

MAX FAX

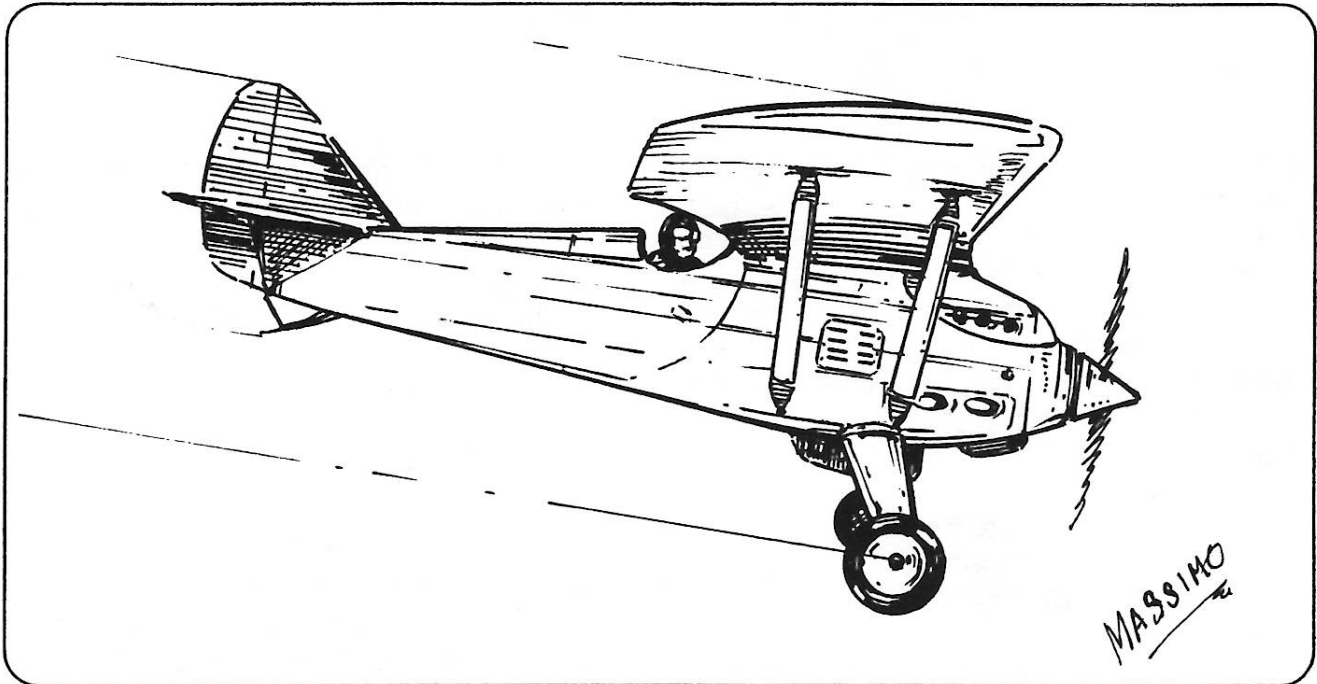


Journal of the D. C. Maxecuters

...home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editors: **Stew Meyers**

July— August 1994



COMING ATTRACTIONS

- | | |
|-----------------|--|
| July 8/9/10 | FAC NATIONALS at National Warplane Museum in Geneseo, New York. |
| August 14 | Mini-Contest - Any SCALE BIPLANE at COMSAT. |
| August 21/22 | ANNUAL CUCKOO CHALLENGE at Bill Saunder's Farm, Cuckoo, Virginia. |
| September 3/4/5 | FAC-GHQ Labor Day Weekend Contest at AMA Flying Site, Muncie, Indiana. See announcement in FAC Club Newsletter or Contact Lin Reichel, 3301 Cindy Lane, Erie, Pennsylvania 16506. |
| September 10 | MAXECUTER'S SUMMER FUN FLY at COMSAT 9AM to 5PM
Contact Allan Schanzle 20008 Spur Hill Drive, Gaithersburg, Maryland 20879
Phone (301) 840 - 5884. |
| Sept 11-17 | NATIONAL SAM CHAMPS at Muncie, Indiana. |
| Sept 24/25 | CAAMA Contest at Bill Saunder's Farm, Cuckoo, Virginia. |
| October 8 | KUDZU FAC Contest at Raeford, North Carolina - Also Seaplane FUN FLY Friday evening October 7 - Contact Dave Rees, 606 Walnut Creek Drive, Goldsboro, North Carolina 27534 Phone (919) 778 - 6653. Note date correction and look for announcement in this issue. |

STEWGIN' THRU THE MURK

Putting out this issue of *MAX-FAX*, makes me a appreciative of the Maxecuters who always pitch in and help. Tom Schmidt has expertly done the photo pages again as well as supplying other help. Bill Ceresa has provided art work. Burt Phillips sent me plans. Of course Don Srull did the original layout of the new *MAX-FAX*. Jerry Paisley does the mailing.

Don's new Scientific Muerau pursuit (GAR plans) back from two weeks in the trees joined Bill's out at the field. I am going to have to build one! We could have a section flight. Talk about confusin' timers...

I am looking forward to the FAC NATS, the Maxecuters fun fly, the Kudzu contest and Seaplane splash.

I would like to put in a plug for the Cuckoo Challenge. I went last year and this year Pat and the Richmond group have boosted the FAC mass launch events on Sunday. (Peanut Scale, Rubber Scale, Electric ducted fan Scale, Electric Scale and CO2 Scale.)

Contact:

Bill Saunders
11613 LeBaron Terrace
Sliver Spring, MD 20902
(301) 593-7196 or (703) 872-7017

Now we need to get the Pax river contest back on the books.

Here is a list of sources for plans and parts mentioned in this Issue:

Superior Props
2412 Tucson Ave.
Pensacola, FL 32526

OldTimer Model Supply
P.O. Box 7334
Van Nuys, CA 91409

Golden Age Reproductions
P. O. Box 1685
Andover, MA 01810

Emmanuel Fillon
60 Rue Du Vocage
83700 St. Raphael

PHOTO PAGES

1. Our editor for this issue, Stew Meyers with his PZL, the subject for our full size plan.
2. Stew's electrified Trenton Terror ready for covering and the Al Lidberg event at the FAC Nats.
3. Bert Phillips getting ready to heave his Dynamoe.
4. Our photo screening expert, Ray Rakow launching a Bristol Scout at Sherwood High.
5. Doug Buchanan's Firecracker heading for the rafters at Sherwood High, another great flyer by Doug!
6. Also seen at Sherwood this past indoor season was Mike Graham, here winding a nifty Farman with Ed Chevinsky holding.
7. Mike Hostage and his daughter Sarah did not miss any of our indoor sessions at Sherwood.
8. Now here is a beautiful aircraft and a great flyer, Terry Pittman's Farman Goliath powered with Kenway direct-drive electrics using Superior props. Look for it at the FAC Nats.

ERRATA - MAXFAX MAY/JUNE 1994

The two-fingered typist (TJS) of the May/June issue of MAXFAX really bungled several items in that issue. Firstly we moved our CD, Allan Schanzle, for the Maxecuter's Summer Fun Fly to 2008 Spur Hill Drive (See the Contest Announcement on the last page)! We doubt there is such an address so Allan can blame us for his undelivered mail. The address is corrected to 20008 Spur Hill Drive in the issue's announcement.

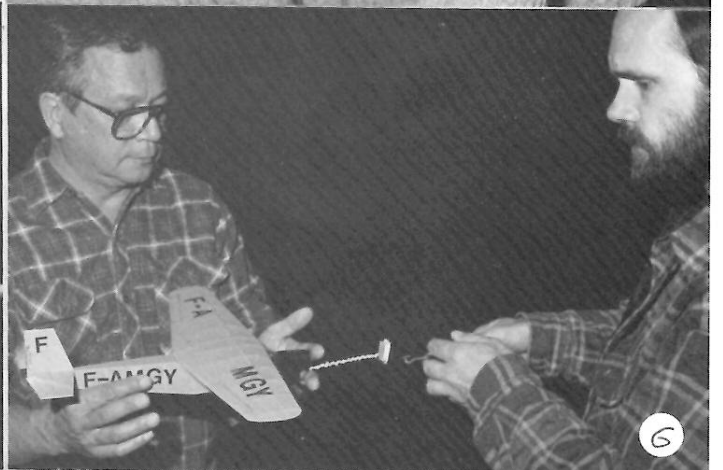
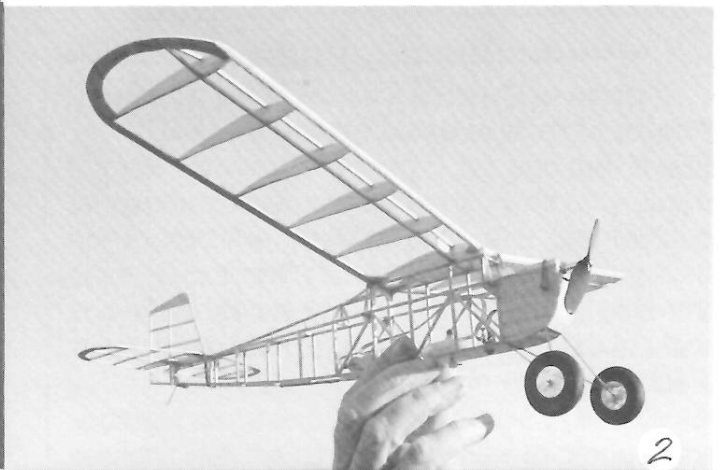
Secondly two of the equations in Bud Carson's informative article on Rubber Motor Sizing gained some mysterious brackets and one lost a decimal point in the editorial process. Sorry about that Bud! The corrected equations follow.

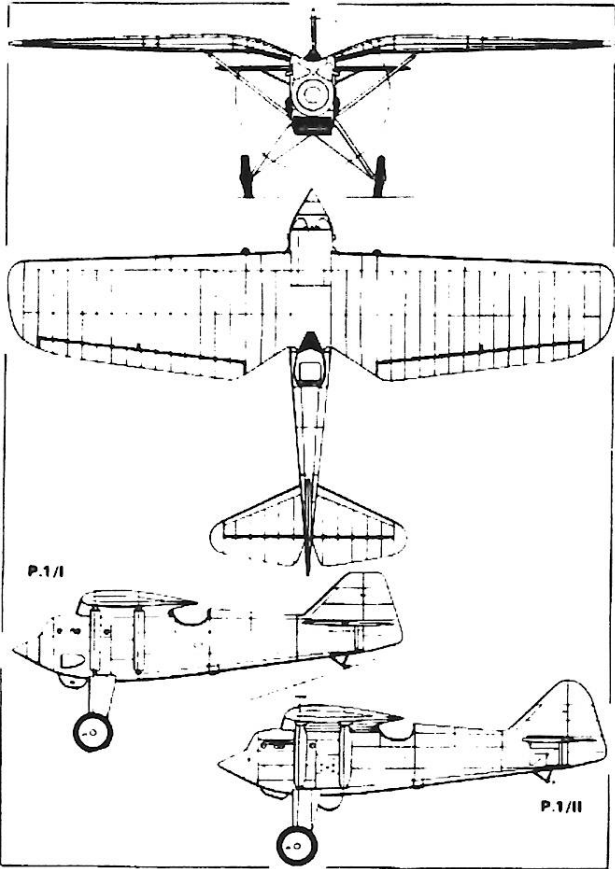
$$L = ((3/2) \times 10) / (1/2) = 30 \text{ inches.}$$

$$L = ((3/2) \times 10) / (5/8) = 24 \text{ inches.}$$

$$W = (2/3) \times b \times L = (2/3) \times 0.5 \times 30 = 30 \text{ grams.}$$

There were a few other minor typos and omissions, but nothing too serious that our astute readers could not decipher! We will stop here before adding more to this issue.





P.Z.L. P.1 Specification

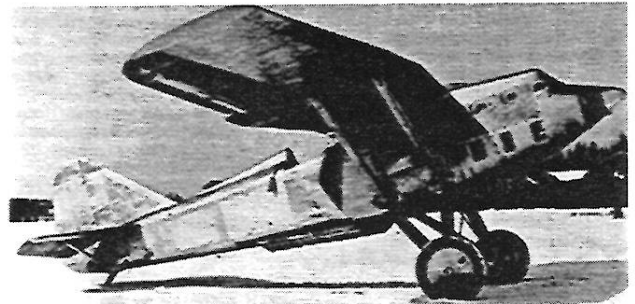
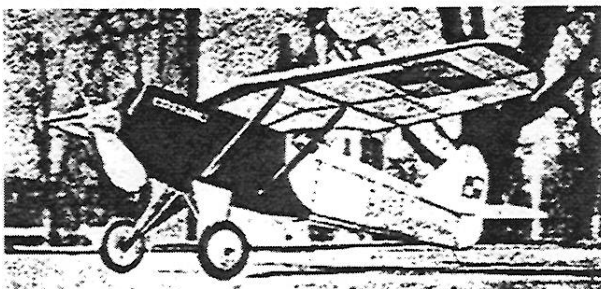
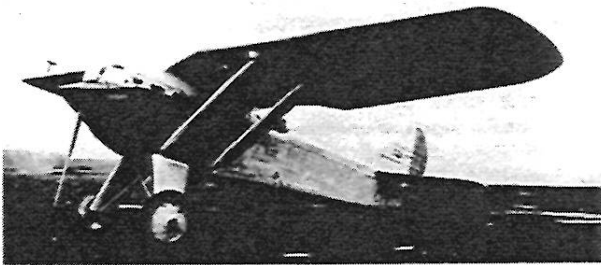
Power Plant: One Hispano-Suiza 12 Lb 12-cylinder Vee water-cooled engine with international rating of 600 hp at 2,000 rpm and providing 630 hp for take-off. Fixed-pitch two-bladed Hispano-Suiza metal propeller. Internal fuel capacity, 88 Imp gal (400 l) divided between two wing tanks.

Performance: Max speed (P.1/II), 188 mph (302 km/h) at sea level, 182 mph (293 km/h) at 6,560 ft (2 000 m), 176 mph (284 km/h) at 16,405 ft (5 000 m); range, 373 mls (600 km) at 155 mph (250 km/h); time to 6,560 ft (2 000 m), 2-66 min, to 16,405 ft (5 000 m), 9-0 min; absolute ceiling, 28,215 ft (8 600 m).

Weights: (P.1/I) Empty, 2,350 lb (1 066 kg); max take-off, 3,452 lb (1 566 kg). (P.1/II) Empty, 2,465 lb (1 118 kg); max take-off, 3,482 lb (1 580 kg).

Dimensions: Span, 35 ft 7½ in (10,85 m); length, 22 ft 10½ in (6,98 m); height, 9 ft 8½ in (2,96 m); wing area, 209-9 sq ft (19,50 m²).

Armament: Two 7,7-mm Vickers machine guns with 800 rpg.



(Above) The Lorraine Petrel-powered P.8/II, the most elegant of the Pufawski fighters, seen in its original form with ventral radiator bath which gave place to lateral radiators early in the flight test programme in an attempt to overcome engine cooling problems.

P.Z.L. P.8 Specification

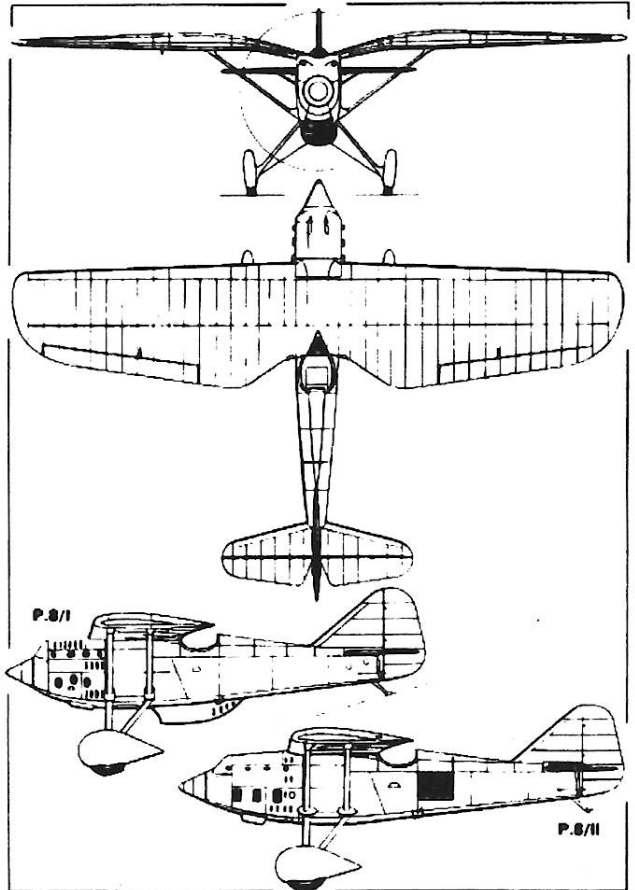
Power Plant: One (P.8/I) Hispano-Suiza 12 Mc 12-cylinder water-cooled Vee engine with max rating of 640 hp at 2,100 rpm, or (P.8/II) Lorraine 12H Petrel 12-cylinder water-cooled Vee engine with max rating of 675 hp at 11,485 ft (3 500 m). Two-bladed fixed-pitch metal Ratier propeller. Internal fuel capacity, 77 Imp gal (350 l) divided between two wing tanks.

Performance: (P.8/I) Max speed, 205 mph (330 km/h) at sea level, 198 mph (318 km/h) at 12,465 ft (3 800 m); max continuous cruise, 174 mph (280 km/h); initial climb, 1,457 ft/min (7,40 m/sec); absolute ceiling, 29,527 ft (9 000 m). (P.8/II) Max speed, 217 mph (350 km/h) at sea level, 206 mph (332 km/h) at 12,465 ft (3 800 m); initial climb, 1,476 ft/min (7,50 m/sec); time to 16,405 ft (5 000 m), 7-5 min; absolute ceiling, 29,855 ft (9 100 m); range, 310 mls (500 km).

Weights: (P.8/I) Empty, 2,140 lb (971 kg); max take-off, 3,130 lb (1 420 kg). (P.8/II) Empty, 2,429 lb (1 102 kg); max take-off, 3,468 lb (1 573 kg).

Dimensions: Span, (P.8/I) 34 ft 1½ in (10,40 m), (P.8/II) 34 ft 5½ in (10,50 m); length, (P.8/I), 23 ft 0½ in (7,03 m), (P.8/II) 24 ft 9½ in (7,56 m); height, 9 ft 0½ in (2,75 m); wing area, (P.8/I), 189-45 sq ft (17,60 m²), (P.8/II), 193-76 sq ft (18,00 m²).

Armament: Two 7,7-mm Vickers "E" machine guns with 800 rpg.



PZL

As you can plainly see this is a PZL issue! When I was in high school Corr's hobby shop had a Sterling control line kit 36" span hanging up. Years later I talked Red of Red's hobby shop into letting me have his stashed kit to copy the plans and sheet wood. Last year Don published a three-view of the PZL in MAX-FAX and my decision of what to build for a coconut was made.

I had a copy of McEntee's PZL published in a 1932 Model Airplane News. I was amazed to find that the Sterling plan was essentially a 1.5 times blow up of the rubber model with all its inaccuracies. The plans are somewhere between the P1 and P8 but none the less a neat airplane. I built over the Sterling plans for the fuselage and fin and redrew the wing and stab of much lighter construction. I redesigned the center section to bolt on, rather than being built integral with the fuselage as the Sterling was or but glued to a balsa block engine cowl as McEntee did. It turns out my design is closer to Fillon's.

I first built the fuselage with 1/8 sq. longerons. This was too heavy, so I rebuilt it with 3/32 sq. The completed model weighed 45 grams with out rubber. Still too heavy for a coconut but a neat Jumbo. I guess I have to try it again with 1/16 sq. for the coconut and build up the wing spars and ribs. I flew it at Pax river with a 12 inch prop and 4 strands of 1/4. Very under powered. I cut the prop down to 11 inches and adjusted the pitch, it still lands with winds in place. I am going to a 10 inch prop and more rubber. It does fly well, very stable and majestically.

In this issue I am publishing a copy of McEntee's plans which are available from Golden Age Reproductions and Oldtimer Model Supplies. GAR's plan #109 is slightly reduced here (87%) to fit our 11 x 17 format. OMS plan #297 same scale has an even larger layout and includes a reprint of the MAN article. My Sterling plans are too doggy to publish so I have cut down the full size plans that I drew up to fit on "B" size paper. I have to be real stingy and only give you half a wing and stab to get a Jumbo squeezed down. Next time I do a peanut! Use McEntee's plan as a general arrangement.

I have provided full size patterns of all parts.

Building the fuselage is straight forward from two frames. The top is flat and the line up former makes assembly easy. The only trick is not to add the gussets until after the 1/32 i.d. alum. tubes have been lashed to the longons and cross braces to accept the landing gear and wing struts. Don't put the nose formers in place yet! The wing center section is built up as a separate piece and then built into the wing outer sections with the dihedral spacers to produce the proper incidence. When the wing is completely framed and the wing socket former is added to the top of the line up former, the wing is taped to the fuselage and the holes are drilled for the fore and aft alignment dowels from the front. Dowels are then glued in to the wing center section box and the wing is replaced on the fuselage and again taped to it. Now drill down for the aft wing attach bolts through the wing into the fuselage gusset. Remove the wing and install a blind nut or tap the gusset and hot stuff it to harden the gusset, and tap again after the hot stuff has cured. The wing can now be securely attached to the fuselage at will and removed when wanted. Finish the fuselage now. The landing gear is built of 1/32 music wire and covered with bond paper. The wheels are 2-1/4 1920's / WWI Scale balsa from OMS. An OMS H/D Thrust bearing and 10" prop blank would not be a bad idea as well. I suggest using a Superior Props 1/16 thrust button and clutch. You might want to up the shaft size to 3/32 if you build heavy. You can't go wrong if your nose ballast is your prop drive train! An overall light spray of silver is scale with no insignia, but I prefer the Polish Squares and Eagle per the Sterling kit. Neither Sterling nor McEntee believed in radiators but you might, see the three-views from Air Enthusiast #38 on the opposite page. The lower photos compare the P.1 of 1930 with McEntee's 1932 model. Another source of information is Polish Air Craft 1893 - 1939 by Jerzy B. Cynk , Putnam & Co. Don't forget a foam pilot in an open cockpit! The cockpit fairing and over wing fairings are done with bond paper soaked in hotstuff. Don't leave off the removable wing struts as they add real strength. You will have to adjust the length to suit what you have built.



FLYING CORPS FALL MEET

October 8, 1994

9:00 a.m. 'till dark *

Raeford, North Carolina

Fly 'till your drop!

Note new date!

Flown all day - Judging at 11:00 a.m.

- Old Time Rubber -
- Ducted Fan Scale -
- FAC Power Scale -
- FAC Rubber Scale -
- FAC Jumbo Scale

\$5.00 entry fee - includes lunch on field

Don't forget the GREAT SEAPLANE SPLASH
at Dave's home in Goldsboro on Friday
evening, October 7 - 5 p.m. 'til dark
Dinner afterwards in local restaurant,
Dutch treat

Mass launch events

1. WW I Biplane
2. Golden Age
3. Combined Racers
4. WW II
5. Modern Production Civilian, after 1945
6. Peanut Scale
7. Modern Military, after 1945
8. Old Timer Kit Scale (20" span max)

Contest Director: Dave Rees (919) 778-6653

*Pizza & Beer Dinner after dark
(not included in entry fee)

D.C. MAXECUTERS 1993 SUMMER FUN FLY SATURDAY, 10 SEPTEMBER - 9 AM TO 5 PM SCALE and TIMED EVENTS

FAC SCALE

- FAC POWER
- LYMPNE MEMORIAL
- JUMBO SCALE
- EMBRYO
- HAND LAUNCH GLIDER

Judging starts at 11:00 AM

Qualifying flight is not required except to post static scores.
Same as above.

Same as FAC POWER but only for Electric or CO2.

Same as above (36" Minimum span monoplanes - 30" biplanes)

FAC Rules.

AMA Rules

MASS LAUNCHES - SINGLE SORTIE - LAST ONE DOWN WINS

12:30 PM - OLD TIMERS -

1:00 PM - MODERN CIVILIAN

1:30 PM - RACERS AND AEROBATIC

FAC Rules (36" Maximum Wingspan - COMMANDER Eligible).

Production non-military aircraft (1943 - present).

One event for all racers and aerobatic aircraft.

MASS LAUNCHES - MULTI SORTIE

2:00 PM - WORLD WAR I

3:00 PM - WORLD WAR II

4:00 PM - GOLDEN AGE

Combat WWI BIPLANES with Markings, Rigging and Weapons.

Combat WWII aircraft with Markings and Weapons.

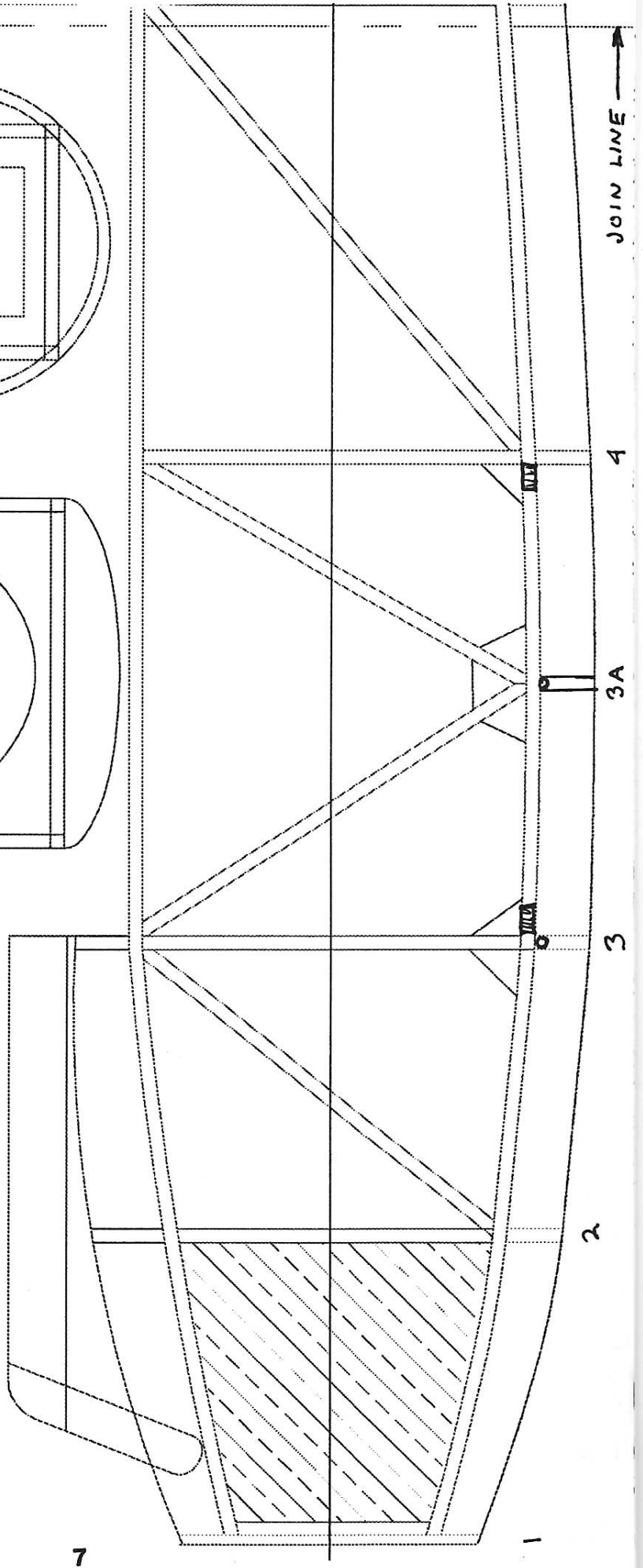
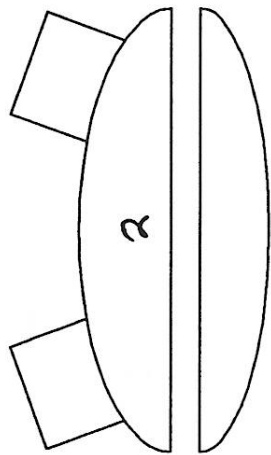
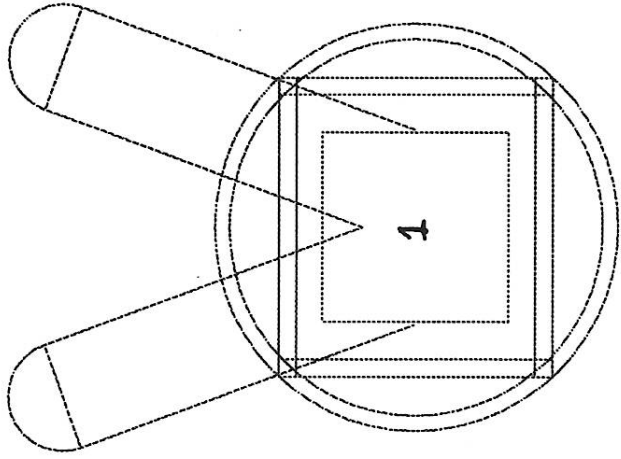
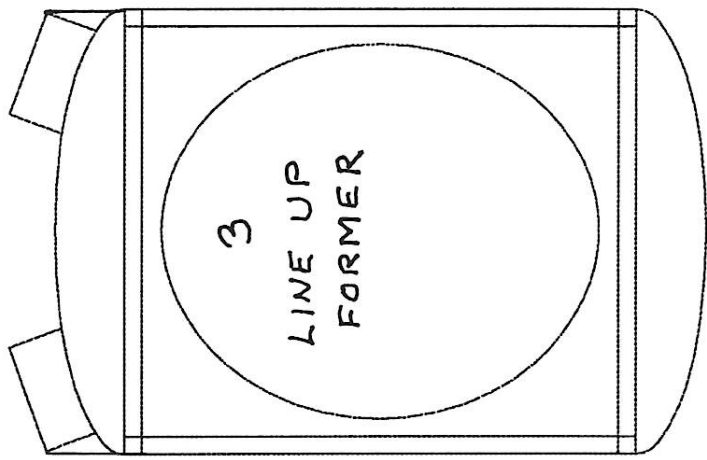
Any aircraft from 1920 through 1939. Retract gear must be down.

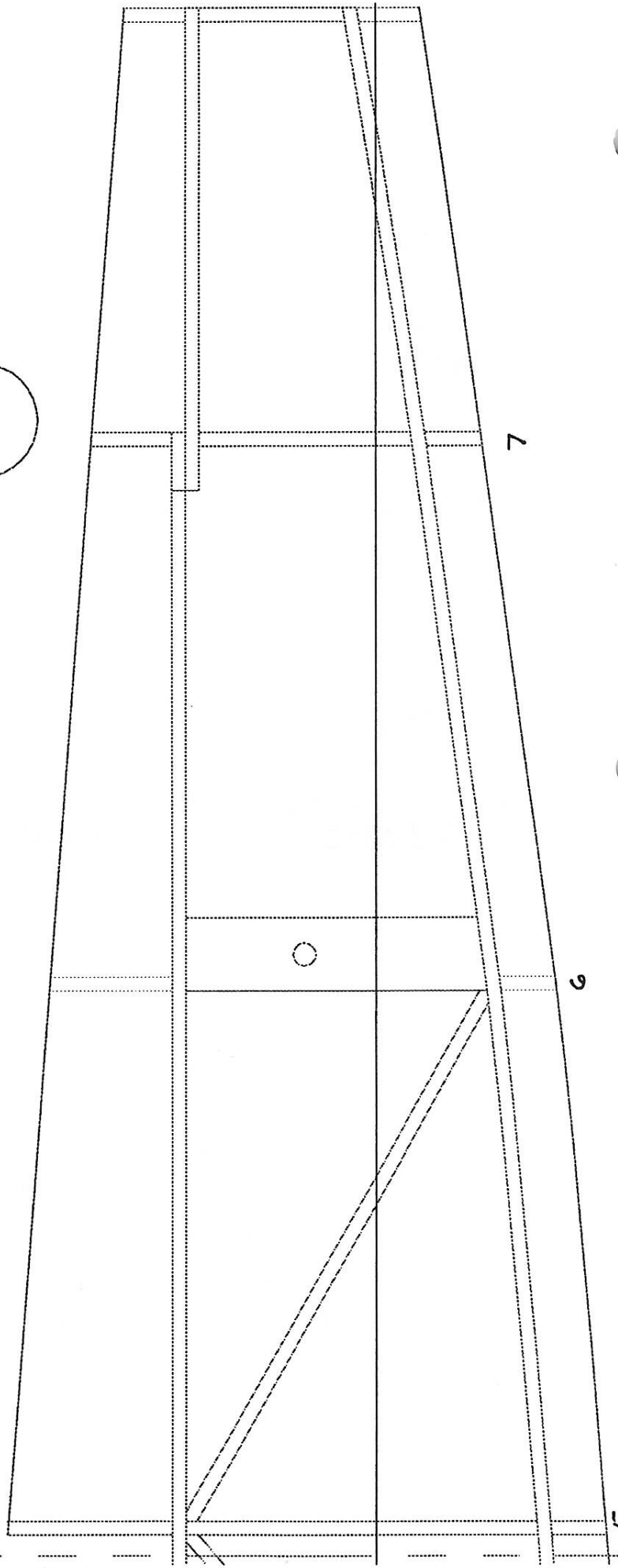
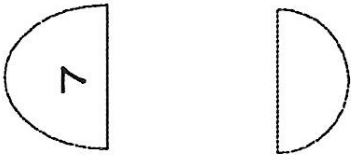
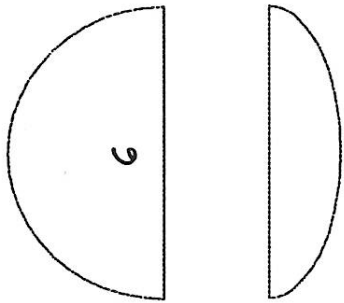
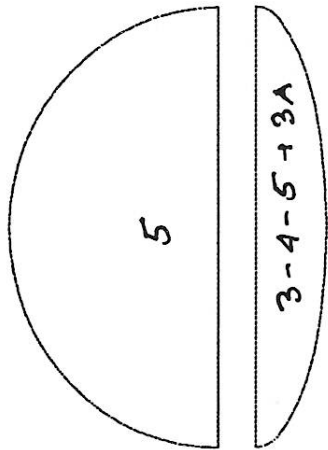
FINALE - A REALLY MASSIVE LAUNCH - SINGLE SORTIE

4:45 PM - TRANS COMSAT SPEED AND NAVIGATION -

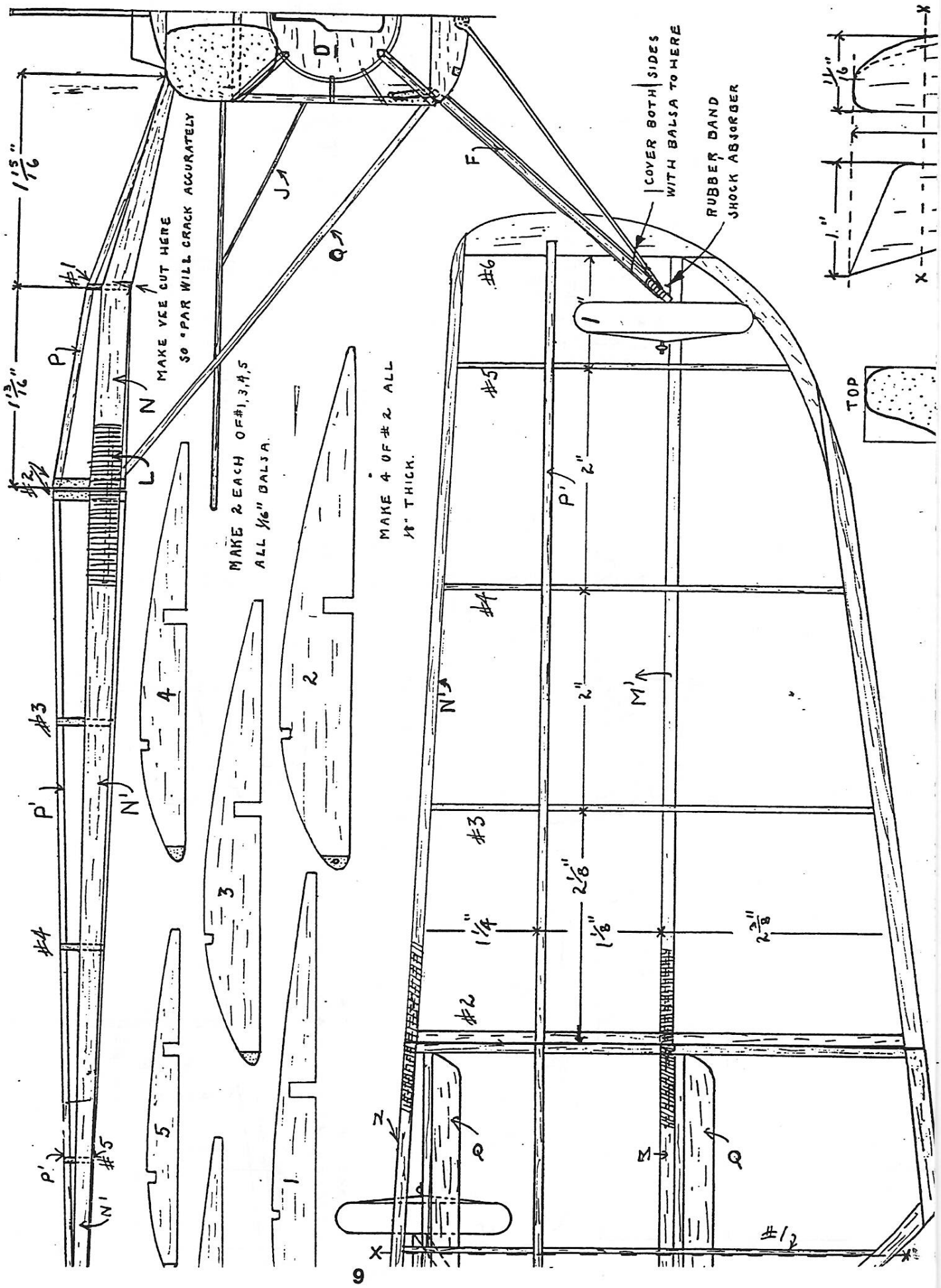
Any rubber powered scale aircraft that flew in any of the other contest events.

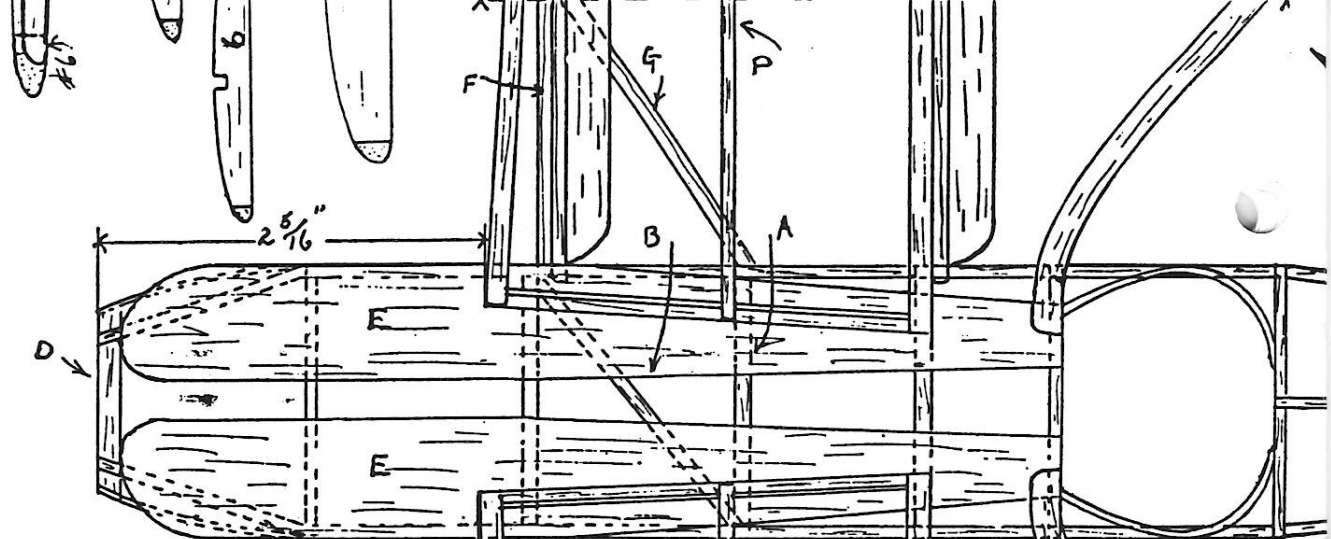
CD Allan Schanzle
20008 Spur Hill Dr., Gaithersburg, Maryland 20879 - SASE Please or
Phone (301) 840-5884



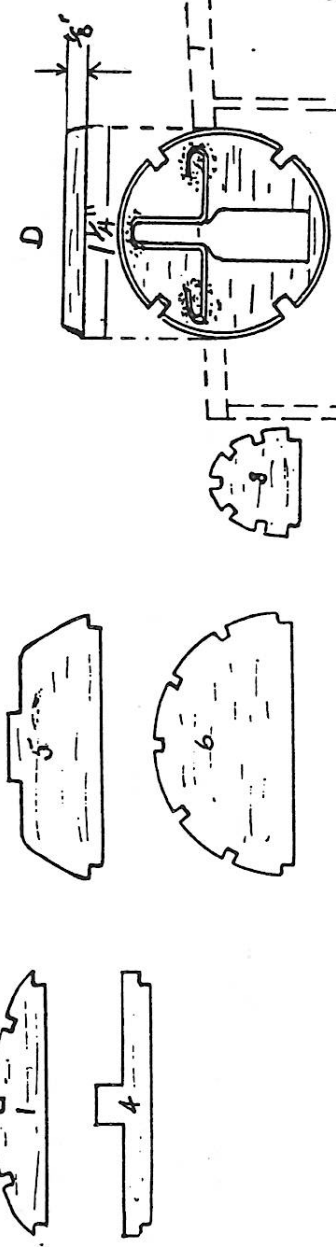
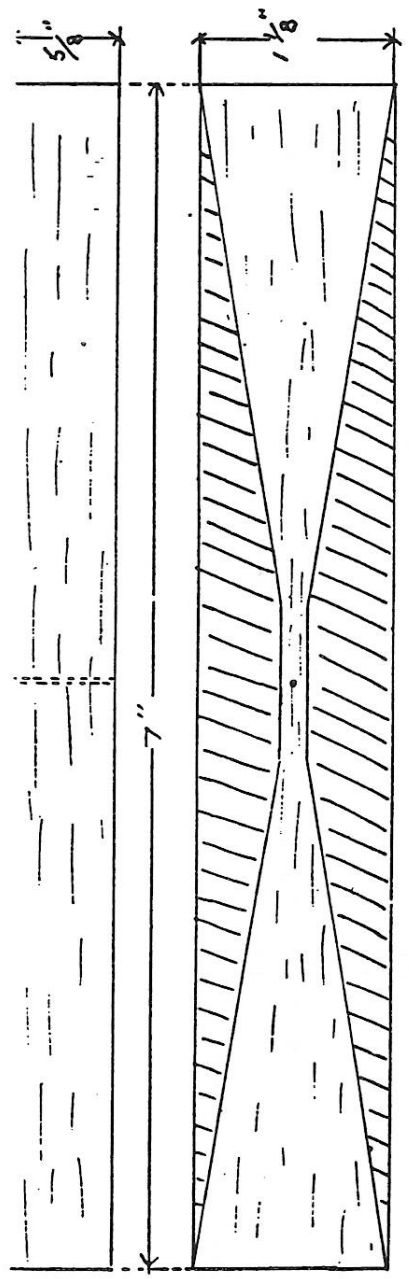
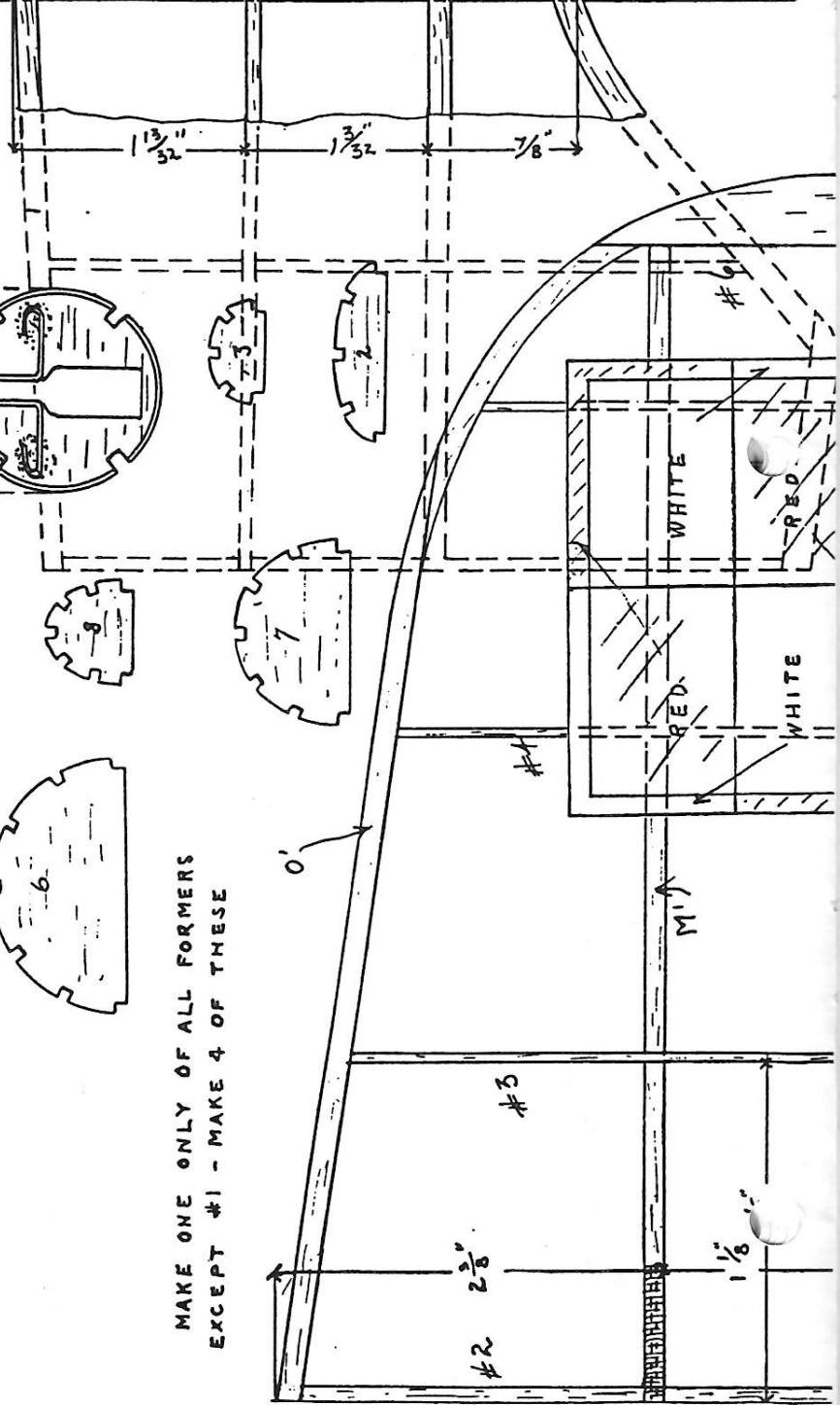


5 JOIN 4 E

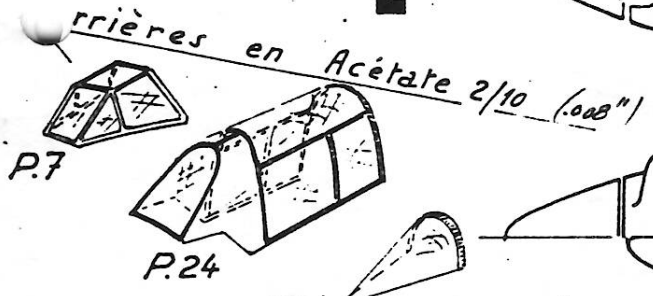
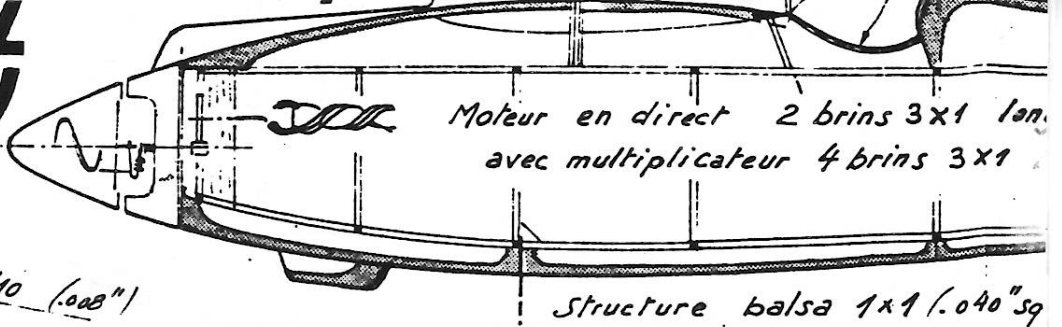




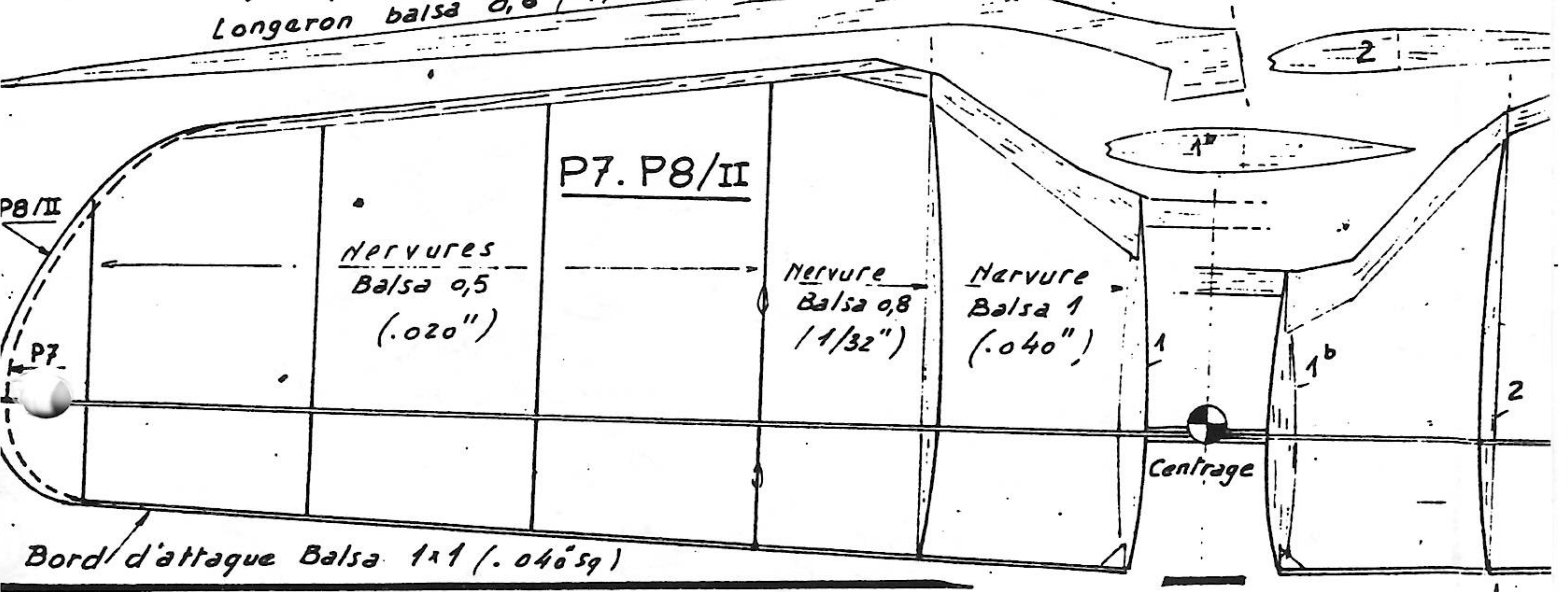
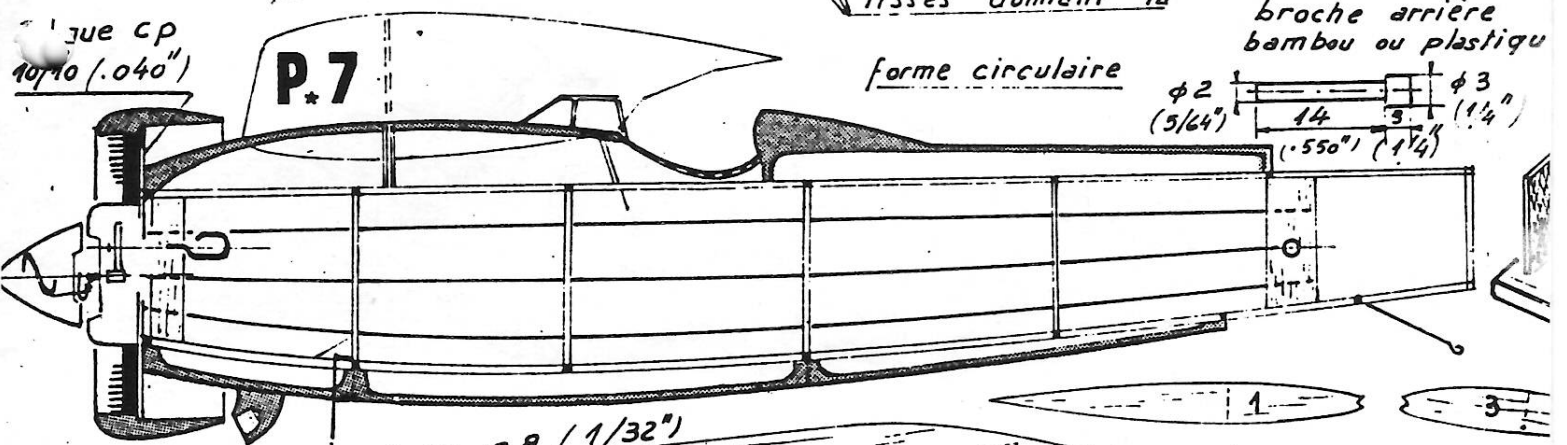
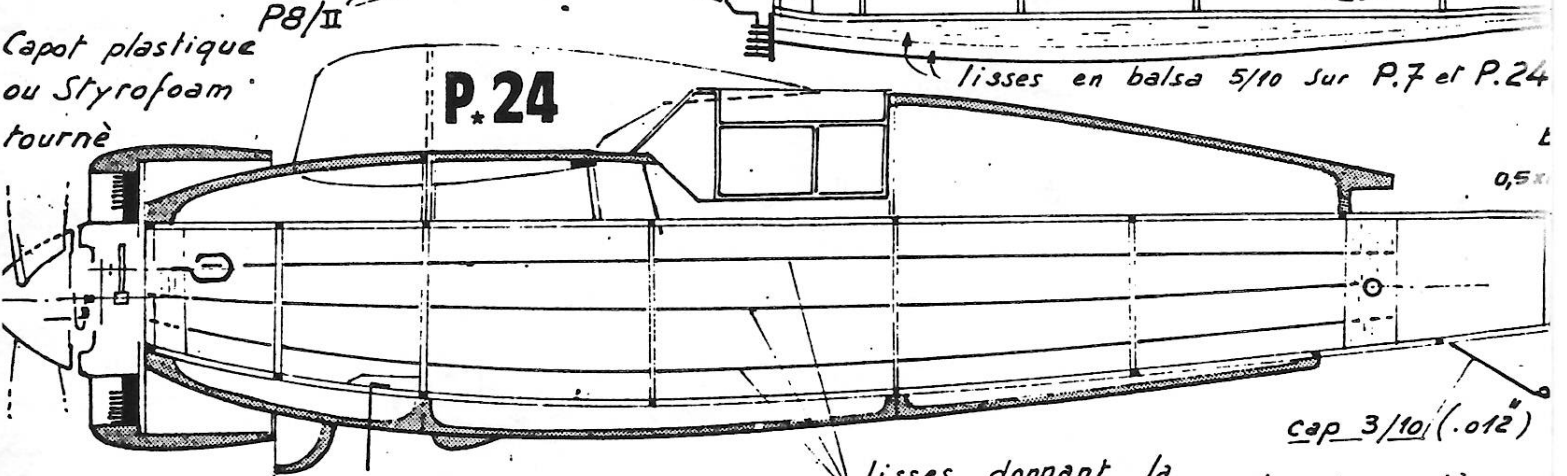
A & B ARE PLACED
BETWEEN BOTTOM
LONGERONS ONLY



MAKE ONE ONLY OF ALL FORMERS
EXCEPT #1 - MAKE 4 OF THESE



Capot plastique
ou Styrofoam
tourné



The French Parachide

P.Z.L.

PANSTWOWE
ZAKLADY
LOTNICZE

Maquette v
P.8 / II prototype. 1^{er} au Meet
P.7a du 2^e Regiment de
P.24 g Forces Aeriennes B

La célèbre chasseur Polonais
de Zygmunt Pulawski

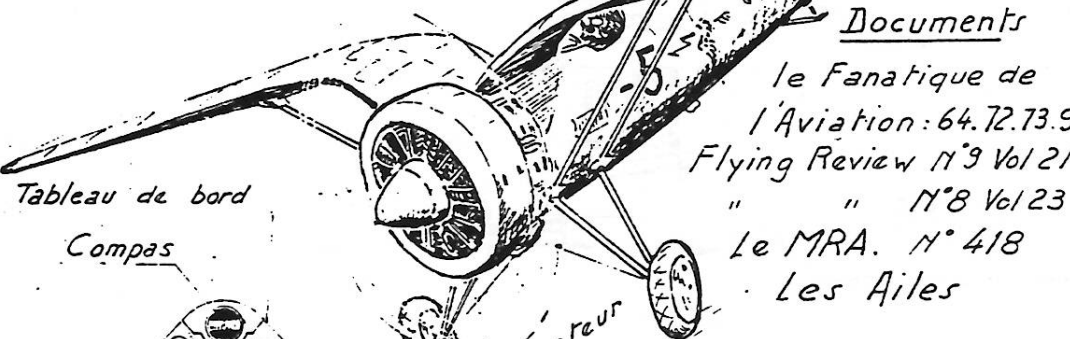
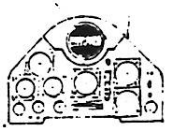


Tableau de bord

Compas



Documents

- le Fanatique de l'Aviation: 64.72.73.97
- Flying Review N°9 Vol 21
- " " N°8 Vol 23
- Le MRA. N° 418
- Les Ailes

tripale φ 120

Multiplicateur avec
Hélice φ 120
Direct avec
Hélice
φ 140

Cap 3/10
(.012")
Montage

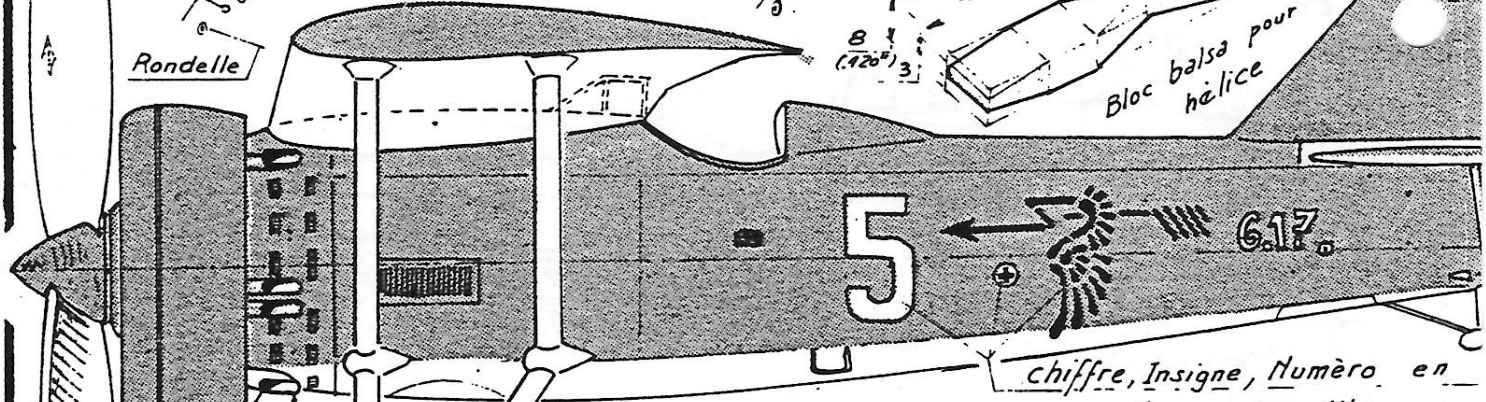
d'un multiplicateur
Gaine thermofit
Axe cap 8/10 (1/32")
Laiton 4/10 (1/64")
Multiplication 3,44/1.
Pignons 9 et 31 dents M. 0,2

Aiguille acier 8/10 (1/32")

Axe montage direct
140 (5 1/2")

Rondelle

Bloc balsa pour
hélice
15 (3/8")
40
25



chiffre, Insigne, Numéro en
et petite croix

Hélice
Williams φ 145
ou North φ 140
ou balsa
suivant
croquis

Sur disque Cp 10/10. 9 cylindres
coupés en 2

P.8 / II

Capot Styrofoam
ou plastique tourné

Cap 5/10
Plasticart
2/10

Papier

Cylindre
Williams
7/16

Roue Vintage

Hélice

ing International de Varsovie 1932
Cracovie 1935
Bulgares 1939

Centre cocarde
Bulgarie

Fil antenne
sur PZL 24
seulement
Croix rouge
bordée de jaune
sur fond blanc

PZL
P24

Blanc

Vert

Rouge

-Jaune



Train à
l'échelle

DESSUS

Disposition dissymétrique
des damiers Polonais et
position des cocardes

Bulgares

Inscription en
Vermillon

Marque PZL
en noir

Damiers
rouge sur
fond
blanc

DESSOUS

Immatri-culation
militaire en noir
Damiers rouge
sur le fond
bleu pale

P.7
et P.24g

Dessus: Vert armée

Dessous: bleu pale

P8/II

Entièrement

bleu clair, lettre
et chiffre en noir

tous les damiers

sur fond blanc

Poids total
16 à 19gr

fil cordonnet marron
pour la pêche

blanc
rouge
noir

P.8.

6-C

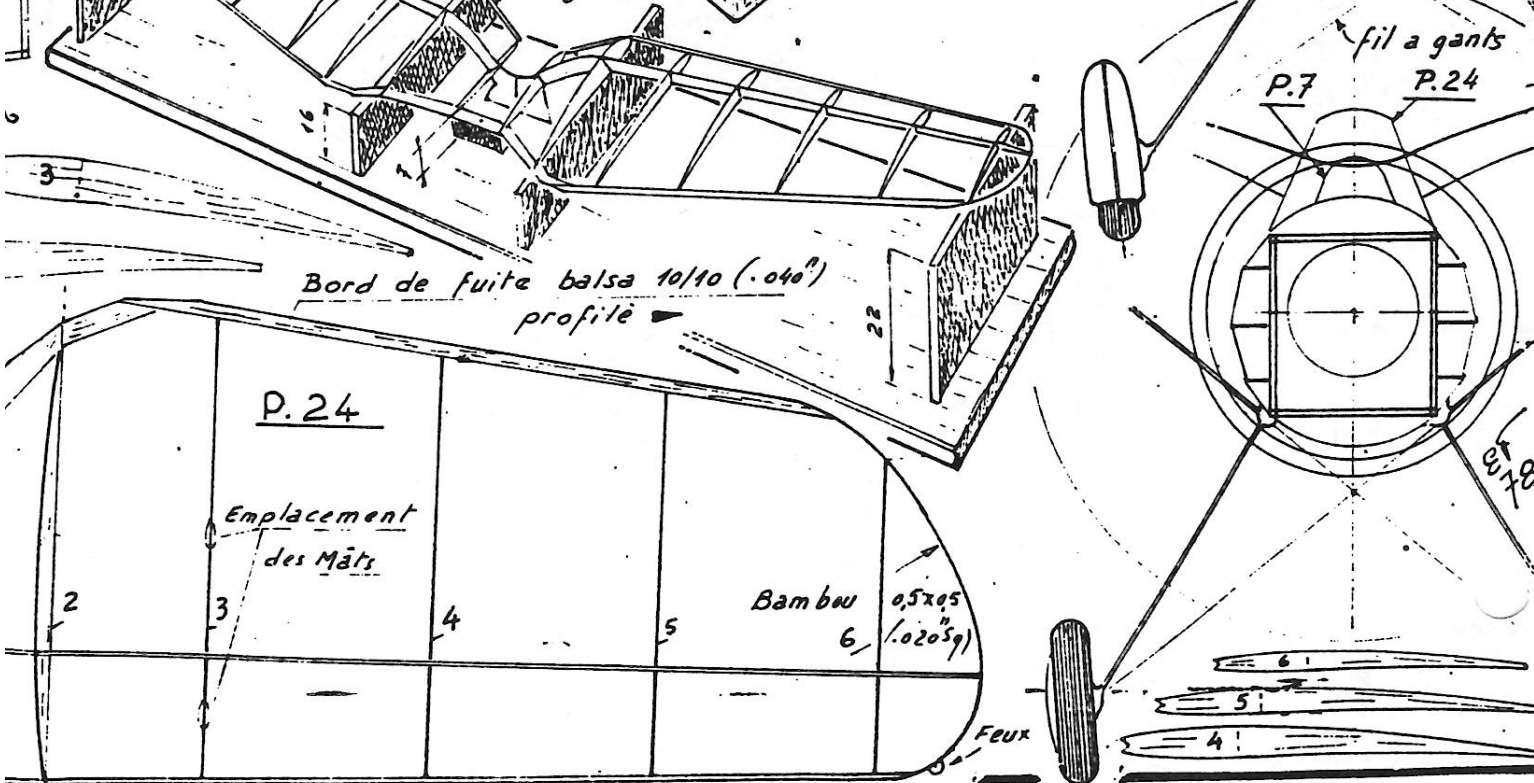
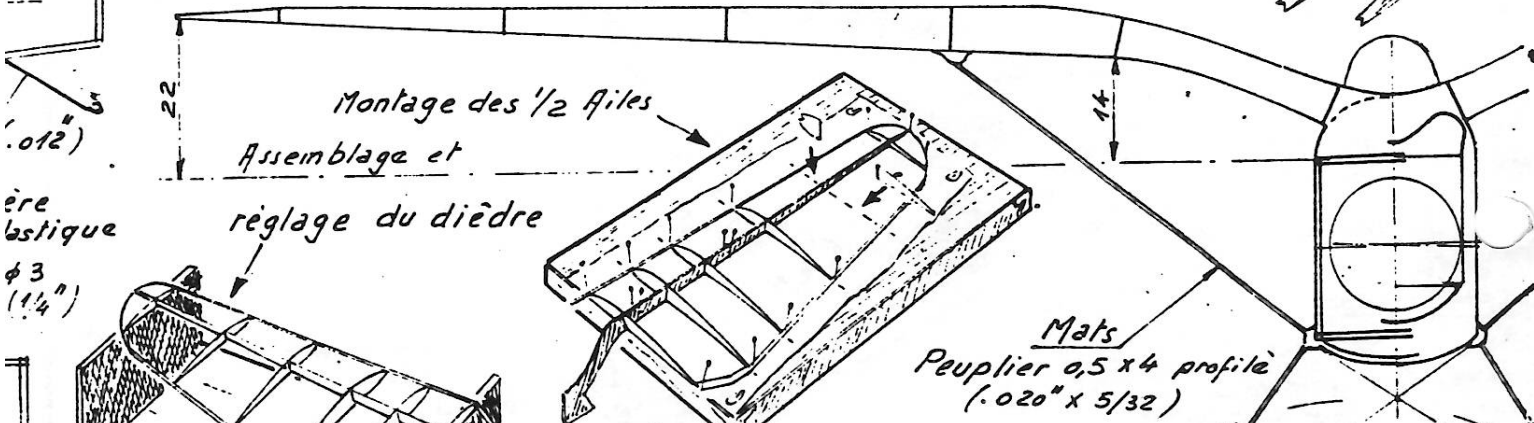
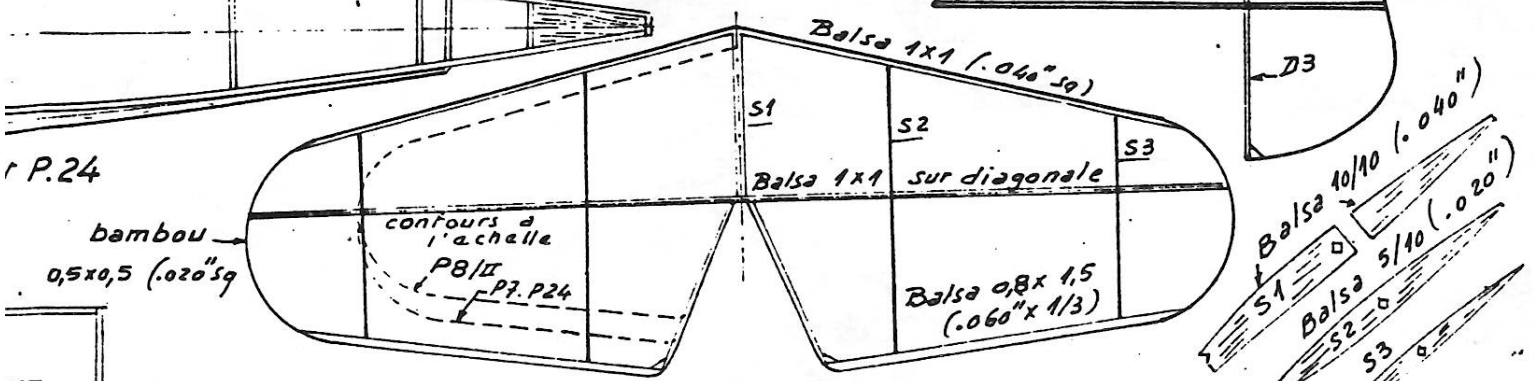
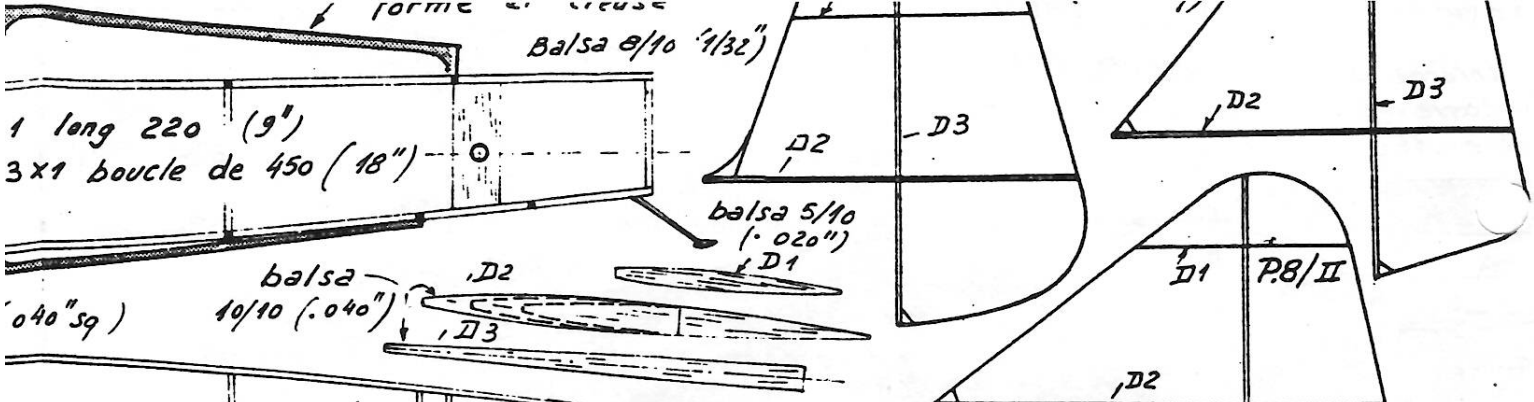
Carénage

les carénages de roue
sont en
emboutisse chaud
acétate 2/10
(.008")

Epingle pour
retrouver le
centre

Moule et
matrice en
Contre plaque

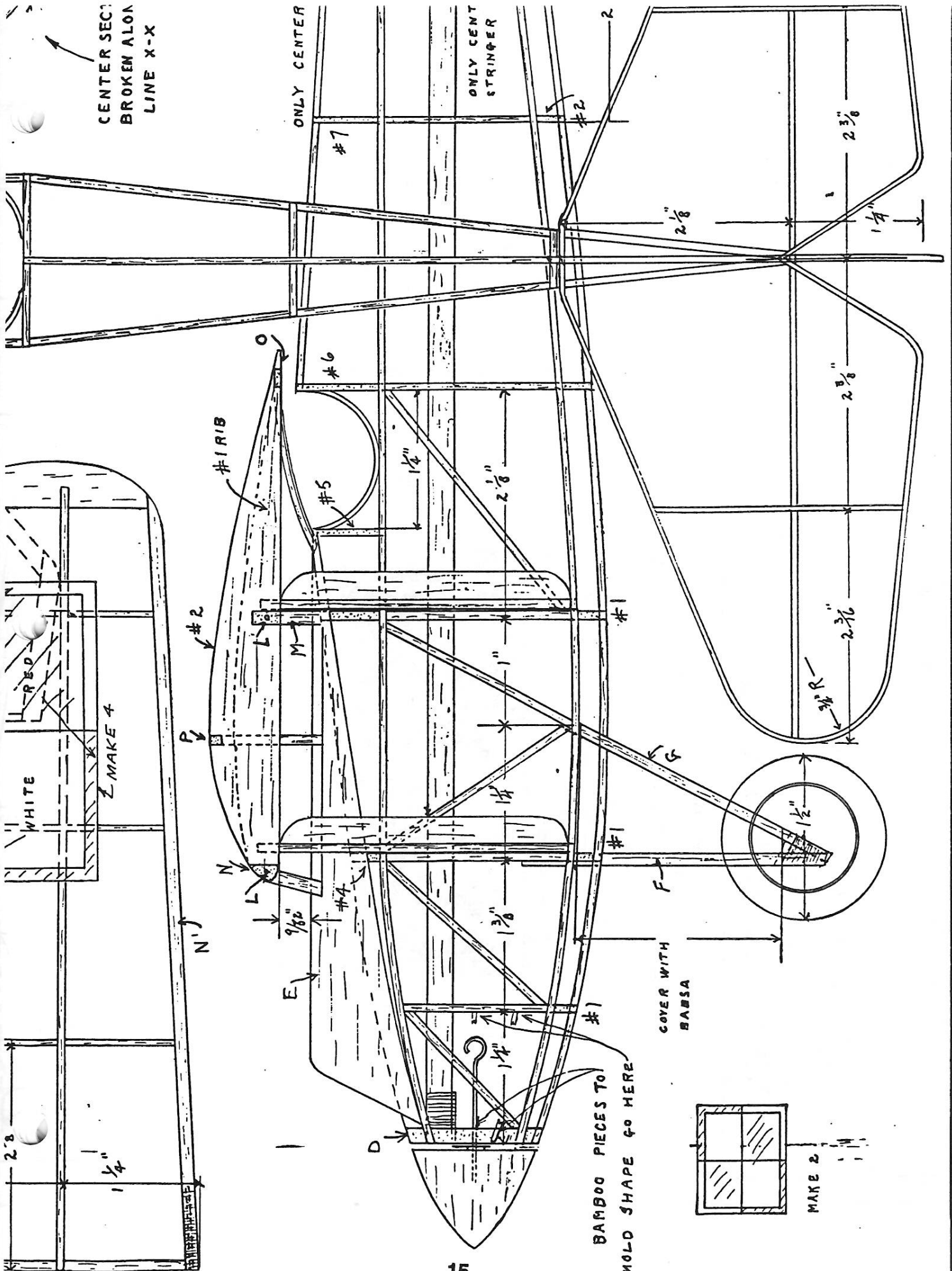
Acétate
2/10
(.004")



CENTER SEC:
BROKEN ALON
LINE X-X

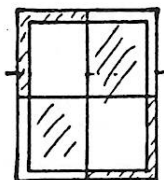
ONLY CENTER

ONLY CENT
STRINGER



BAMBOO PIECES TO
HOLD SHAPE GO HERE

COVER WITH
BASSA



MAKE 2

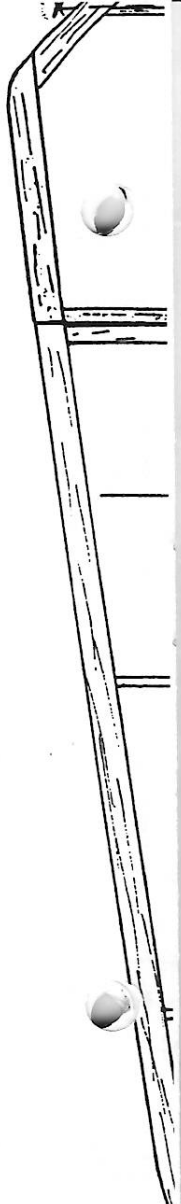
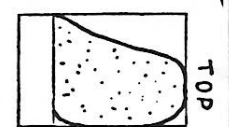
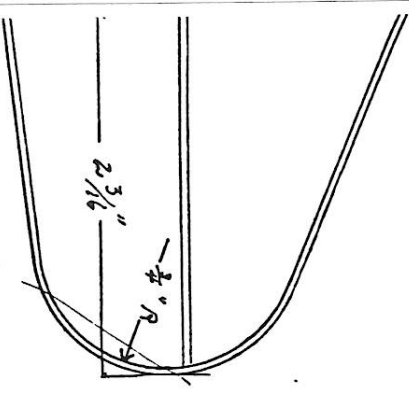
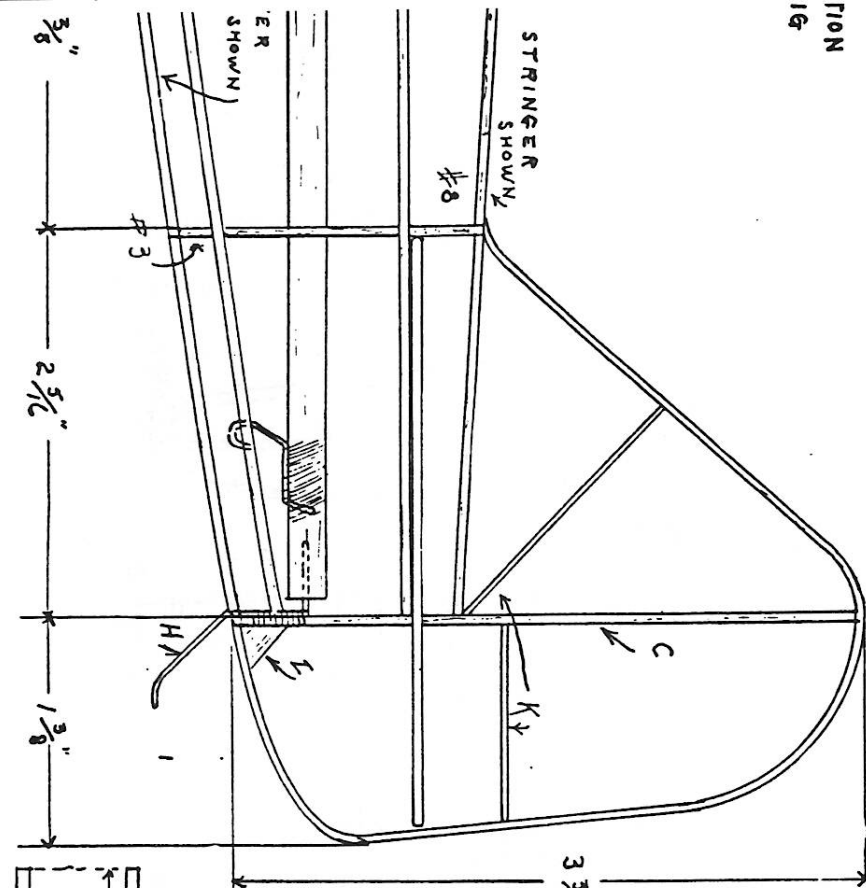
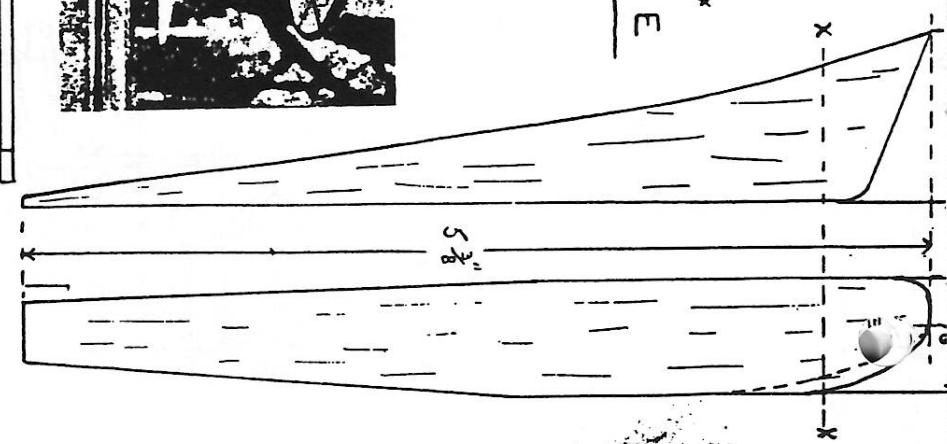
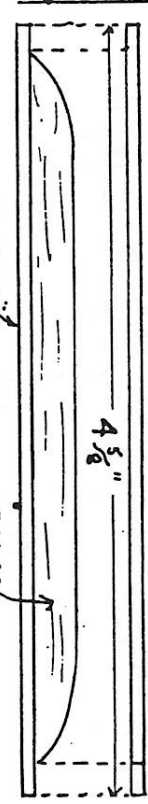


FIG 16



CROSS SECTION X-X



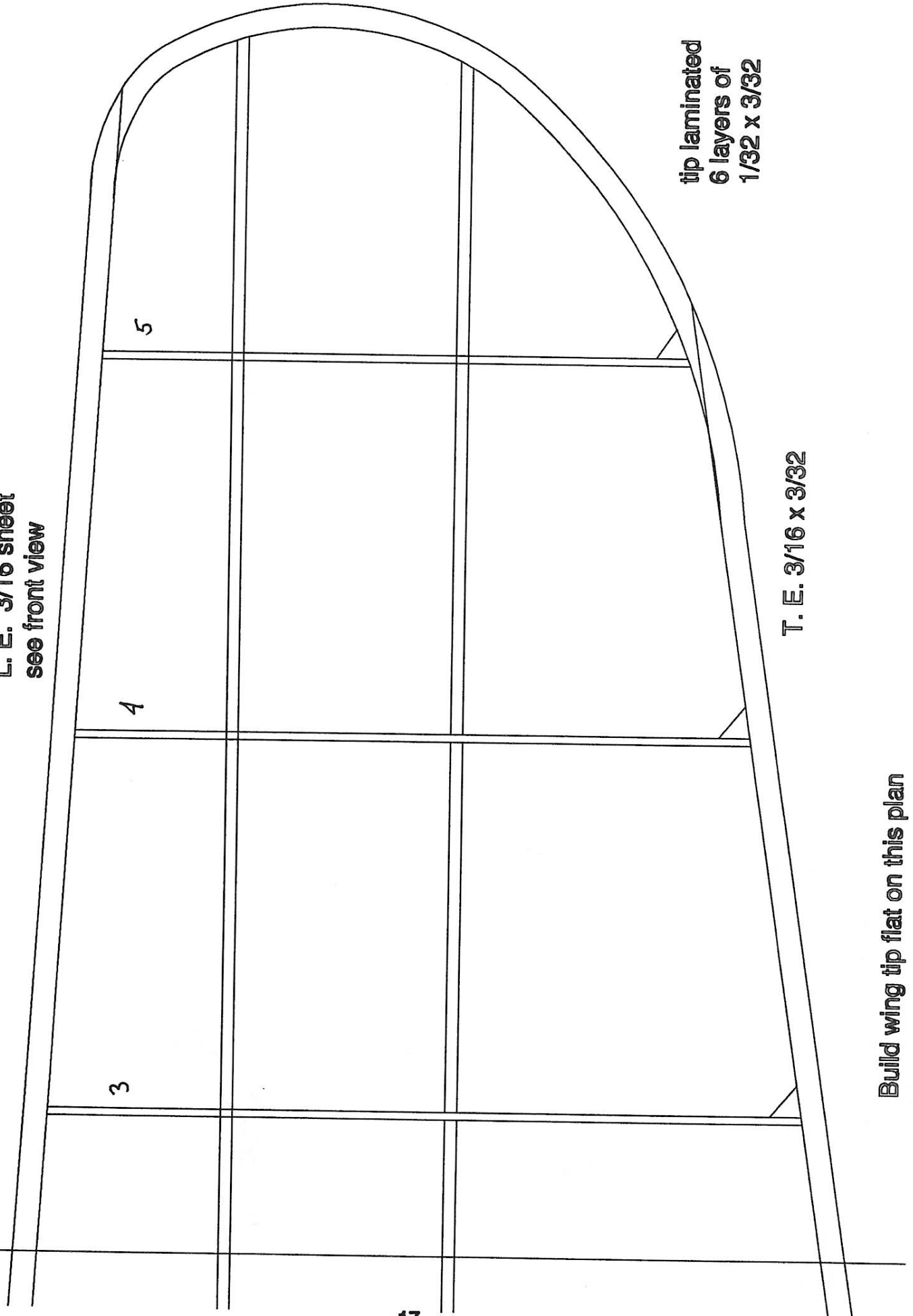
GOLDEN AGE REPRODUCTIONS
POLISH FIGHTER

H. MCENTEE MAY '32'
 MODEL AIRPLANE NEWS

Dwg. 109

OLD LINE

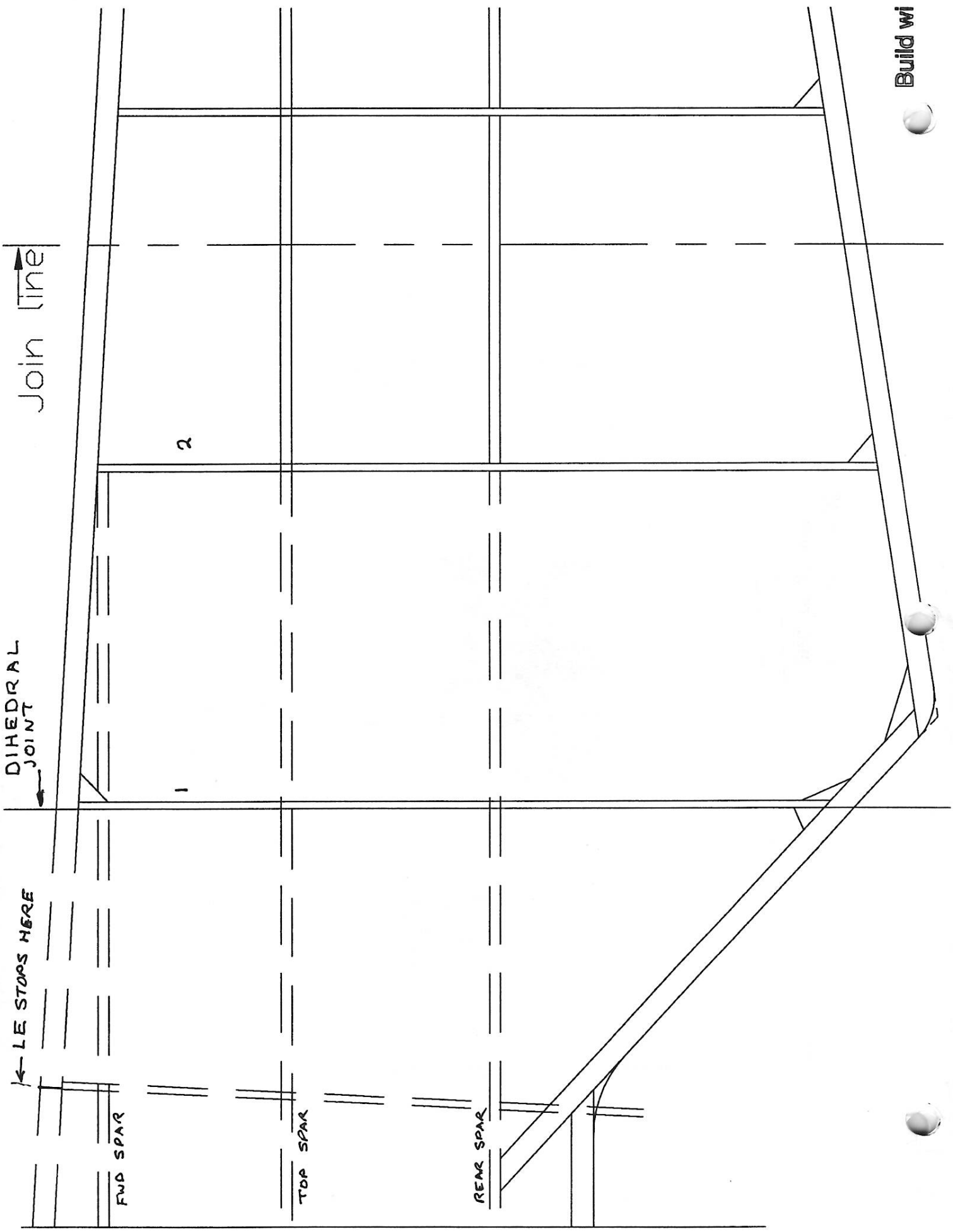
L. E. 3/16 sheet
see front view



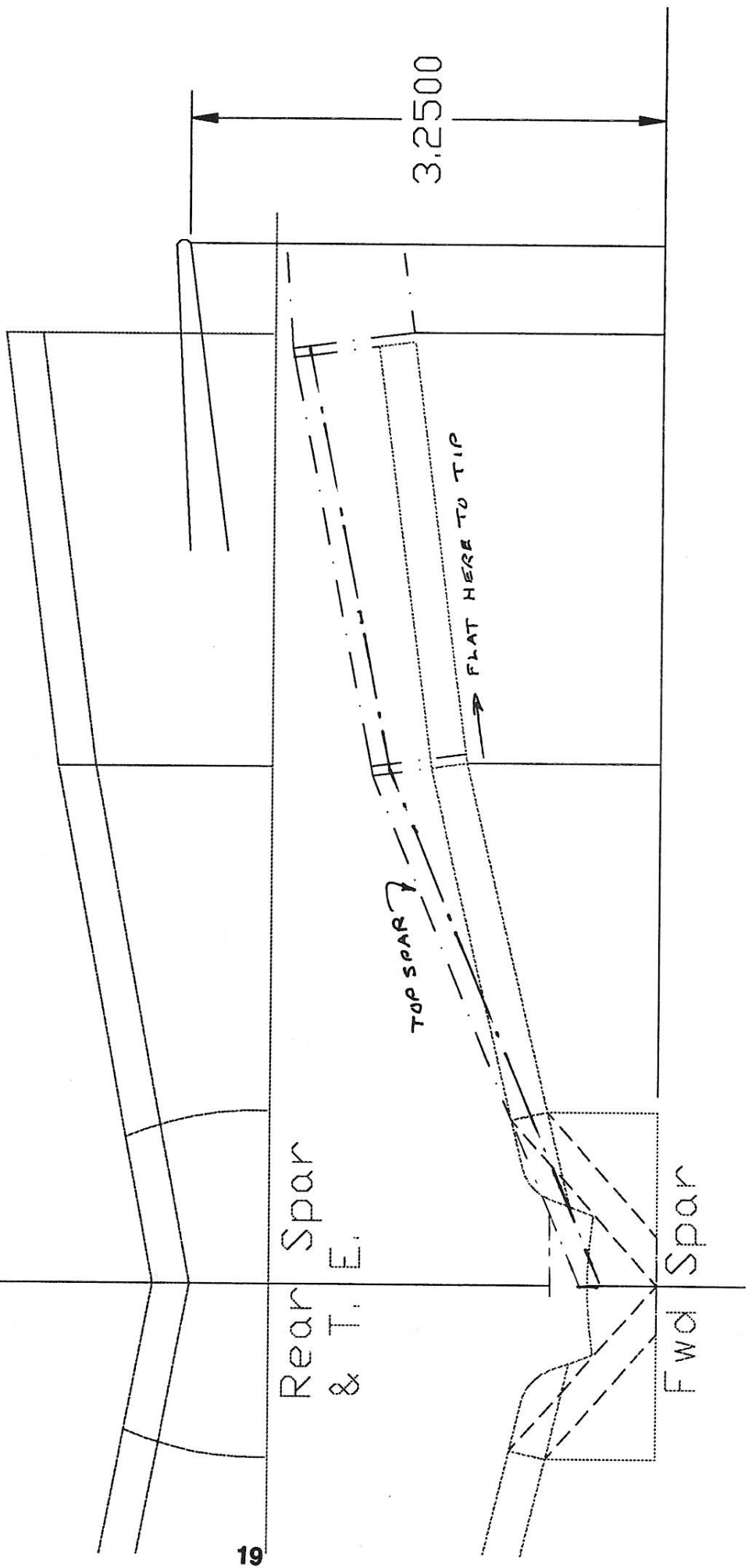
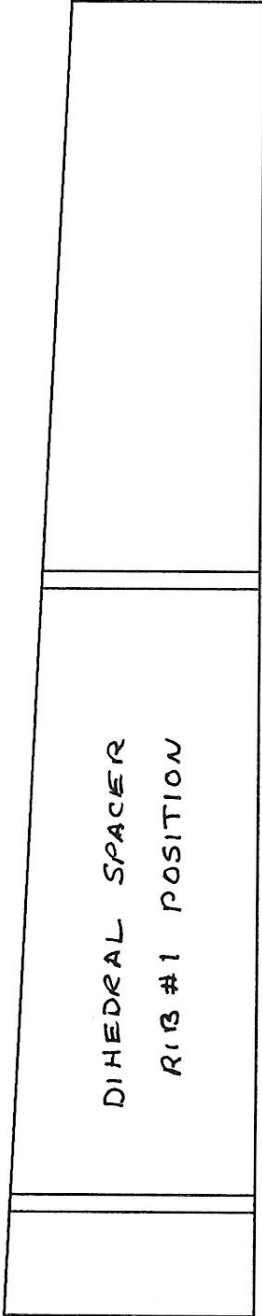
tip laminated
6 layers of
1/32 x 3/32

T. E. 3/16 x 3/32

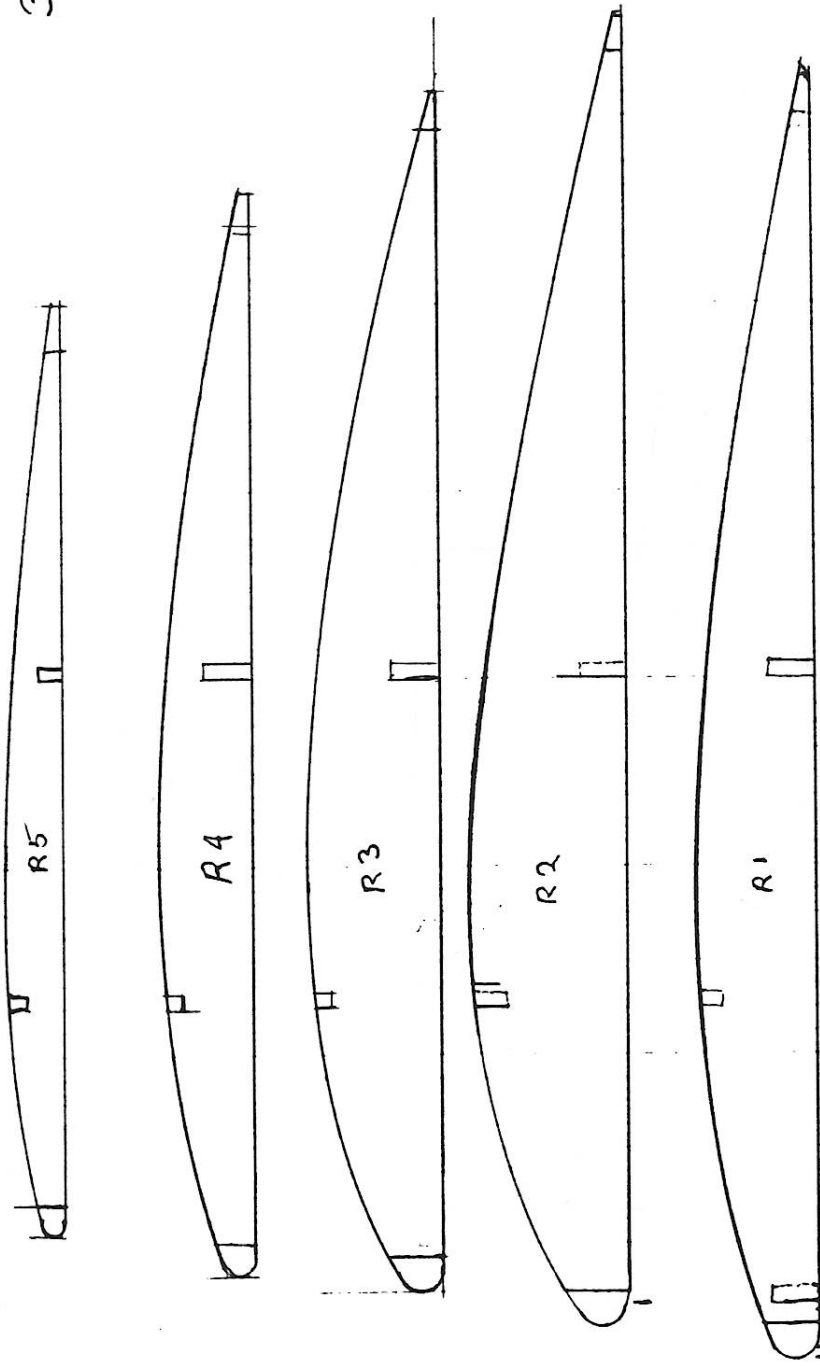
Build wing tip flat on this plan

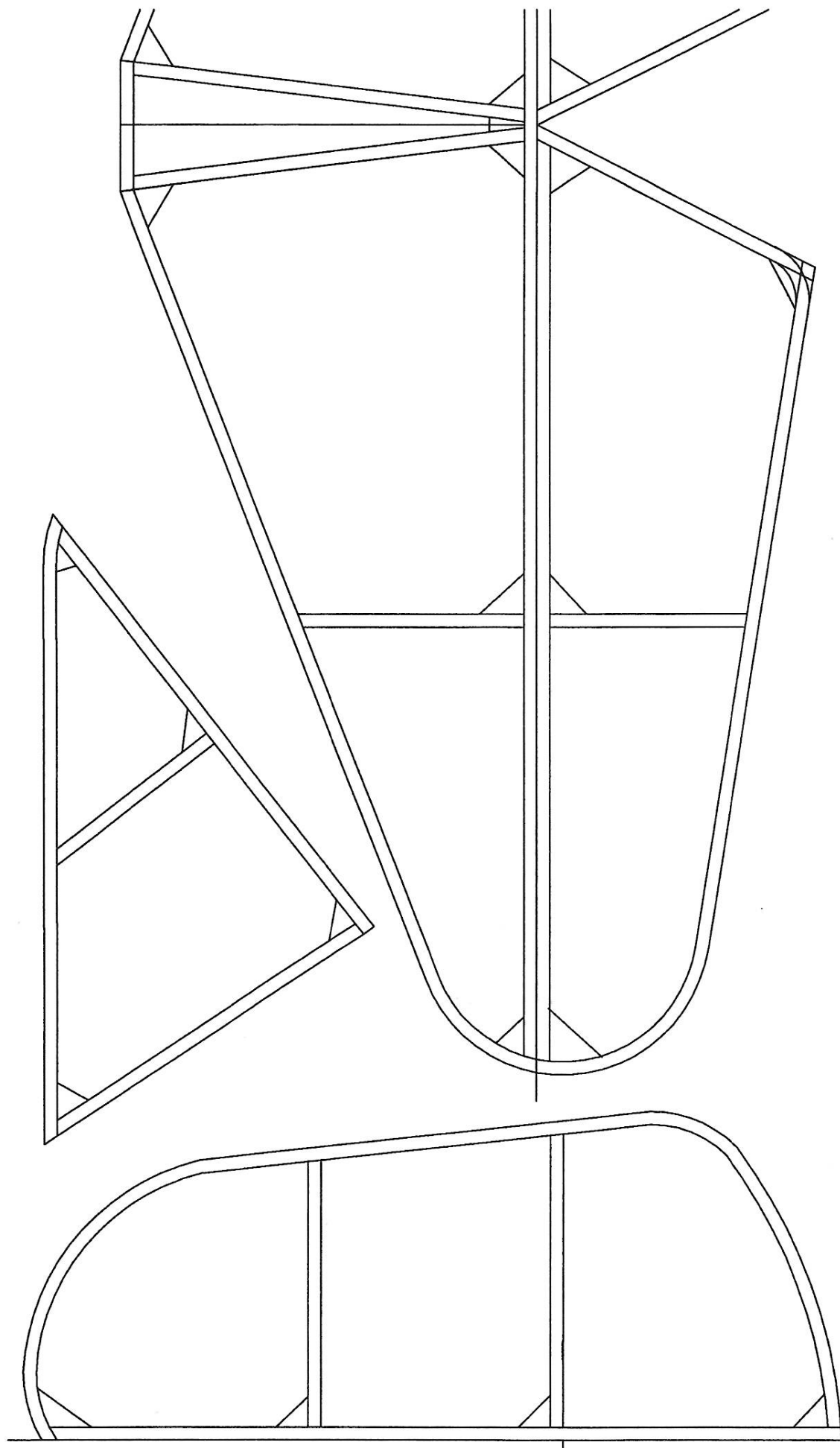


Build wi



36" PZL







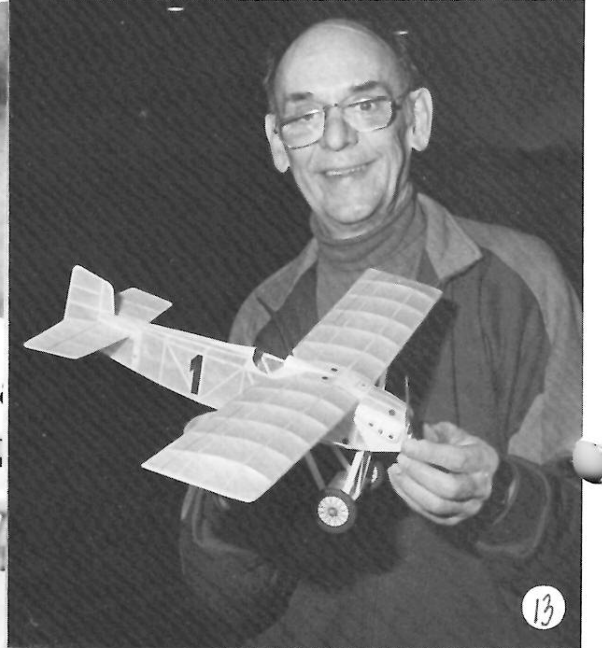
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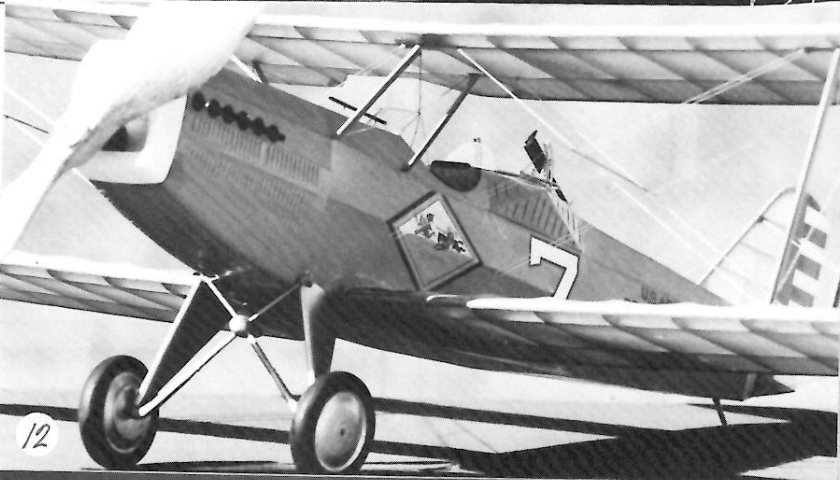
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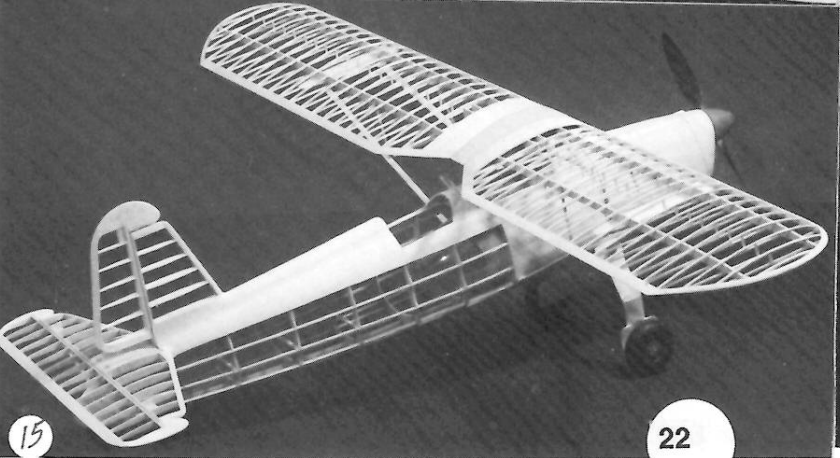
11



13



12



15

22



14

Dime Scale Disaster

Sunday June 19th was the sixth day of very hazy, hot, and humid conditions with the usual afternoon thunder storms predicted. We had a Dime Scale contest scheduled at Comsat. The sky was overcast with some cumulus visible through the murk. A dozen or so skysters were out; at least half with dime scalers. An ominous looking black cloud lumed up from the east promising a down pour. A great scurry of activity occurred as we removed our models and gear to the cars. That is most of us did, however the two most chronologically advanced of us did not. Burt and Doug were still flying as the rest of us dove into cars to avoid pelting rain, wind and lightning. When I looked up Burt was chasing after his model box which was trying to get air borne and was rapidly out distancing him. Terry who was closer to the scene decided to throw caution to the wind (as it were) and joined the search for models. After the rain stopped, the cloud could be seen on the other side of 270 with black walls down to the ground. It certainly was a micro-burst. The models and boxes were found on the other side of the field near 270. Doug had us looking for a nose block and prop for 20 minutes until he found it in his car. Don waited another 45 minutes to get in a test flight on his new Short Sea Plane. Wet grass seemed appropriate. The Dime Scale event was a wash-out or perhaps blow-out.

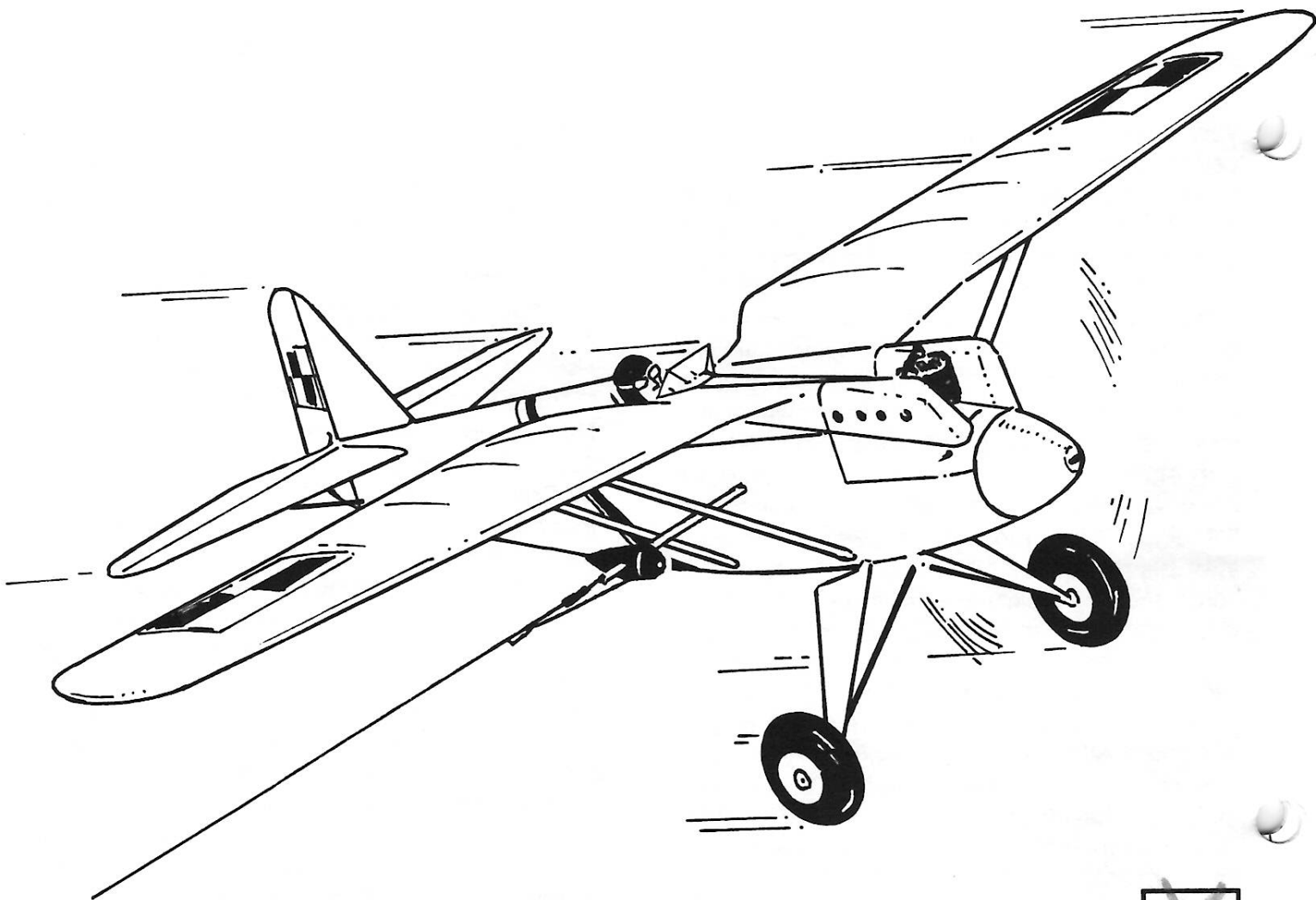
PHOTO PAGES

9. Jiro Sugimoto with one of his many beautiful creations, a Bristol Brownie, 19 1/2 inch span and only 18.6 grams.
10. Another of Jiro's beautiful models, a PEANUT Kawanishi "KYOFU" which employs twin motors and contra-rotating props. It weighs 11 grams and flies 30-40 seconds.
11. Our good friend in Las Vegas Bob Haight sent this photo of his Diesel powered "Stringbag"; wish you could make the FAC Nats so we could see this beauty in the sky.
12. Bob also sent this shot of Jack McCracken's Douglas O-2H. It's span is 31 inches and the plans were drawn from the Paul Matt drawings.
13. Bud Carson with his great looking and flying Avia BH-7A Racer enlarged from Stan Fink's Peanut plan in the February 1994 issue of Model Builder.
14. Bud's better-half Shirley with Bud's version of Hurst Bowers' Poncelet. The plan was published in the Mar/Apr issue of MAXFAX. We have seen Hurst's model fly and it is great.
15. Last but not least is Doug McHard's photo of his meticulously constructed Arado 76. It's wingspan is 37 1/2 inches and is powered by the Italian compressed air motor. If you look closely you may be able to discern the bottle in the fuselage.

SHERWOOD CONTEST RESULTS - MARCH 25, 1994

Our last indoor contest of the 93/94 season saw a hard fought mass launch of scale aircraft built from any newsletter. Unfortunately we had only four contestants but they generated a lot of excitement with our *Field Marshall*, Stew Meyers walking away with the Kanone. We are hoping for greater attendance at our flying sessions next season. Suggestions are welcomed to increase interest for next season? A list of flyers and their aircraft follows.

CONTESTANT	AIRCRAFT	SOURCE OF PLAN	PLACE
Bert Phillips	Beech Staggerwing	MaxFax	
Frank Rowsome	Beech Staggerwing	MaxFax	
Stew Meyers	Fokker DVII	Stick and Tissue	First
Doug Buchanan	Firecracker	Cloudbusters	Stuck on light



NOTE: Your Dues Are Due



CLUB OFFICERS

President	Terry Pittman 7863 Colonial Vil. Row Annandale, VA 22003
Secretary	Bert Phillips 1709 Crofton Pky Crofton, MD 21114-2305
Treasurer	Frank Rowsome 10904 Bellehaven Rd. Damascus, MD 20872



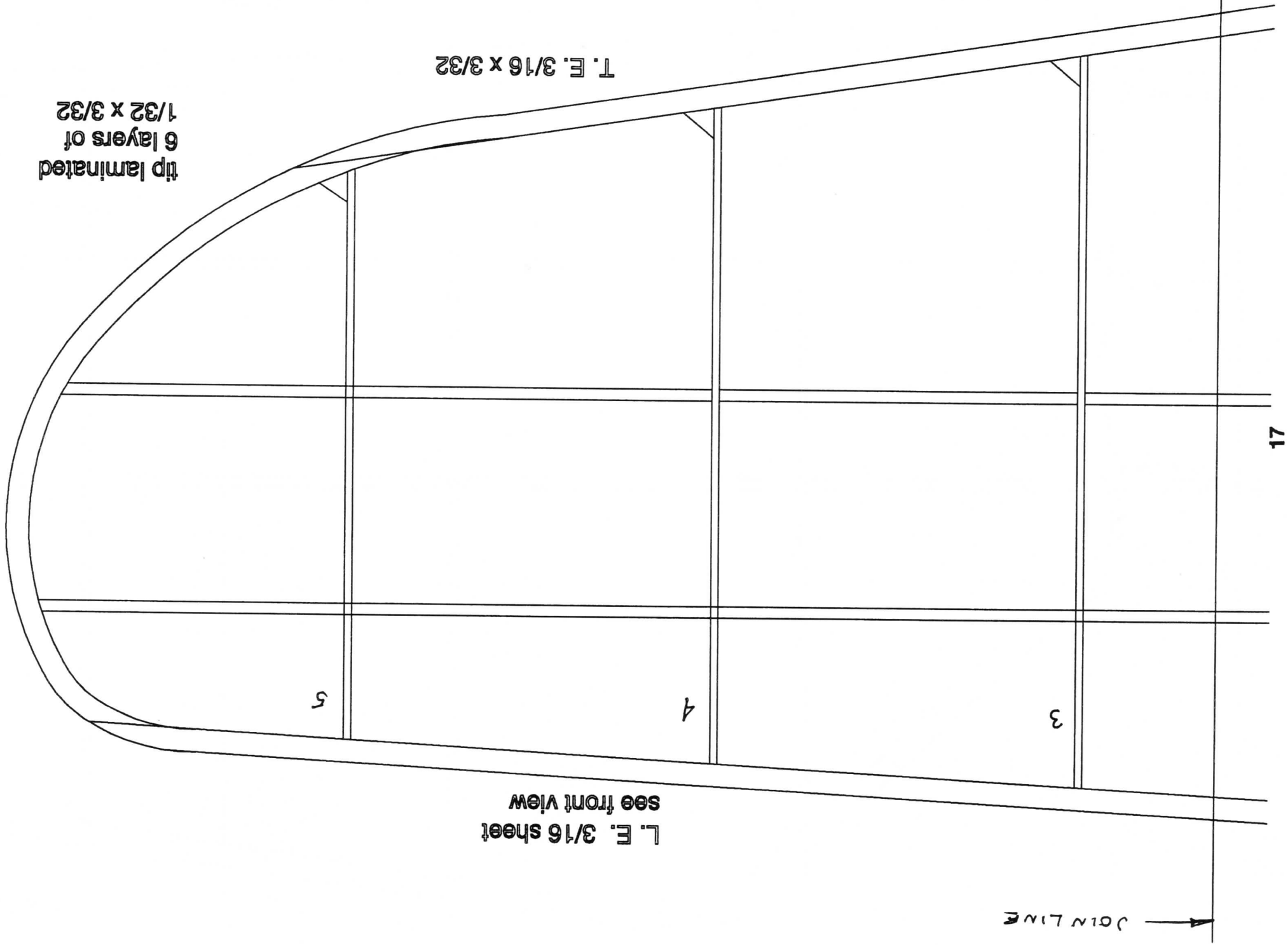
MEETINGS The D.C. Maxcuters hold meetings on the first Tuesday of every month at the College Park Airport, the oldest operating airport in the U.S.

MEMBERSHIP Dues for membership in the D.C. MAXECUTERS is \$15 per year for residents of the USA, Canada, and 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" in the box above is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer.

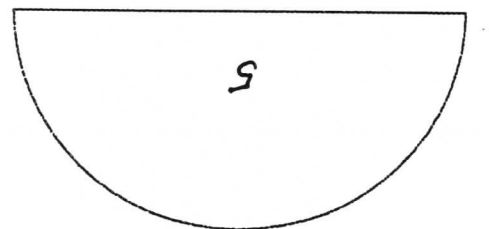
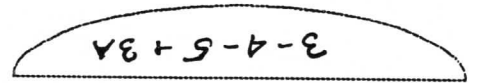
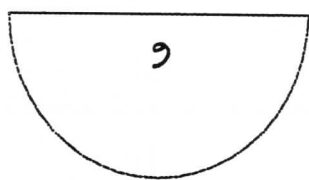
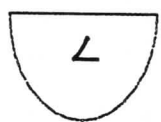
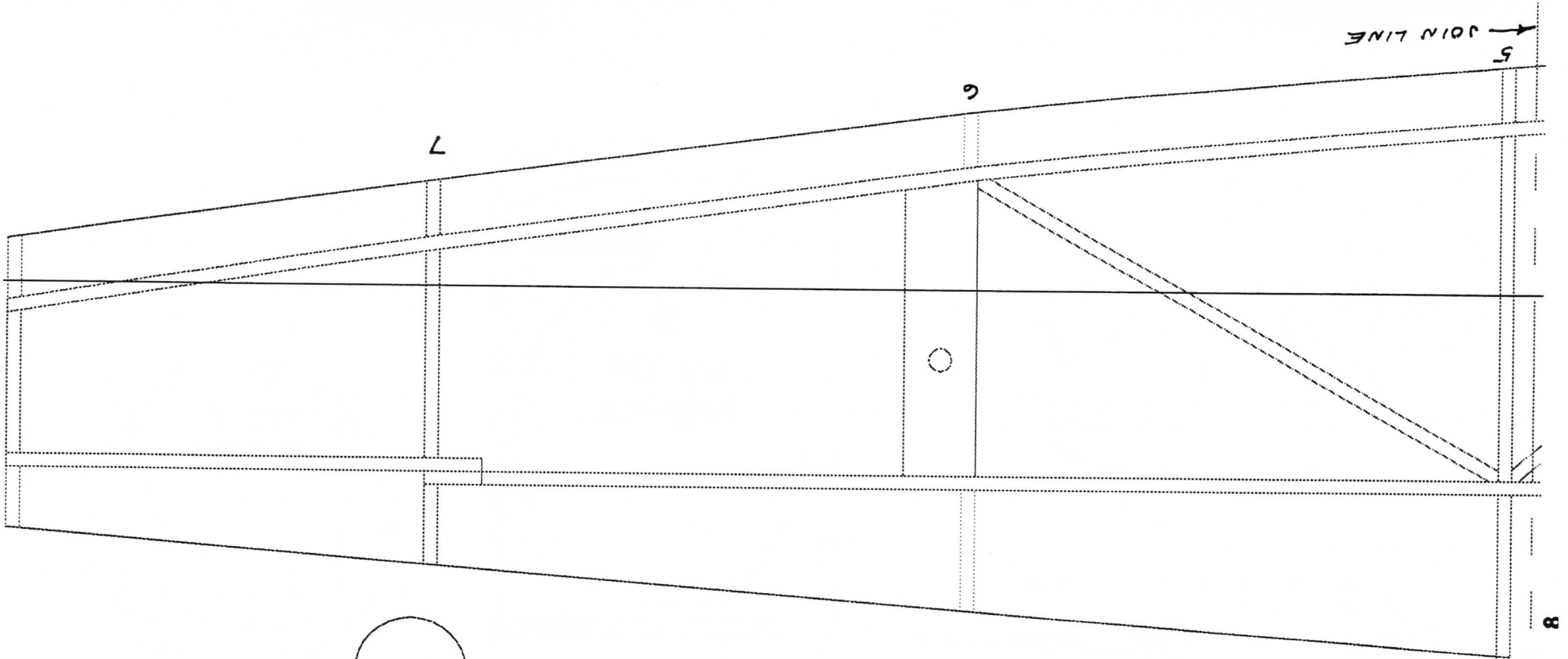
Build wing tip flat on this plan

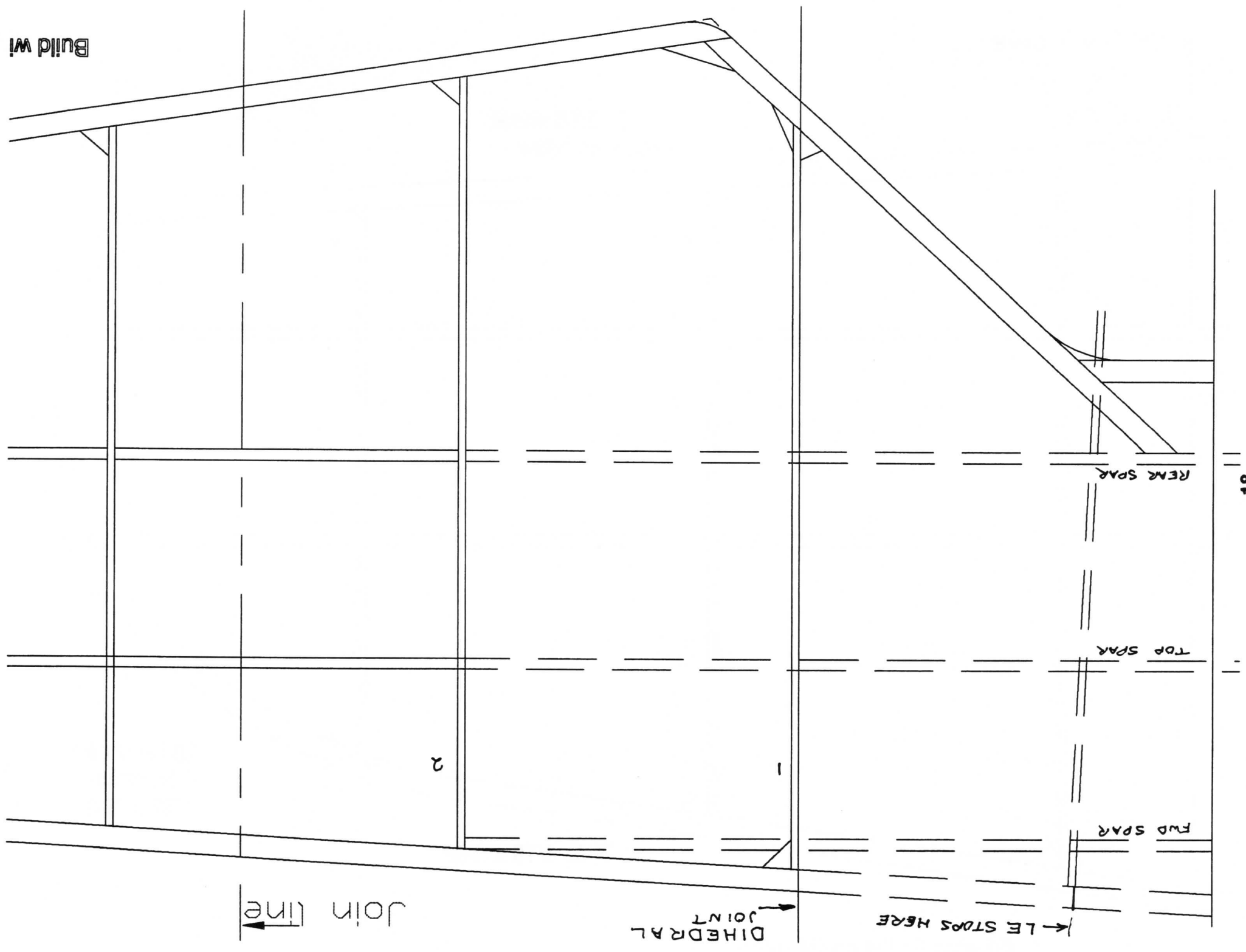
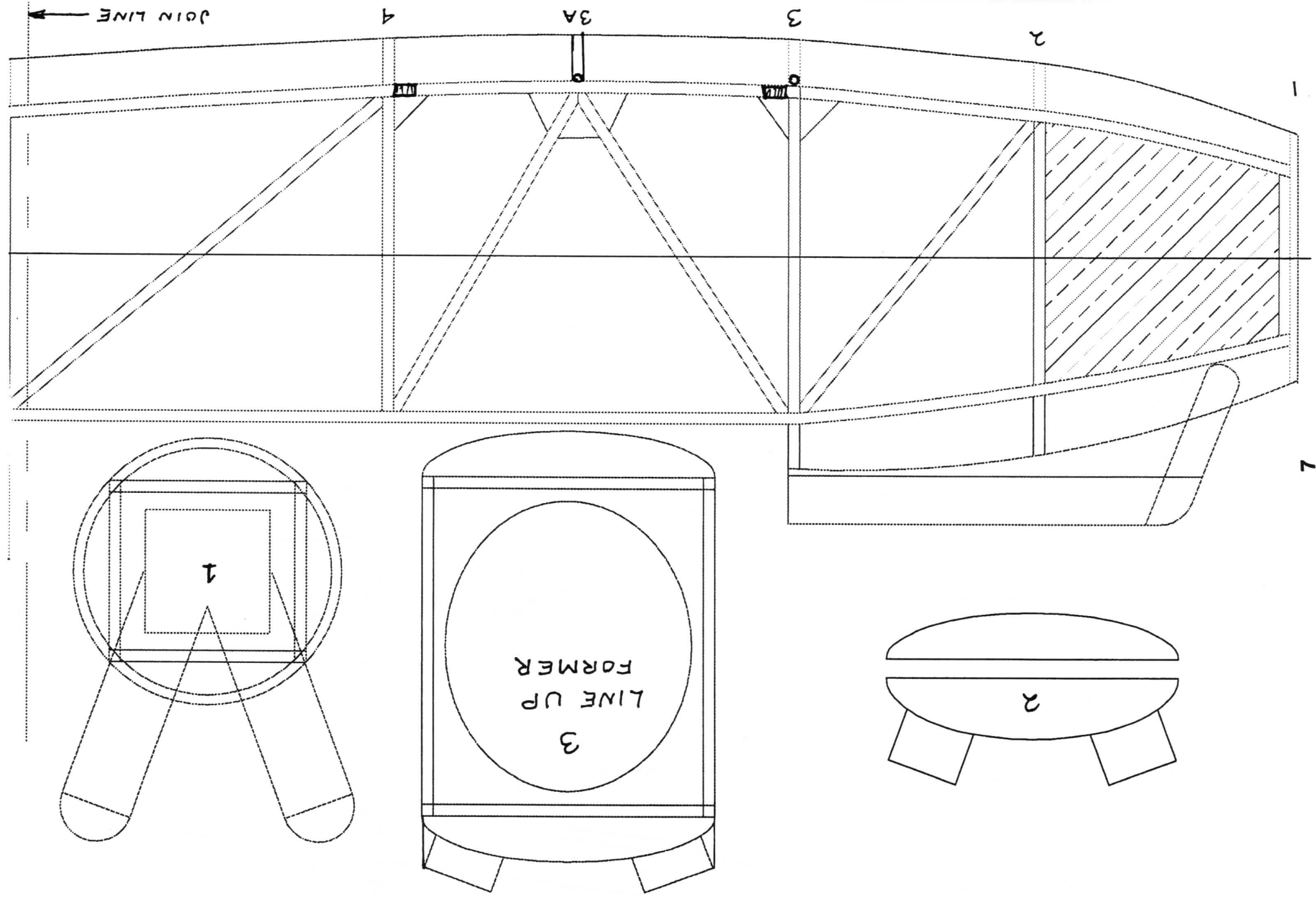
T. E. 3/16 x 3/32

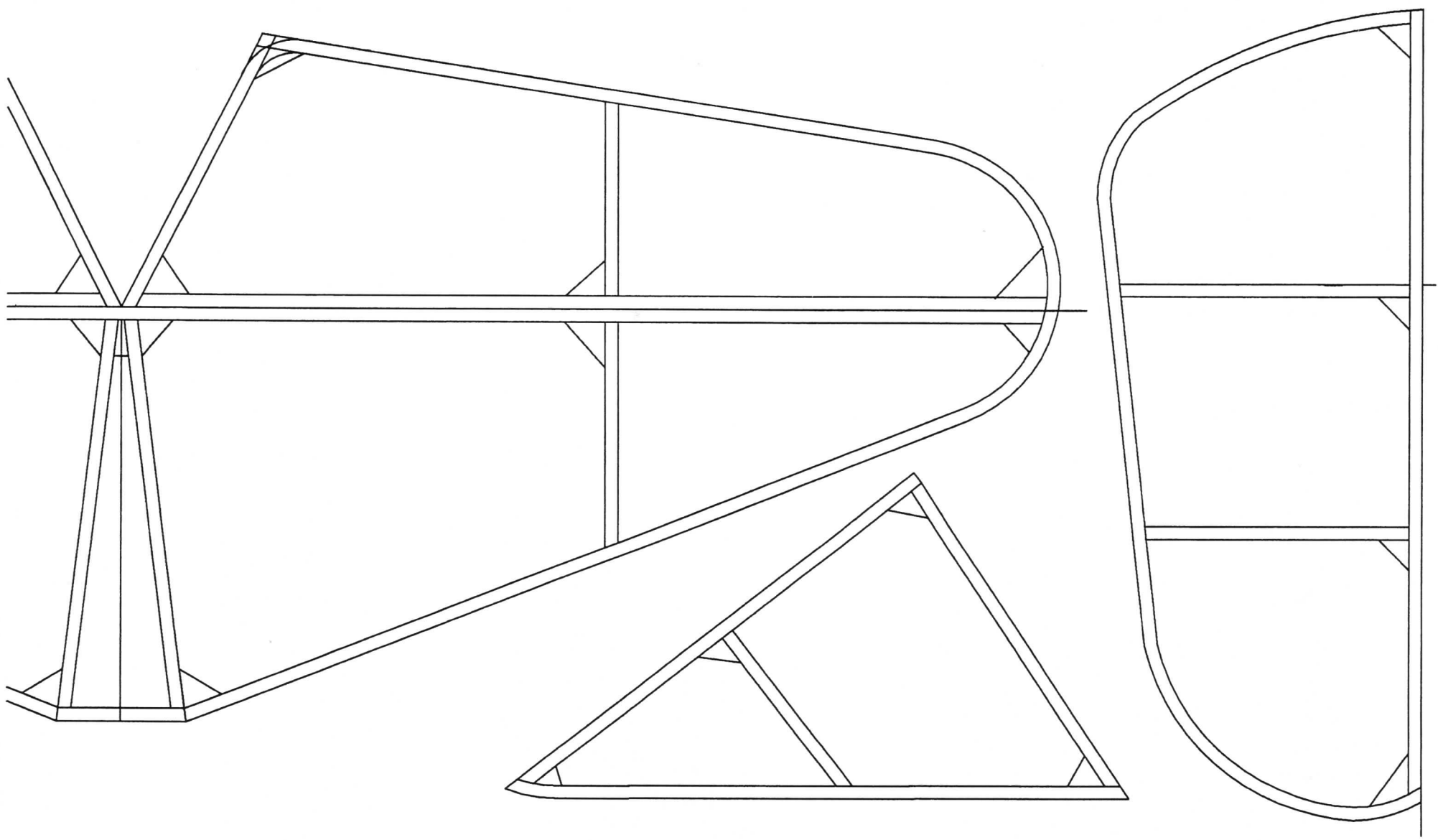
tip laminated
6 layers of
1/32 x 3/32



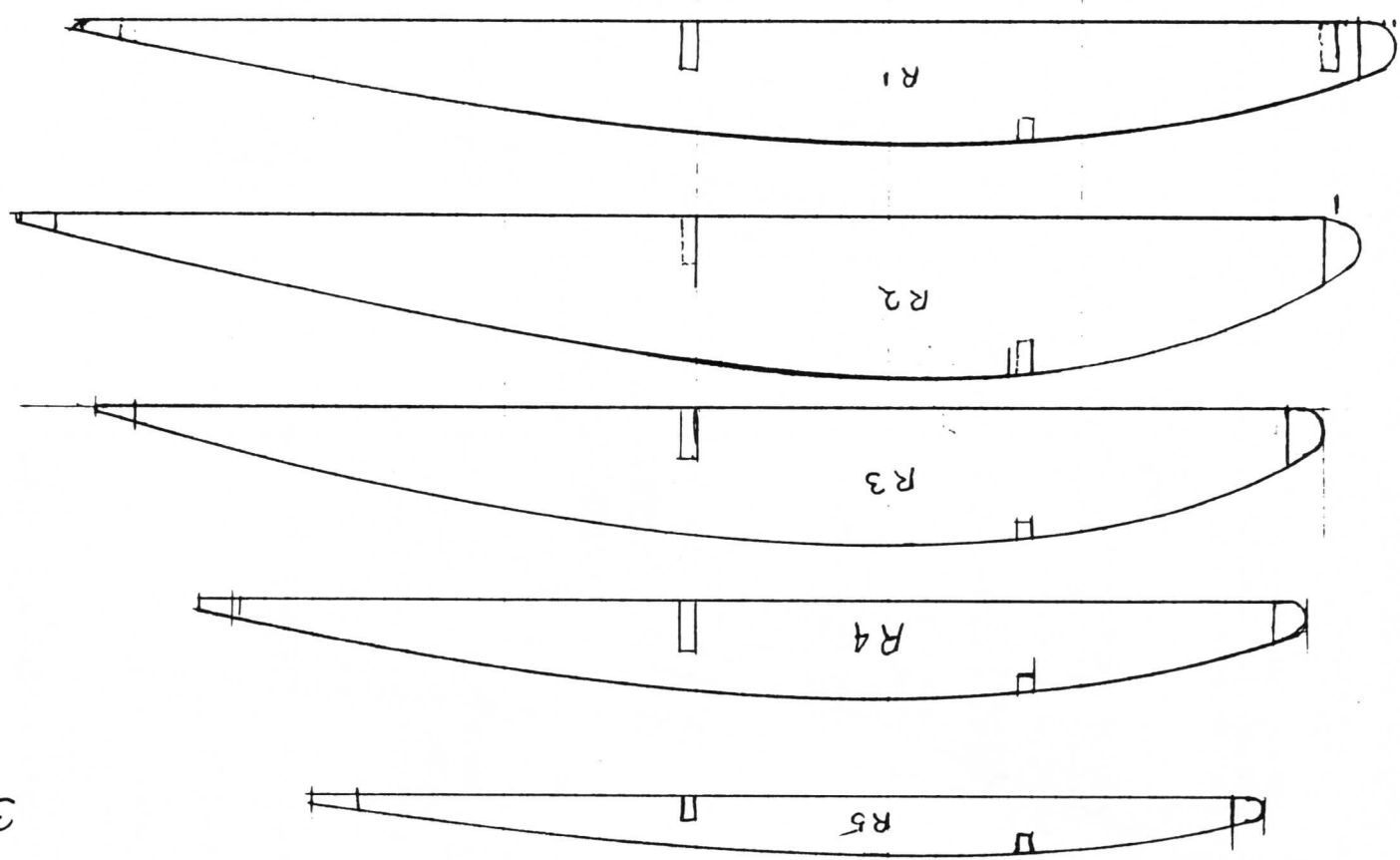
JOIN LINE





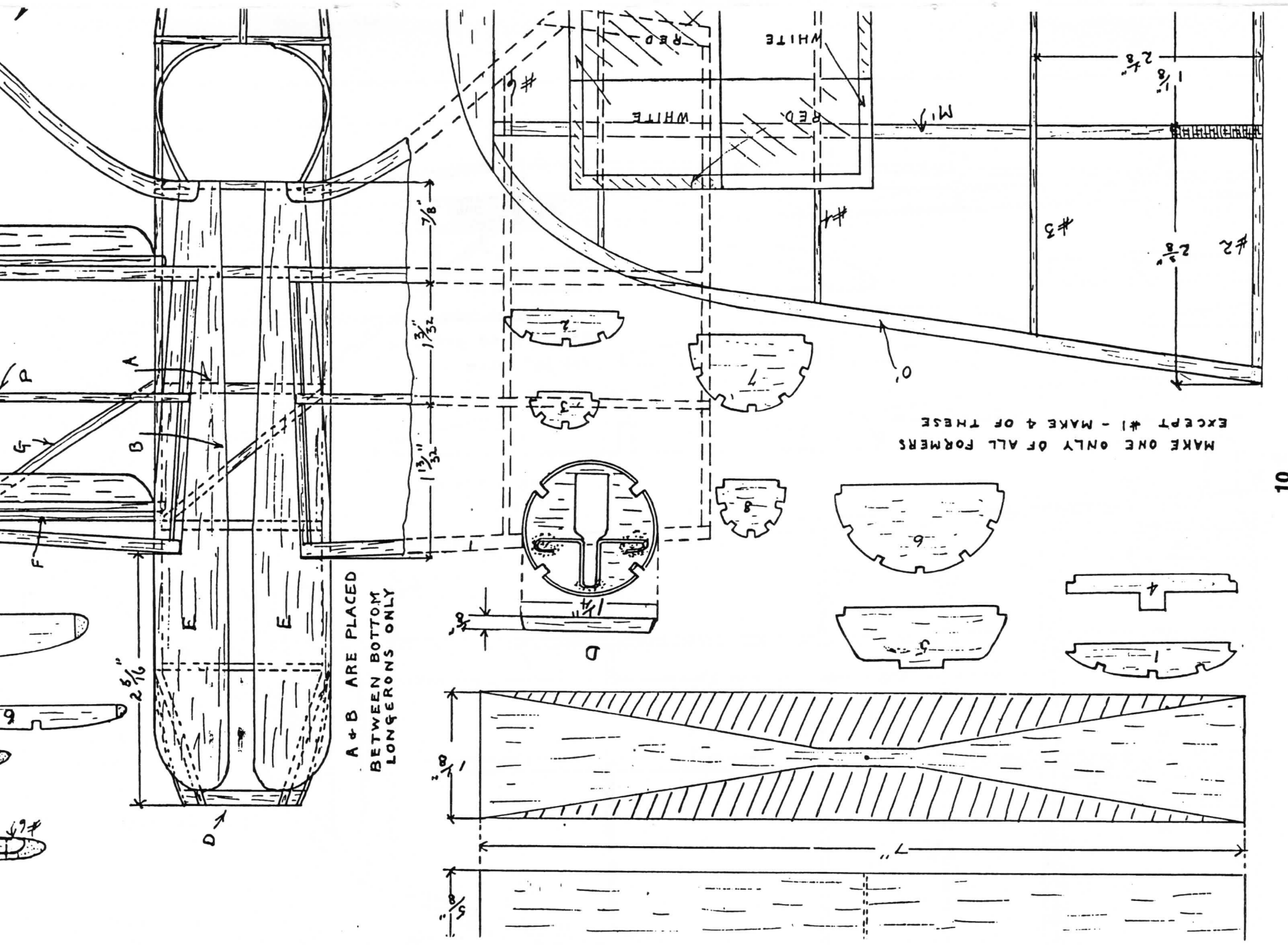
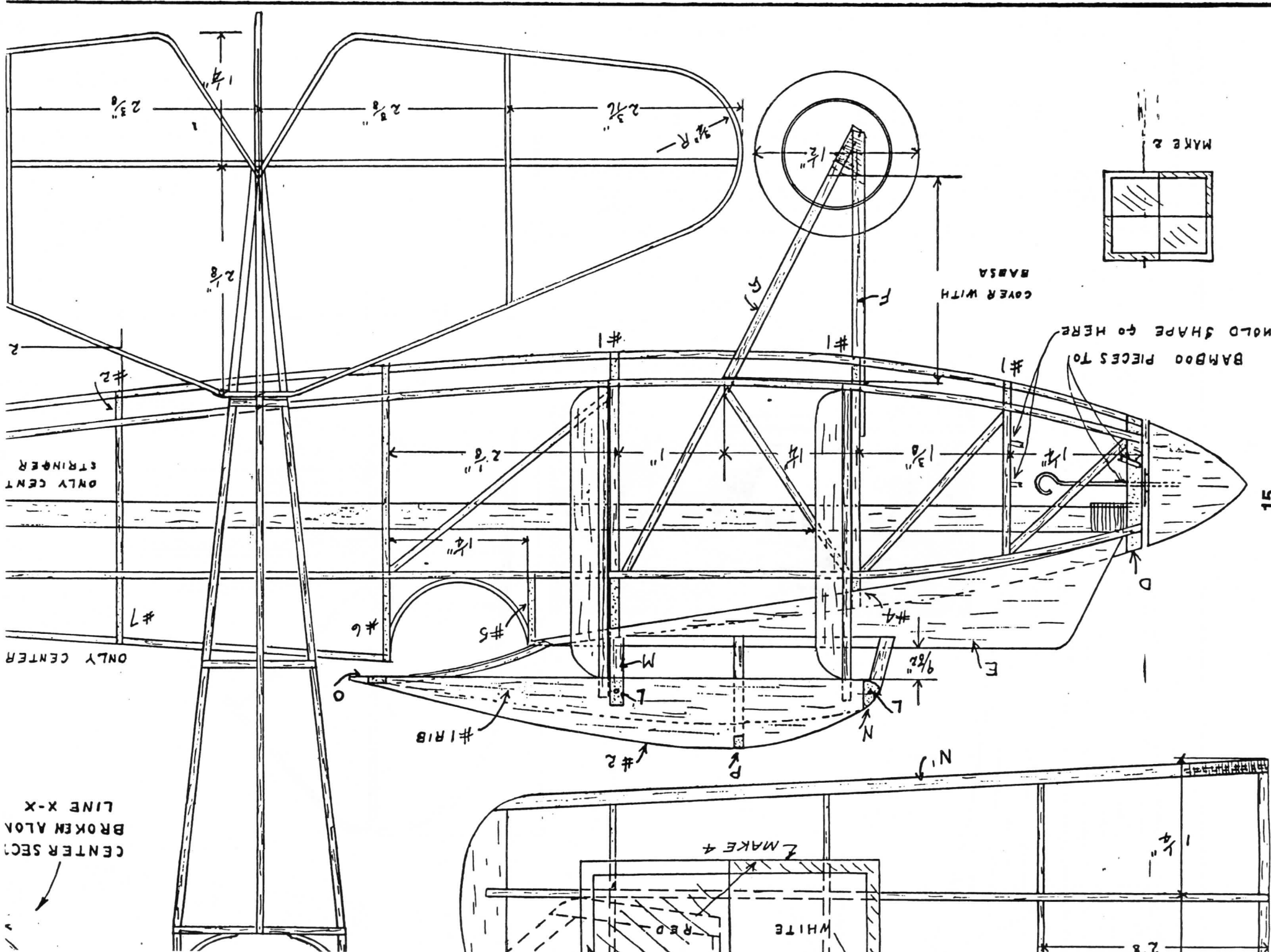


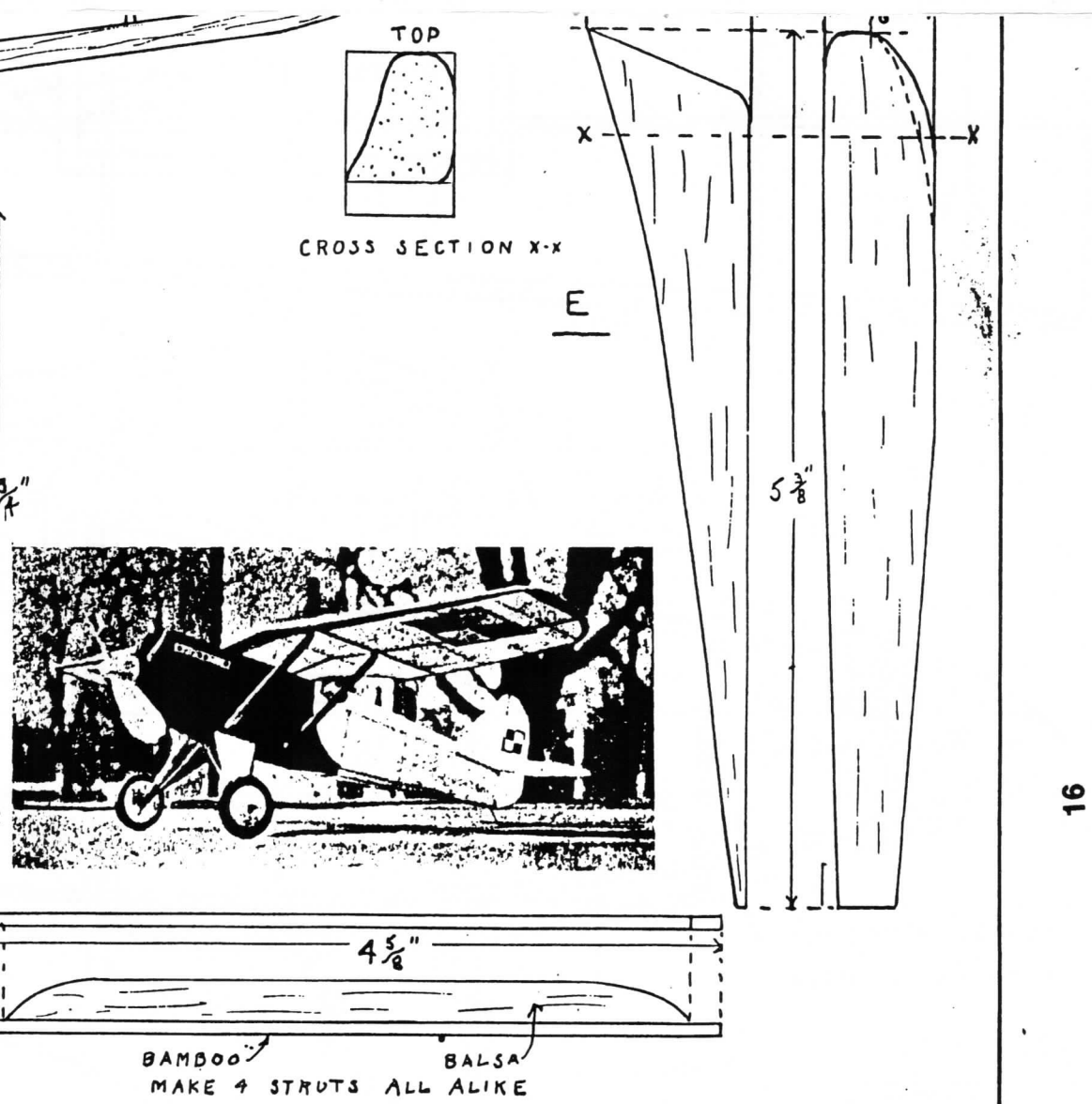
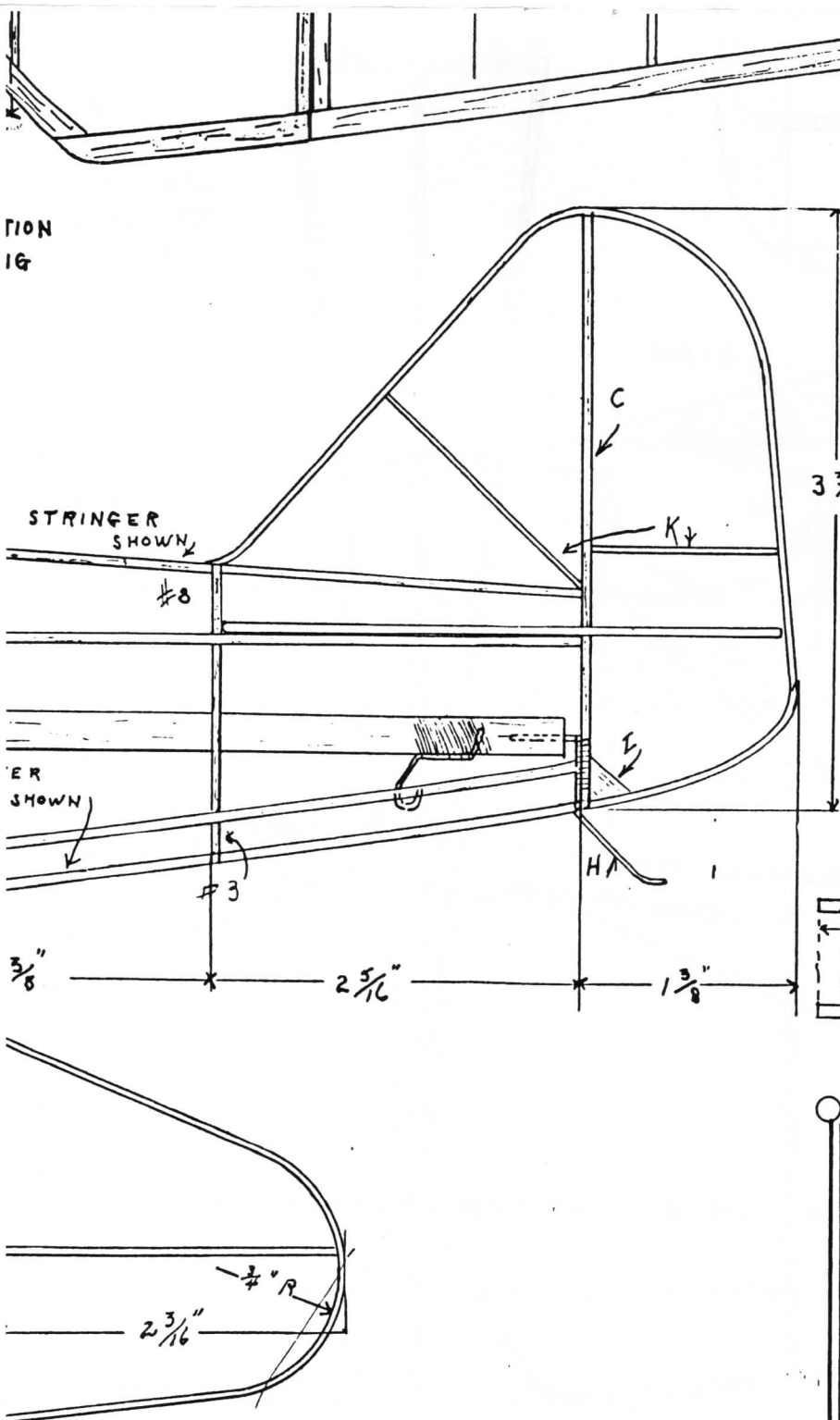
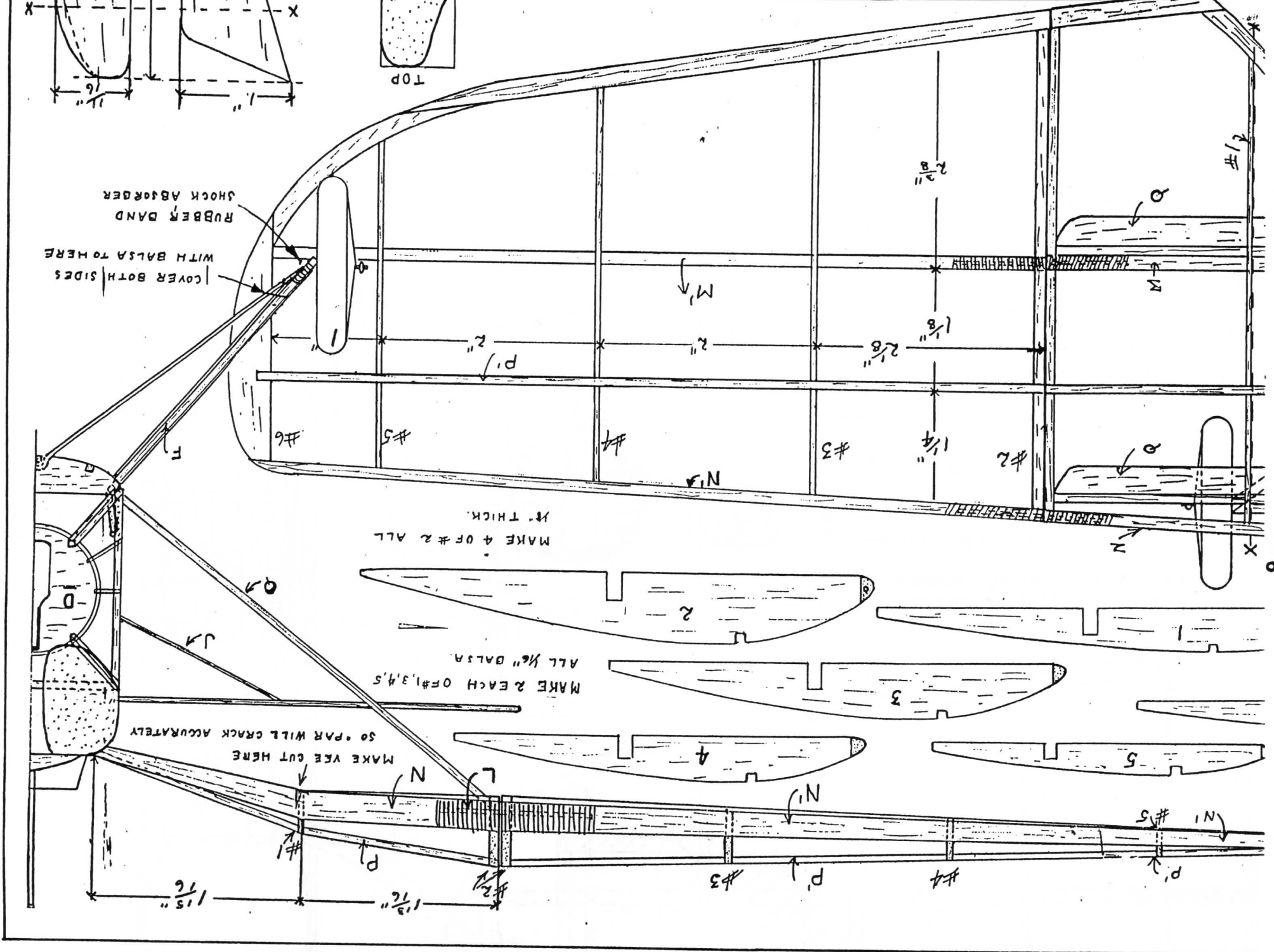
21



20

36" PZL





GOLDEN AGE REPRODUCTIONS
POLISH FIGHTER
 H. MCENTEE MAY '32'
 MODEL AIRPLANE NEWS
 Dwa. 109

PL

PANSTWOWE
ZAKLADY
LOTNICZE

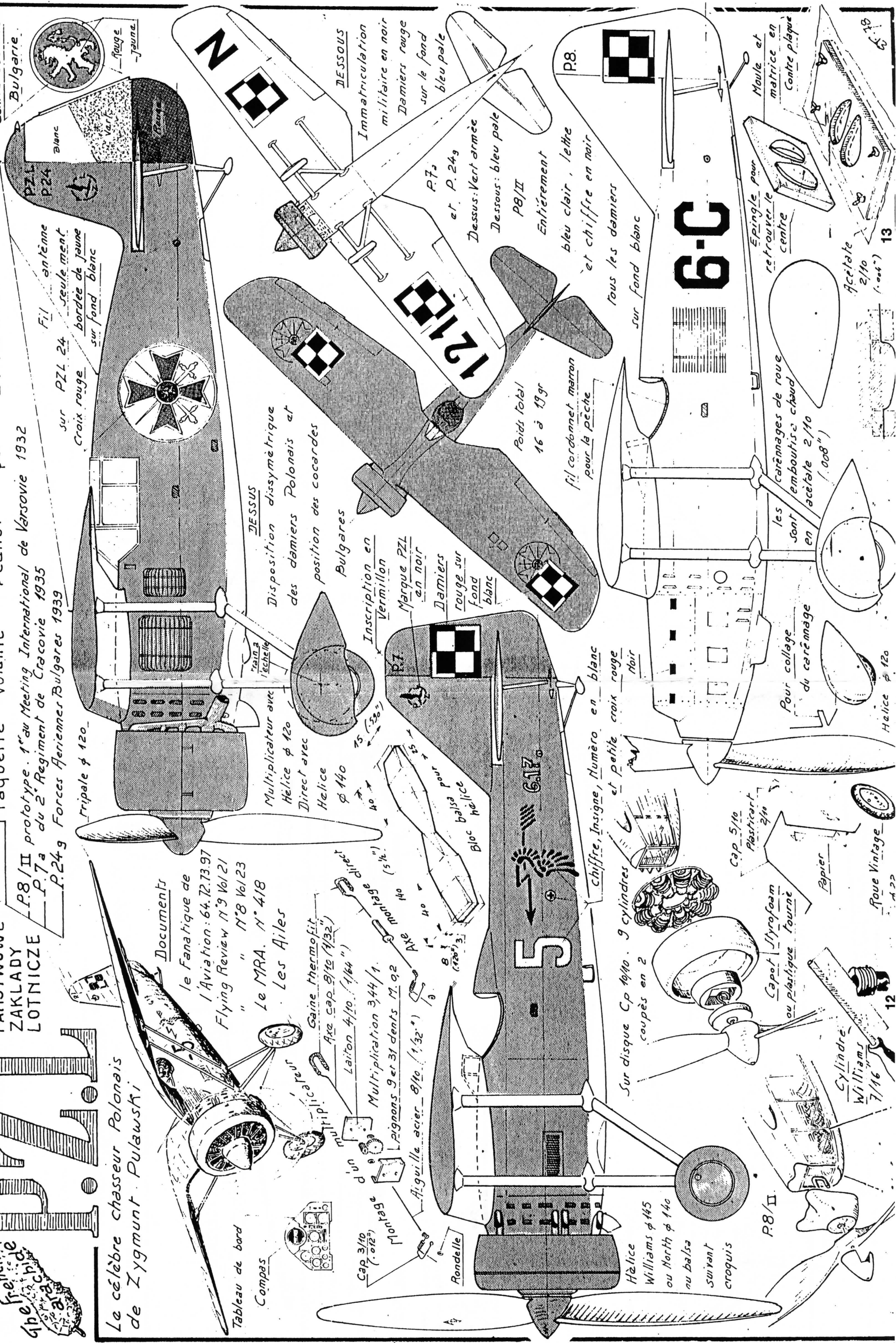
Maquette volante
Peanut

L. MILLON

Centre cocarde
Bulgarie

Le célèbre chasseur Polonais
de Zygmunt Pulawski

Documents
le Fanatique de
l'Aviation: 64.72.73.97
Flying Review N°9 Vol 21
" N°8 Vol 23
Le MRA. N° 418
Les Ailes



P.8/II prototype. 1^{er} Meeting International de Varsovie 1932
P.7a du 2^e Regiment de Cracovie 1935
P.24g Forces Aeriennes Bulgares 1939

Blanc
Rouge
Jaune

antenne
seulement
bordée de jaune
sur fond blanc

sur PZL 24
Croix rouge
sur fond blanc

Disposition dissymétrique
des daniens Polonais et
Bulgares

Position des cocardes
Bulgares

Inscription en
Vermillon
Marque PZL
en noir
Daniens
rouge sur
fond
blanc

Helice φ 120
Direct avec
Helice φ 140

Chiffre, Insigne, Numéro en blanc
et petite croix rouge
Noir

Sur disque Cp 10/10. 9 cylindres
coupés en 2

DESSOUS
Immatri-culation
militaire en noir
Daniens rouge
sur le fond
bleu pale

P.7a
et P.24g
Dessus: Vert armée
Dessous: bleu pale
P.8/II
Entièrement
bleu clair, lettre
et chiffre en noir
tous les daniens
sur fond blanc

Poids total
16 à 19gr

fil cordonnet marron
pour la pêche

Epingle pour
retrouver le
centre
Contre plaque

les
carénages de roue
sont
emboutisés chaud
en
acétate 2/10
(.008")

Pour collage
du carénage

Cap 5/10
Plasticart
2/10

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

6-C

Helice φ 120

Helice φ 140

Sur disque Cp 10/10. 9 cylindres
coupés en 2

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

Cap 5/10
Plasticart
2/10

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

Roue Vintage
φ 22

6-C

Helice φ 120

Helice φ 140

Sur disque Cp 10/10. 9 cylindres
coupés en 2

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

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Cylindre
Williams
7/16

Roue Vintage
φ 22

6-C

Helice φ 120

Helice φ 140

Sur disque Cp 10/10. 9 cylindres
coupés en 2

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

Cap 5/10
Plasticart
2/10

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

Roue Vintage
φ 22

13

Acétate
2/10
(.008")

Helice φ 120

Helice φ 140

Sur disque Cp 10/10. 9 cylindres
coupés en 2

Capot Styrofoam
ou plasticart
fourné

Cylindre
Williams
7/16

Cap 5/10
Plasticart
2/10

Capot Styrofoam
ou plasticart
fourné

Roue Vintage
φ 22

