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Vought FU-1



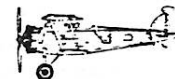
Atlantic XFA-1



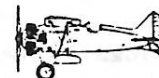
Grumman F2F-1



Curtiss R2C-2 (F2C-2)



Boeing F2B-1



Berliner Joyce XFJ-1



Berliner Joyce XF3J-1

# MAX - FAX

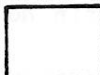
THE NEWSLETTER OF THE D.C. MAXECUTERS

MARCH/APRIL 1984

## MEMBERSHIP

Dues for membership in the D.C. Maxecuters is \$8.00 per year for residents of the U.S.A., Canada, and Mexico, and \$11.00 for all other countries. 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



## 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.

## PRESIDENT

DAN DRISCOLL  
2000 S. Eads St., #301  
Arlington, VA 22202

## SECRETARY

TOM SCHMITT  
11014 Marcliff Road  
Rockville, MD 20852

## TREASURER AND NEWSLETTER EDITOR

ALLAN SCHANZLE  
20008 Spur Hill Dr.  
Gaithersburg, MD 20879

## UPCOMING EVENTS

- March 9, 16 Tentative indoor flying at Walter Johnson H.S., 7:00 to 10:00 p.m. See CLUB NEWS.
- March 24 MAXECUTERS Indoor Contest. See flyer in this issue.
- April 28 Indoor Contest at Patuxent Naval Air Station. See Page 13.
- April 29 Indoor Contest at Lakehurst, NJ. See Page 3.
- July 14,15 FAC NATS, Utica, MI.

## CLUB NEWS

Allan Schanzle

EVERY ONCE IN a while, I'm obliged to write a contribution to this newsletter which has all the appeal of peanut butter and jelly ice cream. You may have noted that I play the role of treasurer as well as editor, and at the club meetings for the past six months, I've been reporting on a monotonic decline in the balance of the club funds. About a year and half ago, we reduced the annual dues from \$9.00 to \$8.00 per year. But those full size plans, increased postage, and top-notch photo pages have caught up with us. And since this is an FAC NATS year, we'll be putting

out an issue which has at least six pages of those super photos, compliments of Tom Schmitt. That puts a real dent in the MAXECUTER checkbook, so as you have already perceived, we gotta raise the annual tax that brings you this bi-monthly trash wrapper. We hope this doesn't get you "torqued-off" to the point that renewals cease to appear.

So much for the sob story. Let's get to some specifics, like how much. In order to cover projected expenses over the next few years, a vote by the club at the February meeting approved an increase to \$10.00 per year beginning with the MAY/JUNE issue of MAX-FAX. That's the next issue, not this one. And to give you fair warning, if on your MAY/JUNE or later issue you see the dreaded red X and you fork over only \$8.00, rather than the \$10.00, I'm simply going to credit you with five issues rather than six. In other words, if your dues are due in May 1984 (mailing lable date=8405), and you send \$8.00 instead of \$10.00, your next mailing lable will read 8503, not 8505.

SO MUCH FOR the bad news. There is one good thing about the rotten weather we've had throughout the eastern 3/4 of this country - 'tis conducive to sitting in your modeling room and building some of the endless list of projects. Dave Stott, in Bridgeport, Connecticut, phrased it best - "One life is not enough for a modeler." And I'll assume most of you are consuming balsa at an all-time record rate, because the correspondence via the postperson has been nil.

The letter from Dave also brought attention to an item about newsletter plans that had never before occurred to me, and that is the printing of these relics "back-to-back." Our recent addition of an occasional full size "center-fold" surely eliminates this as a problem. But "back-to-back", mein Gott, it never occurred to me that anyone would actually use the original plans that are offered in the newsletter. I guess I'm spoiled, since I have access to a copying machine at the office, and I would never think of putting pin holes in my one and only copy.

Which brings up another interesting question regarding the full sized foldout plans. Every single comment about this feature has been positive, and for you Saturday evening armchair builders, I can see the appeal. But me, I'd have to make a copy first, which would be harder on a page that is 17" x 22", than four pages of standard 8 1/2 x 11 paper.

So I'll try the following. I'll avoid, whenever possible, to put "back-to-back" two pages that would normally have to be taped together to build the model. Check this issue and you'll see what I mean. Do I hear any comments or other suggestions?

The second letter arrived from Roger Wathen (3242 N De Quincy, Indianapolis, IN 46218) and indicates he has two items of potential interest to you folks. First, he has some model magazines for sale, and second, he has information on a large source of Jetex fuel, wicks, and kits. Send a large self-addressed and stamped envelope to him for further details.

PLEASE NOTE the addition of two Friday night flying sessions (7:00 to 10:00 p.m.) in the UPCOMING EVENTS. More important, these are NOT at our usual high school, but at Walter Johnson H.S. These are tentative dates, so please confirm them with Tom Schmitt ((301) 530-0327) a day or so before the scheduled date. Give Tom a hearty "thanks" when you see him, since he has taken the time to make all the arrangements.

WE GOOFED on the flyer for the March contest. The last issue gave a minimum weight for the Manhattan event as 14 grams -it should have been 7 grams, which is noted on the flyer in this issue.

IN THE JULY/AUG 1983 issue of MAX-FAX, Tom Schmitt noted a product called "ONE TIME SPACKLING," marketed by Red Devil. I used this for the first time on a recent model, and I'm convinced - it's the best stuff I've used for filling cracks of balsa joints, or making wing fillets. Give it a try.

THIS ISSUE has an interesting potpourri of items, which includes two sets of plans. The first is a peanut sized Curtiss F9C Sparrowhawk, by Ray Stearns in North Carolina. The second one is an F6F Hellcat, by your editor, which was originally a Guillows plan. Rolf Gregory offers another CAVU dealing with aviation nostalgia, and for you scale documentation buffs, you'll find something your editor has wanted to do for quite some time; an alphabetical listing of photos and 3-views that appear in a book called "THE LIGHTPLANE, 1909-1969," by Underwood and Collinge. This book has a wealth of photographic information, but fails to include a Table of Contents. You've now got one. And, of course, as we've all come to take for granted, you'll find two pages of quality photos by Tom Schmitt.

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#### PHOTO PAGES

Tom Schmitt

1. One of our feature models in this issue, Allan Schanzle's great rendition of a Guillow Hellcat kit.
  2. Allan giving a few pointers on peanuts to Jacques; model is the Impanema; photo by Mimi Schmitt, Jacques' aunt.
  3. A beautiful production by Allan of Joe Fitzgibbon's Golden Age kit of the Davis.
  4. A bit of nostalgia from last year's indoor contest at Andrews Navy Reserve Hangar; Pat Daily's Fokker D-VII flying by with a good display of Pat's lozenge handiwork.
  5. Dave Smith with his high flying Chambermaid at Dave Rees' Pizza Fly last fall.
  6. Keven Sharbonda from our Baltimore contingent launching his Davis homebuilt.
  7. Some of the action at Kennedy: Bill Bell's Great Lakes Torpedo Bomber (Bill Winter plan) attempts a formation with Pat Daily's SBU-1 (Herb Weiss plan).
  8. Pat Daily's Manhattan 'Pink Lady' heading for the rafters at Kennedy: dig those wheels, that is real class!
  9. Jacques shows the photo editor how to launch his Bostonian; photo by Mimi Schmitt.
  10. Charlie Sotich and Vito Garafolo (founder of Tern Aero model company) winding Bill Hannan's Chauviere French autogiro model during West Baden indoor meet. Photo by Frank Scott via Bill Hannan.
  11. It does fly; Bill's photo of his autogiro high in the sunny sky of southern California.
  12. Rich Hensel waiting for a lull in the action at Kennedy to launch his neat Zero from a Peck kit.
  13. Bill Noonan's very pretty jumbo, a 36" Thomas Morse MB-7; photo by Bill Noonan. Welcome aboard Bill.
  14. Paul Spreiregen relasing his version of one of Allan's favorite airplanes.
  15. A terrific photo by Frank Renau of two of his electrics in mortal combat over Shangrila. Hurry back Frank.
  16. A real character view of Dave Stott's Blackburn - Blackburn II. See Jan/Feb '83 MAX-FAX for plan by Hurst Bowers. Come on Hurst, we are all waiting for the next one.
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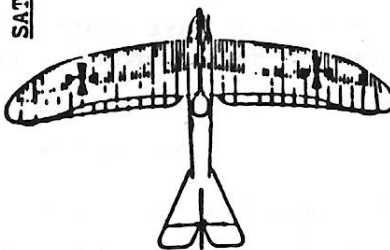
#### LAST MINUTE CONTEST NOTICE

The SOTS are sponsoring an indoor contest at Lakehurst, NJ, on April 29. Contact Pat Ciambrello, 11 Forsythia Drive, East, Levittown, PA 19056, (215) 945-4590.



**ANNOUNCE**  
**THE 10<sup>TH</sup> ANNUAL CAPITAL INDOOR SCALE AIRCRAFT CONTEST**

**MARCH 24 1984**  
**ANDREWS A.F.B. - NAVY RESERVE HANGAR**



**SATURDAY MARCH 24 10:00 to 5:00 PM.**

**FAC SCALE:** Judging begins at 1:00 PM. You must have a qualifying flight by this time.

**PEANUT SCALE:** Mooney rules. Judging starts at 1:00 PM.

**MASS LAUNCH:** Ten (10) second bonus for R.O.G.

**MW-1:**

**GOLDEN AGE:** 1920 - 1935, plus non-military planes for 1935 - 1940.

**NAVY SCALE:** Any plane from any Navy, but in Navy colors.

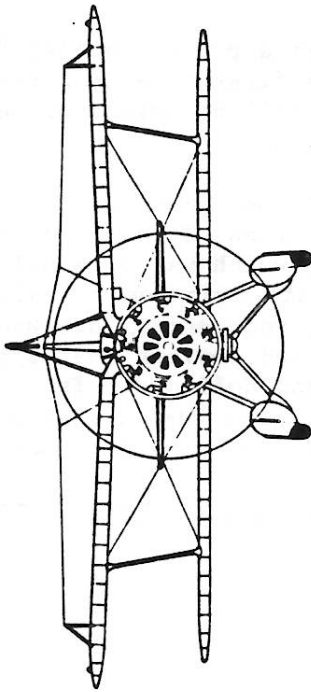
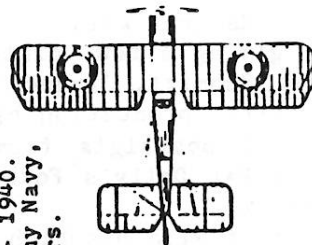
**NO - CAL:** FAC rules.

**BOSTONIAN:** 14 gm. minimum.

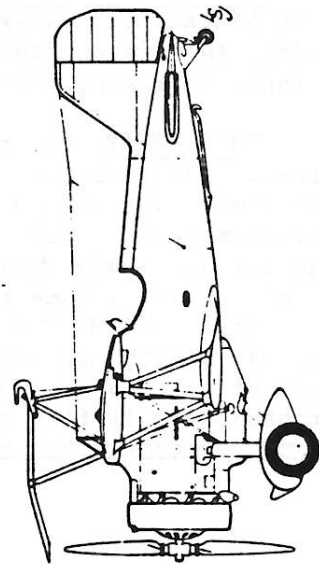
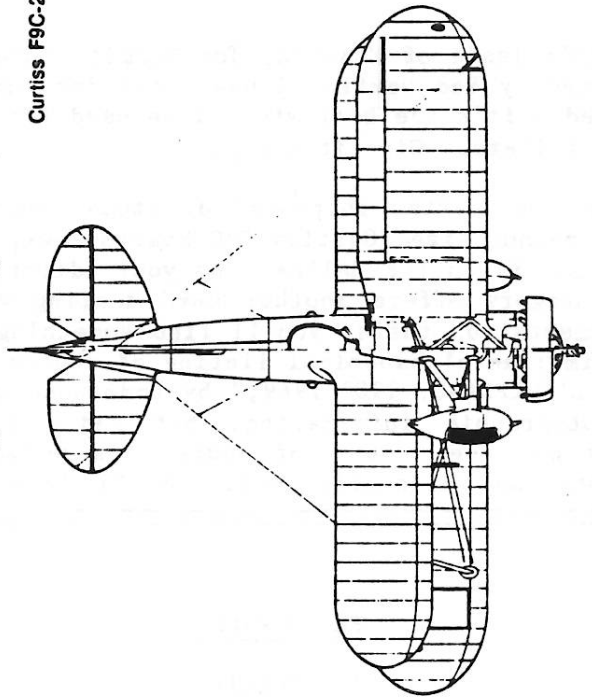
**NOVICE PENNY PLANE:** AMA rules.

**H.L. GLIDER:** AMA rules.

**MANHATTEN:** 7 gm. minimum



Curtiss F9C-2



**ENTRY FEE:**

\$2.00 per event, \$5.00 maximum.

Juniors under 16; \$0.50 per event, \$1.00 maximum.

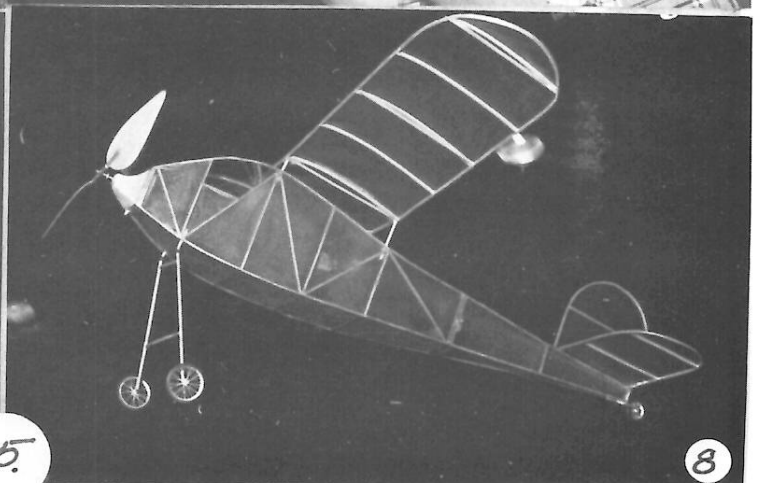
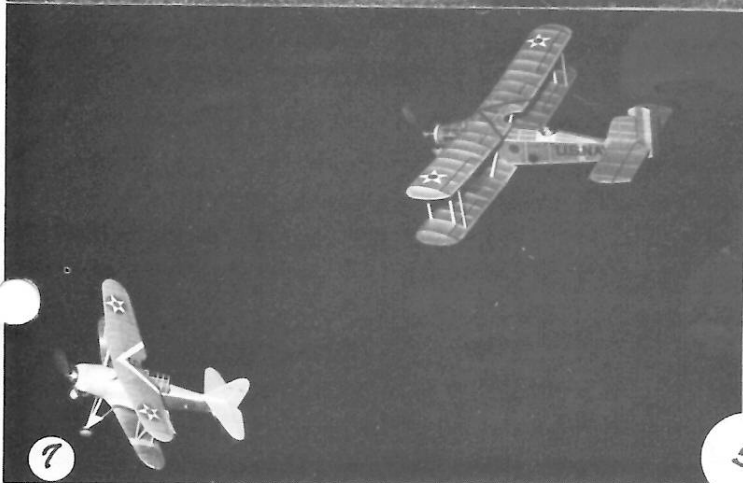
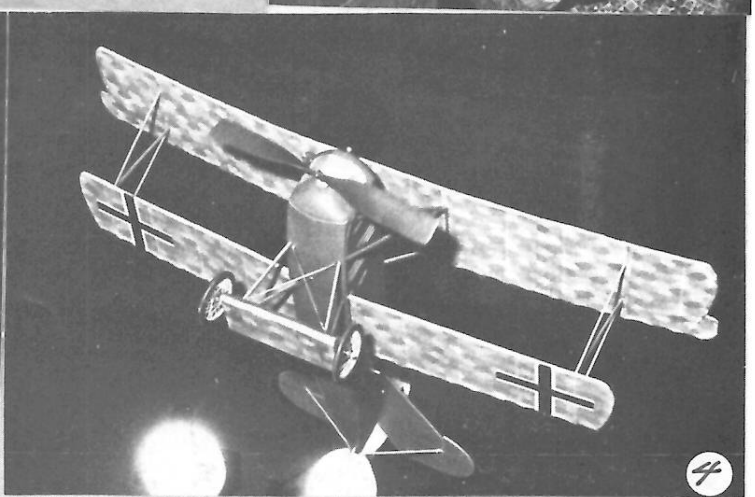
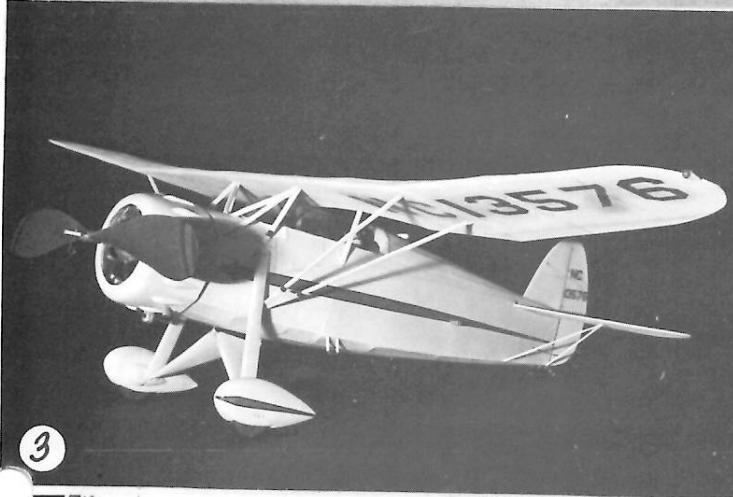
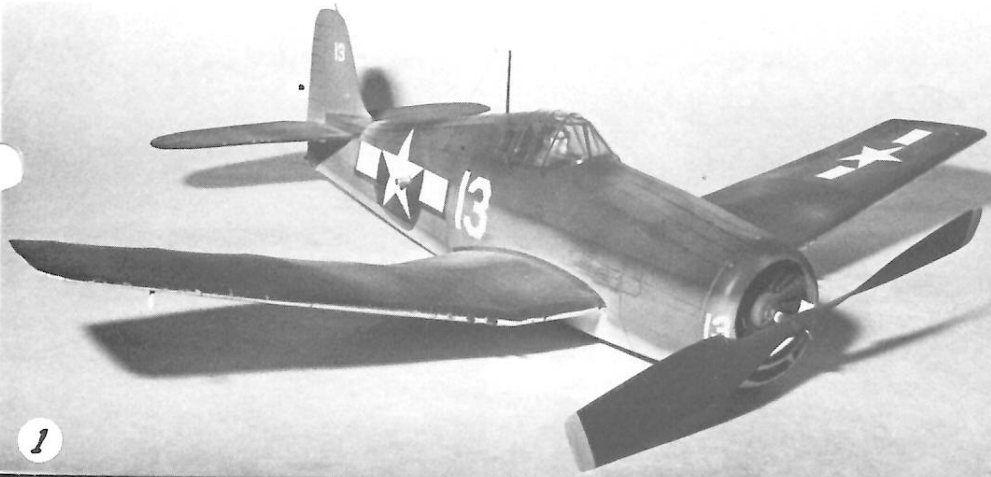
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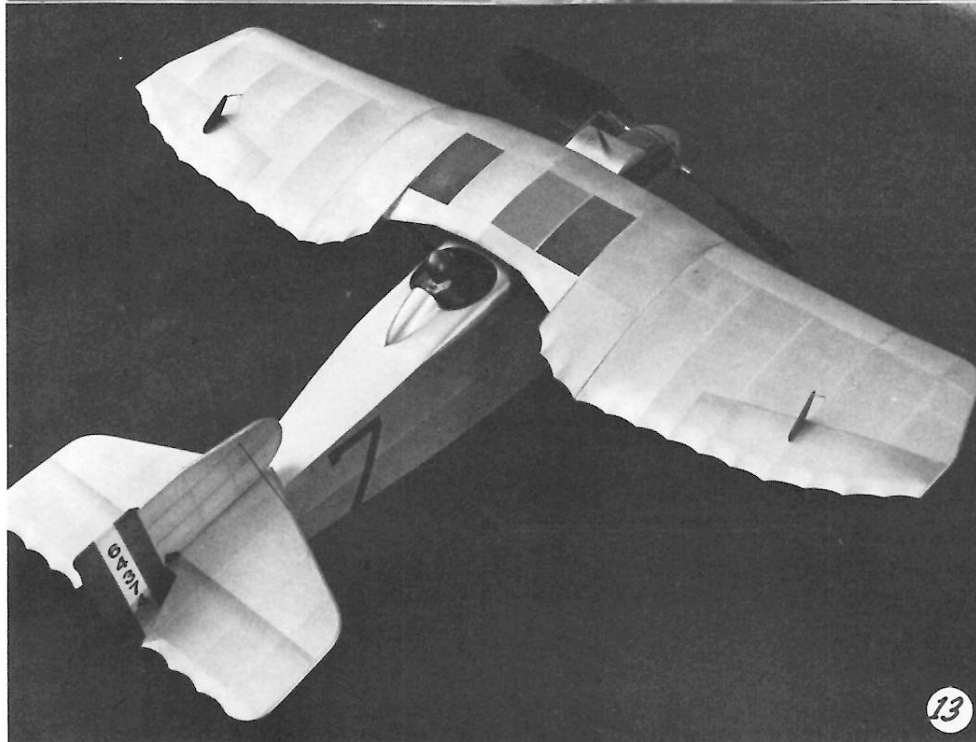
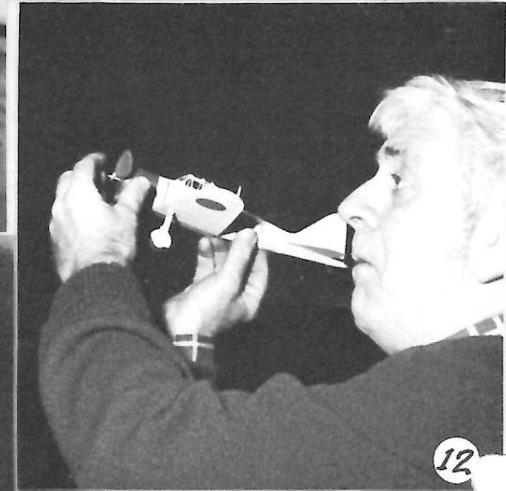
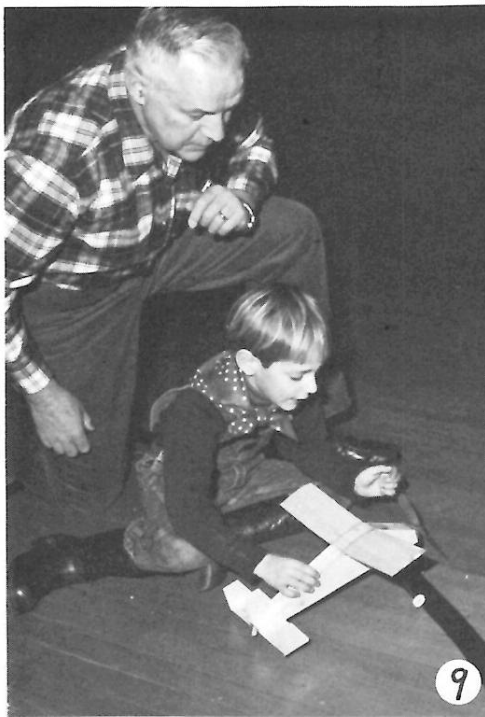
Dan Driscoll

2000 S. Eads ST. #301

Arlington VA 22202

703 920-7671





C. A. V. U.  
(Ceiling and Visability Unlimited)  
by Rolfe Gregory

Most people in aviation have never even heard of his name. Yet he should be remembered, if for no other reason, for a single accomplishment that required an engineering ability equal to the best in the business, the navigational skill of a Christopher Columbus and the adventurous spirit of a Marco Polo, not to mention a piloting skill equal to some of the best of his time. His name was Charles H. Day and I'd like to tell you, very briefly, his story.

Charles Healy Day was born 29 December, 1884. Short by only about one year, he would be 100 years old if now living. Unfortunately for the aviation world, (as well as for Charlie), he didn't make it to the century mark - he died at age 71 in 1955.

Charles was one of the real pioneers in aviation. He learned to fly in 1910, at age 26 which qualified him for membership in the "Early Birds", an organization of pilots who flew before 1915. Not many of them are left. Fortunately, one is - our dear friend, Dr. Paul Garber, of Smithsonian fame, and we are hoping he makes it to 100, and then some.

The cost of flying in those days was pretty steep, (hasn't it always been?), so Charlie designed and built his own airplane and the engine to go with it. He used five cylinders from junked Harley-Davidson motorcycles, a 2 to 1 reduction gear, and the thing developed 30 horsepower. Both the airplane and its powerplant were successful, at least for 1910. That little caper launched Charlie on his career, which included 25 successful airplane designs, the most famous of which was the Standard J-1, over 1600 of which were produced for World War I training and later used, along with the Curtiss "Jenny", for barnstorming.

As far as I can determine, Charlie was never hampered by a formal college education. Therefore, not knowing that certain things couldn't be done or wouldn't work, he went ahead and did them anyway. For example, the engineers said laminated wooden propellers would not work because the glue joints would never stand up to the vibration. Charlie didn't know that, so in 1909 he invented the laminated prop and we have been using them ever since. Work pretty well too!

Glenn L. Martin, another pioneer you may have heard of, must have thought rather highly of Charlie's design ability because he hired him as his Chief Engineer at Santa Ana, California, in 1911. About a year later, Charlie resigned to start his own company to produce his "Day Tractor". He sold a few, but Martin wanted him back, so he and Glenn L. merged their companies and Charlie became the General Superintendent. During 1914, Charlie designed a plane that broke the world's altitude record and set a new one of 15,580 feet. That was really up there for 1914!

Sometime later, probably during 1915 or 1916, Charlie Day left Martin and joined an outfit called Aircraft Company, Inc., of New York, as Chief Engineer. The Company later changed its name to Standard Aero

Company and still later to Standard Aircraft Corporation. Here Charlie designed his famous Standard J-1 and became Vice President and Director of Engineering. Business was booming under Government spending for the wartime J-1 trainers and the company blossomed out into two manufacturing facilities in New Jersey - one at Plainfield and another in Elizabeth. During this time, Charlie must have had a lucky rabbit's foot in his pocket because he escaped being drafted into the military. Standard operating procedure, as I understand, would have been to draft him into the infantry and promptly make him a cook as soon as they discovered him to be an engineer or a pilot. Charlie may have had two lucky rabbit's feet because he talked a really beautiful girl by the name of Gladys D. MacCleary, of Washington, Pennsylvania, into marriage on September 1, 1917.

After the end of W.W.I, Charlie must have decided to settle down for a while because he stayed with Standard, designing airplanes, during the 1920's. Charlie came up with another outstanding design and in 1929 the company changed its name to New Standard Company to produce the airplane which they appropriately called "The New Standard". I am told that if you go to Cole Palen's airport (or "Aerodrome") at Old Rheinbeck, New York, you can see an old "New Standard" still flying, hopping passengers. If you do see it, note it's performance. With pilot in back and 4 in the large front cockpit, this big biplane jumps off the ground in a distance about equal to twice its own length and climbs like a homesick angel. Not many (if any) airplanes built today will out-perform its STOL capabilities.

Along about 1930, Charlie figured he hadn't had much time off for a long while and decided to retire, or at least take a long vacation. Did he go home, sit in a rocking-chair and watch the world go by? No, he went home, designed and built another airplane so the world could watch him go by. He came up with a neat, two passenger, side-by-side seating, open cockpit biplane, of only 26 feet span, that could be built at home and easily and quickly assembled or disassembled. A unique feature was the 100% stagger of the upper and lower wings. It looked like a design by a model builder for other model builders.

Charlie and Gladys christened their little biplane "The Errant", which the dictionary says means "roving in search of adventure". And search for adventure they certainly did. On the 8th. of May, 1931, they sailed, by surface ship, from New York, with their dismantled "Errant", for England. Seven months and 12 days later, they landed the Errant back in New York after flying it more than 16,000 miles in a truly adventurous trip around the world, much of it over unmapped areas of the globe. How many of us today, fifty two years later, would design and construct a homebuilt airplane and then, even using a modern, reliable powerplant, good maps, excellent radio and navigation equipment, have the nerve, at age 47 to fly it around the world? Not many, I'd wager.

Charlie never left us a clue (as far as I can determine) as to what became of the "Errant" but he did leave the original 3-view drawing which Mrs. Day gave to the Smithsonian. I discovered it in the Air and Space Museum library, quite by accident, a few years ago and have a print, made from the original. I hope to develop drawings for a model of that long forgotten little airplane to be published in these pages and some of you might just want to build one.



ALPHABETICAL LISTING FOR  
THE CONTENTS OF

"THE LIGHTPLANE, 1909-1969"

by

J. UNDERWOOD AND G. COLLINGE

COMPILED BY ALLAN SCHANZLE

AIRCRAFT

AIRCRAFT

Aeromarine EO  
Aerometre F.8L Falco  
Aeronca C2  
Aeronca C3 Collegian  
Aeronca C3 (3-View)  
Aeronca LA  
Aeronca K  
Aeronca 65TC Defender  
Aeronca 7AC Champ  
Aeronca 11AC Chief  
AES Air Tourer  
Alaparma AM.10 Baldo  
Albatros L.59  
Albatros L.60  
Albert TE.1  
ANEC I  
Ambrosini GF.4 Rondone  
American AA-1 Yankee  
American Eagle Eaglet  
American Eagle Eaglet (3-View)  
Anderson-Greenwood AG-14  
Andreasson BA.6  
Andreasson BA.7  
Arado L.IIa  
Arado AR.79  
Arrow Sport A2  
Arrow Sport  
Arrow-Wing Chummy  
Austin Wippet  
AVIA BH.11  
AVIA BH.16  
AVIA FL.3  
AVRO 534  
AVRO 560  
AVRO Avian  
AVRO Avian (3-View)  
BAC Drone  
Baker MB-1  
Baaye-Thorp T-18  
Bahnbedarf E-1  
Baumer B.IV Saucewind  
Baumer Roter Vogel

18 Beardmore Wee-Bee-1  
85 Bearn GY.20 Minicab  
39 Bede BD-2 Love  
45,51 Bellanca 1912  
52 Bellanca CD  
57 Bellanca CE (3-View)  
62 Benes-Mraz Be 550  
70 Blackburn Bluebird I  
73 Blume-Hentzen Habicht  
73 Bock  
94 Bowers Flybaby  
80 Breda 15  
11 Breda 33  
11 Bristol Browmie  
27 British Klemm Swallow  
14 Brown B-2  
81 Bucker Jungmann  
98 Bucker Bestmann  
39 Buhl Bull Pup  
40 Burrows R-5  
77 Bushby Mustang II  
83  
91  
38 Caspar U.1  
69 Cassutt Special I  
32 Caudron C.109  
56 Caudron C.460  
34 Cessna EC-1 Baby  
7 Cessna 140  
27 Cessna 140 (3-View)  
18 Cessna 150  
72 Champion Citabria  
6 Chester Jeep  
14 Chester Goon  
26 Chester Swea Pea II  
28 Chilton DM.1A  
Commandaire Little Rocket  
Comper Swift  
50 Comper Swift (3-View)  
90 Corben Baby Ace  
93 Culver LCA Cadet  
19 Curtiss-Wright CW-1  
23,33 Curtiss-Wright CW-19  
19 Cycloplane

Daimler L.15  
Daimler L.21  
Danish KZ.III  
Darmstadt D.11 Mohamed  
Darmstadt D.18  
Darmstadt D.22  
Dart G  
Davis DI-W  
Davis DA-2A  
DeHavilland 53  
DeHavilland 53 (3-View)  
DeHavilland 60  
DeHavilland 60 (3-View)  
DeHavilland 71  
DeHavilland 71 (3-View)  
DeHavilland 82  
DeHavilland 87  
DeHavilland 87 (3-View)  
DeHavilland 94  
Delanne II  
Demoiselle  
Deschelde Scheldemusich  
Devoitine D.7  
Dormoy  
Dormoy  
Dormoy Bath tub  
Dornier Libelle  
Driggs-Johnson Bumblebee  
Driggs Coup  
Driggs Dart  
Druine Aigle  
Druine D.3 Turbulent  
Druine D.3 Turbulent (3-View)  
Druine 3.5 Turbi  
EAA Biplane  
Edmonds G-1  
Emigh A-2 Trojan  
English Electric Wren  
ERCO Ercoupe 415C  
ERCO Ercoupe (3-View)  
Evans Volksplane  
Failin Plymacoup  
Fairchild 22  
Farman David  
Farman Moustique  
Farman Sport  
Farman Sport (3-View)  
Farman 350

Farman F.451  
Fauvel AV.45  
FIAT AS.1  
Fleet 2  
Fleet 80 Canuck  
Fock-Wulf S.24 Kiebitz  
Fokker V.40  
Fokker E.III  
Fokkerts Special Toots  
Fokkerts SK-3  
Ford Fliver  
Ford Fliver (3-View)  
Fournier RP.3  
Fournier RP.4  
Fournier RP.5  
Funk B2  
Gabriel P-5  
Ganagobie II  
General Cygnet II  
General Cygnet (3-View)  
Glenny Henderson Gadfly  
Globe GC-1A Swift  
Gloster Gannet  
Gotha GO.150  
Grade Ekindecker (1911)  
Grandville Gee Bee D  
Great Lakes 2T-1  
Great Lakes 2T-1A  
Guechais-Henroit  
Hammond Y  
Hammond Y-15  
Handley Page Monoplane  
Hawker Cygnets  
Hawker Fury (.7 Scale)  
Heath Baby Bullet  
Heath Baby Bullet (3-View)  
Heath Tomboy  
Heath Parasol  
Heath Parasol (3-View)  
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Heath CNA-40  
Heinkel 64C  
Heinonen HK-1  
Howard DGA-3 Pete  
Howard DGA-4 Mike

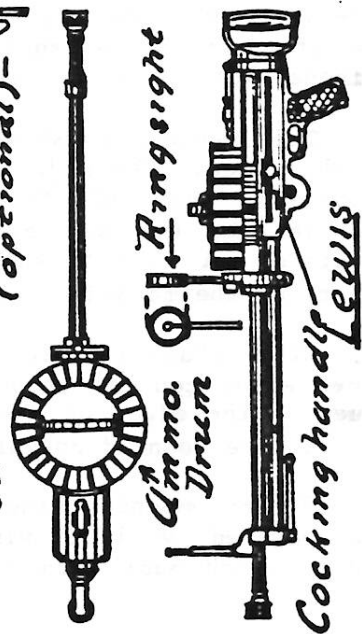
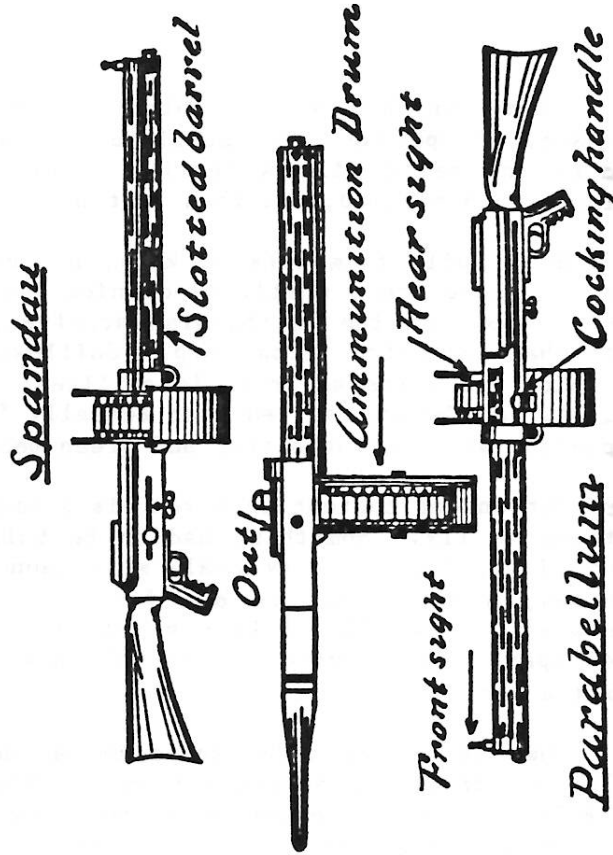
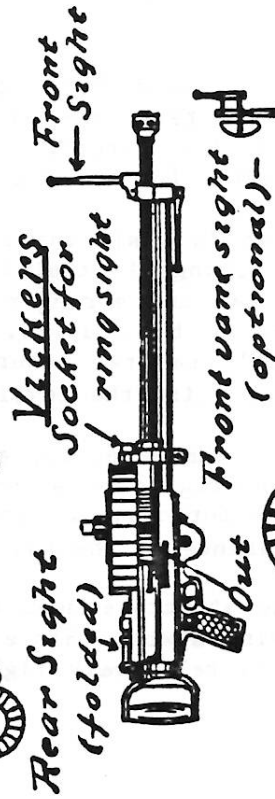
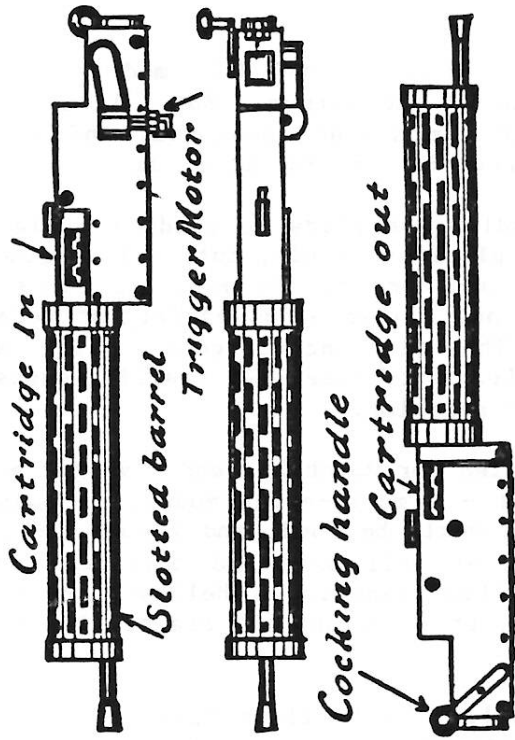
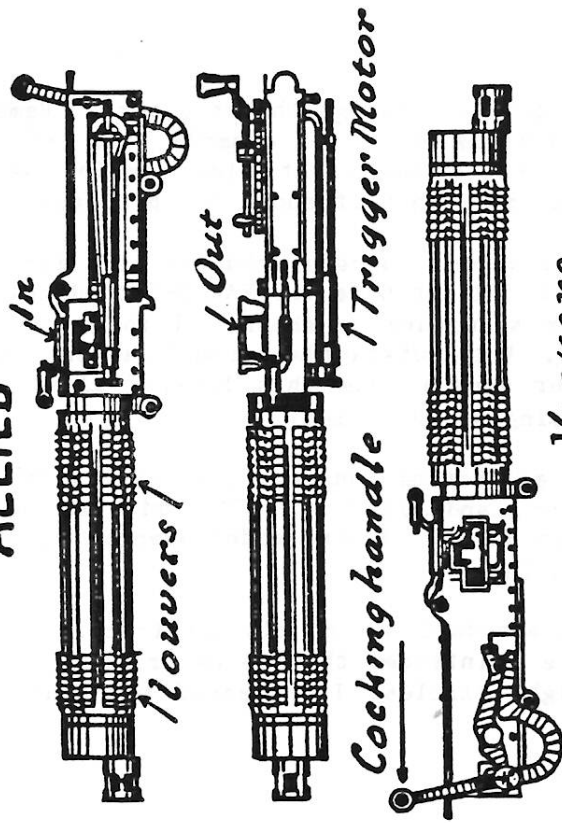
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46  
83  
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48  
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13  
16  
47

Pander D	18	Smith DSA-1 Miniplane	86	Interstate S-1A Cadet	71	Macchi M16	6
Pander E	31	Smyth Sidewinder	99	Irwin CC-1 Meteorplane	24	Macchi MB 308	75
Parnell Pixie	14,15	Snyder Baby Bomber	9	Ishikawajima R-3	36	Mario De Bernardi P.53	83
Parnell Pixie III	22	Somers Kendall SK-1	85			Martin Kitten	6
Partenavia P.55	85	Sopwith Pup	92			Mauboussin PM.X	37
Paumier MP2 Baladin	83	Sorrell SOB-2	97	Jeanie Teenie JT-2	99	Mauboussin PM.X (3-View)	40
Pazmany PL-1	94	Sperry Messenger	7	Jensen VJ-22 Sportsman	87	Mauboussin M.40	44,47
Pegna-Bonmartini Rondine	13	Stahlwerke R-II	9	Jodel D.9	77	Mauboussin PM.X II	62
Percival New Gull	61	Sterz P.77	85	Jodel D.119 Club	81	McDonnell Doodlebug	36
Piel CP 301C Emeraude	82	Stitts SA-3 Playboy	82	Junkers A.50 Jr.	34	Mercury-Air Shoestring	77
Pietenpol Aircamper	37	Stolp-Adams SA-100	87	Jurca MJ.2 Tempete	84	Messerschmitt M.17	26
Pietenpol Sky Scout	44			Jurca MJ.5 Sirocco	84	Messerschmitt M.23a (3-View)	28
Piper J3 Cub	70					Messerschmitt M.23b	35
Piper J4 Cub Coupe	71	Taylor E-2	42	Karl-Keen Coup	33	Messerschmitt M.23c	38
Piper PA-15 Vagabond	77	Taylor F-2 (3-View)	52	Kinner K Airster	8	Messerschmitt BO 209	96
Pischof Avionette	8	Taylor J-2 Cub	58	Kinner K Airster (3-View)	16	Meyers Midget	30
Pitts Special	86	Taylor Monoplane	90	Kinner Sportster	49	Meyers OTW	63
Porterfield Flyabout	95	Taylorcraft A	66	Klema L.20	22	Meyers Little Toot	81
Porterfield CP-50	55	Thorp T-11 Sky Scooter	76	Klemm L.20 (3-View)	28	MG-1 Bussard	87
Potez 36	69	Thorp T-18 (3-View)	88	Klemm K1.25	31	Magnet HM.8	42
Praga E.114	34	Thorp T-18	92	Klemm K1.32	46	Magnet HM.14	22
Praga E.114 (3-View)	51	Thurston TSC-1A Teal	97	Klemm K1.35 (3-View)	46	Magnet HM.18	51
Prairie Special	53	Tilbury Flash	54	Knight Twister	62	Magnet HM.350	60
Prest Baby Pursult	84	Tipisy S	57	Koolhoven FK.53	49	Miles M.2 Hawk	87
	35	Tipisy S2	62	Koolhoven FK.53 (3-View)	61	Miles M.11	48
		Tipisy S2 (3-View)	64	Kreider-Reisner Midget	64	Miles M.12 Mohawk	60
		Tipisy B	67		30	Miles-Atwood Special	60
		Tipisy Nipper	91			Mohawk Pinto	49
Raab-Katzenstein RK.25	34			Lacroix-Triaent LT.51	81	Möller Stormo III	33
Raab Krahe	85	Udet U-2	12	Landmann La.16	91	Möller Stormo (3-View)	63
Rearwin Speedster	56	Udet U-2 (3-View)	16	Leshner Teal	94	Möller Stromer	64
Rearwin Sportster	58	Udet U-7 Kollibri	19	Leshner Teal (3-View)	88	Mong Sport	69
Rearwin Skyranger	72	Udet U-10	23	Levier Cosmic Mind	76	Monocoupe (Veille)	86
Ricci R-6	11	Udet U-12 Flamingo	23	Lincoln Sport	25	Monocoupe 110	32
Rider Suzy	60	USSR Sport Club "Sea Bird"	31	Lincoln Playboy	44	Monocoupe 90A	38
Rider R-4	67			Linn L-1 Mini Mustange	91	Monocoupe 90A (3-View)	54
Roché-Dohse Monoplane	25	VEF I-12	66	Lockheed 33 Little Dipper	73	Monosport G	64
Rollason Beta B2	88	VSP Aurelia	95	Lockheed 33 (3-View)	78	Mooney M.18 Mite	58
Rose Parakeete	55	Vulcan American Moth	33	Lockheed QT-2 Q-Star	95	Mummert Cootie	76
RWD-2	37	Vulcan American Moth (3-View)	29	Long Longster	56	Mummert Sportplane	9
RWD-2 (3-View)	40			Long Super Midget	92		21
RWD-6	46			Longren AK	10		
Ryan ST	54			Loughead S-1	7	Nicholas Beazley NB.8	44
				Loughead S-1	7	Nicholas Beazley Phantom	45
SABCA Demonty-Poncellet	24	Wittman Chief Oshkosh	50	Luscombe Phantom	54	Nieuport XI	92
SABCA Mulot Labor	24	Wittman Buttercup	66	Luscombe 8A	70	Nord NC.853	80
Salvay-Stark Skyhopper	90	Wittman Buster	74	Luton Minor	61		
Schleicher ASK-14	97	Wittman Tailwind	83	Luton Buzzard	61		
Seibel S1 202 Hummel	66			LWF Butterfly	9		
Sierradyne S-1	82	Zaunkonig	72			Oberlechner Job 5	90
Sipa S.901	75	Zaunkonig (3-View)	78			Oldfield Baby Great Lakes	84
Skandinavisk Aero KZ.1	68	ZLIN XII	62			ORTA-ST Hubert G.1	36
		ZLIN 42	97				

# FAMOUS WAR-TIME MACHINE GUNS

## ALLIED

## GERMAN



Scale Approx. 1"-1'

Some nifty scale details for you WW-I buffs, from an old issue of M.A.N., I think.

## THE GUILLOW GRUMMAN HELLCAT

by  
Allan Schanzle

I hate to draw plans. Gimme a set of drawings and I'll modify, manipulate, massage, and perhaps even mutilate or massacre the mother. But I'll end up with a model, and never lift a pencil. Give me the surface contours, and I'll design structure in my mind, and then just build it. But to draw it -- ugg!

So I build from lots of kits, and modify the plans to produce a light weight model. There are a multitude of nice kit plans available, but their engineering is best suited for the Smithsonian archives, and some of the material comes from the Bethlehem Imitation Balsa Corp. Guillows has a tremendous variety of models, most of which are quite accurate in outlines. They also include good looking, and light weight, Vac-U-Form canopes that actually fit. But those 3/4" trailing edges look as appealing as a peanut butter and green bean sandwich.

Our indoor contest this year is scheduled for March 24, and I've got absolutely nothing to fly. Something had to be built - a multi-event model, if possible. A Navy plane, for the Navy Scale mass launch would be good, and I love WW-II planes. Besides, a replacment is due for the rather well used and battered P-39. And somewhere in my files I have a set of Guillow plans for a Hellcat; about 16 or 17 inch span. Wait-a-minute. One of those little "organizer" drawers has the canope for the kit.

Thus is my logic for selecting a model. The Guillows plan was reviewed, and color documentation selected from the Squadron/Signal Publication #36 "F6F HELLCAT IN ACTION". This booklet gives some really unusual color schemes. For example, a 1959 version used for target toe had a dark blue fuselage and yellow wings and tail feathers. The wings had bright red stripes, as was the rudder. NEAT!! And then, there was an all orange 1949 version that was a drone. Another 1944 target toe was all glossy yellow.

The plans in this issue show what I did to redesign the structure. Remember, I hate to draw plans, so I've taken the easy way out. For example, the left side of the stab shows the suggested structure while the right side remains as on the original kit plan. Similarly for the rudder - top half shows the proposed design.

The fuselage is shown in a similar fashion. Several changes were incorporated in this area. The major change is that I did not have the VAC-U-Formed cowling, so I extended the basic former and stringer structure as shown. I think the cowling supplied in the kit could be adapted, but substantial modifications would be required. I hope to build several other models from this line of kits, and I'll report on the method of adapting the cowling at that time.

Other changes include laminated top and bottom longerons, formers 1/16" smaller in exterior contour than originally shown, and 1/16" x 1/32" stringers, which are glued to the edges of the formers, not in slots. I also added several stringers to give a more rounded appearance to the fuselage.

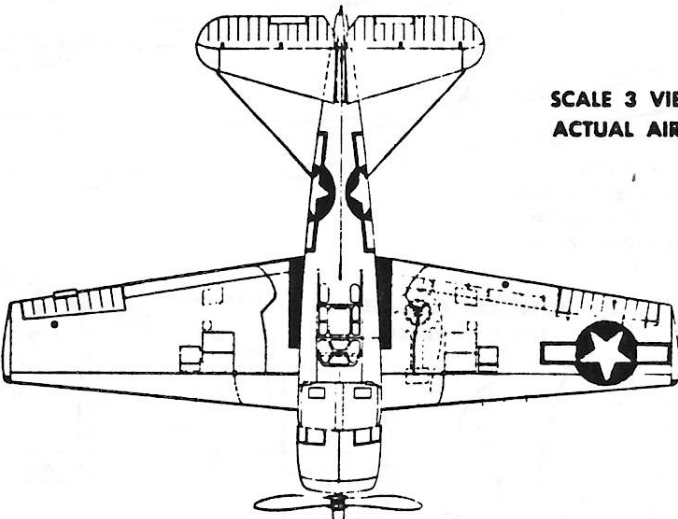
The recommended wing structure uses standard sliced rib construction, but I've incorporated two 1/32" wing spars. Since I intended this to be primarily an indoor model, which must turn in relatively tight circles, I increased the dihedral. My

general rule of thumb for low wingers is that an imaginary line from wing tip to wing tip should pass thru the bottom of the canopy.

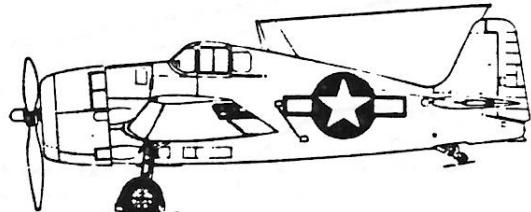
A 7 inch North Pacific prop was used, and thus far I have not had a chance to try others. Initial flights indicate a 16 inch loop of FAI rubber, stripped to 9/64 inch width, looks about right. The finished model with prop and ballast, but without rubber, weighs 21 grams, or 3/4 of an ounce.

One final note. I used plyspan tissue for covering, and tried, for the first time, the wet application technique described by Hurst Bowers in the May/June 1981 issue of MAX-FAX. It worked so well, that I doubt I'll ever try anything else for rounded fuselages.

This line of Guillow's kits costs about \$4.25. For this, you get an accurate set of plans, a cowling and canopy, and decals. Toss out the rest of the junk and use primarily 5 to 6 pound per cubic foot balsa, and you'll have a good flying model. At this price, you've found a bargain.



**SCALE 3 VIEW OF  
ACTUAL AIRCRAFT**



**GRUMMAN F6F HELLCAT**

Scale: 3/8" = 1'-0"    Wingspan: 16 1/2"    Overall Length: 12 3/4"


Successor to the Grumman Wildcat, the F6F Hellcat made history in 1942 when it decisively whipped the Japanese carrier based fighters opposing it in the Pacific during World War 2. First flown on July 26th of that year, the Hellcat was the result of specifications laid down by a large group of fighter pilots polled by the officials of the Grumman Aircraft Company. In addition to its duty as a carrier based fighter, the Hellcat served with the U.S. Marine Corps as a potent fighter-bomber.

**COLOR SCHEME**

Entire upper surface dark blue. Entire lower surface (below color line and bottom of horizontal stabilizer) pale or light blue. Lettering—white. Propeller—black.

**SPECIFICATIONS**

Wing Span	42'-10"
Overall Length	33'-6 1/2"
Power Plant	Pratt and Whitney R-280, air-cooled, radial, 2,000 H.P.
Maximum Speed	382 Knots
Service Ceiling	32,000 ft.



### INDOOR CONTEST

Our southern Maryland resident, Claude Powell, has arranged for a hanger at the Patuxent River Naval Air Station on Saturday, April 28, 1984, from 9:00 a.m. to 5:30 p.m. This is a fantastic site: 150' x 250' with a 40' ceiling. NO ENTRY FEES!! Events will include FAC SCALE, (no qualifying flight required!), and the following mass launch events: WW-I, NAVY SCALE, GOLDEN AGE MONOPLANE, GOLDEN AGE MULTI-WING, AND BOSTONIAN. A large turn-out will help to acquire this new facility for next year. Bring 'em all!!!

A map will be distributed at our March contest, but details are available from Claude Powell, Box 454, Ridge, MD 20680, (301) 872-4105.

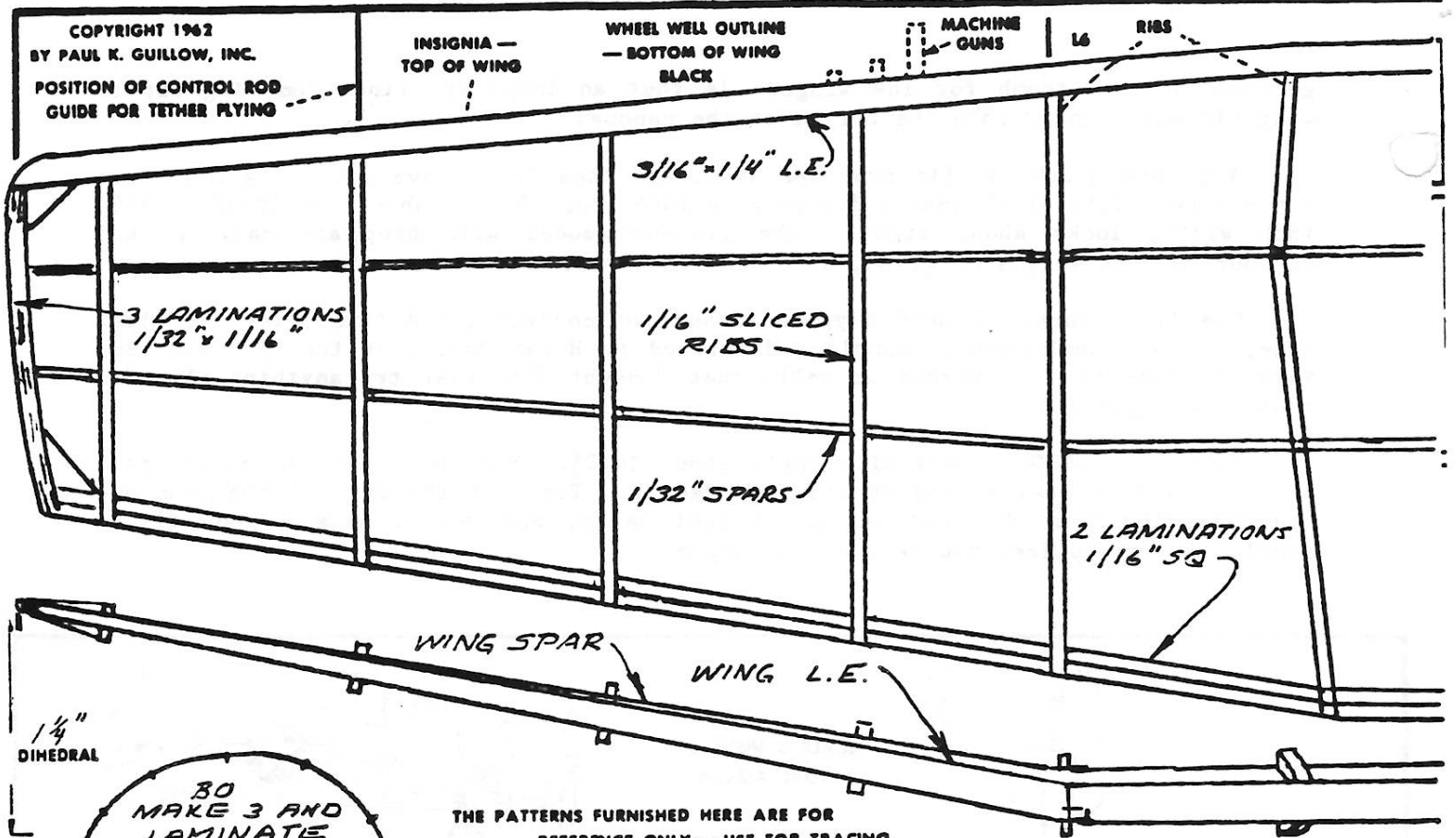
COPYRIGHT 1962  
 BY PAUL K. GUILLOW, INC.  
 POSITION OF CONTROL ROD  
 GUIDE FOR TETHER FLYING

INSIGNIA —  
 TOP OF WING

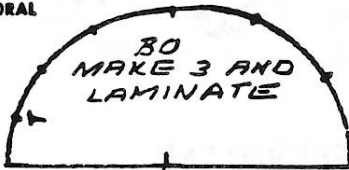
WHEEL WELL OUTLINE  
 — BOTTOM OF WING  
 BLACK

MACHINE  
 GUNS

L6 RIBS



$1/4"$   
 DIHEDRAL



THE PATTERNS FURNISHED HERE ARE FOR  
 REFERENCE ONLY — USE FOR TRACING  
 IN CASE OF LOSS OR DESTRUCTION  
 OF DIE-CUT Balsa  
 PARTS

$1/16" \times 1/32"$   
 STRINGERS

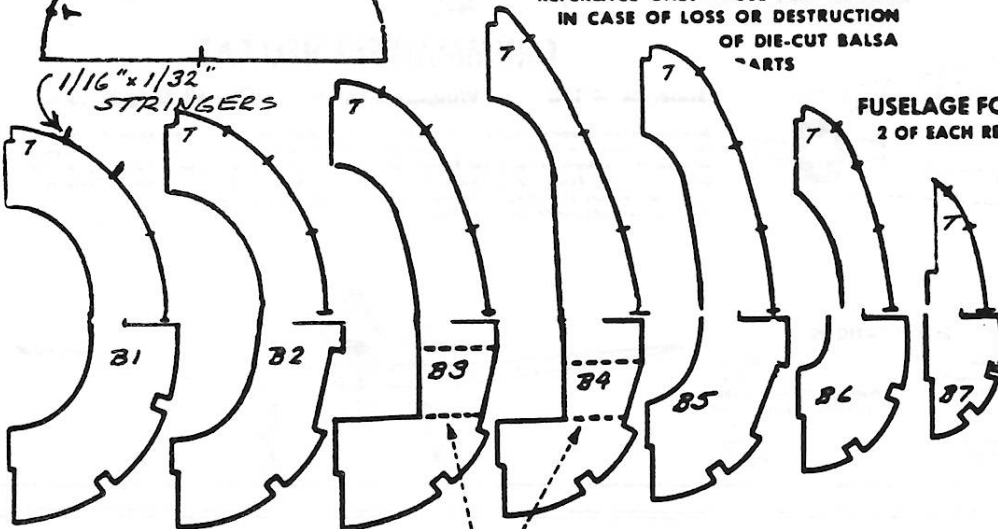
FUSELAGE FORMERS  
 2 OF EACH REQUIRED

ALL SPARS  
 $1/16"$  SQ.

3 LAMINATIONS  
 $1/32" \times 1/16"$

COPPER  
 WIRE HING

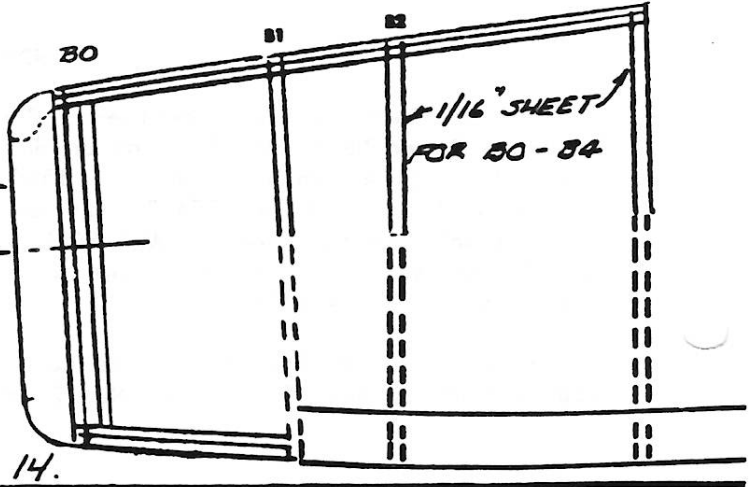
STABILIZER



THESE SECTIONS OF FORMERS CUT OUT AFTER FUSELAGE FRAME IS BUILT

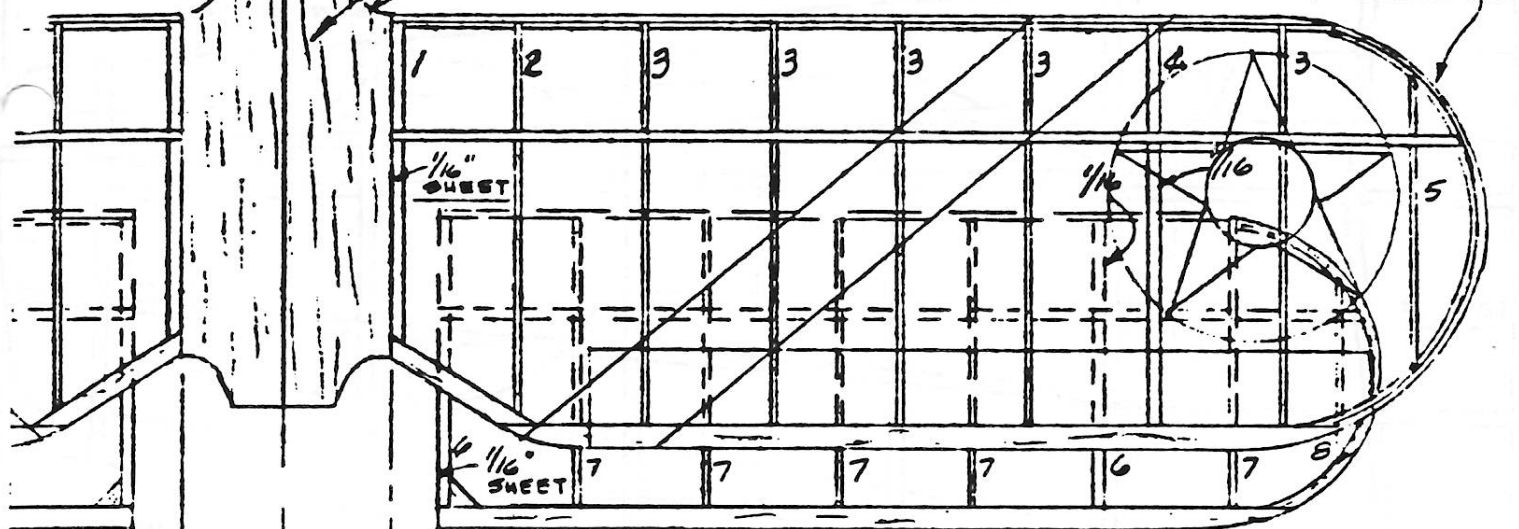
$1/4"$  COWLING

WING ROOT RIB. OTHER SLICED RIBS  
 MADE BY REMOVING EQUAL AMOUNTS  
 FROM FRONT AND REAR FOR BOTH TOP  
 AND BOTTOM.



(SOFT BALSAM BLOCK)

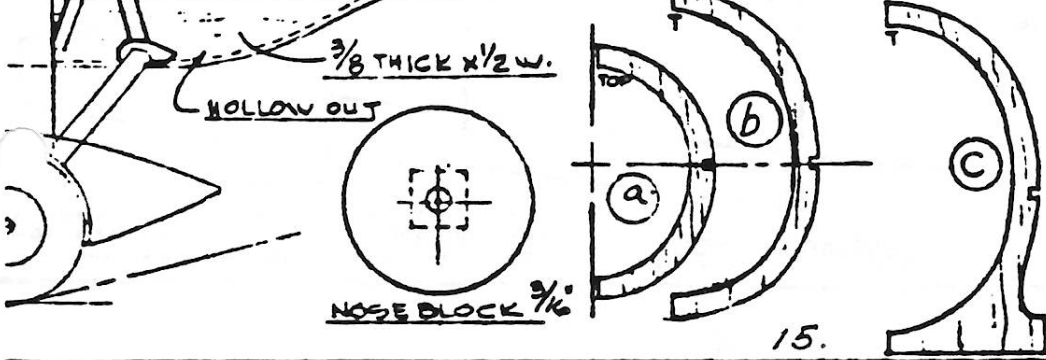
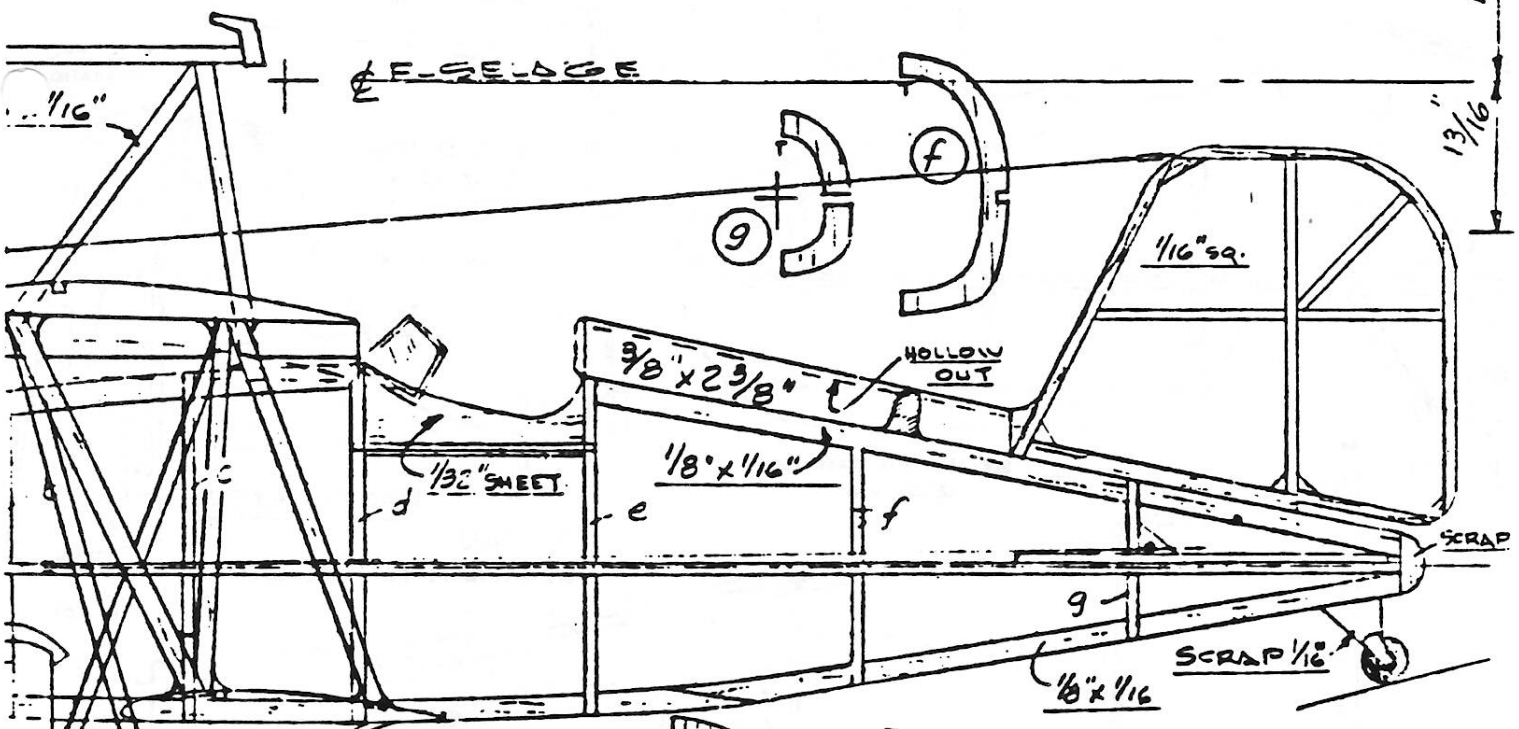
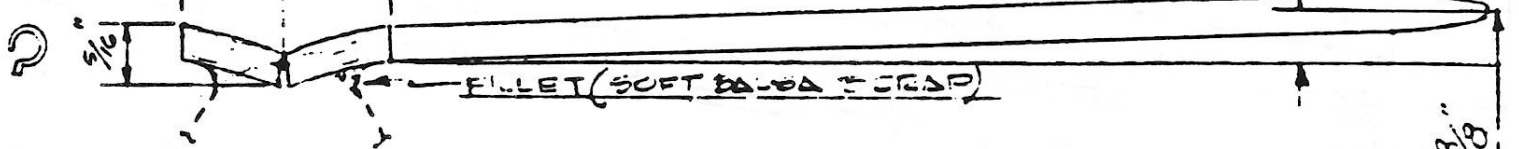
LAMINATED TIPS (OPTIONAL)



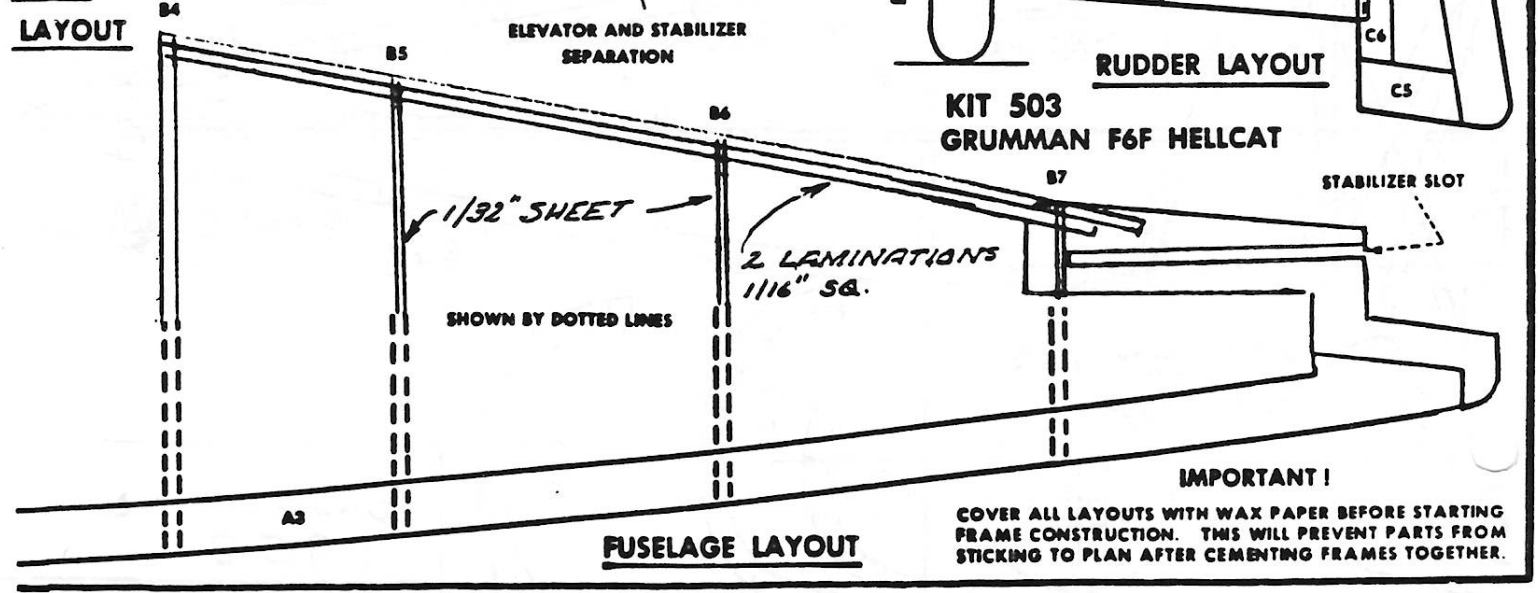
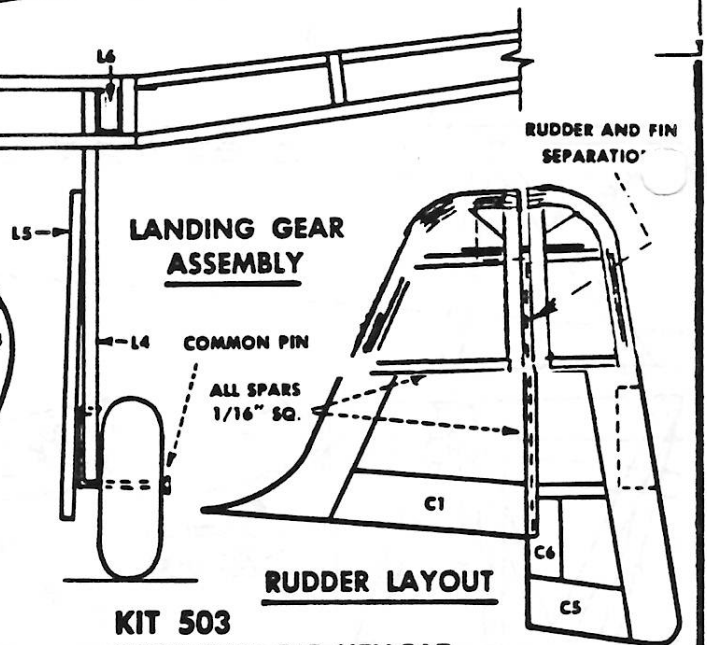
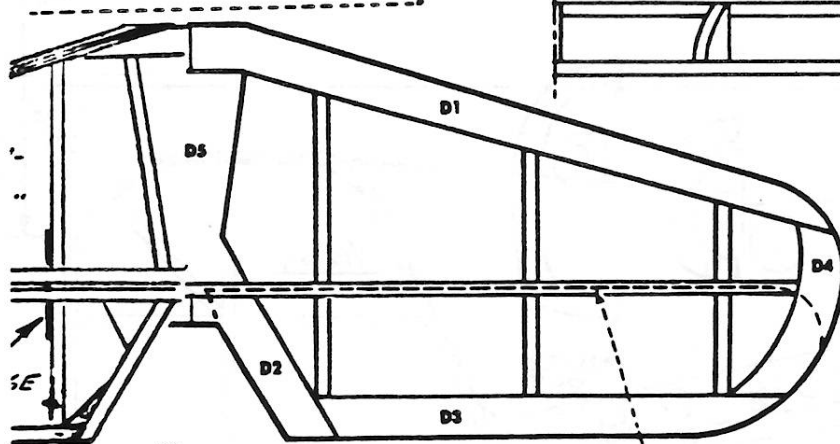
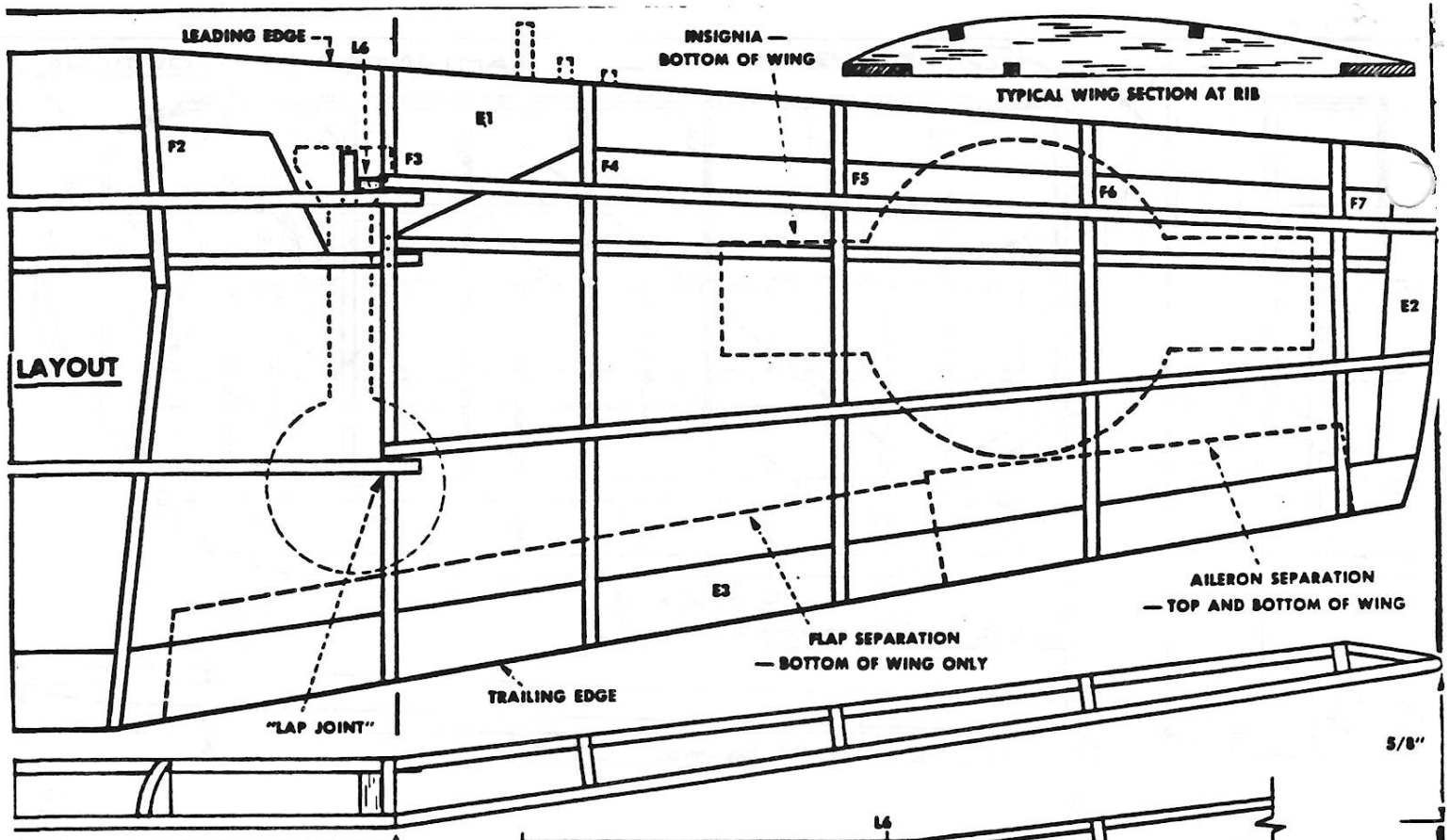
T.E. 1/16" x 1/8"

ALL RIBS 1/32" EXCEPT 5, 6, 7, 8

5/16"

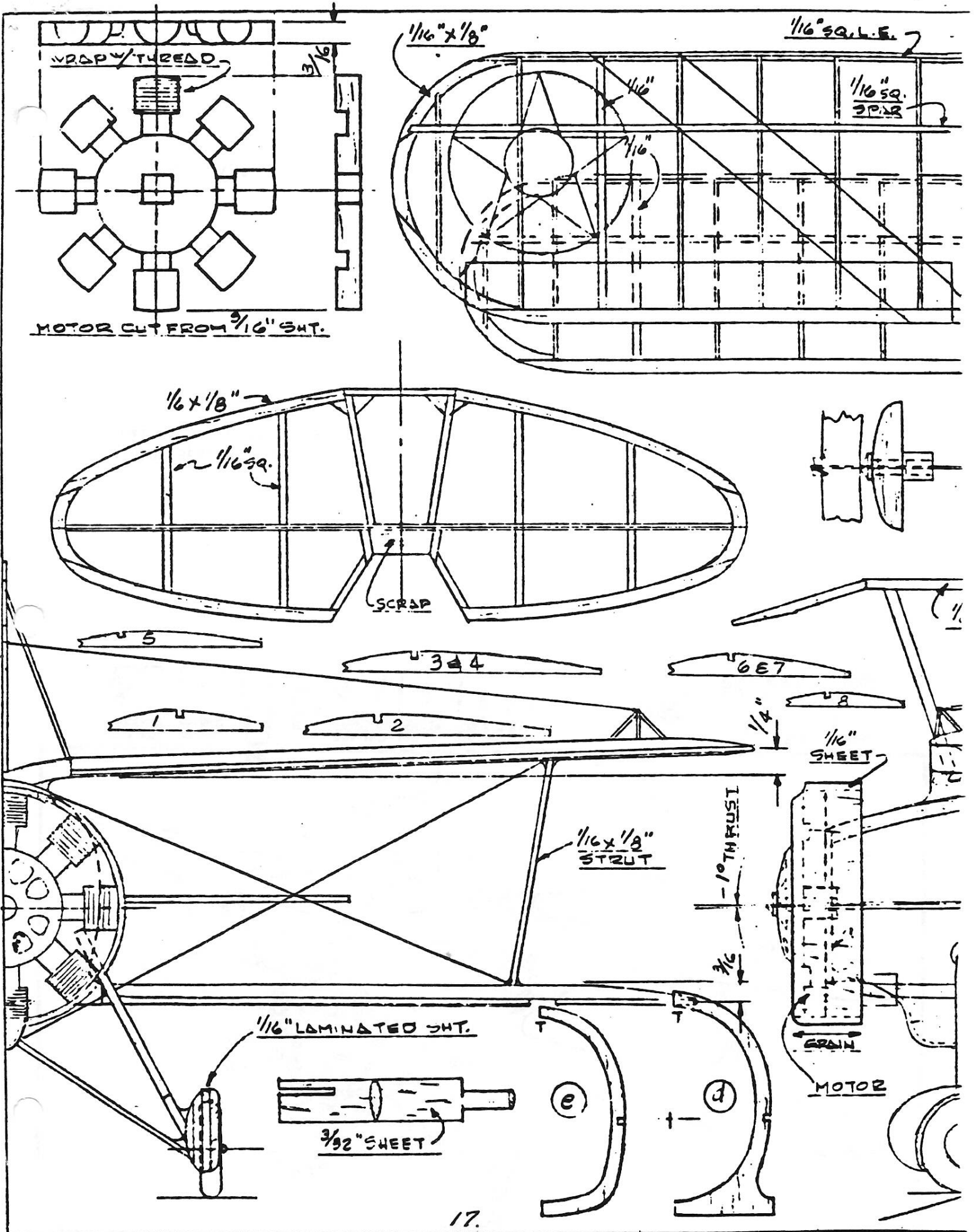


SPARROW HAWK  
 F9C-2  
 R. L. STEARNS 1-28-80



**IMPORTANT!**  
COVER ALL LAYOUTS WITH WAX PAPER BEFORE STARTING FRAME CONSTRUCTION. THIS WILL PREVENT PARTS FROM STICKING TO PLAN AFTER CEMENTING FRAMES TOGETHER.





FIRST CLASS

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Gathersburg MD 20879

MARCH '84  
APRIL

# max-fax

