

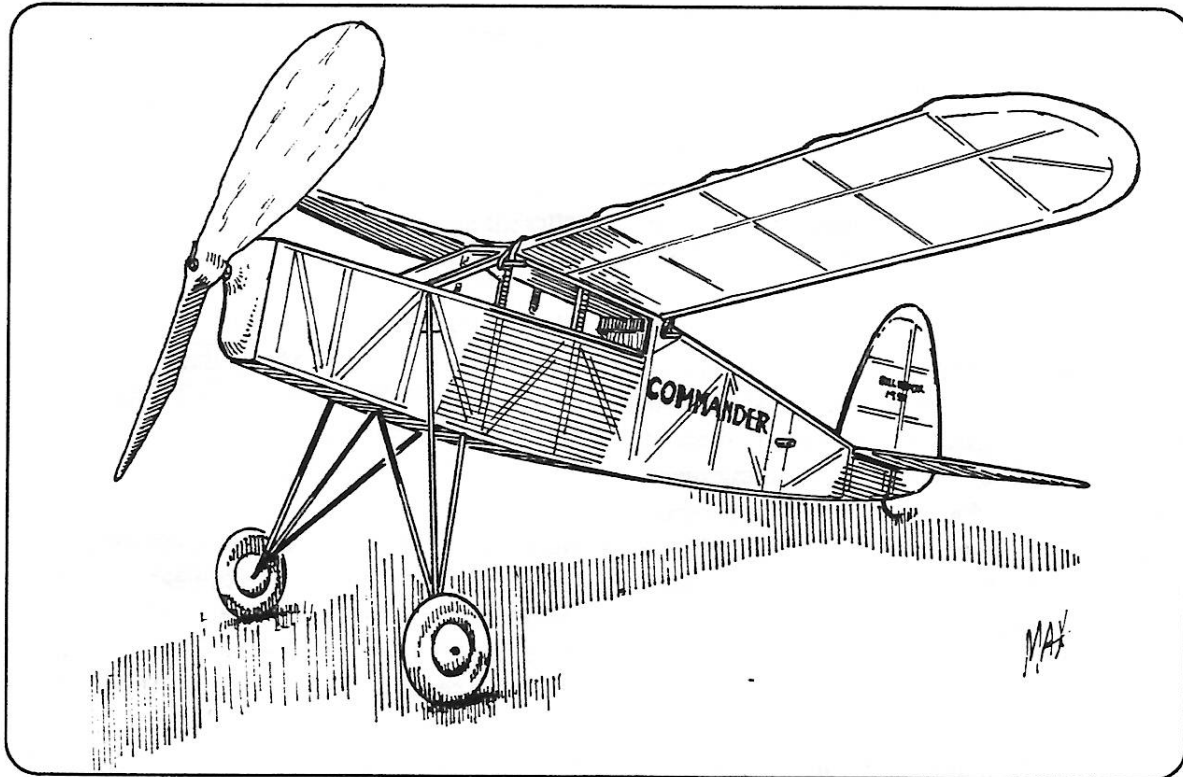
MAX FAX



Journal of the D. C. Maxcuters

... home of the dreaded POTOMAC SQUADRON of the Flying Aces Club

January - February 1993



1993 COMING ATTRACTIONS

- January 10 MECA Region 11 Collecto at Fairfax County Tysons-Pimmit Regional Library, 7584 Leesburg Pike, Falls Church, Virginia 1to 5 PM. For info call Marty Schindler (703) 938 -2975.
- January 15 Indoor flying at Sherwood 7:30 to 9:30 PM. Contest flying - TOW-LINE GLIDER.
- January 23 Bull session at Pat Daily's home preceded by a visit to Air Museum at RIA. See details and map in this newsletter. For additional information Pat's phone number is (804) 330 - 0825.
- January 30 Indoor flying at Sherwood 4:00 to 7:00 PM Contest flying - BOGUS SCALE BOSTONIAN and MINI-STICK.
- February 5 Indoor flying at Sherwood 7:30 to 9:30 PM Contest event - 7 GRAM NO-CAL SCALE.
- February 13 1993 Bull session at Jerry Paisley's home 7:00 PM. Jerry's phone (301)253 - 5295.
- February 20 Indoor flying at Sherwood 4:00 to 7:00 PM Contest event - PEANUT SCALE.
- March 20 Pax River Indoor Contest - see announcement.
- March 26 Indoor flying at Sherwood 7:30 to 9:30 PM. Special contest event - SEAPLANE PSEUDO-ROW : ROG for scale seaplanes off of a PLASTIC DROP CLOTH on gym floor! - No wheels allowed- Mooney rules for judging. W..W..Wow!!!

CLUB NEWS

CLUB OFFICERS

It seems that with the lack of enthusiasm for elective office among our meeting attendees there is a consensus that officers should serve for a term of two years. Fortunately the current officers did not object strenuously to that idea. Therefore at the November meeting it was agreed that the current officers would serve in 1993. Since Jerry Paisley has been in office for that period already, a motion to acclaim Jerry President for another year was offered, seconded and passed 9 to 1. Hmmmm....wonder who cast the dissenting vote? A passing thought on the subject of officers ... there is no Maxecuter rule that automatically eliminates past officers from contention regardless of previous office held. Let us share the wealth (WORK)!

CLUB WEALTH

After stating that we should be sharing the "wealth" it is appropriate to mention that many of us have also been neglecting that issue in regards to club property. At the November meeting the subject of club-owned journals, kits, plans, catalogs and other equipment was discussed with attention to the fact that there is no inventory of such items and only limited information concerning their whereabouts and access thereto. As a result Allan Schanzle agreed to serve as the librarian/property custodian for the club. The creation of the office and his appointment was moved, seconded, and passed. All members having materials that belong to the club are to inventory their holdings and either 1) turn them over to Allan, or 2) identify what they have. A master list of what the club owns will be prepared and distributed so that members can locate and gain access to material of interest to them.

MAX-FAX RENEWALS

Since the "dreaded" red [X] box has been imitating a Mexican Jumping Bean in some of the recent MAX-FAX issues there is a suspicion that some of our subscribers have inadvertently overlooked their renewal notices. As a result our club

hierarchy have decided to mail postcards to those whose subscription has lapsed in the past year (one time only). Save us some money; check your renewal date! Henceforth, we plan to keep the red [X] in it's rightful and permanent place of honor! Also we will be reinstating the "double dreaded" red [X] in one issue immediately following the last paid-for issue!

"SNOOKY" ?

A casual request to Dave Stott concerning the origin of "SNOOKY", an old-time rubber model flown at the past FAC NATS, evoked a plethora of anecdotes which should be shared with our readers. We quote in part from Dave's amusing letter-

"So 'Snooky' has you stumped, huh? Well, it appeared in the April 1941 issue of Flying Aces with the Ryan STMs on the cover, the painting titled, 'Training America's Eagles'. It is a 36 inch cabin job designed by Leon Friedman and Arthur Ruthlein. And I am 99% sure I know why it was named 'Snooky'!

Now, I do a lot of browsing through the old mags (especially F.A.) and read darn near everything, and remember quite a bit of the trivial stuff. I remembered a neat looking parasol called the 'Flying Aces Pronto' published in May 1939 F.A. (The one with the Boeing Clipper on the cover titled 'Conquest of the Atlantic'). The designer of this neat crate was 'Snooky' Pakula.

While browsing through some other mags (Model Airplane News, I think) I spotted a photo of a modeler holding a neat parasol of original design, with a text stating that a couple of model building pals had helped this designer get the plans to that ship published. The pals were named as Leon Friedman and Arthur Ruthlein. I zipped to my May '39 issue of F.A. and checked the pics of the 'Pronto' with the model in the photo in MAN. Same ship! So what you say? Well the designer of the 'Pronto' was Ruth 'Snooky' Pakula, a genuine girl! And Friedman and/or Ruthlein must have had a crush on her because they named their 36

inch cabin job after her! You are probably one of the very few (and now our readers also) that now know that F.A. published a model designed by the weaker sex. I'll bet my bottom buck that the editorial gang at 67 West 44th St. did not know it. If they did, they would have rejected it, or used it and touted the fact.

That is the way things were back then. ...”

In closing we must call attention to photo number (14) in this issue of MAX-FAX. Dave enclosed the photo with his letter. It is a picture of his “Strombola II”. It is the 60th model (!) that he has built from plans in Flying Aces Magazine. It was flown at the FAC NATS in 1990. A cursory W.A.G. tells us that approximately 250 to 356 rubber model plans were published by F.A. during it's lifetime. If that number is reasonable then Dave has built about 20% of them. That has to be a record! Can anyone top it????

KUDZU FALL MEET

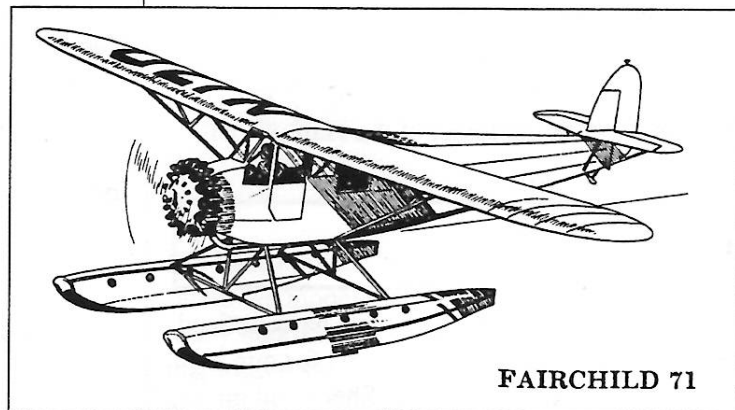
THE GREAT SEAPLANE SPLASH

With a little tongue-in-cheek we must start this review off by stating that seaplanes were not the only things making a splash down in North Carolina at the recent Kudzu meet. There was an aircraft carrier (recovery canoe) that could not respond to a steering command by the first mate. During a 180° change of heading to recover a downed seaplane, our recovery specialist and expert seaman Cap'n Jerry and his canoe parted company with a great splash, leaving both upside down in the lake. (Seeing *two* humpback whales at the same time is something none of us will soon forget.) However, a “Seal” team was on hand to achieve a prompt rescue — number one swimmer Scott was in the water in a flash and organized the rescue of Cap'n Jerry, canoe and paddles with the aid of a passing landing craft (outboard speedboat). The real hero

(heroine) of this action was Marie Rees who provided a clothes dryer to quickly get the amateur divers back into action with some dry duds.

After all that excitement who could ask for more while flying seaplanes. Well there was more. If anyone has seen David Frank's great video of the flying they would remember the terrific takeoff of Don's Libell (Hi Line Powered, we should mention) followed by a very gentle climb out, cruise and gradual descent terminating in the most realistic and smooth water landing that anyone would want to see. Meanwhile 40 or 50 local-resident spectators invited by Dave Rees enjoyed every moment of the action. On top of all this fun(?) the weather turned out to be picture-perfect after a very dismal beginning earlier in the day while departing the capital city.

The great weather continued over into Saturday for the Kudzu contest at Raeford. After a little breeziness in the morning, one could not hope for better flying weather. Just ask Dave about his Porterfield's 15+ minute flight overhead that finally drifting out of sight to be lost and ignominiously turned into horse fodder. The sky seemed to be filled all day with great models like David Frank's jumbo Judy, Pat Daly's resurrected Hurricane, and Dave Rees's Dornier flying boat.



FAIRCHILD 71

Add loads of peanut, WWI, WWII, and golden age models plus a great field and warm comradery and you get, well , another fabulous Kudzu bash.

We will not list all the attendees or prize winners; they all know who they are. And as for winners - everyone in attendance was a winner and will savor for some timethose two days in North Carolina. To those of you who couldn't make it - bad luck! try to make the journey next year; you will not regret it.

We can not leave without a few sincere thank yous, first to Dave and Marie Rees for their gracious hospitality and efforts to make this fun-fly a great success. Then to Tom Odum for his efforts (and Dave's) in assuring our continued use of a great flying site. Also to Joe Hurdle (who unfortunately could not attend) for providing the magnificent Grand Champion trophy (a beautiful plaque with the remaining 1928 WACO 10 rudder bar). We all know who won that — it is available for inspection in McLean, Virginia! Finally a hats off to all the attendees from North and South Carolina, Virginia and Maryland who made the two days a rousing success. See you next year!

AMA HALL OF FAMER

We are pleased to report that one of our members has been nominated to the AMA Hall of Fame. This distinguished honor has been bestowed on our own Hurst Bowers. A more deserving modeling personality could not have been chosen. His work with the AMA Museum and Library alone are reason sufficient for him to receive this nomination. We congratulate our friend and fellow modeler as he joins the ranks of the Hall of Fame.

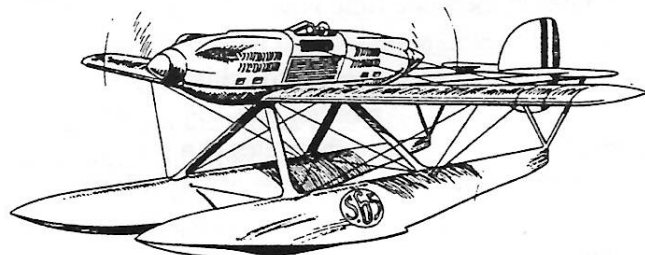
MINI-STICK

Some of you readers with a keen eye have noticed the inclusion of a MINI-STICK event for our Saturday indoor flying session at Sherwood on January 30; and also a scheduled event at Pax River in March. Several of our members have been flying them at home in their living rooms and we want to share the enthusiasm with all. The

event is growing in popularity nationally and internationally and is somewhat reminiscent of the PARLOR FLY models of the 30's. MINI-STICK aircraft are somewhat more delicate but should not be beyond the skills of the avid scale craftsman with some indoor model experience. To get more folks involved we may want to try two categories for starters. One being slightly heavier, say 1 gram total weight, for beginning indoor flyers who are not yet comfortable with ultralight balsa and film. What do you think, all you builders and flyers? Let's give it a try, and bring one to Pat and Jerry's bull sessions in January and February. OK, now here are the rules; get busy building and join the fun:

- TYPE.....MONOPLANE.
- MAXIMUM SPAN(projected).....7 INCHES.
- MAXIMUM WING CHORD.....2.5"
- MAXIMUM MOTOR STICK LENGTH from fwd bearing 5 INCHES
- MAXIMUM MODEL LENGTH.....10 INCHES (less thepropeller).
- MAXIMUM STAB AREA.....50% OF THE WINGAREA.
- COVERING.....PLASTIC/PAPER, NO MICRIFILM.
- PROPELLER.....WOOD
- MINIMUM WEIGHT..... .015 OZ. or .425 GRAMS.

For an excellent introduction to MINI-STICK see Ken Johnson's article in the December 1992 issue of Model Builder magazine. He included a plan for two versions, and a comprehensive construction and flying article. Any one that does not have the issue contact Tom Schmitt for a copy of the plans.



1933 COMMANDER

A REMEMBRANCE

One of this issue's full size plans is a really special old-time rubber ship. The aircraft is the "COMMANDER" and was sold as a kit way back in the thirties by the Construct-A-Plane Company in Brooklyn, New York. The originator of this issue's plan is Bill Winter, who drew the plan with the aid of an advertisement photo and his indefatigable memory. We have Allan Schanzle to thank as the original instigator of Bill's action. However, it was a recent issue of MAX-FAX coupled with Bill's temporary inactivity due to a back problem that finally led him to the drafting table this past summer. But let Bill tell the story in his own words from a letter mailed to our Pres Jerry Paisley -

.....
"Dear Jerry,

I am just one of your silent privileged ones who receive Max-Fax in some for-keeps honorary way so I am ashamed to say it is only on rare occasions that I have contributed some little commentary.

I am home a few days after back surgery when July-August issue arrived. I didn't know what it was at first: different somehow, a new publication (?), loaded with things that tickled either my mind, soul, or heart. Each crate, every picture, the whole thing, like a magazine in miniature, just too good and nice to be true.

How long, oh Lord, shall we be this fortunate?

How alive, how much fun! Put together with caring insight. The extra mile, mile after mile...Thank you from the bottom of my heart....but let me say instantly that every reader must feel what I felt (if there be an exception, that soul ought to check his pulse).

I don't file anything. I sometimes keep some item

of interest because, just maybe, it will add to some needed inspiration some day when I browse lovingly through picturesque drawings. I can't throw this Max-Fax away; I don't want that guilt trip. So now, right now, I stick it in the big sloppy folder.

Nieuport-Delage! Caudron(s)! Lordy, the very 3-views that kept me zinging since childhood—somebody knows!!! The Mauboussin! Beyond memory, this one always tickled me. How fascinating, that chubby, wingy job, with a profile out of Disney.

Outside of Bowers, whoever gets to build all those throbs of the past ?—but then Hurst does have that "must-build" secret show box. (Hah!) Just laying out the sides is fantasy.

You know, guys, who needs all that nuts and bolts "in-stuff" in the wild stampede that is "modern" modeling.

May I add that I just passed 80. I probably won't keep promises and should not make them. I keep remembering Allan's plea for me to do a Construct-A-Plane Commander. He even sent an old ad to jog me. Years have gone by. Right now I am also crazy enough to try. It was a 20-inch nifty cabin, a classic—I was a dealer, I made 30-inch ones. They flew up a storm, I am telling you....I could ask Don Srull how in the hell you guys make modern hooks. I don't write letters...but look what you've done to me this Saturday morn. Such wonderful member planes photos by Tom. I think I owe....

Bill Winter"

.....
We hasten to add that Bill does not owe anyone, rather we modelers owe him plenty. Plenty for the many happy moments of "zinging" because of the inspiration gleaned from the hundreds and probably thousands of modeling magazines in his caring hands over the past half century. Needless to say, Bill went on to draw and build his Commander while recuperating from a back operation. It was quite a change from his usual diet of huge

R/C jobs.

Bill and Don have provided us with some additional background material concerning the Commander which follows. An excerpt from the original ad is also presented through the courtesy of Allan. Now, back to Bill -

“ . . . and The Deed Is Done ”

Some years ago I promised Allan Schanzle I would build this airplane provided he found the plans. All that he found was a page of advertising from an early-Thirties Model Airplane News. Having had a guilty conscience ever since, and owing one to Allan, I remembered his argument that, ..“shucks, you can do it from the picture.” With Don Srull and Tom Schmitt urging me on (Don supplied most of those spooky lil rubber job materials, and bent the mysterious reverse “S” hook, then adjusted and test flew the critter) the deed was finally done.

In the late 20's and early 30's I had a backyard hobby shop and was a dealer for several long-gone companies including Construct-A-Plane in Brooklyn, N.Y. I built the little 20 inch Commander and several 30 inch enlargements. They all flew very well.

Outside of Allan's old ad with its tiny picture, my hazy memories, and knowing the span was 20 inches, there was nothing else to go by. This is an eyeball crate, a Commander impression, or perhaps an “original” based upon fond recollections of a 60-year-ago flier. Let's pretend it is the Commander - it does look remarkably authentic, except for another fuselage station that was added aft of the wing to prevent longeron bowing. I also suspect my 9 inch prop and the stab area are a little larger than on the original (but I am fond of big stabs).

My thumbs are twice as big as they were around 1930 - thank goodness this is not a peanut! Don suggested bamboo skewers as a source for the bamboo landing gear legs, which eased things considerably. I carved the prop from a balsa block

supplied by Tom Schmitt, but the boys think a trimmed down 9 1/2 inch plastic would be O.K. On test flights power of 4 strands of 5/32 to 3/16 rubber seemed about right. The plan shows appropriate thrust offsets (the usual 2 to 3 degrees right and down) plus wing and tail incidence angles we found to work. The angular difference required is much less than what I remembered; but we balanced the old models around 30% chord while Don trimmed this model at 50 to 60% chord.

My new Commander weighs just under 1 1/2 ounces less rubber, and is a fine flier. If built lighter it could be a *great* flier.

Bill Winter

COMMANDER ONE-DESIGN - I can testify how well the little Commander flies after having test flown the little guy at COMSAT. In a blustery wind it was doing 1 1/2 minutes after a few flights. The airframe weight came out at 40
(continued on page 10)

THE STEMAL VII

The other terrific full-size plan for this issue (are MAX FAX readers lucky, or what?) is that of the Stemal VII, a relatively obscure golden age Polish aircraft design by PWS. An acquaintance of Hurst Bowers, David Vanderlinde, drew the fine plan and gave us permission to use it. Quoting from Mr. Vanderlinde's letter to Hurst “...As the Stemal was never built the markings and registration numbers are fictitious, but they are in keeping with the materials and style of both the time period and the PWS company. ” It is a great golden age design and the thought of it as a COCONUT keeps comming to mind now let's see, what is the enlargement factor? David also sent a photograph of his model Stemal which unfortunately did not make the photo page cut-off date. However, don't despair, it will be in your next issue of MAX-FAX. Thank you David.

PHOTO PAGES

1. Bill Winter at "Shangrila" with his Commander, one of the full-size plans featured in this issue.
2. Another great modeler Doug McHard in merrie ole England with his semi-scale ducted fan model powered by a Hi Line Micro Jet electric unit.
3. Marv Yoder did not miss many contests or fun-flys and enjoyed them all much to the delight of his fellow flyers. We will miss him.
4. Charlie Roth one of our west coast flyers sent this photo of his nifty Morane.

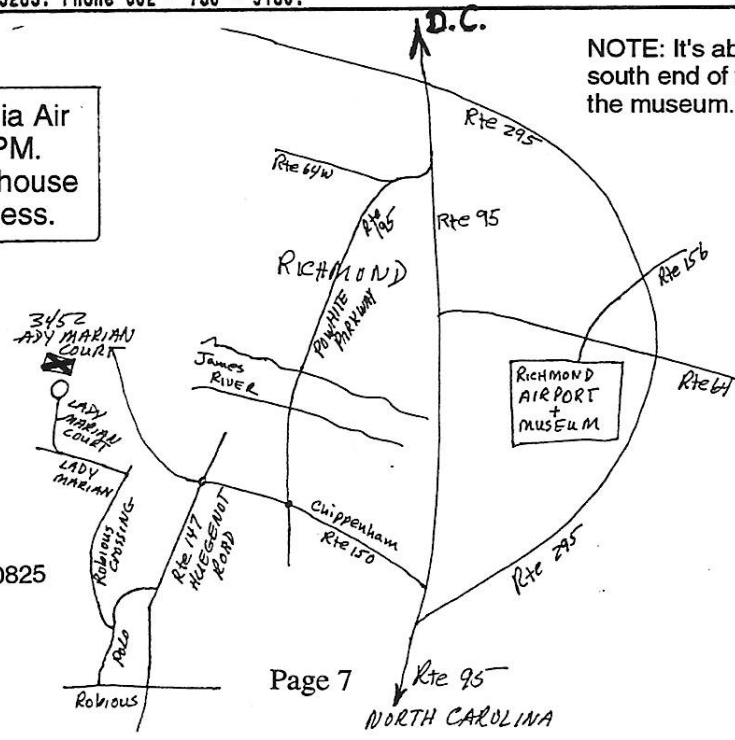
KUDZU FALL MEET AND GREAT SEAPLANE SPLASH

5. Look out guys Marie Rees has joined the ranks of the builders and flyers!. Only a broken motor kept her out of the winner's circle with her Vega.
6. Pat Daily installed a CO2 motor in his Golden Age O-43 and it kept him running with some terrific flights.
7. David Franks our singular producer of model aircraft cinemas seen here ready to launch his Macchi.
8. Pat launching his Pacific Ace at the great seaplane splash; we will leave the after photo to your imagination.
9. Dave Rees launching his high flying Porterfield in the Modern event. Frank Rowsome's nifty Earl Stahl Navion is in the background.
10. Jerry Paisley with his great looking and flying Brewster Buffalo; soon to be a MAX-FAX featured full-size plan.
11. Another nifty Brewster Buffalo, this one by Chuck Wojtkiewicz in Finnish markings.
12. Tom Odum with his Vultee, our man on the scene at Raeford without whom we would not be enjoying such a terrific flying site and weekend of modeling.

13. Russ Sandusky came out of hibernation with the Peck ROG to win the first "Cy Hanzely Memorial" contest at Rowland Hoot's Summer Fun Fly. It was a hotly contested event flown in a hurricane this past August.
14. Now this has to be a record; this model is the 60th that Dave Stott has built from Flying Aces Magazine plans. It is the "Strombola II", a George Ivey design in the Nov. 1935 issue. Dave sent us the photo along with an interesting anecdote which is in this MAX-FAX concerning another FA design.
15. Here are Al Lidberg's latest offerings; three semi-kits for Old Timer models. They are the Playboy Senior, the Trenton Terror and the Record Breaker. All are about 1/4 scale with wingspans of about 22 inches. Powerplants can be the HI Line Micro 4 electric motors, Brown or Telco CO2 motors, or rubber power. They are \$6.00 each plus 20% postage for a total of \$7.20. A special offer is available for all three semi-kits, with rolled plans in a box for \$21.00 postpaid. In either case another \$1.50 will bring his illustrated catalog. Contact A. A. Lidberg Model Plan Service - 614 E. Fordham - Tempe - Arizona - 85283. Phone 602 - 730 - 9180.

Meet at the Virginia Air Museum at 1:00 PM.
Regroup at Pat's house at 5 PM for craziness.

Pat's phone : (804) 330-0825
3452 Lady Marion Ct.
Richmond, VA

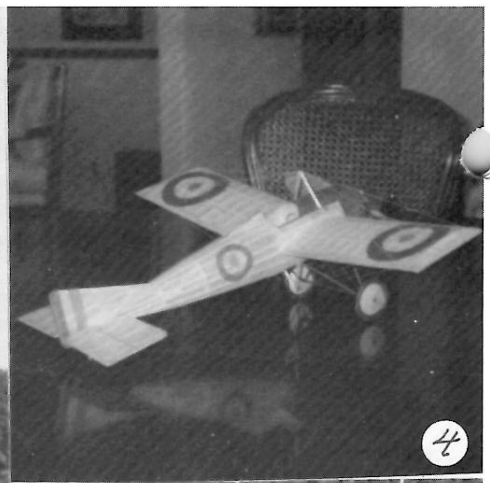


NOTE: It's about 95 miles from the south end of the D.C. beltway to the museum.





1



4



2



5



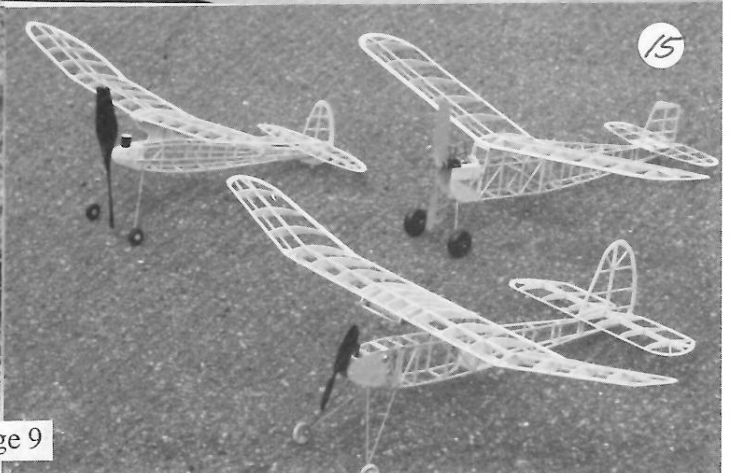
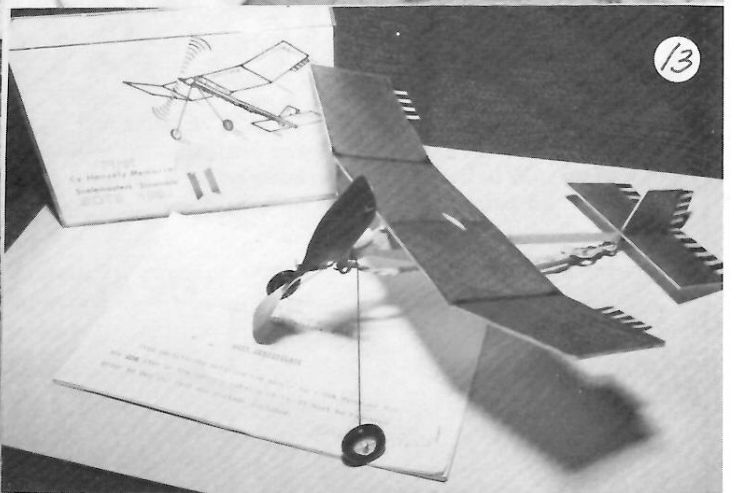
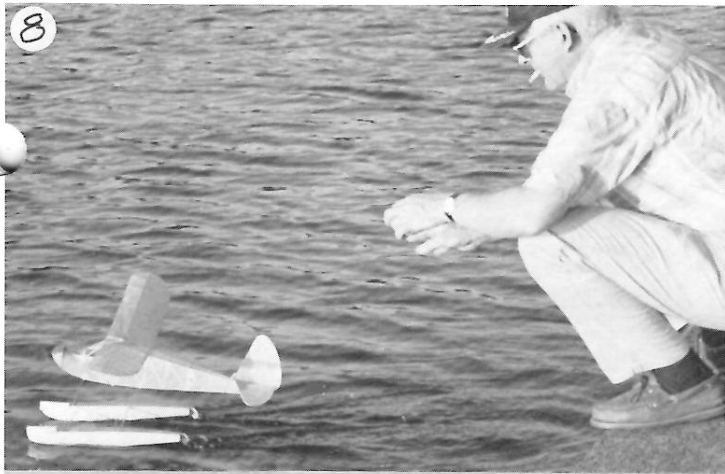
6



3



7



(Continued from page 6)

grams, or about 1.4 ounces. It could be built for 30 grams or so without changing the wood sizes or basic structure. With a 10 to 12 gram motor of 5/32" FAI brown or 3/16" tan, the model should be capable of over 2 minutes easily.

This coming summer we will use the Commander in several one-design old timer events at COMSAT. The rules are simple : don't change the wood sizes or the basic structure ; the airframe must weigh at least 30 grams ; and the prop must be 9" or less. That's it! You have plenty of time, but don't wait too long to get a few sticks out and make one of these little goers. And put a DT on it if you want to keep it all summer!

Don Srull

Here is an excerpt from a 1933 issue of UNIVERSAL MODEL AIRPLANE NEWS showing the Commander in a Construct-A-Plane company ad.



UNIVERSAL MODEL AIRPLANE NEWS

1

D.C Maxcuters Mini-Contest Mass Launch at Comsat

4-Oct-92

Peck Moth

Name	Aircraft	Place
Frank Rowesome	Moth	1
Scott Paisley	Moth	2
Rolfe Gregory	Moth	3

Old Timer

Wingspan under 30"

Name	Aircraft	Place
Frank Rowesome	Moth	1
Scott Paisley	Moth	2
Doug Buchanan	Old Reliable	3
Bert Phillips	Fly-et	4

All Old Timers

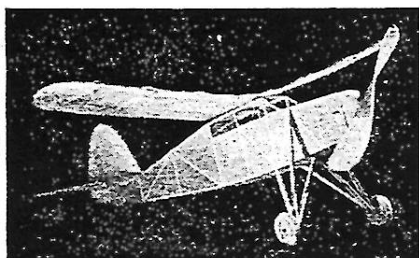
Name	Aircraft	Place
Doug Buchanan	Old Reliable	1
Bert Phillips	Fly-et	2
Frank Rowesome	Moth	3
Scott Paisley	Moth	4
Jerry Paisley	Sparky	Broken Motor

Wingspan 30" and over

Name	Aircraft	Place
Alan Schanzle	Pacific Ace	1
Jerry Paisley	Sparky	2
Frank Rowesome	Jaberwock	3

LEADING AGAIN...

Once more CONSTRUCT-A-PLANE takes the lead with quality and low price. Kits that have no equal for value, and supplies that includes the finest quality Lata Balsa. We have again reduced our prices to meet the demand for high quality at low cost. So take advantage now and get in line for the biggest bargains of the year, LET'S GO



Commander

Kit contains printed ribs and formers, dope, cement, colored tissue, wire, rubber, wheels, strips. 60c P.P.

BOAT KITS

6" and 7" size
MAYFLOWER WANDERER TEXAS LEARY

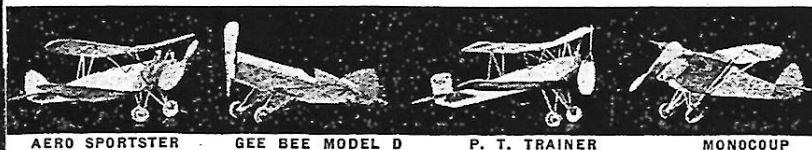
ONLY 15c EACH p.p.

Ordering Instructions

Orders under 50c not accepted

On all orders up to \$1.50 add 15%, \$1.51 and over add 10%. Orders of kits over \$2.00 will be sent post free. Stamps and foreign coin will not be accepted.

DEALERS Become a local dealer. Get in on **CLUBS** our money making proposition. Send for our special price list telling all about it.



AERO SPORTSTER

GEE BEE MODEL D

P. T. TRAINER

MONOCOUP

12" FLYING MODELS

20c Each
POSTPAID

BOYS — This is our special get acquainted offer. These models have been reduced so you can build the whole fleet for the price of one ordinary kit. All four models are 75c post paid.

CONSTRUCT-A-PLANE CO.

158 GRAHAM AVENUE

BROOKLYN, N. Y.

PAX River Indoor Contest

★ SATURDAY MARCH 20, 1993 9:00 AM to 5:30 PM ★

ROTARY WING HANGAR BUILDING 111

NAS/NATC PATUXENT RIVER - LEXINGTON PARK, MARYLAND

NO ENTRY FEE - DONATIONS TO NAVY RELIEF SOCIETY WELCOMED

MAJOR EVENTS (FAC Rules & Trophies awarded)

MASS 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- GOLDEN AGE 3:00 PM

OTHER EVENTS

- 6- FAC RUBBER SCALE
- 7- COCONUT SCALE**
- 8- BOGUS SCALE BOSTONIAN
14 GRAMS MINIMUM WGT.***
(Rules in Nov-Dec 89 M-F)

SPECIAL EVENTS

- 1- FAC POWER (Electric & CO2)
- 2- 14 GRAM (WEST COAST) BOSTONIAN.***
- 3- NOVICE PENNYPLANE (AMA Rules).***
- 4- 7 GRAM NO-CAL.***
- 5- MASS LAUNCH CONSOLATION EVENT - FLOWN ABOUT 4:00 PM.****
- 6- COCONUT MASS LAUNCH*****
- 7- NO-CAL MASS LAUNCH*****
- 8- MINI-STICK***

* 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.

**** SECOND and THIRD place flyers from the 5 standard MASS launches are eligible to enter this event but must use plane flown in the above MASS launch events.

***** These are possible provisional events to be flown if time permits.

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
(EXCEPT FOR CONSOLATION EVENT ABOVE)

CONTEST INFORMATION: CLAUDE POWELL 1 (301) 872-4105
TOM SCHMITT 1 (301) 530-0327

IMPORTANT NOTICES:

----- PLEASE CONTACT CLAUDE POWELL AT LEAST ONE WEEK BEFORE CONTEST TO PROVIDE YOURS AND GUESTS NAMES FOR ENTRY TO BASE.-----

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

PAX RIVER CONTEST RESULTS NOV 1992

PAX RIVER CONTEST RESULTS NOV 1992

FAC RUBBER SCALE

CONTESTANT	AIRCRAFT	STATIC	BONUS	FLIGHT	TOTAL	PLACE
Dave Rees	MartinHandysyde	54	15	54	123	2
John Houck	Bell XF2L-1	58	5	31	94	-
John Houck	Junkers J-1	58	15	57	130	1
Brian Koppenhaver	F4U	52	10	51	113	-
Doug Buchanan	Puss Moth	49	0	50	99	-
Wally Farrell	SE5	50	15	--	65	-
Wally Farrell	Corsair-Racer	45	10	--	--	-
Jerry Paisley	Brewster	59	10	47	116	3

OLD TIME KIT SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
John Houck	Gee Bee D	X	-	-	-
Rich Gillis	Harlow PJC 2	X	-	-	-
Stew Meyers	Chester Jeep	-	X	-	-
Mike Moskow	Puss Moth	-	X	-	-
Doug Buchanan	Allied Sport	-	-	-	3
Bert Phillips	Taylorcraft	-	-	-	2
Scott Paisley	Taylorcraft	-	-	-	1

NAVY SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
Jerry Paisley	Brewster Buffalo	-	X	-	3
Stew Meyers	AD	-	-	-	1
Pat Daily	Boeing F2B	X	-	-	-
Frank Rowsome	D4Y Judy	X	-	-	-
Brian Koppenhaver	F4U	-	-	-	2

BOGUS BOSTONIAN

CONTESTANT	AIRCRAFT	BEST SINGLE FLIGHT TIME	PLACE
Doug Buchanan	Hello Courier	51	3
Scott Paisley	Skyfarer	57	2
Rich Gillis	Citabria	63	1
Bert Phillips	Hello	50	-
Bert Phillips	Corben	35	-

NO-CAL

CONTESTANT	AIRCRAFT	BEST SINGLE FLIGHT TIME	PLACE
Rich Gillis	Waterman Gosling	56	3
Reggie Batterson	Waterman Gosling	117	1
John Krouse	Solar Challenger	64	2
Bud Carson	XB-70	50	-

NOVICE PENNYPLANE

CONTESTANT	AIRCRAFT	BEST SINGLE FLIGHT TIME	PLACE
Frank Rowsome	Green Penny	4:03	3
Frank Rowsome	Blue Penny	2:33	-
Bud Carson	One-A-Penny	6:50	2
Reggie Batterson	Gitlow Penny	7:23	1

FAC POWER SCALE

CONTESTANT	AIRCRAFT	STATIC	BONUS	FLIGHT	TOTAL	PLACE
Terry Pittman	Farman Postale	47	3	66	111.5	-
Terry Pittman	Bernard 201	59	--	80	129	1
Mark Houck	Baby Ace	50	3	52	105	2

COCONUT SCALE

CONTESTANT	AIRCRAFT	STATIC	FLIGHT	TOTAL	PLACE
Jerry Paisley	Cub J4E	25	127	152	1
Pat Daily	Curtiss Robln	17	71	88	2

CONSOLATION MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
Bert Phillips	Taylorcraft	X	-	-	-
Doug Buchanan	Allied Sport	-	X	-	-
John Houck	Junkers	-	-	X	3
Mark Houck	Kieuport 12	X	-	-	-
Jerry Paisley	Brewster Buffalo	-	X	-	-
Brian Koppenhaver	F4U	-	X	-	-
Jerry Paisley	Piper Cub	-	X	-	-
Paul Spreiregen	Lacey	-	-	X	2
Bud Carson	Farman	-	-	-	1
John Houck	Rearwin	X	-	-	-

BOSTONIAN

CONTESTANT	AIRCRAFT	BEST SINGLE FLIGHT TIME	PLACE
Bill Ceresa	Boston Beancraft	91	2
Terry Pittman	BFM	93	1
Mike Moskow	Phat I	77	-
Doug Buchanan	Square One	51	-
Don Srull	Boston Stragler	79	3

GOLDEN AGE SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
Doug Buchanan	Wendt Swift	X	-	-	-
Jerry Paisley	Cub J4E	-	-	-	1
John Houck	Rearwin Speedster	-	-	-	3
Bud Carson	Farman	-	-	-	2
Bert Phillips	Monocoupe	X	-	-	-
Paul Spreiregen	Fairchild	-	-	X	-
Mike Moskow	Taylorcraft	-	X	-	-

WW I MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
Wally Farrell	Se5A	X	-	-	-
Stew Meyers	SPAD 7	X	-	-	-
Dave Rees	Martin Handasyde	-	-	-	1
Mark Houck	Nieuport 12	-	X	-	3
Mike Moskow	Fokker DVII	X	-	-	-
John Houck	Junkers J-1	-	-	-	2

PEANUT SCALE MASS LAUNCH

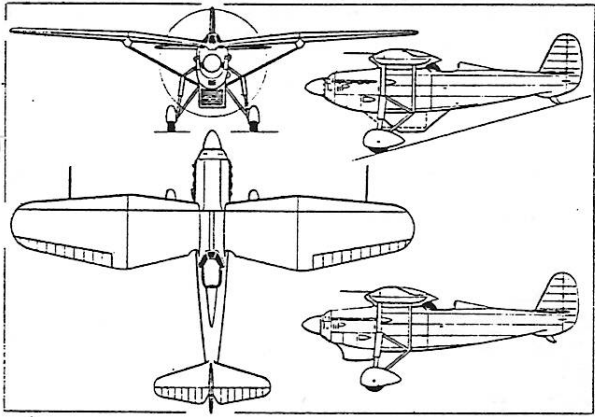
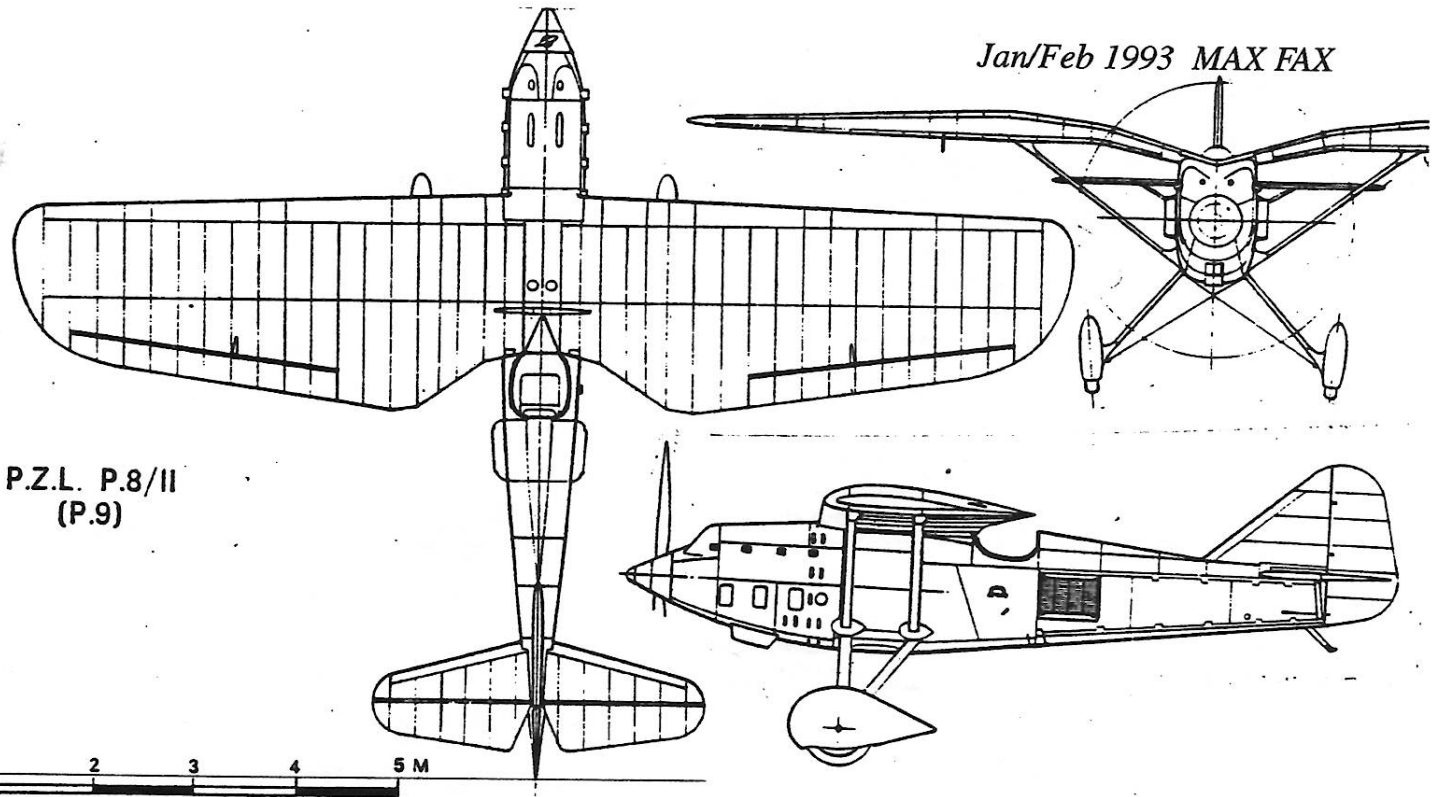
CONTESTANT	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
Dave Rees	Contestor	-	X	-	-
John Houck	Monomail	X	-	-	-
Rich Gillis	Pottler P100TS	-	-	-	1
Bert Phillips	Monocoupe	-	X	-	-
Paul Spreiregen	Lacey	-	-	-	2
Doug Buchanan	Lacey	X	-	-	-
Jerry Paisley	Piper Cub	-	-	X	3
Wally Farrell	Monocoupe 110	-	X	-	-

CONTESTANT	EVENTS FLOWN	FIRSTS	SECONDS	THIRDS	TOTALS
Brian Koppenhaver	3	-	1	-	2
Scott Paisley	2	1	1	-	5
Doug Buchanan	7	-	-	1	1
Bert Phillips	5	-	1	-	2
John Houck	6	1	1	2	7
Dave Rees	3	1	1	-	5
Mark Houck	3	-	1	1	3
Jerry Paisley	6	2	-	3	9 **
Stew Meyers 3	3	1	-	-	3
Rich Gillis	4	2	-	1	7
Paul Spreiregen	3	-	2	-	4
Bud Carson	4	1	2	-	7
Reggie Batterson	2	2	-	-	6
Mark Houck	3	-	1	1	3
Frank Rowsome	2	-	-	1	1
Terry Pittman	2	2	-	-	6
Pat Daily	1	-	1	-	2
Mike Moskow	3	-	-	-	0
Wally Farrell	2	-	-	-	0
John Krouse	1	-	1	-	2
Don Srull	1	-	-	1	1
Bill Ceresa	1	-	1	-	2

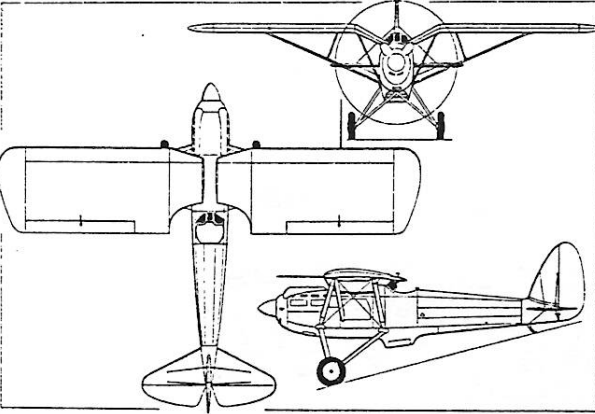
** Jerry Paisley was the GRAND CHAMPION with a total of 9 points. He flew in 6 events and placed (in the top three) in 5 of them to achieve this score. A total of 22 contestants flew in the contest.

PAX RIVER NOV 92 POSTSCRIPT

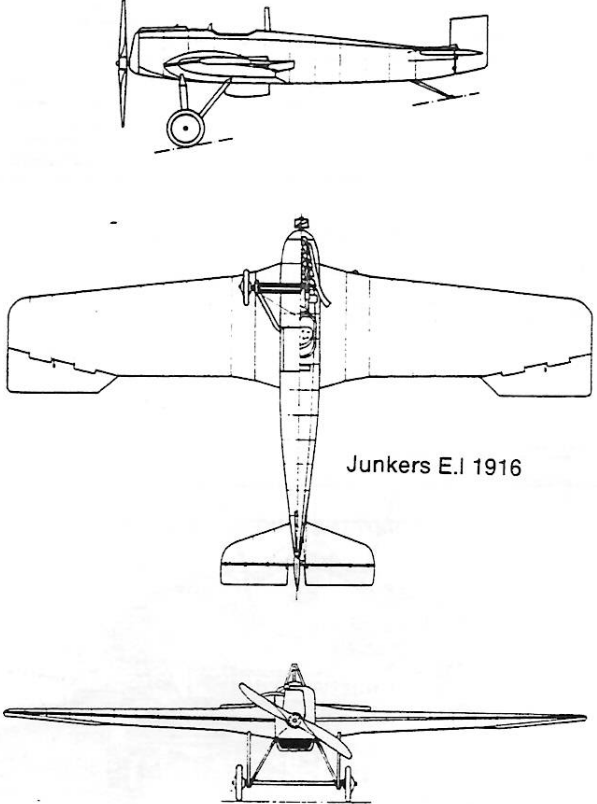
A big well done is due to Claude Powell for another great modeling event at the Patuxent Naval Air Station. Those who did not attend missed another wonderful time flying, visiting and watching all the fun. We wish to specially thank Bill Powell our man on the scene at the Helicopter Test Facility. Without him we would not have enjoyed this year's contest and possibly not that scheduled for March 93. Also we wish to thank all the contestants and visitors who contributed generously to the NAVY RELIEF FUND. Claude turned in a total of \$112 which is a record amount and certainly helps us maintain a good presence in the eyes of the management at the facility.

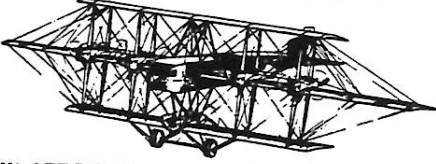


The ANF-Mureaux 170 suffered cooling problems which dictated several changes to the radiator bath, three variations of which are seen in the side profile drawings above.



The general arrangement drawing above illustrates the Gourdou-Leseurre 482 which suffered excessive drag and achieved an unacceptably low performance as a result.





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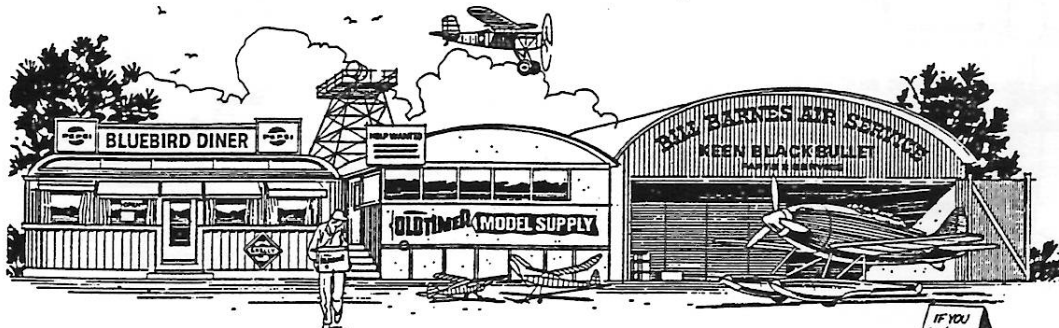
STICK & TISSUE, VOLUME TWO, Bill Hannan's latest publication, \$9.95. **Peanut Power**, recently reprinted, \$15.95. **Frankly Speaking**, Frank Zaic's semi-autobiographical musings, \$6.95. Add \$2.50 for postage and packing for one or two books, \$3.25 for all three. \$1 brings illustrated catalog of many aero publications. **HANNAN'S RUNWAY**, Box 210-NF, Magalia, CA 95954

GoldenAge REPRODUCTIONS



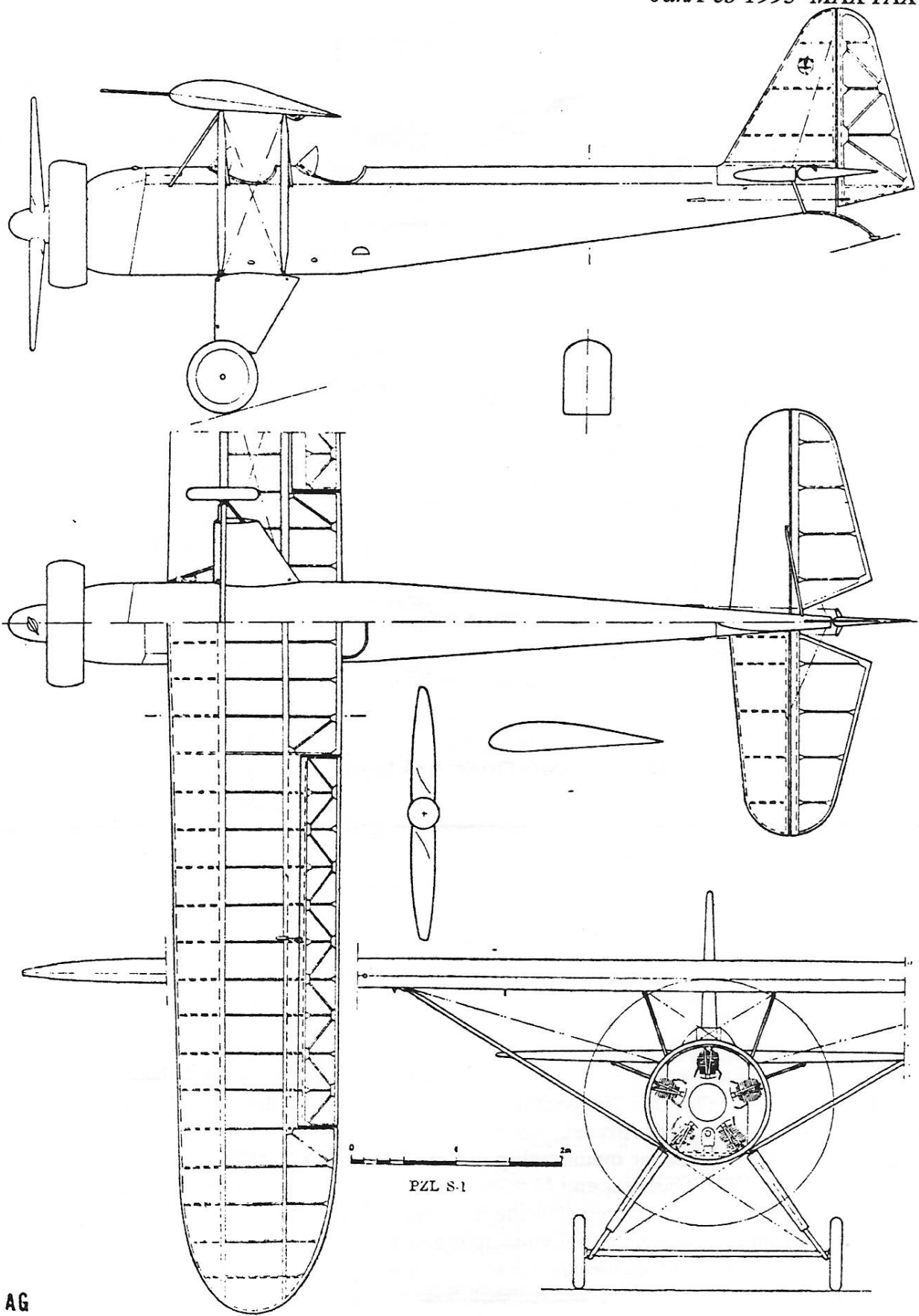
ILLUSTRATED CATALOG OF 20 KITS AND HUNDREDS OF PLANS: \$2.50. KITS COME WITH FINEST GRADE Balsa. JAP TISSUE, VACUUM FORMED WHEELS AND CANOPY, PROP, RUBBER AND DECALS. P.O. BOX 1685, ANDOVER, MA 01810

OLDTIMER MODEL SUPPLY BOX 7334 VAN NUYS, CA. 91409



CATALOG \$2.00





AG



MARV YODER

_____ TO 1992

We are saddened to report that the Maxecuters have lost another of our friends and fellow flyers. Marv was an avid builder and flyer and rarely missed a contest or fun-fly. When living in Maryland he always showed at Shangrila for an afternoon of flying and festivities. Moving back to Pennsylvania did not prevent him from attending most of the contests. He was a regular at Comsat, Pax River, Rowland Hoot's and Dave Rees's. A favorite of his was the ONE-DESIGN old timer contest at Galeville every year. Marv's warm wit and his enthusiasm for life was always evident, and was infectious. We miss him!



NOTE: Your Dues Are Due



CLUB OFFICERS

- 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 20872

MEETINGS The D.C. Maxecuters hold meetings on the first Wenesday of every month at the College Park Airport, the oldest operating airport in the U.S.

MEMBERSHIP Dues for membership in the D.C. MAXECUTERS is \$15 per year for residents of the USA, Canada, and 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" in the box above is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer.

SOME LOOSE ENDS

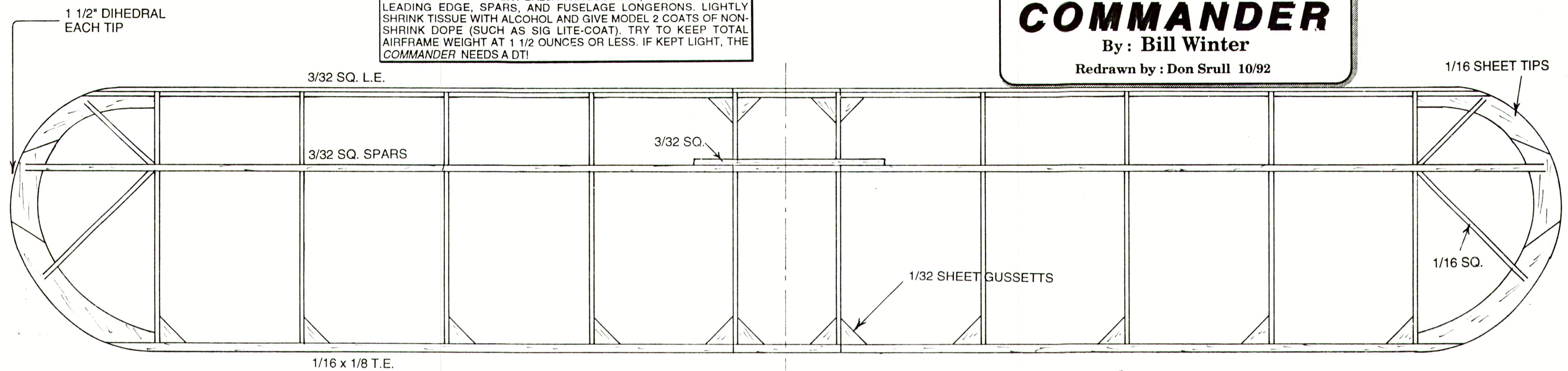
Lou Buffardi, who writes the model column "Of Models and Musings" in WW I AERO journal, sent us an inquiry to pass on to our readers. By the way, Lou's column in the November, 1992 issue had a terrific pictorial piece on Czeck modeler Lubomir Koutny and friends. These guys build *great* free-flight scale! If you need a little inspiration, take a look at the fantastic variety of models this group builds and flies. At any rate, Lou is looking for the old Berkely Kit #7-3 of the SBD-3 Helldiver. He is also collecting old balsa models. If you can help, please contact him at 400 Windward Passage, Slidell, Louisiana 70458.

One last thought — a number of advertisements have appeared in MAX-FAX from time to time including this issue. All that you see in this and other issues can be recommended without reservation.

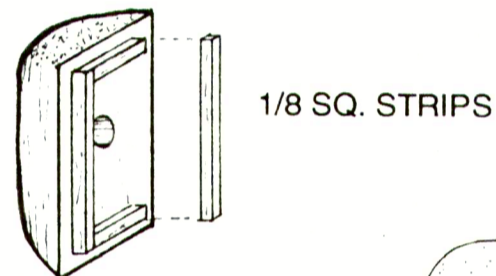
Tha—tha—that—that's—that's all, folks!!!

Remembrance of the
 1933 CONSTRUCT-A-PLANE CO.
COMMANDER
 By: Bill Winter
 Redrawn by: Don Srull 10/92

NOTE: USE LIGHTWEIGHT Balsa THROUGHOUT, EXCEPT FOR WING LEADING EDGE, SPARS, AND FUSELAGE LONGERONS. LIGHTLY SHRINK TISSUE WITH ALCOHOL AND GIVE MODEL 2 COATS OF NON-SHRINK DOPE (SUCH AS SIG LITE-COAT). TRY TO KEEP TOTAL AIRFRAME WEIGHT AT 1 1/2 OUNCES OR LESS. IF KEPT LIGHT, THE COMMANDER NEEDS A DT!

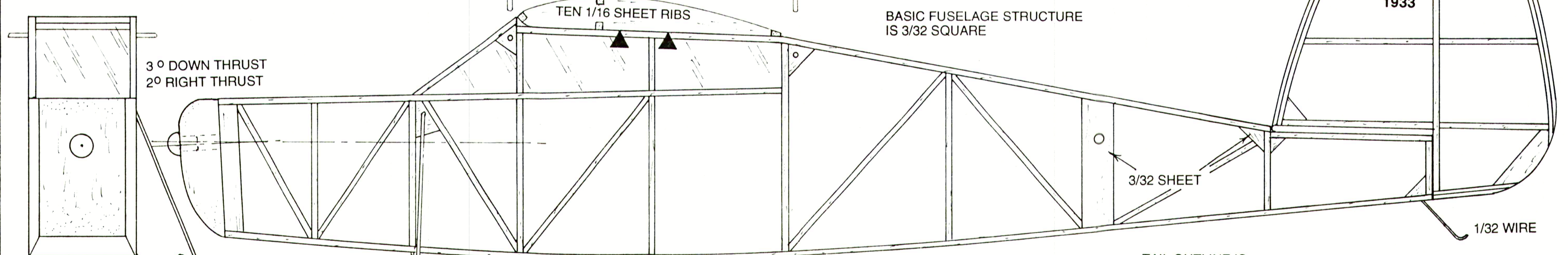
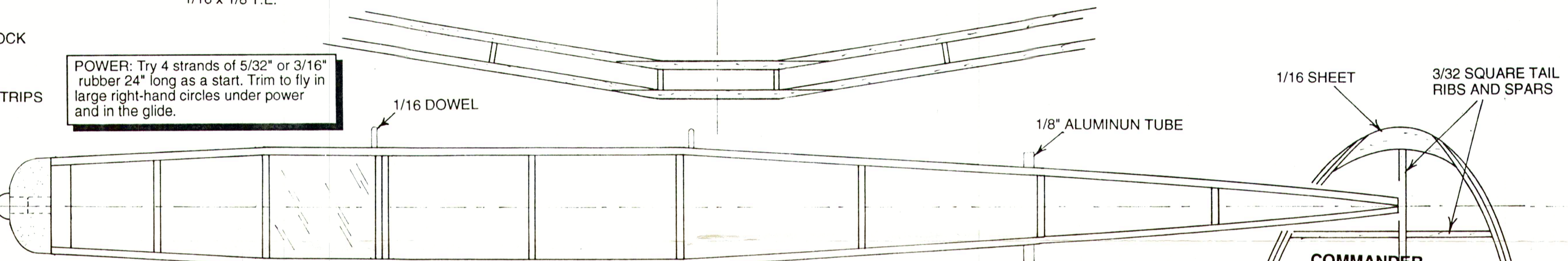


REMOVEABLE NOSE BLOCK

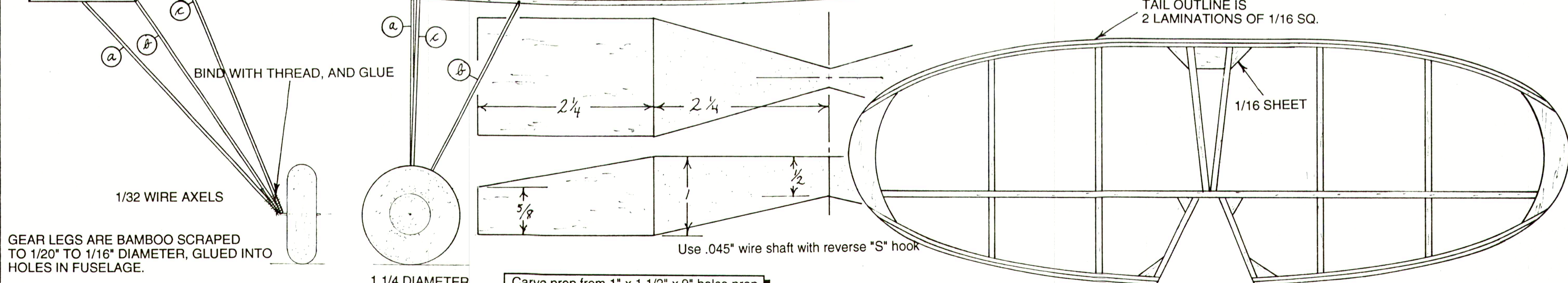


POWER: Try 4 strands of 5/32" or 3/16" rubber 24" long as a start. Trim to fly in large right-hand circles under power and in the glide.

LARGE PECK NYLON NOSE BUTTON



COMMANDER
1933

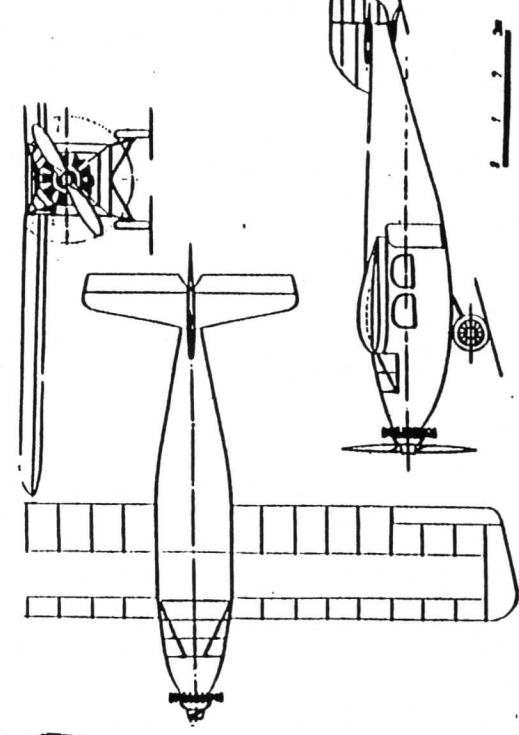


GEAR LEGS ARE BAMBOO SCRAPED TO 1/20" TO 1/16" DIAMETER, GLUED INTO HOLES IN FUSELAGE.

Carve prop from 1" x 1 1/2" x 9" balsa prop block, or use Peck 9 1/2" plastic prop trimmed to 9" diameter.

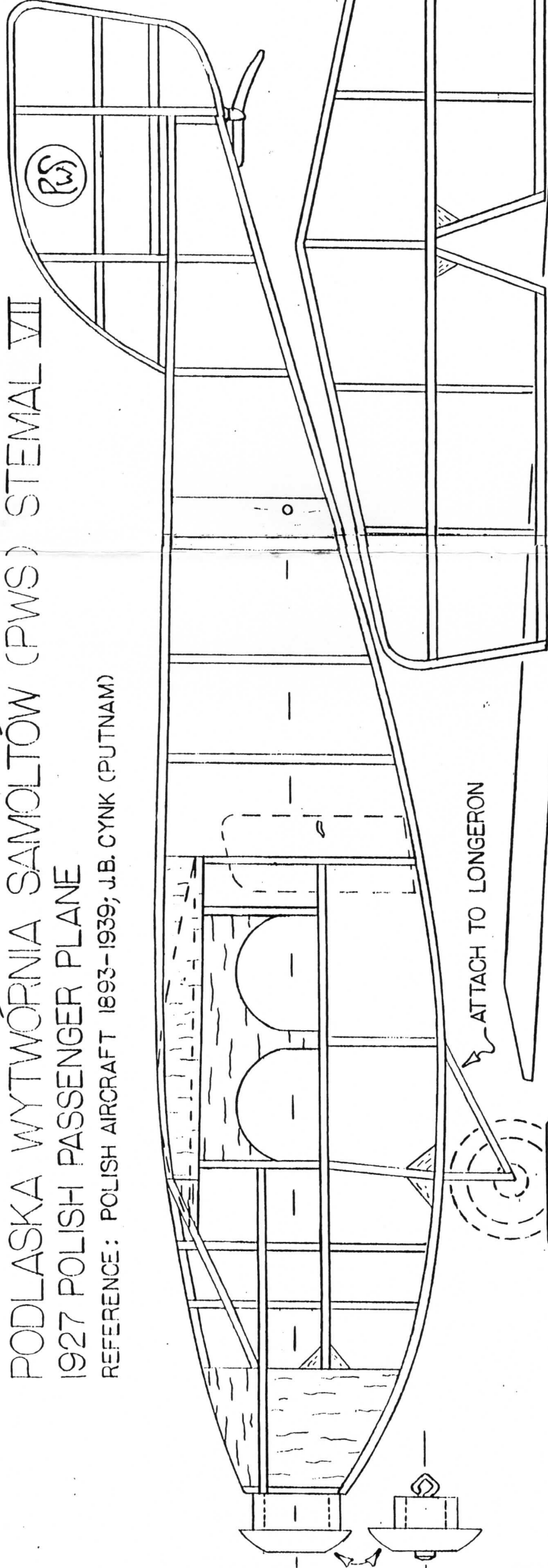
PODLASKA WYTWÓRZNIA SAMOLITÓW (PWS) STEMAL VII 1927 POLISH PASSENGER PLANE

REFERENCE: POLISH AIRCRAFT 1893-1939; J.B. CYNK (PUTNAM)

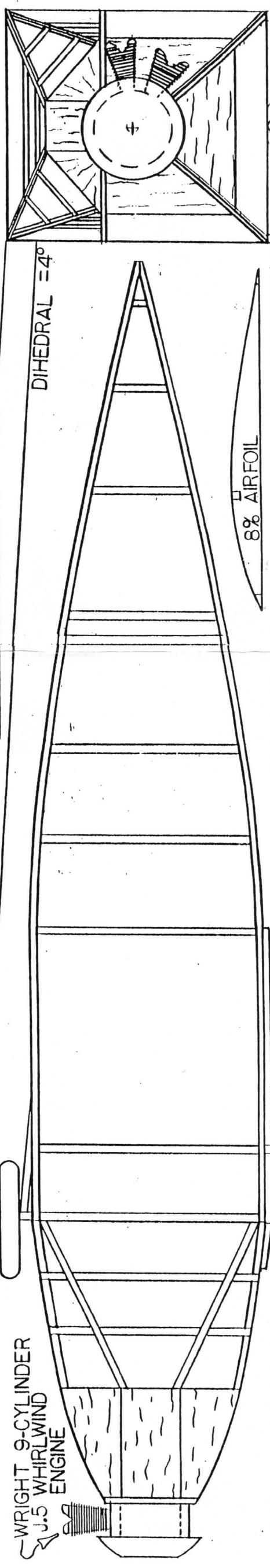


COLOR: DURALUMIN
ASPECT RATIO: 5.83
TAIL VOLUME: .54
CG: 34.8

STEMAL VII



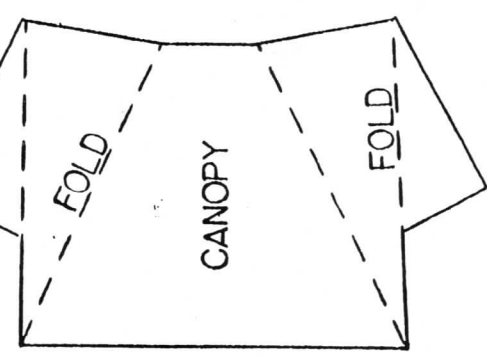
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WRIGHT 9-CYLINDER
J.5 WHIRLWIND
ENGINE

DIHEDRAL = 4°

8% AIRFOIL



FOLD

CANOPY

FOLD

