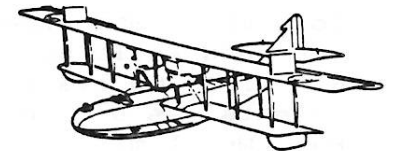


Sponsor-Float Prototype - 1914



MAXECUTERS



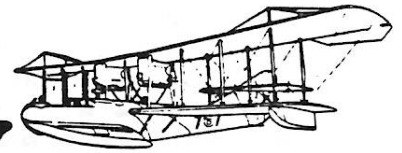
U.S.-Built H-16 - 1915



Streamlined PB-1 of 1926

# MAX - FAX

THE NEWSLETTER OF THE D.C. MAXECUTERS



U.S.-Built H-12 - 1915

MAY/JUNE 1987

## 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 next to your mailing label is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxecuters, to the Treasurer.

## 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

**BILL CERESA**  
11410 Blueridge Drive  
Beltsville, MD 20705

## SECRETARY

**BERT PHILLIPS**  
1709 Crofton Parkway  
Crofton, MD 21114

## TREASURER AND NEWSLETTER EDITOR

**ALLAN SCHANZLE**  
20008 Spur Hill Drive  
Gaithersburg, MD 20879

\*\*\*\*\* NOTICE \*\*\*\*\*  
THE "DREADED RED X" NO LONGER APPEARS ON THIS PAGE. IT NOW APPEARS NEXT TO YOUR MAILING LABEL ON THE OUTSIDE COVER. THE INCREASED VOLUME OF SUBSCRIBERS, AND HENCE "RENEW-EE'S", DICTATES THIS CHANGE TO BE NECESSARY.  
\*\*\*\*\*

## UPCOMING EVENTS

- Sundays : Get-together at COMSAT from 4:00 PM 'til dark, whenever the weather is reasonable.
- May 2 1987: FAC Contest at Columbia South Carolina. See Flyer in last issue of MAX-FAX.
- May 31 1987: WW-I, WW-II Mass launch duel at COMSAT.
- June 14 1987: H.L. Glider, P-30, and Helicopter contest at COMSAT.
- July 19 1987: Old Timer Rubber Contest at COMSAT.
- Aug 16 1987: FAC Power Contest at COMSAT (CO-2, Electric, Gas).
- Sept 12 1987: MAXECUTERS SUMMER FUN FLY at COMSAT. See Flyer this issue.
- Sept 28 1987: FAC Contest at Fayetteville, North Carolina.
- Oct 3 1987: Lindberg/Trans-Atlantic Commemorative at COMSAT.

## CLUB NEWS

ALLAN SCHANZLE

I'll start this issue by publicly thanking Pat Daily for taking over the duties as Editor for the last issue. An unusually heavy load of office work dictated a need for some help. How nice it is to have someone willing

to step in when the need arises. Thanks, Pat, I needed that!!

And while we're on the subject of Dr. Daily, I regret to announce that he will be leaving the area this summer. The Navy has decided that his talents as a hard-nosed Captain are to be utilized elsewhere. Good luck, Pat. We'll miss you, but expect you to return for the FAC NATS, at least.

HELP,,,,,PLEASE!!!!!!!!!!!! Your editor, who also serves as treasurer of this organization, has a request for all subscribers. As you know, 10 bucks gets you this bi-monthly trashwrapper, and thanks to the help of several local members, but particularly Tom Schmitt, it comes to you ON TIME every two months. Many of you, and in fact the majority of subscribers, fess-up their dues within a few weeks of receiving their issue with the dreaded Red X. This is greatly appreciated. But other subscribers wait until the last minute to send in their dues, and that's the problem, for the following reason.

Let's work backward in time, and assume you got this issue on May 1st. OK, that means we put it in the mail about April 28. But the newsletter isn't ready for mailing when it comes from the printer. Tom and I have to pick it up from the printer, then fold it in half, staple it together, put on the address labels, affix stamps, and only then can I take it to my little 'ole country post office, where they "hand cancel" the thing. This helps to minimize the normal Post Office machines from shredding the issue as though it was an important document describing the true sequence of events concerning the sale of arms to the Iranian government. On top of this, if we have a full size fold out plan, Tom has to take the original to a different printer, then pick it up in a few days, fold it, and cut it to proper size. Now if we had only a few subscribers, this would not be such a time consuming job, but with nearly 300 subscribers, that's one hell of a lot of folding, stapleing, stamping, and labeling. So from the time we pick up the newsletter from the printer, it takes about one week to get it to the Post Office. That means we picked it up from the printer about April 21, and it takes about four working days for the printer to make the copies. Back up another four days (assuming the weekend doesn't appear in these four days) and you can see that we take the original issue to the printer about April 17.

But wait a minute. Before I can take it to the printers, I need to know how many copies of the bloody newsletter I need to mail. (At last, is he finally going to tell us where he's going with this travelog?) That translates into getting your subscription renewals, which average out to about 50 each issue. A few days here is also a convenience, since, as you can see from the mailing labels, they are computer generated, by yours truly. That means updating the files to reflect your latest contribution; another evening devoted to staying at the office to use the personal computer.

All this puts us on April 15 (good God, my taxes were due then!). I know that many of you have a multitude of other \$10 bills to pay, and putting off one of them helps to salvage the family financial disaster. But perhaps the MAXECUTERS should have a little priority. You see, those other people are getting paid to notify you of your money due to them. Those of us who put out this product are devoting their free time (translate that into model building time) to get you this issue. If you don't get your renewal to me by the time I have to update the mailing labels, then I delete your name from the computer file. But you can bet the home mortgage that as soon as I delete you, the next day I'll get a check from you, which means I have to re-insert your name and address in the file for the next 6 issues and send a current hand addressed copy. So please, listen to the pleas of your treasurer and editor and help to reduce the effort required to put out MAX-FAX. Of course, if everyone just quit subscribing, then my level of effort goes to zero. But that's not the idea, nor my wish. I enjoy putting out this product and the kind words about MAX-FAX that accompany your checks are a great motivation to continue the efforts. I am proud of MAX-FAX, and it's steady increase in membership indicates we must be doing

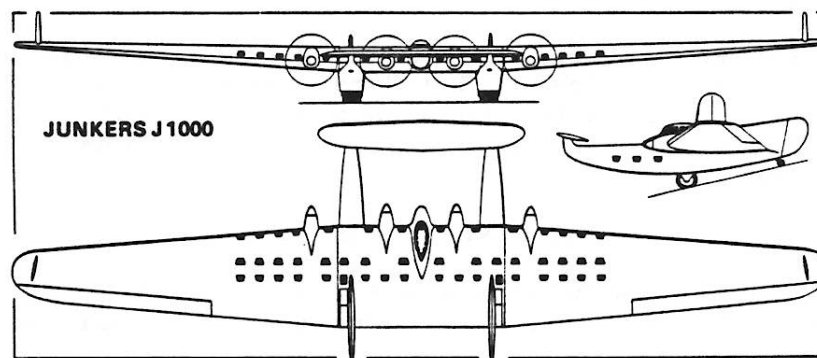
things correctly. Many of you have helped to make it the success it is by sending plans and construction hints. We encourage your continued participation in the production of MAX-FAX, but we ask that you assist in minimizing the work by sending in your dues renewal as soon as possible. Thanks.

One final note concerning the newsletter subscription policy. I have, in the past, sent additional issues (the one after your dues are due) to all subscribers. That policy will no longer be in effect. Second reminders will no longer be offered.

A few other pieces of correspondence have arrived that should be mentioned. From Japan, the winner of their Spitfire Commemorative event, Jiro Sugimoto, sent some photos of his peanut models that show absolutely fantastic workmanship. We are going to try to incorporate one of them into this issue, but they are in color. This is Tom Schmitt's department, so he will choose the one he thinks best. Thank you Jiro, and welcome to the MAXECUTERS.

Also from Japan comes notice of the 2<sup>nd</sup> International Contest for Outdoor Peanut Scale Models. The contest will take place in mid August 1987. Models must arrive not later than 30 July. For more information, contact Shoichi Uchida, 3-24 Asanaka, Ogaki-Shi, Gifu-Ken, 503 Japan.

Finally, a letter came from John Walker in Charlottesville VA. He references Bud Carson's article on "The Coconut Spirit", in a recent issue of MAX-FAX. John notes that at the end of the Coconut article, Bud asked who would be the first with a Coconut size trimotor pusher canard? John could not find such an aircraft, but he did offer the following 3-view of a 4 motored canard. GADS!!!



A letter came recently from Bill Winter which relates one of his multitude of experiences as Editor of AIR TRAILS. I thought you too might like to enjoy some good 'ole nostalgia.

"In two of your recent issues of MAX-FAX, you carried the two-part article, 'Bleriot--My Father', by Simone Rubel-Bleriot, as told to Madeline Raoul-Duval. I am inclined to share something with club members, and other rubber scalers who have feeling for such things. As editor of AIR TRAILS, I had the memorable pleasure of chatting with the two enchanting and beautiful ladies, encouraging the article, selecting photos from the actual Bleriot scrapbook, creating the title, and writing the blurb.

"You all love to delve into the pertinent past and I wish that I could convey to you what AIR TRAILS was like. Alas, that could never be done. It had, by then, grown beyond Bill Barnes into a world respected giant with a monthly circulation that reached 231,000 (audited by the A.B.C.). Through its doors passed a stream of the famous, in aviation as well as in models. It was a magic time, never to be repeated, and a fabulous place to which no one can return--Brigadoon. Miracles were routine. People like Gohlback and Seversky appeared unannounced. Only two remained remote: Lindbergh and Eddie Rickenbacker, though the latter did write a refusal letter.

"Anyway, while I don't now see their faces, both ladies were in white and, I think, were blondes. While they could have gone to any publishing house as easily, and realized greater return, they came (unannounced) to AIR TRAILS, seemingly on general principles. No offer was made, no clues apparent as to their purpose. I am not sure they had a material purpose. They talked comfortably about their trip, and Ms. Rubel-Bleriot was most taken by the masses of yellow forsythia she had observed from the airliner coming down from Montreal. Eventually, I timidly began to hint at the possibility of a story. The ladies seemed delighted at the novel idea. If that be selling, it surely was the softest sell ever. A Cromagnon editor would have been putty in the hands of those polished, aristocratic French ladies. Bleriot's daughter, right there, his scrapbook--my God!

"It is a measure of AIR TRAILS that the published article was given relatively small space, was not a lead, and was not promoted. Special treatment would have seemed crass. Understatement was dictated by respect.

"So many days were like that. Did you ever notice forsythia from an airliner--and want to talk about it? A sunny spring afternoon over 40 years ago."

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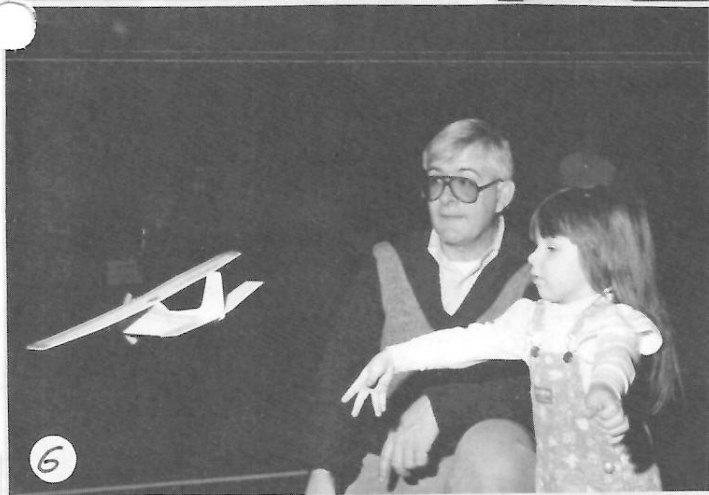
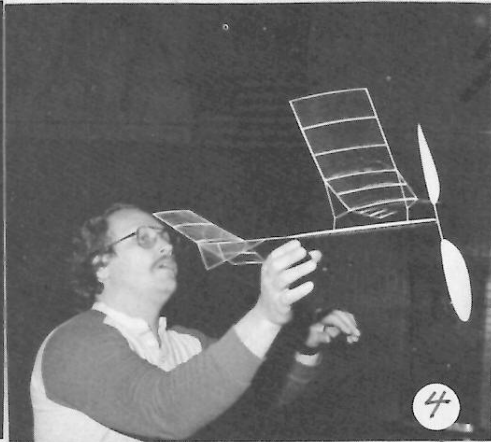
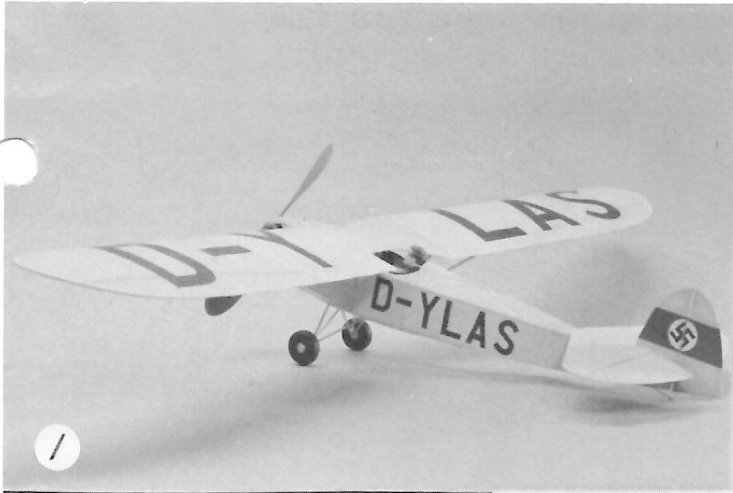
#### PHOTO PAGES

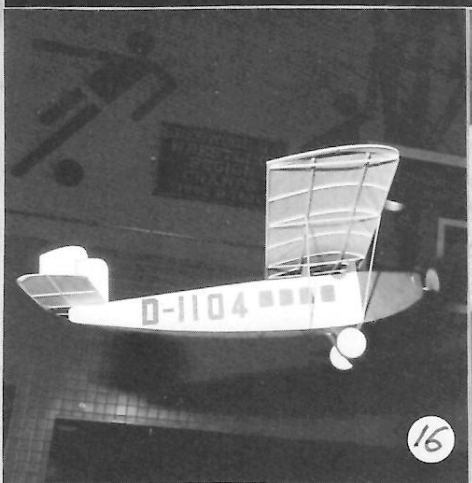
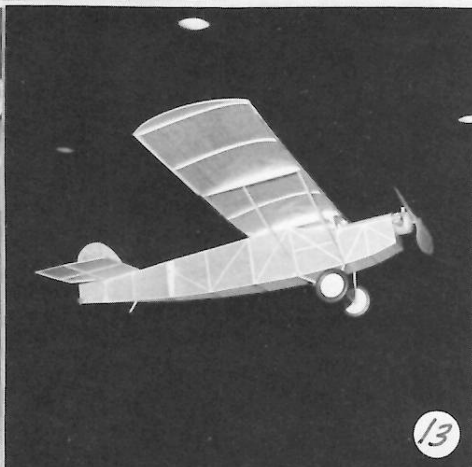
Tom Schmitt

1. A great plan this issue for you CO2 lovers, the STETTIN LA 11 by Allan Schanzle.
2. The original aircraft sometime in the '30s.
3. Ernie Green one of our SAM Maxcuters trying and enjoying gumband aircraft.
4. A new Maxcutter Pete Staehling launching his Pennyplane.
5. Two great profiles, Professor Bud Carson and his Folkerts.
6. Shannon Daily shows Papa how to launch a model; Pat is not so sure!
7. One of our club's dynamic duos, Doug and Pearl Buchanan winding Doug's original Bostonian 'BURNELLI BLUENOSE'.

#### PAX RIVER MARCH '87

8. Andy Horrell and friend wind his P6E for the well attended MILITARY GOLDEN AGE Mass Launch event. That great airship builder Tony Avak watches.
9. What a lovely bunch of COCONUTS! Bud Carson's proposed event was a great success; those Maxcuters who did not build one wished they had.
10. Dave Rees and his ill-fated Loening lost out to the photographer's leg in the second round of MILITARY GOLDEN AGE. Our local AMA VP Howard Crispin watches the fun.
11. John Houck showed up with his family and a hangar full of great aircraft such as this O-43 from Joe Fitzgibbon's Golden Age kit.
12. Dave 'VTO' Linstrum joined the fun all the way from Florida in WWI Mass Launch with this Macchi Nieuport.
13. Don Srull's COCONUT Alco (what else?) floats lazily by.
14. The original dynamic duo Bert and daughter Evelyn Phillips with Bert's MILITARY GOLDEN AGE PZL enlarged from Emmanuel Fillon's plans.
15. Don winding his super floater Mureaux; the winner in MILITARY GOLDEN AGE. Ed Chevinsky anxiously waits for motor to break!
16. Another great COCONUT, a Dornier Comet by Jeff Hood.
17. Mike Moskow picked up a second place in NAVY SCALE Mass Launch with this pretty SOC-3; looks like Earl Stahl's design.
18. Another P6E by Bruce Price earned third place in MILITARY GOLDEN AGE.
19. Claude Powell graciously accepts a well earned AMA citation from our Secretary; our Honorary Maxcutter Ada Barrett enjoys the festivities.

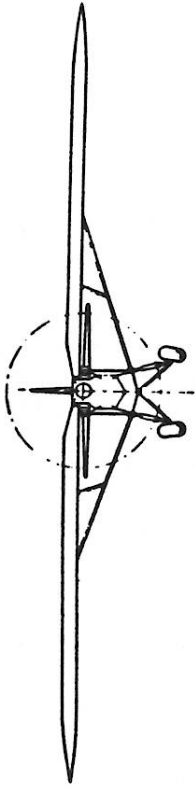




# D.C. MAXECUTER'S '87 SUMMER

## FUN FLY

Sept 12



AMA SANCTION 882

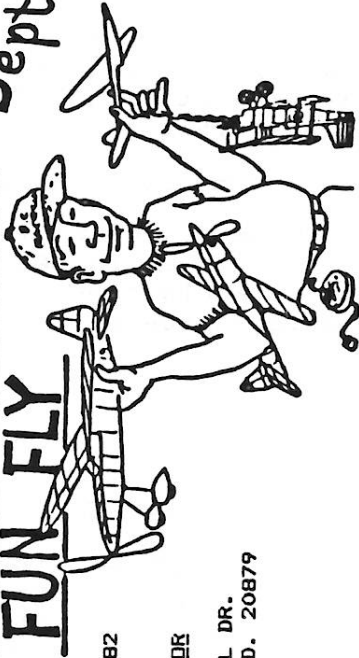
CONTEST DIRECTOR

ALLAN SCHANZLE

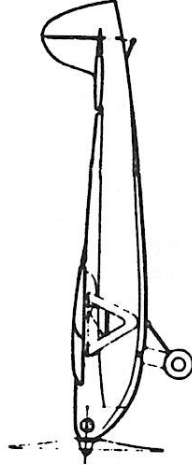
2000B SPUR HILL DR.

BAITHERSBURG MD. 20879

(301) 840-5884



9<sup>00</sup>  
to  
6<sup>00</sup>



### EVENTS

#### FAC SCALE:

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

**MILITARY GOLDEN AGE:** An event for these aircraft that are entered in FAC SCALE.

#### FAC JUMBO SCALE:

Qualifying flight by 11:30 AM.

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

#### Trans-Atlantic

Crossing 5:00 PM. To be held only if at least 3 models are entered. See last issue of MAX/FAX

#### EMBRYO:

FAC rules.

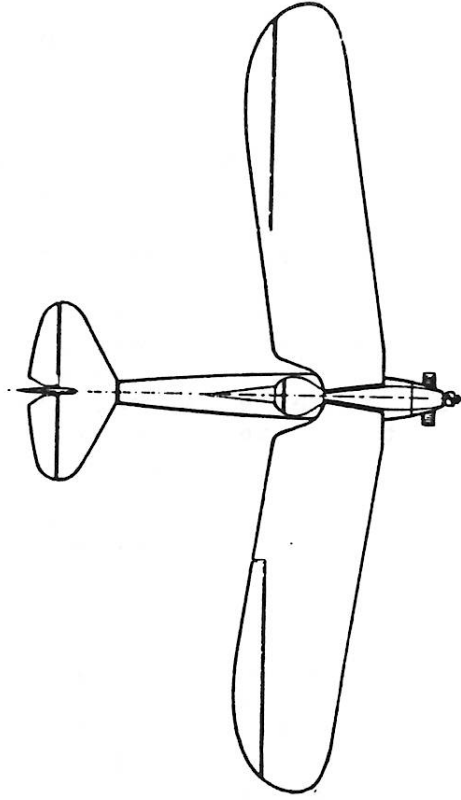
H.L. Glider:

AMA rules

CATAPULT GLIDER:

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

La 11



FLUGTECHNISCHE ARBEITSGEMEINSCHAFT  
an der Staatl. Ingenieurschule Stettin

A 'HAPPENING' FAC STYLE

Tom Schmitt

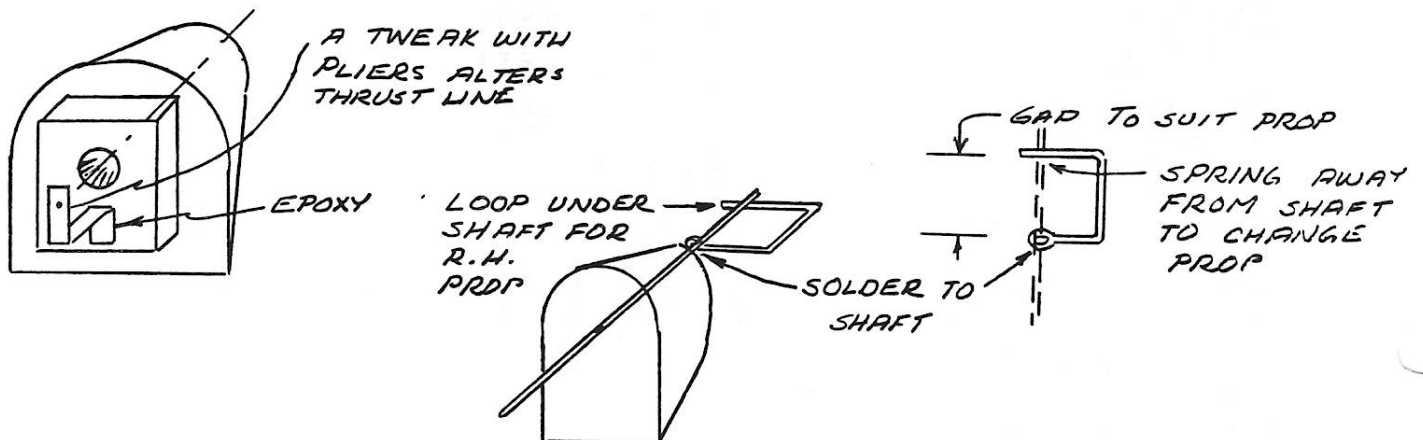
Claude Powell throws one heck of a party! Thirty five happy contestants traveled to NAS Patuxent River on 21 March 1981, and had a ball participating in thirteen events from COCONUTS to PEANUTS. Claude as usual proved to be a terrific organizer! Winners of the eight major events were rewarded with handsome placques and buttons provided by St. Mary's County Recreation and Parks using the artwork provided by our Pres. Our honorary Maxecuter Ada Barrett, a terrific lady and a 99'er, awarded all the prizes. A yeoman job of scale judging was performed by the Patuxent River R/C Club. All contestants enjoyed the terrific flying site, the Helicopter Test Facility Hangar, provided by NAS/NATC Patuxent River. Pat Daily carried away the grand prize by winning four first places and one second. A large number of competitors, supportive spouses and friends closed the great day with a tasty meal and much jovial conversation at a local restaurant; also arranged by Claude.

We were happy to welcome our AMA District VP Howard Crispin at the contest and dinner. He is beginning to become a regular at these 'happenings'. Also Dave VTO Linstrum decided to see why we have so much fun and made the trip from Florida. We did miss our friends from the SOTS and hope they come to the next one. Also we missed the booming voice of our newsletter editor. It would have been very helpful at the well attended mass launch events. Unfortunately both our Pres Bill Ceresa and Hurst Bowers were ill and missed all the fun. Bill did not get a chance to see his artwork on the awards and Hurst missed an opportunity to try out his latest models. We cannot close without mentioning that Bud Carson's proposal for a new event, COCONUTS, proved to be the hit of the day. Everyone enjoyed seeing the big jobs floating around the hangar.

The DC MAXECUTERS wish to thank all those contestants, helpers, wives, friends and spectators who contributed to making the contest a rousing success. If you want to enjoy a great day with stiff but fun filled competition, and much comaraderie plan to attend next fall's contest at Pax river. See you there!

---

Here are a few ideas from one of our subscribers in England, John Bray. They are similar to some of those previously given in MAX-FAX, but sufficiently different to warrant presentation. I would guess that they would be better suited to the smaller, lighter-weight models.





THE STETTIN UNIVERSITY La 11

ALLAN SCHANZLE

Well, folks, here we go again with another of those "one-off" aircraft. The La 11 has nothing to do with Lavochkin aircraft of WW II fame (at least to the best of my knowledge). It was produced by the State Engineering School of Stettin Germany, which is located northeast of Berlin. Actually, Stettin now lies in Poland, in a town called Szczecin, which, would you believe, is pronounced in Polish as "Stettin".

As of now, you know as much about the La 11 as I do. I've written to the Deutsches Museum in Munich and had a friend from Poland write a letter to Stettin University (in Polish), but nothing is known about this aircraft, not even the year of it's production. I got the documentation (a 3-view and two photos) from the 1944 German Yearbook, which has good documentation on several off-beat aircraft. This one struck my fancy as being exceptionally "different" (cute or ugly, depending upon your personal tastes.) Actually, if you look at the 3-view long enough, it has very nice proportions for a model, particularly for CO-2, which is the power I selected for my model. The only real drawback for rubber power is the narrow fuselage, which limits the amount of rubber you could put into the little devil without knocking out the side tissue after a few windings.

The model plans differ from the 3-view in a few respects. These changes were based upon what I saw in the photos. The first is that the rudder in the top view of the 3-view drawing is too short. Secondly, the photos do not show a shock absorbing fairing on the landing gear. Next, the front view in my plan shows a curved portion for the top of the fuselage in front of the wing. I just could not figure out how to build the thing the way it is shown in the 3-view. Finally, I've changed the airfoil and enlarged the stabilizer.

One additional note concerning the design of this model. The junction of the fuselage and the leading edge of the stab looks rather crude in the completed model, but that's the way it appears in the photo.

Now, on to the flying abilities. This model was first test flown on a Saturday morning at 7:00 AM, with 30 inches of powdered snow on the ground. After all, what softer test surface can you find? Oh yes, I forgot to mention that the temperature at the time was 8 degrees F. Eight degrees, you say? CO-2 won't run in that kind of weather, I hear you cry. Well, that's what I thought too, but don't believe it. Set it for a slow speed and try it. Maybe I've got a magic engine. If so, I'll accept bids for the little devil, starting at \$1000.00. But alas, I digress. It took all of four attempts to get a flight of over a minute. A little down elevator and left rudder trim was all that was required. It's a natural.

One other thing I should mention is that the prop is a 7 inch Peck rubber dude that has been ground down on the front and rear of the center section to seat firmly between the propeller back plate and the prop washer. You will also have to drill out the shaft hole a little for the prop bolt. Be sure to balance the prop by scraping the heavy side with a razor blade before running the engine.

You'll find a few construction hints elsewhere in this issue. I didn't want to include them here because they are general in nature, and might be overlooked by someone who thinks this little craft has just a little more (or less) appeal than a Lacy or Fike.

Finally, check out the cover drawing. This little critter also had floats. If you want a 3-view of this version, send me a self-addressed and stamped envelope.

## ENGINE CYLINDERS, ONE MORE TIME

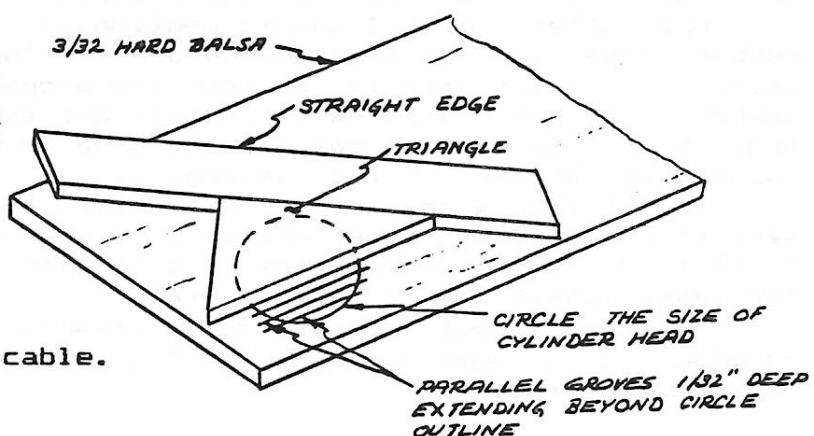
ALLAN SCHANZLE

Several years ago, I wrote a section for MAX-FAX discussing a technique for constructing cylinders. The model that motivated the development of the method was a Golden Age kit of the Fleet Biplane, and after making 5 of the bloody ruddy cylinders, I swore off building models with radial engines. But the feature plan in this issue required the representation of a two cylinder 23 H.P. Mercedes engine. Well, two cylinders might be OK, but no more of those 5, 7, and 9 cylinder dudes.

If you're not a fanatic at scale representation, as is the FAC spirit, then engine cylinders can be made with a minimum of pain, profanity, and procrastination. You'll need the following materials:

Hard 3/32 sheet balsa	1/16 O.D. aluminum tubing
Williams Brothers cylinders	Zona saw blade
(3/4 and 1" scale for the LA 11)	Small flat file
Acetate sheet (thick, if available)	Thin copper wire

1. Cut Williams Brothers cylinder head with Zona saw to give the proper number of fins on the cylinder
2. Draw a circle on hard 3/32 balsa the size of the top of the cylinder head. Do this on a piece of balsa that is big enough for support of a small triangle and straight edge. See sketch.
3. Use a #11 Xacto blade in conjunction with a triangle and straight edge to make shallow (1/32") parallel groves in the balsa in the direction of the grain. The groves will hold the acetate sheet, which will represent the vertical fins. Make the proper number of groves to give the correct number of fins (if you're a fanatic).
4. Cut the circle from the balsa and sand to shape. Depending on the thickness of the acetate sheet you use, you may need to widen the groves with the Zona saw.
5. Use C/A glue to attach the balsa circle to the Williams Brother cylinder.
6. Cut the acetate sheet in strips to a width corresponding to the height of the fins plus 1/32". Cut the strips into lengths 1/4" longer than the diameter of the cylinder head.
7. Use C/A glue to hold the acetate strips into the balsa groves. Don't worry about the overhang beyond the edge of the balsa, but DO remember to leave a gap for the spark plug.
8. Sand the acetate sheet fins to the proper shape, cleaning off the edges with a new razor blade.
9. Paint the fins.
10. Make the spark plug by fileing 6 flat surfaces on the aluminum tubing and jaming a small balsa dowel into the end of the tubing. Cut to proper length.
11. Make and install exhaust stacks from aluminum tubing or balsa.
12. Use copper wire to represent the spark plug cable.



## WHEEL COVERS

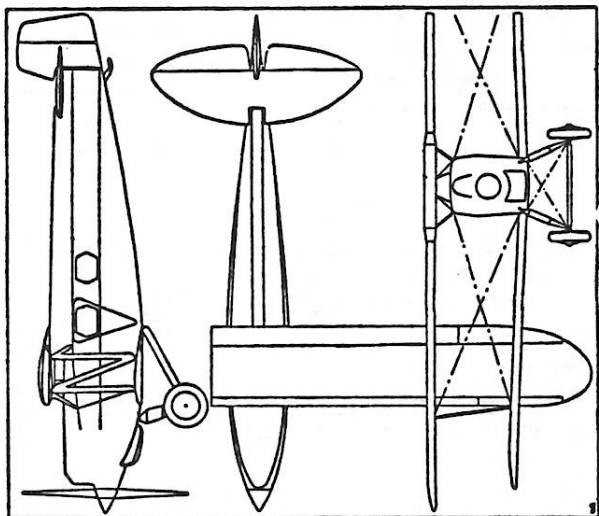
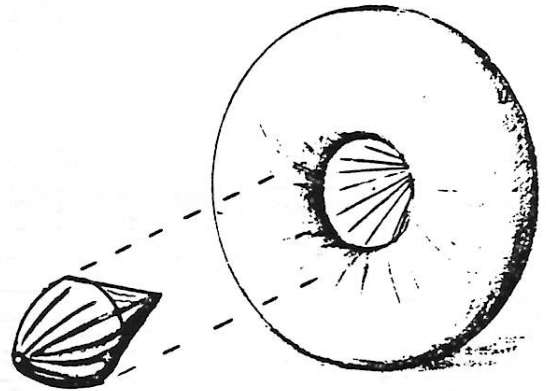
ALLAN SCHANZLE

Here is a little idea that arose out of need for simulating the wheels of the La 11 model featured in this issue. Rather than having the landing gear wire stick out beyond the wheel with a blob of glue or solder at it's end, I opted for a little more scale-like appearance. This technique is especially useful on the balsa wheels that are available from Old Timer Models or those that used to come in the older Golden Age kits.

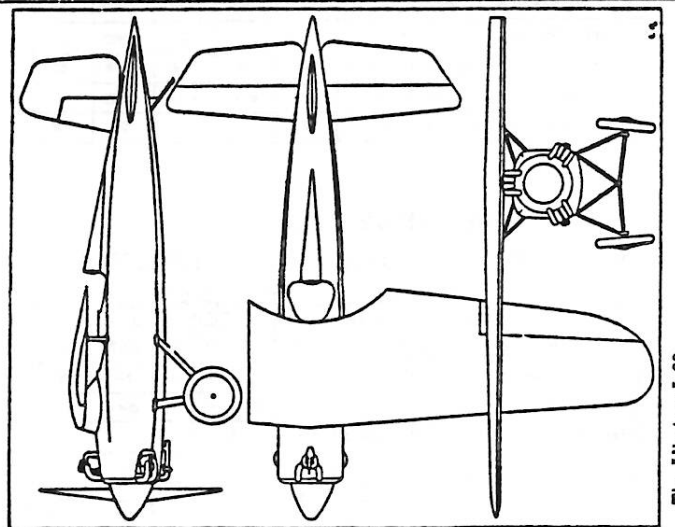
Start by applying a few coats of clear dope to the balsa wheels to seal the wood. Then apply a coat of filler, which for me is made by adding baby powder to clear dope. My models may not fly all that great, but you'll have to go to the next zip code to get one that smells better!! Now sand the filler coat until you have a smooth surface. This may take a few coats of the filler. To sand the curved surface, use the edge or corner of very fine sandpaper. Try folding the sandpaper and using the folded edge, since this gives a little more rigid sanding surface.

One more step is useful before painting the wheels, and that is to insert a piece of teflon tubing through the hole in the wheel. This will act as a bearing surface for the axle, which would otherwise ultimately produce a wobbling wheel. Where do you get teflon tubing? That's the stuff that comes with any of the C/A glues. Just choose an axle wire size that fits loosely in the tubing. There is no need to glue the tubing to the wheel at this time. You may have to drill out the original wheel hole if you are going to use large tubing or axle wire. Paint the wheel. I like to use Floquil "Grimmy Black" to simulate rubber, and Silver for the hubs.

To make the wheel covers, simply take your Xacto knife with a new #11 blade (old blades make for memorable disasters) and cut the protruding balsa hub as shown in the sketch. Now, with your handy dandy Dremel tool, grind out small portions of the wheel hub and wheel. Cut the teflon tubing so it does not protrude past the little indentation you just made in the wheel. Slip the wheel on the axle wire and cut the wire so it protrudes about 1/8 of an inch past the wheel indentation. Put a drop of epoxy glue (or Ambriod, if you prefer) on the end of the wire axle, and wait to dry. Replace the hub with rubber cement so it can be easily removed for repair. And there you have it, a realistic wheel cover.



11.



NAVY SCALE MASS LAUNCH  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
PAT DAILY	BOEING F2B							1
DAN DRISCOLL	SKYRAIDER			X				
BILL BELL	BOEING F1B4		X					
JOHN HOUCK	BOEING YF5B1	X						
BERT PHILLIPS	BEECH B-17		X					
DOUG BUCHANAN	SKYRAIDER			X				
MIKE NOSKOW	CURTISS 502C					X		2
STEW MEYERS	AJ-4	X						
KEVIN SHARBOWDA	GUARDIAN				X			
PAT BERG	WILDCAT	X						

NOVICE PENNYPLANE

NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	FLIGHT TIMES					BEST RUNDT	PLACE
		1	2	3	4	5		
RANDY KLEINERT	ORIGINAL	3:56	4:51	5:01	-	-	5:09	9
DAVE LINSTRUM	CEZAR BANKS	5:14	6:06	6:18	-	-	6:18	5
RANNE BATTERSON	EPIS PENNY KIT	6:35	6:48	-	-	-	6:48	2
GLEN SAMPERS	2 of WORTH	8:18	1:24	1:27	3:09	-	8:18	1
JEFF HOOD	PENNY FROM HEAVEN	5:45	-	-	-	-	5:45	7
BOB CARSON	PENNY PAL	5:35	-	-	-	-	5:35	8
PAUL SPREIBER	CEZAR BANKS	3:27	3:27	3:24	-	-	3:27	10
ROLFE GREGORY	PENNY PIONEER	5:48	5:45	-	-	-	5:48	6
PETE SPREIBER	NO CENTS	4:45	6:45	6:43	-	-	6:45	3
MARK BATTERSON	2 of WORTH	3:47	3:45	5:21	6:00	6:21	6:21	4

BOSTONIAN

NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	FLIGHT TIME			TOTAL (3)	PLACE
		1st	2nd	3rd		
TOM SCHMITT	BOSTON SCROD	52	59	62	173	5
PAT DAILY	PACIFIC ACE	52	61	58	171	6
RANDY KLEINERT	GREAT EXPECTATIONS	88	62	71	221	4
DAVE LINSTRUM	OBSERVER	102	107	114	323	1
RANNE BATTERSON	BOSTON BEANBUTT	79	81	84	244	3
BILL BELL	FOUND	30	28	27	85	11
BILL CLARKE	FRABOY PACKET	105	86	81	272	2
JEFF HOOD	FOUND	40	65	35	140	9
PAUL SPREIBER	FOUND	59	57	54	170	7
BERT PHILLIPS	FLYER	30	29	21	80	12
DOUG BUCHANAN	BURNELL BURNING	53	55	56	164	8
L.H. BERG	BOSTON T	42	43	43	128	10
MIKE NOSKOW	BARF II	70	-	-	70	13

FAC POWER SCALE

NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	STATIC POINTS	BONUS POINTS	FLIGHT TIME			TOTAL SCORE	PLACE
				1st	2nd	3rd		
PAT DAILY	ANSALDO 51A5	61.8	15	55	-	-	117	1
DAVE LINSTRUM	SIEMENS BUCHNER	43.9	5	3	-	-	51.9	3
MARK HOUCK	F'GRAFT	26.1	0	55	-	-	81.1	2
PAUL SPREIBER	PAPER J-4	48.5	0	-	-	-	-	-
PAT DAILY	PINGER D'ELI	55.4	15	-	-	-	-	-
DAVE REES	HYPERBIPE	60.5	15	-	-	-	-	-

FAC RUBBER SCALE  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	STATIC POINTS	BONUS POINTS	FLIGHT TIME			TOTAL SCORE	PLACE
				1st	2nd	3rd		
PAT DAILY	ALBATROS III	61.6	15	55	63	-	138.1	2
PAT DAILY	BOEING F3B	57.4	15	54	-	-	126.4	4
DAVE LINSTRUM	RAMSAY DAWES	46.6	3	38	-	-	87.6	14
BILL BELL	PARITY T-1	58	15	20	20	20	93	12
BILL BELL	BOEING F1B-1	57.6	16	20	20	18	94.6	11
STEVEN PROSD	AERODROME	57.9	35	17	22	31	120.9	5
JOHN HOUCK	BOEING YF5B1	53.4	3	23	-	-	79.4	16
MARK HOUCK	AERONBA TAC	53.5	0	21	16	-	79.5	17
KEVIN SHARBOWDA	KUPHUS ROGER	37.9	10	28	32	34	81.9	15
PAUL SPREIBER	AVROHED 2F	45.3	0	58	41	53	98.3	9
JIM NASH	NEWPART 11	61	15	-	-	-	-	-
ERLEVIN PHILLIPS	CURTIS ROBIN	56.4	0	36	38	42	98.4	8
BERT PHILLIPS	P2L 11	52.4	3	26	29	34	89.4	13
DOUG BUCHANAN	SKYRAIDER	50.9	10	55	56	59	119.9	6
DOUG BUCHANAN	FLIESO SPORT	37.4	10	40	-	-	77.4	7
DOUG BUCHANAN	BUCKER 134	50.8	0	43	43	47	97.8	10
DON SRULL	BLERLOT 26	58	20	73	68	-	144.5	1
DAVE REES	ZUPPY SPRET	57.6	0	86	-	-	130.6	3
DAVE REES	LOBBING M80	58.1	5	-	-	-	-	-
TOMMY AMAK	HESMITH GUGAR	68.5	0	13	-	-	71.5	18

PEANUT SCALE MASS LAUNCH

NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
BRUCE BRICE	BO-4		X					
CLAUDE POWELL	PT-19	X						
PAT DAILY	REYNARD R-17	X						
RANDY KLEINERT	LACEY			X				
DAN DRISCOLL	LOBBING M4	X						
BILL BELL	CURTIS CASHMAN	X						
JOHN HOUCK	RB-1		X					
MARK HOUCK	ANDREASON	X						
PAUL SPREIBER	PIKE							1
JIM NASH	TALK WIND				X			3
BERT PHILLIPS	BEERCAT	X						
DON SRULL	FRED					X		2
KEVIN SHARBOWDA	GAMBER MAID	X						
DOUG BUCHANAN	MIKTA OSHENKO		X					
DAVE REES	CONTESTOR			X				
L.H. BERG	VAGABOND	X						
ROLFE GREGORY	PAPER J CLIPPING	X						
STEW MEYERS	DM 80		X					
JERRY PRINLEY	PS-1	X						

THERE WERE TWO FLIGHTS IN 1st AND 2nd ROUNDS.

'COCONUT'

NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	STATIC RANK	FLIGHT TIMES			FLIGHT RANK	TOTAL RANK	PLACE
			1	2	3			
TOM SCHMITT	LINCOLN AP	6	47	48	83	6	12	6
PAT DAILY	CURTIS ROBIN	3	94	107	119	2	5	1*
JEFF HOOD	DURNING COMET	2	108	63	91	4	6	4*
BOB CARSON	SARITA SL	5	115	-	-	3	8	5
DON SRULL	ALCO	4	95	123	-	1	5	2*
DAVE REES	TRAVE AIR	1	90	96	96	5	6	3*

\* TIE DECIDED BY BEST STATIC RANK - MOONEY RULES  
\*\* INCLUDES 10 SECS. FOR P.O.C.

WWI MASS LAUNCH  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
BRUCE PRICE	FORGER DZII			X				
PAT DAILY	ALBATROS DIII							1
RANDY KLEBERT	SE-5	X						
DAN DRISCOLL	SE-5		X					
DAVE LYNSTRUM	MACHINER DII	X						
BILL BELL	FORGER DZII		X					
JOHN HOUCK	FORGER DZII				X			
MARK HOUCK	FORGER DZII	X						
PAUL SPRENGEN	FORGER DZII	X						
BERT PHILLIPS	MIRCO RAND		X					
KRYN SHILDRUP	SE-5			X				
DAVE REES	MARTIN TIII						X	2
ALF GREGORY	NEUDORT I9					X		3
STEW MEYERS	OH-6	X						

THERE WERE TWO PLACES IN 1st AND 2nd ROUNDS.

COMET 10 INCHERS  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	STATIC RANK	FLIGHT TIMES			FLIGHT RANK	TOTAL RANK	PLACE
			1	2	3			
CLAUDE POWELL	AERONER	2	35	-	-	2	4	2 <sup>u</sup>
TOM SCHMITT	SECURITY	1	22	30	-	3	4	1 <sup>u</sup>
DAVE LYNSTRUM	BELANGA	4	27	39	-	1	5	3
ALAN SCHMIDT	CART	5	-	-	-	-	-	-
BERT PHILLIPS	HOWARD	7	-	-	-	-	-	-
BERT PHILLIPS	BELANGA	6	-	-	-	-	-	-
DAVE REES	AERONER	3	-	-	-	-	-	-

\* TIE DECIDED BY BEST STATIC RANK - HONEY RULES

MANHATTAN  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

CONTESTANT	AIRCRAFT	FLIGHT TIME					BEST FLIGHT	PLACE
		1	2	3	4	5		
JEFF HOOD	COLUMBIA	200	-	-	-	-	200	2
BUD CARSON	MERRY-go-ROUND	245	-	-	-	-	245	1

GOLDEN AGE MILITARY MASS LAUNCH  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

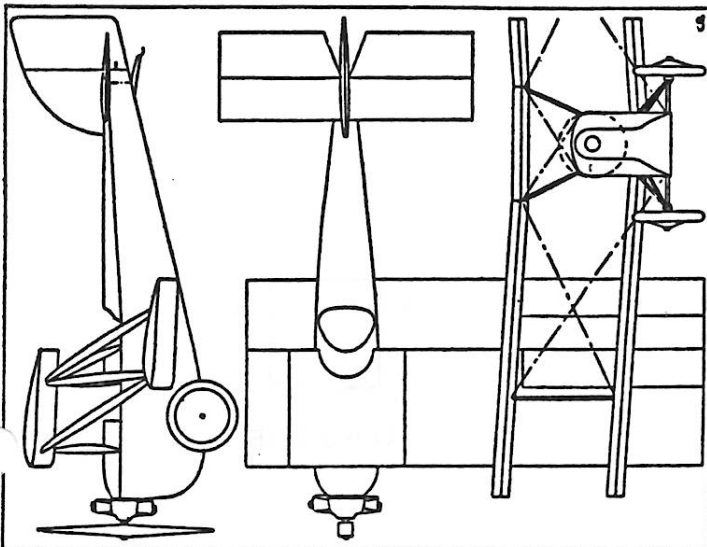
CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
BRUCE PRICE	CURTISS PG-E				X			3
CLAUDE POWELL	BLACKBURN ARMOR	X						
DAVE LYNSTRUM	KANASCART DII		X					
BILL BELL	MARTIN TIII				X			
MARK HOUCK	CURTIS XF3C-1		X					
JOHN HOUCK	DOUGLAS YI-OYB	X						
BUD CARSON	SPERRY MESSNER	X						
BERT PHILLIPS	P2 O/II					X		2
JOY SCRULL	MURPHY							1
DAVE REES	LOEWING 180		X					
ANDY HORRELL	CURTISS PG-E			X				
STEW MEYERS	N71		X					
JEFF HOOD		X						

NO CAL  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

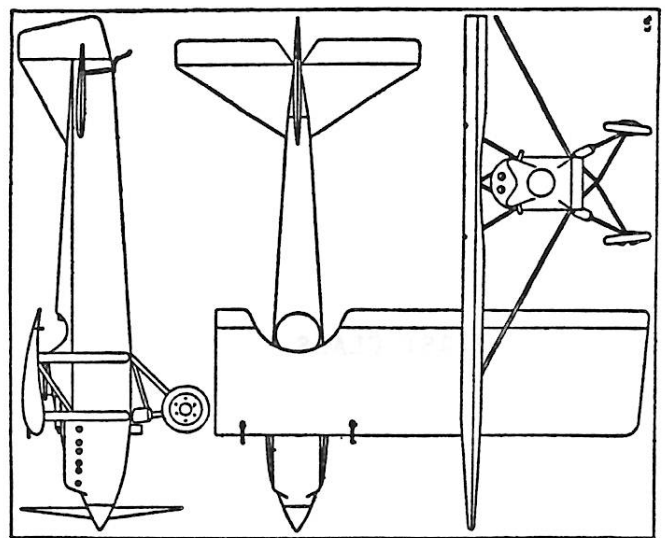
CONTESTANT	AIRCRAFT	FLIGHT TIMES			TOTAL (S)	PLACE
		1st	2nd	3rd		
JEFF HOOD	BALLERINA	100	100	85	285	3
RANDY KLEBERT	CRAMBERMAID	116	118	129	363	1
PAUL SPRENGEN	LACEY M-10	99	101	99	299	2
L.H. BERG		22	27	27	76	5
TOOD BRADFORST	CYTBRA	25	24	23	72	6
PETER A. SMITH	J3C CUB	66	62	58	186	4
MARK HOUCK	CESSNA RG	36	35	-	71	7

HAND LAUNCH GLIDER  
NAS PATUXENT RIVER INDOOR CONTEST 3/21/87

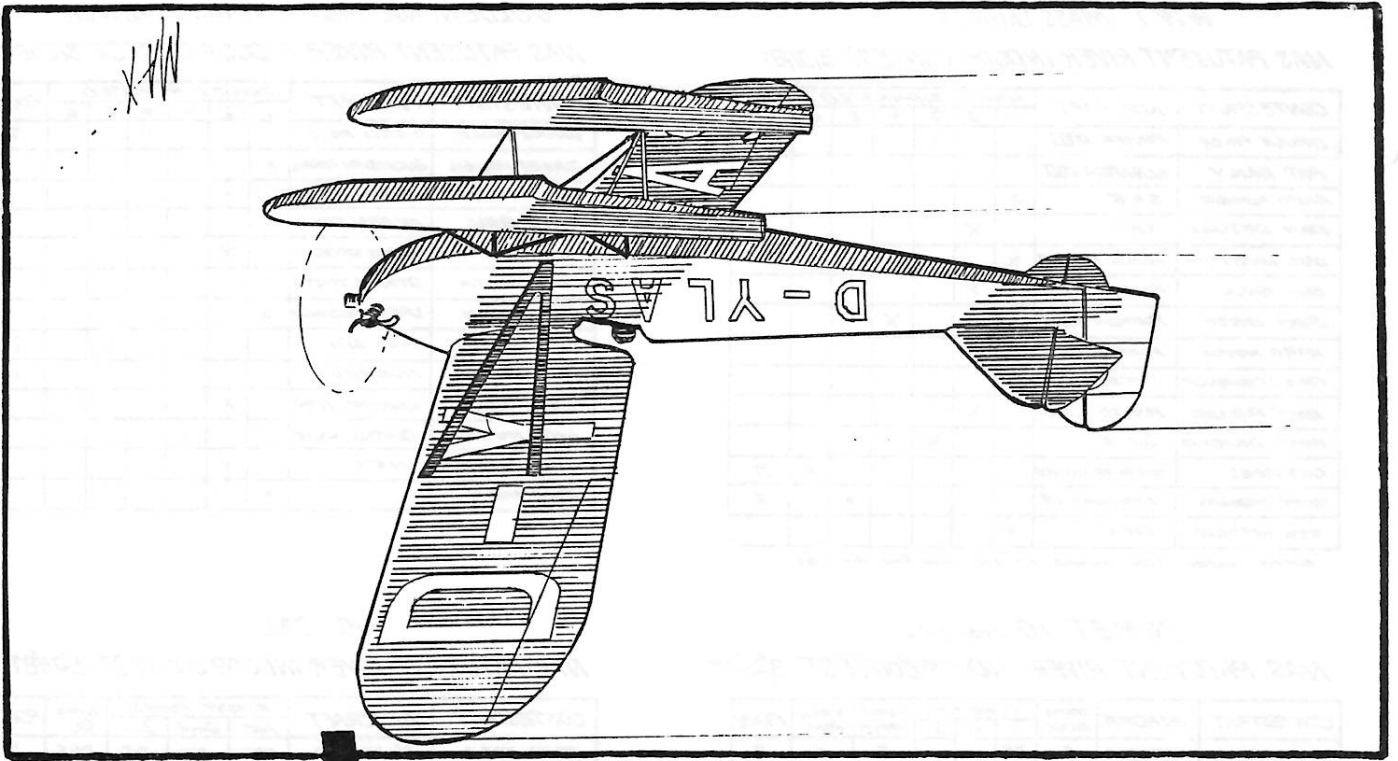
CONTESTANT	9 OFFICIAL FLIGHTS - TIMES									BEST (S)	PLACE	
	1	2	3	4	5	6	7	8	9			
RANDY KLEBERT	40	47	-	-	-	-	-	-	-	-	47	1
MARK HOUCK	10	15	16	-	-	-	-	-	-	-	31	3
GLEN SHIPPERS	35	30	34	-	-	-	-	-	-	-	33	2



The Macchi 20.



The Wibault 9C.1.

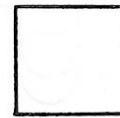


**max-fax**

**MAY '87**  
**JUNE**

2008 Spur Hill Dr.  
Gaithersburg MD 20879

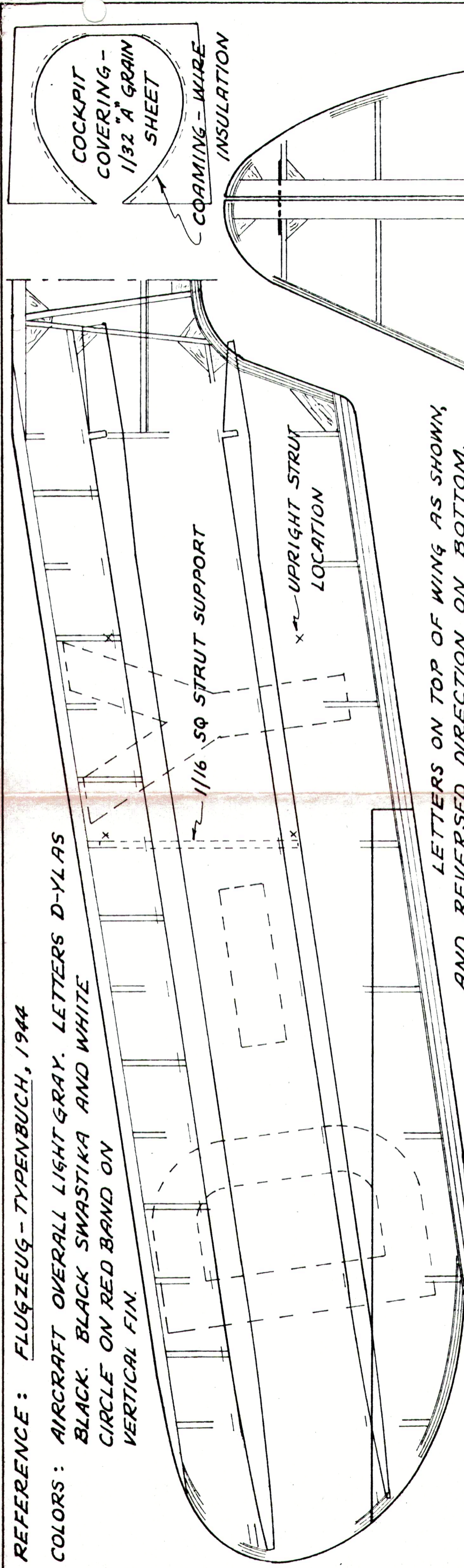
FIRST CLASS



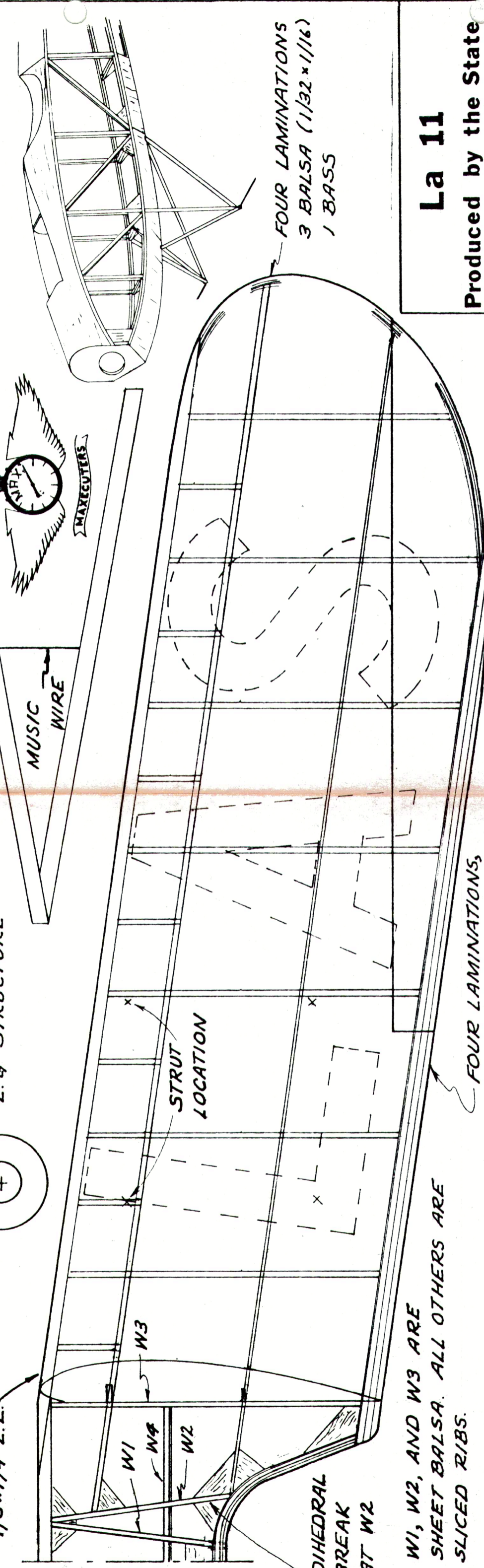
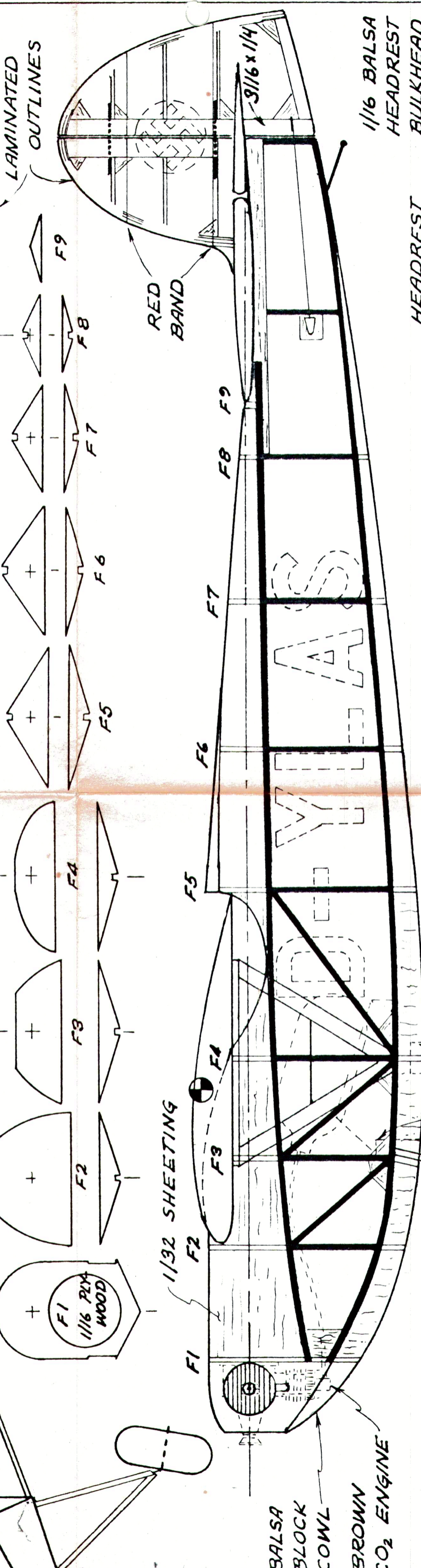
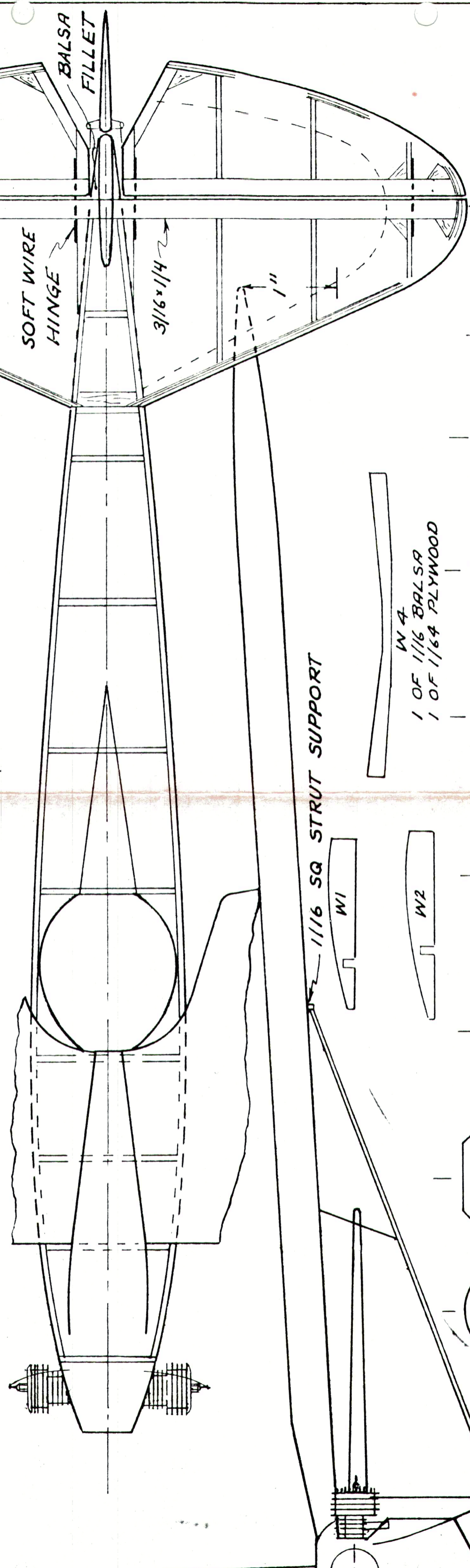
DUES DUE

REFERENCE: FLUGZEUG - TYPENBUCH, 1944

COLORS: AIRCRAFT OVERALL LIGHT GRAY. LETTERS D-YLAS BLACK. BLACK SWASTIKA AND WHITE CIRCLE ON RED BAND ON VERTICAL FIN.



LETTERS ON TOP OF WING AS SHOWN AND REVERSED DIRECTION ON BOTTOM.



W1, W2, AND W3 ARE SHEET Balsa. ALL OTHERS ARE SLICED RIBS.

NOTE: ALL STRUCTURE IS 1/16 Balsa EXCEPT AS NOTED.

FOUR LAMINATIONS, 3 Balsa, (1/16 sq), 1 BASS