

# MAX FAX



Journal of the D. C. Maxcutters


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

Editor: Stew Meyers

March - April 1995

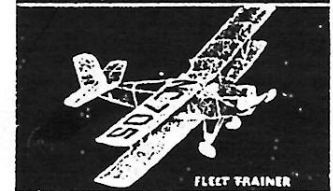
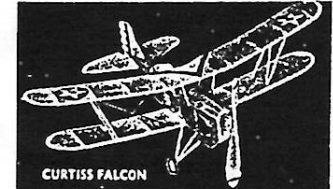
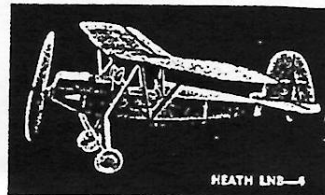
## DIME SCALE ISSUE

*The* **COMET 1-STAR LINE**



Big wingspans and big values are the outstanding features of the Comet 1-Star line. But, when Comet gives you big wingspans—it doesn't sacrifice detail and quality—no sir! Comet 1-Star kits are amazingly complete—a pleasure to build and fly, and a joy to look at. Famous Comet quality throughout.

16" WINGSPANS 10c



## COMING ATTRACTIONS

MARCH 3 Friday flying - Sherwood HS Main Gym - 7:00 to 10:00 pm  
-POTPOURRI SCALE Contest.

**SPRING PAX RIVER INDOOR CONTEST IS CANCELED!  
TRY AGAIN IN THE FALL!**

MAY 6 (Saturday) Reading Indoor Contest see the flyer on back cover

COMSAT FLYING STARTS WITH DAYLIGHT SAVING TIME SUNDAY EVENINGS

JULY 14-15-16 Flying Aces Contest Geneseo, N.Y. contact: Lin Reichel,  
Off year for the nats but a good contest

3301 Cindy Lane,  
Erie, PA 16506

## THIS ISSUE

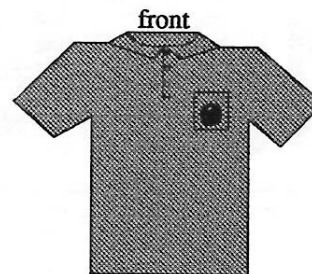
As you should have noticed on the cover, the uncertain date for the PAX River Contest has deteriorated to no date at all. This spring's PAX River Contest is canceled! I hope we can get a fall date. The cover features A series models from the 1936 Comet which have disappeared from the 1942 Comet catalog. I have included the pages of this catalog which show the A series on page 18 & 19. I got these from Jack Fike. The A series list on page 6 is the conjunction of these two. Many of the 2 digit series in the 1942 catalog have been renumbered from the earlier 3 digit series. Of course, several became E series later on in the '50s. I highly recommend the SFM kits (good wood). In addition to my rambling on about tencenters, I have included a page of clutch drawings by Alan Luhermann (he promises more) and a reduced drawing of a modern Comet 15 incher for comparison. Dave G. Smith has a page promoting a Don Srull event. Guess I'll have to cover my He 100 and reassemble my Dh6. Larry Peavy has a letter on building and flying a S-38. Paul Speiregen continues the Maxecuter travelogue. I find I am unable to run his pictures. I also am including four tencenter plans. I apologize for not having formers for the Jeep. You can fudge them, or get a kit from SFM or a complete plan from GAR. I also apologize to the Maxecuter art department, as I did not use the neat drawing of a Curtiss P6E. When I did not use the plan it did not make sense. Maybe I'll do a Hawk issue some time. Also included are contest results for the Navy Carrier event. The photos are by Tom Schmitt. I find putting out the news letter is like building a model for a contest. I make a great frame work and admire the bones for months (some times longer) and then screw up covering it at the last moment. Wrinkle city..! Trim.. forget it. I am offering the Maxecuter Tee shirt for sale @ \$24 postpaid. A nifty light blue 100% cotton heavy polo shirt with a collar and pocket. The mighty Max wings are across the back, with a logo on the pocket in dark blue.

Contact me Stewart C. Meyers  
8304 Whitman Dr. Bethesda, MD 20817.

## PHOTO PAGES

1. **Stew Meyer's fleet of Comet Old Timers, the theme of this issue.**
2. **Our Editor for this issue, Stew holding a Curtiss Falcon - Winner Feb. 95 Old Timer contest.**
3. **The bones of Stew's Comet Curtiss Hawk Navy version F11C.**
4. **The Hawk in flight at Sherwood High School; all are good flyers**
5. **Many of the Maxcuters build the Comet old timers; Allan Schanzle's Wiley Post seen here.**
6. **Pat Daily and Dan Driscoll showed up for the CARRIER LANDING contest at Sherwood on 21 January. Dangerous Dan walked away with the Kanone using his PEANUT Ord-Hume.**
7. **It was great to see Randy Kleinert and Bill Bell at Sherwood this winter. Bill brought along his latest beauty for show and tell, a P-51 built from the Golden Age kit.**

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



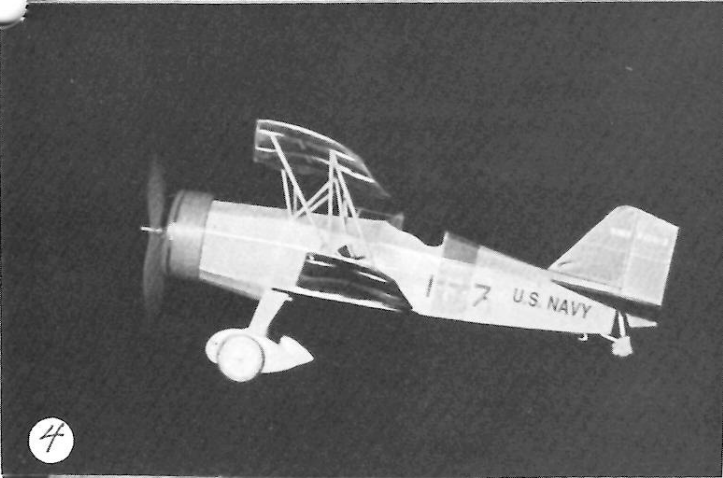
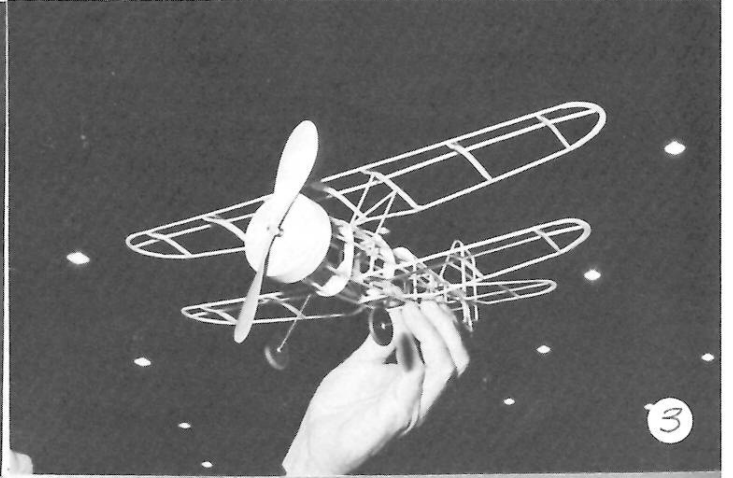
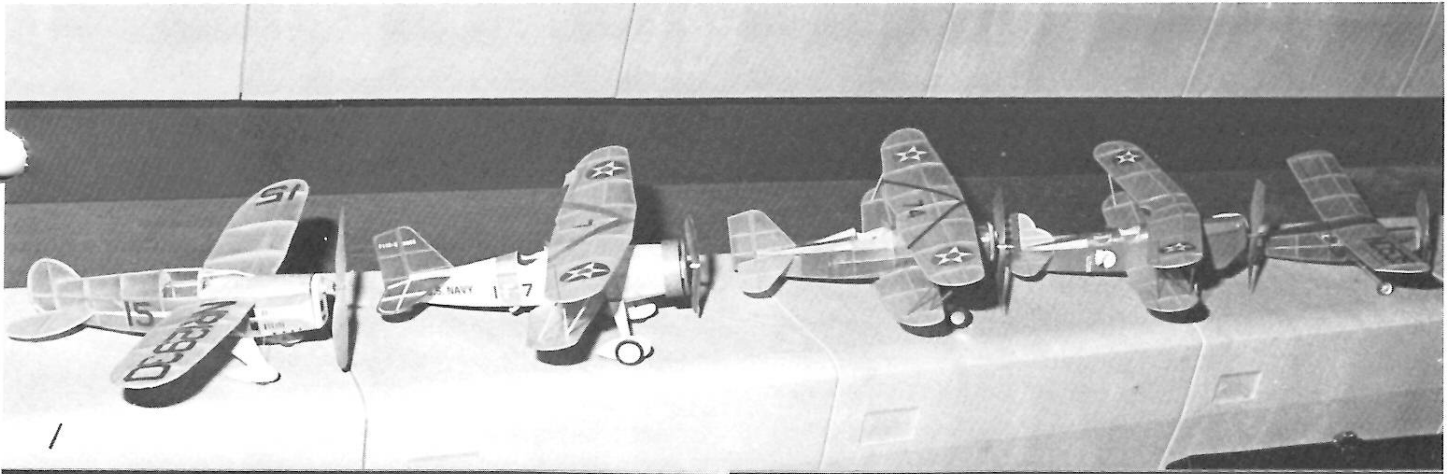
DC Maxes  
Polo Shirt



Just One  
Jackson!

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

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



## TEN CENTERS

There are lots of models that can qualify as 'Ten-centers' and I have built many of them. But to me based on my ab initio model building, the Comet one star A series defines the genus. Therefore, that is what I am presenting in this issue. The quinessential features of the breed are a simple light structure constructed entirely of 1/16 sq. and 1/16 sheet balsa parts with enough fidelity to scale to be easily identifiable or at least well distinguished from others of the ilk. There were a minimum of ribs. Quite often single surface covering was used, and of course no colored dope; these are flyers! The insignia and markings were black and white and cut from the plan. The only music wire used is for the prop shaft. The nose 'block' is 1/16th sheet with a hard wood thrust button. A four inch machine carved balsa prop is supplied along with hard wood wheels pin mounted to the 1/16 sq landing gear. I feel the later mentioned features can safely be brought up to modern practice.

I started building in the middle of WWII. By this time most of the original 10 Centers had disappeared. Several of the Comet A series kits soldiered on as 25 cent E series. I built the D-7, Spad, and Phantom Flash as well as the rest of the then current E series and a few L series and Ace Whitman models. The non scale Flash was the first and only model that I really got to fly well. The rest of my attempts resulted in Shuttle like re-entry attempts from my grandmother's second story porch. (Usually eventually assisted by a firecracker and/or flaming glue for final disposition.) Comet at this time quite often had die-cut cardboard formers and pine stringers. For a klutzy builder, as I was at the time at age 8 this was not viewed as a detriment (didn't have to cut out formers- a precursor of the sin of die-crunching). I kept building, and later on after the war, when balsa returned, I got a few more of the E series to fly and later even built the D-7 sheeted over for a OK Cub .039 as a control liner and the Spad beefed up as a free-fighter for an infant torpedo .02 with lot of dehdral and pendulum control, both flew well enough. (Junior high was a time for tinkering)

In the last few years Claude Powell has been boosting Ten Centers. I looked through the plans that he, Hurst Bowers, and Ray Rakow had amassed. I could not find the D-7 or Spad that I well remembered and the other models looked jut too far out of scale and crude. The flat nose on a Comet A series was just plane ugly (So to speak). At the 92 FAC NATS I bought a Jack Fike (SFM) kit of an Art Chester Jeep, a reproduction of a Comet A series. I looked at the plans, and that flat nose and no covering on the lower surfaced turned me off again. Eventually, that winter, when looking for a short project; I

pulled the kit out and built it with a rounded 3/16 balsa nose block and fully covered surfaces. Otherwise, except for using music wire in the landing gear, bass wood for struts, pinning the wing to the fuselage at a larger incidence, and using a nylon thust button, a 5.5 " north pacific prop, and a swing clutch; I built it exactly like the plans. Surprise! It flew like gangbusters. It did tend to nose in when the power quit, but a 20% lager stab cured this. It will now fly with a wide range of power. The loop of 1/8th rubber supplied in the kit results in a ROG zoom to the rafters. A longer slimmer motor gives a long climb and cruise which will reach the top of the PAX river hanger. Last fall after a 60 sec. trim flight, I broke a strand and went nowhere on the mass launch.

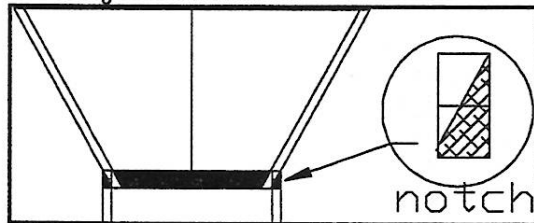
I was enthused by the way the Jeep flew so I ordered a Fok. D-7, P6E, NJ-1, and P-36 from Fike. I built the D-7 again, a real nostalgia trip. It flew so-so in the gym, but hit a wire cleverly stretched across the middle of the gym. It looked like it had disintegrated, the top wing, stab, rudder, and interplane struts all popped loose and fluttered to the floor after the fuselage and lower wings spun in. I might mention here that I reinforced the lower main spars with carbon fiber and the under carriage with .015 music wire and used bass wood for the cabine struts. The rest of the plane down to the markings were straight off the plan. The exception being one of the foam pilots with the requisite toilet paper scarf that man all my fokkers and a seven inch north pacific prop with a swing clutch and vacuformed wheels. The top wing and other parts that flew off after impact with the wire were all lightly glued on with ambroid. The next week I showed up at PAX river with the pieces in a box. I never got it back together at the meet. Later I reassembled it, increasing the stab positive incidence and reducing the nose weight effectively moving the cg aft. This slowed the flight and it started flying like gangbusters. Since then I have won two kannones with it, the latest at this fall's Pax river in a WWI mass launch with a 53 second rafter scraping final flight. It also has put in some good flights out side at comsat.

By now the flat noses and single surfaces of the early Comet kits started to grow on me like an ugly bull dog. They started looking "neat". By now I have built a dozen. This issue will concentrate on Comet ten-centers not the Megows or others that are available again as plans or reproduction kits. I will go through the 'Oh, by the way's I have found in building them as well as a few hints at improving things with out losing the character. I do not want to give the impression that I am the only one building these, nearly every one has, I just want to convey my enthusiasm. When I hurt my back last fall I could

easily work on a 10 center or peanut at my card table when I could not stand at my work bench down stairs. A jumbo like the PZL I did last time was out of the question.

### Butt joints

Ambroid is the preferred method of attachment for wing struts on light weight models (less than one oz) to provide shock relief by popping apart. The cabins want to be made of bass wood and firmly attached to the fuselage. You want to be able to just pop the wing back on with a few drops of ambroid for reassembly and not have to re-jig it to locate the cabins. Cabines butt glued to longerons as shown on these plans have proven to be exceptionally tender. Butt joints don't like to take moments! When bumped or dropped while covering, my cabins had to be reglued over a dozen times. Some of this may have been due to brittle CYA glue but it is a basic design flaw. By building the strut assembly flat on the plan, sanding a notch in the longeron with a local reinforcement, and gluing the assembly in the notch with gussets, you no longer have a butt joint, but a buttressed joint which is crash worthy. I trust the drawings will make this clear.



Butt gluing a wing to a fuselage longeron is another source of problems. This is very weak and I have trouble relocating the same angle of attack when the inevitable repair is made. I like to glue a piece of staple wire (which is .020 dia) to the wing leading and trailing edge and glue a tissue tube that has been formed around a piece of .020 music wire to a cross piece on the fuselage. You may add gussets as desired. The longeron is often pierced by the tube in the rear and the forward tube usually passes through a gusset or doubler above the longeron for proper incidence. A staple is softer than music wire to provide for easy adjustment of dihedral angle and can be bent back after a crash. The pins insert into the tube and allow the wing to be mounted and disassembled many times during construction. The pins carry shear loads and a drop of ambroid or rubber cement holds the wing in place. Struts and rigging are functional! In a severe crash, the wing pops loose and stretches a rigging wire and pops an ambroid joined interplane strut, but not much structural damage is done as this action absorbs the energy of the crash. The wing spar is usually shown on the bottom of the rib. By moving it to the top, the wing stiffness is greatly increased and the airfoil is improved. For the low wingers it is better to build the wing in one piece and provide a wing saddle built into the lower longerons.

Again we are avoiding the deadly butt joint.

### Under Carriage

There are two problems with the under carriage on ten-centers. First the hard wood wheels are heavy. I have vacuumformed over the hard wood to make a lighter set, or turned them out of balsa or foam. Of course a nice set of Hungerford type wheels will also do. The second problem is the typical 1/16th square balsa construction of the undercarriage is too weak to last for many landings or any crash. Even going to bass wood will not help too much. Either they must be made strong or flexible, preferable both. I redraw all the legs to true length and either make a .020 music wire cantilever landing gear leg or .015 tripod. Joints may be wrapped with thread and glued with hot stuff or wrapped with thin wire and soldered. If tissue paper tubes are thread wrapped and glued together on the ends of the axle cross wire and to the fuselage cross braces, then the ends of the 'vee' strut wires can be inserted in to these to provide for some flexure. Fairings may be either paper, balsa, or bass wood. This may sound heavy but the weight of the complete undercarriage for my Falcon with foam wheels and doped fairings on soldered .015 music wire thread wrapped to 1/16 balsa cross pieces is less than 1.5 grams. (Of course that's the whole structural weight budget for one of Frank Rawsome's models). While I am on the subject of the Falcon I might mention that the interplane struts as shown on the plans don't fit. A photo from an old Comet catalog shows a extra rib in each wing which looks as if it would match the struts shown on the plans. I built a set of struts to match the rib placement shown on the plans. It is my usual practice to make nose blocks out of bass wood or pine to keep from adding ballast. I did this on the Falcon and had to make another out of balsa to remove the clay from the tail wheel. This by the way is made from a pop-sicle stick not balsa. I don't like to replace them. It may sound like I am over building, but the all up Falcon weight is 14 grams less rubber.

### Insignia

Of course, the squadron insignia on the plans is hokie (Comet seems to put Navy insignia on Army planes and vice versa) and of course, I used it. Single surfaces may seem to be warp prone but I have had no trouble by alcohol shrinking them and using lacquer rather than dope. All insignia is tissue. I use a UHU glue stick to adhere tissue and insignias. If it dries out a dab of alcohol will rejuvenate it. That is after it has been applied; if it dries in the stick and gets ropey, get a new stick. A neat trick for control outlines is to take some black tissue (I use wimpy colored jap tissue with some wet strength) apply a UHU glue stick to the back and smooth it down on wax-paper. After it has dried, you can slice thin stripes using a straight edge. Peel off the wax-paper and lay in place. A light brush of alcohol will

adhere one end and the line can be laid in place. If you get it wrong, more alcohol will release it. When in place, a light brush of alcohol, smoothed on with a clean finger nails it down. Better brush or spray it with dope or lacquer though, as moisture from damp grass will also loosen it. This can be done over a color doped surface as alcohol won't attack the dope (not that you want colored dope on a ten-center). If you have a lettra-set or xerox insignia or lettering on your tissue, you need to spray clear over it, as dragging a dope brush over the surface will smear it. The wax paper UHU glue stick routine also works well to build up tissue insignia; even the 12 pointed Chinese star is easily done this way.

#### Adjustments

Another problem with ten-centers (and other models I might add) is the lack of adjustment capability. The heavy under camber of the single surface wing found on some Comet ten-centers results in a larger effective angle of attack than at first appears to be (that is to say the line connecting the leading edge to the trailing edge). I have been amazed at the stab adjustment it has taken to get some of these ten-centers flying efficiently. My first attempt with the P-6E was with the 0° stab incidence and 3° wing incidence. It wanted to stall. Finally with a basswood nose block, a solid brass clutch, and lots of clay it flew. After cutting a new stab slot and mounting the stab at +3°, it flew better with less ballast forward. I now make the stab slot 1/8" wide and always make the stab in one piece not just tack glued to the longerons as some plans call for. The rudder also needs to be hinged for circle adjustment. I have found the soft steel wire from the yellow twist ties that come with kitchen trash bags to be just the ticket. The dia. is about .017" which means it is easy to insert in to 1/16 balsa and is just about right the stiffness to allow adjustment with out destruction while maintaining position during normal crash landings.

The column **SFM** lists the kits available from Jack Fike @ Scale Flight Models. While he has all the A series this is by no means the limit of his offering of Comets, Burds, Megows, and Peerless. His catalog runs three pages, get it. If you order a kit the shipping charges are 1 kit \$2.09, 2 kits \$3.25, 3 kits \$3.75, and 4 kits \$4.00. Scale Flight Models 1219 S. Washington, Bloomington, Indiana 47401 phone 1-812-339-8274.

The column **GAR** lists plan sets from Jim Fiorello @ Golden Age Reproductions P.O. Box 1685 Andover, MA 01810. There are two plans per set. #221 includes a 12" Comet Helldiver (not A series) #282 includes a 13" Velie Monocoupe (not a Comet). Plans cost \$2.50 per set (4 sets minimum order) and 20% shipping (\$2.50 Minimum) in the USA. Get his catalog of 200 plans and 22 kits for \$2.50.

### Comet Ten-center Plans and Kits

	GAR	PLANE	W/S	SFM
A1		Phantom Flash	* 16	\$7.95
A2		Luscome "50"	16	\$7.95
A3	283	Fairchild "24" Ranger	16	\$8.95
A4		Aeroneer 1-B	16	\$8.95
A5		Vought Pursuit 143	16	\$8.95
A6		Aeronca Seaplane	16	\$7.95
A7	281	Consolidated Trainer BT-7	* 16	\$8.95
A8		Wiley Post Model "A"	* 16	\$8.95
A9		Curtiss Hawk P6-E	* 16	\$8.95
A10		Puss Moth Dh-80	* 16	\$7.95
A11	282	Stearman 76	* 16	\$8.95
A12		Curtiss Wright Coupe	16	\$8.95
A13		Ryan Cabin SCW	16	\$9.95
A14		Low Wing Aeronca	16	\$7.95
A15		New Taylor Cub J-3	16	\$7.95
A16	253	Boeing P-26	* 16	\$7.95
A17	281	Art Chester Racer Jeep	* 16	\$7.95
A18		Winnie Mae (Vega)	16	\$8.95
A19	251	Corben Super Ace	* 16	\$8.95
A20	251	Howard's "Mr. Mulligan"	16	\$8.95
A21		Curtiss Hawk P-36	16	\$9.95
A22	250	Great Lakes Trainer	* 16	\$8.95
A23	253	Stinson 105	16	\$7.95
A24	252	Curtiss Robin	* 16	\$7.95
A25		Wartime Spad 13	16	\$8.95
A26		Fokker D-7	16	\$8.95
A27	252	Monocoupe 90A	16	\$8.95
A28	250	Rearwin Speedster	16	\$8.95
A29		Harlow	16	\$7.95
A30	283	Allied Sport	20	\$8.95
A31		Akron Funk B-1	20	\$8.95
A32		North American NJ-1	20	\$8.95
A33		Taylorcraft	20	\$8.95
A34		Spartan Fighter	20	\$9.95
A35	221	Vultee Attack V11-GB	20	\$8.95
A36		Hawker Hurricane	16	\$8.95
A37		Messerschmitt 109	16	\$8.95
A38		Supermarine Spitfire	16	\$9.95
A39		German Arado AR96B-2	16	\$7.95
A139		Fleet Special Biplane	* 16	\$9.00
A141		Curtiss Falcon A-3	* 16	\$8.95
A151		Viking Kitty Hawk B-8	* 16	\$8.95
A152		Spartan Biplane	* 16	\$8.95
A157		Tiger Moth Biplane	* 16	\$9.00
A158		Farman Stratoplane	* 16	\$7.95
A173		Heath LNB-4 "Parasol"	* 16	\$7.95
?		Curtiss Airmail Biplane	?16	\$8.95

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X 7/8 96

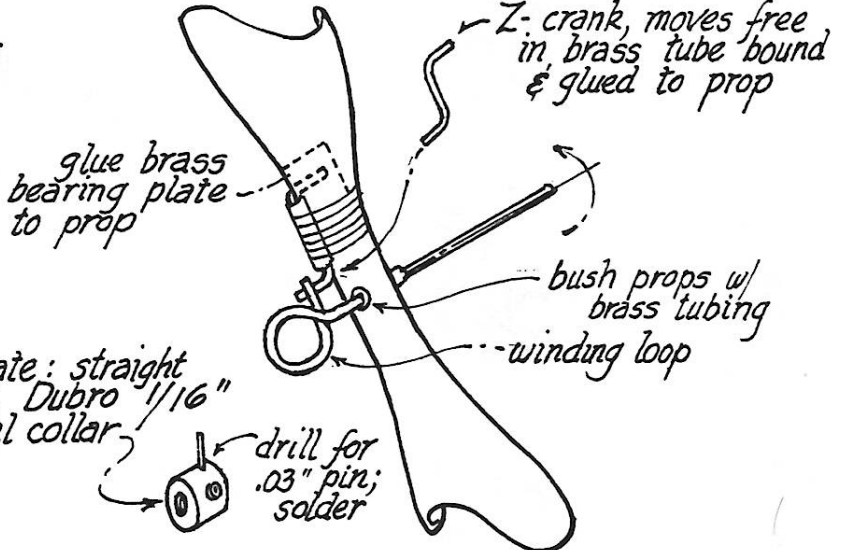
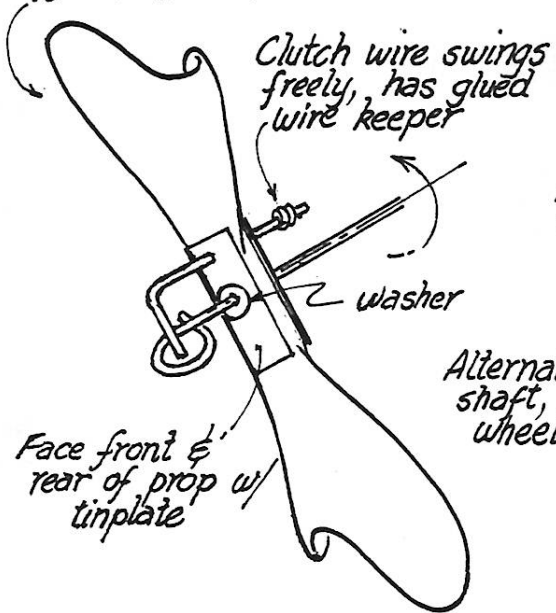
\* indicates single surface wings

(Evidently Jim's favorite number is 2.50)

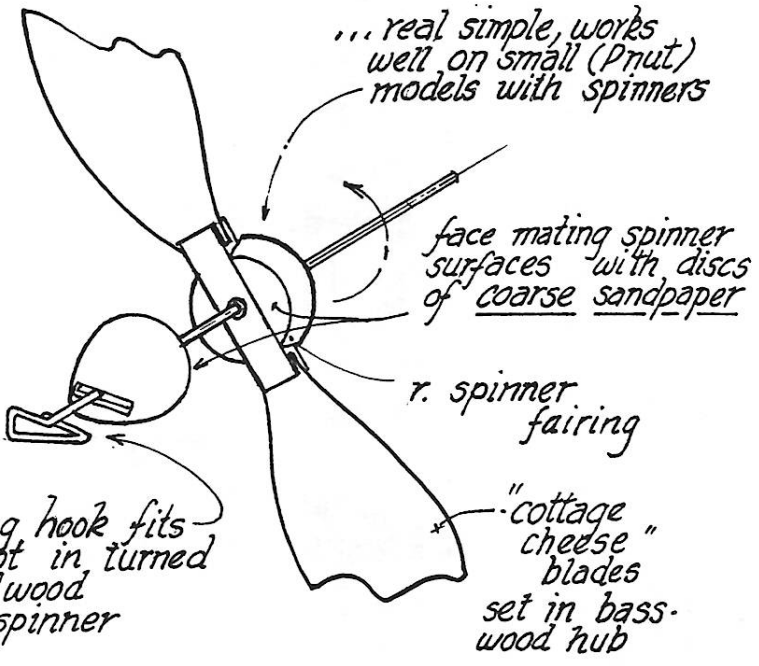
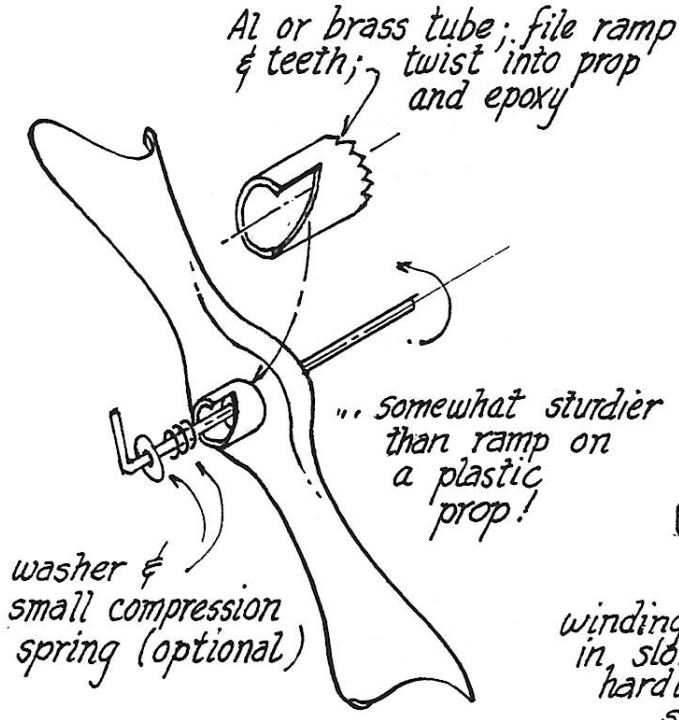
# the ins and outs of PROP CLUTCHES

(these don't need soldering) -

Often seen on British models!



a Lou Garami favorite (alternate allows easy prop replacement)



Lvehrmann

Today Comet puts out some models that are essentially the same as they were in the '40s 32xx is the old E series 25 centers, 34xx is the old L series 50 centers, and 35xx the old P dollar series. Watch out though some of the print wood in addition to often being rock hard has been reproduced so much that circles have become ellipses and it doesn't always match the plans. The old A series however has been replaced by the 23xx, 31xx, and 33xx series. Note the obscenely heavy modern comet here compared to the A series on the opposite page.

TO BUILD IT - FOLLOW THESE STEPS



1. BUILD THE FUSelage STRIPS ON THE SHARDED BOARD FIRST; PUT JACK PAPER OVER THE STRIPS; DO NOT STRAIGHTEN THEM TO THE STRIPS.

2. WHEN BOTH SIDE FRAMES ARE MARK, CLIP OUT FORMER F1, WHERE IT BELONGS BETWEEN THE CROSSBRACES INCLUDING THE BACK END. CHECK, FORMERS F3 AND F7 CAN BE CLIPED IN NOW.

3. WHILE THAT IS BEING, CUT THE CROSSBRACE YOU WILL NEED - F2 OF EACH WING AND USE THE TIP OF IT TO HOLD THE WING CENTER LINE STRIP TO THE WING CENTER LINE. THE LAST WING TIP PARTS TO BE CLIPED ON, CHECK ALL THE BASE STRIPS.

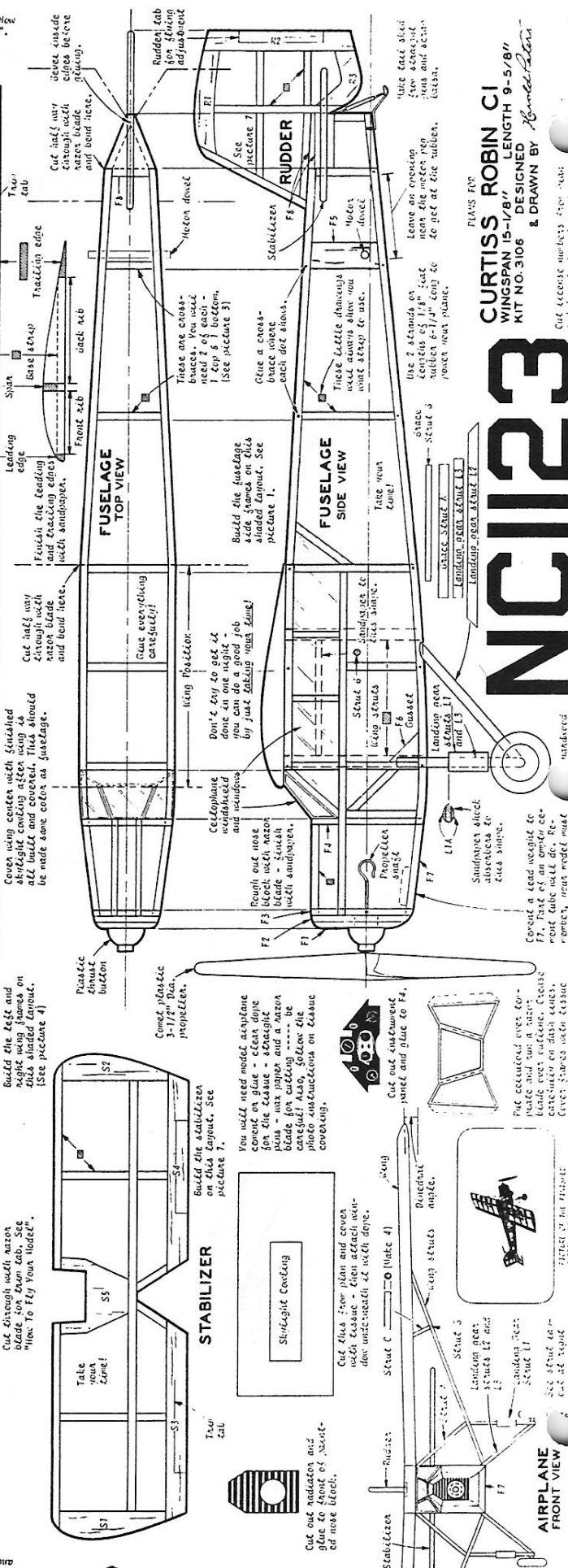
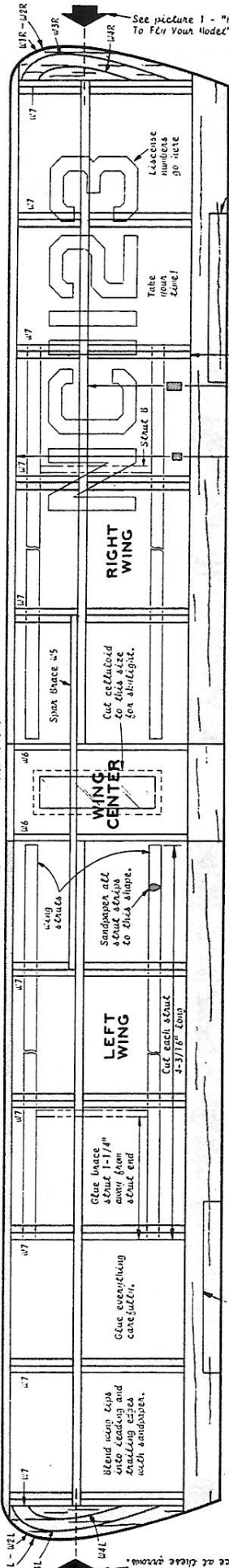
4. FINISH THE LEADING AND TRAILING EDGES. NOW CUT IN WING STRIPS UP AND DOWN FIRST. AS YOU GO TO THE TOP OF THESE AND USE THE TIP OF THE STRIP TO HOLD THE WING CENTER LINE STRIP TO THE WING CENTER LINE. THE LAST WING TIP PARTS TO BE CLIPED ON, CHECK ALL THE BASE STRIPS.

5. NOW YOU FINISH ALL THE REST, MAKE AGAINST THE BASE STRIPS. NEXT CHECK THE WING STRIPS 1. SET THEM FOR SIZE AGAINST THE WING CENTER LINE STRIP. MAKE SURE ALL THE WING STRIPS GO TO CAREFULLY TO THE WING STRIPS, LEAVE IT WITH TISSUE.

6. TAKE THE WING CENTER LINE STRIP, CHECK IT BETWEEN THE WING STRIPS TO INSURE THE STRIPS. ALL OF YOUR AIRFRAMES FORMERS, INCLUDING THE WING STRIPS, SHOULD BE CLIPED TO THE WING STRIPS.

7. BUILD UP THE STABILIZER AND RUDDER OVER THE STRIPS. LEAVE AN EVENING SPACES BETWEEN THESE AND ATTACH TO THE BOARD AT THE END.

8. COVER THE RUDDER, STABILIZER, AND LEADING EDGES WITH TISSUE. USE CLEAR VARNISH TO FINISH THESE AND COVER WITH A COAT OF CLEAR VARNISH. IT GOES LAST.



PLANS FOR  
**CURTISS ROBIN CI**  
 WINGSPAN 15-1/8" LENGTH 9-5/8"  
 KIT NO. 3106 & DRAWN BY *Robert Hen*

# NC1123

Copyright 1963 Comet Model Hobbycraft Corp., Okla., U.S.A.

Use 2 stands on lengths of 1/8" x 1/8" x 1/8" tubular 6-1/4" long to get at the rubber, power next plane.

Use 2 stands on lengths of 1/8" x 1/8" x 1/8" tubular 6-1/4" long to get at the rubber, power next plane.

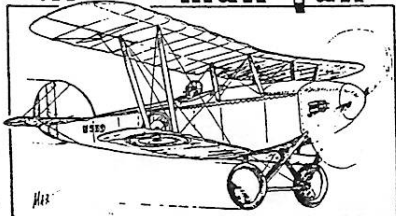
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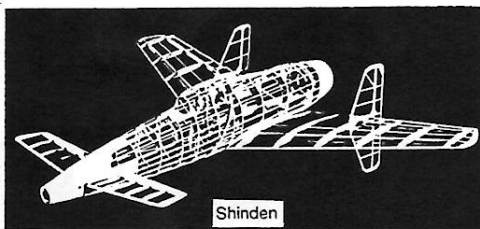
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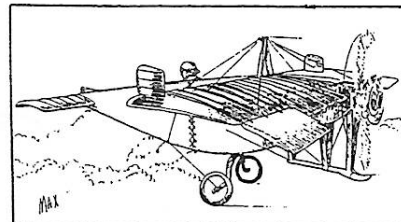




Grain Kitten



Shinden

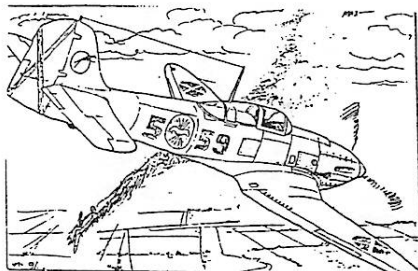


Bleriot 25

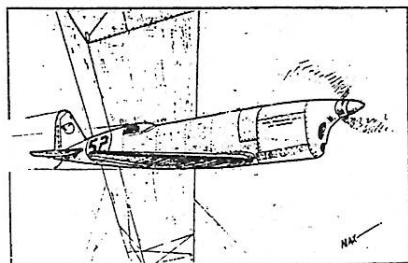
### DON SRULL EVENT

A special event featuring Don's rubber scale ships! The event will be part of the Raeford, NC contest this fall. Only Don's rubber scale designs are eligible. They may be enlarged or reduced versus their original size. Models will be judged (by Don!) as per PAC rules. Fly-Off to break tie, if needed. I will be glad to provide interested contestants copies of any N.L. plans listed below for \$1.00. Beautiful, 1/72'nd scale HE 100 D's mounted on plaques will be awarded through third place. Build a NATS winner and fly with us!

DAVID G SMITH  
6715 LAKE ARCADIA LANE  
COLUMBIA, SC 29206



He 112

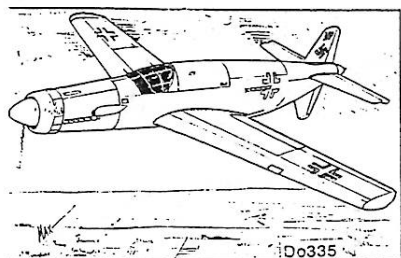


Crosby Racer



One of the good ROGs at the Lincoln Nats.

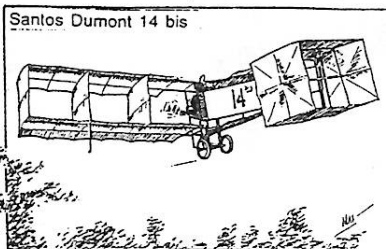
Waterman: Gosline



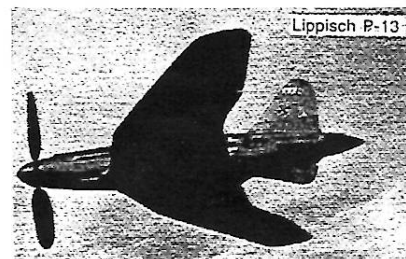
Do335



He100D



Santos Dumont 14 bis



Lippisch P-13

Free-Flight Scale, Rubber designs of Don Srull				
name	span, inches	area, sq. in.	date of design	Published
Alco Sport	26	130	84	2/85 M.A.N.
Bleriot 25	19	68	81	11-12/82 MaxFax
C.A.N.T. Z1012	31	129	92	
C.A.N.T. Z1012 (Jumbo)	36.4	178	86	
Crosby Racer	13	30	79	9-10/79 MaxFax
Curtiss OC-2	24	135	89	4/90 Model Aviation
DH-6	19.5	140	77	?MaxFax, 11/90 Cactus Sqdn. Newsletter
Do335	18	64.5	77	9/80 Model Aviation
Eastbourne Monoplane	13	25	68	10/76 MaxFax
Grain Kitten	18	90	82	1-2/84 MaxFax
Gloster Gannet	21.6	148	82	2/83 Flying Models
He100D	22.5	89	77	5/78 M.A.N.
He 112	16	52	77	1-2/79 MaxFax
He 112	22.75	105	88	
Letov S39	30	129	93	
Lippisch P-13	26	135	84	Model Aviation
Lippisch P-13 jumbo	37	273	84	
Piper Vagabond	25	107	77	3-4/88 MaxFax
Piper Vagabond jumbo	36	220	78	HiLine plan
Santos Dumont 14 bis	15.75	85	79	3-4/80 MaxFax
Santos Dumont 14 bis, jumbo	30	317	80	
Santos Dumont 14 bis, AMA scale version	18.5	133	80	NFFS Journal
Schlepp Target Tow	36	214	78	2/80 M.A.N.
Shinden	18	60	80	9/81 Flying Models
Short Sporting	30.75	240	94	
Seaplane, jumbo				
Siemen Schukert	24	96	77	7-8/80 MaxFax
Voisin Hydro	20	152	91	
Voisin Hydro, jumbo	30	342	88	
Voisin hydro, peanut	13	64	85	12/85 Model Aviation
Waterman Gosling	21.75	115	77	9/80 M.A.N.
1911 Voisin Landplane	18	115	84	



# 16" FLYING MODELS 10c



## SIZE

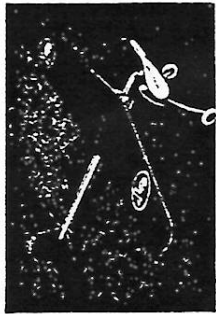
This Comet series of 16"-10c flying models gives you a real dime's worth. Every model with its big wingspan has its "extra" in value.

## QUALITY

Comet's tremendous purchasing power makes the best of materials possible at a low cost to you. A very thorough checking system guarantees the model builder the highest of quality in every Comet kit.

## FLYABILITY

All of these kits are made to fly. Their designers are ardent model builders. They have all won recognition in contest activities and really know how to design models that fly.



No. A1 Phantom Flash R.O.G.



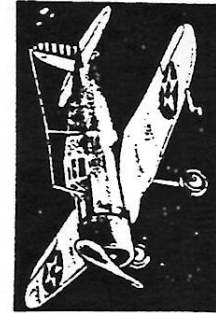
No. A2 Luscombe "50"



No. A3 Fairchild "24"



No. A4 Aeroneer



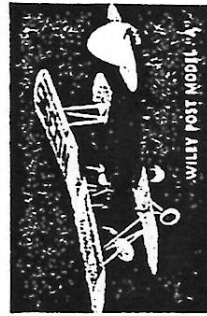
No. A5 Vought Pursuit



No. A6 Aeronca Seaplane



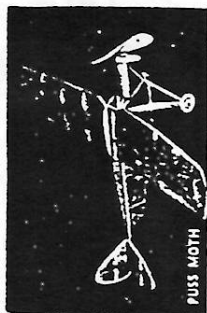
No. A7 Consolidated Trainer BT-7



No. A8 Wiley Post Model "A"



No. A9 Curtiss Hawk P6-E



No. A10 Puss Moth



No. A11 Stearman "76"



No. A12 Curtiss Wright Coupe



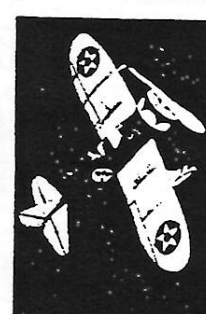
No. A13 Ryan Cabin



No. A14 Low Wing Aeronca



No. A15 Taylor Cub



No. A16 Boeing P-26A



No. A17 Art Chester Racer



No. A18 Winnie Mae



No. A19 Corben Super Ace



No. A20 Howard's "Mr. Mulligan"

EVERY KIT A TRUE COMET VALUE

# COMET 16" FLYING MODELS 10c

You will be delighted at the generous quantity of materials in these kits. There's enough to complete the models without skimping.

Properly chosen materials account for the sturdy construction of these models that stand up so well under the stress of repeated flights.

## ATTENTION

You Must Turn In AN EMPTY TUBE (Any Old Kind) For Each Tube of Cement Purchased.



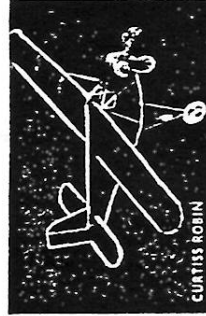
No. A21 Curtiss Hawk P-36



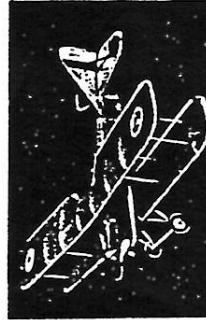
No. A22 Great Lakes Trainer



No. A23 Stinson 105



No. A24 Curtiss Robin



No. A25 Wartime Spad



No. A26 Fokker D-7



No. A27 Monocoupe



No. A28 Rearwin Speedster



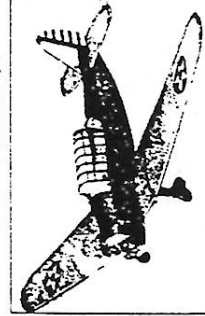
No. A29 Harlow



No. A30 Allied Sport



No. A31 Akron Funk



No. A32 North American



No. A33 Taylorcraft



No. A34 Spartan Fighter



No. A35 Vultee Attack



No. A36 Hawker Hurricane  
Recent English Interceptor Fighter  
Proven very successful in air combat.  
Climbs to 20,000 ft. in 9 min. Speedy,  
fires 8 mach. guns.



No. A37 Messerschmitt  
Maneuverable German 350 M.P.H.  
first line pursuit ship. Equipped with  
4 machine guns and one cannon.



No. A38 Supermarine Spitfire  
The most famous Interceptor in Brit-  
ain's R.A.F. Flies up to 367 M.P.H.  
despite its 8 to 12 machine guns.



No. A39 German Arado  
Sensational two place, all-metal  
trainer; used also for light combat  
and military policing.

## LATEST WAR PLANES

10c

Brickyard Heights B-1

Athol, MA 01331

January 18, 1995

Bert Phillips, Sec'y MAXFAX  
1709 Crofton Pky  
Crofton, MD 21114-2305

Hi Guys,

I have some "Pearls of Wisdom" for those brave enough to build the semi-scale S-38.

Last year, Vance Gilbert (up here in New England) thought that Profile (No-Cal) should be expanded to make a multi-engined (all props powered) craft, no-limit on wingspan, i.e. 16" can be exceeded. Aha! I said, S-38 - a natural. So I made the hull and floats profile and added a panel to each of lower wings (to maintain span). I also mounted prop bearings outboard (to gain prop dia to 6"), added some dihedral. I left rudder and stab as per plan.

The old prop bearing shown does not allow for thrust changes so I built them as follows: (See sketch A)  
I also used "cottage cheese" blades.

Initial flights were promising (?) at least it didn't crash - lots of trim problems. Chet Bukowski, my flight Guru, said - More dihedral and put low wing at same setting as stab. (See sketch B) So I did. Top wing now at  $1\frac{1}{2}$ " Dih, low wing parallel to it, at  $3/4$ " Dih.

Wow, it flew - it flew better with props turning away from pilot. Rudder size and negative lift (?) stab seem to work OK. Needs some clay up front. Two strands tan 14"x3/16" are a start and mine R.O.G.s!! Makes about four 50' circles and glides to landing.

Weight with rubber 35-36 grams @ 72 sq. in. top wing =  $\frac{1}{2}$  gram sq. in.

I was so pleased with performance that I haven't attempted to "improve" flight. I had built a flat stabilizer just in case -- but haven't installed it.

Getting it aligned is a bear - all those struts!! I made 2 fixtures to hold top wing, motor stick assembly and hull. (See sketch C)

I had it flying out at Geneseo, perhaps one of you saw it, I think maybe Alan.

It may be that a flat stab and props rotating "in" will get better flights, also, tinkering with incidences. Dave Stott says  $0^\circ$  stab,  $0^\circ$  low, + .75 $^\circ$  top. - If I keep talking long enough I'll just have to make another.

On the drawing board is a scale design - a lightened version of Cleveland's Plan. Next - S39! - S40! - S41! Etc. Etc. Etc. All rubber! Although these are natural for electric. Shucks, will I have enough time...

PS. I MESSED AROUND WITH THRUST

SETTING. NEEDS DOWN & RIGHT FOR

20

TURNS

Regards,

Larry

## Two Aircraft Museums -- and Loius Bleriot

Last January I had the good fortune to visit two of the world's great aircraft museums, the Musee de l'Air et de l'Espace at Le Bourget Airport near Paris, and the National Museum of Naval Aviation in Pensacola, Florida. Many readers have likely visited one or the other, possibly both. They are not to be missed by those who have not seen them, and who may be traveling nearby.

The Musee de l'Air et de l'Espace includes a superb exhibit on the very early years of flight and the events leading to it, with a justifiable bias towards French contributions. The number of aircraft is comparable to that of the Smithsonian Air and Space Museum, including Silver Hill. The Pensacola Museum includes the elegant US Navy biplanes of the between-the-wars period, and all the key US aircraft of WW II in the Pacific.

But the big surprise of my aircraft museum visits occurred quite by chance, and at a different collection still -- the Conservatoire des Arts et Metiers in Paris. That is comparable to the Smithsonian Arts and Industries Building, with more of a slant towards the role of technology. Its a very old institution, founded just after the French revolution, its purpose education. It occupies a group of buildings which originated with an order of monks established in 1068. The buildings were restored in the 19th century, and both buildings and exhibits are being further restored now. So many of the displays are temporarily in protective crates or behind screens, with the ubiquitous instruction "defense d'entrer" -- keep out.

I had no expectation of seeing any aircraft in this museum, even though the centerpiece at the entrance, hanging from the ceiling, is the reconstructed and bat-like "Avion III". It was built by the engineer Clement Ader who falsely claimed that it flew a distance of 300 meters in October 1897 -- a claim long believed despite authoritative documentation to the contrary.

But the great surprise lay further, in a corridor of the museum currently undergoing restoration and exhibit rearrangement. Behind a protective screen were two aircraft, one unmistakable -- a Bleriot Monoplane. In fact it was *the* Bleriot XI Monoplane that had made the first flight across the English Channel. I learned this by consulting an ancient guide book, "Baedeker's Paris and its Environs", published in 1924.

The following is excerpted from this same treasure of information...

### *Routes from London to Paris by Air:*

*The English Channel was flown for the first time by Louis Bleriot on July 25, 1909 (from Calais to Dover, in 38 min.). Ten years later, on Aug. 27th, 1919, the air route from London to Paris (233 M) was opened for passengers and goods, and it is likely to remain one of the most popular among the shorter flights in Europe. The aeroplanes start from Croydon and land at Le Bourget, but passengers are conveyed by motorbus, free of charge, to and from the aerodromes. The actual time in the air (2-2.5 hours) shortens the journey considerably, and the customs inspection is prompt, but an hour is allowed at either end for motor connections between the aerodromes and the rendezvous where passengers muster. The service is confined to daylight at present, and is not yet completely independent of weather conditions.*

*...there are several departures daily all year round...there are two carriers, Imperial Airways Ltd. and French Air Union...*

*No more precautions are needed than go to an ordinary sea trip, including gloves and a warm light coat, in case extra heights are necessary to avoid cloud. Cotton-wool is distributed to lessen the roar of the engines and propeller, and there are other provisions for the passengers' comfort. Delicate persons will have to grow used to the slight dip or oscillation, and those ordinarily subject to sea-sickness may possibly find themselves subject to air-sickness. Luncheon baskets may be obtained at the aerodrome restaurant, but for an initial trip it is wiser to depend upon a few dry biscuits and a little fruit.*

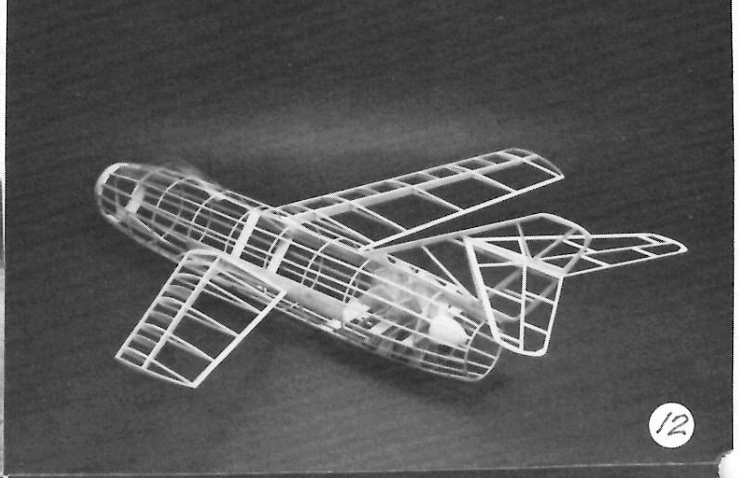
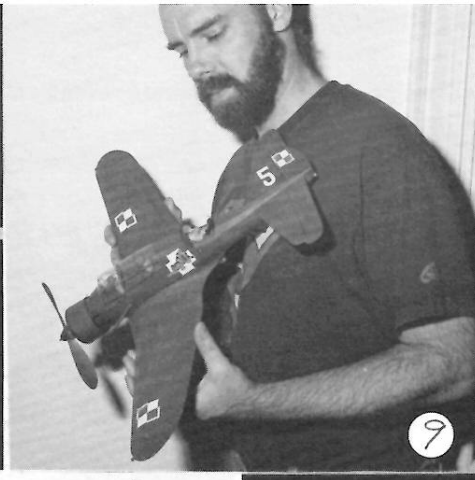
To illustrate the extent of air travel at that time, Baedeker pointed out that air service operated for Rotterdam, Amsterdam, Hamburg, Copenhagen, Hanover, Berlin, Ostend, Brussels, Cologne, Cherbourg, Bale, Zurich, Strasbourg, Prague, Warsaw, Vienna, Budapest, Belgrade, and Bucharest.

Finally... "*Taxiplanes*", costing 3s per mile, for three passengers, are available at Croyden and Le Bourget for journeys to any desired destination.

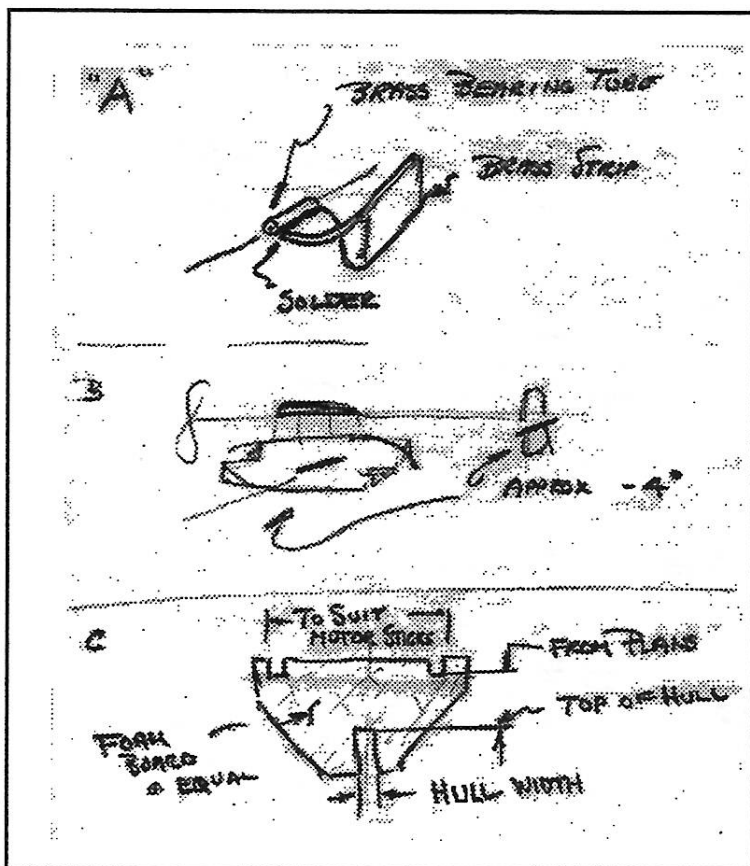
This is a description of a system operating only twenty one years after the Wright brothers' first powered flight. But the channel air service itself had been initiated less than sixteen years after the Wrights' accomplishment.

That is less than most of us have been members of the Maxcuters.

**Paul Spreiregen**



## PHOTO PAGES



**LARRY'S SKETCH**

8. Tom Hallman flew his beautiful Loose racer at Pax River last November. You should see this aircraft in full color (bright cherry red with black cowl).

9. Chuck Wojtkiewicz brought this great example of scale building, a Polish P.Z.L. P.23A Karas, to Pat Daily's annual Maxecuter fun filled bash in Richmond.

10. Seeing is believing; Don Munn of the Scale Staffle in San Diego launching his 1/? scale Hughes Racer. Photo courtesy of Sandy Peck via our traveling man Terry Pittman.

11. Another view of Don's great model; what an original sun shade!

12. A change of pace; the bones of Jiro Sugimoto's delicately crafted rubber ducted fan PEANUT MIG 15. Look closely and you can see the two stage fan; great model and photo.

13. Dave can't believe he built it either! Dave Rees' latest electric a twin Lacey powered by two Hi Line Micro-4 motors.

14. Norm Reece at Pax River last fall with his COCONUT Alco Sport. Be sure to visit Norm's TV Sales & Service emporium in Fredericksburg, Virginia. Don't let The "TV" put you off; Norm is an avid modeler and caters to the free-flight bunch with an extensive line of kits and supplies, plus great balsa selections. There are even a few RC parts tucked away in the display cases for the sporting types. Norm's phone is 703 891 0256.

15. Don Srull with two of his Earl Stahl scale entries on their return from the English Countryside.

16. A shot of John Lewars and his electrified Klemm; John's plan was in the Nov/Dec 94 MAXFAX.

### CARRIER LANDING CONTEST AT SHERWOOD JAN 21, 1995

CONTESTANT	MODEL	SCORE	PLACE
Stew Meyers	Curtiss Robin	2	-
Russ Sandusky	Wildcat	3	2
Dan Driscoll	Ord-Hume	4	1
Don Srull	Rearwin Cloudster	2	-
Mike Hostage	Bostonian ???	0	-
Doug Buchanan	Bostonian ???	1	-

Everyone enjoys this event specially the spectators, and perhaps next year we will have three Navy aircraft entered. The rules are simple; hand launch or ROG from one basketball court free throw slot (your aircraft carrier) fly over the enemy carrier (the opposite court slot) and then land back on your carrier. A successful mission earns you 5 points. If you land in the sea inside your 3-point circle you get three points; outside the three point circle but in your half of the ocean (court) you earn 1 point. If you fly over the enemy carrier more than once per sortie you earn an additional point for each successive pass. An ROG launch off of your carrier earns you a bonus of 2 points. Failing to fly over the enemy carrier at least once or landing in the enemy's half of the ocean earns you a big 0!



**READING INDOOR AIR RACES**  
**SATURDAY MAY 6, 1995 - 9AM to 4PM**  
**DKI HANGAR - READING AIRPORT - READING, PA**

EVENTS FLOWN ALL DAY      MASS LAUNCH EVENTS \*\*

FAC SCALE	PEANUT	11AM
COCONUT SCALE *****	WORLD WAR I	12PM
GOLDEN AGE SCALE *	POST WWI MILITARY	1PM
5 GM NO-CAL	COCONUT	2PM
10 GM BOSTONIAN	NO-CAL	3PM
HARVEY WALLBANGER***	BOSTONIAN	3:30PM

**FAC RULES - JUDGING STARTS AT 10:30AM**  
**TROPHIES AWARDED THROUGH THIRD PLACE**

\*\*\*\*\*  
 \* TOTAL OF THREE OFFICIAL FLIGHTS IS SCORE - WINGSPAN UNDER 36"  
 \*\* ONE MASS LAUNCH PER AIRCRAFT  
 \*\*\* HARVEY WALLBANGER AWARD GOES TO FLYER WITH ALTITUDE  
 \*\*\*\*\* WINGSPAN 36" AND OVER FOR MONOPLANES, 30" AND OVER FOR BIPLANES

**SPONSORED BY SOTS AND SKYSCALERS**



**CONTEST DIRECTORS:**  
**TOM SANDERS 215-249-1409**  
**TOM HALLMAN 610-395-5656**

\*\*\*\*\*

**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

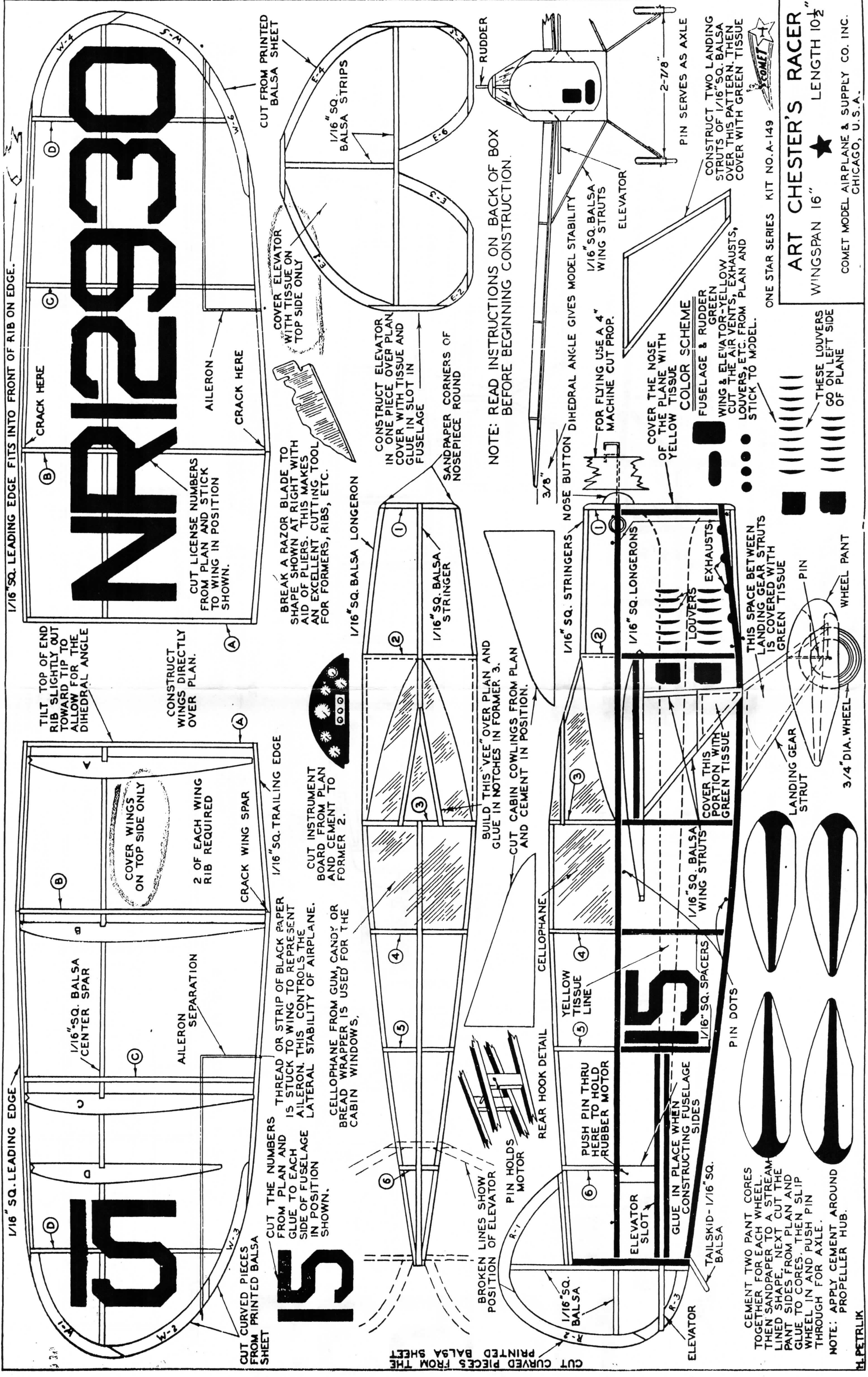
Treasurer   Frank Rowsome  
                   10904 Bellehaven Rd.  
                   Damascus, MD 20872



**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.





1/16" SQ. LEADING EDGE FITS INTO FRONT OF RIB ON EDGE.

1/16" SQ. LEADING EDGE

1/16" SQ. LEADING EDGE

CRACK HERE

TILT TOP OF END RIB SLIGHTLY OUT TOWARD TIP TO ALLOW FOR THE DIHEDRAL ANGLE

CUT CURVED PIECES FROM PRINTED Balsa SHEET

CRACK HERE

CONSTRUCT WINGS DIRECTLY OVER PLAN.

CUT CURVED PIECES FROM PRINTED Balsa SHEET

# NR129330

CUT LICENSE NUMBERS FROM PLAN AND STICK TO WING IN POSITION SHOWN.

CONSTRUCT WINGS DIRECTLY OVER PLAN.

CUT CURVED PIECES FROM PRINTED Balsa SHEET

CUT THE NUMBERS FROM PLAN AND GLUE TO EACH SIDE OF FUSELAGE AILERON. THIS CONTROLS THE LATERAL STABILITY OF AIRPLANE. IN POSITION SHOWN.

# 15

CUT INSTRUMENT BOARD FROM PLAN AND CEMENT TO FORMER 2.

BREAK A RAZOR BLADE TO SHAPE SHOWN AT RIGHT WITH AID OF PLIERS. THIS MAKES AN EXCELLENT CUTTING TOOL FOR FORMERS, RIBS, ETC.

CELLOPHANE FROM GUM, CANDY OR BREAD WRAPPER IS USED FOR THE CABIN WINDOWS.

1/16" SQ. Balsa LONGERON

CONSTRUCT ELEVATOR IN ONE PIECE OVER PLAN COVER WITH TISSUE AND GLUE IN SLOT IN FUSELAGE

1/16" SQ. Balsa STRINGER

BUILD THIS "VEE" OVER PLAN AND GLUE IN NOTCHES IN FORMER 3.

CUT CABIN COWLINGS FROM PLAN AND CEMENT IN POSITION.

REAR HOOK DETAIL

BROKEN LINES SHOW POSITION OF ELEVATOR

PIN HOLDS MOTOR

ELEVATOR

CUT CURVED PIECES FROM THE PRINTED Balsa SHEET

NOTE: READ INSTRUCTIONS ON BACK OF BOX BEFORE BEGINNING CONSTRUCTION.

BUILD THIS "VEE" OVER PLAN AND GLUE IN NOTCHES IN FORMER 3.

CUT CABIN COWLINGS FROM PLAN AND CEMENT IN POSITION.

REAR HOOK DETAIL

BROKEN LINES SHOW POSITION OF ELEVATOR

PIN HOLDS MOTOR

ELEVATOR

CUT CURVED PIECES FROM THE PRINTED Balsa SHEET

CELLOPHANE

YELLOW TISSUE LINE

PUSH PIN THRU HERE TO HOLD RUBBER MOTOR

ELEVATOR SLOT

CUT CURVED PIECES FROM THE PRINTED Balsa SHEET

FOR FLYING USE A 4" MACHINE CUT PROP.

COVER THE NOSE OF THE PLANE WITH YELLOW TISSUE

COVER THIS PORTION WITH GREEN TISSUE

THIS SPACE BETWEEN LANDING GEAR STRUTS IS COVERED WITH GREEN TISSUE

LANDING GEAR STRUT

LANDING GEAR

3/4" DIA. WHEEL

WHEEL PANT

NOTE: APPLY CEMENT AROUND PROPELLER HUB.

HL PETRIK

# 15

1/16" SQ. SPACERS

1/16" SQ. Balsa WING STRUTS

GLUE IN PLACE WHEN CONSTRUCTING FUSELAGE SIDES

TAILSKID - 1/16" SQ. Balsa

COLOR SCHEME

FUSELAGE & RUDDER GREEN

WING & ELEVATOR - YELLOW

CUT THE AIR VENTS, EXHAUSTS, LOUVERS, ETC. FROM PLAN AND STICK TO MODEL.

THESE LOUVERS GO ON LEFT SIDE OF PLANE

CONSTRUCT TWO LANDING STRUTS OF 1/16" SQ. Balsa OVER THIS PATTERN. THEN COVER WITH GREEN TISSUE

PIN SERVES AS AXLE

CONSTRUCT TWO LANDING STRUTS OF 1/16" SQ. Balsa OVER THIS PATTERN. THEN COVER WITH GREEN TISSUE

CONSTRUCT TWO LANDING STRUTS OF 1/16" SQ. Balsa OVER THIS PATTERN. THEN COVER WITH GREEN TISSUE

CONSTRUCT TWO LANDING STRUTS OF 1/16" SQ. Balsa OVER THIS PATTERN. THEN COVER WITH GREEN TISSUE

CONSTRUCT TWO LANDING STRUTS OF 1/16" SQ. Balsa OVER THIS PATTERN. THEN COVER WITH GREEN TISSUE

CEMENT TWO PANT CORES TOGETHER FOR EACH WHEEL. THEN SANDPAPER TO A STREAM-LINED SHAPE. NEXT CUT THE PANT SIDES FROM PLAN AND GLUE TO CORES. THEN SLIP WHEEL IN AND PUSH PIN THROUGH FOR AXLE.

NOTE: APPLY CEMENT AROUND PROPELLER HUB.

ONE STAR SERIES KIT NO. A-149

## ART CHESTER'S RACER

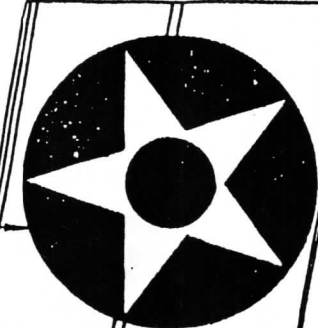
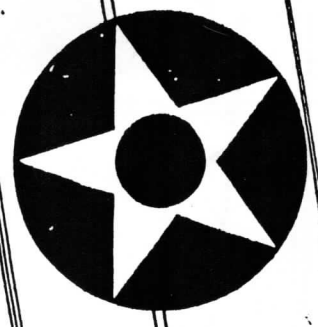
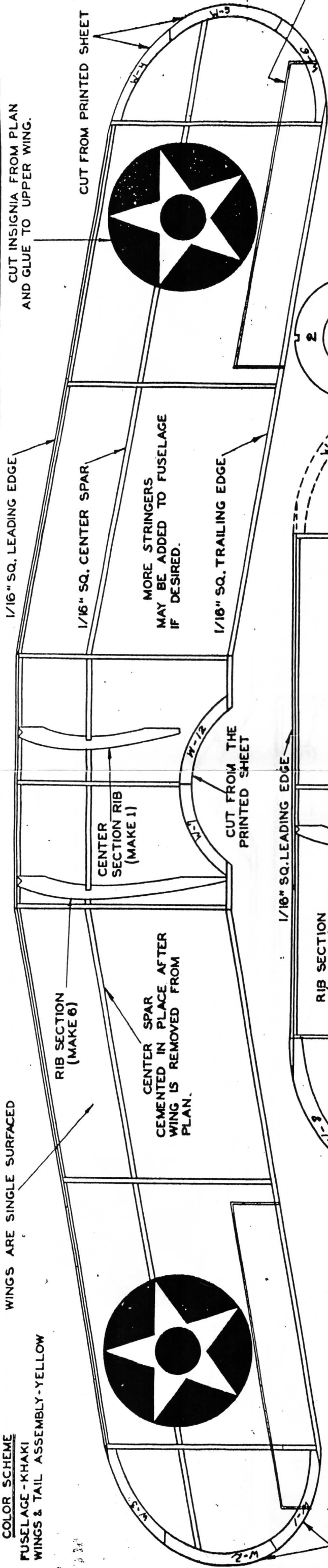
WINGSPAN 16" LENGTH 10 1/2"

COMET MODEL AIRPLANE & SUPPLY CO. INC. CHICAGO, U.S.A.

**COLOR SCHEME**  
 FUSELAGE - KHAKI  
 WINGS & TAIL ASSEMBLY - YELLOW

WINGS ARE SINGLE SURFACED

CUT INSIGNIA FROM PLAN AND GLUE TO UPPER WING.



CUT FROM PRINTED SHEET

WINDSHIELD PATTERNS ARE CUT FROM PLAN AND GLUED IN POSITION ON COCKPIT COWLING.  
 PENCIL ROLLED OVER 1/16" SQ. FORMS THIS CURVE.

CUT FROM PRINTED SHEET

RAZOR BLADE BROKEN TO ABOVE SHAPE WITH AID OF PLIERS MAKES A GOOD TOOL FOR CUTTING RIBS, ETC.



CUT INSIGNIA FROM PLAN AND GLUE TO SIDES OF FUSELAGE.



ALL STRUTS ARE FULL SIZE.

1/16" SQ. CENTER SPAR  
 FOR ONE HALF OF LOWER WING USE SOLID LINES. FOR THE OTHER HALF USE THE BROKEN TIP, AND OMIT THE OTHER.

MORE STRINGERS MAY BE ADDED TO FUSELAGE IF DESIRED.

1/16" SQ. LEADING EDGE

CUT FROM THE PRINTED SHEET

1/16" SQ. CENTER SPAR

1/16" SQ. LEADING EDGE

1/16" SQ. TRAILING EDGE

1

2

3

4

5

6

FUSELAGE FORMERS

BODY SPACERS

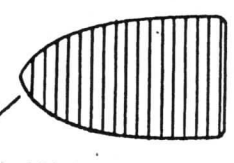


INSTRUMENT PANELS ARE CUT FROM PLAN AND GLUED TO FORMERS 3&4

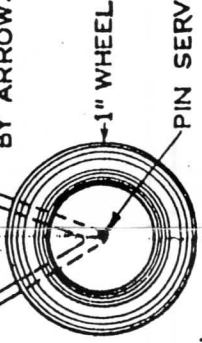
USE 4" MACHINE-CUT PROP.



BEAD

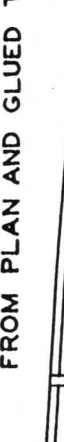


CUT RADIATOR GRILL FROM PLAN AND GLUE IN POSITION INDICATED BY ARROW.



PIN SERVES AS AXLE

CRACK LONGERON HERE



1/16" SQ. LANDING GEAR STRUTS



PIN HOLDS RUBBER MOTOR



CUT FROM PRINTED SHEET

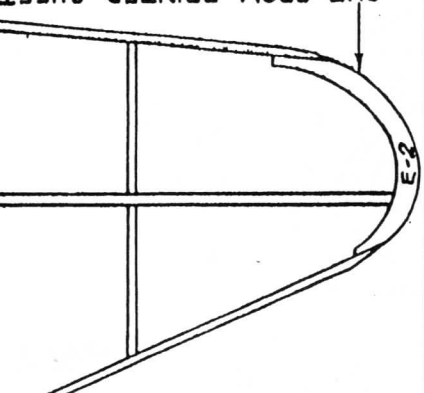
1/16" SQ. X 3-3/4"

3/8" DIHEDRAL

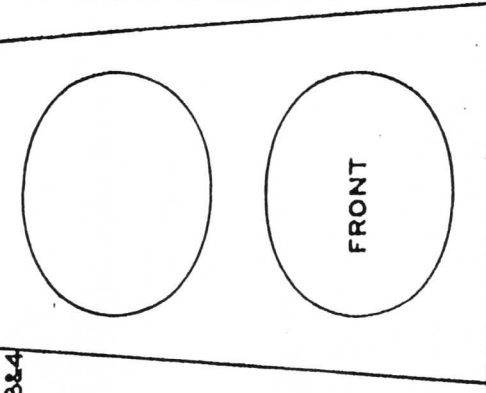
CUT FROM PRINTED SHEET



BUILD ELEVATOR IN ONE PIECE OVER PLAN AND GLUE INTO SLOT AT REAR OF FUSELAGE



COCKPIT COWLING PATTERN



FRONT

THREAD BRACE WIRES  
 FRONT VIEW  
 1/16" SQ. X 3-3/4"

# CURTISS FALCON

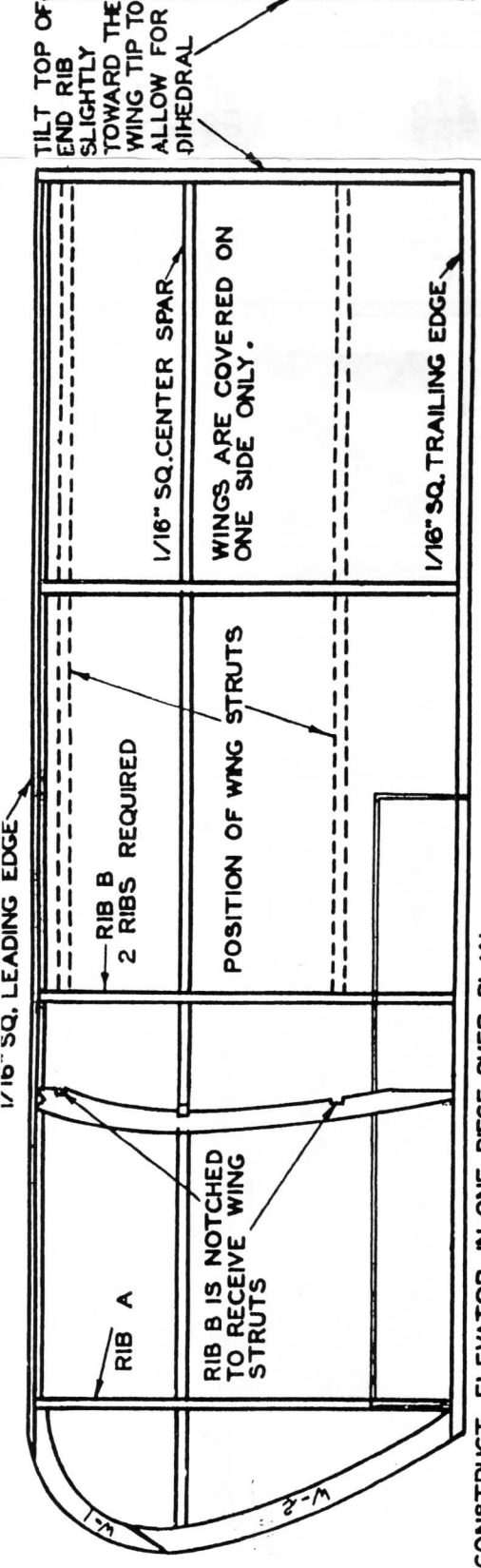
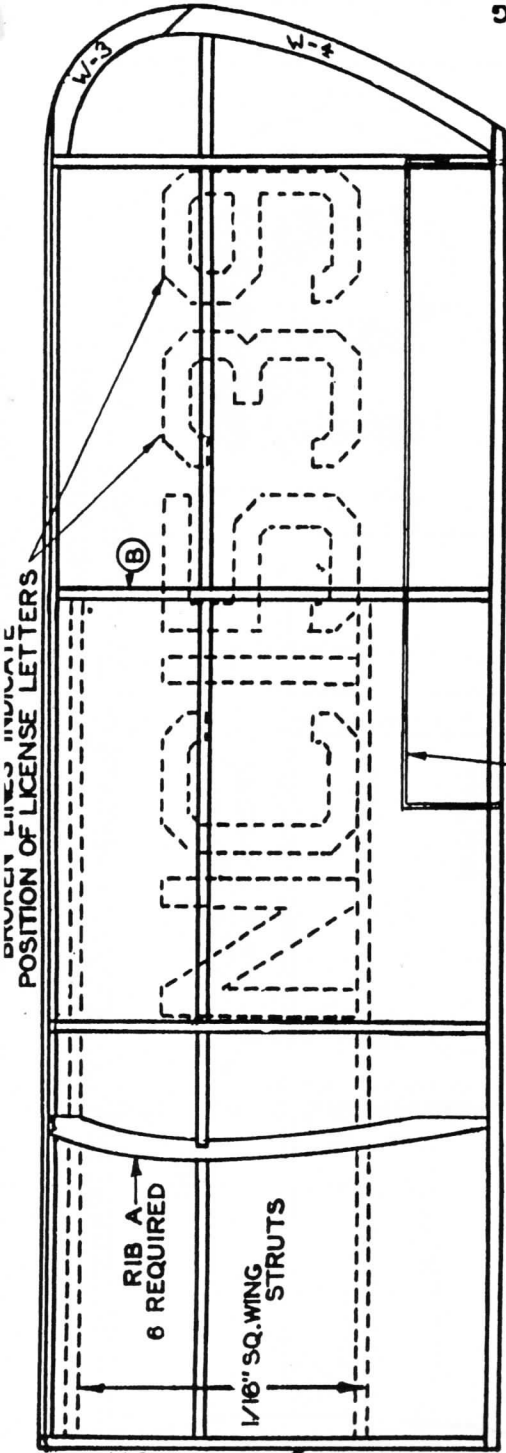
WINGSPAN-16" LENGTH-10-5/8"

KIT NO.-A-141



AMERICAN MODEL CRAFT CO. AMERICAN MODEL CRAFT CO.

DIVISION OF COMET MODEL AIRPLANE CO. 2509 W. CERMAK RD. CHICAGO.



CONSTRUCT ELEVATOR IN ONE PIECE OVER PLAN AND COVER WITH TISSUE. THEN CEMENT IN ELEVATOR SLOT IN FUSELAGE IN POSITION INDICATED BY BROKEN LINES.

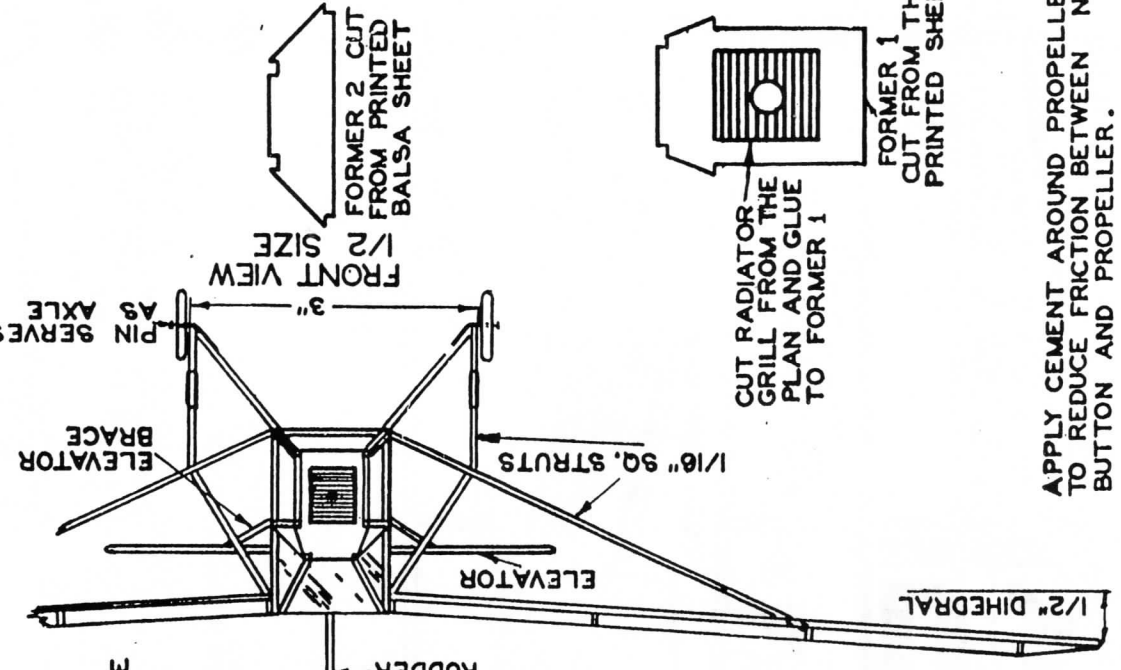
**COLOR SCHEME**  
 FUSELAGE ---- RED  
 WINGS & TAIL ASSEMBLY ---- ORANGE

A RAZOR BLADE BROKEN TO THE SHAPE SHOWN AT LEFT MAKES A GOOD TOOL FOR CUTTING NOTCHES ETC. SPRAY FUSELAGE WITH WATER AFTER COVERING IT TO SHRINK THE TISSUE TAUT.

STICK THREAD OR BORDERLINE OF PLAN TO TISSUE TO REPRESENT THE AILERON

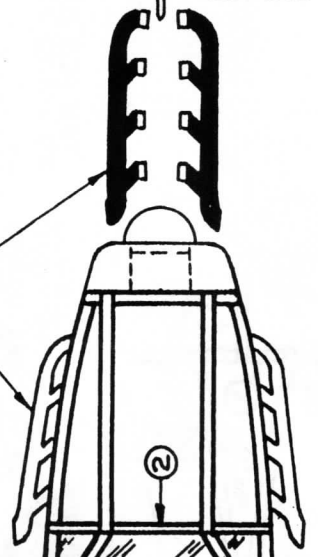
CUT LICENSE LETTERS FROM PLAN AND STICK TO TOP OF WING

# NC1539

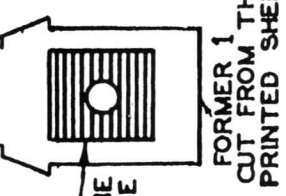
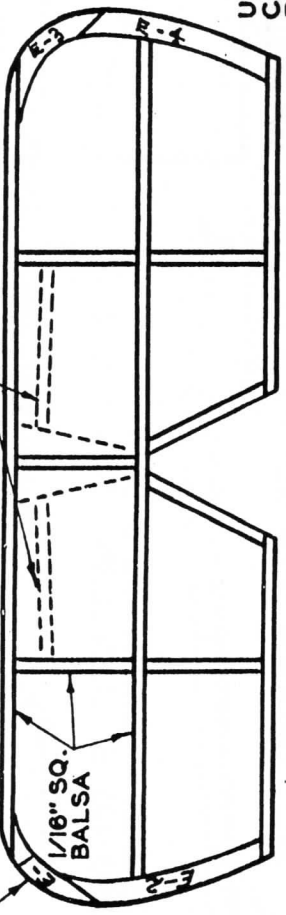


EXHAUST STACKS ARE CUT FROM PLAN AND GLUED TO FUSELAGE BY MEANS OF THE TABS

ROUND OFF THE 1/16" SQ. Balsa STRUTS WITH SANDPAPER.

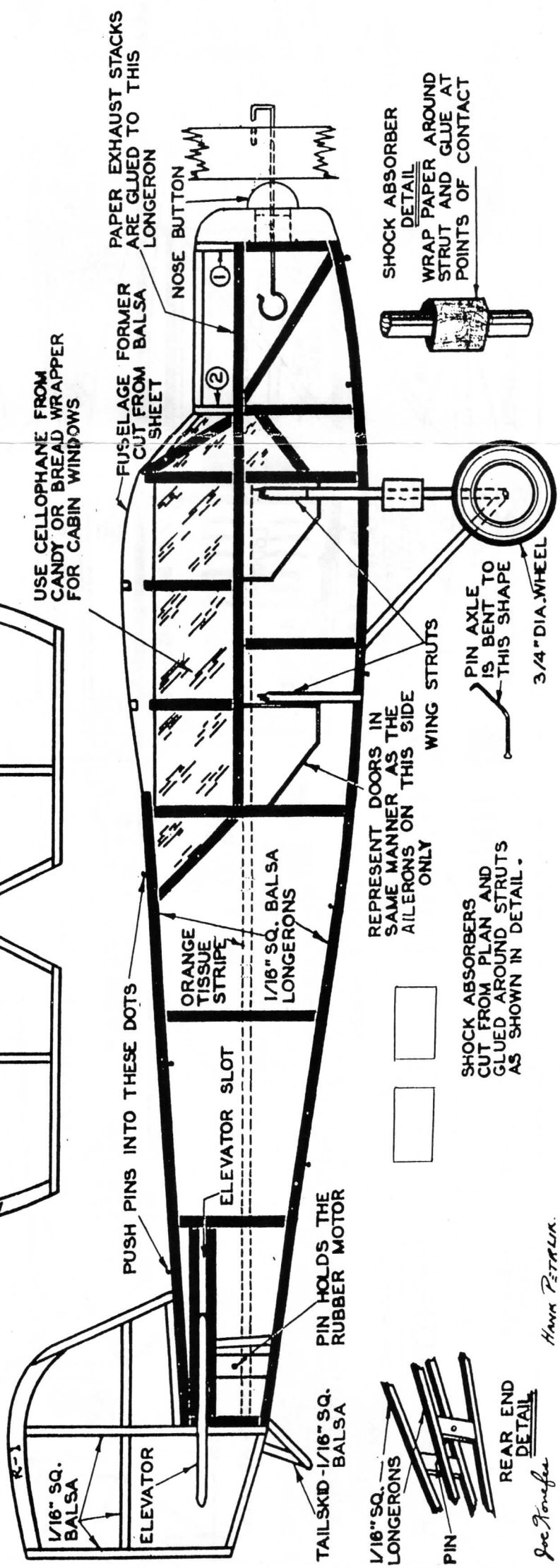


USE CELLOPHANE FROM CANDY OR BREAD WRAPPER FOR CABIN WINDOWS



CUT RADIATOR GRILL FROM THE PLAN AND GLUE TO FORMER 1

APPLY CEMENT AROUND PROPELLER HUB TO REDUCE FRICTION BETWEEN NOSE BUTTON AND PROPELLER.



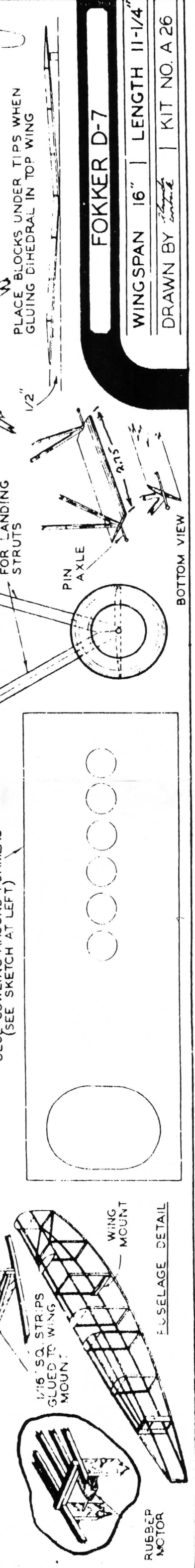
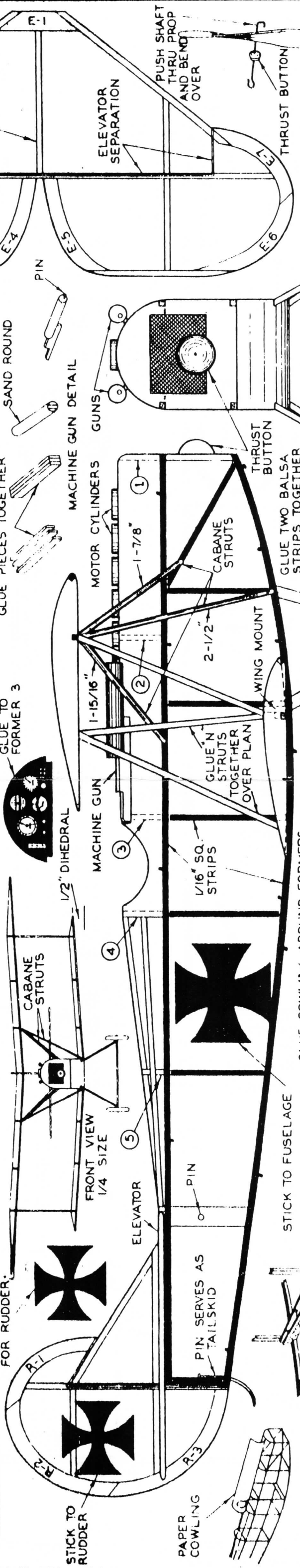
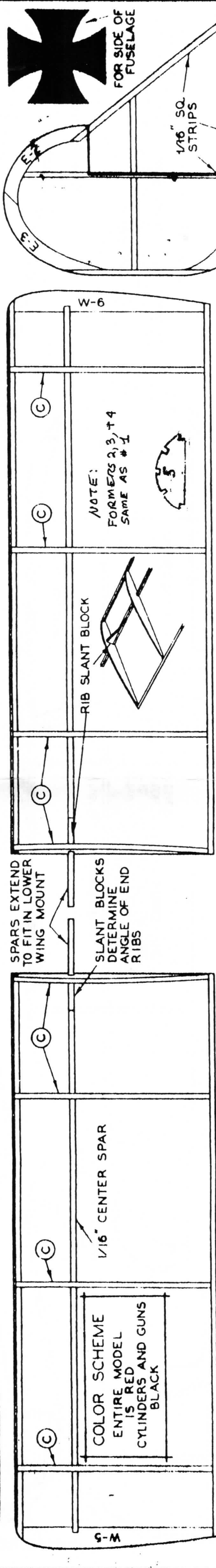
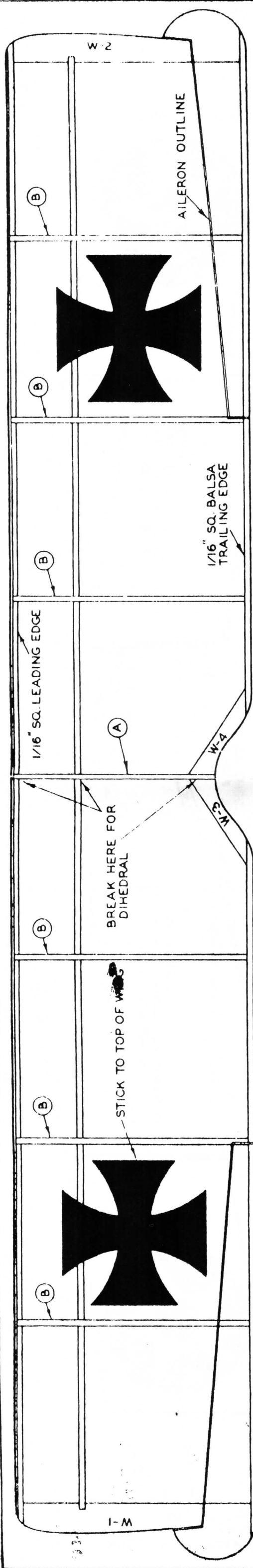
REPRESENT DOORS IN SAME MANNER AS THE AILERONS ON THIS SIDE ONLY

SHOCK ABSORBERS CUT FROM PLAN AND GLUED AROUND STRUTS AS SHOWN IN DETAIL.

REAR END DETAIL

Joe Tompfe

Hans Petrus



**FOKKER D-7**  
 WINGSPAN 16" | LENGTH 11-1/4"  
 DRAWN BY *Walter* | KIT NO. A 26