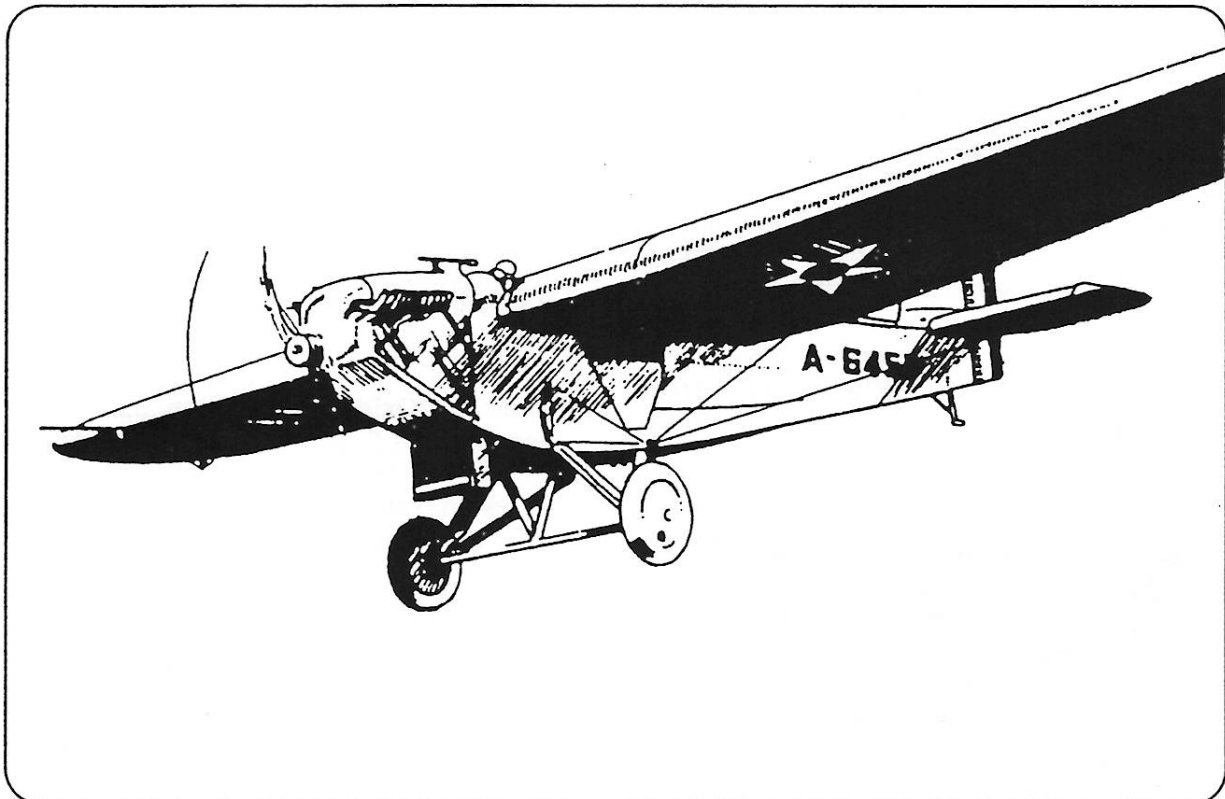


# MAX FAX

Journal of the D. C. Maxcutters

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

September - October 1993



## 1993 COMING ATTRACTIONS

- Sept. 1-5 FAC/AMA Contest @ Muncie, Indiana  
AMA card required to fly
- Sept. 11 Maxcutter's Summer Fun-Fly @ Comsat 9am-5pm  
AMA card required to fly
- Sept. 18-19 Glastonbury Modelers FAC Contest @ Durham Fairgrounds,  
Durham CT. Info: Ed Novak (203)238-9066
- Oct. 1-2 Kudzu Flying Corps FAC Contest and Splash Down @ NC  
(See flyer elsewhere in this issue)
- Nov. ?? Fall Pax River indoor Contest (see flyer)

## The editor of this MAX-FAX is Stew Meyers

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This edition of the newsletter is done with WordPerfect on a PC therefore blame any mistakes on the computer.....

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### IN THIS ISSUE:

The feature plan is Bill Bell's Martin MO-1. I confess I have been turned off by profane profile control line models of this with hummungus motors in Navy carrier events demonstrating non-scale flight. This free flight model however is a great realistic flier and turns me on. The Plan has been rendered by Bill Ceresa in to the desired 11 x 17 format. If we can prevail upon plans contributors to use the 11 x 17 format we can save some big bucks on the plan and at the the same time make them cheap to reproduce before you build. **You really wouldn't build off an original or newsletter would you!** We also have Tom Schmitt's usual excellent photo pages. Tom and Terry's Excellent Adventure is also featured as is Terry's revision to the Delanne 20T. I built both a jetex-50 and an .049 powered Delanne inspired free flight in the early fifties. His fly much better. Heck he can even pronounce the name right. It's Dалан, I've always thought it was Dee-lane-nee. The KUDZU (note the correct spelling) meet has its date pinned down as OCT 1&2. Note the early information on the Fall Pax River Meet. Also note that we will be serving cold cuts and soft drinks at the Sept. Comsat Meet included in the entrance fee (\$1 each for non-contestants). Bill Bell also has an article on the Martin Museum in Baltimore.

### Diesel drippings.....

At Geneseo I saw some flying of diesel free flight and it turned me on again. I came home and ordered a PAW .03 and a Gallon of fuel from Eric Clutton. I fired up a couple of old Darts that I had and put one in a free flight Ebinezer and one in a 36" RC Buzzard Bombshell. The PAW is a much better engine. The throttle really does work.

### Electric Encounters.....

There have also been a lot of electrics showing up out at Comsat. Don has been flying a Mini-Olympic gear reduced Elf in an R/C model. The gearing really helps! He also has put a Mini-6 in his old DH-6. This threatens to fly out of sight. Last Sunday also saw the old Handy-Page Twin back in action. His ducted fan Mig-15 needed trimming again as did Tom's **Micro-4** powered Mig-15. The problem was one that I had encountered the previous week on my twin **Micro-4** DH Mosquito, loose batteries that shift and change the cg slightly messing up the trim. Moral of the story make a strong battery holder firmly mounted to the strongest structure you can find. I finally got around to putting counter rotating props on the Mosie. And yes they do help but not with my wing warp. Tom's Mig really looks good steaming around. Last week Tom looked away and lost his electric R/C in a tree.

### Carbon DiOxide Digressions.....

Terry had his Delanne out flying beautifully if not too near the trees. He also had some Gasparin powered gnat that was too small to identify.

### Rubber Ramblings.....

Yes rubber is still flown at Comsat. Dougie Buchannon had a box full and is trimming out his peanut firecracker. Don S. had an old timer 1936 Cleveland Thermaleer with a very high aspect wing of not much area. Boy does it climb and glide. Don also managed to put his 1933 Commander featured in the Jan-Feb issue firmly in the parking lot trees. The scene as darkness fell was several men attached to either end of a light line trying to pull the tree down. (the tree won)

**Scott Paisley** our designated tree climber has transferred to the Boulder CO branch of NIST. We had a little fairwell for him featuring a Rubber Stripper. He is already missed.

## Tom's and Terry's Excellent Adventure

- or -

### Fantasies of a CO<sub>2</sub> Fanatic in Prague

by Terry Pittman

We were eating pizza after an indoor flying session and Tom Schmitt and I once again found ourselves talking about Paris. I was planning a June trip to the Paris Air Show and Prague and Tom's eyes lit up when I said he should come along too. In no time at all June arrived and we were there.

The Musee de la Air et de l'Espace (Air & Space Museum) at le Bourget Airport just outside of Paris was delightful. So many original and rare early aircraft. And the modern aircraft on display at the Air Show were interesting. But...Prague was unquestionably the highlight of the trip.

"Why Prague?" I heard this question so many times and I had two answers. Off the flying field my answer had to do with the beauty of this old city of stunning architecture, and the courageous Czechs whose "Velvet Revolution" signaled the beginning of the end for the Soviet empire. Lately Prague has been compared to Paris in the 1920's -- a magnet for young artists, musicians, and entrepreneurs. This said, most people seemed to understand.

But, among the Maxcuters it was well known that the appeal of Prague had much more to do with CO<sub>2</sub>. Specifically Stephan Gašparín's jewel-like CO<sub>2</sub> motors which are manufactured there. In planning the trip I contacted Stan Dudek of DDAir Agency in Prague. Stan is an aviation historian and the

publisher of the **Letecké Listy** monthly aviation newsletter. I discovered Stan and DDAir Agency in **WWI Aero** and **Skyways**. You may have noticed his ad which appears monthly at the back of each magazine. Stan offered to serve as our guide while we were in Prague. In my correspondence with him prior to the trip I mentioned that we were interested in: aviation museums, hobby shops, Gašparín CO<sub>2</sub> motors, and perhaps a visit to Brno, home of Lubomír Koutný and a thriving community of free-flight scale modelers.

Upon arrival in Prague Stan informed us that we would be visiting several aviation museums, numerous hobby shops, touring the machine shop where the Gašparín CO<sub>2</sub> motors are made, and we could visit Koutny in Brno if we liked. While it all sounded wonderful (and indeed it was) I was fixated on the visit to Mikrotechna Company, the machine shop for Gašparín CO<sub>2</sub> motors, previously a manufacturer of soviet aircraft instruments.

We arrived at Mikrotechna at 9:15am and asked for Mr. Ivo Nagl, per our instructions from Stan. Ivo is a partner (with Gašparín and several others) in the newly-formed GMOT company which has taken over the design, production, and distribution of Gašparín CO<sub>2</sub> motors and other free-flight modelling supplies. Ivo is a delightful man with an irresistible smile. He took us to his office, served us coffee, and

told us about the challenges of building a privately-controlled company in the sometimes chaotic environment of the post-Soviet system. As Mikrotechna no longer has a military market to serve, the company has dissolved. The employees, equipment and tools, and facilities must be converted to the private sector. This is not an easy task, but it appears that GMOT is poised for success.

Ivo next took us downstairs into the production area where the lathes and milling machines were turning-out beautifully-machined crankcases for the GM-63. At 63 mm<sup>3</sup> it is about the same size as the Telco, but there the similarities end. It is completely metal, mostly aluminum - except for the piston - and has the characteristic blue head. All Gašparín CO<sub>2</sub> motors utilize an O-ring on the piston for a better seal. I was skeptical thinking the O-ring meant unnecessary friction, but after a few runs of my GM-63 I can tell you that this is the smoothest running, quietest, CO<sub>2</sub> motor I've ever seen.

One of the machinists assisted Ivo in showing us how the computer-controlled lathe/milling machine with its many heads produced a crankcase every eight minutes. Ivo showed us the technical drawing for a new *ball-bearing* GM-63! Now I know that if you don't really like CO<sub>2</sub> this piece of news probably won't faze you, but true CO<sub>2</sub> enthusiasts will squirm with delight when they get word of this.

As Tom and I were both carrying cameras Ivo sensed a photo opportunity and pulled out several trays of crankcases of varying sizes and

some cylinders. I stared at these little jewels and felt a little weak in my knees. A lifetime supply of CO<sub>2</sub> motors right before my eyes. I picked handfuls of them up ever so gently and thought I could hear them whispering, pleading for me to please take them to America.

About this time Ivo tapped me on the shoulder and told me that he had prepared a little something for us! We followed him back to his office where he revealed a large tray full of most sizes of motors. He explained that several weekends before at a free-flight meet in Brno GMOT had sold all the motors they had in stock. These were all that he was able to pull together for our visit. The not-so-shabby selection included 2 - G6's, 2 - G10's, 2 G24's, 2 - GM63's, 2 - GM120's, and 2 - GM 120T's. (Note: GM - means assembled at Mikrotechna or GMOT, G - means assembled by Gašparín himself; the number refers to the displacement in mm<sup>3</sup>, T - stands for twin.) Needless to say I left Prague several dozen grams heavier, and slightly poorer than I arrived. I was amazed that Tom, a more practical modeler than I who has sworn-off CO<sub>2</sub> for years, actually bought a handful of these Czech beauties too.

It was nearly lunch-time now and Tom and I felt we should let Ivo get back to work so we thanked our host and excused ourselves. I didn't notice Tom but I know I had a grin on my face just like a kid on Christmas morning. We hopped into our car and headed off to meet Stan at the National Technical Museum.

(Stay tuned for part 2 - "How to Visit Prague on Just Ten Beers a Day")

## Revision To The Delanne 20T Plan - May 1993

by Terry Pittman

As I said in the article accompanying my plan for the Delanne 20T, *with some minor trimming plane flew*. This was true at the time. However, after I painted and reassembled the model I was hard-pressed to get more than a very erratic, low-power flight. The glide was beautiful, but if I applied enough power to gain altitude the Delanne snap-rolled and went in with a thud. No matter where I placed the CG, or what adjustments I made to the elevator, all I got was "hmmmm...snap...thud. Several Sundays of this and my fellow Maxcuters stopped offering suggestions on trim and asked me what my next project would be.

But, I could not give up on this beautifully ugly French tandem wing.

Tom Schmitt had always been uneasy about the high angle of the rear wing, but I trusted the original Porcher plan which had the same angle. Clearly the high angle of attack was making the rear wing less effective in bearing a portion of the front wing's lift, and the CG was now the same as a standard configuration airplane. So I went home and gutted the rear-bottom half of the model, and re-built the rear wing at a neutral angle. Everything else remained the same.

Back at the flying field I balanced the Delanne with the CG well back and tried a test glide. Looked good. I applied low power.

Looked OK, but still had the tendency to Dutch-roll and wander just like before. With a little more power, it snapped and rolled in just like before. Just as before, no matter where I placed the CG or adjusted the elevator, the Delanne snapped and rolled. Before beginning my next project I decided to try once more.

I figured that more fin area might ease the tendency to Dutch-roll, and that wash-out in the wing tips might add some much needed spiral stability. I increased the vertical fin area by approximately 25%, and tacked some tabs to each wing tip deflected upward at about 15 degrees. The next Sunday at the field I went through the preliminaries and everything looked good. So, I applied moderate power, held my breath and launched. FINALLY! The Delanne flew as it should - a gentle ascent in left circles, though the angle of climb is sometimes astonishing. In a slight breeze it will point the nose upward and climb straight into the wind before rolling off into a turn and coming around again.

Perhaps if you build lighter than mine (65 grams) which shouldn't be too difficult, and add wash-in you will be OK with the rear wing's angle and the fin area. But, I would suggest that if you haven't begun building yet you mark the plan to include the following changes:

## PHOTO PAGES

by Tom Schmitt

1. Bill Bell's handsome Martin MO-1 is the subject for this issue's full size plan.
2. Your editor for this issue is Stew Meyers; seen here with the bones of his PZL, a future MAX-FAX plan project.
3. Ivo Nagl our very genial host at the Gasparin factory is holding one of the twin CO2 motors they produce. See Terry Pittman's article in this issue concerning a delightful visit to the factory in Prague.
4. Some of the production crankcases from their extensive line of CO2 motors.
5. Bert Phillips shows his style at the Culpepper contest this past Spring. His Dynamoe flew away on this flight!

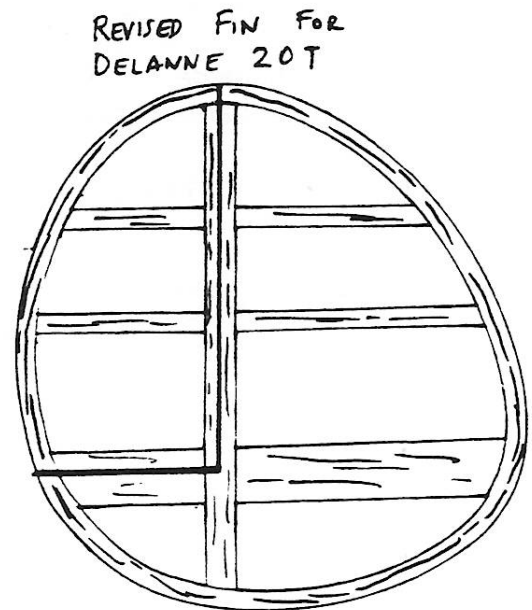
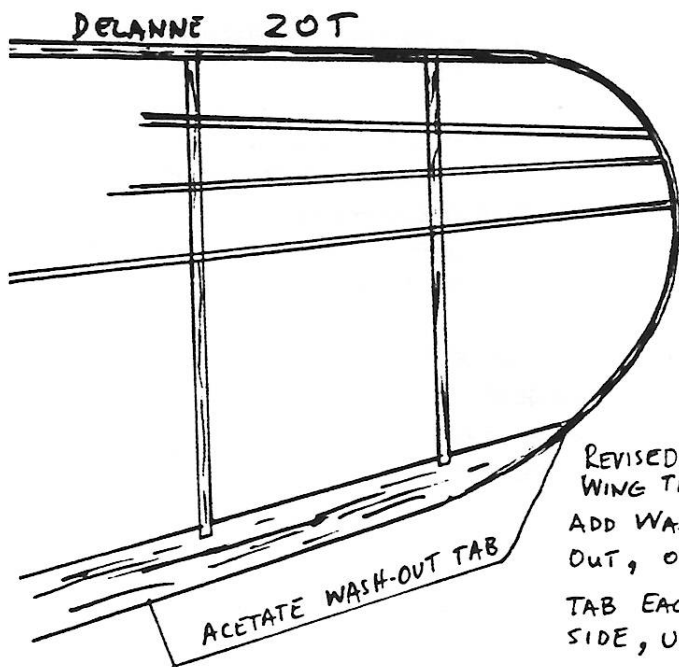
FAC at Geneseo - July 1993

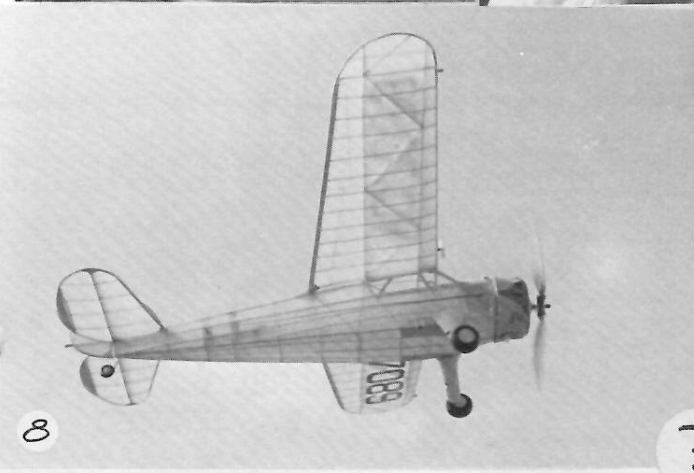
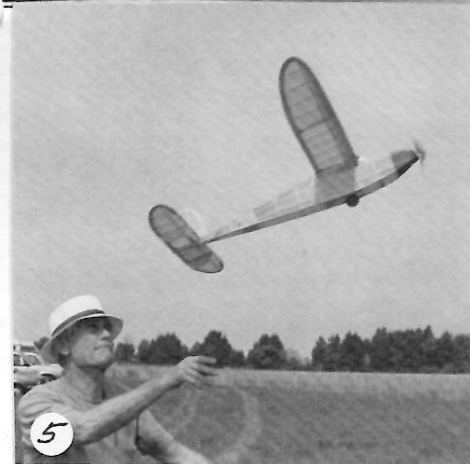
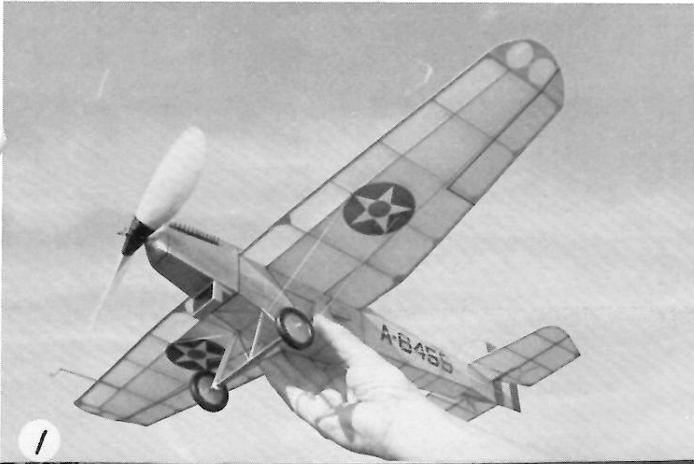
6. Another Martin MO-1, this time a PEANUT by Tom Nallen.
7. Stu Weckerly seen here with his great flying JUMBO Found.
8. Our pres, Jerry Paisley, brought home a first place trophy in Golden Age with his high flying Cessna.
9. Another of our own, Hurst Bowers, won the FAC POWER event with this electric powered Bellanca.

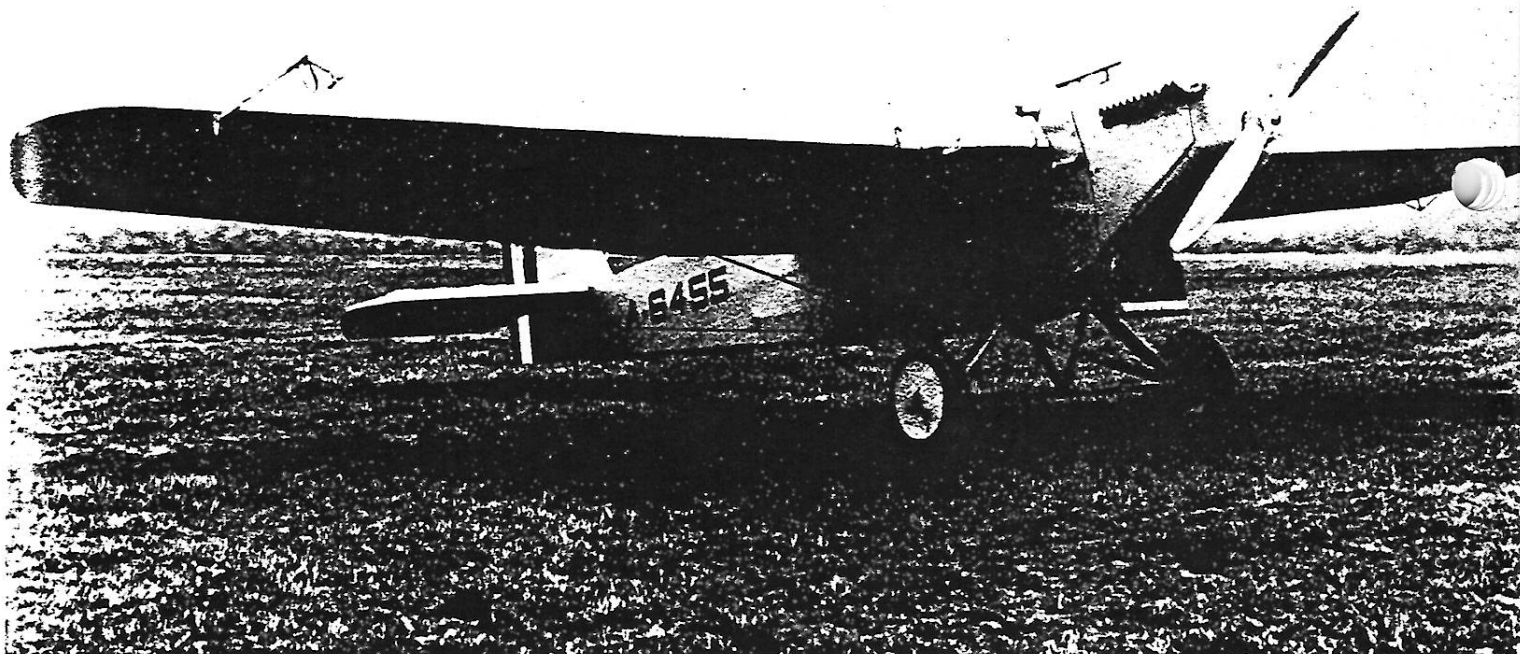
### Revision To The Delanne 20T Plan - May 1993

1. **Neutralize the angle of attack of the rear wing.** This will allow you to move the CG back and to utilize the lift from the rear wing.
2. **Build the wing-tips with wash-out,** or if already built, add acetate tabs to produce the effect of wash-out. (see drawing )
3. **Increase the fin area by approximately 25%.** (see drawing)

These modifications will result in a great flying model. And If you build light, you better add a DT!

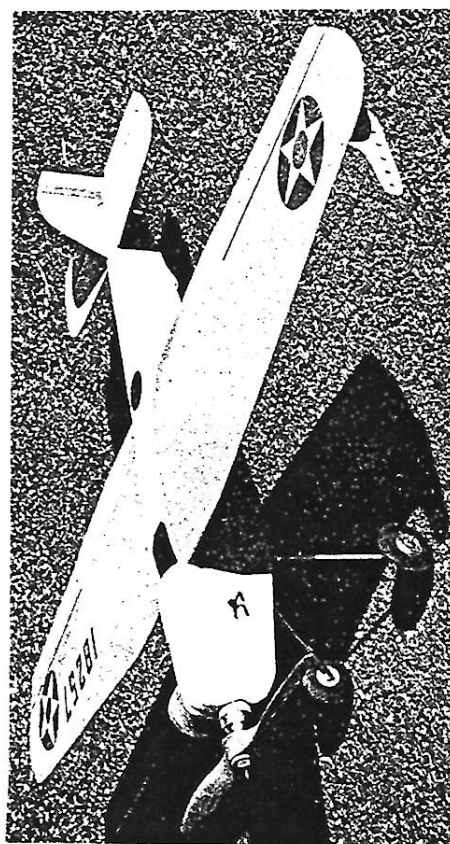
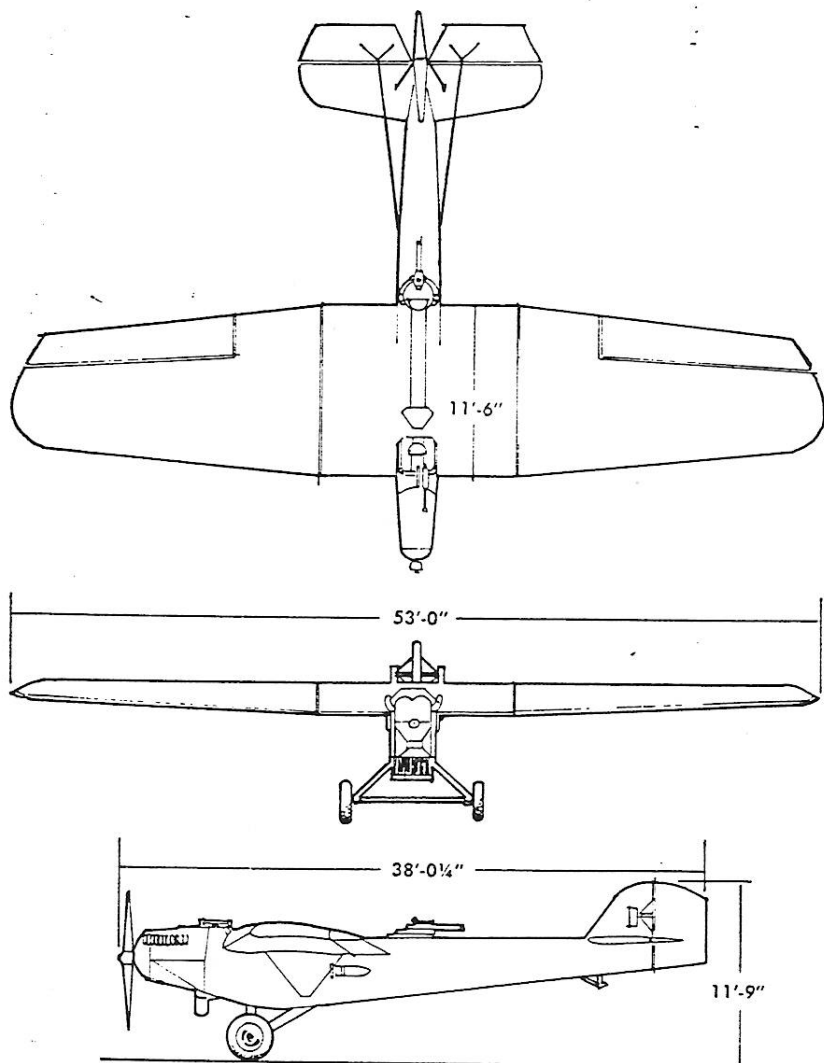






The first all-metal plane designed and built in the U.S. Extremely rugged, with a high-lift wing, it was shipboard operated.

# MARTIN MO-1



C/L NAVY CARRIER  
CLASS I RECORD MODEL  
.40 TO .60 POWERED



# Martin MO-1 1922

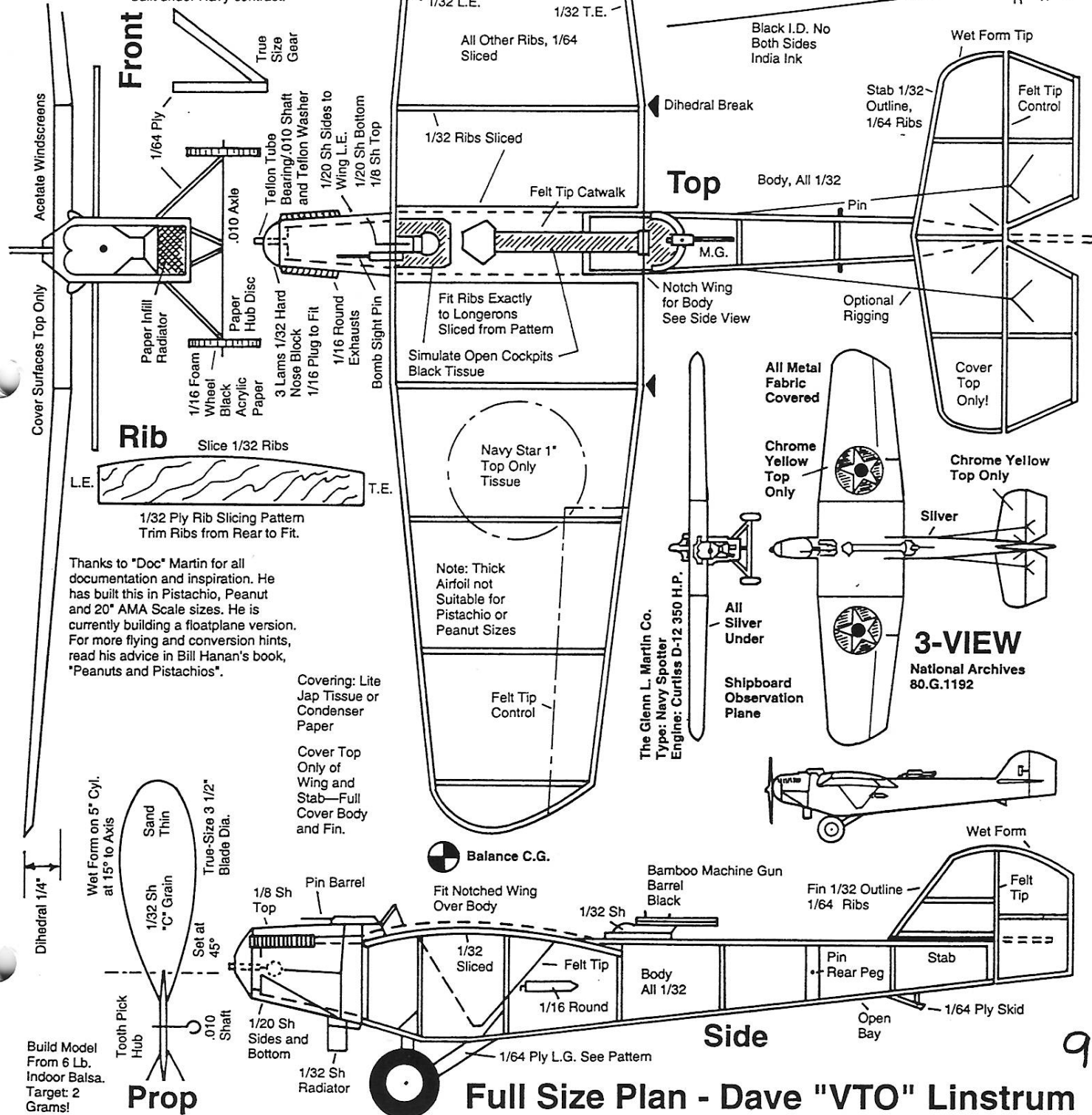
## U.S. Navy - First Carrier-Based Aircraft!

### 36 Were Built!

**Color Scheme:** Chrome Yellow - Top only of wing and stab. Bright Silver - bottom of faces, body, fin. Black I.D.

**Doug Rolfe**  
**Air Progress**

1922—First genuine all-metal monoplane designed and built in the U.S.A. The Martin MO-1 was a shipboard observation plane built under Navy contract.

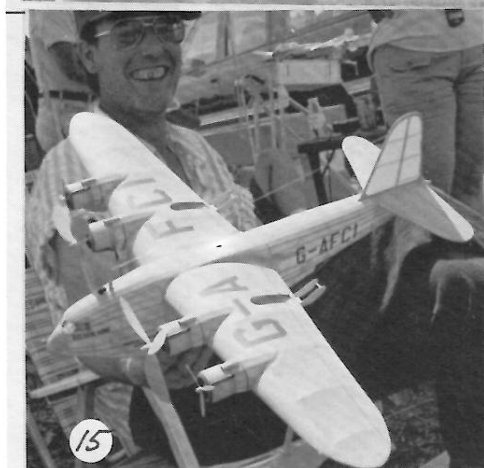


Thanks to "Doc" Martin for all documentation and inspiration. He has built this in Pistachio, Peanut and 20" AMA Scale sizes. He is currently building a floatplane version. For more flying and conversion hints, read his advice in Bill Hanan's book, "Peanuts and Pistachios".

Covering: Lite Jap Tissue or Condenser Paper

Cover Top Only of Wing and Stab—Full Cover Body and Fin.

The Glenn L. Martin Co.  
Type: Navy Spotter  
Engine: Curtiss D-12 350 H.P.



## PHOTO PAGES

by Tom Schmitt

10. A fitting climax for two fun filled days, the MULTI-MOTOR MASS LAUNCH event won by Don Srull's Lippisch seen here as the first one out. Vance's I-CANT is aptly named; it is having difficulty getting out of the gate.

11. Claude Powell seen here launching his Yak.

12. Don with his Raven decorated Fokker D-VII, very pretty in its red and white color scheme.

13. Vic Nippert launching his Miss Canada. There were at least two of this aircraft entered in OLD TIME RUBBER and they finished in first and second places.

14. Another view of Claude and his Yak. Some of us think Claude has the right idea; build small and relatively simple models that will survive high winds and rugged fields.

15. Paul Boyanowski and his very pretty twin rubber powered Short Flying boat. It showed much promise at a late evening trimming session in the wheat field. What a nifty electric it would make!

16. Dave Livesay with his nifty Zlin Z-XII sport aircraft.

The original 'OK-TBX' is in the Aviation and Space Museum at the Prague-Kbely Airfield in the Czech Republic. It is all bright yellow with a thin blue flash down the fuselage.

17. David Franks is seldom seen without his video camera, with which he has offered us much entertainment and memories of past flying events. Watch out though when he puts it down; he brings out some very pretty flying scale aircraft!

18. Ferrell Papic a West Coast electric modeler brought along this high flying MIG-15 ducted fan model. Ferrell has produced a comprehensive 60 page instruction model and plans for several sizes of electric powered MIG-15 ducted fan models. You can obtain one for \$24.00 plus \$4.00 shipping from Ferrell Papic, 300 W. Lincoln #82, Orange, CA. 92665.

19. Last but not least is a photo of our 'KANONE KOUNTER', Roy Courtney with his DH-6. Roy and his delightful wife Diane never miss one of the big ones at Geneseo. Roy also provides great coverage of our contests to the NFFS newsletter.

## **The Martin MO-1**

by Bill Bell

Way back in Dec. '92 when I received the Jan. '93 of Model Aviation I was interested in the Pistachio scale model of the MO-1 by Dave Linstrum, (included in this issue) but then I thought why not a model about 24" span. Thus it began. (ED: to go back just a little further I am including a 3-view and photo from the August 1969 American Aircraft Modler which featured an article on the .40 powered CL Navy Carrier version) Before we get into the construction of the model, a little info on the full size aircraft is in order. This plane was quite a departure from the aircraft of the day, most being wire

and strut braced bi-planes of wood and fabric construction. The Martin MO-1 was of all metal structure, fabric covered and extremely rugged with a high-lift wing.

Specifications are as follows:

Wingspan	53' 0"
Length	38' 1/4"
Height	11' 9"
Max wing chord	11' 6"
Type:	Navy Spotter or ship-board observation plane
Engine:	Liquid cooled Curtiss D-12 of 350 HP
Top speed:	105 MPH

# Construction of The Martin MO-1

by Bill Bell

1. Fuselage The Fuselage is built in the standard box-like configuration with stringers added to the sides as shown. The sheet balsa nose is built separately and attached as a unit. The solid soft balsa cowling top is attached next. The nose block is made next. Use your favorite thrust bearing set-up. The top cowling and nose are sanded together to shape as shown on the drawing.

2. Wing Wings are very simple, built very much like "Megow" type construction except for spars top and bottom and webs through the center section and one bay out board (after all the Navys first cantilever airplane calls for cantilever-type construction).

The front spar is cut so that the cockpit area is enlarged and then spar replaced (sort of an offset spar). The drawing shows where 1/20" fill-in is done. Don't forget the 3/4" dihedral (measured from the tip rib).

3. Tail surfaces These are very simple as shown on the drawing. The stab required "beefing up" so I incorporated an airfoil which helps lift the tail to overcome the lift [moment] of that big wing.

4. Covering The fuselage, bottom of wings, stab, and rudder are covered with white tissue (or silver if you can get it).

5. Doping Dope in the usual way after water shrinking. Two thinned coats are sufficient but three are better. Cut out and attach black tissue letters and numbers to the sides of the fuselage with the third coat. Apply red, white, and blue tissue on the rudder as shown. The thin strips of black tissue to outline ailerons, rudder, and elevators are doped on.

6. Assembly The wing is installed in the cavity in the fuselage making sure everything is square. Please note that a small amount of incidence is built in. Add fairing pieces at rear and front which help form the pilots cockpit.

Cover rear area with 1/64th plywood or equivalent. Cut out rear cockpit and glue gun ring mount where indicated. Install machine guns and gun sight. Install pilots if desired. Install the stabilizer at 0 degrees incidence and the rudder square with everything (no offset).

7. Landing Gear The landing gear struts are of hard balsa and are attached to the fuselage as shown. The axle goes all the way across the spreader bar and is wrapped with thread and glued just at the center. Elastic thread is wrapped around the spreader bar and axle on each end acting as "shock-cord". The axle slides up and down the slots in the struts. Balsa wheels (procured from "OMS" Oldtimer Model Supply P.O. Box 7334 Van Nuys, CA 91409) were used, however heavier plastic wheels of the proper size and type may be used.

8. Coloring Cowling, landing gear, plywood covering on top of the fuselage, fwd cockpit fairing, and interior of cockpits are all silver. Tires are flat black, also radiator except for shell which is silver. Machine guns and sights are flat black.

9. Miscellaneous I used Sig decals (U S insignia) on top and bottom of wings. 12 exhaust stacks are made of 1/16 aluminum tubing bent to proper shape and painted flat black. Black decal material is used for wing walk on top of wing center section and a hatch is drawn on with felt tip pen at the fwd end of wing walk. Tail skid is of bamboo painted silver. I install what appears to be a generator on left side of fuselage as shown on 3 views. All of these details are shown on the 3-views and sketches.

10. Propeller I used an 8" balsa prop carved from a prop blank from "OMS". A plastic prop may also be used but I think a (cont...)

**MO-1 Construction**  
(continued)

balsa prop is better. Install your favorite free-wheeling device. If you choose to use a carved balsa prop order a carving instruction sheet from "OMS" (50¢ and worth it). After sanding and balancing the prop finish it with several coats of dope sanded between coats until you get a dull shine. Further balance it with coats of dope on the light blade. Paint the prop if desired.

11. Flying I have had good success with two loops of 1/8 FAI tan rubber about 17-18" long. My model circles to the right under power and glides to the right. My model balances at the front spar at the tip. This may vary from model to model. If you have any questions concerning building or flying this model do not hesitate to call or write me. You may contact me at 113 Dihedral Drive, Baltimore, MD. 21220 phone (410) 687-3717.

Bill Bell

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**THE GLENN L. MARTIN AVIATION**  
**MUSEUM**

by Bill bell

This museum has been a long time coming. Through the efforts of a Westinghouse engineer, Bryan Williamson and a Martin photography expert, Stan Piet plus a hardy band of R.A.A.M. (Retirees Association of Martin Marietta) members it has finally come into being. There are probably many others that I did not give credit to.

The Museum is located at the Martin State Airport. We have a fairly large room where the museum artifacts, photos and models are located plus a meeting room. There are storage facilities for films, models, aircraft parts etc. on site. Offsite we have larger parts in storage.

Stan said not to expect a N.A.S.M.!

At Strawberry Point on the other end of the airport we have (2) RB57-A's. Unfortunately they are not hangared. We need a benefactor besides M.M.. At this time I do not know if visitors can view the 57's as they are parked in a more or less restricted area. I would expect permission would be needed to go there. This could be found out when you arrive at the museum.

The museum is in Room 115 in the basement of hangar 5. The entrance is at the rear of the hangar adjacent to the parking area. You enter the airport grounds from Wilson Pt. Road and park in the right parking area. If a guard is at the guard shack just tell him where you are going (I have not had to yet). As of now the museum is open 1-5 PM on Saturdays only. Someone will be there to assist you.

The airport is located at Eastern Boulevard and Wilson Pt. Road near the Martin Plant. If you are coming up I-95 via the Harbor Tunnel or Ft. McHenry Tunnel you take the Essex exit to the Beltway. You travel a short distance to the Rt. 40 (Pulaski Hwy.) exit at the Golden Ring Mall. Take Rt.40 east to Martin Blvd. This is well marked as is the sign for the Martin State Airport. Take Martin Blvd. (Rt.700) to Eastern Blvd. You pass 4 lights on Martin Blvd. before exiting on Eastern Blvd. Turn east on Eastern Blvd. at the interchange. The plant will be on your right followed by the Airport. Turn on Wilson Pt. Road at the first light and you are there.

If you come up Rt.3 turn right on Beltway, cross the Francis Scott Key Bridge, through Dundalk and North Pt.. Exit on Rt.40 going east and continue as previously described. If you come down Rt.83 or I-95 from the North, you turn left on Beltway and exit on Rt.40.

For information call Stan Piet on(410) 682-6122 or (410) 893-0996

# Kuau

FLYING  
CORPS

FALL  
MEET

October 2, 1993

9:00a.m. till dark\*

Raeford, North Carolina

Fly till you drop!

1. WWI Biplane mass launch
2. Golden Age mass launch
3. Combined Racers mass launch
4. WW II mass launch
5. Modern Production Civilian: 1945 up:  
note new date per request from our SC  
friends in the Palmetto Flying Corps.
6. Peanut Scale mass launch

Two new events to be flown later in the day:

7. Modern Military, after 1945, mass launch
8. Old Timer Kit Scale, 20" span max, mass launch

Old Time Rubber )  
FAC Power Scale ) Flown all day;  
FAC Rubber Scale ) Judging at 11:00a.m.  
FAC Jumbo Scale )

\$5.00 entry fee - includes lunch

PIZZA & BEER DINNER (Not included in entry fee)

Contest Director: Dave Rees 919-778-6653

Don't forget the GREAT SEAPLANE SPLASH at  
Dave's home in Goldsboro on Friday evening,  
October 1 - 5p.m. till dark!

**New Seaplane Event:** Race around pylon balloons  
using single channel Cox radios with electric  
or CO<sub>2</sub> power. Models will be hand launched,  
but can land in water. Start building!

Dinner afterwards in a local restaurant,  
Dutch Treat.

\*With so many flyers coming a long distance,  
we've decided to extend flying until dark  
rather than stop just when the calmest part  
of the day arrives. We'll move dinner until later.

PAX RIVER INDOOR CONTEST

SATURDAY NOVEMBER ??, 1993 9:00 AM to 5:30 PM

NO DATE CONFIRMATION - CHECK NOVEMBER MAX-FAX - OR WITH CLAUDE OR TOM  
FOR A FIRM DATE - SEE PHONE NUMBERS BELOW

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-1 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 MIN. WGT. \*\*\*  
(Rules in Nov-Dec 89 MF)

SPECIAL EVENTS

1- FAC POWER (Electric & CO2) 6- COCONUT MASS LAUNCH \*\*\*\*\*  
2- 14 GRAM BOSTONIAN \*\*\* 7- NO-CAL MASS LAUNCH \*\*\*\*\*  
3- 7 GRAM NO-CAL \*\*\* 8- MINI-STICK \*\*\*  
4- NOVICE PENNYPLANE (AMA Rules) \*\*\*  
5- MASS LAUNCH CONSOLATION EVENT - FLOWN ABOUT 4:30 PM \*\*\*\*

\* OLD TIME SCALE RULES - Any old time kit plan; sold before  
December 31, 1942 with a 20 inch wingspan or less.

\*\* COCONUT RULES - All COCONUTS must ROG for official times except  
for the special MASS LAUNCH event.

\*\*\* Single best flight time determines winner.

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

\*\*\*\*\* These events will be flown about 3:30 and 4:30 PM.

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 -- 5:15 to 5:30PM

LOCAL RULE - ONLY ONE MASS LAUNCH EVENT PER AIRCRAFT

CONTEST INFORMATION: CLAUDE POWELL 1 (301) 872-4105

TOM SCHMITT 1 (301) 530-0327

IMPORTANT NOTICES:

-----PLEASE CONTACT CLAUDE POWELL AT LEAST ONE WEEK BEFORE CONTEST TO  
PROVIDE YOURS AND GUESTS NAMES FOR ENTRY TO BASE --- IF YOU HAVE DONE SO  
IN THE PAST YOU DO NOT HAVE TO THIS TIME ---

PLEASE NOTE THERE WILL BE NO CHAIRS OR TABLES AVAILABLE 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

# D. C. Maxecuters 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.



ALLAN SCHANZLE 9408  
20008 SPUR HILL DR.  
GAITHERSBURG, MD. 20879

**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

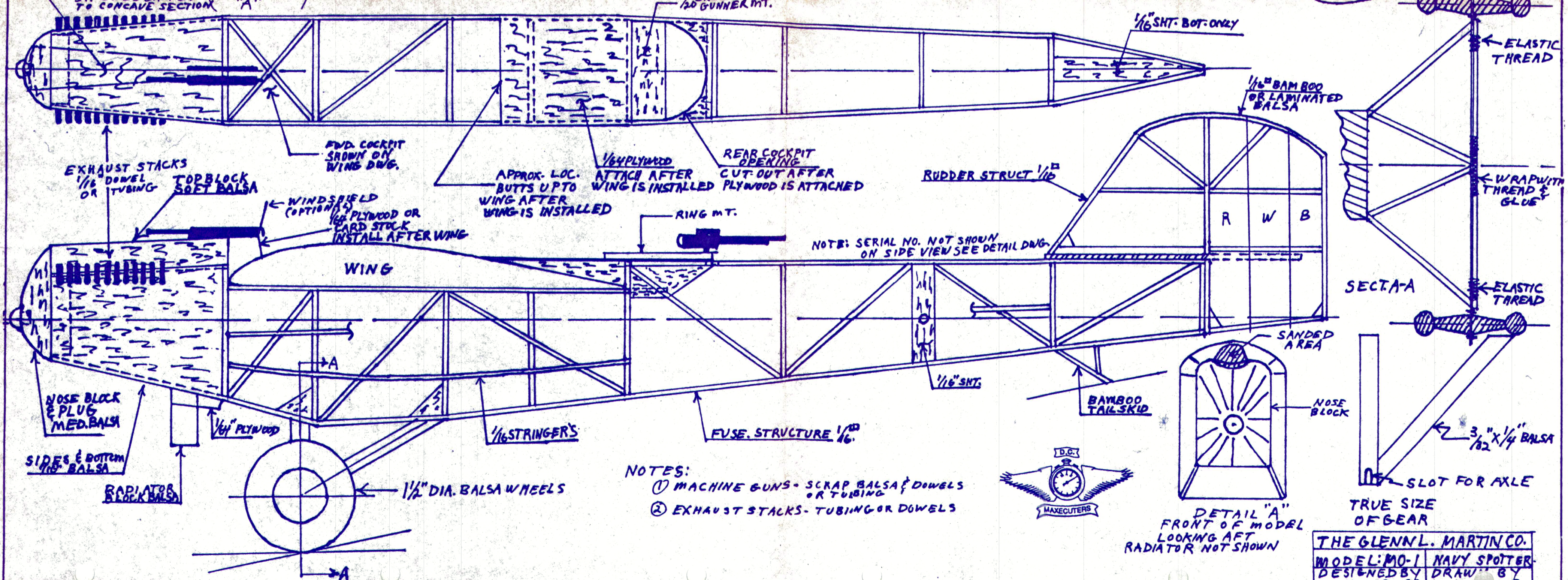
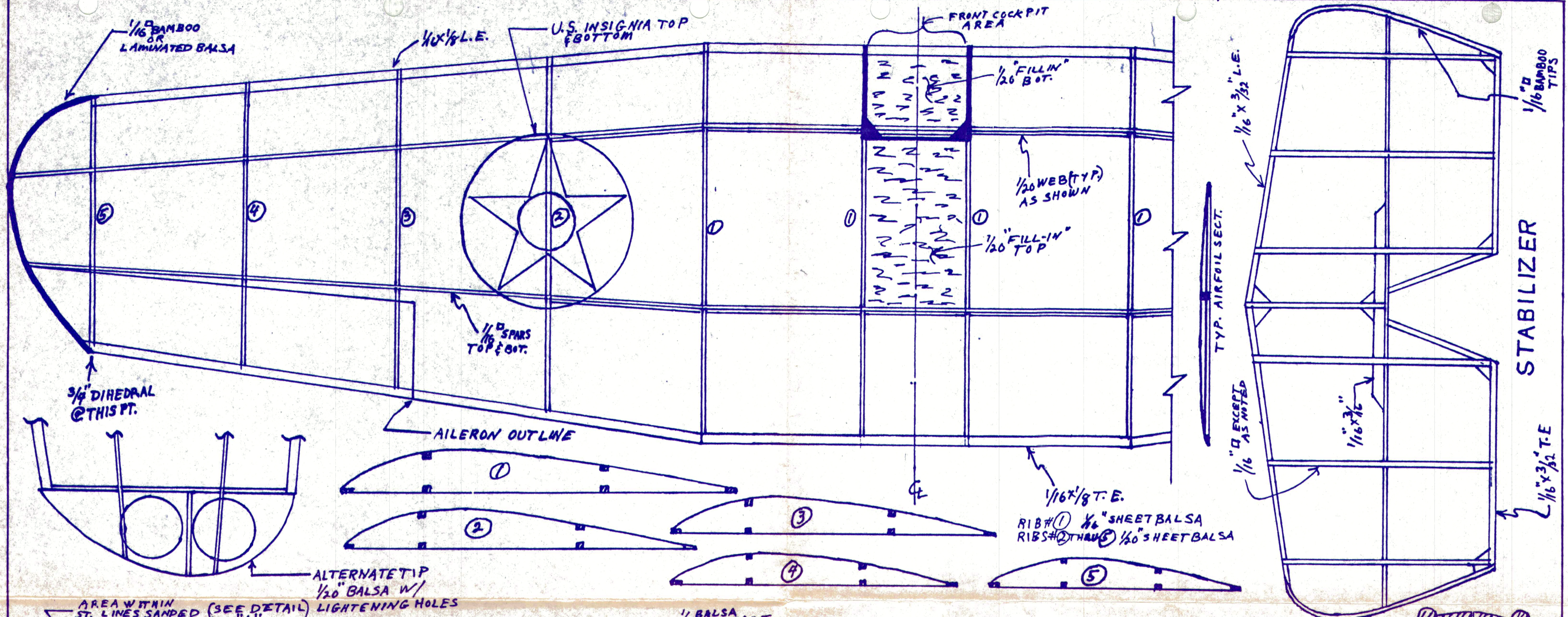
Treasurer Frank Rowsome  
10904 Bellehaven Rd.  
Damascus, MD 20872



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





THE GLENN L. MARTIN CO.  
 MODEL: MO-1 NAVY SPOTTER  
 DESIGNED BY DRAWN BY  
 W. W. Ball W. W. Ball