet!!!!!

There are also a few construction hints on how to mount spinners and how to cheat on attaching wheel pants for those 40 point mass launch models. The flying lesson involves what appears to be close to optimum combinations of rubber, prop size, and weight for two sizes of models. You'll also find an extra plan of the FLYING ACES Navy Pursuit, published in the January 1934 issue of that magazine. And of course, add photos from Tom Schmitt and you have the full package. Enjoy.

THE MESSERSCHMITT Me 262 V1 PROTOTYPE

Allan Schanzle

Your absolutely right! This one exceeds all limits of common sense. Why would anyone want to build a model of a beautiful twin jet and stick a flippin' prop on the front? Why?? Because that's the way the bloody Krauts did it, that's why!!!!!

"What?", I hear you cry. "Schanzle has gone medium-well wacko, blaming his ancestors for putting a prop on a jet." Read on, lads and lassies, for that's exactly what the boys from the Willie Messerschmitt factory did, but with good reason. For extensive details of the history of this aircraft, I refer you to the reference given on the plan. I'll try to summarize the history of the V1 prototype in a minute, but first, a few words about the performance of the model.

If ever there was a case of "flying off the boards", as we are wont to say, this mother has to be it. I built in 1/16 inch of washout in each tip and put in a touch of down and right thrust from the start, with a tad of left rudder. When trimming was completed, the additional adjustments were a bit of tail weight (ugh!), a tad more left rudder, about 1/32 of an inch of up elevator, and a tweak of more right thrust. That's it, really. Within five to seven flights, it was trimmed, and stable as any high-winged monoplane I've ever built. Let's hear it for Willie-the-Kraut.

A few words about the construction. If you choose to build this model, be prepared to become a member of that select group that is commonly considered to be "a few bricks shy of a full load". Yes, it's different, but it 'taint simple to construct. The model was built after completing the drawings (Gads. What a radical approach to honesty). I found that the rear of the wing did not fit the fuselage the way it should, so rather than rebuild the thing, I puttered around until it looked as good as possible. I changed the drawings so it should be more realistic, but if you're crazy enough to build this model, be aware that things might not fit in this area.

Take notice on the plans of the "Notes". You'll find that some of the stringers lie on top of the formers, while others lie in notches. This is to make it easy to line up the stringers as well as provide surfaces for attaching the tissue covering between stringers.

I made a few minor changes to the 3-view based on the photos in the reference. These include the front view of the canopy and the air scoop. The stab was also enlarged, which I'm sure helps in the stability department. The landing gears are plug in, as shown in the July/August 1989 issue of MAX-FAX.

Finally, I can hear you cry, "Why in the name of HUNG did you make this for CO_2 rather than rubber. Look at the length of that snoot and the width of the fuselage." Two reasons. First, I've had incredible luck with CO_2. Second, when you look down through the front of the fuselage, you'll see that there isn't all that much room for rubber in the vertical direction, particularly when you

want to build a one-piece wing. If you got the hots for a rubber version, do it. The weight of mine came out at just under 2 ounces, including one of the new Brown engines, a 6 cc tank, and an 8 inch Paulownia prop. Enough for the model. Let's give a brief history of the real thing.

The Me 262 design was initiated in 1938 to accommodate the use of axial-flow turbojets that were being developed by BMW. These new engines were originally scheduled for availability by December 1939, and it was envisioned that the aircraft would attain a top speed of 560 mph. That would certainly get the attention of the hottest of P-51 pilots!!!

By March of 1940, it was apparent that the new engines, which had been designated as the BMW 003, were not going to be ready on schedule. Junkers had also been developing a turbojet, (the Jumo 004), and these were being considered as alternatives to the BMW 003. These also encountered development problems, and as a result, the first prototype of this jet (designated as the Me 262 V1 with identification letters of PC+UA) was fitted with a Junkers Jumo 12 cylinder 210G liquid cooled engine in the nose of the fuselage to permit some basic testing. This version was flown in April 1941 with Flugkapitan Fritz Wendel as the test pilot. He reported very good handling characteristics.

By mid November 1941, the first flight-cleared BMW 003 turbojets arrived at the Augsburg test facility. These were fit to the Me 262 V1, but as a precautionary measure, the Jumo 210G piston engine was retained. After extensive static trials, the prototype V1 was cleared for flight testing on March 25, 1942. Flugkapitan Wendel barely succeeded in clearing the hedge at the end of the runway, even with all three engines in operation. After attaining an altitude of about 165 feet, the left turbojet flamed out, followed shortly by a similar incident with the starboard engine. About this time, I'm sure that 'ole Fritz Wendel was bloody glad he had insisted in retaining the Jumo 210G, as he managed to complete a circuit and make a safe landing.

So there it is, folks. The Me262 V1 did indeed fly, on one occasion, with a piston engine and two turbojets. My jets are non-functional, just like the real ones shortly after takeoff!!!

One other note of interest. I'm sure all of you know that the Me 262 used a tricycle landing gear. Right. But not so on the first few prototypes. The V3 (PC+UC) first flew on July 18, 1942, with only two Jumo 004 turbojets. It had been calculated that the plane should "unstick" at 112 mph. Fritz Wendel again undertook the chore of testing this new aircraft, and after several high speed taxi trials, he concluded this mother was not about to become "unstuck" under any conditions. It turned out that the elevators were completely ineffective, apparently due to the high angle of attack with all wheels on the ground. One of the test team members suggested Wendel tap the brakes at 112 mph. It worked just like magic, and at 8:40 AM, the Me 262 V3 took off under turbojet power alone. The flight lasted 12 minutes, after which Wendel commented, ".... it was a sheer pleasure to fly this new machine. Indeed, seldom have I been so enthusiastic during my first flight with a new aircraft as I was with the Me 262." Tapping the brakes was obviously not a good operational procedure, so the ultimate solution was to incorporate a tricycle gear.

TURNING AND MOUNTING SPINNERS WITH PERFECTION

Allan Schanzle

Turning a spinner to be perfectly true is no problem: Most of us simply mount a piece of wood dowel or similar material at a right angle (90 degrees) into a piece of balsa block and insert the dowel into a drill or Dremel. Turn on the drill and lightly press the balsa block against a piece of sandpaper held firmly to a block of scrap pine. Perhaps you use ADC sanding blocks, which is my approach. Regardless of your method, you end up with a perfectly true spinner mounted on a dowel. OK, smarty pants, now how in the name of Hung do you cut the spinner to fit over the prop and at the same time, ensure that when the prop shaft turns, the spinner will still rotate perfectly true?

"Impossible", I hear you cry, to which I respond, "Meadow Muffins". Impossible is what I thought too, until I decided there had to be a way. As usual, the process is, as I like to tell my students, "obvious to those to whom it is obvious" Let's make it obvious to all of you. But first an observation. This technique will not work if you are using a very thin wire for the prop shaft. The thicker the wire, the better.

1. Start with the same procedure noted above for producing a true spinner, but with one exception: *Don't* use a wood dowel or a piece of tubing as the material you insert into the drill. Choose a piece of thick music wire that is the same diameter as you plan to use for the prop shaft. Have you got that, folks, 'cause without it, this whole technique is about as useful as 15 pound balsa? Let's make sure. Mount a piece of wire whose diameter fits the hole in your prop into your raw piece of balsa block. Make it extend out about an inch from each end of the block. See Figure 1.

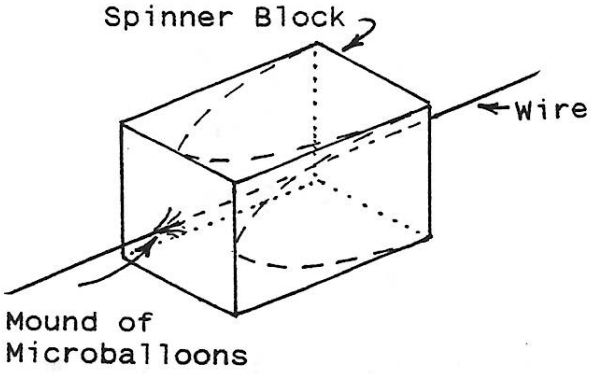


Figure 1

2. Once the wire is inserted through the balsa block, glue it in place at both locations where it protrudes from the balsa using an instant glue. Reinforce the protrusion at the location that will be the front of the spinner by mounding a bit of microballoons or baking soda around the wire and give a second shot of instant glue.

3. Insert the wire sticking out the front of the spinner into the drill and shape the balsa block. Don't worry about shaping the very front of the spinner where the wire gets in the way. You can do that small

section later on.

4. O.K. You're finished shaping the spinner. Don't remove the wire from the spinner, but take your Dremel and the smallest pointed tool you have that will grind away the inside of the spinner from the back side. After grinding away a bit, cut small notches in the back of the spinner where the prop blades will fit into the spinner (Figure 2). Grind a little more, notch a little more. Grind ....., notch ..... To test how much you need to grind and notch, slip the prop over the wire from the back side and test the depth of the notches. Continue grinding and notching until you have the proper location of the spinner on the prop. Have you noticed something... like the spinner being dead center on the prop? Bingo, you got the message. As long as the wire is permanently affixed to the spinner and you slip the prop over the wire, that spinner is perfectly centered on the prop. How 'bout that, folks.

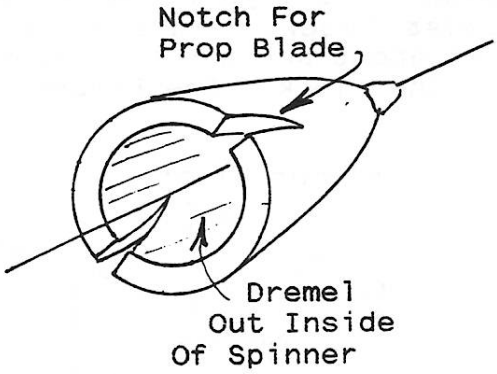


Figure 2

5. Once you have the spinner ground out and notched, make sure you have accommodated your choice of free wheeling mechanism. Then, when all else is ready, slip the prop over the wire and into the spinner. Fill in the gaps between the notches and spinner with microballoons, and instant glue the sucker in place, once and for all. Remove the wire with care and finish shaping the front-most part of the spinner.

There you have it, friends, a perfectly true spinner and perfectly centered on the prop. You're welcome.

GOOD COMBINATIONS FOR FLYING MODELS

Dave Smith and Allan Schanzle

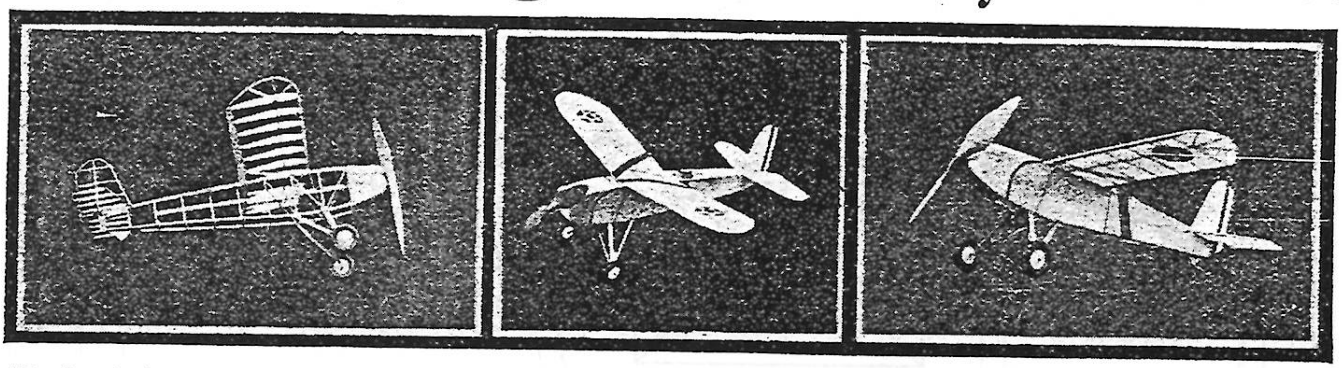
Dave Smith, from Columbia South Carolina, (just how many "Dave Smiths" are there in the FAC?) has obtained very good flying characteristics with the following combination.

Model Wing Span:	20 - 22 inches
Wing Area:	60 - 70 sq inches
Model Weight:	1 oz, no rubber
Prop Size:	Peck 8", bend in more pitch
Rubber Motor:	2 loops, 1/8 FAI, each strand 30"

I have also had some reasonably good success with the following combination for larger models.

Model Wing Span:	26 - 30 inches
Model Weight:	1.5 to 1.8 oz, no rubber
Prop Size:	Peck 9 1/2", more pitch optional
Rubber Motor:	2 loops, 5/32 FAI, each strand 36"

Fly the Flying Aces Navy Pursuit!



"Look at that model climb!" If you model enthusiasts want to hear those words, take a look at the plans and instructions printed here for the Flying Aces Navy Pursuit, build the ship—and then watch it fly! It's a real pursuit plane, and takes off in from six to eight inches, by actual test.

✪ ✪ ✪

By Julius Unrath

"LOOK at that climb!" When you fly the model presented here, you'll often hear those words from both model enthusiasts and ordinary spectators. For this really is a "pursuit" plane in its flying ability, because the take-off distance is approximately six to eight inches. This has been tested and proved at Van Cortlandt Park, New York City, where twelve parallel lines were made, one inch apart, in fine sand, and the model was started on the first line.

The wheel marks showed that the model always left the ground in between six and eight inches. This performance is due, not to excess rubber, but to the airfoil and propeller. During construction, remember to use extreme care and the Flying Aces Navy Pursuit will prove itself a real gem in your collection.

Fuselage

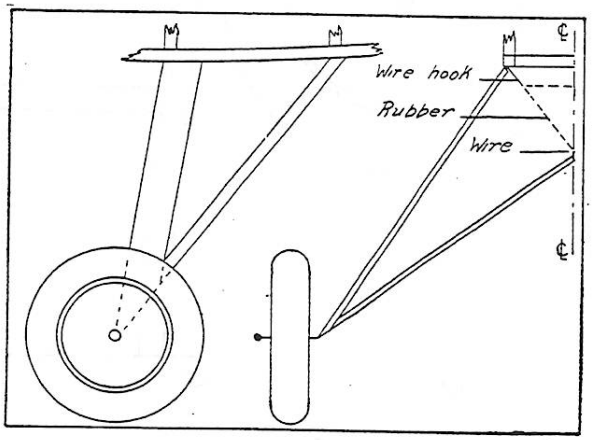
START by placing the longerons 1/8" sq., over the full-size drawing with pins or weights. The compression members (braces) should then be cemented in place. When this is done, the two sides should be assembled by cementing the top and bottom members in place.

Next, cover the top of the fuselage with 1/32" flat sheet balsa and cut out the cockpit. The nose should now be cut, drilled and securely cemented to the fuselage.

The landing gear is the next problem. This is made of wire, faired with balsa. The struts should be bent and fastened to the fuselage. Before the fairing is attached, a drop of solder should be placed where the two struts meet.

The fairing is made from 1/16" flat balsa, fitted and cemented to obtain the correct shape, then sanded to a streamline shape.

The headrest and windshield are next made and cemented in place. When making the tailskid, bend a piece of 1/16" sq. bamboo to fit and use 1/16" flat balsa for fairing. The motor stick is made and fitted so that it will fit securely into the fuselage. The fuselage is now covered with three pieces of tissue, one for each side and one for the bottom.



Half-scale drawing of the landing gear of the Flying Aces Navy Pursuit.

Tail Assembly

THIS is quite simple. The ribs should be cut and cemented to the spars; then the leading and trailing edges are cemented in place and shaped. Always remember to keep them true so that the model will act as it should. The rudder and stabilizer should both be covered with two separate pieces of tissue, then trimmed and cemented to the fuselage. The fuselage and tail surfaces should now be sprayed with water to tighten the covering.

Wing and Propeller

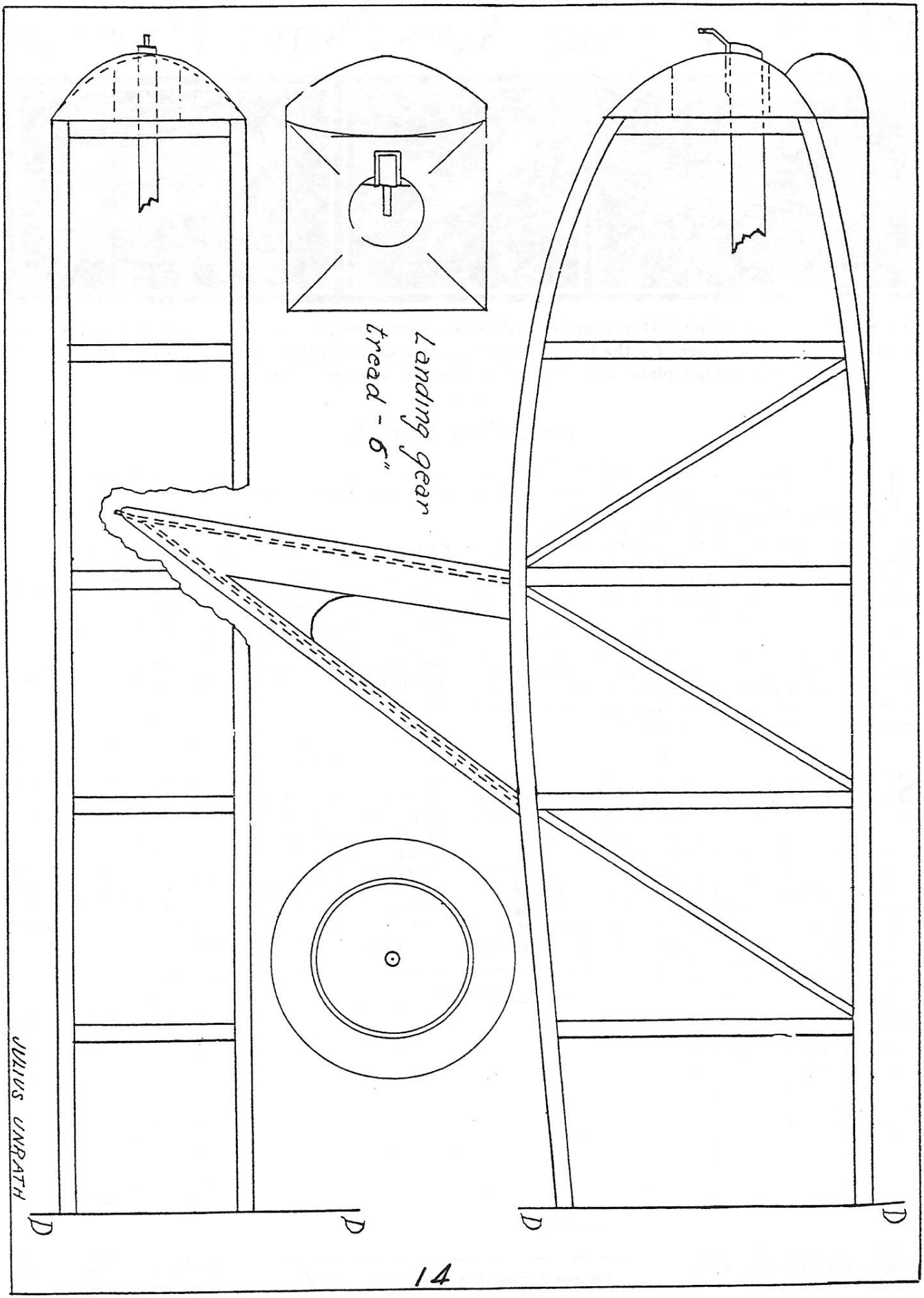
THIS surface is made in the same manner as the tail surfaces. Extreme care should be used, however, to insure every rib's being alike, and to prevent any warping in the wing when assembled. The wing should be covered with six pieces of tissue, two for each half and one for the upper surface of each wing tip. Like the fuselage, the wing should be sprayed with water.

For the propeller, a block of hard balsa is cut to the shape shown in the drawing and carved so that it turns clockwise when faced from the rear. When this is finished, the corners should be rounded, the prop balanced and the shaft inserted and cemented.

Assembling, Doping and Decorating

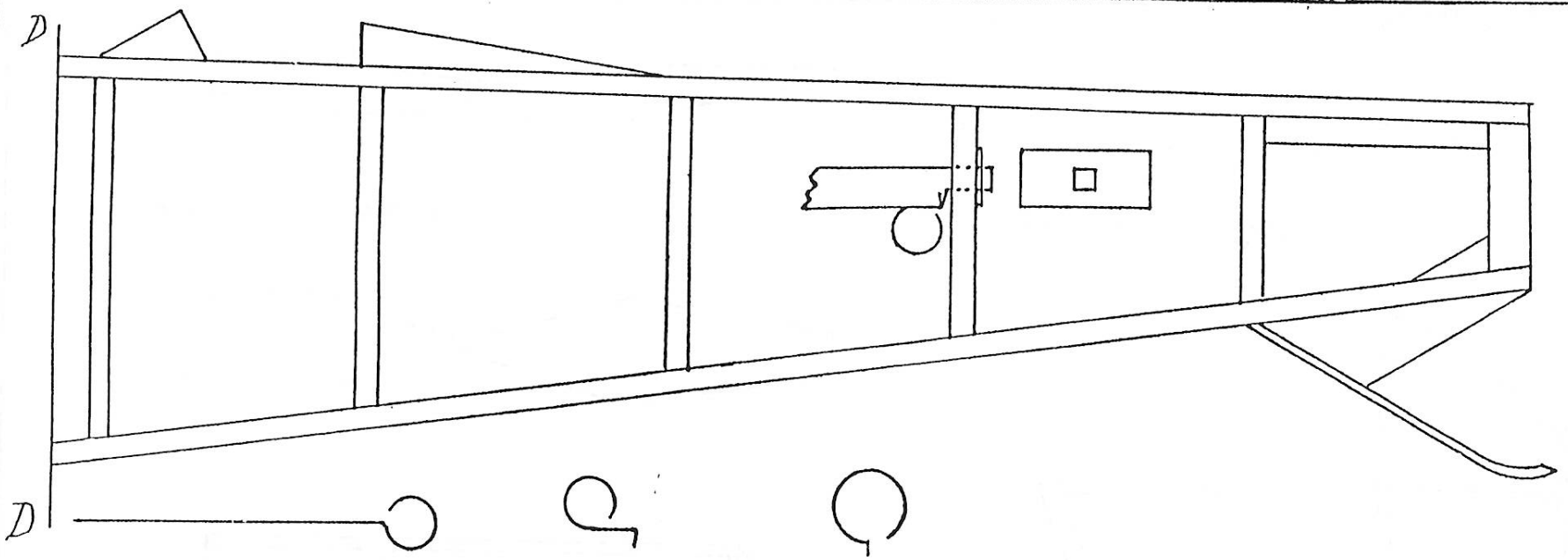
THE entire model should receive two coats of dope composed of 60% acetone and 40% banana oil. Red, white and blue stripes are cemented to the rudder. A red stripe is cemented on each side of the fuselage near the cockpit. The wing has a red "V" (in which a numeral can be cemented) and two U. S. stars on each half (top and bottom). The landing gear, headrest, propeller and nose are painted silver with black detail. See diagram for detail of landing gear.

FLYING ACES NAVY PURSUIT—Sheet 1



JULIUS UNRATH

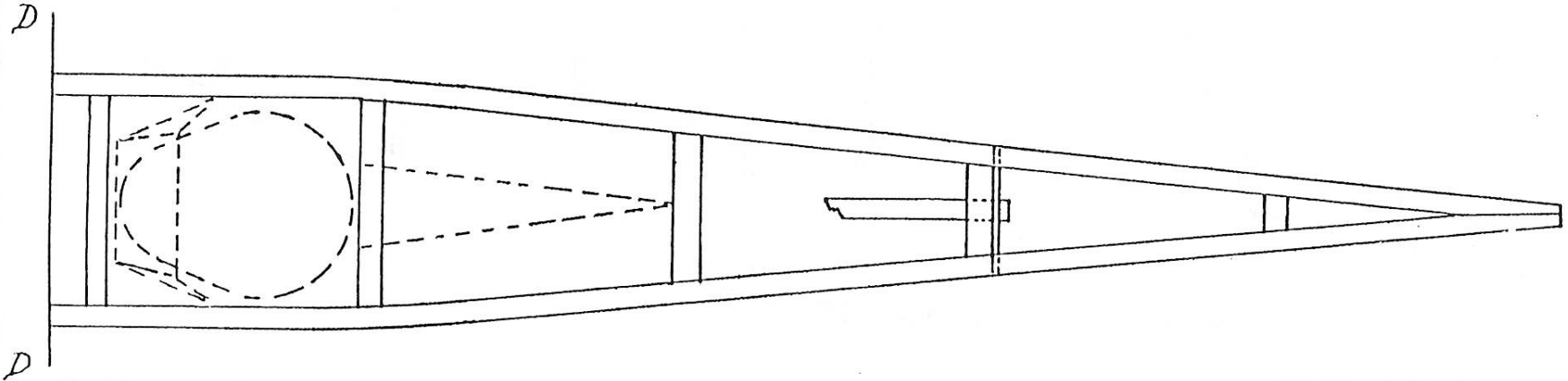
FLYING ACES NAVY PURSUIT—Sheet 2



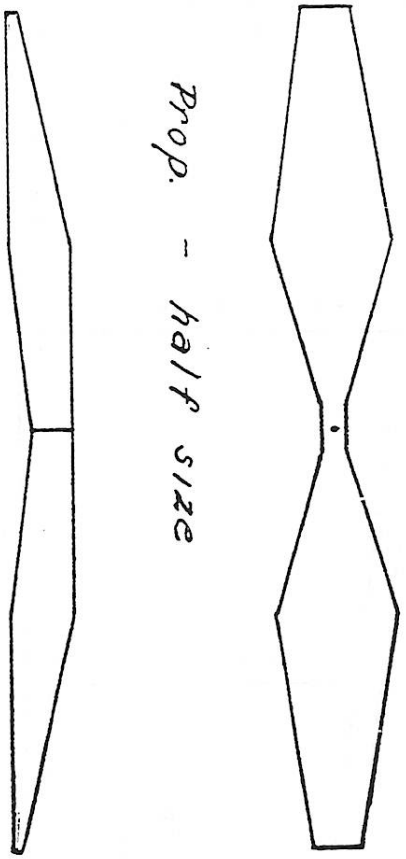
make - 1 make - 1 make - 2

Landing gear uses #13 piano wire. - Fittings #10 wire

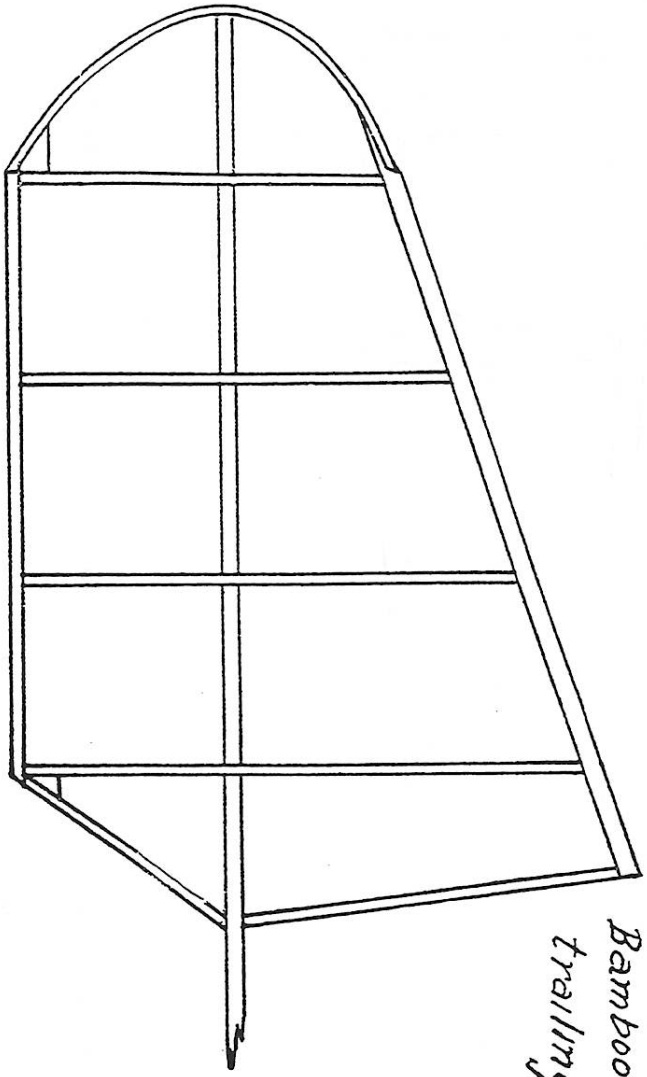
15



JULIUS UNRATH

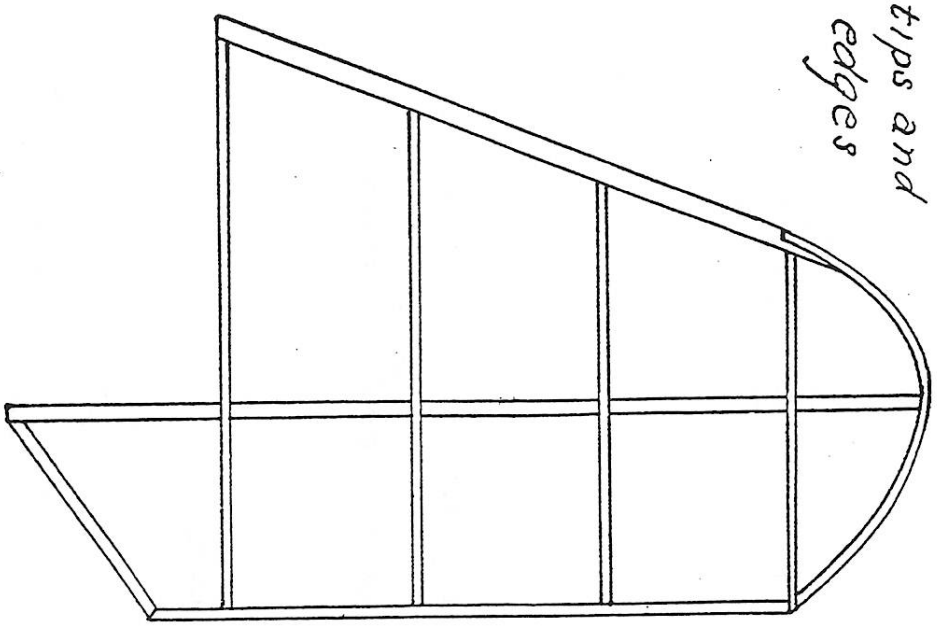


Prop. - half size

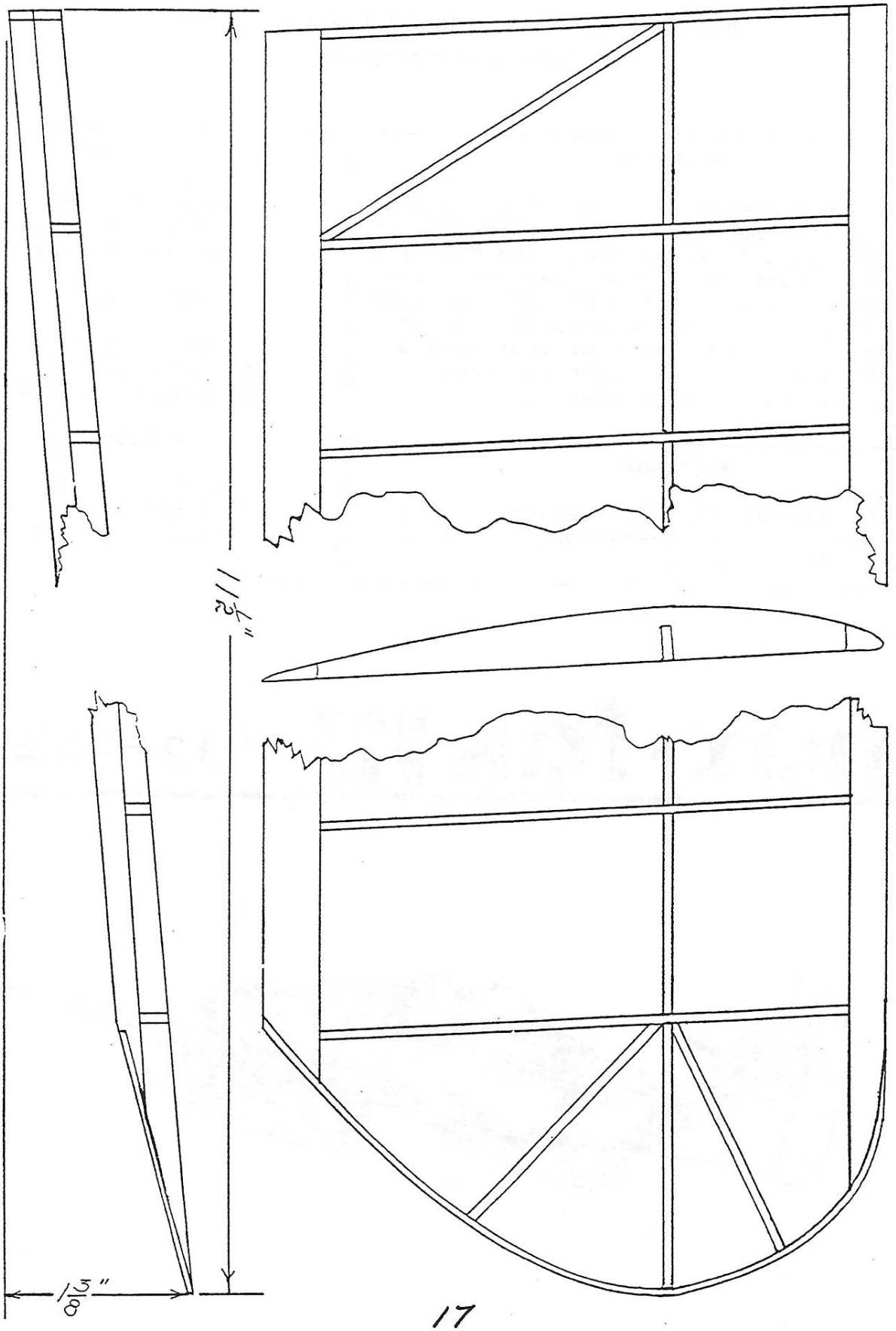


Bamboo tips and trailing edges

Typical Rib



JULIUS UNRATH



JULIUS UNRATH

MEMBERSHIP, MEETINGS, AND CLUB OFFICERS

MEMBERSHIP

Dues for membership in the D.C. MAXECUTERS is $15 per year for residents of the USA, Canada, & Mexico, and $25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red X on page 1 is a reminder that your dues are due. 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

Jerry Paisley
20 Clearwater Ct.
Damascus, MD 20872

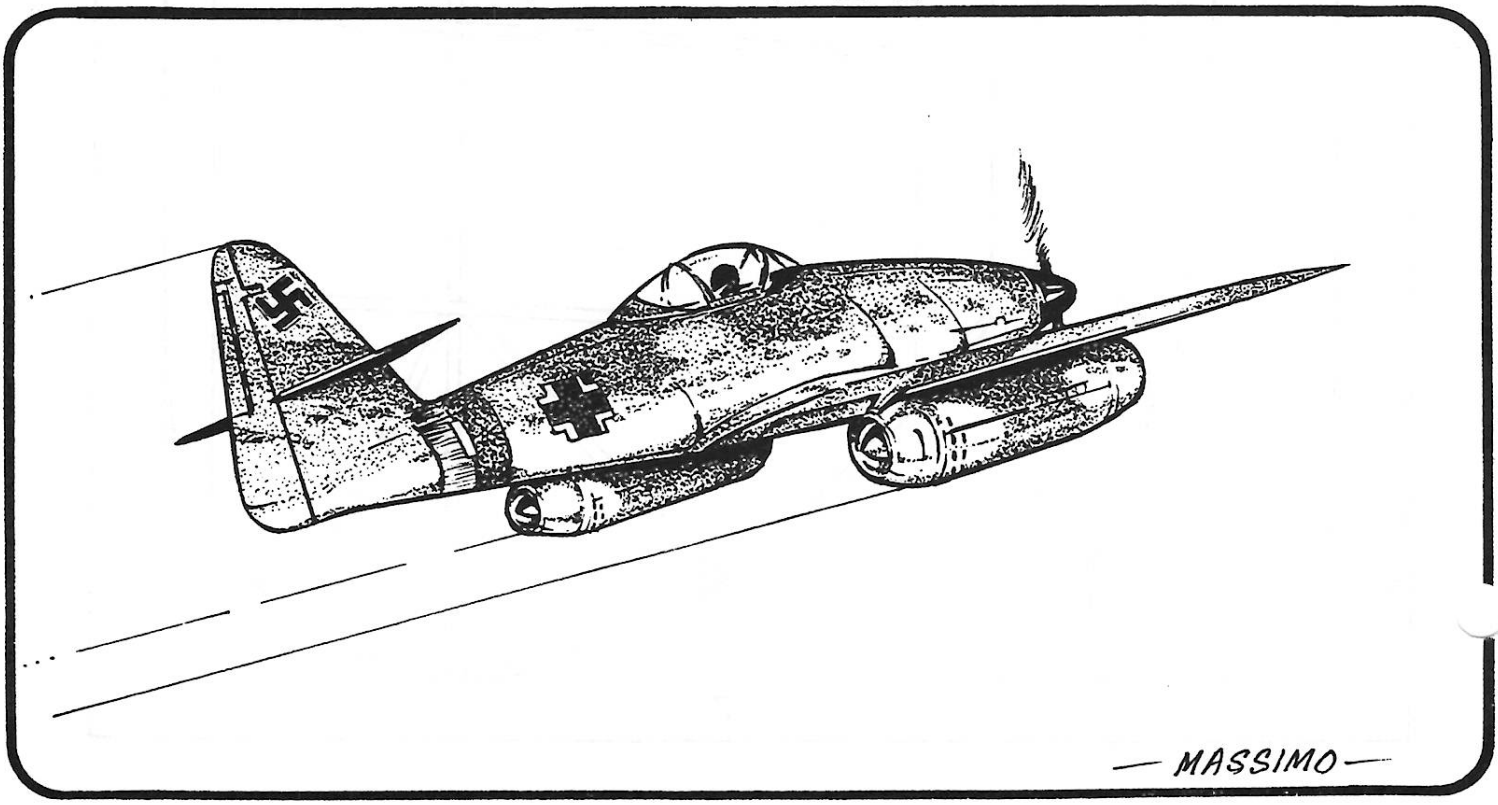
SECRETARY

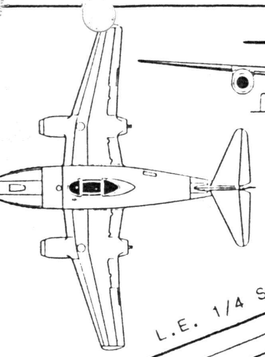
Terry Pittman
7863 Colonial Vil. Row
Annandale Va 22003

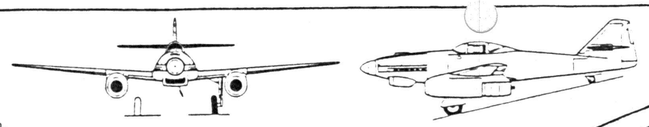
TREASURER

Frank Rowsome
10904 Bellehaven Rd
Damascus MD 20852

max-fax NOV DEC '92







INSIGNIA ON TOP AND BOTTOM OF BOTH WINGS

L.E. 1/4 SQ

PLUG IN L.G. MOUNT

WING RIBS 3/32 OUT TO ENGINE MOUNT

3/32 SQ STRINGERS TOP AND BOTTOM

STRINGERS ON BOTTOM ONLY

CONTOUR FILLET TO TOP OF RIB

/32

T.E. 3/32 x 1/4

6B

7B

8B

NOTCH RIBS IN L.E AND T.E.

1
+
1/64 PLY

4

7

9

+
2
(1/32 PLY)

SEE NOTE 2

5

SEE NOTE 3

6

8

10

11

12

13

14

15
1/8

3

REMOVE TO MAKE SLOT FOR TUBING AFTER STRINGERS ARE IN PLACE. SHEET BETWEEN BOTTOM STRINGERS FROM FORMERS 3 TO 4

23
+
3/32

ANGLE TO FIT DIHEDRAL

20,21
22

CUT ON LINE TO FIT L.E.

19

CARVE COWL AND SPINNER FROM BALSA

18

16
3/16
+
SHEET

17

BROWN CO_2 ENGINE

REMOVE DASHED SECTION OF LONGERON AFTER STRINGERS ARE IN PLACE

BALSA AIR SCOOP

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

C/G

6B 7B 8B

17 18 19 20 21 22 23

3/32 SHEET

2"

1/8 x 3/32

SOFT WIRE HINGES

REFERENCES: "WARPLANES OF THE THIRD REICH", W. GREEN, 1970, DOUBLEDAY

COLORS: ALL BOTTOM SURFACES; HELBLAU (LIGHT BLUE GRAY). TOP OF WINGS AND STAB; SPLINTER BLACK GREEN AND DARK GREEN. UPPER HALF OF FUSELAGE; DARK GREEN IN SPLATTER PATTERN. SEE PHOTOS IN REFERENCE.

SIDE
2 REQ'D

RADIATOR (1/32)

BOTTOM

FRONT

INSIGNIA IS TRUE SHAPE. CENTER AS SHOWN.

BLACK SWASTIKA WITH WHITE OUTLINE

1/8 + 3/32

3/32 SHEET

WHITE

BLACK

BLACK LETTERS

BLACK BORDER

2 LAMINATIONS OF 1/16 SQ.

SOFT BALSA BLOCK

WING SADDLE (3 REQ'D). TRIM OFF FORWARD OF FORMER 6 FOR THE TWO PIECES THAT FIT ON THE OUTSIDE CONTOUR OF FORMERS 6, 7, 8, AND 9.

NOTES:
1. ALL WOOD 1/16 UNLESS NOTED.
2. ✗ INDICATES STRINGER LIES ON TOP OF FORMER.
3. ⚡ INDICATES STRINGER LIES IN NOTCH OF FORMER.
4. FUSELAGE STRINGER LOCATION LEFT TO BUILDER. LOCATION OF STRINGER FOR REFERENCE LINE NOTED ON ALL FORMERS.
5. FOR ENGINE INSTALLATION, SEE PLAN IN NOV/DEC 1990 ISSUE OF MAX/FAX

Messerschmitt Me 262 V1

POWERED BY A JUNKERS JUMO 210 G 12 CYLINDER PISTON ENGINE AND 2 BMW 003 TURBOJETS

ALLAN SCHANZLE

APRIL 1992

D.C. MAXFLYERS MAXECUTERS