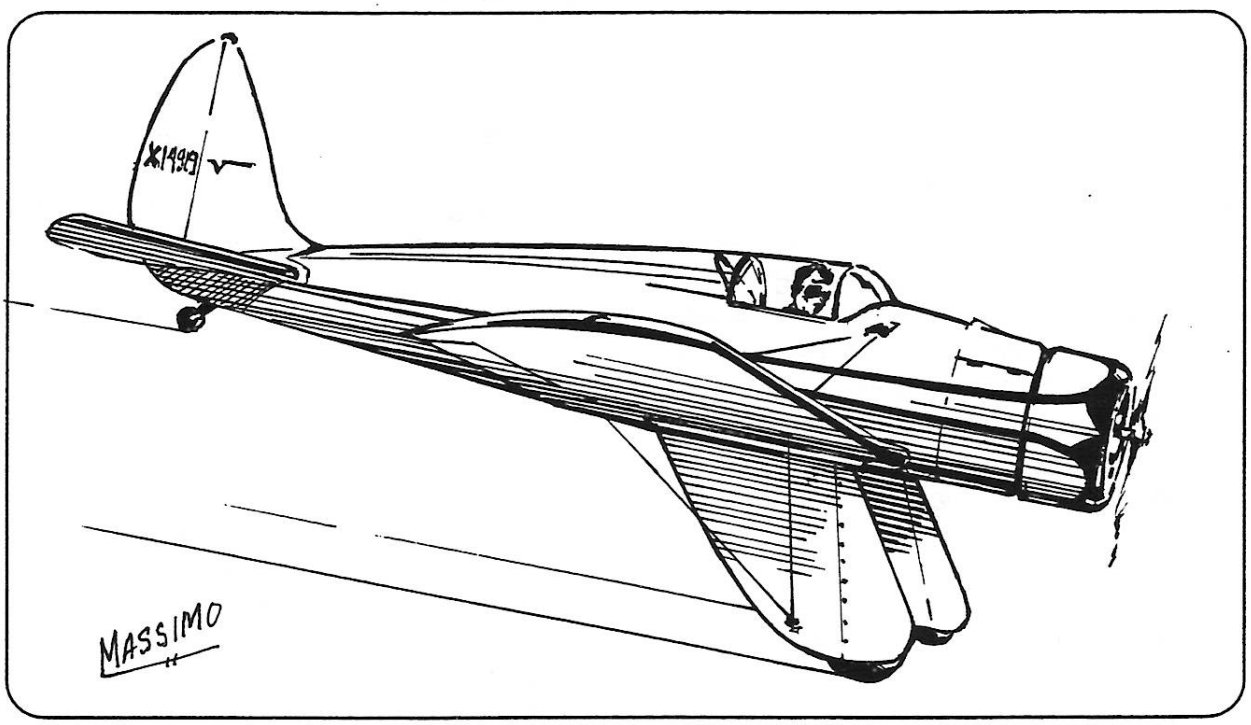
MAX FAX

Journal of the D.C. Maxecuters

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

Editor : Allan Schanzle **November-December 1996**



COMING ATTRACTIONS

Sun. Nov. 10	St. Andrews Gym, No Cal & Bostonian Indoor Contests. 4:00 - 6:00 PM.
Sun. Dec. 1	St. Andrews Gym, Peanut & WW-I Indoor Contests. 4:00 - 6:00 PM.
Sat. Dec. 7	Christmas Dinner at La Maison Blanche. Same menu as last year at a cost of approximately $33.00 per person with cash bar. Cocktails at 6:00 PM, Dinner at 7:00. For details and reservations call Terry Pittman at (703) 698-1726.
Sun. Jan. 5	St. Andrews Gym, Dime Scale and Carrier Indoor Contest. 6:00 - 8:00 PM.
Sat. Jan. 18	Tentative Date at Sherwood High School. 2:00 - 5:00 PM.
Fri. Jan. 31	Tentative Date at Sherwood High School. 7:30 - 10:00 PM.
Sat. Feb. 15	Tentative Date at Sherwood High School. 2:00 - 5:00 PM.

For directions to St. Andrews, see the November/December issue of MAX-FAX or call Frank Rowsome at (301) 253-0378.

OLD EDITORS NEVER DIE, THEY JUST SMELL THAT WAY

Allan Schanzle

At least, that's what I've been told! It's been 6 years since I retired as editor of MAX-FAX, and now its been six months since I retired, period. I've got only one complaint about retirement..... there ain't no more weekends!! Shucks, it's just one long continuous weekend.

Without going to the office every day, I assumed it would take about 6 months to do all the things I wanted to get accomplished before a frontal assault on the lifetime supply of balsa. Hummmmmm, not quite. One of the things that intervened was a vacation to Hawaii with my main squeeze, Verna. There I took my first helicopter ride over the island of Kauai, and I must say, I still like the idea of having wings to produce some type of glide in case of engine failure. Fortunately, we didn't have to test the auto-rotor theory.

We also went parasailing off the island of Maui. You can't appreciate the beauty of the Pacific until you see it from 400 feet up - it's truly magnificent. There is a volcano on the "big" island (Hawaii). Verna tells me it is something I've got to see in the future, as it seems I traveled 6000 miles to get sick as a roach who just took up residence in the "hotel" you buy at the grocery store. Consequently, the only thing I got to see of the island of Hawaii was the porcelain facility inside the condo we rented.

This brings me to the whole reason for mentioning the vacation. Our final island was Oahu. There is an extensive write-up in this issue related to this aspect of the vacation and the associated visit to the Arizona Memorial. I'm the age where I remember that "Day of Infamy", and I found the visit unbelievably moving and emotional. Consequently, the aviation history lesson for this issue is a summary of the events leading up to and including the attack on Pearl Harbor. The presentation is based on a book I purchased at the memorial bookstore. This visit to the Pacific introduced a new learning opportunity, as my previous interests were in European WW-II history. Reading about the attack on Pearl was an enlightening experience. The summary presented in this issue of MAX-FAX is given in that same spirit. It is history as recorded by Americans, which I hope is truthful and an accurate representation of the events that actually occurred.

In addition to the Pearl Harbor review, you'll find several construction hints that I've developed in the past few years. These range from what I think is one of the best ideas I've ever had (construction of nose plugs) to two construction ideas for tail wheels ... i.e., help all the way from the front to the rear of the plane. In between, you'll find several other ideas which include simulation of streaks due to weathering, and a presentation of contours of the Clark-Y airfoil. The use of the Clark-Y section is not as important as the format of the presentation, which I have found to significantly ease the construction of wings. You pick the airfoil of your choice, and replicate the idea. The feature plan for this issue is an original ten cent'er type I created of a 1936 sport plane called the Pasped Skylark. To the best of my knowledge, this aircraft has never been presented in model form. A secondary plan is also included of an old time rubber job by Felix Gutmann. I built one of these this past winter and it flies very well, once you figure out where the wing belongs! Results of the 1996 Summer Fun Fly are tabulated, and last, but certainly not least, are the traditional photos by Tom Schmitt. I also want to give special thanks to Bill Ceresa for the cover drawing.

HOW NOT TO BUST YOUR TAIL (WHEEL) AT THE NEXT FLYING SESSION

Allan Schanzle

Tail wheels on my aircraft have been breaking off ever since I put the first one on. Recently I vowed to find a new structure and/or mounting technique for a 10-cent'er that would avoid this never-ending repair. We all know that adding structure (and therefore weight) at the back of the plane is, as my ancestors would say, verboten, but I conceded that a quarter of a gram or less would be acceptable. Two techniques were developed. While neither method renders a super-scale-like structure, either is certainly adequate for most mass launch models. Perhaps it will be appropriate for your next tail-dragger.

METHOD 1

The necessary materials are minimal: A small piece of 1/64 plywood, a scrap of 1/16 balsa, a Dremel (or electric drill), and the Dremel grinding tool whose head looks like a bullet and is brown or tan colored. Figure 1 indicates the entire design. Start by cutting a piece of 1/64 plywood (a scissors works good on this stuff) that looks like the tail wheel strut and wheel combined. Then use the drill and Dremel grinder to create two pieces of balsa with donut-shaped centers (these will be the tires) with appropriate sized holes. Don't worry about the outside shape of the balsa, as you can sand these items to the correct shape later on. Also, *don't* glue them together yet. First paint the plywood using silver Polly S paint and then use Grimy Black on the balsa. Mark a dot at the center of the circle on the plywood that corresponds to the center of the wheel. Glue the two balsa pieces onto the plywood (using the center dot as a guide to place the balsa) and sand to shape. Then touch up the balsa with paint. If you haven't already done so, glue a piece of 1/16 sheet balsa into the bottom of the fuselage at the tail wheel location and make a slit to insert the plywood. Slip the little bugger into this slit and give it a shot of CA glue. Bingo. A tail wheel with reasonable strength and negligible weight.

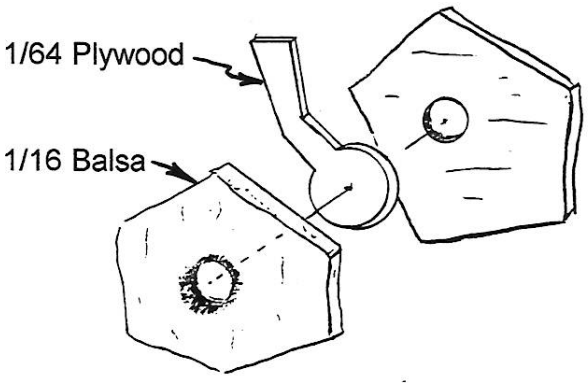


Figure 1

METHOD 2

If you want to simulate a wheel with a yoke, (Figure 2) first make a balsa disk which is sanded and painted to represent a wheel. Then cut two pieces of 1/64 ply to simulate the yoke. These are painted and glued to the wheel. Fill in the upper part of the yoke with balsa, if you wish, and sand to shape.

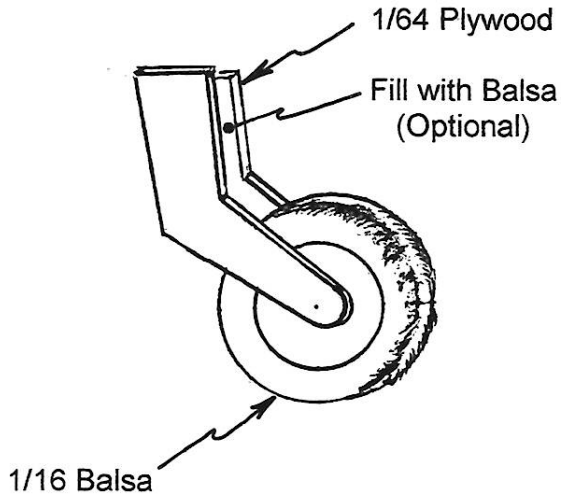
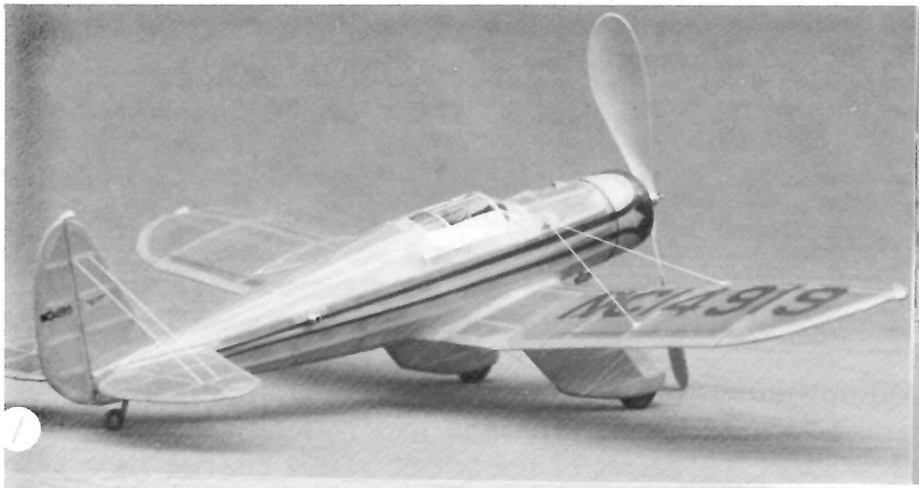


Figure 2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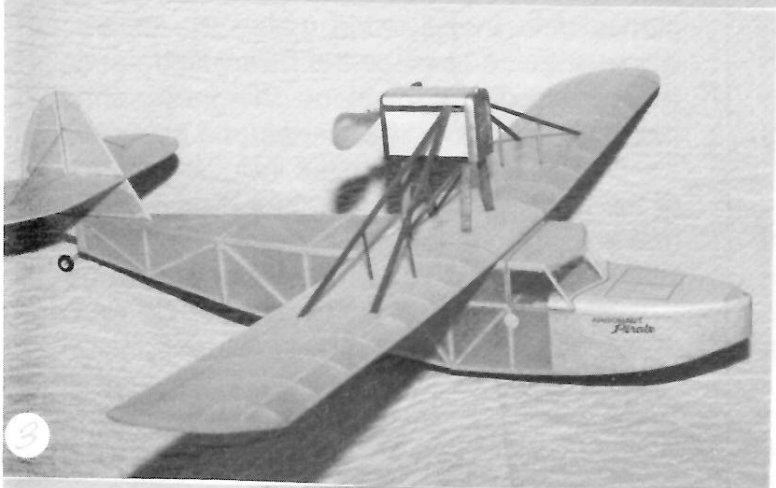


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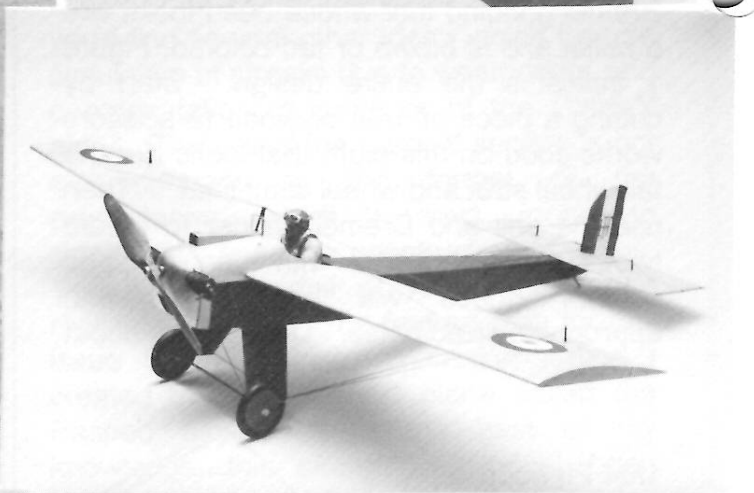
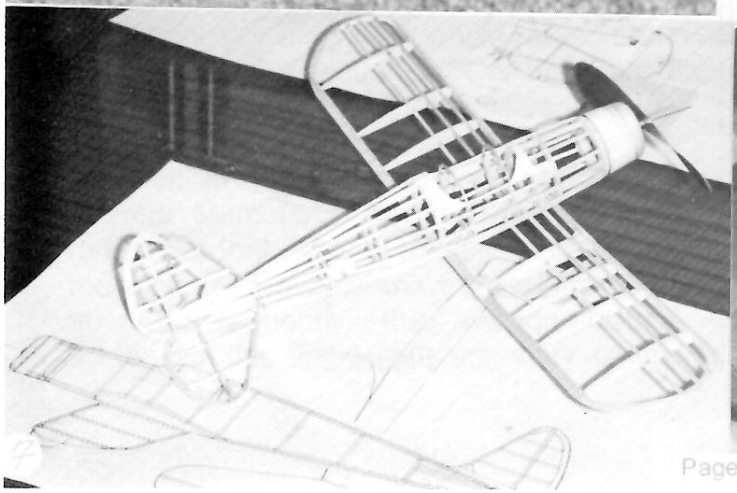
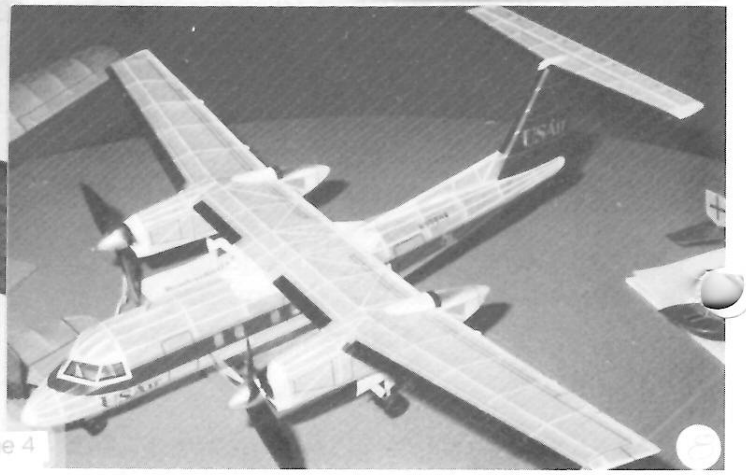






THE FELIX GUTMANN OUTDOOR ENDURANCE JOB

Allan Schanzle

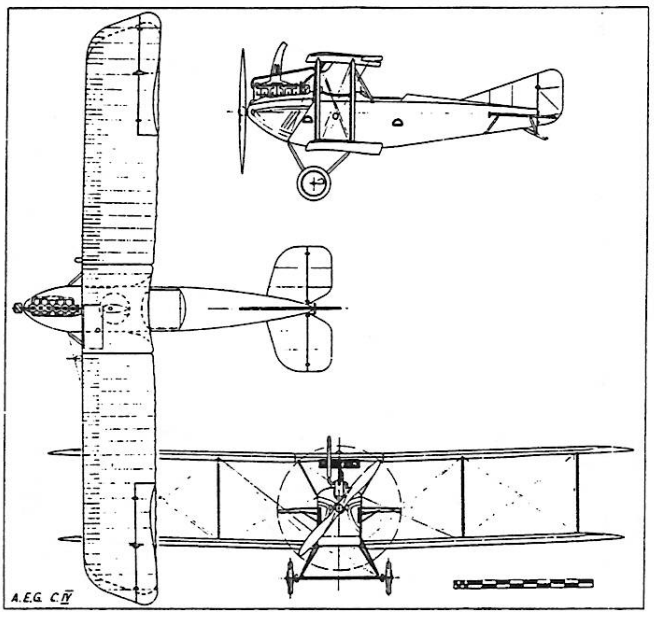
This past winter, I was looking for another old time rubber ship to seek the rarefied gas in the thermosphere, or even lower in the mesosphere. (Are you impressed? Don't be, I made a career out of BS'ing with such scientific lingo.) After an extended search for two hours and involving at least three old "FLYING ACES" magazines, (I can't just browse through those gems.... they gotta be read and studied) I found something in the July 1938 issue. It was different in that it didn't have a name. It was simply called "An Outdoor Endurance Job", by Felix Gutmann. I could see there would be some minor problems, such as enlarging the plans for the wing and fuselage width, since they were provided in "varied" scales. Not until I began the construction did I realize the "coarseness" of the design. Check out the mounting of the rudder on the stab. Interesting, hey what? And how 'bout the mounting of the stab on the fuselage? Hummm. But all that pales in comparison to the location of the wing on the fuselage. Hey, it isn't shown. Oh well, I'll read the text. It's got to be there. Sure enough, it says in plain black and white "The model is adjusted by sliding the wing, changing its incidence, and by warping the rudder". Swell, changing the incidence is one thing. The C/G is another, and sliding the wing on a curved surface produces a change in both the incidence and percentage of wing chord for the C/G. I can imagine sliding the wing around until uranium 238 is more stable and the bloody thing couldn't fly outta my shadow! My best flights have resulted from the leading edge of the wing being directly above the main (front) landing gear strut.

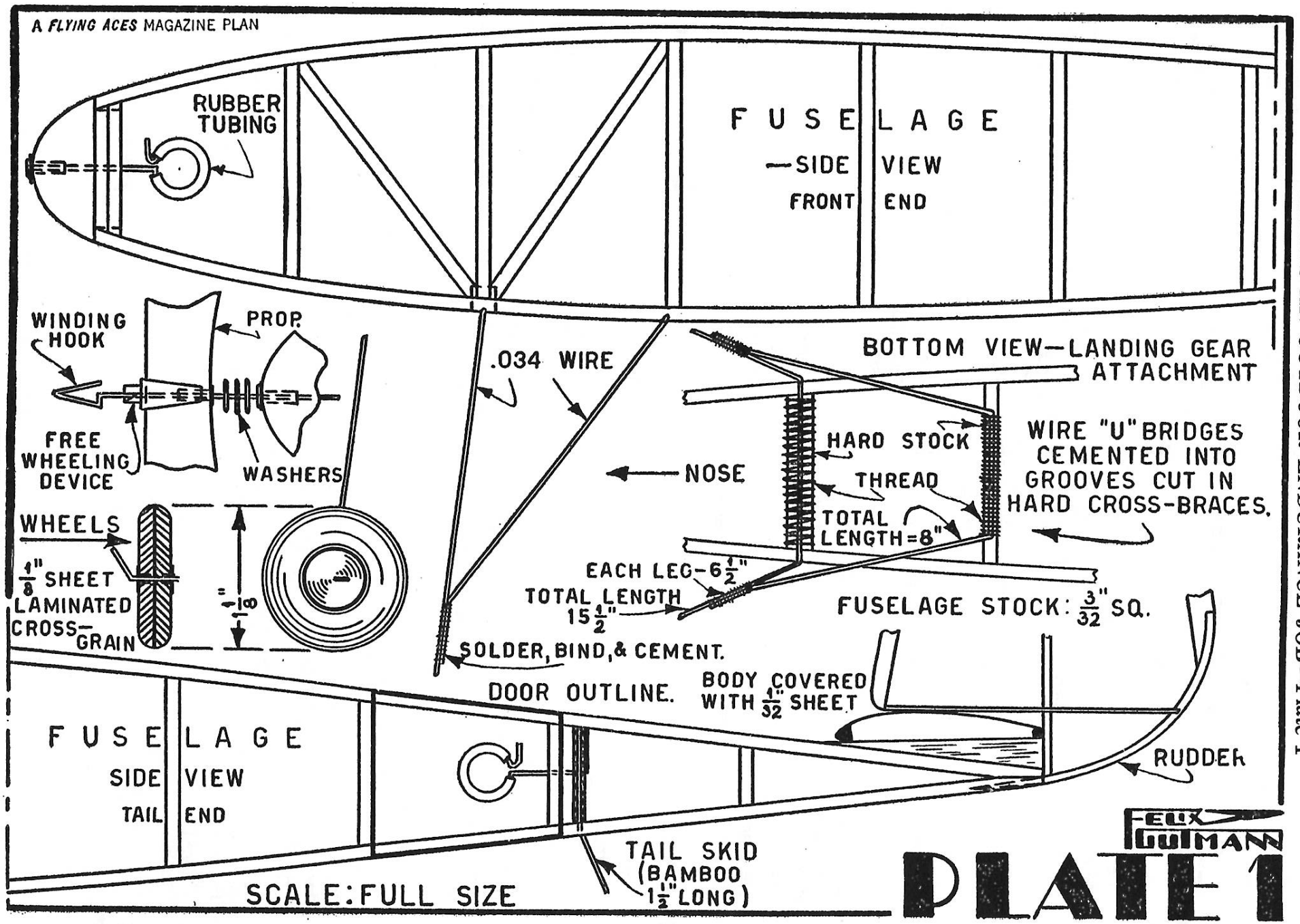
The only real pitfall with this model is the narrow fuselage. I used a copier at the local Choke-N'-Puke on a Sunday evening and I've got a feeling that the result was a wider fuselage than it should have been. Of course, I've never checked by scaling the dimensions with a little arithmetic... that would be too simple.

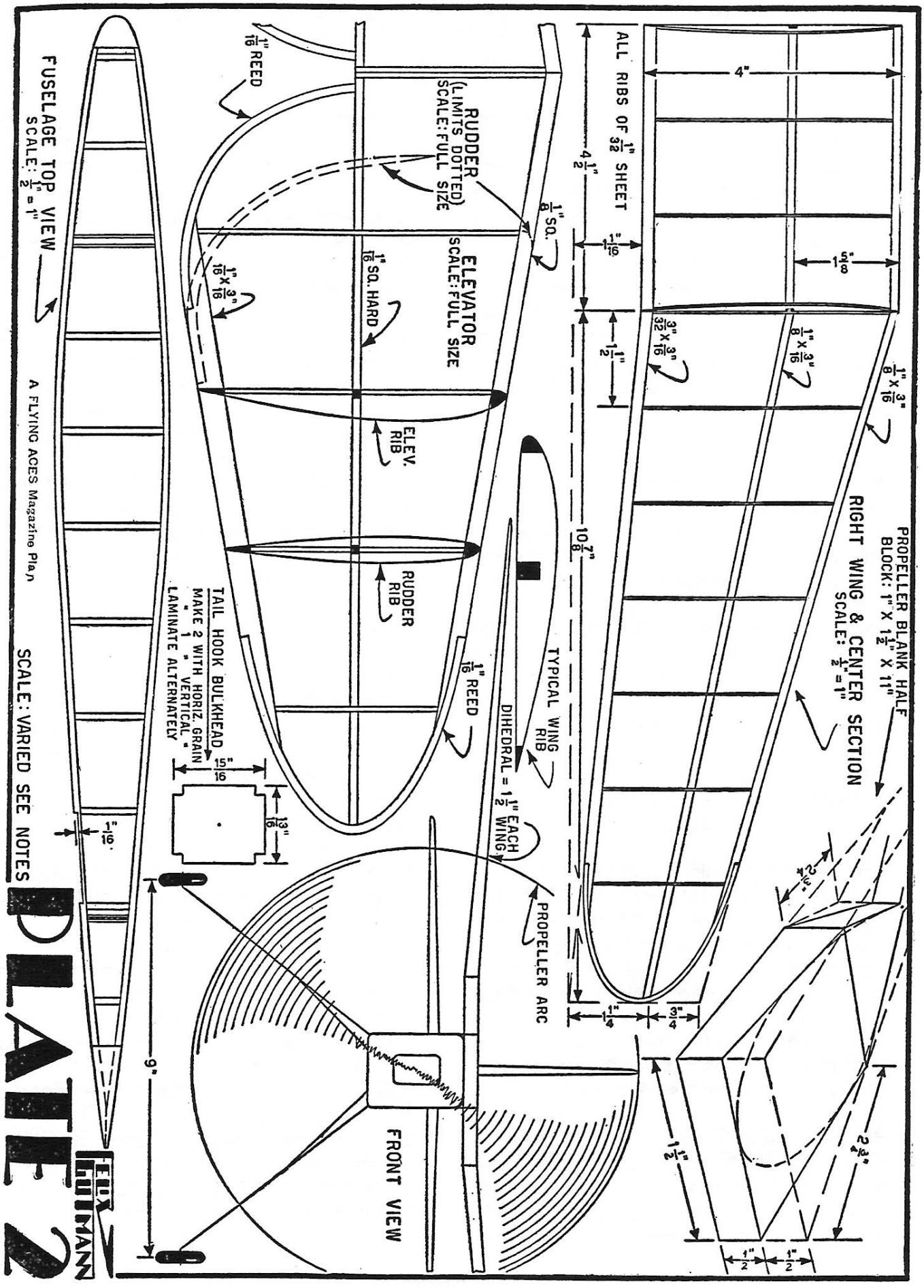
PHOTO CAPTIONS

Tom Schmitt

1. The feature plan is the Pasped Skylark, designed and built by the editor of this issue, Allan Schanzle. A rare bird from 1936. Photo by Allan.
2. Allan with his Felix Gutmann O.T. Rubber job. Plans in this issue.
3. Another obscure aircraft, the Argonaut Pirate, by Ted Davis of Loudon, Tenn. Information about this aircraft is in Aeroplans Issue No. 6. Photo by Ted.
4. A Megow 30 inch Fairchild 24 reduced to 25 inches by Bob Schlosberg and powered by a Brown B-100 CO_2. Weight is 83 grams. Photo by Bob.
5. George Nason brought this diminutive P-47 to the FAC NATS. It is constructed from blue foam.
6. Jiro Sugimoto sent this photo of his nifty little Farman in military markings.
7. Another view of Allan's Pasped Skylark, in skeleton form, sitting on the start of the final plans.
8. Chris Starleaf's DeHavilland Dash 8, an interesting model with Chris' unusual style of finishing. See the last issue of FAC Club News for full size plans.




A FLYING ACES MAGAZINE PLAN
RUBBER TUBING
FUSELAGE
—SIDE VIEW
FRONT END
WINDING HOOK
PROP.
FREE WHEELING DEVICE
WASHERS
.034 WIRE
BOTTOM VIEW—LANDING GEAR ATTACHMENT
HARD STOCK
THREAD
WIRE "U" BRIDGES CEMENTED INTO GROOVES CUT IN HARD CROSS-BRACES.
NOSE
TOTAL LENGTH=8"
WHEELS
1/8" SHEET LAMINATED CROSS-GRAIN
1 3/8"
EACH LEG-6 1/2"
TOTAL LENGTH 15 1/2"
FUSELAGE STOCK: 3/32" SQ.
SOLDER, BIND, & CEMENT.
DOOR OUTLINE.
BODY COVERED WITH 1/32" SHEET
FUSELAGE
SIDE VIEW
TAIL END
RUDDER
TAIL SKID (BAMBOO 1 1/2" LONG)
SCALE: FULL SIZE
FELIX GULMAN
PLATE 1


ALL RIBS OF 1/32" SHEET
4 1/2"
1 5/16"
1 1/2"
4"
1 5/16"
3/32" X 3/16"
1/8" X 3/16"
1/8" X 3/16"
PROPELLER BLANK HALF
BLOCK: 1" X 1 1/2" X 11"
RIGHT WING & CENTER SECTION
SCALE: 1/2" = 1"
10 7/8"
TYPICAL WING RIB
DIHEDRAL = 1 1/2" EACH WING
PROPELLER ARC
1/16" REED
RUDDER RIB
ELEV. RIB
1/8" SQ.
RUDDER (LIMITS DOTTED) SCALE: FULL SIZE
ELEVATOR SCALE: FULL SIZE
1/16" X 3/16"
1/16" SQ. HARD
1/16" REED
FUSELAGE TOP VIEW
SCALE: 1/2" = 1"
A FLYING ACES Magazine Plan
TAIL HOOK BULKHEAD
MAKE 2 WITH HORIZ. GRAIN
1 " VERTICAL "
LAMINATE ALTERNATELY
5/16"
13/16"
1/16"
SCALE: VARIED SEE NOTES
9"
FRONT VIEW
1 1/2"
2 3/4"
1/2"
1/2"
1 1/4"
3/4"
PLATE 2
FELIX HUTMANN

NOSE PLUGS: A BETTER WAY

Allan Schanzle

I've been building models for 56 years, and like most of you, at one time or the other, I've had a nose plug fall out in the glide during our enjoyment (?) of this hobby. This construction hint, however, appears to produce a plug that is sufficiently tight such that when your model comes down, it will look the same as when you launched it, and not like the family pooch about to trip over his own tongue after a night out with the "in season" local K9s. Based on the results I've had with the old timer I built this past winter, firm nose plugs will be in order from now on.

Nose plugs are critical, and have been one of many banes of my modeling career. In the past, I've used two construction techniques to essentially produce the same end product. I always, however, use the adjustable thrust line described in the Jan/Feb 1983 issue of MAX-FAX. The first method assumes the nose block (into which the nose plug is inserted) will be glued to the front of a fuselage framework. With this technique, I would cut an oversized block of balsa and use an Xacto or razor blade to cut out the plug. The block is glued to the framework and sanded to shape. The plug seldom holds as well as I would like.

The second technique I've used involves sheeting inside the longerons of the forward-most portion of the fuselage, and using this as the block with the plug inserted into the front opening. This works about as well as the first method, unless the fuselage is tapered, in which case the sheeted sides are not parallel to the plug sides, giving an end product that is more aptly defined as a "straw" .... it just can't suck enough.

So that's past history. What's the new method? Well, being a typical model builder and scientist, I've never allowed myself to be encumbered by the thought process. While building the "Outdoor Endurance Job" noted in this issue, I made two nose plugs using the old technique that didn't fit the way I wanted, resulting in my stomping out of the model room mumbling four letter expletives and deciding that modeling was beyond my skills. I needed to find a new hobby, like scooping the poop out of the cat litter box.

It didn't take long around the kitty litter tray before it hit me like a quart of ammonia (which may actually have come from the litterbox). I've been doing this whole thing bass-ackwards. I should first make the plug (with square and smooth sides), and then *build up a former around the plug*. With that revelation, the kitty litter box was left to smell for another few hours. This idea had to be developed into a practical construction method.

I'll leave it to you to decide how you can make a nose plug of the proper dimensions with smooth and nice square sides. I used a drill press with a sanding attachment. To replace the first method described above, (i.e., glue a block to the front of the fuselage frame), make a plug using at least 1/4 inch thick balsa. Once you have the plug completed, simply build a block (using the same thickness balsa) around the plug. Glue the block to the frame and sand to shape. This is the method used on the Pasped Skylark featured in this issue.

To replace the second technique discussed above (making the plug fit into the fuselage framework), design the size of the plug so that a 1/16 inch thick balsa frame around the plug will just fit into the front of the fuselage. Don't worry about the tapered frame, as you can insert small shims between the noseplug frame and the sheeted sides of the fuselage. And that's all there is to it. Just build the plug first and a frame around it. You're welcome.

SIMPLIFIED WHEELS FOR TEN-CENT'ERS

Allan Schanzle

Like Stew Meyers, I've become infatuated with the simplicity and good flying characteristics of ten cent'ers. I recently built a Farman Stratoplane (with an enlarged stab) that doesn't yet fall into this flight characteristic pattern, but then that makes it a challenge, hey-what? To get back to the wheels, I didn't have any that were even close to the right size for the Farman, so I came up with a quick and simple solution. I'm sure this isn't original, but maybe it will be new to some of you.

Head for your local hardware store and pick up a set of O-Rings (used for plumbing) with the appropriate diameter and cross section. Laminate (cross grain) two pieces of 1/32 hard balsa larger than the wheel diameter and CA glue an aluminum tube (with the proper inside diameter for the landing gear wire) perpendicular to the center of the balsa. Make this tube at least one inch long and protruding only slightly from one side of the balsa. Put the long end of the tubing into an electric drill and using a sanding block, grind the balsa to a circle with a diameter slightly larger than the inside diameter of the O-Ring. Stretch the O-Ring over the balsa circle and hold that sucker in place with CA. Cut off the excess tubing. If you want to make it look a little snazzy, cut bond paper disks 1/32 or 1/16 inch larger than the diameter of the balsa, make a straight line slit from the center of the disk to the edge of the circle, and overlap the slit to form a cone-like shape. Glue to hold in the conical position. After you have the wheel held on to the axle with a drop of glue (or whatever your technique may be), glue the cone over the balsa disk.

STREAKING IS NOT FOR THE TIMID

Allan Schanzle

When is the last time you tried streaking? No, not *that* kind of streaking.... the weathering type, you pervert. Here's a simple, reversible process that lends itself to a learning curve without pain or destruction of that perfect model you just completed. The process begins after the model is covered, painted, and (ideally) sprayed with clear lacquer or other sealer. Now you're ready to draw, say, the aileron. Apply the outline with a waterproof pen (I use two types made by Sakura; Micron Pigma and Microperm, available at art stores). Now get a water soluble black pen; you know the type, the ones your employer supplies to you. Of course, I'm not suggesting you "borrow" their pens, I'm just describing the type for you to stea.... er, uh, buy at the local store. Place a few dots with the water soluble pen along a portion of the outline of the aileron, and then lick one of your fingers and drag gently from the aileron line rearward in the direction of airflow. Hey, that water soluble stuff just streaked a little, but it doesn't look quite right. No sweat. Wet a Kleenex and wipe the streaking off and start over. After a few tries, say 30 or so, you'll get the hang of it. Spray with lacquer to set for life and before you know it, you'll be running around the room going Zoooommmmmmm with model held high. This will be followed by a few gasps for breath, a rapidly pounding heart, and a "Hey, ... cool"!!!

THE 1996 SUMMER FUN-FLY

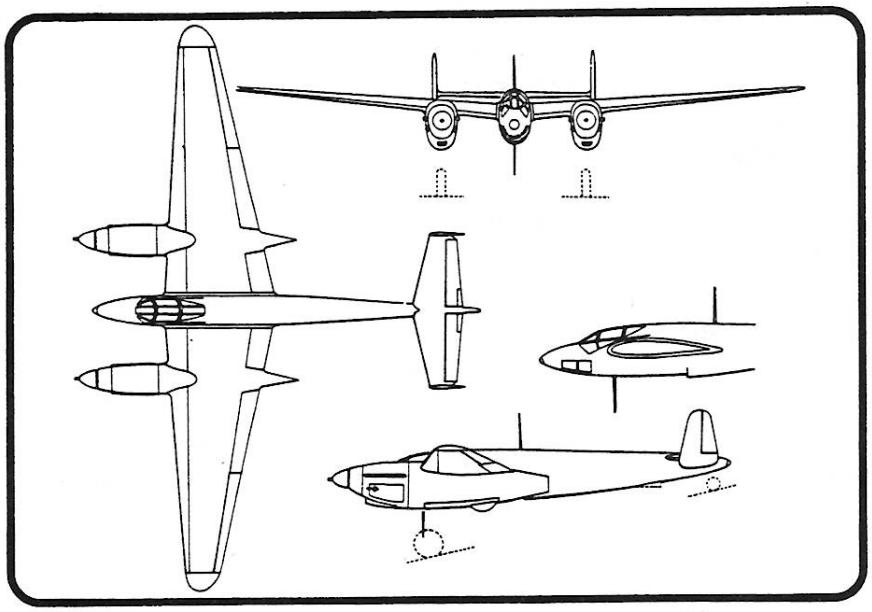
Allan Schanzle

For 20 years we've had our Summer Fun-Fly on the weekend following Labor Day, and for 20 years we've never been "weathered-out". True, we've had two occasions where the rain started at or near the end of the presentation of the trophies. That's pushing Mother Nature about as far as I would like. But this year, hurricane Fran came roaring up the east coast with winds of 35 to 40 MPH on the Thursday and Friday preceding the contest, and I was ready to concede that Saturday was probably going to be a wash-out, or at least so windy that Comsat could have been the filming location for that portion of the movie "Blazing Saddles" where they were sitting around the campfire. No one would have heard or smelled a thing. Friday was indeed brutal.

I arose Saturday at 6:00 AM, and guess what? The sky was clear, and the winds were nil. Cripes, this had to be a dream. I arrived at the field at 8:15 to set up the CD's facilities, and put in my Power Scale flight at 9:00. One hundred and five seconds later it landed, *on the fricken field, yet*! But shortly after that, the winds picked up and we declared a 90 second max, which is why the results tabulated on the next page indicate no flights over 90 seconds. After the hurricane, Hung must have been angry and hungry, as he took more than his share of balsa and tissue. I think at least four scale models and several Embryo went to soothe the Beast.

At 1:00 PM there began to appear wind and several large dark clouds in the southwest, and I decided to run the mass launch events in a manner to expedite completion of the contest. The first heat involved everyone entered in the event, and we eliminated all but the *last* three down. We agreed that if there was a question as to who was the fourth from last down, we would include them also for the second and final heat, which decided the first three finishers.

It never rained, and as the day progressed, the winds became calm and flying conditions were perfect. Twenty one in a row. Not too shabby. The Grand Champ? None other than Mr. ten-center himself, "Stew, ...Stew, ...Stew, ...Stew!!" Congrats, me Lad.



9 - This project of the Breguet 820 relates to a twin-12 Z engine single-seat fighter that resulted from the too insufficiently powerful engines available to the French aircraft manufacturers at the time.

9 - BREGUET Br 820 : L'insuffisante puissance des moteurs français conduisit en 1939-40, à dessiner des monoplaces bimoteurs parfois peu classiques. Ce projet de Breguet n'était orthodoxe que d'apparence : pour diminuer la traînée, le maître couple était réduit au minimum (1,30 m × 0,80 m env.), l'armement était fixé aux moteurs 12 Z (2 canons et 4 mitrailleuses) et le radiateur unique se trouvait, bien protégé, dans l'arrière fuselage. Une variante à nez plus long et moteurs 12 Y 51 avait été également dessinée.

FAC SCALE

NAME	AIRCRAFT	STATIC					FLIGHT (SEC.)			SCORE
		CONST	COR	WORK	TOTAL	BONUS	FLT 1	FLT 2	FLT 3	
1. TOM HALLMAN	***MARTINSYDE BUZZARD***	***29***	***20***	***12***	***61***	***15***	***90***	***-***	***-***	***151***
TOM HALLMAN	NICHOLAS BEASLEY NB-3	28	18	11.5	57.7	10	71	-	-	133
2. JACK NOLL	KAWASAKI HEIN	27	18	11	56	10	54	-	-	120
3. JOHN HOUCK	WEDELL WILLIAMS	26	17	9	52	10	35	49	-	111
4. BOB MARCHESE	CURTISS ROBIN	22	16	10	48	0	50	54	-	102
JOHN HOUCK	SPERRY MESSENGER	22	10	8	40	15	44	-	-	99
JACK NOLL	NORTH AMERICAN T28 B	23	16	11	50	10	30	-	-	90
5. BILL BELL	LOCKHEED VEGA	24	18	11	53	0	21	-	-	74
BILL BELL	CONSOLIDATED FLEETSTER	24	17	11	52	3	18	-	-	73

FAC POWER SCALE

NAME	AIRCRAFT	STATIC					FLIGHT (SEC.)			SCORE
		CONST	COR	WORK	TOTAL	BONUS	FLT 1	FLT 2	FLT 3	
1. ALLAN SCHANZLE	***SIEBEL HUMMEL S 202***	***28***	***19***	***11***	***58***	***10***	***90***	***-***	***-***	***133.0***
2. JOHN LEWARS	TIGER MOTH	27	18	11	56	15	56	48	-	121.5
3. DON SRULL	TAYLOR CUB E2	24	17	10	51	0	51	-	-	102.0
4. BOB MARCHESE	SIKORSKY S-39	20	16	9	45	8	11	16	14	69.0

JUMBO SCALE

NAME	AIRCRAFT	STATIC					FLIGHT (SEC.)			SCORE
		CONST	COR	WORK	TOTAL	BONUS	FLT 1	FLT 2	FLT 3	
1. JOHN HOUCK	***LINCOLN AP***	***23***	***15***	***8***	***46***	***0***	***63***	***90***	***-***	***121***
JOHN HOUCK	MESSERSCHMITT 108	26	16	9	51	10	31	-	-	92
2. WALT FARRELL	CESSNA AIRMASTER	21	9	7	36	0	11	35	17	71
3. JACK NOLL	FAIREY BARRACUDA	24	16	8	48	5	10	-	-	63

MODERN PRODUCTION CIVILIAN

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	***CESSNA 150***									***1***
FRANK ROWSOME	NAVION	X								
BOB MARCHESE	PILATUS TURBO PORTER	X								
JOHN LEWARS	PIPER VAGABOND	X								
BILL BELL	STINSON VOYAGER		X							3
JACK NOLL	PILATUS TURBO PORTER		X							2
MIKE MOSKOW	STINSON VOYAGER	X								
BUD CARSON	LUSCOMBE SEDAN	X								

DIME SCALE

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	STINSON 105	X								
FRANK ROWSOME	MUREAUX	X								
BOB MARCHESE	CURTIS ROBIN	X								
JOHN LEWERS	ONG CONTINENTAL	X								
BILL BELL	CORBIN SUPER ACE	X								
STEW MEYERS	VEGA		X							2
WALT FARRELL	ALLIED SPORT		X							3
DAVE ARONSTEIN	VULTEE	X								
MIKE MOSKOW	PUSS MOTH	X								
DON SRULL	***MUREAUX***									***1***
BERT PHILLIPS	VEGA	X								

TRANS-COMSAT SPEED WINNER..... ***DON SRULL***

TRANS-COMSAT NAVIGATION WINNER..... ***STEW MEYERS***

WW-1

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	SOPWITH 1 1/2 STRUTTER		X							2
FRANK ROWSOME	***SE 5***									***1***
BILL BELL	FOKKER D-7	X								
WALT FARRELL	SE-5	X								
STEW MEYERS	SPAD	X								
TOM HALLMAN	MARTINSYDE BUZZARD	X								
DAVE ARONSTEIN	ALBATROSS C.1	X								
JOHN HOUCK	JUNKERS J1		X							3

WW-II

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	***ZERO***									***1***
FRANK ROWSOME	Ki-61		X							3
JOHN HOUCK	P-51A		X							2
KEVIN SHARBONDA	HELLCAT	X								
DAVE FRANKS	TONY	X								
BILL BELL	P-47D	X								
STEW MEYERS	HURRICANE	X								
TOM HALLMAN	OHKA BAKA	X								
WALT FARRELL	Ki-61	X								
JACK NOLL	Ki-61	X								
DAVE ARONSTEIN	FIAT G-55	X								

GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	RYAN M1	X								
KEVIN SHARBONDA	PIPER J3		X							2
BOB MARCHESE	PIETENPOL	X								
JOHN HOUCK	REARWIN SPEEDSTER	X								
JOHN LEWERS	CORBEN SUPER ACE	X								
BILL BELL	LINCOLN APK-5	X								
STEW MEYERS	VULTEE V-II	X								
TOM HALLMAN	***NICHOLAS BEASLEY***									***1***
WALT FARRELL	CORBEN SUPER ACE	X								
DAVE ARONSTEIN	BFW M-20		X							3
JACK NOLL	FLOYD BEAN SPECIAL	X								

EMBRYO

NAME	BONUS	FLIGHT TIMES (SEC)				TOTAL POINTS	PLACE
		FLT 1	FLT 2	FLT 3	TOTAL		
DAVE ARONSTEIN	***9***	***90***	***90***	***90***	***270***	***279***	***1***
STEW MEYERS	5	68	58	70	196	201	2
RUSS SANDUSKY	9	39	44	90	173	182	3
JACK NOLL	8	69	44	34	147	155	
BOB MARCHESE	9	39	90	-	129	138	
JOHN HOUCK	9	59	57	-	116	125	

THE RACES

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
DON SRULL	CESSNA CR-3		X							2
DAVE FRANKS	JACKRABBIT	X								
MIKE MOSKOW	HOSLER	X								
JOHN HOUCK	WEDELL WILLIAMS	X								
STEW MEYERS	***SEVERSKY***									***1***
TOM HALLMAN	LOOSE SPECIAL		X							3
WALT FARRELL	CESSNA CR-3	X								

CATEPULT GLIDER

NAME	FLIGHT TIMES (SEC)							PLACE
	FLT 1	FLT 2	FLT 3	FLT 4	FLT 5	FLT 6	TOTAL BEST 3	
KEVIN SHARBONDA	60	54	48				162	2
WALT FARRELL	22	22	34	24	37	33	104	3
RANDY KLEINERT	***21***	***66***	***45***	***67***	***25***	***35***	***178***	***1***
TOM SCHMITT	28	14	15	20	22	-	70	

THE PASPED SKYLARK

Allan Schanzle

Have you ever heard of this one? To the best of my knowledge, it has never been modeled, and yet it sure has a sexy appearance that says it just has to be built in something less than 1-to-1 scale. The rise of the 10-cent'er craze, stimulated locally by Stew Meyers, called for a replica in the tradition of the 1930s, since the full-sized aircraft was built in 1936. A three-view, drawn by Paul Plecan, appeared in the January 1937 issue of "Flying Aces", and a side view photo appeared in the following issue of the same magazine. The primary reference for this aircraft (compliments of Dave Stott) appeared in the August 1968 issue of "Sport Flying", which rendered several photos and a repeat of the Plecan three-view, but with Plecan's name removed!! Ah yes, plagiarism was in full swing even in the good ole' days. This airplane has been on my "to-do" list for a number of years (I put the 3-view in the Jan/Feb 1982 issue of MAX-FAX), but as most of you know, I got derailed designing and building some unusual never-before-modeled German craft. It must be obvious by now that my "thing" in this hobby is to design aircraft that have never been modeled, or at least seldom done. I've got another one in the works that has been modeled only once, I think. We'll leave that one for a later issue.

The Pasped Aircraft Company (pronounced, I think, as "pass-peed) was most likely named after the head of production, Fred **Pas**torius and the chief engineer, Stanley **Ped**erson. Six of these aircraft were originally planned to be built, but only one appears to have survived to 1968, as the "Sport Flying" reference noted above indicated that the Skylark serial number 1 was owned by Robert Greenhoe, who in 1968 lived in Michigan. I wrote him a letter hoping that he could give definitive indications of the colors of the aircraft. In accordance with the laws of my constant companion, Edsel Murphy, the day after I finished covering with yellow tissue (the black and white photos indicated a light overall color with a dark trim), I got a reply from Bob indicating the plane was originally white with blue trim, and then after testing of the full-size plane was completed, it was repainted overall red with deep blue trim and white pin stripes bordering the blue. Bob said he used Tennessee red and Insignia blue, which was confirmed by Fred Pastorius as being very close to the original.

A few comments about the construction of the full sized aircraft. There was a flap on the bottom of the wing between the landing gears. The 3-sided box created by the fully faired gear and the bottom of the wing, in conjunction with the flap, gave a landing speed of only 39 mph. Top speed was about 140 mph with a standard 125 HP Warner Scarab seven-cylinder radial. Not bad for a 1936 design. It appears that when the original pictures of the Skylark were taken, an ATC number had been applied for but not yet given, as the photos clearly show an "X" painted over the "NC".

Construction of the model is very conventional with a half-shell fuselage structure. As is usual with my designs of this type, I've indicated that some of the stringers lie on top of the formers, (denoted by lines perpendicular to the former contour) while others reside in a notch. I do this primarily to avoid specifying precise stringer locations and to ease the covering process; that is, to leave former structure where I think tissue must be attached. The landing gear is built much like a half-shell structure, but uses a half wheel "cheater".

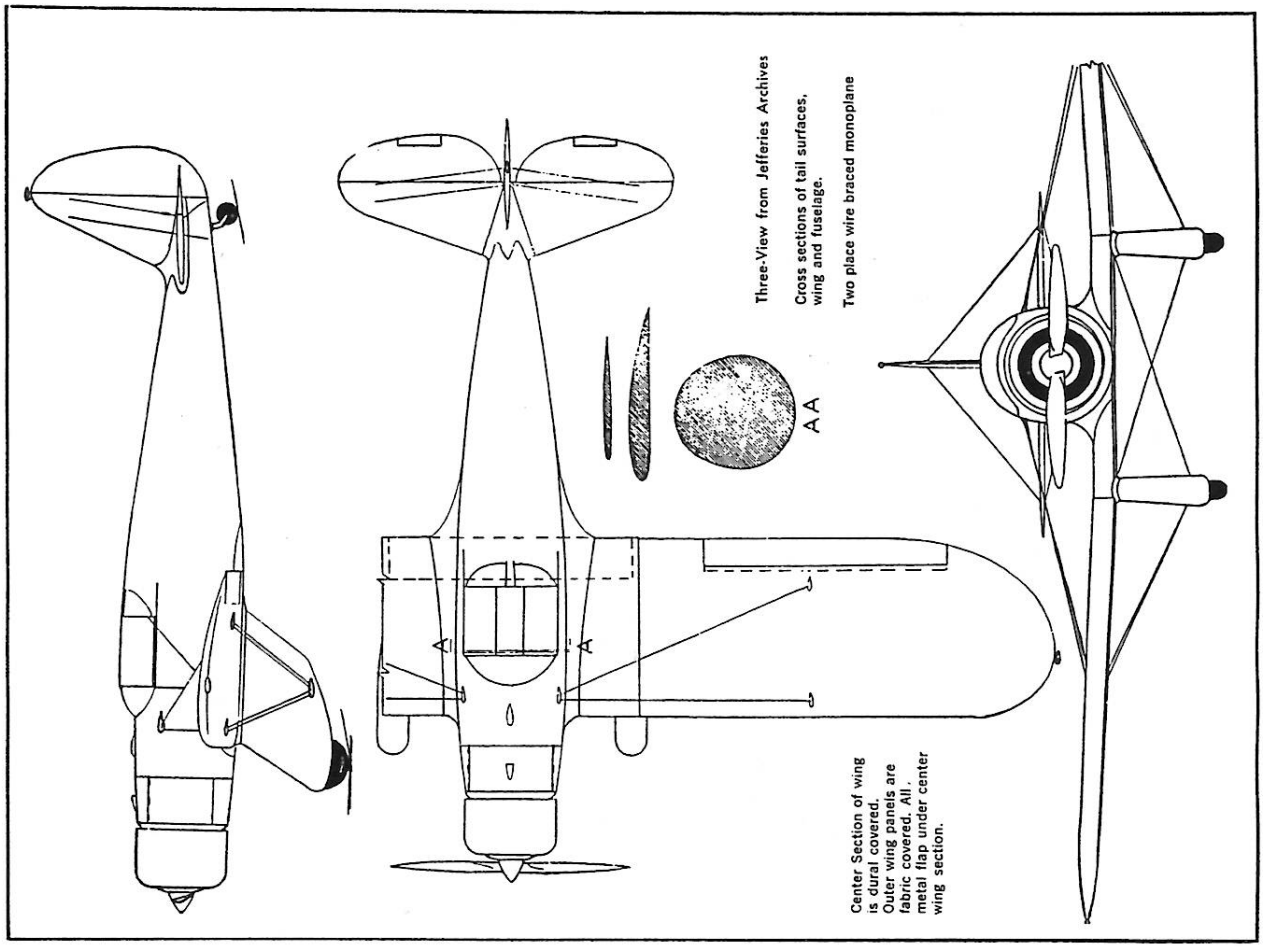
The only unusual feature of the construction is that there are no wing ribs located so that they can be glued to the F14 wing saddle former. I did this for two reasons. First, this is a small model and the additional ribs did not appear to be necessary for strength, and secondly, the ribs would have extensive

bends in them due to the low wing and elliptical fuselage design. The wing spars are located so that they can be glued to the bottom of the formers, so additional strength is built into the wing mount. Future flying, with associated crashes, will dictate whether or not I guessed right.

Three deviations were incorporated from the three-view: First, the stab was enlarged. Second, the dihedral was increased. Finally, the shape of the front windshield was flattened to produce a straight line side-view profile to avoid making a vaccu-formed part. However, based on photos Bob sent, this is the proper shape that should be used.

Flight tests have been limited, but my initial configuration used a 14 inch loop of 1/8 FAI (braided) and a 6 inch Peck plastic prop. The results have been less than thrilling, so alternative rubber/prop combinations are being tried. Also, my prototype had 0.75 inches of dihedral in each tip, which produced spiral instability, probably due to the side area of the wheel spats below the center of gravity. The plans call for one inch, which was incorporated into the prototype. Recent flights indicate this increase completely eliminates the spiral difficulties.

THE PASPED SKYLARK



A RETURN TO THE DAY OF INFAMY

Allan Schanzle

It's 7:45 AM on Sunday, June 9th, 1996. I'm in a mental time warp, sitting on the 8th floor balcony of our rented condo. Straight ahead is due west. Slightly to the left lies a spotless beach leading to the ocean, which is a beautiful and clear turquoise blue at the shoreline and transitions to a deep royal blue near the horizon 15 miles away. Directly in front, near the horizon, the mountains gracefully slope down from right to left, disappearing into the sea. To the right, and only several miles away, are more mountains, with puffy cumulus clouds gracefully and serenely protecting their residents from the early morning sun. Suddenly, my minds eye sees a swarm of aircraft emerging on the horizon just off the shoreline to the left. My mind sees another group of planes approach over the sloping hills straight ahead. Far to the right, beyond my peripheral vision (limited by the walls of the condo) my mind hears another group of aircraft coming over the mountains.

Verna calls my name, but I don't hear her due to the intensity of the thought process. I'm in a trance with a picture framed fifty four and a half years ago. I stare to the west, unaware of all other events surrounding the moment.

"Allan, ...Allan!!!! It's time to visit the Arizona Memorial", Verna says in a voice about as loud as her mellow nature allows. I return to the present, not knowing how long I've been lost in time, but realizing I'm overlooking Pearl Harbor, and I've been trapped in a time warp.

For many of us in this hobby, and elsewhere for that matter, December 7, 1941 is a day permanently engraved in our minds. I remember being in the back yard playing with a recently built Strombecker (I think) solid model when my mother opened the door to our kitchen porch and said the Japanese had attacked our country. At 5 years old, I didn't appreciate the implications of her statement, but I remember Dad calling me to come into the house shortly thereafter for a family discussion.

Back to the present. Verna's brother, who was stationed at Honolulu, and his wife came to the door of our condo, and after the traditional greetings, we proceeded to drive to the Arizona Memorial. After we were given our group tickets, (admission is free) we had a 45 minute wait before attending a 20-minute movie and then taking a naval boat to the memorial, which is built over the sunken battleship Arizona. The ship rests on the bottom of Pearl Harbor, along with 1177 of its crew entombed. I asked Verna to accompany me to the museum, which gives an overview of the events leading up to that fateful day over 50 years ago that officially got the U.S. into World War II. I knew it was going to be an emotional experience, but I wasn't prepared for the magnitude nor depth of what I was about to feel and experience. More than once, tears followed the wrinkles in my cheeks down the side of my face, but Verna supplied the necessary fortitude to move on to the next photograph and read the accompanying caption.

After leaving the museum, and with serious concerns about the emotions I might encounter when we actually got to the memorial, we found ourselves next to the bookstore, where I reviewed a multitude of books and pamphlets before selecting a 126 page paperback entitled "THE ATTACK ON PEARL HARBOR - AN ILLUSTRATED HISTORY", by Kimmett and Regis (Navigator Publishing, PO Box 1289, Kingston WA 98346, 1992). I was lucky, as the cursory review at the bookstore produced an outstanding selection, beginning with Japanese history from 1854 to 1931 and ending with an appendix summarizing the losses of ships, aircraft, and personnel on both sides of the battle. In between, there are chapters entitled "War Plans", "First Wave Attack", "Second Wave Attack", and "Aftermath". Each of these chapters has one-page subsections, with charts, photos, and tables related to each section.

Allow me to summarize a portion of the contents of this book. It is so well written and presented that I will simply plagiarize portions of

the text to give you a brief synopsis of many of the events of the attack on Pearl Harbor 55 years ago. I want to give full credit to the authors and publisher for the material presented here, and the graphs and diagrams that have been copied from the text. The order of the presentation also follows the book.

WAR PLANS

Japan: 1854 - 1931

In 1853, Commodore Matthew Perry sailed into Tokyo Bay with the goal of establishing a treaty of friendship and commerce with the then reclusive Japanese. A treaty was produced in 1854, with several European countries following in our footsteps. These treaties produced unease by the Japanese people with their government, and a new government took control to modernize their life. The growth in their military and industrial strength produced a need for additional raw materials and markets for their products. From 1894 up to the start of WW-I, Japan battled China and Russia for control of additional land. By the 1920s, Japan required continuous economic growth and raw materials to support its growing population. The depression that began in 1929 devastated much of their economy. The result was the Army's demand to expand into China to acquire new resources.

Causes of War

In September 1931, the Japanese Imperial Army invaded Manchuria, and in 1937, they attacked China. The U.S. responded with an embargo of strategic materials to Japan, and in July 1941, when Japan invaded French Indochina, the U.S. cut off all trade, including oil. The ruling military, led by General Tojo, decided to overcome this embargo by taking control of all of southeast Asia to gain control of its oil, rubber, and other natural resources.

Pacific Naval Balance

Only the U.S. Pacific Fleet, located at Pearl Harbor, stood in the way of Japan's control of the Southeast Asian countries, which could no longer be defended due to their mother countries' battle with Germany. In July 1940, the U.S. began to increase the size of its navy. Japan knew they could not match the production capabilities of the U.S., with the inevitable balance of power shifting to the United States. If Japan intended to go to war with the U.S., they must do so while holding numerical superiority.

The Plan

The attack on Pearl Harbor was the initial step in the "Southern Operation" plan by the Japanese military. Admiral Yamamoto conceived the plan in January 1941. The Admiral had studied at Harvard and served as a naval attaché in Washington D.C.. He knew of the war-making potential of the U.S., and was quoted as having said "If I am told to fight regardless of the consequences, I shall run wild for the first 6 months or a year, but I have utterly no confidence for the second or third year."

Yamamoto's plan sent the fleet from Japan on a northern route in the Pacific (hoping to avoid detection by normal shipping lanes) and then approach the Hawaiian Islands from the north (Figure 1, next page). Plans were developed for two massive waves of aerial attacks on the ships at Pearl Harbor. The objectives were to sink all three of the U.S. aircraft carriers and at least 4 of the eight battle ships.

The Targets

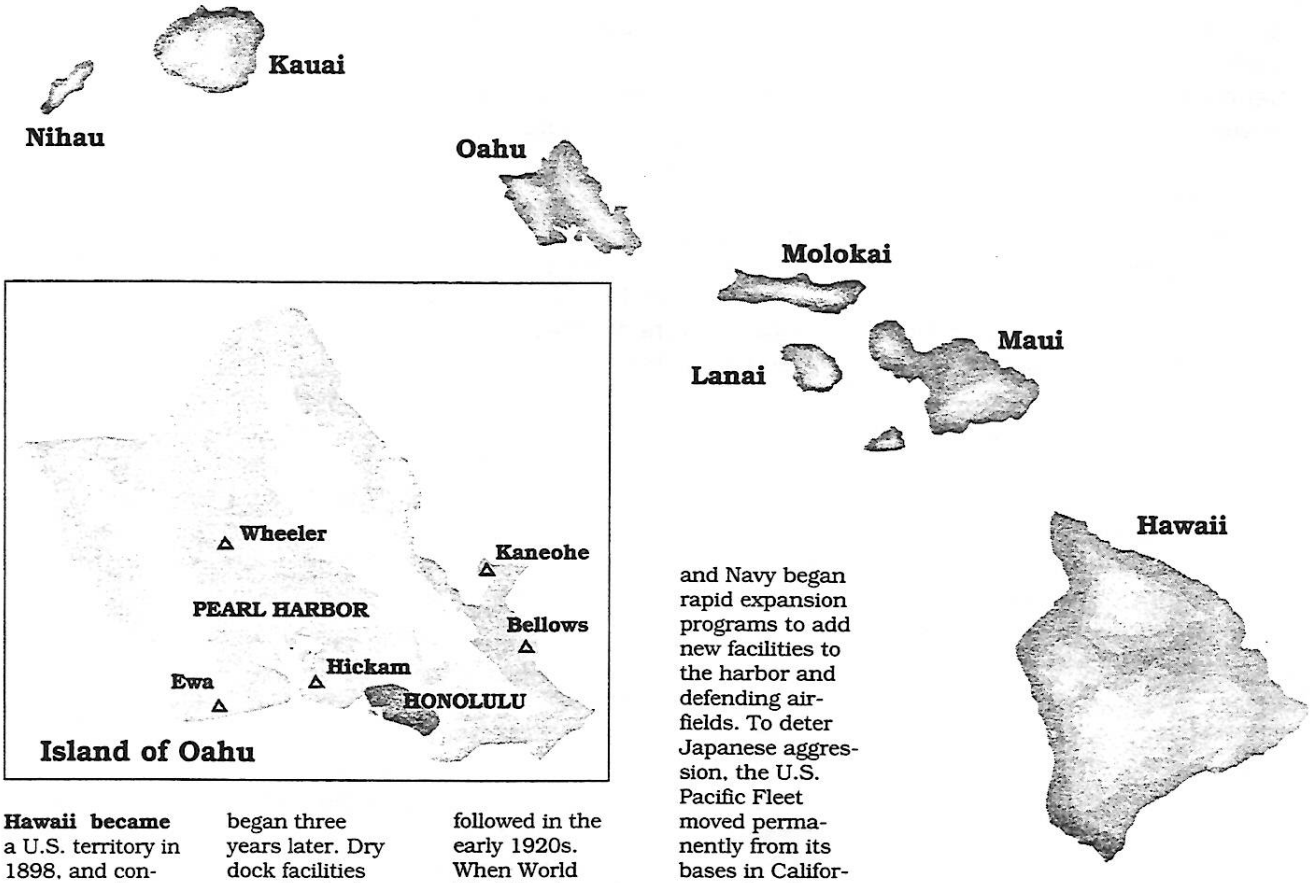
Pearl Harbor is part of the island of Oahu (Figure 1). The targets were:

Wheeler Field: The main Army Air Force Base on Oahu.

Ewa Marine Air Station: A new base under construction on December 7, 1941.

Pearl Harbor: Home port of the U.S. Pacific Fleet after June 1940.

Hickam Air Field: Main U.S. Army Air Force bomber base on Oahu.



Hawaii became a U.S. territory in 1898, and construction of a naval base at Pearl Harbor began three years later. Dry dock facilities were finished in 1911, and a submarine base followed in the early 1920s. When World War II broke out in September 1939, the Army and Navy began rapid expansion programs to add new facilities to the harbor and defending airfields. To deter Japanese aggression, the U.S. Pacific Fleet moved permanently from its bases in California to Pearl Harbor in June 1940.

Figure 1. The Hawaiian Islands and the Targets

Kaneohe Naval Air Station:
Seaplane patrol base using the new PBYs.

Bellows Field: U.S. Army Air Force auxiliary training base.

The Weapon

Japan created the first major carrier task force to attack Pearl Harbor. Six aircraft carriers were escorted by 2 battleships, 3 cruisers, 9 destroyers, and 3 subs. Eight tankers were used to refuel the short-range destroyers. Special torpedoes were developed for use in the relatively shallow waters of Pearl Harbor. Sixteen inch shells were converted into aerial bombs to penetrate the 5-inch thick steel decks of the U.S. battleships.

The Attack Force

Lt. Commander Mitsue Fuchida led the first wave attack on Pearl Harbor. His aircraft consisted of:

49 Kate high level bombers
40 Kate torpedo bombers
51 Val dive bombers
45 Zero fighters
185 total aircraft

Lt. Commander Shigekazu led the second wave, composed of:

54 Kate high level bombers
80 Val dive bombers
36 Zero fighters
170 total aircraft

Note that the second wave did not include torpedo planes because surprise would no longer be a factor and it was felt that their slow speed and low altitude made them too susceptible to ground fire. In each wave, the aircraft were divided into groups and assigned to the different targets noted in Figure 1.

Special Attack Force

A total of 27 submarines took part in the attack. Some protected the fleet, while others were deployed at locations around the Hawaiian Islands. They conducted reconnaissance and were assigned to torpedo any ships attempting to escape Pearl Harbor. They were also to intercept any naval counterattacks against the Japanese fleet. Finally, 5 subs carried two-man midget subs which were to enter Pearl Harbor and launch their torpedoes in the confusion of the attack.

The Launch

At 6:00 AM on December 7, 1941, the carriers turned into the wind for take-off of the aircraft. By 6:15, 183 of the 185 aircraft of the first wave were airborne. Two fighters failed to get into the air. By 7:30 AM, the second wave of 170 aircraft joined up in formation over the carriers and also headed toward Pearl Harbor.

Early Warnings

Early in the morning of December 7th, two warnings of the impending attack were noted. At 6:30 AM, a U.S. supply ship, the Antares, spotted the conning tower of one of the midget subs. A message was sent to the destroyer Ward, which subsequently sank the sub. The destroyers captain notified the Naval Districts watch officer. It wasn't until the first bombs began to fall on Pearl Harbor that any significance was applied to the event.

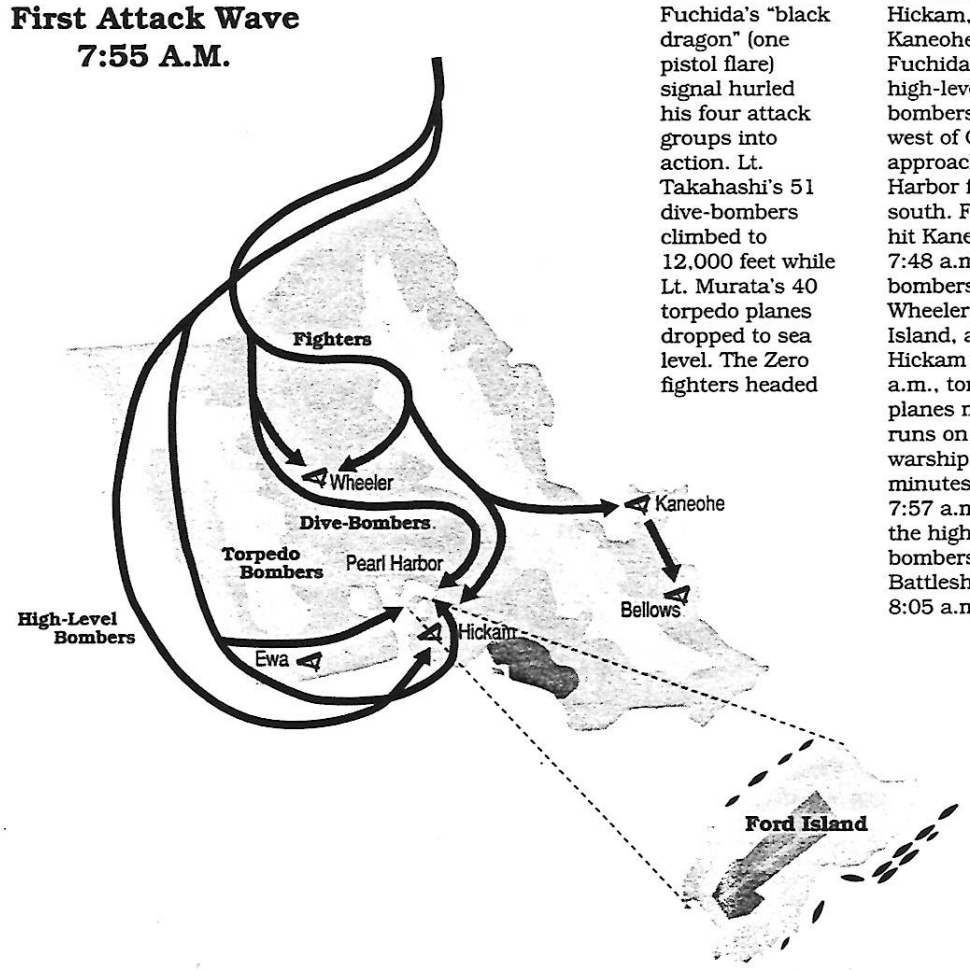
The second warning occurred at 7:02 AM, when a radar on the north shore of the island of Oahu detected a large formation of planes. They notified their superior, who believed the radar had detected an expected group of B-17s coming in from California. It seems ironic that due to a lack of spare parts for the radars, they were operated only during the early hours of the morning for training purposes.

FIRST WAVE ATTACK

Tora, Tora, Tora

At 7:40 AM, Lt. Commander Fuchida observed a total of 96 ships in Pearl Harbor, but the 3 carriers were gone. The Lexington was on its way to Midway Island. The Saratoga was in San Diego for repairs, and the Enterprise, which was expected to arrive at Pearl Harbor at 6:00 AM while returning from a supply mission to Wake Island, had been held up due to a storm at sea. At 7:53 AM, Fuchida ordered his radioman to send a signal to the carrier Akagi- "Tora, Tora, Tora" (Tiger, Tiger, Tiger), the code name for complete strategic surprise. The first wave attack took the form noted in Figure 2 (next page).

At 7:57 AM, Lt. Commander Fuchida signaled the attack on Pearl Harbor. Sixteen Kate torpedo bombers attacked from the west and 24 attacked from the east over Hickam Field. "Battleship Row", on the northeast side of Ford Island, (Figure 3) was a prime opportunity. The battleship Oklahoma was hit first, then the West Virginia, the California, and the Nevada. Figure 4 shows the results of the damage done by just the first wave torpedo attack, after which the high level bombing commenced on the battleships. All 49 Kates approached from the south. A tremendous. explosion rocked Fuchida's aircraft and he concluded that the powder magazines of the U.S.S. Arizona, which held 100 tons of explosives, had been hit.



Lt. Comdr. Fuchida's "black dragon" (one pistol flare) signal hurled his four attack groups into action. Lt. Takahashi's 51 dive-bombers climbed to 12,000 feet while Lt. Murata's 40 torpedo planes dropped to sea level. The Zero fighters headed for Wheeler, Hickam, and Kaneohe. Fuchida's 49 high-level Kate bombers swung west of Oahu and approached Pearl Harbor from the south. Fighters hit Kaneohe at 7:48 a.m., dive-bombers blasted Wheeler, Ford Island, and Hickam at 7:55 a.m., torpedo planes made their runs on the warships two minutes later at 7:57 a.m., and the high-level bombers struck Battleship Row at 8:05 a.m.

Figure 2. First Attack Wave

Ford Island Naval Air Station

Ford Island, located in Pearl Harbor (Figure 2), was a seaplane base and supply depot. Bombs and strafing took their toll, but it encountered a small bit of luck during the second wave attack when the aircraft got disoriented and completely missed the naval air station due to extensive smoke.

Hickam Field

Hickam Field (Figure 1) was expecting a flight of 11 B-17s from California at 8:00 AM. Talk about bad timing!! In December 1941, Hickam was home to 12 B-17s, 32 B-18s, and 12 A-20 attack bombers. Out of fear of sabotage, the top ranking U.S. brass ordered the aircraft to be lined up in four rows about 10 feet apart. Dive bombers blasted hangers and buildings, with direct hits on the repair hanger, the base chapel, and the enlisted-man's beer hall (Whoa, ...now that's just a bit too much)!

Wheeler Field

Wheeler Field (Figure 1) was the main U.S. Army Air Force Fighter Base on the island of

Oahu. It was home to 140 fighters, consisting of 87 P-40s and the rest obsolete P-36s and P-26s. These aircraft were also lined up as a result of orders from top ranking officials. At 8:02, 25 Vals destroyed most of the fighter strength.

Kaneohe Naval Air Station

This facility was being built on the northeast shore (Figure 1) in December 1941. It was in partial operation with 36 PBYs. On December 7, three of the PBYs were on patrol south of Oahu. One can only imagine what might have happened if they were patrolling the north, the location of the Japanese fleet. At 7:48 AM, Zeros strafed the field. Every plane, except those on patrol, was damaged or on fire.

Ewa Marine Corps Air Station

Forty eight planes were stationed at Ewa (Figure 1). Most of these were SBD dive bombers or F4F Wildcats. At 7:53 AM, Zeros strafed the lined-up aircraft from the northwest. By 8:15, 60 percent of Ewa's planes were in flames.

Bellows Field

Bellows Field became an Army Air Force base in July 1941. On December 7th, 12 P-40s and 9 O-47 observation planes were parked in single file on the runway at 15 foot intervals. At 8:30 AM

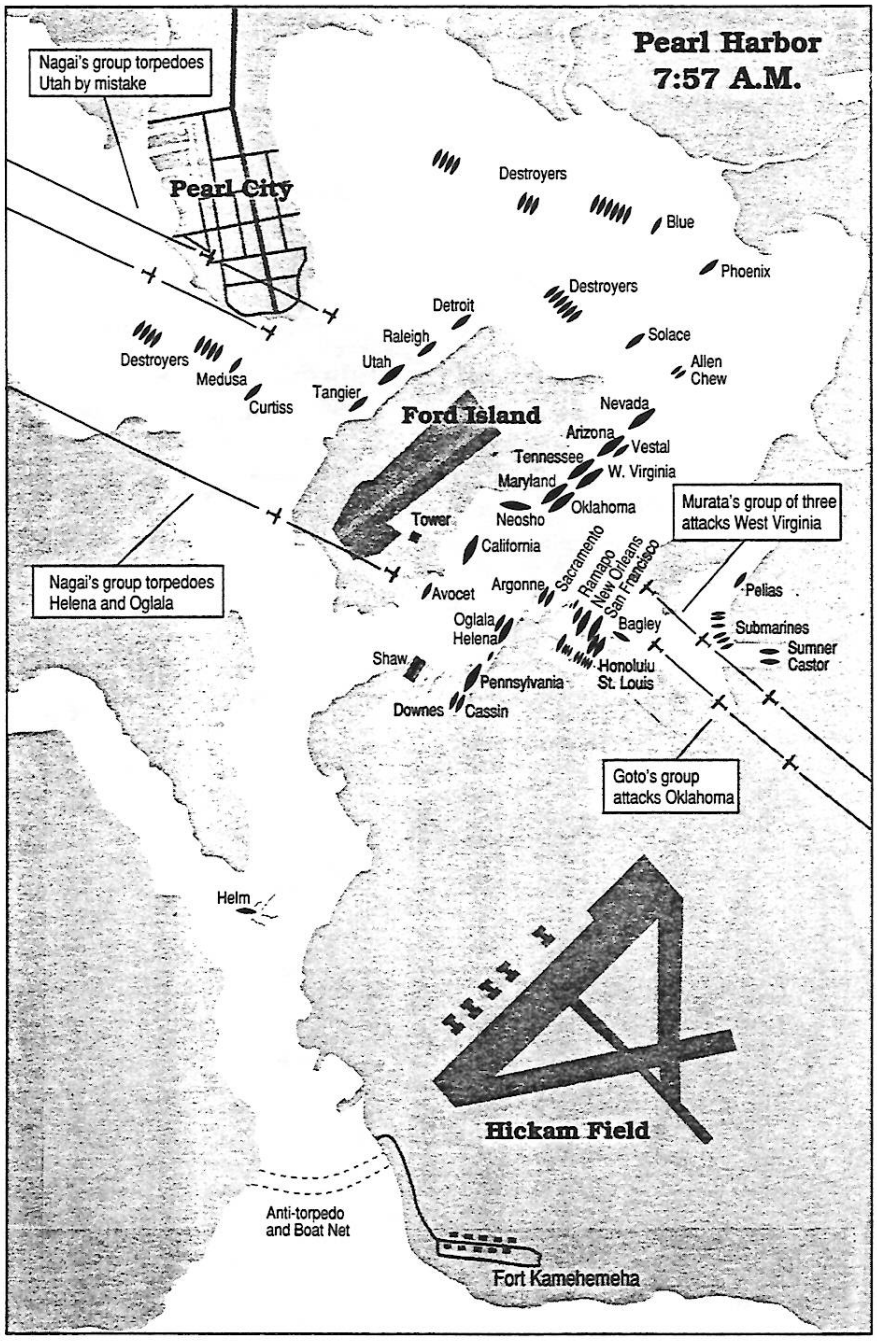


Figure 3. Ships at Pearl Harbor

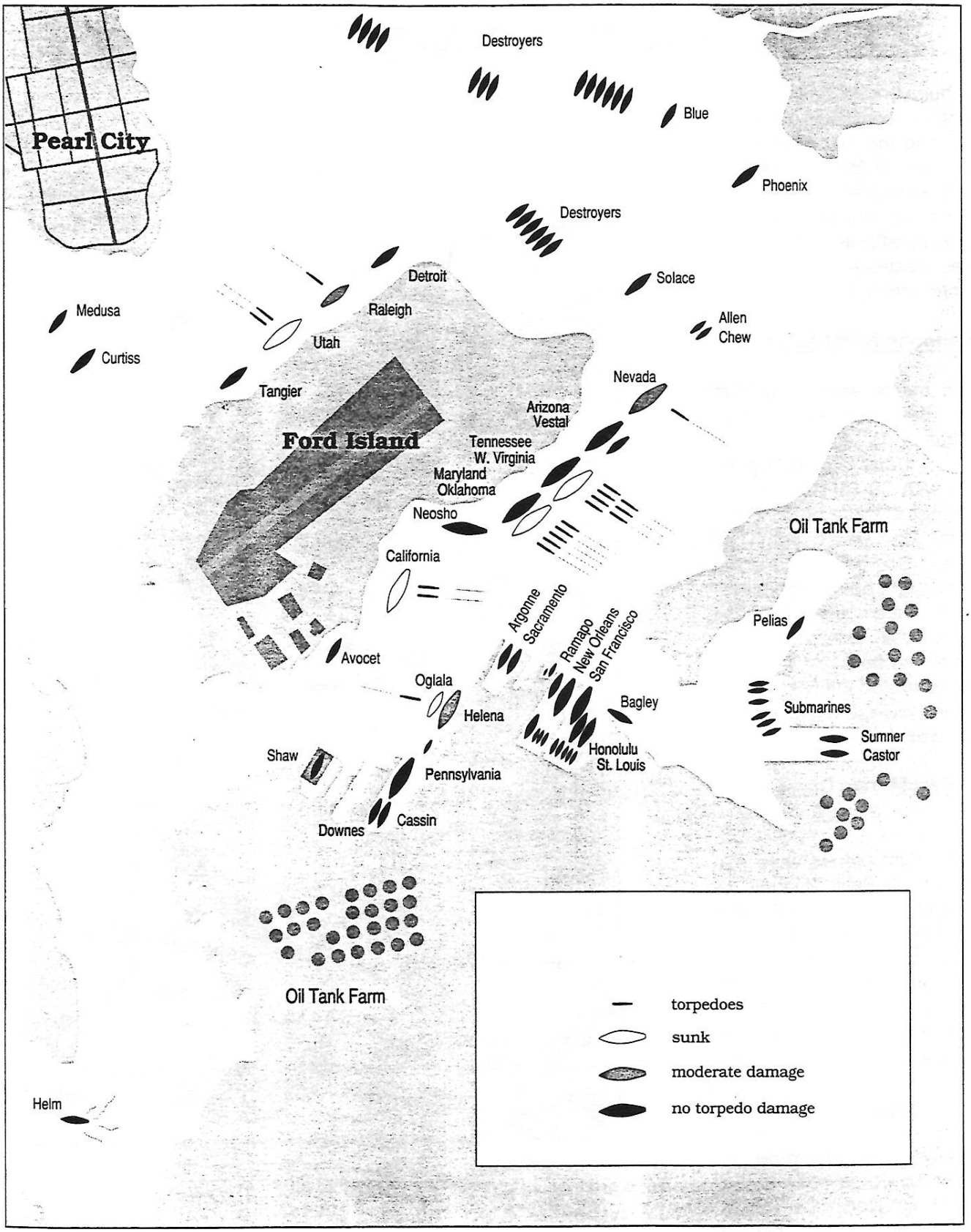


Figure 4. Torpedo Damage on Ships at Pearl Harbor Resulting from the First Wave Attack

a single Zero strafed the field with a single pass, then left the area. It was 30 minutes later before the second wave made their attack, allowing several pilots to get airborne, but three were shot down trying to take off.

They Arrived During the Fight

On December 6th, 12 B-17s left northern California to reinforce the U.S. air command in the Philippines. They planned to refuel in Oahu the next morning. One plane developed engine trouble and returned to California, but the remaining 11 continued the 14-hour flight to Hickam Field. The aircraft had been stripped of armor and ammunition to help achieve maximum range. The first two B-17s escaped confusion and landed at the tiny 1,200 foot Haleiwa Field. The third landed on a golf course. The next 7 landed safely at Hickam during a 15 minute lull at 8:30, although the last two were hit by Zeros. The last plane made an emergency landing at Bellows Field.

SECOND WAVE ATTACK

The second wave attack is shown in Figure 5. There was so much smoke that some of the attacking aircraft could not see their targets, and took aim on alternative ships. The book gives the details of the second wave, which I will leave to you to review.

AFTERMATH

Losses by the United States

In a time frame of 2 hours, the attack on Pearl Harbor was completed. Fuchida urged another strike, but the conservative Admiral Nagumo took his fleet back to Japan. Figure 6 (page 27) shows the damage to ships at Pearl Harbor at the completion of the attack. Altogether, 18 of the 96 vessels at Pearl Harbor were either sunk or severely damaged, including 5 of the battleships. The Naval and Marine stations at Ford Island, Kaneohe, and Ewa lost 92 planes and 31 more were damaged. The Army Air Force lost 73 planes at Hickam, Wheeler, and Bellows Fields, while an additional 128 sustained damage. More painfully, 2403 Americans were killed, missing, or ultimately died of their wounds.

Despite the complete military success, the Japanese failed to fire a single bullet into the 4,500,000 barrels of oil stockpiled in the tanks around the harbor. This source of energy ultimately supported Jimmy Doolittle's raid on Tokyo and the battles of Midway and the Coral Sea, which had a significantly different outcome.

As the second wave approached Oahu its fighters, dive-bombers, and high-level bombers split up and went for their targets. The 80 dive-bombers headed for Pearl Harbor in four groups. The 54 Kate high-level bombers divided into three strike forces: 18 swung west to attack Ford Island, but missed the field in the intense black smoke; 9 Kates hit the hangars at Kaneohe; the remaining 27 blasted Hickam Field. The 36 Zero fighters broke into two sections: 18 approached Kaneohe where 9 strafed the hangar area, while the other 9 flew on to attack Bellows Field; the second group of 18 Zero fighters struck the service buildings and the remaining parked planes at Hickam Field.

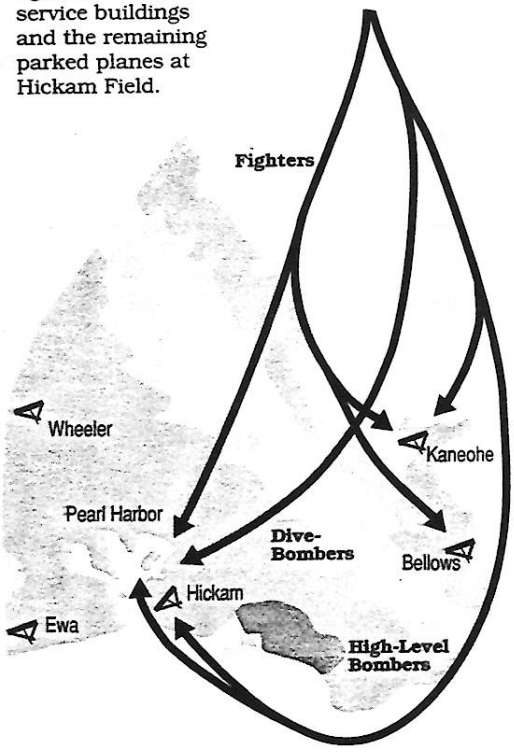


Figure 5. Second Wave Attack

WING RIBS : EVERYTHING BUT THE B.B.Q. SAUCE

Allan Schanzle

I enjoy building wings, but when I used to create an original design of a model with a tapered wing, I would spend endless hours just drawing the proper size ribs. The new copy machines that enlarge and reduce without distortion have eliminated this as a problem. The technique presented here to assist in making wing ribs may cost a few bucks to begin with, but will save endless hours of your building time in the future.

More than a few years ago, I graduated with a degree in aeronautical engineering, and one of my professors pontificated endlessly on the virtues of the Clark-Y airfoil section. This particular shape was also used in many early model designs, although it apparently is not as efficient at the speeds we fly our models as some of the newer sections. But hey, I'm an old geezer who feels that until I optimize the rubber/prop combination of a model, I'm not going to worry about having the most efficient airfoil section. How's that for rationalization?

When I build a model other than a kit, where the ribs are already given, I usually make a copy of the rib at the local copying machine, cut it from the paper, turn it upside down on a piece of balsa, brush on acetone, and rub gently. This transfers the outline onto the balsa which can then be cut with an xacto knife. The procedure is simple, but getting all the proper rib sizes can be a pain in the center hip pocket. So while I was still employed (and had unlimited access to a high quality copy machine) I drew an outline of the Clark-Y that had a 9-inch chord and reduced it in small increments until I had created a whole sequence of airfoil sections varying from the original 9-inch chord to about 1.4 inches. I then cut out the smaller (and most commonly used) of these and taped them to a single page. The result is presented on page 26.

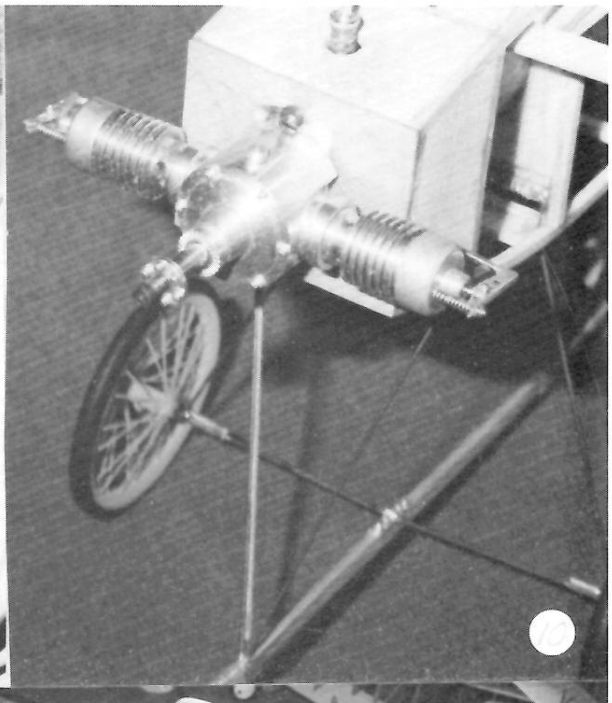
After making 20 or so copies of this page (and sticking a "postum" note on the original so I won't cut it up), I simply cut out the required size chord and use acetone to produce a pattern. It can't get too much easier than that, and the old method can't suck enough!

PHOTO CAPTIONS

Tom Schmitt

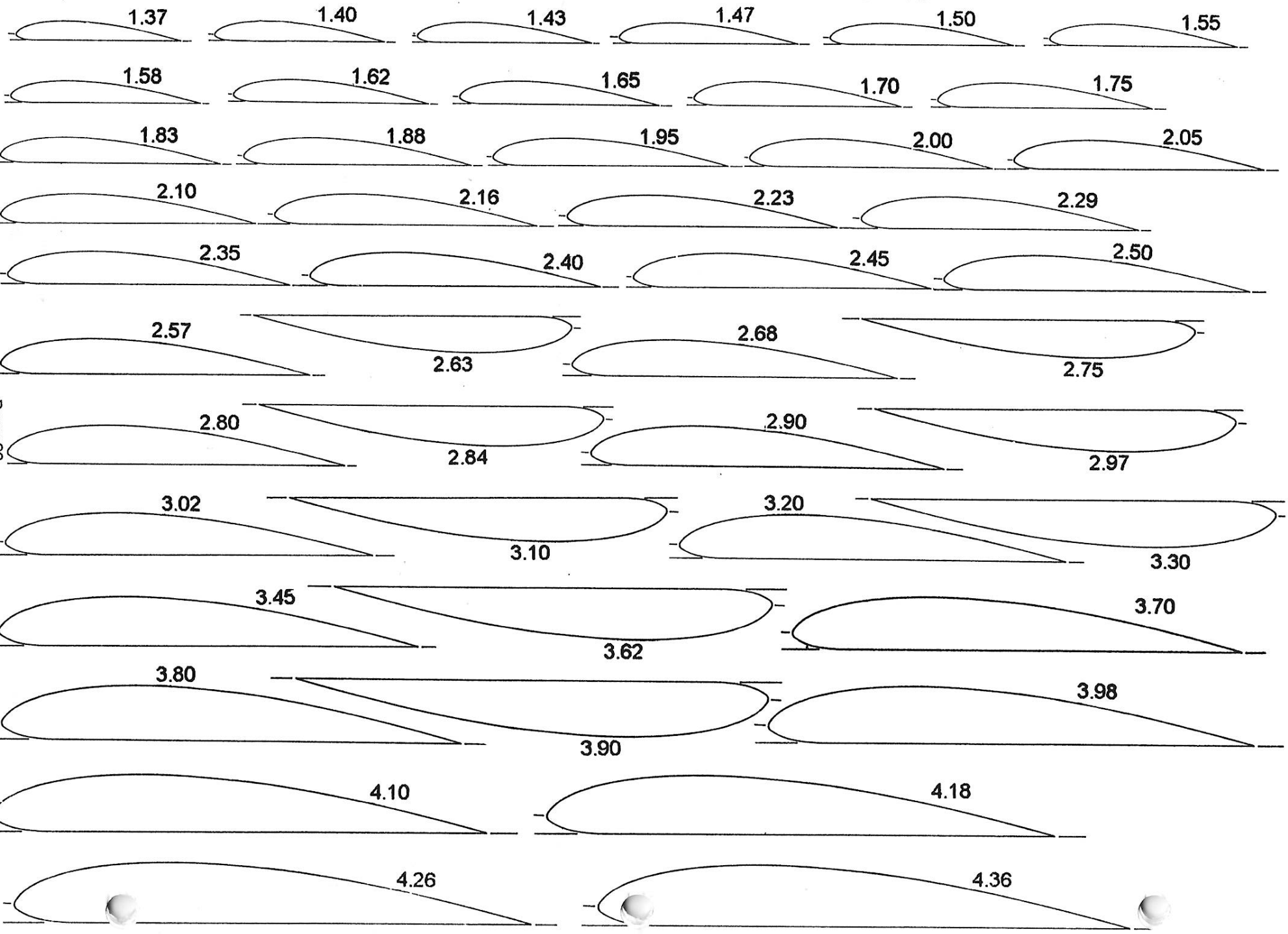
9. Jack Moses with his RWD-5 showing magnet wing mounting. See the last issue of MAX-FAX for instructions.
10. A close-up of the CO_2 motor installation in Otto Kuhni's Bates, which was featured in the last issue of MAX-FAX. Which is the dummy cylinder?? Photo by Otto.
11. The Maxecuter's Mr. Ten-Center, Stew Meyers, launching his "chicken" SPAD.
12. A model of the Curtiss-Reid Rambler II by Jack McGillivray waiting to be judged at the FAC NATS.
13. Earl Stahl's 1937 Weight Rule Rubber Cabin as built by your photo editor. Grandson Adam pressed into holding service.
14. Earl Stahl (left) and Jack Felter at the FAC NATS with Earl's Caudron design.


SP-
SP-AJU




CF-ABZ
CF-ABZ
35

CLARK-Y AIRFOIL SECTIONS



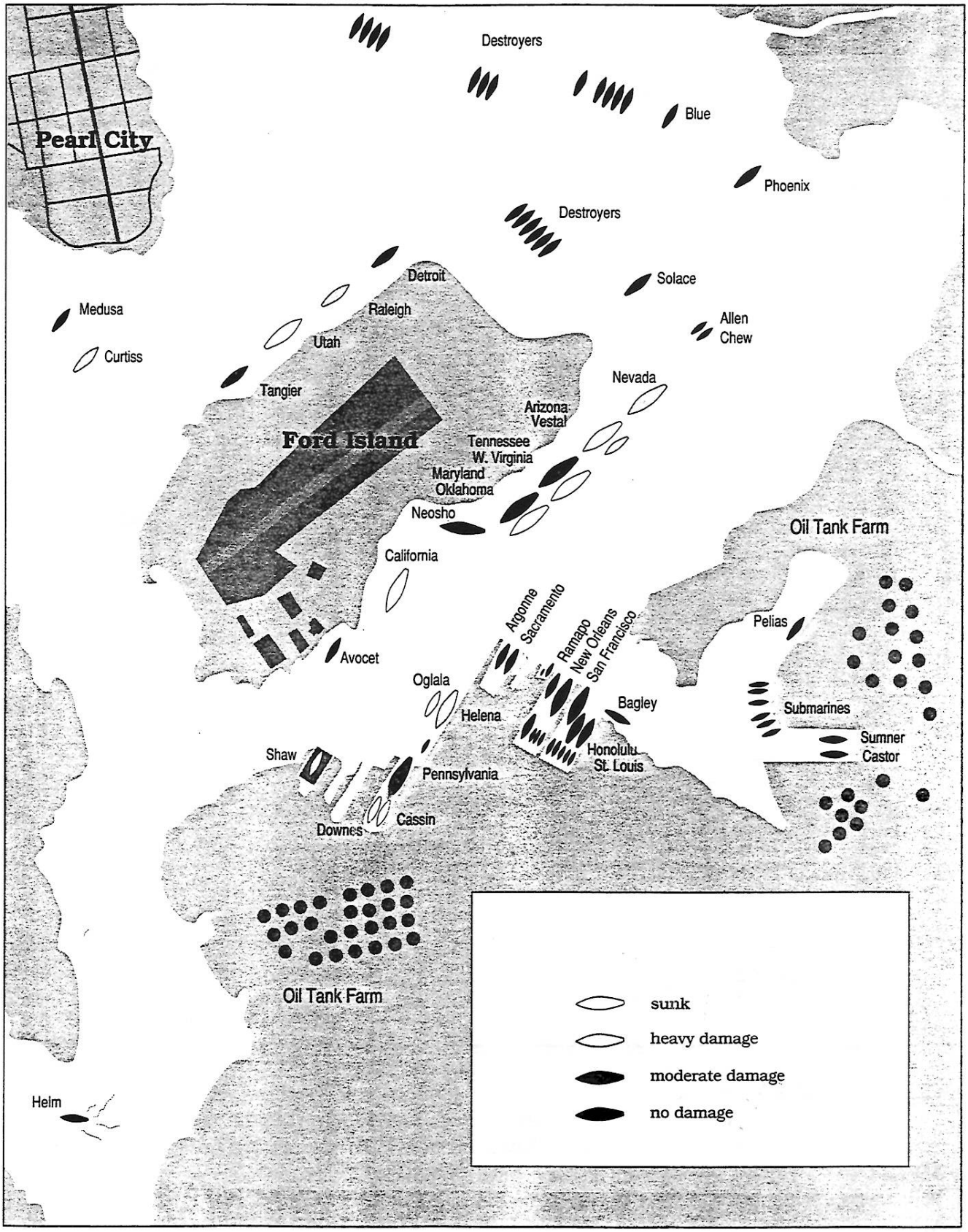
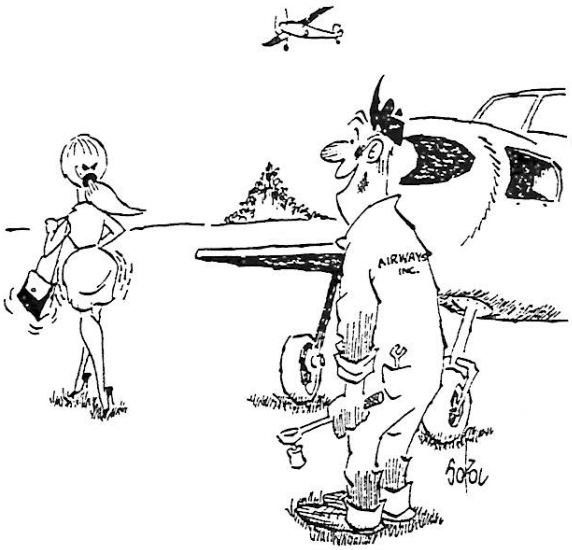
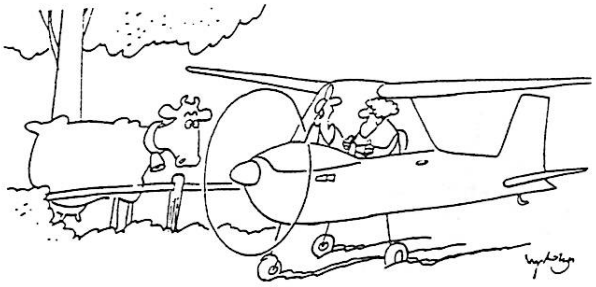


Figure 6. Damage to Ships at Pearl Harbor at the Conclusion of the Attack on December 7, 1941

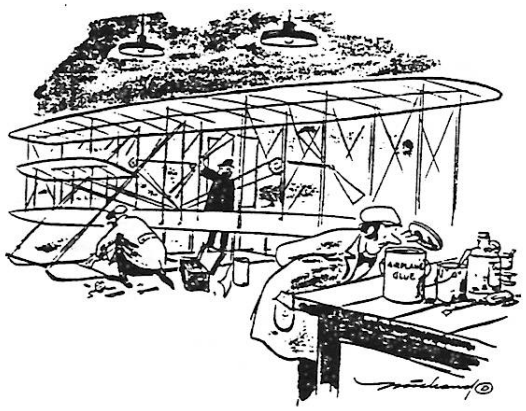


"Left rudder, right rudder, left . . . "

AIR PROGRESS



"That was a great pattern, your final approach was good, but this isn't the runway."



AIR PROGRESS/68

"You thought it was a cloud?!"

"This is the Tower now listen carefully"

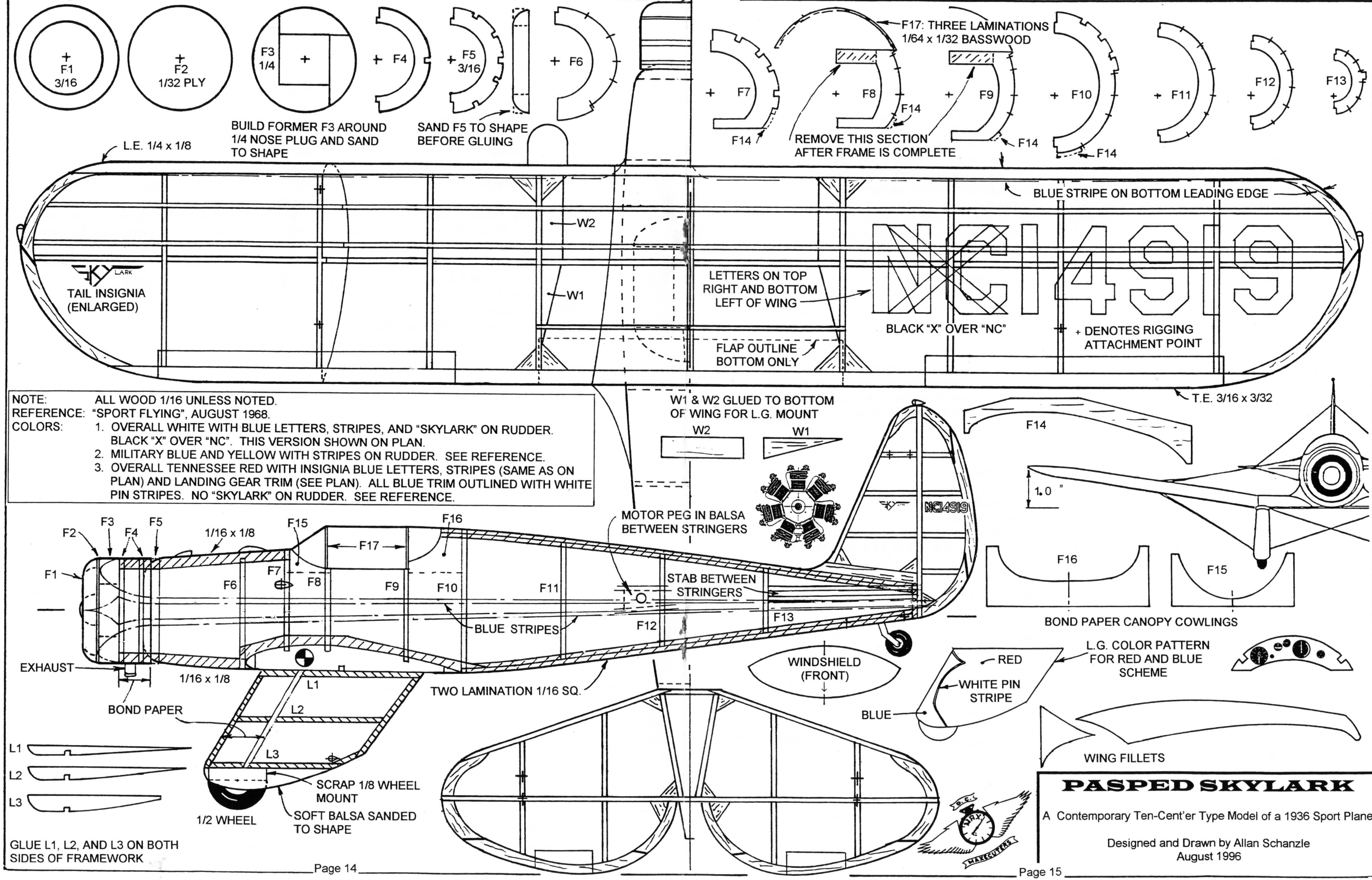
AIR PROGRESS/80

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.



NOTE: ALL WOOD 1/16 UNLESS NOTED.
REFERENCE: "SPORT FLYING", AUGUST 1968.
COLORS:
1. OVERALL WHITE WITH BLUE LETTERS, STRIPES, AND "SKYLARK" ON RUDDER. BLACK "X" OVER "NC". THIS VERSION SHOWN ON PLAN.
2. MILITARY BLUE AND YELLOW WITH STRIPES ON RUDDER. SEE REFERENCE.
3. OVERALL TENNESSEE RED WITH INSIGNIA BLUE LETTERS, STRIPES (SAME AS ON PLAN) AND LANDING GEAR TRIM (SEE PLAN). ALL BLUE TRIM OUTLINED WITH WHITE PIN STRIPES. NO "SKYLARK" ON RUDDER. SEE REFERENCE.

PASPED SKYLARK

A Contemporary Ten-Cent'er Type Model of a 1936 Sport Plane

Designed and Drawn by Allan Schanzle
August 1996