

MAX FAX

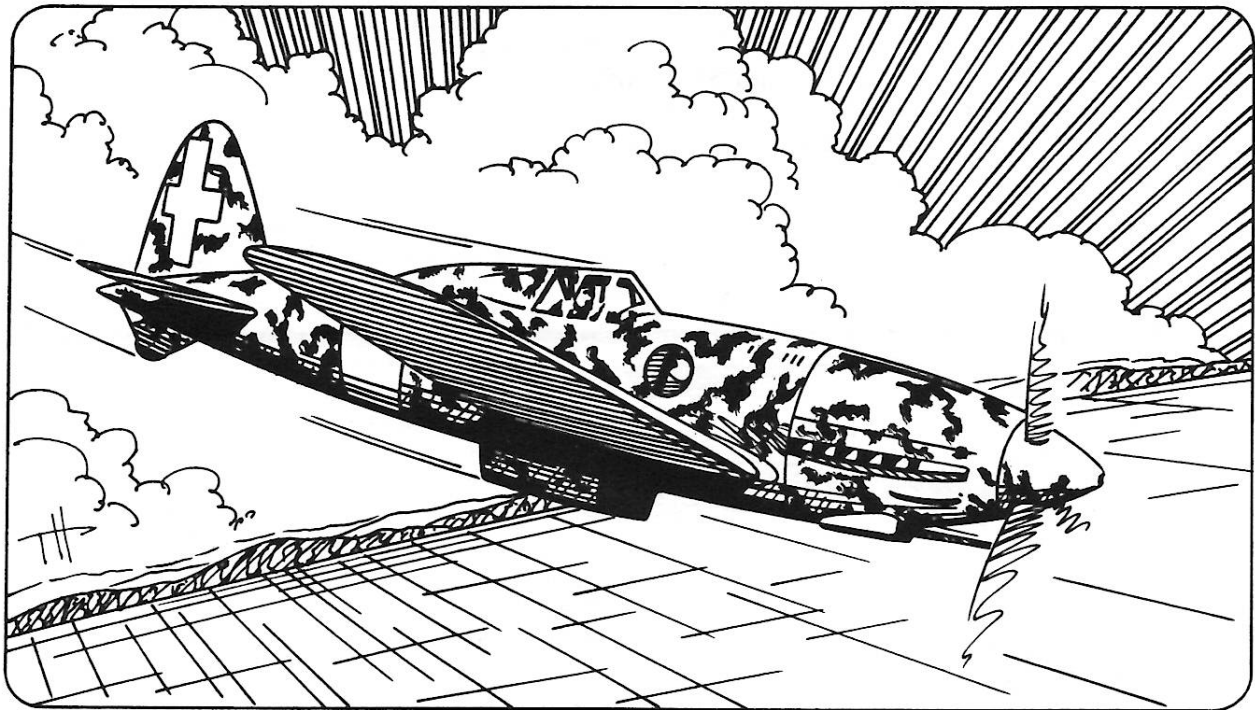


Journal of the D.C. Maxecuters

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

Editor David Franks

January-February 1996



COMING ATTRACTIONS

- JANUARY 14 **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - Bostonian (14gm, 7gm, Bogus Scale, & Bogus Scale Electric (if a quorum shows up).
- JANUARY 20 **Bull Session** - at Pat Daily's home about 5:00pm Saturday, preceded by a 1pm visit to the Air Museum at RIA.; (see map inside).
- JANUARY 28 **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - Dime Scale.
- FEBRUARY 11 **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - WW II & Carrier.
- FEBRUARY 17 **Saturday Bull Session** - Frank Rowsome's: viewing of *The Crimson Pig* with English narration by David Franks (Japanese aviation cartoon feature).
- FEBRUARY 25 **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00 pm - WW I & Pylon racing: ROG & turn left, best time for 5 laps.
- MARCH 3 **Sunday Flying** - St. Andrews Gym - 4:00 to 6:00 pm - Navy Scale & trimming for Pax

HAPPY NEW YEAR

OK Aces of the Eastern Seaboard, stoke up that favorite pipe, grab the liquid refreshment of your choice, settle back and start the new year right by joining us on a trip through Maxecuter land. Look at the positive. None of us have endured any OOS flights so far; maybe a feline in several homes has found a really terrific place to sharpen her claws, but losses are at a minimum and 1996 is looking good because its all in our imagination.

This issue tips its hat to the Italian stallions of the airways and their stunning aircraft of W.W.II. There is no one more able to set this theme than David Smith of South Carolina whose Fiat G 55 is rivaled among low wing fighters only by Don Srull's Heinkel 100D. Herein, David has blessed us with full sized plans for *four* proven Reggianies.

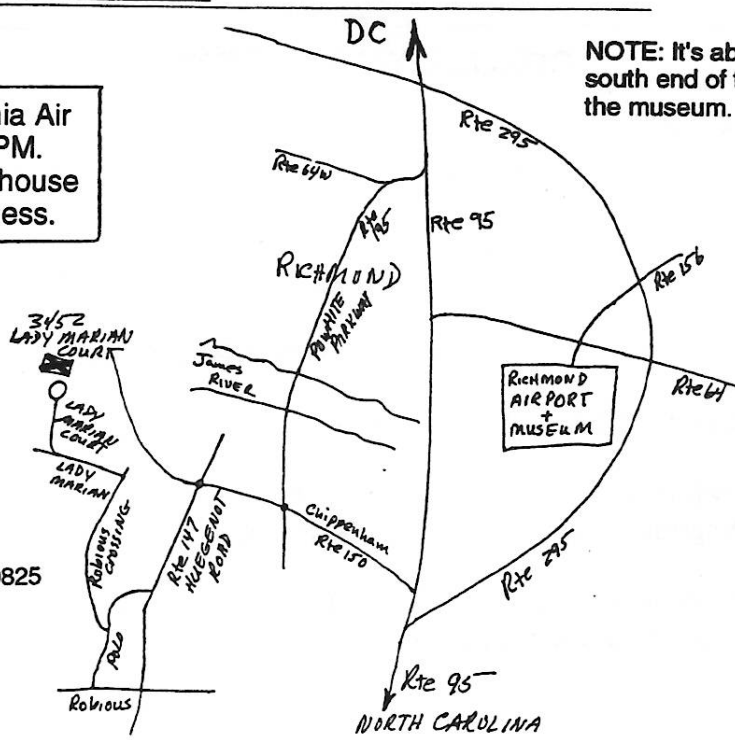
Talk it all over at Pat Daily's annual open house in Richmond, VA January 20, enjoy our reinstated Pax. River indoor contest (if, indeed, this happens) and prep for the new FAC meet in May at the Saunders' field in Cuckoo, VA. Begin the summer right by indoor flight in Reading, PA and Johnson City (more about this on page 9). Happy New Year!!



Coat of Arms of the House of Savoy rudder marking.

Meet at the Virginia Air Museum at 3:00 PM.
Regroup at Pat's house at 5 PM for craziness.

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



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

Hales Creates FF Fantasy Land on World Wide Web

For those of you with access to internet and world wide web, do yourself a favor and look into Steve Hales' Freeflight site. Believe me, there are all kinds of goodies and information. If you have Netscape or Moziac use <http://www.grdi.com/>. If you are just using internet without a server, type in www.ff.grci.com. Thanks, Steve, for your good work. An example is reprinted below. I have been told that Steve's laminations are perfect. Send Steve a color photo of your favorite plane with make of plane and wingspan info.

Laminating Wing Tips by Steve Hales

The following is a method I have used for several years, but first a little history. Before trying to laminate balsa I read everything I could find on how to do it. The accepted method was to soak your strips in amonia, then attach to the form and let it dry. After it dries, glue each strip together. I did this and found it was a real chore using water based glues as the strips would open up and would have to be reattached to the form. Also on light balsa the glue would be hard to sand compared to the wood. Then I started using Cyanoacrylate while the balsa was still on the forms. This really made them hard to sand, added a lot of wieght, and half the time I glued the darned thing to the form even though I protected it with wax. But it was faster!

After all this experimenting I decided that what I needed was a one step soaking/gluing process to make laminating much easier. So I started testing all the waterbased glues for compatibility with amonia. Most of the glues would curdle in amonia, but I finally found one that would dissolve. After more experimenting I found that it didn't destroy the glue and after the amonia evaporated it would still bond the glue together. This was perfect. The glue is Wilhold industrial grade woodworking glue. It is a white glue in a bottle with red lettering. It looks very much like all the other white glues.

Instructions:

- * Get everything ready to laminate, cut strips of wood and tape, etc.
- * Mix a small batch of undiluted amonia and glue to a water consistancy
- * Liberally paint the mixture onto the strips with a paint brush and let it dry!
- * Take them off the form and install on your model!

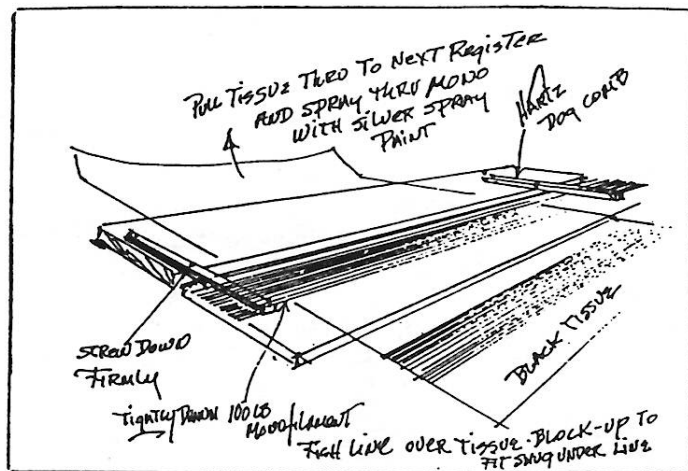
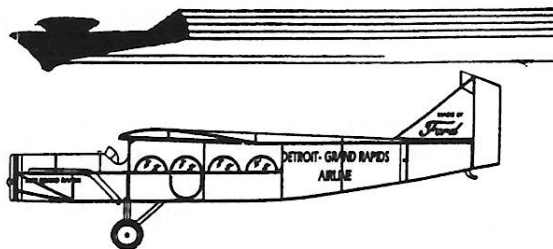
Benefits:

- * The amonia dries faster than water.

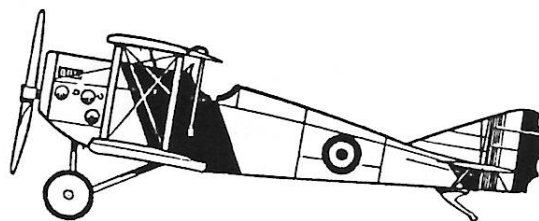
- * The finished piece has a very even texture
- * Even when using four lb. balsa I can't tell the finished piece is laminated!
- * It sands like regular balsa
- * It adds very little weight

Get that Corrugation Effect by Millard Wells

Editor's Note: Millard Wells, a nationally acclaimed watercolorist working out of his studio-gallery in the Florida keys, was a scale contestant at Johnson City Last summer. His son, Rob Wells of Delaware, is noted for marketing his Lozenge patterned Esaki and Gumbi paper. Both put on quite a show at J.C. Below, Millard shares his nifty technique for creating the corrugated effect on his high-flying Ford 2-AT Transport Coconut. He also demonstrated the air worthiness of the super Ansaldo A1 Peanut by Model Aircraft Labs. Tom Schmitt also wrote an article on corrugation in the Nov./Dec. 1984 MAX-FAX.



ANSALDO A-1 BALILLA



Electronics For the Gum Bander

Four years ago Bob Lundberg and Tom Hallman of the Allentown Skyscalers sent me the parts and directions to make one of my favorite toys. Because so many gumsters have asked me about it, Bob has passed it along for all of us. *****

When winding, does your mind wonder, do your friends talk to you, have you overwound or underwound during the last round of a mass launch? If the answer is "yes" to some or any of the above, electronics to the rescue. By marrying a small electronic calculator to your winder, an accurate count of winds will be displayed.

To get the basic idea, take a calculator and enter the turns ratio of your winder. Depress the plus button once, then the equals button a few times. Note that the display would record the total turns of your winder if an external switch were activated with each turn of the winder handle.

A combination that works well is a *Radio Shack* "Mity Thin" calculator EC-427, stock number 65-895 and the Dave Rees "Scalewinder". A small, glass enclosed dry reed switch has been used plus a magnet on the winder handle to close the reed contacts and to provide input to the calculator equals button. There are two *Radio Shack* switches available that would do the same thing. They are called the "SUBMINI" lever Switch, cat.no. 275-016 & the "SUBMINI" Roller Lever Switch cat. no. 275-017. They are about the size of a postage stamp.

The calculator can be mounted on the winder with Velcro for easy access. The position and mounting of whatever switch is selected is left to the individual builder.

The tricky part is wiring a pair of wires across the equals button of the calculator. After removing the back of the *Radio Shack* calculator mentioned above, the very small insulated wires are touch soldered with a 25 watt circuit board iron to the pads marked 1 and 2 shown on the sketch. See Figure below:

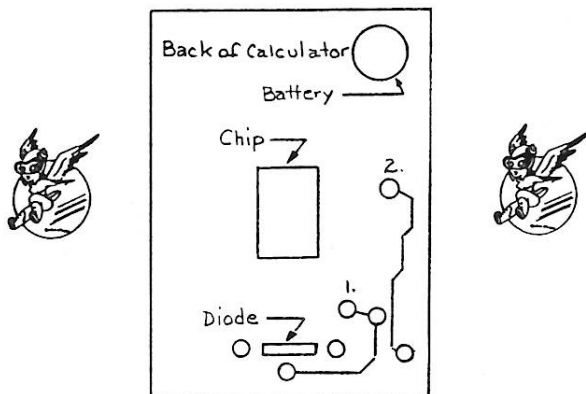
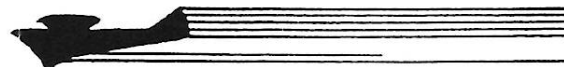


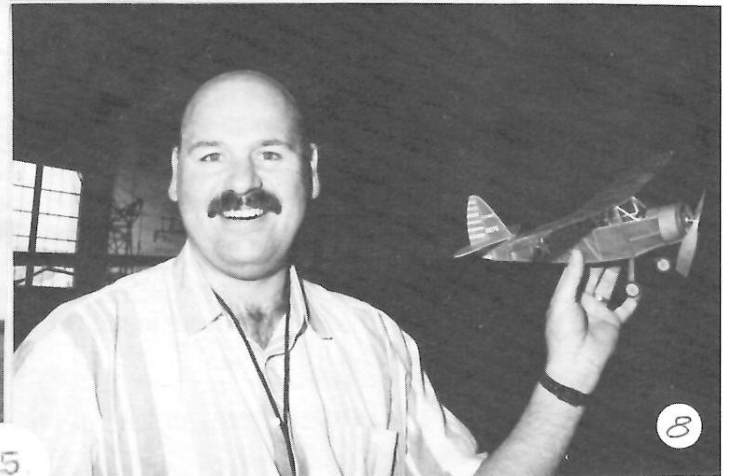
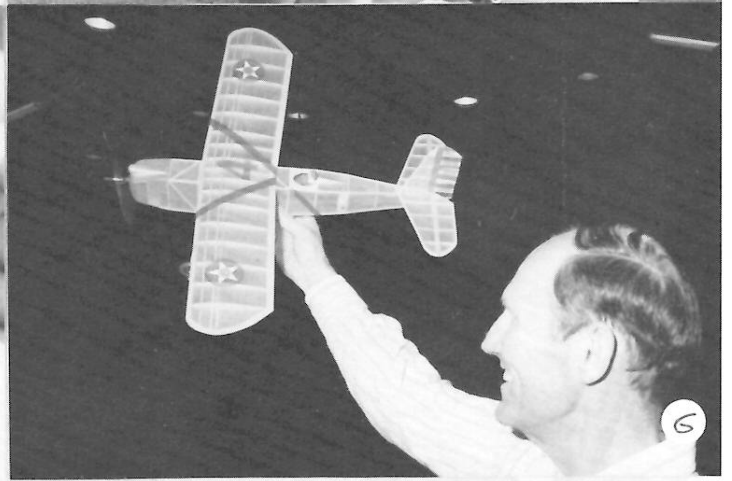
PHOTO PAGES

1. Our editor for this MAX-FAX is none other than our roving TV cameraman David Franks seen here with his great flying AD.
2. David Smith is the plan producer for this issue with a unique set of drawings for several models of the Reggiane seen here as his PEANUT version. Dave was also the instigator of last months World Wide FAC mass launch and the Don Srull Tribute event at Raeford, North Carolina.
3. Your photo editor was the lucky winner of the Don Srull Tribute event with an enlarged version of Don's Eastbourne; shown here with the Dave Smith's nifty and useable first place trophy cup and prize a FLYLINE Heinkle kit signed by Hurst Bowers and Don.
4. Terry Pittman flew his Eastbourne to a close second place in the Don Srull Tribute.
5. Take a look at the detail work on Chuck Wojtkiewicz's little electrified Eindecker powered with a HiLine Micro-4 motor.
6. Allan Schanzle walked away with the first place in OLD-TIME RUBBER with his great looking and high flying Flying Aces Navy Pursuit.
7. Tom Odum our man on the spot at Raeford with his nifty ME 109.
8. Tom Sanders the SOTS VP, seen here with his Bostonian, was the hard working entrepreneur behind last month's Atlantic City caper. Those SOTS and Maxecuters who missed this fun filled afternoon in the ATLANTIC CITY CONVENTION HALL were the losers; there were even a few leftover "Miss America" candidates!



The wires are then soldered to the normally open contacts of the switch. Tape is placed on the inside of the back cover to avoid any possible shorting of the metal back cover to the newly soldered wires. A notch is filed in the bottom of the back cover so that the wires can be brought out to the switch.

Your editor would like to add two tips: In a mass launch situation make sure you push in your buttons evenly. If one side of the push-button goes down before the other, that side can stick and soon you will be reading thousands or more. Second, do not let the handle short out your switch or the computer won't count. Punch your figures in with the handle at 6 O'clock. Need I say how I learned these things?



Alpha - A - 211 Goblin for FF scale

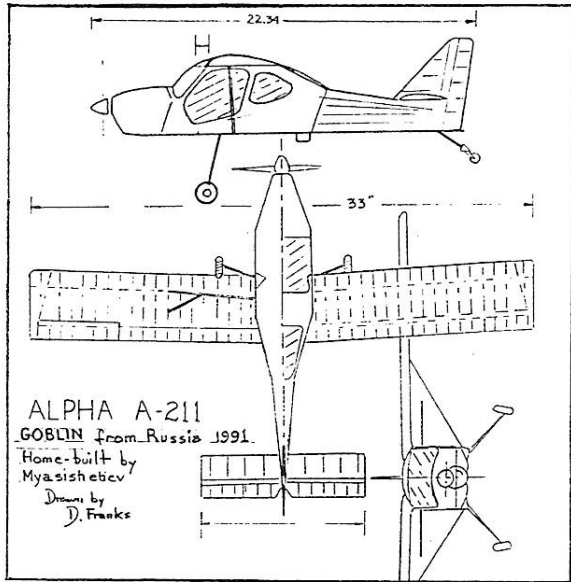
Reggie Batterson was working at West Point, VA where a visit to the local airport revealed a new and different kit plane of Russian origin. Soon after he told me about it, I got a fleeting glimpse of an unfamiliar aircraft on the TV news. It turned out to be the same plane. Unfortunately, it had been twisted and overturned in the remnants of Hurrican Felix. A month later I got to photograph it and talk to its distributor who was changing its engines from the Czech. Republic *Lom 332* to a *76 Avoc Lycoming*. Both planes were in the hanger still showing significant damage, but they are slated to be in the air by the middle of December '95. The plane is an Alpha A - 211, Nato code name, Goblin. It has forward swept wings and a very roomy tandem seated cockpit. Designer was Myasishehev, the creators of the Bison Bomber and the Boran Space Shuttle.

It may make a good subject for Bogus Scale Bostonian or Coconut-like the Zippy Sport. The editor's three view (next page) was traced from the brochure. I had to draw the side-view from photos since it was distorted on the brochure. Frank Rowsome will have some brochures and accurate three views at his February video viewing.

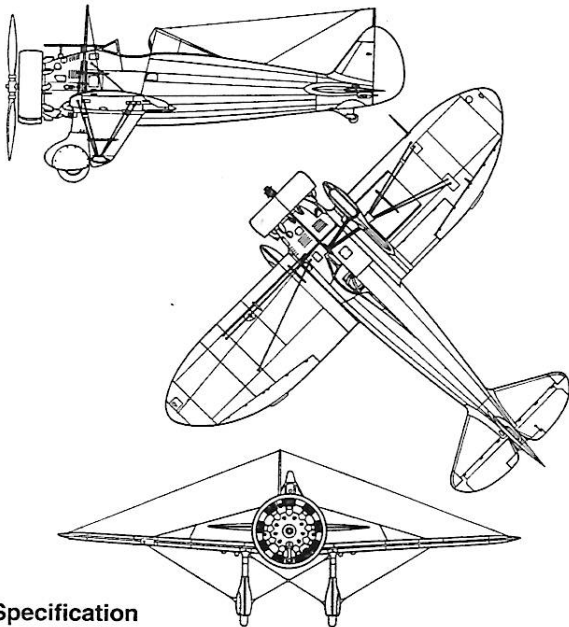


NEED AN INDOOR FIX???

Tom Sanders, past editor of *Slipstream* and CD of the past indoor "Air Races" in Reading, PA, has just secured the Reading Airport Hanger for Saturday, May 4, 1996. Events will be like last year. On April 13, 1996 Tom has secured Memorial Hall in Fairmont Park West of Philly just off major highways. It will feature 7 and 10 gram Bostonians, No-Cals, and catapult gliders, 9:00 am to 5:00 pm. (NO! "Sledghammer", that's grams not ounces!) Keep posted about the Lakehurst dirigible hanger (200 ft. ceiling) which will be made available by the East Coast Indoor Modellers of New Jersey. The latter is closer to the D.C. area.



Don't forget the P 26 Event at Geneseo this summer



Specification

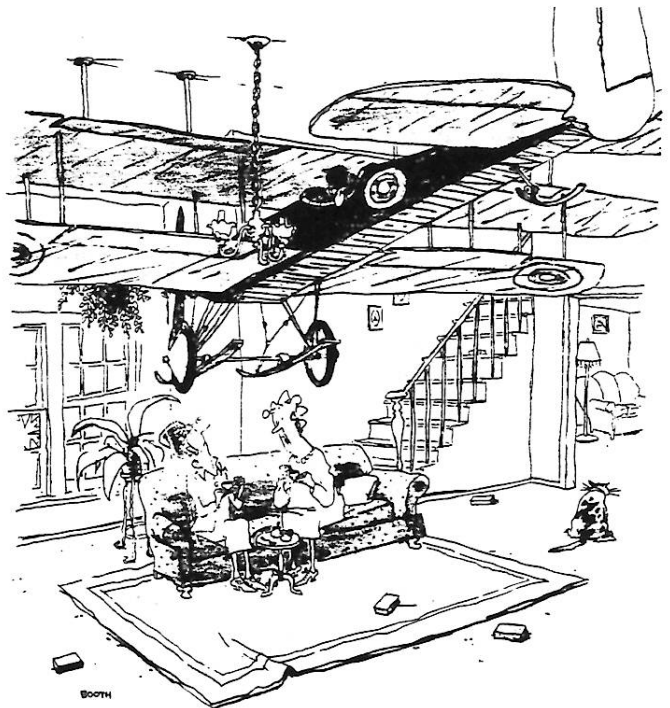
Boeing P-26A

Wingspan.....	27 feet 11.5 inches (8.5 m)
Length.....	23 feet 7.25 inches (7.17 m)
Height.....	10 feet .5 inches (3.05 m)
Empty Weight.....	2,196 pounds (996 kg)
Maximum Weight.....	2,955 pounds (1,358 kg)
Powerplant.....	One 525 hp Pratt & Whitney R-1340-27 air-cooled engine
Armament.....	Two .30 caliber or one .30 caliber one .50 caliber machine gun plus 250 pounds of bombs.
Speed.....	234 mph (376.5 kph)
Service Ceiling.....	27,400 feet (8,351.5 m)
Range.....	635 miles (1,021.9 km)
Crew.....	One

SPRINGTIME FLYING PLANNED IN VIRGINIA

Bill Saunders and David Franks have been planning their first ever authentic FAC meet for Saturday, May 11, 1996. Events are yet to be determined but will follow traditional FAC lines. Check the March/April issue of this newsletter for the final scoop on events and nearby lodging. We will try to include several Brainbuster type ff events also. We would like to also extend an invitation to our competitors from PA and the Carolinas.

Speaking of Brainbusters, they will hold their annual spring bash the next weekend, May 18 and 19, at the Petersburg, VA airport.



"Occasionally he lobs a brick at the cat."

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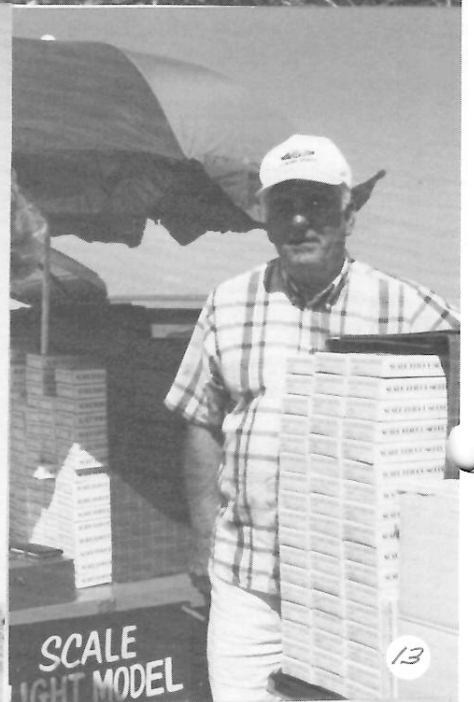
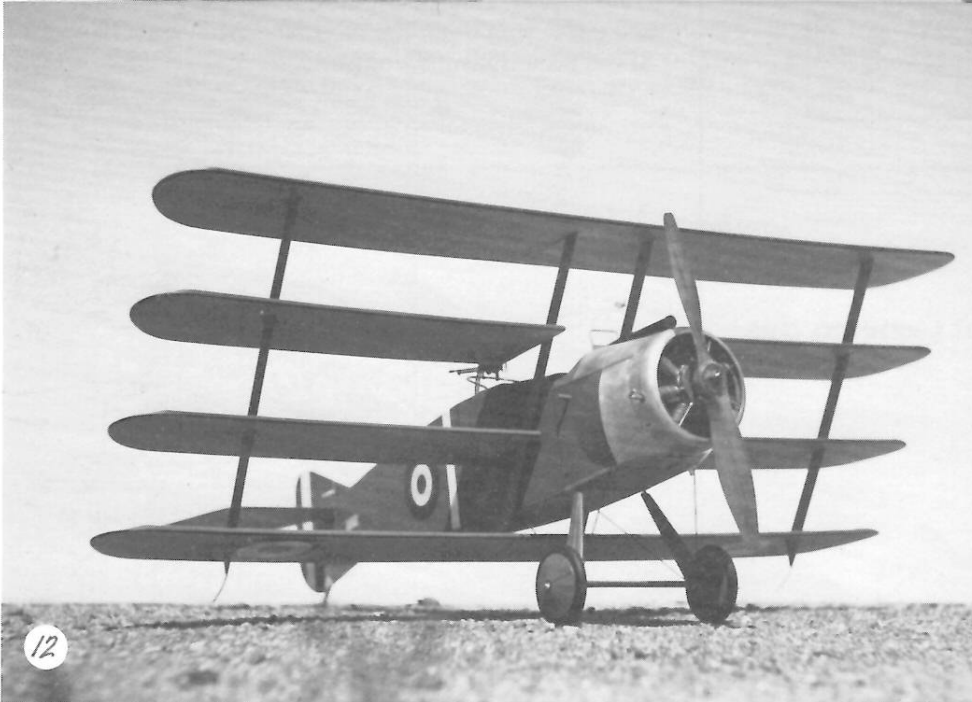
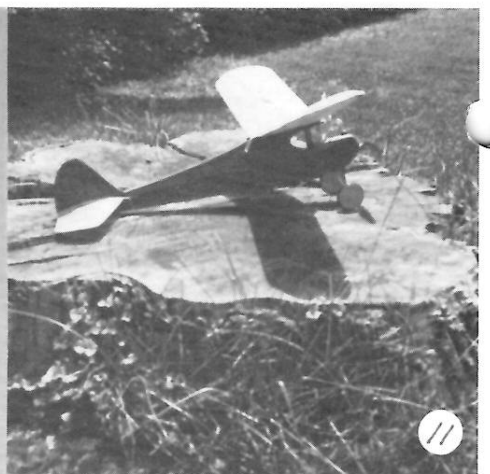
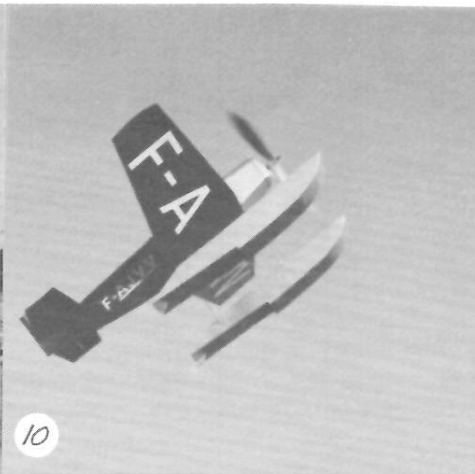
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Wally "Sledgehammer" Farrell Encounters the Maxecuters

A friend recently asked if I would be entering the FAC Scale event for the Maxecuters meet at Comsat last September. I unreservedly said, "no". Oh, sure, I was going. I had been to the Fall meet twice before. In fact, I was getting a little worried because the date was getting to be more important than my birthday (and I get presents then). But enter the FAC Scale? No. For sure. I knew I was not yet worthy.

You see, the Maxecuters have a rep for FAC Scale, and I have seen why....up close. I mean, this is a great group of guys. It's just that when it comes to FAC Scale, they don't set the high bar, they own it. Take the judges for example. In a lot of the FAC clubs, these are guys with a passing interest in aviation history, who know what words like "empennage" mean. In D.C. it's a bit different. The Maxecuter Scale judges are all docents at the Smithsonian Air and Space Museum. It is a little known fact that these judges have refrained away from the fracas of mass launches, but rather have all earned their "Blue Maxes" by garnering 16 kills in the FAC Scale events themselves. They all hold the rank of commander or better. Several have advanced degrees in History. With this level of commitment, it is not surprising that they come to the meet with extensive reference books (brought up on a small trailer which allows it to be backed on the field). These books allow them to cross check information submitted. I was also impressed by their large selection of military and civilian paint chips for color verification. They also have at their disposal a large database of 3-views available to them on a laptop computer (the computer has a satellite link to the Library of Congress, and many airplane manufacturers). The airplanes entered are, to my eye, museum jewels. There are no tissue seams. Fillets blend in with a smoothness that seems impossible with paper. The level of craftsmanship these competitors are capable of is remarkable. Here are a few notes I made at the meet to "notch up" my building skills.

1. Embossed panel lines. These guys don't just ink these things on, they are actually slightly recessed. I overheard an entrant remark- "That's the only way to get the light to accurately accentuate the line".

2. Movable scale rudders, stabilizers and ailerons are considered basic. There was a SBD with working dive breaks this past contest.

(continued on Page 10)

PHOTO PAGES (cont.)

9. Thanks again to Dave and Marie Rees for a great time at their home and at the Kudzu meet in Raeford in October.

10. Terry Pittman's Farman 231 was the outstanding seaplane flier at Dave and Marie's lake; a great ROW and landing.

11. Thomas Ogden a real CO2 enthusiast in Norwich, New York sent this photo of his Berkeley Brigadier powered with a Shark motor.

12. Another terrific model and photo by Otto Kuhni, this time a big one, an AW Quad powered by an Albon Dart diesel.

13. In case you do not believe that Jack Fike stocks all of his advertised Comet, Megow, Burd and Peerless kit reproductions, take a look at this photo of him and just some of his stock taken at Muncie at this past September's FAC meet. See last month's MAX-FAX for a list and prices.

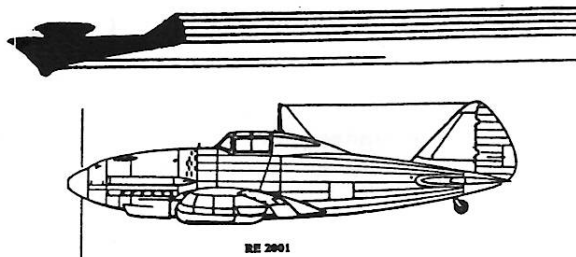
14. Vick Nippert and his high-flying GIANT SCALE E-2 Cub at Geneseo this past summer. We hope there are more GIANTS at next year's FAC NATS; they are magnificent to watch in the air.

15. This smiling Maxecuter Marty Schindler had just put up a great flight with his Copland for the CAAMA contest at Bill Saunder's farm in Cuckoo this past summer.

16. Don Srull launching his high-flying Crusader at Cuckoo, since lost in the clouds at Muncie.

Four Italian Stallions of the Airways

The best plane I ever built was David Smith's Fiat G 55 drawn up in Max Fax. It was fitting that the first time I actually got to meet David, I saw his Reggiane climb into the Raeford NC sun and watched him run across the expansive field into the woods in a fruitless chase. I was very impressed. That was my first witness of an OOS flight. It was certainly not David's. He has lost over six Italian planes to Hung, but they won him over a dozen Kanones. The four planes presented here are proven successes. Build them light and the motor blocks tight and you'll be all right. You do not have to have any question as to the airworthiness of the design. I built my Fiat G 55 in 1988 and learned to trim with it. It just ignored me and flew anyway. It joined Hung last year at Raeford- the best plane I ever had.



3. Control panels. Movable needles on the dash may help you a little (don't even think of using some generic panel slapped on to a piece of balsa).

4. Working lights may garner you a point or two if you can take the weight penalty. Most guys are using a fiber optic system for these.

5. Most of the planes had scale propellers for judging, and were held in the grass with scale bungee cords and wheelblocks.

6. They also, without exception, had working landing gear, though some were flown in the customary gear-up position. Not just some plug in stuff either. Compound movable axles were the norm. Most wheels were inflatable with tiny valves visible.

7. 3D- there is no artist's illusion here. All scoops, exhaust pipes, etc. are carefully measured by the judges with micro meters. You can't paint your way out of this one. The judges routinely check the internal diameter of exhaust pipes etc.

8. Sound- this is a relatively new frontier, possibly only due to the wonders of the computer age. You know those birthday cards that play "happy birthday" when you open them? Well, it turns out that some guys have burned engine noises into these chips. You can hear those Menasco and Pratt Whitneys purr.

9. Documentation: Most clubs would have you put a 3-view in a manila folder. At the Maxcuters' meet, most submissions were bound (some in leather), with extensive bibliographies. The more notable ones had letters from the plane's designers or test pilots, discussing the plane's attributes.

Needless to say some guys get carried away. One fella submitted a Corben Super Ace, built of scale aluminum tubing based on the original plan. When you moved the yoke on this open cockpit job, the flying surfaces moved. It took a huge rubber motor to fly it-something like 30 feet of 1/4 inch Tan II. The Corben didn't take first though, because this competitor made a beginner's mistake: he submitted a plane that had been heard of before. If it can be identified by any club member, chances are it doesn't have a prayer in FAC Scale. Not to mention there were no bonus points. If it ain't a low wing canard pusher amphibious aircraft, then strictly speaking, it probably isn't worth entering a scale model in the first place.

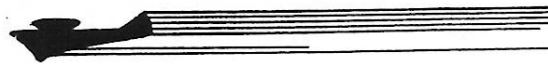
Speaking of flying, 3 two minute maxes are "de rigueur" for any serious contestant. The final judging for the Maxcuters includes a radar gun pointed at the flying plane. The

judges then calculate the scale airspeed, for the plane seen at that distance. It is complex, but most flyers can achieve plus or minus 5 mph. Obviously this takes admirable skill with prop/rubber combinations. So, if you come to D.C., expect to have a great time. They have more mass launches there than you can imagine. But if your sights are on FAC Scale.....bring your Ph.D.

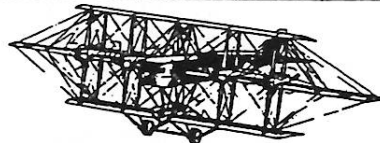
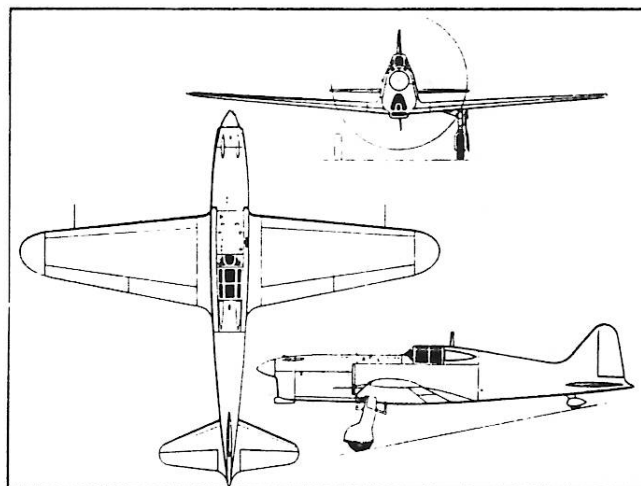
(It won't help much- ed.)

HOT NEWS FLASH!!

Congratulations to Maxecuter Frank Rowsome for winning the national mass launch conducted by David Smith of South Carolina. Bob Haight from Nevada was second, your editor third, and Chuck Wojtkiewicz of North Carolina was fourth.



S.A.I. (AMBROSINI) S.207



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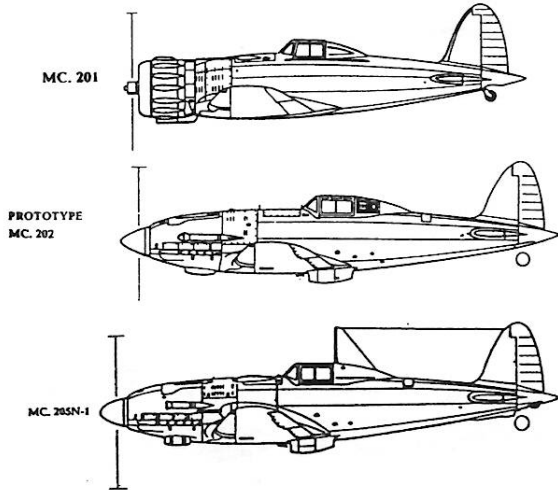
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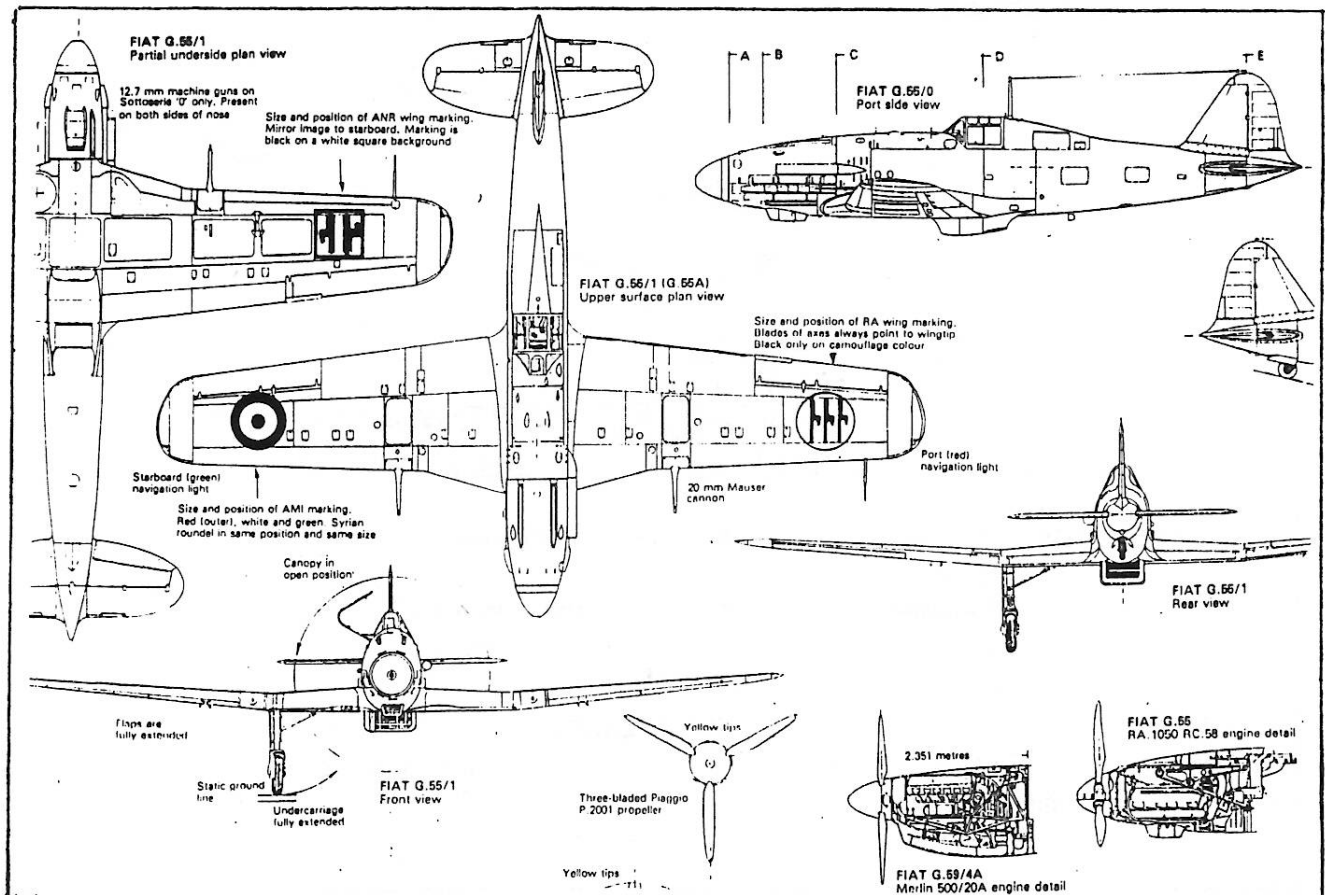
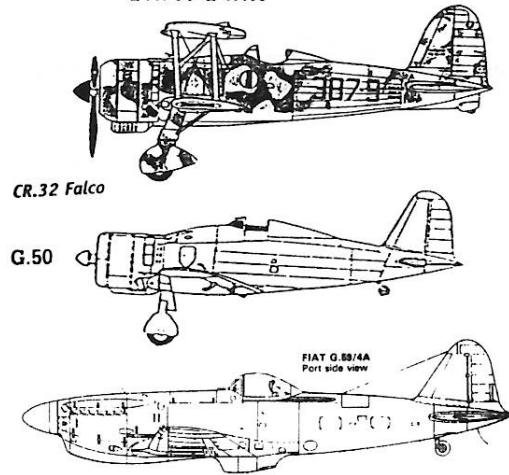
More Italian Stallions

Now that our center-fold draftsman has straightened us out on Reggians, we present the two other major makes of Italian fighters carrying the brunt of WWII. They are the Macchis and Fiats. Many Gumsters get them confused. The post WWII Fiat G 59 is also depicted below, just because it looks so dadgum neat. In my opinion it deserves more modeling attention. Tom Arnold agrees and will feature it in a future issue of *Scale-Staffel*. All fly well.

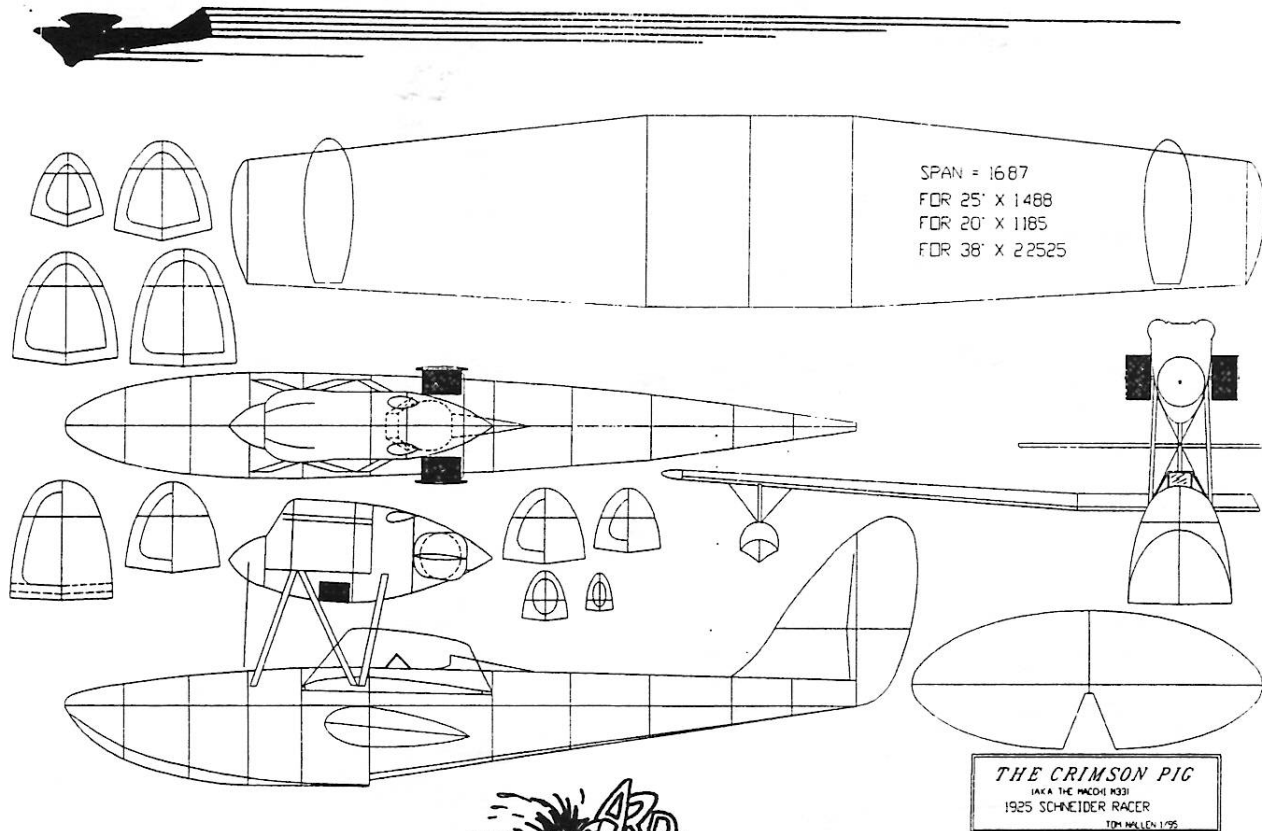
Three Macchis



Three Fiats



Below is the plane featured in the video, *Poco Rosa*. Now wouldn't a model of this look pretty rising off Dave & Marie's Goldsboro NC Marina into the sunset? Thanks to Tom Nallen 1 for the plan and to Paul Spreiregen for originally sharing this video ode to sea and flight. Don't forget the February 17th viewing of *Poco Rosa* at Frank Rowsome's house.



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. Maxcutters 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. MAXCUTTERS 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. MAXCUTTERS", to the treasurer.

Reggiane

A BEAUTIFUL SERIES OF AIRCRAFT BUILT BY THE REGGIANE SUBSIDIARY OF CAPRONI A/C. ALL FOUR UTILIZED THE SAME WING AND TAIL GROUP.

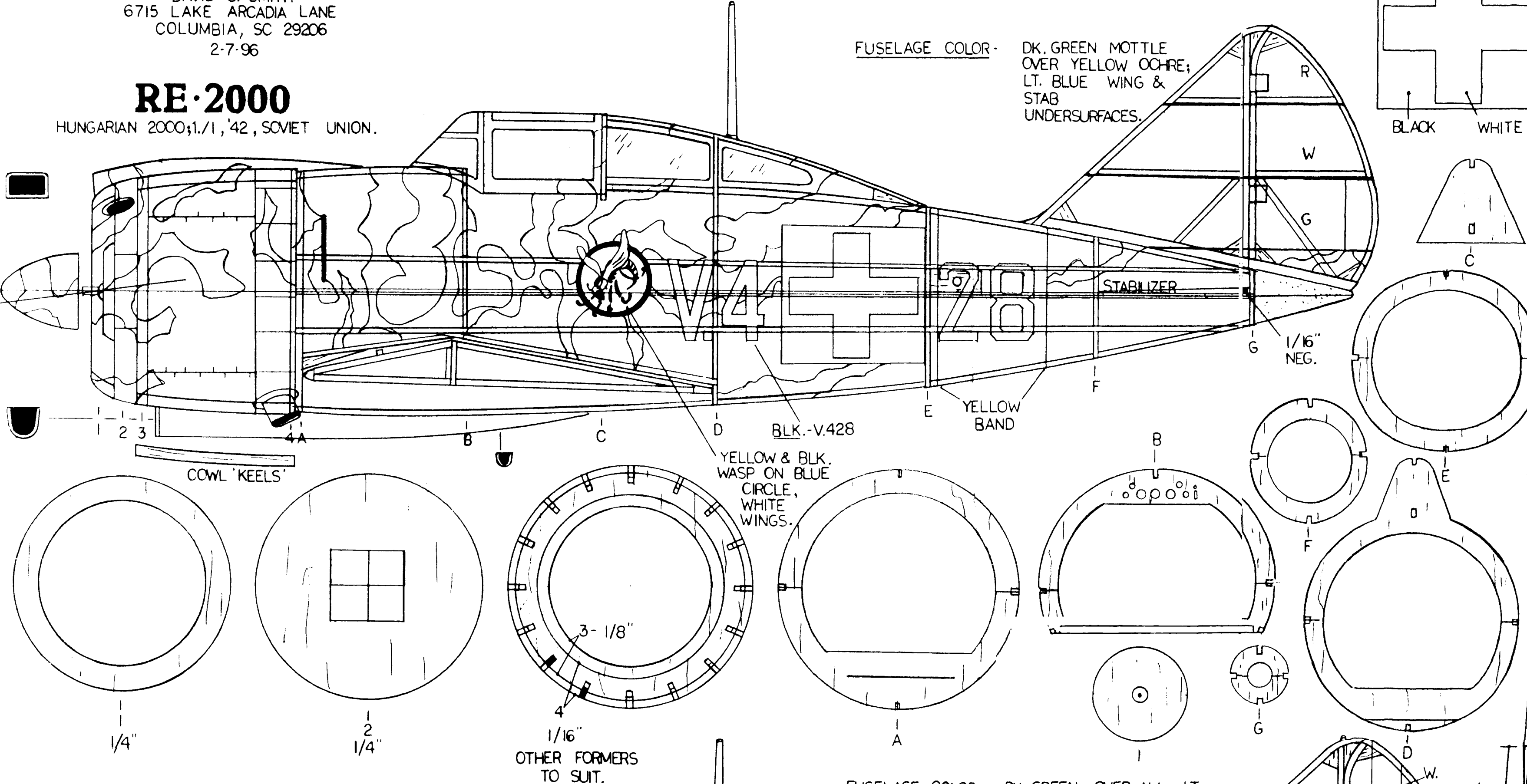
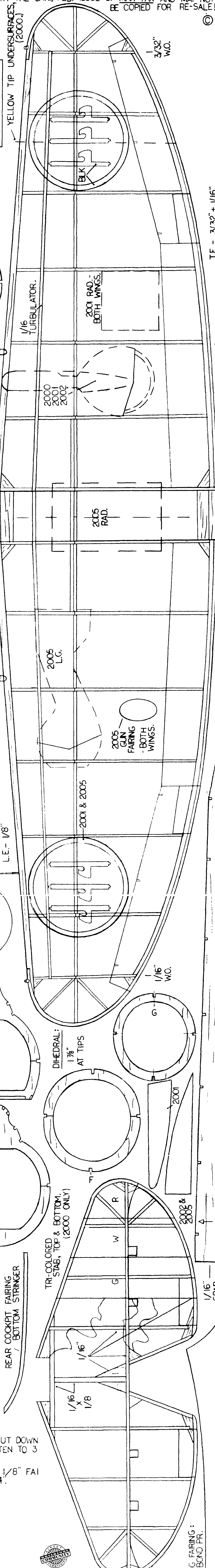
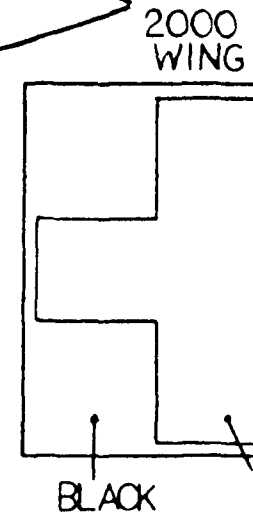
BY
DAVID G. SMITH
6715 LAKE ARCADIA LANE
COLUMBIA, SC 29206
2-7-96

RE-2000

HUNGARIAN 2000; 1/1, '42, SOVIET UNION.

FUSELAGE COLOR -

DK. GREEN MOTTLE
OVER YELLOW OCHRE;
LT. BLUE WING &
STAB
UNDERSURFACES.



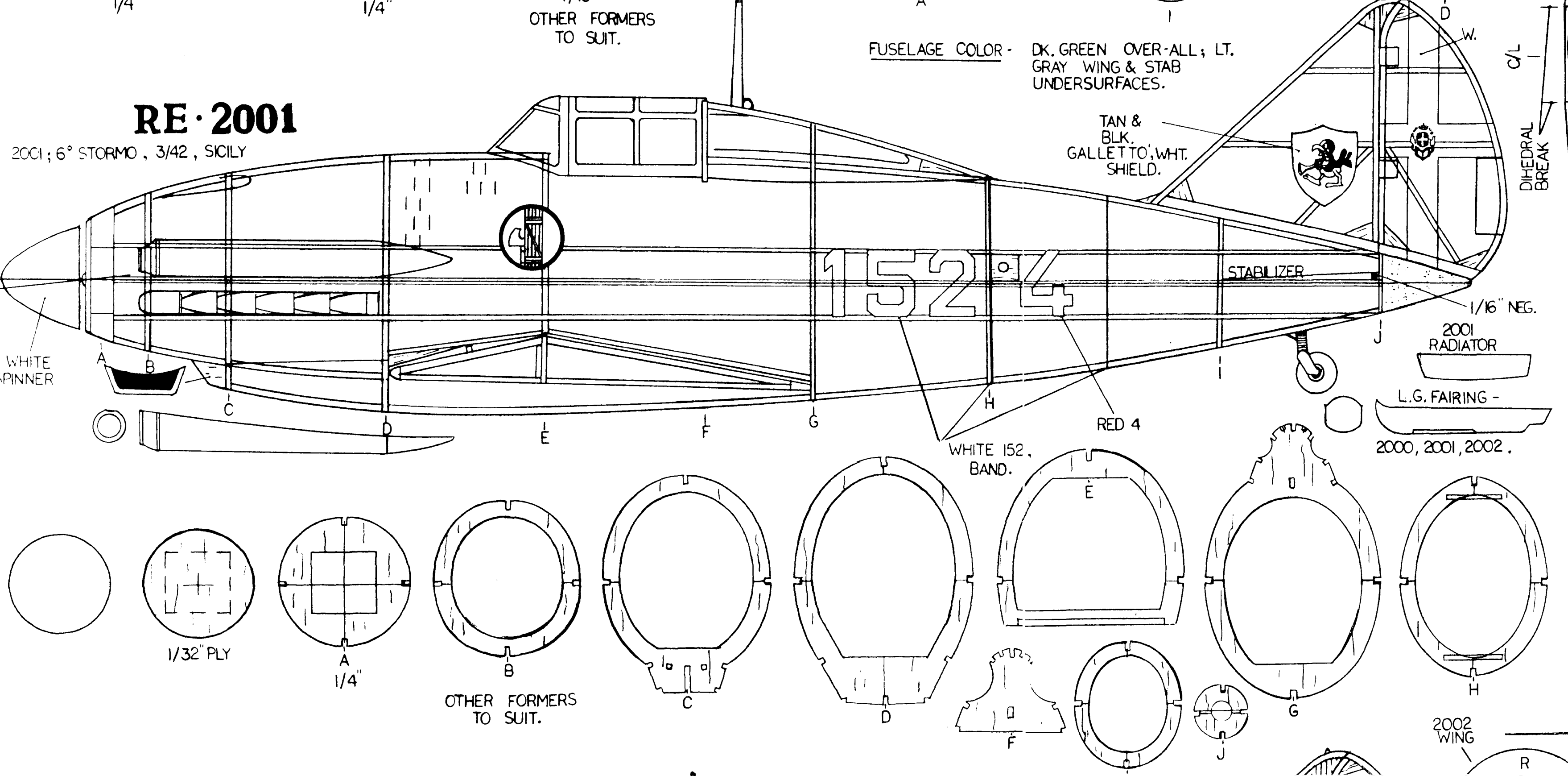
RE-2001

2001; 6° STORMO, 3/42, SICILY

FUSELAGE COLOR -

DK. GREEN OVER-ALL; LT. GRAY WING & STAB UNDERSURFACES.

TAN & BLK. GALLETTO, WHT. SHIELD.

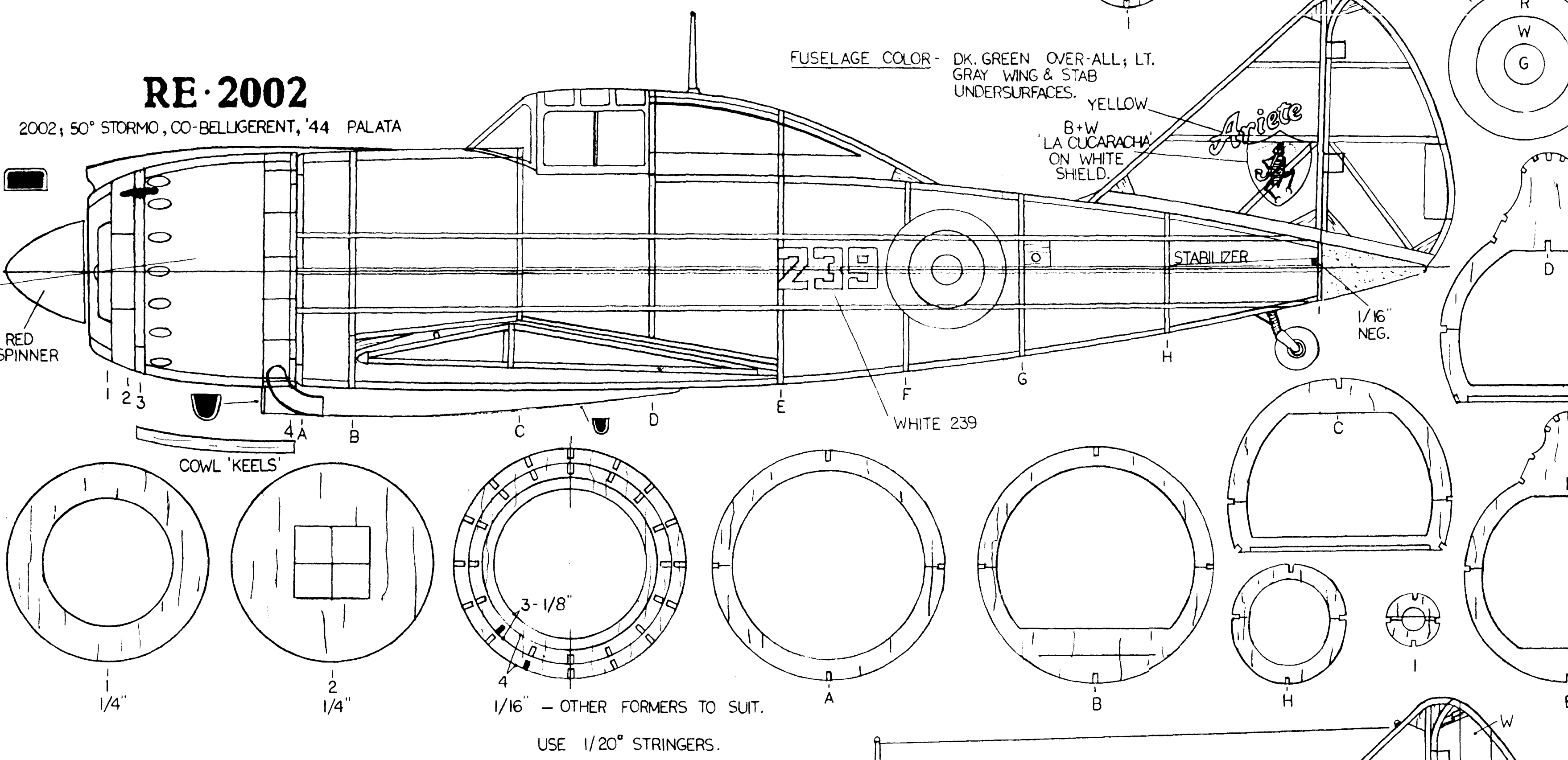


RE-2002

2002; 50° STORMO, CO-BELLIGERENT, '44 PALATA

FUSELAGE COLOR - DK. GREEN OVER-ALL; LT. GRAY WING & STAB UNDERSURFACES.

YELLOW
B+W 'LA CUCARACHA' ON WHITE SHIELD.

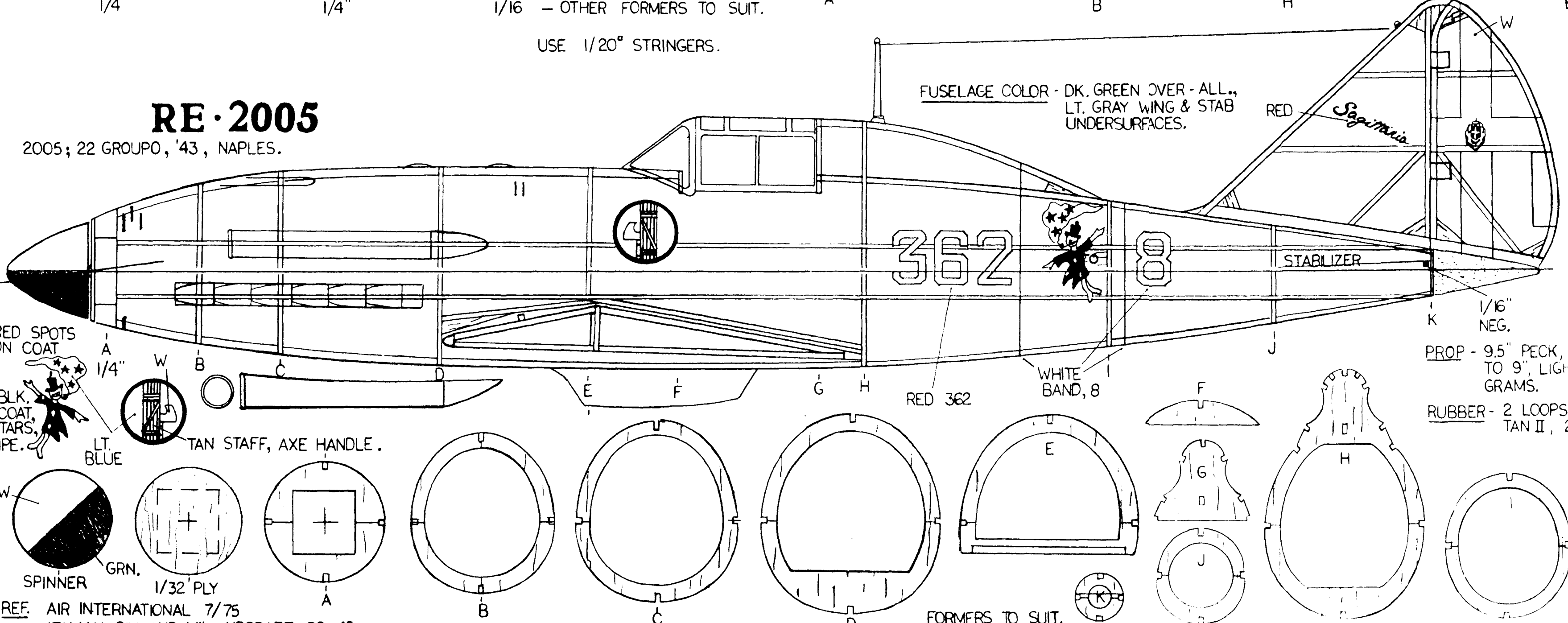


RE-2005

2005; 22 GRUPO, '43, NAPLES.

FUSELAGE COLOR - DK. GREEN OVER-ALL; LT. GRAY WING & STAB UNDERSURFACES.

RED



PROP - 9.5" PECK, CUT DOWN TO 9", LIGHTEN TO 3 GRAMS.
RUBBER - 2 LOOPS, 1/8" FAI TAN II, 24'