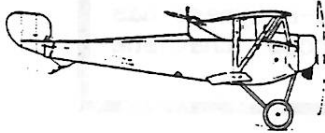




BELLANCA BL14-13



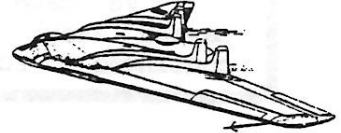
NIEUPOINT N12



MAX-FAX

MARCH-APRIL 1991

DUES
NOTICE



NORTHROP YB-49

MEMBERSHIP INFORMATION: Dues are \$15 per year in the USA, Canada, & Mexico, and \$25 per year for all other countries. Expired dues will have a red X in the box at the top of this page. You will receive only one notice for renewal. Make checks payable to the D.C. Maxcutters and send to the Treasurer. The D.C. Maxcutters meet the first Wednesday at 7:30PM at College Park Airport, the world's oldest continuously operating airport.

CLUB OFFICERS

President:

Jerry Paisley
20 Clearwater Ct.
Damascus, MD 20872
(301)253-5295

Secretary:

Col. Hurst Bowers,
USAF(Ret)
1649 Birch Rd.
McLean, VA 22101
(703)356-1320

Treasurer:

Scott Paisley
775 Quince Orchard Blvd.
Apt. 33
Gaithersburg, MD 20878
(301)330-4453

NEWSLETTER CONTRIBUTORS: Please send all correspondence and contributions for MAX FAX to the club President

UPCOMING EVENTS

FEB 23 INDOOR FLYING AT FARQUHAR SCHOOL 4-7PM
MAR 9 MONTGOMERY COUNTY, MARYLAND
MAR 30 PAX RIVER INDOOR MEET--NOTE BENE CANCELED!
MAY 25 Dave Rees' Spring Splash! Call Tom Schmidt (301) 530-0327 for details

CLUB NEWS -- BY STEW MEYERS

NEWS FLASH! WAR STARTS IN GULF! PAT DAILY LEAVES NAVY FOR AN ORGAN BANK IN RICHMOND...
Captain Otis P.(at) Daily USN (RET) has fled to Richmond to work as an organ grinder after putting out the last MAX-FAX. He has been trying to talk us into flying at Comsat on Saturday rather than Sunday to make it easier for him to make it up from the capitol of the confederacy. Might not be a bad idea. Lets hear from you guys about it. Former Maxcutter Cdr. Jim Daily, Pats brother, dropped by the bull session at Jerry's on his way to set up a hospital in the Gulf.

MIKE HOSTAGE IS FLYING PARLOR MITES AND F-15'S IN SAUDI....
We got a letter from Mike and saw him on TV coverage of the gulf on the same day. As he notes he'll miss the spring contest at PAX RIVER. So will we. With the security situation and no firm date from the Navy it seems prudent to cancel the spring PAX RIVER contest. Lets hope Mike is back with us this fall for our next PAX contest.

THE MARCH PAX RIVER INDOOR MEET IS CANCELED !

FOLDED WINGS

We have received news that Bob Peck founder of Peck-Polymers has passed away. Our sincerest condolences to Sandy. We hope that she continues to run one of our favorite model supply firms.

P-47 REPULSIVE THUNDERBOXES—As Pat Daily told you in the last issue, Alan is taking a sanity sabbatical. The volunteer editors this month are Stew Meyers and Dan Driscoll. Alan is promoting a P-47 mass launch event. At first he tried to build the bogus Earl Stahl Thunderbolt but this turned to be completely bogus with none of the parts fitting up. He has therefore reproduced the plans from the Model Builder Plans Book. This comes out to a 22.5 inch span. The Golden Age kit is this scale and allows one to build either a razor back or bubble canopy version. Originally Alan was urging that they all be painted up as in the same squadron. Maxcutters are too independent to go along with this and now all we say is make them look and fly good. The 24 inch Comet bubble kit is not bad either. On the back page you will see an add for Tomy Toy motors, a good deal from Don Srull. Alan is going to need one in his P-47.

CHANGE IN POSTAGE—With the increase in postage rates the Maxcutters have decided to go to third class postage. This may result in some delay. If you fail to receive your MAX-FAX every other month please contact us as the U.S. snail will no longer return what they fail to deliver.

FULL SIZED PLANS—We will include a full sized plan in every issue. We are indebted to you guys for these plans. Thanks for your contributions. We encourage you to keep them coming in. However, PLEASE, keep the size to 17 by 22 or less. We can't afford to enclose larger plans and redoing larger plans to fit in this format is difficult and time consuming.

NIEUPORT 12.C-2—The full size plan this month is the N-12 built by Mark and John Houck. Mark, one of our outstanding juniors, drew up the E sized plan. Dan Driscoll managed to reduce it down to C size for inclusion into the news letter at a price that we can afford. The original plan was very nice and uncluttered with full sized left and right wings and a full sized front view. We apologize for butchering up the plan but it would break the bank to send out 360 plans of the size submitted.

PHOTO PAGE—Once again we have our superlative photo pages done by Tom Schmitt.

FLOATS—Full sized float plans for a bostonian sized model by Chuck Wojtkiewicz are included to encourage building for a Dave Rees spring splash meet. The fall event was really great and these floats were easily the best.

ELECTRIC FLYING—Hi-line has a new direct drive motor with an impedance of about one ohm. It weighs 20 grams with batteries and will fly 16 inch span models like gangbusters. ..Bug Don and Tom to get it on the Market.

SPANISH FLY—Dan Driscoll the other half of this month's news letter team has a great article on Military Monocoupes.

A LETTER FROM MIKE

This is a transcription of the letter recived from Mike Hostage.
The original was in a hand written code (possibly Arabic).

LTC Mike Hostage
71 TFS
APO NY 09894

29 Dec 90

Dear MAX FAX Members,

I am writing to you from an airbase in northeastern Saudi Arabia. I am deployed here as Operations Officer for the 71st Tactical Fighter Squadron. We fly the F-15C. We deployed here on the 8th of August, and have been flying Combat Air Patrol missions ever since. We man 24 hour CAP's up along the Iraqi border.

During my spare time I have been building some models. I have found some other model builders and we've been flying in an 8' ceiling dining hall. I've built a small 10 inch Parlor Plane and an Easy B, both from Micro-X and two Peck P-nuts, the Ganagobie and the Gypsy Moth. There are no hobby shops over here so we are making due with what we can scrounge or get sent from home.

Please renew my subscription if it has run out. I received a nice Christmas card from Randy Kleinert and it caused me to realize I've not gotten your newsletter in a while. I am based at Langly AFB, and have been flying with the Brain Busters, at least, until we deployed. I had hoped we would have this mess cleared up over here in time for the spring contest at Pax River. It now looks like I'll have to wait for fall.

Thank Randy for me. and I wish you all a happy and healthy new year.

Sincerely,

Mike Hostage

P.S. My wife enclosed my renewal check!

PHOTO PAGES

1. Mark Houck is the designer of this issue's plan, a Nieuport 12; shown here winding it with dad holding.
2. The Houcks are a modelling family; John with his Sperry Messenger and Mary holding.

IN MEMORY OF THE LATE BOB PECK

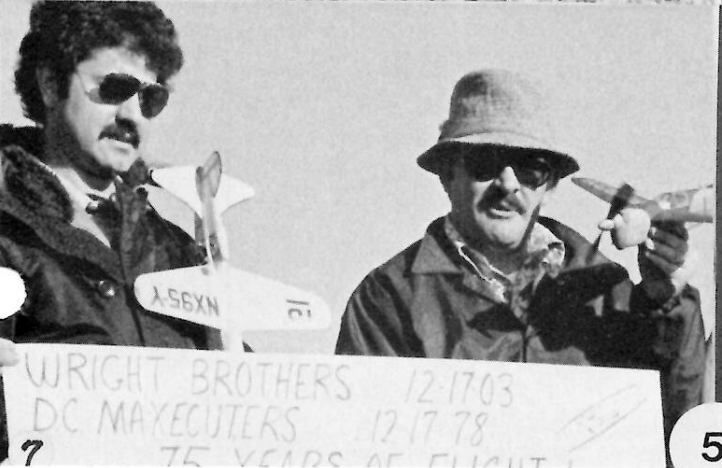
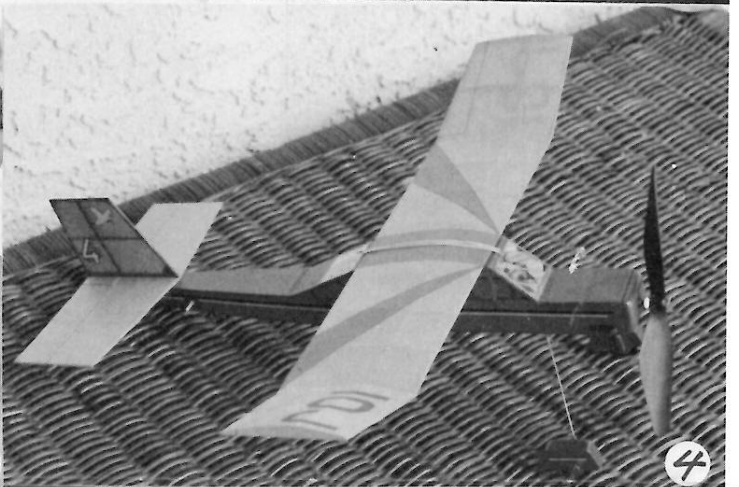
3. Bob left us this year but his efforts will live on as long as there is another free-flighter alive. Here Claude Powell winds his enlarged version of Bob's ZERO.
4. Another of Bob's many great flying aircraft designs and also kitted by him is his EMBRYO PRAIRIE BIRD; this one by Jane Schlosberg.

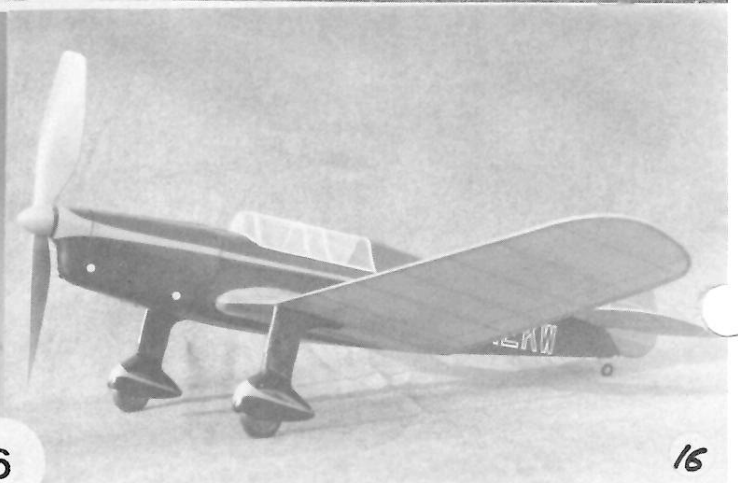
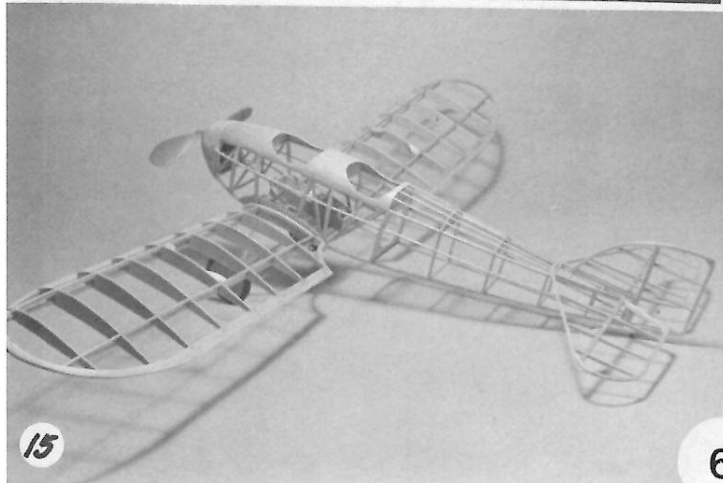
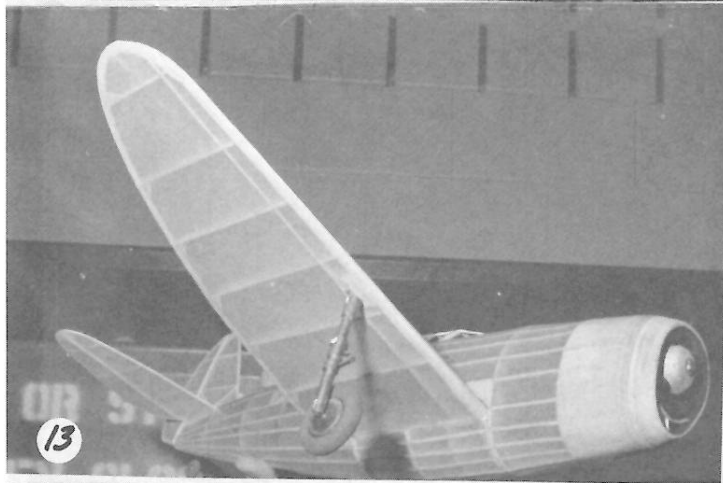
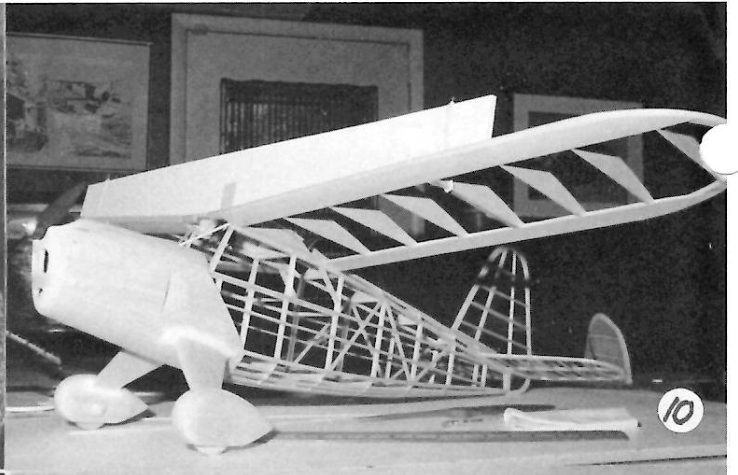
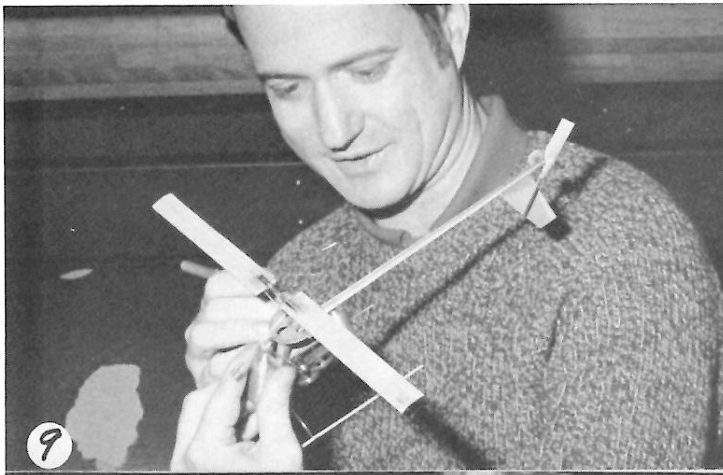
-
5. Jane Schlosberg also built this FOUND for last year's Walt Mooney Commemorative event sponsored by the Cactus Squadron.

MAXECUTERS WHO ARE SERVING IN THE MIDDLE EAST

6. Jim Daily at one of our early Andrew's NAF meets with his wife Kathy; has been called to active duty as a Navy Physician from civilian practice in Springfield, Missouri. Stop by on your way hom soon Jim.
7. Jim again with brother Pat at our Wright Brothers commemorative; Pat, the editor of the last MAX-FAX, will be leaving us soon to take a position in Richmond, Virginia. Please come back often and visit Pat, we miss you already!
8. Mike Hostage here with one of his delightful daughters, is an F-15 pilot and the Squadron's Operations Officer on active duty with the Air Force in Saudi Arabia. We hope to see you again soon Mike during your next tour of duty in this area.

-
9. Joe Clements is our resident CO2 expert and a non-stop helicopter experimenter; here with one of his latest powered by the small Brown.
 10. You must see Ernie Greenes beautiful red silk covered Rearwin Speedster built from an enlarged Earl Stahl plan and powered with an Arden ignition engine. It is shown here in an early assembly stage; note Ernie's nifty wing dihedral jig.
 11. Terry Pittman with two of his squadron of PEANUTS, both built from kits by NOWLEN AERO kits; great work Terry.
 12. Tom Hallman sent this nifty shot of his Boston Beancraft Bonanza.
 13. Allan Schanzle is alive and kicking; he has proposed a one design P-47 Squadron as a coming event. Several of the locals are building them and here is Allan's prior to finishing; gear is plug in and not required with usual FAC rules. Squadron markings undecided as of this date but aircraft modelled is a "razorback". If you want to build one and join the Squadron call Allan at (301) 840-5884 for a set of plans.
 14. Another P-47 by one of our long lost scale modellers from the SOTS, that master scale builder and flyer Fred Ewing.
 15. Hurst Bowers latest effort, a Heinkel sport aircraft from the Golden Age of aviation. It will be powered by Hi Line Ltd. Mini-6 electric motor and will probably be published in Flying Models Magazine.
 16. The latest from Al Lidberg's prolific draftsman pen; the Miles Mohawk, an obscure but historically significant aircraft that was built for Charles A. Lindberg and powered by a Menasco Buccaneer engine. Al will sell you a set of his magnificent plans plus documentation and his latest catalog for \$7.00 postpaid; be sure to request the catalog. The address is A. A. LIDBERG/MODEL PLANS SERVICE, 614 E. FORDHAM, TEMPE, ARIZONA 85283. You will really enjoy this or any of Al's plans!





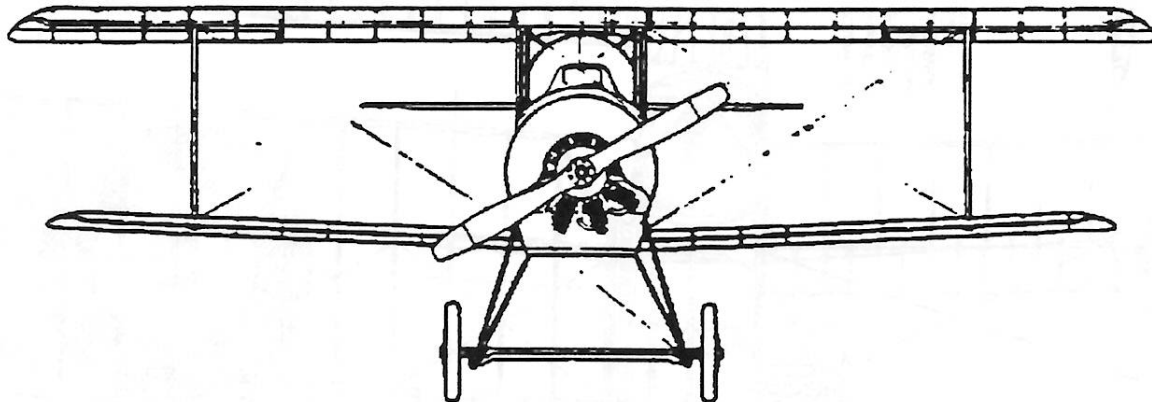
NIEUPORT 12.C-2 (1915)

The Nieuport model designed and built by Mark and John Houck flies well and took second place in WWI at the Spring PAX River contest last year and flies better outdoors. This bird is built up in the usual rubber model fashion. Keep the tail feathers light and add some engine detail so you won't need so much nose weight. The design has the forward top and bottom of the body side frame laminated to the rear of the gun position. This keeps the curves true and give extra strength for landing gear, strut, and lower wing attachment. The engine cowling and crankcase are cardboard tubes covered on the outside with a layer of balsa sheet. You get a very strong cowling this way and it is easy to make. It's not light but you can use a little beef up front on this short nosed model.

The model represents a 12.C-2 based upon the Karlstrom three view on page 6 which was originally published in the Spring 1978 issue of "Scale Aircraft Modler". Another source of three views is the Aircraft Archive "Aircraft of World War One" volume 3 published by Argus Books. This is available locally from the Squadron Shop. Two other sources of three views and photos are the Harleyford "Fighter Aircraft of the 1914-1918 War" and the June 1981 issue of "Scale Models" (MAP plan #3035). Photos and three views from these publications are presented here.

The Nieuport 10 which is often confused with the N-12 was produced in 1914 powered by a 80 hp Gnome or Le Rhone rotary and had 18 square meters of wing area. The vee interplane struts are parallel (viewed from the front) as was the single seat N-11. Indeed this aircraft appears to be a two place version of the N-11 except for the curious notch in the leading edge of the lower wing. The Nieuport 12 was built in 1915 and was powered by a 110 or 130 hp Clerget and had 22 square meters of area. This enlarged wing resulted in the interplane struts being splayed outward on the top wing. This is the prime recognition feature distinguishing between the two types. The notch in the lower wing leading edge is still present in the N-12 but not the N-11. I would hazard a guess that this feature is to improve downward visibility for a two seater. The Beardmore company of Dalmuir, Scotland built a fully cowled version with a fixed vertical fin. The three-view for this is on page 7. The N-12 was used by the French, British, Russians, and Italians.

Needless to say, these plans do not show the notch in the lower wing nor does the Karlstrom three view upon which it was based. Who knows, maybe the N 12.C-2 version really did not have it? Also, most Nieuports had the lower longerons narrower than the upper. Most three views also show this, a common error on models of the more common N-11 and N-17. A N-12 (N-10 ?) fuselage uncovered was shown at the NASM exhibit that has recently been redone because of termites. I understand that this has been traded to Cole Palen at Old Reinbeck. Will the troops in N.Y. confirm this? At any rate it is possible to get some real scale documentation. Does the fuselage really pinch in at the bottom and does the lower wing have a notch in the leading edge?



NIEUPORT N-10

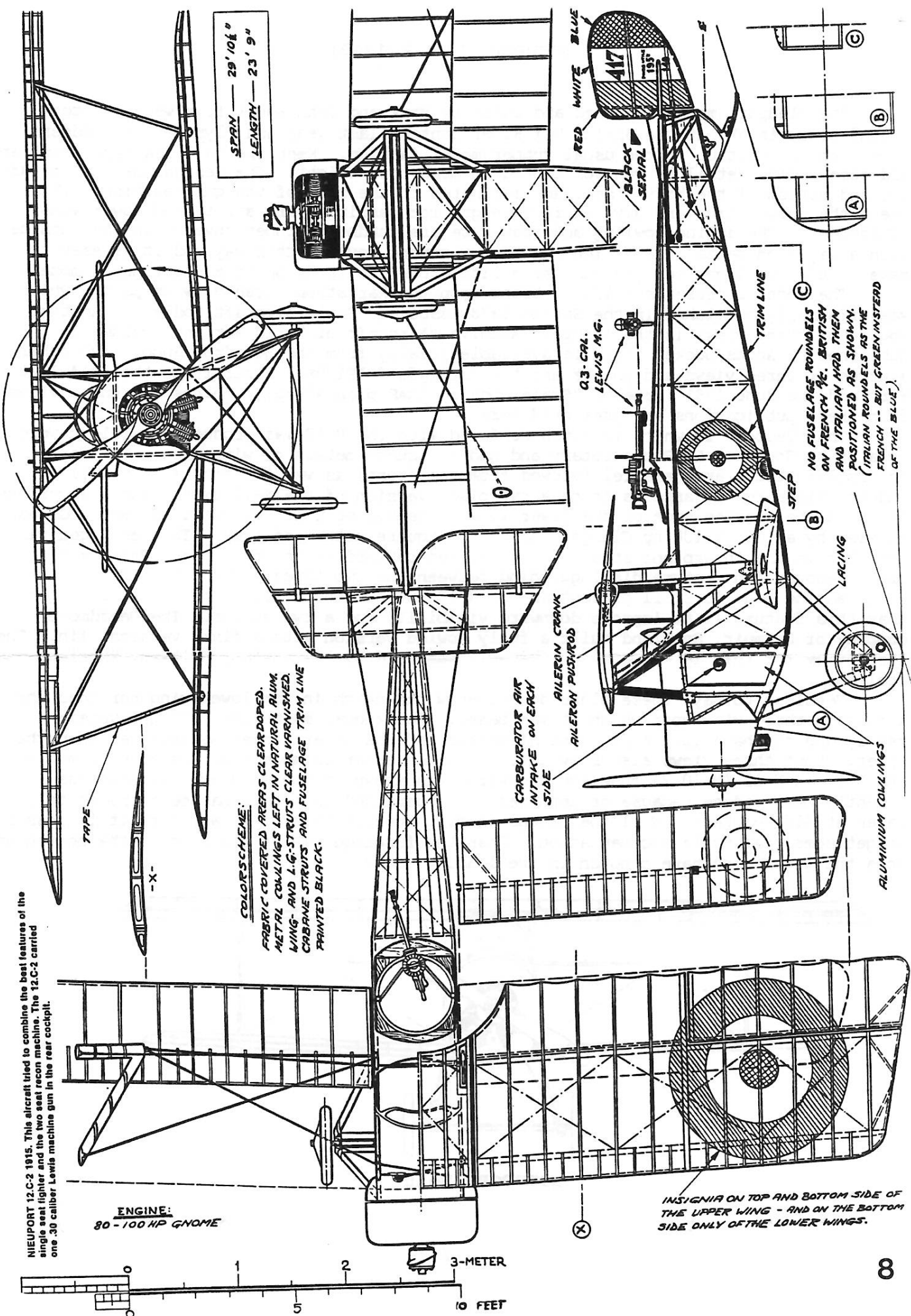
NIEUPORT 12-C-2 1915. This aircraft tried to combine the best features of the single seat lighter and the two seat recon machine. The 12-C-2 carried one .30 caliber Lewis machine gun in the rear cockpit.

ENGINE:
80 - 100 HP Gnome

SPAN — 29' 10 1/2"
LENGTH — 23' 9"

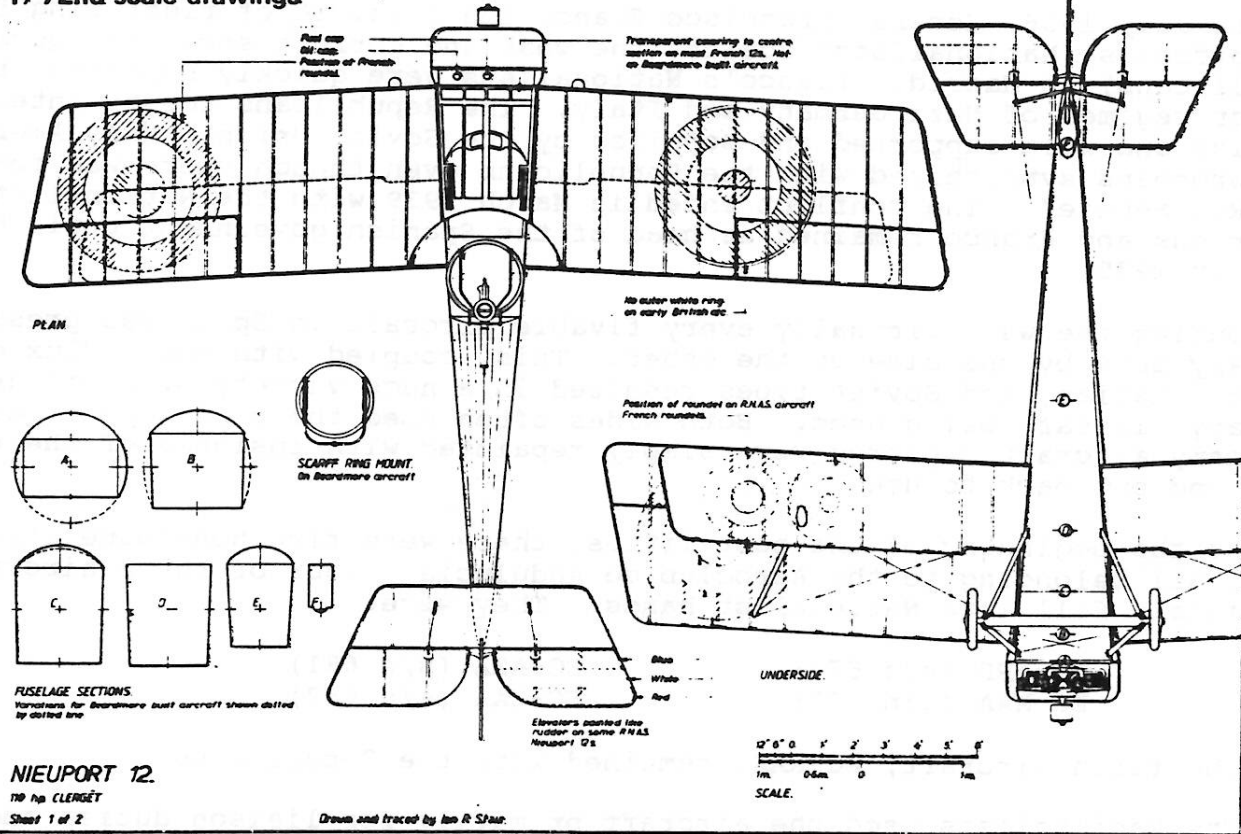
COLOR SCHEME:
FABRIC COVERED AREAS CLEAR COLORED.
METAL COLLINGS LEFT IN NATURAL ALUM.
WING- AND L.G.-STRUTS CLEAR VARNISHED.
CABANE STRUTS AND FUSELAGE TRIM LINE
PAINTED BLACK.

INSIGNIA ON TOP AND BOTTOM SIDE OF
THE UPPER WING - AND ON THE BOTTOM
SIDE ONLY OF THE LOWER WINGS.



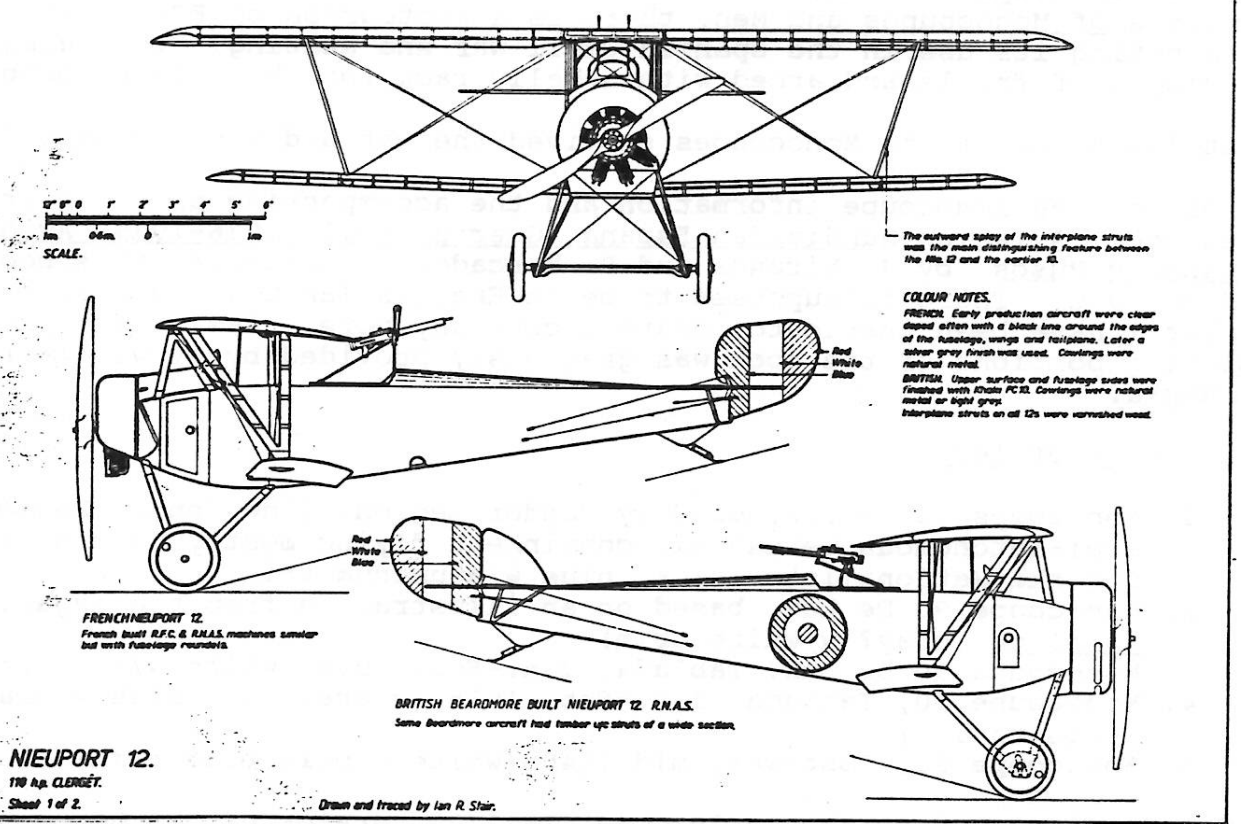
1/72nd scale drawings

3035



1/72nd scale drawings

3035



MALICIOUS MONOCOUPES?
and Other Notes on the Spanish Civil War
by Dan Driscoll

In July 1936, General Francisco Franco led a revolt of right wing Spanish army officers (Nationalists) against the weak and corrupt socialist government (Republicans) in Madrid. Franco's Nationalists were quickly supported by the fascist regimes of Nazi Germany and Italy. The Republicans sought international aid and were supported and supplied by the Soviet Union. Many Americans and Europeans sympathized with the Republicans even though there was fear of the "Red Menace". The conflict ended in March 1939 with the Nationalists victorious and Franco remained as head of the Spanish government until his death in 1975.

During the war, virtually every flyable aircraft in Spain was pressed into military duty by one side or the other. This, coupled with the influx of German, Italian, and Soviet types resulted in a huge variety of civil and military aircraft being used. Both sides often used the same type of aircraft and enemy aircraft captured were simply repainted with insignia of the new owner and put back to use.

At the beginning of the hostilities, there were five Monocoupe aircraft in Spain, all belonging to the Aeroclub de Andalucia. Four of these aircraft immediately fell into Nationalist hands. They were:

EC-APP (s/n 574)	EC-AZA (s/n 681)
EC-MAA (s/n 552)	EC-ZAA (s/n 682)

The fifth aircraft, EC-KAK, remained with the Republicans.

The Nationalists used the aircraft primarily for liaison duties and the Republicans used theirs for flight training because of its dual controls. At least one Monocoupe, EC-ZAA, may have been used in combat. On page 31 of John Underwood's Of Monocoupes and Men, there is a photograph of EC-ZAA with the caption noting its use in the Spanish Civil War and stating, "This elegant 90A was stripped of frills and armed with a belly rack for three 10-kg bombs."

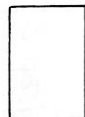
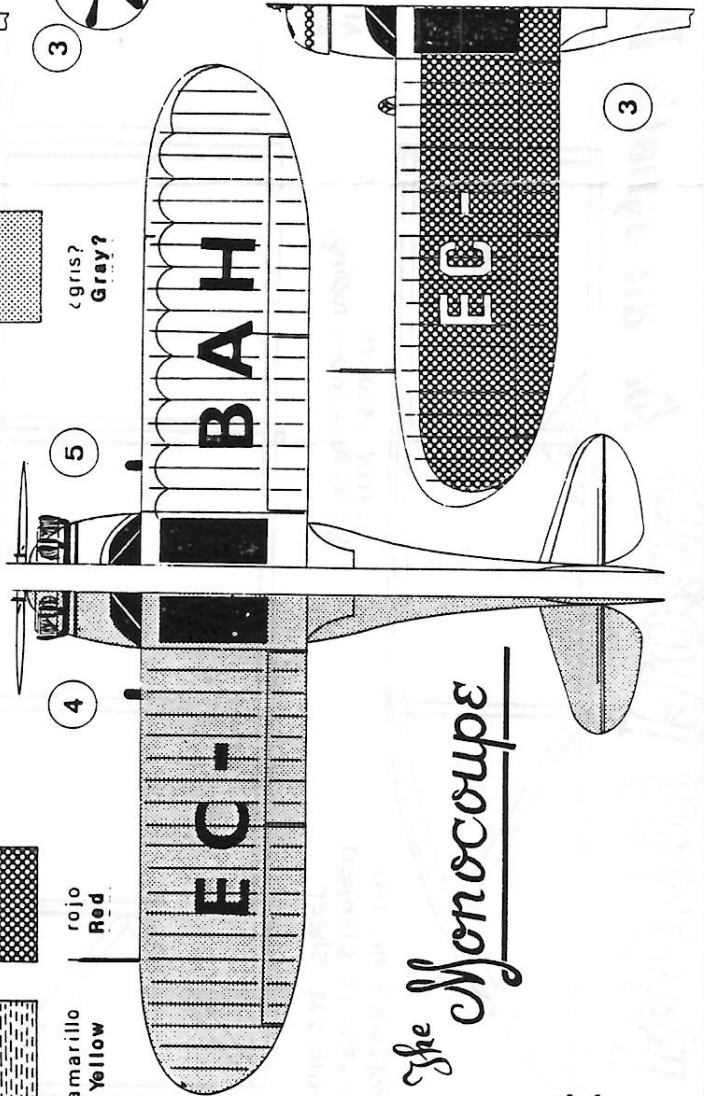
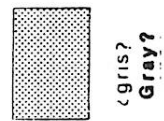
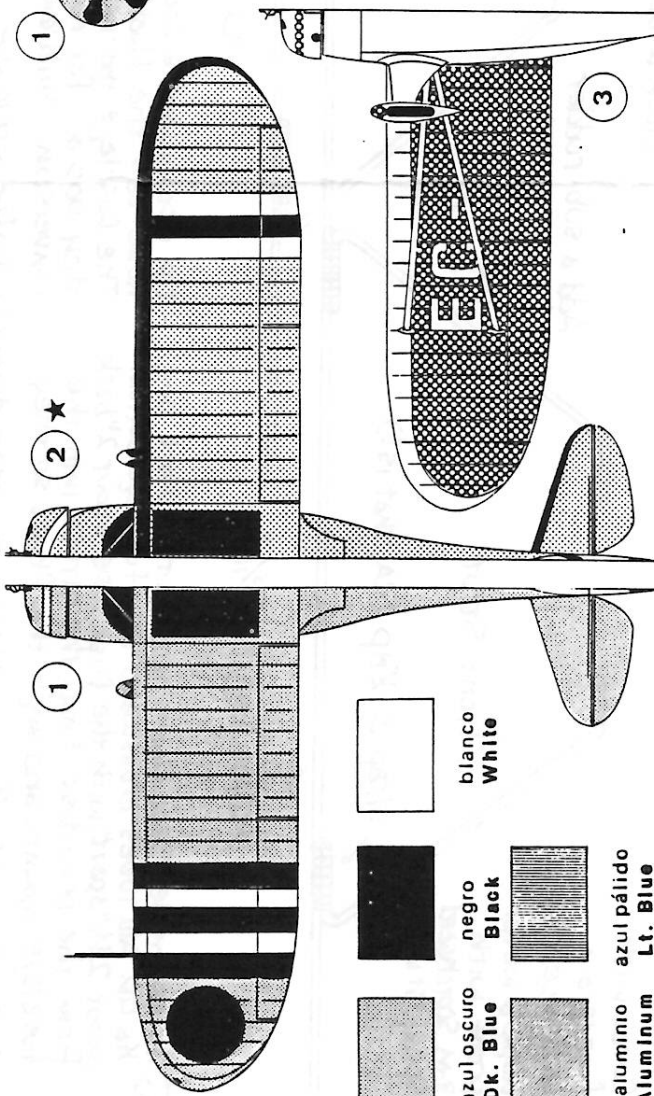
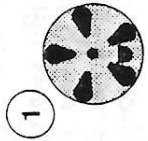
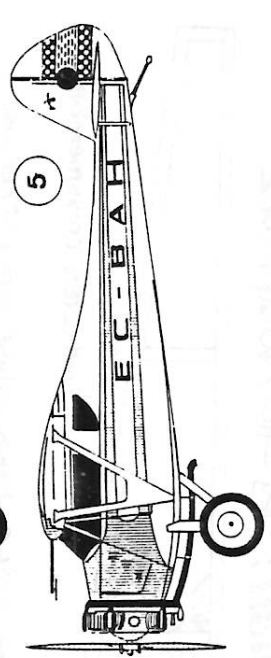
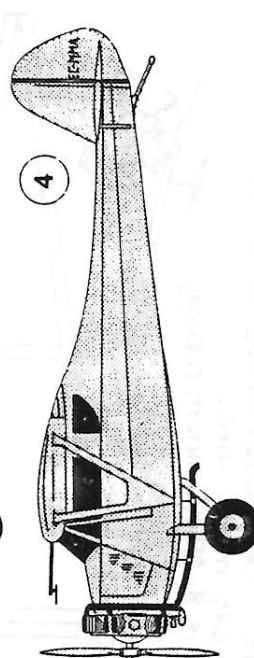
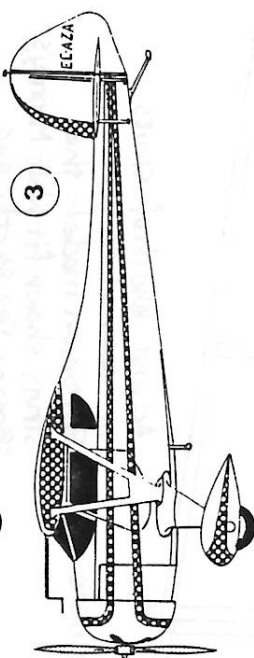
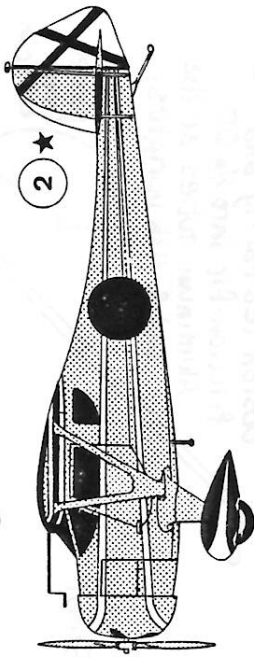
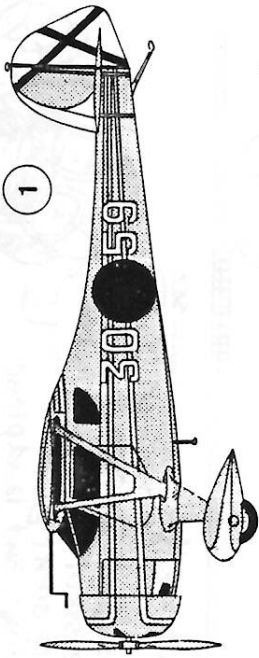
At least one of the Monocoupes survived the war and was registered EC-BAH.

Most of the Monocoupe information and the accompanying profiles are from a Spanish book, Aviacion Mundial en Espana (Guerra Civil) 1936-1939, Aviones Americanos y Rusos, by J. Miranda and P. Mercado. I purchased this book in Madrid in 1990. There is supposed to be an English language version of this book, but I have been unable to locate a copy anywhere. Assistance in translating portions of the book was graciously provided by my wife's friend, Maria Repka.

Key to Profiles:

1. Monocoupe 90 De Lux, used by Condor Legion. (The Condor Legion was a semi-autonomous German air contingent flying mostly German aircraft for the Nationalists.) (dk. blue w/aluminum trim)
2. Monocoupe 90 De Lux, based on an illustration from the magazine Airplane (gray? w/white trim)
3. Monocoupe 90 De Lux, Tablada, Jan.-Feb. 1935 (white w/red trim)
4. Monocoupe 90, Tablada, Jan.-Feb. 1935 (overall dk. blue w/black registration)
5. Monocoupe 90, Post-war, mid 1940 (white w/pale blue trim)

The Peerless 24" or the early Comet 15 1/2" version of the Monocoupe 90-A in Nationalist markings (Profiles 1 and 2) would really be something different.



blanco
White



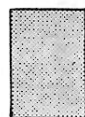
negro
Black



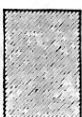
aluminio
Aluminum



azul pálido
Lt. Blue



azul oscuro
Dk. Blue



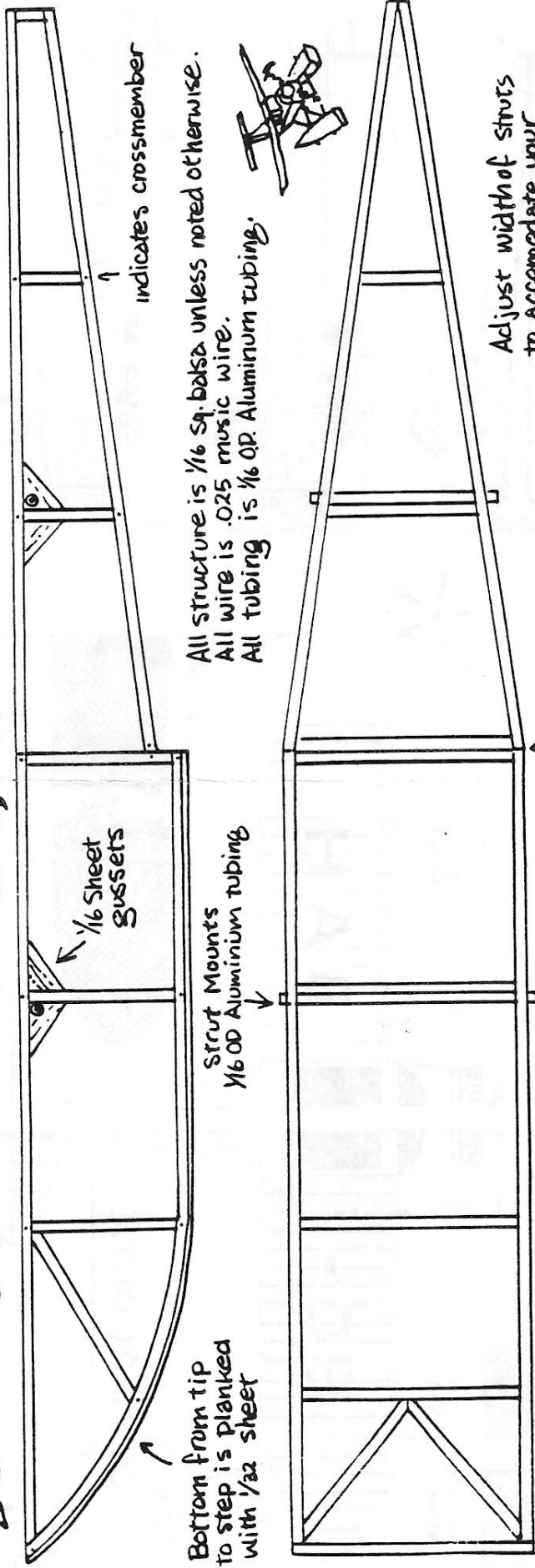
rojo
Red



amarillo
Yellow

The Monocoupe

Fenway Floats for an aquatic Bostonian! by Chuck Wastkiewicz



indicates crossmember

All structure is 1/16 sq. balsa unless noted otherwise.
 All wire is .025 music wire.
 All tubing is 1/16 OD Aluminum tubing.



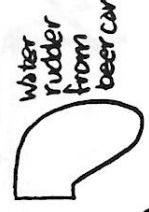
Cover with fine-grain Japanese tissue, dope & water-proof with 3-M Scotchgard Spray! It works!

Front Strut
 Wrap & Zap (CA, that is!)
 Actual length = 7 3/16"

Add a sub-rudder if your model 'dutch rolls'!

Crank & Bend Sides Here

Adjust width of struts to accommodate your Bostonian model - the struts shown fit Walt Moorey's "Boston Tea Party" and friction-fit into 1/16 OD Aluminum tubes at the 2nd & 4th uprights.



Rear Strut

Actual length = 7 3/16"

Actual length = 6 1/16"

CHUCK SEZ:



Floatplanes are fun! Try one!

tip downward a couple of degrees at the nose. Zap the floats to the strut "axles." The fuselage mounting points aren't glued - they pop out for rough landings and land plane conversion! Build 'em light, pilgrims!

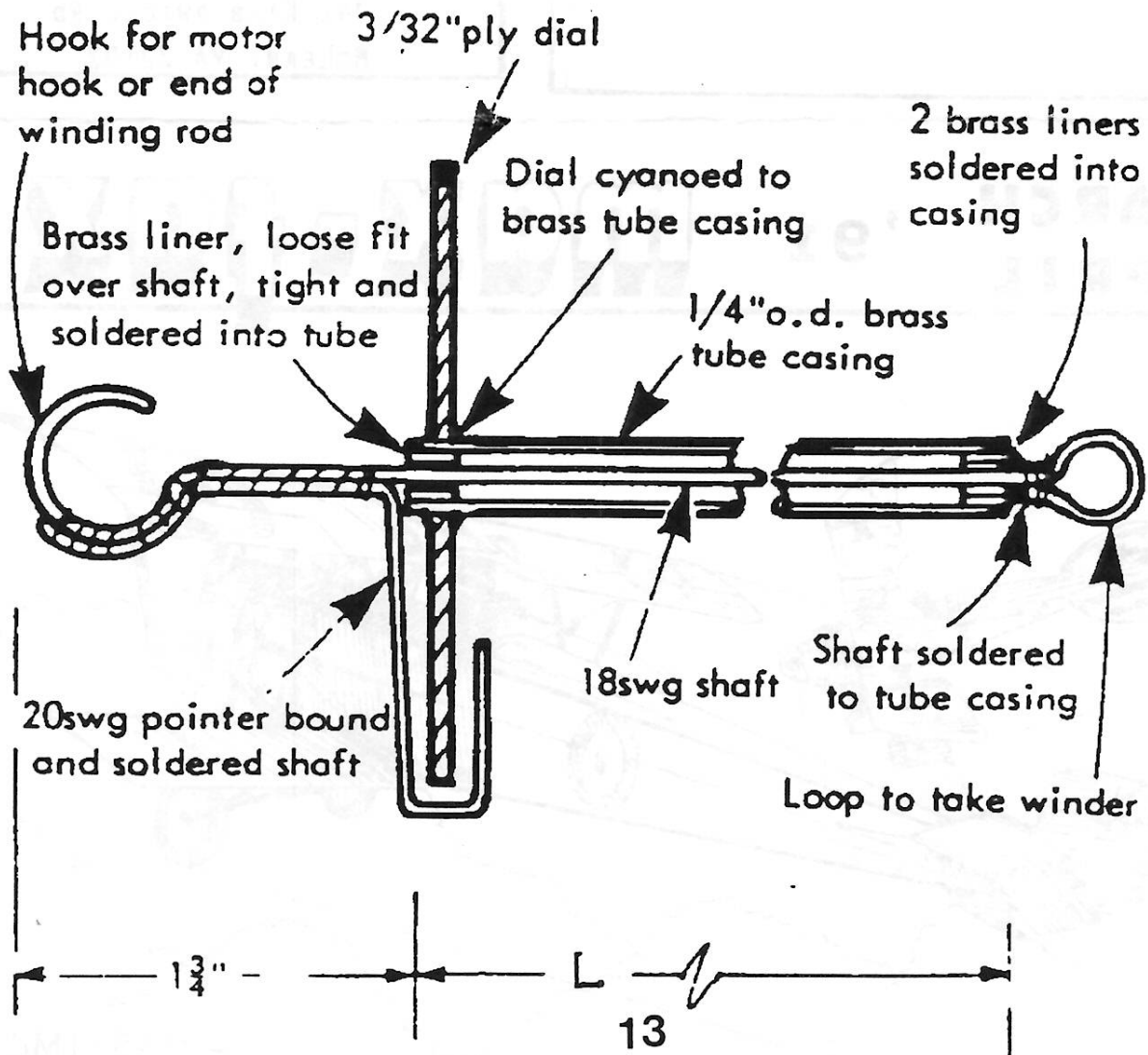
To assemble: Slide floats onto struts. Mount two 1/16 OD. Alu. tubes crossways thru fuselage bottom about 2 3/4" apart, with the first tube about 2" back from the prop disc. Snap the struts into the fuselage mounts and angle the floats so they

★ For a fier lift-off, toss pebbles into water directly before release - plane will 'jump' the wavelets!

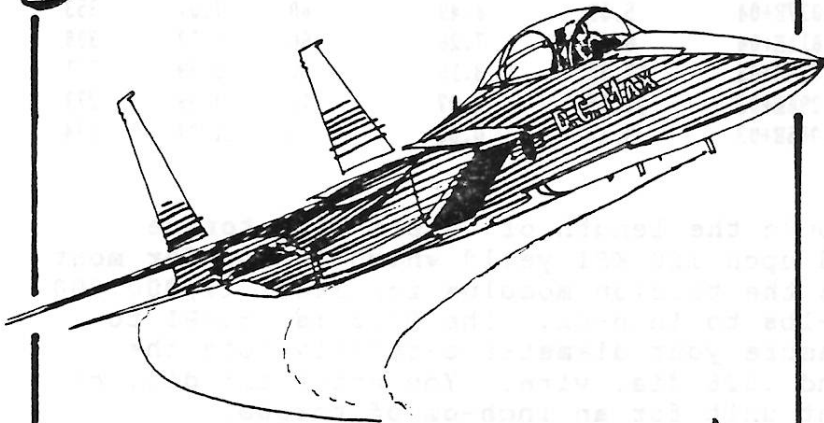
TORQUE METER Spreadsheet Stew Meyers

column #	1	2	3	4	5	6	7	8	9
name	dia.	rad.	inertia	unit stress	max torque	defl/ln	unit defl	length	max angle
symbol	D	R	J	S	T MAX	Δ/LT	Δ/T	L	
formula		D/2	$(R^4)PI/2$	$R/(16J)$	120,000/S	$57.3/(16J*G)$	choose	#6/#7	#5*#6*#8
units	inches	inches	in ⁴	psi/in-oz	in-oz	deg/in-inoz	deg/in-oz	inches	degrees
	0.015	0.0075	4.970E-09	9.431E+04	1.27	65.50	720	10.99	916
	0.02	0.01	1.571E-08	3.979E+04	3.02	20.72	180	8.69	543
	0.025	0.0125	3.835E-08	2.037E+04	5.89	8.49	60	7.07	353
	0.026	0.013	4.486E-08	1.811E+04	6.63	7.26	60	8.27	398
	0.032	0.016	1.029E-07	9.714E+03	12.35	3.16	30	9.49	371
	0.042	0.021	3.055E-07	4.296E+03	27.93	1.07	10	9.38	279
	0.047	0.0235	4.791E-07	3.066E+03	39.14	0.68	8	11.04	294

This spreadsheet is used to compute the length of music wire torque meters. The max torque is based upon 120 KSI yeild which is low for most music wire. G in the fromula is the torsion modulus for steel 11,000,000 PSI. The 16 converts from inch-lbs to inch-oz. The 57.3 is 180/PI to convert radians to degrees. Measure your diameter carefully note the difference in length for .025 and .026 dia. wire. You enter the dia. of your wire and choose a convenient unit for an inch-oz of torque.



MIKE HOSTAGE STRIKES BACK!

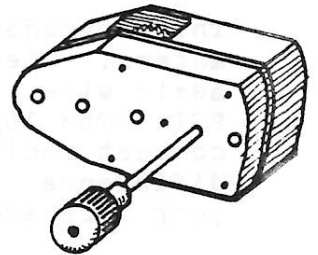


See you at COMSAT soon!

TOMY TOY MOTORS

Plus instructions to make a
4 gm DT for those
high flying scale jobs!

TWO FOR
\$3.50
plus
\$ 1.50 P&H

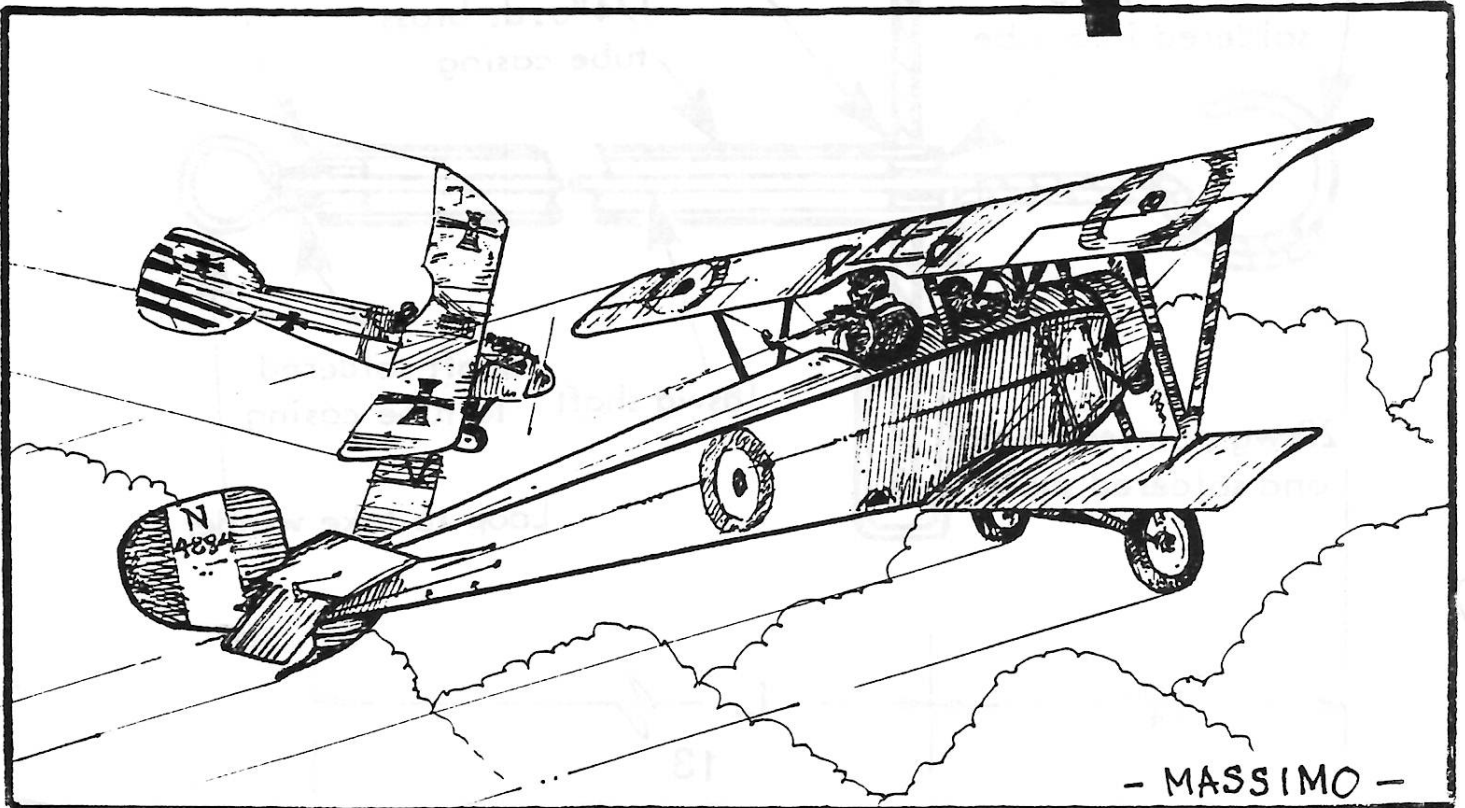


DON SRULL
941 KIMBERWICKE RD.
MCLEAN, VA 22102

MARCH
APRIL

'91

max-fax



INSIGNIA ON TOP & BOTTOM OF TOP WING

1/16 SHEET FILL IN BOTTOM OF TOP WING ONLY

3/32 SO. LEADING EDGE & FRONT SPARS

1/16 REAR SPARS, TIPS, & TRAILING EDGE

ALL WING RIBS 1/16 SOFT

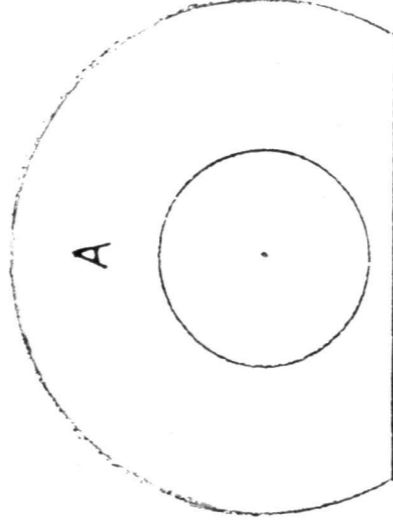
TILT FIRST RIBS WITH THIS GAUGE

3/32 LEADING EDGE

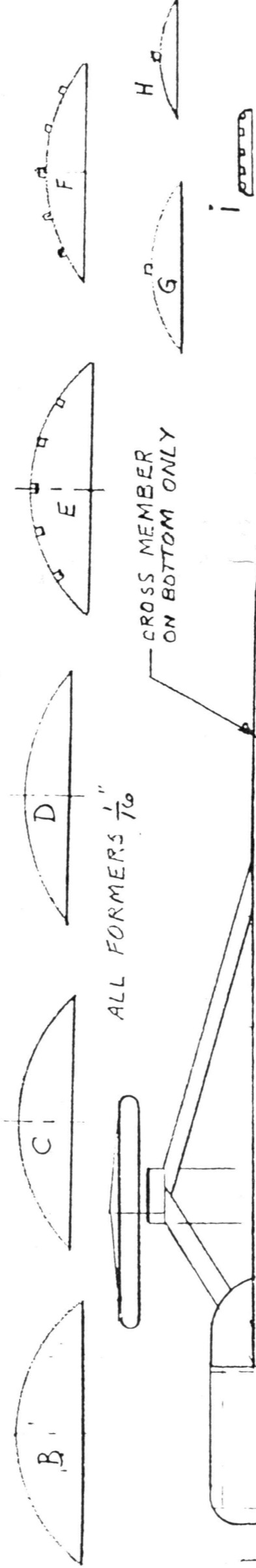
INSIGNIA ON BOTTOM ONLY ON BOTTOM WING

1/16 SPAR, TIPS, & TRAILING EDGE

STRUT ATTACH POINTS



1/16 SHEET FILL IN TOP ONLY ON LOWER WING



ALL FORMERS 1/16

CROSS MEMBER ON BOTTOM ONLY

FUSELAGE BOX BUILT UP OF 1/16 SO. (STRINGY) WITH A SECOND LAMINATION AT TOP & BOTTOM OF SIDE FRAME TO REAR OF GUN POSITION

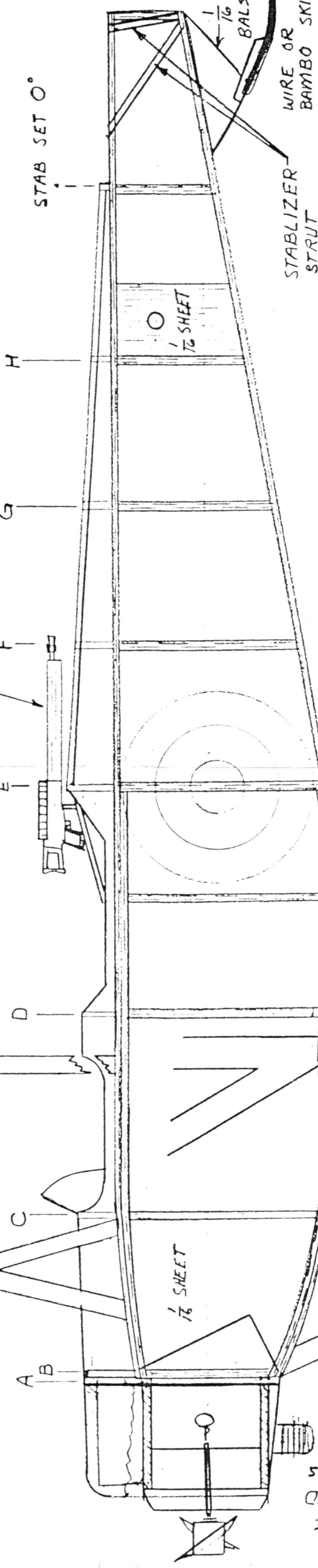
INITIAL THRUST SETTING 2° DOWN & 2° LEFT

3/32 SHEET DECKING

GUN MOUNT

LEWIS GUN

+2 1/2° TOP WING



1/16 SHEET

+1° BOTTOM WING

COILING & CRANK CASE ARE BALSA LAMINATED OVER CARBON TUBES

WING STRUT MAKE TWO 1/16

LANDING GEAR LEG MAKE TWO 1/16

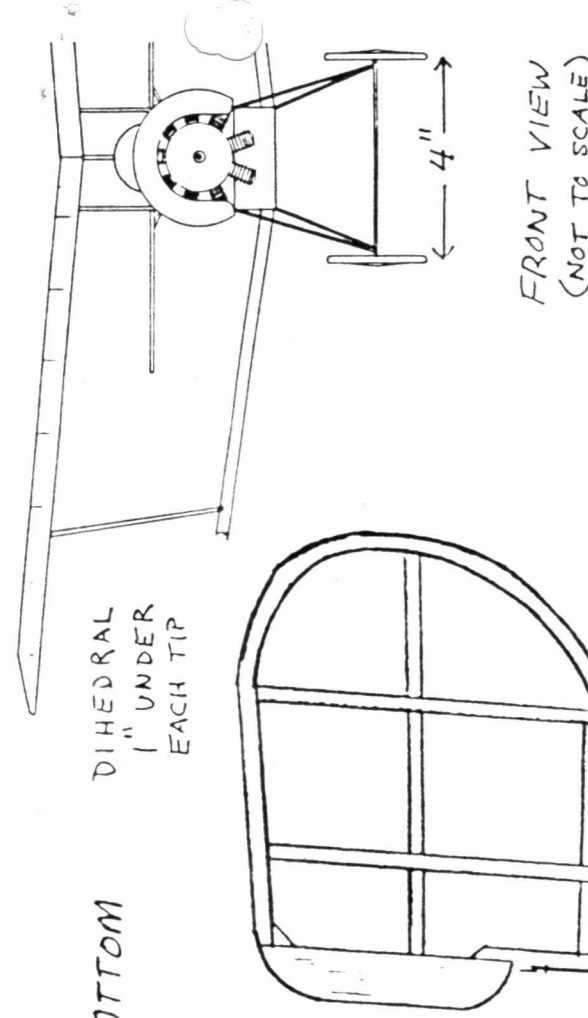
REF. KARLSTROM 3 VIEW

NIEUPORT 12.C-2 (1915)

LAYOUT BY BOB GABLE

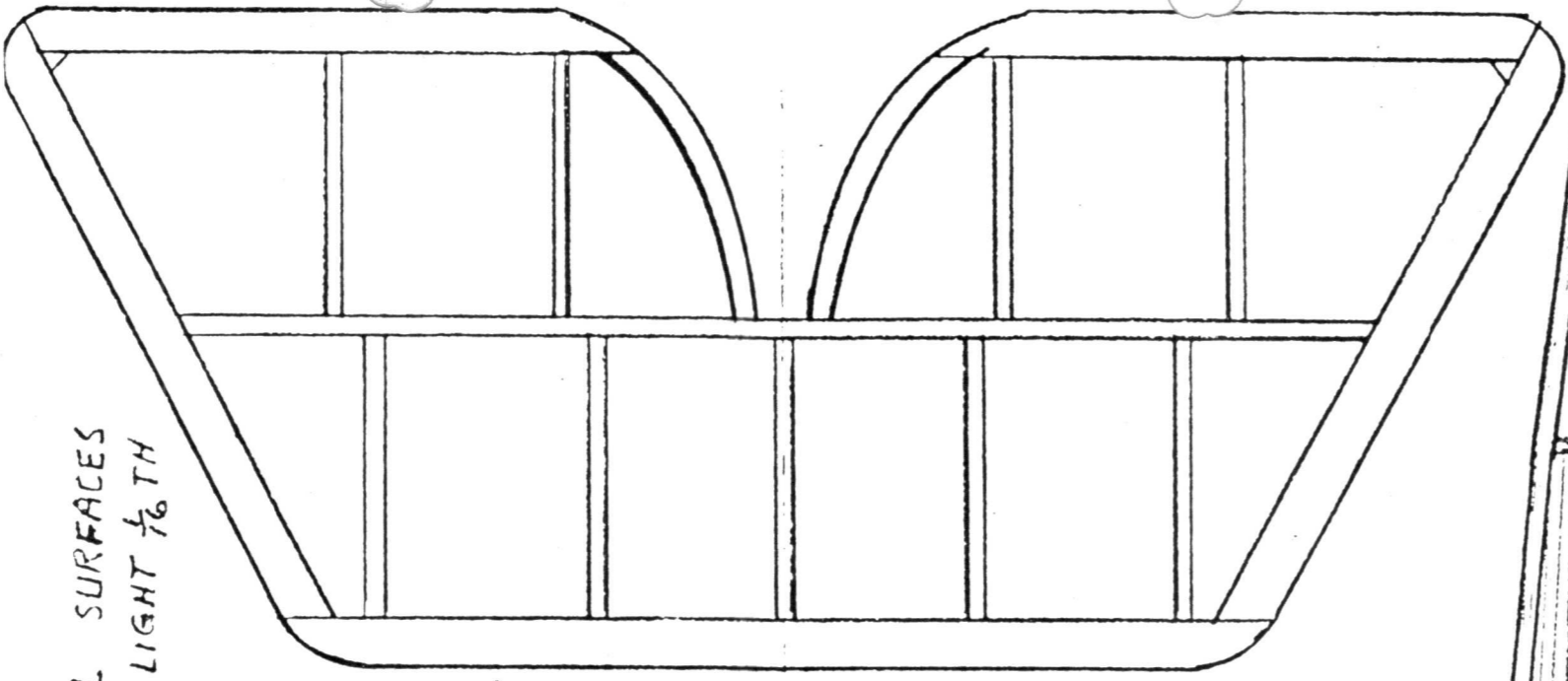
DESIGN BY MARK & JOHN HOUCK

DRAWING BY MARK HOUCK MAY 1990



FRONT VIEW (NOT TO SCALE)

TAIL SURFACES OF LIGHT 1/16 TH



STABILIZER STRUT

STABILIZER STRUT

1/16 Balsa

WIRE OR BAMBOO SKID

STAB SET 0°