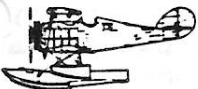




Wright NW-1



Cought FU-1



Grumman FF-1



Grumman F2F-1



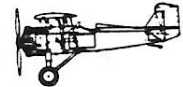
MAXECUTERS

MAX - FAX

THE NEWSLETTER OF THE D. C. MAXECUTERS
MAY/JUNE 1989



Curtiss R3C-1 (F3C-1)



Curtiss F7C-1



Atlantic XFA-1



Curtiss XF12C-1

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

June 3,4 1989 : SAM F/F Contest. See Club News.
Sept 9 1989 : Tentative date for MAXECUTER'S SUMMER FUN FLY.

CLUB NEWS

ALLAN SCHANZLE

It seems that editors are blessed with "feast or famine" when it comes to material. This month, it's the feast. There are probably more stories to tell than space allows, so grab a cool one, sit back in your favorite chair, and we'll cover as much as possible.

PAX RIVER....ONE MORE TIME

Let's start with the PAX River

affair. This was a great contest, held in a new hanger (at least for us), with cleaner side walls and ceiling than the previous one. All the wonderful model building plans I had scheduled for this winter seemed to vanish with the snow. It's now late March, and I still haven't completed the new rubber scale job that has been on the board for over a year. As a result, I found my arsenal of models was about empty for the events at PAX. But that turned out to be a bless-

ing in disguise, as it allowed me to run all the mass launch events, and a couple of doozies there were. In fact, there wasn't a runaway in any of them, except Golden Age Military Scale, and this turned out to be something less than your everyday common garden variety event. There were only four entries in this category, so I called for 3 rounds with eliminations one at a time. Jim Pollard broke his motor while winding, so that left 3. Bill Bell was the first one down, and in the same heat, John Houck's Y10-43 decided it liked the upper atmosphere and took to a permanent landing site on the catwalk, 45 feet up. John decided he was not about to play Tarzan, and offered his congratulations to Bruce Price, the only one remaining from the first heat! But I told Bruce that he had to make one more flight, even if it was nothing more than a hand glide. He wound the motor, and with absolutely no pressure on him at all, launched the model. It fluttered to the ground in about a half second.... Bruce had wound the motor backwards. Well, if you're gonna screw up, that's the time to do it.

Bill Bell brought his newly completed Monocoupe model, built from a Seaglen kit. This is the same model I completed last year, and the dude flies like a condor. I had also brought my Monocoupe, so we agreed to some "formation" flying. We wound the motors, and Bill launched one second before me, for safety sake. His was trimmed to fly in a circle about one half the size of mine, and they both looked as though they had about the same airspeed. Whether this was true or not is still up for grabs, but there is one thing for sure, and that is that the ratio of circle diameters to the ratio of the velocities had a factor of bloody well near 2. Mathematicians call this phenomenon "resonance". The result was that after Bill completed 2 circles, I had completed 1 circle, exactly, and the two models were flying side by side for a second or so until his wing

tipped mine and sent it off to the side, where some kindly fellow caught it to save a nasty collision with the wall. Well, that was super, and Bill and I agreed to try it again, but this time I put in a few more winds to gain some additional altitude, and hence avoid the possibility of another collision. We launched, and guess what. Yep, Bill also added a few winds, and believe it or not, after two of his circles, and one of mine, there they were one more time, side by side, and honest folks, they collided again. This time, mine followed it's normal flight path, while Bill's dropped to the ground with one landing gear strut knocked loose. Bill and I agreed, enough was enough. It might just be that Tom Schmitt got a picture of the formation flying as well as the collision. Check the photo pages.

A Seaglen kit was donated by Walt Mooney for the Peanut mass launch event. A decision was made that it would go to the first one down in the last heat. Young Mark Houck was the winner of this prize. Let's see if he can convert that kit into an award winning model.

Walt Eggert was the big-time winner, cleaning up on the majority of the event and being awarded the grand prize of a D.C. MAXECUTERS's belt buckle

All in all, it was a superb contest. Dave Rees came with another new Coconut, this time a Yak. We had to get a cannon to bring it down. Walt Eggert brought a lovely electric powered Curtiss flying boat, and it flew with grace and realism. Well, so much for the Pax contest. To Claude Powell, our local coordinator and site acquisition manager, we give three cheers and a hearty THANKS. One final note. Claude found a jacket in the hanger. Please contact him if you're the owner.

BILL HANNAN... AT IT AGAIN

Bill Hannan has come out with Volume 4 of PEANUTS AND PISTACHIOS. Check elsewhere in this issue for details of the contents. Even if you're not into the "small" regime, these books are a valuable asset for the 3-views, photos, and historical data. Hannan's Runway, Box A, Escondido, CA, 92025.

VANCE GILBERT... YOU DEVIL

This next item should probably have been the lead comment for this issue. It certainly deserves headline status.

You may recall I gave Vance Gilbert a rather thorough cleansing about his plan of the Northrop flying wing in the last issue. Guess what? Vance actually sent it along, so it will appear in the next issue. But, as Paul Harvey says, this is the rest of the story.

If any of you wrote to Vance to encourage him to send the plan along to MAX-FAX, you probably got the letter returned, with a note from the friendly P.O. that he no longer lived at the address I gave, and no forwarding address was provided. Vance, old boy, you did me in. I should have known better than to try to play a trick on you. As usual, you were one jump ahead of Da' Schanz. Vance had no ad"vanced" (pun intended) knowledge of the comments I included in the last issue, and therefore, no real reason to move, except for the invitation of a young, soft, person of the female persuasion. Vance sent me a change of address the same day I mailed the newsletter to him, so he could not have know of my conniving plans to do him humility. The envelope from him that contained the plan had the following return address. "The Angry American Aeromodellers Alliance Against Aryan Astrophysicists Association Of America." Beautiful, Vance. You win, but I got the plan. Editors are like that.

Oh yes, Vance. Concerning your note that accompanied the plan and made reference to my sister... try 1-800 382-5968. Welcome bro.

ONE IN HOW MANY???????

The last issue of this bi-monthly trashwrapper produced a "one in a million" situation. Actually, I got a statistician at the office to figure the odds, and after a few hours of trying to fill in all the possible scenarios, he gave up. If you take into account the fact that I keep the constant companionship of Edsel Murphy, the probability turns out to be just about 1.00.

The situation was this. About 3 or 4 years ago, John Walker sent several plans he had drawn of the old Joe Ott models, and as usual, I screwed up and forgot to note the source of drawings. In the last issue, I found the need for a single page filler, and chose the Ott Sky Speedster. John called me the day he received MAX FAX to tell me to check out the latest issue of FLYING MODELS, which he had received in the mail on the same day. When I had not included his plans after several years, he assumed I had no interest or lost them, and so he sent them off to be published elsewhere, which is exactly what I would have done. But after that much time, to see his drawings appear in two publications which arrived on the same day, well, that was a bit unusual, to say the least. I'm sorry, John, and promise to keep better records in the future.

BERT PHILLIPS.. RULES BENDER

Many years ago, when Frank Ehling flew with the MAXECUTERS, he was notorious for finding ways to bend the rules to his benefit. He was clever, and darned good at the task. But now, we've got a challenger to Ehling, our one and only President, Bert Phillips. The last session at Sherwood H.S. had an event for indoor towline gliders. Everyone came with the traditional and expected model, a penny-plane look-a-like with a tow hook.

Everyone, that is, except Bert, who was the only one to get applause after his flights. He tied a thread about 4 feet long to his Bostonian and made an all balsa glider of about 6 inch wingspan, which was at the other end of the thread. The Bostonian was wound, set on the floor, and took off with the "glider in tow". It was beautiful. So much so that we decided to have the Bert Phillips Commemorative Tow-

Line glider event next year, with him as CD.

MORE COMMEMORATIVE EVENTS

Peter Mann, 36 Sydenham St.,
Guelph, Ontario Canada, N1H 2W4,
sent along a notice to tell all you
lads about two special events that
(continued on page 13)

PHOTO PAGES

Tom Schmitt

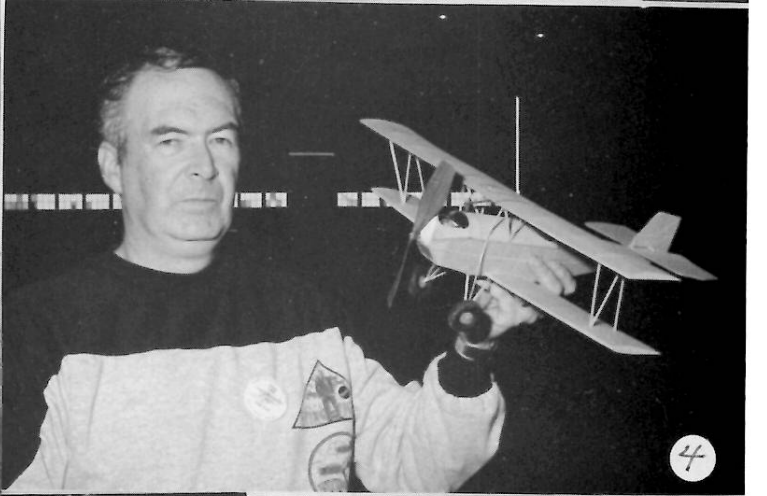
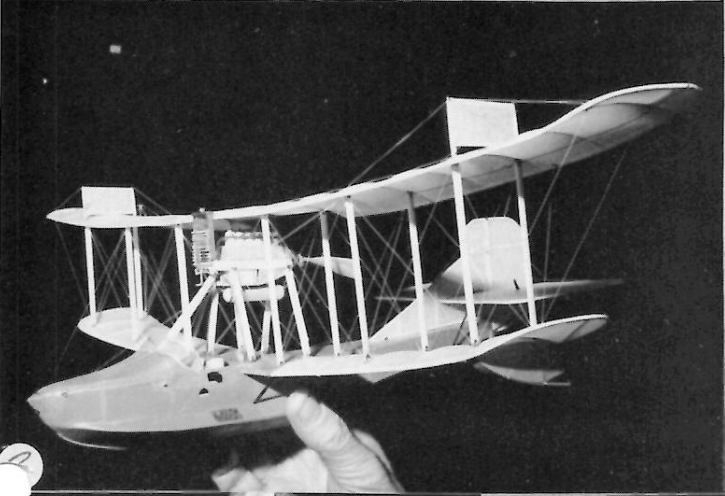
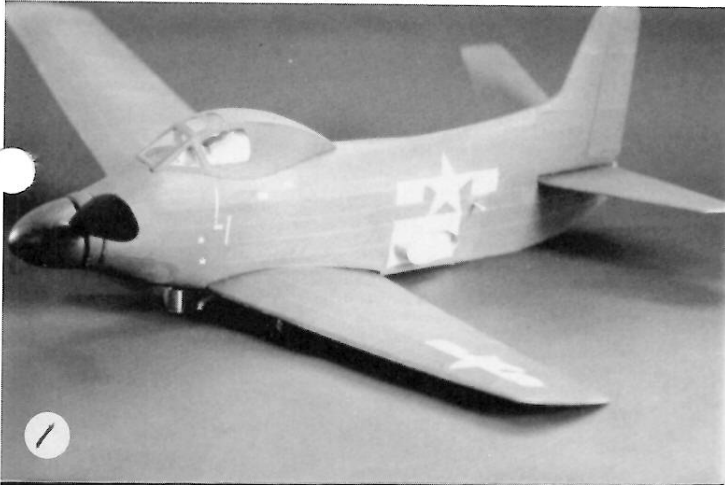
1. This issue's featured plan, the Douglas XA2D-1 SKYSHARK by Dave Smith in South Carolina; photo by Dave.
2. Who says the Maxcuters do not put on a great show at their Sherwood Saturday flying sessions; Just look at this group of excited and interested spectators.

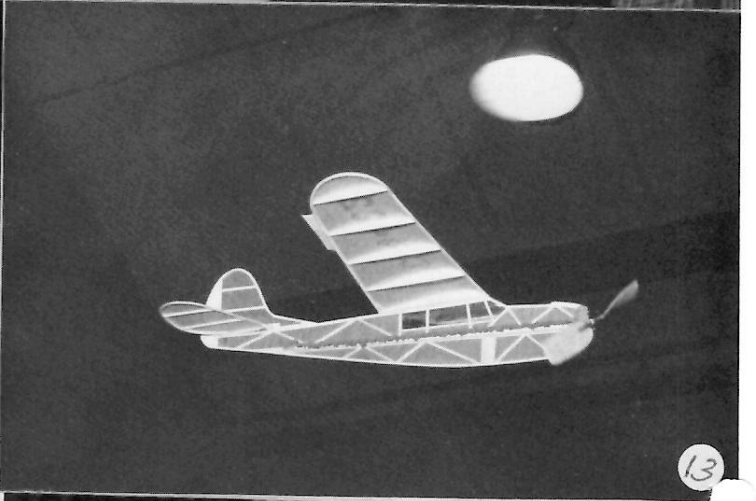
Patuxent River Spring Fun Fly 1989

3. The winner in FAC Power, Walt Eggerts terrific Curtiss flying boat powered by a modified Hi Line Mini-Electric motor.
4. George Meyers had a high flying CO2 powered Gere Sport for the event.
5. John Houck always brings a new COCONUT, this time an Aeronca.
6. And Dave Rees must also have a coconut tree in his back yard. Here is his latest, a Yak trainer with Polish markings.
7. Genial Bill Bell, one of our most prolific producers of aircraft with his latest, a very pretty Monocoupe from the Seaglen kit.
8. Another new COCONUT by Pres. Bert Phillips. It should be a great flyer when the trim is sorted out.
9. And still more COCONUTS; Doug Buchanan's Vagabond enlarged from Don Srull's plan in the March/April '88 MAX-FAX.
10. Jim Pollard with his RWD-5bis from another great MAX-FAX plan by Hurst Bower in the Sept/Oct '88 issue.
11. Allan Schanzle and Bill Bell go one-on-one with their Seaglen Monocoupes; too bad the photos of their "two" spectacular mid-air are not printable.
12. Is this the proverbial "man bites beast"? Stew Meyers must have been really frustrated by his BOSTONIAN flying fish! What's the story Stew?
13. Al Flesher's NO-CAL Cessna seen at a Sherwood High School session.

Our Reader's Photos

14. From out in Indiana, Phil Cox sent this photo of his Bristol Scout PEANUT built from a Lee Hobbie's kit.
15. From Bob Schlosberg's production line comes this nifty twin amphibian enlarged from Dick Howard's Embryo plan.
16. Our vintner in Missouri, Otto Klein, built this twin electric powered "racer?". We understand every flight ends in a crash landing!
17. Another electric powered aircraft by Otto; the TBD Devastator from Dave Diel kit.

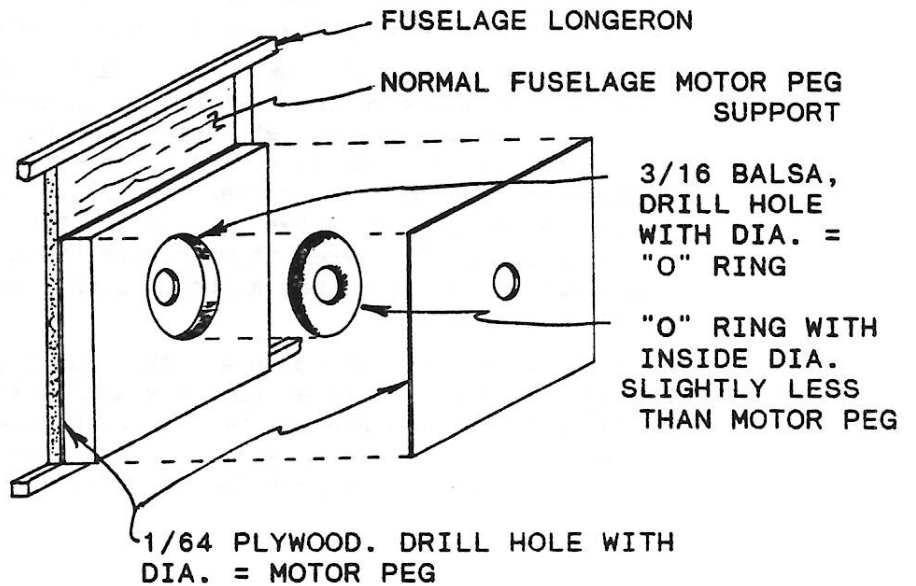




MOTOR PEGS THAT WON'T SLIP,...
EVER!

ALLAN SCHANZLE

Yea, I know, you've heard that line before. But this time, I think it's really true. The sketch included here describes the technique, and I've used it on several models for over a year, and those buggers are as tight as a, ... well you know. The secret is the use of an "O" ring, available at most hardware stores. Go to your neighborhood hardware person (we're non-sexist here at MAX-FAX) and blow a few bucks for a life-time supply. Pick a variety of the smallest sizes they have, so you can select the proper one for the specific diameter motor peg you will use on a specific model.



PUSSYCAT PARASOLS

ALLAN SCHANZLE

Several years ago, I built an 18 inch wingspan model of a Fairchild 22. The flippin' thing only weighed 1/2 ounce, and I thought it would fly forever. The initial tests were promising, but I had a hard time getting it to fly in a consistent circle. I've tried several times every year since the bloody fool thing was finished, but it's just spirally unstable. At Pax River this year, I remembered something that had helped on another model that flew like it was drunk. Don Srull reinforced the idea, and the Fairchild is now flying great. Here's the scoop. Get some celluloid as high as the wing is above the fuselage, and as long as the root wing chord. Tack glue it to the cabane struts. This gives side area for the propwash, and you'll find that the model is as calm as a 13 year old pussycat. You're welcome.

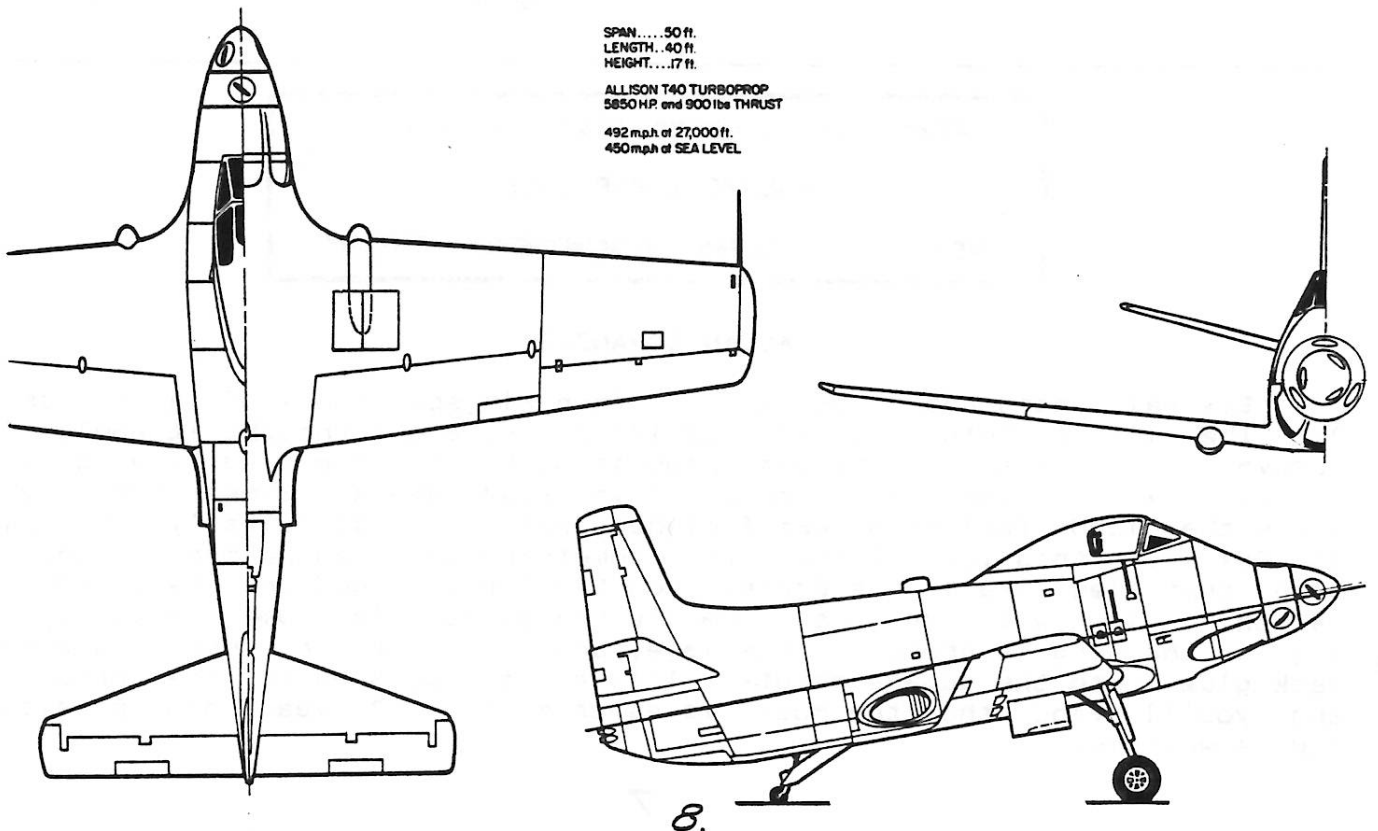
Douglas XA2D - 1 Skyshark
by
David G. Smith

For several years now the Palmetto Aeromodelers have sponsored a spring FAC type meet. One of the neat events run at this annual affair is Modern Military. This event is intended for the post W.W. II types. This era includes such great designs as: Skyraiders, Bearcats, Fireballs, Wyverns, Sea Furys and etc! We even include jets!

In my search for a suitable subject I came across the Douglas Skyshark. It has a tremendous amount of character and all that appeal led me to build this model! If you decide to build one I'm sure you'll be taken with yours also! - A few construction notes follow.

The fuselage is a 1/16" box with top and side formers. I "double sheeted" the areas up front where the intakes occur. I was then able to cut away in a relief manner the intake openings for a fairly realistic appearance. The top keel was pre-formed and then added after the top formers were installed. I covered my Skyshark with blue jap tissue. After I had glued the canopy pieces together with white glue I covered it with blue tissue also. I applied one thin coat of dope and then airbrushed on the Floquill dk. blue / engine black mix.

My Skyshark has proven to be a rock steady flyer right from the start! It climbs out straightaway before starting its turn to the left. Normal flight times are in the 70's with a best time (so far!) of 96 seconds. When yours makes that first turn, about 60' up, you'll fall in love with that profile just like I did! Superspad!



COLOR ME CONFUSED

- Bud Carson

Unlike the German high command, which encouraged their WWI pilots to choose individually distinctive aircraft color schemes as a morale booster, the British took a very dim view of any departure from their officially approved colors, allowing only the minimum in the way of squadron insignae to disrupt the otherwise "dunked in a bucket of paint" look of their aircraft. Even these departures were usually confined to small emblems, or more often, simple striping or single letters that would allow one squadron to be distinguished from another. I'm not sure what the rationale was; perhaps it symbolized their no-nonsense attitude towards the war in general, or maybe it was just easier for the British pilots to tell the good guys from the bad guys when engaged in those massive dogfights of the era - the bad guys were the ones flying the funny-looking airplanes!

On this basis we might suppose that choosing the color scheme for a British WWI model would be simple, but over the years, I have noticed that there seems to be little agreement among modellers as to the authentic base color for such aircraft. I have seen models done up in chocolate brown, khaki, Kelly green, olive drab, and just about every shade in between, leaving one to wonder just what the real shade actually was. Since color photography had yet to be invented when these aircraft were terrorizing the skies, there are no reliable pictures to refer to. And although there are numerous artists' renditions of these aircraft, most of the ones I've seen offer more in the way of confusion than any real help.

I was in the midst of building an S.E.5a when I was sent to in England last summer, and was able to visit the RAF Museum in Hendon, located just north of London. The collection includes, among other fascinating examples, an impressive array of WWI aircraft, including the S.E.5a. All of them were painted the same base color- a dark olive green, except for the under surfaces which were "buff" (incidentally, I had always assumed this to be an unbleached muslin or linen color, but it turns out to be, judging from the museum aircraft, a very pale yellow.)

But alas, when I got around to choosing the paint for my model, I began to have doubts about my memory. Referring to the Profile publications, which are usually taken to be the last word on such things, I was shocked to see the S.E.5a depicted in a brown (almost bronze) color, without a hint of green to be seen! Now what?

While this was in the works, I came across another reference ("S.E.5a in Action", Squadron Signal Publications) which contains the following quote:

"From 1916 onward, British Aircraft were painted a Khaki Brown known as PC 10 (Protective Color 10). This color was made by a mixture of 250 parts Yellow Ochre with one part Lamp Black. This resulted in a dark brown color as a dry mixture, but when mixed with a glossy liquid (i.e., clear dope) it took on a slightly greenish hue under certain light conditions. Therefore, British aircraft such as

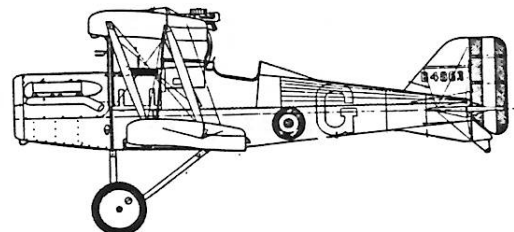
the S.E.5 and the S.E.5a would look Greenish Brown in color, with the Brown predominant. After the aircraft had been in service for a time the effects of weather and sun reduced the color scheme to a very definite brown tone." Lovely!

I went ahead and painted the durned thing green, anyway-actually, Dark Olive Green, one of the new Pactra acrylic spray paint colors, which seemed to be closest to the color I remembered at Hendon. Still, the doubt remained.

As very good luck would have it, I recently attended a 3-day conference, held at, of all places, RAF Hendon. Talk about a pig in mud! I thought I had died and gone to scale modeller's heaven. Three days to roam the museum at will in between those "death-by-viewgraph" technical sessions! But even before the first meeting was called, I headed straight for the WWI display. Yup, I was right; even in the rather subdued museum lighting, those birds were definitely a dark camouflage green.

At one point, I met one of the curators and brought this matter up in conversation. I think it caught him off guard. Imagine, the temerity of this unlettered bumkin questioning the authenticity of their aircraft! He assured me that there could be no question as to the technical accuracy of the S.E.5a, which had been restored to factory standards, nor especially about the color schemes and markings. When asked about this brown-khaki business, he seemed puzzled, allowing as how an aircraft, if left out in the elements, might eventually acquire a sun-bleached look, but brown? definitely not, thank yew veddy much! Unless, of course, it had been repainted in the field, something not jolly likely, since they had such limited service life.

So where does this leave us scale buffs? Judging by the real aircraft, the base color is a definite darkish green, and if I were a scale judge, I would give full points for a dark olive drab color. Still, there is this "PC 10" business. On this, I can only speculate. I wonder about the 250-to-1 mixture of ingredients, and whether, under wartime conditions, there was enough quality control to assure this exact mix, or whether one batch might turn out brown and another one green, depending on who did the mixing. I think it would take a Nobel chemist, or else a very fussy dry martini fancier, to achieve these exact proportions consistently. Does anyone have a better answer?



PAX RIVER, SPRING 1989

BOSTONIAN

NAME	AIRCRAFT	FLIGHT TIMES			BEST
		1st	2nd	3rd	
1. SCHANZLE, ALLAN	BOSTON PUP	72	72	87	87
2. DRISCOLL, DAN	PACIFIC ACE	85	88	-	88
3. SHARBONDA, KEVIN	KEV'S RACER	78	-	-	78
4. YODER, MARVE	BOSTON PUP	59	65	-	65
5. CERESA, BILL	BOSTON BEANCRAFT	60	64	-	64
6. HOWARD, HAL	SOMER SPROSSEN (?)	54	64	25	64
7. BUCHANAN, DOUG	BOSTON WHEELER	52	-	-	52
8. HOUCK, MARK	9-3 (?)	44	49	-	49
9. PHILLIPS, BERT	BLINGER	44	45	47	46
10. CERESA, BILL	De HALIBUT MOTH	46	-	-	46
1. LINDSEY, JIM	BOSTON FOUND	37	38	39	39
2. BERG, PAT	BOSTON DEFENDER	38	-	-	38

NO-CAL

NAME	AIRCRAFT	FLIGHT TIMES					BEST
		1st	2nd	3rd	4th	5th	
1. KLEINERT, RANDY	LACEY M10 (YUK11)	187	-	-	-	-	187
2. CARSON, BUD	DAYTON WRIGHT	127	-	-	-	-	127
3. EGGERT, WALT	P-47	120	125	-	-	-	125
4. SPREIREGEN, PAUL	LACEY M10 (YUK11)	88	-	-	-	-	88
5. BERG, PAT	FARMAN 190	55	-	-	-	-	55
6. SHARBONDA, KEVIN	HEINKEL	49	-	-	-	-	49

PENNY PLANE

NAME	AIRCRAFT	FLIGHT TIMES					BEST
		1st	2nd	3rd	4th	5th	
1. CLARKE, BILL	BAS88	497	527	-	-	-	527
2. EGGERT, WALT	ORIGINAL	485	-	-	-	-	485
3. CARSON, BUD	ORIGINAL	451	-	-	-	-	451
4. KLEINERT, RANDY	ORIGINAL	448	-	-	-	-	448
5. SPREIREGEN, PAUL	CEZAR BANKS	264	288	291	-	-	291

WW-I

NAME	AIRCRAFT	ROUND ELIMINATED					PLACE
		1	2	3	4	5	
MEYERS, GEORGE	1 1/2 STRUTTER				X		2
HOUCK, JOHN	FOKKER D-VI						1
POLLARD, JIM	ALBATROS D3	X					
REES, DAVE	MARTINSYDE S1		X				
EGGERT, WALT	FOKKER D-VII	X					

FLIGHT B

NAME	AIRCRAFT	ROUND ELIMINATED					PLACE
		1	2	3	4	5	
SHARBONDA, KEVIN	SE5						3
BELL, BILL	FOKKER D-VII	X			X		
HOWARD, HAL	GRAIN KITTEN				X		
BERG, PAT	SE5 A	X					

NAVY SCALE

NAME	AIRCRAFT	ROUND ELIMINATED					PLACE
		1	2	3	4	5	
<u>FLIGHT A</u>							
MEYERS, GEORGE	F4U			X			3
HOUCK, JOHN	XFL1				X		2
A5M CLAUDE		X					
SKYRAIDER		X					
BUFFALO			X				
<u>FLIGHT B</u>							
BELL, BILL	F4B4						1
SKYRAIDER		X					
BUCHANAN, DOUG							
HAMMETT, GARY	ZERO		X				
HOUCK, MARK	XF13C-1	X					

PEANUT SCALE

NAME	AIRCRAFT	ROUND ELIMINATED					PLACE
		1	2	3	4	5	
<u>FLIGHT A</u>							
MEYERS, GEORGE	CESSNA C-37		X				
PHILLIPS, BERT	COUGAR		X				
BUCHANAN, DOUG	LACEY M10 (YUK111)			X			
HOUCK, JOHN	HEINKEL 100 V8			X			
POLLARD, JIM	ALCO SPORT		X				
<u>FLIGHT B</u>							
CONTESTOR					X		2
ANDREASON						X	1
GERE SPORTSTER				X			
LACEY M10 (YUK111)		X					
CONTESTOR		X					
CURTISS F11C-2		X					
<u>FLIGHT C</u>							
COUGAR		X					
NIEUPOORT 11			X				
COUGAR		X					
PIPER J5				X			3
FIKE		X					

GOLDEN AGE MILITARY

NAME	AIRCRAFT	ROUND ELIMINATED					PLACE
		1	2	3	4	5	
<u>FLIGHT A</u>							
HOUCK, JOHN	DOUGLAS Y10-43				X		2
POLLARD, JIM	TIGER MOTH			X			
PRICE, BRUCE	P-6E HAWK						1
BELL, BILL	DOUGLAS Y10-43		X				3

NEW! PEANUTS & PISTACHIOS IV

Compiled by Bill Hannan

You asked for more, so here's Volume Four!

Latest in the series for builders of small flying scale models, this concise booklet presents a truly international selection of photos, plans and 3-view drawings to inspire, encourage, and stimulate you to greater achievements in your own model building.

Intended as permanent references, these publications are printed on top quality stock, and contain no paid advertising. We don't sell subscriptions because new volumes are offered only when they are ready, without artificial deadlines or time constraints.

HIGHLIGHTS OF PEANUTS & PISTACHIOS IV:

- Feedback from our international audience. (Reflections on past issues)
- Peanuts & Pistachios People. (The producers and their products)
- The Peanut Gallery. (Peanut Scale model photos from near and far)
- The Pistachio Presentation. (Marvelous miniscule models on display)
- Pistachio plans for the 1912 Drzewiecki Canard, and 1918 Hergt Mono)
- Peanuts & Pistachios Propellers. (Prop ponderings and proposals)
- 3-View Drawings of the 1920 Kinner Canary, 1936 Miles Sparrowhawk, 1911 Bleriot Canard, 1966 Evans VP-1 (Volksplane) and 1969 Bede BD-4.
- Peanuts & Pistachios Powerplants.
- Miscellaneous cartoons, commentary and whimsy too!



Format: 8-1/2" x 11" size.
16 pages plus card cover.
Plans, sketches, cartoons
and 44 photos.

\$5.50

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PAX RIVER, SPRING 1989

FAC SCALE

NAME	AIRCRAFT	-----STATIC-----				---FLIGHT---			S C O R E
		C O N S T R	W O R K A T T	T O T A L	B O U N D S	F L T	F L T	F L T	
1. EGGERT, WALT	CESSNA C 34			46	0	95	124	-	128.5
2. MEYERS, G	FARMAN 451			43	6	70	82	-	119.0
3. EGGERT, W	GERE SPORT			34.3	15	64	-	-	111.3
4. CARSON, BUD	SE5 A			64	15	42	-	-	111.0
5. BUCHANAN, D	MR. SMOOTHIE			27.3	5	63	-	-	93.8
6. CARSON, BUD	FARMAN			46	5	72	-	-	93.0
7. BUCHANAN, D	AERONCA DEFENDER			26.3	0	68	64	-	90.3
8. HOUCK, MARK	ALLIED SPORT			27.7	10	26	29	44	81.7
9. BELL, BILL	MONOCOUCPE 90A			42	0	22	29	32	74.0
10. HOUCK, JOHN	BOEING XF7B-1			52.7	0	22	27	-	73.3
11. BELL, BILL	BELLANCA CF			52.7	0	28	-	-	72.7
12. HOUCK, JOHN	BOULTON PAUL DEFiant			38.3	10	21	-	-	69.3

POWER SCALE

NAME	AIRCRAFT	-----STATIC-----				---FLIGHT---			S C O R E
		C O N S T R	W O R K A T T	T O T A L	B O U N D S	F L T	F L T	F L T	
1. EGGERT, WALT	CURTISS MF FLYING BOAT			53.0	35	34	68	70	131.8
2. MEYERS, G	GERE SPORT			39.0	15	98	110	114	121.5
3. HOWARD, HAL	1929 MONOCOUCPE			58.0	0	16	50	-	108.0
4. SPREIREGEN, P	PIPER J4			44.7	0	44	-	-	88.7

COCONUT

NAME	AIRCRAFT	---STATIC---				---FLIGHT---			P O I N T S
		R A N K	F A C T O R	S C O R E	B O U N D S	F L T	F L T	F L T	
1. REES, DAVE	GENERAL ARISTOCRAT	100	1.20	120		79	112	118	238.0
2. REES, DAVE	YAK UT-2M	95	1.20	114		101	120	-	234.0
3. EGGERT, WALT	VERVILLE AIR COACH	90	1.20	108		86	97	-	205.0
4. PHILLIPS, BERT	TAYLORCRAFT	80	1.20	96		99	-	-	195.0
5. PHILLIPS, BERT	COUGAR	84	1.20	100.8		65	-	-	165.8
6. BUCHANAN, DOUG	VAGABOND	95	1.20	114		36	-	-	150.0
7. HOUCK, JOHN	AERONCA C3	85	1.20	102		36	-	-	138.0
8. PHILLIPS, BERT	WACO	87	1.20	104.4		20	-	-	124.5

The American Sky Cadets

FROM M.A.N. JAN 1930

Washington, D. C. Meet

WITH the landing of the last tiny plane on the floor of the Macfarland Junior Airdrome, the afternoon of September 6th, one of the most successful model airplane tournaments ever held was completed.

This was the second of the annual tournaments held in Washington by the District of Columbia Model Aircraft League, sponsored by the Community Center Department of the Public Schools.

John Williams, the boys' instructor, can truly be proud of the showing made by his two hundred expert little plane builders. One world's record was broken and almost every one of last year's records for the District of Columbia was shattered.

This year's meet extended over a three-day period, September 3rd, 4th and 6th. Sixteen events were held: ten indoor and six outdoor.

The first event of the meet was for helicopters, the "flying sticks". After these comical little models had finished banging around the ceiling of the auditorium, where the indoor events were being run off, it was found that Clayton Fish had taken the event with a duration of 56 $\frac{3}{5}$ seconds. Second place was won by Joe Galliher, 56 $\frac{2}{5}$ seconds and Frank Salisbury carried off third honors with a flight of 55 $\frac{2}{5}$ seconds.

The next event, for hand-launched scientifics, was won by Herbert Dorsey with a good time of 3 minutes 39 seconds.

Event number three, for baby R.O.F.'s was won by Frank Salisbury in 2 minutes 38 $\frac{1}{5}$ seconds.

The final event for the day was won by Lloyd Fish with an R. O. F. flying true scale after a beautiful flight of 1 minute 16 $\frac{3}{5}$ seconds.

The outdoor events were held at Bolling Field, a regular army airport. With the crack army and navy pilots as spectators and with the greater craft of the military service circling above, the little models performed as though inspired.

In the first event of the day the trim little R.O.G. fuselage craft of Everett Meeks, 15, sailed for nearly a mile over the Naval Air Station hangars, finally disappearing into the clouds approximately one-half mile high in the air. The model was timed until the official recorder could no longer see it through powerful field glasses. Everett was given a flight duration of 8 minutes 20 seconds while his trim little R. O. G. plane continued to soar on in what probably would have been a world's record flight. This flight exceeded the former District record by almost five minutes—quite a gain.

In the next event, hand-launched scientific for speed Robert Starkey attained a speed of twenty miles per hour over a measured course of 264 feet.

Then Frank Salisbury, enter-

ing a four-foot compressed-air model in the dynamic event, walked away from competition with a flight of 10 seconds. This trim little craft described a beautiful parabola and lauded only when the compressed air had been exhausted. Frank later made an unofficial flight of over forty seconds with this same model.

In the outdoor helicopter event Frank Salisbury asserted his right to be classed as a real model builder when he came right back and took this event also with a flight of 1 minute 14 $\frac{3}{5}$ seconds.

The final day of the tournament was held in the auditorium of the Macfarland Junior High School.

Herbert Dorsey, present holder of the National Outdoor Senior Championship, who also won last year's meet at Atlantic City, decided to really get going on the last day of the tourna-

ment. He did this by walking away with three events. With a beautifully performing glider he annexed the hand-launched glider event for duration with a time of 12 minutes $\frac{3}{5}$ seconds. Not satisfied, he repeated in the R.O.W. (rise-off-water) scientific seaplane event by discouraging competition with a record-breaking flight of 3 minutes 22 seconds over the course. Then, to show the boys why he deserved the right to be called a National Champion, he entered a little R.O.F. fuselage job which took this event in 2 minutes 38 $\frac{2}{5}$ seconds.

Otho Williams, with an

exceedingly delicate example of expert workmanship in the form of a glider, gave his little floater a gentle push that started his model off on a flight that ended thirty-six feet away. This was more than enough to give him the honor of winning the hand-launched glider event for distance.

Then little Clayton Fish of helicopter fame fooled the bigger boys when his R.O.F. scientific insisted on continuing to circle the auditorium until it brought home the bacon for Clayton with a nice time of three minutes fifteen seconds.

With the last event finished, the brunt of the work fell on the judges for the tournament. The judges, headed by Lieut. Walter Hinton, transatlantic flyer, included Major H. C. Davidson, U. S. Air Service, Commandant of Bolling Field; Lieuts. B. Hoppin and Lester Mailand, both of the U. S. Air Service, Lawrence Williams, chairman of the Aeronautical Committee, Board of Trade; and Paul E. Garber, authority on miniature aircraft.

Major General Mason M. Patrick was the chairman of the Advisory Board of the tournament.

Lieut. Walter Hinton presented the awards, assisted by Miss Sibyl Baker, director of the Community Center Department, and Miss Helen Collier, who acted as recorder for the tournament.

Herbert G. Dorsey, many times a champion stepped up before a record-breaking audience to be presented with the coveted General Mason M. Patrick Trophy for all-around model building. Just read over the following records held by young Dorsey and see how many you can break this coming year: Outdoor hand-launched scientific, 14 minutes $\frac{2}{5}$ seconds; indoor hand-launched scientific, 3 minutes 39 seconds; seaplane, 3 minutes 22 seconds; R.O.F. fuselage, 2 minutes 34 $\frac{4}{5}$ seconds; and glider for duration, 12 $\frac{3}{5}$ seconds.

Another potential sky-writer, Frank Salisbury, his face lighted by a smile, was declared junior champion of the District by reason of having aggregated the highest number of points and having the most duration to his credit.

Pilots of the Chevy Chase Model Aero Club were awarded the Committee cup for collecting 805 points over the Capitol Model Aero Club

who had 564 points to their credit. The cup was received by Ernest Stout, president of the winning club, who incidentally amassed a large number of points for his club.

Silver trophies for maximum duration were won by the following: Herbert Dorsey, Ace, Aero Club Trophy; Frank Salisbury, Class A, Exchange Club Trophy; Clayton Fish, Class B, National Electric Supply Co. Trophy; Harry McGinnis, Class C, the R. Harris Co. Trophy.

Winners in classes D, E and F respectively, were William Pizzini, Charles Ricker and Bob Wiehle.

They each received special awards donated by the Capitol Model Aero Supply House.

Fifty-eight boys and three girls received the green-and-white sweater emblem with the wings of the D.C.M. A.L. for points received in the tournament.

The following boys were recommended for National competition at Louisville, Ky.: John Sullivan, Everett Meeks, Robert Towles, Clayton Fish, Sammy Walker, Robert Swope, Harry McGinnis, Harold Bruce, Douglas Bruce, Otho Williams, Ernest Stout and Joe Galliher.

The tournament had hardly finished before these intensely air-minded fellows were figuring on specifications for the models they intend building to carry away national honors.

Club News (continued from page 4)

will be held at the 34th Annual Eastern Canadian Open model airplane gathering this coming September (a specific date has not yet been set). The contest will be held at the Gananoque Airport, Gananoque Ontario. Both events will honor the 50th anniversary of two rather famous models; the Fred Bowers 1939 Wakefield entry and the Jimmie Allen model. For details, contact Peter at the address above.

THIS ISSUE

Well now, that looks like the last of the news. This issue features a plan from our South Carolina contact, Dave Smith. The model is a Douglas XA2D-1 Skyshark, and has to be one of the more unusual aircraft we've ever published. We give special thanks to Dave for the great plan as well as the cover

drawing. You'll also find a summary of the Pax River contest results and a few other lingering events that were held at our last few indoor sessions at Sherwood H.S. Your editor has developed a sure-fire motor peg design that will never work loose, and he also has a comment about making parasols return from the spirally unstable regime to become a docile pussycat. As noted above, look for an advertisement for Bill Hannan's new book, and an interesting comment on colors for the SE5 by Bud Carson. Finally we have included an article about a model contest in Washington D.C. from the January 1930 issue of MODEL AIRPLANE NEWS. Yep, that's right, an article from 59 years ago. Check some of the names in this goodie, such as Paul Garber.

Don't forget we begin flying at Comsat on Sunday evenings. See you there.

10 INCHER CONTEST SHERWOOD HIGH SCHOOL 18 FEBRUARY 1989

CONTESTANT	AIRCRAFT	BEST FLIGHT	PLACE
Tom Schmitt	Security Sport	26	-
Allan Schanzle*	Swallow	27	3
Doug Buchanan	Bonzo	20	-
Bert Phillips	Cougar	23	-
Mike Hostage	Ryan	20	-
Kevin Sharbonda	Contestor	42	2
Al Flesher	American Eagle	44	1

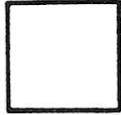
* Proxy Flown by Tom Schmitt

TOW-LINE GLIDER SHERWOOD HIGH SCHOOL 4 MARCH 1989

CONTESTANT	BEST FLIGHT	PLACE
Bert Phillips*	28	2
Glen Simpers	39	1
John Krause	25	3

* See Club News for a story about this ringer!

DUES DUE

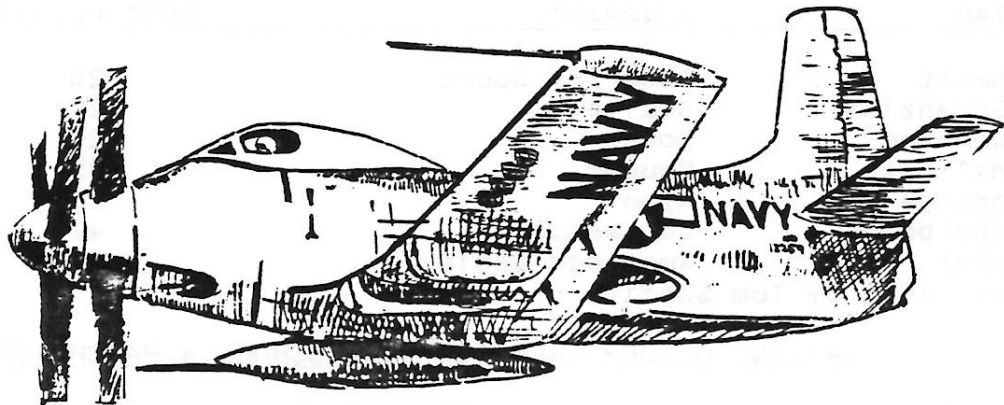


FIRST CLASS

2008 Spur Hill Dr.
Cathetersburg MD 20879

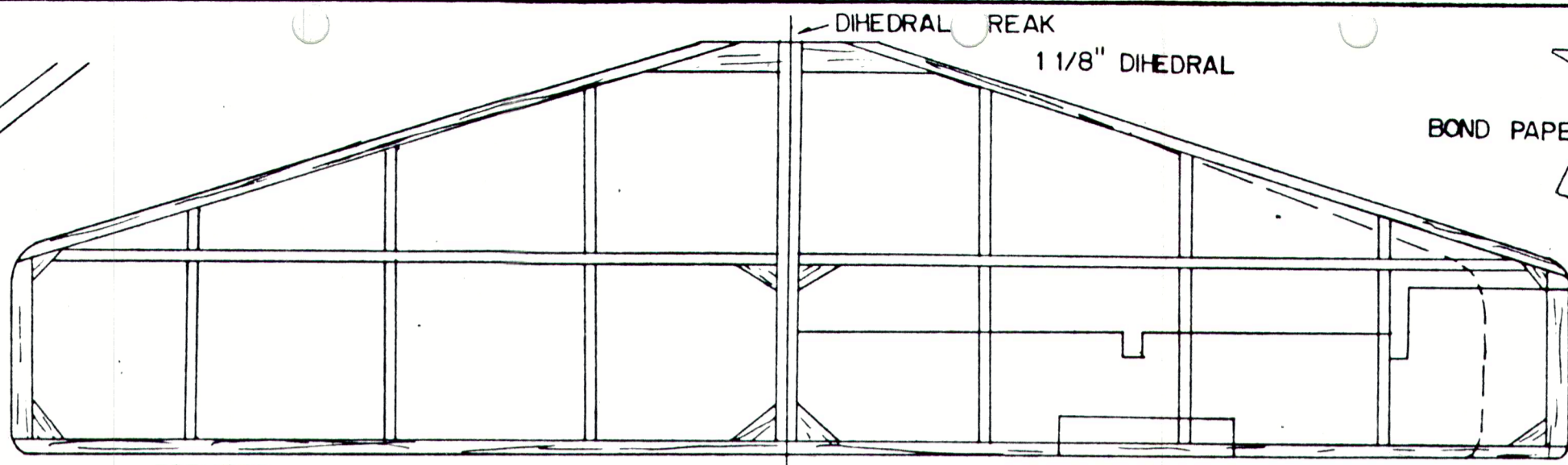
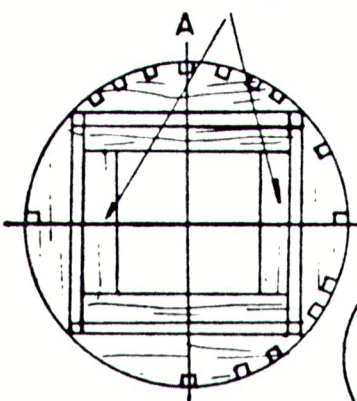
MAY '89
JUNE

max-fax



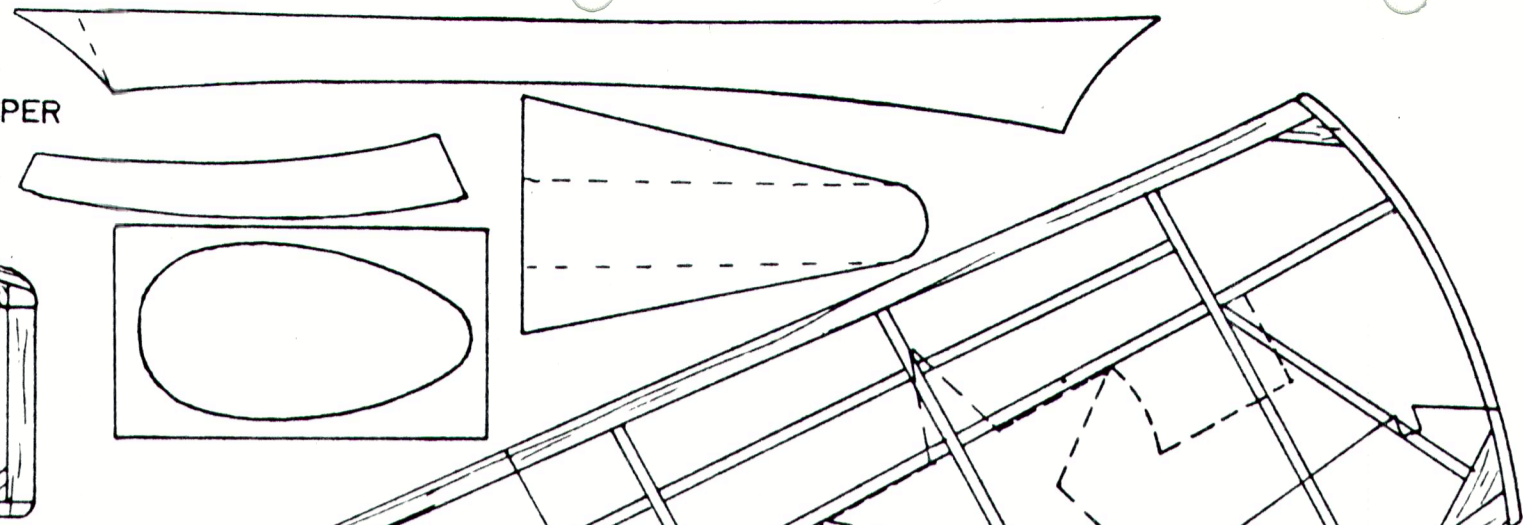
Smith

FILL WITH SCRAP FOR 3/4" SQ

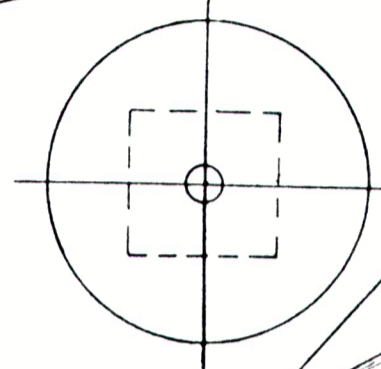
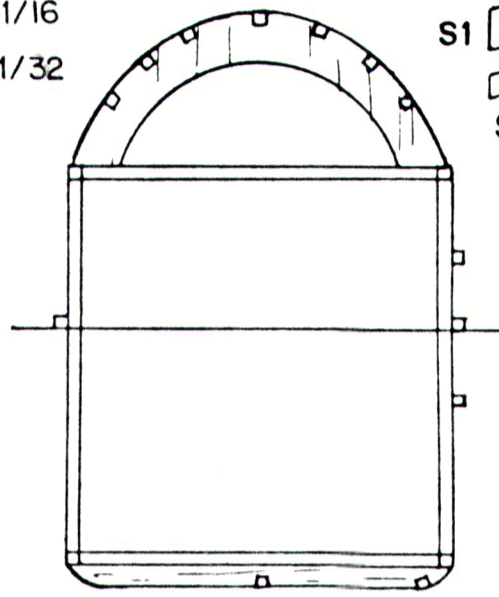
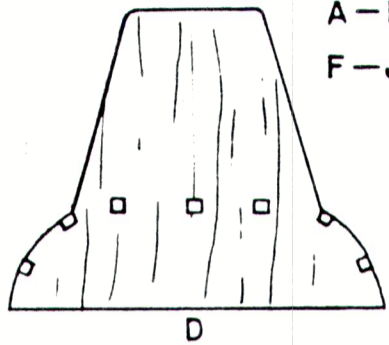
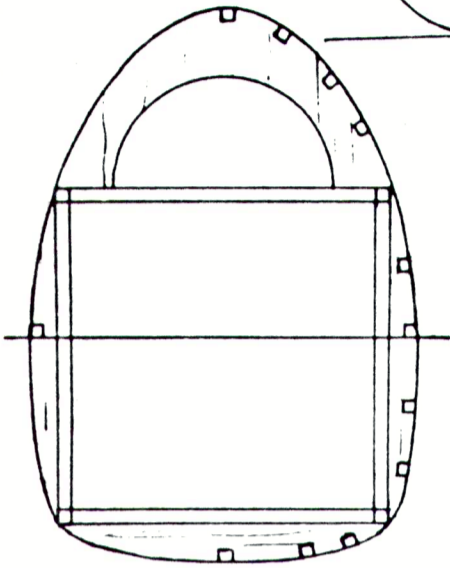


DIHEDRAL BREAK
1 1/8" DIHEDRAL

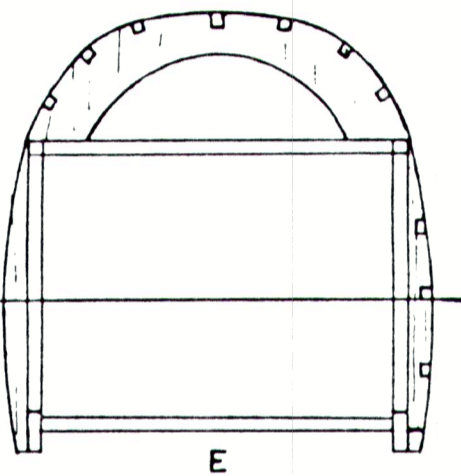
BOND PAPER



FORMERS
A-E: 1/16
F-J: 1/32



DIHEDRAL BREAK

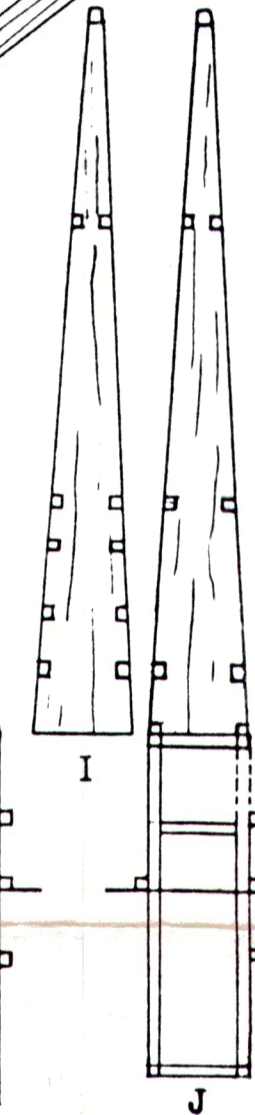
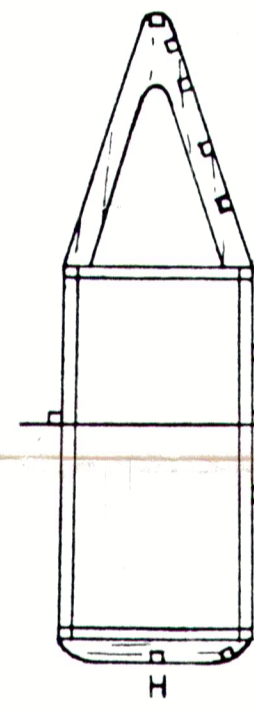
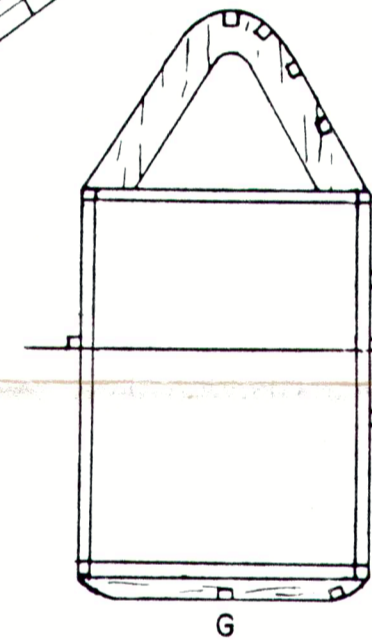


1/8" LEADING EDGE

1/16" TURBULATOR

SPAR:
1/16" SHEET
7/16" HT. AT ROOT
1/4" HT. AT TIP

USE 4-6 LB. Balsa.



WASH-IN 3/32"

3/32 X 3/16 TRAILING EDGE

INDEX PAPER

1/16 SHEET FILL
A-C

1 7/8" DIHEDRAL



SKYSHARK
DOUGLAS XA2D-1
22 3/4" WS 66 SQ. IN.

REFERENCES

THE BEST OF SCALE MODELER, WINTER '75
THE FIRST COMBAT PLTS, 1945-60. AIR CLASSIC SPECIAL

DOTS INDICATE BASIC BOX

POWER: 8" PECK P.P., 2 LOOPS 1/8" FAI RUBBER, 26".

12/10/88
DAVID G SMITH