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MAXCUTERS

ALSO BLUE FLIGHT-POTOMAC PURSUIT SQUADRON-F.A.C. NEWS

"MEETING AT COLLEGE PARK AIRPORT -- THE NATION'S OLDEST"

"MAX FAX"

AUGUST-SEPTEMBER 1978 ISSUE

NEXT MEETING DATES: SEPT. 6, OCT. 4 at College Park Airport 7:30PM

CONTEST SCHEDULE

August 26 -- D.C. Maxcuters Summer Fun Fly at COMSAT -- STARTS AT 0900--
Events - Embryo Endurance, WWI, WW II, Thompson-Greve Races,
OHLG and Catapult Glider.--see flyer this issue.

OCTOBER 8 -- F.A.C.-G.H.Q. meet in Durham Conn.

SEPT 23 & 24 -- DCRC Scale RC meet at Bealeton, VA.

CLUB NEWS by Pat Daily

Check out the cover of this issue of MAX FAX and if you look closely you'll see some 65 contestants and hundreds of RUBBER SCALE aircraft seen at the SUPER F.A.C.NATS held July 15 & 16 at Johnsville, PA. This was such a fantastic contest that it is hard to begin to describe the results. This issue of MAX FAX will forego the usual plans package that we include and substitute the results pages of the F.A.C. NATS contest so kindly provided by Lin Reichel. Also a lot of pictures will be included for those that couldn't make it--back to that cover photo--that was just the planes and contestants still around late Sunday--you should have seen Saturday's turnout! There were a total of 253 planes entered by 81 contestants from as far away as California (Bill Noonan and Fernando Ramos), Ohio, Detroit, Wash. D.C. and so on. Probably the best Rubber Scale Meet Ever.

CONGRATULATIONS TO DON SRULL (2nd Indoor Scale, 1st Outdoor Scale) and ALLAN SCHANZLE (2nd Outdoor Scale) and ROLFE GREGORY (5th Outdoor Scale, and 4th in Pennyplane) and JOHN SITES (placing in HLG) for the performances they turned in at the AMA NATS at Lake Charles, LA. Once again the D.C. MAXCUTERS show the world that the D.C. area has some of the best scale flyers to be found.

ALSO CONGRATULATIONS TO DON SRULL FOR GRAND CHAMPION AT THE F.A.C. NATS AT JOHNSTVILLE AND TO ALL THE MAXCUTERS WHO COMPETED AND PLACE AT THE F.A.C. NATS. SEE THE RESULTS SHEETS IN THIS ISSUE.

WELCOME TO THE FOLLOWING NEW MAXCUTERS: Ted Langley, Bob Clemens, Chuck Daily, and anyone else I forgot! Also welcome to Bob Neulin.

OLD MAXCUTERS PLEASE PAY YOUR DUES IF YOUR ISSUE HAS THE DUES CIRCLED IN RED SEND YOUR CHECK OR CASH TO PAT DAILY OR RAY RAKOW -- WE NEED YOUR BUCKS!

C. A. V. U.

By
Rolfe Gregory

I have once again had the pleasure of attending the N A T S, with my wife, Nancy, and this time with five other Maxicuters: Hurst Bowers, John Preston, Allan Schanzle, John Sites and Don Srull. As usual we had a ball! And we had the good luck to bring home five trophies!

We really hit the jackpot in rubber powered scale, at least Don and Allan did, with a first in outdoor for Don, a second for Allan, and a second in indoor for Don. My Heinkel managed only fifth in outdoor; just couldn't get it all together. However, until just a few minutes before the 2 p.m. deadline, I was in fourth place. Then a latecomer, Larry Kruse, showed up and made a flight that nosed me into fifth. Final results were: Don Srull - First - with his Schlepp, (sounds like a German beer!), Allan Schanzle - Second - with his Chambermaid racer, Tom Stark - Third - with his Wittman Tailwind, Larry Kruse - Fourth - with a Monoprep, and finally, my Flyline Heinkel 100D - Fifth. John Sites had bad luck all around and lost his best $\frac{1}{2}$ A ship, which was found later.

Luck was with me a bit more in the pennyplane event where I won a fourth place. In case you never heard of it, or have forgotten, pennyplane is an indoor event for a rubber powered stick model not exceeding 18" in either wing span or length (plus a few other restrictions) which weighs at least as much as a penny or just over 3 grams. The formula results in a much huskier model than the "microflimsies" that weigh only about a third as much & typically fly upwards of 25 minutes. My old pennyplane that gave me a first place trophy at the 1975 NATS, with a 10 minute, 36 second flight, was repaired so many times it had picked up too much weight. I had just about decided not to enter it. Just before the 9 p.m. deadline, I discovered high time thusfar was only 10 minutes 10 seconds. So, I made two flights, the last just minutes before the deadline. A 9 minute 2 second flight yielded fourth place.

The indoor site was a new Coliseum, over 100 feet high, which we promptly named "Mud Palace" because, believe it or not, it had a dirt floor. It had been built especially for rodeos!

Two former Maxicuters were also on hand. Jerry Barnett taking pictures like mad, and Dan Belieff, flying high performance indoor stuff.

All in all, it was great and, no matter how you feel about the NATS, they are still the "World Series" of model flying.

Allan Schanzle

Let's get to the bottom-line right at the top. Would I go back to Lake Charles next year? Probably not, but for different reasons than you might expect (other than the fact that Lincoln, Nebraska is the leading candidate for 1979). If I list the pros and cons of this thriving metropolis (they gotta McDonalds, so don't laugh), we find, in my opinion:

OUTDOOR: CHENNAULT A.F.B.

Great outdoor facilities. The F/F area could seldom hear the never ending drone of the flipin' .60 powered R/C pattern ships. In fact, I can only recall one morning that the noise from the .40 powered R/C pylon boys rattled my grey matter back to a state of consciousness. Control Line was far enough away that only the Dynajets reminded me that this contest was not limited to F/F.

On the negative side, I've never before seen 300 acres of uninterrupted concrete. That's great for C/L and R/C, but it sure does play havoc with wing spars of DT'ed planes. It's also kinda tough on balsa and tissue scale ships that are not trimmed out prior to the contest. Someone started the rumor that I was to get a special award - for using more HOT STUFF and micro balloons than any other contestant. They were probably correct.

INDOOR: BURTON COLISEUM

A respectable, but not great, facility. Actually, the indoor site was outstanding, until the plane came down to within 10 feet of the ground - and I do mean ground, 'cause this place had a dirt floor. Seems as though they use this coliseum for the local rodeo. Apparently, AMA assigned the cream of their crop to prepare this facility, 'cause I never saw a single meadow muffin. But alas, I digress. The floor space was 100x300 feet, although the air space opened up and ultimately gave a 300 foot diameter circle up to about 50 or 60 feet. A speaker system was raised to the ceiling (approx. 100 feet) and nicely covered with plastic to help avoid hang-ups.

The only problems were the rather narrow width of the floor and the dirt (tough on rubber motors!). Many-a-plane became intimately wedged between hardwood seats, and I ain't yet seen a piece of oak that played second fiddle to balsa.

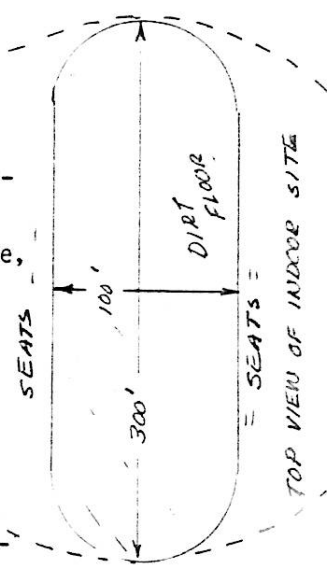
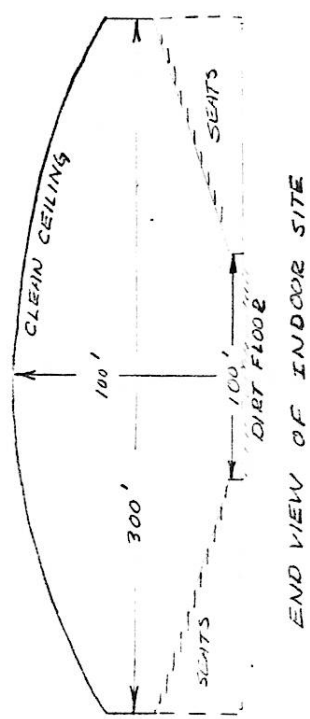
THE WEATHER

Maybe we oughta skip this part, but simply stated, it's hot and humid. The lowest nighttime temperature I can recall was 78°, with typical daytime highs of 95 to 100 - and just a tad of humidity - like 90 percent. Wind was not bad at any time except for one thunderstorm (on outdoor F/F rubber scale day, natch).

RANDOM OBSERVATIONS

Don Srull and I felt like worms on a hook in a school of bass. Everytime we turned around, we were asked to judge another scale/event. Seems as though some people who promised to show up never did. So we were tapped to judge indoor peanut, outdoor peanut, C/L sport scale, and C/L precision scale. I won't go into the details as to why, but this was the best experience anyone could have who wants to build scale models for competition. If you're interested in the specifics, let me know and we'll sit down for a few hours for lessons on documentation.

The past several years have produced one whale of a lot of ruckus and commotion over peanut scale rules. So someone proposed a new set which the AMA Scale Board accepted and were published in the 1978/79 rule book. Bottom line of outdoor peanut scale is that it was won by an XB70, powered by a COX Pee-Wee .020. Check the rules yourself - it's legal.



Lake Charles closes up at 9:00 p.m. Period.

They got a language all their own down in the bayou country. There was a sign on the gymnasium wall announcing a meeting to be held in the gym. The location was emphasized by "AN DATZ RAAT CHERE".

My indoor "Chambermaid" was built with a scale landing gear, and looked kinda weak, so it was initially held on by a simple press fit with the hope that it would hold for ROG's and fall off upon landings. Rumor has it that I was to be awarded an honorary degree from the U. of Warsaw for "Outstanding Contribution for Retractable Landing Gear Design."

If you've read this far, you have my admiration, and sympathy. But to explain my answer to the original question, "Would I go back to Lake Charles next year?", I can only say that it is so far from everything but alligators, that very few people showed up. The total number of contestants was about 900. The 1976 OHIO NATS had nearly 2000. And so there just weren't that many people or entries, and that's part of the atmosphere and charisma that makes a NATS what it is - a NATS. I did have the pleasure of meeting and spending many hours with Bill Stroman and his family (Bill resides in California, and is the creator of those beautiful F/F Taubes on a recent FLYING MODELS cover). Suffice it to say he's one fine fellow, and walking proof that West Coast F/F scale modelers are just as berserk as anyone on the East Coast.

PROPOSED F.A.C. W.W.II COMBAT RULES

Allan Schanzle

Our recent sponsorship of a WWII combat event at the Conn. F.A.C. contest this past June was very rewarding, as 14 aircraft showed up for this first of a hopefully perpetual event. However, as might be expected, we uncovered some unforeseen problems. Of major concern is the additional time required to run one more event in an already full one day contest. Consequently, a modified version of "The Races" has been devised that will hopefully reduce the time required for this seemingly popular event.

1. Open to any rubber powered aircraft designed or built (but not necessarily flown) for combat as a bomber, fighter, ground or torpedo attack from 1938 up through 1945. The spirit of the event is to exclude high wing observation planes, and the judges decision in this matter is final.
2. Retract gear planes may be flown in gear up position.
3. Three qualifying flights will be made, and the best two flight times will be added to give a qualifying flight score (in seconds).
4. The top ten qualifiers will then have their planes reviewed and statically evaluated in accordance with F.A.C. scale procedures. Planes must acquire a minimum of 40 scale points (30 points for contestants 15 years or younger) excluding any and all bonus points. Should one or more of the top 10 qualifiers not meet the static requirement, the 11th, 12th, etc. qualifiers will be called upon to have their planes statically evaluated.
5. The top 10 aircraft which meet all qualification requirements will fly the first round, with the first two to touch ground being eliminated. Second round will be the same as the first, with the first two down being eliminated. The remaining six will fly with the first down being eliminated until a winner is determined.
6. If a contestant does not return with his aircraft within 10 minutes of launch, he shall automatically be eliminated from the competition.
7. No structural or motor repairs permitted.

A HOT CONTEST AT COMSAT

THE SCHOOLYARD - Scale Event — I somehow think that mid-morning in mid-July is a lousy time to have a scale event. The temperature was every bit as hot and sticky as last year. This year, however, there was a shifting breeze which did not alleviate the 95°+ F. temperature, but did, as it boiled over the trees, create mild turbulence. None of the engines ran well. Some varnished up, others were leaned too much to try to gain back some of their power lost to the low density and overheated conditions. This overleaning burnt out glow plugs and caused the engines to die in flight. Most flights were underpowered due to the lack of power and lift. We were also treated to long ground engine runs, and an unmuffled TD .049 assaulting our ears as adjustments were made. I think I tolerate them only in the air.

Well, so much for the background—only 4 two-channelled ships showed up and 3 single-channels. I admit I wasn't ready with mine.

Single Channel

Pat Daily was frustrated by the marginal performance of his Fokker D-8 and left early without entering when his cowl popped off and radio quit. Alan Schanzle made several valiant attempts with his JU 87B. Suffering from low power and turbulence, he quit before he broke it, or completed the normally simple flight pattern. Hurst Bowers, with his Lutton, never got much beyond a prolonged glide from hand launch for the same reasons. Chris Schanzle flew the complete pattern with his non-scale S.C. ship.

Twin Channel

John Wormley's Spanish House of Balsa ME 109 flown by Owen Raysor did best in the wind condition, but never got in a good landing or approach. Eric Munch's HOB Chipmunk seemed to be doing all right when it spiralled on the other side of the access road — very little damage. Another flight was attempted but the engine quit early. Eric decided he had had enough.

Lou Bruhn's Sterling Citabria had engine trouble and only flew long enough to show that on a better day it would do it. Don Srull flew his E-2 Cub through the complete pattern, but lost points due to the wind and a botched landing. He tried again and seemed to be doing better when the wing struts let go and the wing parted company at about 50 feet. The fuselage did a diving roll into the ground and the wing fluttered down —relatively minor damage.

There was very little to separate the entries in static judging...the HOB jobs were out of scale, but very well finished. The Cub and Citabria were scale, but lower on difficulty. Don's was pretty authentic as a well-worn Cub (more so now). The Catabria was a little less finished with exposed music wire landing gear struts and wrinkled mono kote on top of silk. This is not to denigrate a good attempt but rather to explain our static judging.

STATIC JUDGING

First Place - E-2 Cub - Flight 1
 Second Place - ME 109 (HOB) - Flight 2
 Third Place - Chipmunk (HOB) - Flight 3
 Fourth Place - Citabria (Sterling) - Flight 4

HOT CONTEST - (Continued)

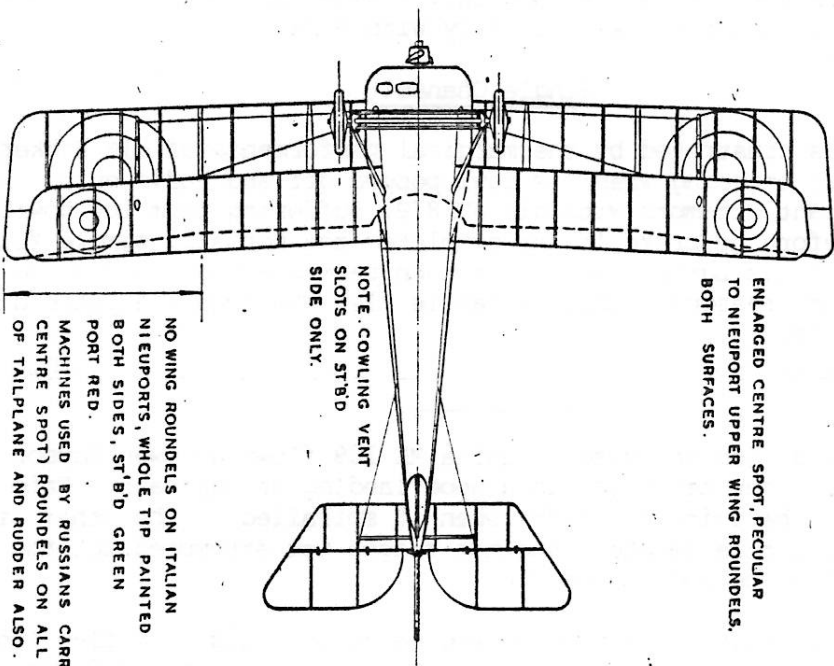
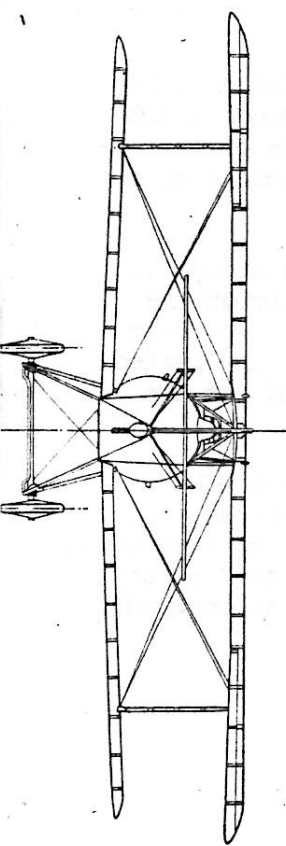
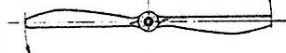
Don was awarded his pick of MAP plans for a rubber-powered HE 51 and the ME 109 Team, a FLYLINE ROBIN.

The single-channel event was judged a washout. I might add that Chris flew his non-scale two-channel job in a near perfect pattern and made a perfect spot landing in the center of the runways. He has his choice of FLYLINE kits, generously donated by that fine gentlemen and aviator, Hurst Bowers.

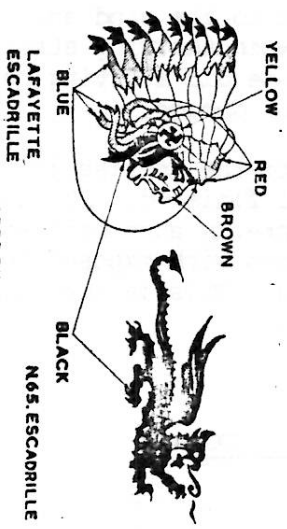
We adjourned down the road for a much-needed beer at 1:00 p.m. Next year we fly in the cool of the evening!

Stew

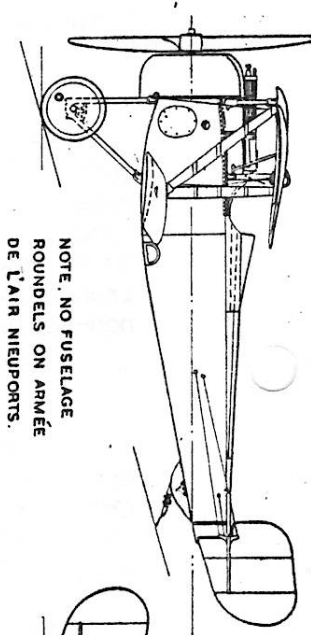
DATA
 Span: 8240 mm. (27 ft. 0 7/16 in.)
 top 7,800 mm. (25 ft. 7 1/4 in.)
 lower: 84 in.)
 Length: 6,000 mm. (19 ft. 8 1/2 in.)
 Incidence: 1 deg. 50 min. top,
 4 deg. lower (5 deg. at port tip
 to compensate torque).
 Chord: 1,280 mm. (4 ft. 0 7/16 in.)
 top, 720 mm. 2 ft. 4 5/16 in.)
 lower:
 Track: 1,600 mm. (5 ft. 3 in.),
 Weights: Loaded 1,233 lb.
 Empty 823 lb.
 Performance: Max Speed 107
 mph. at 6,500 ft. Climb to
 6,500 ft. in 5 min. 30 sec.



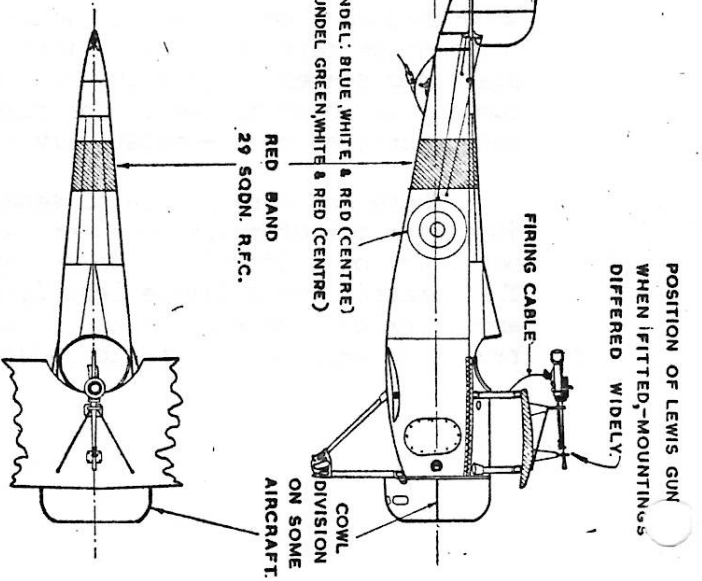
ENLARGED CENTRE SPOT, PECULIAR TO NIEUPORT UPPER WING ROUNDELS, BOTH SURFACES.
 NOTE. COWLING VENT SLOTS ON ST'B'D SIDE ONLY.
 NO WING ROUNDELS ON ITALIAN NIEUPORTS, WHOLE TIP PAINTED BOTH SIDES, ST'B'D GREEN PORT RED.
 MACHINES USED BY RUSSIANS CARRIED RED, BLUE & WHITE (ENLARGED CENTRE SPOT) ROUNDELS ON ALL WING TIPS, SOMETIMES ON BOTH SURFACES OF TAILPLANE AND RUDDER ALSO.



YELLOW
 RED
 BROWN
 BLUE
 LAFAYETTE ESCADRILLE
 BLACK
 N65 ESCADRILLE
 APPROX. TO SAME SCALE AS SERIAL NOS.



NOTE. NO FUSELAGE ROUNDELS ON ARMÉE DE L'AIR NIEUPORTS.



POSITION OF LEWIS GUN WHEN FITTED - MOUNTINGS DIFFERED WIDELY.
 FIRING CABLE
 RED BAND
 29 SQDN. R.F.C.
 R.F.C. FUSELAGE ROUNDEL: BLUE, WHITE & RED (CENTRE) ITALIAN FUSELAGE ROUNDEL GREEN, WHITE & RED (CENTRE)
 COWL DIVISION ON SOME AIRCRAFT.

NEXT TIME MORE ON THIS

F.A.C. POWER SCALE

	PILOT	AIRCRAFT	SCALE PTS.	HANDICAP PTS.	FLT.	TOTAL
*	1. Pat Daily	Sopwith Tabloid	47	10	77	134
	2. Fernando Ramos	ABC ROBIN	46	-5	70	111
	3. Tom Sandor	DH-6	49	10	45	104
	4. Bob Clemens	G.H. Gadfly	48	15	38	101
	5. Bill Bell	Curtiss JN-4	49	10	41	100
	6. Ralph Kuenz	Parnall Pixie	47	15	32	94
	7. Gordon Roberts	Tipsy Jr.	42	15	32	39
	8. Dick Woodward	Sopwith Strutter	44	10	30	84
	9. C. Schobloher	Hiper-Bipe	47	10	15	72
	10. Ken Bagdon	Curtiss F11C-2	--	--	--	--

EMBRYO ENDURANCE

	PILOT	AIRCRAFT	TIME	BONUS	TOTAL
	1. Dennis Norman		360	9	369
	2. Walt Eggert Jr. (7yrs Old)		360	5	365
*	3. Don Snull		360	4	364
	4. Chuck Drew	M-Bryo	339	6	345
	5. Bob Bender	O-Balz	282	9	291
*	6. G. Leffler	Max Spec.	283	6	289
	7. Jack Moses		260	5	265
*	8. Pat Daily	Max	236	8	244
	9. Gordon Roberts	Debut III	239	0	239
*	10. Bob Clemens		226	9	235
	11. Chuck Roth	Canard	221	0	221
	12. Ralph Kuenz		196	6	202
	13. Greg Leffler	Mixture	188	5	193
*	14. Ted Langley	Peerless	190	0	190
	15. A. Faranda	Sunny	182	5	187
	16. Fred Ewing		178	9	187
	17. Dick Benjamin		172	6	178
	18. Ted Russell		171	5	176
	19. Pres Bruning	Whimsey	170	5	175
	20. Ed Novak		155	6	161
	21. Sal Alu		150	9	159
	22. Kevork Fags		146	5	151
*	23. Ed Heyn	Smogden IV	126	0	126
*	24. T. Nallen Jr.		110	0	110
*	25. George Meyers		108	0	108
	26. Fred Hamlen		91	0	91
	27. Bob Thompson	Peerless	57	6	63
	28. Jerry Bockius	Robin	55	0	55

** = MAXECUTER member*

OOPS!! Tie For 9th Walt Eggert Sr. 234 5 239 Sorry Walt.

WW II COMBAT

PILOT	AIRCRAFT	PILOT	AIRCRAFT
*1. Pat Daily	Fiat G-50	12. Blake Mayo	Hellcat
2. Mike Midkiff	Hellcat	13. Ted Russell	Mig-3
3. Ed Heyn	Yak-3	14. Gordon Roberts	FW Ta-152
*4. G. Leffler	Hellcat	15. Dennis Norman	Kawasaki Hein
5. Joe Whiting	P-51	*16. Rolfe Gregory	P-51
6. Ralph Kuenz	Wildcat	17. Jack Moses	FW Ta-152
7. Andy MacIsaac	P-51	18. Bob Clemens	P-51
8. M. Nallen	FW Ta-152	19. Bob Thompson	Mitsubishi Ann
9. Bob Nuelin	Zero	20. Pres Bruning	Nacchi 202
10. Del Balunek	Claude	*21. Chris Schanzle	Corsair
*11. Dave Rees	Blackburn Skua	22. Ted Langley	P-51

A.M.A. RUBBER SCALE

PILOT	AIRCRAFT	AVG. FLT. TIME	SCALE SCORE	TOTAL
*1. Don Srull	Waterman Racer	59	71	130
*2. Geo. Meyers	Seimens Schuckert	60	66	126
*3. Bob Clemens	Comper Swift	35	85	120
4. Jack Moses	Nesmith Cougar	53	67	120
5. Sal Alu	Rearwin Speedster	46	73	119
6. Ted Langley	Rearwin Speedster	55	52	107
*7. Rolfe Gregory	Cessna C-37	32	66	98
8. Walt Eggert	Folkerts SK-3	35	60	95
*9. Dave Rees	Blackburn Mono.	11	82	93
*10. Pat Daily	Avia BH7-A	45	42	87
*11. Mick Nallen	Druine Turbulent	46	36	82
12. Gene Pierre	Nesmith Cougar	13	64	77
*13. Rolfe Gregory	Lacey M-10	43	27	70
14. A. MacIsaac	No. Am. P-51	37 1/2	32	69 1/2
15. Pres Bruning	Zero	25	43	68
16. Ross Mayo	Rearwin Speedster	35	27	62
*17. Ed Heyn	S-Z Quad	6 1/4	50	56 1/4
18. John Stott	Corbin Super Ace	6 1/2	39	45 1/2
19. Don Garofalow	Nesmith Cougar	---	82	---
20. Tom Kerr	Pietenpol Sky Scout	---	80	---
21. Fred Ewing	Whitman Tailwind	---	74	---
22. S.Pawelczyk	Nesmith Cougar	---	66	---
23. Ted Russell	Mr. Mulligan	---	48	---
24. Dave Pishnery	Cessna AW	---	47	---
25. Bill Warner	Heath Parasol	---	44	---
26. Keith Sterner	Fairchild PT-19	---	33	---
27. Fred Hamlen	Bellanca Aircruiser	---	23	---

F.A.C. JUMBO SCALE

PILOT	AIRCRAFT	SCALE PTS.	HANDICAP	FLT.	TOTAL
1. Jack Moses	Boulton-Paul Defiant	54 1/2	15	82 1/2	152
2. Russ Brown	Bell Kingcobra P-63	46	15	69 1/2	130 1/2
*3. Don Srull	Schlepp C-3605	54 1/2	15	51	120 1/2
4. Mike Midkiff	Bristol Brownie	54 1/2	15	50	119 1/2
5. Bob Thompson	Ant-25	56	15	41	112
6. Leon Bennett	Pazmany P14-a	53	15	33	101
7. Gordon Roberts	Douglas TBD	49	15	34	98

JUMBO WW II COMBAT

PILOT	AIRCRAFT	PILOT	AIRCRAFT
1. Jack Moses	Boulton-Paul Defiant	3. Gordon Roberts	Douglas TBD
2. Russ Brown	Bell Kingcobra P-63	4. C. Schobloher	Spitfire (crash)

PEANUT WW II COMBAT

- Gordon Roberts P-51 Mustang
- Del Balunek ME-109-F
- Dave Pishnery YAK-3

SHELL SPEED DASH

PILOT	AIRCRAFT	TOTAL	PILOT	AIRCRAFT	TOTAL
* 1. Bill Henn	Mr. Smoothie	155	* 11. C. Rakow	Suzy	86
	Chambermaid	150 1/2	12. Joe Whiting	Caudron	80
2. John Stott	Chambermaid	124 1/2	* 13. R. Gregory	Suzy	79
3. Dennis Norman	SK-3	118	* 14. Tom Nallen	Firecracker	78
* 4. G. Rakow	Firecracker	107 1/2	* 15. A. Schanzle	Hughes	75
* 5. Jim Daily	Chambermaid	103	16. Chuck Drew	???	73
6. Mike Midkiff	Chambermaid	99 1/2	17. W. Eggert	Folkerts	66
* 7. Pat Daily	Toots	99	* 18. G. Meyers	Howard Pete	48
* 8. G. Leffler	Suzy	95	19. R. Thompson	Laird Speedwing	42
9. G. Roberts	Caudron	92	20. P. Cherubini	"	36
* 10. S. MEYERS	Suzy	91	* 21. Ed Heyn	CF-4	30

THOMPSON TROPHY RACE

Order of finish of the final five aircraft out of fifteen that qualified in the Shell Speed Dash.

1. Joe Whiting Caudron
2. John Stott Chambermaid
- * 3. Stewart Meyers Suzy ← GOT TO BE ERROR
- * 4. Bill Henn Mr. Smoothie G. LEFFLER
- * 5. Tom Nallen Firecracker ALL SUZY'S LOOK ALIKE *Stew*

NO-CAL PROFILE SCALE

* 1. Don Srull 360 pts.	7. Frank Scott 178 pts.
* 2. Tom Nallen Jr 335 "	8. Bob Bender 118 "
3. John Stott 324 "	9. Chris Scott 94 "
* 4. Bill Henn 312 "	* 10. G. Meyers 60 "
* 5. Paul Spreirgen 287 "	* 11. Pat Daily 25 "
* 6. Chris Schanzle 195 "	12. Ed Novak 15 "

WW I COMBAT

PILOT	AIRCRAFT	PILOT	AIRCRAFT
* 1. Mike Midkiff	Fokker D-7	6. Bob Thompson	Albatross
* 2. Jim Daily	Albatross	7. Ed Novak	SE-5
* 3. Don Srull	DH-6	* 8. Gordon Roberts	Rumpler
4. Joe Whiting	DH-4	* 9. Ed Heyn	SE-5
* 5. George Meyers	Dornier		

UNLIMITED RACE

PILOT	AIRCRAFT	PILOT	AIRCRAFT
* 1. Mick Nallen	Druine Turbulent	* 5. Bob Clemens	Comper Swift
2. Mike Midkiff	Dayton-Wright	* 6. Don Srull	Waterman Racer
3. Chuck Drew	Gee-Bee "D"	7. Frank Scott	Loening H8-1
4. Emerson Elwell	Dayton-Wright		

Don Srull → Grand Champion

PEANUT SCALE

	PILOT	AIRCRAFT	FLT. PTS.	SCALE PTS.	TOTAL
	1. Dennis Norman	SK-3	195 1/2	58 1/2	254
*	2. Bill Henn	Lacey M10	191 1/2	54	245 1/2
*	3. Geo. Leffler	Fike	190	53	243
	4. Bob Thompson	Lacey M-10	174	49	223
	5. John Stott	Chambermaid	174	48	222
*	6. Dave Rees	Nesmith Cougar	152	59 1/2	211 1/2
	7. Gordon Roberts	Fike	157 1/2	46	203 1/2
	8. Ted Russell	Nesmith Cougar	132	52	184
	9. Walt Eggert	Nesmith Cougar	127	56	183
*	10. Ted Langley	Nesmith Cougar	130	52	182
	11. Pres Bruning	Chambermaid	122	58	180
	12. Gene Pierre	Nesmith Cougar	124	46	170
	13. Emerson Elwell	Dayton-Wright	123	45	168
*	14. Geoge Meyers	Howard Pete	120	47	167
	15. Ted Russell	Andreason BA4-B	116	50 1/2	166 1/2
	16. A. Faranda	Druine Turbulent	118	48	166
	17. Don Garofalow	Nesmith Cougar	108	53 1/2	161 1/2
	18. Wm. Weaver	Luton Minor	104	56	160
	19. Mike Midkiff	Dayton-Wright	107	52	159
	20. Dennis Norman	Grumman F8-F	101	56	157
	21. Bob Clemens	Wright Wp-1	96	47 1/2	143 1/2
*	22. Don Srull	Waterman Racer	86	48	134
*	23. ED Heyn	Curtiss S-1	76	47 1/2	123 1/2
*	24. Fred Ewing	Piper Vagabond	56	52	108
	25. Bill Warner	Heath Parasol	51	53	104
	26. Paul Cherubini	Bellanca Skyrocket	40	52 1/2	92 1/2
	27. Sal Alu	Fokker D-8	33	59	92
	28. Frank Scott	Loening M8-1	21	50 1/2	71 1/2
	29. Jerry Bockius	Fokker D-8	15	46	61
	30. Keith Sterner	Fairchild PT-19	39	--	--
	31. Ed Novak	Fokker D-8	26	--	--
*	32. Greg Leffler	Nesmith Cougar	15	--	--

F.A.C. RUBBER SCALE

	PILOT	AIRCRAFT	SCALE PTS.	HANDICAP	FLT.	TOTAL
*	1. Don Srull	Heinkel HE-100	56	15	82 1/2	153 1/2
*	2. Bill Henn	Chambermaid	62	5	82 1/2	149 1/2
	3. Blake Mayo	Hellcat	56	15	73 1/2	149 1/2
*	4. Pat Daily	Fiat G-50	56	15	77 1/2	148 1/2
	5. Mike Midkiff	Hellcat	59	15	74	148
	6. Chuck Drew	Gee-Bee "D"	48 1/2	15	82 1/2	146
*	7. Tom Nallen	FW Stosser	56	0	82 1/2	138 1/2
	8. Fred Hamlen	Drone O.Q.	51	5	82 1/2	138 1/2
*	9. Bob Clemens	Farman Moustque	56	5	75 3/4	136 3/4
*	10. Bob Clemens	P-51 Mustang	53	15	68	136
*	11. Clarence Rakow	Suzy	52	15	66	133
	12. Sal Alu	Howard DGA	60	-5	77 1/2	132 1/2
*	13. Mick Nallen	FW Ta-152	45	15	71 1/2	131 1/2
	14. Dennis Norman	Grumman F7F-1 Tigercat	59	40	30	129
	15. Sal Alu	Rearwin Speedster	56	-5	77 1/2	128 1/2
*	16. Bill Henn	Miss Frisco I	44	15	68 1/2	127 1/2
*	17. Alan Schanzle	Mig-3	47	15	65 1/2	127
*	18. Tom Nallen	Miles M-39	55 1/2	45	27	127 1/2
*	19. Glen Rakow	Firecracker	44	15	67	126
*	20. George Leffler	Caudron 460	49	15	62	126
	21. Andy MacIsaac	Mustang P-51	56	15	50	121
	22. Bob Bender	Fairchild F-24	42	-5	81 1/2	118 1/2
	23. Jack Moses	FW Ta-152	44	15	59	118

24.	Fernando Ramos	Heinkel HE-100	50	15	51	116
25.	Bob Thompson	KI-31 Ann	55 1/2	15	43	113 1/2
26.	Fres Bruning	Zero	55	15	43	113
*27.	George Meyers	Seimans-Schuckert	54	5	53	112
*28.	Jim Daily	Albatross	36	10	65 1/2	111 1/2
*29.	Rolfe Gregory	Lacey M-10	49	-5	67	111
30.	John Stott	Maubousin	45	25	41	111
31.	Ted Russell	MIG-3	50	15	45	110
32.	Joe Whiting	P-51 Mustang	30	15	63	108
33.	Dick Benjamin	Rearwin Speedster	52 1/2	-5	60 1/2	108
34.	Walt Eggert Sr.	Vought Kingfisher	52	15	41	108
*35.	Ted Langley	P-51 Mustang	48	15	42	105
*36.	Ted Langley	Rearwin Speedster	47 1/2	-5	62	104 1/2
37.	Bob Thompson	Junkers Ju-52	54	17	33	104
38.	Ross Mayo	Rearwin Speedster	44	-5	64 1/2	103 1/2
39.	Emerson Elwell	Ryan ST	49	15	38	102
40.	Ed Novak	SE-5	38	10	51	99
41.	Gordon Roberts	FW Ta-152	42	15	42	99
42.	Frank Scott	Morane-Saulnier 1500	49	15	35	99
43.	Ted Russell	Ryan ST	51 1/2	15	32	98 1/2
44.	Ralph Kuenz	Douglas A-26	32 1/2	30	32	94 1/2
*45.	Dave Rees	Blackburn Skua	44	15	32	91
*46.	Ed Heyn	Fokker C-15	45	0	45	90
47.	Ed Novak	Caudron	53	5	32	90
*48.	Chris Schanzle	Vought Corsair	44	15	31	90
*49.	Dave Rees	Velie Monocoupe	61	-5	33	89
*50.	Ed Heyn	Westland Woodpigeon	51	10	28	89
51.	Fred Hamlen	Wyandotte Pup	45	0	33	83
*52.	Rolfe Gregory	Cessna C-37	52	-5	34	81
53.	Joe Whiting	DH-4	38	10	33	81
54.	Bill Noonan	DH Hawk Moth	58	-5	27	80
55.	John Stott	Cobin Super Ace	43	-5	31	79
56.	Del Balunek	Kawasaki Tony	38	15	26	79
*57.	Herb Clukey	Monocoupe	49	-5	29	73
*58.	Hurst Bowers	Howard DGA-8	45	-5	24	64
59.	Gene Pierre	???	--	--	40	--

TOTALS: Contestants 31
 Models entered 252
 Official flights 743

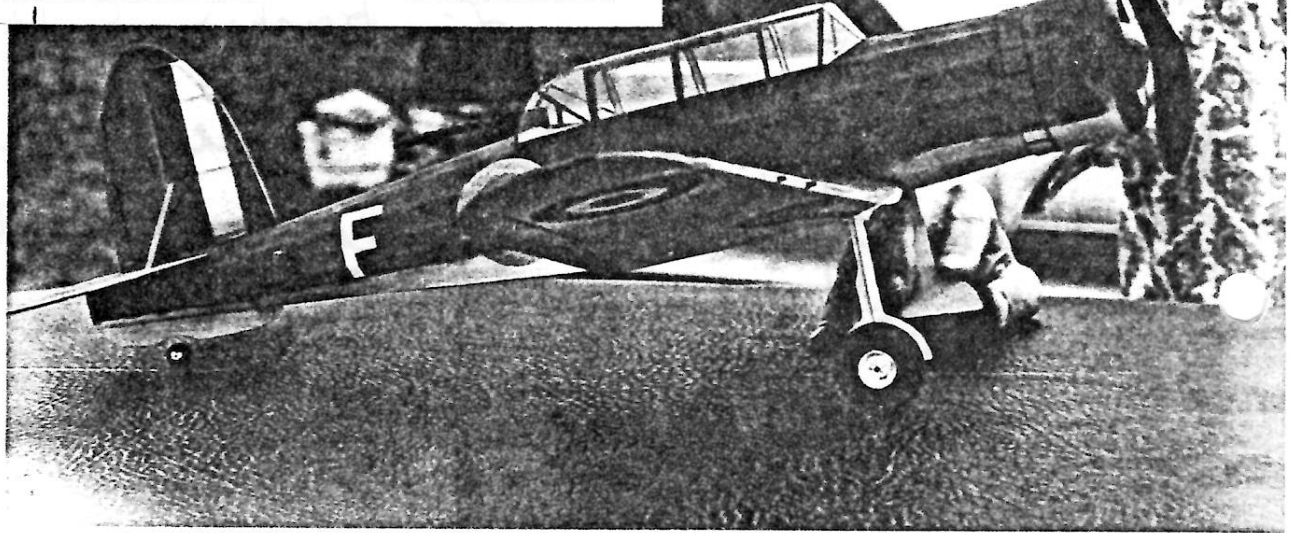
Thanks to everyone,
 FLYING ACES FEVER FOREVER

Lin Reichel C.D.

*Thanks to Lin Reichel
 his wife + everyone who
 put on this fantastic
 contest!*

Andy Isaac + →
P51

Dave Rees' neat
Blackburn Skua ↓



page 13



Stew Meyer's Suzy (3rd in T.T.)

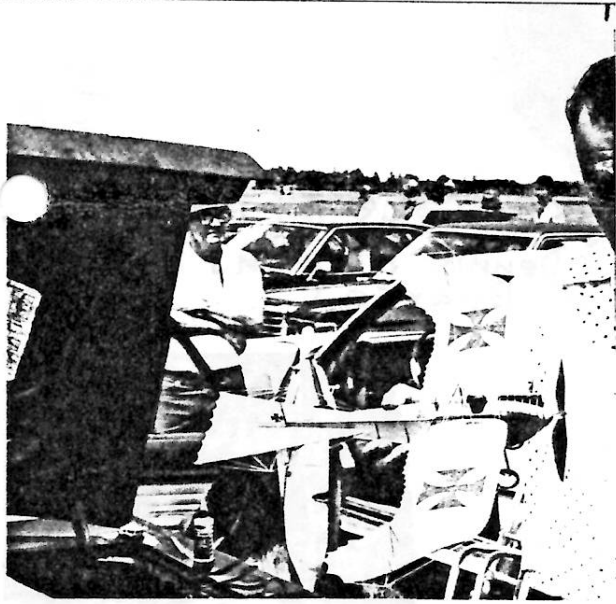
Trunk of Hurst Bowers' Car (19 planes or more)

F.A.C.

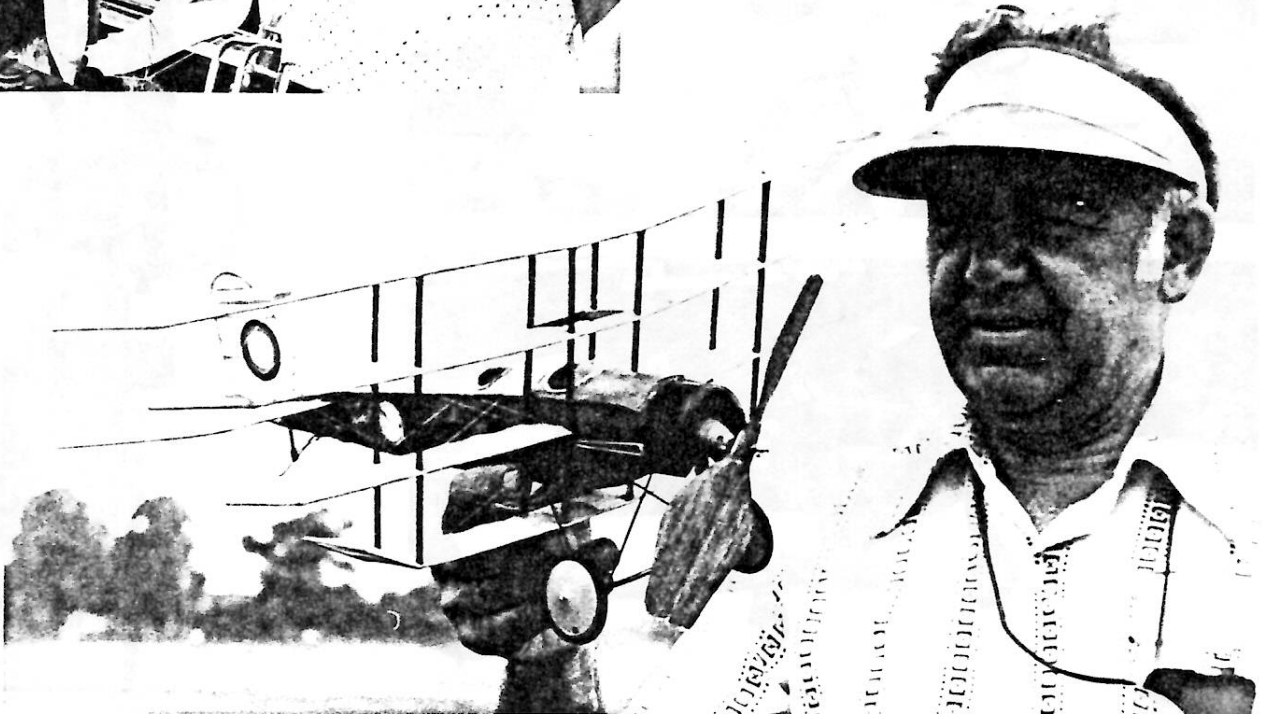


Jack Moses (Detroit) +
Jumbo Boulton-Paul ↓

Bob Thompson and
Ki31 Ann + kipe ?-



→
Beautiful
Taubertunknow builder
Ed Heyn's Quadriplane ↓



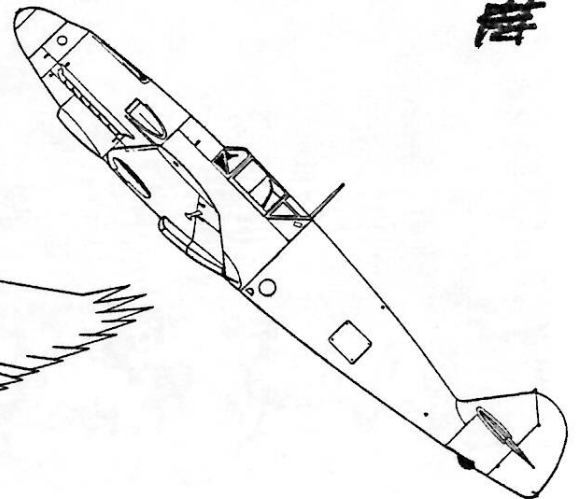
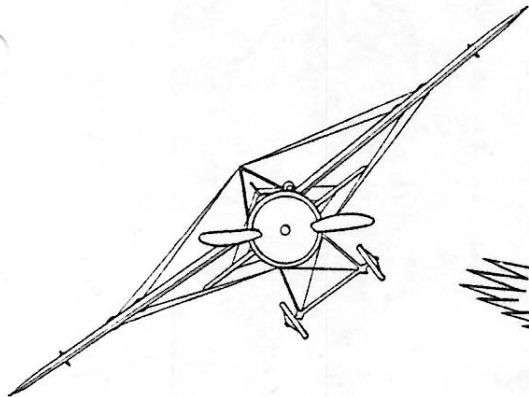
Pat Daily +
Fiat G50 - winner of
WW II Combat



Ed Balunek's Meiv9
+ Dennis Norman's
Bearcat

Walt Eggerts
Kingfisher





15
~~14~~

ANNOUNCING
D.C. MAXCUTTERS LATE
SUMMER FUN FLY

DATE: Aug 26, 1978

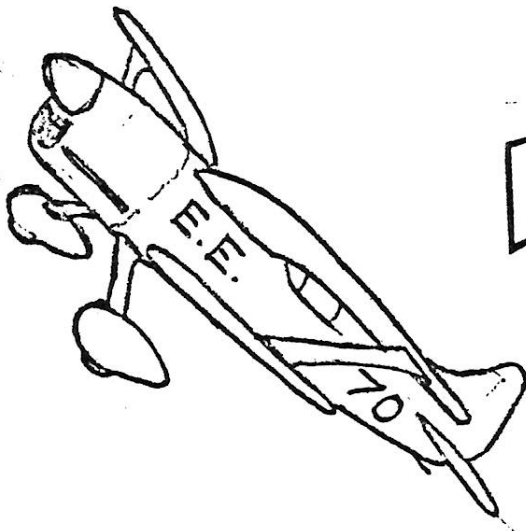
Time: 0900 till dark

Place: COMSAT

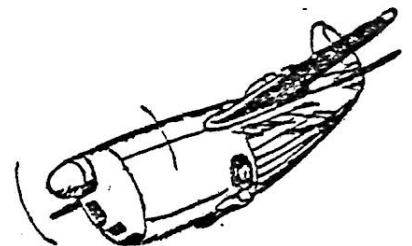
EVENTS: EMBRYO ENDURANCE -- using F.A.C. rules
WORLD WAR I COMBAT -- any WW I plane with
mass launch
WORLD WAR II COMBAT -- any WW II fighter type
THOMPSON-GREVE TROPHY RACE -- F.A.C. rules
OUTDOOR HANDLAUNCH GLIDER
CATAPULT GLIDER

ENTRY FEES: \$1 per plane or \$3 for unlimited entry.

TROPHIES AND PRIZES WILL BE GIVEN



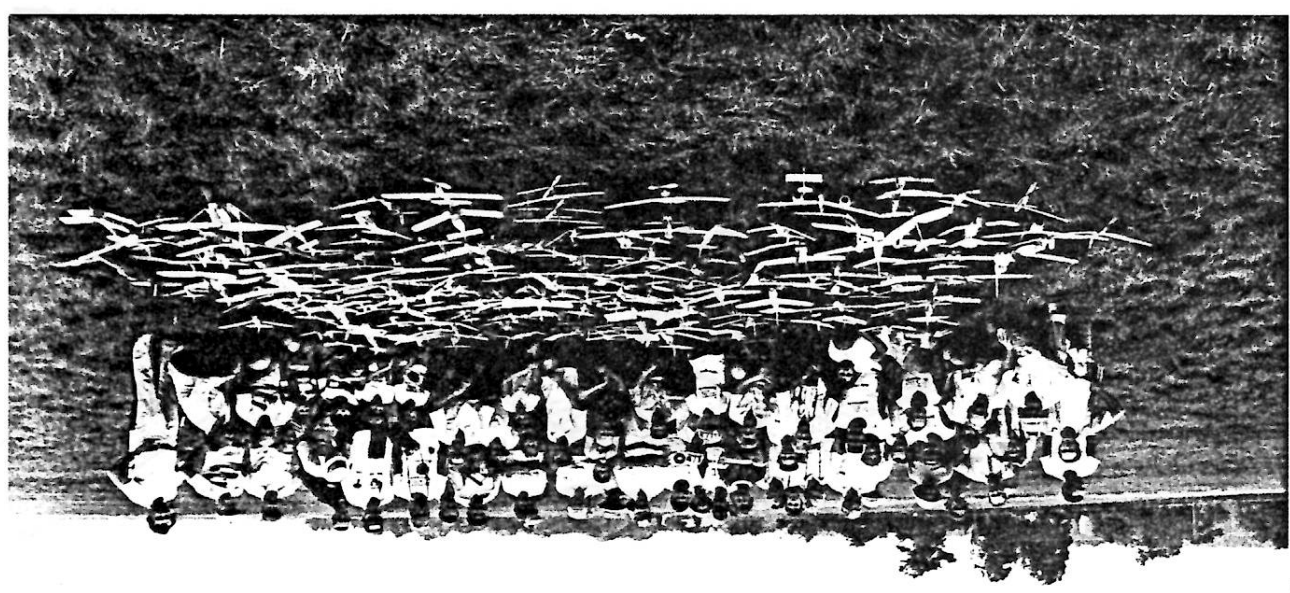
**FLYING
ACES**



16

I.A.C. NATIONALS

July 15-16, 1978
"Some of the 'EVYs'"



3rd CLASS