

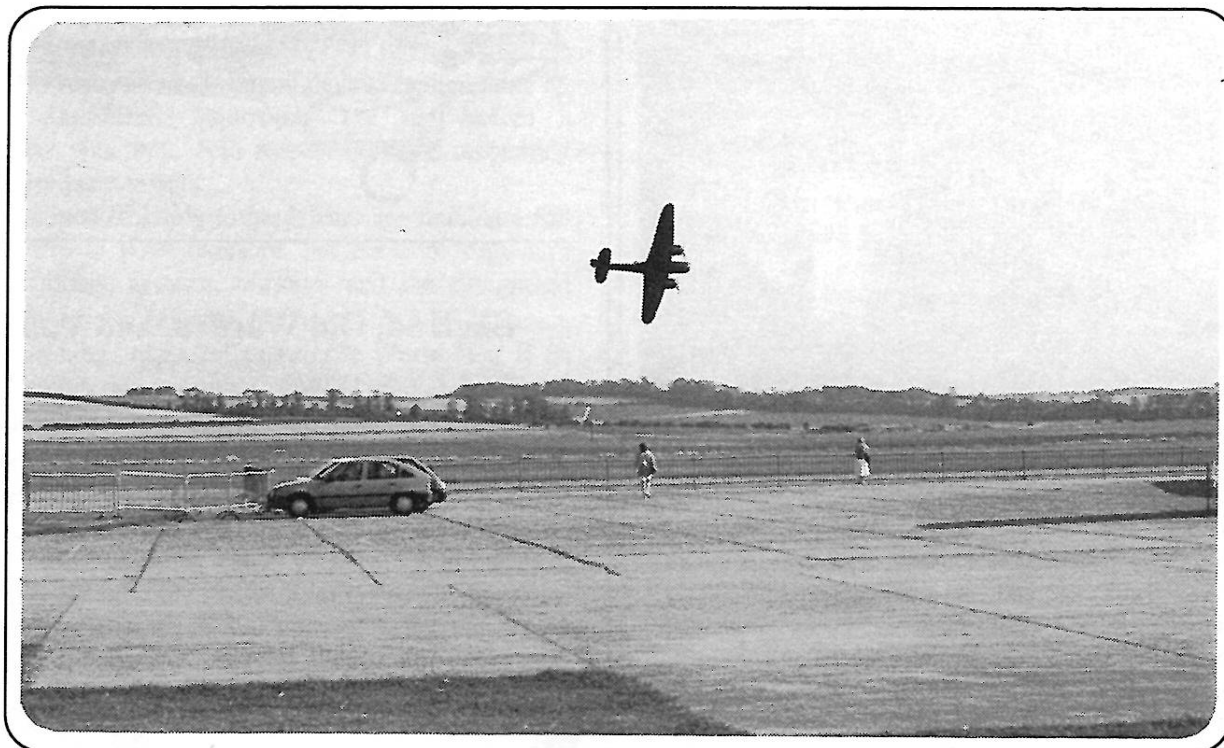
# MAX FAX

Journal of the D. C. Maxcutters

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

Editors:

Nov.— Dec. 1994



DUXFORD—The newly restored Blenheim does low-level maneuvers for the TV cameras.

## Indoor Flying Dates and Times at Sherwood High School This Coming Winter

December 2	Friday @ Main Gym	7:30 - 10:00 pm	Peanut
January 7	Saturday @ Main Gym	6:00 - 9:00 pm	Bostonian (Bogus, Standard)
January 21	Saturday @ Main Gym	6 - 9:00 pm	Carrier
February 3	Friday @ Alternate Gym	7 - 10:00 pm	No Cal
February 18	Saturday @ Main Gym	6 - 10:00 pm	10-Center
March 3	Friday @ Main Gym	7 - 10:00 pm	Stand-off Scale

**BULL SESSION:** January 14 at Pat Daily's, Richmond, VA. Meet at 1 pm at the Shannon Museum at Byrd Airport in Richmond, after which we will go to Pat's house for Bull Session.

**CHRISTMAS PARTY:** Saturday, December 10 at Maison Blanche (information inside).

This issue of Max Fax will have a definite English theme, which reflects the August visit to England by Don Srull, Hurst Bowers, Bert Phillips, and Ray Rakow. In this issue are the 1933 Scientific plan of the Vickers "Jockey" and John Low's electric plan of the Klem L33, which entered the Daily Mail Lympne trials. Also information on the Christmas party, December 10; call Tom Schmitt for reservations.



Happy Campers: Bert, holding the recovery vehicle; Hurst, Don, Ray, and Lindsey Smith (seated) relax during a break in flying at Middle Wallop.

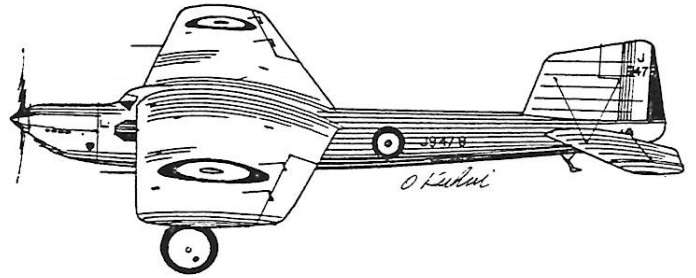
Our purpose in going to England was to attend three contests: the "Vintage" weekend at Old Warden, the European SAM 1066 championships at Middle Wallop (which has to be the greatest flying field anywhere, period! It is approximately one mile square, the only remaining English military sod field still in active use and almost putting-green smooth), and finally the British Nationals at Barkston Heath. Between contests we visited the Fleet Air Arm Museum at Yeovilton, RAF at Duxford, Army Flying Museum, Middle Wallop and air museums at Southampton and Brooklands, and a lot of other sightseeing. While at Middle Wallop Ron Moulton informed us that during WWII it was home to each a Hurricane and Spitfire squadron and pointed out in the corner under some trees a small one-story four-room brick building which had been the operations building. Later I walked over and sat down under the trees next to the building, and looking out over the huge flying field I could imagine it was 1940 and I was sitting among the pilots in their flight gear who were lounging around the building waiting to scramble and then watching as the fighters sped across the turf, wing tip to wing tip, as they rose to meet the attackers. This has to be a result of seeing too many WWII movies as a youngster.

While at Middle Wallop we all took part in a new

record (Guinness Book?) mass launch at the SAM championships, 253 planes on the last day, we were spread out over 200 yards, no mid-air but plenty of near misses. The old record in 1993 was 119 planes.

A great month, great weather, planes, new and old friends, and the flying fields, the rallying cry--Back to Middle Wallop!

Ray



## England, Old Warden, and Valhalla

by Hurst Bowers

On the 12th of August our illustrious D.C. MAXcuters delegation arrived at Heathrow, and the left curbs of southern England haven't been the same. Our group, Don Srull, Ray Rakow, Bert Phillips, and I checked in at the Sandy Hotel, which had been so kindly reserved for us by the Lindsey Smiths. To our delight, the California delegation was there also, which led to a late night bull session--as late as jet lag would permit,



Lindsey, Doug McHard, Ray, Bert, and Don doing what modelers do best--read old model magazines in Lindsey's workshop.

that is. Joe and Hazel Carter met us at Sandy on Friday night also, so our group was complete.

After a bountiful English breakfast we proceeded the 4 miles to the "Mecca" of all serious aeroplane buffs and modelers, Old Warden, where the Supreme Power has blessed the earth with beautiful green grass runways and hangars full of the most wonderful old airplanes in the world. At this delightful place all of the world's most gentle and hospitable people were gathered--namely, Lindsey and Jane Smith, Doug and Rollie McHord, Bob Jones, and, of course, John Blagg and his charming lady.

Though a bit windy, our Earl Stahl Taylorcrafts all did well and to no one's surprise, Don and Bert distinguished themselves. The flight of the the event went to Lindsey, who lost his beautiful blue and yellow O-57 to a gigantic thermal. It was recovered several days later, however, by a most considerate landowner, but not before a replacement was built. And that leads to the recounting of the subsequent events.

We remained at Sandy through Monday, making a full day side trip to RAF Duxford, the home of England's greatest military aviation museum and the designated home of the new 8th Air Force U.S.A.A.F. Museum, commemorating our vital part in the World War II air war. A remarkable group of WWII U.S.A.A.F. aircraft are already there, and are in impeccable condition. There were three which I had flown (B-17, B-25, and C-45), but I sure couldn't swing up into the cockpit through the bottom hatch of the B-17 as I did when I was 20 or 21 years old.

On Tuesday afternoon we arrived at the hamlet of Fyfield, Andover Hants., and easily found Spring



Ray Rakow holds while Don Srull winds. After outflying everyone in the preliminary rounds, Don suffers mental lapse, does not wind completely, and has to settle for a second in the finals.



Paul Lidster flies a Bird Wing Gas Model featured in *Air Age Gas Models*, designed by Geo Evalenko.

Meadow, the beautiful and picturesque home of Lindsey and Jane Smith, who very warmly greeted us and more than made us feel at home. Lindsey informed us that he had nearly finished building another Taylorcraft to replace the one lost on Sunday at Old Warden. We all pitched in and helped him finish it. I covered the wings and stabilizer, while Don built the landing gear and installed the cabin windows. Ray and Bert provided technical and consultant services, and acted as official photographers for the occasion. Additionally, we visited the Air Museum in Southampton--a great hobby shop there--and the next day we toured Stonehenge and the Fleet Air Museum at Yeovilton. Additionally, Ray, Bert, and I accompanied Jane on a shopping trip to Andover, and to a supermarket which puts our Safeway and Super Giant to shame. Her menus were a gourmet's delight, with such entrees as pheasant, trout, and even some wonderful fish and chips. In a discussion of "scones" vs. "biscuits," the former being what we call the latter, we learned that the "scone" is traditionally served with tea. I mentioned that we had "scones" ("biscuits") with breakfast when I was growing up in Georgia. Lo and behold, this thoughtful lady served hot "scones with butter and jam for breakfast next morning. I thought that this was the most wonderful act of hospitality that one could ever experience. We visited several beautiful pubs while there, where the food and atmosphere are legend, but nothing could compare with Jane and Lindsey's Spring Meadow.

On Friday, who should show up but Doug McHard, probably the finest scale modeler in the world. He served in the RAF in Singapore while I was in India many years ago, and I admired his work through *Aero/Modeller*, but never was fortunate enough to meet him until this great summer experience. I have seen the pyramids, the Taj

Mahal, and Mt. Everest, and now on this trip I visited Stonehenge, met Doug McHard, and experienced the delights of the English countryside at Spring Meadow. Who once said, "See Rome and die"?

During the weekend the European SAM competition was held at Middle Wallop, an Army airfield which also is home to the Army Aviation Museum, where until quite recently Lindsey Smith was Curator. The museum and its portrayal of army aviation were excellent. Of special interest to us was the Auster liaison aircraft flown in Malaysia by Lindsey with a mannequin portraying a British Army pilot wearing his own personal flying suit. Jane also played an important role through her development of an Army nurse's uniform in one of the exhibits, along with other special touches.

The airfield is reportedly the last all-sod military field in Britain. It consists of approximately 2 square miles of beautifully manicured, rolled grass, not unlike most golf putting greens. This is unbelievable, I know, but nowhere on the field which I pretty thoroughly walked over did I find a spot where the average "Half A" scale model could not easily take off and land on the sod. During World War II Middle Wallop was base to a bomber and two fighter squadrons. It was of key operational importance as the Spitfire and Hurricane squadrons scrambled to intercept German bombers attacking targets in England. It was from here and Biggin Hill that major elements so vital to the Battle of Britain operated, as well as from many other fighter strips. Also, the Blenheim bombers based at Middle Wallop played a vital role during this time. If you have seen the "Battle of Britain" movie, you may recall the RAF fighter pilots lounging in lawn chairs, in full flight gear, awaiting the claxton to scramble at a moment's notice. We flew models where these scenes had occurred.

Our first two days at the SAMs contest were a bit breezy, even by British standards, but the third day was beautiful and almost a dead calm. Of course, our own Don Srull and Bert Phillips distinguished themselves with winning flights in rubber scale (Don, a 1st & 2nd;

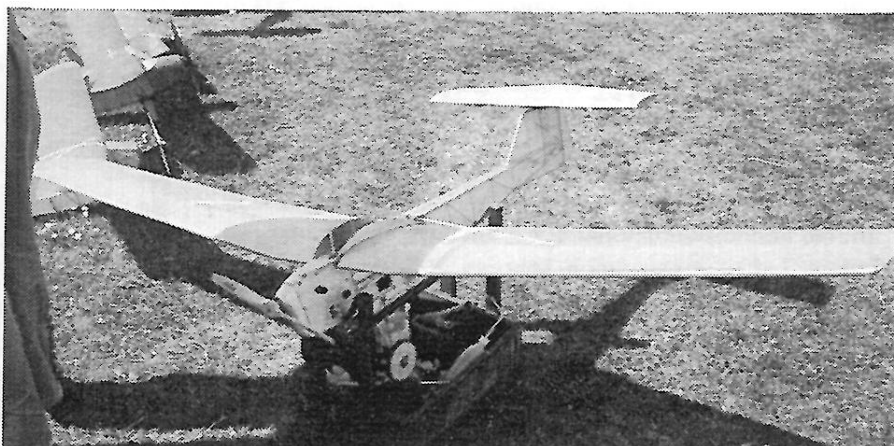
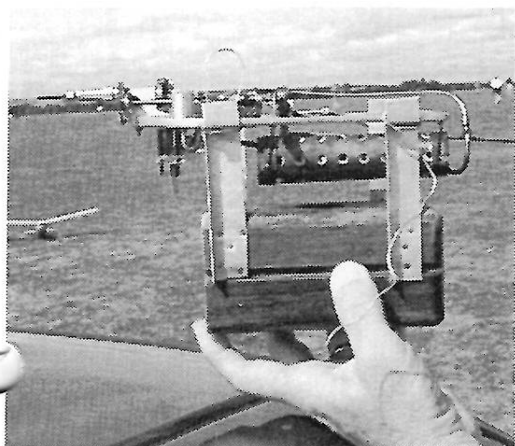


SAM Champs at Middle Wallop: East and west coast American winners Don Srull from Virginia and Mik Mikkleson from California.

Bert, a 3rd in endurance). The models flown by our hosts, as well as those of the Italians, French, and Czechs, were beautiful, with performance to match, however; our U.S. competitors certainly distinguished themselves.

After Middle Wallop and a delightful visit to Oxford, where Ray Rakow's wife Mary was born, we proceeded west into Dorset. The countryside, villages, and pubs were delightful. We spent a full day in Bath, which is noted for its Roman baths fed by hot springs. The restoration of these 2,000-year-old Roman ruins was impressive, as were all of the wonderful sights, and the street bards found in the city. I even visited a hobby dealer who handled Flyline Model kits while I was co-owner of that business. They wanted to know where they could get the kits now.

We proceeded from Bath to Cambridge where we stayed in a fine bed-and-breakfast with a pub next door.



Steam engine (left) and steam-powered plane (right). Amazingly great flyer. Fire can be a problem.

Our full day in Cambridge was filled with sightseeing and the infusion of culture. It is indeed a beautiful city of great historical significance, and we thoroughly enjoyed being there, even for only a day.

On Friday we proceeded up to RAF Barkston Heath, where the British Nationals were being held, and stayed in the small village of Colsterworth, the home of Sir Isaac Newton and of the White Lion Pub. After checking in at the local motel, we were told that the pub was the best place in town to eat, so we steered in that direction. Upon arrival at the White Lion, British hospitality prevailed, and we met two gentlemen, both aviators. One was a WWII Spitfire pilot of about my vintage who served in Burma. So we had lots in common. The other was an ex-RAF Harrier pilot who is seeking employment with an airline. He was told that he was a bit short of night time, so he had just returned from St. Louis, Mo., where he attended a night flying program. Both were "great chaps," and we thoroughly enjoyed their company.

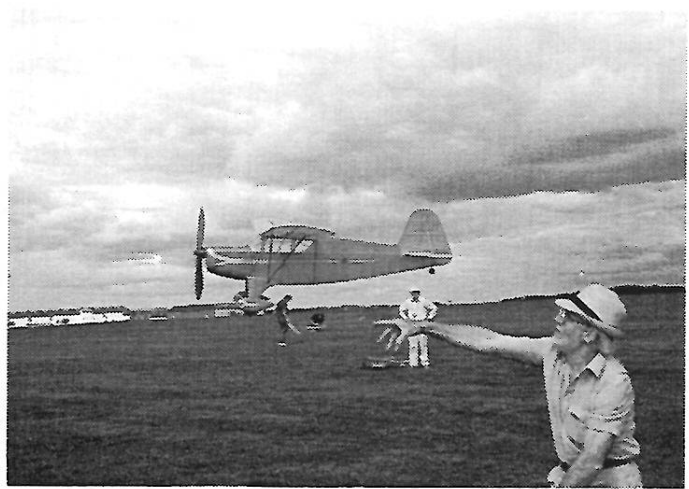
We also visited Woolshire, Isaac Newton's birthplace, which now belongs to the National Trust. A descendant of Newton's apple tree stood on the lawn at Woolshire, and the custodian told us to help ourselves from those apples on the ground, which we did. Mine, unfortunately, were seized from me by an overzealous Agriculture Inspector at Dulles Airport, who had never heard of Isaac Newton.

The two days at RAF Barkston Heath were very pleasant, and the British Nationals were well attended, despite the strong winds which necessitated cancelling most of the events. It is a beautiful air station with lots of flying space, soft grass, and a "hospitality hangar," where some unofficial junior indoor flying took place.

One observation which I made at all these events was the presence of hobby industry vendors. In addition to British firms, the "Czechs" were also represented and brought with them a wonderful assortment of engines, books, kits, plans, and accessories. The British firms that were present exhibited and sold many wonderful kits



Old-time ignition SAM Champs.



Doug McHard launches his 50-inch rubber-powered Rearwin at Middle Wallop.

such as "West Wings" and "Aero Graphics," plans, books, electric motors and accessories, and some of the most beautiful balsa that I have ever seen. Ray Rakow and I were most impressed with the quality and selection, and upon questioning its origin were told that it is imported from New Guinea where the balsa trees flourish in the forests of the Owen-Stanley Mountain Range.

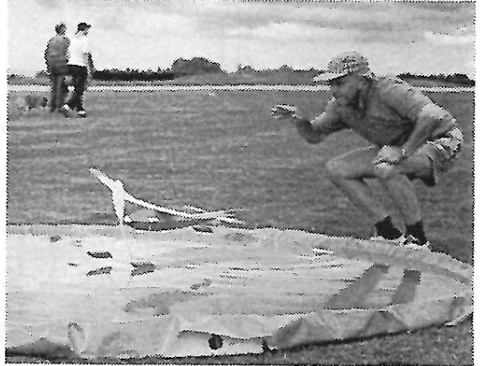
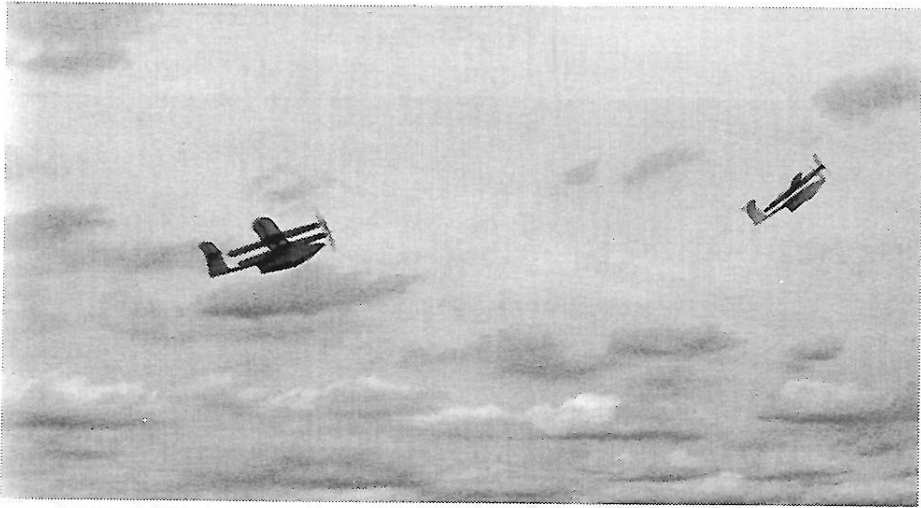
We were also most impressed with the very high quality plastic products such as dummy engines, wheels, pilots, propellers, etc. These items are designed primarily with the "Flying Aces" category of models in mind and are most welcome additions to our hobby. Why can't AMA arrange for vendors to be present at the large competitions here instead of the very limited AMA-operated hobby shop? They would attract lots of people and provide a real service to modelers. From what I hear there is no shortage of space at Muncie for such an activity.

On Sunday afternoon we left Barkston Heath for London, and while passing Old Warden we saw a Spitfire doing aerobatics over the airfield and couldn't resist another visit there. The "Spit" landed and taxied up to the hangar where the pilot, an old guy about my age, got out of the cockpit with a big grin on his face. Can you blame him? I wonder if my envy was evident.

We proceeded to Scratchwood, on the London Ring Road near Heathrow, and checked in the hotel there. Next day we caught the tube for a 20-minute ride to downtown London and all of the points of interest which tourists should see. Don and I had visited London before, and we thoroughly enjoyed going again with Ray and Bert. The British Museum, Tower of London, Trafalgar, Westminster, etc. are always exciting and reminders of our great British heritage.

On Tuesday we turned in our car and departed for Dulles, where we arrived to a "cheering section" of our wives, who were waiting there.

What a great way to spend a summer!



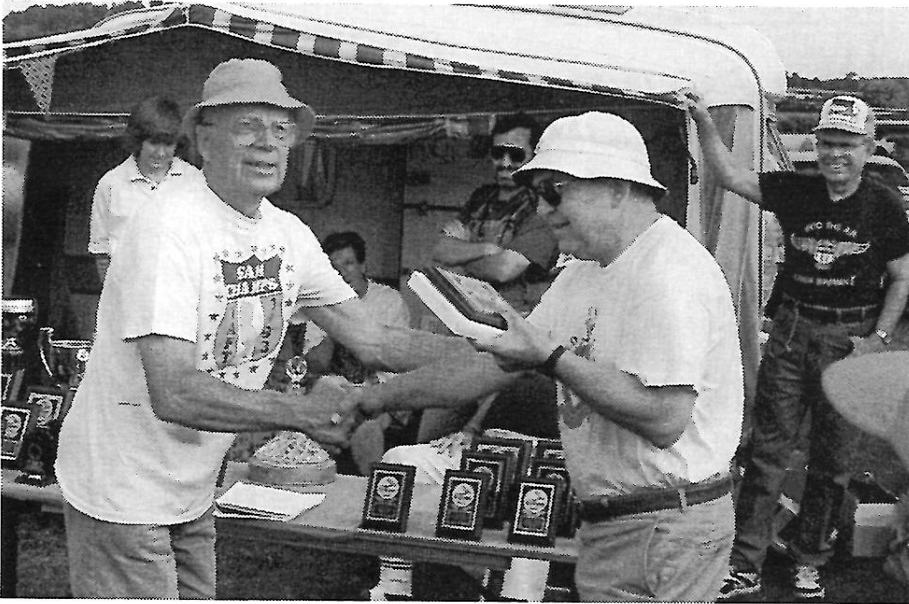
**SAM Champs.** Float planes hop off the water and put up the best times. The flying boats take longer to get off but are more impressive in action. It would be fairer if they competed in separate events. Either way there are a lot of tricks for a successful ROW.



Art Bradley with his electric powered Valkyrie with a fake brown cylinder.



Middle Wallop. Spitfire is returned to the hangar after half an hour of beating up the airstrip and low-level maneuvers.



SAM Champs. Dave Baker presents Don Srull with his trophies.



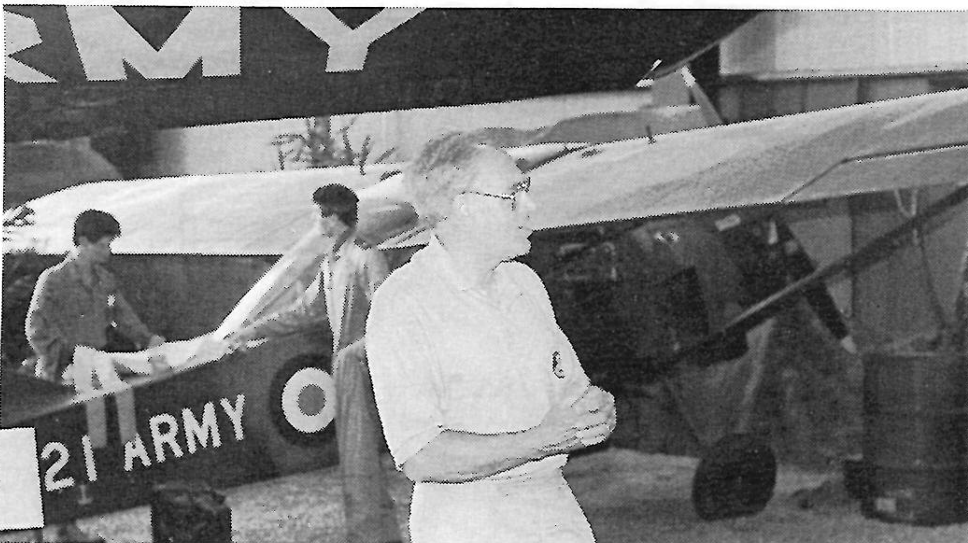
On the way to Barkston Heath...



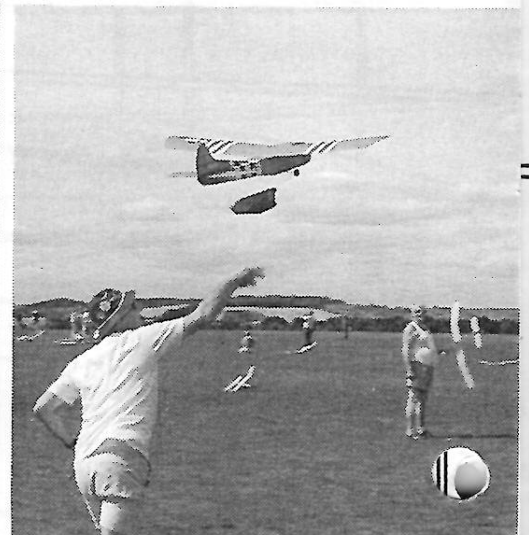
Launching an Answer at SAM Champs.



Hurst Bowers reviewing the rebuilding of the Grovesnor House at Old Warden.



Lindsey Smith, former curator of Middle Wallop Museum, with his AOP-9, which he flew in Burma, in the background.



Great flights from the scale military gliders.

## An Excellent Adventure in England

by Bert Phillips

On 8/11 four intrepid MAXecuters left for England to defend the honor of the dreaded Potomac Pursuit Squadron. Ok, three intrepid MAXecuters and me. The stalwarts were Hurst Bowers, Ray Rakow, and the boy wonder, Don Srull.

Our objective was to clean house at Old Warden Aerodrome on 8/13 and 8/14 and at the Middle Wallop SAM Champs. The next weekend, Hurst and Don and I were each armed with an Earl Stahl O-57 Taylorcraft. At the SAM Champs there was an event for any military spotter liaison aircraft and another event for Earl Stahl high wing. So with one plane we could enter two events. Hurst's and mine were a lovely olive drab. Somewhere Don had found documentation for yellow wings and blue fuselage. Don and I also had an O.T. rubber model. Don's was a small Korda Cobia, and mine was a High Performance Stick, hereinafter referred to as HPS. Pretty stupid name, but that's what it's called in the Feb. '43 *MAN* in which it was published.

On the first day at Old Warden my HPS went out of sight into the clouds (they always have clouds). I was lucky and found it about 2 miles downwind. When I got back with it, an Englishman said, "Oh, I see you have a HPS." I didn't think anyone knew about the HPS, but he told me a lot of guys in England build them for O.T. rubber. Their cutoff date is later than ours.

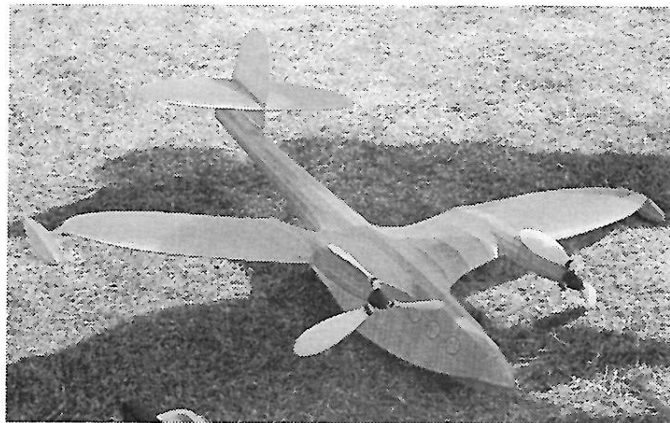
On the second day of the contest, the max was cut to one minute because of the wind. I had one max and two flights of 53 seconds with HPS. When I handed in my times, the guy told me I was 3rd and that there would be no flyoff because #1 and #2 had lost their planes.

The Earl Stahl High Wing event consisted of 4 or 5 massed launches with each plane being timed. Then one more called the flyoff for the top 5 or 6 planes. I was 4th. I think Don was 2nd or 3rd. Our English friend and fellow MAXecuter, Lindsey Smith, also had an Earl Stahl O-57, blue & yellow. He lost it out of sight, last seen heading for London or Birmingham.

There were lots of people there, maybe 200 or 300, and all kinds of models going every which way. It was all very casual or perhaps I should say chaos. Families and modelers had their blankets and picnics spread at random all over the launch area. I did not see any mid-air collisions and only saw two people hit by models. One guy was bent over cranking his engine when a gas model glided in and hit him in the face. He stopped cranking, picked up the plan that had hit him, looked at it briefly, put it down, and resumed cranking. An AMA safety person would have had a bird.

We stayed the next week at the home of Jane and Lindsey Smith, and I have never been treated to more gracious hospitality. They sure know how to make a person feel at home.

Monday, Tuesday, and Wednesday we went sightseeing



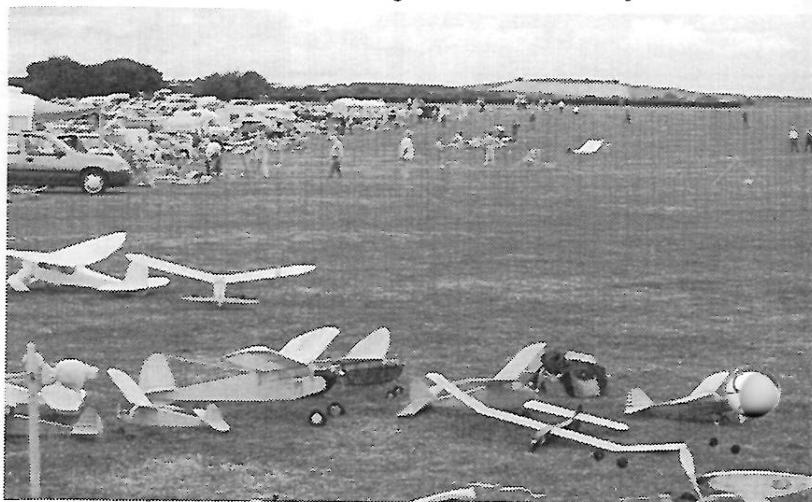
Rex Oldridge's twin-motor flexi-drive flying boat, a wartime design by Emmanuel Fillon at Middle Wallop

and hit the RAF Museum at Duxford, a small but good aircraft museum in Southampton (we got to sit in the pilot's seat of a short flying boat), Stonehenge, and the Fleet Air Arm Museum.

On Thursday we fussed with our models and Hurst and Don helped Lindsey finish another O-57. Friday dawned bright and windy; the field at Middle Wallop was fantastic, flat and big, like a square mile, maybe more. It is a historic field; Spits and Hurricanes flew out of it during the Battle of Britain. It was so windy I didn't even take my Taylor Craft out of the box. Flew the HPS. Got 132 seconds. Walked what seemed like miles looking for it. Found four other models and brought them back. Don had found my HPS; it wasn't anywhere near where I was looking.

Lindsey gave us a great guided tour of the Museum of Army Flying. He used to be the Curator, so he knew whereof he spoke. One of the mannequins in the museum wears Lindsey's uniform and stands beside the plane that Lindsey flew.

There was a little less wind on Saturday. The Earl Stahl High Wing event was early in the day. I was not ready and did very poorly. Don got 1st in the event and a 2nd in the Earl Stahl Low Wing. He was beaten by a P-39



View of the flight line at Middle Wallop.





Duck! In-your-face ignition (SAM Champs).

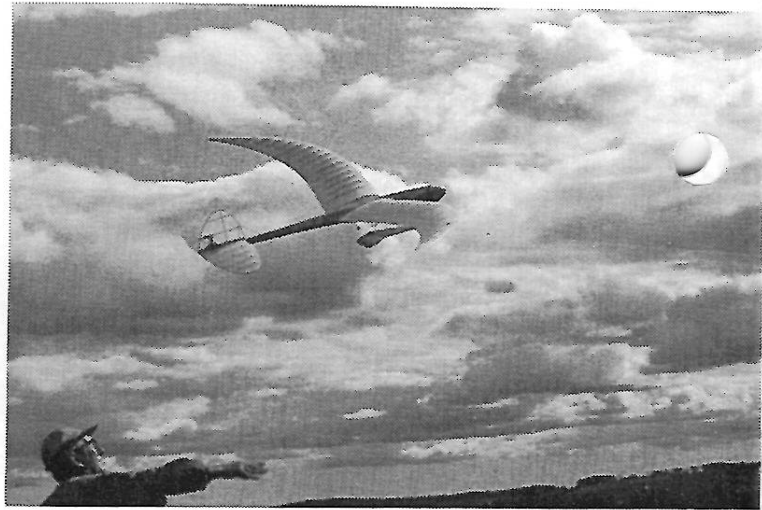
that flew like gangbusters--and Lindsey lost his new Taylor Craft!

Sunday was almost hot and wouldn't you know it--almost no wind! Did an ROG of the tarmac with the O-57 and did 4-6 minutes (best guess); a beautiful flight, but a day late.

Sunday was also the day of the world's biggest mass launch. There were 253 planes. What a sight! Nobody told us to line up, so all 253 guys were just standing around in a mob and then somebody yelled "3-2-1, launch!" It was worth the trip. I'm sure there were some mid-air, but I didn't see any. I was very busy keeping track of my plane.

During the next week we did tourist-type things except for a trip to Brooklands where we saw the Tower that Benny Hill was in in the movie, "Those Magnificent Men in Their Flying Machines."

We spent two days (8/27 & 8/29) at the British NATS run by the British Model flying Assoc. Both days were very, very, very windy. Nobody flew anything except a



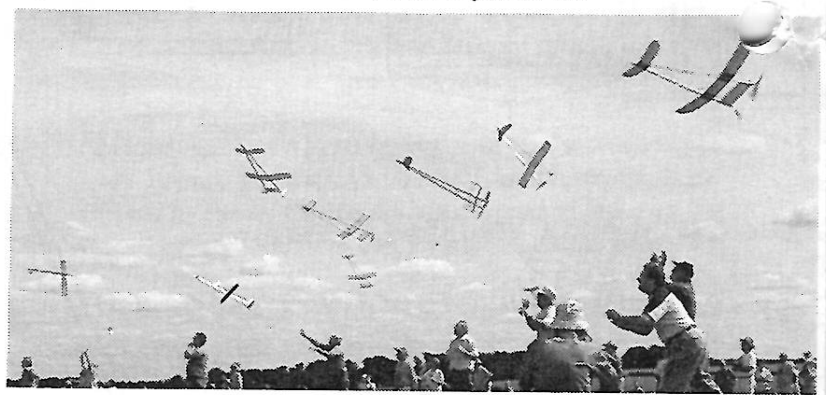
One of the beautiful Italian gliders at the SAM Champs.

couple of brave souls who put up quarter scale R.C. The field was great. Another RAF field, big and flat.

Don has heard from Lindsey since we got home, and the wind was a little less on Sunday, and Lindsey placed 1st in rubber scale with his Goon.

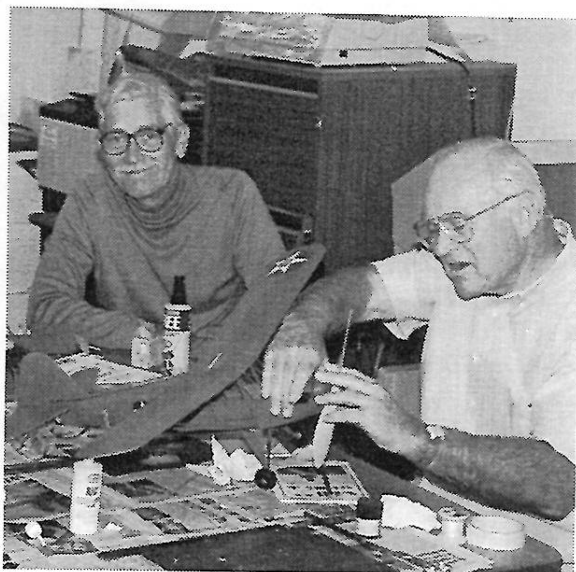
We stayed in England another day and went to check out London on Monday. Flew home Tuesday.

Oh yes, I almost forgot to mention: there was a tea tent at the Old Warden contest and a beer hangar at the British NATS. A nice touch, don't you think?

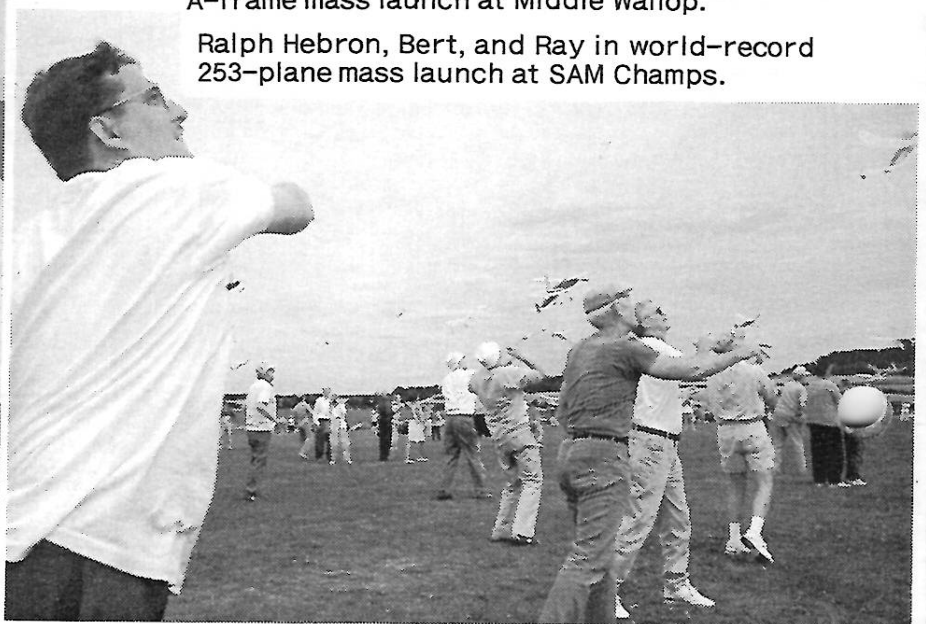


A-frame mass launch at Middle Wallop.

Ralph Hebron, Bert, and Ray in world-record 253-plane mass launch at SAM Champs.



Bert and Hurst doing some rebuilding.



SUMMER FUN FLY 1994

Allan Schanzle

The 1994 Summer Fun Fly was fortunate to have the best weather we've had in many years. It was cool, sunny, dry, and only occasional gusts that always subsided in a minute or so. If you didn't make it, you missed a great flying day.

The big winner this year was Tom Hallman, who also won the grand championship last

year. He captured three first places and a third. One more year with that kind of performance and we'll have to hire some of Bill Ceresa's friends from Sicily to take care of this problem.

We had a special treat this year. Frank Ehling, one of the true old timers of the modeling world and a former member of the Maxcutbers, made

an appearance with his friend Bill Harris. Frank saw some of the Old Timer mass launch event and was surprised that his old modeling club still was involved in that aspect of the hobby. Frank, it was great to see you again, and let's hope we get the pleasure for many years to come.

There was a second surprise this year. Dave Rees was accompanied by his wife Marie, who decided to enter the Golden Age mass launch event with her Vega. Guess what, folks. She whipped a!

us old fogies and won the Kanone. Check the results in this issue and you'll find she outflow some right-respectable modelers. Congrats, Marie!

Many thanks must be given to Bill Ceresa for his endless hours of making the buttons and getting the plaque made for the grand championship trophy. Pat Daily, Dan Driscoll, and Frank Rowsome did the honors of judging and Terry Pittman and Don Snull brought the food for lunch. All in all, it was another day of fun and camaraderie.

FAG SCALE

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5	STATIC	FLIGHT (SEC.)	TOTAL
1. Tom Hallman	Wartinsyde S1							15	82	120
2. Pat Daily	Witbeat							5	47	80
3. Dan Driscoll	Eaves Cougar							0	65	49
4. Dave Franks	Ki 61 Hein							28	10	77
5. Bert Phillips	Taylorcraft 0 S1							7	38	59
6. Dave Franks	Gadfly							0	10	117
7. John Houck	Goha							30	15	27
8. Bob Marchese	Mr. Holligan							6	32	0

POWER SCALE

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5	STATIC	FLIGHT (SEC.)	TOTAL
1. Dave Rees	Dermer Delphin							15	68	56
2. Jerry Pittman	Fazan Gajith							52	35	120
3. John Levars	Cartiss-flight Jr.							8	89	8
4. Bert Phillips	Cessna							37	0	66

ENDURO ENDURANCE

PLACE	NAME	AIRCRAFT	BONUS PIS	FLIGHT TIMES (SEC)	TOTAL PIS
1.	Frank Rowsome		9	120	111
2.	Bert Phillips		0	69	72
3.	Mike Kostov		0	51	120

TRANSDISKAT SPEED EVENT --- Jerry Paisley  
TRANSDISKAT NAVIGATION --- Claude Powell

MODERN CIVILIAN

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Claude Powell	Cessna 150						
John Levars	Turbo Porter						
Frank Rowsome	Piper J3						
Jerry Paisley	BH Chipmunk						
Dave Rees	Citabria						
Mike Kostov	Stinson Voyager						

THE RACES

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Mait Farrell	Cessna C33						
Don Snull	Cessna C33						
Claude Powell	Chester Jeep						
Steve Meyers	Sewersky						
Dave Rees	Pete						
Tom Hallman	Mr. Smoothie						
John Houck	Chester Jeep						

W-I

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Dave Rees	Wartinsyde Elephant						
Tom Hallman	Wartinsyde S1						
Steve Meyers	Fokker B7						
Dan Driscoll	Bristol Scout						
Mike Kostov	Fokker D7						
John Houck	Junkers J1						

JUBON SCALE

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5	STATIC	FLIGHT (SEC.)
1. Tom Hallman	Gadfly							82	10
2. Don Snull	Short							30	44
3. Dave Rees	Citabria							49	0
4. Mark Houck	Lockheed U-2R							39	10
5. Mait Farrell	Airrafter							37	0
6. Jerry Paisley	Cessna C37							39	0
7. John Houck	Lincoln BPK							34	0

LYMPHE POWER SCALE

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5	STATIC	FLIGHT (SEC.)
1. Tom Schmitt	Beardmore Vee Bee							18	10
2. Bud Carson	Poncolet							6	45
3. Al Fleisher	Beardmore Vee Bee							49	0
4. John Levars	Electric Wen							9	48

OLD TIME RUBBER

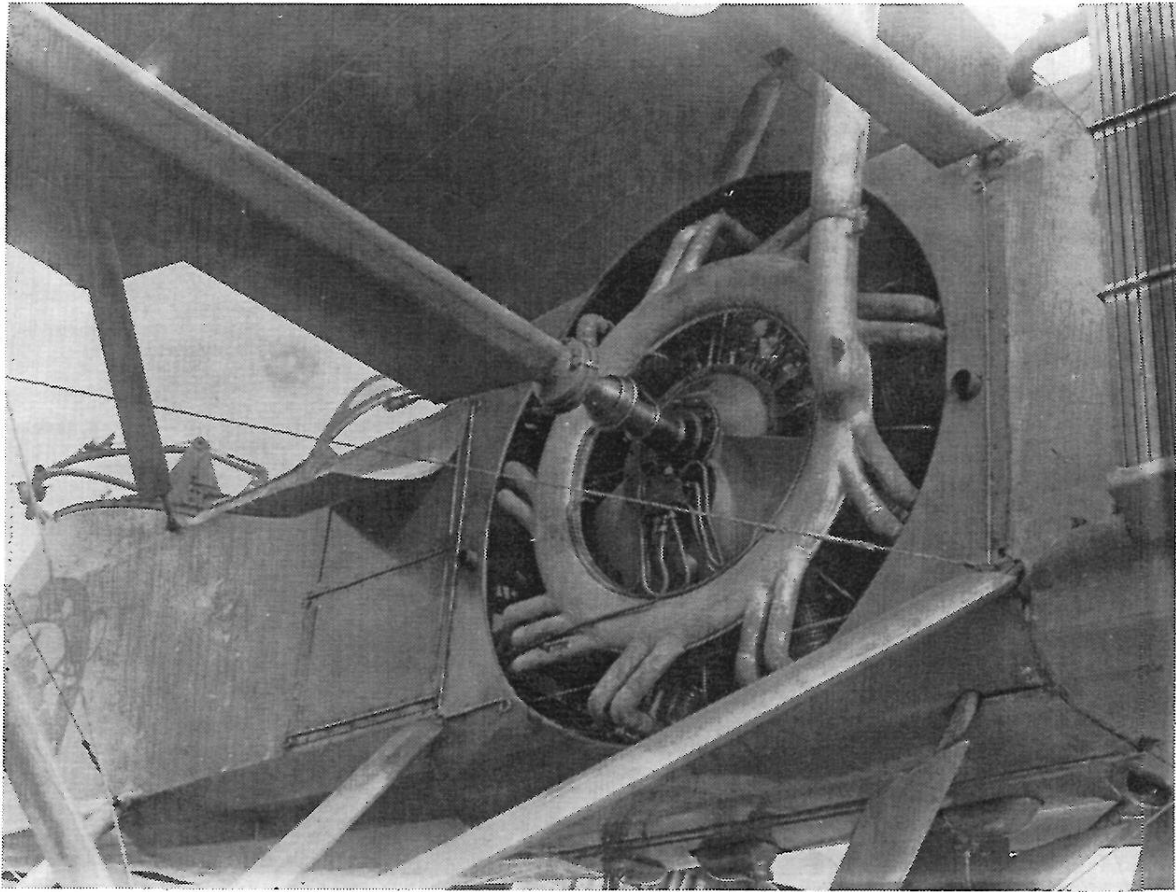
NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Jerry Paisley	Commander						
John Houck	Hurricane						
Dan Driscoll	Ajay						
John Levars	Fly-About						
Bud Carson	High Climber						
Harry Schindler	Sky Raider						
Don Snull	Commander						
Doug Buchanan	Commander						
Mike Kostov	Pacific Ace						

COLOR AGE

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Claude Powell	Stinson 105						
Marie Rees	Vega						
Jerry Paisley	Cessna C 145						
John Houck	Lincoln BPK						
John Levars	Corben Super Ace						
Steve Meyers	POE						
Ken Evans	Stinson Jr.						

W-II

NAME	AIRCRAFT	ROUND ELIMINATED PLACE	1	2	3	4	5
Terry Pittman	Aero A18						
Tom Hallman	Loose Racer						
Don Snull	Aurax						
Doug Buchanan	Farran						
Dave Franks	Gadfly						
Mait Farrell	Corben						
Frank Rowsome	Bartlin M01						
Dan Driscoll	Howard						



#### MYSTERY AIRCRAFT PHOTO CONTEST MAY/JUNE MAXFAX

We had a grand total of three keen WWI buffs send in a correct name for the mystery aircraft photo in the May/June issue of MAXFAX. While this event is not as exciting as an FAC NATS we assumed that more of you out there would welcome an opportunity to exhibit the depth of your knowledge concerning one of our great loves WWI aircraft in all their (almost) infinite variety and complexity. The three correct entrants were Leonard Opdycke, the producer of that great publication, WWI AERO; Lindsey Smith one of our English friends; and Dave Stott one of our founding fathers (the FAC, not the US of A). To provide a fair choice of winner, Bill Ceresa coaxed his better half, Rosemary to pick the winning name out of a hat (she didn't peek). Without further suspense the winner is Lindsey Smith who will receive a one year extension for his subscription to MAXFAX. Congratulations Lindsey!

For those of you who are dying to know the aircraft's name a rare photo of the engine installation and a description follow.

#### SALMSON-MOINEAU SM-1

The peculiar-looking SM-1 A3 of 1916 was built by the Societe des Moteurs Salmson to the design of Lt. Rene Moineau who had been a pre-war pilot of some note. It's powerplant, naturally, was a Salmson (Canton-Unne) of 160, later 240 h.p., embedded in the fuselage and driving two tractor airscrews mounted on struts between the wings. Two

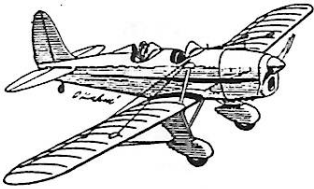
large radiators were fixed on either side of the observer's position in the nose. The wings were of unequal span, the large extensions of the upper plane being braced by inverted-vee kingposts above. Ailerons were fitted only on the top wing. The fuselage, mounted between the wings, was flat-sided with rounded top and bottom deckings and accommodated behind the cockpit the pilot and a rear-gunner in addition to the before-mentioned observer. A triangular fin and rudder and rectangular tailplane was provided and there was a protruding nose-wheel on lengthy struts to prevent damage to the airscrews in a rough landing. The observer and gunner had one or two Lewis guns each, mounted on T.O.4 gun rings. Designed as a *Corps d'Armee* machine, the SM-1 was intended for long-distance reconnaissance. Ten were constructed, but it was not until December 1917 that four examples were issued to *Escadrille A.R.289* at the front. Evidently they were not very successful, for they were withdrawn in the following April. There appears to have been a version with twin 240 h.p Salmson engines, which was constructed in 1917, but no series production of this type was made.

Reference: RECONNAISSANCE & BOMBER AIRCRAFT OF THE 1914-1918 WAR.  
compiled by W. M. Lamberton  
Published by HARLEYFORD PUBLICATIONS LIMITED and  
AERO PUBLISHERS, INC. in 1962.



Vintage weekend at Old Warden is a laid-back, relaxed event for all.

**MAXECUTERS CHRISTMAS PARTY**

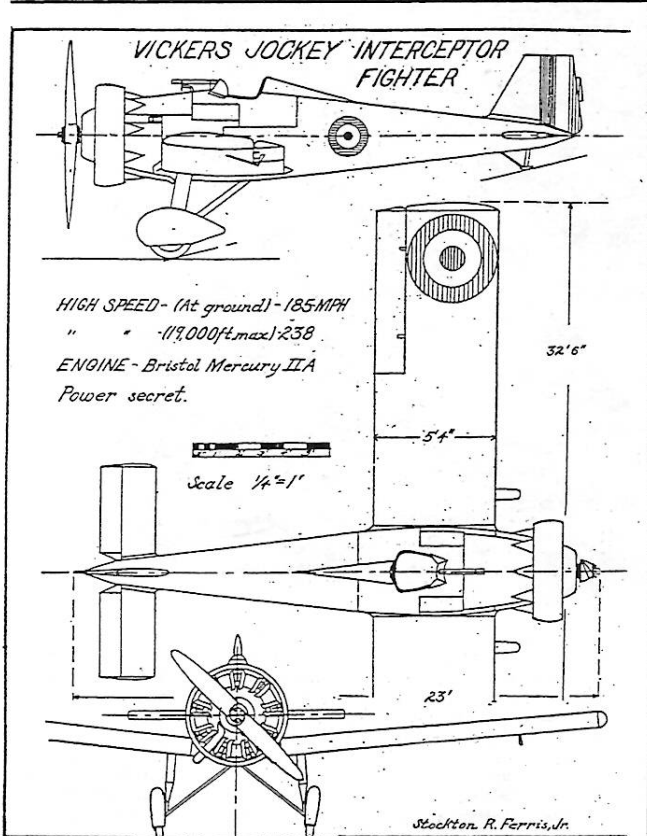


**SATURDAY - DECEMBER 10 - 7:00 PM at MAISON BLANCHE RESTAURANT - 1725 F ST. NW DC**  
**COCKTAILS: 6:00 TO 7:00 - COMPLIMENTARY VALET PARKING AT DOOR**  
**PRIX FIXE MENU (SEE BELOW) - \$37.00 INCLUDES GRATUITY AND TAX**  
 Call Tom Schmitt by Dec 5 for reservations - (301-530-0327)  
 The restaurant is on the North side of F street which is one-way going East. A speedy approach is the E street  
 expressway from the direction of the Kennedy Center.

We decided to try something different for this years holiday dinner to allow for a greater variety of menu items and  
 somewhat more leisurely dining. The following three course menu will be available at the restaurant for your selection.

**APPETIZERS**

- Mussels Provencale
- Seafood Minestrone
- Goat Cheese & Brie in Phyllo, served with Mesclun Salad  
with Hazelnut Vinaigrette
- Baby Spinach Salad with Asparagus, Red Potato, Corn,  
Feta Cheese, Red Onion and Applewood Smoked Bacon
- Vegetable Terrine with Tomato Basil Vinaigrette
- \*\*\*\*\*
- Rainbow Trout on a Bed of Quinoa & Shiitakes  
Tomato and Leek Sauce
- Peppered Beef Medaillons, Sauce Bordelaise,  
Garlic Potato Puree
- Roasted Lamb served with Couscous & Raisins  
and Garden Vegetables
- Tuna and Basil Cake with Tomato Salsa and Toasted Brioche
- Herbed Breast of Chicken with Potato Slices, Sun Dried Tomatoes,  
Black Olive Puree and Tomato Coulis
- Spinach Linguini with Smoked Salmon, Zucchini and Capers
- \*\*\*\*\*
- Selection from the Pastry Cart  
or  
Maison Fresh Fruit Sorbets
- Coffee or Tea



**NOTE: Your Dues Are Due**



**CLUB OFFICERS**

**President** Terry Pittman  
 7863 Colonial Vil. Row  
 Annandale, VA 22003

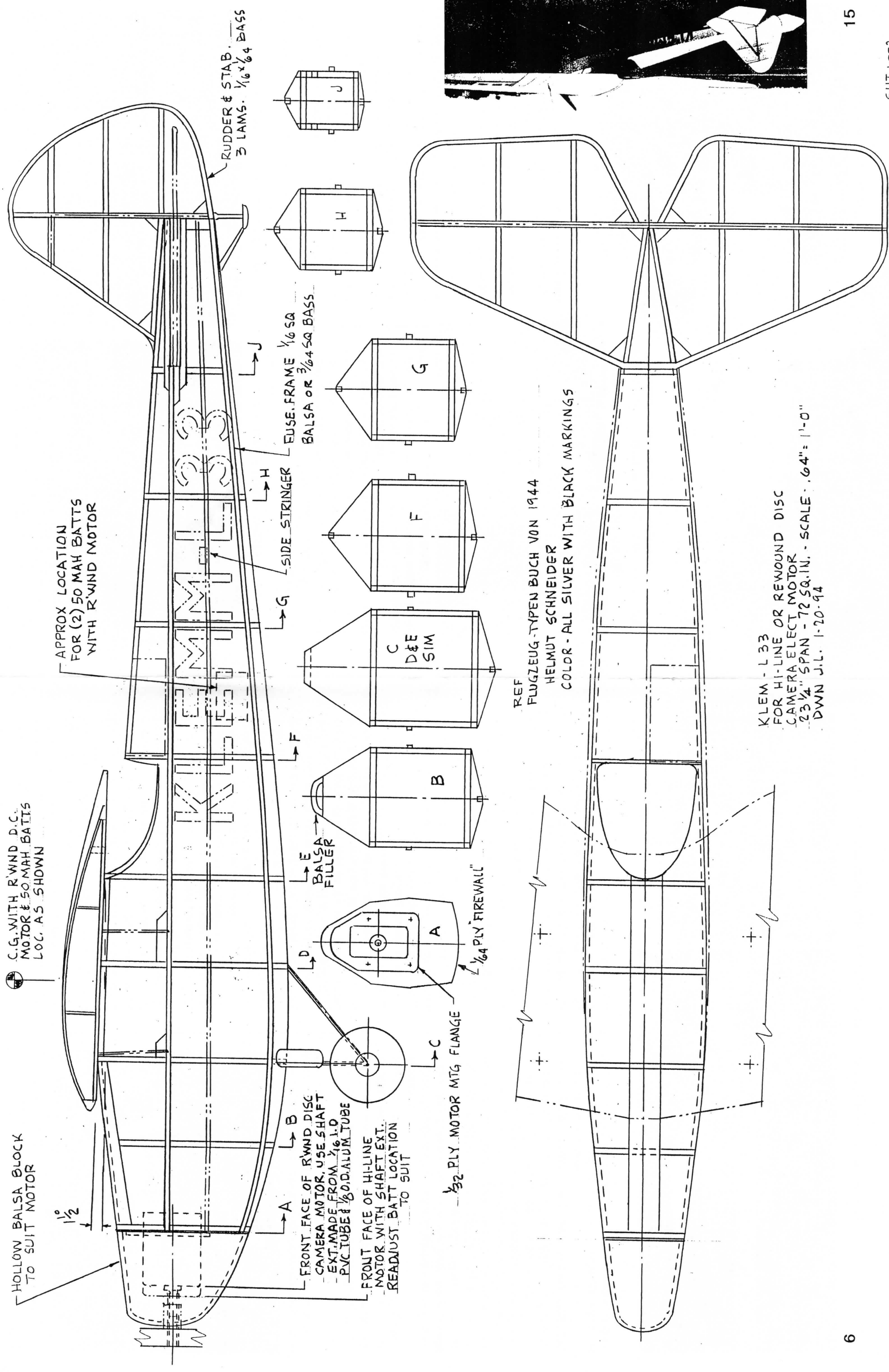
**Secretary** Bert Phillips  
 1709 Crofton Pky  
 Crofton, MD 21114-2305

**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.

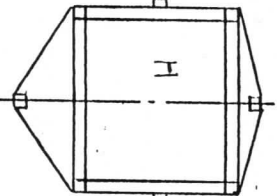
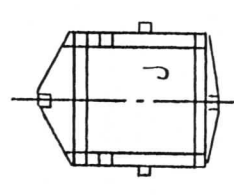


C.G. WITH R'WIND D.C. MOTOR & 50 MAH BATTIS LOC. AS SHOWN

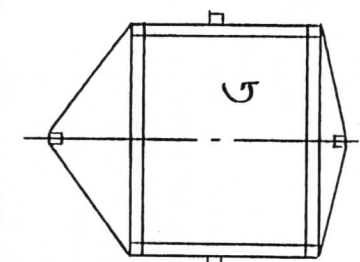
HOLLOW Balsa BLOCK TO SUIT MOTOR

APPROX LOCATION FOR (2) 50 MAH BATTIS WITH R'WIND MOTOR

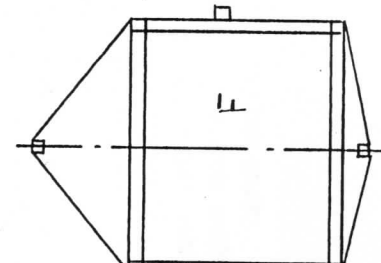
RUDDER & STAB. 3 LAMS.  $\frac{1}{16} \times \frac{1}{4}$  BASS



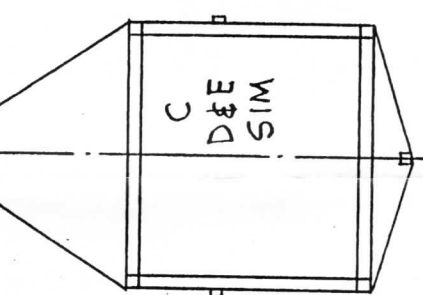
EUSE. FRAME  $\frac{1}{16}$  SQ Balsa OR  $\frac{3}{16} \times \frac{1}{4}$  SQ BASS



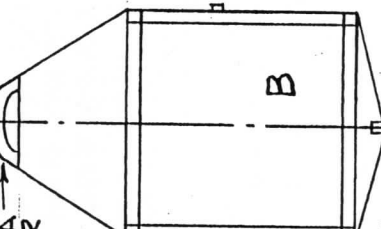
SIDE STRINGER



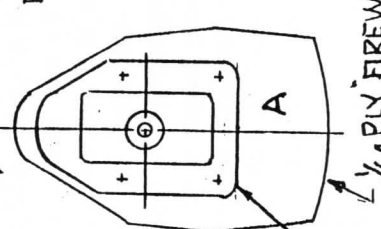
D&E SIM



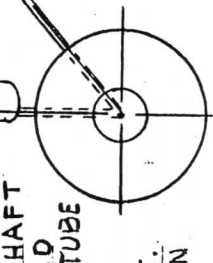
Balsa FILLER



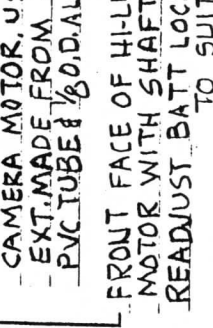
$\frac{1}{64}$  PLY FIREWALL



FRONT FACE OF R'WIND DISC CAMERA MOTOR, USE SHAFT EXT. MADE FROM  $\frac{1}{16}$  I.D. PVC TUBE &  $\frac{1}{8}$  O.D. ALUM TUBE



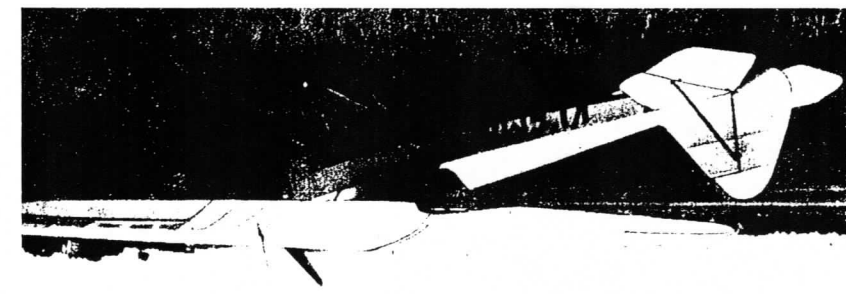
FRONT FACE OF HI-LINE MOTOR WITH SHAFT EXT. READJUST BATT LOCATION TO SUIT

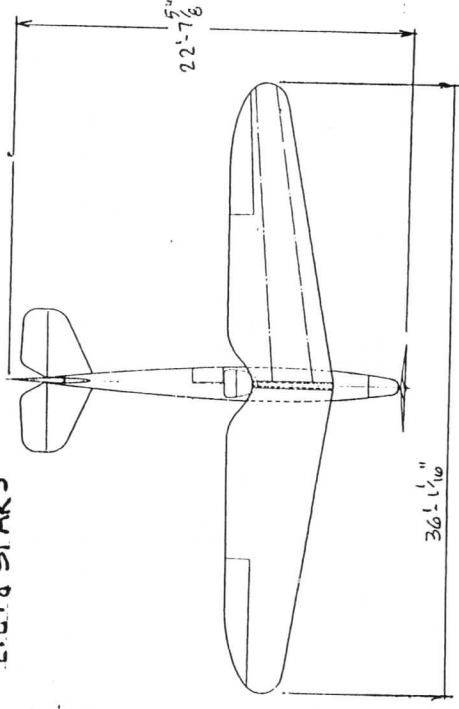
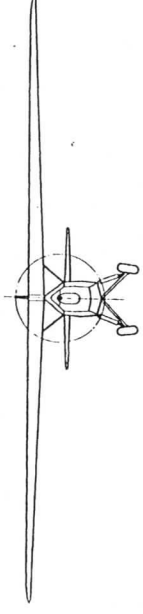
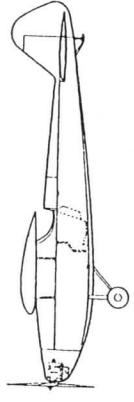


$\frac{1}{32}$  PLY MOTOR MTG FLANGE

REF FLUGZEUG-TYPEN BUCH VON 1944 HELMUT SCHNEIDER COLOR - ALL SILVER WITH BLACK MARKINGS

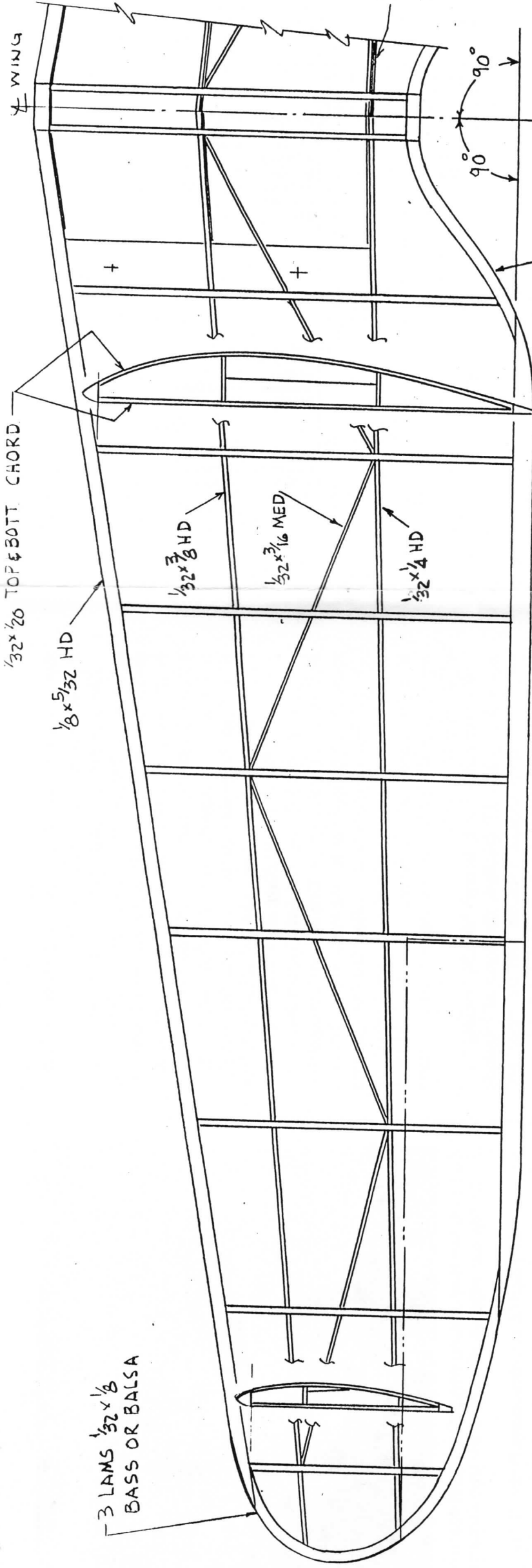
KLEM - L33 FOR HI-LINE OR REWIND DISC CAMERA ELECT MOTOR 23 1/4" SPAN - 72 SQ. IN. - SCALE .64" = 1'-0" DWN J.L. 1-20-94



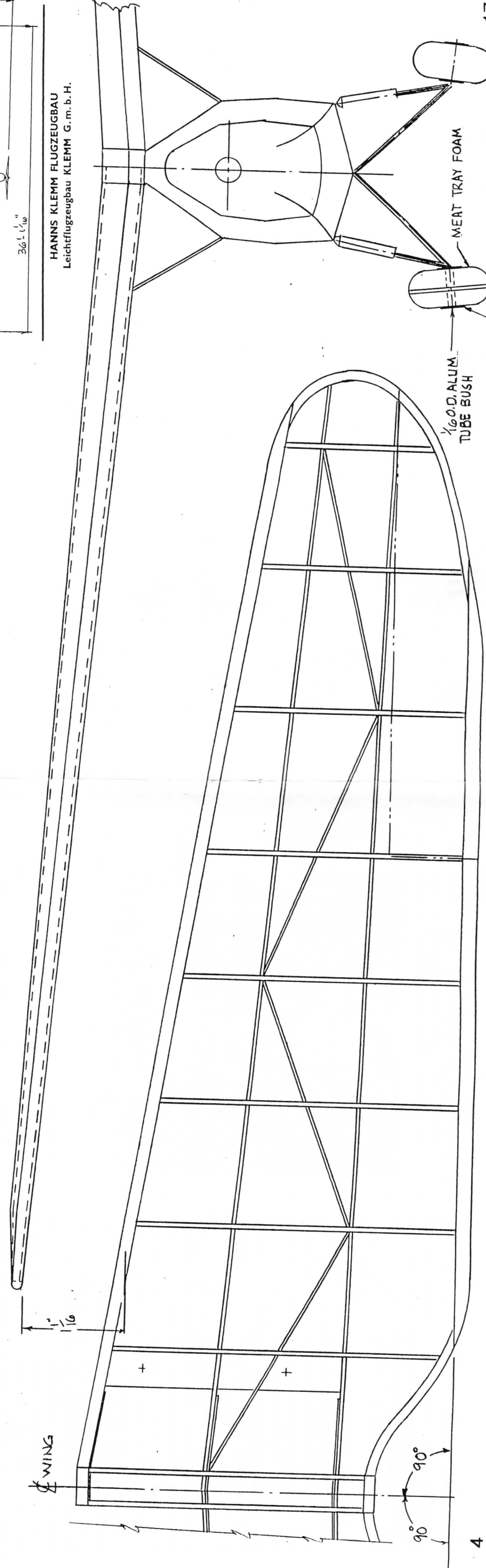


1/64 PLY DOUBLERS  
L.E. & SPARS

HANNS KLEMM FLUGZEUGBAU  
Leichtflugzeugbau KLEMM G.m.b.H.

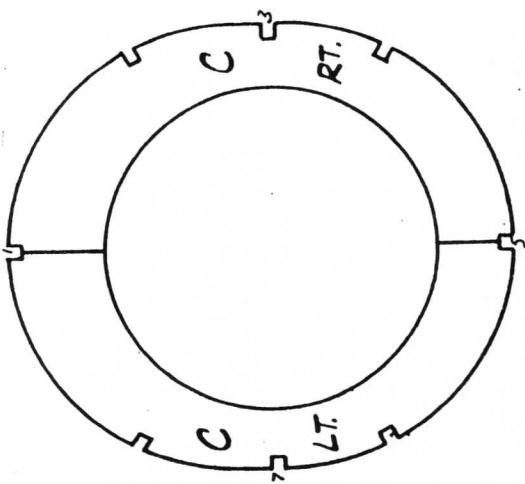
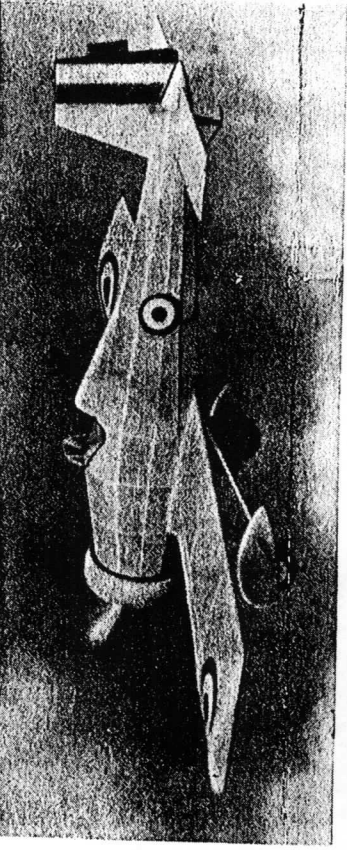


3 LAMS 1/32 x 1/8  
BASS OR Balsa



VICKERS "JOCKEY" INTERCEPTOR FIGHTER  
20" WINGSPAN

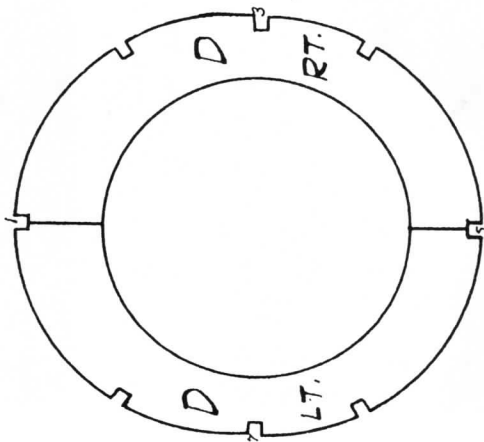
COPYRIGHT 1933 BY SCIENTIFIC MODEL AIRPLANE CO.



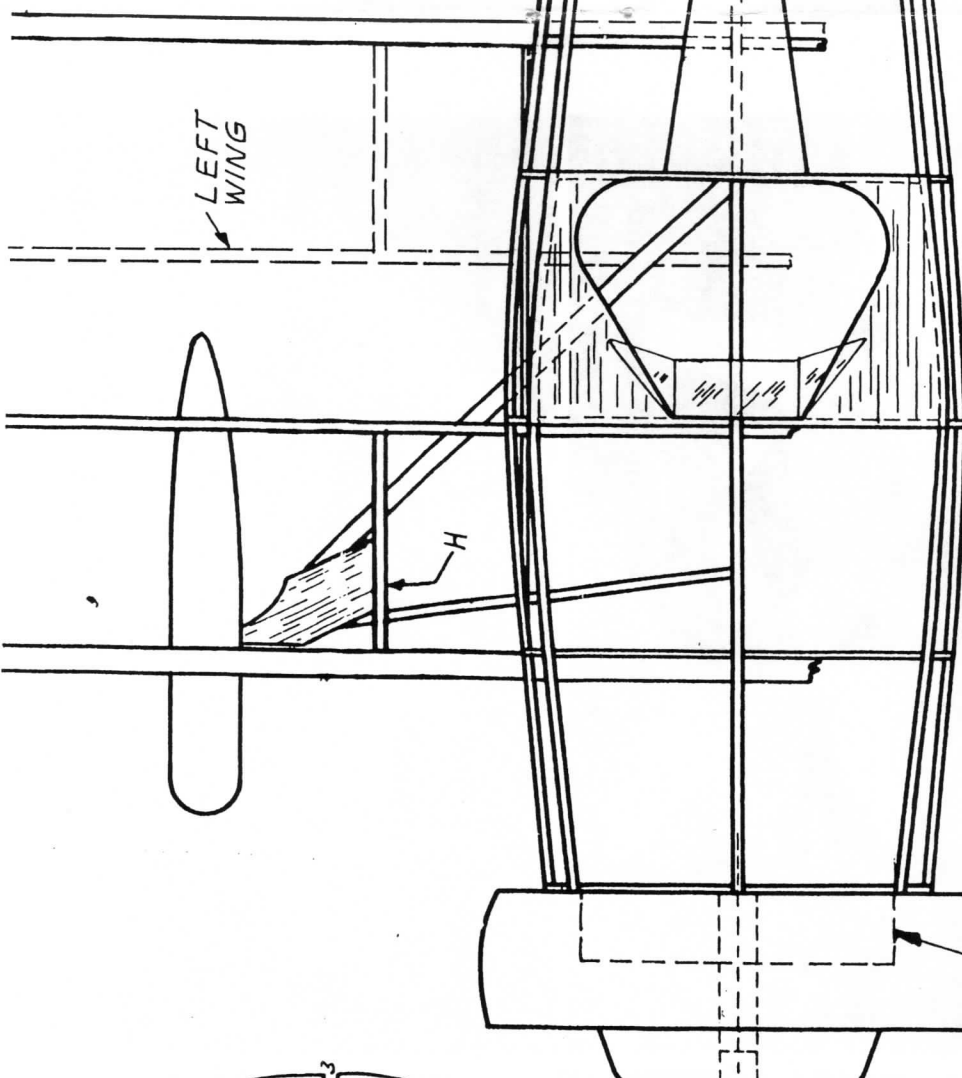
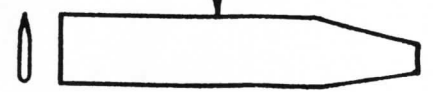
NOSE PLUG



HOLLOW OUT COILING



PATTERN FOR WHEEL STRUT



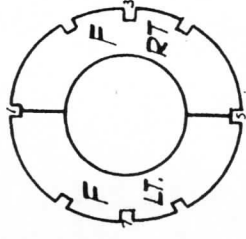
LEFT WING

H

WINDSHIELD SEE FIG. 2

SHEET BALSAS SEE FIG. 1

MADE FROM  $2\frac{1}{16} \times \frac{3}{4} \times \frac{1}{2}$ "



A

B

C

D

E

F

G

$\frac{1}{16} \times \frac{3}{8}$ "

POS. OF WING

$\frac{1}{4}$ "

CUT OUT FOR WHEEL FOR 2-REQD.

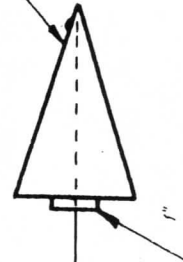
PLACE SIDES OF PANTS HERE & SHAPE AS SHOWN

$\frac{1}{16}$ "

SIDES OF PANTS - 4 REQD.

BAMBOO

REMOVABLE REAR PLUG



**SCIENTIFIC MODEL AIRPLANE Co.**  
 "One of America's  
 Greatest Supply Houses"  
 277 HALSEY STREET NEWARK, N. J.

VICKER'S "JOCKEY" INTERCEPTOR FIGHTER

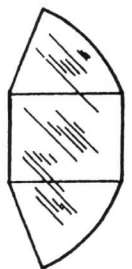


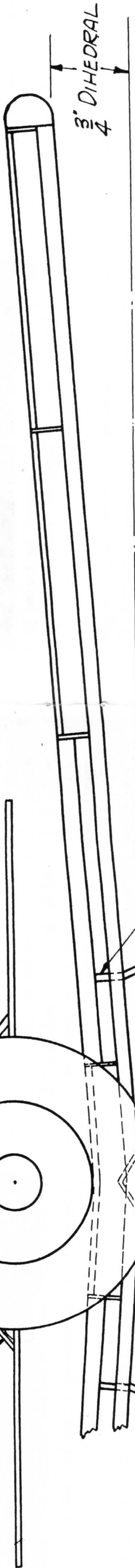
FIG. 2  
LAYOUT OF WINDSHIELD



RIBS

BALSA BRACE

BALSA BRACE



H

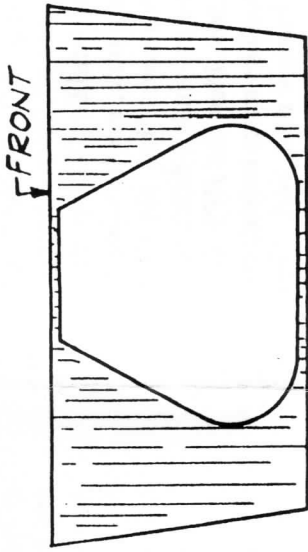
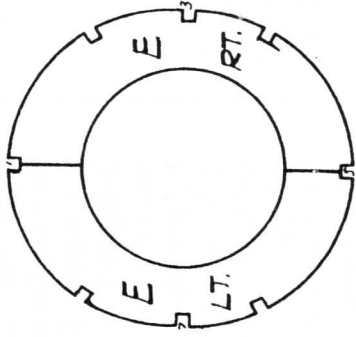
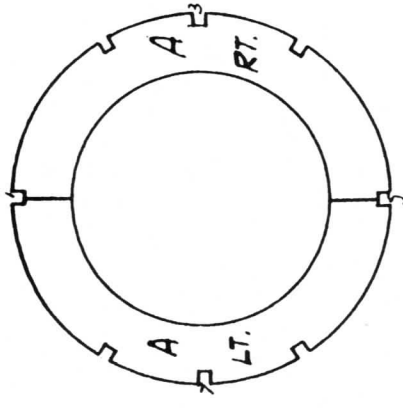


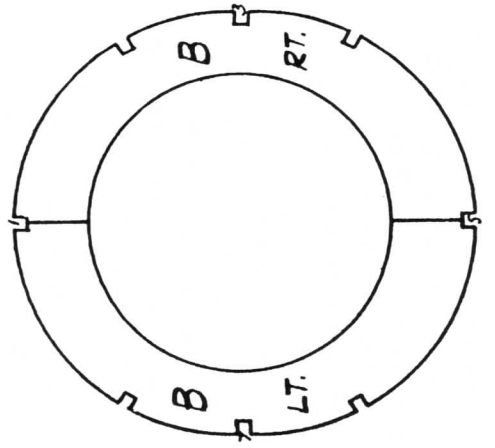
FIG. 1  
LAYOUT OF SHEET BALSA



E



A



B

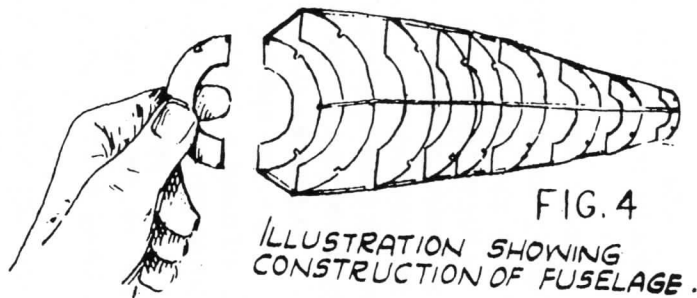
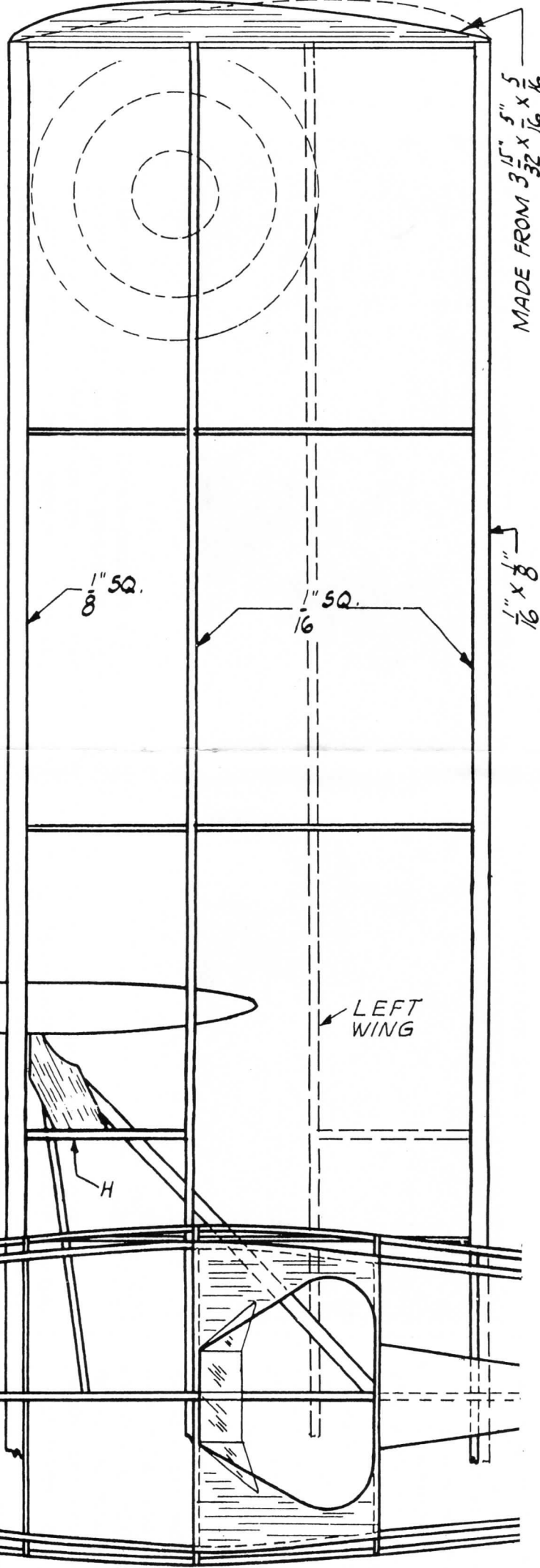


FIG. 4

ILLUSTRATION SHOWING  
CONSTRUCTION OF FUSELAGE.



MADE FROM  $3 \frac{15}{32} \times 5 \times \frac{5}{16}$