

MAX FAX

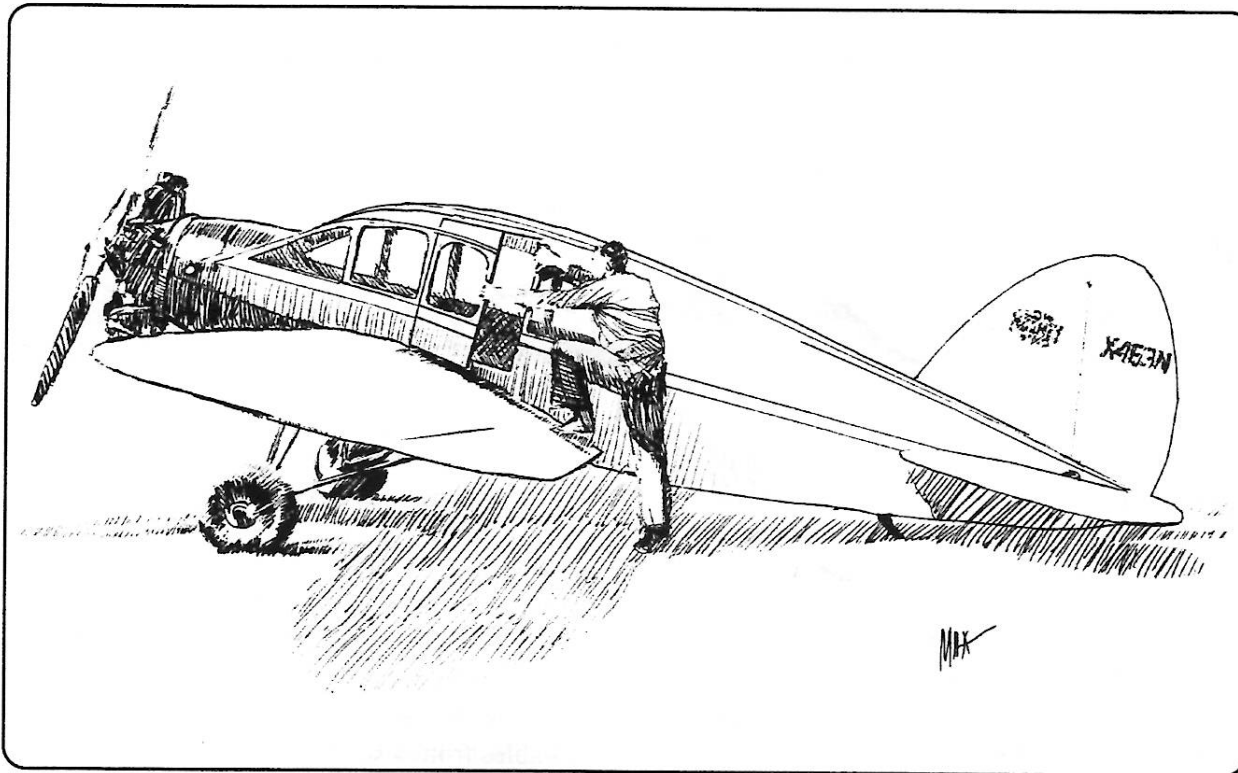


Journal of the D. C. Maxcuters

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

Editors: Hurst Bowers & Ray Rakow

March / April 1999



COMING ATTRACTIONS

- APR 24-25, 1999 EAST COAST FREE FLIGHT CHAMPIONSHIPS at Ingleside Maryland
FAC Events included - SOTS and MAXECUTERS will be officiating.
- MAY 8-9, 1999 CAAMA Spring Contest tentative dates -- more info later.
- MAY 16, 1999 BRAINBUSTERS SPRING CONTEST at Petersburg Airport
There will be a special one design event for Earl Stahl's Interstate Cadet.
See rules for Interstate Cadet one design in Jan/Feb MaxFax.
- MAY 22, 1999 1999 EMPIRE STATE INDOOR CHAMPIONSHIP at Buffalo Bills Fieldhouse.
Both AMA and FAC events will be included.
- JULY 16-17-18, 1999 FAC CONTEST AT GENESEO, NEW YORK Scale judging will on the 16th.
Flying on Saturday and Sunday 17 and 18.
- SEP 11, 1999 MAXECUTER SUMMER FUN FLY tentatively scheduled for Petersburg

Visits with Kurt Tank

By Hurst Bowers

In the early months of 1955 I was still living in India and assigned as USAF, MATS Liaison Officer. Along with the Air Attaché, I was attached to the U.S. Embassy and lived in the pleasant old diplomatic enclave known as Golf Links Area. The name speaks for itself and there were many neighbors who were a part of the very cosmopolitan diplomatic corps. As a result, summer tux was standard dinner dress for the functions which occurred nearly every evening. During those wonderful bright, warm winter days for which Northern India is blessed the big game hunting was excellent. Along with hunting, golf, tennis, and the social activity of New Delhi, life there was lived to the fullest.

My official duties occupied only about half of my time. I was repeatedly reminded by "my general" in Tokyo that working (and playing) with the Indian Air Force and other members of the embassy groups was as much a part of my job as flying the C-54 to Dhahran and back occasionally, and running my own operations, traffic, and maintenance functions. And yes, Albert, I did shoot a couple of tigers and four leopards as well.

One day a "bearer" delivered a "chitty" to my door, which turned out to be a very formal invitation from my German neighbors. The event was honoring their two house guests who had just arrived from Argentina. A reception was standard fare for all visitors to the diplomatic group, so I donned the old summer tux and my wife her formal, and off we went next door.

The house guests turned out to be two gentlemen who will be well remembered in aviation for many years to come. They were General

Adolf Galland, familiar to you all, and Dr. Kurt Tank, the Director of Focke-Wolf Aircraft and designer of the FW 190, Ta 152, and many other great airplanes. General Galland left three days later and I really didn't get to know him. He returned to West Germany to build a new Luftwaffe, this time allied to the West. Dr. Tank was with my neighbors for nearly a month and since our yards were joined by banana trees, we had several visits with beer while relaxing in "Puka" chairs.

Dr. Tank told me of several incidents involving his WWII experiences, one was of being jumped by three "Mustangs" upon taking off from Berlin enroute back to his Bremen plant in his personal FW 190. They dropped their tanks, but Kurt's airplane was devoid of all armor and stripped to the bare essentials. He firewalled it and out ran and out climbed the Mustangs, whose three pilots must have been "very surprised young men." Another incident that had a very strong impact on Tank was upon returning to one of his plants to find it in shambles from a strafing raid, and his complete engineering staff dead at their drawing tables. I think that his favorite design was the FW 200 "Condor." He talked glowingly about it quite often.

Dr. Tank never mentioned just when or how he arrived in Argentina, and I did not ask him any questions about it. He did talk much about Argentina and life there under Peron. It was during the time when the Peron regime was making every effort to establish a modern aviation industry, along with other advances as well, and maximum advantage was taken of the many highly skilled Germans who had arrived with the end of Nazi Germany. Dr. Tank was

able to pursue the development of his jet fighter design and two examples were built of the "Pulqui," named after a local Indian tribe. Peron used the "Pulqui" to the maximum extent possible to advertise scientific progress in Argentina, and Tank was unable to conduct a suitable program of development and tests. His comment was that the industrial base within Argentina at the time was not sufficiently advanced to produce a fighter of the complexity of the "Pulqui" and that Peron kept him flying

air shows all over South America. Meanwhile, his files had been obtained by the Russians, and the MIG-15, one of his advanced designs was being produced there.

Dr. Tank, after a visit to Europe, returned to India as Director of Hindustan Aircraft in Bangalore. I never saw him again after he left New Delhi, but I still vividly recall my few visits and chats with one of the world's foremost aircraft designers and pilots.



The Mooney A-1

By Hurst Bowers

During his tour with the Alexander Aircraft Company, Albert Mooney developed a line of high performance low-wing aircraft, which featured retractable landing gear, radial engines, and comfortable, fully enclosed cabins. Additionally, there were other new features included which had not been found on personal aircraft prior to that time.

The "Bullet series," as the aircraft became known as, cruised at about 110 mph, with a range of over 600 miles at 18,000 feet. One of the Bullets made news at the time by flying two coast-to-coast dashes, but unfortunately the line were branded as killers due to spin problems and two test pilots were killed as a result of spin recovery not being possible. Although an approval certificate was finally obtained from the government, the reputation was such that the line was never put into production.

Mooney left the firm and formed his own company in Wichita, where he developed the Mooney A-1 with a rigid landing gear and simplified features in order to reduce costs. The four passenger A-1 was powered with a Kinner 100-hp engine and carried 40 gallons of fuel. The fuel tanks were supplemented to carry 186 gallons for a non-stop coast-to-coast flight which departed Glendale on 4 April 1931. The flight was uneventful for 22 hours, until the Kinner engine stopped over Ft. Wayne, Indiana due to a broken fuel pump bracket. This prevented the establishment of a new coast-to-coast light plane record. The project had to be abandoned due to the economics of the period: the Great Depression.

[Extracted from an article by John Underwood, which was featured in Sport Flying, Vol. 1, Issue 3, August]

Chris Parent's PWS 10

Our readers may find it interesting to learn how Chris creates his masterpieces. He provided us with some information to accompany the great photographs of his PWS 10 (wish you could see them in color). We will quote directly from his amusing letter.

"This plane shows what free theft of ideas and techniques from other FFML'ers can get you. The 3-view and draft plans came from Nate (Sturman) (I changed the design quite a bit to save weight and work with laminations, etc.), the bleached tissue technique came from Jason (McQuire), the wing structure is George Bredehoft's, the wheels and spinner are balsa using the Colonel (Tom) Sanders rotisserie method (Dremel), some of the markings are from sanded down bond paper (I forget who posted that), and the rest is probably lifted from sources I can't remember.

All right, it's a PWS-10, a 1930 Polish aircraft done up in Spanish civil war colors.

The basic specs: 1/20th scale, 22" wingspan, 31 gm balanced, empty weight. Not bad considering all the stuff hanging on it: radiator, big landing gear, cowl bumps, etc. All balsa.)

The wing is made of 1/16 square ribs formed over a full depth spar. Saved me from figuring out how to shape each rib on this oddly shaped wing. Wing and tail outlines are all laminated except for the straight sections of the wing leading edge.

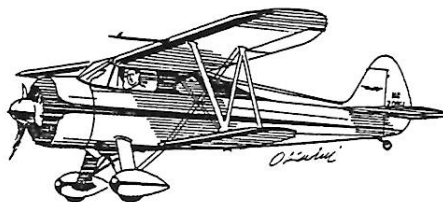
The fuselage has formers above the upper longerons. Just a bunch of sticks below. The cowl bumps (a real pain to fit to the fuselage) and the headrest are from very soft hollow balsa.

Most rigging is from Lycra thread. The rigging between the front and rear cabanes is tight nylon thread since I needed working rigging to keep the wing from wiggling all over the place.

The landing gear are extremely flexible via a combination of 1/31 music wire, elastic thread in the axle, bits of Tan 2 at the ends of the auxiliary struts, and read struts that poke into the fuselage. The radiator is also flex-mounted on Tan 2 with elastic thread for the braces.

The camouflage is made by bleaching areas of green Japanese tissue (Clorox 1:3 with water) to a very pale yellow. I then used green chalk behind the green areas, and light brown chalk behind the pale yellow areas. The effect looks less yellow in real life than it does in the pictures. (Something about specular vs. diffused lighting and translucent surfaces. . .) The bottom is all white tissue colored with light blue chalk (Prismacolor Nupastel #235). Watch out, purple UHU turns the light blue chalk to white. Other glue sticks do not. The fin/rudder and wing tips are chalk white. Black markings are cut from tissue. The white X'es on the wing are from bond paper sanded to 50 or 60% thickness.

The prop is a 20-cm. Union cut down to ~18.5 cm. With the blades narrowed slightly and thinned to half of the original thickness. The pilot (Anselmo "Stan" Diaz del Poinjatowski) is, as always, vacuum formed white styrene from Small Scale. Sometime I'll learn to carve pilots from blue foam. Very short test flights look extremely good.



Flies stable and slow. I put in a little sneaky curved dihedral to keep the plane steady enough for indoor flying. Nice flat turns. I tried it Saturday at MIT. If you haven't been there, it is a very hazard filled placed with gymnastics equipment, all kinds of stuff hanging from the ceiling, and wires stretching across the room at various (and low) heights. But the price is right and the crowd can't be beat. Next week I'll be at

a safer gymnasium for more extended flights. I'm anxious to try it outdoors, but the winter weather will have to cooperate. —OOPS— It turns out that the fin is too small, some Dutch roll. I have since made a 13% larger fin/rudder. Looks fine, waiting to test for dry weather or the next indoor session.”

Chris Parent

OUR MEMBERS' WORKSHOPS

We finally caught our local master of modeling mass production in his workshop. Actually he was trapped some time ago, but the evidence (photo) was misplaced in this writer's dusty archives for a year or so. Now we can be aware of how Don (Snull) gets so much done in so little time. He never sits!! Everything is done on the run, and it is almost possible to imagine him on roller skates moving around his basement just a little quicker! Lately since the loss of Shangi-la, Don has turned to the black art of building fly speck R/C aircraft, those quiet and unobstrusive little electrics which are



rapidly becoming the way to go for those underprivileged amongst us who are lacking close-by free flight flying sites. Check out his recent sport designs in Flying Models and if you are lucky, you will occasionally see one of the “spy planes” flitting about! Not that Don has forsaken scale. The lightweight stuff is a natural for small

backyard (schoolyard) scale as evidenced by his Farman published in MAN recently. However lately Done is taking swimming lessons in preparation for some great seaplane flying at Goldsboro this coming summer. Now where did I put those foam floats for the Club??

*From the Canadian “SAM 86 Speaks”
Editor Dan O’Grady*

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine they lay down for the night and went to sleep.

Some hours later, Holmes awoke and nudged his faithful friend. “Watson, look up at the sky and tell me what you see.”

Watson replies, ‘I see millions and millions of stars.’

“What does that tell you?” said Holmes.

Watson pondered for a minute.

“Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?”

Holmes was silent for a minute, then spoke.

“Watson, you fool. Some bastard has stolen our tent!”

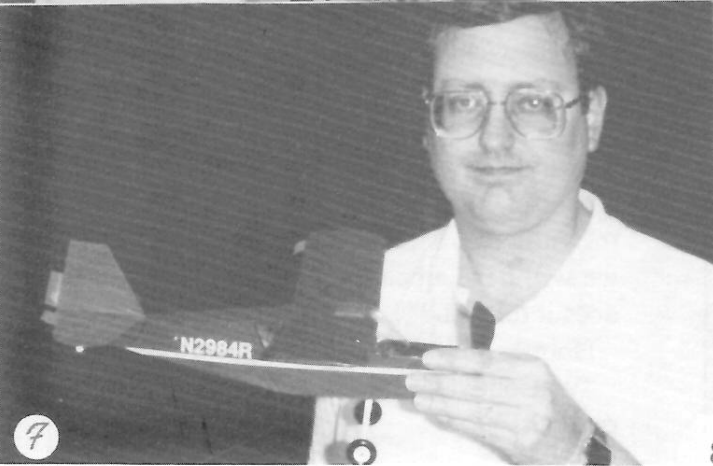
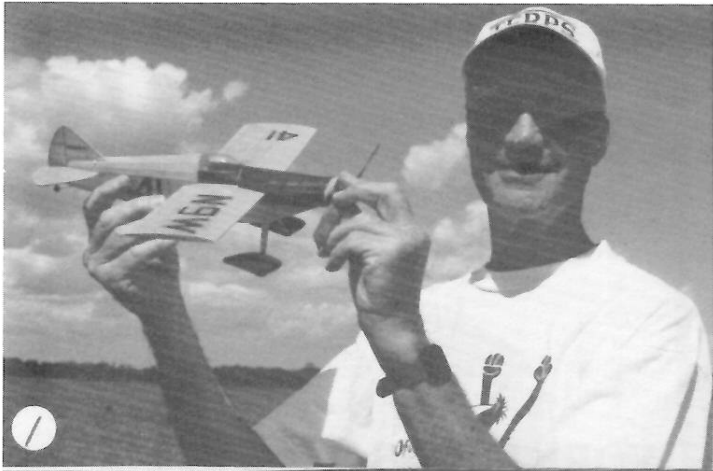
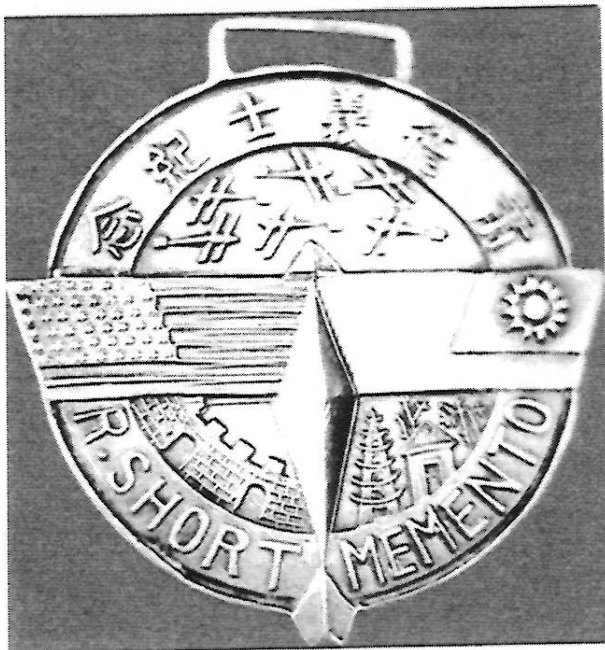


PHOTO PAGES

9. Our CAAMA President, Jack Felter caught here with his Earl Stahl Caudron at the big one in Genseo, New York.
10. Pat Daily sent this photo of his Daughter Shannon admiring her dad's craftsmanship on his Corsair which was a good performer at the Kudzu meet last September.
11. Bill Bell picks the tough ones to fly. He flew this NOCAL Gee Bee at the National Building Museum meet.
12. A beautiful model by that master craftsman Phil Cox. This is his version of Press Bruning's Waco seen at the FAC meet in Muncie.
13. Our good friend Otto Kuhni with his 'Brown' CO2 powered Lilienthal at the 49th Flightmaster's annual. Unfortunately the model has since flown away and the Flightmaster's are on the verge of extinction. We hope this doesn't happen to a premier scale club on the West Coast.
14. Otto sent this picture of his two Arups powered by CO2 (what else). The Arup is one of this writer's favorite aircraft (maybe because it was built in South Bend) and seem to remember a rubber powered version by Bobby Haight at an FAC Nats many years ago.

R. SHORT WATCH FOB MOMENTO

A couple of years ago George Armstead of Glastonbury Group found a watch fob at a local antique show. The owner/dealer knew nothing about it or its origin. George showed it around to several people and it rang a bell with Bob Thompson, who led him to the AAHS journal. "I then checked out the Boeing Aircraft book by Peter Bowers et al. And found additional confirmation." The watch fob Memento is shown about double size in the photo. The airplane cross has both the U.S. and the KMT flags as wing decoration. Below the wings are the Great Wall and the Pagoda and tower in Nanking. Above the



wing the six Japanese bi-planes Short attacked. I was told by Chinese that the Chinese symbols correspond to the reported markings on the cenotaqph, "Greater love hath no man than this, that he lay down his life for his friends" (New Testament). The reverse has the date 1932 and a Chinese maker's mark.

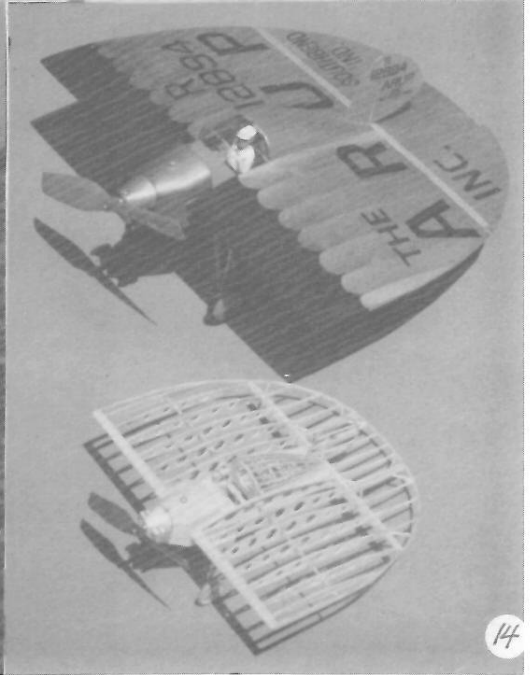
One other point: the Boeing photo shown in the AAHS article is a later view of the aircraft shown in the upper photo on page 5 in MAX FAX 1-2, 1999. It shows the later rudder configuration and wind shield as shown in the lower photo on page 5, but no wheel pants.

NOTE: POLYSPAN Color Finish *A Correction*

In the last issue of MAXFAX on page 21, Tom McCoy's instructive article on color finishing the new POLYSPAN covering material had an error that our highly paid proof-reader failed to catch. The dope thinner ingredient contained in Tom's instructions for mixing Higgins Fade-Proof Ink and butyrate dope was inadvertently omitted. The correct mixing instruction is

"Mix the 1 oz. bottle of color ink into 9 oz. of butyrate thinner, then add two oz. of butyrate clear."

The mixture is best sprayed on - not brushed. Tom uses SIG LiteCoat butyrate, but nitrate dope and thinner can also be used.



For thirty seven years the writing of the Robert Short story has been on the author's list. After the decision to do the story for the *JOURNAL* of AAHS, it took six months to track down the family. By the greatest luck we learned of a 142 page manuscript on file with the Washington State Historical Society. The authorship is anonymous. The writing presents a jig-saw puzzle with many significant pieces missing. However, of greatest value are scores of letters Robert wrote home, letters from his acquaintances, newspaper articles, and a multitude of testimonials. Despite the manuscript's shortcomings, it is nevertheless a broad and valid compendium for relating the making of a hero.

Photographs, except Boeing Model 218, courtesy of Mr. Edmond Short.

Along a five mile avenue of sorrow stretching from the Moore Memorial Church in Shanghai to Jungioa Airdrome, a funeral procession moved bearing the body of Colonel Robert Short, American. The date was April 25, 1932. Two months previously, on Washington's birthday, the 27-year-old pilot, had heroically given his life to China in a one-sided air battle against the Japanese. As the cortege made its way slowly down the old Tibet Road, tens of thousand Chinese stood in silent tribute. Following the hearse were forty-five cars laden with floral pieces, and some three hundred cars carrying the greats of China, including T.V. Soong, Minister. At graveside four thousand Chinese, in mixtures of Oriental and Occidental dress paid final respects. It was the largest and most impressive funeral ever accorded a foreigner in China.

Robert McCawley Short was given a state funeral, made a national hero of China and posthumously awarded a Colonel's commission, because on that fateful day of February 22, something burned deep inside him, an idealism, an urge to fight — and die, if necessary, for the under-dog.

From early boyhood Robert Short lived by his own individualistic code of conduct. In a way of characterization he was headstrong, not swayed by conventionality. He followed examples of clean living and religious teachings. Although he had an insatiable urge for boyish pranks that he never outgrew, on the other hand he had a most profound sense of compassion. It was this deep-seated compassion and impetuosity, that contributed to his death. In a way he was an idealistic All-American boy.

In 1855 the Pierce County (Washington) court house was erected at Steilacoom, serving that purpose until Tacoma

ROBERT SHORT:

The Making of a Hero

By MARTIN COLE

outdistanced Steilacoom as a city and claimed the county seat. The historical old court building became in turn a church on Sunday and a school during the week. Eventually, it became a hotel for trappers and hunters, and finally a residence. Here on 4 October 1904 a boy was born and named Robert McCawley Short.

When Robert was nine years old, the Short family moved to Tacoma. Shortly thereafter the mother, Mrs. Elizabeth Short, was widowed and left with three small children. With the later death of their sister, the brothers Robert and Edmond were brought closer together, to live a sort of Tom Sawyer-Huck Finn life on Puget Sound.

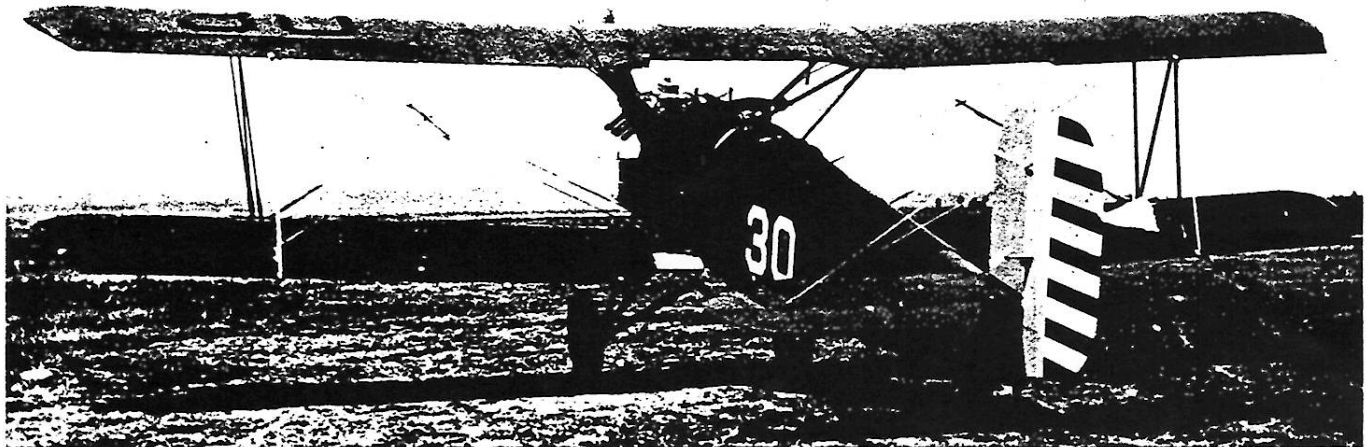
As Robert advanced through grammar school he became an early bread winner, first a carrier of *The Tacoma Times*, building his route from fifteen to fifty-five customers, and then as a messenger boy at Todd Shipyards. His strong ties with his mother and his sense of responsibility were manifested on Christmas Day, 1919 when he presented her with a receipted doctor bill for one hundred and fifty dollars.

In high school, despite his rebel ways and outlandish pranks, Robert was liked by his teachers. Mr. H.F. Hunt, the principal gave a vivid word picture that put the boy in sharp focus.¹

"I came to know Robert Short during his school days at Stadium High. Because of some of his rather outstanding character traits, and because of his reactions to school regulations and school traditions I perhaps knew him better than I knew the average graduate.

"Always cheerful and kindly by nature, he would fight for his friends or for anyone whom he thought the 'under-dog' without a moment's hesitation, and with no

Primary training at March Field was given in the Consolidated PT-1. Short's brief notation on the reverse side of this snapshot stated "1st solo."



As the cadets had progressed to PT-3's, a competitive meet was held to test the judgement, co-ordination, and ability to fly. The eight man team coached by Lieutenant Timberlake won. (l. to r.)

George Kinzie, Haxton, Colorado;
Lewis R. Parker, Los Angeles, California;
H.L. Grills, Molesus, Tennessee;
Robert M. Short, Aberdeen, Washington;
Albert Boyd, New Port, North Carolina;
W.F. Phillippi, Boise, Idaho;
Jack Zimmerman, Fremont, Ohio; and
Robert Clarke, Boston, Massachusetts.



thought of the consequences. He had many qualities of leadership. He had courage; he was brave even to rashness; sometimes daring even to foolishness.

"Robert was popular; he was well liked by students and teachers, though his tendency to throw himself into action on the instant and think about it afterward was a frequent source of conference so far as teachers were concerned."

Somehow Short was always at the proper place at the proper time to help right a wrong, to help someone in distress, to take a definite stand against smoking and drink, and on the negative side, to play a leading role that led to his expulsion. During the suspension Robert worked as an electrician's helper. When he was notified he might return to classes if he brought letters of reference, he acted with characteristic aplomb. He journeyed to the state capitol and sought an audience with the Honorable Louis Hart, Governor of Washington, and by his winning smile and infectious personality obtained a letter of recommendation, complete with state seal.

Perhaps it was dissatisfaction with school, or impatience, or to help his mother, Robert took a civil service examination for work in Tacoma's engineering department, and finished third among twenty applicants, unaware that the city's policy prohibited the hiring of minors. And so the school years passed; there were athletic awards, romances that blossomed and faded — these aside from lively goings on. At graduation time he left a permanent record of prankishness, by appearing on the extreme left and right sides of a panoramic group photo of the senior class.

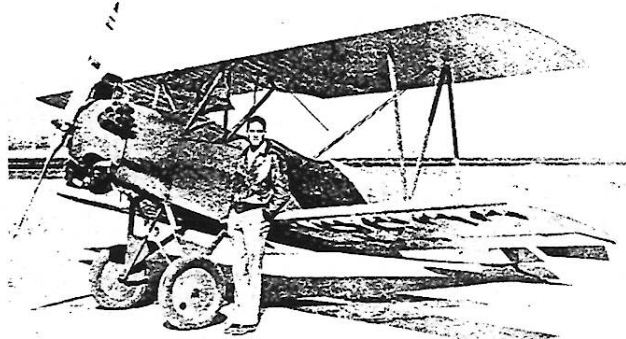
Thanks to the civil service exam taken during the sophomore year, Robert now eighteen, was hired for survey-crew work on the construction of Tacoma's Cushman Dam. When his job ended, five months later, he continued in several others, mostly in construction, and while college for the moment was out of reach due to the necessity of helping out at home, he nevertheless sought self-improvement in night classes and correspondence courses. A year or so later while working for The Grays Harbor Railway and Power Company in the accounting department, he was urged by a friend to try for U.S. Army's Flying Cadet

training. The idea appealed to him, so with twenty-eight other candidates he took written and physical examinations at Vancouver Barracks and was one of three selected. At March Field, Riverside, California, he was sworn in with the class of March 1st, 1928.

Following the dismissal after the swearing in, two hundred and forty five cadets received their first initiation into the new life: they were ordered to run around a field track. It was a hot day, and the inexperience of standing at attention had gotten the best of one youth. Robert, noticing the pallor on the young man's face, whispered that he would run in his place. This he did following his own run, an incident observed by the officer-in-charge, who barked at him, "Short, if you're so anxious to run, keep right on running." He did for a mile and half at a brisk pace.

On March 14th Robert wrote home, "I have spent about forty-five minutes in dual practice in the air in the last three days. It was fun." Shortly afterward he acquired a new instructor who told him, "Short, you seem to grasp what it is all about." It was the first reassuring words he had received yet in training.

While associated with Los Angeles Flying Flying Service, Short flew this Fleet Model 2 with 100 hp Kinner K-5 engine from Mines Field.



In the next few weeks the training was accelerated, both in ground school and in flying. "Up to Friday, April 20, I have had fifteen hours and fifty minutes in the air, and I am practicing 80 degree banks, right and left spins, wingovers, chandelle's, besides landing and takeoffs . . . When I first arrived I did not think that I would finish, but think now that I have a pretty even chance to carry on."

As Robert's confidence grew, so did his dormant self crop to the surface. He involved himself in a couple capers that would have meant dismissal if caught. First he aided his roommate, Milton Anderson in taking Anderson's fiancée on a surreptitious airplane flight. Next he arranged for their secret marriage at the Mission Inn, and acted as best man. Fortunately, neither were not caught in these serious breaches of regulations.

Cadet training was in two phases, with advance flying to come at Kelly Field. With the approach of graduation from primary at March Field, Short was faced with a tough decision. There was an immediate need to lift the financial burden at home. His agonizing decision was whether to continue at Kelly, or ask for a discharge. Now that he was in the top five in his class, flying jobs in Los Angeles were practically assured him. After much soul-searching Short sacrificed his Army career. It "seemed the thing to do." Accordingly in November, 1928, he "rode into Los Angeles on a wave of prosperity."

His flying ability and likeable personality opened doors of opportunity. For two years he was a familiar figure at southern California airports. He instructed the 'army way,' did private flying for the wealthy, did a stint of test-piloting for Lockheed, and had the good fortune to be associated with W.B. Kinner, President of Kinner Airplane Motors. Eventually, his hometown beckoned, and Robert returned to Tacoma to be manager of the Pierce County Airport. This was a mistake for Robert's temperament was not a proper foil for the "dread disease of politics," consequently the job lasted only nine months. In the meantime he belatedly received his second lieutenant's commission in the Air Corps Reserve.

It was the loss of the airport job that set in motion a chain of circumstances that led ultimately to his death, for at this opportune time, in answer to previous correspondence, he received a telegram offering him the airmail run between Shanghai and Hangchow.² The pay was attractive and Short accepted. On February 7, 1931 the steamship PRESIDENT CLEVELAND sailed from Seattle with one Robert Short recorded on the passenger list. But as the ship swung from the dock passengers crowding the rail were

With grief apparent, Mrs. Elizabeth Short and Edmond commit son and brother to immortality, attended by many hundreds of Chinese.



startled by the sight of a young man arriving late and who apparently was very distressed at being left behind. However, when the ship reached Victoria, Canada, the passengers thought they were "seeing things," for there on the dock greeting them was the same young man. It was all part of a prank by the fun loving youth who had taken advantage of a flight to Victoria to pull it off.

In Shanghai Short met sickening disappointment. The Loening amphibians he was to fly were little more than fugitives from the junk pile. He had less than fifty dollars in his pocket, yet he turned down the job when he saw a hull being rebuilt with green lumber. Though a stranger in a strange land, his resourcefulness kept him off "the beach," he picked up odd flying jobs here and there until he was hired by the L.E. Gale Company, who marketed American planes in the Orient.³ In the next year, as a field representative, his work took him to every province of China, as well as to Japan and the Philippines. He became closely acquainted with T.V. Soong, the powerful minister of China, who in turn appointed him an advisor to the Chinese Air Force.

In the year that passed, his letters home revealed more and more a deepseated nature that was not to be deterred. The empathy for his fellowman, and the code of fair dealing that had characterized him since boyhood, was now playing a significant role. "There are a few (Americans), maybe one in fifty, who care to understand the Chinese. In my position I feel it heavily. The half dozen American Advisors who preceded me lied and misinformed the Chinese to their own advantage."

The war clouds hovering on the horizon when Short came to China, broke out into an undeclared shooting war between Japanese forces and the Chinese. With prophetic insight he wrote, "Mother, you cannot realize the brutality and the uselessness of it all and what the United States will have to contend with sometime in the years to come. Japan has no bases of supplies and if the world powers allow her to take Manchuria it won't take her ten years to prepare for a world conquest with the United States as the prize."

As the war closed around the International Settlement of Shanghai, a mounting fear persisted that trigger-happy Japanese soldiers might overrun the area and for days there were tense moments. "Just now it is nine p.m., and the big Hong Kong Bank Building clock is striking, and sitting in my office I can hear the bup-bup-bup of machine gun fire. It isn't steady - just occasional."

From this vantage point he saw the indiscriminate bombing of Shanghai; saw too, women and children killed, and the utter helplessness of sitting on the sidelines and not being able to do anything about it, was disturbing. The awful sights and frustrations were a contributing nexus to the fast approaching climax, that came with the arrival of a new Boeing Fighter, Model 218.⁴

The plane was uncrated and set up at the Jungjia airport, machine guns were mounted, ammunition belts threaded, and when all was ready, Short took off to make delivery at Nanking. The date was February 18, 1932. During the three hour flight he was reported to have encountered Japanese airplanes and shot one down. Details are lacking, thus it is not known whether Short acted in self-defense or was the aggressor. Newspapers in the United States carried a brief, front-page mention of this aerial victory.

Short remained in Nanking, unfortunately. The city was nearly paralyzed because of the daily threat of Japanese bombers. The train for Shanghai was delayed for several



Boeing Model 218, X-66W, c/n 1260, owned by Boeing and used as prototype test airplane for Army and Navy P-12E and F4B-3 series, with Pratt & Whitney engines. Assigned designation XP-925 with

days, and finally it was decided to make a run for it. Accordingly, on the afternoon of February 22, the coaches were loaded with Chinese civilians, including women and children, and a few Americans. With swift efficiency Japanese spies informed their bomber command and fifteen minutes after the train had left, three bombers appeared overhead, supported by three fighters. Short was watching from the airfield at Nanking.

What inner forces motivated Short to give battle to the Japanese are unknown. We can guess that, using as a yardstick a life pattern of acting impetuously for noble causes, he lifted the Boeing off the runway toward the Japanese aircraft.

There are several versions of the air battle, ranging from his shooting down four of the enemy to only one, and there is also the United Press version that does not credit him with any. In the absence of other details, only what appeared in the American newspapers can be offered. In the two minute engagement over Soochow, "... in which a single aviator had been pitted against superior odds," residents of the French concession watched "the Boeing plane meet the Japanese trio" (the fighter planes).

"Dipping, wheeling, rolling in wing-overs to avoid the rushes of this three antagonists, Short time and again was on the tail of the enemy, pouring bursts of machine gun bullets into wings and fuselages . . . The watching crowds . . . gasped as they saw a Japanese plane dive on Short's plane as he fought another. There was a burst of smoke - then Short's plane dropped earthward."⁵

The air battle was fought at the extreme low altitude of 2000 feet. A second report stated:

"When Short's plane, which the Chinese had pur-

R-1340D and XP-925A with R-1340E. Used to test new features, including introduction of metal monocoque fuselage to the P-12/F4B line. (Photo - The Boeing Co., 4157B, courtesy of Harl Brackin)

chased only a week ago, crashed, the Japanese, not knowing Short was an American, thought they had encountered the bravest Chinese, and dipped in salute while the flaming airplane was plunging to the ground.

"The Japanese returned safely to their Shanghai base. Pilot Susumu Kotani, credited officially with the victory, was wounded and taken to the Japanese military hospital at Kongkew . . . Kotani died of his injuries."⁶

Robert Short came to China as just another American. In gratitude for his sacrifice the Chinese government honored him with a posthumous Colonel's commission, and a state funeral that was delayed until his mother and brother could be present.

Two years later an impressive monument was erected over his grave. The Chinese went to the New Testament to find adequate words to express their feelings for the American who gave his life in their cause. The inscription on the shaft reads, in Chinese characters "Greater love hath no man than this, that he lay down his life for his friends."

REFERENCES:

1. With the exception of two newspaper quotes the story related herewith came from the 142 page unpublished manuscript, "The Life of Robert McCawley Short" in the archives of the Washington State Historical Society, Tacoma, Washington.
2. Letter, Ed Short to Author, 25 Nov. 1969. John Clifford Smith of China National Air Transport hired Robert Short.
3. L.E. Gale Co. was the Orient representative of United Aircraft Corp. which then included Boeing Airplane Co. interests.
4. Bowers, Peter M. *Boeing Aircraft Since 1916*. London: Putnam & Co. Ltd., 1966, Page 159. The *Seattle Times* of 25 Feb. 1932 reported that the Model 218 was turned over to the Aircraft Export Corp. of New York who delivered the airplane direct from Seattle to the L.E. Gale Co.
5. *Seattle Times*, Feb. 23, 1932.
6. *Washington (D.C.) Daily News*, Feb. 23, 1932.

**NATIONAL BUILDING MUSEUM FUNFLY RESULTS
JANUARY 24, 1999**

PEANUT MASS LAUNCH

CONTESTANT	AIRCRAFT	PLACE
PAUL SPREIREGEN	FIKE	FIRST
CLAUDE POWELL	CORBENCABIN	SECOND
STEW MEYERS	CESSNA C34	THIRD
JACK FELTER	FOKKER V23	----
RANDY KLEINERT	MILES	----
ROSS SUMMERS	FOUND	----
BOB MARCHESE	TURBO PORTER	----
RICH GILLIS	POTTIER	----
BILL BELL	HEATH	----
BERT PHILLIPS	BELLANCA JUNIOR	----

PROFILE (NOCAL) MASS LAUNCH

CONTESTANT	AIRCRAFT	PLACE
RICH GILLIS	MONG SPORT	FIRST
JACK FELTER	FW 190	SECOND
RUSS SANDUSKY	NAKAJIMA K144	THIRD
STEW MEYERS	F4F	-----
BILL BELL	GEE BEE	-----

DIME SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	PLACE
BOB MARCHESE	COMET VEGA	FIRST
STEW MEYERS	COMET VEGA	SECOND
TERRY PITTMAN	DEWOITINE	THIRD
RICH GILLIS	HOWARD	----
BILL BELL	COMET CORBEN SUPER ACE	----
FRANK ROWSOME	COMET SPAD	----
DON GRAY	COMET TAYLORCRAFT	----

RUBBER SCALE (ANY) MASS LAUNCH

CONTESTANT	AIRCRAFT	PLACE
STEW MEYERS	COMET FAIRCHILD 24	FIRST
PAUL SPREIREGEN	MOONEY FAIRCHILD 24	SECOND
TERRY PITTMAN	BEBE JODEL	THIRD
RICH GILLIS	RV6	----
BILL BELL	CURTISS ROBIN	----
FRANK ROWSOME	COMET SPAD	----
CLAUDE POWELL	COMET STINSON 105	----
BOB MARCHESE	GEE BEE	----
JOHN FRYANT	CORBEN BABY ACE	----
BERT PHILLIPS	BELLANCA JUNIOR	----

BOSTONIAN MASS LAUNCH (NOT ROG)

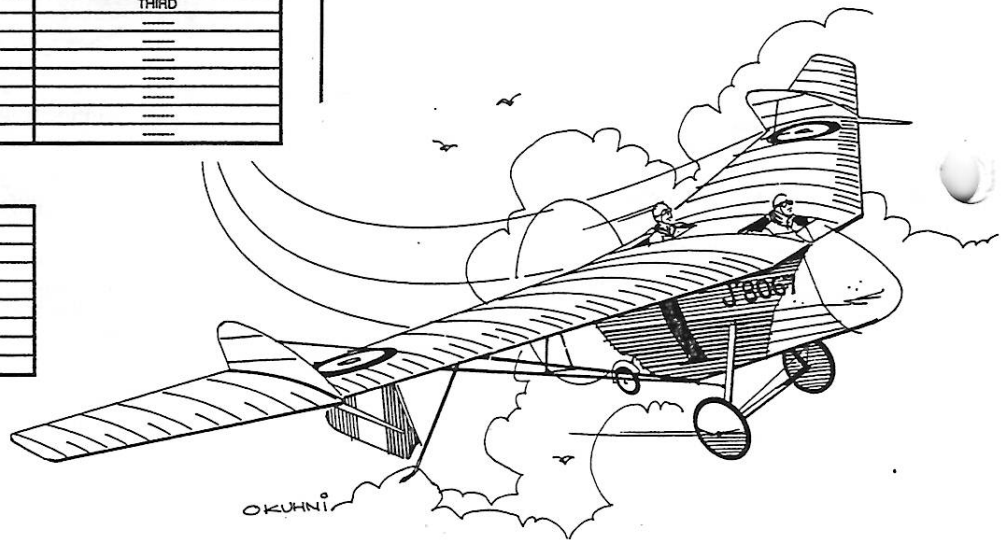
CONTESTANT	PLACE
-----	FIRST
RICH GILLIS	SECOND
ROSS SUMMERS	THIRD
BILL BELL	----
PAUL SPREIREGEN	----
CLAUDE POWELL	----
DON GRAY	----
BERT PHILLIPS	----
RUSS SANDUSKY	----

One more from "SAM 86 Speaks"

Tragically, three friends die in a car crash, and they find themselves at the gates of heaven. Before entering, they are each asked a question by St. Peter:

"When you are in your casket and friends and family are mourning upon you, what would you like to hear them say about you?," asks St. Peter.

The first guy says, "I would like to hear them say that I was a great doctor of my time, and a great family man." The second guy says, "I would like to hear them say that I was a wonderful husband and school teacher who made a huge defference in our children of tomorros." The last guy replies, "I would like to hear them say, 'LOOK!!!! HE'S MOVING



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.

CEMENT 'a' TO BACK OF NOSE BLOCK

1/32" SHEET ENGINE COWLING AND COCKPIT COVERING

DOTTED LINES INDICATE ALTERNATIVE CABIN VERSION

METHOD OF ATTACHING REAR HOOK AND TAIL WHEEL

BUILT UP LEG

GROOVE CUT IN HALF LEG TO FIT OVER WIRE

METHOD OF FIXING UNDERCARRIAGE

EXHAUST IS ON STARBOARD SIDE

SCALE PROPELLER USE A 5" PROP. FOR FLYING

THIS FAIRING IS ON CABIN VERSION ONLY

UNDERCARRIAGE LEG POSITIONS

RIB PLACINGS

BUILD THIS MUCH FLAT ON PLAN

MOTOR IS TWO STRANDS OF 1/8 X 1/30 RUBBER

AIR SCOOP

ORDER OF CONSTRUCTION
BUILD FUSELAGE. PUT IN PIECE 'Z' AND UNDERCARRIAGE WIRE. COVER FUSELAGE WITH TISSUE. ADD STUB WINGS AND FINISH UNDERCARRIAGE. COVER STUB WINGS. BUILD, COVER AND ATTACH WINGS AND TAIL.

ATTACH TISSUE WITH BANANA OIL OR HOUSEHOLD PASTE

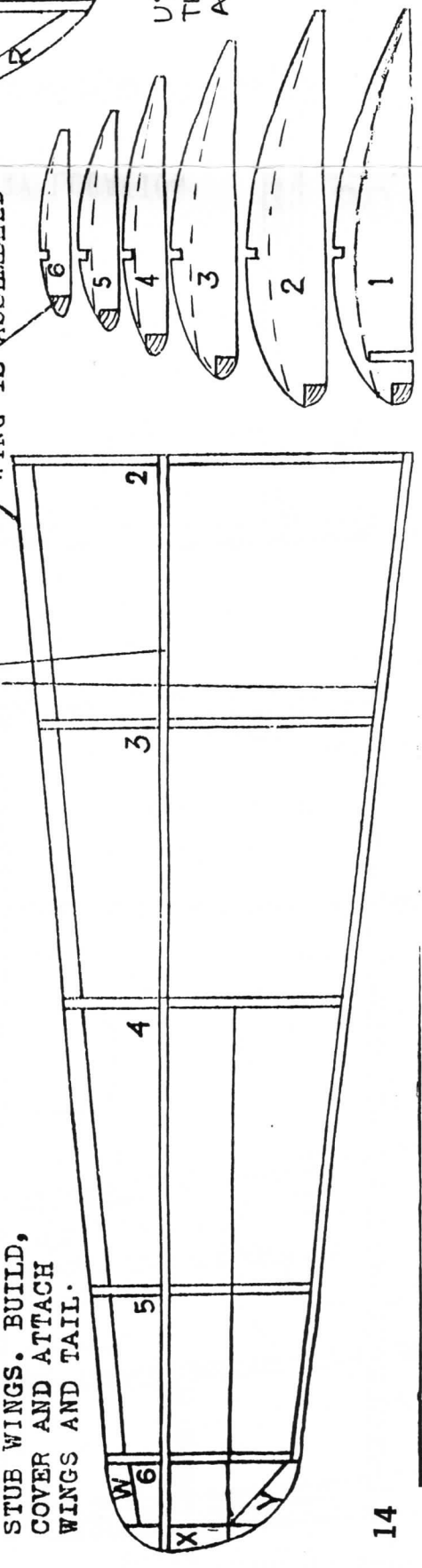
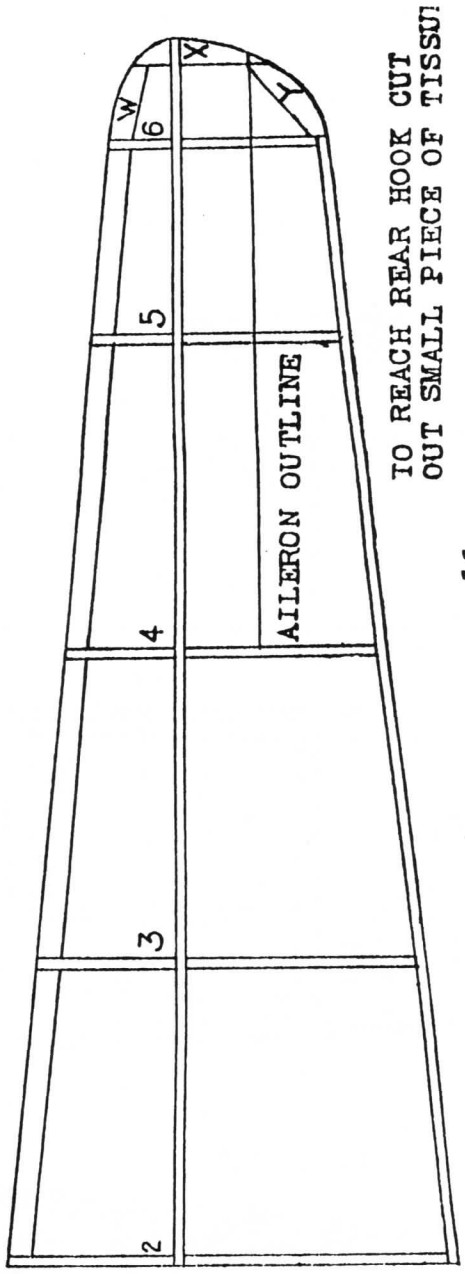
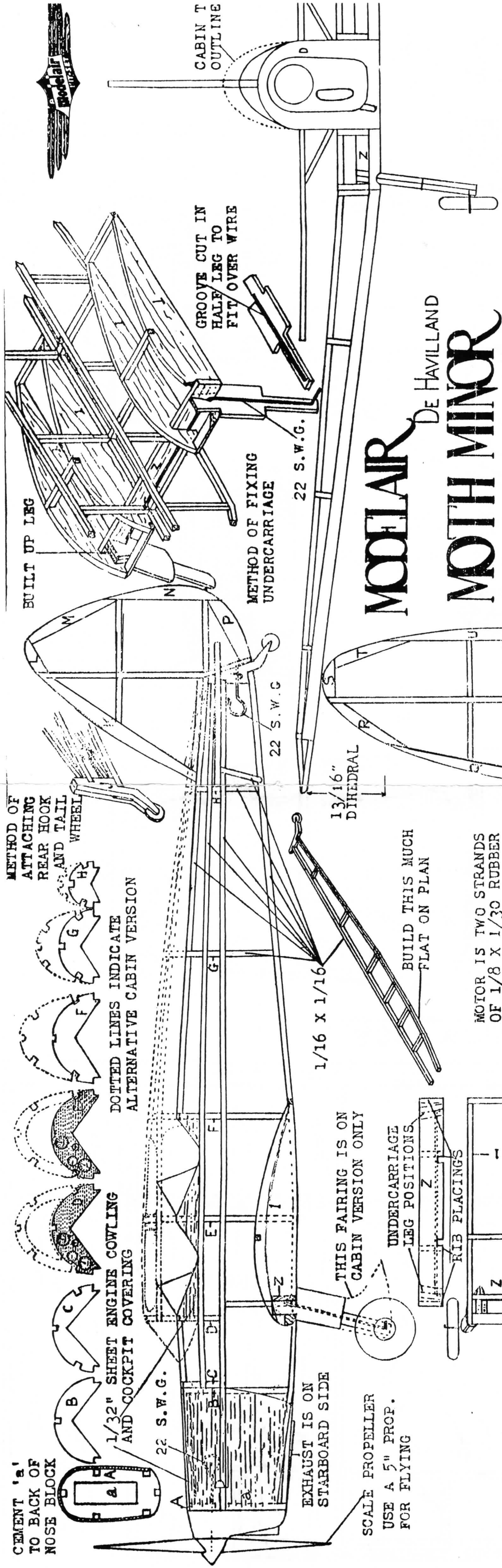
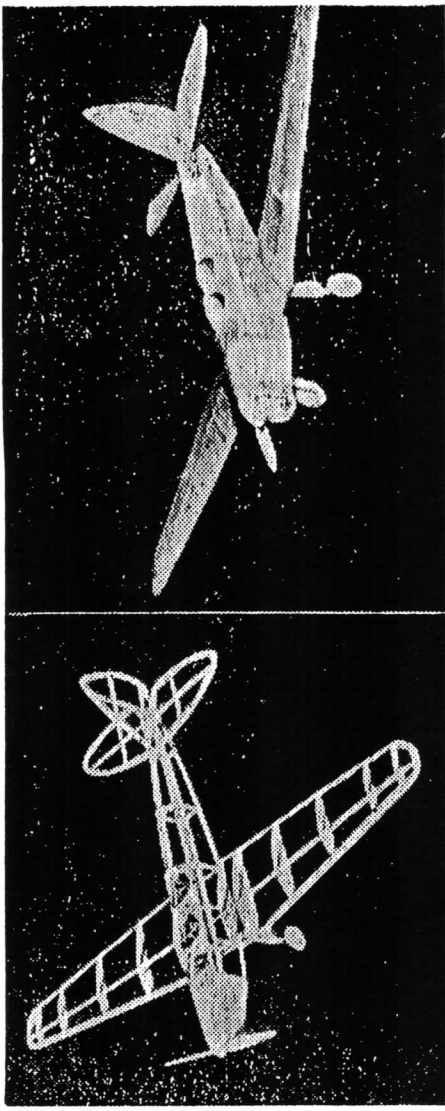
BUILD WING 2 TAIL ON PLAN COVER BOTH SIDES WITH TISSUE

1/8 X 1/8 SHAPED AFTER WING IS ASSEMBLED

USE THINNER AIR FOIL

CABIN T OUTLINE

MODEL AIR De HAVILLAND MOTH MINOR



TO REACH REAR HOOK CUT OUT SMALL PIECE OF TISSUE!

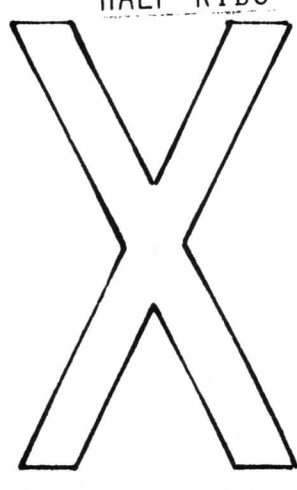
1/32 PLY SCAB

IC

DUMMY SHOCK STRUT MOUNT

3/32 SHEET TOP & BOTTOM

HALF RIBS



1 7/8" DIHEDRAL

3/32 SQ SPARS

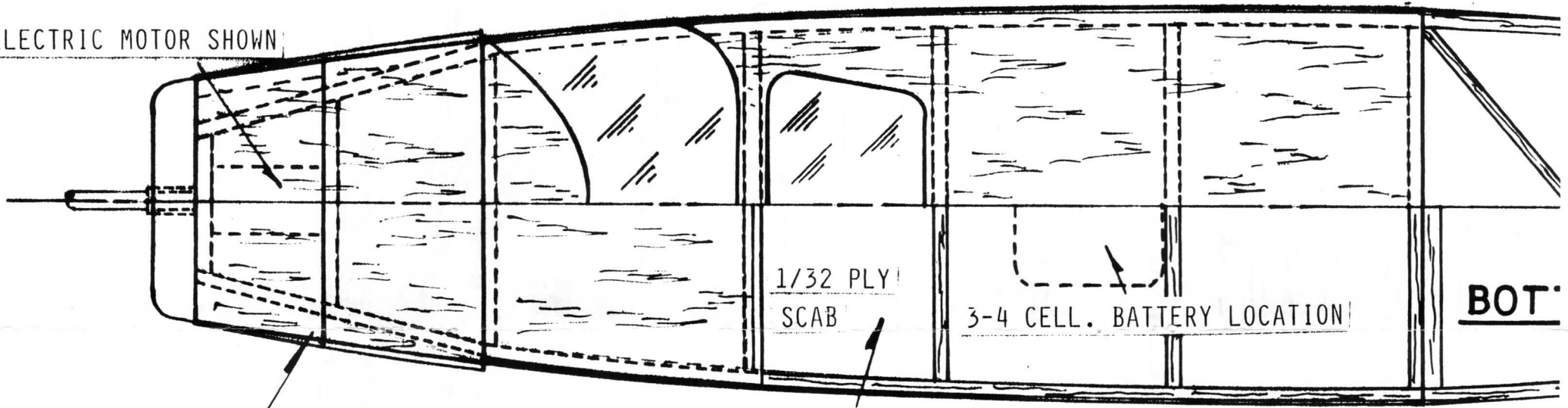
AILERON OUTLINE

RIGHT WING

3/16 x 3/32 TRAILING EDGES

13

ELECTRIC MOTOR SHOWN



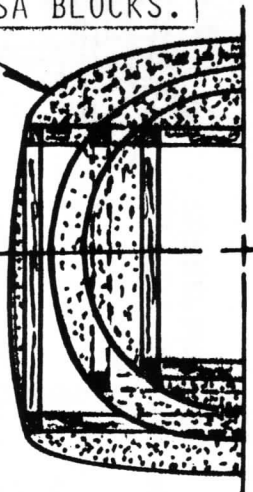
1/32 PLY SCAB

3-4 CELL. BATTERY LOCATION

BOT

VERY SOFT BALSA BLOCKS.

HOLLOWING IS OPTIONAL



POSITION SWITCH AND CHARGING JACK ON BOTTOM OF FUSELAGE

C
B
A

IC

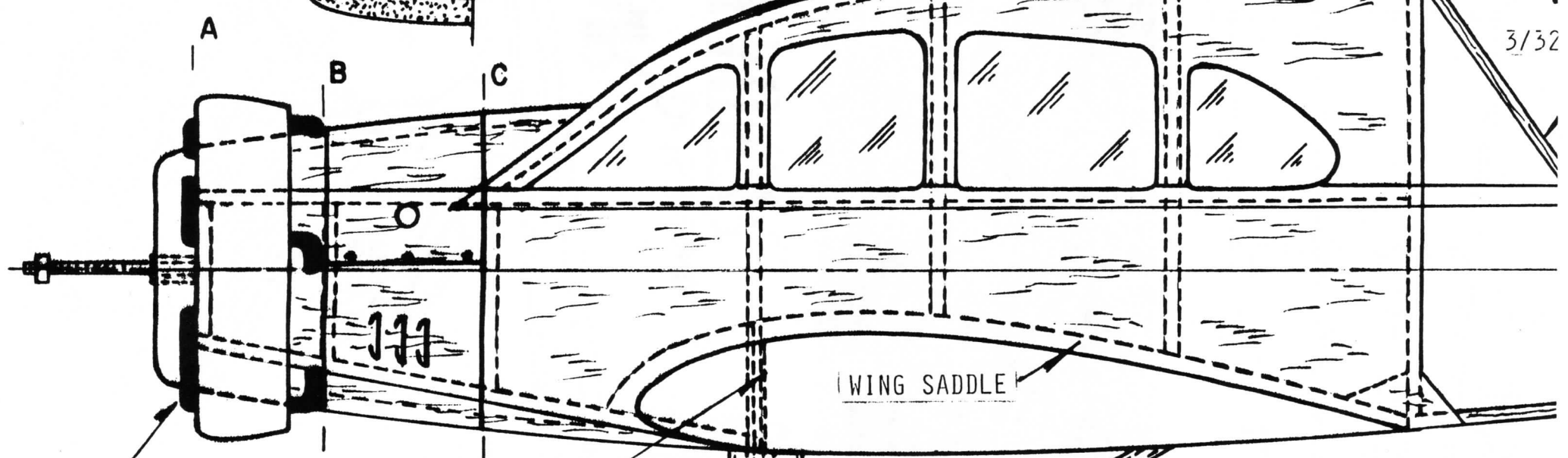
WING RIBS

1/32 SOFT BALSA SHEET SIDES AND TOP

1/16 FULL & HALF RIBS

BALANCE POINT

USE 7" PROP FOR RUBBER POWER FLYING



WING SADDLE

1/32 PLY SCAB

SIDE VIEW

DUMMY 5 CYL KINNER ENGINE

WIRE L.G. STRUTS COVERED WITH ELECTRICAL SHRINK TUBE

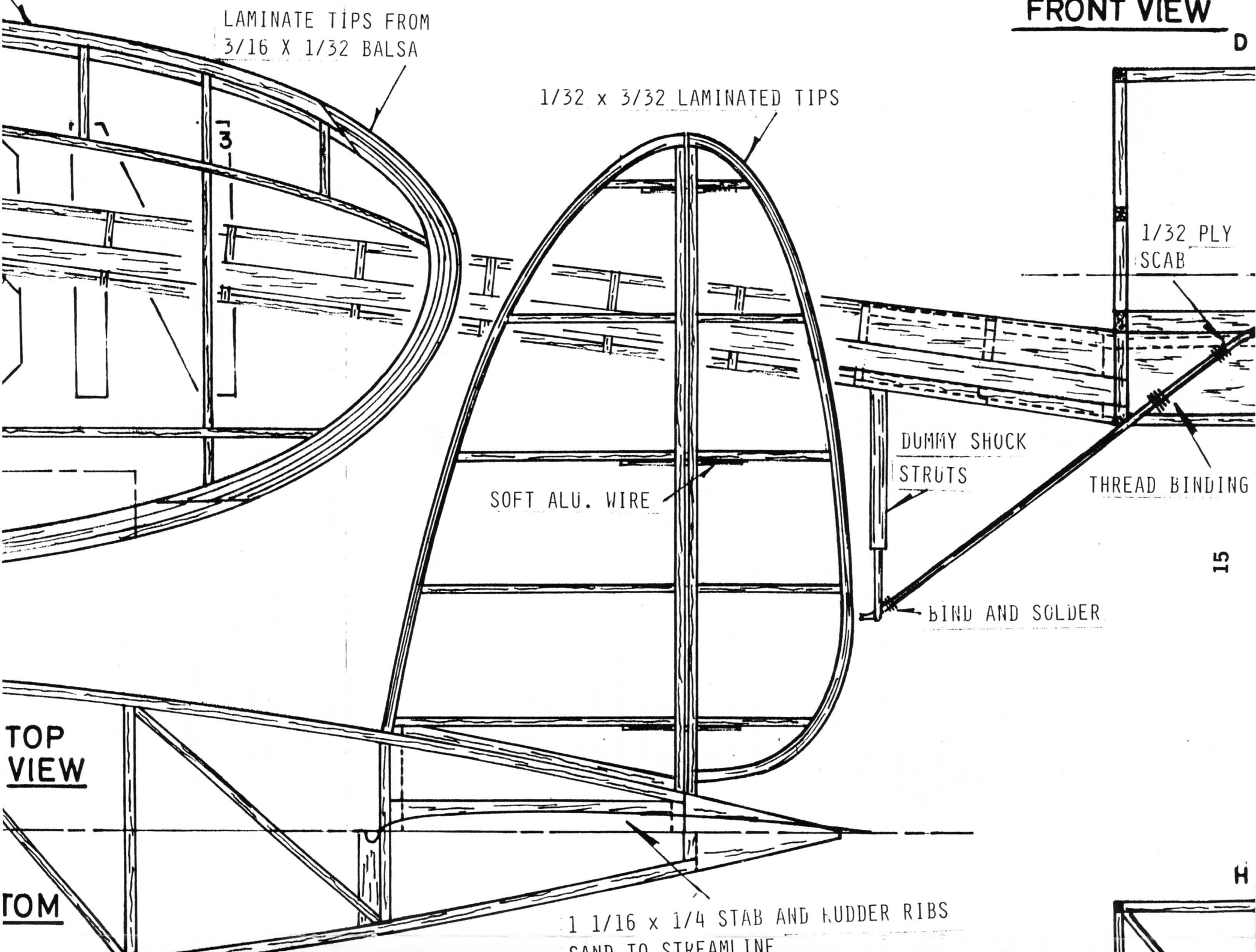
1 7/8" WHEELS

BIND AND SOLDER

12

FRONT VIEW

D



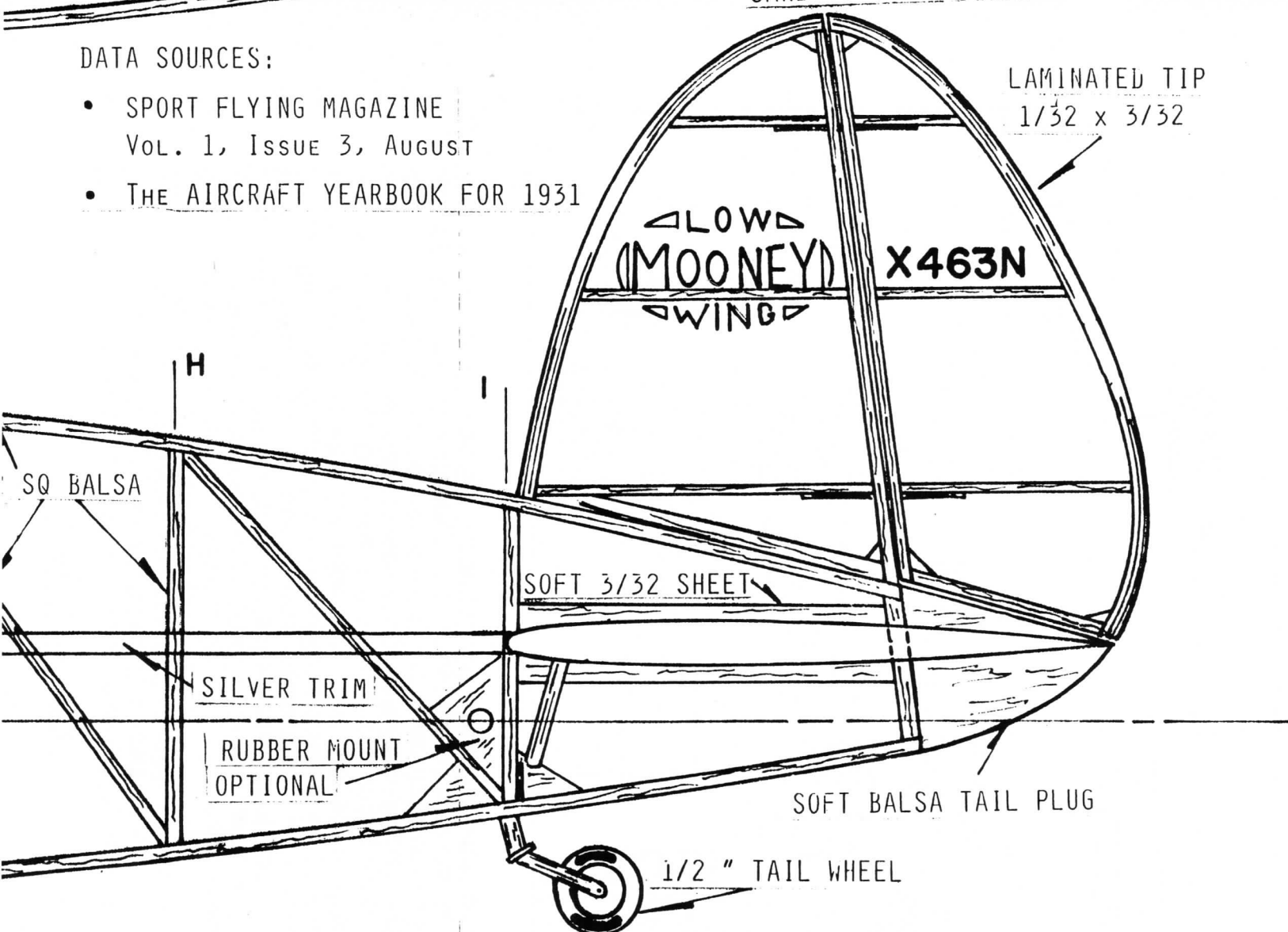
15

TOP VIEW

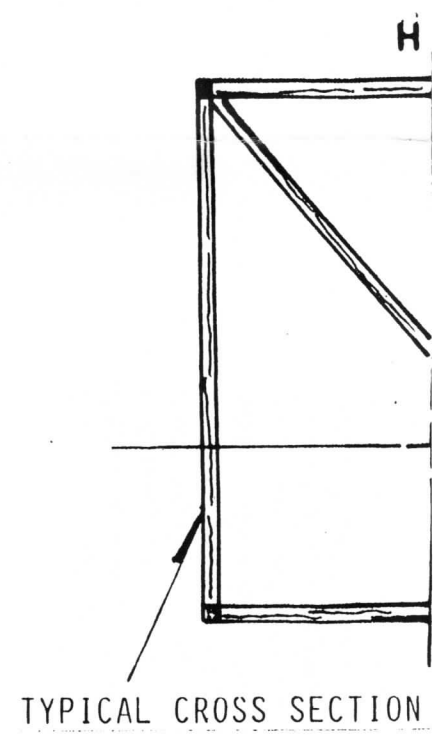
BOTTOM VIEW

DATA SOURCES:

- SPORT FLYING MAGAZINE Vol. 1, Issue 3, August
- THE AIRCRAFT YEARBOOK FOR 1931



10



COLOR SCHEME:

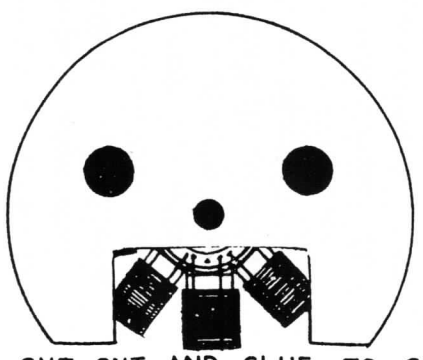
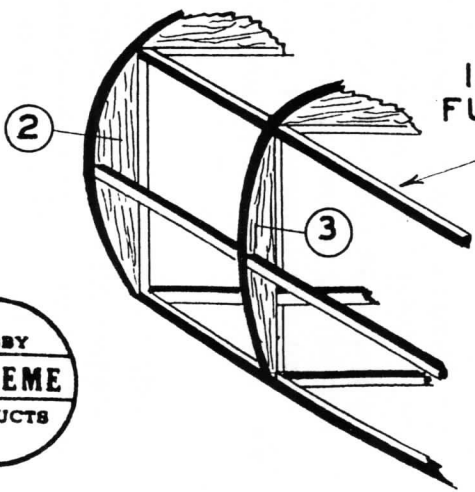
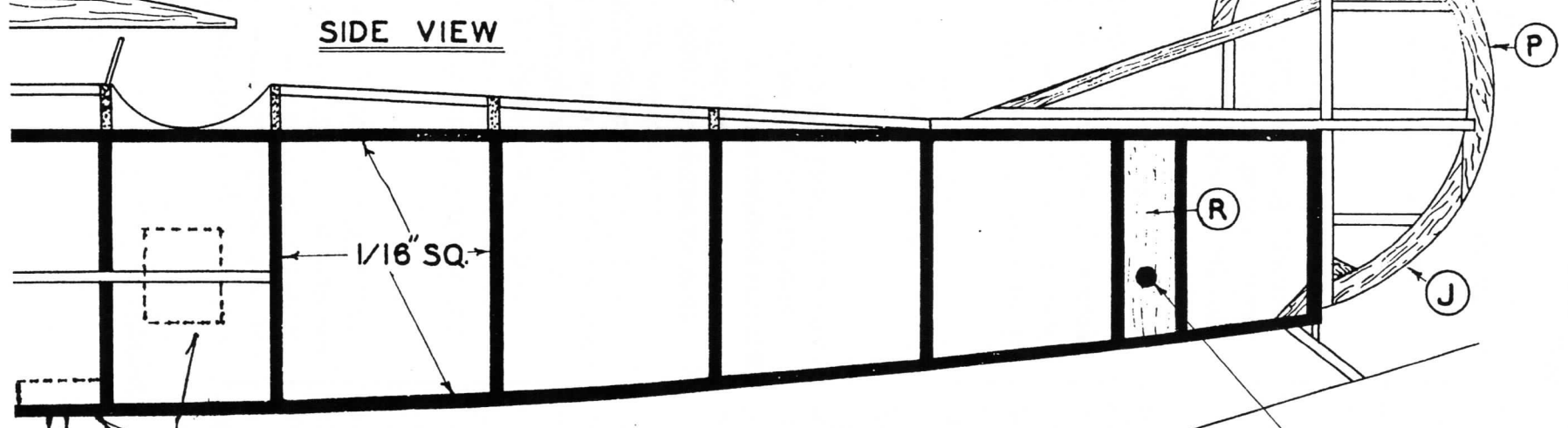
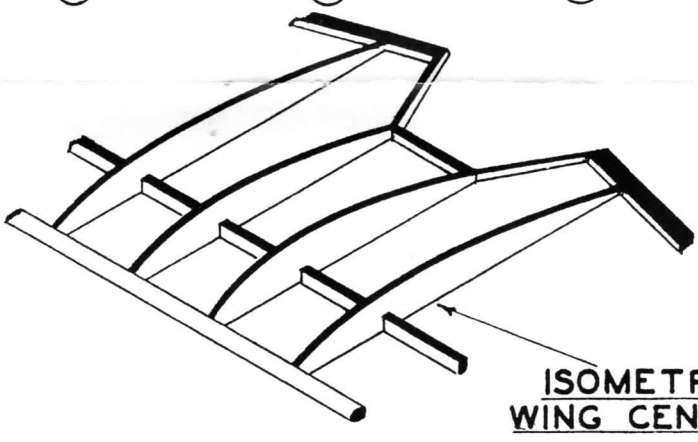
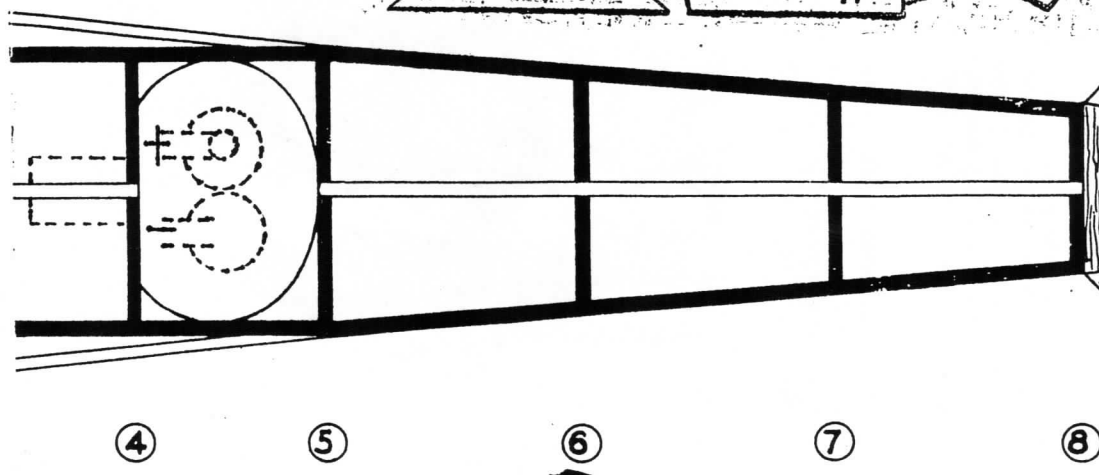
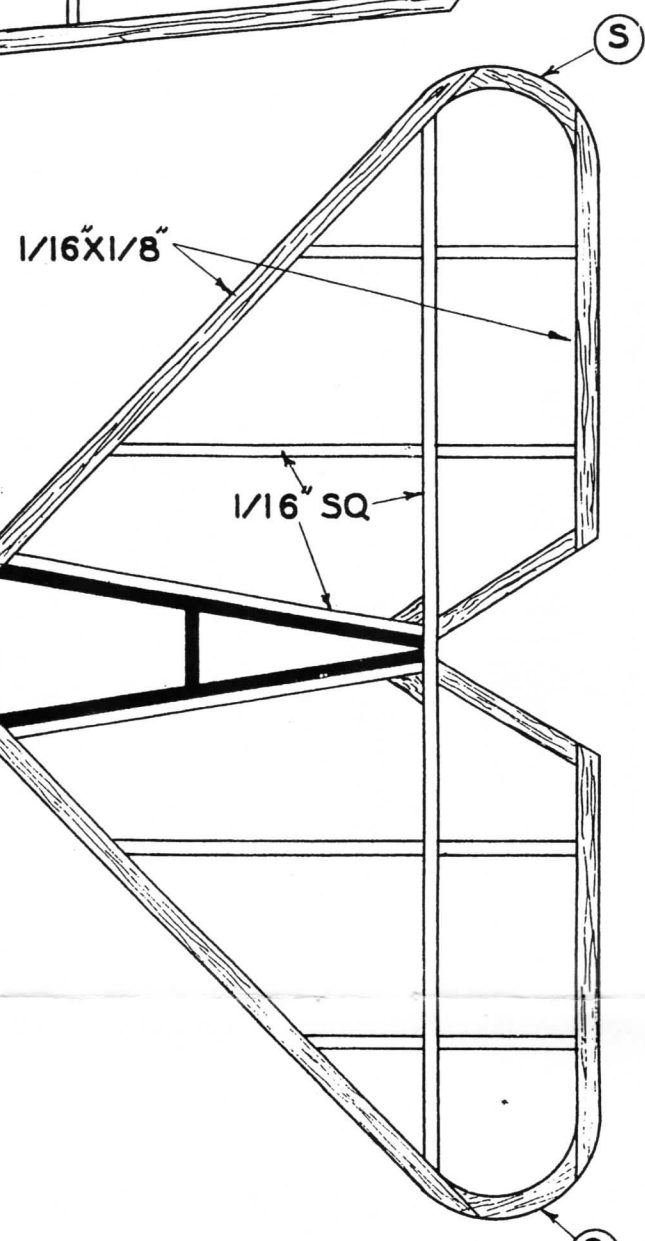
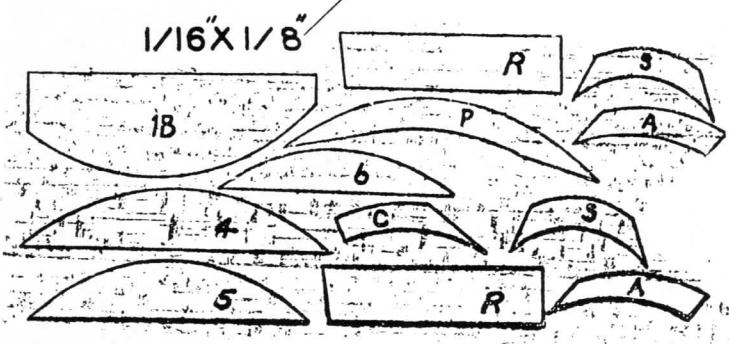
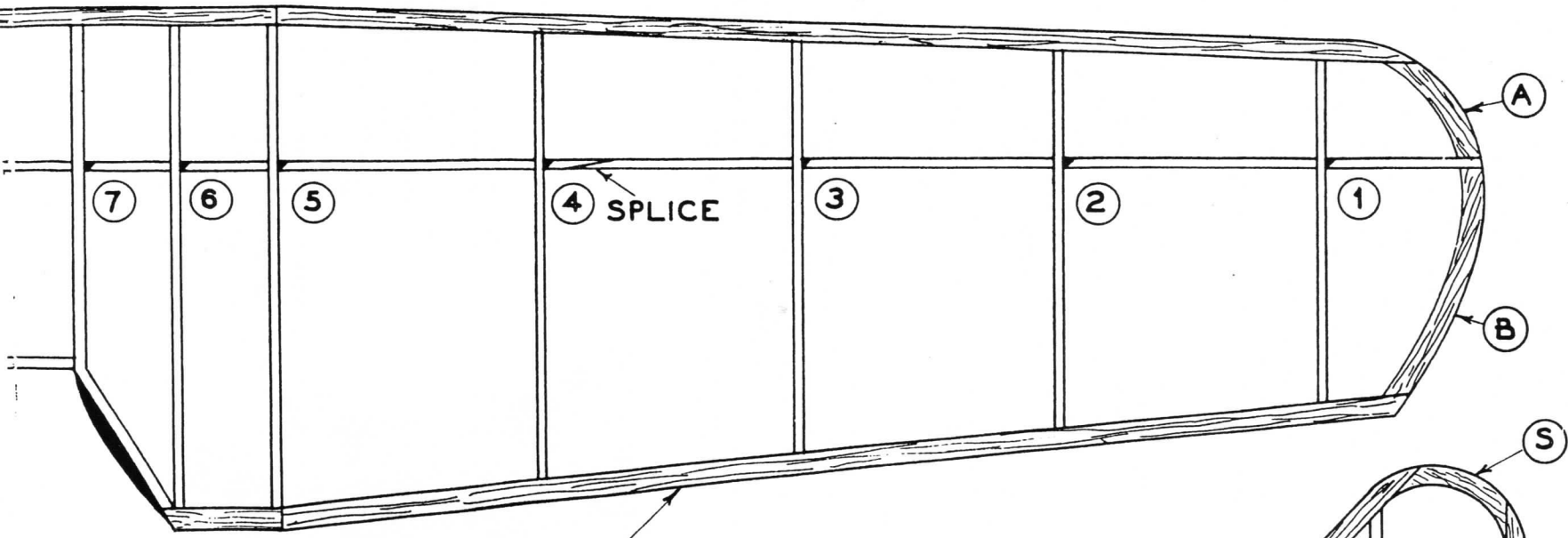
- WINGS & TAIL- SILVER
- FUSELAGE - MOST LIKELY BLACK OR DARK BLUE WITH SILVER TRIM STRIPE
- DETAILS - NUMERALS, ETC., BLACK

MOONEY LOW WING (A-1)

SPAN-28.8", WING AREA -140 SQ."

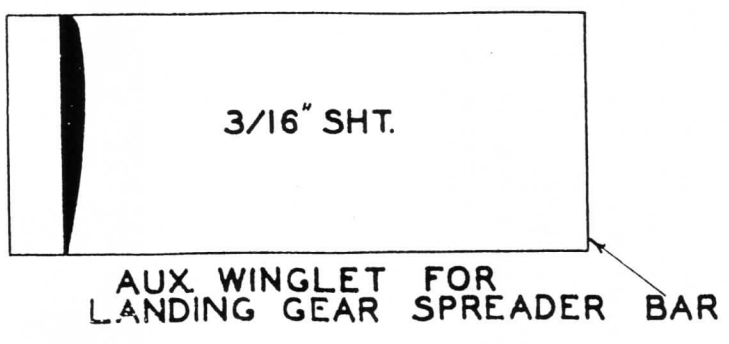
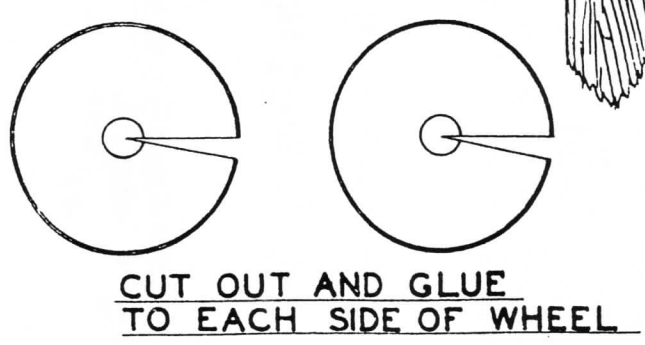
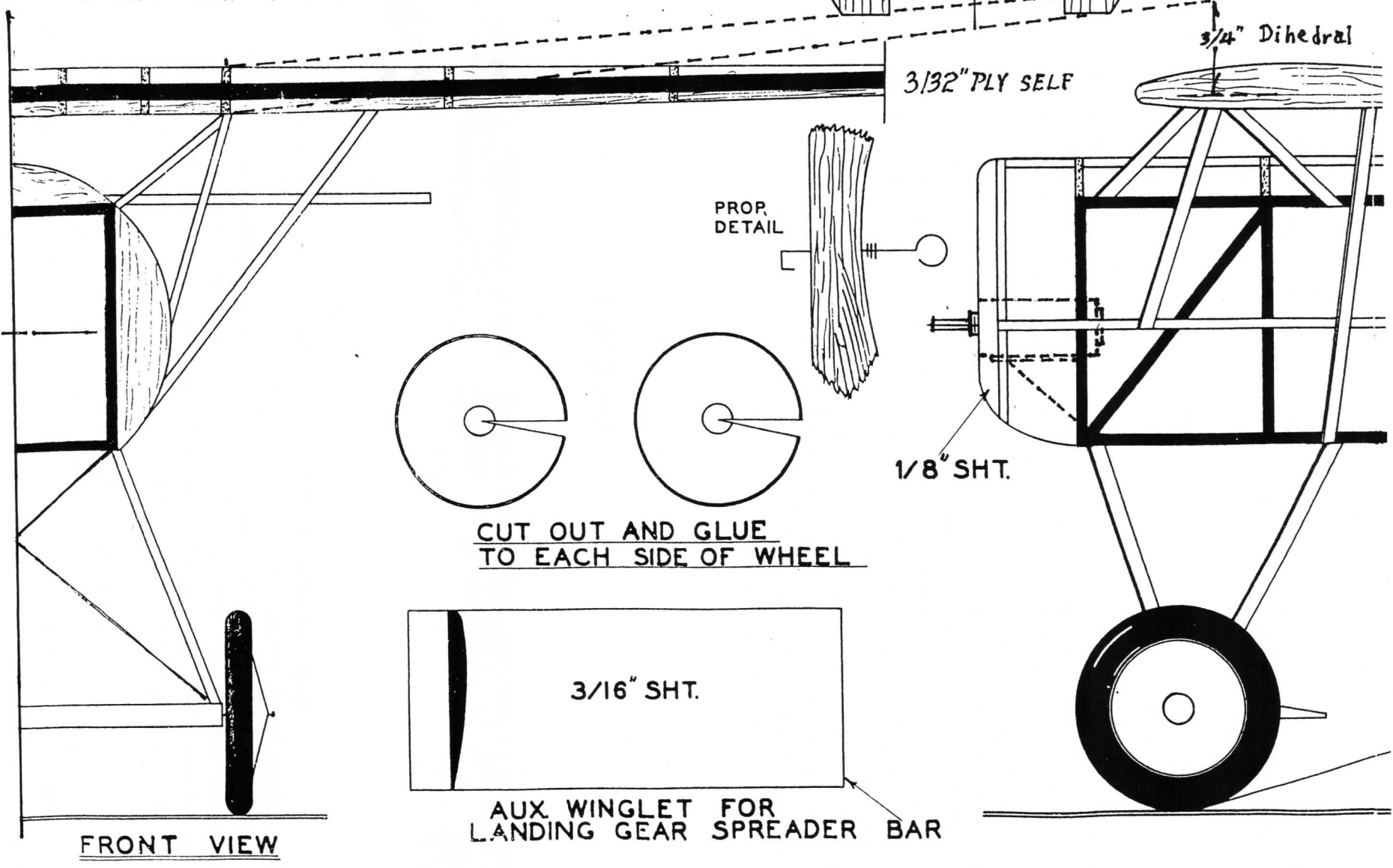
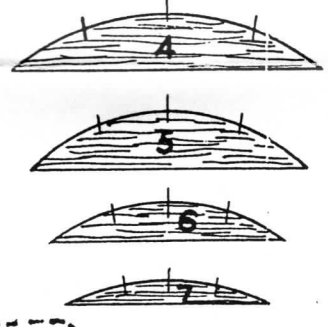
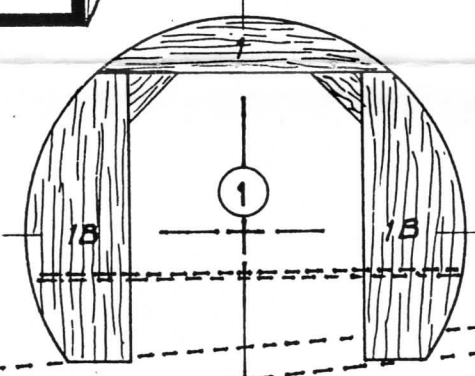
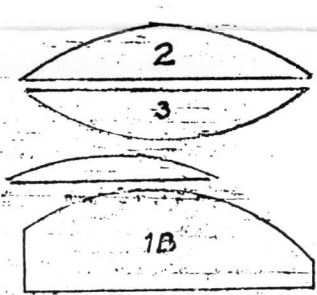
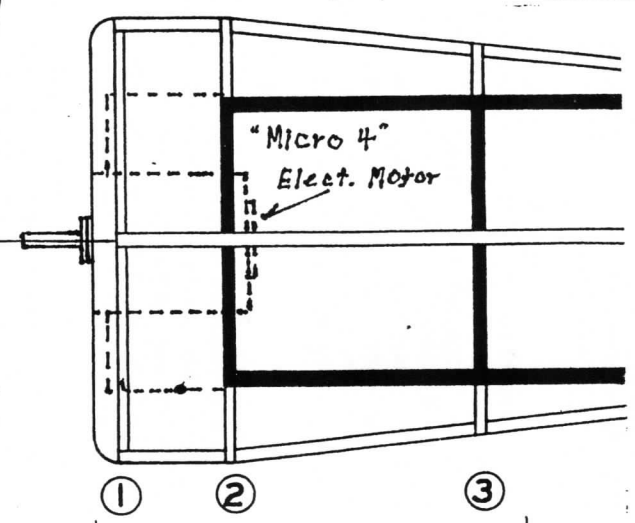
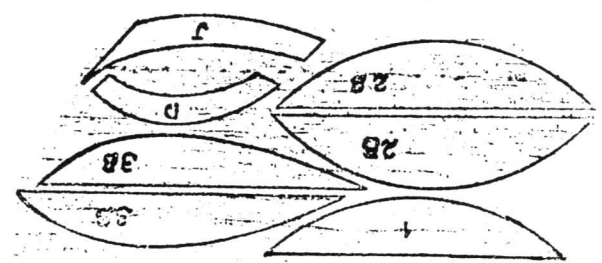
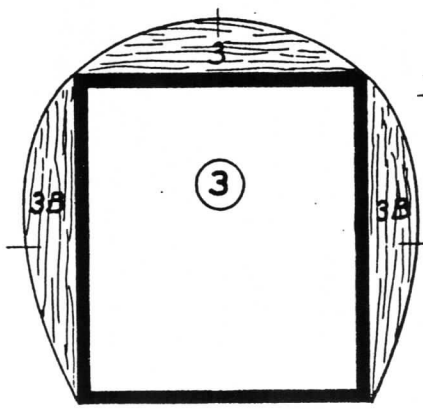
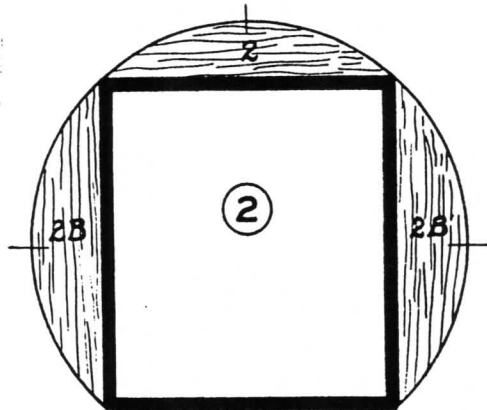
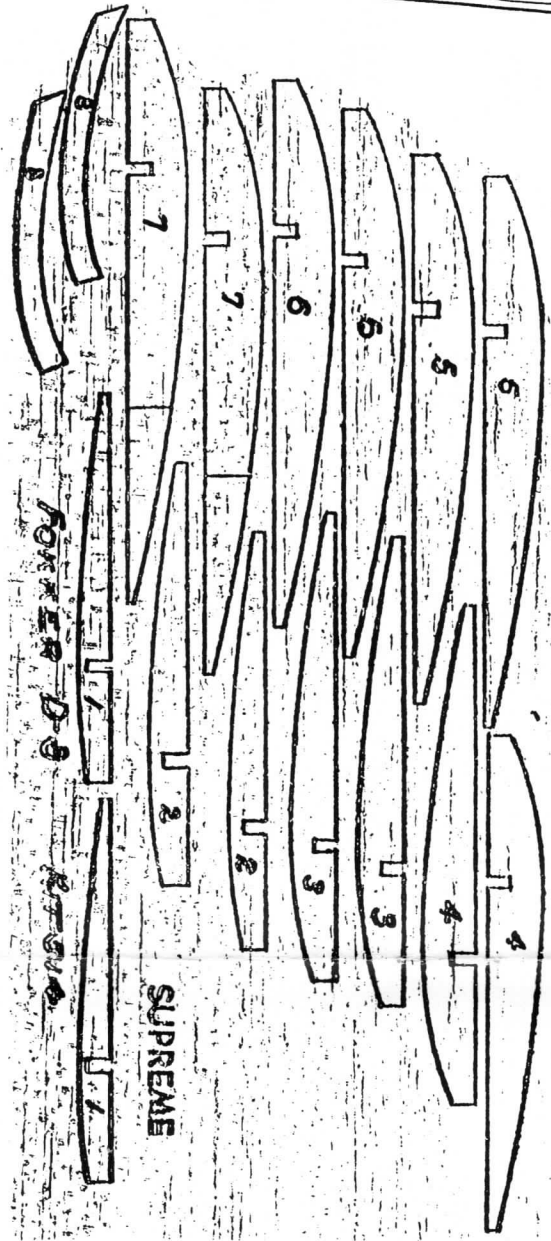
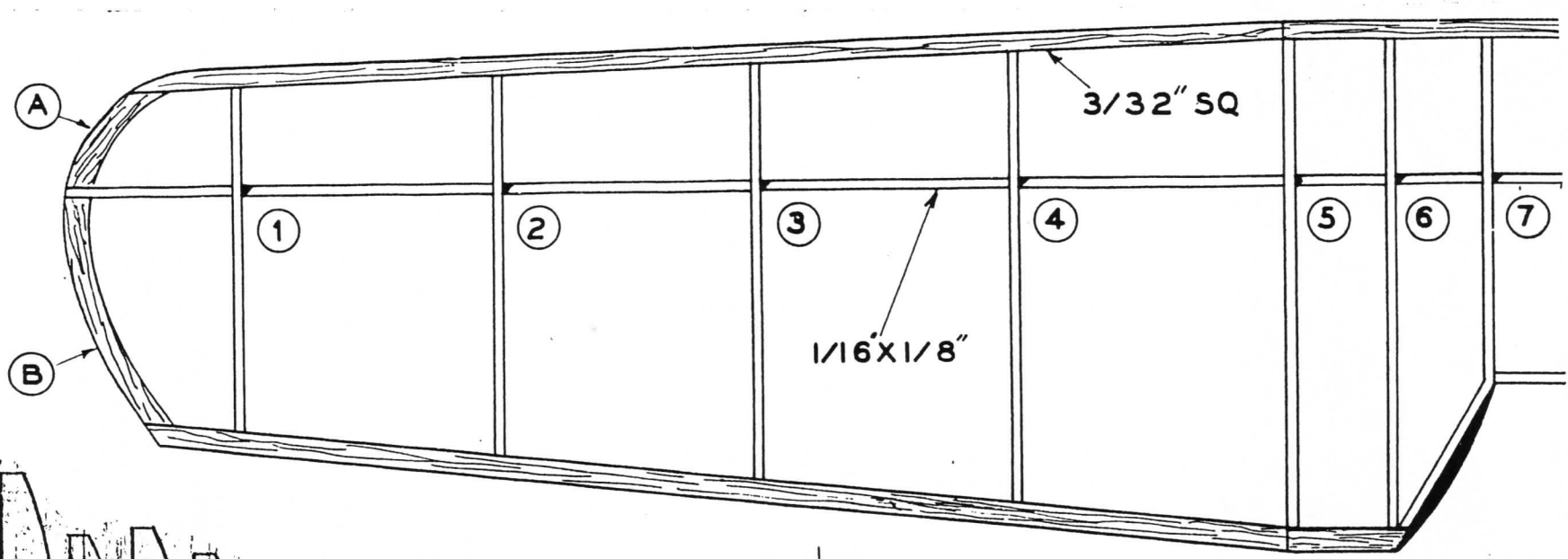
RUBBER, ELECTRIC, or CO² PWR.

Designed & drawn by Hurst Bowers, Jan.'99



MILWAUKEE, WISCONSIN

FOKKER D-8		
KIT NO.		DRAWN BY
514		E.E. HUNT



FRONT VIEW