

MAX FAX

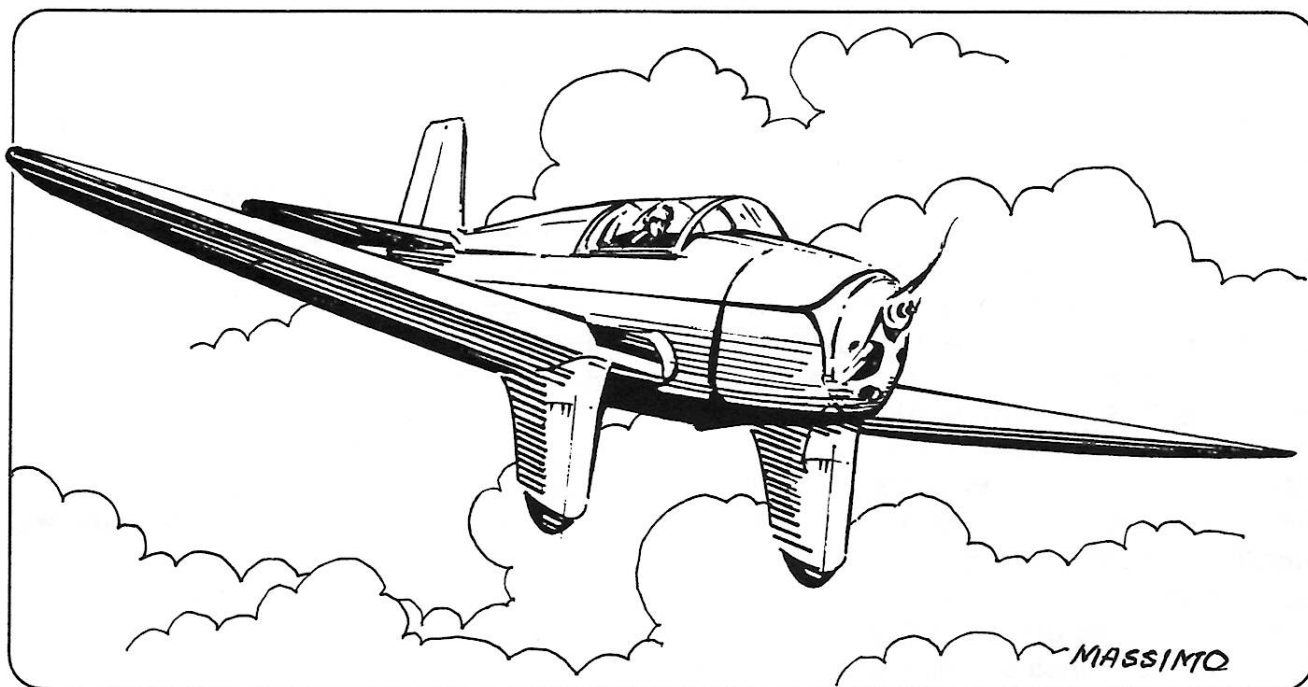


Journal of the D.C. Maxcuters

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

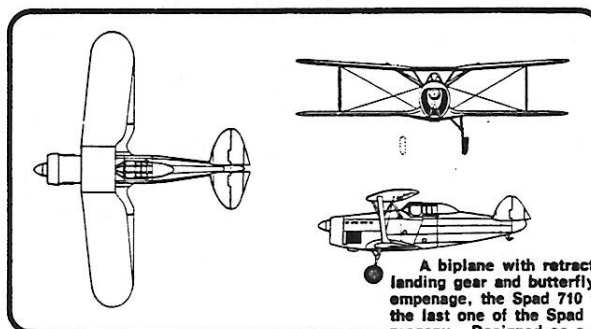
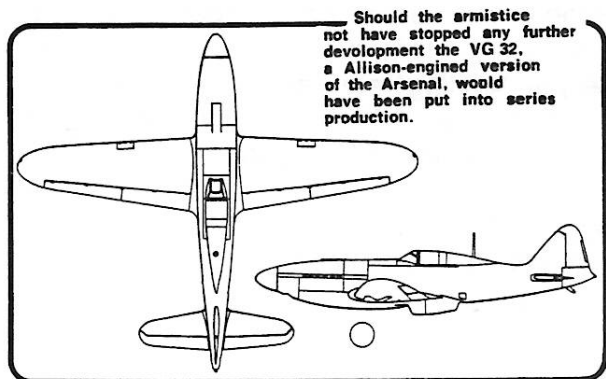
Editor : Allan Schanzle

March - April 1997



COMING ATTRACTIONS

- Saturday May 10, 1997 Reading Indoor Air Races, Reading airport, Reading Pa. Contact Tom Hallman ([610] 395-5656) or John Houck ([610] 488-6235. See notice in this issue.
- Saturday Sept. ? 1997 Kudzu contest at Raeford NC. See notice in the Jan/Feb 1997 issue of MAX-FAX.
- Saturday Sept. 6 1997 Maxecuter Summer Fun Fly. Contact Allan Schanzle ([301] 840-9883). Events to be specified in next issue.
- September 22-29, 1997 Sam Champs at Las Vegas, with Earl Stahl Commemorative.



PASPED SKYLARK

An Update

Allan Schanzle

The feature plan in the Nov/Dec 1996 issue of MAX-FAX was the Pasped Skylark. Tom Schmitt came up with an additional source of information for the red, white, and blue scheme noted on the plan. Look on the cover of the April 1985 issue of THE VINTAGE AIRPLANE and you'll see a color in-flight photo. In October of this past year (before Tom Schmitt came up with this additional reference and information), I visited Dave Stott in Connecticut and he commented that "Boy, is that ever a Smilin' Jack aircraft". Well, if you're old enough to remember the comic strip "Smilin' Jack", you may recall that Jack's plane had a resemblance to the Skylark. Actually, it's a little more than just a resemblance, as the article in THE VINTAGE AIRPLANE indicates that the author of the comic strip, Zack Mosely, actually copied the Skylark for 'ole Jack's plane. Geez, Dave, is there anything you don't know about airplanes? Also, if you happen to have the April 1941 issue of FLYING and POPULAR AVIATION you can see another color photo of the Skylark on the cover, but there is no text or article in the magazine.

Several other items concerning the Skylark were noted in the article included in THE VINTAGE AIRPLANE. First, the aircraft was completed in 1935, not 1936 as noted on the model plan. A group 2 approval number was given on October 31, 1937 (see Juptner's U.S. Civil Aircraft, Volume 9, page 196). The plane was featured in several movies, (one of which was "Without Orders"), and usually flown by Paul Mantz. The red, white and blue color scheme was actually Pontiac Red, Insignia White, and Eagle Blue. The original color scheme shown on the model plan (which was indicated to me in a letter from the owner Bob Greenhoe), was apparently not white with blue trim, but white with red trim. The plane was painted red and yellow when originally

obtained by Bob. You may also recall that the November/December issue had a series of Clark Y airfoils, which I like to use on my models. Guess what the Pasped Skylark has for an airfoil? Yep, a Clark Y.

WHAT YOU'VE MISSED OR TOSSED AWAY FROM OLD MAX-FAX

Allan Schanzle

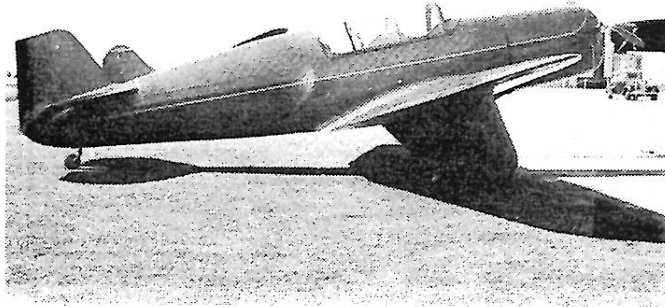
OK, right up front, let's get one thing clear. **WHAT FOLLOWS IS NOT AN OFFER TO SELL PAST ISSUES OF THIS NEWSLETTER. GOT THAT???** The major portion of this issue is dedicated to the contents of past MAX-FAX from 1976 (the year we had the first scale model plan) through 1996. You'll see that the listing of the contents has been subdivided into different categories so as to make it as easy as possible to find that cotton picking model plan, construction hint, three-view, etc. that you know was in this rag some time ago, but you haven't a clue as to when. So please, use the contents, make copies for friends, use it as a trash and fish wrapper, or take it to the "reading" room, but please don't ask for copies of past articles, plans, etc.

THE BEN JONES S-125

Allan Schanzle

This issue's feature plan is the Ben Jones S-125, another 1935/36 sport plane. Like the Pasped Skylark published in the Nov/Dec issue, this crate is also a low-winger with large wheel spats, but the cockpit is tandem, not side-by-side. One of the outstanding features is the large fuselage to house all the rubber you'll ever need and a winding tube to boot! Lots of wing area doesn't hurt, either. Enlarge this ozone seeker from the plan size of 16 inches to 24 or 30 inches and it should be a super flier.

The S-125 was intended to capture the market dominated by the Ryan ST, but the prototype reportedly crashed. It was rebuilt and appeared at various gatherings, including the 1939 National Air Races in Cleveland, where it had a Chinese dragon motif paint scheme. A relatively poor quality photo of this



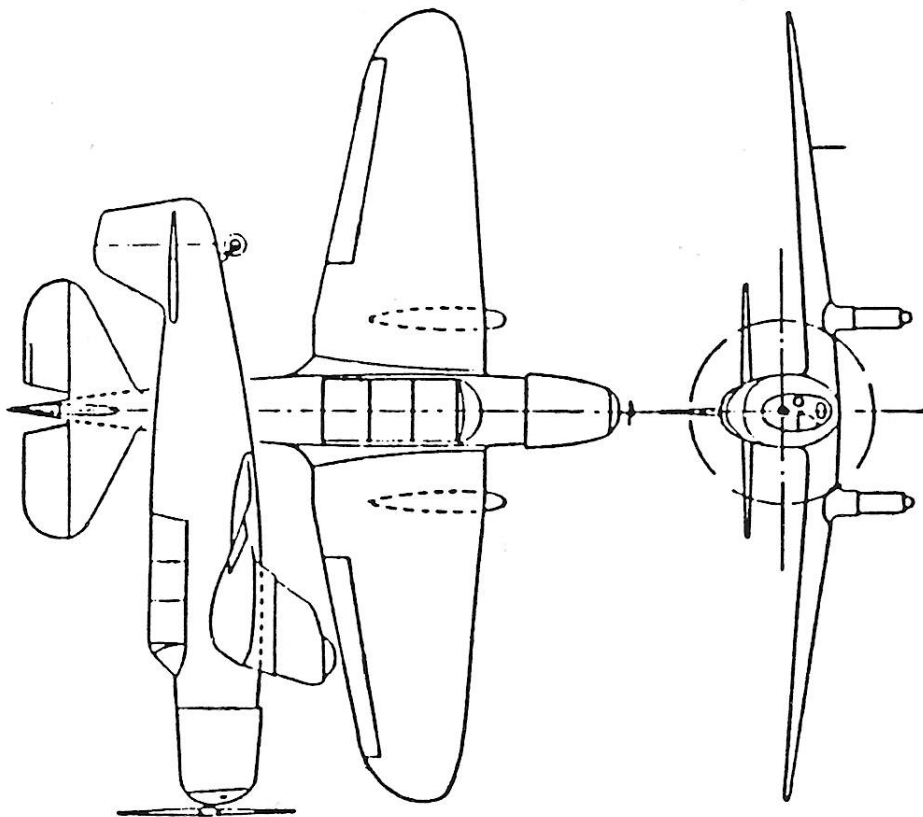
Flights have been limited due to winter conditions, but the initial tests in November showed good stability and flight potential.

A few notes on the 3-view, which has several discrepancies relative to the photos. First, the top view shows the wing leading edge slightly in front of the windshield, the

version is given in SKYWAYS, # 29. The 3-view, shown below, was obtained from the July/August 1966 issue of Aviation Collectors News. Copies of the relevant portions of these last two references were provided by Dave Stott.

while the side view indicates the reverse. Photos indicate the top view is correct. Second, the bottom of the nose section shown in the front view is too rounded to agree with a photo in the AVIATION COLLECTORS NEWS. Finally, photos indicate the top of the rudder should be a straight line aft of the initial curvature and produce a point at the trailing edge. These modifications are shown on the plan.

My model came out a little on the heavy side (21 grams with a 14 inch loop of 5/32 FAI and a 7-1/4 inch Peck prop).



BEN JONES S-125

A HANDY LITTLE PAINT STIRRER

Allan Schanzle

Tom Schmitt calls me "the neatest person he's ever known", and he may well be correct. I'm overly (read "obsessed with") having everything well organized and easy to find. More generally, I try to find ways to make life easier. When it comes to stirring up paint from Floquil or Polly S paint jars, I avoid shaking the bottle because that splashes the liquid onto the lid which then requires a call to Arnold Schwarzenegger to brake the fool thing loose the next time it is used.

My solution came from an old scrap of 1/16th music wire, but a portion of a coat hanger could work just as well. Cut a piece about 6 inches long and bend a right angle at one end that extends about half an inch. Now comes the fun part. Take a hammer and beat the living sh... er, begeeses out of the half inch length until it's flat. This is your stirrer. Stick the flattened end of the wire into a paint jar and place the long round end between your thumb and index finger and rotate the wire by rubbing your fingers together. Raise and lower the wire a little as you twist, and within 10 seconds, the paint is thoroughly mixed.

PERFECTLY SQUARE BOX FUSELAGES, WITHOUT JIGS

Allan Schanzle

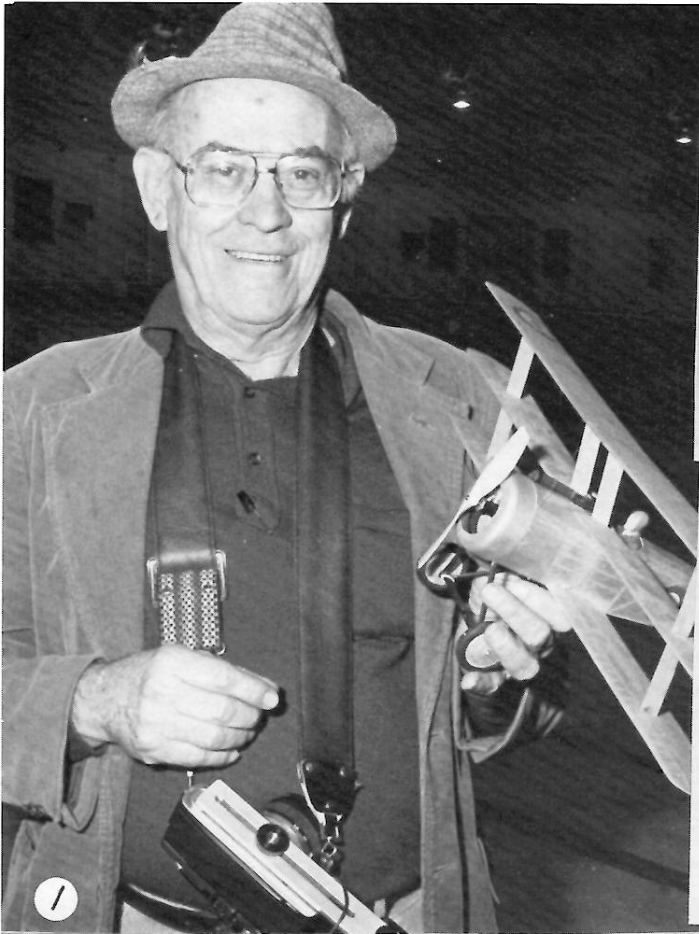
I recently started building the Fokker F II that appeared in the Sept/Oct 1996 issue of *FLYING ACES NEWS*. This is truly a box fuselage, except for the nose section, and as we all know, making a perfectly square fuselage can be a royal pain in the center hip pocket. Try this technique, which I'm sure isn't original, but I've never seen it in print.

After the two sides have been built, use push pins (the ones with a large plastic head and flat at the bottom of the plastic) to hold the two sides in an upright position (on either the top or bottom longeron, which ever is straightest) over the top view of the plan and glue the two vertical tail sticks together, making sure the fuselage spreads at the appropriate angle to accept the cross brace just forward of the tail post. When completely dry, remove from the plan and use a small amount of Scotch or masking tape to hold the two vertical braces at the front of the fuselage together. Start inserting the cross braces until you think the longerons are ready to break. Let dry completely and then remove the tape and glue in the rest of the braces. Twenty-to-one says the fuselage is nearly a perfect box.

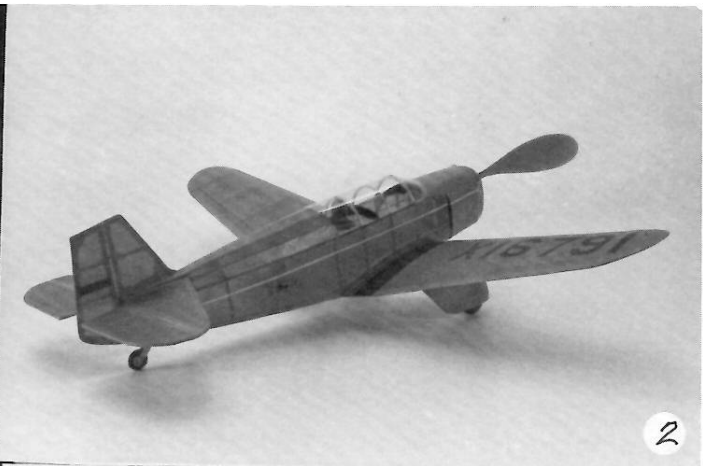
PHOTO CAPTIONS

Tom Schmitt

1. Another of our good friends and fellow MAXECUTER has been called to join his comrade aviators in the sky. Ned Kragness; pilot, engineer, designer, model maker extraordinaire, and philosopher will no longer delight us locals with his tales of the golden years of aviation. We will miss him.
2. Allan Schanzle has produced another obscure aircraft for this issue, the Jones S-125. The model is finished in red tissue.
3. Another view of the Jones to show off its planform.
4. John Low, designer of the N3N presented in the last issue of MAX-FAX, gets a few pointers from "Rottensocks".
5. John Lewars, designer of the Aeronca also presented in the last issue, with his neat Taylor E-2
6. Phyllis Warner must not feed hubby Bill enough. Tissue and dope may give a high but won't put meat on the bones.
7. Bob Haight sent this photo of his Junkers J-1. Hope it flies as good as John Houck's.



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CONTENTS OF PAST MAX-FAX

MODEL PLANS

(* Denotes 3-View Included)

<u>AIRCRAFT</u>	<u>TYPE</u>	<u>DESIGNER</u>	<u>SPAN (IN.)</u>	<u>ISSUE</u>
AERO A10*	RUBBER SCALE	BOWERS	30	11,12/93
A-O-KANARD	RUBBER SPORT	CARSON	19	3,4/86
AERO A.18*	RUBBER SCALE	PITTMAN	18	7,8/95
ALBATROSS D-1*	RUBBER SCALE	MEYERS	13	5,6/79
ALBATROSS D-V*	RUBBER SCALE	STAHL	17	7/78
ALBATROSS D III*	RUBBER SCALE	DAILY	18	3,4/87
ALLENBAUGH A	RUBBER SCALE	STOTT	18	9,10/86
AMERICAN AEROLITES EAGLE	RUBBER SCALE	FLESHER	10	5,6/90
AMERICAN EAGLE WALLACE TOUROPLANE*	RUBBER SCALE	BOWERS	31	7,8/95
ANSALDO SVA-5*	CO-2 SCALE	DAILY	18	3,4/85
ARADO 96	RUBBER SCALE	COMET	16	9,10/94
ARSENAL VG-39	RUBBER SCALE	KOUTNY	13	9,10/92
AUSTER A.O.P. 6	RUBBER SCALE	NIKITANKO	17	11,12/93
AVIA BA-122*	RUBBER SCALE	MODELAR	16	9,10/92
AVIA BH7a*	RUBBER SCALE	DAILY	20	1,2/80
BABY ROG TRACTOR	RUBBER ROG	GARAMI	12	11,12/80
BATES 1912 MONOPLANE*	CO2 SCALE	KUHNI	18	9,10/96
BEARDMORE 1924 WEE BEE*	ELECTRIC SCALE	LEWARS	23	1,2/94
BEECH STROGANOFF	BOGUS BOSTONIAN	ROWSOME	16	7,8/91
BEECHCRAFT B17L	RUBBER SCALE	MEGOW	13	7,8/91
BEECHCRAFT E-17-8	RUBBER SCALE	PAISLEY	21	7,8/91
BELLANCA CF	RUBBER SCALE	BELL	24	1,2/89
BELLANCA CRUISAIR	RUBBER SCALE	WEISS	14	5,6/91
BERNARD 191*	RUBBER SCALE	BOWERS	28	7,8/87
BLACKBURN "BLACKBURN"*	RUBBER SCALE	BOWERS	23	1,2/83
BLACKBURN SKUA*	RUBBER SCALE	STAHL	25	5,6/78
BLERIOT 25*	RUBBER SCALE	SRULL	19	11,12/82
BLERIOT XXXII*	CO2 SCALE	PITTMAN	14	9,10/95
BLOHM & VOSS BV-141-B	RUBBER NO-CAL	SCHANZLE	16	3,4/79
BOEING MB-3A*	RUBBER SCALE	SHARBONDA	14	9,10/84
BOEING P-26	RUBBER SCALE	AIR KING	12	5,6/96
BOEING XF7B-1*	RUBBER SCALE	HOUCK	21	5,6/92
BOGUS INTERSTATE CADET	BOGUS BOSTONIAN	PAISLEY	16	7,8/90
BOSTON BLINGER	BOSTONIAN	PHILLIPS	16	7,8/88
BOSTON RACER	BOSTONIAN	SHARBONDA	16	3,4/88
BREWSTER BUFFALO	RUBBER SCALE	HALLS	13	5,6/91
BREWSTER BUFFALO	RUBBER SCALE	WEISS	13	11/76
BREWSTER BUFFALO*	RUBBER SCALE	MILLS	25	1,2/81
BREWSTER BUFFALO*	RUBBER SCALE	PAISLEY	24	3,4/93
BRISTOL BRANDON*	RUBBER SCALE	STOTT	28	1,2/90
BRISTOL SCOUT C*	RUBBER SCALE	SHARBONDA	18	5,6/94

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<u>AIRCRAFT</u>	<u>TYPE</u>	<u>DESIGNER</u>	<u>SPAN (IN.)</u>	<u>ISSUE</u>
CAMPUS CHUM	CO2 SPORT	EHLING	22	3,4/93
CAUDRON C-109*	RUBBER SCALE	BOWERS	32	7,8/92
CAUDRON C-460	RUBBER SCALE	DETROYATS	12	7,8/92
CAUDRON SIMOUN*	RUBBER SCALE	PITTMAN	21	9,10/92
CAVALIER MUSTANG*	RUBBER SCALE	SMITH	13	11,12/87
CESSNA 145*	RUBBER SCALE	PAISLEY	24	11,12/88
CHESTER RACER	RUBBER SCALE	COMET	16	3,4/95
CLEVELAND AMPHIBIAN	RUBBER SPORT	CLEVELAND	26	1,2/95
COLD TURKEY	RUBBER EMBRYO	HOWARD	16	7,8/87
COLIBRI MB-2*	RUBBER SCALE	REES	13	5,6/88
COMMANDER	RUBBER SPORT	WINTER	20	1,2/93
CORBIN SUPER ACE	RUBBER SCALE	COMET	16	7,8/96
CROSBY CR-4*	RUBBER SCALE	SRULL	14	9,10/79
CUNNINGHAM HALL	RUBBER SCALE	BOWERS	25	11,12/85
CURTISS F11C-2*	RUBBER SCALE	MEGOW	14	3,4/79
CURTISS FALCON	RUBBER SCALE	COMET	16	3,4/95
CURTISS HAWK P6-E	RUBBER SCALE	COMET	16	11,12/95
CURTISS HAWK P6-E	RUBBER SCALE	AIR KING	12	5,6/96
CURTISS HAWK RACER*	RUBBER SCALE	TUDOR	13	1,2/88
CURTISS JENNY*	RUBBER SCALE	STRUCK	20	9,10/80
CURTISS P-1 HAWK*	RUBBER SCALE	DAILY	16	3,4/83
CURTISS R4*	RUBBER SCALE	STOTT	32	7,8/90
CURTISS ROBIN	RUBBER SCALE	COMET	10	3,4/95
CURTISS ROBIN	RUBBER SCALE	COMET	16	3,4/95
CURTISS SOC-3	RUBBER NO-CAL	MEYERS	16	9,10/88
CURTISS SPARROWHAWK*	RUBBER SCALE	STEARNS	13	3,4/84
CURTISS XF87 BLACKHAWK*	RUBBER SCALE	HOWARD	19	1,2/87
CURTISS XP-55 ASCENDER	RUBBER SCALE	STAHL	17	10-12/77
DARMSTADT D-22*	RUBBER SCALE	SCHANZLE	22	5,6/86
DAVIS D1-W	RUBBER SCALE	LINBERG	20	6/76
DAY ERRANT(* IN 9,10/91)	RUBBER SCALE	GREGORY	21	5,6/91
DEHAVILLAND TIGER MOTH	CO2 SCALE	LEWARS	13	9,10/95
DELANNE 10 C2*	RUBBER SCALE	ROLFE	21	5,6/93
DELANNE 20T-02 UPDATE	CO2 SCALE	PITTMAN	26	9,10/93
DELANNE 20T-02*	CO2 SCALE	PITTMAN	26	5,6/93
DESERT PEACH	RUBBER EMBRYO	HOWARD	16	9,10/89
DORNIER 335AO	RUBBER SCALE	O'LEARY	13	11,12/80
DORNIER DO 335AO*	RUBBER SCALE	SRULL	18	11,12/79
DOUGLAS XA20-1 SKYSHARK*	RUBBER SCALE	SMITH	23	5,6/89
DOYLE AERO CORP ORIOLE*	RUBBER SCALE	BOWERS	28	1,2/91
DUCK	RUBBER SPORT	GARAMI	23	1,2/95
EASTBOURNE MONOPLANE	RUBBER SCALE	SRULL	12	11/76

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<u>AIRCRAFT</u>	<u>TYPE</u>	<u>DESIGNER</u>	<u>SPAN (IN.)</u>	<u>ISSUE</u>
ELECTRIC WREN*	ELECTRIC SCALE	LEWARS	26	3,4/94
ELIAS AIRCOUPE*	RUBBER SCALE	WASSERMAN	13	5,6/80
EMBRYO SPORT	RUBBER EMBRYO	HOWARD	16	1,2/87
FARMAN F-250*	ELECTRIC SCALE	BOWERS	25	5,6/96
FARMAN SPORT	RUBBER SCALE	BOWERS	12	8,9/77
FARMAN SPORT	CO2 SCALE	PITTMAN	7	9,10/95
FARMAN STRATOPLANE	RUBBER SCALE	COMET	16	11,12/95
FIAT G55*	RUBBER SCALE	SMITH	22	9,10/87
FIESELER Fi 99 JUNG TIGER*	RUBBER SCALE	SCHANZLE	22	3,4/92
FIESLER STORCH	RUBBER NO-CAL	GREGORY	14	3,4/78
FLEET TRAINER (MODS F10G)	RUBBER SCALE	BOWERS	-	3,4/87
FLY WRIGHT	RUBBER NO-CAL	CARSON	14	9,10/87
FLYABOUT	RUBBER O.T.	PLECAN	24	1,2/91
FLYING ACES MOTH	RUBBER O.T.	SPATZ	24	1,2/83
FLYING ACES NAVY PURSUIT	RUBBER O.T.	UNRATH	23	11,12/92
FOKKER D-7	RUBBER SCALE	COMET	16	3,4/95
FOKKER E-III 1915	RUBBER SCALE	WHERRY	16	3/77
FOKKER G-1*	RUBBER SCALE	BOOTON	27	1,2/82
GLOSTER GLADIATOR*	RUBBER SCALE	MILLS	20	1,2/81
GOTHA 147 b*	RUBBER SCALE	CARTIGNY	18	5,6/84
GOURDOU-LESEURRE 482*	RUBBER SCALE	ANDERSON	22	3,4/89
GRUMMAN GUARDIAN*	RUBBER SCALE	SHARBONDA	18	7,8/86
GRUMMAN HELLCAT*	RUBBER SCALE	SCHANZLE	16	3,4/84
HALBERSTADT D-1*	RUBBER SCALE	DANIELSEN	22	5/77
HANDLEY PAGE 100*	RUBBER SCALE	STRUCK	24	5,6/81
HANDLEY PAGE GUGNUNC*	RUBBER SCALE	GAERTNER	20	11,12/83
HAWKER HURRICANE	RUBBER SCALE	COMET	16	7,8/96
HEINKEL He 112 B*	RUBBER SCALE	SRULL	16	1,2/79
HEINKEL He 280**	JET CATAPULT	SCHANZLE	11	11,12/80
HEINKEL He 46	RUBBER SCALE	?????	17	11/76
HELICOPTER	RUBBER SPORT	CLOUGH	-	7,8/81
HOTSPUR	RUBBER EMBRYO	SMITH	19	1,2/94
HOWARD MR MULLIGAN	RUBBER SCALE	AIR KING	12	5,6/96
HUGHES RACER*	RUBBER SCALE	LAWTON	24	3,4/94
HUGHES SPRUCE GOOSE*	RUBBER SCALE	LAWTON	36	11,12/91
IAR 14 PURSUIT*	RUBBER SCALE	CLAY	15	7,8/85
IAR 81C*	RUBBER SCALE	CLAY	13	1,2/85
INLAND SPORT*	RUBBER SCALE	DAILY	22	9,10/91
INLAND SPORT*	RUBBER SCALE	DAILY	12	1,2/78
INTERSTATE L-6	RUBBER SCALE	CLEAVE	20	5,6/91
JUNKERS D-1*	RUBBER SCALE	SCHANZLE	15	11,12/84
JUNKERS J1*	RUBBER SCALE	HOUCK	30	7,8/93

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KARI-KEEN	RUBBER SCALE	BARKER	16	7,8/95
KAWASAKI KI-61 KIEN*	RUBBER SCALE	PRISEL	25	9,10/83
KLEMM KL-31*	RUBBER SCALE	SCHANZLE	30	9,10/89
KLEMM L33	ELECTRIC SCALE	LEWARS	24	11,12/94
KNOLL KN-1*	RUBBER SCALE	POWELL	16	1,2/86
KOOLHOVEN FK 55*	RUBBER SCALE	FINEMAN/SMIT	21	7,8/82
KZ III LARK	RUBBER SCALE	STRUHL	20	5,6/91
LIBELLA 11	CO2 SCALE	PITTMAN	11	9,10/96
LINCOLN AP-K5*	RUBBER SCALE	BOWERS	26	7,8/84
LIPPISCH P-13*	PROFILE SCALE	SRULL	16	5,6/84
LOIRE 46*	RUBBER SCALE	DAILY	18	7,8/79
LOIRE-NIEUPORT 250*	RUBBER SCALE	OTT	17	7,8/95
LUCIFER	RUBBER EMBRYO	DE LOACH	16	1,2/88
LUSCOMBE PHANTOM*	CO-2 SCALE	GREGORY	25	5,6/85
LUSCOMBE SILVAIR SEDAN*	RUBBER SCALE	WINTER	27	9,10/81
MACCHI M16(* IN 5,6/90)	CO-2 SCALE	SMITH	13	3,4/90
MACCHI M16*	RUBBER SCALE	GODEL	13	1,2/92
MAGNI VALE P.M.3/1*	RUBBER SCALE	CERESA	22	1,2/92
MARTIN MO-1*	RUBBER SCALE	BELL	25	9,10/93
MAX SPECIAL	RUBBER EMBRYO	LEFFLER	20	7/78
MESSERSCHMITT Me 262 V1*	CO-2 SCALE	SCHANZLE	24	11,12/92
MILLER ZETA*	RUBBER SCALE	VAUGHN	26	9,10/90
MINUTE MAN	RUBBER ROG	GRANT	21	11,12/80
MISS FLIM FLAM (PART 2)	RUBBER EMBRYO	HOWARD	-	5,6/82
MISS FLIM FLAM (PART I)	RUBBER EMBRYO	HOWARD	16	3,4/82
MITSUBISHI A5M4 CLAUDE*	RUBBER SCALE	KIRSCHBAUM	18	3,4/78
MONOCOPTER	RUBBER NO-CAL	HANNAN	-	1,2/86
NICHOLAS BEASLEY NB-3*	RUBBER SCALE	REES	18	7,8/83
NICKEL PEANUT	RUBBER ROG	SRULL	13	11,12/79
NICKEL PEANUT	RUBBER ROG	PEZZA	13	1,2/80
NIEUPORT 12.C-2	RUBBER SCALE	HOUCK	22	3,4/91
NIEUPORT 161	RUBBER SCALE	WEISS	10	12/76
NIEUPORT 17 C*	CO-2 SCALE	DAILY	19	10,11/78
NIEUPORT 17*	RUBBER SCALE	KRAGNESS	19	3,4/82
NIEUPORT BABY SCOUT	RUBBER SCALE	MEGOW	14	11,12/95
NIT	RUBBER EMBRYO	SRULL	14	10,11/78
NORTH AMERICAN TRAINER	RUBBER SCALE	COMET	20	11,12/95
NORTHROP YB-49*	RUBBER SCALE	GILBERT	46	7,8/89
OHIO AERO MFG. AIRMASTER	RUBBER SCALE	STEINCHACK	25	9,10/94
OUTDOOR INDURANCE JOB	RUBBER O.T.	GUTMANN	25	11,12/96
OVER 40	RUBBER ROG	SCHANZLE	13	5,6/81
PAGE RACER	RUBBER SCALE	AIR KING	12	5,6/96

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<u>AIRCRAFT</u>	<u>TYPE</u>	<u>DESIGNER</u>	<u>SPAN (IN.)</u>	<u>ISSUE</u>
PARAMOUNT AIRCRAFT CABINAIRE BIPE	RUBBER SCALE	BOWERS	26	3,4/96
PASPED SKYLARK*	RUBBER SCALE	SCHANZLE	16	11,12/96
PERCIVAL MEW GULL*	RUBBER SCALE	DAILY	13	4/77
PESCO SPECIAL	RUBBER SCALE	?????	20	9,10/92
PIPER He-1	RUBBER SCALE	CLEAVE	20	5,6/91
PIPER VAGABOND*	RUBBER SCALE	SRULL	25	3,4/88
PITCAIRN PA-6 MAILWING	RUBBER NO-CAL	EGGERT	16	5,6/92
POLIKARPOV R-5*	RUBBER SCALE	SCHANZLE	18	9,10/82
PONCELET VIVETTE	ELECTRIC SCALE	BOWERS	20	3,4/94
PORT VICTORIA PV-7*	RUBBER SCALE	SRULL	18	1,2/84
POTEZ 230*	RUBBER SCALE	SCHANZLE	22	11,12/86
PRE-FETUS	RUBBER EMBRYO	SCHANZLE	23	6,7/77
PROFESSOR BACKWARDS	RUBBER SPORT	FINEMAN	15	7,8/81
PWS STEMAL*	RUBBER SCALE	VANDERLINDE	16	1,2/93
PZL 1*	RUBBER SCALE	McENTEE	22	7,8/94
REARWIN SPORTSTER 7000	CO2 SCALE	LEWARS	15	9,10/95
REGGIANE 2000, 2001, 2002, 2005	RUBBER SCALE	SMITH	23	1,2/96
RENARD R 31	RUBBER SCALE	HARRISON	20	2/77
RWD 10*	RUBBER SCALE	BOWERS	20	5,6/82
RWD-5*(3-VIEW IN 11,12/88)	RUBBER SCALE	BOWERS	27	9,10/88
RYAN FR-1 FIREBALL*	RUBBER SCALE	WHERRY	16	7,8/81
RYAN S-C*	RUBBER SCALE	BOOTON	39	11,12/81
RYAN SPIRIT OF ST. LOUIS	COCONUT SCALE	CARSON	36	7,8/93
SAGE TYPE 2*	RUBBER SCALE	PASTEL	18	5,6/95
SANTOS DUMONT 14 bis*	RUBBER SCALE	SRULL	15	3,4/80
SHADDO	HL GLIDER	SITES	21	3,4/81
SHINDEN	RUBBER NO-CAL	SRULL	16	5,6/79
SHORT S.26	RUBBER SCALE	BOYANOWSKI	24	1,2/95
SIEBEL HUMMEL*	CO-2 SCALE	SCHANZLE	20	11,12/90
SIEMANS SCHUCKERT E-1*	RUBBER SCALE	SRULL	24	7,8/80
SKY FLYER	SPORT RUBBER	OTT	21	7,8/85
SKY SPEEDSTER	RUBBER SPORT	OTT	22	3,4/89
SKYFARER	BOGUS BOSTONIAN	SCHANZLE	16	3,4/92
SOPWITH 1913*	RUBBER SCALE	KRAGNESS	13	9,10/85
SOPWITH TRIPLANE*	RUBBER SCALE	KRAGNESS	19	5,6/83
SPAD	RUBBER SCALE	COMET	16	11,12/95
STAMPE SV-4C*	RUBBER SCALE	LOW	19	3,4/86
STINSON SR. TRAINER	RUBBER SCALE	DAVIDSON	19	12/76
SUPERMARINE SPITFIRE	RUBBER SCALE	COMET	16	7,8/83
SUPERMARINE SPITFIRE	PROFILE SCALE	CERESA	16	3,4/86

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MODEL PLANS

(* Denotes 3-View Included)

<u>AIRCRAFT</u>	<u>TYPE</u>	<u>DESIGNER</u>	<u>SPAN (IN.)</u>	<u>ISSUE</u>
TAYLORCRAFT SEAPLANE	RUBBER SCALE	MEGOW	16	7,8/96
TRAVEL AIR 6000*	COCONUT SCALE	REES	36	11,12/89
TsAGI SK	RUBBER NO-CAL	FINEMAN	16	9,10/85
U. OF STETTIN LA-11*	CO-2 SCALE	SCHANZLE	28	5,6/87
UDET FLAMINGO*	RUBBER SCALE	WINTER	24	9,10/81
VICKERS F.B. 16D	RUBBER SCALE	HOSTAGE	13	5,6/94
VICKERS GUN BUSS	RUBBER SCALE	STRUCK	18	11,12/80
VICKERS JOCKEY	RUBBER SCALE	SCIENTIFIC	20	11,12/94
VOUGHT SBU-1*	RUBBER SCALE	WEISS	16	3,4/81
VULTEE ATTACK	RUBBER SCALE	COMET	20	7,8/96
WATERMAN AEROBILE	RUBBER NO-CAL	SCHMITT	16	5,6/80
WHITTMAN BUTTERCUP*	RUBBER SCALE	COX	13	5,6/92
WONG-WAY-WOBIN	BOGUS BOSTONIAN	BOWERS	16	11,12/93
ZIPPY SPORT*	RUBBER SCALE	REES	25	7,8/88

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DRAWINGS FROM THE SMITHSONIAN		3,4/81
DRAWINGS FROM THE HISTORICAL AVIATION ALBUM		3,4/81
AIRCRAFT INSIGNIA OF THE WORLD AS OF 1937	WEATHERS	5,6/81
WACO E COLORS	IPMS	9,10/83
LUFTWAFFE MARKING CODES	SCALE MODELER	5,6/84
COLOR ME CONFUSED	CARSON	5,6/89
INTERNATIONAL AIRCRAFT MARKING CODES		11,12/89
COMPANY LOGOS		11,12/90
SPANISH CIVIL WAR MALICIOUS MONOCOUPES	DRISCOLL	3,4/91
THE PROBLEM WITH AIRCRAFT COLORS	KRAGNESS	5,6/91
SPANISH CIVIL WAR TIGER MOTHS	DRISCOLL	11,12/91
AIRCRAFT MILITARY INSIGNIA		3,4/92

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CONSTRUCTION HINTS

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COVERING MATERIAL WEIGHTS		6,7/77
90 DEGREE GUSSET CUTTER	HALL	10,11/78
SKI DESIGN	GREGORY	1,2/79
LAMINATED FUSELAGE RINGS	MEYERS	1,2/79
ENGINE MOUNTS FOR DART DIESELS	SPREIREGEN	5,6/79
IMPROVED LAMINATED FUSELAGE RINGS	MEYERS	7,8/79
CONSTRUCTION OF PROP BLOCKS	JONES	11,12/79
WEIGHTS OF SOME COMMON BUILDING MATERIALS		1,2/80
INSTRUMENT PANELS	DAILY	1,2/80
JIGGING LAMINATED RING FUSELAGES	MEYERS	5,6/80
PANEL LINES	SCHANZLE	7,8/80
LANDING GEAR DESIGN	SCHANZLE	7,8/80
MAKING AND APPLICATION OF SCALE NUMBERS AND MARKINGS	SCHANZLE	7,8/80
INSTRUMENT PANELS	SCHANZLE	7,8/80
FINISHES FOR WW II AIRCRAFT	SCHANZLE	7,8/80
ADDING REALISM TO R/C SCALE MODELS	PLATT	7,8/80
TRIMMING WITH TISSUE	JONES	9,10/80
TISSUE MARKINGS	HANNAN	9,10/80
ENGINE CYLINDERS	SCHANZLE	3,4/81
REAR MOTOR PEGS	SCHANZLE	3,4/81
TAPERED SPARS	JONES	3,4/81
WET TISSUE COVERING	BOWERS	5,6/81
CANOPY MOLDS	FINEMAN	7,8/81
HOW TO PLOT RIBS AND BULKHEADS	MILLS	9,10/81
HOW NOT TO DROP YOUR PANTS IN PUBLIC (WHEEL PANTS)	SCHANZLE	3,4/82
FOURTEEN WAYS NOT TO MAKE RAISED LOUVERS	SCHANZLE	5,6/82
WING TRAILING EDGES - THE REALISTIC WAY	SCHANZLE	7,8/82
ADJUSTABLE THRUST LINE FOR RUBBER MODELS (REPRINTED 3,4/93)	GREGORY	1,2/83
NOTCHED LEADING EDGES	POWELL	3,4/83
DESIGN AND CONSTRUCTION OF LARGE RUBBER MODELS, 1	SCHANZLE	3,4/83
DESIGN AND CONSTRUCTION OF LARGE RUBBER MODELS, 2,3	SCHANZLE	5,6/83
FREE WHEELER PROP ASSEMBLY	LIEBER	7,8/83
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DECALS FROM CONTACT PAPER AND A COLOR XEROX	WILKEY	1,2/85
ENLARGING AND REDUCING PLANS	FINEMAN	3,4/85
A FORD MODEL "A" ENGINE FROM A KIT	LESZKIEWICZ	5,6/85
HOW TO USE POLLY S PAINTS	IPMS	5,6/85
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CORRUGATED AIRCRAFT CONSTRUCTION	SCHMITT	5,6/86
BALSA DOWELS	SCHANZLE	7,8/86
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WW-I LANDING GEARS	DAILY	3,4/87
SPINNERS FOR FREE WHEELERS	DAILY	3,4/87
PIN JOINTS	DAILY	3,4/87
INSTRUMENT BEZELS	DAILY	3,4/87
COCKPIT COAMING	DAILY	3,4/87
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ROUNDING WING LEADING EDGES	POWELL	9,10/87
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MOTOR PEGS THAT WON'T SLIP	SCHANZLE	5,6/89
PLUG IN LANDING GEARS	OSBORNE	7,8/89
TORQUE LATCH FREE-WHEELERS	SRULL	9,10/89
NUKE THOSE LAMINATIONS	HENSEL	11,12/89
PLASTICIZED FINISHES	REES	11,12/89
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COCONUT COWLINGS	CARSON	3,4/90
THRUST LINE ADJUSTMENTS	POWELL	7,8/90
FLOATS FOR BOSTONIANS	WOJTKIEWICZ	3,4/91
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MAKING A BLUE FOAM PILOT	CERESA	9,10/91
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FOAM WHEELS	McILRATH	5,6/92
MOTOR LOADING JIG	BOURKE	5,6/92
WHEEL PANTS	SCHANZLE	11,12/92
TURNING AND MOUNTING SPINNERS WITH PERFECTION	SCHANZLE	11,12/92
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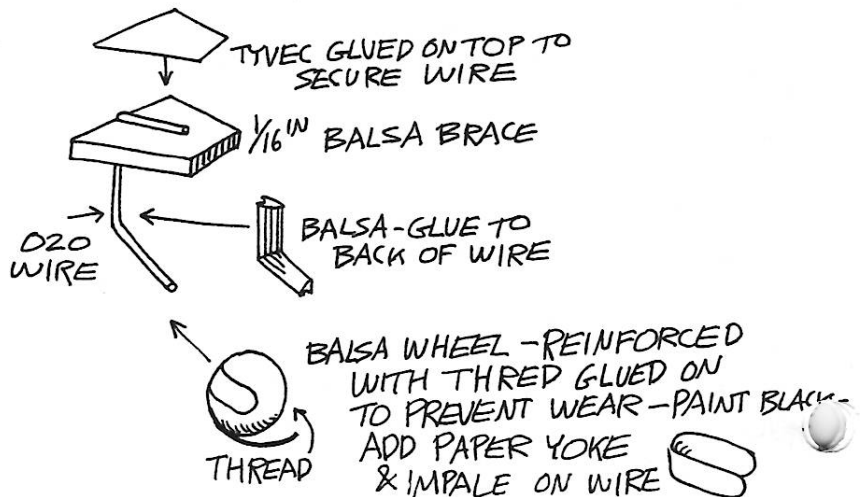
CONSTRUCTION HINTS

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BALSA CUTTER FOR WING AND STAB TIPS	POWELL	7,8/93
THE COCONUT SPIRIT (REPEAT FROM 1,2/87)	CARSON	7,8/93
PRECISION THRUST ADJUSTER "THING"	PHILLIPS	7,8/93
ADJUSTABLE THRUST LINES	DAILY	11,12/93
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TORQUE FREE AT LAST	HUNTON	3,4/94
COCKPIT COAMING MADE EASY	CERESA	5,6/94
CONTRA-ROTATING PROPS	SUGIMOTO	1,2/95
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PROP CLUTCHES	LUEHRMANN	3,4/95
VW-I TYPE AIRCRAFT WHEELS	CERESA	5,6/95
SIMPLIFIED METHOD OF FINAL ASSEMBLY	EGGERT	11,12/95
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HOW NOT TO BUST YOUR TAIL (WHEEL) AT THE NEXT FLYING SESSION	SCHANZLE	11,12/96
STREAKING IS NOT FOR THE TIMID (WEATHERING)	SCHANZLE	11,12/96
WING RIB AIRFOIL SECTIONS (CLARK Y)	SCHANZLE	11,12/96

MORE TAIL WHEELS

Tony Peters

I have yet another method for making tail wheels to add to yours. Tail wheels take a lot of abuse indoors and this method stands up to abrasion and hard floors. The wood-wire-Tyvek sandwich can stand up to hard landings, and the thread keeps the floor from wearing away the light balsa wheel. I use Kevlar thread for small wheels, and monofilament line for larger wheels.



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HINTS ON USE OF CO-2 ENGINES AND SHARK LOADERS	MEYERS	5,6/79
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SCALE FLIGHT MODEL COMPANY CATALOGUE	MEYERS	11,12/95
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<u>AUSTRO-HUNGARIAN ARMY AIRCRAFT OF WW-I</u>	CERESA	5,6/94

PHOTO CAPTIONS

Tom Schmitt

8. Bob Schlosberg not only makes beautiful aircraft, but makes them fly better than most of us. Bob sent this photo of his 26 inch Sorrell Hyperpipe powered by a Cox .020 CO₂ conversion with a 20 cc tank. Model was enlarged from Dave Rees' plan.

9. Jiro Sugimoto sent this photo with two of his beautiful peanuts.

10. Bob Flickinger is one of our newest members. He is shown here with one of the models brought to the club meeting at the College Park Airport.

11. The finalists at the recent Peanut contest at the St. Andrews gym. Stew Meyers (right) grumbling that Dan Driscoll (left) only comes out once a year and aces the event. Terry Pittman enjoys it all.

12. Our editor of this issue with his Vultee V-11. Gads, this idiot has already built his entry for the September contest in North Carolina!

13. Al Lidberg has added three more "Mini-Old Timers" to his ever expanding line of plans. Shown here are Modelcraft's "Miss Tiny", Plecan's "Simplex", and Eagle's "Spearhead Jr.". All are sized for the Micro 4 electric system or the larger CO₂ engines. These three are offered as a single kit for \$35.00 postpaid. A. A. Lidberg, 1008 E. Baseline, Suit 1074, Tempe AZ 85283.

THE HONORABLE NED LOW KRAGNESS

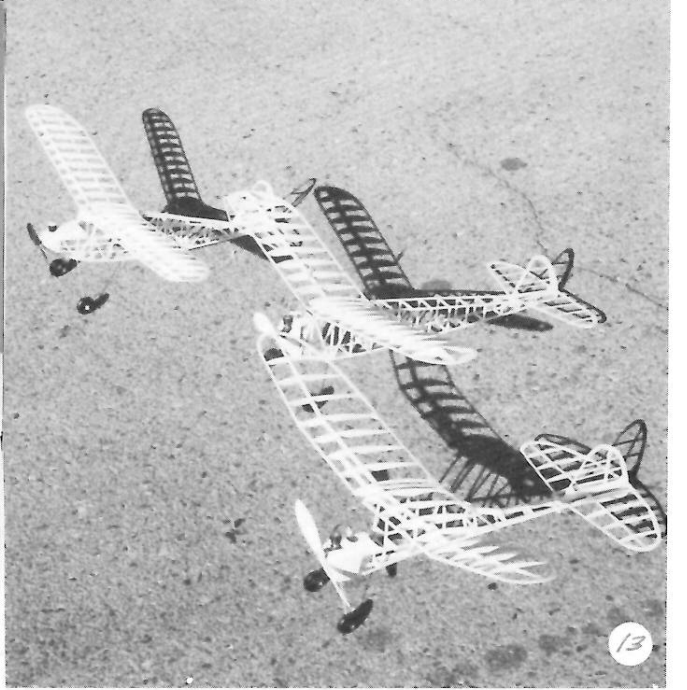
Hurst Bowers

On Christmas Eve 1996, the aeromodeling fraternity lost one of its oldest and most ardent supporters. Ned Kragness had just passed his 83th birthday. He was a contributor to the model media for many years, and will be remembered for his most enlightening articles on aerodynamics and structures.

Ned was born in Excelsior, Minnesota on 20 December 1913 to a prominent family of Norwegian background. His father practiced his banking profession until his late 90's. Ned graduated with degrees in both mining and engineering from the Minnesota School of Mines and was commissioned a 2nd Lt. of Coast Artillery from the ROTC program there. Upon the outbreak of WW-II he was called to active duty with the US Army Harbor Defenses of Boston. He was promptly moved to Panama, where he was transferred to the US Army Air Corps and given the rating of Service Pilot. After his combat assignments he was a P-47 instructor pilot and flight test engineer prior to his release from active duty. A career followed with industry, the CAA, and as a Civil Service Executive with the Army, where he served until his retirement.

Not only was Ned a modeler of note, but a true pioneer of aviation. His life of flying and adventure reminds one of a Nevel Shute novel. He learned to fly on a WW-I surplus flying boat and ultimately became one of the earliest pilots to fly a jet and captured Axis airplanes. His experiences extended from a Ford engine powered early homebuilt aircraft to barnstorming and airline flying in the 1930's. He also flew a combat tour in B-24s, and evaluated many of the captured enemy airplanes of WW-II. He ultimately became a chief scientist for the Army.

Ned was an active member of several modeling clubs in the Washington area, the Academy of Aeronautics, and the "Quite Birdmen" (a group of old-time civil pilots). He resided in Alexandria, Virginia with his wife Janet, since 1970. He is survived by his widow, of the home, a son, John Kragness of Manassas, and a daughter, Sarah Kragness, of Alexandria. He will be greatly missed by his many modeling as well as professional friends.



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OUR READER'S WORKSHOPS

Allan Schanzle

OK, lads and lasses, here's a challenge. I will personally pay for a years subscription to this beloved trash wrapper for the individual selected from the (expected) uncountable number of correct responses to the following quiz. Whose workshop is shown in the accompanying photo? The rules are simple. You must mail your answer to me (Allan Schanzle, 20008



Spur Hill Dr., Gaithersburg MD 20879, postmarked no later than April 30, 1997) and reside at least 100 miles (measured as a radial line) from the city this individual lives in to qualify as a potential winner. I'll put all the correct answers in a hat and have my main squeeze pick the winner. It'll cost you thirty two cents postage for a possible \$15 subscription not too bad.

READING INDOOR AIR RACES
SATURDAY MAY 10, 1997 - 9AM to 4PM
 DK1 HANGAR - READING AIRPORT - READING, PA

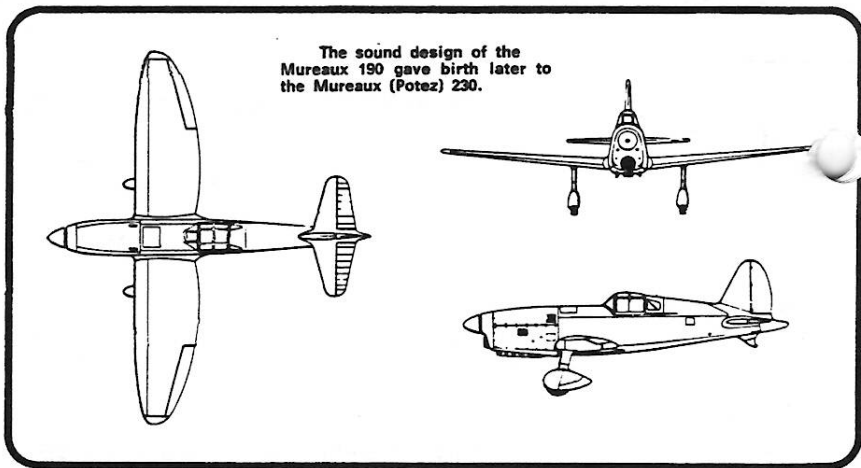
EVENTS FLOWN ALL DAY **MASS LAUNCH EVENTS *****

FAC SCALE ****	11AM
WORLD WAR I	12PM
DIME SCALE **	POST WWI MILITARY*
GOLDEN AGE SCALE **	12:45PM
5 GM NO-CAL	PEANUT SCALE
10 GM BOSTONIAN	NO-CAL
HARVEY WALLBANGER	BOSTONIAN
	2PM
	3PM

FAC RULES - JUDGING STARTS AT 10AM
TROPHIES AWARDED THROUGH THIRD PLACE

SPONSORED BY THE SKYSCALERS
CONTEST DIRECTORS: TOM HALLMAN - 610-395-5656
JOHN HOUCK - 610-488-6235

* ANY MILITARY AIRCRAFT FROM 1919 TO THE PRESENT
 ** TOTAL OF THREE OFFICIAL FLIGHTS IS SCORE
 *** ONE MASS LAUNCH PER AIRCRAFT
 **** INCLUDES PEANUT AND JUMBO AIRCRAFT
 ***** HARVEY WALLBANGER AWARD GOES TO FLYER WITH ATTITUDE



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. 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 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. MAXCUTTERS", to the treasurer.

L.E. 1/8 x 1/4

X1679

X1679I

COPPER WIRE HINGE

BLACK CHARACTERS ON TOP RIGHT & BOTTOM LEFT OF WING

WING WALK (BLACK TISSUE)

NOTCH BOTTOM OF THIS RIB FOR W1 L.G. MOUNT

T.E. 3/32 X 3/16

F8 - 3 LAMINATIONS 1/64 BASSWOOD

BUILD F2 AROUND PLUG AND SAND TO SHAPE

WHITE PIN STRIPE (1/32 "FORMALINE" CREPE CHART TAPE)

1/16 SQ. CROSSBRACE ON BOTTOM

ANGLE GAUGE FOR MOUNTING L1 TO FRAME OF L.G.

1/16 SQ. CROSSBRACE ON BOTTOM OF WING SADDLE

F1 (3/8)

F4T

F4S

F4B

F5T

F5S

F5B

F3T

F3S

F3B

NOSE PLUG

F2 (1/4)

F10T

F10B

F11T

F11B

F10

F11

F12

F9

F8

F6 - F7

F5

F4

F3

F2

F9B

F12T

F7B

F7T

F6B

F6T

F9T

F9B

L1

L2

L3

L1

L2

L3

PITOT

WINDSHIELD (FRONT)

WI (2 REQ'D)

EXHAUST (CENTERED) THIS UPRIGHT 1/8 WIDE

SCRAP Balsa FILLER FOR L.G.

SOFT Balsa GLUED TO L.G. & SANDED TO SHAPE

HALF WHEEL

NOTES:

1. References: AVIATION COLLECTOR'S NEWS, July/August 1966. SKYWAYS, No. 29.

2. Wood: All wood is 1/16 balsa unless noted.

3. Colors: Black and white photos in the References suggest three color schemes. The author of the SKYWAYS Reference recalls one color scheme was overall dark red with black numbers on the wing and rudder and white fuselage stripe. This is shown on the plan.

BEN JONES S-125

A 1936 Sport Plane

Designed and Drawn by Allan Schanzle November 1996