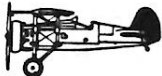




Curtiss TS-1 (FC-1)



Curtiss F6C-4



Boeing XF5B-1



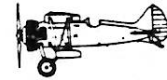
Boeing XF6B-1



Curtiss R2C-2 (F2C-2)



Boeing F2B-1



Berliner Joyce XFJ-1



Berliner Joyce XF3J-1

MAX - FAX

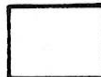
THE NEWSLETTER OF THE D.C. MAXCUTERS

NOV DEC 1986

MEMBERSHIP

Dues for membership in the D.C. Maxcuters 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. 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

TOM SCHMITT
11014 Marcliff Road
Rockville, MD 20852

SECRETARY

BILL POOLE
9301 Lynmont Dr.
Adelphia MD. 20783

TREASURER AND NEWSLETTER EDITOR

ALLAN SCHANZLE
20008 Spur Hill Dr.
Gaithersburg, MD 20879

UPCOMING EVENTS

- Nov 8 1986: Indoor flying at Peary H.S., 2:00 - 5:00. See map in this issue.
- Nov 22 1986: Indoor flying at Peary H.S. with a contest for Bostonians. This will be followed by dinner at our favorite choke 'n puke, then a bull session at the home of Pat Daily at 7:00.
- Dec 6 1986: Christmas Banquet. See Club News.
- Dec 13 1986: Indoor flying at Peary H.S. Contest for No-Cal's.
- Jan 10 1987: Indoor flying at Peary H.S.
- Jan 24 1987: Indoor flying at Peary H.S.
- March 21, 1987: Indoor contest at FAX River. Start Building for the new Golden Age Military event. See the rules in the May/June 1986 issue of MAX-FAX.

CLUB NEWS

ALLAN SCHANZLE

Let's start with the results of our international Spitfire Commemorative. We reported on our local event in the last issue, and we expected to present the remainder of the results in this one. But get a load of this! Only one other group sent in their lists, and I'll bet your

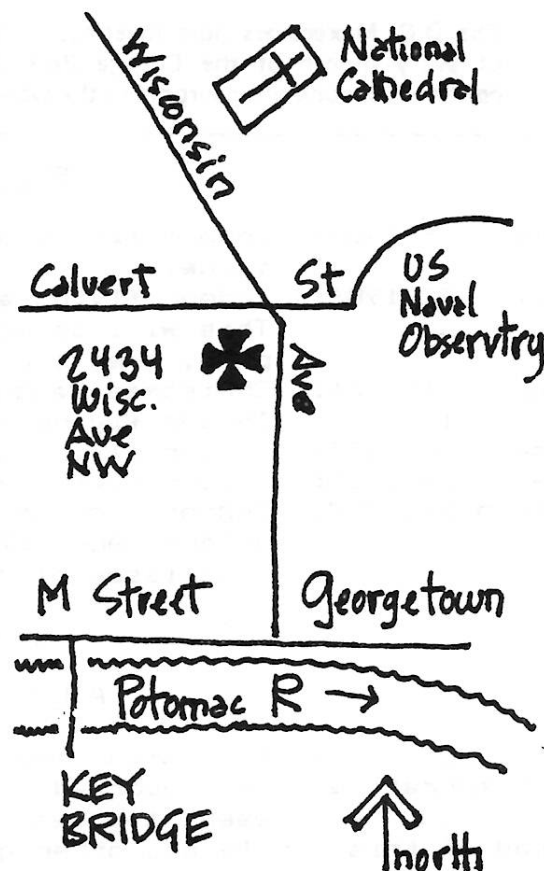
next month's house payment you can't guess their location. Let's see, the logical guess would be from our friends across the big pond, of course. But you're wrong, unless you guessed the pond to our WEST, the Pacific. The only official results received by the Editor were from Japan!!!! They held an all Peanut Scale Spitfire contest sponsored by Shoichi Uchida. They had 11 entries, but 4 of them did not fly. The winner was Jiro Sugimoto, who had a best flight of 60 seconds. Congratulations to Jiro, who gets a free one year subscription to MAX-FAX.

Our Summer Fun Fly was the largest ever. Thirty three individuals entered 109 aircraft, and there had to be at least another twenty or thirty visitors and/or unofficial flyers. Even the weather was fantastic, with comfortable temperatures, low humidity, and relatively light winds. It was a blast. You'll find the results listed in detail elsewhere, but get a eyeful of these statistics: Golden Age, 21 entries. WW-I, 19 entries. WW-II, 19 entries. The Races, 11 entries. FAC Scale, 23 entries with official flights. The air was full of balsa and tissue all day long. If you weren't there, you missed a good one.

Special thanks go to Jack Bolton, who was instrumental in obtaining the handsome first place trophies from Gene Sullivan, product marketing manager at Hamilton Support Systems. The awards were beautiful letter openers that are replicas of Hamilton Standard Propellers. There was some mumbling amongst the losers about mugging anyone who won more than one of these. They were that coveted.

Another contest of note over the last two months was held by a new group in North Carolina. Dave Rees, Tom Odom, and Bob Wedel sponsored this one on a 100 acre sod farm. The weather, while hot, was fantastic, even better than that for our local event. The wind was nil, and everyone looked like a world-beater due to the near continuous gentle up-lift. This is another contest you should put on the "must" list for next year. Thanks go to all involved, but particularly Dave and his wife Marie, who put on a Pizza and beer shindig the night before.

The next item of business concerns the Christmas Banquet. Good grief, I'm writing this on the last day of September, it's 91 degrees outside, and I'm babbling about Christmas. Oh well, such is the life of an editor. The big news is that we are changing the location. This year, the get-together will be held at the OLD EUROPE restaurant on Saturday December 6. They specialize in German cuisine, and I can personally testify to the fact that their food has been great in the past. A map appears to the right. We will have a cash bar from 7:00 to 8:00 PM, and dinner at 8:00. Everyone will be able to choose from three different entrees at the time of the dinner. The tariff is \$ 15.00 per person, and wives, guests, and/or friends are welcome. The guest speaker will be Mr. Stanley Robinson, a former FLYING TIGER in WW-II who served as a bombardier in a B-24. With this line-up, it's gonna be another great evening. These arrangements have been made by Paul Spreiregen, and you should send a check payable to him. His address is 2215 Observatory Pl N.W., Washington D.C., 20007.



The editor received a letter from Joan Hannan, wife of Bill Hannan. About a year ago, she started a mail order business called Hannan's RUNWAY. She carries books, rubber and accessories, rubber stamps, greeting cards, and card models. A sample of the greeting cards was included in her note, and I can say that they are indeed first class. The art work for the cards was done by the well known modeler Bill Noonan. You can get all the information about the RUNWAY's products from Joan at P.O. Box A, Escondido, CA, 92025.

This issue features a "one-off" plan by your editor, a Potez 230. In addition to this, you'll find details of our contest, a notice about another book by Bill Hannan (gads, when does he find time to build?), an analysis of the results of the "MAXECUTER POWER SCALE" event, some thoughts on the scale judging at the September Fun Fly, and the concluding part of the article about Bleriot. Tom Schmitt, as always, supplies us with photos. Hope to see a bunch of you at the indoor sessions and the Banquet.

HINTS FROM THE READERS

Claude Husted, from Wilmington Delaware, notes that if you are into using cottage cheese containers for prop blades, that nursing homes, hospitals, and restaurants buy this product in 5 pound containers, and one of these ought to last the avid builder for quite a while. Claude also suggests that at this size, they are a good source of prop blades for Jumbo models.

Paul Gaertner, now residing in Athens Georgia, sent in the following suggestion for the problem of control surface and panel delineation on dark colored models. The Sanford Corp. makes a calligraphic pen with waterproof silver ink, item number 46120. There are two extra nibs included. Although they come with a chisel tip, they can be shaped to a fine point with a modeling knife.

PHOTO PAGES

Tom Schmitt

1. The feature plan of this issue, a Potez 230 by Allan Schanzle. This is a great flyer, right off the board.
2. Gerry Paisley finally became a flyer, and what a flyer!! This is a neatly done version of the MRC Super Chipmunk that really climbs out.
3. First place winner from Japan in our International Spitfire Commemorative, a nifty peanut version of the Spitfire prototype by Jiro Sugimoto. A free 1 year subscription goes to Jiro.
4. Another peanut entry in the Commemorative in Japan.
5. John Sites, glider thrower extraordinaire at the MAXECUTERS FUN-FLY.
6. Some of the gang at the Summer Fun-Fly: Earl Stahl and Paul Gaertner made the trip. We hope to see models instead of cups in those hands next year.
7. Claude Husted came from Delaware and flew this nifty Nieuport 17.
8. We couldn't resist this shot of Scott Paisley and his pretty mechanic, Peg Phillips, holding his high flying Stormavik. Oh to be young again!
9. Joe Barish, who came down with George Meyers and his son Greg, flew this Waterman Aerobile in the CO-2 event.
10. The happy winner of the perpetual WW-II mass launch trophy was Mark Houck. We gotta watch out for these young guys.
11. Don Srull displays his handsome first place prize, a replica of the Hamilton Standard propeller used on Lindberg's Ryan.

KUDZU FLYING CORP CONTEST

12. Tom Odom, one of the movers behind the North Carolina contest, with his Chambermaid.
 13. Bob Wedel, another sponsor of the KUDZU contest, holds for Bob Leishman, who came all the way from the Philadelphia area.
 14. A beautiful Roland DVI by Trevor Haywood, from Columbia South Carolina. Don't overlook the T-shirt.
 15. Claude Powell brought along his high flying DH-5 and had a great time clipping the tail feathers of Dave Smith's Grain Kitten.
 16. Your happy photographer holds his dilapidated Golden Age winning Rearwin Speedster along with his much needed helpers; Golden Retriever Dan Driscoll and stalwart mechanic Tom Savage.
 17. How is this for a mass launch event? Don Srull follows through on his CANT Z.1012. Dave Rees (out of sight) has launched his CANT Z.1007, and Dave Smith with a late launch of his Savoia. The nine propellers hummin away sounded fantastic!
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FAC JUDGING

Pat Daily

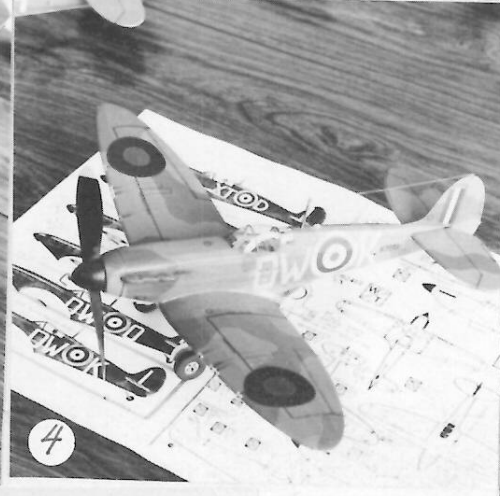
Tom Schmitt and I judged the FAC Scale, Navy Scale, and Power Scale events at the D.C. MAXECUTERS 1986 Summer Fun Fly at Comsat. Tom and I had discussed the problems associated with judging FAC Scale events with several club members on several occasions, and always the problem of point spread emerged. Now all of us realize that the scale judging awards from 0 to 62.5 total points without bonuses. In reality, most of the planes entered in the contests we have attended in the past 10 years or so are awarded points in the 45 to 62.5 range before bonuses. Perhaps the MAXECUTER inspired "40 point" rule for mass launch events helped create this point skew towards the high end of the spectrum, perhaps not. In any case, the skew is perceived to exist at most contests using FAC rules. In our opinion, this skew, with few exceptions, makes it difficult for the average builder/flyer to have a really well detailed and crafted model (i.e., generally heavier) compete favorably with less detailed lighter models. Well, Tom and I agreed to really try to spread out the points in our contest. We wanted to give every point that was earned, but limit in a stricter manner those points that were not earned. This was no easy task, as many of you who have served the greater glory of the FAC as judges well know. But we did spread out the points. In FAC Scale the range was 14 to 58 for a point spread of 44. In Power Scale, the range was 14 to 60 (a 46 point spread), and in Navy Scale the range was 24 to 55 (a 31 point spread).

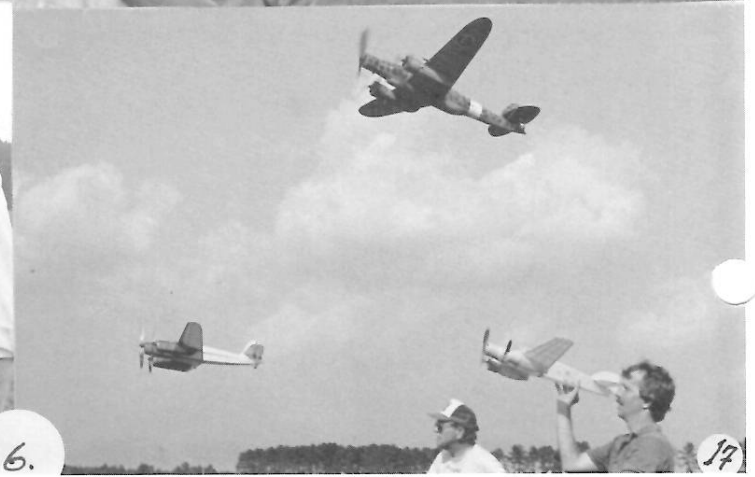
The first thing to notice - there were no aircraft judged to be perfect, but there were several in the high 50's. Likewise, there were a fair number at the lower end, 14 to 30, and several in the middle. Hopefully this approached a bell shaped distribution.

I can't say much else except that we believe this gave everyone a fair shot at winning with no one getting a "free ride". In fact, one very low point aircraft finished rather high, and had it been awarded the traditional 40+ points, it would have gotten 2nd in FAC Scale because it was such an excellent flyer.

I propose we stress point spreads in future contests, do away with the 40 point rule for mass launch, and go back to the discretion of the event director to decide which aircraft are not in the "spirit" of the mass launch events.

I think points ought to be earned, and not given for free.





AN ANALYSIS OF THE MAXECUTER POWER SCALE RESULTS

ALLAN SCHANZLE

In the last issue of MAX-FAX, I expressed my concerns about the FAC Power Scale event, and suggested an alternative based upon the FAC rules for the static evaluation, but proposed realism of flight (judged by the contestants) for the flight evaluation. Well, since I didn't win the event, you can guess how much I think of my own suggestion. Actually, I think the idea has potential, and a little experience with judging the realism of flight aspects will cure most of my concerns. If you look at the results of the contest elsewhere in this issue, you'll see that Pat Daily and I had identical flight evaluation scores. His Ansaldo got one more static point than my FW 190, so he became the winner.

The individual judging scores are shown below, and as you can see, the evaluations show a reasonable amount of consistency, with only a few scores being "outsiders". You'll notice that Judges 4 and 5 were non-contestants, since they evaluated all flyers. One of them was Don Srull, whose electric Pietenpol would not make the qualifying flight time of 30 seconds. It seems that a test flight brought forth a bit of damage to the nose section, and when Don CA'ed the damage, a drop spilled on the motor gears!!!!

MAXECUTER POWER SCALE FLIGHT EVALUATION

CONTESTANT	AIRCRAFT	EVALUATION																										
		CLIMB-OUT (0-10)									CRUISE (0-10)									APPROACH (0-10)								
		JUDGE NO.									JUDGE NO.									JUDGE NO.								
		1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9
MARK HOUCK	TAYLORCRAFT	6	6	8	6	3			5.8	7	9	9	7	4			7.2	5	3	5	6	4						4.6
BILL BELL	PIPER J-3	7	5	9	7	8	5		5.8	7	8	8	8	7	5		7.2	7	6	5	8	8	7					6.8
ALLAN SCHANZLE	FW-190	9	6	8	9	8		8.0	9	7	8	9	8		8.2	7	7	4	7	7						6.4		
PAT DAILY	ANSALDO SVAS	9	8	9	9	8		8.6	8	8	9	9	8		8.4	5	7	6	6	4						5.6		
ROLF GREGORY	LUSCOMBE PHANT	10	9	9	9	8		9.0	10	9	9	9	9		9.2	5	5	8	7	4						5.8		

COMSAT OLD-TIMER MASS LAUNCH CONTEST	
SEPTEMBER 28, 1986	
FREE - FOR-ALL EVENT	
NAME	AIRCRAFT
DON SRULL	WHIRPET
AROLD HOWARD	WHIRPET
BILL BELL	BLUEBIRD
ROLF GREGORY	F.A. MOTH
ALLAN SCHANZLE	F.A. MOTH
BUD CARSON	PACIFICAGE 30
BERT PHILLIPS	PACIFICAGE 20
TOM SCHMITT	PACIFICAGE 20
TEX BAIRD	GOLDBERG GULLI
PAUL SPREIREGEN	1/2 SHEET KORDA
DOUG BUCHANAN	FLYING YANKEE
PACIFIC AGE EVENT	
NAME	AIRCRAFT
BILL BELL	30
TOM SCHMITT	20
BUD CARSON	30
EMELYN PHILLIPS	20
BERT PHILLIPS	20
DOUG BUCHANAN	20

COMSAT OLD-TIMER MASS LAUNCH CONTEST	
SEPTEMBER 28, 1986	
FLYING AGES MOTH EVENT	
NAME	AIRCRAFT
ALLAN SCHANZLE	F.A. MOTH
BILL BELL	"
TOM SCHMITT	"
ROLF GREGORY	"
KORDA EVENT	
NAME	AIRCRAFT
TEX BAIRD	FULL SHEE
PAUL SPREIREGEN	1/2 SHEET KORDA
BILL BELL	3/4 KORDA
BUD CARSON	3/4 KORDA
SCIENTIFIC FLYING YANKEE EVENT	
NAME	AIRCRAFT
BERT PHILLIPS	FLYING YANKEE
PEARL BUCHANAN	"
DOUG BUCHANAN	"

CONTEST RESULTS FOR GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
ROLF GREGORY	CORBEN SUPER ACE				X								
CLAUDE POWELL	REARWIN SPEEDSTER	X											
DAVE REES	BARLINK NB-3					X							3
PAT DAILY	DOUGLAS Y10-43			X									
BILL BELL	LINCOLN APK-5	X											
DAVE SMITH	VERVILLE AIRBORN	X											
JOHN HOUCK	TOWSILAS Y10-43	X											
MARK HOUCK	TERANDA CHAMP	X											
BOB LEISHMAN	STINSON SR-10	X											
MARV YODER	LINCOLN APK-5			X									
FLIGHT B													
RODUS BUCHANAN	ALLIED SPORT		X										
BRUCE PRICE	STINSON 105			X									
DAN DRISCOLL	COMPAS SWIFT	X											
DON STULL	ALCO SPORT		X										1
BUD CARSON	FAYCHILD 24												
TOM ODOM	GADFLY	X											
GEORGE MEYERS	LEOPARD MOTH	X											
GREG MEYERS	REARWIN SPORTSTER	X											
TOM SCHMITT	REARWIN SPEEDSTER			X								X	
SCOTT PRISLEY	REARWIN SPEEDSTER												
BILL BOWLES	LINCOLN APK-5	X											

CONTEST RESULTS FOR WIN-I

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
BILL CERESA	HALBERSTADT DJZ		X										
TOE BARRISH	GRAHAM WHITE	X											
RANDY KLEINERT	SE-5		X										
DAVE REES	ROLAND WALFISCH												1
PAT DAILY	FOKKER D-7		X										3
BILL BELL	FOKKER D-7	X											
KEVIN SHARBANDY	BRISTOL SCOUT					X							2
JOHN HOUCK	FOKKER D-7	X											
CLAUDE POWELL	DA-5		X										
FLIGHT B													
MARK HOUCK	FOKKER D-7			X									
BERT PHILLIPS	MICRO PLANO VALER	X											
DAN DRISCOLL	SE-5		X										
DAVE SMITH	GRAIN KITTEN			X									
GEORGE MEYERS	MARTINSYDE S-1	X											
SCOTT PRISLEY	ALBATROSS D-5	X											
BOB LEISHMAN	?	X											
CLAUDE HUSTED	NIERPORT 17	X											
BRUCE PRICE	SE-5			X									
DUDLEY PRISSEL	GRAIN KITTEN		X										

CONTEST RESULTS FOR HAND LAUNCH GLIDER

NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
RANDY KLEINERT	23	22	13	13	31	60	114	5
GLEN SIMPERS	33	25	57	36	19	29	126	3
JOHN HOUCK	18	17	38	27	23	19	88	7
MARK HOUCK	17	14	15	38	15	40	95	6
MARK SISK	32	43	20	26	44	38	125	4
GREG MEYERS	41	31	56	79	54	19	189	1
JOHN SITES	45	63	61	18	15	29	169	2

CONTEST RESULTS FOR CATAPULT GLIDER

NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
RANDY KLEINERT	24	54	90	35	120	46	264	1
MARK HOUCK	22	36	24	32	26	22	94	4
JOHN HOUCK	16	20	24	19	24	17	68	5
ALLAN SCHANZLE	17	7	40	37	40	23	117	3
JOHN SITES	8	31	118	3	17	30	179	2

CONTEST RESULTS FOR THE RACES

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE	
		1	2	3	4	5	6	7	8	9	10		
FLIGHT A													
RANDY KLEINERT	CHAMBERMAID												
DAVE REES	MR MULLIGAN												3
JOHN HOUCK	CHESTER JEEP												1
BERT PHILLIPS	CHESTER GOON												
TOM ODOM	CHAMBERMAID												
GEORGE MEYERS	MISS SAN FRANCISCO												
BOB LEISHMAN	CHESTER GOON												
CLAUDE POWELL	CAUDRON												
BILL BOWLES	CAUDRON												
DAVE SMITH	CHAMBERMAID												
ROLF GREGORY	SUZY												2

CONTEST RESULTS FOR WW-II

NAME	AIRCRAFT	ROUND ELIMINATED										PLACE		
		1	2	3	4	5	6	7	8	9	10			
FLIGHT A														
CLAUDE POWELL	SPITFIRE								X					3
SCOTT PAISLEY	STORMIVIC								X					
RANDY KLEINERT	SPITFIRE								X					
DAVE REES	TENZAN								X					
BILL BELL	SPITFIRE								X					
KEVIN SHARBONDA	SPITFIRE								X					
JOHN HOUCK	HE-100 D								X					
MARK HOUCK	P-51 A								X					1
DAVE SMITH	F1AT G-35								X					
GREG MEYERS	P-40								X					
FLIGHT B														
BERT PHILLIPS	SPITFIRE								X					
DOUG BUCHANAN	SPITFIRE								X					
DON SRULL	CAUDRON								X					
DAN DRISCOLL	HELLCAT								X					
BILL CERESA	P-51								X					
TOM ODOM	HELLCAT								X					
BRUCE PRICE	HELLCAT								X					2
GEORGE MEYERS	BRUCE								X					
DUDLEY PRUSEL	BEARCAT								X					

CONTEST RESULTS FOR F.A.C. CO₂ SCALE

NAME	AIRCRAFT	STATIC (SECONDS)			FLIGHT (SECONDS)			TOTAL PTS	PLACE			
		0-100	0-200	0-300	1	2	3					
PAT DAILY	ANSALDO SVAS	28	10	12	60	15	75	85	100	77½	137½	2
MARK HOUCK	TAYLORCRAFT	6	5	3	14	0	55	-	55	55	69	6
ALLAN SCHARNIZ	FW 190	27	20	12	59	10	89	17	120	82½	141½	1
TOM SCHMITT	CLAUDE	25	19	12	56	10	35	-	45	45	101	4
BOB LEISHMAN	PFALZ D9	15	16	4	35	15	110	-	120	82½	117½	3
ROLF GREGORY	LUSCOMBE ANAHC	26	18	5	49	0	58	44	32	44	93	5

CONTEST RESULTS FOR PROPOSED MAXCUTTER POWER SCALE

CONTESTANT	AIRCRAFT	STATIC		FLIGHT			TOTAL FLIGHT- 2x SUM	BONUS	TOTALS	PLACE			
		0-100	0-200	1	2	3							
MARK HOUCK	TAYLORCRAFT	6	5	3	14	5.8	7.2	4.2	17.6	35.2	0	49.2	5
BILL BELL	PIPER J-3	10	10	6	26	5.8	7.2	6.8	19.8	39.6	0	65.6	4
ALLAN SCHARNIZ	FW-190	27	20	12	59	8.0	8.2	6.4	22.6	45.2	0	104.2	2
PAT DAILY	ANSALDO SVAS	28	20	12	60	8.6	8.4	5.2	22.6	45.2	0	105.2	1
ROLF GREGORY	LUSCOMBE ANAHC	26	18	5	49	9.0	9.2	5.8	24.0	48.0	0	97.0	3

CONTEST RESULTS FOR F.A.C. SCALE

NAME	AIRCRAFT	STATIC			FLIGHT (SECONDS)			TOTAL PTS	PLACE		
		0-100	0-200	0-300	1	2	3				
DAVE REES	NB-8	28	19½	10	67½	40	37	-	60	127½	-
DAVE REES	CANT. 1007	28	19	11	35	93	36	36	36	129	2
PAT DAILY	FOKKER D-7	23	18	9	15	65	38	-	38	103	4
BILL BELL	DOUGLAS Y-10-48	17	15	7	3	42	25	27	27	69	11
JOHN HOUCK	F4-A	16	12	5	25	58	29	38	-	96	7
BERT PHILLIPS	CHESTER BOON	17	15	6	5	43	27	39	36	82	10
DOUG BUCHANAN	ALLIED SPORT	6	5	3	10	24	64	79	84	97	6
DON SRULL	LIPISK P-19	25	18	9	35	87	83	-	71½	134½	-
DON SRULL	WOLSKIN HYDRO	27	19	11	40	97	51	77	-	165½	1
ALLAN SCHARNIZ	ROTER 230	22	18	8	10	58	29	52	-	110	3
GERY PAISLEY	CH-140DK	22	19	10	10	61	31	32	-	93	8
GREG MEYERS	REARWIN SPARDEE	6	5	3	0	14	22	-	22	36	13
CHARLIE MAKERS	P-51	13	10	7	10	40	22	-	22	62	12
ROLF GREGORY	PT-19	23	16	8	10	57	26	-	26	83	9
ROLF GREGORY	FAIRCHILD 24	12	13	6	0	31	38	51	-	82	10
BILL CERESA	WEE WILL JR.	26	20	11	10	67	35	-	35	102	5

SUBDIVISION FOR 75th NAVY COMMEMORATIVE

DAVE REES	SKYRAIDER	26	17	11	10	64	35	47	119	82½	146½	1
PAT DAILY	BOEING F3B	23	17	8	15	63	48	53	46	53	116	2
BILL BELL	BOEING FAB-4	29	17	8	15	69	20	20	34	34	103	5
JOHN HOUCK	XFL-1	17	12	5	10	44	51	-	-	51	95	6
ALLAN SCHARNIZ	HELLCAT	25	19	11	10	65	30	50	31	50	115	3
GEORGE MEYERS	SOC-1	12	15	5	15	47	63	46	-	61½	108½	4
GREG MEYERS	SKYRAIDER	9	11	4	10	34	24	-	-	24	58	7

CONTEST RESULTS FOR EMERGO

NAME	BONUS PTS	FLIGHT TIMES (SEC)				TOTAL PTS	TOTAL AVERAGE	
		1	2	3	4			
MARK HOUCK	9	37	49	40	29	126	135	7
BOB BUCHANAN	9	93	126	72	66	291	300	1
DAN DRISCOLL	0	45	33	45	51	141	141	5
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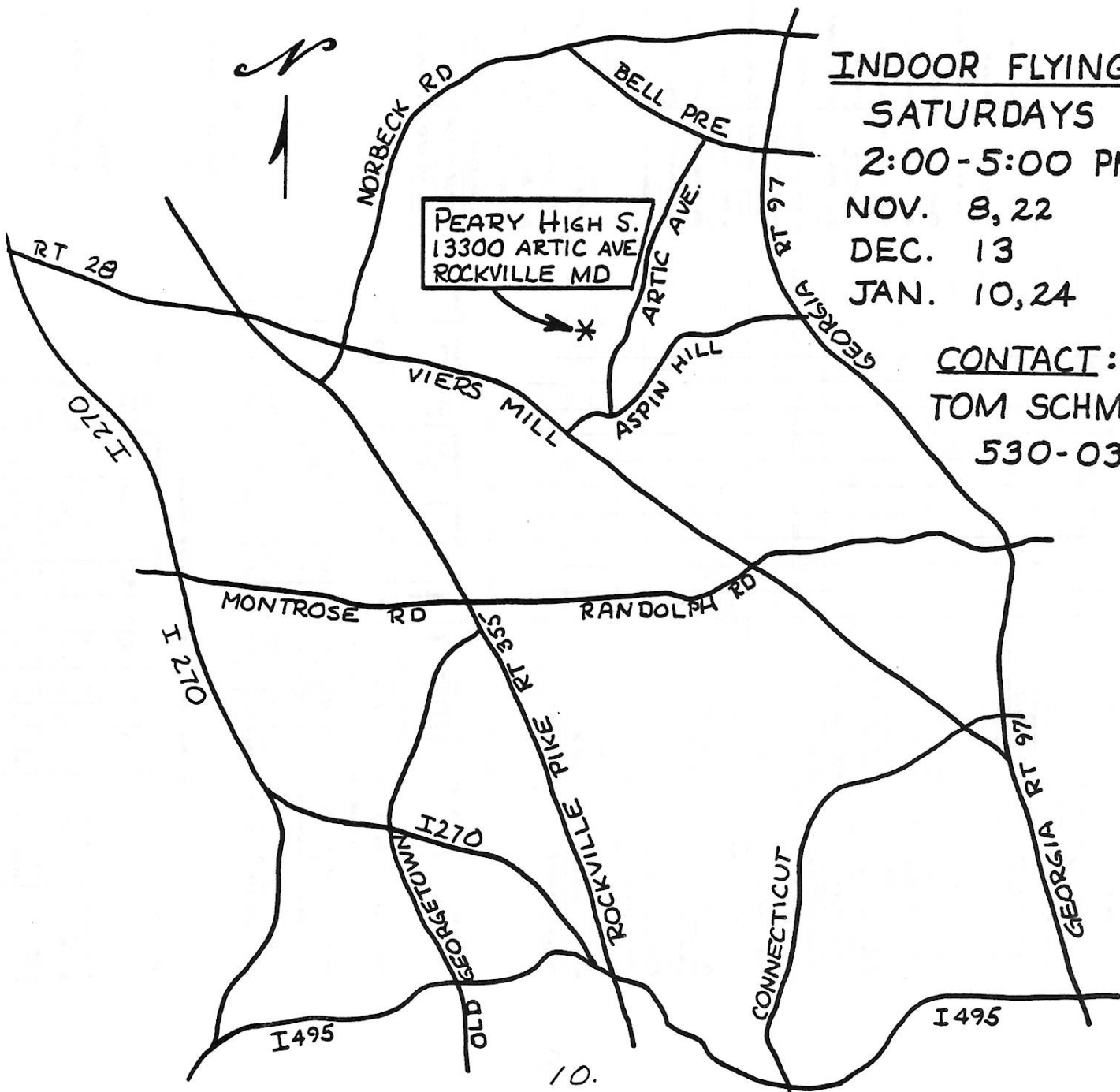
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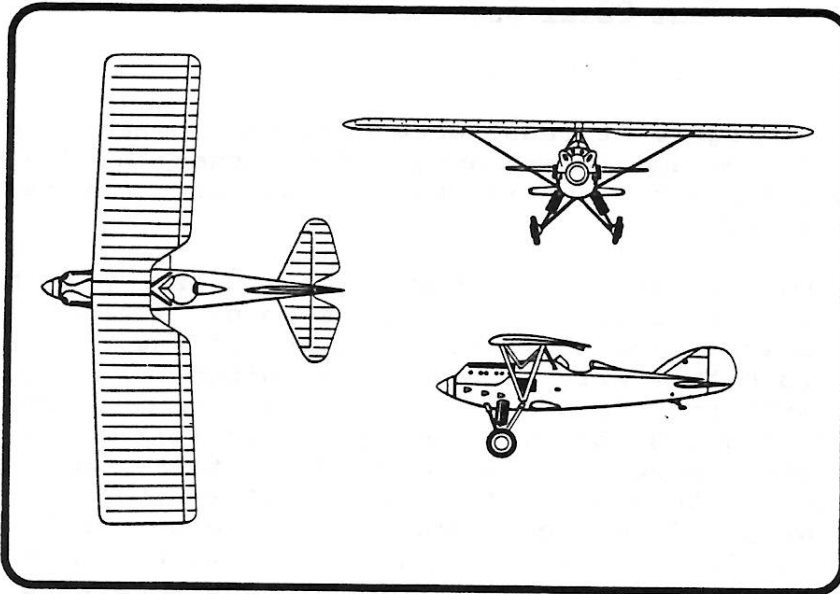
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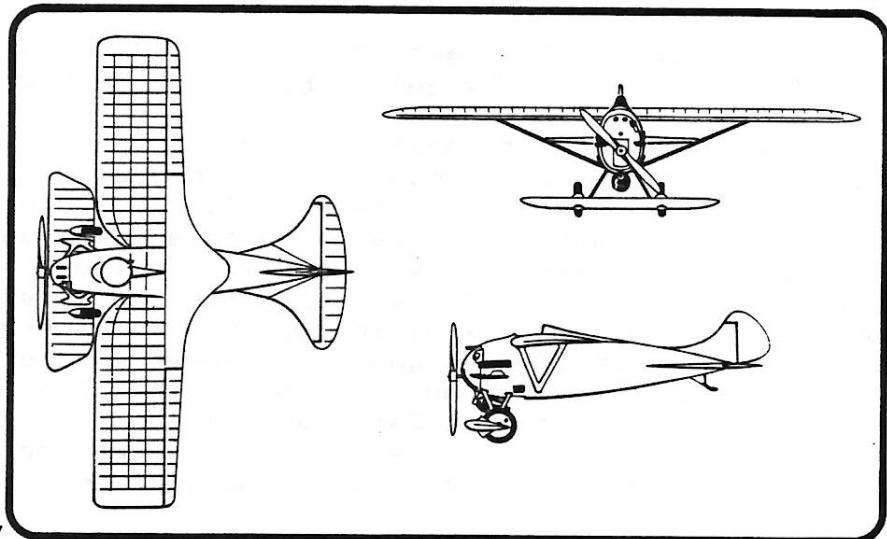
27

27 - AMIOT 110 C 1 : Ce chasseur présentait quelques particularités intéressantes, tel le réservoir de carburant largable en forme d'ailerons. Ceux-ci ajoutaient à la portance et étaient destinés pour faciliter leur séparation éventuelle de l'avion. Le moteur était un Hispano de 500 ch.

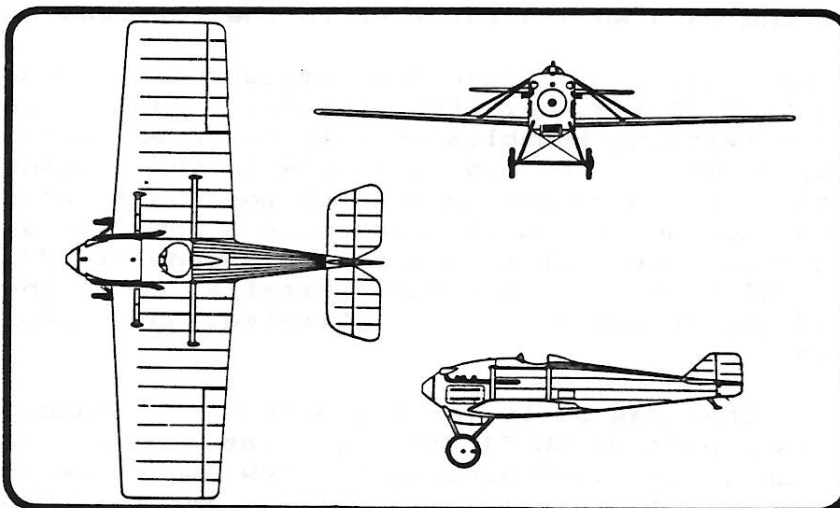
27 - The lower wings of the Amiot 110 were accommodated as drop-tanks and increased the aircraft lift.

7 - NIEUPORT NI-D 37 : Cet appareil peu orthodoxe fut condamné par l'abandon du turbo-compresseur Rateau. C'est le désir de fournir au pilote une exceptionnelle visibilité qui avait dicté son installation très haute par rapport au moteur et le rejet vers l'arrière de l'emplanture d'aile.

7 - Of a somewhat unorthodox design the Nieuport-Delage 37 knew the same fate as the Rateau turbo-compressor. The location of the pilot was aimed at giving him exceptionally good visibility.



7



11

11 - BREGUET L.E. (Laboratoire Eiffel) : Equipé provisoirement d'un moteur Hispano-Suiza 8 Ab de 190 ch, ce chasseur parut révolutionnaire à l'époque, malgré une construction des plus classiques. L'accident qui le détruisit dès le premier vol était probablement dû à une erreur de pilotage. Il contribua néanmoins à jeter le discrédit en France sur la formule monoplan à aile basse pour la décennie à venir.

11 - The accident of the Breguet LE was possibly due to pilot error, but it contributed towards discrediting, in France, the low wing monoplane formula, in the subsequent years.

THE POTEZ 230

ALLAN SCHANZLE

At last, I've done it right. At least according to the accepted rules of model design. I got a 3-view and photograph, and enlarged the 3-view. Of course, there were some blatant flaws in the 3-view, but that is to be expected. So much for tradition.

My only concern with initiating this model was simple. How has it escaped the rubber scale community for 10 these many years? It has everything; an almost obscene nose moment, a beautiful semi-elliptical wing, and a fuselage width that will take a whole bloody innertube of rubber. So what's wrong with it? Damned if I know, except the colors are not the most exciting. To the best of my knowledge, this is the first time this aircraft has ever been modeled, by anyone! We'll talk about flying later, but let me interject at this point that this little FROG aircraft is as stable as any high winger I've ever seen. The climb-out pattern is unbelievable; it doesn't stall or offer the typical low-wing "swoop" under high torque. Some of you saw it fly at the FAC NATS, and were kind enough to ask what it was. No one could identify the little booger, except to say it was French. Big ^!&%##^ deal.

The history of this aircraft is a little confusing, but it is well described in Green's book, WARPLANES OF THE SECOND WORLD WAR, FIGHTERS.

"Prior to the nationalization of Les Mureaux in 1937 as part of the S.N.C.A. du Nord, this company had produced a series of single seat fighters which included the Mureaux 170, 180, and 190. The Mureaux 190 was a lightweight all metal interceptor with a fixed undercarriage and powered by a 450 h.p. Salmson 12Vars twelve cylinder inverted-Vee air-cooled engine, and the prototype was flown for the first time in 1936. With the absorption of Les Mureaux by the S.N.C.A. du Nord, Messrs. Brunet (the former Mureaux chief designer), Lemaitre and Hubert, continued the development of the Mureaux line of lightweight fighters at the former Potez-C.A.M.S. factory at Sartrouville, and in the autumn of 1938 began work on the Potez 230 which was a logical development of the Mureaux 190 featuring numerous refinements and a more powerful engine.

"....Power was provided by an Hispano-Suiza 12Xcrs twelve-cylinder liquid-cooled engine rated at 670 h.p. at 13120 ft. driving a ratier airscrew, and the legs of the main Messier undercarriage members contracted as they retracted so that the main wheels lay flat in the fuselage wells.

"Flight tests with the Potez 230 commenced at Villacoublay on March 30 1940, the first flight lasting 20 minutes, with test pilot Georges Detre at the controls. Only minor teething troubles were encountered during the initial phase, and on May 8 1940, after modifications to the coolant water pump and some softening of the undercarriage shock absorbers which had previously interrupted the fuel supply to the carburetors when the aircraft was taxi-ing over rough ground, the prototype attained speeds of 273 mph at sea-level and 348 mph at 16400 ft. The proposed installation of the more powerful Hispano-Suiza 12Y engine would, it was estimated, have resulted in a maximum speed of 391 mph."

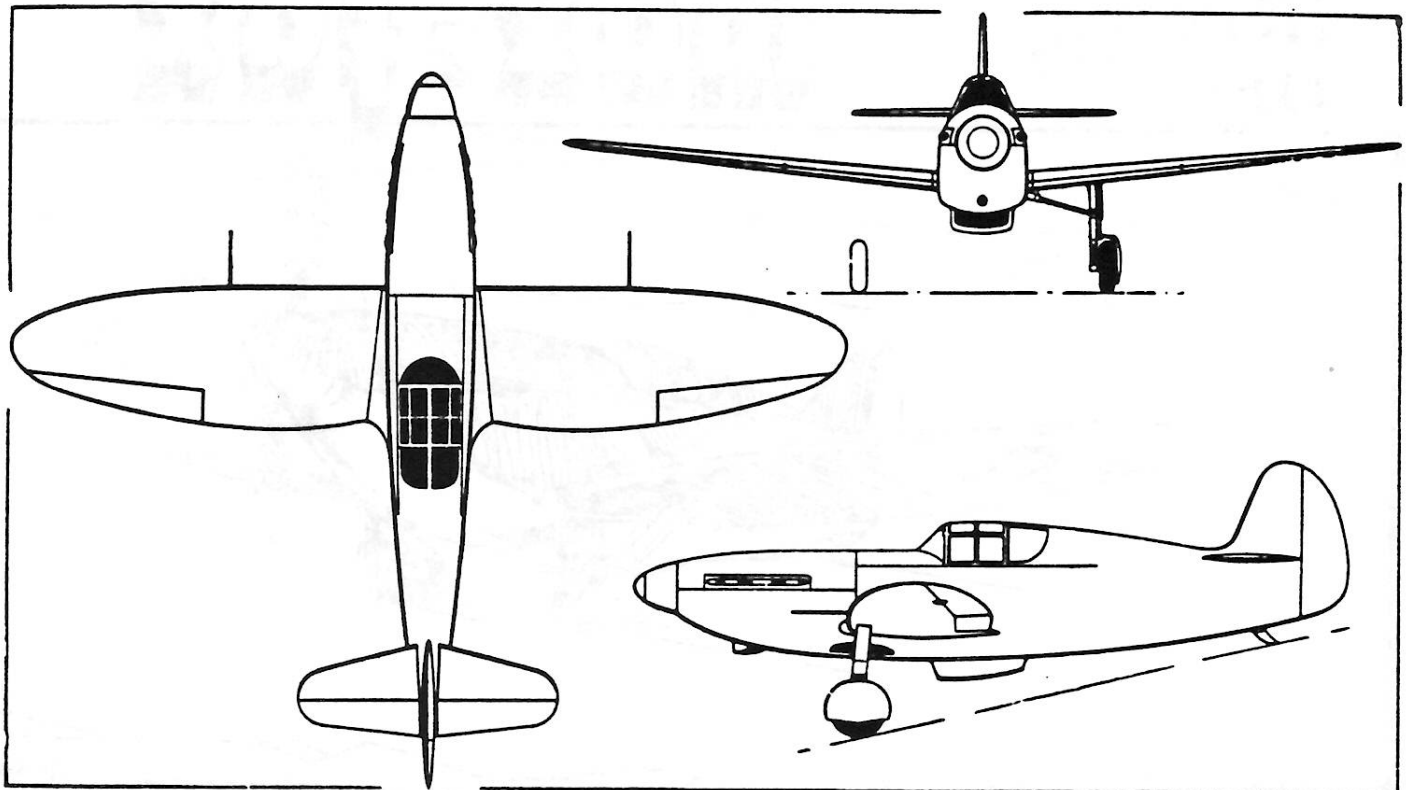
So here is an aircraft that was built for the defense of France, test flown successfully, and is a part of WW-II history. Yet it isn't eligible for WW-II combat!!! How come, you ask? Because the new FAC rules prohibit models of aircraft that were not put into production, and this piece of aviation memorabilia never had that opportunity because France fell to Germany in June 1940, just one month after a very successful test flight.

It's also not eligible for Golden Age. So where does it fit? In FAC Handicapped Representative Scale, and that's all. So why build it? I liked the lines, and no one else has modeled it thus far. If all this seems a little strange, as it does to me, let Lin Reichel know. I have, through the last 10 lines.

A few notes on the construction. You will observe that the tail surfaces are symmetrical rather than flat. I find it hard to believe the additional strength and warp resistance of this type of structure. Unless the real aircraft incorporated flat surfaces, I'll never again use them. Symmetrical surfaces are, in my opinion, that much better.

Panel lines are not shown on the plan, but you can use the accompanying 3-view for these details. I also changed the exhausts, wheel outlines in the retracted position, and air scoop on the bottom of the fuselage (under the wing) from that shown on the 3-view. These modifications were made based upon what I saw in the photographs. If you want to include the landing gear, you'll have to design the structure for attaching it to the wing. All details of the gear are indicated on the front view of the plan. Finally, the wing mounting technique is indicated by an isometric drawing. It may be a little different, but it allowed a one piece wing to pass through the fuselage. This helps to reduce the tendency for the two wing panels to have different angles of attack.

Prop, power, and C/G are noted on the plan, and I ended up with the classical "a little right and down thrust". The completed model, without rubber, weighs 34 grams. If you build this model, DON'T attempt to test fly without the canopy in place. I did, and it proved to be unstable, I assume due to the prop wash. I had a similar problem with a Rearwin Speedster, which also exhibited the same characteristics without the windshield. So at least cover the cockpit area with paper before that first test hop.

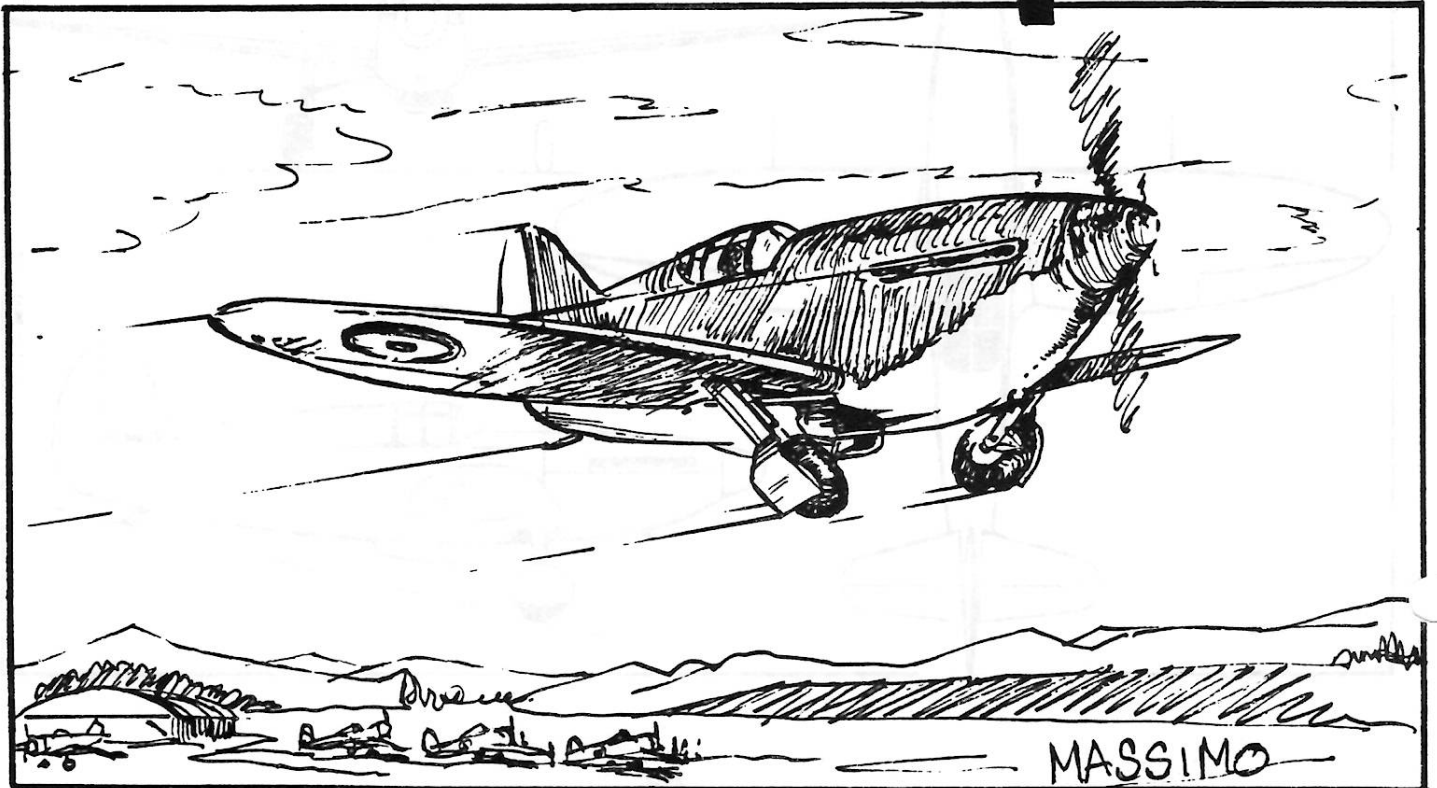


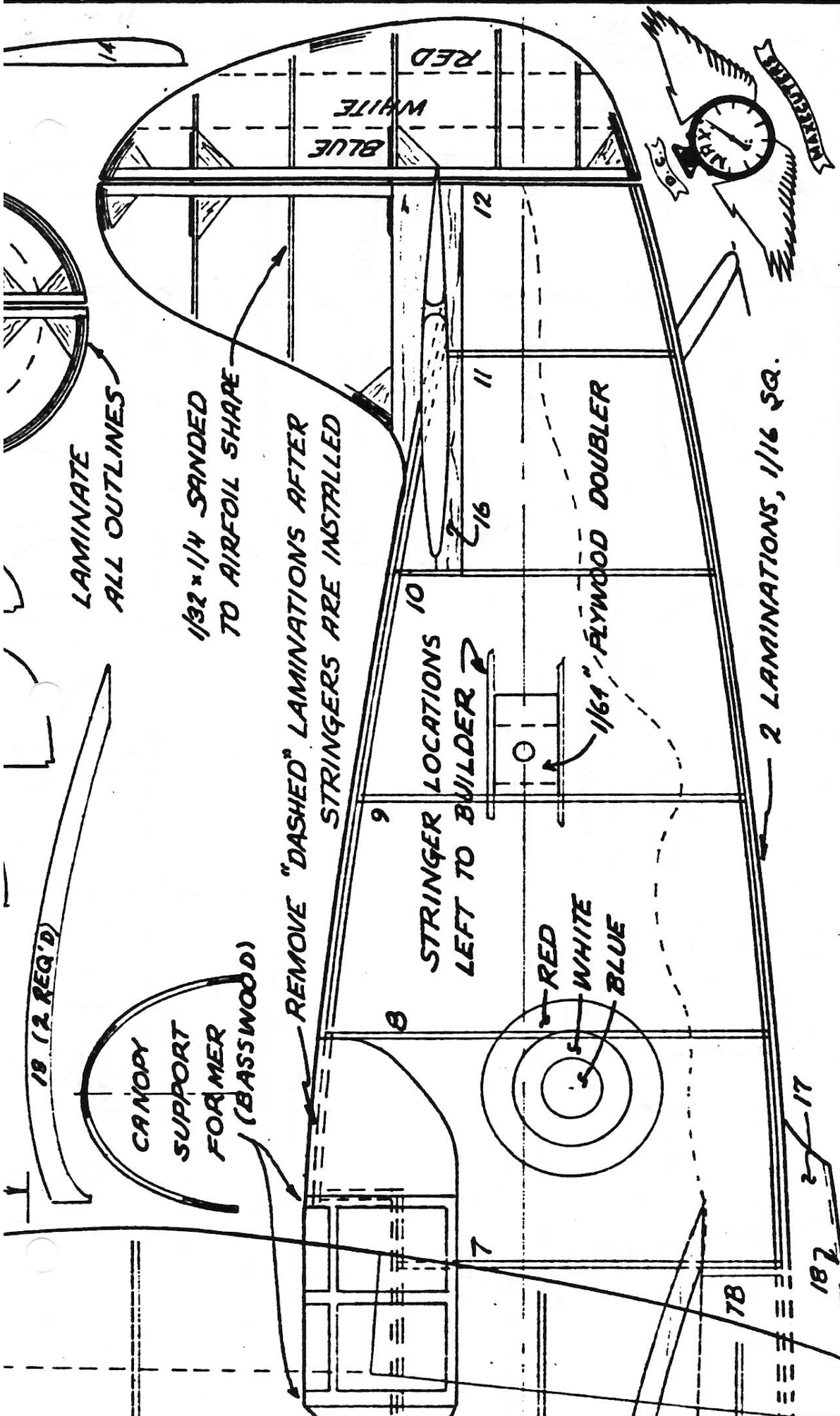
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POTEZ 230

ALLAN SCHANZLE 8/86
A Late 1930's French Fighter

COLORS: KAKHI (DARK GREEN) FOR UPPER SURFACES AND FIN. LIGHT GREY-BLUE FOR UNDER SURFACES, WHICH ENCROACHES ON TOP OF WING AT LEADING EDGE. SEE RIGHT WING.

WOOD : ALL 1/16 SHEET EXCEPT AS NOTED.

LAMINATE ALL OUTLINES

1/32 x 1/4 SANDED TO AIRFOIL SHAPE

REMOVE "DASHED" LAMINATIONS AFTER STRINGERS ARE INSTALLED

STRINGER LOCATIONS LEFT TO BUILDER

1/64" PLYWOOD DOUBLER

2 LAMINATIONS, 1/16 SQ.

CANOPY SUPPORT FOR A FORMER (BASSWOOD)

18 (2 REQ'D)

9

10

11

12

RED
WHITE
BLUE

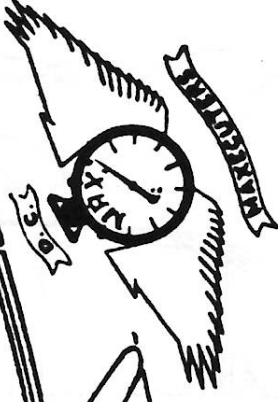
BLUE
WHITE
RED

78

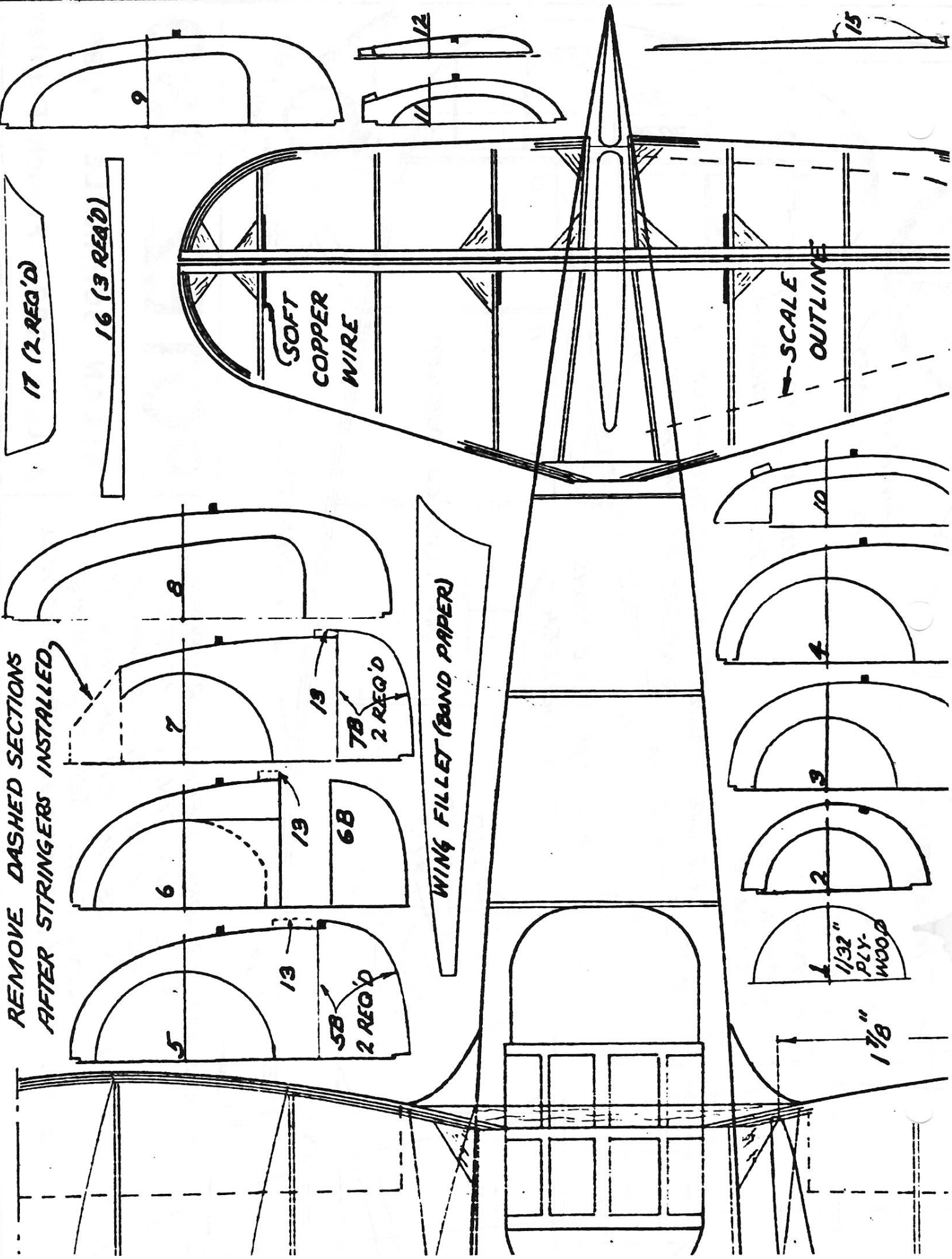
18 1/2

17

14



REMOVE DASHED SECTIONS
AFTER STRINGERS INSTALLED



17 (2 REQ'D)

16 (3 REQ'D)

SOFT
COPPER
WIRE

WING FILLET (BAND PAPER)

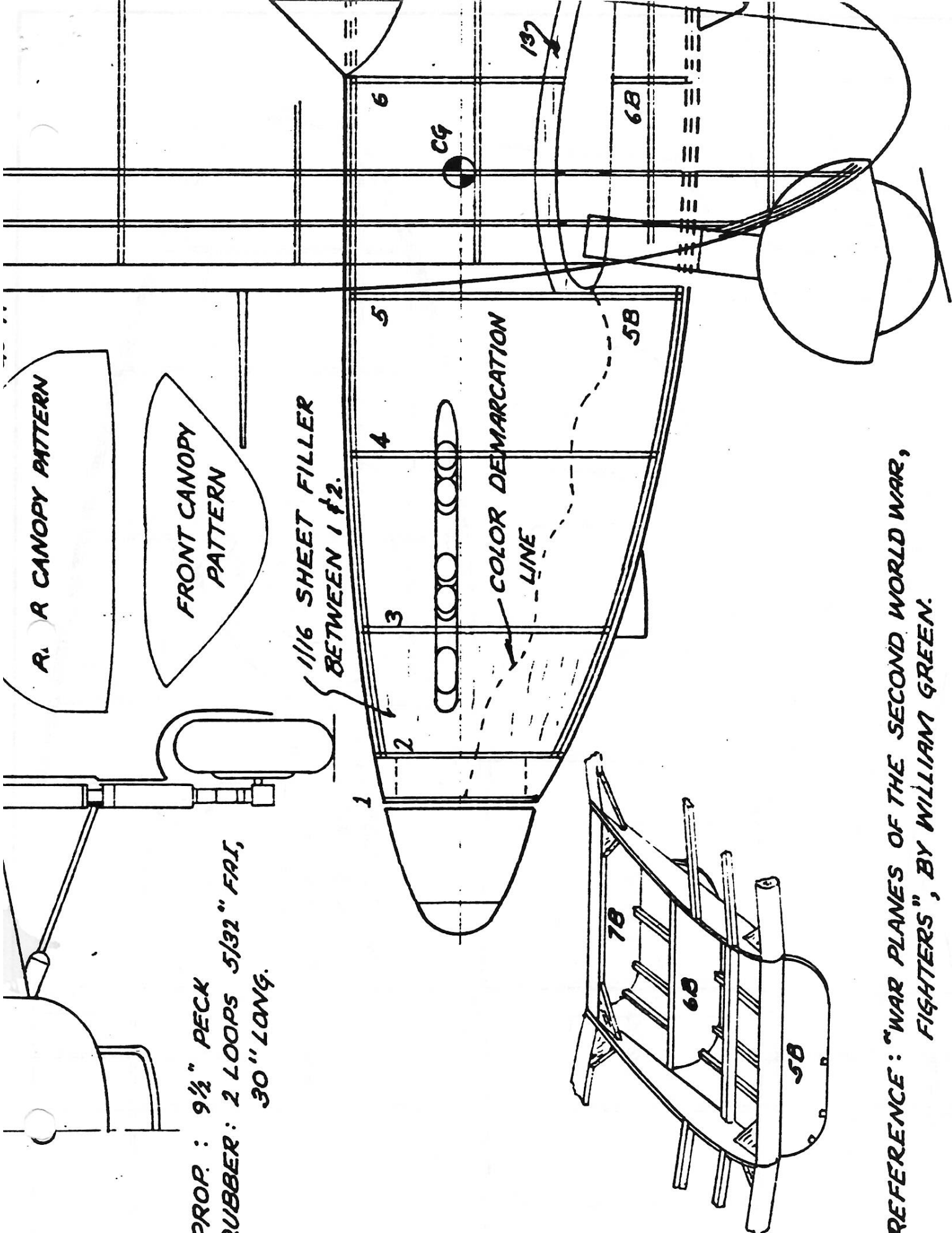
SCALE
OUTLINE

1 1/32"
PLY.
WOOD

1 7/8"

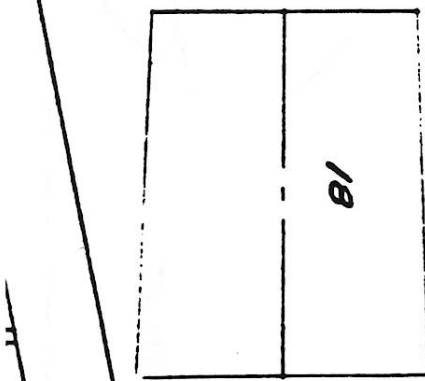
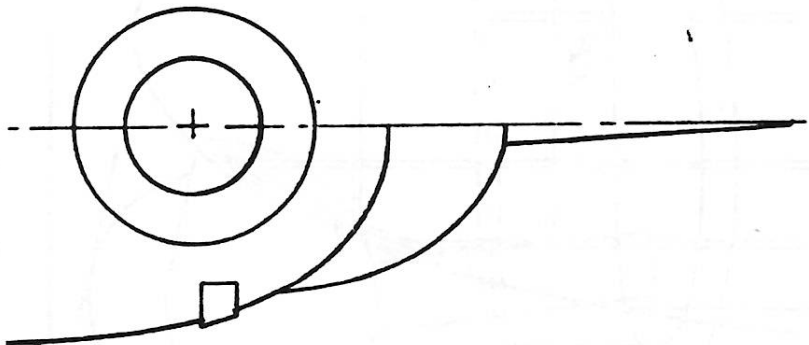
12

15



PROP : 9 1/2" PECK
 RUBBER : 2 LOOPS 5/32" FAT,
 30" LONG.

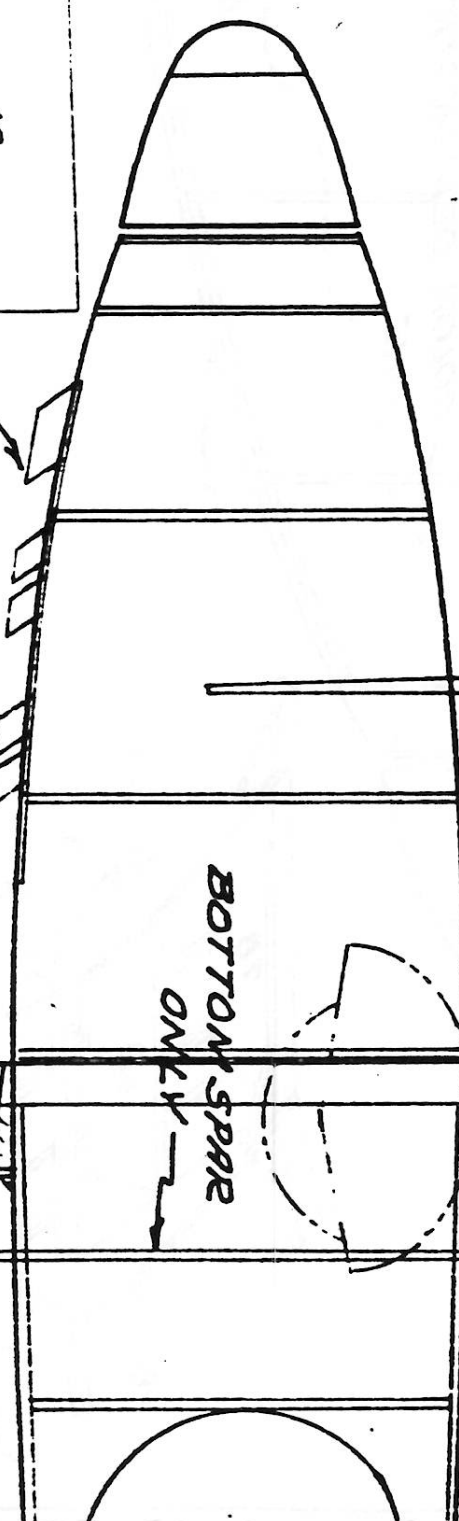
REFERENCE : "WAR PLANES OF THE SECOND WORLD WAR,
 FIGHTERS", BY WILLIAM GREEN.



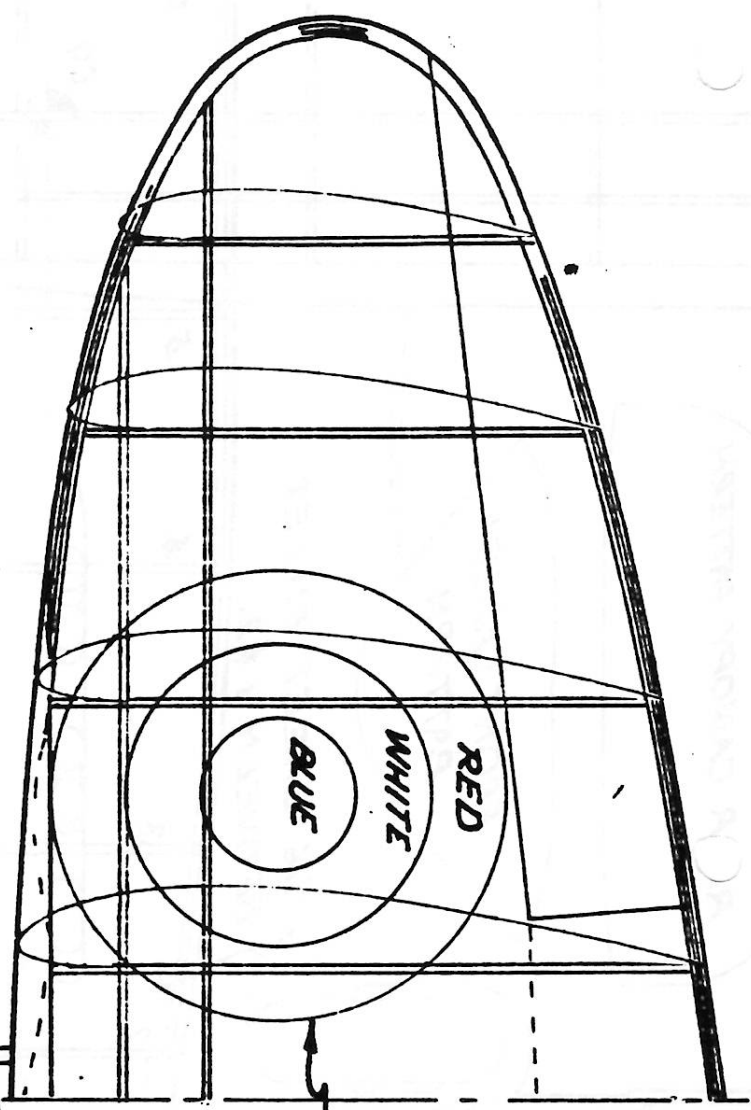
EXHAUSTS ON BOTH SIDES

LEADING EDGE

24.11.11

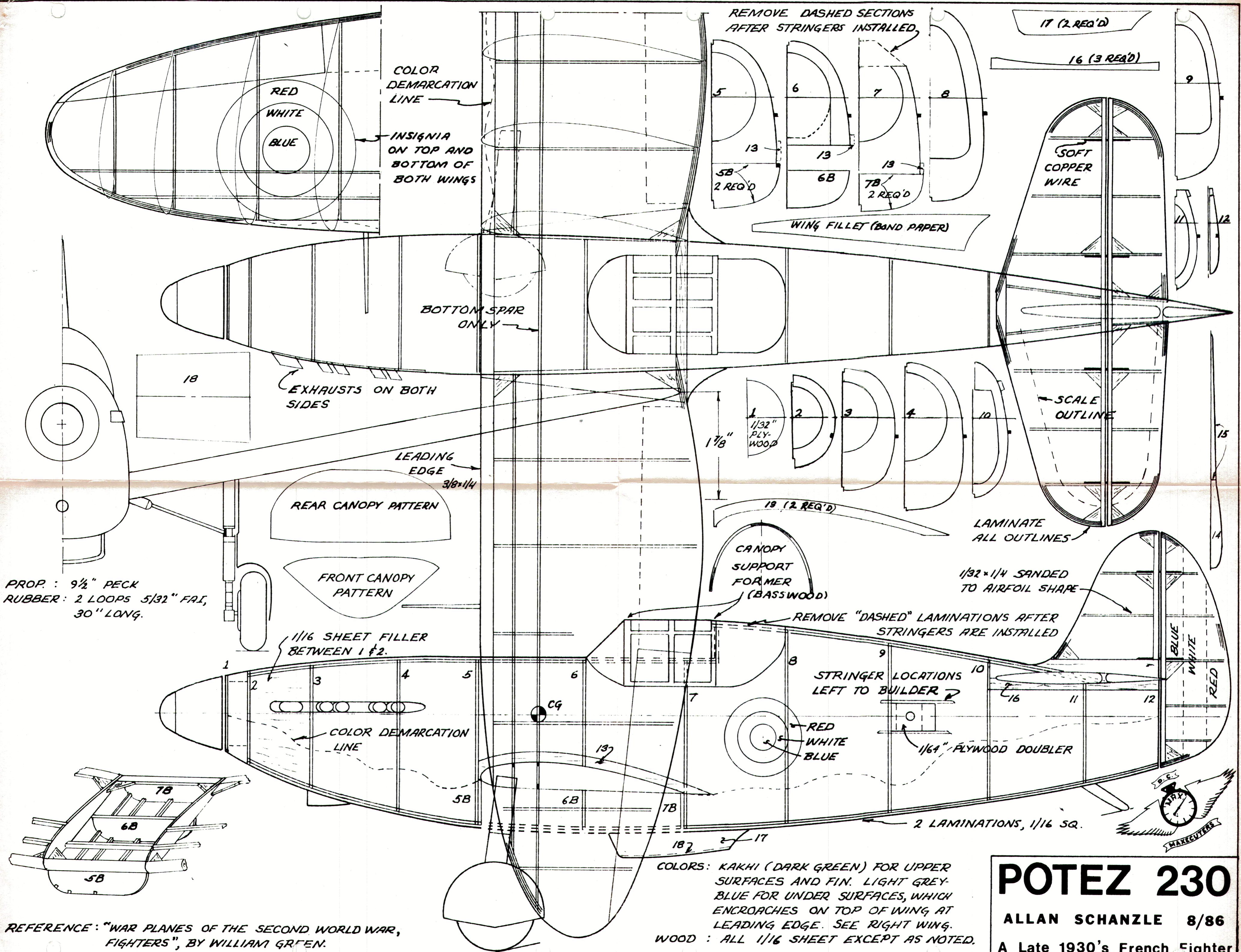


BOTTOM SPAR ONLY



INSIGNIA ON TOP AND BOTTOM OF BOTH WINGS

COLOR DEMARCATION LINE



PROP: 9 1/2" PECK
 RUBBER: 2 LOOPS 5/32" FAI,
 30" LONG.

REFERENCE: "WAR PLANES OF THE SECOND WORLD WAR,
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