

MAX FAX



Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JAN-FEB 2012



BobClemens photo

COMING ATTRACTIONS

APRIL 27-29, 2012 USA Science and Engineering Festival
in the Convention Center in Washington D.C.

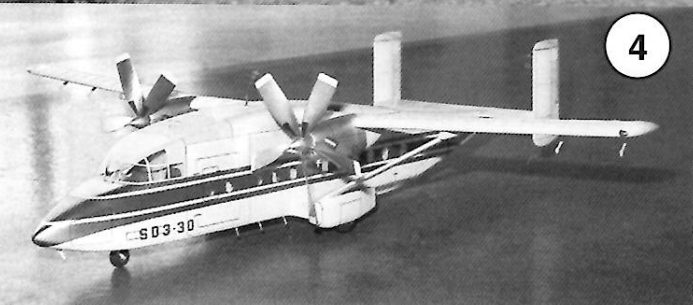
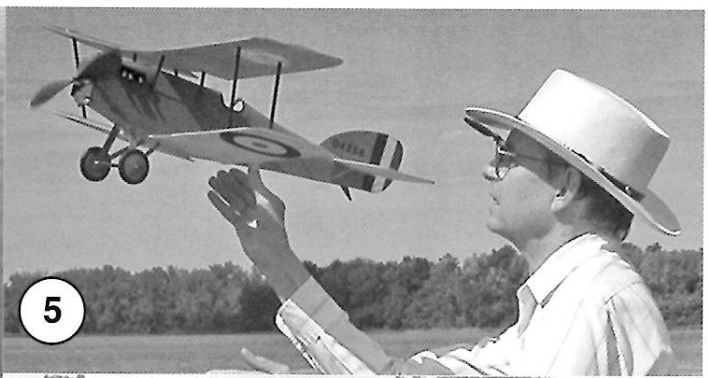
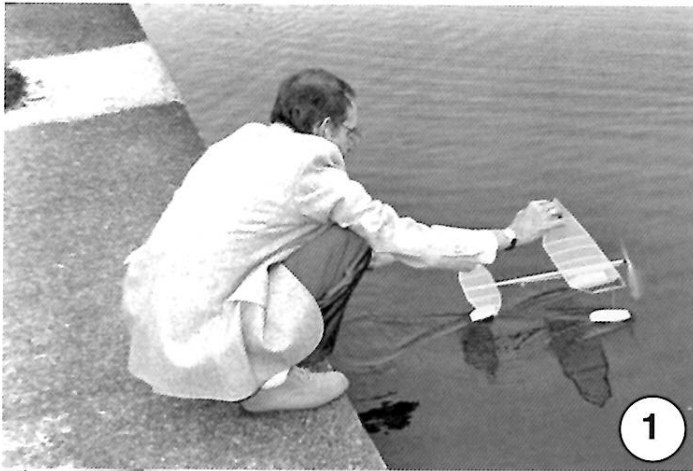
MAY 19-20, 2012 WaWa Spring contest See flyer on FAC web site.
CD: Ed Pelatowski 203-735-9494 epelatowski@gmail.com

JUNE 2 & 3, 2012 REES MEMORIAL MEET RAEFORD, N.C.
See Flyer in the last issue or web site.

JULY 18-21 2012 FAC NATS MK XVII GENESEO, NY

Sept 6, 7 2012 FAC OUTDOOR CHAMPS MUNCIE, IN.
Details on page 5 entry form on FAC & Maxecuter website

PHOTOS PAGE 2



MaxFax Jan-Feb 2012

Stew Meyers Editor

DAVE REES ISSUE

As noted in the last issue, our modeling buddy Dave Rees passed away on Jan 20th 2012. He had been in failing health over the past couple years. He did manage to make it to the Kudzu contest that he originated for one last time this last year. A bunch of us attended the memorial service on Jan 28th where Dave Mitchell gave a heartfelt memorial address on behalf of the Maxecuters. That address is included in this issue as is the NFFS Hall of Fame Nomination. Frank Fanelli Editor of Flying Models had a nice writeup in the April issue of FM where Dave published 23 designs. Dave's son Don gave us 45 more of his plans which we will scan and make available to modelers as a perpetual memorial to Dave. These plans are all too large to stick into MaxFax. We plan to put PDF's on a web site and offer printed copies for a nominal fee to cover costs.

For this issue, I have scanned the General Aristocrat plan that was included in the only kit he produced. As the full 36 inch Coconut plans are available from Carstans, I have reduced the Aristocrat plan reproduced in this issue as an example of Dave's construction techniques. Even at this 21.6 inch span, it doesn't quite fit on two tabloid sheets and requires one more for the overflow.

We also have the results of our recent indoor flying session at the National Building Museum.

PHOTOS PAGE 2

1. Dave Rees launching a seaplane off his lake during a Kudzu flying session.
2. Dave winding his Martinsyde Buzzard with Marie holding.
3. The launch of Daves ambitious electric powered B-36 a Dave Franks Photo
4. Dave's AMA power scale CO2 twin Shorts SD3-30 Skyvan the 1985 AMA Nationals a Bob Clemens Photo.
5. Dave launches his Martinsyde Buzzard, a real winner.
6. Dave and Marie with his Tenzan.
7. Dave's remarkably light T-28 modeled after one your editor flew as a Navcad a Pat Daily Photo.
8. Marie Rees holding Dave's Ag-cat featured in the Dec-98 Model Aviation.

ATTENTION!

We have change our Red X policy to be the same as the FAC's. We will send out only one Red X and that is the last issue you receive. Now it will be

Dave Mitchell is too recent a Maxecuter to remember when Dave, then a member of SOTS (Scale Old Timer Society) of Philadelphia would come down to Comsat to compete with us. About this time we had the first FAC nats.

Dave became interested in electric power and bought HiLine from Don Srull and Tom Schmitt. He designed some pioneering models for this power source in the eighties and nineties. For years I supplied timer parts to Dave and he and Marie assembled Pico Timers for the Micro4 and Mini6. As with most of the modeling paraphernalia he sold these were just above cost. Dave did it out of love for the hobby not profit. When Dave and Marie had to move from their home to assisted living, I moved the seven thousand unsold obsolete motors out of his house and got rid of most of them for him.

(I still have a few, if you want one let me know.)

When Dave moved to North Carolina, he established the Kudzu Flying Corps and started the Kudzu contest. A highlight of this was the water flying off the lake behind his house on Friday afternoon. When it was too rainy or windy to fly, the Friday afternoon session became a bull session or sometimes a musical jam session with Dave Mitchell, Stefan Prosky, Walt Farrell, and Dave Rees playing.

Later on Saturday, he and Marie supplied lunch for the contestants on the field. This was before the area near the sod farm was built up and you could easily buy lunch out there.

After the Maxecuters were booted off Comsat, the Kuzu contest became our main mid-atlantic FAC meet. I think he originated the Flying Horde, a mass launch for any non-winning scale model at the end of the contest.

Dave said he wanted to build a T-28. I told him I had flown this plane as a Navcad and sent him pictures I had taken. He reproduced one that I had in my log book.

Dave and Marie were talented musicians, Dave built a harpsichord and a guitar and played the clarinet. They sang in choirs and madrigal groups and were active in local theatrical groups.

We had a couple of things amiss in the last issue. I left off the panel with the mast head and costs. On the center fold plan the mysterious blob is a jeg of the landing gear that did not make it correctly to the final copy. Refer to the similar BT-9 landing gear on page 18 of the Sep-Oct 2011 issue. Finally not everyone knew that Blossom in photo 4 on page 2 is Mrs. Miles, a talented aircraft designer and draughtswoman in her own right.

45 REES PLANS that the Maxcuters will soon make available.

PLANE	SPAN	POWER	DATE	DESCRIPTION
DH-83 Fox Moth	29.6	Rubber	Apr-97	cabin biplane
Culver Dart 1939 GW	28.5	electric	Oct-00	low wing civilian
Cabina Dornier Wal	35.28	double electric push/pull	2-Aug	amphibian civilian
Fiesler Storch 156c	36	rubber	Dec-92	military high wing
Schwiezer 1-30	56	rubber	Feb-96	low wing
Plage Court Torpedo	36	rubber	Mar-98	shoulder wing pioneer
Time Flies 1936	24	Rubber	2-Feb	Thompson racer
Trojan T- 28B	27	Rubber	Jun-97	Low wing trainer
Howard "Pete"	24	Rubber	Oct-91	low wing Greve racer
Mr. Smoothie	24	Rubber	Oct-91	Greve racer
Dh Hornet Moth	30.5	Rubber	Apr-96	cabin biplane on floats
Lockheed Vega	30.5	Rubber	Jul-92	high wing monoplane
Martinsyde Buzzard	30	Rubber	Apr-93	WWI biplane
Bell X-5	35	electric ducted fan	Oct-97	rc or ff
Miles Falcon 1936	30	Rubber	7-Mar	low wing monoplane
Wibault-Penoet 1934	42	electric trimotor	Mar-90	low wing monoplane
Seawing 2000	31.5	electric	Jun-93	amphibian civilian
Vultee V-11 GBT	30	Rubber	Dec-98	low wing GA military
Grumman Skyrocket	23.8	electric twin	Nov-93	GA military
Dornier Delphin III	36	electric	Jul-92	high wing seaplane
Porterfield Collegiate	36	rubber	Feb-92	high wing monoplane
Citabria 7ECA	36	Rubber	Mar-93	high wing monoplane
Lacy Twin Bug	20	electric twin	Nov-94	high wing monoplane
Piper PA-12	36	Rubber	Aug-94	high wing monoplane
Nicholas Beasley NB3	36	Rubber	Feb-95	low wing civilian
Globe Swift GC-1B	29.9	electric	Dec-98	low wing civilian
Avro Canada CF-100	36	electric ducted fan twin	Jan-94	LW modern military
Cicada	24	Rubber	Jan-87	radial racer
Loening M-8-0	27.75	Rubber	Jan-87	GA military
Dornier Delphin I	25.5	electric	Aug-90	amphibian
Nesmith Cougar	24	Rubber	Jun-77	high wing monoplane

Caproni CA134	13	Rubber	Jun-85	biplane
Blackbird SR 71A	19.1	electric double ducted fan	Jan-92	jet fighter
Fantrainer 600 RFB	32	electric ducted fan	Dec-93	military trainer
Focke- Wulf 189A-1	36	rubber twin	5-Sep	WWII fighter
Culver Cadet	29.5	electric	Sep-00	modern civilian
Corona Cougar	13	Rubber	?/92	high wing monoplane
Messerschmitt 108	26.1	Rubber	Oct-80	low wing Civilian
Fairey Fulmar	27	rubber	May-89	WWII fighter
Mitsubishi "Jack" J2M3	26.74	Rubber	May-87	WWII fighter
Gee Bee Model Y	24.25	Rubber	Jan-92	low wing civilian
Boulton Paul Defiant	25.5	Rubber	4-Mar	WWII fighter
Colibri MB2 peanut	13	Rubber	Jan-88	low wing civilian
Cant Z.1007 Bis	31	Rubber	Jan-86	low wing WWII fighter
Zippy Sport- 25 inch	25	Rubber	Apr-83	high wing monoplane

2012 FLYING ACES CLUB OUTDOOR CHAMPIONSHIPS AMA FLYING SITE - MUNCIE, INDIANA

SEPT. 6TH AND 7TH 8:30 AM TO 4:30 PM

AMA Sanction # 12 - 0063

Thursday, September 6

Event #

- 2. FAC Scale *
- 3. FAC Jumbo Scale *
- 5. FAC Power Scale *
- 1. FAC Peanut Scale
- 7. Golden Age Scale
- 99. Erie Daily Times (ROG) ****
- 19. Embryo Endurance (ROG)
- 25. World War-I Combat **
- 19. Embryo Endurance (ROG)
- 11. Old Time Rubber Fuselage (ROG)
- 23. Greve Race **

Friday, September 7

Event #

- 2. FAC Scale *
- 3. FAC Jumbo Scale *
- 5. FAC Power Scale *
- 29. Half Size Wakefield (ROG)
- 10. Old Time Rubber Stick
- 6. Low wing Trainer
- 98. A.M.A. P-30 ***
- 24. Goodyear/Formula Race **
- 14. Old Time Gas Replica
- 25. World War-II Combat **
- 16. FAC Dime Scale

All planes for Scale Judging must be turned in by 12:00 noon Thursday, Sept. 6 for both day's events.

OT Rubber times must be turned in by 3:00 PM each day (for target time fly-offs).

*These FAC events may be flown either day. Judging is on Thursday Sept. 6 only.

**Mass Launch Events: 2012 Rule Book Pg 18 and comply with Pilot's Pre-Launch Check list (PPLC).

***Event flown to current AMA Rules. (Not Kanone worthy)

**** One-Design Event: Published EDT plan or kit. 2012 Rule Book, Pgs 11 -12, flown as Jimmie Allen model.

Contest Director; Ralph Kuenz (517) 240-0208 <rdkuenz@yahoo.com>

Contest Co-Director Dan Olah (248) 542-8144 danielolah@wowway.com

\$25.00 Entry Fee includes all events All entrants must hold a current AMA or MAAC License.

Trophies (Engraved Glass) will be awarded to third place.

Entry provides complimentary model plan of the 25" Comet Porterfield model plan (with parts).

Entry also provides complimentary Meet Theme "T" shirt.

EVENT SPONSORS ARE WELCOME (sponsorship \$40 /event)

Dave Rees Memorial Address

Delivered by Dave Mitchell on January 28,
2012 at the Madison Ave. Baptist Church,
Goldsboro, NC

It is my great honor and privilege to say a few words about Dave Rees on behalf of the National Free-Flight Society, the Flying Aces Club, and most especially the DC Maxecuters, the Washington DC area chapter of the FAC with whom Dave and Marie were closely associated for so long.

Our hobby involves the designing, building, and flying of free-flight model airplanes. The free-flight community was first comprised of the children of the 30's and 40's, people who were coming of age in the days when the experience of looking up and seeing an airplane fly overhead was still a source of wonder and inspiration. That wonder, that inspiration, is what drives our hobby even today, no matter the age of the member. To say it is our passion would be correct, except that sounds much too serious. Basically, we're all just a bunch of folks who find endless pleasure in seeing our creations lift out of our hands and take flight. We wind our models up, let them go, and hope they come back. Most of us have never completely grown up, and Dave was one of the best and brightest kids of all.

His history with Free Flight modeling reaches back to his youth in Pennsylvania, but deepened the mid 1970's around the time that he joined the Maxecuters. After moving to North Carolina, he started the Kudzu Flying Corps, and for the past 25 years he and Marie hosted a contest in Raeford, NC called the Kudzu Classic, a staple of the Mid-Atlantic free flight contest calendar and a must-go event for all the Maxecuters. While this was, and remains, a great event, the most fun was to be had the day before the main contest, when we would all gather at the Rees' house in Goldsboro to lunch and swap stories and see what Dave and Marie were up to in the shop. We'd then pack up Dave's canoe and trek over to the community lake where we would try our hand at getting our models to take-off from the water. The fun was all in the trying-it's devilishly difficult--and created memories that will last a lifetime for all of us.

Dave participated in countless other FAC contests around the US during this time, including at the Maxecuter's home turf at the Comsat field and at the Pax River NAS Hangar in Maryland, and at the National Building Museum in Washington, DC. There he competed against the best builders and flyers in the US. His 185 victories ranks 6th on the list of all-time FAC wins, and he was elected in 1998 to the FAC Hall of Fame. I should mention here that Marie has 18 FAC victories to her credit, no small feat!

What truly distinguishes Dave Rees, however, is not what he achieved for himself, but rather the gifts he gave to Free-Flight modeling. It would be difficult, I think, to find a member of the FAC who has not been touched in some way by his genius.

He applied his professional skills as an engineer to develop a simple device with which to wind our rubber motors. When you consider that we are often putting upwards of 1500 winds in any given motor, you may appreciate the significance of this! The ubiquitous 10:1 Rees Winder is found in practically every Free Flight modeler's field kit. Just remember to wind counter-clockwise.....

Dave was also an early advocate of electric powered free flight, at a time when electric power was considered an impractical novelty. In no small part due to Dave's promotion through his company HiLine Models, electric powered free flight gained a toehold in the hobby, and now dominates the field.

But it is in the area of Free-Flight model airplane design where he perhaps made his most lasting contributions. Dave's development as a model designer can be traced through the progression of his extraordinarily beautiful plans. A Dave Rees plan is not just a guide to structure; it is a distillation of dreams and an invitation to excel. From his first, published in 1977, to his last, he was consistently pushing the envelope of how light and yet still strong a model could be made. The audacity of his innovative structures made a major impression on modelers, many of whom followed his lead, and it is now a common thing to hear designers talk of "Reesifying" a structure---making it lighter, stronger, and BETTER. It should be said however that very few of us have ever managed to meet his standards! His outstanding design for the 36" wingspan General Aristocrat was voted the National Free Flight Society Model of the Year in 1996. This model weighed barely more than two ounces and was capable of flying so slowly it could be trimmed to fly indoors in a room 90' square. It was a marvelous collection of slender sticks---a bit like Dave himself. This design---along with at least 50 others--will inspire modelers for as long as free-flight exists as a hobby.

One might get the clear impression from all of this that Dave Rees must have been a fierce competitor, constantly pushing himself in the pursuit of excellence. And that would be true, except that outwardly you would never suspect it. You could not imagine a more calm, gracious and engaging man.

Marie, on behalf of the Maxecuters and the worldwide Free Flight modeling community, in your time of grief we offer you all the love that our hearts can hold. Dave was a great friend. And while the flying field will not be the same place without him, know that every time a Dave Rees design lifts gently into a thermal on its way to another max flight, we will remember him.

Dave' 23 Models published in Flying Models
 are available from Carstens Publications
 You Now can order on line!
www.carstensbookstore.com
 1-888-526-5365

MODEL	SPAN	POWER	DATE	NUM		FM	DESCRIPTION
Talon Stunter	52	control line Fox 35	Apr-74	CF-329	\$11		semi-scale CL
Caudron Simoun	25	rubber	Mar-81	CF564	\$7		low wing civilian
Gadfly	36	rubber	May-83	CF632	\$8		low wing civilian
Hiperbipe	18.4	gas	Apr-84	CF663	\$7	Gas	EAA biplane
Roland Wahlfisch	26.8	rubber	Oct-84	CF677	\$8		WWI
Mr. Mulligan	24	rubber	Apr-85	CF693	\$7		Thompson racer
Tenzan	30	Rubber	Oct-85	CF711	\$7		low wing WWII fighter
Shorts SD3-30 Commuterliner	31.5	twin CO2	Apr-86	CF731	\$8	CO2	High wing civilian
Caudron C 460	24	Rubber	Mar-87	CF744	\$8		Greve racer
Skyraider AD-4	30	rubber	Aug-87	CF756	\$7		low wing modern military
Cessna CR-2	24	Rubber	Dec-87	CF765	\$7		Thompson racer
Nicholas Beasley NB3- 24 inch	24	Rubber	Apr-88	CF733	\$7		low wing civilian
Colibri MB-2	25.8	Rubber and electric	Sep-89	CF808	\$8	Elec	low wing civilian
General Aristocrat	36	Rubber	Oct-89	CF813	\$8	Sport	high wing monoplane
Dewoitine 338	36	rubber trimotor	Dec-89	CF817	\$8		low wing civilian
Bellanca 28-92	36	rubber trimotor	Mar-90	CF823	\$8		GA civilian
Piper Cub Coupe J-4	36	Rubber	Jun-92	CF885	\$8		high wing monoplane
Zippy Sport	36	Rubber	Dec-92	CF896	\$8	Sport	high wing monoplane
A-10 Warthog	29	electric double ducted fan	Nov-93	CF920	\$10		low wing mod mil
Peacemaker B-36	72?	6 electric	Aug-96	CD003	\$15		modern bomber
Saab Tunnan A29b	36	electric ducted fan	Mar-97	CD020	\$11		mid wing fighter
Alexander 1936 Eaglerock Bullet	28.75	electric	May-99	CD085	\$11		Civilian low winger

Dave Rees NFFS Hall of Fame Nomination

It is my great honor and privilege, on behalf of Free Flight Modelers worldwide but especially the DC Maxecuters, to submit this posthumous nomination of Dave Rees for induction into the NFFS Hall of Fame. Dave passed away on January 20, 2012.

Dave was the son of George Wharton Rees and Dorothy Johnson Rees. He was born and raised in Haverford, PA. He played clarinet for the high school band and later for the US Army 7th Division Band in Korea. After his military service, he earned a Mechanical Engineering degree from Drexel University, and worked most of his career as a Mechanical Engineer for Fischer & Porter Co., and Cooper Industries.

Dave's history with Free Flight modeling reaches back to his youth in Pennsylvania, but deepened in the mid 1970's around the time that he joined the Maxecuters. His children state that after a long stint as an AMA competition control-line modeler, Dave abruptly switched his full attention to free flight following an unsuccessful outside loop maneuver that completely obliterated his U/C model. Sweeping up the pieces, he looked around and saw a bunch of guys in a distant field having a ball flying rubber free flight. That looked like the way to go! He dropped the engine in the bag and, apparently, never looked back. That was control line's loss, and free-flight's gain.....

After moving to North Carolina, he organized the Kudzu Flying Corps, FAC Squadron #13, and for the past 25 years he and his wife Marie hosted an FAC contest in Raeford, NC called the Kudzu Classic. This event is still a staple of the Mid-Atlantic free flight contest calendar and a must-go event for all the Maxecuters. Dave participated in countless other FAC contests around the US during this time, including at the Maxecuter's home turf at the Comsat field and at the Pax River NAS Hangar in Maryland, the National Building Museum in Washington, DC, and of course at the FAC Nats in Geneseo and the Muncie Nats. There he competed against the very best builders and flyers in the US. His 185 victories ranks 6th on the list of all-time FAC wins, and he was elected in 1998 to the FAC Hall of Fame.

What truly distinguishes Dave Rees, however, is not so much his record in competition, but rather the gifts he gave to Free-Flight modeling. It would be difficult, I think, to find a member of the FAC who has not been touched in some way by his genius.

He applied his professional skills as an engineer to develop the Rees 10:1 Winder, a simple, practically indestructible and reliable tool that is found in practically every Free Flight modeler's field kit. Just remember to wind counter-clockwise.....

Dave was also a strong and early advocate of electric powered free flight, at a time when electric power was considered an impractical novelty. In no small part due to Dave's promotion through his company HiLine Models, and via his demonstrations of the viability of electric power through his exceptional models, electric powered free flight gained a first a toehold in the hobby,

and then a following....and now dominates the hobby. But it is in the area of Free-Flight model airplane design where he perhaps made his most lasting contributions. Dave's development as a model designer can be traced through the progression of his extraordinarily beautiful plans. A Dave Rees plan is not just a guide to structure; it is a distillation of dreams and an invitation to excel.

From his first, published in 1977, to his last, he was consistently pushing the envelope of how light and yet still strong a model could be made. His outstanding design for the 36" wingspan General Aristocrat was voted the National Free Flight Society Model of the Year in 1996. This model weighed barely more than two ounces fully loaded, was capable of flying so slowly it could be trimmed to fly indoors in a room 90' square, and helped to define the "coconut" class of modeling. The audacity of his innovative structures made a major impression on modelers, many of whom followed his lead, and it is now a common thing to hear designers talk of "Reesifying" a structure, i.e. consciously designing it to be lighter, stronger, and BETTER. His designs--- nearly 90 in all, most of them still available in plan form--will inspire modelers for as long as free-flight exists as a hobby.

One may get the clear impression from all of this that Dave Rees was a fierce competitor, driven to push himself in the pursuit of excellence. And that would be true, except that outwardly you would never suspect it. You could not imagine a more calm, gracious and affable man. He engaged novice and expert alike with the same friendly demeanor, and was always willing to talk shop and share his ideas. In short, he was an ideal ambassador for free flight, and an ideal candidate for the NFFS Hall of Fame. His passing leaves a void at the field that will never be filled, and he will not soon be forgotten.

Dave Mitchell
Secretary, DC Maxecuters
Keeper of the Rules & Webmaster, FAC
AMA # 271230
Member, NFFS



The General Aristocrat, our center fold plan

Rees Rembered

Pat Dailey

I remember first meeting Dave Rees in 1971 at a control line stunt contest at Anacostia NAS. He was flying his own design stunter based on the jet the Canadian Red Arrows flew and I still have a set of those plans.

Dave was quite a stunt pilot then. Later saw him at the first FAC Nats in 1978 and at a SOTS contest at Johsville NAS.

I also remember the first time he came to a Maxecuter contest at Andrews. He arrived with a gaggle of pre WWI Pnuts each of which was covered with condenser paper--that must have been 1978 or so.

I still have some b&w photos of those planes--they were also in Max Fax.

I also remember going to about 16 plus Kudzu contests in North Carolina and especially enjoyed the Water Fly events at the lake where Dave and Marie had their house built. Dave was a real gentleman!

I even remember falling out of the canoe in the lake when I over reached for a downed airplane.

I also remember discussing his "sports car racing career"--he raced a Singer (a British car similar to a MGTD) and apparently raced at some of the events that Bert Philips raced in with his Porsche Speedster (Bert also was a Maxecuter and attended many Kudzu contests).

Dave was one of the true giants of our hobby; a kind and gentle man, a ferocious competitor, and an innovator whose impact upon the design and construction of Free Flight models is incalculable, if easy to spot. Between his ubiquitous 10-1 winder, his early advocacy of electric free-flight, his gorgeous plans-which are master classes in design and elegant construction techniques-and of course the exceptional models themselves, with which he collected 185 Kanones in FAC competition, there are few among us who have not been touched by his genius in some way or another. Dave is a member of the 1998 class of the FAC Hall of Fame.

The Left Seat

*from the April 2012 Flying Models
Frank Fanelli*

It was a pure pleasure to know Dave Rees. I'm sure many others will tell you the same thing, and it's obvious from the many fellow modelers and friends who offered their own accolades to this unassuming but very creative and talented man, who just recently died.

To say he was talented is a very gross understatement just based on the 23 designs he shared with FM readers through the years. He started in control line but then migrated to what many justifiably consider one of the pinnacles of model aviation, freeflight scale. His freeflight designs are elegant and the plans he provided for them superb. And his subjects are thoroughly engrossing, fresh and in many instances, innovative models.

His son, Don, best summarized his father's artistry: "With a meticulous eye he chose each piece of balsa, each subject, each piece of paper. From his earliest Fike he progressed to multi-engine subjects of incredible difficulty like the B-36. Each subject was researched thoroughly before beginning work. He chose the most difficult subjects he could locate. Working with gas, CO2, rubber, and electric motors, he pioneered systems for each. Dave pursued each task in building with the idea of making the lightest most accurate representation of the airplane possible. With the patience of a monk he penned each rivet by hand, painted each spoked wheel, and cockpit."

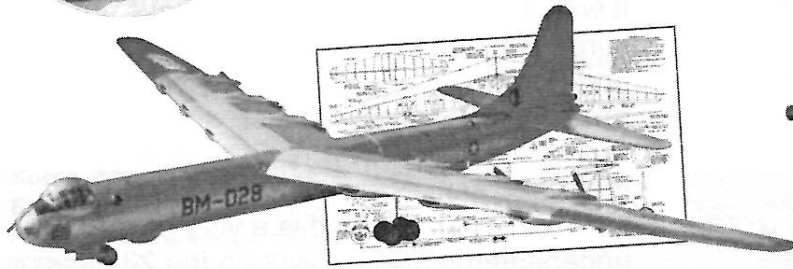
As Don wrote, there were many more talents he possessed that FM's readers never knew about: music, drawing, carving and even building his own harpsichord. Don justifiably wrote that he could have been the true Renaissance man.

It is fitting that I also mention his wife Marie, who was a partner in his modeling for many years. They were always a familiar pair at many contests. To her and to the rest of Dave's family we say he will be greatly missed not simply for his significant contributions to modeling but also because of the wonderful person he was.



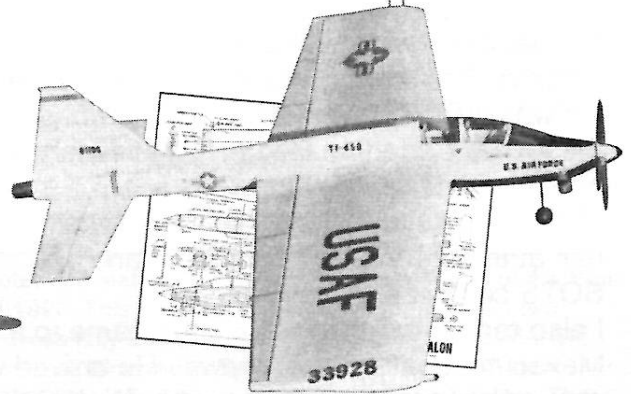
Lynn Good, in the cockpit of a N.J. Forest Fire Service Grumman AgCat

REMEMBERING DAVE REES



B-36 PEACEMAKER (CD003) August 1996

With electric motors just starting to impact the hobby, Dave caused a slight sensation when he unveiled his magnificent 57-inch freeflight version of the gigantic SAC bomber. His model used six small electric motors. **\$15.00**



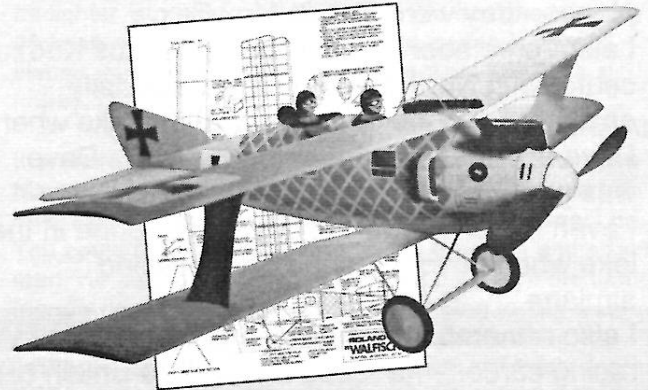
TALON STUNTER (CF329) April 1974

Following his penchant for scale, Dave created this 52-inch semi-scale Stunter for a good .35 size engine. And it joined the early ranks of foam-core wing models. **\$11.00**



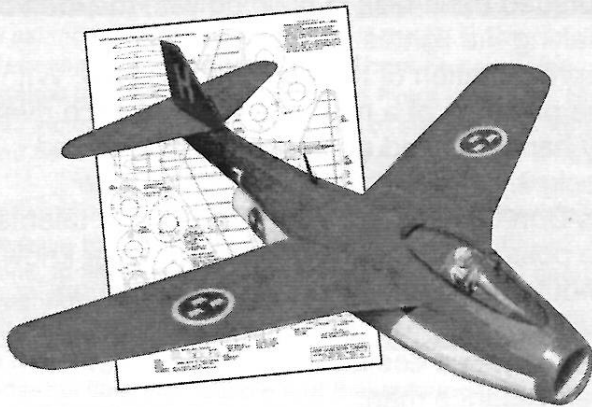
COLIBRI MB-2 (CF808) July 1989

There's a bonus with this 26-inch span freeflight model of the Swiss homebuilt. Dave built two of them, one for electric and one for rubber power. Each version is shown on the plans. **\$10.00**



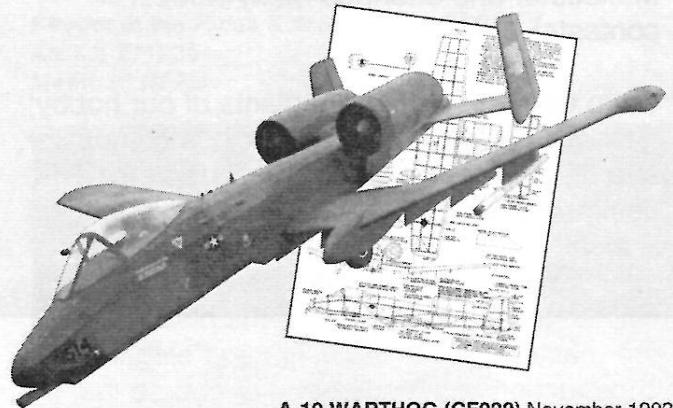
ROLAND WALFISCH (CF677) October 1984

Almost 27-inch span, Dave's model of the WWI fighter offers several advantages for freeflight rubber scale: no rigging wire, no cabanes, long nose moment, and simple interplane strut, not to mention the unique fish scale camouflage. **\$10.00**



SAAB 29B TUNNAN (CD020) March 1997

With today's efficient ducted fan power setups and lightweight Li-Po batteries, Dave's "bigish" (36-inch span) model of the early Swedish fighter is an even better candidate for a freeflight scale model. And even R/C! **\$11.00**



A-10 WARTHOG (CF920) November 1993

Always a pioneer, Dave created his Warthog way back in 1993, using two of the first small workable fan systems available then. The model spans 29 inches and has perfectly scale outlines. **\$10.00**

Celebrate the life of one of freeflight scale's most innovative and creative modelers, and experience the pleasure of building some excellent, unique models.

National Building Museum

March 4, 2012

We had 29 flyers for Freeflight, and 15 for RC. There was a lot of visitor interest in the flying and some new fliers.

Grand Champ was Henry Guth with three first places, two seconds, and two thirds. Steve Fujikawa was close with four first places. WW II NoCal had the most entrants with 12.

Dime Scale ML (6 entrants)		
1	Steve Fujikawa	Brownie
2	Henry Guth	BAT Monoplane
3	Walt Farrell	ONG Continental
Limited Pennyplane (4 entrants)		
1	Charlie Coeyman	4:44
2	Randy Kleinert	4:18
3	Paul Spreiregen	3:46
Ready-to-Fly (3 entrants)		
1	Sharon Appling	3:00
2	Paul Spreiregen	2:20
3	Walt Farrell	1:55
A-6 (6 entrants)		
1	Brett Sanborn	6:13
2	Tony Pavel	5:26
3	Henry Guth	5:00
Helicopter (3 entrants)		
1	Al DeRenzis	1:30
2	Walt Farrell	1:10
3	Sharon Appling	47

Tortoise and Hare RC (4 entrants)	
Paul Gunther	Nite Vapor
Most Unique/Creative RC (5 entrants)	
Paul Stamison	Can Opener
Most Beautifully Built RC (6 entrants)	
Chuck Duncan	Taube

The WW II NoCal Mass Launch was extremely close with the last four down landing within seconds of one another.

The A-6 flying was at a high level with an excellent flight of 6:13 by Brett Sanborn. With three fliers posting times above 5 minutes there was some serious competition with these small airplanes.

14g. Bostonian ML (7 entrants)		
1	Steve Fujikawa	Decathlon
2	Ross Summers	Bostard
3	Henry Guth	Lumbering Beast
P-Nut Scale ML (9 entrants)		
1	Steve Fujikawa	Lacey
2	Henry Guth	Fike
3	Walt Farrell	Piper Cub
Phantom Flash ML (10 entrants)		
1	Henry Guth	-
2	Walt Farrell	-
3	Mike Escalante	-
WW II No-Cal ML (12 entrants)		
1	Henry Guth	Baracuda
2	Tony Pavel	He-100
3	Steve Fujikawa	Dauntless
Parlor Fly ML (8 entrants)		
1	Steve Fujikawa	-
2	Stew Meyers	-
3	Bruce Clark	-

FAC No-Cal Profile Scale (5 entrants)					
1	Henry Guth	156	144	165	Baracuda
2	Dave Mitchell	123	122	99	SBC-3 Helldiver
3	Walt Farrell	100	90	130	Mr. Mennen P-39 racer

We had three events for the radio control end to keep things interesting. One was for the slowest flying model (Tortoise and Hare event), one was for the most unique or creative airplane to make a figure eight flight, and one was for the most beautifully crafted model.

D. C. MAXECUTERS

CLUB OFFICERS

President: Stefan Prosky 414 11th Street SE.,
Washington, DC 20003

Secretary: David Mitchell 230 Walnut St. NW.,
Washington, DC 20012

Treasurer/Editor: Stew Meyers, 8304 Whitman Dr.,
Bethesda, MD 20817

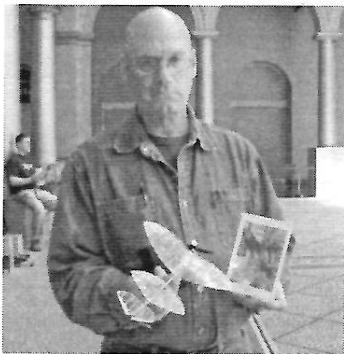
MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the Riderwood Village Square Clubhouse. 3148 Gracefield Rd Silver Spring, MD 20904
A map is on the website.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are \$20 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. You may now use **PayPal** at the website: www.dcmaxecuter.org

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@verizon.net



Most Unique winner
Paul Stamison



Most Beautiful winner
Chuck Duncan



Tortoise & Hare winner
Paul Gunther



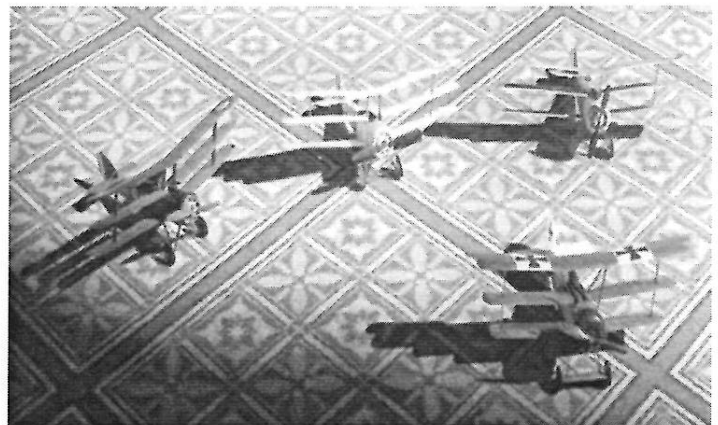
Maiden flight of Stew's
Sopwith Triplane.

Back Cover Photos

1. Dave holds his 72" electric B-36
2. Dave showing his AMA power scale CO2 twin Skyvan to some very interested spectators and the 1985 AMA Nationals at Chicopee, MA. Bob Clemens photo
3. Dave's 28.5" Culver Dart.
4. Dave's 35" ducted fan Bell X-5.
5. Dave winding up his winning Caudron rubber scale ship at the 1980 AMA Nationals at the Wright Patterson Field. bob Clemens photo.

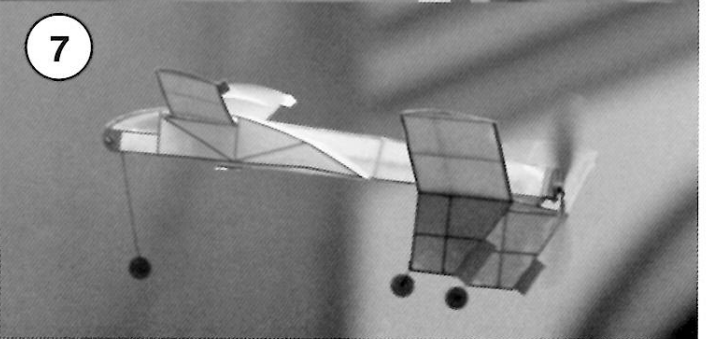
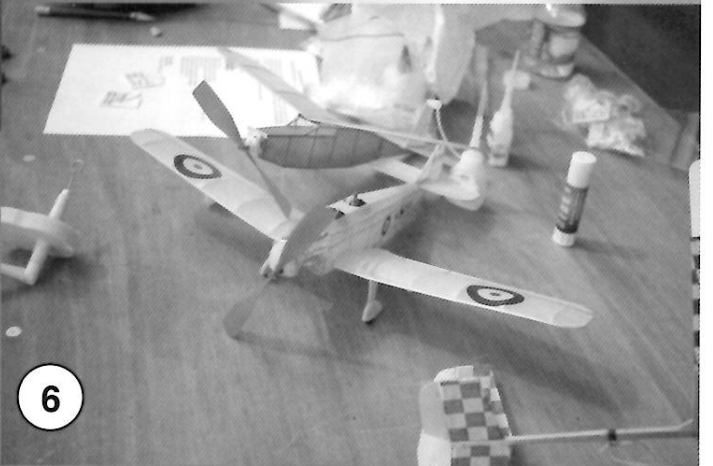
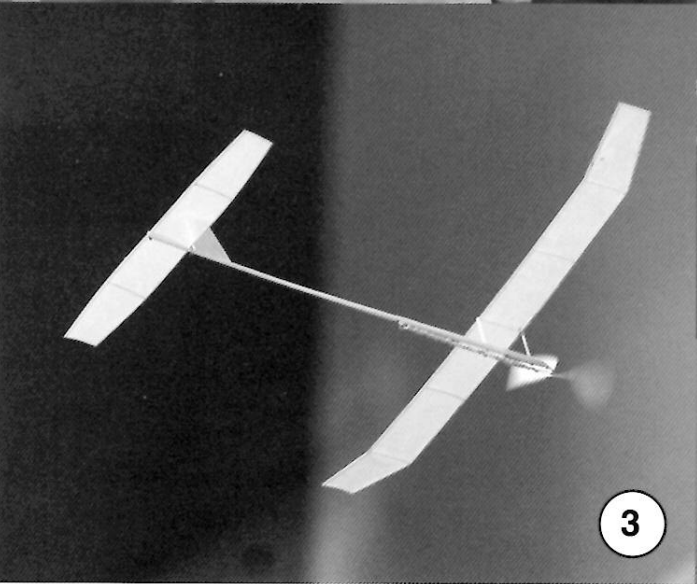
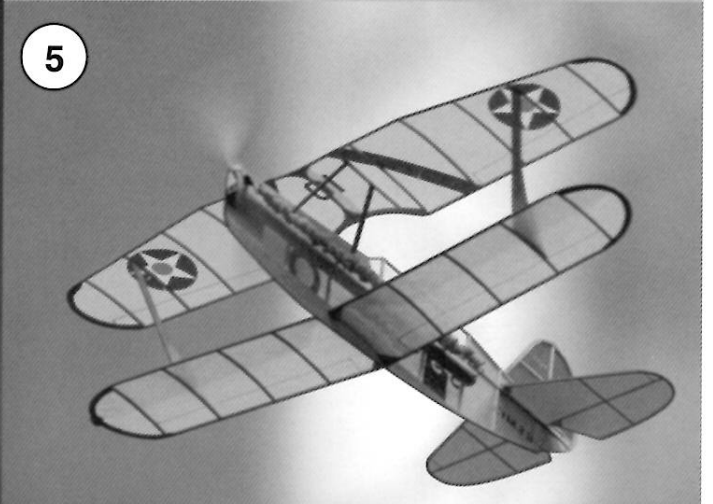
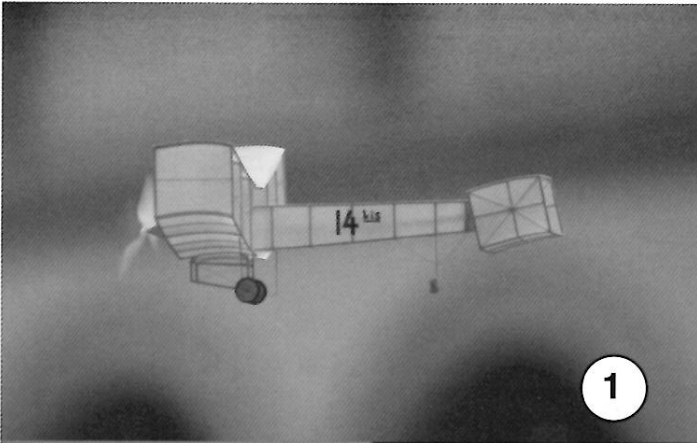
Page 19 Photos

1. Mike Escalanete's Santos Du Mont 14 BIS peanut.
2. Henry Guth with his winning WW2 profile Fairey Baracuda. He was the Grand champion as well. His father Mike gives it the thumbs up.
3. Bert Sanborn's 6 minute A-6.
4. Doug Grigg's peanut Piper Tripacer.
5. Dave Mitchell's 14 gram profile Curtiss Helldiver does over two minutes.
6. Bruce Clarke's table was typical for the NBM. The Miles Hawk and Parlor Fly are from MaxFax plans.
7. Mike Moskow's Barnaby Wainfan PLANARIAN Bostonian.



Three Sopwith Tiplanes built from Jinwo Choe's kits along with a doctored up FlyZone Fokker Tripe.

PHOTOS PAGE 19



THESE PHOTOS ARE BY
DAVID FULLER



D. C. MAXECUTERS
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8304 WHITMAN DR.
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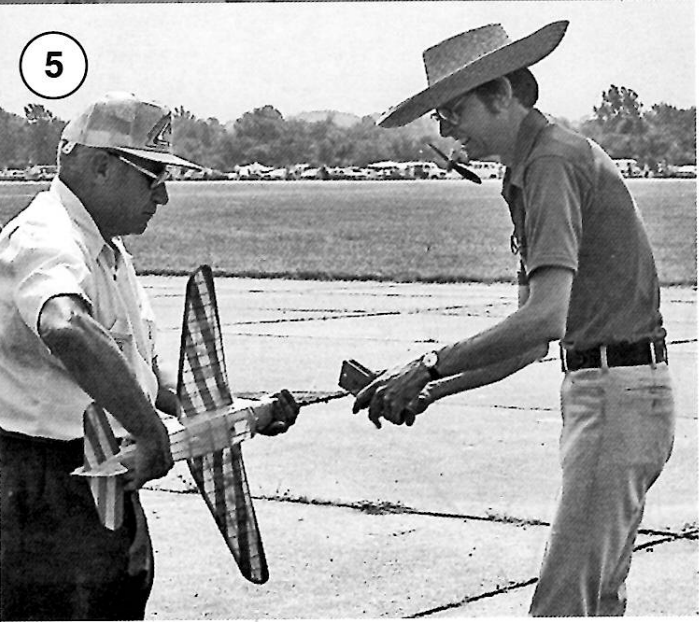
DAVE REES MEMORIAL ISSUE
INCLUDING A LISTING OF HIS DESIGNS
AND A REDUCED COPY OF HIS
COCONUT GENERAL ARISTOCRAT



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212 DIVISION AVE
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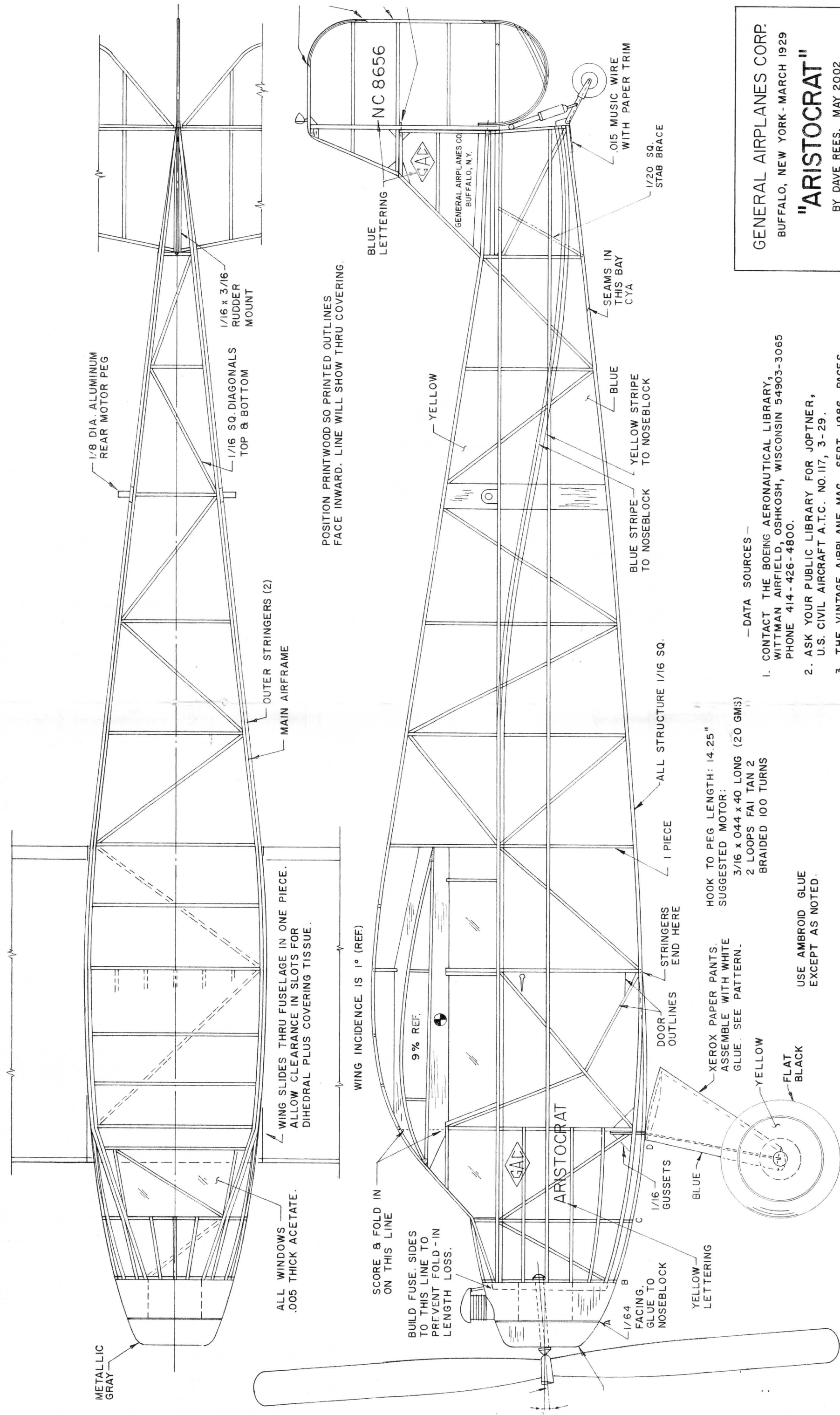
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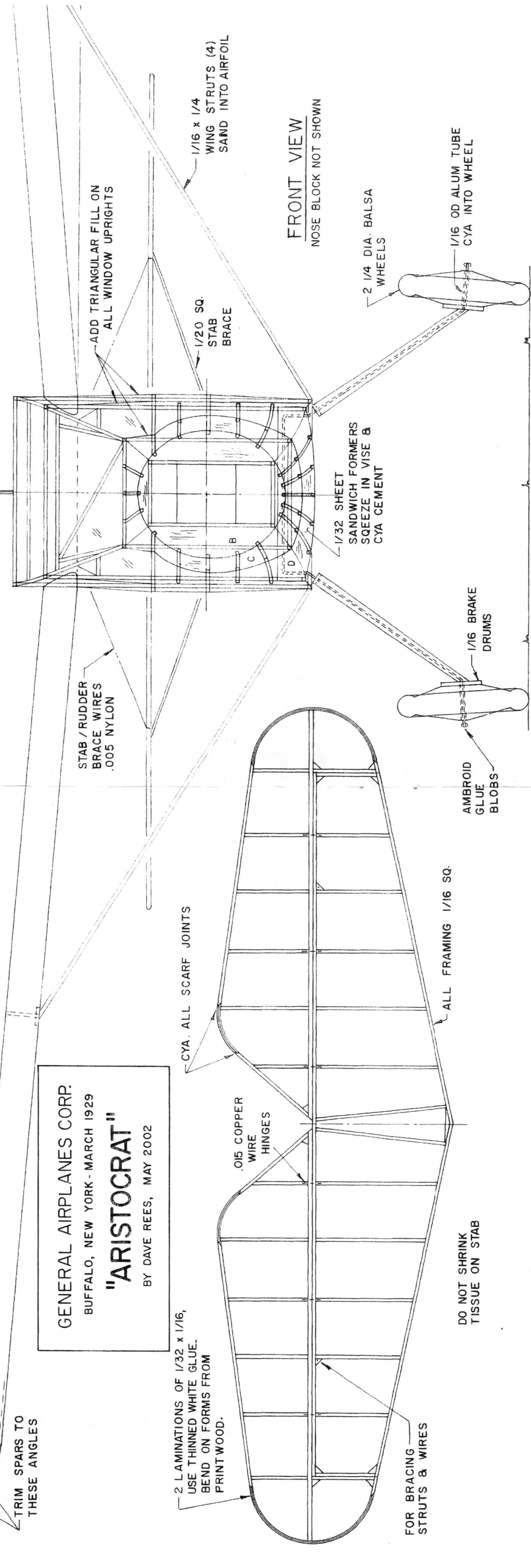
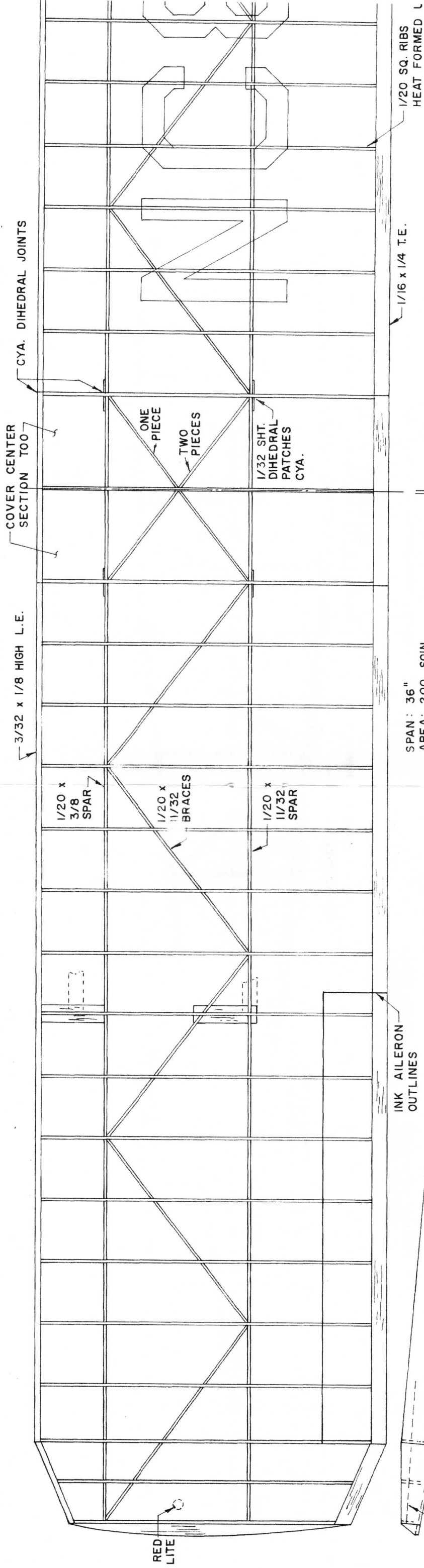
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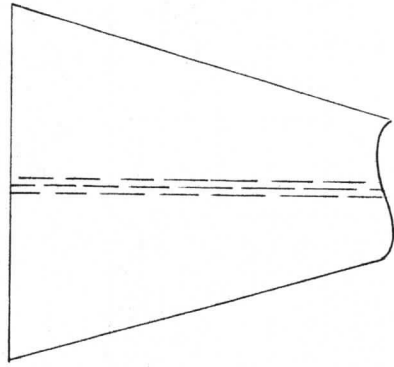


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 - THE VINTAGE AIRPLANE MAG. SEPT. 1986, PAGES 22 & 23 PLUS COVER IN THESE COLORS.

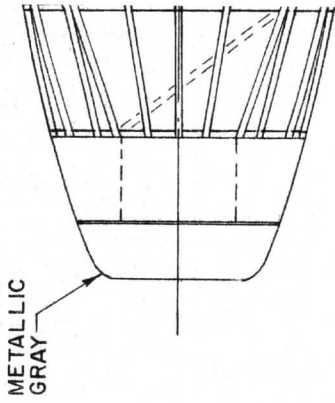
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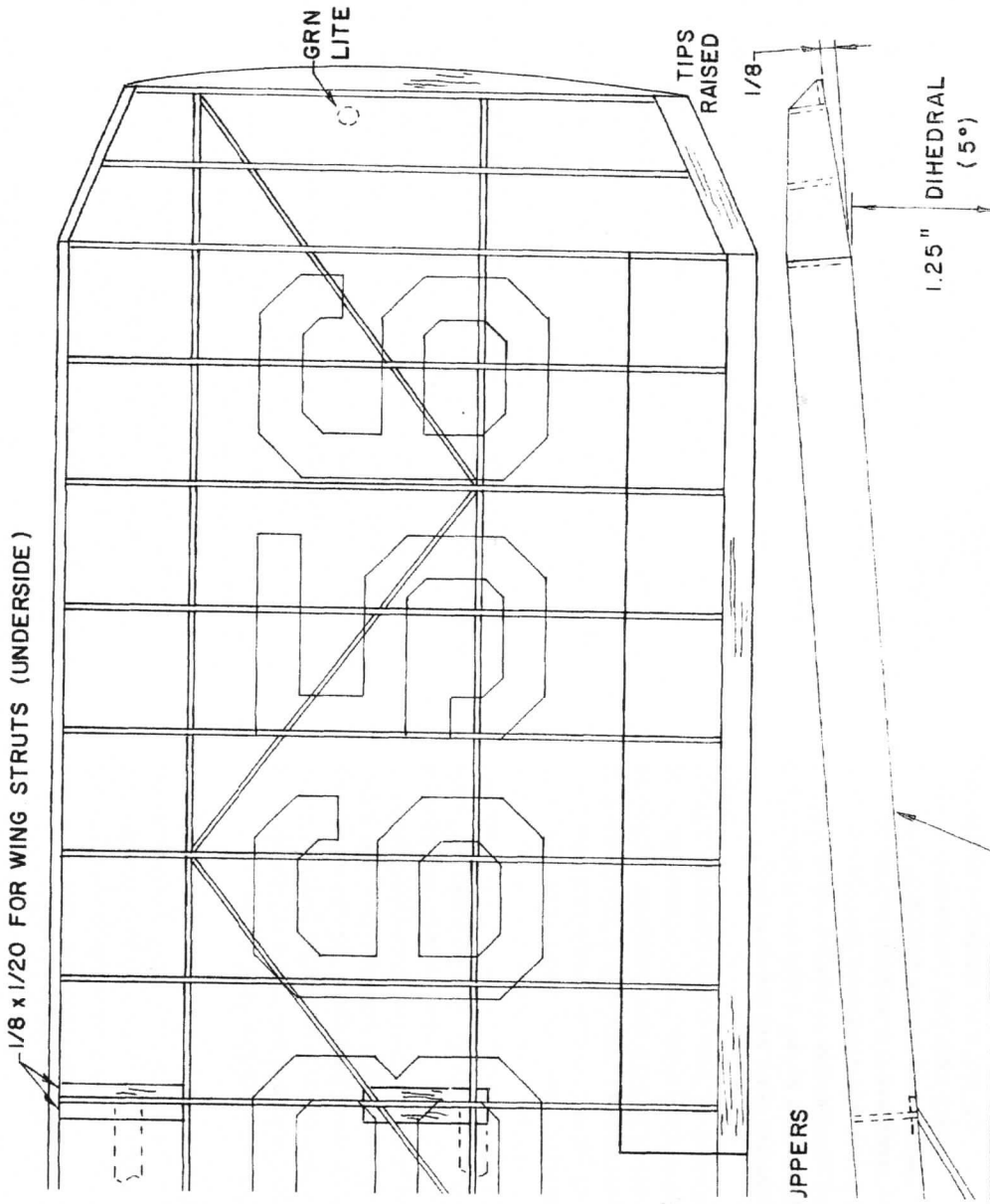
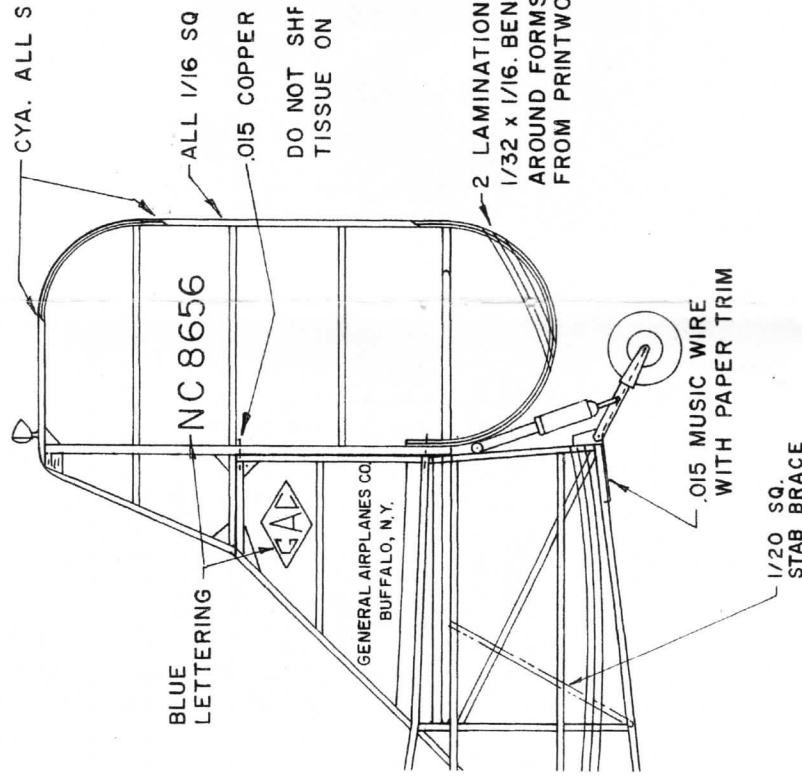
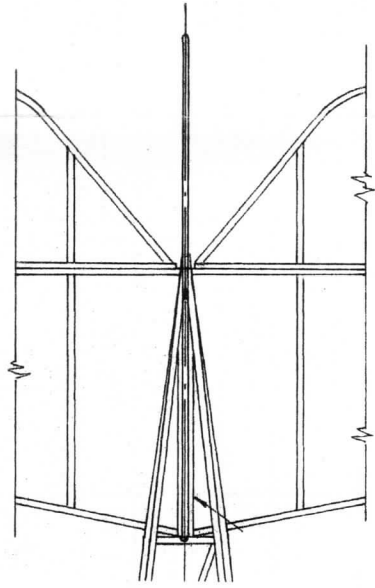
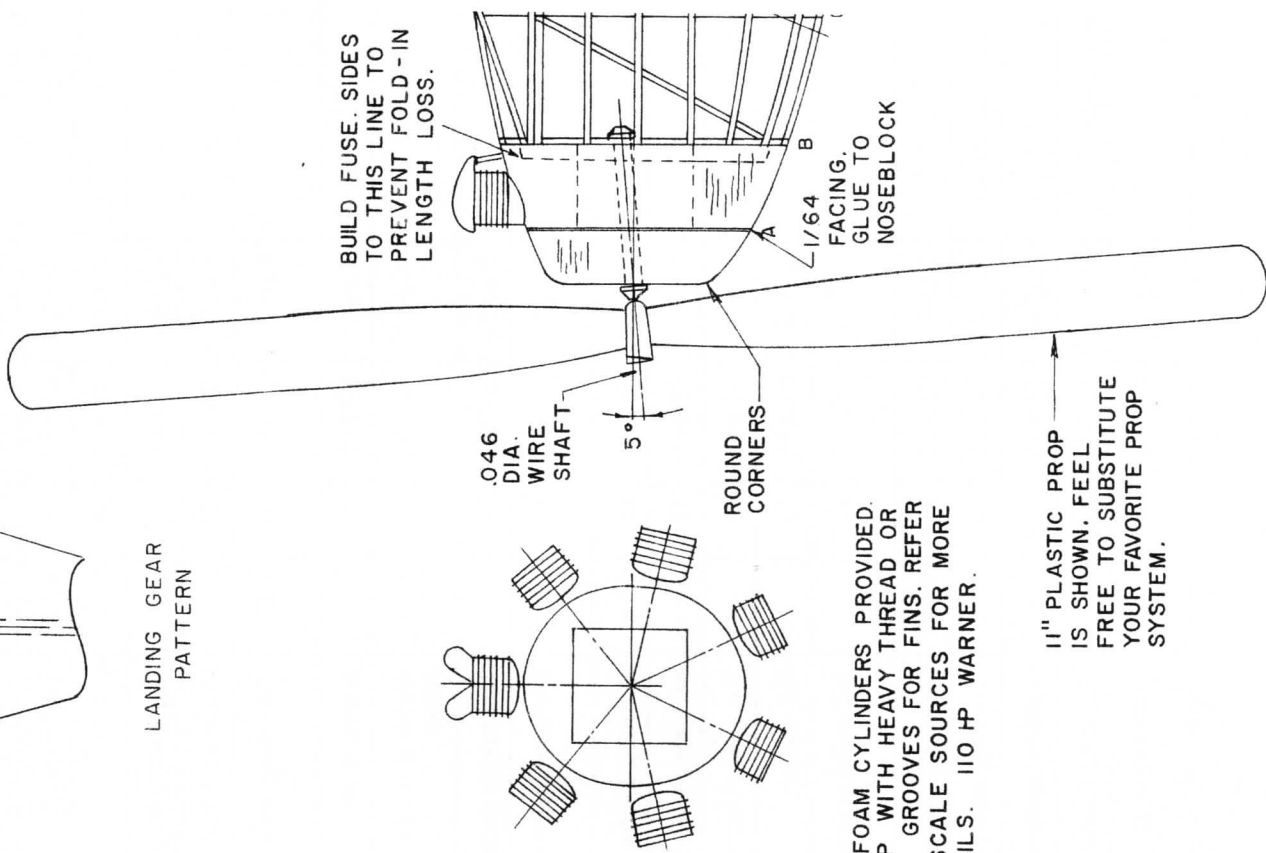
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LANDING GEAR PATTERN



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NOTE: COVER ENTIRE AIRFRAME WITH YELLOW TISSUE. LIGHTLY AIRBRUSH AEROGLOSS CUB YELLOW, WELL PLASTICISED, TO ENHANCE BRIGHTNESS. AIRBRUSH CURTISS BLUE BELOW FUSELAGE STRIPES. THIS WAS A FACTORY SCHEME. MANY OTHER COLORS WERE USED.

THESE PLANS WERE ORIGINALLY INCLUDED IN A KIT THAT DAVE PRODUCED. THEY HAVE BEEN REDUCED HERE TO A 21.6 INCH WING SPAN TO FIT INTO A MAXFAX FORMAT. THIS PAGE HAS THE PIECES I NEED TO REMOVE TO FIT ON A TABALOID SHEET.

A FILL SIZED 36 SPAN PLAN IS AVAILABLE FROM CARSTENS PUBLICATIONS AS CF813.