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DUES $9.00 per year

D.C. MAXECUTERS ARE AMA CHARTERED AND ARE AFFILIATED WITH THE FLYING ACES CLUB

"INCLUDES BLUE FLIGHT-POTOMAC PURSUIT SQUADRON NEWS"

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

MAX - FAX

JANUARY - FEBRUARY 1980
(Happy New Decade and New Year)

NEXT MEETING DATES: Feb 6, Mar 5 at 7:30 College Park Airport

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Feb 15 -- Nickle R.O.G. contest at Kennedy High

March 15 & 16 -- D.C. Maxecuters 6TH ANNUAL NATIONAL CAPITAL INDOOR SCALE CONTEST- at Andrews AFB in the Navy Hangar--see contest announcement in this issue of MAX FAX-don't miss out on this biggie!

June 1980 - F.A.C. G.H.Q. Spring Meet at Durham, Conn. An F.A.C.ers delight at beautiful Pinkham Field.

August 1980- F.A.C. NATS and AMA NATS to be held back to back--dates still tentative but probably 1st or 2nd week in August. Will include lots (12 official) FAC events. Hope to have more on this in next issue -- if GHQ gets those brass hats in gear and lets us know!

Aug 30 -- D.C. Maxecuters late summer fun fly at COMSAT.

CLUB NEWS - by Pat Daily

A whole lot to talk about in this issue with little space. First are the remainder of the indoor dates at Kennedy High: Jan 11 & 25, Feb 8 & 15, Mar 1 (Saturday) and 7 & 21, April 11 & 25---PLEASE NOTE.

BULL SESSIONS: Jan 26 at Ray Rakow's 7:30 PM (phone 588-0317 at 9111 Crosby, Silver Spring) and Feb 16 at Pat Daily's 7:30 PM (phone 460-1298, 14908 Rocking Spring Dr., Rockville, MD)

This issue of MAX FAX is really full of lots of goodies for you tissue trimmin' experts. We have some super photos by Tom Schmitt and Pat Daily, Tony Pezza's winning Nickle P-NUT R.O.G., a super CAVU article by tial spinner Rolfe Gregory, some nice how to do articles, a contest report, a set of nifty plans for a real obscure Avia BH-7a, a stolen editorial by Hugh Sidey, a contest announcement, some 3 views and a cover that shows Max, the Mysterious Maxecuter Ace, hanging on the prop of that hot looking Avia. What more could you ask for to read on cold winter nights?

The Maxecuter banquet was a total success with special recognition given to Bill Winter and Rolfe Gregory for their unwavering support to all of aviation over the years. (cont p. 2)

OLD MAXECUTERS PLEASE PAY YOUR $9 IN DUES IF YOUR ISSUE HAS A RED CIRCLE AROUND THE DUES AT THE TOP OF THIS PAGE--SEND CHECK TO ALLAN SCHANZLE OR PAT DAILY--WE NEED YOUR BUCKS!

No, we are not that hard up for material that we swipe it from the local newspapers. Its just that this editorial by world famous editorial writer High Sidey, from the Washington Star, made you your editor stop and think about how lucky the Maxecuters are to have the best Air Museum in the world at our doorstep. You bet!

Hugh Sidey

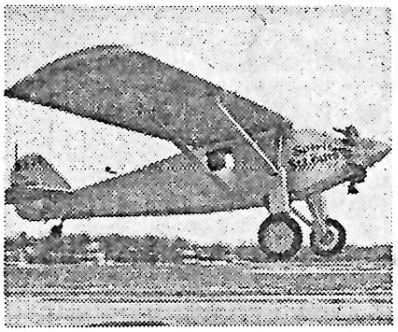
Capturing the wonder of flight

We go down there on rainy afternoons when it is cold or when we want to catch a ray of sunlight while the Redskins lose. Sometimes, though, we go down there when the sky is blue and there is no reason to be indoors. We are drawn by soft whispers from the clouds and a youth that looked up, always up.

We are in our forties and fifties and sixties and sometimes we have young sons or daughters, the last of the brood, and we bring them and point and crane and we remember. "It was in a pasture on the edge of town and your grandfather took me by the hand and he got in first, then he put me on his lap and he buckled us both in and off we went. It was an open cockpit plane and we ducked behind the windshield but we could see our house and the store and the school . . ."

We retell the stories of how the drone of an airplane engine would empty school rooms and homes. We conjure up those ecstatic images of Curtis Robins, Waco biplanes, pot-bellied Aeronicas and the sleek Stinsons that found their way through our dusty skies and flitted enticingly over the trees for a few instants. Do you kids know who Roscoe Turner was or Jimmy Doolittle or Wiley Post or Amelia Earhart? We ask and ask and look for a flicker of appreciation and now and then there is a spark and we think maybe we have planted a touch of that wonder of early aviation. Probably not. The kids caress the rocket casings and ogle the Apollo II recovery capsule.

Apollo and Viking and the rest are the offspring of Jenny, Spad and P-26. But that is okay. It is courage, science, beauty rolled into one. Kids, mothers and grandfathers surely share that same quiet surge when we stand in the Air and Space Museum. It is the world's most popular museum. In two years 20 million people came to see and to feel and to remember.



The Spirit of St. Louis

Flight is an extraordinary story. It came so quickly and so artfully. Surely flight has figured in modern terror but that was not the driving force. Those early pioneers wanted to know, to build, to explore. There is a rule in the technical end of flight that the more beautiful a machine is the better it performs. How gratifying such unions are. A few weeks ago up at the Library of Congress, Daniel Boorstein assembled a group of those people who had shared in the early decisions about going to the moon. One of them spoke movingly about Apollo being the most ambitious human undertaking of all history that was not destructive. It was, in its way, pure poetry.

All of this came within our century. The first chapters were written by men and women who were friends of persons still alive. Their inventions are preserved and sit in the museum, as shiny and inviting as when they took to the air. The Spirit of St. Louis still could fly and so could the Spitfire.

And now we can capture some of this magic at home. A new book is out called simply *The National Air and Space Museum.* But it is more. It is history, scripture, America, hope, art. It is one of the most stunning achievements of publishing in the last decade. In two dimensions they have preserved the singular excitement of flight. The photographers, writers and editors have put on page after page this drama of men, women and machines.

We can trace the delicate wings and spars of the Wright Flyer, assembled in their own graceful wire webbing. Those fellows were more than bicycle mechanics. There is a 1920s Douglas M-2 being loaded with mail. The pilot, in thick flying suit, slips into the back cockpit. The picture was taken inside the museum, but many of us can hear the wind and sense the concern of those men as they see the clouds form on the far horizon. The outline of the old Northrop Alpha is still just about as lovely as anything going today. She glistens in the pages of this book. We can almost hear the twang of tight fabric over wing ribs, smell the dope and hear the mechanics and pilots talk of planes that were and those that were to be. The world of space rockets and space flight that is depicted is larger, more complex and more impersonal. Yet, it, too, is infused with wonder and genius.

We will continue to go to the museum. Another dozen times, maybe a hundred or two hundred. The fascination will always be there because flight has been such a special union of man, material and grace. Now we can savor some of it around the fire when it is too cold to stir and we can run our fingers over the spread of the orange Gruman Gulfhawk, a splendid hybrid of fabric and metal. We can once again ask the kids if they can imagine the thrill of seeing such a machine sweep over the tree tops and into the sun.

WASH. STAR 11-18-79

CLUB NEWS CONTINUED

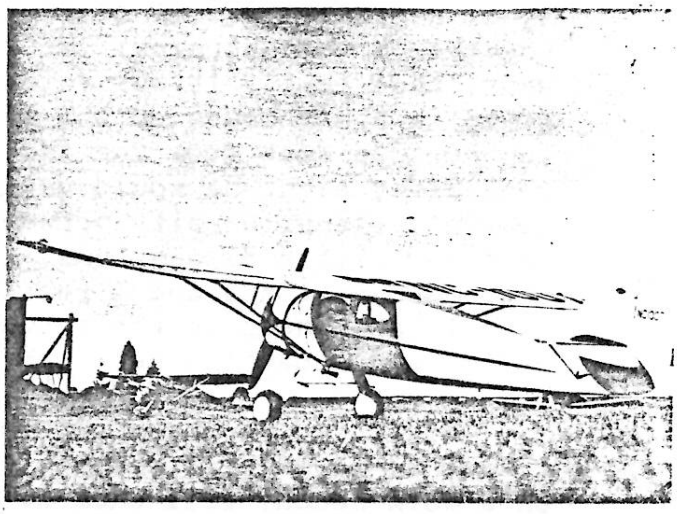
The food at the banquet was superb and Don Berliner's slides and the new AMA scale movie were great. Even the wives had a great time. If you missed it, you better plan on the next one.

This month (February issues of model mags) the D.C. MAXECUTERS have scored a hat trick in the publishing field. Don Srull's construction article of his Jumbo Scale Schlepp appeared in MODEL AIRPLANE NEWS, Pat Daily's Fiat article appeared in MODEL AVIATION, and Ned Cragness' article of his WACO appeared in FLYING MODELS. Now I ask you, what other Scale Club can boast such a feat? Just proves again that the Maxecuters are the premier scale club (in my opinion anyway!) peaking of publishing, this issue of MAX FAX begins a new decade and I have recalled that in the last year, MAX FAX has brought you 9 sets of plans, numerous excellent photos of some nifty [illegible], lots of contest results, super CAVU tales and lots of news. In fact, you got 96 pages of pure joy and all for only 9 bucks. Well, I intend to continue to put out MAX FAX until Uncle SAM'S Navy moves me this summer, but rest assured, the editors job will be taken over by Stew Meyers and Ray Rakow. They will need your help, but I'm sure it will continue just fine.

C. A. V. U.
by Rolfe Gregory

Donald A. Luscombe. To many of us in the 30's that name had a sort of magic about it. You would have to admit, it is just a bit unusual. Look in the phone directory of most any large city and chances are you won't find the same name. Then call his airplane "PHANTOM" and you have a touch of mystery. Add to that a growing reputation among pilots (most of whom had not even seen one) that the Phantom was tricky, a "killer airplane", and you have aroused a sort of "shady lady" interest.

But back to the man. What was he like? Strangely, very few photos of him exist even though he loved photography. I suppose by most anyone's standard he was, appearance-wise, ruggedly handsome, sort of Clark Gable style.



As he would be the first to admit, he was neither a designer nor an engineer, though he was often labeled as designer of the Monocoupe. He did of course influence the design of the Monocoupe as well as the design and features of the airplanes bearing his name. He was, above all else, a marketing expert - a "super salesman." But beyond this he was a kind, understanding, big-hearted human. I came to know him during 1938-39 probably better than anyone else who worked for him during the period due to an unusual set of circumstances.

I was working in the Luscombe factory Welding Department while waiting for an opening to turn up in the Engineering Department. I had, somehow, learned the "art" of welding quite

readily, passed the Army-Navy test and was put to work welding wing struts. Although four of us were in the Welding Dept., there was equipment for only three. The company was on the brink, financially, equipment was expensive and, being the junior member of the firm, so to speak, I was elected to work nights - all alone. And I do mean alone. There was not another person in the plant. It got rather spooky between "midnight and 2.A.M.

One of those quiet nights, in walked Mr. Luscombe in bathrobe and slippers. He couldn't sleep and, I assume, he just wanted someone to talk to. He perched on the end of the work bench and talked while I listened to his worries about meeting the payroll, how the Phantom was not selling -too expensive- and how he knew we had a winner in the new Model 8 (the Silvaire) if he could just hold the company together a while longer. He rambled on for possibly a half hour, then left. It was a form of therapy, I suppose. He lived in a big house on the edge of the airport and only a few hundred feet from the factory. Many more times after that first night he would walk over to the factory when he couldn't sleep, usually between midnight and 1 A.M., and have our little discussions. I came to look forward to those impromptu meetings and I recall having a feeling of regret when I later hung up the torch for good and moved into an office and a daytime desk job.

Did I say he was a salesman? Whom do you know today that could, as he did, assemble a couple hundred workers, get up on a work bench, tell them he didn't have the money to make the payroll - and not have a single person quit?

Did I say he was big-hearted? He asked me one day if I had a top coat which I didn't need (I did) because he had hired a young fellow that morning (about my size) who was broke, had a wife who was expecting and needed just about everything. I later learned that he, personally, had found a small furnished apartment for the couple, had paid the rent for the first month and stocked it with groceries - all for a total stranger who happened to be in need.

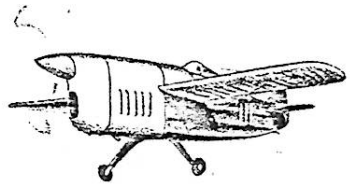
Don Luscombe was quite a guy!

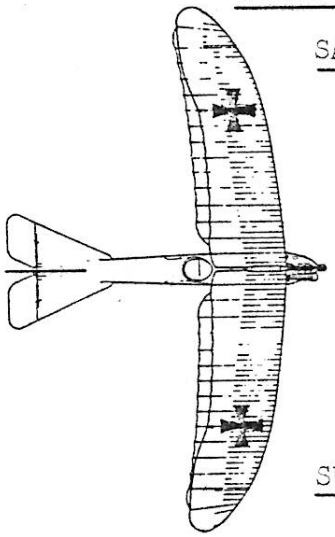
D.C. MAX MAXECUTERS

ANNOUNCE

THE 6TH ANNUAL CAPITAL INDOOR SCALE AIRCRAFT CONTEST

MARCH 15 & 16, 1980
ANDREWS A.F.B. – NAVY RESERVE HANGAR





EVENTS:

SATURDAY MARCH 15, NOON TO 9 PM

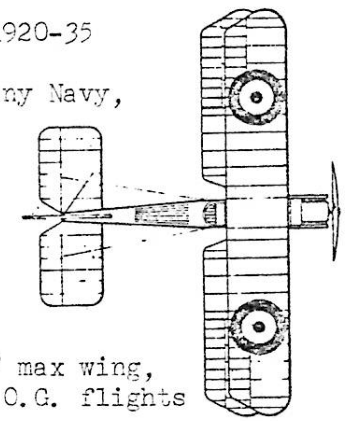
F.A.C. SCALE- Judging starts at 4 PM

P-NUT SCALE- Mooney judging rules-Judging starts at 3 PM- 10 second bonus for R.O.G.

WWI COMBAT- Mass launch

GOLDEN AGE- Mass launch- Any plane built 1920-35

NAVY SCALE- Mass launch- Any Navy plane, any Navy, in Navy colors



SUNDAY MARCH 16, 9AM to 1PM

NO-CAL- F.A.C. rules

PENNY PLANE- A.M.A. rules

MANHATTAN- 2"x2½"x4" fuselage box, 20"x4" max wing, 1" wheels, .3 oz. min wt. , R.O.G. flights single best flight

ENTRY FEE: $2.00/EVENT or $5.00/UNLIMITED ENTRY
JUNIORS UNDER 16 $0.50/EVENT or $1.00 UNLIMITED ENTRY

MORE INFO? CONTACT:

ALLAN SCHANZLE
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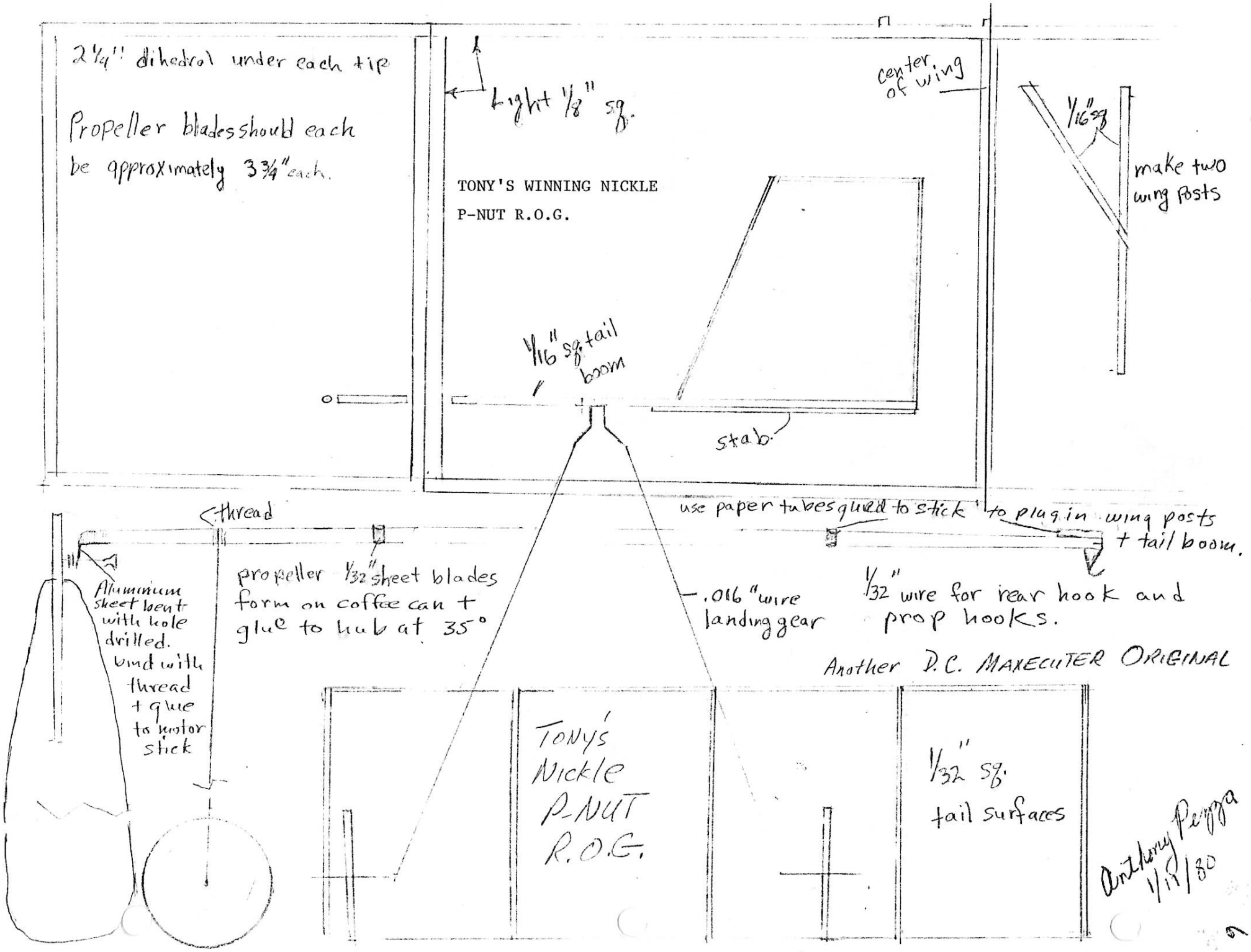
Gaithersburg, Md. 20760
(301) 840-9813


2¼" dihedral under each tip
Propeller blades should each be approximately 3¾" each.
light 1/8" sq.
center of wing
1/16" sq
make two wing posts
TONY'S WINNING NICKLE
P-NUT R.O.G.
1/16" sq. tail boom
stab.
thread
Aluminum sheet bent with hole drilled. Bind with thread + glue to motor stick
propeller 1/32" sheet blades form on coffee can + glue to hub at 35°
.016" wire landing gear
use paper tubes glued to stick to plug in wing posts + tail boom.
1/32" wire for rear hook and prop hooks.
Another D.C. MAXECUTER ORIGINAL
TONY'S NICKLE P-NUT R.O.G.
1/32" sq. tail surfaces
Anthony Pegga 1/17/80

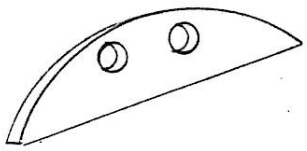
NICKLE P-NUT R.O.G. RESULTS - by Pat Daily

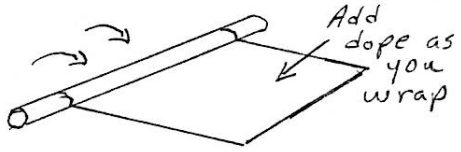
That great new idea of Don Srull's, the Nickle P-Nut R.O.G., evolved into a quickie contest at Kennedy High just before Christmas. With such short notice and poor scheduling, an amazing 10 planes were entered. See the photo page for pictures of these little gems. Some rather unusual approaches and design were seen, ranging from Rolfe Gregory's beautiful reverse stagger bipe to Allan Schanzle's all curvilinear design. Like that big word? Nick Ropar also had a very unusual bipe that shed one of its wings before reaching final trim state. Young Tony Pezza proved to be too much competition for even the best of us and copped a well-deserved win by only 5 seconds over Allan Schanzle. The scatter of points didn't really reflect the range in design as much as the lack of time to get these little jobs trimmed out properly. Seems they all hit the ceiling too much. Anyway this issue of MAX FAX is proud to present Tony's First Place Winner as a construction article. The rest of you shiftless bums ought to get with it right away and start building one of these,'cause you can bet we will have more of this event in the future.

NAME	FLIGHT TIMES (seconds) 1	2	3	4	TOTAL OF 2 BEST	FINAL POSITION
Allan Schanzle	55	63	26	69	132	2
Tony Pezza	62	64	73	42	137	1*
Don Srull	67	54			121	4
Pat Daily	26	71	23		97	6
Chris Schanzle	67	19	55	53	122	3*
Vic Nazarian	41	20			61	9*
Kirk Nazarian	17	45	39	29	84	8*
Nick Ropar	--	--	--	--	--	10
Rolfe Gregory	96	8	8	9	105	5
Hurst Bowers	55	35			90	7

*=junior

HOW TO MAKE LIGHTWEIGHT INSTRUMENT PANELS THAT LOOK REAL by Pat Daily

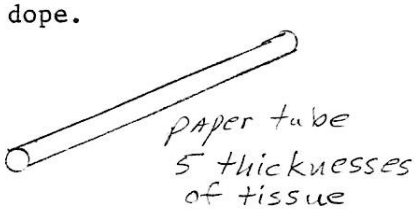


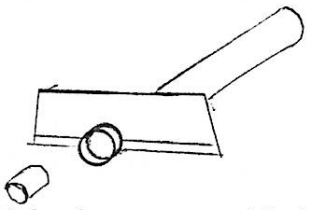


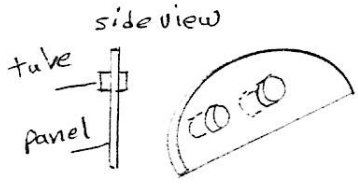
1. cut appropriate size holes in 1/32" balsa panel and stain with Floquil Maple Stain. Give coat of clear dope.

2. Prepare Instrument Bezels by wrapping Jap Tissue aroun aluminum tubing of the size of the holes. Coat liberally with dope.

3. Remove paper tubes while dope is still wet and allow to dry.



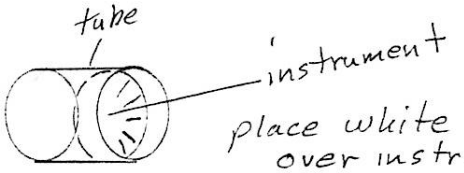




4. with small brush paint inside and outside with Floquil Silver. Give 2nd coat and allow to dry.

5. with sharp razor blade slice off 3/32" long segments of the tube.

6. place rings in holes in the panel and glue with a drop of Ambroid on back side.



place white glue over instrument to fill bezel and make "glass" cover.

7. Now cut appropriate paper circles (to fit in bezels) from bond paper painted black or instruments from a magazine etc. Place in bezels and glue. Bezel extends past instrument. Glue on back with Ambroid. Fill front of bezel with Elmers to give appearance of glass.

MAX FAX PHOTO PAGE:

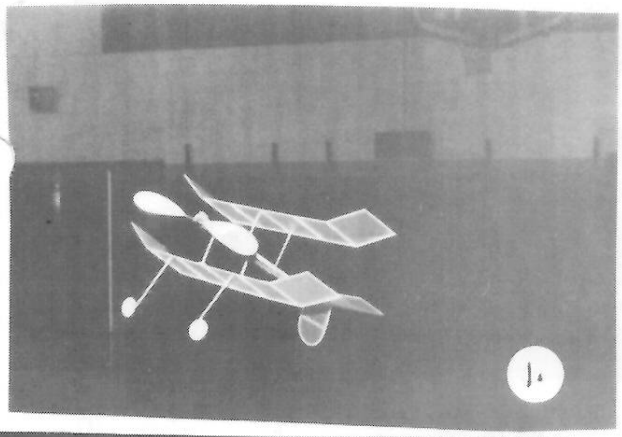
The Maxecuters and the editors of MAX FAX have the great good fortune to have the excellent services of that super lensman Tom Schmitt at their disposal. Most of the photos you've seen in this last year of MAX FAX were taken, developed and printed by Tom. We are indeed fortunate to have a chance to print his work in MAX FAX-- and the next time you drool over these super prints, remember how much work old Tom put into it. Bye the way, most of these photo's are Tom's too, except for a few by Pat Daily.

1. Rolfe Gregory's Nickle P-Nut R.O.G. - a bipe with reverse stagger and way-out landing gear. This design really shows off the "Old Master's" talents and experience with pennyplanes.
2. Ten P-Nut R.O.G.'s at the Maxecuter's Kennedy Contest. Some interesting designs here, gang. Doesn't this make you want to rush into the workshop and start stripping balsa?
3. Pat Daily's Goshawk caught in flight by Tom Schmitt. Old Pat says this job will be looking for a Kanone in Navy Scale at our big winter contest.
4. "You bet it flys, fella!" says Nickle P-Nut founder Don Srull. Check out that checkered tissue Don had squirreled away--makes me green with envy.
5. George Leffler (now of Florida) launching his Embryo job at the D.C. Maxecuters fun fly at Shangri-La (COMSAT). George took 2nd with this long-tailed baby and got some nifty bonus points for the wheel pants.
6. Richie Hensel launches his clipped wing Cub--a Peck kit painted like Hazel Sig's. Rich says this is a design study and he plans to build another even better.
7. Your old editor (40 lbs lighter) with "ROGER" his Nickle P-Nut. Foam wheels and adjustable pitch prop.
8. -9. This month's construction article- the Avia BH-7a by Pat Daily. Those radiators slung beneath the fuselage and between the gear are sure to please any real F.A.C.er.
10. Prexy Allan Schanzle launching "Swamp Duck" ROW Embryo. Allan's hat shows that 50 mission "crush" that all F.A.C.ers envy and try to emulate.
11. Pat Daily's Cleveland Hurricane (30 inch span) partially covered. Check out those laminated formers ala Stew Meyers method. Pat says this job will strike fear into the hearts of Rusk P-63 pilots and will blacken the sky at WW II combat sessions in 1980. Yes sir, gang, this baby will avenge the Maxecuters.
12. George Meyers (Philly Phlash) with his WW I Combat winning Euler at COMSAT. George gives us that tight-lipped grin so often seen in hot-shot FAC Combat fliers.
13. Pat Daily's all foam Douglas O-46 No-Cal with jazzy Army Air Corps markings. Good flyer.
14. Jim Wray assists Dave Rees in preparing Dave's nifty Heath Baby Bullet for an FAC Scale flight at COMSAT. This plane is a super effort with exquisite engine detailing.
15. Thompson-Greve raing action at COMSAT. Allan Schanzle launches his Hughes racer while George Meyers gets his Pete away. Glen Rakow in background launches Firecracker a liitle late along with Race winner Fred Ewing's Chambermaid.
16. WW II Combat action at Shangri-La. Rolfe Gregory's Mustang in foreground along with Nick Ropar's Dauntless and Dave Rees high climbing Blackburn Skua. A lot of fun here, gang.

F.A.C.'ers PRAYER TO ALMIGHTY HUNG, GREAT GOD OF THERMALS -by Pat Daily

O, Almighty Hung, Great God of thermals, updrafts and downers, we pray you will accept our humble offering. Lift it up to they boosom and caress it lightly. Gently let if float in thy breath with sunshine beaming through its fragile gossamer-like wings. We beeseech thee to return our tiny craft with thy blessing of a Max, but should thou deign to take our offering we shall not want for thou wilt surely reward your humble servant with an O.O.S. Great Hung, lead us not into the temptation of RC with myriads of servos, the evils of quarter scale monsters, nor the sins of noisy glow fuel sireens. Protect our Pirelli and give us good trim now and forever in thy name. Let your humble FAC servant bend balsa and trim tissue so that thy will be done, now and forever a Max to be given. Amen.

(I have it on good authority that reciting this prayer three times will guarantee a max at all upcoming F.A.C. events--would I lie to you?)--Better yet while your winding up that snake in your latest scale job it might be good to chant this prayer-will certainly help keep track of the number of winds.)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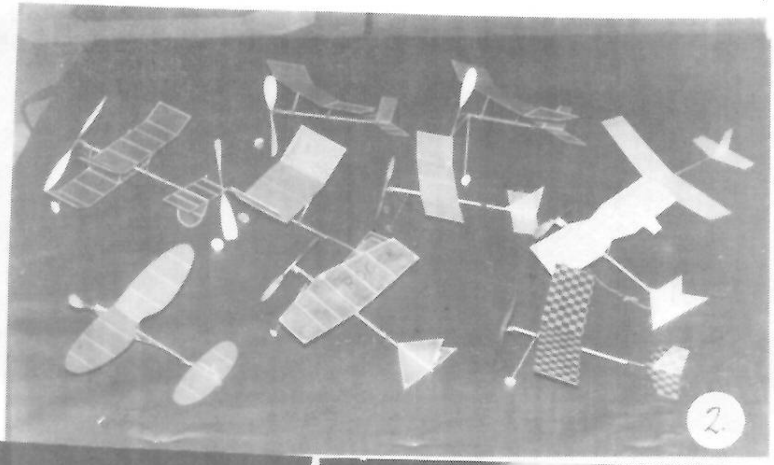
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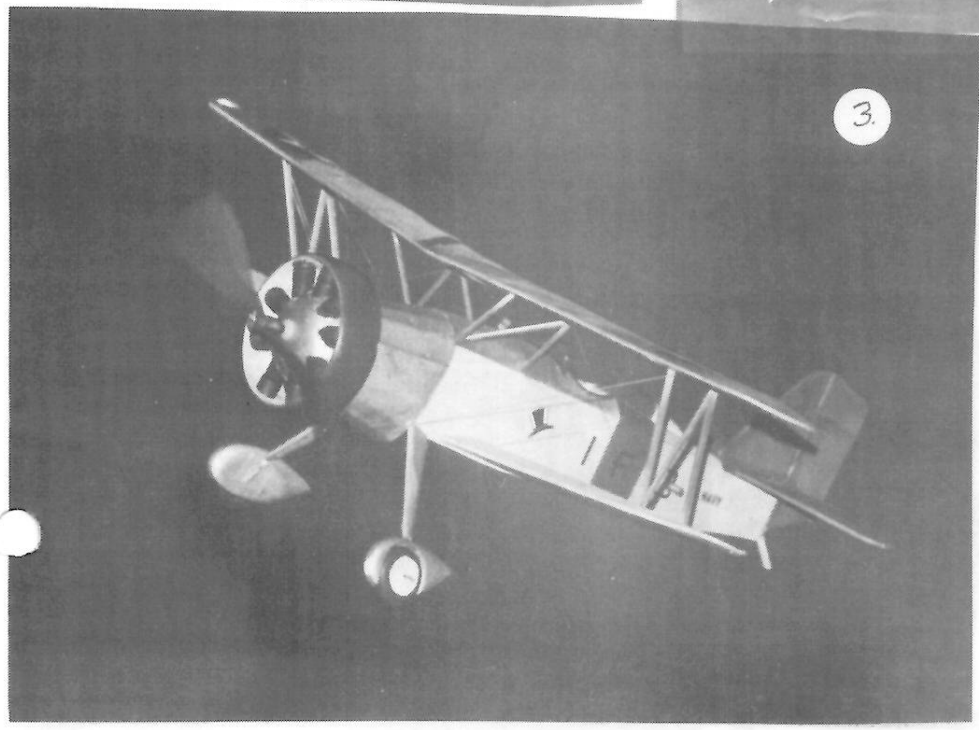
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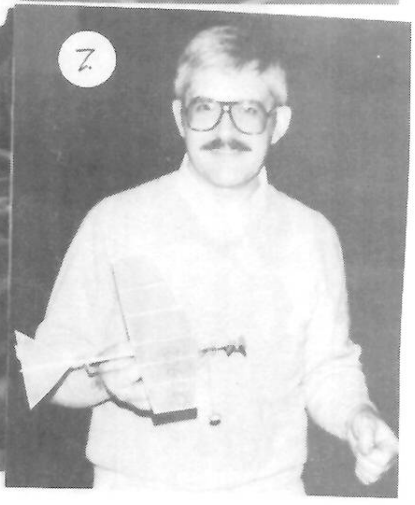
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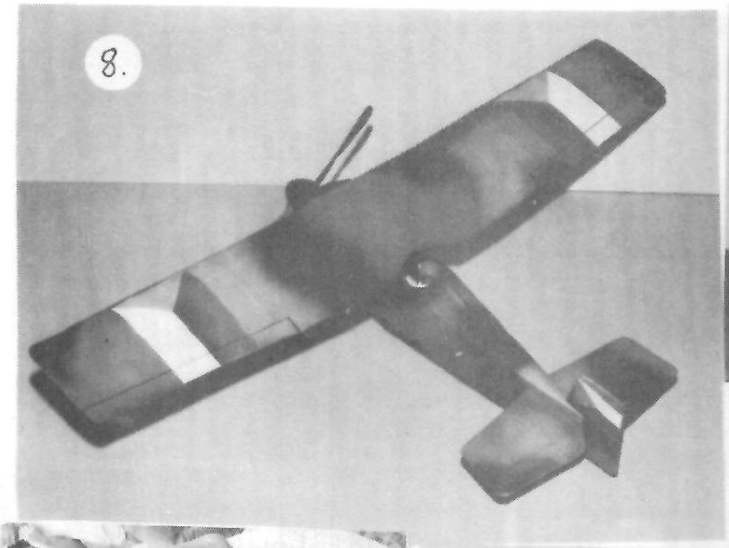
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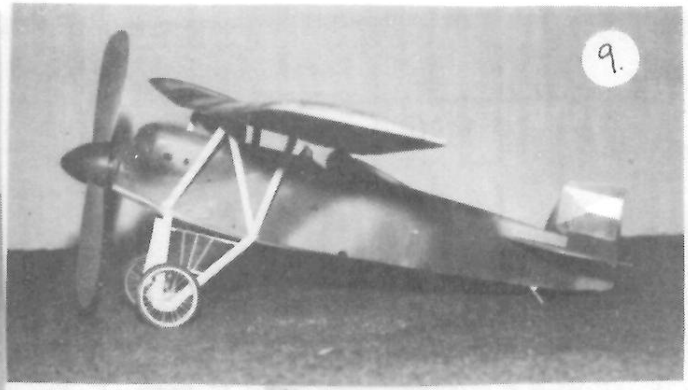
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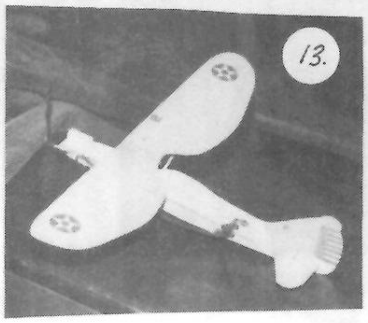
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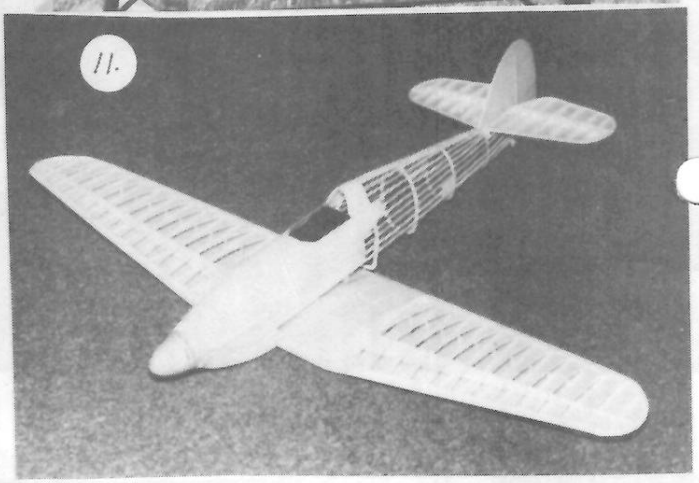
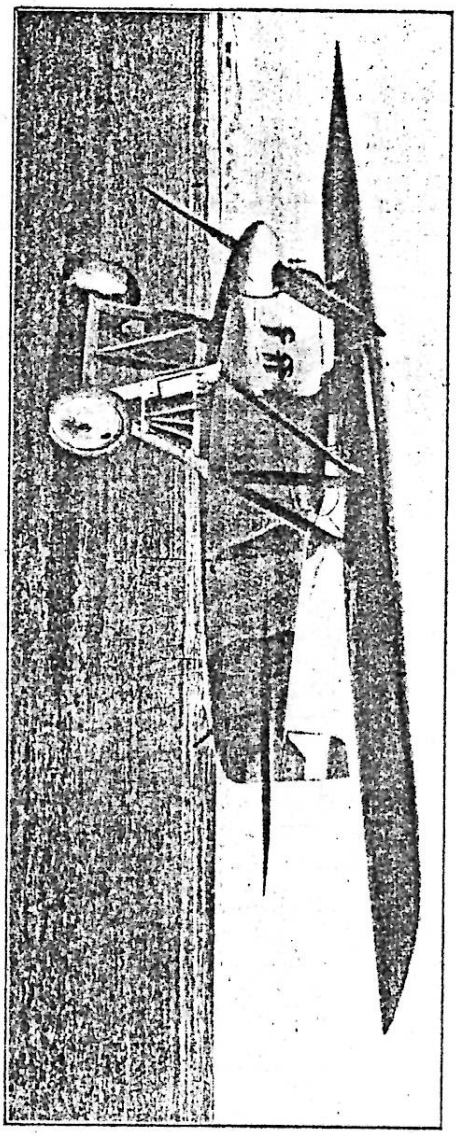

11.

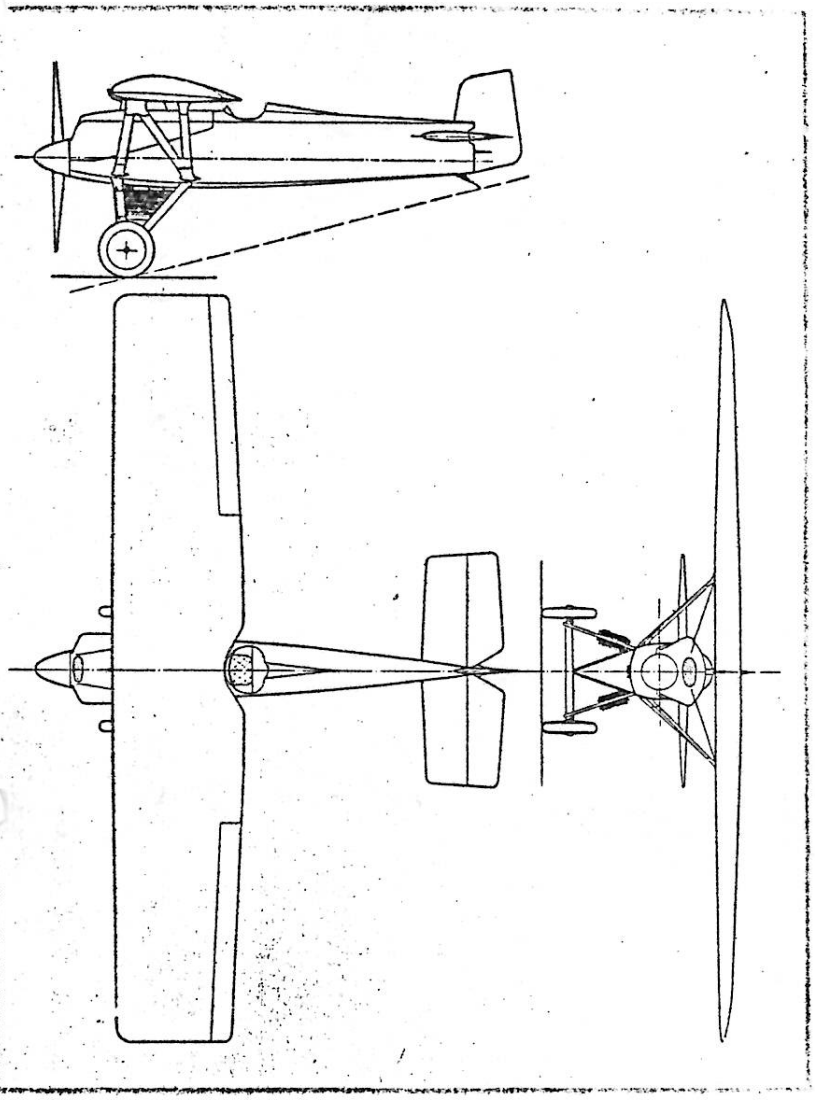

15.


16.

AVIA BH-7a by PAT DAILY



The "Avia" B.H.7 parasol monoplane single-seater fighter. The engine is a 300 h.p. Hispano-Suiza. Note the radiators placed between the chassis struts.



THE AVIA B.H.7.

A parasol monoplane single-seat fighter with thick cantilever wings and of unusually sturdy construction, the B.H.7 was built for the Hispano-Suiza 300 h.p. engine, which is now produced in series by the well-known Skoda Works.

The wing is in one piece, very thick in centre section and tapering towards tips. Two very strong main spars of box section with ribs with ply-wood webs; are covered with ply-wood as far back as the rear spar, thus forming a girder of great torsional strength and rigidity, the whole being covered with fabric. The plane is braced to the bottom rail of the fuselage by two N's of steel tubes and two bracing wires to the fuselage top.

The ailerons are of steel tubes, fabric-covered, long and narrow, are operated by internal push rods and angle lever gear.

The fuselage is of circular section at the nose, almost rectangular in the centre and tapers to a vertical knife-edge at the tail. It is built of wood and three-ply.

The undercarriage consists of two wooden Vees, with a divided axle in an aerofoil-shaped fairing. The Tail skid is a laminated steel spring.

The cantilever tail plane is fitted and clamped in a slot of the body and is of wooden construction. The elevator and rudder are of tubular construction.

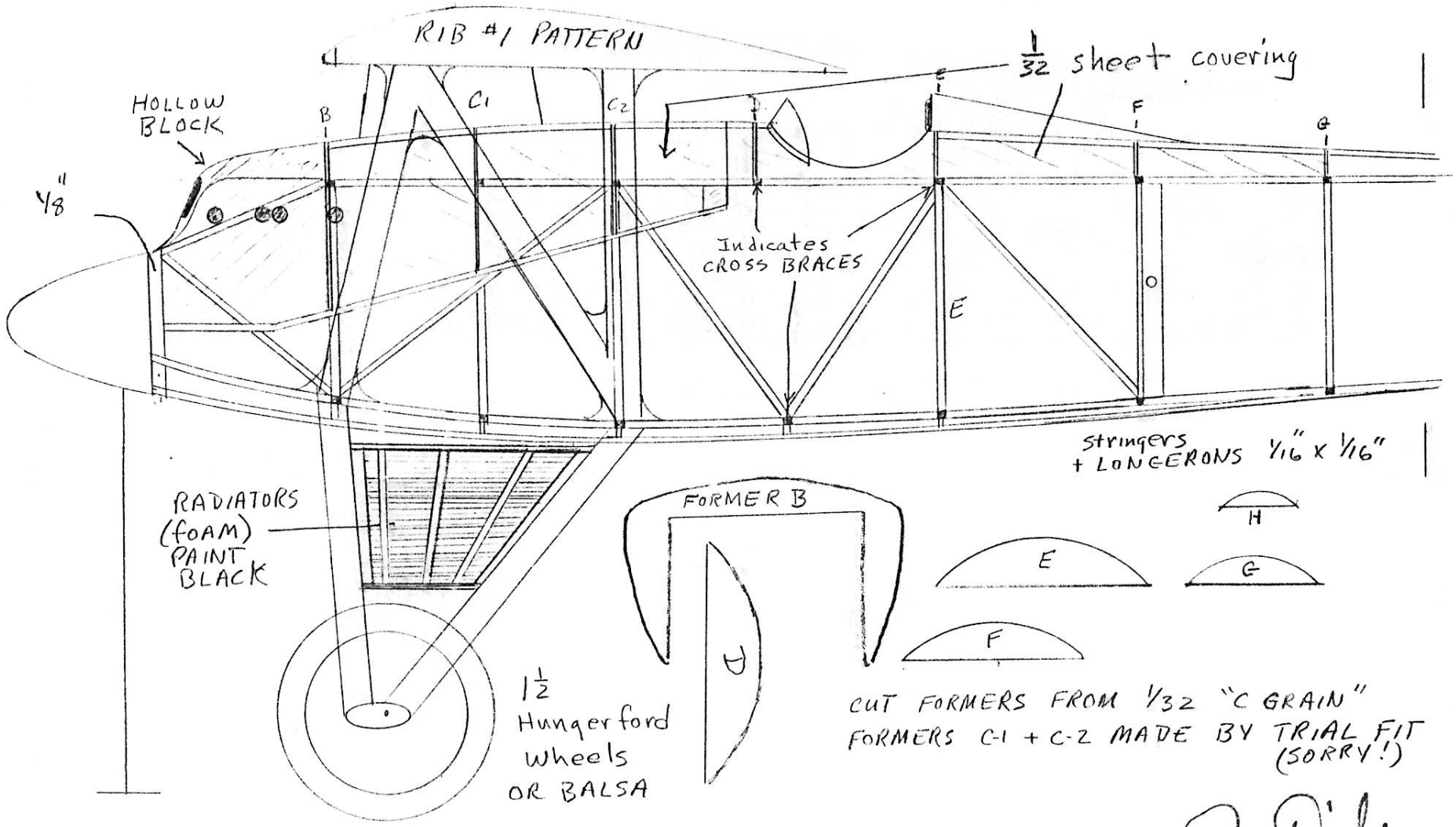
The engine, a Hispano-Suiza 300 h.p., is entirely cowled in. The two radiators are composed of thin plates and are mounted one in each Vee of the undercarriage. The petrol supply is by gravity from a large main tank and a small auxiliary tank, both placed into the centre section of the wing. The engine is fitted with a Letombe starter.

The armament consists of two Vickers guns, synchronised by "Avia" cam-gear.

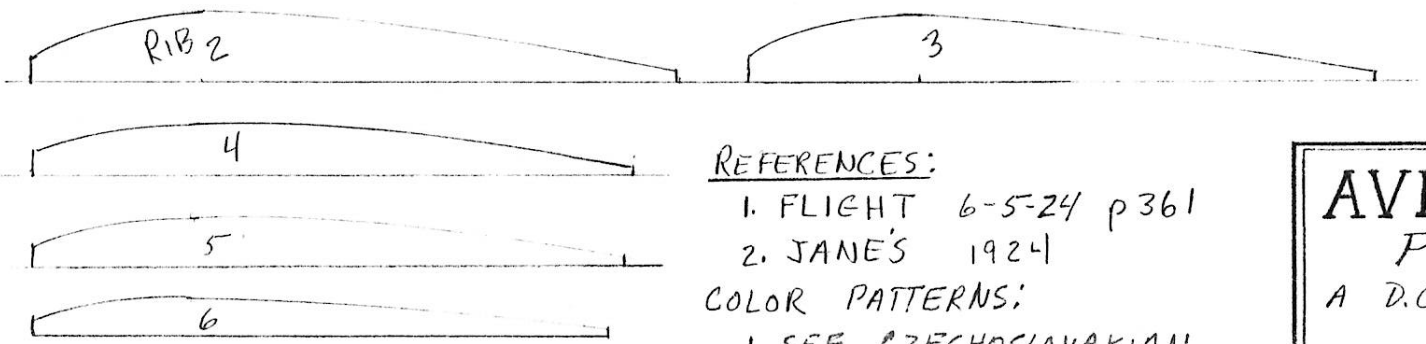
Specification.

Span	33.1 ft.
Length	22.3 ft.
Height	9 ft.
Lift area	193 sq. ft.
Weight empty	1,720 lbs.
Weight fully loaded	2,400 lbs.
Fuel provision for	2½ hours.
Max. speed (ground level)	162 m.p.h.
Climb to 16,400 ft.	11 mins.
Ceiling	29,500

Try this hot little monoplane if your itching to build something different for that next contest. She is a real high flying job with a unique look. Only one of these were built - the biplane bias was too strong in 1923. Too bad!



Pat Daily



REFERENCES:

1. FLIGHT 6-5-24 p361
2. JANE'S 1924

COLOR PATTERNS:

1. SEE CZECHOSLOVAKIAN AIR FORCE 1918-1970 AIRCAM

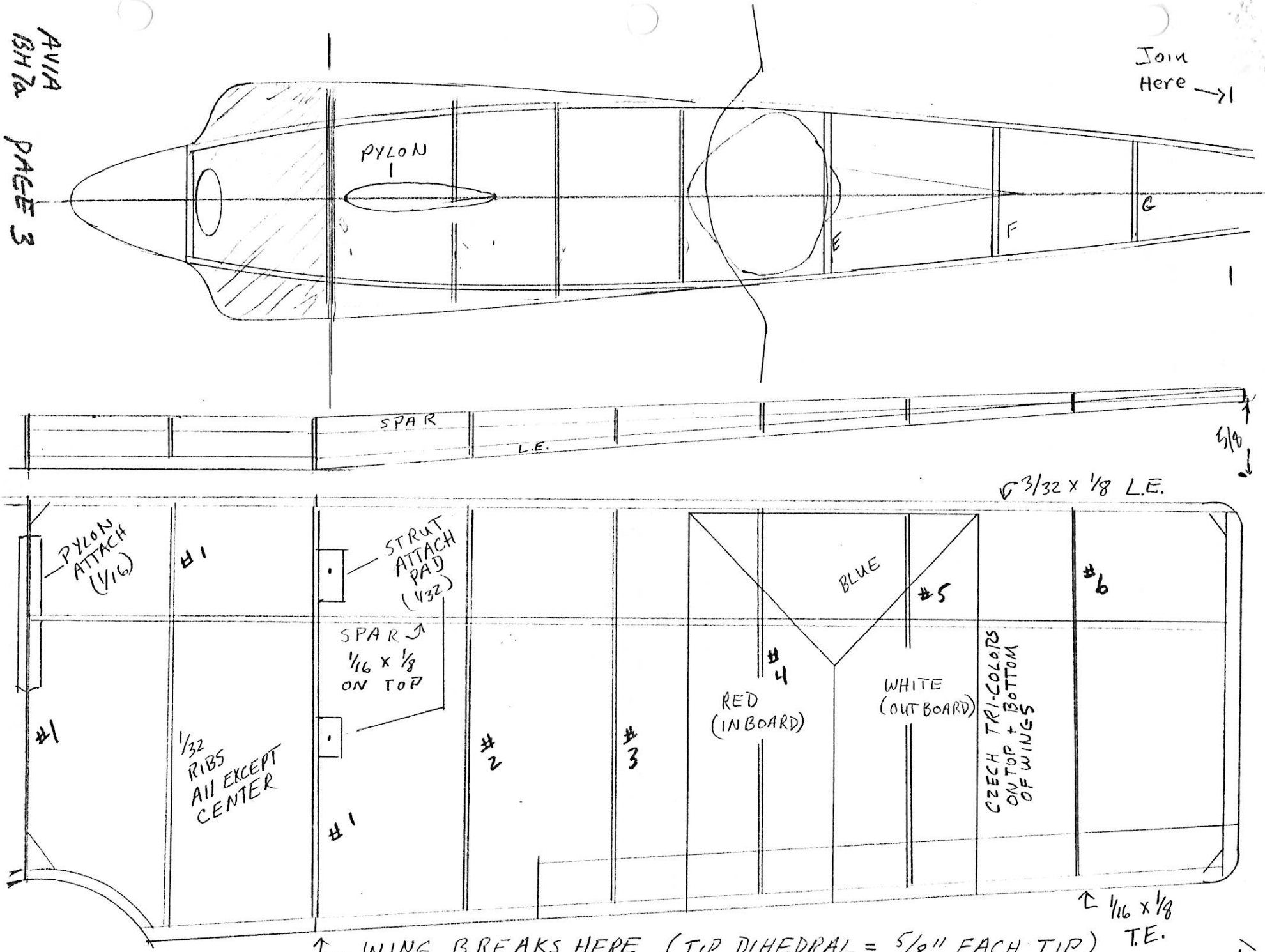
AVIA BH7-a by

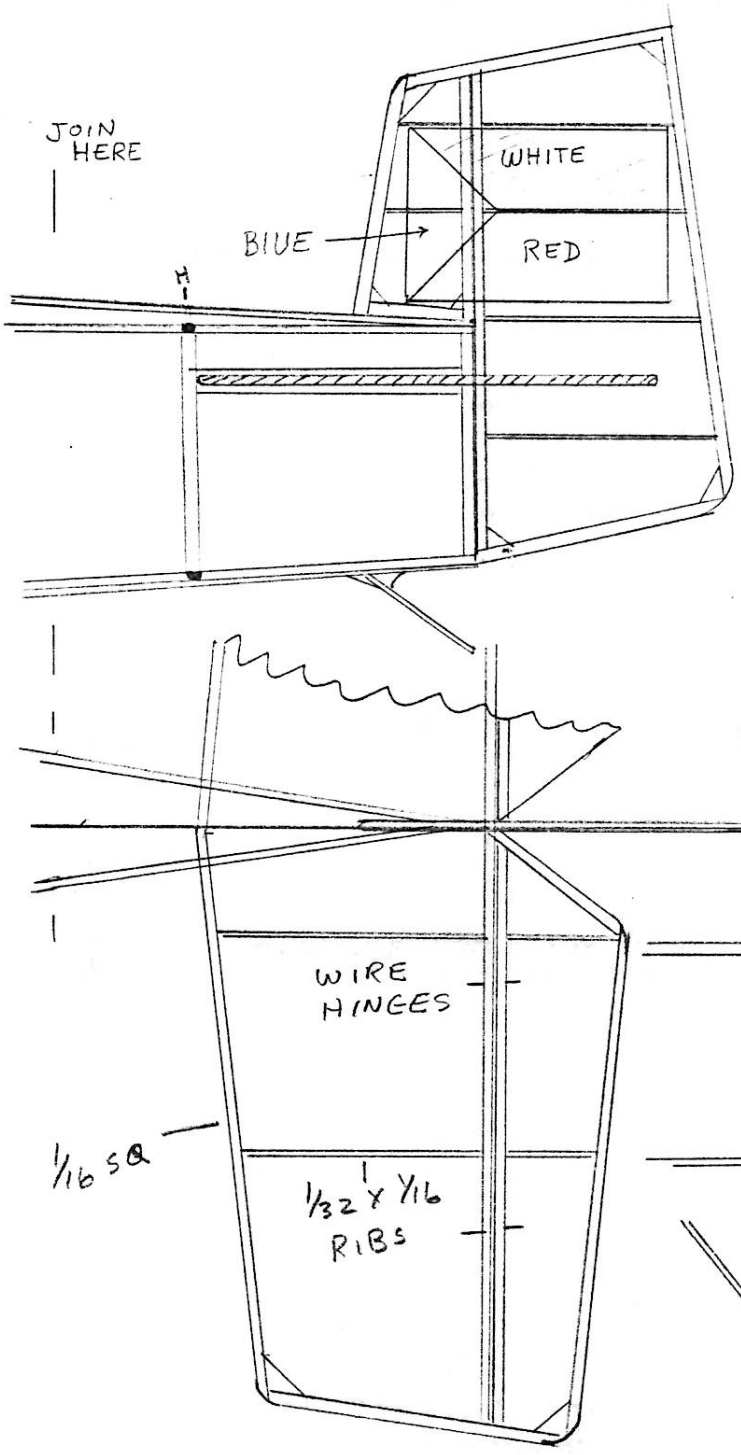
PAT DAILY

A D.C. MAXECUTER

ORIGINAL

1-4-[illegible]


Join Here
PYLON
E
F
G
SPAR
L.E.
5/8
3/32 x 1/8 L.E.
PYLON ATTACH (1/16)
#1
STRUT ATTACH PAD (1/32)
SPAR
1/16 x 1/8 ON TOP
#1
#1
1/32 RIBS ALL EXCEPT CENTER
#2
#3
#4
RED (INBOARD)
BLUE
#5
WHITE (OUTBOARD)
#6
CZECH TRI-COLORS ON TOP + BOTTOM OF WINGS
1/16 x 1/8 T.E.
WING BREAKS HERE (TIP DIHEDRAL = 5/8" EACH TIP)



NOTES:

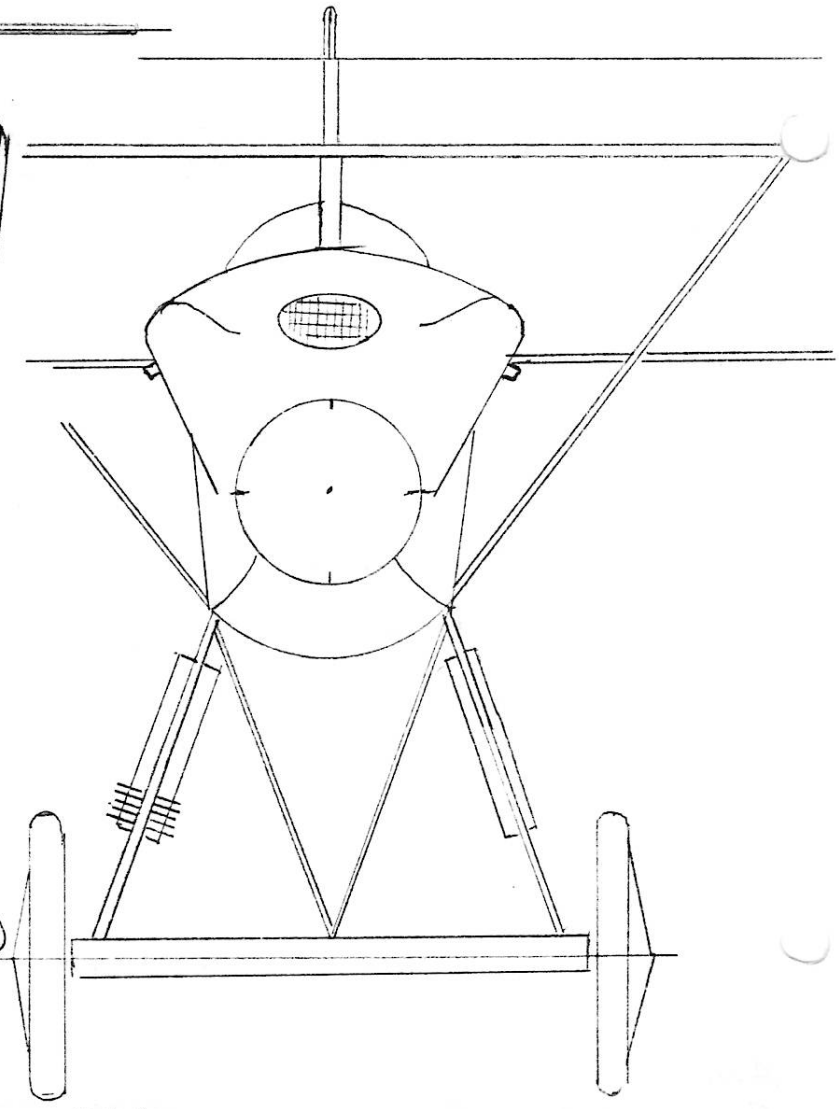
COLORS - DARK GREEN
OLIVE
OCHRE (EARTH, LIGHT) } TO

PATTERN SIMILAR TO OTHER CZECH PLANES IN AIRCAM

BOTTOM: LIGHT GREY

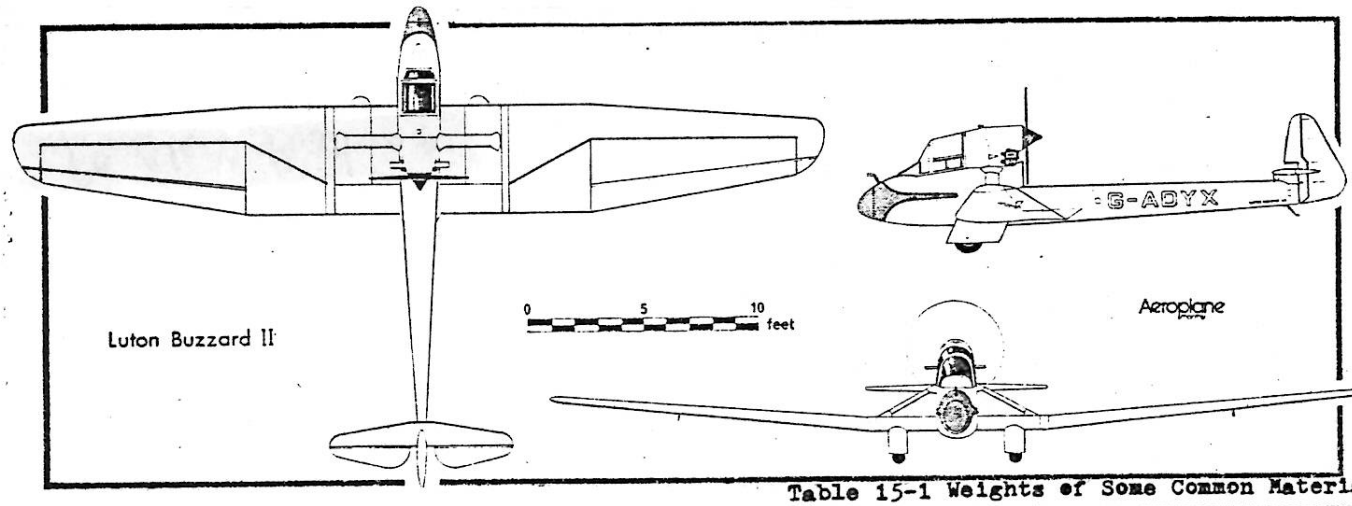
FLY WITH CUT DOWN PECK 7½" PROP AND 4 STRANDS FAI 3/32

"BUILT BY SKODA"
(no wonder it flys?)



- THE BH-7a was a one only design STUDY FOR CZECH FIGHTER TYPE 1923
- POWER = Hisso 300 HP
  SPEED = 245 Km/HR (162 MPH)
  SPAN = 33.1 FEET
  LENGTH = 22.3 FEET

AVIA BH 7a PAGE



No more excuses for those overweight scale models . Nice reference data in the table to help you select the right light-weight materials. Shows why piano wire for ribs or brass tubing for spars is a bad idea no matter what Stew Meyers says. The table was taken from the fabulous reference book "Flying and Improving Scale Models" by that master technician William McCombs. From Model Airplane News for $6.95 plus $1.25 postage. A real encyclopedia of model information; well worth the price for any modeler- scale or otherwise. Highly recomended.

Table 15-1 Weights of Some Common Materials

Weights In Oz. per 100 Sq.In. of Surface Area	
Material	Weight
Regular Japanese (light) tissue	.027
Current Jap tissue is heavier	.042
Ordinary (art-type) tissue	.043
Condenser tissue	.015
Thin polycarbonate film	.007
Silkspan (light grade)	.029
Silk (light grade)also needs much dope	.040
One coat of clear model strength (thin) dope brushed on Jap tissue. Colored dopes vary but are much heavier.	.012
1/32" sheet balsa, 10# per Cu.Ft.	.289
1/16" sheet balsa, " " " "	.579
3/32" sheet balsa, " " " "	.868
1/8" sheet balsa, " " " "	1.157
5/32" sheet balsa, " " " "	1.447
Spruce and Basswood are about 2½ times as heavy as 10# per Cu. Ft. Balsa	
1/16" Spruce Plywood, 3 Ply	2.224

Weights In Oz. per 100 Inches of Length	
1/16"x 1/32" 10# per Cu. Ft. Balsa	.018
1/16 x 1/16" " "	.036
1/16 x 3/32" " "	.054
1/16 x 1/8" " "	.072
3/32 x 3/32" " "	.081
1/8 x 1/8" " "	.145
5/32 x 5/32" " "	.226
6mm wide Pirelli rubber strip	.56
4mm wide " " "	.37

.016" Music Wire	.096	.051" Music Wire		.928
.020" " "	.144	.063" " "		1.424
.024" " "	.208	.071" " "		1.792
.031" " "	.336	.095" " "		1.904
.035" " "	.432	.112" " "		4.448
.041" " "	.592	.130" " "		6.000
.045" " "	.720			

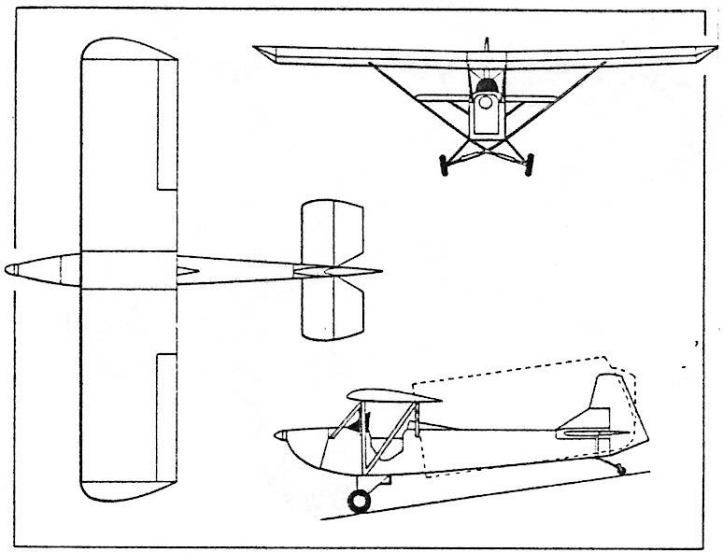
Telescoping Tubing, about .015" Wall:			
1/16" Diam. Alum	.36	3/16" Diam. Alum.	1.10
3/32" " "	.56	7/32" " "	1.30
1/8" " "	.76	1/4" " "	1.56
5/32" " "	.96	9/32" " "	1.75

Brass tubing is three times as heavy as alum.

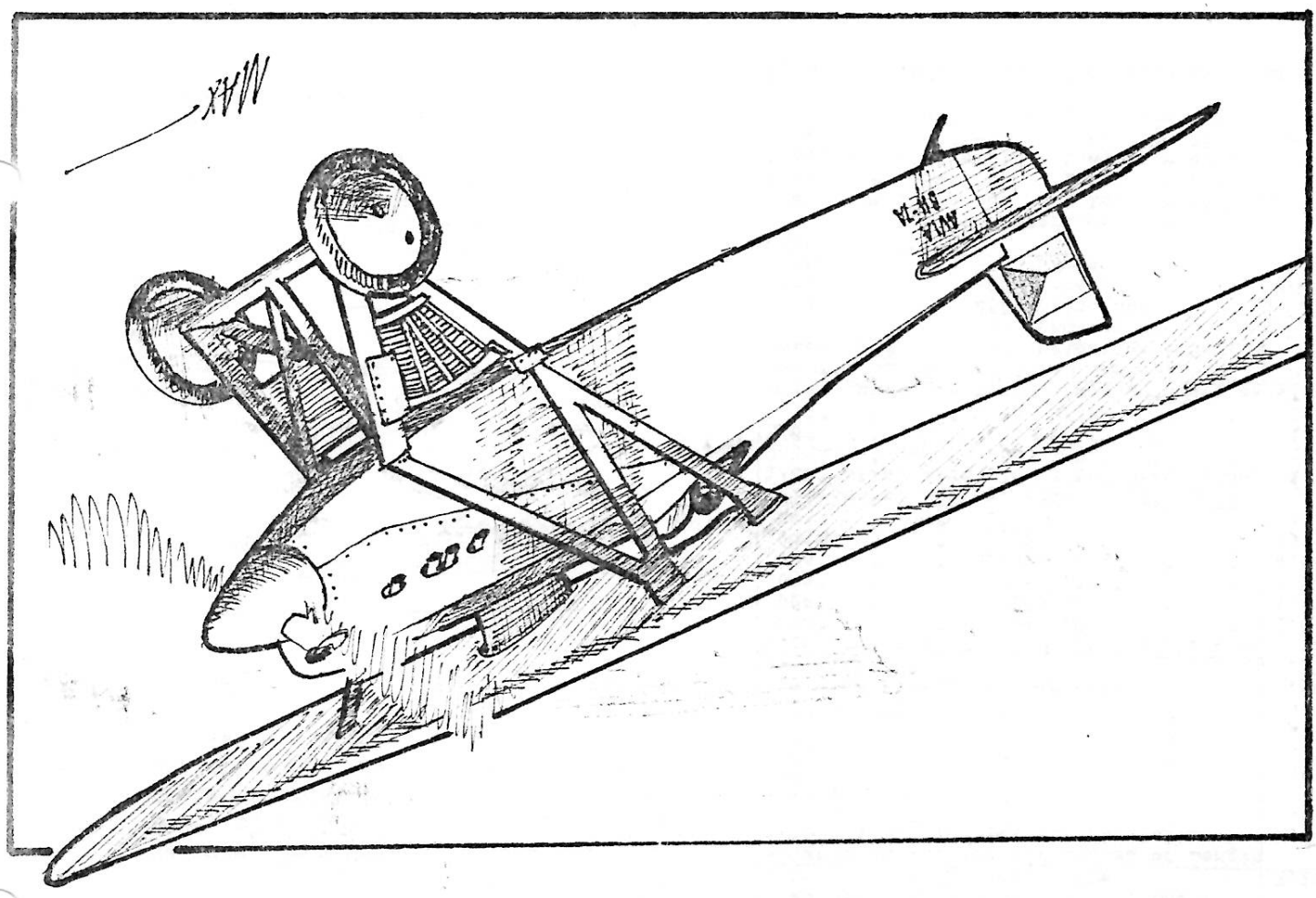
Weights In Oz. per Cubic Inch			
Balsa, 10#	.093	Plastics & Cement	.74
Basswood	.240	Magnesium	1.02
Spruce	.250	Aluminum	1.61
Birch	.408	Steel	4.52
Hickory	.472	Brass	4.96
(Water is .58)			

Some Conversion Data

1 mm	= .0394 in.	1 in.	= 25.4 mm
1 cm	= .394 in.	1 in.	= 2.54 cm
1 sq.cm.	= .155 sq.in.	1 sq.in.	= 6.45 sq.cm.
1 gm	= .0353 oz.	1 oz.	= 28.35 gms
1 mph	= 1.467 ft/sec.	1 ft/sec	= .682 mph
1 cc	= .0610 cu.in.	1 cu.in.	= 16.39 cc
1 cc	= .0338 fl.oz.	1 fl.oz.	= 29.57 cc



Ord-Hume O-H4B Minor, evolved from Luton Minor *(Michael A. Badrocke)*



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% P. DAILY
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