

MAX FAX

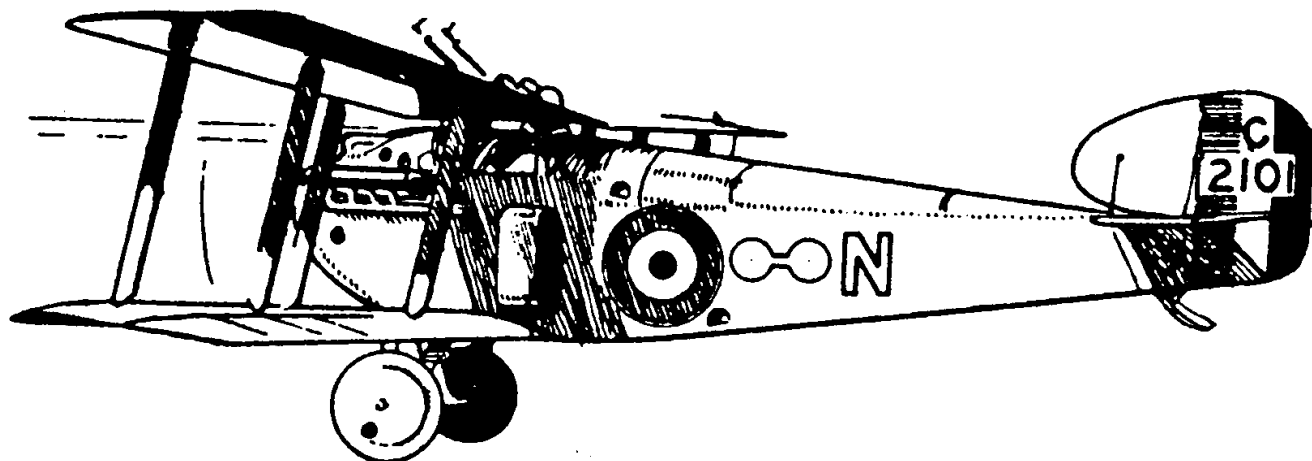


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

2013-3 (MAY-JUN)



SOPWITH DOLPHIN ISSUE

COMING ATTRACTIONS

Wednesday, July 17 to Saturday, July 20 2013 FAC Non-Nats
Geneseo NY

Thursday, Sept 5 & Friday, Sept 6 2013
Flying Aces Club OUTDOOR CHAMPIONSHIPS
Muncie IN

The Culpeper County Air Fest Saturday October 12 2013

BARRON FIELD AIR RACES (WAWA)
Saturday, Oct 19 & Sunday, Oct 20 2013, Barron Field Waywayanda, NY.

SEE WEBSITE FOR MORE CONTESTS AND DETAILS

SOPWITH DOLPHIN REPLICAS



MaxFax 2013- 3 (MAY-JUNE 2013)

Stew Meyers Editor
SOPWITH DOLPHIN Issue

Ok gang, back to scale and WWI scale at that. After seeing John Ernst's DPC DH-5 at last fall's WaWa FAC meet I cruised over to the DPC web site, <http://dpcmodels.homestead.com> and picked up kit #122. This has a 16 inch span but lots of area. Being in a negative (stagger) mood, I also got an 18 inch DPCM #105 Sopwith Dolphin. I have framed up the DH-5. It joins my fleet of ready to cover models. I will have to do a DH-5 issue some time, but this will be a Dolphin issue since I don't want to publish DPC plans and I do have some other Dolphin plans.

My modeling buddy Ray Rakow gave me a Sierra Nevada plan for the Dolphin. Remember them? I also found a couple of plans on the web. There are no existing complete Dolphin survivors, but two extremely accurate replicas have been built from Sopwith drawings. One flies at Reinbeck and the other is on exhibit at the RAF London Museum. Lots of good photos on the web some of which are included here. Even a video exists from a WWI film. Profile #169 has some good poop and pictures, but watch the illustrations; the artist didn't render the cowl over the guns correctly. The pilot sits a lot higher than is shown on these drawings. The photos bear this out. Windsock Datafile 54 gets it right. Amazingly Joe Wherry's Air Trails sheet flier is just about right.

Photos Page 2

All of these pictures except #7 are of C3988, the RAF museum reproduction.

1. This view shows the lacing that is on the right side only.
2. Check out the undercarriage in this view.
3. This view shows the root rib of the upper wing is somewhat outboard of the cabanes. Also the cockpit sides are near vertical.
4. A good view of the fuselage frame work.
5. This left side view shows no lacing.
6. Note the cabanes and narrow undercarriage Vee.
7. This is the Reinbeck replica. Note the panel over the engine slopes up nearly to the top wing.
8. This profile view nails the rudder shape.

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. You may now use PayPal at the website: **www.dcmmaxecuter.org**

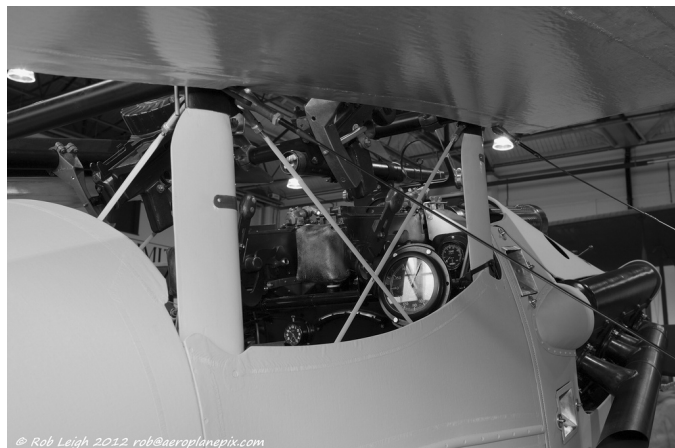
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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. (*Rising costs and dwindling membership may force us to go to four issues a year some time in the future.*)

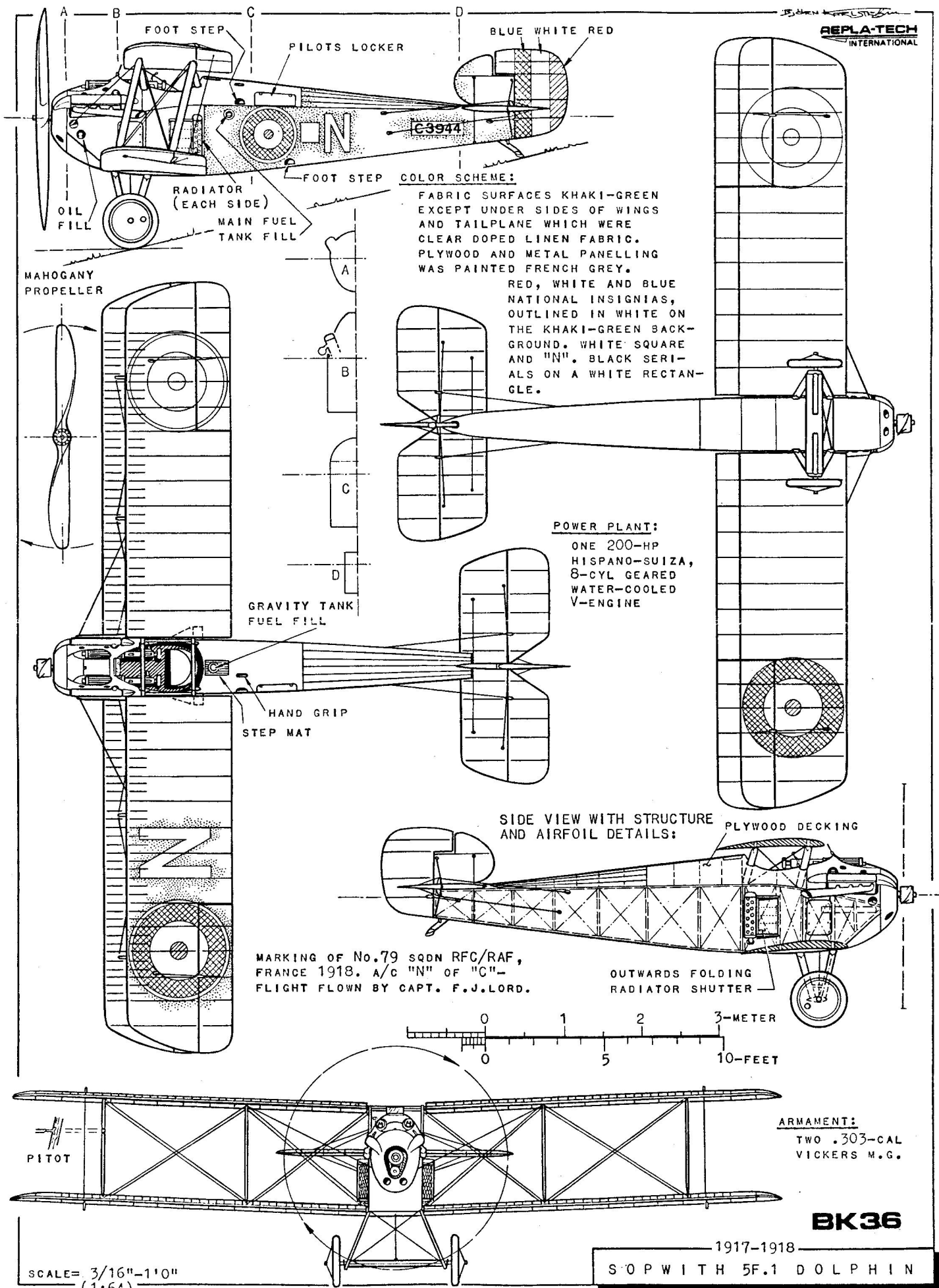
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

The Oct 1932 issue of Model Airplane News had an extensive twelve page spread on a 18 inch span model Dolphin that was pretty close except for fin shape and under carriage. This plan has been redrawn by Golden Age. I am including a reduced copy of it rather than the nine full size plan pages from MAN. A copy of the MAN article is on the web site. The Bjorn Karstrom 5-view is pretty good except for the angle of the cabanes and engine top cowl.

We have the results from the Kudzu contest. Despite the heavy rains on Friday that caused accidents and delays on interstate 95, by the time we got to Fayetteville, conditions improved and the weather for the contest was much better than we could have expected. Nineteen contestants registered and flew.



Good view of cockpit on C3988.

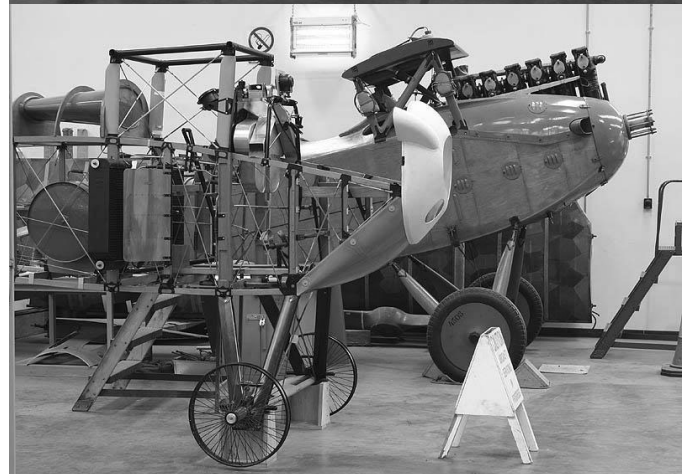
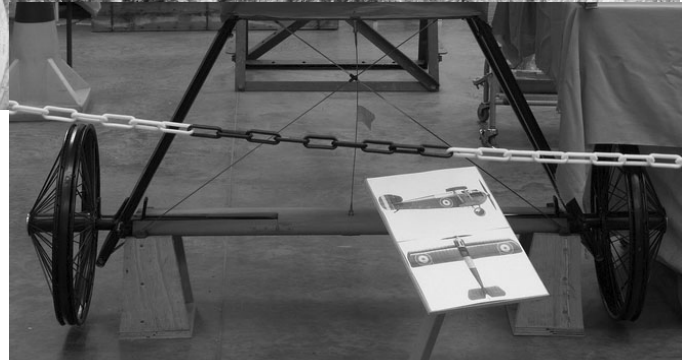


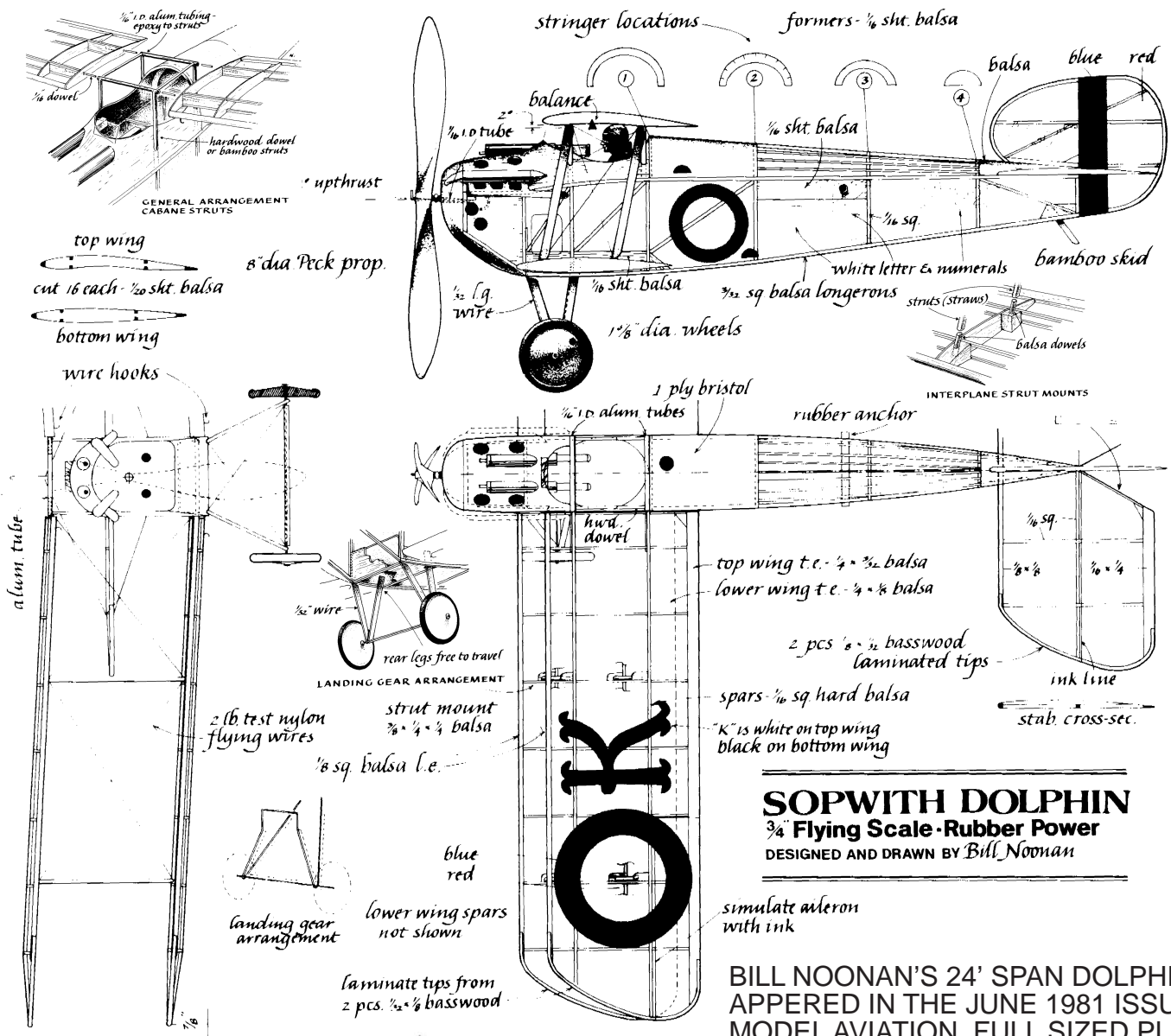


This photo shows the characteristics that are most often missed in models. It is easy to understand the confusion about the Dolphin cockpit. It is completely different from most open cockpit planes in that the pilot entered it from the top and there was no cockpit combing per se. The cabanes do not penetrate the cockpit sides which merely cover them for a bit. While the cabanes are directly over the longerons, there is a small fairing strip between them and the fabric covering. The fabric is attached to this rather than the longerons directly to skirt the fittings. This practice is not uncommon on fabric covered aircraft to this day. On the model we glue the tissue directly to the longerons. If we move the cabanes inside the longerons we can simulate this.

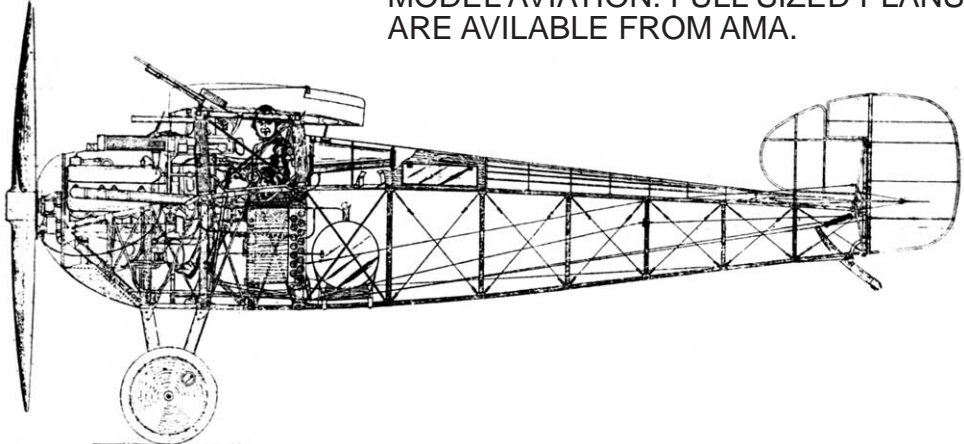
The other glaring deviation from scale that gets to me on most of these plans is that the rear under carriage leg should be directly under the front cabane. This of course makes perfect structural sense. The Vee of the undercarriage on a Dolphin is much narrower than those of most WWI aircraft. This is not properly replicated on most models of it.

Nobody has gotten the axle location right either. Once again the Dolphin is somewhat unique. It uses the standard Sopwith split axle, but this is higher on the Vee than is commonly modeled.





BILL NOONAN'S 24' SPAN DOLPHIN APPEARED IN THE JUNE 1981 ISSUE OF MODEL AVIATION. FULL SIZED PLANS ARE AVAILABLE FROM AMA.



THE REINBECK PHOTO AND GERMAN DRAWING OF A CAPTURED DOLPHIN SHOW THE PILOT SITS A LOT HIGHER THAN ON THE NOONAN PLAN. THE FRONT COWLING SHOULD BE HIGHER. THE CONSTRUCTION ARTICLE IS AT <https://library.modelaviation.com/ma/1981/6/sopwith-dolphin>



Build a War-Time Sopwith Dolphin

Complete Instructions and Plans to Build a Carefully Designed Flying Scale Model of One of the Finest Pursuit Ships of the World War

By Robert Vail Smith

THE Sopwith "Dolphin," although not so well known as some of the many other airplanes, put up a very creditable performance in the World War. It proved a formidable opponent to the superior speed of the German and the maneuverability of the British. The "Dolphin" was the first model well adapted for the installation of the 200 and 300 horsepower Hispano-Suiza engine which had reached a production and improved stage. Among more things which helped to improve the engine, was the carrying of four machine guns. The pilot could see two Vickers guns mounted on the wings and two Lewis guns mounted on the landing gear. The "Dolphin" was somewhat larger than the general run of war-time airplane pursuit because of the increased power. One of the most noticeable things about the "Dolphin" was the expense of the engine. Other examples of the airplane engine are the Fiat D. 12 and the Napier Lion. With this arrangement, the pilot had an effective range of 100 miles.

The "Dolphin" model showed the most remarkable characteristics in its design, including good all-around performance and maneuverability. The model described herein, weighing less than one ounce, takes only a few minutes to assemble. It is a flying scale model. A model of 1/16 inch scale is a convenient size to make models by, being a scale of 1/16 inch to 1 inch.

Fuselage
A majority of the fuselage parts are made from balsa wood. The fuselage is made in a slightly curved shape. The fuselage is made in a slightly curved shape. The fuselage is made in a slightly curved shape.

BUILD A WAR-TIME SOPWITH DOLPHIN

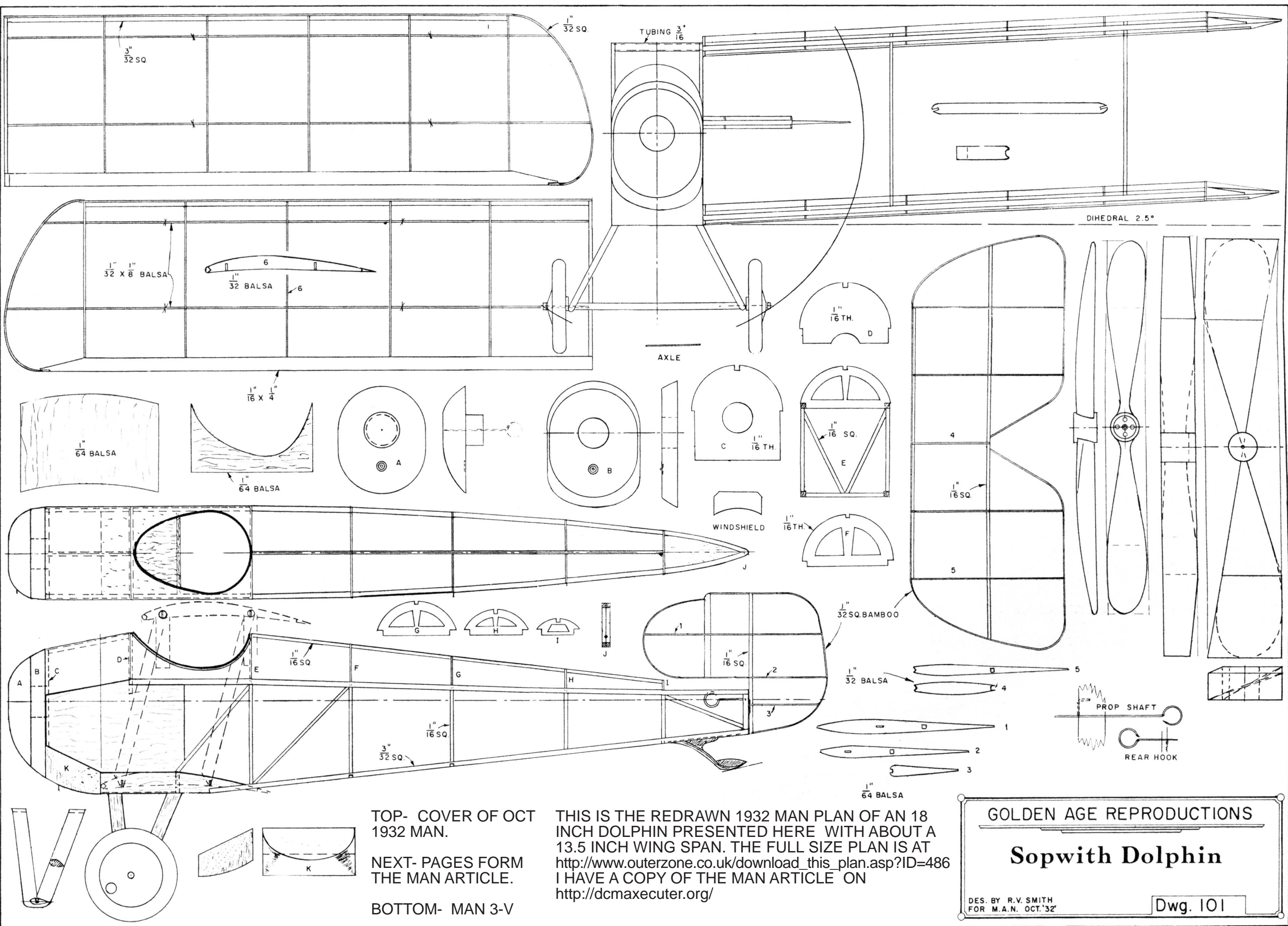
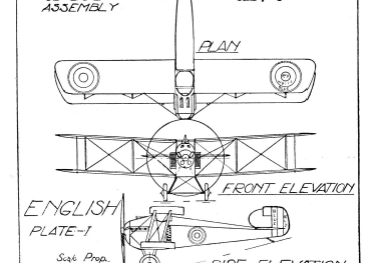
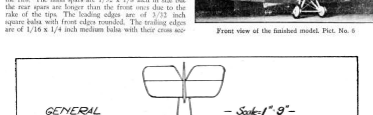


Tail and Rudder
The ribs may first be cut out of 1/16 inch balsa for both the tail and rudder. The ribs may first be cut out of 1/16 inch balsa for both the tail and rudder.

Propellers
The propellers are the most important to make of any flying model. A block which measures 3/4 x 1 1/2 x 1/2 inches is cut out of a soft wood. The propeller is turned in the usual manner on the lathe.

Wings
A total of twenty-four ribs are needed, twenty of which are cut from 1/16 inch balsa and four from 1/8 inch balsa. The ribs are cut from 1/16 inch balsa and four from 1/8 inch balsa.

General Assembly
The model is assembled in the following order: fuselage, wings, tail, landing gear, and propellers.

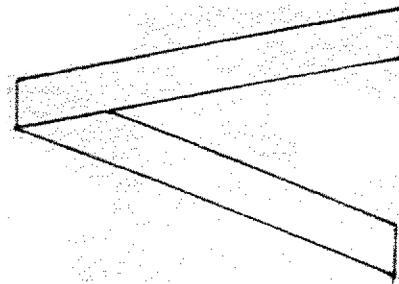


TOP- COVER OF OCT 1932 MAN.
NEXT- PAGES FORM THE MAN ARTICLE.
BOTTOM- MAN 3-V

THIS IS THE REDRAWN 1932 MAN PLAN OF AN 18 INCH DOLPHIN PRESENTED HERE WITH ABOUT A 13.5 INCH WING SPAN. THE FULL SIZE PLAN IS AT http://www.outerzone.co.uk/download_this_plan.asp?ID=486 I HAVE A COPY OF THE MAN ARTICLE ON <http://dcmmaxecuter.org/>

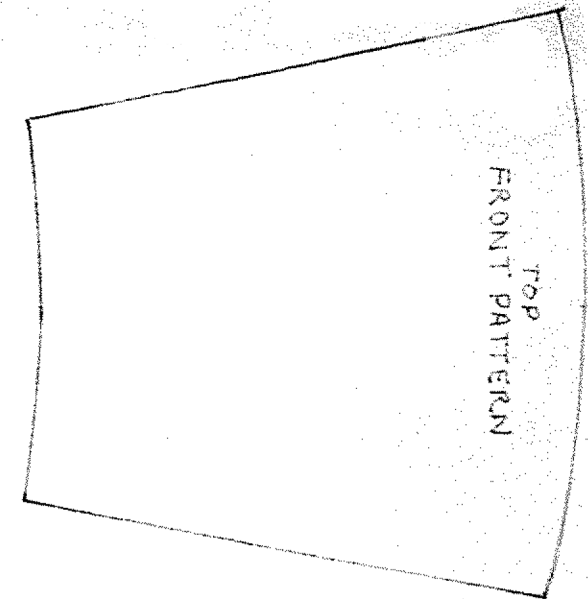
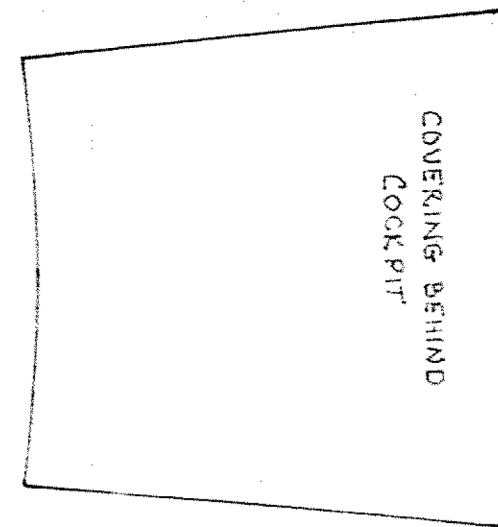
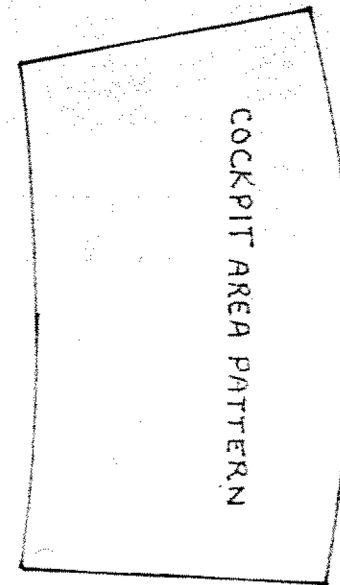
GOLDEN AGE REPRODUCTIONS
Sopwith Dolphin
DES. BY R.V. SMITH FOR M.A.N. OCT. '32
Dwg. 101

TRUE LENGTH OF LANDING GEAR STRUTS



CABANE AND BAY STRUTS LENGTHS CAN BE TAKEN FROM SIDE VIEW.

THESE COVERINGS CAN BE 1/32" Balsa OR BOND PAPER. THESE PATTERNS ARE APPROXIMATE AND WILL VARY ACCORDING TO YOUR CONSTRUCTION.

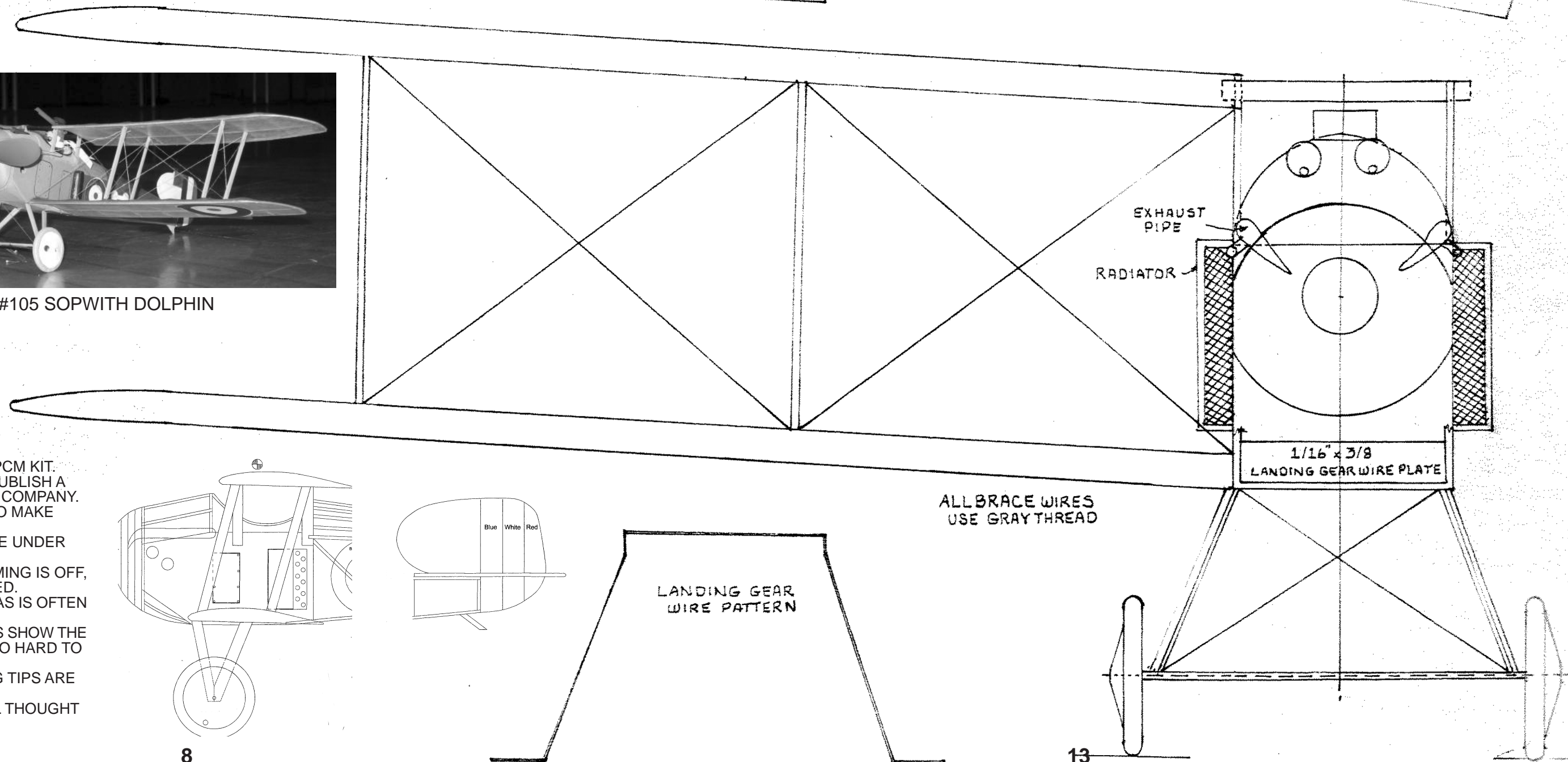


SIERRA NEVADA MODELS
P.O. BOX 6195 INCLINE VILLAGE
NV. 89450
SOPWITH DOLPHIN

8-84

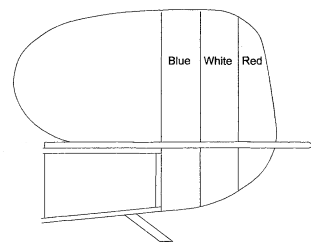
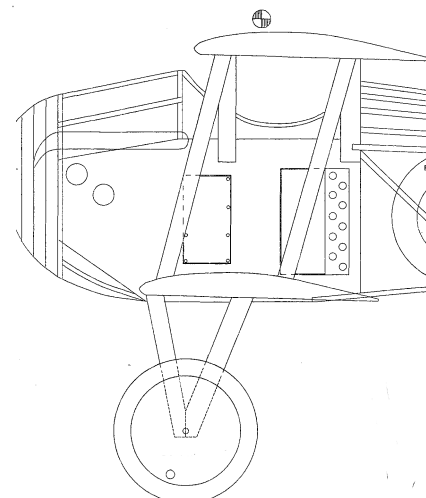


PHOTO OF DPC #105 SOPWITH DOLPHIN



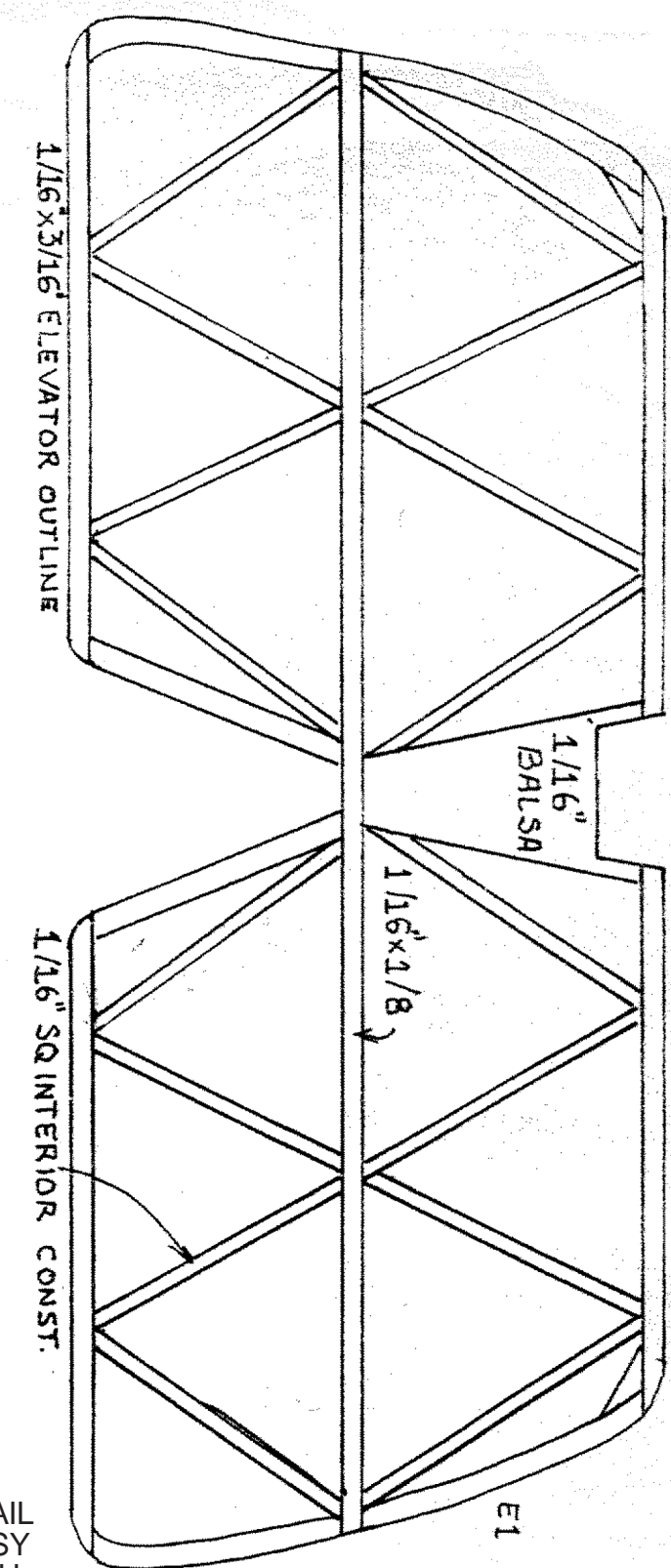
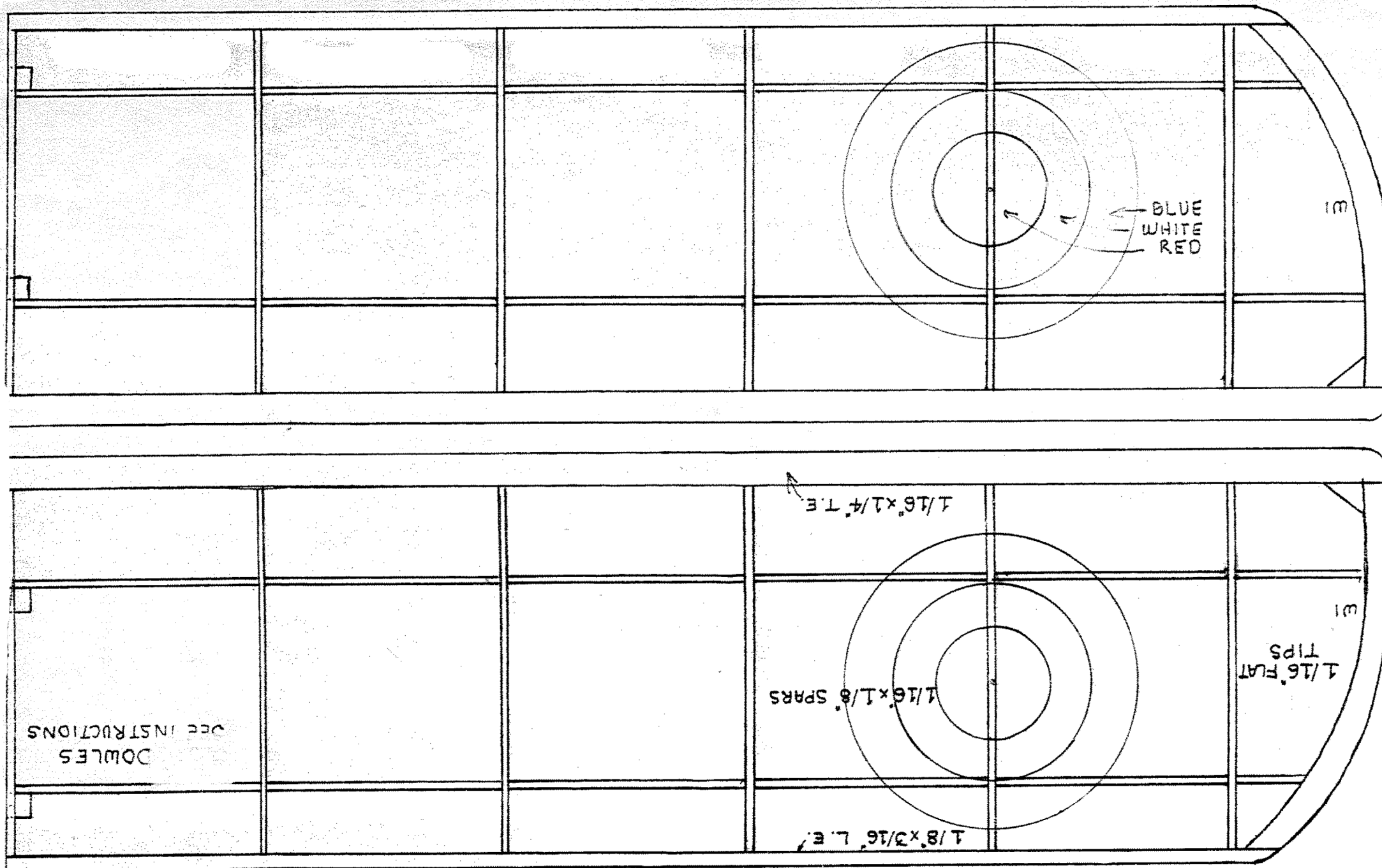
ALL BRACE WIRES USE GRAY THREAD

FINALLY WE HAVE THE DPCM KIT. IT'S MY POLICY NOT TO PUBLISH A PLAN FROM AN EXISTING COMPANY. HOWEVER I FEEL FREE TO MAKE SOME COMMENTS ON IT. THE FINS IS OFF AS IS THE UNDER CARRIAGE. THE PAPER COCKPIT COMING IS OFF, BUT IS EASILY CORRECTED. TRUE SCALE IS SIMPLER AS IS OFTEN THE CASE. THESE TWO SCRAP VIEWS SHOW THE PROBLEMS. IT IS NOT TOO HARD TO FIX THESE. FIN, STAB TIPS, AND WING TIPS ARE LAMINATED. WING MOUNTING IS WELL THOUGHT OUT.



LANDING GEAR WIRE PATTERN

13



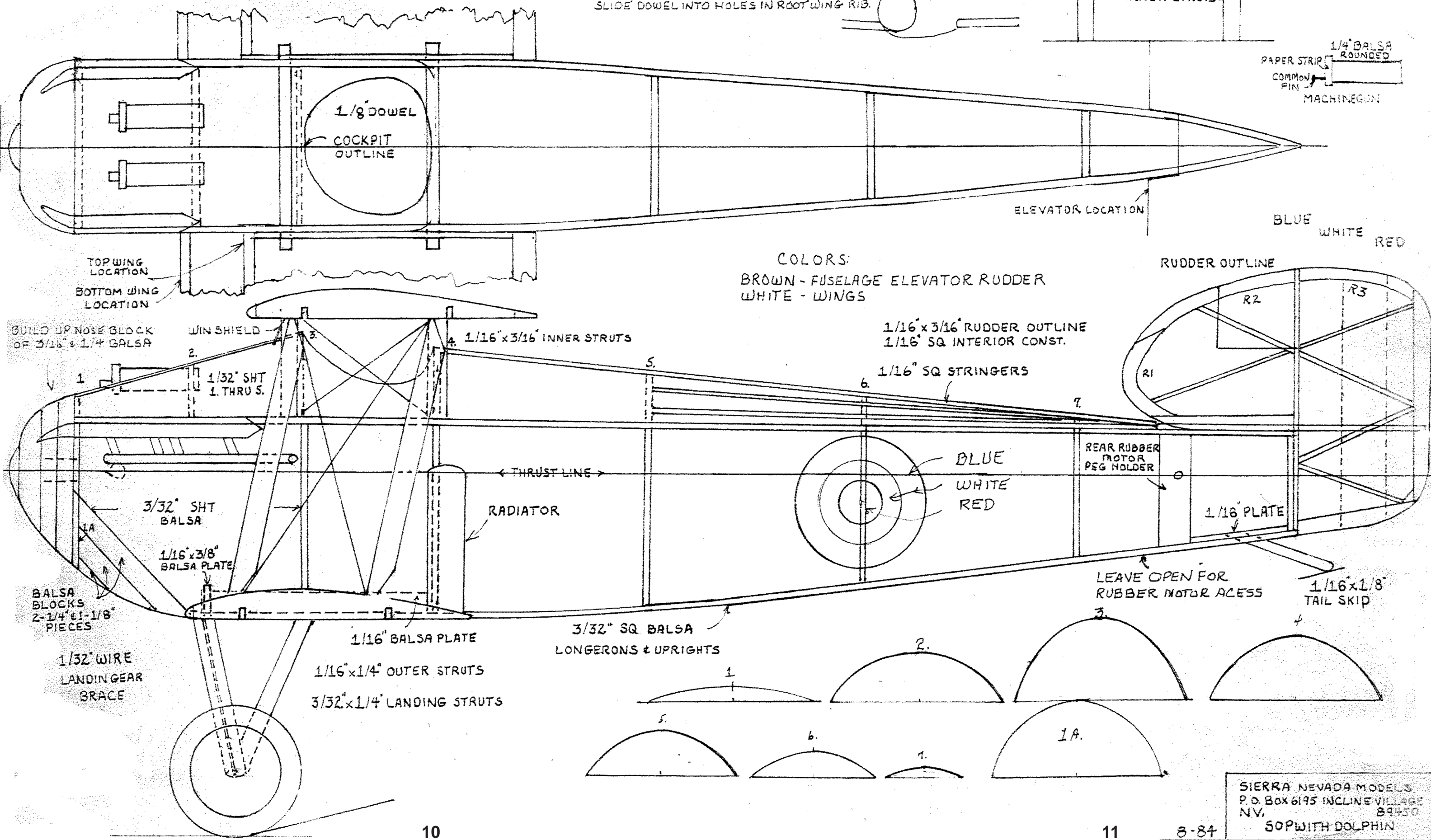
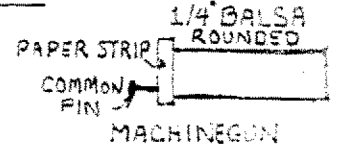
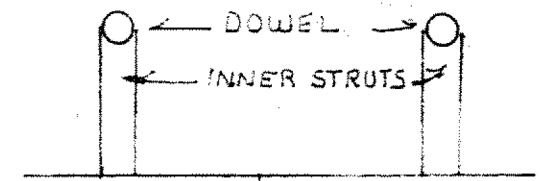
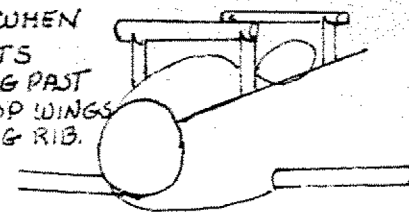
THIS SIERRA-NEVADA PLAN IS NOT BAD FOR OUTLINES, PERHAPS THE TAILING EDGE TIP RADIUS SHOULD BE LARGER. THE GEODESIC TAIL CONSTRUCTION IS A BIT ODD. THESE ARE EASY FIXES. THIS PLAN DOES GET THE STAB NOTCH CORRECT. SOPWITH SNIPES AND DOLPHINS HAD THE STAB NOTCHED TO THE FRONT SPAR TO ALLOW ROTATION ABOUT IT. THE COCKPIT SIDES ALSO NEED TO OPEN UP.

1/16" SHEET BALSA
 MESH. AN OLD SILK STOCKING WORKS FINE

SIERRA NEVADA MODELS
 P.O. BOX 6195 INCLINE VILLAGE
 NV 89450
 SOPWITH DOLPHIN

3-84

GLUE INNER STRUTS TO FUSELAGE. WHEN DRY GLUE DOWELS TO CUTOUT IN STRUTS LEAVING 3/16" OF DOWEL EXTENDING PAST OUTSIDE OF STRUT. WHEN ATTACHING TOP WINGS SLIDE DOWEL INTO HOLES IN ROOT WING RIB.

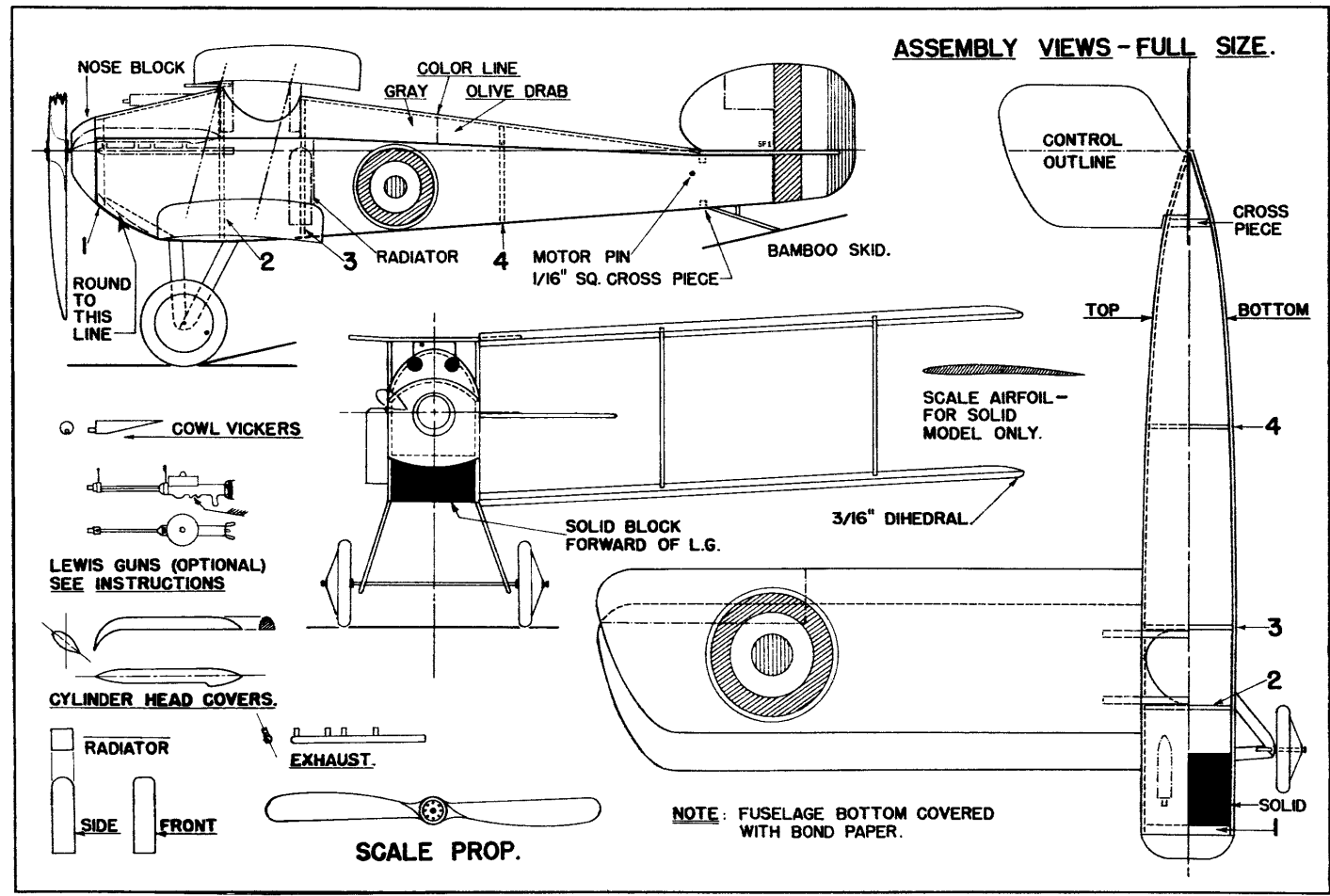
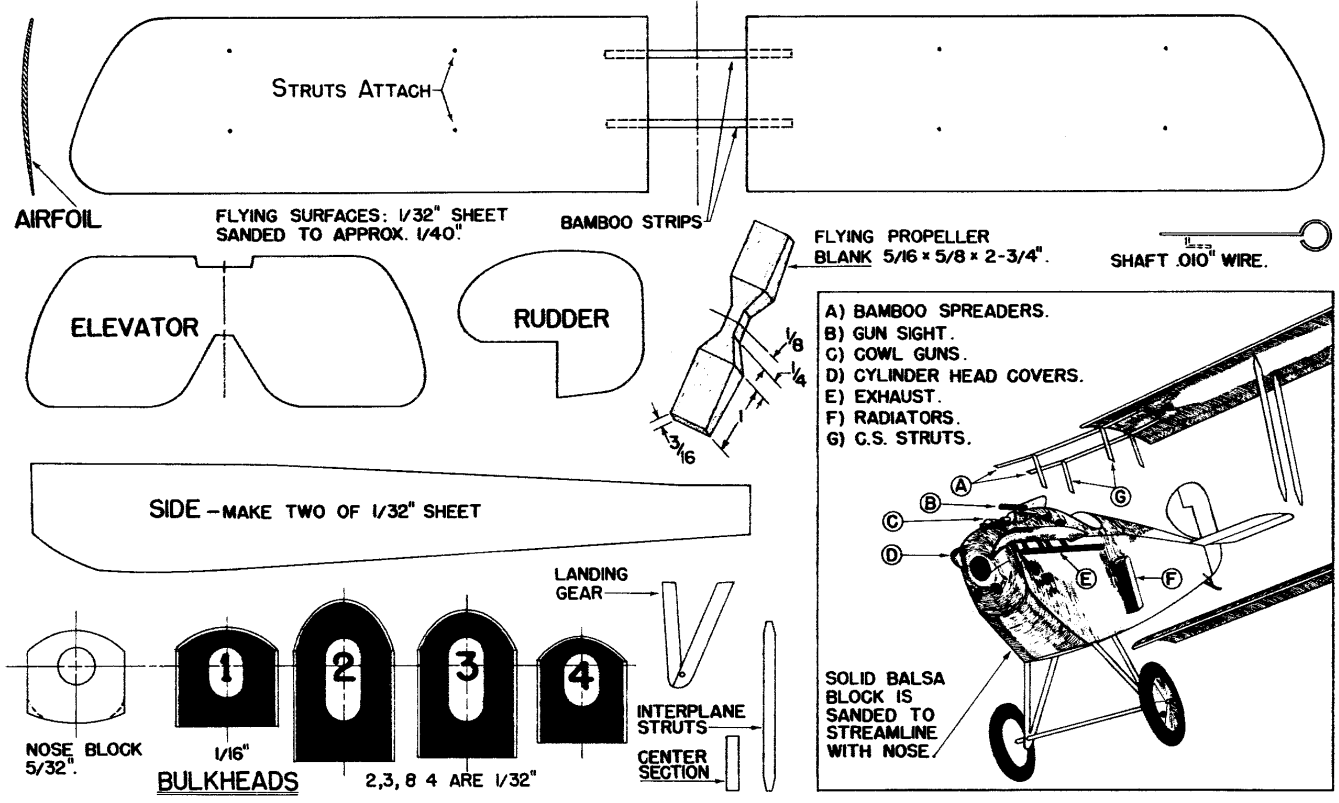


SIERRA NEVADA MODELS
P.O. Box 6195 INCLINE VILLAGE
NV, 89450
SOPWITH DOLPHIN

SOPWITH 5F.1 "DOLPHIN", 1918.

MINIATURE 1/4" TO 1 FOOT FLYING MODEL BY

Joseph H. Wherry



2013 KUDZU RESULTS

Wally Farrell was the grand champ.

| AC Rubber / Peanut Scale | | Event # 1 | 4 |
|---------------------------------|--------------|------------------|----------|
| DAVID MITCHELL | WACO QDC | | 1 |
| WALTER FARRELL | MILES FALCON | | 2 |
| CLAUDE POWELL | ASJA J-6 | | 3 |

| 2-Bit +1 O.T.R. Fuselage | | Event # 12 | 3 |
|---------------------------------|---------|-------------------|----------|
| JAMES COFFIN | FA MOTH | | 1 |
| DAVID MITCHELL | AWAKE | | 2 |
| WALTER FARRELL | FA MOTH | | 3 |

| Dime Scale | | EVENT # 16 | 3 |
|-------------------|-------------|-------------------|----------|
| GLEN SIMPERS | VEGA | | 1 |
| DAVID MITCHELL | VEGA | | 2 |
| WALTER FARRELL | STAGGERWING | | 3 |

| Simplified Scale | | Event # 15 | 3 |
|-------------------------|---------------|-------------------|----------|
| DAVID MITCHELL | O-49 | | 1 |
| FRANK ROWSOME | SUPER CRUISER | | 2 |
| WALTER FARRELL | PIPER J-5 | | 3 |

| No-Cal Profile | | Event # 17 | 5 |
|-----------------------|----------|-------------------|----------|
| WALTER FARRELL | CARDINAL | | 1 |
| WALT COLLINS | F2G-1 | | 2 |
| RAY RAKOW | CARDINAL | | 3 |

| Embryo Endurance | | Event # 19 | 9 |
|-------------------------|--------------|-------------------|----------|
| CLAUDE POWELL | BD-4 | | 1 |
| JAMES JORDAN | NIT | | 2 |
| M CANADY | PRAIRIE BIRD | | 3 |

| Jet Catapult | | Event # 20 | 3 |
|---------------------|-----------|-------------------|----------|
| JOHN DIEBOLT | ARADO 234 | | 1 |
| GLEN SIMPERS | BANSHEE | | 2 |
| WALT COLLINS | METEOR | | 3 |

| Classic Towline Glider | | Event # 53 | 1 |
|-------------------------------|----------|-------------------|----------|
| WALTER FARRELL | TOP KICK | | 1 |

| Catapult Glider | | Event # 54 | 4 |
|------------------------|------|-------------------|----------|
| CARL DOWDY | ORIG | | 1 |
| KIT BAYS | ORIG | | 2 |
| WALTER FARRELL | V-15 | | 3 |

| Hand Launch Glider | | Event # 55 | 2 |
|---------------------------|---------|-------------------|----------|
| KIT BAYS | UNKNOWN | | 1 |
| WALTER FARRELL | UNKNOWN | | 2 |

| AMA P-30 | | Event # 98 | 2 |
|-----------------|----------|-------------------|----------|
| CARL DOWDY | UNKNOWN | | 1 |
| JIM KELLY | MAJESTIC | | 2 |

| Golden Age Combined | | Event # 7 | 5 |
|----------------------------|------------|------------------|----------|
| WALTER FARRELL | DH-29 | | 1 |
| GLEN SIMPERS | HOWARD | | 2 |
| CLAUDE POWELL | TAYLOR CUB | | 3 |

| Modern Mil/Civil Combined | | Event # 8 | 3 |
|----------------------------------|----------|------------------|----------|
| WALTER FARRELL | C-140 | | 1 |
| DAVID MITCHELL | VAGABOND | | 2 |
| CLAUDE POWELL | CHEROKEE | | 3 |

| WWI Combat | | Event # 25 | 4 |
|-------------------|----------|-------------------|----------|
| FRANK ROWSOME | FOK D-7 | | 1 |
| WALTER FARRELL | ELEPHANT | | 2 |
| STEWART MEYERS | ALB D-1 | | 3 |

| WWII Combat | | Event # 26 | 4 |
|--------------------|-----------|-------------------|----------|
| WALTER FARRELL | JUDY | | 1 |
| CLAUDE POWELL | HURRICANE | | 2 |
| STEWART MEYERS | SKUA | | 3 |

| NAVY Scale | | Event # 40 | 5 |
|-------------------|-----------|-------------------|----------|
| WALTER FARRELL | CORSAIR | | 1 |
| CLAUDE POWELL | SKYRAIDER | | 2 |
| STEWART MEYERS | SKUA | | 3 |

| Flying Hoard | | Event # 51 | 5 |
|---------------------|----------|-------------------|----------|
| WALTER FARRELL | SMOOTHIE | | 1 |

| Earl Stahl Endurance | | Event # 52 | 6 |
|-----------------------------|--------|-------------------|----------|
| WALTER FARRELL | MIG 3 | | 1 |
| GLEN SIMPERS | HOWARD | | 2 |
| DAVID MITCHELL | O-49 | | 3 |

Upper right number in bold is number of actual fliers in event. Complete times and scoring available upon request.

Events 7, 8, 22, 25, 26, 40, 52 flown as mass launch.
Event 1 was best time. Event 51 single launch.
No power scale or 1/2 Wake entrants.

KARMIC KUDZU SPRING MEET

O. LEO STRUTT, BOY REPORTER

June 8-9 a bunch of Maxcuters, Brainbusters, and CAFFA fliers gathered in Raeford, NC to duke it out at the Kudzu event---by tradition a mixed FAC / AMA event. There was an ocean of water on the field due to Fridays gigantic storm, but miraculously there was not a drop of rain either day of the contest. Owing to the sod having been stripped at the west end of the field, the flight line had to be set up at the halfway mark of the field. This still provided a good 1/2 mile of unobstructed turf to the east.

Pretty much everyone had the usual yin/yang experiences that mark the hobby, a blend of outrageously good flying with awful bad luck. Saturday the boys faced a steady wind, perhaps 10-12 mph with some stronger gusts, but generally oriented to the best possible direction most of the day-- down the longest leg of the field, which is roughly "L" shaped, the east-west base leg being the longest and least hazardous. Sunday was kinder in wind, not so much in wind direction.

There is a pond on the Kudzu field, grown lake-ish on account of the rains, that was a perfect magnet for models all day Sunday---at least three planes landed full in the water, with many more landing dangerously close on several occasions. Trixie must have been well amused with the exhortations, curses, and wild fruitless arm waving that water hazard caused. To make things extra interesting, adjacent to the lake there is an outcropping of dense forest / brush that was likely to get you if the lake didn't. Late on Sunday Hung began to blow his hot breath upon the land, and several models found their way in there; a few, miraculously, made their way back out again, owing largely to the persistence of Julie Farrell and newcomer Jimmy Jordan, a lapsed Wilmington-area modeler who was out with his grandkids Matthew and Savannah. They had come across some of his old models in the basement, were astounded, and begged him to show them more about this peculiar, archaic pastime. Little did they know the scope of the human drama they were about to witness! There was an abundance of avarice, graciousness, denial, acceptance, ambition, resignation, hot passion and casual, cool indifference. In short, your average day at the flying field.

The wind velocity kept competition at a simmer most of the day on Saturday. The air was erratic and thermal activity low, though you could still hook one if you muttered the right invocations. Having done so, you were in for a ride, perhaps one with no return. John Diebolt was able to get good enough air with his Arado 234 Jet Catapult to win that event over Glen Simperts and Walt Collins. Dave Mitchell's Waco ARE dimer specked out on its first official flight in a shockingly quick manner, perhaps Hung's retribution for Dave's prideful attempt to regain the Dimer Kanone from President Simperts. Glen's late grab with his "Lituanica II" Vega had set Mitchell's ambitions back severely just at the time when Mitchell had thought the prize in his grasp. Having exhausted his available flights with his own Vega, the "Winnie Mae", Mitchell had no

choice but to turn to his Waco---with disastrous results. Stew Meyers shrewdly observed that fliers whose took the field that day driven by vengeful thoughts were being punished. FF karma was in force. Thus, Wally Farrell, having fed his Embryo to Trixie early on, was dutifully rewarded with a win in the Navy Scale event flying his new, very lovely Mark Drela designed Corsair. He also won Modern Mil / Civil Combined with his trusty Cessna 140. Claude Powell was in the money throughout the meet, held out of the winner's circle only by his models' apparent allergy to glide and by his own good nature--having tied with Jimmy Jordan for first in Embryo, Claude passed on the tie. Jimmy's grandson Matthew, finished second. Way to go Matthew! Matthew got a nice Diels Lacy kit for his efforts. In other Saturday news, Frank Rowsome overcame nasty wind gusts to take WWI with his D7, trumping Farrell and his Elephant and Stew Meyers with his Albatros D1. Late in the day, the winds mercifully dropped off and the hanger-ons were able to get in some fine, post-contest trim flights in preparation for the next day.

Sunday dawned extremely wet and humid, a pity as the wind was virtually nonexistent and the powers-that-be had decided to start the contest an hour earlier to take advantage of the expected break in the breeze. As a result, there were a lot of blurry-brained, beady-eyed, slack-jawed Free-Flighters staggering around in a dense early morning fog. Things really didn't get civilized until close on 10:30, by which time the wind, though modest, had picked up enough to create a dangerous drift in exactly the worst direction---cross-field---with some dire results. Nevertheless, the intrepid modelers would not be denied, and there was some fine flying on display. Rowsome won the hotly contested Combined Racers event after both Mitchell and Farrell wound up in the lake in successive rounds. Though both flew on, valiantly, something about supersaturated tissue changes the trim of a model and it was not to be their day. Farrell made up for his disappointment by spanking the field in GA combined, his DH.29 proving its worth yet again with a trio of soaring flights, and by thrashing everyone with his Rees-design Mr.Smoothie in the Flying Hoard event. He also snagged WWII with his Judy. Mitchell won FAC Scale with his Waco DQC, narrowly edging out Farrell's Miles Falcon on the strength of a last-gasp, prayer-and-promises-assisted 100 second final flight that went into the forest. Fortunately it in went in shallow, and was able to be retrieved unharmed. Mitchell also won Simplified Scale with his new reduced scale Stahl Stinson O-49, and went to perfectly shameful lengths to try and snatch the 2-bit+1 trophy from Jim Coffin (flying a fine FA Moth). Coffin had submitted his times well ahead of the final bell in a gentlemanly manner, whereas Mitchell, gadding about all day long in his usual fashion, cruelly waited until literally the last second to submit his final time and attempt to crush Jim's dreams. Justice was served, however, as Mitchell fell short and Coffin took the cake. Don't think Hung didn't see THAT, Dave. The feature event, an Earl Stahl anything-goes-scale-or-sport one-off fun fly, was lightly contested, the competitors by that time having been exhausted by wind, water and the chase. Five

flyers put their tributes to wing, with Wally edging out Glen Simperts' Howard with his Mig 3. The rest of the meet was punctuated by a bewildering array of jet cats, No-Cals, gliders, giant kites and fun fliers, including some excellent X-16 flights from Past President Stefan Prosky. On whole, the event was a resounding if slightly soggy success. The gods were fed, the soil was trod upon, and the air was filled with airplanes.



OUR COHOST JOHN DIEBOLT GIVES OUT AMA AWARD TO MATHEW CANADY. HIS GANDPA JIM JORDAN AND SISTER SAVANNAH LOOK ON. ABRAM VANDOVER SEATED



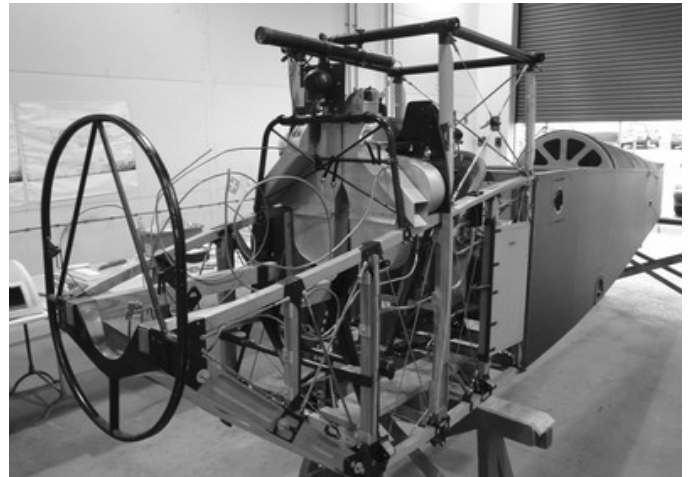
CLAUDE POWELL WITH HIS AD .



STEW'S EARL STAHL SKUA

P19 KUDZU PHOTOS

1. Julie Farrell times a flight while Wally winds his Elephant. It was dashed to the ground and heavily damaged in the last round of WWI.
2. Stefan Protsky with his Lee Hobbies Donier D-1.
3. Stew and Dave, judging scale, give Wally's Miles Falcon a real eyeballing.
4. While the sod dried of nicely the skinned areas were quite mucky as evidenced by John Diebolt's boots. Walking in this was like running in sand - very tiring.
5. Wally's winning Navy Scale Corsair being trimmed out at Remington. --Pat Daily photo.
6. Dave Mitchell's Earl Stahl O-49 had its first flight Sat. evening after the contest and was trimmed out in a light breeze . It went on to win Simplified Scale on Sun.
7. Frank Rowsome launches his Super Cub in the fog Sun. morning. Note the foot prints in the heavy dew which burned off by 10 am.



THIS PHOTO DEFINES THE DOLPHIN COWL SHAPE.



CARL DOWDY CAFFA VICEPRESIDENT/SECRETARY WITH HIS TOWLINER.



KUDZU PHOTOS

MaxFax 2013-3 (MAY-JUNE)



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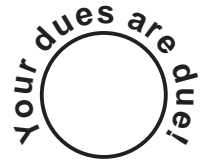
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