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DC MAXECUTERS ARE A CHARTERED  
AMA CLUB AND ARE AFFILIATED  
WITH THE FLYING ACES CLUB

"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS "

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

# MAX~FAX

--JANUARY- FEBRUARY 1979--

NEXT MEETING DATES: Feb 7, Mar 7, and April 4 -- at 7:30PM at College Park Airpark

## CONTEST SCHEDULE

JAN 12 -- World War I Combat --at Kennedy High

FEB 10 & 11 -- FIFTH ANNUAL NATIONAL CAPITAL INDOOR RUBBER SCALE CONTEST -- at the Navy Transport Hangar (next to the Hellcat) at Andrews AFB. -- see contest flyer in this issue.

Mar 4 -- Lakehurst Contest -- CANCELLED -- sorry about that

June 79 -- G.H.Q. F.A.C. spring contest at Durham--includes Embryo, FAC and Pnut Scale, Greve and Thompson Races, No-Cal and the Maxecuter World War II Challenge. Will give dates when available.

Late JUNE 79--D.C. MAXECUTERS R.O.W. SCALE AND R.O.W. EMBRYO EVENT--dates later--will include rubber and CO<sub>2</sub> /ROW SCALE USING FAC RULES also Embryo on floats--

SUMMER 79-- SCALE OLD TIMER OUTDOOR SCALE CONTEST -- at Johnsville PA. -dates later

AUG 79 -- AMA NATS at Lincoln Nebraska

Aug 25 -- D.C. Maxecuter late summer fun fly -- Races, WWI, WWII, Embryo, OHLG and Catapult Glider, should be a lot fun on our third anniversary!

Oct 79 -- G.H.Q. F.A.C. Fall contest at Durham Connecticut. Same events as spring except WWII

## CLUB NEWS by Pat Daily

Well here it is 1979 and time to begin a new years worth of MAX FAX again! We will continue to publish bi-monthly or so until I either get tired , quit or run out of money. I might even pull a Dennis Norman, and get shot down somewhere over the Western Sector!

Our first club meeting of the new year, held on Jan 3, the coldest nite in 2 years, as one of the biggest successess of recent Maxecuter history. Twentyone hardy soles (souls) made the late night trek to College Park Airpark. We covered a lot of territory at the meeting -- much of it relating to upcoming events (check the calendar above) . I will cover

OLD MAXECUTERS PLEASE PAY YOUR DUES IF YOU ISSUE HAS THE DUES CIRCLED IN RED AT UPPER RIGHT CORNER--SEND CHECK OR CASH TO PAT DAILY OR GEORGE LEFFLER -- WE NEED YOUR BUCKS!

NEWS FLASH: MAX, the mysterious MAXECUTER ACE, shoots down a wayward P-38 over Spanish Air Space while piloting a Heinkel He 112B--see cover

CLUB NEWS continued

some of the more important items here:

NAVY SCALE-- we have added a Navy Scale Event to the list of events at the upcoming Andrews contest-- and also a No-Cal Navy Scale Event will be added. Rules for Navy Scale are any Navy Aircraft of any Navy -- must have proper markings--will be a mass launched Combat type of event. No-Cal Navy Scale will be a special category of the regular No-Cal event with the highest time for a Navy No-CAL being declared the winner. Our sponsors, the U.S. Navy, should get a kick out of the Navy type planes. We hope to have TV coverage and Naval Aviation News (Magazine) coverage.

CLUB SITE RECORDS--Bill Clarke has developed a format for establishing D.C. Maxecuter Site Records-- these will be awarded to any Maxecuter that establishes a record for a particular type of event at a particular flying site. More on this neat idea as it unfolds!

ROW SCALE CONTEST--yes sir gang, old HMFIC is gonna arrange for us to use Goldberg's pond for a Rise off Water (ROW) scale event in late June. Will include F.A.C. rubber and CO<sub>2</sub> Scale and Embryo jobs. Lots of fun. Date will be announced.

SMITHSONIAN CONTEST--just take a shot at this flyers! How about a contest where you build one of the jobs in the Aerospace Museum, have it judged by the curator of the Smithsonian, and then fly it right there on the mall in front of the whole world and TV cameras. Well, your trusty leadership is at work on this little beauty right now. Will keep you informed--as a matter of fact I am going to start on my Douglas Mailplane tonite!

PLANS PAK -- One way to raise money for the Maxecuters is to put out a pack of scale plans from back issues of MAX FAX--this is currently being discussed by yoyos in the club right now-- better get in line, they will go like hotcakes!

NEW GUYS -- Several newcomers to the Maxecuters will be found among the upcoming list of members: A big welcome to: Steve Bacom (North Carolina), Jack Moses (Detroit) remember Jack's big Boulton-Paul at the FAC NATS?, Kevin Nalepka (Silver Spring), Ken Kuby (St. Paul, Minn), Walt Semke (Scarsdale, NY), Norm Jacky (Hemet, Calif), John Tudor (Oak Ridge, Tenn), Perry Peterson(Lincoln, Neb), Brian Gerstenberg (Clarksburg, MD) and CDR William Carson (Quantico,VA). WELCOME!

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WRIGHT BROTHERS MEMORIAL CONTEST -- report by Pat Daily, photos by Tom Schmitt.

On a cold December 17, 1978, the 75 anniversary of powered flight, 13 fearless Maxecuters journeyed out to COMSAT to commemorate the Wright's first flight. Three events were held: the first was the 12 second-120 foot event, with the objective being to see who could come closest to 12 seconds and 120 feet of distance, the second event was the 59 second event. This was to see who could come the closest to matching the Wright's high time of December 17, 1903 of 59 seconds. The third event was an impromptu Thompson-Greve Trophy Race with FAC mass launch rules. Well gang, the wind was blowing a constant 30knots with gusts to 45 knots and about 45 degrees (cold with the wind). The group of fanatic diehards that showed up included Pat Daily (Folkerts toots), Jim Daily (Chambermaid), Allan Schanzle (Peck ROG and a Bellanca), Chris Schanzle (Taylorcraft and a SIG CWB), Stew Meyers(Suzy), Ray Rakow(Suzy and Embryo), Glen Rakow(Firecracker), Rolfe Gregory(Lacey), Nick Ropar (two Tiger Moth's), Kevin Nalepka (Ryan ST), Tom Schmitt(Nikkormat?), and Elizabeth Rakow. Amazingly, the winds didn't stop us from getting in several really nice flights. Even old HUNG tried to snatch Allan's Bellanca away. Ray Rakow won the 12second event with a flight of 12 sec and 80 feet. Allan Schanzle beat out Stew Meyers for high time of 30 second in 30 KNOT WIND. And Pat Daily's tired Toots won the races. We all retired to the nearest Marriot Roy Rodger's for HOT COFFEE after about an hour and a half of the cold. We dearly missed Don Srull, who has now, because of his absence from this event, been demoted to POW in the FAC! Seven planes were damaged, but it was really a lot of fun!

Pat



LOTTREND MANEUVERS CELEBRATE THE WRIGHT'S FIRST FLIGHT IN 30 KNOT WINDS!



Tom Drey Shows his Chambermaid to Kevin Analepa folks on - Racers also well in wind!

Photos by Tom Schmitt



QUALITY VS. QUANTITY  
Allan Schanzle

Last month I appealed to the non-active local Washington D.C. members to call and let me know what it would take to entice them into participation. Well, in accordance with all laws of predictability, I didn't get one single call. But alas, three letters did arrive-- one local and the other two at the extremes of our country; Bill Warner in California and Dave Stott in Connecticut. This once again enforces my previous feelings. Those that are interested in model aircraft will make the time to get involved. Bill has been active in the Flightmasters for years and writes a column for MODEL AVIATION. Dave is a co-founder of the Flying Aces Club and writes much of the F.A.C. newsletter. These fellows are obviously busy, but they took the time to write and give advice, which boils down to two different philosophies:

- 1) Find ways to get others involved.
- 2) Who needs 'em--build the activities around those who participate-- go for quality, not quantity.

History dictates that the second option will prevail, and indeed quality has prevailed over quantity. The Maxecuter track record speaks for itself for the past three years (local members only.)

- 1st 1976 AMA NATS, outdoor rubber scale
- 1st 1977 AMA NATS, outdoor rubber scale
- 2nd 1977 AMA NATS, indoor rubber scale
- 1st, 2nd, 5th 1978 AMA NATS, outdoor rubber scale
- 2nd 1978 AMA NATS, indoor rubber scale
- 1st place in 5 events, 1978 FAC NATS
- GRAND NATIONAL CHAMPION, 1978 FAC NATS

I can't speak for anyone else, but to me, this list is impressive.

The December meeting was reasonably well attended with several new ideas for involving the membership. For example, we will start maintaining "club records" for such things as indoor H.L. glider, indoor rubber scale, and other events. These will be maintained by Bill Clarke. Our summer fun fly will have a new event called "anything goes," which will be the brainchild of Paul Spreiregen. How 'bout rubber powered helicopters?

Holy Cow!! Eighteen people showed up for the January 3 meeting. We ran out of chairs and four people endured the evening standing. Considerable business was covered. Next month we will have some kind of program or movie to supplement the run-of-the-mill business. Hope to see some more new faces come February 7.

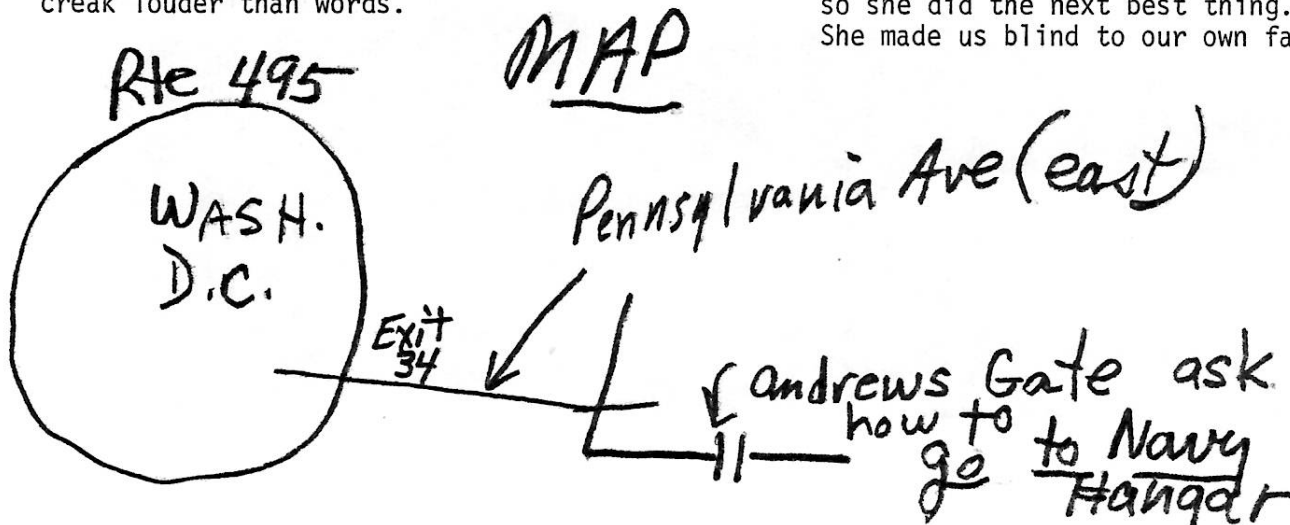
Cheers 'till next time

*Allan*

Middle age is when actions  
creak louder than words.

Nature didn't make us perfect,  
so she did the next best thing.  
She made us blind to our own faults.

↑  
N



C. A. V. U.

By Rolfe Gregory

"SHIVERING, SHAKING AND SKI FLYING"

Model builders in general, and D. C. Maxecuters in particular, have got to be the nuttiest die-hards that can be found anywhere. As may be mentioned elsewhere in this issue, a bunch of Maxecuters went out to the flying site at Comsat on Sunday, December 17, 1978, to celebrate the 75th. Anniversary of the Wright Brother's Flight at Kitty Hawk, N. C. in 1903. A group composed of da prez, Allan Shanzle, Chris shanzle, Tom Schmidtt, Pat Daily, Jim Daily, Nick Ropar, Kevin Nalepka, Ray Rakow, son Glen and daughter Elizabeth, Stu Meyers and yours truly, each put in one flight. Nothing unusual about that, you say! No, except for the fact it happened to be the windiest day of the year - and cold! Would you believe a 35 M.P.H. wind, gusting to 48, with temperature at 42 degrees? That gave a chill factor of something below 20 degrees, which means gum band power doesn't work too well! It isn't that windy even at contests! Anyway, we battled the elements for some time and finally headed for our cars and the warmth of "Roy Rogers". Hard to believe, but Nick Ropar, who was getting in some really good flights (acrobatic, that is) with his jumbo Moth, stayed on and couldn't understand why we were leaving!

Not satisfied with the foregoing deep freeze - big blow caper, on Saturday, January 6, 1979, another group of that ilk convened at Comsat field for some flying off the snow on skis. Again, da prez, Shanzle and #1 son, Chris, Stu Meyers and his #1 daughter, little Princess Karin, Don Srull and I shivered and shook in near freezing weather trying to get twisted rubber bands to untwist fast enough to give some power without much success. Only Chris Shanzle was able to get an R.O.S. take-off (Rise-off-snow. Lots of fun though - I think.

Speaking of skis, that is what I started out to write about but let myself get carried away with news reporting! I was going to tell about some of the fun I had long ago flying from the snow, during the winters of 1939 and 1940, in New Jersey. Old Mercer Airposr was a sod field, which meant snow plows rarely, if ever, cleared the so-called "runways". A Luscombe 8A and J-3 Cub, on skis, were available for local flying during the snow season. Fortunately, (or unfortunately, depending upon your viewpoint), a good bit of snow fell and we flew with skis each year for at least two months.

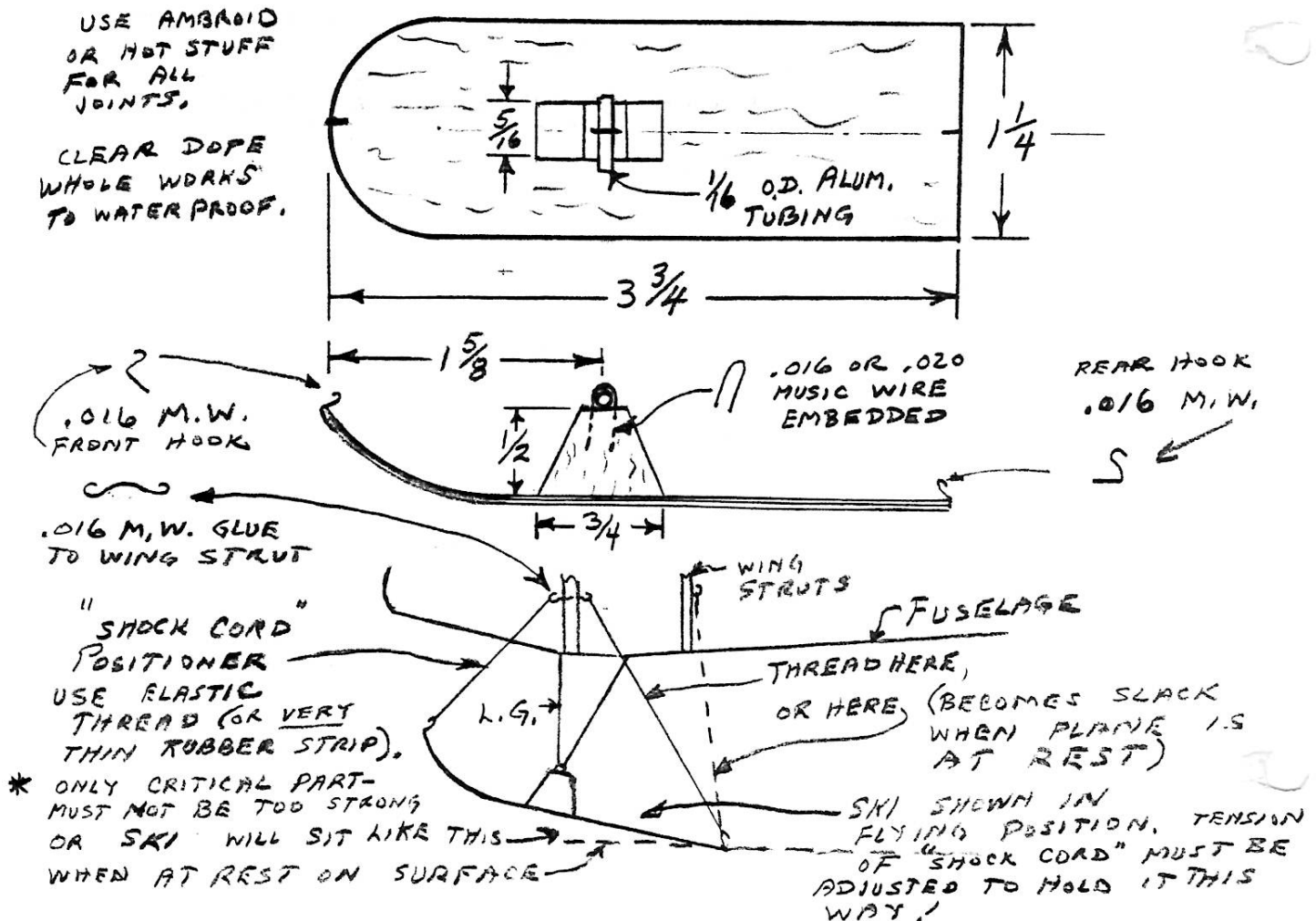
Like a seaplane, I suppose, a plane with skis flies pretty much as one with wheels, but on the ground - oops - snow, it's a whole new ball game. One of the first things you notice, since you have no brakes, is that you cant stop the durn thing! It just wants to keep sliding. Then when you think you have it all figured out, a couple of days later, when the snow conditions may have changed, with some glaze maybe, you begin sliding even faster and farther. It can get kinda squirrelly!

After you learn just when to pull back the throttle to stop where you want, one day you find you can't get started, once you have stopped. The skis seem to stick to the snow and then you learn to "walk the rudder" and gun the engine to break loose first one ski and then the other, until both start sliding. It is fun though, and it is quiet! You scarcely know when you touch down - no rumble from rolling wheels. But touch down can be another problem. On a large, flat expanse of the white stuff, judging your height is a bit more difficult.

I suppose with all the present day paved airports and snow moving equipment, you would have to go to Canada or Alaska to find an airplane with skis. We will just have to do the next best thing - put skis on our models! But, you guys who still fly the big ones - if you ever get the chance to fly on skis - try it, you'll like it!

Speaking of skis - here are sketches of some you can make for a small model, such as the Hi-Flyer series, that work quite well. You can make them of two pieces of 1/32 balsa, laminated, or one piece of 1/32 balsa and one piece of 1/64 plywood. Soak pieces in water, bind to a wood form and bake in oven at about 300° for 10 minutes or so, then glue together.

ALL DIMENSIONS APPROX. - YOU CAN VARY-NONE CRITICAL.\*



## LAMINATED FUSELAGE RINGS -- A Lighter Way -- by Stew Meyers

I don't think there is any question that a laminated ring is stronger and lighter than one cut out of sheet balsa, even quarter sawn "c" grain. I have developed some construction techniques which utilize this concept for fuselage formers resulting in a strong, light and even flexible structure. This method is particularly suitable for aircraft with fat, round cross sections without reentrant curves. It also allows more rubber room in the model, especially significant for aircraft with high thrust lines.

Basically, the scheme is to build the fuselage with four keel pieces (longerons), top, bottom and sides sitting on ring formers that are 1/16 inch square in cross section. These are then laid over with 1/16 in square stringers or sheet as desired.

First cut out the full formers 1/8 inch undersize all around from some scrap 1/16 balsa or cardboard. Mark the keel and stringer positions and draw in the center lines as an alignment aid. Now wrap a piece of thread around the former and measure the circumference. Wax the outside of the former with a crayon or paraffin from an old candle. Strip a piece of 1/16 wide balsa from 0.020 inch thick sheet or even 1/32 sheet or also use model railroad basswood of that size (especially good for strength on larger models). Scarf one end about 10 degrees with a razor blade or emory board. Make sure the strip is at least 3 times the circumference plus a half inch or so. Soak the strip in water (add a little ammonia to help soften for tight curves) for 10 minutes or so, wipe off the excess water and coat one side with white glue (Wilhold is perfect for this).

Now wrap the strip around the waxed former, starting at the scarfed end with the glue side out, keeping it gently under tension. Use a small strip of masking tape to hold it to the former after three full wraps and slight overlap have been achieved. The process takes about 10 minutes, so start another strip soaking when you pull out the last one. Allow the laminated former to dry overnight.

Laminate the keel pieces over the plans. Use the outside drawn lines on the plan as the outside edge of the keel pieces. Use a piece of 1/16 square medium for the outside and medium soft 1/16 square on the inside. If curves of less than 3 inch radius are called for, substitute two pieces of 1/32 x 1/16 for each of the 1/16 square pieces. When these are dry, notch the soft 1/16 square at the proper former locations. Note, you notch on the inside of the master keels.

When the former rings have dried, carefully peel off the end tape and sand the square end down over the inner scarfed end to result in a uniform 1/16 square cross section. Then carefully peel the ring from the waxed form and it is now ready to use.

Now the keels can be glued over the former rings at the proper positions. This is a self-jigging procedure if you have notched carefully and exactly the 1/16 square notches. Use white glue here to give yourself ample time to line up the former and keel angles to get everything square.

When the keels are dry, add the stringers in pairs to the outside of the laminated formers. When done, pop loose the former disks and withdraw them from between the stringers or, if you have assembled the formers and keels without using the inner former disks you can disregard this step. The final structure is a strong, light and flexible one that often resemble real aircraft construction and is very easy to add stringers to or to plank with sheet balsa. It is well worth the effort, and as a matter of fact, it is about as fast a conventional building techniques. Study the diagrams included with this article and try it!

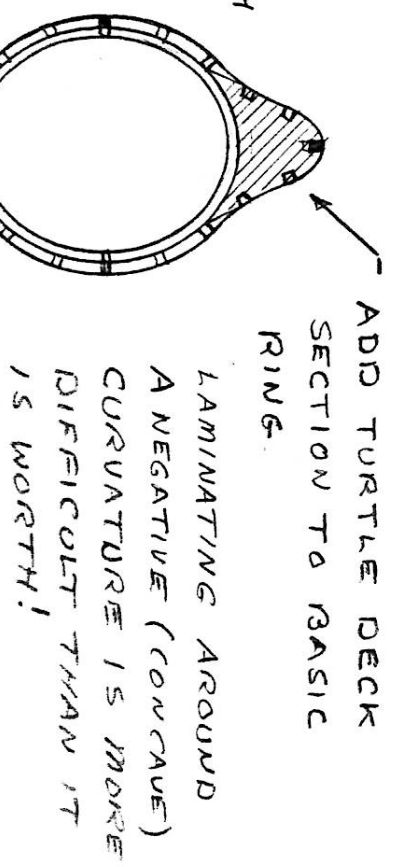
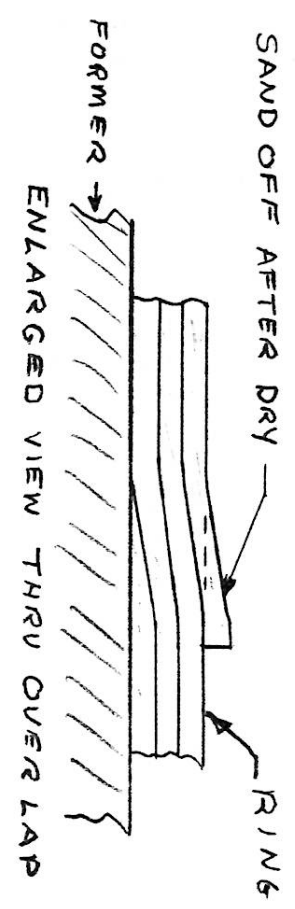
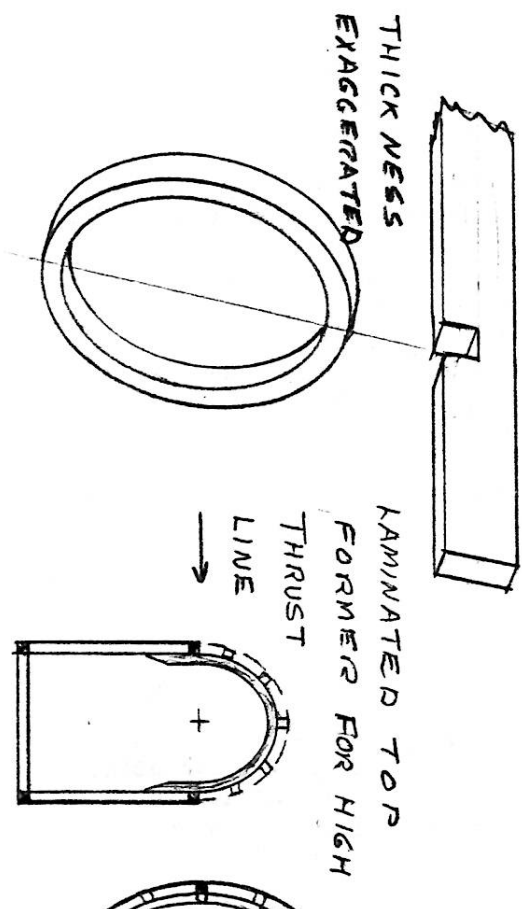
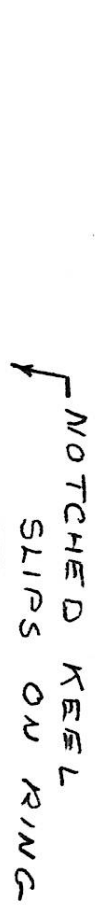
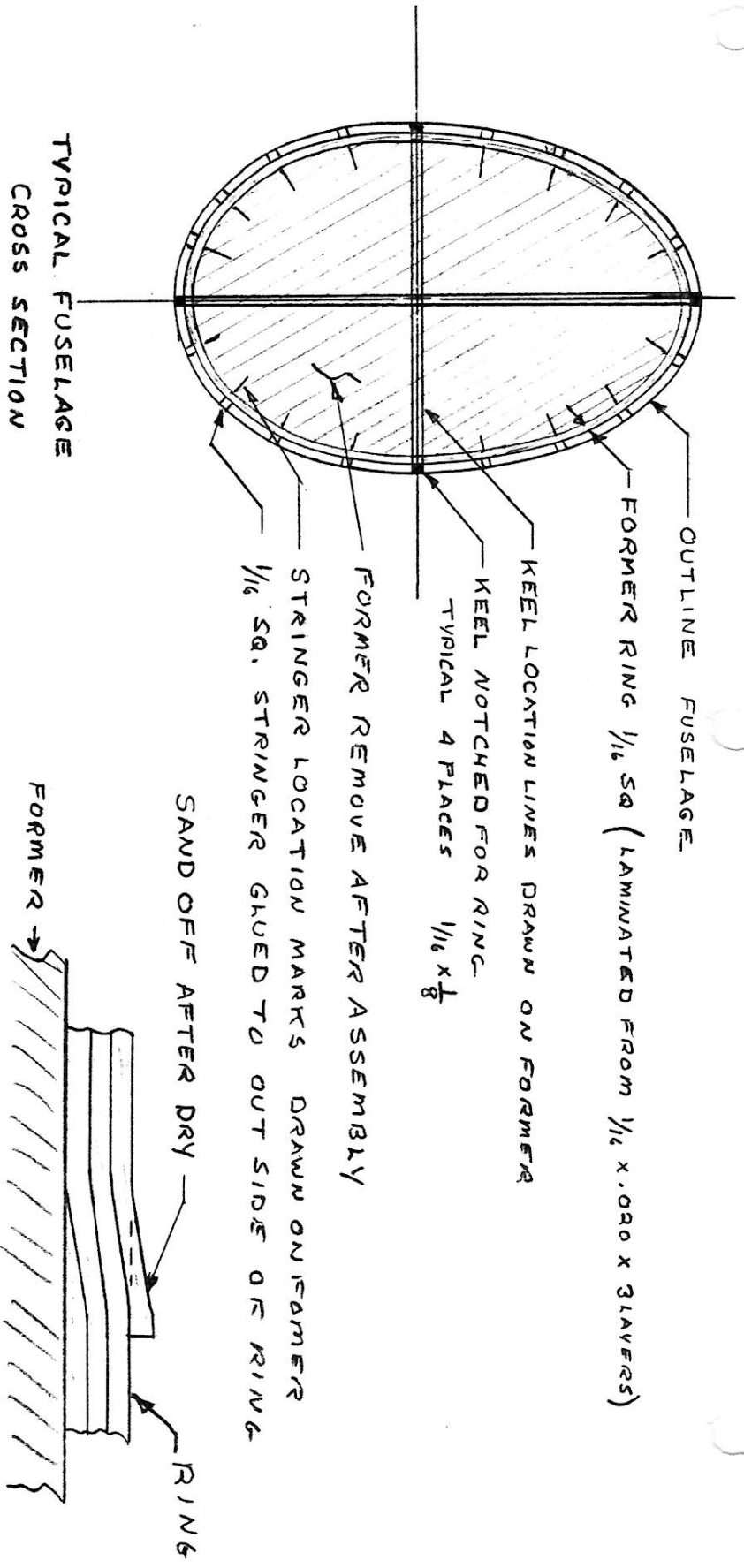
# LAMINATED RINGS

## SKETCH PAGE

SEM

8 JAN '79

8



REENTRANT CURVE SECTION



# Heinkel He 112

REF. "HITLER'S  
LUFTWAFFE"  
BY WOOD & GUNSTON

He 112B-0 and B-1

Origin: Ernst Heinkel AG.

Use: Single-seat fighter and light ground attack.

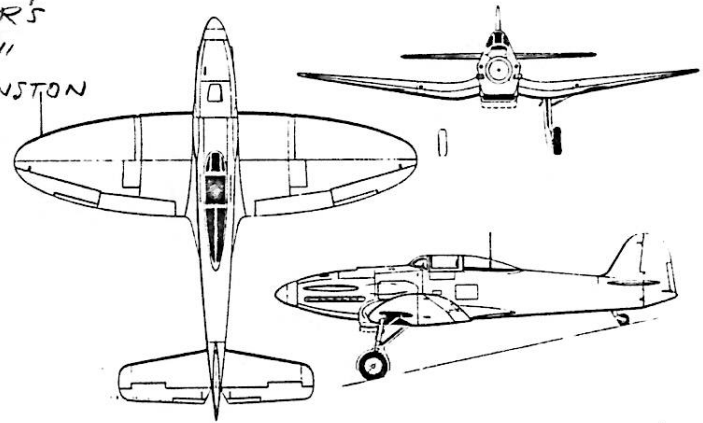
Engine: One 680hp Junkers Jumo 210Ea inverted-vee-12 liquid-cooled.  
Dimensions: (He 112) span 29ft 10½in (9.1m); length 30ft 6in (9.3m); height 12ft 7½in (3.85m).

Weights: Empty 3,571lb (1620kg); loaded 4,960lb (2250kg).

Performance: Maximum speed 317mph (510km/h); initial climb 2,300ft (700m)/min; service ceiling 27,890ft (8500m); range 684 miles (1100km).

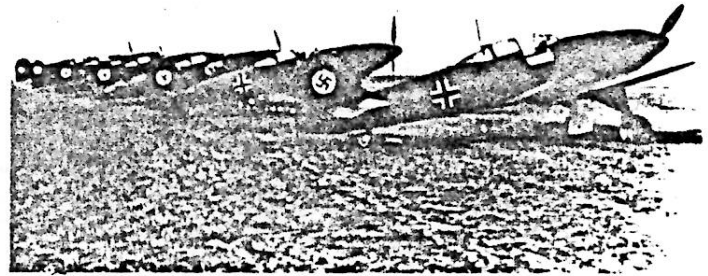
Armament: Two 20mm Oerlikon MG FF cannon in outer wings and two 7.92mm Rheinmetall MG 17 machine guns in sides of fuselage; underwing racks for six 22lb (10kg) fragmentation bombs.

History: First flight (He 112V-1) September 1935; (B-series production prototype) May 1937; final delivery (Romania) September 1939.

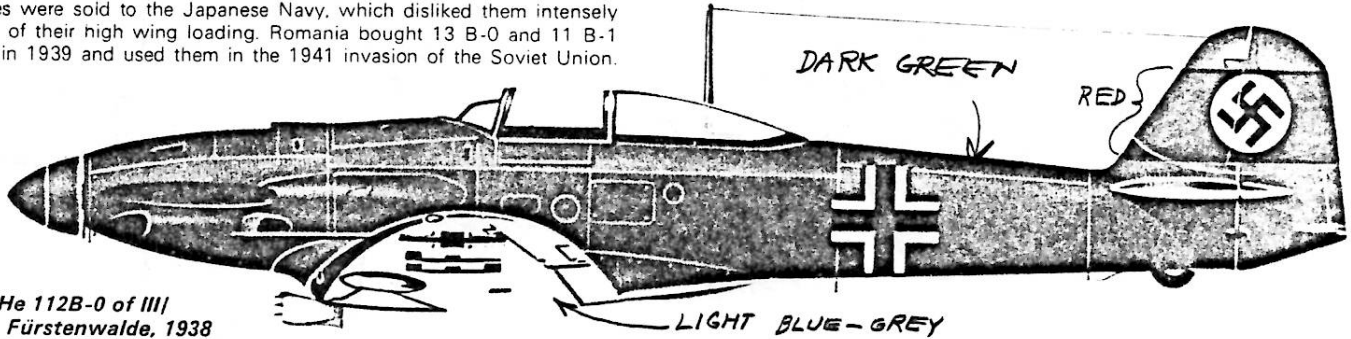


Above: Three-view of the He 112B-1 (700hp Jumo 210G)

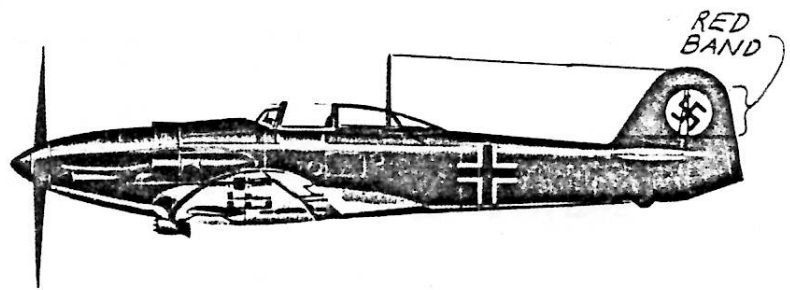
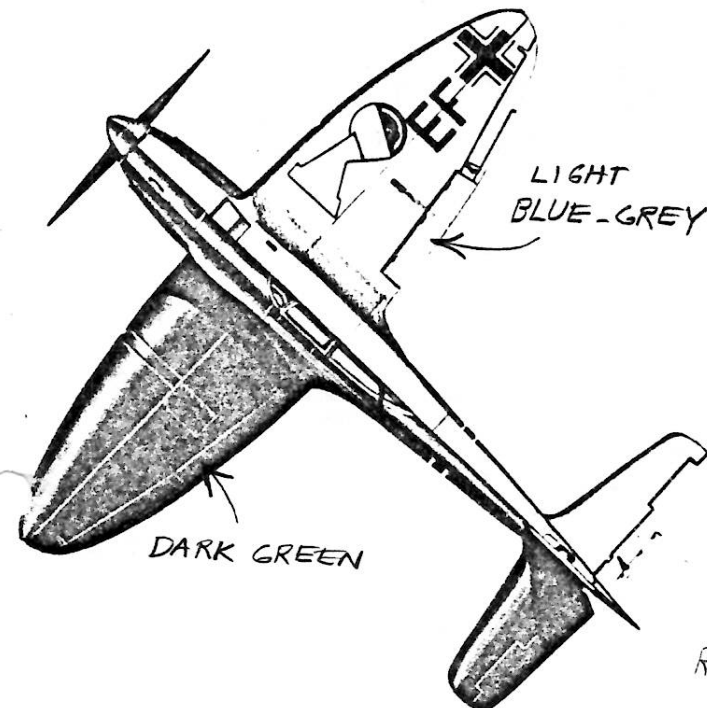
Development: One of the first requirements issued by the rapidly expanded RLM under the Nazis was a specification for a completely new monoplane fighter to replace the Ar 68 and He 51. Heinkel's team under the Gunthers used He 70 experience to create the shapely He 112, which was much smaller and of wholly light-alloy stressed skin construction. Powered by a British Kestrel, it was matched at Travemünde against the similarly powered Bf 109 prototype, as well as the "also rans", the Ar 80 and Fw 159. Though Heinkel's fighter was marginally slower, it had better field performance, much better pilot view (especially on the ground), a wide-track landing gear and considerably better manoeuvrability. Many, especially Heinkel, were amazed when the Messerschmitt design was chosen for the Luftwaffe, though the He 112 was continued as an insurance. Nothing Heinkel could do with improved versions could shake the RLM's rejection, despite the delight of the RLM test pilots in flying them. Thirty He 112B-0 fighters were supplied to the Luftwaffe for evaluation, but 17 were promptly shipped to Spain (not as part of the Legion Kondor but flown by volunteer civilians). There they were judged superior to the Bf 109C, and 15 continued in Spanish service until after World War II. All but one of the other Luftwaffe machines were sold to the Japanese Navy, which disliked them intensely because of their high wing loading. Romania bought 13 B-0 and 11 B-1 fighters in 1939 and used them in the 1941 invasion of the Soviet Union.



Above: Six of the 30 B-0 fighters supplied to augment the Luftwaffe during the 1938 Munich talks, later exported



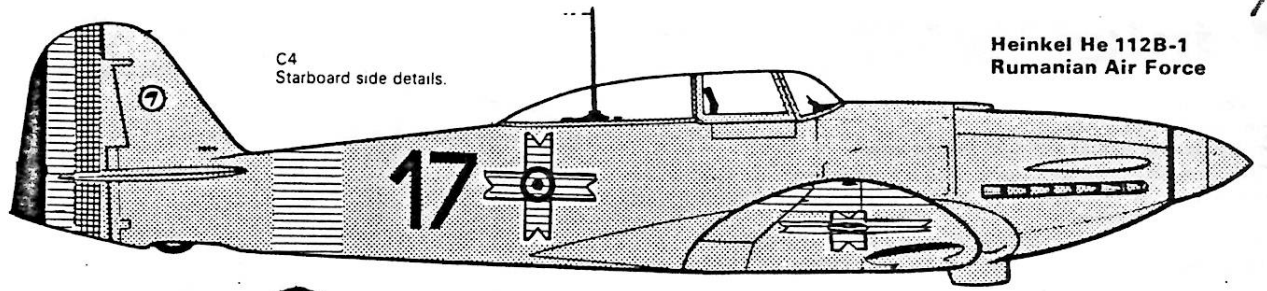
Right: He 112B-0 of III/JG 132, Fürstenwalde, 1938



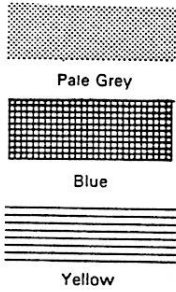
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Heinkel He 112B-0 of III/JG 132 of the Luftwaffe, Fürstenwalde, late summer 1938. Engine: One 680 hp Junkers Jumo 210Ea 12-cylinder inverted-Vee type. Span: 29 ft 10½ in. (9.10 m). Length: 30 ft 6½ in. (9.30 m). Height: 12 ft 5½ in. (3.80 m). Take-off weight: 4,960 lb (2,250 kg). Maximum speed: 317 mph (510 km/hr) at 13,123 ft (4,000 m). Operational ceiling: 27,887 ft (8,500 m). Normal range: 683 miles (1,100 km). Armament: One 20 mm MG FF cannon in each wing, and one 7.9 mm MG 17 machine-gun on each side of front fuselage; provision for three 22 lb (10 kg) bombs beneath each wing.

REF. KENNETH MUNSON'S "FIGHTERS BETWEEN THE WARS 1919-39"

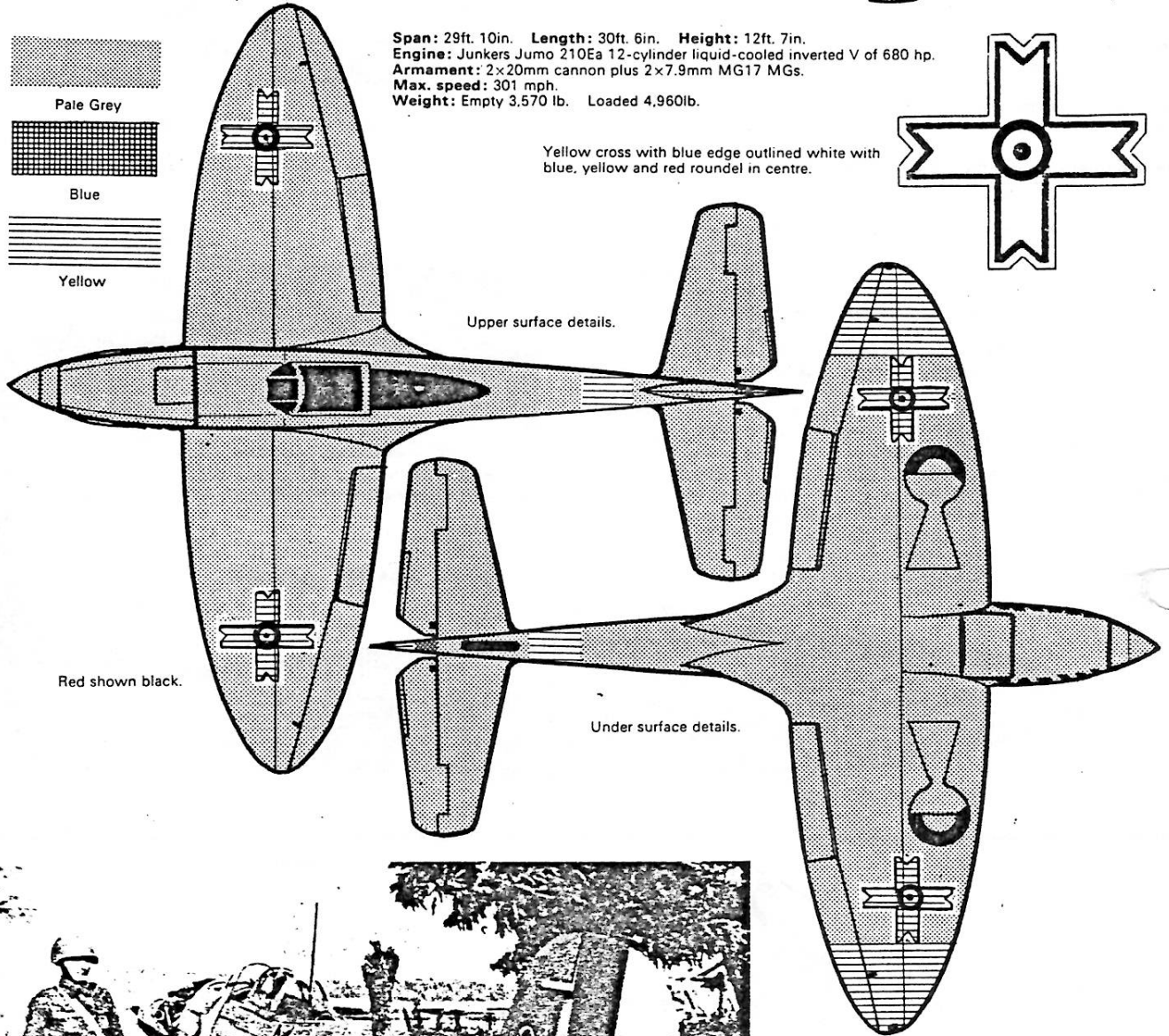
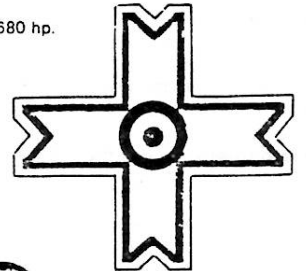


Heinkel He 112B-1  
Rumanian Air Force



Span: 29ft. 10in. Length: 30ft. 6in. Height: 12ft. 7in.  
 Engine: Junkers Jumo 210Ea 12-cylinder liquid-cooled inverted V of 680 hp.  
 Armament: 2x20mm cannon plus 2x7.9mm MG17 MGs.  
 Max. speed: 301 mph.  
 Weight: Empty 3,570 lb. Loaded 4,960lb.

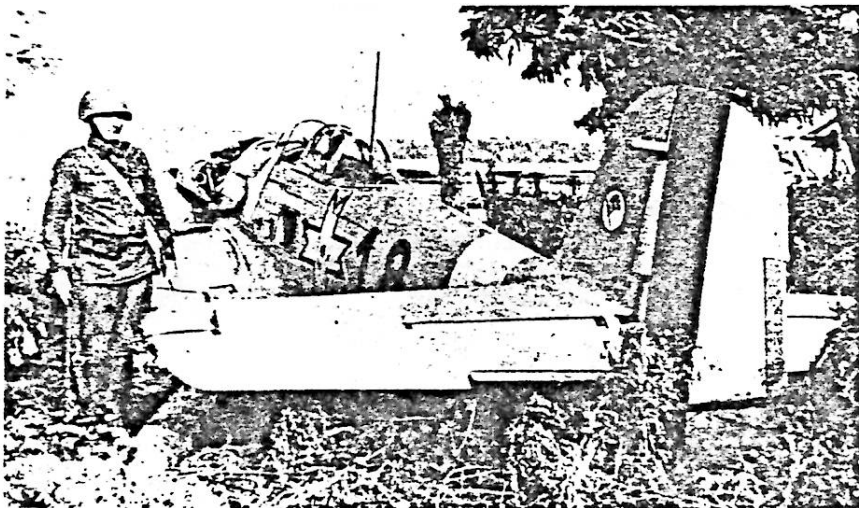
Yellow cross with blue edge outlined white with blue, yellow and red roundel in centre.



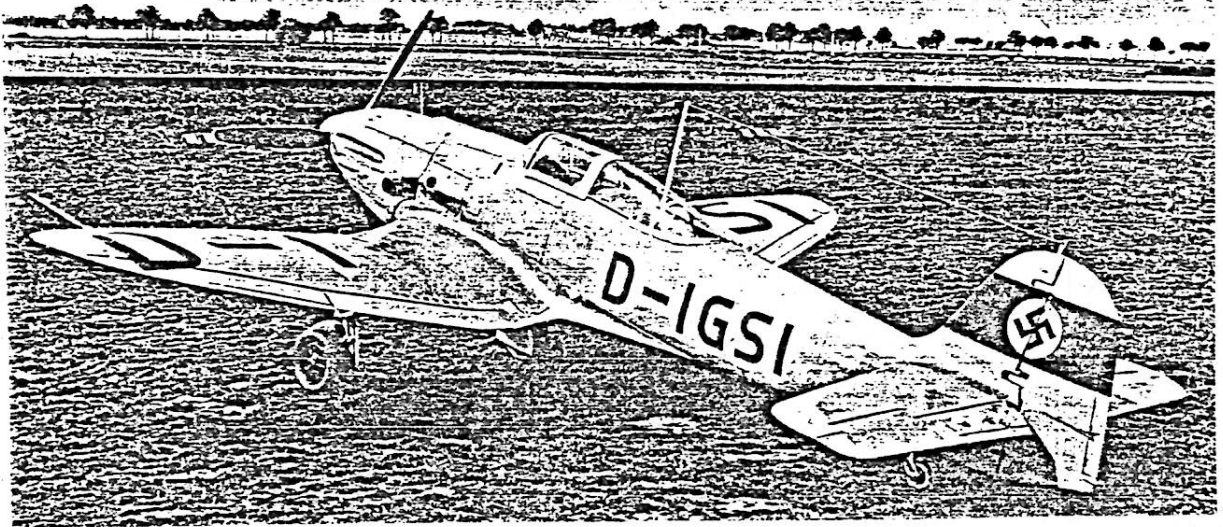
Red shown black.

Upper surface details.

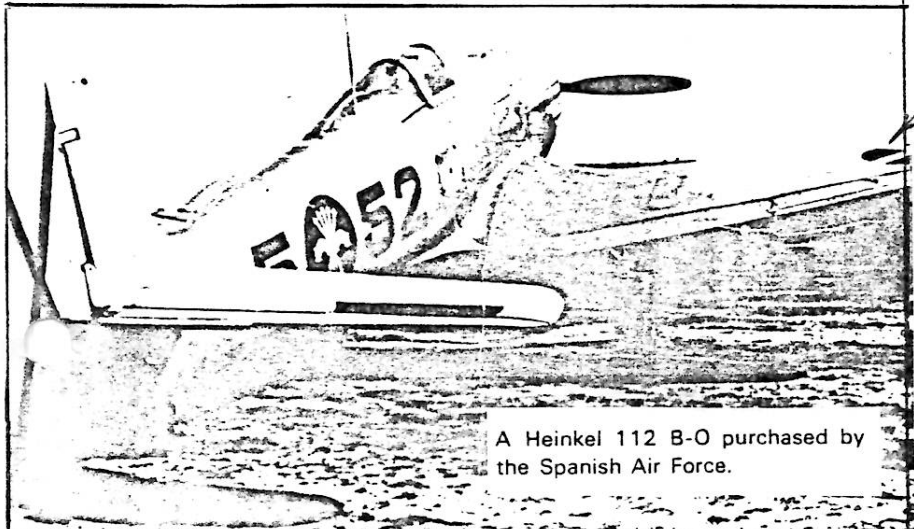
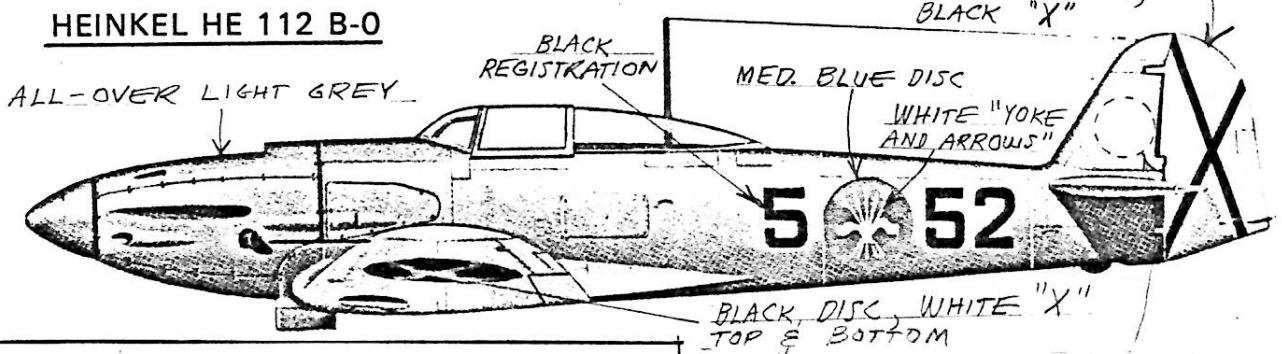
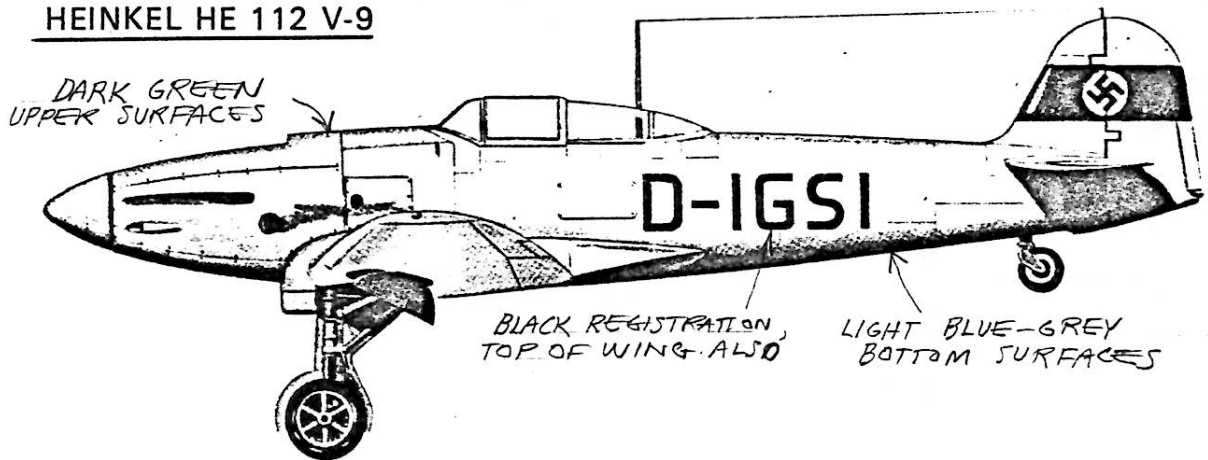
Under surface details.



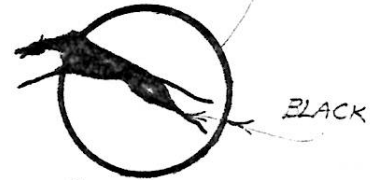
Eleven He 112B-1's were delivered to the Rumanian Air Force in late September 1939, these, with 13 previously delivered He 112B-0's saw limited action on the Beserabian front during 1941. Illustrated is a captured example guarded by a Russian soldier.



HEINKEL HE 112 V-9



A Heinkel 112 B-0 purchased by the Spanish Air Force.

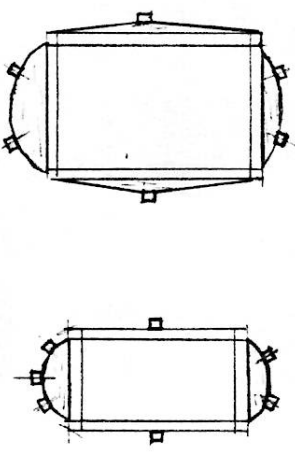


"LEAPING GREYHOUND" EMBLEM OF SPANISH GROUP 27

REF. "HEINKEL 100, 112" AERO SERIES NO. 12



7" DIA. NORTH PACIFIC PROP  
USED ON PROTOTYPE  
WT. LESS RUBBER = .68 OZ.

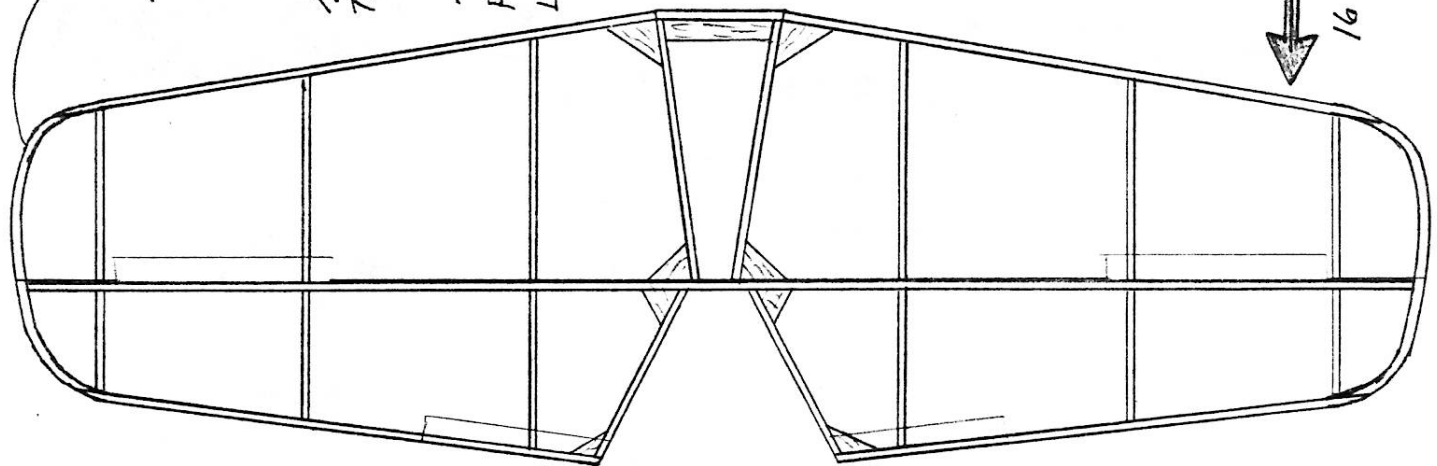


1/16 x 1/16 Balsa  
FUSELAGE STRUCTURE

2 LAMS.  
1/32 x 1/16

1/30 x 1/30  
TAIL FRAMES

~1/8" LEFT  
RUDDER FOR  
LEFT TURN



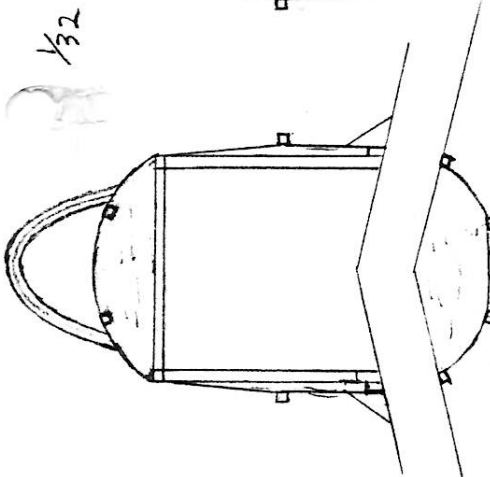
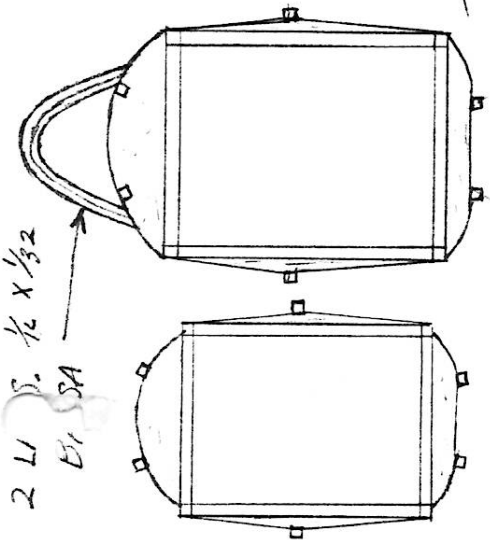
1/16 Balsa

HEINKEL HE 112B  
16" SPAN AREA ~ 52 IN.<sup>2</sup>  
SCALE .54" = 1'  
Nov. '78 — DON SRULL —

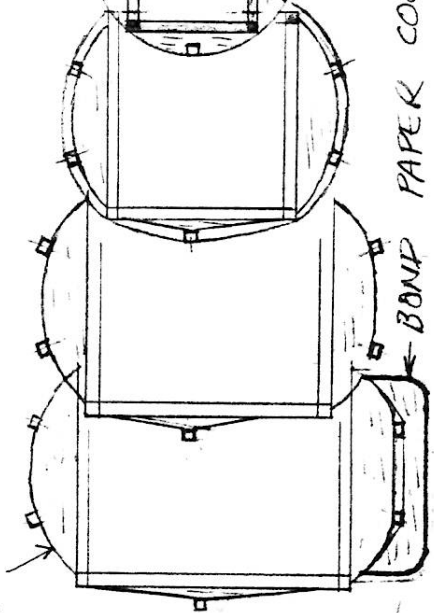
ANOTHER MAXECUTERS SCALE PLAN AND DATA PACK !  
THIS TIME THE DEADLY HEINKEL HE 112B BY DON SRULL-----



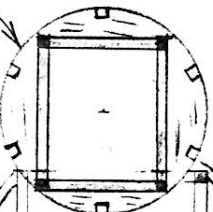
2 LI 1/4 X 1/32  
BR SA



1/32 SHEET FORMERS



3/32 BARD  
BALSA NOSE  
FORMERS

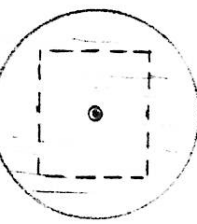
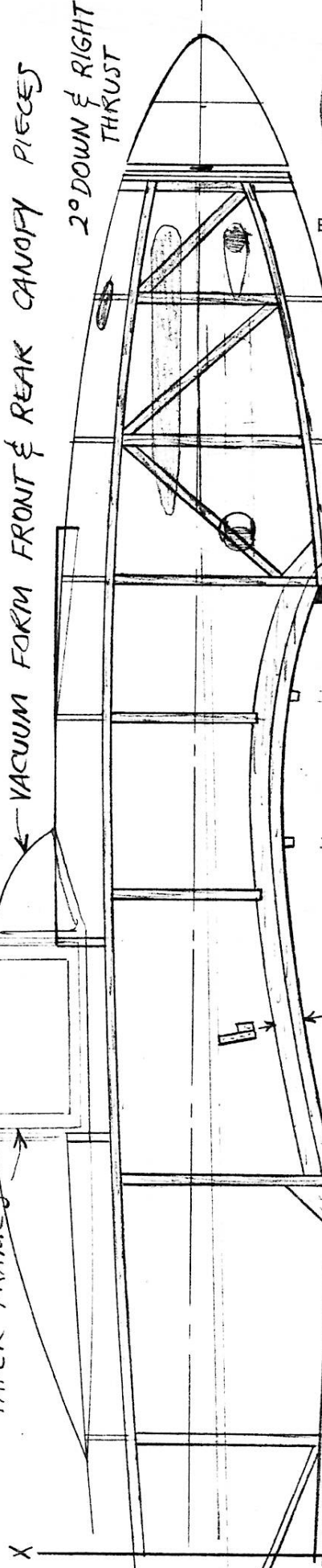


BOND PAPER COOLER COVER

PAPER FRAMES

VACUUM FORM FRONT & REAR CANOPY PIECES

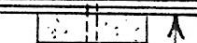
2° DOWN & RIGHT  
THRUST



1/2 I.D. ALUM TUBE

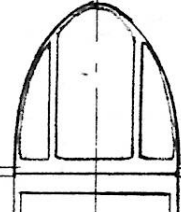
2 LAM. 1/32

1/16 SHT.



PAPER SCOOP

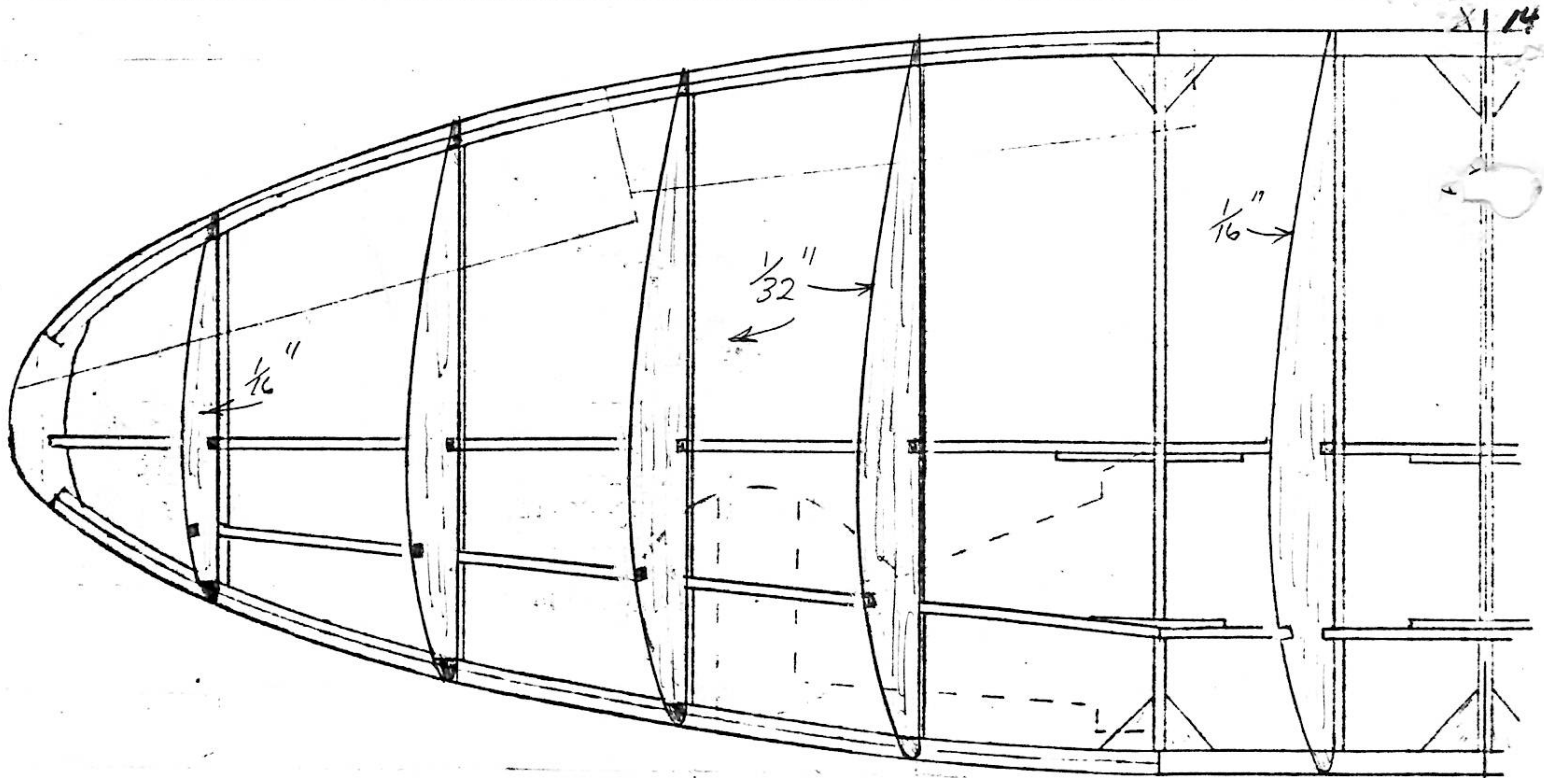
SOFT 1/16"  
SHEET  
FILL-IN



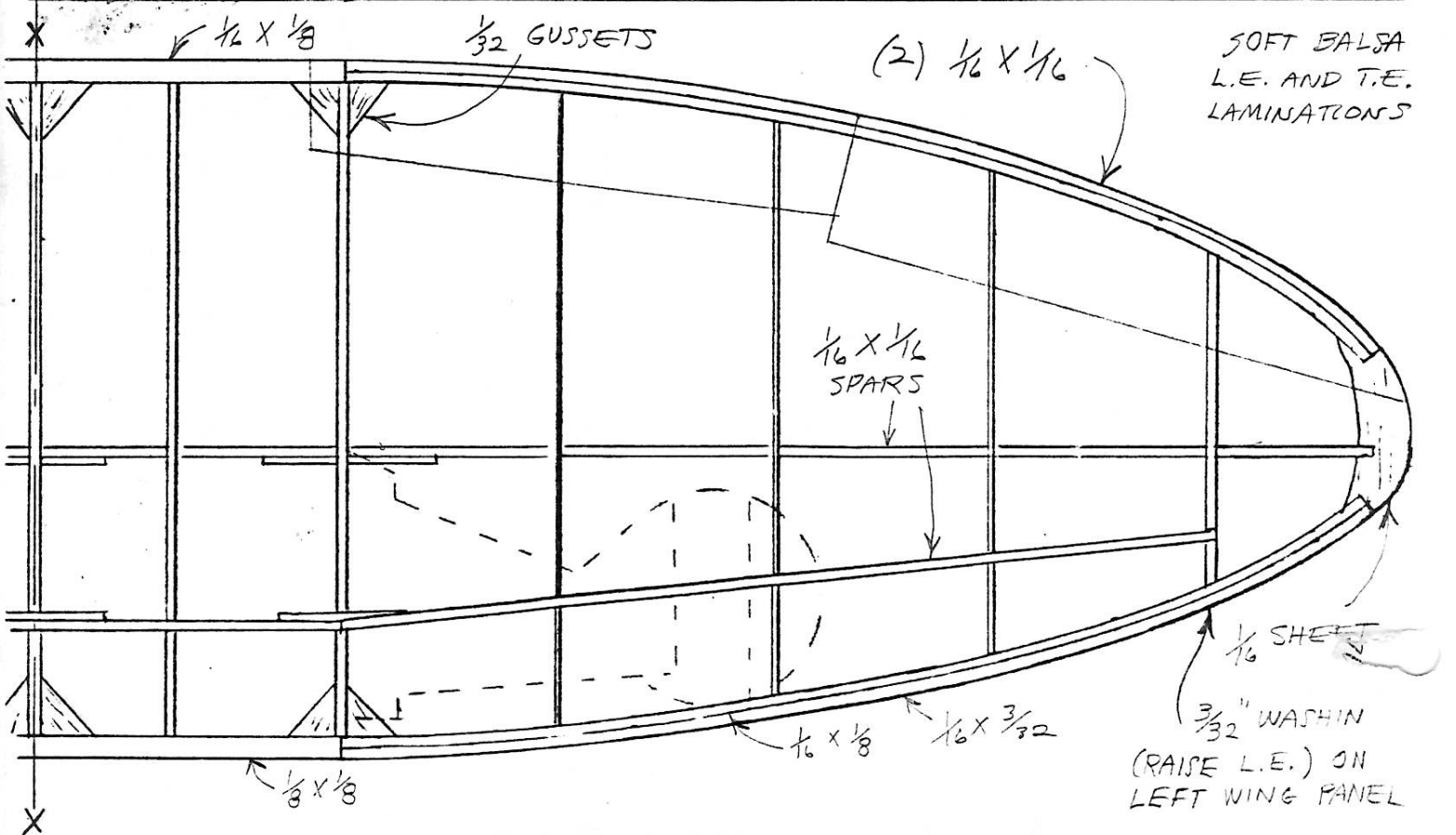
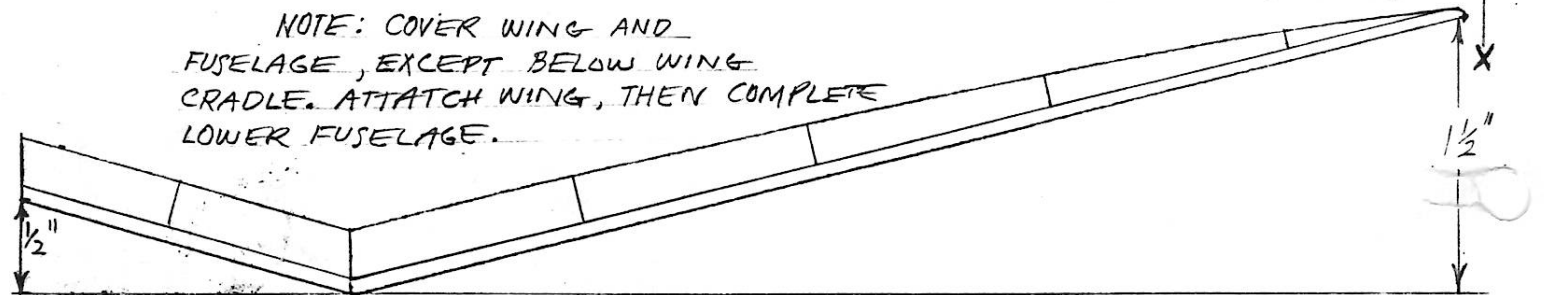
PAPER FILLET

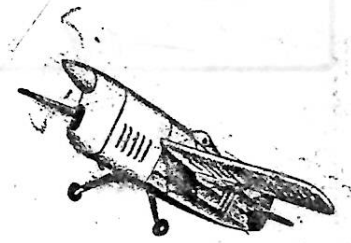
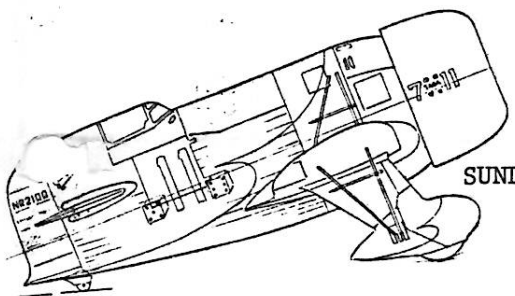
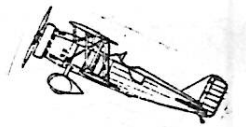
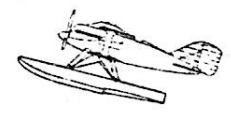
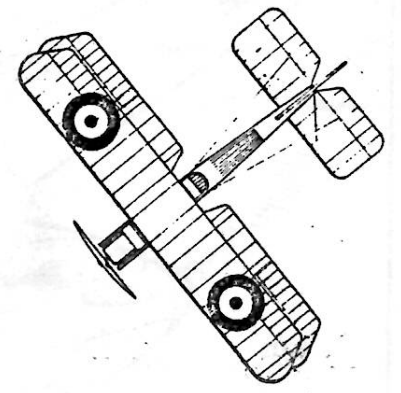
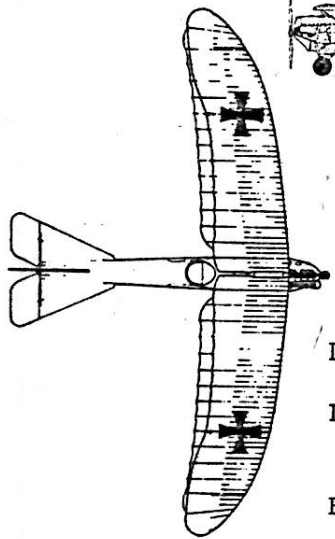
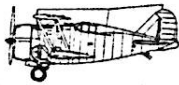
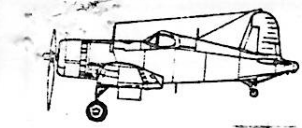
VACUUM FORM OR  
BALSA SPINNER

B



NOTE: COVER WING AND FUSELAGE, EXCEPT BELOW WING CRADLE. ATTATCH WING, THEN COMPLETE LOWER FUSELAGE.





ANNOUNCE THE  
5TH ANNUAL NATIONAL CAPITAL  
INDOOR RUBBER SCALE AIRCRAFT CONTEST

DATES: FEBRUARY 10 and 11, 1979 (Saturday-Sunday)

LOCATION: ANDREWS AIR FORCE BASE -- NAVY RESERVE HANGAR  
(just outside Washington, D.C.)

EVENTS: SATURDAY (noon to 9PM)

P-NUT SCALE (using Mooney rules)-judging  
starts at 3PM

F.A.C. SCALE (using F.A.C. rules)-- judging  
starts at 4 PM

F.A.C. NO-CAL SCALE--profiles up to 16  
inch span.

SUNDAY (10AM-2PM)

WORLD WAR I COMBAT (11 AM)-F.A.C.rules  
mass launch etc.

SPANISH FLY ERA (1PM) and Spanish Civil  
War aircraft eligible-F.A.C. mass  
launch etc.

AWARDS: TROPHIES AND/OR MERCHANDISE -- ALSO FOR JUNIORS

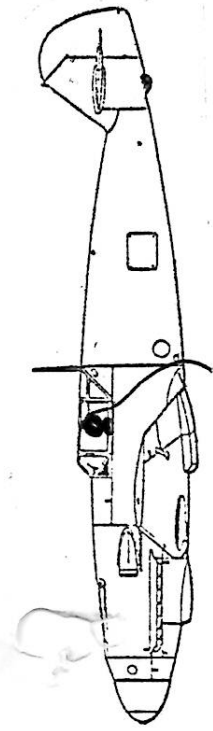
ENTRY FEES: \$1.00/event or \$3.00 unlimited entry.

MORE INFO: WRITE OR CALL PAT DAILY  
14908 Rocking Spring Dr.  
Rockville, MD 20853  
301-460-1298

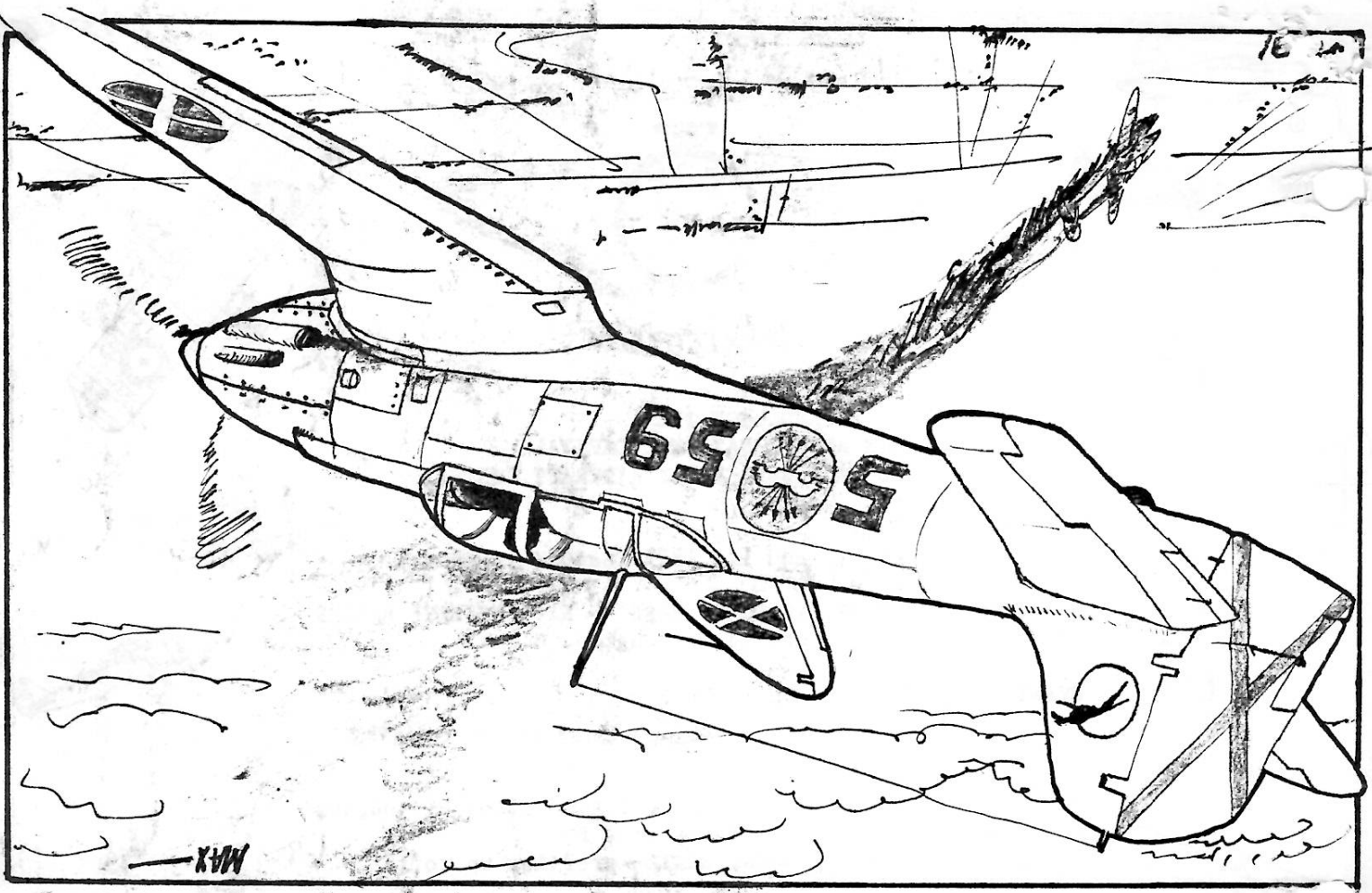
NOTE: TWO ADDITIONAL EVENTS JUST ADDED!

NAVY SCALE--open to any Navy plane from any Navy  
- mass launch type event  
- Saturday 6PM

NAVY NO-CAL SCALE--open to any Navy profile  
scale plane. Highest time wins.  
Uses FAC rules with 16in span limit.  
Turn in times by 7PM Saturday.



**FLYING  
ACES**



MAX FAX  
14908 Rocking Spring Dr.  
Rockville, MD 20853

*Stuck Copy*

3RD CLASS