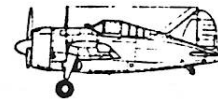
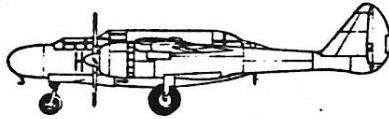




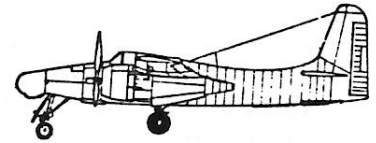
Seversky XNF-1



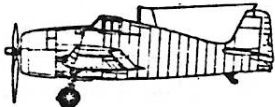
Brewster F2A-3



Northrop F2T-1

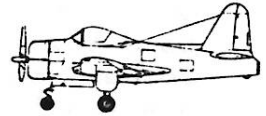


Grumman F7F-3N



Grumman F6F-5

MAX - FAX



Ryan FR-1

THE NEWSLETTER OF THE D.C. MAXECUTERS

MAY JUNE 1986

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

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

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.

FRANK RENAUT

Frank Renaut, friend, photographer, philosopher, aviation enthusiast, and above all, model builder and flyer, will not be with the MAXECUTERS this summer. His warm heart finally failed him and he left us in March 1986. He will be missed by his family, friends, and fellow MAXECUTERS. Frank, you enriched my life with your wit and charm; I shall not forget.

Tom Schmitt

UPCOMING EVENTS

- Sundays : Fun-fly at Comsat as soon as the weather is good. 5:00 PM 'til dark.
- May 11: Helicopter/Autogyro contest at Comsat.
- June 21: Spitfire contest at Comsat.
- July 18-20: FAC NATS
- July 27: H.L. Glider/P-30 contest at Comsat.
- Aug 24: CO-2 Scale contest at Comsat.
- Sept 6: MAXECUTERS SUMMER FUN FLY at Comsat.
- Sept 28: Old Timer Rubber Powered Contest at Comsat.

CLUB NEWS

ALLAN SCHANZLE

Every once in a while, something happens that an editor is obliged to point out. In this case, that something happened at our recent Patuxent Contest, and it involved your editor and one of the other competitors, namely, Pat Daily. Pat and I were having a real duel in the CO-2 Scale event. My second flight was terminated at 60 seconds when the little Tiger Moth drifted into the wall and broke just about all of the struts holding on the top wing. This flight put me well ahead of Pat, but knowing that he would work with his Ansaldo until his flight time was enough to place him in 1st place, I started to glue the struts. It was so cold that my C-A glue would not work, nor would that of other contestants. So back to the good old Ambroid. But time was running out. Pat had put in his final flight of 67 seconds, and that placed him in line for the kanone. Even my Ambroid would not set due to the uncured Hot-Stuff. Pat came down and asked if I wasn't going to put in my final flight. I told him of my dilemma, and he said to wait a minute.....his instant glue was working just fine. So back he came, and with his glue the Tiger Moth was repaired on the spot. My last flight was 76 seconds, just enough to give me a 1.75 point edge over him. Now I ask you, folks, is that the spirit of the FAC? You bet your sweet bippies it is. Whether the Tiger Moth would have been able to make such a stable and extended flight without that final strut being glued is irrelevant. I probably would have tried just on general principles. But the point is that Pat offered to help his closest competitor, and lost a first place trophy as a result. Patty me lad, I owe you one. And when was the last time you saw that kind of camaraderie at any other modeling event. Hats off to the spirit of the FAC.

As many of you may recall, the MAXECUTERS have a rule that limits the number of times you may enter a specific type of aircraft in a given event. In general, the rule states that after you have won an event twice with a model, that plane, or any other model of it built by you, is prohibited from that event at all future MAXECUTER contests. The question has been raised as to whether or not the Pax River Contests are "MAXECUTER" contests. It was decided at the April meeting that even though the PAX contest is sponsored by their local Parks and Recreation Department in conjunction with the Navy, and since the MAXECUTERS no longer have any other indoor contests, the Pax River event will fall under this rule. So be forewarned. Yes, I do keep records of who wins our events, and I refresh my mind before each contest, just in case someone tries to pull a fast one.

In the last issue of MAX-FAX, we noted in the photo captions that a free years subscription would be awarded to the fourth person beyond 200 miles of D.C. to correctly identify the dashing airman in photo #2. The winner was Bill Noonan, who identified Hurst Bowers as the individual holding up the Stampe.

The Illinois Model Aero Club (IMAC) is celebrating its 75th year as the worlds oldest continuously active model airplane club. They invite everyone to participate in a Phantom Flash postal contest. Rules are available by sending a self-addressed stamped envelope to IMAC, 1411 Judson Ave. Evanston Illinois, 60201.

The editor has recently seen a copy of WW-I AERO, a journal devoted to aircraft of the first big fuss. It is available by sending a donation of \$20.00 or more to WW-I AERO, 15 Crescent Rd., Poughkeepsie N^y 12601. If this vintage of aircraft is of interest to you, I strongly suggest you look into a subscription. The contents includes good quality photos, 3-views, and articles of some of the more obscure airplanes of this era. They occasionally include a small section on modeling. So check into this publication. You won't regret it.

The feature plan for this issue is by Allan Schanzle. It is a Darmstadt D-22, a somewhat obscure German aircraft designed in the late 1920's. And yes, this is another full size fold-out. In addition to this plan, we have lots of contest results for you to scrutinize, lovely photos by Tom Schmitt, an article on the simulation of corrugated surfaces, and the solution to the crossword puzzle by Dave Stott that appeared in the last issue. So enjoy. We hope to see all you locals at Comsat as soon as the weather turns favorable.

PHOTO PAGES

Tom Schmitt

1. Frank Renaut.....Our friend and flying companion, now flies with the Angels...March 1986.
2. This month's feature plan, a perky Darmstadt D-22 by Allan Schanzle.
3. Bud Carson's A-O-Kanard. The plan was in the last MAX-FAX. Bill Ceresa holds.

PAX RIVER CONTEST 8 MARCH

4. Greg and George Meyers from PA with George's 2nd place Leopard Moth.
5. Dan Briehl, visiting from Ohio, winds his IS-4. Marty Schindler holds.
6. The CO-2 winner, Allan Schanzle's Tiger Moth, converted from gumband.
7. Paul Spreiregen risks a malpractice suit by performing a tonsillectomy without a license.
8. Rhoda Sullivan holds a Monocoupe for Bruce Price.
9. A magnificent peanut Nieuport by Jim Nash from Richmond VA. His engine was unbelievable, and an article on it's construction will appear later in MAX-FAX.
10. Jim Nash warming the tail feathers of his Tailwind.
11. Marv Yoder really digs Hurst Bower's plans. See the Nov./Dec. 1985 MAX FAX for his Cunningham Hall plans.
12. Don Srull assists visitor Robby Hammett in flying Don's No-Cal Stosser.
13. John and Jackie Koptonak pack in the turns of his SE-5.
14. The Houck family traveled from Pennsylvania. Mark winds and Mom holds. They rarely miss a contest.
15. Glen Simperts with his "Two Cents Worth" Pennyplane.
16. Last but not least, Pat Daily with his pretty 3rd place F3B-1, enlarged from plans by Ken Johnson's son in MODEL BUILDER.

A NEW COMPETITION EVENT

Claude Powell has proposed a Mass-Launch event to be named "Military Golden Age". This has been suggested in the past and it is an idea whose time has arrived. Its purpose is to promote the building and flying of scale model golden age combat aircraft. While the present golden age event does turn out military aircraft, some MAXECUTERS want to encourage design and construction of more military classics and obscure aircraft. We hope to alternate "Open" Golden Age and "Military" Golden Age in sequential Pax River contests for a starter. The first "Military Golden Age" event will be held in the spring of 1987. Military aircraft will always be eligible for the "Open" Golden Age event.

The initial set of rules are as follows:

1. Aircraft designed for combat that first flew in the period 1920 through 1934.
2. Includes one of a kind prototypes, experimental, armed fighter trainers, and armed reconnaissance.

D.C. MAXECUTER'S 8 SUMMER

FUN FLY

Sept

AMA SANCTION
1005

CONTEST DIRECTOR
ALLAN SCHANZLE
20008 SPUR HILL DR.
GAITHERSBURG MD. 20879
(301) 840-5884



900
to
500

EVENTS

FAC SCALE:

Judging starts at 11:30 AM. Qualifying flight must be made by this time.

U.S. NAVY 75th ANNIVERSARY COMMEMORATIVE:

For FAC Scale planes that are models of aircraft designed for the U.S. Navy in Navy colors.

FAC CO-2 SCALE:

Qualifying flight by 11:30 AM. FAC Power rules.

MASS LAUNCH:

The Races 1:00 PM. A single launch for all racers.

NW I 2:00 PM. A 5 second bonus for multi-wings.

NW II 3:00 PM. Only aircraft designed for combat.

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:

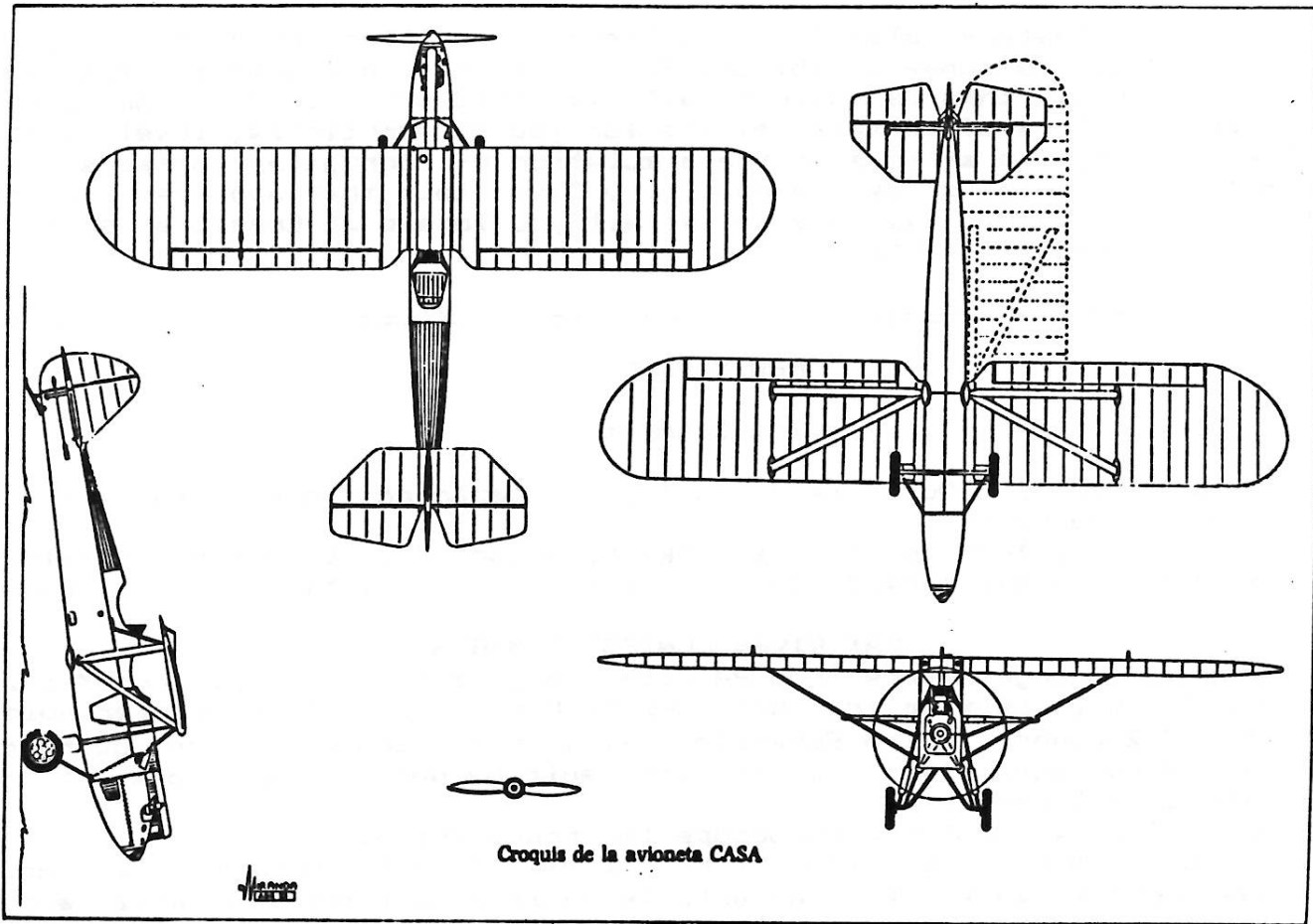
FAC rules.

H.L. Glider:

AMA rules

CATAPULT GLIDER:

Must use MAXECUTER launching pole. AMA H.L. rules.

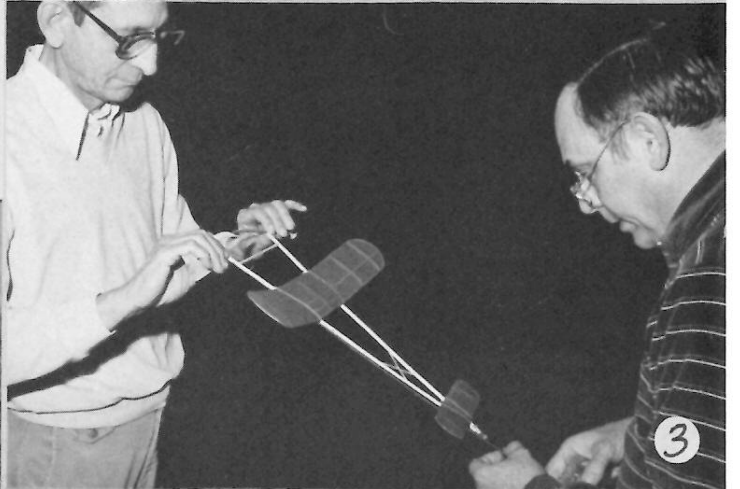




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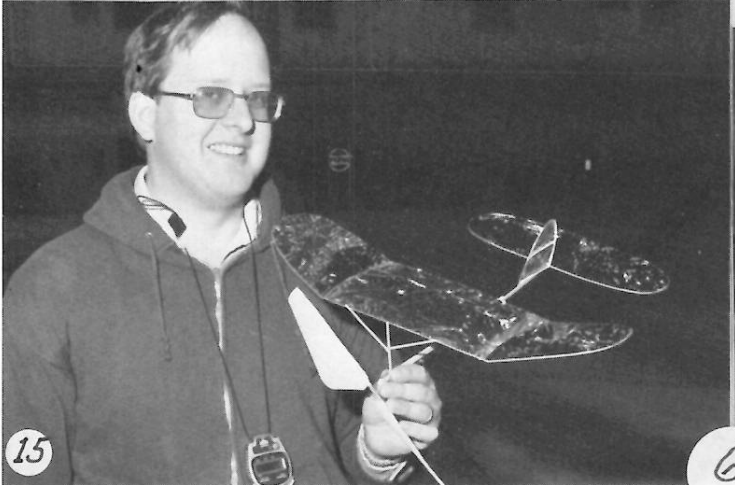
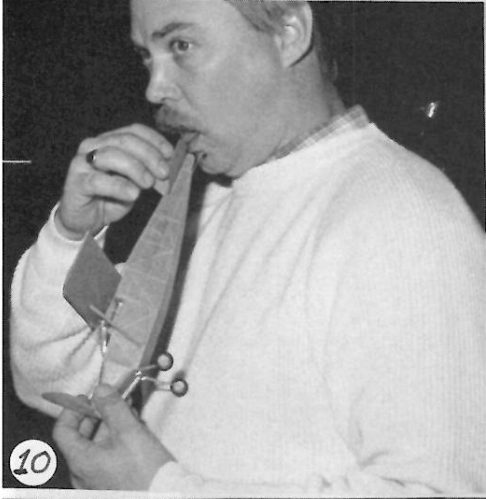
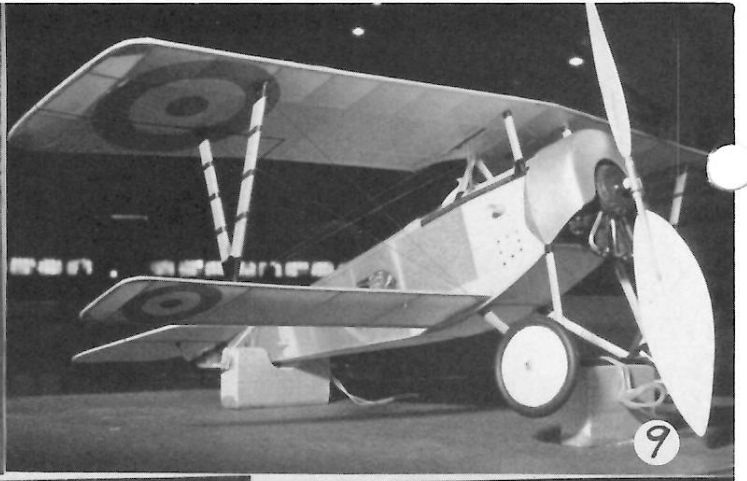


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ALL BALSA / FOAM SCALE CONTEST (RICH HENSEL)
8 FEBRUARY 1986
NORTHWOOD HIGH SCHOOL

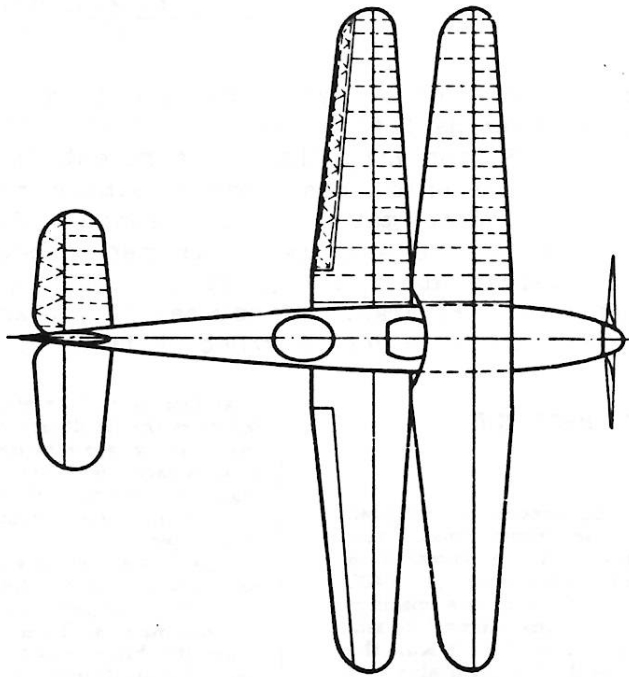
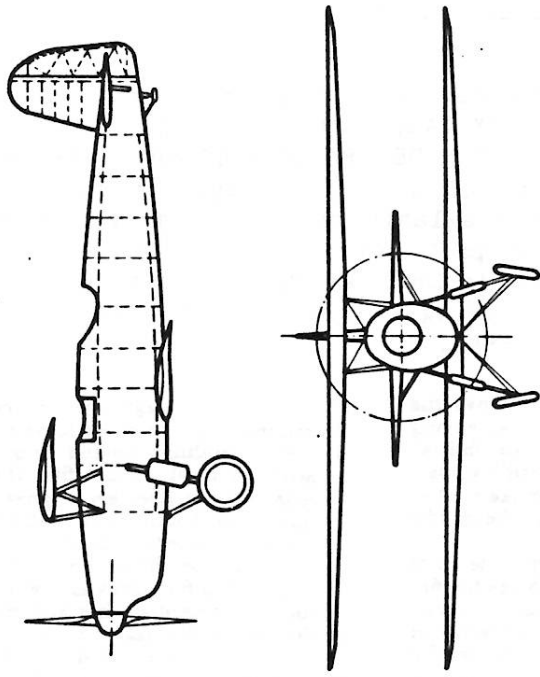
NAME	AIRCRAFT	FLIGHT TIMES-SECS					BEST 2 FLIGHTS	PLACE
		1	2	3	4	5		
DAN DRISCOLL	POWERED PRIMARY GARDEN	25	30	27	31	-	61	4
BERT PHILLIPS	WACO SRE *	52	51	52	52	47	104	2
DON SROLL	DRUINE **	78	70	82	78	82	164	1
PAUL SREIBREFFEN	CESSNA CRUMMIL	41	42	-	-	-	83	3

* SCORES INCLUDE 20 BONUS POINTS - 10 FOR ROG.
AND 10 FOR BIPLANE.

** SCORES INCLUDE 10 BONUS POINTS FOR ROG.

THERE WERE MANY MORE INTERESTING MODELS
ENTERED BUT COULD NOT BE TRIMMED IN TIME
TO COMPETE; A TOTAL OF 14 ENTRIES.

00.



HELICOPTER/AUTOGYRO CONTEST
22 FEBRUARY 1986
NORTHWOOD HIGH SCHOOL

NAME	AIRCRAFT	FLIGHT TIMES-SECS					BEST 2 FLIGHTS	PLACE
		1	2	3	4	5		
ROLFE GREGORY	VERTOL CHYTO	22	38	41	-	-	79	1
RAY RAKOUL	HANNANS AGUSTA	25	28	31	27	24	59	3
CONNIE McSIMPSON	HANNANDA GUSTA	12	15	15	14	-	30	7
ALLAN SCHANZLE	HANNANS AGUSTA	18	19	22	21	-	43	6
BILL GERBERA	HANNANS (AES)	19	21	23	18	20	44	5
DAVID RYSCOE	HANNANS OPSHOT	16	31	35	36	36	72	2
TOM SCHIMM	HANNANS AGUSTA	16	24	27	22	30	59	4

D 22

THE DARMSTADT D-22

ALLAN SCHANZLE

It was inevitable. Edsel Murphy continues to be my constant companion, and I'm getting the feeling that he must appear somewhere in the family tree. Most of you know how I hate to draw plans. Gimme a set of drawings and I'll build to suit my whims at the moment. But to start from scratch and create a new set of plans,.....well, you might as well ask me to volunteer for testing a new proctoscopic device. But in this case, I felt it would be worth the effort to actually create a new set of drawings. But alas, I'm getting ahead of myself. A little history of my exposure to this aircraft might be of interest.

I've seen only two sets of model plans for the Darmstadt D-22. The first was published by Elbert Weathers in the December 1936 issue of MODEL AIRPLANE NEWS. In fact, that source was the first time I ever saw a Darmstadt airplane. It was different and enticing...a good nose moment, 100% biplane stagger, large wing separation, and no outer wing struts. The colors, according to the article, were black and white, and that was enough to make a promise to myself to build the model. That was about seven years ago. Local model companion Dan Driscoll knew of my interest in this aircraft, and gave me a set of German plans which were designed for an .049 gas powered version. Only one 3-view was found, and that was in an old magazine (FLYING ACES I think) but the drawing was very small and offered no details.

On my recent trip to Germany, I bought a book that had lots of photos of German aircraft as well as some 3-views. Amazingly, a photo and 3-view of the Darmstadt D-22 appeared in this book, and I decided that it was time to attack this model with all the ferocity of a bear in hibernation. Both plans looked to be of the same quality. Neither agreed exactly with the 3-view, which in itself did not agree with photos found in the 1932 JANES ALL THE WORLD AIRCRAFT and THE LIGHTPLANE. So what the heck, I'd use the German version as a starting point. We all know that the krauts are renown for their preciseness and attention to detail. That was mistake #1, and the ultimate cause for my close association with Edsel Murphy for this project.

Using the German plans as a starting point, I modified them and built the model. Then I redrew the plans; even inked them, mind you! When all was finished, I sat back and looked at the model and the plans. Proud? You bet...as though I had just beat Don Srull in an FAC event. I got the 3-view out and scanned it along with the model. Whoa!!! Something looks wrong. Out comes the ruler, and in a minute or two, I felt the urge to head for the porcelain facilities. Could it be true? Would an ancestor of mine von Deutschland really do this to me? I'll murder the @\$%^&*!!! Would you believe, the kraut actually SHORTENED the nose by 1.25 inches to help offset the weight of the gas engine? So before I could share this plan with you, I had to redraw the whole nose section. But wait. How could I do this? The fuselage is already the full width of the paper. Well, a quick glance at the drawing will show you what I did. The cowling simply got lowered on the plan. Sorry about that folks, but it was the easiest way to cure a nasty situation. One of these days I'll learn to do it right - get a 3-view and photos, and start from scratch. But then one of these days I may also beat Srull....an equally unlikely situation.

A few words about the plan. The wingspan of 20 inches was selected because it fit our full size foldout format. A one inch to the foot plan would produce a 23 inch model, which is the size used by Weathers. The stringer locations on the formers are not shown because I've never seen a set of markings that lined up properly. Note that the stringers on former 1 are set internal to the outline, while all other

stringers set on top of the formers, allowing for a simple and proper alignment. The C/G is not shown since the plan was drawn in January and copies made in February. Test flights were initiated in late March, at which time the model was found to be very stable with the C/G 1.75 inches behind the center section leading edge of the top wing.

The model is far from being fully trimmed out, but preliminary tests using a Peck 9.5 inch plastic prop and two loops of 9/64 inch rubber (each strand 24 inches long) have produced 40 to 45 second flights. My model, with ballast but no motor, is 1.6 ounces. A typical thrust line of "a little down and right" gives a nice left hand pattern.

A final note about the markings. The most common photo of the real D-22 shows something written on the side of the fuselage above the landing gear sandwiched between the symbol of the bird and the D-22. I've looked at the photo with a 30 power microscope, and I still can't make out the German word(s). So when in doubt, improvise. I show the word "AKAFLIEG", which freely translates into "academic aircraft". Since the airplane was originally built by the Darmstadt University Aircraft Society, this is appropriate, and is also approximately the correct number of letters. If a judge docks you for this, ask him what it should be, and if he gives you an answer that is not all barnyard topsoil, let us know here at MAX-FAX.

Darmstadt University began it's aviation pursuits in the 1920's with gliders, and progressed to the D-11 "Mahomed," a powered monoplane. The evolution of the D-22 is best described in the following text, which was found in the German book "Deutsche Sport Flugzeuge," and was kindly translated by the Caped Crusader of Connecticut, Bob Thompson.

"The competition for construction techniques in 1927 sponsored by the Idaflieg (Interest-Union of Academic Flyer Groups) was won by the project D-16 of the Akaflieg Darmstadt (Academic Aircraft of Darmstadt). This design of a cantilever biplane stemmed from F. Fecher and F. Rietz. It was built completely of wooden construction, and was supposed to receive a yet-to-be-designed 40 hp engine. The Akaflieg decided during construction of the machine to use a more powerful already available engine and named the machine D-18. This cantilever biplane with considerable stagger of the wings was very cleanly designed. The engine was a 60 hp 5 cylinder Armstrong-Siddely Genet. The D-18 was supposed to be of high performance and with aerobatic capability, and the Akaflieg of Darmstadt wanted to investigate the differences between mono- and bi-plane configurations with it. The machine was completed in 1929 and filled all expectations in the following flight tests. At the Europa-Tour of 1929, the machine won a first place in the technical tests in the hands of J. Nehring. Its average speed of 156.7 km. per hr was comparably high, but unfortunately after an emergency landing the D-18 had to leave the competition.

"During reconstruction of the machine the Akaflieg installed a 110 hp Genet-Major, with which the D-18 won three world records. On the 21 st of April 1930, pilot Voigt reached an altitude of 7521 meters with a passenger, and on the 23 rd of May (this time as a single seater) an altitude of 8142 meters. Beside that, pilot Rudolf Neiningner had achieved an average speed of 214.848 km per hr with a passenger on the route Darmstadt-to-Wiesbaden.

"Since special bonus points were given in the Europa-Tour for 1930 to enclosed cabins, they provided the D-18 with a cabin for thi competition. Due to engine difficulties, the machine could not enter th competition. However, the doubtlessly successful construction of the D-18 resulted in the Akaflieg receiving further funds for additional development. This brought about the D-22, which was generally like the D-18, but was equipped with an Argus As8 in-line engine of 110 hp instead of the English radial. As a result of the new engine, the installation of the

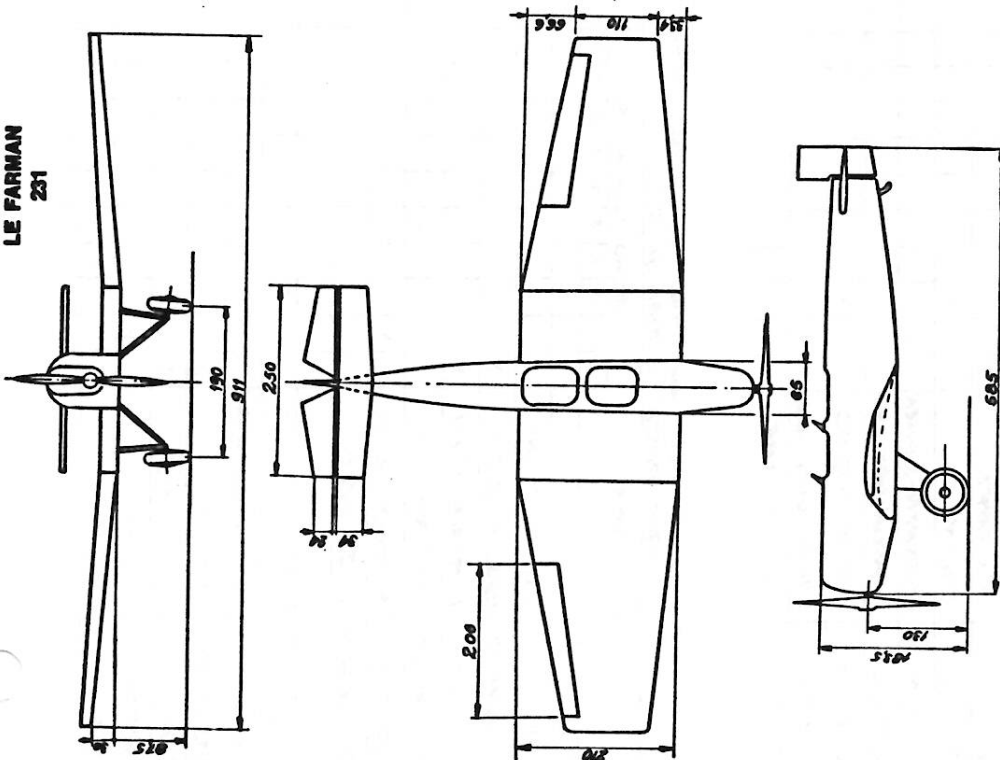
upper wing had to be changed, in that instead of the central pylon, a splayed cabane strut arrangement was fitted. The D-22 displayed equally good performance. It had a top speed of 230 km per hr, while the landing speed was only 67 km per hr. Also, the aerobatic qualities proved to be again excellent. A second D-22 took part in the Europa-Tour of 1932, but won no high place."

Red Baron

CHEESE PIZZA

It is said the Red Baron lived for two things. Adventure in the sky and lots of cheese on his pizza. One taste of Red Baron pizza and you'll know we have done justice to our hero. For this is a pizza heavily laden with cheese. Of course we're talking real cheese—no substitutes, nothing but the genuine article. The Baron would have it no other way. The same standards apply to the selection of toppings and the making of the crust. And for that matter the packaging. We even employ a special inner-wrap for extra freshness protection. Ahh, but as the Baron often observed, there is a time to fly, a time to talk, and a time to eat. It is now time for the latter. So eat, enjoy and soon you, too, will remember the Red Baron.

LE FARMAN 231



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CONTEST RESULTS FOR FEANUT SCALE
FEARY HIGH SCHOOL 22 MARCH 1986

NAME	AIRCRAFT	STATIC RANK	FLIGHT TIMES (SEC.)			BEST RANK	FLT TOTAL RANK	PLACE	
			1	2	3				
RICH HENSEL	PAPER VAGABOND	4	55 ⁸	56 ⁸	60 ⁸	60	1	5	2
BERT PHILLIPS	CASSIA C-34	6	7 ¹	1 ¹²	12 ¹³	12	7	13	
BERT PHILLIPS	NESMITH COUGAR	7	31 ³	34 ³	37 ³	37	5	12	
PAUL SPREIREGEN	NESMITH COUGAR	8	36	36	37	37	4	12	
PAUL SPREIREGEN	LACEY	5	38 ⁸	-	-	38 ⁸	3	8	
DOUG BOCKHMAN	HEINKEL N100	2	-	-	-	-	-	-	
DOUG BUCHANAN	MONO COURE 110	3	35	42	-	42	2	5	1 ¹
BUD CARSON	SPERRY MESSENGER	1	35	-	-	35	6	7	3

NOTE: * INCLUDES 10 SECONDS FOR R.O.G. #10 BE DECIDED BY BEST STATIC RANK

CONTEST RESULTS FOR HELICOPTER/AUTOGYRO
FAIR RIVER 8 MARCH 1986

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
GEORGE MEYERS	HUP 1	10	-	-	-	-	10
TOM SCHMITT	AGUSTA	27	32	29	34	-	66 (1)
DAN DRISCOLL	UP-SHOT	26	23	26	14	16	52
MARK HOOK		18	20	-	-	-	38
JOHN HOOK		20	-	-	-	-	20
RAY RAKOCV		20	20	29	28	25	57
JOHN KOPTONAK		20	30	19	33	27	63
DAVID PAGE	UNICOPTER	21	23	22	23	-	46
TONY AVAK	PENNY HELICOPTER	3	3	3	4	4	8

CONTEST RESULTS FOR PENNY PLANE
FAIR RIVER 8 MARCH 1986

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)					PLACE
		1	2	3	4	5	
GLEN SIMPERS	TWO CENTS WORTH	209	270	295	364	422	3
BUD CARSON	PENNY TO HEAVEN	495	495	399	499	495	(1)
REGGIE BATTERSON	TIME MACHINE	362	340	400	445	445	2
TIM NASH	BANKS	341	-	-	-	341	2
BILL CLARKE	BANKS	299	291	351	-	351	2

CONTEST RESULTS FOR BOSTONIAN
FAIR RIVER 8 MARCH 1986

NAME	AIRCRAFT	FLIGHT TIMES (SEC.)			TOTAL	PLACE
		1	2	3		
RANDY KLEINERT	GREAT EXPECTATIONS	71	75	73	219	2
TOM SCHMITT	HARVARD SQUARE	57	52	49	158	(1)
BERT PHILLIPS	BOX	59	60	57	176	
REGGIE BATTERSON	PACIFIC ACE	98	104	107	309	(1)
BILL CLARKE	PEABODY PACNET	73	64	66	203	3
DOUG BUCHANAN	PACIFIC ACE	43	50	48	141	
DOUG BOCHANAN	SORTA KORDA	60	53	48	161	

CONTEST RESULTS FOR HAND LAUNCH GLIDER
FAIR RIVER 8 MARCH 1986

NAME	FLIGHT TIMES (SECONDS)						TOTAL	PLACE
	1	2	3	4	5	6		
GLEN SIMPERS	42	36	38	37	42	38	122	(1)
JOHN KOPTONAK	21	26	30	26	27	34	101	2
BILL CLARKE	29	30	30	33	30	23	93	3

CONTEST RESULTS FOR NO CAL
FAIR RIVER 8 MARCH 1986

NAME	AIRCRAFT	FLIGHT TIMES (SECONDS)			TOTAL	PLACE
		1	2	3		
GEORGE MEYERS	SOC-3	66	62	62	190	
TOM SCHMITT	XFL-1	79	79	77	235	
GLEN SIMPERS	HENSCHEL PPS	99	127	107	333	
DON SRULL	CARDINAL	198	191	176	565	(1)
BUD CARSON	JOEEL	137	157	167	461	2
RANDY KLEINERT	CHAMBERMAID	138	157	152	447	3
DAN BRIEHL	CESSNA CANNON	56	66	54	166	
L.A. BERG	VLA	42	39	45	126	

CONTEST RESULTS FOR F.A.C. SCALE
FAIR RIVER 8 MARCH 1986

NAME	AIRCRAFT	CONST. COLOR, PAINT & WORK.	STATIC			FLIGHT (SECONDS)			TOTAL PTS	PLACE	
			B	O	N	T	1	2			3
			0	0	0	0	0	0			0
DAVE REES	ZIPPY	55	0	55	78	70	84	75	130	2	
KENNY SPRINGEN	BUFFALO	36	5	41	-	-	-	-	-	-	
DOUG BUCHANAN	NEWELL 18-80	41	10	51	-	-	-	-	-	-	
PAT DAILY	CUMTS F6C3	56	15	71	29	25	-	29	100	3	
PAUL SPRINGEN	PILATUS PRIMER	37	0	37	45	46	44	46	83	-	
MARK HOOK	AERONA CHAMP	49	0	49	30	-	-	30	77	-	
MARK HOOK	XP-S1	37	10	47	32	46	-	46	93	-	
JOHN HOOK	XFL-1	45	10	55	26	36	-	36	91	-	
JOHN HOOK	FARMAN	46	5	51	21	30	42	42	93	-	
DON SRULL	SAVING SUMMIT	50	25	75	69	-	-	73	147	(1)	

CONTEST RESULTS FOR F.A.C. SCALE CO2
FAIR RIVER 8 MARCH 1986

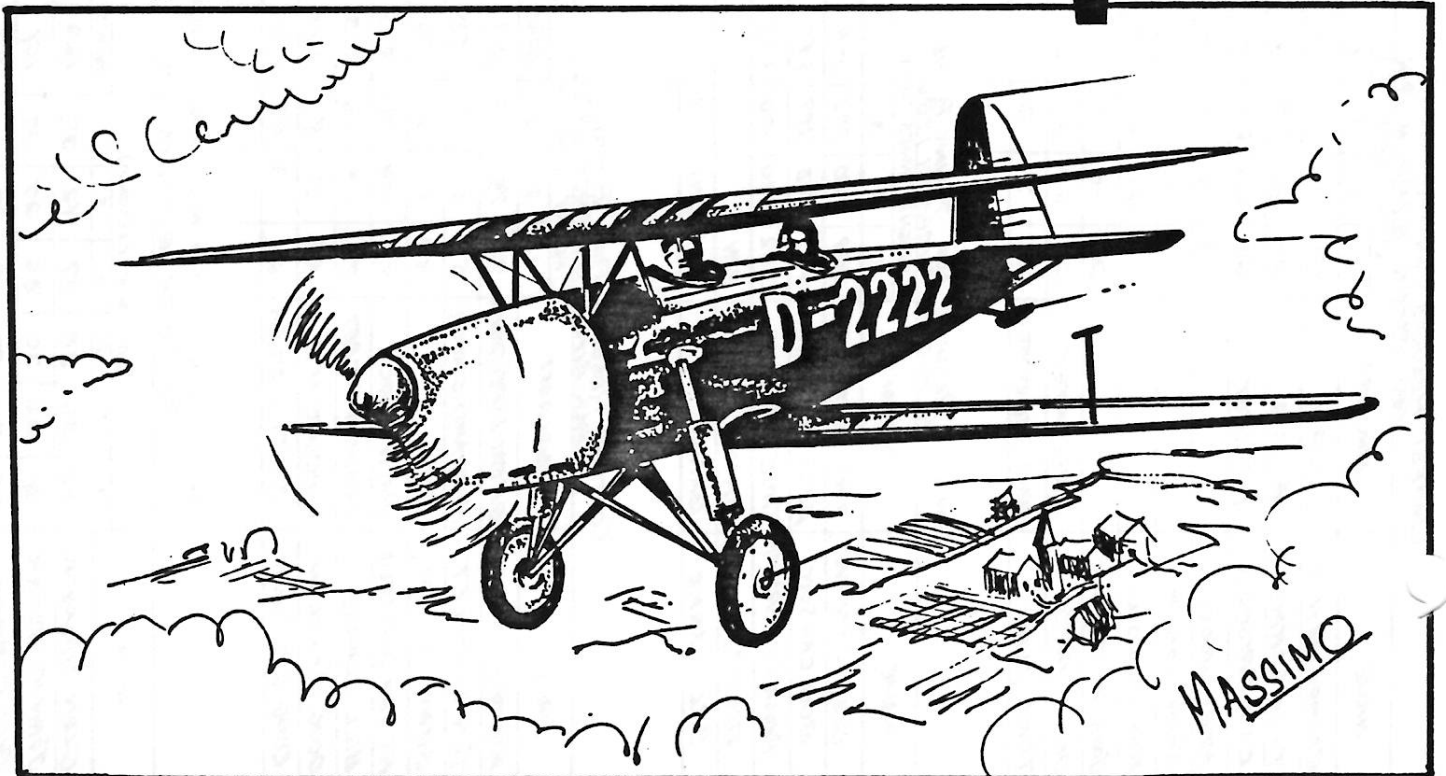
NAME	AIRCRAFT	CONST. COLOR, PAINT & WORK.	STATIC			FLIGHT (SECONDS)			TOTAL PTS	PLACE	
			B	O	N	T	1	2			3
			0	0	0	0	0	0			0
TOM SCHMITT	CLAUDE	59	10	64	-	-	-	-	-	-	
PAT DAILY	ANSALDO SWS	60	15	75	42	62	54	61	136	2	
PAT DAILY	CUMTS P-1	53	15	68	33	32	38	33	101	-	
PAUL SPRINGEN	PAPER COBALT	40	0	40	-	-	-	-	-	-	
MARK HOOK	T-CRAFT	29	0	29	48	48	-	48	77	3	
ALAN SCHWABE	TIGER MOTH	55	15	70	50	60	76	68	138	(1)	

FIRST CLASS

2008 Spur Hill Dr.
Catcherburg MD 20879

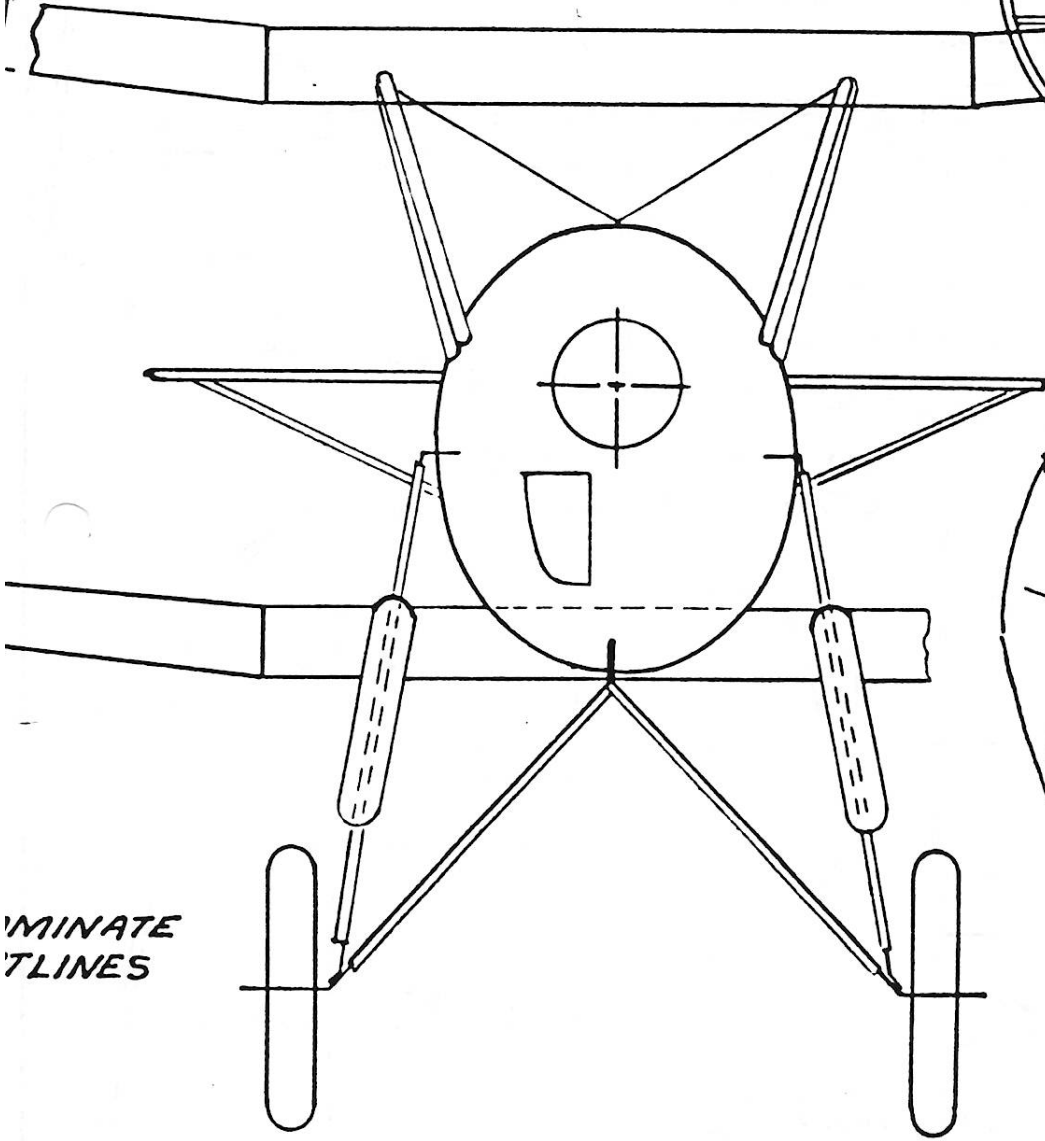
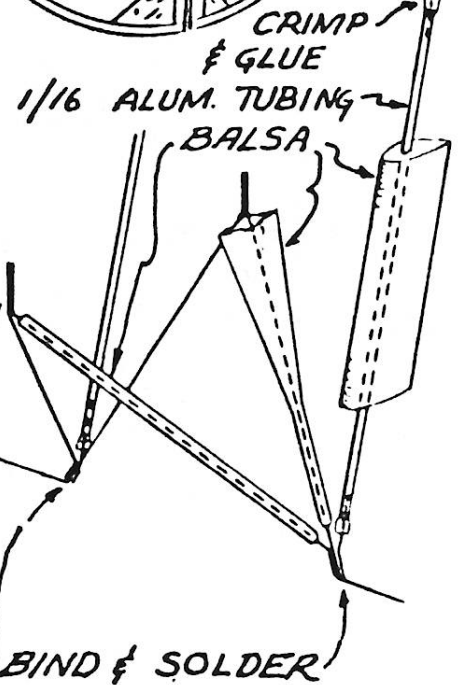
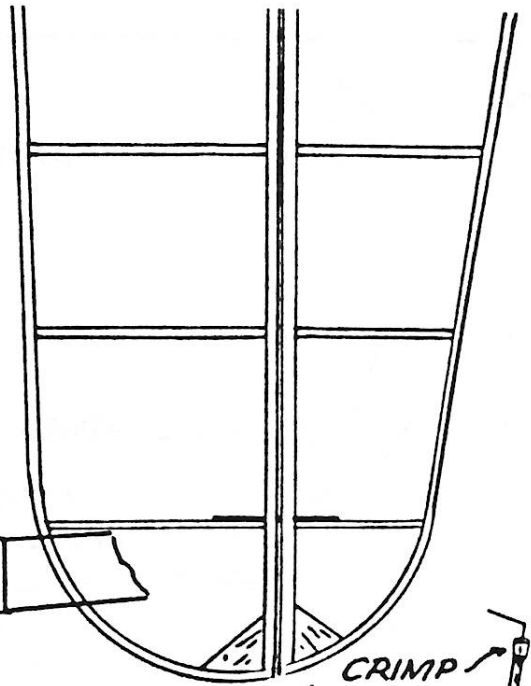
MAY
JUNE '86

max-fax



REFERENCES:

1. "MODEL AIRPLANE NEWS", DEC. 1936, DEFINES COLORS IN CONSTRUCTION ARTICLE, BUT HAS DIFFERENT MARKING FOR ENTRY INTO 1932 CHALLENGE INTERNATIONAL.
2. PHOTOS APPEAR IN "THE LIGHT-PLANE", JANES 1932, 1933, AND THE 1944 FLUGZEUG-TYPEN-BUCH. 3-VIEW IS FROM THIS LAST REFERENCE.

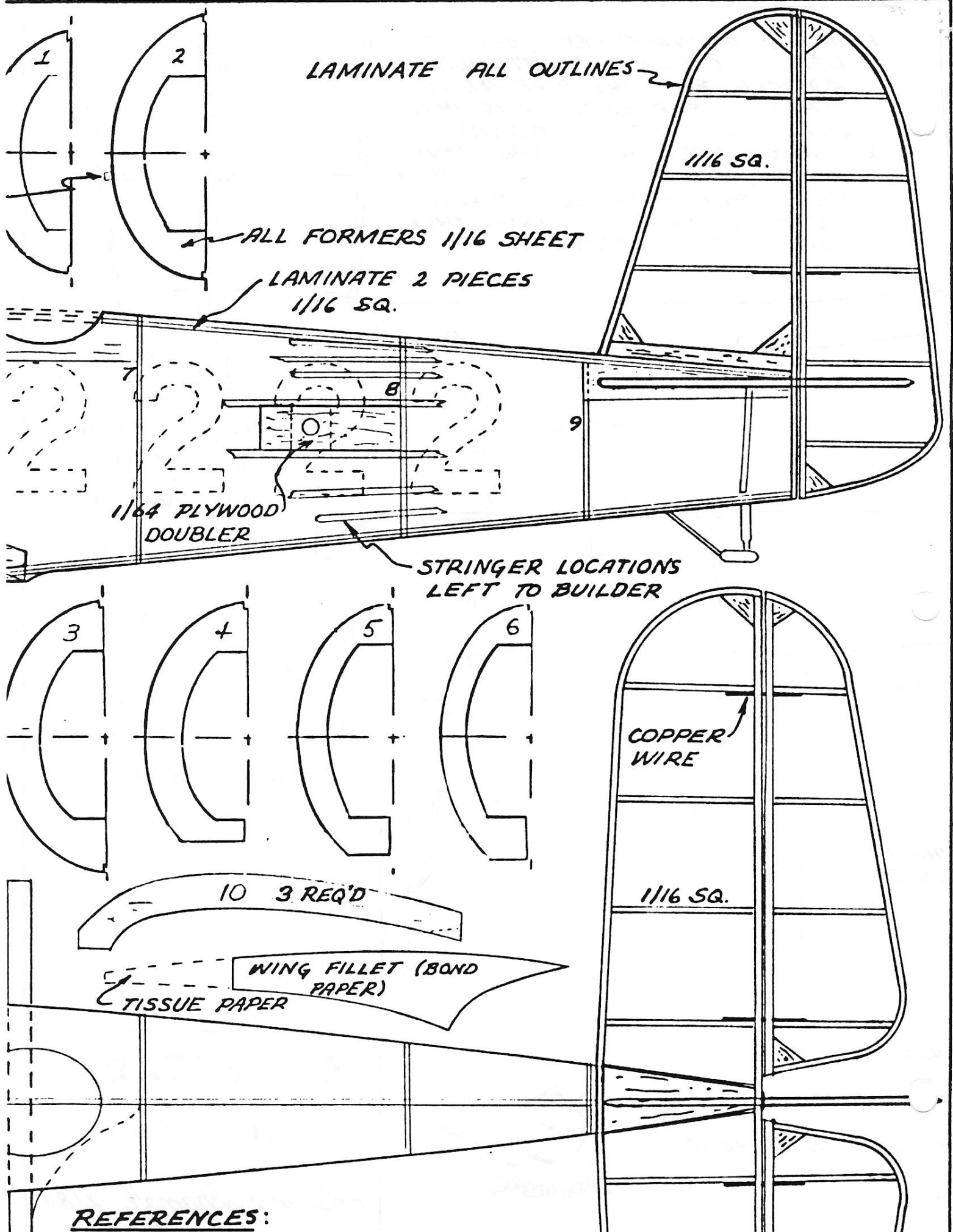


MINIMIZE
DASHED LINES

AND AT TIPS.
7. D WING.
OUT. BLACK ELSEWHERE.
E.



DARMSTADT
D-22
Allan Schanze 2/86



LAMINATE ALL OUTLINES

1/16 SQ.

ALL FORMERS 1/16 SHEET

LAMINATE 2 PIECES
1/16 SQ.

1/84 PLYWOOD
DOUBLER

STRINGER LOCATIONS
LEFT TO BUILDER

COPPER
WIRE

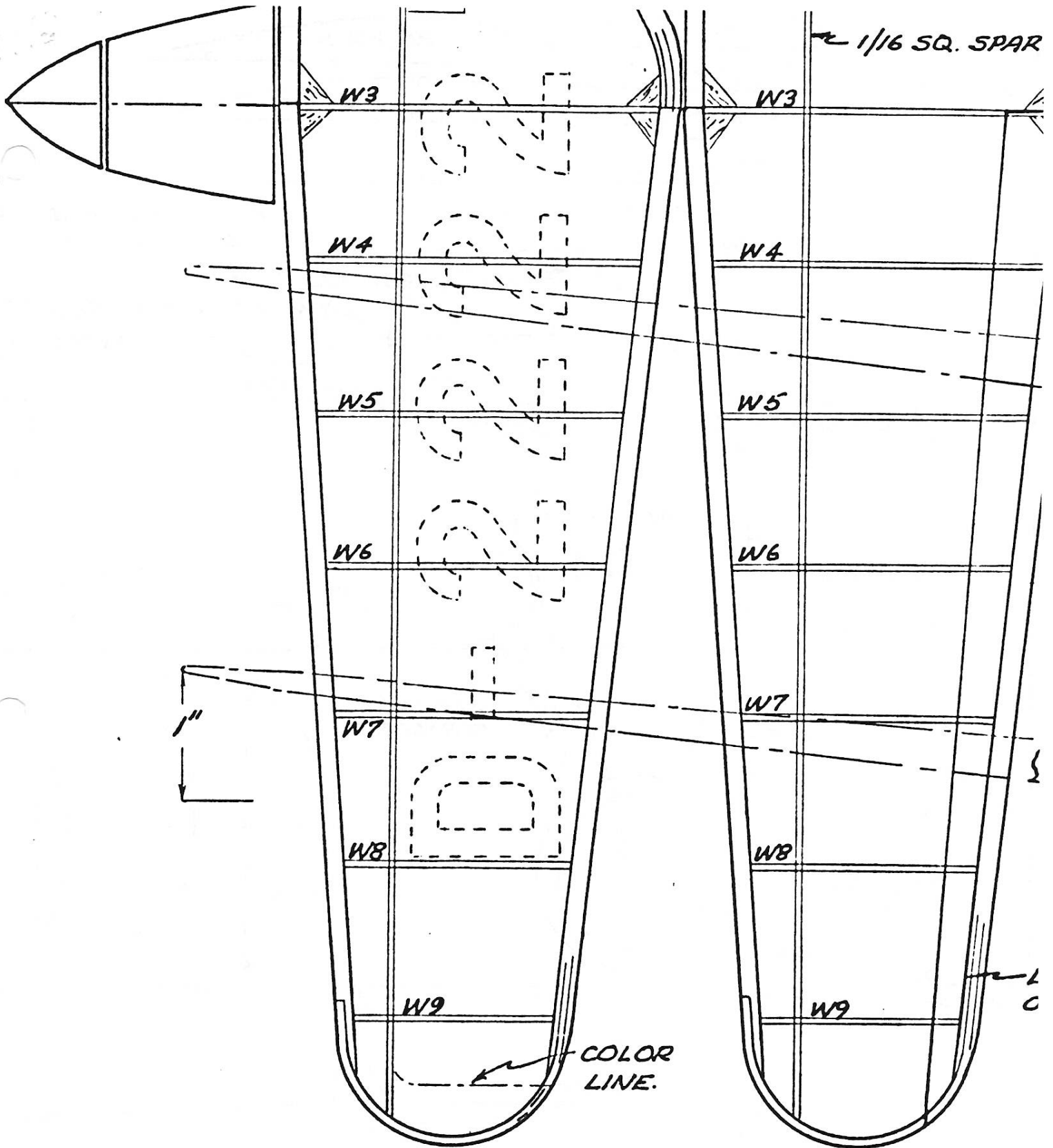
1/16 SQ.

10 3 REQ'D

WING FILLET (BOND
PAPER)

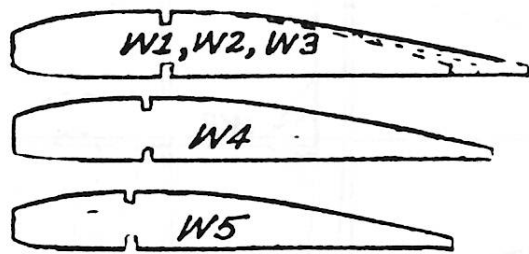
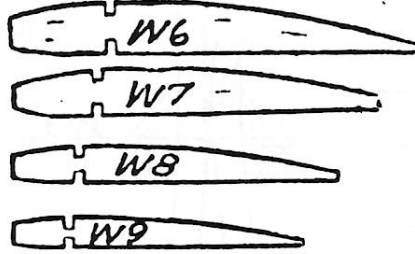
TISSUE PAPER

REFERENCES:

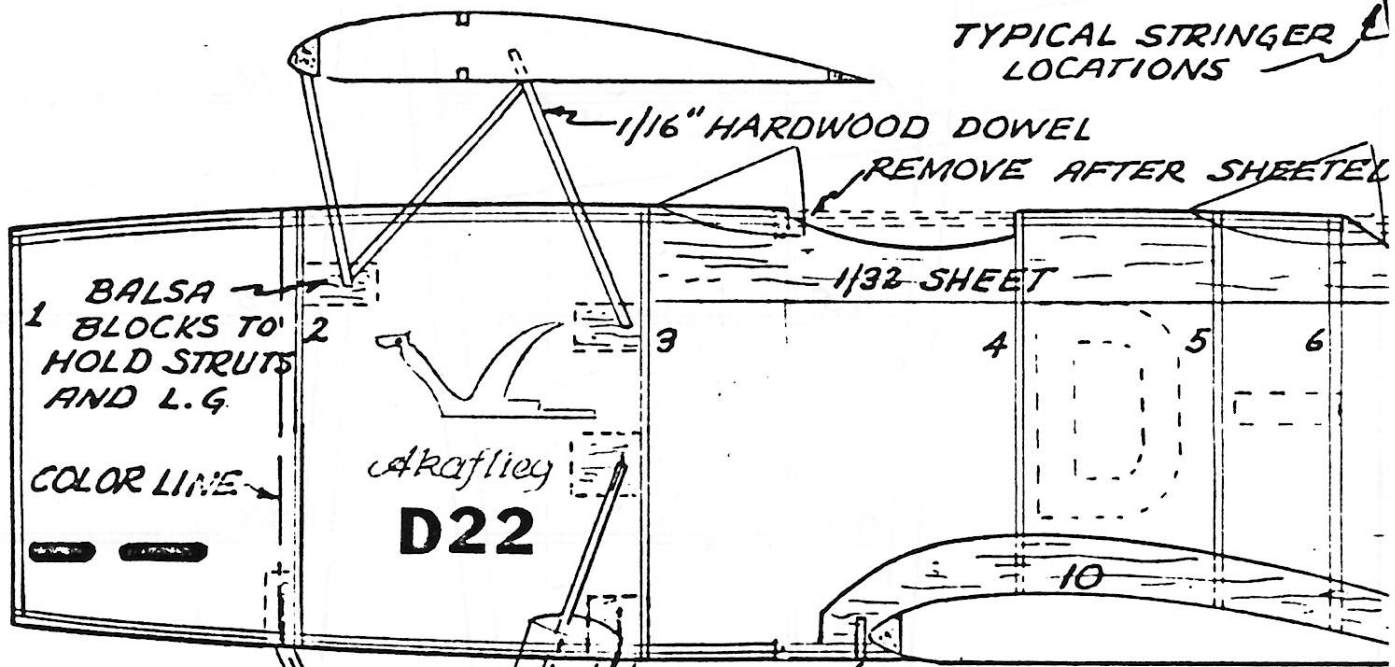


- COLORS**
- 1) AIRCRAFT IS ALL BLACK AND WHITE.
 - 2) ALL WING SURFACES ARE BLACK FROM SPAR FORWARD. BOTTOM OF LOWER WING IS BLACK BETWEEN FILLE.
 - 3) BLACK D-2222 ON BOTH SIDES OF TOP SURFACE O.
 - 4) WHITE D-2222 ON FUSELAGE SIDES.
 - 5) FUSELAGE IS WHITE FORWARD OF FRONT L.G. ST.
 - 6) STRUTS & L.G. ARE WHITE.
 - 7) RUDDER AND STAB. ARE BLACK FORWARD OF HINGEL.

RIBS 1/16 SH.



TYPICAL STRINGER LOCATIONS

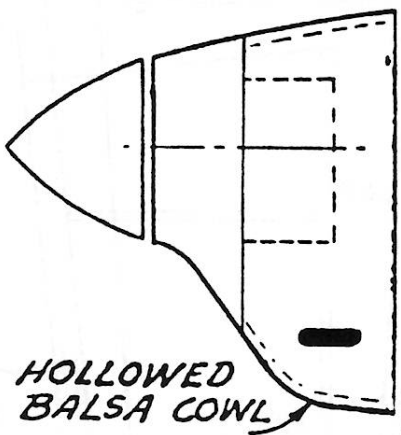


BALSA
1 BLOCKS TO
HOLD STRUTS
AND L.G.

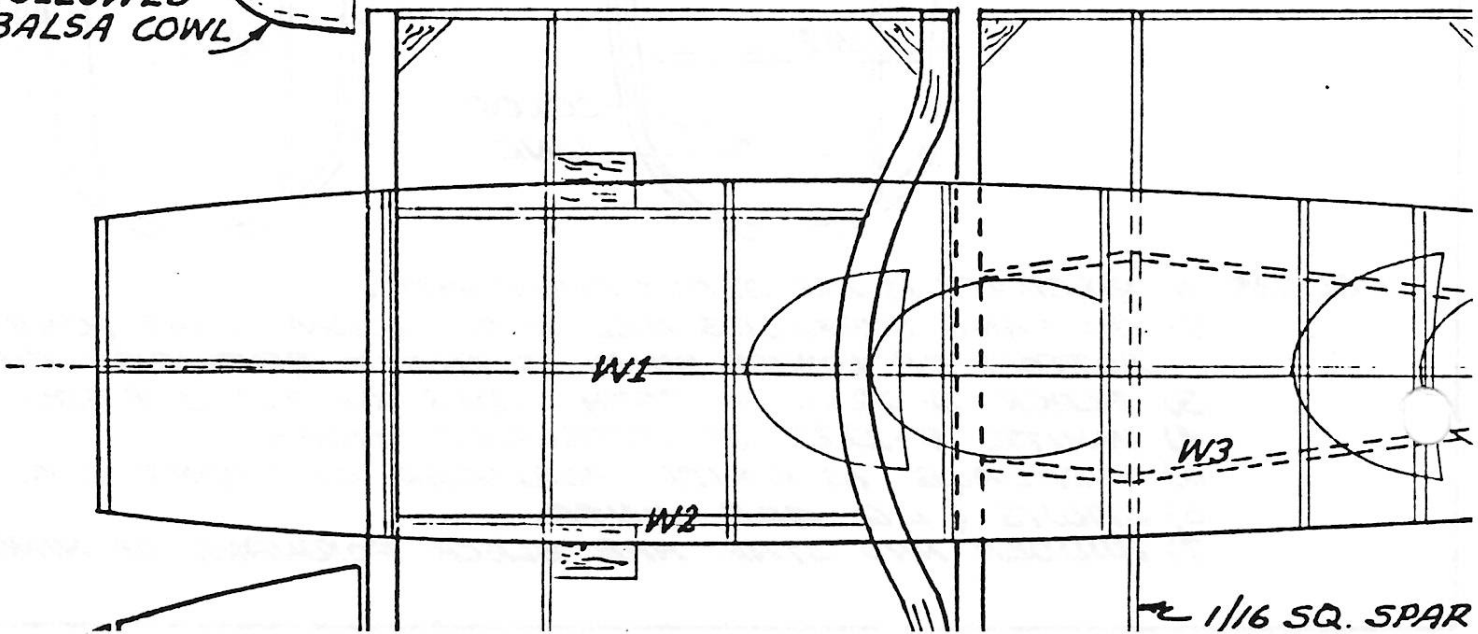
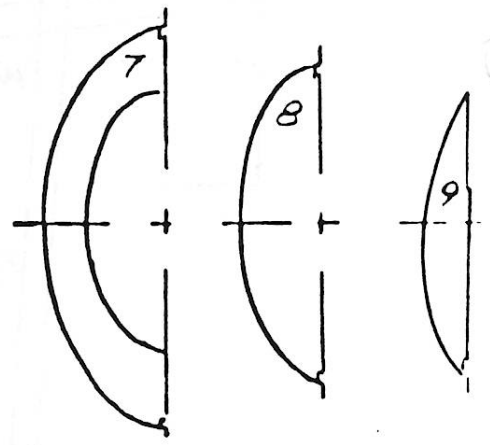
COLOR LINE

Akafley
D22

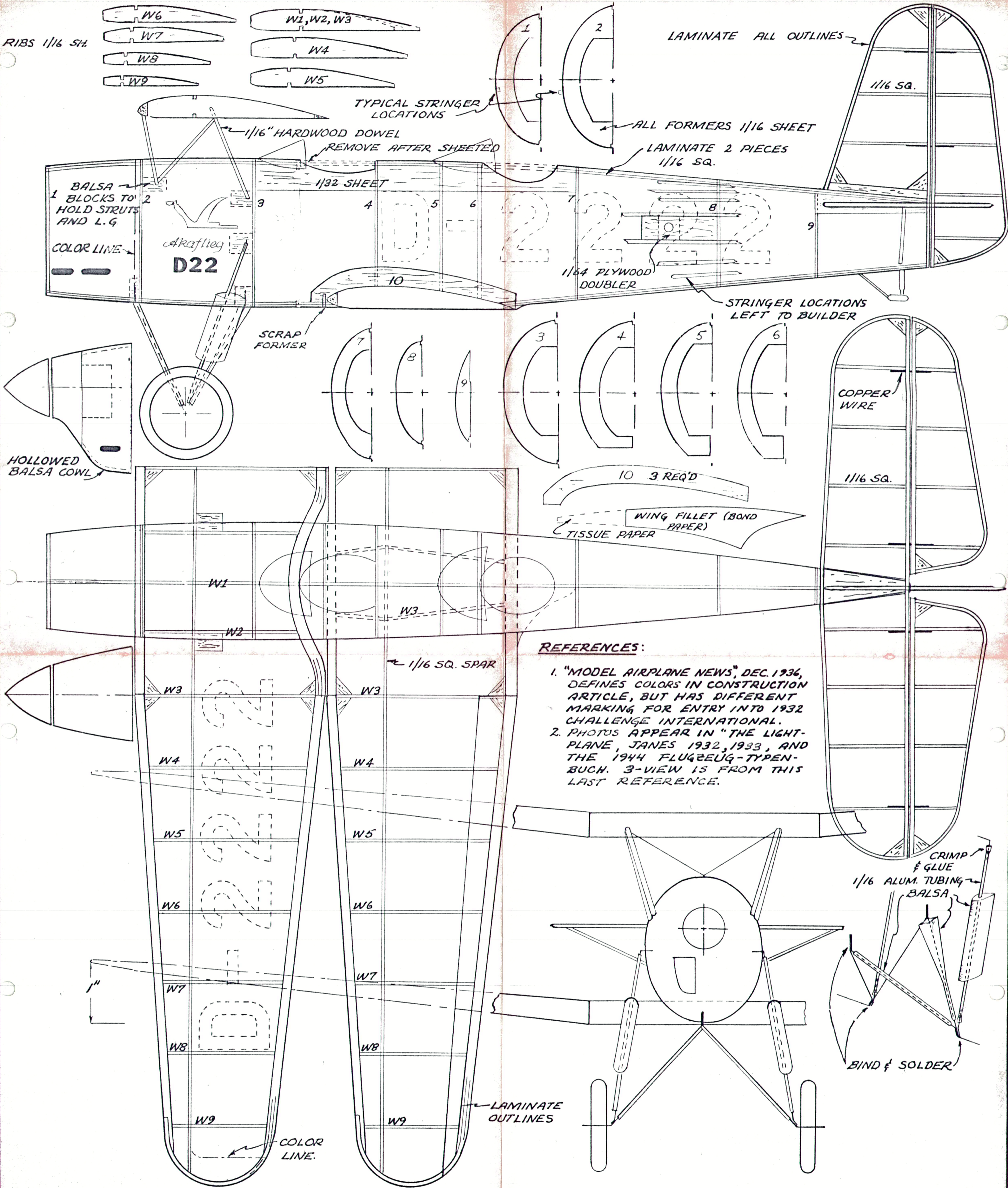
SCRAP
FORMER



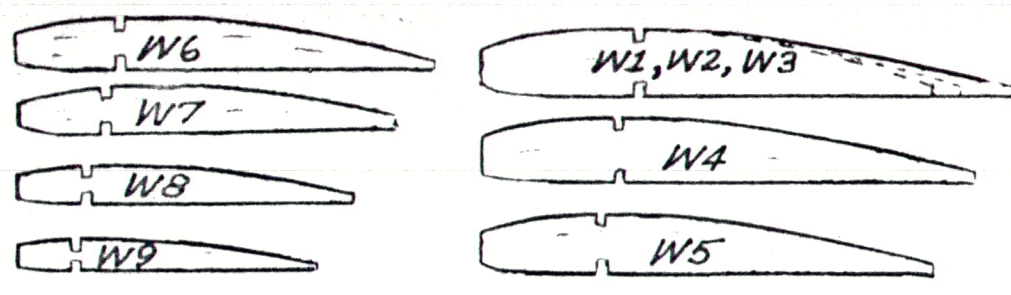
HOLLOWED
BALSA COWL



1/16 SQ. SPAR



RIBS 1/16 SH.



LAMINATE ALL OUTLINES

TYPICAL STRINGER LOCATIONS

ALL FORMERS 1/16 SHEET

LAMINATE 2 PIECES 1/16 SQ.

BALSA
1 BLOCKS TO HOLD STRUTS AND L.G.

COLOR LINE

D22

1/16" HARDWOOD DOWEL REMOVE AFTER SHEETED

1/32 SHEET

1/64 PLYWOOD DOUBLER

STRINGER LOCATIONS LEFT TO BUILDER

SCRAP FORMER

HOLLOWED Balsa COWL

WING FILLET (BOND PAPER) TISSUE PAPER

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LAMINATE OUTLINES

COLOR LINE.

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 - 3) BLACK D-2222 ON BOTH SIDES OF TOP SURFACE OF TOP WING.
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 - 5) FUSELAGE IS WHITE FORWARD OF FRONT L.G. STRUT. BLACK ELSEWHERE.
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DARMSTADT
D-22
Allan Schanze 2/86