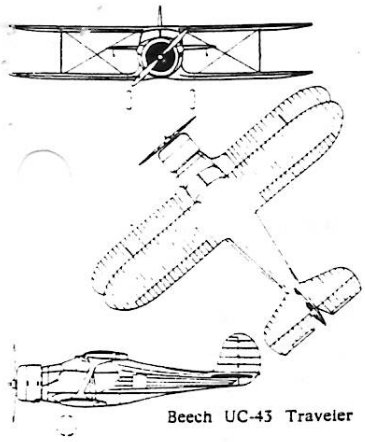
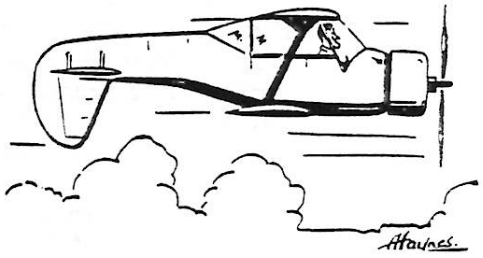


Beech UC-43 Traveler

D.C. MAX MAXECUTERS

DUES NOTICE X



MAX - FAX

JULY - AUGUST 1991

Membership Information: Dues are $15 per year in the USA, Canada, & Mexico. $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 sent 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.

UPCOMING EVENTS

July 13 & 14, 1991	FAC Contest @ National Warplane Museum in Geneseo, NY
September 7, 1991	Maxecuter's Summer Fun Fly @ Comsat 9AM to 5 PM Contestants must have AMA License card to Fly.
Saturdays this Summer	Flying @ Comsat 4PM till dark. We fly on Sunday evenings, if weather is bad Saturday.
October 5, 1991	Old Timers Mini Contest @ Comsat

Other Contests

The S.A.M. 86 group is having a "GREAT GRAPE GATHERING IV" At Gananofque Airport, Gananoque, Ontario. For further information contact:

Don Reid
7 Nepean,
Ontario, Canada
K2H-6B1
Phone (613) 828-2467

The British Model Flying Association is holding their "Interscale 91" event at Nottingham, England on 21 & 22 September 1991. Accommodations are available at the University of Nottingham. Nottingham is near the Sherwood forest where Robin Hood and Maid Marion roamed and frolicked in years gone by. Sounds like a very interesting place. For more information contact :

Kath Watson. F.S.M.A.E.
103 Crow Hill South
Middleton. Manchester M24 1LA
England

* * * * *

4th Shonai Peanut
Parcel Post Proxy Pageant.
Nagoya Nuts '91 is having their annual proxy flying peanut contest August 13-14-15. 1991. Contact:

Mr. Shoichi Uchida
Asanaka 3-24. Ogaki-shi,
Gifu-ken, Japan 503

* * * * *

Folded Wings

We just received word that Jack Bray has died of liver cancer. He actually spent time on Ellis Island when entering the United States the second time in the '20s. You can send your sympathy to:
Mrs. Jack Bray
24 Gloucester Place
Peterlee, Co. Durham, England

* * * * *

Book Review by Bert Phillips

Hannan Does it Again! The Good Lord has endowed us all with special abilities. I am still waiting to find out what mine are. but it is clear that he has endowed Bill Hannan with the ability to make really nifty little books about airplanes. His newest is, MODEL PLANS AND 3-VIEWS INTERNATIONAL - , It has plans for 3 peanuts and 5 pistachios. 3 of the plans have a nice 3-view with them. There are also 7 more 3-views, some are pretty obscure, like the Mummert Sport Plane and the Nemeth Umbrella plane. There is also the best 3-view I have ever seen of the Microplano Veloz, a personal favorite of mine. After all of these years of wondering, finally some one told me that it is silver!

There is also a 3-view of a Bellanca Skyrocket with a fully cowled engine and wheel pants. Now I can build Hannan's Peanut skyrocket without the frustration of trying to make a realistic naked radial engine.

Send $11.95 to Hannan's Runway Box 210, Magalia, CA 95954, and he will send it to you pronto.

The Kudzu Spring Splash
By Tom Schmitt

Friday Evening - May 24th-

The breezes blew and the KUDZUs flew; well at least a few of them. There were at least two ROWs during the two plus hours of attempts. Lots of fast (and slow taxis) but only Dan Driscoll and Don Srull made it through the algae and off the H2O. Dan's aircraft was a rubber model (a Pacific Ace Bostonian) and Don's and electric Alco. Unfortunately Don's probably remains 40 feet up in one of the majestic trees that shade Dave and Marie Rees beautiful home. The rest of us did our best to clear out the thick algae along the shoreline with our aircraft. We cannot leave this idyllic setting without thanking Dave and Marie for another great evening, and also that intrepid canoeist Ray Rakow who spent the entire evening ferrying men, aircraft and equipment to Dave's island and back; not to mention a yeoman's job of aircraft recovery.

Saturday - May 25th -

For those of our readers who have not had the pleasure of flying off the CAROLINA TURF farm near Fayetteville (and not forgetting the seaplane dousing at Dave and Marie's) let it be known that you are missing not one but two great flying experiences. Just ask Dave Smith, Hurst Bowers, Joe Hurdle or any of the flyers or watchers that have visited the site. Be sure to give Tom Odum a pat on the back for finding this site for us. Just think Tom lives only a few minutes from there and it is available all year. We had another great fun fly this time with no flyaways; a close call though! Ask Hurst about the great flight with his electric Heinkel. Also Don dug up a few divots when the wing of his twin electric R/C seaplane (Guppie) parted company with the hull at about 100 feet altitude d(lousy rubber bands!) . There were too many fun flyers to mention all their names but they did come from all over; North and South Carolina, Virginia and Maryland. We are all anxiously awaiting the FALL `SPLASH in North Carolina. Try to be there; you will not regret it and will never forget it!

Beechcraft Staggerwing E-17-B

By G. J. Paisley

Mention the name Staggerwing at the Beech Aircraft Company's factory at Wichita, Kansas and you will probably be confronted with a disapproving look. At Beech that classic American biplane is known as the model 17. The first Beech 17R was being demonstrated in January 1933 at the All American Air Maneuvers in Miami when an exhuberant airshow announcer exclaimed: "Gee, look at that negative stagger wing Beechcraft go!" And the name Staggerwing was coined. In 1934 Beech sold a model A17F equipped with a 650 hp Wright Cyclone engine that had a top speed of 250 mph! Think of it. This was faster than the modern military fighters of the day.

NC 17083 was the prototype of the E17B series introduced in 1937, and was essentially a lower powered version of the D17R which was introduced the same year. The E17B was equipped with a 285 hp Jacobs L5 engine and had a top speed of 185 mph @ sea level. The D17R was equipped with a 420 hp Wright R-975-E3 and had a top speed of 211 mph @ sea level. A total of 781 Staggerwings were built from 1932 through 1946. The most common model was the D17S with a 450 hp Pratt & Whitney Wasp Junior engine with a max. speed of 212 mph. Some 300 examples of the D17S were built with most of this production going to the U.S. and foreign military. A little over 250 Staggerwings were registered in the U.S.A. in 1966 and a little over 100 were known to still be flying in 1976. The Staggerwing was (or is) one good airplane!

Just sitting on the ground the Staggerwing, leaning back like an eager greyhound raring to go, looks fast. In the air it's beautiful. Michael F. Jerram tells in his book, Biplanes, "It's airframe design, now nearly half a century old, is so clean that even after an engine failure (despite the old saying about *Trust in God and Pratt & Whitney*) the aircraft is reluctant to slow up. The pilot's manual recommends an immediate 500-foot climb, trading airspeed for altitude while you sort things out." "The Beechcraft Model 17. Name it what you will, whatever you call it, Staggerwing spells style"

The plan for this model utilizes standard building techniques except possibly the fuselage. The idea for this type structure came from J. Low's Stearman PT-17 plans that were presented to all of the contestants at the 1988 F.A.C. Nats. The forward part of the fuselage is a standard box construction. These members are shown as heavy black lines on the plan. This gives more strength to the forward section and allows the wing saddles to be accurately placed for incidence angles etc. The jig is shown on the plan as dashed lines and can be made from 1/4" x 1/8" hardwood or balsa. Tack glue the jig together over the plan. Mark the position of the top and bottom of each fuselage former on the appropriate jig upright with a pencil. Tack glue each aft former and the forward section "box" to the jig uprights. Attach as many stringers as possible. Remove the jig with acetone or a glue release agent and install the rest of the stringers. This method produces a light weight fuselage that is true and straight. Of course "box" construction could be used from nose to tail and formers attached to the box if you prefer.

The original model finished out at 60 grams without landing gear. It flew for a minute on several flights in calm evening air on four strands of 3/16" FAI rubber 36" long with a home made adjustable pitch 9 1/2" prop. Although these flights were good, the airplane was flying in a critical attitude and was a little unstable in the calm air. Four strands of 1/4" FAI 36" long rubber was tried which created a whole new set of trim problems. There were several premature landings under full power which did considerable damage to the lower wings. The wings were rebuilt and strengthened with additional structure added. These changes are incorporated in the plan. The model now weighs 82 grams. (Don Srull said that the airplane was probably too light in the first place. I think He's right. Who's going to disagree with Don?) The model now has four strands of 1/4" FAI, 28" long, and flies around 35 to 40 seconds. I plan to lengthen the motor to 36" this spring when the weather is warmer and perhaps get the flight time back into the 1 minute range.

PHOTO PAGES

By Tom Schmitt

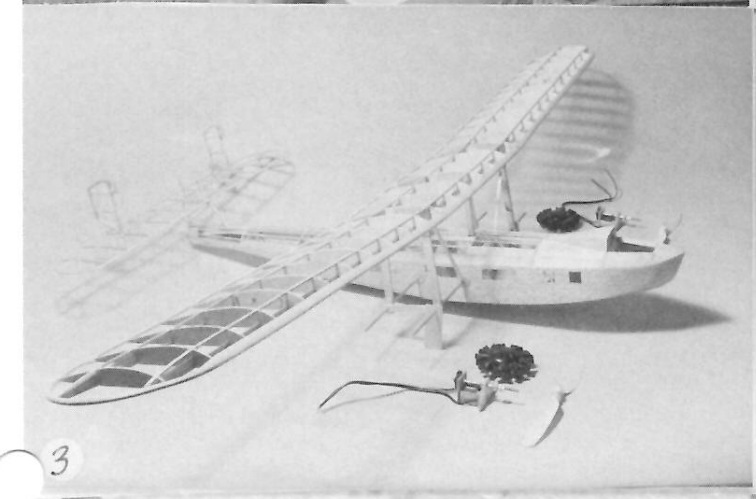
1. Jerry Paisley is the designer of one this month's full size plans, a great looking and flying "staggerwing" Beech.
2. To complement the Beech "staggerwing " theme" we have this nifty BOGUS BOSTONIAN plan by Frank Rowsome.
3. Hurst Bowers is digging into his archives to build this Consolidated Commodore to be powered with Hi Line motors.
4. How about this for a simple electric fun aircraft; Don Srull's MICRON powered by Hi Line's new "Micro-4" motor system. The "Micro-4" is no longer available at the special MAXECUTER price of $13.00. However for short time you can have one for the general introductory price of $14.95 plus $2.00 shipping cost!
5. Another fun electric aircraft and photo by John Fogg from Minnesota; his high flying "HUF" for "Hope You Fly" powered by a Hi Line "Mini-6".
6. Terry Pittman's very pretty PEANUT Pilatus trainer.
7. Our good friend and former SOT (no pun intended) Bob Wedell launching his Flying Aces Magazine "Kaydet".
8. Roland Schmitt launching his electric Alco R/C; great photo from Roland down in Fort Worth.
9. Bill Hannan's nifty photo of two of his many PISTACHIOS; a Farman Moustique F450 and a Farman Monitor III.
10. A beautiful PEANUT rendition of an Ansaldo by one of our readers in Japan, Jiro Sugimoto; great photo by Jiro.
11. How about a PEANUT F5-A by that master twin designer and and builder Dick Howard. I believe Dick flew P-38s back in WW-II days. Thanks for the photo Dick.
12. Sorry not a free-flight but a nice scale job just the same! Al Painton built and photographed this great P5M R/C electric powered by Hi Line's "ELF-50"s.
13. One of our old friends out in California, Charlie Roth sent this photo of his Fairchild 22.
14. Dr. Harvey Pastel of Connecticut sent this great bones shot of his SAGE Type III.
15. Another of our readers, Len Sherman from way out in the state of Washington sent this photo of his JUMBO O-43A.
16. Al Lidberg never leaves his drafting and building boards. This is his latest offering to all you hungry scale buffs out there; a JUMBO Turbo-Porter plan. Al will send you the plan plus documentation and his illustrated catalog for $7.00 postpaid. Be sure to ask for catalog. Plan alone is $6.00 plus 15% postage. The address is A. A. LIDBERG/MODEL PLANS SERVICE, 614 E. FORDHAM, TEMPE, ARIZONA 85283.

Lyme Tick Repellent

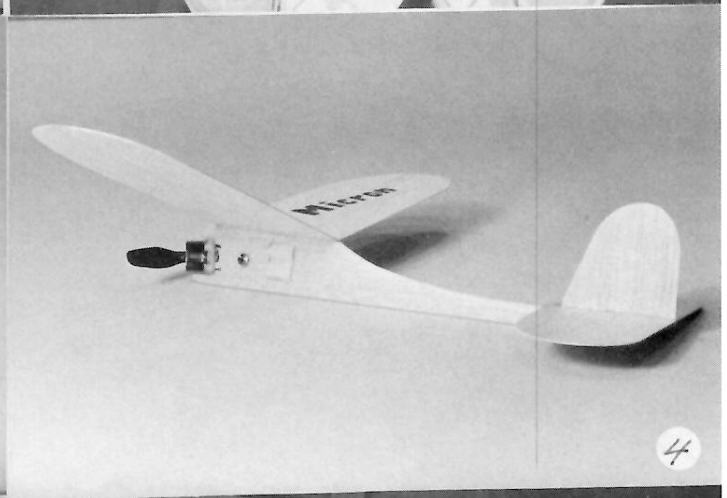
Paul Spreiregen has made some inquiries at the National Institute of Health in regard to Lyme disease ticks. The use of Permanone was recommended, to be applied to clothing (pants, socks, shirts etc.). It should not be sprayed on the skin!

1

2

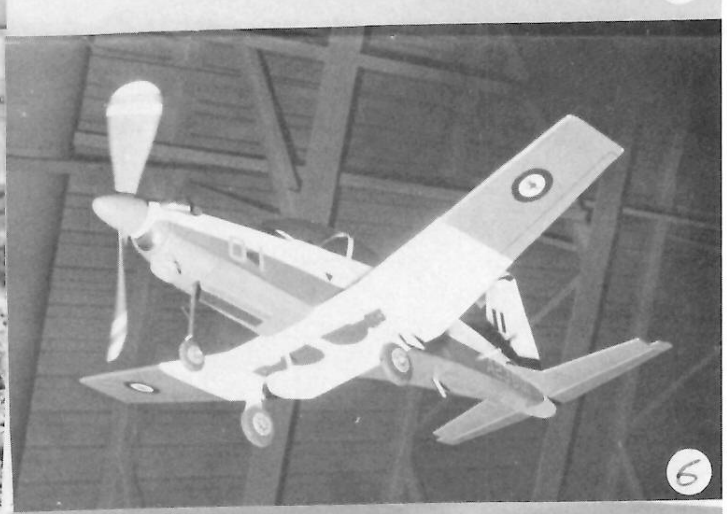


3



4

5



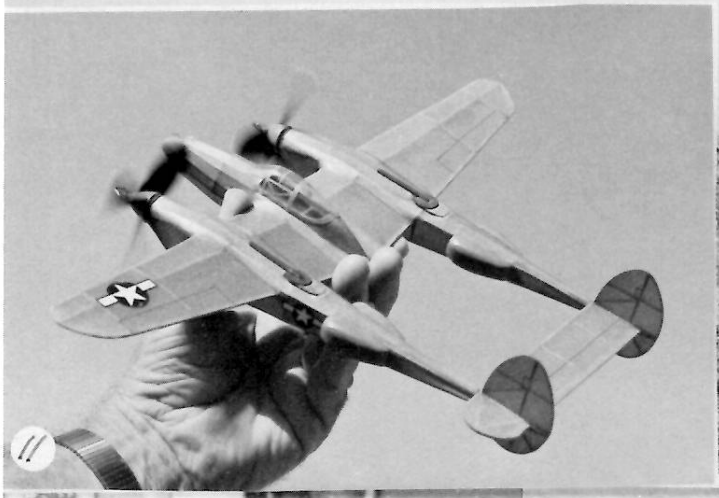
6

7

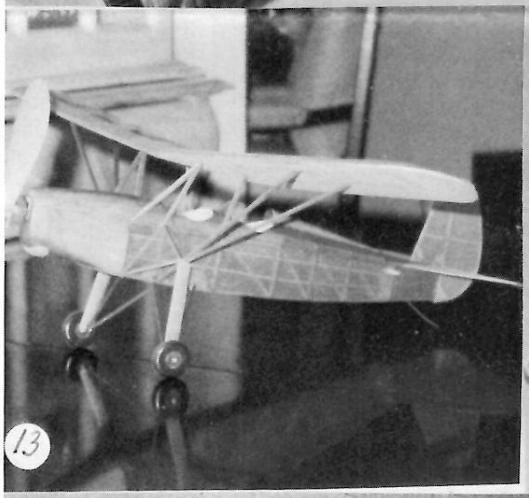
8

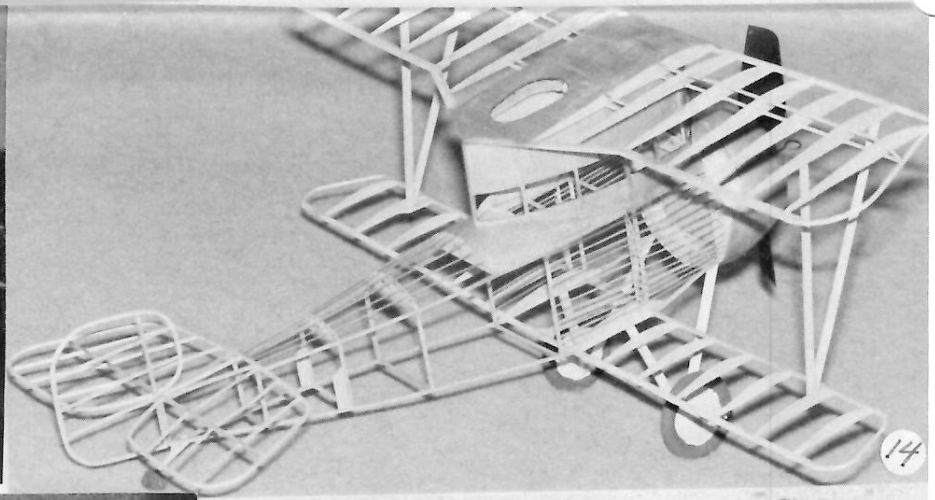
9

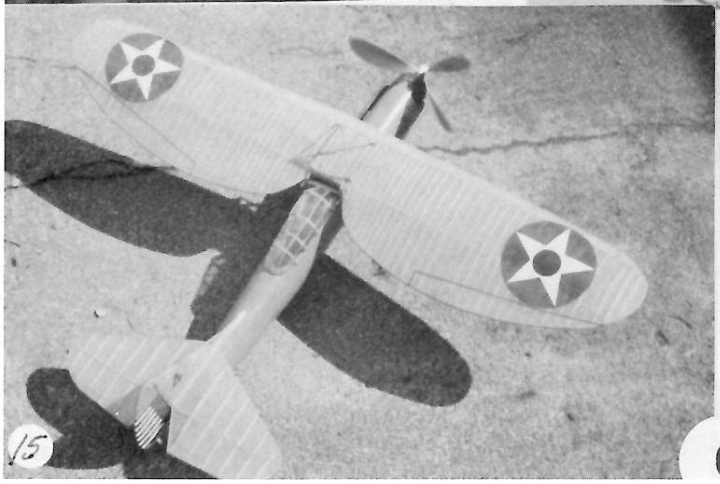

10

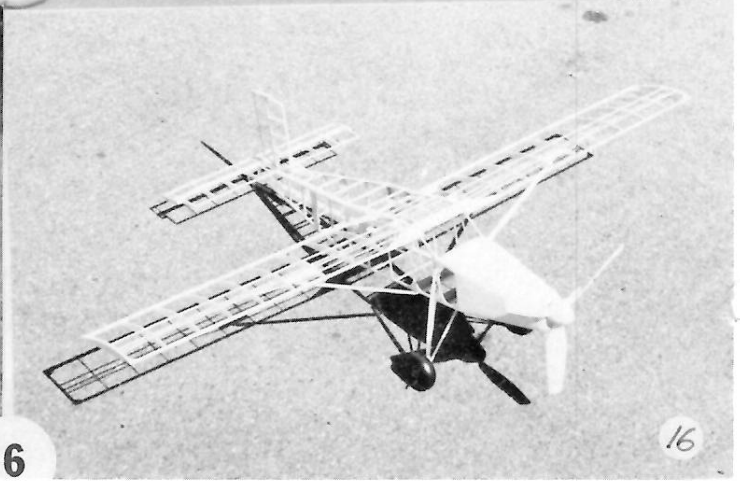

11


12


13


14


15


16

BEECH STROGANOFF
BOGUS SCALE BOSTONIAN
by Frank Rowsome

The Beech Stroganoff is a majestic flyer: slow, smooth, and remarkably scale-like. It likes to ROG and has a left turn of very consistent diameter. It stays on course in our small indoor flying venue very well. In its first debut at Pax River, it took a third in Bogus Scale Bostonian before its trim and motor selection were properly sorted out, with a little over one minute. I haven't had a chance to fly it in a large hall or hanger since then, but with a little luck, I expect it could do 80 to 90 seconds in good trim. Mine came out at 14 grams exactly (pure luck), but since it is a bipe, it has something like the wing loading of a typical 7 gram Bostonian, and its slow and smooth flight reflects it. It has attracted a lot of favorable attention among the DC Maxecuters with whom I fly, and they have been twisting my arm to publish a construction article. Little did they know how long winded and what a bad a draftsman I am. Ah, well.

The inspiration for the Beech Stroganoff I owe in part to Bert Phillips, and in part to Al Lidberg. Bert invented the concept of the bogus scale Bostonian and proposed the rules:

> "The plane must meet all Bostonian rules and be recognizable as whatever full-sized plane its supposed to look like. There is one exception. If the full sized plane does not have a windshield, then your model does not have to have one (such as the Spirit of St. Louis).
>
> "Biplanes are eligible. Maximum size for each wing not to exceed 16" span and 3" chord.
>
> "If the real plane had wheel pants, and your model has three-dimensional wheel pants, you get a one-second bonus per flight. There is no penalty if you leave them off. There is no penalty for wing struts on or off, but somebody besides you has to recognize it as an imitation of whatever."

While pondering what to built to these rules, I came upon A. A. Lidberg's gorgeous No Cal Staggerwing Beech plans and I knew that my quest for a subject was over. I proceeded to adapt and pirate Lidberg's plans quite shamelessly. Most of the good ideas are his.

Some care is needed to keep the weight down. Rather than use 1/16 square strip stock, I employed 1/20" square stock throughout, mail ordered from Micro-X in a package of 18" long strips intended for outdoor peanut models. These strips weigh an average of .105 gm each, with a spectacular strength to weight ratio. Most of the sheet balsa came from Micro-X or Indoor Model Supply. Do not be mislead by the plans: I wasn't very good at drawing consistent 1/20" strips on the plans, but that is what is meant.

The leading and trailing edges of the wings are 1/16" X 1/4" five to six pound balsa. Wing ribs are six pound 1/32" sheet. The wing tips I formed of three laminations of .012" X 3/64" model railroad bass wood lightly sanded just enough to remove the surface roughness, cemented with 50 % Titebond, 50 % water. I found that if I were not very careful to lay on the laminations evenly and with uniform tension, the tips would warp during the next few days after drying and removal from the form. I had to remake several to get four true ones. Set them aside for a week or so after removing them from the jig before building them into the wing. You do not want to discover a propensity to warp after the bird is all together. Note in the side view that the LE is above the formers, not flat on the building board. This adds strength, may help to turbulate the air flow, and provides a recessed platform for the landing gear anchorage. The result is well worth the effort; the wings are remarkably strong and light.

During wing assembly, prop up the laminated wing tips on the building board so that the central wing spar does not need to be broken or bent down there; in front view, the top of the wing is a straight line, and the bottom of the wing tilts up, beginning where the laminated tips begin, continuing upward to meet the top line, yielding a wing tip like that used on the F4U Corsair. This builds in a little tip washout, because the trailing edge starts to ramp up before the leading edge does. If the outermost ribs are cut full size, they can be built edge-on-the-board like the others, and the excessive depth trimmed off later. The upper and lower wings are structurally identical except for the provisions for the landing gear.

A. A. Lidberg's plans suggest massive dihedral on the lower wing, and conventional dihedral on the upper wing. Being a contrary sort, I decided to do the opposite. I employed modest dihedral on the forward, lower wing, which is set to stall first (tip height about 5/8" above the building board when the center section of the wing is flat on the board), and a little more dihedral on the upper wing (tip height about 3/4"). The Beech has good roll stability; it takes a lot to make it spiral dive. I suspect that parallel wings would have worked just as well, though, so give it a try if you wish.

Make up the fuselage sides in the usual way over the plans, but only as far forward as the leading edge of the lower wing. To save weight, no stern posts are employed on the fuselage sides; their function is served by the rudder spar to be added later. To save breaking the longerons to bend in the tail behind the trailing edges, merely tack glue the but-joints where the tail longerons meet the structure at the trailing edges of the wing (this will make sense as you examine the top view of the fuselage). When the sides are finished, box up the fuselage over the top view, still ignoring the fuselage forward of the lower wing leading edge.

The cowling is 1/16" of A-grain to facilitate the curvature. I used balsa of 5 pound density. I made four of former B, cut well oversize, out of 8 pound, 1/32" sheet, and laminated the pairs cross grained to form a 1/16" balsa plywood sandwich. I made four each of former C1 and C2, laminating only over the but-joints in C1 as former C is not heavily stressed. These, too, I cut substantially oversize. I made formers B and C into accurate circles of exactly equal diameter in the following way. I tack glued the oversize balsa plywood formers B and C together, and tack glued both to disk of 1/4" scrap hard balsa (any fairly strong wood will do). One of the attachments for my Dremel Mototool has a small wood screw at the business end. This I screwed into the scrap disk, along the central axis of the formers. This allowed me to spin the whole assembly around its axis of symmetry, pressing the disk, very gently, against a sharp sandpaper block to true up the circles of both former B and C, match the diameter exactly, and to work down to the desired diameter, 1 13/16".

To minimize construction stresses, I pre-molded the cylindrical shape into the cowl sheet, made in two pieces, by soaking it in water and wrapping the pieces around a bottle of olives that happened to have roughly the right diameter, leaving it to air dry over night. It was then an easy matter to glue the formers into the cowling cylinder. Use the bottle as a jig to get the formers perpendicular to the cowl. Cut some more soft 1/16 A-grain sheet strips, cut cross-grain at least 1/4" wide, soak them, and mold them around your cylindrical mold. When dry, glue them inside the leading edge of the cowling two deep, to build up the 3/16" stock thickness you will need to get the quarter-round cowling leading edge.

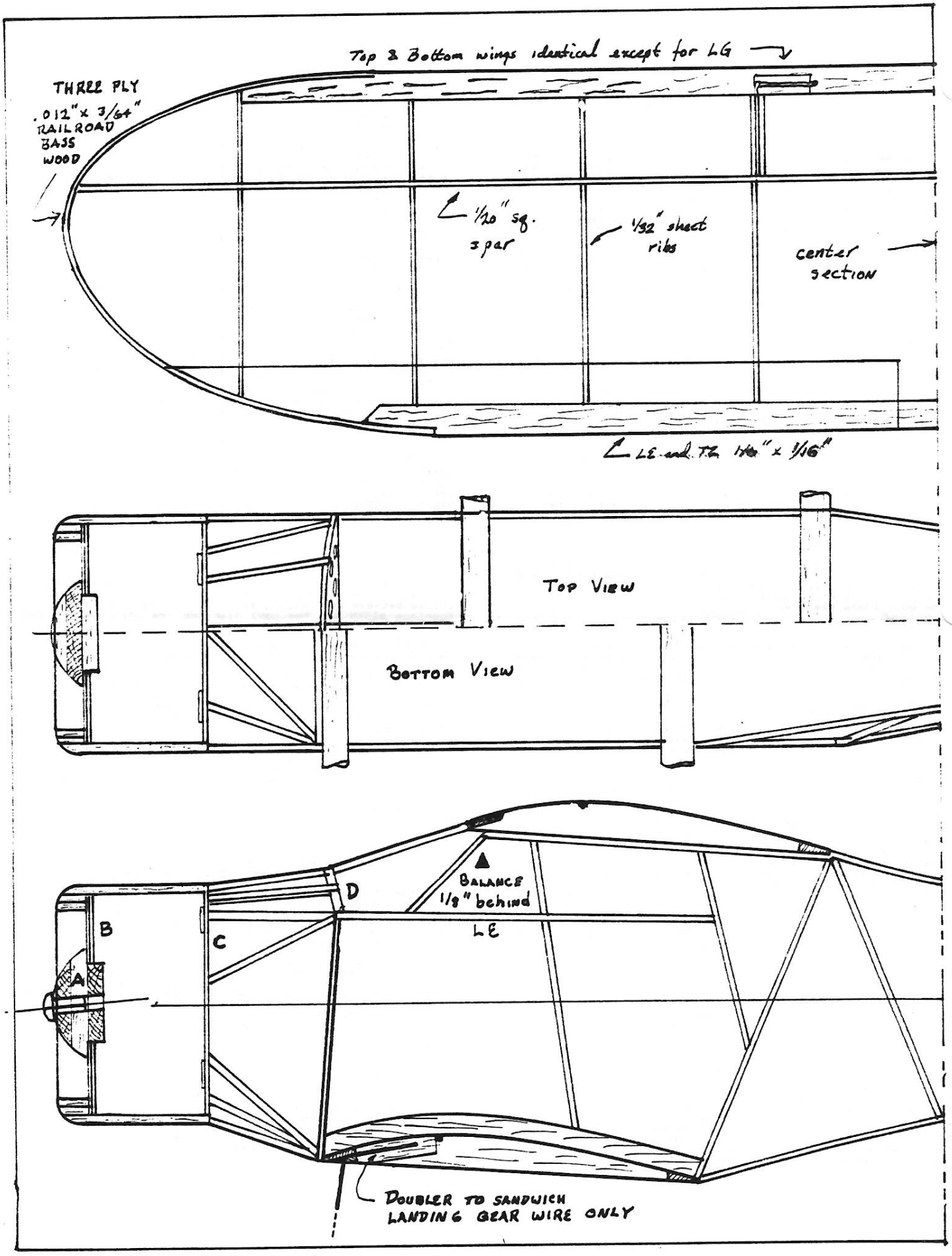
You should now have the cowling and the box-frame fuselage bones in two separate pieces, with none of the sticks between the cowling and the box fuselage. Since the fuselage width and the cowl diameter are identical -- you did get that right didn't you? -- both can be aligned on the flat building board on their sides over the plan. Pin down the fuselage bones and use scrap balsa as chocks to keep the cowl in place so it is not prone to move. Hold it down with old motor rubber stretched over the cowl and pinned to the board. Then, one or two at a time, glue in the stringers from the trailing edge of the cowl aft to the box fuselage bones, taking care not to disturb the alignment. The assembly can be taken off the board to get at the other side after about two thirds of the stringers are in place and their cement is thoroughly dry.

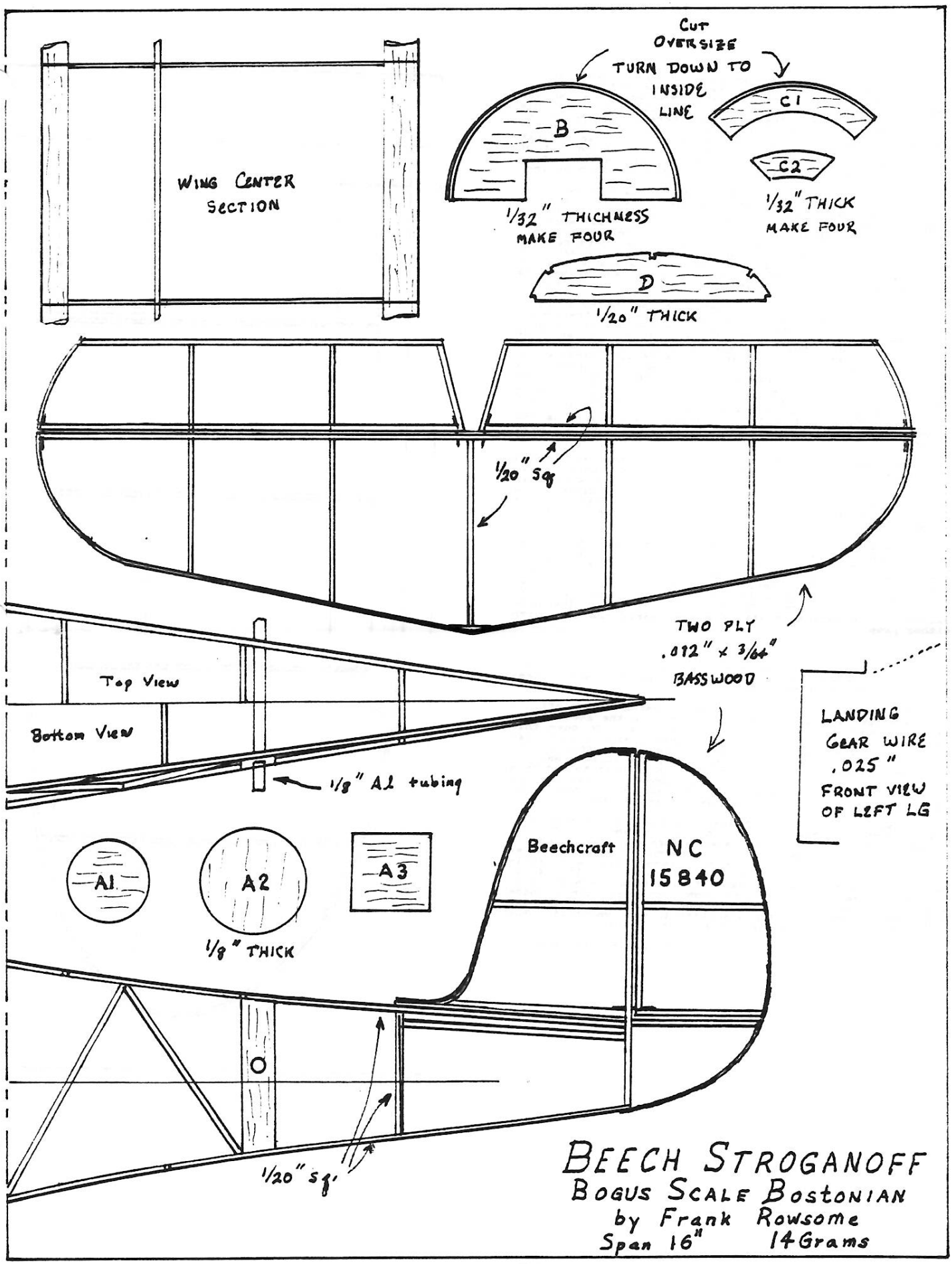
I used two plys of the same .012" X 3/64" basswood strips for the outline of the vertical stab and for the leading edge and tips of the horizontal stab. I made each in one piece (three laminated pieces in total), fully assembled the stabs, and only sawed through the basswood ply at the hinge lines when the whole assembly was framed up and the bones complete. Hinges were thin copper wire, held in place with a drop of thick CyA where they stick through the hinge line strips.

The .025" music wire landing gear legs bend outboard to lie under the leading edge of the wing out to the first wing rib outboard of the fuselage. They are secured by cementing under a sandwich between a half rib and that full rib. To keep them from hinging down, I cemented a 1/8 X 1/16 X 1/2 C-grain cap strip under the leading edge, with a small groove carved in it to form a bearing, allowing the wire to twist but not swing away from the leading edge. Some of this cap strip can and should be sanded away to avoid a bulge under the leading edge.

Wheels are often a source of excess weight, so I decided to try styrofoam wheels. I sliced some coarse, white styrofoam into 5/32" thick oversize blanks, carefully drilled out 1/16" center holes, and cemented in extra long lengths of soft 1/16" OD aluminum tubing with UFO CyA. I chucked the long end of each one in an electric drill, being very careful not to collapse the aluminum tubing, and sanded them to a uniform wheel-like shape, a little over 7/8" diameter. The CyA joint between the aluminum tubing and the styrofoam will tolerate very little applied torque, so do this very gradually with sharp, fresh sandpaper and very light loading. These wheels are very light and have survived two years of abuse without damage.

To make decoration easy, I Xeroxed several copies of Lidberg's No Cal plans, which show the serial numbers, paint stripes, and surface outlines very nicely, and used white-out to blank off all but these decorations, and then proceeded to Xerox the decorations onto yellow Japanese tissue. When the reprographics shop manager caught me doing


Top & Bottom wings identical except for LG
THREE PLY
.012" x 3/64"
RAILROAD
BASS
WOOD
1/20" sq.
spar
1/32" sheet
ribs
center
section
LE and TE 1/16" x 9/16"
Top View
Bottom View
A
B
C
D
BALANCE
1/8" behind
LE
DOUBLER TO SANDWICH
LANDING GEAR WIRE ONLY


WING CENTER SECTION
CUT OVERSIZE
TURN DOWN TO INSIDE LINE
B
1/32" THICKNESS MAKE FOUR
C1
C2
1/32" THICK MAKE FOUR
D
1/20" THICK
1/20" Sq
TWO PLY .012" x 3/64" BASSWOOD
Top View
Bottom View
1/8" A1 tubing
LANDING GEAR WIRE .025" FRONT VIEW OF LEFT LG
A1
A2
A3
1/8" THICK
Beechcraft
NC 15840
O
1/20" sq
BEECH STROGANOFF
BOGUS SCALE BOSTONIAN
by Frank Rowsome
Span 16" 14 Grams

it, he had a fit, and forbad me to do it again. Apparently, some copiers run quite high temperatures and there is a danger of fire with light tissue in the works, so he was wise to be cautious. Verify that any copier you use this way has a modest heat transfer and operating temperature. If you want help with the decoration, order a set of Lidberg's plans. If worst comes to worst, you can do what I did to finish the job on mine after I was thrown out of the reprographics shop: trace the trim and numbers from Lidberg's marvelous plans onto your tissue before covering.

Having the stern post on the rudder dictates a peculiar covering sequence. Cover both the horizontal and vertical stabs before installation in the fuselage. The top of the fuselage must be covered before the vertical stab is installed. The sides of the fuselage can be covered only after the rudder is in place to provide the stern post on which to anchor the tissue over the last fuselage bay. It is preferable to cover the sides of the fuselage before the wings are installed. The bottom of the fuselage can be done any time after the stern post (vertical stab) is in place.

I cemented both wings on, after covering, using a jig to give about one degree greater angle of attack on the lower, forward wing to encourage it to stall before the aft, higher wing does, in the interest of pitch stability. You may wish to merely tack glue the lower wing -- which is the easier of the two to adjust -- so you can experiment with varying the relative angle of attack of the two wings. The upper wing must be glued on, as it becomes part of the structure: the stringer that bisects the windscreen is glued to the leading edge, as is the very thin canopy plastic. I slightly shrunk all the tissue, with the wings and tail surfaces in an anti-warping hold-down jig while they dried. Since mine is for indoor flying only, I did not dope the tissue to save weight.

I employed a small Peck Polymers nose button, and formed a reverse S hook of .025 music wire. Note, though, that .025" wire -- though stiff enough -- is a very loose fit in the nose button. This required exaggerated thrust line deflections to take up the slack. You may want to use heavier wire or shim the nose button to a smaller inside diameter.

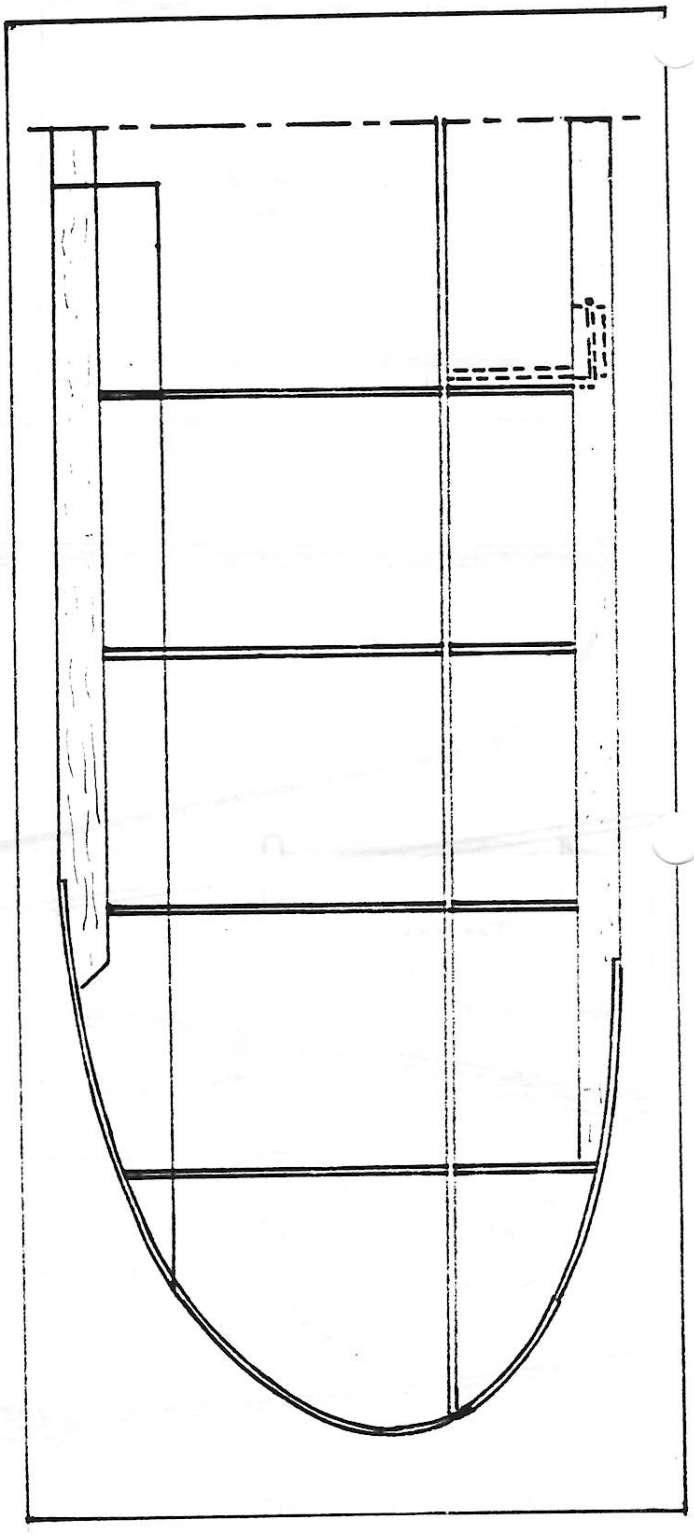
I have tried both a 6" gray Peck Polymers prop and a home made 6" adjustable pitch spoon bladed prop made from a yogurt container. To first approximation, both are equally effective. I think the home made prop requires slightly more torque, yields slightly better duration at the higher pitch settings, and makes the ship somewhat less forgiving of poor trim, but the differences are slight. The prop weight and optimum aircraft trim are nearly the same with either prop.

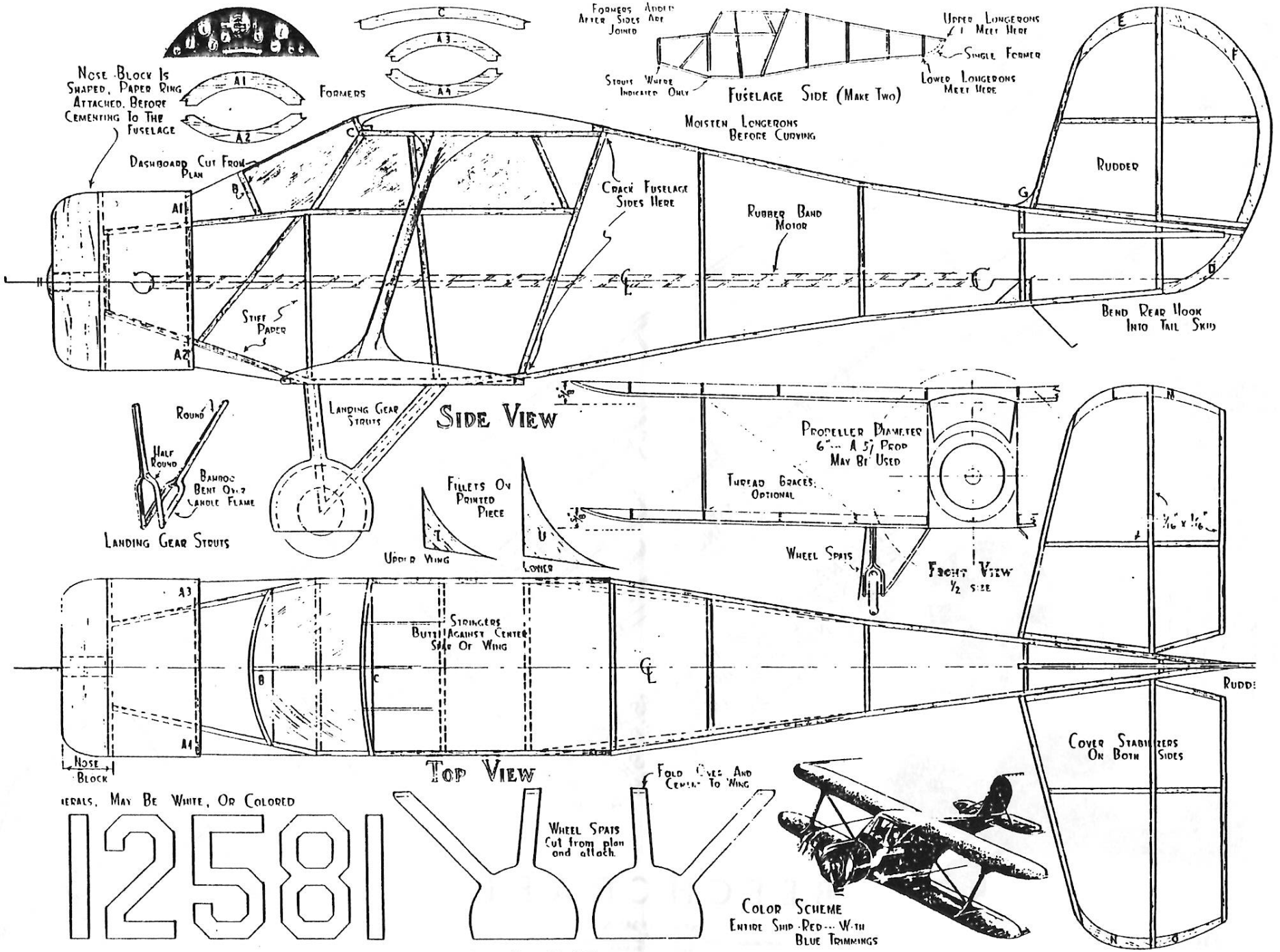
I have flown it successfully with one loop of 3/32 dark rubber, and two loops of 3/64" braided. The latter can accommodate more turns as the two loop motor can be made longer (before braiding) without succumbing to a severe case of the thumps or pigtailitis.

Over the two years I have flown my Beech Stroganoff, it has developed a modest tendency to warp on the shelf or in transit, just enough to screw up the trim. To cure this tendency, I have built a set of alignment jigs out of 1/4" thick foam core board, but their design is another story. The jigs are so light that I simply keep the plane pinned to the jigs whenever it is in storage or in transit to and from flying sites. This is particularly important when the car is subject to wide temperature and humidity swings. The jigs also fend off most of the usual hangar rash.

For mine, the trim is a trace of up elevator, substantial down thrust, a trace of right thrust, and about 1/16" left rudder, yielding a 30 foot diameter left turn regardless of motor torque. Yours will be different, though. To my surprise, I found that it can be trimmed with very little nose weight. However, the window of pitch stability is too small to be practical this way. I have found it preferable to add a gram or so of nose weight, crossed with a shade more up elevator. This probably adds a little drag, but the expanded envelope of pitch stability is well worth it. The resulting balance point is noted on the plans.

Give the design a try; its loads of fun and its majestic flight is a joy to behold.





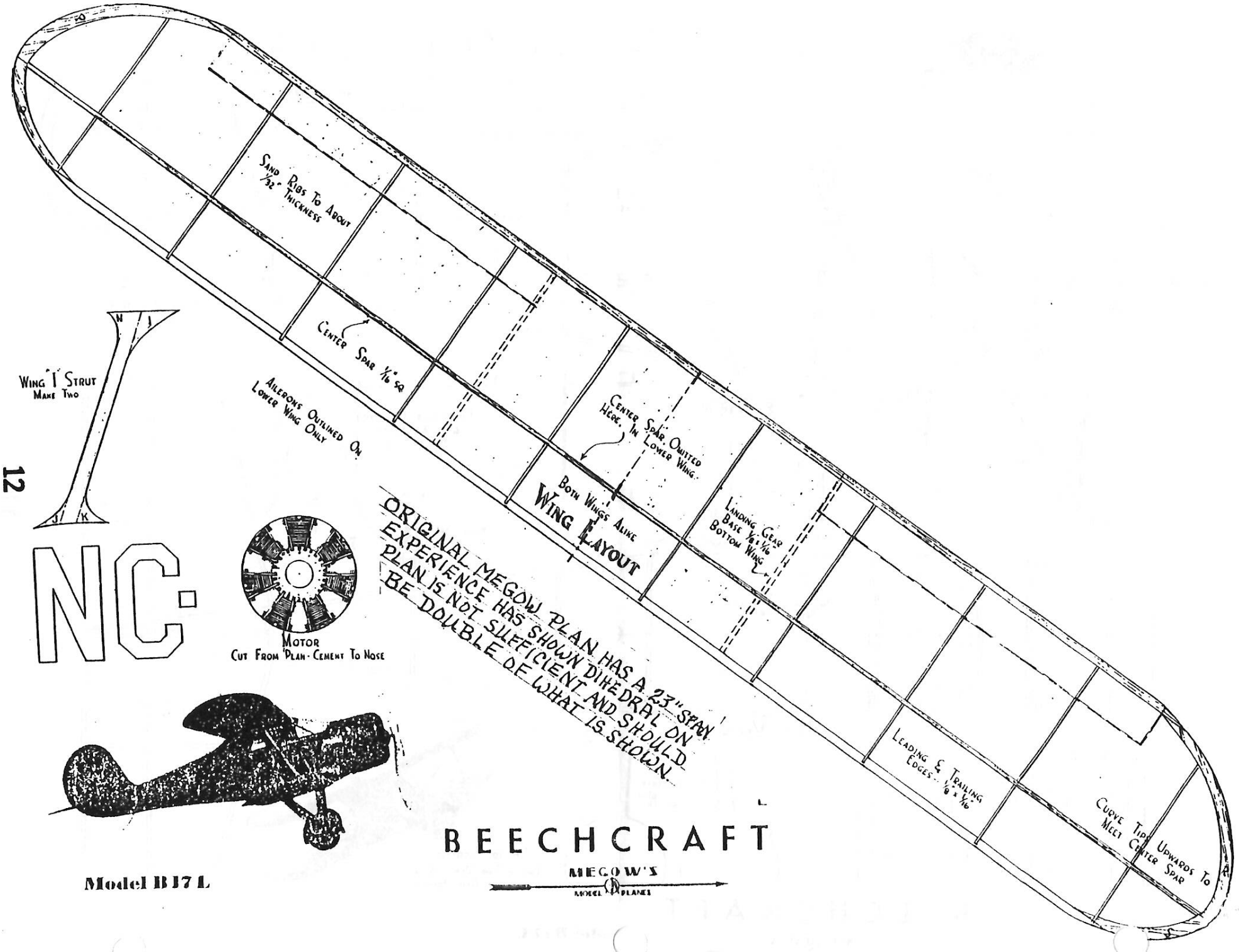
erals, May Be White, Or Colored

12581

BEECHCRAFT

Model B17L

MEGOW'S



12

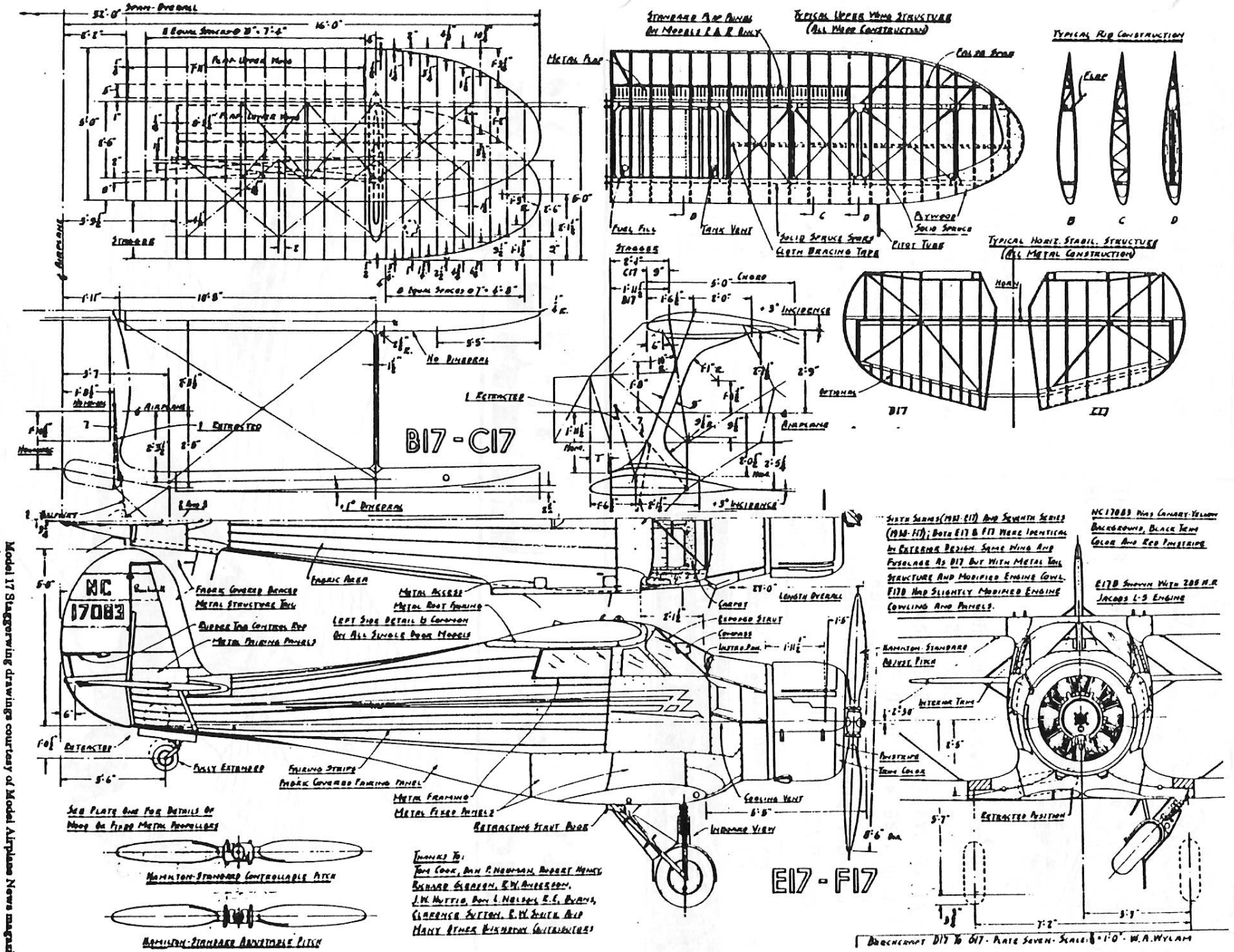
NC.

ORIGINAL MEGOW PLAN HAS A 23" SPAN
EXPERIENCE HAS SHOWN DIHEDRAL ON
PLAN IS NOT SUFFICIENT AND SHOULD
BE DOUBLE OF WHAT IS SHOWN.

BEECHCRAFT

Model B17L

MEGOW'S
MODEL PLANES



Sixth Series (NC-E17) and Seventh Series (NC-F17); Both E17 & F17 were identical in exterior design. Same wing and fuselage as B17 but with metal tail structure and modified engine cowl. F17B had slightly modified engine cowling and panels.

NC17083 Was Canary-Yellow Background, Black Trim Color and Red Pinstriping

E17B Shown With 205 H.P. Jacobs L-5 Engine

Blueprint B17 to C17 - Plate Seven - Scale 1" = 1'-0" - W.A. Wylam

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 PLECANS "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.

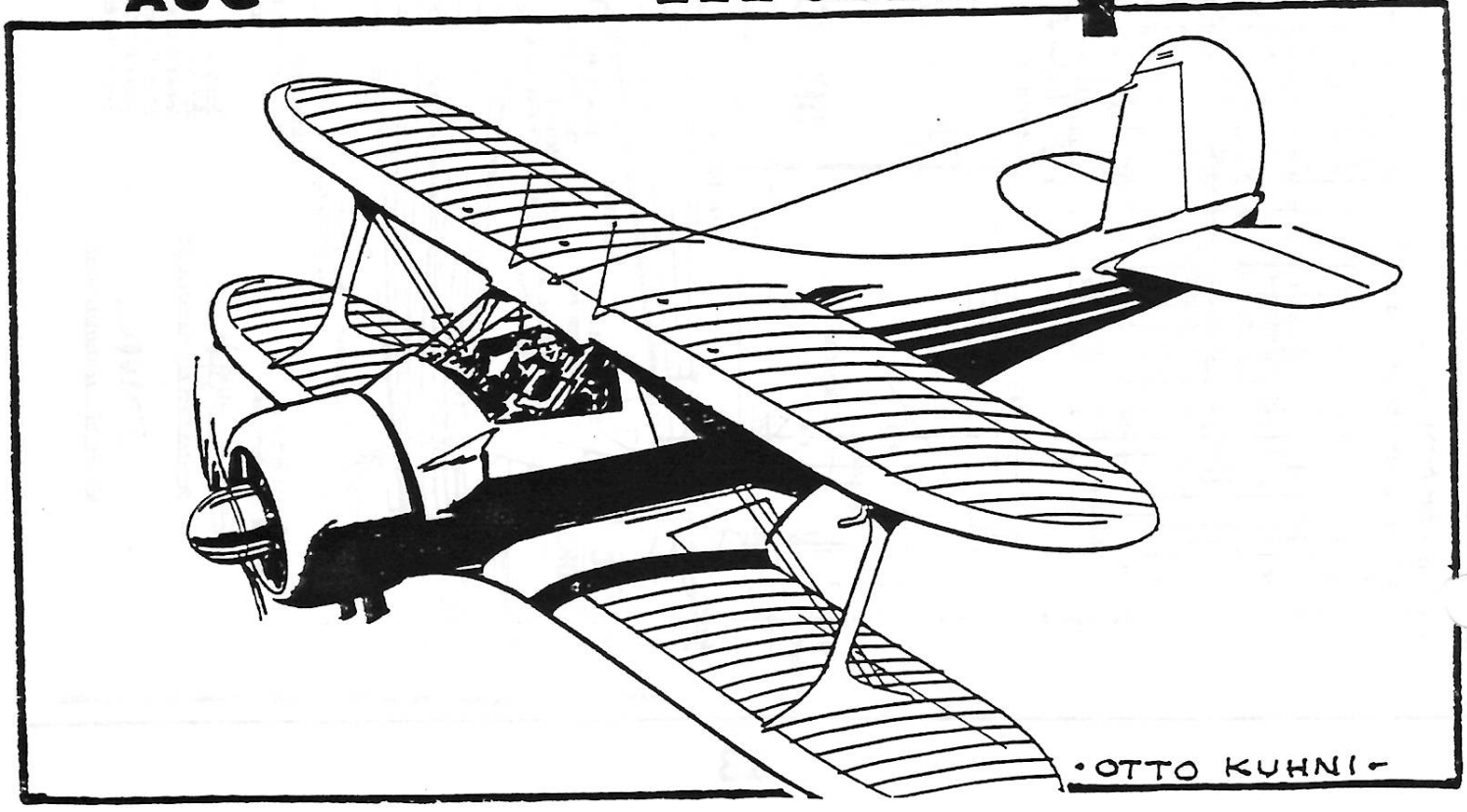
GOLDEN AGE: Any non-military aircraft (1920 thru 1942) but no racing aircraft eligible for above RACING AIRCRAFT EVENT.

MASS LAUNCH – MULTI SORTIE: WW I – any WW I aircraft.

TRANS-COMSAT SPEED AND NAVIGATION EVENT.

HAND-LAUNCH GLIDER: AMA Rules.

JULY AUG '91 max-fax



·OTTO KUHNI-

1/4 X 3/8 L.E

WING STRUT

SLICED RIBS 1/16 SQ.

NC17083

1/4 X 3/32 T.E.

DIHEDRAL AT WING TIPS
TOP - 1" BOTTOM - 1 1/4"

AFT SPAR 1/32
UPPER & LOWER

MAIN SPAR
1/16" LOWER WING

MAIN SPAR
1/32" UPPER WING

ADJ. THRUST BRNG
0.032 AL

THRUST BRNG
0.010 BRASS

F4 F3 F5 F6 F7 F8 F2

FOAM BLOCK

FOAM BLOCK TYP

1/32 X 1/16 STRINGERS TYP

C1

1/32 SHEET

FILLET

WING STRUT - 1/16 SHEET

1/32 X 1/4 STRUT BASE TYP

NC
Beechcraft
17083

COPPER
WIRE
HINGE

1/32 RIBS

F7 F8

1/64 PLYWOOD F6
DOUBLER

F5 F4 F3 F2 F1

FUSELAGE JIG 1/8 X 1/4 BALSA
OR BASS WOOD. SEE TEXT

COOLING VENT
BOND PAPER OR
ADHESIVE DRAFTING FILM

TRIM LINE

1/32 X 1/16 STRINGERS TYP

1/16 SQ. TYP

BAGAGE & CABIN DOORS
LEFT SIDE ONLY

1/16
SHEET TYP

1/16 SQ.
HARD

FOAM BLOCK TYP

1/8 SQ.

SCALE OUTLINE

1/32 RIBS

1/16 X 1/4 SPARS
TYP

COPPER
WIRE
HINGE

1/8 SQ.

PLUG IN LANDING GEAR
ALUM TUBING FLATTENED
TO OVAL SHAPE

FILL W/ FOAM

C1

F1

CARVE WING FILLET
FROM FOAM BLOCK

L.G. INBOARD VIEW

WINDSHIELD PATTERN
0.003 ACETATE

WING FILLET - BOND PAPER
OR ADHESIVE DRAFTING FILM

Beechcraft E-17-B

Color NC 17083 - Canary Yellow w/ Black Trim & Red Pinstripe

21 1/4" Wingspan 126.87 Sq. In. Area Scale: 1.5" = 1.0 '

Designed & Drawn by Jerry Paisley - August 1990
From Wylam Drawings published in "Beechcraft Staggerwing to Starship"