

# MAX FAX



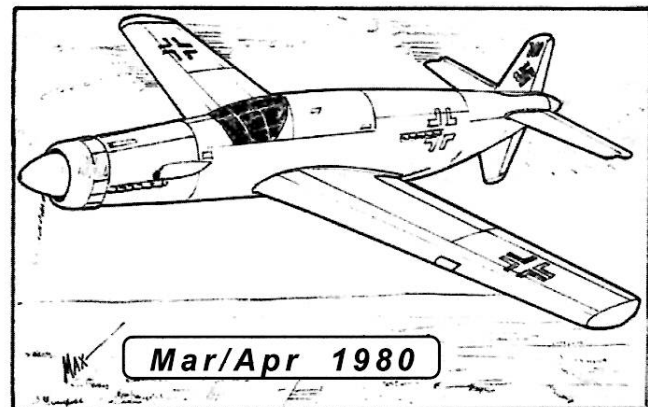
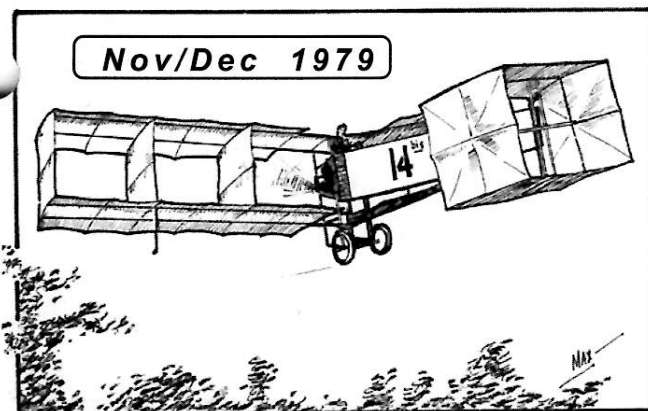
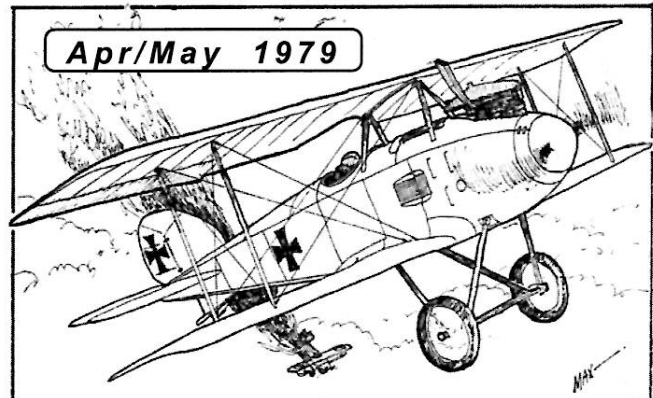
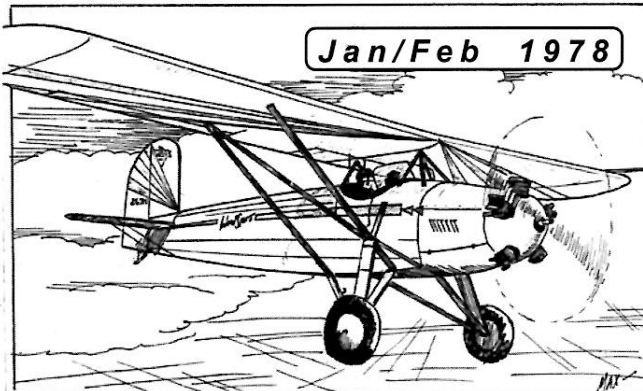
**Journal of the D. C. Maxecuters**

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

**Editor: Tom Schmitt**

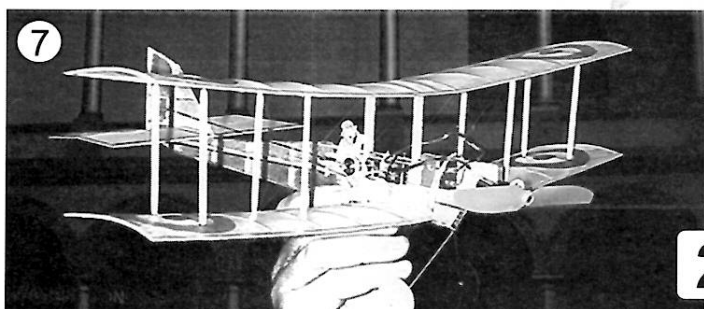
**March/April 2006**

*Four plans from the Maxecuter Archives of more than 25 years ago*



## Coming Attractions

- MARCH 5, 2006 SUNDAY 11:AM TO 4:00 PM  
MAXECUTER NATIONAL BUILDING MUSEUM FLYING
- MAY 19, 20, 2006 KUDZU SEA AND LAND MEET AT GOLDSBORO  
AND RAEFORD, NORTH CAROLINA.  
Check the website for details or call Stew Meyers.
- JUNE 10,11, 2006 EASTERN US FREE FLIGHT CHAMPS  
WAWAYANDA, NEW YORK
- JULY 14,15,16, 2006 FAC NATIONALS GENESEO, NEW YORK  
THE BIG ONE EVERY TWO YEARS!
- JULY 21, 22, 23. 2006 WESTERN NY FF SOCIETY AND CANADIANS  
"GREAT GATHERING OF GRAPES" GENESEO, NEW YORK
- SEPT ??, 2006 FAC AT MUNCIE, INDIANA
- SEPT 11-15, 2006 SAM CHAMPS MUNCIE, INDIANA  
WITH 'EARL STAHL' MODEL SPECIAL EVENTS.



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## TWENTY FIVE YEARS AGO IN MAXFAX

Tom Schmitt Editor

Nostalgia plays a significant role in scale modeling of aircraft; an aircraft we remember from our youth or perhaps one in a book or magazine that stirred our imagination. Maxecuters and their models are like that. Even if another of our readers designed and built them they serve to inspire others to search for that illusive aircraft to be modeled.

The Maxecuter models in this issue were selected since the MaxFax issues that featured them were published over 25 years ago. Imagine that, a quarter of a century and continuing to be of interest to many of us. It should be noted that all four are FREE FLIGHT scale models. Free flight scale continues to be the way to go; just look at the success of Pinkham Field 'Irregulars' and the FAC.

It is hoped to continue reviving old Maxecuter plans in some future MaxFax issues. The ones in this issue were chosen randomly and there are many more great free flight scale models in previous issues that can be selected in the future.

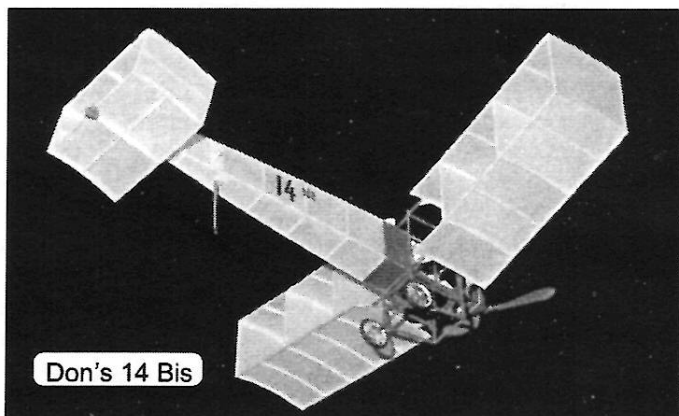
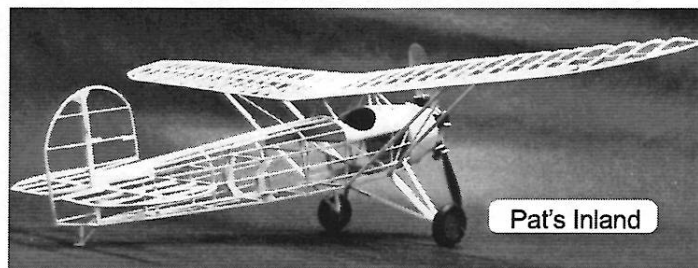
This issue also presents a selection of photos from last summer's FAC Muncie Contest contest by Stew and the most recent National Building Museum contest on January 15. The next time you see Dan Driscoll, thank him for organizing the NBM events.

Look for Jim Pollard's nifty rubber job in the March issue of Flying Models.

## PHOTOS ON PAGE 2

1. Pres Bruning with his XP-55 Curtiss Ascender at Muncie FAC, Sept 2005.
2. John Houck's double size NoCal Vindicator was First at Muncie FAC, Sept 2005. It must help if your "T" shirt has your Model on it.
3. Bob McLellon was at Muncie with his High flying 'Goon'.
4. Richard Adams with his XP-54 Vultee at Muncie. Now who is going to do the XP-56 Northrop Black Bullet?
5. Pat Daily enjoyed the NBM fun on Jan 15 with two of his Lightweight R/C aircraft.
6. Our editor on a sabbatical this month with his very light Profile R/C DH-6 at the NBM.
7. A closeup of Stew's DH-6 showing the R/C gear.
8. The usual suspects at the weekly Maxecuter Tuesday luncheon meeting at Corkies. Ray Rakow, Dan Driscoll, Don Srull, Ralph Smalley, and Tom Schmitt.

## Below are some photos of the Maxecuter models in this issue.



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INLAND SPORT by Pat Daily

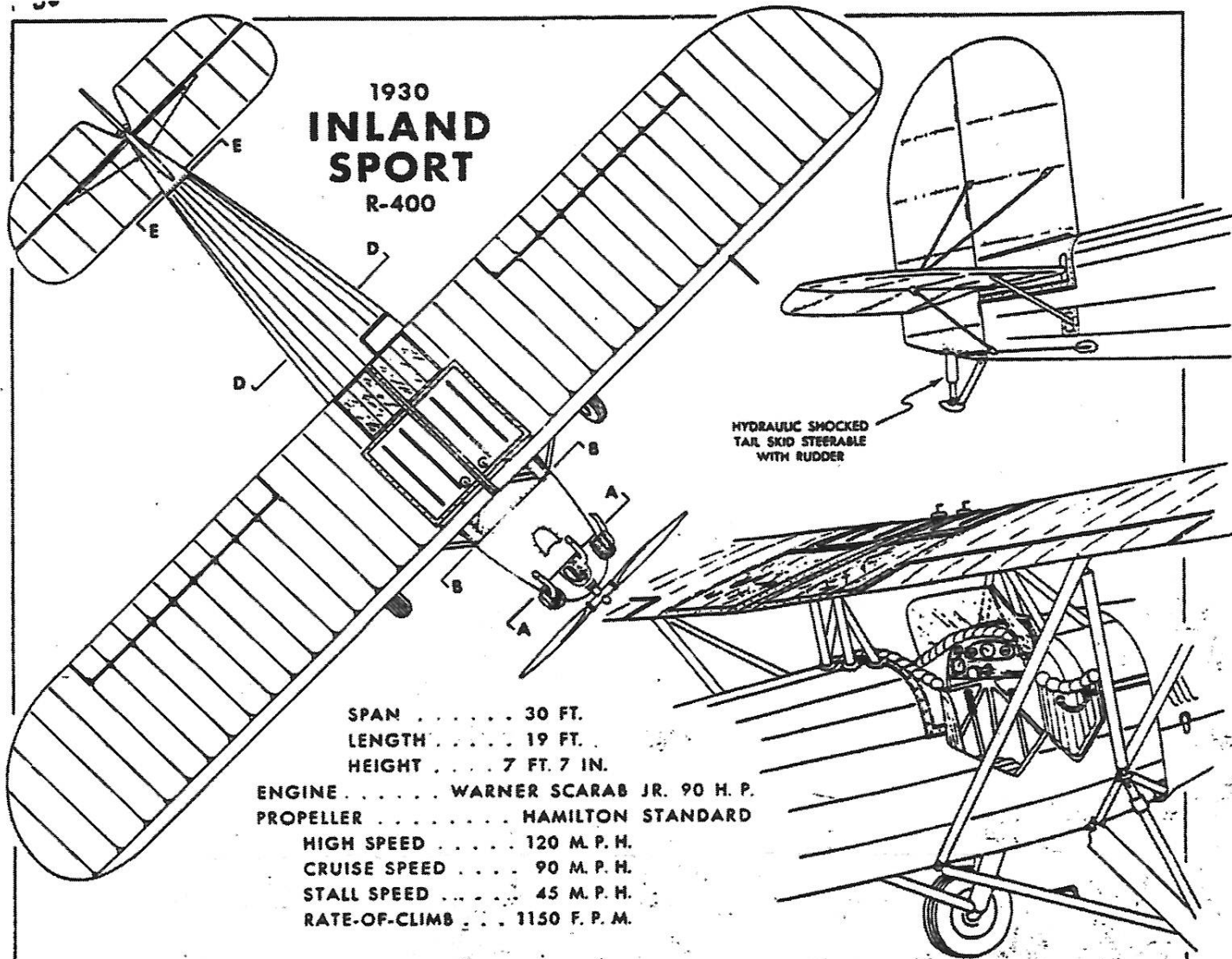
This P-NUT Scale Inland Sport is a plane I have been wanting to do for some time. The Inland holds a special place in my list of favorites, since my dad, Chuck Daily, was one of the salesman-test pilots for Inland in the late twenties. This is a rather obscure aircraft, with only some 48 being produced. Inland Aviation was located in Kansas City and produced the Inland Sport from 1928-31 or so, before going under in the great depression. The plane itself was quite successful--a parasol monoplane with side by side seating in an era of biplanes. The Inlands were raced at the National Air Races and set several speed records for lightplanes, with a record set by Will More of 124 mph--not bad for less than 4 grand. Several versions were built with Scarab and Warner powerplants. Some had Townend Speed Ring Cowlings and Full wheel pants, while others (5 cylinders) didn't. Color schemes varied a bit--dark blue fuse and yellow wings and flying surfaces with dark blue sunburst, also red and white, green and black etc. I built a 3/4" inch version of the Inland for the 76 NATS and place 8th in indoor scale with it. It was capable of at least 45 seconds indoors and maybe more. Make sure on this version to keep the rubber peg up front so you wont need nose weight and thus keep overall weight down and times up! If any of you guy's decide to build this little gem, write me or call and I will be glad to send photos and information about this little honey to you--of course you pay for the photos. If this one turns you on, in a very near future FLYLINE MODELS will be kitting a 1 1/4 inch scale (37 in wingspan) version of the Inland Sport that will be just right for lightweight R/C (0.20 power) or FF Scale or even Jumbo Rubber Scale. For more info on the Inland consult Sport Aviation ~~August~~ 68, or see the Smithsonian file on the Inland.

JUNE



# 1930 INLAND SPORT

R-400

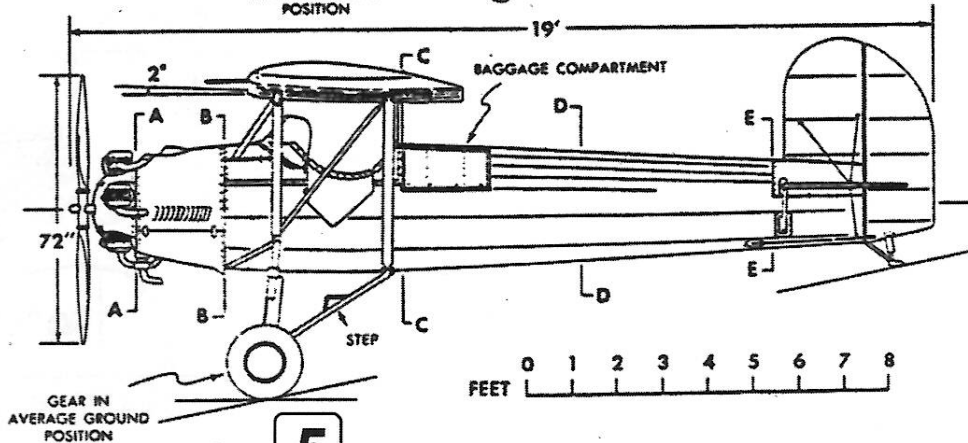
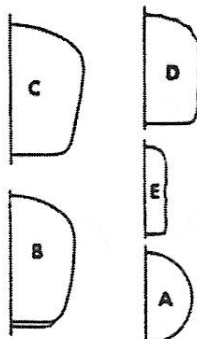
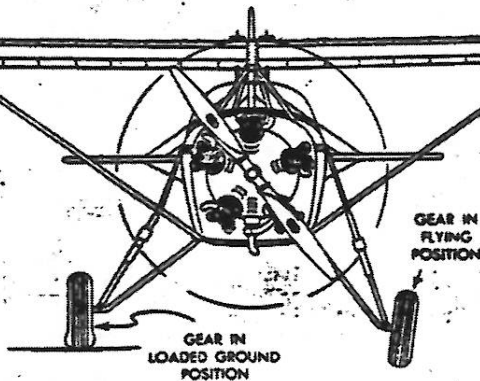


SPAN . . . . . 30 FT.  
 LENGTH . . . . . 19 FT.  
 HEIGHT . . . . . 7 FT. 7 IN.  
 ENGINE . . . . . WARNER SCARAB JR. 90 H. P.  
 PROPELLER . . . . . HAMILTON STANDARD  
 HIGH SPEED . . . . . 120 M. P. H.  
 CRUISE SPEED . . . . . 90 M. P. H.  
 STALL SPEED . . . . . 45 M. P. H.  
 RATE-OF-CLIMB . . . . . 1150 F. P. M.

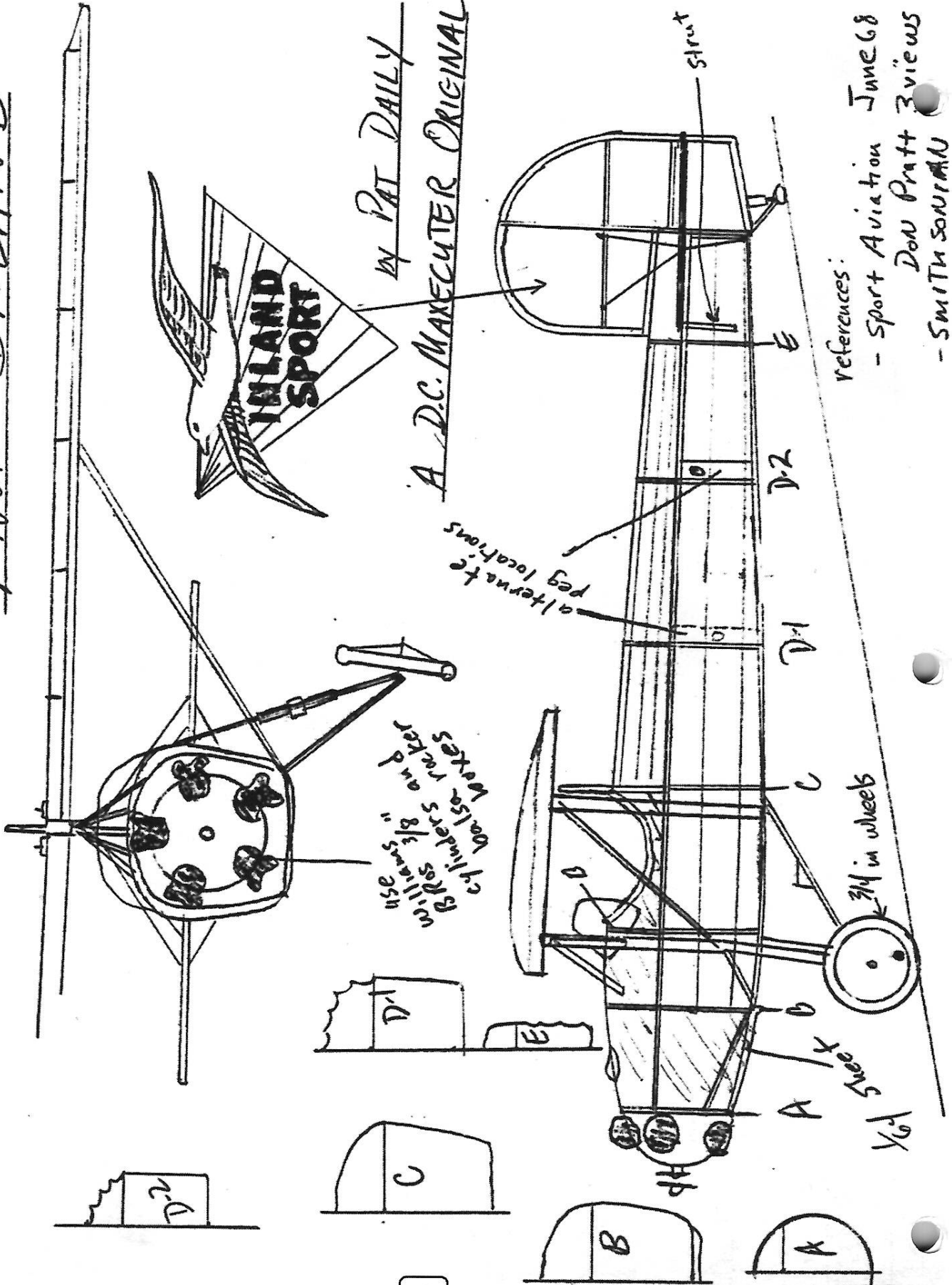
FUEL CAPACITY . . . 24 GAL.  
 RANGE . . . . . 450 MILES  
 SERVICE CEILING . . . 16,500 FT.

### CONSTRUCTION:

The framework of the wings is built-up wood ribs and plank spars, covering of Irish linen. The fuselage and tail group is of welded steel tubing, covered with fabric. Ailerons are steel tube, fabric covered.

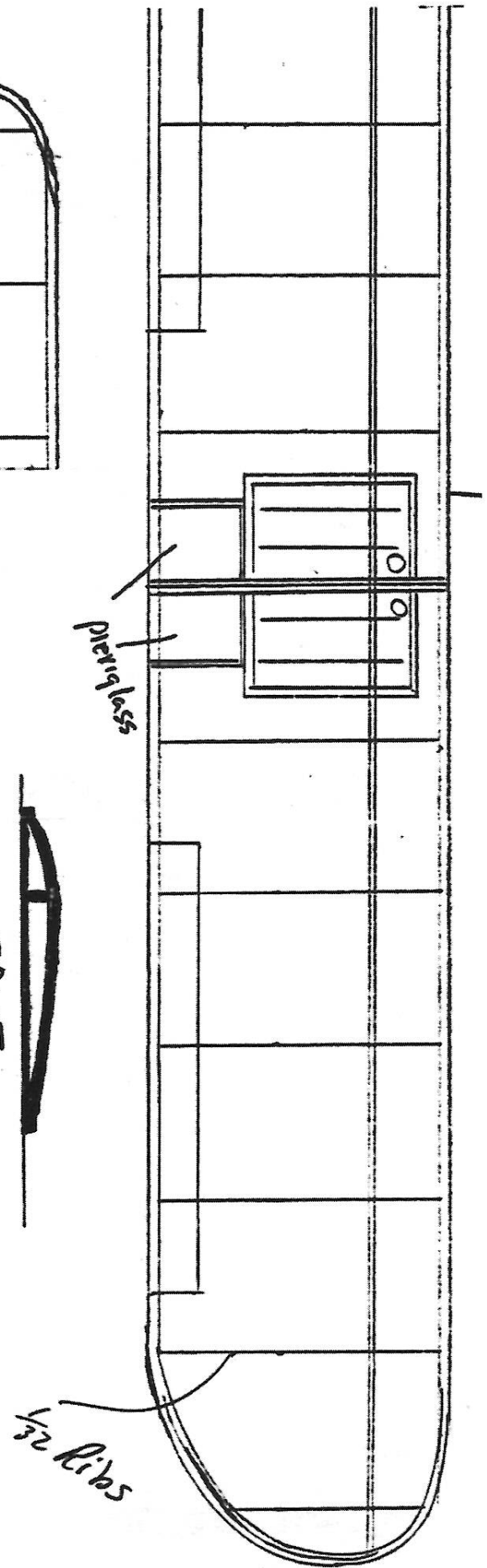
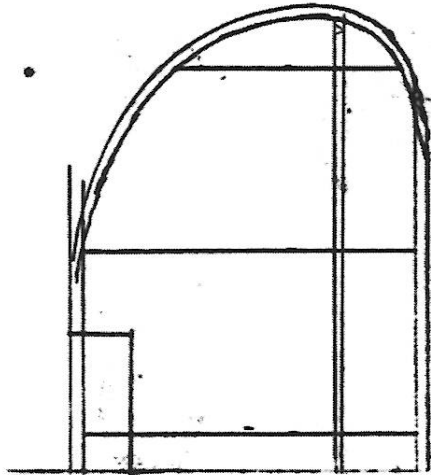
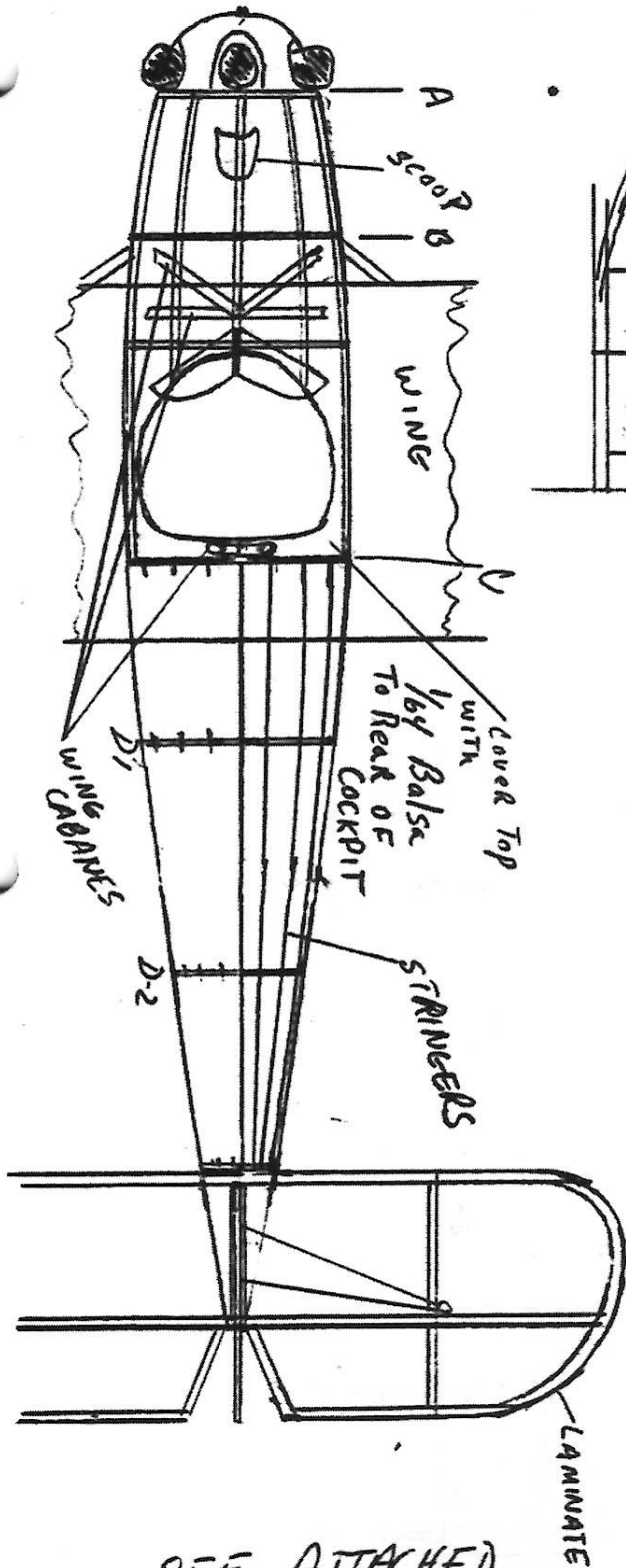


# P-NUIT INLAND



BY PAT DAILY  
A.D.C. MAXCUTER ORIGINAL

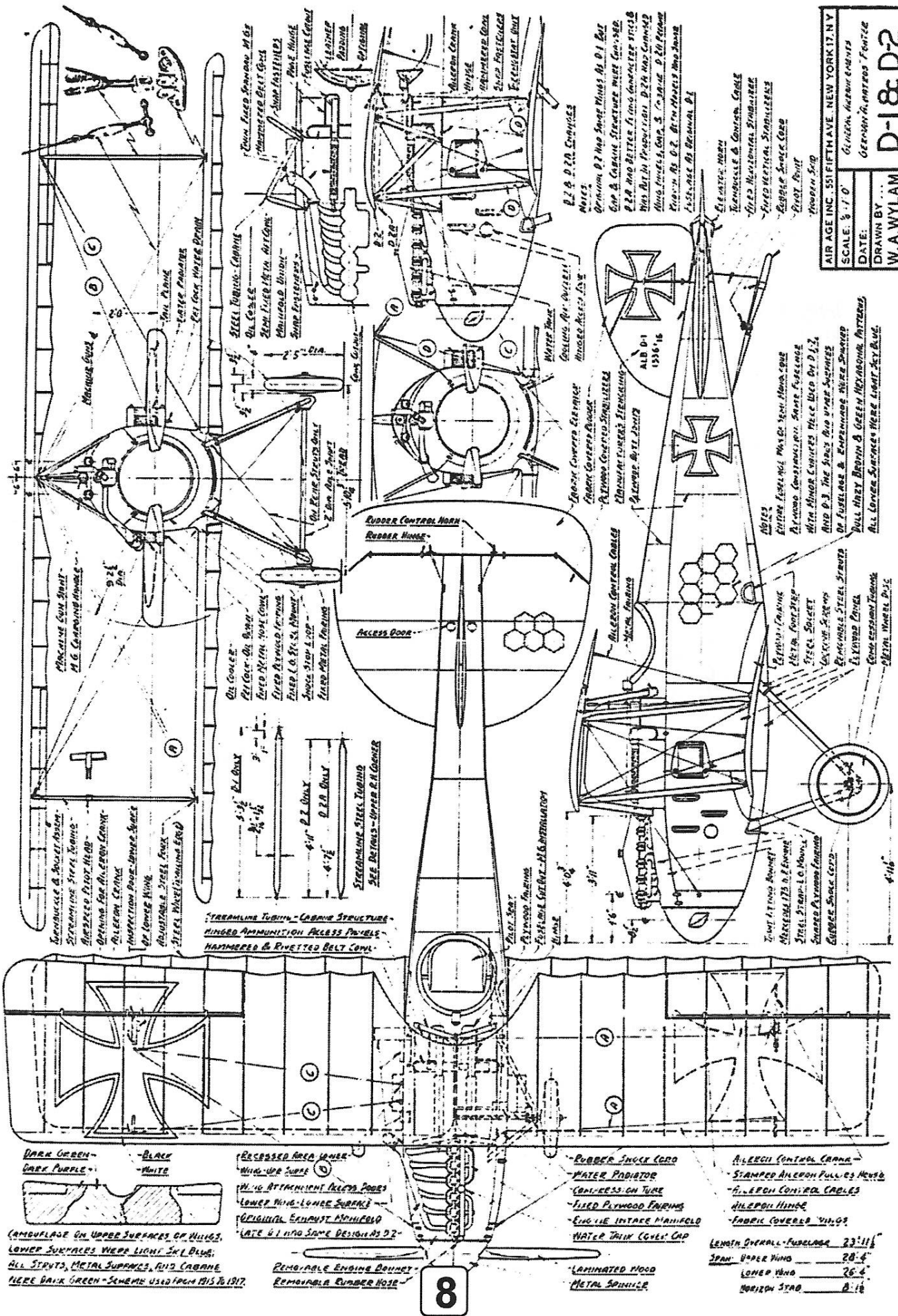
References:  
- Sport Aviation June 68  
- Don Pratt 3 views  
- SMITHSONIAN



SPLIT RIBS + SPAR

SEE ATTACHED  
3 VIEW  
FOR STRUT  
Arrangements





**CAMOUFLAGE ON UPPER SURFACES OF WINGS, LOWER SURFACES WERE LIGHT SH. BLUE;**  
**ALL STRUTS, METAL SURFACES, FUS. CABANE**  
**WERE DARK GREEN - SCHEME USED FROM 1915 TO 1917.**

**DARK GREEN -**  
**DARK PURPLE -**  
**BLACK -**  
**WHITE -**

**RECESSED AREA UNDER WING - UP SURF**  
**1/4" x 1/4" ATTACHMENT PLATES POSES**  
**LOWER WING - LOWER SURFACE**  
**ORIGINAL EXHAUST MANIFOLD**  
**LATE 41 AND SAME DESIGN 22**

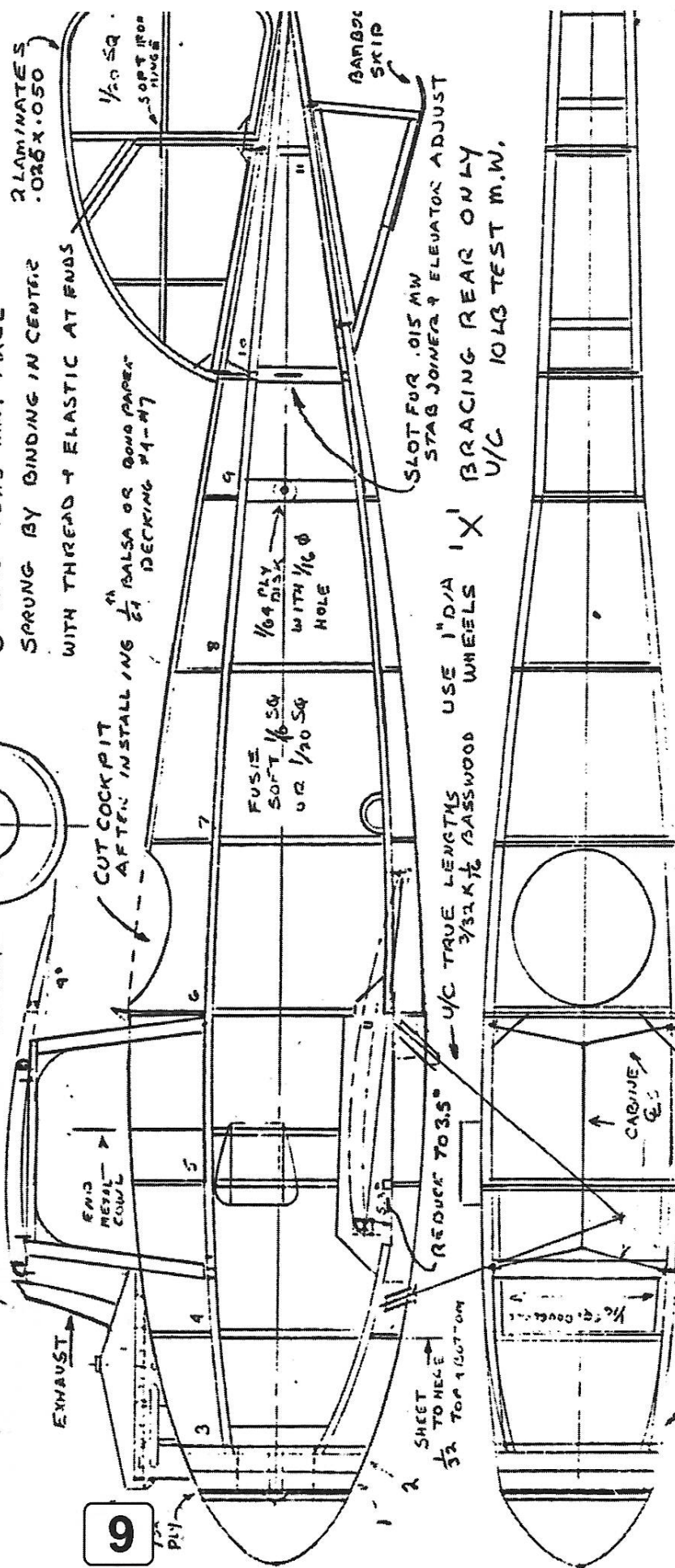
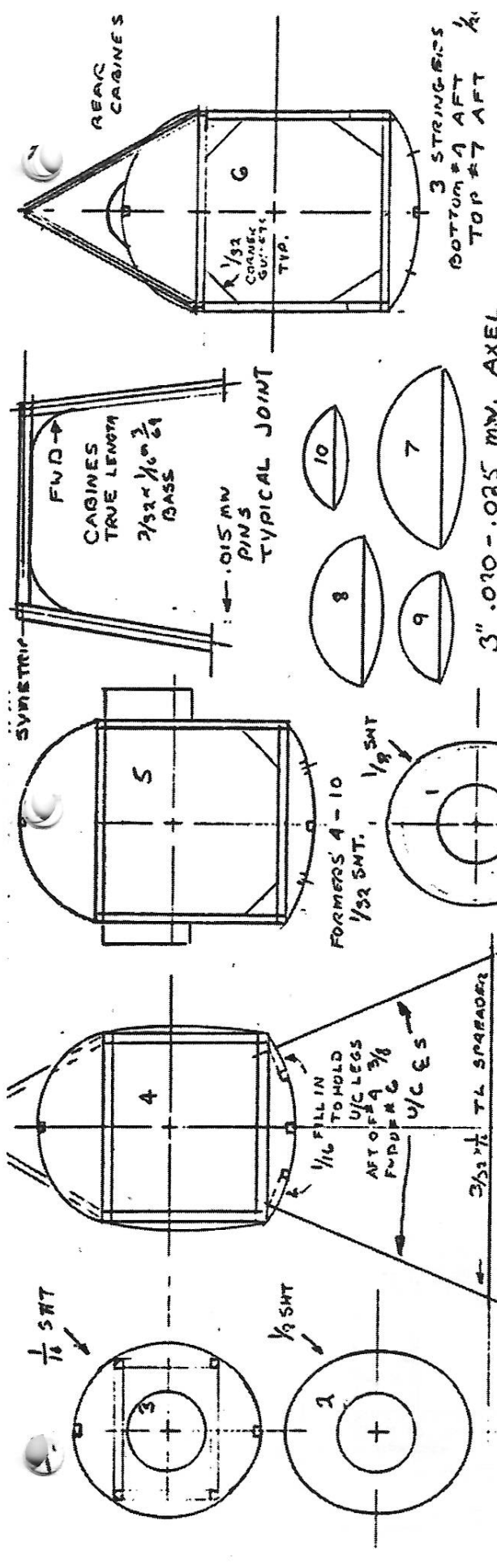
**REMOVABLE ENGINE BATTERY**  
**REMOVABLE RUBBER HOSE**

**RUBBER SHOCK CORD**  
**WATER PADIATOR**  
**COMPRESSION TUBE**  
**FIXED PLYWOOD FINISH**  
**ENGINE INTAKE MANIFOLD**  
**WATER TANK COVER CAP**

**ALUMINUM CONTROL CABLES -**  
**STAMPED ALUMINUM PULL C'S HEADS**  
**ALUMINUM CONTROL CABLES**  
**ALUMINUM HINGE**  
**FABRIC COVERED WINGS**

**LENGTH OVERALL - FUSELAGE 23 1/2"**  
**SPAN UPPER WING 20 1/4"**  
**LOWER WING 25 1/4"**  
**HORIZON STRUT 8 1/2"**

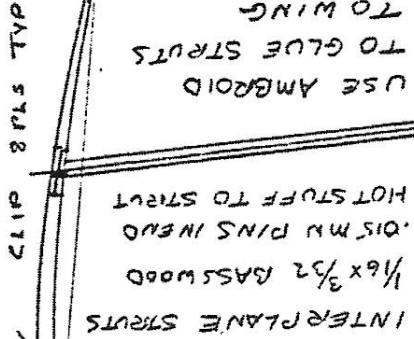
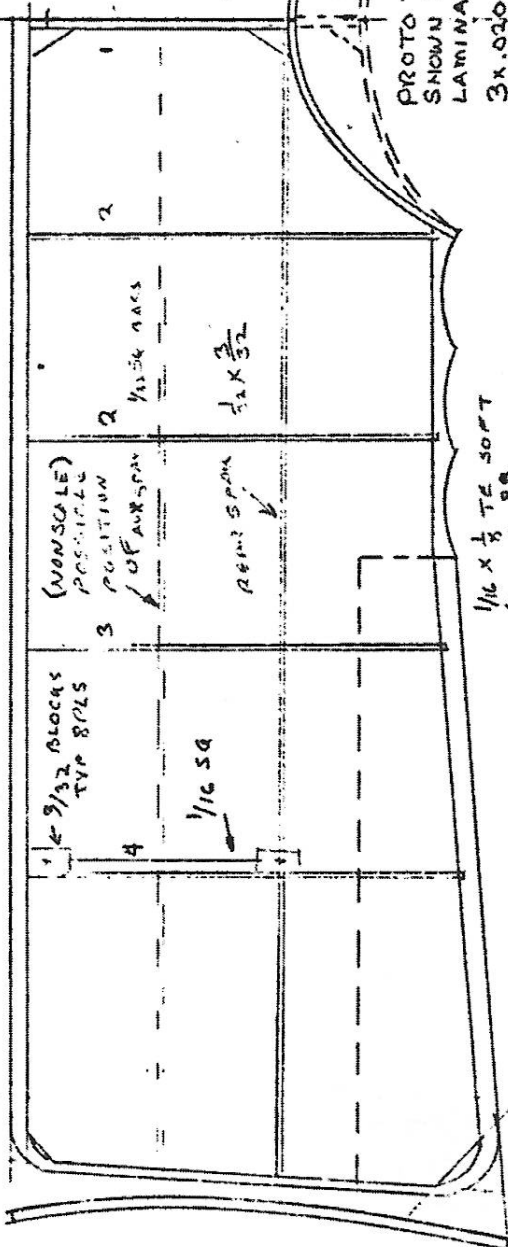
**AIR AGE INC. SEFTTIFAYVE, NEW YORK 17, N.Y.**  
**SCALE: 3/4" = 1' 0"**  
**DATE: \_\_\_\_\_**  
**DRAWN BY: W.A. WYLM**  
**GERMANY, PATENTED 1912**  
**D-18 & D-2**



ALBATROS D-I  
 PROTO # PROVISIONAL

TOP VIEW  
 3/32 TO HOLE  
 SHEET

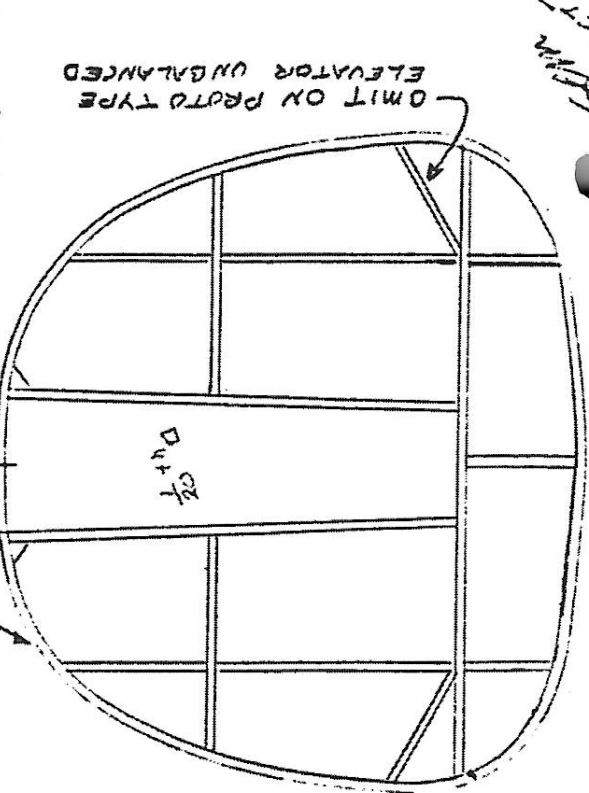
BOTH WINGS 1/2 DIHEDRAL AT TIP WITH LEFT RUDDER  
 + 1/16 WASHOUT LEFT WING 3/32 RIGHT



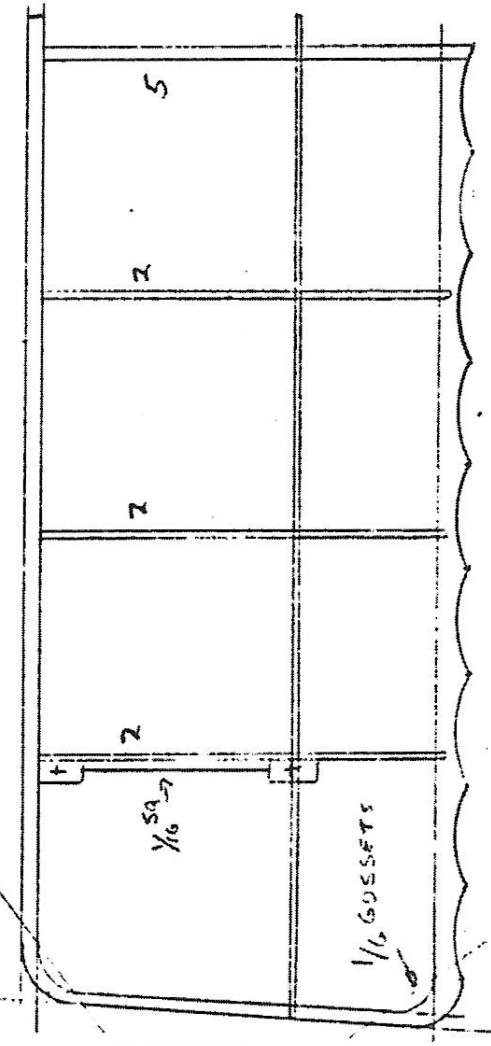
ADD GUSSETS AND RIB ONE UPON ASSY WITH OTHER HALF

PROTO TYPE SHOWN DASHED LAMINATE EITHER 3K.000 X .050 CUT IN CENTER FOR DIHEDRAL

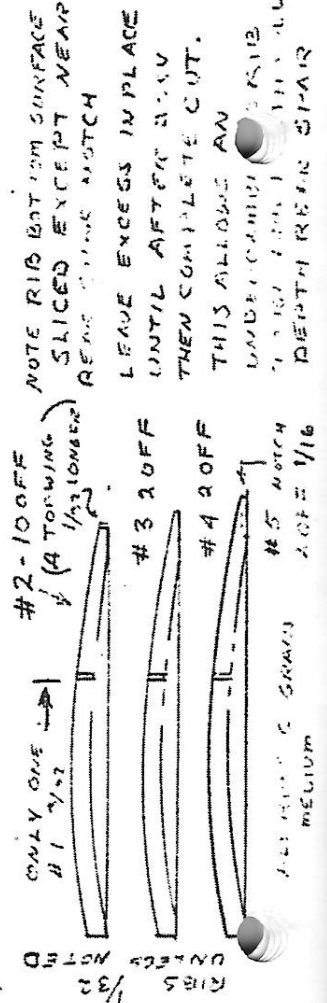
ADD .015 M.W. JOINER AFTER INSTALLING ON FUSE. LEAVE IN PLACE UNTIL AFTER COVERING + PORING



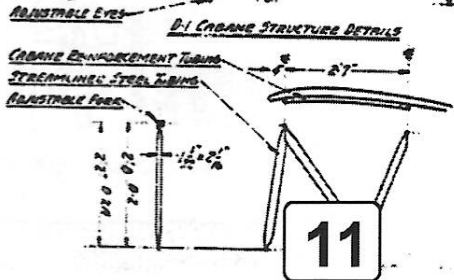
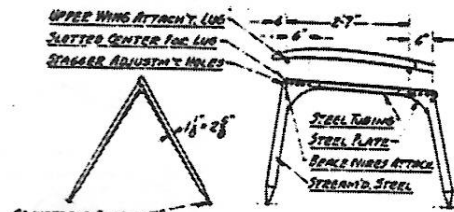
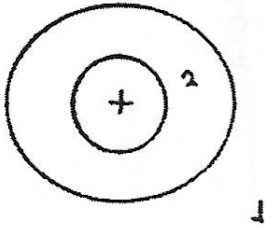
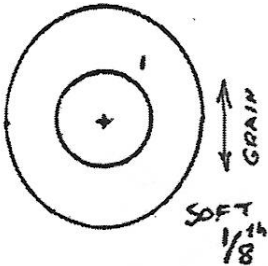
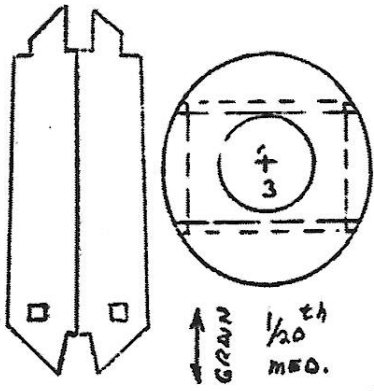
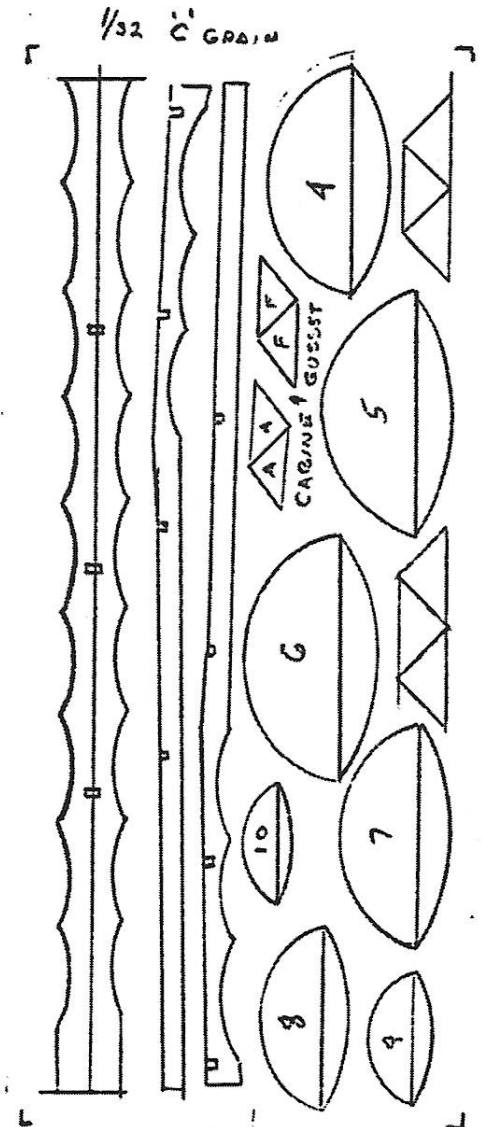
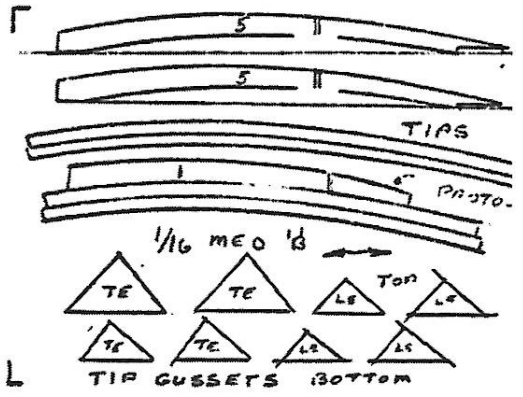
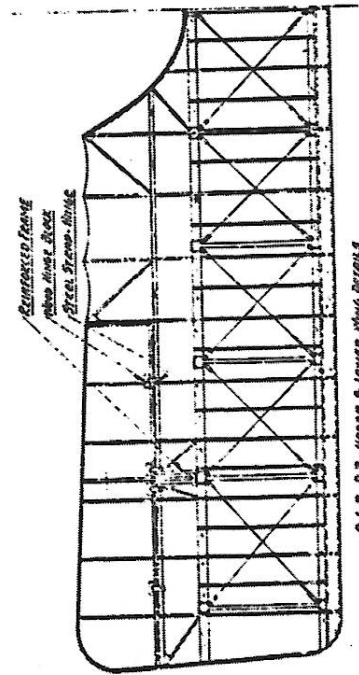
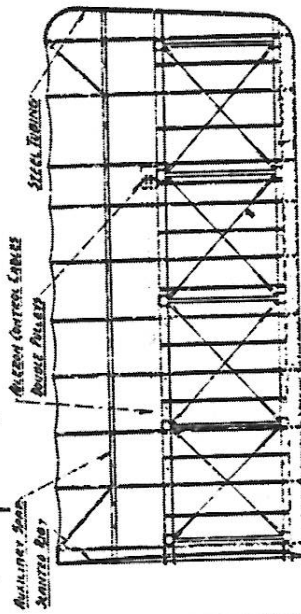
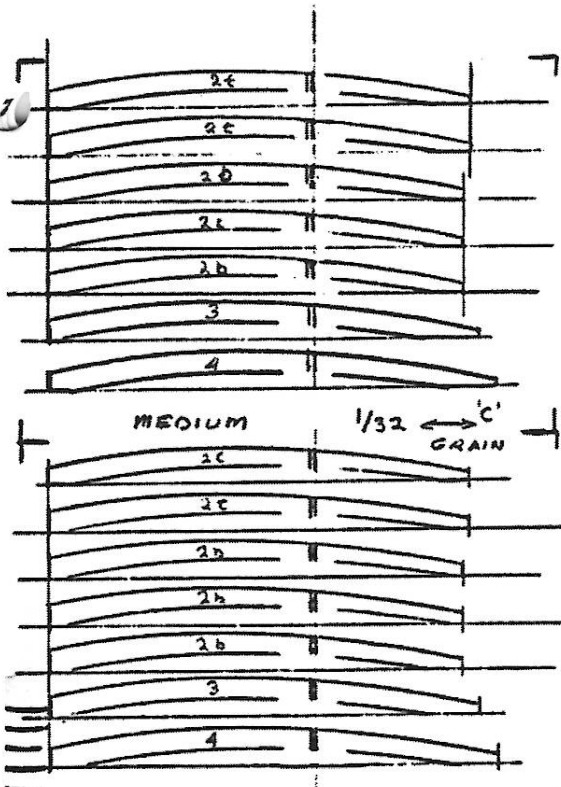
ALBATROS DI PROTO + PRODUCTION



10 TYPICAL TIP RIB 1/16 X 3/32 THICK





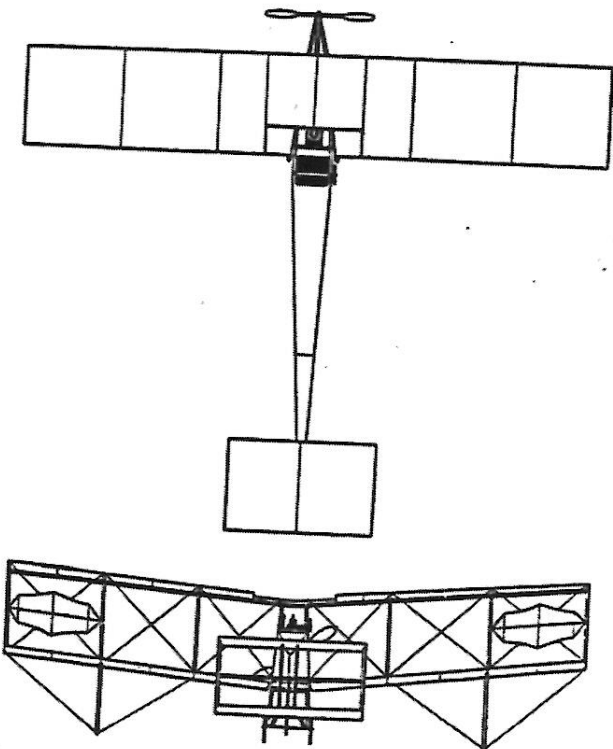


**SANTOS-DUMONT 14bis CANARD (1906)**  
by Don Srull

On October 23, 1906, at Saint-Cloud, France, more than 1000 spectators witnessed the little Brazilian, Santos-Dumont, fly the 14bis over 197 feet. The plans included here are designed primarily for an indoor scale version of the 14bis. The wings were covered only on the top surfaces with condenser paper. Don't water shrink or you will get warped wings. Just pull the tissue tight. The simple box fuselage is covered with Jap tissue, and the canard flying surfaces are also condenser covered. The plane is colored to resemble linen by fogging a little cream dope or buff colored floquil. The wings are braced with monofilament thread (aka invisible thread at most sewing stores) and this adds a great deal of structural strength. Make the radiator for the left side and of course you must include a miniature Brazilian pilot. The model depicted here won the FAC SCALE contest at the D.C. Maxcuters 6th annual indoor bash with a flight of over 70 seconds--yet it was only about half wound up. The finished plane weighs about 14 grams and is a very stable flier and recovers excellently from stalls.

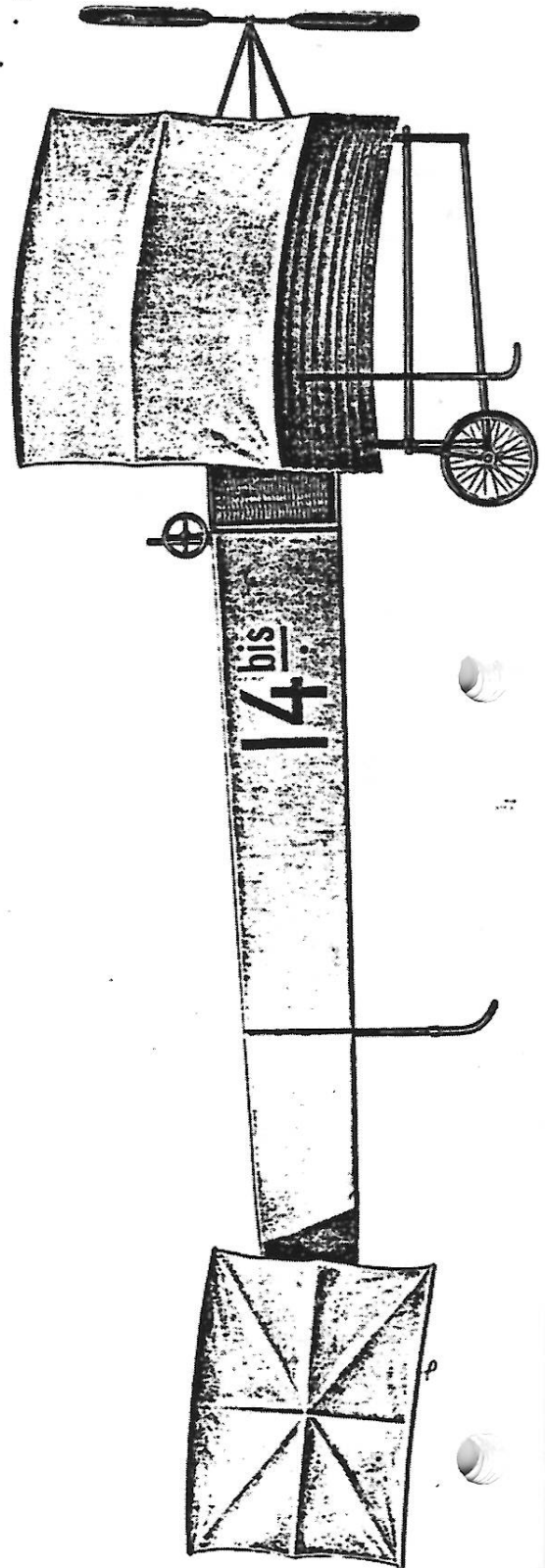
Be sure and include a miniature V-8 engine at the rear and add some details to it for those extra scale points. Use 1/8 inch FAI rubber about twice as long as the fuselage for power. It flies well to the left, after making appropriate thrust adjustments. Please note that the interplane struts are covered with tissue and are perpendicular to the wings, NOT at the angle shown in the 3-views. Use 1 inch Hungerford wheels to really add some class to this little baby.

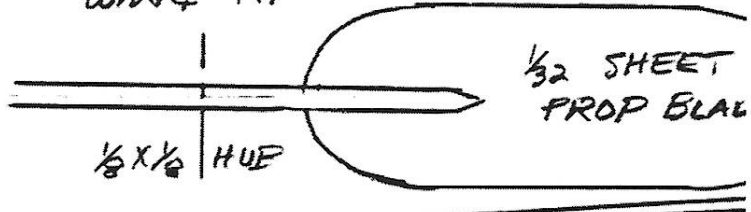
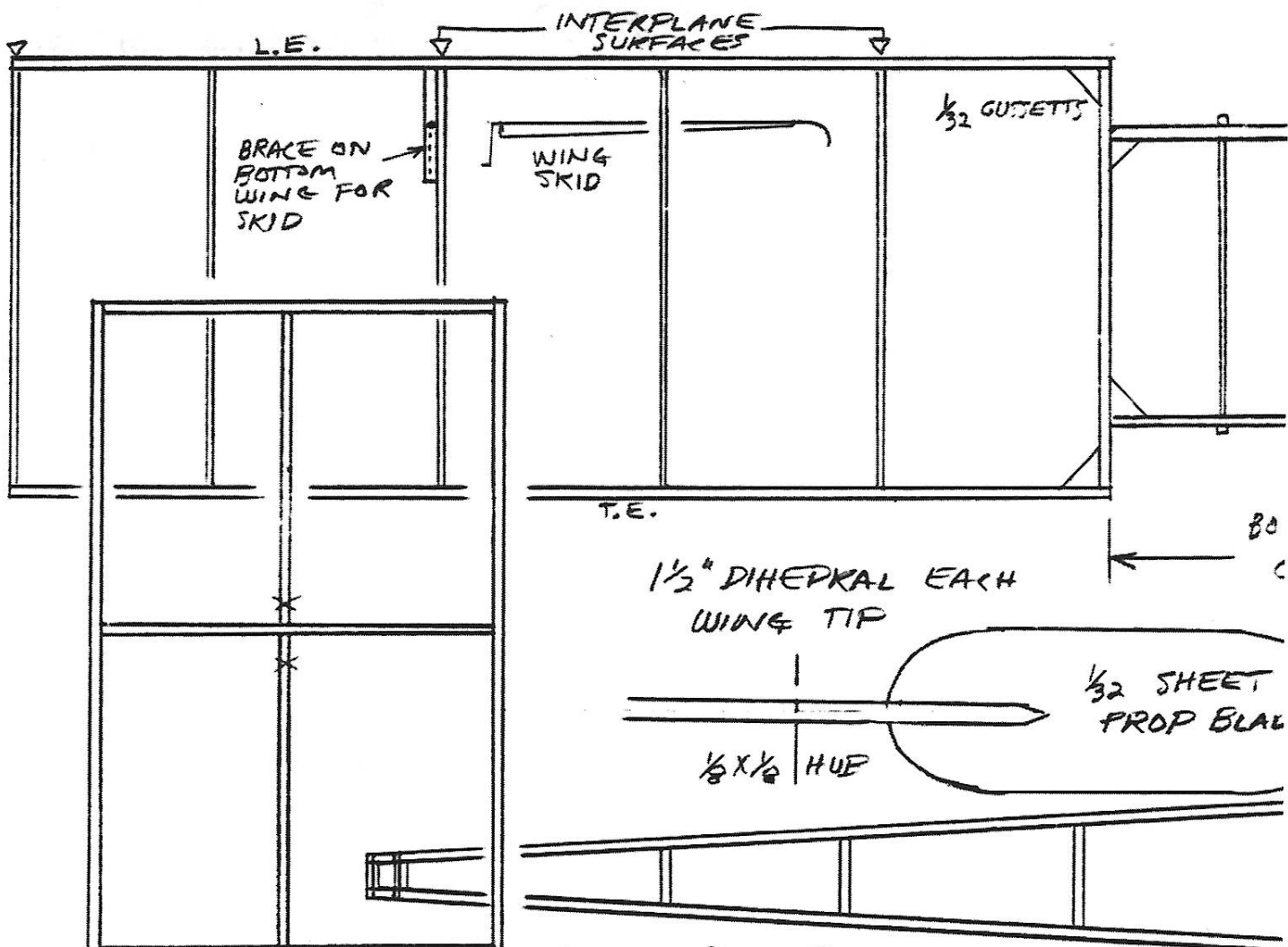
Well, I hope this wets your appetite for building, and don't forget this baby is good for 45, yes thats right 45, bonus points in FAC Scale. What a way to win!



**Santos-Dumont 14bis "Canard" (1906)**

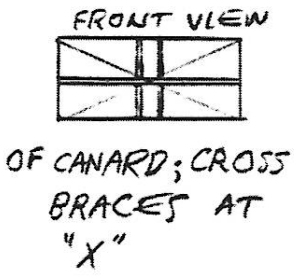
- Length . . . . . 42 ft. 11 1/2 in.
- Wingspan . . . . . 35 ft. 5 in.
- Height . . . . . 11 ft. 5 1/4 in.
- Engine: 1 Levassor "Antoinette" engine
- Power: 50 h.p.
- 1 man crew



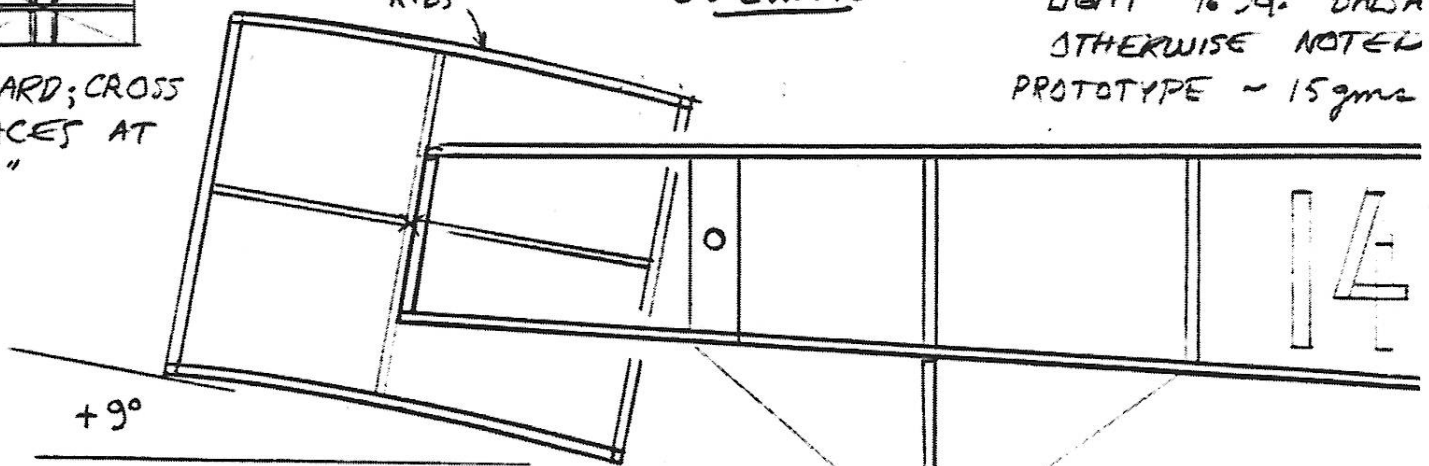


Another D.C. MAKECUTER  
ORIGINAL

LIGHT  $\frac{1}{16}$  SQ. BALSA  
OTHERWISE NOTED  
PROTOTYPE ~ 15gms



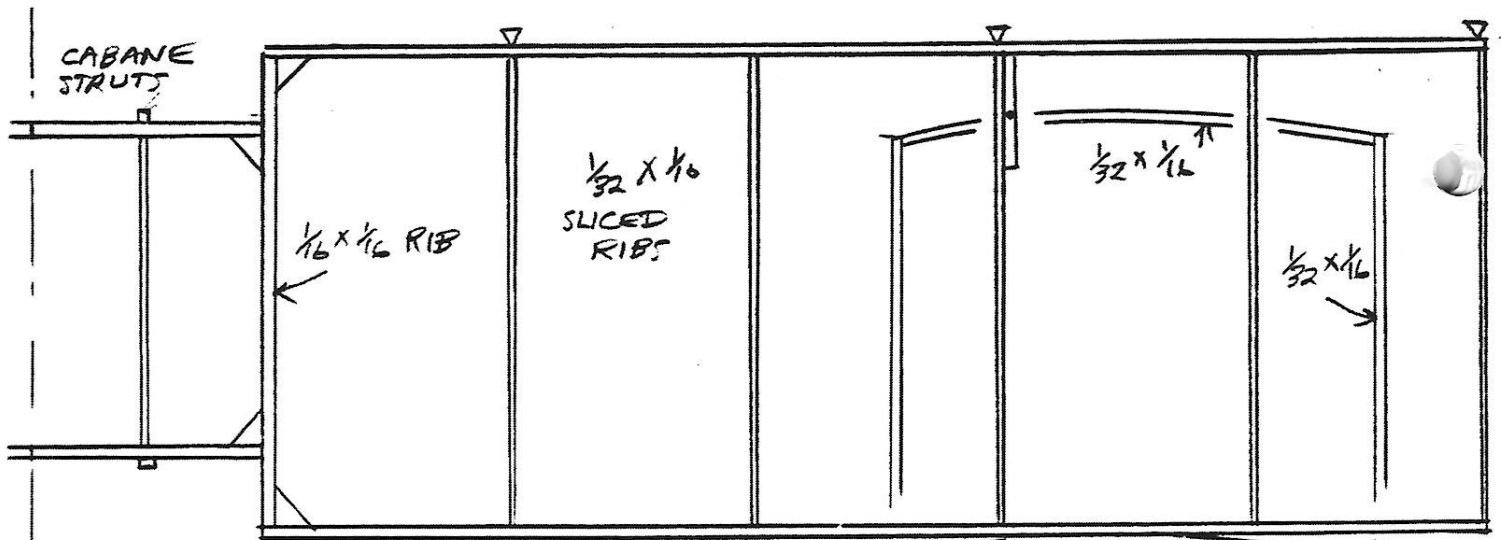
$\frac{1}{16} \times \frac{1}{16}$  SLICED RIBS



.015° WIRE SKIDS  
AND WHEEL  
AXELS

THE 1906 SANTOS DUMONT  
14  ribs  
15  $\frac{3}{4}$ " SPAN      75 SQ. INCH AREA  
.43" = 1"  
DON SRULL  
3-'80

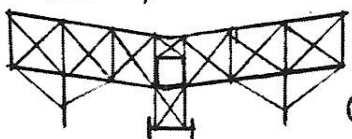




TO WING IS  
FEM IN

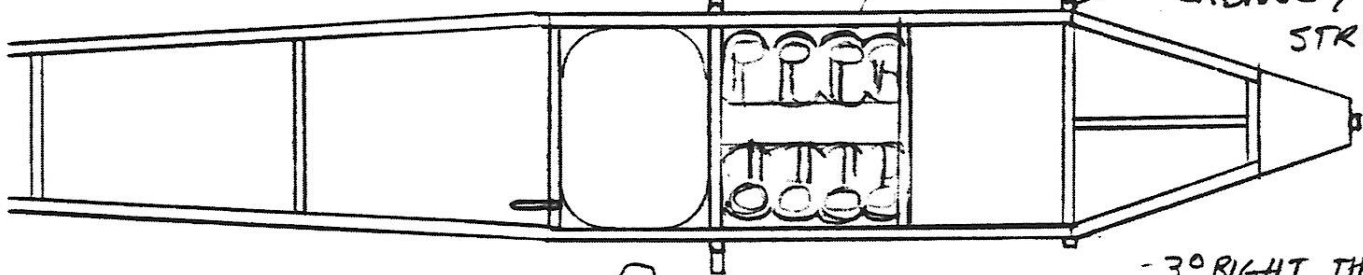
WING BRACING ON  
L.E. & T.E.

INTERPLANE SURFACES, 6 REQ'D.  
COVER BEFORE ASSEMBLY



Y-8 ANTOINETTE  
ENGINE; SEE 4-90  
M.A. p.61

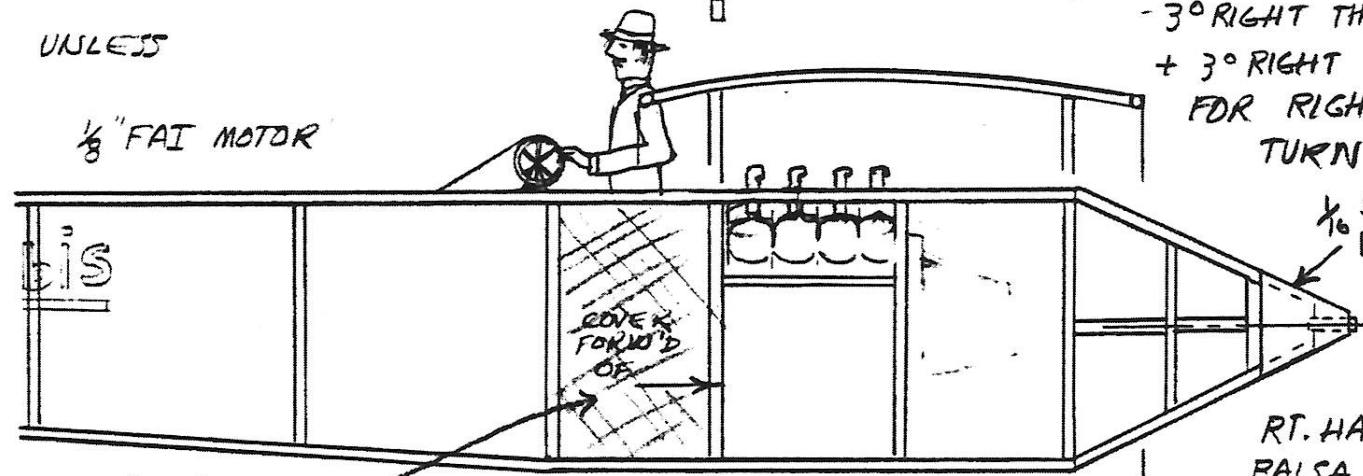
SIDE-MOUNTED  
CABANE / L.G.  
STRUTS



UNLESS

$\frac{1}{8}$ " FAI MOTOR

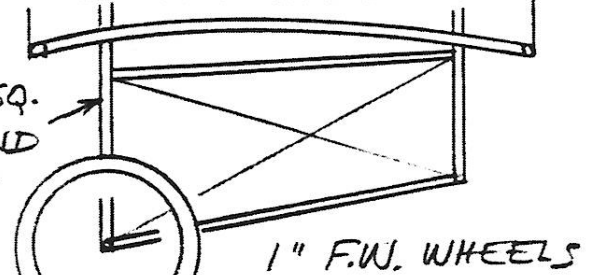
-3° RIGHT THRUST  
+ 3° RIGHT RUDDER  
FOR RIGHT  
TURN

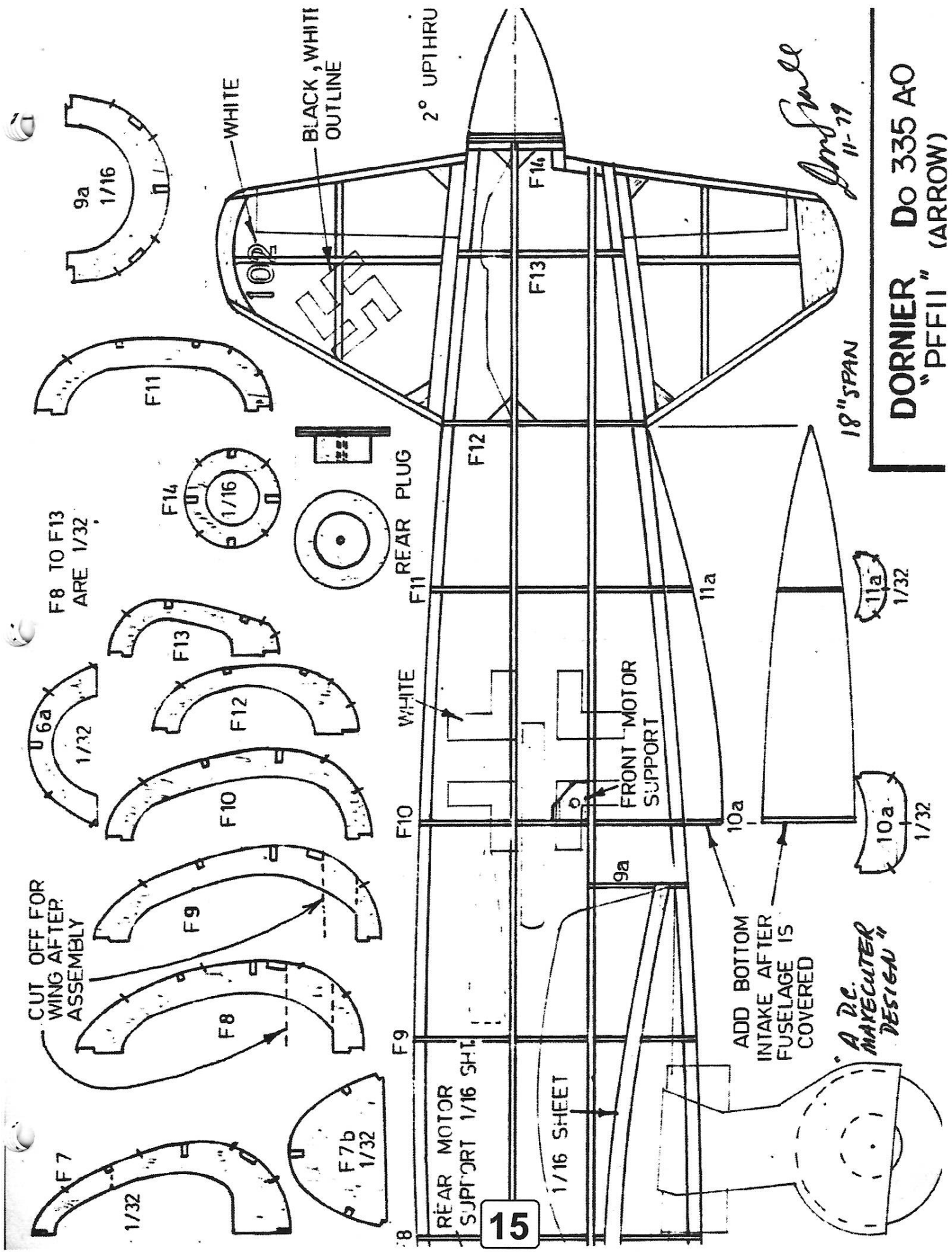


Left side has  
basket here  
simulate with  
heavy weave  
cloth.

FIRM  $\frac{1}{16}$  SQ.  
BALSA LG. AND  
CENTER STRUTS

RT. HAND  
BALSA PROP  
 $6\frac{1}{2}$ " DIA. X  
10" PITCH





**DORNIER Do 335 AO**  
**"PFF11" (ARROW)**

18" SPAN

2° UPTHRU

*D. D. S.*  
 11-77

ADD BOTTOM  
 INTAKE AFTER  
 FUSELAGE IS  
 COVERED

A D.C.  
 MAXECUTER  
 DESIGN

15

F8 TO F13  
 ARE 1/32

CUT OFF FOR  
 WING AFTER  
 ASSEMBLY

WHITE  
 BLACK, WHITE  
 OUTLINE

WHITE

REAR MOTOR  
 SUPPORT 1/16 SHEET

FRONT MOTOR  
 SUPPORT

1/16 SHEET

10a

9a

11a

F9

F10

F11

F12

F13

F16

102

F14

F11

9a  
 1/16

F8

F9

F10

F12

F13

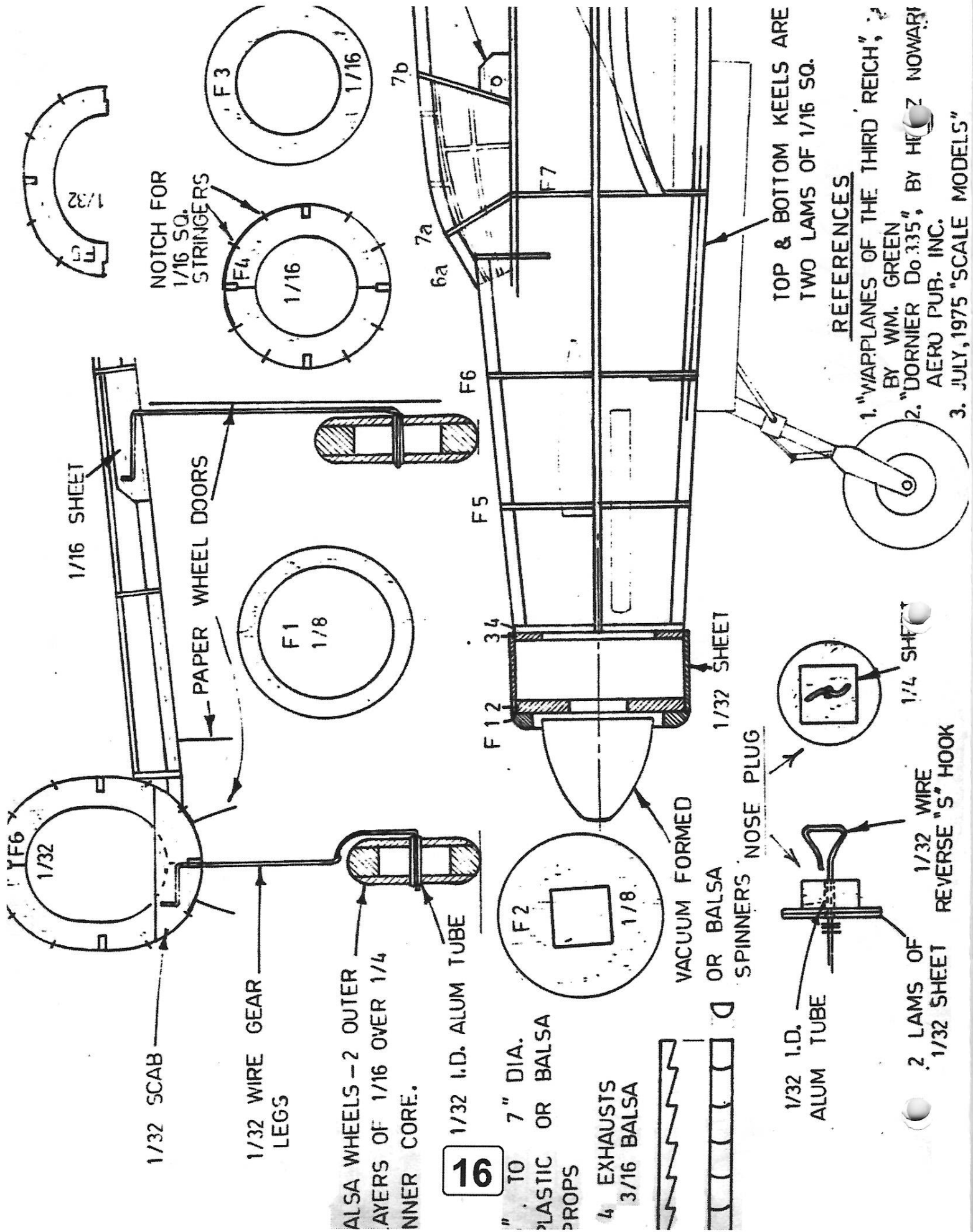
U6a  
 1/32

F7  
 1/32

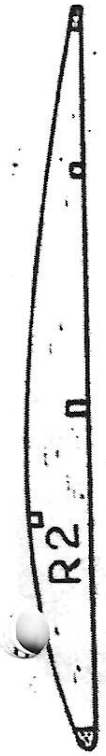
F7b  
 1/32

11a  
 1/32

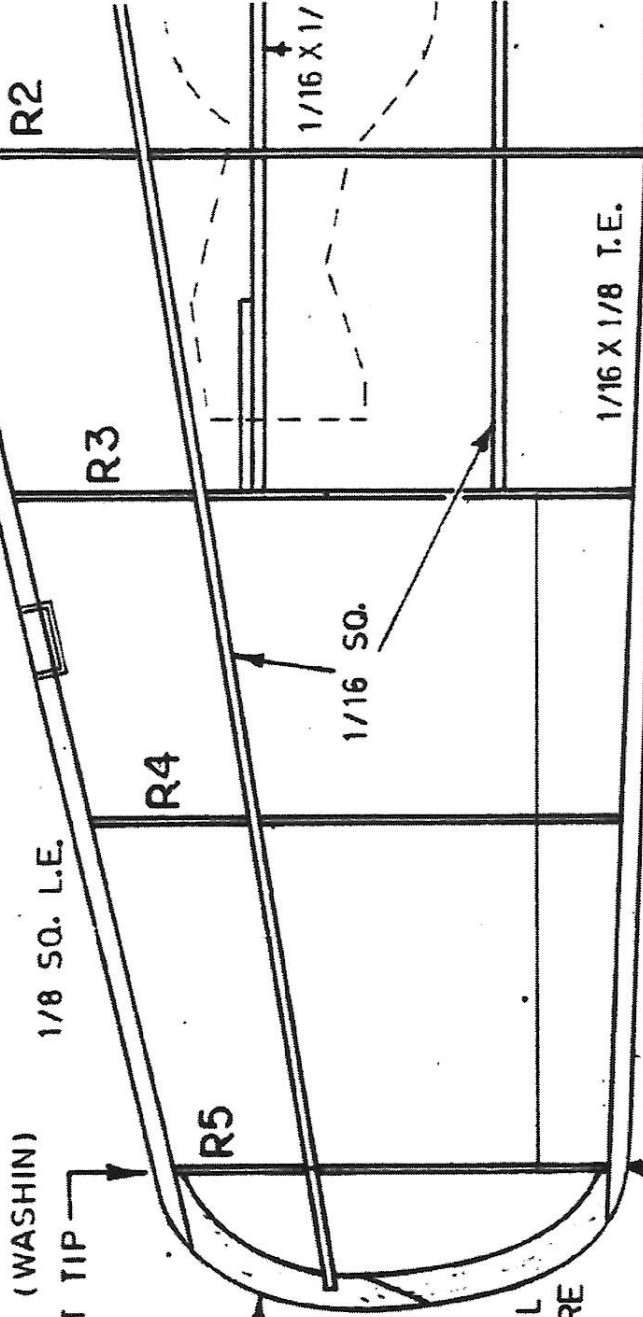
10a  
 1/32



IKIM FOR VENTILE LEFT  
TURN UNDER POWER  
AND IN GLIDE



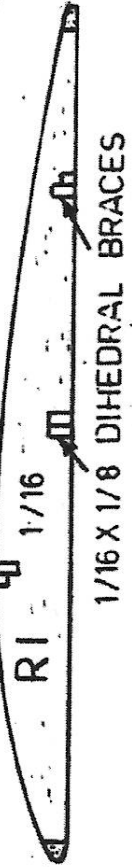
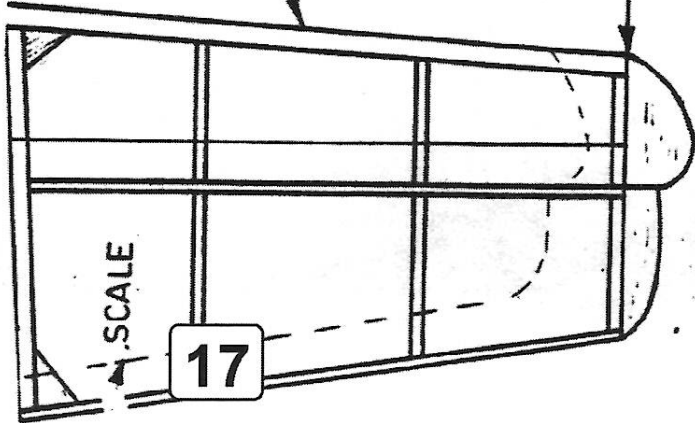
RAISE L.E. (WASHIN)  
1/8" AT LEFT TIP



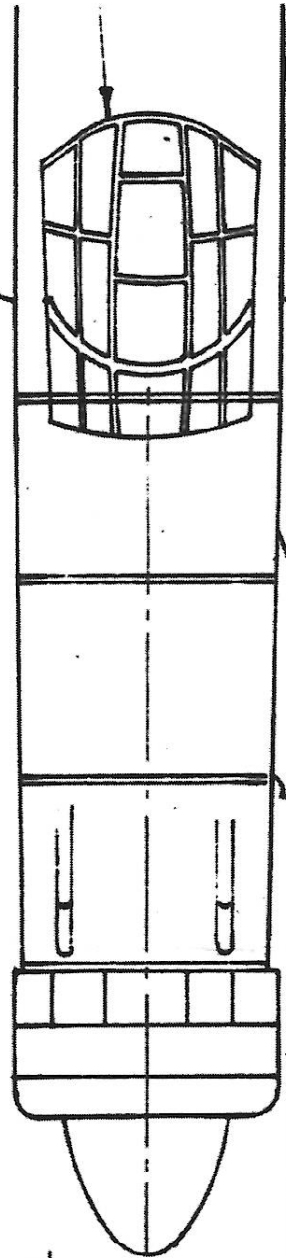
1/16 SHEET

1/16" TAIL  
STRUCTURE

3/4" DIHEDRAL



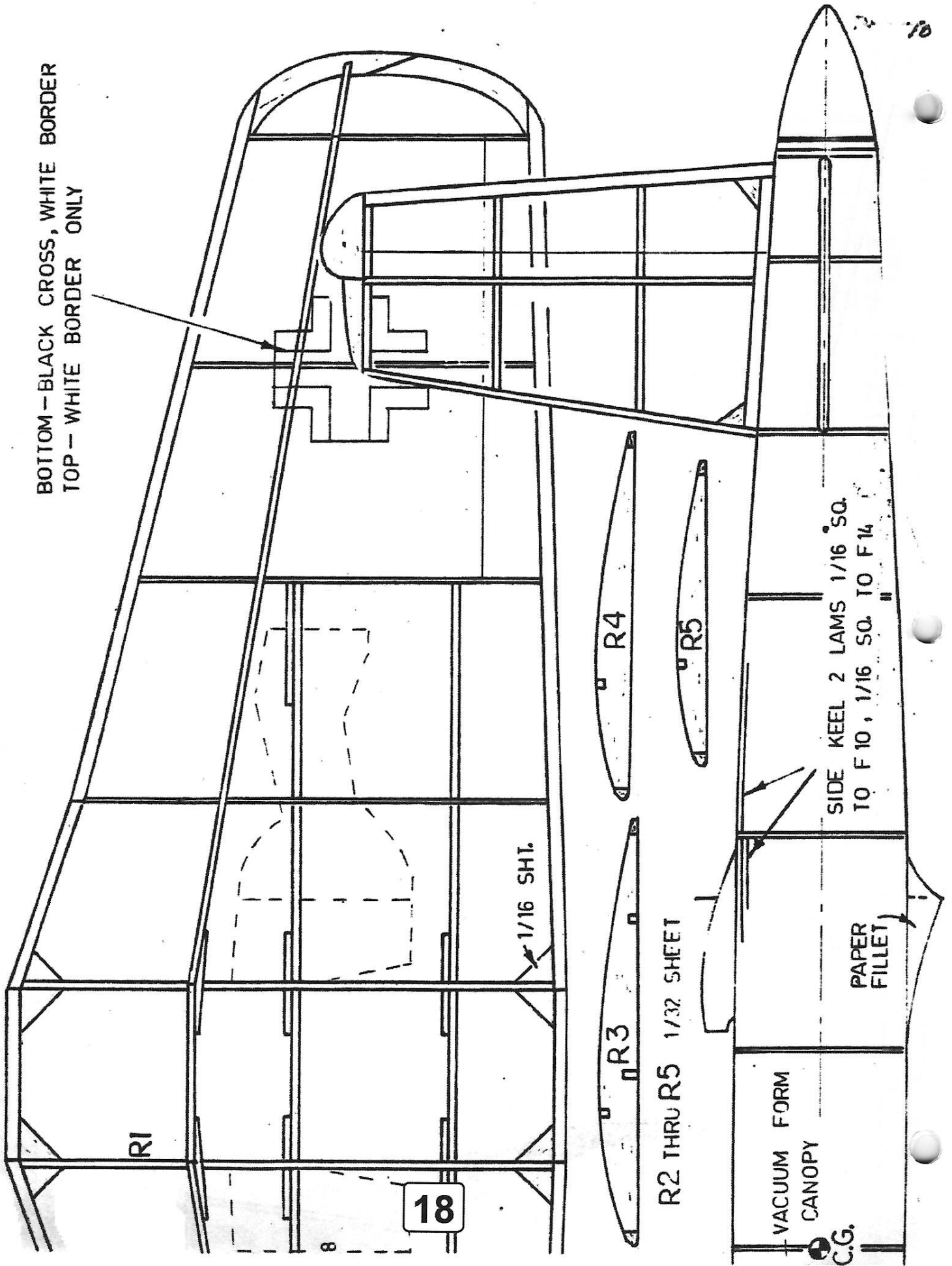
1/4" DIHEDRAL



COLOR - DARK AND LIGHT GREEN SPLINTER  
PATTERN ON UPPER SURFACES, LIGHT BLUE  
UNDERSIDE, BLACK PROPS AND SPINNERS



BOTTOM - BLACK CROSS, WHITE BORDER  
TOP - WHITE BORDER ONLY



R1

18

1/16 SHI.

R3

R4

R2 THRU R5 1/32 SHEET

R5

VACUUM FORM  
CANOPY

PAPER  
FILLET

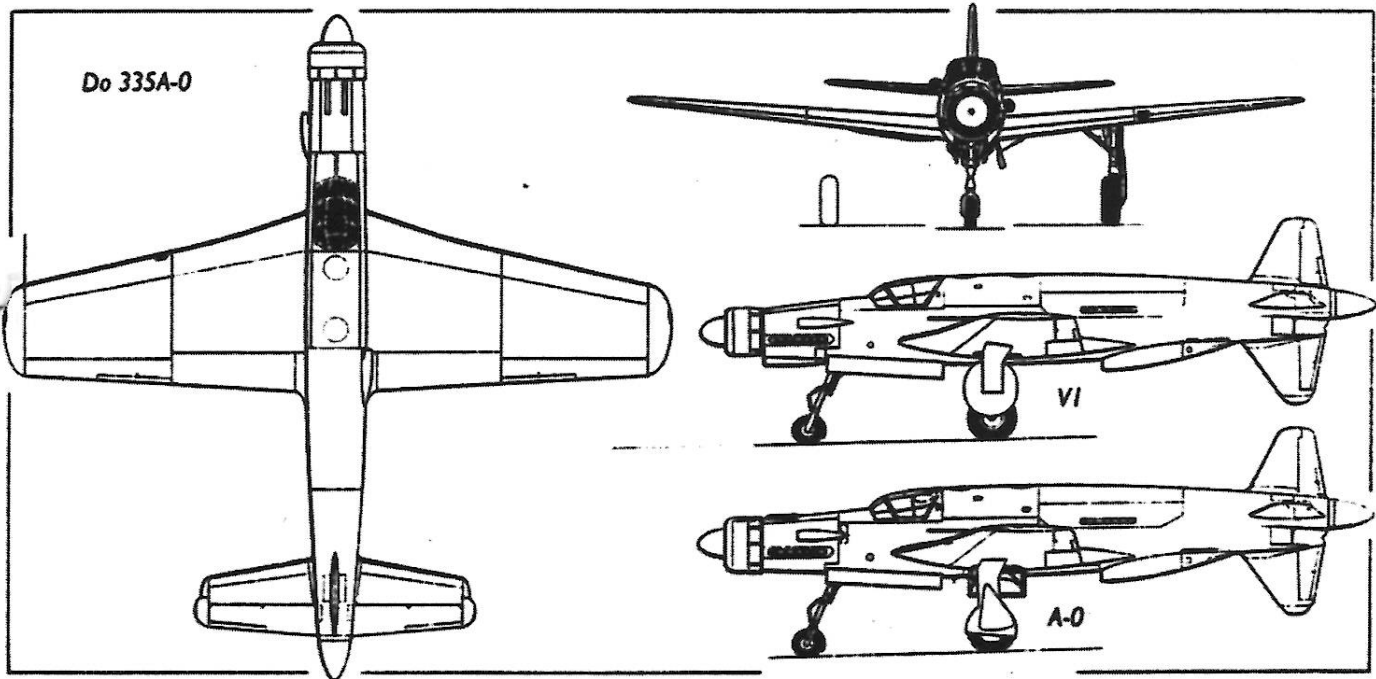
SIDE KEEL 2 LAMS 1/16 SQ.  
TO F 10, 1/16 SQ. TO F 14

C.G.

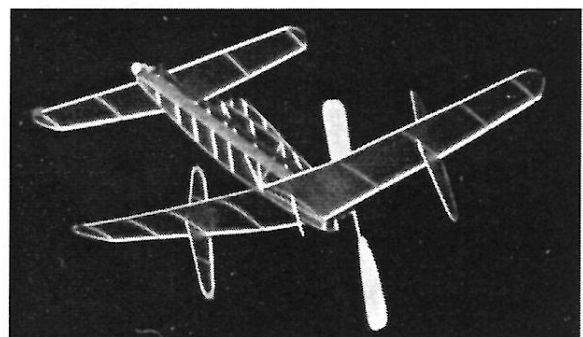
70

The Dornier 335 was one of the most unusual and innovative aircraft to come out of WWII. It came within inches of entering combat at the close of hostilities in 1945. Had the war lasted a little longer, the Pfiel (arrow) would have been a tough adversary for the Allied bombers and their escort fighters. It was a huge machine of over 20,000 pounds, and having a span and length of slightly over 44 feet. Its two Daimler Benz 603E-1 engines developed a total of 3600 hp at take off and gave the fighter a top speed of 475 mph. The rear engine alone could propell the Arrow at 350 mph! Three 30 mm cannons and two 15 mm guns gave it a big punch. Range and endurance were equally impressive. The Do335 was the first German fighter to have a tricycle landing gear and the first to be equipped with an ejection seat. The long fuselage, low aspect ratio wing, and the clean lines make the Arrow an ideal subject for rubber scale.

The 18" span model shown on the p'ans is modeled after the single seat pre-production heavy fighter version (A-0 series). By the way, the last remaining Do335 belongs to the Smithsonian and is currently on display at the Deutsches Museum in Germany for a few years. The model has been flown with various combinations of front and rear props, and single and double motors. In all cases it is a stable and good flyer. The two prop, two motor arrangement gives the most impressive performance but is a pain to hold and wind.



On the next two pages there is a NoCal plan from the Nov/Dec 1979 MaxFax. It was Don's test vehicle for several successive flying scale models of the Shinden.



JAPANESE NAVY  
**SHINDEN**  
16" SPAN PROFILE

*Don Srull 4-79*

1/16 SHEET  
RIBS

COVER ALL SURFACES ONE  
SIDE WITH LIGHT TISSUE —  
DO NOT WATER SHRINK OR DOPE

TRIM FOR RIGHT TURN

POWER WITH 3/32 TO 1/8  
RUBBER LOOP 16" TO 20" LONG

3/32 SQ LE

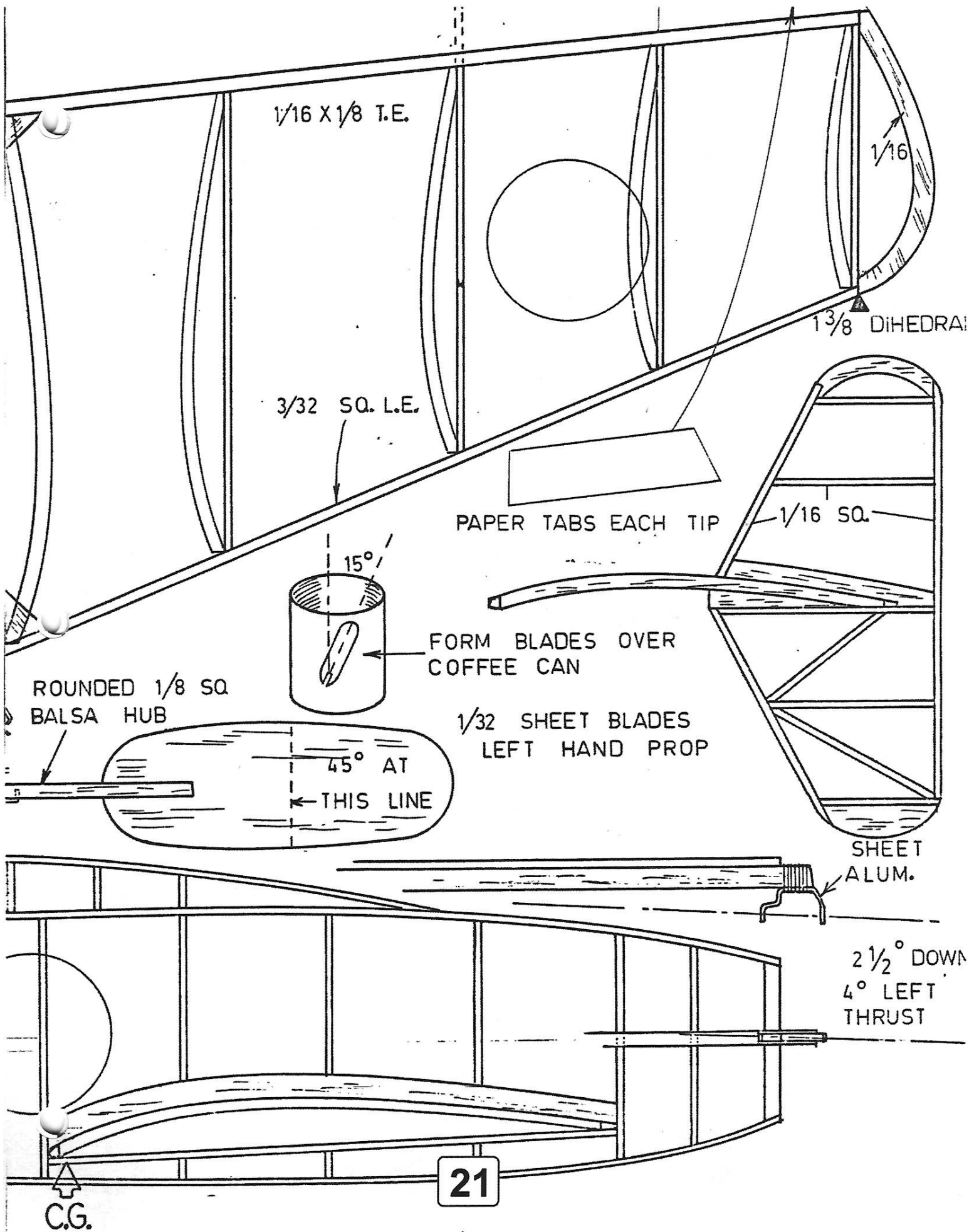
1/2 DIHEDRAL  
EACH TIP

1/16 X 1/8 T.E.

1/32 SHEET  
TABS

3/32 X 3/16 MOTOR STICK

1/16 SQ.





## NBM Results - January 15, 2006

We had 28 registered flyers for free flight and 12 for R/C.

**Grand Champ** – Steve Fujikawa

<b>14g. Bostonian (9 entrants)</b>		
1	Ross Summers	Bostard
2	Steve Fujikawa	Decathalon
3	Dave Mitchell	Zaptonian

<b>P-Nut Scale (7 entrants)</b>		
1	Steve Fujikawa	Lacey
2	Dan Driscoll	OH-7
3	John Zselecsky	DH-80

<b>Phantom Flash (12 entrants)</b>		
1	Dave Mitchell	
2	John Murphy	
3	Bob Bissett	

<b>WW II No-Cal (14 entrants)</b>		
1	John Zselecsky	Spitfire
2	Steve Fujikawa	P-39
3	Frank Rowsome	Kate

<b>Dime Scale ML (10 entrants)</b>		
1	Steve Fujikawa	Bristol Brownie
2	Dave Mitchell	Vega
3	Jim Coffin	Robin

<b>Helicopter (9 entrants)</b>		
1	Al DeRenzis	Hannan
2	Dan Driscoll	Seasprite
3	Bob Marchese	Aerosptial

<b>Pennyplane (7entrants)</b>		
1	Pete Zselecsky	4:51
2	Andy Mitas	4:35
3	Tony Pavel	4:02

<b>Ready-to-Fly (4 entrants)</b>		
1	Sharon Appling	Firefly (2:01)
2	John Appling	Firefly (1:42)
3	Paul Spreiregen	Junior (1:37)

<b>FAC Dime Scale (4 entrants)</b>							
		Times			Bonus	Total	Place
Steve Fujikawa	Bristol Brownie	87	58	79	30	254	1
Mike Moskow	Puss Moth	47	50	59	0	156	2
Dave Mitchell	Lockeed Vega	38	64	20	0	122	3

A note from the regular editor:

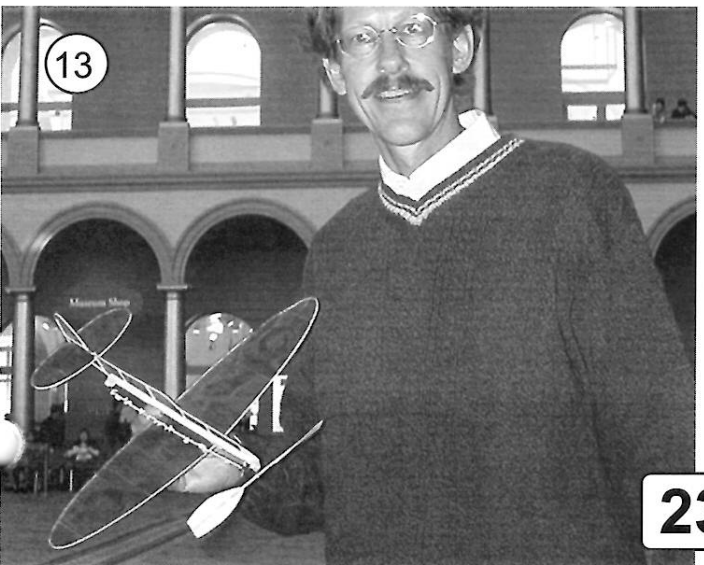
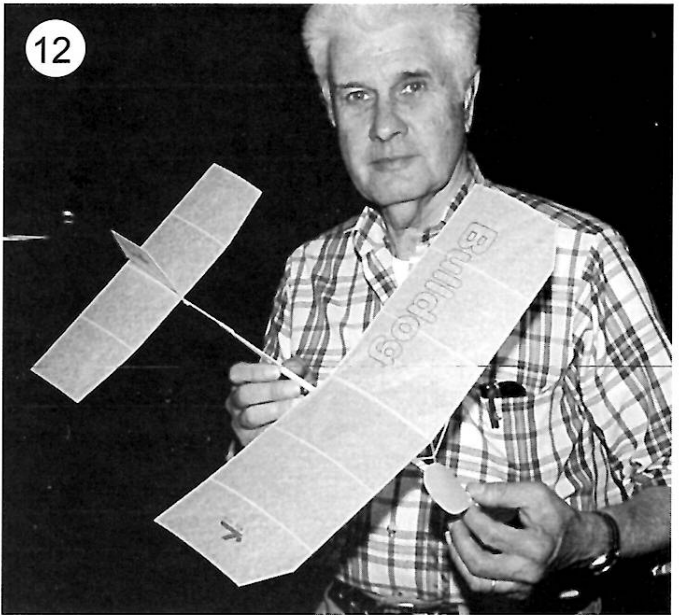
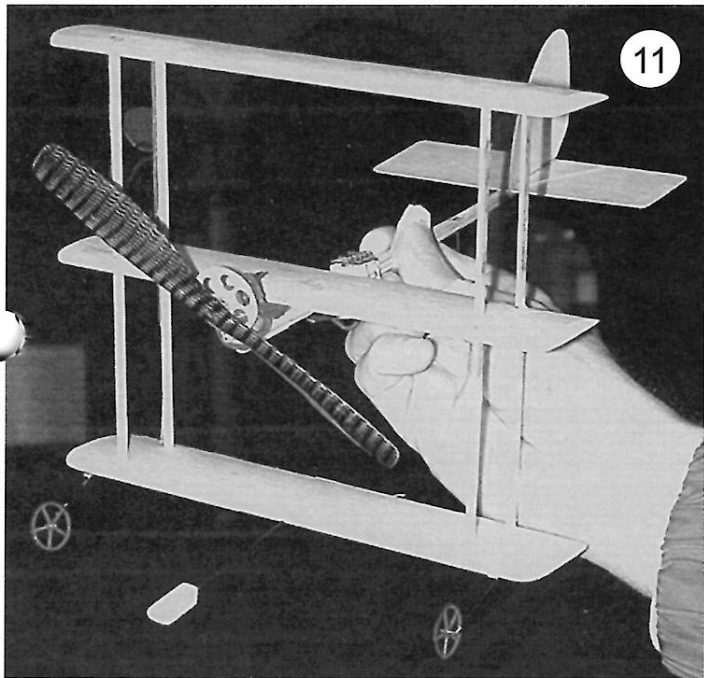
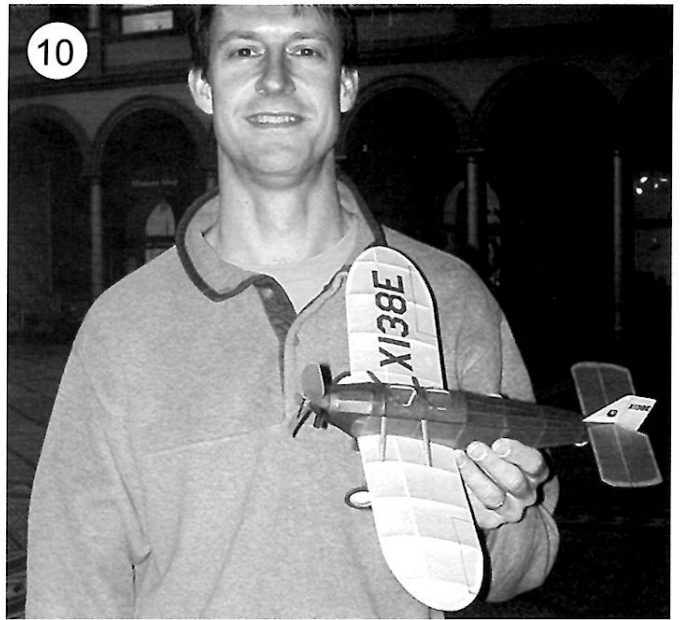
Tom Schmitt who normally does the photo pages has put out this issue to spell the regular editor off. His effort is much appreciated. He has scanned in single pages from MaxFax's over 25 years old. In the process the edge of the plan was truncated and therefore a small strip is missing from the center of some of the plans which were two pages wide and they don't join up properly. You will have to adjust for this when you piece them together to build. It is not very difficult to do this.

A steady diet of the Comet E series is probably excessive anyway, and the extra time to the next E series issue allows a couple more of them to be built and commented upon in that issue. We have received some positive feedback on the Comet E series and will continue it. We also have some more Veron and Kielkraft kits to do as well as other Comets. If we get some original material we will publish it, other wise expect a review of old kit plans and an occasional trip to the MaxFax vaults.

Stew Meyers

### NBM PHOTOS ON PAGE TWENTY THREE

9. Andy Mitas with his little Bristol PISTACHIO.
10. Dave Mitchell and a nice Pseudo Dime Scale Fairchild 21.
11. Our Pres Stefan Proski goes for the unusual. Here is his electric Pensuti.
12. Paul Spreiregen with his 'Bulldog'.
13. John Zselecsky with a high flying Spitfire NoCal.
14. A dynamic duo with their Dime Scale models, Stew and Dave.



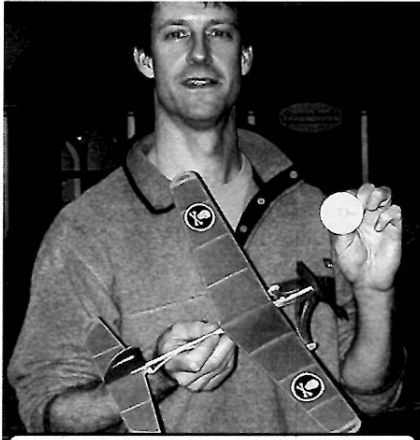
More photos from the NBM 1/15/2005



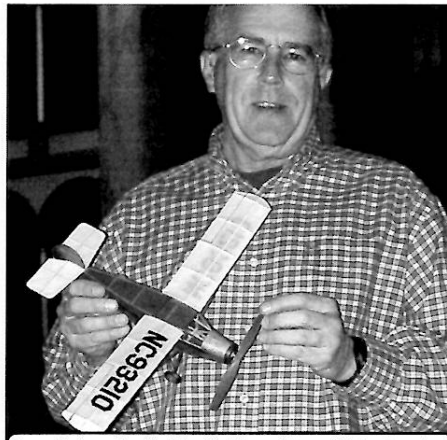
Steve Fugikawa with his winning PEANUT what else but a Lacey.



Ross Summers with his winning Bostonian.



Dave Mitchell the winner of the hotly contested Phantom Flash event.



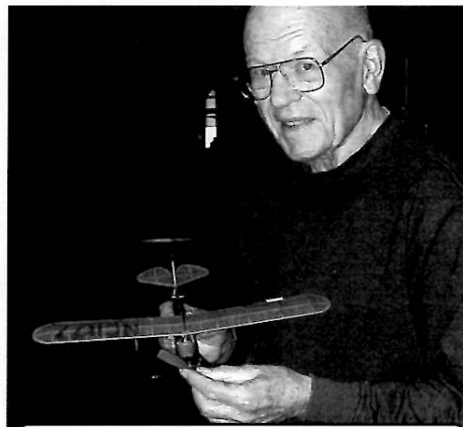
Dan Driscoll with his Guillow Aircraft Mechanics Flyabout from MAXFAX Sep/Oct 2005



Another winner, a pseudo Dime Scale Bristol Brownie by Steve Fugikawa.



John Kraus with an original lightweight at the R/C end of the NBM.



Our good friend Bill Bell from Dihedral Drive in Baltimore was back in action with his Aeronca.



Bill's buddy Bob Bissett also came from Baltimore with his NoCal Dornier.

CLUB OFFICERS - President: Stefan Prosky 414 11th Street SE., Washington, DC 20003  
 Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012  
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 ---- Note change - Stew has replaced Norm!  
 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, Stew Meyers.

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 301-365-1749. Email gets immediate attention. [stew.meyers@erols.com](mailto:stew.meyers@erols.com)

Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due

