

Seversky XNF-1







Brewster F2A-3



Grumman F7F-3N



MAX-FAX



THE NEWSLETTER OF THE D.C. MAXECUTERS

MAY JUNE 1986

MEMBERSHIP

Dues for membershp 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

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.

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

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

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

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 othe 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, knowing that he would work with his Ansaldo until his flight time was enough to place him in 1 st 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 give 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 <u>Phantom Flash</u> 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 $\underline{WW-I}$ \underline{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' 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

- 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.
- Bud Carson's A-O-Kanard. The plan was in the last MAX-FAX. Bill Ceresa 3. holds.

PAX RIVER CONTEST 8 MARCH

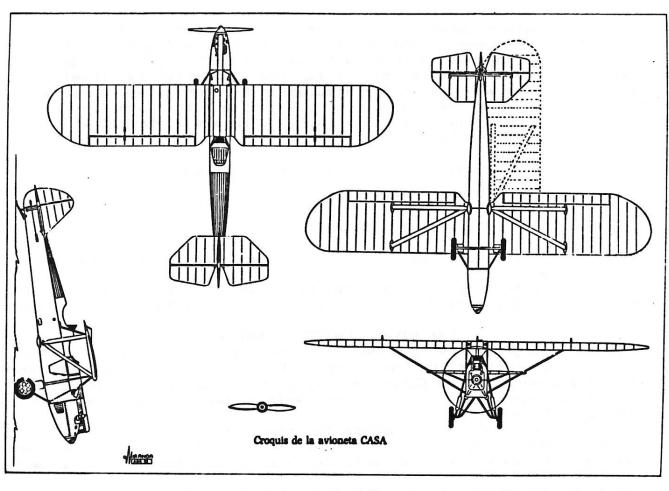
- Greg and George Meyers from PA with George's 2nd place Leopard Moth.
- Dan Briehl, visiting from Ohio, winds his IS-4. Marty Schindler holds. 5.
- The CO-2 winner, Allan Schanzle's Tiger Moth, converted from gumband. 6.
- Paul Spreiregen risks a malpractice suit by performing a tonsillectomy 7. without a license.
- Rhoda Sullivan holds a Monocoupe for Bruce Price. 8.
- A magnificent peanut Nieuport by Jim Nash from Richmond VA. His engine 9. 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.
- Mary Yoder really digs Hurst Bower's plans. See the Nov./Dec. 1985 MAX 11. FAX for his Cunningham Hall plans.
- Don Srull assists visitor Robby Hammett in 12. flying Don's No-Cal Stosser.
- John and Jackie Koptonak pack in the turns of his SE-5. 13.
- The Houck family traveled from Pennsylvania. Mark winds and Mom holds. 14. They rarely miss a contest.
- 15.
- Glen Simpers with his "Two Cents Worth" Pennyplane. 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 sugested 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 <u>combat</u> 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. 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:

- Aircraft <u>designed</u> 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.



58 8 Ş D.C. MAYECUTER'S B GAITHERSBURG MD. 20879 (301) 840-5884 CONTEST DIRECTOR ALLAN SCHANZLE 20008 SPUR HILL DR. AMA SANCTION 1005

EVENTS FAC 9

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

designed aircraft by this time. NAVY 75th ANNIVERSARY COMMEMORATIVE: For FAC Scale planes that are models of

for the U.S. Navy in Navy colors.

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

1940. 404 races Only aircraft designed for combat. Any aircraft built from 1920 to 1935 multi-wings. designed 1935 to A single launch for all racers. A 5 second bonus for multi-wing and any plane not military use from 1 eligible excluded. Planes pue 1:00 PM. 2:00 PM. 3:00 PM. Age The Races

Golden MM I

EMBRYO:

FAC rules. H.L. Glider:

AMA rules CATAPULT GLIDER:

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

u.s.





CORRUGATED AIRCRAFT CONSTRUCTION TOM SCHMITT

Hope is in sight for all you purists out there in scale aircraft land. Now you can build a realistic Cunningham-Hall from the plan in your last MAX-FAX, without enlisting the aid of that master craftsman Fulton Hungerford. A recent issue of MODEL RAILROADER magazine included an article by Jim Wild which described a simple method of making corrugated siding for model structures. The basic material was aluminum foil available at your nearby grocery store. Rather than rewrite the article it is reproduced in part below. On by the way: Reynolds aluminum foil weighs about 2.7 grams per 100 square inches, which is about three times the weight of unfinished Plyspan. Of course, if you are seeking a super lite corrugated finish read our editor's technique in your Nov/Dec 84 issue of MAX-FAX.

BY JIM WILD

The heart of the process is Evergreen Scale Model's sheet styrene "metal" siding. It comes in 6" x 10½" sheets with three different groove spacings: .040", .060", and .080". These groove spacings can be used to produce appropriate siding for scales from N to O. In N scale the .040" is a little wide, but it's usable. For HO scale, the .040" spacing is just right.

HO scale, the .040" spacing is just right.

I begin by placing a sheet of the Evergreen siding on a flat surface such as a
piece of hardboard or plate glass. Next, I

cut the aluminum foil into sections about an inch larger than the siding. I try to position the siding "master" under the center of the foil, and then I tape the whole works down as seen in fig. 1. I try to have as few wrinkles as possible in the foil as they cause problems later on.

To emboss the pattern into the foil, I use a soft balsa stick like a pencil and gently press it into the aluminum foil. I

recommend you start at the upper left if you are right-handed or upper right if you use your left. The trick is to use a smooth motion to draw the balsa stick along the grooves. The balsa stick gives and forms itself to match the grooves, and the pattern is transferred to the foil.

At this point I carefully remove the foil from the hardboard surface, leaving the masking tape attached to the foil. As I finish each sheet, I set it aside while I make more siding. I like to make a lot at one time so I won't run out in the middle of a project.

Once I have enough siding made up to do several structures, I thumbtack the full sheets to an old piece of Homasote or similar soft material. Then I either spray or brush the dull side of the aluminum foil with Floquil Primer (full strength), as seen in fig. 2. I set them aside to dry for a day or so to let the paint harden. For a new building, the siding is now complete and ready for cutting. However, an older appearance requires some additional work.

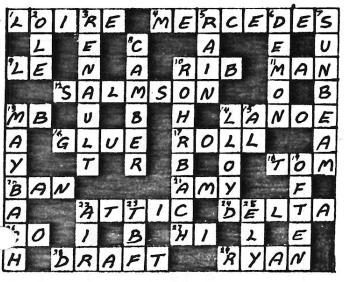
To simulate the older siding I paint the foil with a mixture of Floquil Rust and Roof Brown. I mix them about half and half in a clean container and spray or brush it over the Primer. I don't try to cover the siding too completely, as I want some of the Primer to show through.

For the finishing touch I work with Alphacolor Pastel chalks. I scrape some powder off the colored chalk sticks with a razor blade and then use a soft brush to work it into the grooves. I work along the grooves first and then shift to a crosswise pattern as seen in fig. 3. A rapid back and forth motion seems to work best to dry brush the chalk into the grooves.

I use my imagination on colors, but you may want to check some of the older metal buildings around your neighborhood. In most cases I find the browns, reds, and yellows are a good combination. Once I am happy with the color, I spray the sheets with Floquil Flat Finish to fix the chalk permanently.

Once the flat spray is dry, I retape the foil to the hard surface and mark off the desired panel sizes with a scale rule. The extra material along all four sides comes in handy for this step. Then I use a straightedge and a new razor blade to cut between the marks but not all the way across the foil. I make an effort to keep the cuts running along one groove, as cuts which jump into the next groove do not look good in the finished model. I find it works best to cut the long dimension first and then go to the short sides.

My last step is to use contact cement to glue the corrugated foil to the subroof on the building. I don't use this cement too heavily on plastic since it is a mild solvent on styrene. Some other adhesives will also work for this job and Al Turner's article in the February 1983 issue of MODEL RAILROADER provides a fine reference on adhesives.



THE SOLUTION TO THE LAST ISSUES PUZZLE by DAVE STOTT.

TUMBLEWEEDS By Tom K. Ryan





THANKS TO BILL WARNER FOR THIS.

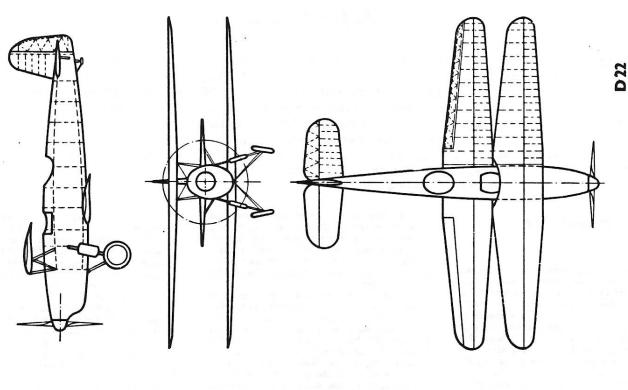
ALL BALSA / FOAM SCALE CONTEST (RICH HENSEL) 8 FEBRUARY 1986 NORTHWOOD HIGH SCHOOL

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FLUGTECHNISCHE FACHGRUPTE an der Technischen Hochschule Darmstadt

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 3view 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

9.

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 preliminar tests using a Peck 9.5 inch plastic prop and two loops of 9/64 inch rubb (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 Neininger 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 the 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."



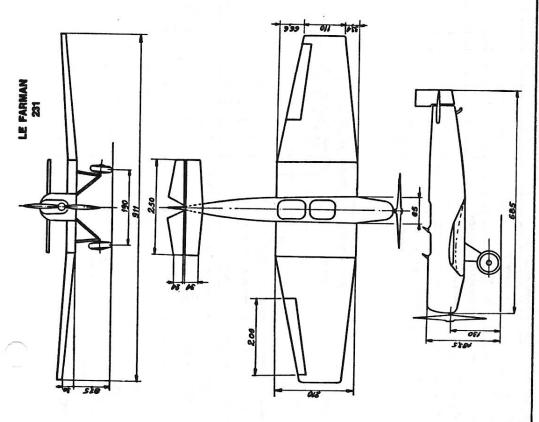
Adventure in the sky and lots of cheese on his pizza. One taste of Red Baron pizza and you'll know we have done justice to our hero. For this is a pizza heavily laden with cheese. Of course we're talking real cheese — no substitutes, nothing but the genuine article.

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.



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CONTEST RESULTS FOR GOLDEN AGE

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GEORGE MEYERS	CESSWA C.34	×					H				
DAN DRISCOLL	CORSAID FUU	×					_				
KEVIN SHAMBONION	NIKITKIN IS-2					×					w
DOUG BUCHANAN MONDERUZE 110	MONOGOUSE 110		×				_				
PAUL SPAETREGEN LACY MIO	LACY MIO					-	-				0
FLIGHT B					\parallel	╟	╟	1			
JON HOUCK	DAYTOR WINGATREH			×			\vdash				
MIKE MOSKOW	COUGAR	×				-					
JIM NASH	TAILWIND	×		-			_	_			
DAN BRIEKL	7-SI		×				H	L			
B. PRICE	5-08				×	H	_				
			Г	r	H	H	L	L			

CONTEST RESULTS FOR NAVY SCALE

NAME	MACRAFT			M	2	ROUND ELIMINATED	MIN	IATE	0	-	PLACE
		7	2	10	*	3 4 5 6 7 8	9		٩	0/	
FLIGHT A					П		\vdash				
GREG MEYERS	SKYRHIDER	×								1.71	
GEORGE MEYERS	COMSAIR FYU					×					8
DAN DRISCOLL	HELLCAT			×							
KEWN SAARBONICH	GRUMMAN ANEWGER				- 3						0
DOUG BUCHANAN	CURTIS XF-13	×									-
						18	+	-			
FLIGHT B							H		Ш		
PAT DAILY	BGEING F3B.1				X				-		w
MARK HOUCK	SEMFINE I	×								3 2	
L. H. BERG	HELLGAT	×									
JAIN KOPTONAK	HELLCAT		×								
						-	L		L		

CONTEST RESULTS FOR HELICHARTER PROTOKE

PLACE

FLIGHT TIMES (SECONDS)

PIRCRAFT

NAME

CONTEST RESULTS FOR NO CAL

0

565

176

137 138 56 42

CARDWAL

JOOFL

461

191

157

333

18/

2 8

HENSCHEL POPS

GLEN SIMPERS

TOM SCHWITT

235

707

8

061

29

82

99

SOC-3

GEARGE MEYERS

ノーフンメ

BUNG

W W

2.55

152

CHAMBERMAID

RANDI KLEINERT

ONN BRIEHL

L.M. BERG

BUD CARSON

DON SPULL

CESSNA CENTUMON

NA

991

24

126

15

38

U		F116.	FLIGHT TIMES (SEC.	IES (SE	رد) اد		4	97
NAME	AIRCRAFI	7	2	5	*	3	3,4	ace.
GEORGE MEYERS	HUP I	01	r	•	•	1	01	
TOM SCHMITT	AGUSTA	27	32	38	34	1	وو	0
DAN DRISCOLL	UP-SHOT	96	86	33 26	21	9/	52	
MARK HOUCK		6/	30	1	1	1	38	
JOHN HOUCE		00	•	-	ı	1	8	
RAY RAKOW		00	00	20	20	25	57	W
JOHN KOPTONAK		8	30	61	33	100	63	a
DAVID PAGE	UNIGOOTER	31	23	22	23	-	46	
TONY AVAK	DENNI HELIPOIDTER	3	m	6	4	4	00	
				-				1

CONTEST RESULTS FOR PENNY PANE

17.00	FLIGHT TIMES (SEC.)	7773	FLIGHT TIMES (SEC.	165 (5	<u>د</u>)		4	9
NAME	MIRCRAFI	7	2	15	*	5	ant-	المناج
GLEN SIMPLERS TWO CENTS WORTH 209 270 215 364 432 432	TWO CENTS WORTH	308	220	285	364	433	422	W
BUD CARSON	PENNY TO HEAVEN 475 495 399 499	475	495	388	464		495	0
REGGIE BATTERSON TIME MACHINE	TIME MACHINE	362	362 340 400 445	400	445		Shh	7
TIM WASH	BANKS	34/					341	S
BILL CLARKE	BANKS	299	399 291 351	351			351	

CONTEST RESULTS FOR BOSTONIAN

	CHK RIVER B MARCH 1986	0 6	ARCA	188	ی	
20000		F116	FLIGHT TIMES (SEC.)	1ES (SE	۲.)	W
NAME	MIRCRAFI	7	2	3	TOTAL	HG.
RANDY ALGINERT	GREAT EXPECTAMENTS	11	22	22	20	B
TOM SCHWITT	HARVARO SOURRE 57	57	52	49	158	
BERT PHILLIPS	Box	25	09	2.5	941	
REGGE BATTERSON	PACIFIC ACE	40	48 104	101	107 309	0
BILL CLARAE	PEABOOY PACKET	73	73 64	99	203	w
DOUG BUCKANAN	PACIFIC ACE	43	25	48	141	
DOUG BUCHANAN	SORTH KORDA	9		53 48	191	

CONTEST RESULTS FOR HAND LAWKH GLIDER

NOME		7.	JEMT)	TIMES	FLIGHT TIMES (SECONDS)	2		PLACE
	7	7	3		3	9	POTTAL S	
GLEN SIMPERS	42	36	30	36 38 37	42 38	38	193	0
JOHN KOPPONAK	R	36	30	36	PE 76 36 08 36	34	101	u
OLL CLARKE	20	30	30	28 30 30 33 30	30		83	3

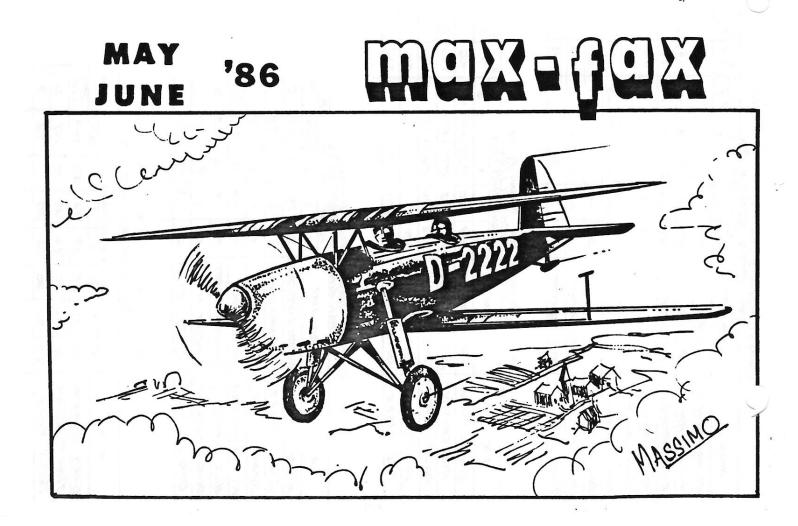
CONTEST RESULTS FOR F.A.C. SCALE

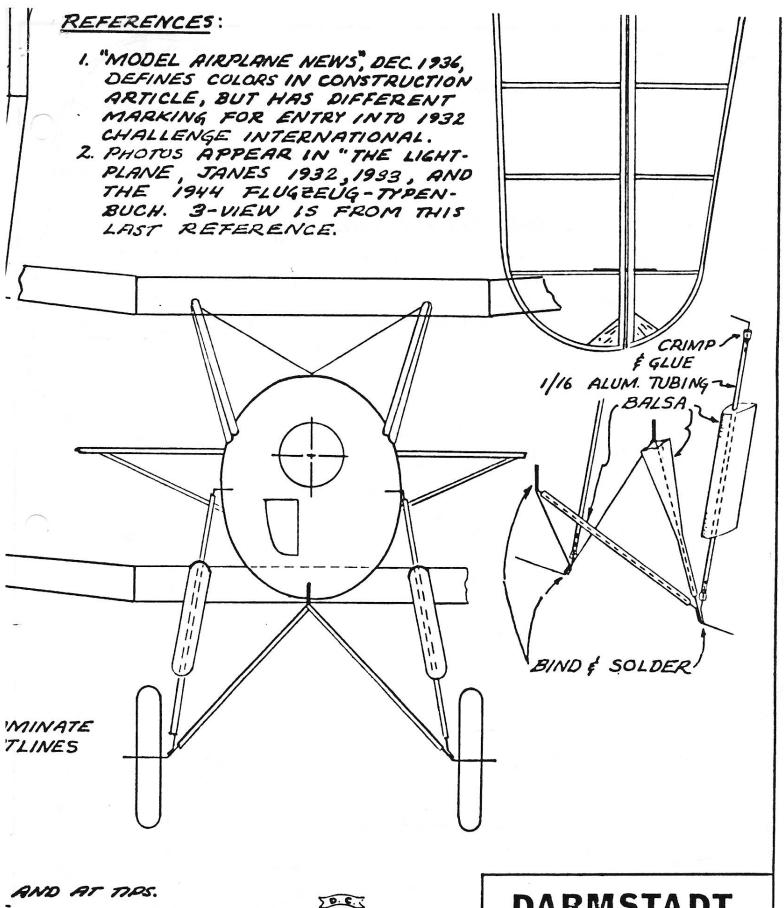
NAME	MIRCRAFT	STATIC FLIGHT (SE	2/1			17.16M	(360	FLIGHT (SECONDS)	rorac	PLACE
		COCOM,	מכשפ	- orea	7	7	<i>E</i> 2	FLKW F	Ę	
DAVE REES	2100x	22	0	B	8	8	84	24	130	u
KERNYSMEBOKER	BUFFALO	98	P	14	١	1	1	ı	ı	1
DOUG OUCHANAN HOWKEL KB. 100	HENKEL W.B. 100	14	9	21	1	ı	1	1	1	1
PAT DARY	ewers FEE3	25	5	11.	8	25	1	20	8	W
PAUL SPARIMEGEN PILATOS POIMER	PILATOS MAMER	37	0	37	45	46	*	46	83	1
MAKK HOUCK	HENONEN CHAMP	47	0	47	30	1	ı	30	22	١
MARK HOUCK	15-0X	37	0)	47	32	46	1	94	93	1
JOHN HOOCK	XF2-1	45	0/	B	26	36	J	36	16	<u>'</u>
JOHN HOUCK	FARMAN	94	S	15	à	80	42	42	83	1
DON SPOCE	SANTOS DUMANT	80	25	K	8	68	,	73	231	0
		-								

CONTEST RESULTS FOR FAC. SCALE COL

NAME	MIRCRAFT	57.4	STATIC		`	17.16M7	(360	FLIGHT (SECONDS)	LONG	TOTAL PLACE
		CONST., COLOR,	20053	tore	7	~	R)	FLIGHT	Ę.	
TOM SCHWITT CLAUDE	CLAUDE	16	9	29	1	1	ı	1	l	1
PAT DAKY	ANSACO SMS	09	15	15 75	42	42 62 54	24	19	136	u
MAT DAKY CORTS P.	COATTS PLI	53	15	15 68	33 32	32	K	33	101	1
PAUL SARAMER ON PIPER COBSTA	ALBO MANIA	\$	0	\$	1	1	1		ı	L
MARK HOOCK	T'ORBET	29	0	28	8.4 8.4	48	,	40	24	W
ALLAN SCHANGLE THEER MOTH	THEER MOTH	ડ	15	15 90 50 60	S		26	6.9	138	Θ

20008 Spur Hill Dr. Gaithersburg MD 20879





7. 2 WING.

E.

VT. BLACK ELSEWHERE.

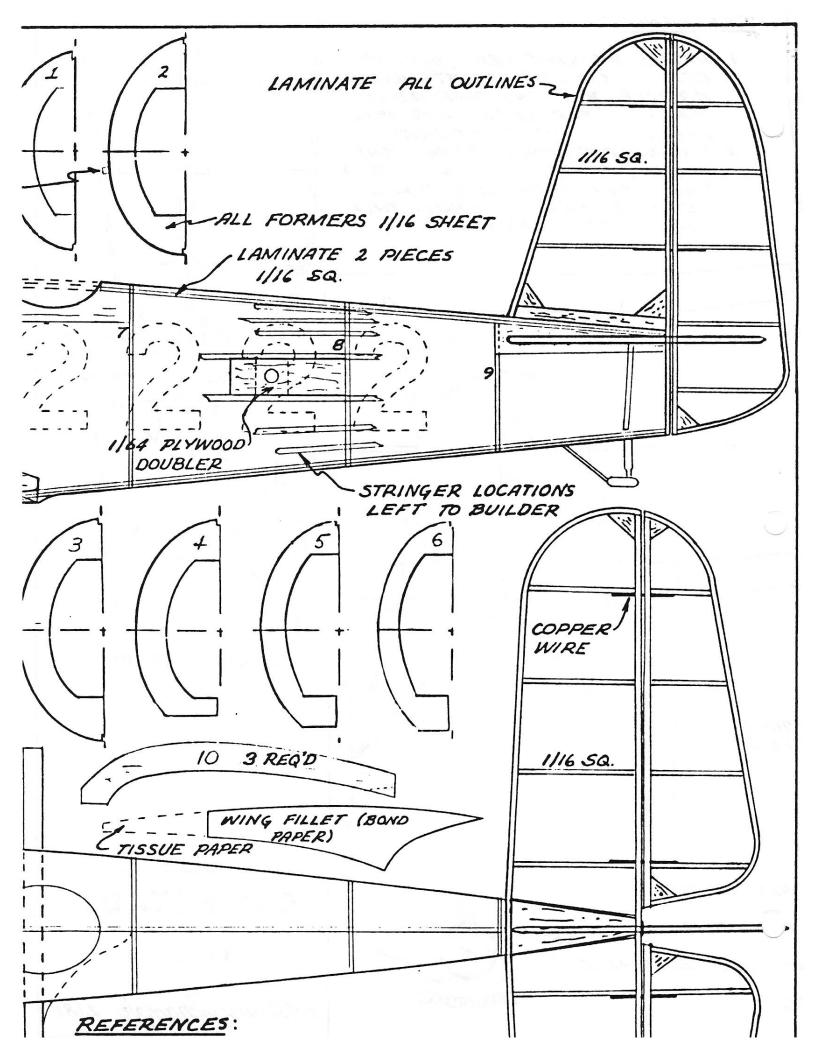
. BLACK EDEWHERE,

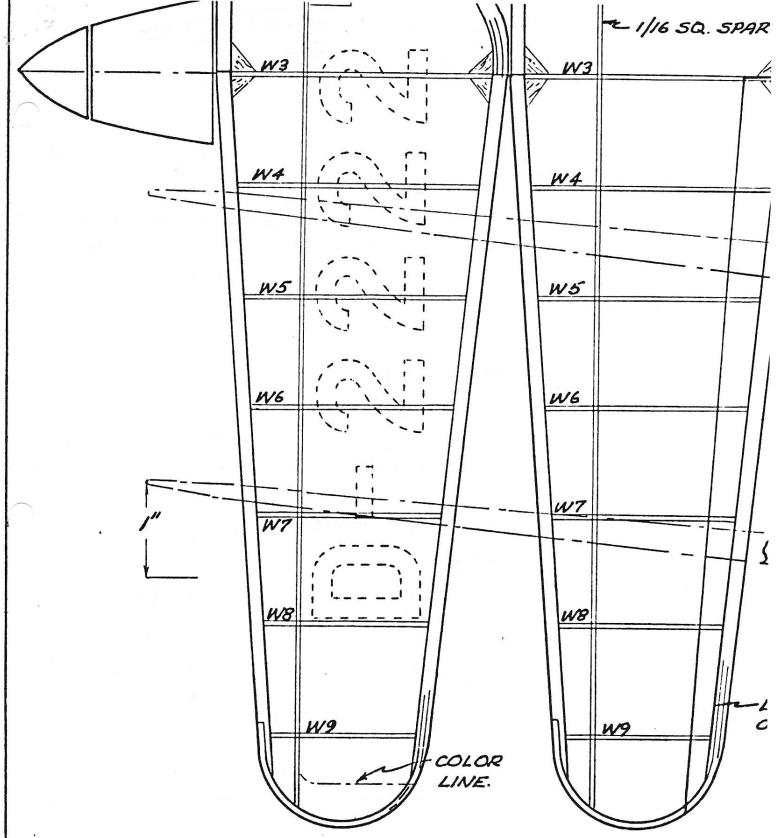
MAXICUTERS

DARMSTADT

D-22

Allan Schanzle 2/86





COLORS II AIRCRAFT IS ALL BLACK AND WHITE.

- 2) ALL WING SURFACES ARE BLACK FROM SPAR FORWAR 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

