

# MAX FAX

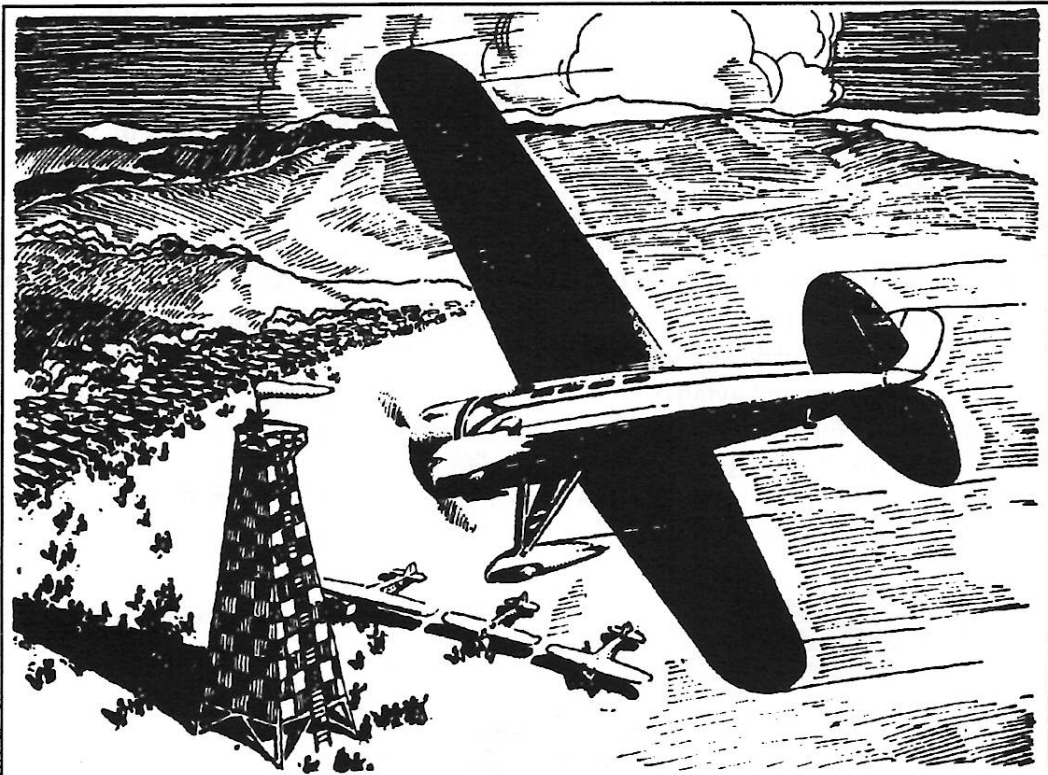


Journal of the D. C. Maxecuters

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

Editors: Tom Schmitt / Don Srull

November - December 1997



## AMELIA EARHART — "first lady of the air" Flies a Lockheed-Vega

### COMING ATTRACTIONS

December 6 ,Sat.-DC MAXECUTERS Annual Christmas Dinner at la MaisonBlanche 6:30 pm Cocktails; 7:30 pm Dinner Reservations: Terry Pittman h-703-698-1726 , w-703-749-0596

December 10.Wed.-Vance Gilbert performs at O'Brien's Barbecue in Rockville, Maryland. Let's all turn out for a great performance by our own FAC 'Folk Singer'. Call 301-762-3395 for confirmation.

January 6.Tues.-Monthly DC MAXECUTER Meeting 8pm at College Park Airport.

January 18.Sun.-CAAMA Collecto 12pm to 5pm. See notice inside.

January 24, Sat.-Archives research session at Tom Schmitt's, 11014 Marcliff Road, Rockville, Md. 20852, (301)-530-0327.

January 31, Sat.-Indoor Flying at Sherwood High School Gym 6 - 9pm. Contest: Ten-centers and Bostonians.

February 3, Tues.-Monthly DC MAXECUTER Meeting 8pm at College Park Airport.

February 21, Sat.-Indoor Flying at Sherwood High School Gym 6 - 9pm. Contest: Washingtonians and Nocals.

**G**ad! It's winter already, and Christmas advertising is in full swing. That's how I know there will be precious little good weather from now on for any kind of civilized outdoor flying or trimming, until maybe late April - if we're lucky. Almost depressing, if it weren't for the fact there are gaggles of new, and fabulous ships to cogetate, plan, design, and build for next year's full FAC Nats! Get rolling Maxecuters; haven't you noticed the competition gets tougher to keep up with each year - or could it be the old thumbs are getting a little stubbier and slower with each passing Christmas? Keep that balsa dust flying, and no one will notice.

This issue is dedicated to the fantastic Loughhead (pronounced "Lockheed") Vega series of aircraft. We decided it was time to honor those great and famous Vega ships, the WINNIE MAE being only one of them, that carried almost every legendary golden age aviator and aviatrix to fame and records around the world back in the 20's and 30's. Besides, the Vega makes a sweet modeling subject for rubber, CO2, diesel, or even electric. We present a fine old Peerless plan for a

21 inch scale model of the Vega, as well as a great flying dime scale version of the Comet kit jazzed up for us by the dime king himself, Stew Myers. This ten center model, by the way, is just right for next year's second annual Bill Sheppard one design Kudzu event. See details inside about the inaugural battle at this year's Kudzu contest, and a photo of the fabulous prize to be offered by Bill again next year. So get building and trimming. Hurst Bowers also spins a yarn for us about how he got hold of the actual check paid by Roscoe Turner to Harold Gatty, his navigator in their record around the world flight in, yup, a Vega. We also include a report from Bert-the-scribe-Phillips on this year's Kudzu water happening at Dave Rees lake, including the surprise performane of our returning prodigal son, Dr. Pat Daily. (yes, he's really back, and promises to make the FAC Nats, too). A little more detail is also provided on the new Washingtonian indoor event proposed and aptly demonstrated by David Aronstein. Finally, Tom Schmitt adds his usual classy photo pages of recent Maxecuter activity. Have a Happy Holiday!



*"The years between 1927 and 1937 are known as the golden age of aviation—a time of heady achievement, technological innovation, and the romantic pioneering spirit of Charles and Anne Lindbergh, Wiley Post and Will Rogers, Amelia Earhart, Roscoe Turner, and Jimmy Doolittle. These years saw the continents and oceans spanned by airplanes, the polar regions explored, and records set for distance, speed, altitude, and endurance.*

*All this was made possible to a very great degree by one aircraft type: the fabulous single-engine Lockheed, first and best known as the Vega, with the later models Sirius, Altair, and Orion. Only 198 planes of this type were built, but their contribution to the history of aviation is immeasurable."*

from Revolution in the Sky, by Richard Sanders Allen

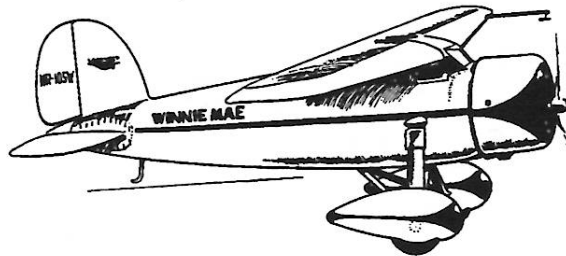
## DIME SCALE VEGA

The Vega is an excellent flyer that can be done up in a variety of great color schemes. "Revolution in the Sky" by Richard Allen lists 130 Vegas that were built from 1927 to 1934 and has photos and colors for many of them (see page of Vega profiles in this issue). The plans show the Winnie Mae. The inset shows a later nose on plan A-18; otherwise this is identical to plan A-165. Remember if you build the Winnie Mae, you can't drop the gear like Wiley Post did. I built one from a Scale Flight Model kit (from Penn Valley Hobbies, phone: (215) 855 - 1268) and did it up as Amelia Erhardt's 1935 Bendix Racer with wings and stab covered top and bottom. With Peck plastic wheels and a 6" Peck prop it weighed 16.5 grams with ballast ready for rubber. I flew it with 4 strands of 1/16 to 3/32 rubber 18" to 24" long weighing between 3 and 5 grams, depending on flying conditions. Initial thrust settings were 3 degrees down and 2 degrees right; more power required increasing these settings. Alas, mine flew away on a ten minute plus trim flight at Geneseo this year.

The additional parts sheet shows the way I built the nose and extra windows, not on the plan. Cut the window openings out after covering the vellum frame pieces with tissue. Glue cellophane to the inside and ink on the door lines. The shock absorbing landing gear is also shown. The .020 music wire "vee" is sandwiched between former 5B and another cut to the same size. Build up the vee with balsa and paper or wire insulation. The rear leg is also hooked to the "vee" and slides in to slots in the fuselage. You can add wheel pants glued to the brass washer if the Vega you are modeling used them. Remember, most Vegas had a tail wheel. I enlarged the stab by laminating

around the stab shown on the plans 4 layers of 1/32 x 1/16 balsa to build up to the width of the outline shown on the plan. The Vega star is also shown. You can transfer this to the rudder by sticking some tissue to a sheet of bond paper with a glue stick and Xeroxing the star to it. Reversed stars are used to transfer to the inside of the tissue which is less affected by dope and lacquer.

Stew Meyers



## KUDZU ONE-DESIGN

Here is an outline of the rules for Bill Sheppard's second annual One-Design Dime Scale Mass Launch Event to be held in late September 1998 at the Kudzu Flying Corps Land and Lake meet. The plane for next years event is the old Comet Lockheed Vega ten center, shown on the enclosed plans. The plans show the Winnie-Mae, but any Vega built to these plans can enter. To encourage more modelers to feel they can build a competitive model, we are establishing the Kudzu Klutz Klass of Dime Scales. As in the FAC Geneseo rules, the wing and stab must be covered top and bottom and the sheet outlines, if laminated must be the width of the original sheet pieces. The models for the Kudzu Klutz Class must weigh at least 16 grams empty. There is no limit to the rubber that can be used, but there is a 6 inch limit on prop diameter. It is hoped the weight will be used to put some finish and details on the model, since the model must meet a 40 point static scale minimum. This is not too hard to do with insignia and markings, control outlines, minimum engine details, neat canopies, and no raw wood. The event will be a mass launch with each model timed. The prize in 1998 will again be a beautiful multi-drawer wooden tool chest crafted by Bill Sheppard. The contestant must be present to win. Get cuttin'!

## WASHINGTONIAN CABIN CLASS

*In the previous issue of MAXFAX (Sep/Oct 97) a new class of indoor model was introduced with a sample design by David Aronstein. It's primarily an indoor event, but may also be flown outdoors. We have seen his sample model fly (photo in last MAXFAX) and it is well suited to the average gym available to many modelers. Here is David's elaboration concerning the rules and his philosophy for the proposal. Please give David some feedback.*

### Rules :

1. Minimum model weight shall be 7.0 grams, excluding motor(s).
2. Maximum motor weight, unlubed, shall be 1.0 gram. (This is the total of all motors carried, if multi-engine). Motors may be lubed after the official weighing. New motors may be used as needed throughout the contest, but any new motor must be officially weighed prior to any official flight attempts.
3. Wood and tissue shall be the respective structural and covering materials. Uncovered sheet balsa surfaces are permitted. Metal may be used for fittings, landing gear, etc.. No carbon or boron fiber, Kevlar, or other 'hi-tech' materials, are permitted. External bracing must be wood.
4. Model must have an enclosed fuselage whose maximum cross section, formed by the primary longerons which bear the compressive load of the motor, is greater than or equal to  $L^2/150$ , where L is the overall length of the model that would be measured if the propeller were removed.
5. Official flights shall be R.O.G., unassisted and from an attitude in which the model is capable of sitting, unaided, with the motor carried in its normal position and fully unwound. Retractable gear is allowed, just as in the older Coupe d'Hiver rules, however the gear must be capable of remaining extended while supporting the model in the takeoff attitude. No minimum size or number of wheels, wheels are not even required as long as all of the above criteria are met. **Pusher models are exempt from the R.O.G. rule.** A multi-engine model is a pusher only if all of its propellers are mounted at the back end of the corresponding motors.
6. Score is the best two flights out of unlimited attempts.

### Vision:

The idea is to have an event which imposes minimum restriction on model design, which retains some level of aesthetic appeal, and which is fun to fly even in small local sites. I envision these models as slow, graceful, and efficient.

I do not know of any other Indoor events with a motor weight limit. I believe this will result in the following desirable qualities.

-Models which can be flown close to their ultimate performance limits even in low ceilings. Let us concentrate on performance rather than "hazard avoidance".

-Models which are fairly lightly loaded, and therefore potentially easier to trim and less prone to damage than a model which carries nearly its own weight in rubber.

-Models which have a unique "look", compared to other classes of indoor models. I will not try to say, at this time, what the "look" should be, only that it will be different.

### Discussion and Rationale:

Why a new event? I am not at all dissatisfied with the Cabin events presently being flown indoors, including Manhattan, Bostonian, and Legal Eagle. In fact I enjoy every one of them (except microfilm R.O.G. cabin, which I have not yet attempted). Maybe it just feels good to stir up the gray cells every now and then with a new class.

I have mixed feelings about the R.O.G. rule. It tends to discourage pushers and I want pushers to have a fair shot at winning this event. That is why I have made pusher models exempt. However, contest directors should feel free to choose, by prior announcement, either of the variations below.

- Apply Rule 5 to all models including pushers.
- Waive Rule 5 entirely.

I also have mixed feelings about covering. Tissue will make for better-looking models. However, tissue covered models are excessively prone to warp. Pre-shrinking and pre-doping the tissue is one solution. Alternatively, particularly in high-humidity parts of the country, contest directors may by prior announcement permit plastic covering as follows:

*continued on next page*



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• Grocery-store grade plastic produce bag material may be used in place of tissue. To verify the origin, distinctive markings such as the name and/or logo of a major grocery store chain must be visible on the covering, preferably on every part of the model so covered (If one part of the model is covered with plastic which is identifiably marked as a produce bag, but another part appears to be covered with a lighter material, the model shall be disqualified, Judgment of the contest or event director is final).

If the event "catches on", then final decisions will be made regarding the covering and R.O.G. rules. Any rule changes must be determined through open dialogue between all centers of significant activity in the event.

I have attempted to "head off" any attempt at loopholing, while still leaving the event open to a wide variety of designs. However I cannot foresee every attempt to satisfy the letter of these rules while violating their basic intent. Therefore, any time the contest (or event) director believes that a model violates the intent of these rule (s)he may disqualify the model and the judgment is final.

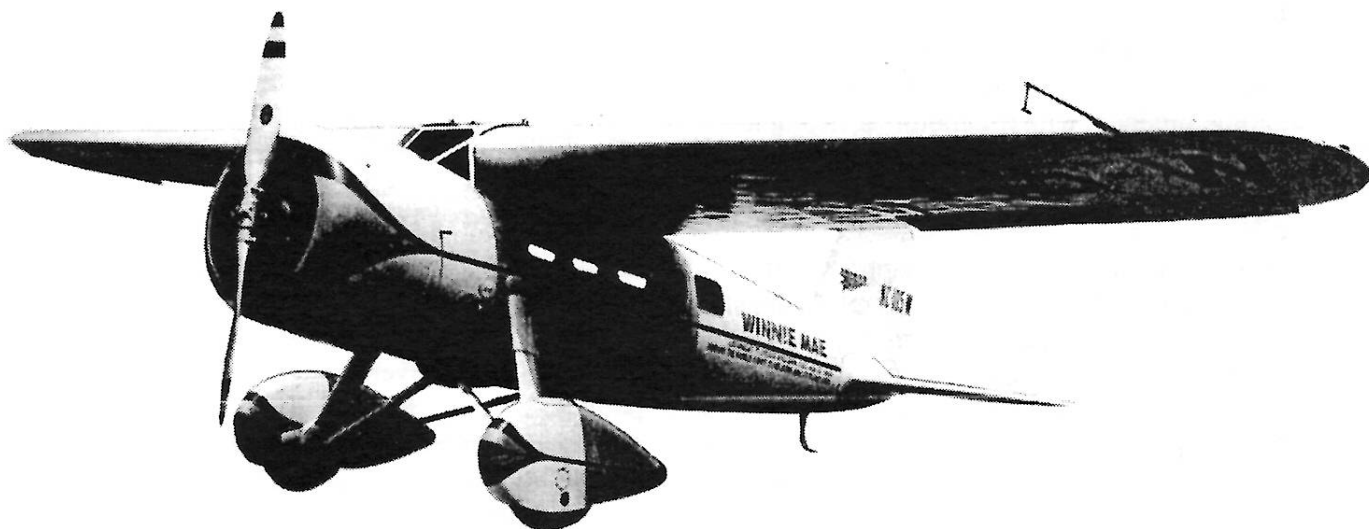
**Questions, comments, design sketches, etc.:**

David Aronstein

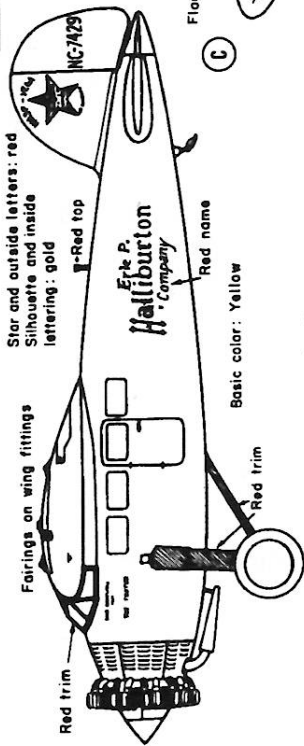
10682 Mareland Road, Delaplane, Va. 20144,  
Home: (540)-364-4906, Office: (703)-416-8471

## GOLDEN AGE REPRODUCTIONS

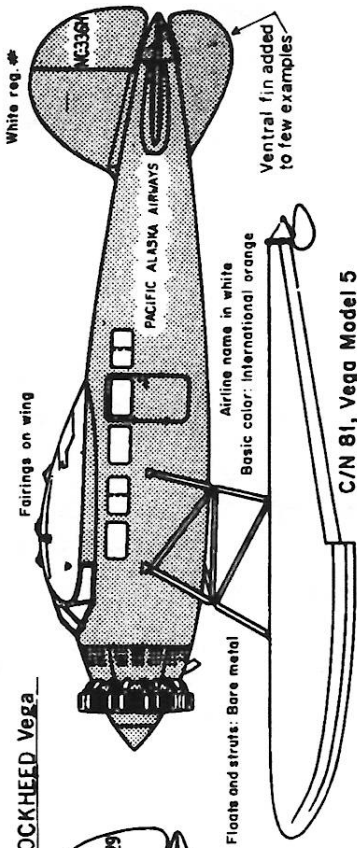
One of the plans in this MAXFAX issue is the 21 inch Peerless Vega. It's a little more detailed than the Comet ten-center also shown. This and many other great old-time scale plans are included in the "Golden Age Reproductions" collection. One of the granddaddies of 'Golden Age' plans and kit sources, "Golden Age Reproductions" is the brainchild of our dear friend Joe Fitzgibbon and his partner Harry Keshishian along with Bill Harney; it is now owned and operated by their good friend and associate Jim Fiorello. Most of the older FACers out there know all about the great range of plans and kits produced by Jim, but perhaps some of our newcomers may not be familiar with them. All of the Golden Age Reproduction plans are worthwhile additions to any scale modeler's plans repository. My files are full of them, even if they are never built. It is educational to pull one out and see how it was done in the old days! To get an illustrated catalog of Jim's 212 plans, 32 kits, canopies, decals and wheels, send \$3.00 to Jim Fiorello, Golden Age Reproductions, PO Box 1685, Andover, Massachusetts 01810. Take a good look at the list of kits; they are the best bargains around.



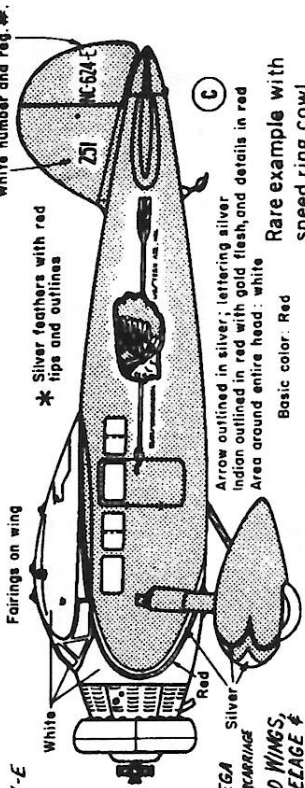
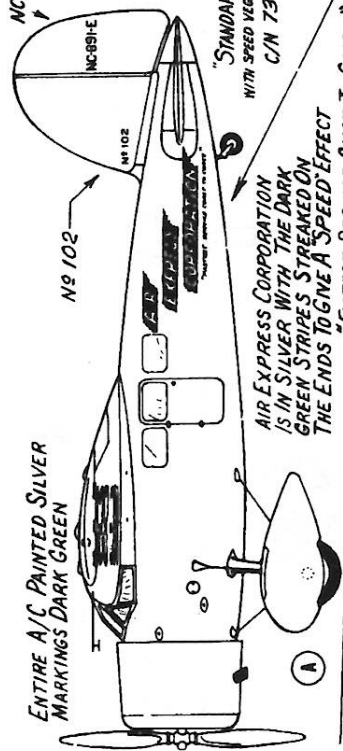
**LOCKHEED Vega**



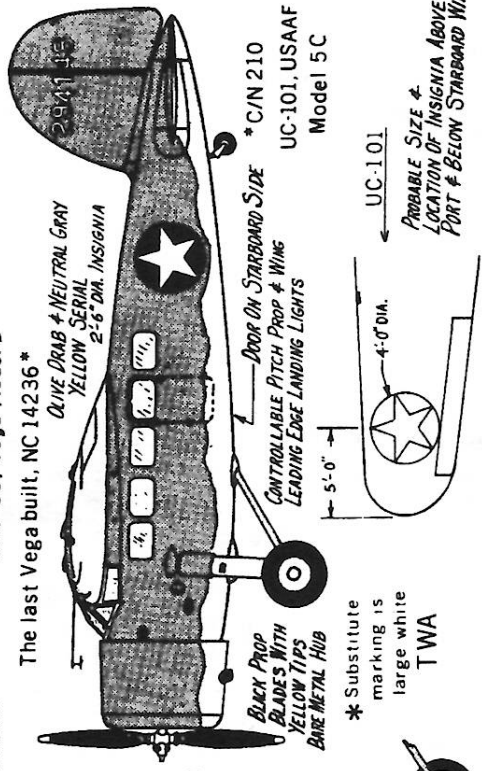
C/N 18, Vega Model 5



C/N 81, Vega Model 5



C/N 53, Vega Model 5



## MAXFAX BACK ISSUES

A number of recent MAXFAX back issues are now available; contact Stew Meyers for further info. The available issues and their contents are as follows:

**May-Jun 96:** Bowers & Raykow- 25" Farman F250 by Bowers, Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A

**July-Aug 96:** Meyers- 3rd Dime Scale Issue; Megow Taylorcraft on floats, Comet Vultee attack, Corben Super Ace, & Hawker Hurricane Construction notes, Torque Meter, Dime Scale Rules, Srull 15% tactics.

**Sep-Oct 96:** Pittman- Jabiru comments, Libella 11, Bates Monoplane, E-mail, Allen's Shop

**Dec-Nov 96:** Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, PearlHarbor, Clark Y airfoils

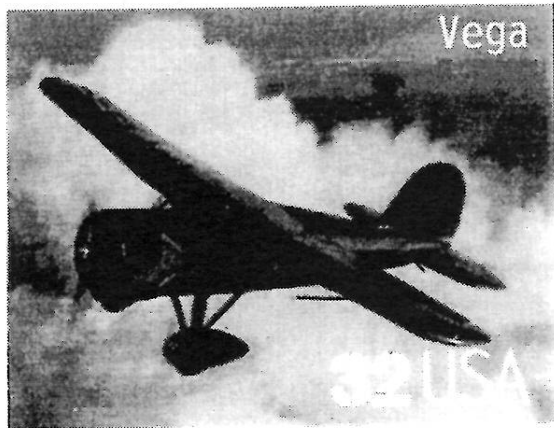
**Jan-Feb 97:** Schmitt und Srull- Aronstein 15% tactics, Lewars Aeronca Champ, John Low's N3N-3, Hurst's Shop, Simpers B-2 Stealth catapult glider

**Mar-Apr 97:** Schanzle- Ben Jones S-125 and Index to 20 years of MaxFax

**May-Jun 97:** Meyers- 4<sup>th</sup> Dimescale Issue, Airdevil Gregor FDB-1, Air-King Monocoupe Dimescale, Bellanca Jr. and Taylorcraft (20"), Majorly Morphed Megow Nieuport Scout, Nickelscale Bellanca Jr. , Al Flesher on "Propeller Efficiency"

**Jul-Aug 97:** Bowers & Raykow- Ned Kragness A Remembrance, Stinson Detroiter 27" by Hurst Bowers (Mini-6), A Rolfe Gregory CAVU, 'Cloud Catcher' & 'Vacation Special' 1940 cabin jobs by M.B. Kleckner, National Building Museum Fun Fly, C.H. Grant 'Cloud Tramp' for mass launch, Lindsey Smith's work shop

**Sep-Oct 97:** Pittman- Double photo pages, Gasu Denki Koken 10 cent plan by Dave Aronstein, also his "Washingtonian Proposal", Al Backstrom's Maubossin Hemiptere 10 center, No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie, Russ Sandusky's work shop, e:mail stuff on Geneseo.



## PHOTO PAGES

1. A Comet '10-center' Vega is this month's featured plan. Build a model from the enclosed plan and compete for next year's Bill Sheppard's Comet Vega one-design prize at the Kudzu contest in Raeford. Aircraft here is by Stew Meyers and it was a 'flyaway' at Geneseo this past summer.

2. Here is a photo of the beautiful Tool chest hand-crafted by Bill Sheppard for the Vultee one-design event at Raeford this past September. Stew's Vultee is perched on top. Bill promises another for the 'Vega' contest in '98.

3. The 'Vultee' flyers at the Kudzu Meet in Raeford this past September. Bill Sheppard our benefactor is the gentlemen on crutches, unfortunately a victim of a serious foot infection.

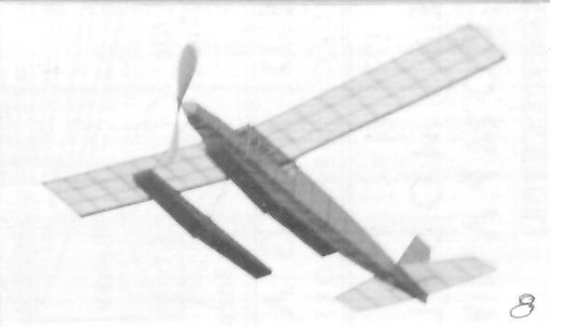
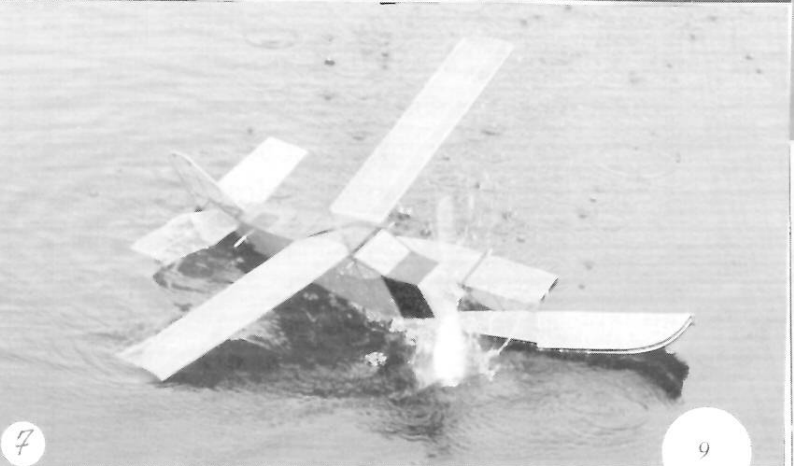
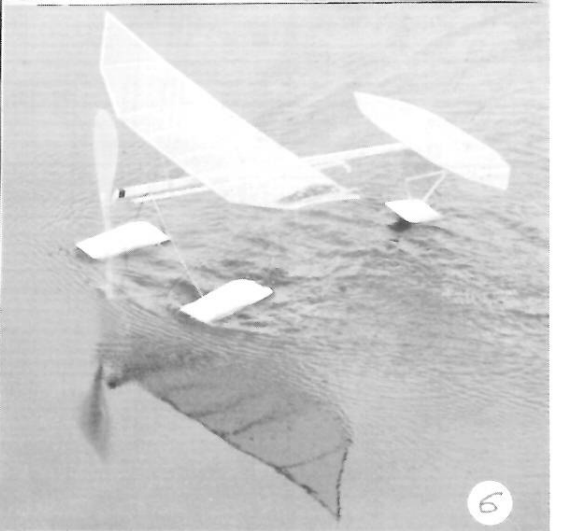
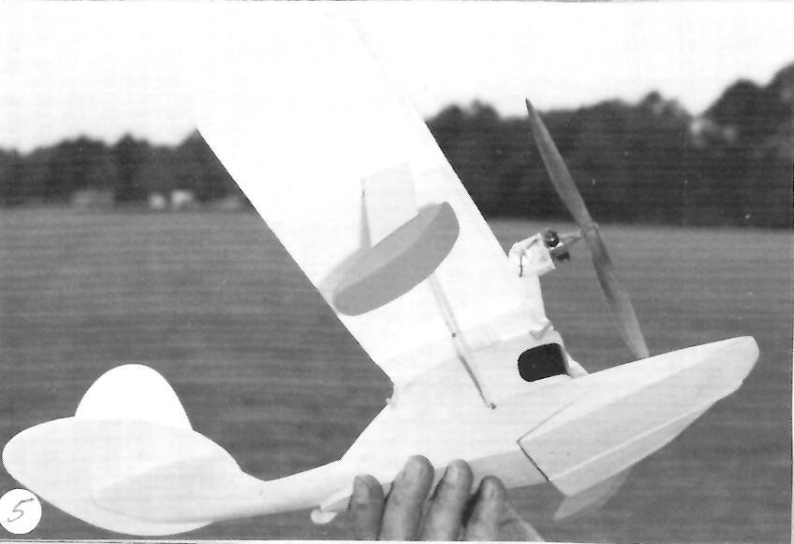
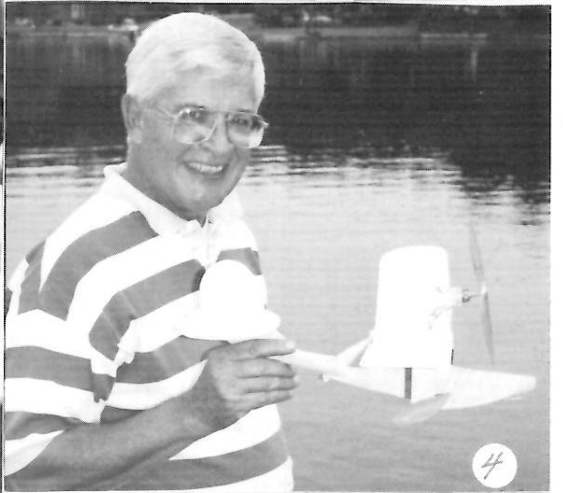
4. Pat Daily is back in action and flew this little CO2 seaplane at Dave Rees's float plane events in Goldsboro. It makes very realistic takeoffs and landings and Pat has promised plans for MAX-FAX.

5. Another pic of Pat's seaplane. It is all foam and Pat's original design.

6. Dave Rees built an ultra light which flew off the water nicely after stiffening the float struts. Covering is plastic food wrap.

7. Bert Phillips Bostonian sans float tries to act like a motor boat. We had lots of fun at this flying session. You really should try to come in '98.

8. Ben Shipman's original design lightweight was a spectacular flyer with great takeoffs and flights.

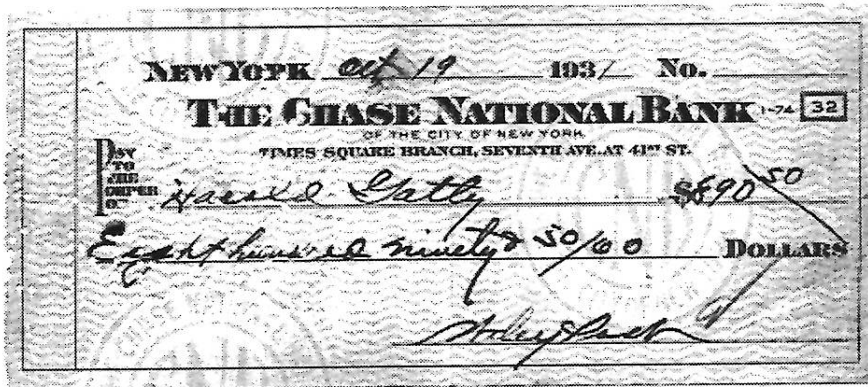




# THE POST - TO - GATTY CHECK

by Hurst Bowers

The pictured check was presented to Mrs. Irene Mills in late 1931 or early 1932 in response to her request for an autograph or souvenir from Wiley Post. Her husband, Mr. George Mills, was an employee of the U.S. Dept. of Commerce which later became the C.A.A.. They were living in Atlanta at the time and many of the aviation celebrities made stops at what was then Chandler Field. They frequently visited in the Mills' home. "Miss Irene" was well known for her "good cooking", and she said it was routine for "Mr. George" to bring one or more of the visiting flyers home for dinner. Roscoe Turner was one of her favorite guests for he always had some "funny trick" to show her. He would bring a pet squirrel with him in his coat pocket, which he would let perch on his shoulder during dinner. She said she was glad he didn't bring "Gilmore". Wiley Post was a dinner guest on his Atlanta visit and had the canceled check in his pocket after completing his around the world trip in the "Winnie Mae". It was in pay-



ment to Harold Gatty for his services as a navigator for the trip, "Miss Irene" said that "Wiley" told her.

And how did I acquire the check? "Miss Irene" gave it to me in about 1975 and told me of many of the early events in North Georgia. When

"Mr. George" died she returned to her old family home in Royston and lived with her sister, "Miss Ina" Manley, and her "double nephew" Manley Mills. Manley was an accomplished modeler, aviation writer, and employee of Lockheed Aircraft for many years. He was about 10 years older than me and from my very early memories his models fascinated me. He was kind and patient and steered me through my clumsy early model building days. He was my close friend throughout his life, which ended in 1971, shortly after my return from a tour of duty with the 7th Air Force in Vietnam. I still miss him very much when I return to my Georgia home.

After Manley's death I spent many hours visiting "Miss Irene" and "Miss Ina" during my Georgia trips and it was on one of these that "Miss Irene" gave me the Wiley Post to Harold Gatty check, which has been promised to and accepted by the National Air and Space Museum in Washington. Additionally they gave me many books and publications, and two models which were published in Flying Aces in 1939 and 1940. They were the Gloster "Gladiator" and the Brewster "Buffalo", both of which were presented to, and displayed in the Museum of the Academy of Model Aeronautics.

# KUDZU 7th ANNUAL

Bert Phillips

The KUDZU float fly at Dave and Marie Rees' home on SpringLake was mostly a great success. There was no wind at all; it was like flying indoors. The big disappointment was that no one capsized the recovery canoe, a long standing tradition at this event! The other disappointment was that it took 47 attempts to get my plane off the water for a dazzling 21 second flight that ended abruptly in a tailspin when the power ran out, followed by an ignominious plop (Ed. See photo page for the end of that flight). No one else seemed to have much trouble getting off the water, seems like most of the guys have figured out how to do it.

The flights were scored by duration and quality of the landing. A flair out and a skim in getting high points and a plop at the other end of the scale. The scoring was by our genial friends and hosts Marie and Dave Rees, the electrical wizards of 'HiLine'. Dave was resplendent in dress shirt, pants and sport coat, a picture of sartorial splendor; reminded me of pictures from old magazines where all the modelers were dressed as if for the office.

The first off the water was Pat Daily's CO2 foam flying boat followed closely by Dan Driscoll's Pacific Ace Bostonian with Chuck Wojtkiewicz floats. Pat's engine was an early Brown twin. Pat carved his model out of blue foam, foam dinner trays and butcher trays without the benefit of any plans or drawings. An interesting feature was an adjustable thrust line. Pat has promised to come up with some plans for a future MAXFAX.

Dave Rees had a stick, like an old ROG model, blue foam floats, wing and tail covered with Reynolds food wrap. It looked like an indoor model. The prop was unbalanced. It was very nervous as it shook itself up, hanging on the prop. Turned out it had good reason to be nervous as the wing folded over, which of course generated another ignominious plop. Hot stuff to the rescue and several fine flights followed.

Don Srull's twin rubber flying boat fairly jumped out of the water, hardly any run at all. Looked like it would R.O.G. too.

Terry Pittman had his low wing Farman (what else?). An early flight was great and straight, looked like it might cross the lake. Terry fixed that

and in a subsequent flight it turned across the shoreline and ended up in a tree.

There was much more excitement and fine flights. If I had known that I was being drafted by the editors to write this up I would have taken notes or something. But I didn't, so have no more details.

Seaplane Results at the lake:

Non Scale Power — Pat Daily

Non Scale Rubber — John Diebolt, Dave Rees, Ben Shipman

Scale Rubber — Terry Pittman, Stew Meyers, Chuck Wojtkiewicz

The next day for the land plane part of the meet at Raeford dawned cloudy and windy. It looked like rain all day and it did rain for maybe an hour in the afternoon, not too hard but enough to make the models a little more than soggy. The wind died down a little by late afternoon, too late to do anybody any good.

The gusty wind caused a lot of 'dorks' and long chases and models hiding in the grass way far away. One dork was Dan's Helioplane, all four long-erons were broken, some in more than one place. The nose was pointed up about 45 degrees. Amazingly Dan hot stuffed it back together and it didn't look too bad. He flew it again with about one-half maximum winds and it returned the best flight of its' life. Next flight was with max winds and it flew promptly into the ground and destroyed itself. Is there a lesson here?

Raeford Mass Launches winners:

WWI — Bob McClellon, DVII

Golden Age — Dan Driscoll, Howard (Earl Stahl's)

Racers — Bill Landrum, Chambermaid

WWII — Bill Landrum, Mig 3

Mod Civilian — Jim Pollard, Turbo Porter

Peanut — Dan Driscoll, Cougar

Mod Military — Don Srull, Mig 15

Dime Scale — Jerry Paisley, Vultee.

Old Time Rubber — Don Srull, Lanzo Cabin

Vultee One Design — Stew Meyers, Sponsored by Bill Sheppard

Scale :

FAC Rubber Scale — Dave Smith, Douglas

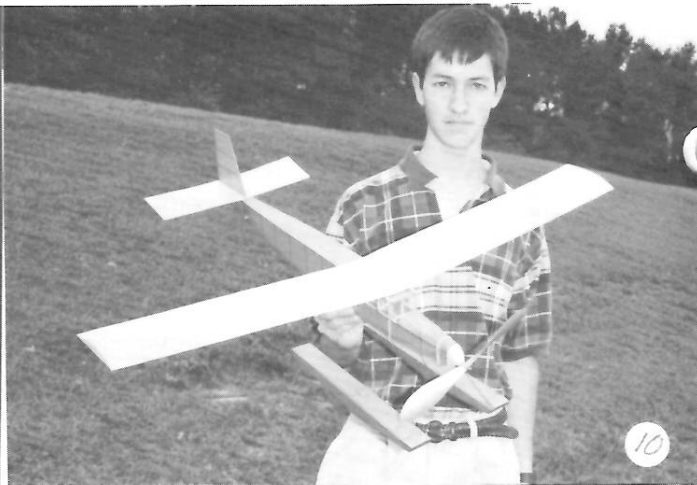
Skyshark

FAC Power — Ollie Benton, WACO SRE

FAC Jumbo — Ollie Benton, DH Hornet Moth



9



10



11



12



13



16

14



## PHOTO PAGES

continued

9. One-half of our canoe recovery team at the seaplane fly, Claire Pittman gathering errant aircraft from the lake. Claire had a great time at Raeford also and kept us fortified with chocolate bars during the damp, chilly day.

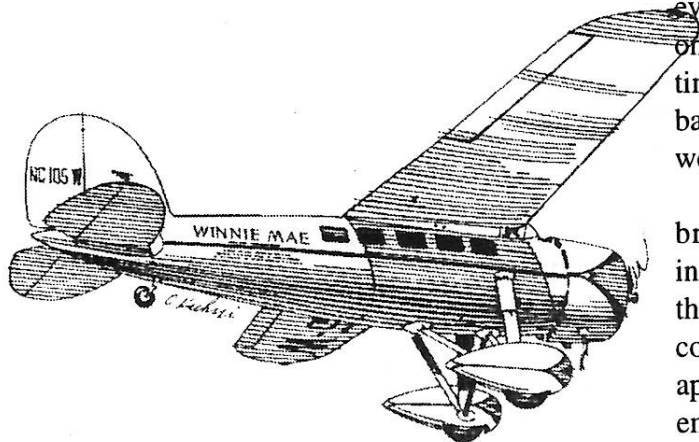
10. Ben Shipman with his light-weight and handsome seaplane.

11. Jim Pollard with one of his many fine-flying aircraft at Raeford, a Martin MO-1 from Bill Bell's plans in an earlier MAXFAX.

12. Obviously a happy Jerry Paisley with his original D-VII at this past summers Maxecuter Funfly at COMSAT. See contest results in this issue. Jerry's plan will be featured soon in MAXFAX.

13. Our intrepid cinema photographer David Franks put his camera down to be ready for the WWII event at the Maxecuter Funfly with his Wildcat.

14. Our master craftsman Tom Hallman sent this terrific photo of his Mitsubishi which competed at COMSAT in September. Ask Tom to tell us how he made the great radiator shutters?



## THE 1997 SUMMER FUN-FLY

Allan Schanzle

The three days prior to the Summer Fun Fly were magnificent. Temperatures were in the 70's, low humidity, but windy. The forecast for Saturday was the same, with reduced wind, and zero chance of rain. The perfect contest day. Saturday morning, the weather channel, which uses the latest multi-million dollar radar and billion dollar satellite system (compliments of the tax payers) said there was no rain within 100 miles of COMSAT.

I arrived at the field at 8:00 AM to get things set up for the contest that began at 9:00. It was cloudy and quite cool, but dead calm. Any guesses what happened by 10:00? Yep, rain. It lasted only 45 minutes and was relatively light, but even to the untrained meteorologist, it was obvious a weather front was passing through. It cleared up about noon, but the wind began to blow, with substantial gusts at times. Even so, Hung was there and offered several nice bubbles of air for the brave modeler who wound to the maximum.

The wind, and the ever-increasing age of the contestants, is the reason that you will see only two or three heats in the multi-heat mass launch events. Our health is first priority.

Take a close look at the static scores (see detailed score results on next page). We had held a meeting the week before the contest and agreed that static scores have been too high, particularly in Power Scale, which was designed as a "scale" event because it is not a big deal to get two minutes on a well-tested model. You can increase flight times by simply inserting a larger tank or more batteries. So the judges did their job, perhaps too well!

The CD would like to thank those who brought the food for the lunch table, the individuals who made the trophies and buttons, the judges, and all those who brought items or contributed to another fine day of flying. Special appreciation goes to Bob Marchese, who is an employee of COMSAT and makes arrangements for us to use the field.



**CONTEST RESULTS FOR 1997 SUMMER FUN-FLY**

**CONTEST RESULTS FOR 1997 SUMMER FUN-FLY**

**FAC SCALE**

NAME	AIRCRAFT	STATIC										FLIGHT (SEC.)			S C O R E	
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T	F L T	F L T	F L T	F L T	F L T	F L T			
1. DAVE REES	CANT TRIMOTOR	28	13	11	52	35	36	62	-	-	-	-	-	-	-	148.0
2. TOM HALLMAN	MITSUBISHI 1MF1	28	14	11	53	15	104	-	-	-	-	-	-	-	-	146.5
3. DAVE FRANKS	FAIREY FULMAR	22	11	9	42	10	110	-	-	-	-	-	-	-	-	132.0
4. CLAUDE POWELL	MARTINSYDE BUZZARD	28	13	10	51	15	54	58	99	129.3	-	-	-	-	-	114.0
5. JERRY PAISLEY	FOKKER D-7	25	13	8	46	15	20	34	-	-	-	-	-	-	-	95.0
6. BOB MARCHESE	MACCHI 202	22	13	9	44	10	30	24	-	-	-	-	-	-	-	84.0
BILL BELL	CONSOLIDATED FLEETSTER	DID NOT RECORD OFFICIAL FLIGHT TIME														
BILL BELL	LOCKHEED VEGA	DID NOT RECORD OFFICIAL FLIGHT TIME														

**FAC POWER SCALE**

NAME	AIRCRAFT	STATIC										FLIGHT (SEC.)			S C O R E	
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T	F L T	F L T	F L T	F L T	F L T				
1. TERRY PITTMAN	DELANNE 20T	22	14	10	46	10	120	-	-	-	-	-	-	-	-	128.5
2. DAVE REES	PONCILLET	21	13	9	43	5	120	-	-	-	-	-	-	-	-	125.5
3. JOHN LEWARS	ALEXANDER FLYABOUT	23	13	9	45	0	94	64	87	121.0	-	-	-	-	-	120.5
4. CLAUDE POWELL	AMERICAN EAGLET	20	9	9	38	3	120	-	-	-	-	-	-	-	-	103.0
5. BOB MARCHESE	HORTON III-d	23	15	10	48	20	35	-	-	-	-	-	-	-	-	91.0
6. JOHN HOUCK	GOHTA 147b	21	9	7	37	20	34	-	-	-	-	-	-	-	-	90.0
TERRY PITTMAN	BLERIOT XXXII	21	10	10	41	5	44	-	-	-	-	-	-	-	-	84.0
7. AL FLESHER	BEARDMORE WEE BEE	21	15	10	46	5	33	-	-	-	-	-	-	-	-	84.0

**JUMBO SCALE**

NAME	AIRCRAFT	STATIC										FLIGHT (SEC.)			S C O R E	
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T	F L T	F L T	F L T	F L T					
1. BOB MARCHESE	PT-19	23	14	9	46	10	47	-	-	-	-	-	-	-	-	103.0
DAVE REES	DEWOTINE 338	DID NOT RECORD OFFICIAL FLIGHT TIME														
JOHN HOUCK	ME-108	DID NOT RECORD OFFICIAL FLIGHT TIME														
JOHN HOUCK	SUPERMARINE SPARROW II	DID NOT RECORD OFFICIAL FLIGHT TIME														
BILL BELL	BELLANCA AIRCRAUISER	DID NOT RECORD OFFICIAL FLIGHT TIME														

**CATAPULT GLIDER**

NAME	FLIGHT TIMES (SEC)						TOTAL BEST 3
	FLT 1	FLT 2	FLT 3	FLT 4	FLT 5	FLT 6	
1. AL FLESHER	28	32	32	49	28	39	120.
2. WALT FARRELL	27	33	45	12	26	28	106.

**MODERN PRODUCTION CIVILIAN (SINGLE HEAT)**

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	CESSNA 150									1
JOHN HOUCK	PIPER VAGABOND	X								3
MIKE MOSKOW	STINSON VOYAGER	X								2
BILL BELL	STINSON VOYAGER	X								2

**WW-1**

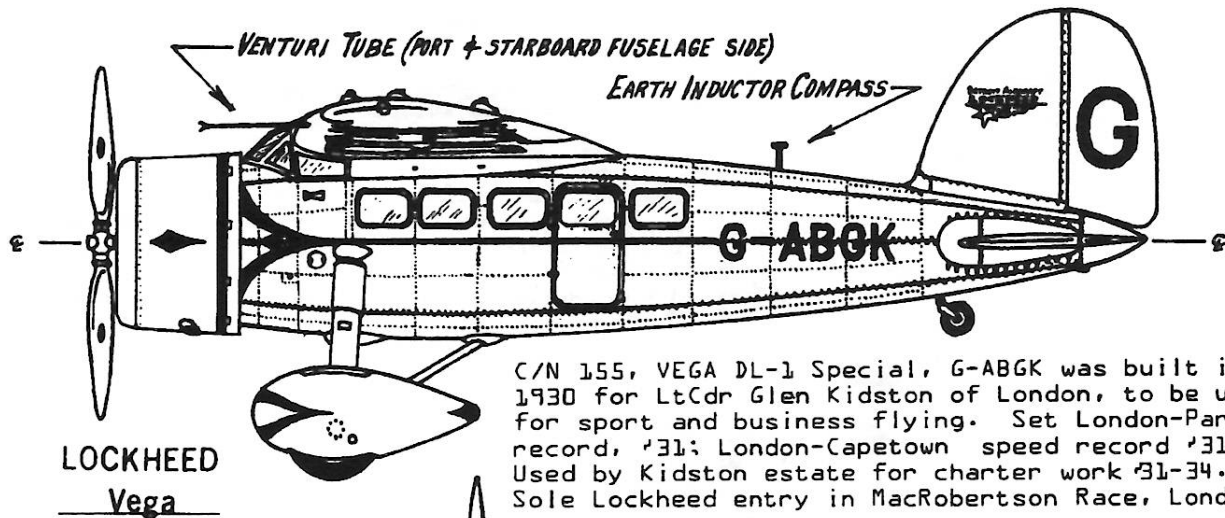
NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
DAVE REES	MARTINSYDE	X								
CLAUDE POWELL	SOPHWITH 1/2 STRUTTER	X								
WALT FARRELL	SPAD	X								
JERRY PAISLEY	FOKKER D-7	X								1
BOB MC LELLON	FOKKER D-7									
JOHN HOUCK	JUNKERS J-1	X								
DAVE ARONSTEIN	ALBATROSS C-1	X								
TOM HALLMAN	MARTINSYDE BUZZARD	X								3
STEW MEYERS	SPAD	X								2
BILL BELL	ALBATROSS	X								

**WW-II**

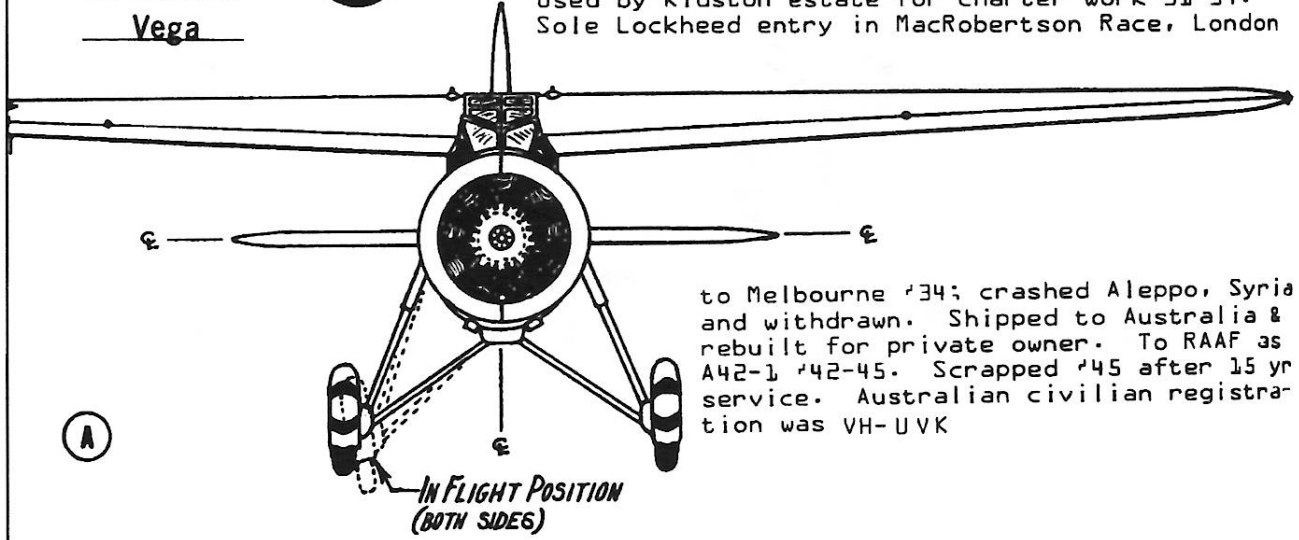
NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	ZERO	X								3
WALT FARRELL	KI-61	X								
JERRY PAISLEY	RE-2001	X								
BOB MC LELLON	F4F WILDCAT	X								
JOHN HOUCK	P-51A	X								
TERRY PITTMAN	P-47	X								2
BOB MARCHESE	MACCHI C-202	X								
DAVE ARONSTEIN	FIAT G-55	X								1
TOM HALLMAN	OHKA BAKA	X								
DAVE FRANKS	FAIREY FULMAR	OOS								
BILL BELL	P-47	X								
JOHN LEWARS	ZERO	X								

**WW-II PACIFIC PROFILE (SINGLE HEAT)**

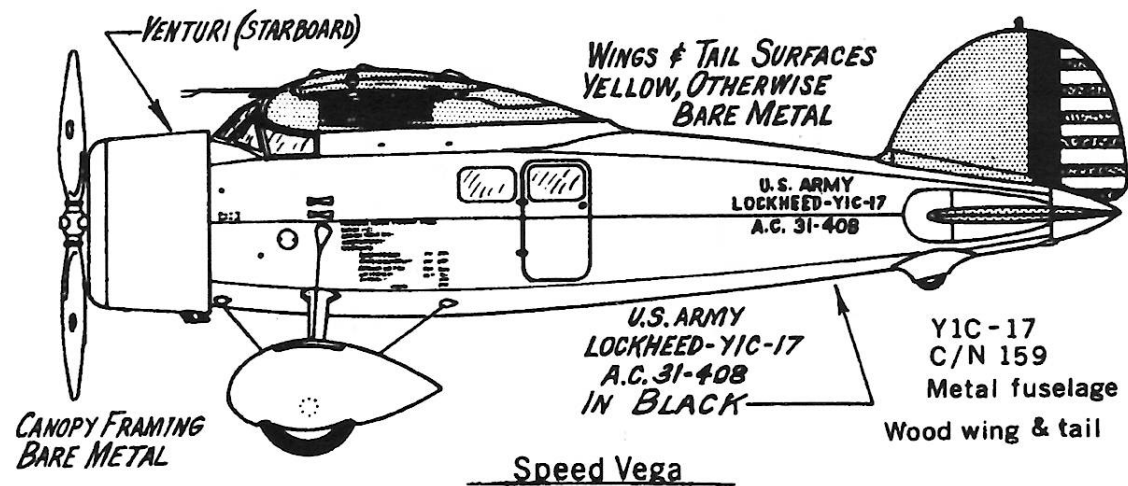
NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
WALT FARRELL	F4U CORSAIR	X								3
AL FLESHER	P-51	X								
RUSS SANDUSKY	KI-64 FRANK	X								
CAROL SANDUSKY	F4F WILDCAT	X								2
STEW MEYERS	FM2 WILDCAT									1



C/N 155, VEGA DL-1 Special, G-ABGK was built in 1930 for LtCdr Glen Kidston of London, to be used for sport and business flying. Set London-Paris record, '31; London-CapeTown speed record '31. Used by Kidston estate for charter work '31-34. Sole Lockheed entry in MacRobertson Race, London



to Melbourne '34; crashed Aleppo, Syria and withdrawn. Shipped to Australia & rebuilt for private owner. To RAAF as A42-1 '42-45. Scrapped '45 after 15 yr service. Australian civilian registration was VH-UVK



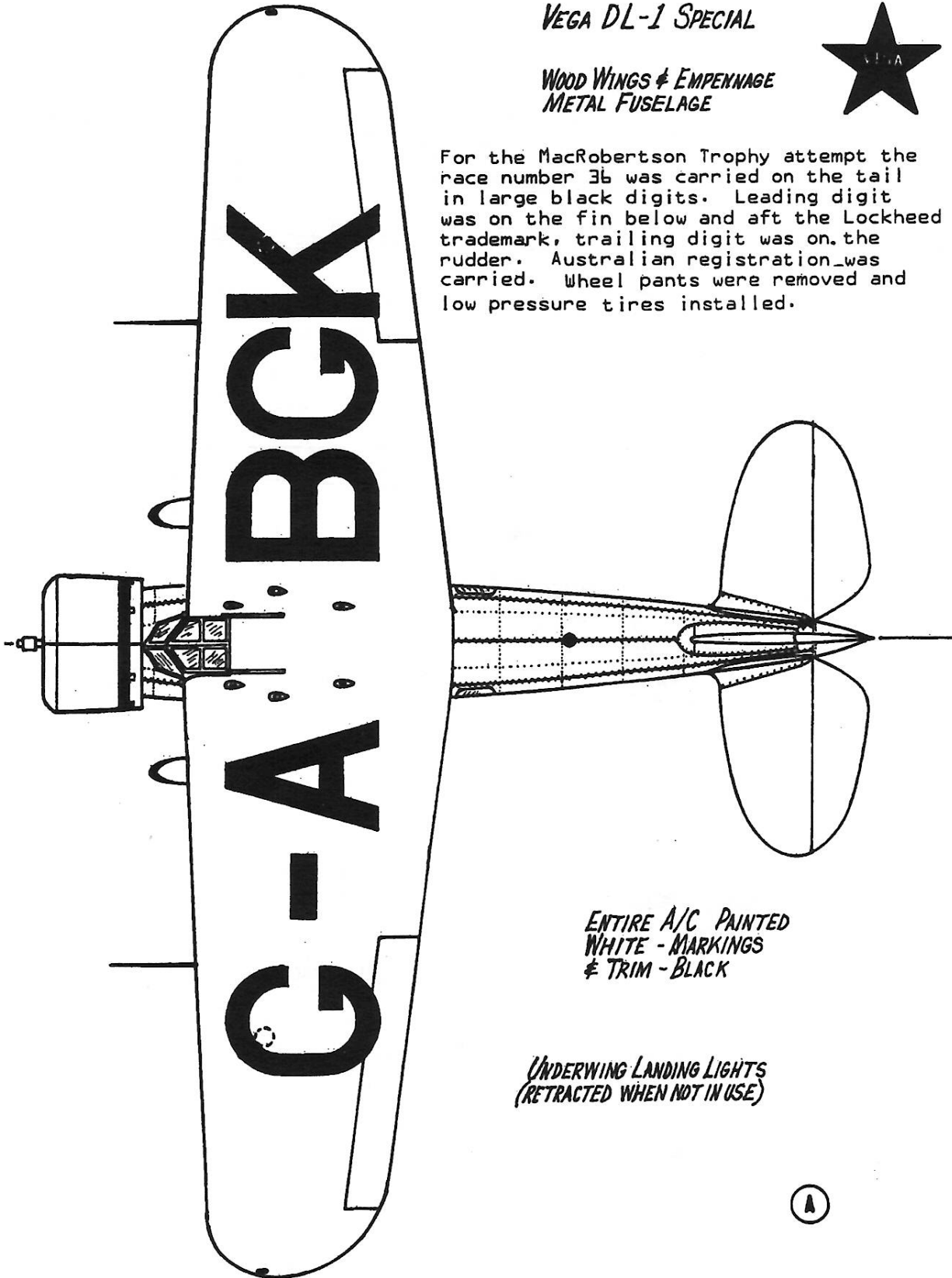
FASTEST USAAC AIRCRAFT OF IT'S TIME (221mph). "NO LOADED AIRPLANE EVER FLEW SO FAR, SO FAST"; L.A.-TOLU, KY., 1740 mi, 7hr 20 min\*, 10 MAR 31. PILOT-IRA C. EAKER, CAPT., A.C.  
\*AV 240 mph, 16,000 ft. — LOCKHEED DL-1B SPECIAL, 600hp Sup WASP.

*VEGA DL-1 SPECIAL*

*WOOD WINGS & EMPENNAGE  
METAL FUSELAGE*



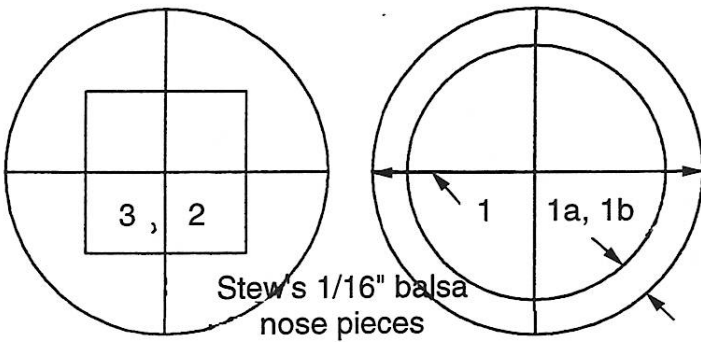
For the MacRobertson Trophy attempt the race number 36 was carried on the tail in large black digits. Leading digit was on the fin below and aft the Lockheed trademark, trailing digit was on the rudder. Australian registration was carried. Wheel pants were removed and low pressure tires installed.



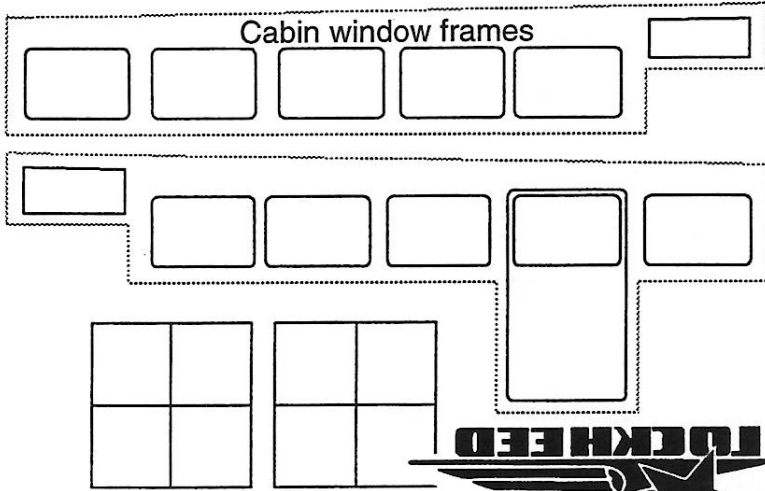
*ENTIRE A/C PAINTED  
WHITE - MARKINGS  
& TRIM - BLACK*

*UNDERWING LANDING LIGHTS  
(RETRACTED WHEN NOT IN USE)*

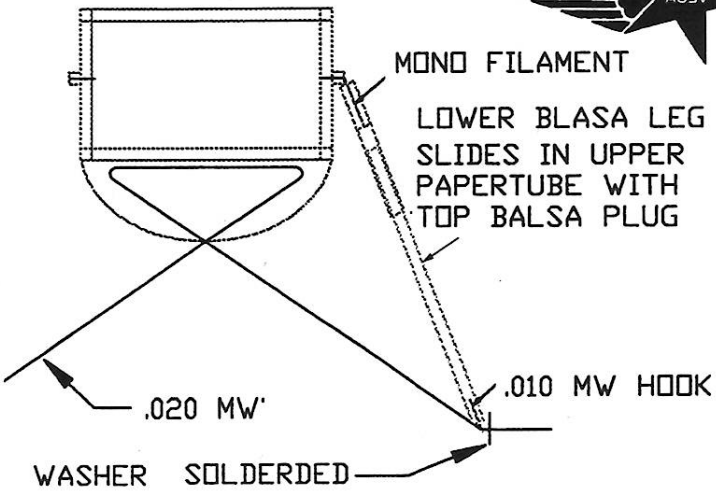




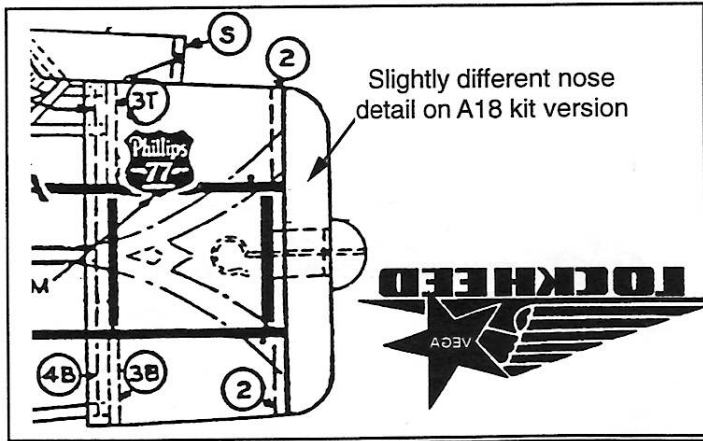
Stew's 1/16" balsa nose pieces



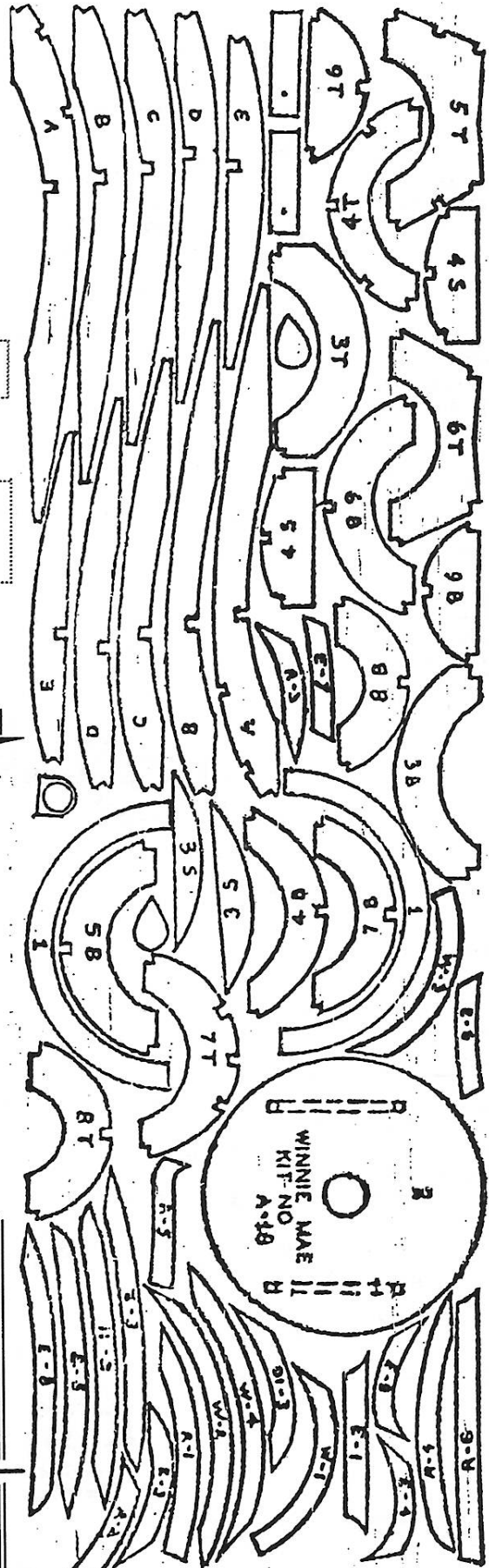
Cabin window frames



WASHER SOLDERDED



Slightly different nose detail on A18 kit version

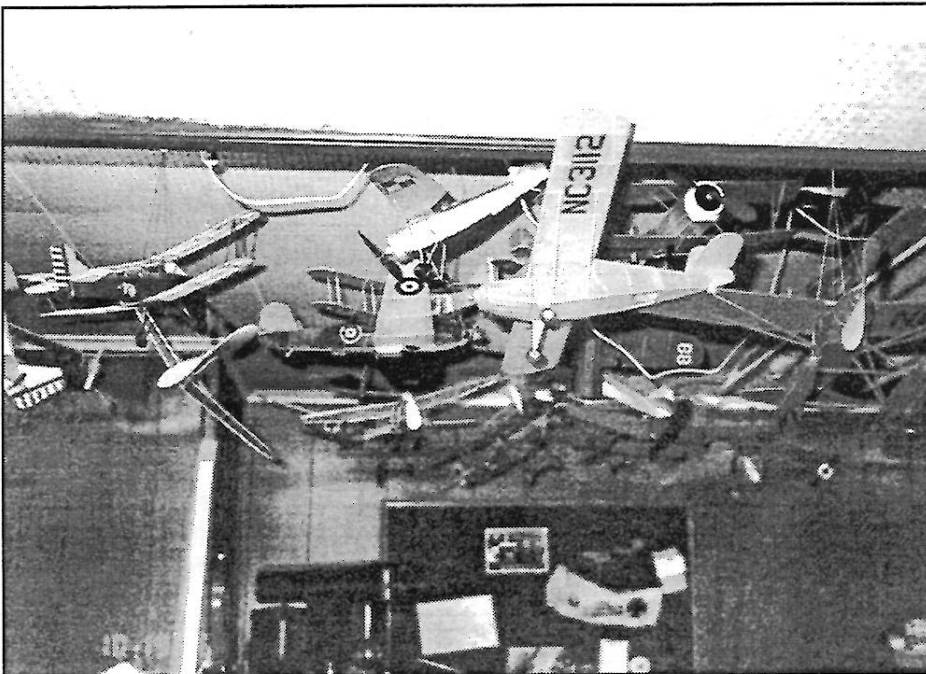


SCALE FLIGHT MODEL CO. BLDG COMPANY, INC. 07-001



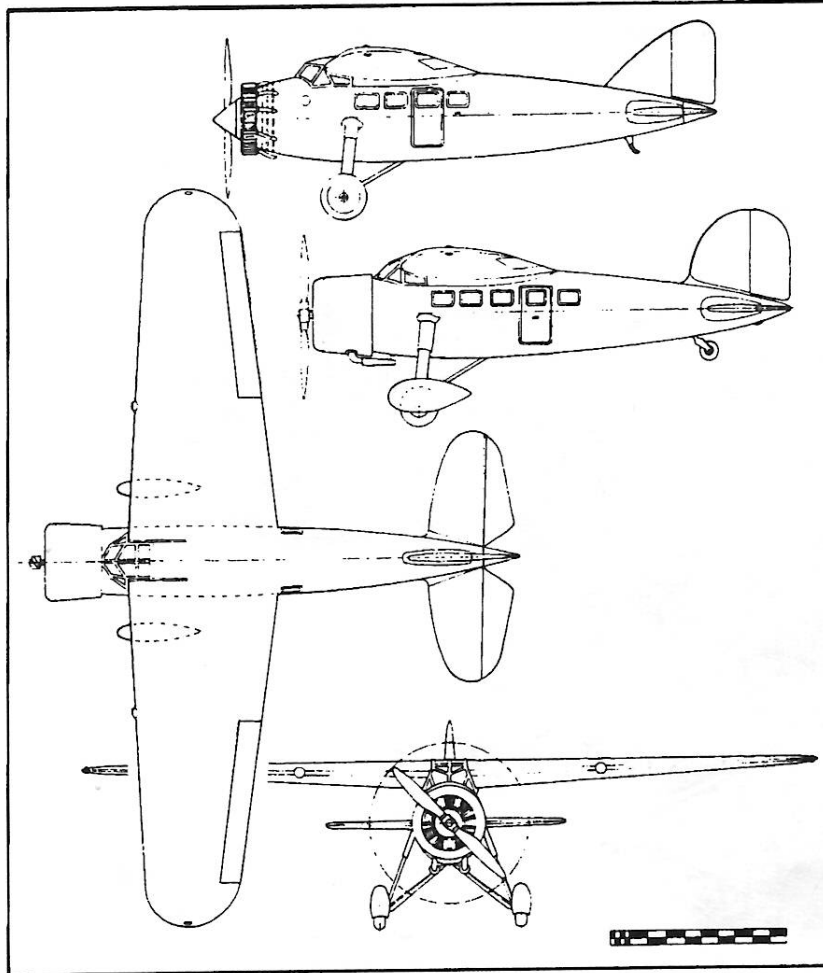
## THE MAXECUTERS AND THEIR WORKSHOPS

It is time for the roving cameraman to invade the digs of our "10-center" King, Stew Meyers. His secret and guarded pile of clutter has avoided the spotlight for too long. This investigative reporter finally penetrated Stew's shop



and not only saw first hand, but captured on film the raw chaos of this awesome production facility. Actually the photos do not do justice to the extent of haphazard disarray (too much dust) to be found there. Even without an actual on-site comparative inspection in Connecticut we feel that Stew may actually have out-

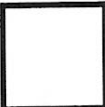
cluttered Al Lawton. We await a photo or two from Al to disprove this incredible, but serious challenge. Back to Stew's model aircraft assembly plant, it is easily understandable why Stew's shop is the way it is. When one is cranking out 'ten-centers' at the pace Stew has maintained uninterrupted for the past few years, it becomes almost impossible to clean up the rubble. And knowing now that Stew lives what the great Hung preaches: "A Clean Workshop is the Sign of A Sick Mind", we can only tip our hat and say - more power to you Stew; please don't stop to clean up!



Lockheed Vega 5C, with side view of Vega 1



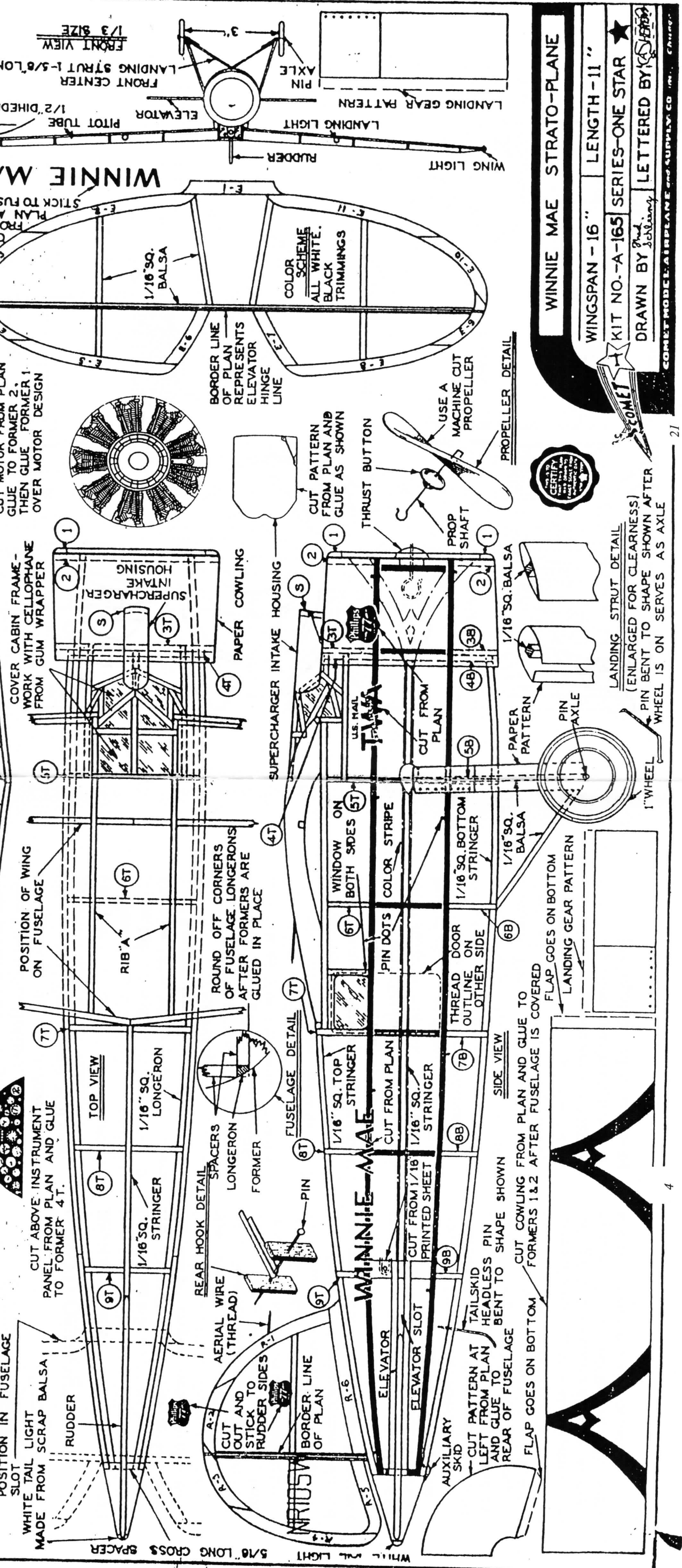
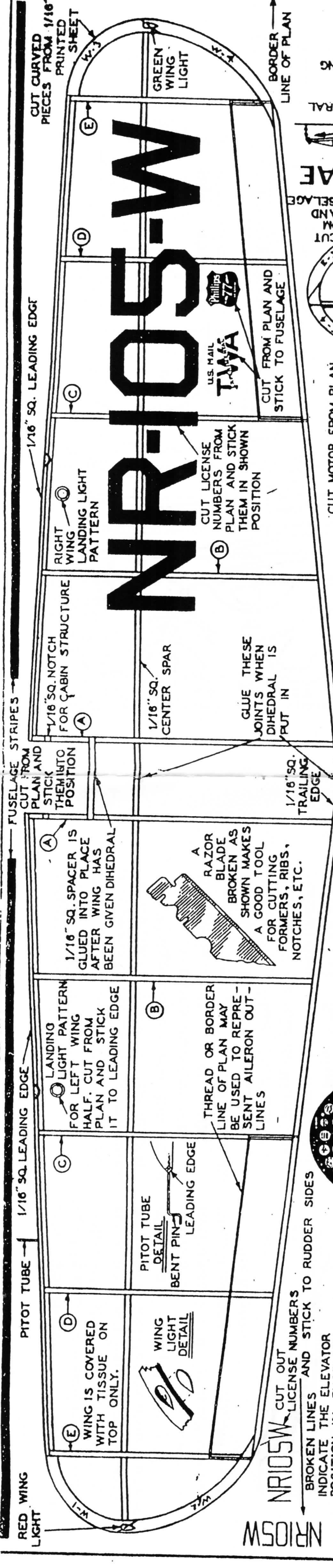
**NOTE : Your Dues Are Due**



**CLUB OFFICERS** President: Hurst Bowers, 1640 Birch Rd., Mclean, VA 22101  
 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

**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 are \$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.



# NR105-W



CUT LICENSE NUMBERS FROM PLAN AND STICK THEM IN SHOWN POSITION

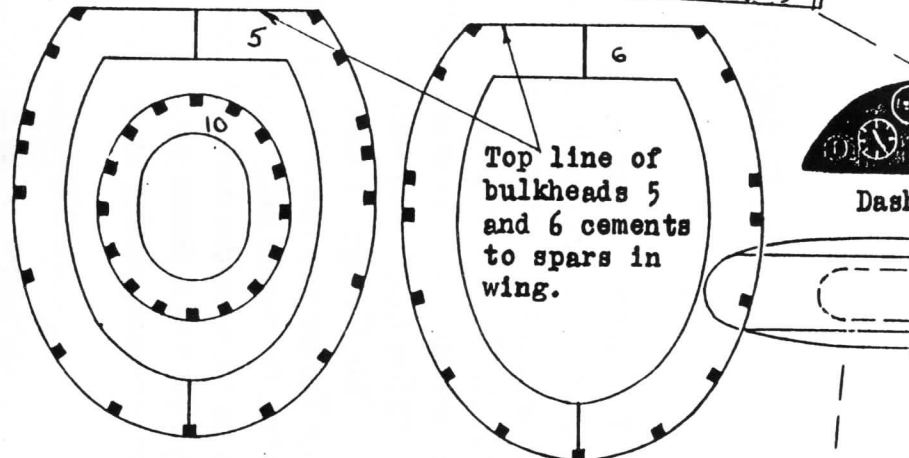
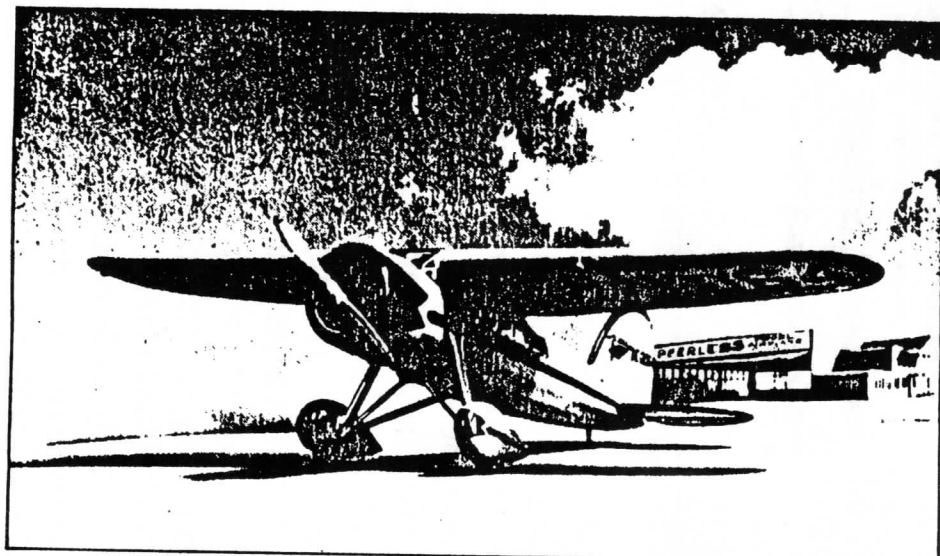
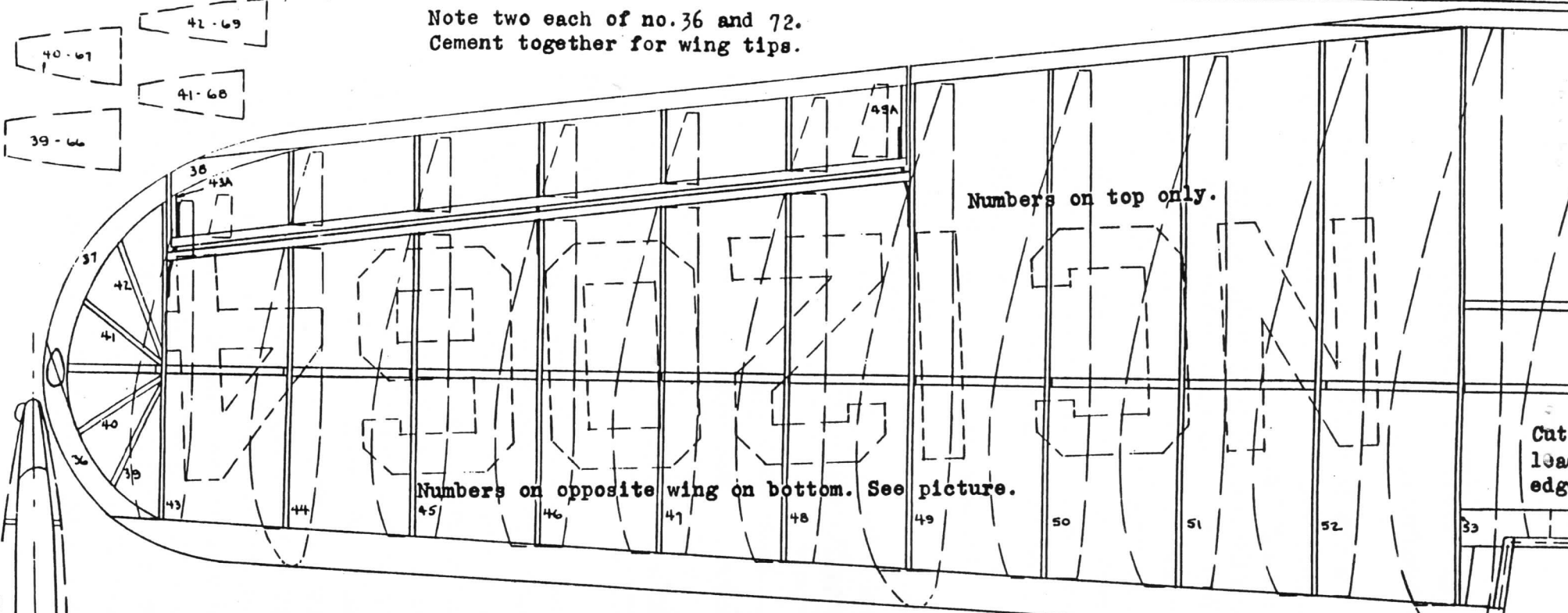
**WINNIE MAE STRATO-PLANE**  
 WINGSPAN - 16"    LENGTH - 11"  
 KIT NO. - A-165    SERIES - ONE STAR  
 DRAWN BY *Phed Schlemmer*    LETTERED BY *W. J. ...*  
 COMET MODEL AIRPLANE SUPPLY CO. INC.    Chicago



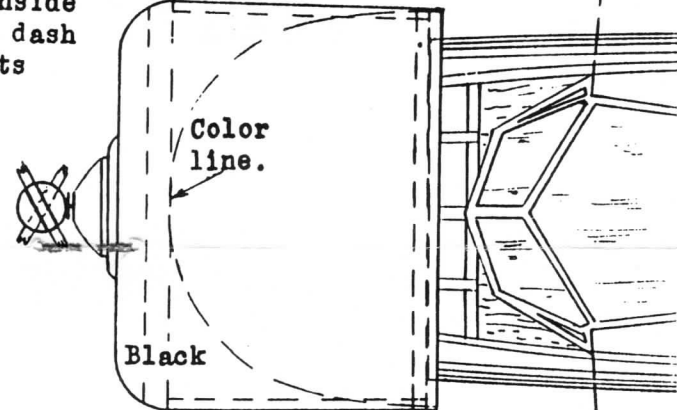
LANDING STRUT DETAIL  
 (ENLARGED FOR CLEARNESS)  
 PIN BENT TO SHAPE SHOWN AFTER  
 WHEEL IS ON SERVES AS AXLE



Note two each of no. 36 and 72.  
Cement together for wing tips.



Color cabin inside black. Around dash and instruments silver.



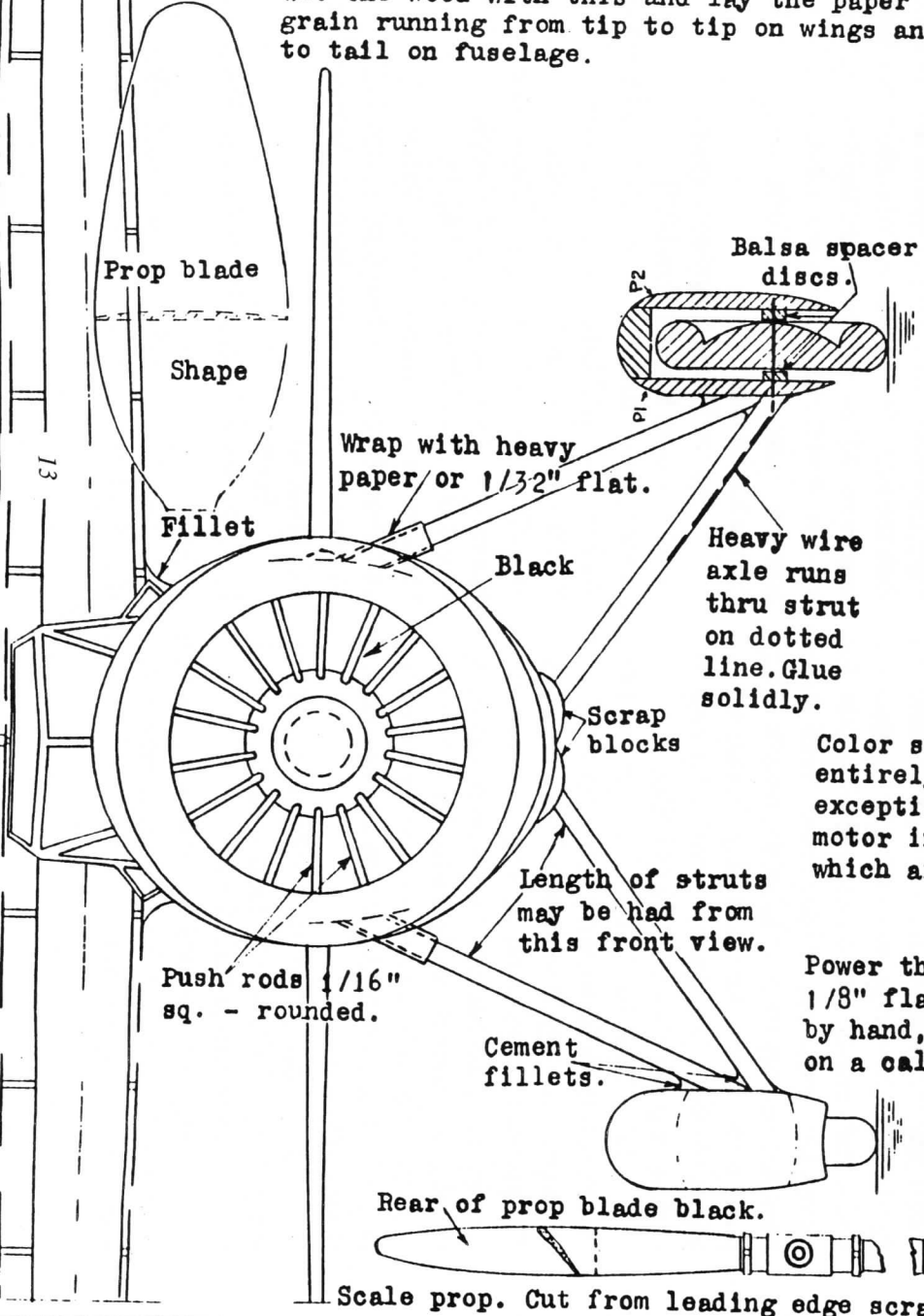
COVERING NOTES

Make certain before covering, that all the uneven surfaces are sanded smooth, all ribs are in line, and that the stringers in the fuselage fit into the formers snugly, for then the paper will go on much better and easier. Sand these parts using a block, and better results will be obtained. Paper only between short spaces, sometimes just two or three ribs and between two bulkheads at a time, for the paper is handier to use in small sections. Use the tissue cement as an adhesive, with a small brush. Wet the wood with this and lay the paper on it, grain running from tip to tip on wings and nose to tail on fuselage.

This accurate 1/2" scale model designed from drawings furnished by the Lockheed Aircraft Corp. by... *10 Howell* 1934

The study of all drawing, notes, be most useful this model. Even in two or more not made clear of the others w up the difficul

Give several cent first high

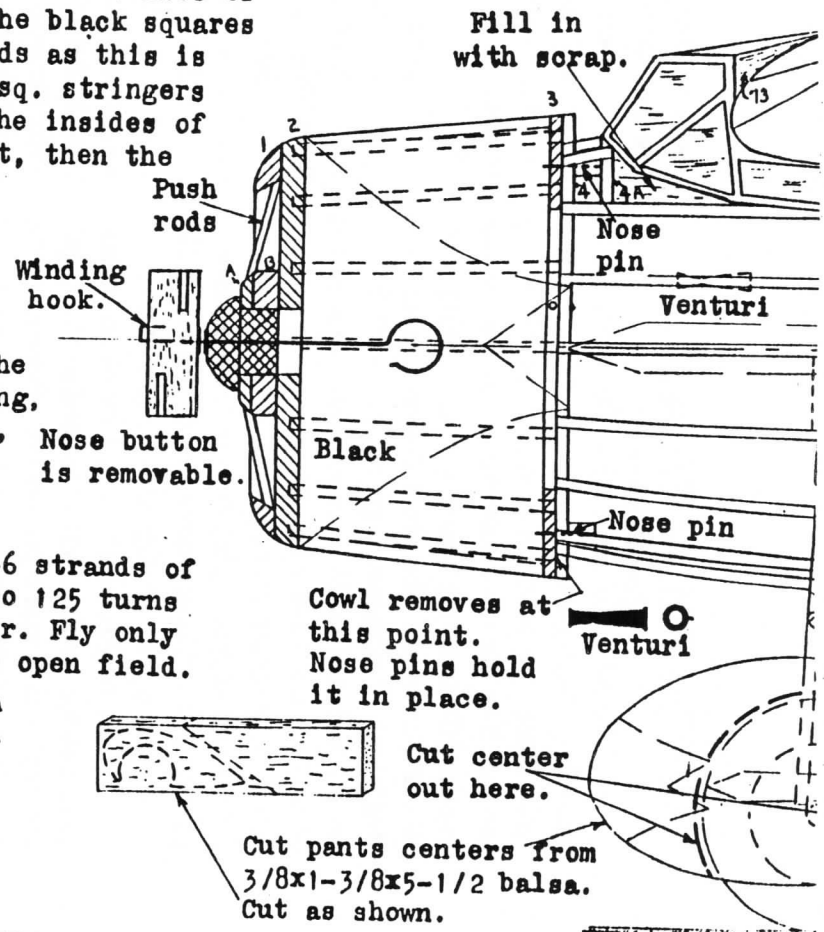


Trim the printed wood to a general shape, and sand to the center of the lines. Cut the black squares from the bulkheads as this is where the 1/16" sq. stringers pass thru. Cut the insides of all formers first, then the outside.

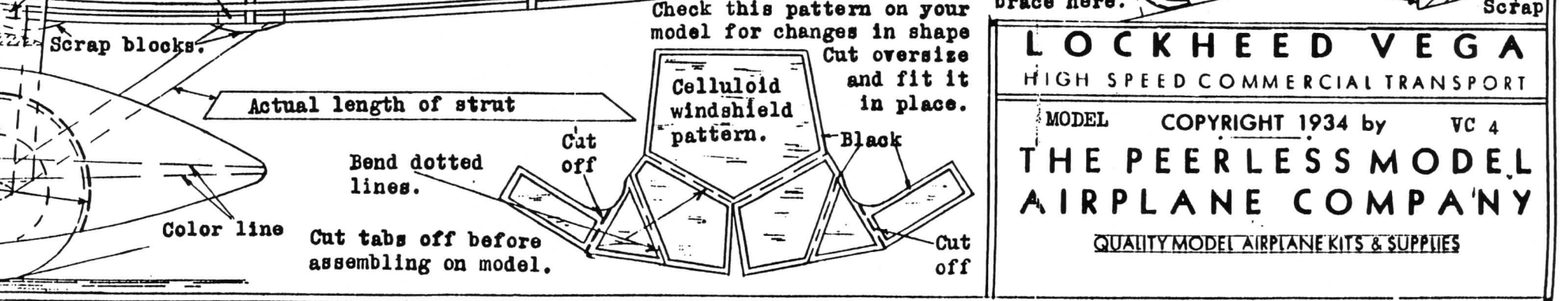
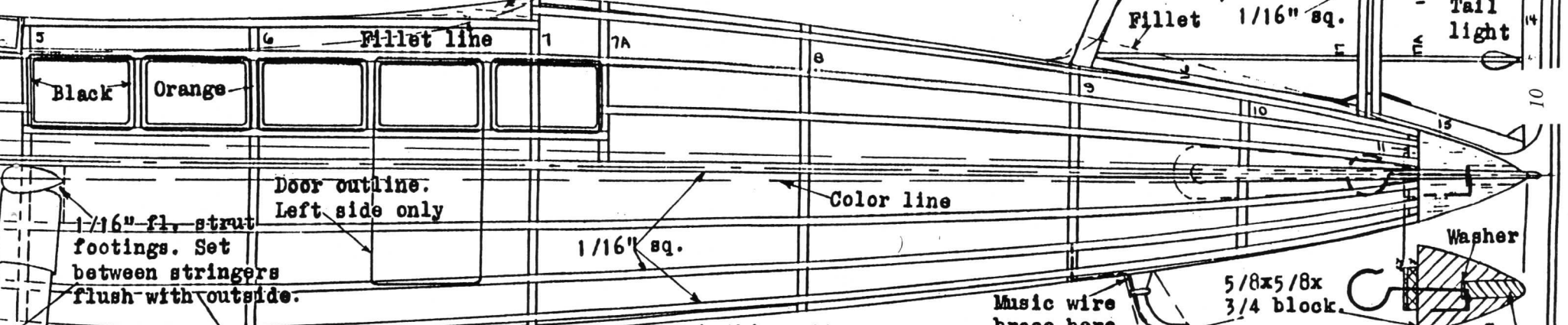
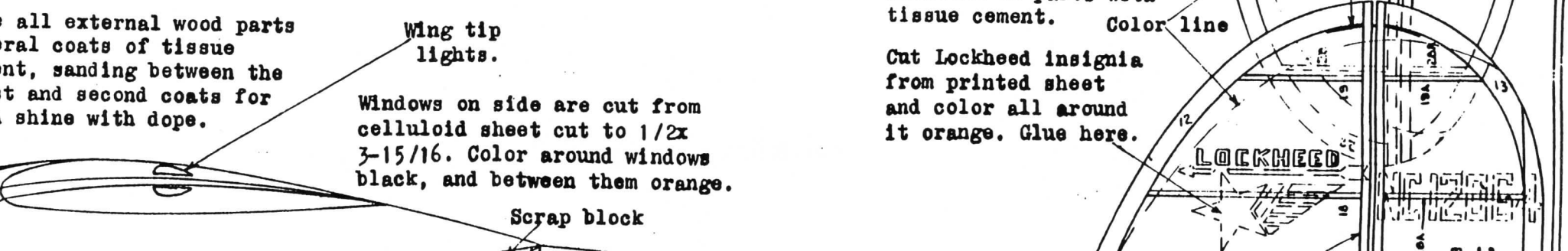
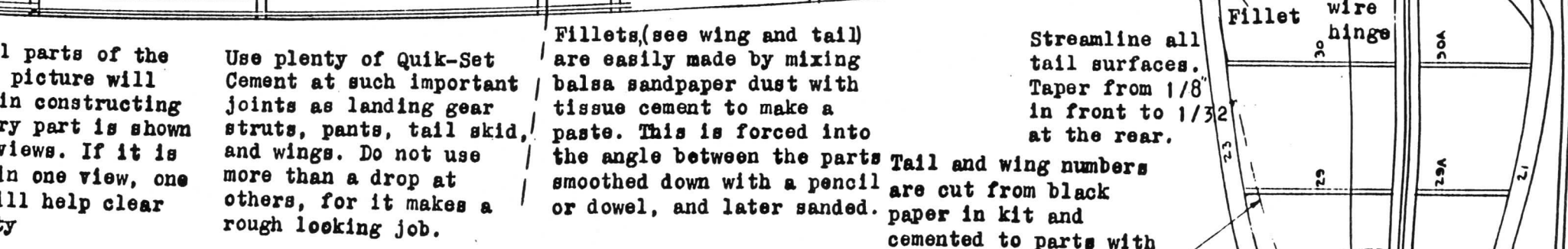
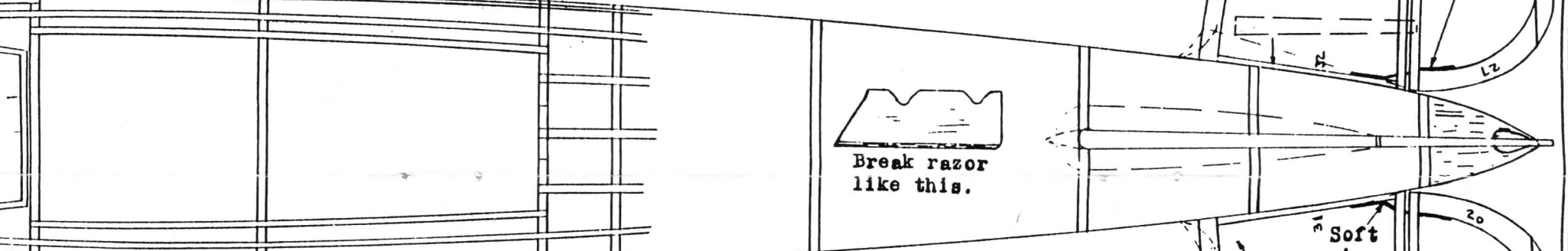
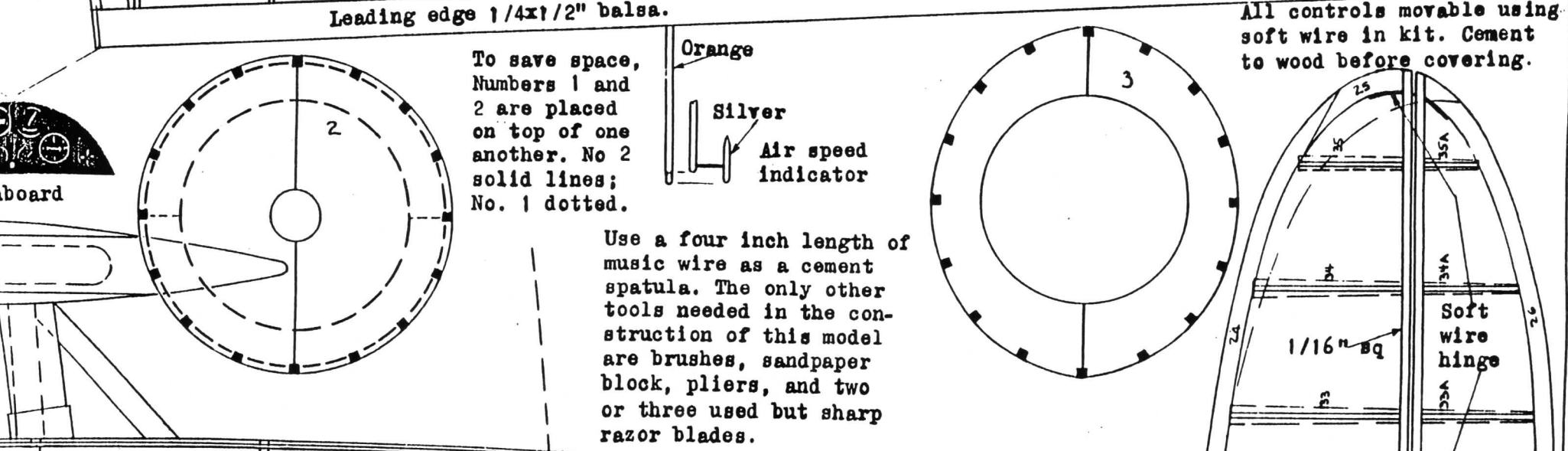
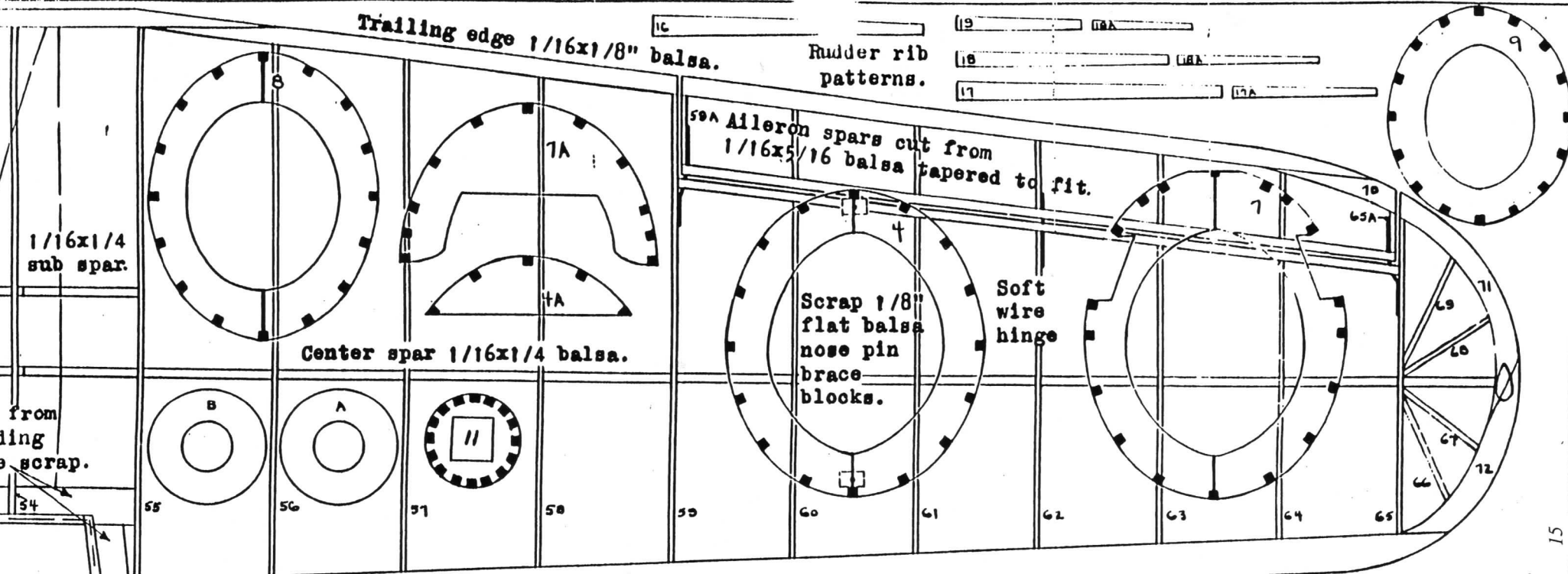
Color scheme. Model is entirely Orange, with the exception of the striping, motor inside, and tires, which are shiny Black.

Power this model with 4-6 strands of 1/8" flat rubber. Wind to 125 turns by hand, more with winder. Fly only on a calm day in a large open field.

Weight nose with lead inside cowl if model stalls.







**LOCKHEED VEGA**  
HIGH SPEED COMMERCIAL TRANSPORT  
MODEL COPYRIGHT 1934 by VC 4  
**THE PEERLESS MODEL AIRPLANE COMPANY**  
QUALITY MODEL AIRPLANE KITS & SUPPLIES