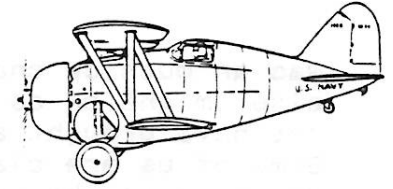
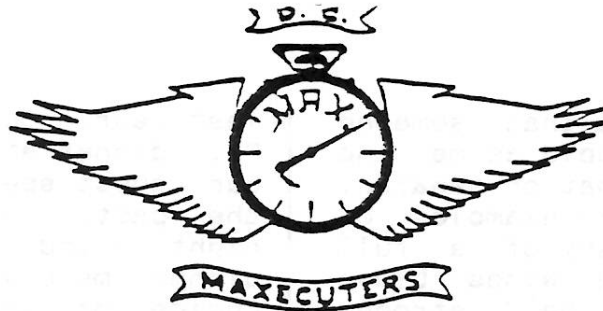


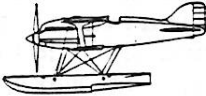
XBY-1 — Consolidated Bomber



F2F Single-Seater — 1932

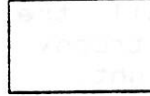


Curtiss R2C-2 (F2C-2)

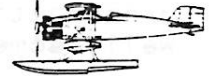


Curtiss R3C-1 (F3C-1)

DUES DUE



Vought VE-7SF



Curtiss TS-1 (FC-1)

NOVEMBER/DECEMBER 1990

UPCOMING EVENTS

- November 3 : Indoor Contest at PAX River. See Flier this issue.
- November 17 : Bull Session at Ray Rakow's, 7:30 PM.
- November 24 : Indoor flying at Farquhar School, 4:00 to 7:00 pm
- December ????? : Christmas Banquet. See Club News.
- December 15 : Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- December 22 : Bull Session at Don Srull's, 7:30 PM.
- December 29 : Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- January 12 '91: Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- January 19 '91: Bull Session at Jerry Paisley's, 7:30 PM.
- January 26 '91: Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- February 9 '91: Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- February 23 '91: Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- March 9 '91: Indoor flying at Farquhar School, 4:00 to 7:00 pm.
- March 30 '91: Indoor Contest at PAX River.

CLUB NEWS ALLAN SCHANZLE

ONCE AGAIN
THE DREADED RED "X" IS IN
A NEW LOCATION

Yips, did I ever catch flack about putting the Dreaded Red "X" on the envelope! Seems as though the natural reaction is to immediately toss the envelope, and then there is no reminder that dues are due. Soooooo, in an attempt to rectify this situation, we will again relocate that most important piece of modeling memorabilia onto this page and introduce a minor change in format. Because the mailing label is now on the envelope, we have access to half of the cover page. This is where you will find the address of the club Treasurer, to whom you mail your dues.

THE SUMMER FUN FLY

Call me a fortune teller, soothsayer, mystic, or anything else, but the changing of the date for our Summer Fun Fly from Saturday to Sunday had all the appeal of a grandiose case of hemorrhoids. Saturday was a fantastic day, albeit windy, but the sun was bright and the temperature about 75 to 80 degrees. We had a repeat performance from Mother Nature two days later on Monday. But then there was Sunday. We awoke to wet ground, cloudy skies, and generally raw conditions. The wind was coming from the southeast and blowing directly toward the trees. And it was cold. In fact, by 10 AM I went home to get a coat. I brought 3 of them back, thinking that there

was an outside chance that someone else might be as stupid as me and not have brought a coat or sweater. Some of us are classic examples of being a few bricks shy of a full load. But alas, the winds blew, the clouds and cold held strong, but the rain held off until the presentation of the last trophy. Well, something had to go right.

Check the contest results included in this issue and you won't see flight times over 1 and a half minutes. That's because, by 9:30, the wind increased so much that I declared a max for this contest to be 90 seconds. There were just too many nice models to see them dangling from the top of 80 foot trees. Even so, there were at least 10 models lost to the woodlands, although many of them have since been retrieved.

Special thanks go to Bill Ceresa for making the buttons and getting the engravings made for the plaques. Tom Schmitt, Dan Driscoll, and Ernie Greene did yeoman duty at the judges table. And Rich Hensel offered large volumes of help at the registration table. Thanks, lads, and to all 35 of you contestants who braved the rather nasty weather.

THE CHRISTMAS BANQUET

The annual MAXECUTER Christmas Banquet will be held on Sunday, December 9, at the Manor Country Club. This is the same location as

last year. Open bar begins at 6:00 PM, dinner at 7:00, and a talk by our guest speaker at 8:00. As in the past, gals, wives, and one night stands are welcome. The dinner menu will consist of your choice of chicken or beef. The prices at the time of this writing have not been finalized, but will be between 20 and 25 dollars per person, complete. To make a reservation, call Pat Daily at (301) 871-7709. The room can accommodate only 40 people, so the first 40 reservations will be the lucky ones.

A FREEBIE OFFER

Larry Kruse has made a kind offer to send a Xerox copy of a photo of the Miller Zeta featured in the last issue of MAX FAX. Send a self addressed and stamped envelope to him at 1801 N. Kansas, P.O. Box 1137, Liberal Kansas, 67901.

THIS ISSUE

The feature plan for this issue is by the Editor, and yes, it's another of those obscure German aircraft of the 1930's. It was made by Siebel Aircraft Works in 1938 and called the Siebel Si 202b Hummel. In addition to this plan, you will find the results of the Summer Fun Fly, photos by Tom Schmitt, and a whole slug of aircraft manufacturer logos. Enjoy.

AIRCRAFT LOGOS

Here is the key for the logos shown in this issue. If you know the colors, let us know and we will publish the list in a future issue.

AIRCRAFT MANUFACTURERS

Aeromarine-Klemm Corp.	31
Aeronca (Aeronautical Corp. of America)	14
Alexander Aircraft Co.	52
American Eagle Aircraft Corp.	37
Amphibions, Inc.	44
Autogiro Company of America	33

Bellanca Aircraft Corp.	35 and 56
Bird Aircraft Corp.	25
Boeing Airplane Company	11
Burnelli Aircraft Corp.	40
Curtiss (Military Planes)	29
Curtiss-Wright	18
Curtiss-Wright Flying Service	39
Davis Aircraft Corp.	21
Douglas Amphibion	
Fairchild Aviation Sales Corp.	6
General Aviation Corp.	16
Granville Brothers Aircraft Co.	30
Great Lakes Aircraft Corp.	23

ALLAN SCHANZLE

This little Hummel is indeed a real hummer. As far as I know, it has no ancestry to the Hummel statues, but it sure is statuesque. And it's different. I'll be surprised if anyone out there has ever heard of Siebel aircraft, much less the Siebel Hummel Si 202. But trust me. It'll fly with the best of 'em if you keep it light. Mine came out at 31 grams, including a Brown Peanut A-23 CO₂ engine, a 7" North Pacific Seek Streak prop, and an empty 4 cc tank. That also includes a gram of, oh dear, this hurts to say, tail weight.

A few notes are in order about the plans. First, the C/G is not shown on the drawing (I forgot), but the current location is 7/8 of an inch behind the leading edge of the root chord. The second note is that in the trimming process, the model required more angular difference than shown on the plans. I simply added more negative angle of attack to the whole stab/elevator unit. Finally, the plans show a piece of 1/8" balsa behind the engine backplate. What's this, I hear you say. Well, as usual, the designer has a reason for his actions, and mine was to include in the design the capability to install a 4 or 6 cc tank. Since the nose of this little Hummel is rather sharp, the front fuselage former has to be a tad farther back than usual to accommodate the diameter of the tank. And that means the engine has to be moved forward to permit the prop to clear the front of the cowling. Don't try to understand all this gibberish, just build it according to the plans, and you'll see what I mean. I opted to move the engine forward with the sheet of 1/8" balsa, but you may want to try to build an extension for the prop shaft. Check the schematic drawing on the plans to see the engine mounting technique. While this takes an inordin-

ate amount of time, it is well worth every minute, since it permits complete removal of the engine and tank with minimal effort. I had to do this at this year's FAC NATS, where the weather required a bit more rpm's than usual. This meant the model could not get the maximum flight time with a 4 cc tank. It took 10 minutes, at most, to insert a 6 cc tank, which gave a flight time of well over 3 minutes.

OK, so much for the construction details. How 'bout the real aircraft? From one of the references on the plan, I've translated the following information.

"The Siebel Aircraft Works Hanger was established in the year 1936 and in a short time made a very good name for itself when Chief Designer Friedrich Fecher designed the Fh 104 and Si 204 twin engined touring aircraft. Then a small and inexpensive single engined 2 seater sport aircraft, the Si 202 Hummel, was developed entirely of wood. Special effort was put in the flight characteristics so that even inexperienced pilots could fly this plane safely and reliably. On May 27 1938, the Si 202 Hummel made its first successful test flight with a 60 HP Hirth in-line engine. With a 50 HP four cylinder Zündapp Z 9-92 engine, flight captain Ziese set two new high altitude world records on January 31 1939 and February 3 1939. He reached 5982 meters with two people onboard and 7043 meters with one person. Shortly thereafter, the Hummel reached 7500 meters. In 1939, the small Siebel Si202 placed first in many endurance flights at air races and safety competitions. In addition to the Hirth and Zündapp motors, the very fine Salomon 9 cylinder engine, popular among German sport fliers, was also installed."

PHOTO PAGES

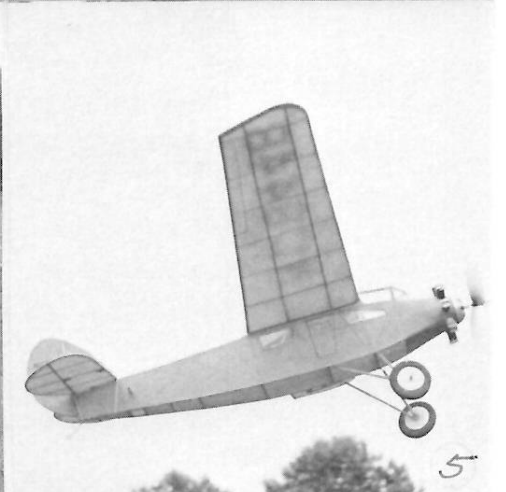
1. A great flying CO2 powered Siebel Hummel by Allan Schanzle is the subject of another terrific fold out plan for this issue.
2. Allan's clan came to our September Fun Fly to cheer the CD on. Patrick cannot believe what is going on!
3. Yuri from Moscow (Russia) visited Shangrila with Rolfe Gregory this past summer. He confirmed the lines are very long at their McDonalds.

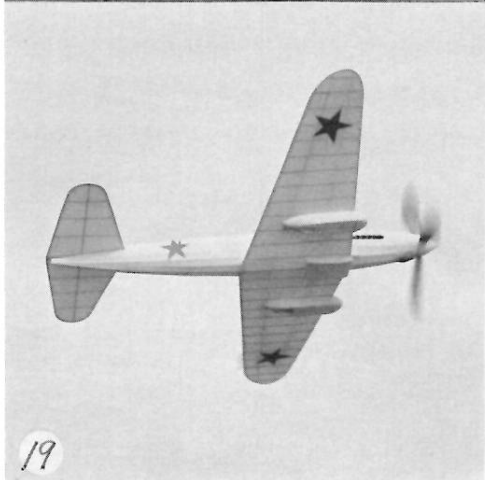
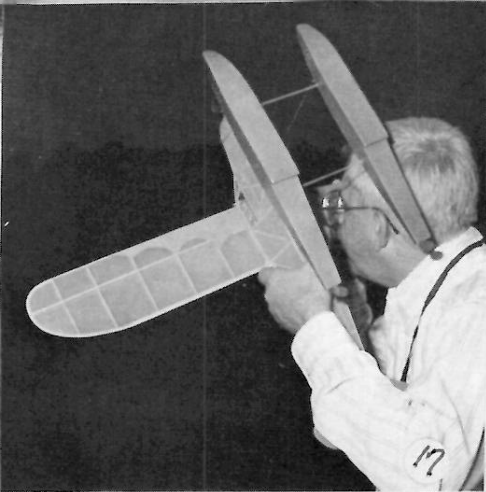
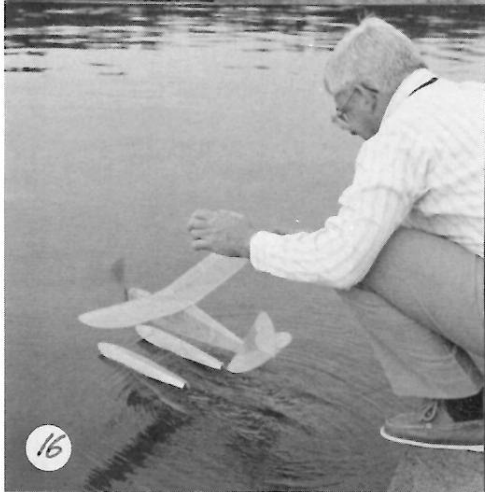
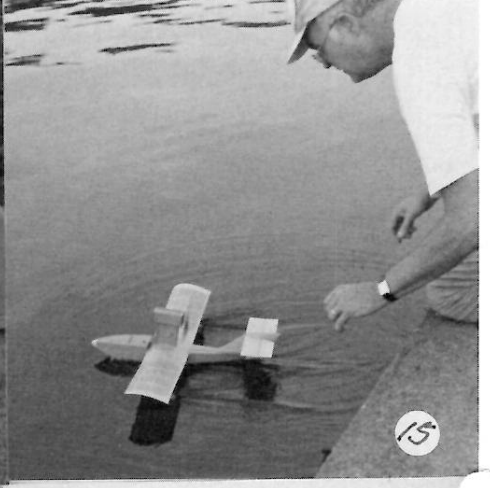
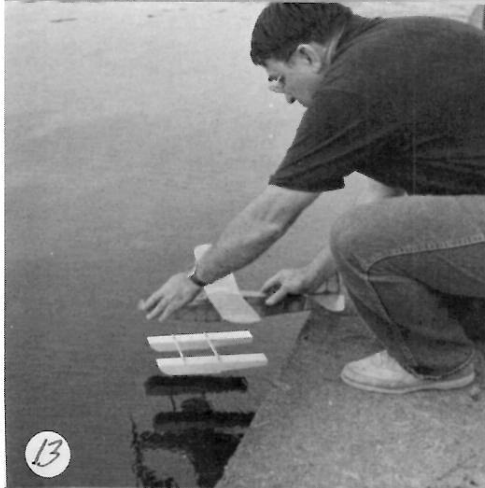
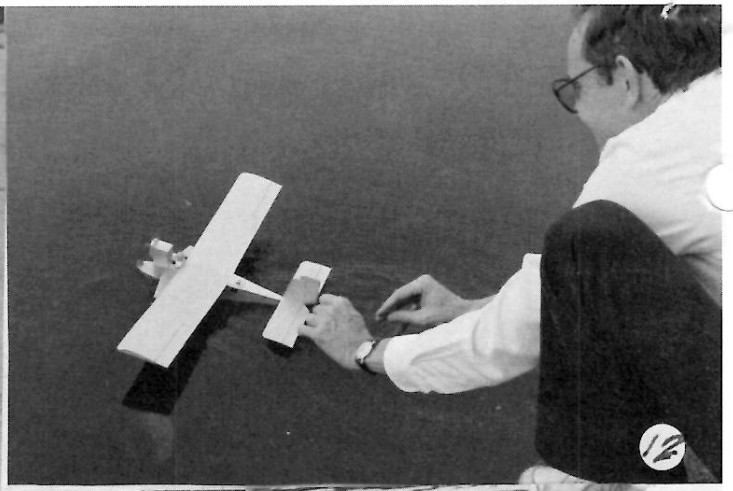
THE SEPTEMBER SUMMER FUN-FLY
4. Our outgoing prexy decides to clean house (COMSAT) in a big way. The new TREASURER said no to "porta-potties" this year.
5. Rolfe Gregory's salute to Howard McEntee is this a high flying bright orange Cessna AW of Howard's from a 1932 MAN.
6. Tom Odom came up from North Carolina and enjoyed the affair until one of his aircraft disappeared over COMSAT's infamous Oaks.
7. Claude Husted visited from Delaware and brought along several great aircraft such as his Corben seen here.
8. The "Battle of Britain" begins. Pat Daily's great flying Hurricane powered by a prototype Hi Line electric MINI MERLIN 12
9. Lucky for us, Stew Meyer's birthday coincided with our Fun-Fly date. Carole brought along this tasty cake for the gang.
10. One for Ripley.... Marty Schindler preparing for the SAM Champs.

DAVE REES' BIG SPLASH IN NORTH CAROLINA LAST MONTH
11. Dave in the recovery boat with the seaplane squadron.
12. Dave launching his Delphin enlarged from Walt Mooney plans and powered with a Hi Line electric motor. It made a great takeoff and long high flying flight after bouncing off a power boat wave.
13. Stew Meyer launching his ASW Moth. Wish we had some video of the fun!
14. Chuck Wojtkiewicz and his very pretty Curtiss triplane from Bill Noonan's plans. Did you ever see a triplane seaplane loop on takeoff?
15. Tom Savage and a Hi Line powered Osprey could not get off the water but flew great the next day at the Kudzu contest.
16. That ole salt Capt. Daily launching his Pacific Ace.
17. Pat rendering mouth-to-mouth (wing) resuscitation after a long drink of water. A little more dope next time Pat.
18. Another Hi Line electric powered flying boat. This one is an enlarged version of Walt Mooney's Libelle by Don Srull.
19. Tom Odom great flying Stormavik. Together with Dave, Tom is a mover in obtaining the terrific flying site for the Kudzu contests.
20. Dan Driscoll with his proposed "ONE-DESIGN" for next year's Maxecuter fun. Alas no more after its third flight at the Kudzu bash, and Dan will not build another! Get on his case gang, it is a great flyer!
21. Al Lidberg's latest effort seen here in the hands of his daughter. It is a very pretty GLENN BEETS SPECIAL GB-1 (homebuilt design) for rubber, CO2 or electric power, 1" = 1' scale with a 25" wingspan. Great plans with documentation for \$6.00 postpaid including catalog from Al at 614 E. Fordham, Tempe, Arizona 85283. Catalog alone \$1.00.

<p>Haller-Hirth Sailplane Co. 5</p> <p>Heath Aircraft Corp. 26</p> <p>Kellett Autogiro Corp. 27</p> <p>Kohler Aviation Corp. 28</p> <p>Lockheed Aircraft Corp. 64</p> <p>Lockheed Sirius 66</p> <p>Monocoupe 34</p> <p>Nicholas-Beazley Airplane Co. 4</p> <p>Northrop Aircraft Corp. 48</p> <p>Rearwin Airplanes, Inc. 58</p> <p>Sikorsky Aviation Corp. 46</p> <p>Spartan Aircraft Co. 62</p>		<p>Stearman Aircraft Co. 43</p> <p>Stinson Aircraft Corp. 36</p> <p>Vought Corsair 19</p> <p>Waco Airplane Corp. 51</p> <p>Whittelsey-Avian Corp. 45</p> <p style="text-align: center; padding-top: 10px;">TRANSPORT LINES</p> <p>American Airways, Inc. 38</p> <p>American Airways, Inc. (Full Title) 49</p> <p>Bowen Lines 2</p>
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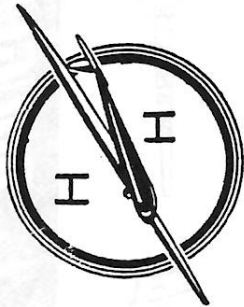
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32

Monocoupe

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37



35

BELLANCA

Curtiss Wright
FLYING SERVICE

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41

Transamerican Airlines Corp.



42



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INTERISLAND AIRWAYS 48

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AMERICAN AIRWAYS

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The Rearwin
JUNIOR

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GOODYEAR



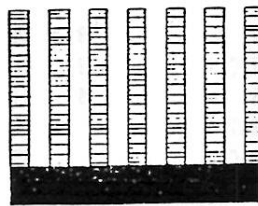
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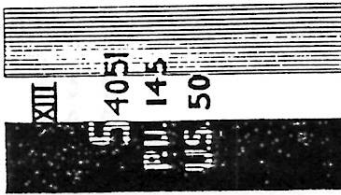
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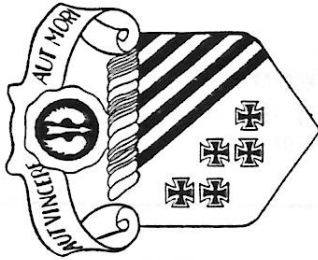
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63 LOCKHEED SIRIUS

66



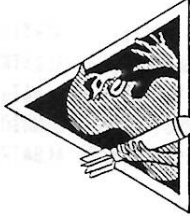
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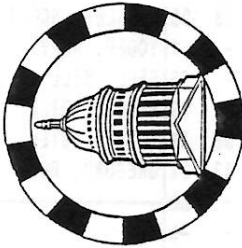
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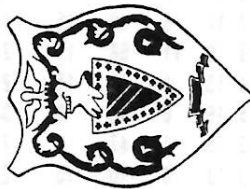
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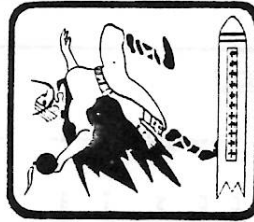
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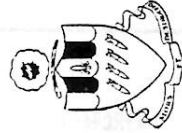
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SUMMER FUN FLY 1990

		FAC SCALE								
NAME	AIRCRAFT	-----STATIC-----				--FLIGHT--			S	
		C	C	W	T	B	F	F		F
		O	O	O	O	O	L	L	L	R
		N	L	R	T	N	T	T	T	E
		S	O	K	A	U				
		T	R		L	S	1	2	3	
1. REES, DAVE	COLIBRI	28	18	11	57	10	80	-	-	137
2. HALLMAN, TOM	NICHOLAS BEASLY NB3	28	19	12	59	10	55	70	-	134
3. SRULL, DON	CURTISS HELLDIVER	19	14	9	42	15	90	-	-	132
4. DAILY, PAT	CORBEN SUPER ACE	22	17	8	47	3	53	85	61	123
	DAILY, PAT	25	18	11	54	15	26	30	47	116
5. CORNELIUS, DAL.	MR. SMOOTHIE	23	17	9	49	5	56	50	58	112
	CORNELIUS, DAL.	23	15	7	45	10	53	45	38	108
6. YODER, MARV	SE5A	17	17	6	40	15	48	-	-	103
7. PAISLEY, JERRY	BEECHCRAFT 17B	28	19	11	58	15	22	-	-	95
8. HOUCK, JOHN	SPERRY MESSENGER	26	13	9	48	15	26	-	-	89
9. BELL, BILL	INTERSTATE L-6	25	15	8	48	0	30	31	36	84
	BELL, BILL	23	15	9	47	0	25	37	33	84
10. YODER, MARV	ALBATROS DV	21	13	6	40	15	25	-	-	80
11. GREGORY, ROLF	INTERSTATE CADET	18	17	8	43	0	32	-	-	75

		WW-I				P
NAME	AIRCRAFT	ROUND ELIMINATED				
		1	2	3	4	L
						A
						C
						E
FLIGHT A						
REES, DAVE	MARTINSYDE S-1				X	3
PAISLEY, JERRY	ALBATROS DIII	X				
DAILY, PAT	ALBATROS DIII	X				
HOUCK, JOHN	HANRIOT HD1	X				
POWELL, CLAUDE	ALBATROS DV					1
FLIGHT B						
PAISLEY, SCOTT	SE5A	X				
YODER, MARV	SE5 A	X				
BELL, BILL	ALBATROS DV	X				
ROEDEL, BILL	PFALZ D 12	X				
MEYERS, STEW	FOKKER D7		X			
GREGORY, ROLF	DH 6				X	2

		POWER SCALE								
NAME	AIRCRAFT	----STATIC----				-FLIGHT (SEC)-			S	
		C	C	W	T	B	F	F		F
		O	O	O	O	O	L	L	L	R
		N	L	R	T	N	T	T	T	E
		S	O	K	A	U				
		T	R		L	S	1	2	3	
1. REES, DAVE	COLIBRI	29	19	12	60	10	90	-	-	138
2. SCHANZLE, ALLAN	SIEBEL HUMMEL	28	19	11	58	10	90	-	-	136
3. DAILY, PAT	HAWKER HURRICANE	27	19	12	58	10	51	-	-	119
4. CARSON, BUD	JODEL	22	15	8	45	10	67	-	-	114
5. PITTMAN, TERRY	LAVOCHKIN	24	17	7	48	10	17	36	-	94
6. HOUCK, MARK	OSPREY	17	15	6	38	25	27	-	-	90

		GOLDEN AGE				P
NAME	AIRCRAFT	ROUND ELIMINATED				
		1	2	3	4	L
						A
						C
						E
FLIGHT A						
POWELL, CLAUDE	BUCKER JUNGMAN	X				
REES, DAVE	MR. MULLIGAN			X		3
DRISCOLL, DAN	HOWARD					1
DAILY, PAT	CORBEN SUPER ACE	X				
HOUCK, JOHN	GEE BEE D	X				
ODOM, TOM	REARWIN SPEEDSTER	X				
FLIGHT B						
PAISLEY, JERRY	CESSNA C-145	X				
PITTMAN, TERRY	GENERAL SKYFARER				X	2
EVANS, KEN	STINSON JR	X				
YODER, MARV	FAIRCHILD 24		X			
SRULL, DON	LETOV	X				
PAISLEY, SCOTT	REARWIN SPEEDSTER	X				
FLIGHT C						
KRANIS, DAN	TIGER MOTH	X				
LEWARS, JOHN	AERONCA CHAMP	X				
BELL, BILL	MONOCOUE		X			
GREGORY, ROLF	CESSNA AW			X		
ROEDEL, BILL	CORBEN SUPER ACE	X				
SIMPERS, GLEN	TAYLORCRAFT	X				
MEYERS, STEW	CESSNA C37	X				

		EMBRYO ENDURANCE					
PLACE	NAME	AIRCRAFT	BONUS PTS	FLIGHT TIMES (SEC)			TOTAL PTS
				1	2	3	
1.	PAISLEY, JERRY	EMBRYO II	9	90	85	90	265
2.	BUCHANAN, DOUG	EMBROMATIC	9	85	90	87	262
3.	PAISLEY, SCOTT	CHECKERS	6	61	81	28	170
4.	DAILY, PAT	ARISTOCRAT		60	47	65	172
	DAILY, PAT	PACIFIC ACE		43	32	-	75
5.	DRISCOLL, DAN	1940 FLYING YANKEE	5	26	-	-	26

SUMMER FUN FLY 1990

<u>PEANUT SCALE</u>								
NAME	AIRCRAFT	STATIC RANK	-----FLIGHT-----					TOTAL RANK
			(SEC.)					
			F	F	F	B	R	
			L	L	L	E	A	
			T	T	T	S	N	
							T	K
			1	2	3			
1. ODOM, TOM	CHAMBERMAID	3	90	-	-	90	1	4
2. REES, DAVE	COLIBRI	1	55	41	-	55	5	6
3. CORNELIUS, DAL.	MR. SMOOTHIE	3	60	58	70	70	3	6
4. SRULL, DON	FRED	6	78	68	-	78	2	8
5. DAILY, PAT	FOKERT TOOTS	2	50	32	-	50	7	9
6. BUCHANAN, DOUG	FAIRY JR.	6	56	-	-	56	4	10
7. POWELL, CLAUDE	JODEL	5	37	37	35	37	8	13
8. YODER, MARY	WHITTMAN TAILWIND	7	52	-	-	52	6	13
	DAILY, PAT	2	22	-	-	22	12	14
9. DRISCOLL, DAN	DEFENDER	4	29	23	23	29	11	15
10. KRANIS, DAN	WACO	5	20	34	24	34	10	15
11. HOUCK, JOHN	DAYTON-WRIGHT	7	36	-	-	36	9	16
12. KLEINERT, RANDY	ANDREASSON	4	20	-	-	20	13	17

<u>WW-II</u>						
NAME	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
FLIGHT A						
REES, DAVE	FAIRY FULMAR			X		3
HOUCK, MARK	P-51A	X				
ODOM, TOM	HELLCAT				X	2
POWELL, CLAUDE	HURRICANE	X				
SIMPERS, GLEN	MACCHI 202	X				
CORNELIUS, DALLAS	FW TA 152	X				
FLIGHT B						
SRULL, DON	HE 112					1
ROEDEL, BILL	SPITFIRE	X				
KLEINERT, RANDY	HELLCAT	X				
DRISCOLL, DAN	HE 109	X				
LEWARS, JOHN	FW TA 152			X		

<u>THE RACES</u>						
NAME	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
FLIGHT A						
DAILY, PAT	FOLKERTS TOOTS					1
SRULL, DON	FIRECRACKER	X				
ODOM, TOM	CHAMBERMAID	X				
POWELL, CLAUDE	SUZY		X			3
GREGORY, ROLF	SUZY			X		2
CORNELIUS, DALLAS	MR. SMOOTHIE	X				
MEYERS, STEW	SUZY	X				

<u>HAND LAUNCH GLIDER</u>								
PLACE	NAME	FLIGHT TIMES (SEC)						BEST
		1	2	3	4	5	6	
1	KLEINERT, RANDY	49	64	33	90	21	43	203
2.	SCHICK, BOB	90	25	25	44	22	33	167
3.	SIMPERS, GLEN	24	42	24	73	30	21	145
4.	FLESHER, ALVIN	30	45	41	21	-	-	116
5.	HOUCK, MARK	20	23	25	17	27	9	75

The "B" Line (Braniff Airways, Inc.)	24
Canadian Airways, Ltd.	10
Gilpin Airline	13
Gorst Air Transport	8
Grand Canyon Airlines, Inc.	17
Interisland Airways, Inc.	47
Maine Air Transport Co.	22
Martz Airlines	9
National Air Transport Co.	55
National Park Airways, Inc.	50
Northwest Airways, Inc.	32
Pan American Airways, Inc.	15
Pennsylvania Airlines, Inc.	53
Rapid Air Lines Corp.	12
Royale Line, Inc.	20
Transamerican Airlines Corp.	42
Transcontinental & Western Air, Inc.	3
Western Air Express	54
Wilmington-Catalina Airlines, Ltd.	7

<u>MISCELLANEOUS</u>	
Aeronautical Chamber of Commerce	60
Goodyear Rubber Co.	59
Manufacturers Aircraft Association	61
The Texas Company	1
Wright Aircraft Engines	57

MEMBERSHIP, MEETINGS, AND
CLUB OFFICERS

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 year and month of the last issue of your current membership. A red X on page 1 is a reminder that your dues are due. 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

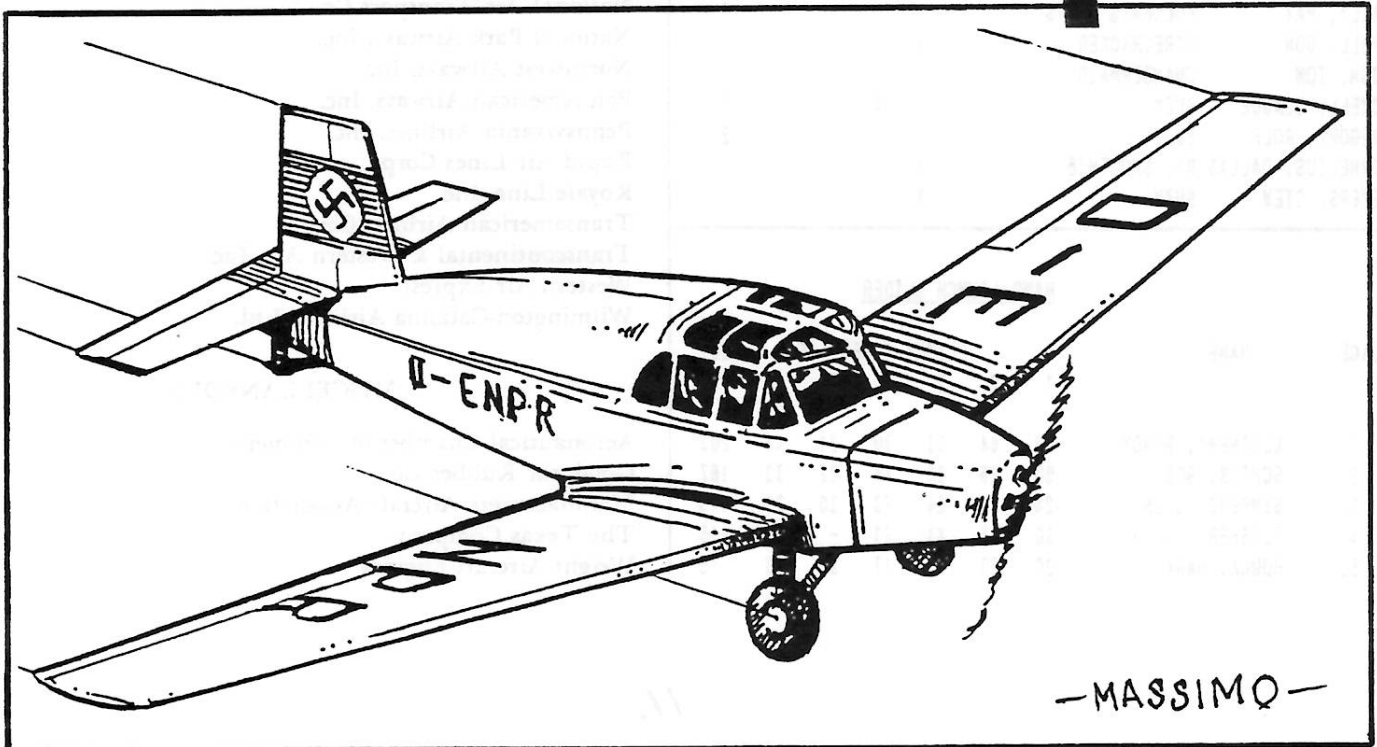
Ernie Greene
8103 Falstaff Rd.
McLean Va 22102

TREASURER

Scott Paisley
20 Clearwater Ct.
Damascus MD 20872

NOV/DEC 1990

max-fax



INTERNATIONAL DESIGNATIONS
ON TOP AND BOTTOM

1/4 x 3/16 L.E.

1/20 x 1/16 SLICED RIBS

SLOTS TO HOLD
L.G. STRUTS

3 LAMINATION, 1/16 SQ.

WING SPAR, 1/32 BALS

WING WALK, BLACK TISSUE

4 AND 5, MAKE FROM 3
LAMINATIONS OF BASS WOOD

6 - 1/16 SHEET
7
8
9
10 } 1/32 SHEET

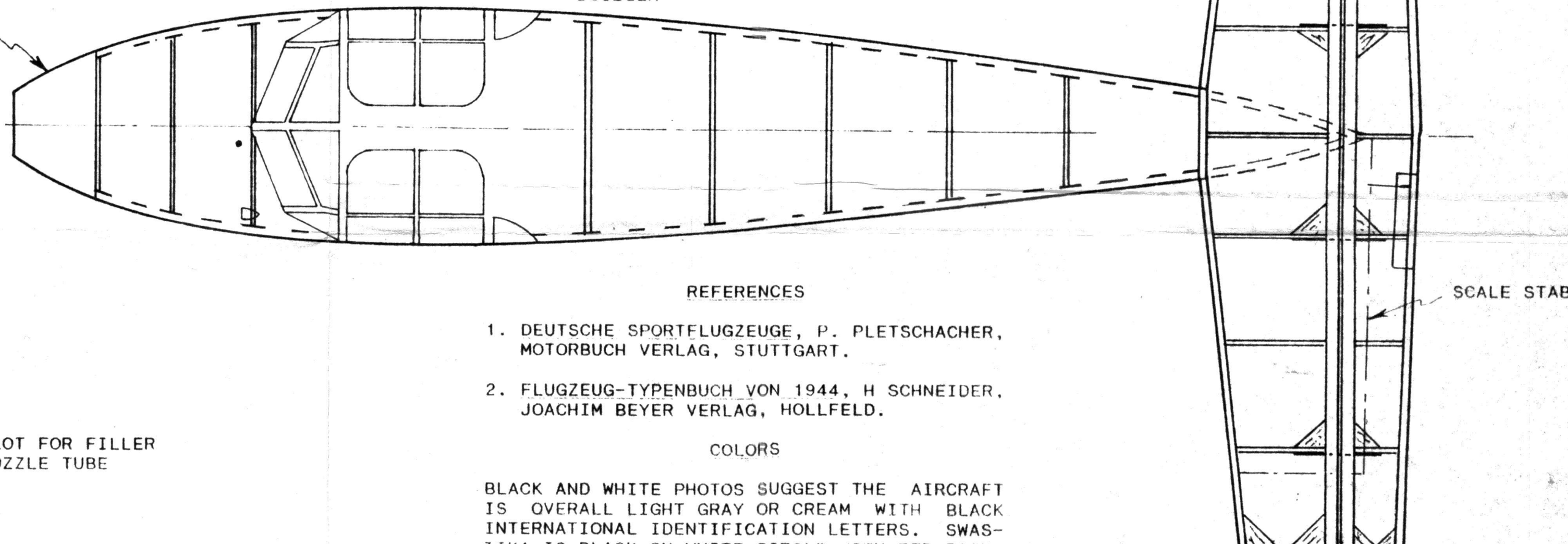
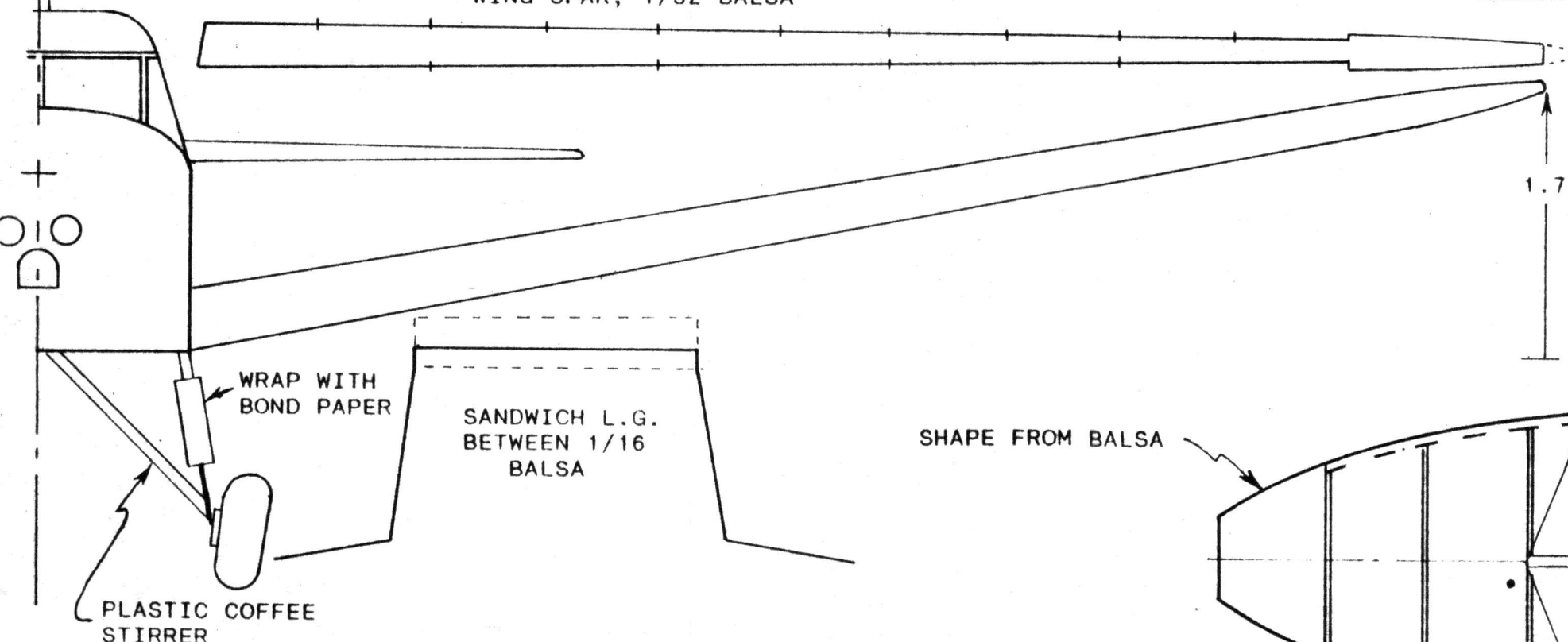
1/64 PLYWOOD
DOUBLER

COPPER WIRE
HINGES

1/20 RIBS

1/8 SQ. SPAR
TAPERED

SCALE STAB

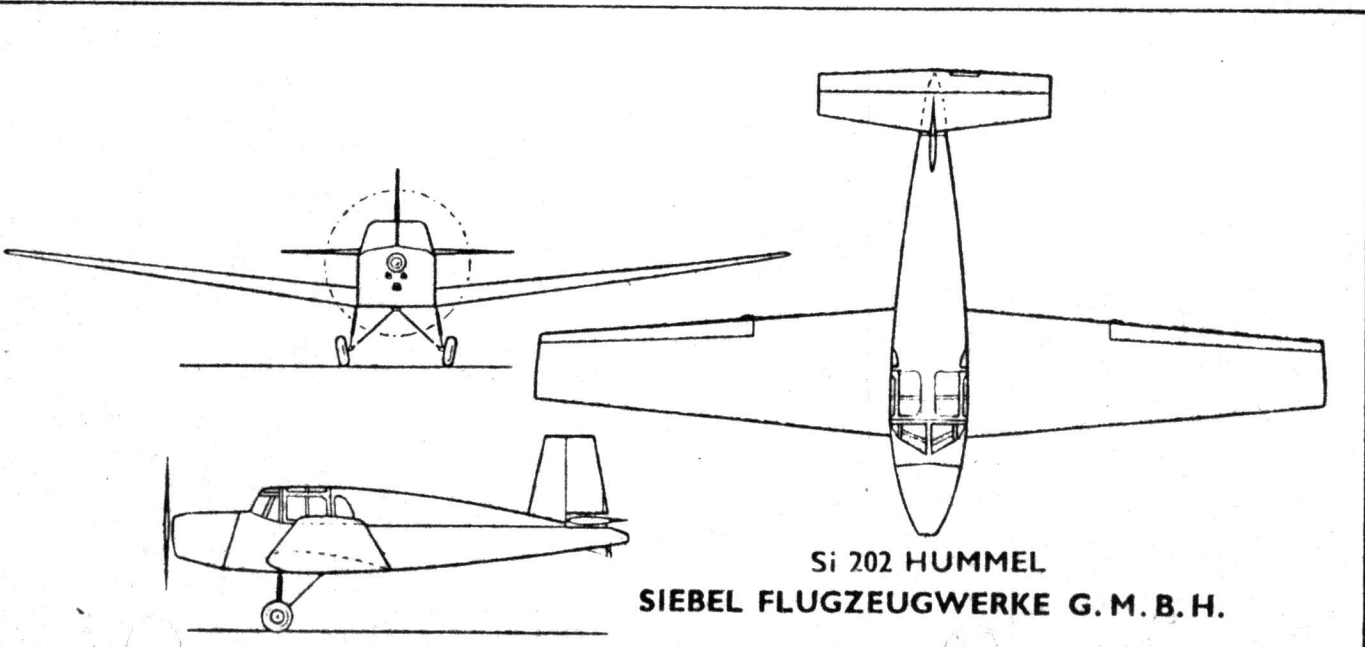
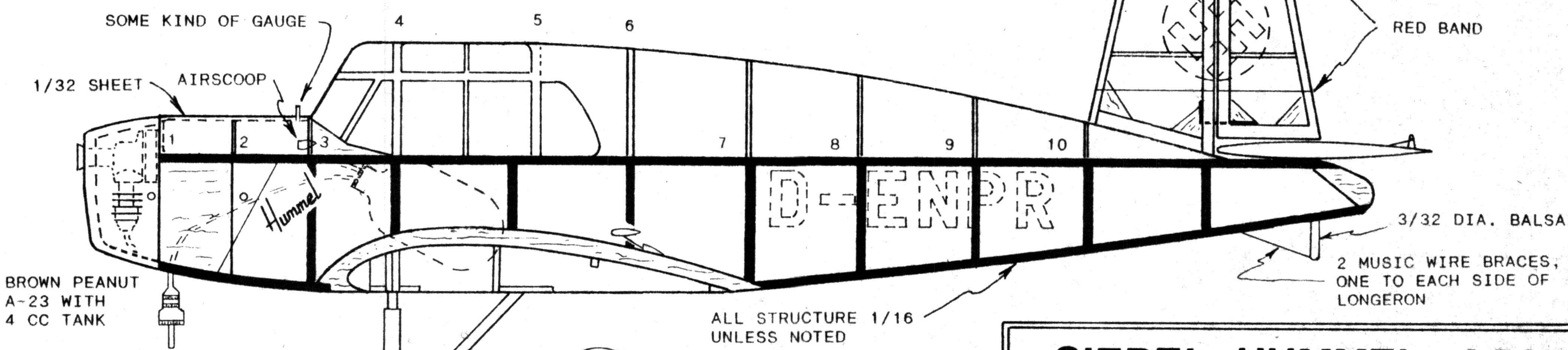
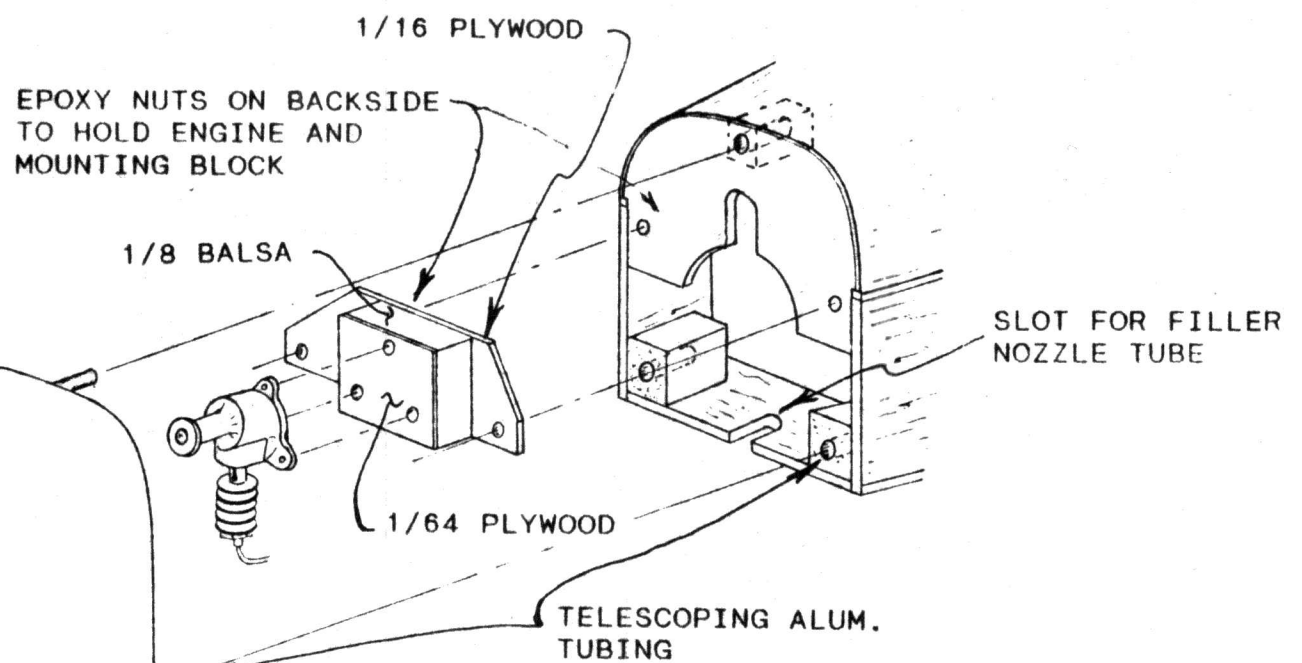


REFERENCES

1. DEUTSCHE SPORTEFLUGZEUGE, P. PLETSCHACHER, MOTORBUCH VERLAG, STUTTGART.
2. FLUGZEUG-TYPENBUCH VON 1944, H. SCHNEIDER, JOACHIM BEYER VERLAG, HOLLFELD.

COLORS

BLACK AND WHITE PHOTOS SUGGEST THE AIRCRAFT IS OVERALL LIGHT GRAY OR CREAM WITH BLACK INTERNATIONAL IDENTIFICATION LETTERS. SWASTIKA IS BLACK ON WHITE CIRCLE WITH RED BACKGROUND STRIPE.



BROWN PEANUT
A-23 WITH
4 CC TANK

ALL STRUCTURE 1/16
UNLESS NOTED



SIEBEL HUMMEL 202
Allan Schanzle
April 1990