

MAXFAX



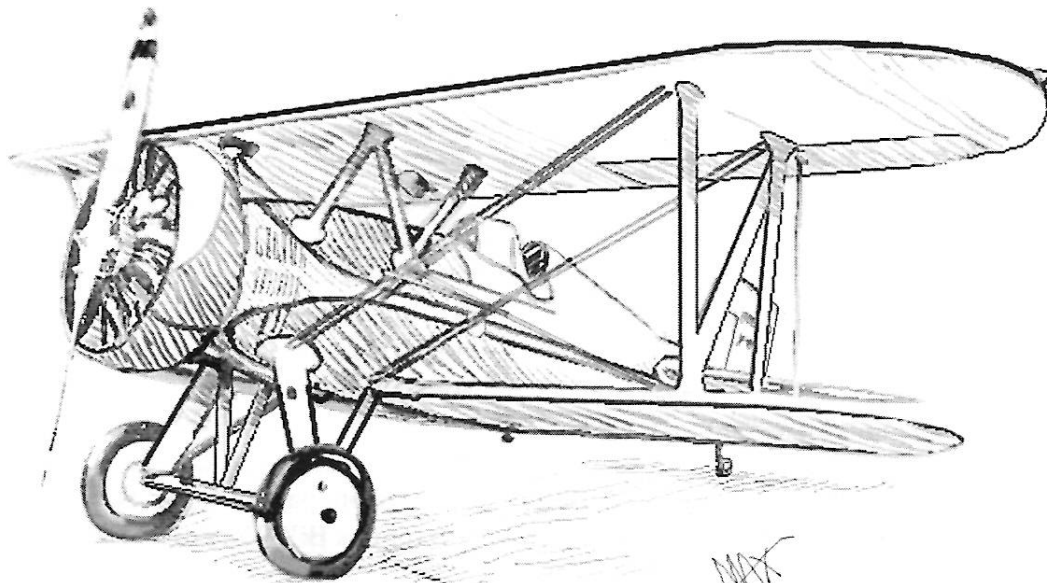
Journal of the D. C. Maxecuters

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

Editors: Tom Schmitt & Don Srull

Jan. - Feb. 1999

BOEING 218 PROTOTYPE



COMING ATTRACTIONS

- JAN 10, 1999 11th Annual MECA Collecto, Noon to 4 PM in the Meeting Room of the Fairfax County Tyson's-Pimmit Regional Library. See announcement in this MAXFAX. sponsored by SAM CHAPTER 10 (Capital Area Antique Modelers Association) Contact Jim Coffin, (703) 256-3865, or Martin Schindler (703) 938-2975 .
- JAN 16, 1999 SHERWOOD HIGH INDOOR FLYING SATURDAY EVENING 6:00 PM to 9:00 PM.
- JAN 23, 1999 Events for Mini Contest Kanone Quest: - Bostonian and Profiles (NoCal)
MAXECUTER TALK FEST at PAT DAILY'S HOME -- SATURDAY afternoon
Meet at Virginia Air Museum first about 1 PM
More information and map in this MAXFAX.
- JAN 24, 1999 SUNDAY FLYING at the NATIONAL BUILDING MUSEUM 9:00 AM to 4:00 PM.
See announcement in this issue.
- FEB 20, 1999 SHERWOOD HIGH INDOOR FLYING SATURDAY EVENING 6:00 PM to 9:00 PM.
- MAR 6, 1999 Events for Mini Contest Kanone Quest: Biplanes, & 'CARRIER LANDING' competition.
MAXECUTER TALK FEST at TOM SCHMITT'S HOME-
SATURDAY evening about 7:00 PM (301-530-0327)
- APR 24-25, 1999 EAST COAST FREE FLIGHT CHAMPIONSHIPS at Ingleside Maryland
FAC Events included - SOTS & MAXECUTERS will be officiating; More info later.
- MAY 8-9, 1999 CAAMA Spring Contest (tentative dates -- more info later.)
MAY 16, 1999 BRAINBUSTERS SPRING CONTEST at Petersburg Airport
Includes a special one-design event for Earl Stahl's Interstate Cadet.
Other events will be announced later.
See announcement in this issue for more details on the Earl Stahl event.
- MAY 22, 1999 1999 EMPIRE STATE INDOOR CHAMPIONSHIP at Buffalo Bills Fieldhouse.
Both AMA and FAC events will be included; more details later.
- SEP 11, 1999 MAXECUTER SUMMER FUN FLY tentatively scheduled for Petersburg Airport on the first Saturday after Labor Day. See announcement in this MAXFAX.

JANUARY/FEBRUARY 1999 MAXFAX

This issue of MAXFAX is dedicated to the memory of Bill Winter, a close and dear friend of the entire world of model aviation - but especially to all Maxecuters.

Well, it's 1999! The millennium is near at hand, but we've already had some changes and disruptions to face during 1998. The toughest was the sudden loss of the Maxecuter's historic (not to mention one and only) flying site - the field at COMSAT. After COMSAT sold-off this piece of real estate, the brass decided to seriously restrict access to it for any non-business purpose; including flying model airplanes! After more than 20 years of calm summer evening flying and camaraderie on that beautiful green field, it's hard to get used to. It was truly a field of dreams; Bill Winter dubbed it Shangri-La. We're looking for alternative sites, of course, but the greater Washington D. C. area continues to spread like a mushroom, and potential free-flight sites are pretty rare. Hopefully, with the dedicated effort of our COMSAT "insider", Bob Marchese, and with the passage of time, we can regain at least some limited use of the COMSAT field for test flying and small club activities during 1999. Keep your fingers crossed, PLEASE.

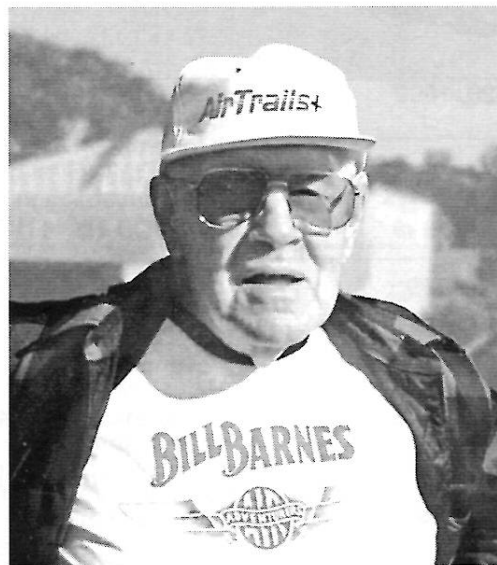
This first 1999 MAXFAX issue we hope has some pretty neat and unique stuff. Our featured scale plan is an original of an historically interesting and great looking Golden Age subject - the 1930's "Robert Short" Boeing model 218. Not your every day subject, eh? Don't hurry to look it up in your archives; we'll give you plenty of detailed scoop straight from the model's designer, Nate Sturman. Nate, by the way, is one of our far-flung Maxecuters, hailing from Gunma, Japan. The working drawings that Nate supplied for his little 15 1/2" span beauty were cleaned up and reorganized to fit our pages. All errors and omissions are clearly the fault of our part-time, minimum wage, slightly impaired draughtsman, Max. Our profuse apologies to Nate for any details Max may have bungled. By the way, we also have in hand another of Nate's

fine designs, the Nakajima Type 91. It will appear in a future issue of MAXFAX.

They say that plagiarism is the highest form of compliment, so we have a couple of big compliments in this issue. The first is a really neat, hit-the-nail-on-the-head, I-didn't-know-anybody-else-felt-that-way article on scale modeling by Tom Arnold; we stole it from the San Diego SCALE STAFFEL Newsletter. The second is a useful "how to" article by the great free-flyer, Tom McCoy. Tom explains how he covers with and finishes the new covering material PolySpan; many modelers are turning to this much more durable covering for their larger scale and sport flyers (Hurst Bowers swears by it!). Tom's transparent colored finish technique is of special interest.

For you dedicated dime scalers (or are you "OTKSers" now?), we have a collection of profile pilot cut-ups by our member artist, Chuck Wojtkiewicz. No excuse now for having a naked cabin in those little Comet and Megow ships. We also have the regular and, as expected, terrific photo pages by Tom Schmitt. As a special item for this Bill Winter issue, we also added a centerfold montage of a number of our favorite Tom Schmitt photos showing Bill with many of his MAXECUTER friends and in general enjoying life at his beloved Shangri-La. We'll always remember him this way.

D.S.



Bill Winter Remembered

Shangri-La any imaginary, idyllic utopia, or hidden paradise

“Call it what you like - this is Shangri-La!” Bill had a way with words. He christened the Maxecuter’s flying site as we sat in a couple of lawn chairs under a large shade tree at the edge of COMSAT field. We were both staring up into a crystal blue sky at the tiny outline of Bill’s newest electric design, LeCrate. It was a remarkably calm and clear summer evening. Besides flying that day as Bill loved to fly - slow high climbs while searching the sky for that elusive light lift - we had just witnessed a sight that excited Bill’s imagination. While watching a beautifully colored hot air balloon slowly ascending a short distance away, directly overhead passed the glittering diamond-like shape of the Concorde, on a slow, silent arc headed for Europe. “Surreal”, said Bill.

Bill loved to join us at COMSAT field whenever he could - to fly or just watch us enjoy what bonded us together. When his failing health finally kept him from joining us often at COMSAT, Tom Schmitt, Hurst Bowers and I continued to visit Bill, and occasionally flew RC with him. But at his insistence, we always kept him posted about his friends, the MAXECUTERS. We were all flattered that this great editor and writer seemed to thoroughly enjoy the MAX-FAX newsletter, and that he (humble as usual) provided us with an occasional contribution. The most memorable was his last free-flight rubber design, the “Commander”. Bill described it as a “remembrance” of an old 30’s kit. He built one, too; his last free-flight model. There was a twinkle in those sharp eyes when we test flew it at Shangri-La!

It was a great privilege to have known, worked and flown with Bill Winter. As he did for countless others, this gentle, creative, lovable man enriched my life with his encouragement, help, friendship, and especially by his example.

John Hunton, a very close friend of Bill’s, who collaborated with him on many of Bill’s last model designs, wrote these words about Bill :

“...Through this struggle Bill made it single-mindedly in a highly competitive job market doing what he knew best and what he loved the most, writing about aviation. Through his love of aviation Bill came to influence all aspects of model aviation as we know it today, and he continues to do so. Bill Winter has designed and published hundreds of quality models. He has helped thousands of modelers get their designs to the public. He has influenced millions of people with his editing and writing. He has done all of this by facing challenges directly, but in a manner that has offended none. While seeing himself as a humble coordinator of everybody else’s ideas, Bill has garnered the highest respect of everyone who knows him as a creative designer and as a considerate person.

...Working with Bill Winter has been the opportunity of a lifetime and the highlight of my modeling life. Before he passed away Bill had discussed with me his complete satisfaction with what he had accomplished in his life through model aviation, for he is truly the most respected man in the field. Bill was the bridge from the beginning days of model aviation to the present, bringing the best out of so many people and adding to the betterment of so many more. As far as I am concerned Bill Winter continues to live through his designs and his shared wisdom. Perhaps he wanted to build an immortality of this kind, especially when he kept on designing for all of us during his difficult later years.”

Thanks for opening our eyes to Shangri-La, Bill.

Don Srull, 12/98

ROBERT SHORT AND THE BOEING 218

by Nate Sturman

Robert Short was born in Steilacoom, WA, Oct. 4, 1904 and died in aerial battle in the Boeing 218 NX66W over Suzhou, Jiangsu Province, China on Feb. 22nd, 1932, near the conclusion of the "January 28th Incident", as it is known in China. He was a graduate of the class of March 1, 1928 at March Field, California. Later commissioned a Lt. in the Army reserve, he flight instructed at Mines Field in Los Angeles through 1929 and made friendships with many aviation personalities. He was famous as a precision instructor and pilot who taught the army way. He returned to his home in Tacoma to support his mother in 1930 and took a political job as airport manager. This didn't suit his demanding, idealistic and honest character and he was soon out of work. It was then that he read a news ad of a job in China, for a coastal airline. He shipped out in late 1930 at his own expense, but the job was a farce and Short was high and dry. He got by with his flying skills and his upright, honest ways. The Chinese were pleasantly surprised at this competent, moral, sober and friendly foreigner. While working for L.E. Gale, importer of US aeroplanes (sold and serviced the many Ryan Broughams in China) he was introduced to Song Ziwen (TV Soong), a very high Chinese official and brother -in-law of Jiang Zhongzheng (Chiang Kaishek). He was hired as an advisor and given an office in Shanghai. It was at this time that the Sino-Japanese Incident of 1932 broke out in the Greater Shanghai area; Japanese marines clashed with the Chinese 19th Army, indignant over the recent loss of Manchuria. Shanghai and its new infrastructure were bombed and shelled savagely and Short was outraged at the carnage he saw. He was also indignant over Japan's earlier seizure of north-eastern China. Now, all his life Short had this quirk of taking up for the underdog, and had often been in trouble for it in his youth. In a stroke of fortune, man and events came together as if fated; arriving in crates was the Boeing

218, fresh from its earlier career as a prototype for the metal fuselage P-12E, dubbed "XP-925" during its trials at Boeing. The plane was set up and armored and Short delivered it to Nanjing on Feb. 18th or 19th, 1932. He saw some action on that flight and may have shot down a Japanese plane. He had not attended army fighter school so his air fighting skills were self taught. He then moved the 218 to hiding near Suzhou, about 50 miles from Shanghai, where he took off late on the fatal afternoon of 22 February to intercept three Mitsubishi Type 13 naval bombers headed for Suzhou Station, which was packed with refugees and a delayed train for Shanghai. Over the station, Short attacked the three and mortally wounded Lt. Kotani, the flight commander. But he apparently did not see or ignored three escorting Nakajima -Gloster A1N2 shipboard fighters from the carrier Kaga, about a mile behind them. He kept pressing the attack despite being engaged by the trio of fighters, to the amazement and awe of the Chinese below, until he was shot down in flames by Lt. Ikuta of the IJN. He was the first to fall in aerial combat before Japanese guns. Short's valor greatly impressed the Chinese and a huge public funeral was held a month later, so that his mother and brother could attend. Until the outbreak of the Sino Japanese War in 1937, Chinese fighter pilots held an annual memorial meeting at the Short cenotaph which was erected at Hongqiao airport, the site of his grave.

Color and Markings

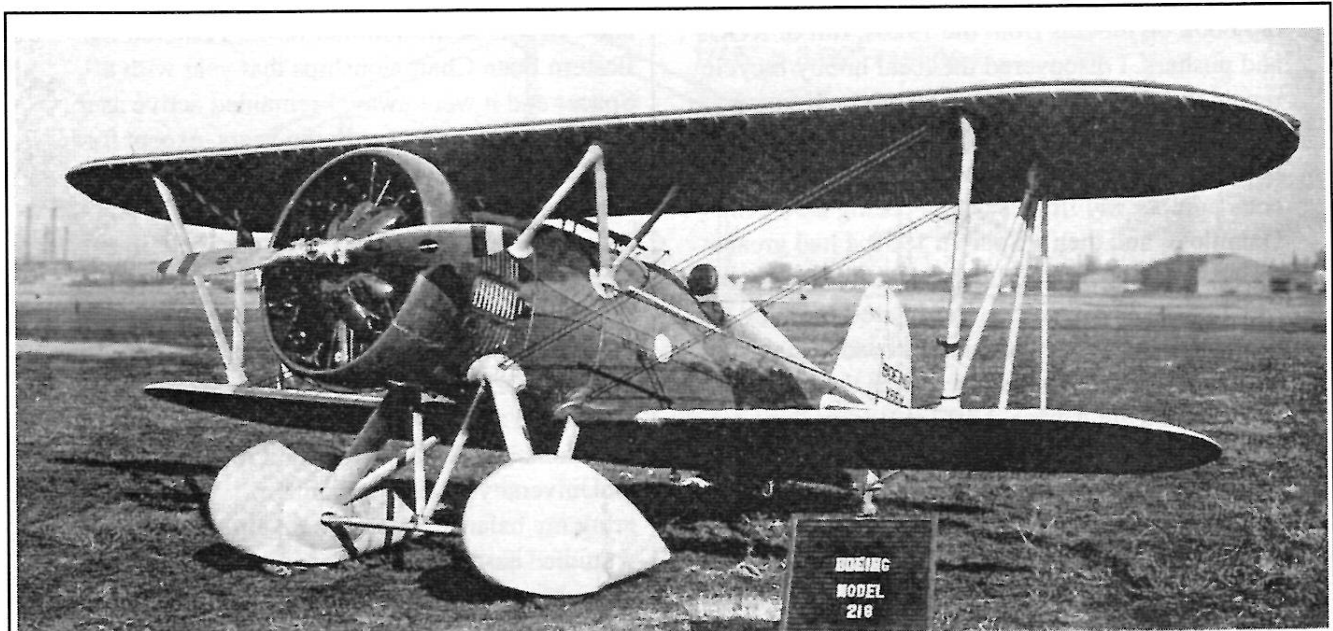
Robert Short's aircraft was in typical Boeing colors of the period: Boeing green on the fuselage and Townend ring, and on the cover plate of the engine. The fuselage stripes, radiuses from behind the Townend ring to a straight band, were International Orange with a black pinstripe inside the edges. The bottom wing and tail surfaces were French Gray. The top surface of the top wing was International Orange and it's bottom surface was French Gray. The struts and wheels were gray also. The matriculation, "X-66W" was on the top right and bottom left wing panels, and, as shown in the photos, on the

rudder below the name "BOEING", all in black. All accounts had KMT roundels painted on the aft fuselage. This is the plain blue and white roundel, not the earlier red outlined one (1926-

1930.) . I guess they put it on the body and not the wing because they didn't want to obliterate the "X" number in the event of the plane's return.



Original form of the Model 218, which introduced a new monocoque metal fuselage structure to the established F4B/P-12 line and served as the prototype for both the P-12E and the F4B-3. (Boeing Photo)



Later form of the Model 218 during Navy testing. Note the revised rudder shape and the temporary use of wheel 'pants' installed in an attempt to obtain additional speed. (US Navy Photo 461136)

NATE STURMAN

The featured Boeing Model 218 model design in this issue of MAXFAX is by Nate Sturman, a designer that may not be known to many of you. We thought it would be interesting to include a little about Nate's background and the source of his attraction to aircraft modeling. We plan to pursue this idea in the future from time to time for all of our contributors. Here's Nate's story:

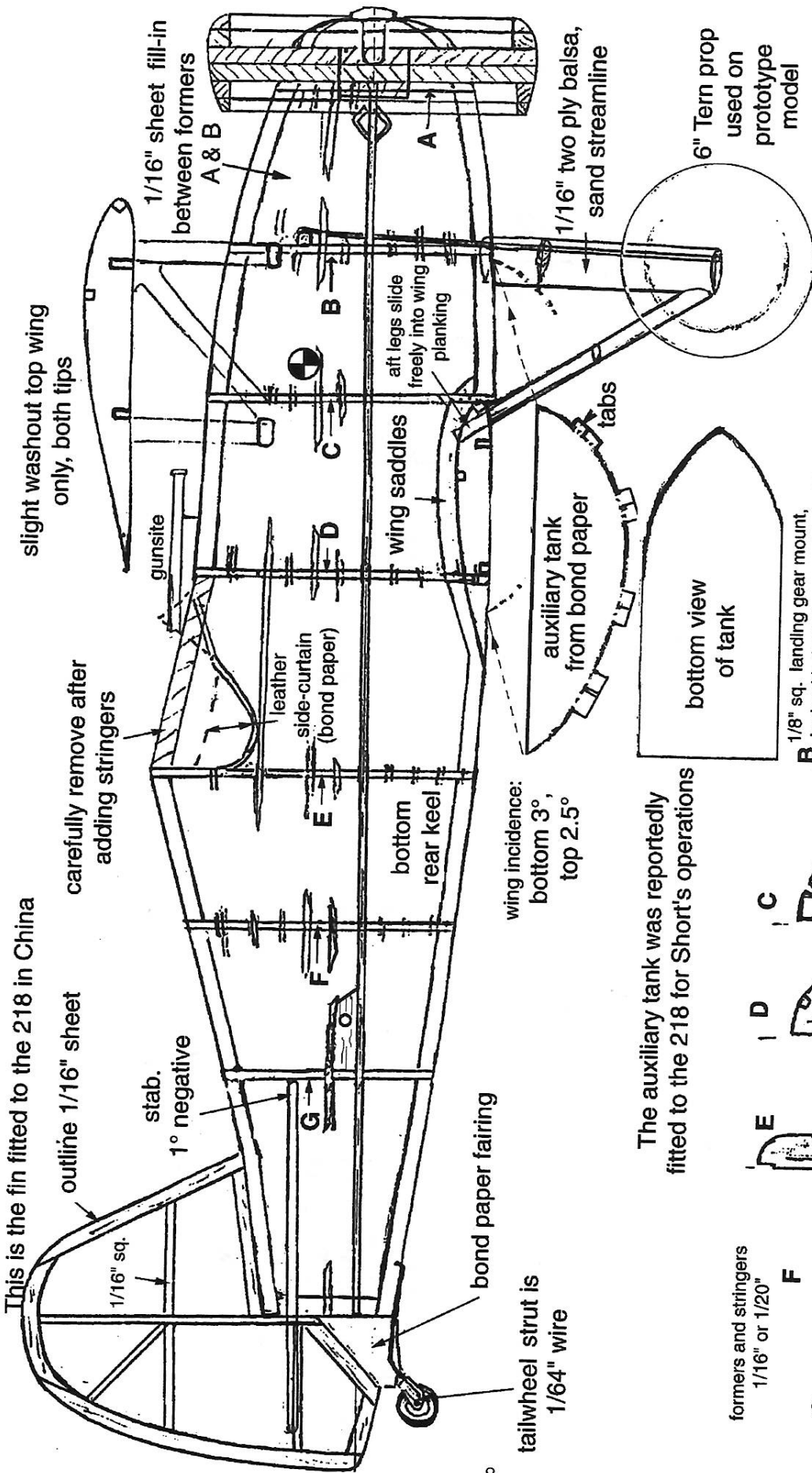
I was born in Philadelphia in 1947 and educated in Philadelphia city schools. I received BA ('72) and MA ('75) degrees from the University of Pennsylvania, and currently reside in Gunma, Japan. My interest in aviation began in early childhood, probably with my father's tales of his WWII exploits in New Guinea as a supply sergeant at the depot there. His photo album was great. We also went to all the local airports as I remember. My first model was a plastic P-40 by Aurora, bought by my Uncle David when I was six. Within a short while, dad and I had bought a rubber powered stick model by Testors. I was hooked by the first flights across the living room. Dad tried his best with a die-cut balsa P-51 kit but we couldn't do it. I took some cardboard and cut out my own patterns for a P-51 and finished it with brown shellac. Must have been seven; my first design. In grade school, I found an old book on models from the 1920s, full of ROGs and pushers. I discovered the local hobby/bicycle repair shop, with its stock of 1/16th inch squares and lots of hardware left over from the golden age. I built the Structo-Speeds and then the built up 25 cent Comets, my first "success" being a 50 cent Dauntless, and then a Spad in 1958. I had greater flying success with the Jetco ROG and the American Telasco Jetex gliders. But I loved building the flying scales, both truss and bulkhead designs, if only to play with and admire. I was the kid constantly chewing Ambroid off his fingers, who taught the craft to all the kids, or tried to...a menace to the neighborhood. I saw my first gas model close up in the local schoolyard - Ed Nirlinger's Jr. Ringmaster with a Cub .099 - got hooked on the sound and smell. Always bugged dad to take me to the local meets. Saw George Aldrich fly his Nobler on Airshow day at the 57 Willow Grove NATS, and Pappy DeBolt nail the lead Blue Angels jet with his red biplane - got my first airplane ride later that day,

too, in a PA-11 at the old Montgomeryville Airport. In 1962, when I was 14, I heard of an indoor scale meet to be held at a city arena in NE Philly - Bridesburg. I had been butchering Comet kit upon Guillows kit without any notable success, and hit on the idea of scratchbuilding a Bebe Jodel from the July '58 MAN. I hastily enlarged the page-sized plans by eyeball and did the best I could after school/evenings in the three days before the meet. On the big day dad drove me there. Laid out on the tables were the first properly done rubber scales I had ever seen! I nearly died of embarrassment when I spotted Ken Moseby's Bebe Jodel, all trimmed up in Esaki, lines and details expertly inked on. I couldn't bear to put my work down next to it. And the beautiful Aeronca K (Comet 25" on landplane gear) next to it, and the Comet Cubs and Stinson Reliants, and the Fokker D-8 ... Boy, did I ever get the idea fast - and the flying!!! That impression of what a model is supposed to look and fly like settled in my bones I guess.

I built and flew all sorts of models with a passion, falling in at last with the Pterodactyls Model Airplane Club as a teenager. My friends included Steve Dinerman, who worked at Sterling. I often saw the new Sterling products in testing at Valley Forge, such as the Mini Mambo, and Steve always had the latest CL kits. Some of our club flew FF and I built my first gas FF models at that time, a "Kiwi" and "T-bird" in the summer of 62. I entered the Eastern State Championships that year with a Spacer and it went away. I remained active as a modeler more or less over the years, except for periods of intense study and/or work associated with the University and military service. I learned to fly when I was 16 at the old Turner Field in an Aeronca 7AC (N83618), and a few years later got my license in the Yankee at 3M Airport in Bristol, PA (and lived!). I later flight-instructed there for awhile, nearly starving in the process.

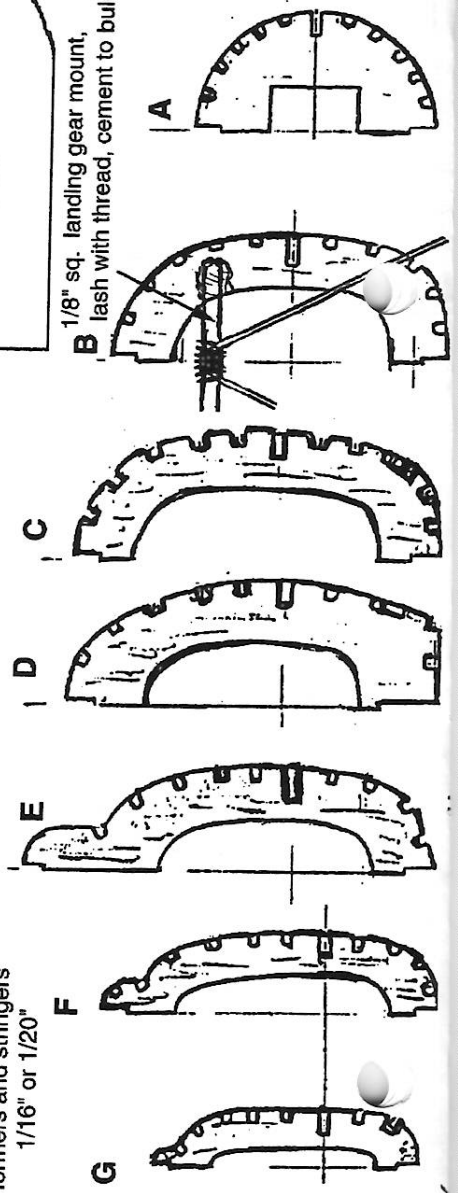
I served in the USAF for four years as an aircraft mechanic in the late sixties, and returned to the University of Pennsylvania in 1970 after recovering my balance (some would argue this:-).

I studied east Asian history and languages at the University, and I speak/read/write Chinese, Japanese and Korean with varying ability. (Pretty good for a "laowai" my Chinese friends say.) My Japanese never really came together, in all these years. I guess I have built a few hundred models, as have



Short's Boeing 218

Designed by: Nate Sturm



Good Reads

Plenty of books are being published on RC sailplanes, ducted fans, giant scale, etc., but too few for free-flight fans. Helping to solve the shortage very nicely are two new must reads for sport free-flight addicts.

Don Ross has followed up his first "*Rubber Powered Model Airplanes*" book with book #2 "*Flying Models*". The new 240 page book is literally packed with tips, hints, and techniques covering rubber, CO2, and electric powered free-flight models, plus a few items on micro RC. Plenty of new and clever ideas that beginners and experts alike can use. Don's book #2 is a really useful shop reference. You can order your copy by sending \$19.95 check or MO (includes S&H) to: Don Ross at 38 Churchill Road, Cresskill, NJ 07626.

The second really neat FF book is a first endeavor by Tim Bucher, "*Stick and Tissue Modeler's Album*", volume #1. The 80 page, large format paper back booklet contains plans and mini-construction articles for ten very nice, lightweight free-flight models. They range in size from 13 to 17 inches span. Most are nifty little sport flyers for rubber, CO2 or electric, plus a few scale jobs thrown in. The models have a nice, lightweight, simple structural look, that make you want to reach for the balsa and glue. I suspect they would all make great thermal bait!. Get a copy and add a few of these light weight free-flight jobs to your 1999 fleet. Send \$17.95 (includes S&H) to Meteor Publishing, 42263 50th Street West, Suite 703, Quartz Hill, CA 93536.

Put This One on Your '99 Calendar!

1999

Sponsored by the EASTERN U.S. FREEFLIGHT CONFERENCE

AMERICA'S CUP MEET for FAI

EASTERN U.S. FREEFLIGHT CHAMPIONSHIPS
16th ANNUAL AAA CONTEST
A CATEGORY III MEET



APRIL 24th & 25th
INGLESIDE, MD
TOM HIGGS FARM

32 Events - Over 100 Trophies

SPECIAL PERPETUAL ART KESSLER MEMORIAL TROPHY

Will be Sanctioned by the Academy of Model Aeronautics

This is a Time One, Fly One Contest!

Includes the Following FAC Events :

Saturday

- WWI
- WWII
- Racers
- Dime scale
- No Cal

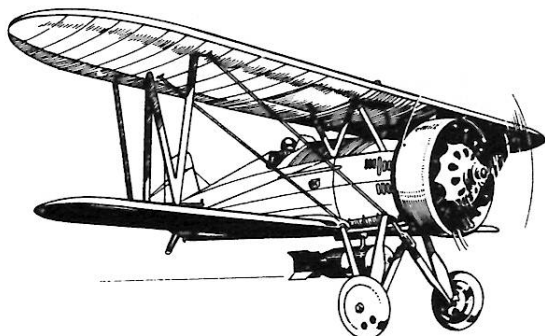
Sunday

- Rubber Scale
- Power Scale
- Golden Age
- Peanut
- Embryo

from page 6

most "hard cases" my age, and now I mostly scratchbuild from 3 views, almost exclusively rubber scale models. I still fly some CL, classic .15 ships mostly (love/currently fly the 37" Peacemaker profile, and a Spanish similar plane called a Smousen) and enjoy "combat" with an American buddy here. My rubber scale jobs include a number of Japanese military aircraft: Nakajima Oscars, Tojo, Frank, Jill, and the earlier Type 91 and 97 (Nate). The Nate is kitted by Diels and the Oscar will soon be, along with some others. I have also done the Glenn sub-scout and many of the others. I get hardly any chance to fly in competition as the duties of teacher, husband and father keep me close to my over-priced house in Gunma Town. I enjoy the success of others flying my planes. I teach English at Gunma University and at my own local classroom in my house. My Japanese students and neighbors are largely indifferent to my aeronautical activities, but I have many modeling friends around Japan. However, travel and communication are very expensive here. I am married to Masako Imai and have a tall, strong 13 year-old daughter who is into training to be a champion swimmer; she sometimes helps me with the flying chores. Oh yeah, in 1976 I worked for Joe Barish in a camera shop in Philly. He was a great boss and (still is) a great friend! Small world, huh?

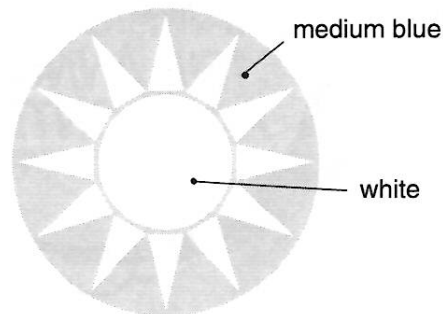
Postscript: Nate's knowledge of Japanese and Chinese aircraft and history of the 30's is exceptional. If you would like to correspond with him, his Email addresses are <natesturm@hotmail.com> and <npsturman@yahoo.com>.



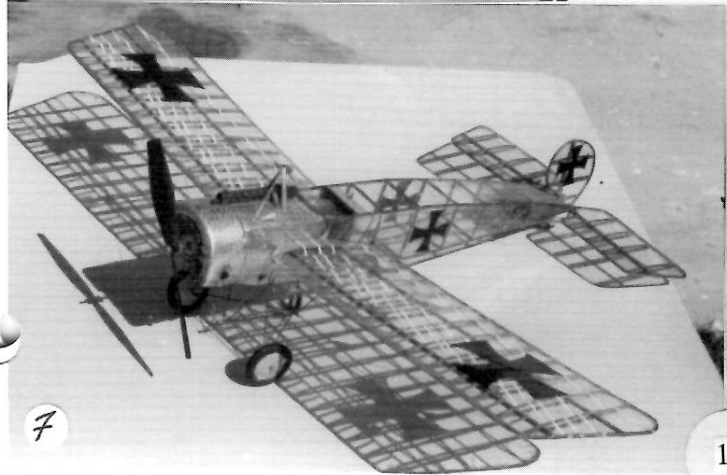
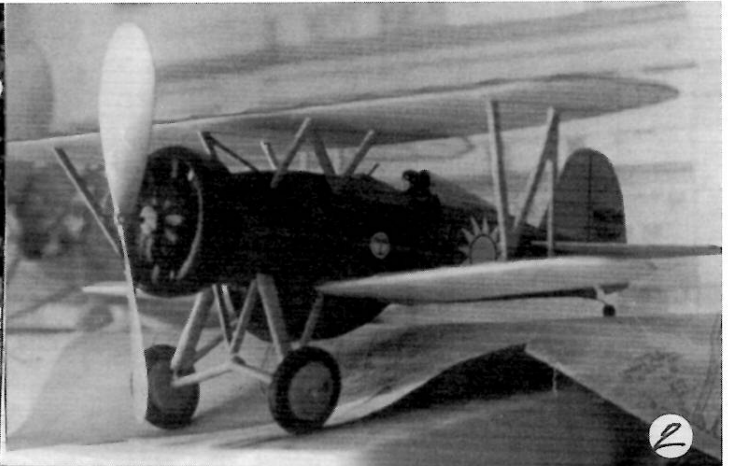
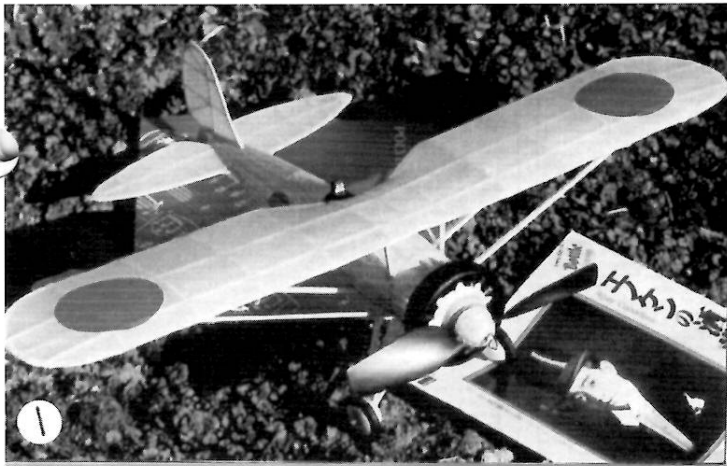
BOEING P-12E (Navy designation: F4B)
Substantially the Boeing F4B-1 with more powerful engine and drag ring cowling.

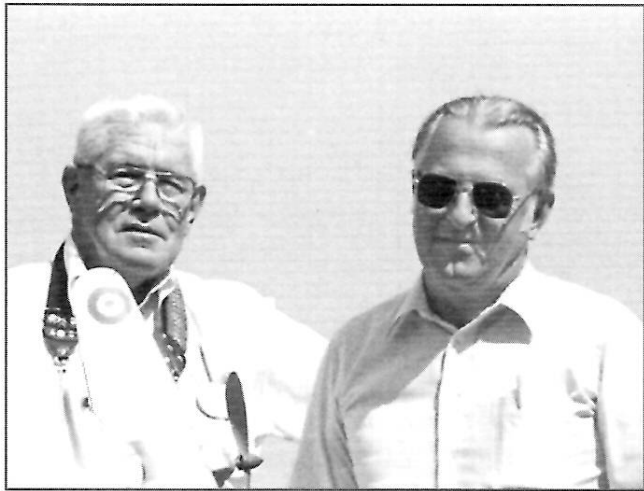
PHOTO PAGES

1. A future MAXFAX plan, the Nakajima Type 91 by Nate Sturman - photo by Nate. Note absence of dihedral; model is great flyer without it.
2. The plan in this issue is Nate's nifty Boeing 218 as flown by Robert Short in China. See the complete story of the interesting aircraft and it's pilot in this MAXFAX.
3. A photo of Nate launching another from his hangar of aircraft. Note the great flying site near his residence in Gunma, Japan.
4. Chris Parent seen here at the FAC Nats with a Type 91 built from Nate's plans, slightly enlarged. Note again lack of dihedral; it is also a good flyer.
5. Another of Chris's beautiful scale renditions at the FAC Nats, this time a Boeing F4B-4 built from a golden age reproduction kit.
6. Our good friend In Las Vegas, Bob Haight sent this photo of his electric powered S-38 in the familiar 'Zebra Stripes'. Look at that engine detail!!
7. Another of Bob's detailed electric aircraft, this time a model of the first and a real honest to goodness "Stealth Fighter". There were some good photos of this Eindecker and a WWI "Stealth Bomber" in one of the Windsock publications.
8. Our West Virginia bound Maxecuter, Claude Powell, seen here with a nifty Cessna at the Maxecuter's last contest to be held at Shangri-La, 1997.

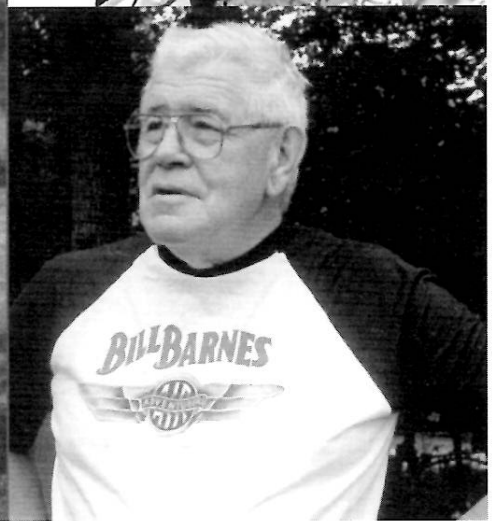
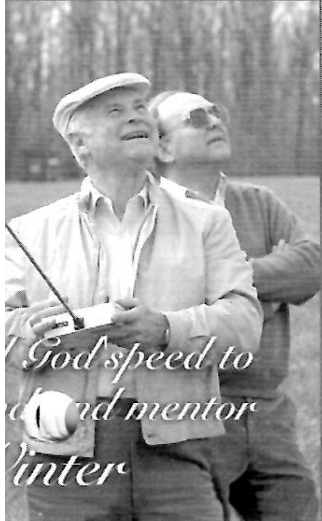


The KMT insignia





*Farewell and
our dear friend
Bill*



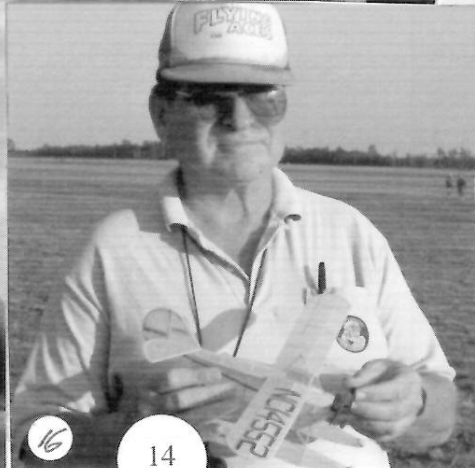
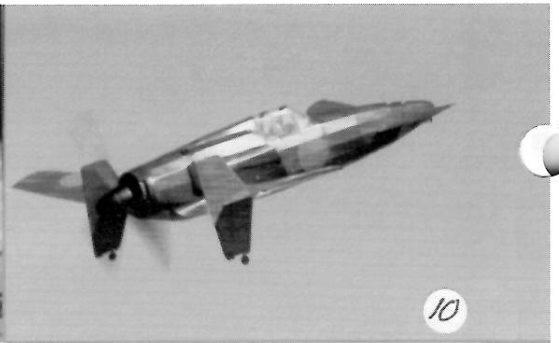


PHOTO PAGES

9. Our good friend, Bob Schlosberg a Cactus Squadron member in Arizona, sent this great photo of his Champion 'Citabria' 7ECA. It was built from the plan of his club member, Joe Valenta. It has a 36 inch wingspan and is powered by HiLine Dual Mini-6 using 4 - 150 mah NiCads.

10. Seen at the FAC Labor Day contest in Muncie was Mike Midkiff's high flying Shinden.

11. H. A. Thomas kindly sent this photo of Mike with his Corsair from a modified Herr kit. Did not see this one at Muncie but it is beautiful model — Thanks Henry.

12. David Smith always shows up at the Kudzu meet with something unusual, this time and interesting 'Profile' of an early SAAB fighter.

13. Bill Sheppard's 'Tool Box' first place award for the Vega event at Raeford was hotly contested with smiling Pat Daily the eventual winner. Thanks again Bill for your hard work in adding to the fun at Dave Rees's and Tom Odum's great Kudzu meet in North Carolina.

4. Another terrific photo sent by Pat of his winning Vega in Amelia Earhardt racing colors. That's Amelia in the background between Paul Mantz and Pat's dad. Pat's dad was the Kansas City airport manager in the '30s.

15. Bob McLellon ready to launch his version of the Seagull at the Kudzu meet.

16. Mr. 'Dimer' himself with his nifty little 'Dime -Scale' Aeronca at Raeford.

17. Paul Spreiregen finally made the trek to the Kudzu meet and had a ball.



Scale Birds of A Feather

Nate Sturman lives in Japan and Tom Arnold lives in California. Geographically and culturally worlds apart, but a couple of modeling soul brothers nevertheless. The similarity of these two guy's love of airplanes, and their interest in, no compulsion toward, *scale* model airplanes, struck me while reading Nate's bio notes and Tom's recent piece in his club's newsletter. In any case, Tom's article is worth rereading.

FLIGHTLINE: *Airy stuff by Tom Arnold*

(from SCALE STAFFEL NEWSLETTER)

Building and flying scale models not only is an aerodynamic challenge, but a real exercise in aviation history. The timeline of aircraft is so studded with brilliance, luck, tragedy, and heroism, that every scale model that puts air under it's wings is a small celebration of some moment in that history. I read Lindbergh's "*We*" and was consumed by a desire to build the *Spirit of St. Louis*. As I covered the nose with sheet balsa, I felt Lindbergh himself was being sealed inside. As a result, the side windows had to be clear acetate—how could he see otherwise? Reading Pierre Clostermann's "*The Big Show*," all I could think about was Hawker Tempests thundering over the dikes of Holland and wavering streams of tracers chasing them into Europe. My shop called with such an urgency that at 5:30 a.m. I was framing up a 24" span version of Clostermann's "*Le Grande Charles*." I convinced myself that Squadron 54 also rose at such a ungodly time to make their way to the briefing hut for the days sweep.

So it went with every model I ever built. I refused to let it be just kinetic art, I had to find out how, who, what, and when it flew. The idiosyncrasies became endearing bits of its' character instead of traps to kill the unwary pilot. (Never land wheels up in a Typhoon. The nose digs in, it flips and burns.) Its' production life became a story of incredible interest, and the demise of the type a minor tragedy. The words of the men who flew them were icing on the cake to be relished. When friend and former P-39 pilot, Dick Howard, related a story of a student crash during advanced training, I visualized the scene of his flying through the black smoke of his fellow cadets sudden death

countless times as I stretched tissue over the wing of a P-39.

When I was drawing up the plans for a Hughes XF-11, I had propped up numerous photos around my workspace of the aircraft for reference. One had a shot of Hughes in the cockpit in his shirtsleeves and fedora looking through the canopy straight at the propeller that would in a matter of minutes run wild and put him in physical pain for the rest of his life. As I drew the shape of the cowl and spinner of that fateful engine, it seemed that it required nothing less than my best to recreate that aircraft as it exactly was. Hughes almost put his life into it, the least I could do is get the shape right.

There was a time I was a fanatic about color schemes. I had to get the correct Federal Standard number of the paint, the correct camouflage scheme, the correct insignia, the correct serial number, the looks on the correct day of the aircraft's life. That, of course, brought on the whole concept of weathering versus fresh color and I found myself descending into the madness of the plastic model world. Fortunately, my recovery was successful.

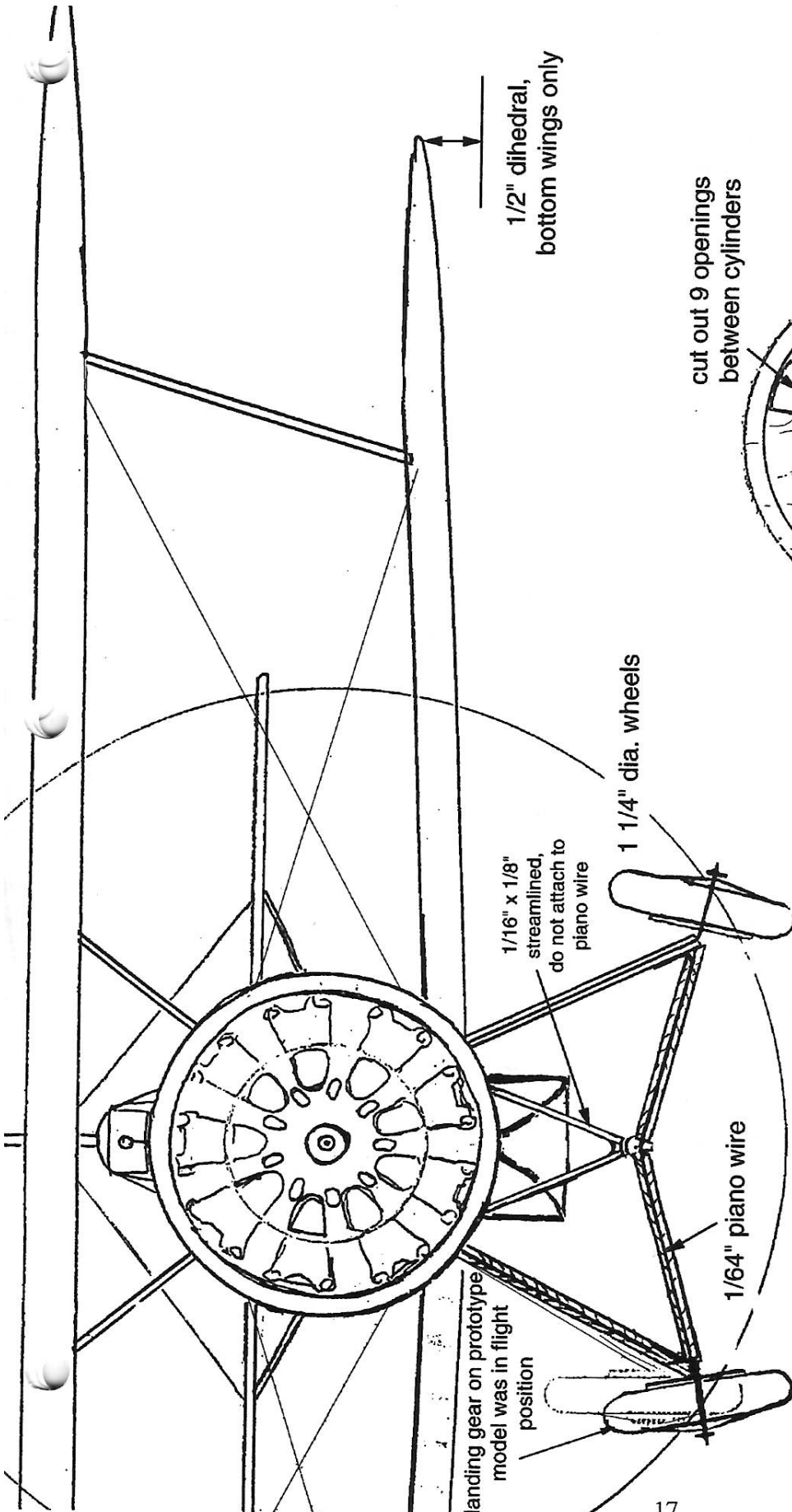
After visiting many well-known aircraft, my history wanderings presented me with interesting and strange members of aviation's family tree and the old urge to build would hit. The constant problem became a lack of plans to build from. Many times a 3 view and some photos were all that existed. The path was obvious—draw your own and build from there. Just as paint and finish was a different world, so became plan drawing; only now I was communing with not pilots, but men who many times never flew in their very creations—the engineers. As I drew up plans for the long winged Westland Welkin, the geometry of the tail would not “come together” between all the views and the bulkhead shapes. As I chased elusive shapes from top view to side view to rear view to bulkhead, something was wrong. It would not fit and I poured over photo after photo trying to interpret light and shadow to visualize how it all came together. Some of the photos had men posed in front of the aircraft bundled up against the British damp frozen in smiles and conversation 50 years ago. As I looked into the eyes of one young engineer I silently asked him to just turn around and run his hand up the fuselage side to fin. Did the surface bend in or did it bulge out? It's right there, right behind you.. just

turn around and touch it and tell me. The aircraft is long gone and only you can tell me. He continued to silently look at me as still as ever. The aircraft was long gone, the rainy day was gone, and that young engineer was gone too. Did he ever imagine that a half century into the future some stranger would ask so intensely to just turn around and touch that wet aluminum? I never did find out about that elusive fuselage curve. If I ever could see a Welkin I know I'd run to the tail and rub my hand over that very spot and marvel over the truth of its shape.

Paper, pencil, dividers, curves and T-squares were my companions as I reconstructed long forgotten shapes and curves last seen by some draftsman bent over a big easel. With my drawing tools some type of communication took place with another set of drawing tools that quietly worked on a long ago day. I could almost hear rain on the window as the top view yielded to probing measurements and line intersections. A radio played quietly with war news in the background as the lofting lines filled out the shape nacelles. It was all coming together at last. Eventually I had the plans I needed. There were still some mysteries that the photos told, but I had to move on and only I would quietly agonize that I did not solve why the cowl had a dark crease on the underside.

The translation of flat shapes on a plan to three dimensional forms of wings, fuselage, nacelles all defined by strips of thin balsa was like the gestation of some small mechanical bird. After cutting, fitting, gluing, sanding, I had turned the aircraft form over in my hands so much it was as well known as one of my baby kids so long ago. Tissue covering was the birth and painting was the first breath if there could be such an analogy. The final result finally sat on my workbench looking—is this a shocker or what—just like the photographs. Small wonder I faced the first flights with trepidation. It is never the time that is invested in a model when it leaves your hand, it can be your heart. My Welkin was those engineers' final flying example as it left my fingers. I had a big and ghostly crowd watching on a Sunday morn and I wanted to show them how it flew. And it did. I often wondered if there was any silent applause as it climbed away. I swear I felt a pat on the back.

All my models don't suck me into their past, but enough do to make it fun.



landing gear on prototype model was in flight position

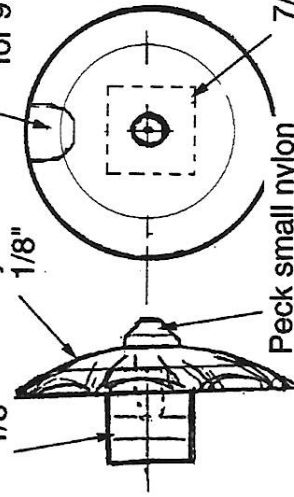
1/16" x 1/8" streamlined, do not attach to piano wire

1 1/4" dia. wheels

1/64" piano wire

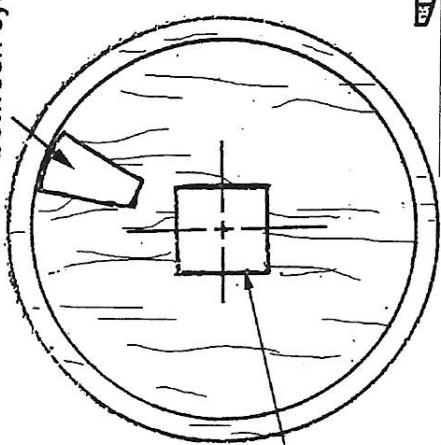
1/2" dihedral, bottom wings only

3 layers of 1/8" 2 layers of 1/8" scoop out nose piece for 9 cylinders



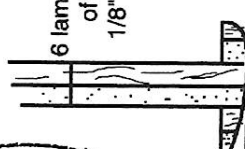
Peck small nylon thrust bearing 7/16" sq. hole & nose plug

cut out 9 openings between cylinders

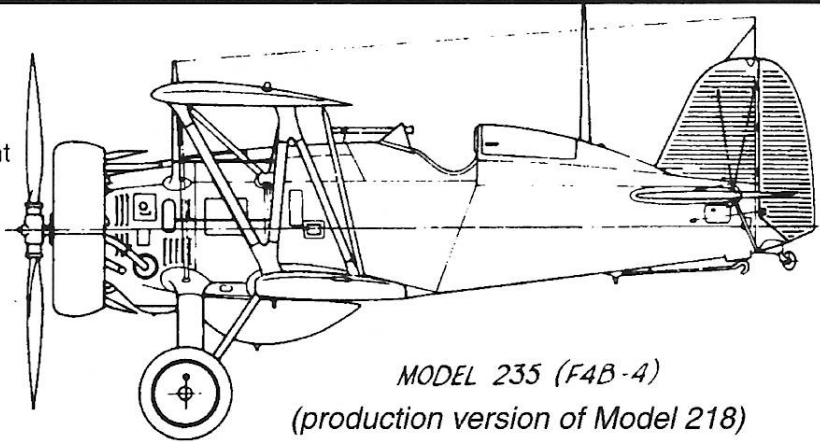


nose/cowl assembly

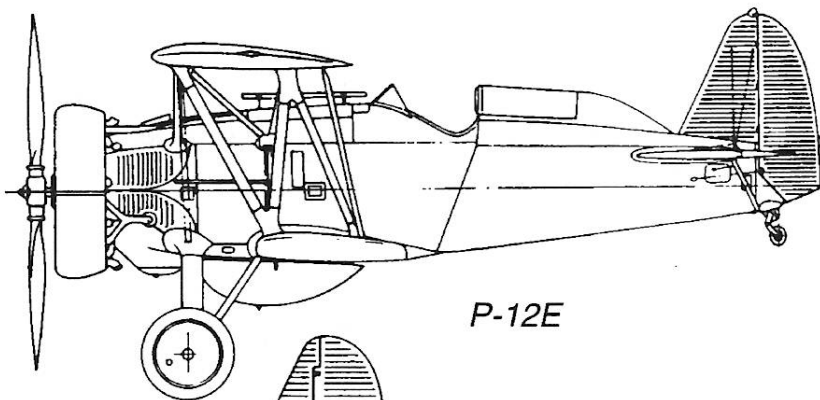
6 laminations of light 1/8" sheet



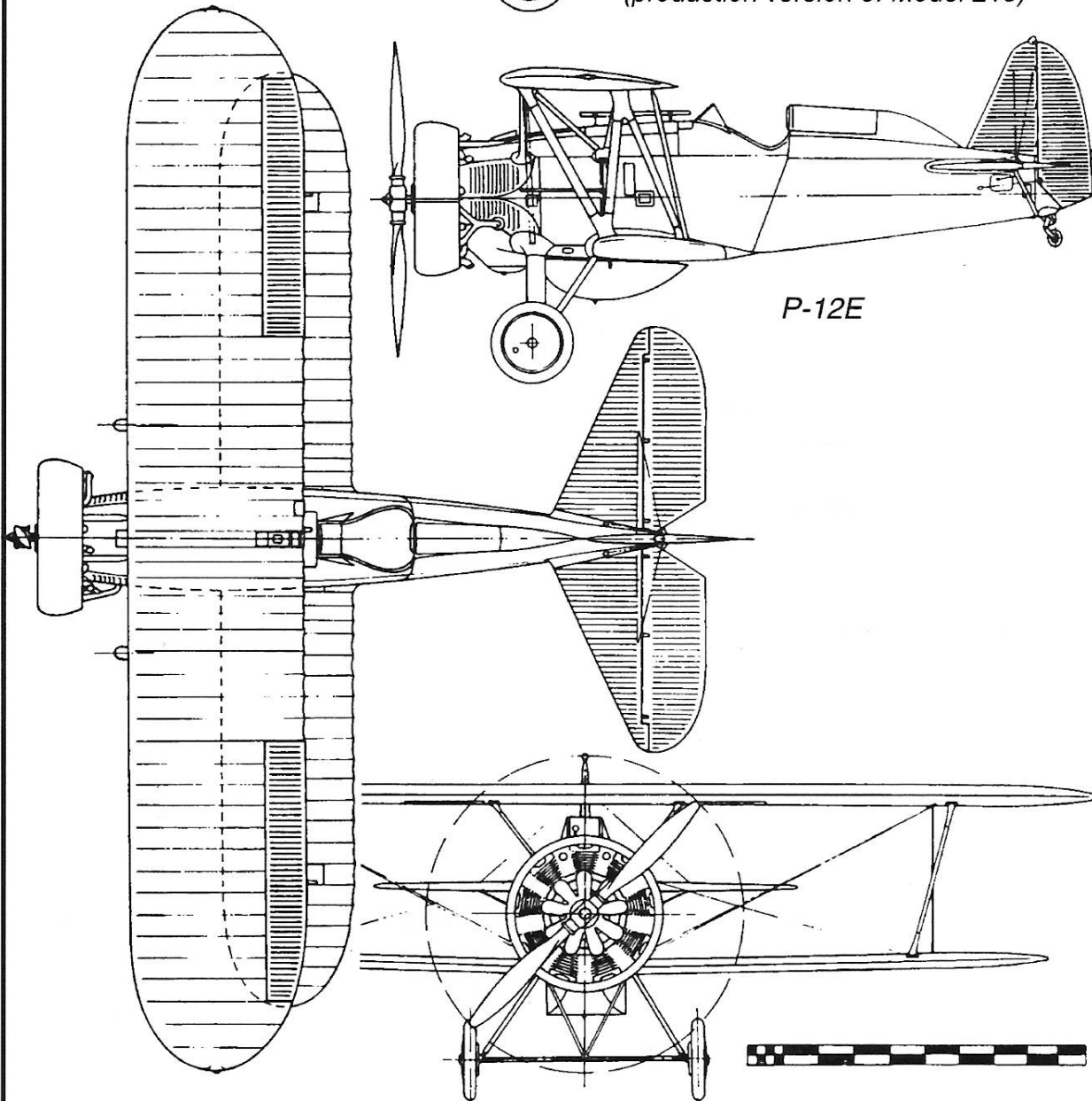
Model 235 had slightly different head rest and cockpit shape than Short's 218.



MODEL 235 (F4B-4)
(production version of Model 218)



P-12E



Boeing Model 234 (P-12E)

The Model 234 , ordered by the Army as P-12E, was the first production model of the P-12/F4B series to use the new fuselage and tail surfaces of the Model 218.

Covering With Polyspan

Our good buddy and expert free-flyer down in Florida, Tom McCoy, wrote a definitive "how-to" piece on using the revolutionary new covering material Polyspan. It appeared in the Oct. '96 issue of his club newsletter AMOB. For those of you who haven't seen Tom fly, his models are not only world-class flyers, they are beautiful to behold. He has pioneered a way to apply handsome translucent color to the otherwise drab white Polyspan. For our larger scale and sport models, Polyspan has much to offer. Here's some good scoop from Tom:

Your editor Dave Platt asked that I do an article on the new material POLYSPAN. It would take a book the size of the New York phone book to explain the covering techniques. Applying covering to a model airframe is like no other art, it is an acquired technique. My experience with POLYSPAN is about a year and a half. I find it easy to apply, it takes paint very well and it is quite puncture proof. As it is a heat shrink it is moisture proof and not affected by our Florida humidity. I find it is quite inexpensive, a twenty foot roll is about \$15.00 retail.

An old friend, Larry Davidson, came down from New York to our "Orange King" two years ago and first showed me a model covered with it. I was very impressed. This was Larry's first try and I thought it looked great. Larry had left the POLYSPAN white (the way it comes), painted the tips red and added some black stripes. The model looked very nice.

The material is very light and I felt it was just what I needed for my rubber models. The big drawback is that it only comes in white- maybe a better description of the color is natural or dirty white. I felt that I couldn't afford the added weight of color dope so I needed to find a dye to color the material without adding much weight. Years ago I had tried the ANILINE dye to clear dope process and was quite disappointed. The colors faded very fast and went on very blotchy. I knew this process wasn't going to work on POLYSPAN. Starling International recommends a dye process using nitrate dope. I have seen other modelers try this system and weren't very happy.

I guess living in a little town in the middle of nowhere makes you solve problems on your own, you don't have other modelers to tell you it can't be done. To date I have done four rubber models and two power models, both power planes are old timers with ignition engines. These are large models- one 800 sq. in. and the other is 1200 sq. in. I mention the size of the models to let you know I am not afraid to use POLYSPAN on any model. If you follow my system and formula you should see good results. A power model with glow will require a top coat on the fuselage to fuel proof it. K & B or HOBBY POXIE clear will probably do it.

To begin with, if your construction is shoddy and you cover it with POLYSPAN, when you are through it is still shoddy. Surface out your construction by using a medium then fine sandpaper. Always sand with the grain. When you are satisfied that you have done your best it is time to start the covering process. At this point I must tell you to use butyrate dope and butyrate thinner throughout this covering process. If you use nitrate or some other paint I have no idea what your model will look like. *(Many modelers now use nitrate with equal success; DS)*

Start by applying three coats of 50/50 dope to the entire framework (all the surfaces the covering will touch). Sand lightly between the first and second coat. Now open the POLYSPAN package and cut the panels for the entire model. Make each piece about 3/4" bigger all the way around.

Polyspan has a top and bottom like most coverings. The top is slightly shinier and if you roll all your pieces shiny side out there will be no confusion about which way is up. My best advice is to cover your model just like you are putting on Jap tissue. Use 50/50 dope and dope the tissue down on all the edges just like a tissue job. The dope will go through the POLYSPAN just like tissue. Pull out the wrinkles as you cover. Do the best you can to pull out all the wrinkles. On a boxlike structure like a fuselage I would do both sides and cut them neat with a sharp razor blade. Do the top and bottom next and leave a 1/32" overlap all the way around. This is easily done using a small piece of 1/32" plywood next to your razor blade to act as a guide.

So far, this is just like covering with tissue. Now

things change. You will need a monocote iron set at about 250°. This is about the mid setting on the iron. POLYSPAN does not want to go around corners. By going around the edges with the iron, the edges iron right down just slick. As you develop your technique you will find that the heat iron will iron down all your cut edges. Re-dope the entire perimeter and let dry. Now, shrink the covering with the iron- don't go above 300°. It isn't critical to heat and the wrinkles will come out nicely without high heat. Don't use a heat gun. As you get into it you will find it is just like tissue, only heat shrink.

After the whole model is covered and ready for dope you can lightly sand edges with 600 paper. This will ensure you have everything stuck down. Don't go too far with the 600 paper, just lightly. Now apply three very light coats of dope using 60/40 thinner-dope for these coats. You should now be ready for the color.

Use HIGGINS FADE PROOF drawing ink. This product comes in ten colors and can be found at most good craft stores. I find it at Michael's Crafts in the Tampa area this is a national chain. Any good artist and drafting supply store should have

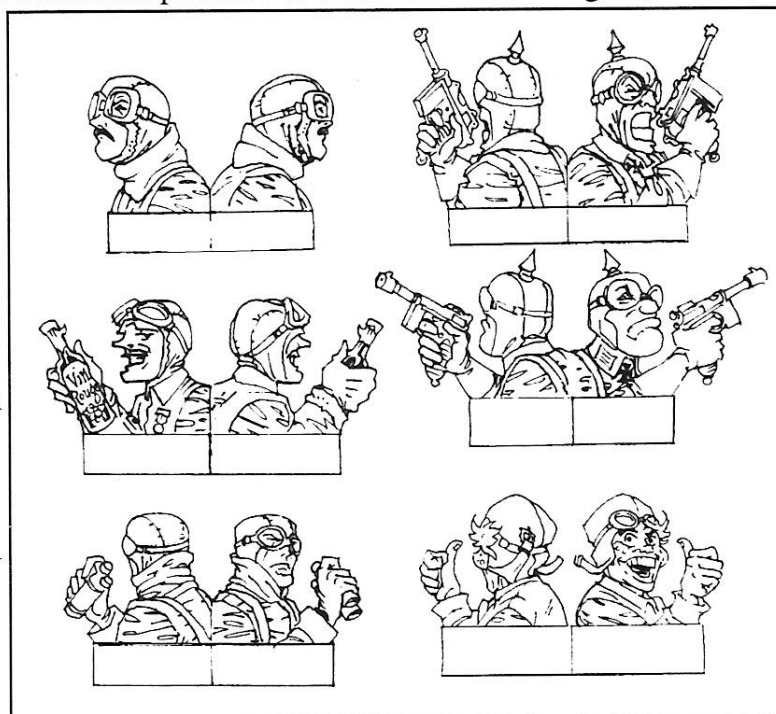
it. Call around, you'll find it. The ink comes in a 1 oz. bottle so I will give you a formula using the whole 1 oz. bottle Mix 1 oz color into 9 oz. of butyrate clear. The most common brand of butyrate dope available is the SIG SUPER COAT. Use this right out of the can for this formula. Now you have a big bottle of color ready to apply. I've noticed that the color will settle out so keep shaking it up when using.

I sprayed the color on with an airbrush. It doesn't seem at all critical to overlap, just keep going until you like the color density. Any spray equipment will work, this part is just not critical to overlaps. I haven't tried brushing the color yet but maybe a wide foam brush will work. Let all this dry well, then brush on a topcoat of clear thin dope flow on this coat.

To review, we started with three thin coats of dope, our color coat, and one thin top coat. This is about the same weight as Jap tissue but a much stronger covering. You can cut out Jap tissue numbers and letters and dope them on just like Jap tissue covering. You may want to tape off areas and add color dope. It all works.

FLAT-HEADED CUTUP PILOT HEROES FOR DIME SCALE CRUISERS

Here is a group of handsome crewmen to fill those otherwise ridiculously empty dime scale flight decks and cockpits. Crafty Chuck Wojtkiewicz has provided us with a selection of English, French, German and U.S. aerial aces. Since dime scale ships come in many different scales and sizes, you may have to Xerox these guys up or down just a bit to fit your particular model's needs. Then, just use your colored pencils, watercolors, or colored crayons (those waxy rods in your desk drawer) to give their flight suits and faces a proper shade of FEAR! Cut them out carefully with an Xacto No. 11 blade, then fold and glue together, and stick them in that waiting SPAD, Fokker, Nieuport, Vega, or what have you. We know it'll look a lot better - and Chuck guarantees it will fly much better, too. Write Chuck and say "Thanks".



'99 Fun-Fly Contest Redefined

Allan Schanzle

In the July/August 1998 issue of MAX-FAX, I proposed a 20th Century Classic Designers Contest for our 1999 Summer Fun Fly. Unfortunately, there has been very little interest shown by those who normally attend our summer event, so at the November meeting, I withdrew the suggestion, but as noted below, for the 1999 contest we will include several events that were proposed for the 20th Century Classic Designers Contest. We hope to hold the contest at the Petersburg VA airport on the Saturday following Labor Day in 1999. Final time and date will be noted in a future issue of MAX-FAX.

DEFINITIONS AND RULES

CLASSIC DESIGNER MODELS: Any rubber powered scale model made available to the public from magazines or kits on or before Dec. 31 1942. Magazine plans limited to designs by Alan Booton, Jesse Davidson, Paul Lindberg, Earl Stahl, Henry Struck, Herb Weiss, Bill Winter, and Avrum Zier. See list of eligible models in MAX-FAX, July/Aug 1998.

1. The builder must provide a copy of the plan and publication date to show the model qualifies.
2. Models must be flown as shown on the plan (landing gear down).
3. Reasonable changes to the building structure are allowed. Simply maintain the spirit of the event. See MAX-FAX, July/Aug 1998, page 2, for allowable design changes. **THE CONTEST DIRECTORS DECISION IN THIS MATTER IS FINAL.**

EVENTS

BEST LOOKING CLASSIC DESIGNER MODEL: Contestants will select the best looking model at 11:00 AM.

FAC SCALE: Judging begins at 11:30 AM. Flights may be made all day except during mass launch events.

FAC POWER SCALE: Same constraints as for FAC Scale.

CONTESTANT'S SELECTED TARGET

FLIGHT TIME: This event open to CLASSIC DESIGNER models only and is constrained to a single attempt. The entrant selects a slip of paper from a hat that has a number between 20 and 60 written on it. This is the entrants target flight time, in seconds. The entrant then has 2 minutes to launch and wind. The contestant with the closest flight time to their selected time is the winner. Fly-off to break tie. This event runs all day except during the mass launch events.

1:00 PM: COMET WW-I MASS LAUNCH:

Limited to Spad and Fokker D-7 Comet 10-center models (plans in Sept./Oct 1998 MAX-FAX). The event director may, at his discretion, allow colorful models to launch from 1 to 10 seconds later than the rest. See Note 1 below.

1:45 PM: WW-II MASS LAUNCH: Open to all WW-II rubber scale models. See Note 1 below.

2:30 PM: GOLDEN AGE MASS LAUNCH: Open to all rubber scale models. See Note 1 below.

3:15 PM: SPOT LANDING: This event is a single sortie mass launch open to all rubber powered scale models. The model landing closest to the prescribed location is the winner.

4:00 PM: CLASSIC DESIGNERS MASS LAUNCH: A single sortie mass launch for CLASSIC DESIGNER aircraft only. See Note 1.

NOTE 1 : Depending on weather conditions, the mass launch events may have all entrants launch simultaneously in the first heat. The last 3 down will then return for a final heat to determine 1st, 2nd, and 3rd place. Winding for mass launches must be done at launch site.

DON'T MISS THIS ONE! - SPECIAL ONE DESIGN EVENT for EARL STAHL'S INTERSTATE CADET AT THE MAY 16 BRAINBUSTERS SPRING CONTEST - PETERSBURG AIRPORT

The Stahl Interstate was published in Model Airplane News in January of 1941. The only changes allowed are laminated tips and plastic props; no other changes. The basic outlines and airfoil will remain the same. Remember, it's an Earl Stahl design! For those not blessed with prop carving ability, you may use a plastic one of the same (8") diameter as the one shown on the plans. No folders and no scaling up or down. Other events to be announced later.

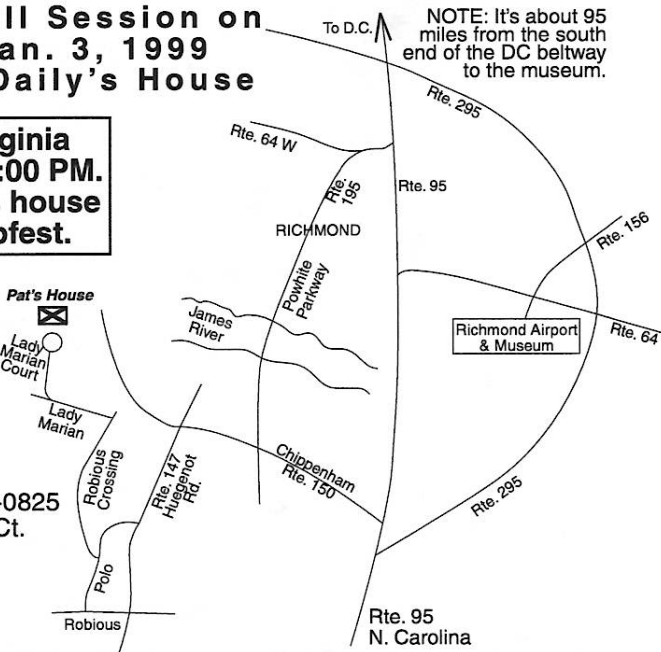
***Hear This:* Bull Session on Saturday, Jan. 3, 1999 at Cap'n Pat Daily's House**

Meet at the Virginia Air Museum at 1:00 PM. Regroup at Pat's house at 5 PM for gabfest.

FLASH!

We may meet in the AM at the Aeroplane Bookstore in Williamsburg, instead of the Museum. (757)565-4814, or www.aeroplanebooks.com for directions. Call Pat day before session for details.

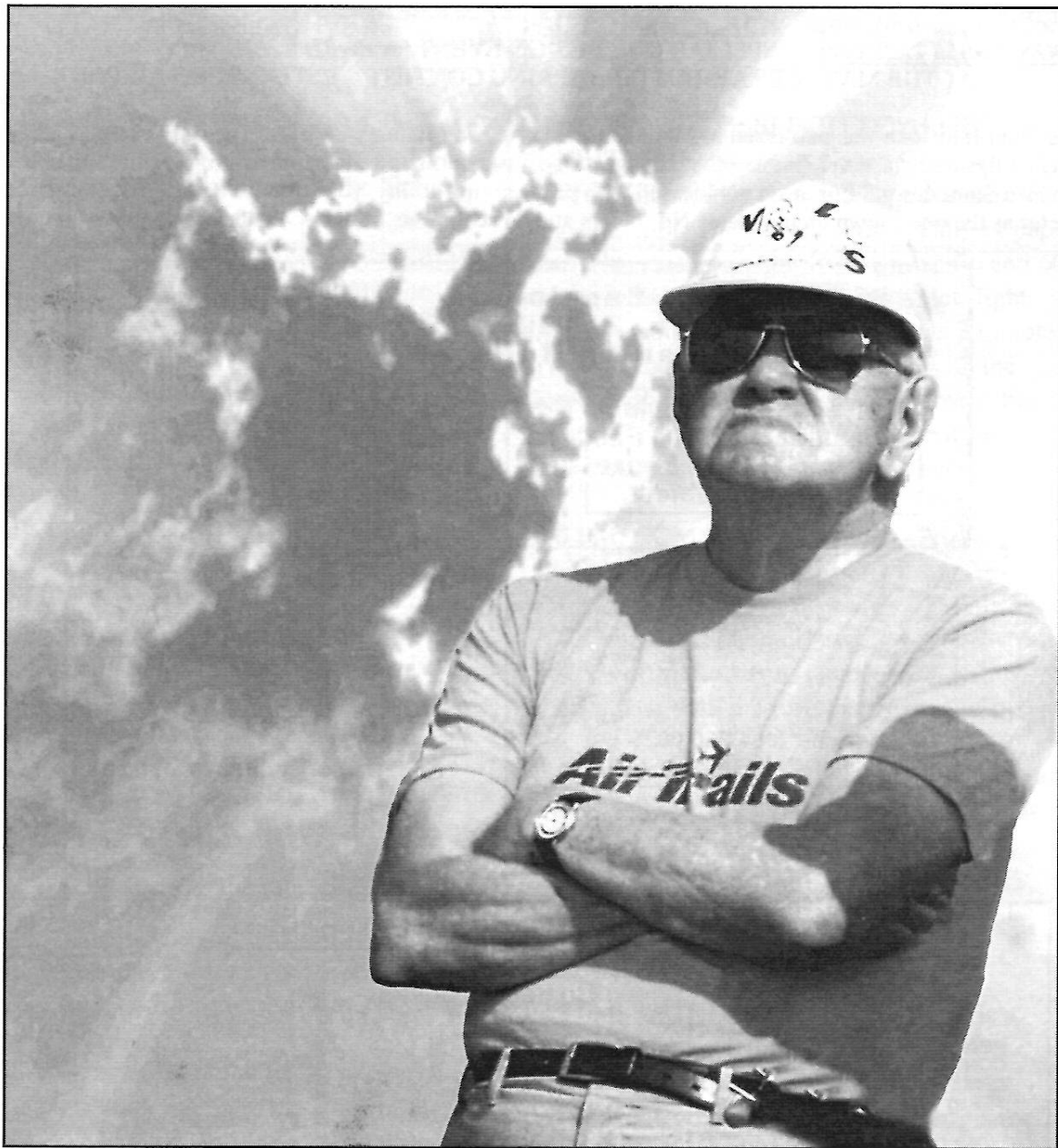
Pat's phone: (804)330-0825
3452 Lady Marian Ct.
Richmond, VA



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

**NATIONAL BUILDING MUSEUM FUNFLY
November 15, 1998
Contest Results**

PEANUT MASS LAUNCH		
CONTESTANT	AIRCRAFT	PLACE
DAN DRISCOLL	ORD HUME	1
TERRY PITTMAN	JODEL	2
RICH GILLIS	POTTIER P100	3
PROFILE (NOAL) MASS LAUNCH		
CONTESTANT	AIRCRAFT	PLACE
RICH GILLIS	MONG SPORT	1
RUSS SANDUSKY	NAKAJIMA K144 (FRANK)	2
DERECK WOODWARD	SA7	3
DIME SCALE MASS LAUNCH		
CONTESTANT	AIRCRAFT	PLACE
RICH GILLIS	HOWARD	1
PAUL SPREIREGEN	FAIRCHILD 24	2
DAN DRISCOLL	FAIRCHILD 24	3
RUBBER SCALE (ANY) MASS LAUNCH		
CONTESTANT	AIRCRAFT	PLACE
STEW MEYERS	FAIRCHILD 24	1
PAUL SPREIREGEN	FAIRCHILD 24	2
DAN DRISCOLL	LOCKHEED VEGA	3
BOSTONIAN MASS LAUNCH		
CONTESTANT	PLACE	
RICH GILLIS	1	
ROSS SUMMERS	2	
PAUL SPREIREGEN	3	

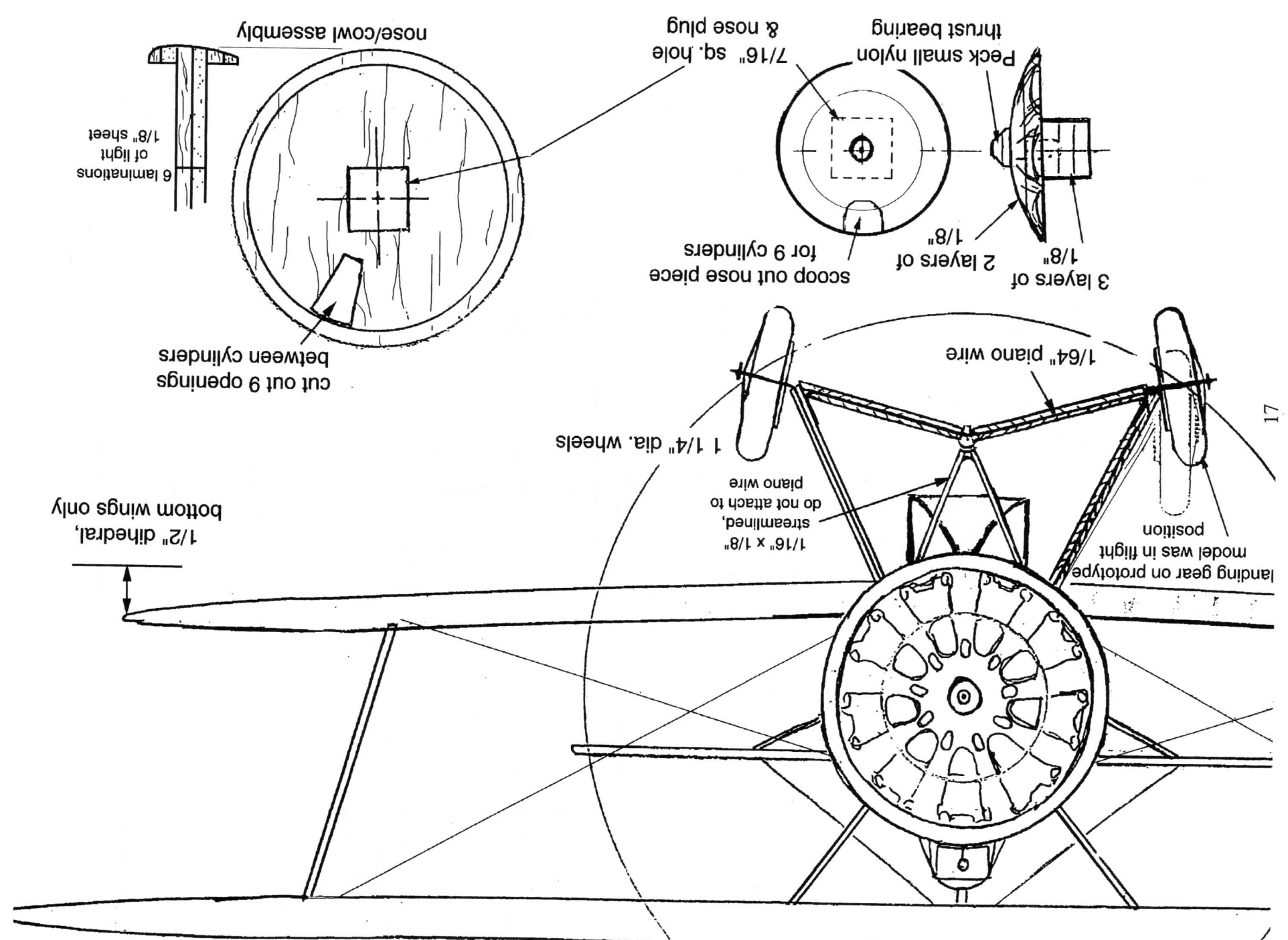


NOTE : Your Dues Are Due

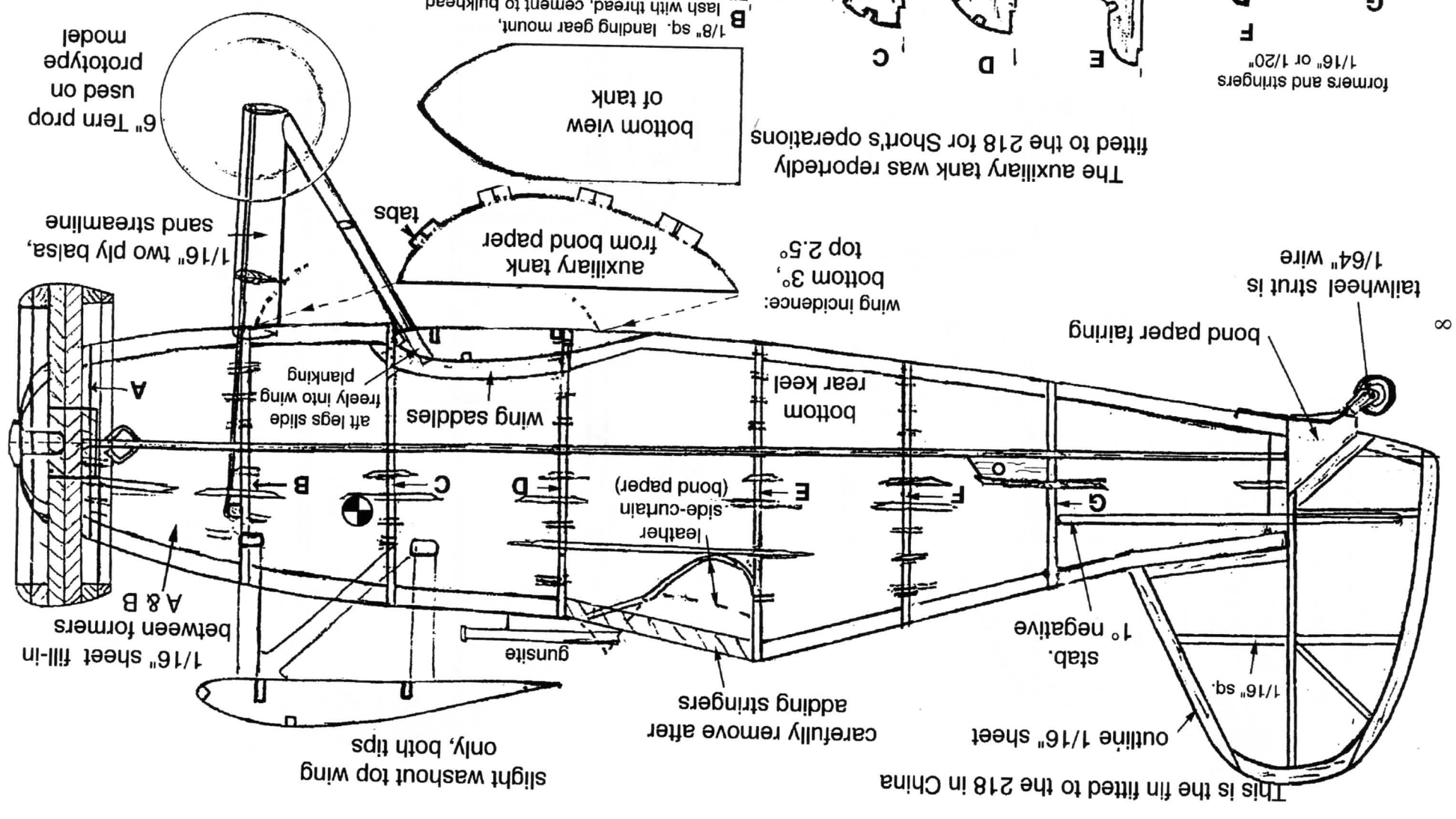
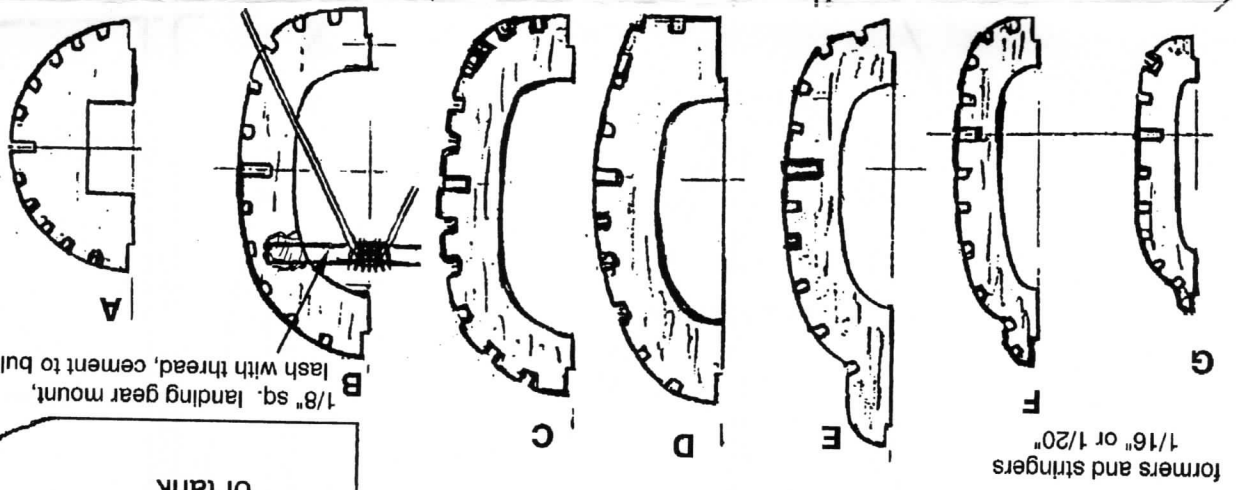
CLUB OFFICERS President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

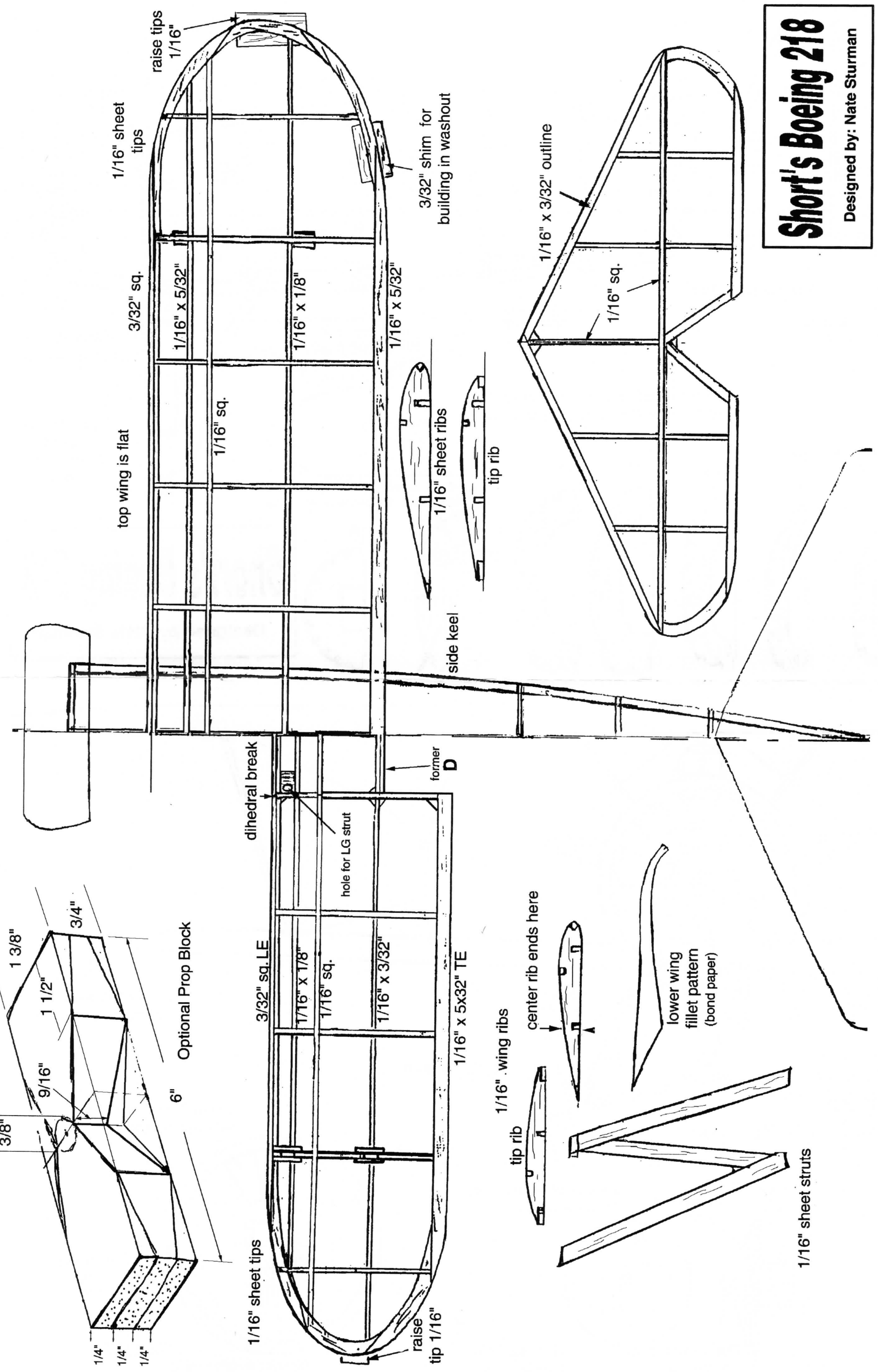
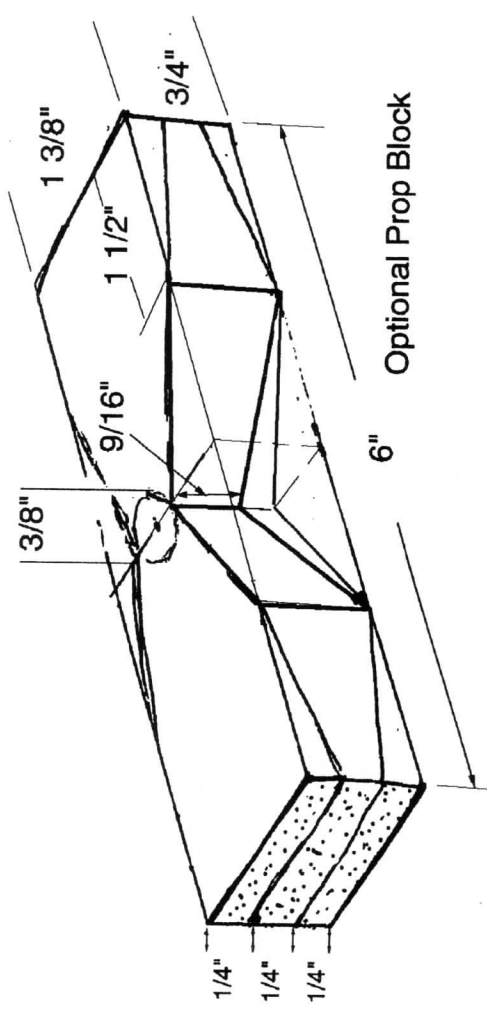
MEETINGS - The D.C. MAXECUTERS hold meetings on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

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.



Short's Boeing 218
 Designed by: Nate Sturman





Short's Boeing 218
 Designed by: Nate Sturman