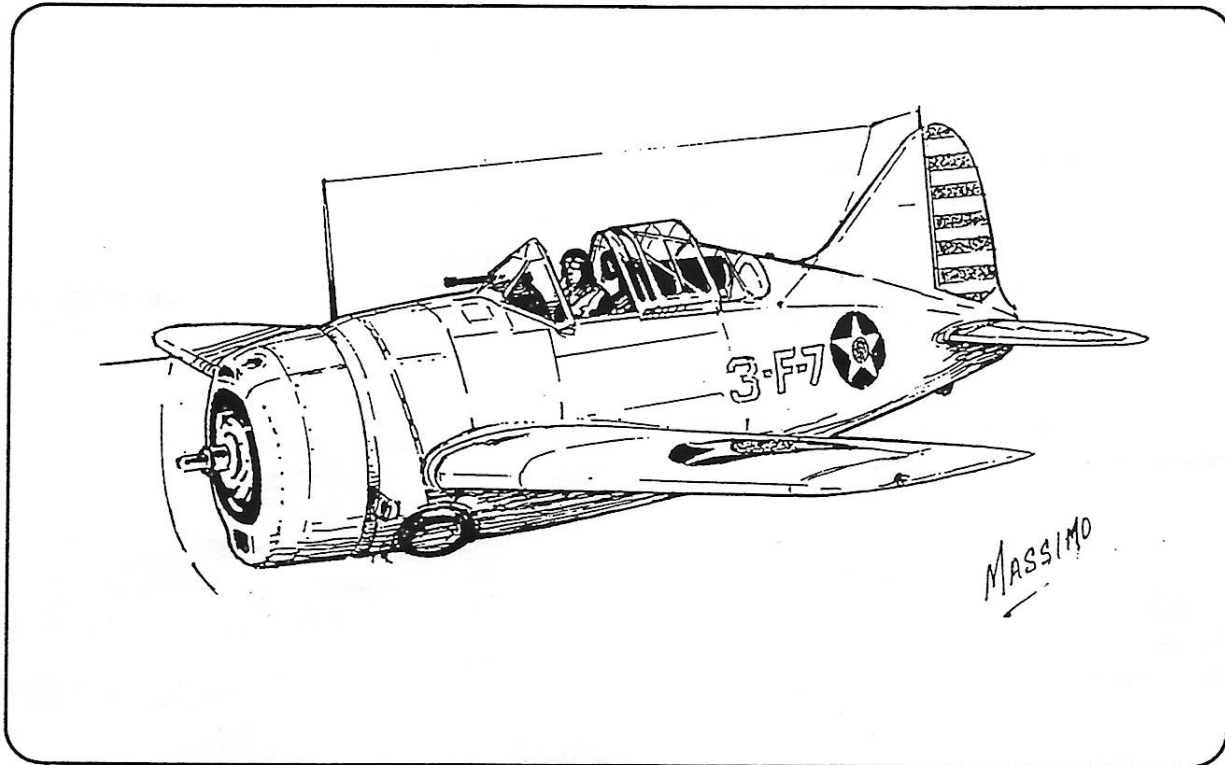


# MAX FAX

Journal of the D. C. Maxcuters

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

March - April 1993



## 1993 UPCOMING EVENTS

- |                |  |
|----------------|--|
| March 13       | Bull Session at Ray Rakow's home. 911 Crosby Rd. Silver Spring Md 20910 - Phone (301) 588-0317   |
| 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!!! Rots of Ruck! |
| Sundays        | Flying @ Comsat 4PM till dark.   |
| May 30         | Old Timer Contest @ Comsat - Bill Winters Commander eligible.  |
| June 20        | Ten center Contest @ Comsat (Max wingspan 20")   |
| July 10 & 11   | FAC Contest @ National Warplane Museum in Geneseo, NY  |
| Aug 15         | Any scale bi-plane contest @ Comsat.   |
| Sept 4 thru 10 | FAC, AMA Contest @ Muncie, Indiana.  |
| Sept. 11       | Maxecuter's Summer Fun Fly @ Comsat 9AM to 5 PM<br>Contestants must have AMA License card to Fly.  |

## New Meeting Date

Please note that our new meeting date is now on the **FIRST TUESDAY OF EVERY MONTH** at the College Park Airport. This was done so that the club can use the newly renovated meeting room which is presently being used by the C.A.P. every Wednesday.

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## In This Issue

In response to the many requests at contests for information on how to build an effective free wheeler and the adjustable thrust line device that many of us use, old Max-Fax articles which detail how to build these devices have been included. We have a 17" X 11" plan of a 1946 CO<sub>2</sub> powered Chum which was modified and drawn by Tom Ogden complete with history, construction and flying article. Also, the feature full sized plan designed and drawn by Jerry Paisley is of a Brewster Buffalo F2A-3 in the battle of Midway markings. As usual, our photo editor, Tom Schmitt, has put together the excellent photo pages.

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## Club Logo History by Jerry Paisley

None of the present local active club members really know how far back our club goes. There is an article on the club in the February 1967 AMERICAN MODELER, so we know it goes back that far, and it had the same logo then. Through the years we have heard various comments like "why do we have those stupid wings on our logo?" In response to these comments, Allan Schanzle used Waco wings on the news letter logo for

one issue, and not one person commented on them. Allan thinks that they didn't even notice, so he went back to the original.

The Air & Space magazine did an article on Captain Midnight in their December 1987 issue, and there it was on the cover. - Our club logo firmly attached to the chest of Captain Midnight himself. Only one minor difference. His clock hands were set at (of course) MIDNIGHT and ours are set at the two minute MAX.

From Air & Space

"On 30 September 1940 a radio announcer's voice rings out: CAP-TAIN MIDNIGHT! Brought to you every day, Monday through Friday, by the makers of Ovaltine!"

Our radio adventure begins as darkness falls on a World War I aerodrome somewhere in France. In a dark tent, Major Steele and a high official of the U.S. government brief a Captain on a desperate mission as shells crump on distant battlefields. The success of the Allied cause hangs in the balance.

"What name you will be known by," the official concludes, "rests in the hands of Fate."

"Sir, if I am not back by midnight," the young volunteer responds, "you will know I have failed."

With these words, he exits and climbs into a SPAD fighter. The engine roars as the lone biplane disappears into the night.

The hours pass. "Fifteen seconds before twelve," the official proclaims, his voice heavy with despair. "Looks like we're all sunk. Too much to ask of one man -"

"Listen, do you hear it?" the Major interrupts.

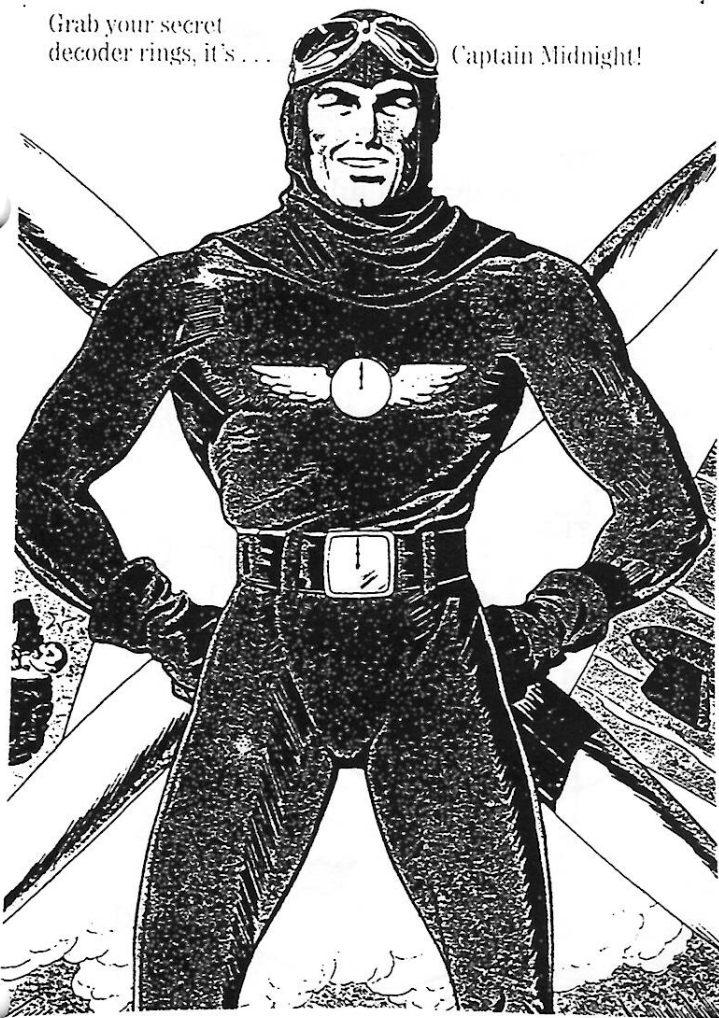
"Yes... It's a plane! He's done it! We're saved!!"

"And it's just twelve o'clock!" Major Steele notes. "To me, he will always be Captain Midnight!!"

Wow!! Is that exciting or what? Seems to me that our club founders knew what they were doing when they selected that logo. Well if not, at least it is tied to a long history. "This is Captain Midnight signing off with the code of the Secret (Dreaded Potomac Pursuit) Squadron - justice through strength and courage.. Out!!

Grab your secret decoder rings, it's...

Captain Midnight!



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## PSSST-OFF SHEET

by  
Frank Rowesome

There is a newsletter dedicated to Jetex modeling, put out by Roger Wathen, onomatopoeically named Pssst-Off Sheet. If you have ever heard a Jetex motor fire, you will understand the title. Remember the Jetex motors? These were English-made miniature solid fuel rocket motors intended to power small-to-medium size free flight models. Some of these planes performed quite impressively. These motors went out of production in the mid 1960's, but motors similar to the old Jetex 50 were brought back a few years ago under a new name: Jet-X 50-Z.

Each issue contains reprints of old articles on Jetex from the golden age of jet aircraft, photos, many plans, information on fuel sources, motor management techniques, and flying tips. Many issues contain original or reprinted building tips, including some of the best I have seen anywhere. A few years ago Roger ran a series on molding 1/32" sheet balsa fuselages into accurate scale contours. Another informative piece appeared on laminating formers and jiggging them into warp-free fuselage bones. The September 1992 issue reprinted a piece from Airflow on tips to identify precise and well-optimized locations for stringer notches in formers. All good, useful stuff. Each issue has a theme. Recent ones have been delta wings, canards, and twin-engined jets.

The plans are of several kinds: Jetex-assist HLGs, profile scale, built-up endurance ships and scale ships intended for jetex power, and 3-views of jet aircraft. Most issues contain an 8 1/2" X 11" 3-view of a jet from the 1950's carefully collected or

prepared by Allen Hunt, who operates a plan service in West Virginia. These are a gold mine for those with dreams of electric ducted fan models, of the kind pioneered by Don Srull and now Dave Rees, as well as jetex or rubber-powered jet model fanciers.

Nominally, Pssst-Off Sheet is a quarterly. However, Roger's publishing schedule is catch as catch can. He, too, has to make a living, and it is not uncommon for six months to go by without an issue. But he is scrupulously honest. You get 6 lengthy issues for \$9.00, however long it may take for him to get six issues out. I find them worth the wait. He also has back issues available. To subscribe, contact Roger L. Wathen, Sr. 3242 N. Dequincy St., Indianapolis, IND. 46218.

Subscriptions (6 issues): \$9.00 in the U.S.; \$10.00 in Canada; Overseas: \$12.00 regular mail, \$14.00 in a mailing envelope, or \$11.00 by surface mail, all in U.S. currency. Back issues \$2.00 ea., Thanks to postage savings, sets of back issues are cheaper: \$6.00 to \$9.00 for sets of six sequential issues, depending on the page count. The more recent are fatter, with more plans and reprints than the earlier issues; hence the cost difference.

### JETEX Rally Announcement

Jetex Jim says, "Come one, come all, to the First Ever Jetex Rally to be held in the U.S. in thirty years. The event will be at the new AMA headquarters in Muncie, Indiana, during the summer or fall of 1993. A variety of events are being scheduled. Speakers will be covering a variety of subjects from fuel formulae for Jetex, alternate fuel sources, trimming techniques, and problems specifically related to Jetex flying. There will be a flying session or two. There will also be a static display of Jetex models, and a swap session to top it all off.

The dates are tentative: Saturday, July 17 and Labor Day Weekend during the free flight champs have been discussed. Check with Roger Wathen on the final date selection, to volunteer to be a speaker, etc. His address is above, and his phone number is (317) 547-5963.

Roger Wathen is also selling back issues of model magazines. Send him a large, double-stamped SASE for a listing of what's available.

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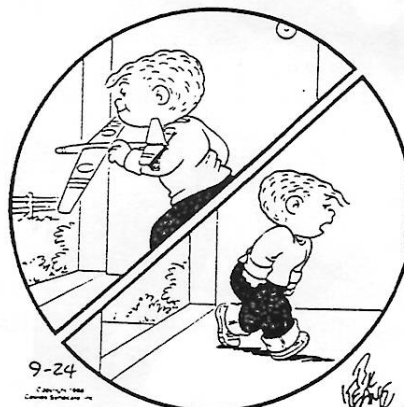
### 5TH SHONAI PEANUTE & 1ST PISTACHIO PARCEL POST PROXY PAGENT

This contest is for outdoor Peanut scale & indoor Pistachio scale. If you are interested let Mr. Uchida know your intentions ASAP and send your model, including return postage, so that it will arrive no later than 30 July 1993 to :

Mr. Shoichi Uchida  
Asanaka 3-24, Ogaki-shi,  
Gifu-Ken, Japan 503

We have more info on the rules. Give us a call if you are interested.

### THE FAMILY CIRCUS



"I hate trees."

C.A.V.U.  
(Ceiling and Visibility Unlimited)

by  
Rolf Gregory

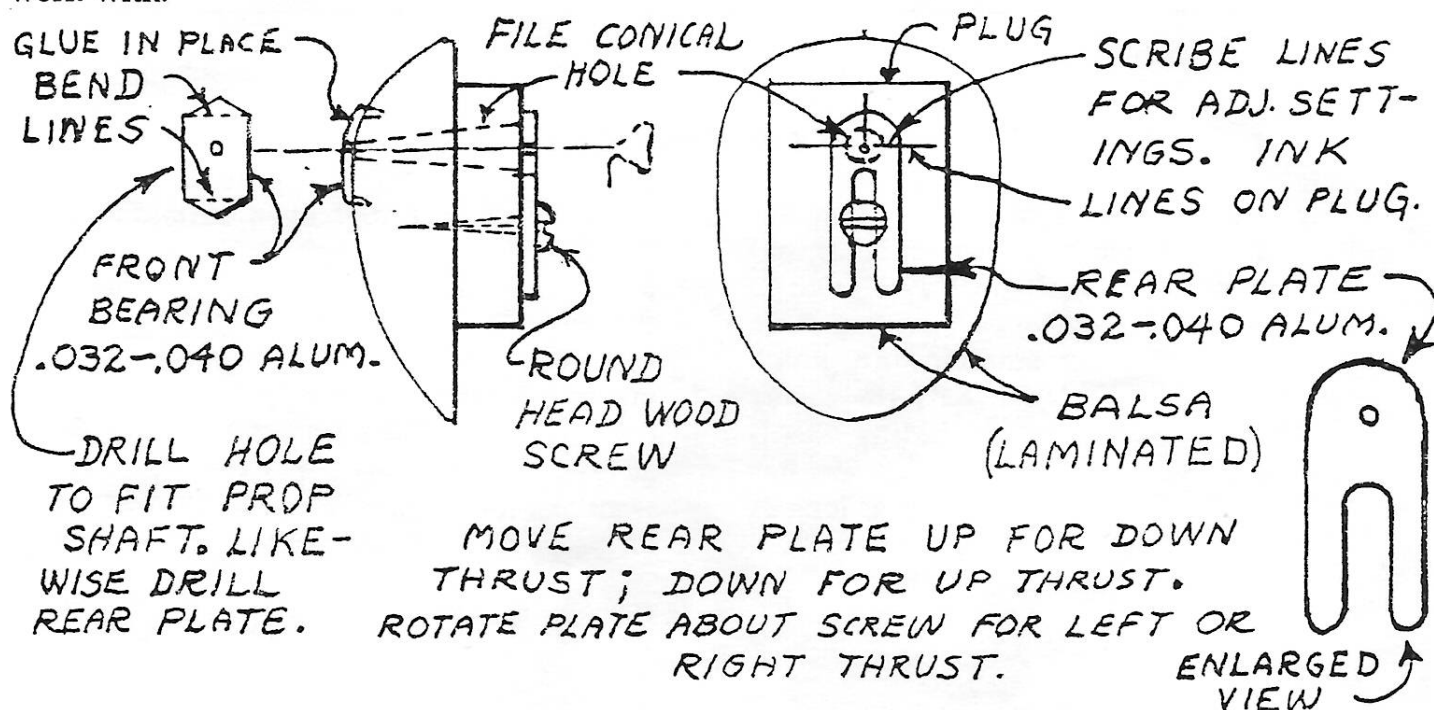
When trying to trim out a free flight scale model, we usually must resort to changing the thrust line. Generally, we need some down thrust, sometimes some left or right, and occasionally some up thrust. I find the use of scraps of balsa, paper matches or match covers, chunks of modeling clay and like, to be objectionable and frustrating. Just when you get the model trimmed about right, you retrieve it and find the exact piece of clay, or whatever, has been lost in the grass and you have to guess again as to the size to use under the nose plug.

The following drawings show a device I have been using with some success for curing the trouble. Several of our members saw it and suggested I draw it up for the newsletter, so here goes.

I don't think the idea is new with me. I have a vague notion I saw it or something similar years ago. anyone can have the credit who wants it. One word of caution. Don't try to use it on a tiny nose plug. Be sure it is large enough to work with.

If you don't have a small rat tail file for enlarging the prop shaft hole into a conical hole, it will work just as well to drill an oversize hole, say 1/4", all the way through. After the small pilot hole for the screw is drilled, run the wood screw all the way in to cut threads into the wood. Remove the screw and put some hot Stuff into the hole to harden the threads in the wood. Be SURE the Hot Stuff is dry before running the screw into the hole again!

As you can see, loosening the screw will allow sliding the rear plate around to give a fairly good range of thrust line adjustment. After adjusting, tighten the screw to hold the prop shaft in the adjusted position. To help in making adjustments, scribe lines on the plate and put matching lines in the plug with ink, all aligned with the prop shaft hole when in the centered, neutral position. (Sandpaper glued to the back of the nose block will help hold the thrust plate secure. - ED) Reprinted from 1-2, 1983 Max-Fax



## PHOTO PAGES

by

Tom Schmitt

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1. The featured plan of this issue, a high flying Brewster Buffalo by Jerry Paisley; great photo by Jerry.
2. This airplane has a history; the original by Arthur Beckington won the 1938 Stout Trophy. Jerry Persh built a copy a few years ago and then passed it on to Marty Schindler. Marty attempted to fly it full of warps and broke the prop. The two grinning guys, Don and Jerry you see here straightened the wing and fixed the prop. After a couple of good flights at Comsat, it went back to Marty with the observation that it could be a good old-timer if not built like a lead sled.
3. David Vanderlinde's photo of his Stemal VII. See last MAX-FAX for the full size plan. Build this one, it should be a great flyer.
4. Allan Schanzle and his Navy Pursuit from the plan in the November/December 1992 MAX-FAX.
5. A flight shot of Bill Winter's Commander. Build one for our one-design contests next summer; it is a great sport flyer.

### PAX RIVER NOVEMBER 1992

6. Pat Daily made the trip from Richmond. Unfortunately he did not finish his Wildcat. Don seen here giving it the eagle eye.
7. John Houck winding his Junkers J-1 which took first place in FAC scale; a great looker and flyer. John does not hesitate to tackle some unusual subjects and has promised the plan for MAX-FAX.
8. Tony Avak came with another airship; this time a rubber powered radio controlled craft using the Fritz Mueller system. Now how about an R/C Pennyplane?

More photos on Page 10!

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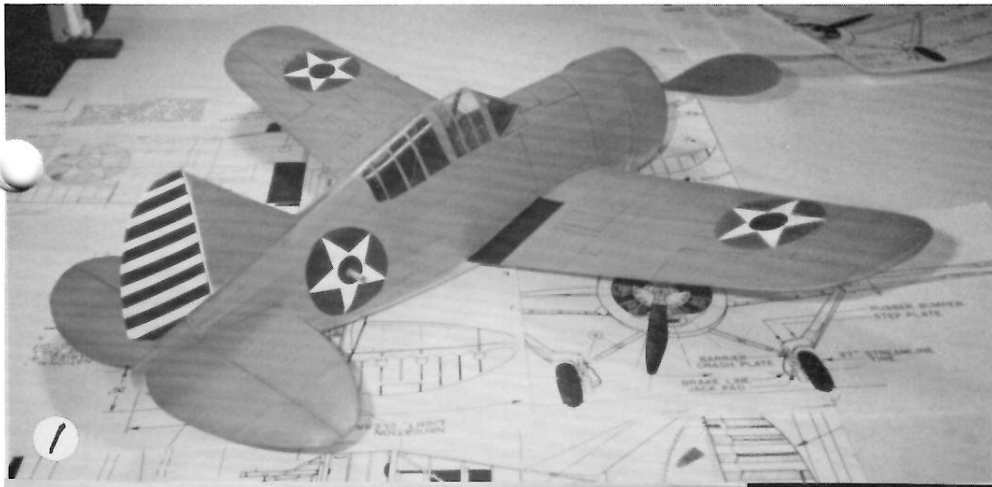
### Ultra-lite R/C Servos

by

Paul Geartner

Through a special arrangement that has been made between Tower Hobbies and D.C. Maxcutters you can buy KYOSHO KS-10 servos for \$28.99 each. These little jewels are slightly smaller and much faster than the KRAFT KPS-18. They weigh only 14 grams, including the J-series FUTABA connector. TOWER has agreed to honor the \$28.99 price, as long as the purchaser uses this part number: TC-

9999. To make things even better, when you include the "special ad number" 01099 in your order, TOWER will waive the usual \$5.75 shipping cost. The KS-10 servos seem to be of high quality. They are appreciably smaller than the FUTABA S0133 units, and for a while, at least they are less expensive. -- Paul went to a lot of effort to work this deal out for us... Thanks Paul-



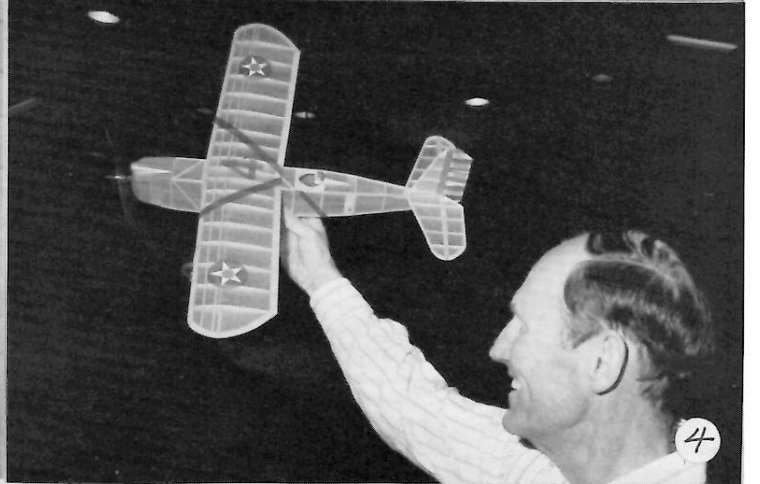
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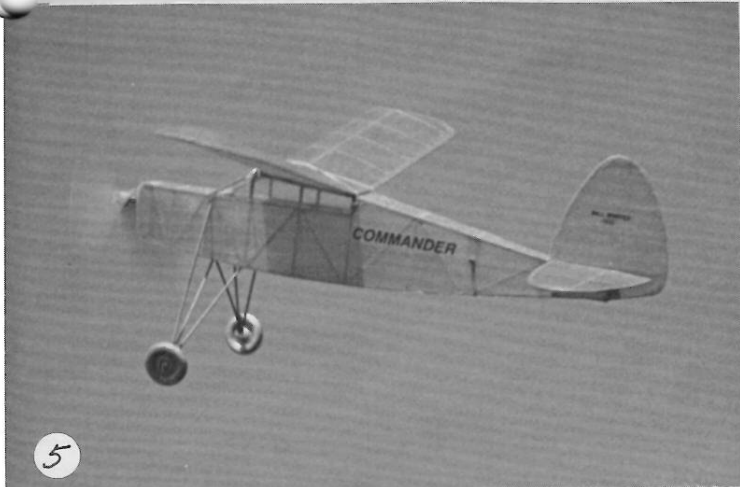
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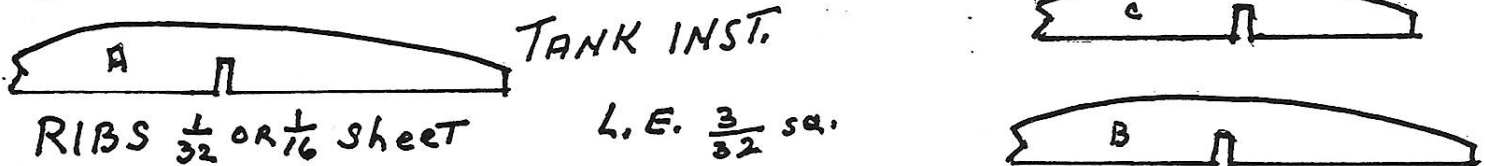
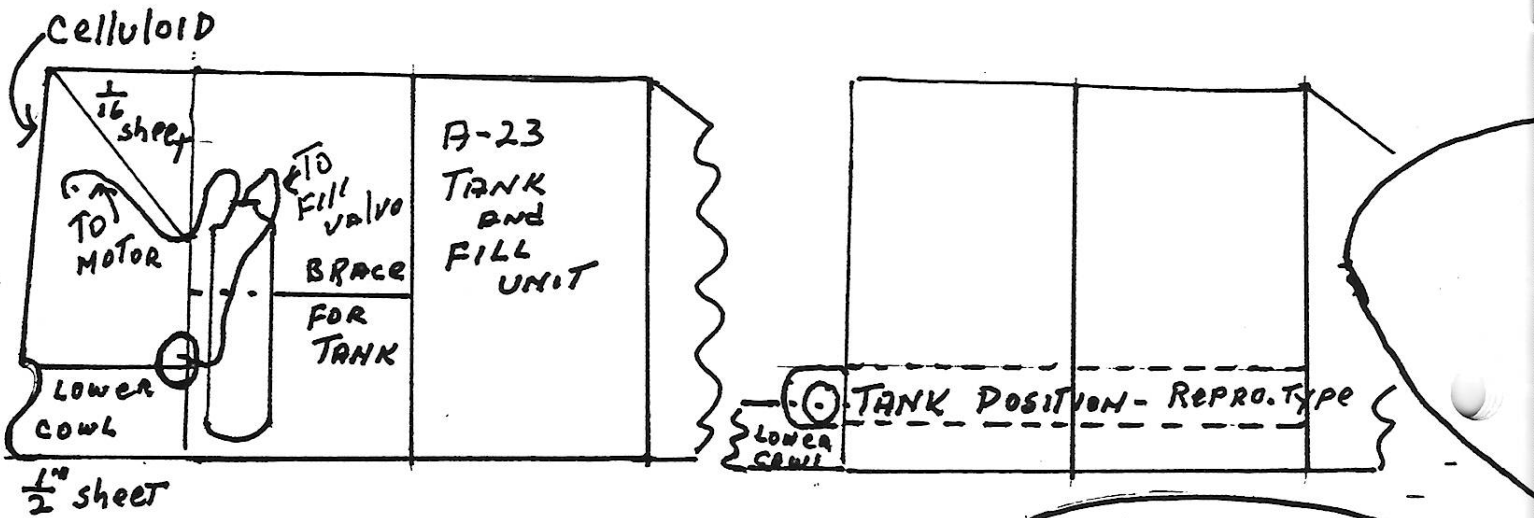
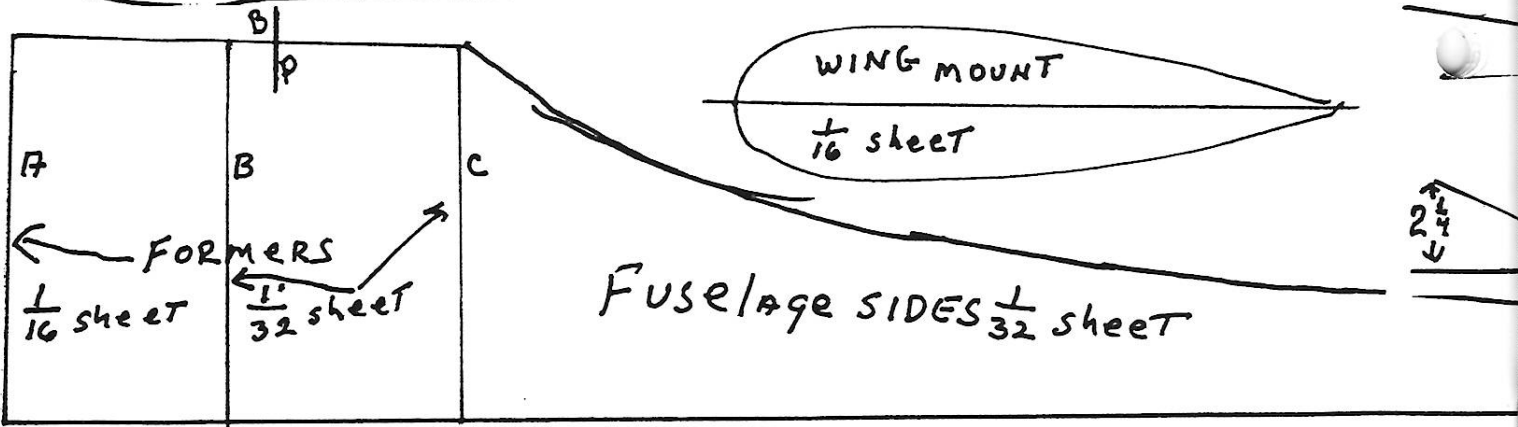


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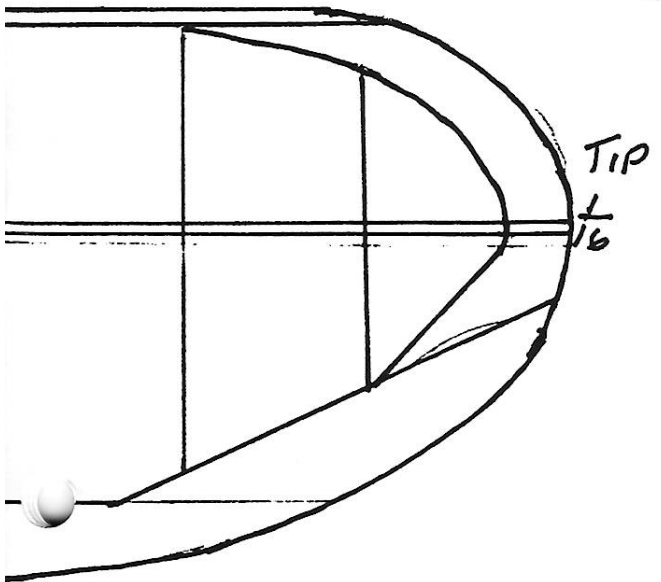
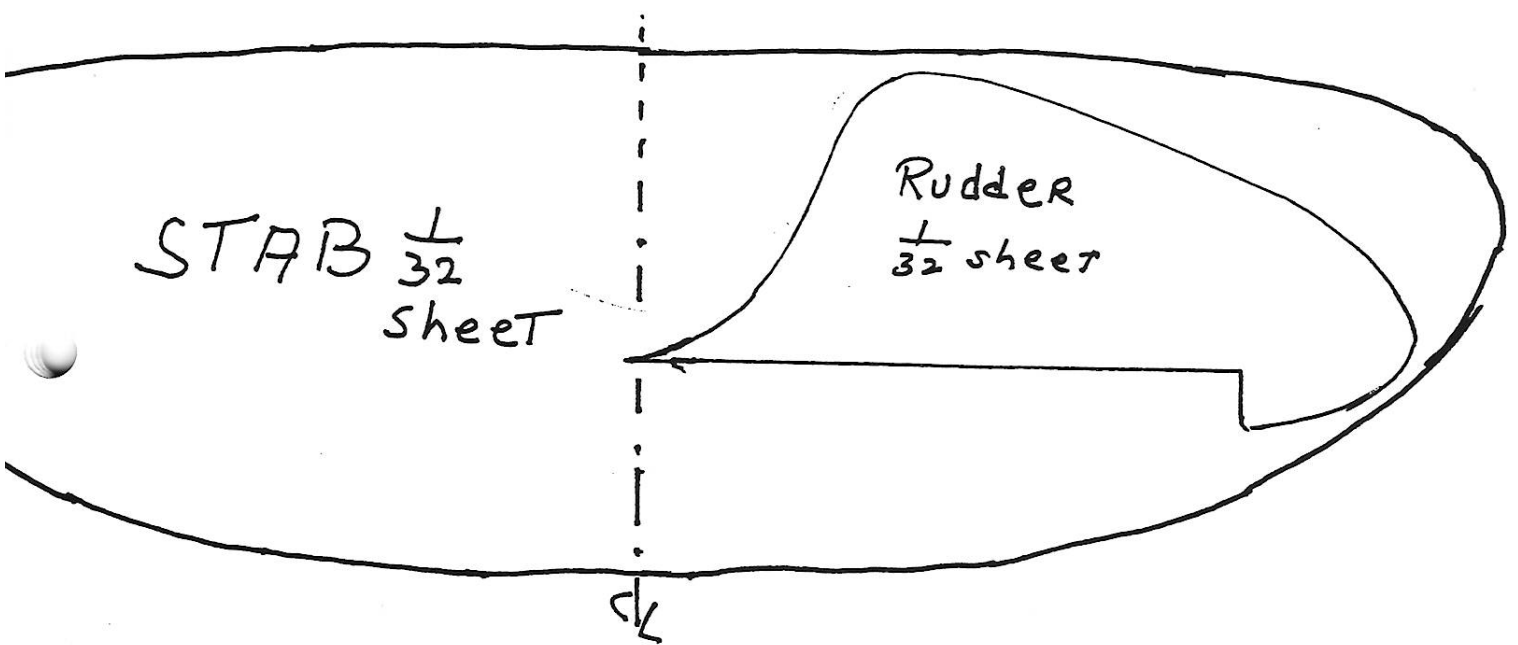
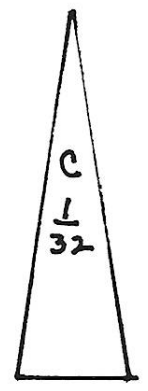
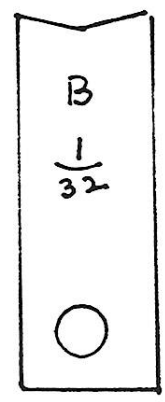
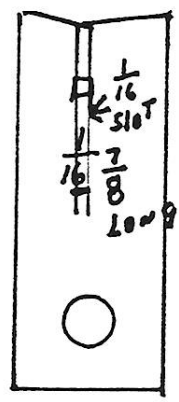
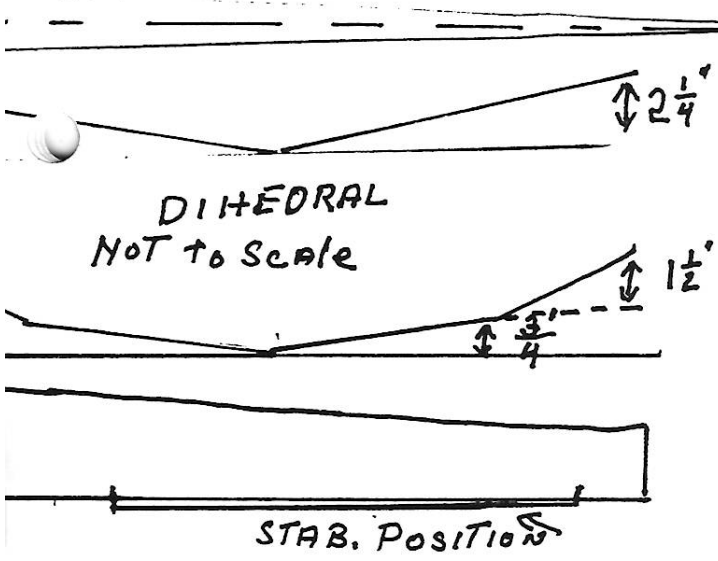
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BOTTOM  $\frac{1}{32}$  sheet



D.H. Gusset	SPAR $\frac{3}{32} \times \frac{3}{16}$			$\frac{1}{32}$ COMPET.		D.H. Gusset
				RIBS $\frac{1}{16}$ SPOT		
	T.E. $\frac{1}{8} \times \frac{1}{2}$					





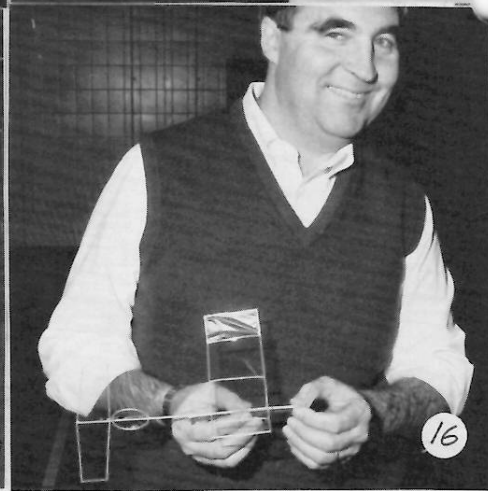
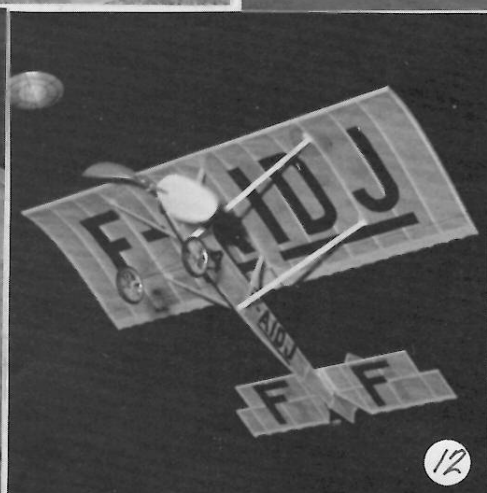
CAMPUS CHUM  
 Designed by FRANK EHLING  
 IN 1948

MODIFICATIONS BY T.G. OGDEN  
 IN 1991

TYPE SPORT/COMPETITION

SPAN 22 INCHES  
 POWER - C.O.<sup>2</sup> - CAMPUS A-100 OR  
 BROWN A-23 MOTORS

f.  
k



### Photos cont from page 7

9. Bill Roedel, one of our regulars from Pennsylvania is no longer with us. He left us in '92 and now flies with the angels. We missed him at Comsat last summer.
10. Stew Meyers won a first place in NAVY SCALE at Pax River with a great flying AD, much to the delight of the spectators.
11. Doug Buchanan is always hungry; seen here taking a bite from one of his many aircraft.
12. Terry Pittman's Farman Carte Postale NO-CAL heads for the rafters at Sherwood.
13. Scott Paisley learns the hard way that four pound balsa will not hack it for longerons. If we remember correctly, Allan's Skyfarer failed in the same manner!
14. Hurst Bowers and a T-Craft were seen at Sherwood a few weeks ago.
15. Bud Carson won a first place in the hard fought CONSOLATION event at Pax River with his trusty Farman.
16. We caught Randy Kleinert trying to hide behind his MIMI-STICK. Why not build one; you can fly it at home in your living room when TV becomes boring!

### KUDZU FALL MEET GREAT SPLASH

17. Look at what you missed by not joining in the seaplane fun with Dave Rees last fall. See last MAX-FAX for full details!

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#### Reflections of an old timer by Tom Ogden

First I would like to state that I have been building and flying models for over 60 years, and hope that I have learned a thing or two in this time.

I have been using CO<sub>2</sub> to power models since 1946, when Bill Brown introduced his Campus motors to the modeler. My first use of this form of power was not very satisfactory, and I came to the conclusion that the only advantage to the use of this power source, was by not having to wind a rubber motor for each flight. So I did not pursue CO<sub>2</sub> until 1948. While going thru my model Mags. I found two models by Frank Ehling for CO<sub>2</sub>. One was called the Campus Chum and the other the Dean. Since the Chum seemed to offer the fastest construction, it

was selected. The first flight with this model was a vast improvement over my earlier attempts, but were still far short of the performance that I expected. I continued to fly this model almost daily, but like the saying, all good things came to an end in the form of a large dog. The retrieved model was damaged beyond repair, so I gathered the remains and took them home for a proper burial. I missed the flying sessions with this model so I built another. The first flight was amazing. More in keeping with the potential of these little motors. Additional flights seemed to bear this out. So the question of WHY arose, since both had been built the same with no changes. The first model had been constructed from run of the mill hobby shop wood and the second had been made from some light weight wood that had proved unsuitable for other models. Could this account for the difference in

performance? The remains of the first model weighed almost 1 1/4 oz. and the second model weighed less than 3/4 oz. Could this account for the difference in performance? A number of these were built, differing only in weight and it was discovered that the lighter models always performed better. Since then I have found that the most critical part of CO<sub>2</sub> powered flight is the weight of the model. The weight of the model should not exceed the weight of the motor by any large degree, and that the best performance is obtained when the model weighs as much as the motor. ie. total weight of of motor 1/4 oz., weight of model 1/4 oz. for a total weight of 1/2 oz. These motors will fly heavier models but do so at a reduced performance. I have found that in using CO<sub>2</sub> for power, one must always think in terms of rubber, since both have the same characteristics of high initial torque and a rapid loss of power over the motor run.

So If you would like to see how effective CO<sub>2</sub> power can be, I would like to introduce you to my old friend - CHUM. Built heavy it will make a good sport model. Built light it will more than hold it's own with any duration model. So the choice is yours.

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### CAMPUS CHUM Construction

While the Chum should offer little in the way of difficulty, a few tips on construction are in order.

While the Chum was designed for the old Campus motors using a different tank and fill arrangement than the current motors they can be used with a few

changes. If your motor is to be mounted permanently, a cradle must be made between former No.1 & No. 2 for your tank. The line to the head of the motor can be led thru the bottom of the slot for the wing mount brace, a hole cut in the former No. 1 to allow the fill line and valve to be positioned in the lower cowl in the position shown on the plan. If the motor is to be removable, the following changes must be made. First proceed as above but former No. 1 will have to be faced with 1/32 lite ply. Now 3/16" below the slot for the WM brace, put a mark, even with the top of the lower cowl block put another mark, between these two marks draw the outline of your tank, just a little larger than the width, cut this out. Now slide the tank up into the opening till it clears the lower cowl and falls into position in the bay.

Arrange fill valve in position shown on plan, if you do this a change must be made in the upper cowl. At the halfway point place a small 1/2 or 3/4 in. doubler of 1/32 sheet. Do the same on the fuselage sides (inside) close to the former. At this point make slots on both sides of the former large enough to take the tabs glued to the cowl. Secure cowl with a wire or dowel close to the former. The original Chum had wings with straight dihedral. Use poly if you prefer. Make the breaks at the fourth rig from the tip, just be sure to maintain the same amount of dih. (3/4") under main panel and 1 3/4" under tips. While not shown on plan, notch the ends of the ribs into the trailing edge for a little additional strength.

### Flying

Balance Chum at a point just under former No. 2. Check to see that no warps are present. Chum is very sensitive to

warps. When balanced, test glide. Glide should be long floating glide with a slight turn to the left. Make a number of these to be sure flight path is the same each time. If OK go on to power flight. Properly trimmed Chum should climb straight out and at the end of the motor run go into a left turn with out a loss of altitude. The ideal flight pattern should be a straight climb and at the last few seconds of the motor run the model start turning left. If you built Chum as a sport model, I think you will find that it lives up to this. If you built Chum as a duration model. Good Luck!! Since it does not have a D.T. and you fly in times of high lift or thermals, be sure that your name and address are firmly affixed and pray that it will be found and returned. I offer this from experience, having lost several back in the good old days. If you like the Chum you might find his brother Dean to your liking. Who knows, if there is enough response, Dean will make his appearance.

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### **Brewster Buffalo F2A-3**

by  
**G. J. Paisley**

The only time that the Brewster Buffalo flew into combat under U.S. colors was when nineteen of them along with six F4F-3's went up against a strike force of 108 Japanese aircraft as they approached Midway Island on the morning of 3 June 1942. Four of the six F4F's returned safely and only two of the six F2A's that did return were still air worthy. VMF-221 lost 15 out of 25 pilots in the attempt to stop the Japanese bombers from hitting Midway. The Japanese strike force included 36 A6M2's which really did a number on the American fighters. The Brewster has repeatedly been described as

"an inadequate fighter flown by brave pilots who deserved a better mount." History has also recorded some success stories which makes one think that maybe the Buffalo's reputation got a bum rap.. Flt Lt. T. A. Vigors with two others from RAAF 453 Squadron flying Brewster Buffalo's, brought down nine Japanese aircraft in two separate raids. During its combat career in Finland, the Buffalo is credited with 496 enemy aircraft destroyed against the loss of nineteen Buffalos, for a victory ratio of 26 to 1!! Although the Finns were not up against Zero's they did fight against Russian pilots in LaGG3's, Yak1's, Yak7's, Hawker Hurricanes, Curtiss P-40/s, Bell P-39's, and they scored several victories against JU 87 Stukas in January 1945 while driving the Germans from Finland after signing a peace treaty with Russia.

In any event, the Brewster Buffalo is an excellent rubber scale project, with a good nose moment and a large fat fuselage to hold as much rubber as you want to put in there. Heck, you could even enlarge the plans to a Jumbo and use bicycle inner tubes! This model is based on Paul Matt three view drawings.

The fuselage was built by using a jig arrangement to hold the formers in place while stringers are added. The half shell construction method is just as good and could be used if you prefer. The wing is built in one piece and is slid through openings in the fuselage. These openings will have to be slightly larger than the wing airfoil to allow for the dihedral. Use tissue or bond paper to cover the excess in the opening after wing is in place. I found it was easier to cover the fuselage before cutting the openings for the wing. The center wing section was covered to give it a little extra strength. The basic covered

model weighed 42 grams, but after painting and detailing, it finished out at 60 grams. I'm never sure where that last bit of weight comes from!

The original model flew well indoors at Pax River on a 9 1/2" Peck plastic prop with 2 loops of 5/32" FAI tan rubber 36"

long. Outdoors, a little additional pitch was bent into the Peck plastic prop and it flew well on 3/16" FAI tan rubber, 36" long. The best flight outdoors was approximately 90 seconds. More prop, bigger motor, maybe it will do better. Who knows.

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## D. C. Maxcuters 1993 Summer Fun Fly Saturday, 11 September - 9 a.m. to 5 p.m.

### Events

- F.A.C. Scale:** Judging starts at 11:00 a.m.  
Qualifying flight is not required except to post static scores.
- F.A.C. Power:** Same as above.
- Jumbo Scale:** Same as above. (36" wingspan monoplanes - 30" biplanes)
- Hand-Launch Glider:** AMA Rules
- Embryo:** F. A. C. Rules

### Mass Launches - Single Sortie - Last One Down Wins.

- 12:30 pm - Bill Winters Salute:** One design - 1933 Construct-a-plane Company  
"Commander" by: Bill Winter - Published in Jan - Feb 1993 Max-Fax.
- 1:00 pm - Modern Civilian Production:** Any non-military aircraft (1943 - present)
- 1:30 pm - Racers:** One event for all racers including international aerobatic aircraft.

### Mass Launch - Multi Sortie

- 2:00 pm - World War I -** Combat WW I biplane with Markings, Rigging, & Guns
- 3:00 pm - World War II -** Combat WWII Aircraft with Markings Rigging & Guns
- 4:00 pm - Golden Age -** Non-military aircraft (1920 thru 1942)
- 4:45 pm - Trans-Comsat speed and Navigation Event.** - Any scale aircraft that flew in any of the above events.

NON SEQUITUR WILEY



## Free Wheelers by Tom Schmitt

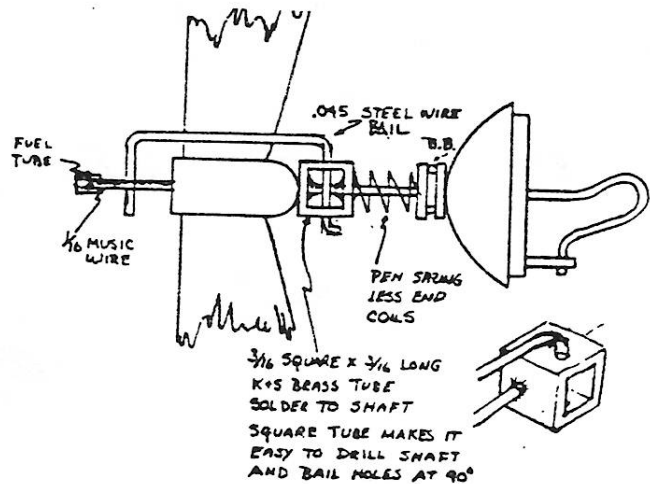
The January-February '83 issue of the National Free Flight Society (NFFS) Digest presented an interesting and very practical free wheeler and rubber tensioning device which is relatively simple to construct. The origin of the idea was shown in the 1938 Frank Azic Yearbook on pages 85 & 164. It was a little more complicated to make back then since it required a wound wire fitting in

place of Bob Lieber's idea of using the square brass tubing: See drawing below. The real beauty of this prop free wheeler, is the inherent ability to change props without bending a new shaft. The tensioner spring and stop is not necessary with braided motors. Be sure to use hard solder (or silver solder) when fastening the square brass tube to the shaft. Reprinted from 7-8, 1983 MAX-FAX.

## Rubber Power

by Bob Lieber

After a few months of flying P30 I found that I couldn't get free wheeling and rubber tensioning to work consistently with a simple prop drive and those green plastic props. Looking in the 1938 Frank Zaic yearbook (page 85) I found an interesting free wheeler and rubber tensioner of French design that is easy to construct, uses an unmodified plastic prop per rules, and works well. At least I don't have a plane that stalls as much anymore.



## 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	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 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.\*\*\*\*
- \* 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.

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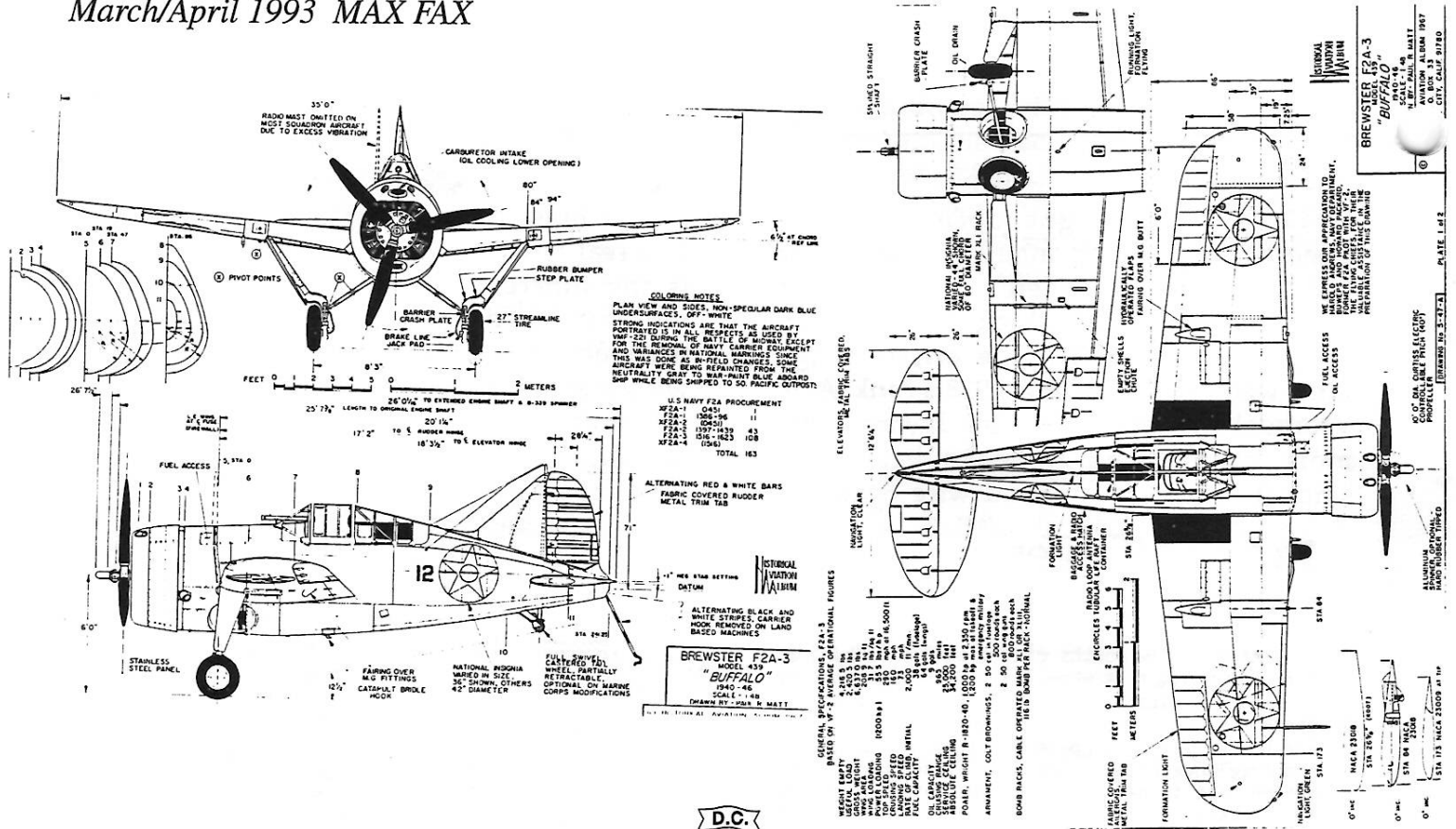
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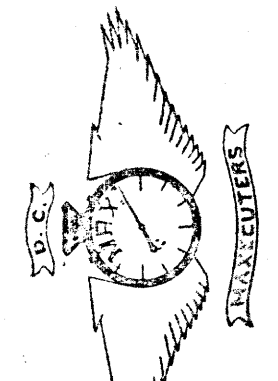
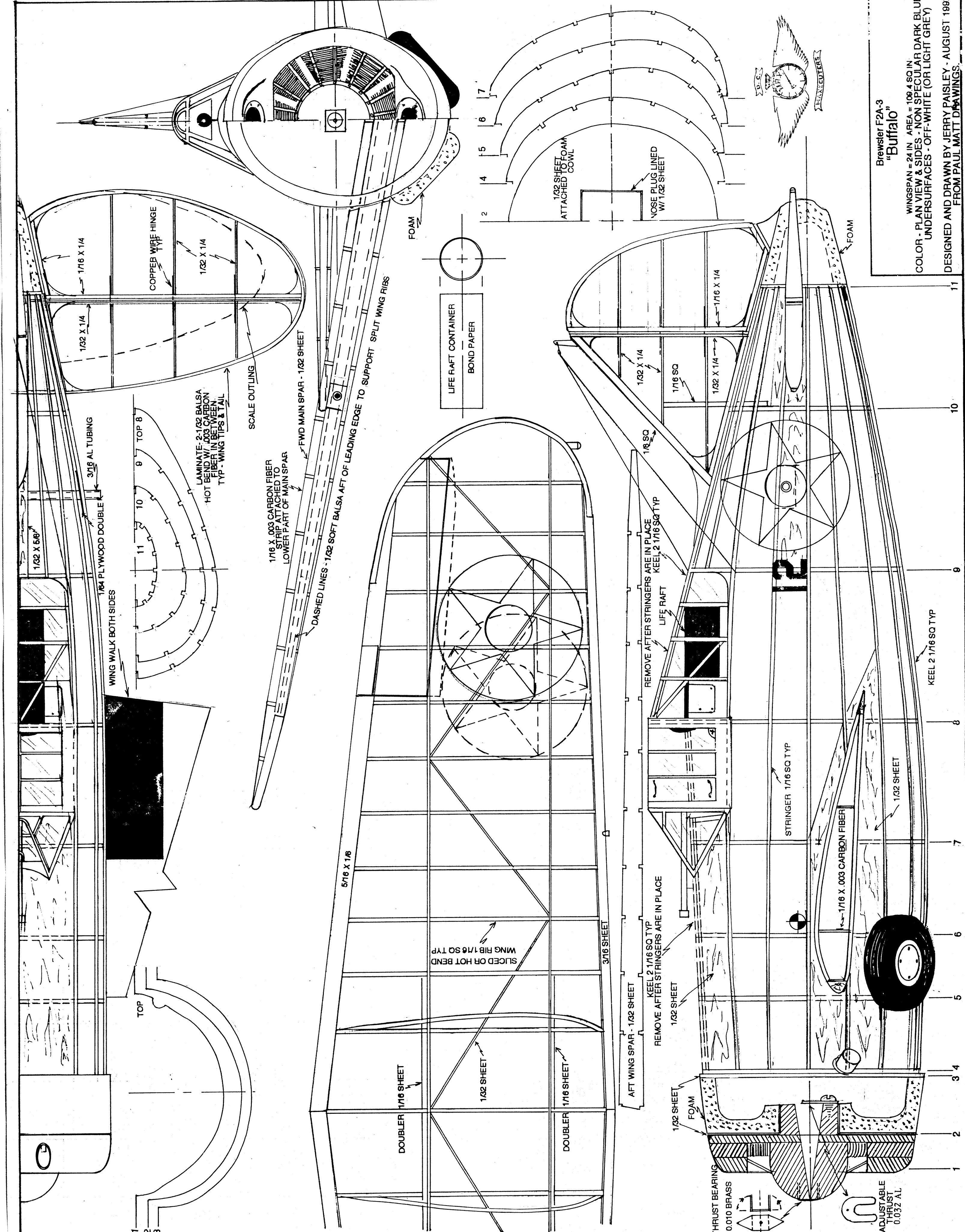
**CLUB OFFICERS**

- President Jerry Paisley  
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Damascus, MD 20872
- Secretary Terry Pittman  
7863 Colonial Vil. Row  
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- Treasurer Frank Rowsome  
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Damascus, MD 20852

**MEETINGS** The D.C. Maxecuters hold meetings on the first Tuesday 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.





Brewster F2A-3  
 "Buffalo"  
 WINGSPAN = 24 IN AREA = 106.4 SQ IN.  
 COLOR - PLAN VIEW & SIDES - NON SPECULAR DARK BLUE  
 UNDERSURFACES - OFF-WHITE (OR LIGHT GREY)  
 DESIGNED AND DRAWN BY JERRY PAISLEY - AUGUST 1992  
 FROM PAUL MATT DRAWINGS.