

MAX FAX

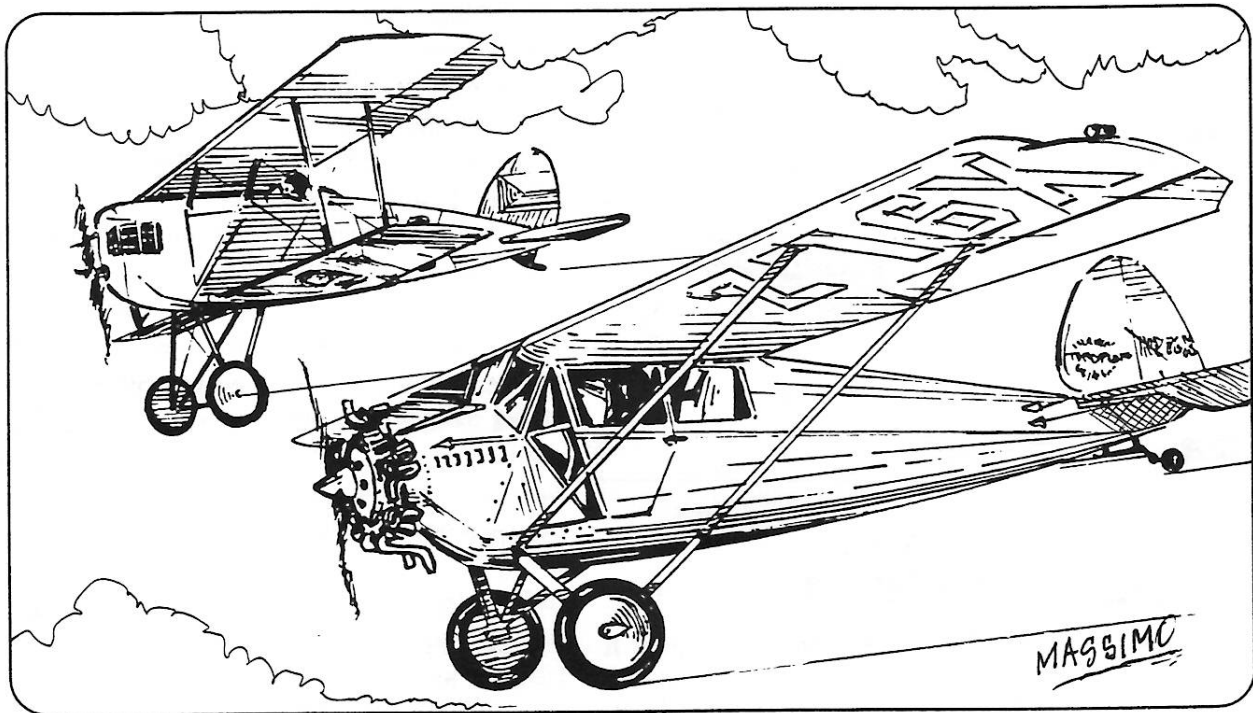


Journal of the D.C. Maxcutters

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

Editors : RAY RAKOW and HURST BOWERS

July - August 1995



COMING ATTRACTIONS

AUG 20 **EMBRYO-Mini Contest at COMSAT.** FAC rules will be used

AUG 19-20 **CUCKOO CHALLENGE - Saunders Farm**

SEPT. 2, 3 **East Coast SAM Championships (FF), Westover AFB**

SEPT. 9 **MAXECUTERS SUMMER FUN FLY - at COMSAT,**
9 a.m.-5 p.m.
Contact Alan Schanzle, 20008 Spur Hill Dr. Gaithersburg, MD
20879; Phone: (301) 833-5884.

OCT 13, 14 **DAVE REES' SEAPLANE SPLASH, FRIDAY AT 5:00;**
KUDZU FAC contest at Raeford, N.C. on Saturday:

This month we have four interesting plans. Terry Pittman drew an Aero 18, a Czech Biplane Fighter from the 1920s. Hurst Bowers gives us a beautiful 30 1/2 Wallace Tour plane manufactured by American Eagle Aircraft Corp. Going through my old plans file I retrieved a seldom seen French fighter plan by Joe Ott, the Loire-Nieuport 250, which along with the Nieuport 161 lost out to the MS 406 and Dewortine 520 and never reached production status. The fourth plan I found as I was going through old 1930-31 issues of Aero Digest magazines, courtesy of Hurst Bowers. This plan and article came from the "Junior Activities" section of a 1930 issue. A semi-scale plan of the Kari-Keen, a side by side two place light plane, to which the designer has added a "deadly bomb"!

Hurst has written several articles, and it has been 15 years since we have had any CAVU stories from Rolfe Gregory so I have reprinted an old one.

Hope you enjoy!

Ray

C.A.V.U.

(Ceiling and Visibility Unlimited)

By Rolfe Gregory

A Cessna glider? You have got to be kidding! No, I am not kidding. Along about 1930 or 1931, Cessna built primary gliders. Not only Cessna, but so did Eaglerock and Waco. They were rather crude affairs. The fuselage was a simple open framework, and you sat out in the breeze a la Wright Brothers.

My longtime friend Woody and I had just turned 14 when two men, a Mr. Goodier and a Mr. Smith, recently moved to our home town from New York state, wanted to start a glider school and club. They had a brand new Cessna glider, a large field leased near town, little money, and big ideas. A club was formed but, at our age, the fees were just too steep. But we hung around so much and with such hungry looks, they finally took pity on us and treated us

almost like paying members. At least they let us fly the glider some.

Darwin Smith, "Smitty" (what else?) was the instructor. He was a much older fellow of twenty had almost 50 hours flying time and an unlicensed OX-5 Waco 10. He assured us that he expected to get himself and the Waco licensed, sometime soon. Neither event was to take place. He said he would teach me to fly, and when I turned 16, I could get my license. He gave me my first airplane ride and my first 30 minutes of dual in the Waco.

Glider flight (ground?) instruction consisted of asking how much you weighed, then showing you where to hold the control stick while being shot into the air, and, finally, cautioning you to keep your feet on the rudder bar when landing until the glider stopped, unless you wanted a broken leg!

Flying consisted of catapulting the glider into the air, sling-shot fashion, by means of a rubber shock cord rope about 200 feet long, having a ring at its center for engaging a tow hook on the nose of the glider. Three or four men grasping each end of the cord would first walk, then run, stretching the cord outwardly in a "V" formation. At the proper moment, the instructor would shout, "Let go!" One or two men sitting on the ground and grasping short rope tied to the tail of the glider would release it. Instantly the glider would shoot upward at a steep angle to possibly 100 feet (leaving your stomach back on the ground) and then gradually level off as the shock cord tension relaxed and the ring dropped from the nose hook--almost exactly as RC gliders are now towed up. If you had never been off the ground in any kind of flying machine before, as in our case, you were scared half to death--though you'd never admit it. Actually, you were back on the ground almost before having a chance to really get scared, and everyone would be running up shouting, "Hey, boy, how'd ya like it?" "Great, wasn't it!" Yeh, sure!

Woody had a total of 13 flights and I had a magnificent even dozen before the school and club closed, after only a few months of operation, unfortunately, on a very sad note.

One hundred feet of altitude soon became too tame and instead of hand towing, we graduated to towing by automobile, using longer shock cord f--



greater altitude and much longer flights, including some left and right turns. One beautiful clear day, the instructor, "Smitty," was being towed up, in the Eagle Rock as I recall, when at probably less than 100 feet, the glider nosed over and dived straight in. "Smitty" didn't look to be in bad shape, just looked as if asleep, but he didn't wake up. He had died almost instantly of a broken neck. Reluctantly, the co-owner, Mr. Goodier closed the operations, sold the other two gliders, and moved back to New York.

We never knew for sure what caused the accident. It happened so quickly it was anyone's guess. But Woody and I believed we knew what happened. "Smitty," like Woody and me, was relatively short, and those gliders appeared to have been designed with 6-1/2-foot pilots in mind. The rudder bar was pivoted much too far forward, and there was nothing to prevent your feet from slipping off and downward. We believe Smitty's feet slipped off the bar from the upward acceleration, and with no structure to brace against, his upper torso pivoted forward against the stick, causing the glider to dive in.

I never flew a glider again. Woody, on the other hand, got the bug. When World War II came along, he got into the Glider Corps and flew Waco CG-4's. After the war, he bought a Bowlus sailplane but flew it only once before a friend borrowed it and bashed himself and the sailplane to oblivion against a mountain. Although Woody's love for gliders continued, and he always wanted to try hang gliding, I don't think, after that, he ever flew a glider again.

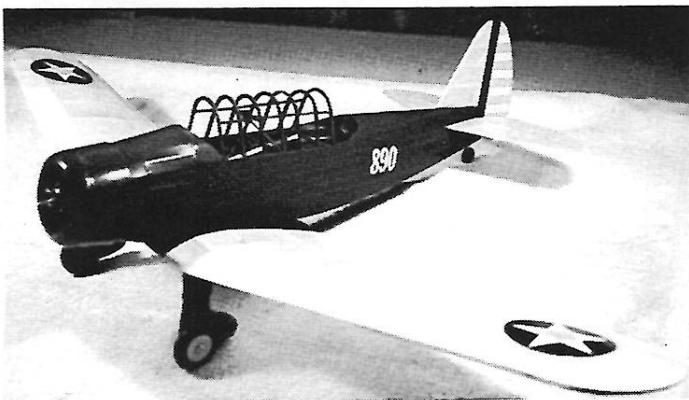
MAX FAX Expanded

by Hurst Bowers

The "Dime Scale" theme of the March-April 1995 issue of MAX FAX, which was so professionally edited by Stew Meyers, was far more out reaching, in my opinion, than met the eye. As the average of our membership progresses, so does our need to progress to large models than the long-popular "Peanut Scale" designs. For some inexplicable reason it is more difficult to work on the small structures now, and our fingers seem to have grown as well as our eyesight losing its

keenness. The 16 to 20 inch category is a great stepping stone on the way up to 30-36 inch jumbos.

In looking over the old Comet 10-cent kit advertisements Stew so kindly included, I found several models that "pushed my button." Since we have acquired most of these plans (thanks to Claude Powell), it was a simple task to go down to my favorite "copy shop" and "blow the plans up" to 150% to wingspans from 24 to 30 inches. This size fits my fingers better, and too, it provides an excellent platform for the great little HiLine Mini 6 electric motor, if you have the urge to move up from rubber power.



I blew up the Curtiss "Carrier Pidgeon" to 24-inch wingspan and used rubber power. I never got it trimmed out very well, but my young grandson, Wesley, found it to be a great trainer for a 6-year old. His touch has been quite gentle and the model is still operational and ready when he visits me.

My next project was the North American RT-9 "Yale," which blew up to a 30-inch wingspan. It is in the final stages of construction at this time and should do well on the "Mini 6" motor. I am also looking at the Spartan Biplane and the Corben Super Ace as future projects, in the 150% blow-up range, of course.

There is no limit to what possibilities these little gems offer. As our fingers grow bigger and our legs grow stiffer, we can simply blow them up bigger to about 300 sq. inch wing area. Then with the Cox.0-49 Texaco and a Cannon radio, using two channels, we have the perfect A/2 Texaco scale. Not even any more long cross country chases are required now, and who knows, maybe if we continue to eat our "Wheaties" we may get into "Quarter Scale" with a blow up Phantom Flash or something.

Thanks, Stew. You have opened up an entirely new realm of possibilities to aero modelers.

PHOTO PAGES

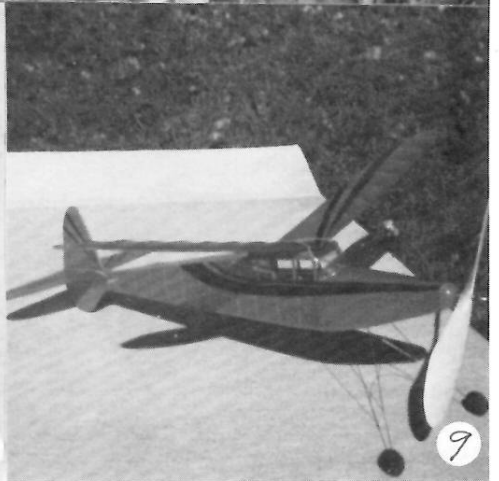
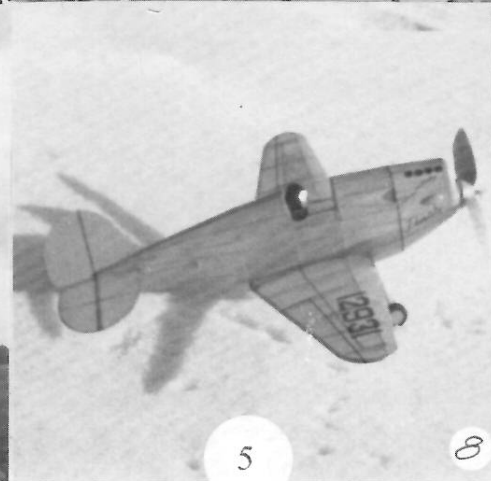
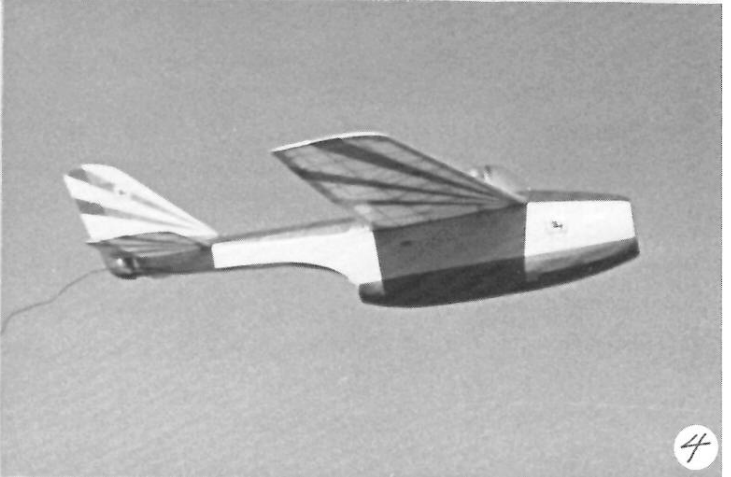
1. Our hard working Editors for this issue, Hurst Bowers and Ray Rakow.
2. Terry Pittman with his Aero A-18, one of two featured full size original plans for this issue. The other plan is by Hurst, a nifty Golden Age aircraft; the 1929 "Wallace Touroplane". Send a photo for MAX-FAX when you build it.
3. The sparkplug behind the Don Srull event at Raeford this coming fall, David Smith and two of his high flying aircraft. See March-April 95 MAX-FAX for contest details.
4. Don Srull's latest, the *Raven*, a great flying R/C ducted fan powered by HiLine's Red Flame Blaster.
5. Don again with his JUMBO Short; this one is eligible for Dave Smith's event. Photo source is unknown.
6. Now this is what every modeler's workshop should be! Bob Haight sent this great photo of his Mitsubishi Raiden (Jack) powered by an Italian compressed air motor; his Swordfish and other inspiring 'models' in background
7. Ever smiling Marty Schindler with a Flyline (Earl Stahl) Rearwin Speedster. Photographer is unknown.
8. Dave Stott sent this photo of his Tilbury and Fundy Flash built from a Cleveland 1 inch to 1 foot plan. Quoting Dave "no match for a 24 inch Chambermaid -- surprisingly it did fly".
9. A Flying Aces "Snooky" by Bob Spink way out in South Dakota, definately not an obscure model anymore. See Jan-Feb 93 MAX-FAX for story by Dave Stott.

Memories of Famous Aviation Personalities by Hurst Bowers

My old B-25 bomb group was disbanded at Westover Field in late 1945, and I flew my airplane up to Grenier Field, N.H., for whatever ignoble end the Army Air Corps had in store for it. A C-47 ferried our crews back to Westover where we became a part of the "ATC" (Air Transport Command), which subsequently became "MATS," "MAC," and is currently the Air Mobility Command. This was to be my "home" for the next 15 years.

At the end of WWII, as most combat units were disbanded, the ATC was one of the very few Air Corps units to maintain its flying mission in support of our occupation forces still deployed world wide. Since I had planned to spend my life in the Air Corps, this seemed the proper place to be. I feel that my decision proved to be correct for during those years I saw the entire world, served by our flights, and met many interesting people. My first such encounter I will relate herewith and if there is sufficient interest, I'll tell of others in subsequent MAX FAX issues, including Kurt Tank, Donald Douglas, etc.

At Westover we were the home of the old North Atlantic C-54 operation known as the "Crescent Caravan," serving the Arctic as far north as Th Northeastern Canada and the Maritimes, Iceland, the Azores, and all of Europe. Those of us who had served in tactical units and had no transport time were "new boys on the block" and served long apprenticeships as junior co-pilots. On one such flight to Frankfurt, Germany, we had a most distinguished passenger aboard. He was none other than Lt. Gen. Jimmy Doolittle. At that time ATC required that parachutes be carried for real passenger and crew members (as well as Mae Wests), and that all passengers be briefed on their use. As the junior member, a 2nd Lt. at the time, I was designated to give the briefing prior to starting engines and taxiing out for takeoff. Can you imagine how I felt briefing Jimmy Doolittle on how to use a parachute? Needless to say, it was most awkward for me. The General was very kind, patient, and pleasant with me, and his warm smile prevailed throughout the ordeal. I pictured him in Gee Bees, Lairds, and B-25s, which no doubt contributed to his lack of hearing at the time. The trip was pleasant and he was a delight to have aboard, and most of all, an inspiration which made future briefings through the years generally pleasant experiences.



C.A.V.U.
By Rolfe Gregory

The date was the 15th of August, 1935. I'm sure of the date. I'll tell you why later

I was swimming at Virginia Beach late that afternoon when I heard airplanes, many airplanes, coming out of the north. They were Army bombers, fighters, and a few observation planes. They started circling in formation, in groups of three, and began landing at a large field just south of the beach at a place everybody called "the rifle range." Actually, it was Camp Pendleton. It wasn't much of a camp then. There were a few small buildings, deserted most of the time except during each summer when various National guard and reserve units did their two week encampment duty. They called it a camp, but anyone camping did it with tents--there were no barracks.

when I saw the planes were landing, I got out of the water, dressed, and headed for the field. When I got there, most of the planes had landed, but some were still coming in. There were more planes on that field than I had ever seen anywhere before. I counted well over a hundred, and they comprised all of those now-rare birds that you can only see occasionally in a museum.

The fighters were Boeing P-12 E's, P-26's, and Curtiss F-6 E Hawks. The bombers were the twin-engine Keystones and Curtiss Condors. And there were some Douglas O-38 and O-43 observation jobs. I was as surprised to see the old Keystone and Curtiss bombers as I was to see F-12's mixed in with the P-26's. By 1935, the biplane bombers were obsolete and (so I thought) had been replaced by the new Martin B10. I also thought the Boeing P-26 had about replaced by the P-12 E and the P-6 E, but there they were, operational, in all their glory. Maybe it was their last, grand gasp before being put out to pasture.

As the aircraft landed, they taxied to parking places on both sides of the field and were tied down, wing tip to wing tip. What sitting ducks they would have been for even a few enemy planes, but that lesson was not to be learned until some years in the future. Security measures were non-existent. Those of us who had gathered were free to wander all over the field as we pleased. It might be mentioned here that security in those days between W.W. I and W.W. II was rather lax at Army bases. At Langley, for example, you could meander in and

out of hangars, go anywhere you wished without a pass or a guide. Not so the Navy! Visiting times were specific and required a pass and a tour guide.

Before the airplanes had arrived, Army trucks had brought in supplies and equipment, and tents had been pitched all around the edge of the field. I stayed until after dark, wandering around the field, looking at the planes and talking to the pilots and mechanics.

I learned that the whole thing was a test maneuver to determine how quickly all the planes could be put into the air from a simulated forward base upon learning of an imminent enemy attack. The test was to come sometime next morning.

Needless to say, I was there bright and early. I didn't have to wait too long until the message came through. As I now recall, the whole thing started with a staff car racing around the field with a siren screaming. Anyway, mechanics started swarming over the planes, and pilots were buckling on helmets (the old leather type!) and goggles as they ran for their ships. A few engines were balky, but when all were started and revving up, the noise was deafening--but beautiful! A fellow I knew from back home came up and was shouting something in my ear, but I couldn't make out what he was saying. The airplanes taxied to the takeoff point in groups of three, turned, and took off, holding the three-airplane formation as they climbed out. The groups of three were taking off within a very few seconds of each other. They all maintained a climbing left turn until it looked like a follow-the-leader spiral chain of airplanes from the ground up to about 3,000 feet. I had been timing the operation, and from the instant the first engine started up until the last planes disappeared from view, 20 minutes had elapsed. I didn't realize it at the time, but I had just witnessed what was probably the last great show of those marvelous old two-wingers, the likes of which would never be seen again.

The sudden quiet was overwhelming! I could then hear what my friend was saying. He had heard the radio report that morning of the death of Will Rogers and Wiley Post in a crash the day before, August 15th, at Point Barrow, Alaska. If you don't know who they were, either you do not read many aviation magazines, or you are one whole lot younger than I am. Will Rogers was a famous cowboy philosopher-comedian, and Wiley Post was a record-setting pilot who flew better with one eye than most could do with two. Anyway, that's why I know what date it was!



In the foreground of this photo taken last summer at Old Wardon is the Gull VI that New Zealander Jean Batten flew on many of her record-setting flights in the middle 1930's. One of her flights was a new record between England and New Zealand in 1936. The Shuttleworth Trust at Old Wardon sold this last remaining Gull VI in England to New Zealand this spring for much-needed funds to continue to maintain and support the rest of the collection.

Here's A Bargain: Tom's Through Turning!

Tom Yanosky, one of our club's most gifted modelers and craftsmen, has decided he has no further use for his beautiful and virtually cherry Emco Maier lathe. He bought the lathe a few years ago and used it to make most of the metal parts on his famous, super-scale Bristol Fighter display model - and that's about it! Tom has now turned exclusively to painting, photography, and, of course, balsa modeling; no more metal stuff. The lathe is an Emco Maier "Compact 5" model having 13.78" between centers and 5.12" swing over bed. I've seen it and it's a beauty! The lathe includes a 3-jaw chuck, live center, power feed, a powered milling / drilling attachment, dividing table, and a bunch of other goodies. All in all it's a modeler's, especially an engine guy's, dream. Retail cost is close to 2,000 bucks - Tom will take \$1,000 for the whole package, including some aluminum and brass stock. Call Tom at (703)742-6964.

Nothin' but WACOs

DOMEDUSTER Plan Packet 5

This packet contains six 2-page original, detailed WACO Biplane Peanuts by Stan Fink. In addition to the plans, you'll find 3-views, color data, insignia, and research references on each aircraft.

1928 WACO TEN - OX5

1934 WACO ATO "TAPER WING"

1934 WACO UKC "PURE OIL"

1034 WACO MODEL D "MILITARY"

1936 WACO ZPF-6 "TEXACO"

1936 WACO ZQC-6

Send \$12.00 ppd for your copy. Make checks payable to Stan Fink. Mail orders to Stan at 1810 Pine St. #2R, Philadelphia, PA 19103-6602



**"WALLACE
TOUROPLANE"**

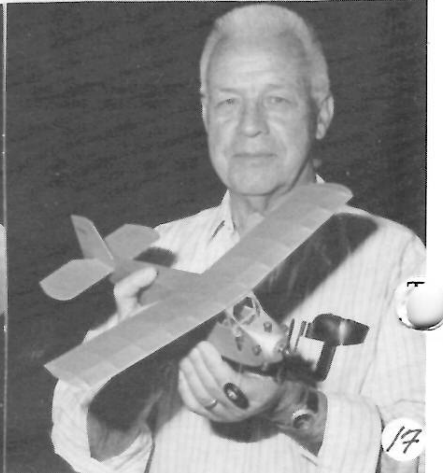
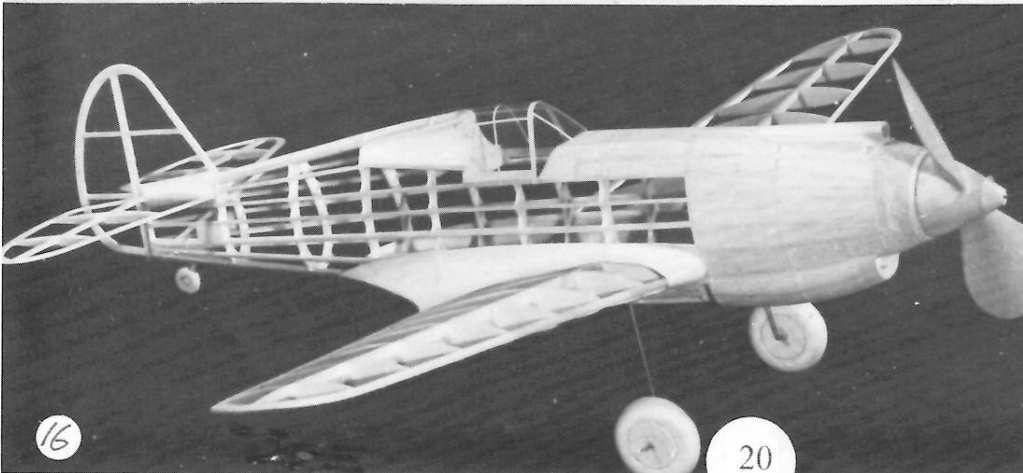
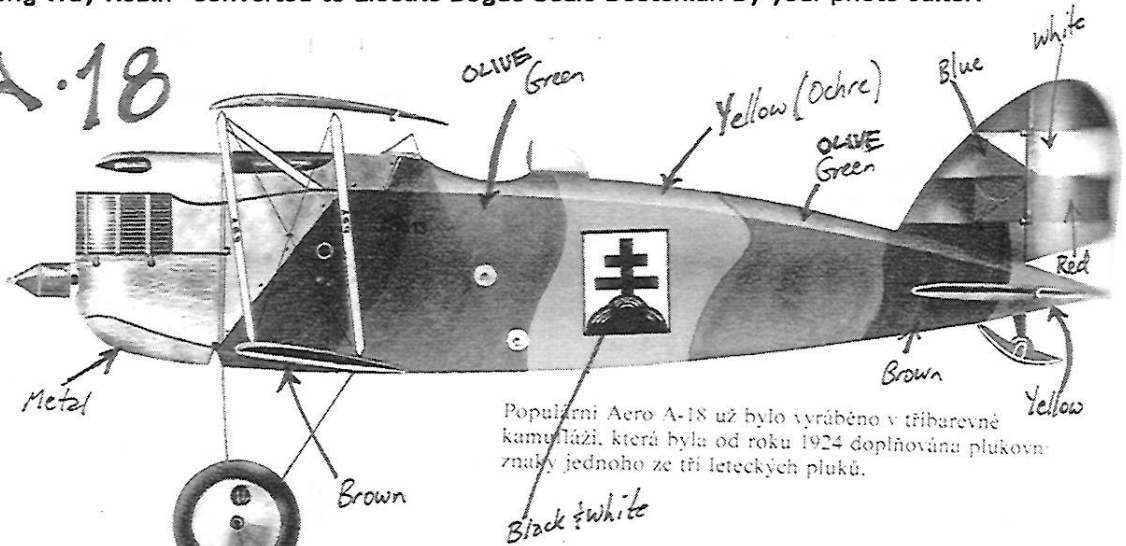


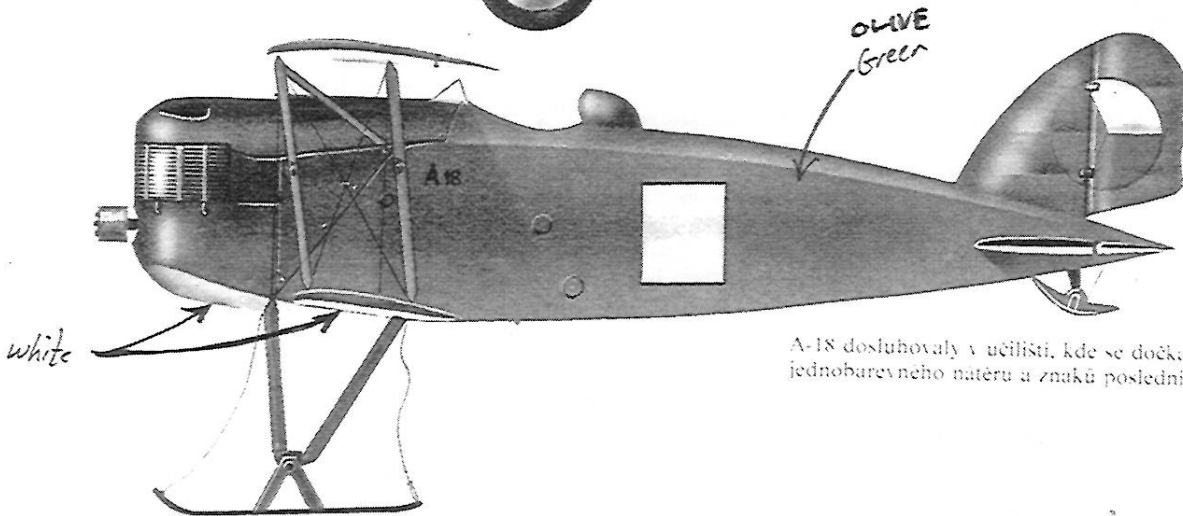
PHOTO PAGES

10. Our good friend Walt Mooney was not only a great model designer, builder and flyer; he also built beautiful solid models. Here is one of a conceptual design; note Walt's ubiquitous American Flag on tail. Photo from Walt via Bill Ceresa.
11. Stu Weckerly seen at Shangrila MK2 with his nifty Stout 2AT.
12. Stew Meyers and his Micro-4 powered Powerhouse with the Czech single channel radio.
13. Al Flesher and his scale ultralight.
14. One of Peter Wank's many original plan and semi-kit offerings, a DC-3. His 95 photo catalog is \$2.50, available from Scientext, 48 Whitney Street, Westport, Connecticut 06880-3753.
15. Walt Farrell with a great looking Shinden at Shangrila.
16. A great P-40 bones shot by that master scale builder Doug McHard; looks like his model from the now defunct Model Builder WWII plan book. Photo courtesy of Bill Hannan.
17. Hurst's "Wong Way Robin" converted to Electric Bogus Scale Bostonian by your photo editor.

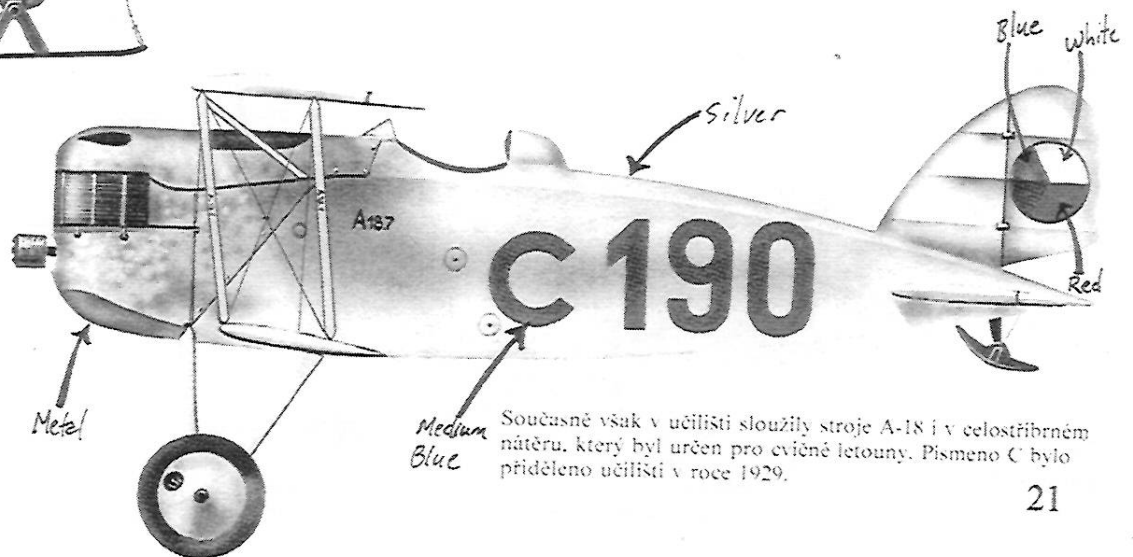
AERO A-18



Populární Aero A-18 už bylo vyráběno v třibarevné kamufláži, která byla od roku 1924 doplňována plukovní znaky jednoho ze tří leteckých pluků.



A-18 dosluhovaly v učilišti, kde se dočkaly po roce 1927 jednobarevného nátěru a znaků posledního typu.



Současné však v učilišti sloužily stroje A-18 i v celostříbrném nátěru, který byl určen pro cvičné letouny. Písmeno C bylo přiděleno učilišti v roce 1929.

JUNIOR ACTIVITIES

FLYING MODEL BOMB DROPPER

WE are indebted to thirteen-year old Chester R. Barker of 12026 Wilshire Drive, Detroit, Michigan, for the nifty little model offered this month. Here's how we happened to discover Chester and his model.

During the recent Detroit Aircraft Show we noticed a crowd of people at the Kari-Keen exhibit. Of course we all know about the trim little two-place Kari-Keen cabin monoplane, which is manufactured in Sioux City, Iowa. Its trim lines always stand out and the side-by-side seating arrangement has made it a popular sport plane. To return to our story, the crowd suddenly opened out in a wide circle, and as we drew closer we could see a young boy kneeling on the floor about to release his Kari-Keen model for a R.O.G. flight.

With a sweep she was off, climbing in wide circles up higher and higher almost to the top of the large tent used as an annex to the exhibition hall. But then the surprise came! As she started nosing down a black object was seen to detach itself and fall to the floor, and as it struck there was a loud "Bang!" We immediately pressed forward to get more information. It was then we met Chester, who was making an exhibition flight before the Kari-Keen officials. Incidentally, this flight rewarded him a few days later with a ride in the plane which he admired so much. He had no such an idea then, at least we assume he didn't, but you never can tell about these clever boys! Perhaps, he had it all figured out ahead of time. At any rate the flight was perfect and the little model lived right up to its name for it sure carried that bomb "keen."

R. O. G. Tractor with Clever Bomb Release

By

R. E. DOWD

We can hardly call the little ship a "bomber" for everyone knows that the Kari-Keen is a commercial ship. That is why we have compromised on the name "bomb dropper."

A closer inspection of the bomb revealed it to be made of balsa wood with a tack in the nose. This tack was the secret of the firing mechanism, for before each flight Chester would glue a small Fourth of July pistol cap to the head so that as it fell nose first, it would explode from the impact. The release device was nothing more than a hook, which allowed the bomb to slide forward as soon as the model nosed down.

Now that we have disclosed all the mysterious points of our model, let's get a little better acquainted with Chester. We mentioned before that he is only thirteen years old. His model-building experience dates back only about a year but in that time he has turned out close to fifty different models. While Chester's school work takes up most of his time, he has managed to take out memberships in the A.M.L.A., the American Sky Cadets, the Hudson Junior Aviation Club, and several others. In fact, Chester sports a collection of badges and emblems

about as pretentious as those of our war aces. In chatting with him we learned that he wants to be a pilot when he grows up, and that his favorite ship at the Show was the Lockheed, although the Kari-Keen has always attracted him.

In building the model here described, proportions were taken from a picture of the large plane, as he was unable to obtain actual drawings. While the bomb idea was original with Chester, it seems to have been used in many forms before. In some cases thread has been wound into the rubber strands in such a manner as to release, as it unwound, either bombs or parachutes. The simple hook as here explained is far more reliable, however.

Materials Required

Balsa 1/16 x 1/16—Tail parts—fuselage and landing gear.

Balsa 1/2 x 5/8 x 5—Propeller.

Balsa 1/16 x 3/8—Wing leading and trailing edges.

Balsa 1/32 thick—Wing ribs and tips for fin and stabilizer.

Balsa 1/2 x 1/2 x 2—Bomb

Balsa Propeller spinner.

Balsa 1/16 x 3/16—Motor stick.

Bamboo for wing tips, tail skid, and engine exhaust ring.

Cellophane Cigar Wrapper—Windows.

Celluloid wheels.

Paper—Covering.

Wire—Hooks, propeller shaft, etc.

Brass—Propeller bearing.

Ambroid cement.

Tack—Bomb nose.

Caps—For bomb noise.

Red paper—For exhaust effect.

The Wing Construction

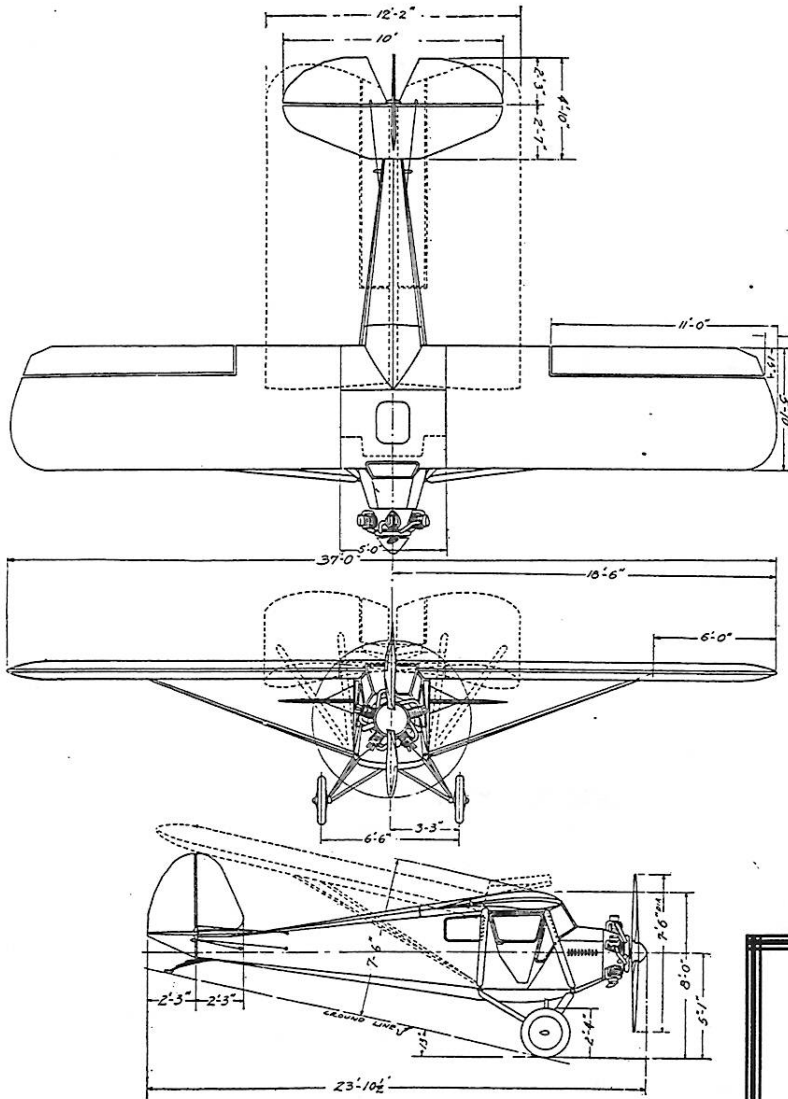
The leading and trailing edges are used for spars. The ribs, which are flat on the bottom surface, and rather thick like the Clark Y airfoil, are cemented in place between the spars. The tips are made from bamboo bent to shape over a flame. The upper surfaces of the ribs are kept straight when assembling the wing frame so that the dihedral angle on the lower surface equals the reduction in thickness of the ribs. As indicated in the drawing, the leading edge is straight.

The Fuselage

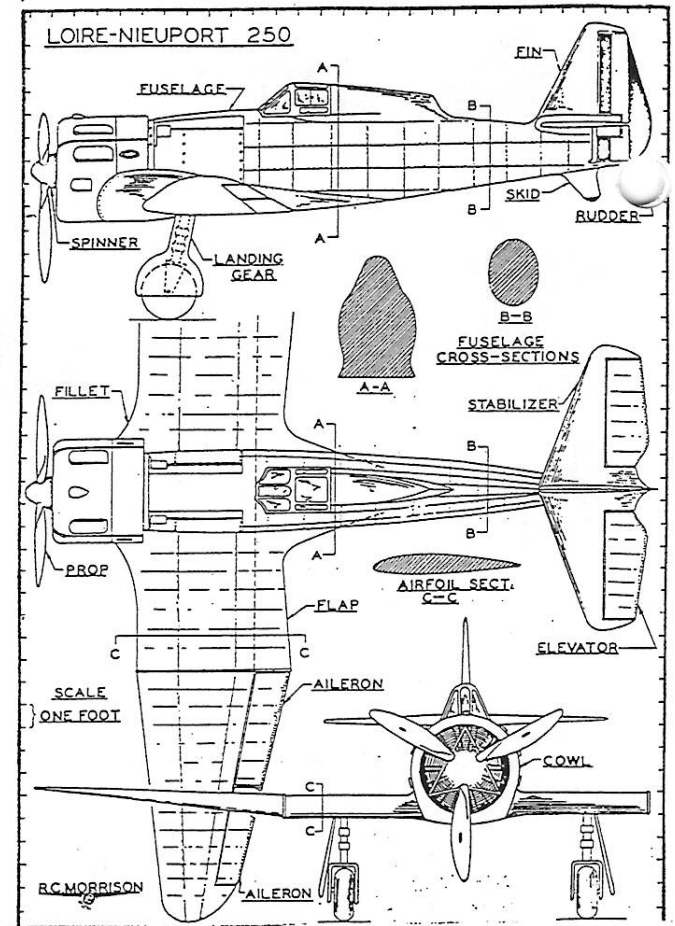
The entire fuselage frame is made of 1/16 square balsa, except the front bulkhead, which is of 1/16 thick balsa sheet with a hole at the center large enough to accommo-



Kari-Keen model, ready for take-off. Loaded "bomb" under fuselage



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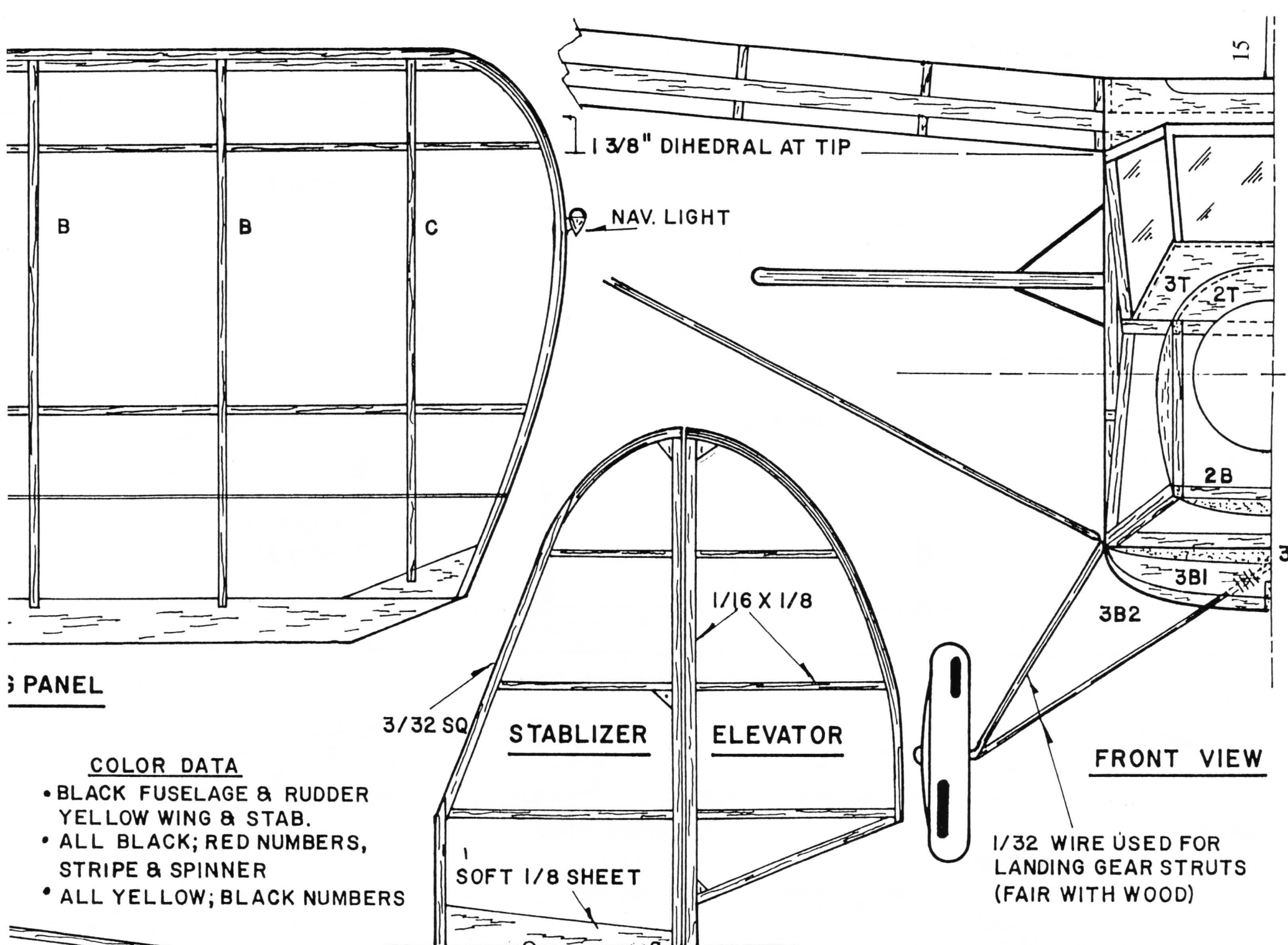
NOTE: Your Dues Are Due



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.

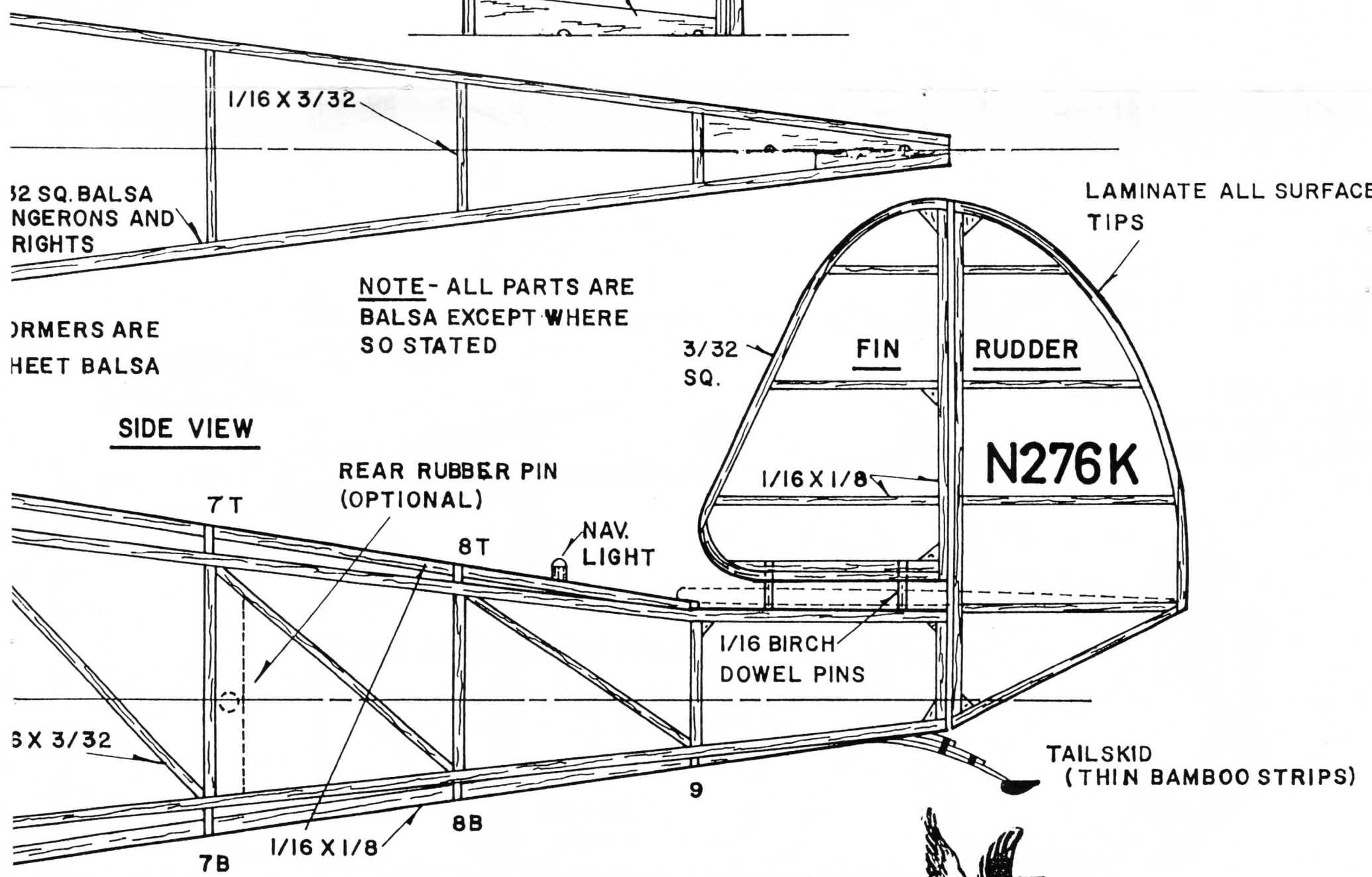
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS is \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues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



3 PANEL

COLOR DATA

- BLACK FUSELAGE & RUDDER
YELLOW WING & STAB.
- ALL BLACK; RED NUMBERS,
STRIPE & SPINNER
- ALL YELLOW; BLACK NUMBERS



FORMERS ARE SHEET Balsa

NOTE - ALL PARTS ARE Balsa EXCEPT WHERE SO STATED

SIDE VIEW

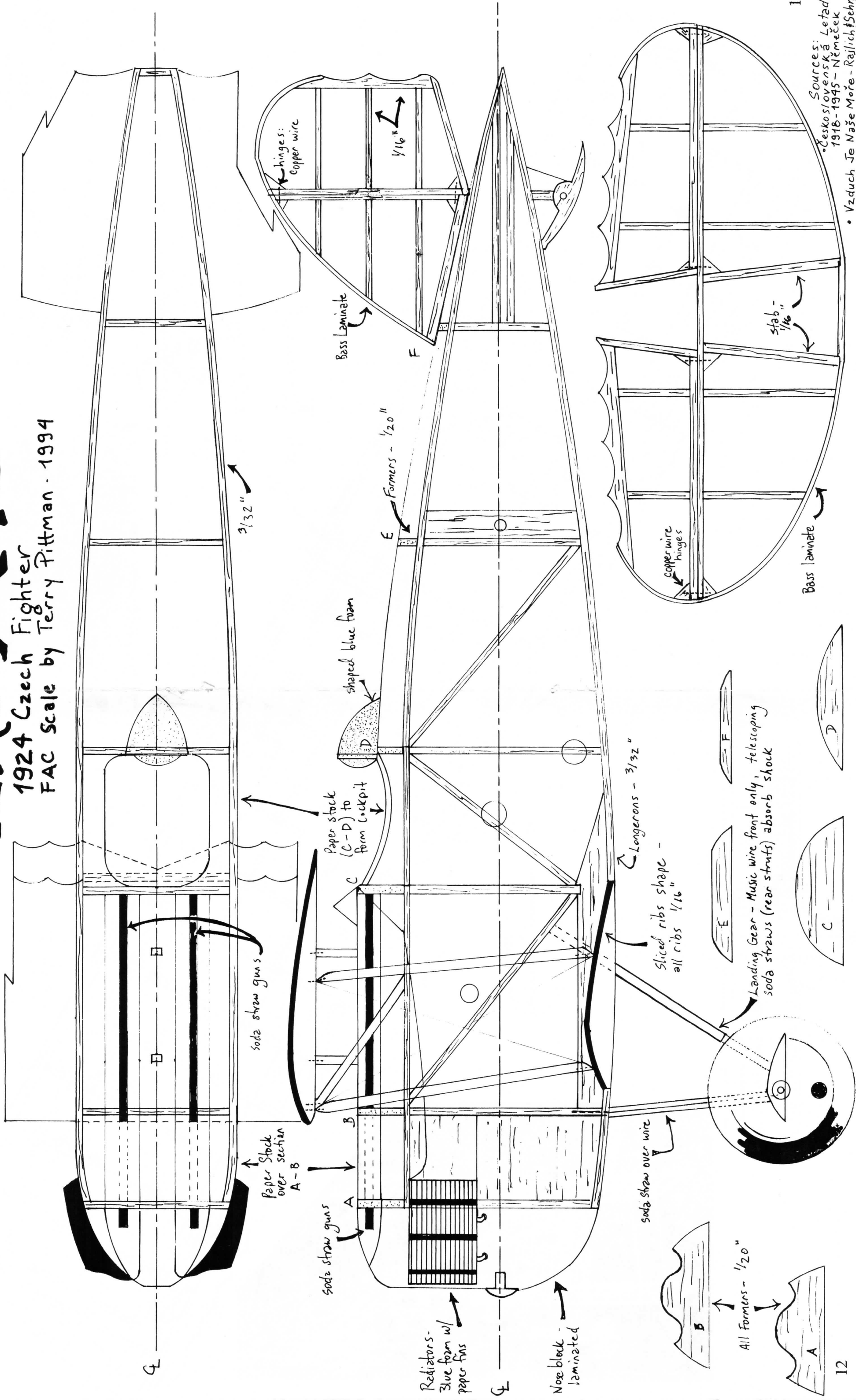
SOURCE OF DATA
 VINTAGE AIRPLANE, NOV. 1994
 AERO DIGEST, APR. 1930
 AIRCRAFT YEARBOOK, 1930



THE 1929 "WALLACE TOUROPLANE"
 ELECT./RUBBER POWER; 30.5" WINGSPAN; 151 SQ." AREA.
 DESIGNED & DRAWN BY HURST BOWERS, JAN. 1995

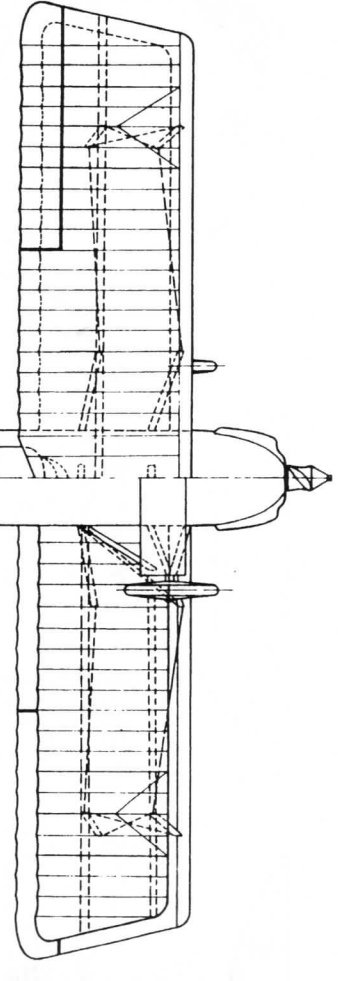
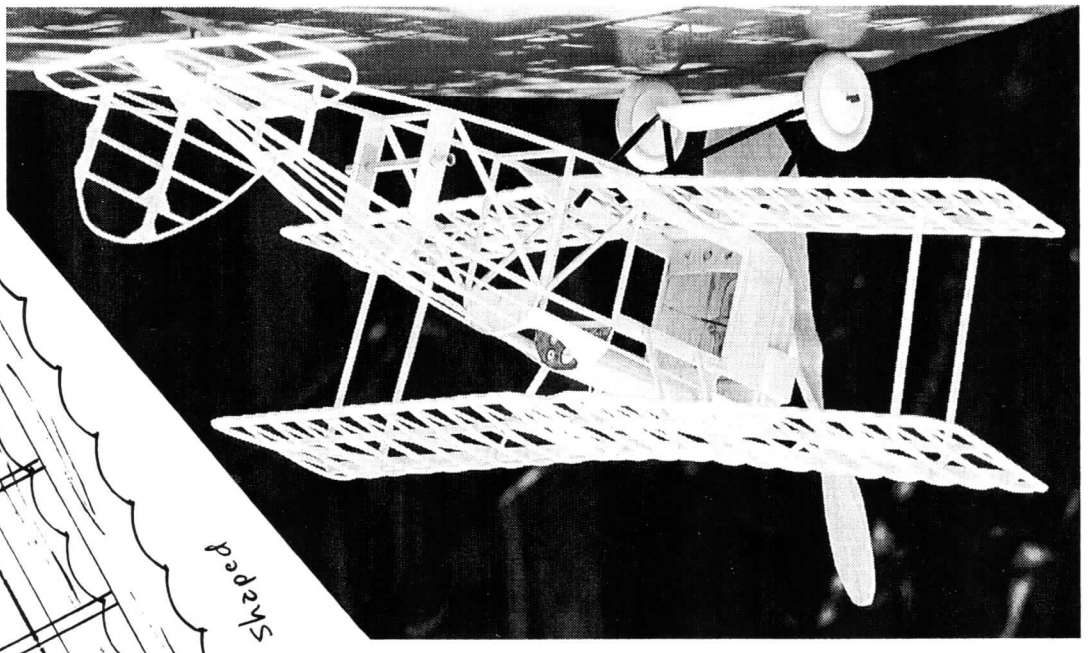
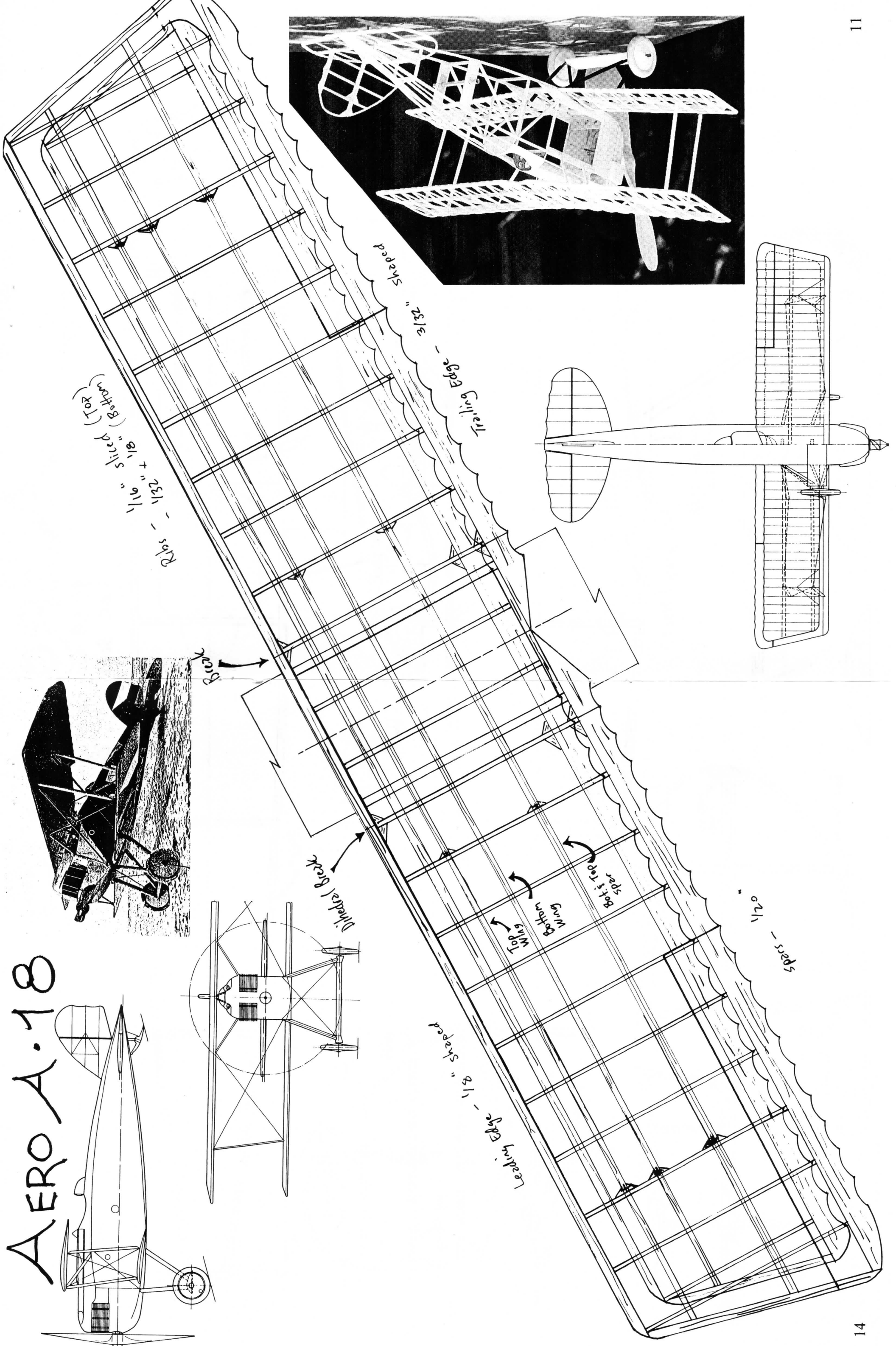
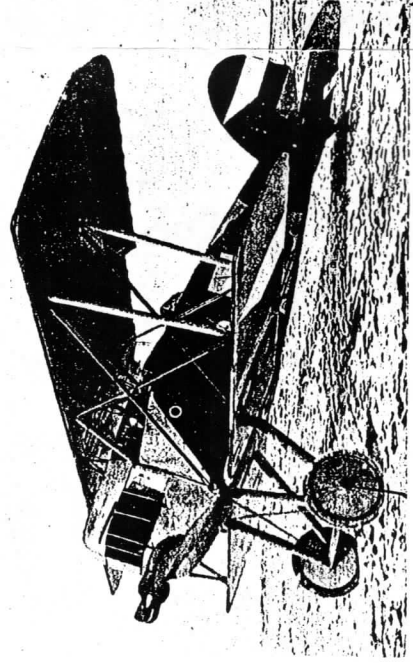
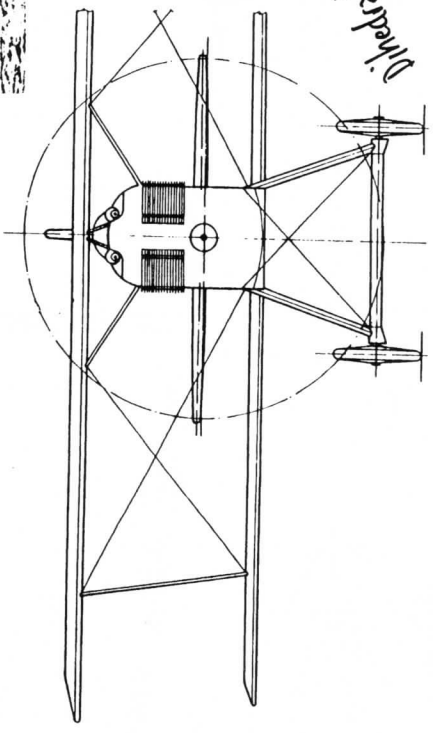
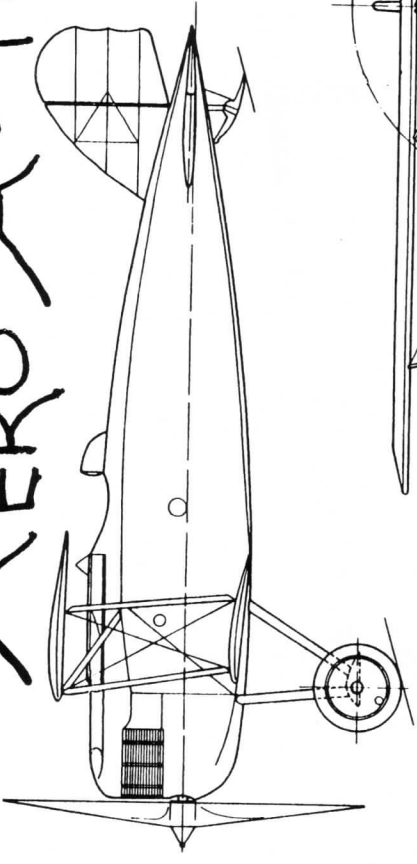
AERO A.18

1924 Czech Fighter
FAC Scale by Terry Pittman - 1994

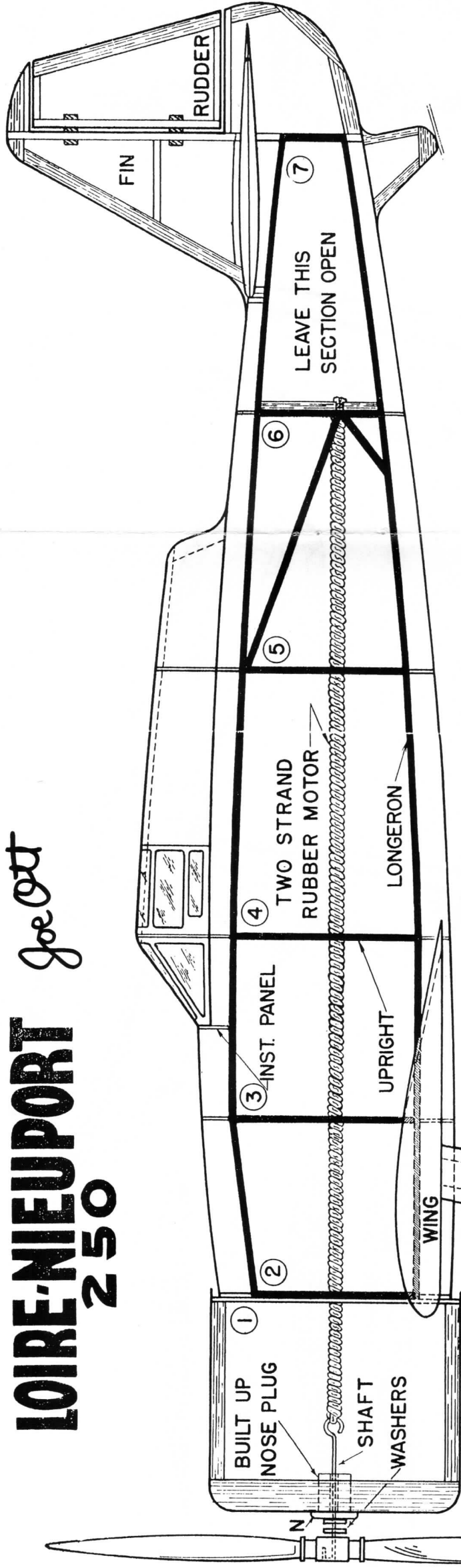


Sources:
• Československá Letadla 1918-1945 - Němeček
• Vzduch Je Naše Moře - Rajlich & Schmal

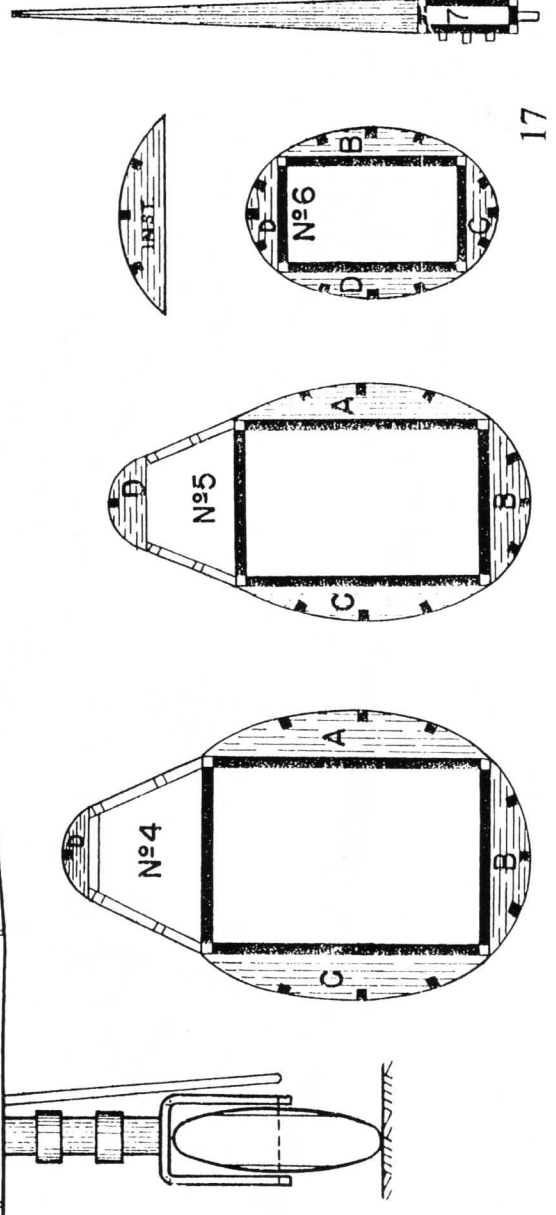
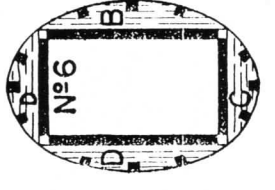
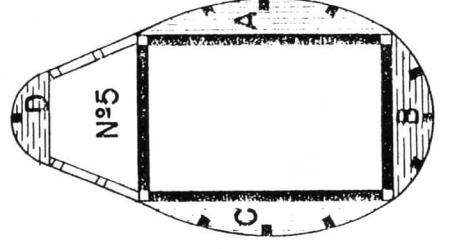
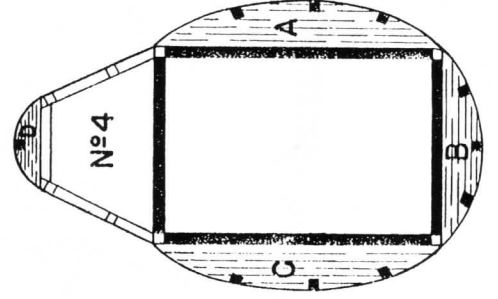
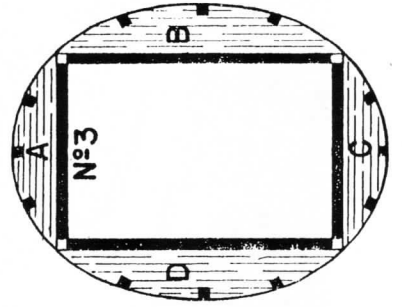
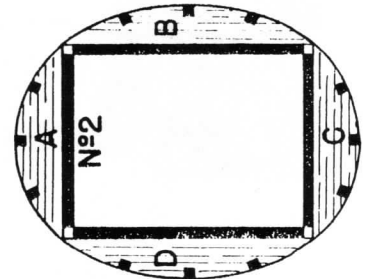
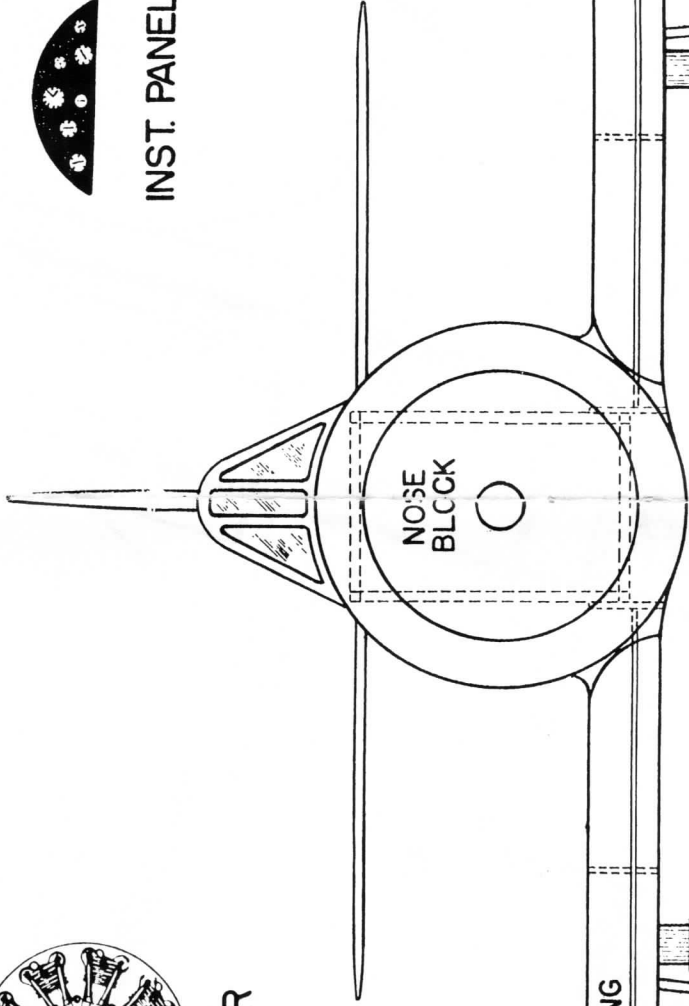
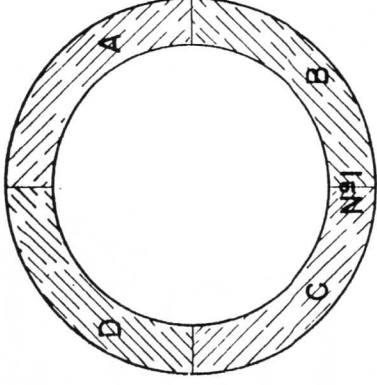
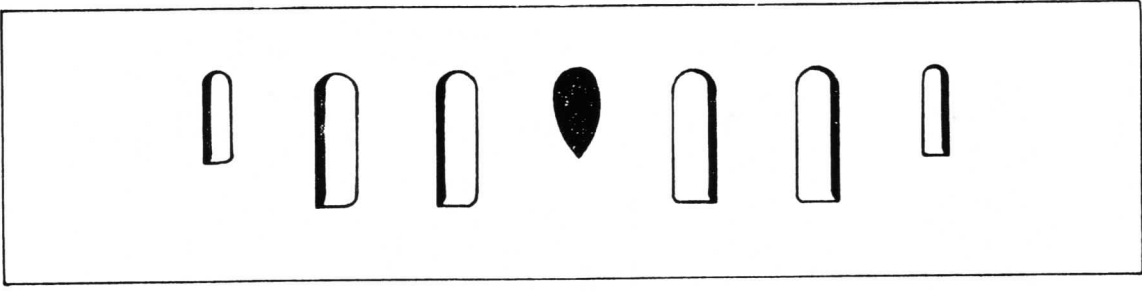
AERO A.18



LOIRE-NEUPORT *Joe Ott* 250



MOTOR COWL COVER



17" LOIRE-NEUPORT 250

Build instructions by **Walter**
 STUDY PLANS AND RESPECTIVE VIEWS BEFORE STARTING.
 CUT OUT THE WING COVER PLAN TO PREVENT THE WOOD
 FROM STICKING TO THE PLAN.

RIB SHEET
 MATERIAL: Balsa wood, 1/8" thick, all ribs and
 some cases parts for wing tips, rudder, stabilizer-body
 formers and one or two other parts.

STRIP SHEET
 MATERIAL: Balsa wood, 1/16" thick, all cases, ribs, etc.
 and all other parts. SEAL THESE PARTS CAREFULLY AS
 CONSTRUCTION PROCEEDS.

STABILIZER
 MATERIAL: 1/8" x 1/4" and 1/8" x 1/2" balsa wood.
 FOR CONTROL SURFACES.

GENERAL ASSEMBLY
 MATERIAL: COMPLETE AND COVER ALL PARTS, THEN ASSEMBLE.

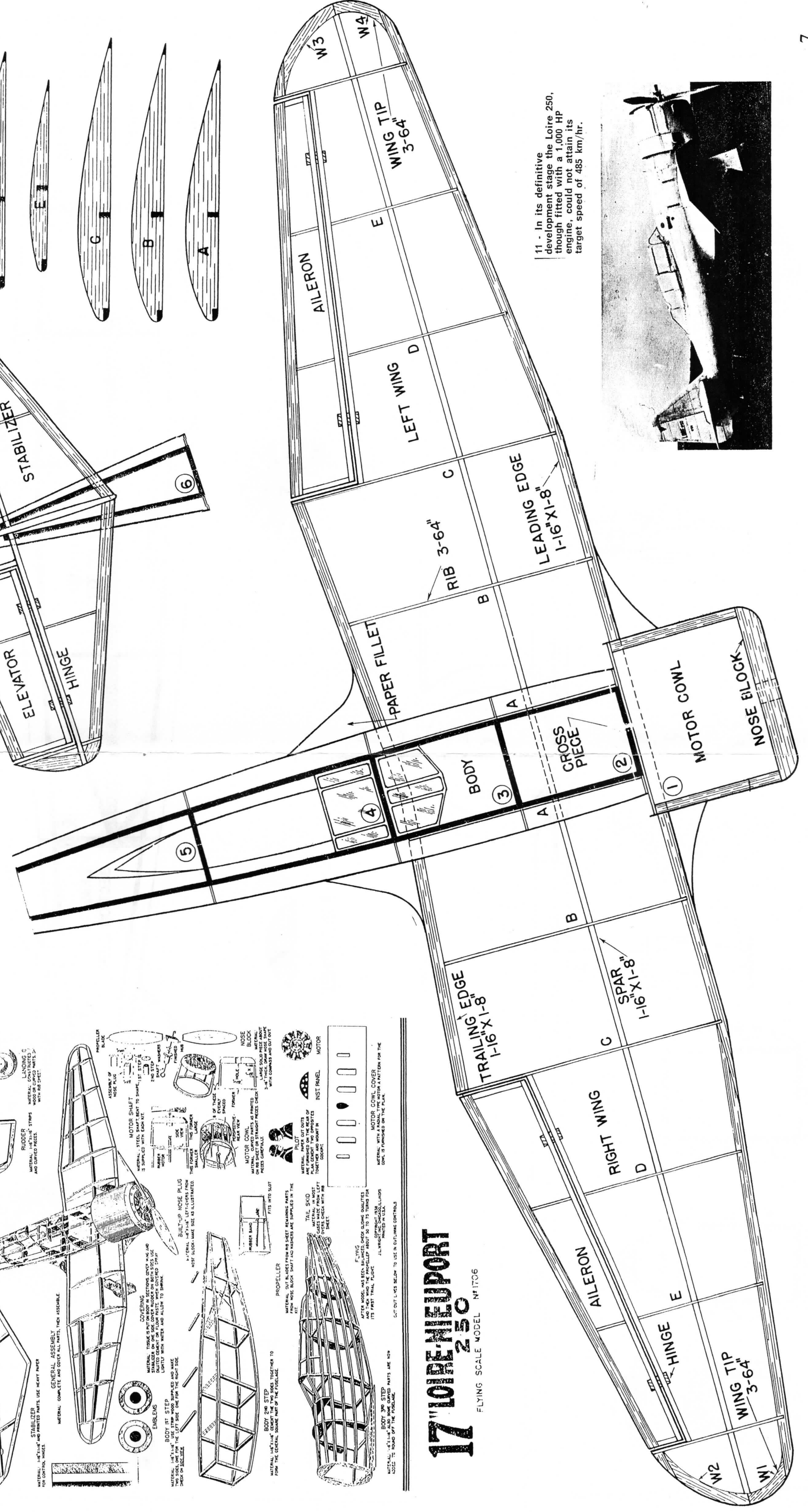
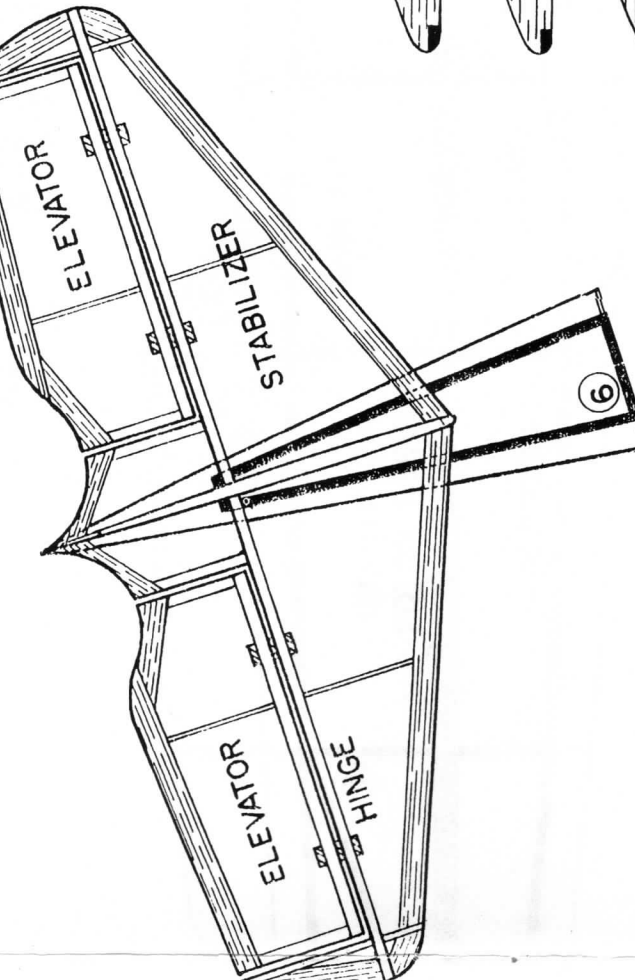
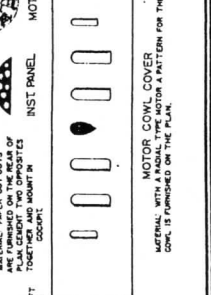
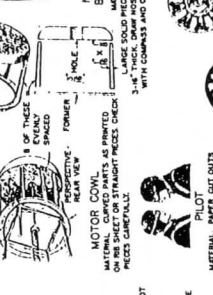
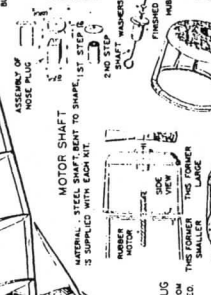
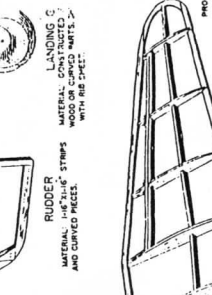
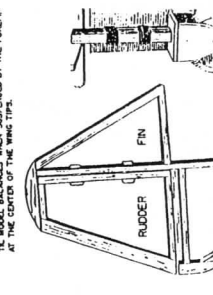
COVERING
 MATERIAL: Tissue paper for motor cowl, fuselage and
 rudder. Dotted cement or rubber paste when covered 2/3 of
 lightly with water and allow to shrink.

BODY BT STEP
 MATERIAL: 1/8" x 1/4" balsa wood, 1/8" x 1/2" balsa wood.
 CHECK ON SIZE.

PROPELLER
 MATERIAL: CUT BLADES FROM Balsa SHEET REMAINING PARTS.
 FITS INTO SLOT.

TAIL SKID
 MATERIAL: Balsa wood, 1/8" thick, 1/2" wide, 1/2" long.
 CASES MADE FROM LEFT
 SHEET.

BODY 3RD STEP
 MATERIAL: 1/8" x 1/4" balsa wood, 1/8" x 1/2" balsa wood.
 CUT OUT LINES BELOW TO USE IN CUTTING CONTROLS.



17" LOIRE-NEUPORT 250

FLYING SCALE MODEL #F1706

11 - In its definitive development stage the Loire 250, though fitted with a 1,000 HP engine, could not attain its target speed of 485 km/hr.

