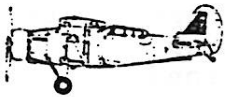




Wright F2W-1



Hall Aluminum XFH-1



Berliner Joyce XF2J-1



Boeing F3B-1



Douglas XFD-1



Vought XF3U-1

# MAX - FAX

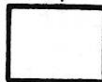
THE NEWSLETTER OF THE D.C. MAXECUTERS

JULY/AUG 1982

## MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$9.00 per year for residents of the U.S.A. Your mailing label indicates the year and month of the last issue of MAX-FAX for your current membership. A red mark in the box below is a reminder that your current membership is nearing its end. Send a check, payable to D.C. Maxecuters, to the Treasurer.

DUES REMINDER



## PRESIDENT

DUDLEY PRISEL  
5118 Alfred Drive  
Waldorf, MD 20601

## SECRETARY

GLEN SIMPERS  
RT 1, Box 367  
White Plains MD 20695

## TREASURER

ALLAN SCHANZLE  
8311 Exodus Drive  
Gaithersburg, MD 20760

## MEETINGS

The D.C. Maxecuters hold meetings on the first Wednesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

## UPCOMING EVENTS

JULY 17, 18: FAC NATS, JOHNSVILLE PA. See flyer in this issue.

SEPT 11 : MAXECUTERS SUMMER FUN FLY. See flyer in this issue. Rain date, 12<sup>th</sup>

## CLUB NEWS

ALLAN SCHANZLE

THE FEATURE plan for this issue is compliments of Mark Fineman in Hamden Conn. Gee wiz - if only we could get more of you fellows to send us original plans. They don't have to be in publishable form, just good enough to build from. How 'bout it - do I hear any volunteers?

Mark's model is a Koolhoven FK-55. Check the photo page of this issue for a first class picture, compliments of the good Dr. Fineman. The following is taken from a letter which accompanied the plans.

"Enclosed is my way of saying thank you to the D.C. Maxcuters for publishing MAX-FAX. I think that this model is just the sort of project you fellows would like. (Hey- this guy is an editor's dream come true!! A.S.)

Several weeks ago Dave Stott lent me a copy of MAN (6/37) containing a typical O.T. scale job by Robert Vail Smith, the Koolhoven "Pursuit." Since I am a total sucker for a shoulder wing fighter, I knew at once that I had to build this one. But as everyone knows who tackles such a project, the original plan would require considerable modification. Rather than making changes piecemeal, I sat down at the drafting table and re-did the whole darned thing. The main changes included: a change to a one-piece wing with a decent airfoil (Rhode St. Genese 28 for the purists); a one-piece stab of simpler construction; totally re-drawn fuselage formers; and a simulated contra-rotating prop made by mounting two 7-in. N.P. props, one behind the other, in a turned balsa spinner. Just for the fun of it, the new plan was re-drawn within Smith's MAN format to give it that O.T. flavor. Because the finished plan is a combination of Smith and Fineman, I call it a hybrid plan.

The real Koolhoven pursuit was the model FK-55. With Dave's help, I came up with three different 3-views of the real aircraft. Perhaps "real" is too strong a word since it was never actually built! A mock-up was shown at the Paris airshow in about 1937, and a prototype built and flown for a grand total of two minutes. The 3-views, however, are all for the "definitive" FK-55 with a mid-ship engine and retracting gear; it was never built. Interestingly enough, the 3-views are all considerably different from one another, so I used the July '37 AT drawings by Robert McLarren for my model.

The nice thing about Flying Aces rules is that they allow the builder to apply a degree of imagination since proposed ships are permissible in FAC scale. This being the case, I went ahead and built the FK-55 and finished her in typical pre-1939 markings of the Dutch Air Force: tan, olive and dark brown camouflage with trisected roundels. IT IS BEAUTIFUL!! Because of the recent freak April snowstorm, I only had it out once. IT FLEW RIGHT OFF THE BOARD, as they say. That has to be the closest thing to sex there is. It only required some down-and-right thrust and didn't even take noseweight. The fake contra-rotating props were an inspiration because they look absolutely authentic in flight (now I'm tempted to build an MC-72).

I flew it about a half-dozen times and she was steady as a rock. The flights were relatively short since I only had a 17-in. motor in it (one loop of 3/32 and one loop of 1/8 FAI) but I expect excellent performance when I go to longer loops."

In addition to these plans, we have another CAVU tale of nostalgia from Rolf Gregory, some more photos by Tom Schmitt, a construction hint by Allan Schanzle, and a few three-views to round out the issue.

THE QUALITY of the photos in the last issue were certainly not up to the past level of excellence, and we're sorry about that. The really sad thing is that the original prints, especially on page 4, were superb. Seems that our printer's key man for the operation was on vacation and someone else did the job. But to show you that everyone in Washington is not as bad as the press makes us out to be, the printer gave us a reduction in the cost. A couple of these pictures deserve a better treatment, so perhaps we'll try to fit in one or more in future issues.

A NOTE came from Jim Jones (36631 Ledgestone Dr., Mt Clemens MI 48043). Jim, as you probably know, has been selling his balsa and rubber strippers for quite a few years. One of the problems most of us in the rubber scale area have encountered is the lack of really good razor blades. End of problem:

"Gillette made a special run for me on the old Gillette Blue Blades - the

minimum order was 10,000, and my next order must be a minimum of 50,000. Since I have a good supply and quite a large investment, I am quite anxious to sell them. They came in trays, unprinted, but they are the same old blades of the late 50's. The cost is \$9.00 for 50 blades, post paid, sold only in lots of 50 each."

THE MAIL BOX also brought forth a few other notes. From J. V. Gorden out San Francisco way, came the following:

"Been using 1/16" sheet styrofoam for all scale fuselage bulkheads. Glues are Titebond or Super T only. Can be laminated with thinned Titebond or carpet tape for quick assembly. Cuts, sands, and files cleaner than balsa and a lot cheaper. I'm sure it is available in the East, but if not, I'll gladly let you know my sources here."

MOST OF YOU know what the editor of this trash wrapper thinks of the LAC\_M 10 and the FI\_E (I can't even type the bloody words). Seems like I'm not alone. From John Campbell in Hamilton Ohio came the following:

"Concerning your often expressed feelings about that aircraft called the F--E, (he left blanks, too. ed.) you may be amused by the following: Last summer at an FAC meet in Dayton Frank Scott was watching Gorden Robert's peanut F--E drifting over-head, seemingly forever. Frank's comment was that the F--E's success is caused not by it's aerodynamics, but by it's ugliness. The grass keeps pushing it away"

FROM BOB Thompson in that quaint little town of Roxbury Conn. came the following:

"I thought of you and your fateful words this past weekend when I went out with son Robbie to a nearby field for a short flying session. What are your fateful words? Oh, that's simple...."I CAN'T BELIEVE IT!" (as your Airacobra flew into the top of a Hickory at Durham last summer.).

We first shot off his rocket...and as you know, they are supposed to go INTO a prevailing wind. Well, this one, with its Super Powerful C engine didn't. It went straight UP, but with the drift, and went so high we couldn't even see where it was in the sky, let alone where it came down.

Strike One

Then I took out my new Stahl P-40, complete with Alaskan tiger-head markings. I had flown it a bit in Wilton, just before that field was ruined for us by the installation of soccer goals all over it. The plane showed promise, but I had been unable or too scared of the short grass to fly it until now. So....do I launch it from the winding rig, where it might stall and come back, smashing into the rig, my new Fleet, or my kid? No. It had circled gently to the left before, so I move about fifty feet to the left of the rig and be safe. I launch it and it makes a shallow right-hand dive INTO the winding rig, cleaning off the left wing. I yelled "I can't believe it!"

Strike Two.

Then I fly the Fleet. First flight it starts bobbing around, right into a nearby (small) cherry tree! Again the cry was heard and I thought of Da Schanz. The Fleet just got the landing gear creamed. It had already once got into the very top of a pine a couple of months back when, un-trimmed, it hooked a monster and flew for five minutes. We had to destroy the tree in order to save the model, but that is one advantage of country living. Actually, although wrecked, the model wasn't too badly damaged, and was ready to fly again in about three weeks.



So this has been the Spring of my despair. Lose the field in Wilton, and two good wrecks. Oh yes.....in the other field I use I was flying my old Messerschmitt M-29. That one bee-lined her prop-boss into a phone pole and was a complete wreck. Then the Avia 222 showed its tropism for trees and flew into the only one within 300 yards, and my 10¢ Comet Curtis Rabinowicz got "hijacked" into the woods in Woodbury. I just watched that one go, no hope or chance of saving it.

This is the kind of bullshit that makes guys quit modelling.

"I can't believe it!"

NEXT, FROM the Vegas Vulture, Bob Haight, out in fun city USA (Las Vegas) came a letter which needs a little background. When Bob's newsletter arrived with "the dreaded red X," he sent a note describing how "colorful" the editor had made his last issue of the usually drab MAX-FAX. Not wanting to pass up a good opportunity, Bob's next issue was "one-of-a-kind," with each page printed on a different color paper, and a mildly sarcastic note that said something to the effect that if he wanted color, then color it was. Bob's response was typical of any true FAC fanatic.

"Received your great "personalized" issue of MAX-FAX, must confess that it was and indeed is colorful; colorful beyond all expectations and dreams, and to think that I the Vulture of Vegas, should be the recipient of such a fantastic epistle. I tell you sir that my huge frame shook with mighty sobs of un-abashed emotion when first I opened that pale brown envelope and discovered the veritable rainbow of colors it contained within its confines. And to learn sir, to learn that I and only I would have the honor of receiving a "ONE OFF" it fairly boggled the mind--the possibilities were endless--I could see that at last "Dame Fortune" was smiling on me, and that with this rare and unique journal there existed the means where by I could, with a little bit of luck, become independently wealthy, wealthy beyond my wildest dreams. For think of it sir, think of it, couldn't I auction off this colorful Tome at the next great gathering of Eagles in Johnstown??? The troops would trample over each other to acquire it, money would be no object, I would have to fend off the bidders with electric cattle prods and other nefarious means. Like Midus I would sit amidst all of my newly acquired wealth and contemplate how it all came about. Ah yes such is the stuff that dreams are made of--while sitting there contemplating on how it all came about I'm afraid that I would immediately become morose and melancholy over the loss of such a rare document. Since such feelings and emotions are fortunately foreign to my nature, and not wanting to cultivate them in any way, I confess that the uppermost thought in my mind would be to retrieve these priceless chronicles. All of these thoughts rushed through my mind when first I opened that pale brown envelope, indeed that envelope and its' kaleidoscopic contents was a veritable Pandora's box of ideas; and after examining all of them in their multitudinous array I opted for the only one that would bring forth feelings of true happiness and joy, and that sir as you may have already surmised is to keep this rare and noble document for my own archives and to bring it out into the light of day on those rare and momentous occasions when dignitaries of the modelling world come to my humble abode and ask to peruse this singular document. That sir would be the crowning glory of it all--more meaningful than all of the Gold of Midus or Silver of Nevada."

FINALLY, Paul Gaertner (122 Georgetown Green, Charlottesville, VA 22901, phone area 804 973-5049) called to let us know that he has access to a Vac-U-Form device that has a base of 4" x 6". If your Mattel jobbie isn't quite big enough for your new project, contact Paul for use of his latest acquisition. Thanks, Paul.

OUR JUNE 5<sup>th</sup> contest, which was dedicated to the remembrance of the battle of Midway and the Coral Sea, was plagued by bad weather. It was held on the 6<sup>th</sup> due to heavy rain on the 5<sup>th</sup>. The winds were nasty and some rain fell, but a dedicated group of fliers did make it to Comsat with the following results.

FAC SCALE

- 1<sup>st</sup> Don Srull, Bleriot.
- 2<sup>nd</sup> Allan Schanzle, Miles Magister.
- 3<sup>rd</sup> Dudley Prisel, Waco PBA.

FAC POWER SCALE

- 1<sup>st</sup> Allan Schanzle, Arrow Sport.
- 2<sup>nd</sup> Paul Gaertner, Spinks Akromaster.
- 3<sup>rd</sup> Hurst Bowers, Farman.

GUM vs GAS

- 1<sup>st</sup> Glen Simpers, Heinkel 100 V2.
- 2<sup>nd</sup> Nick Ropar, Gadfly.
- 3<sup>rd</sup> Bill Bell, Fairchild 24.

MODERN

- 1<sup>st</sup> Rolf Gregory, Itoh.
- 2<sup>nd</sup> Don Srull, Piper Vagabond.
- 3<sup>rd</sup> Dudley Prisel, Cessna 120.

HAND LAUNCH GLIDER: Glen Simpers.

CARRIER LANDING: Don Srull.

MIDWAY/CORAL SEA: Cancelled due to lack of interest.

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PHOTO PAGES

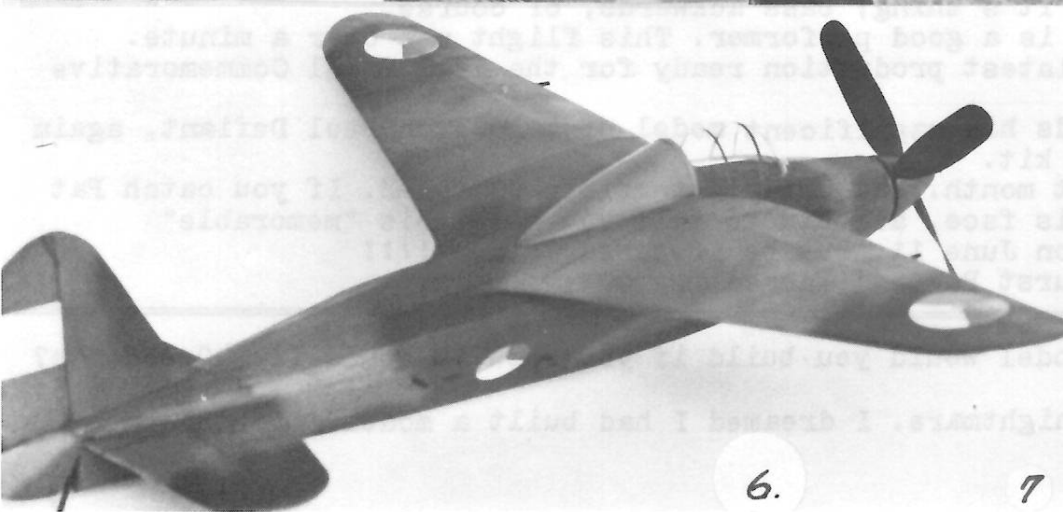
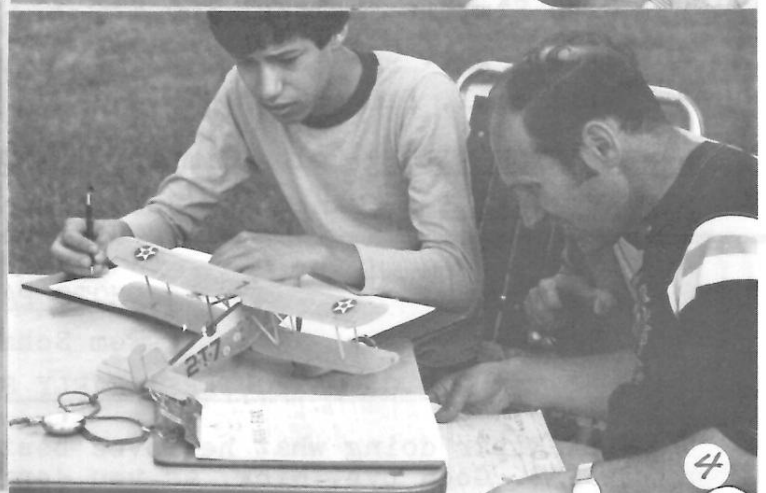
Tom Schmitt

D.C. MAXECUTERS' EARLY SUMMER JUNE FUN FLY

1. Nick Ropar doing what he loves best - flying. This time his Focke-Wulf TA-152. Good bye, Nick, as you depart for the southwest.
  2. Paul Gaertner hold up his magnificent Akromaster.
  3. Claude Powell waits for some calm air with his Vega. A Comet plan.
  4. Allan Schanzle and Mike Escalante do the FAC judging. The model is Claude Powell's pretty Martin T4M-1; another Comet plan.
  5. Dudley Prisel and Glen Simpers keep the judges honest. They evaluate Allan Schanzle's Miles Magister, another great flying model by Earl Stahl.
  6. Bill Bell winds his Fleet Trainer - from a Golden Age kit.
  7. Our feature plan this month - a pre WW-II Dutch Koolhoven FK 55. Model and photo by Mark Fineman.
  8. Yes, Glen Simpers does build scale models. This one a modification of the Flyline kit to produce the He 100 V2. The full size aircraft set the 100 Km. closed course speed record of 394.4 mph on June 6 1938.
  9. Bill Bell never misses a contest. Another Golden Age kit, a Sparten Cabin.
  10. Dudley Prisel launches his fine flying Waco. This will be a MAX-FAX plan in the near future.
  11. Don Srull and his great flying Bleriot, indoors or out.
  12. The Bleriot doing it's thing; bass ackwards, of course.
  13. Dudley's Waco PBA is a good performer. This flight was over a minute.
  14. Allan Schanzle's latest production ready for the Earl Stahl Commemorative in September.
  15. Paul Gaertner holds his magnificent model of a Boulton Paul Defiant, again from a Golden Age kit.
  16. A repeat from last month. Pat Daily's terrific CO<sub>2</sub> DH-2. If you catch Pat with a smile on his face, ask him to tell you about his "memorable" friday at Comsat on June 11. But be prepared to duck!!!!
  17. Another repeat. Hurst Bowers' Farman for CO<sub>2</sub>.
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What one single model would you build if you knew it would fly 40 seconds?

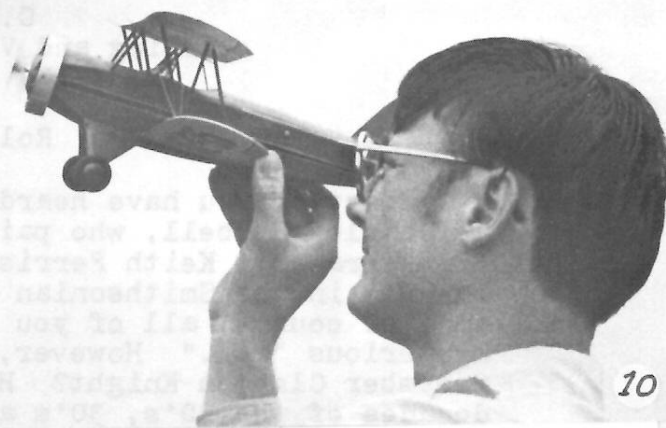
I had a terrible nightmare. I dreamed I had built a model of every known plane!!







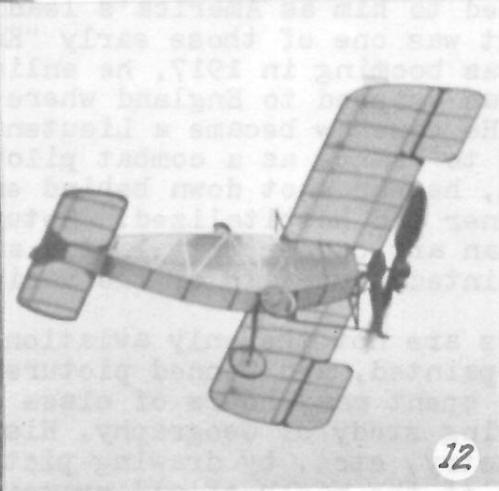
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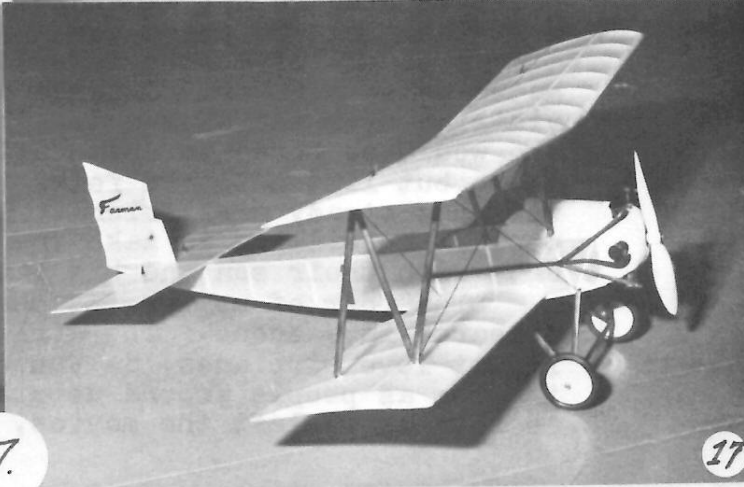
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17

7

C. A. V. U.  
Ceiling and Visibility Unlimited

by  
Rolfe Gregory

Most of you have heard of the famous aviation artists such as Charles Hubbell, who painted pictures of all the Thompson Trophy racers; Keith Ferris, who did that spectacular mural of the B17 in the Smithsonian Air & Space Museum W.W.II Gallery; and, of course, all of you are acquainted with our own talented, mysterious "MAX." However, how many of you are old enough to remember Clayton Knight? He wielded brush and pencil during the decades of the 20's, 30's and 40's. U.S. Service magazine of July, 1938, referred to him as America's leading aviation artist.

Clayton Knight was one of those early "Knights of the Air." When World War I was booming in 1917, he enlisted in the Aviation Signal Corps and was shipped to England where he received his flight training. He somehow became a Lieutenant in the Royal Air Force and went to France as a combat pilot. In 1918, during one of his scraps, he was shot down behind enemy lines. Wounded, he was taken prisoner and hospitalized. Returning to the U.S. in 1919, he began an art career that lasted at least through W.W.II, when he painted portraits of the various air chiefs of the allied forces.

All those guys are not the only aviation artists. I, too, have sketched and painted, and penned pictures of airplanes for years. In fact, I spent many hours of class time perfecting my artistic skill during study of Geography, History, Algebra, Geometry, Trigonometry, etc., by drawing pictures of airplanes around the margins of the pages of all my text books. I often sketched, with reckless abandon, unmindful of the sins of plagiarism. If another's art work appealed to me, I copied it, often enlarging or adding color, always improving it, of course.

One day during my "Improving Period", when I was in High School, I was copying a magazine illustration which caught my fancy. It was a picture for an aviation story which included a pilot, in helmet, goggles, etc., with a big problem. He was bailing out of a disabled Curtis Robin, headed straight for terra-firma. What made the picture interesting was that the pilot had a second problem. He had an attractive young lady clinging to his neck. "That's a problem," you say? Well, the problem was that she had no parachute. I don't recall the story but I think they landed safely with a single chute. While I was making the drawing, my sister came into the room, looked over my shoulder and remarked that the girl in the picture was rather pretty. "You're not kidding", I said. "I surely would like to meet the girl who posed for the picture."

A couple of months later, the mother of one of my school-mates asked a favor. Friends of theirs from New York City were visiting over the week-end. They had a young daughter with them who would be bored to death all Saturday evening, with nothing to do but listen to old folks talking. Their son had a date with his steady girl friend. If they paid for the evening, would I be willing to take the girl to the movies, and double-date with their son and his date? Reluctantly, I agreed.

The four of us were at the movies when a bunch of airplanes appeared in a scene. The girl I was with yelled, "Airplanes! I just love airplanes, do you?" I admitted to a mild interest in them as people around us started shushing us to quiet down. As soon as we left the movies, she started telling me of their



friend in New York who had an airplane and often took her up. She said I may have heard of him, as he was a well known illustrator named Clayton Knight. Of course I had heard of him, I said, and, as a matter of fact, had only recently drawn a copy of one of his illustrations for an aviation story. "Which one?" she asked. I described it. "I posed for that picture!" she said. Mr. Knight's regular model was ill, he had a deadline to meet, so she substituted.

Now I ask you, of all the people in New York City, what would be the odds of meeting a particular one of them in a little town in Virginia -- one in whom you had expressed an interest just two months earlier? That's what I call a coincidence!

She asked for the picture I had sketched. I mailed it but never heard from her. Funny, I remember Clayton Knight, but I can't even recall the girl's name.

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## D.C. MAXECUTER'S '82 SUMMER FUN FLY

Sept 11

AMA SANCTION

# 165

CONTEST DIRECTOR

ALLAN SCHANZLE  
8311 Exodus Dr.  
Gaithersburg MD. 20760

301 840-9883



9:00  
to  
6:00

EVENTS

FAC SCALE:

Judging starts at 11:00 AM. Qualifying flight must be made by this time.

EARL STAHL COMMEMORATIVE:

For Earl Stahl designs. See Club News for details. Qualifying time as above.

FAC CO<sub>2</sub> SCALE:

An FAC scale event for CO<sub>2</sub> power only. Flight points determined by subtracting one point for each second away from a 70 second target time. For example, a 50, or 90, second flight gets 50 points. Highest score of three official flights. NO TANK OR ENGINE LIMITATIONS. Same qualifying time as above.

MASS LAUNCH:

THE RACES - 1:00 PM. A single launch for all racers.

WW-I 2:00 PM Biplanes only.

WW-II 3:00 PM Maxecuter rules.

GOLDEN AGE 4:00 PM Maxecuter rules.

EMBRYO:

FAC rules.

TRANS-COMSAT SPEED AND NAVIGATION RACE:

A repeat of last years coup de grace of the contest. Everybody enters something that will get 40 FAC scale points.

H.L. GLIDER:

As per AMA

CATAPULT GLIDER:

Must use Maxecuter launching pole. AMA H.L. scoring.

## WING TRAILING EDGES -- THE REALISTIC WAY

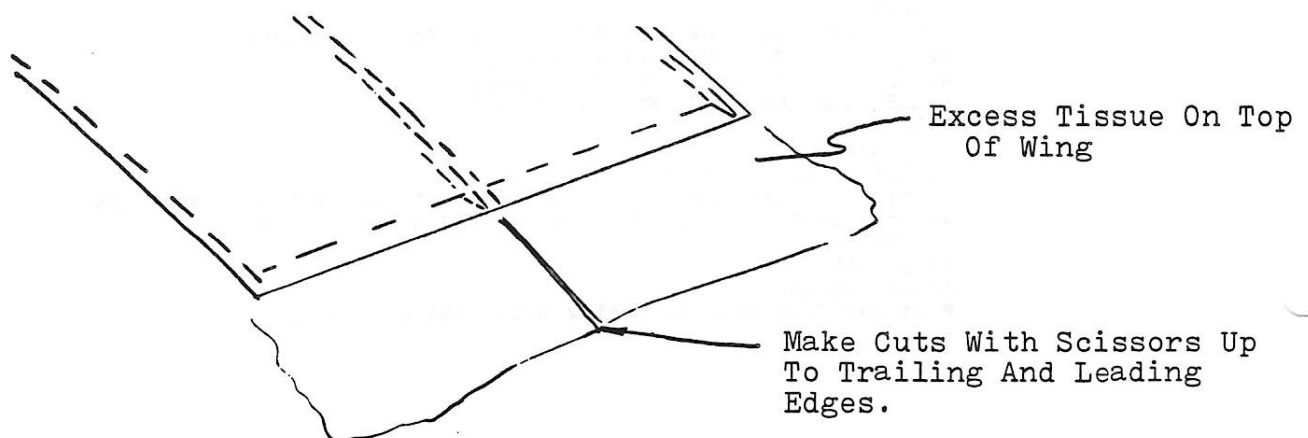
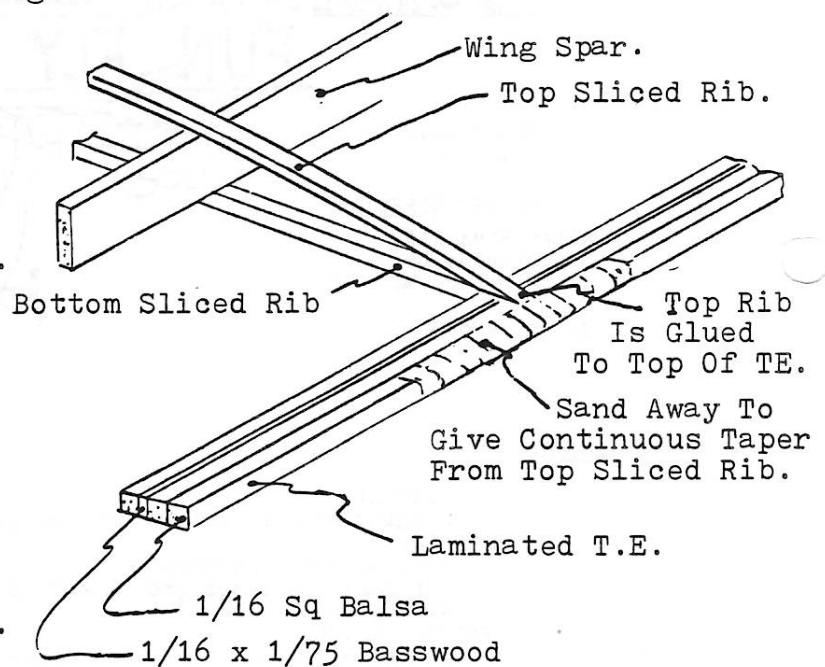
ALLAN SCHANZLE

The next time you're at the local airport, check the wing trailing edge of a Piper, Beech, or whatever is available for close viewing. Notice that the trailing edge (T.E.) nearly comes to a point. It is definitely not squared off. And yet, one heck of a lot of models I've seen and judged leave a squared off T.E., usually about 1/16" thick. If your model is built to a scale of 3/4" = 1', then this 1/16" T.E. scales up to 1". Now check that real aircraft again, and you'll see what I'm getting at. True, some full size aircraft may have a 1" thick trailing edge, but not many that I've seen. Unless you show me proof, I'm gonna subtract a tweek from your score when I judge your little beastly.

So, how do you make it more realistic? Try the following, which begins with the structure and ends with covering. I prefer to use sliced ribs for wings, so the following will describe this technique. But you can adapt the general idea to your specific building method. The trick, of course, is to build the trailing edge so it can be sanded to a reasonably true shape. One technique is as shown to the right.

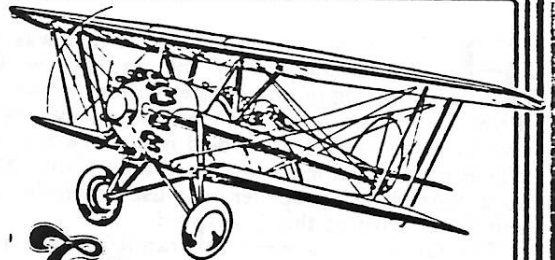
But this is only the beginning. The real trick comes when you cover the wing. Apply the tissue to cover the top of the wing first, and adhere the top tissue only to the bottom of the leading and trailing edges. That means you've got to wrap the tissue around both edges. You'll find this rather easy to do if you make cuts in the excess tissue, as shown below. This way, you can glue the tissue to the wing in small sections - between two ribs, for example.

When you water shrink the tissue, it will pull up nicely around the trailing edge and give a realistic appearance. And best of all, I won't have to dock you that fraction of a point.



# THE FLYING ACES<sup>C L U B</sup> Nationals

AT JOHNSVILLE NAVAL AIR STATION  
WARMINSTER, PA 1982



Come Fly  
With Us!

AMA SANCTIONED

HOSTED BY THE SCALE OLD TIMERS SOCIETY-"SOTS"  
FAC EAGLE SQD. BLACK FLIGHT, & U.S. NAVY

## SATERDAY JULY 17

- FAC SCALE-RUBBER - WING SPAN OVER 13", & UNDER JUMBO SIZES.
- FAC SCALE-POWER - GAS, CO2, OR ELECTRIC POWERED.
- FAC PEANUT SCALE - WING SPAN 13" MAX.
- EMBRYO ENDURANCE - PER FAC RULES.
- \* FAC WW1 COMBAT - MULTI WING ONLY, OVER 13", & UNDER JUMBO.
- \* FAC WW2 COMBAT - NO LIAISON TYPES, OVER 13", & UNDER JUMBO.
- \* FAC GOLDEN AGE - ANY AIR CRAFT (CIV. OR MIL.) OF 1920 TO 1940 ERA WHICH DOES NOT QUALIFY FOR ANY OTHER MASS LAUNCH EVENT.

## SUNDAY JULY 18

- FAC JUMBO SCALE - BIPLANE SPANS 30" MIN., MONO PLANE SPAN 36" MIN.
  - FAC GHQ PEANUT - PER SPECIAL FAC RULES.
  - \* FAC THOMPSON TROPHY - FOR RADIAL ENGINE TYPES ONLY.
  - \* FAC GREVE TROPHY - FOR INLINE ENGINE TYPES ONLY.
  - THOMPSON & GREVE TO FLY IN HEATS- NO SHELL DASH OR AEROL RACES.
  - \* FAC WW1 PEANUT COMBAT - MULTI WING ONLY, 13" MAX.
- NOTE: \* DENOTES THE MASS LAUNCH EVENTS; FLOWN IN ROUNDS OR HEATS.

ENTRY FEES: SR.-OPEN \$ 5.00 PER DAY - ANY OR ALL EVENTS.  
JUNIORS \$ 2.00 PER DAY - ANY OR ALL EVENTS.

AWARDS: TO THIRD PLACE ALL EVENTS, PLUS OTHER SPECIAL AWARDS.

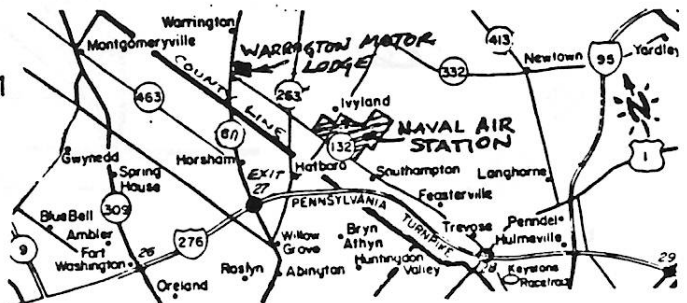
FAC NATS H.Q. - THE WARRINTON MOTOR LODGE  
ROUTES 611 & 132, WARRINTON, PENNA. 18976  
5 MILES NORTH OF WILLOW GROVE EXIT 27, PENNA. TURNPIKE.  
CONTACT LODGE FOR RESERVATION - 215 343-0373

FRIDAY EVENING JULY 16; THERE'S TO BE A GATHERING OF SQUADRONS AT THE LODGE FOR SOME HANGER FLYING. ALL ARE INVITED.

SATERDAY NITE JULY 17; FAC NATS BANQUET-HOT BUFFET-\$12.00 PER PERSON.  
ADVANCE BANQUET RESERVATIONS & PAYMENT REQUIERED!  
PLEASE FORWARD TO THE C.D. NO LATER THAN JULY 10 TH.

FAC NATS C.D. ROBERT LEISHMAN  
STONY LANE RD4  
DOYLESTOWN, PA. 18901

1982 FLYING ACES RULES AVAILABLE  
ON REQUEST FROM C.D.





# The Siemens-Halske D4 Pursuit

HERE is one of the trim craft that was produced towards the end of the war by the Germans, appearing on the Western Front in the Spring of 1918. It was powered with an eleven cylinder rotary, two hundred Halske air-cooled motor. To obtain greater efficiency the motor turned over only about 900 r.p.m., so a four-bladed propeller was used in order to insure sufficient thrust at this low speed.

The tail surfaces were full cantilever and the wings were of fabric with plywood ribs spaced on six-inch centers. Two Parabellum machine-guns synchronized with the motor, comprised the armament. The top plane was built in one piece and rigged with diagonal cables. A drift wire completed the truss. Fillets were used to fair the wings and tail surfaces and the ailerons were balanced on both wings and operated by torque tubes.

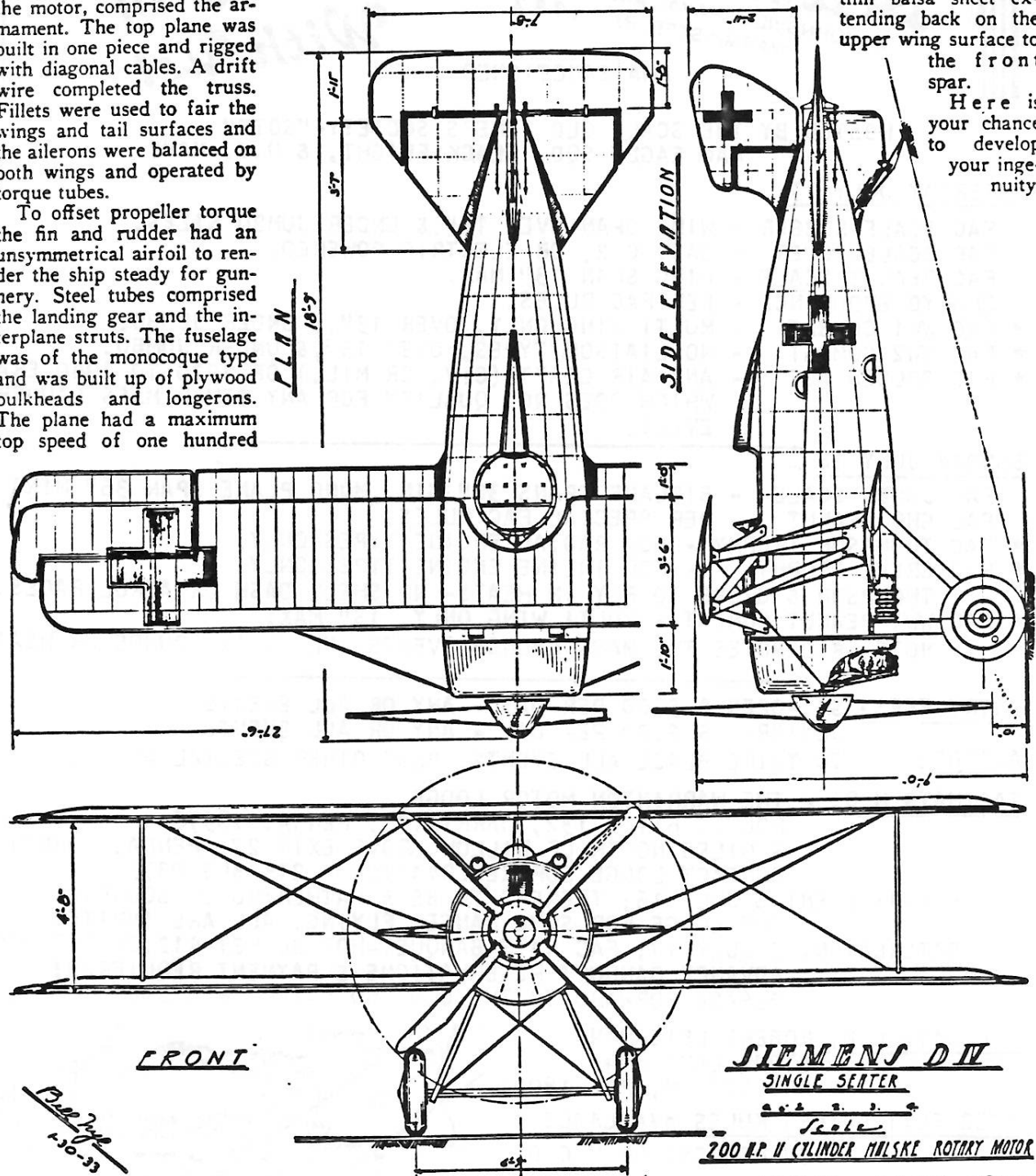
To offset propeller torque the fin and rudder had an unsymmetrical airfoil to render the ship steady for gunnery. Steel tubes comprised the landing gear and the interplane struts. The fuselage was of the monocoque type and was built up of plywood bulkheads and longerons. The plane had a maximum top speed of one hundred

and thirty-five miles per hour. It employed a dural cowl over the rotary engine and a prop spinner. It was finished in black and silver.

A neat-looking detail scale model can be made from these plans. The body should be built up from strips of balsa running lengthwise, cemented to bulkheads. The tail surfaces should be veneer covered; the wings covered with paper or silk.

The framework of the wings should be built up, ribs mounted on two spars. Ribs may be spaced as indicated in the plans. The leading edge should be covered with a thin balsa sheet extending back on the upper wing surface to the front spar.

Here is your chance to develop your ingenuity.



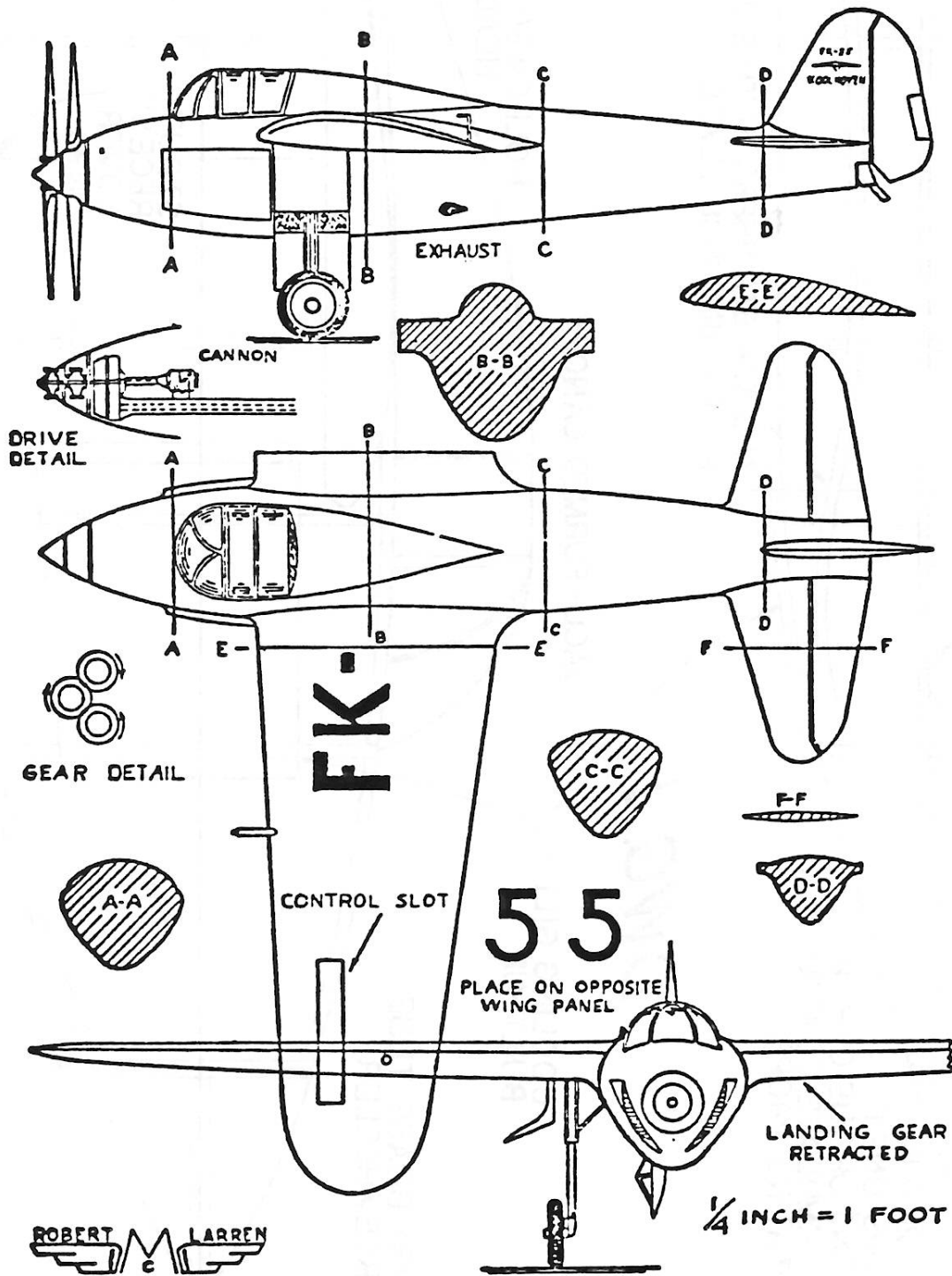
**SIEMENS D IV**  
SINGLE SEATER

Scale  
200 HP 11 CYLINDER HALSKE ROTARY MOTOR

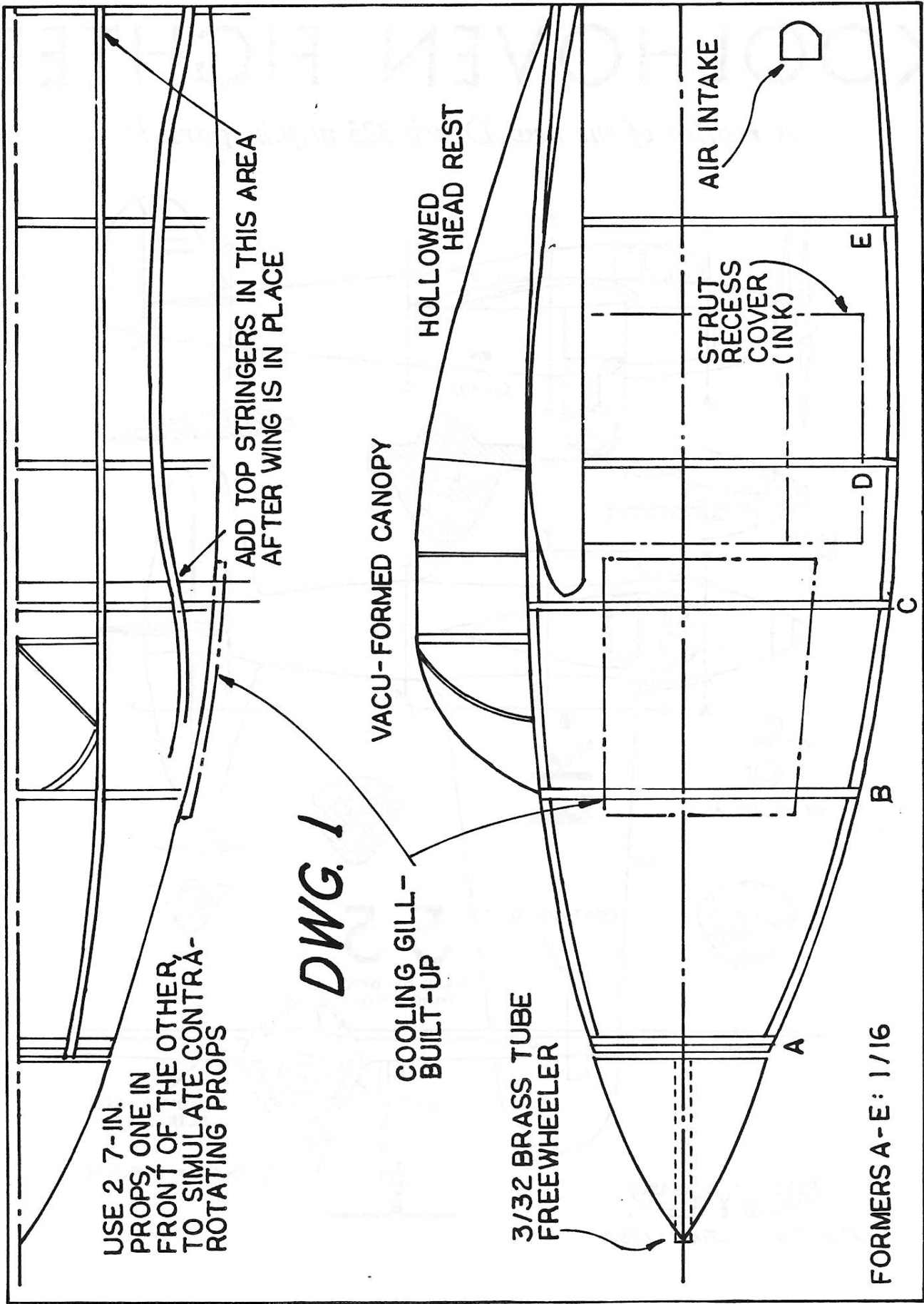
M.A.N. MAY 1933

# KOOLHOVEN FIGHTER

*A replica of the new Dutch 325 m.p.h. pursuit*



ROBERT M LARREN  
AIR TRAILS, JULY 1937



USE 2 7-IN. PROPS, ONE IN FRONT OF THE OTHER, TO SIMULATE CONTRA-ROTATING PROPS

ADD TOP STRINGERS IN THIS AREA AFTER WING IS IN PLACE

**DWG. 1**

COOLING GILL-BUILT-UP

3/32 BRASS TUBE FREEWHEELER

VACU-FORMED CANOPY

HOLLOWED HEAD REST

STRUT RECESS COVER (INK)

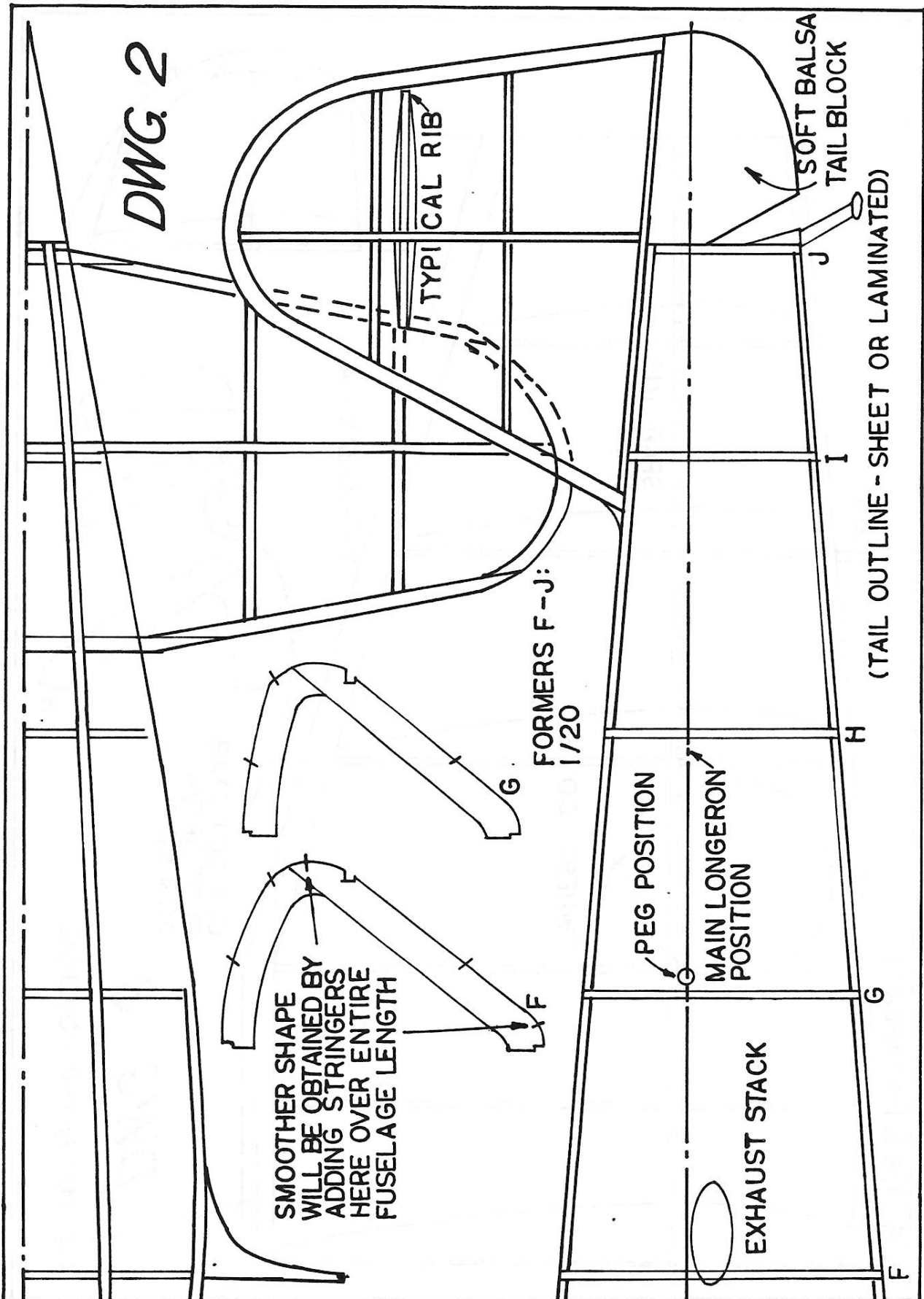
AIR INTAKE

FORMERS A-E: 1/16

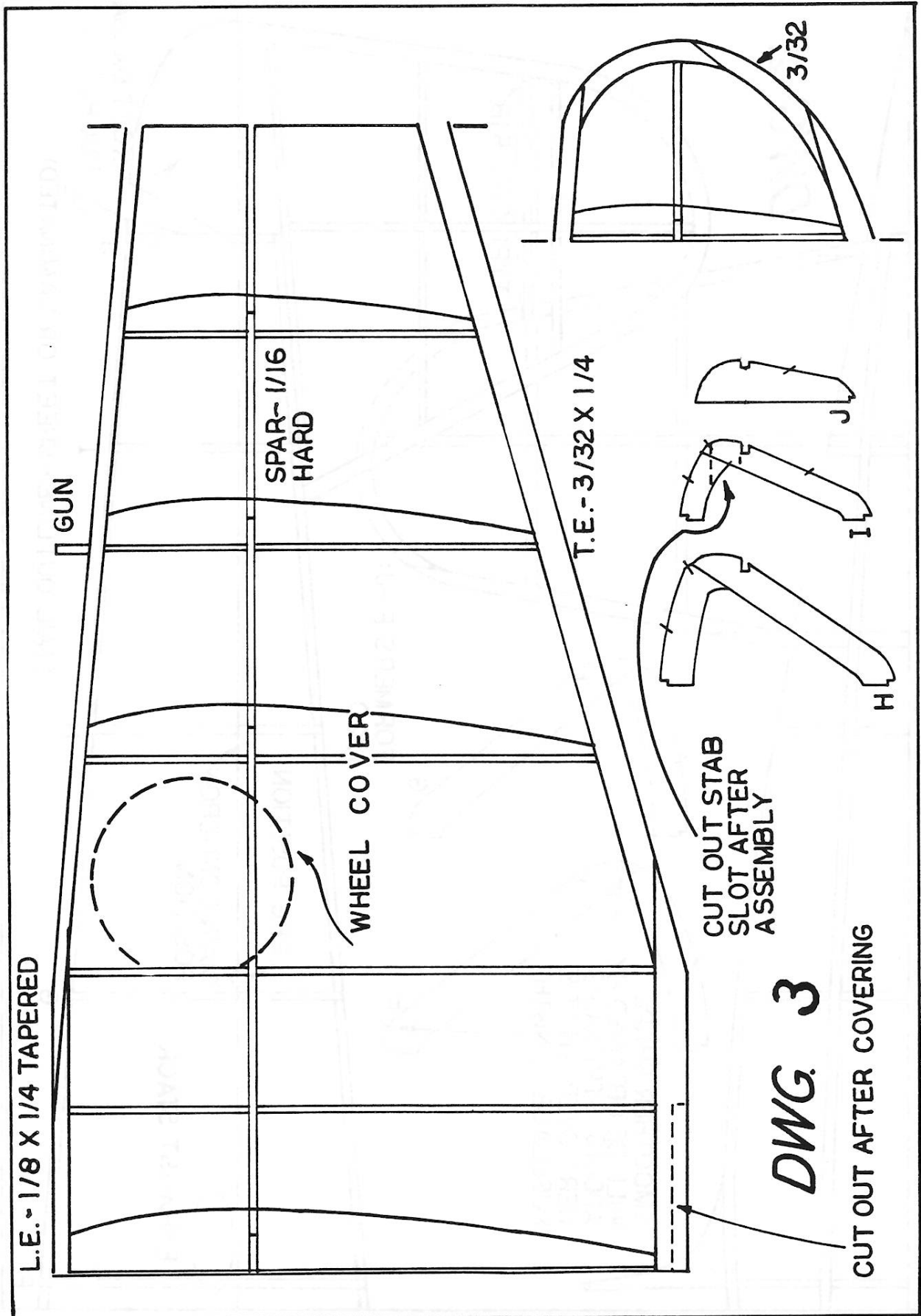
A HYBRID PLAN BY MARK FINEMAN, 1982 - BASED ON ROBT. V. SMITH'S KOOLHOVEN "PURSUIT" MODEL - AIRPLANE NEWS - JUNE 1937



DWG 2



(TAIL OUTLINE - SHEET OR LAMINATED)





# DWG 4

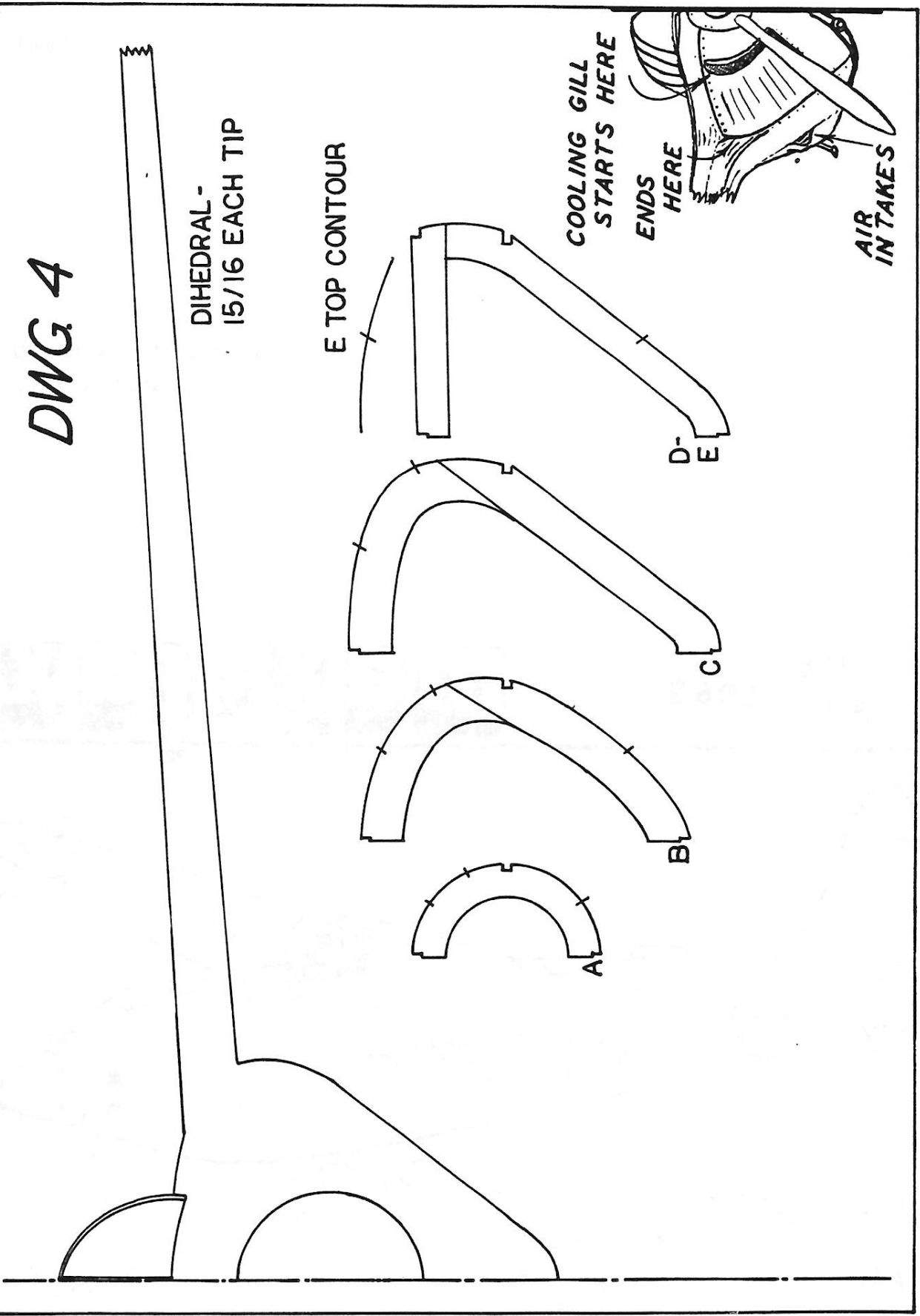
DIHEDRAL -  
15/16 EACH TIP

E TOP CONTOUR

COOLING GILL  
STARTS HERE

ENDS  
HERE

AIR  
INTAKES





FIRST CLASS

8311 Exodus Dr.  
Gaithersburg Md. 20879

JULY  
AUG 1982

# max-fax

