

# MAX FAX

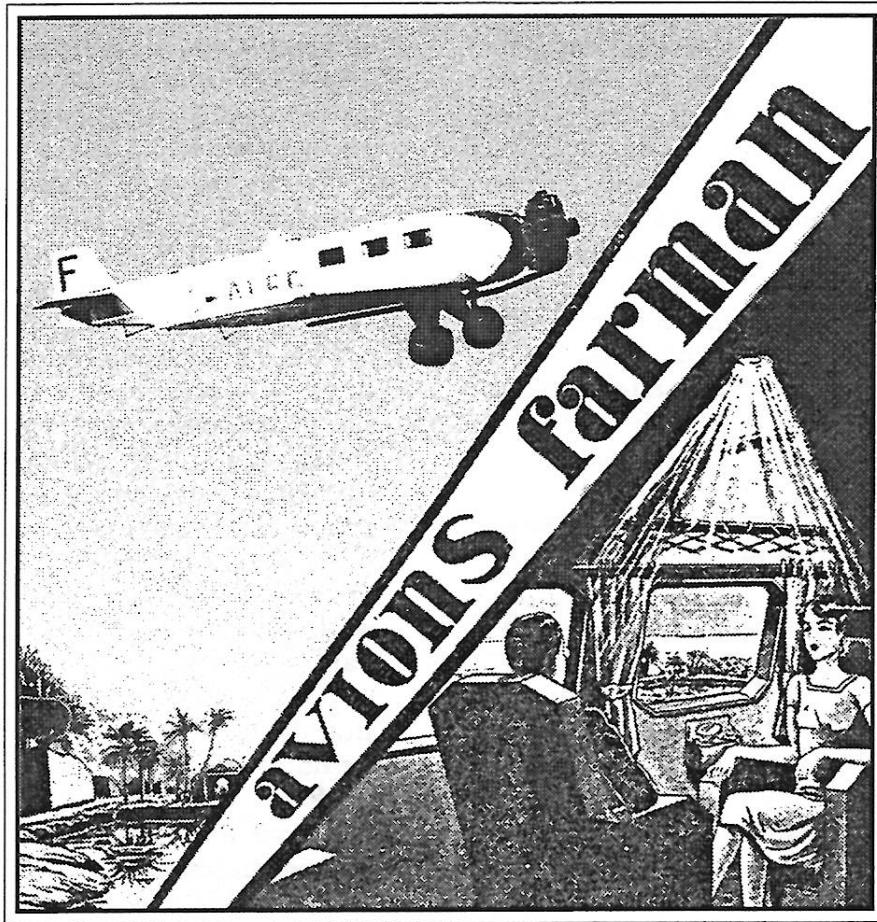


Journal of the D.C. Maxcutters

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

Editors : Hurst Bowers & Ray Rakow

May - June 1996



## COMING ATTRACTIONS

JULY 19 - 21	FAC NATS	Geneseo, NY
JULY 22 - 26	AMA NATS/NFFS VSOC	Muncie, IN
AUG. 17 - 18	Cuckoo Challenge	Bill Saunders Farm
SEPT. 14 - 15	Brain Busters Fall Contest	Petersburg, VA
SEPT. 28 - 29	CAAMA (SAM 10) Fall Contest	Bill Saunders Farm
SEPT. 7	DC MAXCUTTERS Contest	COMSAT

**Crunch time!** Get the newsletter out, try to finish my model building for Geneseo, and get the spring yard and garden work done.

Luckily, Hurst Bowers and I like the same type of aircraft, slab sided with few formers and of the '20's and '30's, so it wasn't hard to get him to do his always great job and draw the feature plan for this time, an electric Farman 250. We have also included four ten-cent kit plans from the 1930's by a company called Air-King Models in Portland, Oregon. I've included some things I have found during my continued reading of 1930 Aero Digest magazines. Hurst, Tom Schmitt, and Bert Phillips have all furnished some copy, and Don Srull has added a page on the "Mass Launch" dilemma. I've included a 15-year old reprint of one of Rolf Gregory's C.A.V.U. articles on his reminiscences of his early aviation experiences. Maybe this will start him writing again. It's been a long time, Rolf, and I for one miss all of those stories.

Now back to model building so I don't hear any more from Tom Schmitt about my Geneseo "all-nite wonder" and all-nite nitrate fumes.

Hope to see you all at Geneseo.

Ray

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## Thanks, Luftwaffe

*By John L. Frisbee, Contributing Editor,  
AIR FORCE Magazine/February 1995*

Downed far behind enemy lines, an American P-51 pilot made a dramatic escape with the unintended help of the Luftwaffe. Bruce Carr ended World War II as a lieutenant with fourteen victories confirmed and the Distinguished Service Cross.

Bruce Carr was a P-51 pilot with the 354th Fighter Group. At the time of the adventure, the group was based in France. In October 1994, while on a mission over Czechoslovakia, he was downed by flak. After days of evading - cold, hungry, and physically exhausted.

He knew from the surrounding air activity that there was a German airfield not far away.

Lieutenant Carr found his way to the field and hid in the forest outside a fence surrounding

a revetment in the woods. An FW-190 was parked there; its ground crew was completing servicing the aircraft. It was full of fuel and ready to go. Maybe he could "borrow" the enemy fighter and fly back to his base in France. If he were caught tinkering with the bird, things would not go well, but it was worth a shot.

As dusk fell, Carr slipped through the fence and climbed into the FW-190. In the failing light, he did his best to familiarize himself with the cockpit and get ready for a takeoff at dawn. All switches and gauges were labeled in German, hence of no help. Then by the gray light of dawn, the young lieutenant found the switches for gear and flaps. Now to start the engine and get on his way before the ground crew arrived to preflight the bird.

To the right of the seat was a handle that he guessed might have something to do with starting the engine. Already there were sounds of activity on the field, so he didn't have much time for experimenting. Cautiously, Carr pulled the handle. Nothing happened. He tried pushing it. He was rewarded by the sound of an inertial starter winding up. Pulling the handle must engage the starter, he guessed. He cracked the throttle, wound up the starter, and pulled. The engine came to life with a roar.

Taxiing through the woods with no parachute, helmet, or radio, he could see a green field ahead and no signs of unfriendly reaction. Carr firewalled the throttle, then roared across the field and into the air, leveling off at treetop altitude. He saw no sign of pursuit as he headed for home. Flying the fighter was no problem. An airplane is an airplane, as they say. He didn't have time to consider what would happen at the field when the Germans discovered one of their planes was missing.

All went well until he reached the front lines. Every armed Allied soldier in range opened fire on him. There was little Lieutenant Carr could do in the way of evasive action since he was blowing leaves off the tops of trees, but his luck held. No hits.

Another problem lay ahead: the likelihood of being shot down by his own airfield defenses. Without a radio, he had no way of assuring them that this was a friendly FW-190. It was best to get on the ground as fast as possible. He came screaming in on the deck, pulled up, rolled over on his back, reeled it in for a short approach, dropped flaps, and pushed the button he thought would lower the landing gear. There was no reassuring thump of gear coming down.

As he pulled up for another try, he could see the AA crews uncovering their 40-mm guns. With no parachute, his only option for avoiding another encounter with flak was to belly in. This he did without injury.

As the FW-190 ground to a stop, Lieutenant Carr was surrounded by MPs, whom he could not convince that he was a 354th pilot on a delayed return from a mission. Things grew more and more tense until the group commander, Col. George Bickell, arrived and stuck his head into the cockpit. His first words were, "Carr, where in hell have you been?"

After his extraordinary experience, Bruce Carr was back on operations in a few days. By April 15, he was credited with 7.5 more victories, five on one mission, putting him among the top fifty World War II AAF fighter aces. Today, retired Colonel Carr flies a P-51 owned by Dr. Joseph Newsome - but, he says, a little more conservatively than in years gone by. And with the consent of the owner.

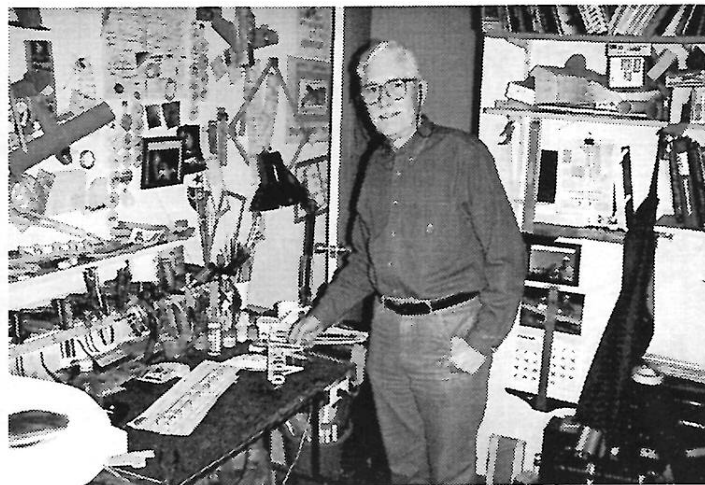
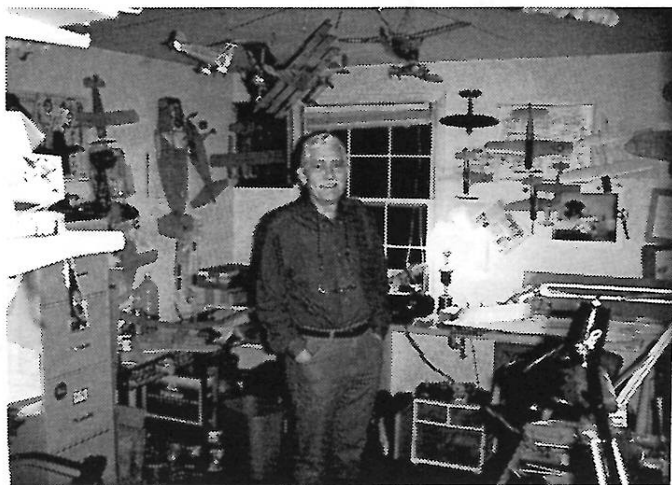
Since it is obviously impossible to visit all the readers (although we would certainly enjoy that), we extend an invitation for all to send us a sharp reasonably high contrast print of their shop, preferably with them in the photo. Now we realize some of the wives (girlfriends, etc.) may not take to kindly to this idea, but if you can induce them to pose also it may add to the interest. We know of some wives that will not set foot in their hubby's shop area much let anyone else see the mess or publish a photo in an international newsletter! But try to sneak one in with some descriptive comments. It is certain that the photo editor will not be around long enough to get all our reader's photos in the newsletter, so why not hurry up and mail yours in to us in care of Tom Schmitt, 11014 Marcliff Road, Rockville, Maryland 20852. They will be used in order of receipt provided they pass inspection. We will notify those whose photos seem to be lacking what we are looking for. Also there may be an occasional reward for one that catches our fancy!

Our workshop for this issue belongs to our Secretary Bert Phillips, probably one of our most productive modelers. It would take at least eight photographs to cover his shop and that other room reserved for ships awaiting repairs. Bert is quite sentimental and never throws any carcass away; we do not know how he can remember the names of all the bones, etc. in that other room. In one of the photos you may be able to pick out Bert holding his latest, a Stinson Model A. Bert used the Lindberg plans enlarged and will install three Micro-4 motors. Oh well, that is another model on my list that will be dropped! Will we see you in next issue of MAXFAX with your shop? Wonder whose it will be???

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## Our Reader's Workshops - Bert's Shop By Tom Schmitt

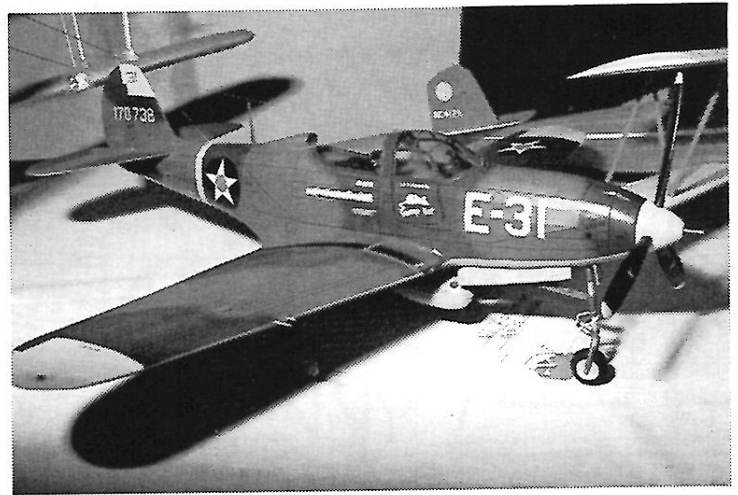
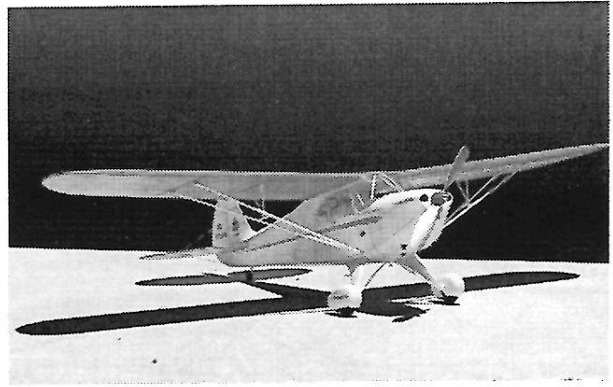
We begin this new series of photo essays by thanking those Maxcuters that have allowed us to photograph their most inner sanctum. We hope to continue this idea in future newsletters until the supply of photographs is exhausted.



## Red Face Department

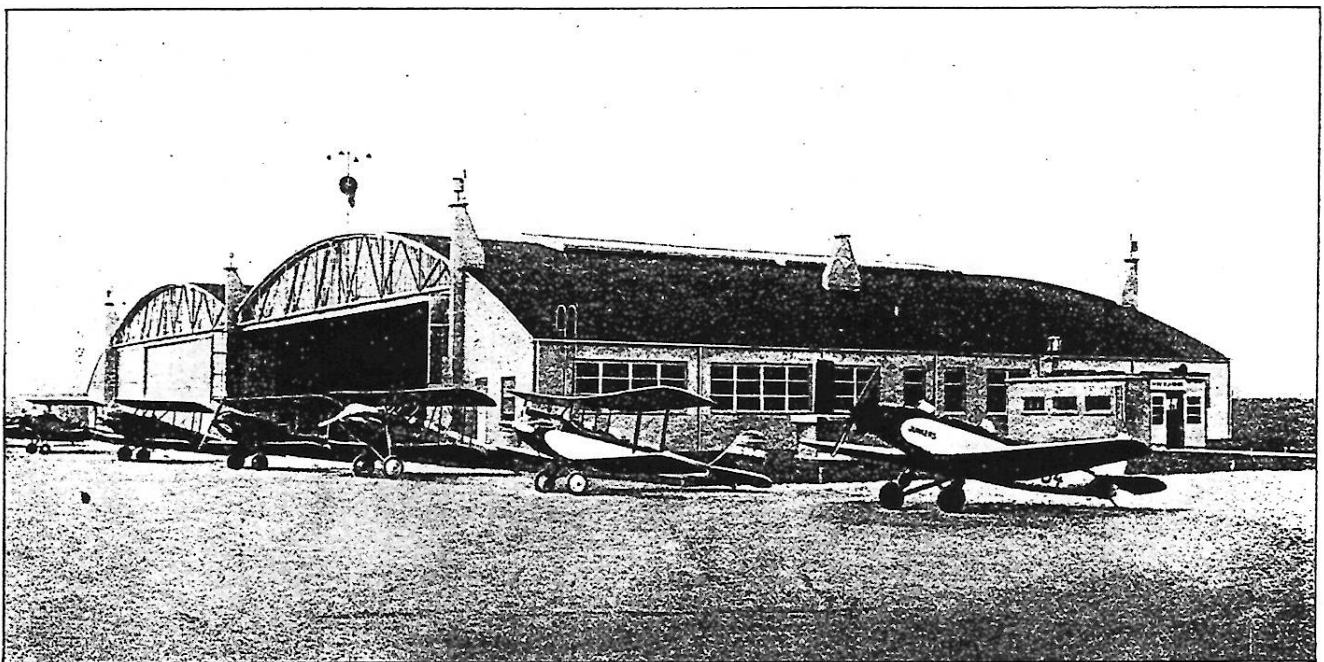
By Tom Schmidt

The MAR/APR issue of MAXFAX distorted history badly and the photo editor's face is truly red! Referring to the photo pages, specifically photograph number 12, we wish to make amends by stating that Bob Wetherell did not win the POWER SCALE event at the Flightmaster's Annual last December. Bob did win "Best of Show" of all the flying models with his Puss Moth. However the winner of POWER SCALE was our good friend (I think) Bob Schlosberg with his gorgeous Piper Cub J-4E Coupe built from Dave Rees's COCONUT plan. The Coupe was powered with a HiLine Dual Mini -6 motor with a four 150 MAH battery pack. A photo is shown here. Also we can point out that Bob Schlosberg's P-39 (remember Joe Fitzgibbon's great ads) in another accompanying photo won the "Best of Show" award for the Static Scale. Lastly we must admit that Bob's aircraft in photo number 9 is not an Interstate but rather a Porterfield "Collegiate". It must have been that hot California sun in December!!! My apologies to both Bobs.



PHILADELPHIA  
CAMDEN

# CENTRAL AIRPORT



## PHOTO PAGES

1. One of our editors for this issue, always smiling Hurst Bowers with one of his many electrified aircraft.
2. Our other editor Ray Rakow with his all-nite wonder at Geneseo a few years ago. Get him to tell you the story; I am still a little slap-happy from an all-nite dose of nitrate fumes
3. One of Hurst's designs, the Poncelet, built by Jiro Sugimoto for CO2 and a fly away. Photo by Jiro.
4. One of our editors 'in the wings' latest aircraft, a reduced size pretty green and yellow Earl Stahl Fleet Canuck by Allan Schanzle.
5. Another of Allan's nifty aircraft, an orange and aluminum Fairchild 45; photo by Allan. Why the wire wheels Allan?
6. Hurst's Poncelet is a great performer in all sizes; here is Roland Schmitt's R/C version. Photo by Roland.
7. Jiro Sugimoto sent us this great photo of his friend Akira Igami with Akira's version of the 'Crimson Pig's' aircraft powered by the Italian compressed air motor. Black and white reproduction does not do this model justice. It is a beautiful red with the Italian tri-color tail markings
8. Our local CO2 guru and pres Terry Pittman with a Farman from his large fleet of French aircraft.

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## My Meeting with Dr. Hugo von Eckener

*By Hurst Bowers*

My first memory of seeing a dirigible goes back to about 1931, when at about 10 o'clock one morning a large, gray airship passed over my little home town of Canon, Georgia. I estimate that its altitude was only about 2,000 feet, and it sped westward at about 60 mph. The engines hummed pleasantly, and I watched this wonderful sight with considerable fascination. I later learned that the *Los Angeles* had transited our area. I never lost interest in the huge airships and read about them at every opportunity. Features always pictured a very aristocratic and handsome gentleman in a captain's uniform, complete with binoculars, in the control cabin of the famous *Graf Zeppelin*, which he had just flown around the world. Although I later saw a number of large dirigibles, my interest was much more directed toward airplanes and a career in aviation, which I was fortunate enough to be able to pursue for nearly 40 years.

Following WWII, I found myself on a two-year tour in the Azores Islands, flying C-54s, C-47s, and B-17s on various routine activities including support for the Berlin Airlift. When on base during normal activities, we were assigned additional responsibilities. In my case I was a traffic control officer, an installations

officer, and later a maintenance officer. The latter consisted primarily of flying midnight test flights on "war weary" C-54s after engine changes, as they returned to the U.S. from the Airlift. In addition to this, there was the duty as "O.D.", "A.D.", and "VIP Greeter", which I served that rekindled my interest in dirigibles.

One morning a friend who "had the duty" knew of my interest in all phases of aviation history. He offered to trade tours with me so that I could meet the distinguished German Lighter than Air Expert who was transiting our base en route to the U.S. He was none other than Dr. Hugo von Eckener, and I readily agreed to swapping tours in order to meet this gentleman whom I considered to be someone of legendary accomplishments.

About three hours later the westbound C-54 arrived, and I waited at the foot of the stairs as Dr. von Eckener appeared at the door of the aircraft, just as I had always seen him pictured except the captain's cap was now a "black homberg" and the uniform a black business suit and overcoat. I judged him to be about 80 years old at the time, but still a very tall, erect, and handsome gentleman. I introduced myself and extended to him all courtesies of the base and compliments of our base commander. We drove up to our Officers' Club, and he seemed to enjoy the excellent lunch prepared by our kitchen staff, who offered service 24 hours a day. The

*(Continued on Page 17)*



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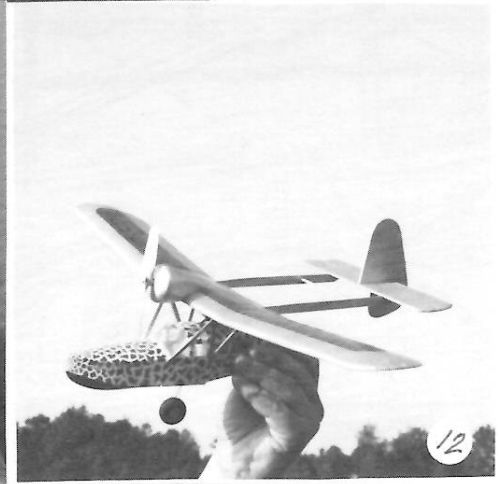
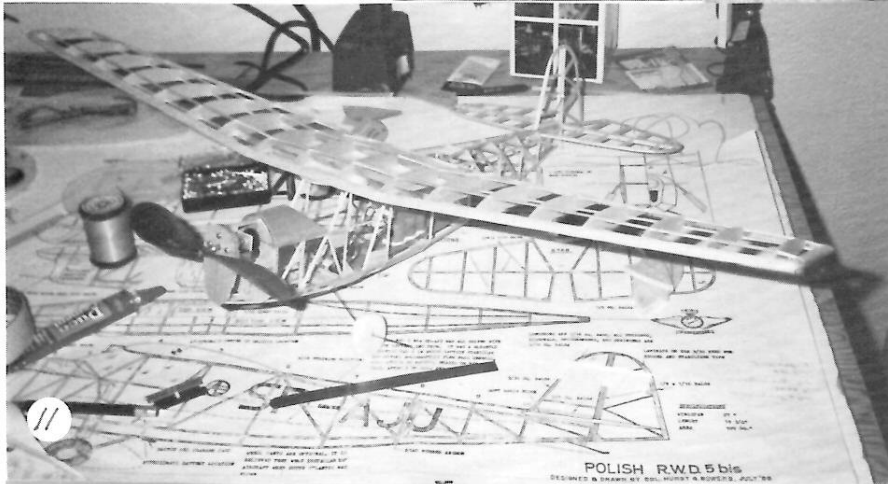
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9. Dereck Woodward relaxes from R/C to try a little indoor flying at St. Andrew's gym.
10. Mr. 'KENWAY', Ken Bassett with one of his fleet of micro-micro electric flyers powered by his geared motor.
11. Jack Moses is finishing one of Hurst's designs, the R.W.D. 5 for the POWER SCALE event at the FAC Nats this summer; photo by Jack.
12. Our benefactor at Shangri-La, Bob Marchese, built this nifty diminutive Sikorsky S-39 for HiLine Micro-4 power.
13. Another masterpiece by one of the FAC's outstanding scale builders, Paul Boyanowski, a PEANUT SCALE WACO
14. One of John Blagg's masterful creations, the Grain Kitten. Photo by John; courtesy of Bill Hannan.
15. 'To the victor belong the spoils'! Our secretary is gamely smiling while hoisting some of the loot awarded at last year's FAC Muncie meet in September! Don could not lift his grand champion trophy (on the right) so Bert developed a hernia for the photo. Bert's trophy was for a place in FAC OLDTIME STICK. You out there who miss this contest each Labor Day weekend should make an attempt to attend; great site and much fun.

## von Eckener

Portugese wine was always stimulating, and we had a leisurely 2 and 1/2 hour visit, which Dr. von Eckener seemed to find most welcome after his long trip on "bucket seats" from Frankfurt. He talked about his home of birth on the North Sea and compared our Azores weather to it. He also told of his education as a journalist, and of a previous visit over the island, which he had made in the *Graf Zeppelin*, and encountering our eternal strong wind conditions. He was very kind in responding to my simple questions and talked of his becoming an advocate of the zeppelin after being a journalistic critic of such technology. We did not discuss WWII at that time except that he told me that his trip to the U.S. was to brief the military on his lighter than air experiences and the possible future for rigid airships. It was a stimulating visit and upon his departure he said that he would be returning to his homeland in about a month and hoped that I could visit with him again for lunch at our "mess."

As Dr. von Eckener said he would, he returned through the Azores about a month later

and again I arranged to be his host during his short visit there. He was in good spirits and looking forward to returning home and to his daughter. I understood that she was his only close remaining family member. He seemed to have had a pleasant visit in the U.S. and was treated wonderfully by our military while there.

Our last visit was later afternoon and we had an early dinner at our club mess. Our conversation was mostly small talk, and as I previously experienced, he was very kind and patient with his 22-year old Air Force lieutenant host. He did volunteer to me that his WWII service was somewhat less than distinguished in that he was never a member or supporter of the Nazi party and was treated as a non-entity, along with his daughter, during the war years. Of course, lighter than air activities were non-existent in Germany during this time.

After dinner his flight was ready to depart, and I was able to obtain a bottle of fine Madeira for him to remember his visit with me in the Azores. I feel that I was most fortunate in that during my many years in the Air Force I had the opportunity to meet, and in some cases get to know rather well, a number of individuals who were significant contributors to aviation history and in some cases, such as Dr. von Eckener, were my boyhood heroes.





## *An Answer to the Mass Launch Dilemma??*

Don Srull

Oh please, Pinky,...not another proposal for mass launch rules! But wait, this one may *really* be a simple solution to those exhausting, cardiac-stressing mass launch retrievals, and the sometimes too drawn-out (bordering on tedious) mass launch events. Such problems seem to be occurring more often as FAC modelers achieve better and better endurance potential with their mass launch models. Add to this fact the usual windy contest weather, and mass launch events can be difficult to keep running smoothly and safely.

Two new mass launch proposals were designed to reduce these problems, and are to be tested at this year's FAC Nats :

- (a) Dave Stott's 15% rubber rule, which limits model endurance by reducing the amount of rubber normally used in high performance mass launch models, and
- (b) Tom Arnold's "flight must remain within a designated area of the field" rule, which disqualifies models that fly too far.

Each of the new proposals basically try to handicap long endurance flying by either making it difficult to achieve or risky. Both have a certain appeal, and deserve to be tested to gauge their acceptance. But both have perceived disadvantages, too. The 15% rubber rule means that many of our old models may no longer cut the mustard - new ones with different trim methods likely are called for. Some of the guys like the idea of new tricks and new models- others don't. Also, some of the newer FAC flyers have just started to learn how to stuff lots of rubber into their models - and would prefer to continue trying to achieve lots of endurance potential in a scale model - it can be fun! The field restriction concept simply hasn't been tested yet, and monitoring the designated boundaries, especially on a big field in windy conditions sounds kinda hairy. Complications a mass launch event director may not need!

So, here's a different idea to have your mass launch cake and fly it, too. Some of the advantages of this new concept are:

- no new models needed;
- mass launches can be tailored to exactly fit the local field and wind conditions, even as they change during a contest;

- old style mass launches can be replicated when wind conditions permit;
- more participation of less experienced modelers;
- a little more luck and excitement is introduced; and
- it's extremely easy to administer.

Not bad, eh? The one disadvantage is that every flyer's mechanic needs a stop watch to time his pilot's flight. Not that big a problem really, considering the advantages.

The rules proposed here would basically change a mass launch event from an ENDURANCE event into a TARGET TIME event. It would work like this: At the start of each heat, when the event director calls out "two minutes to wind!", he also calls out a previously undisclosed TARGET TIME for that particular heat; anything from 20 seconds to 2 minutes. Selection of a target time would depend on the wind, field size, number of entrants, and anything else the event director wishes. Each model would be timed, and the CLOSEST TO THE TARGET TIME wins. Contestants would have to estimate how much to wind their models to best achieve the specified target time, not necessarily winding for max endurance. No dethermalizers would be allowed. High performance models, as well as the larger number of average performing models would all truly have a shot at winning. "Knowing your model" would be more important than being able to build and trim an ultra-light endurance-type model. To replicate a traditional mass launch heat, the event director would simply call out "unlimited time" as the target time; in which case the last one down, as in the past, wins.

Let me emphasize that this "Target Time Mass Launch" variation is proposed only as an alternative to, NOT as a replacement for, the traditional mass launch event. It should only be used when conditions seem to preclude the old fashioned all-out-endurance mass launches we've grown to love.

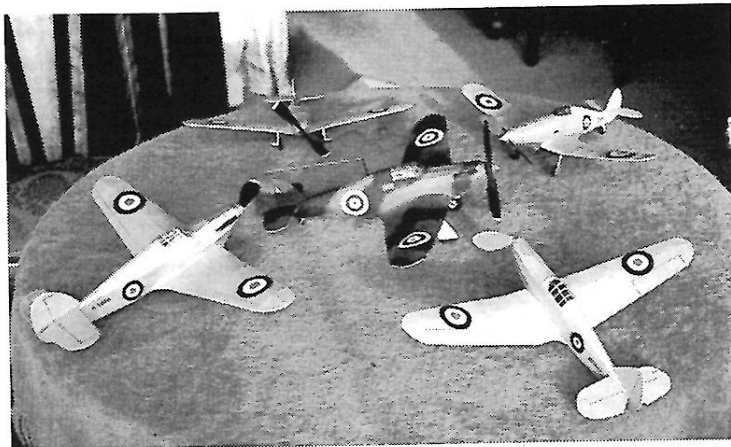
As far as testing this idea goes, we tried it out of desperation at a recent contest under blow-out conditions. To our surprise it seemed to work remarkably well - and prevented further model losses and exhausting, cross-country chases. We'll try it again at our relatively small COMSAT club field when wind conditions dictate. If other clubs give a go at it please let us know what you think. Remember - the model, or life, you save might be your own.



## Hawker Hurricanes Galore

By Tom Schmidt

Our good friend Lindsey Smith in England is out to set straight the highly publicized misconception that the Spitfire was the savior in the "Battle of Britain" during the "big one". He sent us this photo of his fleet of "Hurriboxes" with some interesting information concerning the camouflaged aircraft in the center. It was built from a free plan with the Nov 1938 issue of "Flying". It is decorated as the aircraft of SqnLdr Gillan, 111Sqn RAF, the first squadron to receive the Hawker Hurricane. He flew it from Scotland to Northolt outside London at an average speed of 404 MPH. Thereafter he was known as "Downwind" Gillan! The model on



the left is Comet's dimescale. Our own Stew Meyer has built this one and it flies great. Maybe Lindsey will bring a couple of his for the DIME SCALE event at the FAC Nats this summer?

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## C.A.V.U.

by Rolfe Gregory

Donald A. Luscombe. To many of us in the '30's that name had a sort of magic about it. You would have to admit, it is just a bit unusual. Look in the phone directory of most any large city and chances are you won't find the same name. Then call his airplane "PHANTOM" and you have a touch of mystery. Add to that a growing reputation among pilots (most of whom had not even seen one) that the Phantom was tricky, a "killer airplane," and you have aroused a sort of "shady lady" interest.

But back to the man. What was he like? Strangely, very few photos of him exist even though he loved photography. I suppose by most anyone's standard he was, appearance-wise, ruggedly handsome, sort of Clark Gable style.

As he would be the first to admit, he was neither a designer nor an engineer, though he was often labeled as designer of the Monocoupe. He did of course influence the design of the Monocoupe as well as the design and features of the airplanes bearing his name. He was, above all else, a marketing expert - a "super salesman." But beyond this he was a kind, understanding, big-hearted human. I came to know him during

1938-39 probably better than anyone else who worked for him during the period due to an unusual set of circumstances.

I was working in the Luscombe factory Welding Department while waiting for an opening to turn up in the Engineering Department. I had, somehow, learned the "art" of welding quite readily, passed the Army-Navy test and was put to work welding wing struts. Although four of us were in the Welding Dept., there was equipment for only three. The company was on the brink, financially, equipment was expensive, and, being the junior member of the firm, so to speak, I was elected to work nights - all alone. And I do mean *alone*.. There was not another person in the plant. It got rather spooky between midnight and 2 a.m.

One of those quiet nights, I walked Mr. Luscombe in bathrobe and slippers. He couldn't sleep and, I assume, he just wanted someone to talk to. He perched on the end of the work bench and talked while I listened to his worries about meeting the payroll, how the Phantom was not selling - too expensive - and how he knew we had a winner in the new Model 8 (the Silvaire) if he could just hold the company together a while longer. He rambled on for possibly a half hour, then left. It was a form of therapy, I suppose. He lived in a big house on the edge of the airport and only a few hundred feet from the factory.

Many more times after that first night he would walk over to the factory when he couldn't sleep, usually between midnight and 1 a.m., and have our little discussions. I came to look forward to those impromptu meetings and I recall having a feeling of regret when I later hung up the torch for good and moved into an office and a daytime desk job.

Did I say he was a salesman? Whom do you know today that could, as he did, assemble a couple hundred workers, get up on a work bench, tell them he didn't have the money to make the payroll, and not have a single person quit?

Did I say he was big-hearted? He asked me one day if I had a top coat which I didn't need (I did) because he had hired a young fellow that morning (about my size) who was broke, had a wife who was expecting, and needed just about everything. I later learned that he, personally, had found a small furnished apartment for the couple, had paid the rent for the first month and stocked it with groceries - all for a total stranger who happened to be in need.

Don Luscombe was quite a guy!

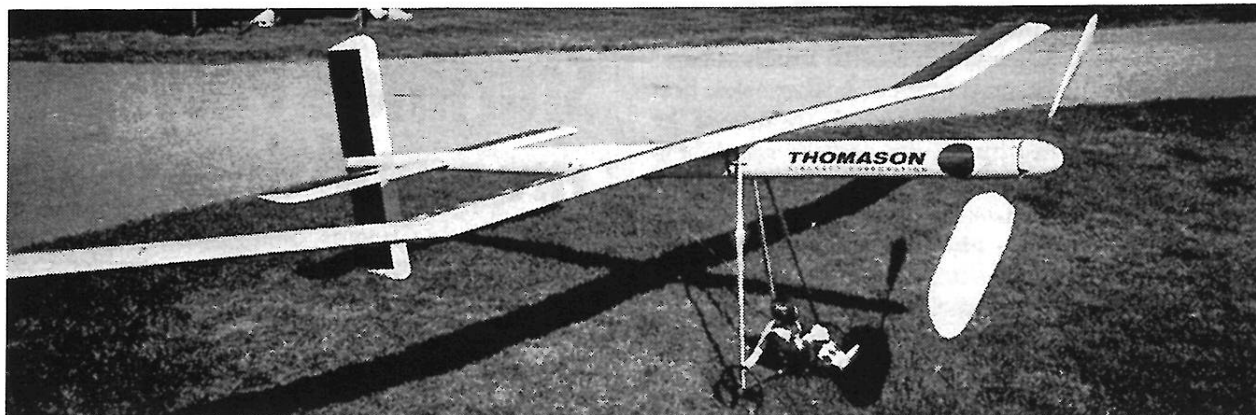
## The Rubber Bandit--Update

By Bert Phillips

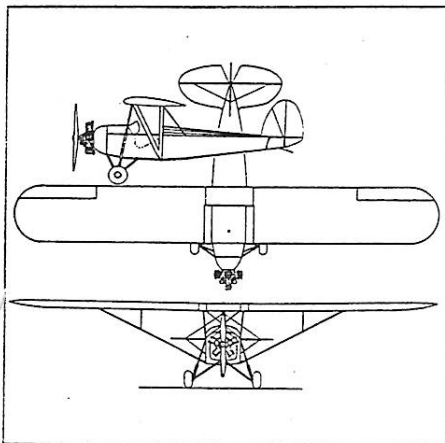
We now have some pictures of The Rubber Bandit, the man-carrying rubber-powered aircraft. A 1/4 scale model has been built and it flew for a minute and a half.

The motor of the full-size plane is 800 strands of tan 2 rubber, each 25 feet long. That's 90 pounds of rubber! FAI is one of the sponsors. George Heaven, engineer on the project, says they will use about 800 turns. A ford tractor with a worm drive is placed on a flatbed truck. Then the tractor will be connected to the rear rubber hook. The plane will be wound with the crew behind a 1/4 steel barrier. George says it is not dangerous at all unless some freak wind comes up or the rubber breaks. There is still no information available as to what holds the plane in place as the rubber is stretched and wound.

If it actually flies with a man in it, then I suspect it would be eligible for FAC scale, wouldn't it?



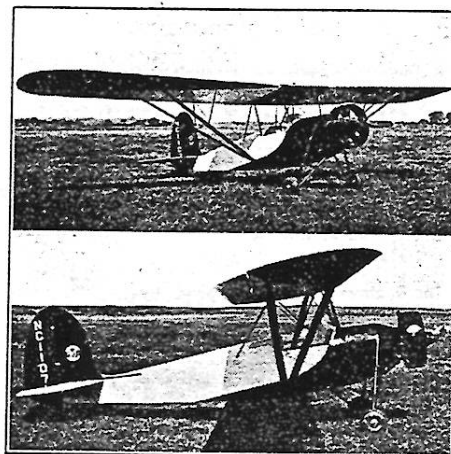
### NICHOLAS-BEAZLEY NB TRAINER (NB-8G)



Type	Engine	Hours	Color	Price
NB-3	New Velie	2	Maize and Silver	\$2,700.00
NB-3	New Velie	45	Blue and Yellow	2,250.00
NB-3	LeBlond	Factory Rebuilt		1,950.00
NB-3	LeBlond	125	Green and Yellow	1,850.00
NB-3	LeBlond	40	Green and Yellow	1,700.00
NB-3	LeBlond	100	Black and Yellow	1,600.00
NB-3	LeBlond	125	Black and Yellow	1,450.00
Waco	OX-5	...	Blue and Silver	1,200.00
Lincoln	E	...	Black and Orange	550.00
Hisco St'd	OX-6	New	Silver	690.00
Curtiss Standard	OX-5	...	Silver	450.00
2 Clip				
Wing St'ds				
Aeronca	New		Blue	1,200.00
Aeronca	75		Blue	800.00
NB Power	Aeronca	20	Blue and Yellow	690.00
Glider			Blue and Yellow	
*Flyer	Less	10	Blue and Silver	240.00

\*The "Flyer" is a one-piece parasol monoplane suitable for any type 25 to 40 h.p. engine.  
Used Ship Department  
NICHOLAS-BEAZLEY AIRPLANE CO., Inc.  
MARSHALL, MISSOURI

Nicholas-Beazley Airplane Co., Inc.  
Marshall, Mo.

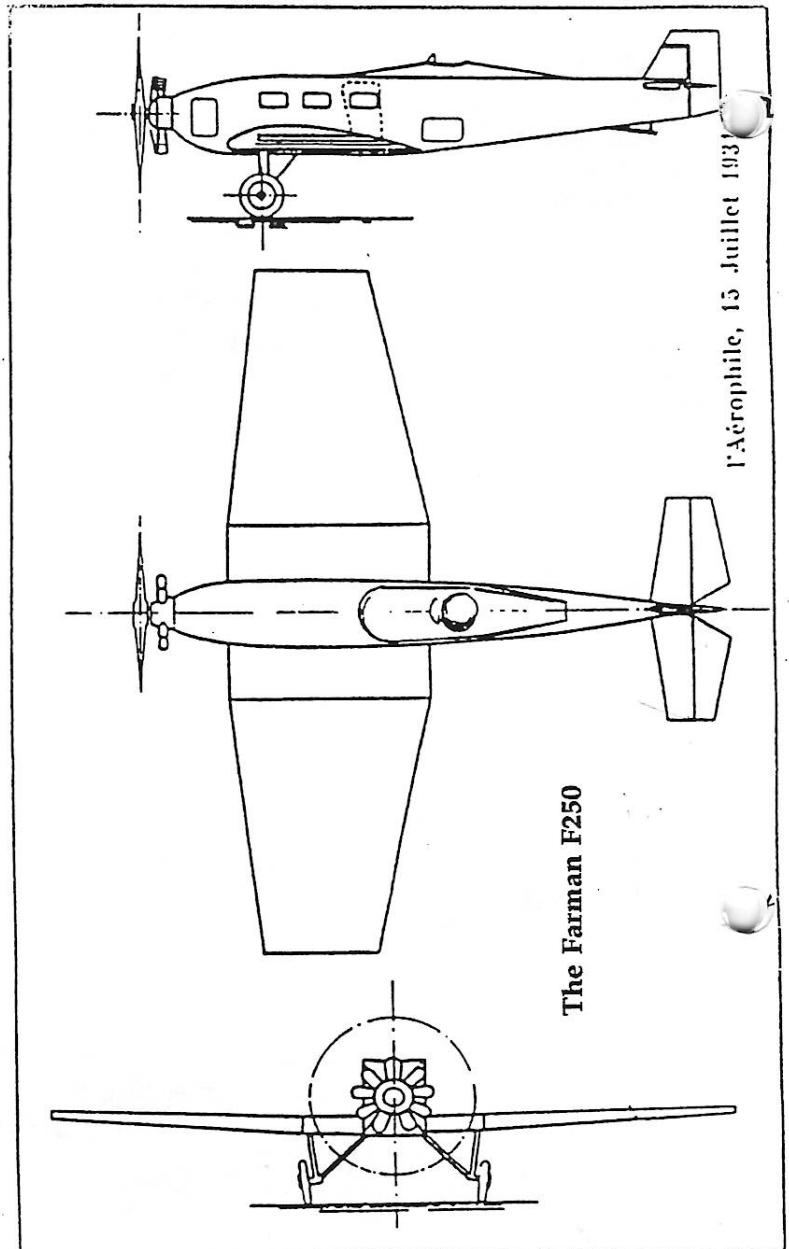


# The Farman F250

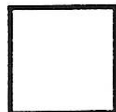
by *Hurst Bowers*

In 1930 Avions Farman felt that there was a need for a four-passenger, plus pilot, aircraft within the rapidly growing civil aviation community of the day. Since the model F230 was a proven aircraft with the potential for design expansion, this layout was exploited and greatly enlarged. The forward section over the wing was developed into a comfortable four-place passenger cabin, and the pilot was housed in an open cockpit raised above the fuselage and protected by a partially raised capsule, just behind the passenger compartment. The wing platform was the typical low-aspect ratio design, which had served Farman so well. The aircraft was of wood construction and powered by a Gnome-Rhone nine-cylinder engine of 380 horsepower, providing a speed of 147 mph. Flight testing was conducted at Villacoublay Aerodrome just west of Paris and the aircraft was also flown approximately 30 hours by Air France for evaluation. The airplane suffered from stability problems and the project was abandoned, with only the prototype, F-ALEG, being manufactured.

For the modeler the design offers considerable appeal due to its simplicity and adaptability to basic modeling techniques. For that reason we selected the design for this issue of MAX-FAX, not to mention the fact that Farman airplanes have long been favorites of mine.



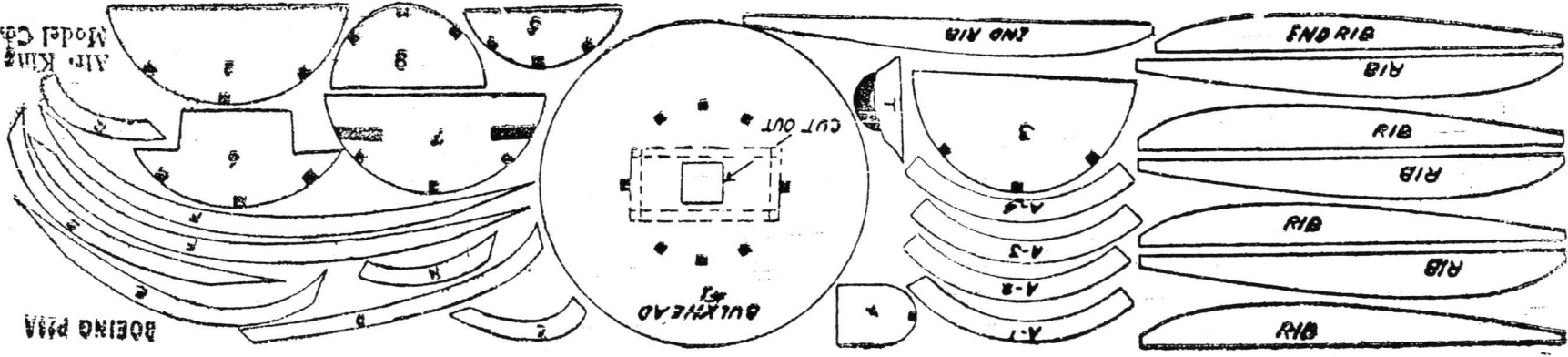
**NOTE: Your Dues Are Due**



**CLUB OFFICERS** President: Terry Pittman, 7863 Colonial Vil. Row, Annandale, VA 22003  
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
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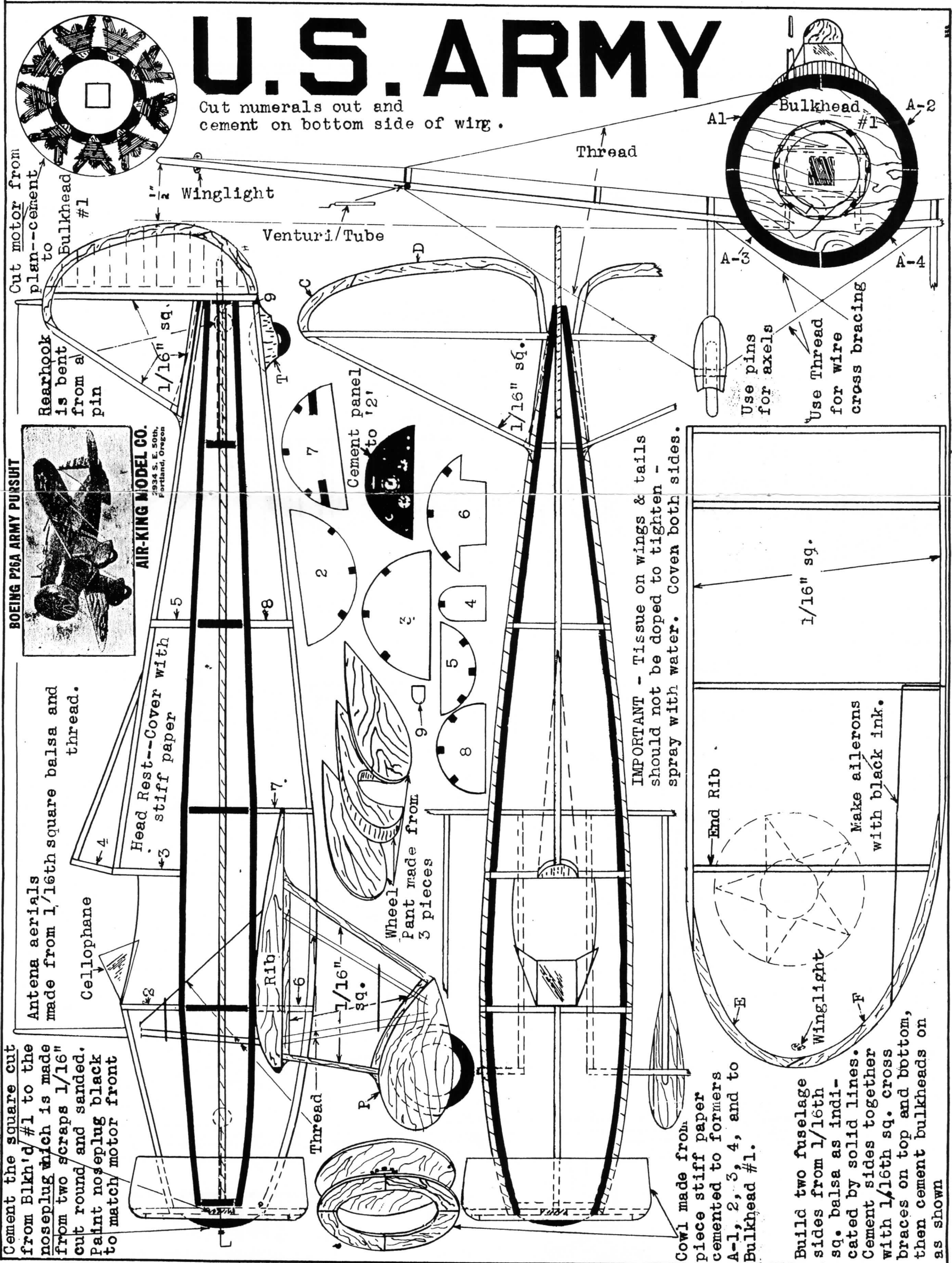
**MEETINGS** - The D.C. Maxcuters hold meetings on the first Tuesday of every month at the College Park Airport, the oldest operating airport in the U.S.

**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.



# U.S. ARMY

Cut numerals out and cement on bottom side of wing.



Cement the square cut from Blkhd #1 to the noseplug which is made from two scraps 1/16" cut round and sanded. Paint noseplug black to match motor front

Antenna aerials made from 1/16th square balsa and thread.

Head Rest--Cover with 1/16" sq. stiff paper

Thread

Rib

1/16" sq.

1/16" sq.

1/16" sq.

1/16" sq.

1/16" sq.

1/16" sq.

1/16" sq.

IMPORTANT - Tissue on wings & tails should not be doped to tighten - spray with water. Cover both sides.

Cowl made from piece stiff paper cemented to formers A-1, 2, 3, 4, and to Bulkhead #1.

Build two fuselage sides from 1/16th sq. balsa as indicated by solid lines. Cement sides together with 1/16th sq. cross braces on top and bottom, then cement bulkheads on as shown

End Rib

1/16" sq.

Winglight

Winglight

Winglight

Winglight

Winglight

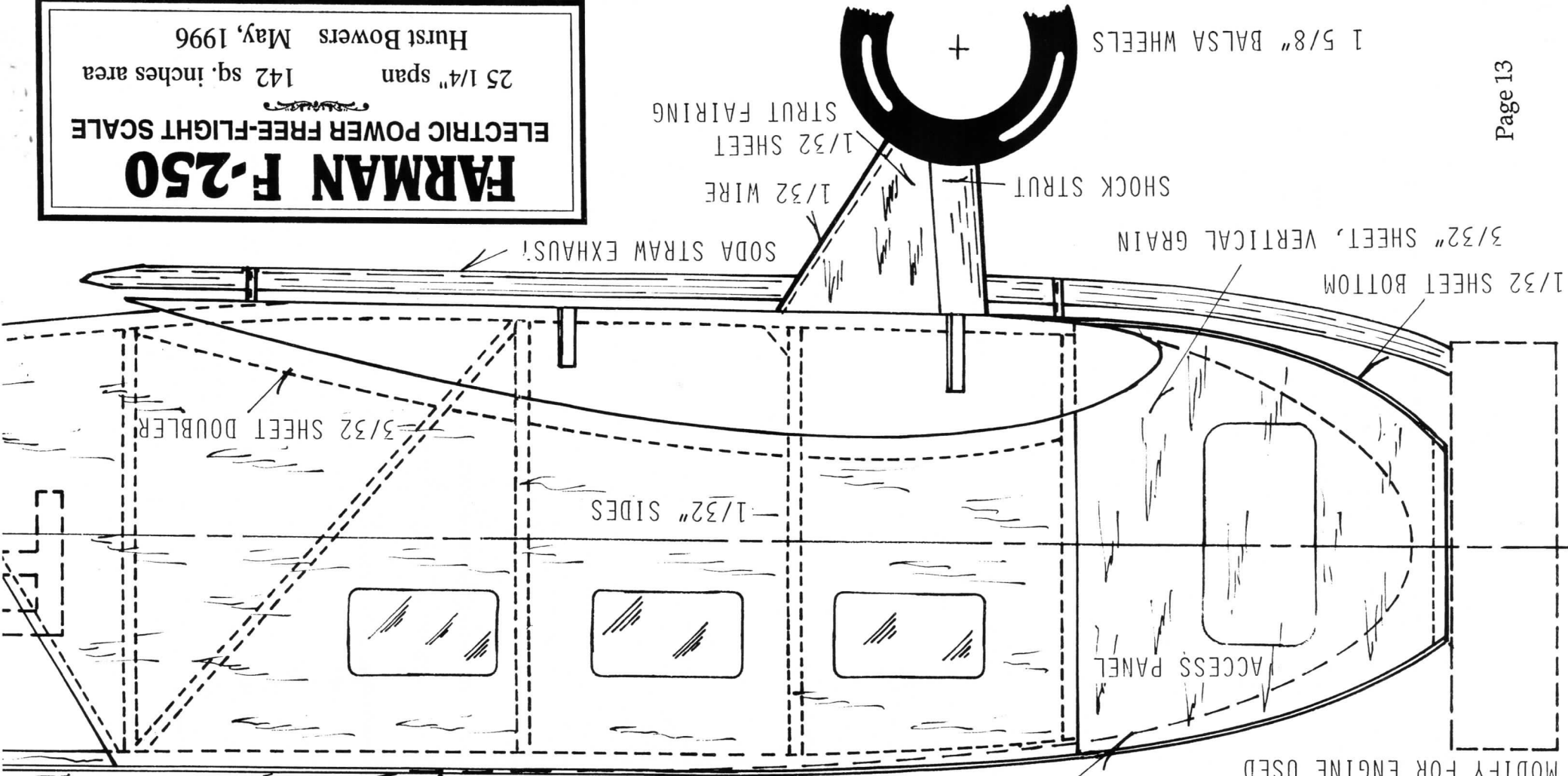
Winglight

Use pins for axels

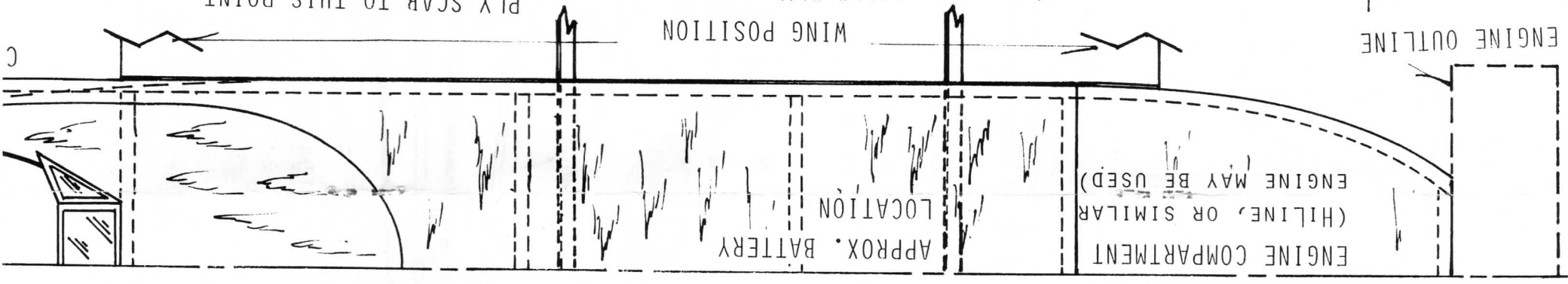
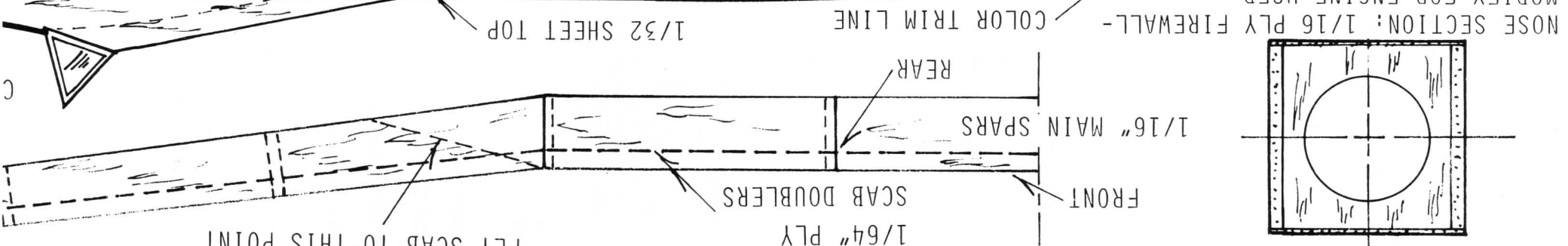
Use Thread for wire cross bracing

**FARMAN F-250**  
 ELECTRIC POWER FREE-FLIGHT SCALE  
 25 1/4" span 142 sq. inches area  
 Hurst Bowers May, 1996

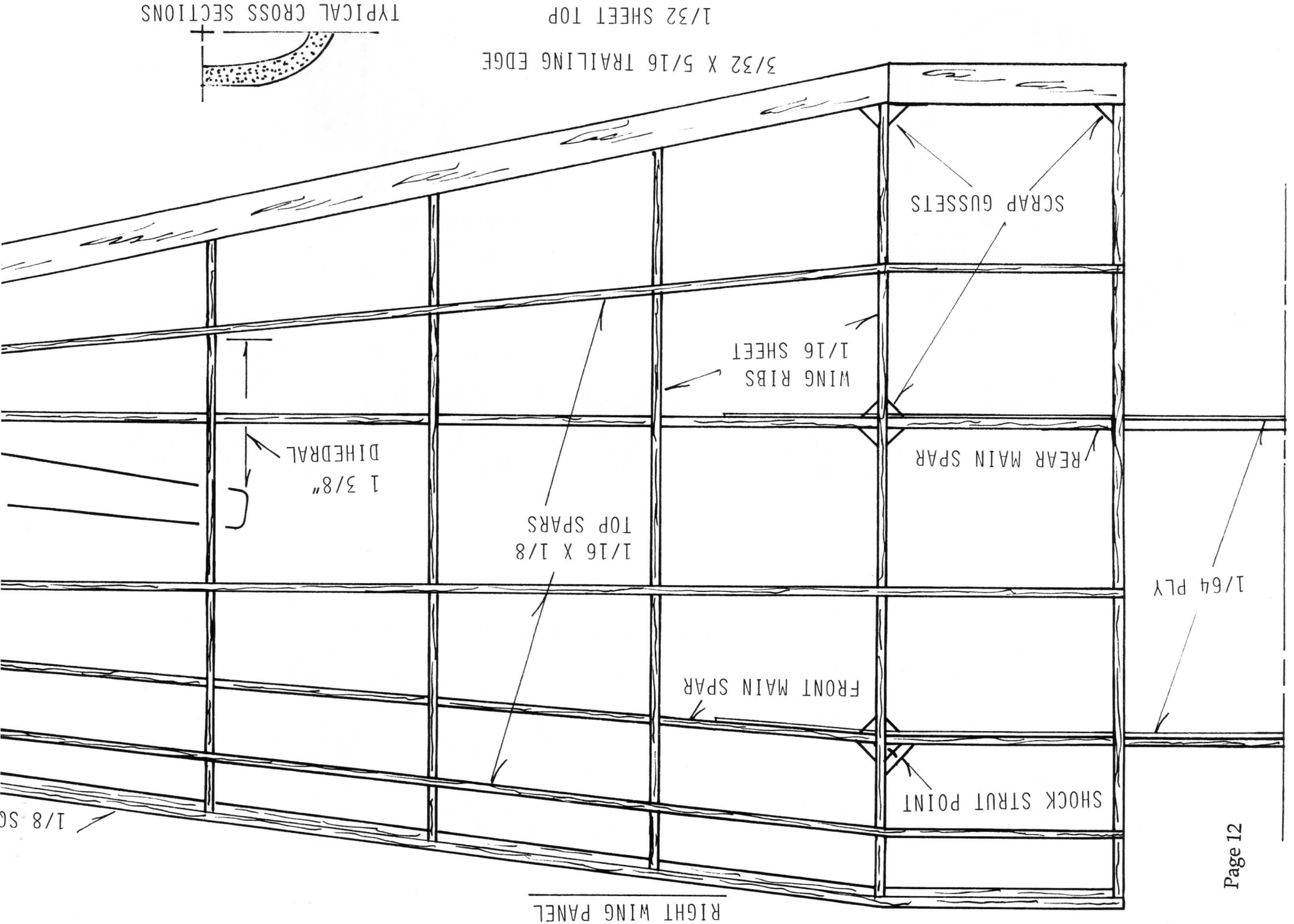
1 5/8" Balsa wheels



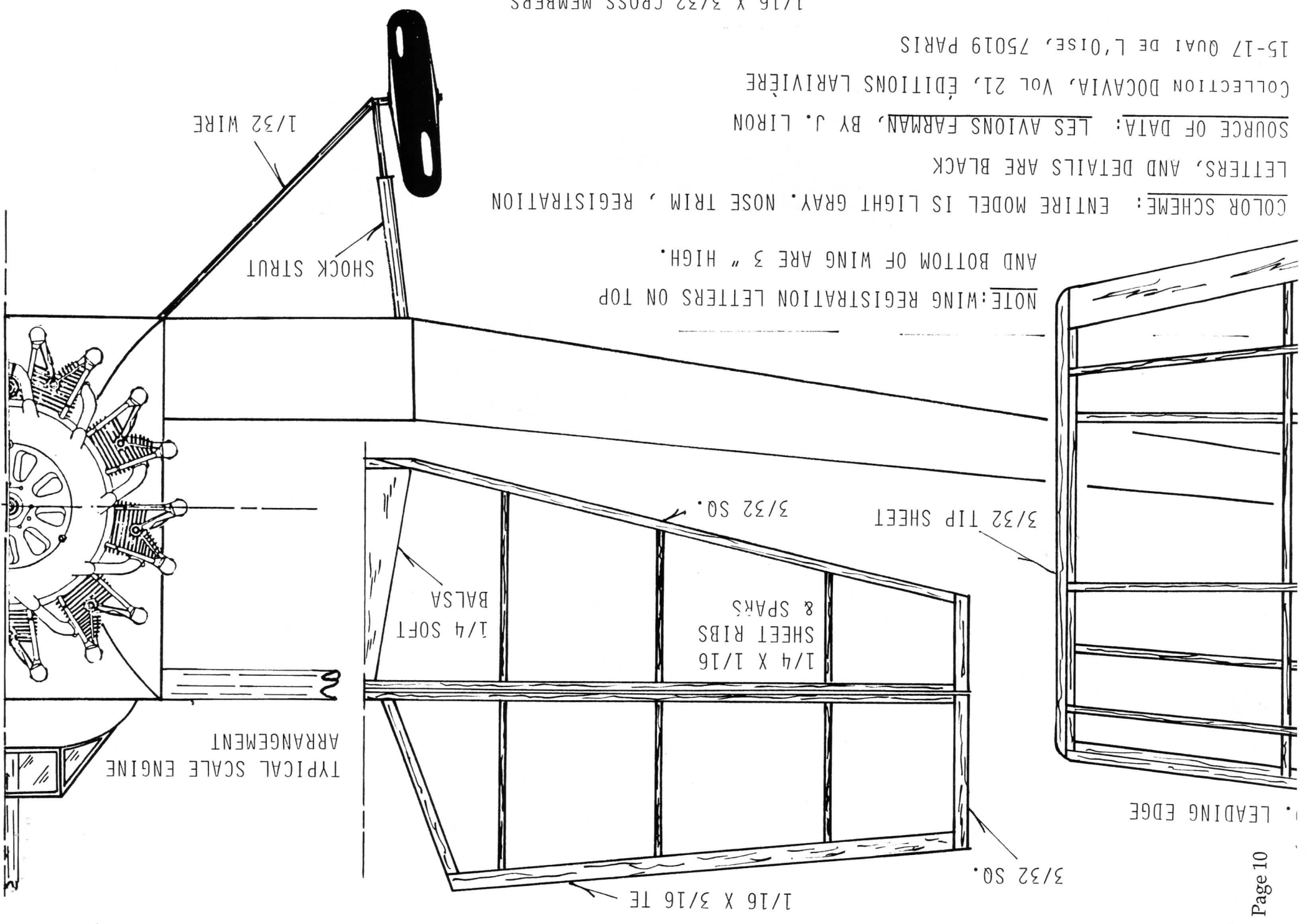
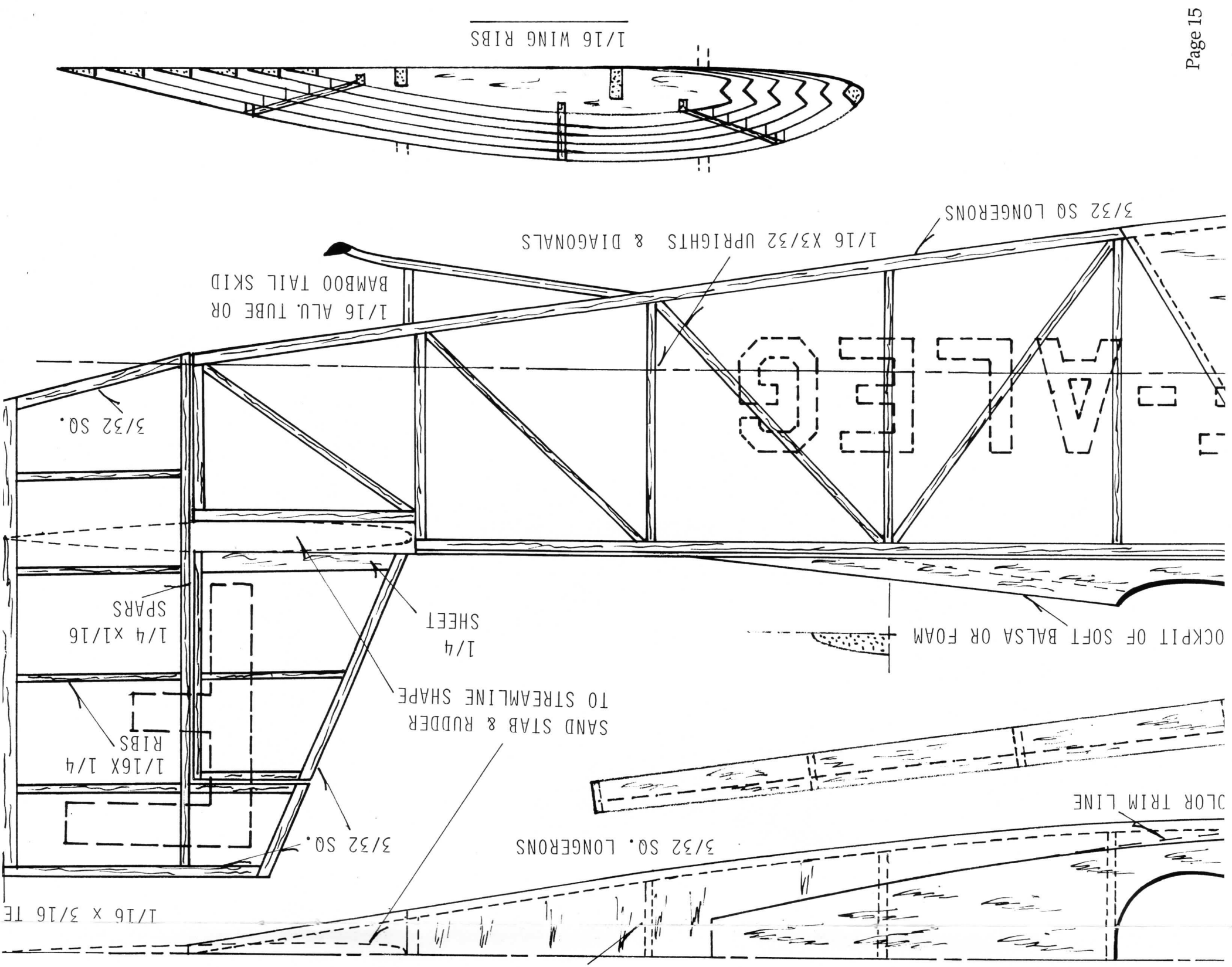
NOSE SECTION: 1/16 PLY FIREWALL - MODIFY FOR ENGINE USED



TYPICAL CROSS SECTIONS



RIGHT WING PANEL



# AIR-KING Flying Models

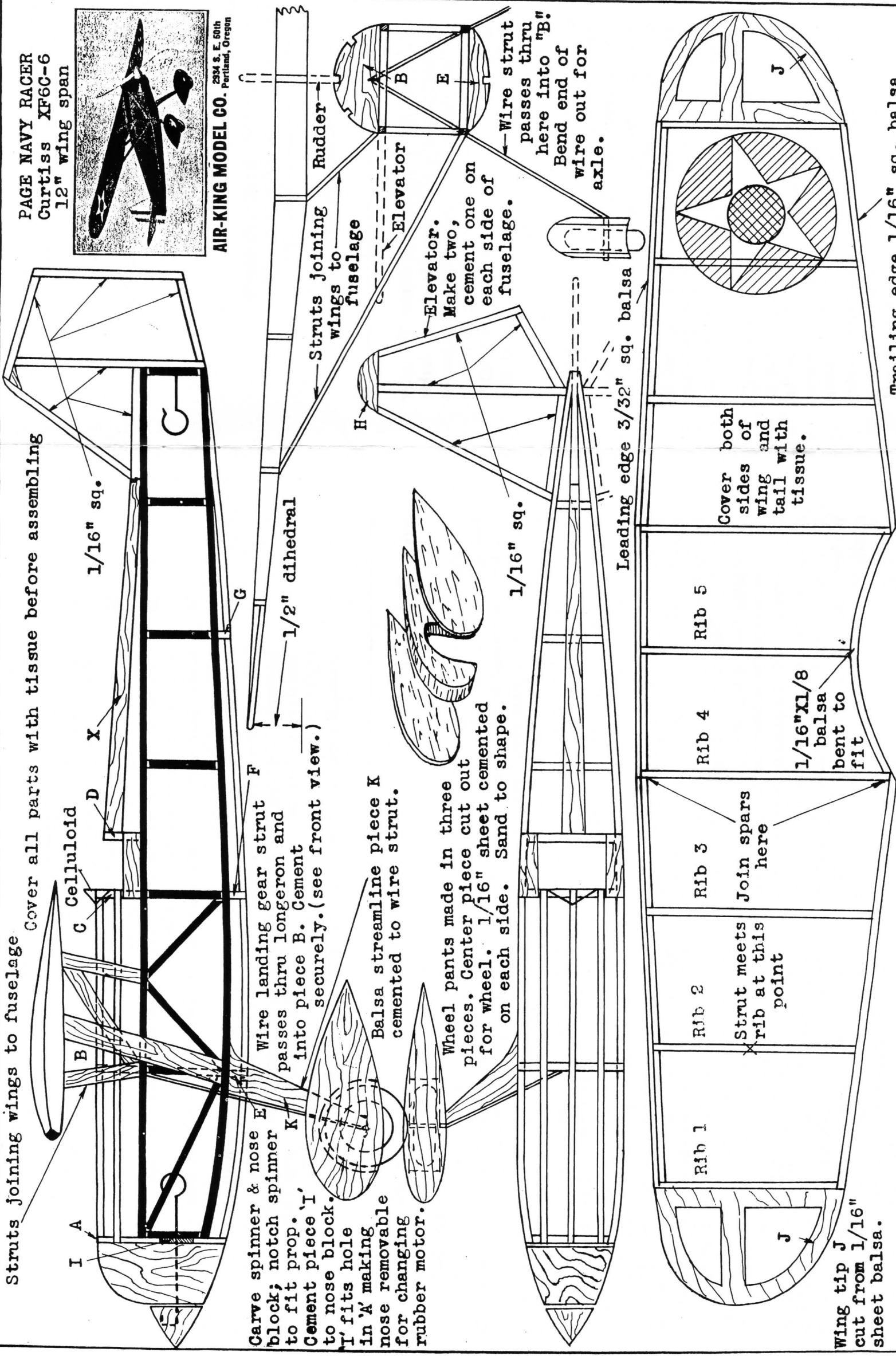


CURTISS HAWK P6E  
 "MISTER MULLIGAN"  
 BOEING P-26A  
 MONOCOQUE D-145  
 FALCON R.O.G.  
**BUY THESE MODELS WE MAKE ALL OF THEM**

**PAGE NAVY RACER**  
 Curtiss XF6C-6  
 12" wing span



**AIR-KING MODEL CO.**  
 2334 S. E. 50th  
 Portland, Oregon



Struts joining wings to fuselage  
 Cover all parts with tissue before assembling

1/16" sq.

Celluloid

X

D

B

A

I

Carve spinner & nose E into block; notch spinner to fit prop. Cement piece 'I' to nose block. 'I' fits hole in 'A' making nose removable for changing rubber motor.

Balsa streamline piece K cemented to wire strut.

Wheel pants made in three pieces. Center piece cut out for wheel. 1/16" sheet cemented on each side. Sand to shape.

1/2" dihedral

Struts joining wings to fuselage

Rudder

Elevator.

Make two, cement one on each side of fuselage.

Wire strut passes thru here into "B". Bend end of wire out for axle.

1/16" sq.

Leading edge 3/32" sq. balsa

Rib 5

Rib 4

Rib 3

Rib 2

Rib 1

Cover both sides of wing and tail with tissue.

1/16" X 1/8 balsa bent to fit

Strut meets rib at this point

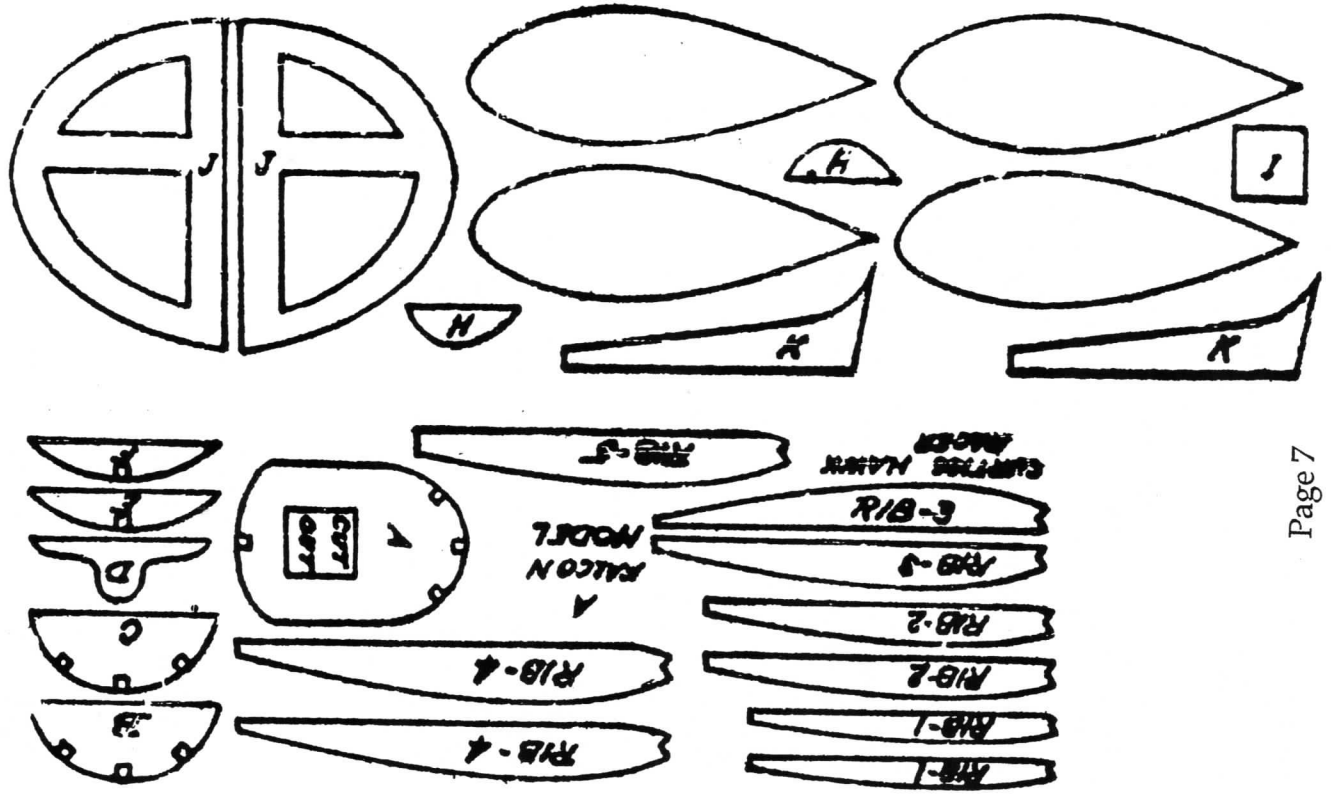
Join spars here

Wing tip J 1/16" sheet balsa.

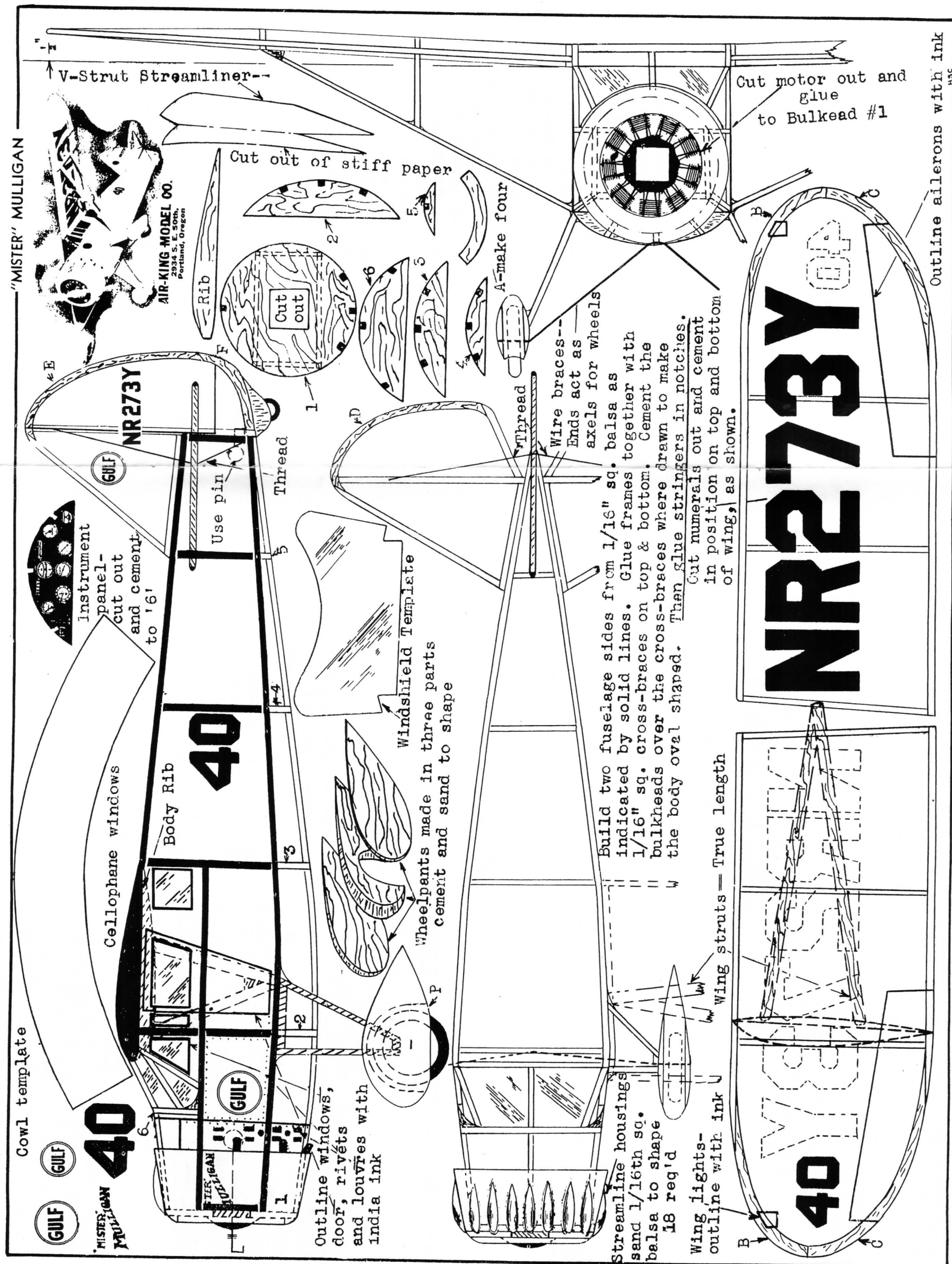
Trailing edge 1/16" sq. balsa

Build two fuselage side frames from 1/16" sq. balsa as indicated by the solid lines. Cement frames together with 1/16" sq. cross braces on top and bottom, then cement on formers A, B, C, D, E, F, and G where indicated. Turtle back X is carved and sanded from a strip of 3/16" X 1/4" balsa.

Build wing in three parts: A center section of ribs #4&5, and two sides made of ribs #1,2&3. Pin center section down to a flat surface, put 1/2" blocks under each wing tip to give wing dihedral, then cement leading and trailing edge spars to ribs B. When dry, wing is ready for covering.







"MISTER" MULLIGAN



AIR-KING MODEL CO.  
212 S. 50th,  
Portland, Oregon

Instrument panel - cut out and cement to '6'

Cellophane windows

Body Rib

40

Windshield Template

Wheel pants made in three parts cement and sand to shape

Outline windows, door, rivets and louvers with india ink

Wire braces - Ends act as axels for wheels

Build two fuselage sides from 1/16" sq. balsa as indicated by solid lines. Glue frames together with 1/16" sq. cross-braces on top & bottom. Cement the bulkheads over the cross-braces where drawn to make the body oval shaped. Then glue stringers in notches.

Cut numerals out and cement in position on top and bottom of wing, as shown.

Wing struts = True length

Streamline housings sand 1/16th sq. balsa to shape 18 req'd

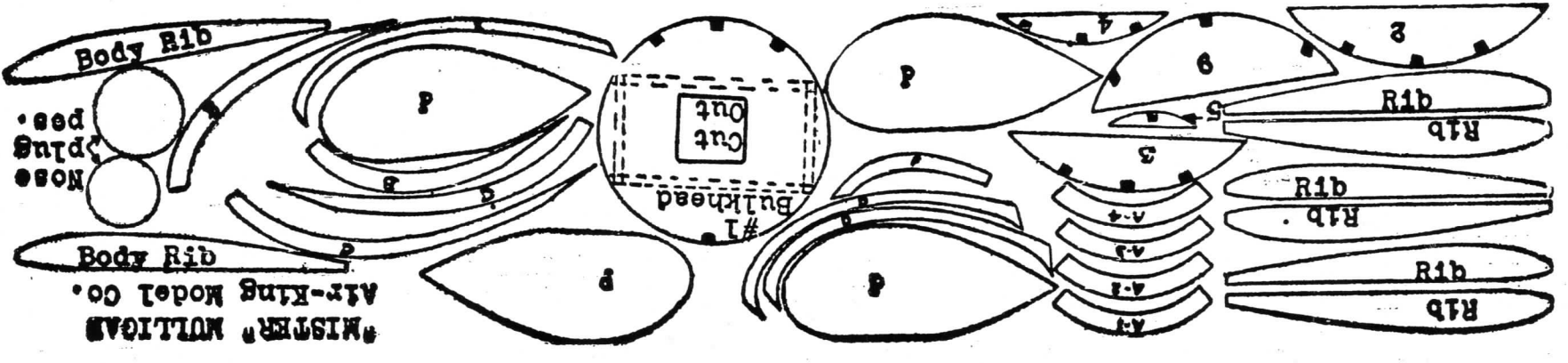
Wing lights - outline with ink

Cut motor out and glue to Bulkead #1

Outline ailerons with ink

NR273Y

40



"MISTER" MULLIGAN  
AIR-KING Model Co.

Cover all surfaces on both sides with model tissue. Spray with water to tighten.

Cover cockpit and headrest with stiff paper.

Instrument Panel

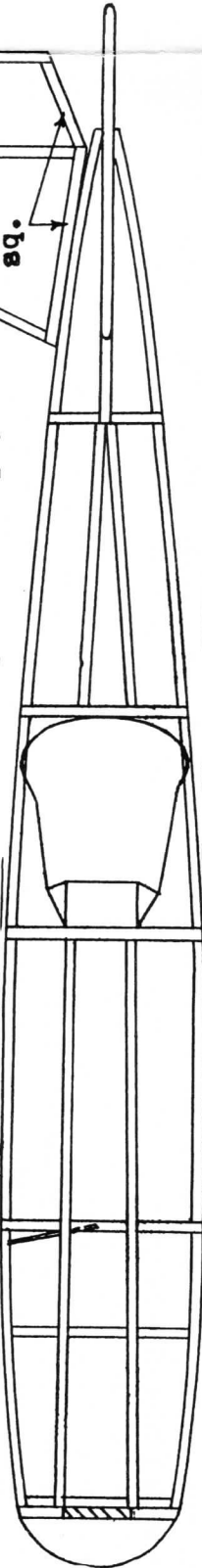


Balsa block carved and sanded to shape.  
 "I" glued to noseblock & fits hole in "A", making nose removable  
 Wire landing gear brace passes through longeron and into piece B. Balsa strut (K) is glued to the wire.

Wheel pants made in three pcs. Center piece cut out for wheel per dotted line. 1/16" sheet cemented on each side. Sand to shape.

CONSTRUCT model right on this plan which is full-size. For the body, make two side frames per solid lines, join these together with 1/16" sq. crossbraces and cement bulkheads (A to H) over braces to give fuselage oval shape. Then paper.

TOP VIEW



LEFT side of Top wing and RIGHT side of Lower wing drawn. Turn plan over and build the other two sides on the back of the plan.

# U.S. ARMY

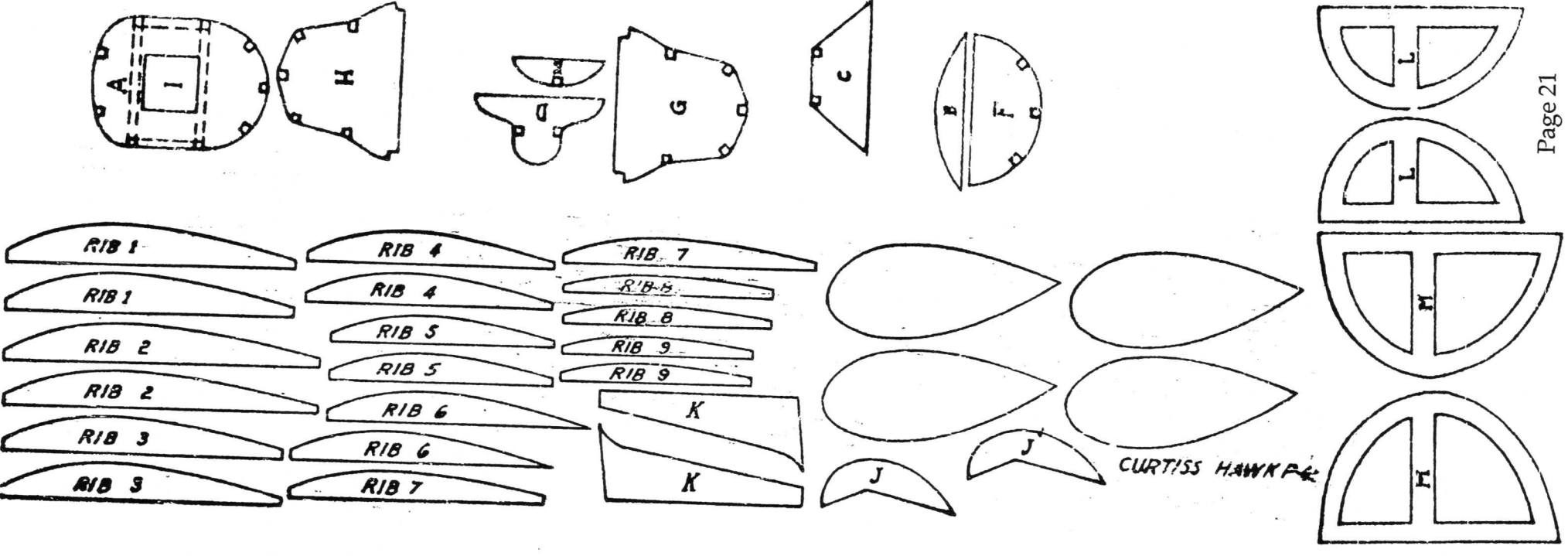
CURTISS HAWK P6E  
 Army Fighter  
 AIR-KING MODEL CO.  
 2934 S. E. 50th,  
 Portland, Oregon

All wing struts made from 1/16" x 1/8" balsa.

Thread

THE FINISHED MODEL  
 Elevator - glue one to each side of body

Bend wire around pants and use for axel.



CURTISS HAWK P6E