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DUES \$6.00 per year

ALSO BLUE FLIGHT-POTOMAC PURSUIT SQUADRON-F.A.C. NEWS

"MEETING AT COLLEGE PARK AIRPORT -- THE NATION'S OLDEST"

"MAX FAX"

OCTOBER-NOVEMBER 1978

NEXT MEETING OF THE MAXCUTTERS WILL BE NOV 1 and DEC 6 at COLLEGE PARK --please try to come as we will be showing some nifty movies and slides at both meetings.

CONTEST SCHEDULE

INDOOR SCHEDULE AT KENNEDY IS ATTACHED TO THIS ISSUE --USE IT!

Nov 3 -- World War I Combat at Kennedy --any size or shape.

Jan 12 -- World War I Combat at Kennedy

February--date to be announced--Andrews AFB--6th Annual East Coast Indoor Scale Contest events will include AMA and FAC Scale, FAC P-NUT, WWI and SPANISH FLY ERA Combat, No-Cal. More on this is to be announced later.

March 4 -- Lakehurst Blimp Hangar--SOTS FAC - AMA Indoor Scale contest.

Summer 79 -- July -SOTS outdoor scale FAC-AMA contest -mor later

June 79 -- G.H.Q. F.A.C. spring contest at Durham, Conn.

August 79 -- D.C. Maxcutters late Summer Fun FLY.

CLUB NEWS by Pat Daily

Very recently a good friend of the Maxcutters and all scale modelers passed away after a long illness. Tom Mountjoy, one of our very own, is no longer with us and will be missed by all who knew him or his many published articles on scale models. His passing leaves us with an empty feeling and reminds us all to enjoy modeling whenever we can, for we never know just how much of it the Good Lord intended for us to do.

In this issue of MAX FAX is graced with another beautiful drawing by MAX, the mysterious Maxcutter Ace, flying a Nieuport 17. MAX tells me that he is flaming an Albatross, but it looks like a LACEY to me! This issue contains plans to that nifty Nieuport by Stew Meyers, along with plans to Don Srull's NIT embryo endurance job, C.A.V.U. by Rolfe Gregory, Contest Results and assorted goodies for all you rabid Maxcutters. Also, note well a notice of the dues and what they cover.

— Please Note ↓ —

OLD MAXCUTTERS PLEASE PAY YOUR DUES IF YOUR ISSUE HAS THE DUES CIRCLED IN RED SEND YOUR CHECK OR CASH TO PAT DAILY OR RAY RAKOW -- WE NEED YOUR BUCKS!

OFFICER NOMINATIONS AND ELECTIONS: Your friendly nominating committee has nominated the following individuals for the officership in the 78-79 term for the D.C. Maxcuters:

ALLAN SCHANZLE for President
George Leffler for Treasurer
Jim Wray for Secretary

Elections will be held by voice vote after any additional nominations from the floor are made at the next meeting on Nov. 1. Only members actually in attendance will be allowed to vote.

D.C. MAXCUTERS STATEMENT OF MEMBERSHIP ETC.

NOTE WELL NOTE WELL WELL NOTED!

This notice is to inform all who pay their \$6 annual dues to the D.C. Maxcuters just what they are paying for! The \$6 buys you one year's worth of membership in the D.C. Maxcuters Model Aircraft Club and all rights associated with it. IT DOES NOT BUY YOU A NEWSLETTER SUBSCRIPTION. We do however put out a newsletter on a semiregular basis that is being sent to all dues paying members. If, by chance, we go broke or if the newsletter editor gets lazy (I already am) or quits (I might), we will not be obligated to send out newsletters to anyone. We will not incur any obligations to publish a newsletter, but will certainly try to continue publishing as long as the volunteers that do it continue to do it.

CLUB PARTICIPATION: While on the subject of volunteers, I would like to urge, cajole, threaten or whatever else it takes to get more members to start attending club meetings. The last 3 meetings have had a grand total of about 10 members present each time. Over 70 people belong to D.C. Maxcuters--remember this is a CLUB not a NEWSLETTER MAILING LIST. Also, it would be thrilling to see some of you guys out there do some volunteer work for the CLUB once in awhile. I'm sure you'll hear more about this from Allan.

WILLY MESSERSCHMITT PASSES AWAY-- recently Willy Messerschmitt died at a ripe old age. He was certainly one of the premier aircraft designers of the last 50 years, having designed numerous gliders and light planes, the Me 108, 109, 110, 262 etc and several commercial jets.

F.A.C. RULES: in this issue we will present an updated list of the new OFFICIAL F.A.C. rules as updated by G.H.Q. --the most important changes are the deletion of bonus points for raceplanes (as if they needed them) and an increase in bonus points for BIPLANES (yeah) to 15.

NEW MEMBERS- I don't have all your names with me as I type this, but welcome to the D.C. Maxcuters Model Aircraft Club and Happy thermals!

BULL SESSIONS?/ or whatever-- with the advent of cold weather, we will start up our Friday night Bull Sessions. First one at Allan Schanzle's house at 7:30 on Oct 20. The second one at Stew Meyers' house on Nov. 24 at 7:30. Bring your own refreshments.

SYMPOSIUM-- at the Smithsonian National Air and Space Museum-- date-Nov 15, 7:30 PM in the theater--three speakers will be there--Doug Bader ace of R.A.F., Adolph Galland Luftwaffe ace, and Stan Tuck R.A.F. ace will answer questions etc.

D.C. MAXECUTERS SUMMER FUN FLY -- report by Pat Daily

August 26 turned out to be a beauty as far as flying goes. Bright sun and very little wind gave old HUNG a chance to snatch several of the Maxecuters finer flyers away forever and tease us abit with some others. We were very fortunate to have some great guys visit us from the Philadelphia area--members of the SOTS-- not drinkers, but members of Scale Old-timers Society. A total of 46 aircraft of various types were entered in the various events. Once again, everyone seemed to have a great time. Special thanks to Allan Schanzle for making the nifty trophies and to Stew Meyers for honchoing the event.

WORLD WAR I RESULTS:

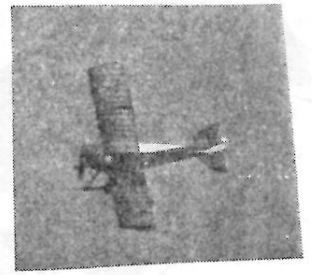
The hot sultry afternoon on the COMSAT front saw 8 little fighters gather to do battle once again. Five of the Kaiser's finest and 3 of the Royal Flying Corps daring pilots dodged and turned, dove and climbed and fired at each other until, when the smoke cleared, only one survivor would be left. Jim Daily, flying the FAC NATS 2nd Place WWI Winner-his feared Green Tailed Albatross DV teamed up with 4 other HUNS, namely brother Pat with his Blood Red Albatross DII, German George Meyers (Philly Phame) flying a nifty Dornier DO-1, Schemeing George Leffler and his veteran Fokker EIII, and finally Herr Stew Meyers and the Green Albatross DII. The Allies were led by FAC NATS 3rd place WWI winner Don Srull's veteran DH-6 along with Bob Lieshman (Filly Flash) and his Bristol Bullet and Big Bill Kalb and another Bristol Bullet. The first heat evened it up a bit for the RFC with Pat and Stew's Albatrossen going down in flames. The second heat knocked out another Kraut when Leffler's EIII fell to the RFC, but Kalb's Bristol was out too! The 3rd heat saw Bob's Bristol down followed by George Meyers DO-1 in the next heat. The classic final heat saw two old enemies fight it out again down to the very end when Jim Daily's high flying DV dove in with locked controls leaving the RFC, led by Leftenant Srull, in command of the COMSAT SECTOR. Well done Don, you should have traded the iron cross in for rondels a long time ago.

WORLD WAR II RESULTS:

Thirteen sleek fighters were entered in this event with the cards stacked against the AXIS Powers 10 to 3. Bob Leishman, flying a Keilkraft Hurricane, Chris Schanzle in a Corsair, Dave Rees (Johnsville PA) flying a good looking Blackburn Skua, Jim Daily with an Aluetian P-40 complete with Skull and a proxy flown Caudron (Jim Daily's flown by Hurst Bowers), George Leffeler and a giant Hellcat teamed with Allan Schanzle's veteran Mig 3 and a trio of P-51's flown by Rolfe Gregory, Stew Meyers and George Meyers. The outnumbered AXIS was represented by Big Bill Kalb's Heinkel HE-100 flying in formation with Don Srull's original He-100 followed up with Pat Daily's FAC NATS 1ST PLACE WINNER Fiat G50. After several preliminary heats, Geo. Meyers and his P51 and Schanzles Mig were all that remained to fly against Srull and Daily's Fiat. Meyers was down next, leaving the Mig to hope for an Allied victory. But alas, the Mig hit a downer on the next flight. Daily and Srull remained, but the Fiats' overheated engine could take no more and broke while winding, leaving Don Srull as the winner. Daily has resolved to retire the Fiat and Don Srull is thinking about it. Schanzle is still bloodthirsty and the Mig is still a force to be reconed with.

CATAPULT RESULTS:

	Times	best	Place
		3	
J. Sites	31-53-51-24-45-53	157	2
A. Schanzle	44 17 55 17 19 16	118	4
R. Gregory	30 18 54 18 64(OOS)	148	3
B. Clarke	34 38 65 54 120(OOS)	239	1
C. Schanzle	32 12 54 (junior-senior)	98total	



HANDLAUNCH RESULTS:

J. Sites	39 43 52 51 31 50	153	1 open
C. Schanzle	37 62 24 23 32 22	131	1 jr-sr

Pat Daily's
Coz Tabloid - winner
of P.A.C. Power Scale
at FAC NATS

CONTEST RESULTS CONTINUED

THOMPSON-GREVE RACE RESULTS: 11 ozone burnin, pylon polishin speed merchants entered the RACES this year. Last year's winner George Meyers was back to defend with his PETE and A. Schanzle entered his Veteran Hughes H1, Pat Daily in a new Toots, Jim Daily with a hot Chambermaid, Hard charging Bill Kalb in a Miss Los Angles, and George Leffler, Stew Meyers, Rolfe Gregory, Ray Rakow and Bob Davis all flying Suzy racers along with Glenn Rakow's Fiercracker comprised the entries. After several hectic heats, including a mid-air with the Hughes, three finalists remained. George Leffler flying a super Suzy and Stew Meyers also flying a high climbing Suzy tangled with Pat Daily's groovin' Toots. Well old George was just too much for Daily and Meyers, winning first hands down followed by Meyers and a distant Daily! Congratulations George. Now if only these feared little racers could manage to perform like this at the next FAC NATS rather than choking as we all did in July!

EMBRYO ENDURANCE RESULTS: This year the FAC Plague has even spread so far as to result in 8 E.E. jobs being entered at our contest. Three of these little beauties flew on out of sight (OOS) helping to relieve the hunger pains of almighty HUNG, God of Thermals!

Name	Times (2 min max) -count best 3 of 4				bonus	points total	place
G. Leffler	120(oos)	120	120(oos)	-	6	366	1
P. Daily	83	-	-	-	5	88	6
D. Srull	120	115	99	113	8	356	2
C. Roth	65	22	99	120	6	290	3
F. Ewing	53	-	-	-	0	53	7
R. Gregory	120(oos)	-	-	-	5	125	4
B. Kalb	46	-	-	-	0	46	8
W. Miller	25	50	20	-	0	95	5

Old George won Embryo again, but under a severe charge by Don's NIT - plans of which are in this issue of MAX FAX.

COMMENTS--This is our second outdoor FAC type event and the improvement over last year's contest is readily apparent. Twice as many Embryo and Race planes were on hand along with a really hefty number of warplanes. I hope this FAC FEVER continues to run rampant through the ranks of the Maxcutters for some time. Yea! EFF'ATY SEE!

Donnis Norman's
Folkerts at
F.A.C. NATS



SAL ALI's "Ozone Scout"
Embryo Endurance
Job



He, GANG,

Here are the latest F.A.C. Rules for F.A.C. Events - Hot from the tarmac where G.H.Q.'s courier plane just landed!

Fig. 14.

FLYING ACES CLUB RULES.

OFFICIAL FAC EVENTS.

1. Handicap Representative Scale.
2. Peanut Scale.
3. Embryo Endurance.
4. No-Cal Scale.
5. Shell Speed Dash.
6. Greve Trophy Race.
7. Thompson Trophy Race.
8. Aerol Trophy Race.

Victories in any of these events will be credited on the FAC Kanone List. Credits will also be given to winners of the following unofficial events;

1. Jumbo Scale, using FAC Handicap Representative Rules.
2. Peanut Scale, using any other scoring method.
3. Jet Catapult Scale.
4. W.W.II Combat, mass launch, scale qualification, but no scale scoring.
5. Peanut division, as above.
6. Jumbo division, as above.
7. W.W.I Combat, as above.
8. Peanut division, as above.
9. Jumbo division, as above.
10. FAC Power Scale, using Handicap Representative Rules.
11. Pre-published special events limited to rubber power, and retaining the spirit of other FAC events, such as the Spirit of St. Louis events in 1977.
12. Any of the above flown indoors.

Minor modifications to fit local conditions, or trends is left to the discretion of Contest Directors.

GENERAL RULES FOR ALL EVENTS.

1. All official events are for rubber powered models to be flown outdoors.
2. No folding, or feathering props allowed.
3. Only one example of each design permitted each builder. (No duplicate back-up models allowed).
4. Each entrant must be the builder of the model he enters, EXCEPT in cases where a builder cannot honestly get his model to fly suitably after prolonged effort, and turns it over to a fellow builder rather than burn the darn thing. The new owner then has full rights to his new ship, and may enter it in FAC competition as if it were his own product. One man's poison may well be another man's meat!

HANDICAP REPRESENTATIVE SCALE.

The intent of these rules is to permit the modeler to have the opportunity to exercise his skill in producing a good flying model which retains most of it's scale appearance without being burdened by scale rib spacing, an inadequate tail area, too small a prop due to RCG requirements, or other similar restrictions that bring a penalty if deviated from. It is hoped that the handicap section will, by it's bonus system, bring forth here-to-fore neglected subjects which have been considered non-competitive due to their complexity of design, or lack of inherent flight qualities.

Fig. 15.

HANDICAP REPRESENTATIVE SCALE RULES, cont'd.

BASIC RULES.

1. Any 2 models built from published plans, kit plans, or from original plans of any heavier than air full size aircraft, built, or proposed may be entered. Model plans, kit or published, may be embellished upon to make the model more closely resemble the real machine.
2. If the model is built from original plans, the builder must present 3-views, photos, and any other material used by him in creating his entry.
3. Models built from kit or published plans must be accompanied by the building plan. Additional 3-views, photos, etc. used by the builder should also be presented to aid the judges in verifying coloring, marking, and details.
4. Any model built directly over a 3-view or factory drawing will require the same endorsements as those above.
5. Tail surface area and dihedral may be increased, but not to a point that will destroy the scale appearance of the model. The general outline of all surfaces and fuselage cross section must be reasonably retained.
6. No model must conform exactly to any scale 3-view drawing in respect to outline proportions, but all models must closely resemble the full scale ship. THE OPINION OF THE JUDGES IN THIS MATTER IS FINAL.
7. All flights are hand launched. Consequently, there is no limit to prop diameter, and any retractable landing gear may be represented in the up, or down position. Full flush retracting gear may be represented by nothing more than India ink lines, or the like. Props will not be considered for scale or workmanship points except those on dummy engines.
8. All surfaces double covered, except where single surfaced on full scale machine.
10. No extra points for scale rib spacing, tail area, or the like.

CONSTRUCTION POINTS.

1. A maximum of 30 points will be given for the extent of detail; struts, rigging, engine, cowling, exhausts, armament, etc. No cockpit or cabin interiors will be considered except for the windscreen and instrument panel, except where a full panel is impossible due to a high thrust line.

NCT MUCH 0 to 10 SOME OF IT 10 to 20 MOST OF IT 20 to 25 ALL THERE a full 30

In this scoring there should be no award made of 26, 27, 28, or 29 points. If a model has all details on it, there should be a full 5 point gap between it and a model with most of the details on it.

2. Coloring and Marking. A maximum of 20 points will be given for accuracy, and extent of coloring and marking. Flat or gloss finishes where applicable, insignia, numbering, striping, etc. Correct coloring/or serial number for a particular subject modeled.

Where a model is built of a proposed design, the full scale prototype never having been built, then it's color and marking should reflect it's designed purpose, and era of it's creation.

In some instances, the color of the material used in the intended construction of the prototype might be appropriate, such as silver to represent polished aluminum.

3. Workmanship.
A maximum of 12½ points will be given for workmanship. Good covering, alignment, neatness, etc.

FLIGHT POINTS.

- A maximum of 82½ points will be awarded as follows;
- 0-60 seconds 1 point per second
- 61-90 seconds ½ point per second
- 91-120 seconds ¼ point per second
- 120- seconds and over no points.

Three official flights. A flight of at least 15 seconds is considered official. At least one official flight must be made before model may be presented for scale judging.

HANDICAPPING.

The following table will be used in giving, or subtracting points in proportion to inherent flight qualities of different types of models:

- 5 points for high wing cabin types.
- 0 points for parasol wing types.
- +5 points for shoulder, mid, and mid-low wing types.
- +10 points for low wings.
- +15 points for biplanes.
- +20 points for more than two wings.

Any model of a prop driven, or jet propelled multi-engined airplane with thrust provided by a single prop in a non-scale position on the nose, or tail of the fuselage may be entered.

- +2 points will be given for each dummy nacelle with a scale diameter free wheeling prop.
- +1 point will be given for each jet engine pod, regardless of how many engines were contained in it on the real ship.

In addition, the following bonus points will be awarded;

- +5 points for seaplanes, flying boats, and amphibians.
- +10 points for tandem wings.
- +10 points for pushers.
- +10 points for tandem engines, if both props are powered in such a manner as to contribute generously to the thrust, and duration of motor run needed for flight. (viz. Fokker D XXIII)
- +14 points for trimotors with dummy props on outboard nacelles.
- +20 points for unorthodox designs: canards, flying wings, autogiros, etc.
- +25 points for trimotors with all three props powered in such a manner as to contribute generously to the thrust, and duration of motor run needed for flight. (viz. 1898 Mozhaisky)
- +25 points for multi-engines if at least two props are powered in such a manner as to contribute to the thrust and duration of motor run needed for flight, and if props are carried on both sides of the aircraft. (viz. Sikorsky S-40 with two of the four props driving) (E-38)

SOME EXAMPLES.

Convair XB-46; (with non scale prop on nose, or tail)
5 points for shoulder wing.
2 points for each jet engine pod.
7 point total bonus to be added to flight score.

Sikorsky S-40: (with two props driving, and two dummies)
0 points for parasol wing.
5 points for being amphibian.
25 points for being multi engine, both sides of C/L.
4 points for two dummy props.
34 points total bonus to be added to flight score.

1898 Mozhaisky; (with all three props driving)
5 points for shoulder wing.
25 points for all props driving.
30 points to be added to flight score.

1898 Mozhaisky; (with dummy prop on nose, outboards driving)
5 points for shoulder wing.
25 points for two props driving on each side C/L.
2 points for dummy prop on nose.
32 points to be added to flight score.

1898 Mozhaisky; (with nose prop driving, two dummies outb'd)
5 points for being shoulder wing.
14 points for trimotor with two dummy props.
19 points to be added to flight score.

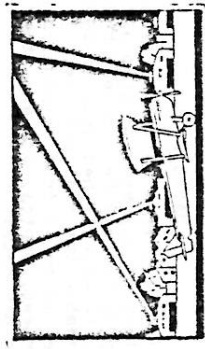
In the rare instances where a ship had a motor on the nose, and 4 or more elsewhere, (viz. A.N.T.14) and the model is powered only by the nose prop, then it should be scored as a trimotor (14 points) plus 2 points more for each additional dummy nacelle and prop. Example...Prat and Whitney Boeing B-17 with gas turbine mounted on nose..flying test bed;
10 points for low wing.
18 points for unique engine configuration.
28 points to be added to flight score.

HIGHEST TOTAL POINT SHIP WINS.

In the event of a tie score, a fly-off will be held, handicap and scale points once again added to flight scores to determine winner. Where two ships are entered, only the higher scoring of the two will be used to determine modeler's standing.

NO-CAL SCALE.

1. A simple event for recognizable profile models with a wing span limit of 16 inches.
2. Total of three official flights to determine score. Highest score wins. Fly-off to break a tie.
3. Any flight of more than 15 seconds is official. All flights hand launched. No maximum flight time.



Now lets see, if I build an experimental Caproni mona-plane with twin hulls and 14 Francini - Isotta engines, all with rubber drive, I'll get how many points?

C. A. V. U.

"CEILING & VISIBILITY UNLIMITED"

By Rolfe Gregory

He was my friend. Many of you knew him; some of you did not. A few of the Maxcuters who attend the meetings regularly will remember that he came with me to several of them. He was Thomas M. Mountjoy. I use the term "was" with sadness because Tom was taken from us a few weeks ago by cancer.

Tom was a master builder of scale models, especially radio control scale. Although he liked modeling in all its forms, his first love was flying scale. Many of his models were published over the years as construction articles in magazines. His latest, and regretfully his last, is an absolutely beautiful Boeing P-26, appearing in Scale R.C. Modeler, now on the newsstands.

I first met Tom at the old Luscombe Airplane Corporation, in West Trenton, New Jersey, about 1939. When we each discovered that the other was a model builder, we became friends. Though we went separate paths when Tom left Luscombe to work for Ercoupe, in College Park, Md., we kept in touch over the years.

The last time I saw Tom was this past Christmas. He and his lovely wife, Beatrice, gave a small dinner party at their home for three other model builders and their wives. Walt Good, Gordon Light and I spent a truly wonderful evening, which we shall long remember, reminiscing with Tom and looking at his collection of beautiful models.

A little known fact about Tom is that he learned to fly for a dollar! That's right, one buck! While Tom was at Luscombe, a pilot by the name of Jerry Fielder was giving flight instruction in a Piper J-3, at Mercer Airport. (Imagine! Not a Luscombe but a Piper, and right at Luscombe's home base!) Anyway, Jerry had a punchboard and was selling chances on a flying course for a dollar each. Tom punched out the winning number and got the free course. After he went to work at the Ercoupe factory (Erco) at College Park, he bought an airplane, an Ercoupe, of course, and flew it for a number of years.

Tom became a member of the QBs - the Quiet Birdmen - and that's something of an honor. You don't join the QBs, you must be asked. In case you didn't know, QB is a fraternity of experienced pilots, great guys everyone, who carry on a tradition, begun many, many years ago. At the end of World War I, a small group of aviators who fought the air battles in that war banded together and called themselves "Quiet Birdmen".

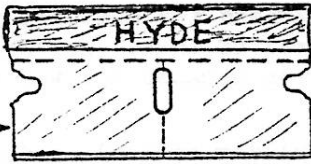
Tom didn't neglect the Luscombe in his scale model building activities. He built a gas powered free-flight of the Luscombe "50" from factory drawings. Incidentally, the first of the Luscombe model 8's were given the "50" designation because of the 50 H.P. Continental engines used. They were not called "Silvaire" until much later when the 75 H.P. engines were used. Anyway, Tom's model flew very well and survived for a number of years. Though tattered and torn, he saved the bones and almost 40 years later he rebuilt the same model and flew it again!

If you care to hunt through recent issues of one of our favorite magazines, (Model Builder, I think) you will find the story of this model with plans, and "before and after" pictures of Tom.

Tom was my friend. I shall miss him.

MAKE A SIMPLE 90° GUSSET CUTTER
 By Fred Hall
 27 MARCH 78

ANY HIGH-CARBON RAZOR

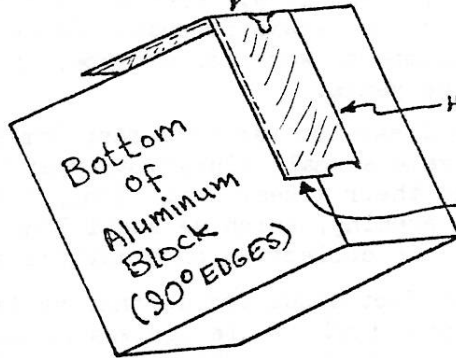


• USING VISE: CAREFULLY BREAK RAZOR BACK OFF THEN BREAK IN TWO AT X

• SAVE Balsa CUT GUSSET RIGHT UP TO EDGE OF STOCK



BUTT 2 RAZOR ENDS AT CORNER OF BLOCK

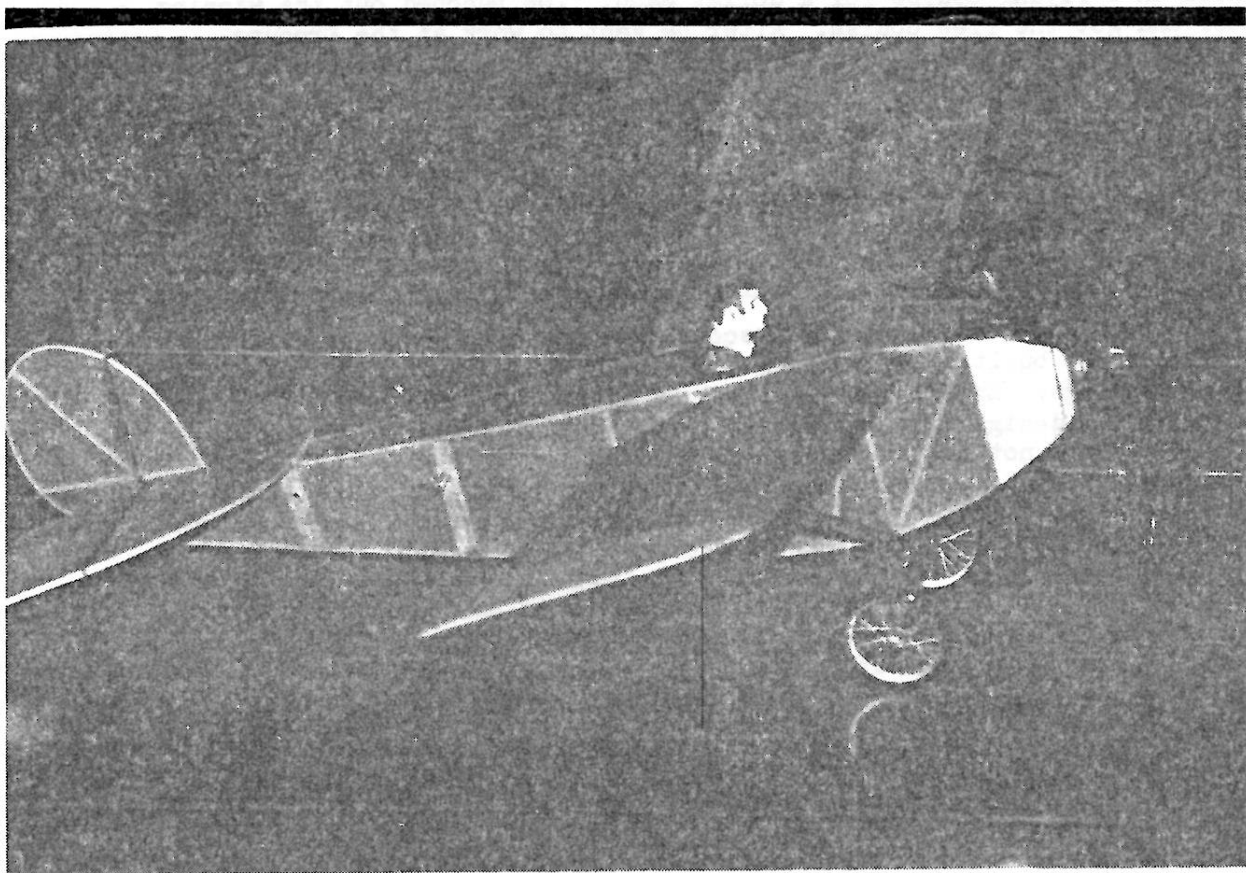


HOT STUFF RAZORS TO ALUMINUM BLOCK (THEY MAY BE TAPED IN PLACE UNTIL HOT STUFF TAKES)

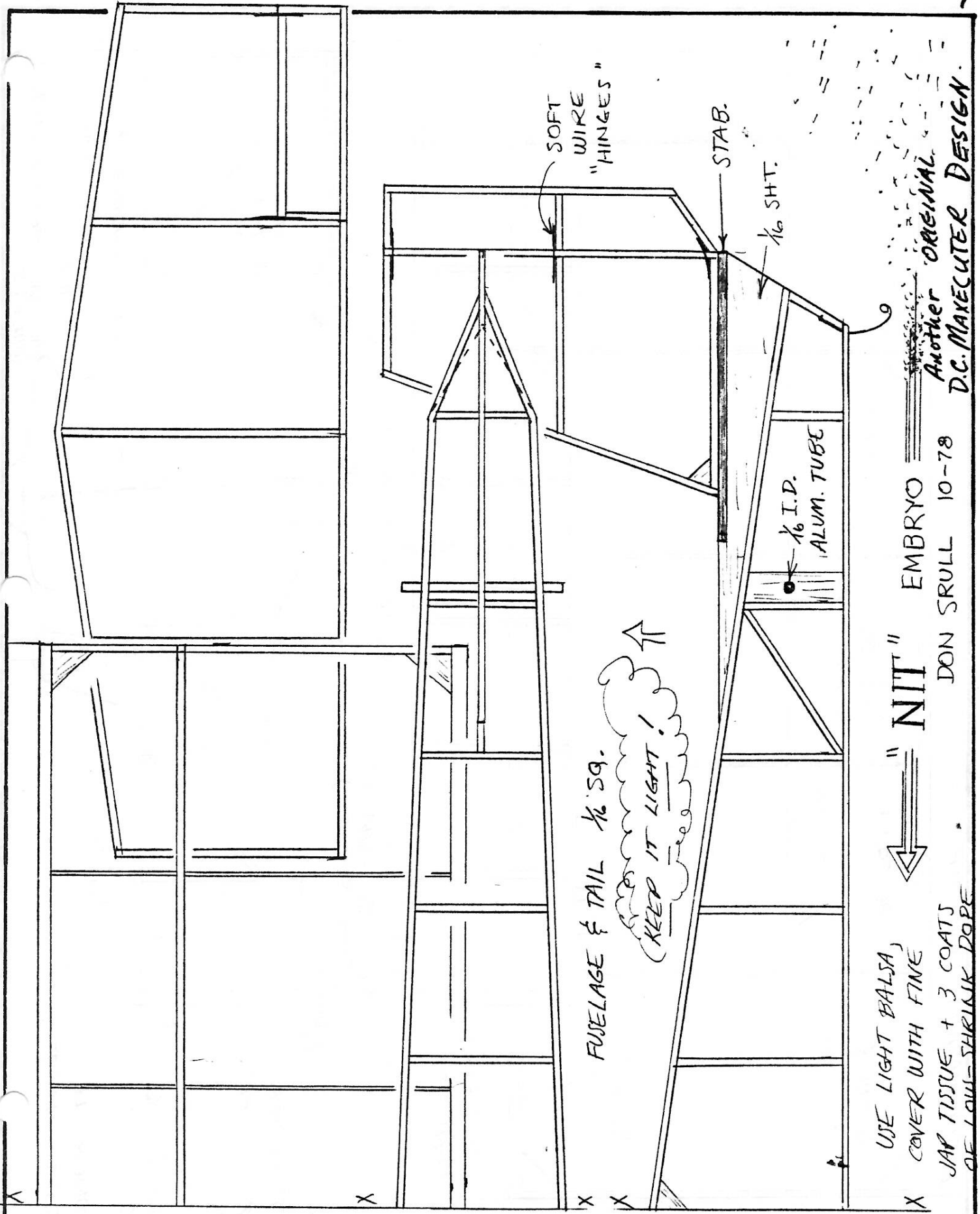
BOTH RAZORS: EXTEND OVER EDGE 1/8"

• USE A RUBBER-TOPPED CUTTING SURFACE TO KEEP RAZORS SHARP

Thanks FRED!



Don Skull's Huntington
 - a super Indoor Flyer - from
 Modific' Mooney Plans



SOFT WIRE "HINGES"

STAB.

1/16 SHT.

1/16 I.D. ALUM. TUBE

FUSELAGE & TAIL 1/16 SQ.

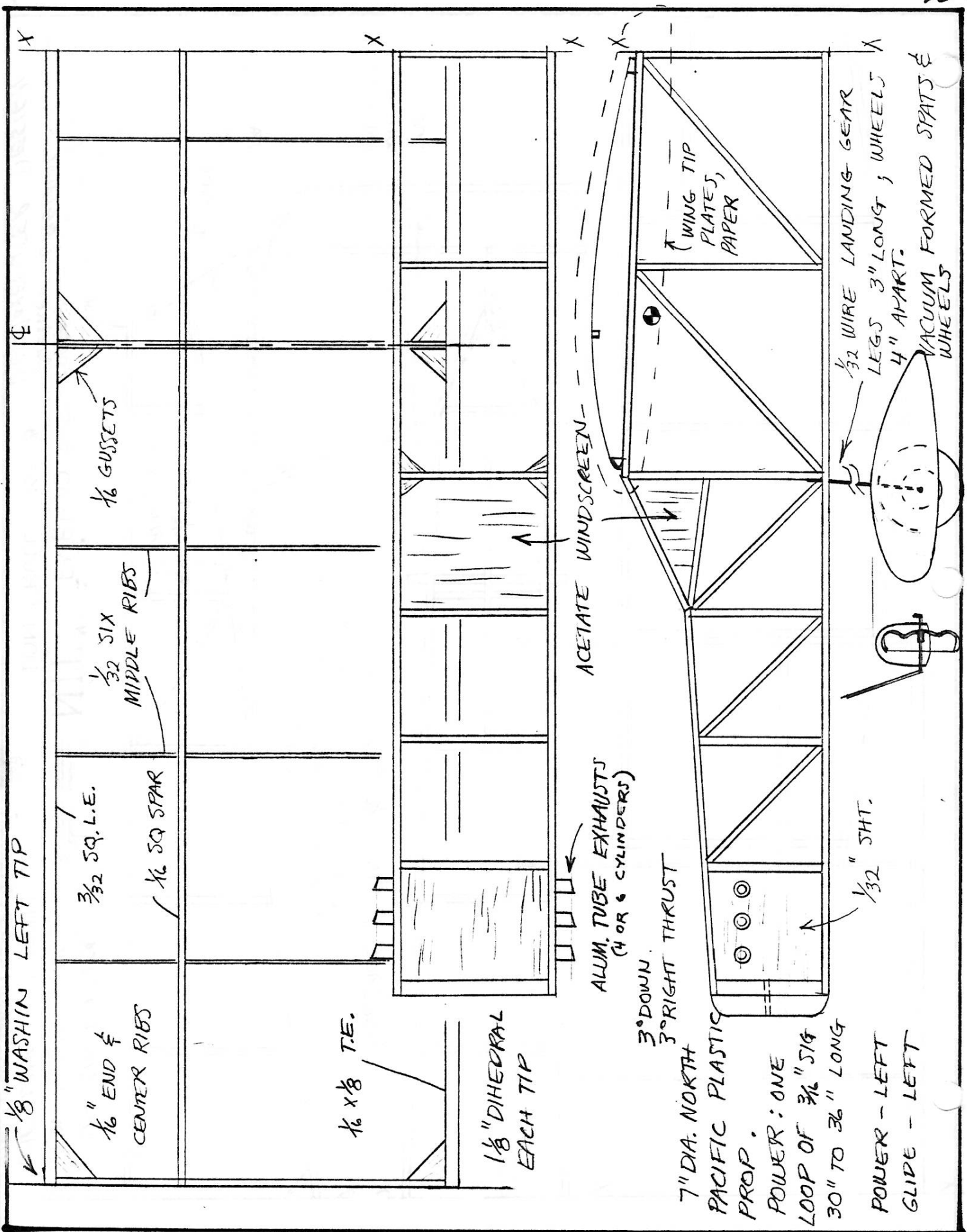
KEEP IT LIGHT! ↑

USE LIGHT BALSA,
COVER WITH FINE
JAP TISSUE + 3 COATS
OF LOW-SHRINK ROPE

⇐ "NIT" EMBRYO

⇐ DON SRULL 10-78

Another ORIGINAL
D.C. MAXECUTER DESIGN.



1/8" WASHIN LEFT TIP

1/16" END & CENTER RIBS

3/32 SQ. L.E.
1/16 SQ SPAR

1/32 SIX MIDDLE RIBS

1/16 GUSSETS

1/16 x 1/8 T.E.

1/8" DIHEDRAL EACH TIP

ALUM. TUBE EXHAUSTS (4 OR 6 CYLINDERS)

3° DOWN
3° RIGHT THRUST

7" DIA. NORTH PACIFIC PLASTIC PROP.
POWER: ONE LOOP OF 3/16" STG 30" TO 36" LONG

POWER - LEFT
GLIDE - LEFT

ACETATE WINDSCREEN

WING TIP PLATES, PAPER

1/32 WIRE LANDING GEAR LEGS 3" LONG ; WHEELS 4" APART.

VACUUM FORMED SPATS & WHEELS

1/32" SHT.

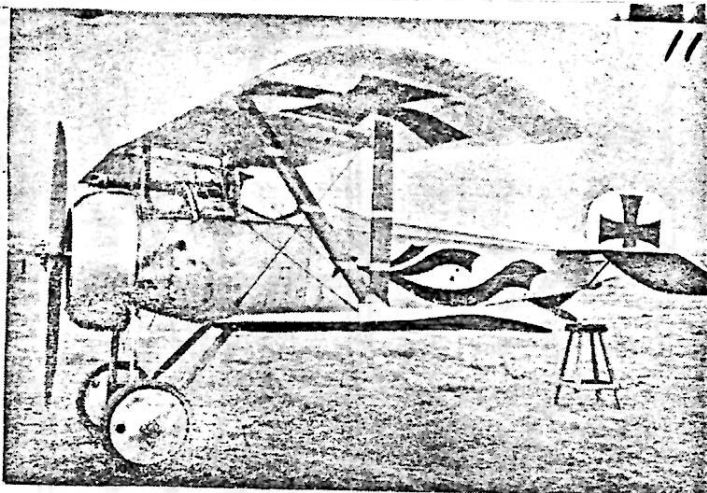
- This set of plans make up to a super CO₂ job!
- Be sure and use plenty of down thrust for CO₂.

Reprinted from AEROMODELLER, January, 1960

AIRCRAFT DESCRIBED No. 99

Nieuport 17c

described & drawn by P. L. GRAY

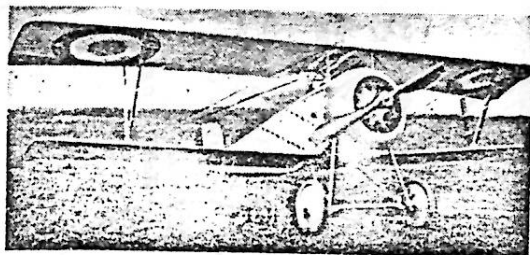


WITHOUT DOUBT the Nieuport 17 was a delightful aeroplane. Introduced mid 1916 and in use for about a year, until replaced by later models and S.E.5s; it was pleasing to the eye, the sweep of the wings bestowing an élan that distinguished it from its straightforward contemporaries. It was pleasing to fly; light and agile, which enabled it to out-manoeuvre its heavier, stationary engined, adversaries. In fact the Germans thought so well of it as to produce an almost exact copy in the Siemens-Schuckert D I.

Developed from the earlier Nieuport 11 which was powered by an 80 h.p. Gnome Monosoupape engine, the 17c was slightly larger, a little more robust and certainly more powerful with its excellent 110 h.p. Le Rhone motor which endowed it with improved performance. It was the hands of Capt. Albert Ball V.C. that first proved the metal of this machine to the R.F.C., with his fiery attacks regardless of the odds. Later it was flown, also with devastating effect, by Mannock and McElroy of 40 Squadron, Bishop of 60 Squadron who scored many of his 73 victories on this type of aircraft.

Basically it was a simple aeroplane but with considerable refinement of structure. The fuselage was a plain box girder based on four spruce longerons which terminated in a vertical knife-edge of steel tube: the lower pair of longerons were set closer together than the upper pair which gave the fuselage sides a distinct taper, a fact which does not appear to have been brought out in earlier drawings. Forward the longerons were reinforced with ash as far aft as the cockpit; spacers were of spruce routed to a "T" section, except at the second station where steel tube was used and incorporated the lower wing attachment sockets. The tail-skid fairing was a neat streamlined structure and not a flat fin as photographs tend to make it appear. Hereabouts the fuselage was additionally strengthened by mm. ply sheet fastened to the inside of the side members. Forward a near circular fairing with large access panels, tapered from the cowling to the cockpit—this appeared asymmetric in plan view due to the drum which retained the used ammunition belt being mounted outside the basic framework on the port side. Aft of the cockpit extended a slightly curved decking built up of light stringers.

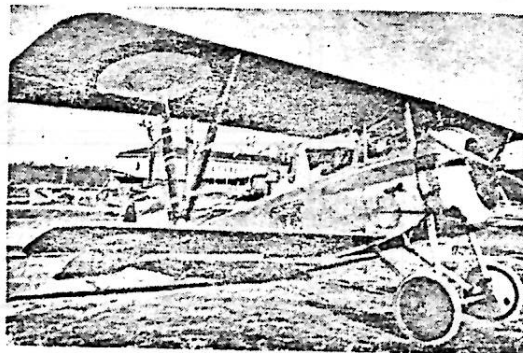
Variety of markings in these views of the famous fighter offer good opportunities for the ardent scale enthusiast. Drawings are first ever to show correct construction, were taken from manufacturing prints



Wings were a normal braced structure based on two (upper) and one (lower) box spars, ribs in the upper wing halves being of beefed up section to act as compression members where necessary. Ailerons were of light gauge steel tube and of inverse taper which, with the angular rake of the tips gave an elegant and distinctive profile to the wings. Operation of the ailerons was through a torque tube actuated by bellcranks in the centre-section. On many Nieuport 17s the centre section panel was covered with celluloid to improve upward vision for the pilot, but invariably—as this deteriorated with use—it was replaced with normal linen fabric.

Complete tail assembly was of light gauge steel tube with the tailplane braced to the fuselage by light streamline section tubes. The tailplane was attached to the fuselage by clips at the centre of the leading-edge and a spring lock on the main spar which could be "quick-released" by a length of chain with a ring on the end, running through the fuselage sterntube, thereby facilitating speedy removal and servicing. (There is no truth in the rumour that some Hun pilots took to hunting with a boathook specially adapted to pulling Nieuport chains!). The normal Vee type undercarriage was fitted with dual spreader bars and sprung with elastic shock cord; wheels had tyres of 650 x 80 mm. section.

Varying armament was installed in Nieuport 17s, but the evolution of a reliable interrupter gear saw the almost universal installation of a single Vickers gun; usually this was mounted on the fuselage centre-line but occasionally it was offset to starboard. Prior to the introduction of synchronised Vickers, Lewis guns were mounted on top of the centre-section but mountings were far from standardised. The mounting used by Capt. Ball enabled him to slide the gun back and thereby fire upwards. Occasionally Le Prieur rockets were fitted for balloon straffing; they were attached four to each Vee strut and fired by a push-button switch on the instrument panel, the struts being protected by a metal sheath. On at least one occasion a load was accidentally fired inside a Bessoneau hanger after which an isolating two-pin plug was fitted!



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- see last issue of MAX FAX for 3-views for Nieuport 17.-

DO NOT OMIT RIGGING!

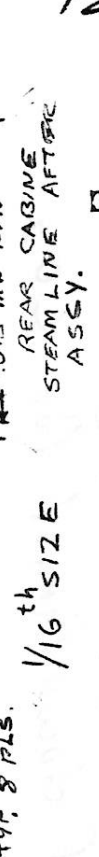
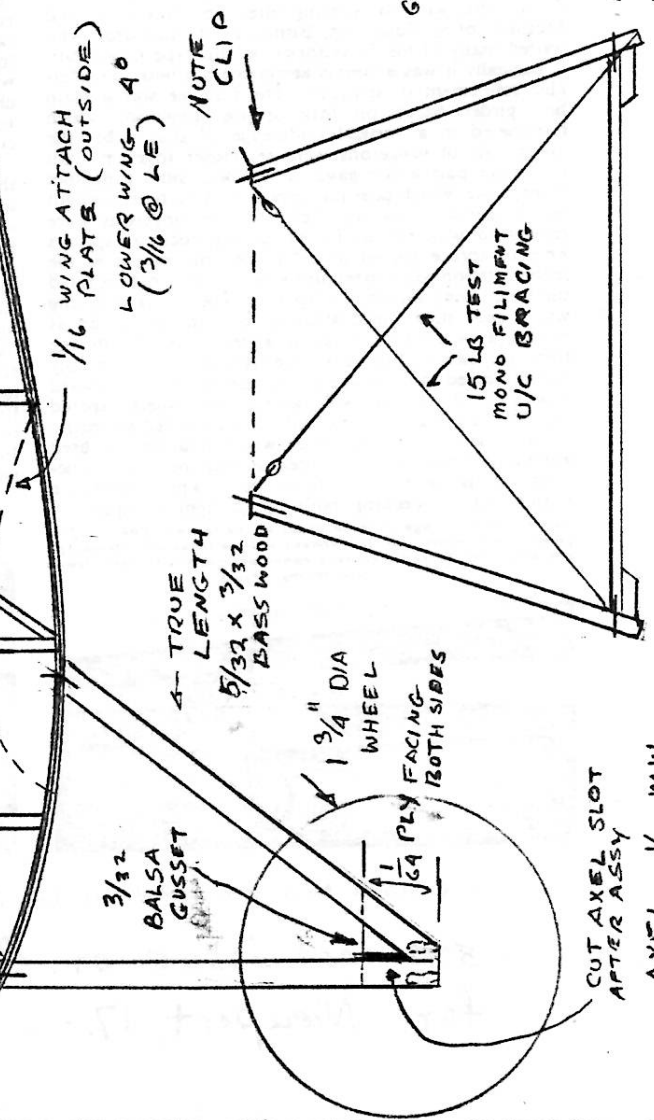
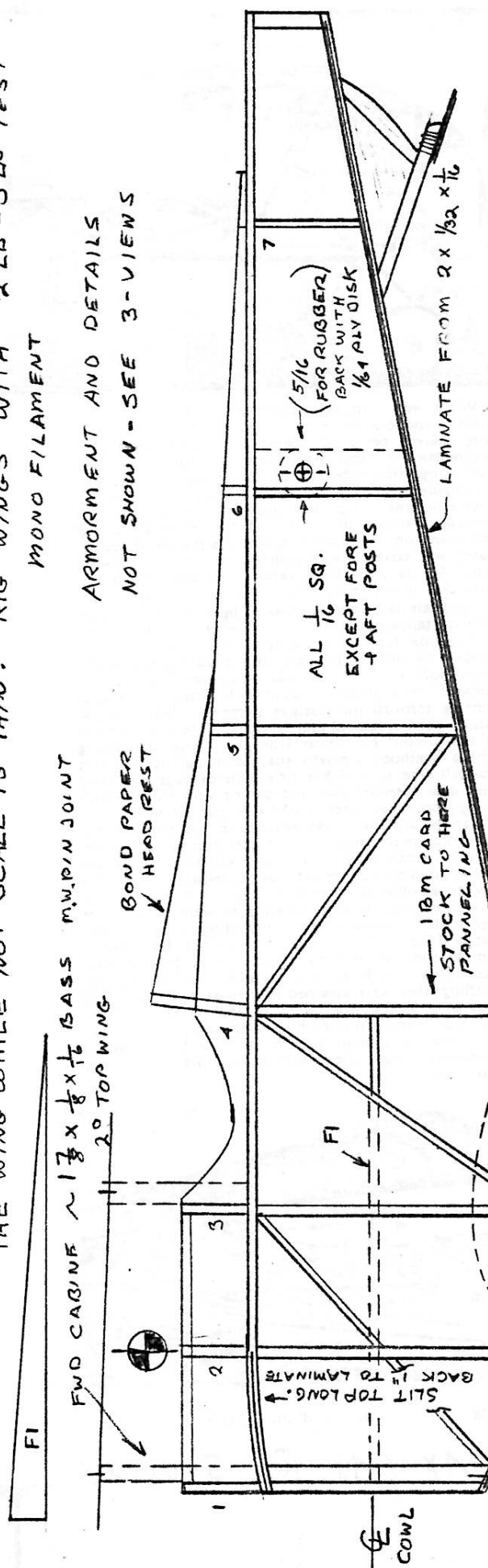
THE WING WHILE NOT SCALE IS THIN. RIG WINGS WITH 2 LB - 5 LA TEST MONO FILAMENT

FWD CABINE ~ 1 7/8 x 1/8 x 1/16 BASS M.W./PIN JOINT

20° TOP WING

BOND PAPER HEAD REST

ARMORMENT AND DETAILS NOT SHOWN - SEE 3-VIEWS



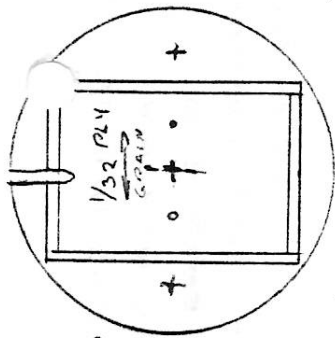
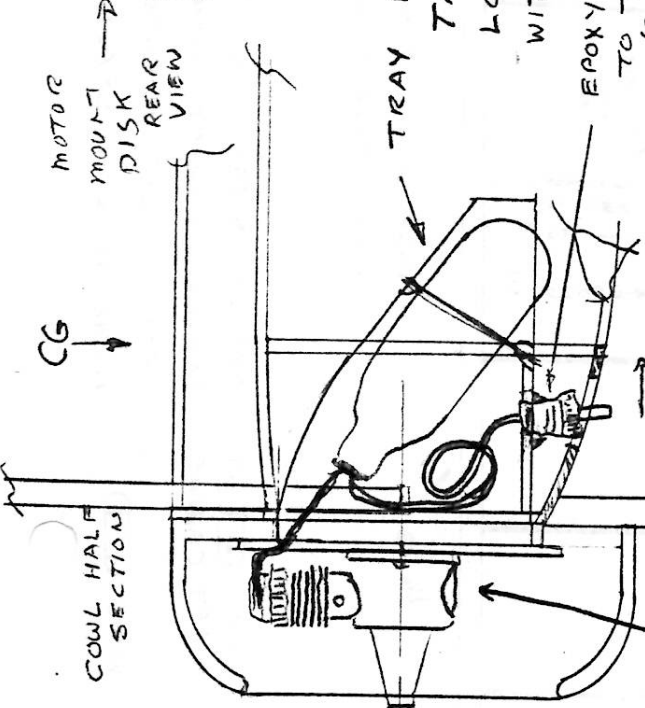
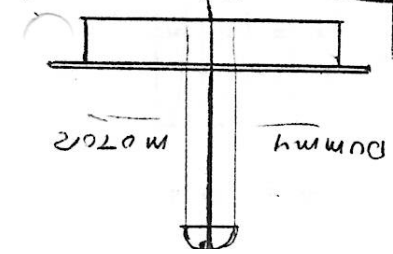
- ANOTHER ORIGINAL D.C. MAXECUTER DESIGN -

TWIN 1/16 SQ BASS SPREADERS

NIEUPORT 17C

STEW MEYERS 3 78

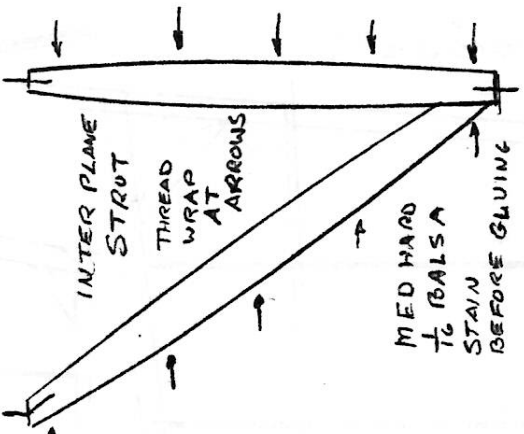
RUBBER MOTOR DISK
 BASIC DIA 2 1/2"



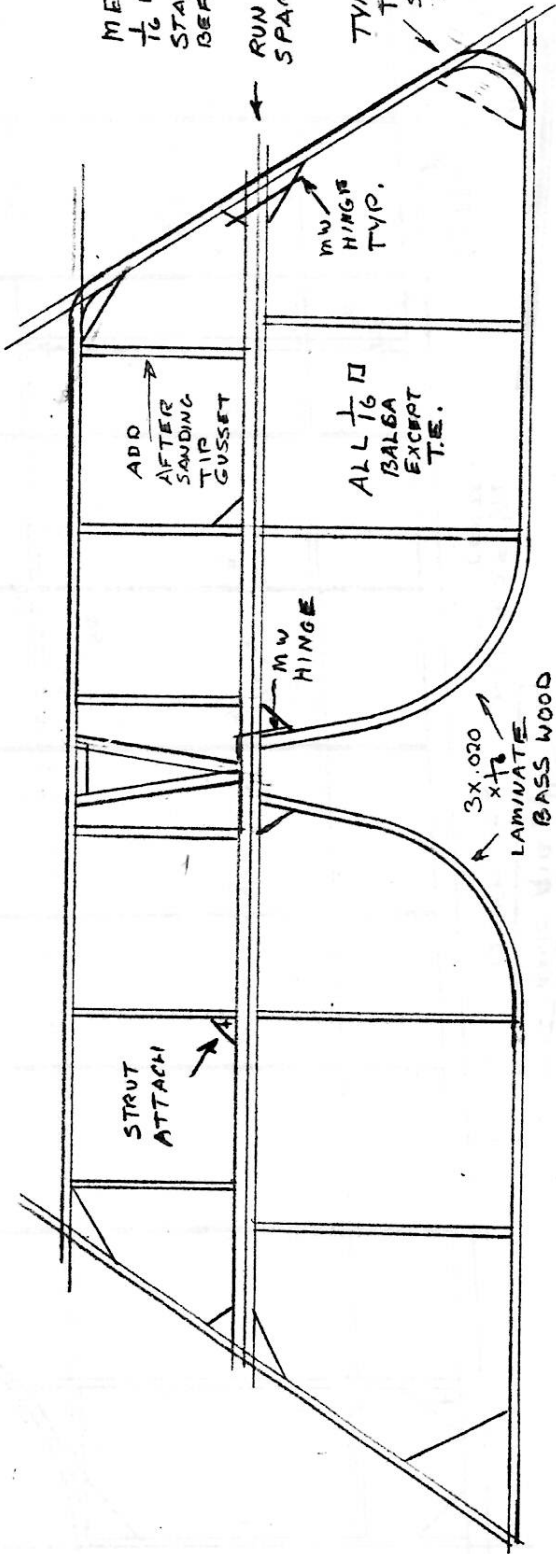
TRAY HOLDS 1/6 SHEET TANK ON CG
 LOAD THROUGH NOSE WITH ROCKING MOTION
 EPOXY BROWN LOADER TO TRAY FLOOR (BOLT TELCO)

IF RUBBER MOTOR USED GLUE DUMMY MOTOR TO MOTOR MOUNT DISK AND ADD A THRUST BUTTON

SHEET TO HERE HOLE IN SHEET FOR LOADER TO REACH CO2 FILLER



MED HARD 1/6 Balsa STAIN BEFORE GLUING
 RUN CRAYON BETWEEN SPARS BEFORE ASSY.
 TYPICAL 4 PLACES TIP GUSSET 1/16 SHT. SAND TO SHAPE AFTER ASSY



STRUT ATTACH

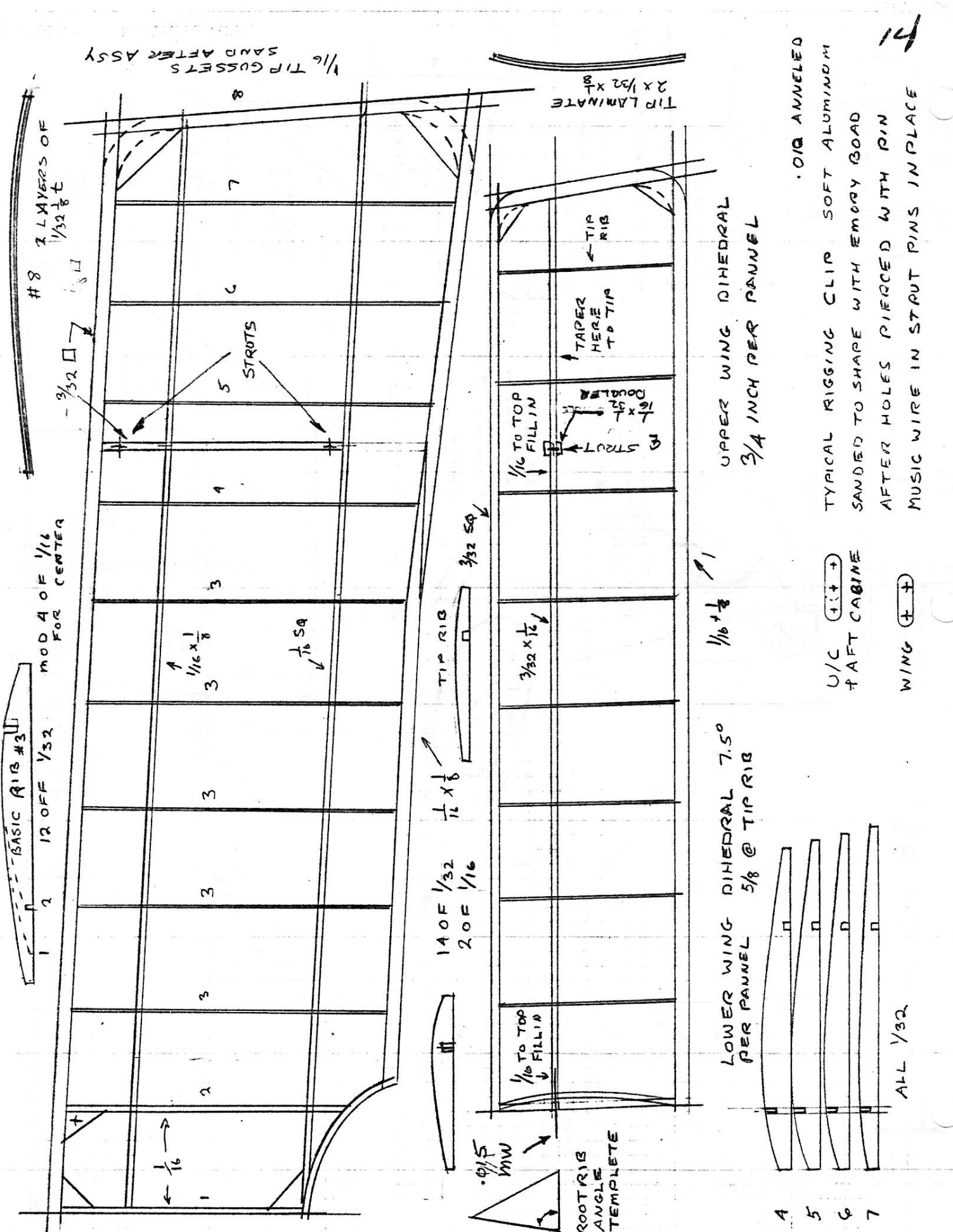
MW HINGE

ALL 1/6 Balsa EXCEPT T.I.E.

MW HINGE TYP.

ADD AFTER SANDING TIP GUSSET

3x.020 LAMINATE BASS WOOD



BASIC RIB #3
1 2 12 OFF 1/32 MOD A OF 1/16 FOR CENTER

1/16 TIP GUSSETS SAND AFTER ASSY

#8 2 LAYERS OF 1/32 x 1/8

TIP LAMINATE 2 x 1/32 x 1/8

UPPER WING DIHEDRAL 3/4 INCH PER PANEL

1/16 x 1/8

LOWER WING DIHEDRAL 7.5 PER PANEL 5/8 @ TIP RIB

ALL 1/32

• 010 ANNELED
TYPICAL RIGGING CLIP SOFT ALUMINUM SANDED TO SHAPE WITH EMERY BOARD AFTER HOLES PIERCED WITH PIN MUSIC WIRE IN STOUT PINS IN PLACE

U/C (+ + +)
RAFT CABINE

WING (+ +)

ROOT RIB ANGLE TEMPLATE

• 015 MW

14 OF 1/32 1/16 x 1/8
2 OF 1/16

TIP RIB 3/32 SQ

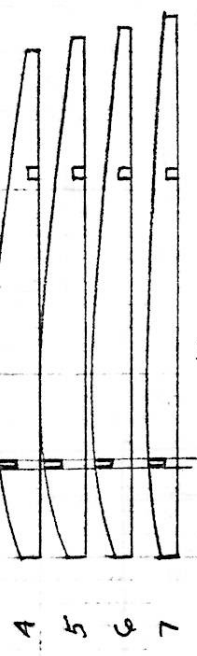
1/16 TO TOP FILL IN STRUT 1/16 x 1/8 DOUBLED

TAPER HERE TO TIP

TIP RIB

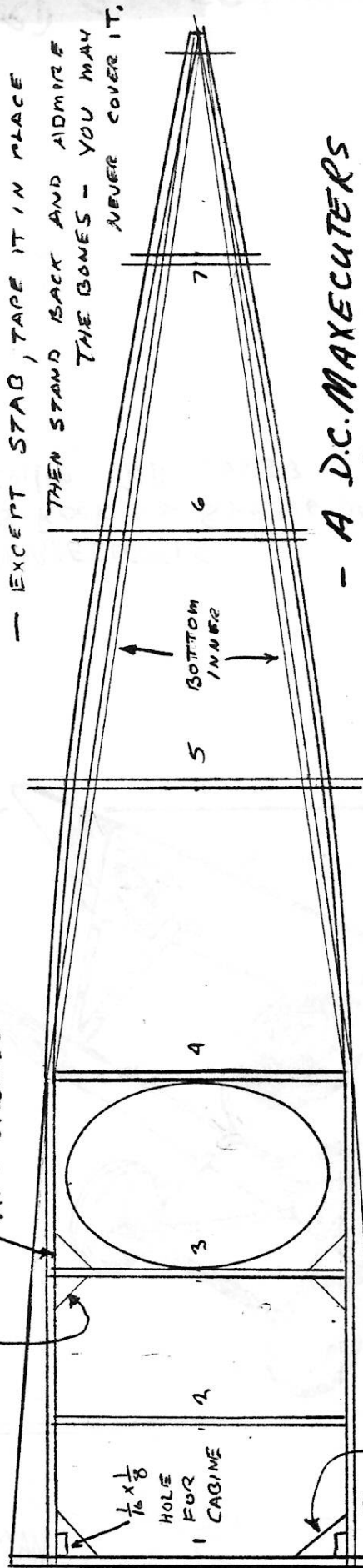
STROTS

8
7
6
5
4
3
3
3
2
1
1/16 x 1/8
1/16 SQ



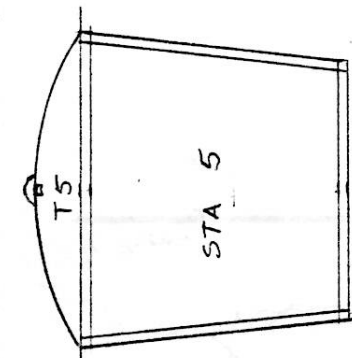
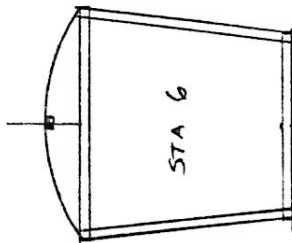
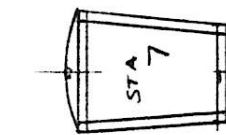
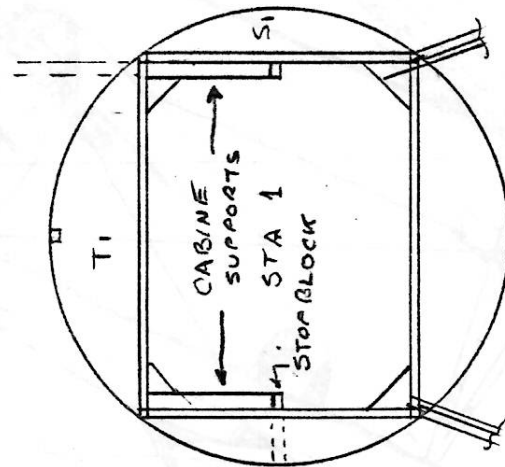
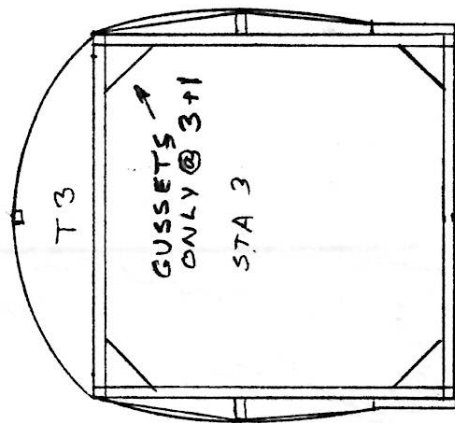
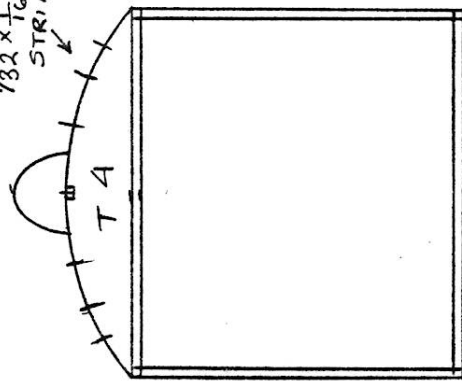
14

THE WHO F MODEL CAN BE PINNED TO GEATHER TO CHECK ALIGNMENTS BEFORE COVERING, SINCE ALL COMPONENTS ARE HELD ON BY M.W. OR SOFTIRON PINS, - EXCEPT STAB, TAPE IT IN PLACE THEN STAND BACK AND ADMIRE THE BONES - YOU MAY NEVER COVER IT,



- A D.C. MAXECUTERS DESIGN -

1/32 x 1/16 STRINGERS AFT



FUSELAGE FINISHED + COVERED BEFORE PANNELING ADDED (CARD STOCK) NOTCHES THEN CUT FOR CABINE WHICH HAVE BEEN PREVIOUSLY ACCURATELY SIZED.

ON BOTTOM FOR U/C

D.C. MAXCUTERS
14908 ROCKING SPRING DR.
ROCKVILLE, MD. 20853

