



# MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

2018-1





Marie and Dave at Geneseo, 2004. Marie is holding her beautiful red and white Vega, terror of the Powder Puff circuit!



Marie lets fly the Vega; Dave timing. One of the all-time great Free Flight teams.

## **MAXFAX 2018-1**

### **Pat Daily**

When the news broke on December 13, 2017 that Pat Daily had died, it sent a shock wave through the community of his friends. As one might expect, and as was confirmed by the turnout at his memorial service, that community was diverse and expansive, a compelling reflection of Pat's own wide-ranging professional engagements and passionate interests. And if there was a better word to describe Pat than "passionate", I'm not sure I know what it is. Whether egging on his modeling friends to get out on the field and FLY, or racing his beloved Porsche, going with his wife Sandie to watch his daughter Shannon compete in equestrian events, or just BS'ing at the local diner with his buddies, Pat did everything with a zeal that was infectious. He loved to interact with people. You didn't have to share the same perspective as he did, but you had better be ready and willing to ENGAGE!

So now, in this post-Pat world, as we consider his accomplishments and wonder where all the fun went, Pat would remind us that you have to go out and shake the trees to get the fruit. It's not going to come to you without effort. Use the good wood, build the things you love, challenge yourself, talk with people....and listen to them.

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### **Marie Rees**

No sooner had we begin to adjust to Pat's absence than we received word that Marie Rees passed away on February 17th, in Raleigh, NC. As a team, Marie and Dave Rees must surely be reckoned as two of the most influential modelers of modern times. Marie was not just Dave's trusted mechanic, but was an accomplished builder and flyer herself, as well as a fine musician. Her quiet demeanor masked a wicked sense of humor, and her graciousness as host of the annual pre-Kudzu/ROW get-together at the Rees house in Goldsboro, NC will never be forgotten by those who had the good fortune to attend. She remains forever in our hearts.

In this issue, we honor Pat with three of his best plans, including the never-before-stitched-together Avia BH-7, and Marie via Dave's plan of the Lockheed Vega, which Marie built and flew so well. In between we share some memories and photos. About those photos--apologies for the lack of attribution. Pat would have gotten on my case about that, but it was too much work trying to sort out who took what. Thanks to all who contributed.

I'm going to guess that neither Pat nor Marie would have wanted us to linger too long on their passing, but would rather we remember them as we knew them best--building and flying! So how about it, you beady-eyed-slack-jawed excuses for modelers? Are we going to FLY or NOT??

-Dm

**SUBMISSIONS** - send articles, plans and high-resolution photos to Dave. Electronic submissions preferred, but I do old school too.

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**MEMBERSHIP** - Dues for membership in the DC MAXECUTERS are \$25 per year for residents of the USA, Canada, and Mexico, and \$35 for all other countries.

**Dues should be addressed to:**

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Make checks payable to "D.C. MAXECUTERS"

OR you may use PayPal at the website:  
[www.dcmaxecuter.org](http://www.dcmaxecuter.org)

Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. [stew.meyers@verizon.net](mailto:stew.meyers@verizon.net)

Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

**Cover images:**

**FRONT**--Pat Daily holds his gorgeous electric R/C Curtiss Hawk, on a misty morning at the Remington sod farm.

Photo--Wally Farrell

**BACK**--A familiar scene: Team Rees tuning up Dave's CANT Z.1007. Looks like Geneseo.

Photo--Tom Hallman



## PAT DAILY

**I love the pic** of Pat and Stew carrying my Spitfire to a good takeoff spot on the road. It was a couple of years ago at the Remington sod farm, which Pat christened "Shangri-La South". It was a magical place where a number of us were lucky to spend over 15 years, flying with Pat.

*-Don Srull*



**It was in August 1976** when I pulled into the parking lot at the coliseum at the Columbus, Ohio fairgrounds. The AMA NATS were to be held at Wright Patterson AFB in Dayton with the indoor events scheduled to be run in Columbus. My son Mick and I had come to Columbus to compete in the indoor events. We saw two other gents headed for the Rodeo bunkhouse where we were to stay overnight. It was Pat Daily and Ray Rakow from the DC area. Noting my Massachusetts license plate, Pat asked if I had a connection with the FAC. This meeting led to the start of the DC FAC squadron.

Over the years, our friendship with Pat and Ray continued. When Ray called to inform me of Pat's passing, it brought to mind the passage:

When the "One Great Scorer" comes to write against your name,  
He writes not if you won or lost, but how you played the game.

*-Tom Nallen I*

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**I was introduced** to Pat Daily over 20 years ago by a Retired USMC Aviator who worked with Pat at UNOS (United Network For Organ Sharing), where Pat was the Executive Director. My friend said, "Pat has a car like yours'-meaning a Porsche 356." OK, I'm in! So the three of us had lunch one day. We drove our 356s so we could see each others' and compare notes. Pat said, "You have to come to RPM!" "What's that?" "Richmond Porsche Meet, dummy, it's at Alex Smith's place." "OK, sounds like fun if there are more Porsches like ours!" "You'll love it!" ..... and I did. That's how our friendship started.

Pat would auto-cross "Fast Freida", his Heron Grey (NOT WHITE!) 1963 356B Coupe, at Southside Race Track on the Sunday mornings after the RPM Concours and really get it going. He would lead the driving tours after the Concours at Alex's with me in trail behind him, with a bad valve, pedalling like crazy trying to keep up.

Pat had retired from the US Navy Medical Service Corps as a Captain (O-7). His last command was as the Commanding Officer of the US Naval Hospital Subic Bay Philippines. One evening he and his bride Sandie were out for supper and he struck up a conversation with their waitress. He asked her where she was born and she told him, "Naval Hospital Subic Bay". Pat said, "When you go home I want you to look at your birth certificate and see if Capt Pat Daily signed it!" (He had....)

Lately Pat's passions went to building and flying scale model radio controlled airplanes with the D.C Maxecuters, which he would fly at Mike Dale's place in Remington. I am truly sorry I never went up there with Pat, always too busy.

The past few weeks we would see each other at the Richmond Cars and Coffee. It was only at the last C&C did we all see each other and Pat was having a great time talking to folks and taking pictures as he always did. You couldn't miss Pat's car with the badges.

If you didn't know Pat in the first 30 seconds of meeting him you soon would and be ever more glad that you did. We will all miss so very much him. A true gentleman, professional, loving husband, father and friend.

God Bless and Fair Winds Pat!

*-Dick Pitman*





**September 1995** at the Comsat Annual. Second round of WW1. Flying my 21" Martinsyde S.1, which was a grooving machine. Already had 10 victories under her belt...both indoors and out... since first appearing at Geneseo in '93.

I never quite accepted or fully realized the fishbowl that was known as Comsat. Most Maxecuters clearly understood, and wound accordingly. Me...I went blindly forward, winding to max as I'd always done, assuming my models would listen to me when I'd yell 'turn now' or 'drop down' before the wall of green, etc.

Strull, Rees, Rowsome, Schanzle....the high flyers were all there, so I wanted to make it into the final. The Martinsyde went up, circled beautifully, came around a few more times in the calm air...but then she started to bump. No amount of coaxing seemed to matter as I walked underneath this rising ship.

This was quickly becoming a head down moment, shoulders slouched in obvious defeat as she drifted over the deep woods....but then there came a horn blast from a bright reddish van...it was Pat Daily, yelling, "...c'mon kid... lets go after her !!..."

I raced over to the road, jumped in, head out the passenger side window looking up....and for the next 5-10 minutes or 2-3 miles, we weaved about, through the winding, somewhat tree covered, rural Maryland countryside, chasing down the S.1 as she danced about the clouds, showing herself from time to time.

At some point however, the curves of the road led to the impossibility of keeping a line on her, so we stopped and accepted defeat. Pat said something like, "...it happens but we gave it a shot. She's on her way to Baltimore..."

I lost a favorite model, but that day I felt as if I was no longer a guest, a visitor to the numerous annual Maxecuter events. Now I felt like one of the guys. Pat gave me that... for which I'm eternally grateful.

R.I.P. pal.

OPEN		AMA SCALE				INDOOR	
NAME	1	2	3	4	SCORE POINTS	TOTAL	
BRUCE MEYER	7				67		
WIM DE MEYER	67	62	89	91	73	170.0	
OTIS DAILY	37	10	47	46	73.5	120.5	
FRANK JACOBSON					28.5		
DAVE DE GUYER	5	14	5	12	28	74.0	
DAN JENSEN	12.0				47	47.0	
DAVE JENSEN	67	34	100		47.5	147.5	
ROBERT JENSEN	46	48	58	53	68	126.0	
DAVE JENSEN	5	40	46		56	80	
DAVE JENSEN	67	77	77	78	67.5	165.5	
DAVE JENSEN	25	16	25	27	68	115.0	
DAVE JENSEN	83	10.0			74	174.0	
DAVE JENSEN	23	24	84	65	58	142.0	
DAVE JENSEN	21	23	28	45	73	112.0	
DAVE JENSEN	10	11	7	32	74.5	106.5	
DAVE JENSEN	25	22	40		42	82	
DAVE JENSEN	41	40	27	10	78	119.0	
DAVE JENSEN	66				52	118	
DAVE JENSEN	12				42.1	54.1	
DAVE JENSEN	33	34	35		40	116.0	
DAVE JENSEN	92				35	127	
DAVE JENSEN	76	75			65	141	
DAVE JENSEN	38	46	37	43	55.2	81.2	

**The Contest Result scoreboard** from the '76 Nats Indoor Scale event reads like a who's who of FF Scale - and Pat's Inland Sport got top shelf scale scores. Pat built what he loved at a time when clearly the Lacey M-10 was the airplane to fly for high time. In my opinion the dominance of the Lacey "ghost ship" at this time helped accelerate the move away from AMA Scale and toward the FAC bonus point system - which debuted on the national stage 2 yrs later at the fabulously attended 1st FAC Nats in 1978. Pat was right there at the beginning flying what he loved

OPEN		PEANUT SCALE				INDOOR	
NAME	1	2	3	4	SCORE POINTS	TOTAL	
DAVE JENSEN	6.0	65.0	30	71	71	120.5	
DAVE JENSEN	131	113	122	71	71	427.0	
DAVE JENSEN	61	49	51	72	72	245.2	
DAVE JENSEN	106	132	133	45	45	259.5	
DAVE JENSEN	22	17	23	36	36	170.8	
DAVE JENSEN	25	37	43	69	69	190.0	
DAVE JENSEN	65	36	63	65	65	229.0	
DAVE JENSEN	72	76	72	73	73	181.0	
DAVE JENSEN	15	20	25	47	47	131.0	
DAVE JENSEN	11	12	24	30	30	137.0	
DAVE JENSEN	78	82	77	72	72	332.7	
DAVE JENSEN	45	39	6.0	51	51	181.0	
DAVE JENSEN	58	73	73	73	73	285.0	
DAVE JENSEN	56	8	47	78	78	189.0	
DAVE JENSEN	17	23	29	96	96	177.6	
DAVE JENSEN	30	17	4.2	33	33	232.0	
DAVE JENSEN	45	44		77	77	205.0	
DAVE JENSEN	50	49	40	67	67	194.2	
DAVE JENSEN	77	112	39	57	57	234.1	
DAVE JENSEN	98	86	84	68	68	335.6	
DAVE JENSEN	105	91	106	70	70	281.4	
DAVE JENSEN	29	31	35	40	40	187.7	
DAVE JENSEN	48	59				89	

After TN1 and Mick met Pat, Ray and the Maxecuters at the '76 Nats, they extended an invite to come to DC and fly indoors at a Pax River meet. I made that trip with Pop and Mick and we stayed at Pat's house. The invite was returned the following summer when several Maxecuters trekked up to NE to fly at a Pinkham Field meet in Durham CT - they wanted to get the FAC Newsletter and at the

time attending and flying in an FAC meet was the only way to get on the mailing list. That meant getting to Durham since this was before the first FAC Nats, or any local FAC squadrons. The DC gang stayed with the Nallens in Chicopee the night before the meet and all had a great time in Durham the following day.

What fun seeing those old contest results. Dang I was just a kid...cheers.

-Tom Nallen II



Pat's Inland Sport Open Class AMA Indoor Scale entry at the '76 Nats. Plans in this issue.

-Tom Hallman

**Pat Daily** was a great guy. 15 or more years ago I was invited to come fly with him, Don Srull, Ralph Smalley, Stew Meyers and several other of the intrepid Maxcuters at the former Shangri-la south. It was a life changing experience for me. Not only did I gain access to a great field but also gained friends to fly with. Pat was always interested in what I was building and took fantastic photos of all the planes and fliers. We spent hours at lunch talking planes, books and reviewing plans and builds. Pat had a way of making me feel connected and welcome, even though I was a new member to the group.

Many years ago, Pat did some downsizing of his kit collection and had me drop by his house. I picked up about 40 kits, which were then awarded as prizes at the Raeford meets. It is just one simple example of his extraordinary generosity.

Pat loved flying electric RC. For him, it was a childhood dream come true.....small, quiet, slow moving planes that he could fly in his cul-de-sac. He still brought his FAC building chops to these efforts and several of his RC ships had FAC roots. He never completely stopped flying rubber ships, and his Jimmy Allen Super Chief was his most recent effort- a great looking plane and a great flier.

I miss talking with him. I miss those emails he would send, asking if any of us " beady eyed, slack jawed freeflighters were ready fly on the weekend!

Thermals Pat, and Peace....

*-Wally Farrell*

**Pat was instrumental** in getting permission for the Maxcuters to fly in Navy Hangers back in the day. Being active Navy at that time helped open doors with the leaders of facilities at the Navy hanger side of Andrews and then Pax River. Pat was also well-known for his winter season Bull Sessions. Meeting at the Virginia Air Museum or that bookstore in a garage near Williamsburg, we would group back at his house for old airplane movies, food, and good company. Pat always had an avid interest in the history of aviation, not just modeling. He was

well versed in many obscure airplanes; he had quite a collection of aviation books and would load up at the bookstore (sometimes buying titles that he forgot he already had). Because of this interest in aviation history he championed a Maxcutter expedition to central PA to visit the Golden Age Air Museum and the Mid Atlantic Air Museum. He arranged for the Golden Age museum to open by appointment just for us and the owner/manager gave the Maxcuters a personal tour.

In recent years Pat was well known for his photos of the action at Remington and Mike Dale's gatherings. These photos were very much the recent public web presence of our activities, and widely influential.

*-Glen Simperts*



## MARIE REES

**I came late** to the Maxecuters party, not joining the fun until the early 2000's. In those days the Kudzu meets were always preceded by the customary gathering at Dave and Marie's house in Goldsboro, NC. I vividly remember pulling into their driveway and wandering into their workshop for the first time, and gawking at the extraordinary models hanging on the walls. I was still pretty green to proper scale free flight as practiced by the Maxecuters and the FAC, and these works of art just blew me away. Not only were they beautifully executed, they were in many cases models of aircraft that I had always really liked. A Time Flies! A Howard Pete! And ooh, look at that pretty white and red Vega! I remarked on the Vega to Dave, to whom I had just been introduced. "That's Marie's" he said with a grin, and evident pleasure. Whoa. I had to meet this lady.



Marie, handling her Citabria like a violin bow.

Well, it was hard not to like Marie. A tiny thing, gracious and cheerful, but with the heart of a lion and the hands of a craftswoman. I believe that she and Dave were immensely proud of one another, and who wouldn't be? The more I saw them work together at the field, the more impressed I was at their teamwork, and at the major contribution that Marie made to Dave's success. Her easy charm, coupled with her evident determination to enjoy life, was a positive inspiration to anyone who knew her.

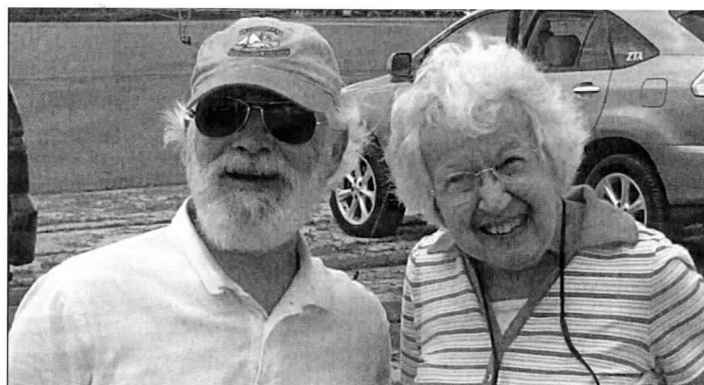
At Dave's memorial gathering, the pastor of their church spoke at considerable length of Dave's commitment to the church community, his service to God, and his higher aspirations. Very important, stuff, of course; but what of his time spent nobly pursuing less holy aims? A sizable contingent of Maxecuters were in attendance; however, as the pastor was concluding the service, it was beginning to look as though we would not get the chance to speak of our friend and the good times we had shared flying model airplanes. Marie was having none of that. She got his attention and pointedly noted that "some of Dave's modeling friends had come a long way, and might like to say a few words". Or something to that effect. The look on the pastor's face was priceless. So was Marie.

*-Dave Mitchell*

**I was helping** Dave and Marie fold up a tent. Marie and I were each at a corner and we were "walking it in" and once we got near the middle for some reason Dave needed the tent to turn about 90° in a circle.

So after walking in and then walking 1/4 of the way around the circle without saying a word Marie and I locked arms, hopped on the right foot, hopped on the left foot, allemande left then right in a circle and bowed to each other, and nearly fell down laughing. I swear not a word was said. God she was dry funny...

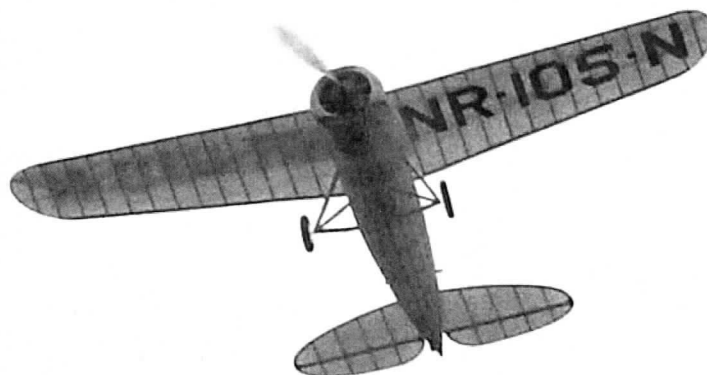
*-Vance Gilbert*



**I think one** of my first memories of Marie was way back when we would go flying at a farm south of Culpeper. She and Dave drove up for a meet. I didn't know them well at the time. She wound up her white Vega and it flew for about 8 minutes. I was amazed! Dave said he was going to walk the line to try to get it back. I figured that was hopeless but he found it! Her building skills were excellent. I got to know the two of them better as time went on.

When we were still flying on the lake at Goldsboro on Friday evenings I would sometimes stay at the house. The next day we had to drive a couple of hours to get to the sod farm. For many years, Marie and Dave got up super early to pack lunch food for everyone (there was no local stuff near the field at that time). They were great hosts. Marie had a fabulous singing voice and a great sense of humor. She and Dave were great fun, we always had things to talk about and memories to share. I miss them.

*-Wally Farrell*





# MaxFax 2018-<sup>1</sup>



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Lockheed Vega Plan



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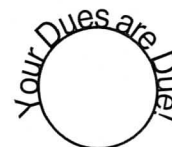
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**MaxFax** at the top of the page.



## UPCOMING EVENTS

April 22 Richmond Indoor Contest--Hudson Gym of Highland Springs HS

May 19-20, Raeford NC--Spring Kudzu Classic

May 19-20, Wawayanda, NY--Spring Meet at Barron Field

Visit

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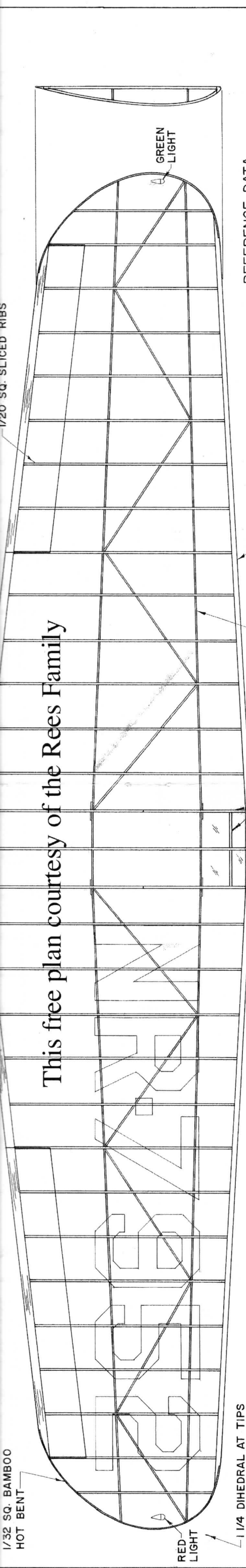
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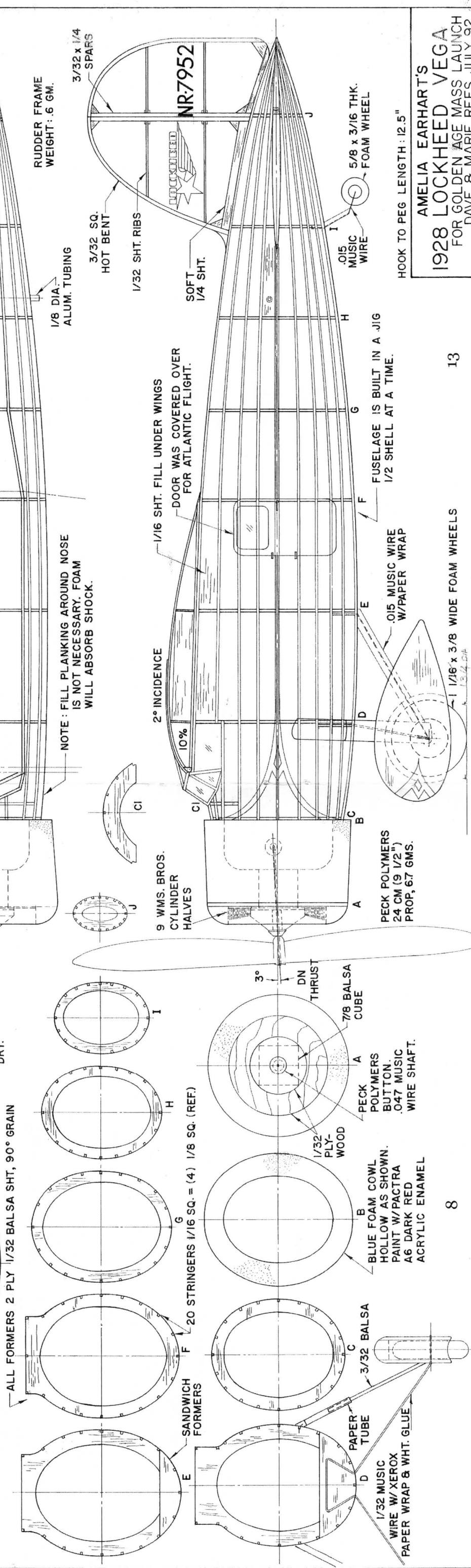
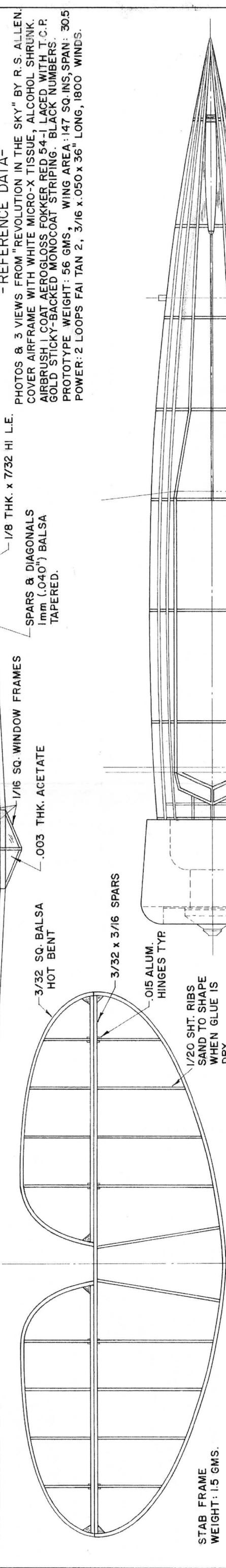
for more contest information



# This free plan courtesy of the Rees Family



- REFERENCE DATA -  
 PHOTOS & 3 VIEWS FROM "REVOLUTION IN THE SKY" BY R. S. ALLEN.  
 COVER AIRFRAME WITH WHITE MICRO-X TISSUE, ALCOHOL SHRUNK.  
 AIRBRUSH COAT AEROGLOSS FOKKER RED 54-1 LACED WITH T.C.P.  
 GOLD STICKY-BACKED MONOCOAT STRIPING. BLACK NUMBERS.  
 PROTOTYPE WEIGHT: 56 GMS. WING AREA: 147 SQ.INS, SPAN: 30.5  
 POWER: 2 LOOPS FAI TAN 2, 3/16 x .050 x 36" LONG, 1800 WINDS.



HOOK TO PEG LENGTH: 12.5"  
**AMELIA EARHART'S**  
**1928 LOCKHEED VEGA**  
 FOR GOLDEN AGE MASS LAUNCH  
 DAVE & MARIE REES JULY 92

Pat Daily didn't put out too many plans, and some of the ones that came out in the MaxFax were a bit sketchy. The **Avia BH-7** plan, though lovely, was originally cut up over three 8.5 x 11 pages; serviceable, but not ideal. I present it here in a re-worked form, which I think does a lot more to reveal the classic beauty of the design. You should build one! Yeah, the drawing is a little light. Not so his **Albatross D.III** which was originally presented as a full-size 17 x 22 plan, lovingly folded, and stuffed into the mailer along with the current issue. This was back in the day, when men were men, and the issues were put together and mailed out by a dedicated team of Maxcutters who, I suspect, used the occasion as an excuse to drink beer and talk **EVEN MORE** about airplanes. Imagine.

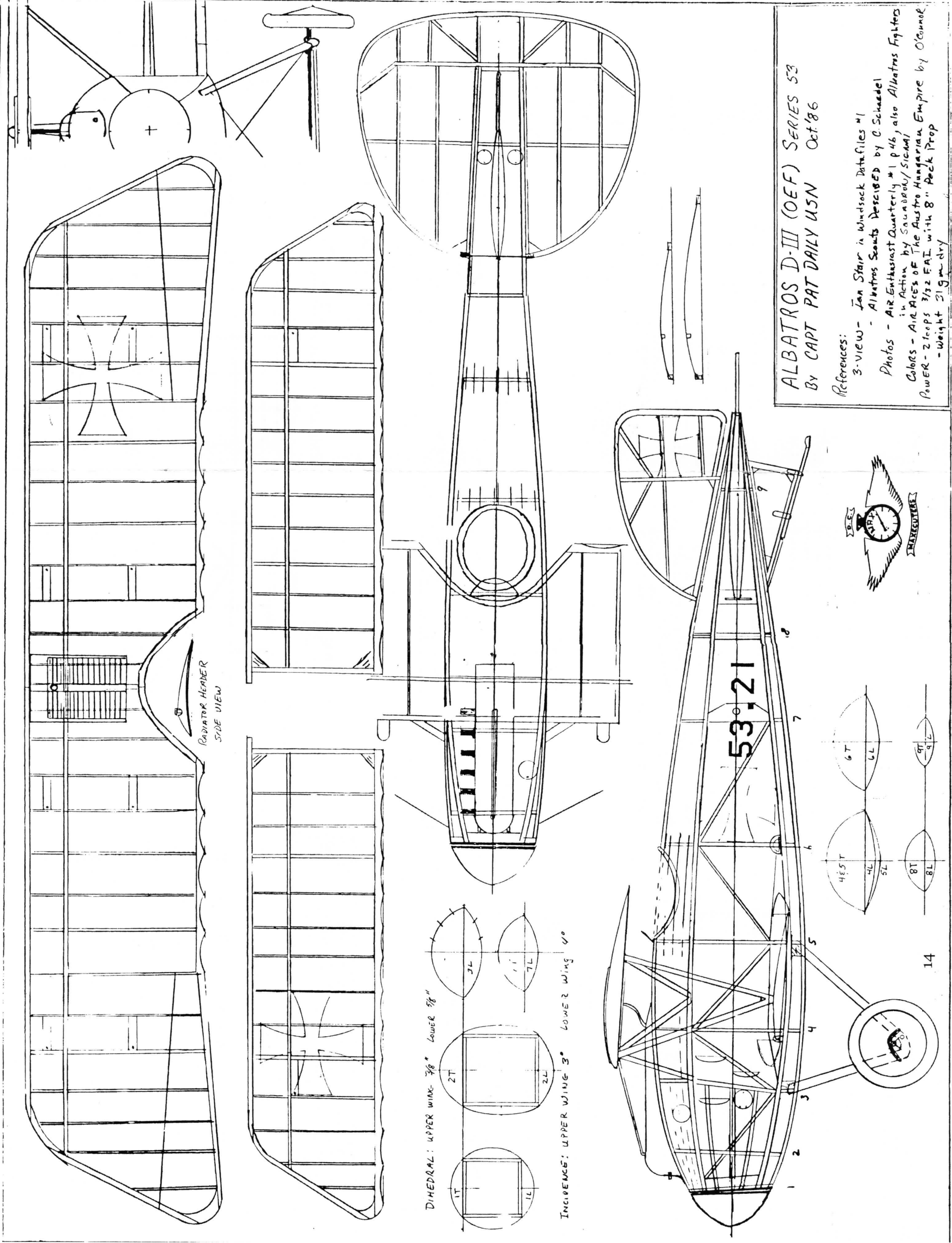
Anyway, it's a honey, and well worth another look. Original wingspan was 18"; this plan has been reduced to 64% of full size to fit our less luxurious, modern day arrangements.

Also well worth another gander is Pat's **Inland Sport**, presented full size on pages 9-12. This baby got the full treatment, retraced and tidied by Bill Ceresa (aka "Massimo"), modeler par excellence and co-artist (along with Don Srull, aka "Max") of many a MaxFax cover. Pat's dad flew the Inland Sport, and it was a favorite subject for Pat as a result.

Wedge in-between, feast your eyes on Dave Rees' classic 31" Lockheed Vega, which Marie Rees built and flew for many years. Building this as per plan is a master class in lightweight model construction. Everyone ought to try it!

The Vega plan is 46% of full size. A free, full-size, electronic version can be found online at Outerzone:

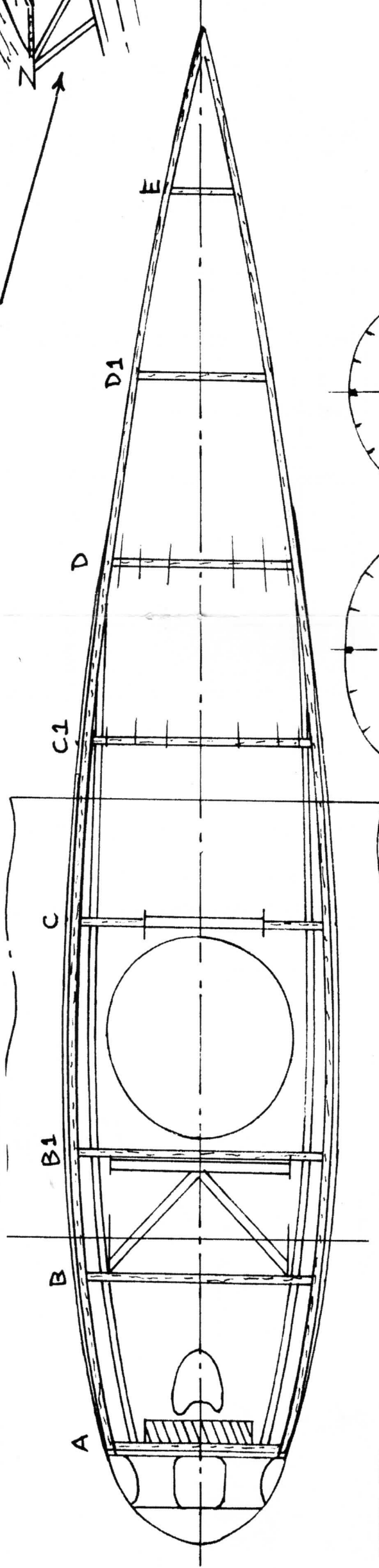
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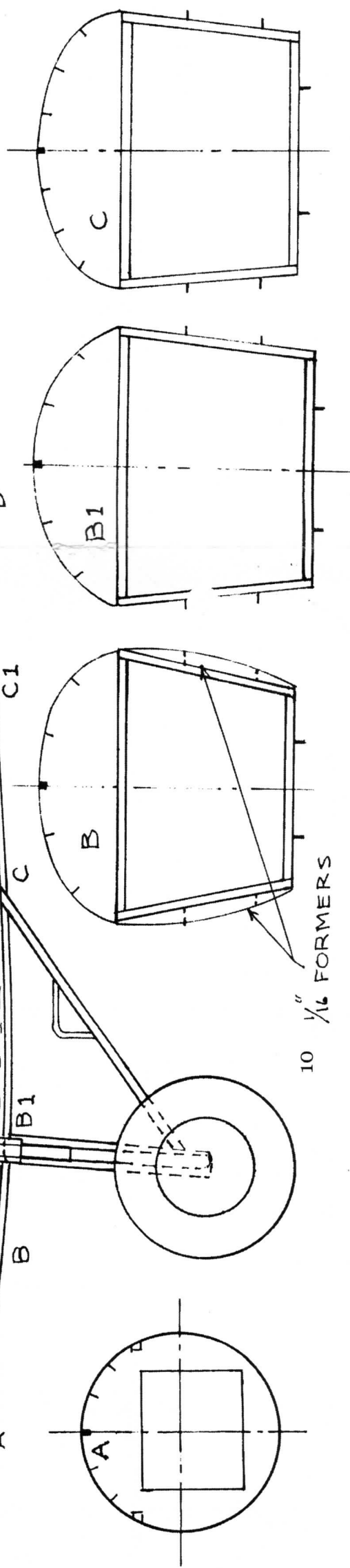
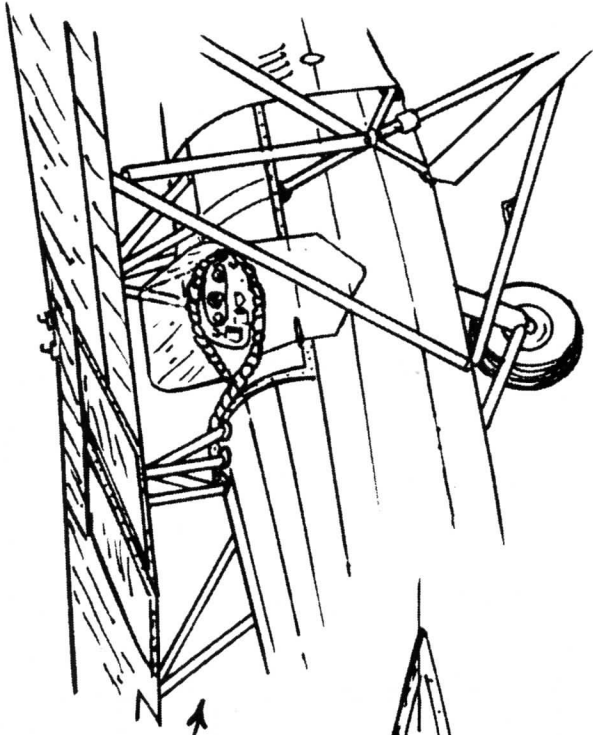
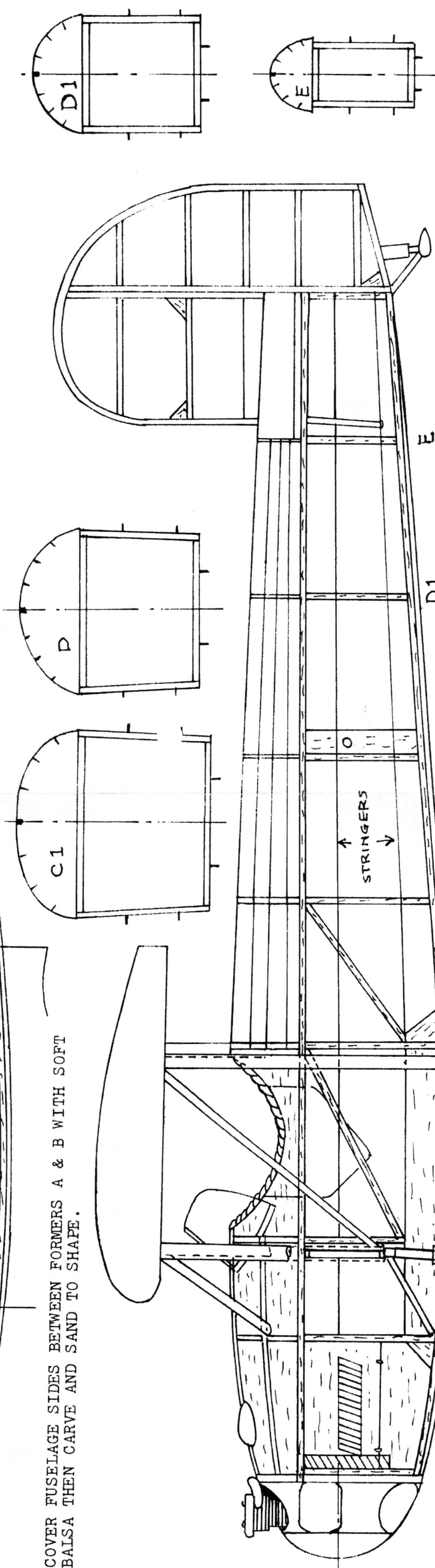


● SIDE FUSELAGE STRINGERS BEGIN LEVEL WITH FORMER B & THEN GRADUALLY TAPER TOWARD BACK OF FUSELAGE AND BLEND AT TAILPOST. BOTTOM STRINGERS ARE ALSO DONE IN THE SAME MANNER EXCEPT THEY START AT FORMER A.

--- INSERT TO SHOW DETAIL OF STRUT ARRANGEMENT

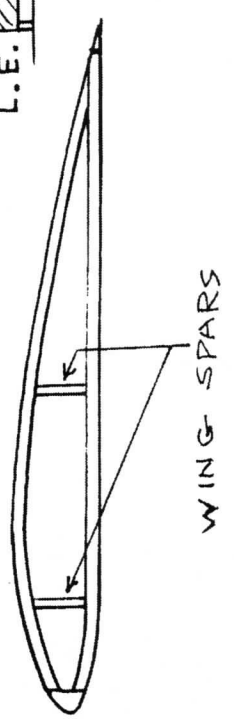
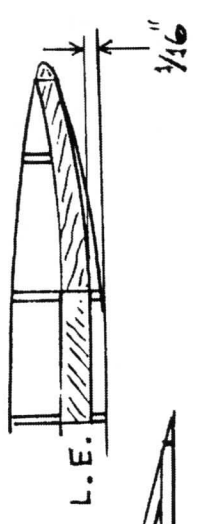
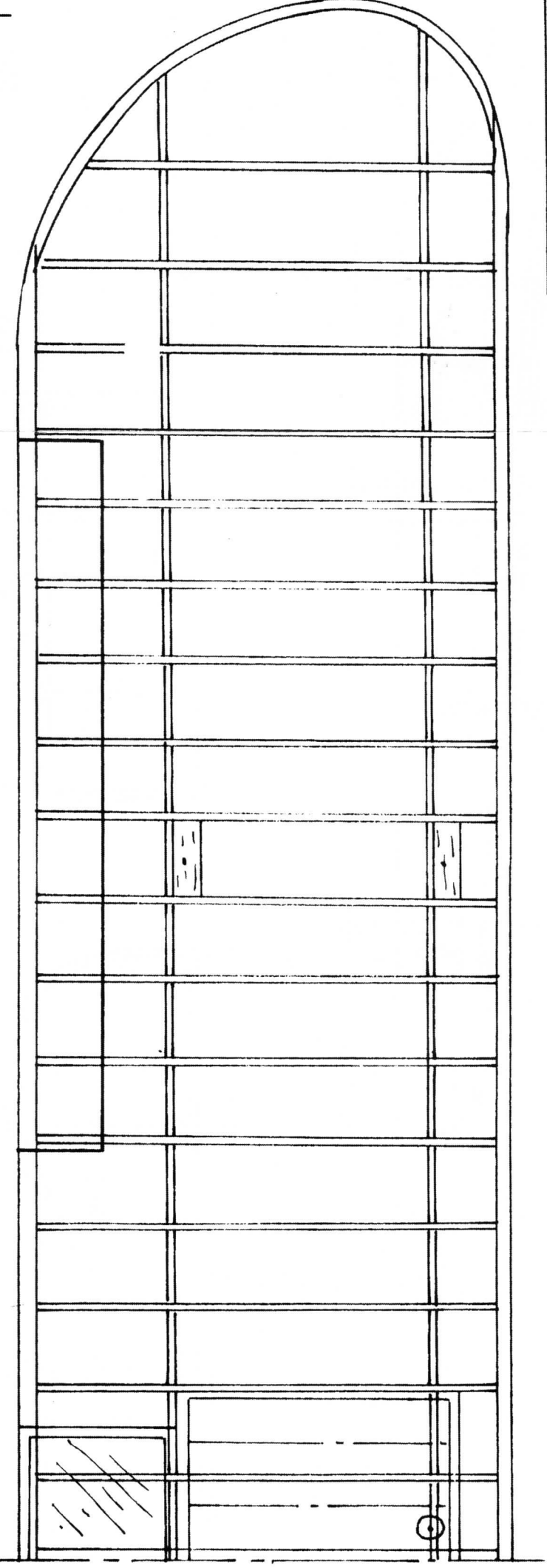
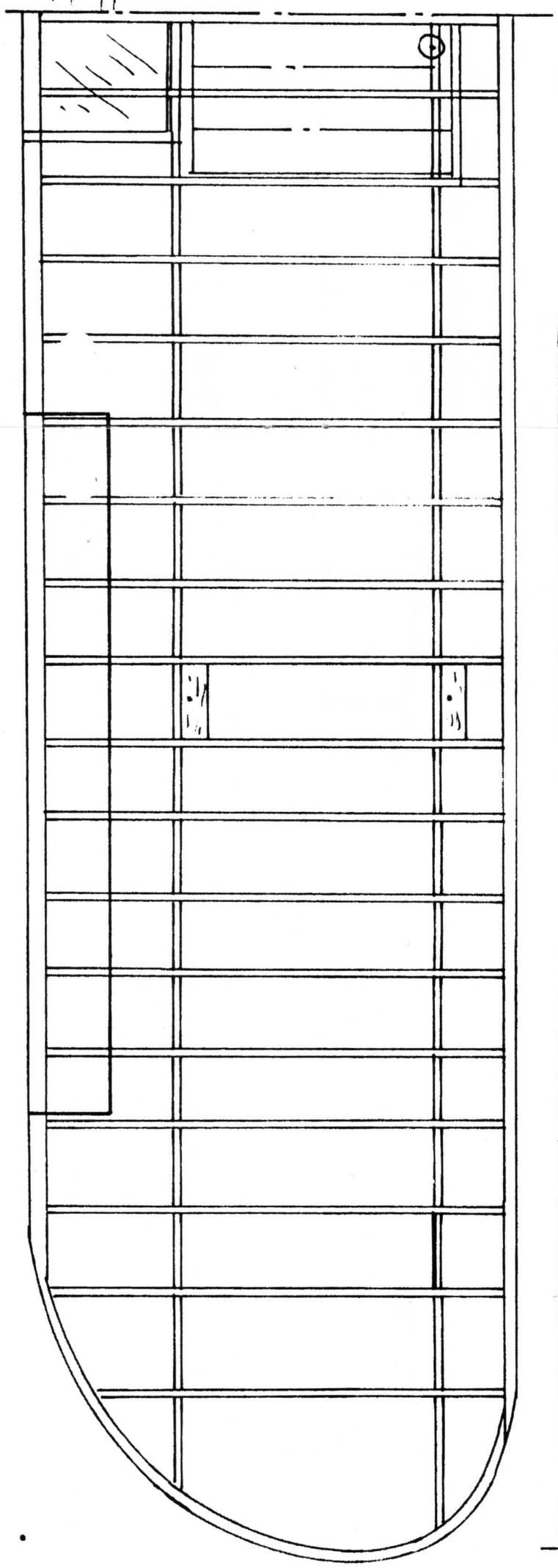
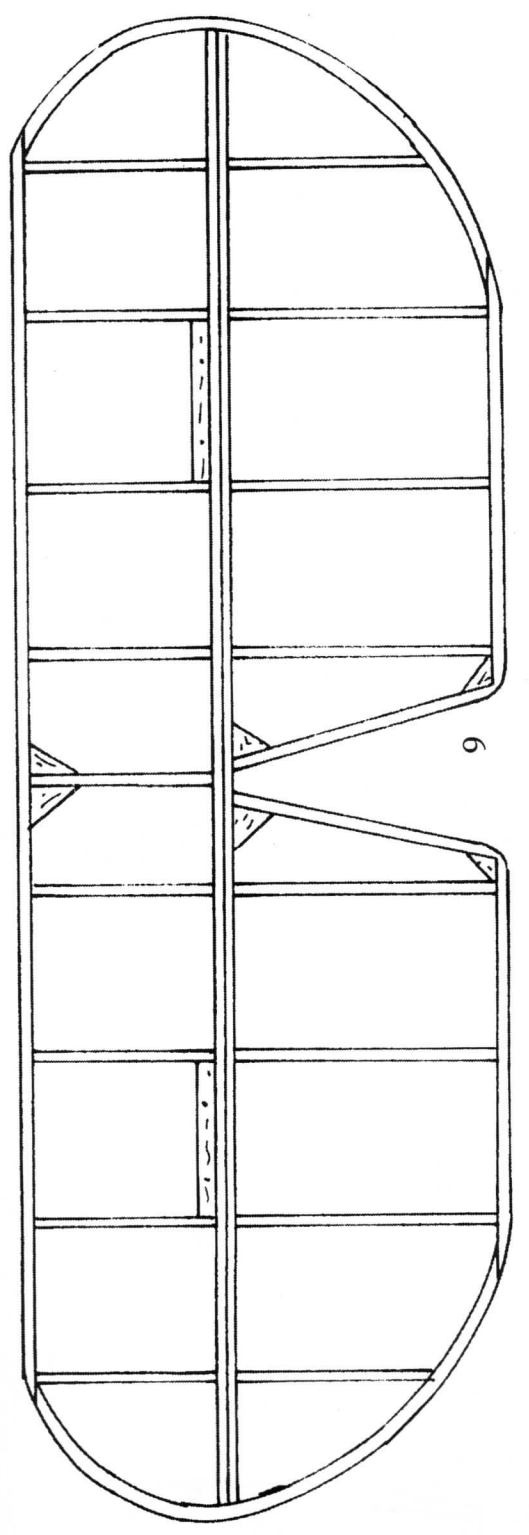
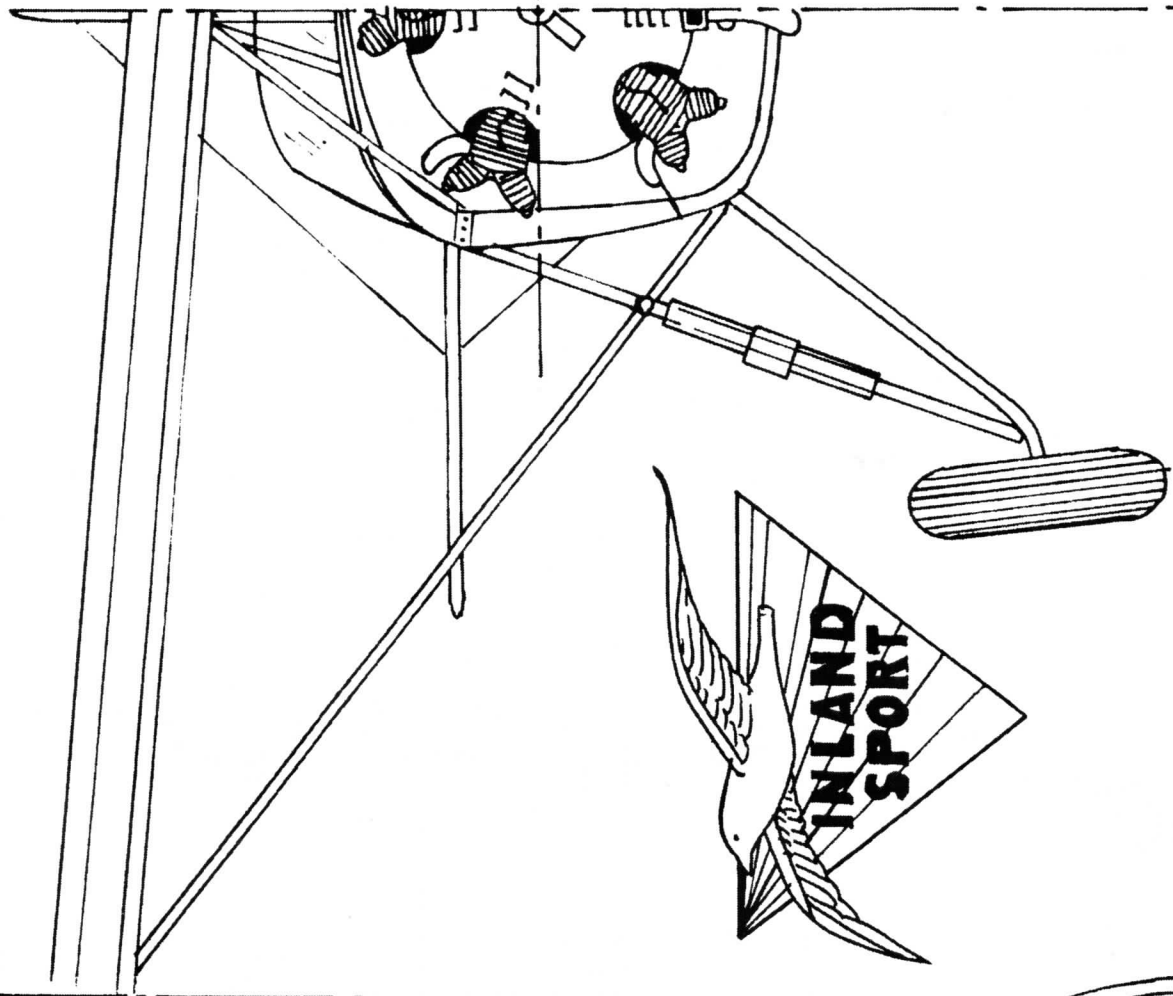


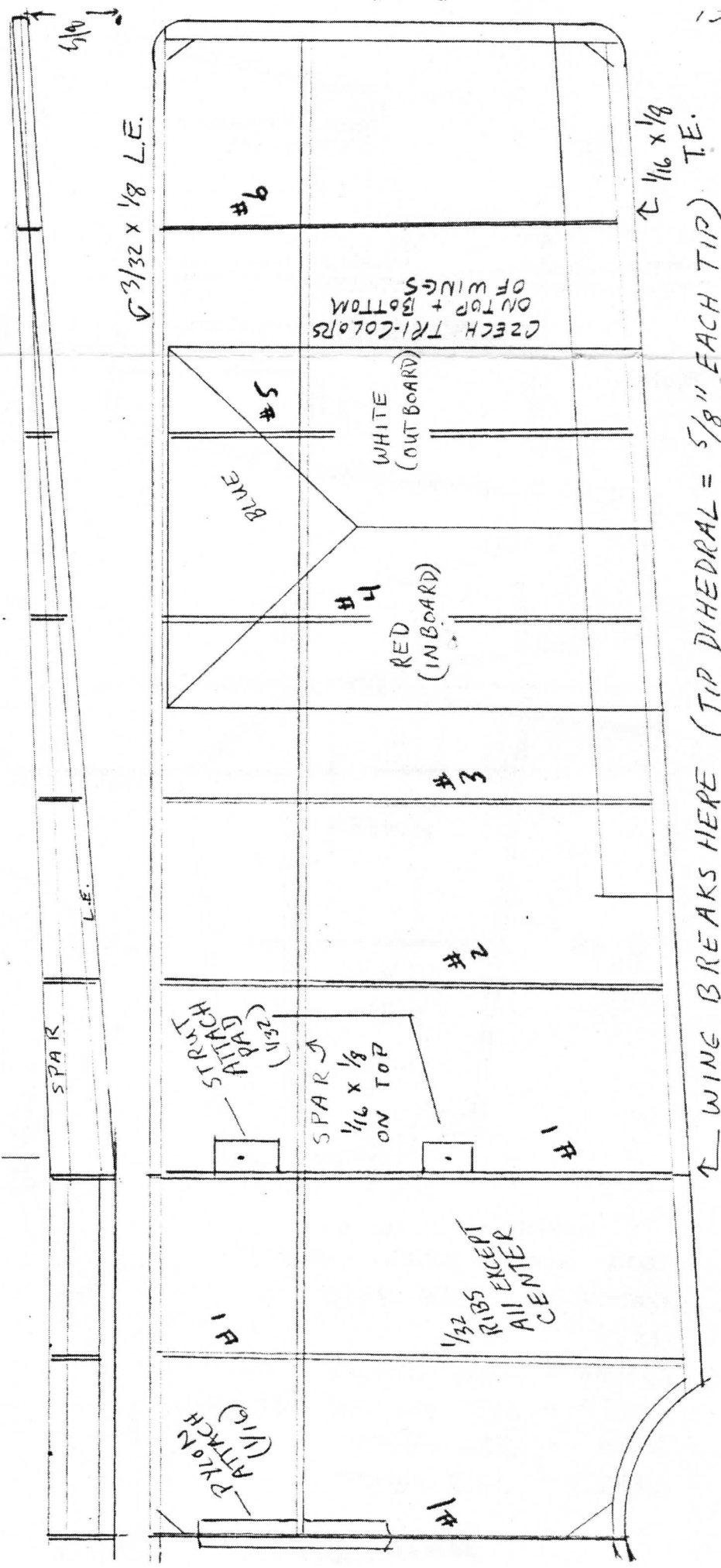
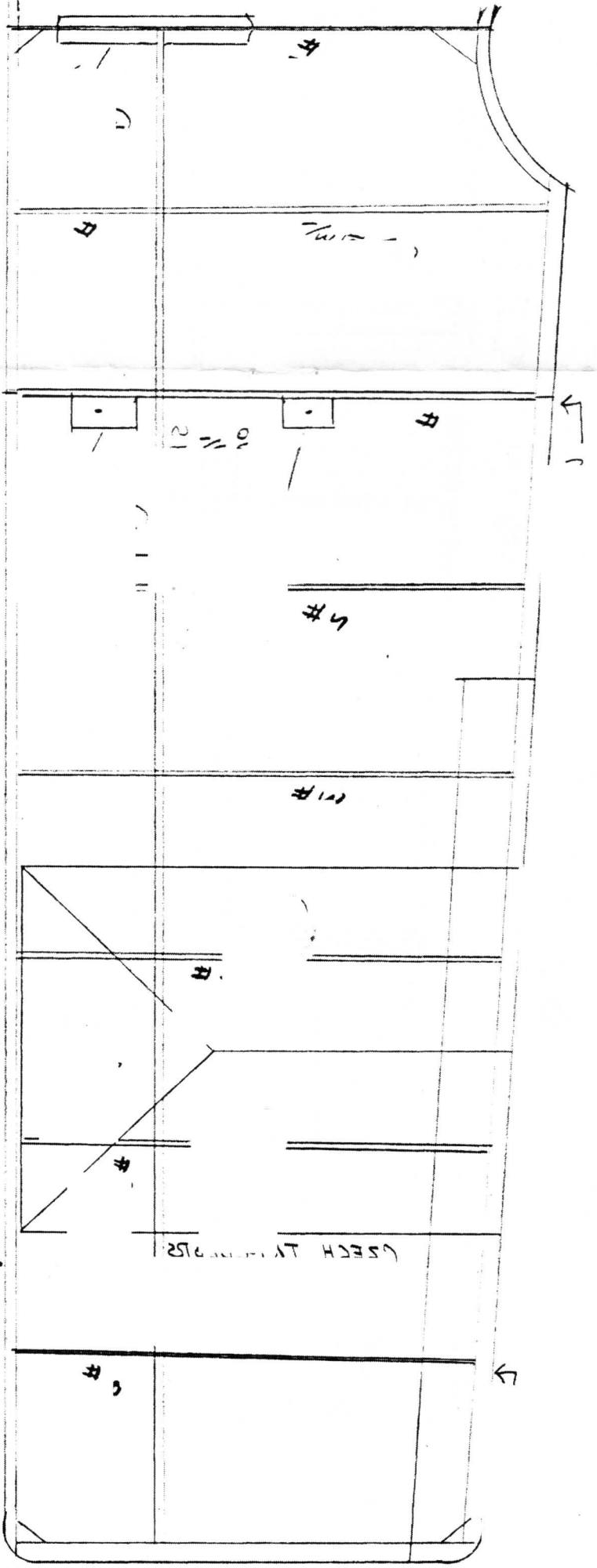
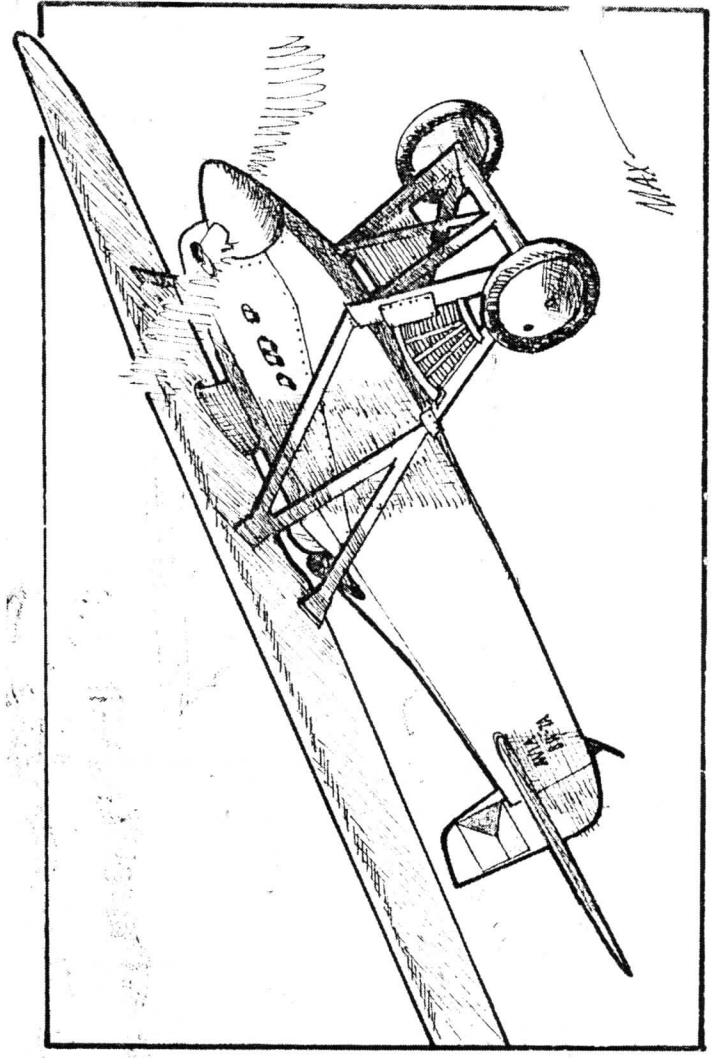
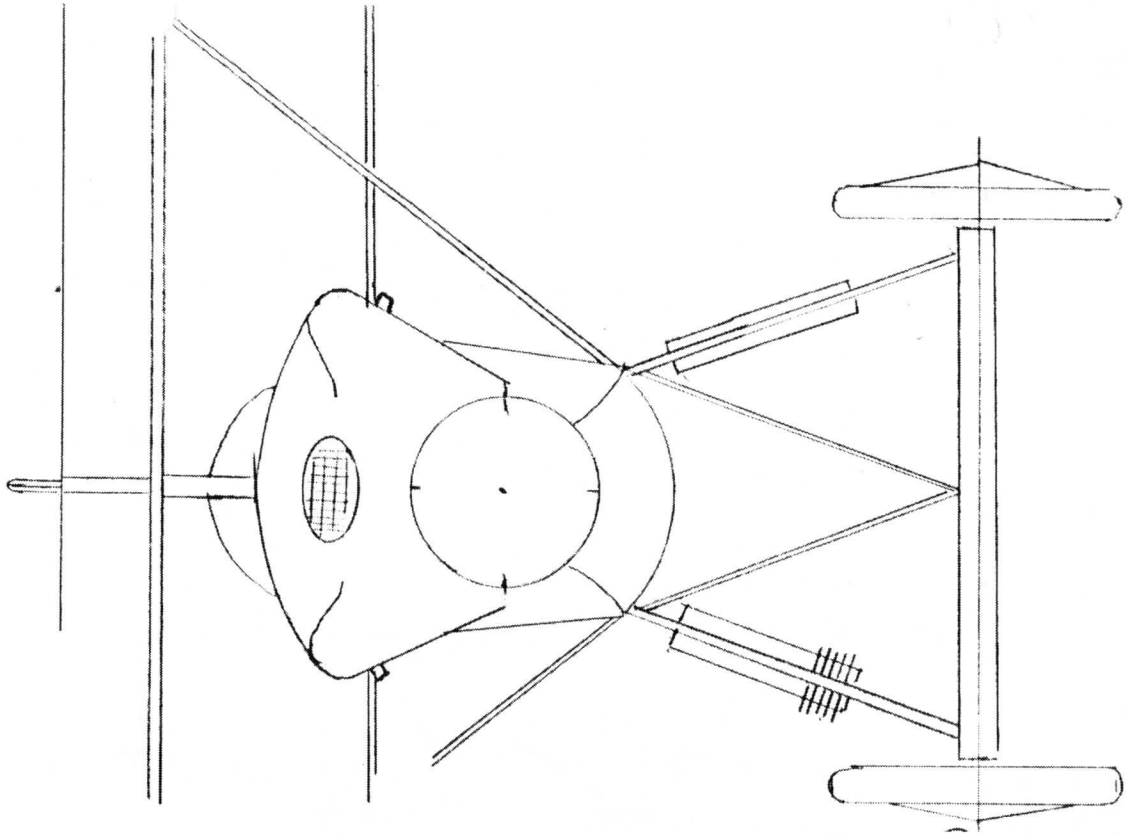
● COVER FUSELAGE SIDES BETWEEN FORMERS A & B WITH SOFT BALSAM THEN CARVE AND SAND TO SHAPE.



**Inland Sport.**  
 DESIGNED AND DRAWN BY  
 CAPT PAT DAILY, USN (RET)  
 RETRACED BY  
 BILL CERESA

10 1/16" FORMERS





WING BREAKS HERE (TIP DIHEDRAL = 5/8" EACH TIP)



NOTES:

COLORS - DARK GREEN  
OLIVE  
OCHRE (EARTH LIGHT)  
PATTERN SIMILAR TO OTHER  
CZECH PLANES IN AIRCAM

BOTTOM: LIGHT GREY

FLY WITH CUT DOWN PECK  
7 1/2" PROP AND  
4 STRANDS FAI 3/32

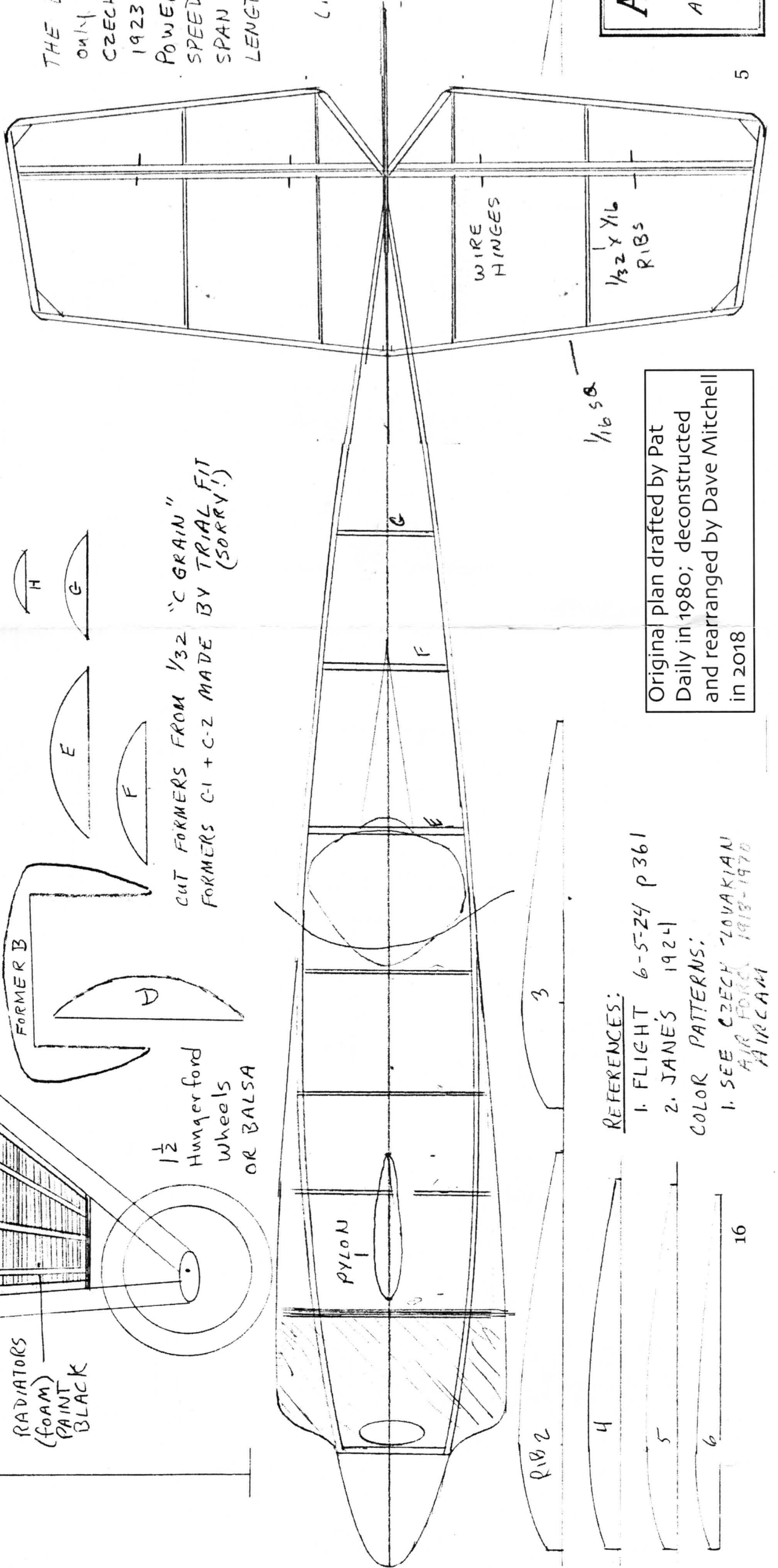
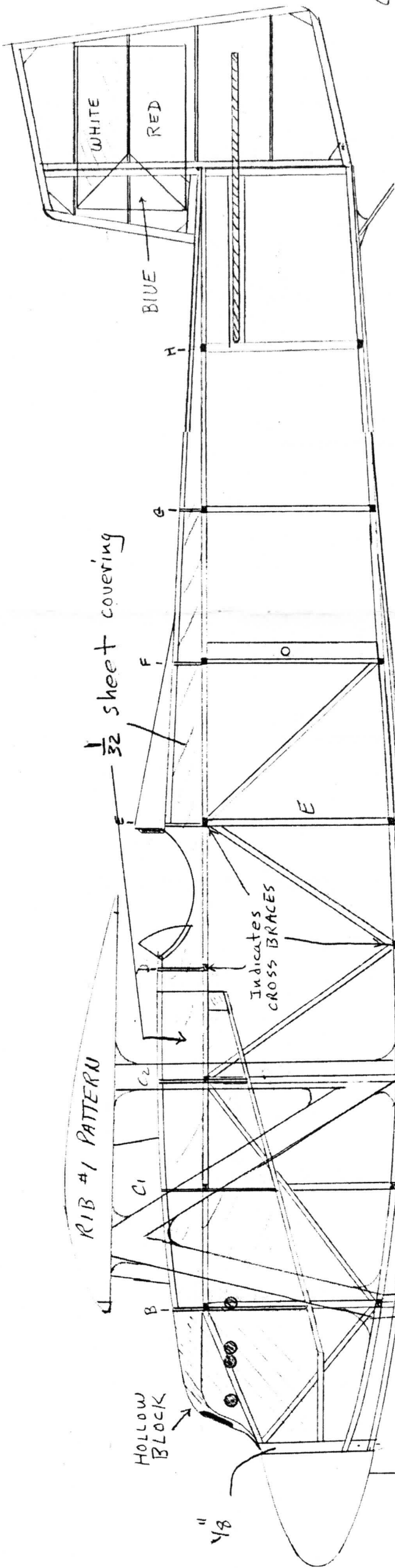
"BUILT BY SKODA"  
(no wonder it flies?)

THE BH-7a was a one  
only design study FOR  
CZECH FIGHTER TYPE  
1923

POWER = HISO 300 HP  
SPEED = 245 Km/HR (162 MPH)  
SPAN = 33.1 FEET  
LENGTH = 22.3 FEET

*Pat Daily*

AVIA BH7-a by  
PAT DAILY  
A D.C. MAXECUTER  
ORIGINAL 1-11



Original plan drafted by Pat  
Daily in 1980; deconstructed  
and rearranged by Dave Mitchell  
in 2018

REFERENCES:

1. FLIGHT 6-5-24 p 361

2. JANE'S 1924

COLOR PATTERNS:

1. SEE CZECH "LOVAKIAN  
AIR FORCE" 1913-1970  
AIRCAM

