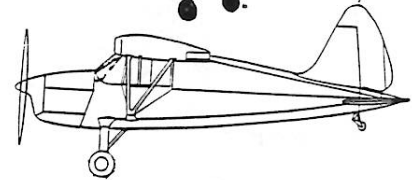


MAXECUTERS

MAX-FAX

MAY - JUNE 1991

DUES
NOTICE



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. Maxecuters and send to the Treasurer. The D.C. Maxecuters 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

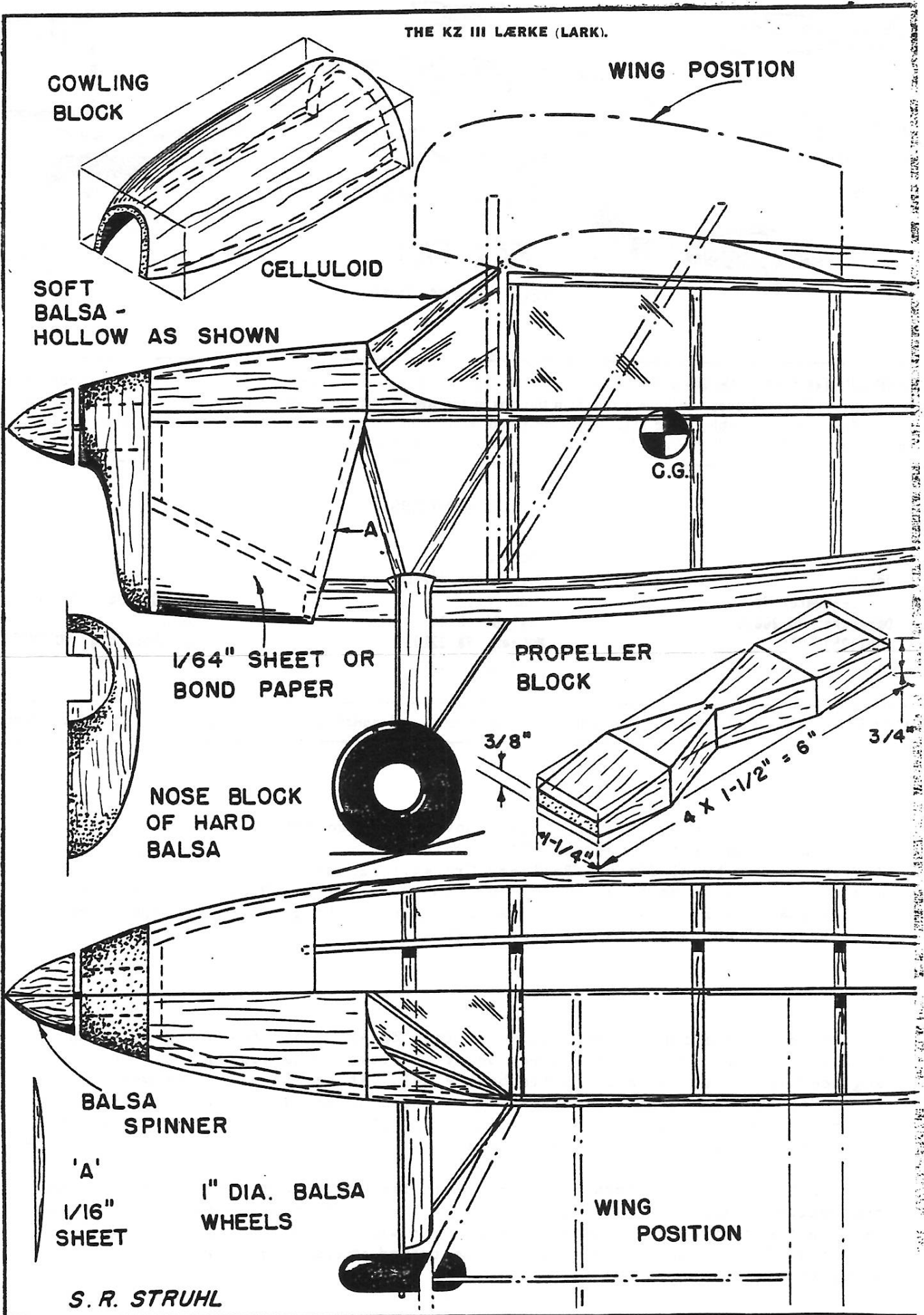
NEWSLETTER CONTRIBUTORS: Please send all correspondence and contributions for MAX FAX to the club President.

In this issue we have the usual photo pages, an article on color by Ned Kragness, plans of the Day "ERRANT", Danish KZIII by Struhl, Piper HE-1 and Interstate L-6 by Al Cleave, Bellanca Cruisair, and Brewster Fighter. Also see notices about the Kudzu FAC Contest in Fayetteville, N.C., and the Maxecuters 1991 summer Fly at Comsat. On a pleasant note, it is great to see Ernie Green looking good and back with the gang again.

Some information on the builder of the "ERRANT", our feature plan drawn by Rolfe Gregory in this issue, may be of interest. Charles Day was the chief engineer and VP at Glenn L. Martin before WWI. At the start of the war, he left Martin to form the Standard Aircraft Co., where he designed and built the Standard J1 trainer used by the U.S. to train pilots. About 4,000 J1's were built and, as inexpensive surplus aircraft after the war, were used in great numbers by the early barnstormers.

In 1931 Day flew around the world with his bride on their honeymoon in the home-built ERRANT." In the late thirties he went to China to help the Chinese develop their aircraft industry during their war with Japan. It was in China that the "ERRANT" met its end and was destroyed while in a hangar during a Japanese air raid.

THE KZ III LÆRKE (LARK).



COWLING
BLOCK

WING POSITION

SOFT
BALSA -
HOLLOW AS SHOWN

CELLULOID

G.G.

1/64" SHEET OR
BOND PAPER

PROPELLER
BLOCK

NOSE BLOCK
OF HARD
BALSA

3/8"

3/4"

4-1/4"

4 X 1-1/2" = 6"

BALSA
SPINNER

'A'
1/16"
SHEET

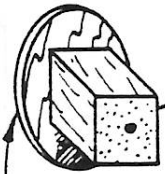
1" DIA. BALSA
WHEELS

WING
POSITION

S. R. STRUHL

NOSE PLUG DETAIL

PLANS FULL SIZE



BALSA

1/32" PLYWOOD DISK

TAIL SURFACES
CONSTRUCTED
FROM 1/16"
SHEET BALSA

3/32" SQ. BASIC FRAMEWORK IS
SHOWN IN GRAIN

STABILIZER
POSITION

1/16" SQ.

.030

TOP & BOTTOM FAIRING
STRINGERS CUT FROM 1/16"
SHEET BALSA

.034 WIRE

LANDING GEAR
DETAIL

FLYING
STABILIZER

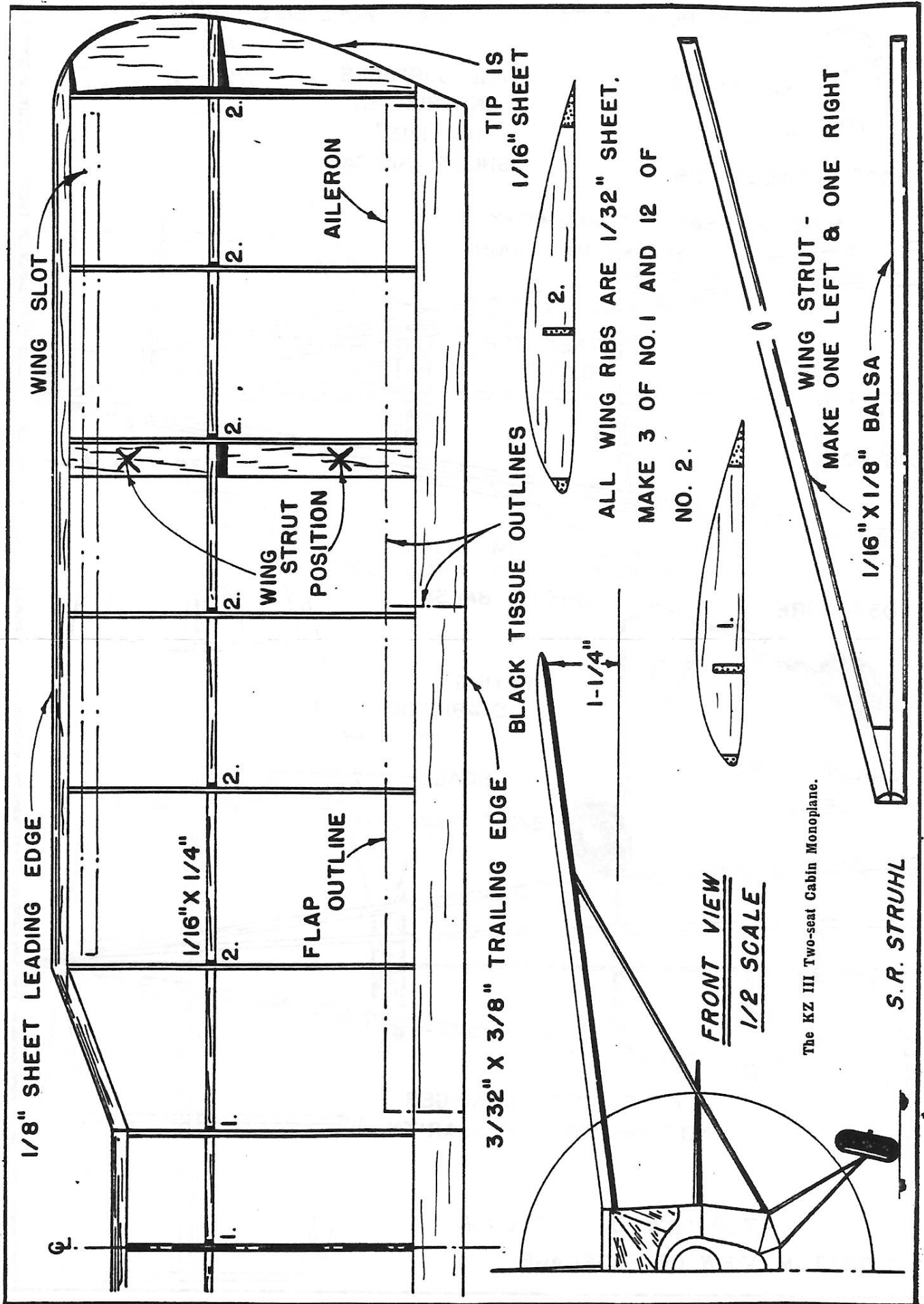
SCALE

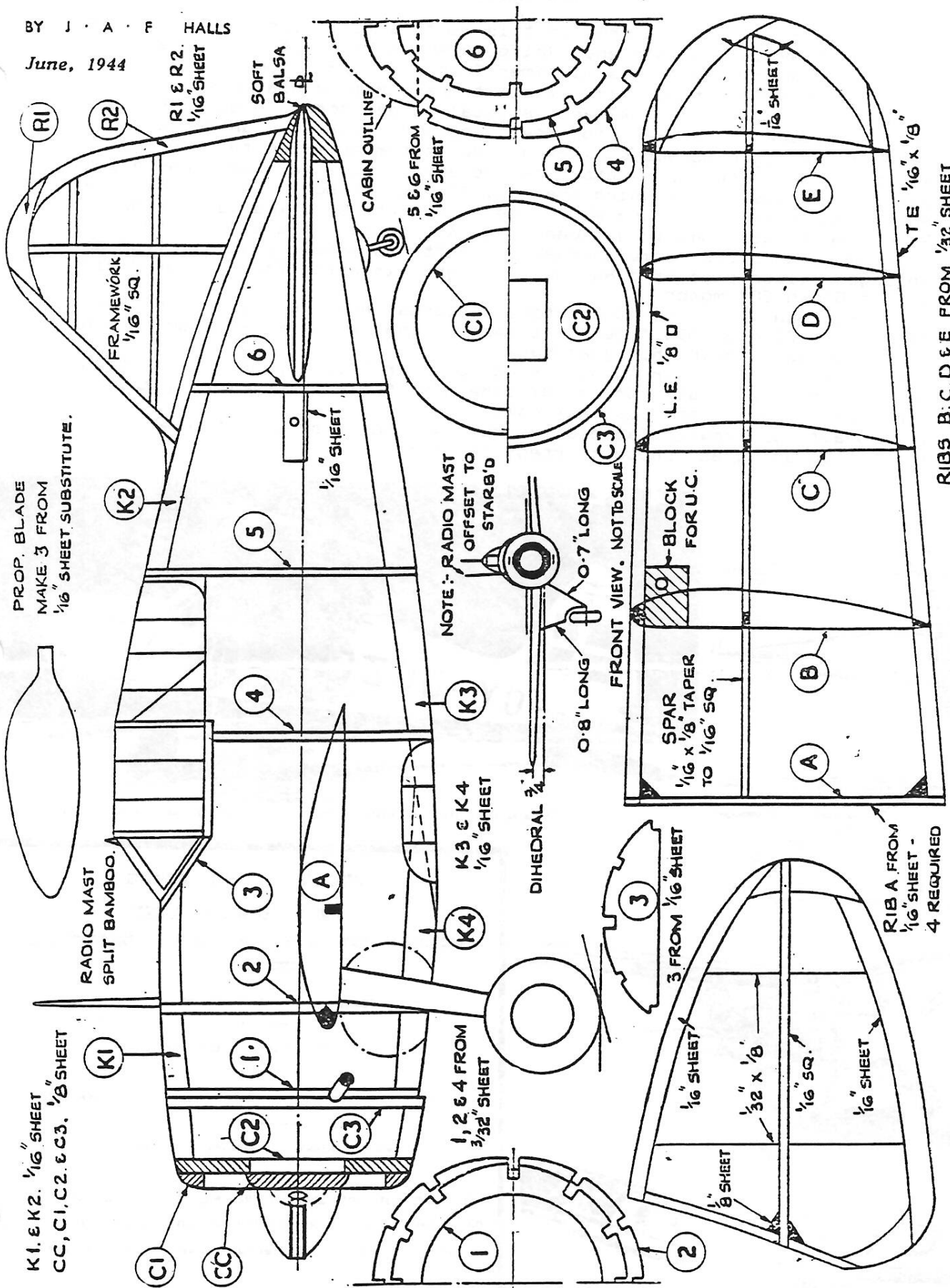
3/32" DOWEL

1/16" SQ. SIDE STRINGER
NOT SHOWN FOR CLARITY

TOP VIEW OF FUSELAGE

BOTTOM VIEW OF FUSELAGE





K1. & K2. 1/16" SHEET
CC, C1, C2. & C3. 1/8" SHEET

RADIO MAST
SPLIT BAMBOO.

PROP. BLADE
MAKE 3 FROM
1/16" SHEET. SUBSTITUTE.

FRAMEWORK
1/16" SQ.

R1 & R2.
1/16" SHEET

SOFT
BALSA

CABIN OUTLINE

5 & 6 FROM
1/16" SHEET

NOTE: RADIO MAST
OFFSET TO
STARBOARD

0.8" LONG
0.7" LONG

FRONT VIEW. NOT TO SCALE

SPAR
1/16" x 1/8" TAPER
TO 1/16" SQ.

BLOCK
FOR U.C.

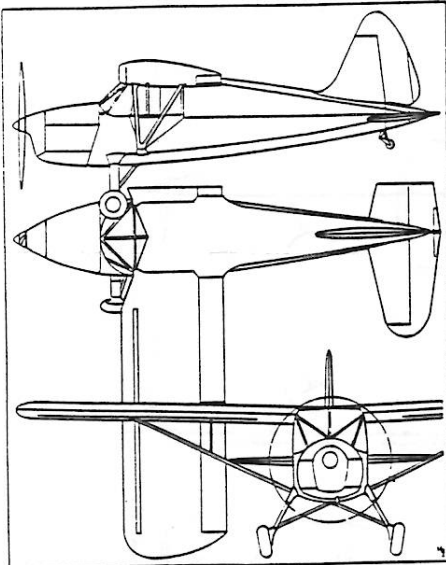
RIB A FROM
1/16" SHEET -
4 REQUIRED

RIBS B, C, D & E FROM 1/32" SHEET

TE 1/16" x 1/8"

PHOTO PAGES

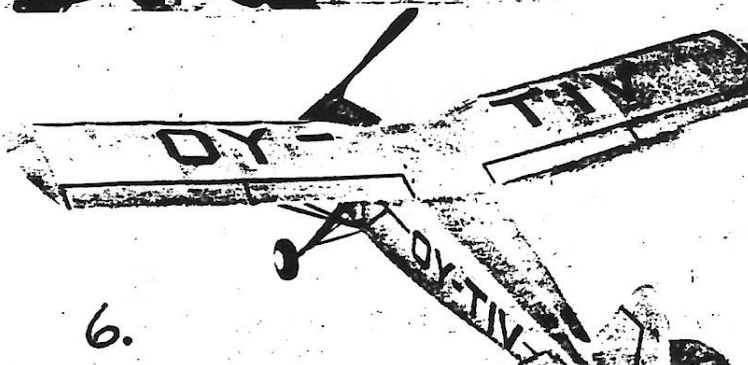
1. Rolfe Gregory is the designer of this month's full size plan which is the one-of-a-kind Day biplane. Rolfe is shown here with a PT-19.
2. Ernie Greene, here with his Oldtimer Topper, is back home. Call, write a note or better yet pay him a visit to help him in his recovery.
3. Allan has finished his P-47 and as usual he has done a great job. See the last issue of MAX-FAX for how to obtain Allan's plan to join in the P-47 Squadron Scramble Event at the September Maxecuter Fun Fly.
4. Another of our special events this September will be the One-Design Old Timer Rubber Event using the Paul Plecan FLYABOUT. Dan Driscoll is shown launching his at the KUDZU meet in North Carolina last October. Plans were published in a recent MAX-FAX; build one and join the fun.
5. Terry Pittman picks some unusual aircraft to model; this is from an enlarged Fillon plan of a Mauboussin light aircraft. Terry powered his with a Brown CO2 motor.
6. Mark Fineman one of our Connecticut friends busy winding his Earl Stahl High-Climber Old Timer last year at the FAC NATS. We hope to see you at Geneseo again this year Mark.
7. Hurst Bowers one of our associate editors for this issue built this Heinkle sport aircraft for the Hi Line MINI-6 electric motor system. A bones photo was in the last MAX-FAX.
8. This beautiful Sopwith Tabloid "Peanut" was built by Jiro Sugimoto in far off Japan; great photo courtesy of Jiro.



The KZ III Two-seat Cabin Monoplane.



A KZ III Lærke Light Monoplane supplied to the "Zone-Redningskorp" for Ambulance duties.



6.

KUDZU FLYING CORPS
1991 SPRING MEET
SATURDAY MAY 25 - 9:00 - 4:00 - FAYETTEVILLE, N. C.

EVENTS

F A C SCALE - F A C JUMBO - F A C POWER

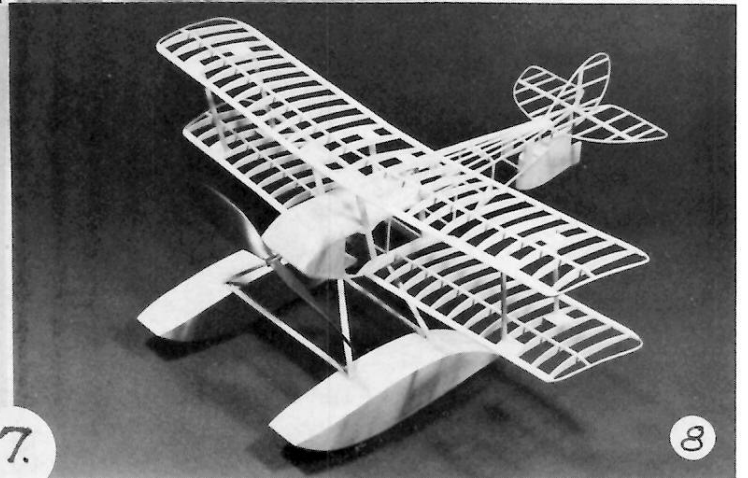
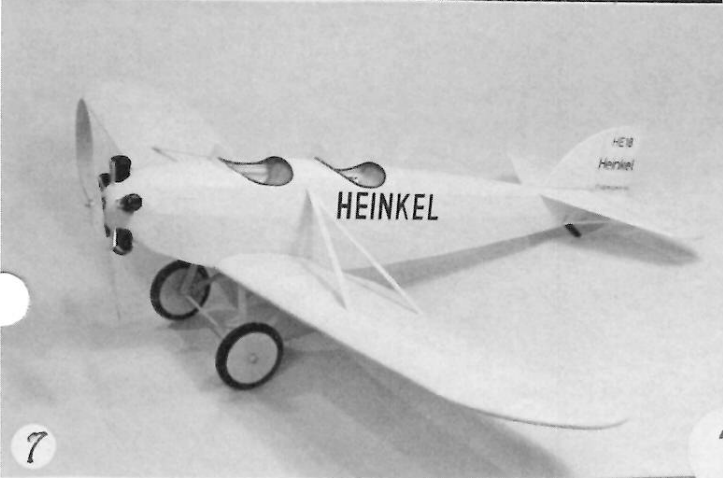
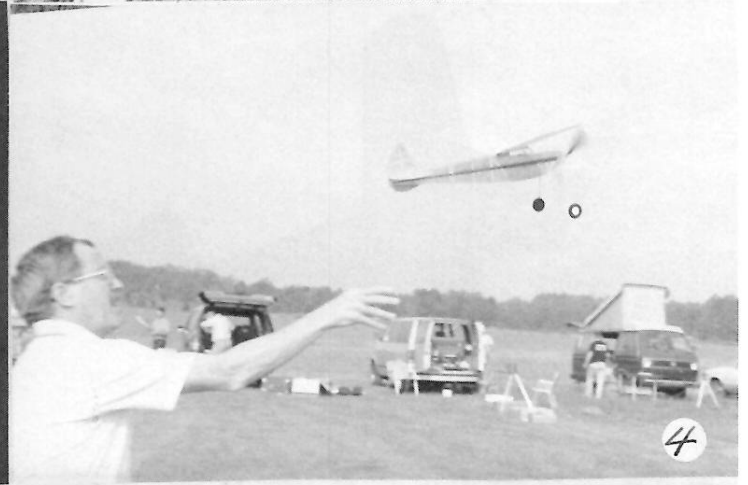
 OLDTIMER RUBBER ENDURANCE

 WW I - WW II - RACE PLANES - GOLDEN AGE

 WALT MOONEY COMMEMORATIVE PEANUT

ALSO LAST BUT NOT LEAST THERE WILL BE A SEAPLANE FUN FLY
 FOR RUBBER AND POWER (ELECTRIC AND CO2) MODELS AT DAVE RE
 SEAPLANE BASE IN GOLDSBORO FRIDAY EVENING 24 MAY.

FOR INFORMATION: TOM SCHMITT (301) 530 - 0327
 DAVE REES (919) 778 - 6653



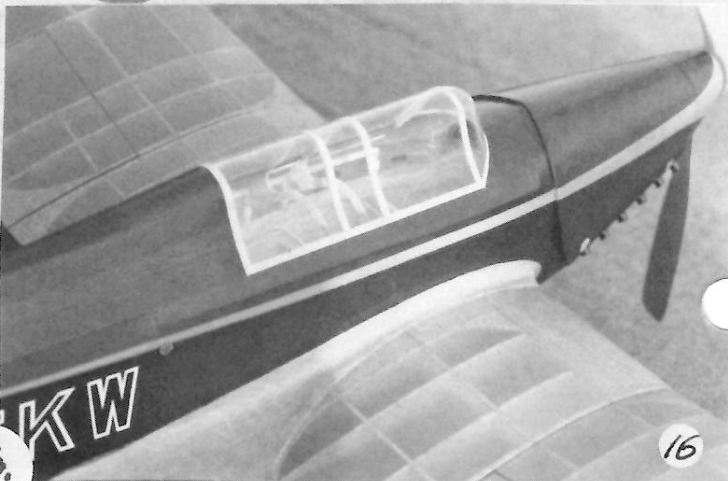
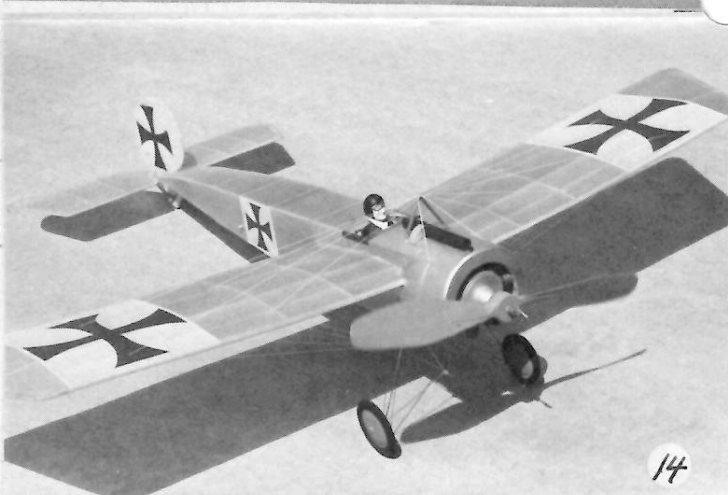
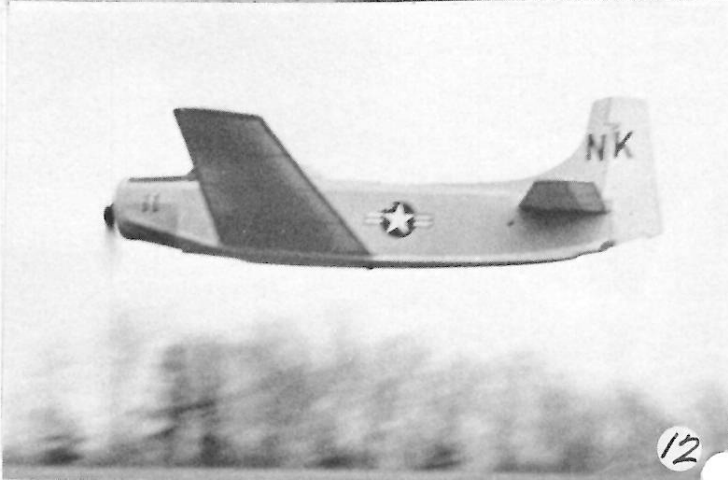
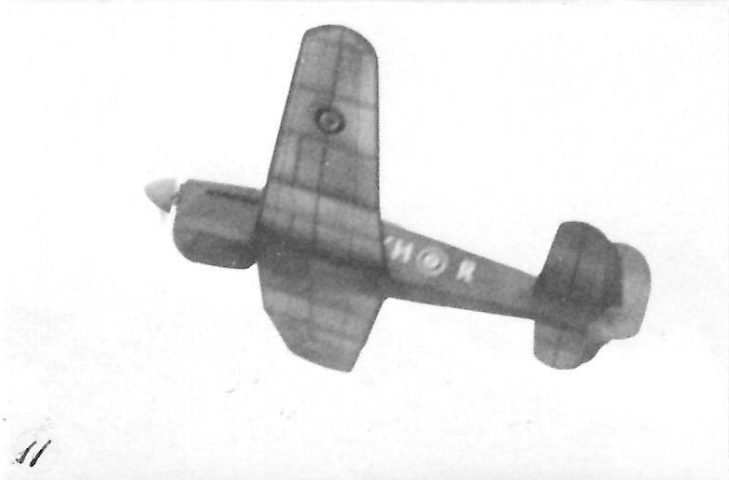
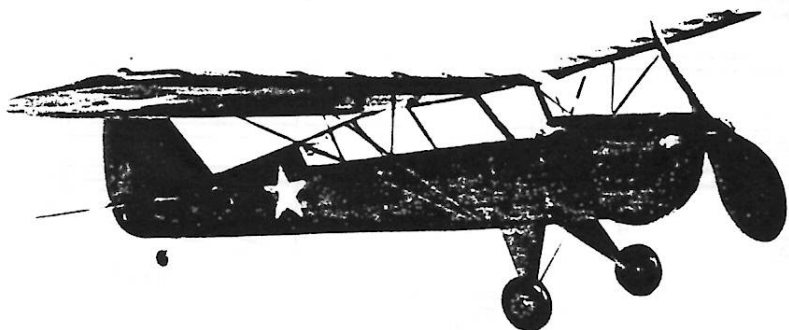


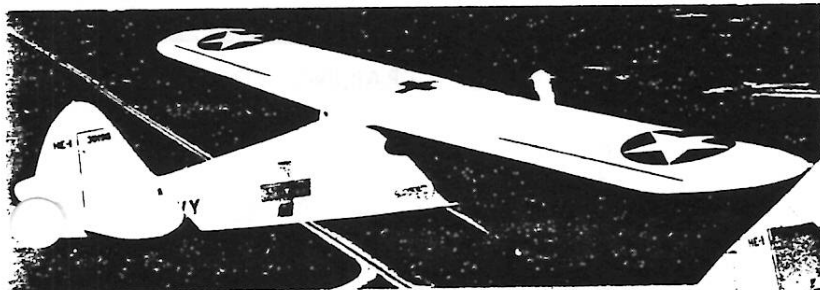
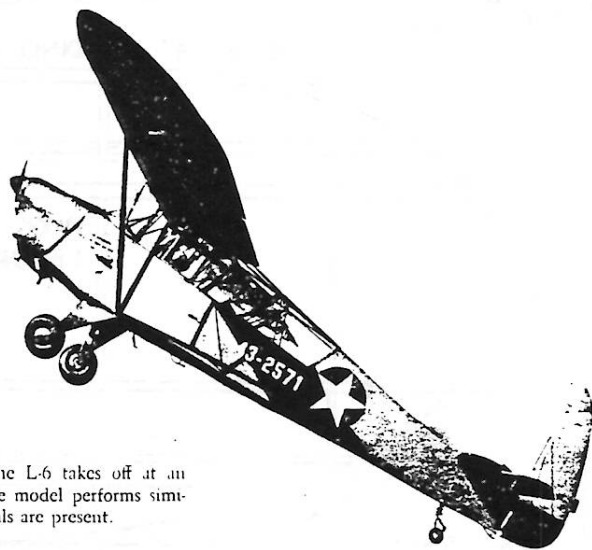
PHOTO PAGES

9. Hi Line's latest product for all you fun flyers; a complete electric motor system kit "The Micro 4" powers the nifty sport aircraft shown here, the "Micro-E". Full size plans of the Micro-E are included with the motor system kit. The Micro-E's wingspan is 19 inches and wing area is 70 square inches. All you need to get into the air is build a simple aircraft such as the Micro-E and buy (3) "D" drycells for charging the aircraft battery. The complete package (except for the "D" cells) is now available at a special introductory price of \$13.00 plus \$2.00 shipping only to Maxecuter Members for a limited time. See ad this issue for more details.
10. Two simple models which are great with "The Micro 4" system are shown here by Don Srull. Don installed the system in two Guillow semi-scale models which were built by Bill Ceresa.
11. The "proof-of-the-putting" is in the flying; here the Micro 4 powered Typhoon climbs out over Shangrila.
12. Now it is the Skyraider's turn to strut it's stuff.
13. Another of Jane Schlosberg's beautiful models; a sport Cabinaire from a Model Aviation plan. Bob sent the great photo.
14. Dick Howard sent this photo of his 25 inch Fokker E III Eindecker built from a Sterling Kit Plan. Dick's weighed 44 grams which I am certain is much lighter than one built from the kit. This is a good example by Dick of what can be done with hundreds of kit plans that are available to all of us from many sources.
15. The Maxecuters also build display models. Look at this beautiful F11C example constructed and photographed by our local master builder Tom Yanosky using the Miniature Aircraft Company plans. I used to drool over their ads more years ago than I care to remember!
16. Another shot from Al Lidberg of his nifty Miles Mohawk. Al will send you a plan for only \$7.00 postpaid. Be sure to ask for his catalog. The address is A. A. LIDBERG/MODEL PLANS SERVICE, 614 E. FORDHAM, TEMPE, ARIZONA 85283. You will really enjoy all of Al's plans!

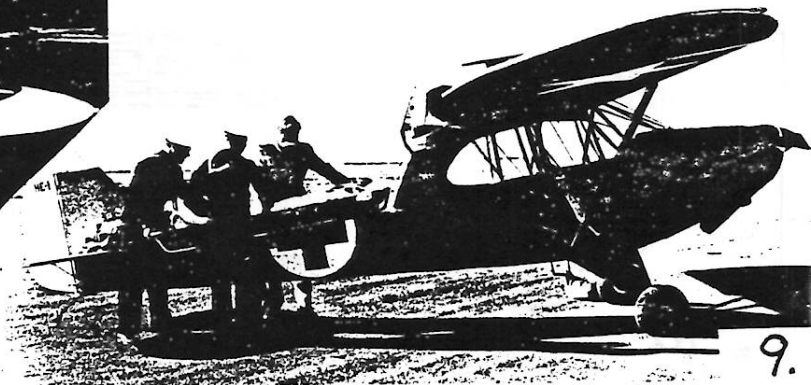


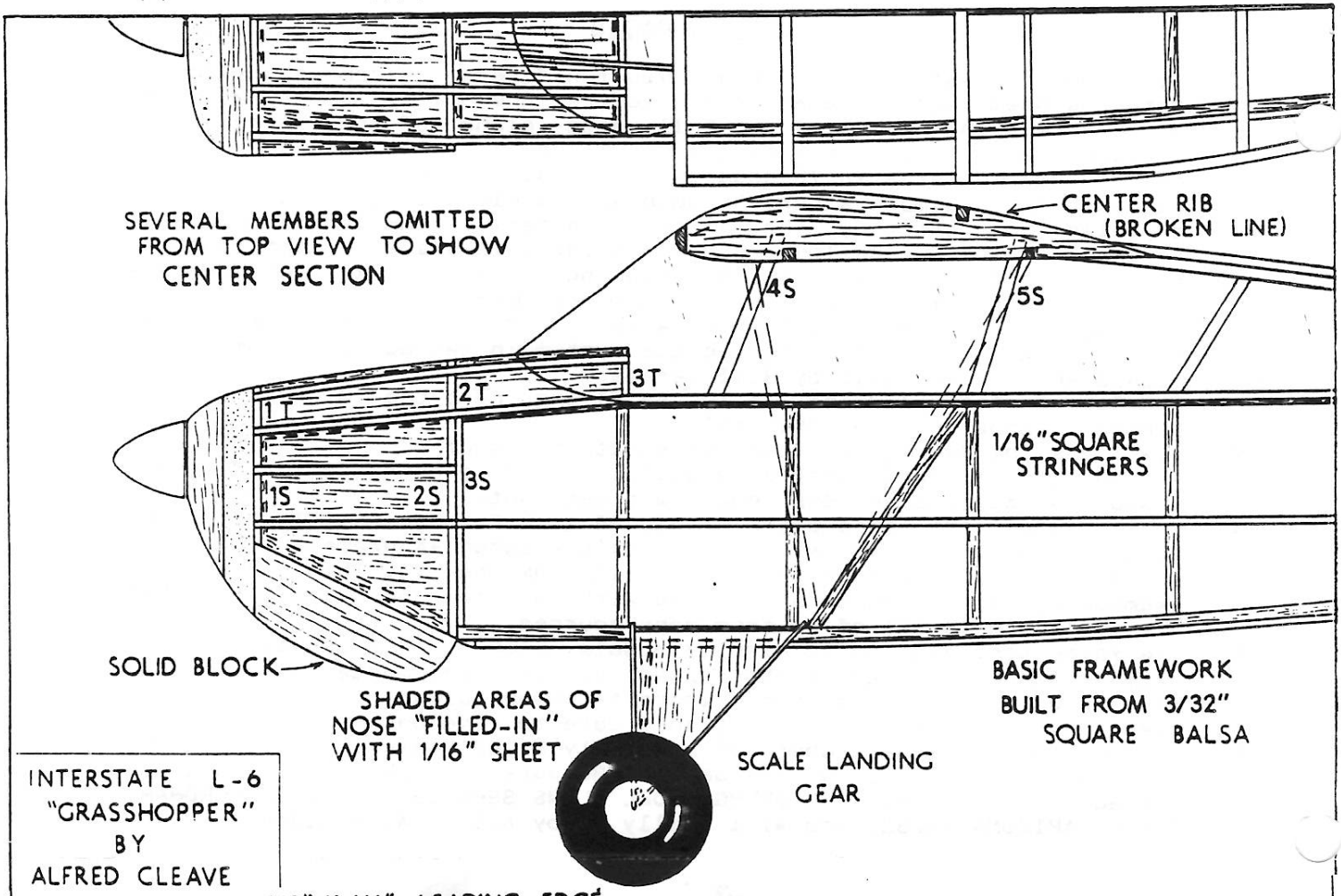
Alfred Cleave did such a good job in designing his Interstate L-6 model that it is almost exactly like the real ship. In order to give better flying characteristics, however, some details were omitted. The ship is a consistently good flyer, and the slab-sided fuselage makes it easy to build.

The real ship. Designed specifically for liaison duties, the L-6 takes off at an unusually steep angle and handles well at low speeds. The model performs similarly, and its broad wing proves effective if thermals are present.



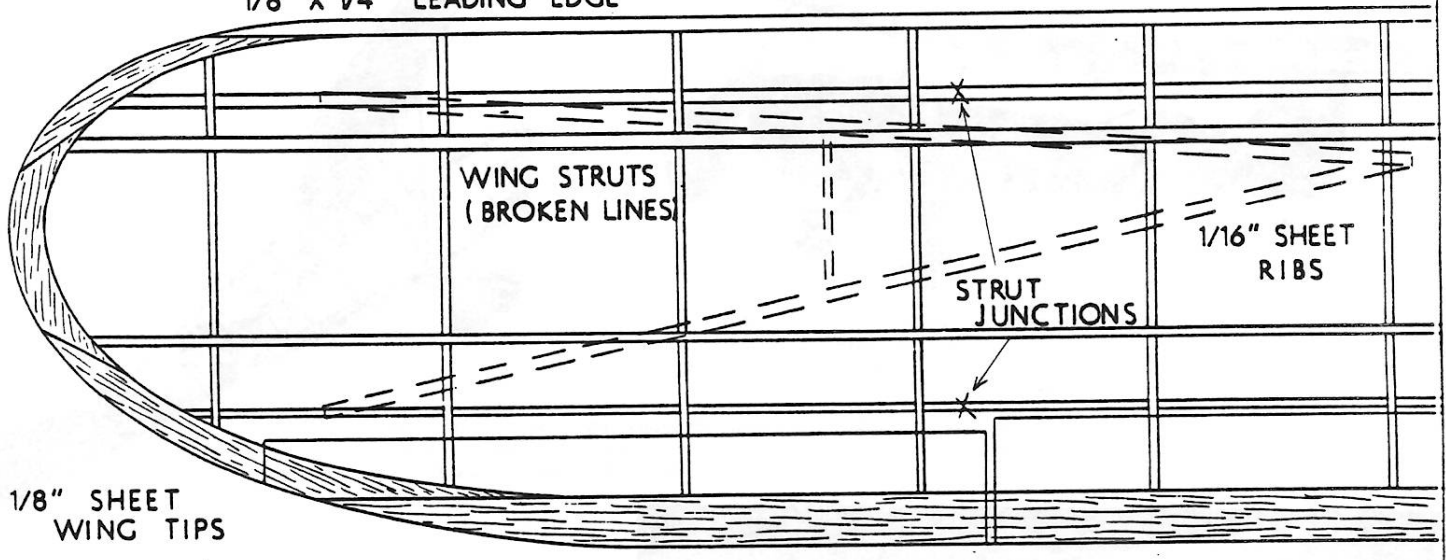
The Piper HE-1 is the only plane of its type in the Navy. When adequate care cannot be given on the spot to an injured man, he is transported to a base hospital in a machine of this sort. Note how the Stokes stretcher is carried under the turtle deck of the ship. The HE-1 model built by Alfred Cleave was a dependable flyer, and with care any modeler can make one just as good.





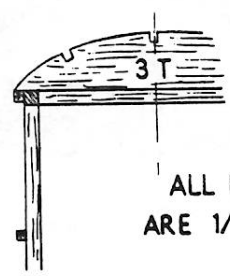
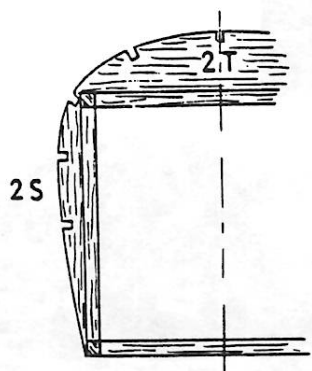
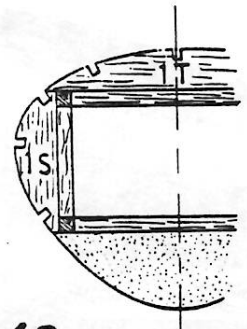
INTERSTATE L-6
"GRASSHOPPER"
BY
ALFRED CLEAVE

1/8" X 1/4" LEADING EDGE

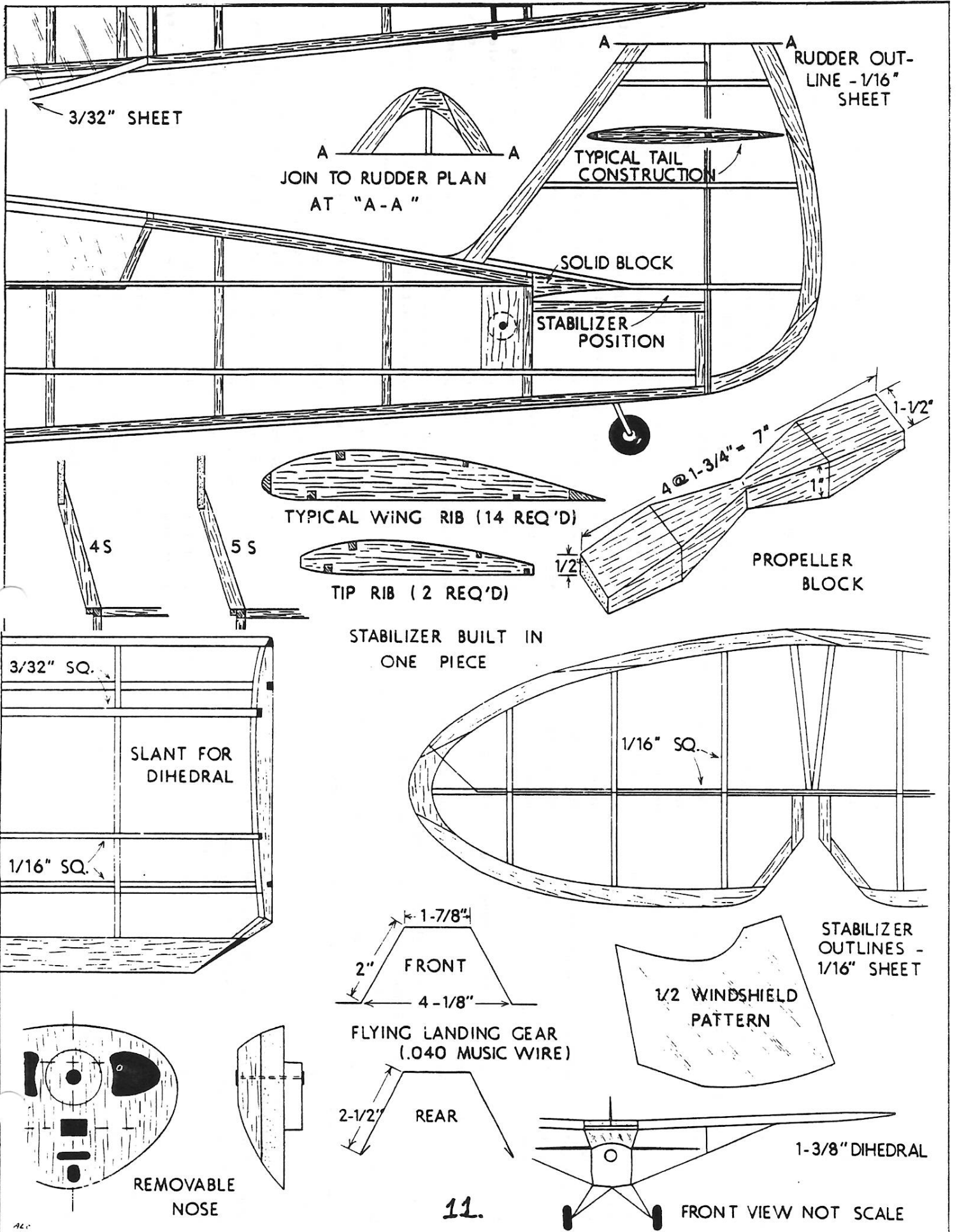


1/8" SHEET
WING TIPS

3/8" X 1/8" TRAILING EDGE



ALL FORMERS
ARE 1/16" SHEET



THE PROBLEM OF AIRCRAFT COLORS

by Ned Kragness

This is not one problem; it is many. The first of these is to find a measure for color. Some of the elements are called hue, chroma, reflectance, and many other things. Some of the purest of color standards are defined by wavelength, such as the color given by a sodium flame. The solar spectrum provides a complete range of colors produced by the incandescence of various elements. It is hardly usable as a scale for judging the color of a scale model. Even the use of a spectrophotometer is infeasible at a contest site.

A second element of the problem relates to specifying what color was applied to the original airplane, followed immediately by an ability to specify what level of fading then took place over time. What color was it on any particular year, month, and day? Providing it was a military aircraft and the color was applied in exact accordance with a very explicit specification, perhaps its color can be determined. It is unlikely that a model builder can or would meet this specification, but even if done, how to verify in a judging.

War-time aircraft production tends to place minor emphasis on tight control of color---effort is better spent on more useful qualities of the finished airplane. Some deviation from specification will occur because of shortages of pigment, dyes, etc.. During WW 2, Lucky Strike green went to war: --and never came back! Difficult today to produce that old green cigarette package--you couldn't find one and be sure it would be un-faded. Incidentally, it went to war because of shortages of dyes and pigments. So too did the colored diagrams of fuel and oil systems in the AAF Technical publications.

Comparison of old, sheltered, fabric samples with a Methuen standard proves only that you can match an uncertain sample to a very certain standard. It seems more logical to accept a verbal or written description of color, made at the time and place by an observer, such as; "The fuselage was a mottled grey-green." Too much of our information is subjective---how it looked or looks to someone.

Try writing a description of a colored object seen in bright sunlight to someone else's description of the same color seen under a cloudy sky---or by candlelight.

Do you have any old color prints? If so, note the way the colors have changed. For color information unaffected by fading, take pictures with three brands or kinds of film using several different cameras and compare them. If you still have faith in a technologic means of proof, take them again under different light, such as midsummer at noon and midwinter at noon.

The colors we see are seen by reflected light. Blue/green, seen by red light appear black or near it. In substance, we cannot know color with any degree of certainty.

The human eye is not standardized very well either. Those who are red-green 'colorblind' are not colorblind. They see color, but a little further over on the spectrum. Such people are useful in seeing through camouflage; designed for the normal eye sensitivity, they fail under the color sensitivity of the 'colorblind'.

We have all seen models that are 'too glossy'. This is the meaning of reflectance. Only recently have model builders recognized that flat finishes may look more realistic---less toy-like. Recently several how to build articles have mentioned the choice of a woven covering in order to have a "fabric texture". Full-scale fabric has a thread count of about 100 per inch. At 1/6 scale, this would be a mesh texture of 600 lines per inch which is as unreasonable as you can get. We've got no such scale fabric weaves.

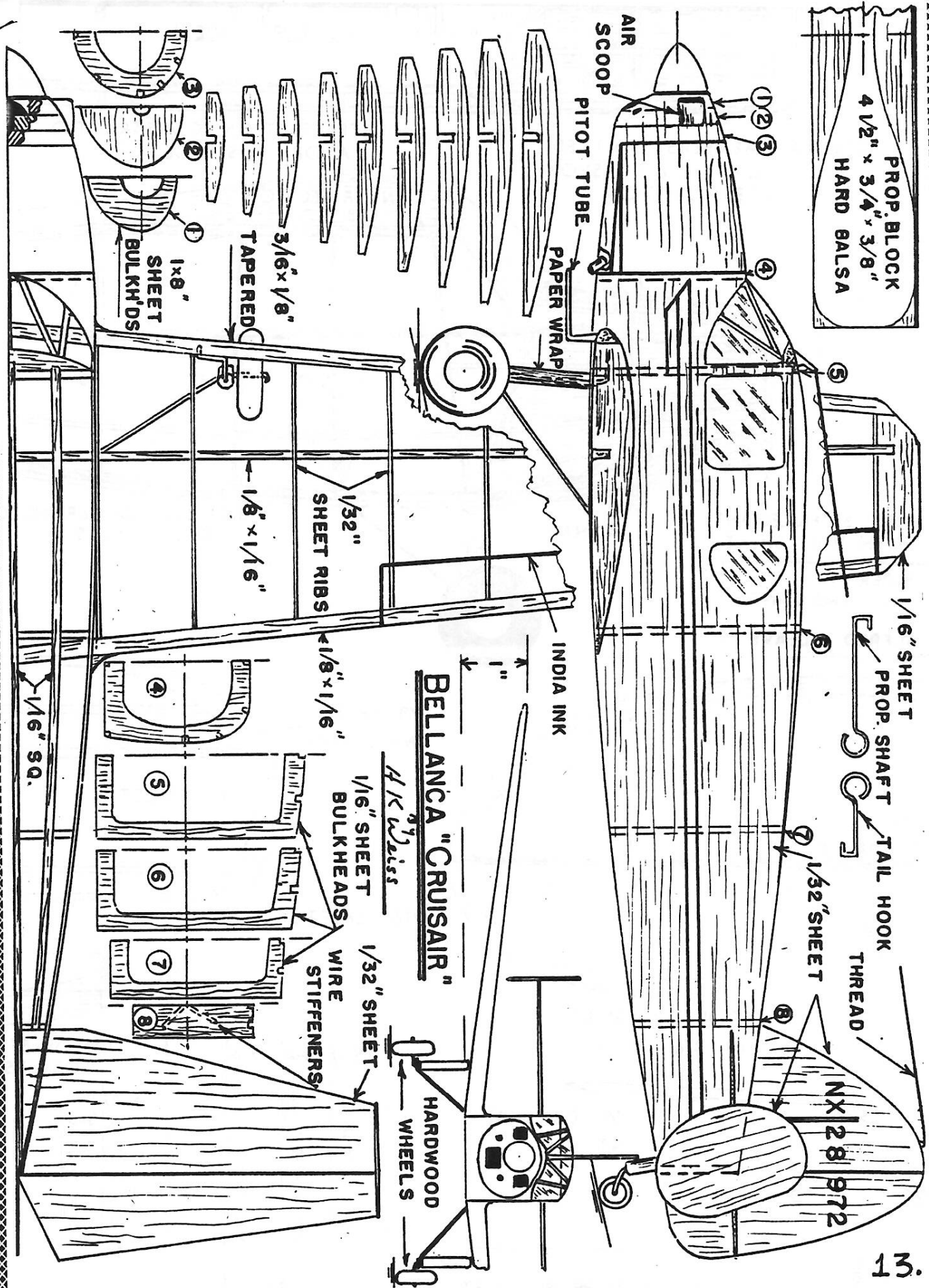
Some of our best aviation artists meet no criticism of their choices of color. They paint the aircraft as it would, should, or does appear to them.

It does not seem that we can be absolutely sure of the color of any aircraft to any degree of precision. It seems that there is no good way to determine that a model is a precise match to what we believe to be the true color and reflectance of its full scale counterpart. It does seem however, that we can accept its color as truly representative of how the aircraft looked to someone.

As for myself, I will not listen to even the shortest debate ABOUT THE validity of color if the model pleases me as to probable truth. I'm satisfied with the reasonable judgement of the artist's eye.

Based on this discussion I propose that COLOR not be judged except as being believable. With this out of the way, finish, markings, remain as judging elements. This will ease the burden on judges, builders, and elaborate proof of scale pages.

PROP. BLOCK
4 1/2" x 3/4" x 3/8"
HARD BALSAM



1 2 3 4 5

1/16" SHEET
PROP. SHAFT
TAIL HOOK
THREAD

1/32" SHEET
NX 28 972

1 2 3
1x8"
SHEET
BULKHEADS

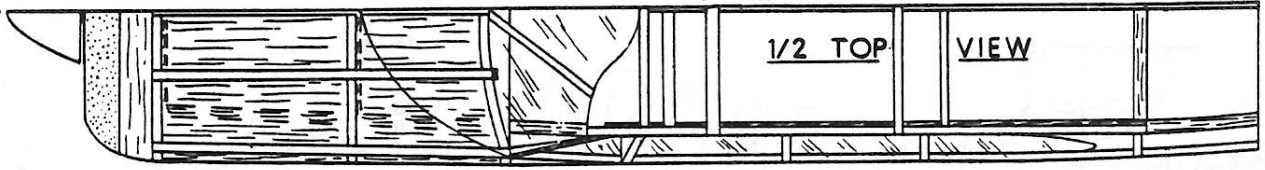
3/16 x 1/8"
TAPERED

1/32"
SHEET RIBS
1/8 x 1/16"

BELLANCA "CRUISAIR"
1/16" SHEET
BULKHEADS

1/32" SHEET
WIRE
STIFFENERS

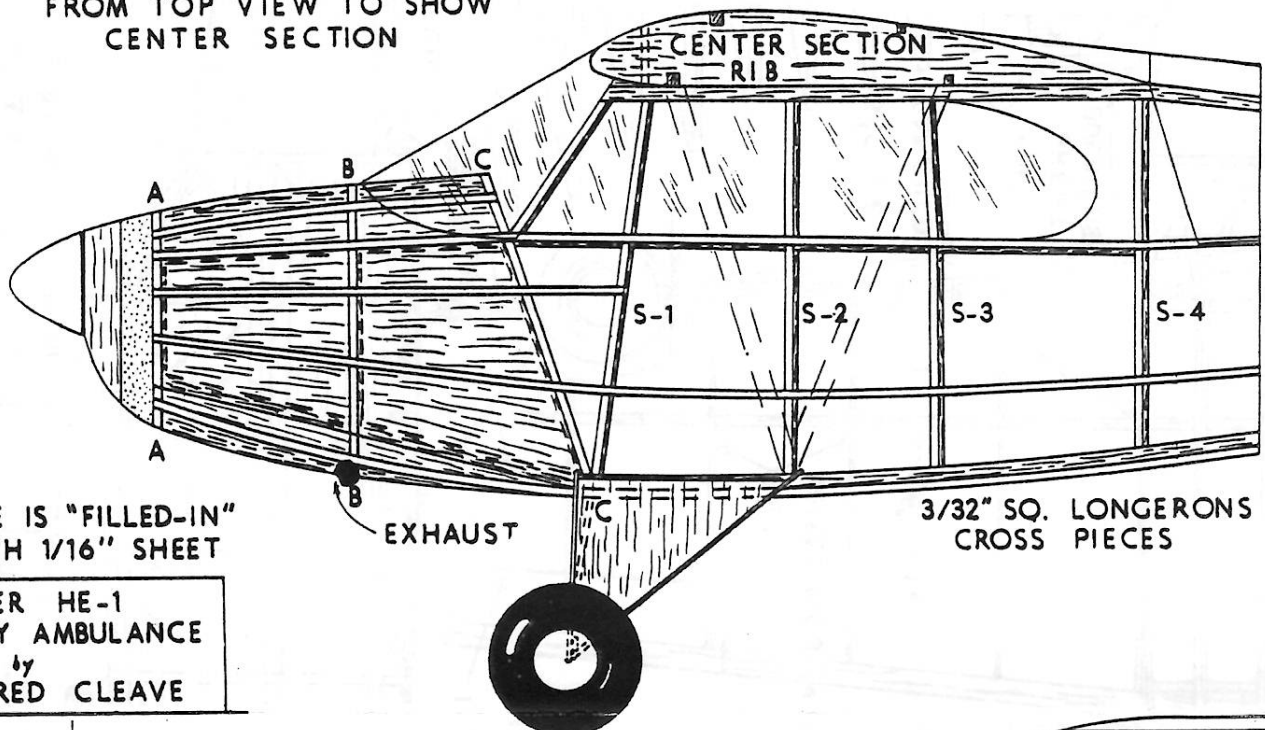
HARDWOOD
WHEELS



1/2 TOP VIEW

SEVERAL MEMBERS OMITTED FROM TOP VIEW TO SHOW CENTER SECTION

CENTER SECTION CONSTRUCTED ATOP FUSELAGE

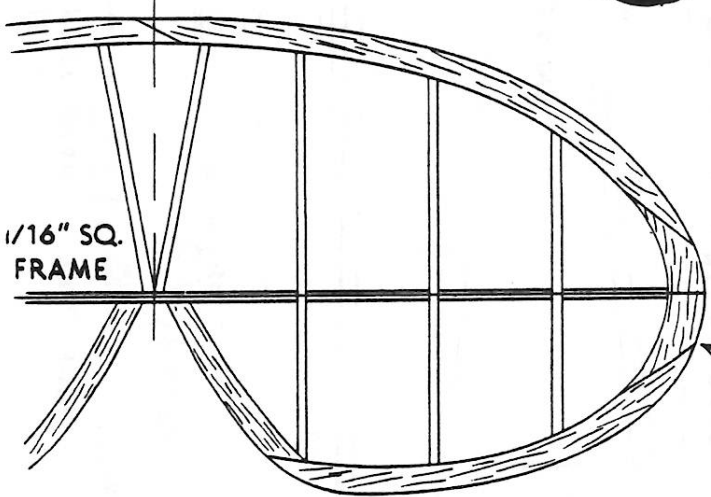


NOSE IS "FILLED-IN" WITH 1/16" SHEET

EXHAUST

3/32" SQ. LONGERONS & CROSS PIECES

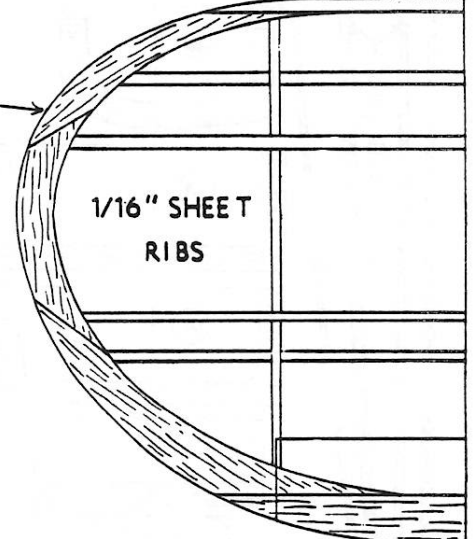
PIPER HE-1
NAVY AMBULANCE
by
ALFRED CLEAVE



1/16" SQ. FRAME

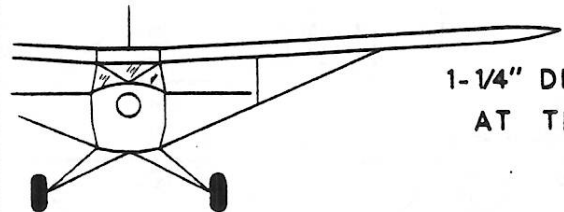
STABILIZER BUILT IN ONE PIECE

1/8" SHEET WING TIPS

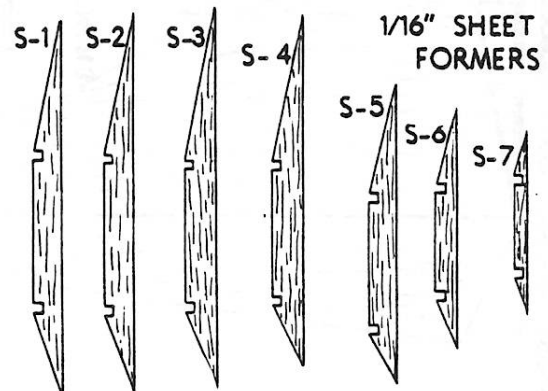


1/16" SHEET RIBS

1/16" SHEET



1-1/4" DIHEDRAL AT TIP

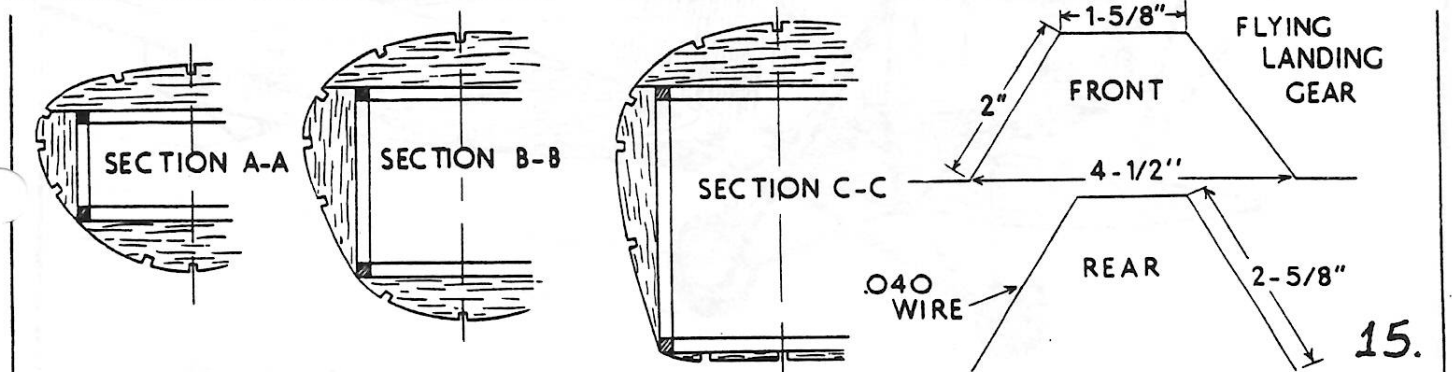
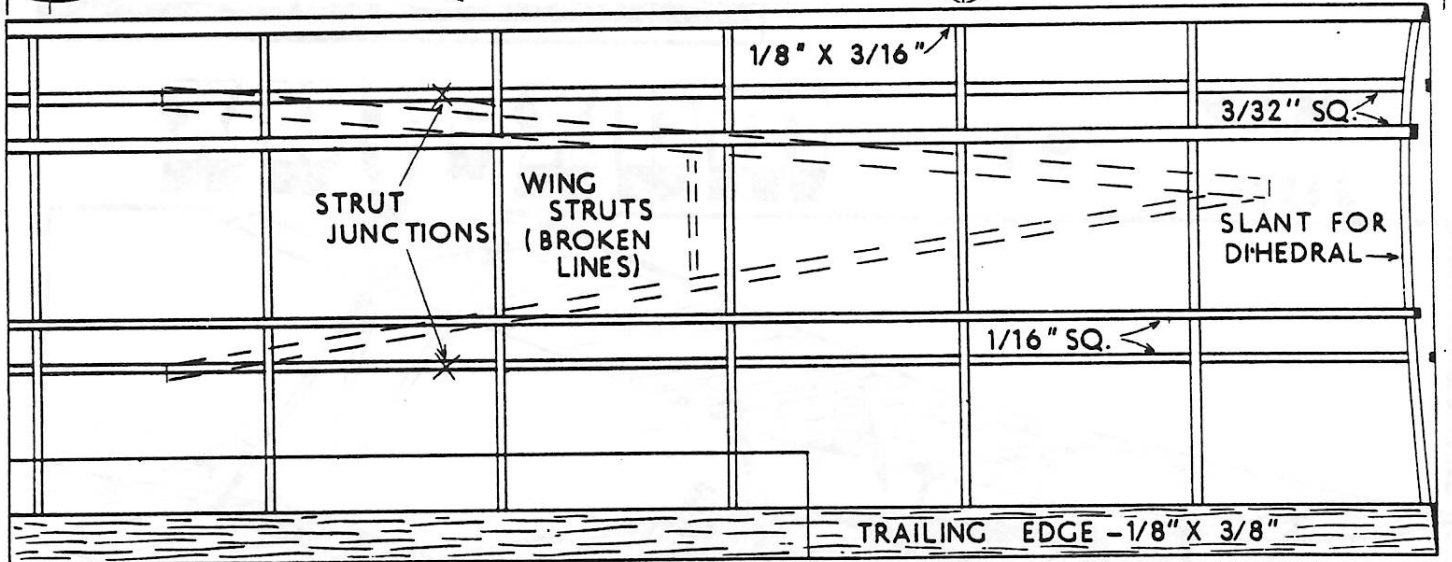
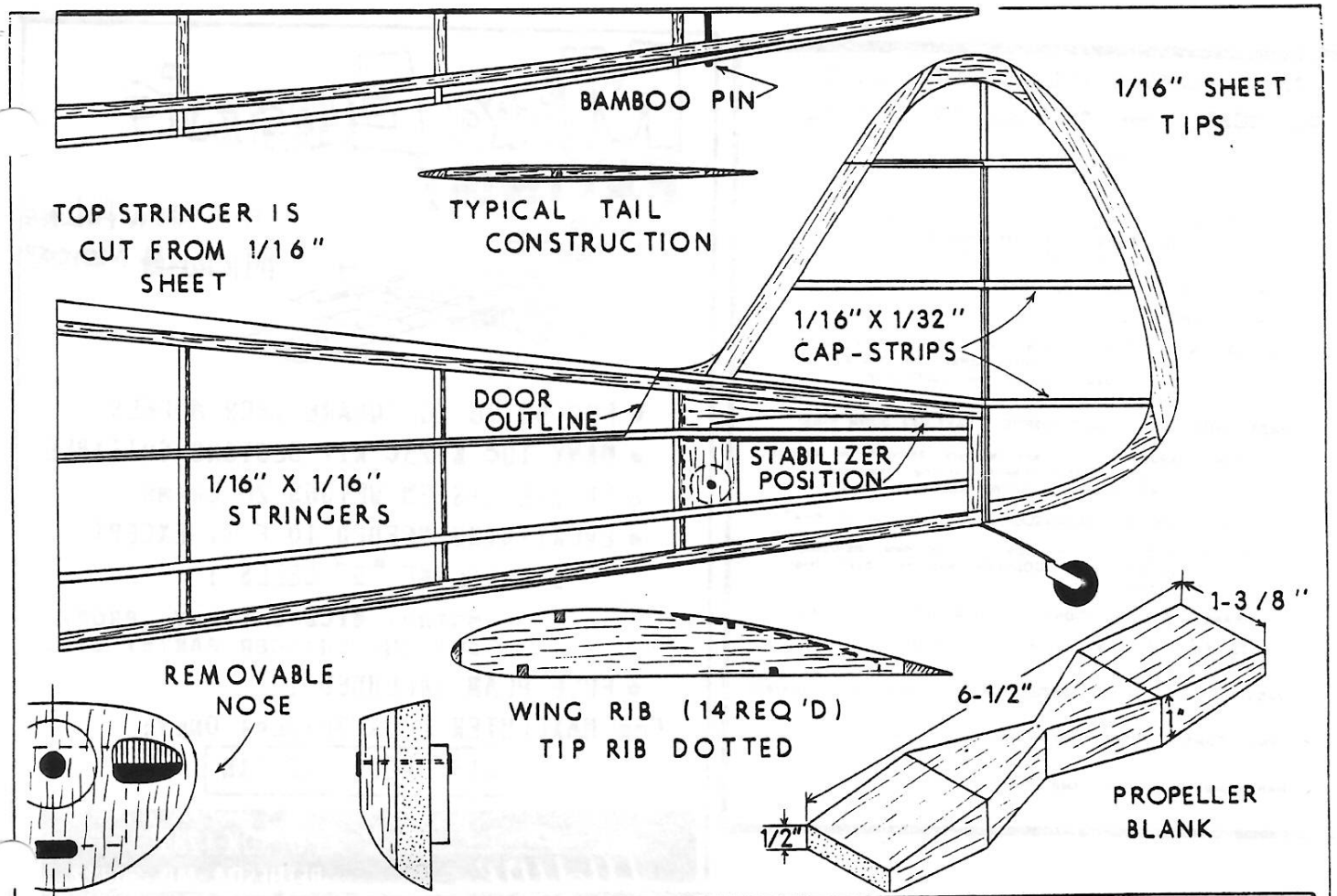


1/16" SHEET FORMERS

14.



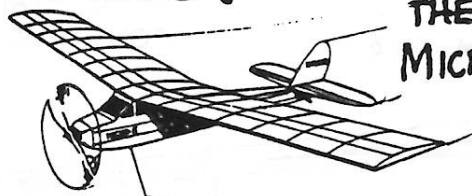
.040 WIRE PROP. SHAFT



D. C. MAXECUTERS 1991 SUMMER FUN FLY
SAT SEPT 7 -- 9:00 AM TO 5:00 PM
EVENTS

- F A C SCALE:** Judging starts at 11:00 AM.
 Qualifying flight not required
 except to post static scores.
- F A C JUMBO:** Same as above.
- F A C POWER:** Same as above.
- ONE DESIGN OLD TIME RUBBER PAUL PLECAN'S "FLYABOUT":**
 Best two flight times added for score.
 Dan Driscoll judges for qualification.
- MASS LAUNCHES - SINGLE SORTIE - LAST ONE DOWN WINS:**
- PEARL HARBOR EVENT:** Any Military Aircraft in service
 in the Pacific Theatre during December
 1941 including Dutch, Australian etc..
- P-47 SQUADRON SCRAMBLE:** Allans plan or a P-47 kit.
- RACING AIRCRAFT:** Any racer old or new including
 postwar and GOODYEAR but no speed trial
 aircraft.
- PEANUT: A WALT MOONEY COMMEMORATIVE:** any PEANUT.
- GOLDEN AGE:** Any non-military aircraft.
- MASS LAUNCH - MULTI SORTIE:** WW I - any WW I aircraft.
- TRANS-COMSAT SPEED AND NAVIGATION EVENT.**
- HAND-LAUNCH GLIDER:** AMA Rules.

Micro Electric FLYING!



THE NEW HiLINE
MICRO-4 MOTOR

- FOR 50 TO 70 SQUARE INCH MODELS
- MANY 10¢ & 25¢ KIT DESIGNS SUITABLE
- ENTIRE SYSTEM WEIGHS 20 GRAMS
- EVERYTHING NEEDED TO FLY, EXCEPT
3 ALKALINE "D" CELLS :

MOTOR, NiCd BATTERY, PROP,
SWITCH, CHARGER PARTS, ETC.

- FREE PLAN INCLUDED !

FOR MAXECUTER CLUB MEMBERS ONLY:

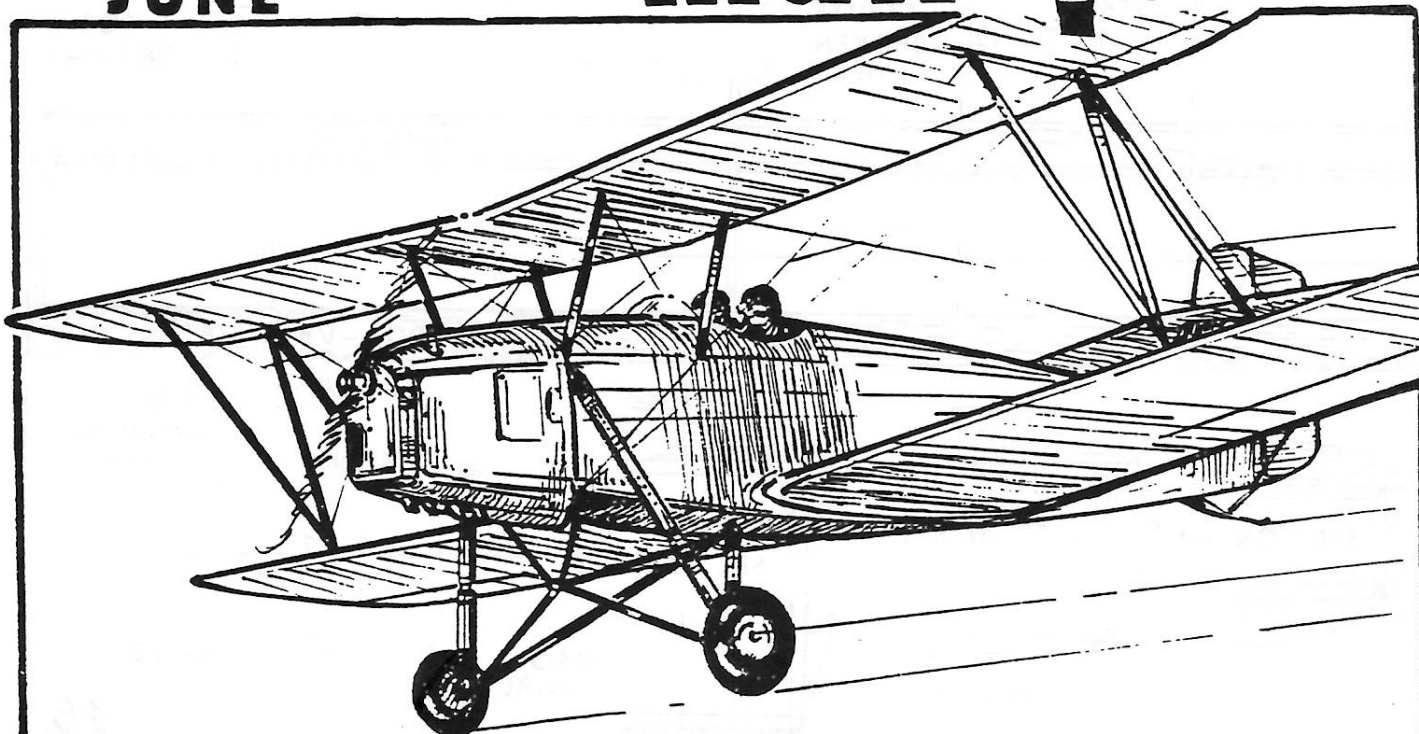
\$13 PLUS \$2 P&H

HiLine

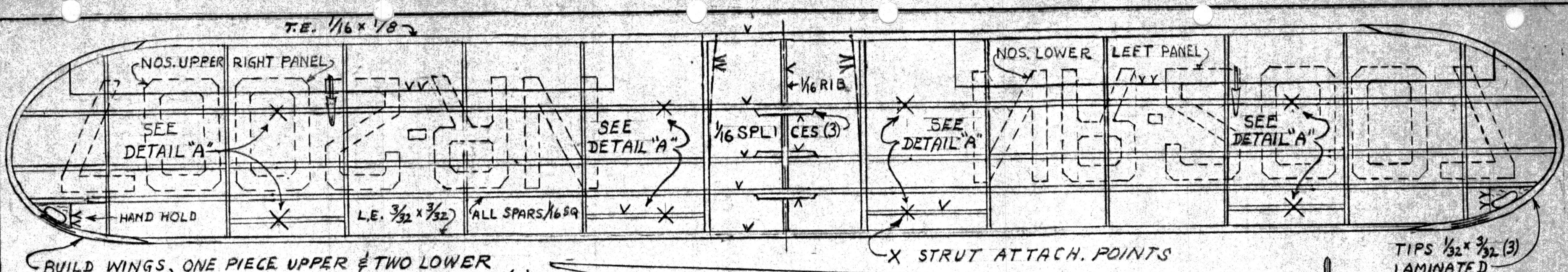
P.O. BOX 1283
BETHESDA, MD 20827

MAY
JUNE '91

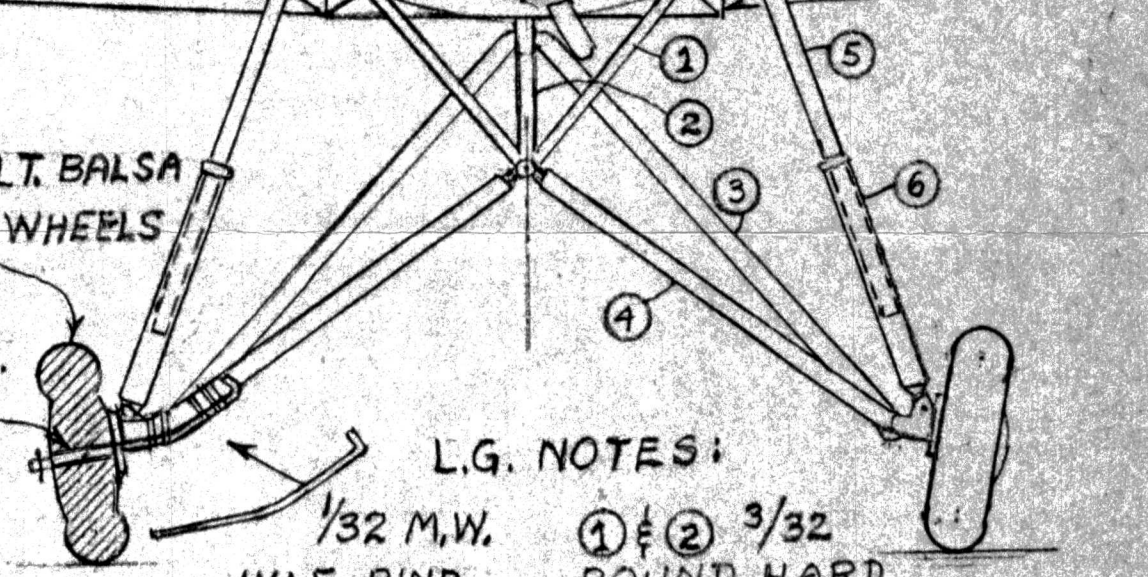
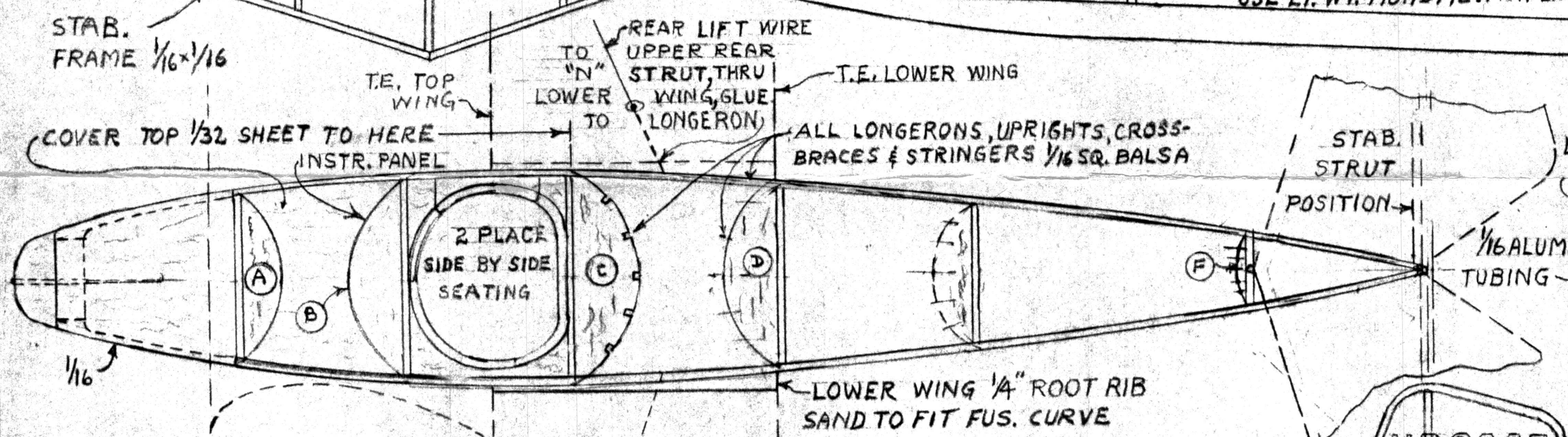
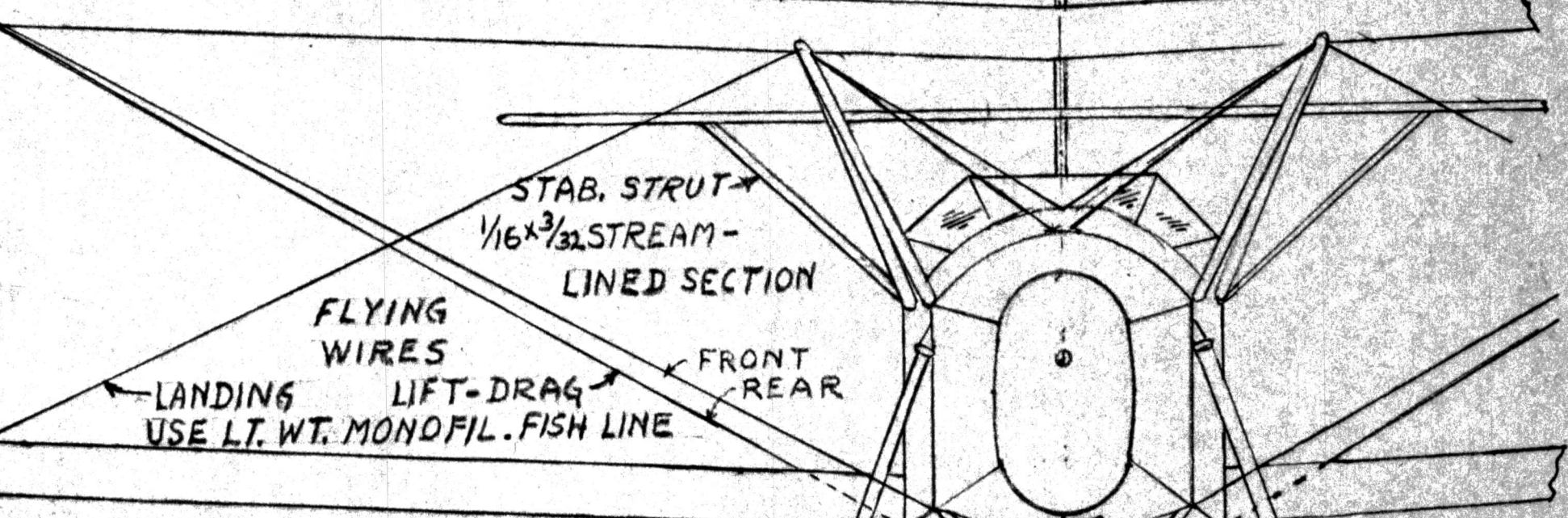
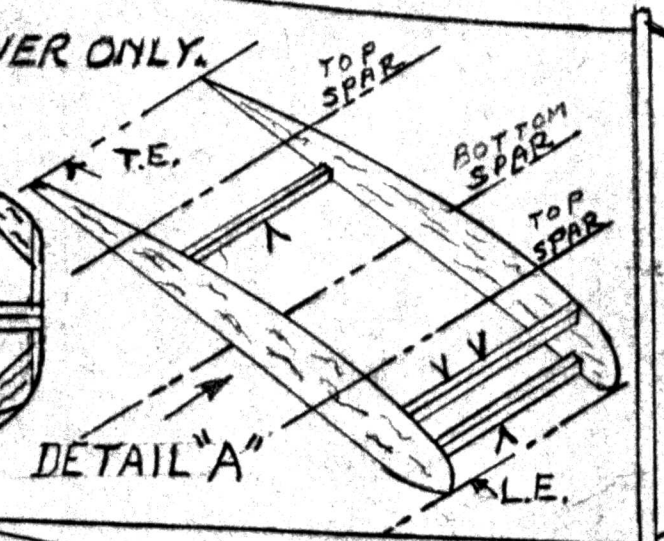
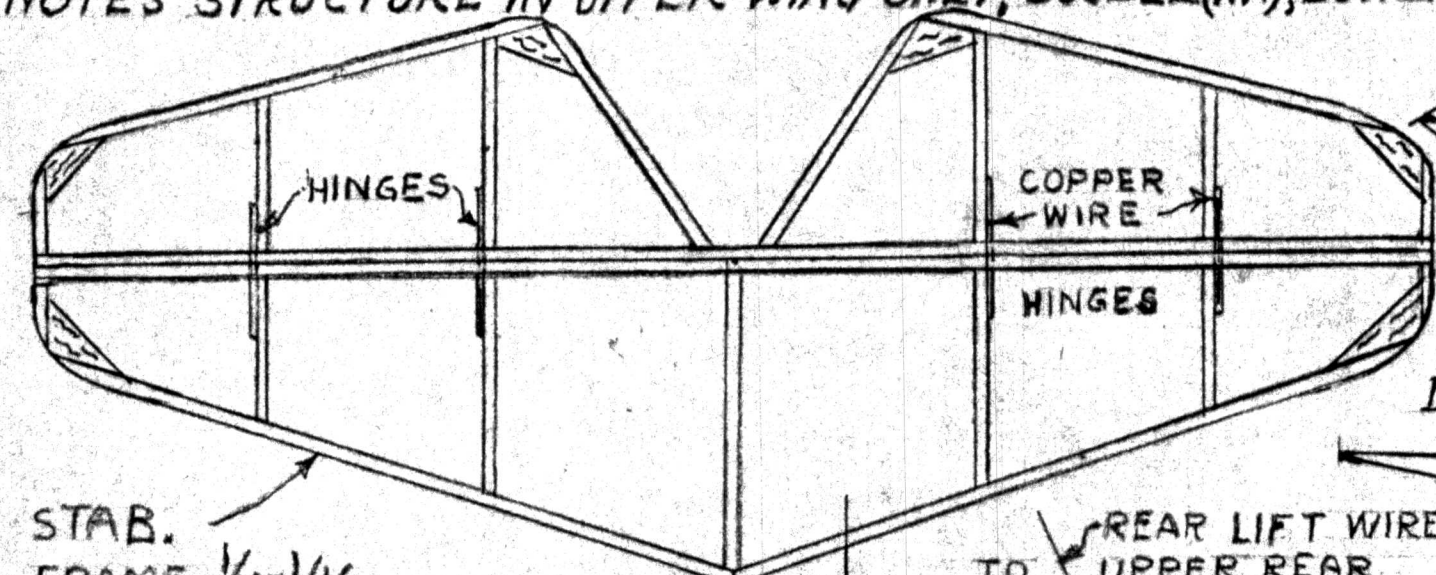
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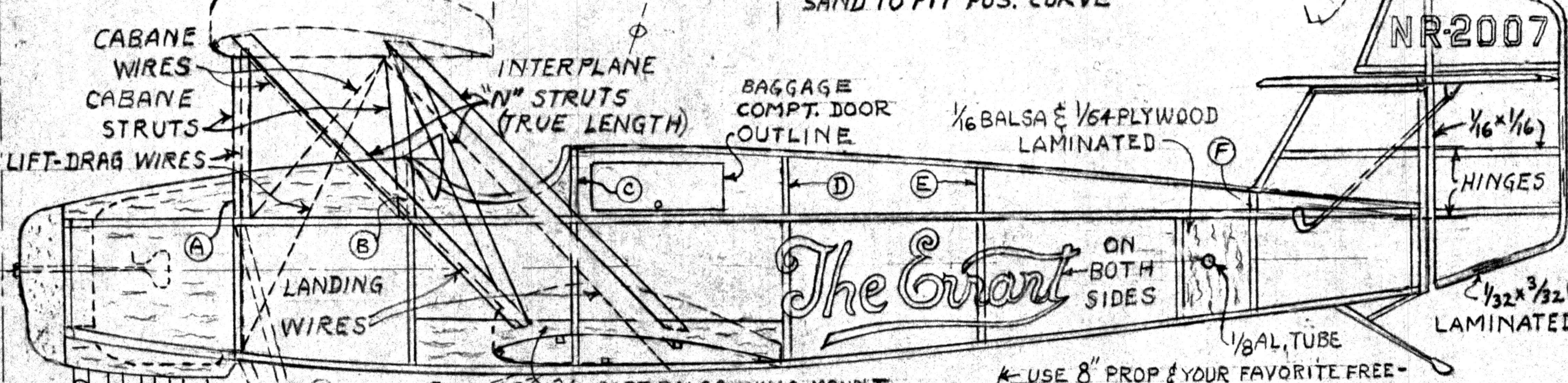
- MASSIMO -



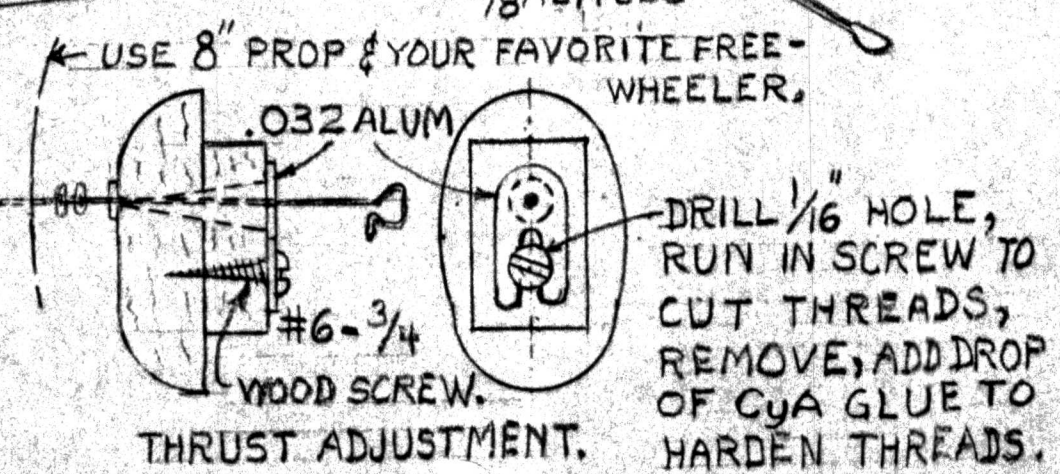
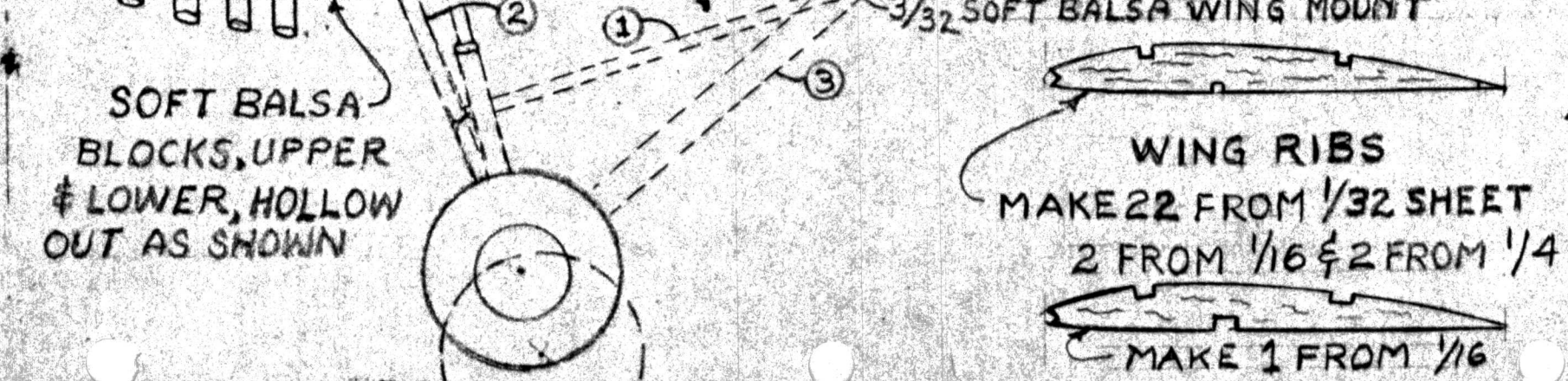
BUILD WINGS, ONE PIECE UPPER & TWO LOWER PANELS, ON THIS PLAN VIEW. SINGLE CARET (A) DENOTES STRUCTURE IN UPPER WING ONLY; DOUBLE (AA), LOWER ONLY.



- L.G. NOTES:
 1 1/32 M.W. AXLE BIND WITH THREAD.
 2 3/32 ROUND HARD Balsa RIGID TRI-POD.
 3 1/8 x 1/4 & 4 1/8 x 3/16 BOTH STREAMLINED.
 5 1/8 x 1/4 & 6 3/16 x 5/16 "



COLOR
 NOT SURE BUT COLORS BELIEVED TO HAVE BEEN RED FUS. AND VERT. TAIL WITH YELLOW WINGS AND HORIZ. TAIL. THIS SEEMS TO BE CONFIRMED BY NEWSPAPER CLIPPINGS SHOWING COLOR ILLUSTRATIONS BY AVIATION ARTIST CLAYTON KNIGHT IN THE CHAS. H. DAY FILE IN THE LIBRARY OF THE SMITHSONIAN NAT. AIR AND SPACE MUSEUM.



CHARLES HEALY DAY
 1931 AROUND THE WORLD HOMEBUILT
 "THE ERRANT"
 SCALE: 5/8"=1' BY ROLFE GREGORY APR. 1990.