

Wright F3W-1



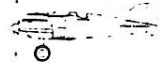
Boeing F4B-2



Curtiss F11C-2



Curtiss XF12C-1



Curtiss R2C-2 (F2C-2)



Boeing F2B-1



Berliner Joyce XFJ-1



Berliner Joyce XF3J-1

# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS

MAY/JUNE 1985

## MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$10.00 per year for residents of the U.S.A., Canada, and Mexico, and \$11.00 for all other countries. 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. Maxecuters, to the Treasurer.

DUES REMINDER



## PRESIDENT

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ALLAN SCHANZLE  
20008 Spur Hill Dr.  
Gaithersburg, MD 20879

## MEETINGS

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

## UPCOMING EVENTS

- MAY 3: BEGINNING OF OUR OUTDOOR FRIDAY FLYING SESSIONS AT COMSAT. 6:00 P.M. TIL DARK, FOLLOWED BY A SNACK AT THE GAITHERSBURG ROY ROGERS
- MAY 10: WW-I AND WW-II MASS LAUNCH AT COMSAT
- JUNE 14: OLD TIMER (PRE 1942) RUBBER EVENT AT COMSAT. FUSELAGE MUST BE BUILT UP (NO STICK-ONLY) WITH LANDING GEAR. PLASTIC PROPS OK, NO FOLDERS. NOSE PLUG AND RUBBER PEG MODIFICATIONS ALLOWED.
- JULY 12: H.L. GLIDER AND P-30 AT COMSAT
- AUGUST 9: CO<sub>2</sub> SCALE MASS LAUNCH AT COMSAT
- SEPT. 7: SUMMER FUN FLY AT COMSAT. SEE FLYER IN THIS ISSUE.

## CLUB NEWS

ALLAN SCHANZLE, TOM SCHMITT

LET'S START THIS issue by pointing out a few changes in our Friday night COMSAT events. The last issue had CO<sub>2</sub> scale in May. It may be too cool then, so we've interchanged the August and May events. Also notice the June event is now open to ANY old timer rubber model. Yes, Wakefields are eligible, if you're willing to risk a flight in the trees.

Thanks to Bud Carson's efforts, we were able to reschedule the postponed Naval Academy contest on Sunday, March 24th. It was a dreary, rainy day outside but inside the Academy field house was a cheerful group of modelers and spectators from near and far. A total of 27 registered for the contest and 25 actually flew with large entries in Golden Age and Bostonian. See results page for complete lists. A special note of thanks should be given to Bud's wife, Shirley, for providing a bunch of hungry contestants with coffee and donuts. We are looking forward to future contests in a great flying site.

LISTEN UP, ALL MAXECUTERS!! Pat Daily has brought our attention to a fact that the younger crowd may not appreciate. But to us middle aged and Senior Citizens, the month of March 1986 (next year) will represent the 50th anniversary of the first flight of the most elegant and beautiful of all WW-II aircraft, the Spitfire. It seems only fitting that some type of commemorative event be sponsored for the plane that did so much to save Great Britain during the early days of the second big fuss. And so, the MAXECUTERS will sponsor an international event, within the following confines:

1. Any group of at least 5 individuals will qualify as being eligible to hold a local event.
2. A specific individual can fly in only one local event.
3. Only rubber powered scale models of any version of the Spitfire are eligible.
4. Each local group will create their own rules to determine the winner of their event.
5. For each local event, a group black and white photo of all planes and their builders must be supplied to the editor to be eligible for an award. We would also like a high quality photo of each local winner holding his plane. These will be published in MAX-FAX.
6. The local event must be held sometime in the months of March thru July 1986 (NEXT YEAR!!) and the results supplied to the editor no later than September 15, 1986.
7. Each local winner will be given a free one year subscription (or an extension of their current subscription) to MAX-FAX.

The above will hopefully allow liberal use of specific local rules as well as accommodate local weather conditions. Notice that one local group is not competing against any other group. Here in the Washington D.C. area, we will probably have a "Spitfire Contest" with a number of different events, such as FAC scale, a mass launch, spot landings, a channel crossing, etc. An overall winner will then be determined.

So how 'bout it folks. Certainly we hope to hear from our friends in England, and perhaps elsewhere around the world. If you can't get a group of at least 5 individuals in your area, build a model and send it to be proxy flown by another group. This whole concept is to honor the Spitfire and its designer, Reginald Mitchell. It is a commemorative, not an international contest.

WE HAVE HAD quite a bit of discussion about the mass launch events at our outdoor September contest. Some local flyers have raised several good questions which, in my opinion, must be given serious thought, but at the same time, the proposed answers violate the original concept behind the mass launch.

Let me start by echoing the fundamental philosophy behind the FAC movement - FUN! Yes, this should be fun, above all else, and if something is beginning to develop that jeopardizes this concept, then a change is due. Here is the problem.

The mass launch events are becoming very popular, with more and more individuals entering these fun flies. The weather here on the east coast usually consists of hot, humid, and windy weather, and that means considerable chasing in less than ideal conditions. Let's face it. The average age of the rubber scale flyer is not getting any lower, and I'll bet it's getting older every year. I'm sure you don't want to see someone collapse of a heart attack on your local field while chasing his model. That could certainly mess up his whole day!

We've been sponsoring three full blown mass launch events at our recent outdoor contests (WW-I, WW-II, Golden Age), as well as one or two "single heat" events. Our concern is that if someone chases for five rounds in each of these 3 events, he might just overdo it, and that, to me as C.D., is unacceptable. The proposed solution is to eliminate more airplanes in each heat, so that a single mass launch event would involve only three heats, or two time-constrained chases.

My personal objection to this is that it takes away much of the strategy of the mass launch concept. Past experience also dictates that it is considerably more difficult to determine the first three planes down than just the first one down. I think there are some alternatives.

1. Bring a young kid to be your chaser. Who knows, perhaps you'll get him (or her) interested in model aviation.
2. Don't fly in all the events. After all, this is supposed to be fun, and I'll guarantee that if you sit back under a shade tree and chat with a spectator or friend, you'll have almost as much fun as if you were out there in the sun.
3. Eliminate one or more of the mass launch events. But to me, this is like serving spaghetti without tomato sauce. It has always been my intention, as C.D. of the September bash, to offer something for everyone. That doesn't mean you have to enter every event and crawl off the field at 5:30 PM due to complete exhaustion. Get smart, and pick your events.

I certainly don't profess to have all the answers to this dilemma, or even that I've addressed the whole problem. We need your input and ideas. Send all suggestions to the editor.

THE POSTPERSON HAS brought several letters that bare repeating. From Bill Hannan, came the following:

"Thoroughly enjoyed Mark Fineman's article on enlarging plans, and would like to add a few comments: I shoot 3-views with black and white film, rather than slides. It is cheaper to buy and process, and the negatives may be mounted in regular 35 mm slide holders for projection. The advantage of using the negs is that there is much less "dazzle", since only the white lines are projected on the paper for tracing. Less eyestrain.

"And I certainly agree that the 3-views seldom relate properly to each other. Obviously the only way to select the "correct" view, lacking published dependable dimensions, is to find the view with the most stabilizer area and the longest nose-moment! Ha-a-a-w-w-w!

"As to providing "official" 3-views for proof-of-scale purposes, everyone should review the AMA rule book, which clearly makes provision for self-drawn 3-views. The procedures are simple, and an experienced scale model builder is apt to come up with as accurate a 3-view as anyone else.

"For me, the best test of a model's accuracy (or lack of) is to take photos of the model posed in exactly the same positions as photos of the full-size prototype. When comparing these photos, out-of-scale differences show up much more obviously than trying to compare a two-dimensional 3-view drawing to a model. By noting discrepancies, corrections can be made to 3-view drawings with a fair degree of assurance.

"It is also my opinion that we all see differently, and are never likely to agree completely on what constitutes "exact scale" accuracy...However, the important thing, it seems to me, is to not lose sight of this being a hobby, not an obsession, and personal satisfaction may be the best reward."

One of our Japanese members, Ichiro Yamada, sent a note announcing a Parcel Post Proxy Peanut contest around August 10, 1985. The categories will be the same as with the contests sponsored by MODEL BUILDER magazine, and will be held outdoors. Articles and photos will hopefully appear in the Japanese newspapers. Additional information can be obtained from Ichiro Yamada, 10-21 Chiyodadai-Cho, Kawachi Nagano-Shi, Osaka Pref., Japan 586.

Ralph Kuenz, alias "Rottensoxs", also sent a letter with a few ideas concerning the FAC rules.

"At an FAC NATS banquet in years past, Dave Stott directed a herculean effort inward and brought forth his serious nature. This man, who had nurtured the spark, giving it sustenance until it became the Flying Aces Club we know today, voiced his caution that we should order the future course of FAC supported by the same "spirit of the event" ethic that held it strong in the past.

"If it's working, don't fix it! A recent statement about A.M.A. treatment of what A.M.A. calls "peanut scale" indicated that the worst possible thing happened when A.M.A. adopted peanut, and then started changing the rules regularly.

"This is not to say that some things (rules) don't need fixing. If you have what appears to be a general concensus of opinion, write to the commander for an okay to try your variation as an official event at a meet, or, you can do a comparative analysis of an official event as the rules exist and with the proposed variation, and pipe it on to him.

"All events, special conditions, awards, etc., for the last FAC NATS were cleared through commander FAC Lin Reichel. He bears the burden of declaring the official rules for FAC.

"I agree with the MAXECUTERS that rules governing the FAC power event need fixing. Duration, other than to prove flight capability, seems inappropriate.

"The MAXECUTER's voice is heard across this fine land, as witnessed by your well published activities, your full measure of awards at national gatherings, etc. You are a "class act" that does model airplanes well. You do FAC well. You swing a big stick. Swing it gently."

BY NOW, YOU are aware that this issue of MAX-FAX has another full size foldout plan. This one, a CO<sub>2</sub> Luscombe Phantom, is by Rolf Gregory, and is probably the most accurate rendition you will ever find of this aircraft. Rolf was ultimately Chief Engineer at Luscombe, so you can bet next month's house payment that the contours are correct. In addition to this plan, we have a very clever idea from our local junior, Craig Leszkiewicz, who suggests using plastic kit parts for details on our aircraft. You'll also find a few neat hints from Claude Powell, a nifty 3-view by Dave Stott, a clever idea for pouring liquids from cans, and a hint on using Polly paints. Enjoy.

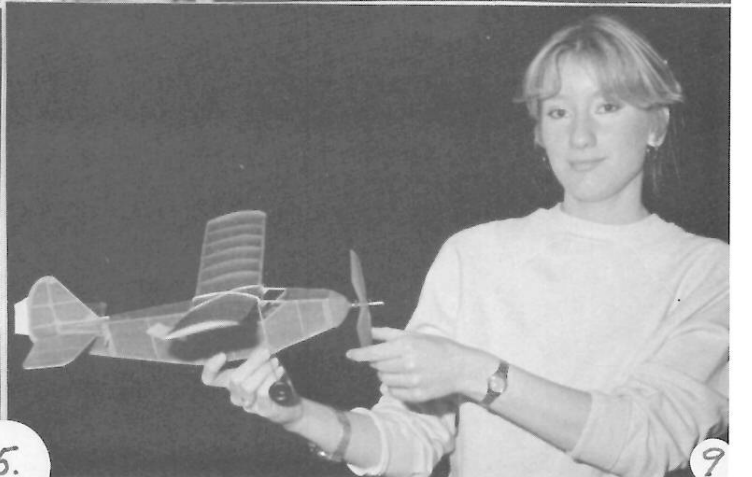
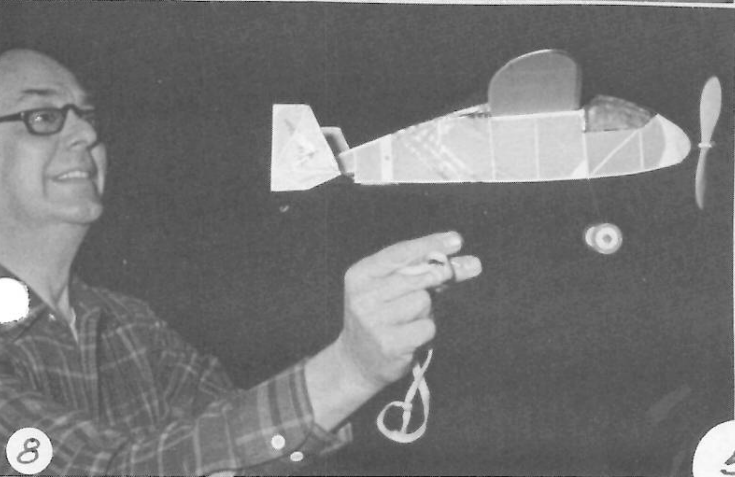
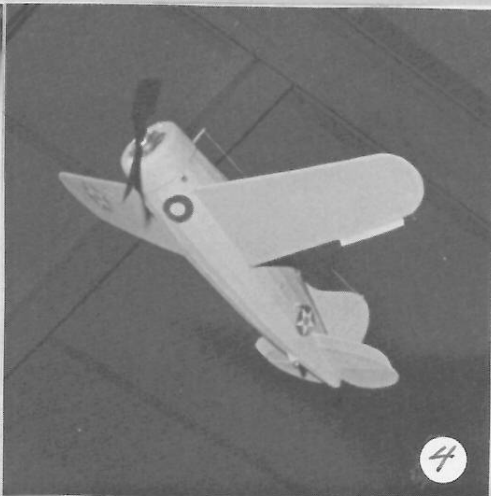
PHOTO PAGES

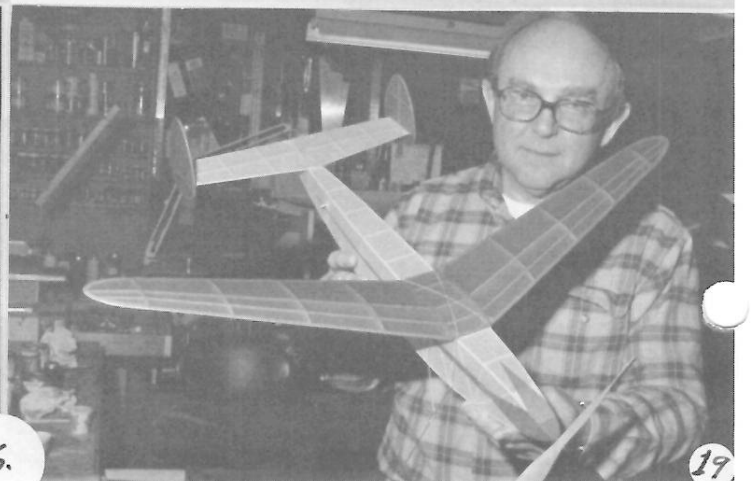
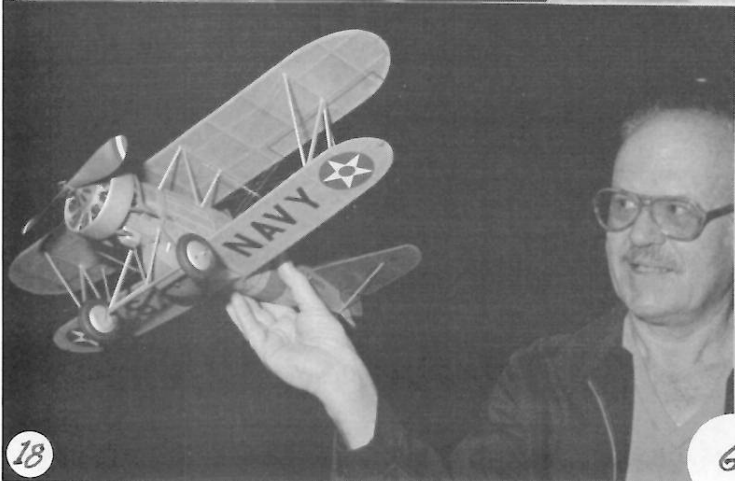
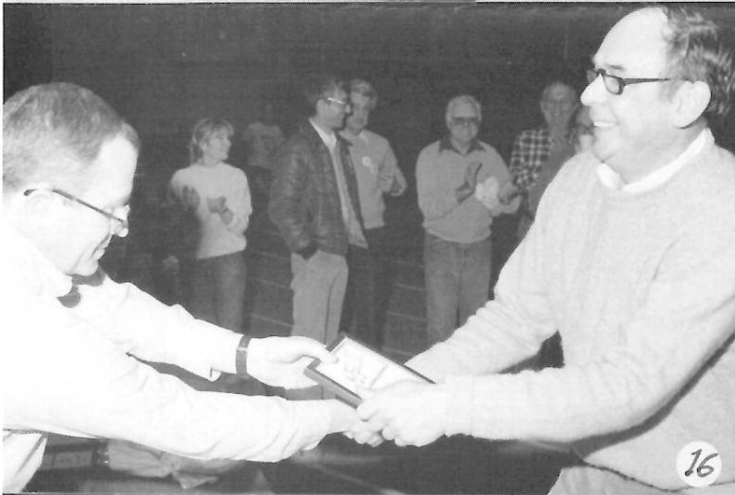
Tom Schmitt

1. This issue's featured plan; Rolfe Gregory's beautifully and accurately done CO<sub>2</sub> Luscombe Phantom.

NAVAL ACADEMY FUN FLY      MARCH 1985

2. Our academy mentor, Bud Carson with his old time indoor scale Robin.
3. Pat Daily and Dudley Prisel compare Hawks for Golden Age.
4. Pat's ill-fated Brewster heads for rafters in Navy Scale.
5. Allan Schanzle with his winning Golden Age entry, a lightweight rendition of Joe Fitzgibbon's Taylor Cub Kit.
6. Our Pax River connection, Claude Powell, winding his neat Poss Moth, for second place in Golden Age.
7. Doug and Pearl Buchanan with a Bat Baboon.
8. Bud with his original Bostonian.
9. Another original Bostonian by Evelyn Phillips.
10. Kevin Sharbona with his winning Navy entry, an Avenger with Japanese post-war markings.
11. George Meyers and his son with Sopwith 1 1/2 strutter.
12. Third place in Golden Age went to Rolfe's Corben. Wife Nancy holds.
13. Bruce Price assisting Tony Avak with his Nieuport 11.
14. Tony's magnificent rubber powered rendition of Sopwith Triplane from May-June '83 MAX-FAX Plan by Ned Kragness; with a rotating rotary engine no less.
15. Positively the last Gran Kitten photo; but Dudley did it again, another mid-air in WW-I with John Houck's D-7.
16. Our CD, Dan Driscoll, hands loot to Penny Plane winner Bud Carson.
17. Another view of Rolfe's Phantom showing wing mounting system.
18. Bill Bell may have missed the Fun Fly but not building Golden Age kits; a very pretty F4B-4.
19. Yes, Don is building new models, an old timer Scientific Whippet for this summer's contest.





## THE LUSCOMBE "PHANTOM"

Rolfe Gregory

The Luscombe Phantom was an all metal, high performance, 2 place cabin high wing monoplane produced by the Luscombe Airplane Corporation at West Trenton, N.J. from 1936 until just prior to World War II. Parts for 25 airplanes were initially produced but only 22 airplanes were assembled and sold under Approved Type Certificate 552. The airplane was powered by a Warner Super Scarab 7 cylinder radial engine of 145 H.P. which gave it a cruising speed of approximately 140 MPH with a top of 160 and a diving speed of nearly 300! The Phantom was a dream in the air but a nightmare on the ground. Three aspects in the design caused the problem. First and foremost, it had a landing gear whose shock absorbing system caused a narrowing of the tread when the shocks compressed providing a perfect setup for a ground loop. Secondly, the tailwheel, positioned too far forward, had to be locked in trail position when landing and thirdly, but somewhat of a lesser menace, the ailerons were blanketed by the flaps when lowered.

The Phantom model is to a scale of  $13/16" = 1$  foot. Full scale wing span of 31 ft. gives a model span of  $25 \frac{3}{16}$  inches. Although my model weighs in at a bit hefty  $2 \frac{1}{2}$  oz. (70 grams) ready to fly, the Brown CO<sub>2</sub> engine makes it perk right along and fly realistically.

Structure is all balsa except where otherwise noted. I used notched bulkheads with keel type construction. You might wish to try something else. Also, between Station 3 (firewall) and Station 6, the space between stringers was inlaid, or filled in with very light weight  $1/16$  balsa and sanded to the rounded fuselage contour. Be sure to sand a radius in bulkheads 7 to 10 between all stringers after assembly but before covering with tissue.

The cowling comprises two major parts - a main, rear part glued to the firewall at station 3 and a front, detachable nose. The main part is formed of a front  $2 \frac{3}{32}$  diameter ring of  $3/32$  balsa at station 1 and a rear  $2 \frac{3}{8}$  diameter ring of  $3/32$  at station 2, separated by four equally spaced  $1/8$  square pieces  $1 \frac{1}{16}$  long. Soak four pieces of  $3/32$  sheet balsa  $1 \frac{5}{16}$  long in water until pliable and glue around the rings. The detachable nose is made of three  $2 \frac{5}{16}$  diameter balsa discs  $3/32$  thick laminated cross-grain to each other. When dry, cut the seven "tunnels" and the four intermediate slots all the way through and you have a "Watters Tunnel Cowl". Glue to a base disk of  $1/64$  plywood of  $2 \frac{9}{32}$  diameter. Cut out only the top tunnel in the disk unless you want to incorporate 7 dummy engine cylinders in the cowl, in which case cut the 7 openings through the plywood also, but you will have to figure out how to mount the ring. Drill the three  $1/8$  holes for the mounting screws. Cut a center opening for the CO<sub>2</sub> engine prop shaft and sand the outer edge of the nose to the rounded shape shown, and to match the diameter of the  $1/64$  disc. The Brown CO<sub>2</sub> engine is attached by two (three on the newer "Bee" engines) 0-80 brass machine screws  $1/2$  long and hex nuts to a substantially rectangular motor mount  $1 \frac{5}{8}$  long by  $1 \frac{1}{16}$  wide made of two laminations of  $3/32$  balsa sandwiched between  $1/64$  plywood faces. Two No. 4 screws  $1/2$  long attach the mount to suitably placed balsa blocks glued inside the main cowling as required. I find the best way to mount with screws in balsa is to first drill holes undersize, say  $1/16$  diameter. Run the screw in to cut threads in the wood. Then put a drop of HOT STUFF in hole to harden the threads. Make sure HOT STUFF is dry before running a screw into the hole again!

The landing gear is formed of a main piece of .032 music wire to the shape shown in the front view and glued to the bulkhead at Station 4. A reinforcing bulkhead is glued at Station 5. Before doing all this glueing (or adding any balsa inlaying between the stringers) it would be well to solder the small .032 brace wire to the main wire. Laminate the wires between two pieces of  $3/32 \times 3/4 \times 1 \frac{7}{16}$  sanded to a generally streamlined shape. Carve, sand to shape and attach the upper streamline cuffs and lower wheel fairings. The rear .032 brace wire is glued to the short bulkhead, Station 5.

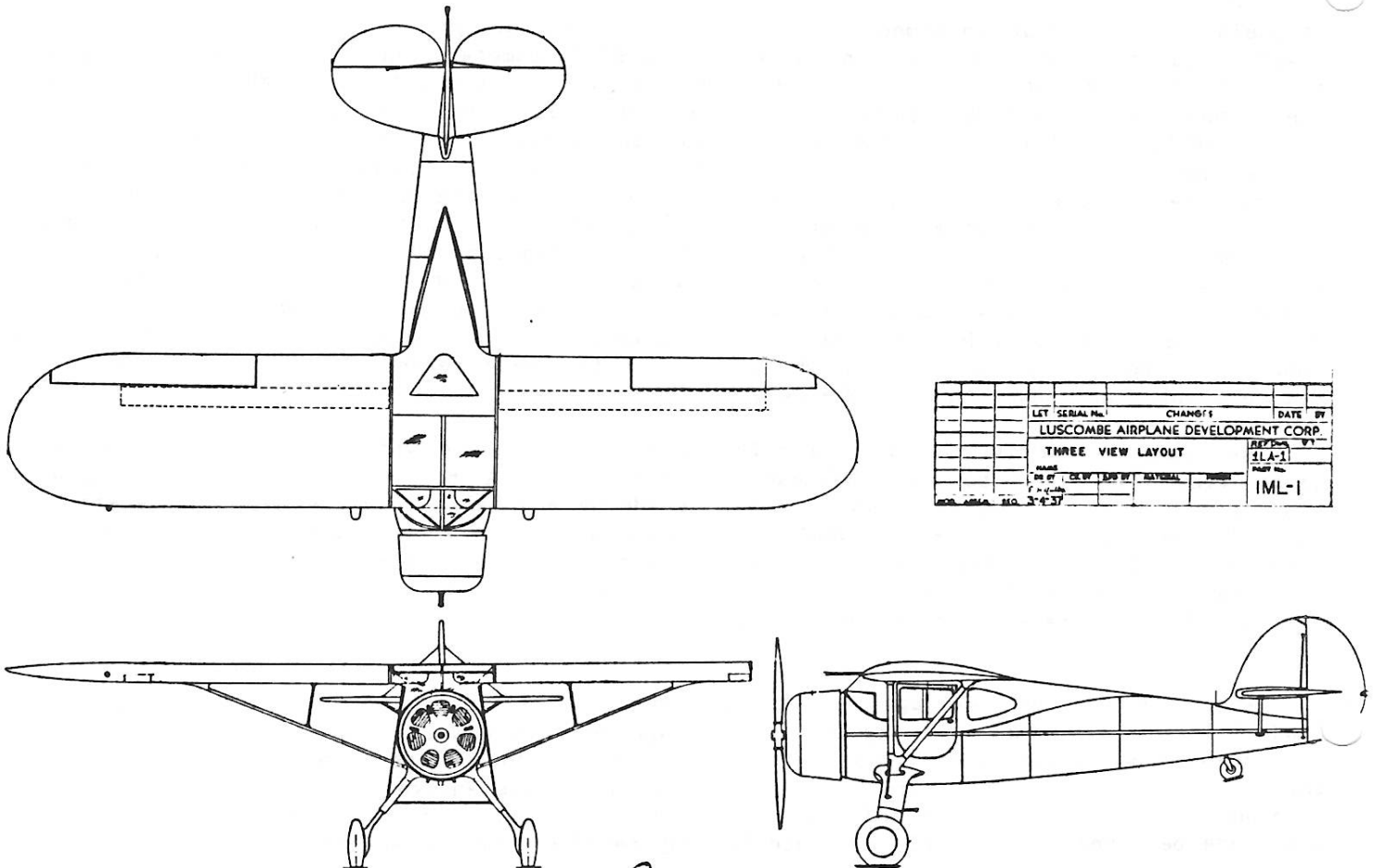
Two areas in the fuselage construction need special attention to be authentic - the windshield and the fancy fairing on the fuselage just to the rear of the wing. I have never seen a model or published drawings that were correct in those areas. The weird windshield is of three parts; a main center part and two smaller cuffs that engage around the wing root leading edge and form extensions thereof toward each other to intersect the main part. The patterns shown are believed to be fairly accurate but may require some cut-and-try fitting.

The top fuselage fairing is 1/32 flat balsa of the shape shown. Cut out the triangular skylight, attach the clear plastic to the underside and cut out the portion of top keel shown dotted before installing the fairing. The two side fairings are bond paper. Roll the top edge outwardly to mate with the outer edge of the top fairing as shown in Section A-A. I rolled it on a 1/8" tube between the fingers to obtain the correct contour. The lower part is rolled inwardly as shown to mate with the fuselage circular contour. Don't install until the fuselage has been finished, covered and doped.

The tail assembly structure is straightforward except perhaps for the stabilizer being mounted in a slot on the vertical fin. Likewise the wing structure is standard and may be built using any of several methods. I used the sliced rib method to try to save weight.

Though more difficult to line up and install, I like "knock-offable" wings. You may wish to avoid the hassle and just glue everything together. For removable panels use four 1 1/2"-2" lengths of 1/16 O.D. aluminum tubing glued to each span at the root. Flare the root ends of the aluminum tubing slightly to aid insertion of the support wires. Form two .032 music wire supports to shape shown in the front view. To mount, drill two holes (oversize) for the wires thru the 1/8 centersection base ribs and slide the two support wires thru but don't glue. Then slide the two finished wing panels onto the protruding wires. Block-up the model and the wing panels until everything is properly aligned, dihedral correct, etc. Then, and only then, glue the two wires securely to the two centersection carry-thru spars. You can glue the two wing struts to the wings, if you wish, and make the single end detachable at the landing gear strut fairing cuff. I used a short piece of flexible black tubing of about 1/8 I.D. and about 1/2 long thru the cuff (HOT STUFF in place) to receive the 1/8 head of a large glass head pin. The head diameters vary - find one that gives a snug fit and secure in end of main wing strut with HOT STUFF. I find it a great way to make struts detachable.

My model balanced out with no added weight needed. It did require a tiny bit of right and down thrust. Now don't forget to lock the tailwheel when landing, and don't use the flaps if it's real gusty, and stay on those rudder pedals until it stops rolling, and - lots of luck!





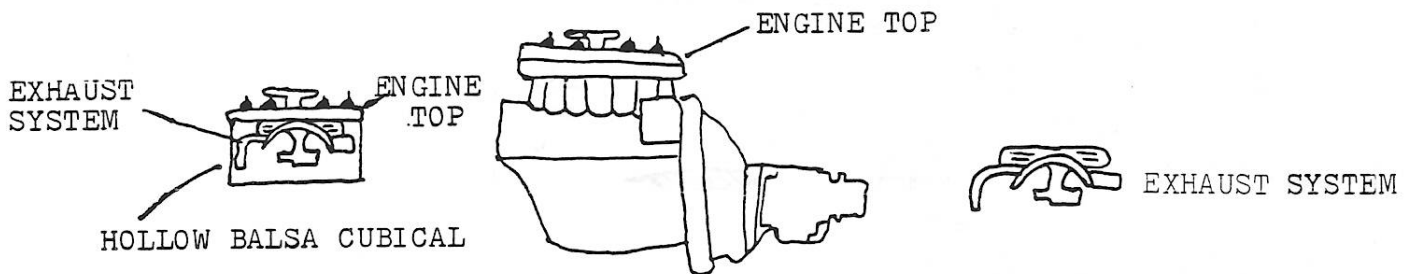
## A Ford Model "A" Engine From a Kit

Craig Leszkiewicz

When I began looking over my Pietenpol Aircamper plans, I noticed the engine details and procedure for assembly. The engine was a 1932 Ford Model "A" engine. The Peck-Polymer kit that I was using contained no Vac-U-Form plastic parts. The engine was to be made with sheet balsa and scraps of balsa sticks. I would have built the engine detail this way if I hadn't notice one of my plastic Model "A" Ford car models. This particular car was made by Revel Model Company. It had an engine in it that fit nearly perfectly the size specifications for the Pietenpol plans. So I ran down to my work bench, picked up my x-acto knife, and ran back upstairs. I cut and pried until the transmission and engine block were free of the remaining piece of the engine. This piece of the engine was the top portion that has the sparkplugs on it. Another nice bit of detail I got was the exhaust system that I also took out of the car. To assemble the engine I followed the plans in making a hollow sheet balsa cubical. Then, instead of making the exhaust system and the top of the engine, I added the plastic top and exhaust detail.

After building the plane I added the cubical engine. On this particular plane I have CO<sub>2</sub> power. So the engine cylinder slides into the hollow engine cubical.

I haven't tried other parts of plastic kits, but doorhandles, chrome accessories, and other engine details should also work for model aircraft. The added details would give any plane a better look. See photo #2 in the last issue of MAX-FAX.



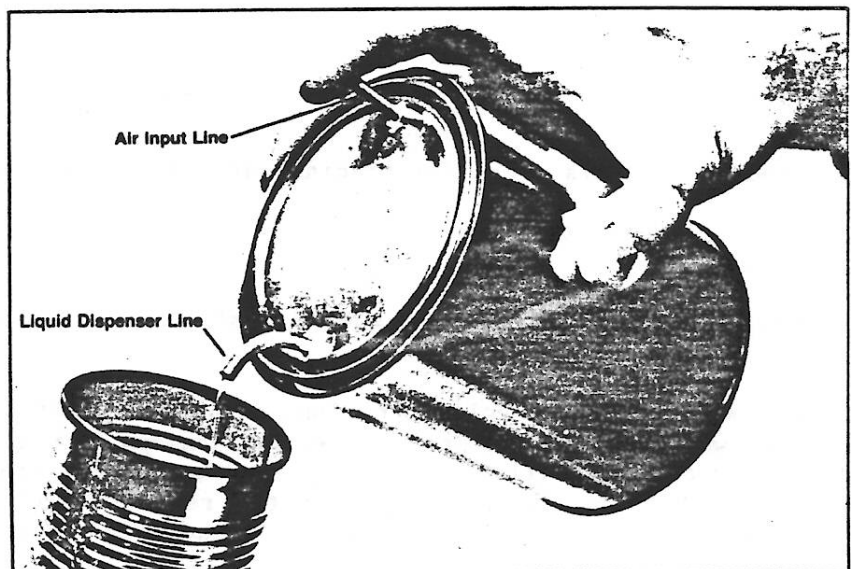
# Craftsmans Corner

By Chuck Larsen, EAA 31303/Designee 1188

*FROM SPORT AVIATION*

## HANDLING LIQUIDS

Or How To Pour  
Liquids Without  
REALLY Spilling

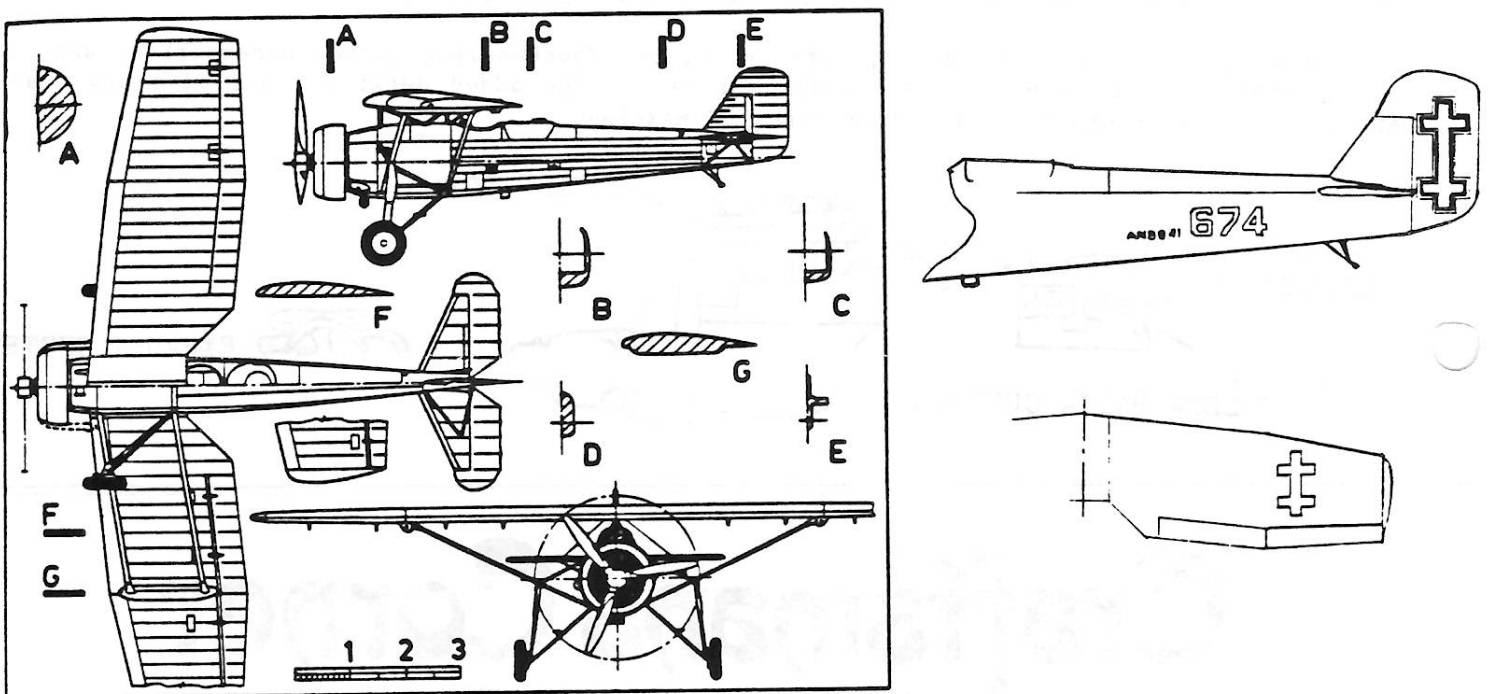


ANBC 41  
Dave Stott

Home grown in Lithuania, prototype of this pleasing parasol kissed the native soil goodby 1932, while its designer, one Anastas Gustatis, probably went through a few fancy folk dance gyrations to celebrate.

As the years rolled by, this 2 place observation bus was hopped up to keep pace with modern trends, 'til by 1941 the old crate was yanked through the ozone by no fewer than 1,100 horses pushed through a 3 blade laminated wood prop!

Let's have a look at her color and marking. The overall color was olive drab, except for the bottom of the wing and stab, which were light blue. The fuselage belly remained O.D. The engine cowl and wheel discs were natural aluminum. The front of the engine cowl was the exhaust collector ring, being a darker shade of silver. The national insignia was white with a black border, and a white border again around the black. "ANBC 41" and "674" on the fuselage sides were in white with no border and positioned as shown below.



Handy Hints  
Claude Powell

1. Exposed mylar is great for tracing parts from plans and is stiff enough to use as a pattern.
2. Rubber lube containers: Flex shampoo containers are non-breakable and have a tight closing spout.
3. Long-lasting (flexible) antenna masts: try the plastic "T" strips that are used to hold price tags to clothes.
4. For making exhaust collector rings and stab/rudder outlines (instead of laminating): try reed which is sold in stores that sell bamboo caning for chairs. It is round, very cellular construction, available in long lengths and several diameters, the smallest being about 1/8". You get about 9 miles of the reed for \$2-\$3. When soaked in hot water for a few minutes it becomes very pliable. It has about the same characteristics as bamboo when it comes to gluing.

**D.C. MAXECUTER'S '85 SUMMER**  
**FUN FLY** Sept 7  
9:00 to 6:00



AMA SANCTION  
1143  
CONTEST DIRECTOR  
ALLAN SCHANZLE  
2008 SPUR HILL DR.  
GAITHERSBURG MD. 20879  
301 840-9883

**EVENTS:**  
**FAC SCALE:** Judging starts at 11:30 AM. Qualifying flight must be made by this time.  
**GOLDEN AGE REPRODUCTIONS COMMEMORATIVE:** For FAC Scale planes built from a Golden Age kit. Modifications allowed for prop, nose plug, and rear motor peg location. Structure may be added, but none removed.  
**FAC CO<sub>2</sub> SCALE:** No tank restrictions. Qualifying flight by 11:30 AM.  
**MASS LAUNCH:**  
 The Races 1:00 PM. A single launch for all racers.  
 WW I 2:00 PM. A 7 second bonus for multi-wings.  
 WW II 3:00 PM. Combat WW II aircraft only.  
 Golden Age 4:00 PM. Any aircraft built from 1920 to 1935 and any plane not designed for military use from 1935 to 1940. Planes eligible for the races excluded.  
**EMBRYO:** FAC rules  
**H.L. GLIDER:** AMA rules  
**CATAPULT GLIDER:** Must use MAXECUTER launching pole. AMA H.L. rules.

# FROM THE WORKBENCH

...Comments, Hints, and Tips from IPMS Members

## "How I airbrushed Polly S and lived to tell about it".

FROM IPMS USA UPDATE, VOL 20 #3, NOV/DEC 1984

by MIKE CELESKEY

Polly S sounds like the greatest paint in the world; good color selection, no offensive odor, non-toxic, cleans up with water, durable after a brief drying period, and easy on the old bank account. But I'll bet that the first (and maybe even the second) time you tried it, you mixed it with tap water and sprayed it on. Then all of your dreams ended, right? That's what happened to me. The paint ran, separated, and dried chalky. "Maybe it was the color (white) I used", I said to myself. "White never goes on easy". I tried other colors and had only some minor successes. My interest soon waned and I went back to the old reliable enamels. Over a period of several years I talked to modelers who have had similar experiences. (One even gave me all of his Polly S, which in turn I gave away, and was given it all back!!!).

Eventually I talked to some people (figure painters) who were adding plain old dish washing liquid, (Lux, Ivory, Lemon whatever...) to their Polly S. They did some really nice figures and the paint looked

smooth, not at all like mine. Others were adding Isopropyl Alcohol as their "thinner" and were having more success than I was, stating that the Alcohol helped to "atomize" the paint.

Putting two and two together, in this case Isopropyl and Dish Washing Liquid (DWL), made me a believer in Polly S. I couldn't believe my eyes when the stuff sprayed on so even and with very little overspray. So I painted my last model with Polly S; main coat, shading, camouflage, weathering... everything!!! It looks great!

Blasphemy you cry!!! Fear not fellow modelers for herein lies the formula for success with Polly S:

1. Cleanse your model of all dust, oil, etc., and let it dry.
2. In a bottle (any size), mix 50% water and 50% Isopropyl Alcohol. This will be your "thinner" if you will, so you may want to mix a fair amount. Add 1 drop of DWL per pint.

3. Add 1 drop, (one) of DWL to your bottle of Polly S paint and stir, never shake, unless you want a Polly S soda complete with foam.
4. Add (when you are ready to paint) about 40% "thinner" to your paint. This procedure may vary as with any other paint so play it by ear. Too thick: more thinner, too thin: more paint. Stir—don't shake.
5. Spray on at about 25-30 psi. Some colors (because of their pigments I suppose) will spray on better at higher or lower pressures. Trial and error my friends, trial and error. (I have sprayed Polly S at 10 psi and indicated and got excellent results for shading!)

That's it.

I can still hear shouts of mutiny out there...but you'll never know until you try. You know what I really like...? You can wash the stuff off right away if you don't like something about it. Try that with enamels.

CONTEST RESULTS FOR BOSTONIAN  
MINI-CONTEST FEB. 23, 1985  
RANDOLPH SCHOOL

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
DAN DRISCOLL	BOSTON OBSERVER	30	34	29	44	43	44
PAUL SPANREGEN	FOUND BOSTONIAN	33	36	37	40	44	44
EMELYN PHILLIPS	BOSTON BERTIE MK3	16	25	24	25	26	26
BERT PHILLIPS	BOSTON BERTIE MK2	34	10	38	28	26	38
KENNY SPARBONDA	TOULSON TERROR	29	-	-	-	-	29
DOUG BUCHANAN	BOSTON WHEELER	27	34	38	-	-	38
BUD CARSON	CARSON BUMBLE BEE	31	33	33	36	42	42
BERT PHILLIPS	U NAME IT	35	31	28	32	29	35
RANDY KLEINERT	GREAT EXPECTATIONS	43	45	48	50	-	50

CONTEST RESULTS FOR NAVY SCALE  
RANDOLPH SCHOOL MINI-CONTEST MARCH 2, 1985

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
DON SRULL	GRAIN KITTEN			X									3
DAN DRISCOLL	PIPER NE-1												1
PAT DAILY	BREWSTER BUFFALO	X											2
BILL BELL	F3F AL WILLIAMS					X							MOTOR BROKE
STEW MEYERS	DA 6	X											MOTOR BROKE
PAT DAILY ALLAN	CURTISS F6C3			X									
RANDY KLEINERT	F4U-1A CORSAIR	X											

CONTEST RESULTS FOR BEAUTY SCALE MASS LAUNCH  
PEARY HIGH SCHOOL MINI-CONTEST MARCH 16, 1985

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
GRIG LESARWICZ	PIPER J3	X											
RANDY KLEINERT	CONTESTOR												1
BILL BELL	GULF HAWK												3
DAN DRISCOLL	SE-5				X								
FRANCIS PERSON	PIETENPOL	X											
DON SRULL	HEINKEL 100					X							
FLIGHT B													
ROLFE GREGORY	LACY												
BERT PHILLIPS	NESMITH COUGAR									X			2
BOB BISSETT	CHAMBERMAID	X											
DOUG BUCHANAN	LAYTON WRIGHT BAKER									X			
KEVIN SPARBONDA	CHAMBERMAID									X			

CONTEST RESULTS FOR MANHATTEN (764)  
PEARY HIGH SCHOOL MINI-CONTEST MARCH 16, 1985

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)										PLACE	
		1	2	3	4	5							
ROLFE GREGORY	ON THE ROCKS	66											66
RANDY KLEINERT	COLUMBIA III *	103	170	73									73
BUD CARSON	MANHATTEN DANDY	159	186	204									204
PAT DAILY	PINK LADY	88	71	105	85								105
DON SRULL	MAGNUS OPUS	182	178										182
* FROM MANHATTEN - SCORES SCALED BY WGT. FACTOR													

CONTEST RESULTS FOR WW-1  
ANNAPOLIS FUN FLY MARCH 24, 1985

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
BERT PHILLIPS	VELEZ	X											
DAN DRISCOLL	SES	X											
PAT DAILY	FOKKER DIVII												
ROLFE GREGORY	NIEUPORT 17				X								1
FLIGHT B													
GEORGE MEYERS	SOPWITH 1 1/2									X			
DUDLEY PRISEL	GRAIN KITTEN									X			3
JOHN HOUCK	FOKKER DIVII									X			2
TONY AYAK	NIEUPORT 11									X			
DOUG BUCHANAN	BAT BABOON	Y											

CONTEST RESULTS FOR NAVY SCALE  
ANNAPOLIS FUN FLY MARCH 24, 1985

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
BERT PHILLIPS	SKYRIDER									X			
RANDY KLEINERT	HELLCAT									X			
ALLAN SCHANZLE	AVENGER												2
KEVIN SPARBONDA	AVENGER									X			1
BRUCE PRICE	HELLCAT									X			
GEORGE MEYERS	CORSAIR									X			
PAT DAILY	BREWSTER									X			
DUDLEY PRISEL	F8F-1									X			
ROLFE GREGORY	STINSON									X			3
DAN DRISCOLL	HELLCAT									X			

USE A PECK? PLASTIC PROP

BLACK STRIPE

FOR SIDES

WINDSHIELD PATTERNS (APPROX.)

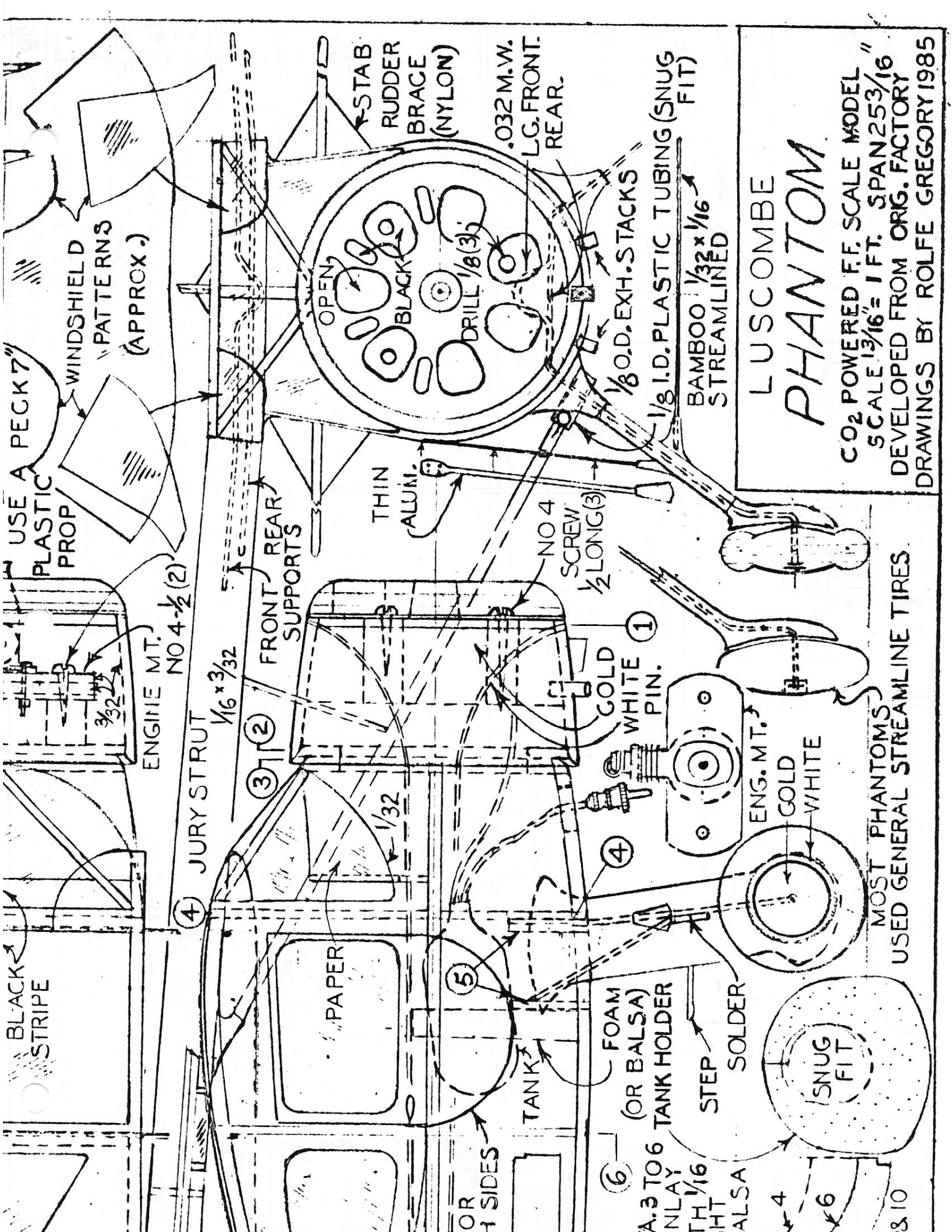
ENGINE MT. NO 4-1/2 (2)

JURY STRUT 1/16 x 3/32

PAPER

TANK

OR SIDES



STAB RUDDER BRACE (NYLON)

OPEN BLACK DRILL 1/8 (3)

THIN ALUM.

NO 4 SCREW 1/2 LONG (3)

1/8 O.D. EXH. STACKS

1/8 I.D. PLASTIC TUBING (SNUG FIT)

BAMBOO 1/32 x 1/16 STREAMLINED

FRONT REAR SUPPORTS

ENGINE MT. GOLD WHITE

GOLD WHITE PIN.

FOAM (OR BALS) TANK HOLDER

STEP SOLDER

SNUG FIT

4 6 10

.032 M.W. L.G. FRONT. REAR.

WINDSHIELD PATTERNS (APPROX.)

USE A PECK? PLASTIC PROP

ENGINE MT. NO 4-1/2 (2)

JURY STRUT 1/16 x 3/32

FRONT REAR SUPPORTS

THIN ALUM.

NO 4 SCREW 1/2 LONG (3)

1/8 O.D. EXH. STACKS

1/8 I.D. PLASTIC TUBING (SNUG FIT)

BAMBOO 1/32 x 1/16 STREAMLINED

STAB RUDDER BRACE (NYLON)

OPEN BLACK DRILL 1/8 (3)

ENGINE MT. GOLD WHITE

GOLD WHITE PIN.

FOAM (OR BALS) TANK HOLDER

STEP SOLDER

SNUG FIT

4 6 10

LUSCOMBE  
**PHANTOM**  
 CO2 POWERED F.F. SCALE MODEL  
 SCALE 1 3/16" = 1 FT. SPAN 253/16"  
 DEVELOPED FROM ORIG. FACTORY  
 DRAWINGS BY ROLFE GREGORY 1985

MOST PHANTOMS  
 USED GENERAL STREAMLINE TIRES.

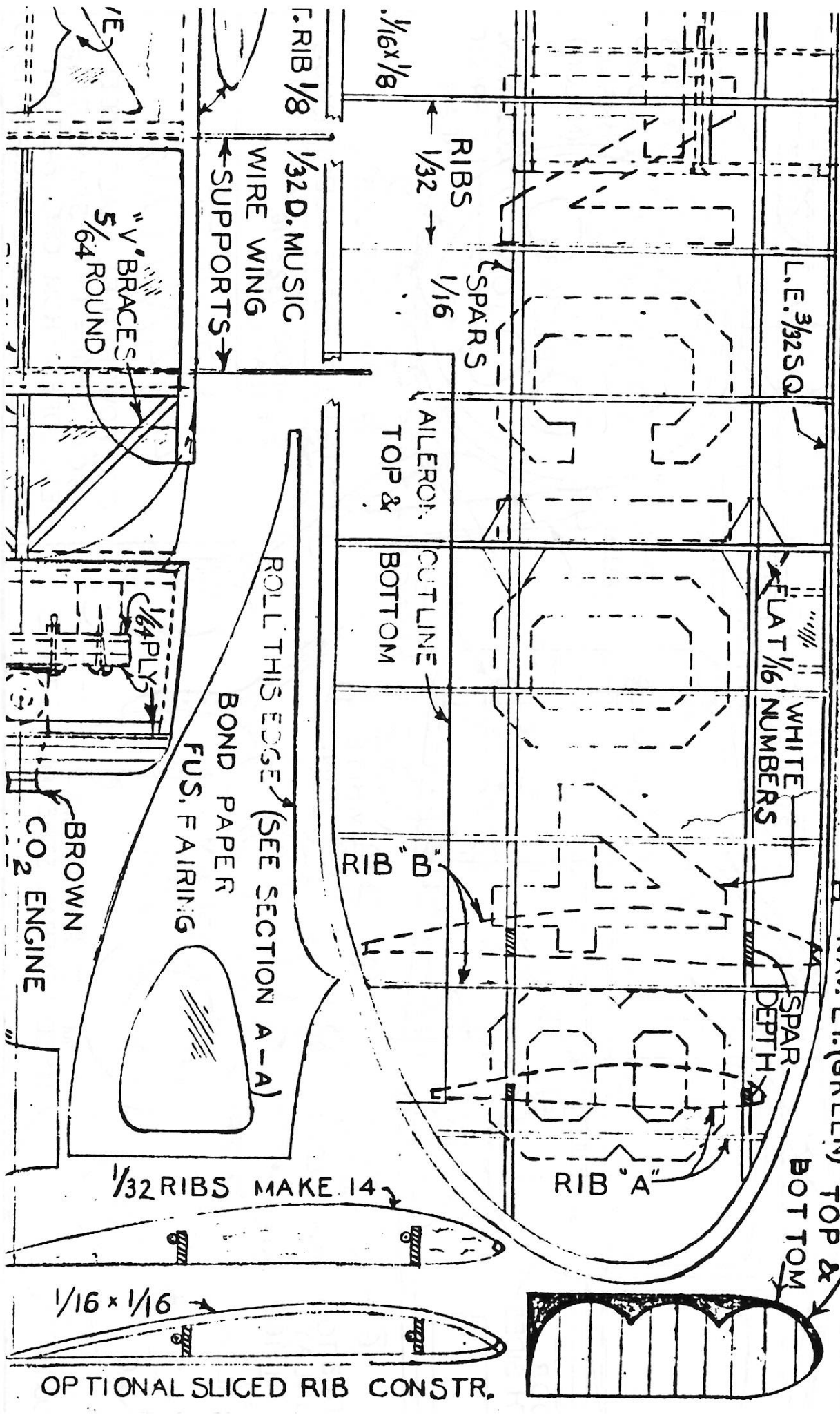
1/8 ROUND GLASS HD. PIN

COLOR NOTES

HOT STUFF IN PLACE  
STRUT ASSY. (MAKE TWO)

1. NC 1048 ALL BLACK, GOLD FUS. STRIPE, WHITE PIN.
2. NC 1025 ALL RED, WHITE FUS. STRIPE
3. NC 1286 ALL DIANA CREAM, RED FUS. STRIPE, RED STAB. LUSCOMBE SALES MGR. NOW OF WASH. D.C.

NAV. LT. (GREEN)



V BRACES  
5/64 ROUND

1/32 D. MUSIC  
WIRE WING  
SUPPORTS

RIBS 1/32  
SPARS 1/16

AILERON  
TOP &  
BOTTOM  
OUTLINE

FLAT 1/16  
WHITE  
NUMBERS

RIB "B"

SPAR  
DEPTH

RIB "A"

TOP &  
BOTTOM

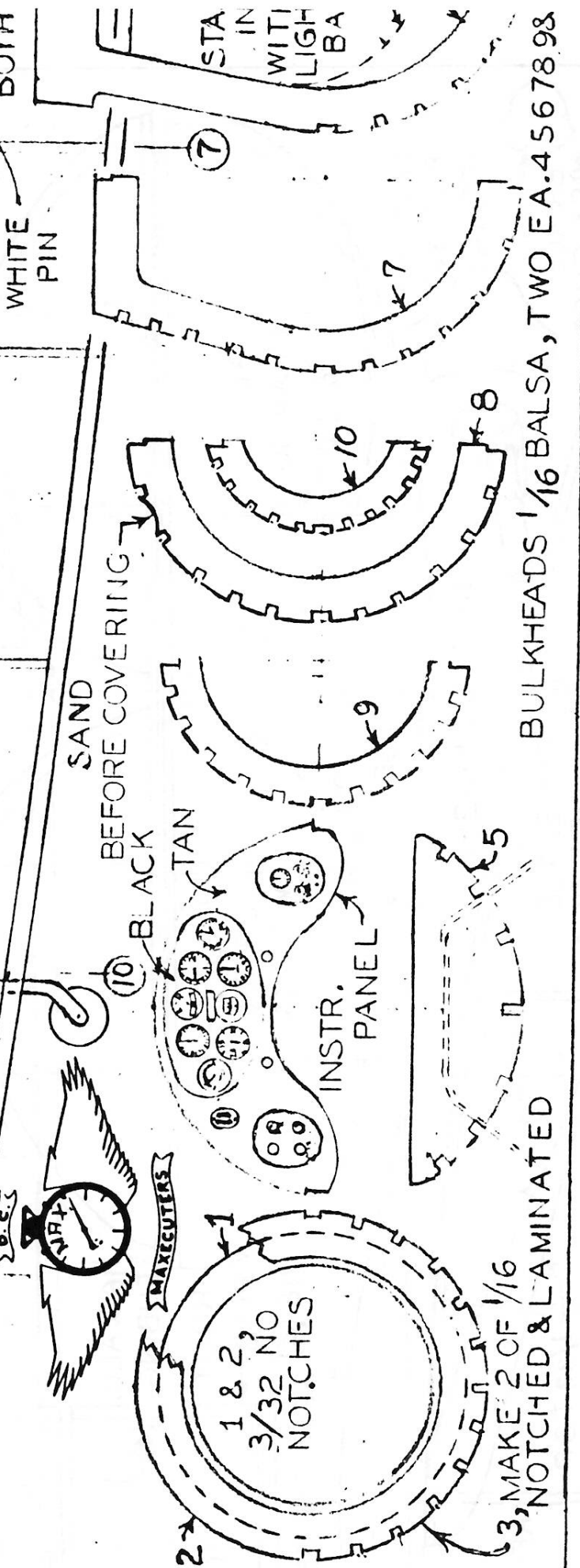
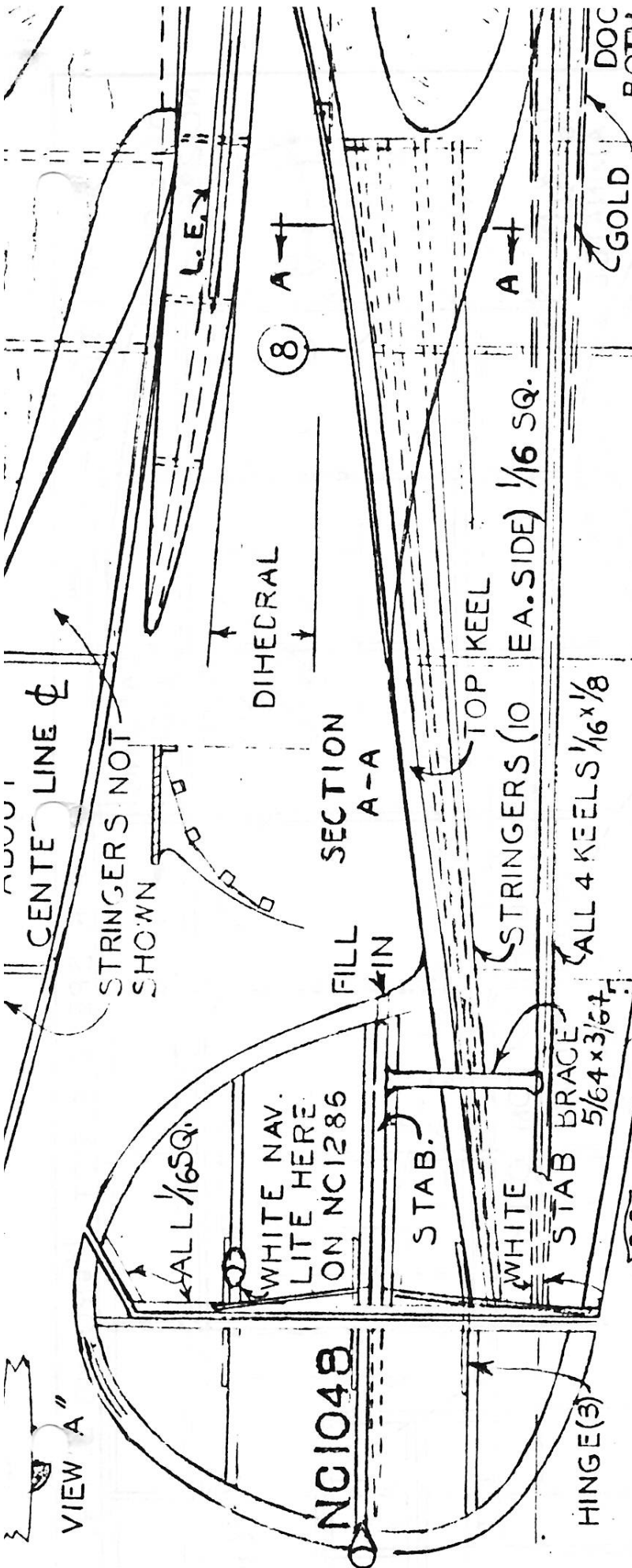
ROLL THIS EDGE (SEE SECTION A-A)  
BOND PAPER  
FUS. FAIRING

1/32 RIBS MAKE 14

1/16 x 1/16

OPTIONAL SLICED RIB CONSTR.

BROWN  
CO2 ENGINE



BULKHEADS 1/16 BALSAs, TWO EA. 4567898

3, MAKE 2 OF 1/16 NOTCHED & LAMINATED

NAV. L.T. (RED)

AIR SPEED PITOT 1/16 ROUND BY 1/4.

HERE ON  
NC1286

SEE  
VIEW  
"A"

1/16 x 3/32 (3)  
LAMINATED

ALL  
FRAMING  
1/16 S.Q.

LANDING  
LIGHT

BOTTOM  
ONLY  
EACH  
WING

FLAP  
BOTTOM  
ONLY  
(BOTH WINGS)

HINGES  
COPPER  
WIRE (4)

1/16 D. ALU.  
TUBING  
ROOT  
RIBS  
1/16 (2)

CENTER SECT.

WING STRUT  
CUFF, BOND  
PAPER (4)

RED ON NC1286

COLOR  
LINE

L.G.  
BRACE  
WIRE CUFF

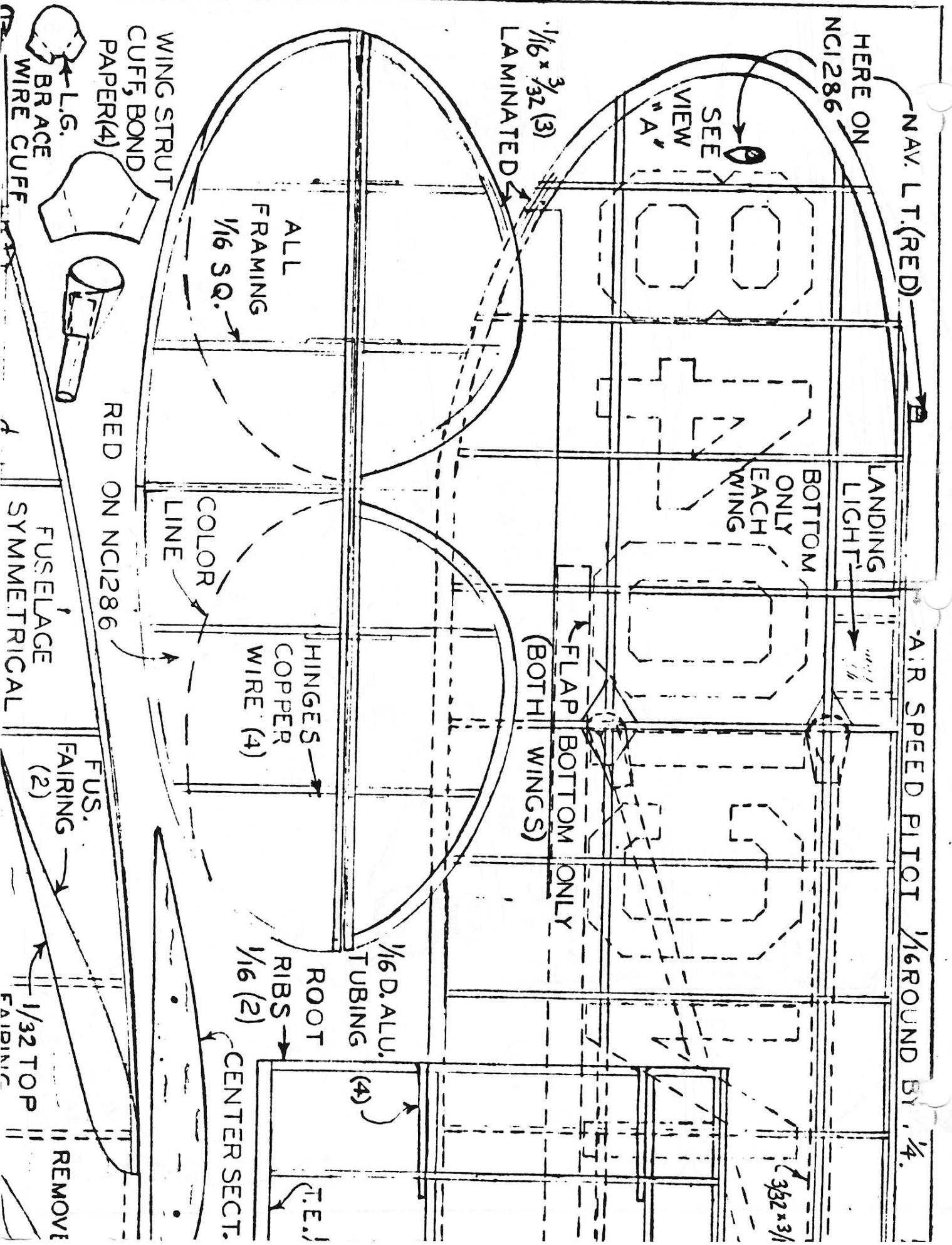
FUSELAGE  
SYMMETRICAL

FUS.  
FAIRING  
(2)

1/32 TOP  
FAIRING

REMOVE

3/32 x 3/16





CONTEST RESULTS FOR GOLDEN AGE  
ANNAPOLIS FUN FLY MARCH 24, 1985

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
GEORGE MEYERS	FARMAN				X								
BERT PHILLIPS	CESSNA RAGER		X										
DAN DRISCOLL	PIPER NE-1			X									
PAT DAILY	F6C4		X										
DUDLEY PRISEL	F11C2			X									
BRUCE PRICE	MILES SARRAW		X										
MARVIN YODER	LINCOLN AD-1		X										
ROGER GREGORY	GOLDEN AGE				X								
FLIGHT B													
PAUL SPREIREGEN	FAIRCHILD 24						X						
GREG MEYERS	TAYLOR CUB		X										
RANDY KLEINERT	FAIRCHILD 23W				X								
ALLAN SCHAELE	TAYLOR CUB												1
KEVIN SHARBONDA	CHAMBERLAIN						X						
MARK HOUCK	TAYLOR CUB		X										
TOM SCHMITT	REARWIN SPEEDSTER						X						
CLAUDE POWELL	RUSS MOTH							X					2
PAUL BUCHANAN	PAVIC AIRMAN		X										

CONTEST RESULTS FOR PENNY PLANE  
ANNAPOLIS FUN FLY MARCH 24, 1985

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
RANDY KLEINERT	No Non CENTS	387	337				387
BUD CARSON	FOR YOUR THOUGHTS	343	492	382			492
PAUL SPREIREGEN	CEAR BANKS	261					261
DON SKULL	DON'S	305	386				386
GLEN SIMPERS	No Non CENTS	258	306	420			420
ROLFE GREGORY	PENNY FANCER	198	193	224			224
BILL CLARKE	P	331	257	221			331

CONTEST RESULTS FOR NICKEL PENNYUT-ROG  
ANNAPOLIS FUN FLY MARCH 24, 1985

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
PAUL SPREIREGEN	LACEY	71					71
MARK HOUCK	ANDREA SON	24	86				26
GLEN SIMPERS	WOODEN NICKEL	57	71				71
BILL CLARKE	?	85					85

CONTEST RESULTS FOR BOSTONIAN  
ANNAPOLIS FUN FLY MARCH 26, 1985

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
BERT PHILLIPS	C NAME IT	41	43	45	45	42	45
EVELYN PHILLIPS	MA-II	23	20	29	29	25	29
BERT PHILLIPS	MA-III	42	42	40	37	43	43
GEORGE MEYERS	JAMAICA	43	47	52			52
DAN DRISCOLL	OBSERVER	52	56	37	60	55	60
RANDY KLEINERT	GREAT EXPECTATIONS	67	67	72	73		73
PAUL SPREIREGEN	FOUND	54	55	64	65		65
MARK HOUCK	CANARO II	30	36				36
BILL BOWLES	FOUND	34	33	35	37	41	41
CLAUDE POWELL	BOSTON T	54	57	26	47	57	57
DOUG BUCHANAN	BOSTON WHEELER	55					55
DOUG BUCHANAN	JAMAICA	55	58	63			63
BUD CARSON	BOSTON BUMBLEBEE	52	55				55
BILL BOWLES	TEA PARTY	23	32	32	28	32	32

CONTEST RESULTS FOR F.A.C. SCALE  
RANDOLPH SCHOOL MINT-CONTEST FEB. 23, 1985

NAME	AIRCRAFT	STATIC FLIGHT (SECONDS)										TOTAL PTS	
		1	2	3	4	5	6	7	8	9	10		
PAT DAILY	F6C3 HAWK	28	19	11 1/2	15	73.5	26	30	-	-	-	30	103.5
PAUL SPREIREGEN	FAIRCHILD 24	20	10	10	-	40	27	-	-	-	-	27	67
PAUL SPREIREGEN	NEWMET COUGAR	18	15	8	-	41	38	-	-	-	-	38	77
PAUL SPREIREGEN	PIPLADY PAPER	18	15	9	-	42	19	19	24	24	24	24	66
DOUG BUCHANAN	BAT BAGBOON	22	13	9	15	59	13	8	-	12	71	71	4
DOUG BUCHANAN	CESSNA BIRDDOG	20	10	8	-	38	-	-	-	-	-	-	-
BILL BELL	FOAKER DV11	25	15	11	15	66	22	22	27	27	27	27	93
BUD CARSON	MILES SPANGLER	23	18	11	5	57	7	-	-	7	64	64	5
FRANK PERSON	PIETENPOL	22	15	9	3	49	14	10	12	14	63	63	6

CONTEST RESULTS FOR HAND LAUNCH GLIDER  
ANNAPOLIS FUN FLY MARCH 24, 1985

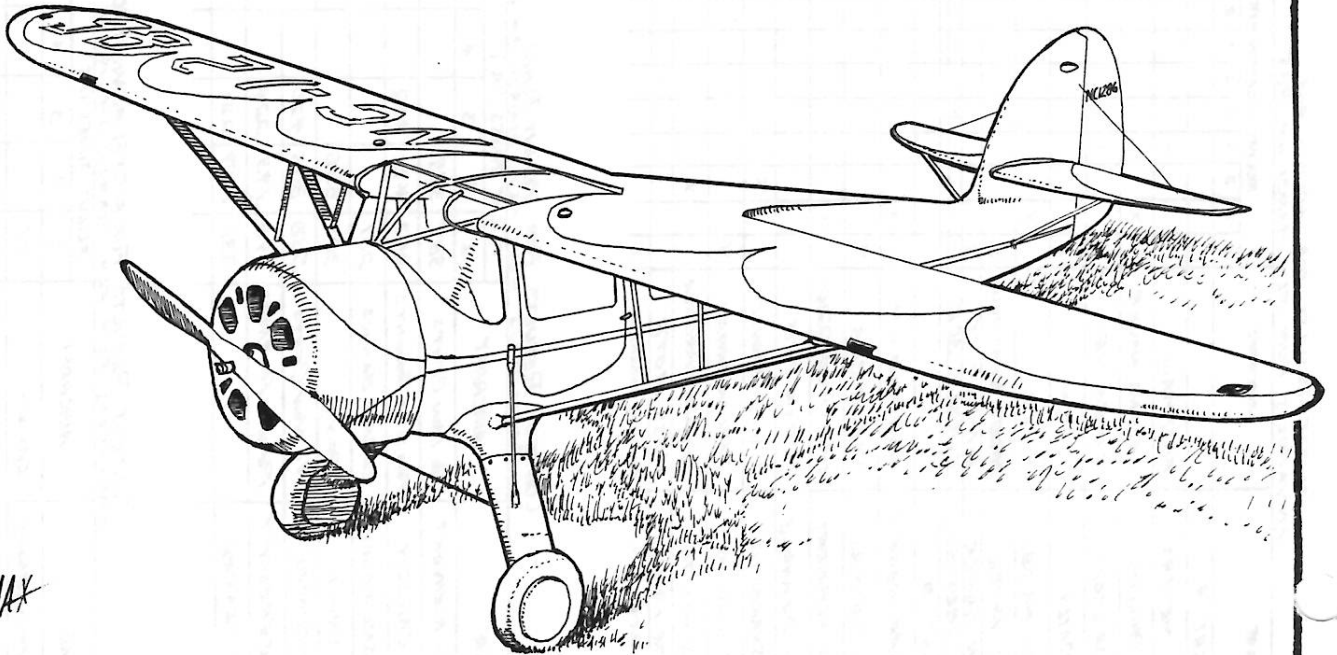
NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
GEORGE MEYERS	21.3	23.7	32.4				56.1	3
GREG MEYERS	21.2	16.3					37.5	2
RANDY KLEINERT	42.5	38.8	38.0	40.8	40.2		83.3	1
GLEN SIMPERS	46.0	41.0	36.0	27.0	41.8	37.0	87.8	1
BILL CLARKE	21.5	22.0					43.5	

FIRST CLASS

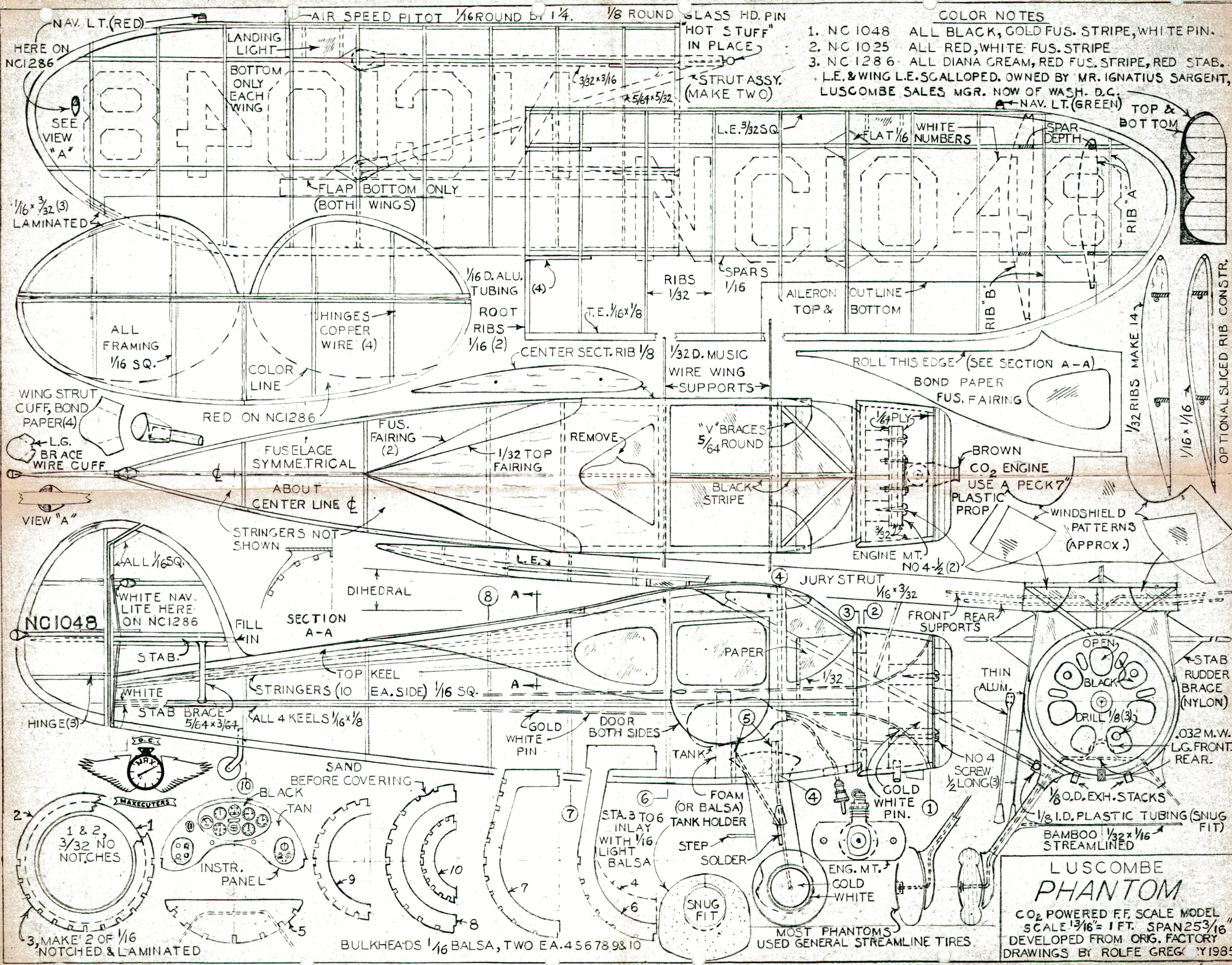
2008 Spur Hill Dr.  
Gathersburg MD 20879

**MAY**  
**JUNE** '85

# max-fax



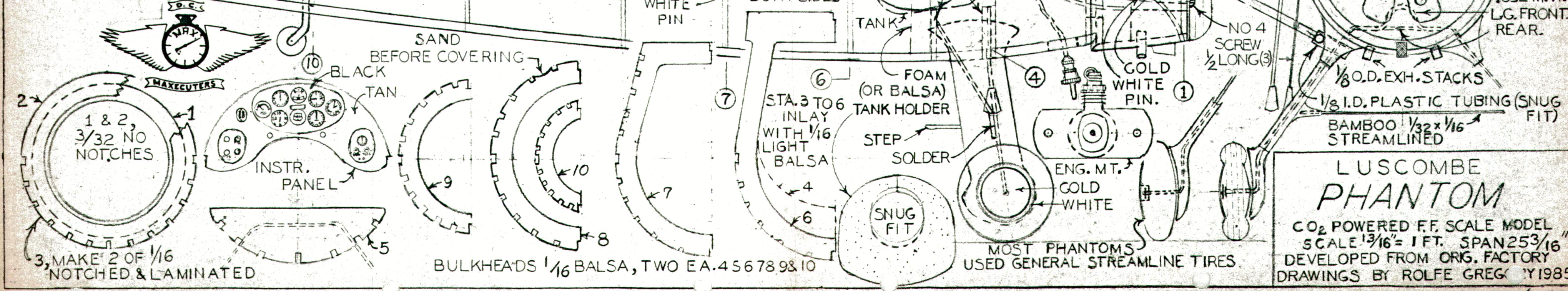
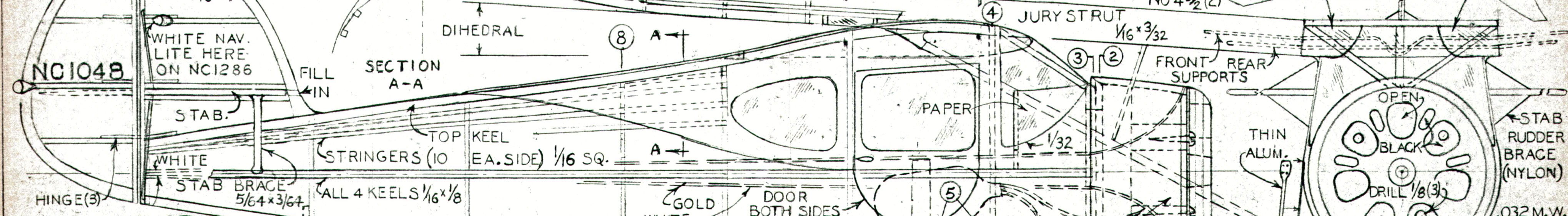
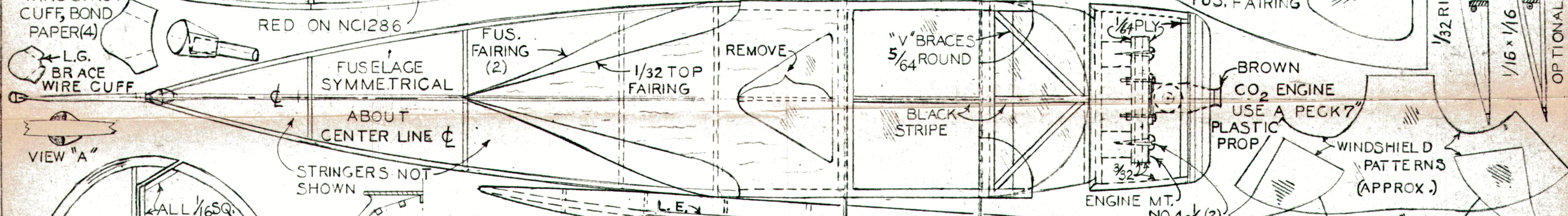
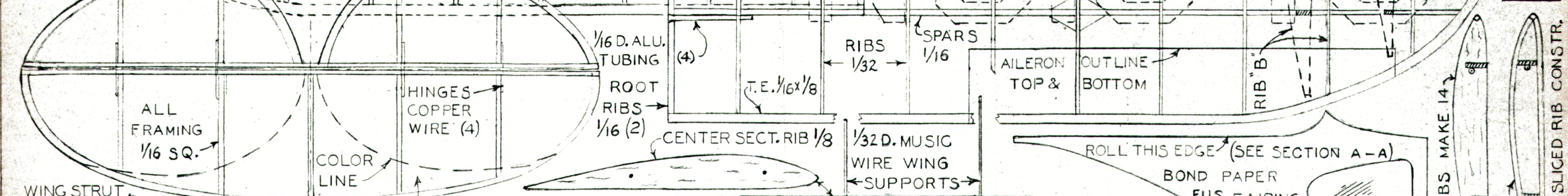
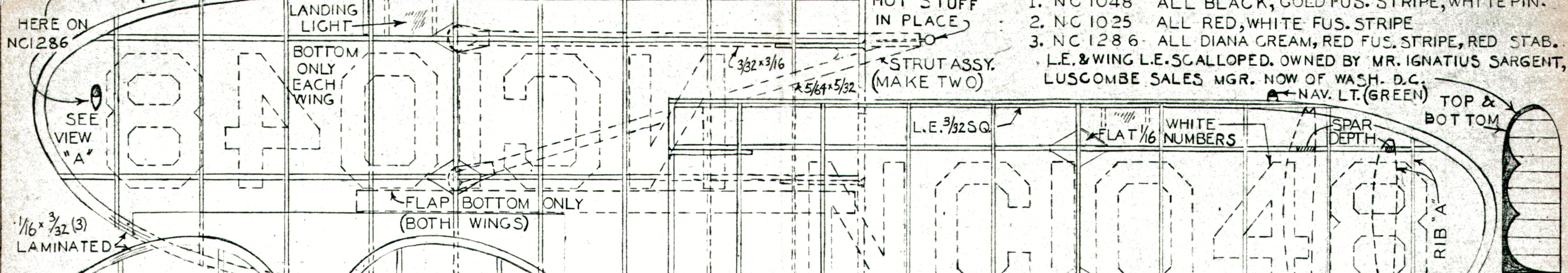
MAX



**COLOR NOTES**

1. NC 1048 ALL BLACK, GOLD FUS. STRIPE, WHITE PIN.
2. NC 1025 ALL RED, WHITE FUS. STRIPE
3. NC 1286 ALL DIANA CREAM, RED FUS. STRIPE, RED STAB. L.E. & WING L.E. SCALLOPED. OWNED BY MR. IGNATIUS SARGENT, LUSCOMBE SALES MGR. NOW OF WASH. D.C.

NAV. LT. (RED) AIR SPEED PITOT 1/16 ROUND BY 1/4. 1/8 ROUND GLASS HD. PIN "HOT STUFF" IN PLACE



**LUSCOMBE PHANTOM**  
 CO2 POWERED F.F. SCALE MODEL  
 SCALE 1/16" = 1 FT. SPAN 25 3/16"  
 DEVELOPED FROM ORIG. FACTORY  
 DRAWINGS BY ROLFE GREG 1985