

MAX FAX

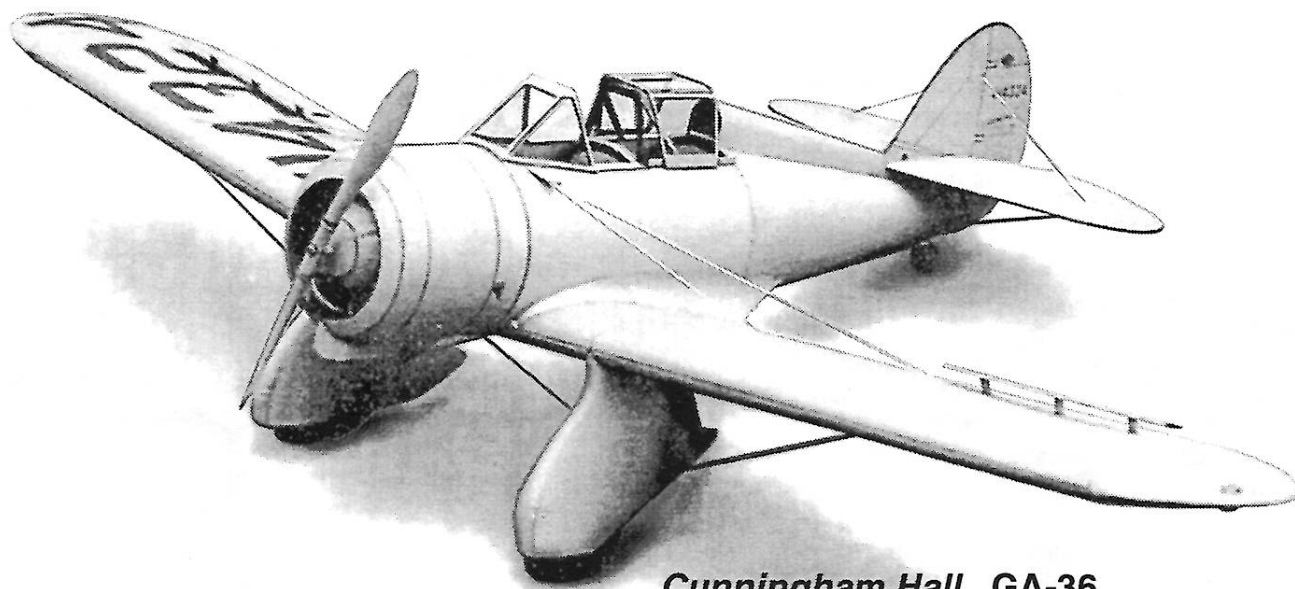


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

Sept. - Oct. 1998



Cunningham Hall GA-36

COMING ATTRACTIONS

SEP 5&6, 1998

FAC OUTDOOR CHAMPS CONTEST at AMA Hqtrs., Muncie, Indiana
Contact LIN REICHEL at
FAC-GHQ, 3301 CINDY LANE, ERIE, PA. 16506.

SEP 13, 1998

GLASTONBURY MODELERS FALL CONTEST at the Durham Fairgrounds
in Durham, Connecticut. Contact George Armstead Jr.
89 Harvest Lane, Glastonbury, CT 06033or
John I. Whittles, 4 Riverview Street Ext., Portland, CT 06480

SEP 13 --18, 1998

SAM CHAMPS at AMA Hqtrs., Muncie, Indiana

SEP 25&26, 1998

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, 1998

GATHERING OF THE TURKEYS FF MEET AT Pensacola, Florida.
Includes several FAC Events. Contact Jack Bolton 904-939-3354

THE INSIDE SCOOP

Stew Meyers, Editor this issue

GENESEO '98 was great. Superb weather! I only lost my micro-4 powered KERSWAP, no mind blower there, with 3- 75mah cells and a Union prop it zoomed up like a real gas powered free flighter, not an electric wimp. My electronic motor timer worked great, but the DT still had to work with all that "Cloud Suck". Dave Rees will be handling this "Pico Pierce" timer in the near future.

This is the 6th dime scale issue I have put out, if the subject still is of interest to you I will continue. So far, I have had nothing but encouragement. Bob McClelland has supplied us with a really neat Cunningham-Hall neo-dime scaler. I had the privilege to see it fly at Geneseo but, still have not received trimming hints from Bob. The main feature of this issue other than Bob's C-H is the WWI event for Kudzu '99 The "Kudzu Komet Kombat Klassic" I apologize here for republishing the SPAD & FOK D-7 Plans, but have found it very frustrating to have had plans referred to but not shown. The other plan is the Puss-Moth, a real flyer.

While on the subject of dime scale (What else would you expect in this issue) I must mention my objection to the current FAC rules and understanding of issues. Why laminating of outlines is such a big deal escapes me. Some times I feel like a lamination, sometimes I don't. I would prefer it, if the rules said the outline must have the same area whether cut from sheet or laminated.

The Stotts approach to the rules, reprinted elsewhere in this issue, was a eye opener to me and makes the current rules rather reasonable, if not always the path I would always choose. Some time I feel like building a Dime Scale in the spirit of 1938 and some times I want to build in the spirit of 1998. They certainly fly better 60 years later! Out side of this heresy of lamination, which I can certainly live with, the real problem I have with the FAC rules is the prohibition of not entering a "Dime Scale model" in any other event when there is a dime scale event. If it doesn't make 40 points, heave it out , but not because it's a "dime scale" which some times is a little nebulous definition anyway. If you spend a little time and "tart" it up to closely resemble a real airplane it should be allowed to enter mass launch events.

I can't get enthused by all the Stott's Competition ideas. I don't understand why the concern for the early Comet Curtiss Robin this can't be the only dimer that is an endurance job posing as a scale bus. I also question the need to enter models of different wing spans. The idea of different configurations is great. A rule they missed is no DT's. You should be prepared to lose a

PHOTO PAGES

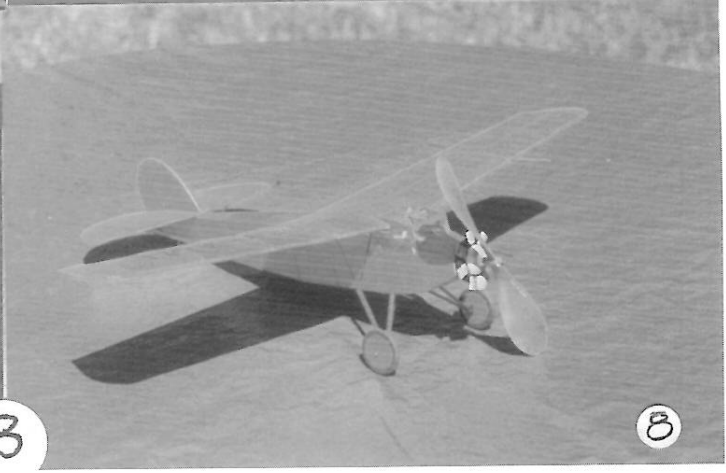
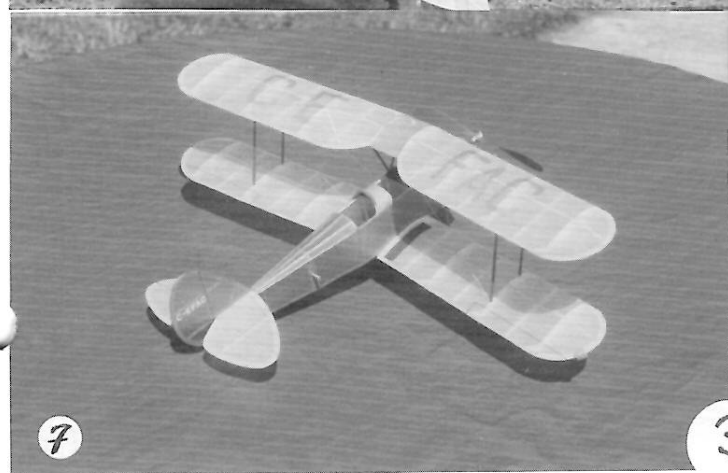
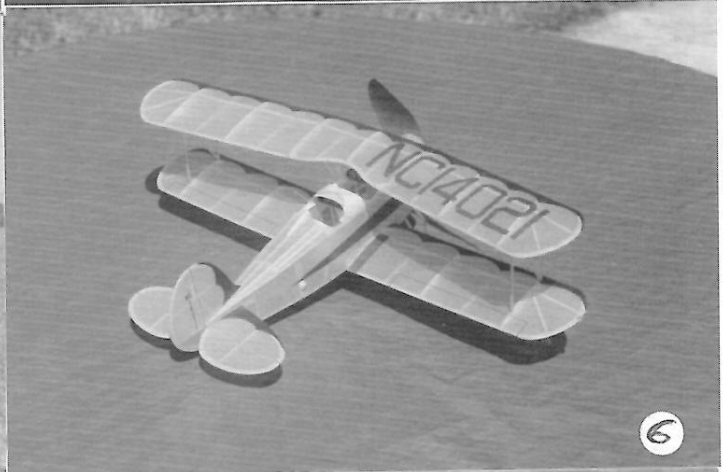
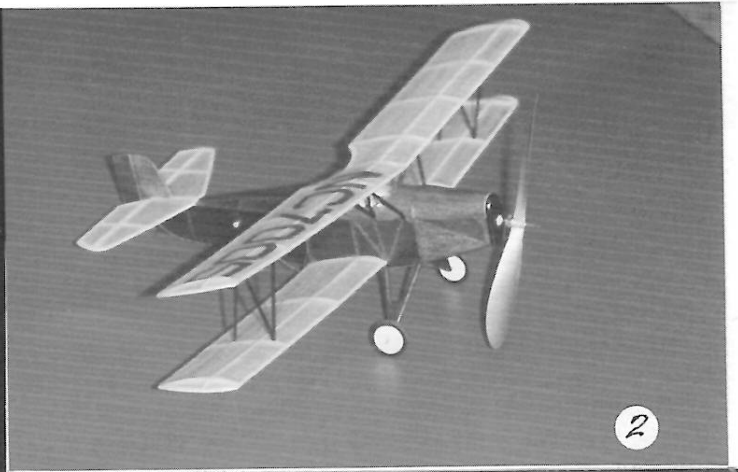
1. Our editor for this issue, Stew Meyers with one of his latest 10-centers a Comet Puss Moth. Either Stew decided to enter both himself and the Puss Moth in the events at the Buffalo Indoor meet this past March, or else he did not want to forget his contestant number!
2. Another of Stew's, a rubber powered Fleet with rudder only R/C. It did manage to make a few circuits at the NBM this past April.
3. An Aeronca LW 10-center by Stew; tricky to trim.
4. One of the plans in this issue is a 'pseudo' 10-center Cunningham-Hall by Bob McLellon. Bob sent this photo of his nifty aircraft, long a favorite of this writer. Will make a dandy Golden Age enlarged a little.
5. Phil Cox with another of this writer's favorite aircraft, a DH-5, seen at Muncie last year. Unfortunately Phil was not at Geneseo this summer with his many beautiful models. We wish him a speedy recovery from his surgery and are looking forward to seeing him again at Muncie come labor Day weekend; Godspeed, Phil.
6. Phil also sent this great photo of his Great Lakes to Stew.
7. Another photo by Phil is his pretty Tiger Moth. Wish you could see these in living color.
8. Phil included this pic of a Cessna AW by Mike Nasisse. I believe Phil has built every Cessna AW plan that exists plus a few of his own. Looking forward to seeing his Jumbo in the sky again.

dimer. I prefer mass launch events in any case and don't consider dimers duration ships. The rest of the stuff makes a lot of sense.

I have also reprinted a letter that I received from Dave Stott and a note from Bob Thompson that pertain to dime scales and echo my enthusiasm. Jerry Paisley has sent us the results of the Brainbusters' contest at Petersberg. Results from the NBM contest and Flyers for the Gathering of Turkeys and the Kudzu contest are included. Lastly I am including a "Farewell to Earl Van Gorder". I will reserve a write up of the R/C Fleet until I have flown it more, and the Aeronca low wing until I really have it trimmed out, perhaps some time after there is a Hades cold snap. My next dimer project on the boards is the Aeronca on Floats for the Kudzu Splash.

DC Maxcuters Web page
<http://www.his.com/~tschmitt/>

stew.meyers@erols.com



3

OLD TIME KIT SCALE

Encompassing Ten Centers
and Pseudo Ten Centers

Paul & Dave Stott

INTENT:

These rules are an attempt to recapture and enhance the pleasure of building and flying the simple 10 cent kit style of model many FACs enjoyed in their fledgling years. They also allow the culmination of a long burning desire to have been a part of the designing of such models. Finally, they provide us all with a gathering of peers to display and enjoy the product of feelings of nostalgia blended with a discrete amount of modern techniques. If the flying of this category of model conveys some of its inherent pleasures to our younger FACs cheated of it by the element of time, so much a bonus to us all.

ENCOURAGEMENTS:

Young modelers living in the time of the Great Depression labored under handicap. Customary tools were a small paint brush borrowed from a water color paint set, a thoroughly used razor blade, mom's eyebrow tweezers, some Duco House-hold Cement, and any other useful household items. One FACs building board was a discarded dining room table leaf of seemingly petrified oak into which pins had to be hammered using an old pipe threading die. Cut fingers and wrinkled covering jobs were the order of the day. But, unbound enthusiasm squelched any feelings of privation before they even had a chance to sprout. With this in mind, consider the following....

1. The use of colored tissue rather than pigmented dope.
2. The use of water colors, ink, or nail polish to color un-tissued balsa parts.
3. Home made insignia using colored pencil, or water colors.
4. The make-shift use of household material, such as numbers cut from a calendar.
5. Avoid spray painting.

ELIGIBILITY:

1. Any non die-cut or pre-finished parts kit design is eligible up to 1948.
2. Wing span limited to 20 inches.
3. Models must be built to original plan size.
4. There is no restriction on the cost of the original kit.
5. A very early "Curtiss Robin" that was kitted by Comet in both 12" and 17 1/2" wingspans is ineligible. This design was more endurance model than anything else, and was a Curtiss Robin in name only.
6. Pseudo designs already existing qualify. However, see rules on pseudo design restrictions for future requirements.

CONSTRUCTION

MATERIALS:

1. No tyvek, teflon, carbon fiber, boron, epoxy, condenser paper, micro film, foam, and with the exception of windshields, canopies, windows, and commercial props, no plastic.
2. No vacuum formed parts.
3. No wood size smaller than 1/16 unless genuine plan calls for something less.

PROPELLERS:

1. Props must be one piece moulded plastic, palowina, machine cut balsa blank, or block balsa

AIRFRAME:

1. Structure may be added, but none deleted. Exception to deletion is when design is modified to accept a straight thru wing or stabilizer, and the use of a larger nose plug
2. Existing wing spars that are flush with the bottom surface of the wing may be shifted to become flush with the upper surface of the wing..
3. Empennage area changes are permitted within reason. Aft fuselage may be lengthened to maintain original gap between trailing edge of wing, and leading edge of enlarged tailplane.
4. All flight surfaces may be single or double surface covered.
5. Curved outlines must be constructed per plan. However, formed hardwood or balsa may be substituted for bamboo by those who find bamboo too difficult to work with.
6. Dihedral may be increased to a max of 10 degrees. Max may be exceeded only if called for on a genuine plan.
7. If subject had a retractable landing gear, it may be built with the L. G. represented in the up position.
8. Wheels must spin freely on main gear.

DETAILS:

1. Minimum acceptable is what is shown on plan. Exceptions are navigation lights, pitot tubes, and steps which tend to be frangible.

MARKING & COLORING

1. Markings should be at least as much as called out on plan.
2. Changes of registration or national markings to builder's choice O.K.
3. Color schemes will be that given on the plan, or a sensible alternate.

PSEUDO TEN CENTER DESIGN RESTRICTIONS:

1. Subjects limited to aircraft flying before Dec. 7, 1941.
2. Design must be a subject not as yet modeled, either kitted or pseudo. In short, no repeats.
3. Drawing size limited to one side of one sheet of 11 x 17 inch paper.
4. A separate sheet of "printwood" patterns may be used for parts layout, or parts may be shown on plan itself.
5. Drawing format must follow closely that of the 10 cent Comet series of plans.
6. Drawing will reflect as much detail and marking as the 10 cent Comet series.
7. Fuselage design limited to box girder type with formers added to produce the desired cross section.
8. Modern practice of sliced ribs, or cracked ribs not to be used in wing design.
9. Design must follow the wide spacing of structural members characteristic in genuine 10 cent models.
10. Dihedral limited to 10 degrees.
11. Wood size not to be less than 1/16.
12. Curved outlines must be the methods used in the early kits, that is sheet balsa or bamboo.

COMPETITION:

1. There will be no scale judging, or bonus points.
2. Each contestant may enter 3 models. However, each of the 3 models must be of a different wing span and of a different configuration* as well.
3. Models may be flown limitless times during a meet.
4. Highest single flight time wins. But, the model, along with its plan, must be presented to the C. D. for rules compliance at the close of the meet. If either plan or model is unavailable, contestant's number 2 model becomes the prime entry, and so on.
5. Above conditions apply to models that place.
6. Once a particular model wins 2 times it must be retired and not duplicated by the same contestant.

*Recognized configurations are:

- | | |
|-----------------------|-----------------|
| 1. Low wing monoplane | 4. Triplanes |
| 2. Other monoplanes | 5. Twin motored |
| 3. Biplane | 6. Seaplanes |

Examples:

1. 20" Comet Akron Funk (config. #2)
 2. 12" Duncan Great Lakes Trainer (config. #3)
 3. 16" Comet Aeronca Seaplane (config. #6):
-
1. 16" Burd Leopard Moth (config. #2)
 2. 15" Continental Brown Racer (config. #1)
 3. 12" Megow Waco Cabin (config. #3)

BACK ISSUES AVAILABLE @ \$3.50 EACH.
SEND CHECK TO THE TREASURER

The contents of these issues are as follows:

- May-Jun 96:** Bowers & Raykow- 25" Farman F250 by Bowers Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A
July-Aug 96: OUT
Sep-Oct 96: OUT
Nov-Dec 96: Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, Pearl Harbor, Clark Y airfoils
Jan-Feb 97: OUT
Mar-Apr 97: Schanzle-Ben Jones S-125 and Index to 20 years of MaxFax
May-Jun 97: Meyers- 4th Dimescale Issue Airdevil Gregor FDB-1 Air-King Monocoupe Dimescale Bellanca Jr. and Taylorcraft (20") Majorly Morphed Megow Nieuport Scout. Nickelscale Bellanca Jr.
Al Flesher on "Propeller Efficiency"
Jul-Aug 97: OUT
Sep-Oct 97: Pittman- Double photo pages Gasu Denki Koken A* 10 cent plan by Dave Aronstein also his "Washingtonian Proposal"
Al Backstrom's Maubossin Hemiptere 10 center No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie Russ Sandusky's work shop
E:mail stuff on Geneseo
Nov-Dec 97: Sruul- Vega Issue Comet Dime Scale Vega plans & details of Kudzu Vega Event. Peerless Vega plans Kuzu and Comsat contest results Many Vega 3-views and color schemes.
Jan-Feb 98: Meyers- 5th dimescale issue NBM fun-fly writeup, Washingtonian rules, Dave Aronstein on building the Comet Lusombe50, Comet Curtiss P-36, Phantom Flash, 5¢ Baby ROG, 20" Comet style Miles Mohawk, Comet dimescale listing with Penn Valley price list, Doug Buchanan's workshop, Comsat contest correction, Rolf Gregory Memorial.
Mar-Apr 98: Bowers-&-Rakow Bowers 30" Monocoup & Curtiss Robin for rubber or elct. 2 CAVUs by Rolfe Gregory. The Giant Chickadee Model from 1931. Clayton Knight write up. Al Lawton's workshop.
May-Jun 98: Daily & Paisley 20" Fok D7 22.5" Hallman Mitsubishi 1 MF1 two super bipes! With building tips.
Jul-Aug 98: Schanzel Super scale Rearwin Skyranger separate detailed plan 1998 Geneseo Nats Winner many building tips & hints, list of Classic Rubber Scale Models.

1. 15" Megow B.A. Eagle (config. #1)
2. 20" Air Devil Nicholas Beazley (config. #2)
3. 12" Dallaire Fokker Triplane (config. # 4)

1. 15" Star Model Aero Shop Monocoupe (config. #2)
2. 10" AMCO Security Sport (config. #1)
3. 16" Gullow Grumman Skyrocket (config. #5)

LETTER FROM DAVE STOTT

"Dear Ten Cent Laddie,

Truely enjoyed your latest Max-Fax issue on ten centers. The 10 inch Comet Baby R.O.G. is a new one on me! And I thought I knew them all. Also appreciate your treatment of my Comet forgery.

Back in 1974 I did the same thing with the Comet 10 cent Curtiss Hawk P-36 plan that you did. Made it Chennault's Hawk 75. I also used a straight thru wing. I enlarged the stabilizer and probably stuck to the 1 inch dihedral. Like yours, mine was a handful. I ended up burning it. It sure was a tempting bus. I was probably enticed by the same photo that got to you.

I was smitten by the simple beauty of the 10 cent kit long before they reached the popularity they now enjoy. I built the AMCO Curtiss Falcon per plan except for nose plug, prop and rear rubber anchor. That was back in 1973. Since then I have hammered out 25 different Comet ten centers of the 44 that I know of. Most of them modified to some degree. On the other hand, the Harlow and Aeronca Seaplane were surprisingly good flyers. The Harlow even managed a second place at a SAM meet battling a bevy of Stahl Fairchild 24s, Taylorcrafts, and Skyfarers.

Like Dave Aronstein, I also built a Comet 10 cent Luscombe "50", but with a different approach. I will try and cover it in the same fashion Dave did on the next page.

See you at Geneseo Dave Stott"

Luscombe "50" building and flying notes

"Decalage and stabilizer:

The stabilizer was enlarged so as the Luscombe would be able to handle the fickle New England weather. Set the xerox at 126% to do the trick. The fuselage was stretched 3/8 inch in the rear bay to keep the gap between the wing trailing edge and the stabilizer leading edge as it was originally. The trailing edge of the wing was lowered 1/16 inch to increase the angle of incidence.

Rubber peg: The peg was moved up 1/8 inch above the side stringer, and 1/16 forward of the upright.

Prop: There is an old adage known to the flyers at Pinkham Field "A four inch Kaysun prop will fly any Peanut." As this 10 cent "50" seemed more like a Peanut in size, it was decided to go with one of those old low pitch plastic clubs that are also noted for spinning the turns away at a high rate. I just did not want any trouble with this crate.

Dihedral and wing mounting: The original two piece wing was used along with the 1/2 inch dihedral called out on the plan. This dihedral angle seemed more than enough for a high winger.

Fin: Enlarged by 8%.

Fuselage: As mentioned, the fuselage aft section was lengthened. A diagonal side member was added running up from the lower longeron adjacent to the landing gear trailing edge, to the window sill longeron adjacent to the upright between the last two windows. A new cross member on the belly connected the two.

The window sill longeron was lowered 1/16 inch to improve the appearance of the side windows and provide a slightly rounded cowl top. The cowl top was covered with stiff paper with no stringers beneath it. When stringers are located in this area sometimes the rubber knots will hang up on them and cause the prop free wheel clutch to disengage causing a motor run-out.

The nose block was glued in place and a small nose plug was made from a bottle cork. (Being of Irish parentage, a bottle cork comes to mind.) So far, the cork nose plug has maintained its fit better than any wooden one.

Being a lazy (air)devil, a pair of hard wood wheels a whopping 3/16 thick were used. Actually, those wheels along with the bent pin axes seemed more in keeping with 10 cent modeling.

Finish: Spotted a photo in an old Popular Aviation Magazine of a "50" all shiney silver sporting a Canadian registration, "CF-BNB". Incidentally, "NC38571" shown on the Comet plan is that of the 14th Model 50 produced.

Flight: Nose ballast was a 3/32 inch ball of clay. Thrust line deviation is 3 degrees down and 3 degrees right. Power is a 12 inch loop of 3/32 Tan II. A tensioner and free wheeling are used. The "50" is stable, gets up high, and has a very good glide. It handles the wind well. As a matter of fact, flights with some wind blowing are exciting and of longer duration than I had expected. She cannot boast of the excellent times that Dave Aronstein's Luscombe turns, but she fills her design requirement.

Flying weight: 12.3 grams."

And a note from Bob Thompson

Hi, Stew,

I see from the newsletter that you are emerging as the "King of the 10 Centers"-- a noble place to be indeed. They are easy to build, sometimes a bitch to trim, but you get these delicious flights that a full house scale job rarely gives. 10 Centers are the place to be, no doubt about it. More fun, less work and always "an easy lose" to Hung. A full-house flyaway is a loss-- a 10 ¢ flyaway is just a move to glory, causing all those on the flight line to pause and cheer. No regrets anywhere -- just fun and joy. Meanwhile, Keep the fixes coming.

Bob

Puss Moth Stew Meyers

The Puss Moth is an obvious good flyer, but the Comet dimer presented a few building challenges. The wing seemed to join the fuselage tangentially with no area to glue to. I decided to use staple wire at the leading and trailing edges plugged into rolled paper tubes glued to the top of the fuselage. I glued small hooks to the spar ends and used a 1/4" rubber band between them to hold the wings to the fuselage. This knock off arrangement, with the monofilament strut ends just plugged into holes in the wing and fuselage, proved to be overkill and a pain in the butt, as the dihedral would vary due to rubber band pull and staple bending. Oh, it did prevent damage during some wild initial trim flights in the Buffalo Bills' Field house. I had built the Moth in the previous six days, the week before driving up to Buffalo and had no flights on it when I arrived. A normal outside over-the-grass trim session certainly would have helped. On one flight, it flew around the field house in wide in wide right circles flying through the open truss work on both sides before slamming into the end beams. I have since glued the strut ends in place and the staple wire into the paper tubes eliminating the rubber band and knock-off feature. A photo of the Moth appears in the August MAN erroneously attributed to Stu Richmond. I stuck with the small stab as shown on the plans and it seems to work well. I did raise the front of the cabin 1/16 to increase the wing incidence. I also changed the wing struts to meet the fuselage at the upright half a bay aft of the point shown on the plans. The rear wing strut then goes straight out not aft to meet the wing at the front of the aileron not in the middle of it. At Buffalo the Moth wanted to turn to the right and would spiral in when forced to go left. Since then, the warps or gluing the wings on have changed the trim and now at Geneseo it was much happier going left. Another challenge of the design is the small nose which does not allow much rubber room. See the drawings that I have made of former F-1 and the nose block. F-2 is copied from the instrument panel but a large semi-circle is cut into the bottom of it to clear the rubber motor. I made the vertical at the front of the fuselage sides 1/8 wide and made F-1 with out the hole in it. I made one copy of NB from 1/64th plywood with the key shaped hole in it and glued it to F-1. I then cut the hole in F-1 to match the one in NB. I filled the bottom of the fuselage with soft 1/16th balsa from the forward u/c strut forward to provide a firm mount for the struts and exhaust and stiffen the nose. I made the motor cowl from vellum covered with green tissue well doped. I enlarged this to follow the diagonal brace from the windshield forward down the side. Of course I made paper patterns first. The whole nose is thus reinforced. I made the nose block from three layers of 1/16th balsa NB with two layers of the key on the back. I plugged this in place and carved and sanded the nose block to shape. I then installed a wooden thrust button bushed with a 1/32 id Al. tube 5 degrees down

and 2 right. To go through the small rubber opening I used one of John Lewar's prop hooks. With a small swing clutch and a 5 inch plastic prop and peck plastic wheels the empty weigh is 9 grams. 3 grams of rubber in two loops of .045 to .063 works well. I might add I moved the rear rubber peg forward one bay. The dihedral has increased to one inch for some reason or other probably because I left the spar on the bottom of the wing. I made the landing gear shock absorbing by making the aft vee from music wire and letting the front vee slide in and out of holes in the bottom of the cowl. I wrapped a tissue paper tube around a 1/16 dia music wire and glued it into a slot in the "landing gear strut" to provide place for the more vertical strut from the vee to slide in. Soft wire is twisted into a loop to slip over the axle with the ends glued into the ends of the struts, to allow the struts to flex and rotate. I discovered that the registration numbers on the plan were for "The Hearts Content" so I added this logo to the fuselage. The real aircraft was aluminum, but I kept the color scheme shown on the plans. It's a real cute dimer that flies well. I have yet to really concentrate on trimming it out to be a winner, but it has great potential.

CUNINGHAM-HALL GA-36 by Bob McLellon

This airplane was a one-of-a-kind prototype which did not make it into production. It was the subject of a "card model" package that I picked up somewhere along the way. I evolved this pseudo dime scale model from the info therein.

Construction is straightforward, and needs little clarification. I do have some suggestions:

1. When you build the two sides, the front vertical member needs to be installed as if you are to have 3 degrees downthrust in the cowling, although it is shown vertical on the plan. This makes it come out vertical when you assemble the two sides in a box, because the top longeron becomes foreshortened due to the fact that in is inclined inward more sharply than the bottom longeron. The rear part of the fuselage comes out O.K..
2. I suggest making a nose plug to allow use of a stuffing stick.
3. I covered the rear turtleback before adding the headrest.. .it works better.
4. The cowl should be built separate, then glued on later. My airplane needed weight on the nose, and I added it in the bottom of the cowl before I attached it.
5. I made a balsa form and formed a plastic canopy. I assembled the model, and added the brace wires before I installed the canopy.. .this worked good.

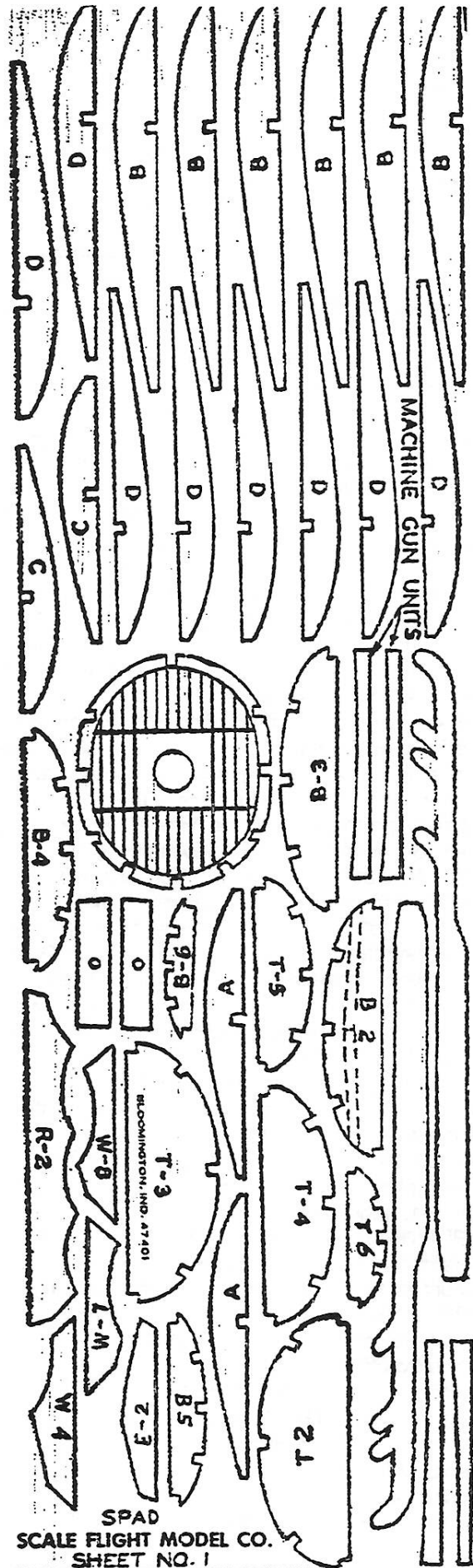
I covered the model with silver tissue, and all numbers, etc, are black. It is a classic 1930's airplane, and is cute as a button! I have not flown it as this is written, but I expect it to be a real fun flyer!

Building the Comet D-7.

You of course can get a good kit from Penn Valley Hobbies. I built my first D-7 from one. The wings built per the plan except the spar moved to the top. I also put a spar on the bottom between the two inner most ribs on the upper wing and from the first bay inboard on the lower wing. This allows the mounting system shown on the plans to work. Cabines made the from 1/16 sq basswood and jugged the fuselage upside down before adding the upper formers to get the angles right. Use monofilament in the upper end to mate with the wing. Undercarriage is made the from .015 music wire and faired it with 1/16 by 1/8 balsa. Peck 1" wheels are used. The pin tail skid is replaced with basswood. A 1/64th ply former was added to former 1 with a 3/4 by 1/2 hole in it. A 1/8 plywood nose block with hard a 3/4 by 1/2 balsa key on the back fits into it. A Peck thrust button with 5 degrees down thrust and 3 degrees right and a 6" Peck prop with swing clutch was used. The rear motor peg is moved one bay forward. The tail was build per the plan. The wings were mounted with 2 degrees incidence in the upper and lower. I used the hokie gun and motor cylinders shown on the plan and kit color scheme and markings and a carved foam pilot.. The model weighed 23 grams empty and flew on four stands of .063 to .093 18 to 20" long. Bill Hannan's Stick and Tissue #1 has a better version with a real looking engine. I built a second D-7 with a more scale motor that weighs 18 grams dolled up like the one in Hannan's book. (Not flown yet) The first model has gained a little weight and warps by now but still flys! No D-7 print wood is shown as all parts are on the plan.

Building the Comet SPAD

The SPAD has 1/16 sq LE and TE per the plan. Struts use monofilament attach method. Cabine struts are bass wood. An extra rib was added to the upper wing to match the spacing in the lower wing. Watch out for the ribs as shown on the print wood they are a little off. The wing spars were moved to the top of the wing. Staples were used at the lower wing TE and LE to plug into paper tubes in the fuselage. .010 music wire hoops are pressed into the wing ribs to hold the rigging. Wire wrap insulation is passed through the fuselage to ease the rigging procedure. Two continuous loops of 2 lb monofilament provide all the rigging. No colored dope was used except on the nose block. The U/C is .015 MW faired with balsa. Insignia including a great SPA 48 Fighting cock is tissue. The resulting SPAD weighed 18 grams but required 5 grams of ballast (23 total). Use a 6" prop and 4 strands of 3/32 (5 grams worth) and 6° of down and 3° right thrust. The SPAD spirals up in tight left circles and flys slowly and long. It may fly better than my D-7. The SPAD nose pulls in rather sharply, resulting in cracking of the longerons. If F1 were made round rather than oval with the dia. equal to the larger dimension this would be eased and the result more scale. Again a kit is available from Penn Valley Hobbies (215) 855-1268 <http://www.pennvalleyhobbycenter.com>



NATIONAL BUILDING MUSEUM

FUNFLY RESULTS

5 APRIL 1998
WASHINGTON, DC.

There were five events; WASHINGTONIAN, R.O.G., 10-CENTERS, NO-CAL AND BOSTONIAN. The WASHINGTONIAN was the only timed event with unlimited attempts to make an official. The other events were single mass-launches with the last aircraft down the winner. We decided to run those events with one sortie because of the shortness of time and number of spectators in close proximity to flying area. The R.O.G. event was ROGed (naturally). All but one did take off with one exception which was broadsided by another during takeoff. Awards were given for first and second places.

WASHINGTONIAN EVENT (5 entered - 3 flew)

CONTESTANT	AIRCRAFT	FLIGHT TIME	PLACE
KEVIN SHARBONDA	KEVINS OWN	NO FLIGHTS	
DAVID ARONSTEIN	ORIGINAL	82	SECOND
STEW MEYERS	ARONSTEIN	NO FLIGHTS	
STEW MEYERS	CANARDLY	57	
BOB MARCHESE	YAW	110	FIRST

NO-CAL EVENT (11 entered - all flew)

CONTESTANT	AIRCRAFT	PLACE
BILL BELL	F4F	
JACK FELTER	MACCHI	
HOWARD KAHN	CUB (JACK FELTERS)	
BOB RUSSELL	CUB	
ROSS SUMMERS	TIPSY NIPPER	
DERECK WOODWARD	SUPER CUB	
SUE WOODWARD	SA-7	
JOHN HOUCK	TBD (DEVASTATOR)	
RICH GILLIS	BEARCAT (RACER)	SECOND
BOB MARCHESE	F6F	
DAVID ARONSTEIN	RUSSIAN SST	FIRST

BOSTONIAN (11 entered - 10 flew)

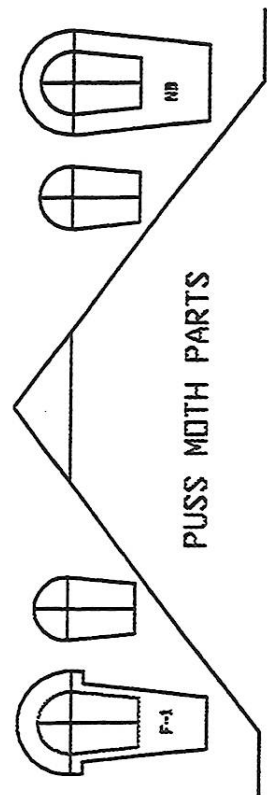
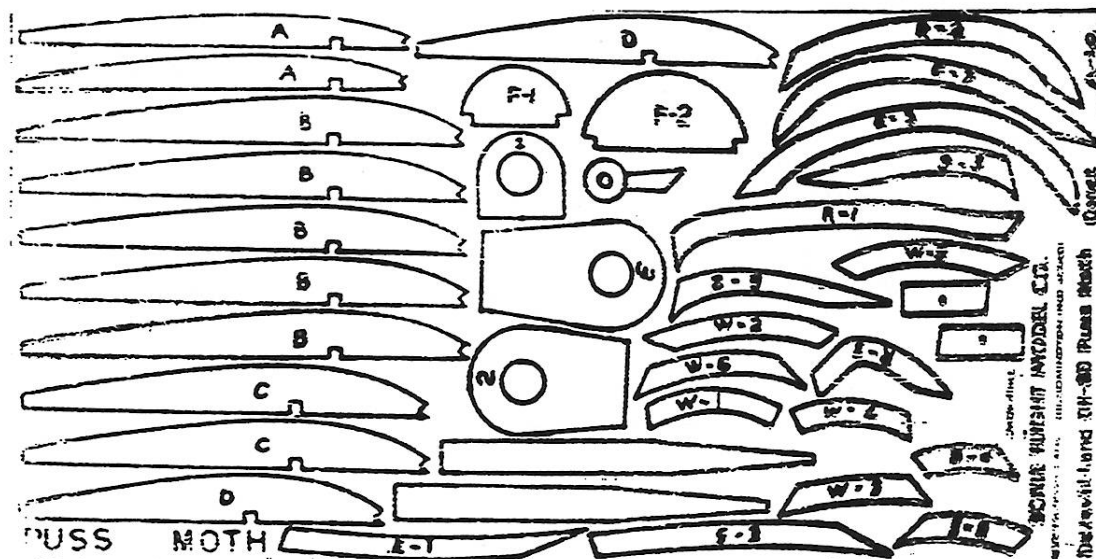
CONTESTANT	AIRCRAFT	PLACE
STEW MEYERS	SHTICK	FIRST
DAN DRISCOLL	FOUND	
PAT DAILY	ARISTOCRAT	
CLAUDE POWELL	BASIC BOSTONIAN	
RICH GILLIS	CITABRIA	no fly
ROSS SUMMERS	BUSTARD	SECOND
TERY PITTMAN	CRAZY BIRD	
BILL BELL	FOUND	
KEVIN SHARBONDA	BOSTON RACER	
BOB MARCHESE	WINDICATOR	
BERT PHILLIPS	B2	

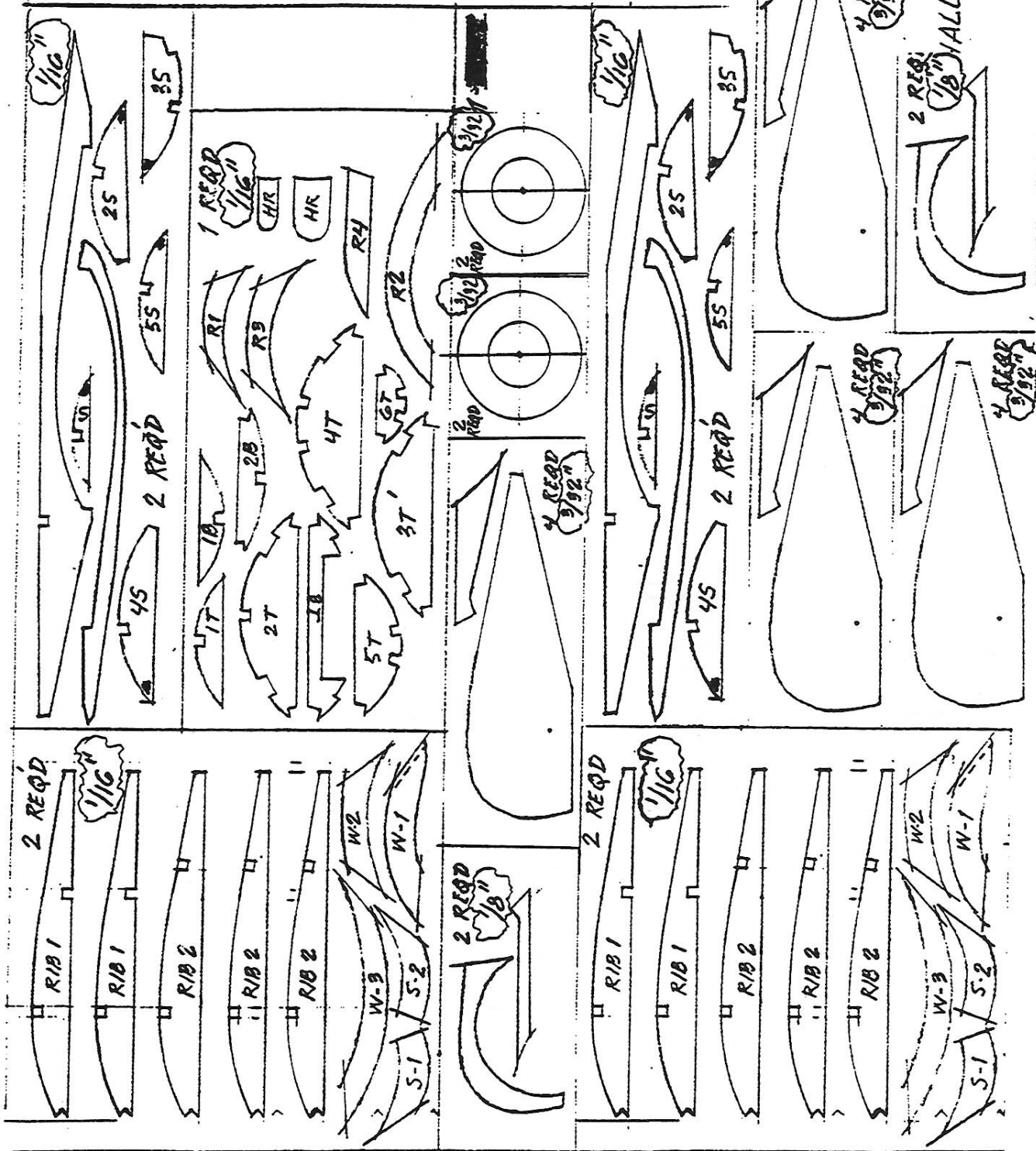
10-CENTER EVENT (11 entered - all flew)

CONTESTANT	AIRCRAFT	PLACE
JOHN HOUCK	REARWIN SPEEDSTER	
BOB MARCHESE	VEGA	
RICH GILLIS	HOWARD	
DAVID ARONSTEIN	LUSCOMBE 50	
(Landed on balcony)		
STEW MEYERS	AERONCA LW	
PAT DAILY	VEGA	SECOND
DAN DRISCOLL	CORBEN	FIRST
CLAUDE POWELL	STINSON 105	
BEN LAWLESS	PUSS MOTH	
BILL BELL	CORBEN	
JERRY PAISLEY	MAILPLANE	

R.O.G. EVENT (9 entered - all flew)

CONTESTANT	PLACE
DAVID ARONSTEIN	
BOB MARCHESE	
DANIEL GRIGGS	
MATT MARCHESE	
BRIAN GRIGGS	
STEW MEYERS	FIRST
BEN LAWLESS	
RAY RAKOW	SECOND
DOUG GRIGGS	





The Dreaded Brainbuster FAC Squadron 1st Meet By Jerry Paisley

The Brainbuster FAC Squadron held their first Contest in conjunction with the Brainbuster regular free flight contest at Petersburg, VA Airport on 16 & 17 May 1998. Our meet was a big success with fourteen flyers participating in the FAC events, and approx. 30 flyers overall. We appreciate the support of all of you guys, especially to those of you that came a considerable distance to attend.

The weather on Saturday was perfect, with calm variable winds in bright sunshine. Similar to the weather that we had last summer at the FAC contest in Muncie. Sunday was also good with 10+ MPH or so winds under a partly cloudy sky. There was good lift on both days as evidenced by several OOS flights. Don Srull's Curtiss SBC Helldiver & embryo, David Aronstein's embryo and Don Read's Kawasaki "Hein" all flew away.

Tom Schmitt didn't bring anything to fly so he graciously agreed to run all of the mass launches for us. There were eight entries in World War I, representing most of the countries that participated in the big one. The final three aircraft were all Fokker D.VII's in Jasta 18 Black Raven Squadron colors. Tom was wearing a Jasta 18 Tee shirt showing the Squadron leader (with the Raven & little chicks following) high and up front, and the other two D.VII's a little lower and behind the leader. Well, Don Srull's D.VII which is done up in the leaders colors with the little chicks on its side (Or are they Turkeys?) came down last and won the event. Makes one wonder doesn't it. Was the event director pulling for some one? Nah! Coincidence? Yeah!! Incidentally, my D.VII which was built from one of the feature plans in the last Max-Fax, came in second. Bob McLellon came in third. That was a pretty sight, though, with those 3 Fokker D.VII's all in Jasta 18 Red, White and Black colors, flying together.

Eight flyers competed in Golden Age Mass Launch. Dave Reese took 1st, with a Howard Pete, Walt Farrell 2nd with a Corbin Super Ace, and Don Srull 3rd with a Mureaux. Allan Schanzle hit a flag pole & cut one wing off of his beautiful Jones.

Nine flyers competed in Dime Scale Mass Launch. Most of you are aware of how difficult it is to come in ahead of David Aronstein. One might think that a mid-air would do him in. WRONG!! My Vultee hit David's Vultee with a pretty solid bang. Both planes stayed in the air and he captured 1st and I took 2nd. Pat Daily came in third with his beautiful Vega.

Eight flyers competed in WW II Mass Launch. Don Read took 1st with a Kawasaki KI-61, Don Srull 2nd with a Curtiss SBC, and David Aronstein 3rd with a Fiat G.55.

Seven Flyers competed in Peanut Scale (timed event). Dave Robelen placed 1st with a Vagabond, Dave Reese placed 2nd with a Cougar, and Claude Powell took 3rd with a Corben Cabin Ace.

David Aronstein won first place in Embryo with a 1/2 size 1955 Wakefield. David recorded 3 Maxes with 9 bonus points for a perfect score. Dave Robelen took 2nd with a Mud Tutor (sp?) recording two Maxes and 91 seconds with 9 bonus points, and Walt Farrell took 3rd with a Honeybee flying two Maxes and one 83 second flight with 6 bonus points.

Very close all the way. We did not give out an award for Grand Champion, but Don Srull placed first and David Aronstein, Walt Farrell, Dave Reese, & Dave Robelen all tied for second with a total score of only one point less than Don Srull's accumulated points. All of the Dave's seemed to do all right, didn't they. Scores this close together seem to indicate that everyone was out there competing. It's evident that everyone enjoyed themselves and we are looking forward to having another FAC event in the future with more events and more flyers.

And now, signing off with the
Captain Midnight Secret Squadron code--

JUSTICE THROUGH STRENGTH AND COURAGE.
OUT!!.....

Contest results: 16-17 May 98, Brainbuster FAC Meet

World War I: 1st Don Srull (who else?)
2nd Jerry (He's the man) Paisley
3rd Poor old Bob McLellon
Golden Age: 1st Dave Rees
2nd Walt Farrell
3rd Don Srull
Dime Scale: 1st David Aronstein
2nd Jerry Paisley
3rd Pat Daily
World War II: 1st Don Reed
2nd Don Srull
3rd David Aronstein
Peanut Scale: 1st Dave Robelen
2nd Dave Rees
3rd Claude Powell
Embryo: 1st David Aronstein
2nd Dave Robelen
3rd Walt Farrell
Flying Horde: Don (He's REALLY the man) Srull

The KUDZU FLYING CORPS

Presents its 8th Annual Land and Lake Freeflight Scale Meet.
September 25 & 26, 1998

ON THE LAKE SEPTEMBER 25 GOLDSBORO, N.C. 4 PM TILL DARK.

All aircraft must take off from the water to be scored. No internal combustion engines

Events:

1. Any scale rubber powered airplane
2. Any scale airplane powered by electric or CO2,
3. Any non-scale cabin type rubber powered airplane.
4. Any stick type rubber powered airplane

If you don't fly, you will be asked to paddle the retriever canoe.

ON THE LAND SEPTEMBER 26 RAEFORD, N.C.: 9 AM TO 5 PM.

Mass Launch Events : NOTE: no 15 % power requirements

- | | |
|-------------------------|---|
| 1. WW1 Biplanes | 5. Modern Production Civilian 1945 and later. |
| 2. Golden Age Civilian | 6. Peanut Scale. |
| 3. All racers combined. | 7. Modern Military 1945 and later. |
| 4. WW2 Military | 8. Dime Scale. |

Hard Core Scale: turn in for judging 11 AM; fly all day

1. FAC Rubber Scale,
2. FAC Jumbo Rubber Scale.
3. FAC Power Scale.

FEATURE EVENT: One design Dime Scale multiple sortie mass launch for Comet Lockheed Vegas. No proxies, please. Lots of prizes and merchandise! This is the big one! Sponsored by Bill Sheppard.

Old Time Rubber Cabin only. Flown all day. Flying Horde at the end of the day for scale airplanes.

Lunch break at 12:00 noon on Saturday. Entry fee \$5.00 even includes lunch!

There will be a buffet dinner at McCalls at 8:00 PM Friday night A pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville. Trophies awarded there.

Questions, directions, maps, etc.: call Dave and Marie Rees 919-778-6653.

Gathering of The Turkeys

Pensacola, Florida
October 10-11-12, 1998

Sponsored by the Pensacola Freeflight Team, SAM Chapter 17
The "Gathering" will be held at NOLF Spencer Field, Pace, Florida
(Site of the 96 SAM Champs)

- Contest Director:** Jack Bolton, 6621 Calle de Laurel, Navarre, FL 32566, Phone (850) 939-3354
- Awards:** Awards through third place. Door prizes.
- Entry Fees:** \$10 for first event, plus \$5 each additional event with a maximum of \$25.
Juniors (under 16) \$2.50 per event with a maximum of \$10.
- Registration:** Until 12 noon daily at the field.
Registration available at the Ramada Bay View 1PM-4PM Friday 10 October.
Pre-registration encouraged. Checks to be made out to Jack Bolton. Address as above.
- Contest Info:** FF Cat III, 2 min. max. AMA, FAI, NFFS, SAM, FAC rules.
- Engine Runs:** AMA: 7 sec. SAM: 22 sec. ROG, 18 sec. HL NOSGAS: 9 sec. .020 Replica: 12 sec. HL
- Special Event:** Nostalgia "GEEF 250" event sponsored by Bill Vanderbeek. First place \$45, second place \$30, and third place \$15. "GEEF 250" certificate (signed by Dan Sobala) awarded to all flying contestants.
This event may be flown on any one of the three contest days, but must be completed on the day started.
- FAC Events:** For mass launch events, depending on number of entrants, incremental launch procedures will be used. After the first increment flies, the second increment will launch 10 minutes later. The event flyoff will occur 30 minutes after the second launch. The event launch schedule will be strictly enforced. No semi-scale models such as Lanzo Puss Moth will be permitted. Don Srull and Tom Schmitt will oversee the FAC events. FAC scale judging at Ramada Saturday at 7:30 PM. *The Jimmy Allen event will also be mass launched as above.*
- Fly off Procedures:** Fly off procedures will be provided during registration via handout with other field and general information. Published fly off engine runs and max flight time, may be modified by the CD prior to 8 AM each contest day according to the weather forecast.
- Informal Contest Headquarters:** The Ramada Bay View Inn located on Scenic Highway at Interstate 10 (exit 6).
Telephone: (800) 282-1212 or (850) 477-7155.
Special "Gathering" rate of \$57/night. We have 35 rooms blocked (downstairs-outside entrance) until 10 days prior to contest. Get reservations early. Ask for Donna Tucker or Elaine and mention the "Gathering".
- MECA Collecto:** Saturday 10 October 5:00 PM - until ? at the Ramada Inn.
- Concours d'Elegance:** Sunday 11 October 7:00 PM - 9:00 PM at the Ramada Inn. Separate categories for power, rubber and scale. (No qualifying flight required)

Schedule Of Events

Sat. 10 Oct.	Sun. 11 Oct.	Mon. 12 Oct.
AMA 1/2 A Gas	AMA A/B Gas	AMA C/D Gas
SAM .020 Replica	SAM A Cabin	SAM 30 sec. Antique
SAM A Pylon	SAM C Pylon	SAM C Cabin
SAM B Cabin	SAM B Pylon	NOSGAS C
NOSGAS A	NOSGAS B	FAI F1G Coupe d'Hiver
SAM Small Rubber Stick	NOSGAS 1/4A & 1/2A Combined	SAM Large Rubber Stick
SAM Small Rubber Fuselage	SAM Large Rubber Fuselage	SAM Jimmy Allen* 9 AM
AMA Mulvihill	SAM Commercial Rubber	FAC Golden Age* 11AM
FAC Peanut Scale* 9 AM	AMA P-30	FAC Power Scale
FAC WW II Scale* 11 AM	FAC WW I Scale* 9 AM	FAC Jumbo Scale
FAC Dime Scale* 1 PM	FAC Rubber Scale	

* Incremental mass launch

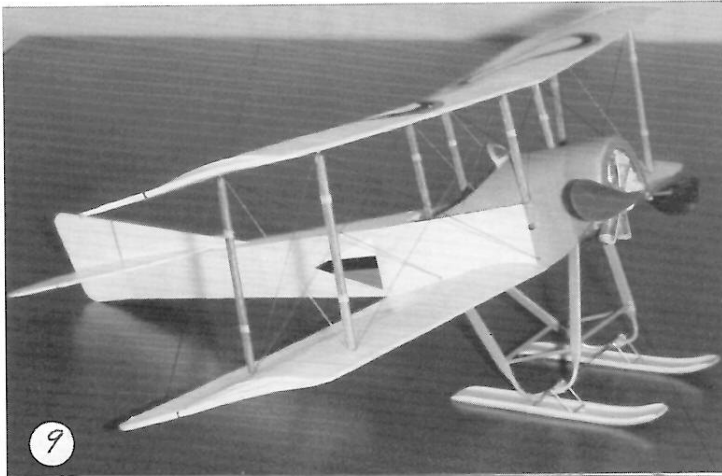
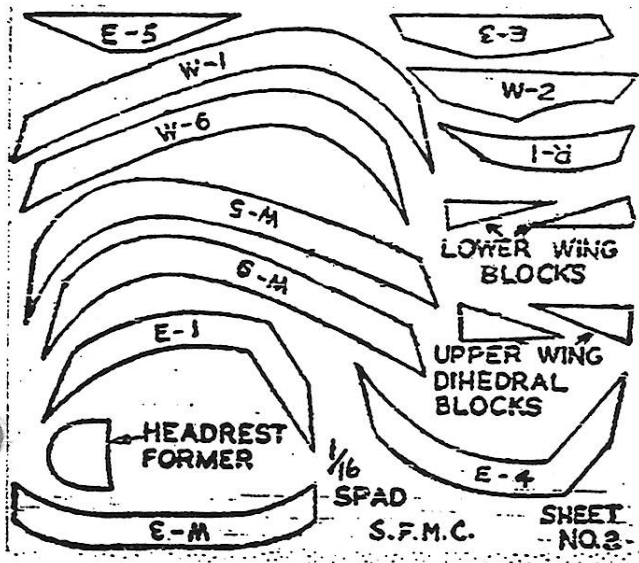


PHOTO PAGES CONTINUED

9. Now here is a different aircraft! Bob Marchese drew the plans and built this pretty little Sikorsky S-16. Bob will have his plans in the Nov/Dec issue of MAXFAX.
10. Bert Phillips finally finished his electric powered Nieuport. Let's see now Bert, did you start it 10 or 11 years ago. Obviously perseverance pays off; it is a great looking model. It flew at Geneseo!
11. Another handsome biplane model, this time a Farman powered by CO2 crafted in the workshop of our traveling man Terry Pittman. How does he find time to do it?
12. Bill Hannan sent this photo of Kaz Suzuki's F4U. It is really too bad you cannot see all these aircraft in the original colorful photos.
13. Lindsey Smith sent this photo of his Hawker complete with invasion markings. Lindsey is one of our more prolific modelers over in England.
14. Our friend Stan Dudek in Prague sent this photo of a trio of his friend's models. The modeler is Petr Antos and all three aircraft are CO2 powered, probably with GMot or Gasperin motors.
15. Another CO2 model this time powered by Modela CO2 motor with a 20cc tank. It is Bob Schlosberg's superb rendition with his improvements of the Herr kit. Bob sent the photo and tells us it is a great flyer. Bob, our best wishes to you and Jane
16. That dynamic duo and the corporate brains behind the FAC Brainbuster Squadron, Bob McLellon and Jerry Paisley seen here at the Petersburg meet this past spring. Helen Paisley peeking around the corner. Jane McLellon was away getting a lemonade for the voiceless photographer, many thanks Jane.



A FAREWELL TO EARL VAN GORDER

We quote from an Email of our good friend and West coast correspondent, Bill Warner.

"Earl Van Gorder died in June 1998 at the Oakwood Care Home in Williamsville, NY. where he lost his struggle with cancer. A bit over two years ago, Earl lost half a lung from lung cancer induced by a lifetime of smoking. A tiny bit remained on a rib, and they could never get it. I do not have any details about his death, but can only surmise that this is what did it. His son, Mark, put him in a nursing home a few weeks before when he discovered that Van could not negotiate the stairs up to his apartment any longer due to knee problems. Van, AKA. The Red Baron, or Baron Von Heinigrabber to his flying buddies, was a pillar of the Mid-Hudson Modelmasters for many years, and edited their fine newsletter, Wing Tips." He was also the main FF columnist for Flying Models Magazine, writing the "Flying Things for Fledglings" column monthly for some 20 years, as I recall. After his wife passed away some years ago, Van moved to Tonawanda, NY. He was one of the centers of the FF Scale community, helping tie together modellers all over the country and internationally.

His aviation credentials go way back...he was a "Hump Pilot" during WW II and had many stories of the "good old days" flying in the China-Burma-India theater. Until just a couple years ago, he volunteered at the National Warplane Museum at Geneseo, NY as a crew member on their B-17 "Fuddy Duddy."

The last time I talked to Van, a couple of weeks before his death, he was figuring on finding a ride to the Flying Aces NATS in July, despite not being able to get around easily, and only then with a walker.

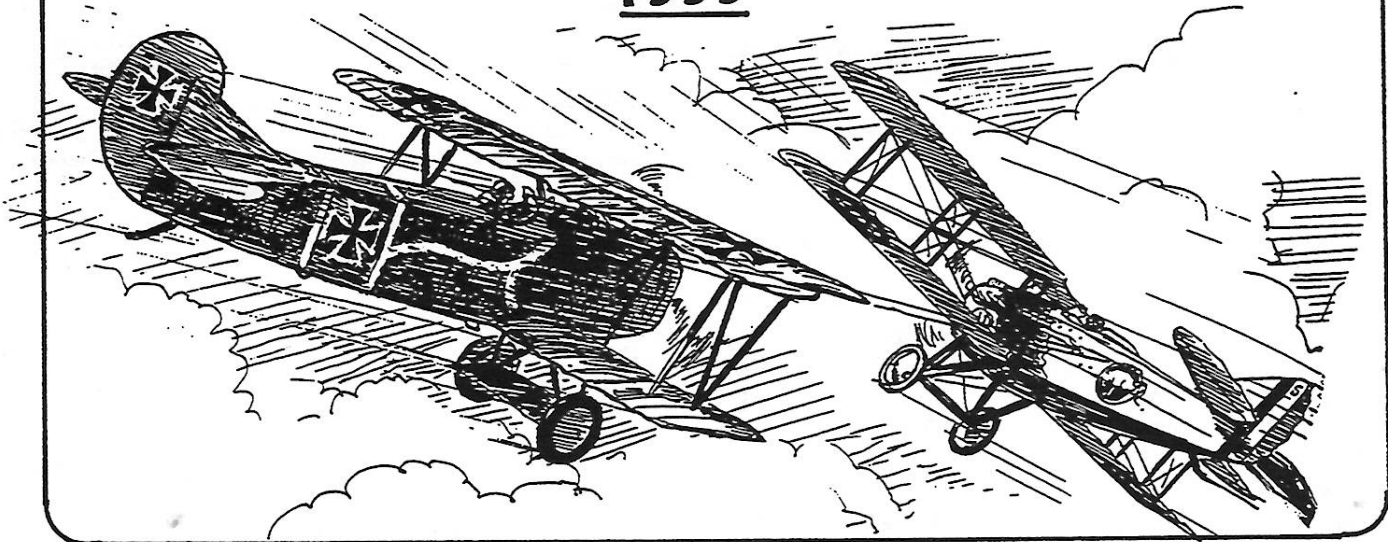
Needless to say, we have lost a great pillar of the modelling community."

We wish to add some information concerning Earl's activities in the Baltimore/Washington area when he was active with Frank Renaut in the local chapter of the 'Cross and Cockade' periodical organization. Earl was a charter member of the chapter and was President for two years in 1960-1961. He and Frank published an issue which reported on a meeting of the group at the Smithsonian and built a Nieuport 11 for display at that meeting.

SIXTH DIMESCALE ISSUE

Kudzu Komet Kombat Klassic

1999



The single design mass launch for the 1999 Kudzu contest will be the **Kudzu Komet Kombat Klassic**. Either of the two Comet WWI ten-centers the Fokker D-7 or the SPAD is eligible. The grand plan is to have the SPADS fight it out in one sorte and the Fokkers in another and then have the top three from each go at it for the grand finale. I have built both of these several times. They are surprisingly good fliers. They must be built generally from the Comet plans at a nominal 16 inch wingspan and weigh 16 grams without rubber and use a 6 inch or smaller prop. Each must have rigging, gun(s), and at least a profile pilot. Forget the five pages of FAC dime scale rules and the Gambi tissue and four pound balsa. Add engine details and some of the wild color schemes that were used in the "big fuss" or Hollywood's interpretation of it. We may even use a 'karisma' factor to allow "neater" looking models to launch a few seconds late. And yes, if you build both a D-7 and a SPAD and make it to the grand finale with both, you may have one proxy flown. (Nothing would be more delicious than to see both in a mid-air with each other.) Of course this is a Bill Sheppard event with neat awards.



NOTE : Your Dues Are Due

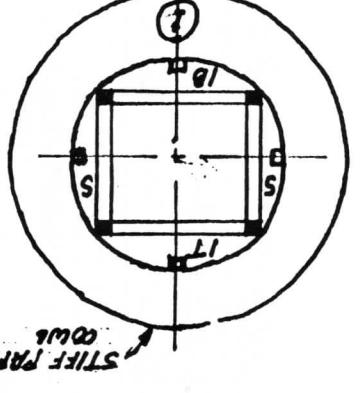
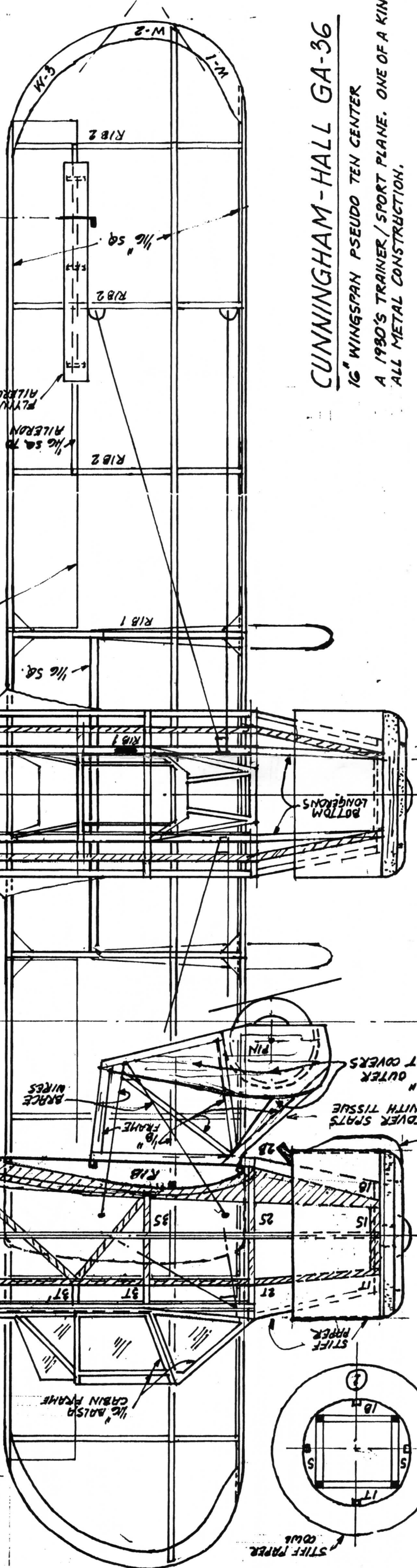
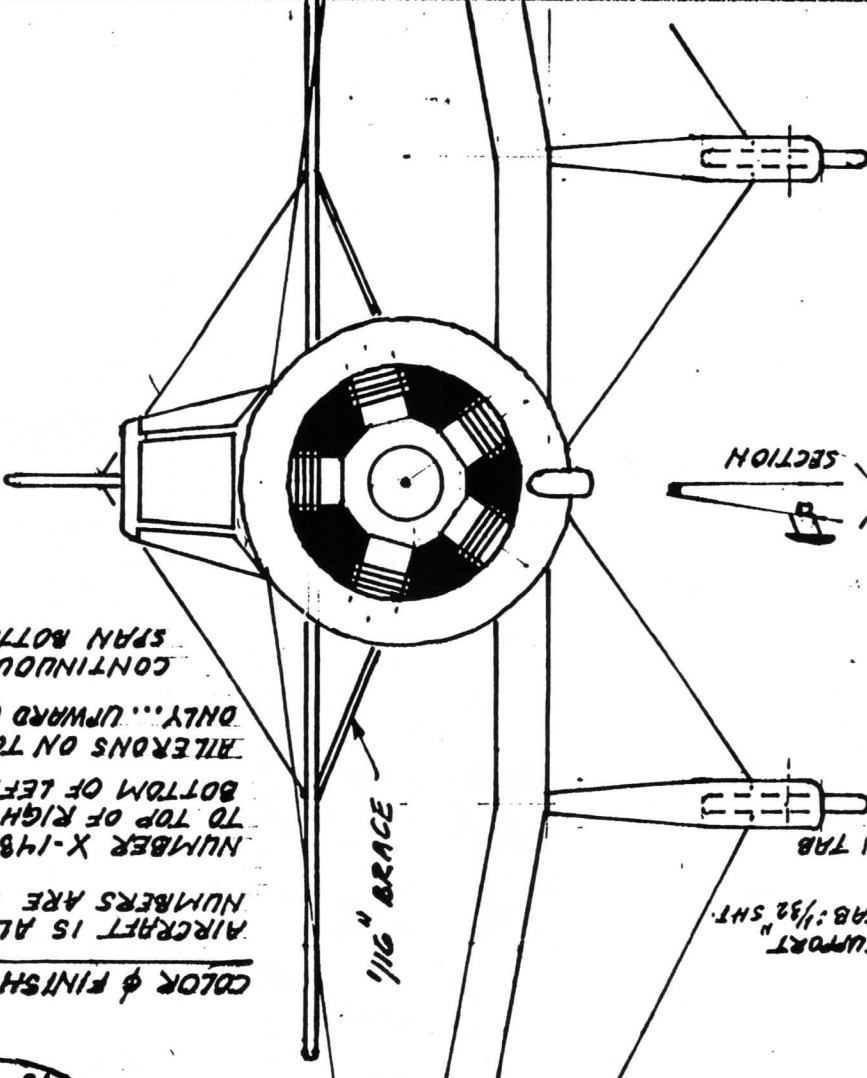
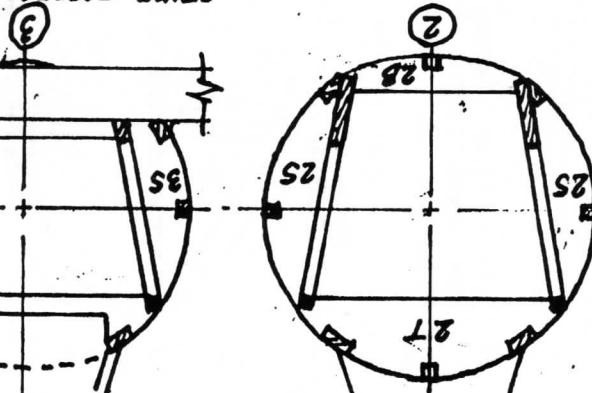
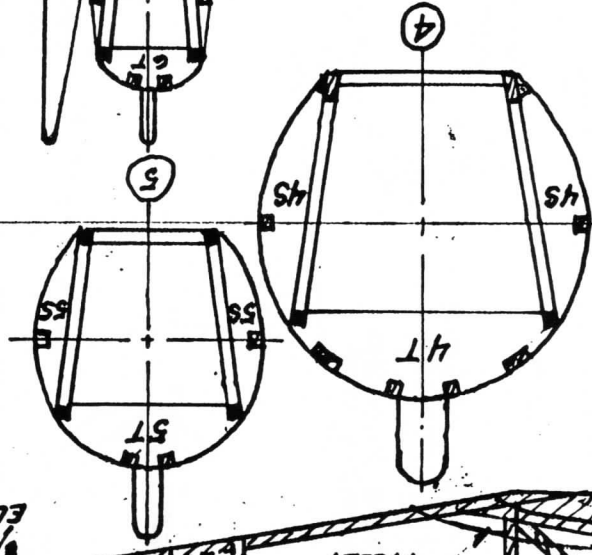
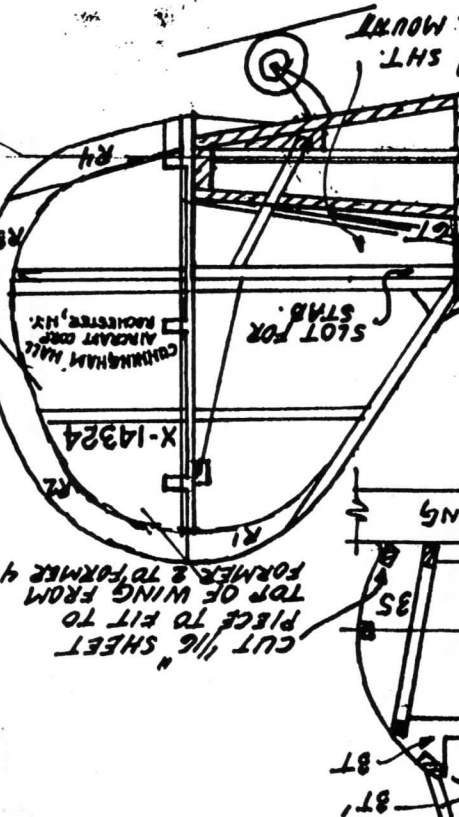
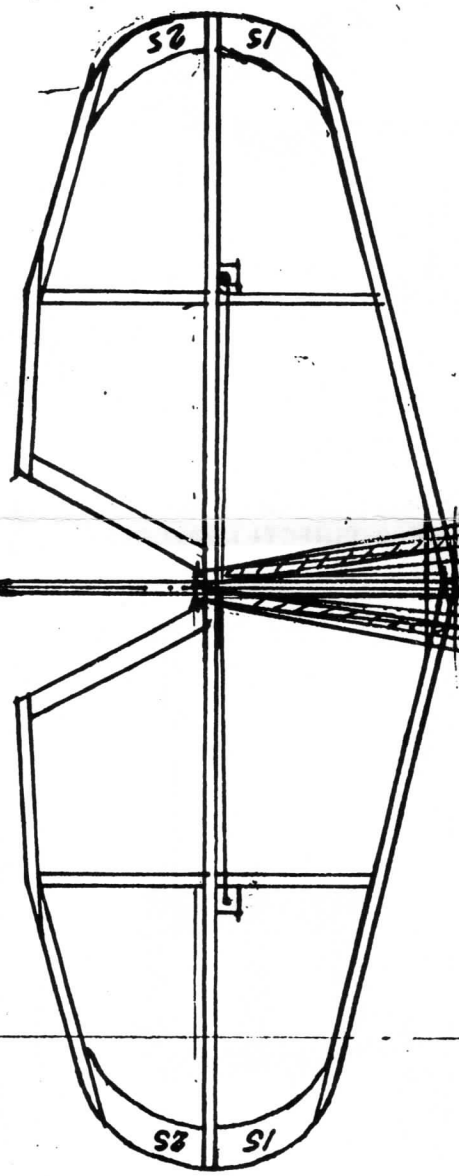


CLUB OFFICERS President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

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.

COLOR & FINISH NOTES:
 AIRCRAFT IS ALL ALUMINUM -
 NUMBERS ARE BLACK.
 NUMBER X-14324 APPLIED
 TO TOP OF RIGHT WING AND
 BOTTOM OF LEFT WING.
 ALERONS ON TOP OF WING
 ONLY... UPWARD OPERATION ONLY.
 CONTINUOUS FLAPS FULL
 SPAN BOTTOM OF WING

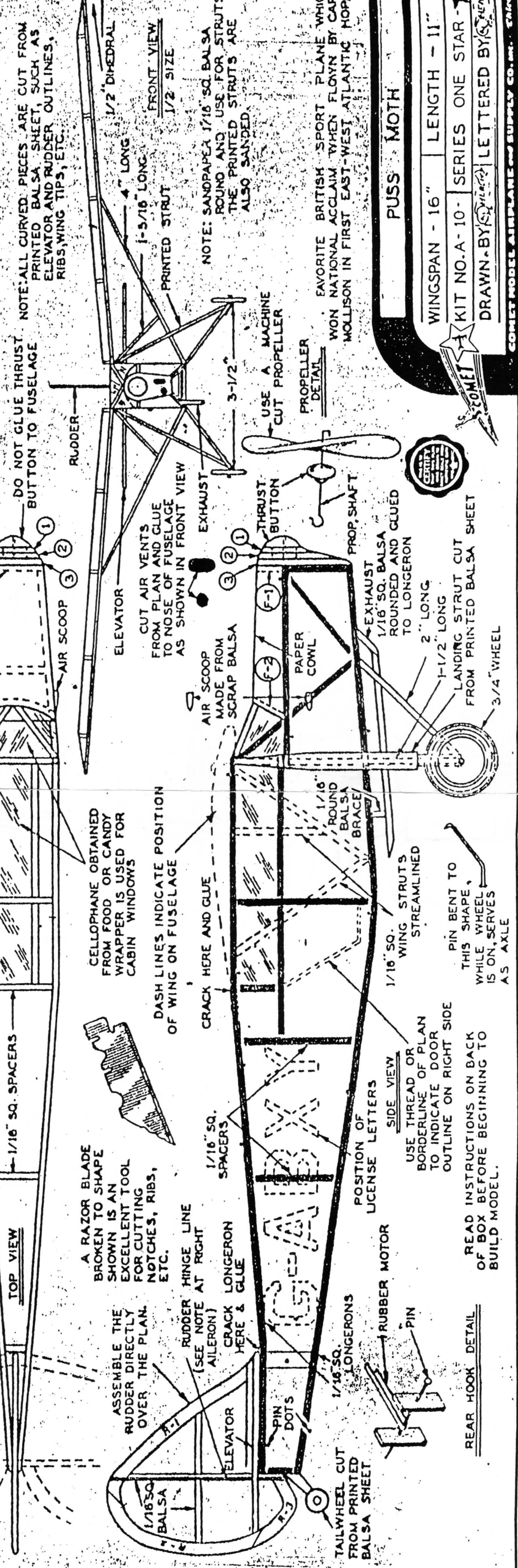
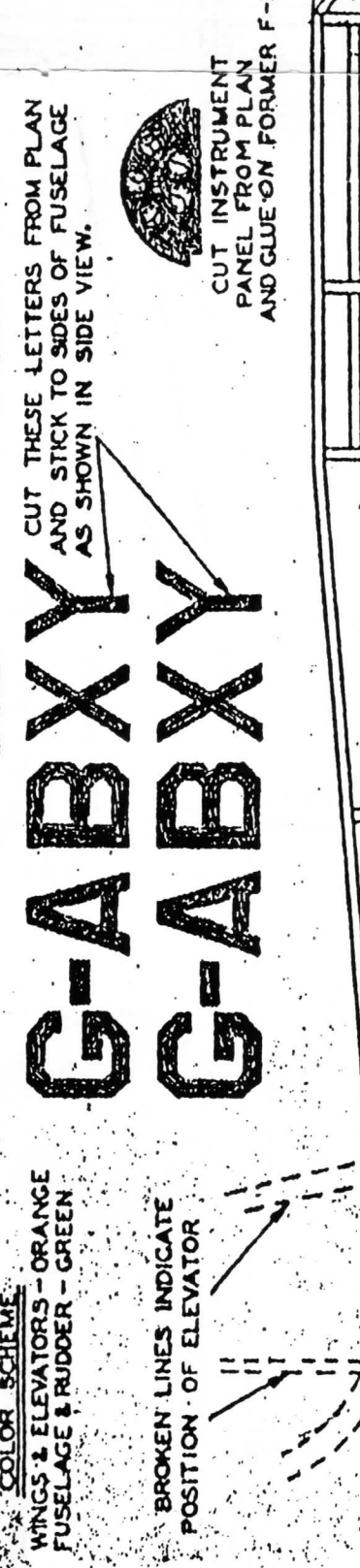
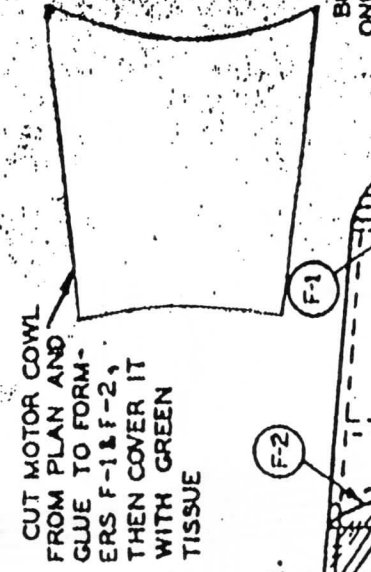
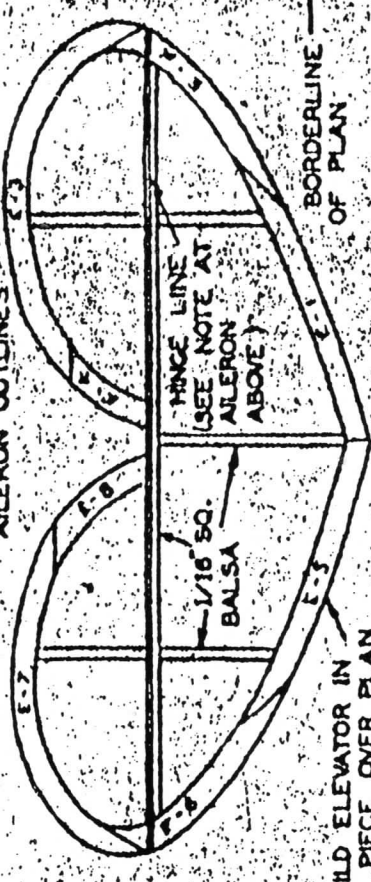
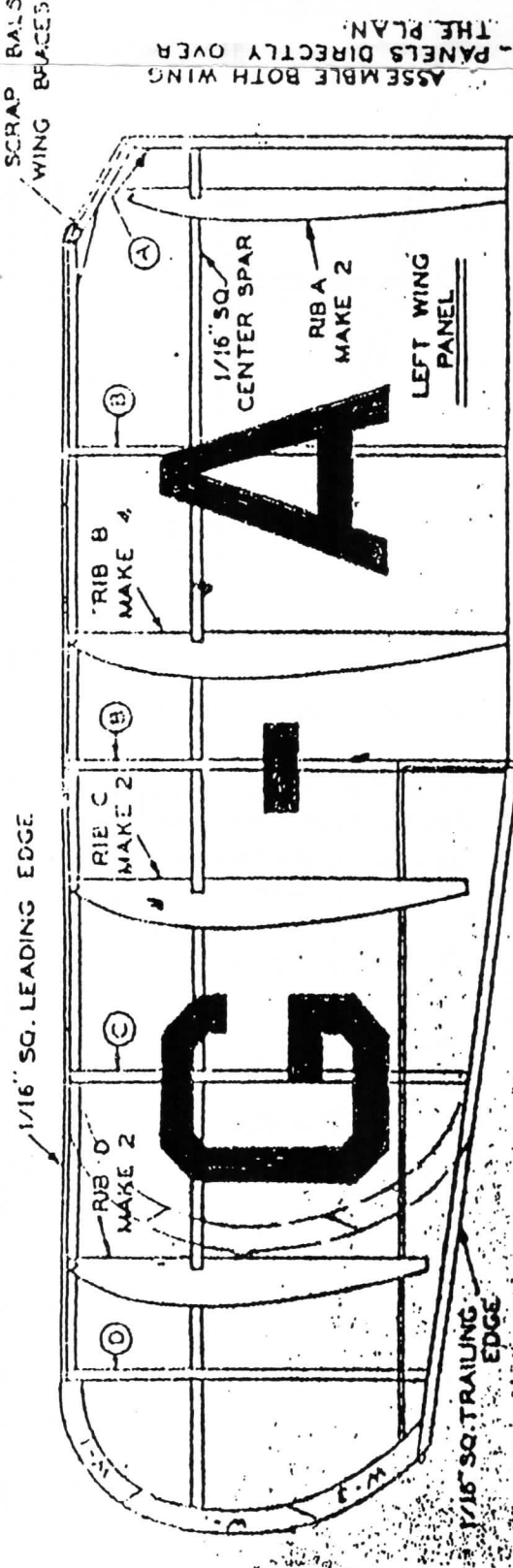
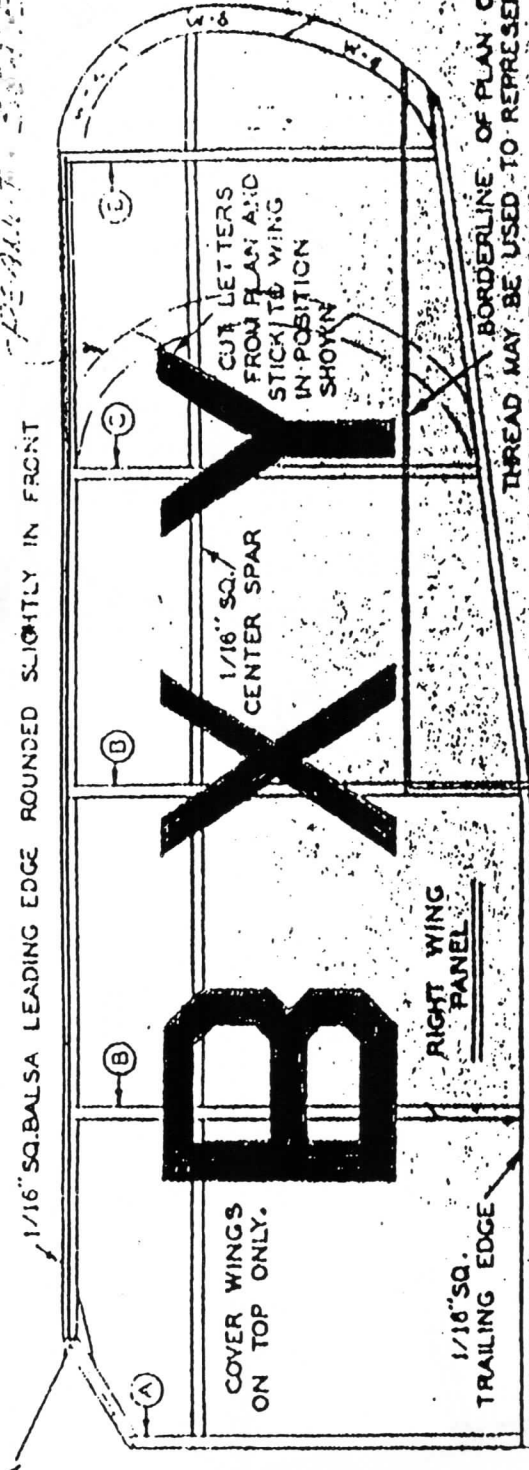


CUNNINGHAM-HALL GA-36
 16" WINGSPAN PSEUDO TEN CENTER
 A 1980'S TRAINER / SPORT PLANE. ONE OF A KIND.
 ALL METAL CONSTRUCTION.

13 by Bob McLellan

Apr 28, 1998

12



G-ABXXY

G-ABXXY

CUT THESE LETTERS FROM PLAN AND STICK TO SIDES OF FUSELAGE AS SHOWN IN SIDE VIEW.

COMET

WINGSPAN - 16" LENGTH - 11"

KIT NO. A-10 - SERIES ONE STAR

DRAWN BY **BYRON** LETTERED BY **BYRON**

COMET MODEL AIRPLANE SUPPLY CO. INC. CHICAGO

PUSS MOTH

FAVORITE BRITISH SPORT PLANE WHICH WON NATIONAL ACCLAIM WHEN FLOWN BY CAPT. MOLLISON IN FIRST EAST-WEST ATLANTIC HOP.

ASSEMBLE BOTH WING PANELS DIRECTLY OVER THE PLAN.

SCRAP Balsa WING BRACES

COVER WINGS ON TOP ONLY.

1/16" SQ. CENTER SPAR

RIGHT WING PANEL

TRAILING EDGE

1/16" SQ.

CUT LETTERS FROM PLAN AND STICK TO WING IN POSITION SHOWN

BORDERLINE OF PLAN OR THREAD MAY BE USED TO REPRESENT AILERON OUTLINES

HINGE LINE (SEE NOTE AT AILERON ABOVE)

1/16" SQ. Balsa

DO NOT GLUE THRUST BUTTON TO FUSELAGE

RUDDER

ELEVATOR

1/2" DIBEDRAL

1-5/16" LONG

PRINTED STRUT

FRONT VIEW

1/2" SIZE

NOTE: SANDPAPER 1/16" SQ. Balsa ROUND AND USE FOR STRUTS. THE PRINTED STRUTS ARE ALSO SANDED.

USE A MACHINE CUT PROPELLER

PROPELLER DETAIL

EXHAUST

3-1/2"

THRUST BUTTON

PROP. SHAFT

PAPER COWL

AIR SCOOP MADE FROM SCRAP Balsa

CUT AIR VENTS FROM PLAN AND GLUE TO NOSE OF FUSELAGE AS SHOWN IN FRONT VIEW

EXHAUST

1/16" SQ. Balsa ROUNDED AND GLUED TO LONGERON

2" LONG

1-1/2" LONG

LANDING STRUT CUT FROM PRINTED Balsa SHEET

3/4" WHEEL

CELLULOSE OBTAINED FROM FOOD OR CANDY WRAPPER IS USED FOR CABIN WINDOWS

DASH LINES INDICATE POSITION OF WING ON FUSELAGE

CRACK HERE AND GLUE

1/16" SQ. WING STRUTS STREAMLINED

PIN BENT TO THIS SHAPE, WHILE WHEEL IS ON, SERVES AS AXLE

A RAZOR BLADE BROKEN TO SHAPE SHOWN IS AN EXCELLENT TOOL FOR CUTTING NOTCHES, RIBS, ETC.

RUDDER HINGE LINE (SEE NOTE AT RIGHT AILERON)

CRACK LONGERON HERE & GLUE

1/16" SQ. SPACERS

POSITION OF LICENSE LETTERS

SIDE VIEW

USE THREAD OR BORDERLINE OF PLAN TO INDICATE DOOR OUTLINE ON RIGHT SIDE

REAR HOOK DETAIL

RUBBER MOTOR

PIN

TAILWHEEL CUT FROM PRINTED Balsa SHEET

1/16" SQ. LONGERONS

ELEVATOR

PIN DOTS

1/16" SQ. LEADING EDGE

RIB D MAKE 2

RIB C MAKE 2

RIB B MAKE 4

1/16" SQ. CENTER SPAR

RIB A MAKE 2

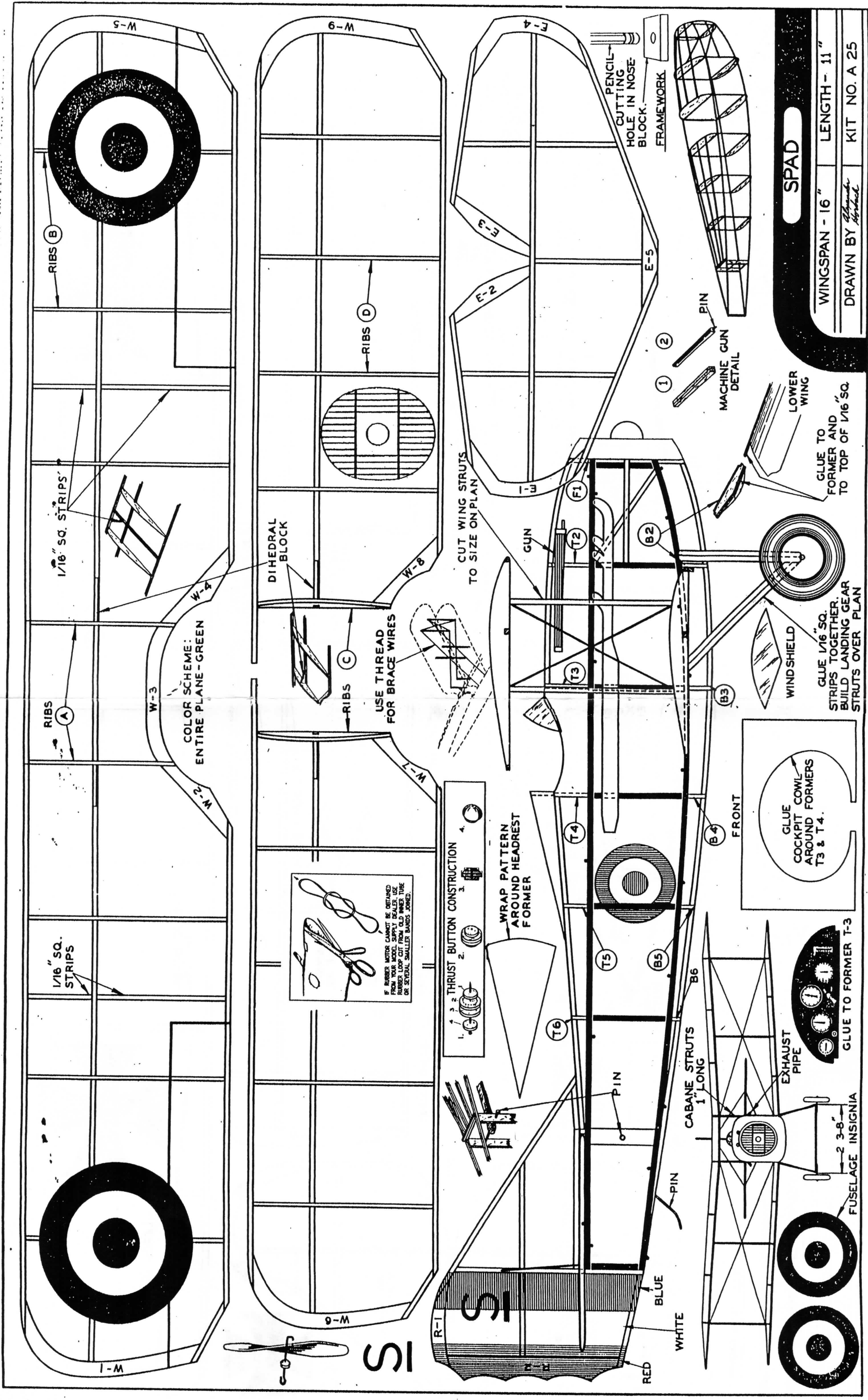
LEFT WING PANEL

CUT INSTRUMENT PANEL FROM PLAN AND GLUE ON FORMER F-2.

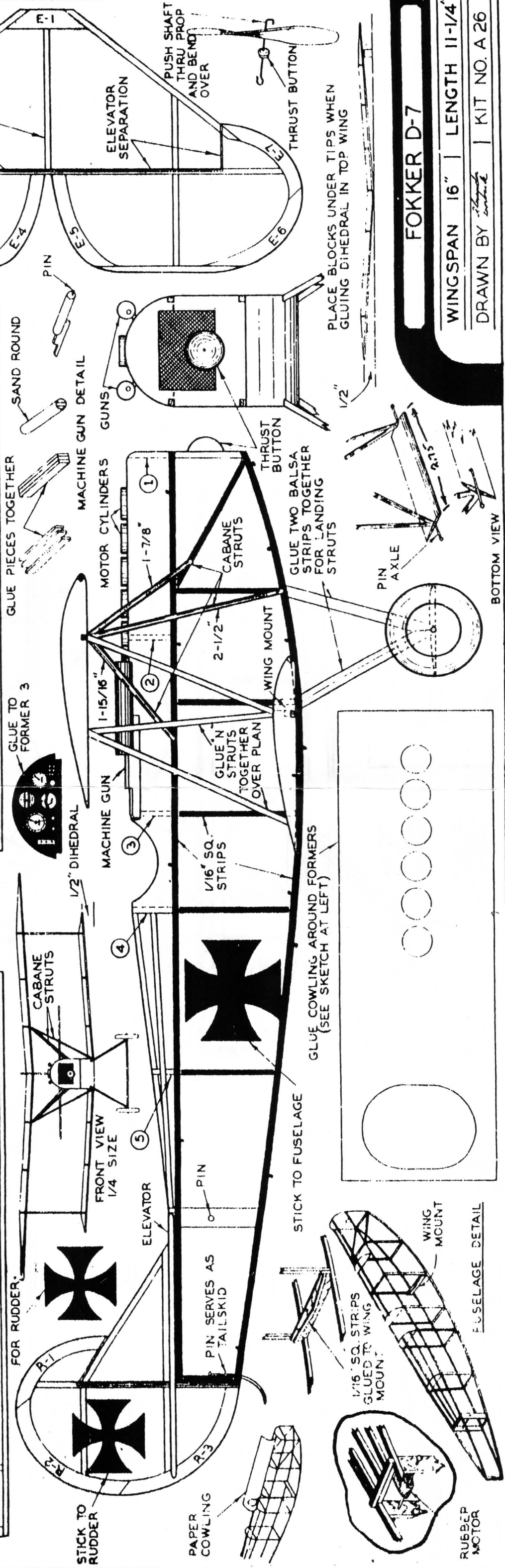
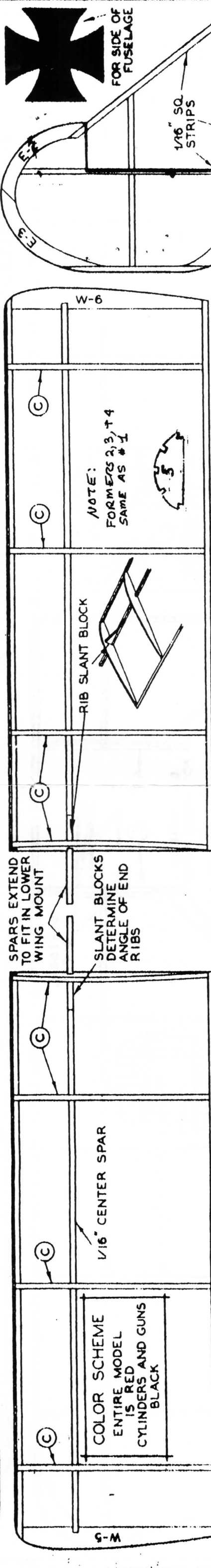
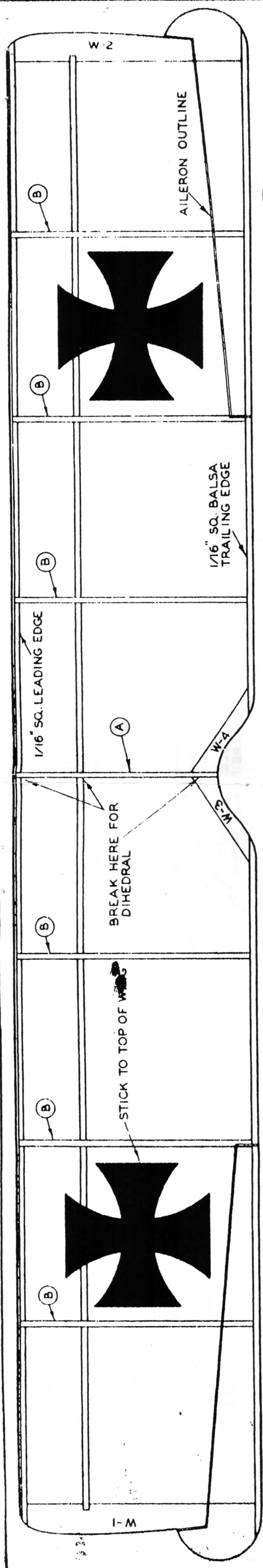
WINGS & ELEVATORS - ORANGE FUSELAGE & RUDDER - GREEN

BROKEN LINES INDICATE POSITION OF ELEVATOR

READ INSTRUCTIONS ON BACK OF BOX BEFORE BEGINNING TO BUILD MODEL.



SPAD
 WINGSPAN - 16" LENGTH - 11"
 DRAWN BY *Edward Abbott* KIT NO. A 25



FOKKER D-7

WINGSPAN 16" | LENGTH 11-1/4"

DRAWN BY [Signature]

KIT NO. A 26