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"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS"

# MAX - FAX

SEPT - OCT 1980

NEXT MEETING DATES: Oct. 1, Nov. 5, Dec. 3

TIME: 7:30 p.m.

LOCATION: College Park Airport

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CONTEST CALENDER:

Oct. 5 - FAC GHQ Fall Contest, Durham, Conn.

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CLUB NEWS

Allan Schanzle

We've broken tradition with the front cover of this issue. Our former editor, Pat Daily, was given a going away party by the local Maxcuters. Knowing Pats love for WW-I biplanes, we purchased a drawing of an Albatross D-V from the Smithsonian which also had a one square inch swatch of the original fabric from the D-V restored by the Smithsonian. These make handsome gifts, particularly when framed. And to own a piece of original fabric, that's an honor. Don Srull, on the left, makes the presentation.

Much of this issue is being dedicated to the AMA and FAC NATS. Quite a few pages of photos are included, compliments of Tom Schmitt. For those of you who didn't make it to Dayton, we thought we would scoop the magazines and show you what was there, as well as tell about it. So Tom, we thank you for your time, dedication, and superb work.

In addition to the photos, Allan Schanzle has included a few pages on his personal reflections of Dayton, and Rolf Gregory has given us another C.A.V.U. I also received some ideas on ways to make tissue letters from Bill Hannan and Jim Jones, and these are also included. Many thanks to these two fellows for taking the time to write. How 'bout the rest of you fellows out there?

And speaking of Jim Jones, I've had quite a few inquires about his rubber and balsa strippers, so I've included his address and products available from him.

HOT AND HUMID, DISORGANIZATION, AND WHATEVER.

BUT YOU GOTTA LOVE THE NATS

Allan Schanzle

Wright Patterson Air Force Base. Ah, it has a pleasant ring; like plucked strings on a Stradivarius. Compare it to Lake Charles, Louisiana or Lincoln, Nebraska. They sound like burial grounds for princes and presidents. But Wright Patterson-- what a place for model airplane contests. The birthplace of those credited with being the first to fly. A museum which twitches the nerves of nostalgia and offers a place to cool off. It's cafeteria has the worst wurst you ever had.

To Easterners who are hurting for F/F sites, the field at W/P made us think we had taken the first step on the gateway to the great thermal up above. The major runway is 7,000 feet and no one in F/F scale used it all. We didn't even go to the upwind end. With the exception of the first day of the FAC NATS, even the weather cooperated.

For atmosphere, a jet seems to take off from the active runway a few miles north every 15 minutes. The place has all the serenity of a bombing run--the NATS at Toko Ri. Even so, you can't always hear the afterburners blast over the bellowing bursts of modelers cursing their planes which just dorked and registered 3.1 on the Richter scale.

An event director pleads with his bull horn. "World War I will begin at 12 noon,...er,...ah,... I mean, we will begin the WW-I event at 12 noon". Thank goodness. I was afraid I had entered a time warp and had been taken back 66 years. "Contestants, please be quiet. Quiet please. Will the contestants be quiet? Will the jet aircraft flying overhead be quiet? Will anyone be quiet?"

Hell no, man. This is the NATS. This is modeling at its finest hour. It's a place for comradery. A place for everyone, even the riffraff who cheer when a model returns in re-kitted form. It's a fun-loving, beer drinking group. Coors stock went up two points the day after Bill Stroman and Bob Haight passed thru Colorado.

Personal moments of glorie were few and far between. But the Spitfire you read about in the last issue did rather well in static judging: 96 points out of a possible 98 (I enlarged the stab, -1, and dihedral, -1). Let's see. With about 200 hours of work on that Spit, that's about one half point per hour. Buffalo burgers, that's not even minimum wage. Did it fly? You bet your sweet derriere it did, but only after the four officials, the max of which was a resounding 14 seconds. The "5th official" did 55 seconds. Hello Edsel Murphy.

But that was AMA. In the FAC NATS, I experienced the finest moment of my modeling career. I became an "ace" in one day. No, not 5 first places, but my Heinkel 280 jet catapult hit 5 people, in one day. Right, guys, that's a big F.I.V.E. Californian Bill Stroman was walking in Kraut territory when the Heinkel pilot, Fritz Von Longeron, took aim and got him in his FAC badge, which was pinned squarely over the center of his heart. It dented his flippin badge. After two seconds of shock and dismay due to this gastly treatment by an Easterner, Bill does his imitation of the bad guy who has

just been shot, falling flat on his back with arms spread, but carefully not spilling a drop of that Colorado liquid gold, called COORS.

The next victim was a lady sitting under a tent, as Fritz took aim for the shade. I moved the catapult pole another 150 feet away from the spectator area and tried again. Bob Haight of Las Vegas was the next casualty. Let's just say that Bob wishes he had pinned his FAC badge two feet lower - about zipper height. I'd give \$50 for a photo of his expression, which was due to two things: Surprise, but mostly concern. Needless to say, I ran for cover and told some strange little kid I'd give him a quarter if he went over and picked up that funny looking silver airplane.

By this time, the very sight of my bod near the catapult pole brought screams of "clear the field". The fourth kill was again an unknown spectator sitting under another tent. I looked around for that kid again, and lightened my pocket by another quarter.

The fifth victim was a previously innocent bystander walking down the field. Got 'im in the back (Fritz wore a "black" helmet). I turned my head and played dumb (which was easy for me), observing some old timer aircraft seeking thermals. I thought about leaving the plane on the field (I was out of quarters) and coming back after dark, but one of our friendly fraternity screamed, "Hey Schanzle, here's your model". The jig was up, and the Heinkel was put away for good.

#### EPILOGUE

Any remembrance of the NATS has to include those special people who unselfishly give to support their friends. I refer to our local friends Ed Escalante and his three sons, who supplied a tent and cold drinks for weary Maxcuters. And to Rolf and Nancy Gregory, for their food and drinks. We thank you all with our deepest gratitude.

And now, on with some important information concerning the local Maxcuters. Would you believe our young Glen Rakow took 2nd in the Grieve Races with his Firecracker, and it looked like he had 1st wrapped up, but he couldn't find his model for the last heat. And congratulations to young Mike Escalante for a well deserved 4th in Embryo (Prairie Bird). Allan Schanzle took 3rd in Thompson (Hughes) and Don Srull took darn near everything else:

1st-FAC scale (Shinden)  
1st-Schneider Trophy (Macchi N29)  
1st-WW-I (DH-6)  
1st-Jumbo Scale (Santos Dumont)  
3rd-Embryo

Of course, with this envious record, he repeated his 1978 victory as FAC GRAND NATIONAL CHAMPION. And if that wasn't enough, he went after AMA events with similar enthusiasm, and came away with:

1st-AMA Indoor Rubber Scale (Santos Dumont)  
2nd-AMA Outdoor Rubber Scale (Gloster Gannet)

Don, you're something else. Tell me, is the rumor true that your winder rolled off the tailgate of your car and did 2 minutes and 21 seconds?

A FEW ADDITIONAL THOUGHTS  
ON TISSUE MARKINGS

By Bill Hannan

Allan Schanzele's most interesting discussion of tissue markings, panel lines and suchlike prompted me to offer a few observations:

First, it seems to me the quickest way to gain an appreciation of the difference various techniques and methods can make between the visual effectiveness of models is to spend a session or two static scale judging. Usually the same few individuals are stuck with this difficult and seemingly unrewarding task, so fresh volunteers are usually welcomed! Somehow there is something different about actually judging models as compared to just casually examining them. Having to directly make comparisons can truly open one's eyes to the many subtle differences that set a quality model apart from a mediocre one.

In my opinion we all tend to look at our own models with "tunnel vision", and cannot very objectively evaluate our own work. When judging the products of others, however, our vision sharpens, and one can gain a valuable education in what "works" and what doesn't. Another approach that may assist upgrading one's capabilities in scale modeling is experimentation in techniques. Most of us have an established "bag of tricks" which are proven and comfortable. Thus we find that certain modelers ALWAYS indicate their panel lines with ink, while others ALWAYS use tissue strips, chart tape or whatever.

Why not try a different method on each new model? Sure it may involve risks and extra time spent in developing different techniques, but you might surprise yourself the difference in appearance which may result. Even if you eventually do return to your "natural" method, you will be able to see it in a totally different light, and will probably be able to employ it with greater finesse.

Regarding Allan's article relating to the making and application of scale numbers and letters, I found several ideas totally new to me which certainly deserve a try. The approach I usually use is somewhat different and certainly not original, but may be of interest since it differs in some respects from Allan's method.

Tools and materials employed are:

1. A FAIRGATE brand metal ruler, which features a thin cork lamination on the back to prevent slipping.
2. An über skiver knife with a #11 blade. This tool is perfectly balanced, positively locking, and features a hex-shaped handle which prevents rolling off the work bench. In my opinion the quality of the blades far exceed other brands, and hold their edges longer.
3. A "Sharp" (Wagner Industries) will restore a keen edge to a dulled blade with little effort, and seem to work more efficiently than a hone stone.

(I believe Peck-Polymers markets them)

4. Masking tape.
5. Sheet of thin carboard, such as the back of a tablet.
6. Paper such as drafting vellum.
7. A hard, sharp pencil, such as a 5H.

The required letters, numbers or markings are drawn in pencil upon the vellum. Often typesetting books will feature samples of alphabets and numbers which may be directly traced if the style required may be found. Wall calendars are worth checking out as another source of large numbers which might be suitable for tracing.

In many cases, of course, the required markings will need to be specially drawn. Work from photographs whenever possible, and try to allow for perspective distortion.

Assuming the markings will be cut from colored tissue, apply it to a "picture frame", which can be an actual picture frame or one made up from say, 1/2" square scrap strip wood. The tissue may be applied to the frame with your choice of adhesive, but water-thinned white glue will do the job. Next, ~~glue~~ the tissue to shrink it and remove wrinkles. Apply a coat or two of thinned clear dope and allow to dry thoroughly. Remove tissue from the frame by simply slicing it away at each edge.

Cut the tissue into suitable size units and masking tape it down to the thin carboard. Add as many layers as required to make duplicate markings all at once. I routinely cut four layers, and sometimes an extra to allow for possible spoilage or repairs.

Masking tape the vellum with the penciled markings over the tissue. When cutting the markings, the blade will be passing through the vellum, the tissue "sandwich" and into the carboard. Since the tissue is held captive between top and bottom surfaces it will be much less inclined to tear, wrinkle or stretch, and will yield perfectly sharp, clean edges. For cutting curves, I find it easiest to hold the blade relatively straight and turn the carboard, rather than trying to chase around a curve with the knife.

Assuming the model's coverings has had a coat or two of clear dope applied, the markings may then be easily applied by flowing dope thinner THROUGH them, causing them to snuffe down against the model's covering. Since both surfaces have been pre-doped, adhesion is quick and positive. After one is satisfied that the alignment of the markings is satisfactory, a little very thin clear dope may be run around each marking with a small pointed brush to seal them securely at the edges.

Whenever possible, I perform this operation outdoors. Not only does it reduce the risk of inhaling harmful fumes, but the sunlight illumination will enable better examination as the job progresses.

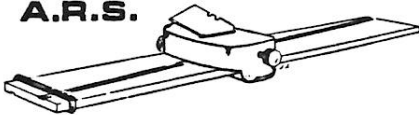
TRIMMING WITH TISSUE

Jim Jones

I read with interest your comments on making numbers and letters for models, out of tissue. If one has access to a copy machine the job is simplified without loosing the original. I make the letter layout, make a copy and then use some thin clear dope to hold one or two layers of jap tissue to the layout, just dope it down on the backside (so you can see the layout) clear through. When this is dry, the outside of the letters can be cut through with scissors and the inside with an X-ACTO #11, after they are cut out just soak them in a cap full of thinner and they come apart quite nicely, you get nice crisp cuts with the scissors and the letters look good. Naturally this won't work on painted tissue, only the black or colored letters.

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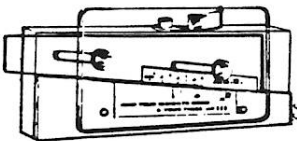
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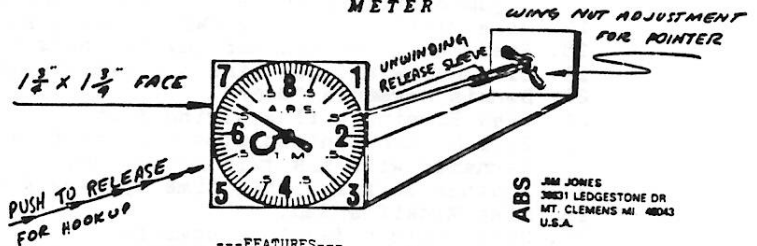
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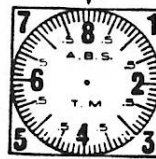
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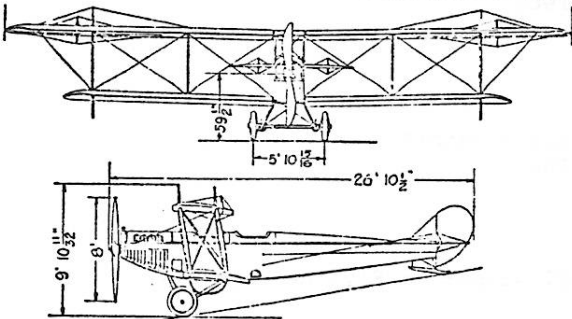
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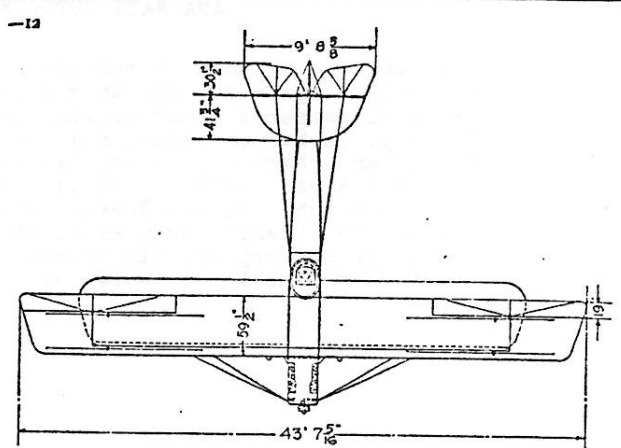


PHOTO PAGES

1. Bill Hannan's exquisite example of tissue trimming - a Russian AK-1 peanut.

F.A.C.NATS AUGUST 1980

2. Bob Haight launches his peanut Johnson Uniplane.
3. Don Srull shows catapult form.
4. Bill Warner's electric powered Lee Richards.
5. Bill Stroman checks out his Sopwith Pup.
6. Tom Stark's graceful REP.
7. Fernando's beautiful Flyline Kinner with pendulum control ailerons.
8. Bill Bell fires up his Jenny.
9. Bob Haight's electric powered Hannibal.
10. Charles Schobloher with his Hyperbipe.
11. Bill Bell's Jenny climbs out.
12. Bob Clemens launches his CO<sub>2</sub> Farman Jabiru.
13. CO<sub>2</sub> Butterfly by Larry Krušá
14. Don Srull's Santos Dumont, 1<sup>st</sup> jumbo scale.
15. Jack Moses and his splintered P-51
16. A jumbo Pilatus Porter by Dan McDonald.
17. Mike Midkif winds the WWII winning Buffalo.
18. Fred Ewing and his Marcoux Bromberg-terrific.
19. Glen Rakow and Dad wind his almost winning Greve.
20. Dennis Norman's "Bear"
21. Pres Bruning's fine flying B-26.
22. Bill Noonan contemplates his pretty Missile Thrush.
23. Fernando with his twin Arado 240.
24. Another Buffalo, this time by Dave Rees.
25. Mike Midkif's SBD.
26. Dave Stott's Keystone bomber.
27. George Meyers and pretty Möeller Stomo.
28. Charlie Sotich lets go of his s-t-r-e-t-c-h-e-d Embryo.
29. Don Srull and his FAC Scale winning Shinden.
30. Fernando's sleek Heinkel flys by.
31. Another pretty Missile Thrush by Jack McGillivray.
32. Bob Haight and his Laird get ready for Thompson.
33. A pretty Sig Monocoupe by Eric Anderson.
34. An overwhelming work of art-Bob Seidentof's Stinson.
35. Bob's Stinson Flys away-note added fin area.
36. Dave Rees prepares to eat a tasty flyline Monocoupe.
37. Don and Hurst talk it over-Ross P. Mayo's flyline Heinkel. "Gee that's better than the original, Ross"!
38. Dave Stotts Keystone lumbers by-what a prop!
39. Bob Seidentof winds another beauty- his Fiesler.
40. Mike Midkif's SBD cruises by.

AMA NATS INDOOR EVENTS AUGUST 1980

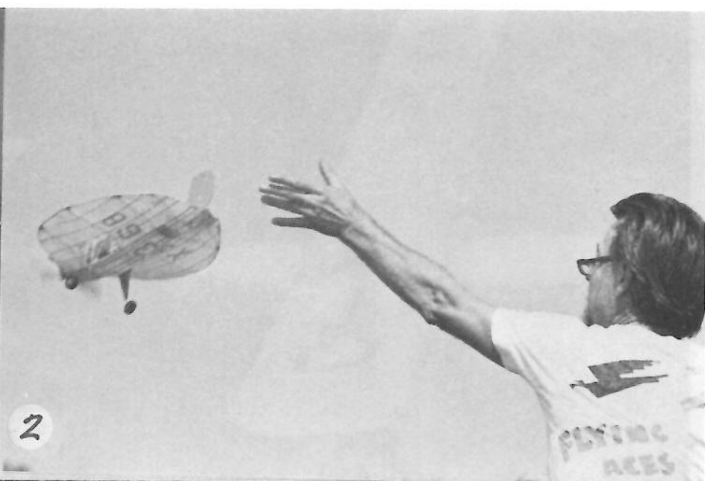
41. Don Srull's indoor winner, a Santos Dumont-even with no bonus points.
42. George Meyers (Phila.) Farman.
43. Rolfe Gregory launches Penny Plane.
44. Bill Stroman's Taube circles overhead.
45. Bill Warner winds Caudron Peanut-Dick Carson assists.
46. Dave Rees examines Blackburn's wrinkles-Humidity 100%.

AMA NATS OUTDOOR SCALE AUGUST 1980

47. Baby Ace by unknown modeler.
48. F11FC, again by unknown modeler
49. Bill Warner's Donut cruises by-good flyer.
50. Phyllis Warner checks out Don Srull's second place Gannet.
51. Allan Schanzle releases his beautiful Spitfire.
52. Dave Rees starts CO<sub>2</sub> Flyline Bellanca.
53. Bob Haight and his diesel Columbia.
54. Smooth takeoff-Larry Kruse Butterfly.
55. Rolfe Gregory and his Stinson.
56. Next months Photo Review-Mike Escalante's WWII winner -a Flyline Heinkel-



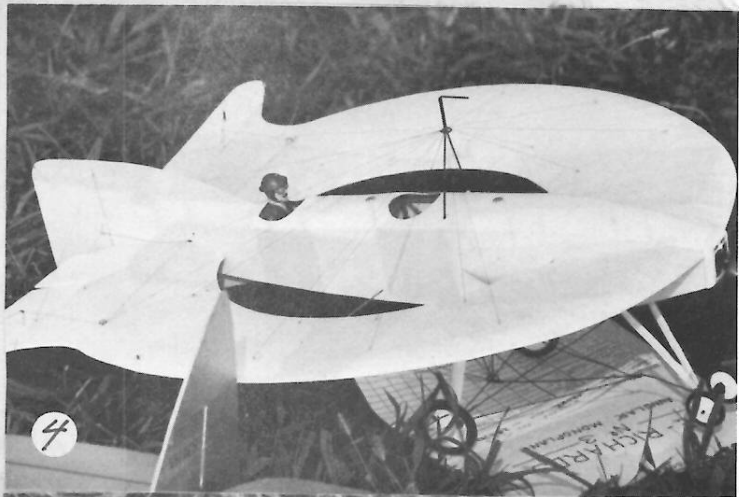
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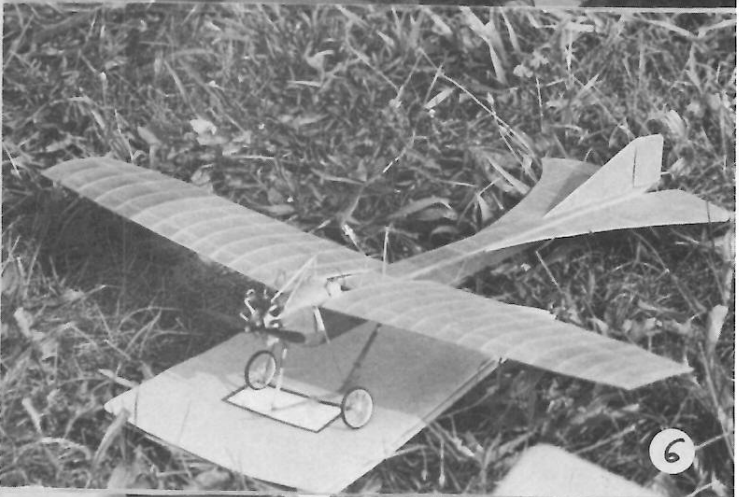
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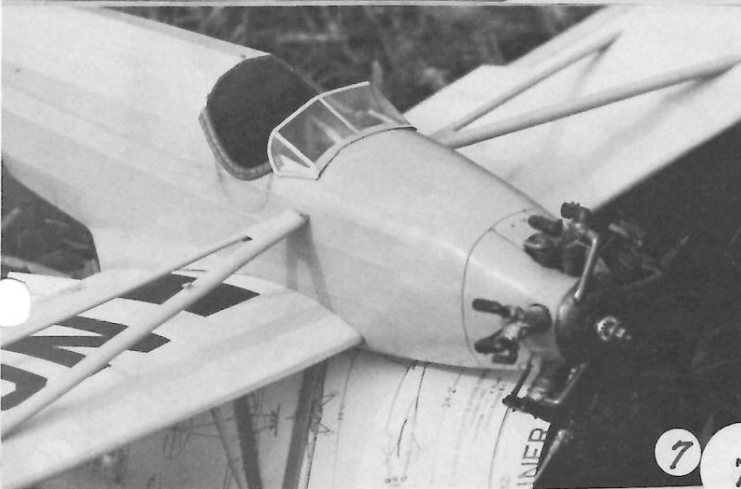
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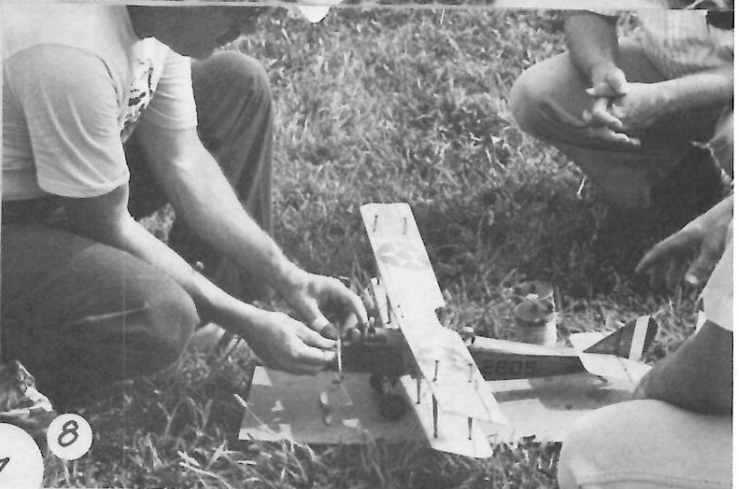
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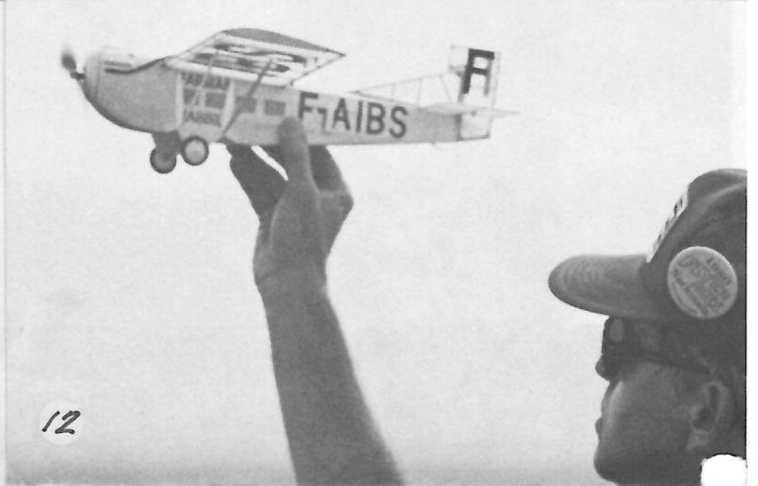
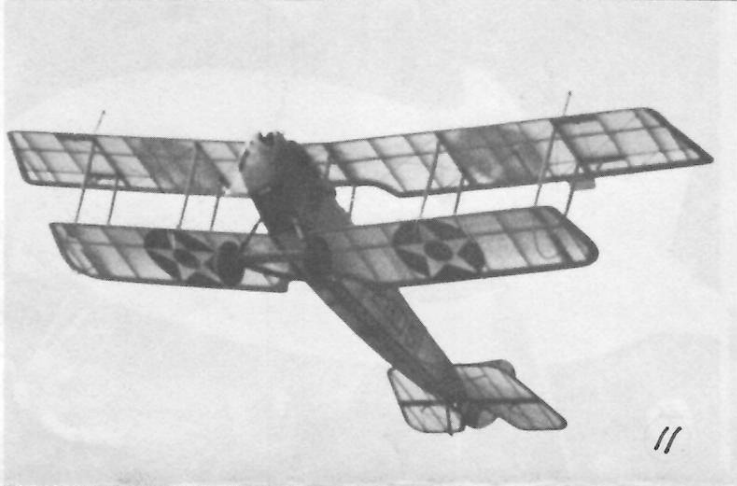
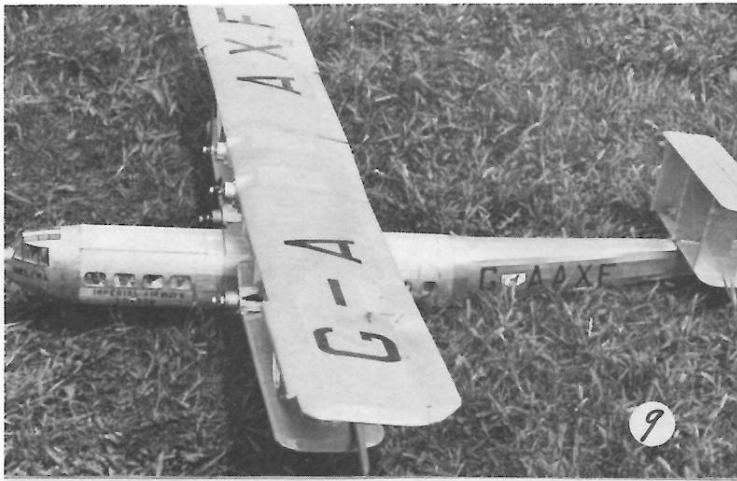


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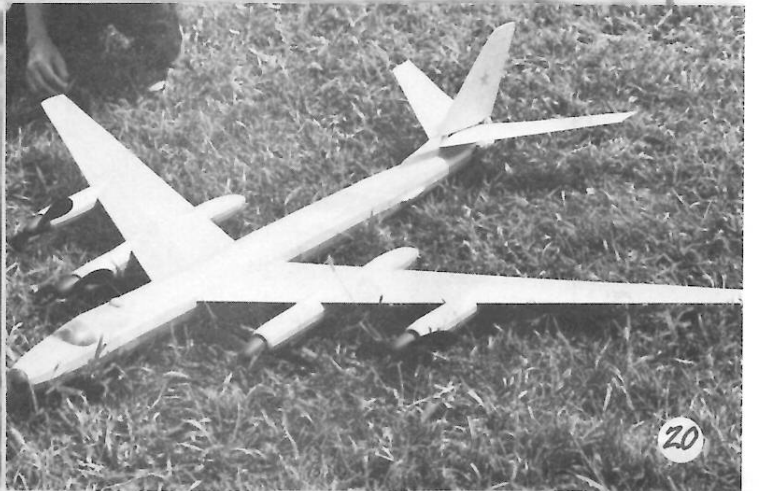
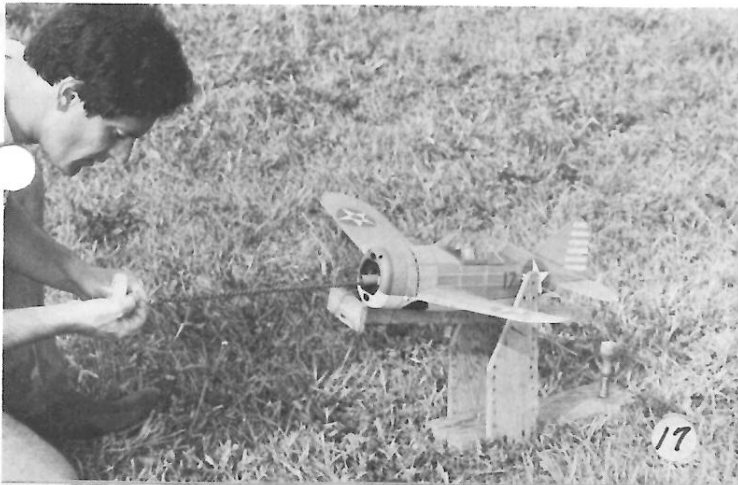
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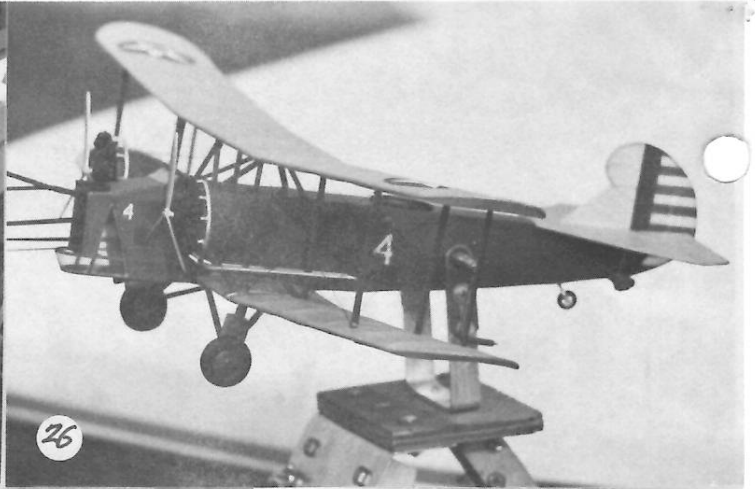
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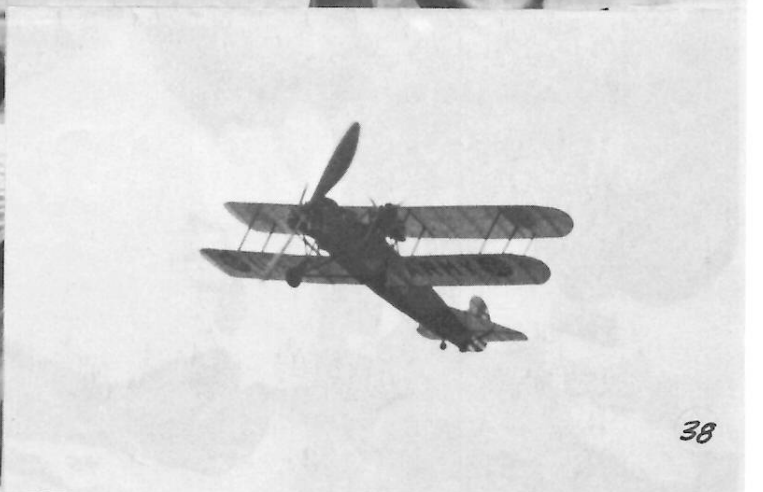


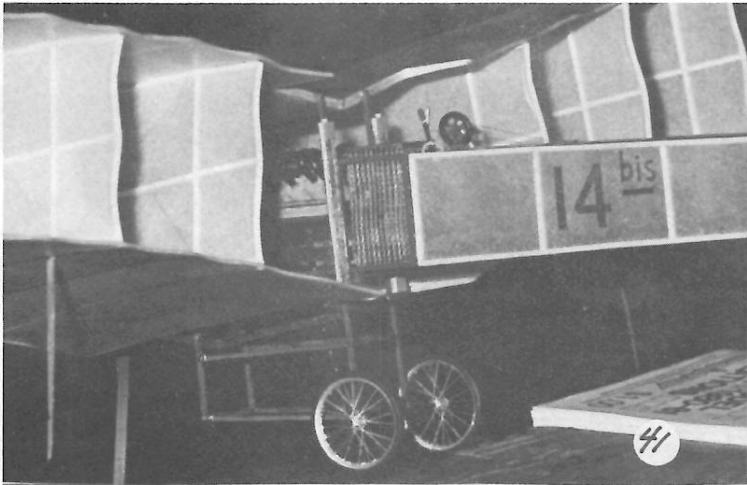




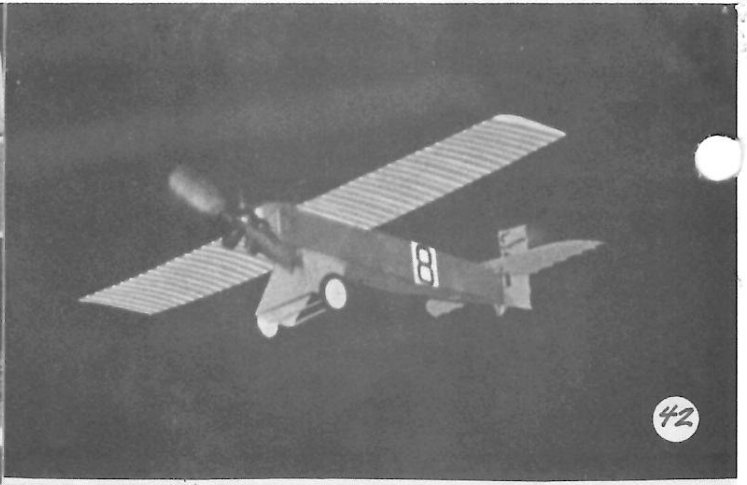




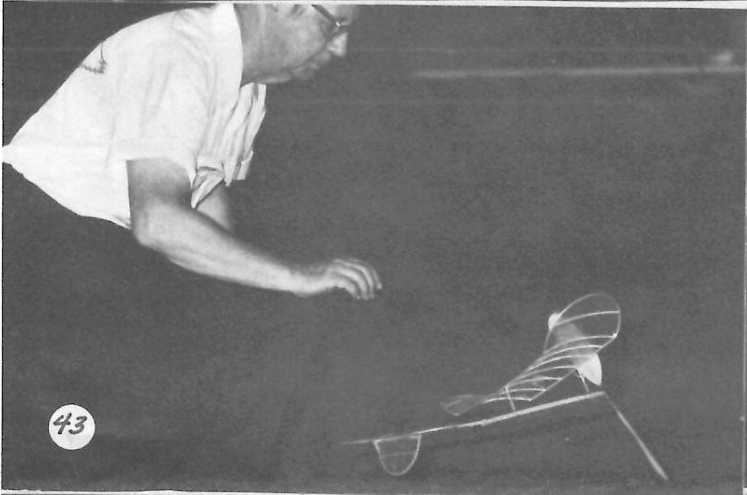




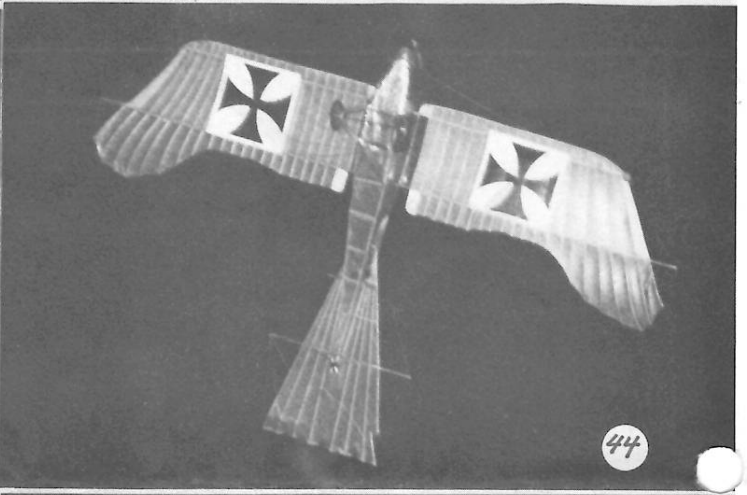
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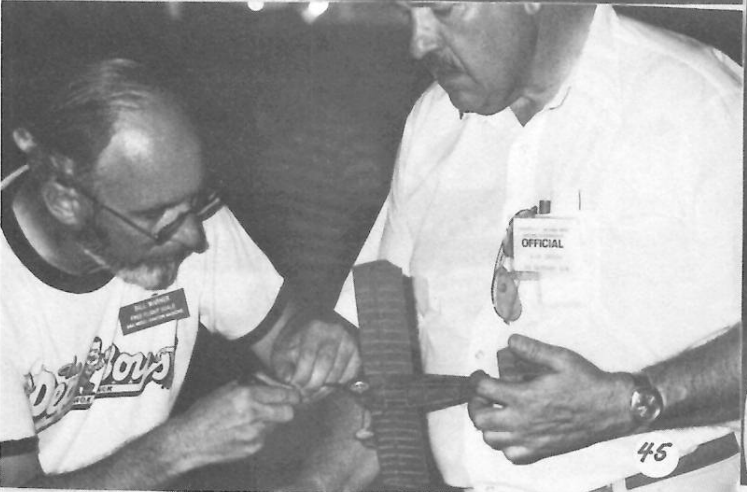
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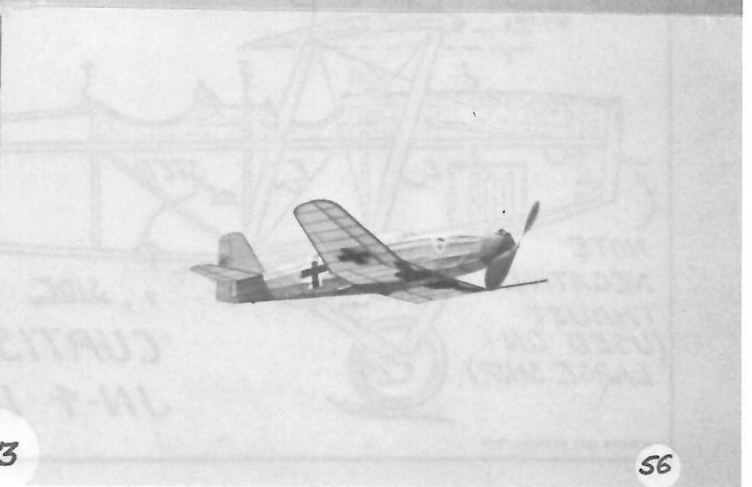
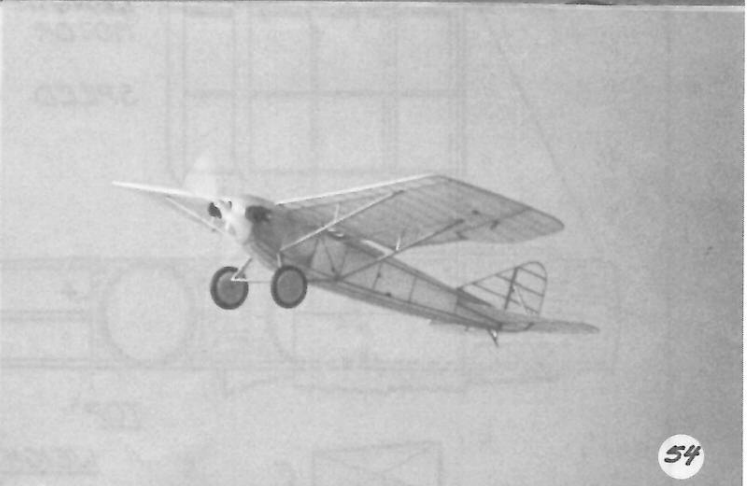
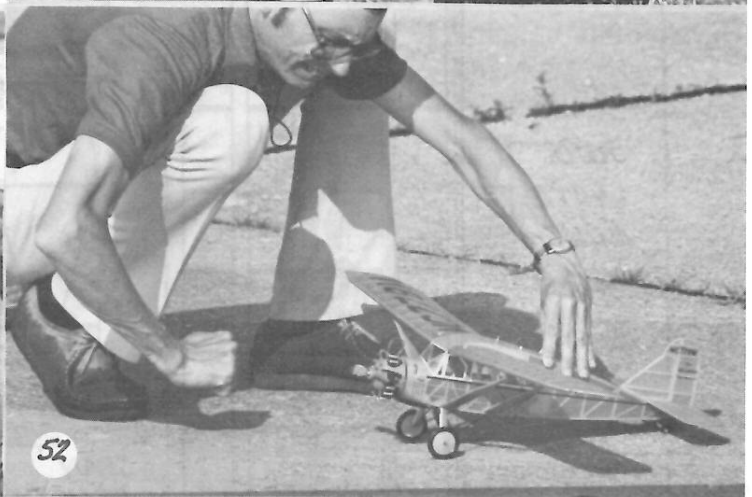
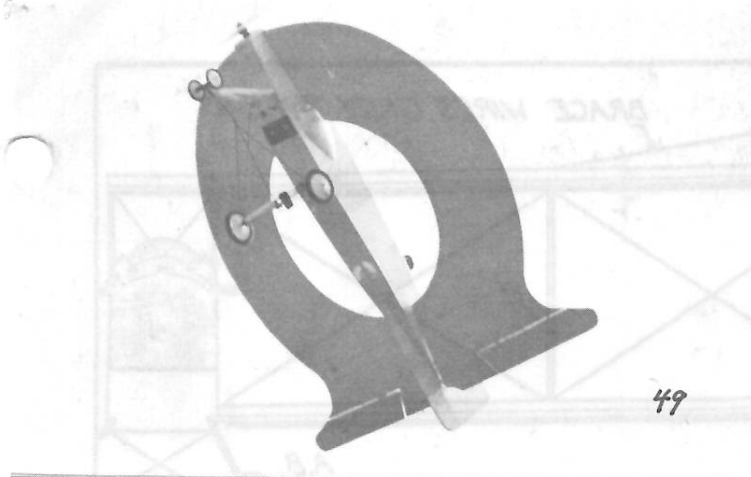


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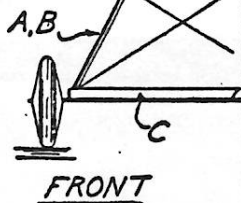
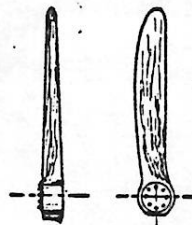
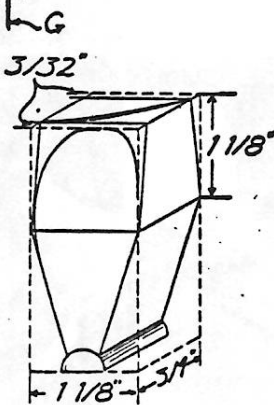
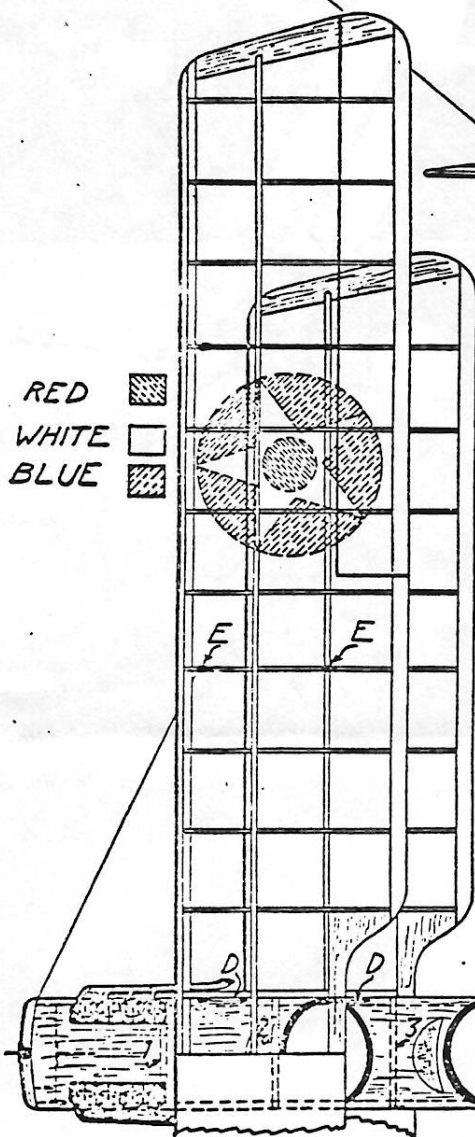
48



3/8°  
DIHEDRAL

BRACE WIRES, GREY THREAD

RED   
 WHITE   
 BLUE 



FLYING PROP (5 1/4" DIAM.)

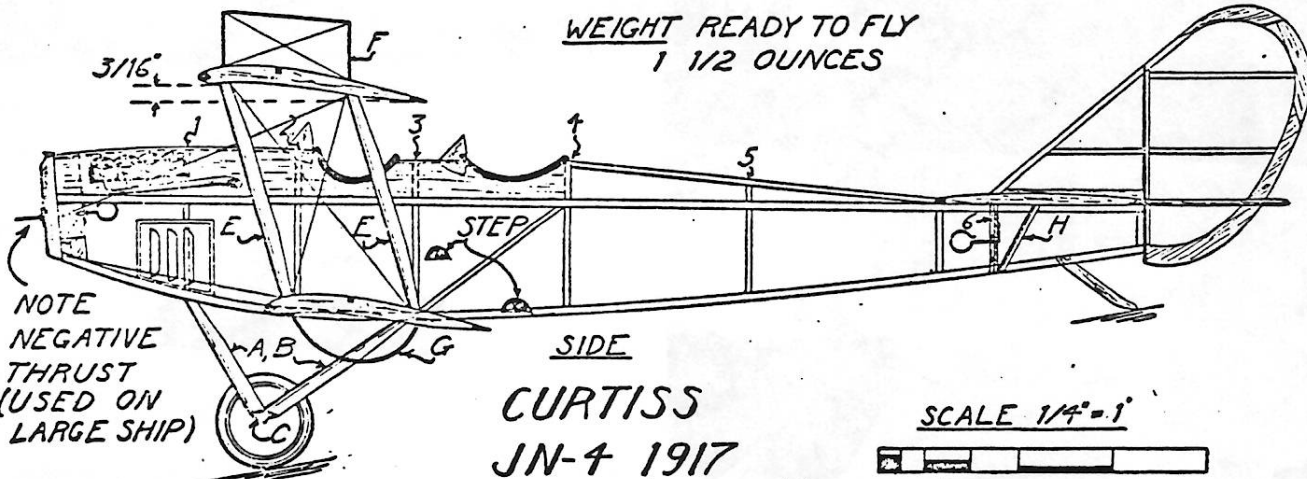
SPECIFICATIONS

SPAN - 45'  
 LENGTH - 28'  
 MOTOR - CURTISS V-8  
 OX-5, 90 H.P.  
 SPEED - 75 to 80 M.P.H.

COLOR  
 ENTIRE SHIP - KHAKI,  
 (ARMY)  
 WHITE &  
 SILVER,  
 (PRIVATE)  
 STRUTS - NATURAL  
 MOTOR &  
 DETAILS - BLACK

TOP

WEIGHT READY TO FLY  
 1 1/2 OUNCES



NOTE  
 NEGATIVE  
 THRUST  
 (USED ON  
 LARGE SHIP)

SIDE

CURTISS  
 JN-4 1917

SCALE 1/4" = 1'





WHERE WERE YOU, MURPHY

'CAUSE WE WERE AT COMSAT

Allan Schanzle

Let's not hear any complaints if we have rain on the next four scheduled dates for our Summer Fun Fly. Sept. 6 was a lu-lu; a wallapalossor; darn near perfect. Sure it was hot, and even humid, but the wind was next to nil. I personally timed a 2 min. 3 sec. flight that landed 150 feet from the launch point. That's an eastern F/F'ers dream come true. And better yet, there weren't very many brick lifters. Just gentle lift, but also lots of gentle "unlift", as testified to by the large variation in scores for hand-launch and catapult. I don't recall any scale models that were lost, although a few tried. But I did see several hand-launch gliders being coaxed into the blue by Hung, God of Thermals.

All the results are shown elsewhere in this issue, so a blow-by-blow account is unnecessary. However, several items deserve special notice.

- 1) For the second year, a junior has won WW II. This year MIKE ESCALANTE stomped on the rest of us with a Flyline Heinkel 100-D kit that wasn't even finished the preceding night-I know, because I was helping him trim the thing on its first flight on the evening before the contest. Maybe Murphy was there, since I was second to this upcoming young man. Congratulations Mike. And take a look at Mike's final score in FAC Scale--124 points. Five years ago that would have been a threat, certainly in the top five.
- 2) And young CHRIS SCHANZLE, another junior, took third in Embryo even though he lost his plane in the trees on the third flight. So another hearty congratulations Chris.
- 3) Look closely at the FAC scores. First, second, and fourth places were won by pusher canards. Only Dave Rees, with his super flying AMA NATS winning low wing Caudron, could crack the canard caper. I think it's time to reassess, with caution and wisdom, the number of bonus points awarded for certain types of planes. But we will leave that to those who have offered to take over Hanger #1, which I assume will become Hanger # 2.

---

C.A.V.U.

CEILING AND VISIBILITY UNLIMITED

Rolf Gregory

If anyone ever tells you to drink lots of buttermilk to coat your stomach and thereby prevent airsickness - DON'T BELIEVE EM!

Back in the "Golden Age" of about 1936, a group of us had been diligently practicing our spins, eights, 180 and 360 spots, etc. for taking flight tests for private and commercial licenses. Three of us, as I recall, were trying for private pilot - two for commercial.

I am not sure if it still works the same today, but at that time the CAA (now FAA) sent inspectors around the country, at least to major airports,



several times a year to inspect airplanes for re-license, give tests for airplane and engine mechanics license (A&E, now A&P) and flight tests for pilot licenses. Posted on the airport bulletin board along with the usual NOTAMs (Notice To Airmen) would be a notice that on a certain day a CAA inspector would conduct tests, etc., etc.

On the appointed day we all arrived at the field early - a bit nervous - butterflies in the stomach and all. The butterflies must have given one of the guys an idea because he said someone else had assured him that if you drank buttermilk it would coat your stomach and you would not get sick from aerobatics. Two of us didn't buy the idea but the others did. I had never been bothered with a queezy stomach from spins and I wasn't about to experiment. Anyway, we all headed for a nearby lunch room where I watched these three characters down about a quart of buttermilk each. They figured if a little bit was good, a whole lot would be even better.

We got back to the airport as the inspector arrived in a nice Fairchild 24 belonging to the CAA. I always envied those guys - good pay (for those times), travel expenses, a good airplane. The inspectors were a breed apart. They were all old timers, many WW I pilots, most had sown their wild oats as barnstormers and decided to settle down. Most were very strict in testing but usually fair. Most, but not all, wanted to ride with you at least during part of your flight test. This old boy was one of those. He chose to have you do your spins solo - two turns to the left then two to the right - and ride with you on your spot landings. Some inspectors did the opposite.

First came the spins and - you guessed it - the three buttermilk guzzlers came down looking pale as ghosts. Two couldn't continue the tests, the other two failed the spot landings. I didn't get sick but I flunked the spot landings. The inspector was a big bruiser - probably 225 or so - and I undershot badly. We rolled to a stop, he turned around and said, "Son, you just killed both of us. Practice some more and try again in a few months".

The other four guys all swore off drinking buttermilk; three became airline captains and one flight instructor and fixed base operator. The fifth acquired a taste for and started drinking buttermilk, never amounted to much, and ended up writing these silly CAVU things for the D.C. MAXECUTERS. ("Silly" is in the mind of the beholder. And as for not amounting to much, well, not everyone is invited to write a column for this newsletter, nor have too many people taken a first place in the AMA NATS. Ed.)

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#### MISCELLANEOUS NOTES

##### Indoor Flying Schedule

Unfortunately, firm dates for Kennedy High School are not available at this time, but we will again be welcomed. Oct. 3 is tentatively the first date. New school policy dictates that any of our sessions may be cancelled in lieu of a school activity, so if you plan to attend, you are advised to call me on the preceding Thurs. or Fri. at my office (779-2800) or my home (840-9883).

##### Flying Demonstration

We have received a letter from Laurence Peters (248 E. Howard St. Clayton, N.J., 08312, phone 609-881-1404) asking us to support a demonstration indoor Fly-In at the Student Center Cafeteria of Glassboro State College, RT 322, Glassboro, N.J. The date is Oct. 12 1980, 9:00 A.M. to 4:30 P.M. No fees, and anything that is a typical indoor model will be welcomed. Contact Larry for additional details.

\*\*\*\*\* LAST MINUTE UPDATE TO KENNEDY SCHEDULE \*\*\*\*\*

Oct. 3, 17, 24; Nov. 7, 21; Dec. 5, 19; Jan. 9, 23; Feb. 6, 20;  
Mar. 6, 20; Apr. 3, 10; May 1, 15.

CONTEST RESULTS FOR WW I

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
GEORGE MEYERS	EULER												1
DAVE REES	BOSTON SCOUT			X									3
BOB LEISHMAN	SE-5A		X										
NICK ROPAR	BOSTON MIC BULLET	X											
GERRY WAGAMAN	FOKKER D-7				X								2
SCOTT PAISLEY	FOKKER D-8	X											
ROLF GREGORY	SIEMENS SCHUCKERT		X										

\* = JTA

CONTEST RESULTS FOR EMBRYO

NAME	BONUS PTS.	FLIGHT TIMES (SECONDS)			TOTAL PTS.	PLACE
		1	2	3		
JERRY WAGAMAN	9	90	45	55	190	4
BOB LEISHMAN	6	85	64	70	225	2
BILL MILLER	5	77	82	10	169	5
PAT CIAMBRELLA	9	2	50	93	145	6
CHRIS SCHWANZLE	9	51	101	40	192	3
DON SEULL	9	97	120	99	316	1
AL MKITARIAN	9	35	17	-	42	8
ROLF GREGORY	5	35	36	32	103	7

\* = JTA

CONTEST RESULTS FOR WW II

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
DUDLEY PRISSEL	Bf 109E	X											
GEORGE MEYERS	ARAC			X									
FRED EWING	HELLCAT	X											
DON SEULL	Me 113				X								3
BOB LEISHMAN	Bf 109E		X										
ALLAN SCHWANZLE	MIG-3												
PAT CIAMBRELLA	Me 100-D		X					X					2
FLIGHT B													
MIKE ESCALANTE	HG 100-D												
CLAUDE MUSTED	PJ1-D	X											1
NICK ROPAR	CURTISS JERAGULL			X									
PAT DAILY	MURCANE	X											
BRIAN REESTENBURG													
ROLF GREGORY	Me 100-D		X										
MATED CANNOLLY	CURTISS X503C-1			X									
CLAUDE POWELL	CURTISS HELLDIVER	X											

\* = JTA

CONTEST RESULTS FOR GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
DUDLEY PRISSEL	HOLLARD DEP-9	X											
GEORGE MEYERS	PETE			X									
DAVE REES	61H SAFELY												1
ALLAN SCHWANZLE	REARWIN SPEEDSTER		X										
DON SEULL	ARTENPOL			X									
BOB LEISHMAN	CURTISS PAGE RACER	X											
FLIGHT B													
NICK ROPAR	IK-2		X										
CLAUDE MUSTED	STANSON RELIANT	X											
BILL BELL	FAIRCHILD IV			X									
PAT CIAMBRELLA	DIETENPOL	X											
ROLF GREGORY	CURTISS ROBIN					X							2
CLAUDE POWELL	HELLDIVER					X							3

CONTEST RESULTS FOR THE RACES

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE		
		1	2	3	4	5	6	7	8	9	10			
FLIGHT A														
GEORGE MEYERS	PESCO				X									3
FRED EWING	CHAMBERNAID													1
BOB LEISHMAN	CURTIS PAGE								X					
MIKE ESCALANTE	DAYTON WRIGHT								X					2
PAT DAILY	FOREST TOOTS									X				
RAY RAKOW	SUSEY									X				
GLEN RAKOW	FIRECRACKER										X			
ROLF GREGORY	SUSEY											X		

43 JR

CONTEST RESULTS FOR BATTLE OF BRITAIN

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE		
		1	2	3	4	5	6	7	8	9	10			
FLIGHT A														
DUDLEY BRISSEL	Bf 109-E				X									3
GEORGE MEYERS	Bf 109-E													1
BOB LEISHMAN	Bf 109-E								X					
PAT DAILY	MURRICANS									X				2
MIKE GILBERT	Bf 109-E								X					

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CONTEST RESULTS FOR F.A.C. SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SECONDS)			TOTAL PTS	PLACE
		1	2	3	4	5	6	7	8	9	10	1	2	3		
DUDLEY BRISSEL	RIKAW BT	16	18	9	10	58	72	63	73	66.5	119.5	7				
DUDLEY BRISSEL	MOURNED DOP-9	20	18	9	5	42	48	69	77	68.5	110.5	8				
FRED EWING	NAST ASCENDER	19	20	11	40	90	42	48	29	48	138	2				
MIKE EDGAR	CURTIS SOB-2	16	18	10	10	54	23	27	27	27	81	15				
CINDUS ADWELL	AURELIAN B-48	15	15	9	15	58	25	20	26	26	107	9				
CLAUDE ROWELL	CURTIS FRC-Y	15	17	8	15	55	39	37	35	39	94	11				
MIKE ESCALANTE	CURTIS BAYONAR	18	18	6	5	47	38	44	48	48	95	10				
SCOTT ROWLEY	FORGER P-B	17	17	6	0	40	15	-	-	15	55	17				
FRED EWING	GRUYERMAN HELICOPT	25	20	12	10	67	57	-	-	57	124	6				
BILL BELL	PARSONS 24	18	15	10	5	38	49	28	34	49	87	12				
DAN BRULL	SHAWSON	23	19	11	40	89	70	52	66	65	158	1				
MATED CONNOLLY	CURTIS SOB-1	15	16	7	5	49	29	-	-	29	72	16				
MIKE ESCALANTE	MEINKEL W-D	19	15	8	10	46	38	51	96	78	124	6				
PAF CAMPBELL	MEINKEL MO-9	25	30	9	10	64	35	58	65	62.5	126.5	5				
RODOLP MEYERS	LABI-VIGEV	22	17	9	40	88	43	26	36	43	131	4				
DAVE REES	CAUDRON SHOWN	30	19	12	10	71	55	67	74	65.5	136.5	3				
DAVE REES	VALVE MANEUVER	30	18	12	5	55	38	27	38	28	83	14				
MIKE GILBERT	WHITMAN TRAMM	13	15	5	5	28	49	33	57	57	85	13				
BOALD GOODRICH	ME 112	12	14	6	10	42	70	65	64	65	107	9				

43 JR

CONTEST RESULTS FOR HAND LAUNCH GLIDER

NAME	FLIGHT TIMES (SECONDS)										PLACE
	1	2	3	4	5	6	TOTAL				
BILL CLARK	4	18	13	-	-	-	35	8			
JOHN SITES	(62)	(43)	(89)	26	18	19	124	2			
GLEN SIMPERS	(78)	(115)	22	(41)	25	27	194	1			
DAVE REEL	(26)	(28)	(23)	6	16	5	69	7			
BOB LEISHMAN	15	16	(30)	(61)	(24)	21	115	4			
CHRIS SCHANZLE	(32)	(58)	(33)	20	5	-	119	3			
MARTIN SCHENKER	(57)	11	16	(43)	(26)	15	110	5			
ALAN MATTARIAN	4	(28)	24	14	(32)	(47)	102	6			

CONTEST RESULTS FOR CATAPULT GLIDER

NAME	FLIGHT TIMES (SECONDS)										PLACE
	1	2	3	4	5	6	TOTAL				
BILL CLARK	120	19	-	-	-	-	139	7			
ALAN SCHANZLE	24	(55)	(34)	(55)	30	31	144	5			
JERRY REAM	43	(64)	43	(53)	38	(55)	172	3			
JOHN SITES	45	35	(47)	(47)	43	(29)	288	1			
KIRK NARBARAU	(33)	(38)	26	(30)	18	18	99	9			
VIC NARBARIAN	46	(56)	(60)	(53)	-	-	168	4			
GLEN SIMPERS	20	(28)	10	(40)	(24)	5	96	8			
ALAN MATTARIAN	(46)	9	(22)	(33)	23	30	199	2			
CHRIS SCHANZLE	(50)	7	(49)	(47)	-	-	140	6			

43 JR

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20760

**MAX-FAX**  
**SEPT/OCT '80**

