

# MAX FAX

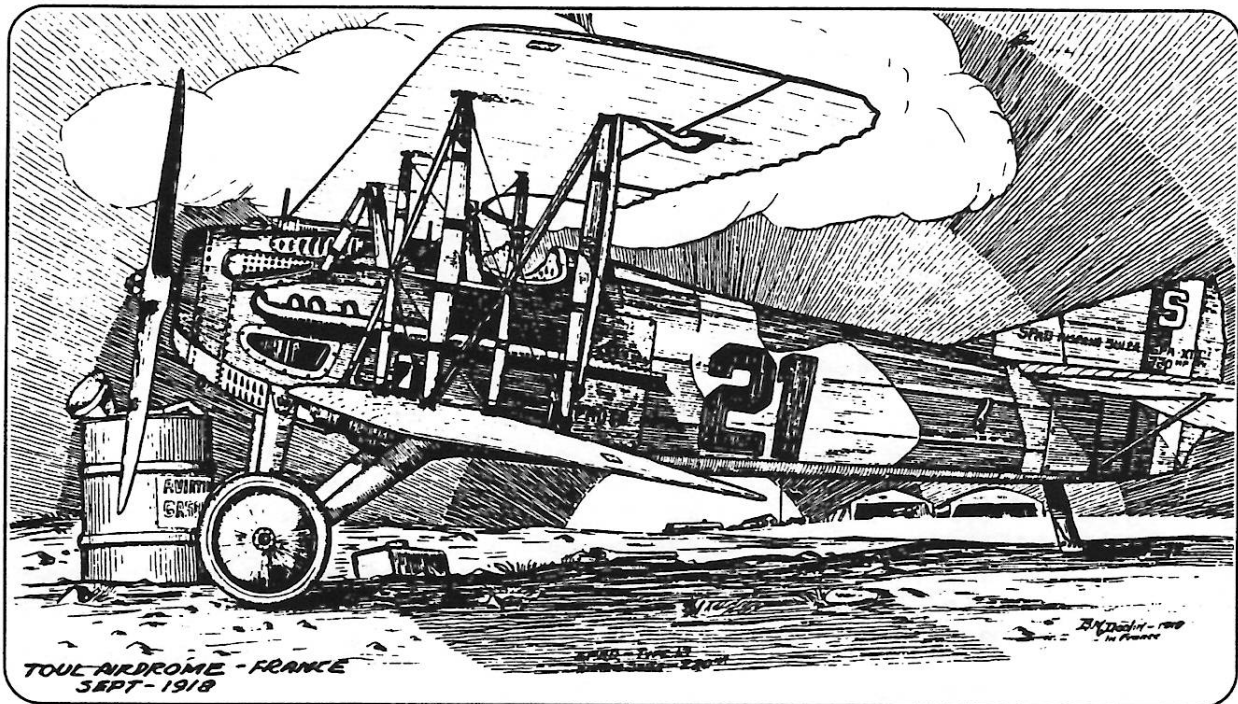


Journal of the D.C. Maxcutters

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

Editors : Stew Meyers

November-December 1995



## COMING ATTRACTIONS

- NOVEMBER 13      **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - PEANUT Scale & Golden Age. (see directions to St. Andrews elsewhere in this issue.)
- DECEMBER 3      **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - COCONUT & NO- CAL.
- DECEMBER 9      **CHRISTMAS PARTY** - tentative date; call Terry Pittman (703) 698-1726 or other officer to confirm date and location.
- JANUARY 14      **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - Bostonian (14gm, 7gm, Bogus Scale, & Bogus Scale Electric (if a quorum shows up).
- JANUARY 20      **Bull Session** - at Pat Daily's home about 5:00pm preceded by a 1pm visit to the Air Museum at RIA.; (map to come in Jan-Feb issue).
- JANUARY 28      **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - Dime Scale.
- FEBRUARY 11      **Sunday Flying** - St. Andrews Gym- 4:00 to 6:00pm - WW II & Carrier.

**Ten Center Two**  
by Stew Meyers

I have been asked to put out this issue of the news letter on short notice while a lot is going on at work and I am on travel quite a bit. My solution is to run lots of ten-cent plans with a little explanation of what I ran into in building them and/or getting them to fly. Frank Rowsome has helped by writing up the Comsat contest and doing the front page. I am including four Comet plans plus a Megow. I have built them all and gotten all to fly well. I am also including a nifty way to attach struts courtesy of Walt Eggert, results from our Summer Comsat Contest, and of course our usual Tom Schmitt photo pages. Walt's Great Lakes is a blown up Comet ten-cent plan which features the strut attach in this issue. My Farman Stratoplane is blown up from the plan in this issue, and flies well at any size. I am also including Jack Fikes full catalog - a great source for ten-centers.

The Comet Spad, this has been around for a long time as I detailed in my last issue. I built this straight off the 1950 plans except for bass wood cabins, music wire landing gear and balsa pockets for the interplane struts. The engine cowling and turtle deck are bond paper reinforced with hotstuff. A 1/32 music wire landing gear wire is glued to a full depth line up former 2 spanning the 1" dia hole for the rubber with a dummy balsa undercarriage inside. Balsa wheels are used and the tail skid is hard balsa extending to the upper longerons. Short .010 ID paper tubes are glued to struts at their juncture with the wing to provide rigging points. Wire wrap insulation is passed through the fuselage to ease the rigging procedure. Two continuous loops of 2 lb monofilament provide all the rigging. Lots of lead foil from wine bottles lines the inside of the nose. A 7" Northpacific prop and clutch complete the nose assembly. The rear motor peg is moved one bay forward. 5° down thrust and 3° side thrust are required with the wings both set at 2.5° and tail flat on the longerons. Empty weight is 32 grams. I fly it with 4 strands of 3/32 weighing 4 to 6 grams. I feel I could shave a quarter of the weight as it is a bit rugged. At 10 grams heavier than the D-7 with more wing area, it does not fly as well, but is quite respectable.

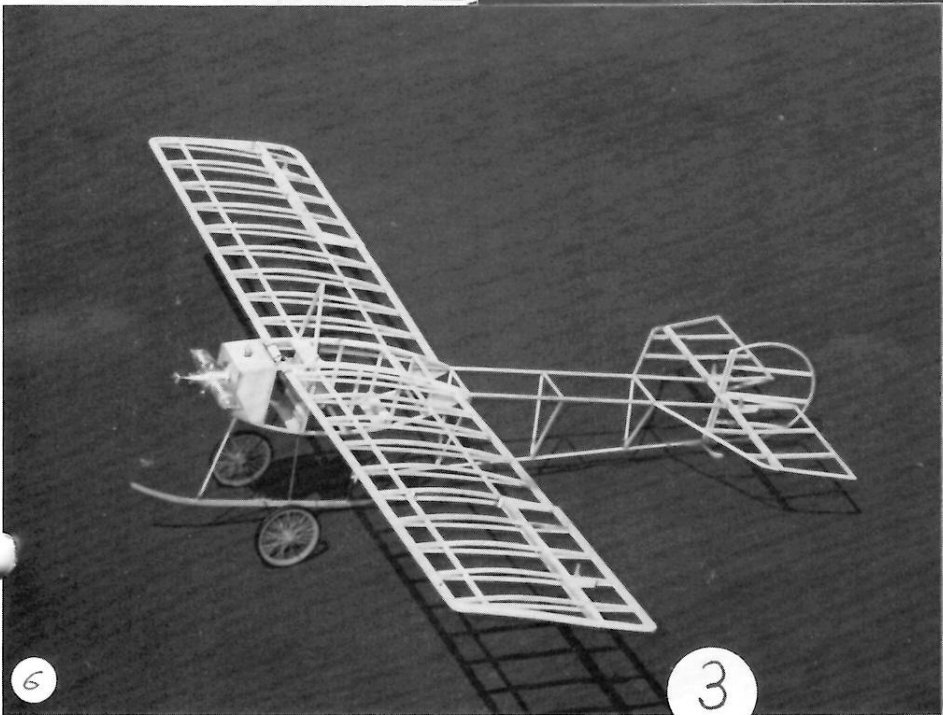
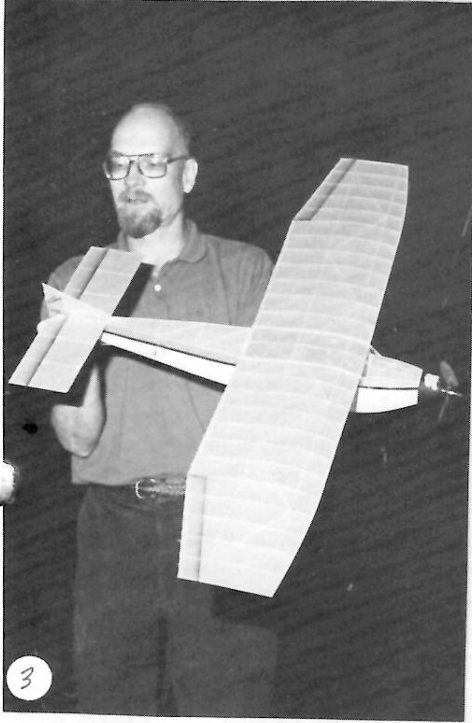
The Comet P6E is built pretty much off the plans except for bass wood cabins, a 1/4" bass wood removable nose block, popsicle stick tail wheel,

**PHOTO PAGES**

1. Stew Meyers does build aircraft other than 10-centers; take a look at his COCONUT Farman enlarged from a 10-center.
2. A Rearwin Sportster 7000 by John Lewars powered by a Brown GB-12. See the previous issue MAX-FAX for John's full size plan.
3. Stew's collaborator for this issue is Frank Rowsome, seen here with his Farman COCONUT.
4. Walt Eggert was seen at the Reading Indoor Contest with a beautiful Great Lakes COCONUT again enlarged from a 10-center. See his article on monofilament strut attach.
5. Our FAC Cadet Don is smiling here at Muncie with his Mureaux, before his Crusader disappeared in a far away corn field.
6. Another terrific example of Otto Kuhni's artistry, a 1912 Bates with a Gasparin GM 63. What in world is a Bates; where does Otto get these obscure aircraft to model?
7. John Worth at Geneseo this past summer with his electric original with the CETO radio.

.020 music wire landing gear, and foam wheels. The nose former is faced with 1/64 plywood. A 6" plastic prop with a clutch is used. The stab needed to be set at 1.5° to off set the extra angle of attack the single surface wing induces. The rudder is hinged. Empty weight is 20 grams. 3 or 4 grams of 1/16 rubber in two loops works well. Again the rear peg is moved one bay forward of that shown on the plans. 5° down thrust and 3° right thrust again. True length cabins and landing gear wire used are shown on the aux sheet. It flies well indoors and threatens to go OSS outdoors. A little fragile with single surface wings, it has an affinity for winding stooges in the wind.

The Megow Nieuport Baby Scout is further off scale than any of the Comets. The cabins are harder to do than scale! I did build it exactly per the plans down to the color scheme except for the following: The motor peg is at former "D". Bass wood cabins are notched into an inner longeron running along side the one shown on the plans. The lower wings are set with 1/32 incidence (a spacer is added to the rear as they glue to the under side of the lower longerons). The rear cabins are 1/32 shorter than the forward cabins. This effectively sets both wings at 1.5° angle of attack. A 1/16th square hard balsa spar  
(continued on inside of back cover)



## Summer Fun Fly

by Frank Rowsome

The D.C. Maxcuters enjoyed near ideal conditions for the Summer Fun Fly on September 9. Despite weather predictions for windy weather with possible showers, the wind was generally light and the direction variable. (The Embryo table was moved all over the field.) It was initially overcast, but the sun came out and furnished a great many thermals from late morning to late afternoon. We had quite a good turnout. Thirty two paid the entry fee, of whom 29 were active contestants. We departed with many fewer planes than we arrived with: Four or five went OOS, and a half dozen are basking in trees. Only as we packed up did the rains begin.

It was Stew's birthday and he brought a case of very good micro-brewery ale, and his wife furnished two trays of cupcakes for us. For once, the lunch table was stocked in appropriate quantities, so we felt well provided for. Tom Hallman brought a video camera and got what he hopes will be some good footage. Dave Rees, not surprisingly, was Grand Champion with wins in FAC Scale (Cant), Jumbo Scale (Piper Super Cruiser) and the Races (Howard Pete) and seconds in Power Scale (Twin Lacy) and Modern Production Civilian (Citabria). Terry Pittman surprised himself with four Kanone's, three of them with one heavy old plane: his near-jumbo F6F Hellcat. He took power scale with his remarkable Delanne, WW II, and he put his Hellcat at Allan's feet to cop TransCOMSAT speed and navigation. He hadn't made a motor for it when he got there, and asked several of us for recommendations on strand width and length. We advised him all too well. John Houck took a first in Golden Age and seconds in Jumbo Scale and WW I.

At one point a micro tornado assembled itself around Allan's CD tent. It picked up several models, a paper grocery bag, and a bunch of advertising fliers for Hobby Supply South that had been on Allan's table. Fortunately, the \$160 in gate receipts did not join them. Most unhooked, but two of the 8 1/2" X 11" paper "fliers" went OOS, getting some of the best times achieved all day.

Dave Aronstein brought a few of his incredibly light ships, and floated off with the win in Embryo and Old Time Rubber -- the latter in a slow-motion flight that lasted 3+ minutes. In WW II, my Comet F4F hooked a thermal in its first heat. Miraculously, it unhooked itself very high up, and landed at the edge of the field (167 sec.). In the second round, it pulled up into a stall, and dove into the ground to be the first down. In the final round, Terry's old, heavy, giant F6F -- with a low-pitch prop -- climbed out vertically, and hung in some good air for the win, even

outlasting one of Dave Aronstein's floaters. Dave took second. For a time it looked as though Terry's F6F would cross I-270, but it circled back and landed on the field.

The WW I mass launch had a stellar array of competitors. Tom Hallman entered his exquisite Martinsyde, Dave Rees had one of his outstanding fliers in the event, Don Srull put up his Fokker D-VII, and Dan Driscoll battled with his Bristol Scout that has won every mass launch he has entered it in, including the FAC Nats in '94 and Geneseo '95. John Houck entered his Junkers J-1 featured in the July-August '93 issue. My SE-5a, as some of you know, flew well -- for a peanut -- early last winter, but its performance deteriorated after hitting the wall too many times during the indoor season. However, I had gotten it flying fairly well a week before.

In round 1, Hallman, Rees, and Driscoll hooked a thermal and all three stayed up for about 4+ minutes, then Rees and Driscoll's birds broke out and came down, each to be retrieved in the extra time afforded by Heat 2's first elimination round. Tom Hallman's Martinsyde, however, did not unhook, and was last seen at about 2000' and climbing, heading toward Damascus. Folks with binoculars tracked it for a long time, and it never showed any inclination to come down. My SE-5a, missing the thermal, narrowly escaped elimination in the first round. Next was a combined heat of six, only three of which were slated to continue. A mid-air collision took out two of the probable winners. To my amazement, I survived into the trophy round with John Houck and Bill Bell flying an Albatros. In the third and final round my SE-5a peanut found bad air, doing only 75 seconds, but so, too, did the others: that was good enough for first!

Following a rain-swept awards ceremony, we packed up and went to dinner at Nicholby's in Germantown, where the service was slow, the food worth waiting for, and the comradeship outstanding.



### Search for Fugitives

Vance Gilbert's latest CD is as good as we knew it would be: terrific! Title is *Fugitives*, Philo CD PH 1186, Rounder Records, One Camp Street, Cambridge, MA 02140. How many on your Christmas list would like it?

SUMMER FUN FLY 1995

FAC SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SEC)			S C O R E
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T 1	F L T 2	F L T 3	F L T 1	F L T 2	F L T 3			
1. DAVE REES	CANT	28	19	11	58	35	63							154.5	
2. TOM HALLMAN	LOOSE RACER	28	19	12	59	5	34	120						146.5	
3. TERRY PITTMAN	AERO A18	28	19	12	59	15	55							129.0	
4. DAN DRISCOLL	EAVES COUGAR	25	18	11.5	54.5	0	52	87						128.8	
TOM HALLMAN	OHKA BAKA	27	17	12	56	10	56							122	
5. GLEN SIMPERS	MACCHI C-202	28	19	11	58	10	52	48						120	
6. BILL BELL	MARTIN MO-1	27	19	12	57	5	32							94	
BILL BELL	P-51	27	19	11	57	10	19							86	
7. BOB MARCHESE	NIEUPOORT	20	18	8	46	15	21							82	

POWER SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SEC)			S C O R E
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T 1	F L T 2	F L T 3	F L T 1	F L T 2	F L T 3			
1. TERRY PITTMAN	DELANNE 20T	27	19	11	57	5	57	52	120	139.5					
2. DAVE REES	LACY M1DC	27	19	12	58	20	72							133.5	
3. TOM SCHMITT	WEE BEE	24	19	11	54	3	102							132.8	
4. JOHN HOUCK	SUPER SPARROW	18	17	7	42	3	35	105						121.5	
5. JOHN LEWARS	SAVOIA S12 BIS	26	19	11.5	56.5	30	22	34						118.5	
JOHN LEWARS	PARNEL IMP	27	19	11	57	15	32	36						108	
6. BOB MARCHESE	SIKORSKY ???	25	17	8	51	28	25	21	29	108					
JOHN HOUCK	ELECTRIC WREN	19	16	8	33	5	28							66	

OLD TIME ELECTRIC

NAME	AIRCRAFT	FLIGHT TIMES (SEC)					TOTAL	PLACE
		FLT 1	FLT 2	FLT 3	FLT 3	TOTAL		
JOHN LEWARS	FOO-TO-YOU-TOO	67	119	29			215	1
TOM SCHMITT	TRENTON TERROR	69	122				191	2
BERT PHILLIPS	AIR TRAILS SPORT	60	57	65			182	3

OLD TIME RUBBER

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE	
		1	2	3	4	5	6	7	8		
CLAUDE POWELL	ROYAL										
JOHN HOUCK	STAHLE HURRICANE										
TOM HALLMAN	HYDRAVION M.B.										
STEW MEYERS	F. A. MOTH										3
BILL BELL	PACIFIC ACE										
MIKE MOSKOW	PACIFIC ACE										
BUD CARSON	HI-CLIMBER										2
PAT DAILY	PACIFIC ACE										
DAVE ARONSTEIN	ZELDON CLASS C										1

JUMBO SCALE

NAME	AIRCRAFT	STATIC										FLIGHT (SEC)			S C O R E
		C O N S T	C O L O R	W O R K	T O T A L	B O N U S	F L T 1	F L T 2	F L T 3	F L T 1	F L T 2	F L T 3			
1. DAVE REES	PIPER SUPER CRUSIER	26	16	11	53	0	120							135.5	
2. JOHN HOUCK	XC-44	27	19	11	57	10	26	45						112	
3. BERT PHILLIPS	MONOCOUPÉ	20	12	8	40	0	47	43	51					91	
4. BILL BELL	TAYLORCRAFT	24	18	10	52	0	24							76	

MODERN CIVILIAN

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	CESSNA 150									1
DAVE REES	CITABRIA									
BUD CARSON	LUSCOMB									
BILL BELL	STINSON VOYAGER									2
MIKE MOSKOW	STINSON VOYAGER									3
DOUG BUCHANAN	HOLLANDAIR LIBEL									

THE RACES

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
CLAUDE POWELL	SUZY									
JOHN HOUCK	SEVERSKY									1
DAVE REES	HOWARD PETE									
TOM HALLMAN	MR. SMOOTHIE									
DON SRULL	CESSNA CR-3									2
STEW MEYERS	SEVERSKY									3
MIKE MOSKOW	HOSLER									
RUSS SANDUSKY	WHITTMAN BONZO									
PAT DAILY	AVIA BH7a									
DOUG BUCHANAN	GOON									
RAY RAKOW	MR. SMOOTHIE									
WALT FARRELL	CESSNA CR-3									

EMBRYO

NAME	BONUS	FLIGHT TIMES (SEC)					TOTAL	POINTS	PLACE
		FLT 1	FLT 2	FLT 3	FLT 3	TOTAL			
DAVE ARONSTEIN	9	120	40	120	280	289	1		
BOB MARCHESE	8	44	62	40	146	154	2		
FRANK ROWSOME	9	120			120	129	3		

TRANSCOMSAT SPEED RACE  
TERRY PITTMAN

TRANSCOMSAT NAVIGATION RACE  
TERRY PITTMAN

# DIRECTIONS TO ST. ANDREWS GYM

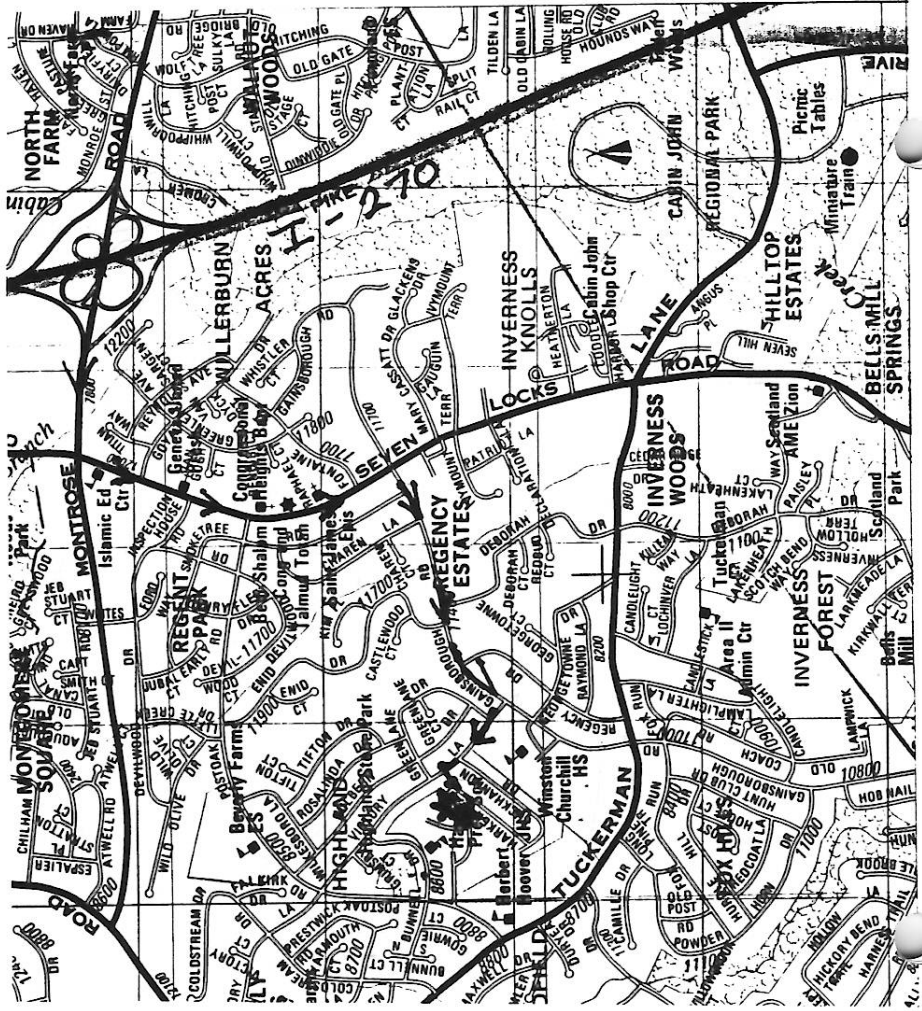
Take I-270 to Montrose Road (the exit just north of the split at the Beltway)  
 -- exit so as to head West on Montrose Road.

Turn left (South) at the first cross road, Seven Locks Road.

Take the 3rd right (West) on Gainsboro Road.

Take 4th right (Northwest) on Victory Lane.

Take 2nd left (Southwest) on Harker Drive. St. Andrews is on the right,  
 one block in on Harker Drive. Park at the first parking lot; the gym is on  
 your right as you enter the campus. See also map below.



## SUMMER FUN FLY 1995

### WW-I

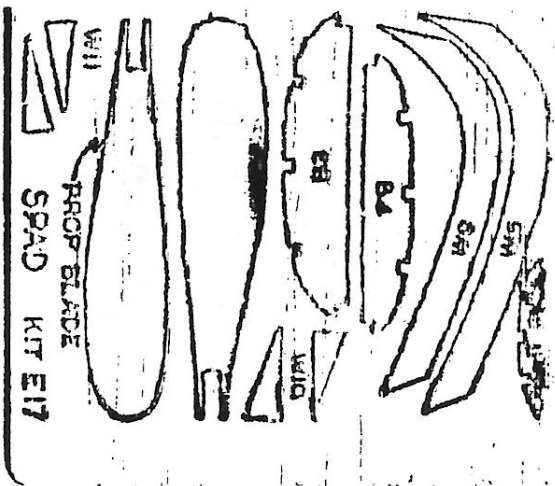
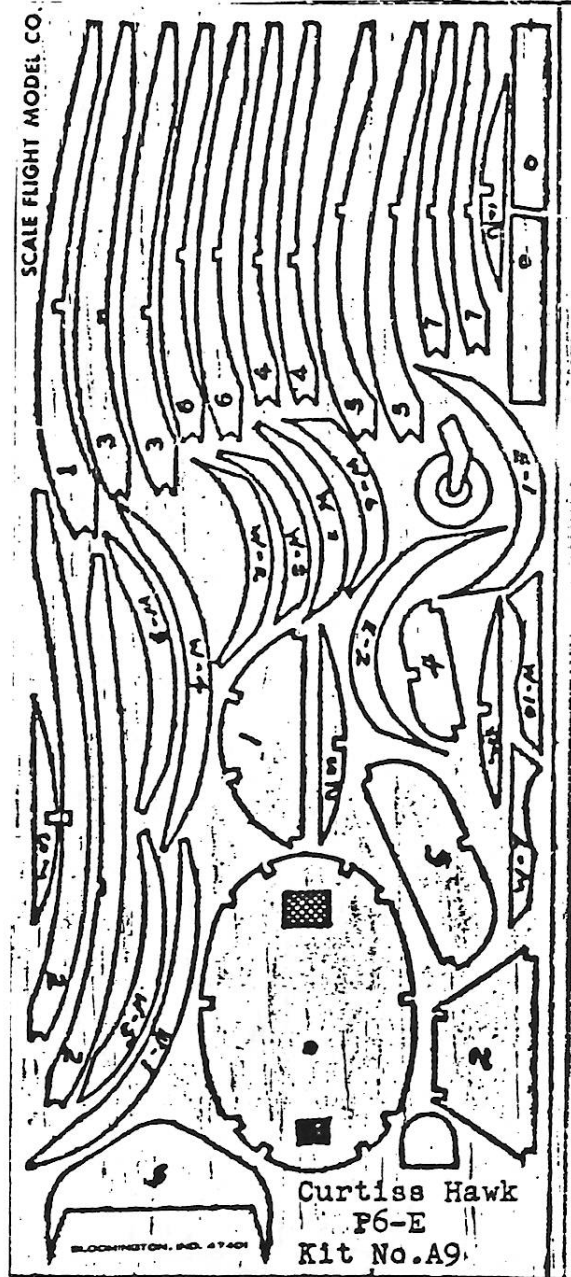
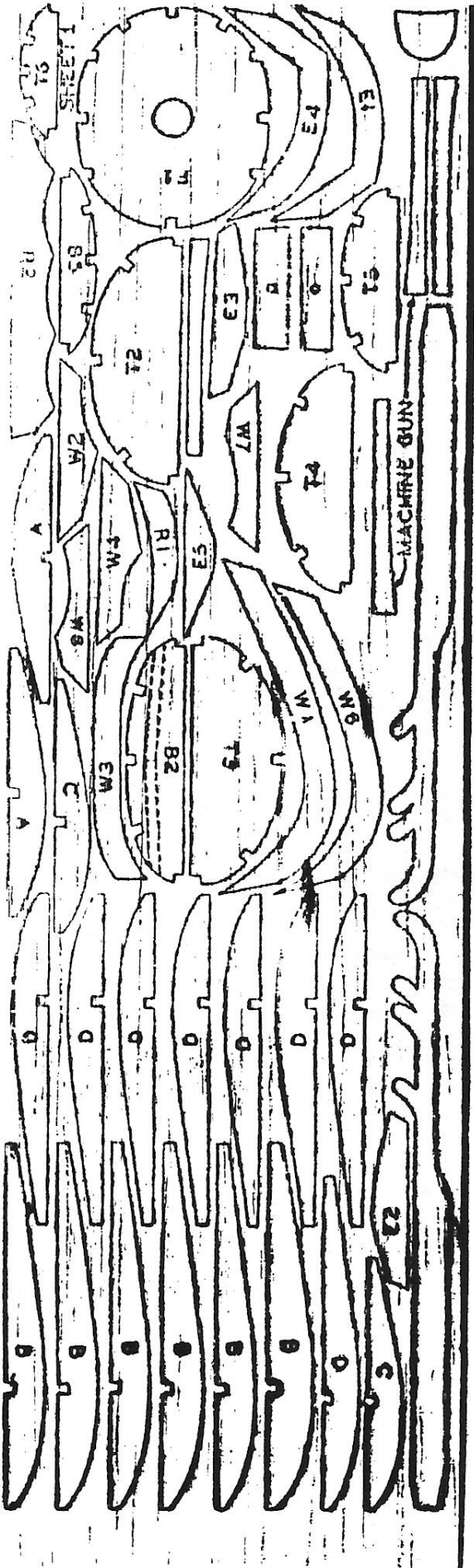
NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
JOHN HOUCK	JUNKERS J-1									2
DAVE REES	MARTINSYDE	X								
TOM HALLMAN	MARTINSYDE S-1	X	X							
DAN DRISCOLL	BRISTOL SCOUT	X	X							
FRANK ROWSOME	SE5-A	X								1
STEW MEYERS	SPAD	X								3
BILL BELL	ALBATROS DVa	X	X							
MIKE MOSKOW	FOKKER D-VII	X	X							
DON SRULL	FOKKER D-VII	X	X							
BOB MARCHESE	NIEUPORT	X								

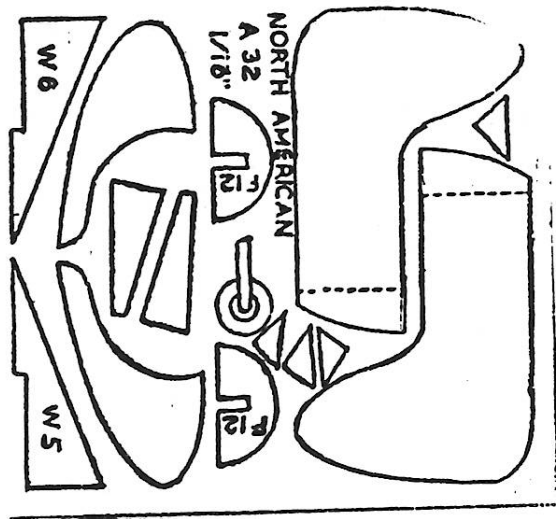
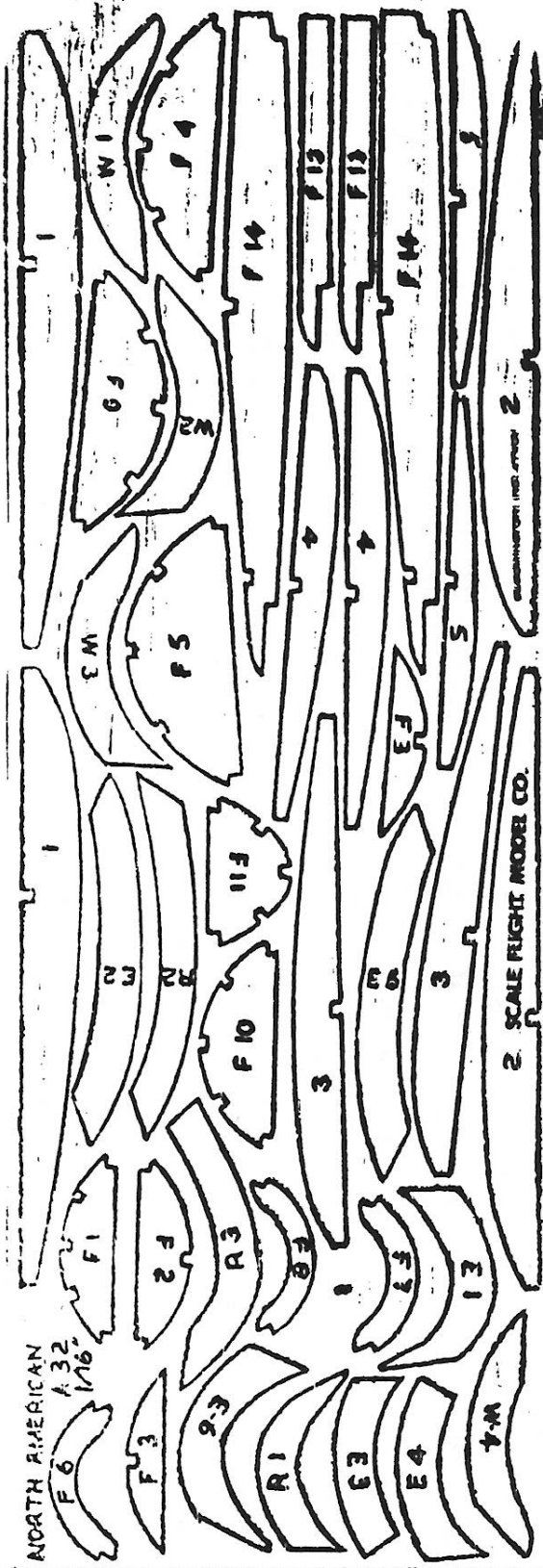
### WW-II

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
FLIGHT A										
CLAUDE POWELL	YAK 3	X								3
KEVIN SHARBONDA	HELLCAT	X	X							
JOHN HOUCK	P-39	X	X							
TOM HALLMAN	OHKA BAKA	X	X							
DAN DRISCOLL	AMB2	X	X							
FRANK ROWSOME	F4F	X	X							
WALT FARRELL	P-39	X								
FLIGHT B										
GLEN SIMPERS	MACCHI C-202	X								1
TERRY PITTMAN	HELLCAT	X								2
DAVE ARONSTEIN	FIAT G-55	X	X							
RAY RAKOW	CAUDRON	X	X							
DAN FARRELL	HEINKEL 112	X	X							
STEW MEYERS	P-47	X								

### GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED								PLACE
		1	2	3	4	5	6	7	8	
FLIGHT A										
WALT FARRELL	CORBIN SUPER ACE	X								3
KEVIN SHARBONDA	L-4	X	X							
JOHN HOUCK	REARWIN SPEEDSTER	X	X							1
MARIE REES	LOCKHEED VEGA	X	X							
TOM HALLMAN	LOOSE	X	X							
DAN DRISCOLL	HOWARD	X	X							
FRANK ROWSOME	MUREAUX C-1	X	X							
FLIGHT B										
GLEN SIMPERS	TAYLORCRAFT	X								2
STEW MEYERS	FALCON	X	X							
BILL BELL	LINCOLN AP-K5	X	X							
BERT PHILLIPS	HOWARD	X	X							
BUD CARSON	COMPET	X	X							
CLAUDE POWELL	STINSON 105	X	X							





Don't be left shirtless for the next big event!



DC Maxes  
Polo Shirt

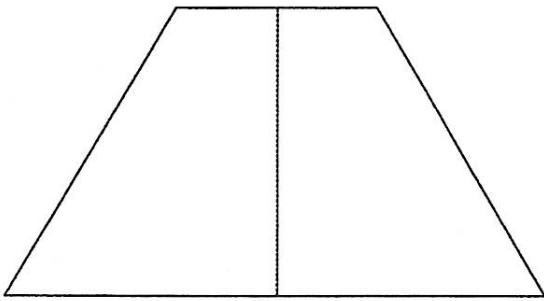
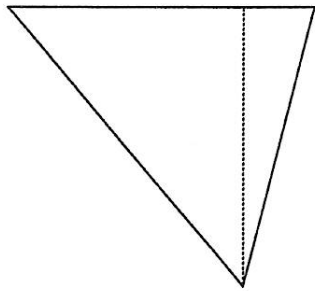


Just One  
Jackson!  
\$20.00

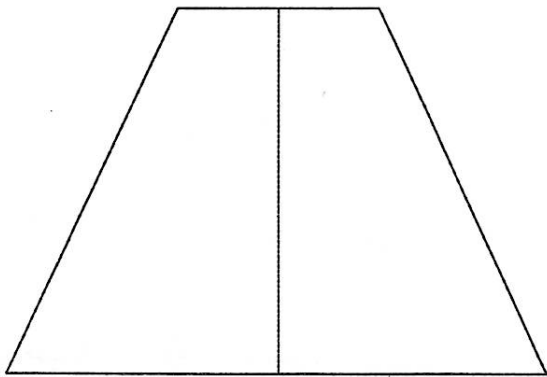
Color: Light Blue (with logo printed in dark blue)  
Style: Jersey Knit Polo in 100% cotton with front pocket  
Sizes: S, M, L, XL

Order now before they become extinct.  
Place order with Stew Meyers at 301-365-1749





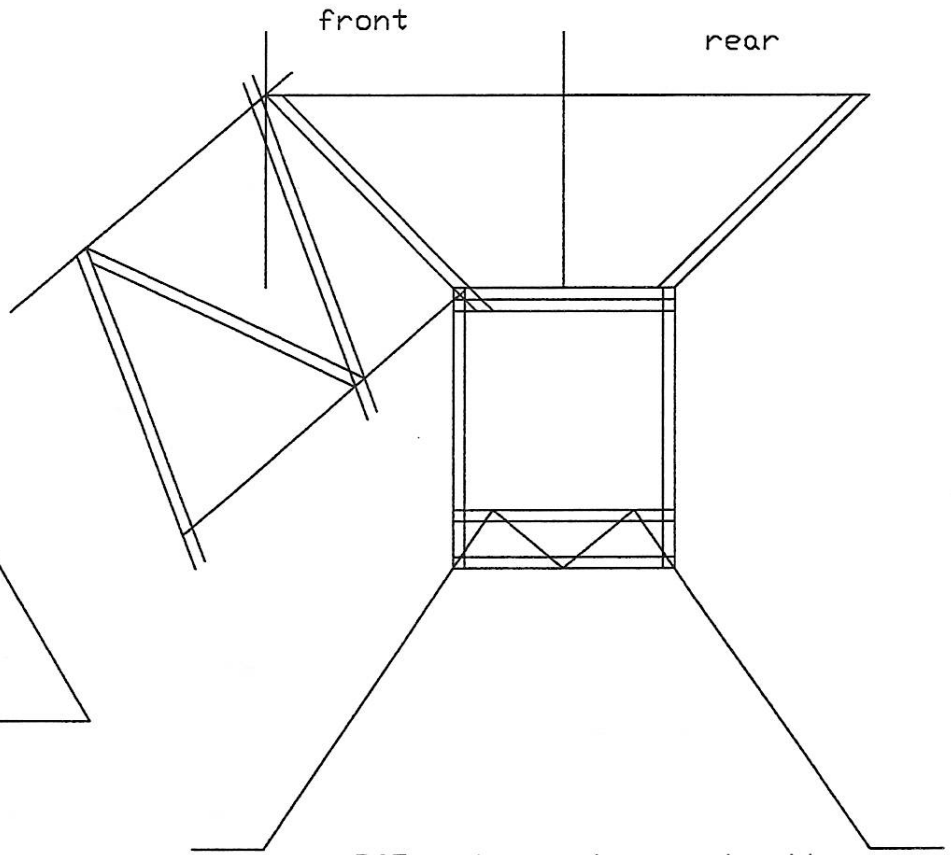
FRONT



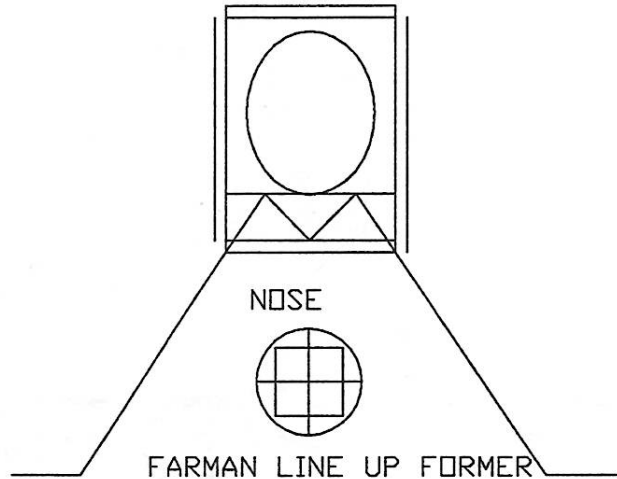
REAR

BABY SCOUT UNDECARRIAGE

TRUE LENGTH



P6E under carriage and cabins



NOSE

FARMAN LINE UP FORMER

The Kudzu Affair  
by Stew Meyers

I traveled down to Greenville with Terry Pittman. We stopped at Norms TV & Hobbies 10633 Courthouse road, Fredericksbrg, VA 22407. He has good light balsa and other free flighter goodies. Tell him you are a maxecuter. He is looking for the plans to a Berkley Stinson 108 drop him a line if you have one. I picked up some rubber that would stand me in good stead the next day. It began spitting rain and the flying did not look good. We arrived at Dave's and went directly to the lake. I put my F. A. Moth in the water, it still would not get off, but acted better than previous years. Next year I move the floats forward so the step is well ahead of the CG. Pat Daily could not get his Pacific Ace off either this year. Dan Driscol got something off on fenway floats. Blurt's Rufe did not make it. Frank Rowsome's Martan MO-1 played submarine. Don Srull got his rubber twin flying boat to do it. He also got Tom Schmitt's R/C electric flying boat to do its thing. We did get lightly rained on for about five minutes but at 78 degrees nobody minded much and the sea planes could take it. None of the electric scale boats got off. No CO2 entered.

The results of the official contest were:

Scale:

- 1 Terry Pittman- Farman 231
- 2 Chuck Wojtchecicz- Taylorcraft
- 3 Paul Gandy- Comet Aeronca

Nonscale:

- 1 Jack Felter- Pacific Ace
- 2 Burt Philips- Bogus Bostonian
- 3 Hurst Bowers- Gordan Light

23 people showed up nobody fell in and every body enjoyed themselves. More planes succeeded in taking off the water than ever before even if the electrics that had done so before failed. Ray Rakow brought his rubber dingy for long range retrieval. Next year we should give 15 points for a good water landing, 10 points for not so good water landing, 5 points for a splash crash, and no bonus points for not hitting the water.

The next day we went to Raeford for the land event. The weather was much better than expected. The temperature was between 70 and 80 degrees despite the threatening clouds. Occasionally we had a shower which lasted about five minutes and dried up quickly. The wind varied from dead clam to a real gale. Some mass launch

events took place in downers others in lift. The Old Timer event resulted in a tie but the flyoff at the end of the day was rained out. Then it did begin to rain and blow hard and we left the field for the Pizza Hut.

At least three models were claimed by HUNG:  
Doug Buchannan's Farman 400 (unofficial)  
Tom Schmitt's Pacific Ace embryo  
Tim Dail's Sparky

Mass-launch Events

WWI:

- 1 Rick Hawley- Albatross D5
  - 2 Dan Driscol- Bristol Scout\*
  - 3 Stew Meyers- Comet Fok. D7\*
- \*down in midair on last round

Golden Age:

- 1 Ray Rakow- Curtiss Robin
- 2 David Franks- Henderson Gadfly
- 3 Claud Powell- Ryan M1

Combined Racers:

- 1 Ray Rakow- Mr. Smoothie
- 2 Stew Meyers- Seversky
- 3 Bill Landrum- Chaimbermaid

WWII:

- 1 Frank Rowsome- Hein
- 2 Rich Hawley- P-47
- 3 David Smith- Re 2002

Modern Production Civilian:

- 1 Dave Rees- Citabria
- 2 Doug Buchannan- Hollandair Libel
- 3 Chuck Wojtchecicz- Turbo Beaver

Peanut Scale:

- 1 David Smith- Re 2005
- 2 Frank Rowsome- J3 Cub
- 3 Tim Dail- Lacy

Modern Military:

- 1 Don Srull- Mig 15
- 2 Bill Landrum- Cessna L-19
- 3 David Franks- AD

Oldtimer Kit:

- 1 Stew Meyers- Megow Baby Nieuport
- 2 Dan Driscol- Comet Funk 10-center
- 3 Frank Rowsome- Scientific Mureaux

Flying Horard:

- Frank Rowsome- Scientific Mureaux

Kudzu continued -timed events

**FAC Scale:**

- 1 Don Srull- Voision
- 2 Burt Phillips- He 112
- 3 Terry Pittman- Aero A-18

**FAC Power Scale:**

- 1 Terry Pittman- Delanne 20T  
Co2
- 2 Don Srull- Mig 15  
Brand X electric
- 3 Jim Pollard- Sopwith Pup  
HiLine Micro 4

**FAC Jumbo Scale:**

- 1 Bill Landrum- Turbo Porter
- 2 Burt Phillips- Monocoupe

**Old-Time Rubber:**

- 1 Alan Schanzle- Flying Aces Navy Pursuit
- 2 Pat Daily- Pacific Ace
- 3 Tim Dail- Sparky
- 3 Tom Schmitt- Pacific Ace

**Don Srull Event:**

- 1 Tom Schmitt- Eastbourne Monoplane
- 2 Terry Pittman- Eastbourne Monoplane
- 3 Rich Hawley- Heinkel 100D Peanut

-after covering pierce holes with a pin and mark with black ink. Finish doping and painting model.

5. Use sub-assembled struts as fixtures to assist assembly - Cement with a small coating of a gap filling cement after pre-assembly to check alignment - use only enough cement to hold joint - joints can be worked loose later for adjustment if necessary. Acetate Cement thinned with acetone 50% can also be used -Note double coat hole and strut pin.

6. Use monofilament for all fitting and rigging available at stores selling fishing supplies.

- .003 1.75 lb light weight rigging
- .006 2 lb medium rigging
- .010 6 lb peanut attach pins
- .017 17 lb larger attach pins

**Caution-** Do not rig to tightly on light weight models there can be some tightening in extra dry and high heat conditions.

**Landing Gear Saver**

Landing gear wire fitting serves as a shock absorber -use wire size only as heavy as required to support model. Wire sizes are available at guitar music stores from .007 to .020 in .001 increments.

See the accompanying illustration below

**Simplified Method of Final Assembly**

By Walter S. Eggert Jr.

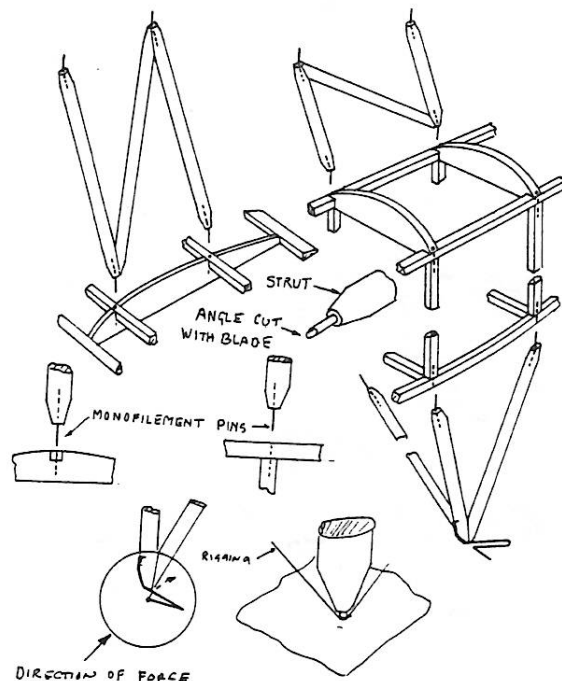
All attachments are designed to be strong in both Compression and Tension by using light weight mono-filament fishing line as assembly pins.

**Advantages of this system**

- A. Greatly simplifies final assembly.
- B. All joints are flexible and strong in tension.
- C. Flexible joints absorb energy during crashes.
- D. Improves appearance duplicating a scale appearance of fittings at attach points.
- F. When rigging is required, provides a convenient way to locate rigging.

**Directions:**

- 1. Sub-assemble all wing struts, cabine struts, and landing gear and final paint.
- 2. Drill holes in end of struts using a straight pin, and using 1" pieces of monofilament cement pins into all strut assemblies using cyano gap filling cement.
- 3. Cut pins to approximately 1/4" (1/8" on peanuts) on all strut sub assemblies.
- 4. Drill pin holes in body and wing structures about 5/16" deep and mark with black ink before covering



# SCALE FLIGHT MODEL CO.

Megow  
Curtiss Helldiver

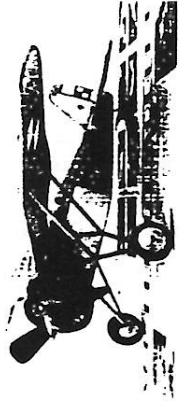


## Old Fashioned Rubber Powered Model Airplane Kit

Scale Flight Model Co. kits consist of the following: Contest grade pinewood (all parts printed out). Contest quality stripwood cut to size. Machine cut balsa propeller (just like the old days). The best Japanese tissue available. Has that super line "kink" Wood wheels—not plastic. Competition nose

plug (bushed). Thrust washers (brass) and prop shaft. Prop firewheeler. FAI rubber strip motor. Copy of a genuine 10c plan that was used in the 1930-1940 era. Many plans 50 years old. All kits suitable for the new DIMESCALE rubber event and the Brown A23 CO2 motor.

MEGOW'S Polish Fighter  
Model and photo by r. James Alaback



Authentic reproduction  
from the 1930's and 40's

### NEW KIT RELEASES AVAILABLE NOW!

Peerless	15"	\$7.95	W/S
Bellanca Junior	15"	7.95	16"
Midget Rocket - gas type	15"	7.95	20"
for the Brown A23 CO2 motor			
Clipper-Endurance Model	16 1/2"	8.95	12 1/2"
Junior-Endurance-Embryo	18"	11.95	10"
Fokker D-8	15"	8.95	25"
Cessna C-37	15"	7.95	25"
"RED BIRD" Three-in-One R.O.G.	15"	7.95	25"
Scientific	W/S	\$18.95	18"
"Raven" Endurance Model	25"	18.95	24"
"Bantam" Endurance Model	25"	18.95	15"
"Major" Endurance Model	25"	18.95	23"
"Windsor" Endurance Model	25"	22.95	24"
Korda "Victory" Endurance	32"	22.95	24"
"Whippet" Endurance	30"	22.95	24"
Bellanca "Pacemaker"	20"	15.95	24"
"Wizard" Endurance Model	" 25"	18.95	24"
Madison Models	W/S		28"
Dewoitine D-33	20"	10.95	
Scale Flight Machine Cut Balsa Props			
7" Wide Blade	\$1.25	5 1/2" Regular	\$ .65
6" Regular	1.00	5" Regular	.50
7" Wide Blade	1.00	4 1/2" Regular	.50
6" Regular	.85		

Comet	16"	\$7.95	W/S
OH-80	16"	8.95	16"
Akron Funk B-1 A-31	16"	7.95	20"
Curtiss Robin Simple very early kit	16"	16.95	12 1/2"
Curtiss "Hell-Diver" Good detail.	16"	7.95	10"
Miller "Racer" Originally a 5 cent kit	16"	21.95	25"
Bellanca "Skyrocket" A-135	16"	21.95	25"
Cessna C-34 A-132	16"		
Megow	16"	\$21.95	18"
Newport 17-C C-4	16"	22.95	24"
Stinson "Reliant" SR-6 C-5	16"	9.95	15"
Newport 11 "Baby Scout" F-20	16"	22.95	23"
Arrow Sport V-8 Ford V-8 Power	16"	22.95	24"
Corben "Super Ace"	16"		
Peerless	16"	21.95	24"
Heath "Midwing" No. 255	16"	21.95	24"
"RED FLASH" Endurance Model	Great Flyer!		28"
Dallaire	12"	8.95	
Sopwith "Camel"			

All models for rubber or CO2 power. The larger 23" to 25" models can be powered with the "HI-LINE" Electric motor.

I am always looking for good plans to reproduce-- let me know what you have.

I have been working on the MEGOW "Motor Hum" DEVICE. It should be ready soon also!

OCT 11 1985

Kits to U.S.A.	1st Class	U.P.S.
Shipping	Mail	
Charges		
1 Kit	\$2.50	\$2.90
2 kits	3.25	3.25
3 kits	3.75	3.70
4 kits	4.00	4.00

Dear STEW,

Thanks for the inquiry.

Best regards,  
Jack Fike  
Jack Fike

All models suitable for the new Brown "B-100" CO2 Motor. Made by Brown Junior Motors Inc.

The 1951 "Puncher" 1/4 Gas Model 13" W/S For Hostair's F.F. Or Sport Flying Fun!

\$11.95

Phone 1-812-222-2274

Bloomington, Indiana 47401

### "Dime Scale" Full Kits

Comet	16"	7.95	W/S
Phantom Flash	20"	8.95	12"
Allied Sport	16"	7.95	18"
Curtiss Robin	16"	8.95	12"
Corben Super Ace	16"	8.95	15"
Consolidated 81-7	16"	8.95	15"
Great Lakes Trainer	16"	8.95	12"
Fokker D-7	16"	7.95	16"
Stinson 105	16"	7.95	12"
Art Chester Racer	16"	7.95	16"
Boeing P26-A "Peashooter"	16"	7.95	12"
Monocoupe 90A	16"	8.95	12"
Spad 13	16"	8.95	15"
Rearwin Speedster	16"	8.95	12"
Fairchild 24 Ranger	16"	8.95	12"
Vought Pursuit	16"	8.95	12"
Curtiss Hawk P-6E	16"	7.95	12"
Harlow	16"	8.95	12"
Hawker Hurricane	16"	8.95	12"
Vultee Attack V11-GB	20"	8.95	12"
Aeronca Low Wing	16"	7.95	16"
German Arado Ar96B-2	16"	7.95	18"
Taylorcraft	20"	8.95	12"
Curtiss Falcon	16"	8.95	12"
Aeronca Seaplane	16"	7.95	12"
Farman Stratoplane	16"	7.95	12"
Dehavilland Puss Moth	16"	7.95	12"
two part plan 1935 #224		10.95	
Mr. Mulligan	16"	8.95	12"
New Taylor Cub J-3	16"	7.95	12"
Senior R.O.G.	21"	9.95	12"
Wiley Post Model A	16"	8.95	12"
Viking Kittyhawk B-8	16"	8.95	12"
Winnie Mae (Vega)	16"	8.95	12"
Spartan Biplane	16"	8.95	12"
Tiger Moth Biplane	16"	9.00	12"
Fleet Special Biplane	16"	9.00	12"
Supermarine "Spitfire"	16"	9.95	12"
Ryan Cabin SC	16"	9.95	12"
Heath LNB-4 "Parasol"	16"	7.95	12"
Curtiss Wright "Coupe"	16"	8.95	12"
Spartan Fighter	20"	9.95	12"
Security Sport	10"	7.95	12"
Messerschmitt ME-109	10"	8.95	12"
Aeroneer 1-B	16"	8.95	12"
Curtiss Hawk P-36	16"	9.95	12"
Stearman #76	16"	8.95	12"
North American NJ-	20"	8.95	12"
Curtiss Altrivial Biplane	16"	8.95	12"
Megow	16"	9.95	12"
Northrop "Pursuit" XT-1	16"	9.95	12"
Taylor "Cub" 15"	15"	8.95	12"
British S.E.5 12"	12"	8.95	12"
Bristol "Scout" 12"	12"	9.95	12"
Fokker D-7 15"	15"	9.95	12"
Vought "Corsair" V-100 12"	12"	8.95	12"
Gurtless "Swift" Pursuit 12"	12"	8.95	12"
Douglas "Observation" 12"	12"	8.95	12"
Messerschmitt M29	15"	8.95	12"

### Catalog Reprint List

Year	Company	Price	Pages
1939	Modelcraft	\$4.00	18
1939	Scientific	5.00	34
1940	Scientific	5.00	32
1940	Comet	5.00	38
1940	Megow	13.00	120
1941	Comet	12.00	64
1941	Megow	13.00	128
1942	Megow	13.00	128
1942	Comet West Coast	13.00	40 8" x 11" Big! War Time
1943	Scientific	5.00	20 War Time
1938	Megow	11.00	52 A Classic!

All kits suitable for the new "Dime Scale" rubber event and the Brown Jr. A23-CO2 motor. All kits are handmade and include the new Scale Flight Model Co. kit box.

Plus Postage and Packing.

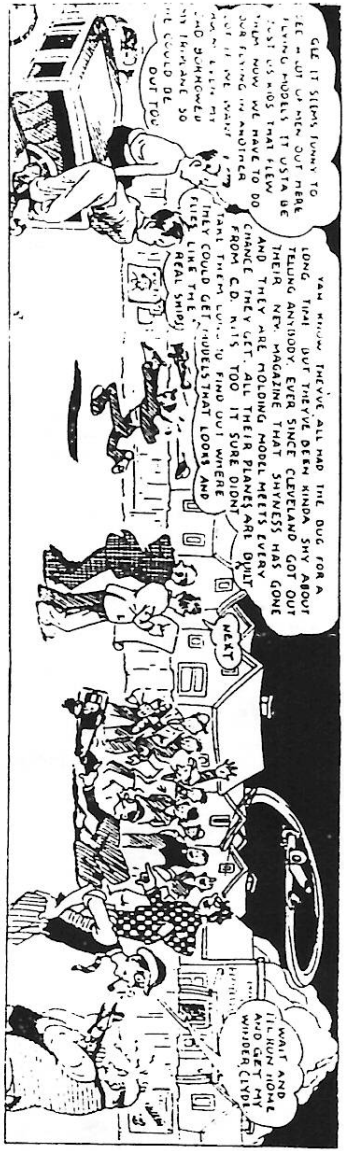
# SCALE FLIGHT MODEL CO.

**FLYING SCALE MODEL SERIES**

# MEGOW'S

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71 AIRCOCA	72 BOBING	73 COBAIN	74 CONSOLIDATED	75 CURTISS PUSMOT	76 DOUGLAS ORP.	77 CURTISS FALCON	78 FORTIS DUN	79 FORTIS ISLAND	80 FORTIS DUNE	81 HILL DIVER
79 MI CLIMBER	80 KINNET SPORTISTE	81 LOCKHEED VEGA	82 BVAW ST	83 HELGAIN	84 PENNANT QUID	85 GESSIA	86 MACKAYWORTH	87 W.L.S. WAG	88	89
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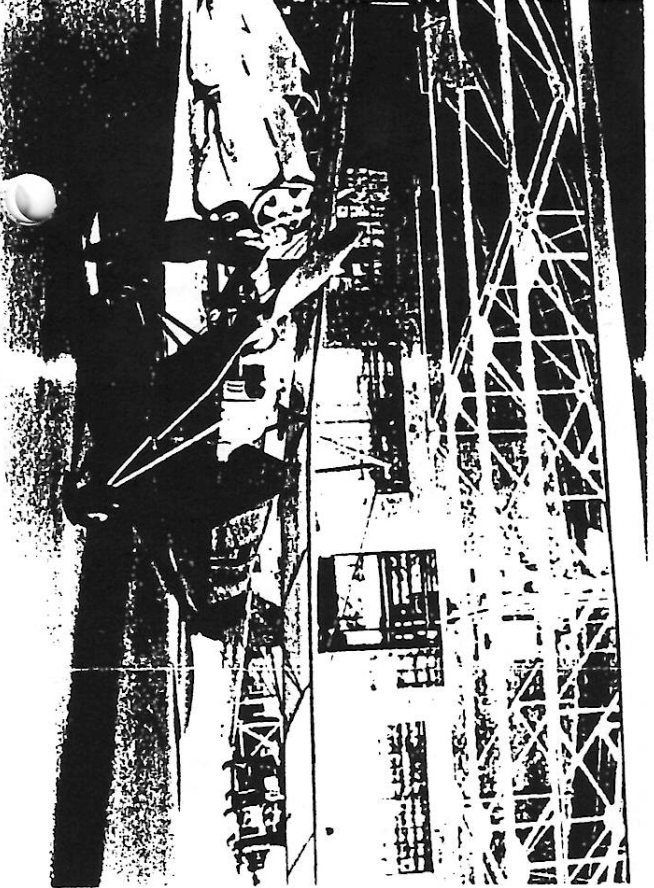


**MEGOW'S**  
 F-19 Russ Moth 12" W/S \$7.95  
 F-23 Slinson "Bellant" 15" 8.95  
 F-33 Hiler "Hedister" 15" 8.95  
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 F-47 Vorphil-Slinovsky "Corsair" 15" 9.95  
 A 10 1/2 Kit In 1941

**PERILESS**  
 No. 110 Ryan S-T 15" W/S \$8.95  
 Rearwin "Speedster" 15" \$9.95  
 A 10 1/2 kit In 1937  
 New Catalogue!

**1941 SCIENTIFIC** 42 page \$10.00  
**1936 COMET** 16 5.00  
**1938-39 PERILESS** 8 1/2 x 11" 20 12.00

Plus Postage.



**1937 Mepow Catalog 8 1/2 x 11" 24 pages** \$12.95  
 Plus Postage

**1937 Mepow 8 1/2 x 11" 24** 12.95  
**1937 Scientific** 42 10.00  
**1938-39 Periless** 8 1/2 x 11" 20 12.00

Plus Postage.

**1934 MEGOW 10 1/2 Kit Box** 4.00  
**1937 MEGOW 10 1/2 SOLID MODEL KIT Box** 4.00  
**1938 PERILESS 10 1/2 Kit Box** 4.00

Reproduction  
 Kit  
 Boxes

- Megow's  
 Bellanca "Skyrocket" 18" W/S Turned Balsa Nose & Wheels \$14.95 1933 Kit  
 F-32 DeHavilland Hornet Moth 12" W/S \$8.95  
 J-6 Fairey "Battle" 30" W/S Turned Balsa Nose & Wheels \$31.95  
 F-14 Lockheed "Vega" Amelia Earhart 13 1/2" W/S Turned Balsa Cowl \$9.95  
 F-49 Vultee "Vanguard" 16" W/S \$9.95 1940 Kit  
 Peerless  
 Bellanca "Junior" 30" W/S Turned Balsa Cowl & Wheels \$31.95  
 The "Challenger" R.O.G. 15" W/S \$7.95 1934 Kit-A Great Flyer!

- Comet  
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 A.Y.A. No.1 Glider (Hand Launch) 13" W/S \$7.95

- BURD 10% Kits of the 1930's Good Scale, Great Plans!  
 • Curtiss "Robin" 16" W/S \$9.95 No. 15  
 • Aeronca Low Wing C-70 16" W/S \$9.95 Turned Balsa Cowl No. 26  
 • Boeing F4B-4 16" W/S \$9.95 The Classic Navy Fighter! No. 13  
 I am currently working on more of the BURD kits, hope to have them soon!  
 • Curtiss Hawk P-6E 16" W/S \$9.95 No.10  
 • Taylorcraft 16" W/S \$9.95 No.12  
 • Caudron Racer 16" W/S \$9.95 No.16  
 • Curtiss "Helldiver" 16" W/S \$9.95 No.18  
 • Fokker D-7 16" W/S \$9.95 No.28 Ernst Udet  
 • Hawker "Fury" 16" W/S \$9.95 No.29  
 • Seversky Fighter 16" W/S \$9.95 No.30  
 • Monocoupe 110 16" W/S \$9.95 No.32  
 • Mr. Mulligan 16" W/S \$9.95 No.25

\* BURD Kits That Are Available Now!

- Scientific  
 "Fury" 25" W/S \$18.95  
 "Sky-Scraper" 25" W/S 18.95  
 "Little Rebel" 25" W/S 18.95

\*\*\*\*\*

FURY

Wingspan 25" - Length 16 1/2"

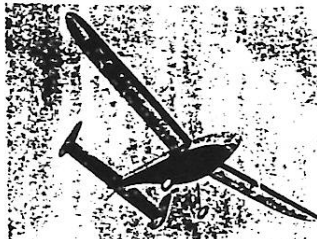
Really beautiful model that gives pleasure building and hours of enjoyment in the air. The Fury is easy to build and a real flyer too. This complete easy to build kit includes drilled block printed sheets, prop, tissue, cement and a set of full size plans.  
 Order one today - only.....



SKY-SCRAPER

Wingspan 25" - Length 15 1/2"

Why was she called a skyscraper? In her trial flights this model consistently made altitude flights of over 500 feet. Her color design makes her a classy looking too. The twin rudder assures greater spiral stability. The complete kit with everything necessary to build this new contest winning model sells for only.....



RAVEN

Wingspan 25" - Length 16 1/2"

Here's a contest model that's so easy to construct that a beginner will experience little or no trouble building it. Her diamond shaped fuselage and elevated polyhedral wing assures contest winning flights. Kit complete, including many finished parts and a set of full size plans with easy to understand directions.



WIZARD

Wingspan 25" - Length 16"

After you build and fly this model you'll understand why it was so named. This easily built model stays on the ground so quickly you'll be amazed at the consistently long flights it turns in. Detachable wing uses the rubber to dowel combination which prevents broken spars and allows easy flight adjustment. Complete kit, including all necessary materials and full size plan with instructions, is yours for.....



OCT 7 1935

SCALE FLIGHT MODEL AIRPLANE CO.  
 1219 S. Washington Street  
 Bloomington, IN 47401 U.S.A.  
 812-339-8274 Jack Fike

Megow Solid Model Kits Now Have Printwood Patterns As Before.  
 The Kits. Not Paper Printwood Patterns As Before.

MEGOW'S SOLID MODEL KITS--  
 "DIRT TRACK RACER" 6 1/2" Long #W-2 8" W/S \$12.95  
 ALBATROS D-III #S-12 8" W/S \$12.95  
 FOKKER D-III #S-21 8" W/S \$12.95

10% Kits in the 1930's  
 #S-26 8" W/S \$12.95  
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 #S-9 8" W/S \$12.95

OPWITH "CAMEL"  
 CURTISS WRIGHT CONDOR TRANSPORT  
 DOUGLAS DC-2 TRANSPORT  
 10% Kits in the 1930's



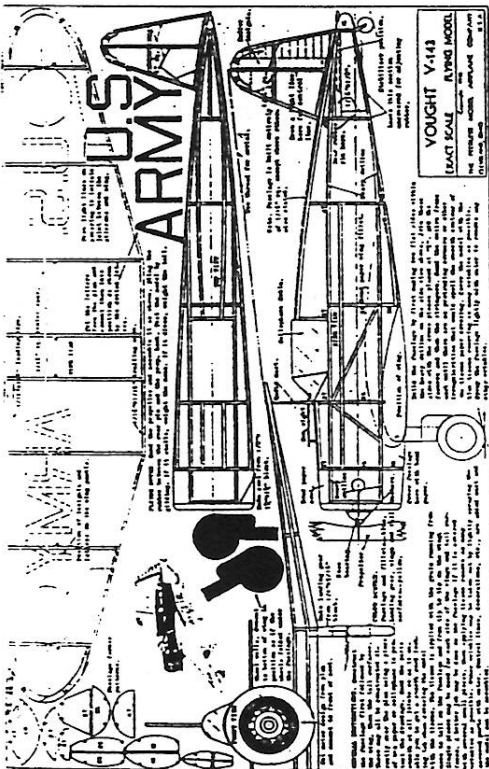
RYAN OBSERVATION

Sensationally reported as the Army's new "umbrella" plane capable of hovering, over an objective, almost standing still.

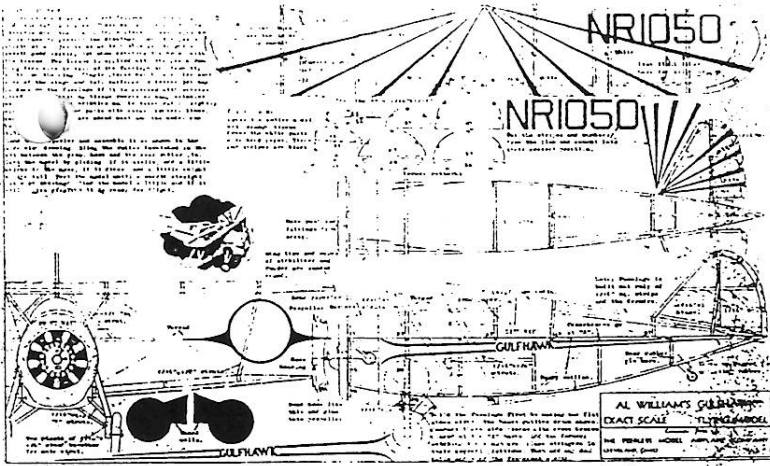
KIT No. F51

NEW!  
 MEGOW'S  
 16" W/S  
 \$9.95

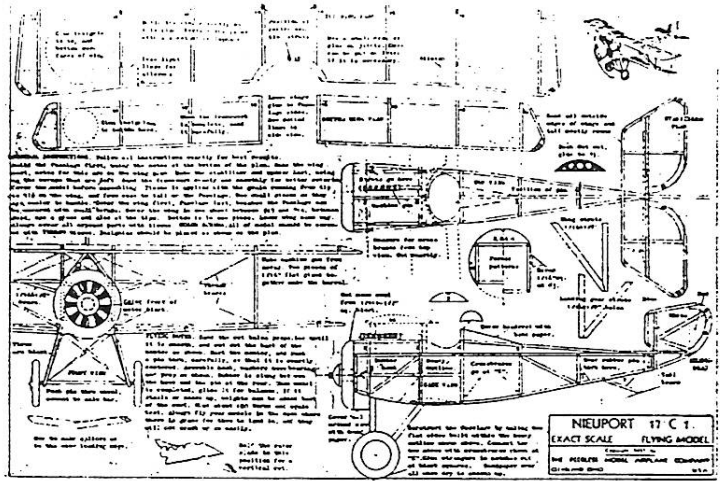
My Newest Kit! \$9.95 Plus Post.



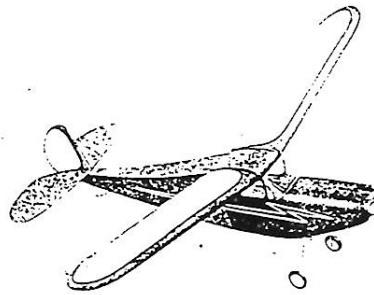
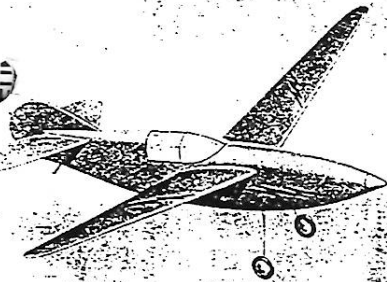
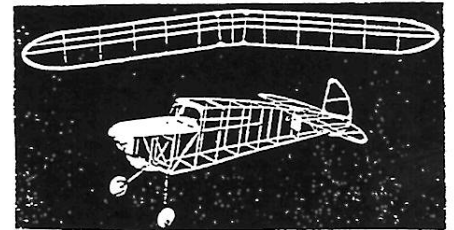
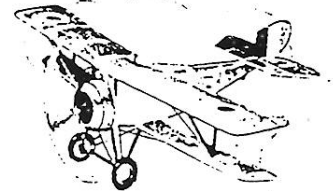
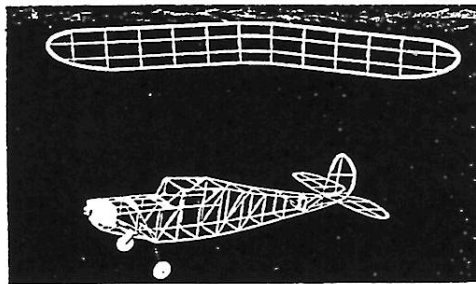
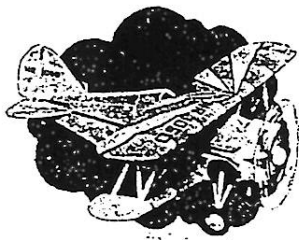
# LOOKY---- HOT new kits!!!



Al Williams Grumman "Gulphawk" F3F-1  
12" w/s \$9.95 Turned balsa cowl  
A 10¢ kit in 1938

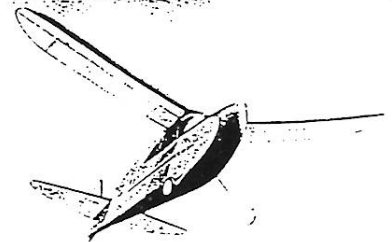


PEERLESS-- NIEUPORT 17-C1 A 10¢ kit in 1937  
Turned balsa cowl 12" w/s \$9.95

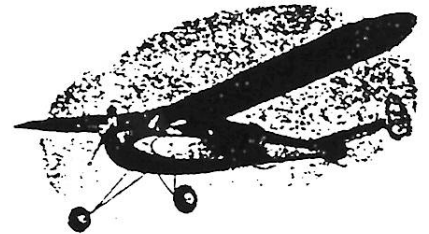


"Lightning" 25" w/s 18.95 "Doodle Bug" 25" w/s 18.95

SCIENTIFIC-- "SUPER-FLYER" Endurance Models



"Little Rebel" 25" w/s \$18.9

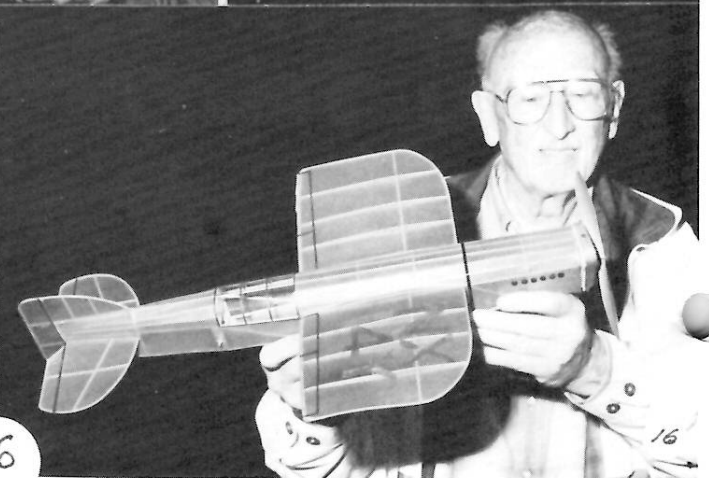
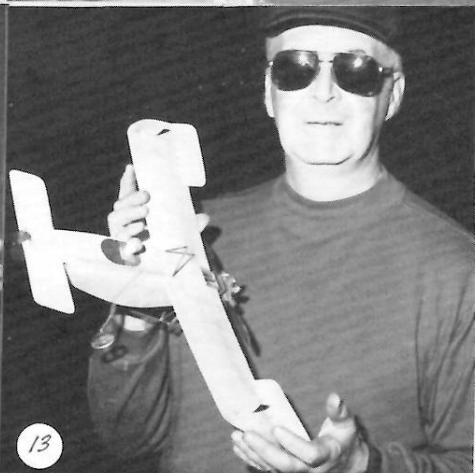
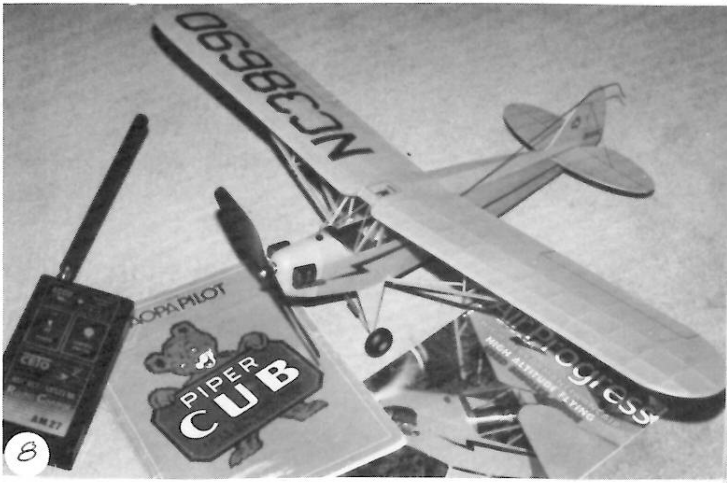


The "Ranger" 25" w/s 18.95

The "Hornet" 25" w/s 18.95

PEERLESS--  
"Blackhawk Junior" 24" w/s 18.  
Rubber Powered Gas Type Flying Mod  
A 1939 Kit

LOOKY---- HOT new kits!!!





## PHOTO PAGES

8. Jiro Sugimoto sent this great shot of his Czech Hacker Cub with CO2 motor and CETO radio.
9. Our good friend Jack Moses at September Muncie FAC contest with his JUMBO MIG.
10. Terry Pittman with his winning Hellcat at the Shangrila Summer Fun-Fly; what a great flight!
11. A pretty CO2 powered Savoia from Bill Noonan's plan by John Lewars.
12. Dave Aronstein master of the lightweights with his great flying COCONUT Tupolev ANT 25.
13. It was great to see George Meyers back in action at Reading indoor contest this past May.
14. Another of John Lewars miniature CO2 masterpieces; an E2 Cub seen at Reading.
15. Claude Powell launching his NOCAL Farman at Reading.
16. Now this is not one of our favorite aircraft but as the old adage goes 'beauty is in the eye of the beholder'. Obviously, Mike Moskow picks them for maximum area and moments, seen here with his PEANUT Hostler Fury.

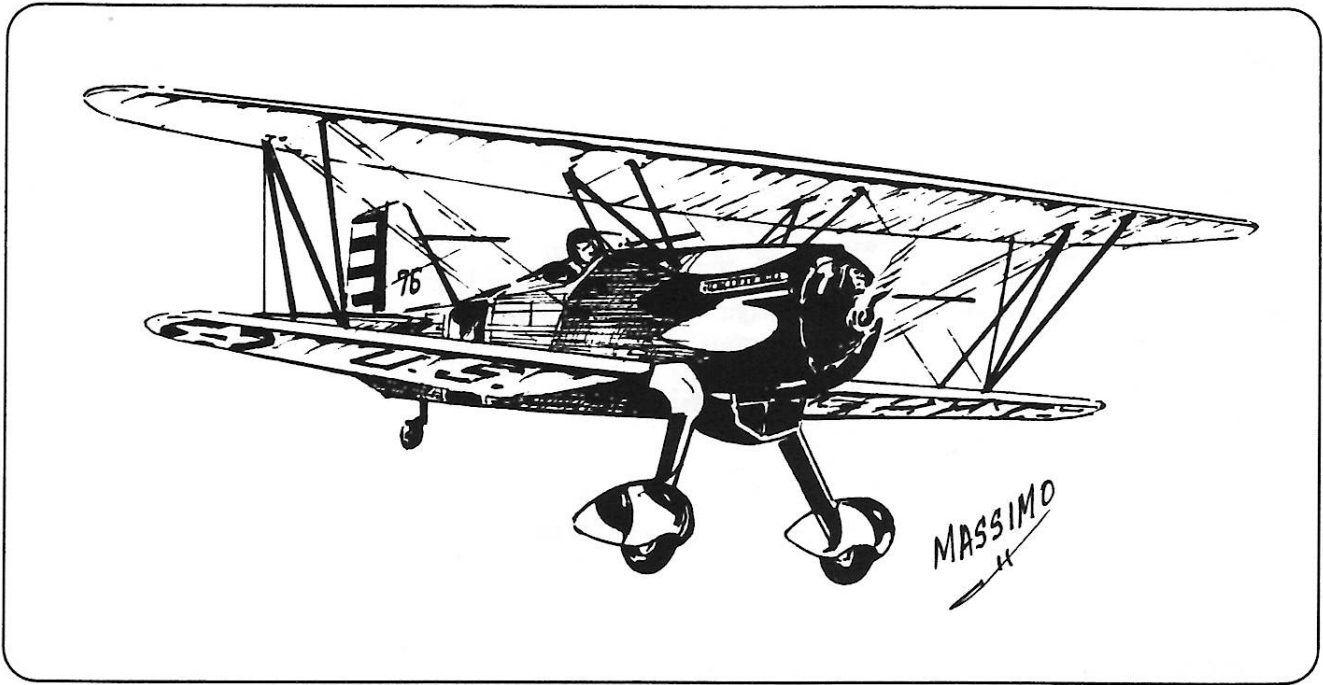
### Ten Center Two (continued)

was added to the top of the upper wing at the max chamber point. The machine gun was made from black tissue rolled around a form with white glue and balsa. The under carriage was made from .015 music wire thread wrapped together and hot stuffed. Balsa struts were the grooved and glued over the wire. The cross pieces in the fuselage were wrapped to 1/16 th balsa with thread and glued to the fuselage longerons with gussets. This has proved to be nearly indestructible and only weighs 2 grams including peck plastic wheels. The balsa cowl block was hollowed out and a 1/64 plywood nose piece installed with a 5/8 square hole in it. A 1/32 ply removable nose block with a 5/8 square peg in the back is used to support a peck bearing, a 1/32 MW shaft with swing clutch and a 5.5" Northpacific plastic prop. The magic number is 7° down thrust zero side. No rigging is shown on the plan and none was used. The empty weight is 16 grams; 4 grams of 1/16 rubber in two loops are used out doors. This will have to be tamed down inside. This little turkey won the Old Time Kit scale at Kudzu with a zoom climb in the wind. The rudder is hinged but no offset is required for wide left circles.

The North American Trainer is built as an NJ1 since I love the color scheme. Grey fuselage, red cowl and tail, yellow top wing, red fuselage and wing bands, and no pesky tail stripes. It is

basically built like the kit except the wing is built in one piece and laminated pieces ( 1/32 x 3 x 1/16 ) were made over a rib to replace the lower longerons over the wing. These were set at 2° and the stab slot was made 1/8 wide for longitudinal trim. The stab is set -1/2 ° now. The front former was faced with 1/64 plywood and the removable nose block was made from 1/4 " basswood. A 7" Northpacific prop and swing clutch are used on a .047 shaft. The landing gear is made from .020 music wire and torsionally sprung from the rear of the strut to allow it to flex aft under hard landings. Foam wheels and pilot are used. All insignia is tissue. The empty weight is 29 grams; 6 grams (8') of 3/32 x 4 tan two in provide the oomph. This is outdoor trim and will have to be toned down to fly inside. I feel the cg could be moved aft by lightening the nose block and trimming more nose down to reduce the weight slightly and fly on less rubber slower.

The Farman Statoplane was built nearly directly off the plan. The wing is mounted by staple wire at the leading and trailing edge which plug into .020 ID tissue paper tubes glued into the fuselage. Rubber cement at the main spar holds the wing to the fuselage. (The lower wing of the P6E is held on the same way.) The spar has migrated to the upper surface of the wing (as it is on the P6E as well). The rudder is hinged. Former 1 is faced with 1/64 ply and a 3/8ths square hole is cut in it after 1/16 sheet is run 1/4" back between the stringers behind it to reinforce the nose. The sheet is fared in smoothly. A 1/32 ply nose block with a 3/8 square plug supports a peck bearing and 1/32 MW shaft with shook and swing clutch. A 5" plastic prop is used. The model is covered with silver tissue. The color scheme on the plan is all wrong! Skip the rondels. The license numbers are correct but should show up on the wings in typical Farman practice. Photos from the Farman book show this and prove the plane did exist. One oil radiator is missing from the plan. Xerox a copy of the other radiators and make a paper pattern to go under the nose. The side and front views show it. Ink a border on one of the existing radiators to match the pattern. Glue 'em on. The landing gear is a .015 wire vee glued to the line up bulkhead. Balsa farings are added. The aft leg flexes into holes in the fuse. The vertical leg is also a phony which retracts into a shock absorber. Wing struts are glued to a wing rib with a monofilament pin that plugs into a hole in the fuse. (ala Eggert). Empty weight is 10 grams. 3 grams of 3/32 in one loop provide the indoor power. Flight is slow and long.



The "SPAD" drawing used on the cover of this issue was selected for a couple of reasons. First because it is one of the 10-cent Comet plans used in this issue by our Comet devotee, Stew Meyers and second because of its age and beauty. I first saw it when it was published in the Spring 1968 issue of "CROSS & COCKADE". That issue had an article which dealt with the paint formulas and camouflage patterns used on French aircraft of 1918 and was called "PROJECT BUTTERFLY". The drawing was done at the Toul airdrome in France in 1918 -77 years ago by B. N. Doolin. He is an unknown artist to me and I suspect to almost everyone, but the style and class of this old pen and ink drawing really turned me on. I hope you enjoy it. By the way the 10-cent Comet "SPAD" built by Stew Meyers is a great flier.

(MASSIMO)



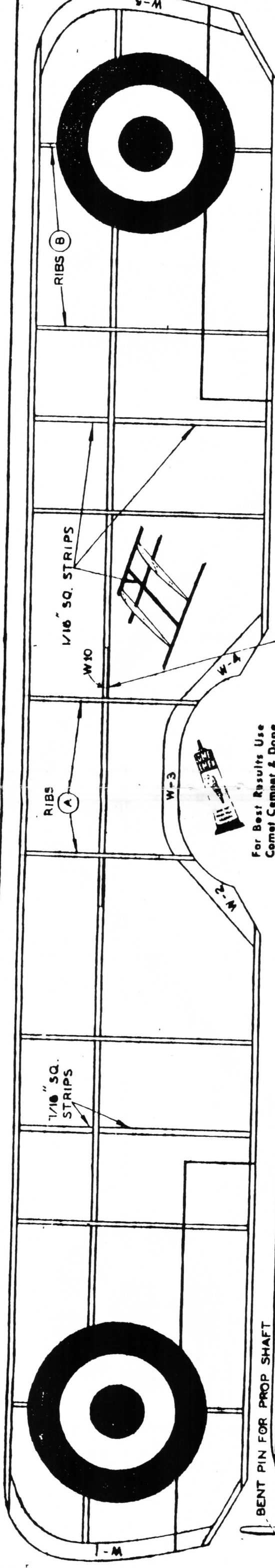
**NOTE: Your Dues Are Due**



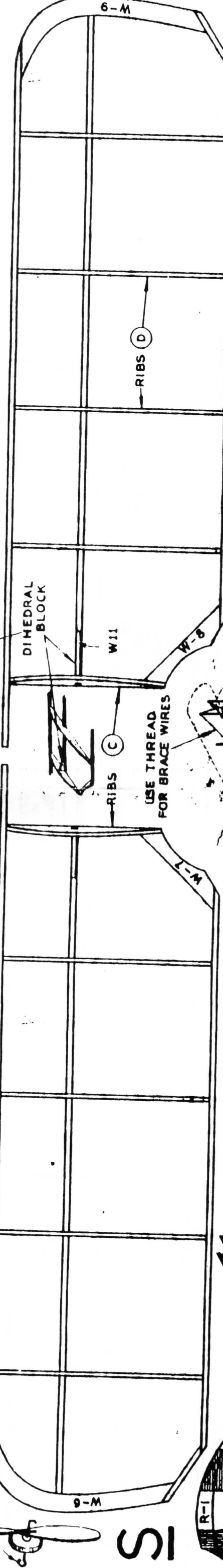
**CLUB OFFICERS** President: Terry Pittman, 7863 Colonial Vil. Row, Annandale, VA 22003  
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
Treasurer: Frank Rowsome, 10904 Bellehaven Rd., Damascus, MD 20872

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

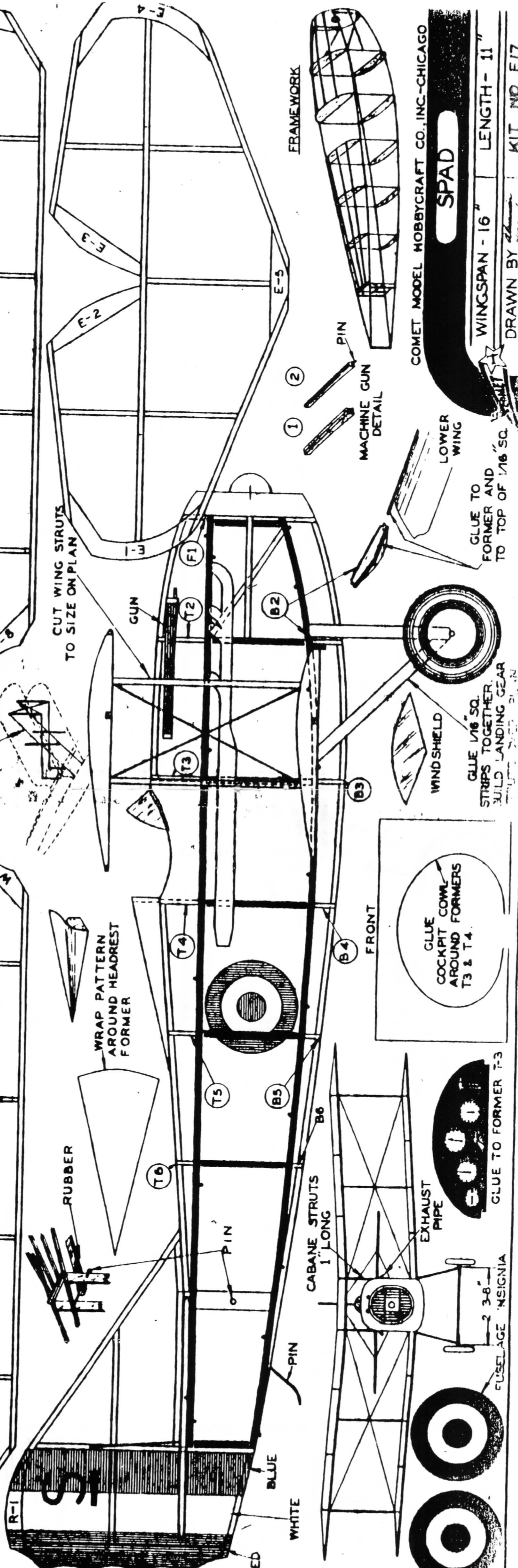
**MEMBERSHIP** - Dues for membership in the D.C. MAXECUTERS is \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer.



For Best Results Use Comet Cement & Dope



IS

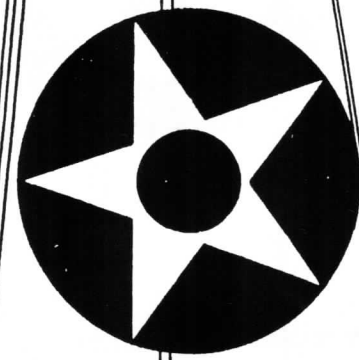
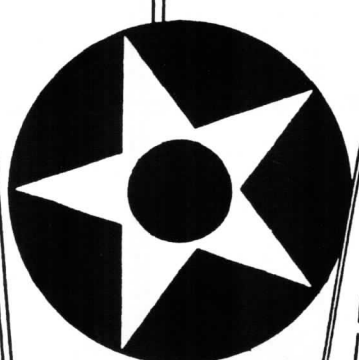
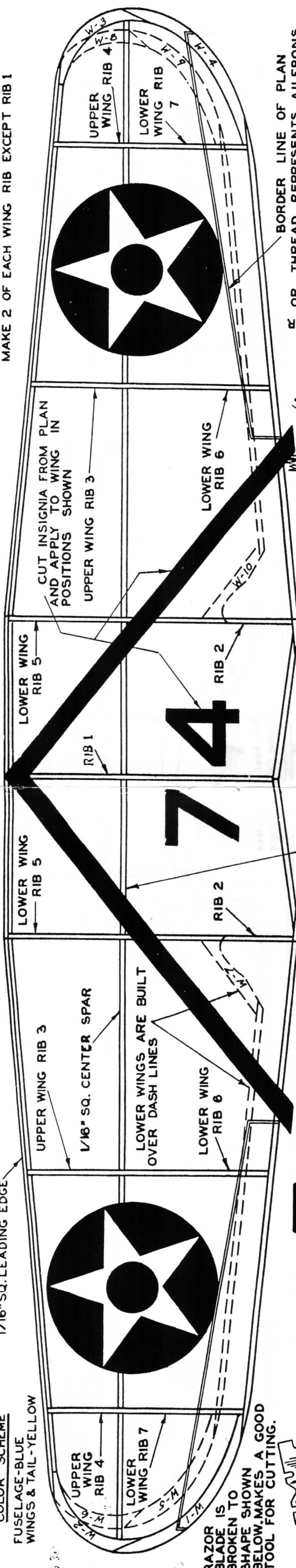


COLOR SCHEME

FUSELAGE-BLUE  
WINGS & TAIL-YELLOW

1/16" SQ. LEADING EDGE

MAKE 2 OF EACH WING RIB EXCEPT RIB 1



RAZOR BLADE IS BROKEN TO SHAPE SHOWN BELOW. MAKES A GOOD TOOL FOR CUTTING.

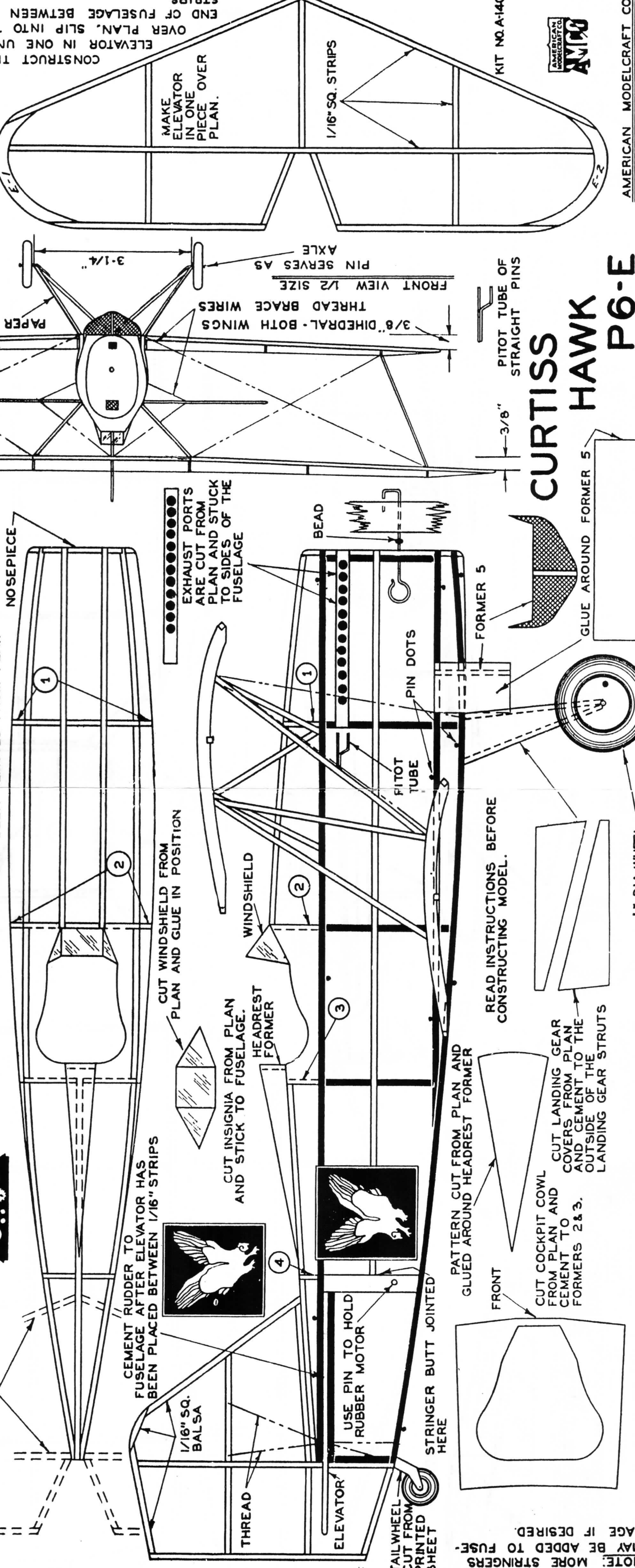
DASH LINES INDICATE POSITION OF ELEVATOR

INSTRUMENT PANEL CUT FROM PLAN AND CEMENTED TO FORMER 2

CEMENT CENTER SPAR IN PLACE AFTER WING FRAMEWORK HAS BEEN REMOVED FROM PLAN.

BORDER LINE OF PLAN OR THREAD REPRESENTS ALERONS

CONSTRUCT THE ELEVATOR IN ONE UNIT OVER PLAN. SLIP INTO TAIL END OF FUSELAGE BETWEEN 1/16" STRIPS



CEMENT RUDDER TO FUSELAGE AFTER ELEVATOR HAS BEEN PLACED BETWEEN 1/16" STRIPS

CUT WINDSHIELD FROM PLAN AND GLUE IN POSITION

CUT INSIGNIA FROM PLAN AND STICK TO FUSELAGE.

EXHAUST PORTS ARE CUT FROM PLAN AND STUCK TO SIDES OF THE FUSELAGE

3/8" DIHEDRAL - BOTH WINGS  
THREAD BRACE WIRES  
PIN SERVES AS AXLE  
3-1/4"

MAKE ELEVATOR IN ONE PIECE OVER PLAN.

USE PIN TO HOLD RUBBER MOTOR

TAILWHEEL CUT FROM PRINTED SHEET

STRINGER BUTT JOINTED HERE

PATTERN CUT FROM PLAN AND GLUED AROUND HEADREST FORMER

CUT COCKPIT COWL FROM PLAN AND CEMENT TO FORMERS 2 & 3.

READ INSTRUCTIONS BEFORE CONSTRUCTING MODEL.

FORMER 5

3/8" PITOT TUBE OF STRAIGHT PINS

CUT LANDING GEAR COVERS FROM PLAN AND CEMENT TO THE OUTSIDE OF THE LANDING GEAR STRUTS

1" DIA. WHEEL

GLUE AROUND FORMER 5

3/8" PITOT TUBE OF STRAIGHT PINS

# CURTISS HAWK P6-E



KIT NO. A-140

ALEXANDER HORBACK J. STAINER 2/17/36

DIVISION OF COMET MODEL AIRPLANE CO. CHICAGO, ILL. AMERICAN MODEL CRAFT CO.

NOTE: MORE STRINGERS MAY BE ADDED TO FUSELAGE IF DESIRED.

CONSTRUCTION NOTES

1. The Best. The first step in building the model is to lay the drawing out flat on a work table, drawing-board or plywood panel. Fasten it down with thumb-tacks as shown in Fig. 1. Then begin on the side view and drawing of the fuselage. The fuselage is made of balsa wood, and is to be made in two pieces, the front and rear, which are to be joined together with cement. Make two of these sides exactly alike, trace each side.

FIG. 1

2. The Body. The next operation is to assemble the two sides, to form the body of the model. On a work table, lay out the two sides and join them together with cement. The cement should be applied to the joint with a brush, and the sides should be held together until the cement is completely dry. The body is now ready for the next step.

FIG. 2

3. Forming and Fairings. If the plane has a round or oval shape, this must be done by using a compass and a pencil to draw the shape on the fuselage. Then use a sandpaper to smooth the surface. The fairings are made of balsa wood and are to be cemented to the fuselage. The fairings are to be made in two pieces, the front and rear, which are to be joined together with cement.

FIG. 3

4. Main Block & Tail Assembly. The main block is made of balsa wood and is to be cemented to the fuselage. The tail assembly is made of balsa wood and is to be cemented to the main block. The tail assembly is to be made in two pieces, the front and rear, which are to be joined together with cement.

FIG. 4

5. The Wings. On balsa wood trace the ribs from the plan, or use the most blocks, vary for some of the ribs. To make the ribs, use a sandpaper to smooth the surface. The ribs are to be cemented to the fuselage. The wings are to be made in two pieces, the front and rear, which are to be joined together with cement.

FIG. 5

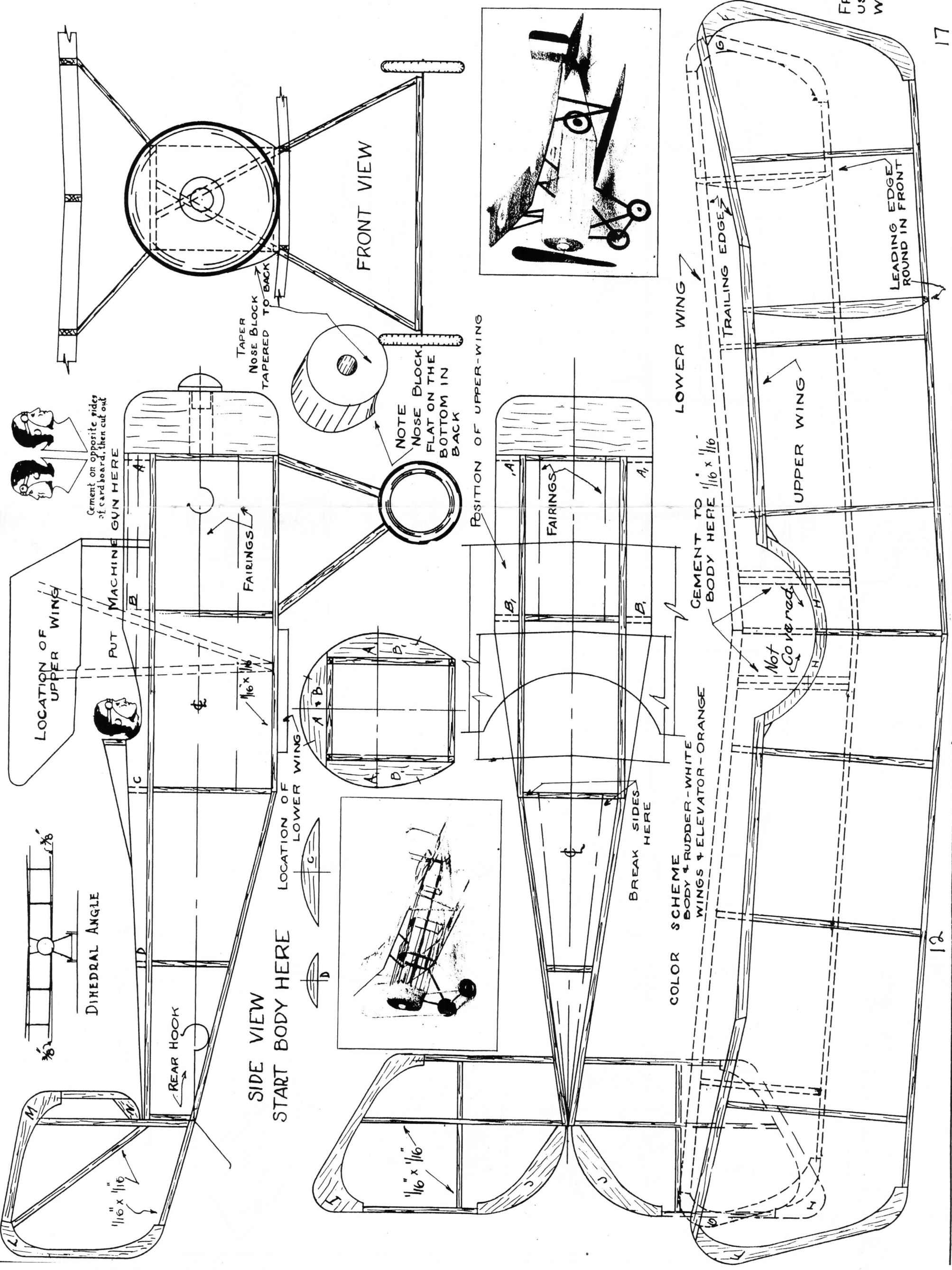
6. Tail Section. A full size drawing of the tail is shown on the right. Cut out stamped parts from balsa-wood to form the tail section. The tail section is to be cemented to the fuselage. The tail section is to be made in two pieces, the front and rear, which are to be joined together with cement.

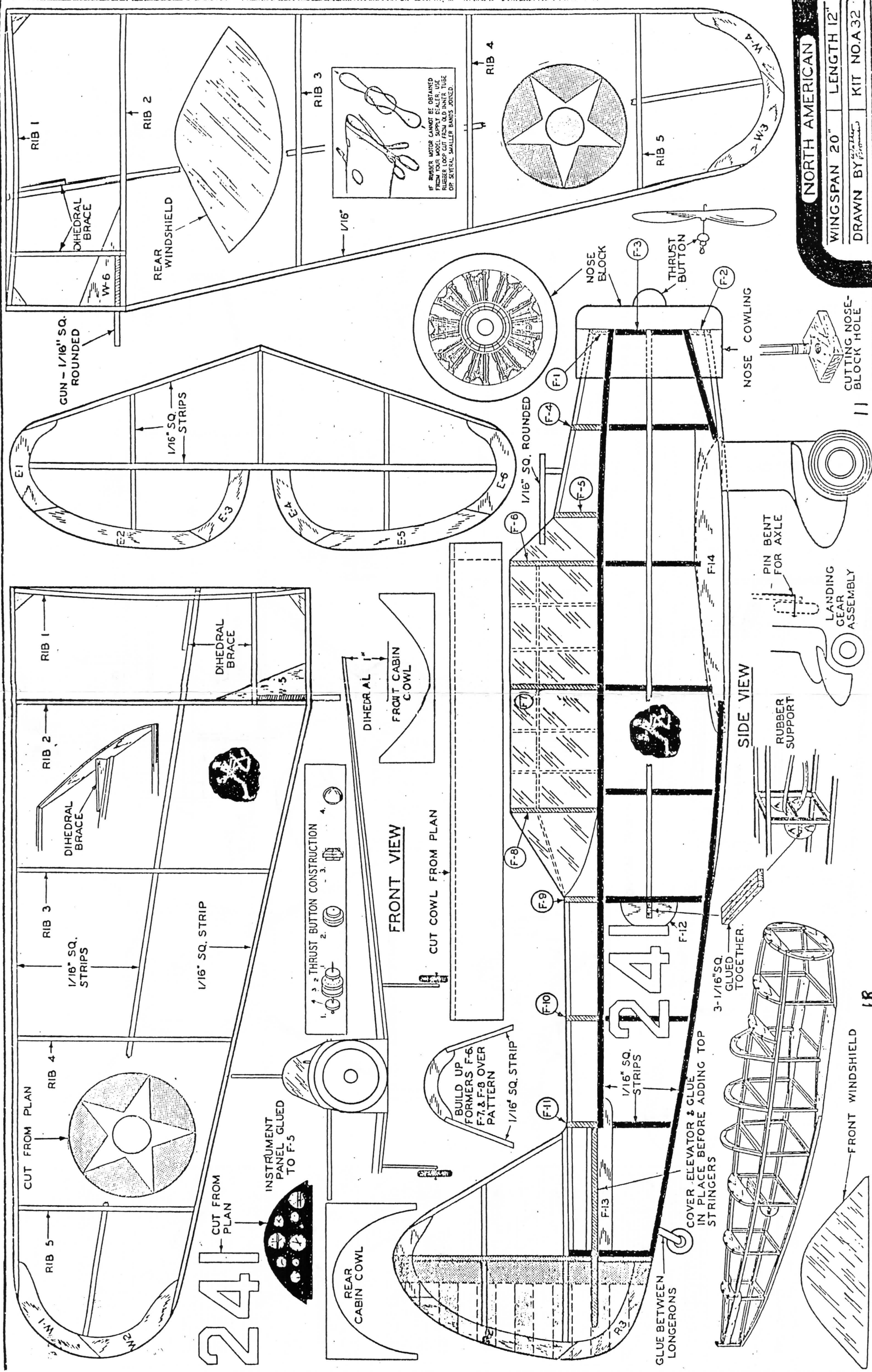
FIG. 6

7. To Fly. First balance the plane. If it is not balanced, it will not fly. To balance the plane, use a thumbtack or a pin to hold the plane in a level position. Then adjust the tail section until the plane is balanced. The plane is now ready to fly.

FIG. 7

MEGOW'S PLANS  
"NIEUPORT BABY SCOUT"  
FRENCH COMBAT FIGHTER  
USED DURING THE WORLD  
WAR.





NORTH AMERICAN

WINGSPAN 20" LENGTH 12"

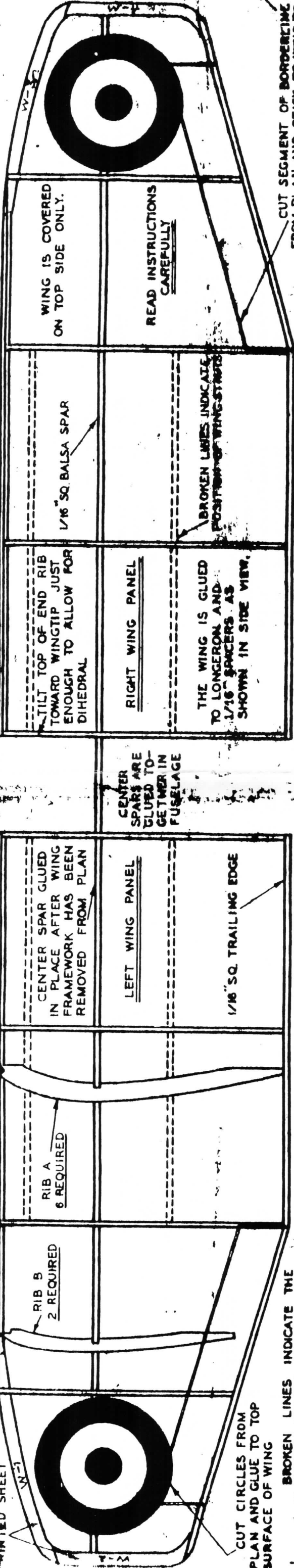
DRAWN BY [Signature]

KIT NO. A 32

241

CUT FROM THE PRINTED SHEET

1/16" SQ. Balsa LEADING EDGES

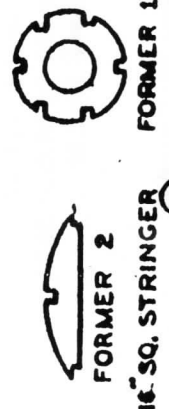


CUT CIRCLES FROM PLAN AND GLUE TO TOP SURFACE OF WING

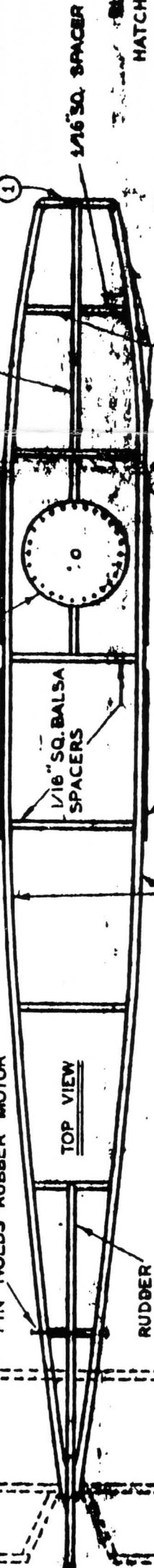
WING IS COVERED ON TOP SIDE ONLY. READ INSTRUCTIONS CAREFULLY

CUT SEGMENT OF BORDERLINE FROM PLAN AND STICK TO WING TO SHOW UP THE AILERONS.

CONSTRUCT WINGS DIRECTLY OVER PLAN.

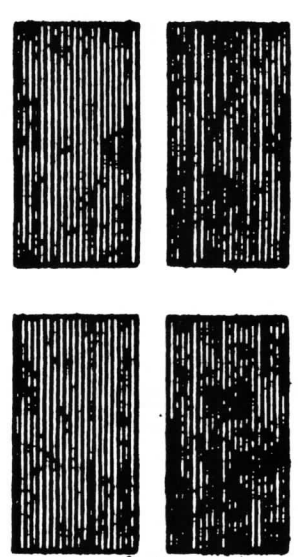


SAND LEADING EDGE SO THAT IT IS BOUNDED AS SHOWN TO LEFT. CIRCULAR MATCH IS CUT FROM THE PRINTED Balsa SHEET.



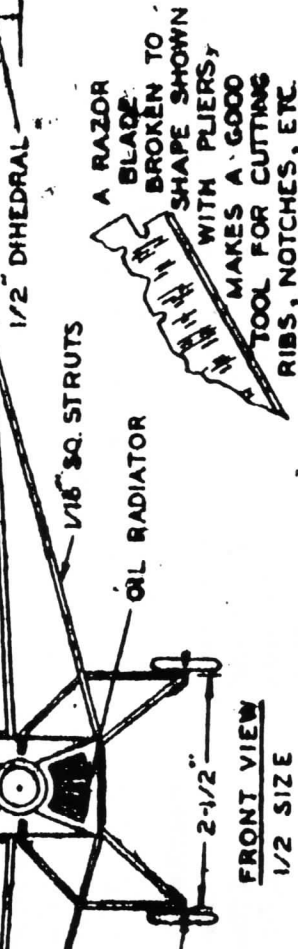
MOISTEN LONGERONS HERE BEFORE GLUING IN THIS SPACER

1/16" SQ. LONGERONS

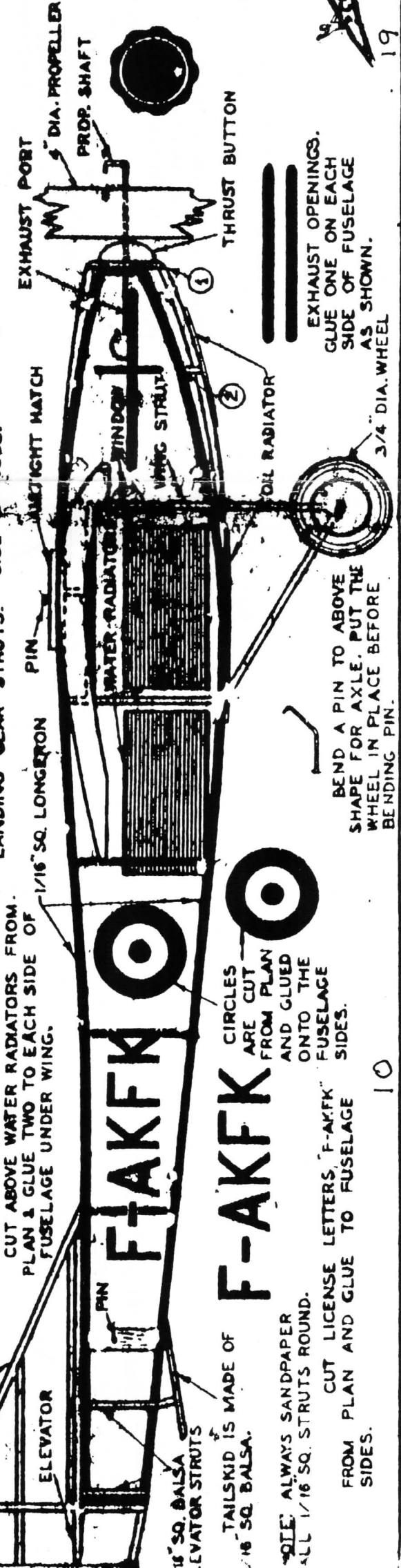


OIL RADIATOR. GLUE TO BOTTOM OF FUSELAGE IN BETWEEN THE 1/16" SQ. LANDING GEAR STRUTS.

AXLE MADE FROM PIN. GLUE ONE ON EACH SIDE OF THE FUSELAGE.



THE FARMAN STRATOPLANE IS A 2 PLACE EXPERIMENTAL PLANE FOR HIGH ALTITUDE FLYING. THE LOW DENSITY OF AIR AT HIGH ALTITUDES NECESSITATES AN AIR TIGHT CABIN, LARGE OIL & WATER RADIATORS & LARGE WING AREA. THREE SUPERCHARGERS ARE USED TO SUPPLY THE CARBURATOR WITH AIR. THE FARMAN AIR PLANE WAS PURCHASED BY THE FRENCH GOVERNMENT WITH THE INTENTION OF MAKING AN EXTENSIVE SERIES OF TESTS AT HIGH ALTITUDES.



BEND A PIN TO ABOVE SHAPE FOR AXLE. PUT THE WHEEL IN PLACE BEFORE BENDING PIN.

EXHAUST PORT 3/4" DIA. PROPELLER PROP. SHAFT THRUST BUTTON

EXHAUST OPENINGS. GLUE ONE ON EACH SIDE OF FUSELAGE AS SHOWN.

WINDOWS GLUE ONE ON EACH SIDE OF THE FUSELAGE.

1/2" DHEDRAL

1/16" SQ. STRUTS

OIL RADIATOR

A RAZOR BLADE BROKEN TO SHAPE SHOWN WITH PLIERS, MAKES A GOOD TOOL FOR CUTTING RIBS, NOTCHES, ETC.

RUDDER IS CONSTRUCTED ENTIRELY OF 1/16" SQ. Balsa.

TAILSKID IS MADE OF 1/16" SQ. Balsa.

WHEELS ALWAYS SANDPAPER ALL 1/16" SQ. STRUTS ROUND. CUT LICENSE LETTERS 'F-AKFK' FROM PLAN AND GLUE TO FUSELAGE SIDES.

**FARMAN STRATOPLANE**

WINGSPAN - 16"      LENGTH - 10-3/8"

KIT NO. A-158      SERIES ONE STAR

DRAWN BY *Tommy*      LETTERED BY *Stalmer*