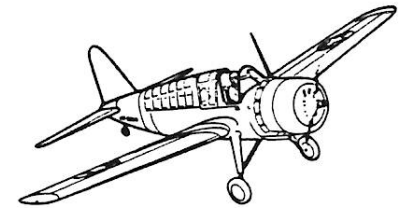


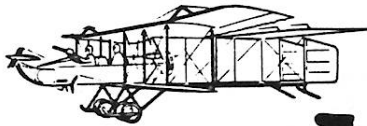
SON Scout-Observation—1937



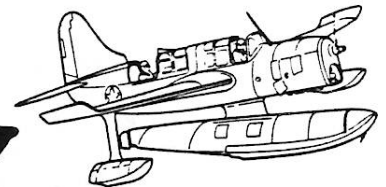
MAXECUTERS



OS2U "Kingfisher" Observation—WWII



First Armed Fighter—1912



SO3C "Seagull" Scout—WWII

# MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS  
JANUARY/FEBRUARY 1989

## 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

Bert Phillips  
1709 Crofton Parkway  
Crofton MD 21114

## SECRETARY

Ernie Greene  
8103 Falstaff Rd.  
McLean Va 22102

## TREASURER

Allan Schanzle  
20008 Spur Hill Dr.  
Gaithersburg MD 20879

## UPCOMING EVENTS

- Jan. 14 1989 : Sherwood H. S., 4:00 - 7:00 PM, No Cal (7 Gm).
- Feb. 4 1989 : Sherwood H. S., 4:00 - 7:00 PM.
- Feb. 18 1989 : Sherwood H. S., 4:00 - 7:00 PM, Any scale 10 inch or less wing span, (5 Gm minimum).
- March 4 1989 : Sherwood H. S., 4:00 - 7:00 PM, Indoor Towline glider contest, (sheet balsa, foam, or tissue covered frame).
- March 25 1989 : PAX RIVER Indoor contest. The new hanger location will be given in the March/April issue.

## FAC BELT BUCKLES

Now you can get one of the terrific Flying Aces belt buckles which were the rewards of the first place winners at the last FAC NATS. Unfortunately a Kanone does not go with these buckles; you must earn those at an FAC contest. But for small sum of \$10.00 you will be sent one of these nifty buckles postpaid by first class mail. Just make out your check or money order to the DC MAXECUTERS and send it to Tom Schmitt, 11014 Marcliff Road, Rockville, Maryland 10852. The supply is limited so get your order in early. They make dandy presents and contest prizes. Wives and ladyfriends, take note.

## THE CLUB NEWS

I want to thank everyone who told me they liked the last newsletter. It's nice to be appreciated, even if one doesn't deserve it. I told them all the same story. After I wrote the club news for the last issue, I went to see the real editor Allan der Schanzle. I said, "Here's the club news all typed up. What's the next step?" Allan said, "Leave it with me. I'll have it done up in the word processor, and I'll do the layout because there are a few things I want to put in. I'll take it to the printer, call you when it's printed, and we'll fold them and address them." So you see, I really didn't do the newsletter. Allan has promised (threatened?) that I can do this issue all by myself.

I have spent my entire life trying to get out of work-with moderate success. With 60 years of practice, one would think that I'd be better at it. At the November meeting, I became the president of this august organization. It was kind of like a coup in reverse; but from what I've seen, it's less work than that of a secretary. The major undertaking appears to be saying, "OK, guys, let's quiet down and get this meeting started."

There is good news. There will be another indoor contest at Pax River Naval Air Station in March 1989. Many thanks to Claude Powell. As far as I'm concerned, these indoor meets in those huge hangars are the high points of the year's flying. Say something nice to Claude when you see him in March.

The November 5 contest is now history. There didn't seem to be as many entrants as the last time; but with 14 entrants in FAC scale, 11 Bostonians and 7 Coconuts, there was plenty of action and a lot of nifty planes. Walt Eggert had a magnificent electric Curtiss Condor done up in the Byrd Anarctica Expedition colors. He didn't fly it for fear of hitting the walls, but it was surely a sight to see. Allan Schanzle's beautiful Gee Bee D Coconut suffered a traumatic separation of wing and fuselage when it hit the wall. Bud Carsen's SE5 was built from factory drawings. It had scale mud on the tires, I thought; but Bud said, "NO, it just landed in the mud while test flying." Dave Reese's Coconut General Aristocrat has to be seen to be believed. It's all 1/16 4 lb. balsa. I forget what he said it weighed, but I have had peanuts that weighed more. Oh, well, at least they were strong. One idiot enlarged the Peck Nesmuth Cougar peanut plans to coconut size and ended up with the fuselage as large as a small bread box.

Complete contest results are elsewhere in this issue along with the results of the August 21 Old Time Rubber Contest at Comsat. Don't ask me where these have been since August-I only work here.

We have another full size foldout plan for your amusement and entertainment-the Bellanco CF by Bill Bell. I don't think this plane has ever been modeled before. I wish you all could see Bill's model. With all of the detail, it looks as though it belongs in a museum.

As usual, we also have Tom Schmitt's fine photo page-complete with snappy captions.

Don't forget to check for a red X in the Dues Due Box. It means that this is your last MAX-FAX until you send money.

MODEL ENGINE COLLECTOGETHER NOTICE

If you want to ogle both antique model engines and modelers do not miss visiting the Region 11 Collecto on Sunday, January 15, 1989 from noon to 6 PM. It will be held in the Meeting Room of the Fairfax County Tysons-Pimmit Regional Public Library, 7584 Leesburg Pike, Falls Church, Virginia. Exit the Washington, D.C. Beltway (I-495) on to Virginia State Route 7 (Leesburg Pike), exit 10 East, towards Falls Church. After passing the second traffic light turn left into the the library parking lot. The library has only 8 tables (each about the size of two card tables) in the meeting room and therefore it is suggested that those who will be displaying and can bring a table, please do so.

The following restrictions are placed on the use of the Fairfax County Public Library Meeting Rooms: (1) programs to be conducted on a non-profit basis, (2) no smoking in the Library, (3) no admission may be charged, (4) all meetings be open to the public, and (5) no organized selling programs be conducted.

There will be an award for the best display provided that there are at least three displays. Also there will be a door prize of a Replica Hamilton-Standard Propeller letter opener.

Come on out Maxecuters and you may find that elusive old kit, engine or some other antique model aviation artifact that you have always wanted. Bring something to trade. For further information on displays, trading, etc., please contact your host, Martin Schindler (703) 938-2975.

Also at this collecto there will be something additional of interest for the area's builders and flyers of old-time gassies and rubber powered aircraft. Jack Bolton is forming a local chapter of the Society of Antique Modelers. It will be named the CAPITAL AREA ANTIQUE MODELERS ASSOCIATION. The first organizational meeting will be held at this collecto. Do not miss it since we will be discussing the availability of local flying sites for the big ole birds. For further information please contact Jack Bolton at (703) 620 1138.

COMSAT OLDTIMER RUBBER CONTEST 21 AUGUST 1988

<u>CONTESTANT</u>	<u>FREE-FOR-ALL MASS LAUNCH</u> <u>AIRCRAFT</u>	<u>PLACE</u>
ROLFE GREGORY	FLYING ACES MOTH	
TOM SCHMITT	PACIFIC ACE 20 INCH	
DAN DRISCOLL	SPARKY	2
ALLAN SCHANZLE	FLYING ACES MOTH	3
DON SRULL	SCIENTIFIC WHIPPET	1
JERRY PAISLEY	HOMESICK ANGEL	
DOUG BUCHANAN	PACIFIC ACE 20 INCH	

<u>CONTESTANT</u>	<u>PACIFIC ACE MASS LAUNCH</u> <u>AIRCRAFT</u>	<u>PLACE</u>
DAN DRISCOLL	30 INCH PACIFIC ACE	1
TOM SCHMITT	20 INCH PACIFIC ACE	3
DOUG BUCHANAN	20 INCH PACIFIC ACE	2

## PHOTO PAGES

Tom Schmitt

### PAX RIVER CONTEST NOV 88

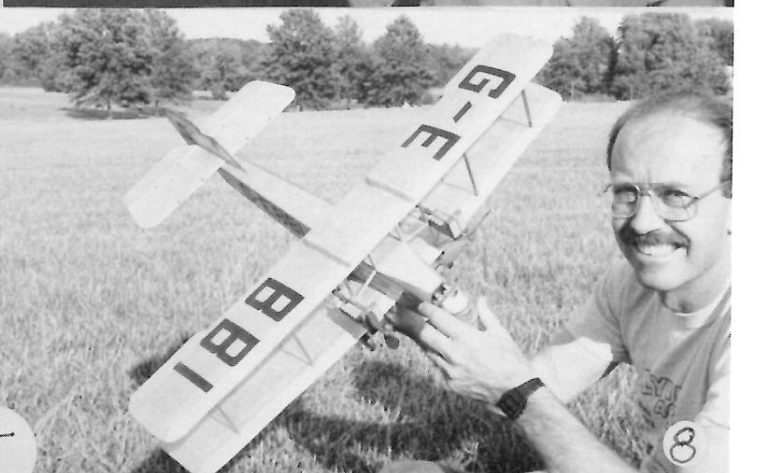
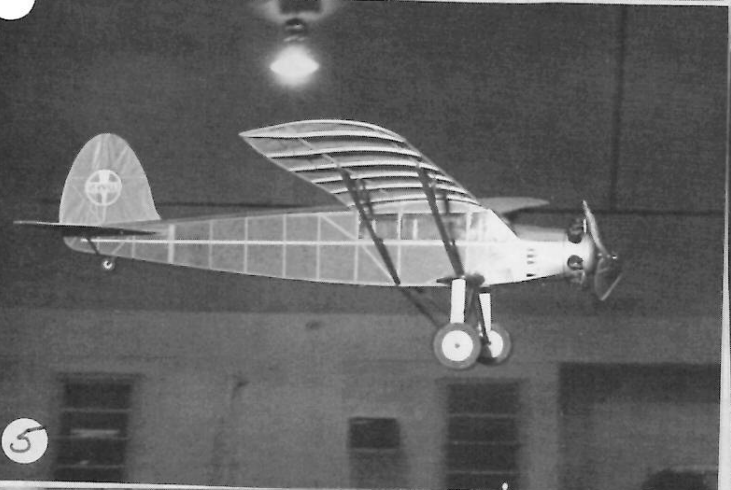
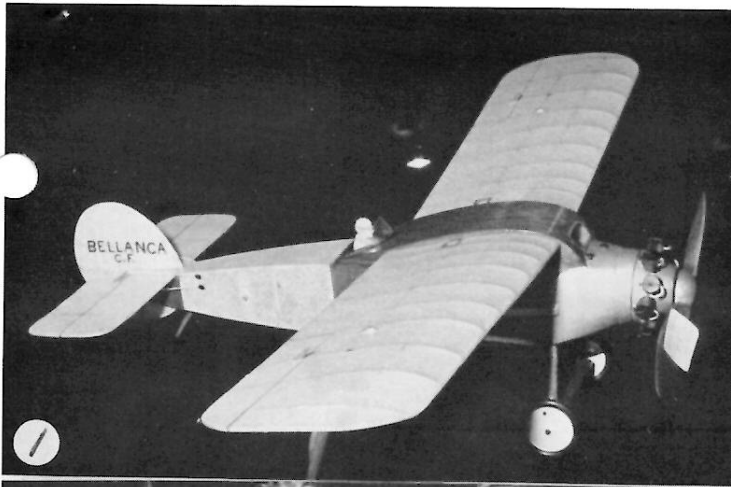
1. Bill Bell's Bellanca C.F., top scale points in FAC rubber scale at Pax and the subject of this month's full size plan.
2. Bud Carson and his latest COCONUT, a very pretty Farman which picked up a second place at Pax. Bud must have a Coconut tree in Annapolis!
3. Now you know these two determined guys are plotting strategy to win the GOLDEN AGE event; unfortunately Doug Buchanan's Allied Sport was eliminated in Round 5 after listening to Bill Ceresa's advice.
4. Another winner by Dave Rees; his General Aristocrat COCONUT floats by.
5. Walt Eggert showed up with a nifty COCONUT Verville Aircoach.
6. Walt also brought along his beautiful twin electric Curtiss Condor powered by two Hi Line motors. We tried to talk him into flying it indoors but will have to wait until next summer at Shangri-la.
7. Our grand prize winner John Houck shows how it is done with a happy modeling family backing him up. Took three firsts but did not win GOLDEN AGE with his American Eaglet.  
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8. Bob Wetherell visiting Comsat last summer inspects Don Srull's twin electric Handley Page.
9. A good flying Piper Cruiser J-5 powered with a Hi Line motor and three 70 MAH cells by Al Flesher. Photo by Al.
10. Hi LINE'S latest offering; plans for a high flying Imp Sport powered by the IMP motor and only two 275 MAH cells.
11. All the way from England, Lindsey Smith's photo of his pretty little Peanut version of the Martin MS-1 submarine scout.
12. Tom Yanosky one of our more meticulous craftsmen displays his beautiful Hawker Fury.
13. Nick Ropar finished his Focke-Wulf and it is a beauty with the desert camouflage colors; the black and white reproduction does not do Nick's colored photo justice.
14. A very nice model of the PT-19 by Rolfe Gregory. We are still waiting for those Silvaire plans Rolfe!
15. Glen Simperts who did a great job photographing the FAC NATS, had bad luck there with his Macchi in the FAC rubber event.
16. A terrific model of the Ryan SCW by Joe Barrish unfortunately did not qualify for the Power Scale event at the FAC Nats.
17. Jane Schlosberg continues to show the guys out Arizona way how to build and fly model aircraft; take a look at Bob's photo of her Vagabond from MAX-FAX plans.
18. Just in case you did not think John Lowe built a model from his great FAC Nats plans, observe the workmanship in John's photo of his bones; no not John's, his Stearman's!

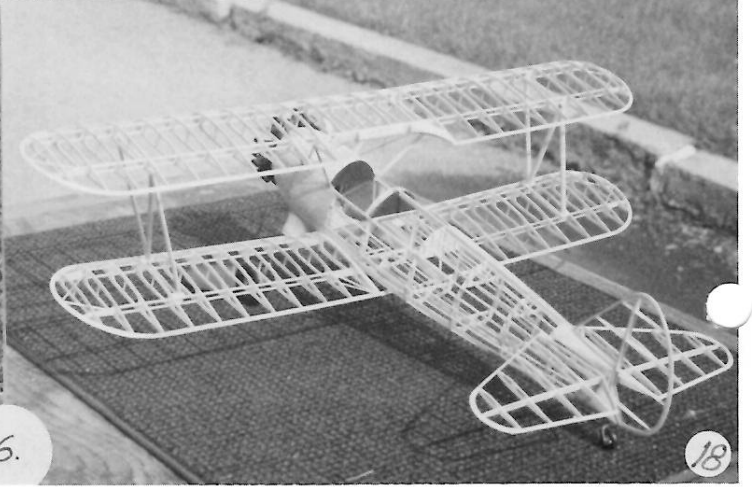
## THE EDITOR SPEAKS

Allan Schanzle

I suspect the only people that can fully appreciate the reprieve from the responsibilities of editorship are those who have had the same privilege as I. To Bert Phillips and Tom Schmitt, who put this issue together, my sincere thanks. The past few months have been a personal hardship beyond my wildest fears. But thanks to these two gentlemen, MAX-FAX is again published on time and in a professional manner.

Please note. The editor screwed up royally at the top of page 1 of the previous issue (Nov/Dec 1988). I failed to update the date of the issue, and it reads September/October 1988. Sorry folks.





## GENESEO YESTERDAY -- OSHKOSK TOMORROW

Tom Schmitt

All you FACer's out there should take a serious look at a copy of the letter in this issue of MAX-FAX addressed to Bill Warner. It is not often that such an offer comes along and especially from such a prestigious aircraft organization as the EAA AVIATION FOUNDATION. If we, the FLYING ACES CLUB, do not pursue this invitation then we cannot be very interested in continuation of our biennial FAC Nats. I can hear one of the objections already; we have a great site at Geneseo, why bother to look elsewhere? Well if you do not already know the problems of this past year in obtaining and using the National Warplane Museum facility let me reiterate there is no guarantee that it will be there welcoming us with open arms in 1990! Also in case you did not know, the outfit at Geneseo has never offered to sponsor our contest. They were more in the position of a begrudging host. Now I recognize some of the Warplane Museum members may have enjoyed having us there but it really was not obvious to most of us.

Sponsorship of the FAC Nats by an organization such as the EAA AVIATION FOUNDATION could have at least two beneficial results; it should remove the problem of AMA membership requirements to enter the contest, and also perhaps provide some of the funds necessary to manage such a contest. Obviously both of these ideas will have to be explored with the management.

Now before we get too excited over these prospects you should know that I have never visited Oshkosh. I do seem to remember the AMA held their National contest there a number of years ago and did run into some kind of problems. But it is obvious that our FAC National contest does not require the facilities of an AMA Nats. It is important that our FAC leadership investigate the usefulness of the EAA site and the potential of this offer. If we wait until 1990 we may be scrambling around once again with the same problems as last time. Also some of the FACer's in the Milwaukee, Green bay and Chicago areas should pursue the idea of a regional event in 1989. Please note that Carl Swickley, the EAA Museum Director, is very enthusiastic about this and his phone number is on the letter. In closing I wish to add that I had a great time at Geneseo and I am not in any way suggesting abandoning that site. I believe if the EAA proposal bears fruit we may come up with the eventual position of alternating FAC NATS sites. I for one would also like to go back to Wright Paterson AFB again.

## STEARMAN PLANS

All contestants at this past FAC NATS received a copy of a great set of Stearman PT-17 plans drawn by John Lowe. They are excellent plans and can be considered a definitive treatment of that venerable golden age trainer which survived to become one of the stalwarts of the big one, WWII. The plans are drawn to a scale of 1:17.4 in order to fit our standard MAX-FAX sheet size. This gives a wingspan of 22 inches. There are two sheets to the set and they are meticulously detailed. John has built a model using his plans and it looks great. Perhaps we will have a photo in MAX-FAX. If this note sounds a little enthusiastic it may be to the warm feeling from having learned to fly in one of these birds. To get a set mailed first class in an envelope just write a check or money order for \$2.00 payable to the DC MAXECUTERS and send it to Tom Schmitt, 11014 Marcliff Road, Rockville, Maryland 20852.



September 7, 1988

Bill Warner  
423-C San Vicente Blvd.  
Santa Monica, CA 90402

Dear Bill:

For years I have enjoyed the column "Free Flight Sport & Scale" in Model Aviation. The last issue carried your account of the biannual "National" event that your group holds. This caused me to do some thinking.

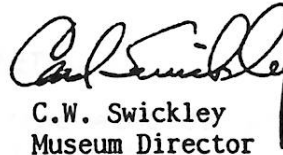
This year, we at the EAA Air Adventure Museum have explored the concept of holding special events under the sponsorship of the Museum. Our goal is to have activities that our Museum visitors will find exciting and interesting. So far in 1988, some of the highlights have been a Model Aircraft show, an Antique Auto Weekend, and a Kite Fly. In September we will have a Giant Scale R/C Fun-Fly followed by a Plastic Model Contest in November.

I am wondering if your particular segment of Model Aviation would be interested in coming to Oshkosh for a special event? Also, would you be interested in holding your next biannual gathering here? If you think it's possible for us to hold a regional activity in 1989, I would appreciate any contacts you may have of the sport scale free flight organizations (rubber power etc.) in the Milwaukee, Green Bay, and Chicago areas.

I look forward to hearing your reaction to these ideas. Thank you for your interest in EAA.

Sincerely,

EAA AVIATION FOUNDATION, INC.

  
C.W. Swickley  
Museum Director

j  
4902E  
file 1250



## THE BELLANCA C.F. by Bill Bell

I just saw her on a visit to the Paul E. Garber Preservation Restoration and Storage Facility in Silver Hill, Maryland. It was a case of love at first sight. No, I'm not talking about a beautiful woman. The object of my affection was the Bellanca C.F.

So, to get things started, I purchased Book #6 Bellanca C.F. of Famous Aircraft of the National Air & Space Museum. On the inside back cover was a 3 view which my good friend Kevin Sharbonda blew-up to the size that this model is built to. My thanks also go to Allan Schanzle for his help in preparing these drawings for insertion in Max-Fax.

A few notes on the full size aircraft might be in order:

Wing span - 39'7"

Length - 23'7"

Height - 7'3"

Engine - Anzani 10 cylinder, air cooled radial of 90 h.p.

Cruising speed - 95 m.p.h.

Maximum speed - 110 m.p.h.

Four passengers could be carried in addition to the pilot.

### Construction

I am not going to go into detail on construction as I believe the model builder who would build this beauty already knows the basics. However, I will try to explain some of the intricacies prevalent in this design.

### Fuselage

The fuselage starts life as a simple box including the curved top. After the sides are put together with the cross-pieces, the sides, top, and bottom are covered with 1/64" plywood sanded to about .015" or less as shown on drawing. Veneer from certain cigar boxes may be substituted. The cowl pieces (top, sides, and bottom) are made of soft balsa sanded to proper shape as per the drawing. The nose piece is carved to a round cross-section to match the fuselage and spinner. The cylinders are of balsa, thread, pins, and aluminum tubing. See engine detail on drawing. Windows are cut out with a Dremel tool. My propeller was made from a "Paulownia" wooden prop but a plastic prop may be substituted. A 7" diameter prop is about right.

### Landing Gear

Make landing gear of hard balsa or equivalent. Wire axle goes entirely across spreader bar and bent as per section A-A on fuselage drawing. Don't forget the fairing pieces at the "V" of the struts. I used cut-off common pins to pin the gear to the fuselage. A pair of 1 1/2" Williams wheels completes the landing gear.

### Wings

The wings are fairly simple and follows conventional construction procedures. Don't forget the dowels for attaching them to fuselage, also reinforcement pieces at wing strut attachment points.

### Wing Struts

These are built similar to the wings. Don't forget to cant the butt ribs at fuselage attachment points. I used cut-off common pins for correct alignment with the fuselage.

### Tail Surfaces

These are simple to build. Follow the plans.

### Covering

Cover wings, wing struts, tail surfaces fuselage aft of veneer with white tissue. don't forget to dope paper to ends rib in wing as it has a reflex-under-cambered airfoil.

### Painting

Cowling, engine nose block and spinner-silver. Engine cylinders-black. Propeller-natural with O.D. tips. Plywood (veneer), landing gear-stained mahogany with gloss coat. Rectangular housing on right side of fuselage in silver. Wheels, white, black tires.

### Assembly

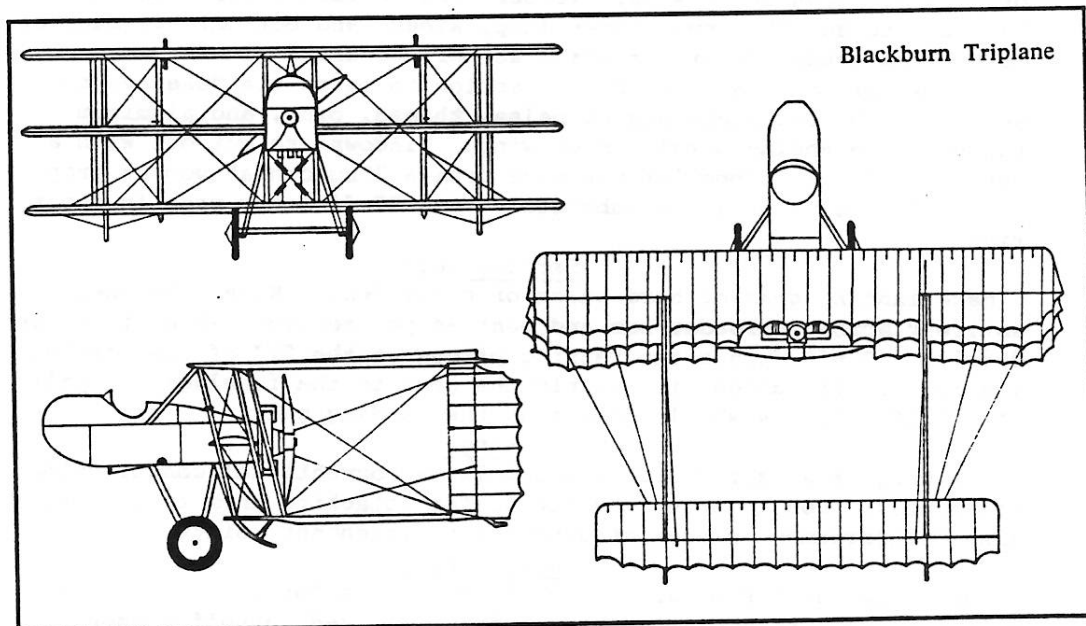
When assembling be sure you put dihedral in the wings  $1\frac{1}{4}$ - $1\frac{1}{2}$  should be plenty. When attaching wing struts to fuselage drill pin holes to receive pins previously installed. The same goes for the landing gear.

### Details

Add details as per the drawing. I used small aluminum rivets for oil and gas caps, aluminum tubing for exhaust stacks. A pilot would be a nice touch. The logo "Bellanca C.F." will have to be made larger due to the enlarged fin. Control houses, cables, L.G. brace wires, windows and windshield may be added at this time.

### Flying

I will not include any flying instructions except plane should balance at front spar and I use a loop of  $\frac{1}{8}$  and a loop of  $\frac{3}{32}$  about 13"-14" long. Take it slow and easy. Good building and flying.



PATUXENT RIVER NOVEMBER 1989

NAME	AIRCRAFT	NAVY SCALE					PLACE
		ROUND	ELIMINATED				
		1	2	3	4	5	
MARK HOUCK	XF13C-1	X					1
JOHN HOUCK	BELL XFL-1						
DAN DRISCOLL	SKYRAIDER		X				
RANDY KLEINERT	HELLCAT	X					
PAT BERG	F4F-3				X		2
DOUG BUCHANAN	SKYRAIDER	X					
MARV YODER	BOEING F4B-4			X			3
GARY HAMMETT	ZERO	X					

NAME	AIRCRAFT	MW-I					PLACE
		ROUND	ELIMINATED				
		1	2	3	4	5	
JOHN HOUCK	FOKKER D-VI						1
DAN DRISCOLL	SE-5	X					
BUD CARSON	SE-5a	X					
PAT BERG	DH-5		X				
WALT EGGERT	FOKKER DR-1			X			3
DAVE REES	MARTINSYDE S1				X		2

NAME	AIRCRAFT	PEANUT SCALE								PLACE
		ROUND	ELIMINATED							
		1	2	3	4	5	6	7	8	
MARK HOUCK	NIEUPORT 11		X							
JOHN HOUCK	HEINKEL 100-V8			X						
PAUL SPREIREGEN	FIKE									1
DAN DRISCOLL	COMPER	X								
RANDY KLEINERT	LACY							X		2
PAT BERG	PIPER									
J D POLLARD	ALCO SPORT		X							
WALT EGGERT	UNKNOWN				X					3
DAVE REES	CONTESTER					X				
PAUL RALEY	JODEL	X								
GARY HAMMETT	DRUINE	X								
BILL POWELL	COUGAR				X					

NAME	AIRCRAFT	GOLDEN AGE								PLACE
		ROUND	ELIMINATED							
		1	2	3	4	5	6	7	8	
MARK HOUCK	AERONCA CHAMP						X			
JOHN HOUCK	AMERICAN EAGLET				X					
BILL BELL	TAYLOR CUB	X								
PAUL SPREIREGEN	PUSS MOTH	X								
DAN DRISCOLL	J-3					X				
PAT BERG	REARWIN SPEEDSTER							X		3

NAME	AIRCRAFT	FLIGHT B								PLACE
		ROUND	ELIMINATED							
		1	2	3	4	5	6	7	8	
DOUG BUCHANAN	ALLIED SPORT								X	
MARV YODER	CURTISS ROBIN				X					
ALLAN SCHANZLE	MONOCOQUE									1
JERRY PAISLEY	CESSNA 145		X							
WALT EGGERT	UNKNOWN		X							
DAVE REES	OISEAU CANARI		X							
BUD CARSON	FARMAN							X		2
PETER SMITH	CURTISS ROBIN						X			

NAME	AIRCRAFT	COCONUT				PLACE
		BEST FLIGHT	FLIGHT RANK	STATIC RANK	FINAL SCORE	
JOHN HOUCK	ARROWBILE	28	7	2	9	
BERT PHILLIPS	COUGAR	64	5	2	7	
BERT PHILLIPS	TAYLORCRAFT	101	1	7	8	
BUD CARSON	FARMAN	85	3	2	5	
WALT EGGERT	VERVILLE AIRCOACH	74	4	2	6	
ALLAN SCHANZLE	GEE-BEE D	40	6	1	7	
DAVE REES	GENERAL ARISTOCRAT	91	2	1	3	

NAME	AIRCRAFT	NO-CAL		PLACE
		BEST FLIGHT	STATIC RANK	
PAUL SPREIREGEN	LACEY	84		3
RANDY KLEINERT	LACEY	137		1
BUD CARSON	DAYTON-WRIGHT	125		2
PAT BERG	P-40	36		

NAME	AIRCRAFT	NOVICE PENNYPLANE		PLACE
		BEST FLIGHT	STATIC RANK	
DOUG BARBER	ORIGINAL	7:38		2
BUD CARSON	ORIGINAL	8:17		3
BILL CLARKE	STP III	8:08		1

PATUXENT RIVER NOVEMBER 1989

NAME	AIRCRAFT	NAVY SCALE					PLACE
		ROUND	ELIMINATED				
		1	2	3	4	5	
MARK HOUCK	XF13C-1	X					1
JOHN HOUCK	BELL XFL-1						
DAN DRISCOLL	SKYRAIDER		X				
RANDY KLEINERT	HELLCAT	X					
PAT BERG	F4F-3				X		2
DOUG BUCHANAN	SKYRAIDER	X					
MARV YODER	BOEING F4B-4			X			3
GARY HAMMETT	ZERO	X					

NAME	AIRCRAFT	MW-I					PLACE
		ROUND	ELIMINATED				
		1	2	3	4	5	
JOHN HOUCK	FOKKER D-VI						1
DAN DRISCOLL	SE-5	X					
BUD CARSON	SE-5a	X					
PAT BERG	DH-5		X				
WALT EGGERT	FOKKER DR-1			X			3
DAVE REES	MARTINSYDE S1				X		2

NAME	AIRCRAFT	PEANUT SCALE								PLACE
		ROUND	ELIMINATED							
		1	2	3	4	5	6	7	8	
MARK HOUCK	NIEUPORT 11		X							
JOHN HOUCK	HEINKEL 100-V8			X						
PAUL SPREIREGEN	FIKE									1
DAN DRISCOLL	COMPER	X								
RANDY KLEINERT	LACY							X		2
PAT BERG	PIPER			X						
J D POLLARD	ALCO SPORT		X							
WALT EGGERT	UNKNOWN				X					3
DAVE REES	CONTESTER					X				
PAUL RALEY	JODEL	X								
GARY HAMMETT	DRUINE	X								
BILL POWELL	COUGAR				X					

NAME	AIRCRAFT	FAC SCALE RUBBER		BEST FLIGHT	FINAL SCORE	PLACE
		STATIC POINTS	BONUS POINTS			
JOHN HOUCK	FOKKER D-VI	54	15	82	130	1
BILL BELL	BELLANCA C.F.	61	0	20	81	
BILL BELL	BOEING F4B-4	60	15	14	89	
PAUL SPREIREGEN	FAIRCHILD 24	52	0	49	101	
BUD CARSON	FARMAN	55	5	63	122	
BUD CARSON	SE5-a	53	16	36	104	
DOUG BUCHANAN	BROWN SPORT	52	10	58	120	
MARV YODER	REPUBLIC P47D	52	10	---	---	
WALT EGGERT	GERE SPORT	52	15	48	115	
WALT EGGERT	FARMAN SPORT	58	15	56	129	2
J D POLLARD	ZIPPY SPORT	67	0	58	115	
ALLAN SCHANZLE	DARMSTADT D-22	67	15	32	104	
JOHN HOUCK	BELLANCA	55	10	28	93	
JERRY PAISLEY	CESSNA 145	64	0	35	89	
DAVE REES	ZIPPY SPORT	67	0	72	123	3

NAME	AIRCRAFT	BOSTONIAN		PLACE
		BEST FLIGHT	STATIC RANK	
PAUL SPREIREGEN	FOUND	40		
DAN DRISCOLL	PACIFIC ACE	86		
BERT PHILLIPS	B2W2	40		
RANDY KLEINERT	GREAT EXPECTATIONS	98		2
DOUG BUCHANAN	BOSTON BURNELLI	32		
ALLAN SCHANZLE	BOSTON DEFENDER	65		
JERRY PAISLEY	PUP	95		3
SCOTT PAISLEY	VARIANT	45		
GARY HAMMETT	PUP	33		
ROBBY HAMMETT	PUP	51		
TOM SCHMITT	BOSTON SCROD	107		1

**INDOOR MODEL AIRPLANE CONTEST**

NAS/NATC PATUXENT RIVER - LEXINGTON PARK, MARYLAND

MARCH 25, 1989  
9:00 AM - 5:30 PM

**NO ENTRY FEE BUT DONATIONS TO THE NAVY RELIEF SOCIETY ARE WELCOMED**

**MAJOR EVENTS (FAC Rules & Trophies awarded)**

MASS LAUNCH		OTHER EVENTS	
1- WW-I	12:00 PM	5- FAC SCALE	
2- NAVY SCALE	1:00 PM	6- COCONUT SCALE*	
3- PEANUT SCALE	2:00 PM	7- BOSTONIAN (14 gm)**	
4- MILITARY GOLDEN AGE (1920-1934)	3:00 PM	8- No-Cal (7 gm)**	

**SPECIAL EVENTS ( Prizes awarded )**

- 1- FAC POWER SCALE (FAC Rules & 4 oz maximum weight)
- 2- NOVICE PENNYPLANE (AMA Rules)\*\*

\* COCONUT Rules - 1 oz minimum weight w/o motor  
Minimum wingspan - monoplanes 36 ins.  
- multiwings 30 ins.  
Scale Judging - Modified Mooney Rules  
\*\* Single best flight time determines winner in these events.

AIRCRAFT FOR SCALE JUDGING MUST BE TURNED IN BY 11:00 AM  
NO QUALIFYING FLIGHT IS REQUIRED

ALL FLIGHT TIMES MUST BE SUBMITTED BY 4:30 PM DEADLINE  
AWARDS: 5:10 - 5:30

LOCAL RULE: ONLY ONE MASS LAUNCH EVENT PER AIRCRAFT

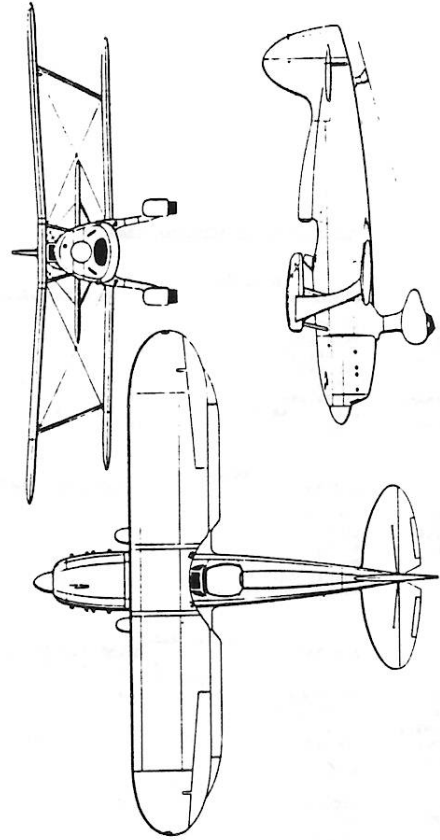
INFORMATION: COORDINATORS: CLAUDE POWELL 1 (301) 872-4105  
TOM SCHMITT 1 (301) 630-0327  
CONTEST DIR: ALLAN SCHANZLE 1 (301) 840-6884

**IMPORTANT NOTICES:**

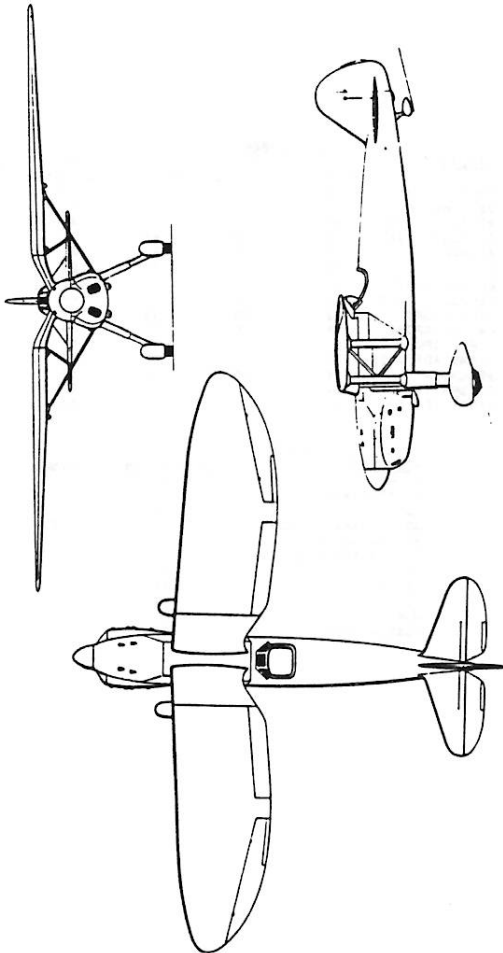
PLEASE NOTE THAT HANGAR SITE ON BASE HAS NOT BEEN DETERMINED AT THE TIME OF PRINTING THIS ANNOUNCEMENT. PLEASE REFER TO THE NEXT MAX-FAX WHICH WILL BE MAILED ABOUT MARCH FIRST.

ALSO PLEASE NOTE THERE WILL BE NO TABLES OR CHAIRS AVAILABLE IN THE NEW HANGAR SO BE SURE TO BRING YOUR OWN.

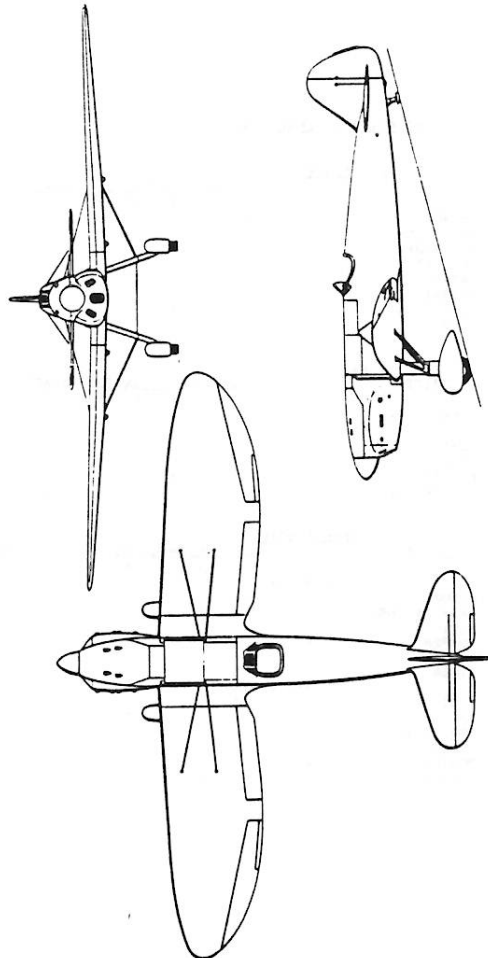
SPONSORED BY: NAVAL AIR STATION/NAVAL AIR TEST CENTER,  
PATUXENT RIVER, MARYAND AND ST. MARY'S  
COUNTY RECREATION AND PARKS.



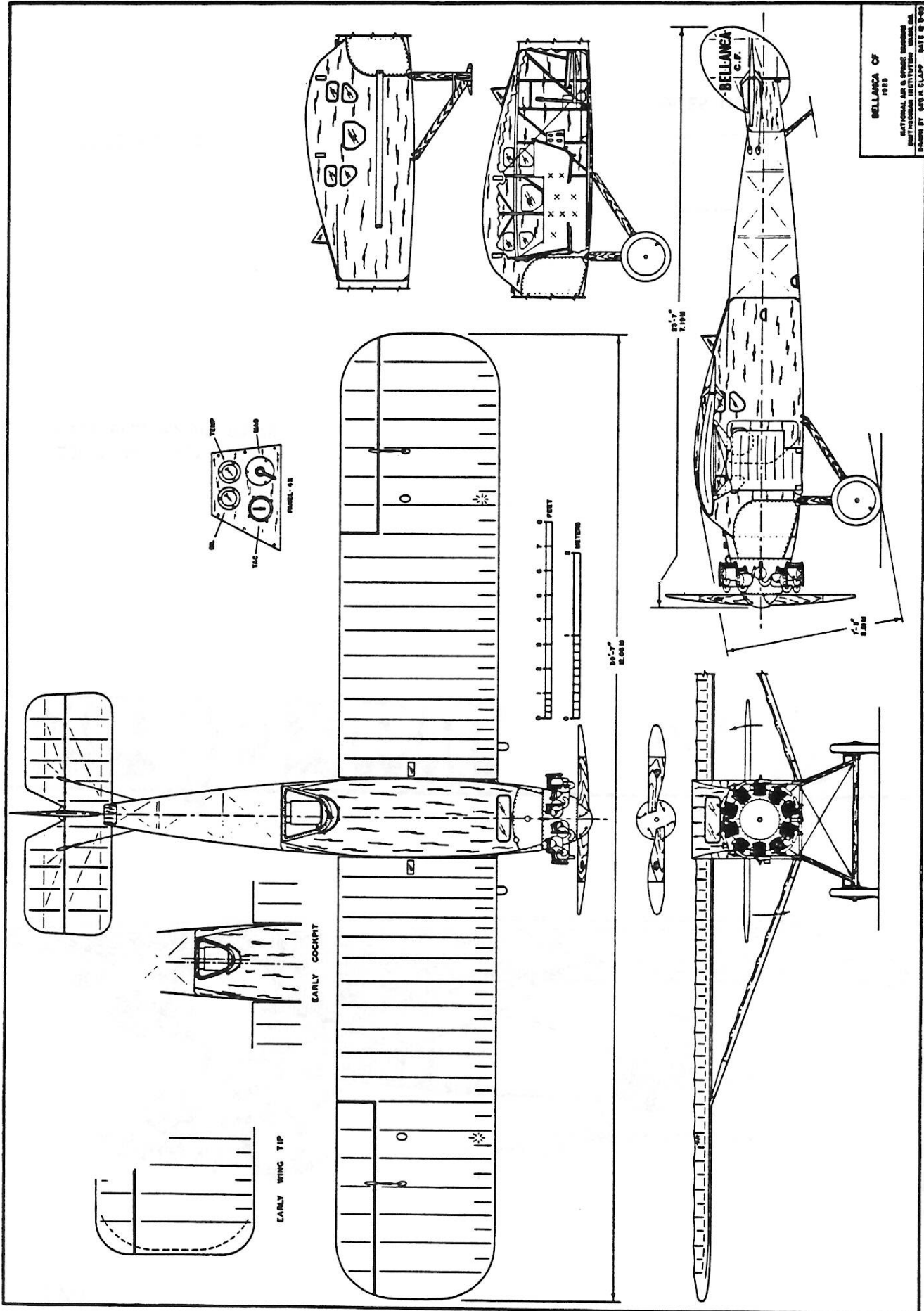
**Heinkel He 74**



**Henschel Hs 121**

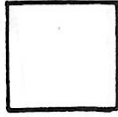


**Henschel Hs 125**



BELLANCA C-17  
 1915  
 NATIONAL AIR & SPACE MUSEUM  
 PROFESSIONAL IDENTIFICATION WORKS, INC.  
 DRAWN BY: GUY S. CLAPP DATE: 8-1-93

DUES DUE

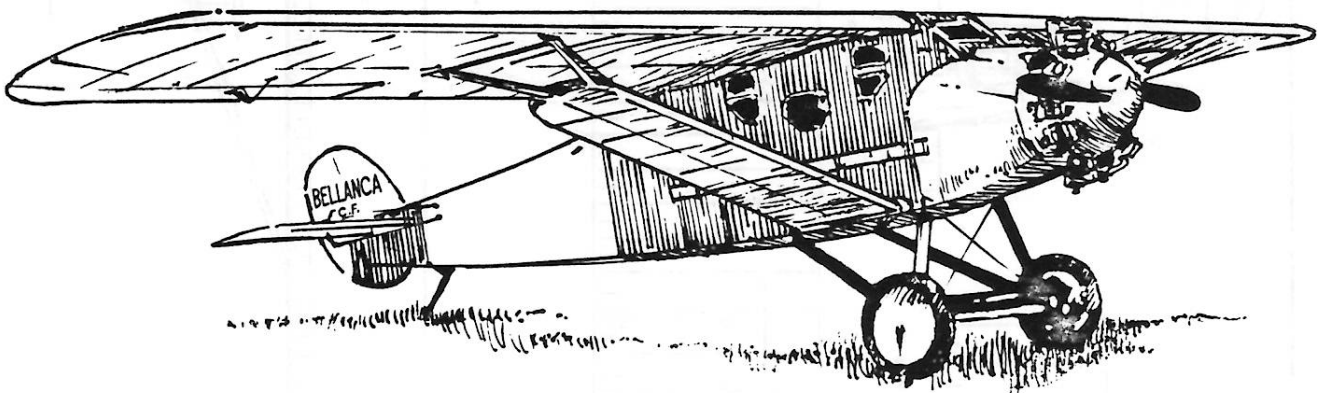


FIRST CLASS

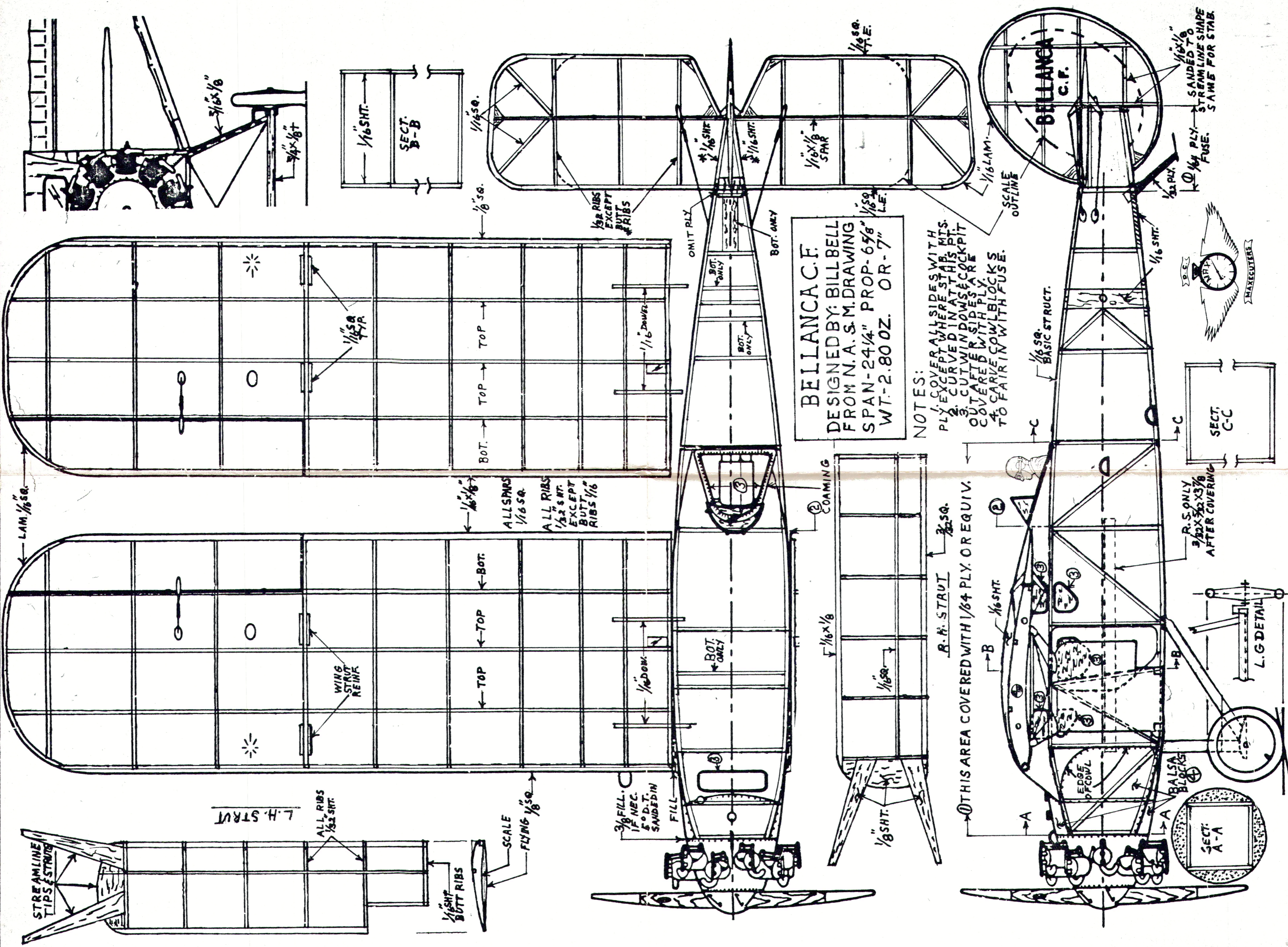
2008 Spur Hill Dr.  
Gathersburg MD 20879

JAN '89  
FEB

# max-fax



- MASSIMO -



**BELLANCA C.F.**  
 DESIGNED BY: BILL BELL  
 FROM N. A. S. M. DRAWING  
 SPAN-24 1/4" PROP-6 5/8" L.E.  
 WT.-2.80 OZ. OR-7"

- NOTES:**
1. COVER ALL SIDES WITH PLY EXCEPT WHERE STAB. MTS. CURVED IN AT THIS PT.
  2. CUT WINDOWS & COCKPIT COVERED WITH PLY.
  3. COVERED WITH PLY.
  4. CARVE COWL BLOCKS TO FAIR IN WITH FUSE.

