

MAX FAX

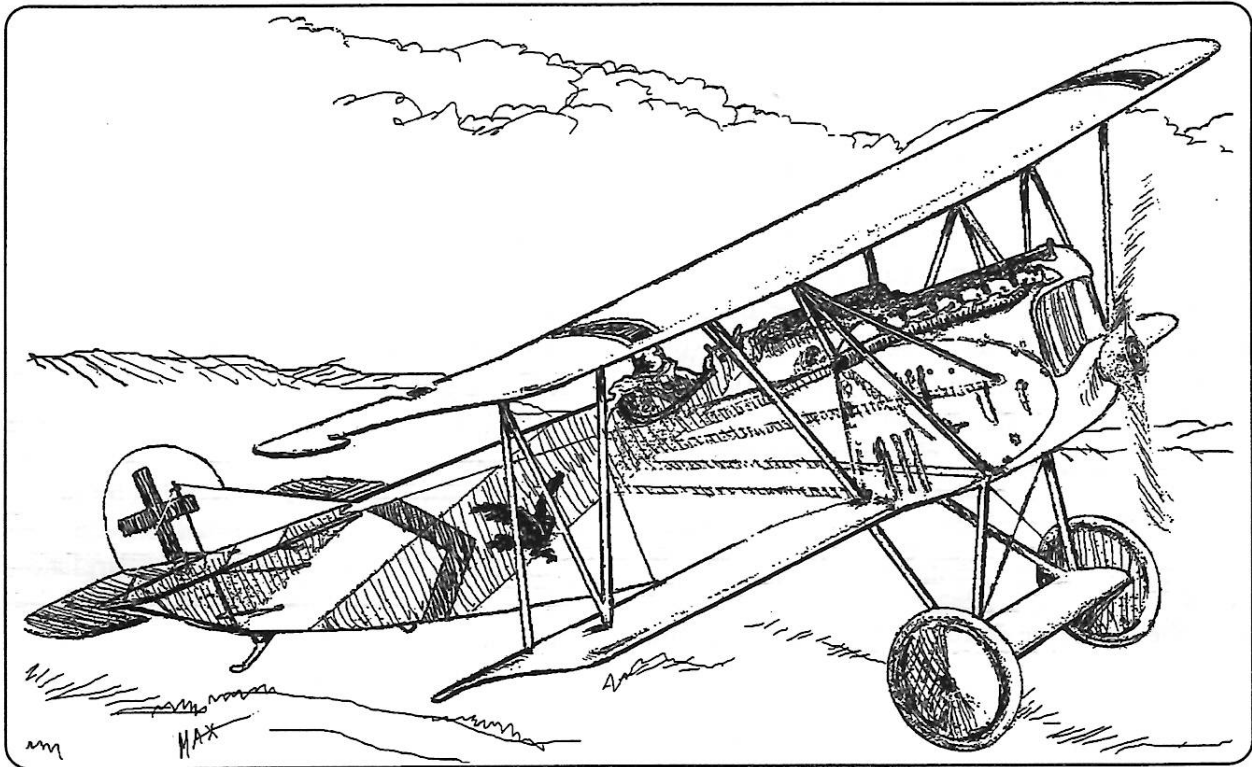


Journal of the D. C. Maxcutters

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

Editors: Pat Daily & Jerry Paisley

May - June 1998



COMING ATTRACTIONS

- May 16 & 17 BRAINBUSTERS 1998 SPRING CONTEST
Includes several FAC Events.
Timed events - Peanut Scale, and Embryo, Flown both days
Mass Launches, - Dime Scale, W.W. I, W.W. II, and Golden Age, Flown Saturday
Petersburg Airport, Petersburg, Virginia.
CD ABRAM VAN DOVER, 757-877-2830
112 Tillerson Drive, Newport News, Va. 23602
- JULY 17,18,19 FAC NATIONALS at Geneseo, New York.
Contact LIN REICHEL at
FAC-GHQ, 3301 CINDY LANE, ERIE. PA. 16506.
- AUG 29 D.C. MAXCUTTER'S SUMMER FAC FUNFLY at COMSAT, Clarksburg, Md.
Contact CD ALLAN SCHANZLE, 301-840-5884
at 20008 Spur Hill Drive, Gaithersburg, Md. 20879
- SEP 5 & 6 FAC OUTDOOR CHAMPS CONTEST at AMA Hqtrs., Muncie, Indiana
Contact LIN REICHEL
- SEP 13 -18 SAM CHAMPS at AMA Hqtrs., Muncie, Indiana
SEP 25 & 26 KUDZU FAC LAKE AND LAND CONTESTS at Goldsboro & Raeford, N.C..
Contact DAVE REES, 919-778-6653
at 606 Walnut Creek Drive, Goldsboro, N.C. 27534
- OCT 10,11,12 GATHERING OF THE TURKEYS FF MEET AT Pensacola, Florida.
Includes several FAC Events. Contact Jack Bolton, 904-939-3354

BIPLANE BONUS ISSUE

This May-June issue of MAX FAX is brought to you by the gentlemen flyers of the James River Composite Squadron, a detachment of the feared Potomac Pursuit Squadron of the D.C. Maxecuters. Down here on the James, Jerry Paisley and I worked long and hard, had lots of discussion and more than a few beers to determine the content of this issue of MAX FAX. It was not without controversy--we originally were going to add some non-biplane stuff, but then common sense and good taste overruled and we stuck with our favorites.

This issue of MAX FAX brings you two fantastic sets of plans of Biplanes: the Fokker DVII designed and drawn by coeditor Jerry Paisley and the Mitsubishi 1MF1 -- the first Japanese Navy fighter from 1921. This magnificent set of plans were designed and drawn by FAC Ace Tom Hallman. The cover art naturally comes from top secret files of that mysterious Maxecuter "Max" -- one of our long time and much revered contributors to this journal. In addition, we bring you more of Tom Schmitt's superb photos -- old Tom has been doing these for over twenty years and is known worldwide as the "Dean" of Free Flight photographers--we are fortunate to have him in the ranks of the Maxecuters!

Be sure and check out the front page to see what is happening in the contest schedules -- remember this July for the 20th anniversary of the FAC NATS at Geneseo--sure to be a real party! We also have a highly classified MADD (Maxecuter Advanced Development Department) report of the workshops from your co-editor Pat Daily. Also included are some selected thoughts and updates from your editorial staff. Look for some additional 3-views to get you excited about the next biplane you might wanna build. Finally, we included some book reports for books that are worth considering.

I would like to belatedly welcome the return of a long lost Maxecuter to the fold, namely Chuck Daily (brother of Pat Daily) of San Rafael and all points east. Chuck, you remember, sent us an 'eyes only' report from the eastern sector many years ago -- look for a reprint from MAX FAX in this issue.

Folded Wings

This past winter and spring has seen the departure of two long time stalwarts of the Maxecuters. Rolfe Gregory and Bill Saunders both left our midst and will be remembered by all as outstanding men. I would like to add a few personal thoughts about each.

I remember my first experience with indoor flying--fall of 1973 to be exact-- at Kennedy High School in Silver Spring, MD. I was told about the indoor flying sessions by Red, the proprietors of Red's Hobby Shop, in Wheaton, MD. I remember walking into the gym that night and quickly became spellbound as I watched a beautiful blue and yellow Curtiss Robin flying gently in circles--flying not much faster than you could walk. When the Robin landed, I walked over to the man who retrieved it and that was my first meeting with Rolfe Gregory. I came to know Rolfe and his lovely wife Nancy over the years and I can't think of ever meeting nicer folks. Rolfe was a superb modeler, wonderful musician, a lover of airplanes, a great story teller and a good friend. I think he must be back on "the line" at Luscombe now where I think he spent some of the happiest days of his life.

Bill Saunders, a high school science teacher for many years at Kennedy High School, and a long time free flyer left us this spring. Bill was a collector of aviation literature and a great modeler. After he retired he bought his farm in Cuckoo, Virginia and hosted many contests there. Bill was the man who gave the Maxecuters a place to fly in the winters--namely Kennedy High. He was one of the nicest and most generous men I have ever met in modelling.

Thoughts on Dime Scale

Stew Meyers efforts to promote dime scale finally took on me last winter. After completing the Vega from the November-December MAX FAX and getting a chance to fly it at Sherwood High and the National Building Museum, I can say that I a real fan. All of you FACers ought to start building

the Vega for the one design contest this fall at Kudzu. These jobs are a lotta fun. Your editors, Pat and Jerry, will have to work hard to catch up with Stew, Alan Schanzle and Claude Powell. They already have prodigious fleets of these birds and will be tough competition for all of us.

Book Reports

by Pat Daily

Vintage Flyers by Eric Preston and published by Pre War Publications of Vineburg, California.

This is a great book for lovers of antique aircraft. The book is in 8 1/2 x 11 format with 269 pages of beautiful color photos of all kinds of antique and vintage aircraft. It is a wonderful source of color information for anything from Aerocas to Zlins. Are you building a Funk, maybe a Heath Baby Bullet, or how about a Pietempol Air Camper? No, well maybe you are building a General Aristocrat or a Poterfield or Rearwin. This book is loaded with color photos of all kinds of antique light aircraft and is devoted more to civilian planes rather than military. It is a must have for scale modelers. Look for the Ryan ST on the cover - the same Ryan from the movie "Rocketeer". This book sells for \$59.95 and is worth every cent. You can order it from Aeroplane Books in Williamsburg, VA (phone 1-800-447-8890).

AeroCrafter (Fifth Edition) published by BAI Communications, Inc., Benicia, CA. Price \$28.00.

I found this book at the local Barnes and Noble. It contains small photos (mostly color) and 3-views of 750+ homebuilt aircraft. A real treasury of ultralight jobs and some old favorites. My favorite was the KitFox. This book is not a must have, but certainly provides hours of enjoyment and would be of real use to modellers of modern light and ultralight planes. Check it out.

Rearwin by Bill Wright and published by Sunflower University Press, Manhattan, KS.

I bought this book after seeing Tom Schmitt's copy of it. It is a great story of Rearwin Aircraft in Kansas City during the 20's and 30's.

Lots of great photos of details of Rearwins. Sure helped on mine. Loved the photos of the Rearwin plant (cohabited with Inland Aviation) at Fairfax field in Kansas City. My dad worked for Inland and it was fun to see where he worked. A good book for \$27.

Classified Communication

from Chuck Daily, Frankfurt, GR (8/15/81)

Dear Alan,

It is always a pleasure to unfold the latest MAX FAX and let one's imagination leave the surly bonds of earth on the wings of a new design or idea from the pages of your Newsletter.

My son and I enjoy the news and photos of your hearty band of aeronauts and envy the camaraderie of your flying competitions. As perhaps your only subscribers east of the Bermuda Triangle we thought you would be interested to learn that MAX FAX has occasionally been hastily translated into a multitude of foreign tongues, including high-German, Bavarian, French and Yugoslavian.

Often our pitifully small squadron of Yankee flyers here on the Rhine have been challenged by numerically superior forces beyond the steppes. Sadly, some of our plucky aircraft have not returned to the home field after these engagements. Those that have made it through the fogs of these Rhineland valleys to the home strip often stagger in with unbelievable battle damage.

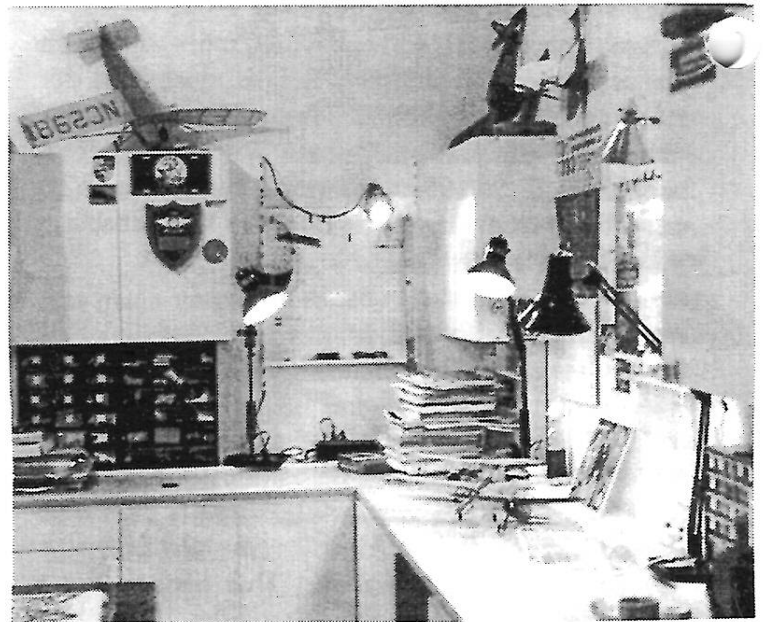
Later in time-honored custom peculiar to aerial combat here on the European front, rival airmen meet in neutral territory, invariably a cozy tavern where busomy barmaids keep the glasses full, and it is here that MAX FAX has been passed about, translated, photo-copied and fought over. The name alone has such a Teutonic ring that one of the barmaids attempted to make off with my latest copy coyly stuffed into her ample busom, thinking it was a new sex manual. I persuaded her to relinquish the newsletter with great difficulty. But it was a pleasurable encounter and we remain good friends. She calls me Herr Max! Long live MAX FAX -- from an aerodrome somewhere east of the Rhine. (editors note: Welcome back Chuck!)

PROJECT MADD (Maxecuter Advanced Development Department)

This is a 5 year test drive on Pat Daily's Workshop. Several years ago (5 to be exact) I decided that I needed a proper workshop. Having recently moved to Richmond, where houses don't have basements, I began tiring of working at a table in the garage. My better half would not let me even think of using a spare bedroom as a workshop, so I was forced to use the garage. Now the garage is a nice one--no doubt about it! It had a nice corner up front that I decided to use. I went to Ikea and bought the cheapest white plastic covered kitchen cabinets and counter tops and various drawer units. After assembling and hanging the stuff I was in business. The shop is "L" shaped with a 12 foot run and a 4 foot run at each end of the "L". Five years later this workshop has turned out to be worth every penny and drop of sweat that I put into it. I now share the garage with a '63 Porsche coupe, a '74 Karmann Ghia cabriolet, 5 bicycles, lawnmower, and 3 cats. The cats seem to like the counter tops for sleeping and love to explore the cabinets when they are open.



I have found that the light grey counter tops and the lighting works great for modelling. Paint spills clean up with a bit of acetone and I use homosote or balsa building boards for pinning down the bones of planes. The only drawbacks are the cold in the winter and the bugs -- I use an electric space heater to keep the temperature reasonable when I am working in the winters. I do have to clean out the garage periodically and get rid of the cat hair and bugs.



Since I built the workshop, I noticed that a lot of hardware stores now sell equivalent cabinets and counter tops. I really think its worth the investment considering how much time I spend screwing around with the cars, model planes and trains. I highly recommend the storage units and the drawer units. If you are thinking about a workshop this is the only way to go. It is a lot cheaper and faster than making your own plywood cabinets and workbenches. The stuff is sturdy enough to drop kick out of a window. You are only MADD if you don't build a decent shop!

Did you know that College Park Airport, where the MAXECUTERS meet every month, is the oldest continuously operating airport in the world? Established in 1090 when Orville and Wilbur Wright set out to teach the first two Army officers to fly, it became the site of the first Army Aviation School in 1911. This little airport is indeed the "Field of Firsts" and the "Cradle of Aviation". See <http://www.avidigest.com/collpark/collpark.html> for their web site. Worth the trip!

Fokker D.VII

By Jerry Paisley

The Allies quickly lost aerial supremacy and Camel pilots developed insomnia when the Fokker D.VII appeared at the front in the summer of 1918. The D.VII was probably the best fighter of WWI and was the only aircraft specifically mentioned by name to be surrendered in good condition under the Allied armistice terms. This airplane could do 120 m.p.h. at sea-level and had a service ceiling of 18,000 ft. (I'll bet that a lot of those pilots fell asleep up there at that altitude). I have read where the thick wing helped it's handling at high altitudes, and it could hang on it's prop and hose the enemy planes down with it's speeded up twin Spandaus.

In any event the Fokker D.VII is a great rubber powered modeling subject. There are no wing bracing wires, it has a longer nose than most WWI types and the fuselage is nice and wide all the way back to the rear motor peg. The plans presented here were developed from a set of Joseph Nieto drawings for Air Age Inc. and published in August & September 1951 Model Airplane News. These drawings are very detailed and I think that one could build a full scale reproduction from them. They are a beautiful set of drawings.

The stabilizer is set at a positive angle of incidence on the full scale D.VII. I checked several other D.VII model plans and found that they all set the stabilizer at 0° incidence so that is what I used originally. Don Shrull told me, after my model was built, that he had to modify his D.VII stab to positive incidence. Now he tells me! Sure enough, I had to trim my D.VII with

some down elevator. The plans in this issue show a little positive incidence so that the down elevator adjustment should not be needed.

This model is true in most details to the original. Scale wing rib sections were used throughout, giving the model a relative thick wing at the root while becoming fairly thin at the tip. This gives the model more dihedral on the wing bottom than on top and helps it to have a better scale appearance, while providing enough dihedral to aid in it's flight performance. The airfoil sections shown on the plan do not have the slight under-camber that was in the original airfoil, but they are identical in every other respect. There are many variations in D.VII engine cowlings, and access panels. Many of the cowling louvres were added in the field. These planes show the scheme used in the Revell 1:28 plastic model kit.

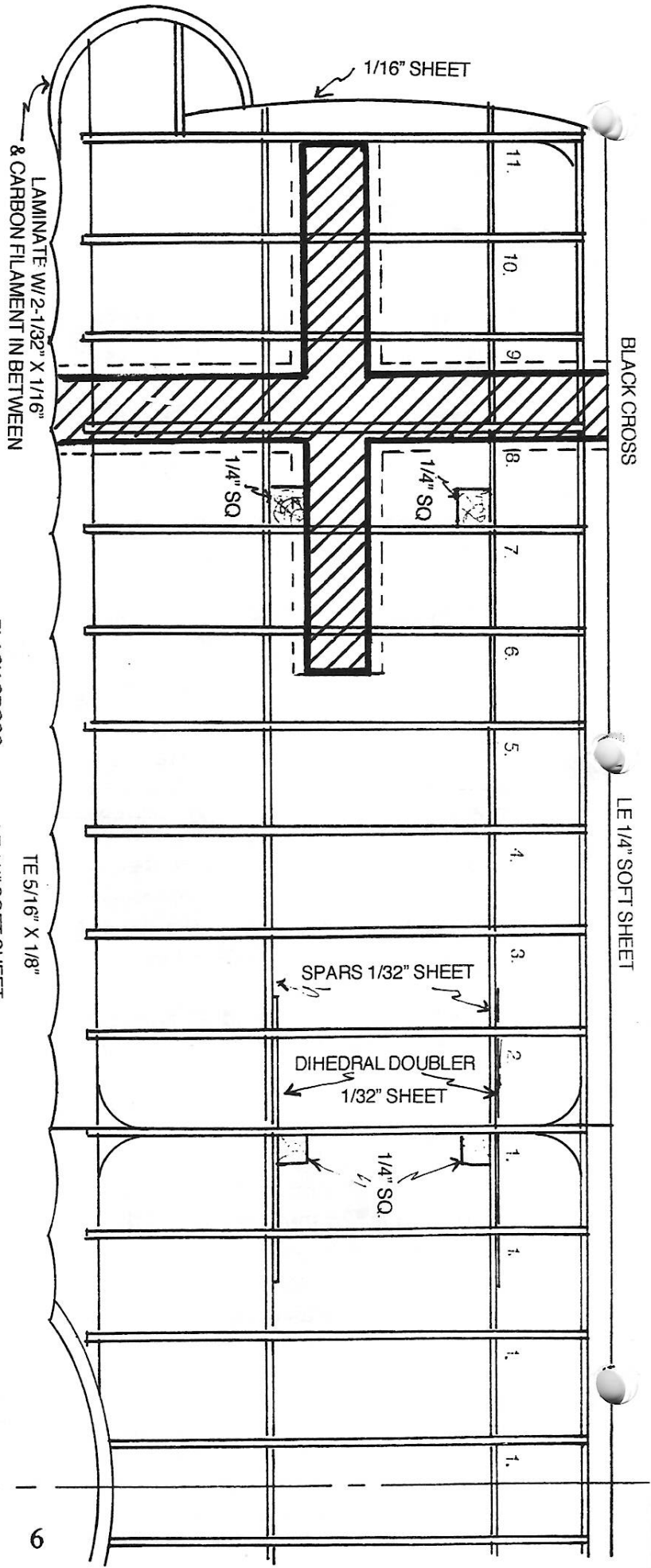
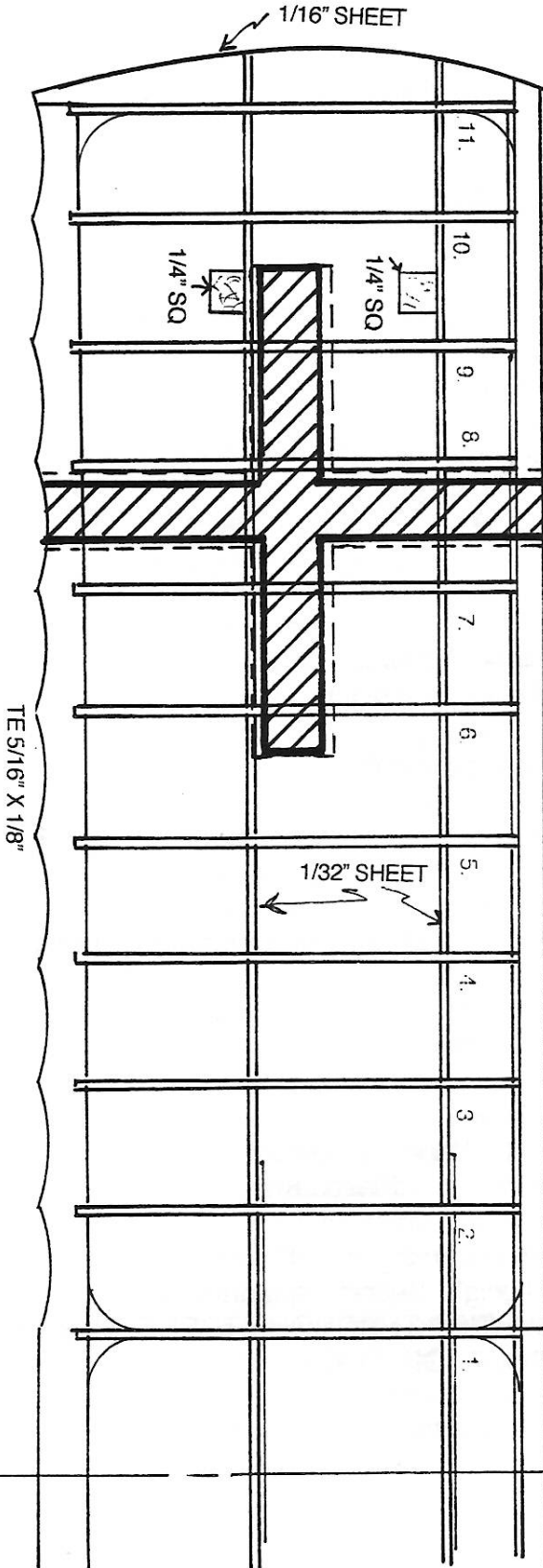
I used the color scheme, with the black raven and chevron insignia, of the *Jasta 18* which is a very colorful red, white & black. I air brushed mine with Sig dope, but colored tissue would work well and save some weight. My model finished out at 57 grams which is not very light. It flies well on 2 loops of 3/16" tan rubber and a 9 1/2" plastic prop.

Reff: Windsock Datafile 9 and Revell 1:28 Scale Plastic Kit.

And now, signing off with the Captain Midnight Secret Squadron code--
JUSTICE THROUGH STRENGTH AND
COURAGE. OUT!!

Fokker D.VII

Designed & Drawn by G. J. Paisley
 Wing Span - 20" Weight Dry - 57 Grams
 Prop - 9 1/2" Peck Motor - 2 loops 3/16" Tan II



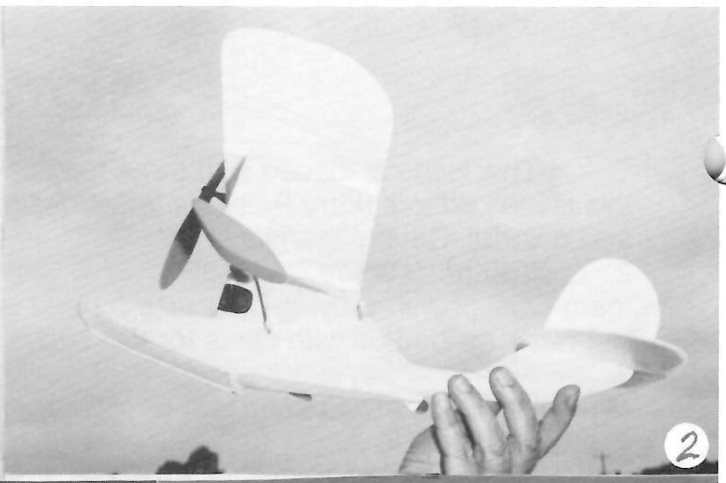
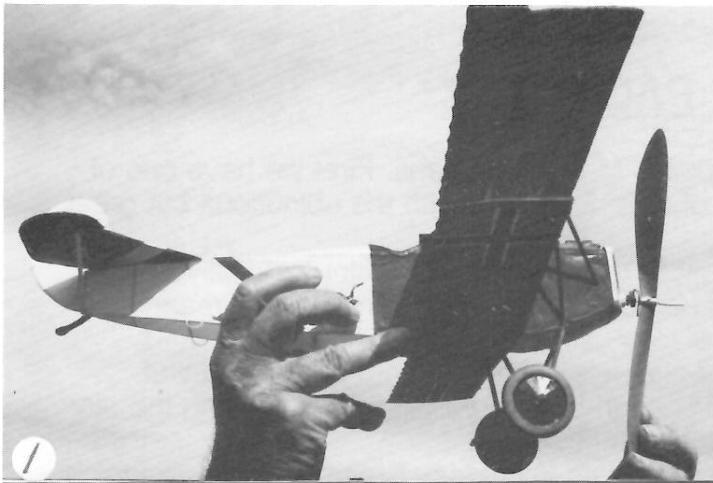
LAMINATE W/ 2-1/32" X 1/16" & CARBON FILAMENT IN BETWEEN

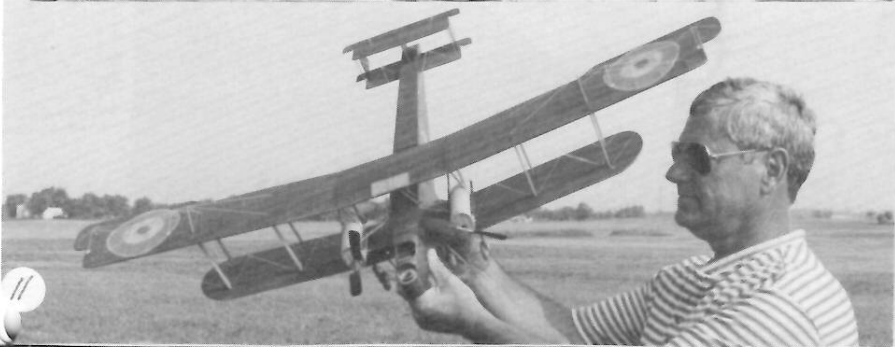
PHOTO PAGES

1. This issue is loaded with three terrific, original Maxecuter plans. First we have one of this issues editors Jerry Paisley's latest design of a Fokker D-VII with the ubiquitous but great and colorful 'Raven' markings.
2. You must come to Goldsboro this September to see our other editor Pat Daily's all foam CO2 powered flying boat take off and land on Dave's lake in a very realistic manner. Pat has provided us with plans for this baby.
3. Tom Hallman is the originator of our third plan. He sent this photo of his beautiful Mitsubishi, which was seen last September at Shangri-La and surely will be gracing the sky at the FAC Nats in July.
4. Another aircraft which we will see at the FAC Nats is Lindsey Smith's Stormovik which he will be bringing from England. Lindsey sent this photo of his model which was built from a 'Golden Age' kit.
5. Pat has his production line going on a series of aircraft for this year's contests. Here is his photo of his 'Amelia Earhardt' Vega (from the Comet plans in MAXFAX) ready for Bill Sheppard's one design at Raeford in September.
6. Another pic of Jerry and his DVII. There are many 'Raven' markings on 'Jasta 18' Fokker D-VIIs to choose from. Latest info indicates some 'Ravens' may have been red.
7. Bob Marchese, our man on the site at Shangri-La, likes them small. His AVRO is really a petite aircraft with homemade 'wire spoked' wheels no less.
8. One of our editors, Pat, takes time out from the competition at Geneseo several years ago to pose with a Stearman in NAVY (what else?) markings.

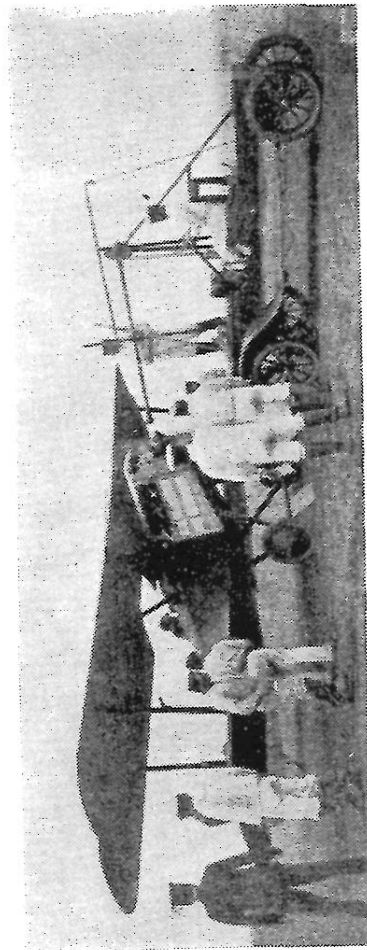
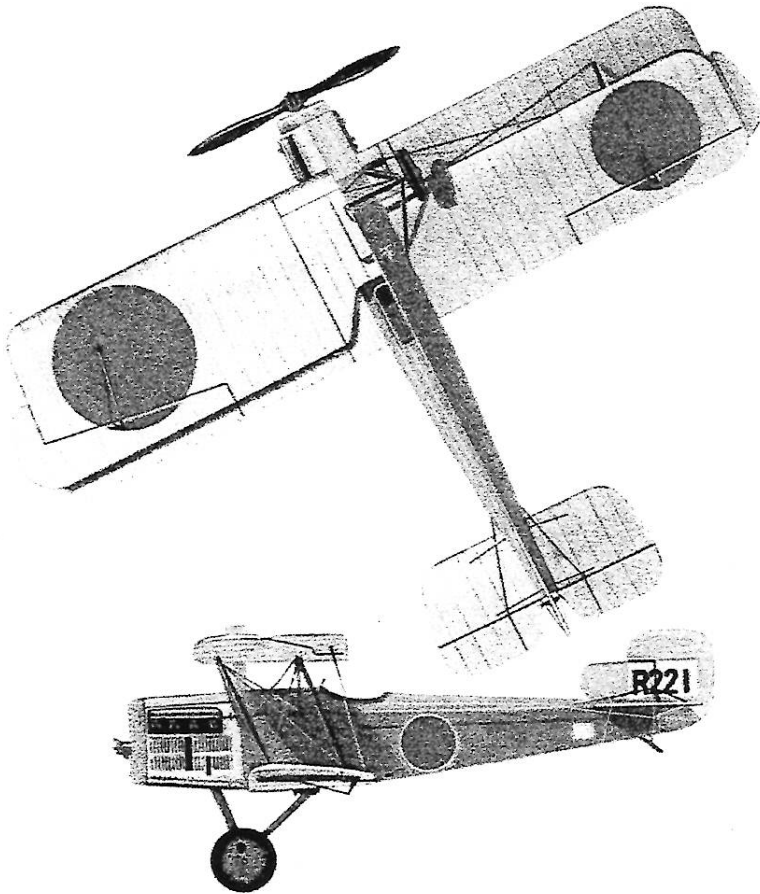
PHOTO PAGES CONTINUED

9. Pat also sent this photo of his daughter Shannon with his Rearwin Sportster. The years have really flown by; can remember when Shannon wasn't much bigger than the Rearwin and now she is a pretty young lady.
10. Bob Flickinger sent this photo of his beautiful rendition of the Guillow's PBY as a display model.. Wish you readers out there could see all these photos in living color; they are all terrific!
11. Another terrific twin, a Handley-Page bomber by Mike Midkiff. It was seen at the Labor Day weekend FAC meet in Muncie last year. It is powered by HiLine Mini-6 motors. All you readers who have not had the opportunity to fly at Muncie should really make an effort to do so. Ask anyone who has been there about a world class site!
12. David Frank's photo of his Heinkel 100V2. David enlarged Don's plan of the He100D. The 100V2 was flown by Udet for a speed record in 1938. Wonder how many of Don's Heinkels and it's offspring have been built? I believe Dave Smith (S.C.) built at least a half a dozen.
13. A great photo of Tom Nallen's grandson taken by Terry Pittman at the FAC meet in Geneseo last summer. Now we have three generations of Nallens to compete with!
14. That great builder of exquisite little aircraft, Jiro Sugimoto, sent this photo of his delightful Boulton&Paul P-9 PISTACHIO which weighs 4.8 grams. Jiro says it is heavy for a PISTACHIO and only flies 35-40 seconds.
15. A bit larger this time, Jiro's photo of his Fairchild 24 PEANUT which only weighs 7.5 grams and flies 50-60 seconds.. We think Jiro has found a light weight substitute for balsa!





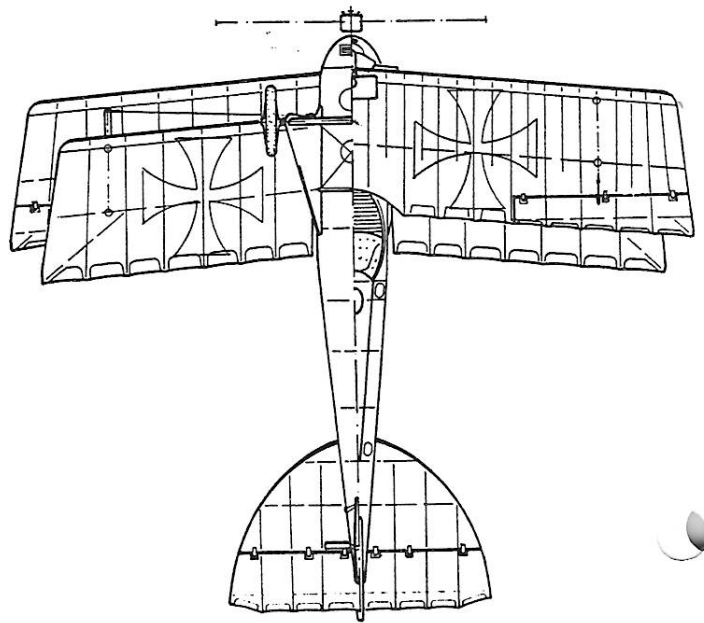
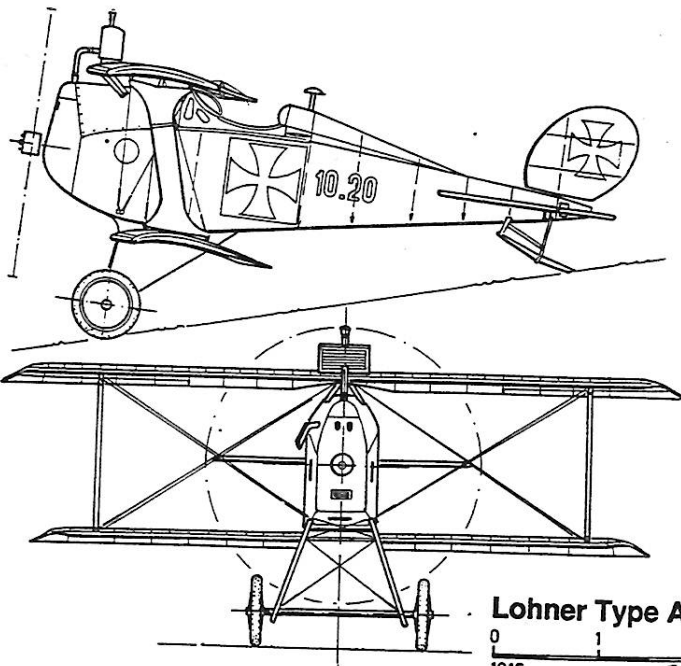
MITSUBISHI 1MF1 (Japan)



海軍一〇式一号艦上戦闘機 (1MF1)

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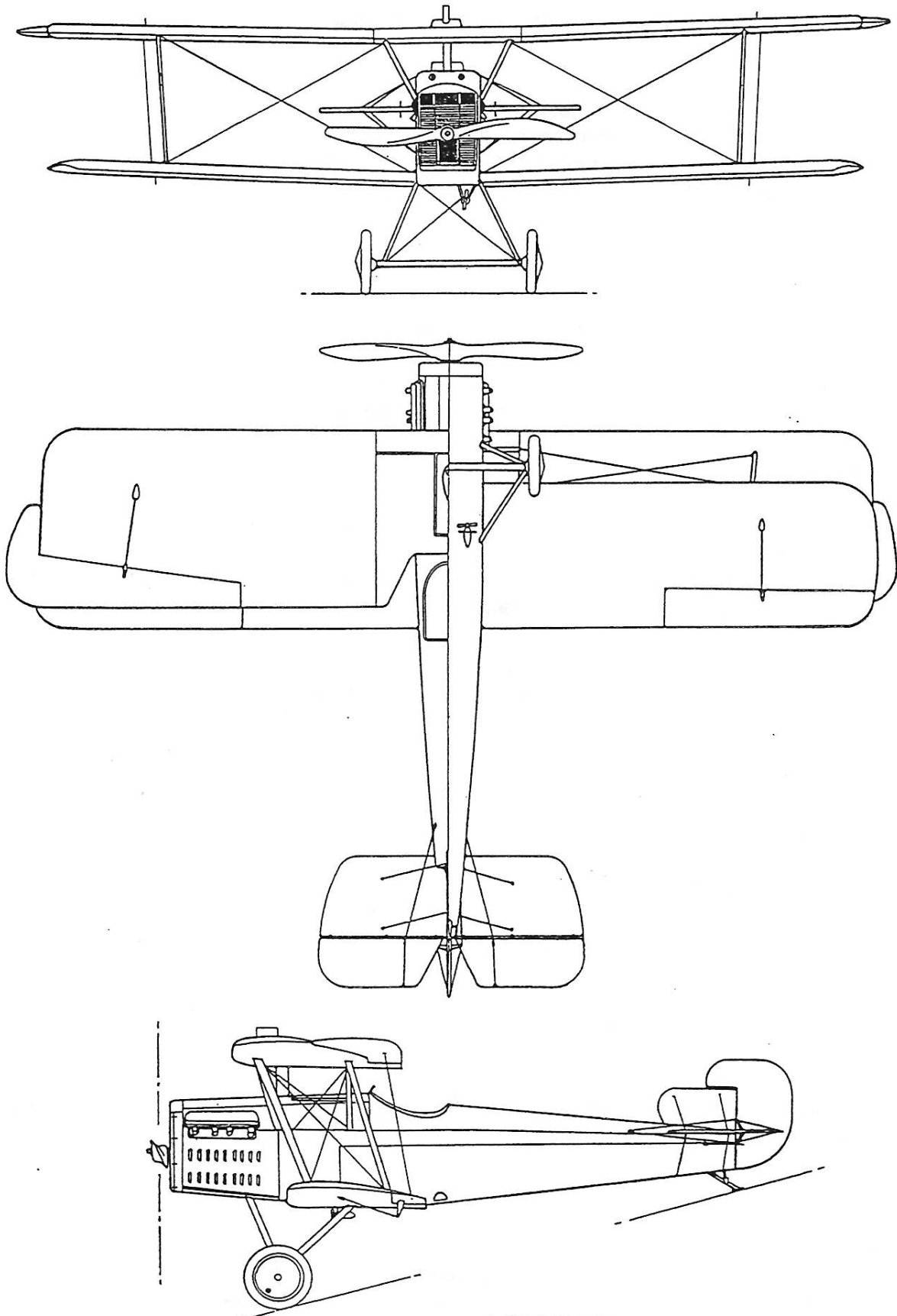
Mitsubishi 1MF1 (Type 10-1) of the Kasumigaura Air Corps, JNAF, ca 1921.
Engine: One 300 hp Mitsubishi-built Hispano-Suiza 8-cylinder Vee type.
Span: 30 ft 6 in. (9.30 m). *Length:* 22 ft 0½ in. (6.71 m). *Height:* 9 ft 8½ in. (2.95 m). *Maximum take-off weight:* 2,513 lb (1,140 kg). *Maximum speed:* 147 mph (237 km/hr) at 6,562 ft (2,000 m). *Operational ceiling:* 22,963 ft (7,000 m). *Endurance:* 2 hr 30 min. *Armament:* Two 7.7 mm machine-guns in upper front fuselage.



Lohner Type AA (10.20) 1.Umbau

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一〇式一号艦上戦闘機 (1MF1)



The 1921 MITSUBISHI 1MF1 - Japan's 1st Navy Fighter

BUILDERS' LOGIC

What is it that draws us to a given design? Military or Civilian? Size or color? Are the lines the essence of a given period of aviation? What about complexity vs. simplicity?

I showed the plan and photos of the real aircraft to my dad, and he said, "This model gives you the choice of building it with too much of both, or not enough on either..." Huh?? Well, I'd heard my dad's backward Pennsylvania Dutch logic before, so I knew what he was saying. Simply stated, any model has the potential to be as complex or as simple as one chooses to make it. I realized this is what I love about this hobby and the selection process. Build it any way you'd like, but most of all, build it.

When I came upon the 1MF1, she seemed to say "build me with an artist's eye, and I'll promise to never fly away." So that's the approach I have taken with her, although after the first few times I've flown her, I sense this will be a broken promise. One look at that wing area, and you'll understand why she's a floater, destined for the clouds. Designed for Mitsubishi in 1921 by a team of former Sopwith engineers, this aircraft was Japan's first navy fighter.

VENETIANS IN FLIGHT

Much of the character that defines this aircraft begins up front, with the venetian blind shutters. I had long admired this design element on other aircraft, but secretly prayed I personally would never have to build one. That all changed when the light bulb flickered awhile back. Bingo. Clear acetate rectangles, .003" thick, slid into a soft balsa sheet.

The backplate of the noseblock is 1/16" plywood, while the next layer is 3/32" soft balsa, with the grain running horizontally. After gluing them together, draw the lines for each row of shutters on the balsa with a sharp, soft pencil. Finally, using a straight edge and an Exact-o knife, slice along each line at a 45 degree angle, cutting through the balsa to the plywood. Wa-la. Now it is a simple task of sliding in the pre-cut acetate rectangles, working from the bottom to the top. This allows you to run a thin line of glue (RC-56) on each shutter at the point of attachment, as you work your way up. Spray the venetian blind silver at this point, then complete the rest of the framework on the nose.

LOUVER MADNESS

If not for the help of my e-mail friends, I would still be staring at these darned louvers. Suggestions came in fast and furious, ranging from "...taking a photo of the real thing and gluing it in place, to simply choosing an aircraft without louvers..." Finally, Bob Clemens and Vance Gilbert came to my rescue, both suggesting a process devised by Dave Stott a number of years ago. I'll do my best to outline it here.

First, you must locate the perfect card stock. I was going to use regular file folders like I do with the props, but they proved to be too thick. Then one morning while paying the bills, I noticed that the back of the check book was card stock, .007" thick. Perfect. Colored like balsa too! A great feeling there, squeezing something extra out of the bankers. Small victories...

After drawing the outline of the cowl and the location of each louver on the card stock, put a pin hole at the end of each louver. Next, using a straight edge and Exact-o, connect the pinholes of each louver with a slit, then tape the card onto a piece of thick glass or Formica. This will allow smooth

back and forth action as you form the louvers.

Now to the fun part. Using a scribe (I filed down a dentist's tool), insert the point through the slit, after first placing a straight edge at the desired width of the louver, parallel to the slit. This limits the distance the scribe will penetrate. Firmly holding the ruler in place, gently slide the scribe back and forth in the slot to form the louver. This stretches or embosses the paper. Repeat this process, working right to left.

As a final touch-up to help form the shape, I place the straight edge along the top of the line of the louvers, right down the line of pin holes. I then slide the scribe into each louver and force it up to the ruler. This gives the louver a perfectly formed top edge. I do the same on the bottom edge. Now your louvers have more punch or lift, shadows and everything. I can see it already in that late afternoon sun.

Finally, coat the back of the form with CA, in a well ventilated area, of course. This really firms up the line-o-louvers. Oh, one last thing. Since you have gone to the trouble of forming these darn things, take it a step further and pop in a few rivots. Simply turn the form over and lay it on a piece of hard cardboard. Using a 'fine point' ball point pen, press the point firmly into the back of the card without poking it through. You'll have a perfectly embossed rivot, or 80 as mine has.

These Sopwith designers who worked for Mitsubishi didn't scrimp on anything. "Need a louver or two? Nah, let's give 'em about 40 on each side...and let's use a zillion rivots, mate..."

The rest of the model is rather straight forward building. Keep the tail light, as I ended up using more ballast than I ever imagined. Then again, maybe you should just form the nose out of aluminum and build the weight into the structure. Actually, this bird is screaming to be a peanut. Who will be the first?

My thanks to all who helped with this project, especially Vance Gilbert, Bob Clemens, Dan Driscoll, Jiro Sugimoto, Bill Hannan, and all of my free-flight e-mail pals.

-Tom Hallman

Color documentation from FIGHTERS BETWEEN THE WARS, 1919-1939 by Kenneth Munson. 3-view and photo from ENCYCLOPEDIA OF JAPANESE AIRCRAFT, 1900-1945. Shuppan-Kyodo Publishers.

HI-HO SILVER

My goal was to produce a silver tissue that is light and easy to apply. Other silver tissues on the market had worked well, but for this model and her light structure, I found the shrink rate too powerful, turning my wing into an accordion. So I went back to my old favorite, white Micro-X True Olde World Japanese tissue. Smooth as slik, with a user friendly shrink rate.

Why all this fuss over silver tissue? Well, if one can control the application of a convincing silver to a sheet of white tissue, the overall affect can be quite different from what has been seen before. I say 'control' in the sense that silver is applied to only select portions of the tissue, allowing the

original white tissue to show through pure in other areas. That would be most useful when adding certain colors, like the red on the Mitsubishi, right in the middle of a sea of silver.

"Why not just airbrush the red over the silver?" I hear someone cry. Well, you don't get red, you get candy colored metal-flake red, which looks silly next to the red marking on the fuselage that is surrounded by a thin white pinstripe and a lovely wall of khaki.

Up to this point I had been using Pactra acrylics in my airbrush. I like the product for color, but their silver is called Gun Metal, and too dark for silver tissue. In it's place I switched to an acrylic enamel silver made by Pelican. It had worked well over the JCI silver to touch up the areas that were rubbed off during the covering process, but I wasn't as pleased with the results after spraying it on tissue to create a new silver tissue. A bit too grainy.

What finally worked was spraying the white tissue with a warm gray (mixture of Pactra colors), about 30% in value to solid black. Silver sprayed on pure white tissue just doesn't cut it. I found that by first creating a gray base, and then spraying on the silver, the effect is far more convincing.

Add to that, I found a silver that seems to have solved my problems. It's from the Polly Scale Metalline Series, and like all of the others mentioned above, is water based so clean up is simple as long as you act quickly.

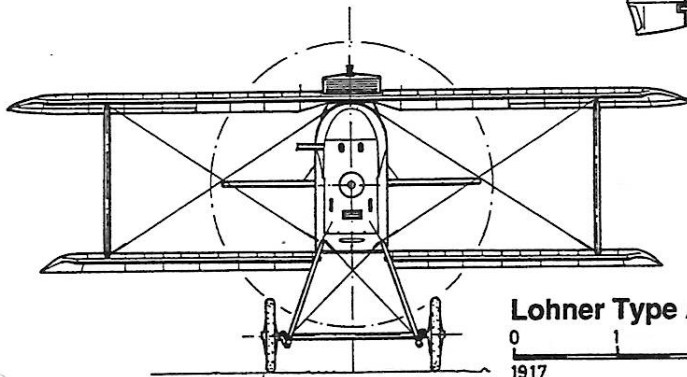
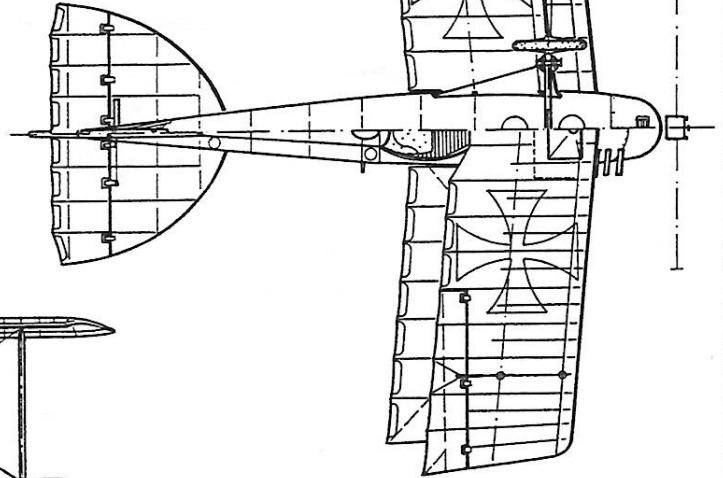
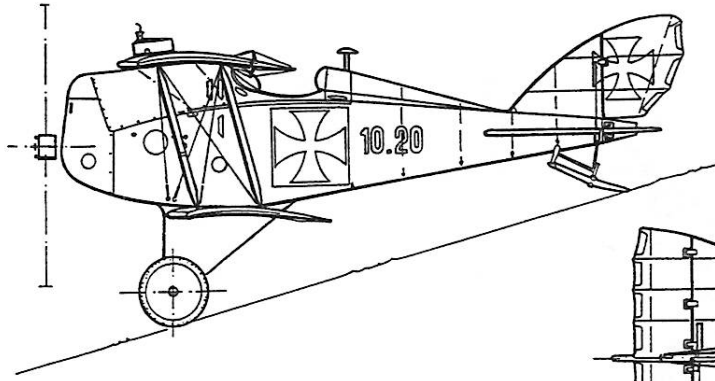
I used #414143 SF Silver, but they have a number of others to choose from. What is noticeably different with this silver is the texture after you spray. It is smooth, not granular like the Pelican. This allows the shine to be more convincing, almost softer in appearance.

In this case, I am coloring my tissue one panel at a time. That is to say for example, the lower wing, right side, bottom panel. All marking are applied before covering the frame. This panel has a 3" red circle on it, so I sprayed that area first after making a circular mask made from 3M low-tack Magic Tape (#811). After I was finished spraying, I covered the circle and sprayed the gray. Lastly, I sprayed the silver. I have found that some of the silver can be lifted off with the 3M tape, so that is why I wait until the end to spray it on. Now there is no need to touch it up, as I had to do with some jobs using other silver tissues.

Bottom line? The weight of my new silver tissue is about the same as the JCI silver, and to my eye, just as nice. As a bonus, a big bonus for me, the red is as red as can be, and perfectly matches the red marking on the fuselage side.

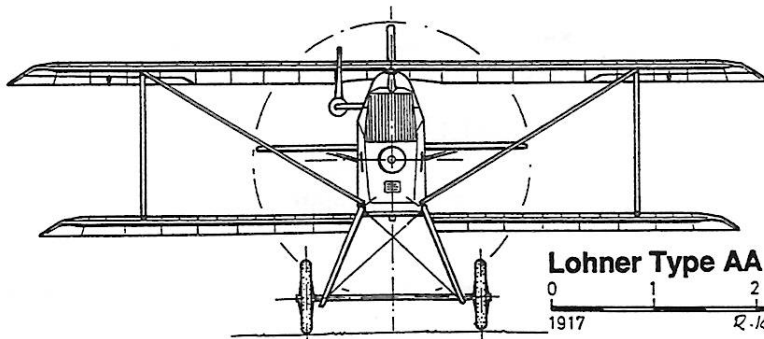
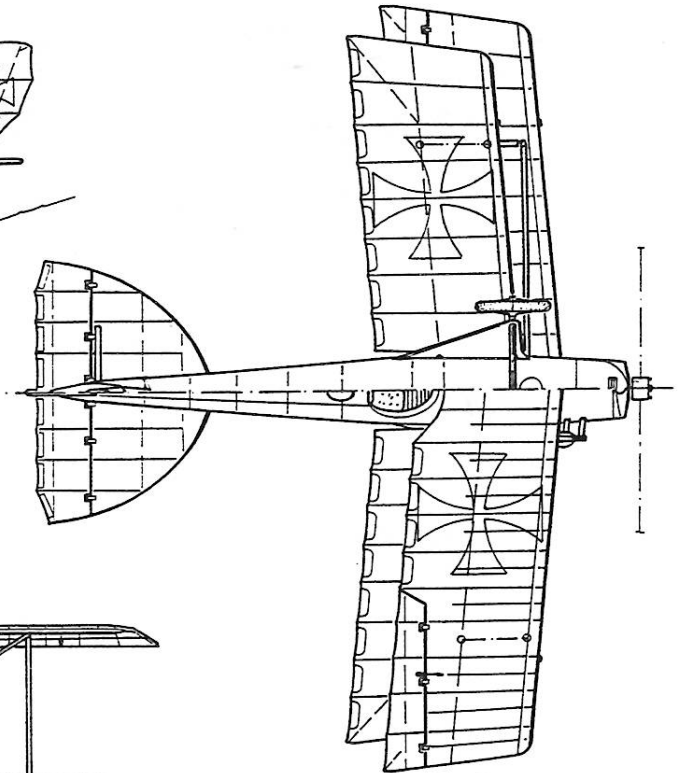
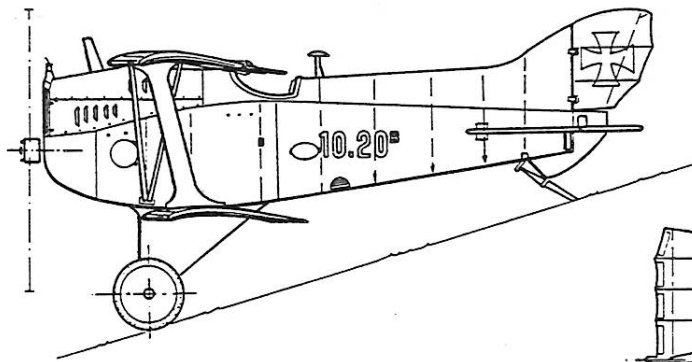
Finally, the tissue will attach to the frame in the same user friendly manner that it has in the past, giving me a shrink rate that is far lower than the other tissues. I know this all seems like alot of work to some of you, panel by panel, but I truly feel the rewards are worth it. If, however, I would need solid silver tissue for a large area of airframe where no markings (or only black markings were needed), I would certainly spray this tissue a sheet at a time on a large frame.

But imagine the effect with the Mitsubishi. Most of the silver areas have markings on them. The rudder is silver, but has a large white rectangle in the center with black numerals. Spraying it all on the same piece of tissue will keep the look clean and light.



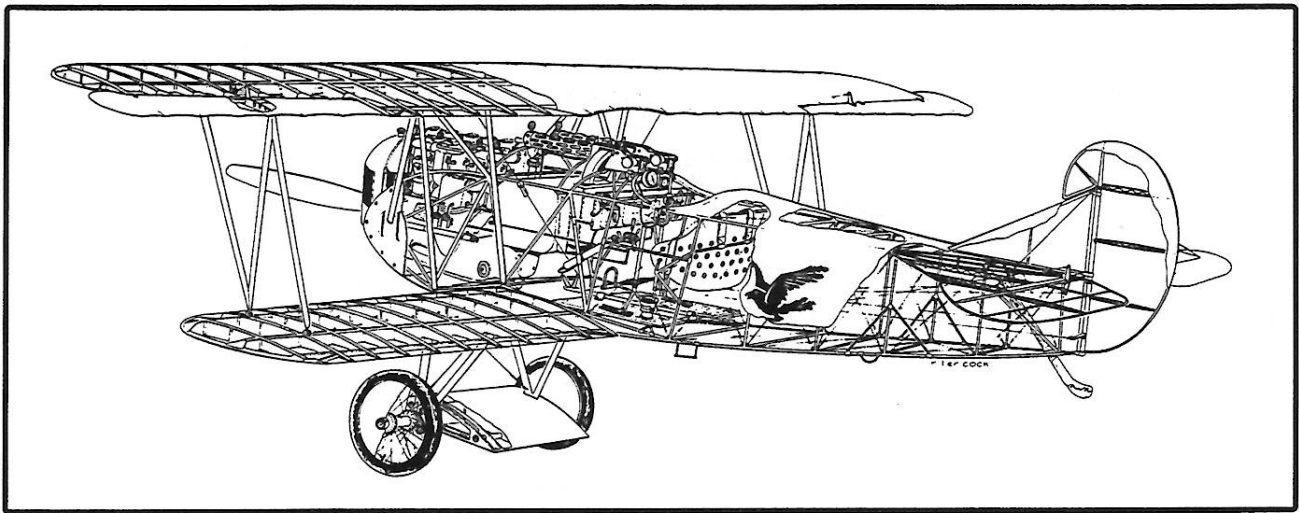
Lohner Type AA (10.20) 2.Umbau

0 1 2 2,5m
1917 R. KEIMEL



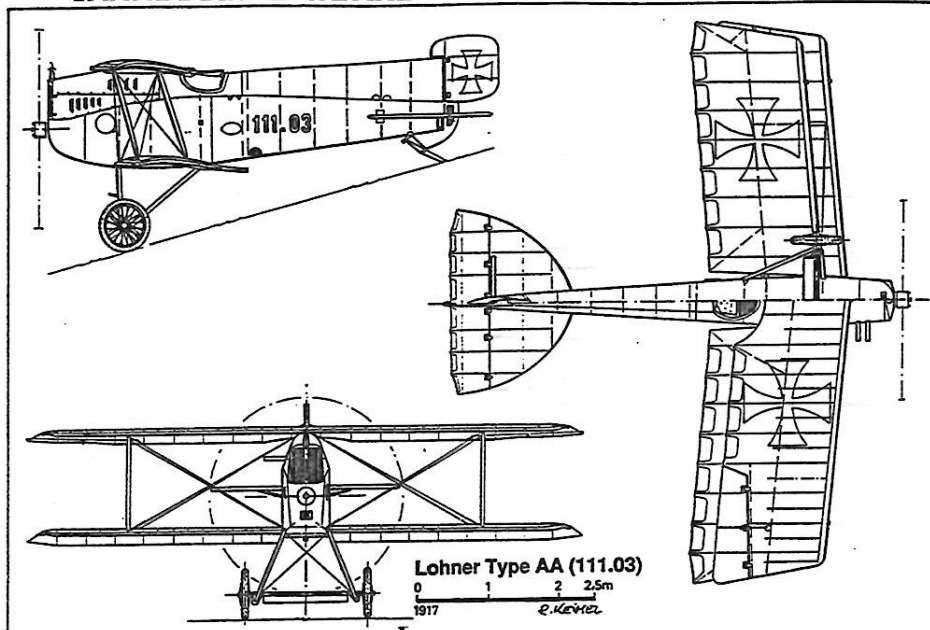
Lohner Type AA (10.20B/111.02)

0 1 2 2,5m
1917 R. KEIMEL

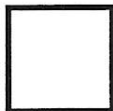


W. AÉROPLAN u.
CARROSSERIE WERKE

JACOB LOHNER & ©



NOTE : Your Dues Are Due

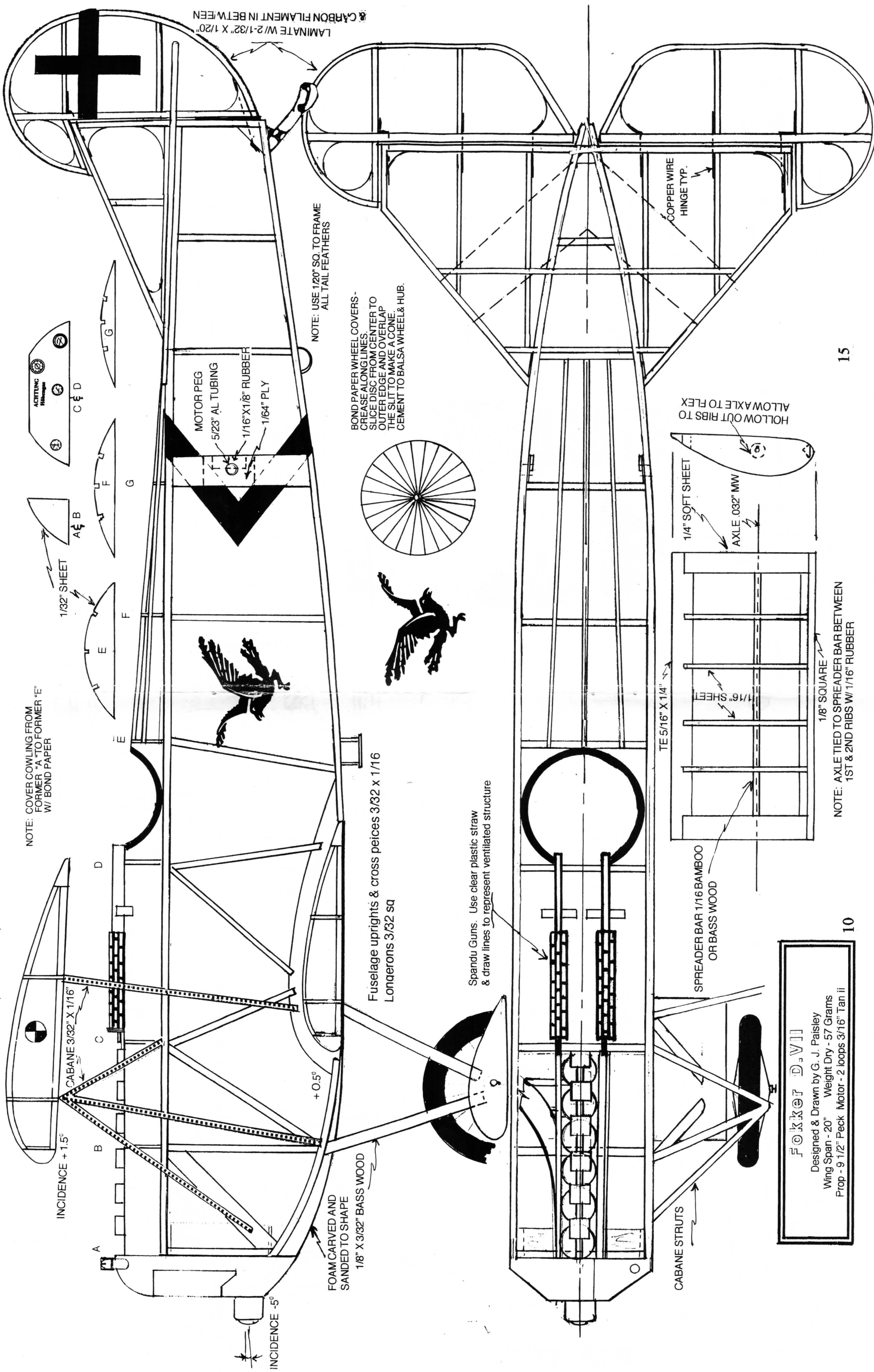


CLUB OFFICERS President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world.

MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$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.

ALL SLICED RIBS 1/16" H X 1/20" W (BOTH WINGS)



NOTE: COVER COWLING FROM FORMER "A" TO FORMER "E" W/ BOND PAPER

INCIDENCE + 1.5°

INCIDENCE -5°

FOAM CARVED AND SANDED TO SHAPE

1/8" X 3/32" BASS WOOD

+ 0.5°

MOTOR PEG
5/23" AL TUBING
1/16" X 1/8" RUBBER
1/64" PLY

NOTE: USE 1/20" SQ. TO FRAME ALL TAIL FEATHERS

BOND PAPER WHEEL COVERS -
CREASE ALONG LINES.
SLICE DISC FROM CENTER TO
OUTER EDGE AND OVERLAP
THE SLIT TO MAKE A CONE.
CEMENT TO Balsa WHEEL & HUB.

Fuselage uprights & cross pieces 3/32 x 1/16
Longerons 3/32 sq

Spandu Guns. Use clear plastic straw & draw lines to represent ventilated structure

CABANE STRUTS

SPREADER BAR 1/16 BAMBBOO OR BASS WOOD

TE 5/16" X 1/4"

1/4" SOFT SHEET

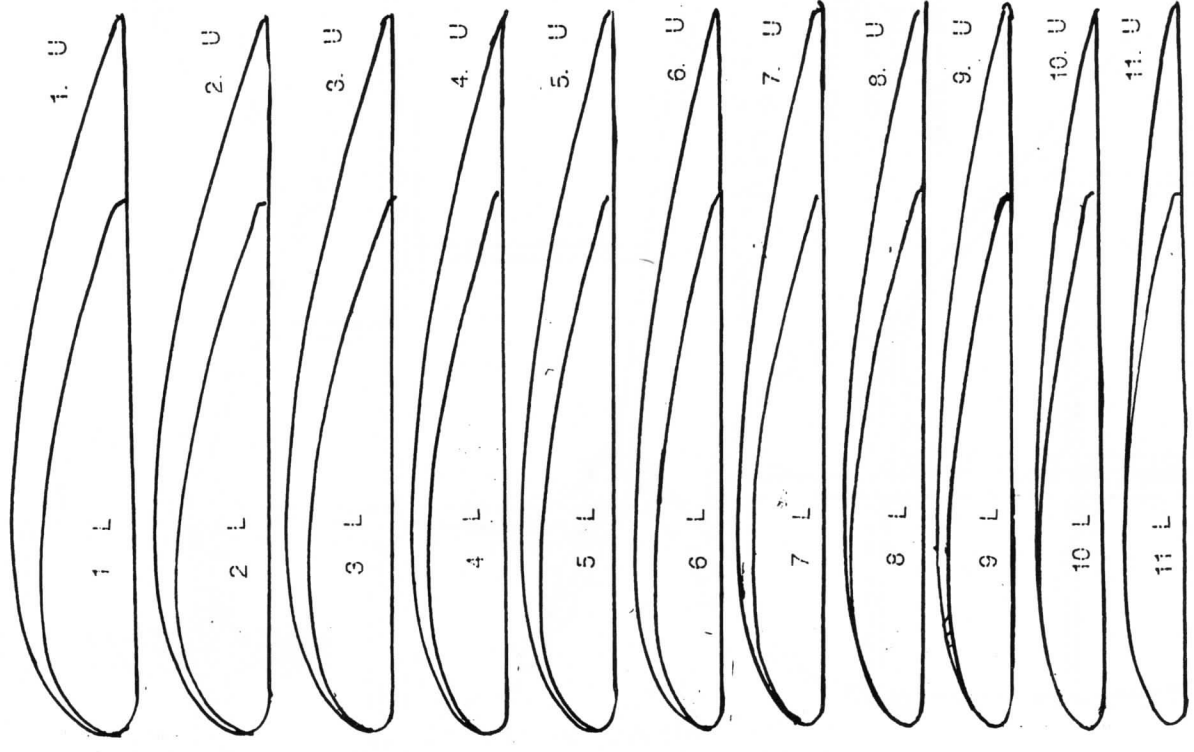
AXLE .032" MW

HOLLOW OUT RIBS TO ALLOW AXLE TO FLEX

NOTE: AXLE TIED TO SPREADER BAR BETWEEN 1ST & 2ND RIBS W/ 1/16" RUBBER

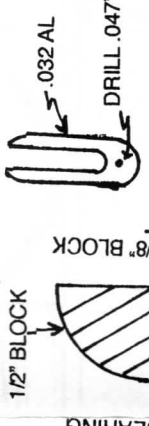
Fokker D.VII

Designed & Drawn by G. J. Paisley
Wing Span - 20" Weight Dry - 57 Grams
Prop - 9 1/2" Peck Motor - 2 loops 3/16" Tan ii



MAIN SPAR 1/32" SHEET NOTCHED FOR SLICED RIBS

1/32" SHEET BEHIND LE TO SUPPORT SLICED RIBS



1/2" BLOCK

3/8" BLOCK

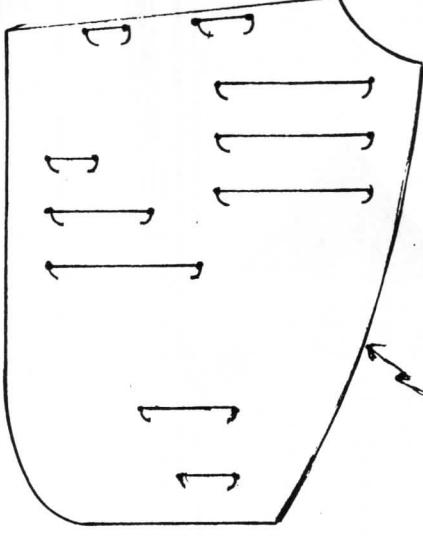
1/16" X 3/8"

NOTE: SIZE BOX AROUND NOSE BLOCK THEN ATTACH TO INSIDE OF FUSELAGE NOSE

NOTE: HARDEN SCREW HOLE W/ CA. GLUE SANDPAPER TO BACK OF NOSE BLOCK TO HELP SECURE ADJL THRUST BEARING

1/4" .045" MW SHAFT

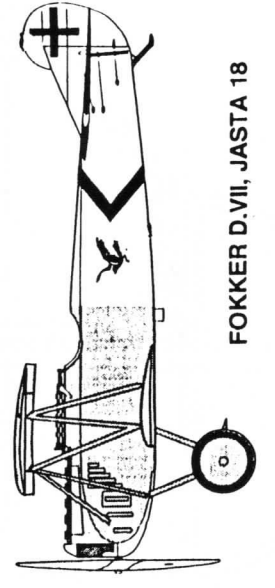
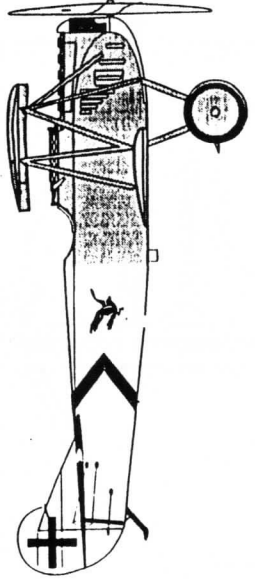
METAL THRUST BEARING



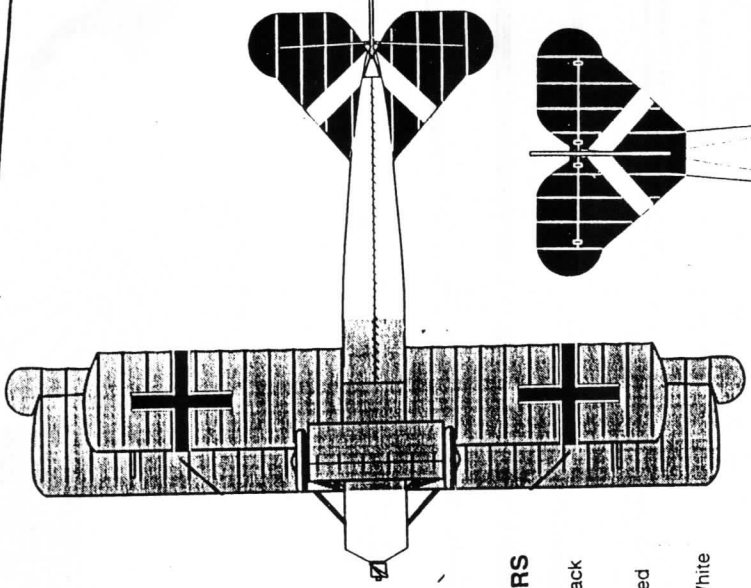
BOND PAPER ENGINE COWLING W/ LOUVERS 1 EACH SIDE OF FUSELAGE.

MAKE PIN HOLES AT DOTS. CUT PAPER BETWEEN DOTS ALONG LINE. KNEAD LOUVER OUT USING A ROUND POINTED TOOL. LIGHT MOISTURE MAY HELP

COLORS
 Black
 Red
 White

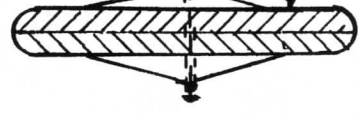
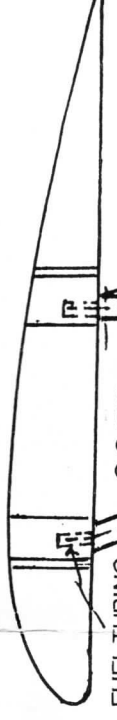


FOKKER D.VII, JASTA 18



FUEL TUBING

0.015" WIRE



WHEEL AXLE 1/16" PLASTIC TUBE

2 - 1/8" SHEET

1/4" SQ. STRUT MOUNTING HARD POINT

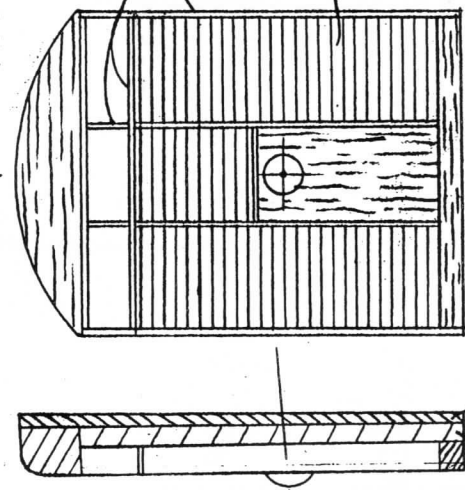
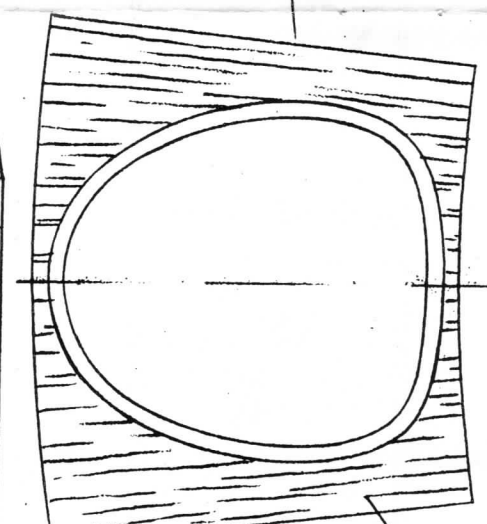
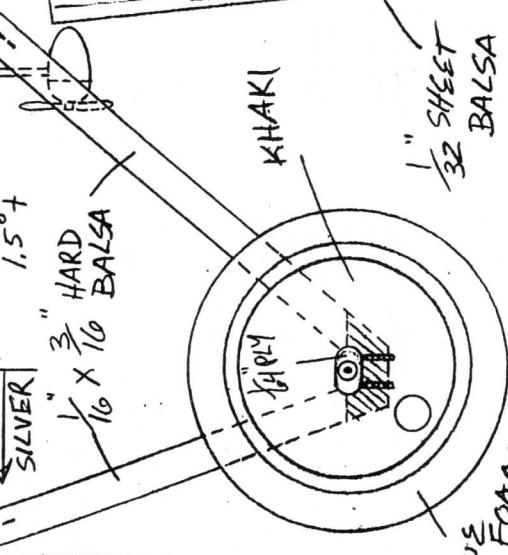
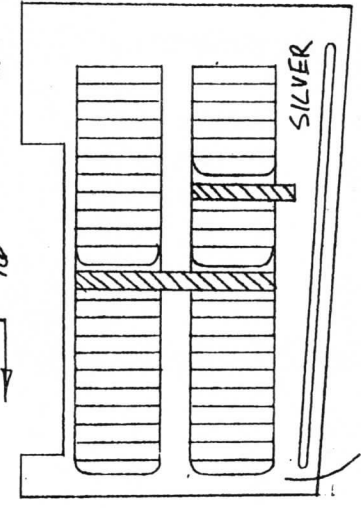
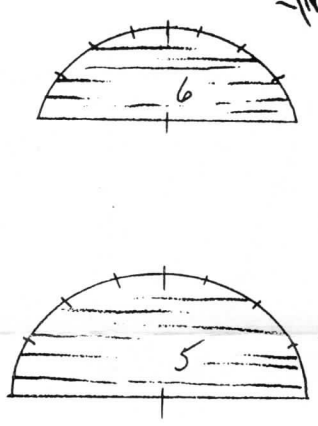
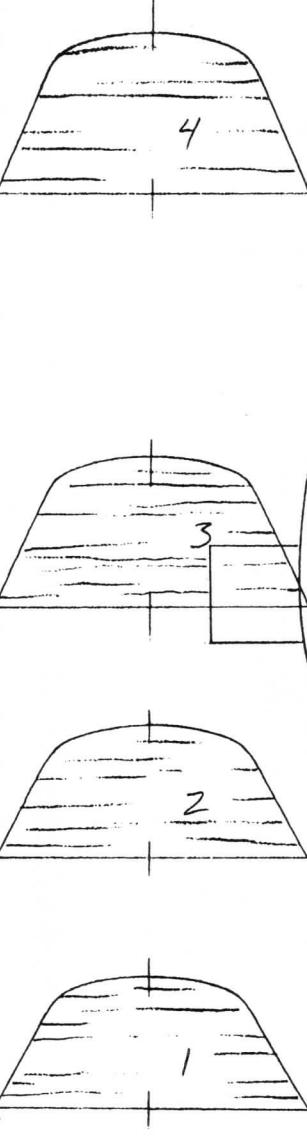
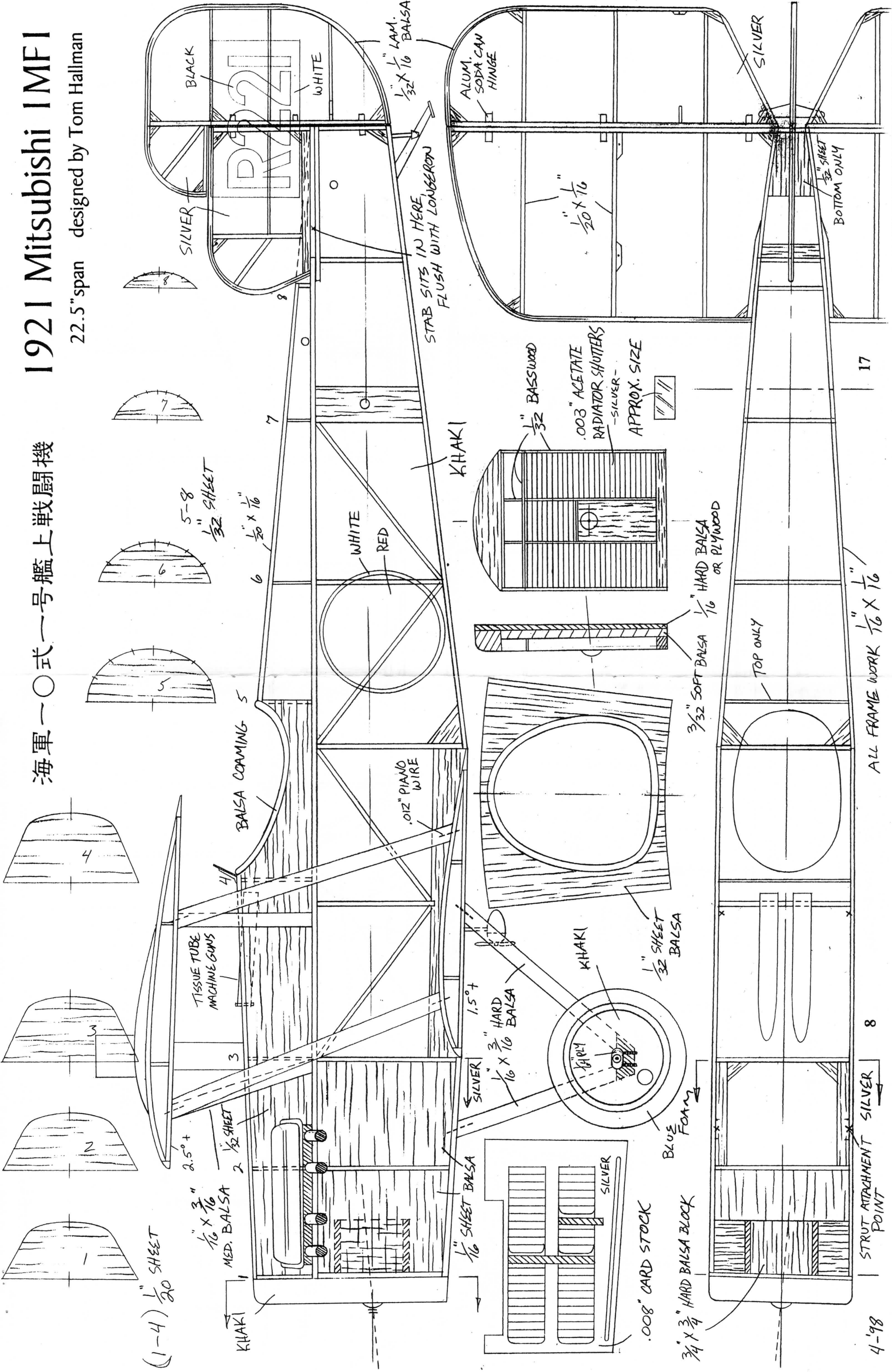
7 YP

Fokker D.VII
 in the colors of the
 Jasta 18 Black Raven Squadron
 Designed & Drawn by G. J. Paisley
 from
 Scale drawings by Joseph Nieto
 Published in Aug. & Sept. MAN 1951
 Wing Span - 20" Weight Dry - 57 Grams
 Prop - 9 1/2" Peck Motor - 2 loops 3/16" Tan II

海軍一〇式一號艦上戦闘機

1921 Mitsubishi IMF1

22.5" span designed by Tom Hallman



4-98

STRUT ATTACHMENT POINT

8

ALL FRAME WORK 1/16" X 1/16"

17

1/32" SHEET BOTTOM ONLY

SILVER

3/4 X 3/4 HARD BALSALOCK

.008" CARD STOCK

BLUE FOAM

1/32" SHEET BALSALOCK

KHAKI

1.5" +

1/16" X 3/16" HARD BALSALOCK

1/16" SHEET BALSALOCK

.012" PIANO WIRE

WHITE RED

KHAKI

.003" ACETATE RADIATOR SHUTTERS -SILVER- APPROX. SIZE

1/32" BASSWOOD

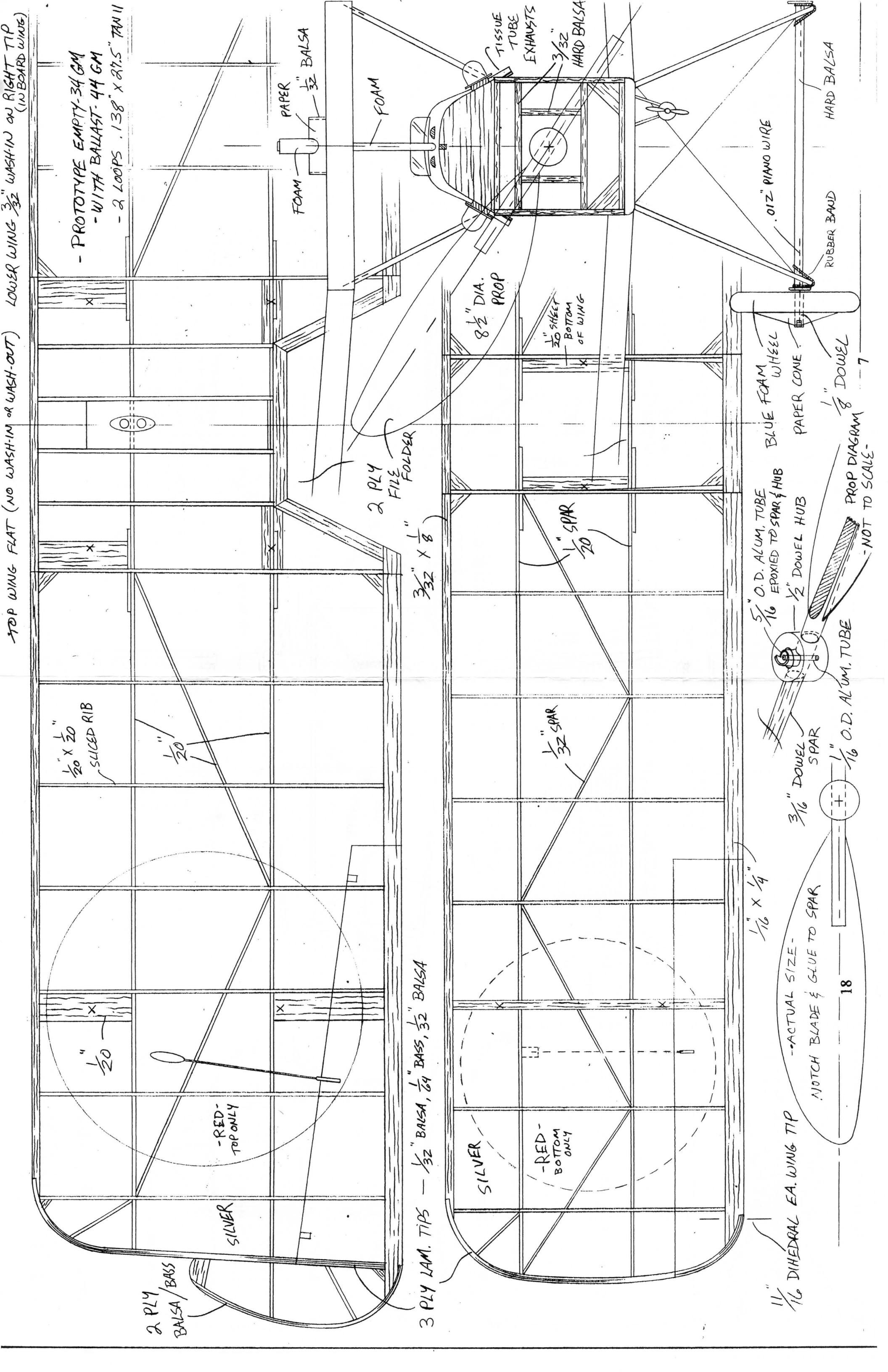
STAB SITS IN HERE FLUSH WITH LONGERON

1/2" X 1/16" LAM. BALSALOCK

ALUM. SODA CAN HINGE

BLACK WHITE

SILVER



TOP WING FLAT (NO WASH-IN OR WASH-OUT)
 LOWER WING 3/32" WASH-IN OR WASH-OUT (IN BOARD WING)

- PROTOTYPE EMPTY-34 GM
 - WITH BALLAST-44 GM
 - 2 LOOPS .138" X 27.5" TAN II

1/20" X 1/20"
 SLICED RIB

2 PLY Balsa/BASS

-RED- TOP ONLY

SILVER

2 PLY FILE FOLDER

3/32" X 1/8"

3 PLY LAM. TIPS - 1/32" Balsa, 1/64" Bass, 1/32" Balsa

SILVER

-RED- BOTTOM ONLY

1/20" SPAR

1/32" SPAR

8 1/2" DIA. PROP

1/20" SHEET BOTTOM OF WING

1/16" X 1/4"

11/16" DIHEDRAL EA. WING TIP

---ACTUAL SIZE---
 NOTCH BLADE & GLUE TO SPAR

5/16" O.D. ALUM. TUBE EPOXIED TO SPAR & HUB

3/16" DOWEL SPAR

1/2" DOWEL HUB

BLUE FOAM WHEEL

PAPER CONE

1/8" DOWEL PROP DIAGRAM - NOT TO SCALE -

FOAM

PAPER

1/32" Balsa

TISSUE TUBE EXHAUSTS

3/32" HARD Balsa

.012" PIANO WIRE

RUBBER BAND

HARD Balsa