

MAX FAX

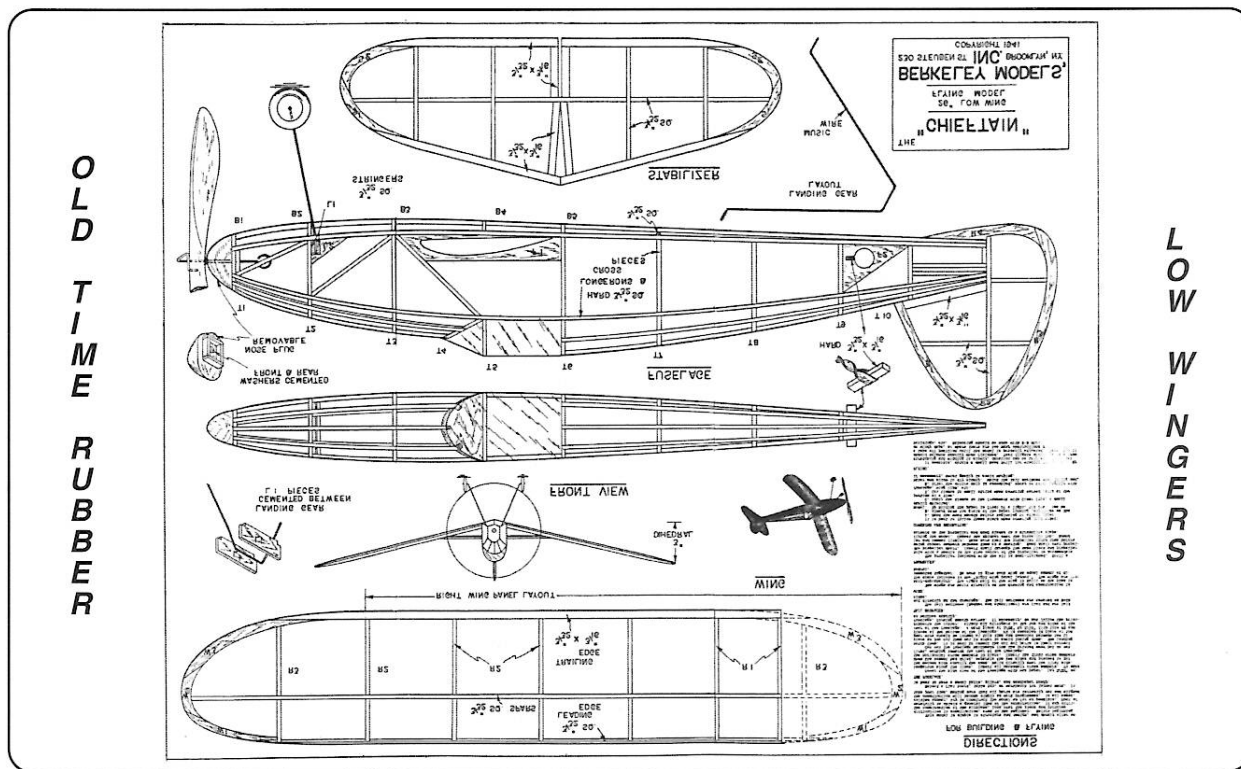


Journal of the D. C. Maxcuters

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

Editor: Dan Driscoll

March/April 2003



COMING ATTRACTIONS

APR 6, 2003

NATIONAL BUILDING MUSEUM FLYING SUNDAY 10AM TO 4:30PM
(NOTE: This date replaces the March 23 date in the Nov/Dec MaxFax)

MAY 3-4, 2003

EASTERN US FREEFLIGHT CHAMPS – FAC EVENTS
MASS LAUNCH: WWI (assume Multi-wing?); WWII; WWII No-Cal
Fighters; Dime Scale; Peanut; Golden Age; Modern Civilian
TIMED and JUDGED: Rubber Scale; Power Scale; Jimmy Allen (judged?); Embryo Plus FAC
Grand Champion --There are also events for most of the popular AMA FF and Nostalgia
models.

MAY 17, 2003

DREADED BRAINBUSTER SQUADRON of the Flying Aces Club
Spring Rubber Scale Contest Dinwiddie County Airport, Petersburg,
Virginia. See flyer in this issue.

MAY 17, 2003

Radio Controlled Model Airplane Flying OPEN HOUSE from 11:00 AM
to 3:00 PM, hosted by the Chesapeake Bay Radio Control (CBRC)
model airplane club. For more info call Paul Spreiregen at (202)
337-2887 or check the web site www.expage.com/CBRC

JULY 19-20, 2003

FAC NON-NATS GENESEO, NEW YORK Scale Judging at Days Inn beginning
at 3:00 PM Friday July 18th. For more info Contact Lin Reichel,
3301 Cindy lane, Erie, Pa. 16506

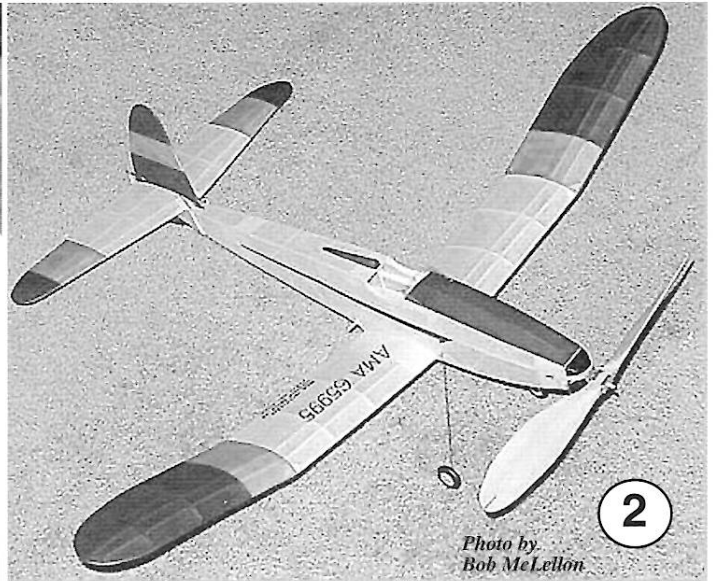
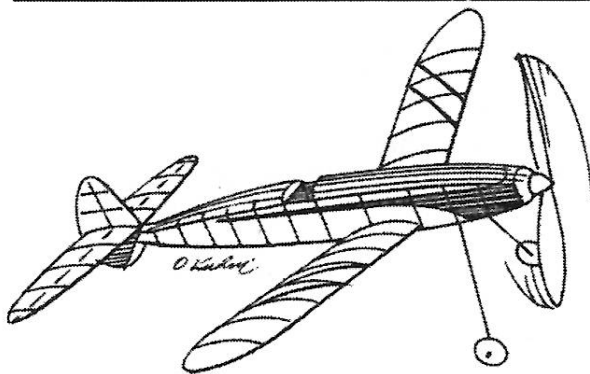
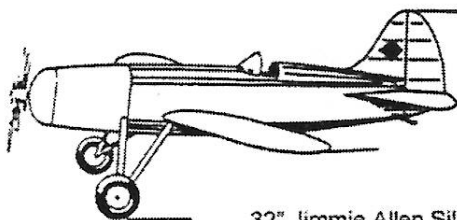


PHOTO PAGE

Tom Schmitt

1. The featured plan of this issue is a Chieftain by our editor Dan Driscoll. The Chieftain is only one of many low-wing sport models that have been with us since the beginning of our pastime.
2. Bob McLellon sent us this photo of his Cleveland Interceptor. With that aspect ratio it should be a spectacular flyer.
3. A photo from the archives; Bud Carson holding his Earl Stahl Hurricane, probably one of the most modeled sport low-wings ever.
4. Another Hurricane, this time Jack Felter's seen here with Earl.
5. Remember this young fellow, Mike Escalante seen here with his bride, Karin. Mike recently married in Arizona where he is a member of the Cactus Squadron. Mike was one of our champion tree climbers, model retrievers and skilled young modelers while with the Maxcuters at 'Shangri-La' -- congratulations Mike and Karin.
6. Please read Hurst Bowers tribute to Ernie Greene in this MAXFAX. Ernie enjoyed all kinds of modeling and was warm, generous friend. We all miss him.

35" Hurricane by Earl Stahl, Flying Aces, July 194032" Jimmie Allen Silver Streak
Skelly Oil Co./Country Club Aero
1935

Dan Driscoll

In this issue, we take look at a somewhat neglected group of models – old-time rubber low-wingers. Also there is an update on modeling activities at the National Building Museum, tributes to two departed colleagues, further information on the K-R XC-31, and miscellaneous other items.

Old-Time Rubber Low-Wingers

About 15 years ago, while looking through a fellow clubster's stack of plans, I came across the Chieftain, a 26" low wing model kitted by Berkeley in 1941. I liked the way it looked, and at the time, aside from the Earl Stahl Hurricane, it was the only low wing old-time rubber model I could recall seeing. I made a copy of the plan, filed it, and forgot it. About three years ago, I came across an original kit for this model at the Bill Saunders estate sale and bought it.

I subsequently copied the plans and print-wood and built the model. I didn't expect it to be competitive, but it turned out to be a great flyer – OOS at the 2002 FAC Nats. This got me interested in old-time rubber low-wingers. A quick review of old magazines and club newsletters showed a pretty good number of low-wingers, and several had been built and flown by nearby modelers. Since it was time for me to edit an issue of MAXFAX, I decided to do an article on this subject.

Some old-time low wing rubber models are fairly well known to FAC and SAM modelers. These include the Hurricane, Modelcraft Black Bullet, and recently, the Erie Daily Times Modelplane (promoted as a one-design contest at the FAC Outdoor Champs). Others, like the Chieftain, are pretty obscure.

This review is not meant to be comprehensive. I've included models that I think someone might actually be interested in building and plans are available (assuming AMA makes the John Pond collection available). Some designs, like the Grey Goose by Elliot Aircraft

Company and the Reginald Denny Coupe looked interesting in old magazine ads, but I could find no source of plans and nothing else about them. I also purposely excluded several designs that could be built as high wing, low wing, or biplane.

All models mentioned here qualify for FAC Old-Time Rubber events. The dates given for initial kitting or publication were determined from copyright dates, old magazine ads, and old catalogs. These dates should be noted if you fly in SAM events, since the SAM cut off for eligibility is 12/31/42 as opposed to the FAC cut off 12/31/45.

Full size plans and printwood patterns for the 20" Modelcraft Black Bullet and Berkeley Chieftain are included in this issue. The Black Bullet items were copied from an original 1940's kit loaned to me by Jim Coffin (Thanks, Jim), and the Chieftain is from my kit.

I also want to thank the modelers who sent me their write-ups on low-wingers they have built. Their words appear below.

Chieftain (26") - Berkeley Models, Inc. 1941

At first, I was put off by the heavy appearance of the construction shown on the plans – everything is 3/32", including wing ribs and fuselage formers. However, I had a nice sheet of five pound 3/32" and decided to go ahead. All parts, including the 3/32" square stripwood were cut from this sheet.

I followed the plan exactly except for the rear motor peg, which was moved forward one bay to station 8. The finished model weighed 24 grams without rubber and with an 8" plastic prop. This was considerably lighter than I had anticipated and caused minor problems due to the airframe's lack of strength – I broke several stringers in the nose trying to press on a small amount of clay. If I were to do it again, I would use heavier wood for the longerons and stringers and sheet the sides of the nose. The wing and tail surfaces presented no structural problems. I used two 20" loops of 1/8" Tan II braided and 1500 turns.

As stated earlier, it turned out to be a great flyer.

Hurricane (35") - Earl Stahl, Flying Aces 7/40

Tom Hallman

I came into free flight rather late, so I didn't know too much about the rich history of our hobby. The first time I saw the plan for the Stahl Hurricane was around 1989 when it was chosen as the next model for the annual one-design event at Galeville, NY. It had great lines and moments. That classic contest style from the early days of free flight. So I was rather excited over the possibilities. She looked like a real flyer. All I needed was time to build her, which I didn't have.

After a little back and forth with my good friend, Bob Lundberg, we decided to build her together. I took the fuselage while Bob took the wing and tail surfaces.

A week before the contest we had her in flying form, dressed up in an orange and yellow color scheme. Bob peeled a sticker off some citrus fruit and attached it to the nose. We called her Sunkist.

She came in at just around 2.5 ounces. Not a light ship, but also not a brick. We kept the tail area adjustable for trimming. An unusual setup, as the rudder and stab was attached to the rear portion of the fuselage, which was separate from the main fuselage. So we ended up shimming the fuselage to create the needed adjustments. Worked like a charm.

We used a 9.5" plastic prop, but then added some 1/64" plywood extensions to make it 11.5". Either Marv Yoder or Bud Carson had suggested this trick with a previous bird, and it had turned a so-so flyer into a competitive one, so we felt it was a good way to go. This was in the days of black rubber and the Tan I, so we ended up using about an ounce of rubber. Two loops of 1/4" X 38". Today it'd probably be about 2 loops of 1/4" X 28" of Tan-2.

We had a couple of promising trim sessions at the local field, then headed for Galeville with high hopes. Since we had both built the ship, I decided to fly the events on Saturday while Bob flew her on Sunday. She did quite well that weekend, but the most memorable was the final event on Sunday, the mass launch.

Nearly 25 ships were entered, so she'd have to do her best flying to get into the top three.

Bob flew her beautifully in the first round and made the cut. The second round showed that she was a consistent flyer, once again making the cut. The third round however brought along a bit of luck, as a few of the top flying ships went southward OOS, and out of the money. Inwardly we smiled at our luck.

That left our bird in the final six. The excitement grew as Bob wound her as tight as he dared. The wind calmed and the sun was shining as they launched skyward on the cement tarmac. Everyone got away cleanly, but it became obvious that the numerous rounds had taken their toll on the rubber. Still, I was surprised to find our ship was above the rest. Slowly the others fell out as the contest director called them down. With video in hand, I was able to turn and capture our ship as she drifted past me, landing on the tarmac not 20 feet away from where Bob had launched her. The perfect up and down.

With his fist in the air as the symbol of victory, along with a whoop or two from the crowd, Bob walked over and retrieved her. Major smiles for both of us, the icing on the cake. Sunkist had made her mark at her first contest.

She has since flown in many events, nearly flying OOS at a few of them, but luckily we still have her in the flock. Many thanks to Earl Stahl for a fine ship!

Jack Felter

Earl Stahl published the hurricane in 1940. I selected it to build because of the attraction of a low wing free flight model and the various myths associated with getting trimmed out to fly successfully.

The construction features 3/32' fuselage structure with an interesting tail arrangement. To facilitate winding, the rudder and stab are fixed to a tail cone just aft of the rubber dowel and held in place by a small rubber band looped over a curved bamboo U shape on either side of the fuselage. This is the original plan; however, most folks have modified the structure for a DT, a change highly recommended.

Stab and rudder construction follow the usual Stahl convention of built up surfaces, which I believe provide superior warp resistant structure – my Hurricane has a number of years on it now (completed 5/20/95), and the surfaces have remained true. I covered all surfaces with Japanese tissue with a couple of coats of half-and-half dope to save weight. Total with four strands of 3/16" is 94 grams. The propeller is carved from the original blank specified on the plans and is 12" in diameter.

It has been signed three times by Earl Stahl at Geneseo and still has some life left!

Black Bullet - Modelcraft

(This model was produced in a 30" version in 1940 and 20" in 1941. There was also a 40" version, which would not be eligible for FAC.)

Stew Meyers

I built my *Black Bullet* a while back in reaction to all the *Pacific Aces* and other high wingers entered in our Comsat contests. The over wing wire hold down was a pain, and it was not a great flyer. (In retrospect, even with all that dihedral, I think that big tail made it marginally spirally unstable with the relatively small North Pacific prop I was using at the time.) At any rate with it's lack of contest potential in my hands, I decided to use it as an electric test bed for the HI-Line Micro4.

I located the motor just ahead of the wing with the two 50 mah Nicads over the CG. I put a hook on the motor shaft and used a rubber band to couple it to the rubber type prop shaft in the nose. I figured I could easily adjust the thrust line this way and wanted to experiment with hiding the motor for a future scale job. I used a 3-1/4" Comet black prop which was a good match to the Micro4. This should have been a great combination with the 20" lightly constructed BB. It wasn't, I could only get a prolonged glide.

I finally figured the high RPMS and low torque of the Micro4 was a very bad match for the friction drag of the prop shaft in the Peck thrust button. The typical rubber motor is low RPM-high torque and the reduction in power (torque x rpm) due to torque friction is negligible. The

torque loss due to friction drag is a function of rpm and the Micro4 suffered a relatively big drop in torque, which it did not have much of in the first place. The result was not much power got to the prop.

The BB hung from my workshop ceiling until the KP00 came out. I removed the Micro4 and the nose block and slapped a KP00 on the nose moving the batteries back to balance the CG. I was disappointed again when I got to the field. With that itty-bitty Comet prop it was definitely spirally unstable. It had plenty of power, but it would not fly worth a darn.

With all the above you might think I would shun the *Black Bullet*. Well no, I bought one of Hollman's laser cut kits for the 30" version. Believe me it is going to have a honking big prop when I get around to building it. I might even reduce the fin a bit.

(Ed. note: As this issue of Max-Fax was being put together, the April 2003 issue of Model Aviation arrived. The Free Flight Report column by Gene Smith contains a write up of his experiences with the *Black Bullet*.)

Interceptor (32") – Cleveland Models 1940

Bob McLellan

The Interceptor is one of six models produced about 1940 by Cleveland Model Products Co. as the "Mile Fliers" series. They were all different models, but shared a common wing and tail surfaces design. They were introduced at about the time WW-II was starting, and all model names except Interceptor paid tribute to those European Nations which had fallen under NAZI domination.

The models were: "Austrian Chivalry" (don't ask me what was chivalrous about Austria at that point!), a towliner; "Flying Dutchman", an R.O.W.; "Norseman", fuselage type; "Flemish Defiance", stick; "Polish Valor", pylon; and the "Interceptor", a low-winger.

I first built the Norseman, then added a Flemish Defiance fuselage so I could use the same wing/tail/nose/prop assembly to fly in two events. Yes, they all have the exact same nose block and prop. Neat, huh? They both fly well, but the stick job flies best.

The Interceptor was the best looking model of the bunch, so I had to build one of those. Feeling guilty about being so lazy, I built another wing and tail for it (now I have a spare set), and made a folding prop/nose assembly so I could swap from free-wheeler to folder nose depending on the type of event I wanted to fly in. I made sure the nose of each model would exactly fit the nose block on the nose/prop assemblies, so I can use either nose/prop assembly on any of the models. It works slick as an onion.

I made some changes to the Interceptor as usual. The open cockpit looked way too big to me, so I reduced the opening somewhat and made the frame around it stronger than that shown on the plans. I also beefed up the wing saddle on the bottom of the fuselage. All three fuselages have pop-up tails for dethermalizing.

I fly the models right-right. They all fly great, but the Interceptor looks the neatest in flight. The prop is a twelve-inch folder, and the model is powered by five loops of 1/8 rubber 24 inches long. Total weight including rubber is 77 grams (yes, I build heavy!).

Erie Daily Times Modelplane (24") – Erie Daily Times Newspaper 1933(?)

Bert Phillips

This is a simple low wing published by the Erie Daily Times. I heard somewhere it was 1933. It was comforting to read on the plan that "plane meets qualifications of all Junior Pilots contest rules-----".

The plan shows a hokey wire clip contraption for holding the two-piece wing on. I really wonder if anyone could make this work (well, maybe Alan Engstrom, the designer, could). I made a saddle and tried to cut so the wing had about 2 degrees incidence. Whatever it turned out to be must have been right as it glided fine with the stab parallel to the thrust line. All the other guys also made a one-piece wing that slid through an appropriate opening in the fuselage.

The plan shows some down thrust, which I built in, but it was not enough. I needed a 1/16" shim to add more. I filled in the first bay

in front on the sides and the bottom with 1/16" sheet.

The plan shows a two piece stab butt jointed to the longerons [ugh!]. I made it one piece and made a step so it would be in the same place. The stab on the plan has only the out line and a spar; I added two cross pieces on each side.

The rear peg was moved to station 6. The CG turned out fine without ballast. It was 40 grams without rubber. I used a 9" Peck prop and two 30" loops of 1/4 rubber.

It flew great. I think I placed 3rd at the contest, but I'm not sure; I forgot that I can't remember.

Don Srull

I built an Erie Times Special from the very nice Easy Built kit, and flew it for the first time at the Muncie FAC outdoor champs in September, last year. It's a neat looking low wing classic old-timer – typical of the small, simple "commercial" rubber jobs of the 1930's. I used all the materials from the kit, including the plastic wheels, and was ready for rubber at 38 grams – a bit heavier than I had hoped.

Test flights started with a high pitch 10" carved balsa prop and 4 strands of 3/16" Tan II, and the little guy showed no tendency to climb at all and was very squirrely under power. I should have seen right off that an 8" or 9" plastic prop would have simplified trimming and provided more power on the 4 x 3/16" motor. But no – I pushed on, oblivious to the facts. Four strands of 1/4" turned out to be too much torque for the little bird to handle, and I wound up using a 30" motor consisting of a loop of 3/16" and a loop of 1/4", getting several decent flights. It does look good in the air! Next year I'll go with an 8" plastic prop and a 4-strand 3/16" motor – it should be easier to trim; we'll see!

(Plans for the Erie Daily Times Modelplane are available for \$3.00 from FAC-GHQ, 3301 Cindy Lane, Erie, PA 16506.)

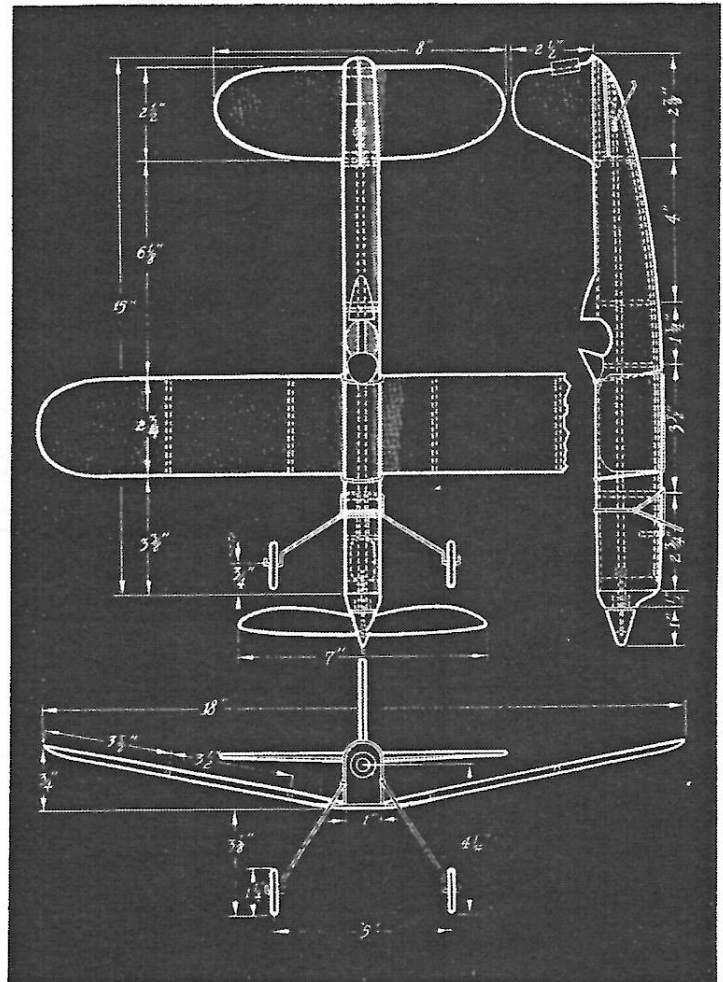
Other Low-Wingers

Elsewhere in this issue are reduced size plans, old magazine ads, and drawings of other low wing old-time rubber models. The Swoose by

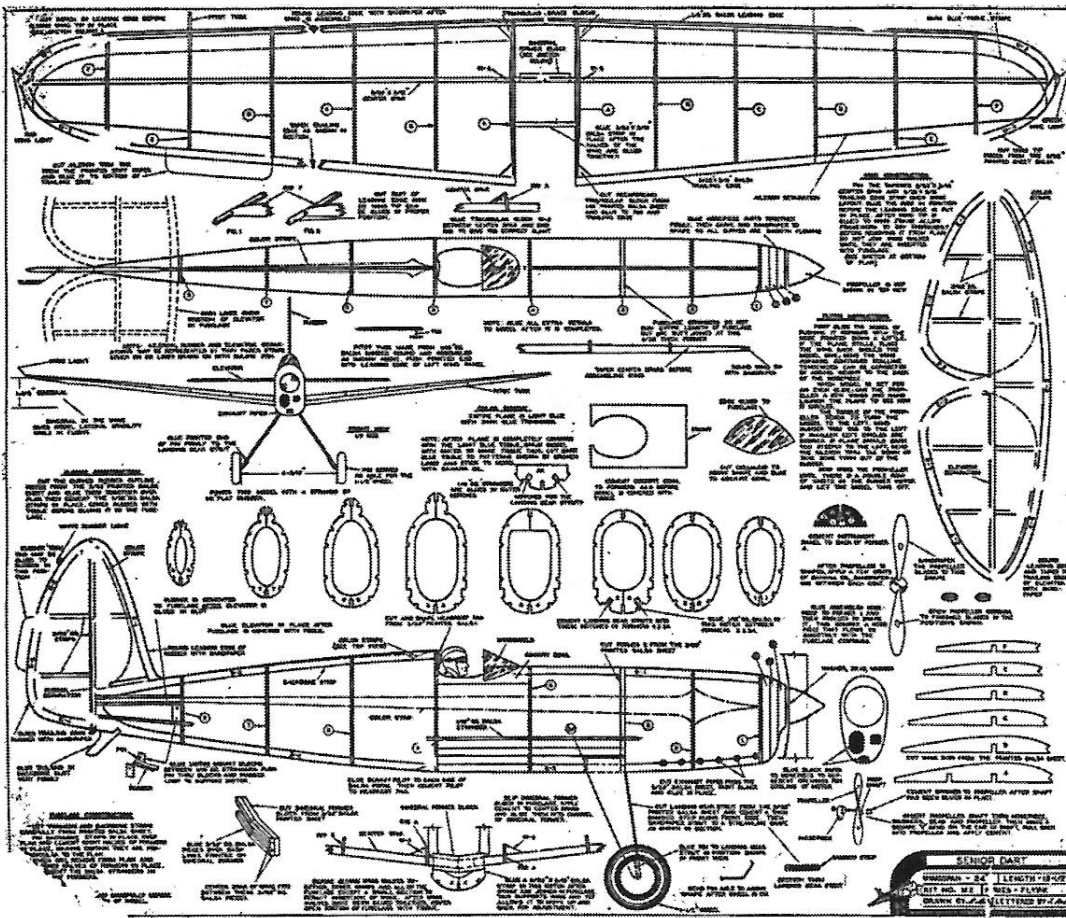
Al Cleve looks good and is on my "to build" list (along with a whole bunch of other models).

I was unable to get plans for the Scientific Bullet, Skipper, and Raven, but if they follow typical Scientific construction, they should be light. The Jimmy Allen Silver Streak looks good in pictures, but the plan shows a fairly awkward and complicated structure. The Comet Senior Dart is a real beauty, but if I was going to put in the time needed to construct it, I would rather build a scale model.

Try a low-winger for the Old-Time Rubber or Two Bit Old-time Rubber events – they're something a little different, and they can be competitive.

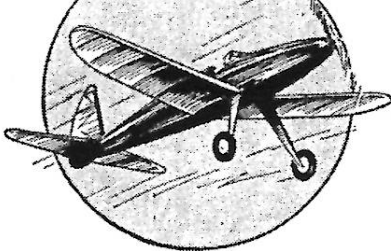


Neat 18" sheet balsa low-winger brought to my attention by Ray Rakow. It's the Luxury Liner by C.H. Grant and full size plans were in the October 1945 Air Trails.



24" Comet Senior Dart
1939

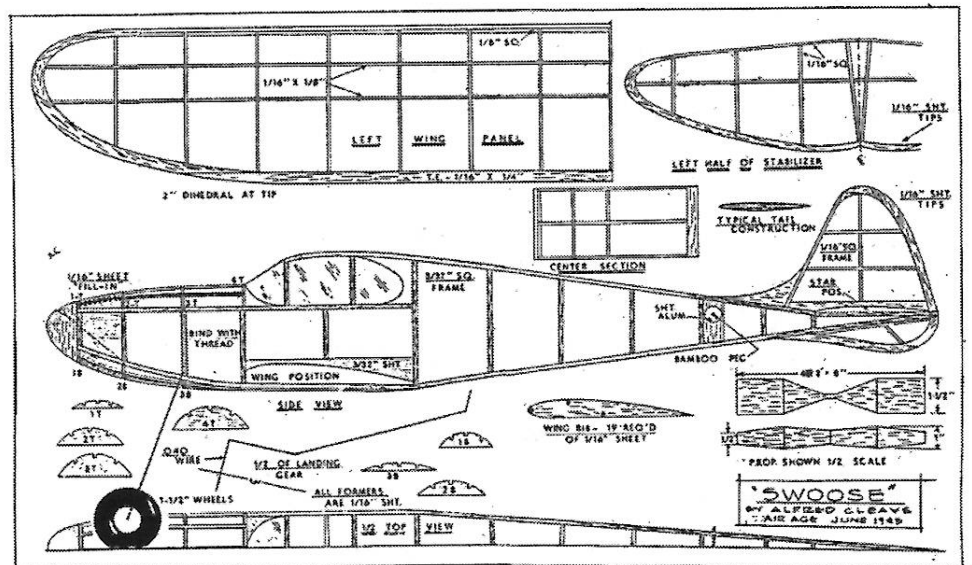
TRIBUTE TO BRAVE CZECHOSLOVAKIA



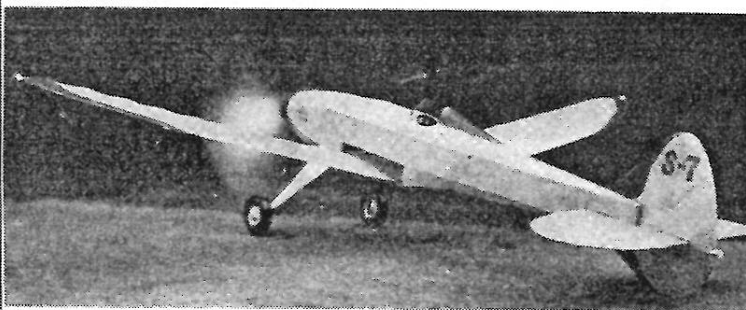
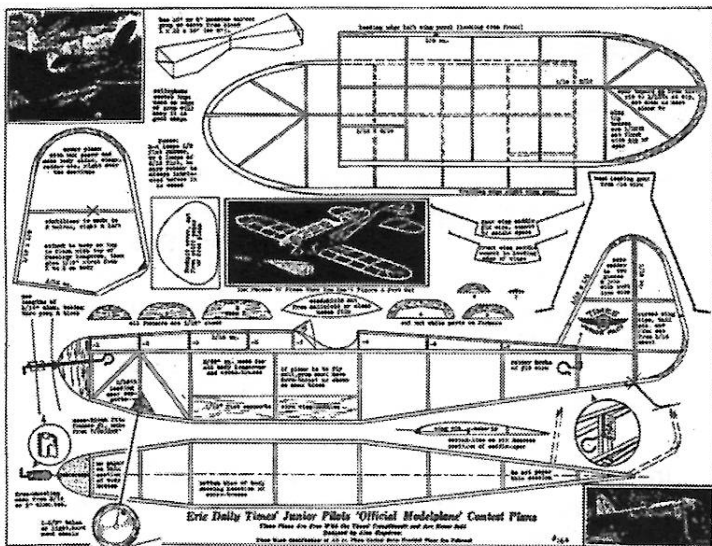
32" C-S INTERCEPTOR C-3

Low wing. Quick as a flash. Realistic streamline modern pursuit-like appearance.

32" Cleveland Interceptor
1940



25" Swoose by Al Cleve, Air Age, June 1943

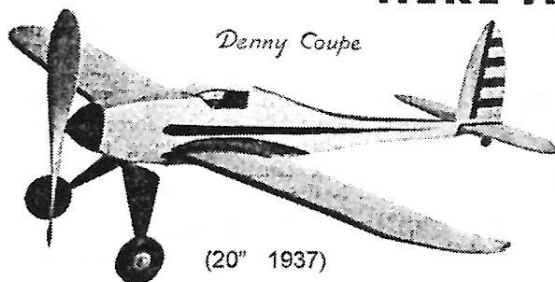


33" Flying Scott by "Scotty" Mayors
 Model Airplane News, Feb. 1943

24" Erie Daily Times Modelplane - 1933(?)

from *Reginald Denny*

HERE ARE TWO DANDIES!



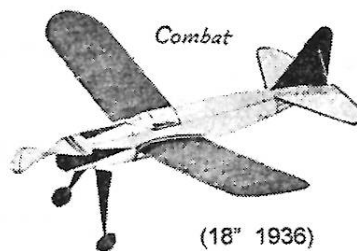
Denny Coupe

(20" 1937)

The DENNYCOUPE has balsa tube fuselage construction found in kits selling for \$2.50. If the rubber snaps you don't wreck the ship. Wing span 20-inches. Over power this one a bit and see what a speed ship you have! Rigid construction—built like a battleship! Knock it around and see how it takes it!

No one can design better endurance ships than Monarch. We are proud to distribute the COMBAT, a fleet mid-wing monoplane that gets up there and STAYS up. Easy to build, fine plans, three large bottles of liquids and ample wood.

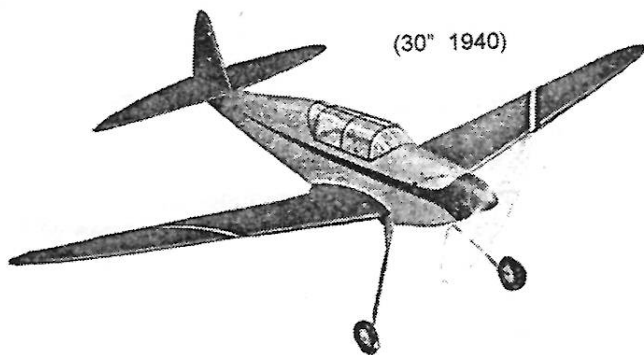
Each . . 50c



Combat

(18" 1936)

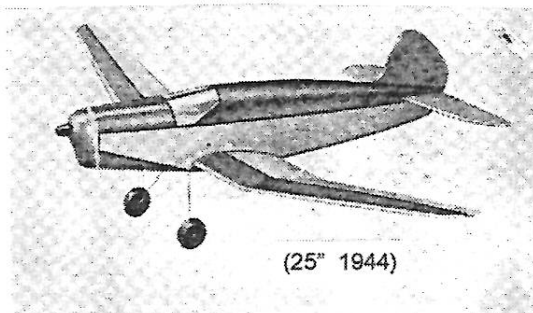
SCIENTIFIC MODEL AIRPLANE CO.



(30" 1940)

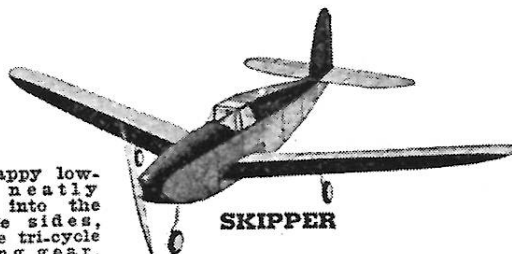
BULLET. The fastest thing on wings! If you want a model with class, zip, and yet easy to build, get one of these new Scientific "Bullets." A pursuit type plane with a low, streamlined, tapered wing; movable tabs on tail surfaces; single strut landing gear; easily constructed enclosed cabin (including instrument panel).
 COMPLETE KIT POSTPAID OR AT YOUR DEALER . . .

50¢



(25" 1944)

"ROYAL" If you want a model with plenty of class, zip, and yet easy to build, get a "Royal"! It has consistently made long, graceful endurance flights of 500 feet or more. 25" wing span. Complete kit and plans.....**35¢**



SKIPPER

(25" 1941)

Its snappy low-wing, neatly faired into the fuselage sides, and the tri-cycle landing gear, marks this model as up-to-the-minute! Colors: blue and yellow.

Ernst G. Green
CDR USN, (Ret)

The modeling fraternity lost one of its most stalwart numbers on 29 November 2002 with the passing of CDR. Ernst G. Greene, USN, (Ret.). In addition to a brilliant career as a Naval Aviator, Ernie was a prolific hobbyist and active supporter of all aviation activities including homebuilt aircraft in his garage, but his primary love was aeromodeling.

CRD Greene, "Ernie" to his many friends, was born on 30 August 1923 in Camden, NJ. Upon graduation from high school he understudied tool and die making with RCA until he became a Naval Aviation Cadet in 1942. He attended the University of Pennsylvania as part of his training program and graduated from Advanced Flying School at Pensacola, Florida as a young Ensign and Naval Aviator.

He was assigned as a seaplane scout-plane pilot on the Cruisers, "Augusta" and "Wisconsin". His later duties took him to be Gunnery Officer aboard the Aircraft Carrier "Hornet" where he flew combat missions in both WWII theaters. After the war he served as a flight instructor at the US Naval Academy flying the "Yellow Perils". He also had a tour of duty in flight test work and several high staff positions, which included a tour with NATO in England.

A look at Ernie's flight logbooks indicated that he had flown many types of aircraft from prop driven fighters to jets, single engine and multi engine land and seaplanes including several of the captured German and Japanese aircraft.

His last tours prior to retirement were with BuPers at the Pentagon. During these years "Ernie" was very active in most of the area modeling clubs and opened his home to club meetings and to his many friends in the Washington area.

"Ernie" is survived by his wife, Mrs. Ann Greene, at their home in McLean, Virginia, and a son Kenneth Greene of Leesburg, a daughter Mrs. Georgeann Apple, of Ashburn, and two granddaughters.

"Ernie" will be greatly missed by all his many friends.

Hurst Bowers

Services for Ernie were held in the "Old Chapel" at Fort Meyer 30 December 2002. Interment was in Arlington National Cemetery.

National Building Museum

Dan Driscoll

Since April 1997, The Maxecuters have held regular indoor fun-flies and contests at the magnificent and historic National Building Museum (NBM) in Washington, DC. Architect and clubster Paul Spreiregen arranged our first flying session there, and it was met by enthusiastic responses by the flyers, museum administrators, and visiting public.

In return for the privilege of flying at NBM, we volunteer to assist the museum staff in conducting Delta Dart building sessions for kids (mostly from Scouting programs).

For the last several years, clubster Russ Sandusky had served as our leader for the Delta Dart program and director of our contests at NBM. Last year, Russ made a few changes in his life – new wife, new job, new home – that took him away from the DC area. As a result, he has had to retire as our Delta Dart leader and contest director. All Maxecuters owe a debt of gratitude to Russ for his years of taking the lead and making a success of our activities at NBM. Thanks, Russ.

Paul Spreiregen and I are attempting to pick up where Russ left off. We had our first fun-fly on January 19, 2003 (results in this issue), and have had several Delta Dart sessions. We now have a full appreciation for Russ's efforts.

We had a good turn out for the fun-fly, and the heavily promoted Comet Phantom Flash event resulted in a surprising 13 entrants. The first round mass launch was quite impressive with all 13 aircraft circling within the confines of the NBM Great Hall without a single mid-air collision. The museum visitors loved it. This will continue to be a regular event.

A reporter and photographer showed up, and our fun-fly was featured on the front page of the next day Washington Post. The story included several interviews and photos of our members. The electronic version is still on the web at:

<http://www.washingtonpost.com/ac2/wp-dyn?pagename=article&node=&contentId=A15623-2003Jan19¬Found=true>

If you want to be put on the e-mail list for future NBM events, contact me at:

ddriscoll@pressroom.com

Additional Information on the Color of the Fuselage for the Fairchild XC-31

Allan Schanzle

The previous issue of MAX-FAX featured a plan for the Fairchild XC-31, and in the text I noted an uncertainty concerning the color of the fuselage. The prototype was designed and built in 1933/34, the same time that the Army Air Corps was writing specifications for standardizing blue as *the* color for the fuselage. The specifications stated that current supplies of olive drab were to be used before converting to blue.

If you go back and read the article in the previous issue, you'll find that I chose olive drab as the appropriate color based on a conjecture (or guess) by Merle Olmsted, an aviation historian in California. Since publication of the last MAX-FAX, I sent the author of the book about Fairchild aircraft, Kent Mitchell, a photo of my completed model, and offered him my rationale for choosing olive drab. I inquired whether or not he had any definitive information concerning the appropriate color. The following is an excerpt from his letter:

"... the Friday, September 6, 1991 issue of the Hagerstown Daily Mail newspaper features a color photograph of me. In the background is a large photo my father took in 1934 of the XC-31—with a blue fuselage. This was before it left Hagerstown.

Also, as it was the first airplane the Kreider-Reisner folks had ever built for the U.S. Army, it would have been unlikely that they would have any olive drab paint to be used until the supply was exhausted".

Well, that just about resolves that problem, or does it? Kodachrome color film wasn't available until 1936, so the picture must have been hand-colored prior to printing in the 1991 newspaper, and what would the newspaper people know about aircraft colors 55 years earlier? In addition, only one of the photos I acquired from the Smithsonian had "U.S. ARMY" painted on the bottom of the wing, and I wondered if it appeared on the photo taken by his father. If not, then it was probably added after delivery to the Army, and that opens the possibility for the fuselage being repainted at Wright Field. So I sent Kent an e-mail inquiring about these items and got the following response:

"Believe me (from my experience being interviewed several times), the young kid newspaper people here don't even know that airplanes were built in Hagerstown—much less knowing what color they were. I have the photo in question. It was hand oil tinted by my mother. My dad was a Kreider-Reisner mechanic on the plane and he never saw it again after it left Hagerstown."

So there you have one definitive and authoritative documented color scheme. Blue would be appropriate, but Kent didn't address the "U.S. ARMY" question. I guess any normal individual would let it go at that, but I have one additional step I want to take. There is a large library at Wright Patterson AFB, and I've written them to see if they have any information. Stay tuned. I may actually get a definitive resolution to this question.

As a final update, Claude Powell sent an e-mail to inform me that Diehls published a plan of the XC-31, so mine is *not* the first for this aircraft. Diehls specified the fuselage color as light blue. Oh well, that's not my first mistake, and it certainly won't be my last.

DREADED BRAINBUSTER SQUADRON

of the Flying Aces Club

Spring Rubber Scale Contest

Dinwiddie County Airport, Petersburg, Virginia

Saturday, 17 May 2003

In conjunction with the Brainbuster spring free flight contest

ENTRY FEE: One Dollar

RULES: No semi-scale models allowed.

Timed event: six attempts for three official flights

Mass Launch events: Number of flights at discretion of flight leader.

Flight schedule may be adjusted due to weather patterns

EVENTS:

MASS LAUNCH EVENTS:

11 A.M. World War I Combat

11:30 A.M. Golden Age Biplane (see special rules)

1:30 P.M. World War II Combat

2:30 P.M. Dime Scale

3:15 P.M. Low-wing Mil.Trainers (see special rules)

TIMED EVENTS: (flown all day)

Golden Age

GHQ Peanut Scale

Embryo

Flying will end at 4:00 P.M.. Prizes will be awarded soon thereafter.

Contest Director: Abram Van Dover

Flight Leaders: Bob McLellon (757) 481-0480 (bobmcl@exis.net)

Jerry Paisley (757) 357-7642 (jerpaisley@earthlink.net)

AMA LICENSE REQUIRED

SPECIAL RULES

LOW-WING MILITARY TRAINER MASS LAUNCH EVENT

The low-wing military trainer event opens the door to building and flying many airplanes which could not be flown in the principal mass launch events. PT-19's, Miles Magisters, SNC's, BT-13's, AT-6's, T-28's and T-34's will be eligible. The latter types can also be flown in Modern Military events at other contests.

1. Airplane modeled must have been specifically designed for use as a trainer.
2. Model must have proper color/markings.
3. Any vintage O.K. (WW-II, Modern, etc)
4. Any size O.K.
5. Retractable L.G. may be in up position.
6. Foam allowed for engine cowlings back to firewall. No other foam construction allowed.
7. Rubber power only
8. Models must meet FAC min point reqmt.

GOLDEN AGE BIPLANE MASS LAUNCH

1. Model must have proper color/markings.
2. Any size O.K.
3. Retractable L.G. must be in down position.
4. Foam allowed for engine cowls back to firewall. No other foam construction allowed.
5. Rubber power only.
6. Models must meet FAC min point reqmt.

PHOTO PAGE

7. At the National Building Museum on January 19, there was a cloud of 'Phantom Flashes' in the air during the mass launch. Here are the flyers. This very successful event will be held regularly.
8. A Phantom Flash in flight at the National Building Museum. This model is a good flyer; build one and join the fun.
9. Also join the fun and help out with the Cub Scouts building sessions at the NBM. Here Bob Flickinger offers a bit of advice. Many Maxecuters offer their time and talents to the Cub Scout building sessions.
10. Original 1940's kit for the Modelcraft Black Bullet featured in this issue.
11. Original 1940's kit for Berkeley Chieftain, also featured in this issue.
12. We want to show a photo of Russ Sandusky who for many years was the selfless leader for the Delta Dart building sessions and also the CD at the NBM. Come back for a visit Russ.
13. Here is Russ again demonstrating the finer points of adjusting a Delta Dart to a Cub Scout and also to Ayumu Ota, our point of contact at the NBM. Ayumu is the organizer of the Cub Scout sessions at the NBM and also provides those delicious snacks for the flyers.
14. Paul Spreiregen is the Maxecuter who made the NBM flying sessions happen and also involves the Cub Scouts in the flight theory discussions.

NBM Fun-Fly Results – Jan. 19, 2003

P-nut (8 entrants)

1. Rich Gillis RV-6
2. Dan Driscoll OH-7
3. R. Summers Found

Bostonian (6 entrants)

1. Dan Driscoll Robin
2. Ed Zapolski Monocpe
3. John Appling Pac. Ace

WWII Profile (7 entrants)

1. Terry Slattery FW-190
2. Bobby Russell ?
3. Ed Zapolski Defiant

Dime Scale (6 entrants)

1. Bob Marchese Robin
2. Stew Meyers Robin
3. Bert Phillips Cessna

Phantom Flash (13 entrants)

1. Steve Fujikawa
2. Terry Slattery
3. Stew Meyers

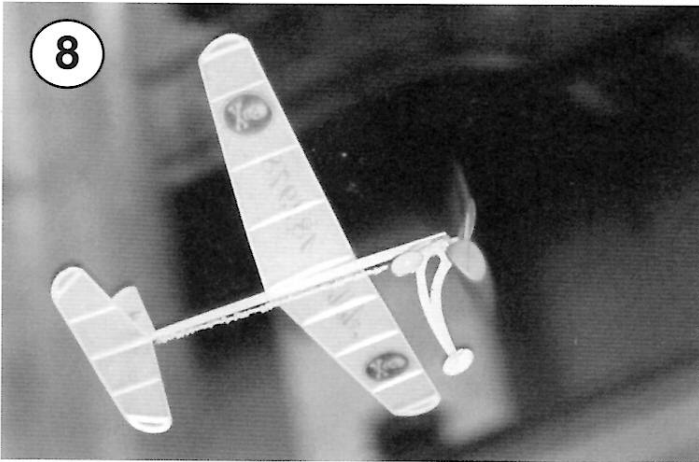
Scale Biplanes

Not flown – insufficient entries

Grand Champ – Terry Slattery



7



8



9



FLYING MODEL
by
MODELGRAFT LOS ANGELES, CALIF.



BLACK BULLET

10

BERKELEY

FAMOUS FLYERS
MODEL DESIGNS THAT HOLD NATIONAL AND STATE RECORDS

BUILT BY BERKELEY, BUILDER OF AMERICA'S FINEST MODELS

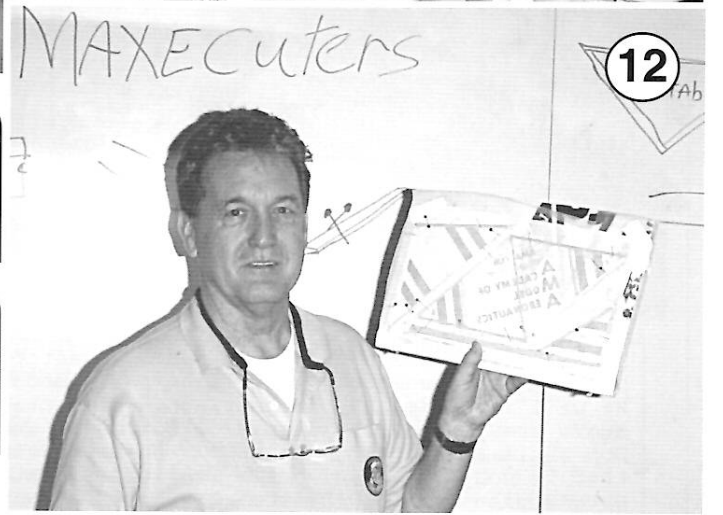
20 to 30-INCH WINGSPAN

• EACH KIT CONTAINS •
FULL SIZE LAYOUT PLANS, INSTRUCTIONS,
WITH LAMINATING FILM, GLUE, BRUSHES,
CUT KNIFE/SCISSORS, BANDSAW, BATTERY STRIPS,
AND BLOCK CUT TO SIZE. ALL WOODS
ARE PRE-DRILLED.



BERKELEY MODELS, INC. • BROOKLYN, N.Y., U.S.A.

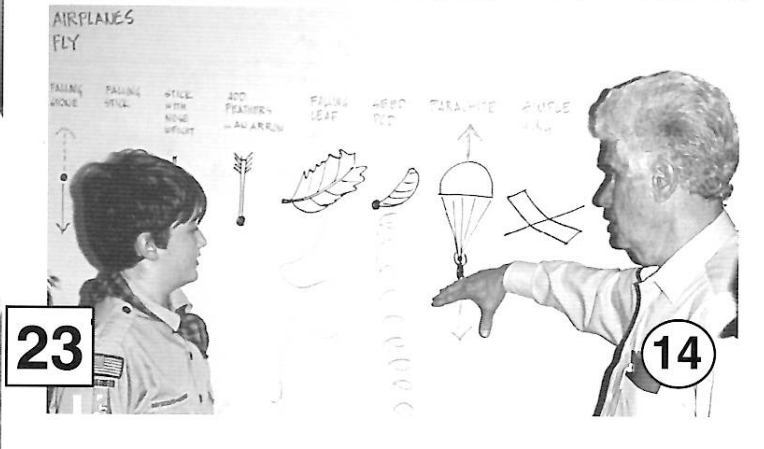
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12



13



23

14



Photo from Don Srull

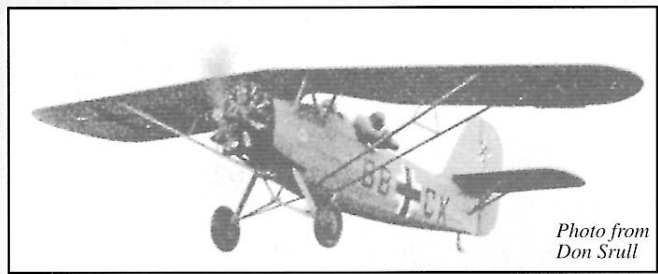


Photo from Don Srull



Photo by Bob McLellon



Photo from Lindsey Smith



Photo from Lindsey Smith

Page 24 is dedicated to Doug McHard a Master Modeler who has left us for the great beyond. Doug was a consummate free-flight scale modeler and also enjoyed sport and R/C aircraft. We will miss him and his continuous production of magnificent scale model aircraft. Photos above are just a tiny sample of Doug's production line. Clockwise from top left: Doug with Don Srull admiring Doug's rubber powered Heinkel; Doug's Heinkel on a photo mission (no that is Doug's Heinkel not a real one); next a favorite, a Gloster Gladiator modeled from Doug's plan by Bob McLellon; here is Doug with a CO2 powered version of Earl Stahl's Luscombe; and last another favorite a Waterman with a compressed air motor.

CLUB OFFICERS -President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 2111-2305
 Treasurer: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853
 Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm 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 below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Norm Davison.

PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

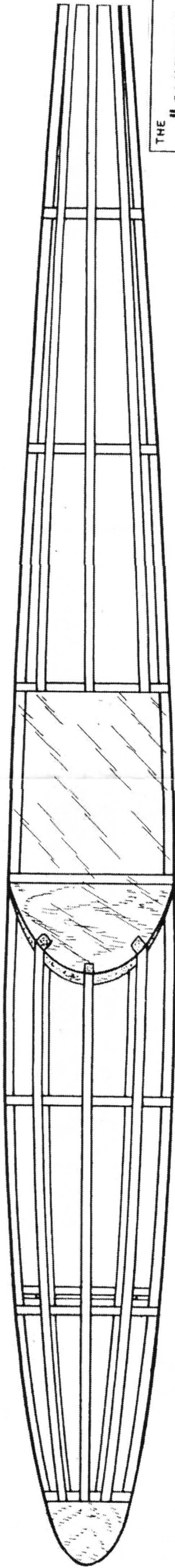
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-385-1749. Email gets immediate attention. stew.meyers@erols.com

Maxecuter web site: www.maxecuter.com

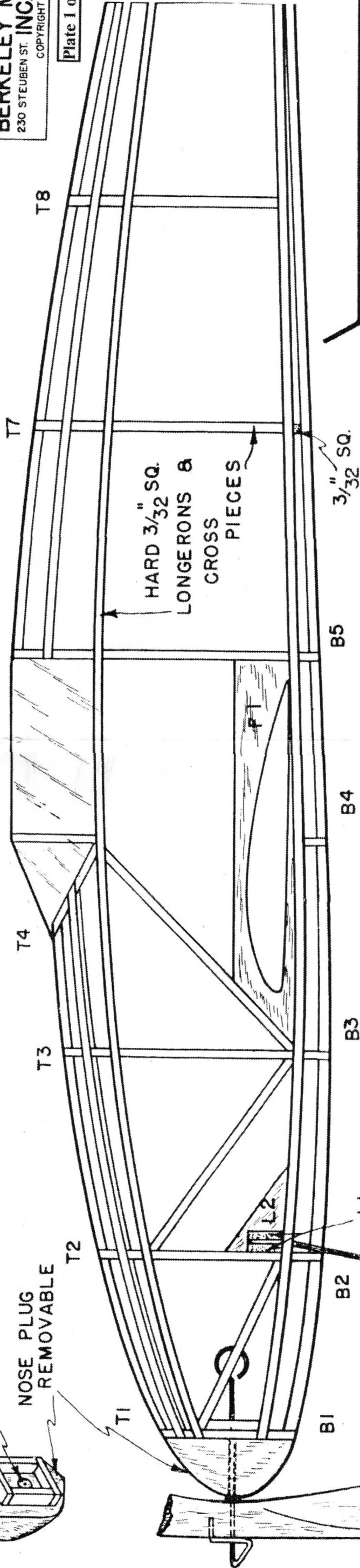
Your DUES are due

THE "CHIEFTAIN"
 26" LOW WING
 FLYING MODEL
 BERKELEY MODELS,
 230 STEUBEN ST. INC. BROOKLYN, N.Y.
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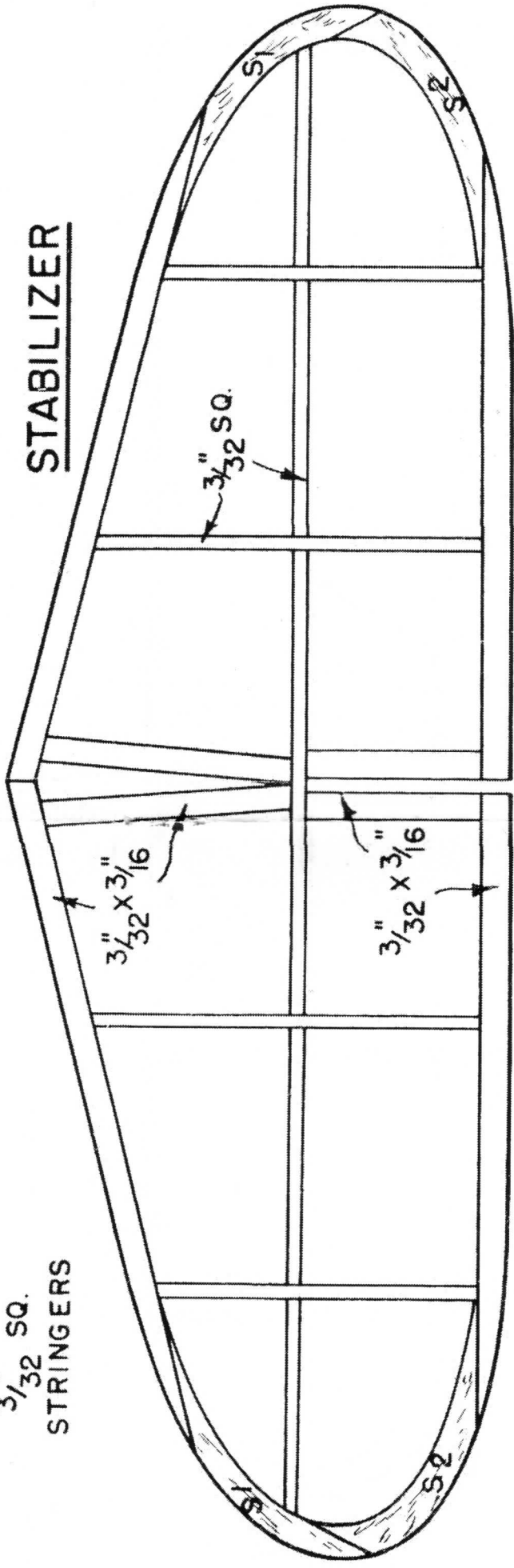
Plate 1 of 3



FUSELAGE

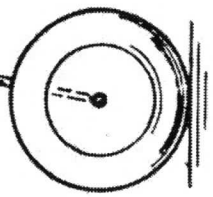
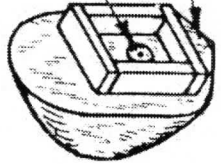


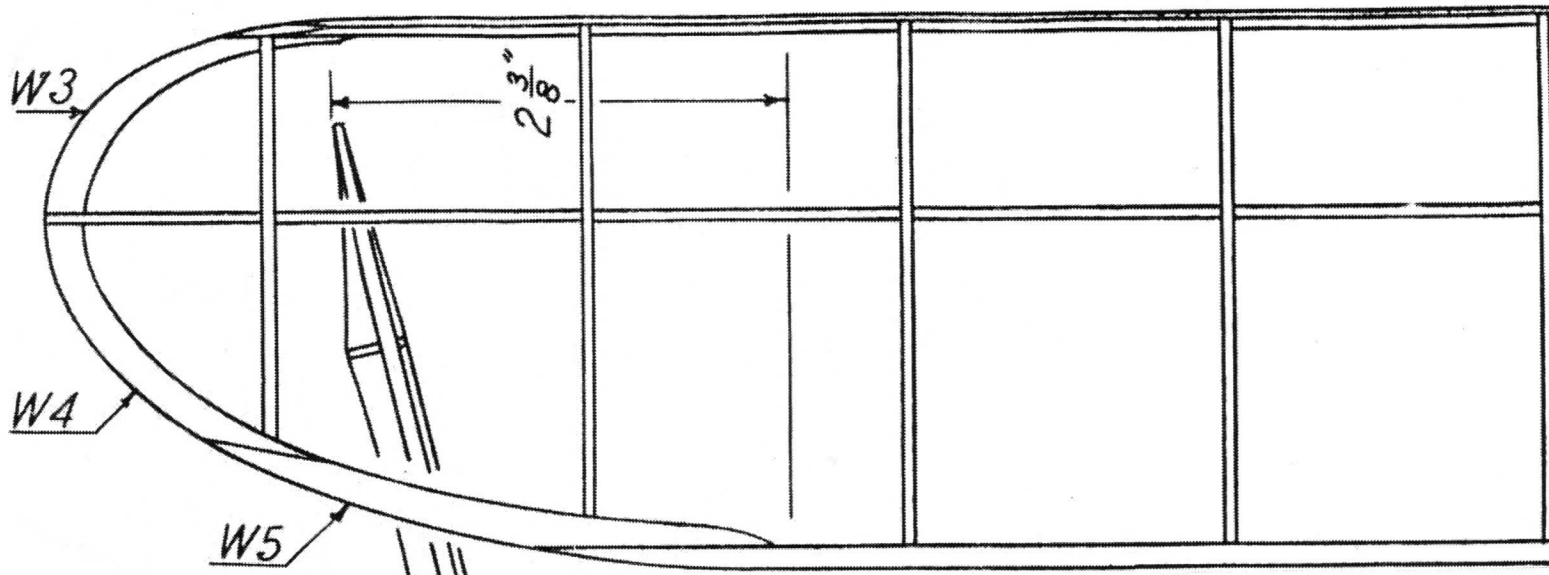
STABILIZER



LANDING GEAR LAYOUT

MUSIC WIRE

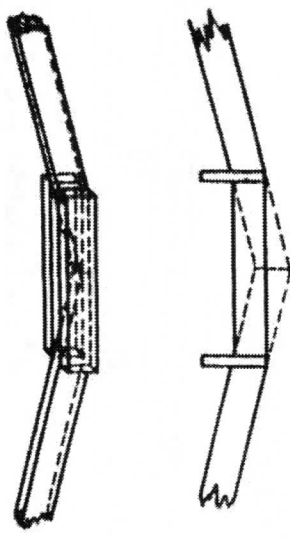
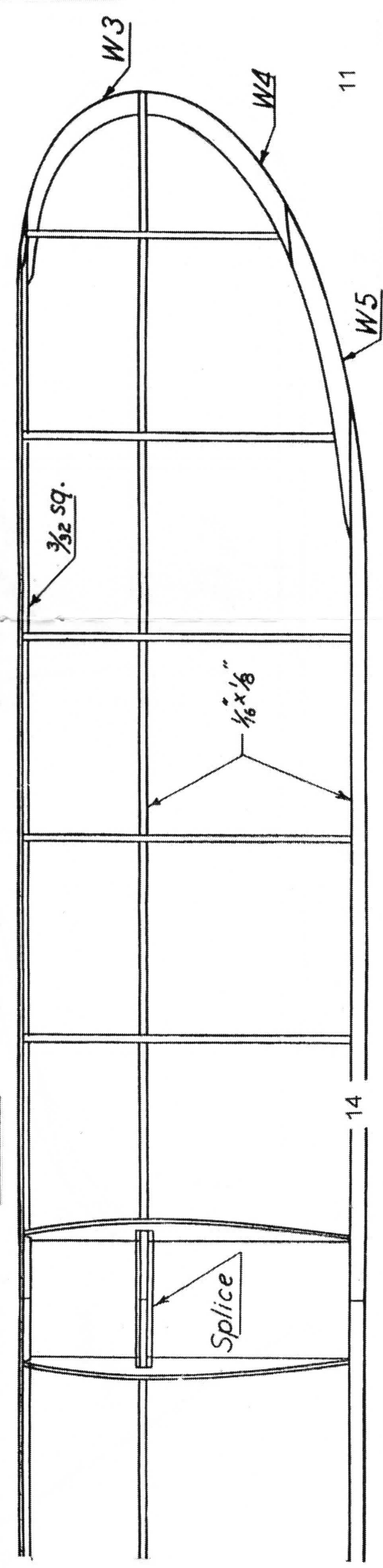
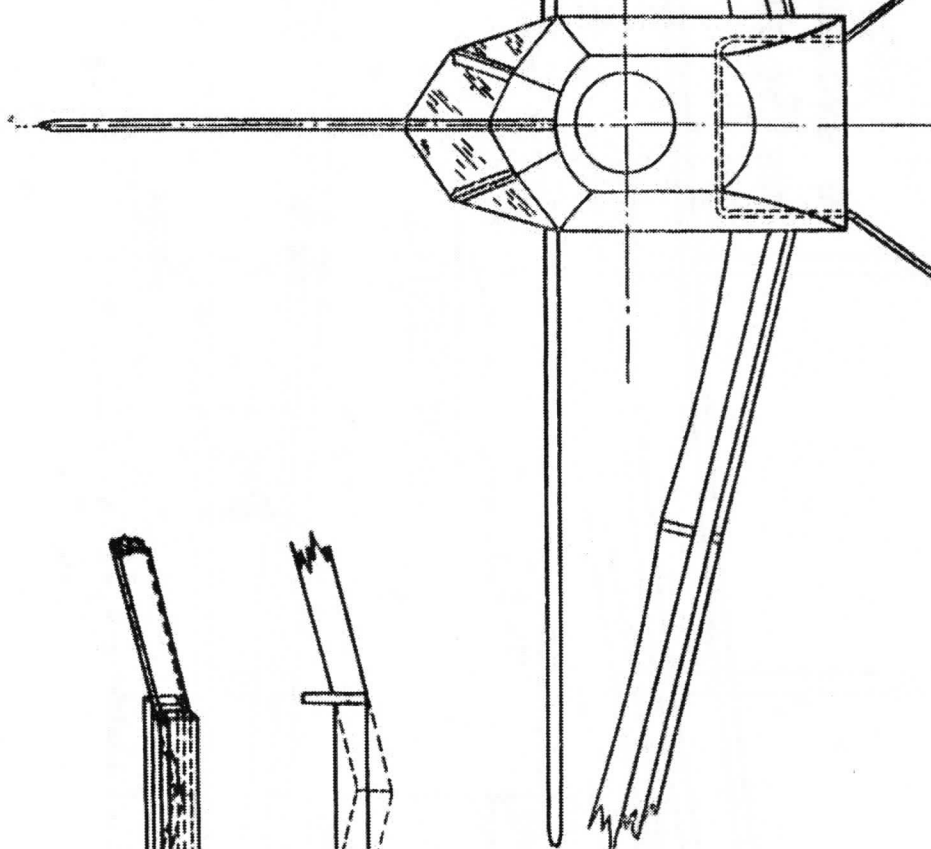




THE BLACK BULLET

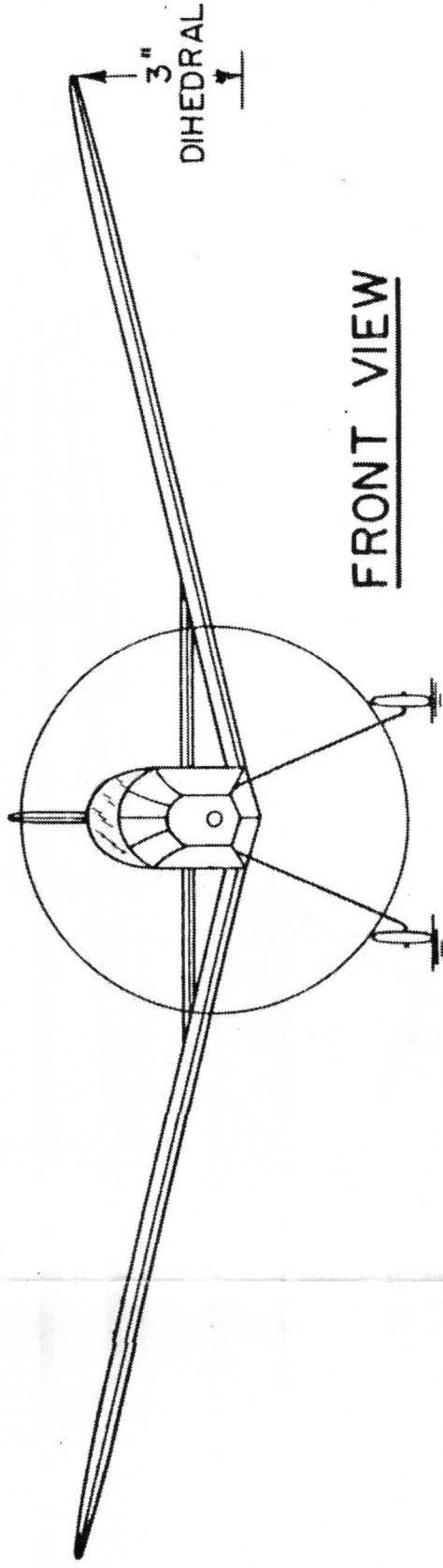
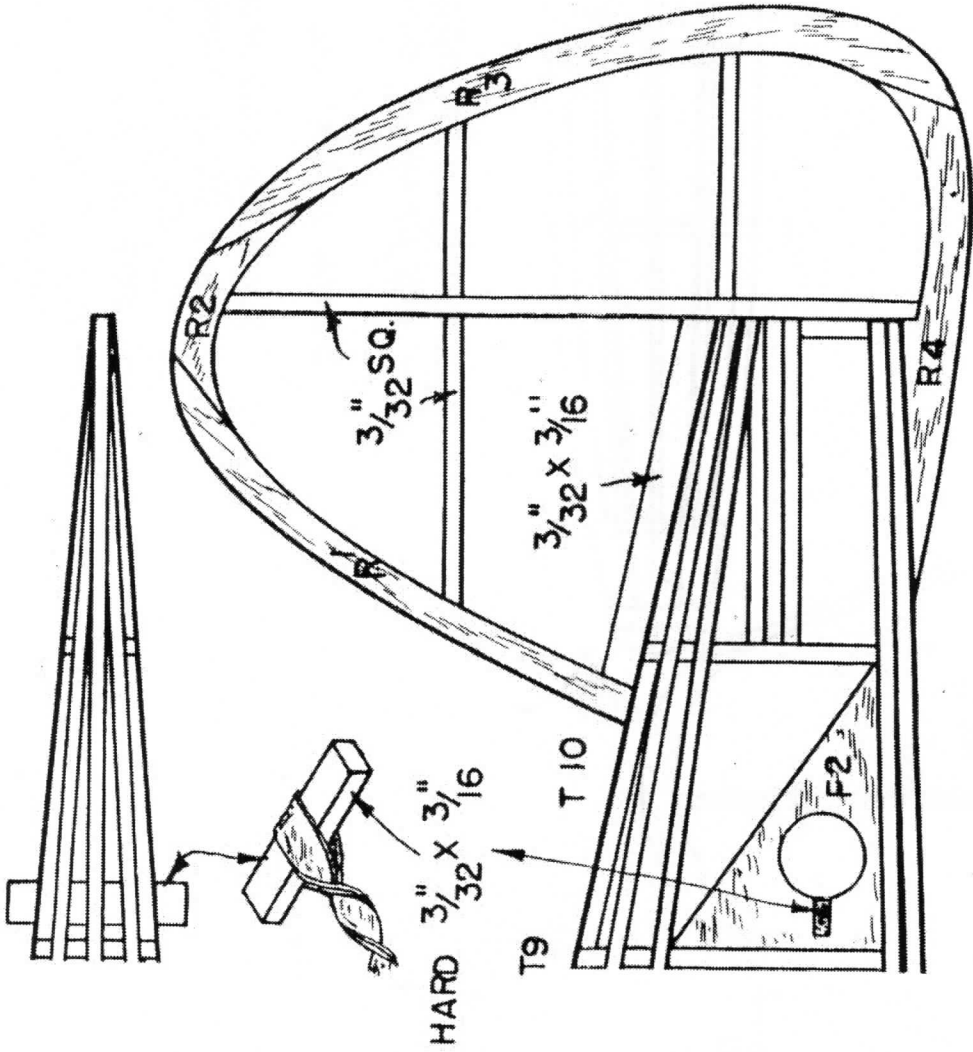
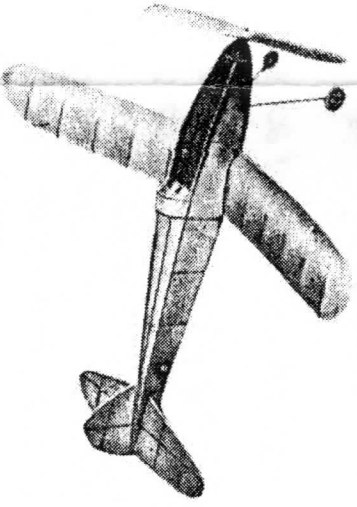
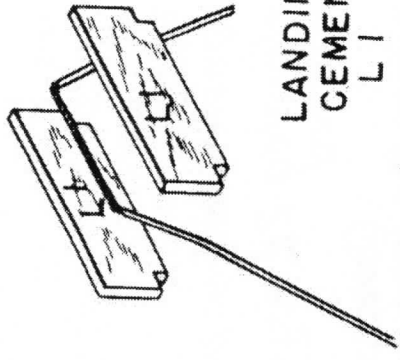
Cut from plan and dope to fuselage.

Plate 2 of 3

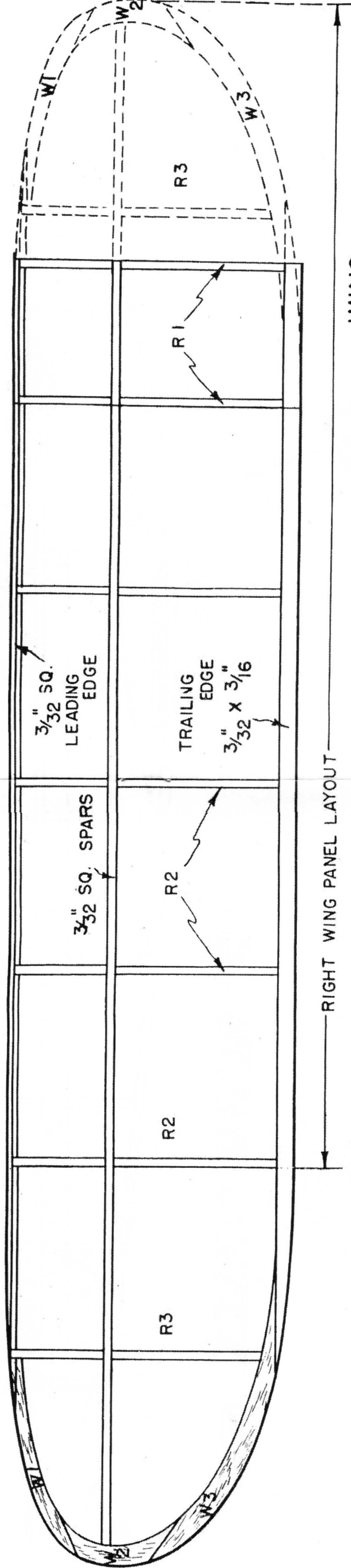


THE "CHIEFTAIN"
 26" LOW WING
 FLYING MODEL
BERKELEY MODELS, INC.
 230 STEUBEN ST. INC. BROOKLYN, N.Y.
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Plate 2 of 3



FRONT VIEW



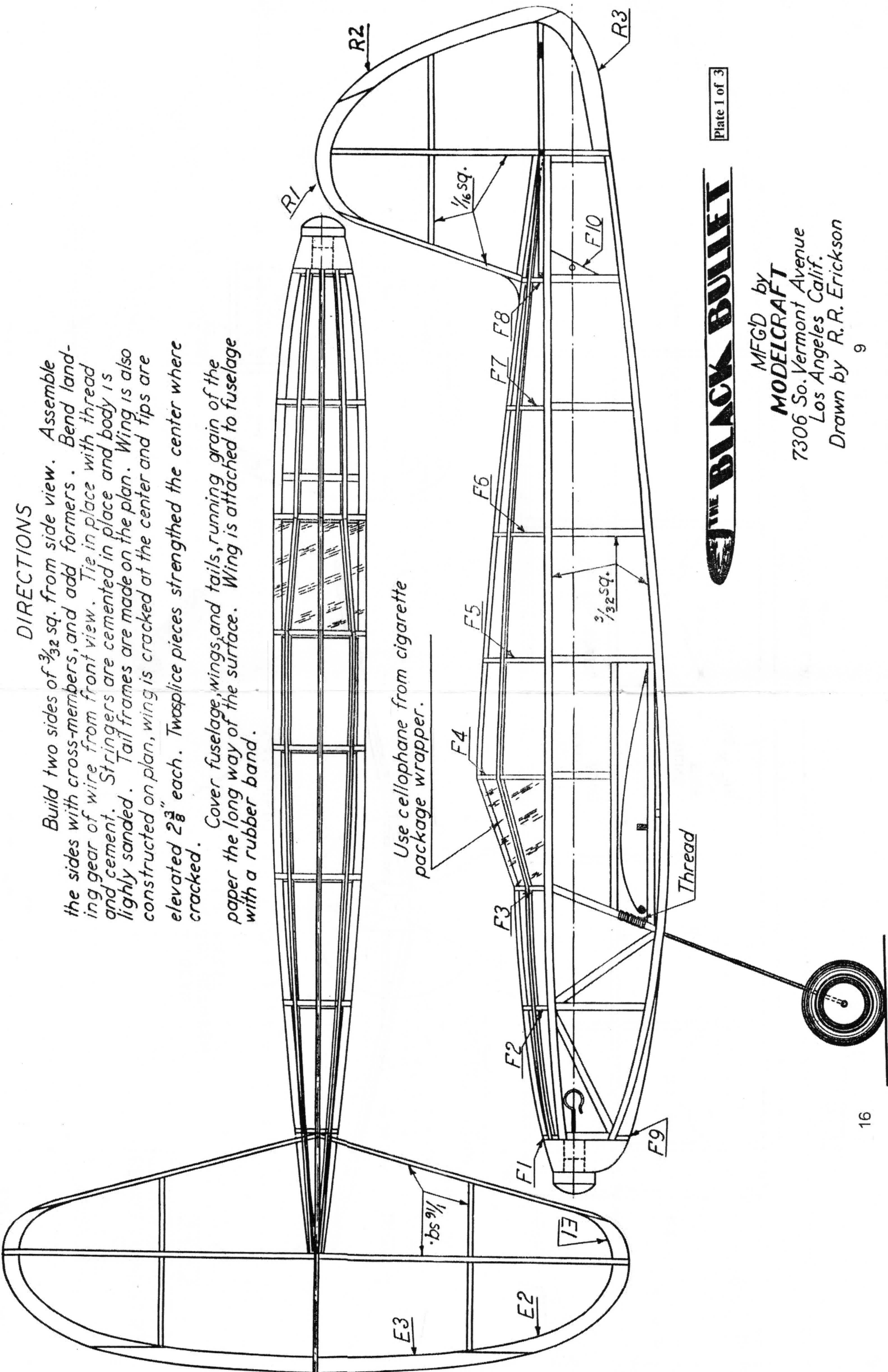
RIGHT WING PANEL LAYOUT

WING

DIRECTIONS

Build two sides of $\frac{3}{32}$ sq. from side view. Assemble the sides with cross-members, and add formers. Bend landing gear of wire from front view. Tie in place with thread and cement. Stringers are cemented in place and body is lightly sanded. Tail frames are made on the plan. Wing is also constructed on plan, wing is cracked at the center and tips are elevated $2\frac{3}{8}$ " each. Twosplice pieces strengthened the center where cracked.

Cover fuselage, wings, and tails, running grain of the paper the long way of the surface. Wing is attached to fuselage with a rubber band.



DIRECTIONS FOR BUILDING A FLYING

This model is simple in structure and design, and should offer no difficulties in construction, even to the beginner. Before beginning the construction of the airplane, look over the plans and pictures carefully to obtain a general idea of the construction. If any difficulties appear, try to construct the model as far as possible. Most of the construction will become simple as work progresses. In all cases, take your time, making sure that all parts are correctly cut and aligned. Select a flat board, table top, or workbench for layout work. It is best to have a model knife, pliers, and sandpaper handy.

THE FUSELAGE.
Cover the side view of the fuselage with wax paper. Lay 3/32" sq. longerons along the lines. Insert all necessary cross members. To make the second side exactly the same, build directly over the first side. When the cement has dried, separate the two sides and proceed to put the horizontal cross members in place. Insert the front cross members first, working toward the rear of the fuselage. Cut out the fuselage bulkheads from the printed wood but do not notch them. It is best to cement the cut out parts in their correct place as you cut them out in order to avoid losing them. The landing gear wire should be formed at this time and cemented between the L1 pieces at the bottom of the fuselage. F2 is cemented in place at the rear of the fuselage. A hard piece of 3/32" by 3/16" fits into F2 and supports the rubber. Attach all stringers to the top and sides of the fuselage, forming smooth curves. If necessary, do not follow the printed notches exactly.

TAIL SURFACES.
The tail surfaces (Rudder and stabilizer) are flat and are laid out directly on the drawings. The tail surfaces are covered on both sides.

WING.
The wings are built directly on the drawing and construction is self-explanatory. The right half of the wing is built on the plan in the "Right wing panel layout." The wings are then cemented together. Be sure to give each wing an equal amount of dihedral.

PROPELLER.
The propeller included with the kit is semi-finished. Drill a hole with a needle in the true center of the propeller to accommodate the propeller shaft. Insert shaft through the nose block and propeller using copper washers between them as a bearing. Bend shaft over propeller and cement firmly. Make sure that the propeller turns true before flying the model. Cement the spinner over the propeller hub. Round corners on the propeller and sand blades to a streamline shape.

COVERING AND DECORATING.
It is best to follow these hints when covering your model:
A. Sand the wood smooth before beginning to attach paper.
B. Always have the grain of the paper turning lengthwise on the model. By holding the paper in front of a light, the grain can be easily detected.
C. Apply the tissue to the framework with Clear Dope, a small portion at a time.
D. Cut tissue in small strips when covering curved parts of the fuselage, wing tips, etc.
E. After the entire ship is assembled, spray or brush lightly with water and allow to dry slowly. Match the tail surfaces when drying and, if necessary, twist gently to avoid warping.

FLYING.
If possible, obtain a small hand drill for winding the rubber. By stretching and winding in slowly, duration can be tripled. The model should balance exactly when finished. Test flights should be made from a take off position until the model is properly adjusted. Never fly it on windy days, or where there are too many obstructions such as trees, buildings, etc. Balancing should be done with B-B shot.

1/16"

Plate 3 of 3

THE "BLACK BULLET" CEMENT TO RUB.

THE "BLACK BULLET" 1 Req.

W5 W5 W3 R3 R2 W4 W4

E1 E1 F10 F3 F3 F5 F6 F7 F8 F9 F10 F11 F12 F13 F14 F15

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 R15

W1 W2 W3 W4 W5 W6 W7 W8 W9 W10 W11 W12 W13 W14 W15 W16 W17 W18 W19 W20 W21 W22 W23 W24 W25 W26 W27 W28 W29 W30 W31 W32 W33 W34 W35 W36 W37 W38 W39 W40 W41 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W56 W57 W58 W59 W60 W61 W62 W63 W64 W65 W66 W67 W68 W69 W70 W71 W72 W73 W74 W75 W76 W77 W78 W79 W80 W81 W82 W83 W84 W85 W86 W87 W88 W89 W90 W91 W92 W93 W94 W95 W96 W97 W98 W99 W100

17

8

THE "CHIEFTAIN"
26" LOW WING
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Plate 3 of 3

