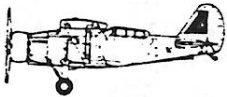


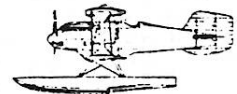
Wright F2W-1



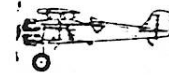
Hall Aluminum XFH-1



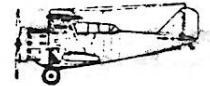
Berliner Joyce XF2J-1



Wright NW-2



Eberhart XFG-1



Grumman FF-1

MAX - FAX

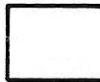
THE NEWSLETTER OF THE D.C. MAXCUTERS

NOV/DEC 1982

MEMBERSHIP

Dues for membership in the D.C. Maxcuters 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. Maxcuters, to the Treasurer.

DUES REMINDER



MEETINGS

The D.C. Maxcuters 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 Drive
Waldorf, MD 20601

SECRETARY

GLEN SIMPERS
RT 1, Box 367
White Plains, MD 20695

TREASURER

ALLAN SCHANZLE
8311 Exodus Drive
Gaithersburg, MD 20760

UPCOMING EVENTS

- SOTS INDOOR CONTEST: Rowland Hoot's SWAP 'N FLY, Chester PA, Sat. Jan 22 1983.
 BULL SESSION: Oct 30 (Saturday) 7:00 PM, at FLYLINE MODELS, 2820 Dorr Ave., Fairfax VA. Bring a 6-Pack of your choice and some munchies.
 CHRISTMAS BANQUET: DEC 4 at the Evans Farm Inn. Send a check to Don Srull, 941 Kimberwick Rd, Mc Lean Va. 22101, \$15.00 per person, gals welcomed.
 KENNEDY HIGH SCHOOL INDOOR FLYING DATES: 4:00 to 7:00 PM on the following Saturday afternoons: Nov. 13, Dec 11, 1982.

CLUB NEWS

ALLAN SCHANZLE

FLASH NEWS !!!! MAX-FAX FIGHTS THE INFLATION SPIRAL - FOR THE CALENDAR YEAR 1983, ALL RENEWALS WILL BE REDUCED BY \$1.00. MEMBERSHIP FOR THE NEXT 12 MONTHS WILL BE \$8.00 PER YEAR, BEGINNING WITH JAN/FEB 1983.

How 'bout that, kiddies. This is primarily due to the ever increasing number of MAXECUTER memberships. MAX-FAX is, of course, the largest expense we have, but once over 100, (we're now pushing 150) the printing cost per copy drops off substantially. And if we ever get to 200 (HUNG forbid, 150 is more than enough work !!) we can use bulk mailing, which will save even more. (Yes, I've thought about mailing "dummies" to get the bulk rate, but we're still a

far cry from the break-even point)

THIS ISSUE has some interesting reading. Don Srull, the master of rubber powered canards (Santos Dumont 14 bis, Bleriot 25, Shinden, and Embryo "TWIT") gives us plans for the Bleriot 25 and an accompanying article on how to trim these little suckers. Tom Schmitt offers photos of our Summer Fun Fly. Bill Winter tells about "The Mighty ABC Robin Production Line", Rolf Gregory supplies a neat idea for adjustable thrust lines, and you'll find some additional information about the Polikarpov R-5, which was our feature plan in the last issue.

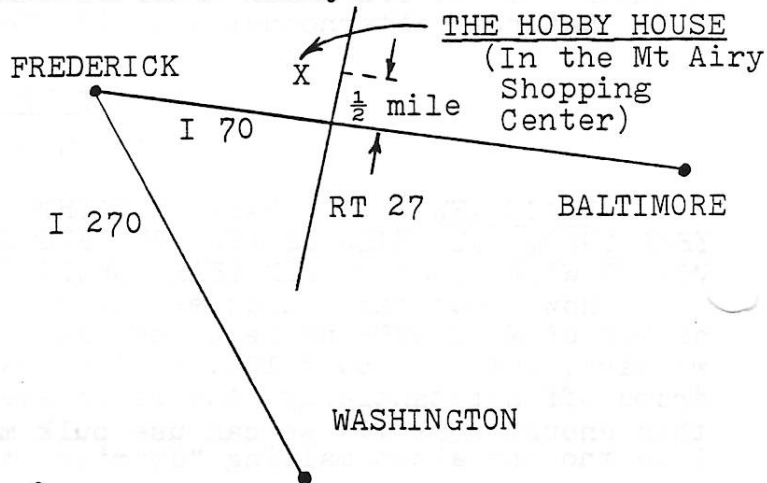
ABOUT THE SUMMER FUN FLY: If you live within 4 hours drive of COMSAT (some came farther !!!) and didn't attend, then you were the loser. Mother Nature was at her very best - warm enough for good CO₂ performance, but not too hot (83 to 85 degrees F), moderate humidity, and a minimum of wind. And, brother, HUNG was there in all his glory - not brick lifters, but gentle lift, from 10:30 AM to 3:30 PM. I know of six aircraft that took the one-way elevator to that great hanger in the sky, and three more that ended up in the distant tree tops, compliments of HUNG, God of thermals. How good was the air? Well, young Chris Schanzle lost sight of his hand launch glider at slightly over, ... are you ready for this, ... 23 minutes !!! And his old man's catapult drifted up and out of sight, heading S.E. down I-270. Tom Schmitt and Hal Howard each watched their Embryos go up, up, and away. Hal also had to stand and watch his magnificent Chambermaid head down I-270. That one went outa sight after at least 10 to 15 minutes. And Dave Rees watched his 1981 AMA NATS winning Caudron Simoun go by-by over the trees. I saw several others "on their way", but the duties of CD prohibited a final observation.

All in all, the contest was more of a "non-contest", and everyone seemed to have fun. The Earl Stahl Commemorative had 13 entries plus four more that I know of that were there but not entered. So there were at least 17 of his designs at the contest, as well as the designer. I wish we could have gotten a picture of them all, along with Earl, but time didn't permit this luxury. We won't make that mistake again !!!

The Coup-De-Grâce was again the COMSAT Speed and Navigation Race. At least 25 planes were launched simultaneously. That, gang, is what I call a real "Mass Launch".

Special thanks must go to several individuals. Don Srull, with a sore back, spent at least two hours judging the FAC, CO₂, and Commemorative events. Herb Clukey, of FLYLINE MODELS, brought two kits of Earl Stahl models (unsolicited yet!!!!). Gerry Paisley had made a recent trip to Wichita and returned with a whole bunch of colored prints of Cessna aircraft. These were yours for the taking. Repli-Tech sent (also unsolicited) bundles of their catalogs and several large 3-views, again, yours for the taking. Finally, and a far cry from the least, special thanks go to Jim Booker, owner of THE HOBBY HOUSE in Mt Airy MD. Jim took the raw materials for the trophies and transformed them into beautiful awards. For those of you who are local to the metropolitan Washington area, why not stop in at Jim's establishment. He has as good a supply of rubber scale stuff as anyone around here. Hours are 10 AM to 8 PM Monday thru Friday and 10 AM to 6 PM on Saturday.

THERE IS NOTHING like getting started early for next years contest. Since the Earl Stahl event was so popular, next years Summer Fun Fly will honor Bill Winter, who published 21 full sized rubber scale plans. Here's a list of his models and the magazines in which they appeared.



PLANE	SPAN(in.)	MAGAZINE	ISSUE
Udet Flamingo *	25	MAN	3/35
Vultee Transport	18	MAN	5/35
Great Lakes Torpedo Bomber	24	MAN	6/35
Curtiss XF13C-1	21	MAN	7/35
Waco Cabin Export Fighter	20	MAN	9/35
Boeing F4B-4	24	MAN	2/36
Hawker Hurricane	28	MAN	4/36
Curtiss Osprey	24	MAN	5/36
Dewoitine D-535	24	MAN	6/36
Caproni CH-1	24	MAN	8/36
Curtiss SOC-1 Scout	24	MAN	10/36
Grumman F3F-1	22	MAN	2/37
Vought V-143	24	MAN	9/37
Fiat G-50	26	MAN	6/40
Stinson SR-6	31	FA	12/35
Howard Mr. Mulligan	23	FA	2/36
Stinson 1936 Gullwing	22	FA	6/36
Military Aircraft Corp. Fighter	25	FA	11/36
Vultee Attack	20	FA	1/37
Vickers Supermarine Spitfire	22	FA	4/37
Luscombe Silvair Sedan *	28	FM	2/49

MAN = MODEL AIRPLANE NEWS

FA = FLYING ACES

FM = FLYING MODELS

* Published in MAX-FAX, Sept/Oct 1981.

Since the Smithsonian doesn't have any issues of FLYING ACES, I will make available any two of these for \$1.00 each. Please, no more than two. I'm not interested in getting into the plans business. One plan, one buck. This is strictly a service to help promote the Bill Winter Commemorative.

The rules will be the same as the Earl Stahl event; FAC static judging with the only bonus points (10) going to biplanes. All models must have landing gears (or the float for the MAC fighter) in the "down" position and flight points will be awarded as per FAC. Models must be built to the size intended in the original publication, but modernization of the structure is permitted. GET BUILDING.....I've already picked out mine !!!

THE POSTMAN BROUGHT some interesting correspondence again this month. From Ken Potyten (remember his letter to MAX-FAX a few issues ago, relating as to how a \$750 imported brass choo-choo augered into the floor due to a nutzo transformer?)

".... I'd like to thank you for a very good contest last Saturday - It was a Hell of a lot more fun than watching trains run around in a circle". Sounds like we got ourselves a convert, fellows.

From Bob Mc Lellon, who came up with his wife from Virginia Beach.

"...I came to fly, have fun and learn, and I did all of these. If I had not parked my Stahl Howard in the top of one of those monster trees on my first official flight, I might have competed. That seems to be my fate! I will be back for your next contest-- and better equipped next time. The mass launch elimination looks like super fun, and I hope to compete in all events next time".

No question about this guy, he's hooked, all the way up to the shank! Welcome aboard, Bob, and all the rest of you new-comers. FUN is the name of the game!!!

Dean McGinnes in Lakeland Florida sent a note saying that the King Orange Internationals will have five FAC events this year: Embryo, FAC Scale, Peanut Scale, WW-II combat, and a raceplane event (Thompson and Greve combined). This contest is usually held around News Years day, and that means

"COLD" in this area. It would be nice to take a breather from winter and head for the Sunshine State. Two field locations are up for grabs, so if you're interested, contact Dean at 5275 William Clark Rd., Lakeland, FL 33805.

Skip Shutt, in Huntington Beach CA, wrote to express his ideas on angles of incidence for multi-wing aircraft (in reference to the discussion about the Fokker DR-1 in the May/June issue of MAX-FAX). It is his opinion that for positive stagger wings, the lower wing should be set at a higher angle of incidence than the top wing. This allows it to be more effective because of the local relative wind, or local angle of attack. He feels that the two wings should be treated as a unit that complement each other, instead of working against each other.

WELCOME TO THE newest Maxecuter, Scott Simperts, brand-spankin new son of our Secretary, Glenn Simperts. You know that young Scott has got to be a future modeler - he was scheduled to enter this world the day of our Summer Fun Fly, causing Dad to miss the fun. (Bad, bad planning, Glenn.)

YA SAY YA NEED some balsa? Claude Powell, down in Ridge MD, sent a note saying he ordered some 4-6# stuff from LONE STAR MODELS, 1623 57 th St., Lubbock TX, 79412. A note on the returned order form from Lone Star says they don't bother to trim the wood on the ends or sides, and this saves some money, which they pass along to you. The sheets are about 36½ x 3 1/8. Claude said the quality was outstanding, but get a load of the prices (less than one half of SIG's) for a package of ten (10) sheets.

1/16x3x36	\$4.30	(43¢ per sheet)
3/32x3x36	\$4.90	(49¢ per sheet)
1/8 x3x36	\$5.80	(58¢ per sheet)

Check the past two issues of Model Aviation for a complete list of balsa and prices.

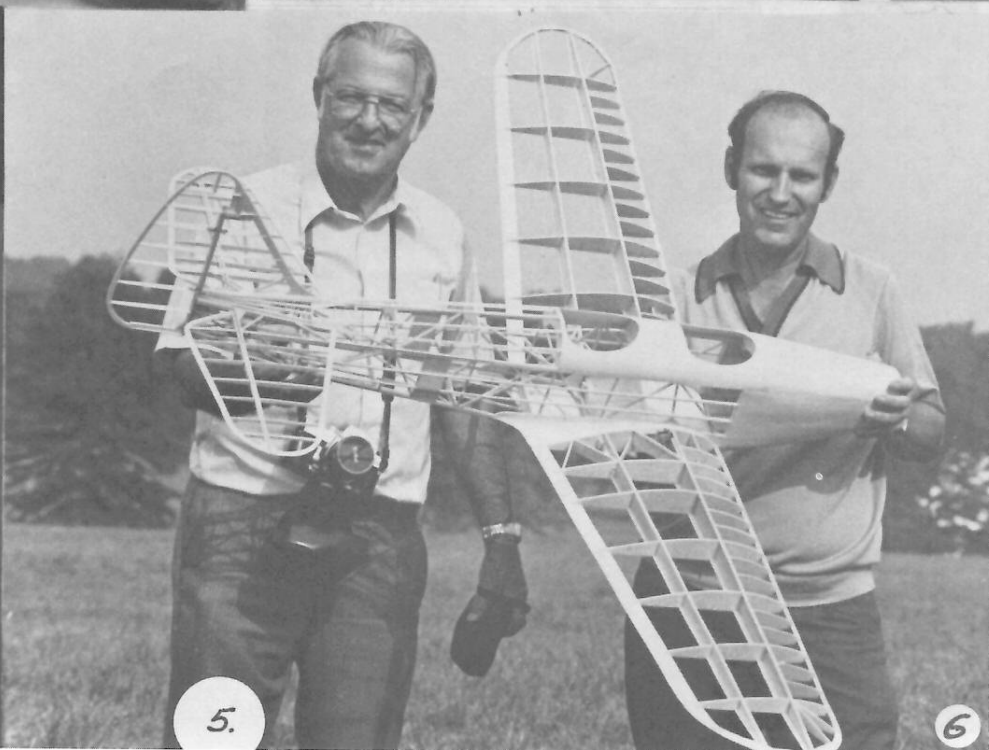
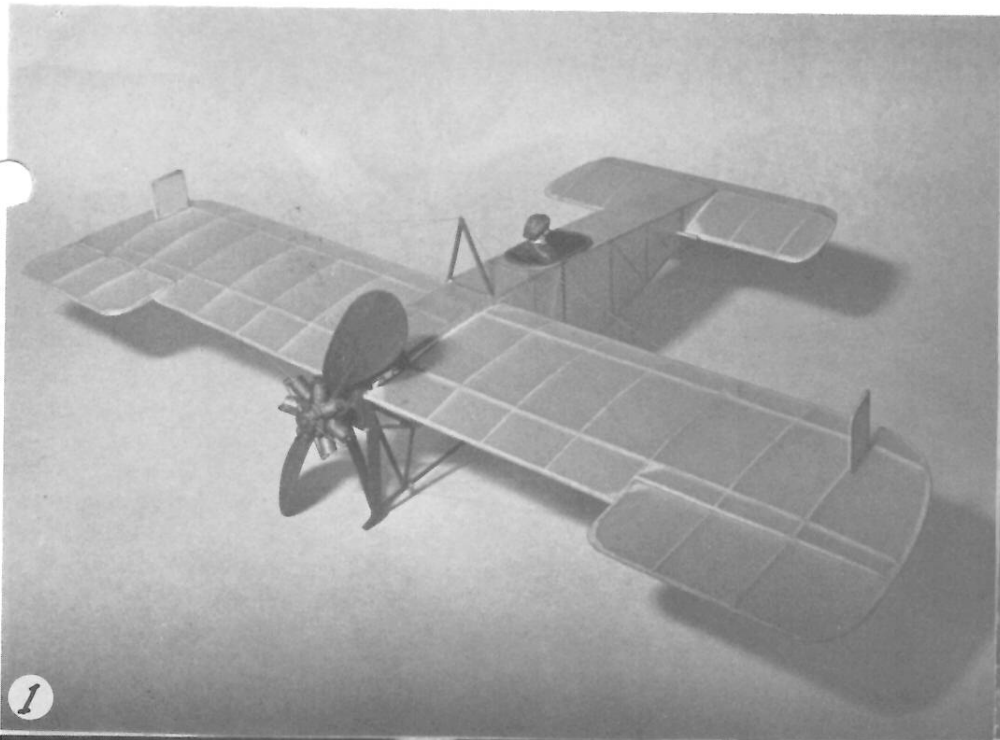
PHOTO PAGES

TOM SCHMITT

- 1) The feature plan of this issue - Don Srull's Bleriot 25.

MAXECUTER'S SUMMER FUN FLY

- 2) Bill Bell and his Stinson - another fine flying Golden Age kit.
- 3) Dudley Prisel proudly holds the First Place Winner of the Earl Stahl Commemorative, a Waco SRE.
- 4) Stew Meyers and his Albatross. No question who designed this model!!!
- 5) Glen Husted with his dad's version of Earl's Fairchild 24.
- 6) Oh my Gawd!!!! Earl Stahl (left) helps to hoist a slightly(?) enlarged (66" span) version of his PT-19 by Allan Schanzle. The total weight, as pictured, is 9 oz. Da Schanz says one of this size is enough - he's no clone of Leon Bennett, who showed up at the FAC NATS with a 90" Moth Minor. Hopefully, by the time you read this, the PT-19 will have "winged" it over the oh-so-forgiving grass at COMSAT. Allan plans to discuss some of the construction techniques in future issues. If you're gonna try one this size, get yourself a truckload of balsa, a quart of Ambroid, lotsa tissue, a gallon of dope, and enlarge the basement doors.
- 7) Bob McLellon journeyed all the way from Virginia Beach with his wife, Jane, to fly his replica of Earl's Howard.
- 8) Hurst Bowers with this nifty twin CO₂ version of Allan Booton's Burnelli.
- 9) A trim Rearwin Speedster by Mike Moskow, from Earl's design.
- 10) Ken Evans extolls the virtues of Earl's design of the Swift.
- 11) Another fine flying Stahl Fairchild 24, this one by Rolf Gregory.
- 12) The Photographer does build models - Earl Stahl's Wildcat.
- 13) Hurst Bowers, with another different and colorful model - his RWD-6.
- 14) The East Coast's answer to Bob Haight. Rowland Hoot receiving his trophy from the CD, Allan Schanzle. Too bad you can't see these terrific awards.





THE MIGHTY A.B.C. ROBIN PRODUCTION LINE

Bill Winter

What you are about to read is true. But to believe it--to be there, and see it--you must still have faith in "make believe". Make believe? That's the thing that got you to make your first rubber-scaler. Sticks, glue bumps, fuzz, wrinkles, and frayed edges, hopefully soon to take wing like the real planes that inspired us. Never mind it did not fly, or crumpled into a bag of pieces, it would fly! Imagination, inspiration, a vague teenage love affair with the romanticism of things that rode the air, just about the time you became dimly aware that one gal seemed different from all the others. Here comes make-believe to the N-th power.

For a production line one must have a factory. How one acquires a factory is a shaggy-dog story. A product. Workers. Finance. For essential planning you use make-believe. During the late Twenties, the to-be manufacturer builds Joe Ott rubber scale models in one day. Start at sunrise. Fly and crash that evening. It is now Depression-time. You need a neighbor who is also into dementia-praecox (look it up, I did. Ed.) You play chess in his kitchen while thinking up schemes to make money--cutting lawns (no power mowers, softies), selling Christmas wreaths door to door. He too, builds a plane a day. Other guys come around and do the same thing. And you all want to do it together. You have a largish red-board garage, a small barn really, which you tear down one day while Dad is at work. This leaves a concrete slab.

Before long it all begins. You sell sticks and stuff to the other guys. This makes you a "dealer", though you don't know it. "I can get it for you wholesale" is the hit song of the day--or maybe a later day--but that maxim is as old as the hills anyway. Soon there is a one room "hobby shop" and work benches for enthralled modelers. We conjure up an airline, air mail specifically, since Fairchild 71's pass over each day--north in the early morn, south at sundown.

We all build red and yellow Curtiss Robins. The "reasearch department" rears it's innocent head. Aero Digest, with multitudes of tiny 3-views. We design and build our own and, lo and behold, the A.B.C. Robin strafes the aerodrome. Swept, raked tips on everything; stubby, stable, and how nice it goes. Two guys, involved in a chess game, decide to sell them. How much? Oh, \$1.50 should do it. Christmas draws nigh. We fill the guy's closed-in porch with A.B.C. Robins, dozens, and two guys build them all. Foxy adults buy them all and cart them to New York where they sold them for God-knows-what (I realize now). More make-believe now.

How about a production line? Model building school kids contaminated by all this Tom Sawyer glamor stuff can't wait to build models. But they didn't build models. Too slow, no quality control. Quality control? What the hell was that? OK, let one guy build fins and rudders--12¢. A stab, nothing but stabs, 15¢. Fuselage 25¢. Did we make a profit? Oh, come on. This was make believe. The shop looked like a 1790's school room with orderly rows of apprentice benches. T'was the days of bending bamboo. Evert-one had a candle. Often you'd hear the incantations as bamboo caught fire. A stranger coming through the door might think he was in church. Silence, votive candles; a seance perhaps. We sold many before we encountered negative cash flow--the term then was not so sophisticated. It went: "Let's do something else". The chief wine taster then built Lincoln Monoplanes--hey, they fly great, man, at 30 inches. Smarter now, we charged \$2.50, test flown. And still the bank tellers bought them, and took them to New York. Why? That must have been called "distribution". It is always the man in the middle who gets rich.

Can you imagine what Ramos' CO₂ Robin did to me when it flew so realistically at COMSAT? Ouch!!

Written under duress, not without protest, after a phoned command from Field Marshal Schanzle, wearer of the spiked helmet as he inspects Fields in the Marshall Islands.

MORE INFORMATION ON THE POLIKARPOV R-5, THE FEATURE PLAN IN THE LAST ISSUE OF MAX - FAX

FROM DAVE STOTT:

There is a black and white photo of an R-5 in AIR TRAILS, Feb. 1943, that is apparently all white with red crosses and a civil registry. The struts look dark and the engine cowl looks like unpainted aluminum. The July 1958 RAF FLYING REVIEW shows some side views (only) of some variants with cabins, hatches, etc. No idea of colors or markings, though.

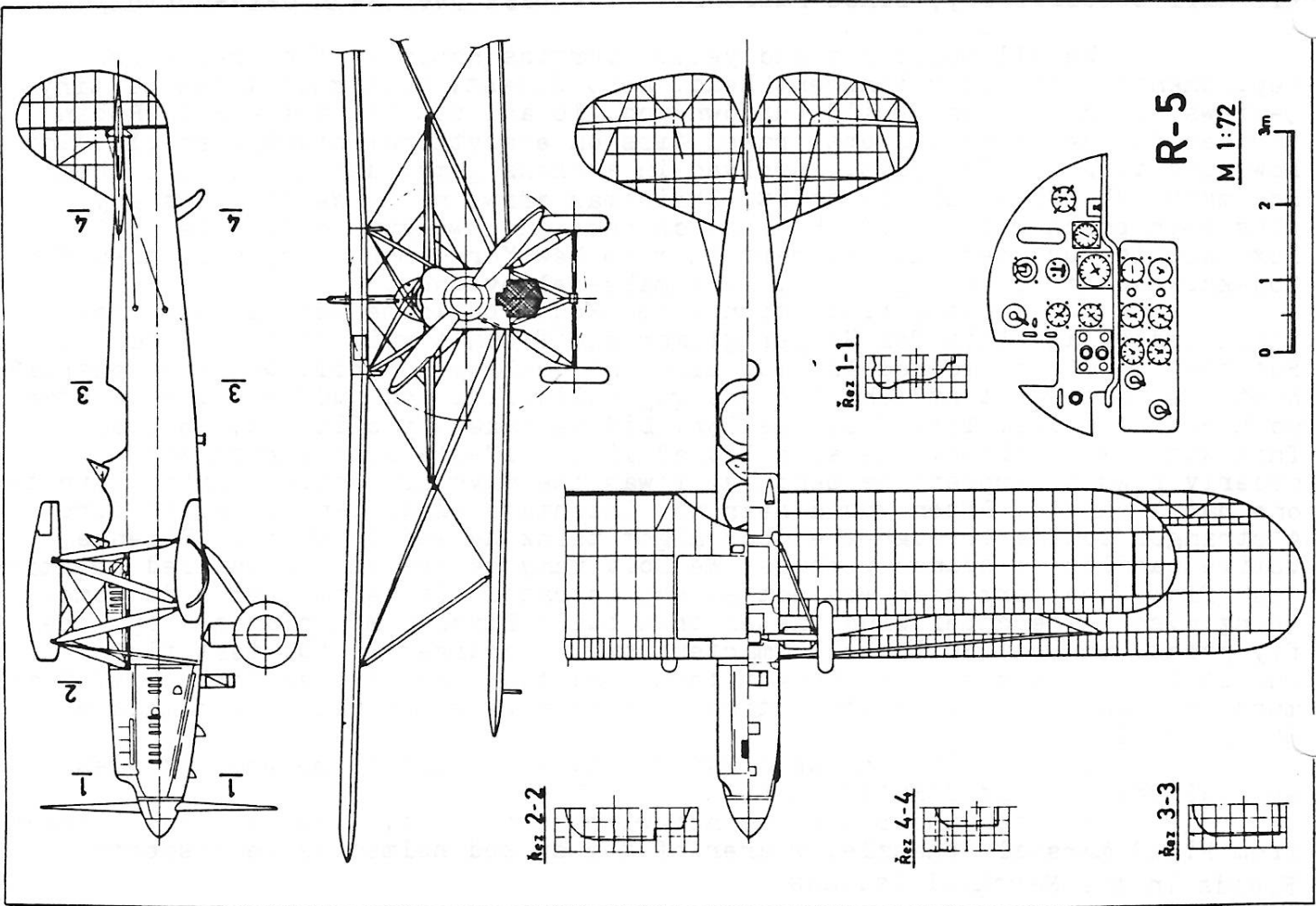
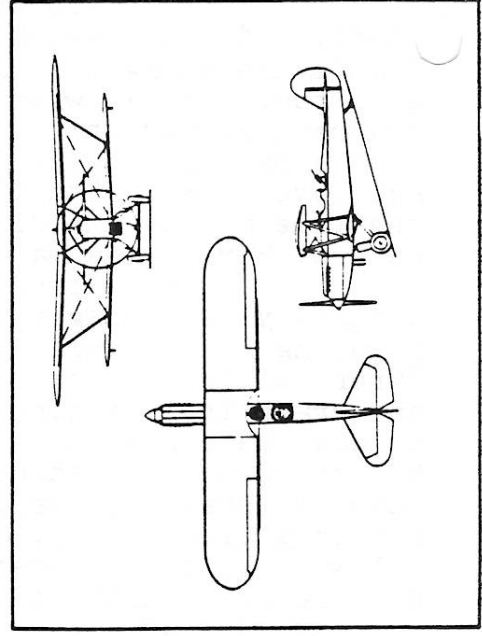
FROM KEN POTYEN:

A photo of an R-5 appears in Jane's Encyclopedia Of Aviation, Vol 5, Aircraft A-Z, North American-Zlin, copyright 1980, pg 901. This is not Jane's All The World's Aircraft. The photo looks like the same one that was in the June 1934 issue of MODEL AIRPLANE NEWS, which had Elmer Pilzer's original plans. The photo appears to be the fighter version, all silver with red stars.

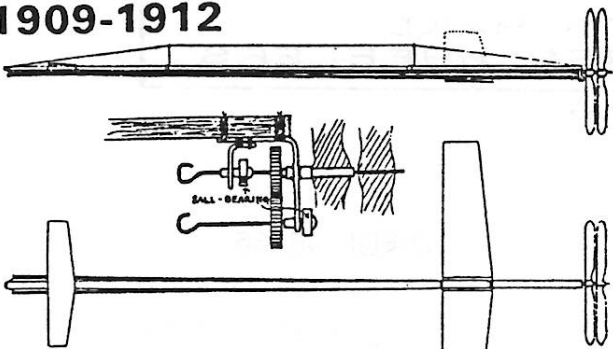
FROM LEN WIECZOREK:

Len sent a copy of a three-view and photo from a russian publication. The photo is the same as that in MAN, June '34. Three-view below.

AND THANKS TO THE REST OF YOU WHO NOTED THE 3-VIEW TO THE LEFT, FROM MODEL BUILDER, JULY '75.



1909-1912



The *Wild Cat*, published July 1910, was a remarkable machine for its day. At 28in. length and 14in. span it weighed only 1oz. (one ounce, hence the name!) and used 8in. contra-rotating propellers, adjusting the pitch to cancel torque. Planes were piano wire outlines, spar wire-tensioned $\frac{7}{16} \times \frac{3}{16}$ in. walnut, props paper-thin American whitewood. Builder was W. G. Aston.

The S.M.A.E. Cup was put up for the fastest model over a 50 yard course (into wind) in 1926. Ralph Bullock won with this advanced machine, which covered the course into a 12m.p.h. wind in 6secs.

7'-6"

Eight four-strand ($\frac{1}{4} \times \frac{1}{32}$ in.) motors radially geared.

42"

2'-11"

MAIN PLANE 144 SQ IN.
ELEVATOR & TAIL 42 . . .
RUDDER & FINS 23 . . .
TOTAL WEIGHT 210 UNCES
LOADING $2\frac{1}{2}$ ounces

The fuselage is carved yellow pine, wings 24g wire l.e. and t.e.

BULLOCK RACER

SCALE

1 2 3 4 5 6 7 8 9 10 11 12
INCHES

(M.E. Nov. 1926).

3 3/8"

WING SECTION

0 1 2 3 4 5 6 7 8
Scale

FRONT SIDE
PROPELLER BLOCK

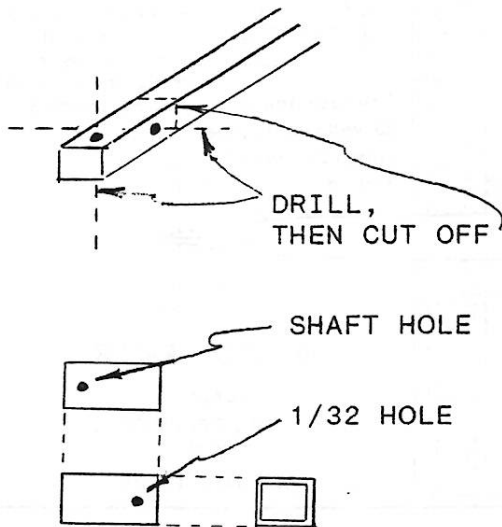
SPHINX MOTH II

DESIGNED AND DRAWN BY PAUL GUSTAFSON

**TWO WAYS TO MAKE
TORQUE LATCH FREE WHEELERS**

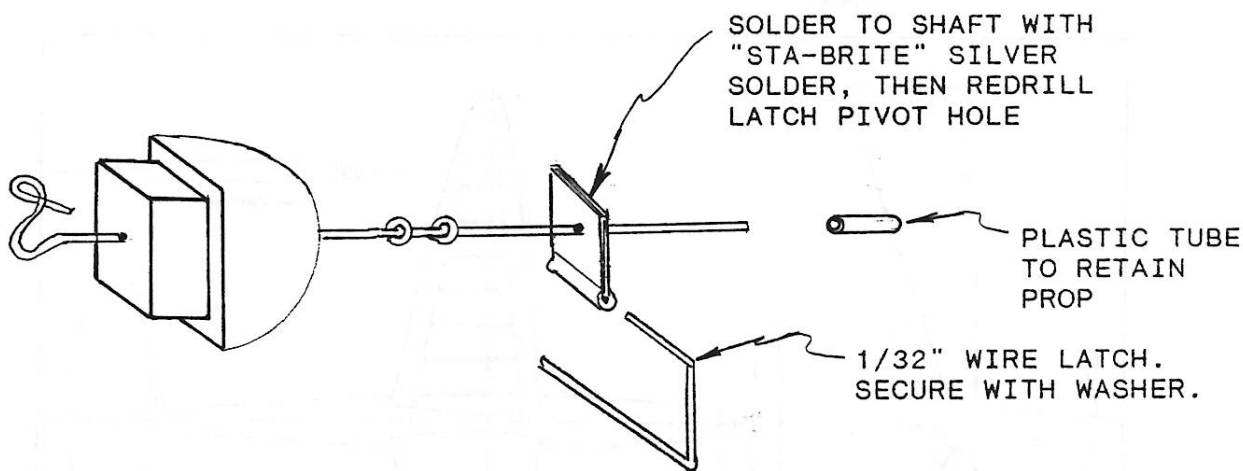
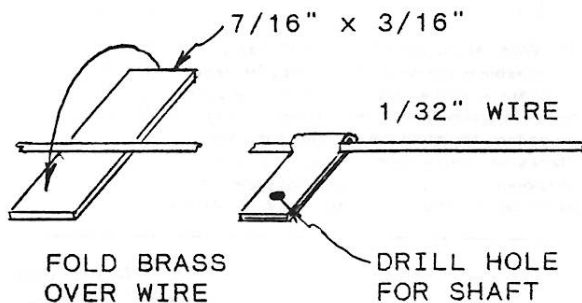
Don Srull

1/8" SQUARE BRASS TUBE



OR

SHEET BRASS



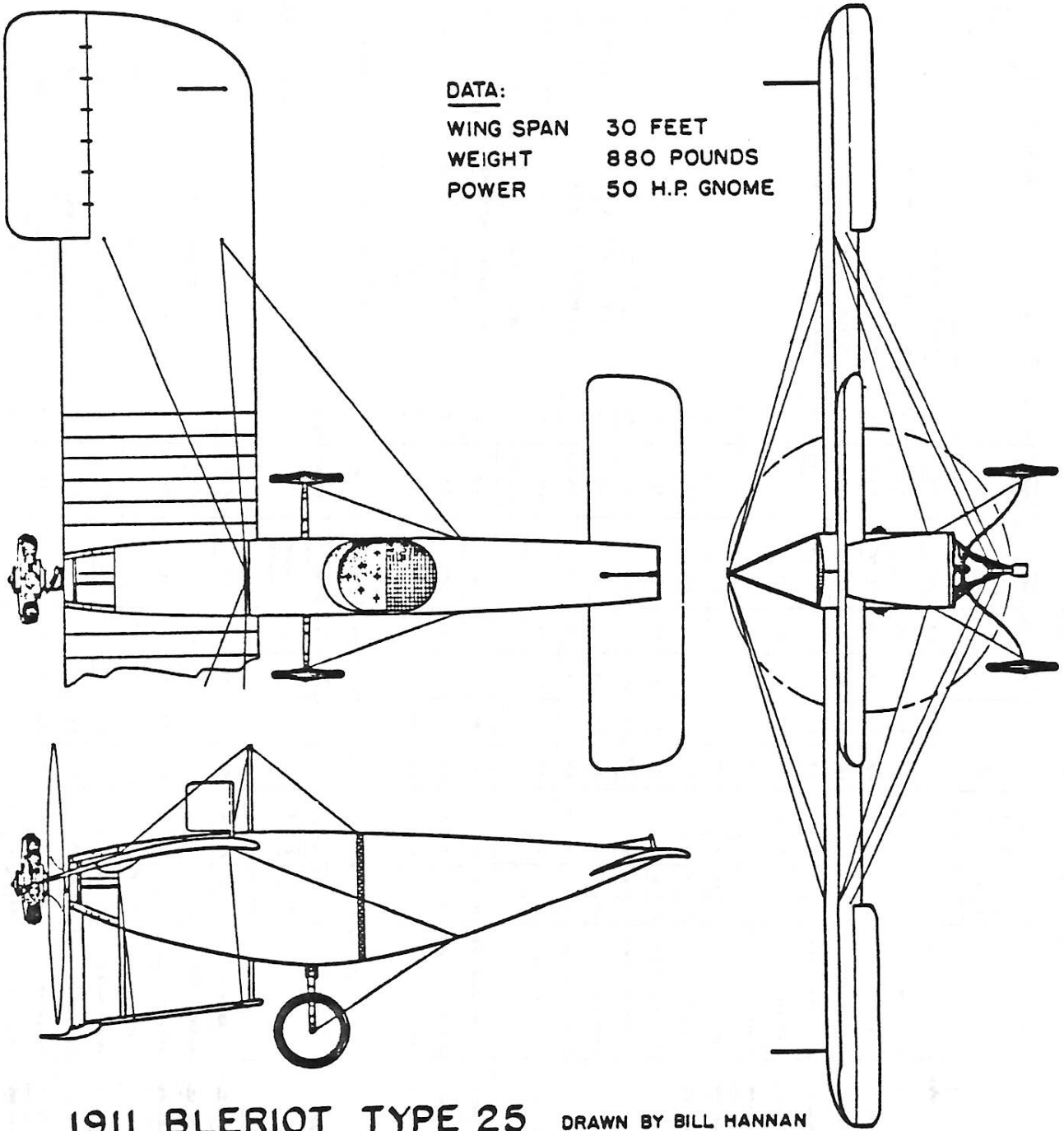
CALIFORNIA, HERE I WAS!

Allan Schanzle

Sometimes you gotta do crazy things, just to remain sane. That was my decision when I made airline reservations to Los Angeles, for the prime purpose of attending the FLIGHTMASTERS Flying Aces Contest. Space here is limited, so let me simply say, it was great. The hospitality was superb, the camaraderie equal to the local lads, and the trophies beautiful laser cut walnut plaques. The flying was fun, even though Hung took my Fairchild 24 to the great clouds above. You lads out west did a great job. and can be proud of your first attempt at a major FAC event. Congrats!!!

required to counteract the initial torque burst - the amount will depend on how much rubber your model requires. That's why the lighter your model is, the lower the power required and the easier it will be to trim. If the model tends to stall badly under high power, tighten up the climb turn in addition to putting in down thrust. For pusher canards, I have found that a fairly hard upward launch is best. A high speed launch tends to compensate for the fact that no prop wash is blowing over the surfaces and the initial torque burst can be troublesome. If you give the little Bleriot a try, don't think of it as being backward, think of it as the Wright approach.

Don Srull



DATA:
WING SPAN 30 FEET
WEIGHT 880 POUNDS
POWER 50 H.P. GNOME

1911 BLERIOT TYPE 25 DRAWN BY BILL HANNAN

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		
ALLAN SCHWANZLE	MILES MASTER	25	10	11	10	64	62	59	57	61	125	4				
DUDLEY PRISEL	WARO JRE	28	19	12	18	74	50	52	62	61	135	3				
PAUL HERMAN	STINSON 108	25	18	10	-5	48	30	93	58	25.75	123.75	5				
DAVE REES	CRABRON SIMOUN	27	19	10	10	66	39	38	-	39	105	7				
CLAUDE POWELL	LOCKHEED VEGA	22	12	6	-5	35	31	51	76	67.50	102.50	9				
CLAUDE POWELL	SPANGLER UM-2	22	16	8	10	56	27	26	30	30	86	14				
MARK OLARSON	ARMST. MINIT. QUAD	15	5	6	20	46	28	49	49	49	93	11				
SCOTT PAISLEY	STORMAWK	17	16	5	10	48	49	-	-	48	91	13				
SCOTT PAISLEY	ALBATROSS	22	18	5	15	60	52	-	-	52	112	6				
BILL BELL	SPARREN CABIN	25	18	11	-5	49	32	26	50	50	99	10				
BILL BELL	ALEET TRAINER	20	16	8	15	59	24	27	34	27	86	15				
TOM SCHMITT	WILDCAT	24	18	11	5	58	20	34	35	35	93	12				
GEORGE MEYERS	CURTISS SOC-3	26	19	9	15	69	71	79	59	69.5	138.50	2				
ROLF BARBARY	FAIRCHILD 24	20	16	9	-5	40	41	57	70	65	105	8				
EARL HOWARD	CHARMEPARADU	0.0.5				82.5					82.50	16				
ROWLAND MOOT	SAVING DUM 1483	18	18	5	40	81	70	-	-	65	146	1				
HURST BOWERS	COBBIN SUPER ACE	20	17	7	0	44	31	-	-	31	75	18				
RANDY KLEINERT	FAIRCHILD 23	25	16	9	0	50	27	-	-	27	77	17				

CONTEST RESULTS FOR EARL STANAL COMMEMORATIVE

NAME	AIRCRAFT	STATIC										FLIGHT (SECONDS)			TOTAL PTS	PLACE
		1	2	3	4	5	6	7	8	9	10	1	2	3		
ALLAN SCHWANZLE	MILES MASTER	25	18	11	-	54	62	59	57	61	115	3				
DUDLEY PRISEL	WARO JRE	28	19	12	10	69	50	52	62	61	150	1				
PAUL HERMAN	STINSON 108	25	18	10	-	53	30	19	58	75.75	128.75	2				
DAN DRISCOLL	HOWARD MH-1	22	18	6	-	46	21	50	23	30	76	11				
SCOTT PAISLEY	ALBATROSS	22	18	5	10	55	52	-	-	52	107	5				
DAVE REES	BLKBUEN SVUA	25	18	10	-	59	26	30	-	30	83	10				
TOM SCHMITT	WILDCAT	24	18	11	-	59	20	31	27	31	84	8				
CLAUDE POWELL	ALBATROSS	23	15	5	10	53	23	-	-	23	76	12				
MIKE MACKIN	REARWIN SPEED	20	16	6	-	42	25	42	-	42	84	9				
ROLF BARBARY	FAIRCHILD 24	20	16	9	-	45	41	57	76	68	113	4				
ROWLAND MOOT	REARWIN SPEED	21	16	8	-	45	34	55	-	55	100	6				
HURST BOWERS	REARWIN SPEED	24	18	10	-	52	22	32	36	36	88	7				
BOB McLELLON	HOWARD	20	5	5	-	30	23	-	-	23	53	13				

CONTEST RESULTS FOR CO2 SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SECONDS)			TOTAL PTS	PLACE
		1	2	3	4	5	6	7	8	9	10	1	2	3		
ALLAN SCHWANZLE	AERO SPORT	27	19	12	10	68	62	-	-	62	130	-				
ALLAN SCHWANZLE	POKKER DP-1	28	16	11	20	75	44	95	78	62	137	3				
DAVE REES	BELLANGER SKYBOB	27	17	12	-5	51	46	44	80	60	111	4				
ROWLAND MOOT	DUNNE D-9	28	18	8	45	99	21	47	30	47	146	1				
HURST BOWERS	FRANAN SPORT	29	19	10	15	72	72	76	-	68	140	2				

CONTEST RESULTS FOR WW-I

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE
		1	2	3	4	5	6	7	8	9	10	
FLIGHT A												
DAVE REES	POKKER D7				X							3
CLAUDE POWELL	ALBATROSS	X										8
MARK OLARSON	ARMST. MINIT. QUAD				X							4
BILL BELL	SE-5			X								6
GEORGE MEYERS	1 1/2 STRUTTER											1
ROWLAND MOOT	ALBATROSS	X										9
BOB LEISMAN	SE-5				X							5
RANDY KLEINERT	SE-5			X								7
SCOTT PAISLEY	ALBATROSS							X				2

CONTEST RESULTS FOR WW II

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE
		1	2	3	4	5	6	7	8	9	10	
FLIGHT A												
DUDLEY PRISEL	ME 112 B-0				X							2
PAUL HERMAN	P-40											1
DAVE REES	DEL 24				X							3
ALLAN SCHWANZLE	P-39				X							4
BILL BELL	FA-U			X								7
ROWLAND MOOT	MULTEE VENGEANCE			X								6
SCOTT PAISLEY	STORMAWK	X										8
RANDY KLEINERT	MELCHIT			X								5
STEVE MEYERS	P-47			X								9

CONTEST RESULTS FOR GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
RUDLEY PRISEL	EROUPE				X								
DAN DRISCOLL	HOWARD		X										
DAVE REES	CAUDRON SIMOUN												
ALLAN SCHANZLE	STINSON												
CLAUDE ROWELL	MR. MULLIGAN		X										
BILL BELL	REARWIN SPEEDSTER												
ROLF GREGORY	CORBAN SUPER ACE									X			2
GEORGE MEYERS	MU-1					X							3
ROWLAND HOOT	FIRMINI MONDRINE												
BOB LEISHMAN	STINSON SR-10						X						1
RANDY KLEINERT	FRIARCHILD 22		X										
PAY PAKOW	SURY				X								
MURF ROWERS	CORBAN SUPER ACE		X										

CONTEST RESULTS FOR RACES

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
ROLF GREGORY	SURY												
GEORGE MEYERS	RESKO												1
ROWLAND HOOT	SURY												
RANDY KLEINERT	CHAMBERMAID												
RAY PAKOW	SURY												

CONTEST RESULTS FOR EMBAYO

NAME	BONUS PTS	FLIGHT TIMES (SEC)				TOTAL PTS	PLACE
		1	2	3	4		
DAN DRISCOLL	5	82	48	120	-	250	3
TOM SCHMITT	5	96	120	-	-	216	4
SCOTT PAISLEY	5	103	120	79	120	343	1
HAL HOWARD	9	69	110	120	-	299	2
ROWLAND HOOT	?	57				57	5

CONTEST RESULTS FOR HAND LAUNCH GL

NAME	FLIGHT TIMES (SECONDS)						PLACE	
	1	2	3	4	5	6		
LOU BLACK	15"	15"	15"	14	12	15"	45	4
RANDY KLEINERT	34"	46"	11	22"	9	19	102	3
CHRIS SCHANZLE	52"	25"	48"	120"	-	-	220	1
BILL CLARK	17	13	49"	28"	37"	-	114	2

CONTEST RESULTS FOR CATAPULT GLIDER

NAME	FLIGHT TIMES (SECONDS)						PLACE	
	1	2	3	4	5	6		
JERRY PERSH	73"	17	45"	48"	45"	90"	211	2
RANDY KLEINERT	40	-	-	-	-	-	40	4
ALLAN SCHANZLE	96	47'	77'	120'	-	-	244	1
BILL CLARK	26	42	22	-	-	-	90	3

I finally figured out why they created the three-day weekend---it's impossible to cram all the bad flying weather into two days.

Getting into modeling is easy. Staying in modeling is more difficult. Smiling while watching your favorite scale model thermal out of sight should rank among the fine arts.

An alibi for not doing well at a contest is a reason with a bad reputation.

Modern Fighters of the U. S. Navy and the British Army

B/J
XF-J-2

UNITED STATES NAVY
FIGHTER

SPAN	TREAD	59°
LENGTH	28' CHORD	4'4"
	20'10 1/2" CHORD	3'1"

—SPEEDS—

AT 6000 ~ 133
STALLING ~ 64

INITIAL CLIMB
1700 feet per min.

~ RANGE ~
520 miles—

Service Ceiling
24,700 feet.

Jas. Weir Hawkins Jr.

BLACKBURN
LINCOCK

SERIES 'III'
LOW ALTITUDE FIGHTER

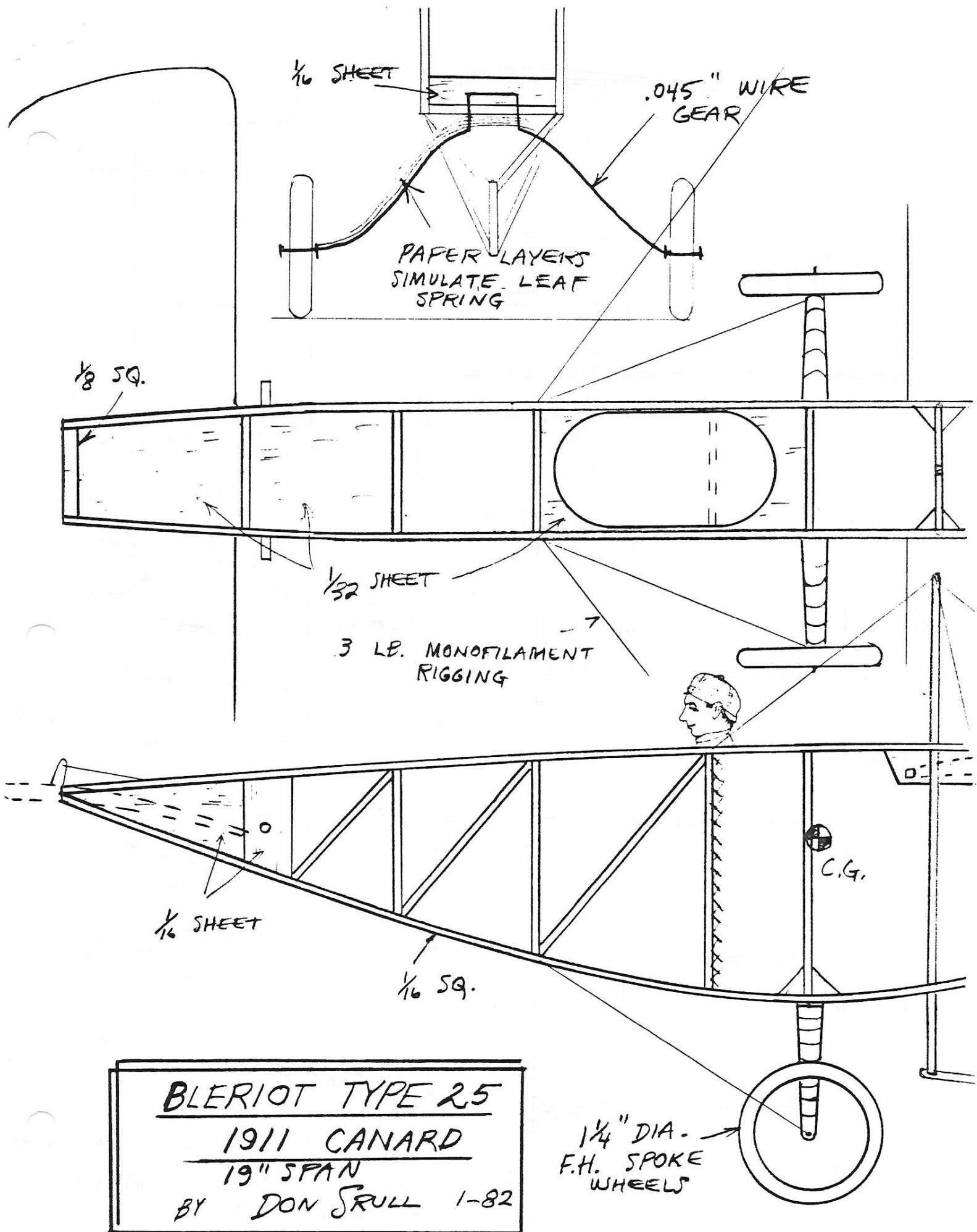
SPAN	24'6"	LENGTH	19'1"
HEIGHT	7'6"	TREAD	56"
PROP. DIAM.	7'6"		

POWERED BY
ARMSTRONG-SIDDELEY
250 LYNX-MAJOR

SPEED

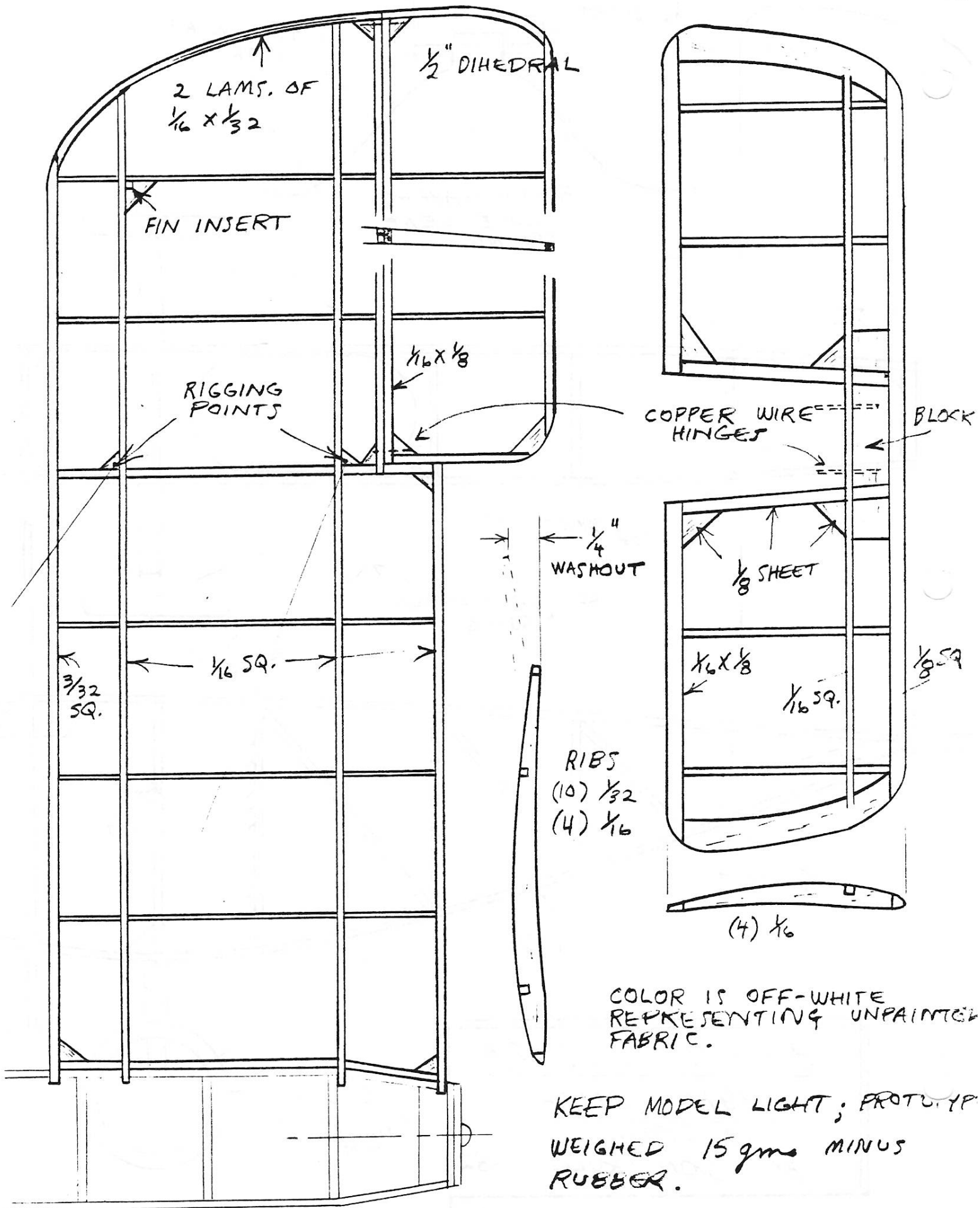
HIGH 162
LANDING 60
SERVICE CEILING
22,000 FEET
RATE CLIMB
1450 FEET PER MINUTE

JAS. WEIR HAWKINS JR.



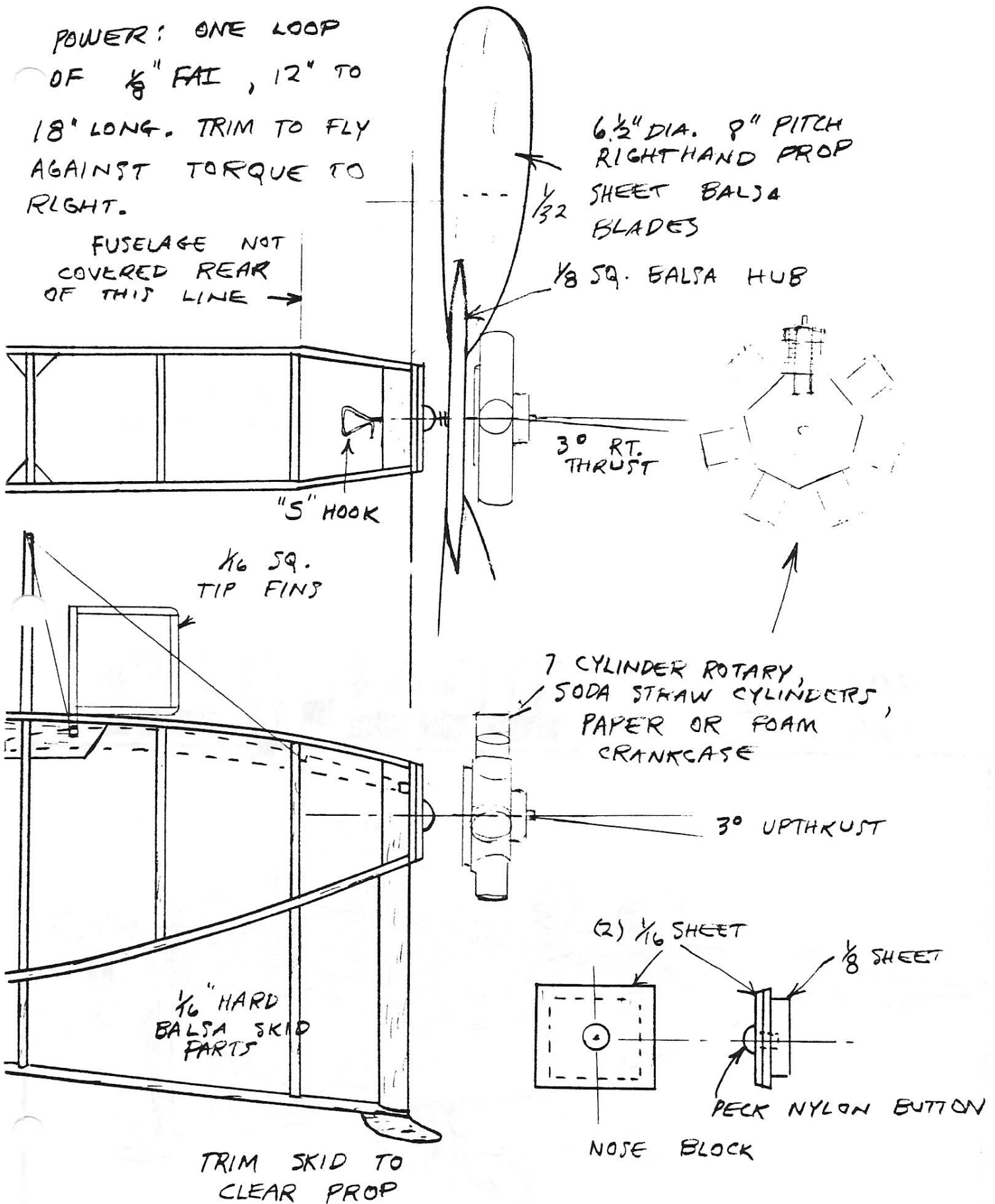
BLERIOT TYPE 25
1911 CANARD
19" SPAN
 BY DON SRULL 1-82

1/4" DIA.
 F.H. SPOKE
 WHEELS



POWER: ONE LOOP OF $\frac{1}{8}$ " FAL, 12" TO 18" LONG. TRIM TO FLY AGAINST TORQUE TO RIGHT.

FUSELAGE NOT COVERED REAR OF THIS LINE →



FIRST CLASS

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NOV
DEC 1982

max-fax

