

MAXFAX



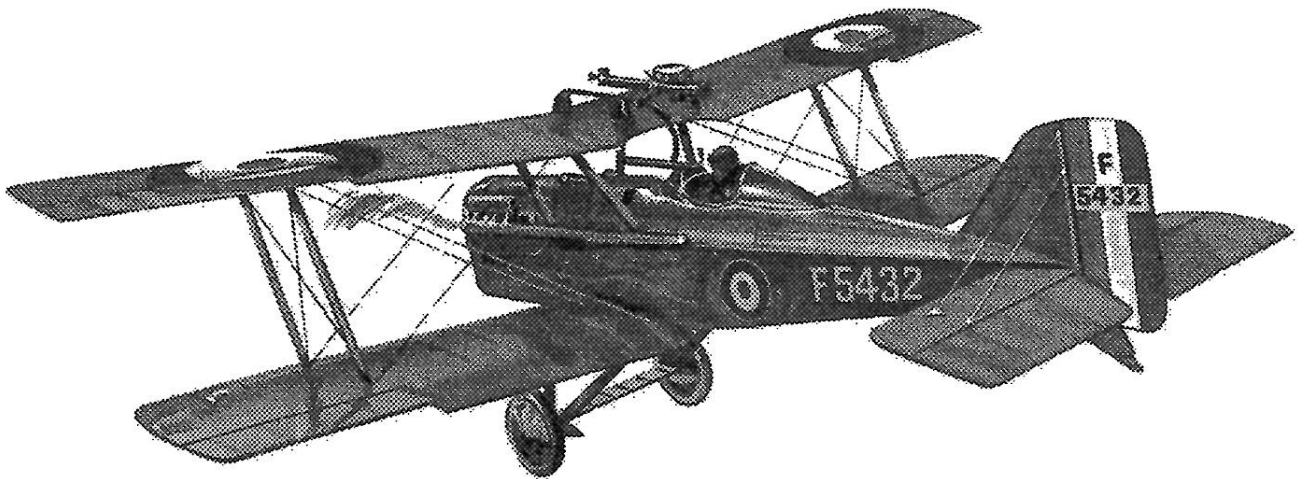
Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

NOVEMBER-DECEMBER 2000

GUILLOW'S WWI ISSUE



COMING ATTRACTIONS

NOV 12-2000
SUNDAY

INDOOR FLYING AT THE NBM 9 AM TO 4PM

— use one atrium only —

No RC will be allowed this time due to space limitation.

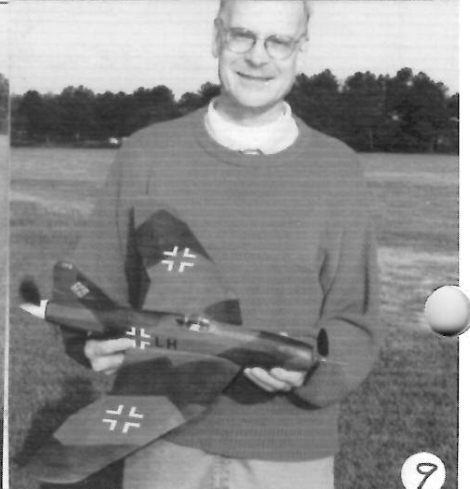
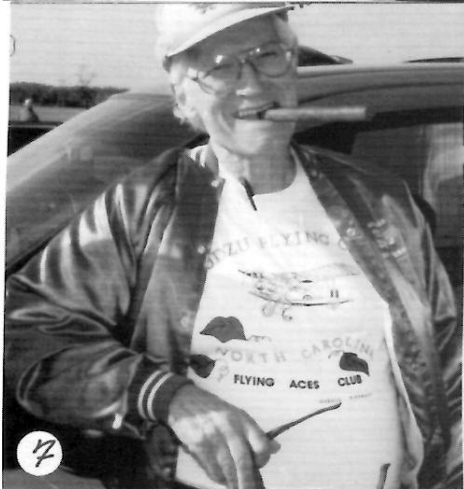
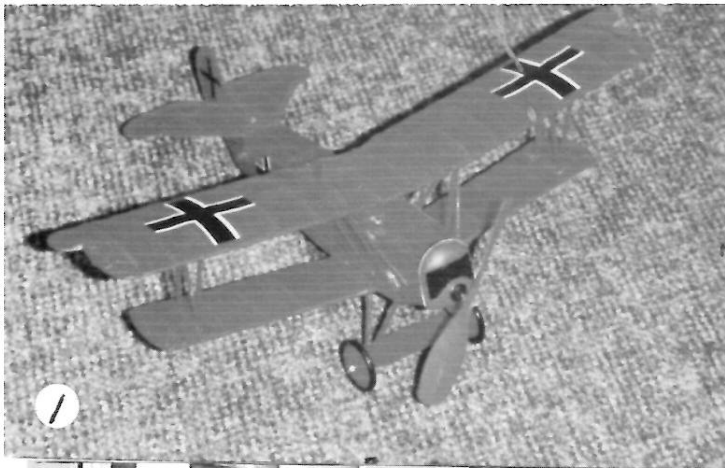
See list of events in this MAXFAX.

DEC 3 -2000
SUNDAY

MAXECUTER HOLIDAY DINNER FOR 2000 AT
THE BISTRO FRANCAISE SUNDAY EVENING IN GEORGETOWN
D.C. See announcement in this MAXFAX or contact Paul Spreiregen
at — 202-337-2887 ---- Email —paularch@starpower.net

JAN 20 -2000
SATURDAY

MAXECUTER BULL SESSION AT PAT'S ABOUT 5 PM
AFTER MEETING AT AEROPLANE BOOKS ABOUT 1 PM
—Please give Pat a call at 804-330-8520 OR E:MAIL iluvyash@aol.com
to let him know how many are coming --
-- map to his home and Aeroplane books in this issue.



GUILLOW'S WWI ISSUE YET AGAIN

Editor: *Stew Meyers*

Yes, you are being treated to another Guillow's WWI issue. This torture will continue until someone submits more material or we run out of the series. I am trying to get the plans out so we can have a Guillow's WWI event at Kudzu and other meets. This month we feature the Fokker D-7 and SE5. We will forgo the presentation of accurate three-views and photos which are readily available and will only lead a Guillow's builder astray. I have redrafted the D-7 fuselage at least four times over the years, but have never gotten around to building it. The results have always suffered when compared to the real thing. However, when I glance up at my flock of five Fokkers (Megow, Comet, & Scientific) hanging in my workshop, I realize the Guillow's is no

PHOTO PAGE

1. Guillow's WWI Fokker DVII featured in this issue by Arnold Deichelman built per the plan.
2. Remember this smiling face with a Farman?
Who can forget Doug Buchanan?

Doug has had some health problems lately coupled with an incapacitating stroke. He now resides at College View Center Room 202 -- 700 Toll House Avenue -- Frederick, Md. 21701. We are certain he would see and hear from you.

KUDZU 2000

3. Bill Sheppard really outdid himself this year with his toolchest first prize for the 'HURST BOWERS' design ROG electric scale event. This year he used antique walnut to create a beauty.
4. And here is the winning aircraft, Hurst's design of the Lincoln AP, built and flown in a windstorm by Don Srull, now the lucky owner of the magnificent toolchest.
5. Bert Phillips "crash" built Hurst's Monocoupe design and had a great flight for a third place.
Unfortunately we don't have a photo of Wally Farrell's second place model of Hurst's Poncelet.
6. Dave Smith came with a model of Hurst's Fiesler to enter in the Jumbo event.
7. Who cannot help but like the fellow with the engaging smile and 'Churchill' cigar. Bob Wedell came to help judge and renew old friendships.
8. Claude Powell left the 'wilds' of West Virginia long enough to fly up a storm with his Halberstadt. Claude's plan was in the Jan/Feb 2000 issue of MAXFAX.
9. Frank Rowsome tackles the tough ones, this time his version of Don's Lippisch.

worse out of scale. No, these construction notes are not how I have built them, but how I would do. I did go so far as to cut out all the parts for last issues Camel and laminated the tips, but was more interested in building a 24" D-7 for micro R/C.

The Guillow's SE5 is another matter I have built three of these over the last 30 years. Two flew away. The last which I did five years ago was over built and weighed in at 40 grams, and thus is still here. This was before I started using soft wire or monofilament to attach struts and the hard music wire bent upon enthusiastic arrivals and made reassembly difficult. Last year I built an 18" Easy-Built SE5 and this year I built a Falcon 21" SE5 for micro R/C. The approach I outline here is an amalgam of my SE5 experiences.

Also included in this issue are the results of the Kudzu and Petersburg contests, the back issue list, and some adverts for Rob Wells Lozenge Tissue and Lindsey Smith's vacuformed pilots and wheels which are super for this 18" series.

I was fortunate enough to be sent to Farnborough last week and managed to spend a day with Lindsey and Jane. A room off his shop is the "Small Scale Factory". He has taken a set of Guillow's wheels that I gave him and made moulds from them. These wheels are lighter and easier to use than the ones I presented in the Jul-Aug issue. His pilots are works of art originally made by master modeler Doug McHard.

Take note of the Holiday Banquet and get your reservation in to Paul Spreiregen.

Another item to note is that the day light savings rules are not in effect at College Park Airport this year and we voted to continue to meet on Tuesday evenings.

Norm Davison has volunteered to help me with the treasury while I concentrate on the Newsletter. You may send you dues directly to him or to me and I will deliver the "shoe box" to him a couple of times a month. Items related to the newsletter and back issues are best sent directly to me.

Fair warning:

Your next issue will contain some Micro-R/C material. (You may want to shield the youngster's eyes.)

18 " Guillow WWI models

- WW1 *Albatross D5A*
- WW2 *Nieuport 28*
- WW3 SPAD
- WW4 *Fokker D-7*
- WW5 *SE-5*
- WW6 *Sopwith Camel*
- WW7 Bristol Bullet
- WW8 Nieuport 27
- WW9 Fokker D-8
- WW10 Sopwith Snipe
- WW11 *Pfalz D-3*
- WW12 *Halberstadt CI-2*

See back issues to find the issue in which the plan for the model in *italics* was run. More to come.

Building the D-7

Stew Meyers

At first glance the fuselage of the D-7 seems really bollixed up. In deed, it is a little foreshortened but the real problem is the upper longeron or rather the stringer where the upper longeron should be is curved down from the cockpit to the tail. Years ago, I completely redrew this and started to make other changes to make it more scale, but finally abandoned it. A much simpler approach is to just bring this bring this longeron straight aft until you hit B9, then crack it and angle the stab rest portion down 1/16th of an inch.

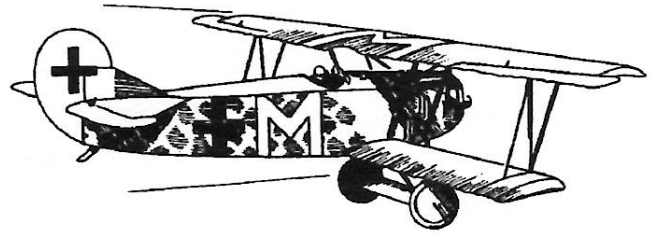
I know this results in a 1.3° positive stab incidence, but my model D-7s seem to prefer it (which is what the full scale had, by the way). I did set the wings at 3° each. This mod makes the stern post 3/32 longer and the rudder must be made to match. Laminate the curve over the plan from 2x1/32x1/16 pieces just make it a little longer. You could of course just angle the upper longeron straight from B4 to B9 and then horizontal to the sternpost. While on the subject of the tail, you can simplify the lightening of the stab by laminating the tips as 1-3/4" OD semicircles, more scale less work. Nothing should be larger than 1/16 sq. back there. Yeah, I know the stab should have the little cut out forward of the spar, but since we didn't put a spar in it forget it. Make it like the plan.

Back to the fuselage, make sheet sides from the lower wing mount forward to B1. Move the rear rubber post forward a bay or two. I eliminated the upright at B4 and moved the bottom of B3 back 3/8ths of an inch angling it. In this position, it ties in the rear under carriage strut, rear cabine strut, and forward lower wing spar. The lower wing plugs into 1/16 od. Al tubing in the fuselage to simplify the U/C attachment. Last issue went into detail as to how to do this.

The key to easily building a good D-7 is a jig for the upper wing-cabine tripod. Locate this correctly and the rest is a piece of cake. I use a two piece jig, with a drill jig spot glued to it. I make the upper wing and lay a piece of 3/16 x 1/16 across the intended strut attach points. I match drill holes where the pins will be and mark the centerline.

I then spot glue this drill jig to the main jig. I then tape this assembly to the fuselage and fabricate the tripod cabine. The long strut has pins (either monofilament or staple wire) at each end that plug into the jig and fuselage respectively. The forward leg does not stop at the surface penetrates the sheet through a hole drilled with sharpened tubing at the correct angle. The rear leg penetrates a generous gusset horizontally aligned with the top logeron. This procedure is best carried out with the jig on the bench and the fuselage upside down over it. The tail end is jacked up.

All struts are basswood, shaped, painted and glued into place after the sides are covered. For final assembly the drill jig is removed and main jig is used to set the wing incidence. Set the wing into the wires in the



forward cabine, and make up the rear cabines. I again use pins on both ends. Remove the wing and jig and reassemble gluing generously with Ambroid. Needless to say you want to have the guns and motor details done first. You can now add the lower wing.

About the wings: The wing ribs don't match up with the scollops; the ribs were probably misplaced to accommodate the struts. The real A/C has the struts mounted to the spars. The upper wing front spar location is not bad, but the rear spar should be moved aft 1/4". Replace the 1/16th ribs with 1/32 ribs at the scollop points (or keep 1/16 ribs at every other scollop point). On the upper wing the interplane N strut will attach outboard of the nearest rib, simply run a piece of 1/16 x 1/8 along side the rib to take care of this. Rib F1 is moved outboard 1/4 " to align with a scollop point and the cabines will attach here to a piece of 1/16 x 1/8 along inside the rib. This makes the distance between the cabine and the centerline 2-1/32". The dihedral in the upper wing on the plan is at the inboard most F2 . I would move it outboard of the cabine struts to F1.

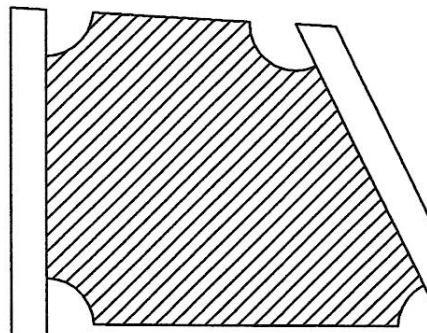
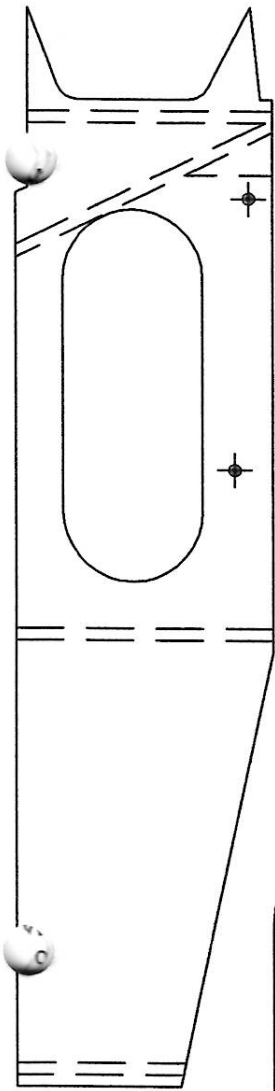
On the lower wing the single spar is between where the actual spars go. The N strut hits where the spars should be between the ribs, so we need to provide full depth false spars at this location. Ribs H1 need to move outboard 1/16". A full depth dihedral brace is run just behind the spar. A 1/32 dia. soft wire is glued to the top of the spar to plug into the fuselage tube. A similar wire will be located form the forward wing mounting tube to just behind the leading edge.

The trailing edges should be a strip of 1/16 x 3/16 scalloped. The tips should be 1/8 wide at most. Now we can have the struts hit the right spots and the ribs look right.

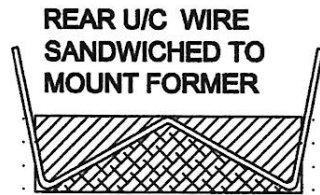
The flat sheet for the axle wing is a little hokie, but easy to do. The axle wing is 1-7/8 x 1-3/16 x 1/16. You of course want to run the actual axle on top of this so it can flex in a hard landing. Pieces of soft 1/32 wire are hot stuffed in the upper ends of the basswood struts. These will plug into tubes provide in the fuselage. At the lower end of the struts pins or pegs should extend a short way into the axle wing. Reinforce the vee with plywood or carbon fiber. The rigging here is functional.

Make a balsa nose block with a decent key and use rare earth magnets to hold it in place. Provide down and right thrust for the thrust bearing. Finish it off with Lozenge tissue, a set of Small Scale wheels and a pilot.

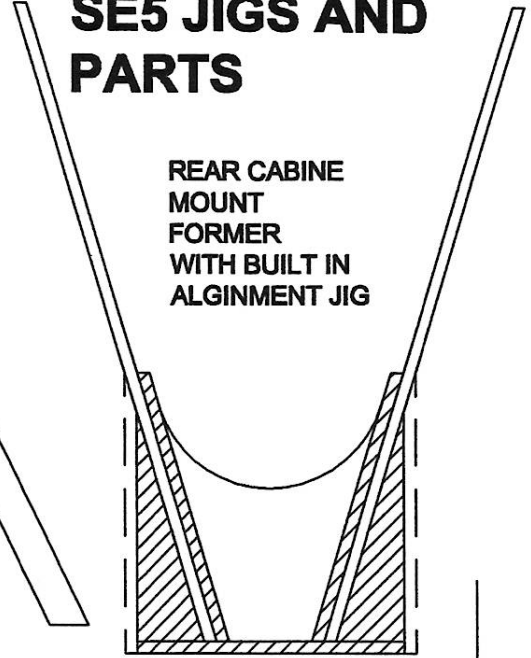
SE5 JIGS AND PARTS



CABINES TRUE LENGTH WITH ALIGNMENT JIG



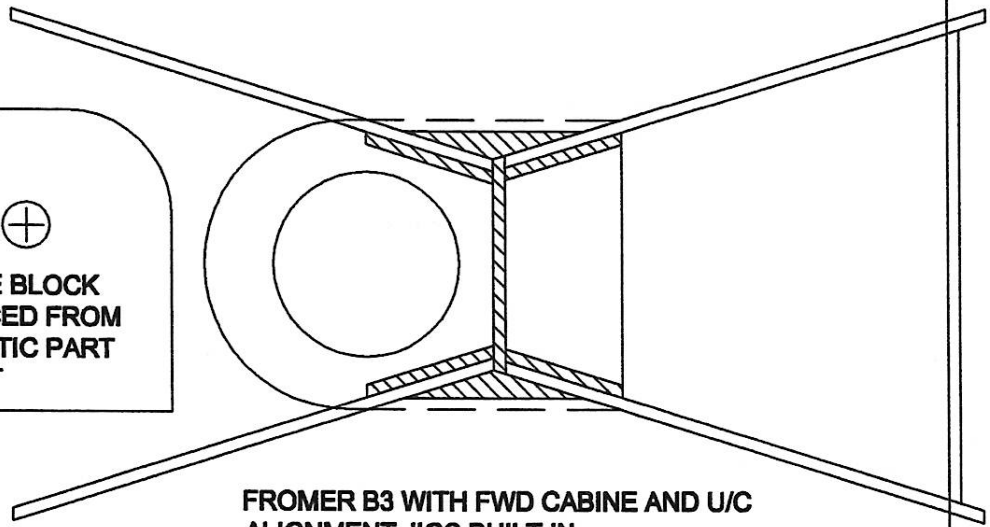
REAR U/C WIRE SANDWICHED TO MOUNT FORMER



REAR CABINE MOUNT FORMER WITH BUILT IN ALIGNMENT JIG

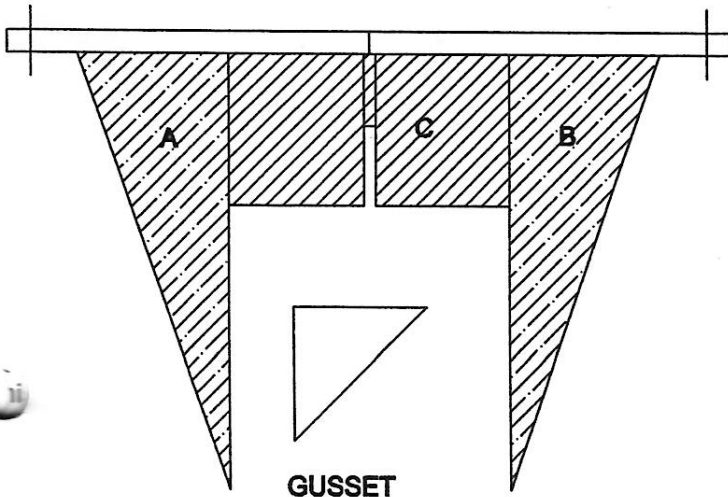


NOSE BLOCK TRACED FROM PLASTIC PART IN KIT

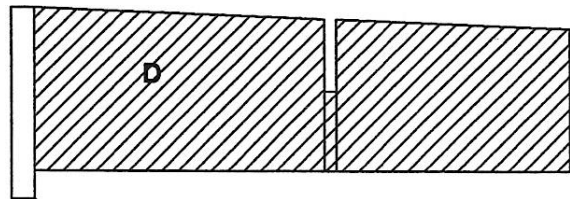


FORMER B3 WITH FWD CABINE AND U/C ALIGNMENT JIGS BUILT IN

FOKKER D7 CABINE JIG



GUSSET



This hooks over B1

GLUE UP PIECES A, B, & C THEN ASSEMBLE TO D UPSIDE DOWN USE GUSSETS AT THE INTERSECTIONS THEN SPOT GLUE THE DRILL JIG IN PLACE

Building the SE 5 Stew Meyers

The SE 5 presents the fewest problems of any of this series. The upper longeron goes 1/8" above the side keel position nose to tail. The lower longeron is at the bottom stringer location. As drawn the top fuselage sections vary from a slightly flat topped B1 to a series of nearly circular semi-ellipses. These are easily fudged by 1-9/16" dia semi-circles. The fuselage is constant 1-9/16" width back to F6. I have built them with one piece wings and plug in wings. I prefer the plug in approach. The key to getting the cabins and U/C right is building the jigs into former B3. Another former where the dotted arrow points to L2 will support the rear cabine and U/C leg. To get the fore and aft angles right a jig is used which connects the struts on either side together.

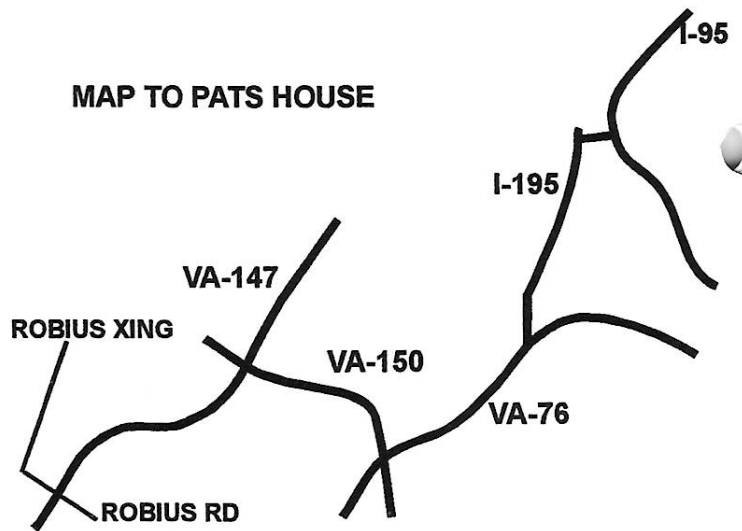
The fuselage form B1 to B6 is covered with a piece of bond paper. A single stringer at top dead center is all that is used except for short stringers between B1 & B2 to mount the engine banks and a short stringer between B5 & B6 to mount the Vicars gun. The turtle deck aft of B7 has the stringers shown on the plans.

The sides are 1/16" sheet from B6 forward. Vertical pieces of 1/16th sq. are placed just behind B1, B3, and just forward of the rear cabine position on the insides to serve as locators for assembly. The tube for the lower wing rear spar is also used as a jig. The forward cabins and U/C legs are lengthened to slide into the locating pieces on the forward face of B3. The rear cabine is lengthened to mate with its locators. The rear U/C leg has a hole drilled in it to mate with soft wire on the rear joiner. B3 is slotted to take the forward U/C legs which meet it at an angle. The rear legs are mounted to their mount former and then the front legs are located in their slots. Then slide the rear former into the fuselage.

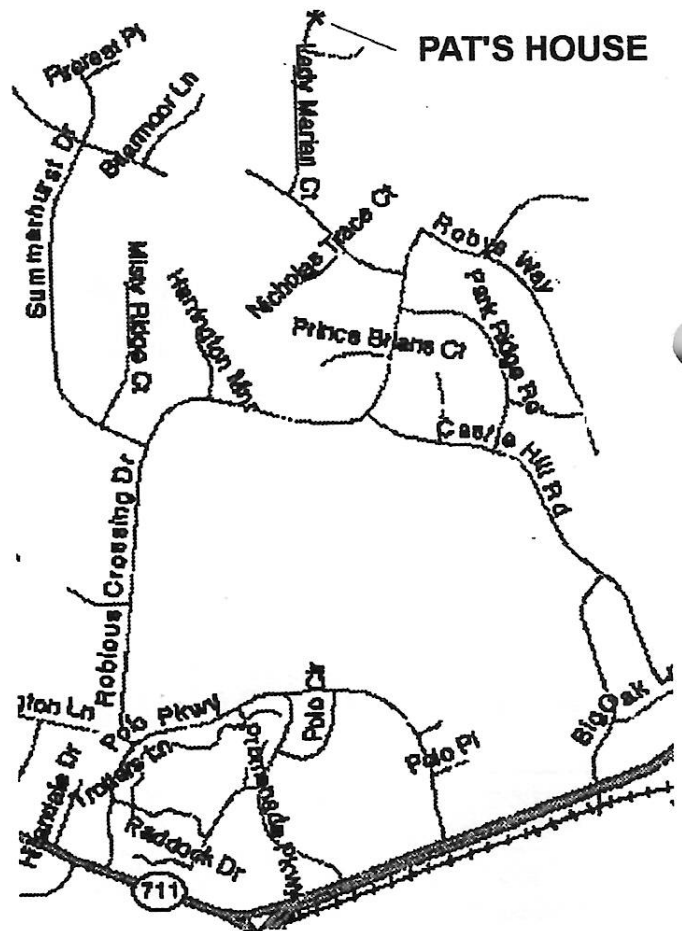
Directions to Pat Daily's

I-95 North of Richmond heading South.
 Turn LEFT to take the I-195 SOUTH ramp.
 Merge onto I-195 S (Portions toll) 3.1mi
 Take VA-76 towards POWHITE PKWY.
 Take VA-150 NORTH / CHIPPENHAM PKWY
 EXIT towards (VA-147)
 Merge onto CHIPPENHAM PKWY. 1.8mi
 Take the VA-147/HUGUENOT RD exit.
 Turn LEFT onto VA-147 3.4mi
 Turn RIGHT onto ROBIOUS RD.
 Turn RIGHT onto ROBIOUS CROSSING DR.
 (This makes a hard right turn at Harrington)
 Turn LEFT onto LADY MARION LN.
 Turn RIGHT onto LADY MARION CT.
 PAT is at the end # 3452.

MAP TO PATS HOUSE



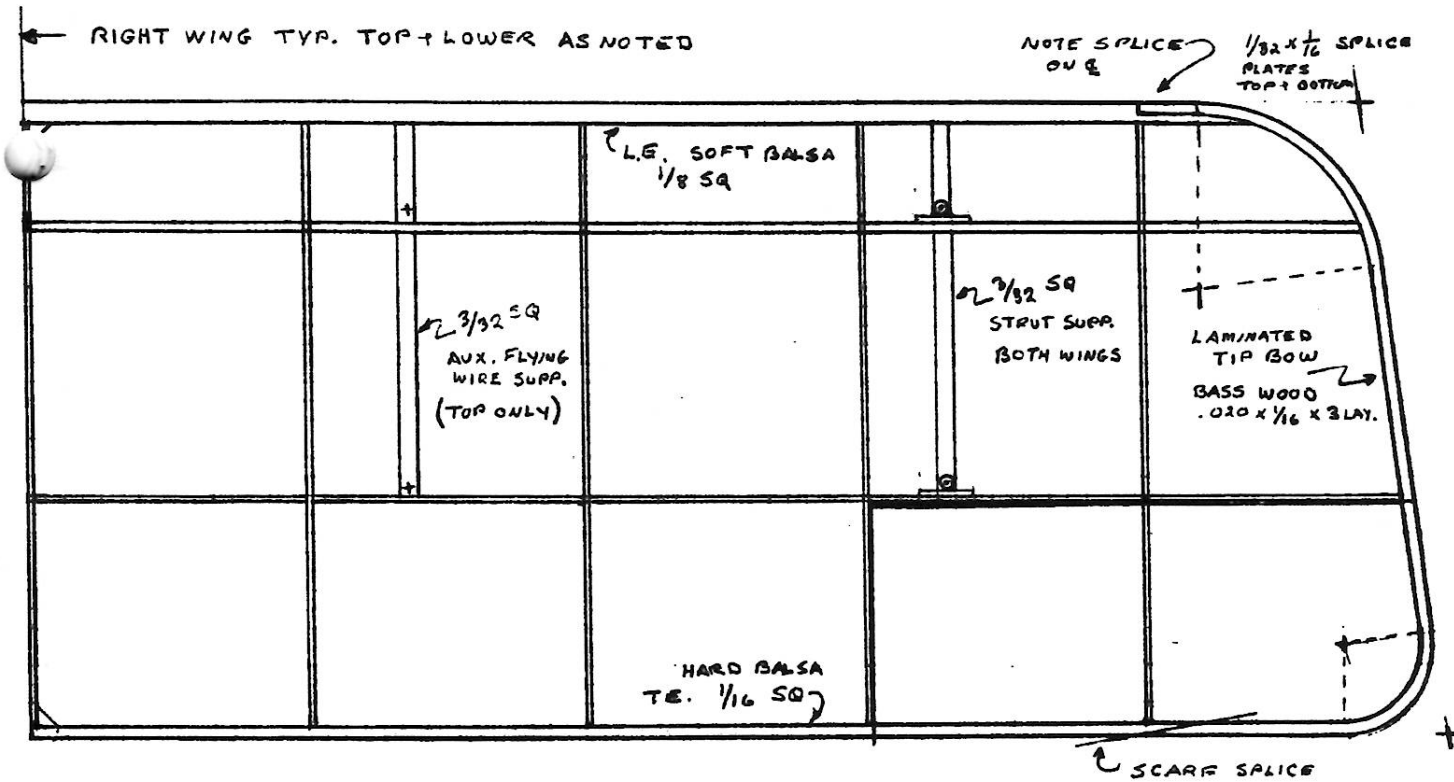
PAT'S HOUSE



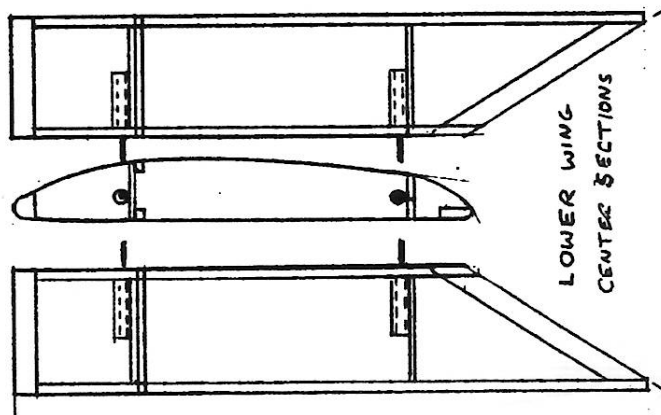
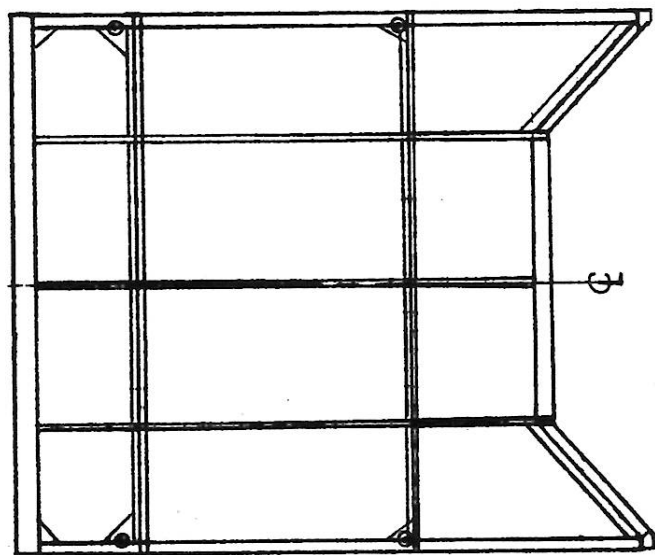
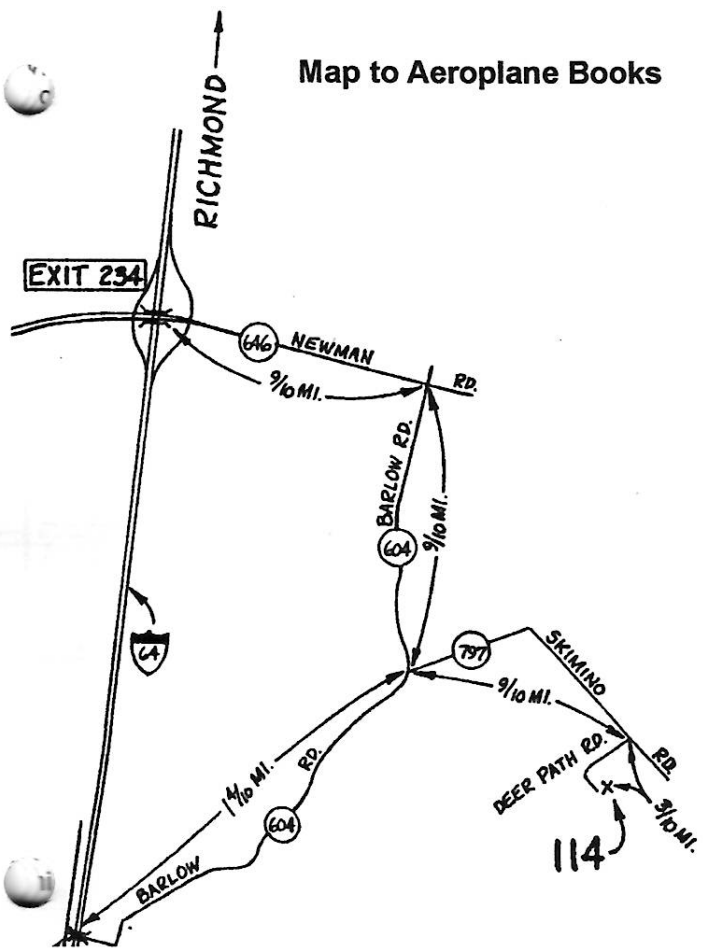
The fuselage sides will have to be notched to clear the struts and legs.

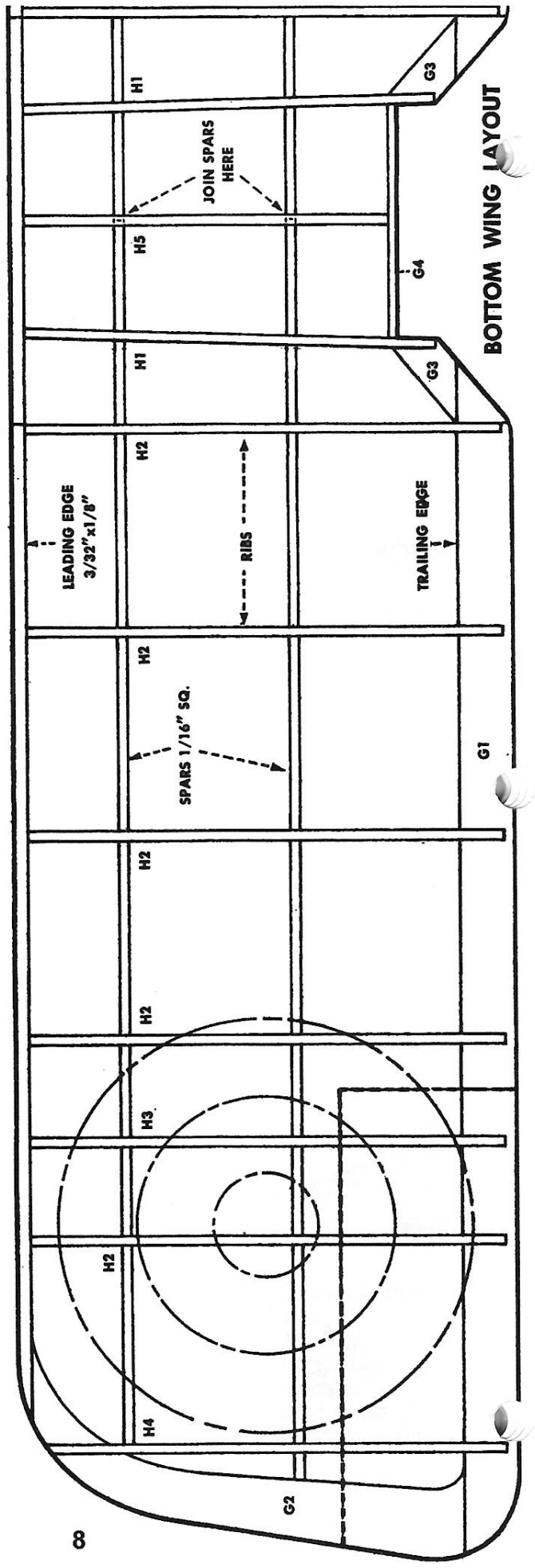
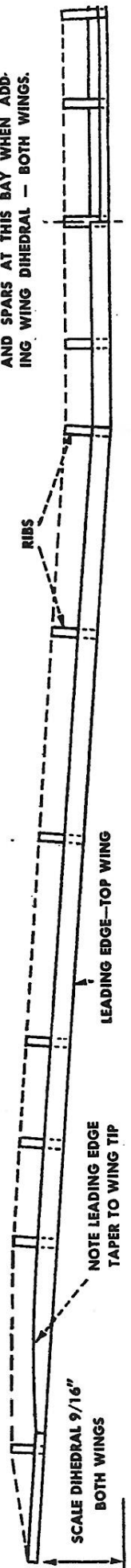
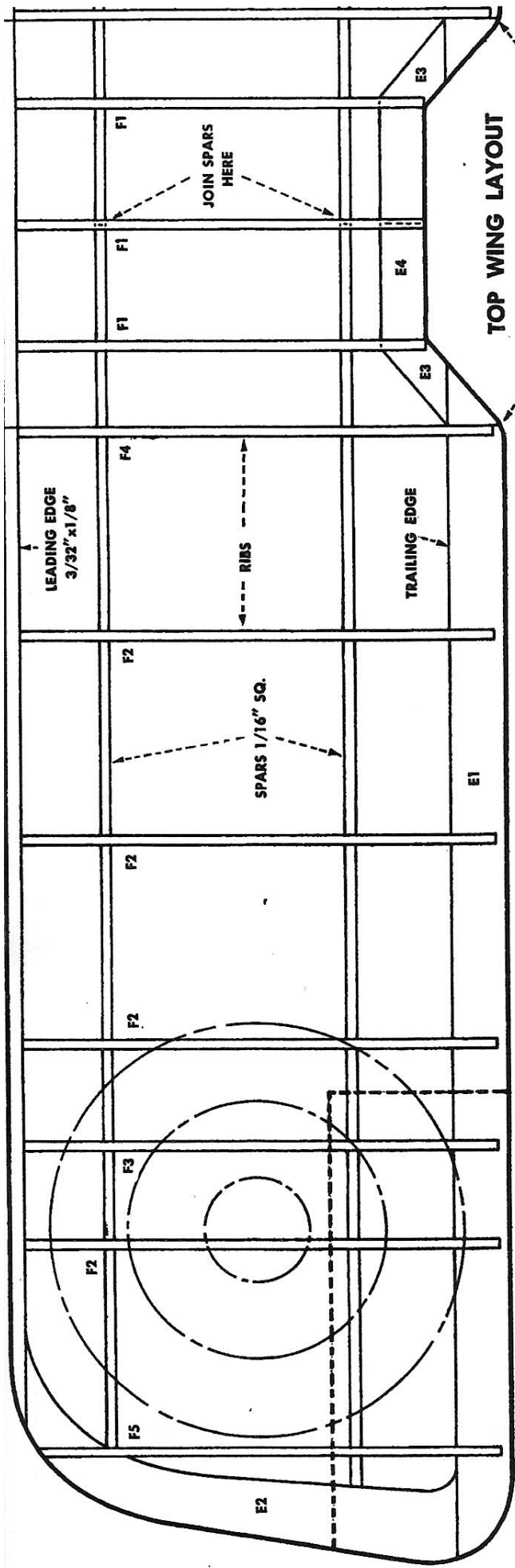
The tail skid and tail should be built of light 1/16th sq stock. Reenforce the TS with basswood.

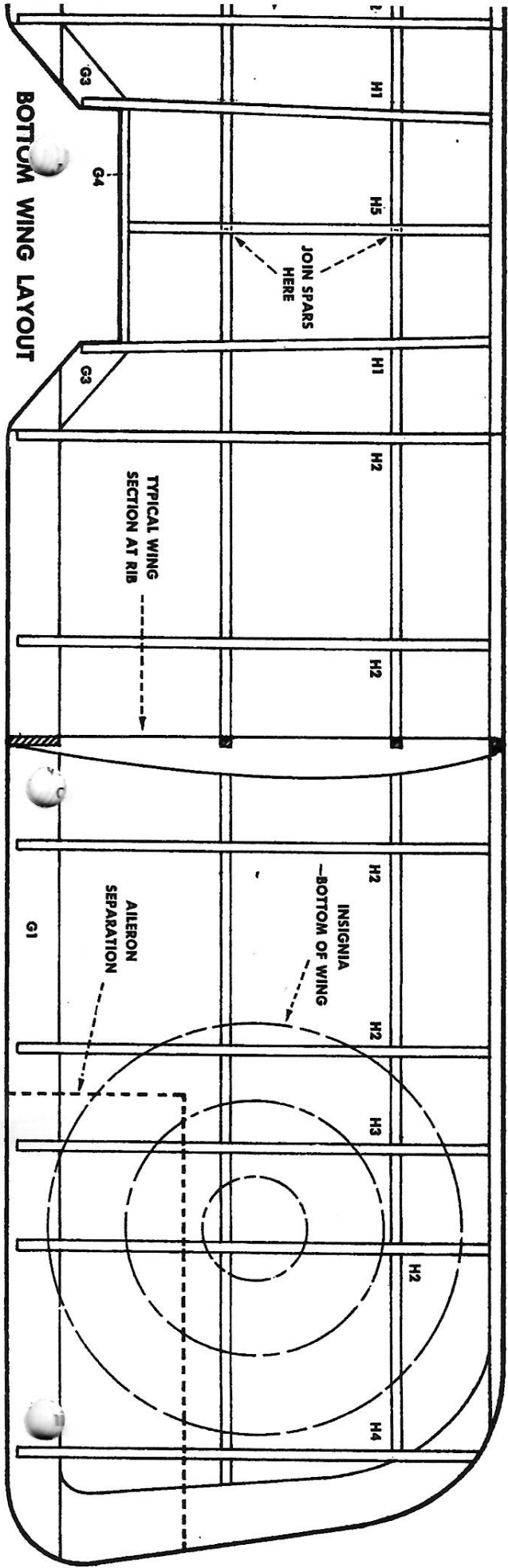
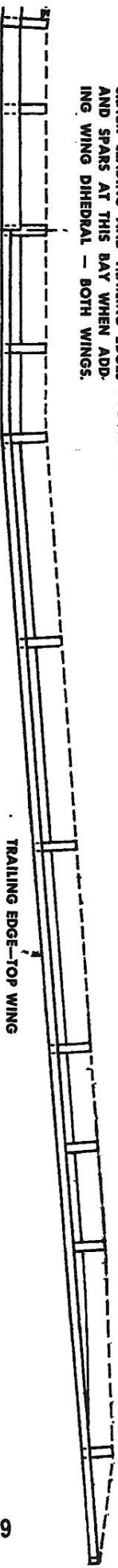
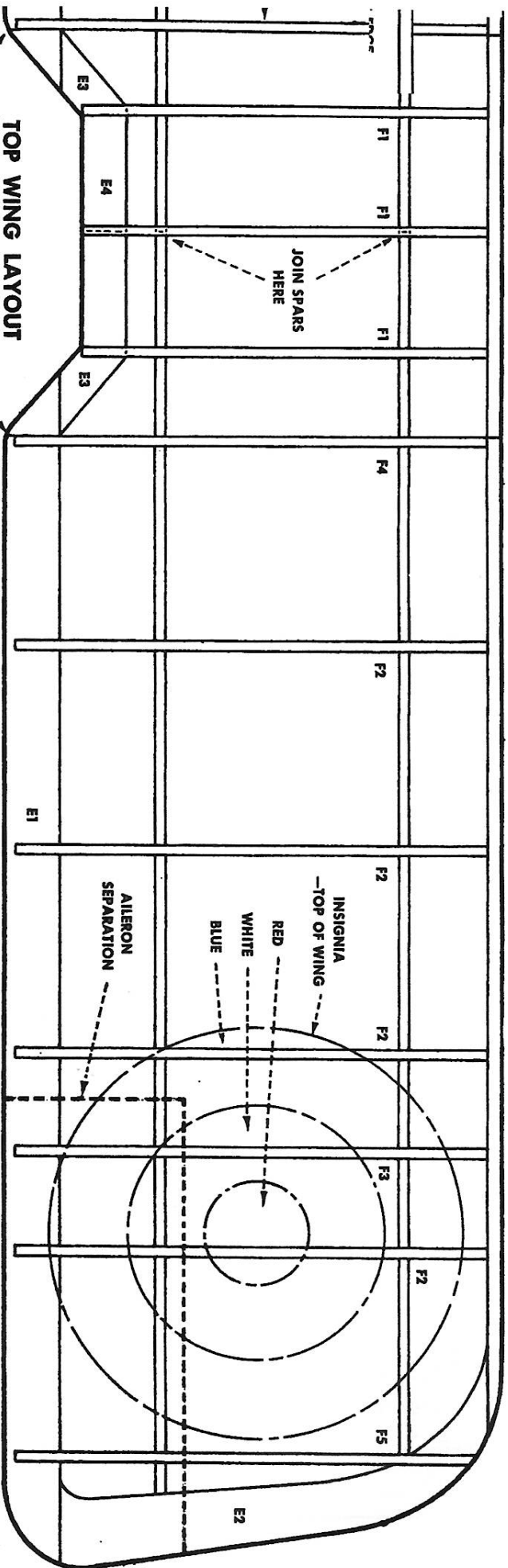
The wings are shown on as modified year ago. Perhaps thicker sections of softer wood might be used. The tubes shown to mount struts are unnecessary.

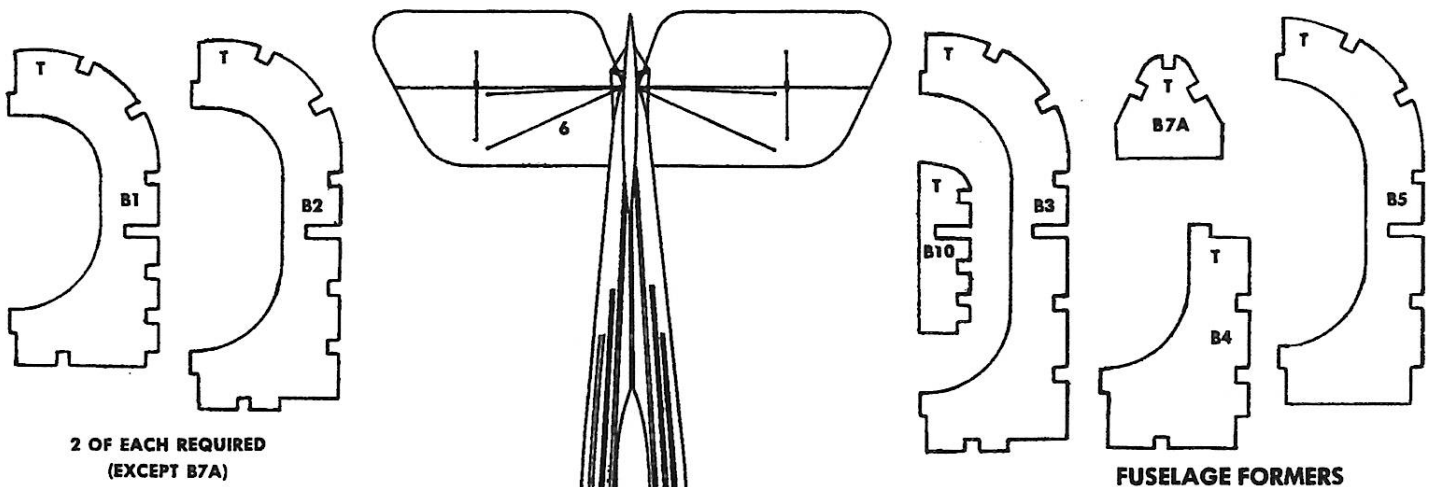


Map to Aeroplane Books



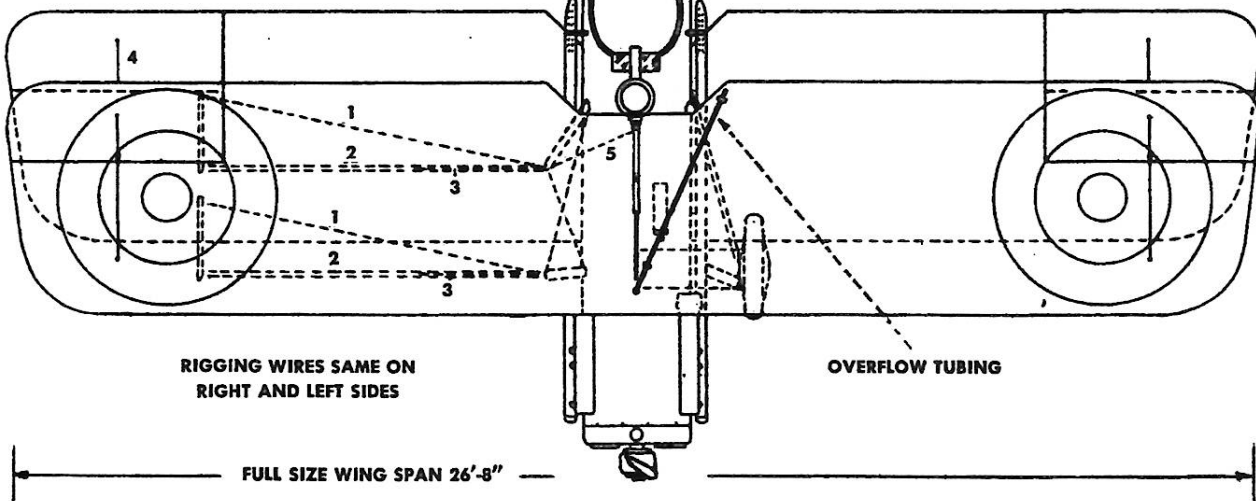






2 OF EACH REQUIRED
(EXCEPT B7A)

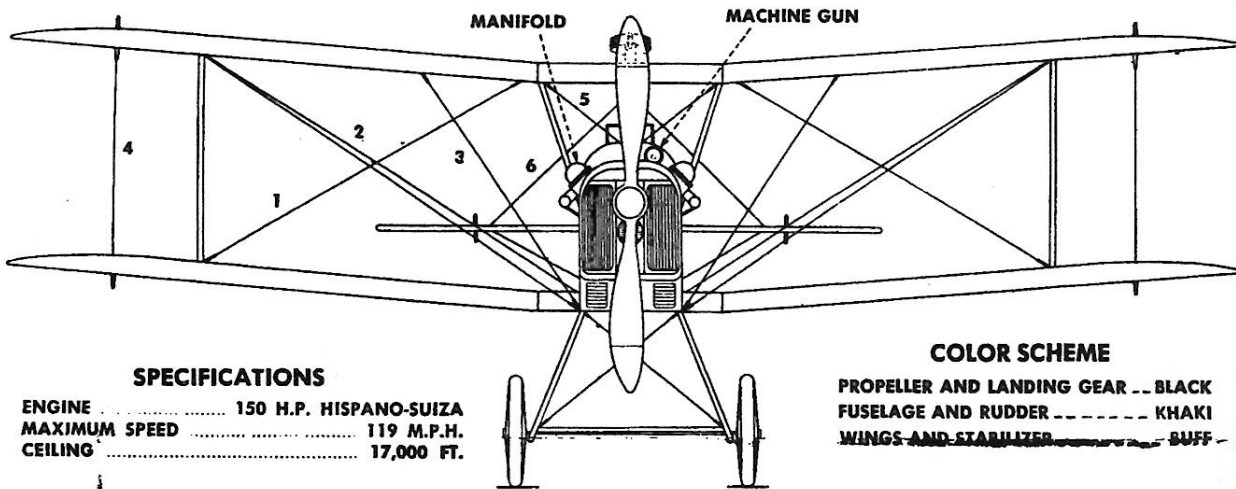
FUSELAGE FORMERS



RIGGING WIRES SAME ON
RIGHT AND LEFT SIDES

OVERFLOW TUBING

FULL SIZE WING SPAN 26'-8"



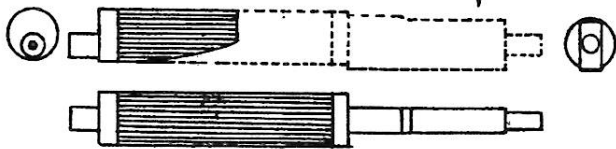
SPECIFICATIONS

ENGINE 150 H.P. HISPANO-SUIZA
 MAXIMUM SPEED 119 M.P.H.
 CEILING 17,000 FT.

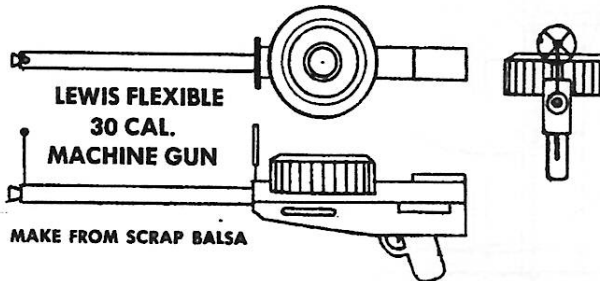
COLOR SCHEME

PROPELLER AND LANDING GEAR ... BLACK
 FUSELAGE AND RUDDER KHAKI
 WINGS AND STABILIZER BUFF

SECTION SHOWN IN DOTTED LINE NOT REQUIRED

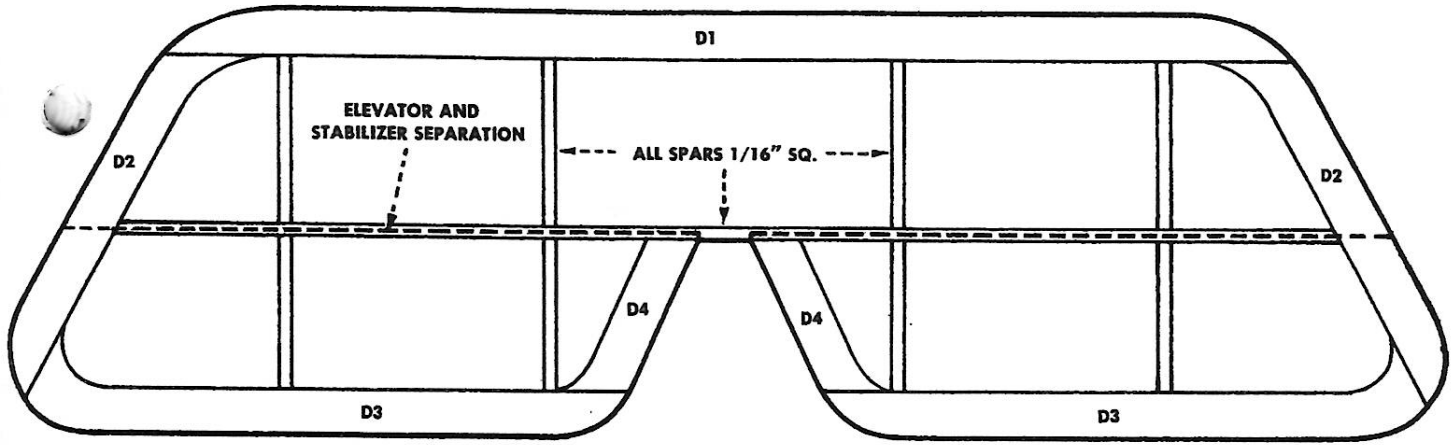


VICKERS FIXED 30 CAL. MACHINE GUN
MAKE FROM SCRAP BALSA



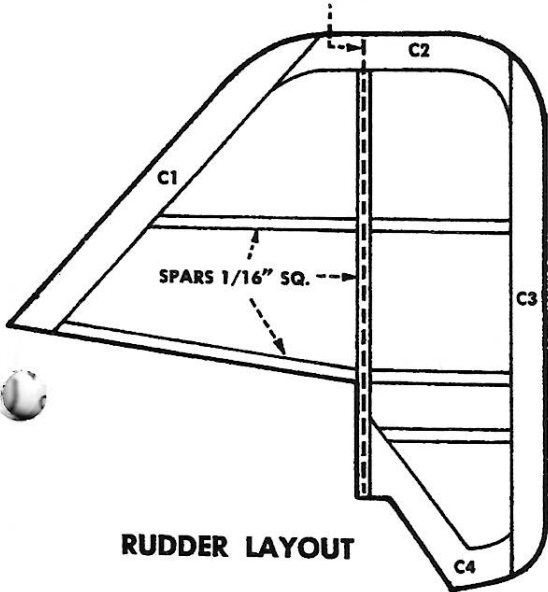
LEWIS FLEXIBLE
30 CAL.
MACHINE GUN
MAKE FROM SCRAP BALSA

THE ELEVATOR, RUDDER AND AILERON SEPARATION LINES ARE TO BE INKED IN WITH RULING PEN.

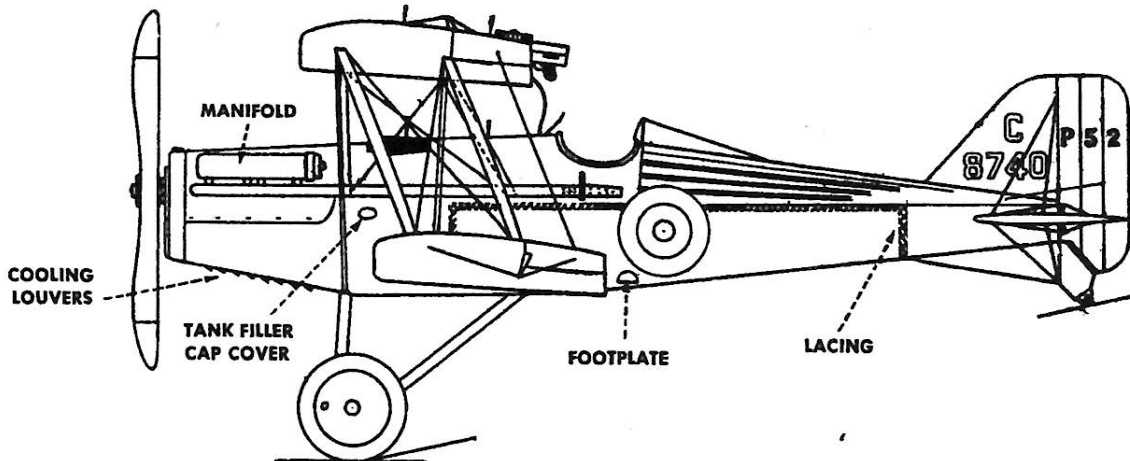
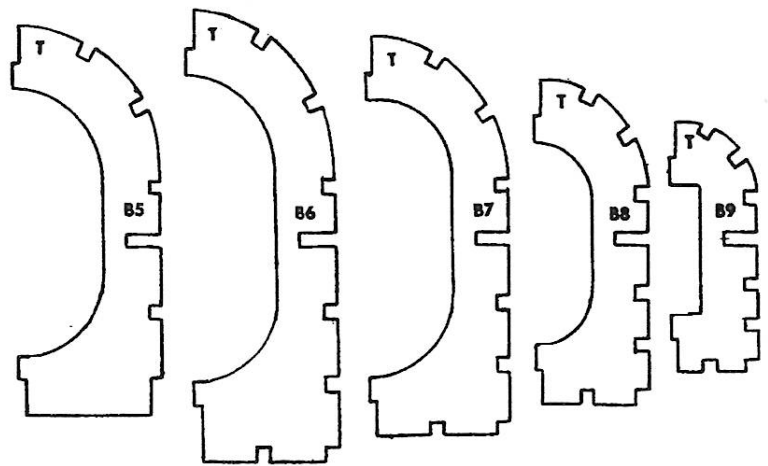


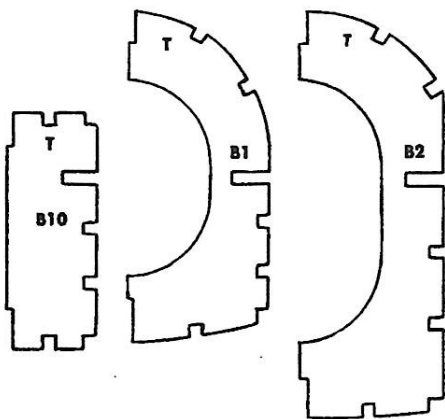
RUDDER AND FIN SEPARATION

STABILIZER LAYOUT

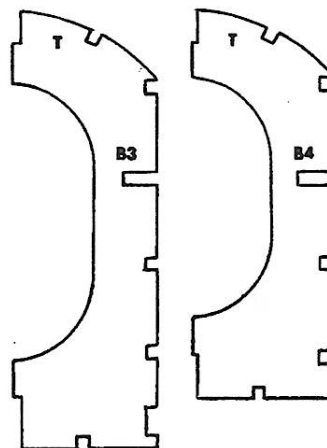


RUDDER LAYOUT

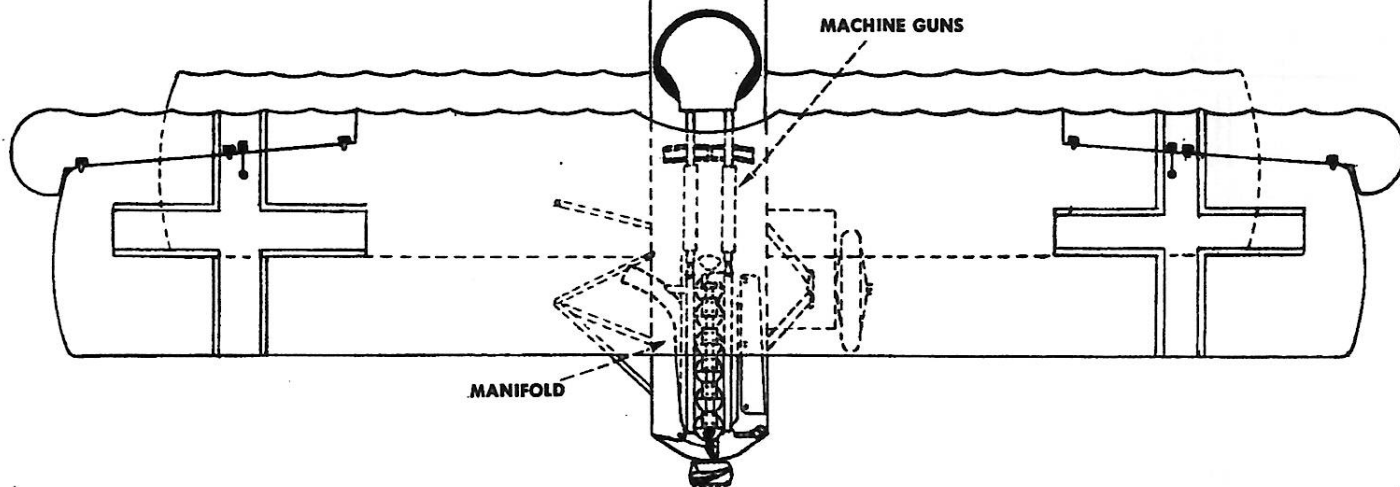




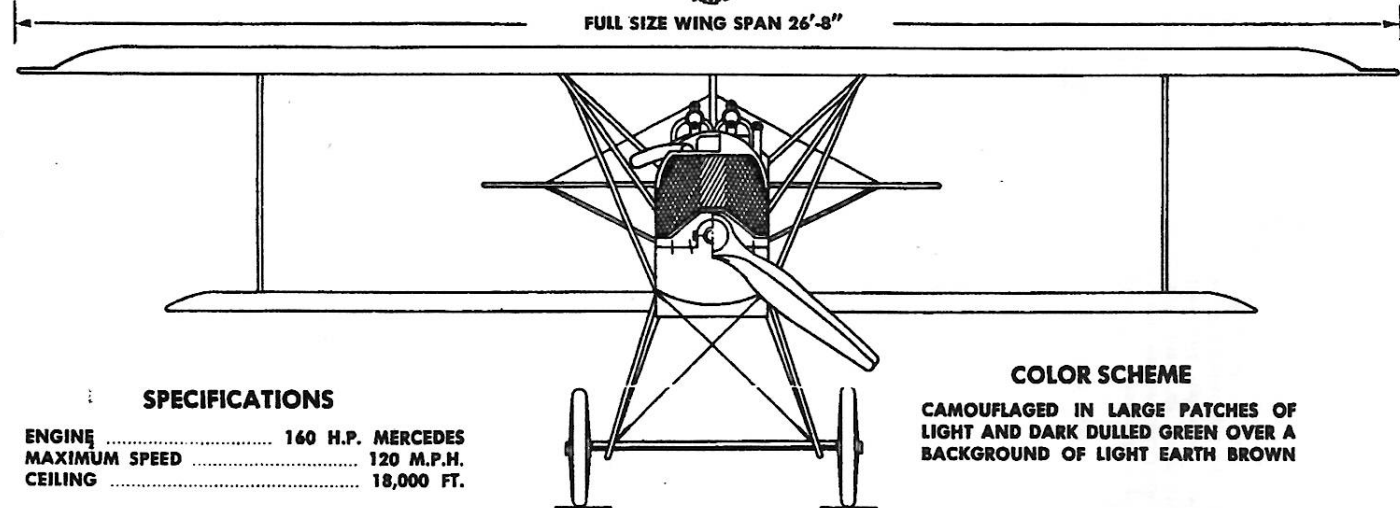
Additional sheets of decals available at 25c per sheet. Send stamps or coin to Paul K. Guillow, Inc., Wakefield, Mass.



FUSELAGE FORMERS
2 OF EACH REQUIRED



FULL SIZE WING SPAN 26'-8"

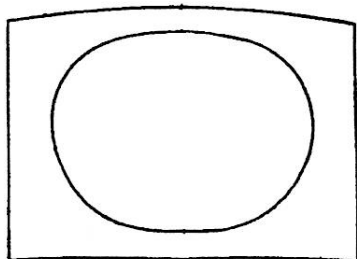


SPECIFICATIONS

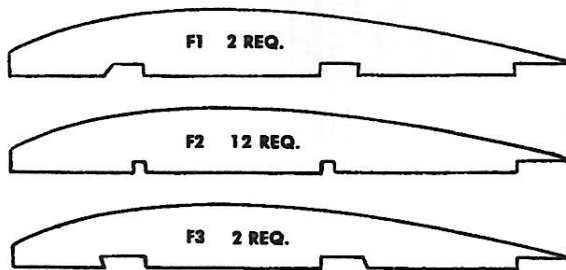
ENGINE 160 H.P. MERCEDES
 MAXIMUM SPEED 120 M.P.H.
 CEILING 18,000 FT.

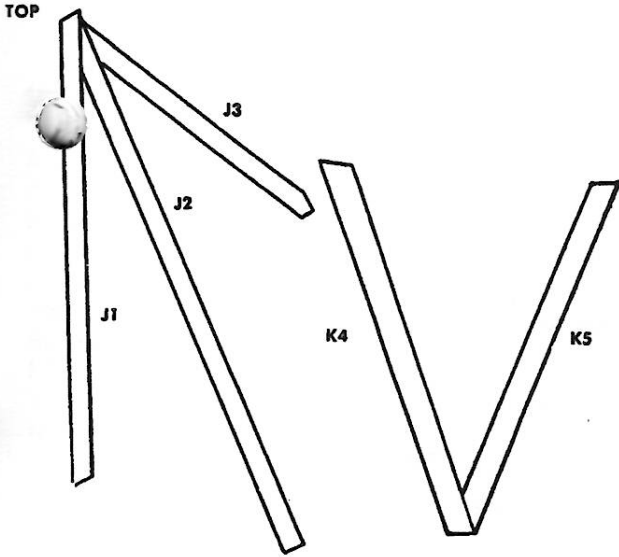
COLOR SCHEME

CAMOUFLAGED IN LARGE PATCHES OF LIGHT AND DARK DULLED GREEN OVER A BACKGROUND OF LIGHT EARTH BROWN

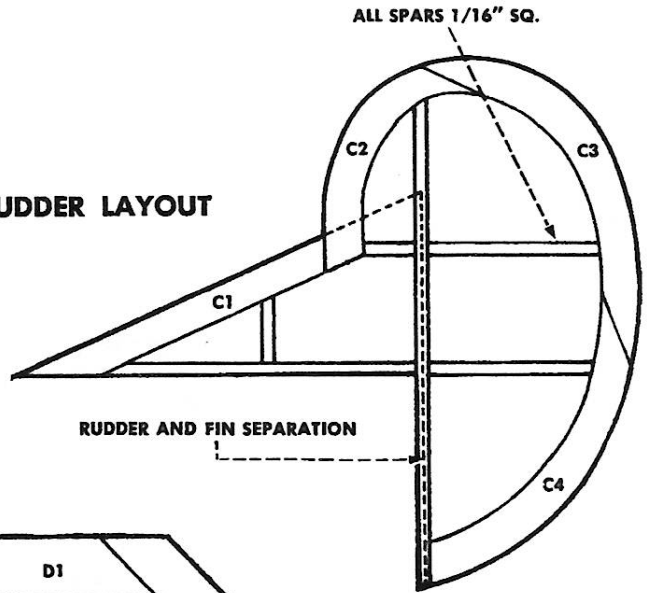


STIFF PAPER COCKPIT PATTERN

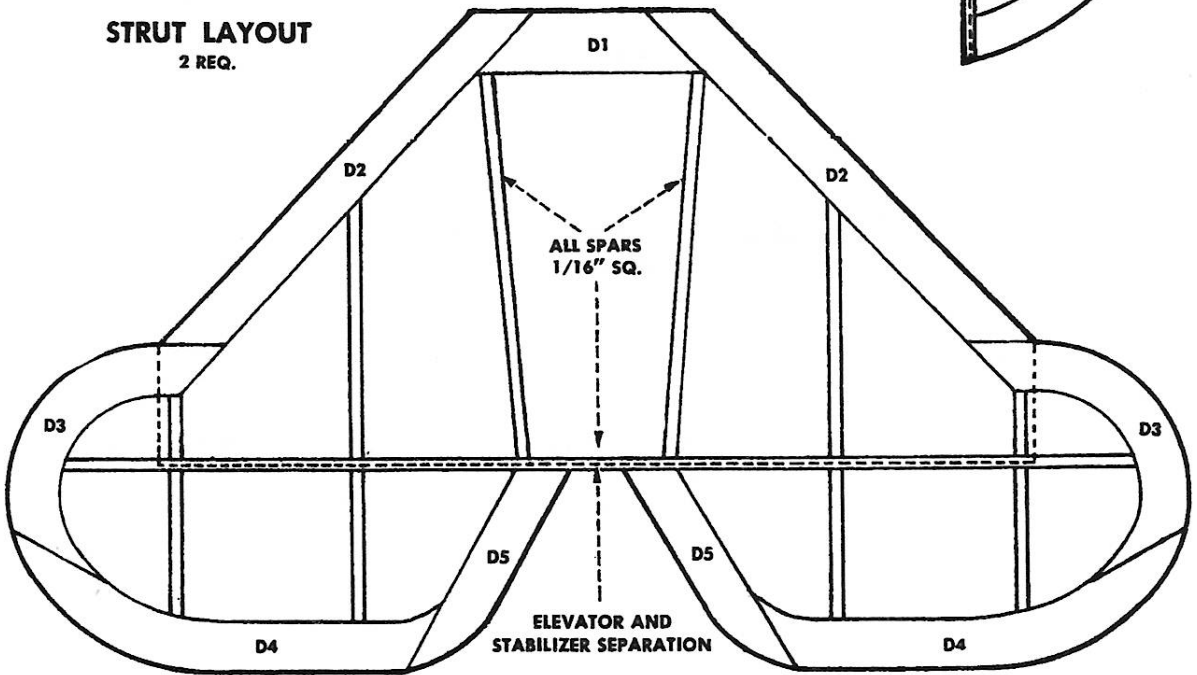
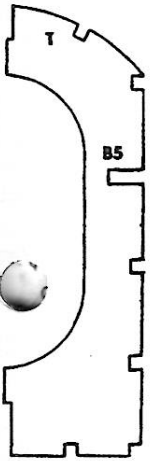




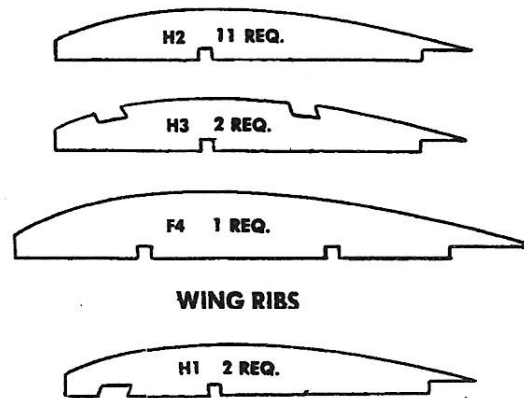
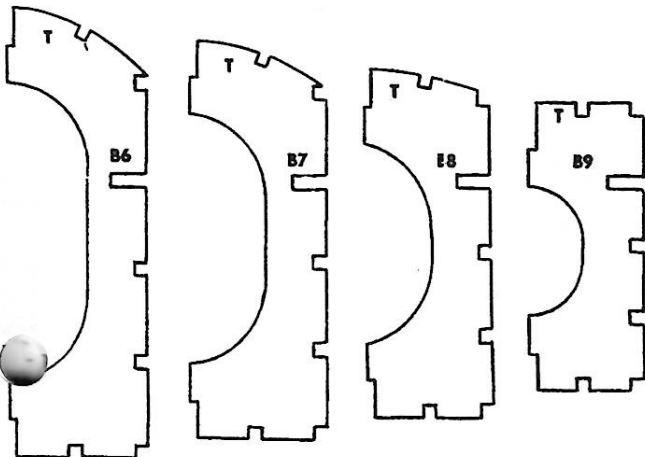
RUDDER LAYOUT



STRUT LAYOUT
2 REQ.



STABILIZER LAYOUT



WING RIBS

Kudzu Kontest Results

Over 25 contestants braved the winds.

WWI

- | | |
|-----------------|----------------|
| 1 Dan Driscoll | Fok. D-7 Comet |
| 2 Claude Powell | Halberstadt D2 |
| 3 Ollie Benton | Fok D-7 |
- 11 Fok D-7's and a Halberstadt D2 battled Terry Pittman's lone allied Comet Spad.

Golden Age Civilian

- | | |
|----------------|------------------|
| 1 Ollie Benton | Sperry Monoplane |
| 2 Walt Farrell | Corben Super Ace |
| 3 Bob McLellon | GA-36 |
- Dan Driscoll's ancient war weary Stahl Howard was OSS after two minutes on the first round. Unfortunately, it was later retrieved with Tom Olden's Ultra-light.

Combined Racers

- | | |
|----------------|-------------|
| 1 Don Reed | Caudron |
| 2 Walt Farrell | Chambermaid |
| 3 Bill Landron | Chambermaid |
- On the final heat the first Chambermaid was down in 5 sec., the second in 64 sec., and the Caudron in 255 sec.

WW2 Military

- | | |
|-----------------|------------------|
| 1 Terry Pittman | Hellcat |
| 2 Frank Rowsome | P-51 |
| 3 Ollie Benton | Fairey Barracuda |
- The big heavy Hellcat handled the winds well and won hands down.

Modern Production Civilian

- | | |
|-----------------|--------------|
| 1 Walt Farrell | Zlinn Agro |
| 2 Dan Driscoll | Heliocurrier |
| 3 Claude Powell | Cessna 150 |
- It's too bad the doggy old Helio did not fly out of our sight.

Dime Scale

- | | |
|-----------------|------|
| 1 Claude Powell | Ong |
| 2 Walt Farrell | Vega |
| 3 Dan Driscoll | Vega |
- The high wingers handled the wind well, but the Stott designed Ong was the clear winner by a 40 sec. margin.

Modern Military

- | | |
|----------------|---------------|
| 1 Walt Farrell | AD Skyraider |
| 2 Don Srull | MiG 15 |
| 3 David Smith | XA2D Skyshark |
- The Skyshark was hand tossed and the fight was between the MiG and the Skyraider. And yes, an AD did down a MiG in Korea.

Old Time Kit Scale

- | | |
|-----------------|-------------------|
| 1 Don Srull | Mareux Scientific |
| 2 Claude Powell | Vultee V-11 Comet |
| 3 Frank Rowsome | Mareux Scientific |
- Don's Mareux won by a margin of 12 sec over the low winger.

Timed events:

F.A.C. Scale

- | | | |
|----------------|-------------------|-----------------|
| 1 Don Srull | CANT Trimotor | Hard to beat! |
| 2 Dan Driscoll | Cougar peanut | A Lacy in drag. |
| 3 Walt Farrell | Rearwin Speedster | |

F.A.C. Jumbo Scale

- | | |
|----------------|-------------|
| 1 Don Srull | Voisin |
| 2 Walt Farrell | Hornet Moth |
| 3 David Smith | Fi- 167 |

F.A.C. Power Scale

- | | |
|-----------------|---------------|
| 1 Walt Farrell | Poncellet |
| 2 Ollie Benton | Bernulli bipe |
| 3 Terry Pittman | Bernard 207 |

Old Time Rubber Cabin

- | | |
|----------------|-------------|
| 1 Dan Driscoll | Achilles |
| 2 Don Reed | Miss Canada |
- Both Dan and Don put up a Max, Dan put in a second flight. Nobody else flew, no Kanone. The wind scared off four more contestants and Walt's was tripped over on the stooge. (sorry 'bout that Walt!)

Claude Powell won the Flying hoard with his Cessna 150

Hurst Bowers Electric

- | | |
|-----------------|------------|
| 1 Don Srull | Lincoln AP |
| 2 Walt Farrell | Poncellet |
| 3 Bert Phillips | Monocupe |
- Nine planes were entered, five were able to take off. Don and Bert flew for 68 seconds and Walt for 5 minutes OSS. This was also his FAC power flight. Since the event had a minute max, the Bill Shepard Tool Box was decided by flight realism and static score.

Walt Farrell was the Grand Champion!

Petersburg

Bi-planes: 1-W Farrell; 2-R McLellon; 3-R Hull

Hi-wing: 1-D Rees; 2-W Farrell; 3-C Powell

Lo-wing: 1-D Rees; 2-W Farrell; 3- D Franks

Earl Stahl: 1-J Paisley; 2-R McLellon; 3-C.Powell

Dime Scale: 1-D Robelen; 2-C Powell; 3-R.McLellon

Peanut: 1-W Farrell; 2-C Powell; 3-D Rees

Grand Champion: W Farrell

Our southern spy Blackhawkman, called to tell us the event was rained out so the D C Maxecuter contingent did not show up. Not that, that would have prevented Walt from taking all the marbles.

Back issues available @ \$3.50 each.

Send check to EDITOR

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: OUT

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: Srull- 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 Luscombe50, Comet Curtiss P-36, Phantom 1, 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 pipes! 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.

Sep-Oct 98: Meyers-6th dimescale issue

Bob McClelland's Cunningham-Hall dimer Comet Puss Moth, SPAD & Fok D7 for next year's Kuzu Kombat Dave Stott on Dime Scale NBM & Brainbuster results Van Gorder Farewell

Nov-Dec 98: Marchese- Sikorsky S-16 3/4" super scale Aeromodeller Cabin Duration 20" sport job. Dime Scale correspondence. Digital Scalewinder Counter. Summer Fun-Fly results.

Jan-Feb 99: Schmitt und Srull- Bill Winter memorial issue. 15.5" Boeing 218 by Nate Sturman. 3-views, photos and history of Robert Short's combat in the 218. Tom Arnold on building. Covering with Polyspan. File pilot parade. 99 contest plans.

March-April 99: Bowers & Raykow- 29" Mooney A-1 for electric, building notes on Chris Parent's PWS 10, 17" Fokker D-8, 14" DH Moth Minor, More on Robert Short, and ' Visits with Kurt Tank' by Hurst.

May-June 99: Russ Sandusky -Goodyear Racer issue with 4 plans OLE TIGER, IDJIT'S MIDGET, POGO, AND BONZO with 3-views and building comments. How to build Cheek Cows. An account of the 1966 FDK races and a brief history of the Goodyear Races. Eastern U.S. Free Flight Champs results and photos.

Jul-Aug 99: Meyers-7th Dimescale Issue featuring Comet dimers, a Fairchild 24, an Aeronca Low Wing, Aeronca Seaplane and the Luscombe again. Contest flyers for Kudzu and the MaxMeet. Don Srull tells the Kestrel Farms story. Burt Phillips expounds on compressed air, air hogs and Luft Schwein. Bob McLellon gives us some trim pointers for the Cuningham-Hall. John Hunton builds and critics the Aero Aces Cessna CR3 kit. ALPS decal printer introduced.

Sep-Oct 99: Marchese-Horton flying wing H III, Avro-F peanut, Art Chester Jeep Dimer, 26" Peerless Sailplane John Low Plans list, Tom Odom's workshop, Chalked Tissue, PICO timer Schemetic. John Hunton on Modling and a flight review of Morrow CR-3.

Nov-Dec 99: Driscoll-AJAX 30" 1941 Brit. cabin rubber two Taylor e-2 Cubs Megow dimer & Lewars for Co2 Contest results from 99 Summer Funfly and Kudzu, Glue strengths

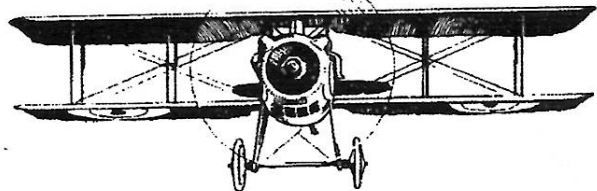
Jan-Feb 00: Powell-Halberstadt CLII & Vultee BT-15 Guillows WW12 the HalbCLII. Several 3views. Claude's Hints and Kinks. List of Guillows WWI 18 inch kits.

Mar-Apr 00: Schmitt und Srull - Nakajima 91 by Nate Sturman, westland F.7/30 by Bob McClelland, John Hunton on tools and the Stinson Gullwing, Doug Hannay remembrance.

May-Jun 00: Sandusky racer issue, Ingleside, Essex, & NBM results, GeeBee R2 & Laird Solution no-cals, Brown B2 by Tom Nallen, Keith Rider R-6 peanut by Dave Livesay. Visit to Bill Bell's shop Kevin Sharbonda construction article.

Jul-Aug 00: Guillow's WWI issue Nieuport 28 & Pfaltz D-3, keel construction notes, Windsock Datafile list, vacuforming wheels. Kevin Sharbonda construction article.

Sep-Oct 00: Guillow's WWI issue Albatross D5A & Sopwith Camel, carving pilots heads, contest announcements, Phil Cox on the N-28. Guillows construction articles.



THE DC MAXECUTERS HOLIDAY BANQUET

WHEN

Sunday Dec 3, 2000

/arrive by 6:00 PM for cash bar/
order meals and "sit down" by 6:45 PM

WHERE

The Bistro Francais
3124-28 M St NW
Washington DC
(202) 338-3830
(just east of the intersection of M St
and Wisconsin Ave in Georgetown)

MENU

We will have our own menu,
with choice of all the following:

Appetizer

Main course

Desert

plus a glass of wine is included
(cash bar drinks and coffee are extra)

COST

\$24 per person, includes the full dinner, glass of
wine, taxes and tip, and 2 hours free parking.

PARKING

2 hours free parking at the nearby
Georgetown Park garage
(located just south of the M St
and Wisconsin Ave intersection)
or you should be able to find a
curbside space at this time.

RESERVATIONS or INFO

To make your reservation or for any information
contact Paul or Rose-Helene Spreiregen at
(202) 337-2887

or e-mail paularch@starpower.net.

We can have a maximum of 30-32 people, in our
own banquet room, so please make your reservation

ASAP.

Lozenge Tissue

Printed Camouflage patterns
for small scale aircraft.

Please send \$1.00 and SASE to:

Rob Wells

One Rockingham Drive.

Wilmington, DE 19803



PHOTO PAGE - MORE KUDZU

10. Here is our CD Dave Rees's ill-fated entry in the
Hurst Bower's ROG event. It is a very pretty copy of
Hurst's Mooney plan which was in the Mar/Apr 1999
MAXFAX.

11. Pat Daily, Stew and Don flew up a storm at the
contest with their Micro R/C scale aircraft. Here is
Pat with his very pretty and great flying American
Eagle. Hopefully this will a future triple threat plan in
MAXFAX which can be used for Free-flight Rubber or
Power Scale and of course Micro R/C!

12. Little Joe Pittman waiting for his Pizza after a
long hard day of stooging for his dad, Terry.

13. Our editor Stew Meyers was seen at a local field
recently with his Micro R/C version of a 24" Guillow
Nieuport 11.-- another good flyer.

14. Always smiling Bill Bell seen at Essex last year
with a Piper --hopefully we can get back in there
again soon.

16. Found in Hurst Bower's archives, this photo is 22
years old, taken at the beginning of the great FAC
movement at NADC Johnsville. The smiling young
man is of course, Tom Nallen.



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Telephone: 01264 773487

W6G Wheels 1.5" dia 3 grams \$1.50
Pair Molded from .020 black styrene

P8 McHard pilot 1/14 scale .75 grams \$1.50
Moulded form .007 white styrene

P9 McHard pilot 1/16 scale .75 grams \$1.50
Moulded form .007 white styrene

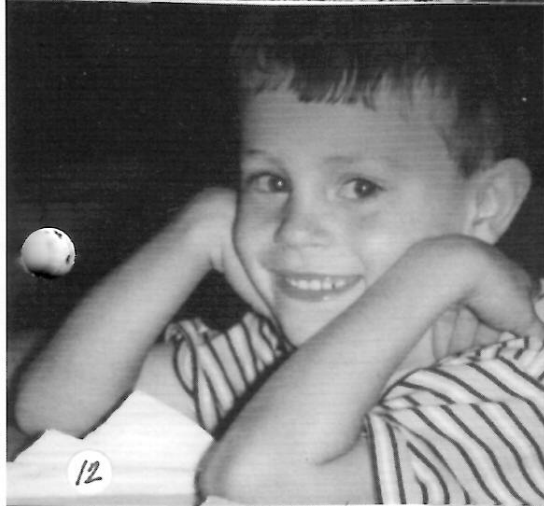
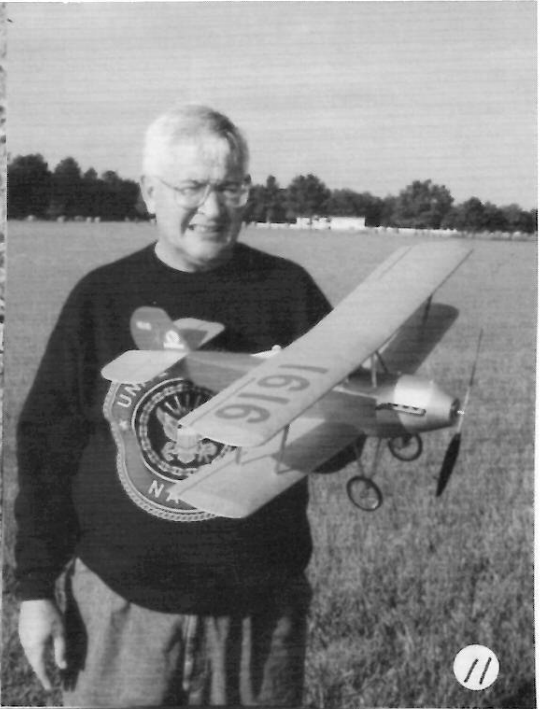
These are perfect for the 18" Guillow's series

Add 20% for postage \$1.00 minimum.

Send US dollar notes well wrapped.

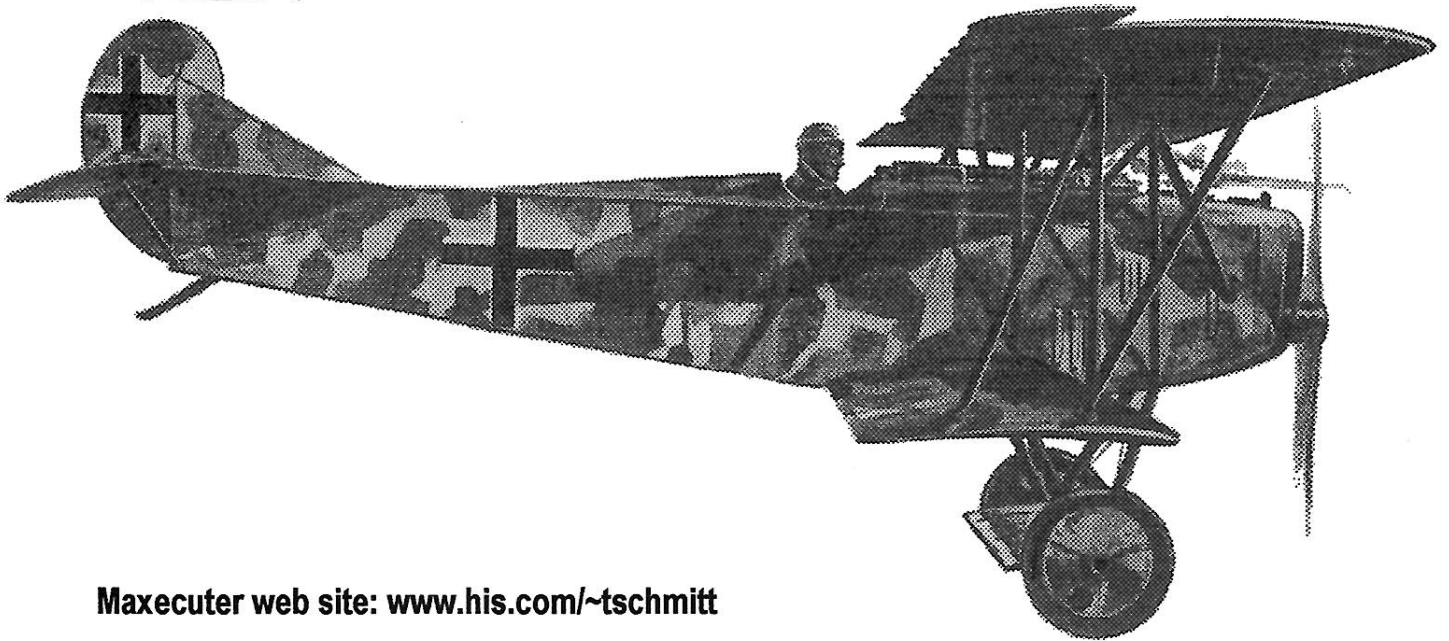
Many more wheels, pilots, cockpit canopies, and radial
engines available. Send for complete list.

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MAXFAX 11/12/2000

GUILLOW'S WWI ISSUE



Maxecuter web site: www.his.com/~tschmitt

IMPORTANT NOTE: WINTER MEETINGS ARE ON TUESDAY EVENINGS (see below)



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: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853
Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world. Daylight savings rule not in effect.

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.

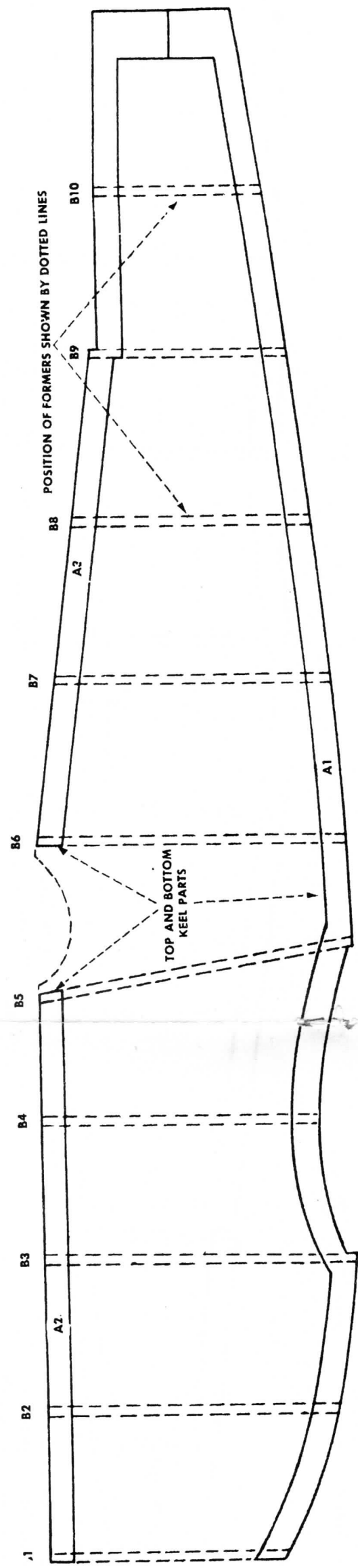
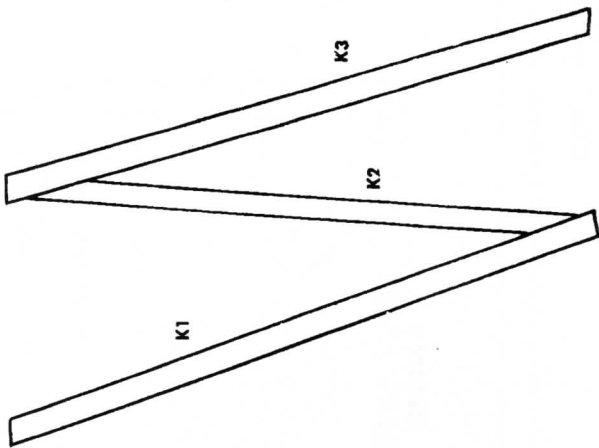
Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due.

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

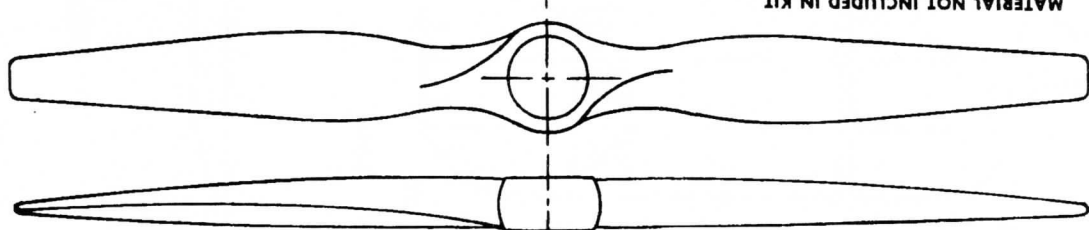
PUBLISHING DATES - Six issues of **MaxFax** are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. stew.meyers@erols.com

BOTTOM WING— $\frac{7}{16}$ " PER PANEL
TOP WING—1" PER PANEL



FULL SIZE SCALE PROPELLER

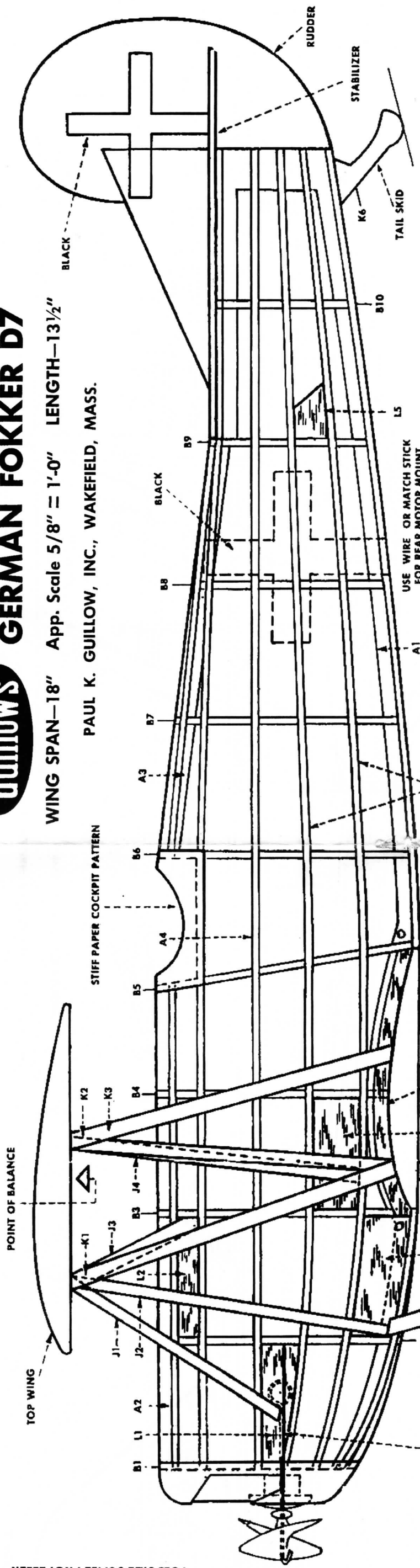


MATERIAL NOT INCLUDED IN KIT

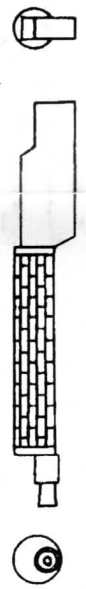
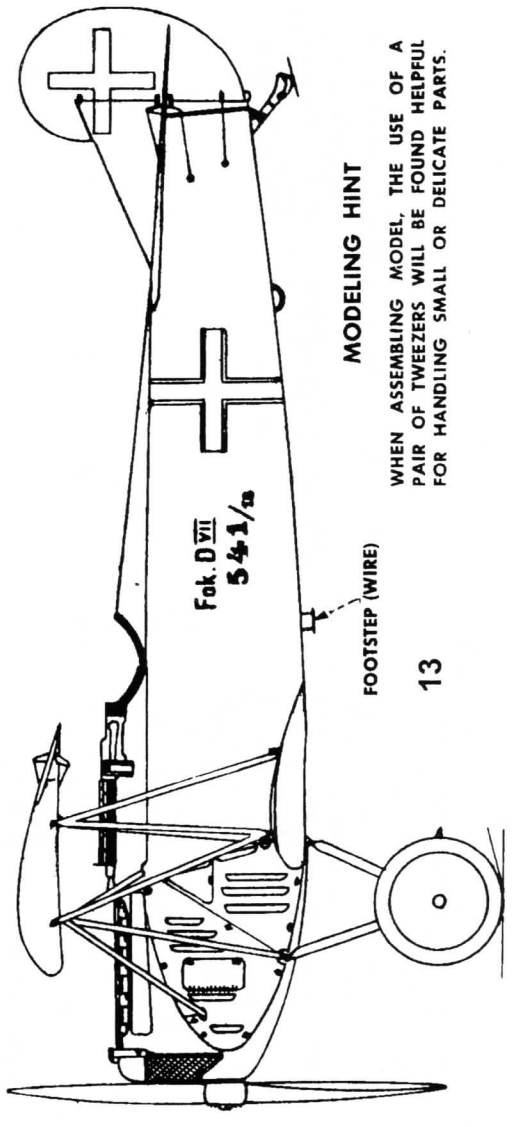
Guilow's KIT WW-4 GERMAN FOKKER D7

WING SPAN—18" App. Scale $5/8"$ = 1'-0" LENGTH— $13\frac{1}{2}"$

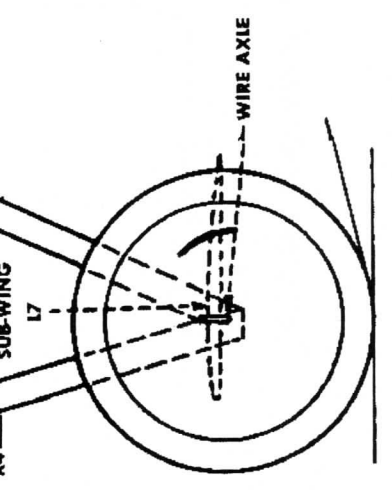
PAUL K. GULLOW, INC., WAKEFIELD, MASS.



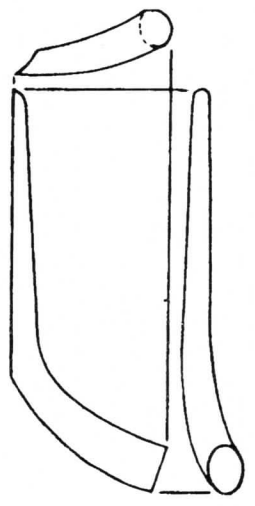
FULL SIZE SIDE VIEW



SPANDAU MACHINE GUN -- 2 REQ.
MAKE FROM SCRAP Balsa

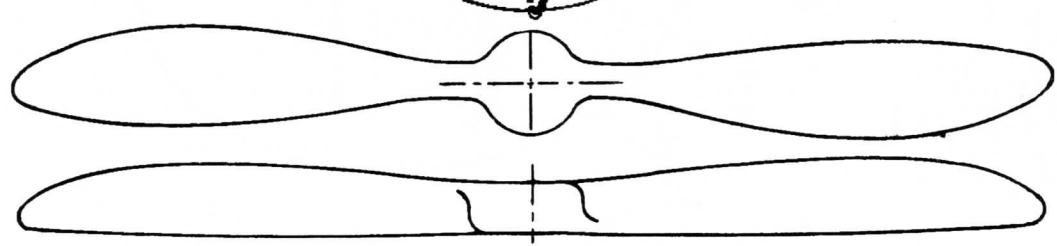
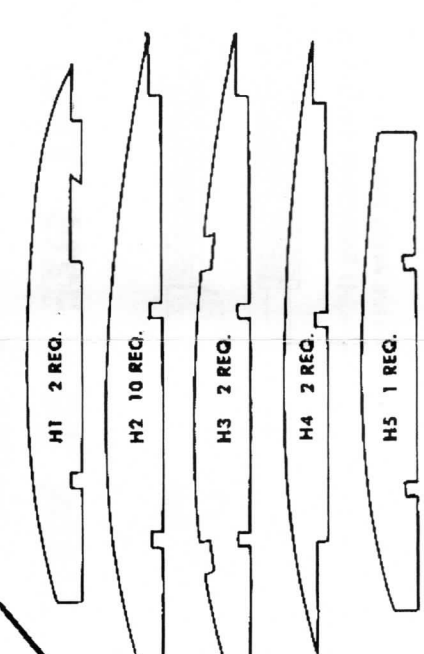
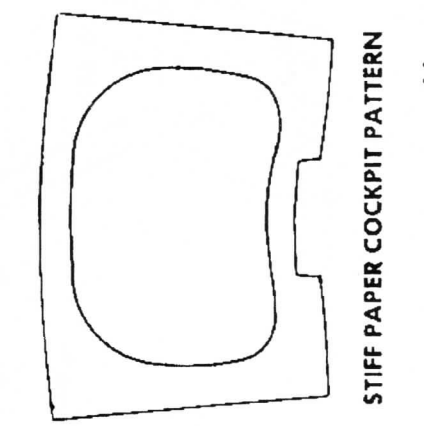
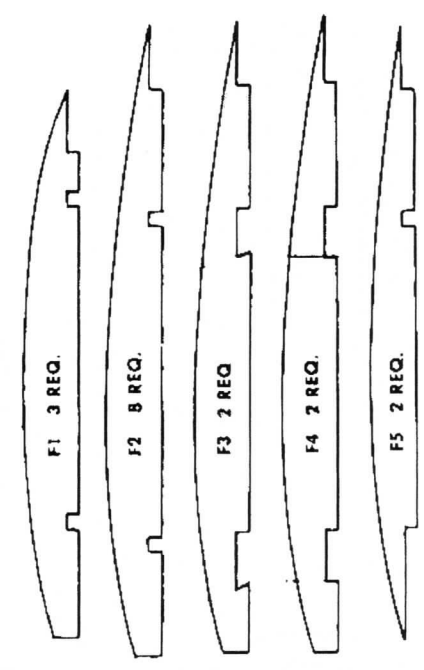
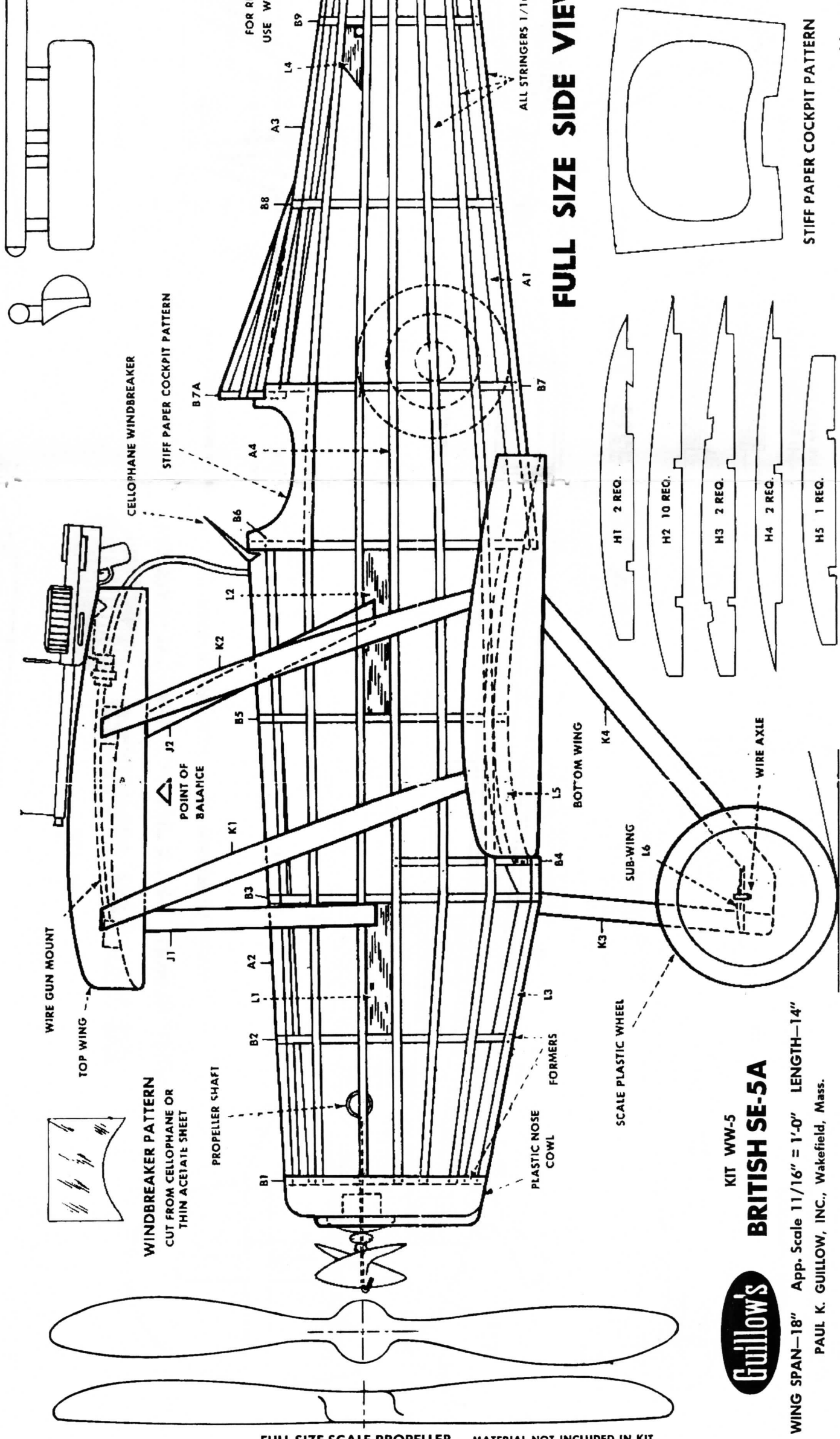
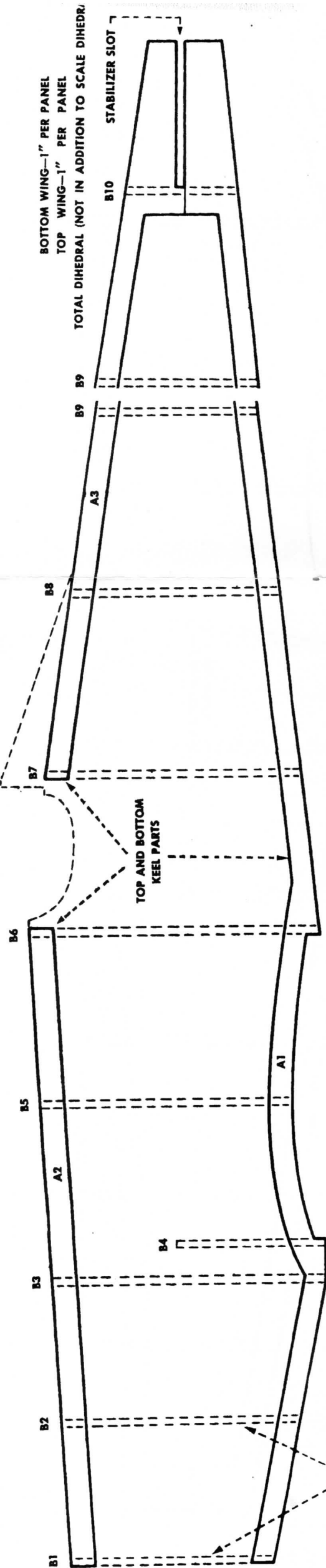
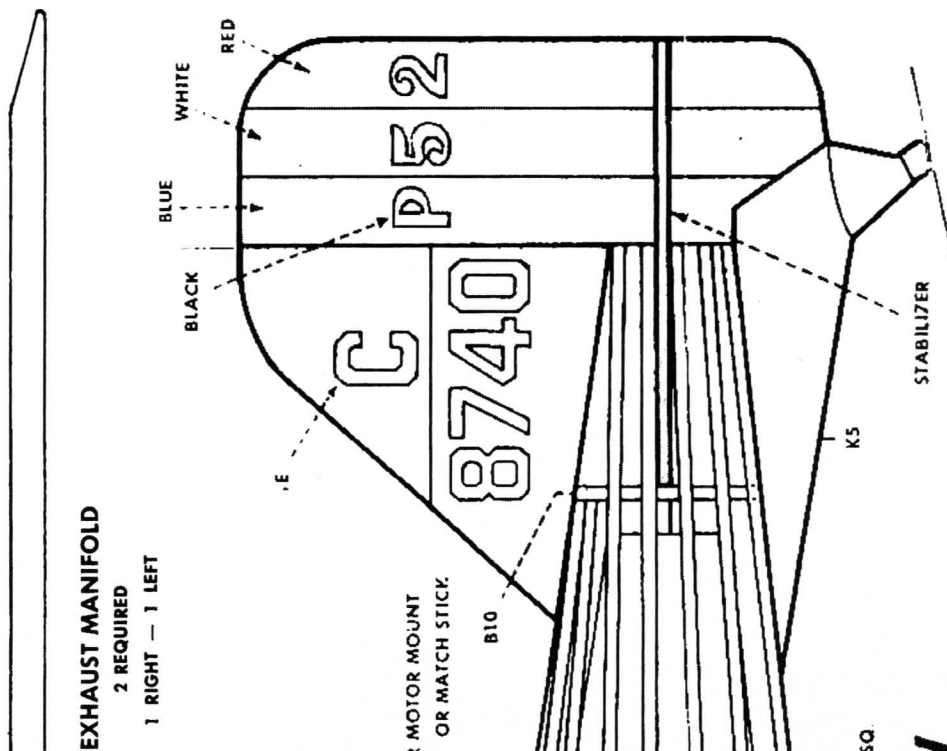
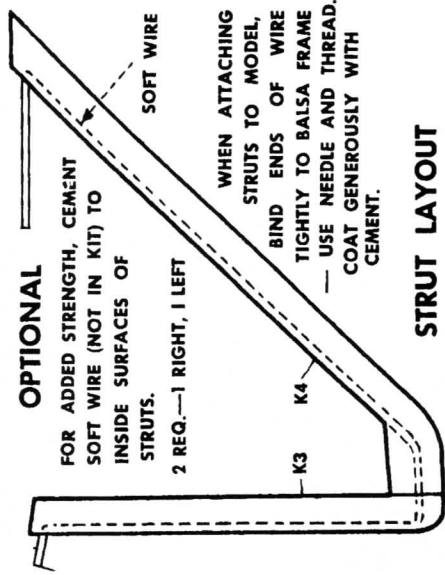


EXHAUST MANIFOLD
MAKE FROM SCRAP Balsa

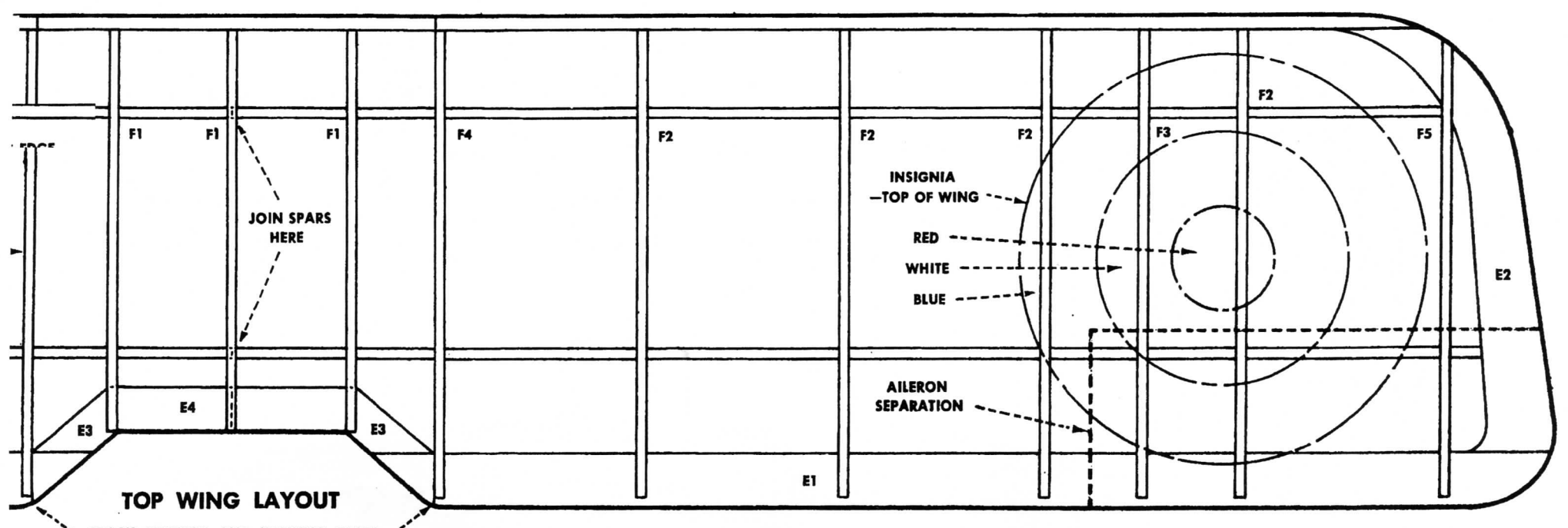


MODELING HINT

WHEN ASSEMBLING MODEL, THE USE OF A PAIR OF TWEEZERS WILL BE FOUND HELPFUL FOR HANDLING SMALL OR DELICATE PARTS.

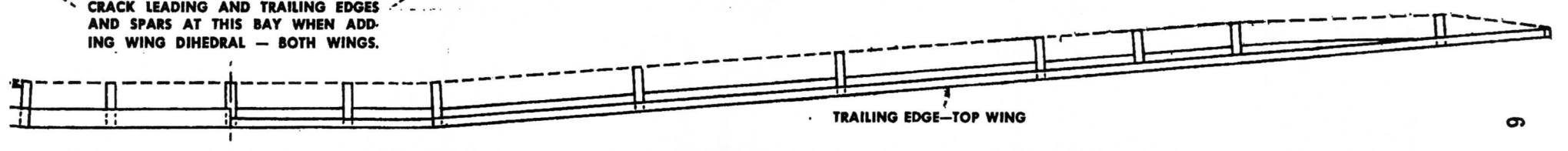


Guilow's
KIT WW-5
BRITISH SE-5A
WING SPAN—18" App. Scale 1/16" = 1'-0" LENGTH—14"
PAUL K. GUILLOW, INC., Wakefield, Mass.

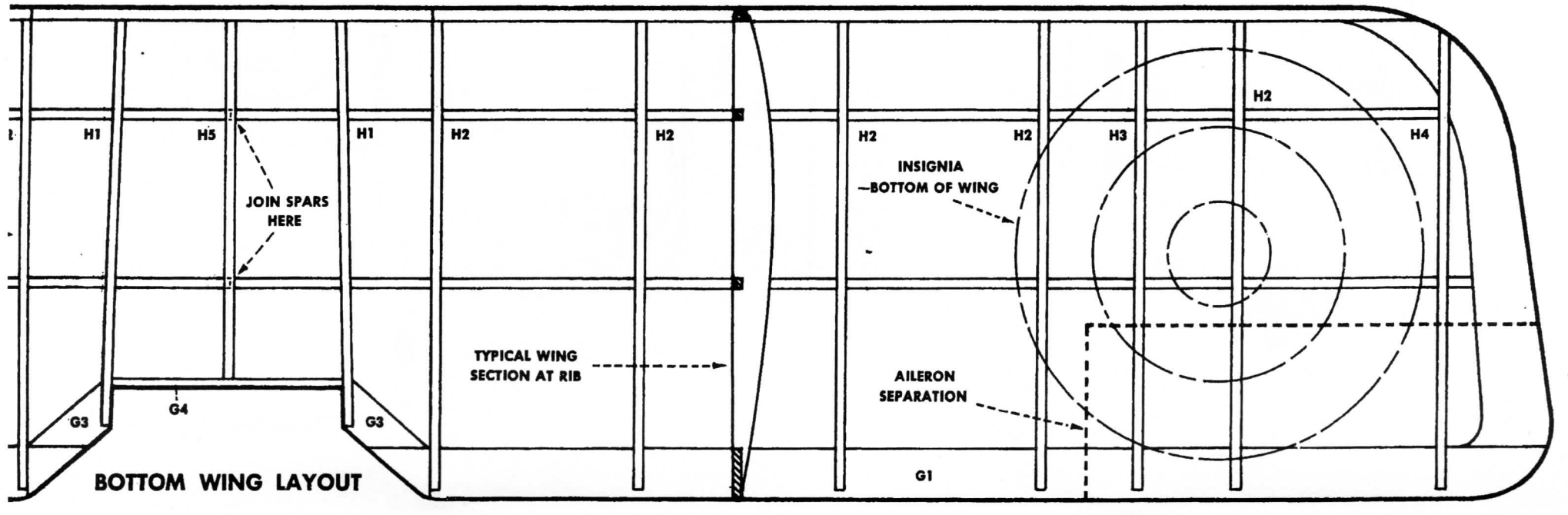


TOP WING LAYOUT

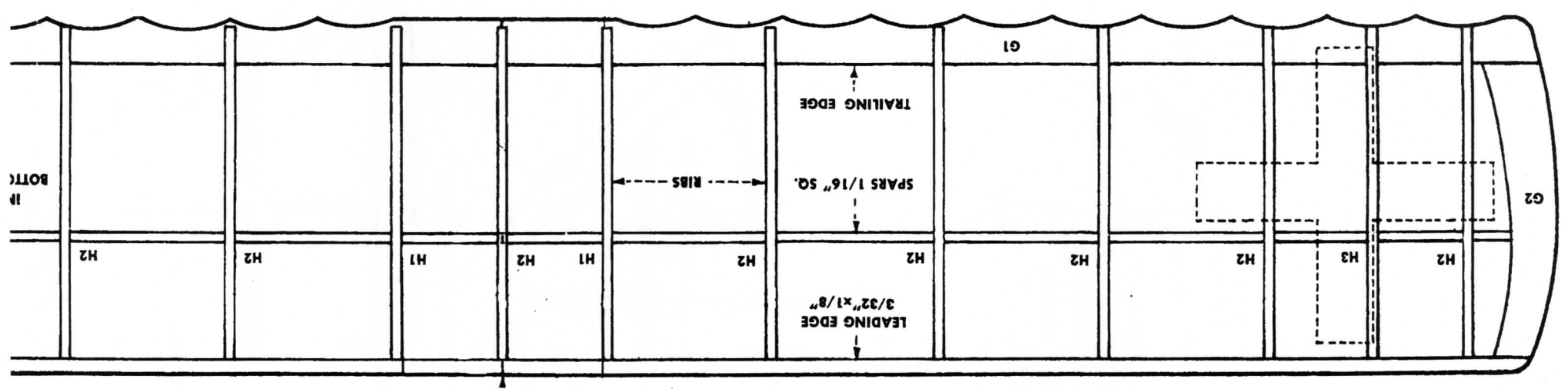
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL - BOTH WINGS.



TRAILING EDGE-TOP WING



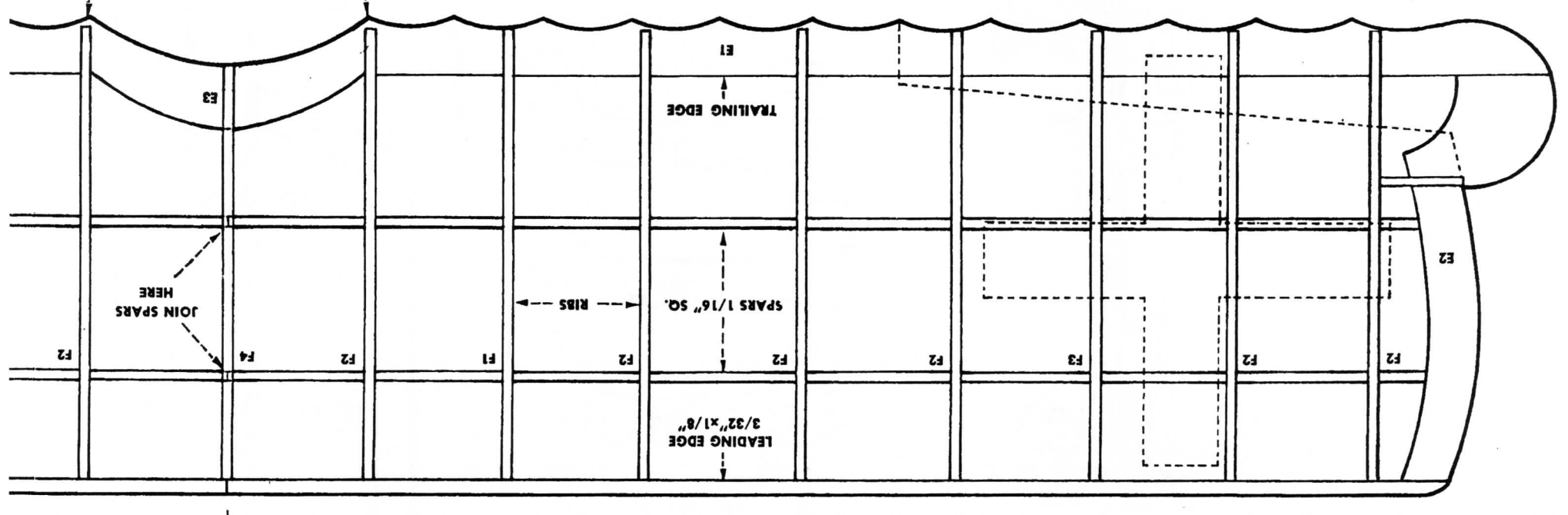
BOTTOM WING LAYOUT



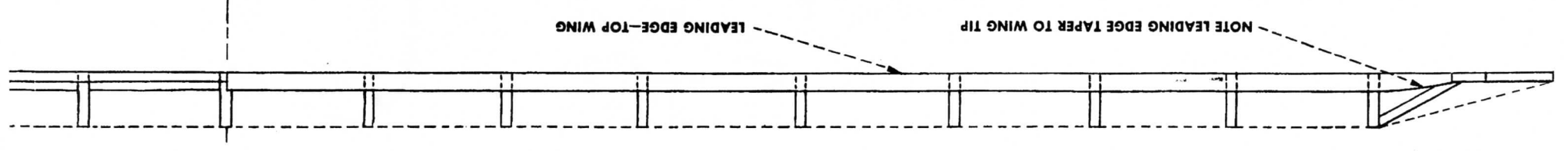
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL - BOTH WINGS

JOIN SPARS HERE

TOP WING LAYOUT



NOTE LEADING EDGE TAPER TO WING TIP

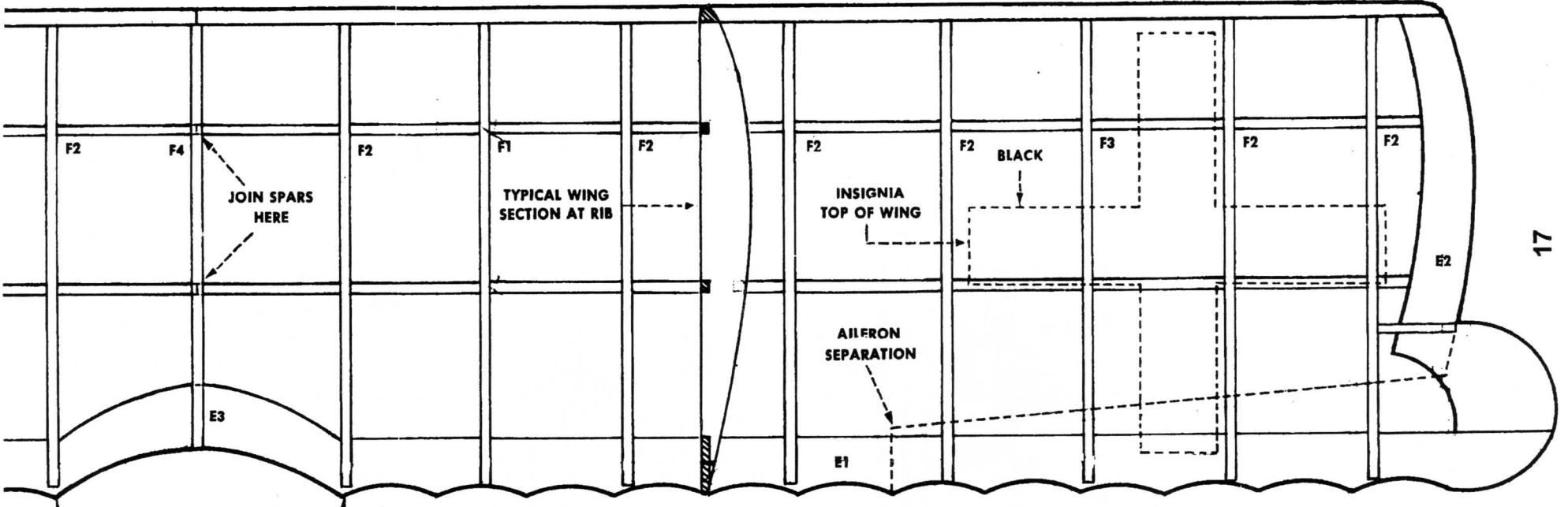


LEADING EDGE-TOP WING



TRAILING EDGE—TOP WING

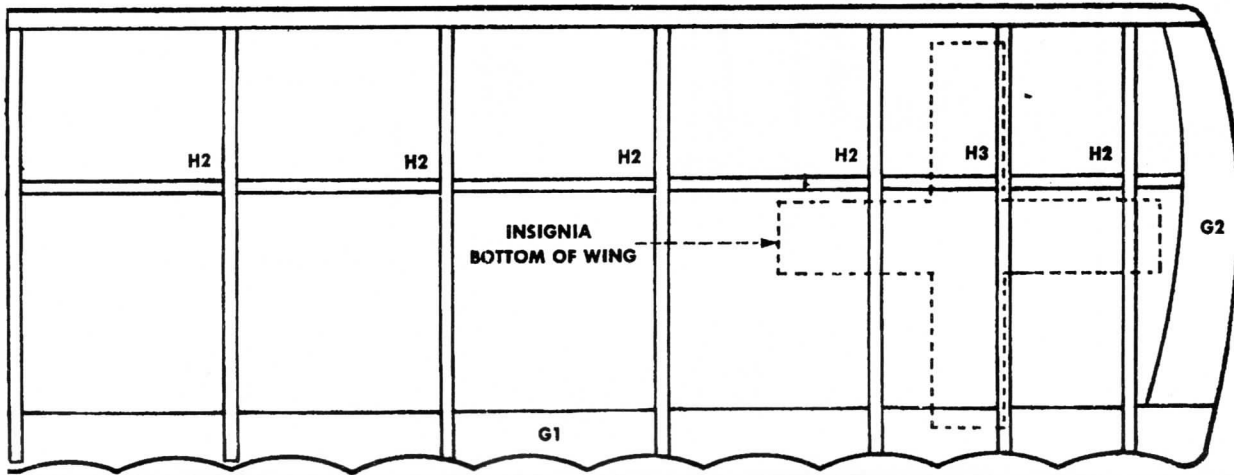
TOP



TOP WING LAYOUT

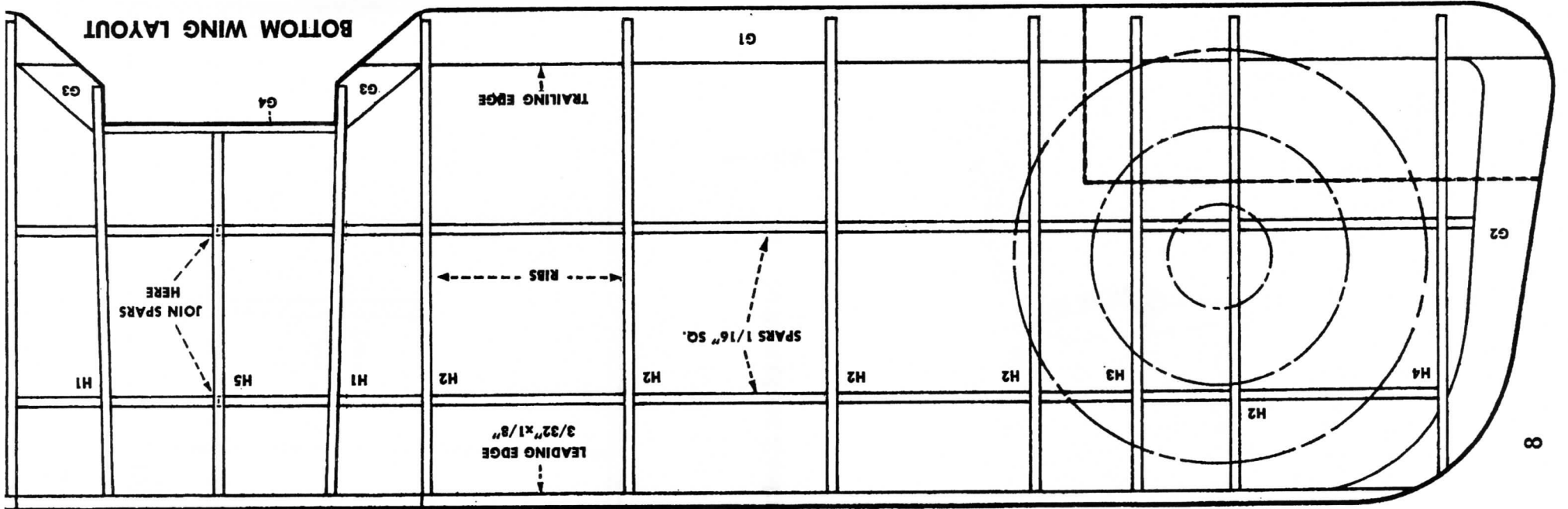
CRACK LEADING AND TRAILING EDGES AND SPARS AT 5 BAY WHEN ADDING WING DIHEDRAL — BOTH WINGS.

THE ELEVATOR, RUDDER AND AILERON SEPARATION LINES ARE TO BE INKED IN WITH RULING PEN OR BY APPLYING THIN STRIPS OF BLACK PAPER SUCH AS THE BORDER OF THIS PLAN.



BRIEF HISTORY

The Fokker D7 appeared over the Western Front in the summer of 1918 and severely challenged Allied air supremacy. The D7's rapid climb and lightning recovery made it formidable in combat and enabled it to defeat 565 Allied aircraft in August of 1918. It's ability to retain sensitive control at slow flying speeds and high altitudes was surprising and made good pilots out of novices. Famous pilots such as Goering, Bolle and Bongartz flew this outstanding German scout plane.



BOTTOM WING LAYOUT

JOIN SPARS HERE

TRAILING EDGE

RIBS

SPARS 1/16" SQ.

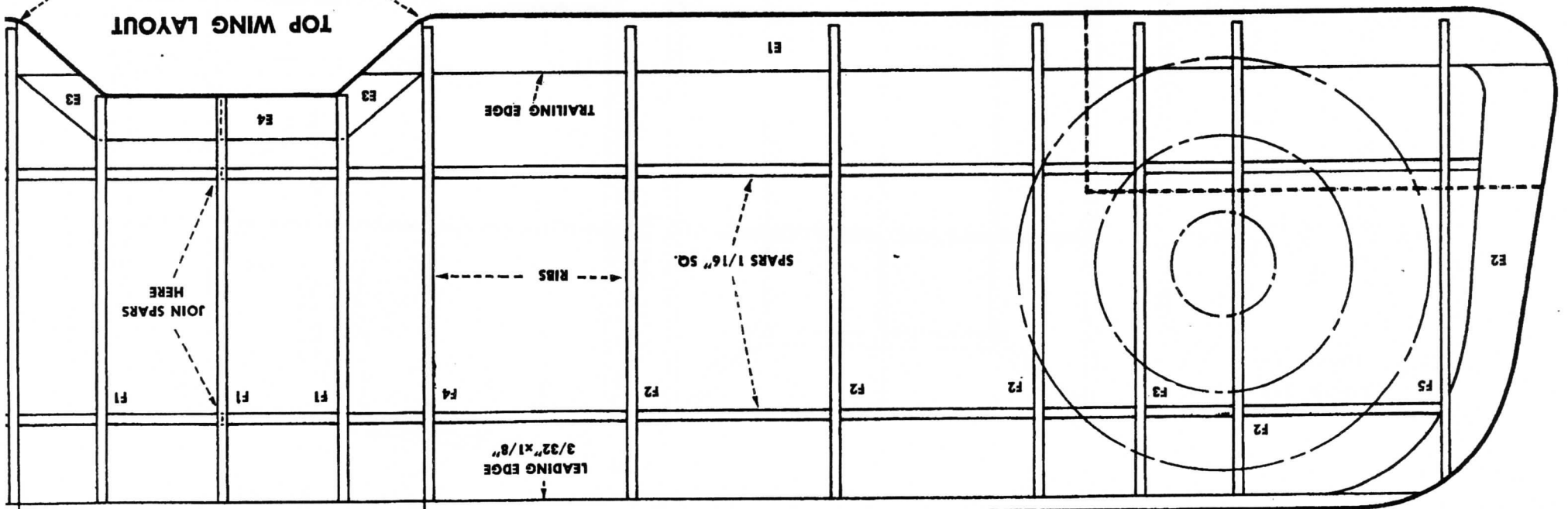
LEADING EDGE 3/32"x1/8"

SCALE DIHEDRAL 9/16" BOTH WINGS

LEADING EDGE—TOP WING

TAPER TO WING TIP

CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL — BOTH WINGS.



TOP WING LAYOUT

JOIN SPARS HERE

TRAILING EDGE

RIBS

SPARS 1/16" SQ.

LEADING EDGE 3/32"x1/8"