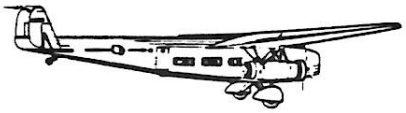
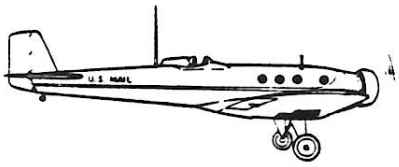
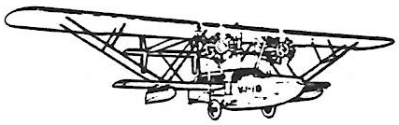


Fokker F-32 Transport — 1929



Boeing Monomail — 1931



Utility - Transport - Sikorsky S-38

Sikorsky S-42 Clipper — 1934

DUES DUE

MARCH/APRIL 1992

UPCOMING EVENTS

March	7 '92:	Indoor flying at Farquhar School, 4:00 to 7:00 pm.
March	14 '92	Bull session at Allan Schanzle's. See page 14.
March	28 '92:	Indoor contest at PAX River. See Flyer in last issue.
May	19 '92:	FAC contest, Columbia SC (Contact Dave Smith)
July	10-12 '92:	FAC NATS, Geneseo, NY
Sept	12 '92:	Maxecuters Summer Fun Fly
Sept	26 '92:	FAC contest, Raeford, NC (Contact Dave Rees)

CLUB NEWS

ALLAN SCHANZLE

GOOD NEWS, ...BAD NEWS

First the bad news. During the last week of January, our photographer for the past umteen years, Tom Schmitt, suffered a heart attack. The good news is that it was mild, and he is again home and recovering with no adverse affects. Our sincerest wishes for your rapid recovery, Tom.

YOU CAN RUN,.. BUT YOU CAN'T HIDE

It has been a little more than a year since I composed and put one of these issues together. For those who have played the role of editor, you know that if your newsletter comes out only every *other* month, it seems that you put one together every month. After eleven years, I simply got burned out. There was no time to build models or partake in my other hobbies.

Most model builders are occasionally struck with a hammer that brands their skull with the message, "Take a break". I did. I didn't build any models, nor look at three views. Not even those in my books for German aircraft of the 1920's and 30's. I was given all kind of advice to overcome my ills. It was all appropriate and well meaning. I appreciate the many letters and cards you folks sent expressing your understanding and best wishes. Thanks to one and all.

So here we go again. I did look at the German books, found a 3-view and a few photos, drew a plan, and built a model. With the basic ingredients of the newsletter in hand, I offered to put together

an issue. This is it, but I don't plan to get back to being a full time editor. That job will continue to be undertaken by various members of the club.

AN EERIE FEELING

Dave is a friend of mine at the office. His father was in the army during WW II, and saw battle in the European conflict. As did many of the troops, he collected a few souvenirs. Dave knows of my interest in German aircraft, and told me he thought his dad had something I might like to see. He was planning to visit his dad at Christmas, and said he would try to find this particular item.

The first day back at the office after the holiday break, 'ole Dave walks into my office, locks the door, and drops the window blinds. Now I'm getting scared, cause 'ole Dave is about 6'2" and 350 pounds! "Cripes, man, Whad I'd do?", says I. He simply smiles, opens his brief case, and pulls out a plain brown bag. He takes this piece of cloth from the bag and allows it to unfurl. HOLY S---!!!!! There, in front of me, is a real, authentic, honest-to-goodness Nazi flag, about three feet square. I was dumbstruck. It was one of the few times I could think of nothing to say, except, "Holy S---"!!!! He extends his arms to hand this thing to me, and I take a step backwards. Why? I haven't the foggiest notion. I just knew this was an authentic piece of history that the world would like to forget. But that would be a mistake. Those who forget history, or refuse to acknowledge its existence, are doomed to make the same mistakes.

I touched it, and got chills down my back. Indeed, an eerie feeling.

CREED OF THE MASS LAUNCH COMPETITOR

While we're on the German theme, perhaps it would be appropriate to relate another story dealing with the German language. A woman acquaintance of mine comes from German descent. Her husband has been trying to learn the German language, and one of their children gave him a book of old German proverbs. One was so enticing to him that he had a wood engraving made of the saying, and it hangs over their kitchen sink. In German, it reads as follows:

"Alle Künst ist umsunst wenn ein Engel auf das Zündlock brunst."

Freely translated, this says:

"All skill is in vain when an angle wets on the flintlock of your musket." (This is a family rag.... feel free to substitute another word if it seems appropriate).

I'll bet you can recall at least one FAC mass launch event where this expression has applied. I know I can.

THIS ISSUE

The full size fold-out plan for this issue is another of my obscure German aircraft vintage 1938. It's the Fieseler 99 Jungtiger, and has some interesting lines. Check the write-up on page 10 for this aircraft. I've included a second plan, a bogus scale Bostonian patterned after the General Skyfarer presented by Earl Stahl many years ago. On page 3, you'll find a chart to help estimate the density of your balsa. I think you'll find this about as

(Continued on page 4)

CALCULATE THE DENSITY OF YOUR SHEETS OF BALSA

ALLAN SCHANZLE

Many of the modelers around here have commented that my models are relatively light, and they invariably ask what density balsa I use for construction. That's really a simple question for me, because every sheet of my lifetime supply of balsa is marked for its density, measured in pounds per cubic foot. Many years ago, I created a graph that I found easy to use and gave a relatively accurate estimate of the density of a particular sized balsa sheet. The chart below, in conjunction with a scale to weigh each sheet of balsa, is everything you need. My scale gives weights in grams or 32nd's of an ounce. The graph also gives weights in decimal ounces, in case your scale renders weights in those units.

To use the chart, note that values of density are given on the bottom horizontal axis. The vertical axis on the right hand side denotes the weight of a particular piece of balsa, measured in grams. The left hand vertical axes denotes the weight in ounces or 32nd's of an ounce.

Now go pick any 'ole piece of balsa, say a piece of 3/32" x 3" x 36". Put it on your scale, and read the weight. Let's assume it weighs 23 grams. Go the the right hand scale, find the tic mark for 23 grams, and trace the line to the left until you reach the slanted line marked 3/32 x 3 x 36. Now drop down vertically until you reach the horizontal axis, and read the value of a tad more than 8 1/2 pounds per cubic foot. That's all there is to it.

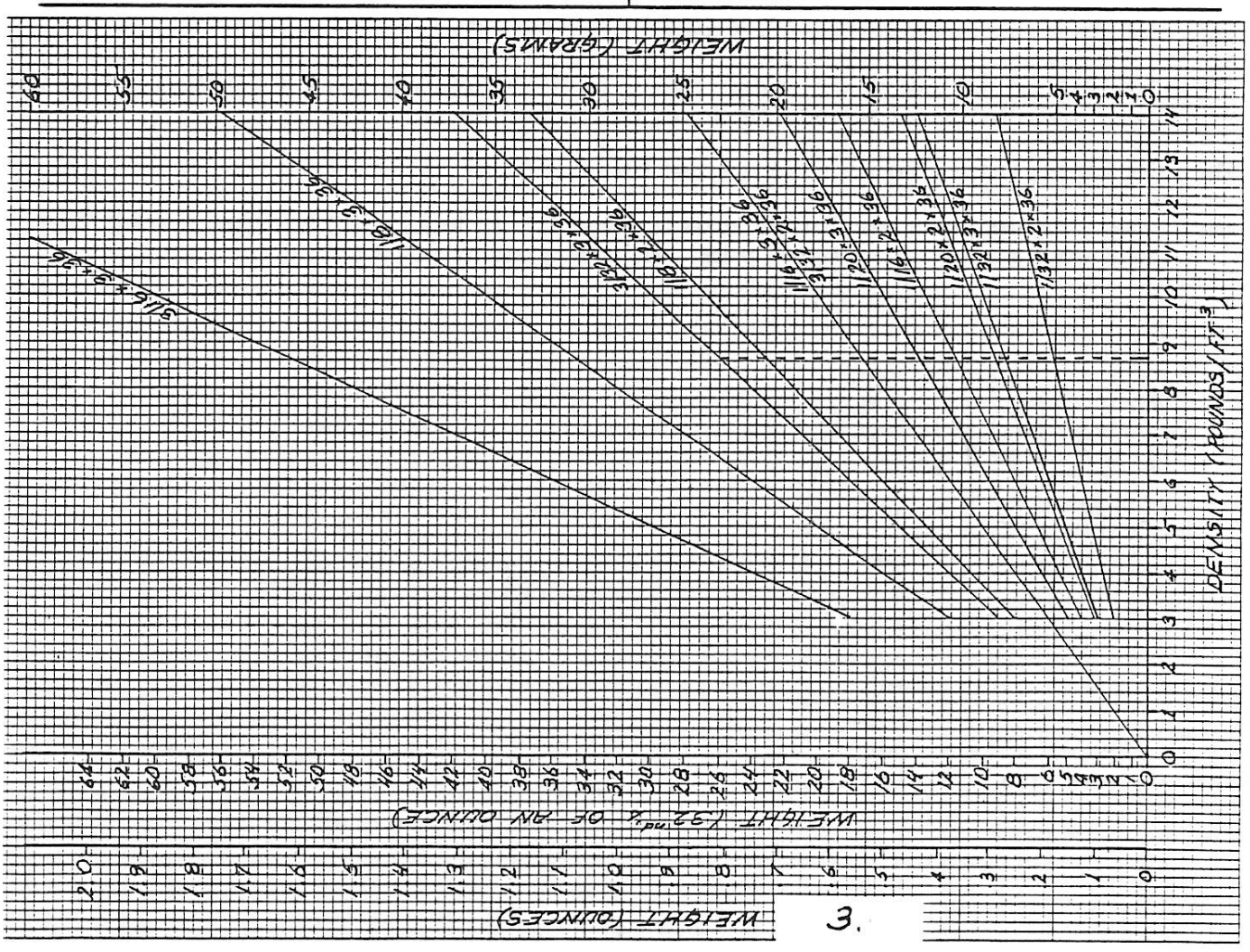


PHOTO PAGES

1. This issue's full size plan; a nifty rubber powered Fiesler 99 Jungtiger by our elusive editor Allan Schanzle. Now we know what he is doing when he disappears.

2. Bob Haight way out there in fun city, Las Vegas, has time to create magnificent power (diesel) scale free-flight aircraft. Take a look at this Swordfish and eat your heart out Bert.

3. Here he is! Allan enjoys a little low- choresterol snack in preparation for this issues editorial effort.

4. Another terrific PEANUT and photo from one of our readers in far off Japan. Jiro Sugimoto sent us the pic of his Walt Mooney commemorative Piper Vagabond.

5. From France, Emmanuel Fillon sent this great photo of his PEANUT l'Eole. A unique effort and it is a good flyer.

6. Bill Hannan reminds us that this hobby, pastime, etc. is supposed to be fun with his photo of the "The Great Pumpkin" flying machine!

7. Bill Dunlop undertook the job of re-creating Don Srull's DO-X and did a magnificent job. Look at this great photo by John Irwin. Six Hi Line "MINI-6" electric motors power the model. Look at the gorgeous hydro flying site!

8. Al Flesher's perky little Bucker Bestman, a 20 incher powered by the Hi Line "MICRO-4" motor.

9. Don Srull's Hi Line "MICRO-JET" powered ducted fan aircraft; a great flyer. Look for a construction article in a forthcoming issue of Flying Models magazine.

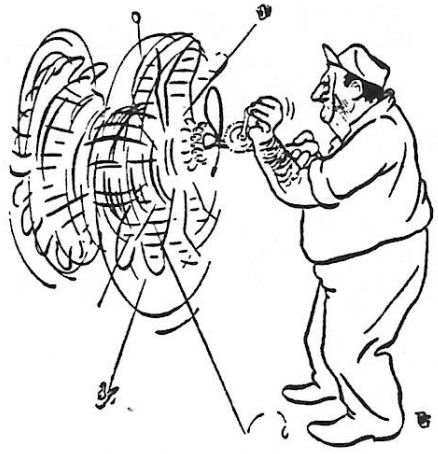
10. Another of Don's electric models; this time a neat Taylor Cub powered by the Hi Line "MICRO-4" motor system.

11. Bill Weaver and his neat little peanut DH-6 powered by a Hi Line "MICRO-4".

12. Bert Phillips has become electrified also. Here is his 15 inch Staggerwing powered by a "MICRO-4". Do not worry folks, equal attention will be paid to CO2 aircraft when the tanks thaw out!

13. Bob Schosberg sent this photo of his 40 inch Comet Piper Super Cruiser. Another beautiful model and photo by Bob.

14. A photo from Glen Simpers taken last year at the Le Bourget Paris Air Museum; a 1913 Deperdussin Monocoque racer. It would make a great electric; sorry gang couldn't help throwing that thought in!

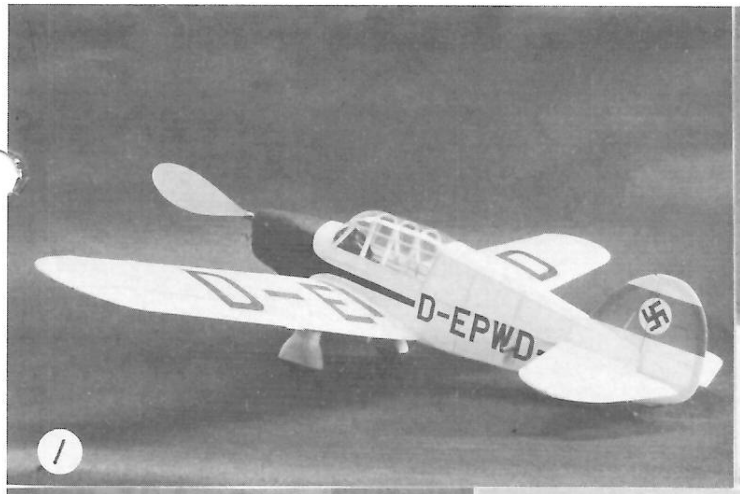


"How many turns is that, Dick?"

MODEL AIRPLANE NEWS • October, 1950

Club News (cont.)

easy to use as any you've ever seen. For you historical buffs, I've included an article taken from a 1932 issue of Model Airplane News entitled "Trans-Atlantic Planes". Back in the Nov/Dec 1990 issue, we included a series of old airline logos. In this issue, I've included a corresponding compilation of old military logos. A few 3-views (mostly German, of course) fill in the blanks. Finally, as always, Tom Schmitt supplies photos and captions. Enjoy.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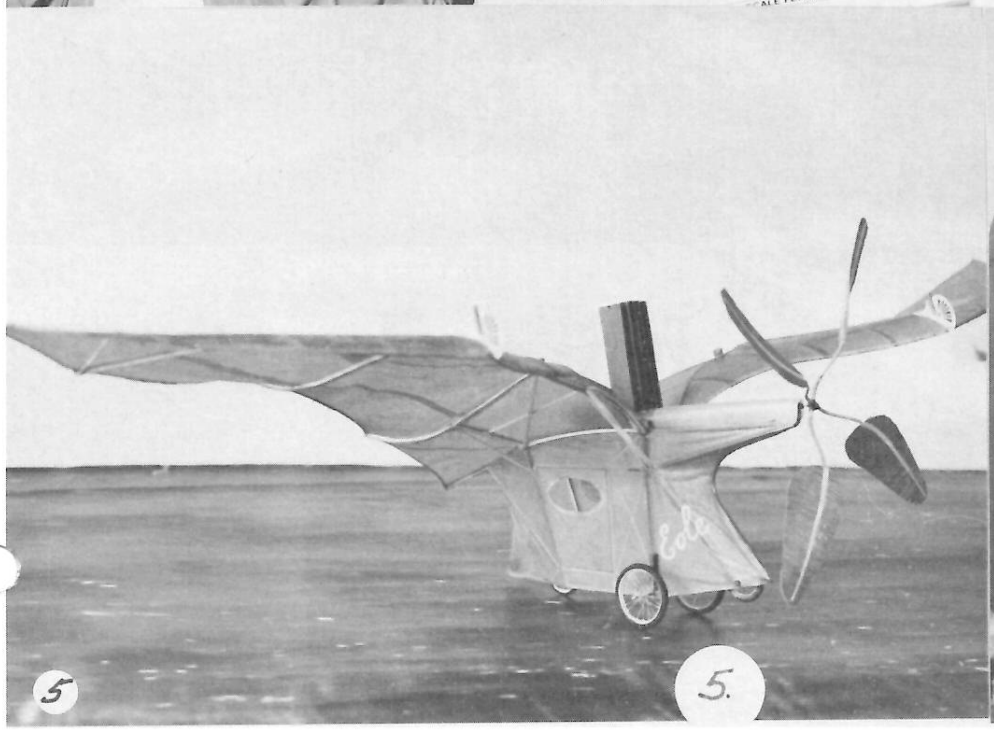

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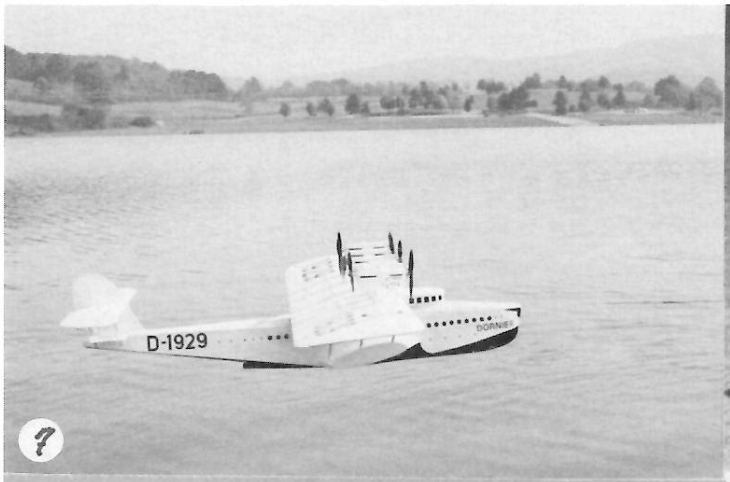

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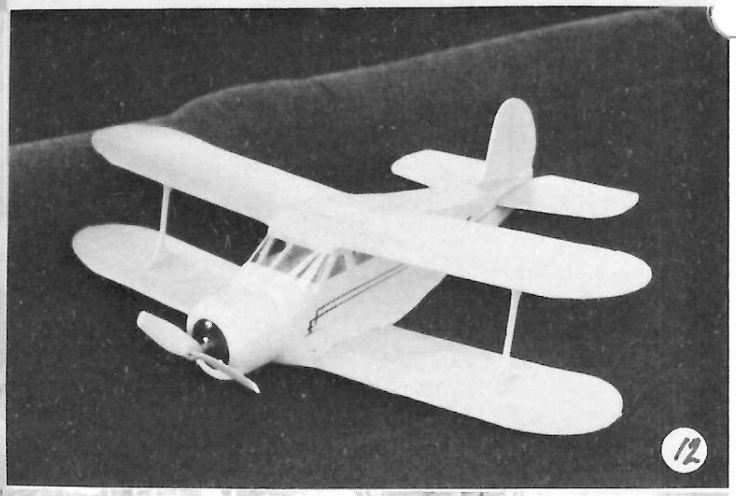

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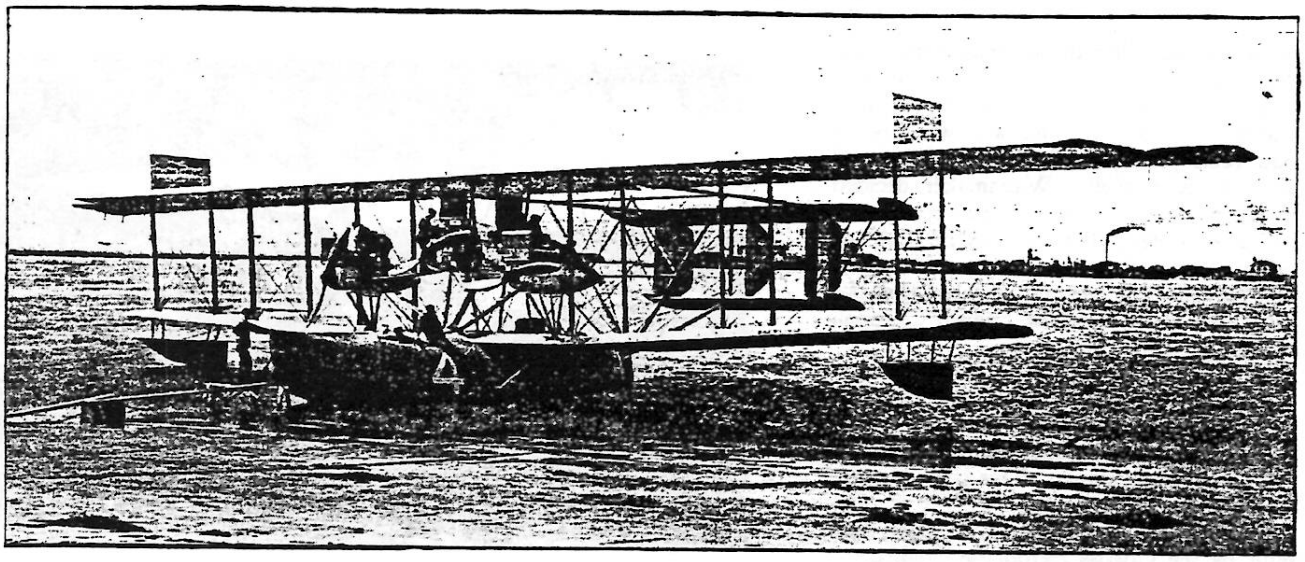


The Trans-Atlantic Navy Curtiss (N. C. 4)

Trans-Atlantic Planes

Some interesting comments on early attempts to span the Atlantic by air; how these attempts formed the basis for such sensational achievements as that of the DO-X in the present day

By H. J. Heindell

M.A.N. FEB '32

IN PRACTICALLY every line of achievement and with each new discovery there have been those who have blazed the trail and have just fallen short of the goal. Still their sacrifices in money, and in some cases their lives have not been without their effect. In human make-up there is the desire to accomplish something new, whether it may be a mountain peak to climb or new countries to explore.

Crossing the Atlantic by air had its inception many years ago. Aviation personalities in 1912 ventured the opinion that ocean crossing by aircraft in time to come would be the accepted mode of travel to Europe. Statements in that year by the late Glenn H. Curtiss told us that sometime we would see the Flying Boat developed along the lines of a palatial yacht with sleeping quarters for owner, guests and crew. Mr. Curtiss predicted that these large flying yachts would be sea-worthy, comfortable and fast, but we cannot help wondering if even his inventive genius forsaw the high rate of speed and mammoth proportions to which Flying Boats would grow.

By 1912 it seemed that the land aircraft had accomplished all that could be reasonably expected of this type. Bleriot had flown across the English Channel, Robinson had flown the length of the Mississippi River, from its source to its mouth, the American continent had been spanned and Chavez in Europe had flown over the Alps.

At this time pontoons or floats were not new, for aircraft operation over water, but it was Mr. Curtiss, carrying out his prediction, who brought out the first flying boat having a true boat hull as its passenger and crew carrying quarters. This small ship could travel but one mile a minute, and was of limited cruising range; but we must remember that its further development bore fruit in the shape of the multi-engine ships of today.

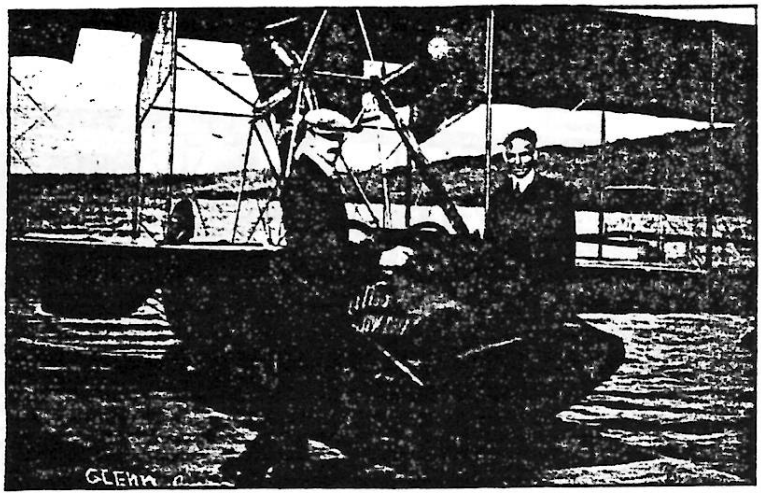
With the successful Trans-Atlantic flights of 1927-28 aeronautical interest began to return to the design of large type flying boats capable of crossing large bodies of water with sizeable payloads, and with large degree of safety. The result of this renewed interest in 1927 is seen in such modern craft as the DO-X and the giant Sikorsky S40.

Present day accomplishment is only the result of again taking up and finishing large flying boat projects started as early as 1914, and incorporating new developments here and there.

First Flying Boats

The forerunner of the now familiar flying boat was, as we know, developed by Curtiss, and had a very limited range of activity, but with this first effort once made, development went constantly forward until the further possibilities of the flying boat were soon no longer questioned. Rodman Wanamaker was among the first to be impressed by the possibilities of an ocean crossing, and authorized the construction of the first enclosed cabin flying boat to be built, the "AMERICA." This was the first multi-engine flying boat carrying two pusher type engines mounted between the wings. Successful tests were made, and all spec-

fications met. Preparation was being made for the crossing of the Atlantic when a mishap occurred to the propeller on one of the motors. By the time a new propeller had been procured, the World War had started. Regretfully, Wanamaker decided to postpone the attempt to span the Atlantic, thereby depriving the "AMERICA" of honors that might have been hers. Yet many ships of this type later found themselves doing patrol work over the English Channel.



Glenn Curtiss and Henry Ford look over early Curtiss Flying Boat at Hammondsport, 1913

Built for War Purposes

During the war (1915 and 1916) a multi-engine flying boat, as large as the DO-X, was built, about which little has ever been made known. This large aircraft was designated the model "T." It was designed by the late Glenn H. Curtiss, and built by the Curtiss Aeroplane Company.

Much interest has been displayed in the gigantic size of the DO-X since its arrival in this country, but until the advent of the DO-X this country's own 1916 model "T" was the largest heavier-than-air aircraft ever built. This airplane was designed for war purposes and was constructed under the necessary war restrictions and secrecy. Because of the hazards of ocean travel by boat it was intended to fly the model "T" ship to the scene of conflict. But this monster was built for the British Admiralty, and a last minute decision to install English engines in this craft made necessary the abandonment of the ocean hop.

The model "T" hull, or passenger carrying unit, was built of wood, the accepted type of construction of that day. Very carefully laid out light members, securely braced and engineered, made up the hull structure. The outside and bottom parts were covered with several layers of thin mahogany, between which was inserted a waterproofing material. Such was the ship's size that it was necessary to transport the hull and wings from the factory at Buffalo to the point of departure overseas by the water route of the Erie Canal and Hudson River. Railway cars could not accommodate the huge boxes containing various parts of the ship.

Details of Construction

The wing construction of this mighty plane was of the three wing, or tri-plane type, one wing being mounted over the other like three shelves. The power plant consisted of four motors in the center wing, tractor fashion.

The model "T's" empennage or tail grouping consisted of triple rudders, with only one fin coming up from the boat hull to meet the sternpost. One long horizontal stabilizer, and two elevators with the full width of the stabilizer completed the tail group. This arrangement was unique, as the top horizontal surface or elevator was hinged to the top of the rudder posts, and not to a fixed surface, as is the generally accepted design arrangement. The width of the tail group was much larger in span than the span of the main wings of the average commercial plane. The span of the wings, of tri-plane arrangement, was 137 feet.

This mammoth boat was capable of carrying in its cabin nearly one hundred persons. The control compartment for two pilots occupied the forward end of the boat and was entirely enclosed, yet gave unobstructed vision to pilot and navigator.

In reality, the model "T" in size and outline was the forerunner of the DO-X type of today, except that in the DO-X we have the one monoplane wing doing the work of the "T's" three.

During the construction of this craft changes in design and in plans came often, and it was one of these last minute changes in plans, that is, the decision to install Rolls-Royce motors in England, that robbed this early bird of being the first to make the ocean crossing by air.

NC-4 Crossing Remarkable Undertaking

The NC-4 in May, 1919, was the first aircraft to successfully cross the Atlantic, and in this undertaking Mr. G. H. Curtiss again played an important part. "NC" implies a combination of effort by the Navy and Curtiss.

The year 1917 saw aeronautical designing moving along at a rapid rate, with the war calling for bigger and better aircraft. Naturally the question was again raised regarding the transportation of implements of war by boat, to avoid the danger of loss through the enemy's submarine warfare, then being waged very intensely. The Navy Department reached a decision to construct four large flying boats and actually send them to France under their own power. Drawings were made, and hull lines laid down in the fall of 1917. Construction started in winter and spring of 1918 at the new Curtiss plant at Garden City, L. I., N. Y. This undertaking required the services of many trained men. The co-operation of many engineering minds, both in and out of the industry, greatly assisted in the design and construction of the various units, such as gasoline tanks, radiators, propellers, armament, and the production of all special parts.

How Model "T" and the NC-4 Differed

The "NC" type of construction departed radically from the "DO-X" and the "T," in that it used outrigger booms or spars for the tail erection. This construction is the same as is now used on all Sikorsky ships. The NC-4 type had an overall width of 126 feet, with a length of 55 feet. Height from keel to top of wing was twenty-two feet, while the boat hull was 12 feet wide. The large hull contained six gasoline tanks with capacities of three hundred gallons each. Supplementing these six was an overhead wing gravity tank of 100 gallons. The original layout for military work called for a Davis non-recoil gun, mounted on the gunner's cockpit ring at the extreme nose of the ship. In addition, a machine gunner's nest was mounted atop the center wing and reached by a steel ladder.

Armistice Intervenes and Prevents Crossing as Man of War

The first of the "NC" group was completed in November, 1918, just after the signing of the armistice. This first

plane was designated the NC-I, and mounted three Liberty motors. In view of the fact that the NC-I transported fifty-one Navy "Gobs" from the Air Station at Rockaway, L. I., to Atlantic City and return, the reader will get some idea of the immense carrying capacity of the NC type of craft. On the NC-I a pusher motor was later mounted aft, and in line with the center motor. This change was also followed on the balance of the ships.

Preparation went forward in the spring of 1919 for the ocean crossing of the NC ships under the leadership of Commander A. C. Read, U. S. Naval Air Station. After various trial, load and radio, tests, the three ships made their first hop to St. Johns, where they awaited good weather for the second leg of the journey to the Azores. Ships of the surface fleet of the U. S Navy were stationed at intervals of fifty miles along the route to relay radio calls or go to the assistance of any of the flyers in case of necessity. The NC-4 made the crossing of this second lap without mishap, landing at Horta in the Azores. But the remaining two planes were forced down en route. The NC-3 came down close to the surface for observation and even made contact with the water, but due to the heavy sea running at the time she was unable to attain flying speed and could not get off again. After drifting helplessly in the sea she was fortunately picked up by one of the surface fleet.

Alcock and Brown after their flight. Capt. Alcock, a model enthusiast, and Lt. Brown holding the first Trans-Atlantic air mail bag

The NC-4, however, after an interval at Horta, continued on to Lisbon, Portugal and then to England, thus connecting the United States and England by air for the first time.

Alcock and Brown Make Successful Attempt

Those intrepid airmen Sir John Alcock and Sir Arthur Whitten Brown, flying a Vimy-Vickers Bi-plane took off from St. Johns, Newfoundland, on their memorable attempt to span the Atlantic, on June 14th, 1919. Their Vimy-Vickers was of the type built in England for bombing work over the front and with its ability for transporting heavy loads, the Alcock-Brown ship was well suited to their purpose. These two men were the first to make a non-stop flight across the Atlantic. Their remarkable feat followed, only by a matter of days, the successful spanning of the Atlantic by the NC-4.

At the time of the flight there was much anxious waiting for word from these two flyers. Their plane was equipped with radio and their silence caused some anxious moments among those who followed their undertaking with interest. Ships in the Trans-Atlantic shipping lane were asked by the British Air Ministry to be on the lookout for their plane or for signals from their radio, but no word came until Alcock and Brown landed in Ireland. It was then learned that a broken drag wire had carried away the propeller blade of their radio generator.

Tanks for fuel on this Vimy-Vickers Bomber displaced the bombs and bombing apparatus to such an extent that in skeleton, while being assembled, the machine looked like a collection of cylinders or tanks. The nose of the ship formed one tank, the center section of the upper wing another, and, running back from the cockpit, were six other tanks holding about 100 gallons each. The life raft tank was carried in much the same manner as Hawker carried the emergency boat on his Sopwith.

The flyers had scant room in their cockpit. Alcock acted as pilot separated only by inches from the wheel with which he controlled the machine. He was completely surrounded by instruments, valves for the operation of the ship, and control valves for trimming the gasoline tanks, for it must be remembered that in order to have proper balance around the center of gravity fuel had to be drawn proportionally from all tanks at the same time. Brown, however, got a better deal, and had more room. This was necessary for his observations, only three of which were made, due to bad weather.

The successful conclusion of the flight was due to the great determination of these men. They never wavered, though following closely the ill-fated attempt of Hawker and Greive. The elapsed flying time for negotiating this water hop was sixteen hours and twelve minutes.

DO-X Embodies Old and New Principles of Design

The Dornier DO-X flying boat which but recently completed a delayed Trans-Atlantic flight is in reality a "bringing together or summing up," as it might be called, of old principles, added to the pioneer Claude Dornier's researches in metal hull and wing construction.

In 1916 we had the model "T" with a boat hull of the DO-X type, except that sponsons were employed in place of lateral fins or stub wings, as are used on the DO-X. The adoption of steel and duralumin for wood is an advance in keeping with current developments, and in the matter of supporting surfaces we find the monoplane wing replacing the multi-wings of years gone by. No change is noticeable in tail grouping or water rudder control. Usual flying boat practice is to construct water tight bulkheads across the hull at different intervals, with watertight doors inter-connecting. The displacement of any two compartments being such that they would sustain flotation of the ship.

The interior of the DO-X is divided longitudinally by decks of which there are three, the uppermost one containing the pilots' quarters and other compartments necessary to the proper navigation of the ship, and is located just forward of the leading edge of the wing. The hull of the DO-X is deep enough from keel to top of wing to allow the ship to ride out a fairly heavy sea and the whole ship is not only seaworthy.

(Continued on page 11)

THE FIESELER Fi 99 JUNGTIGER

Allan Schanzle

What.... another German model from the ex-editor? Yep, but let's clear the air of a few misconceptions. No, ... I'm not a member of the Nazi party, and no, I'm not a Nazi sympathizer. But yes, many generations ago, my ancestors came from Deutschland; Baden Baden to be specific.

"OK, so what's with the string of Nazi aircraft you have published", I hear you cry. The truth is that I want to design, build, and fly models of aircraft that are unusual or no one else, to the best of my knowledge, has presented in model form. In my two trips to Germany over the past decade, I've had the opportunity to purchase several German books with lots of photos and 3-views. So there it is, folks, the reason for this string of Nazi aircraft in model form. And yes, there is another one on the drawing board.

So let's get on with the current presentation. At least this time there is a chance that you have heard of the manufacturer of this model, the Gerhard Fieseler company. The Fi 99 Jungtiger was vintage 1938. A translation of the text in Reference 1 noted on the plan gives the following information about the full scale aircraft. (Thanks to Bob Thompson for assistance in translating the German).

"Only a few Fi 99, with two tandem seats having a common full visibility canopy, were built, but it was a very efficient Sport and touring airplane. With a 160 H.P. Hirth 506A engine, the Jungtiger reached a top speed of 236 km/hr. The machine, of mixed construction, was aerodynamically well set up, and had a fixed but clean and well streamlined single legged landing gear. Wing flaps insured good landing qualities."

OK. How about the model. First of all, as noted on the plans, I made several changes to the outlines based on what I saw in the available photos. The most significant change is the shape of the fuselage as viewed from the front. The photos just didn't support the nearly triangular shape back at the cabin area. The rudder was changed slightly, and one photo clearly shows that there is no tail wheel; just a skid. Photos support the unusually rearward location of the letters on the wing. Finally, the 3-view indicates semi-circles on the glass canopy. The photos also show these lines, but I'll be dipped in meadow muffins if I know their purpose, unless they're sections that could be opened for ventilation.

My initial goal was to produce a look-a-like Comet 10 cent'er, but as usual, I got carried away with details. The construction is straight forward. The only suggestion I have for modification is to change the manner in which the landing gear is attached. The plans call for simply gluing the structure to the bottom of the wing, as indicated by the schematic drawing. If you plan to fly this model indoors, you might want to add a wire and make the gear flexible.

The tail structure is made of 3/32 balsa, rather than the normal selection of 1/16. Even so, the

model required a substantial amount of *tail weight*. (Yuck!). Also note that the ribs in the stab, rudder, and wing are inserted into notches in the outline structure. This adds a tremendous amount of strength for practically no weight penalty. I highly recommend this process, and you'll see it on all of my future designs.

Yes, it flies very well. The initial tests last October gave flights of 50 seconds, and that's before any real attempts were made to try different size props and motors. The initial flights were made with an 8" Peck plastic prop and two loops of 1/8" rubber, each loop being 22 inches long.

So there you have it, my friends. Another unusual model from the fatherland. And next time, please..... don't give me a "Sieg Heil". I just like their aircraft..... not what the politics stood for. Aufwiedersehen.

Trans-Atlantic Planes

(*Continued from page 9*)

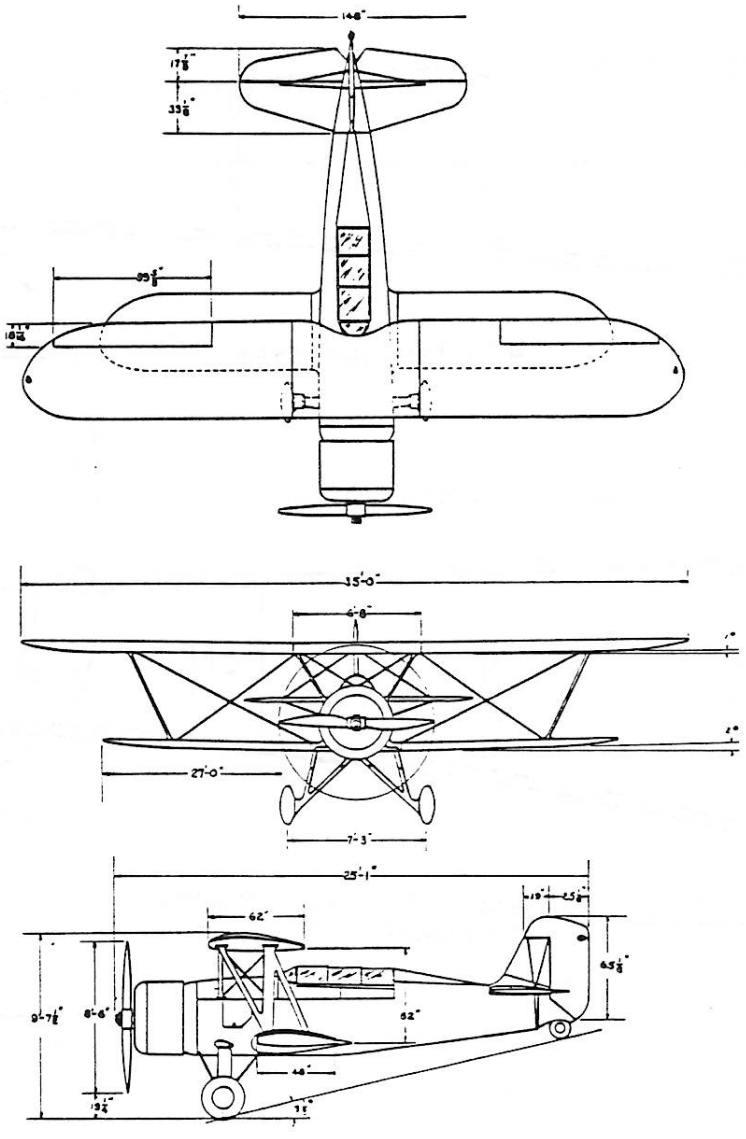
but has good air performance.

Two very important design factors are responsible for recent advances in speed and lift, as exemplified in recent designs. First, the high lift wing or Aerofoil section; second, the low weight per horsepower of the motor. These two developments are the very wings of progress, on which aviation has made such rapid strides. The timely development of the high lift wing has had the effect of giving more lifting pounds per square foot of wing area, thereby eliminating the necessity of using several wings, such as we find used on the early types.

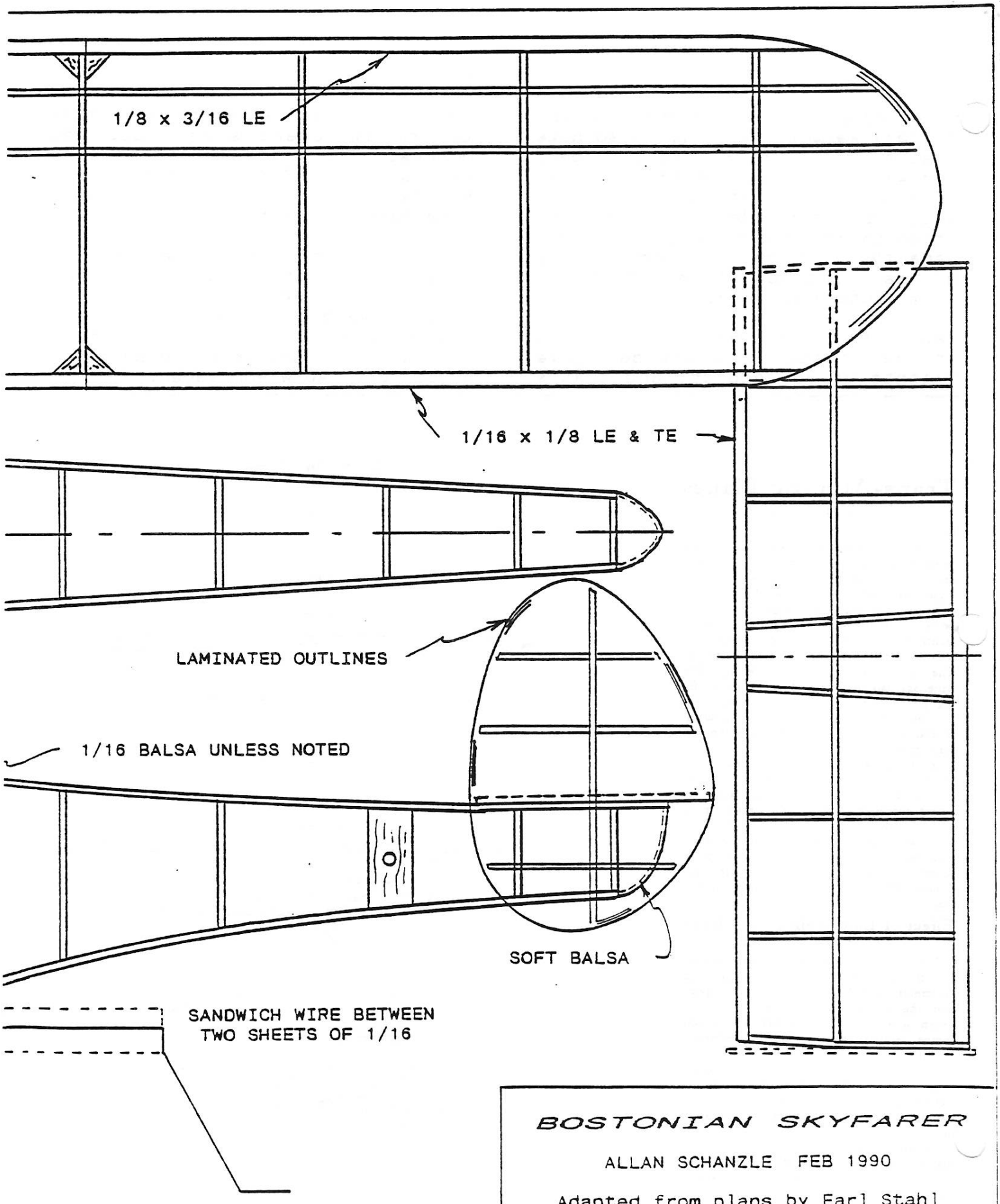
In the early type of plane a square foot of wing surface was required to support only a five or six pound load, while in recent successes such as Lindbergh's Spirit of St. Louis, and the Pathfinder of Williams and Yancey, we find that the wing load was as high as eighteen pounds a square foot at the start of their trip, and diminishing from that maximum as the gasoline is consumed.

Effect of Low Weight Per Horse Power of the Motor

The continual advances in motor design, and the application of newly thought out principles, have done much to advance aviation. Each year brings out new records of dependability of power plants, and today engine failures are few and far between. Fifteen years of expensive motor development has seen a change from a 90 horsepower motor weighing 425 pounds, to a present day product weighing 375 pounds and developing 300 horsepower. Developments in new and light metals, as well as improved designs, have done much to bring this important end of the Aeronautical Industry abreast of the advances in other branches.



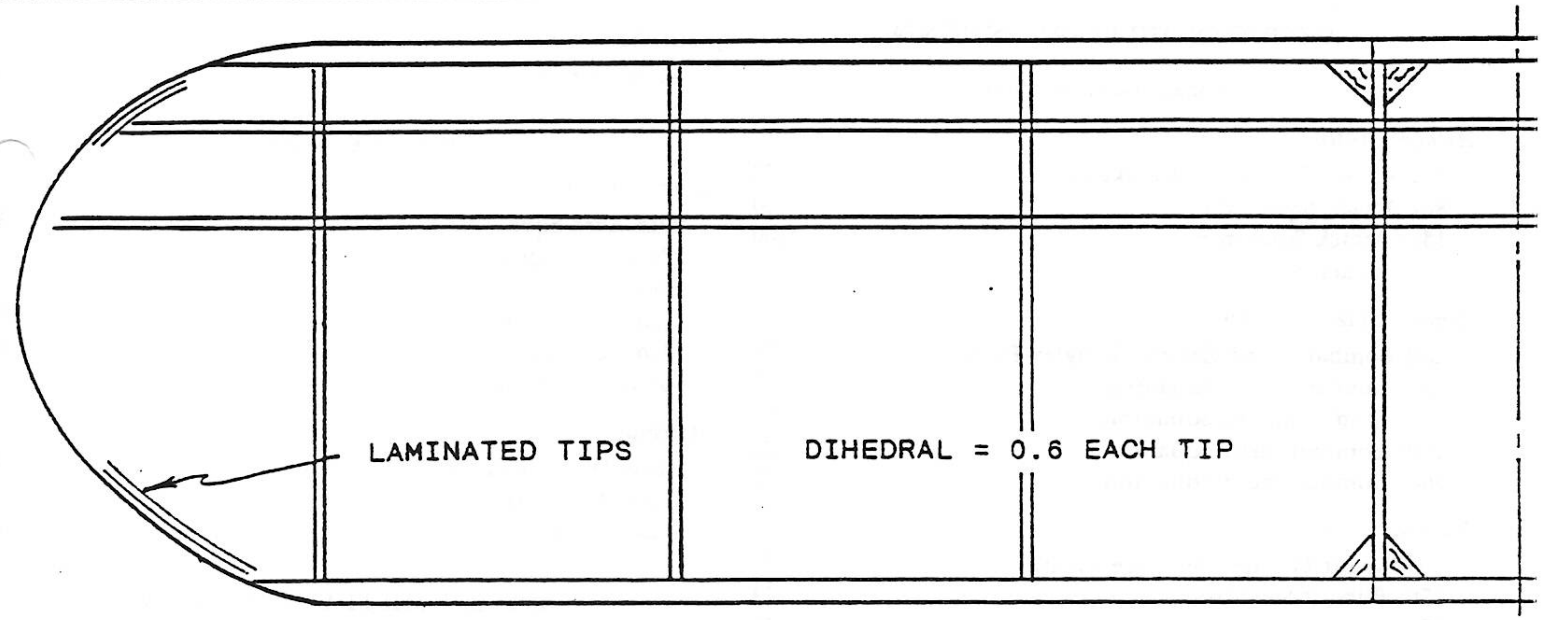
STEARMAN AIRCRAFT COMPANY
Wichita, Kans.
MODEL 31 —— 2 PLACE
ENGINE: PRATT & WHITNEY WASP JUNIOR

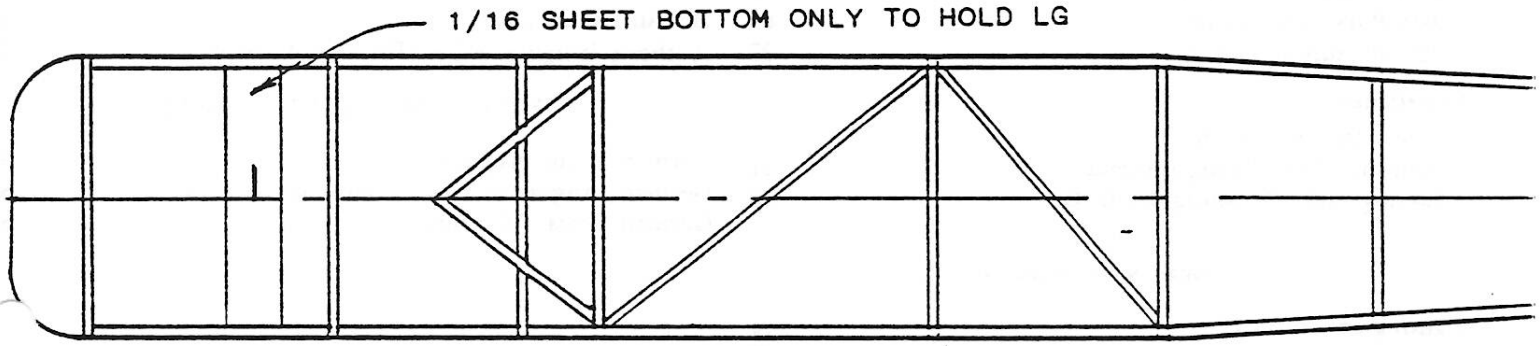


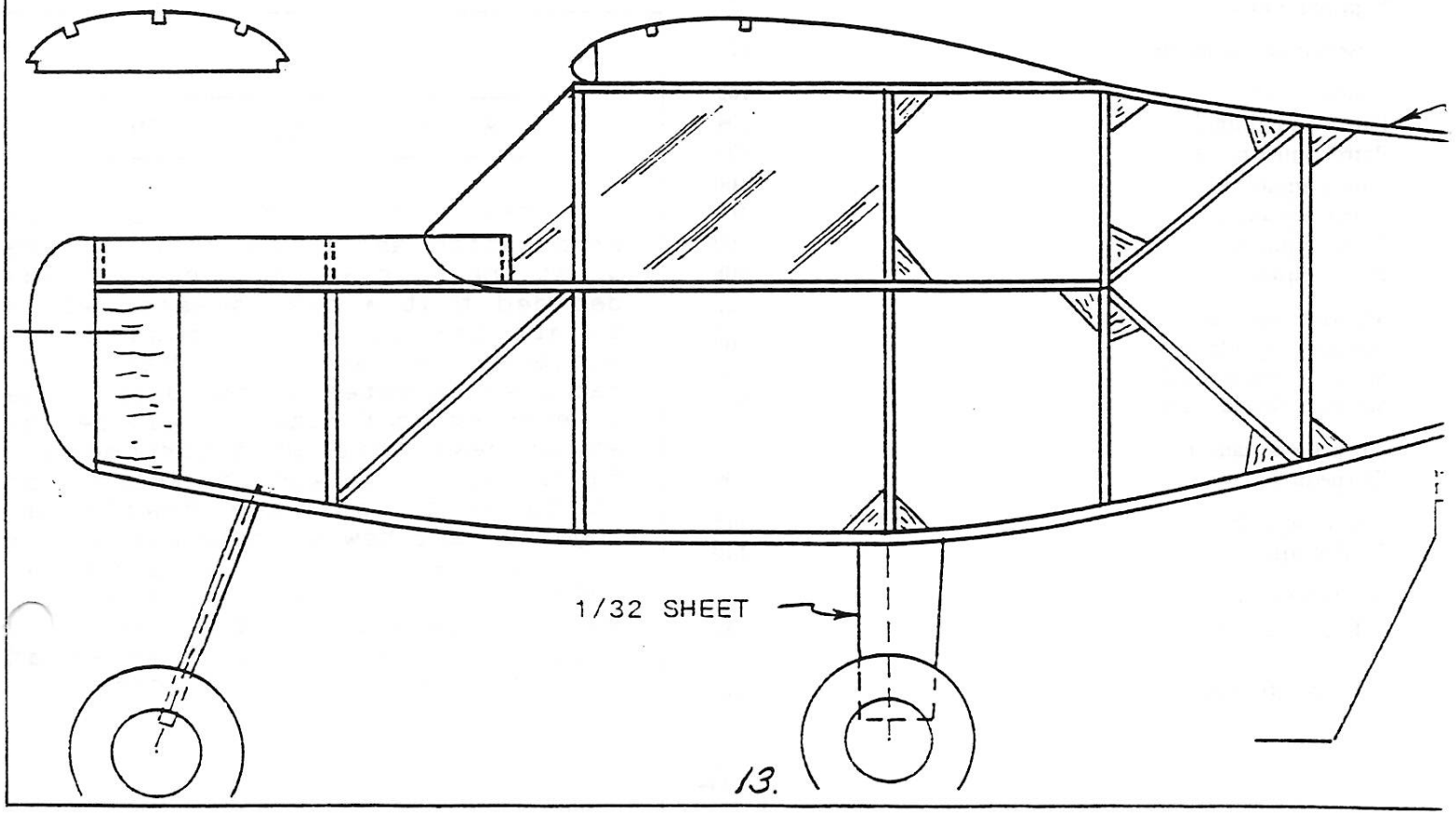
BOSTONIAN SKYFARER

ALLAN SCHANZLE FEB 1990

Adapted from plans by Earl Stahl


LAMINATED TIPS
DIHEDRAL = 0.6 EACH TIP


1/16 SHEET BOTTOM ONLY TO HOLD LG


1/32 SHEET

AMERICAN MILITARY INSIGNIA

MODERN ARMY INSIGNIA

MODERN NAVY INSIGNIA

WAR-TIME INSIGNIA

BRITISH MILITARY INSIGNIA

GERMAN MILITARY INSIGNIA

MARCH 14 BULL SESSION

The subject of newsletter preparation and plans drawing came up at the February meeting. It was decided that a bull session would be appropriate to discuss these subjects, so Saturday, March 14, has been selected as the date. Due to evening conflicts, it was decided to make this an afternoon affair. So if you want to learn what it takes to put the newsletter together and how to draw plans from 3-views, stop by Allan's place, 20008 Spur Hill Dr., Gaithersburg MD (301 840-5884) about noon 12:30. Lunch will be served at 1:00 PM. Bring your own drinks.

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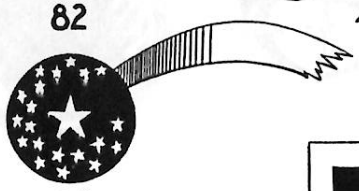

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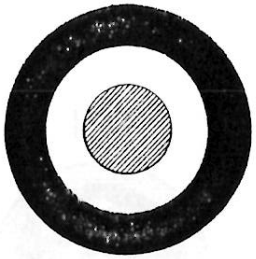

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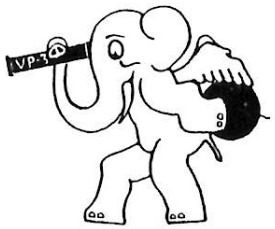

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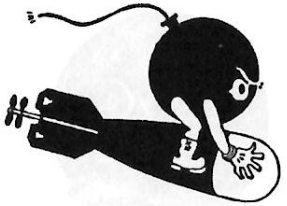

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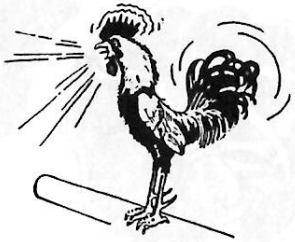

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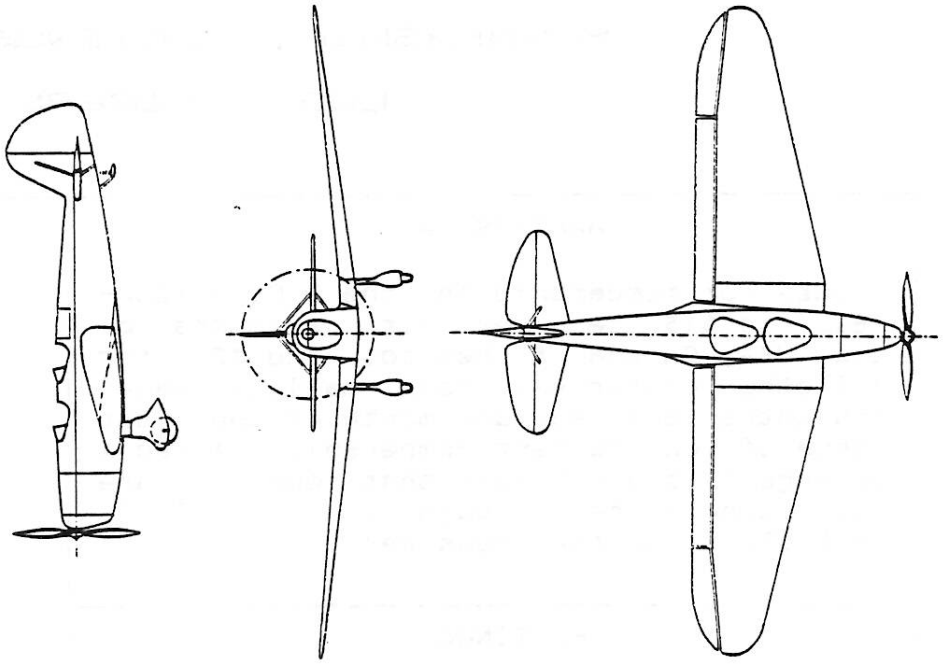
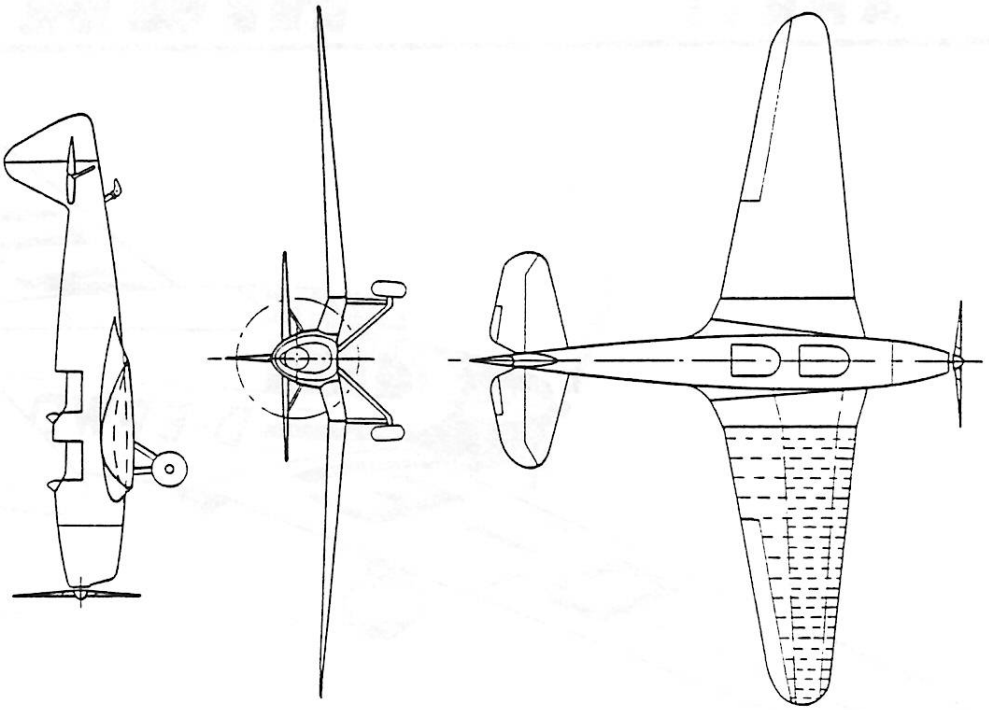


HANNS KLEMM FLUGZEUGBAU KI 35 D



MEMBERSHIP, MEETINGS, AND CLUB OFFICERS

MEMBERSHIP

Dues for membership in the D.C. MAXECUTERS is $15 per year for residents of the USA, Canada, & Mexico, and $25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red X on page 1 is a reminder that your dues are due. Send a check, payable to the D. C. MAXECUTERS, to the Treasurer.

MEETINGS

The D.C. MAXECUTERS hold meetings on the first Wednesday of every month at the College Park Airport.

PRESIDENT

Jerry Paiseley
20 Clearwater Ct.
Damascus, MD 20872

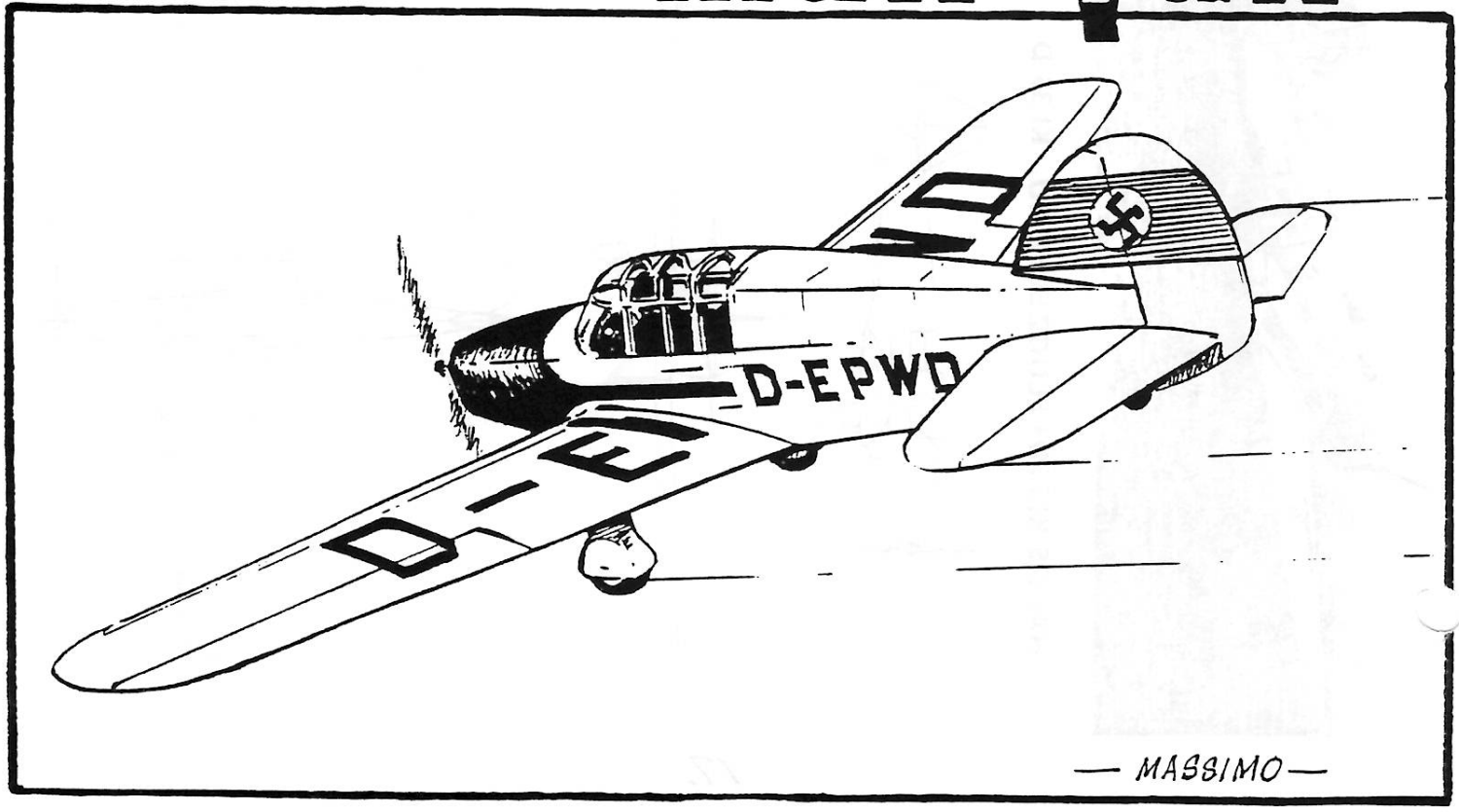
SECRETARY

Terry Pitman
7863 Colonial Vil. Row
Annandale Va 22003

TREASURER

Scott Paisley
775 Quince Orchard Blvd.
Apt 33
Gaithersburg MD 20878

MARCH APRIL '92 max-fax



Notch after 3/8 sheet balsa nose section has been glued to former 1

1/32 Sheet

1

2T

2B

3T

3B

4T

4B

5B

6B

Butt joint 1/8 sq bottom longeron and sand to shape

5T, 6T 7T Squeeze bottom together for 6T & 7T

3 laminations basswood

Stringers

Remove after gluing to fuselage and adding stringers

12

1.75"

8
9
10
11

Cut lightening hole for 11

Rubber motor clearance for formers 8, 9, & 10

L1 (2 req'd)

L2 (4 req'd)

L3 (4 req'd)

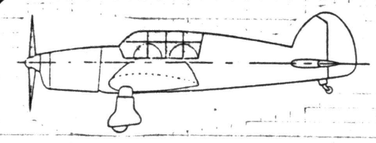
L3

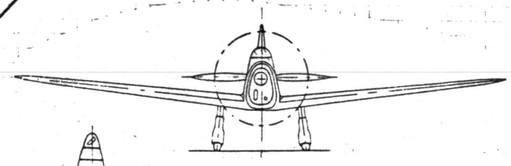
L2

L1

Notch for rib mounting plate. See schematic

Changes to the 3-view were made based on photos in References 1 and 2. Se text.





GERHARD FIESELER WERKE GMBH

BOTTOM VIEW OF WING

Wing center spar

Wing spar

Root rib

Notch L. E. for ribs

Notch bottom of of rib and spar for L.G. mounting plate

Landing gear mounting plate 3/32 balsa

Wing spar

Black tissue wing walk

3/32 x 1/4 T.E.

Letters on top and bottom of wings

3/16 sq L.E.

3/32

3/32 sheet

3/32 sq

Soft copper wire

3/32 x 1/8 L.E. and T.E.

REFERENCES

1. Deutsche Sportflugzeuge, P. Pletschacher, Motorbuch Verlag, Stuttgart.

2. Flugzeug-Typenbuch von 1944, H. Schneider, Joachim Beyer Verlag, Hollfeld

3. The Modelers Luftwaffe Painting Guide, Smith Pentland, and Lutz, Kookaburra Technical Publications, Melbourne

COLORS

Reference 3 shows a color photograph indicating typical colors for civilian German aircraft of the mid to late 30's is overall light cream with black trim. Photos in References 1 and 2 suggest trim could also be red. International designation letters are black. Red band on rudder with black swastika on white circle.

Vac-u-form

1/16 reed

3/8 sheet balsa

1 2T 3T 4T 5T 6T 7 8 9 10 11 12

Red band

1/32 sheet

Notch L.E. for Ribs

D-EPWD

C/G

1/2 sheet balsa

2B 3B 4B 5B 6B

Color demarcation lines

1/64 plywood doubler

Rudder made from 3/32 balsa with additional build-up to fit fuselage width

1/2 Windshield patterns

Top/side

Front

C/L

Sand 1/8 longeron to shape

Half wheel glued inside wheel pant

All structure 1/16 balsa unless noted

Fieseler Fi 99 Jungtiger

ALLAN SCHANZLE August 1991