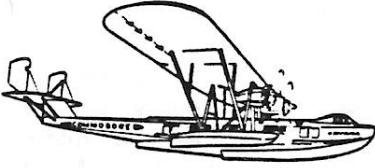
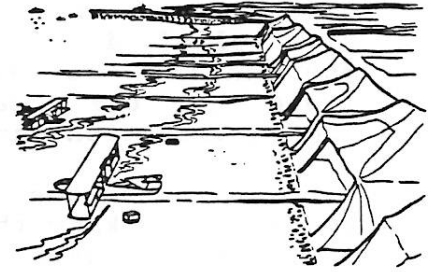


Naval Aircraft Factory PN-9 - 1925



Consolidated Commodore Transport
1929



Flightline at Pensacola - 1914

MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS
MAY/JUNE 1988

MEMBERSHIP

Dues for membership in the D.C. MAXECUTERS is \$10 per year for residents of the USA, Canada, & Mexico, and \$11 for all other countries. Your mailing label indicates the last year and month for your current membership. A red X next to the label is a reminder that your current membership has ended. Send a check, payable to the 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.

PRESIDENT

Bill Ceresa
11410 Blueridge Dr.
Beltsville MD 20705

SECRETARY

Bert Phillips
1709 Crofton Parkway
Crofton MD 21114

TREASURER

Allan Schanzle
20008 Spur Hill Dr.
Gaithersburg MD 20879

UPCOMING EVENTS

- Sundays : Flying at Comsat, 4:00 'ish til dark, followed by a meal at a local Choke 'N Puke.
- May 21,22 : Columbia S.C. Fun Fly. Scale (Saturday), non-scale (Sunday)
For information, call Dave Smith, (803) 765-1624.
- July 8,9,10 : FAC NATS, Geneseo New York.
- Sept. 10 : MAXECUTERS SUMMER FUN FLY, Comsat.

CLUB NEWS

ALLAN SCHANZLE

The FAC NATS is now well under way, and thanks to a few local MAXECUTERS, the planning for this occasion, which exceeds even my estimate by several times, is now reasonably well in hand. In the past few months, several of you out-of-town folk have offered to assist. Unfortunately, I've managed to misplace (read "lose") those names, so if you would still like to lend a hand for the Friday night or Saturday and Sunday on-field activities, drop me a note. This time I promise to not misplace your kind offer. We could use help with general registration, (Friday through Sunday), accepting models to be judged on Friday night, "go-phers" to help the judges, and of course, official timers. On Friday evening, we don't expect

anyone to spend the whole time working, because we hope to have enough offers for assistance (yes, that's a hint fellows and gals) that we can give relief after an hour or two for each helper. If no one offers to help, you can bet your sweet bippie that you're gonna have one mad CD on the field, and the local fellows who attend our September Fun Fly know that such a situation can be hazardous to your health, ...er, ah,..models!!

If you've been reading the FAC NATS INFORMATION SHEETS (No.'s 1 and 2 so far), you know that we are trying to tell you how things are going to be run. If you have questions that we have not yet covered, send me a note and we'll include them in future poop sheets. In this issue, you'll find FAC NATS INFORMATION SHEET NO. 3, which includes a definition for the time the Embryo models will be awarded their bonus points. This omission from previously disseminated information was brought to our attention by Dave Stott, and I'm sure there are other things that have escaped our minds. Since this is really a contest for you modelers, it will behoove you to make suggestions. Yea, I know, that's gonna require you to do some thinking and reading of the poop that we've mailed out thus far, but it's really for your benefit to study this stuff, because this is how we expect to run YOUR contest.

There is one area of the mass launch philosophy that should be expounded upon, and that is the limitation of the qualifying flights to a SINGLE ATTEMPT. (You didn't know that?? See, I told you clowns you should read the poop we mailed out.) That's right, a single attempt for your qualification to get into each mass launch event. I initially rejected this idea, which was put forth by my local helpers, until they put the whammy on me with cold, hard, numbers,.... like these. Let's assume we have a total entry of 35 people for each mass launch event. This is actually LESS THAN the number entered in Golden Age, WW-I, and WW-II at the last FAC NATS. Their argument goes like this. Let's assume we required two qualifying flights per contestant for each event. If all three events scheduled for either Saturday or Sunday had 35 entries, that totals to 70 qualifying flights per event, and a total for one day of 210 qualifying flights. That would be swell if 100 of you folks offered to do nothing but be official timers, but that's unrealistic. It was at this point that I saw the light, and acquiesced to their single qualification flight requirement. That still requires over 100 officially timed qualifying flights for each day, and even that's a bundle. The single flight may seem cruel, but if we didn't incorporate qualifying times, and you panicked under the pressure and dorked your model in the first heat, you'd be eliminated anyway. So the single flight is the way it will be for this contest. If I had it to do over again, I'd probably push for a 3 day contest and make Friday a day of reckoning for the mass launch events. Hind sight is always 20/20.

Another item concerning the FAC NATS is a reminder that after June 15, the entry fee jumps from \$13 to \$15, and, as of that date, we cannot guarantee reservations for dorm rooms. All this is noted in INFO SHEET #2. (Ya didn't see that either?? Naughty, naughty!!)

Enough of the FAC NATS. Check page 4 for an advertisement for HILINE LTD., a new company here in metropolitan Washington D.C. that specializes in electric motors for Free Flight models.

Bill Hannan has done it again with Volume 3 of PEANUTS AND PISTACHIOS. The advertisement on the next page gives a good idea of the book contents. Order from HANNAN'S RUNWAY, P.O. Box A, Escondido, CA 92025.

This issue is loaded with material for your next trip to the reading room. The feature plan is a peanut model by Dave Rees, and was first flown at the PAX River affair. Trust me, it's a peanut with potential. I'll not dwell upon the remainder of the contents, as space is at a premium. Enjoy.

PAX RIVER 2/26/1988

Tom Schmitt

It may have been raining cats and dogs over the river but it was CAVU in the Helicopter Test Facility hangar. What a great day to be indoors and flying model aircraft; another great contest and fun fly! We local and some distant FACer's owe a big debt of gratitude to Claude Powell for making these events happen. We wish to thank the Commanding Officer and all the Navy personnel who support this endeavor. Also a note of thanks to the St. Mary's Recreation and Parks Department for their assistance and providing the great trophies. Kev Sharbonda walked off with the lion's share of the "Kanones" and also the handsome Navy Wings Belt Buckle donated by Capt. Pat Daily USN for the grand prize. Coconuts continue to be popular and several new ones showed up. You must build one of these majestic birds; their flying is something to behold. Dan Driscoll missed another terrific time; something about photographing the Paris Air Museum? But our old ace Dudley came to watch and promised to make the summer fun fly. See you all this November for another memorable day and evening at Patuxent River.

PAX RIVER RESULTS 2/26/1988

FAC RUBBER SCALE

CONTESTANT	AIRCRAFT	STATIC	BONUS	FLIGHT	TOTAL	PLACE
Mike Hestage	Laird Turner	42	10	21	73	11
George Meyers	Bleriot Canard	51	20	66	134	1
George Meyers	Moustique 451	45	5	88	124	1
Paul Spreiregen	Fairchild 24	45	0	58	103	3
Doug Buchanan	Seagull	40	10	45	95	5
Doug Buchanan	IS-4	40	5	38	83	5
Marv Yoder	Boeing F4B-4	37	15	43	95	6
Bert Phillips	Bellanca Jr	49	10	6	65	10
Bert Phillips	Stinson Detroiter	44	0	31	75	10
Bill Bell	Boeing F4B-4	56	15	20	91	10
Mark Houck	Aeronca Champ	39	0	54	93	7
Mark Houck	Douglas XB-42	41	10	18	69	7
John Houck	Fokker D-VI	46	15	41	102	4
John Houck	American Eaglet	44	3	53	100	4
Dave Rees	Zippy	56	0	80	126	2
Hurst Bowers	Carrier Pidgeon	46	15	24	85	9
Hurst Bowers	Beech Staggerwing	42	15	21	78	9

FAC POWER SCALE

CONTESTANT	AIRCRAFT	STATIC	BONUS	FLIGHT	TOTAL	PLACE
Joe Barish	Graha White 20	57	15	85	134.5	2
Joe Barish	Maboussin Hem.	55	15	72	128.5	1
Doug Buchanan	Oiseau Canari	45	0	65	107.5	3
Allan Schanzle	LA-11	56	5	120	138.5	1
Mark Houck	Taylorcraft	39	0	52	91	5
Hal Howard	Monocoupe	47	0	46	93	4

COCONUT SCALE

CONTESTANT	AIRCRAFT	FLIGHT	FLIGHT/STATIC	RANK	TOTAL	PLACE
Doug Buchanan	Samolot	36	6	2	8	5
Bert Phillips	Taylorcraft	32	3	5	8	1
Bert Phillips	Cessna C-34	20	7	1	8	4
John Houck	Bellanca Flash	95	2	4	6	3
Bud Carson.	Big Ugly Fike	61	5	3	8	3
Dave Rees	Travelair 6000	126	1	1	2	1
Pat Daily	Curtiss Robin*	90	4	2	6	2

* Proxy Flown by Allan Schanzle

NO-CAL

CONTESTANT	AIRCRAFT	BEST FLIGHT	PLACE
Paul Spreiregen	Lacey M-10	96	2
Pat Berg	P-40	41	3
Bud Carson	Dayton-Wright	123	1

INSPIRATION FOR BUILDERS OF SMALL-SCALE FLYING MODELS

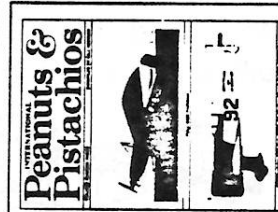
Peanuts & Pistachios - VOLUME NUMBER THREE



COMPILED BY BILL HANNAN

HIGHLIGHTS OF THIS BOOKLET:

- Abstracts from letters by readers in many parts of the world.
- Peanuts & Pistachios Pointers. (Construction hints and tips)
- The Proxy Postal Proposition. (International contest via mail)
- Peanuts & Pistachios Packing. (Mailing models with minimal risk)
- The Peanut Gallery. (Peanut photographs from near and far away)
- The Pistachio Presentation. (Itty-bitty flyers on display)
- Peanuts & Pistachios Producers. (A few builders & their models)
- Pistachio Peregrinations. (World-wide wanderings of a Mosquito)
- Plans for a Peanut Farmer F-450 and a Piper Cub "oldtimer"
- Pistachio plans for a 1911 Caudron & Nutty Spoked Wheels
- Wedell-Williams Racers 3-view drawings and wisps of whimsy



FORMAT: 8 1/2" x 11" size
 16 pages plus card cover
 Sketches, cartoons and
 52 photographs. \$5

PHOTO PAGES

Tom Schmitt


1. Dave Rees nifty version of the "Colibri", this issue's featured scale plan. This is a great and colorful flyer; took third in Peanut at Pax.

Pax River March 1988

2. The big daddy of "Coconuts", Bud Carson with his "Big Ugly Fike".
3. Claude Powell the doer at Pax, holding "Fred" for Don Srull.
4. Grand Champ Kev Sharbonda launching his winning F11C.
5. Two time winner of "Coconut"; the Travelair 6000 by Dave Rees.
6. A new and different "Coconut" by John Houck, a Bellanca Flash.
7. Joe Barish builds beautiful models that fly as great as they look; his Grahame White 20, twin Brown CO2 powered, is a fine example.
8. Doug Buchanan preps his "Coconut" Samolot, a neat but green aircraft.
9. Bert Phillips with his latest "Coconut", a pretty Cessna.
10. Bruce Price captured second in Military Golden Age with his neat P6E.
11. Our editor's very pretty GeeBee "Coconut", now a Jumbo. Allan what happened to all your three pound balsa supply???

-
12. The gang welcoming Mark Fineman for a visit; and straining to lift Don Srull's DO-X which will be powered by six motors using three Dual Mini-Electric Motor Kits from Hi Line Ltd; see ad in this Max-Fax.
 13. Dave Rees and his Northrop XB-35 powered by four Mini-Electric Motors from Hi-Line; should be a spectacular flyer.
 14. Another electric flyer using one Dual Mini-Electric Motor Kit; this Handley-Page by Don Srull is a very pretty and realistic flyer.
 15. Jane Schlosberg joins Bob in creating beautiful and great flying aircraft. Her Fike from a Micro-X kit won third place in the last Flightmasters annual. Photo from Bob.
 16. Jiro Sugimoto sends this photo from far off Japan. He is holding Millard Well's Fokker DR-I, a proxy flown entry in the second parcel post Shonai Peanut contest.
 17. Dick Howard doubles up and graduates from twins to quads; he sent this photo of a terrific Republic Rainbow built from "Mac" MoJunkin plans.

NEWS FLASH: Don's DO-X first and successful flight at Shangrila on 13 April!

	P O Box 341283 Bethesda, MD 20817
PRODUCTS FOR ELECTRIC FREE-FLIGHT	

Dual Mini-Electric Motor Kit

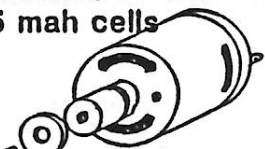
- for scale twins up to 250 sq. inches, 8 oz.
- material and instructions to rewind and build a pair of mini-electric motors



\$12.95 plus \$1.50 handling & postage

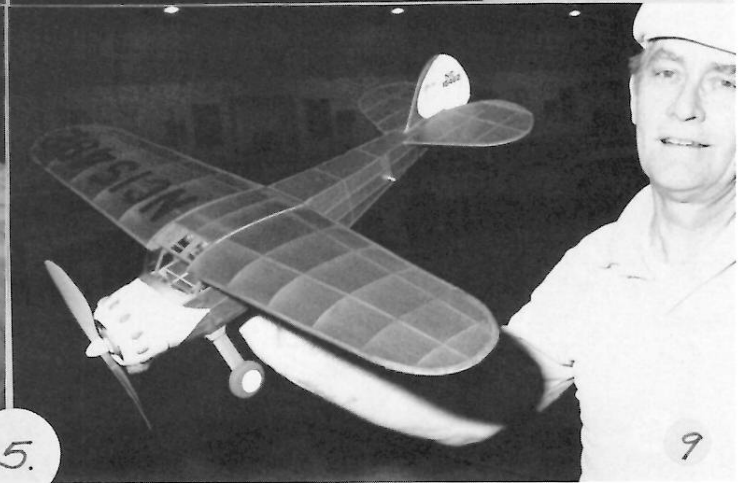
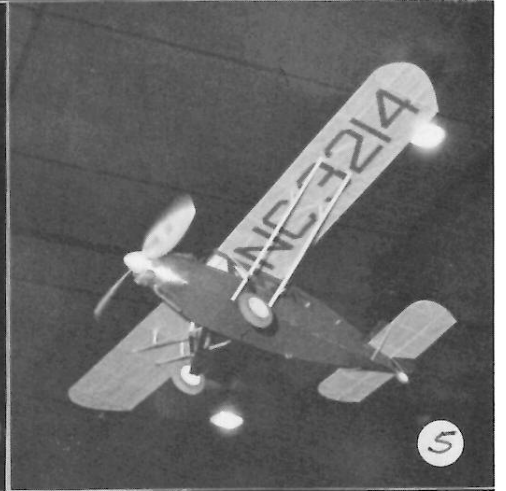
"IMP" 30 Watt Motor

- replaces old .02 motors
- for "jumbo" size models up to 300 sq. inches, 10 oz.
- uses 3 275 mah cells

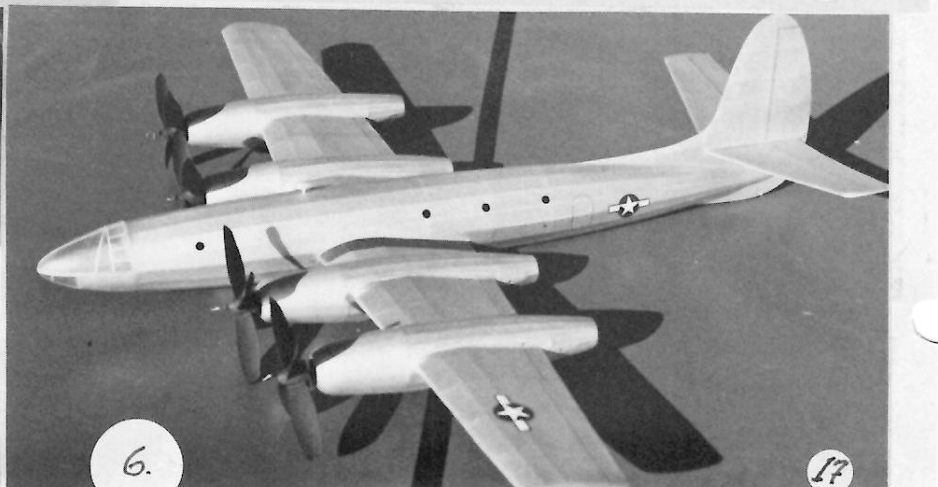
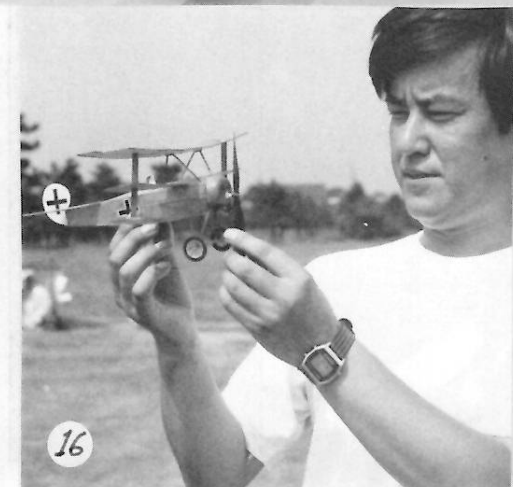
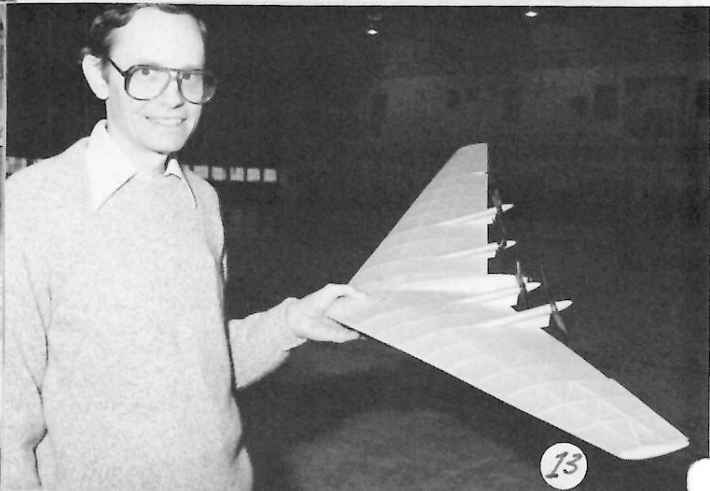
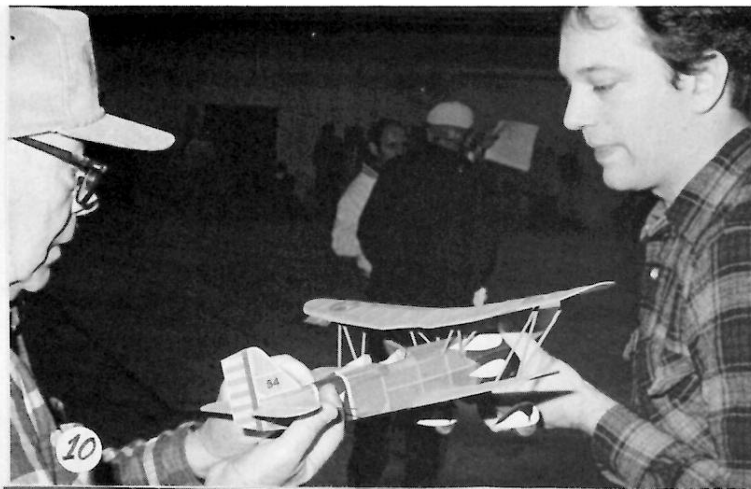


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5.



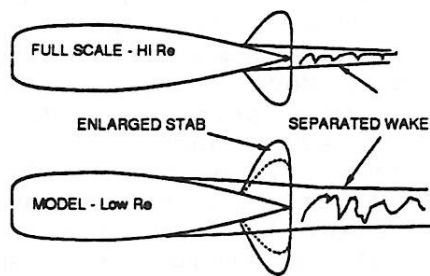
BASIC AERODYNAMICS -Bud Carson

PART III: PARTING MAY BE SWEET, BUT SEPARATIONS ARE PAINFUL

By now, we are familiar with two sources of drag; one is called form (or pressure) drag, caused by unequal fore-and-aft pressures on a body, and the other, called skin friction, is just the net viscous shearing force exerted by the air on the body's surface in the direction of motion. The total drag on any body (such as a fuselage) will be the sum of the two.

But while these two effects are distinctly different, they are really not independent, because the skin friction is the controlling factor in determining the amount of pressure drag that will act on a given body. In Part I, we saw that pressure energy is stored in the airflow around the forward region of the body, and if the body is streamlined, much of this pressure will be reapplied to the aft portions, providing an effective thrust which counteracts positive pressure on the nose. This was called "pressure recovery" and is the basis for streamlining. However, if a significant amount of this energy is dissipated by skin friction, then the beneficial effects of streamlining will be lost because the flow will not follow the body contour aft of the point of maximum cross section. In aerodynamic parlance, the flow will "separate," creating a downstream region of confused, low-pressure air. This is called a "wake" due its obvious similarity to the flow pattern seen behind boats and ships.

As we pointed out in Part II, the dissipative effects of viscosity become more and more pronounced with decreasing Reynolds numbers, and so the flow separation problem becomes very important in typical scale rubber models that fly at much lower Reynolds numbers than their full-scale counterparts. Looking at the top view of a typical fuselage shows why this is so:



From this sketch, we see that not only does the wider region of separation on the scale model produce more pressure drag, it also tends to blank out the tail surfaces, so that it is often found necessary to build these surfaces larger than their true scale dimensions if they are to be effective in providing stability. In addition, it explains why it is almost impossible to make a Peanut scale model glide as well as a larger, 24-inch span version of the same design. For a ridiculous extreme, take the Peanut version of the GB Racer, with its beer-barrel fuselage. If ever there was an airplane with a "built-in headwind," this has to be it, and the Peanut King himself, Bob Peck, has a standing prize awaiting anyone who can get 30 seconds out of this turkey. We can see why this is a pretty safe bet!

Now that we have a fairly clear picture of this, let us move on to everyone's favorite topic, airfoils and wings. In Part II, we noted that viscosity not only determines an airplane's drag, but also the wing's ability to produce lift. This aspect may seem a little surprising, but there is, as usual, a logical explanation.

Before delving into this, however, it's appropriate to consider lift from a general standpoint. As we all know, lift is the force that keeps the airplane up in the air by opposing the airplane's weight. Old-timers of the Wright brothers era had a better name for lift. They called it the "force of sustentation," which is really more descriptive than the term "lift" because it pinpoints the exact amount of lift needed to make an airplane fly, whereas "lift" can be any amount of force that opposes gravity. This is an important distinction; when an airplane is flying level, or even climbing or descending gradually, there is only one amount of lift required, and that is, to all intents and purposes, an amount equal to the airplane's weight. And that amount must remain the same, regardless of how fast or slowly the airplane is flying. If the lift is any different than this, Newton's laws of motion tell us that the airplane must be doing an accelerated maneuver - climbing like a rocket, doing a loop, or falling like a brick. So it really makes no sense when people say, as they so often do, that this wing or that airfoil produces more lift than others. No matter what wing or airfoil you put on an airplane, it must always produce just the right amount of lift to sustain the airplane's weight (plus any "g" force, if the airplane is in a bank) if it is not accelerating vertically, either upwardly or downwardly.

What really matters, then, is not the wing's ability to produce lift, *but its ability to continue producing lift as its angle of attack is steadily increased.* As

an airplane slows, the "ram air" effect (or dynamic pressure) steadily decreases, so something else must be done to keep the lift constant and equal to the weight. It happens that this can be easily achieved, up to a point, merely by increasing the wing's angle of attack. That is what makes it possible for all airplanes, models and full-scale prototypes alike, to fly level over a wide range of speeds. If it is flying at one speed, say, and the pilot (or modeller) wants to make it fly more slowly, the control surfaces are adjusted to make the wing have a higher angle of attack, and vice-versa. We can tidy things up at this point by saying that for a given wing, its lift will depend on the product of the dynamic pressure, and a "lift amplification factor" which increases with angle of attack. This factor is known to aeronautical engineers simply as the *lift coefficient*, proving once again that engineers show far less imagination than doctors and lawyers do in choosing their technical terminology!

Now, back to our earlier discussion. Most readers are familiar with the phenomenon known as aerodynamic stalling-the total (and often abrupt) separation of the airflow from the upper surface of a wing when some critical angle of attack has been reached. Thus all airfoils will exhibit a maximum lift coefficient. At higher angles of attack, it is not possible to preserve the requirement that lift coefficient times dynamic pressure be a constant value, and the airplane will "fall out of the sky," at least momentarily, until the speed has built back up

and the angle of attack has been reduced. (Occasionally, the flight plan calls for this to happen when the model is five feet below ground level, requiring massive transfusions of cyrano-acrylate, or even a fuselage transplant.)

Based on what we have already seen, it is apparent that the same mechanism that causes flow separation at low Reynolds numbers on our model fuselages will cause the same thing to happen on the wing surfaces at high enough angles of attack, and this will normally take place at an angle far short of the stalling angle of the full-scale version. This factor places severe limits on how slowly our models can fly, which is a serious matter, since our contests are all based on model endurance, rather than range or speed. Obviously, all other things equal, the slower-flying model, which uses its stored energy at a slower rate, will win over the faster model.

Thus the problem of achieving higher lift coefficients at typical model Reynolds numbers is of vital importance to all free-flight modellers, and there are a number of techniques that have been developed over the years to remedy the separation problem. In this regard, I should mention some good news. The military services have taken a recent interest in this flight regime, since it applies directly to the design of efficient remotely-piloted vehicles, and some of the more recent findings of professional studies in this long-neglected area of aerodynamics will be the subject of the next article.

MYSTERY PHOTO CONTEST

Tom Schmitt

Come on Maxcutters, you can do better than that! There were no responses to our contest in the last issue of Max-Fax. Shame! For a clue the photo was sent to us by courtesy of Tom Yanosky who had received it from Earl Stahl. Now without mentioning any more names guess who the two modelers are we had in mind. Of course if anyone had given us other correct names we would have extended his or her membership another year.

Earl shared with us some thoughts concerning the photo and flying models in general. This was in response to a request for information concerning his model in the photograph. Earl in reminiscing wrote:

"It is understandable to me that I do not remember much about the specific model, plans for which were published in Model Airplane News. Some of my old snapshots show several versions of that particular design. In those days I turned out one model a week, every week, and I had dozens on hand almost always. That was before I discovered girls of course. I believe it is accurate for me to say that one characteristic about my models differed from what I see today: I used more power to achieve swifter and ultimately higher climbs than is common now. Of the various models I have seen built and flown from my old designs, only one builder, Jack Moses, Royal Oaks, Michigan, consistently powers and adjusts his to fly about the way I tried to get mine to fly."

FLASHBACK TO THE 30'S

The following episode of PHLYIN' PHIL AND HIS AERIAL CHUMS is a return to yesteryear. "Phil" is written monthly by John Berryman, editor of HANGER RASH, the newsletter of the Denver Area Indoor Model Airplane Association. This stuff smacks of Phineas Pinkham in the old FLYING ACES, but with a twist of contemporary literary freedom. After you've read the following, I'm sure you will join me in wondering what John consumes prior to scribing each episode, but that may be a story in itself. So I'll delay no longer your pleasure to have a good laugh. Sit back and enjoy, because with no further ado, here's.....ssss Johnny.

PHLYIN' PHIL AND HIS AERIAL CHUMS

John Berryman

Yes, fans of flying fiction, it's time for another blood curdling episode of that stupid slime-bag of the skyways - PHLYIN' PHIL AND HIS AERIAL CHUMS:

Synopsis: In our last Episode (Anyone remember the number? I sure as hell don't!), that steely-eyed birdman of yore, Phlin' Phil, and his companions, the irrepressible Boozy McDougale and the ever-pure and in-oh-cent Maryanne "Boom-Boom" Yazinsky, had escaped from the inside of the dormant volcano in which the eeee-ville Baron Stupnagel Von Kraut (a.k.a. The Black Falcon) had so foully imprisoned them - hoping that the rising tide would snuff the feeble flames of our chums' beings in its chilling embrace (Hot damn, now we're rolling!). Upon their escape, our chums discovered that the dormant volcano was actually the isle of Roarawonga, where our chums had had their headquarters! Now, sans money, airplane(s) and bright ideas of any description, we find our chums standing on the beach, staring out to sea, knowing all the while that the Baron is on his way to the chums' secret Canadian headquarters on a nameless lake (known to the indians as "Nameless Lake"), which he intends to loot, burn and then spray-paint naughty stuff on the nearby trees.....

A tall gaunt figure (Ever wonder why heroes are always "gaunt"?) stood at the edge of a virginal sandy beach. He watched the endless cycle of the waves and the winds, all the while staring with a deadly intensity out to sea. To his right, a smaller gnarled figure stood (Ever wonder why side-kicks are always "gnarled"?) beside a willowy, well-curved fair-haired woman (The reason that the hero's main-squeeze is always "willowy" and "well-curved" is that that's the way I bloody well like 'em, mate!).

The tension in the tall man's body was glaringly apparent, as was the concern of his companions. Slowly, the woman approached him. "Phil (for it was indeed the famous Phlyin' Phil who had been reduced by misfortune to this state), oh Phil please speak to me!" said the pure and in-oh-cent (and sweetheart of the US 6th, 8th and 15th Fleets) Maryanne "Boom-Boom" Yazinsky, "Is it something that I've done, is it that you have begun to tire of me, or perhaps of my poor charms?"

"Oh, Maryanne, you silly little ragamuffin," said Phil, tousling her hair gently as he peered down the front of her dress, "nothing could be further from the truth!"

(Editor's Note: In the "glorious period between the wars", whence this turkey is set, one could peer down the front of a female's dress with impunity.

However, it was strictly "not done" to call her "a nosy pain-in-the-ass fathead broad". A gentleman simply called the woman in question a "silly little ragamuffin" instead.)

"It's not you," continued Phil, "Nor am I miffed at my long-time boon companion, the irrepressible Boozy McDougale. I fear the root of my distress is more deeply seated. It's been two months since the Author left us on this beach - and yet he starts this episode with a lot of crapola about "the endless cycle of wave and wind". You know what that means...."

"Oh my gosh!" began Boozy.

"You don't mean!" said Maryanne.

"Yes," said Phil sadly, "I fear that the Author is once again Strapped For Plot. In my heart of hearts, I feel that he has Lost The Sense Of What Comes Next, and that in a desperate effort to keep the narrative flowing, he may try the old Give The Characters Some Character ploy."

"It won't work," said Boozy stoutly, "You and I know that we're utterly shallow, and without depth of any kind."

"That's true, Boozy," said Phil, "And it is precisely that that will make the Author's efforts in that regard all the more pathetic, and doomed to failure. The only thing that can possibly save the narrative at this point is another injection of pointless Blood And Thunder."

Involved in their conversation, the chums failed to hear the approach of a fourth figure. It swayed, staggered, and yet moved closer to the chums - it was a shambles of a man - yet still a man, a man capable of one last grand act.

(Editor's Note: One can only apologize for the above performance.)

"Phil!" cried Maryanne, at last becoming aware that the chums had company, "Look!"

In a flash the chums were at the side of the new figure in their midst, who made things difficult by crumpling to the ground. Maryanne promptly pillowed his wounded head near her bosom, which seemed to revive the man to some extent. Maryanne's bosom had in fact revived persons thought to be clinically dead on several occasions....

"Blimey!" breathed Boozy, "It's that Farquahr fellow - the nephew of the Black Falcon (a.k.a. Baron Stupnagel von Kraut), and it looks as though somebody's skragged him, sure!"

Boozy was right. It was none other than the treacherous Cuthbert Fahrquahr, whose foul machinations had lured the chums to the South Pacific in the first place. Fahrquahr struggled to speak.

"Not much time," he grated, "I've got four pieces of the Baron's lead in my guts, and if I'm to put paid to this account, I've got to talk fast. Autogiro behind the rocks. Baron not going to Canada at all - knows that you've already blown most of the loot from Africa - just wants you out of the way so he can make his next plan succeed - the bottle - he's after the bot...." Suddenly, Fahrquahr's voice stopped, and his ragged breathing turned to a ghastly rattle. His spare body shook once, and he was still.

The chums were silent, deeply moved by the presence of death. "Well then," said Boozy, "Let's see if he's got anything in his pockets."

"Dibs on the watch!" cried Maryanne.

It was the work of a moment for our chums to rifle Fahrquahr's pockets, fill them with rocks, and to roll the lifeless shell of a man reverently into the surf.

"Death is never having to say you're sorry," observed Boozy philosophically.

"Death is being in a very dark place, and holding your breath forever," said Maryanne sadly.

(Author's Note: Simply because these characters have no conception of an afterlife, or of another state of being, one should not assume that the Author leads his life in this regrettable state. In the Author's view, the opinions expressed by his characters are excessively complex. Death is simply the ultimate tax-dodge.)

Quickly, the chums made their way to where the autogiro was hidden. It was a Pitcairn PCA-2, and it appeared to be in first-rate condition. The ship's tanks were full, and the odd craft shone like a jewel in the tropical sun.

"Look, Phil," said Boozy, "there's something written on this bar-napkin that I got from Fahrquahr's pocket!"

The chums examined the crumpled paper with some care. On it, in a shaky hand, was written "Muldoon, Muldoon, O'Malley and Feinstein - Appraisals of Fine Glassware, 1353 Lakanookie Boulevard, St. Fumble-the-Absurd Island.

Phil considered the tattered note carefully. "Well chums, it seems that the beginnings of the answers we seek are on St. Fumble-the-Absurd Island, at this glassware appraisal outfit. I say we hop in the Pitcairn, and find out what's going on!"

"OK by me, boss," said Boozy, "Are you sure that you know how to fly this damn thing?"

"Well, it's got to be a lot like a helicopter," remarked Phil doubtfully.

"Helicopters haven't been invented yet, dummy," said Maryanne, "So even if an autogiro DOES fly like a helicopter, you STILL don't know how to fly either one!"

"HA!" cried Phil, "That never stopped me before!"

Phil was as good as his word. In short order, the Pitcairn's radial was roaring, and with a crunch of abused gears, Phil engaged the shaft that brought the ship's rotor up to speed. The shock as Phil applied power, and after a short lurch forward, the unlikely craft was airborne.

"St. Fumble-the-Absurd is about a hunert-an-fifty miles east 'o here," bellowed Boozy over the roar of the engine. Phil nodded in understanding, and set his course toward the setting sun....

WHAT'S THIS LITERATURE FANS? A TWIST IN THE NARRATIVE? WHY DID FAHRQUAHR END UP WITH THE BARON'S BULLETS IN HIS BOWELS? WHAT COULD A GLASSWARE APPRAISAL FIRM HAVE TO DO WITH THE BARON? WHY DO I ALWAYS WRITE THIS STUFF IN CAPS? FOR THE ANSWERS TO THESE AND OTHER WEIGHTY QUESTIONS, STAY TUNED TO THIS NEWSLETTER FOR THE NEXT THRILLING EPISODE OF PHLYIN' PHIL AND HIS AERIAL CHUMS!!!

If the foregoing has sent tingles down your spine and you just gotta read the next episode to see how Phlyin' Phil continues his quest for good over eeeeeee-ville (hence, you require a subscription to HANGER RASH), send a check for \$9.00, payable to Ray Besler, 960 Garfield, Denver Co, 80206. (Editor's note: John, if your subscription membership goes up 200 %, and you require three times as many helpers to prepare and mail HANGER RASH, I'm sorry, but I told ya so.)

PAX RIVER RESULTS 3/26/1988

PEANUT SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
Randy Kleinert	Lacey	-	-	-	-	-	-	1
Mike Hostage	Laird Turner	X	-	-	-	-	-	-
George Meyers	Martinsyde S-1	X	-	-	-	-	-	-
Paul Spreiregen	Fike	-	-	X	-	-	-	-
Doug Buchanan	IS-4	X	-	-	-	-	-	-
Bert Phillips	Aircoupe	X	-	-	-	-	-	-
Pat Berg	Piper	X	-	-	-	-	-	-
Bruce Price	Andreason	X	-	-	-	-	-	-
John Houck	Heinkel 100V8	-	X	-	-	-	-	-
Bud Carson	Fike	X	-	-	-	-	-	-
Dave Rees	Collibri	-	-	-	X	-	-	3
Gary Hammett	Druine Turbul.	X	-	-	-	-	-	-
Paul Haley	Jodel	X	-	-	-	-	-	-
Bill Powell	Nesmith Cougar	X	-	-	-	-	-	-
Don Srull	Fred	-	-	-	-	X	-	2

BOSTONIAN

CONTESTANT	AIRCRAFT	BEST FLIGHT	PLACE
Randy Kleinert	Great Expectations	101	1
Kevin Sharbonda	Kevin's Racer	79	-
Mary Yoder	Boston Pup	38	-
Doug Buchanan	Beancraft Banana	67	-
Bruce Price	Boston Pup	61	-
Pat Berg	Boston "T"	39	-
Bill Bell	Found	32	-
Allan Schenzle	Boston Pup	82	3
Mike Moskov	Planarian	75	-
Tom Schmitt	Boston Scrod	98	2
Dave Franks	Defender	34	-

PAX RIVER RESULTS 3/26/1988

WV-1 MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED						PLACE
		1	2	3	4	5	6	
Kevin Sharbonda	DH-6	-	-	-	-	-	-	1
George Meyers	Martinsyde S-1	X	-	-	-	-	-	-
John Houck	Fokker D-VII	-	X	-	-	-	-	-
Pat Berg	SE-5A	X	-	-	-	-	-	-
Bruce Price	SE-5	X	-	-	-	-	-	-
Bill Bell	Fokker D-VII	X	-	-	-	-	-	-
Mark Houck	Fokker D-VII	-	X	-	-	-	-	-
Bill Bowles	DH-6	-	-	X	-	-	-	3
Dave Rees	Martinsyde S-1	-	-	-	X	-	-	2

NAVY SCALE MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED	PLACE
Kevin Sharbonda	F2A	1	1
George Meyers	F4U	-	-
Doug Buchanan	Skyraider	-	2
Stew Meyers	Skyraider	-	-
Bruce Price	Hellcat	X	-
Mark Houck	Curtiss XF13C	-	3
John Houck	Bell XP1-1	X	-
Hurst Bowers	BB Airdale	X	-

GOLDEN AGE MILITARY MASS LAUNCH

CONTESTANT	AIRCRAFT	ROUND ELIMINATED	PLACE
Mike Hostage	Hawker Nimrod	1	1
Kevin Sharbonda	F11C	-	-
Bert Phillips	PZL-2	-	-
Bruce Price	Curtiss P6K	-	2
John Houck	Douglas Y10-43	X	-
Bud Carson	Cox-Klein	-	3

PENNY PLANE

CONTESTANT	AIRCRAFT	BEST FLIGHT	PLACE
Randy Kleinert	Original	--Caught in sprinkler pipes--	2
Paul Spreiregen	Cesar Banks	278	1
Bud Carson	Original	383	1
Pete Smith	Original	--Scratched--	--

PEANUT SCALE MASS LAUNCH SHERWOOD HIGH SCHOOL 3/19/1988

CONTESTANT	AIRCRAFT	FLIGHT	FLIGHT/STATIC	RANK	TOTAL	PLACE
Bill Bell	Goshawk	68	1	3	4	2
Mike Hostage	Gulfhawk	13	8	1	9	6
Doug Buchanan	Vagabond	14	7	2	9	6
Randy Kleinert	Elias Aircoupe	48	2	4	6	4
Bert Phillips	Roland D16	23	4	1	5	3
Doug Buchanan	IS-4	19	6	4	9	5
John Murphy	Lacey	48	2	2	4	1
Eric Murphy	Zero	10	9	4	13	8
Paul Spreiregen	Nesmith Cougar	10	9	5	14	9
Mike Hostage	Nimrod	25	3	4	7	6
Bert Phillips	Laird Turner	6	10	1	11	5
Elias Aircoupe	Laird Turner	16	6	3	9	7

THE 1988 FAC NATS

HOST CLUB: D.C. MAXEUTERS

INFORMATION SHEET No. 3, APRIL 1988

CONTEST DIRECTOR

Allan Schanzle
2008 Spur Hill Dr.
Gaithersburg MD 20879
(301) 840-5884

This 3rd Information Sheet for the 1988 FAC NATS is purely supplemental to Information Sheet No. 2. Nothing presented here changes anything in that earlier notice.

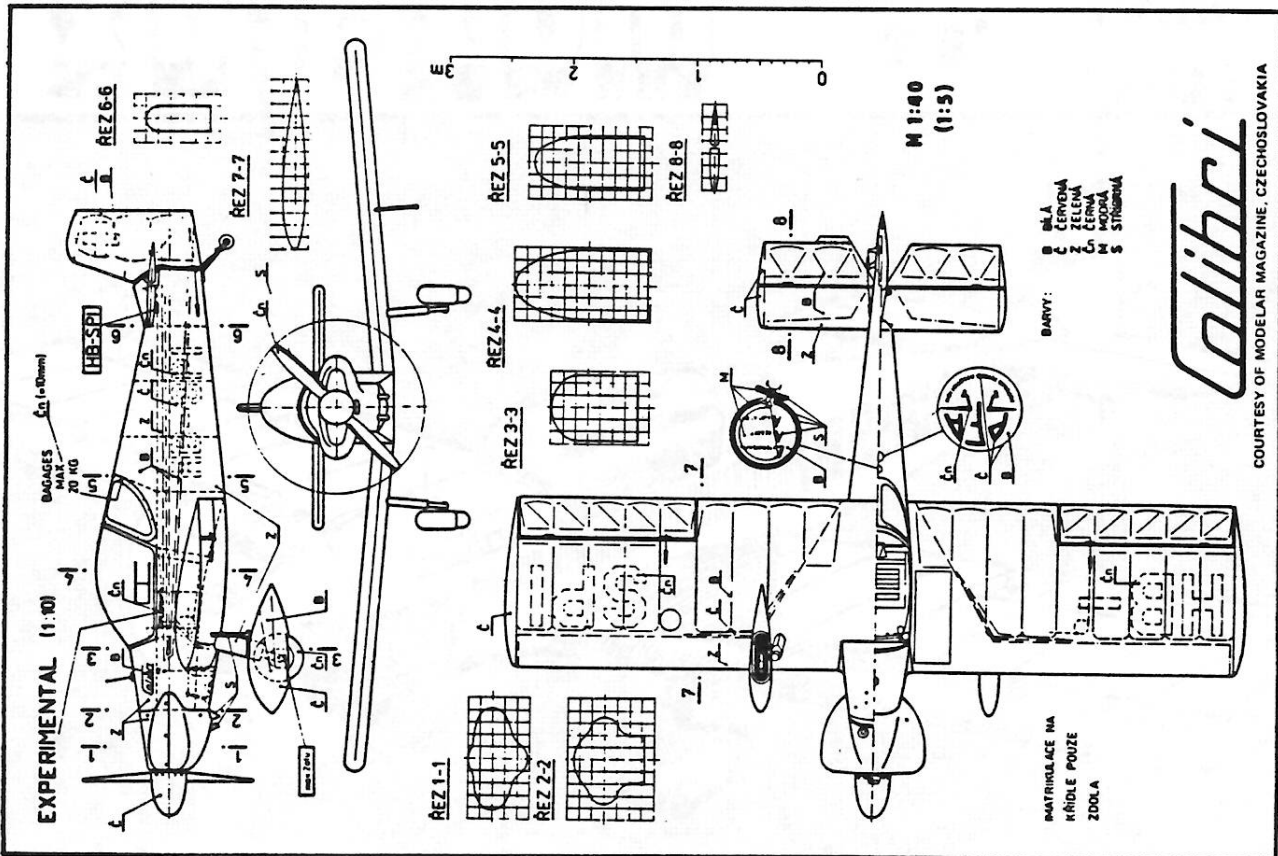
SPECIAL EVENT:

JET JOCKS OF THE WORLD UNITE!

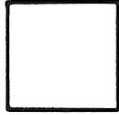
Come out of the closet with your helmet, oxygen mask, and Jet-X powered model. Too long have we had to suffer the indignities of being reduced to hand launched gliders and plastic models for our favorite jets. Bring your new jet model and fly it at a special Fun Fly event on Saturday, July 9th, 1988, 4:30 to 5:00 PM. No judging except national publicity, fame, and fortune for the participants. A special "Scorched Tail" award will be given for a couple of the more outstanding flyers. Profiles, full bodies, any size, any subject welcomed. Be there and light your wick. Contact for suggestions and questions: Tom Arnold, 325 F Ave., Coronado, CA 92118.

**EMBRYO
ENDURANCE:**

Evaluation of bonus points for Embryo models will be held between the hours of 10:00 AM and Noon on Saturday. See the event director in the vicinity of the card table. It is the contestants responsibility to contact the event director.



DUES DUE

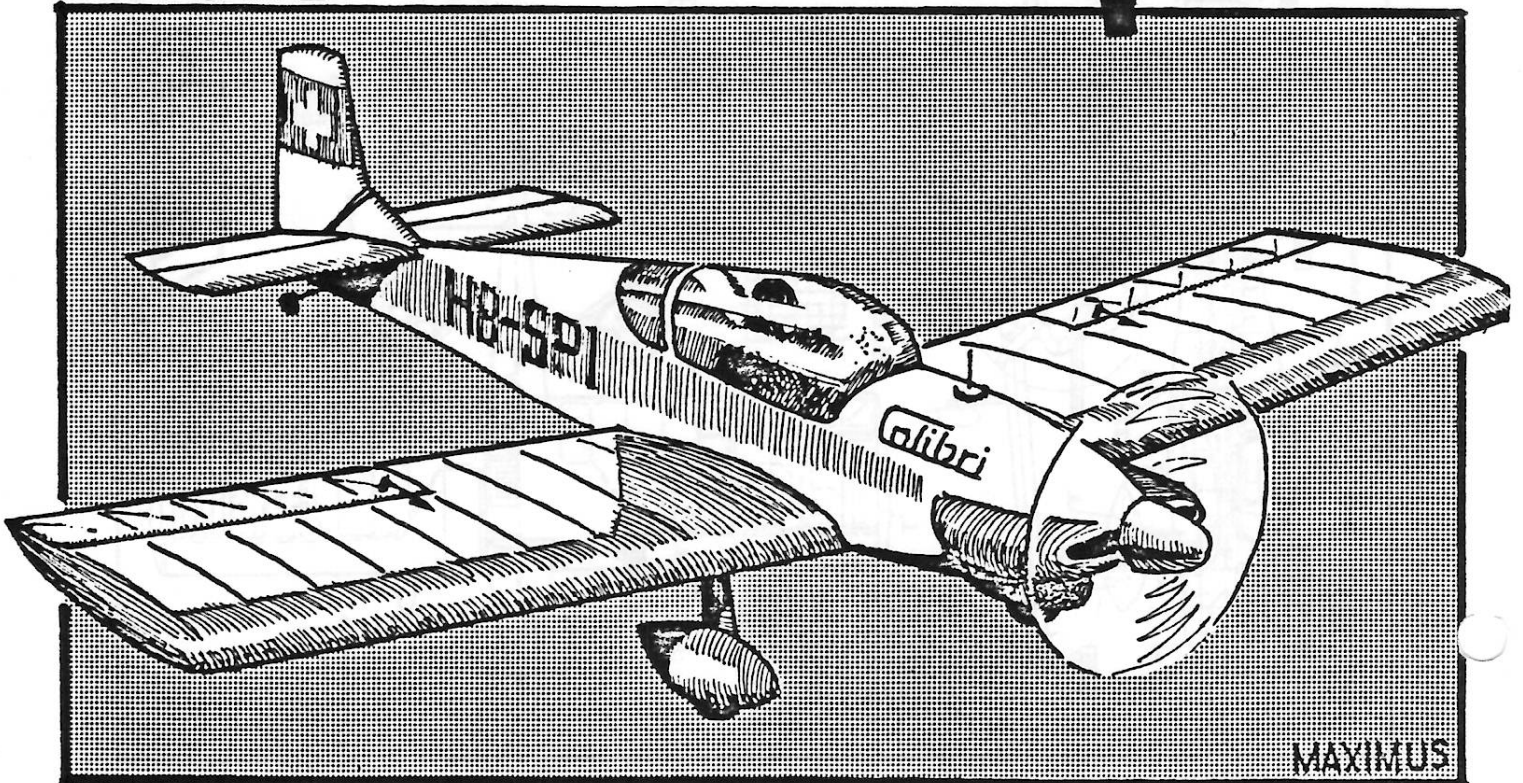


FIRST CLASS

2008 Spur Hill Dr.
Galthersburg MD 20879

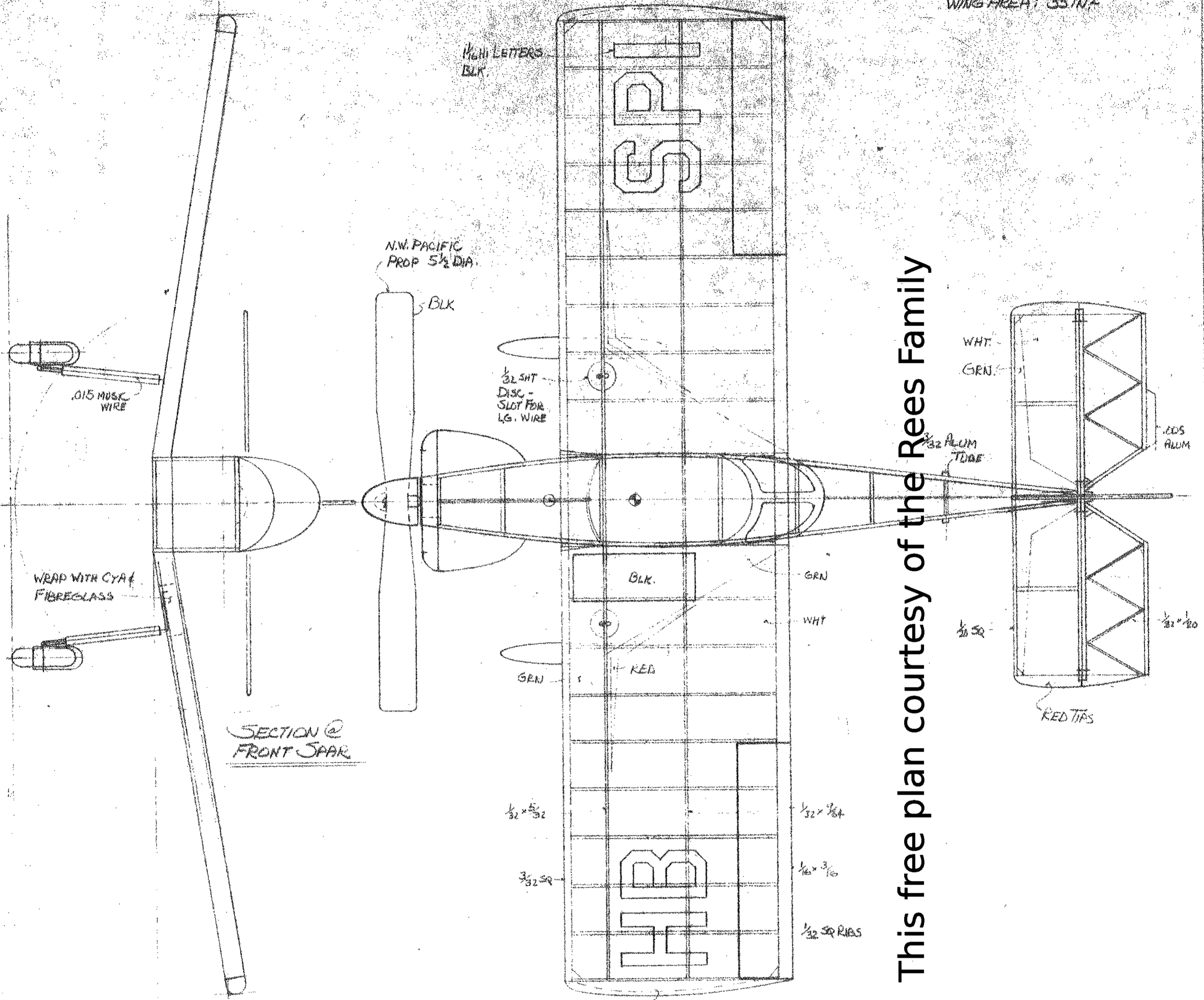
MAY '88
JUNE

max-fax



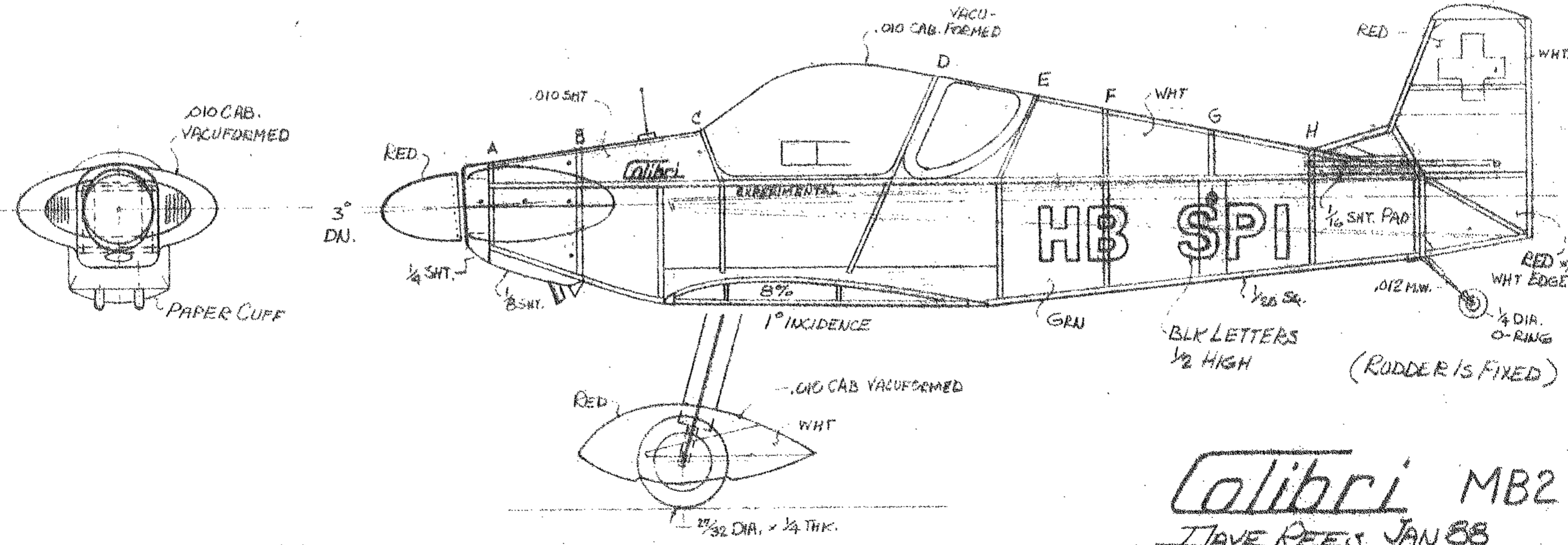
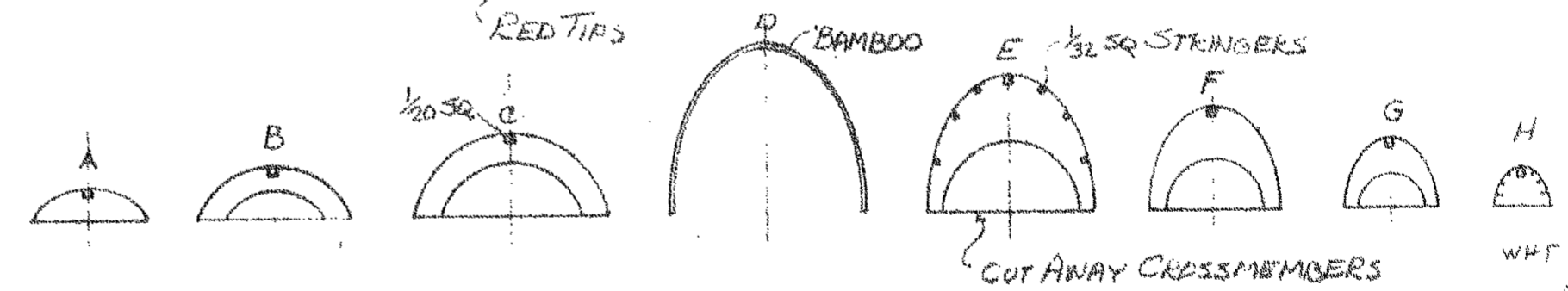
MAXIMUS

REF. DATA
 NOV. 78 MODEL BUILDER P 98
 RC SCALE MODELER JAMES NOV 78
 TARGET WEIGHT: 8 GMS
 WING AREA: 35 IN²



This free plan courtesy of the Rees Family

15/160
 DIHEDRAL



ENLARGE FACTOR 2.23, STAB 2/6

Calibri MB2
 JIM REES JAN 88