

MAX - FAX

THE NEWSLETTER OF THE D.C. MAXCUTTERS

NOV/DEC 1981

MEMBERSHIP

Dues for membership in the D.C. Maxcutters is \$9.00 per year for residents of the U.S.A. Your mailing label indicates the year and month of the last issue of MAX-FAX for your current membership. A red mark in the box below is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxcutters, to the Treasurer.

DUES REMINDER



MEETINGS

The D.C. Maxcutters hold meetings on the first Wednesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

PRESIDENT

DUDLEY PRISEL
5118 Alfred Dr.
Waldorf, MD
20601

SECRETARY

JOHN SITES
1802 McAuliffe
Rockville, MD
20851

TREASURER

ALLAN SCHANZLE
8311 Exodus Dr.
Gaithersburg, MD
20760

UPCOMING EVENTS

KENNEDY DATES : Saturday afternoons from 1:00 to 4:00 on Nov. 7 and 21, Dec. 19. Other dates at other high schools are in the planning.

ANNAPOLIS WINTER CONTEST : Unfortunately, we don't have a firm commitment for a return engagement, but Jan. 17 1981 is our best guess.

ANDREWS A.F.B. CONTEST : No date set as of yet, but plan on sometime in the last two weeks of March.

BULL SESSIONS : The first bull session of the winter season will be held at Pat Daily's on Nov. 14, starting at 7:30. Come join us for an evening of gossip and guzzling.

CHRISTMAS BANQUET : This will be held at the EVANS FARM INN in McLean Va. Send check for \$15.00 per person to Don Srull, 941 Kimberwicke Rd. McLean Va. 22101. Wives welcome.

INDOOR CO₂ FUN FLY : Sometime in Feb. at Kennedy High School. A scale event plus a few more to encourage this type of flying.

CLUB NEWS

ALLAN SCHANZLE

THE 1981 SUMMER FUN FLY was a resounding success, despite a constant wind that caused some rather nasty turbulence and near cardiac arrest for us older foggies who had to chase those little beasties. Thirty three people entered over 100 different aircraft. This little gathering of the clan is getting bigger every year, and we want to thank each and every one of you who helped support this contest. Detailed results are given elsewhere in this issue.

We want to give special thanks to several folks who donated prizes. As noted in the last issue of MAX-FAX, Flyline models contributed bags of balsa. All contestants who did not receive a trophy were given a bag of the good stuff. Local member Nick Ropar donated a fine book of paintings of WW II aircraft, which went to the 1st place winner in this event. Model Airplane News contributed two free subscriptions, which went to the winners of H.L. Glider and Embryo. And John Wormley, down Georgia way, donated a new Brown Peanut CO₂ engine, which was awarded for an outstanding achievement, though not necessarily a first place winner. It was decided that two young fellows, 16 year old Scott Paisley, who built a 100% scale outline Jumbo Albatross DVa and qualified with a 24 second flight in nasty wind, and 15 year old Mike Escalante, who had the highest flight time in Jumbo with a Heinkel 100 (67 seconds) would jointly be awarded the engine. They live close to each other, attend the same high school, and are good flying buddies, so a co-ownership is a reasonable approach. Keep your eyes on these young men-they're pushing us already. Scott took first in the Trans-Comsat navigation event, 2nd in WW II and Embryo, and 3rd in Jumbo. Not too shabby!! And in flight, Mike's He 100 was a thing of beauty. Good show, guys.

We also want to thank Dudley Prisel and Dave Rees for being the scale judges. They spent over two hours evaluating all the models in the scale events.

And the Trans-Comsat event--Whatta launch. At least 25, maybe 30 planes simultaneously. Someone commented that the sound of that many winders resembles the musical score from STAR WARS. And when they were all launched, well, it looked like someone took a broomstick to a hornet's nest-like the Sun seemed to disappear for a few seconds.

An unexpected and pleasant surprise was given to yours truly when I was taking registration. I glanced up to see the next person to plop down his entry fee, and who should appear before my sunbleached eyes, but Earl Stahl. He came up from the Langley Va. area to see the MAXECUTERS annual outdoor show 'n tell. If all goes according to plan, the MAXECUTERS are going to have an "All Earl Stahl" event next Sept. Details will appear in the JAN/FEB issue of MAX-FAX.

A closing note about the contest. Have you other CD's ever noticed how the winners always come up after the contest to say how well it was run?

HINT FOR THE MONTH: Save those old spools that FAI rubber used to come on, because this product is now being shipped in cardboard boxes. If you prefer the spools, you can easily transfer from the box to the spool by clamping a small dowel in a vice, pointed slightly upwards relative to the horizontal. Slide the spool over the dowel, tie the end of the rubber from the box to the spool, and spin the spool. In two or three minutes, you will have made the transfer.

KENNEDY HIGH SCHOOL DATES for Nov and Dec. are firm and confirmed, because we are renting the gym. No more nonsense of not being let in for the multitude of excuses we've had in the past. These are fixed dates, and are already paid for. This gives us a contract with the Montgomery County School system, and they don't dare cancel us out, except under extreme weather conditions, for which we get our money back. So come with confidence, (something new this year) and join us afterwards at the Squadron Shop for a perusal of the latest books.

THIS ISSUE is a little "wordie", but I think you'll enjoy the contents. Rolf Gregory returns with another of his CAVU tales, and the feature plan is a Ryan SC--not your every day common garden variety plan, as this one has a 39" span - yep, a jumbo plan on only four pages, compliments of Alan Booton, taken from the May 1938 issue of AIR TRAILS. I've previously mentioned the many notes that accompany renewals, and recently we got one from Chuck Daily, in Frankfort W. Germany. It is a classic, so we thought we would share it with all the other MAXECUTERS. Grant Carson took the time to respond to our previous two articles on airfoils, so, as promised last month, we have included his comments. Two pages of first class photos, taken at the recent contest by Tom Schmitt, also grace these pages. Finally, Allan Schanzle summarizes a recent aviation oriented vacation to New England.

THE GOLDEN GOOSE at the Smithsonian has hatched the last free egg. From now on, copies of plans are still available, but at 10¢ a page. To save the hassle of finding out the number of pages for a specific set of plans, just send them \$1.00 for each plan. It's still a bargain.

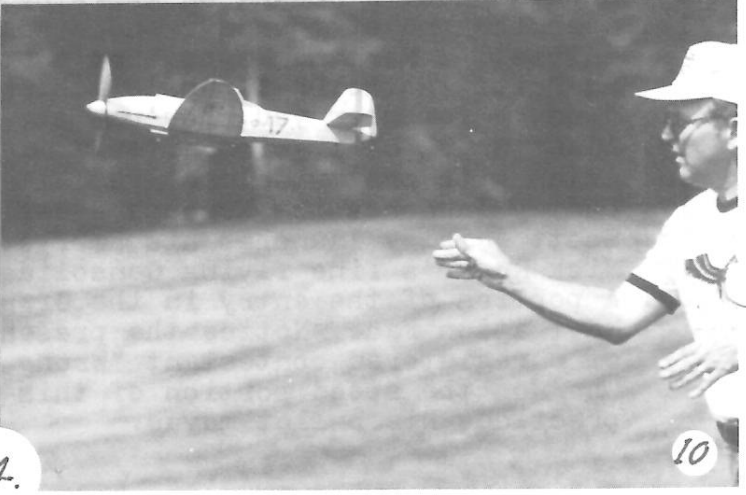
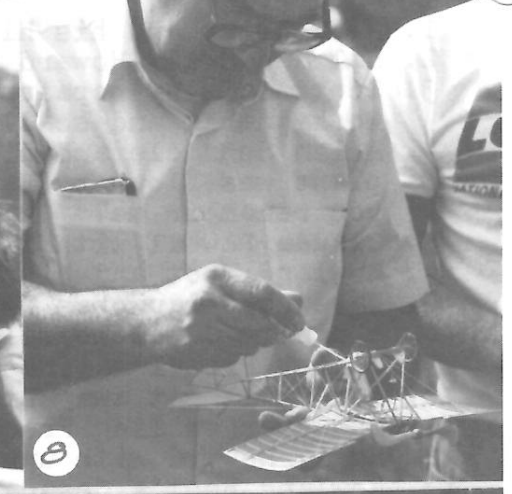
DO WE HAVE any old magazine collectors out there? If so, contact Bill Saunders, 11613 Le Barron Terrace, Silver Spring MD. 20902. He has a whole slug of duplicates from the 30's on up that he would like to trade for issues he is missing. Contact Bill for a detailed list.

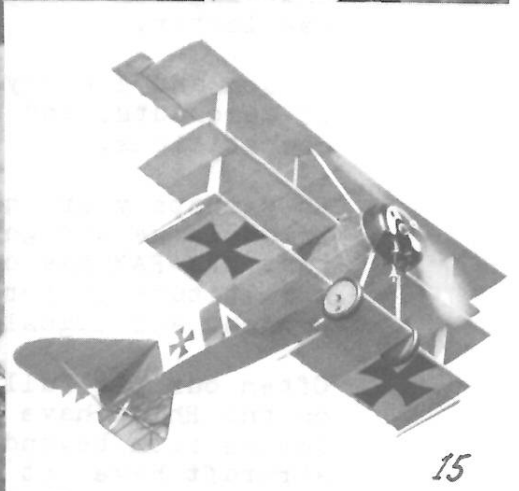
WHOOOPS!!! We forgot to mention in the contest report that Bob Wedel, from down North Carolina way, brought bundles of Corning silicone grease, which is great for a rubber lub. Everyone who stayed for the awards ceremony got a tube or jar of this super stuff. Thanks again, Bob.

PHOTO CAPTIONS
D.C. MAXECUTERS SUMMER FUN FLY - 1981 STYLE

TOM SCHMITT

1. Nick Ropar and his high flying Focke-Wulf TA 152.
2. Hal and Holly Howard with his winning Chambermaid.
3. Scott Paisley repairs his Jumbo Albatross. Notice the high quality workmanship and scalloped trailing edge.
4. Allan Schanzle and his winning CO₂ Fokker DR-1. The original full scale plane was flown by Lt. Fritz Kempf. Mid-wing freely translates into "do you remember me?"
5. Claude Powell with fine flying Vega.
6. Rowland Hoot and his pretty Cessna.
7. Dave Rees launches NATS winning, tree loving, Caudron Simoun.
8. A pretty CO₂ Demoiselle by Don Lamkin.
9. Dudley Prisél's fine performing and high scoring Ercoupe.
10. Don Srull get away his Heinkel 112.
11. The ever smiling Fred Ewing with his Gadfly, and gads, does it fly!!!
12. Holly Howard with unusual but great flying Embryo.
13. Rowland Hoot's Cessna on the wing.
14. Near the end of the day, and a weary Rowland Hoot with one more of many entries, a Farman. Maybe that's not a weary look, but an indignant glare at Fritz in the DR-1, while making a mental note that (see photo #4), "Yes, I remember you. You're the Hun that flamed my tail last Tuesday!!"
15. Allan's CO₂ DR-1 going after a Nieuport.
16. Allan with pretty Golden Age kit of a Stinson SR-5.
17. Dudley launches the Ercoupe - definitely not a scale climbout.
18. Scott Paisley launches his Embryo, a Don Srull design.
19. Nick Ropar's fine flying Consolidated PT-1.
20. A portion of the entry in the Grand Finale, the Trans-Comsat Speed and Navigation race. Notice the presence, under the high climbing Rearwin, of unregistered contestant "Wrong Way Corrigan". Actually, it's Ray Rakow, who won the speed portion of this event. Don Srull, second from right, practices his ballet moves.





Alan Schanzle
Treasurer
D.C. Maxcuters

15 August 1981

Dear Alan:

It is always a pleasure to unfold the latest MAX-FAX and let one's imagination leave the surly bonds of earth on the wings of a new design or idea from the pages of your Newsletter.

My son and I enjoy the news and photos of your hearty band of aeronauts, and envy the camaraderie of your flying competitions.

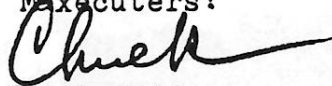
As perhaps your only subscribers east of the Bermuda Triangle we thought you would be interested to learn that MAX-FAX has occasionally been hastily translated into a multitude of foreign tongues, including high-German, Bavarian, French, and Yugoslavian.

Often our pitifully small squadron of Yankee flyers here on the Rhine have been challenged by numerically superior forces from beyond the steppes. Sadly, some of our plucky aircraft have not returned to the home field after these engagements. Those that have made it through the fogs of these Rhineland valleys to the home airstrip often stagger in with unbelievable battle damage.

Yet, time and again, rival airmen have marvelled as our rag-tag squadron has lifted off the grass strip and snarled skyward to resume combat. Cries of "Ach, du lieber!" and shouts of "Mein Gott!" ring through the clouds as enemy pilots watch, horror-stricken, as a Yankee prop driven by multiple strands of Pirelli rubber chews into their tail section.

Later, in a time-honored custom peculiar to aerial combat here on the European front, rival airmen meet in neutral territory, invariably a cozy tavern where busomy barmaids keep the glasses full, and it is here that MAX-FAX has been passed about, translated, photo-copied, and fought over. The name alone has such a Teutonic ring that one of the barmaids attempted to make off with my July/August copy coyly stuffed into her ample busom, thinking it was a new sex manual. I persuaded her to relinquish the newsletter with great difficulty. But it was a pleasurable encounter and we have remained good friends. She calls me Herr Max.

Long live MAX-FAX and the D.C. Maxcuters!


Chuck Daily

(From an aerodrome somewhere east of the Rhine.)

C. A. V. U.
Ceiling and Visibility Unlunited
By Rolfe Gregory

Barnstorming! The mere word conjures up visions of antique Curtiss Jennys and Standards, wing walkers and parachute jumpers, fast talking barkers selling airplane rides, and, of course, dashing pilots in helmet and goggles, riding britches and boots, leather jacket and long white silk scarf, et al. As the opening lines of a certain old movie run, "Search for it no more, for it lives only in words and memories - a way of life truly gone with the wind".

It was a way of life that passed most of us by. Few of us are old enough to have actively engaged in the excitement of those days. But a few of us are old enough to remember, as small, wide-eyed kids, those magnificent men and their flying machines. The first airplane I ever saw, up close, belonged to a barnstormer who was selling rides over our city. During slack times, between customers, he perched on the cockpit edge telling hair-raising stories of his war-time exploits - most of which he probably made up. But they sounded true enough for a small lad, and I made up my mind that someday I too would fly.

The years rolled by and with them disappeared the barnstormers. A few persistent souls hung on here and there, but by the end of the 1920's or the beginning of the 1930's, barnstorming, as it had been, was gasping its last breath. The true barnstormer had either killed himself off, gone to work for an airline, joined the recently formed police force of the air (the Aeronautics Branch, Department of Commerce, later the C.A.A., now F.A.A.) or found some likely spot and became a fixed base operator.

Although I missed out on those days, I had the good fortune to get one tiny taste of what it must have been like. My good friend, Jerry Coigny, of whom I have spoken before, came from the West coast to Trenton, N. J., in 1938, to buy a new Luscombe "50". He roomed with me while the airplane was being built. It was one of the very first of over 6,000 Luscombes to be built. Jerry, however, had a problem. He wanted to see some of the East before returning, but if he didn't get back home soon, to line up some paying students for flying lessons, he was afraid he wouldn't be able to meet the first monthly payment on the airplane. The solution? Barnstorming! It sounded crazy, but who could resist?

I arranged to take two weeks off and Jerry and I headed south, the first stop being Washington. No, not to hop passengers but for Jerry to sightsee. We landed at Hoover National Airport. Believe it or not, it was where the Pentagon now sits. That afternoon, we took off for Petersburg, Virginia, where we spent the night at my parent's home, only three blocks from a large field (formerly used by the early barnstormers), where we had the Luscombe tied down.

We decided to cover the eastern portion of Virginia, North Carolina, and possibly South Carolina. Only certain towns would do. Very small towns, we reasoned, wouldn't support enough business, while those relatively large towns, such as Norfolk, Raleigh, etc., would have an airport, airplanes would be rather commonplace, and thrill-seekers would be few. We guessed right!

We would pick a town, find a likely field close-in, on a busy road, and land. If someone didn't run us off in the first half hour, we figured we had it made. Then we would buzz the town a few times to wake them up, do a few loops, and go back to the field. If people didn't show up soon, we would repeat the performance, hoping

no C.A.A. inspector was around. Whenever people arrived, we would sell them rides at \$2.00 each and give them a short hop. We did surprisingly well at a number of towns.

One of our first stops was Virginia Beach. It had no regular airport and was a great place for selling rides. But someone had beaten us to it. One of the last of the original barnstormers, a Capt. Goodsell, World War I vintage, had the passenger business sewed up, with a Ford trimotor, and told us to scram - which we did. We then flew to a small town named Emporia, where we did well, and spent our first night in its one and only small hotel. Ground transportation was never a problem. There were always some young kids with cars ready to give us a lift.

We never had to sleep on the ground, under the wing, as many of the old time barnstormers had to do. I read somewhere that farmers would let barnstormers use their fields and often gave them meals and a room for the night just for an airplane ride. (Remember the movie, "The Great Waldo Pepper"?) We never ran into one of those. They were either wiser or airplanes were too common-place by 1938. Most wanted a percentage, and one of them demanded 40% of our take.

After a bit over a week, it was time to head back north. Jerry had more than enough for his first payment on the Luscombe, I had added a few more hours to my log book (Jerry let me do all the flying) and we both had built up a once in a lifetime flock of memories.

Staff, Naval War College
Newport, RI 02840
July 2, 1981

Editor, MAX-FAX
8311 Exodus Drive
Gaithersburg, MD 20760

Dear Allan:

In the July-August issue, there were two articles on model aerodynamics. One was by Dudley Prisel and the other by Frank Renaut. You commented, "Surely there must be at least ten of you out there who disagree with either or both of these fellows, so let's hear from you." Well, there's at least one of us. Note, too, that Dudley and Frank disagree with each other. Dudley advocates thin airfoils, while Frank likes thick ones.

Dudley said, "Now the important point is this: the thinner the airfoil, the lower the Reynolds Number at which the undesirable laminar flow transitions to the desirable turbulent." There are two parts that bother me. First, to my knowledge, the only things that affect transition are Reynolds Number, free-stream turbulence, surface roughness, and mechanical "trippers" such as turbulators. If there is evidence that thin airfoils, in general, transition sooner than thick ones, then I am unaware of it. Second, except for very large rubber models, the boundary layer probably remains laminar, and transition doesn't enter into the picture. The Prisel 838 may be a very good airfoil, but the reason is more probably that it is a very good airfoil for laminar flow.

Frank said, "Now consider two aircraft which are identical in every way except for their wing sections. "A" has a thin airfoil with a very high lift-drag ratio, while "B" has a thick ugly one with a much poorer one." Using this same example, consider the two models initially in a level, powered cruise at the same speed. Since $(C_L/C_D)_A$ is greater than $(C_L/C_D)_B$, then one of three cases pertains:

a. $(C_D)_A = (C_D)_B$, and $(C_L)_A$ is greater than $(C_L)_B$. In this case both models have the same drag, and thus will maintain the same speed with identical power. But the thin-wing model (A) has more lift. It will depart from level cruise and climb. (Alternatively, it will level cruise at a slower speed with less power.)

b. $(C_L)_A = (C_L)_B$, and $(C_D)_A$ is less than $(C_D)_B$. In this case the thin wing model will go faster because of less initial drag, and will produce more lift because of more speed. Again, the thin-wing model will depart from level cruise and climb.

c. $(C_L)_A$ is greater than $(C_L)_B$, and $(C_D)_A$ is less than $(C_D)_B$. In this combination case, the same result obtains.

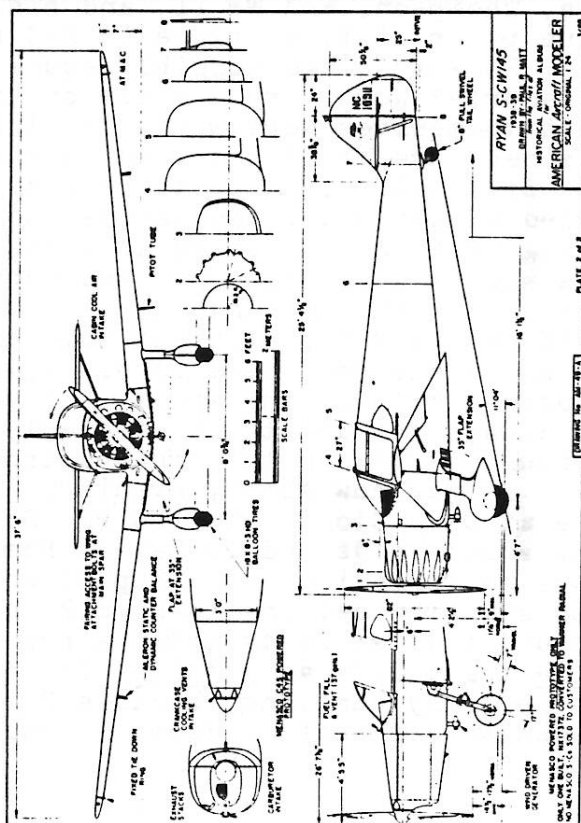
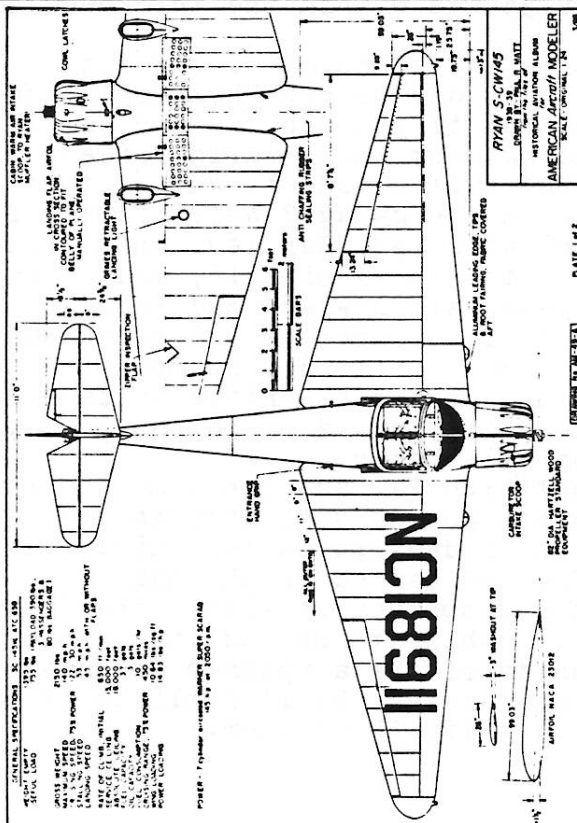
In short, the model with the higher lift-drag ratio is clearly superior, contrary to the conclusion. Note that this is true, regardless of whether the wing is thick or thin.

The basic dilemma is that, unfortunately, aerodynamic problems always seem to turn out to be more complicated than they appear initially. There is risk involved in dealing with generalities, such as thick and thin wings.

Sincerely,

Grant Carson

Grant Carson



EIGHT DAYS WITHOUT EDESEL MURPHY

ALLAN SCHANZLE

Surely, I must be dreaming. An original 1912 Bleriot was flying 15 feet off the ground not more than 150 feet in front of me. The original Anzani radial occasionally became silent, as the pilot turned the ignition switch to off, and then back on again for the return of a sound I'll never forget. He cleared the first 15 foot high horizontal streamer, then dipped to not more than 3 feet to pop a balloon with the prop, and then climbed again to clear the second 15 foot high streamer. Five hundred feet to my left, the grand old bird returned to the ground. I sat in a trance, recalling the chills down the spine not four hours earlier while standing 15 feet from a magnificent Davis D1W and Standard D25, listening to the theme from "THE GREAT WALDO PEPPER" over the public address system.

This is the Rhinebeck Aerodrome; Cole Palen's dream come true. A place for one and all to return to the days of yesteryear; a rare opportunity to turn back the clock and actually witness a rerun of early aviation history-to ingrain in the mind forever, what only the old timers have previously had the pleasure to experience.

The above is just a small portion of the recollections relating to a personal 8 day, 2000 mile, aviation oriented vacation throughout New England. But amazingly, it was not the icing on the cake, for the whole trip was equally interesting. For openers, I attended the FAC contest in Durham Conn. The weather forecast was for rain and high winds, your typical contest conditions. But as usual, the weatherman failed to stick his nose out the window, for the day was beautiful, although a bit windy. So with the cooperation of mother nature, and the opportunity to renew past acquaintances, the day was magnificent. Dave Stott had a flight of 1 min., 43 seconds with a beautiful DH 4 mailplane, and his Kawasaki triplane was equally majestic. And then, Royal Moore appeared with his 1904 Wright Flyer-good grief, what a subject for rubber scale. And there were many others. Leon Bennett stood on the field watching his 5 foot Moth Minor ride the warm air over the trees. It was, unfortunately, a one way trip for this beautiful flying machine. Mark Fineman was the big winner, with a first in Greve, Thompson, and WW II, and his XP-55 was within the thickness of tissue paper of first place in FAC scale.

So what could possibly equal this day of model flying and camaraderie? Well, try a visit on the next day to Bob Thompson's home. The models themselves were worth the trip, but if you add the incredible old magazines, pre WW II kits, and a building room whose walls reflect his 40 years of modeling, ya gotta be awed. But wait a moment. What's that four wheeled wonder under the canvass cover in the garage? Well, folks, it's nothing more than an impeccable and drivable 1926 Bentley. That's right, Bob's also a super mechanic who rebuilt the thing himself, and recently drove it to Vermont. And the 1935 Chrysler Airflow and old Mercedes don't let the Bentley think it has sole rights to occupy the 700 or so square feet under the roof. And in his spare time, Bob trades stamps with people throughout much of the world. And you should see his rifle collection. I have always thought there were only 24 hours in a day, but obviously, Bob has found a flaw in this astronomical theory.

It was now Monday evening, about 6:00 PM, and I had made arrangements to be at Dave Stotts at 7:00 PM. So off I go, driving through the scenic Conn. countryside and to Dave's home in Bridgeport. After thirty minutes of casual conversation and a cup of coffee, we headed to the basement. Suffice it to say, the ceiling looks like someone sprayed it with a chemical compound that attracts model aircraft. I think there must be as much air inside the models as outside. The density of the airplanes is unbelievable. This is truly humbling, because Dave has always built replicas of unusual or unknown aircraft. I doubt I could identify 5% of them.

The next day and a half were dedicated to visiting ole "Bean Town" and Cape Cod. The weather was unreal - if I had found a field of any size at all, I could have flown on Cape Cod - no wind what-so-ever. Wednesday night I had made arrangements to visit with Joe Fitzgibbon, of Golden Age Reproductions. I was cordially invited to scan thru his two hundred odd sets of plans. Could this really be happening? Where was my intimate friend and constant companion, ole Murphy? It took the better part of two hours to carefully scrutinize his collection. We then adjourned to talk aviation and discuss his plans for future kits. I left after midnight, in a daze, and with a grin from ear-to-ear.

Thursday was spent clearing the cobwebs from between the ears. I visited the trolly museum at Kennebunkport, Maine, and spent several hours driving the beautifully rustic and almost awesome ocean shores of Maine, stopping occasionally to perch on a rock and watch the waves etch an angstrom from the shoreline. That evening, I drove to Plymouth, New Hampshire, with the hopes of visiting Dick Sherman's model museum on Friday morning.

A call to Dick on Thursday night brought a warm welcome for 10:00 AM friday. It takes about two seconds inside the front door to realize that his museum is his house - literally! Photographs, memorabilia, and items from all stages of model aviation occupy the basement, part of the first floor, about half of the second floor, and the entire attic. Old engines by the boatload, neatly displayed. And kits - ye gads, there must be hundreds. Everything is neatly organized and displayed. A really impressive undertaking.

At 1 o'clock friday afternoon, I parted company with Dick and headed for Rhinebeck N.Y. Let's just summarize this place by listing the planes I saw on display. Of course, the list doesn't include the cars, motorcycles, and other goodies.

Curtiss Pusher "D"	Sopwith Camel	Fokker DR 1
Avro 504 K	Curtiss Jenny JN4H	Monocoupe 113
Demoiselle	Hanroit 1910	Curtiss Jr.
Pitcarin Mailwing	Sopwith Dolphin	Waco 9
Curtiss Fledgling	Standard D 25	Morane Salnier
Fleet 16B	Monocoupe 90	Waco 10
Tiger Moth	Davis D1W	Sparten C3
Bleriot 11	Nieuport 2N	American Eagle
Great Lakes 2T 1E	Sopwith Pup	Bird Biplane
Aeromarine Klemm	Short S-29	Aeronca C-3
Taylor Cub J2	Thomas 1912 Pusher	Nieuport 28
Deperdussin	FE-8	Siemons Schukert D III
Fokker D 7	Spad 13	Sopwith Snipe
Thomas Morse S4B	Albatross D Va	

So, if you're in the vicinity of Kingston N.Y., cross the Hudson river to Rhinebeck. Cole Palen and his cohorts put on a show on Sat. and Sun. from 2:30 'til 4:00 from May thru Oct. The place opens at 10:00 AM for general perusing, and it's worth every penny of the \$4 entry charge.

A simple summary: I hope others of you have had equally inspiring and motivating experiences on your vacations, for indeed, that's what a vacation is for. This one may not be in a class by itself, but I'll give 50 to 1 odds that it sure won't take long to call role!

We all can't be winners. Somebody has to stand around and applaud during the awards.

The best gift of all: A whole family wrapped up in aeromodeling.

CONTEST RESULTS FOR F.A.C. SCALE

NAME	AIRCRAFT	STATIC				FLIGHT (SECONDS)			TOTAL PTS	PLACE	
		60.00 1/2	60.00 0.30	60.00 0.10	60.00 0.10	1	2	3			
DON SRULL	GLOSTER GAMNET	29	19	15	75	47	70	-	65	140	2
DUDLEY PRISLE	ERCOUPE	28	19	11 1/2	68 1/2	47	70	48	65	139 1/2	4
GEORGE MEYERS	STANTON 1 1/2 STANT	17	10	9	59	37	91	66	75 1/2	134 1/2	3
NICK ROPAR	TR-152 H	30	19	8	57	42	38	42	42	93	12
NICK ROPAR	CONSOLIDATED DR-17	15	6	15	59	20	46	27	46	99	11
TOM SCHMITT	BRISTOL BROWNE	26	19	11	66	24	24	22	24	90	13
GLEN SIMPERS	WEINKEL Me 10	27	18	7	62	28	27	75	67 1/2	129 1/2	5
ALLAN SCHWANZLE	BELL P-39	28	19	8 1/2	65 1/2	53	-	-	53	118 1/2	7
DON SRULL	WEINKEL 112	28	19	12	69	59	-	-	59	122	-
DAVE REES	CHADRON SIMONE	27	20	11 1/2	68 1/2	28	52	61	60 1/2	129	6
MIKE ESCALANTE	STANTON 105	11	7	7	20	30	33	-	33	53	16
BOB LEISHMAN	PEARLE D3	14	18	7	54	24	-	-	28	82	14
FRED EISING	WHITMAN WILLIAMS	29	20	12 1/2	72 1/2	41	44	-	44	100 1/2	10
FRED EISING	XP-55 ASCENDER	27	19	11	62	31	-	-	31	113	8
SCOTT PRISLEY	STARBUICK	21	18	8	57	35	50	59	59	110	9
ROWLAND MOOT	STANTON BUNNY	28	19	11	63	32	85	-	72 1/2	155 1/2	1
HAROLD HOWARD	ARCHER CIGARR	15	11	5	26	26	45	-	45	71	15

CONTEST RESULTS FOR F.A.C. CO2 SCALE

NAME	AIRCRAFT	STATIC				FLIGHT (SECONDS)			TOTAL PTS	PLACE	
		60.00 1/2	60.00 0.30	60.00 0.10	60.00 0.10	1	2	3			
ALLAN SCHWANZLE	POKNER DIR 1	29	19	11	79	28	50	18	50	129	1
DAVE REES	HELIE MANUCORE	27	20	12 1/2	54 1/2	26	-	-	26	80 1/2	5
ED ESCALANTE	NEUBART 17	24	18	11	70	42	-	-	42	112	3
STEN MEYERS	NEUBART 17	22	18	10 1/2	65 1/2	25	-	-	25	90 1/2	4
DON LARKIN	DEMOISELLE	19	16	9	44	82	-	-	71	115	2

CONTEST RESULTS FOR F.A.C. JUMBO SCALE

NAME	AIRCRAFT	STATIC				FLIGHT (SECONDS)			TOTAL PTS	PLACE	
		60.00 1/2	60.00 0.30	60.00 0.10	60.00 0.10	1	2	3			
DON SRULL	STANTON DUMBAT 1/4	30	19	12	86	29	59	-	59	145	1
CLAUDE POWELL	LOCKHEED VEGA	21	16	9	41	25	40	41	41	82	4
SCOTT PRISLEY	ALBATROSS DR	20	17	7	59	24	-	-	24	83	3
MIKE ESCALANTE	WEINKEL 100	14	14	7	45	20	67	56	63 1/2	108 1/2	2

CONTEST RESULTS FOR EMORYO

NAME	BONUS PTS	FLIGHT TIMES (SEC)						TOTAL PTS	PLACE
		1	2	3	4	5	6		
DON SRULL	9	91	53	70	67	228	237	3	
ROWLAND MOOT	-	62	112	33	120	294	294	1	
ED ESCALANTE	6	39	43	45	-	117	129	10	
JERRY WAGMAN	-	64	34	62	-	160	160	9	
BOB DAVIS	5	77	44	67	54	198	203	6	
BOB LEISHMAN	6	84	53	44	-	183	189	7	
HAROLD HOWARD	-	97	71	53	-	221	221	4	
SCOTT PRISLEY	6	68	85	104	95	284	290	2	
BILL MILLER	6	48	26	-	-	74	80	11	
TOM SCHMITT	9	37	86	57	59	202	211	5	
CHRIS SCHWANZLE	9	60	51	57	-	168	177	8	

CONTEST RESULTS FOR CATAPULT GLIDER

NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
JOHN SITES	57	39	33	42	54	-	147	4
GLEN SIMPERS	55	60	35	-	-	-	170	2
BRUCE SIMPERS	31	58	52	120	98	-	276	1
ALLAN SCHWANZLE	54	45	33	15	28	30	132	5
JERRY PERSH	22	82	14	37	33	38	157	3
CHRIS SCHWANZLE	13	5	29	-	-	-	47	6

CONTEST RESULTS FOR HAND LAUNCH GLIDER

NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
JOHN SITES	31	46	54	101	117	-	272	1
GLEN SIMPERS	30	50	35	35	-	-	120	4
BRUCE SIMPERS	30	39	52	-	-	-	121	3
KEN TUCKER	120	26	64	38	26	45	229	2
BILL CLARKE	42	52	26	23	-	-	120	4
CHRIS SCHWANZLE	28	35	90	-	-	-	99	5

CONTEST RESULTS FOR GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
NICK ROPAR	CONSOLIDATED PT-1	X											
DUDLEY PRISSEL	ERCOUPE		X										
CLAUDE POWELL	CURTIS ROBIN		X										
ALLAN SCHWANZLE	STINGRAY SR-5			X									4
DON SRULL	PIETENADOL							X					2
DAVE REES	CAUDRON SPANNE				X								5
ROLF GREGORY	CURTIS ROBIN	X											
FLIGHT B													
FRED EWING	RAEFLY		X										1
ROWLAND HOOT	FARMON 1824			X									
RAY RAROW	SUBY				X								
CLAUDE HUSTED	FAIRCHILD	X											
BOB LEISHMAN	PAGE RACER	X											
BILL BELL	FAIRCHILD 24		X										
PAT DAILY	INLAND SPORT					X							3
GEORGE MEYERS	RESCO			X									

CONTEST RESULTS FOR WW I

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
GEORGE MEYERS	SMITH 1 1/2 STRUTTER				X								2
DAVE REES	FOKKER D-7												1
ROWLAND HOOT	FOKKER D-7			X									4
JERRY WAGAMAN	FOKKER D-7					X							3
BOB LEISHMAN	SE-5	X											5

CONTEST RESULTS FOR AEROL

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
GEORGE MEYERS	CAUDRON												
FRED EWING	SUBY												
ROWLAND HOOT	SUBY												
RAY RAROW	SUBY												
HAROLD HOWARD	CHAMBERLAIN												1

CONTEST RESULTS FOR WW-II

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
NICK ROPAR	FOK WOLF TA153H		X										
CLAUDE POWELL	KIMFISHER			X									
DON SRULL	ME-112		X										
FRED EWING	MELLCAT		X										
BOB DAVIS	HEINKEL 100			X									
SCOTT PRISLEY	STORMIVICK				X								2
PAT DAILY	FIAT 850		X										
FLIGHT B													
DUDLEY PRISSEL	MELLCAT				X								3
ALLAN SCHWANZLE	BELL P-39		X										
GEORGE MEYERS	HEINKEL 112												1
ROWLAND HOOT	VULTEE VENGEANCE		X										
STEW MEYERS	SBU		X										
GLEN SIMPERS	HEINKEL 100		X										

CONTEST RESULTS FOR TRANS-COMBAT SPEED AND NAVIGATION RACE

ENTRANTS: DARN NEAR EVERYONE; AT LEAST 25.

WINNERS:

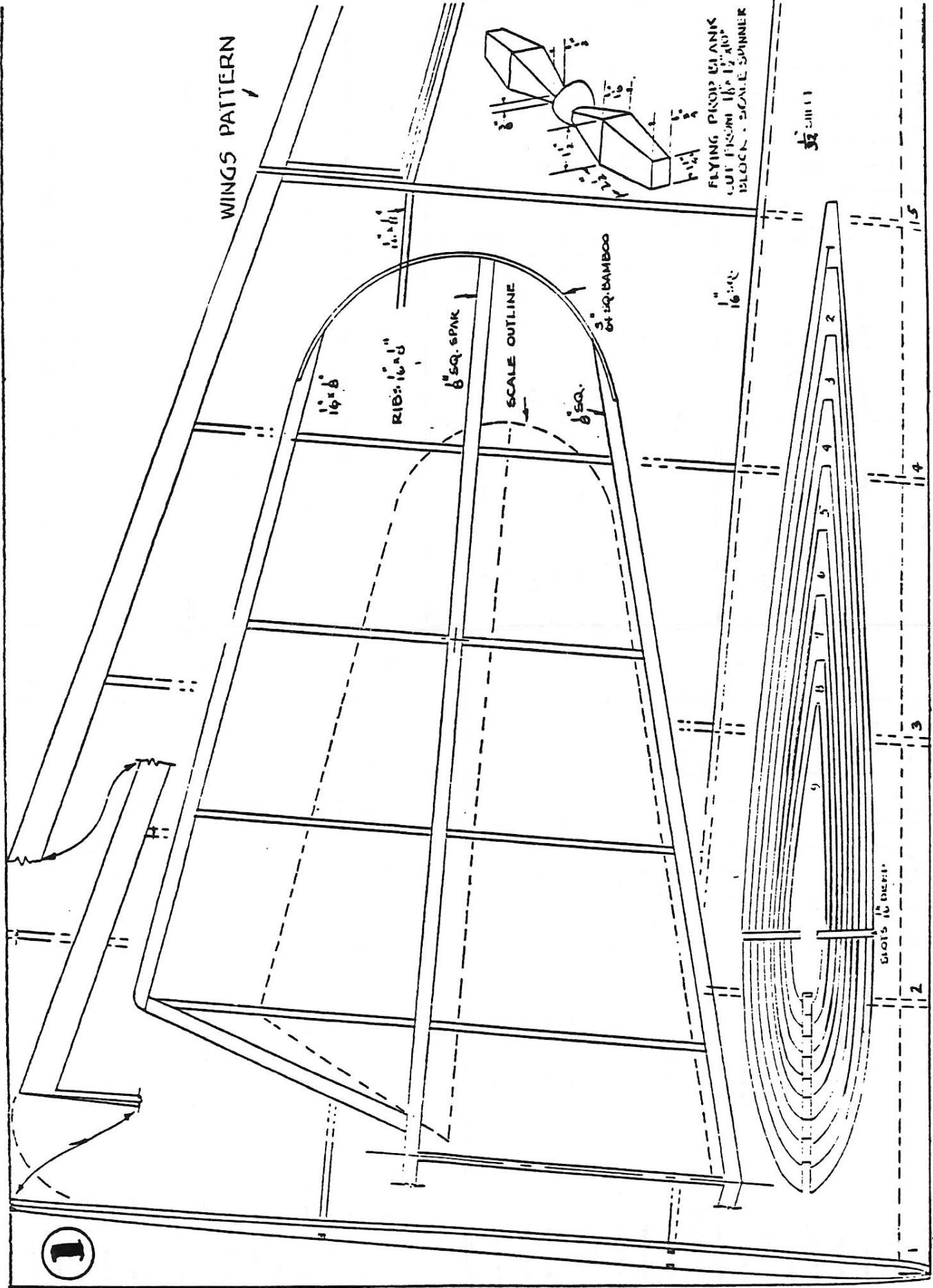
SPEED - RAY RAROW, SUBY

NAVIGATION - SCOTT PRISLEY, STORMIVICK

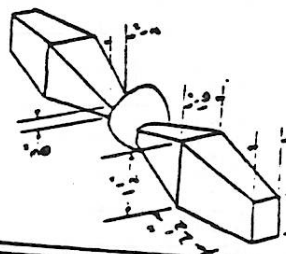
CONTEST RESULTS FOR COMBAT ALTITUDE EVENT

ENTRANTS: A WHOLE JUNK OF FOLKS.

WINNER - HAROLD HOWARD, ORIGINAL EMBRYO DESIGN.



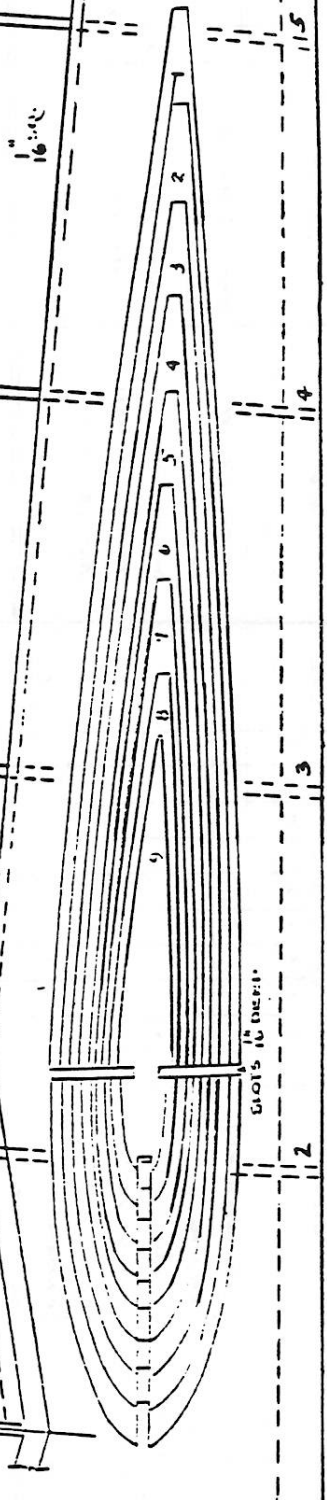
WINGS PATTERN



FLYING PROP BLANK
CUT FROM 1/2" x 1 1/2" x 10"
BLOCK - SCALE SPINNER

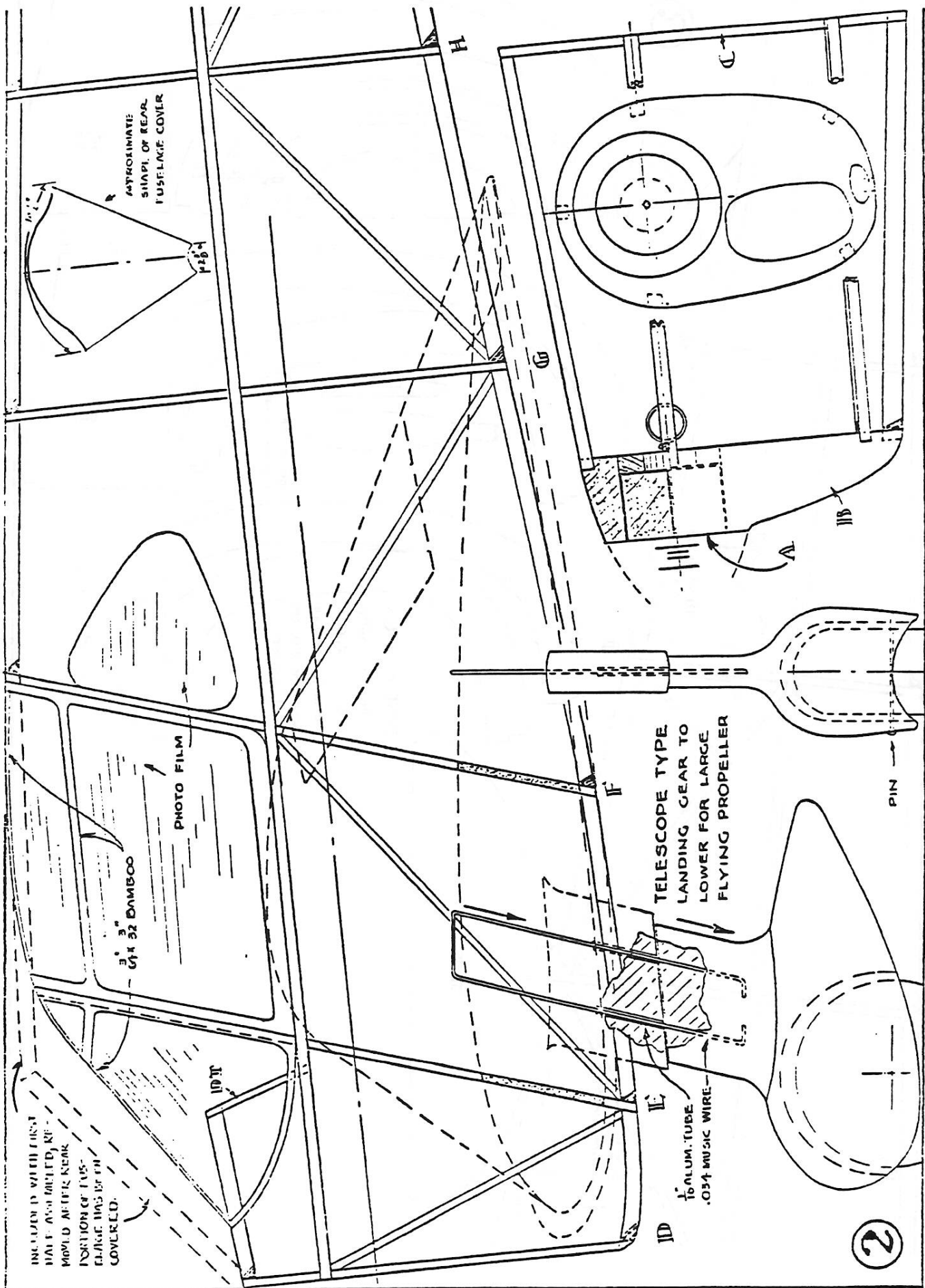
1 1/2" DIAMETER

16 1/2"
RIBS: 1/2" x 1/2"
8" SQ. SPAR
SCALE OUTLINE
1/2" SQ.
8" SQ. BAMBOO



1 1/2" DIAMETER

1



INCLUDE IN VIEW FIRST HALF - ALSO MAILED BY RE-MOULD AFTER REAR PORTION OF FUSELAGE HAS BEEN COVERED.

3" x 3" 35mm

PHOTO FILM

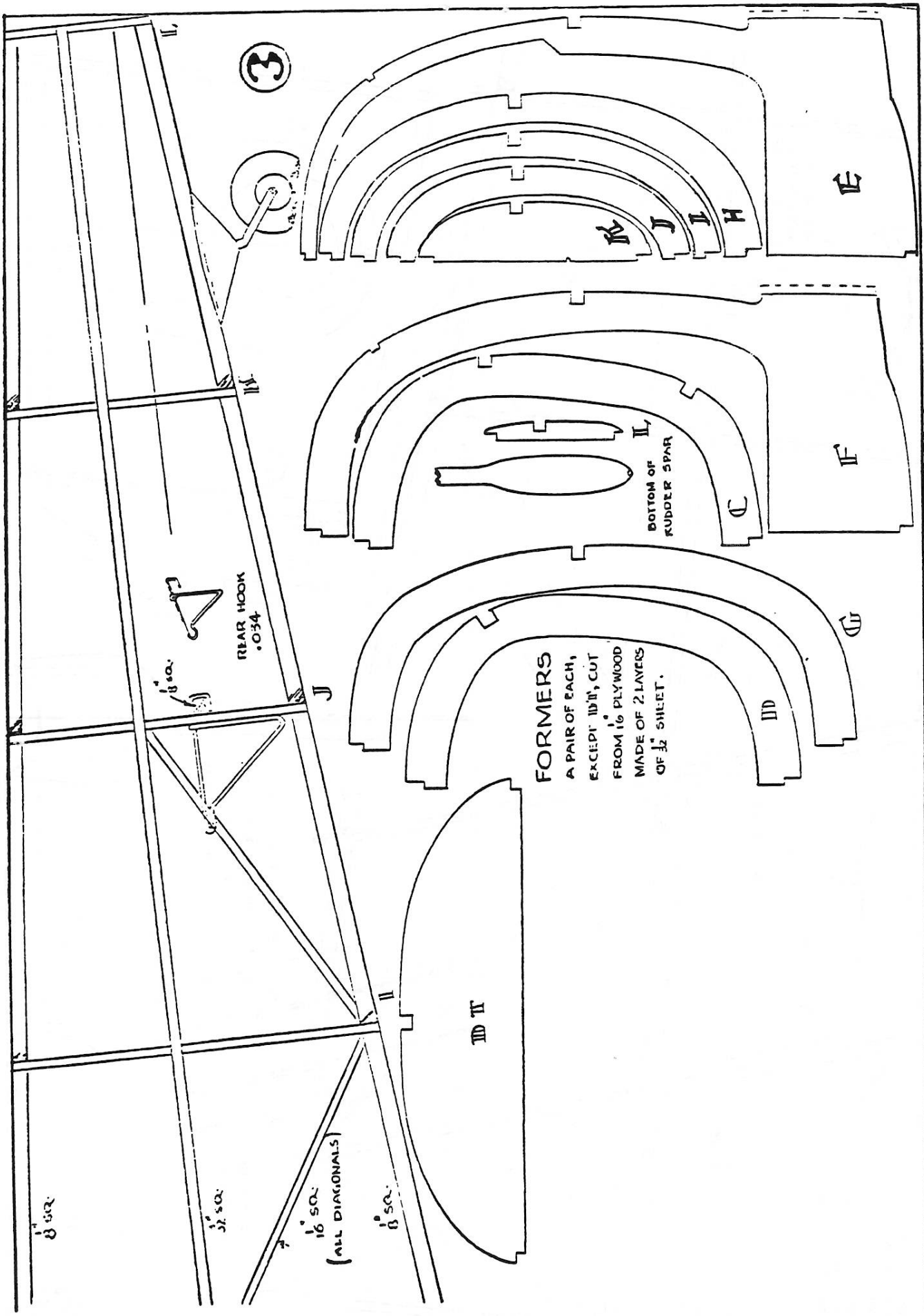
10T

TELESCOPE TYPE LANDING GEAR TO LOWER FOR LARGE FLYING PROPELLER

1" ALUM. TUBE TO MUSIC WIRE

PIN

2



3

REAR HOOK
.034

FORMERS
A PAIR OF EACH,
EXCEPT 10" W, CUT
FROM 1/8" PLYWOOD
MADE OF 2 LAYERS
OF 1/2" SHEET.

BOTTOM OF
KUBBER SPAR

1/8" SQ.

3/8" SQ.

1/8" SQ.

(ALL DIAGONALS)

1/8" SQ.

10" W

11" D

12" G

13" C

14" F

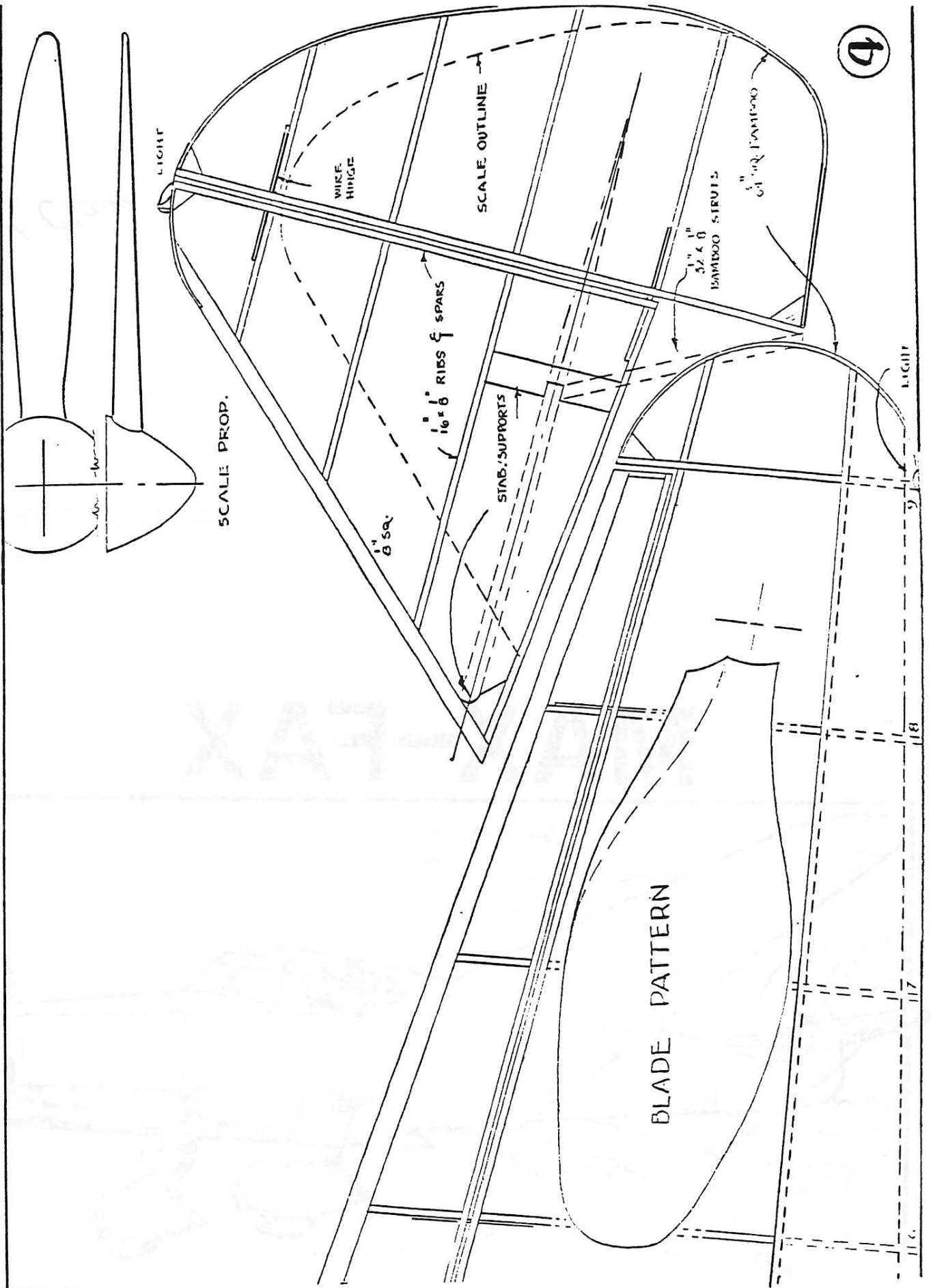
15" K

16" J

17" I

18" H

19" E

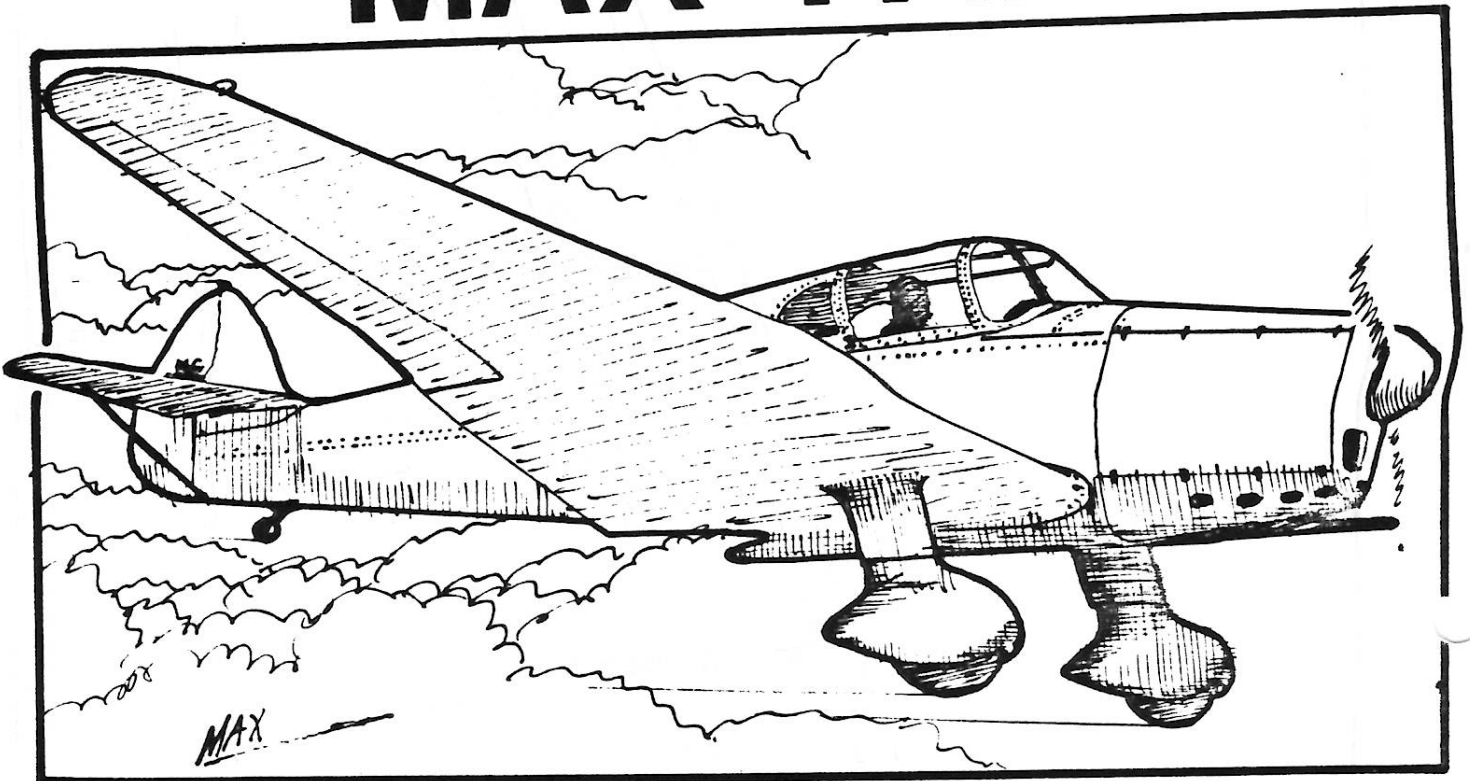


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1st Class

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Nov/Dec 1981