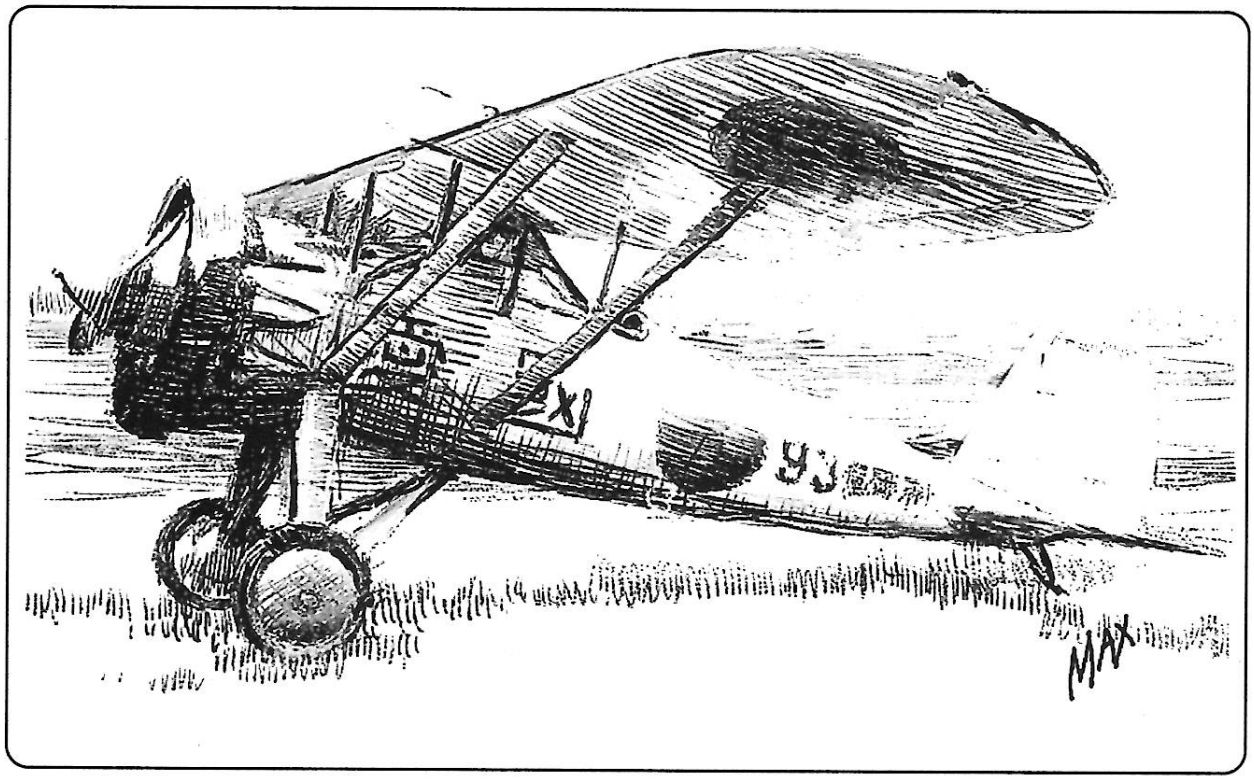
MAXFAX

Journal of the D. C. Maxecuters

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

Editors: Tom Schmitt & Don Srull **March - April, 2000**



COMING ATTRACTIONS

MAR 4 2000	ARCHIVES RESEARCH AND BULL SESSION -- SATURDAY 8 PM AT TOM'S 11014 Marcliff Road, Rockville, Maryland - 301-530-0327
MAR 11 2000	INDOOR FLYING AT PHILADELPHIA MEMORIAL HALL Phone Doug Barber of the SOTS at 609-235-5318 for info
APR 8 -9 2000	FREE FLIGHT MEET AT INGLESIDE, MARYLAND WITH FAC EVENTS See Jan/Feb MAXFAX for details..
APR 18 2000	INDOOR FLYING AT PHILADELPHIA MEMORIAL HALL Phone Doug Barber of the SOTS at 609-235-5318 for info.
APRIL 29 2000	THIRD ANNUAL EMPIRE STATE INDOOR CHAMPIONSHIPS - SATURDAY 9AM - 5PM At the Ralph C. Wilson Jr. Fieldhouse near Orchard Park, New York. See Information inside.
May 20-21 2000	BRAINBUSTER CONTEST AT PETERSBURG, VIRGINIA More information later.
JULY 20-23 2000	FIRST FAC NATS OF THE THIRD MILLENIUM AT GENESEO, NEW YORK See FAC Newsletter for full details.
OTHER INDOOR	HOPEFULLY SOME MORE NBM AND ESSEX DATES
IMPORTANT NOTE	UNTIL FURTHER NOTICE THE MONTHLY MAXECUTER MEETINGS WILL BE HELD THE SECOND SATURDAY OF THE MONTH AT THE COLLEGE PARK AIRPORT.

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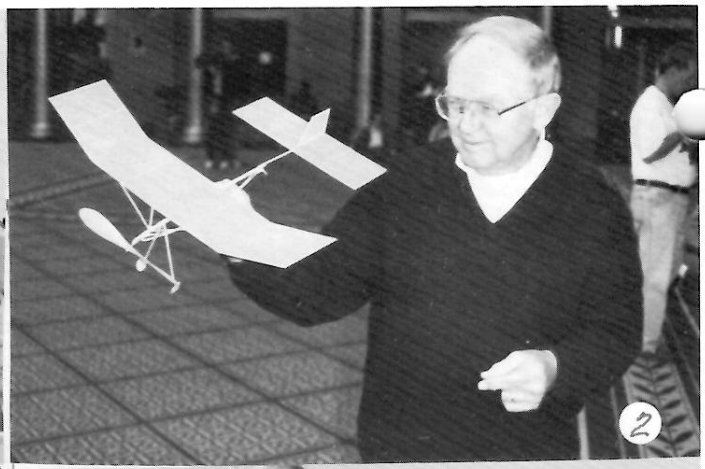
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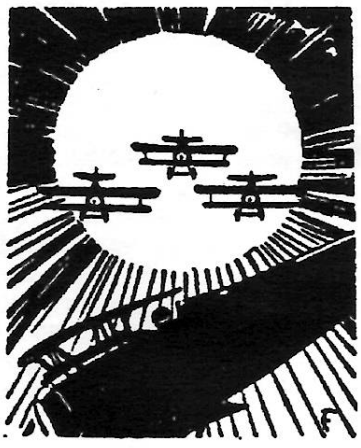
PHOTO PAGE

1. The designer of the Nakajima 91 in this issue, Nate Sturman in far off Japan with a Comet Taylorcraft.
2. Our editor, Don Srull, with his LadyBug at the National Building Museum.
3. Another Lady Bug from Don's plans by Bob Marchese. They are good flyers and we should have a 'One-Design' event at the NBM or Essex this year; plan will appear in next issue.
4. The finalists in the Golden Age event at Muncie this past summer -- two Earl Stahl designs. Ralph Kuenz won with his Taylorcraft in a flyaway victory over Don's Interstate.
5. Bob McLellon continues to churn out some obscure and nifty scale aircraft designs in his lair at Virginia Beach -- this one a Westland and the current Maxecuter plan offering.
6. Our friend in England, Lindsey Smith, won the elegant Masefield Trophy again this year -- event organizer is Alan Wiggs seen here with Ole Warden in background.
7. Another Maxecuter has flown to the heavens -- Rich Hensel one of our long time and very active members left us this past November. We will miss his friendship, wit and ingenuity.
8. Bill Bell and Alan Schanzle clowning at the Building Museum funfly this past November; Bill with a Heath and Alan with a ten-center D-VII.



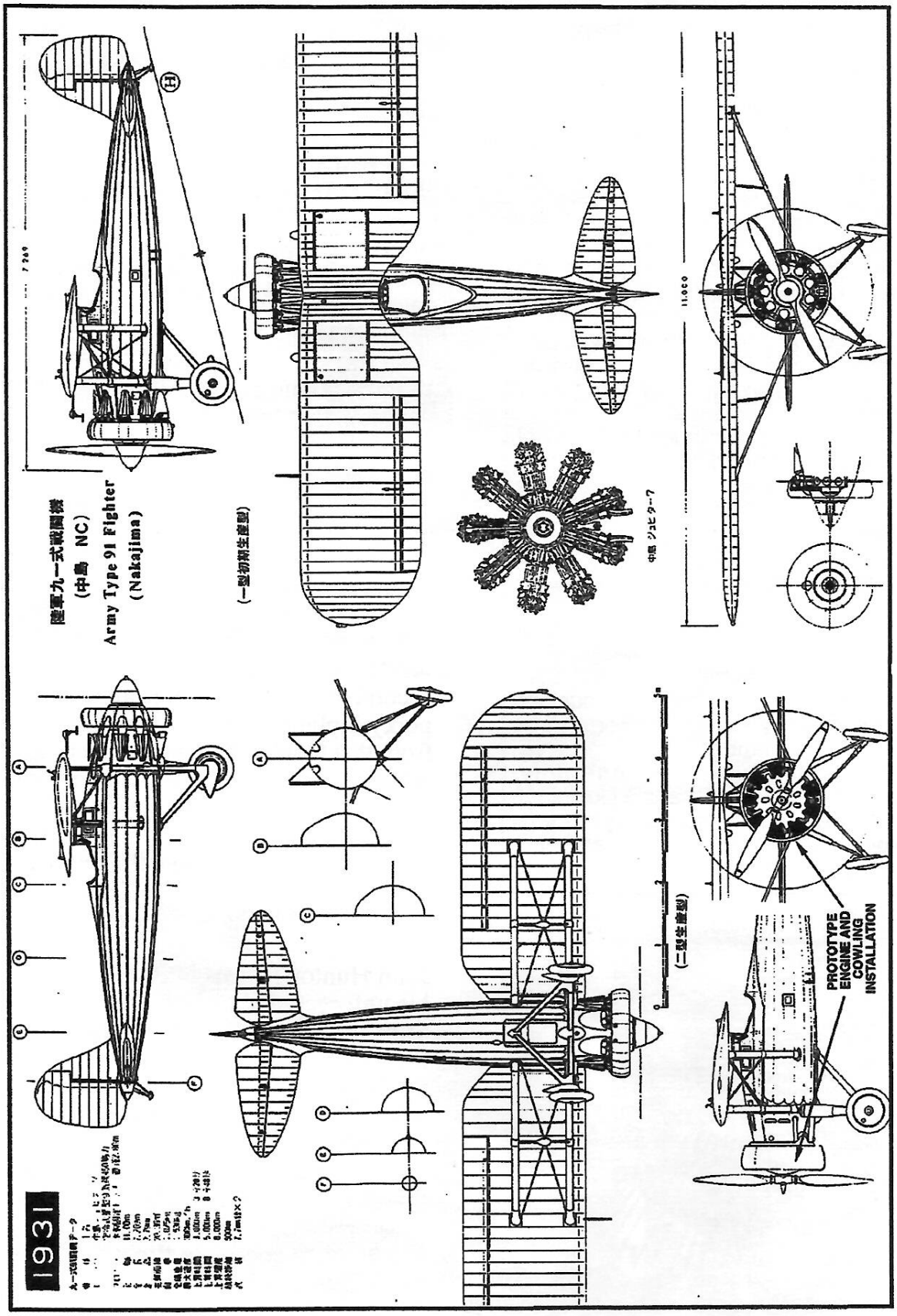
MAX FAX for March/April, 2000

Good building weather, eh? That's about all the positive thoughts we can muster for these past several winter months. Cold and windy as the devil. Where's that global warming when we need it? Flying was surprisingly good through November and into December, so we shouldn't really complain too much. Since it does no good and no one is listening anyhow, we won't.

With this issue of MAXFAX we can help you with that tough decision of just what to build while good building time is upon us. Two, not just one, but TWO terrific models are featured to tickle your fancy and get you cutting balsa real quick. Nate Sturman provides us with another neat Japanese Golden Age craft - the Nakajima 91. A proud parasol fighter with a big, round engine up front. She's not only a handsome model, but a real fine flyer. Our second tempting morsel is an obscure but perky biplane of British persuasion, also from that Golden Age when silver biplanes ruled the skies. It's a Westland one-off prototype that didn't cut the mustard in the military fighter competition she was designed for, but it will surely win your approval with it's different, classy looks. Bob's model looks and flies great.

John Hunton fills us in on the details of his unforgettable experiences with a real Stinson Gull Wing (a classic classic), and his continuing love affair via models. John also initiates his first in a series of informative articles on modeling tools. Finally, Tom Schmitt has his usual keep-you-up-to-date 2 photo page coverage of things model airplane like.

If you find a good free-flight field, give us a call. See you in Geneseo!


陸軍九一式戦闘機
(中島 NC)
Army Type 91 Fighter
(Nakajima)
(一型初期生産型)
(二型生産型)
PROTOTYPE ENGINE AND COWLING INSTALLATION
1931

NAKAJIMA 91 CONSTRUCTION

from Nate Sturman

First of all, download the excellent 3-views (by Hiroyuki Kawakami I think) from: http://www.geocities.com/SoHo/Museum/4826/Type91.jpg

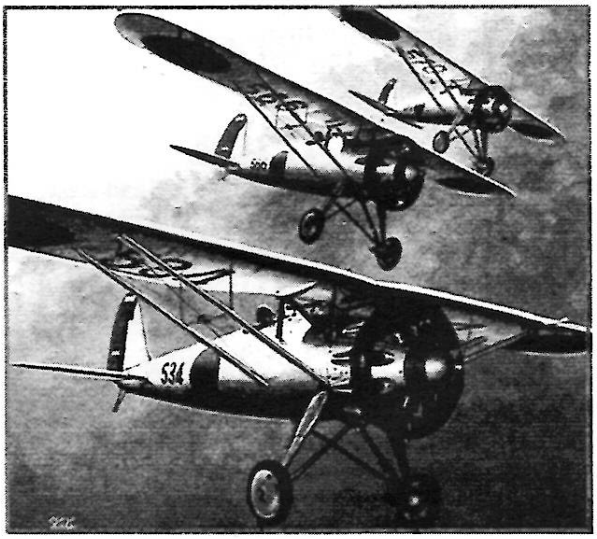
Now, as for the cylinder fairings, I omitted them from the prototype model drawing after Stahl, who rarely showed accessories like that only the basic plane . It's very important not to clutter basic structure with accessory outlines etc.. But they are on the drawing somewhere (or should be. Almost all service versions had them. It's not such a big seal to build them up or carve them from soft stuff or fold them. Chris Parent is a perfectionist and pulled out his hair to get them perfect, and without the good drawings we now have!!!

Chris's model is 24". That is an optimum size. The wing incidence (Through mcl) is 4 degrees at the root and 1.5 at the tip ribs. I use a raised Clark entry and he does not, only a rounded LE and flat bottom with same top camber a s mine. This thinner foil performed the same as mine, but didn't look as realistic he says. The plane is an idiot proof flyer even with no dihedral. My model at 1/24th scale flies on 4 strands of 1/8 FAI Tan turning a 6" Tern prop while Chris's has a 5 strand similar motor turning a 7.5" depitched and cut down Peck 8" prop. Incidentally, my fuselage contours are right, especially in front of the cockpit, when compared with the Iida model drawing, much too pronounced a bulge on top in that old model plan.

Hope this helps. In my opinion, 24" is the optimum size for the plane in FAC competition, with the 18" 1/24th version better by far for "the park". I'll send some hard copies of the photos and marking stuff soon. Note that there are two "Aikoku" marks, early and late period. The mark next to number 7 (Gunma) is the early type. It goes further aft on the fuselage than the later 93 (Fukuoka City), larger one. The other one shown, eg 92 (Yokohama) was used on the 92 biplanes. Chris's plane sez "73, Tokyo Gas".

A LITTLE NAKAJIMA TYPE 91 HISTORY

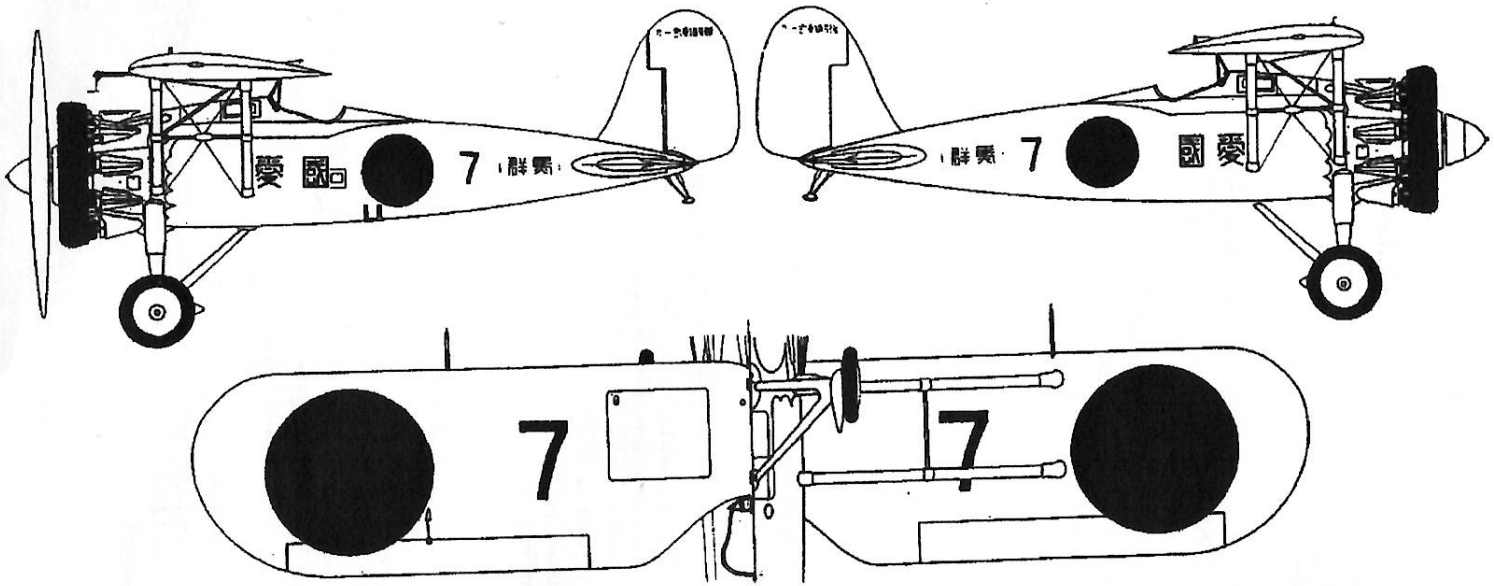
The Type 91 fighter's lineage is like this. In 1927, the Japanese Army held a three way competition between Nakajima, Mitsubishi and Kawasaki for a new era fighter to replace the Nieuport 29C-1 based fighter. In 1928, the resulting Nakajima NC, Mitsubishi 1MF2 and Kawasaki KDA-3 all failed due to structural weaknesses. The Nakajima entry was a sleek, advanced parasol with French-like lines, developed by Nieuport engineers Robard and Maly (phonetic), and was sufficiently promising to be ordered into further testing and development. The Type 91 Nakajima was developed in 1931 from the experimental NC fighter of 1928 onwards, but incorporated many new developments such as an all metal monocoque fuselage. Stability problems were solved with a new wing, incorporating chrome-molybdenum in the spars. Two French ex-Nieuport engineers had helped conceive of the NC, but the 91 was brought to fruition by the Japanese. (I feel that they copied the wing in part from the Fairchild 22; they had procured several of these aircraft.) The 91 was rugged and fully aerobatic. Despite teething problems, several were rushed to Shanghai during the 1932 incident and they fought Chinese aircraft there, but it isn't known if Short encountered any in his duties flying the 218 or other aircraft. With the outbreak of the Manchurian Incident in autumn of that year, large scale production began. After initial teething problems, these aircraft gained enthusiastic acceptance of the pilots of the time. The Type 91 had superb performance for its day and was very popular with pilots and public admirers. They often appear in news photos of the day, and on New Years greeting cards. After 1935, they were placed in second line units in Manchukoku and Japan as trainers mostly. The Mark I with Jupiter 7 engine accounted for most of the 450 aircraft eventually produced down to 1934. 150 of these were made by Ishiwawa Aircraft. About 22 Mark IIs with a more powerful Nakajima engine were produced at the end, before the type was replaced in front line service by the Kawasaki Type 95. It seems from the color illustrations and the BW pix, the Nakajima 91s were mostly Japanese Imperial Army light grey.



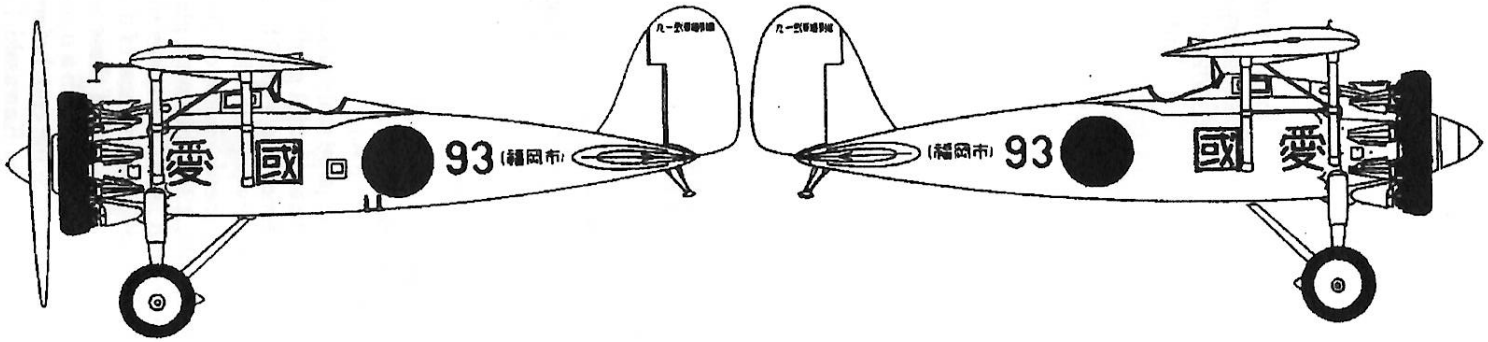
愛国号の九一式・九二式戦闘機

Typical Nakajima 91 Markings

初期の九一式戦闘機愛国号(中島)



後期の九一式戦闘機愛国号(中島)



TOOLS OF THE TRADE
FIRST IN A SERIES
by John Hunton

This series is about the tools that we modelers use. It is based on my own experiences. There are many modelers reading this who have better knowledge about most of the tools that I will talk about and it is hoped that they will write to expand this basic tool knowledge for all of us.

The X-Acto knife:

One of the most basic modeling tools is the X-Acto knife. Where would we be without it? And how many years has it been available? Since the 1940s is anyhow. Many of us have a strange callous across our middle finger that we used to think was caused by using pencils. Now that we do our word-smithing on computers why do we still have the callous? The X-Acto is probably to blame.

The original front chuck X-Actos had a bad habit of loosening up when we were cutting along a curve. The newer X-Actos have rubber cushions for the fingers and the chuck is tightened from the rear of the knife, two great improvements.

While there are many X-Acto blade shapes available, who uses anything other than the No. 11? The no. 11 is available in a neat dispenser from most craft shops. This blade has a straight taper to a sharp point. The biggest secret to keeping these blades sharp is to be mindful of the substrate that you are cutting over. A plywood work surface will dull the blade very quickly. Any grained substrate will tend to lead the blade off in the direction of the grain. A good surface to use is balsa, but it also has misleading grain.

The best cutting surface can be found in a dress shop. It is a non-directional soft plastic cutting mat. The tip of the blade will not dull in this mat and the mat is non-directional which helps in guiding cuts.

We each have our own techniques for cutting. An old standby is to run the blade along the cut line lightly just to make an accurate track for the next blade pass which is the cutting pass, followed by other deeper cutting passes as necessary.

For the sake of safety in all tool usage keep in mind where the blade will go if it skips out of the material. Who has not had a keen X-Acto cut? But they can be prevented with a little thought.

A youngster was cutting with an X-Acto, drawing it with his fist to himself across the sheet of balsa. When the blade got to the edge of the balsa it also got to the edge of the workbench. With the friction of the cut suddenly gone and the force of the hand still on the knife, the knife instantly spanned the space between the bench and the child, burying the blade completely in his chest. The lord intervened, however, and the knife narrowly missed the boy's heart. What a scare we had, for the youngster was my son.

The lessons are to supervise youngsters closely, and always use tools with respect and use them wisely.

Drills

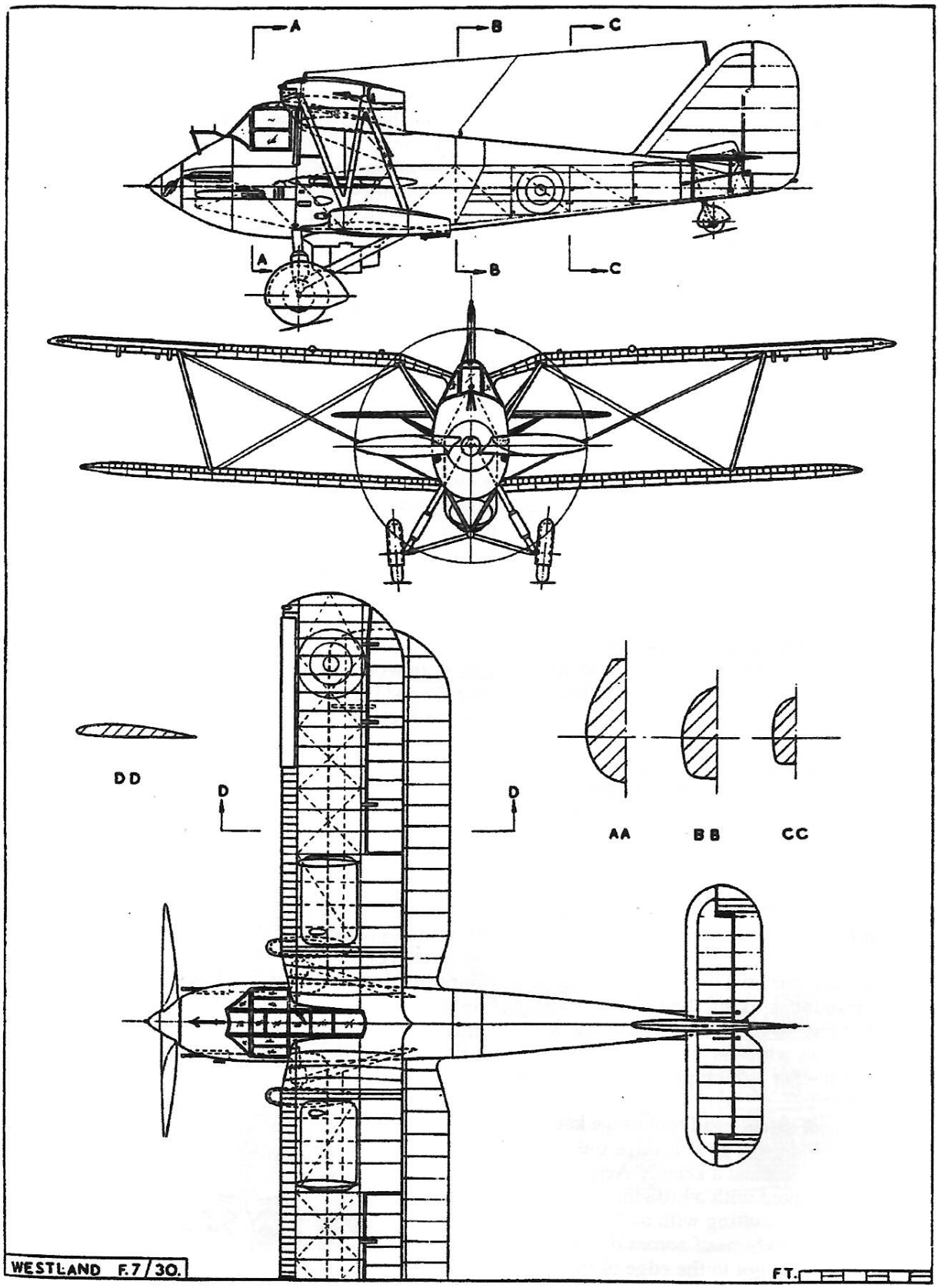
High speed steel drills come in three size categories: fractional, numerical (wire gauge), letter and metric. The most commonly used drills are the fractional type (1/16 inch, 1/8 inch etc.). These drills are available in 1/64 inch graduations up to one inch.

Numerical drills are better suited for more accurate metal machining work. They work best in conjunction with the use of a dial caliper or micrometer where the desired drill size can be read directly to a thousandth of an inch.

High speed wood bits are useful in modeling if of high quality and good sharpness. The best wood bits have a little cutter at the edges to help make a cleaner
cut. With wood bits it is very important to use them with a good back-up block so the center will remain true. In fact, for all drilling it is important to use a backing block: for wood to keep the exit hole clean and for metal to reduce the possibility of grabbing at drill exit.

A very special and sometimes useful drill is a Forstner bit (available in Ace stores) which cuts a finished hole in wood.

Having a sharp drill is paramount. There is a clue to keeping a new drill sharp for a long time, that is to never let it overheat and lose temper. Some things that cause overheating are letting the chips build-up and causing binding near the cutting tip (take a healthy chip but relieve it frequently to prevent binding) and taking too small a bite (keep a healthy chip on the tool, the fresh material can help in tip cooling).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WESTLAND F.7/30.
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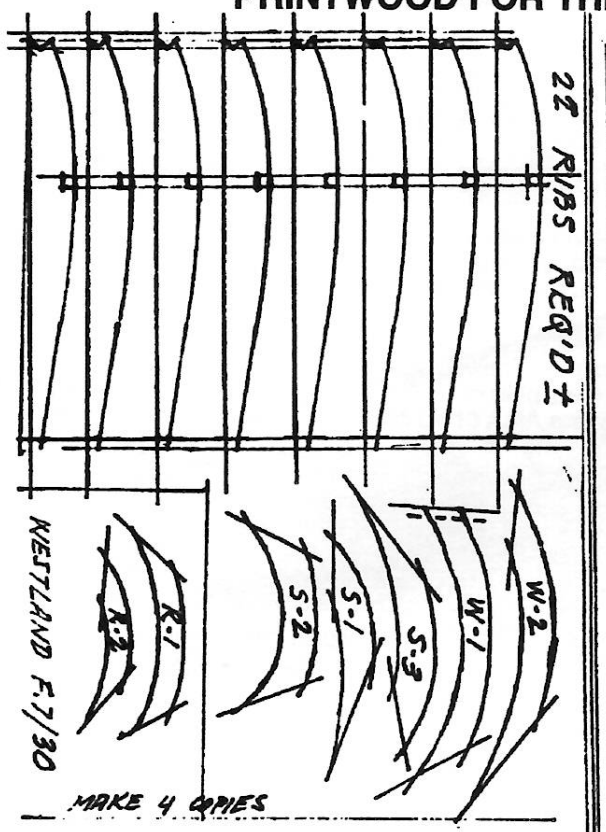
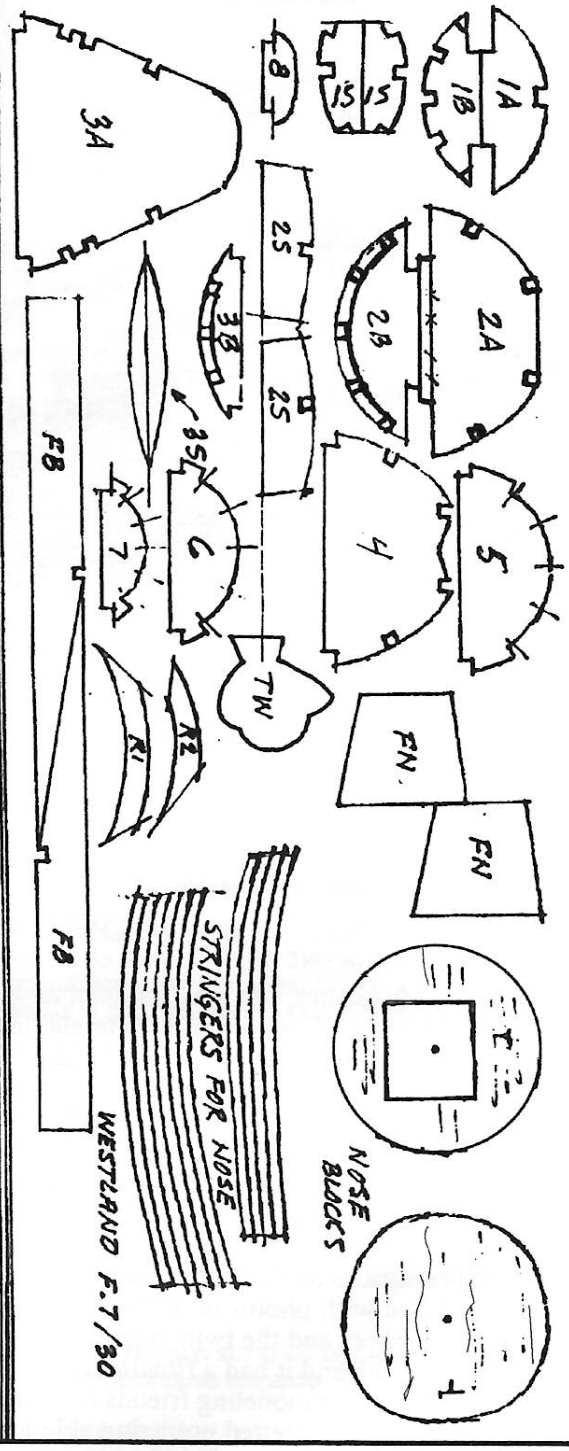
PRINTWOOD FOR THE WESTLAND F.7/30





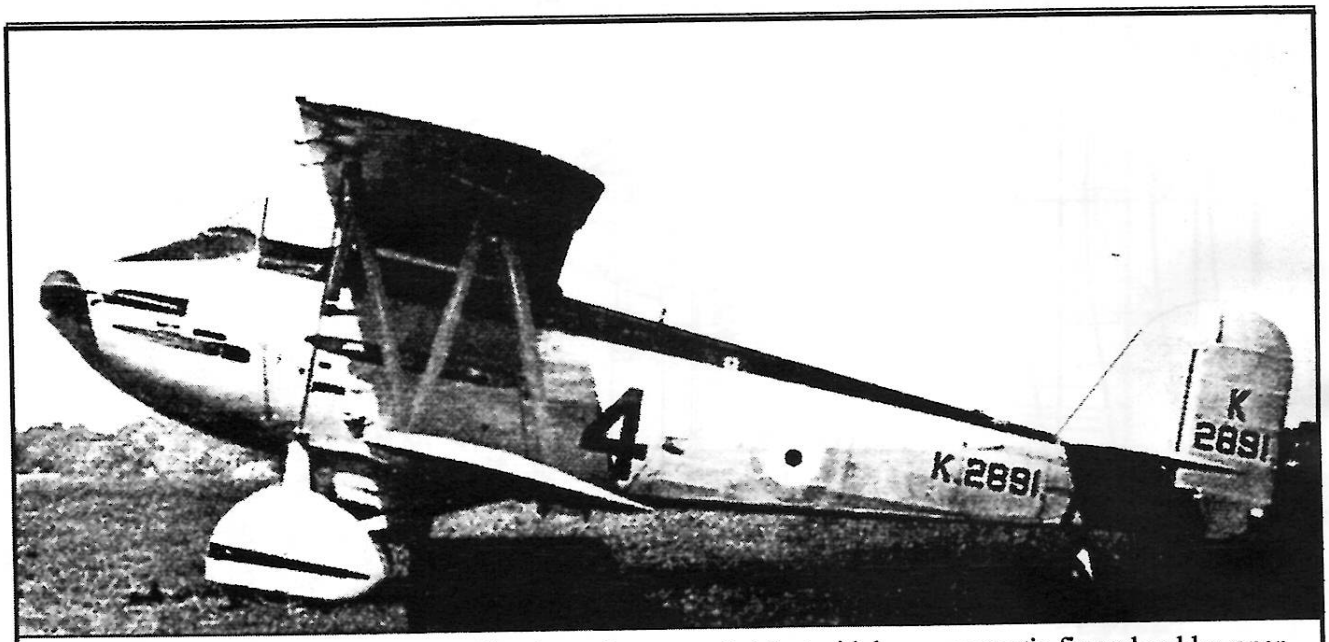
THE WESTLAND F.7/30

some historical notes from Putnam's "Westland Aircraft since 1915"

The British Air Ministry's Specification F.7/30 was issued to the aircraft industry in 1931. The principal intention of F.7/30 was to produce an aeroplane for the Royal Air Force which could meet on equal - or better - terms any hostile airborne threat to the British Isles. The Specification called for a single-seat day and night interceptor with a maximum speed in excess of 250 mph coupled with a 50 mph landing speed and a very rapid rate of climb. The armament requirements was four synchronized .303 Vicker machine guns which effectively doubled the firepower of the Hawker Fury fighters of the period.

Seven manufacturers submitted 12 design proposals in response to the specification. Westland submitted two proposals and their PV.4 design was selected. The prototype, K2891, first flew in 1934. The aircraft had a number of problems, not the least of which, was cooling difficulties with the Rolls-Royce 'Goshawk' engine. Eventually the evaluation trials of the PV.4 were abandoned and no contract was awarded for the design specification.

The PV.4's dimensions were: Wingspan 38 ft. 6 ins; Length 29 ft. 6 ins.; Height 10 ft. 9 ins.; Wing Area 370 sq. ft.. It's weights were: Empty 3,624 lbs.; loaded 5,170 lbs..



Westland P.V.4 built to the F.7/30 specification as it appeared at first with low aspect ratio fin and rudder, open cockpit and separate exhausts. Designed by Arthur Davenport, the machine featured the Goshawk IIS powerplant located inside the fuselage at the center of gravity. The single prototype had dissapointing performance and was abandoned in 1935 after initial military trials.

DOUG HANNAY

Doug Hannay, Maxecuter, life long modeler and pilot left us during the past year. He had been ill with cancer for several years and Bob Haight informed me last summer that he finally succumbed to the disease. We corresponded on an irregular basis but I always received many lively notes and Emails over the years. It was my good fortune to meet Doug Hannay during journey to British Columbia many years ago. I was returning from the frontier country and passing through Vancouver on the way back to Seattle. Since I was carrying a list of west coast and Canadian Maxecuters, on impulse I found his phone number in a local phone book and gave him a call - his home was actually in Delta, a smaller city outside Vancouver. Without hesitation he invited me to his home and a most delightful two or three hours passed by as a guest of him and his wife Heidi. The stories of his escapades as a bush pilot and ex-RCAF pilot kept me in stitches most of the afternoon. His den was filled with photos of all the planes he had flown, mostly seaplanes; for example a single engine Junkers and the twin engine Stranrear. He had a swimming pool in a building attached to his home and it had a floating cover. There he would fly indoor in inclement weather. Most of our West Coast modeling friends knew Doug as he in the past had attended Flightmaster's contests. I have often regretted not being able to visit with Doug again; he was a wonderful guy.

Tom Schmitt

THIRD ANNUAL EMPIRE STATE INDOOR CHAMPIONSHIPS

The Western New York Free Flight Society and the Flying Aces Club will again jointly sponsor the third annual Empire State Indoor Championships on Saturday, April 29, at the Ralph C. Wilson, Jr. Fieldhouse near Orchard Park, New York. This AMA sanctioned contest will run from 9 a.m. to 5 p.m. Trophies will be awarded through third place in all events.

The contest site is the indoor practice facility of the Buffalo Bills football club. Its floor measures 200 x 400 feet and is carpeted with artificial turf. The arched ceiling peaks at 128 feet, making this a premiere category IV site.

There will be 13 AMA and Flying Aces events, as follows:

AMA:

Easy B, Mini Stick, Limited Penny Plane, Bostonian Cabin, and Standard Class Catapult Glider.

FAC:

FAC Scale, Power Scale, No-Cal Scale (6.2 gram minimum), FAC Peanut, Dime Scale, World War II mass launch, Thompson/Greve combined mass launch, and Golden Age Scale.

In addition, there will be two special events:

A. WNYFFS Electric Endurance.

The premise of this event is to keep things fun and low tech. The Contest Director's decision will be final regarding whether or not a given model complies with this premise and the rules.

1. Any free flight model powered by an electric motor is eligible to compete.
2. The model's airborne battery pack will be limited to two (2) nickel cadmium cells, each no larger than 50mah capacity. No method of in-flight recharging, such as the use of solar cells, is permitted.
3. No other electronic or mechanical devices will be allowed other than a gearbox on the motor, a charging jack, and an on/off motor switch. These permitted devices are strictly optional.
4. Only a single, fixed-pitch, fixed diameter, two-bladed propeller can be used.
5. All pertinent AMA rules covering indoor rubber endurance will apply. Per these rules, scoring will be the highest single time of five official flights. Flights of 60 seconds or longer will be considered official.

B. Butterfly Duration.

This event uses the ready-to-fly Butterfly indoor rubber model.

John Clapp of FAI Model Supply is again sponsoring a special, separate event for the ready-to-fly "Butterfly" indoor rubber model. This is a mini-stick size tissue covered indoor rubber model that's literally ready to fly right out of its box. Hand made in the Czech Republic, it's easily capable of flights of two minutes or more. It is indeed a little gem.

Models and winders for this event will be for sale at the contest as a package and at a special reduced price. There will be two age categories: Junior/Senior combined, and Open. The Junior/Senior package price includes an AMA membership. Open fliers must already be AMA members or be willing to join on site. This event is primarily intended to give newcomers/spectators an opportunity to give indoor rubber model flying a try. FAI Model Supply personnel will furnish assistance where needed.

Trophies will be awarded through third place in both age groups. AMA indoor rubber rules will apply.

Entry fee is $20 and will allow flying in all events except the Butterfly. AMA membership is required for all events, and can be obtained on site.

No food, drink, or glass containers are allowed in the building. A concession stand will be available on site for food and beverages. Ample parking is available directly in front of the main fieldhouse entrance.

For more information, including a list of area motels, contact:

Vet Thomas, CD
970 Clarkson-Parma Road
Hilton, NY 14468
(716) 392-5164
E-mail: vthomas1@rochester.rr.com

or

Hugh Jones
314 Shore Acres Drive
Rochester, NY 14612
(716) 663-1489

Gullwing
by John Hunton

This first paragraph must be prefaced with "As I remember" from reading a book titled "The Stinsons" a long time ago. The straight wing Stinson Reliant series was a classic early 1930s five place radial engine design. Bob Hall, who had helped the Granville Brothers with the design if the Gee Bees, an employee of Eddie Stinson at the right time, mated the "mono-spar" wing concept of the Stinson tri-motor to the Reliant fuselage thus creating the "Gullwing". The wing thickness profiles structural needs probably more than any other contemporary design, the wing being thickest (close to two feet thick) at the strut connection, the point of largest moment, and thinning toward the fuselage where the load becomes compressive and becomes very thin at the tip where the load diminishes rapidly because of the sharply narrowing chord. The variance in airfoil thickness ratio creates a lot of washout even though the bottom of the wing is flat and this probably helps create the superb stall stability of the Gullwings. Collectors favor the SR-9s with their bump cowls and rounded windshields. There were about 600 Gullwings built for civilian use. There were also about 600 military Gullwings built for navigation training/hack use. They were called AT-19 and V-77 (V is for Vultee who manufactured them during the war). The V-77 types are easily spotted by their flat laminated glass windshields, the external underslung air cleaner, no wheel pants, and their large rear windows. I don't remember gross weight but they could carry 1200 lbs and burned 11 gph. Cruise was about 120 mph, maxing at 198.

I wanted to move up to something bigger than the Luscombe for the family to travel in. A Gullwing Stinson was advertised in Trade-A-Plane News. I went to see the plane with son Clay and daughter Martha. It was a V-77 and had a newly overhauled Lycoming R-680-9 in it so it was thought that the motor would be good for years. The covering was somewhat raggedy having a coat of enamel over the original faded butyrate dope. The airplane was white with a tacky red trim stripe. The previous owned was not a pilot, he used to taxi the big plane around. The last time he taxiid it he ran into a fence giving the engine a "sudden stoppage" and tearing a hole in the bottom of the fuselage. The price was right and the decision was made to buy the Gullwing. I was not qualified to fly the "complex" airplane (controllable pitch propeller). A friend, Tom Selby, agreed to ferry it. The seller arranged a ferry permit for the Stinson.

The day of the ferry flight was excellent weather wise. I rented a Cessna 172 to take Tom Selby, another Gullwing owner Tom Pendergast and myself to Medford, NJ. The Gullwing was ready to go with duct tape on it's belly and tanks topped with gas. Tom Selby asked tom Pendergast and myself to keep a close watch on the Gullwing's belly and, since the radio was inoperative, to waggle our wings if anything was amiss. As Tom Selby taxiid out and took off the old Gullwing just looked magnificent taking gracefully to the air.The Gullwing turned southwest and climbed steadily to 4,500 feet, our pre-arranged cruising altitude. We took several sweeps around the Gullwing from the Cessna and everything appeared to be in order as we headed toward Virginia's Warrenton Fauquier airport. I could not help but muse at the old Gullwing chugging gracefully along with the modern jet contrails visible overhead in the sky.

We were nearing Baltimore when the Gullwing emitted a puff of white smoke and dropped back. The wings waggled. Tom had a problem. The smoke became a thin trailing mist as the Gullwing started irreversibly downward. We were over Baltimore County Airpark and that is where Tom Selby had to go. I got on the horn to try to clear traffic. Tom made a beautiful touchdown and rolled out onto a ramp. We pulled the Gullwing to a tiedown spot. The motor was a wipe-out even though it had never stopped running. I could not afford to buy a new motor then, so the decision was made to bring the big plane to my back yard in Annandale.

The decision was made to restore the Gullwing in full military colors. Excellent black and white photos of an original V-77 were obtained from All American Engineering in Baltimore. Color references were obtained from the British Air Museum at Hendon Airdrome and from paint chips found about the airframe. The airframe restoration process took four years. During this period the business of architecture went into a steep slump. The Gullwing became an Albatross. A used Lycoming R680-13 was found (the -13 being an aluminum case and the -9 magnesium) and it was completely overhauled by two very good friends. Mating the 300 hp engine to the completed fuselage was an event. We fired the Lycoming up in the front yard in Annandale. It ran fine. What a beautiful sound.

Colors of the V-77 were yellow underside and circlets around all of the British roundel insignia. Top surfaces were dark gray and sea green, a very drab combination. The original had an antenna from the fin to each wingtip. The gear

legs ran straight to the wheel hub and there were no pants. On all other Gullwings the gear legs run to the top corner of the pants for better aerodynamics and turn down to the wheel hub. My "civilianized" gullwing came with pants so they stayed on. Also the large rear windows had been altered back to the common small ones and were not restored to the large military version.

When you have a Gullwing in a hangar, you walk around the big plane supposedly looking for things awry, but your eyes are drawn to the cohesive curvilinear lines of the classic design: the big bow of the huge, sweeping rudder, the smooth fabric fairing of the fin, the wing tie-downs for which you must carry a small ladder in the airplane to reach, then the large round cowling are all caressed by the eye. The Gullwing seems to present a different vision with every different angle that it is viewed from.

Enter the cabin with its steeply sloped center aisle between the two front seats (airliner like?). There is an unmatched odor which combines the dope of the fabric, both the burnt and the freshly leaked engine oil, the mustiness of 50 years, all overlain by the unmistakable smell of avgas. Check mags off. Climb back out to pull the propeller through 12 blades. Climb back up into that elevated cabin, open the window with the auto-adapted crank. Prime 12 times. Crack the throttle, master switch on. Click the starter switch, the flywheel whines. Watch a few blades pass then mags on. The primer is only connected to the top five cylinders, so they begin to fire sporadically as large chuffs of white smoke billow about the cabin. Starter off, the motor is picking up additional cylinders now and it is smoothing out. The oil reservoir is huge, so it takes a long time to read any oil temperature, but it finally comes up and the throttle is advanced for taxi.

Taxiing a graceful Gullwing is not graceful at all. You must make ess turns to see anything at all out front. The tailwheel lock is on the cabin floor so you must bend down to unlock, turn, raise back up to see, bend down to unlock again, etc. Finally you are at the run-up area and even in winter you are sweating. Runup, check mags, cycle the prop three times, low pitch and you are ready to go. Line up as straight as possible with the runway, advance the throttle very slowly (important). Start your dance on the rudder pedals kicking mainly right, for small quick corrections save larger ones, down elevator to raise the tail, check airspeed for liftoff (you are probably beyond that by now) and the motor changes tenor, quiets down and smoothes out as you are into the air.
Right rudder pressure required to center the ball. Spin in higher pitch and the seat-back pushes you firmly forward. Rate of climb seems phenomenal as you monitor airspeed. Climb to altitude and set up cruise. The big Gullwing is unbelievably light on the controls in every axis. All controls seem evenly matched and evenly balanced. Turns are made with fingertips but, even with the frieze type ailerons, rudder input is necessary. Stalls do not involve wing drop at all....and there is the sense, having already set up in low pitch, that the airplane will power itself right out of any stall if you correct a little with rudder for torque.

In setting up for landing trim up to remove pressures, controls are heavier now at approach speeds. Flaps down. Flaps are powerful and add a lot of drag. Be on the centerline...always, even far out. Adjust airspeed with elevator and altitude with throttle. Round out a little and reach for the runway with the wheels as airspeed bleeds off quickly now. Push over a little to make wheel contact, then pop in some down to stick the wheel landing on. During motor shutdown after the mag switch is off you hear every lifter roller clicking and clanking to a stop. Was this motor really running so smoothly and reliably just before?

Business continued to be bad. While in the yard the plane cost nothing except for parts. At the airport it gets expensive quickly with hangar rent, insurance, $2.00 per gallon for gas, annuals, etc. I had to sell.

This Gullwing was sold to Tommy Thomas in Oklahoma City who, it was said, had 115 classic airplanes and he tried to fly every one of them on his birthdays. Tommy put out a list of planes on consignment and my brother Hugh, in Louisiana. picked up my old plane. Every time I visited Hugh we would jump in the Gullwing for a spin. Hugh put the invasion stripes on it. After three years Tommy Thomas called the ariplane in. He had donated it to the Tallechet museum in Liberal Kansas. Hugh called me to join in the ferry project, they let me fly the last leg. What a thrill.

Sterling made a 58 inch or so SR-10 kit for CL or RC. It builds heavy and snap rolls on takeoff readily. Sterling also made a 31 inch SR-8. Comet made a 25 inch SR-7. The best is a SR-10 plan by Bell, a 42 inch model which builds up into a fine flying 1/2 A model. If anyone wants any scale documentation I have many slides, photos and engine parts.

The following MAX FAX back issues are available @ $3.50 each, pp. Send check to treasurer

May-Jun 96: Bowers & Raykow- 25" Farman F250 by Bowers Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A

Nov -Dec 96: Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, PearlHarbor, Clark Y airfoils

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"'

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 Lusombe50, Comet Curtiss P-36, Phantom Flash, 5¢ Baby ROG, 2O"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.

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. Profile 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 Cowls. An account of the 1966 FDK races and a brief history of the Goodyear Races.

More Pics from the NBM in November.

9. Joe Clemens came with a tiny rudder only biplane powered by what else a Brown CO2. Joe had the little aircraft during pylon turns around the gigantic columns.
10. Believe it or not, our own Joe Carter had a Czech Butterfly and was flying up a storm.
11. Clarence Hurd came with his son Dan and they were flying this little all balsa three-channel electric powered R/C with a radio of their design.
12 And of course our local 'micro-flight' guru John Worth was there with one of his R/C airships.
13. Not the NBM but Don seen at 'Winter Field' with a very pretty Farman electric R/C park flyer.
14. Phil Cox also turns out some beautiful aircraft - this one his free flight power scale Waco seen at Muncie this past summer.
15. This photo from Al Lidberg of one of his latest kit offerings, the Garami Skylark. It will be a good entry in the FAC old time power event or an interesting conversion to an Electric powered R/C park flyer. Contact Al at (602) 839-8154 evenings and weekends for a catalog and price list; or if you are on line Email at aalmps@aol.com.

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

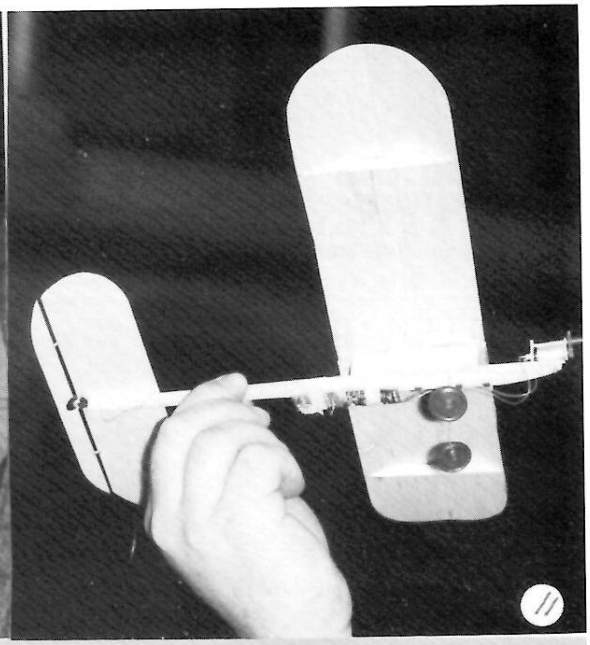
John Low Plans list, Tom Odom's workshop, Chalked Tissue, PICO timer Schemetic. John Hunton on Modling and a flight review of Morrow CR-3.

Nov-Dec 99: Driscol-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.


9


10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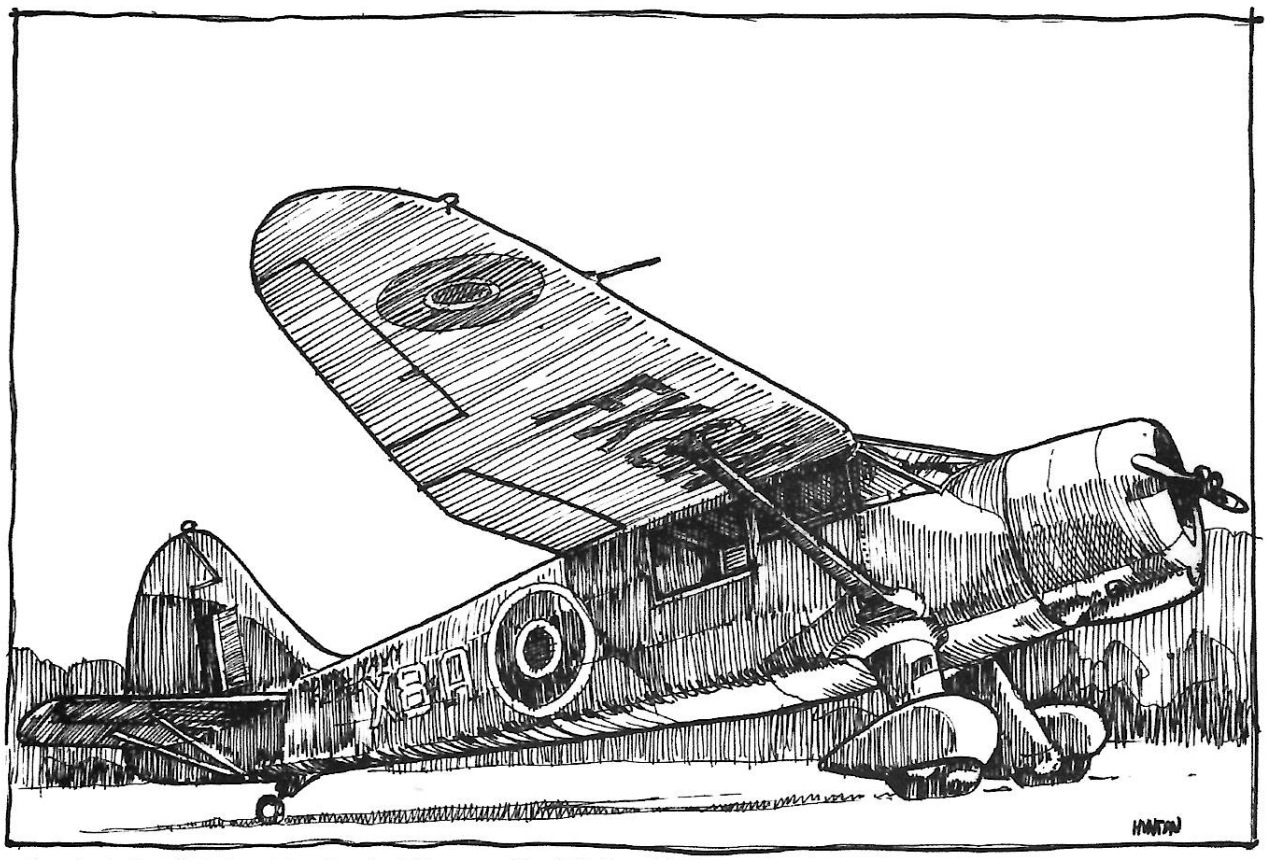


A sketch of John Hunton's Stinson Gull Wing V-77 ... by none other than John himself.

WANTED: SCALE AIRCRAFT PLANS OF ALL TYPES, AND SIZES. LOOKING FOR ENYA, WEBRA, AND SOME O.S. MAX ENGINES: I ESPECIALLY WANT DIESELS OF ALL MAKES AND SIZES. I WILL TRADE PLANS FOR PLANS, OR TRADE PLANS FOR ENGINES. CALL ANYTIME: I'M RETIRED NOW-GREAT! [1-402-332-4303] OR WRITE TO MR. DUANE B. BREHMER, 14720 SOUTH 234TH ST. GRETNA, NEBRASKA 68028-6416 USA

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.

MANY STRINGERS OMITTED IN DRAWINGS FOR CLARITY

RUDDER TAB

INSTRUMENT PANEL

COVER WITH STIFF PAPER

TAIL CONE

F7

F6

F5

F4

F3

F2

F1

SLOT FOR HORIZONTAL TAIL
ADD FAIRINGS AFTER INSERTING
IN STRINGER SLOT

WING INCIDENCE 3.5 DEGREES TO
MEAN CHORD PLANE AT ROOT RIB

WING STRUTS
ATTACHMENT
LOCATIONS

A

B C D E

REARMOST COWL RING 'A'
IS 1/16" SQUARE SHAPE

B

E

G

F

ENGINE COVER (F)
(CARVE TO SHAPE)
AND NOSE PLATE (G)

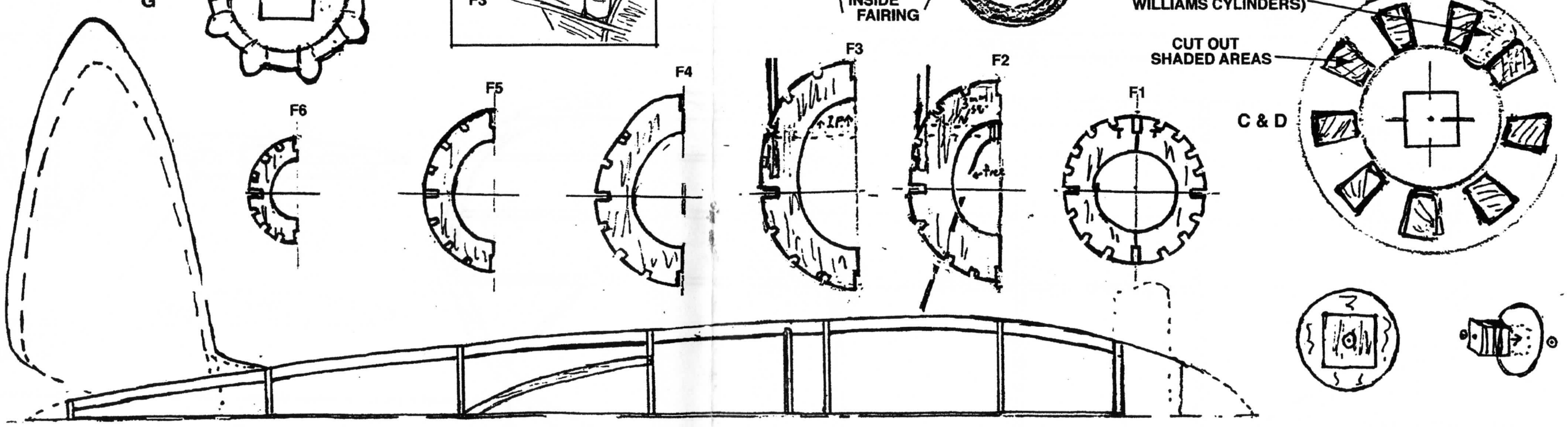
CABANE
DETAILS

INSIDE
FAIRING

SHAPE CYLINDERS
AFTER LAMINATING
(OR USE PARTIAL
WILLIAMS CYLINDERS)

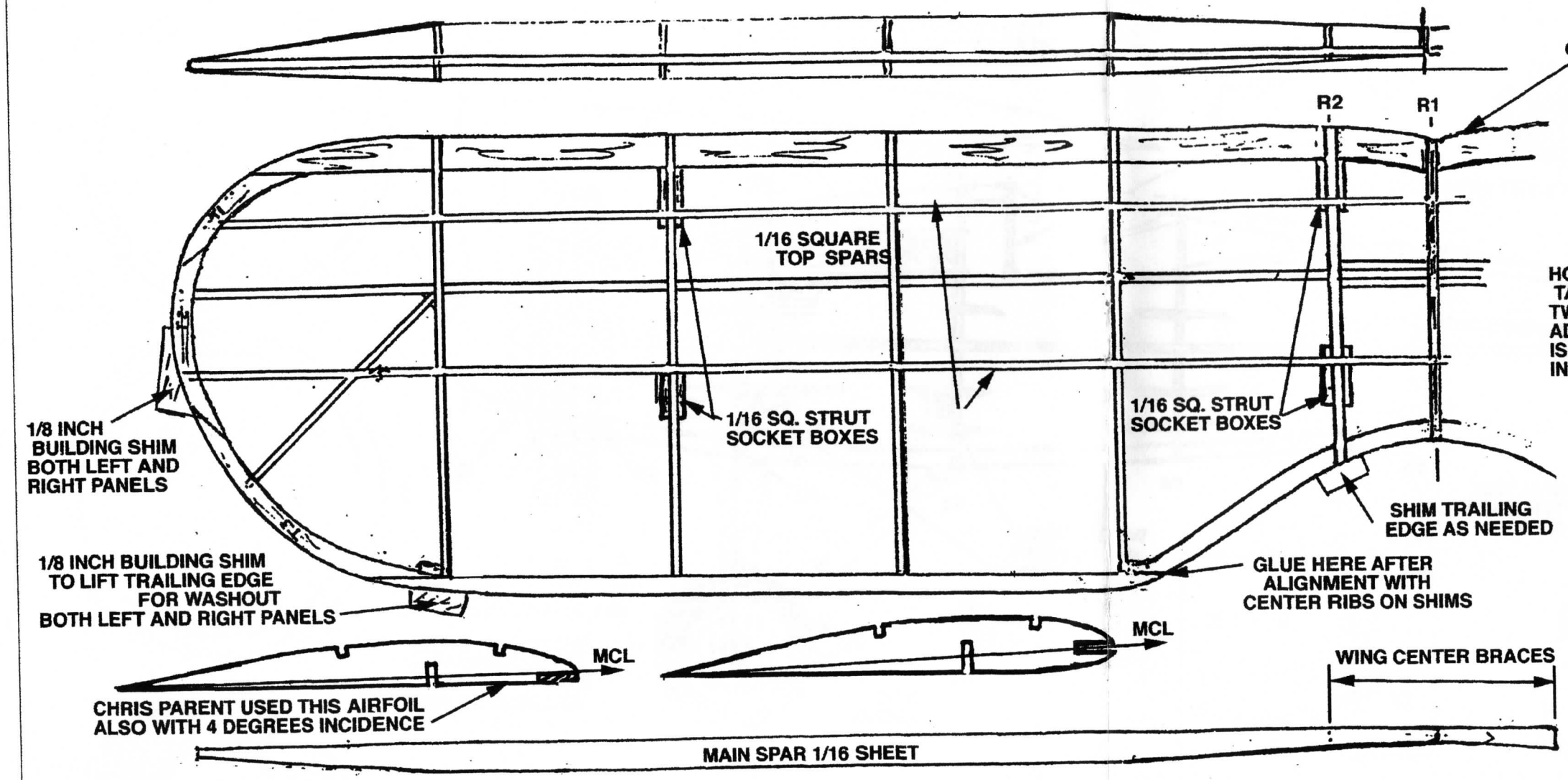
CUT OUT
SHADED AREAS

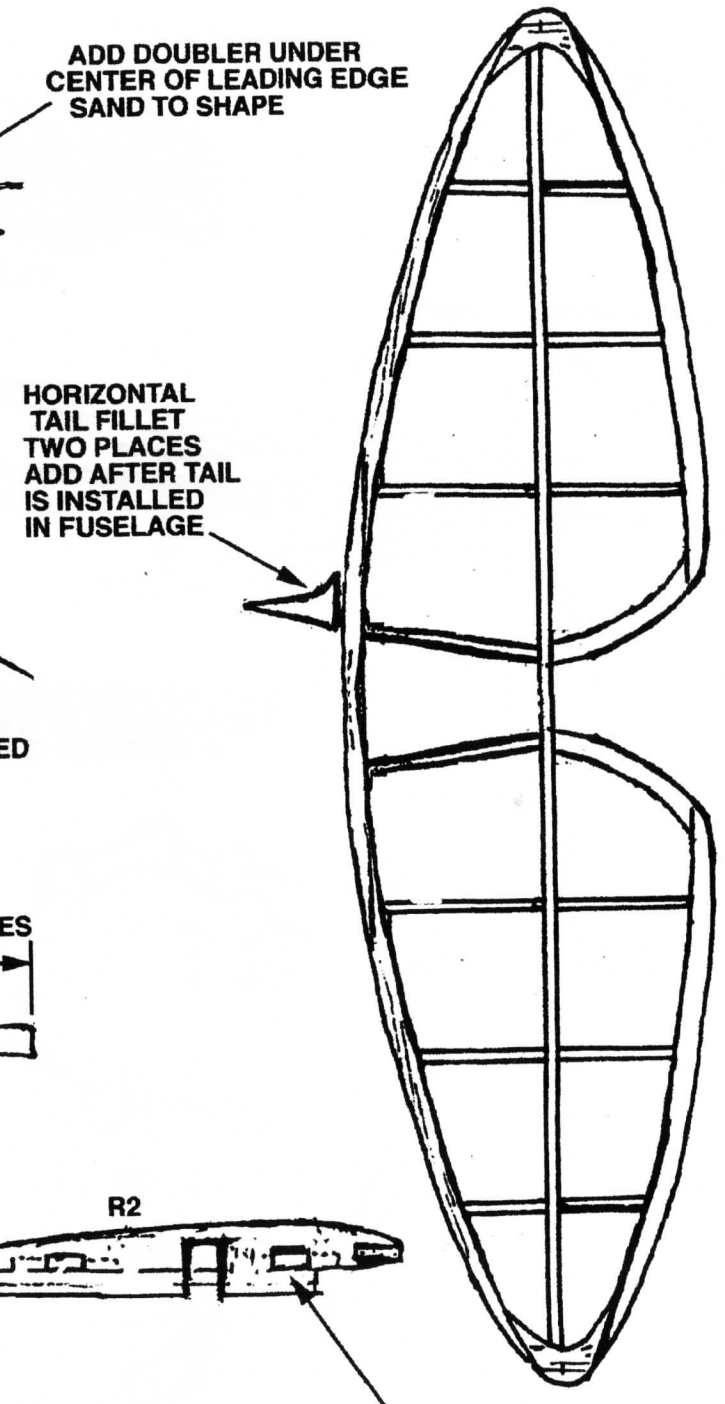
C & D

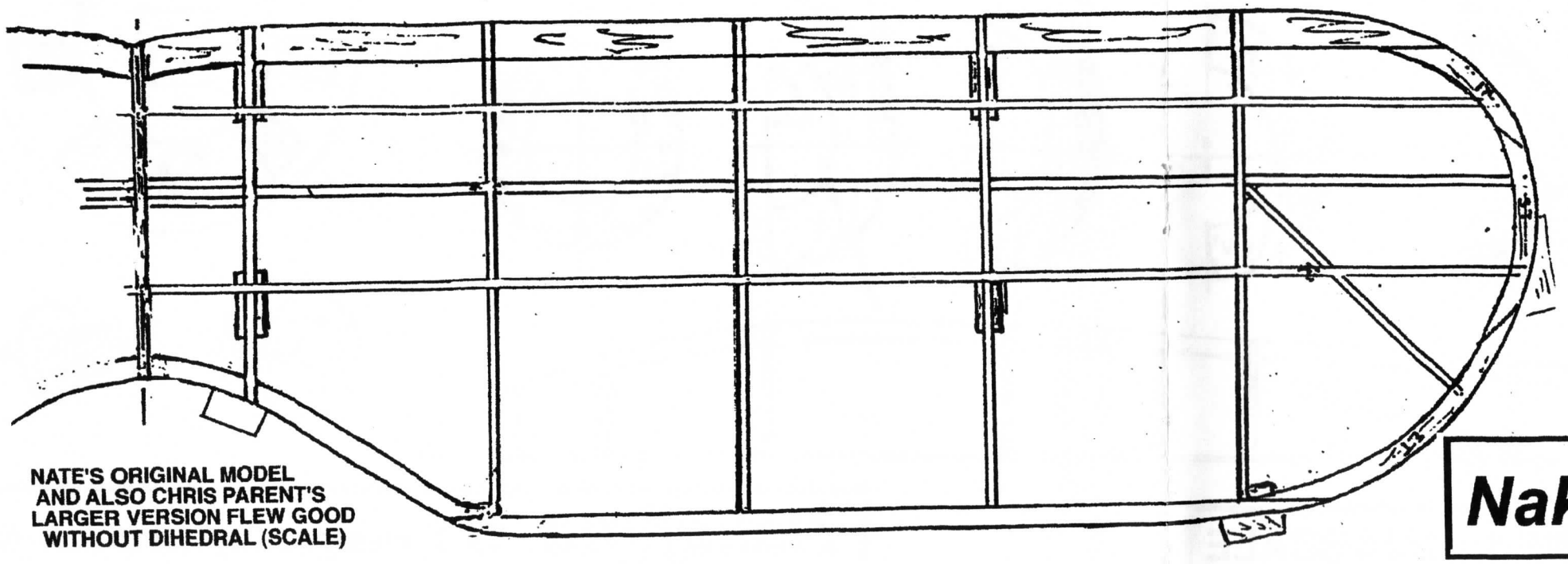


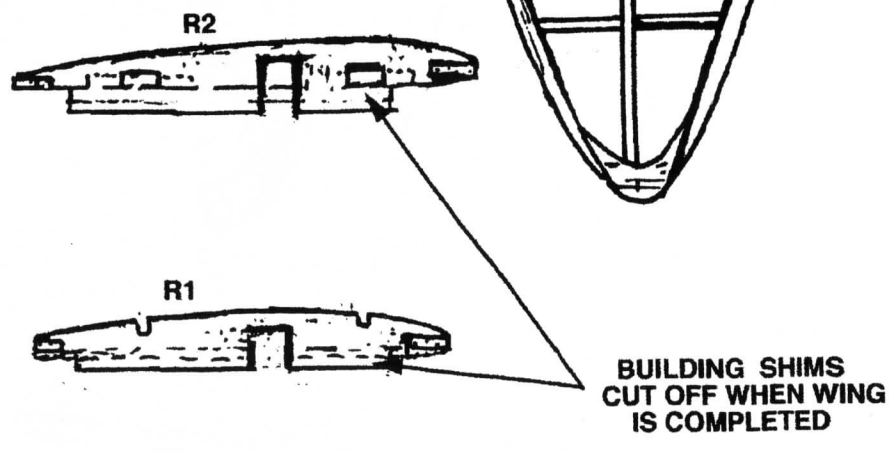
JAPANESE ARMY 1931 FIGHTER TYPE 1 - 1/24 SCALE

Nakajima 91 *Designed by: Nate Sturman*

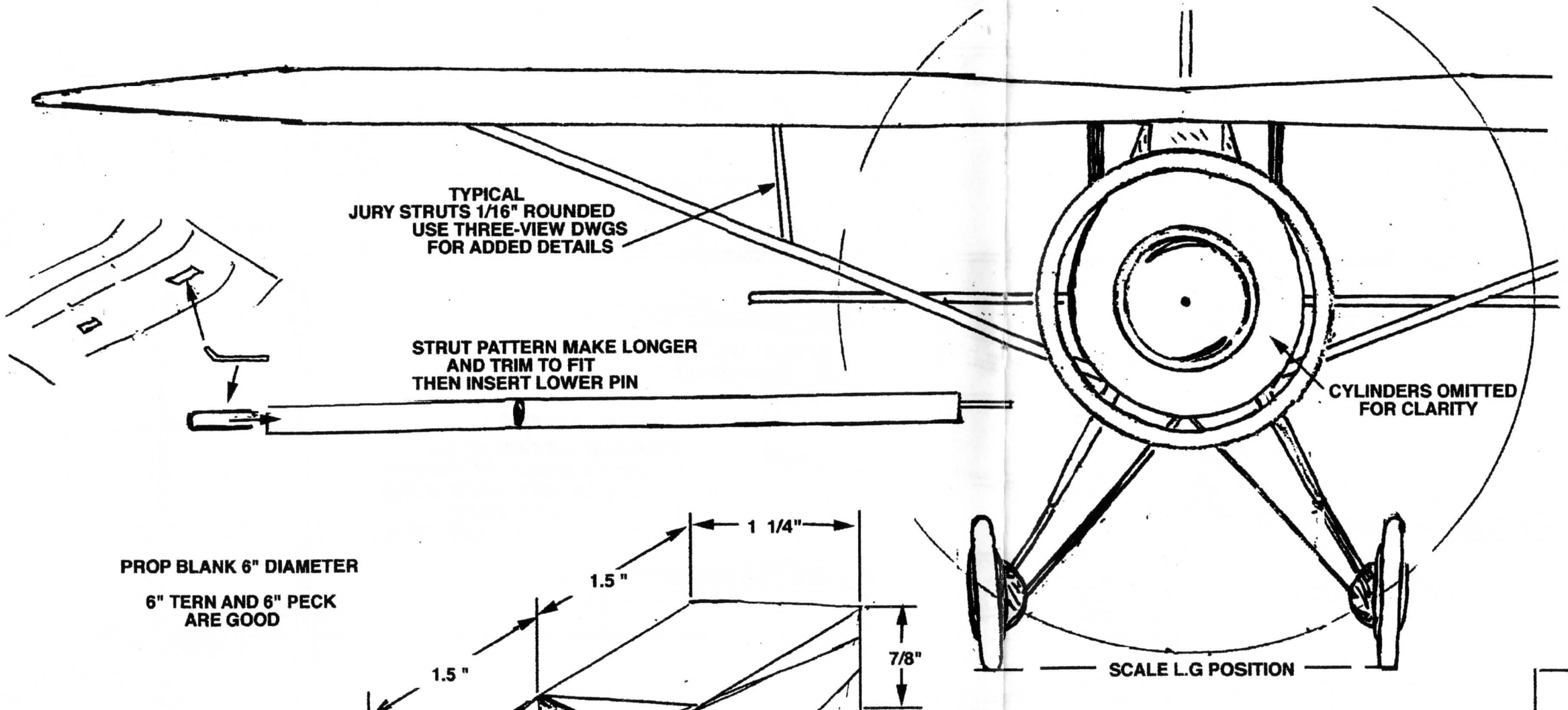






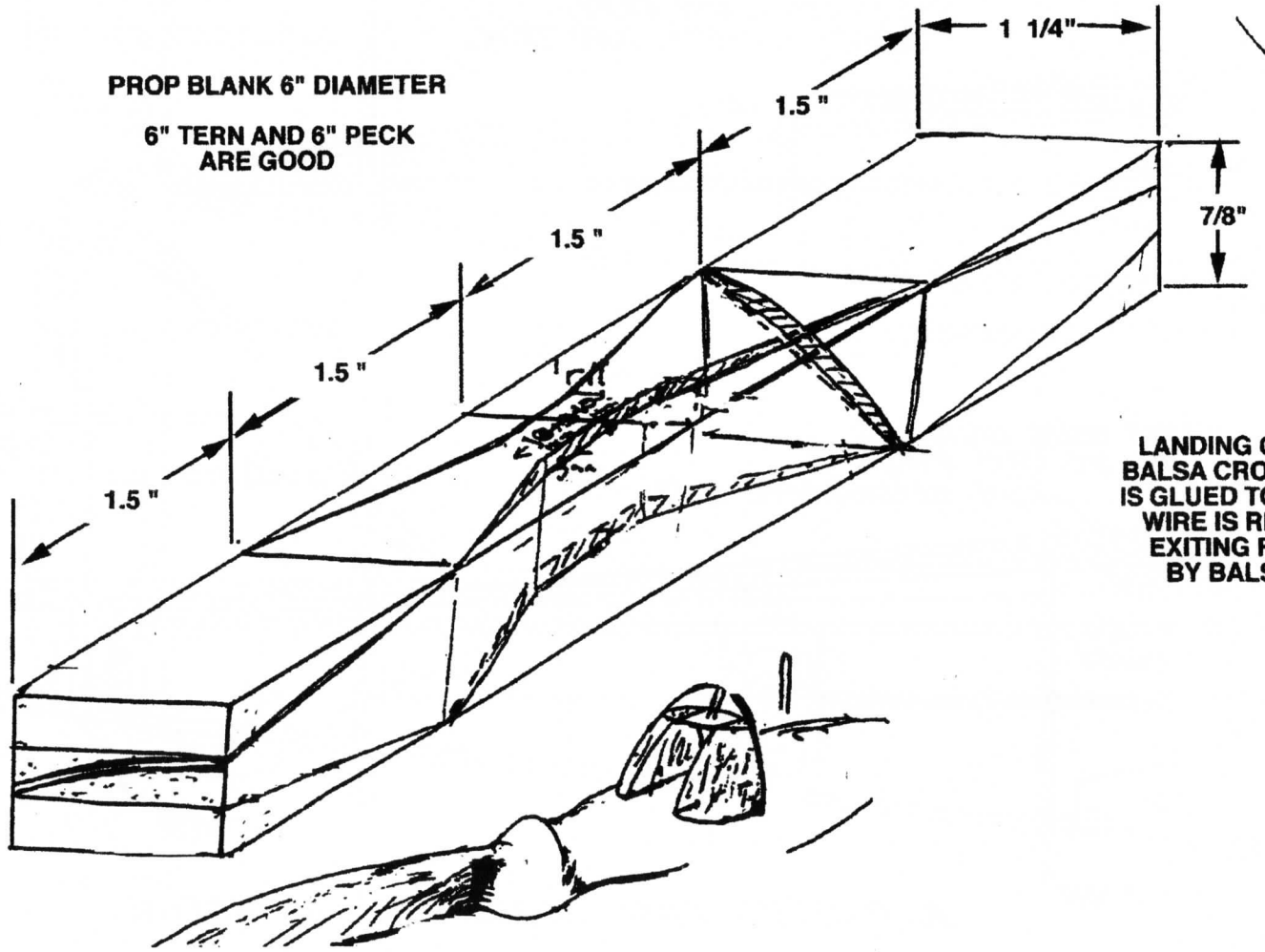


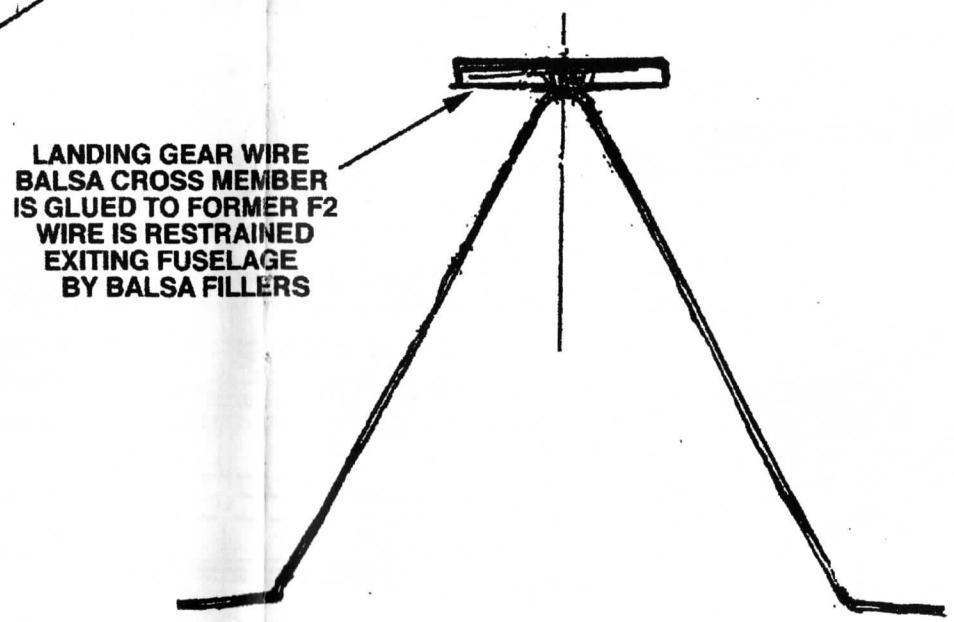
Nakajima 91 *Designed by: Nate Sturman*



PROP BLANK 6" DIAMETER

6" TERN AND 6" PECK
ARE GOOD





REFER TO THREE VIEWS
FOR ADDITIONAL DETAILS
SUCH AS STRUT FILLETS,
LANDING GEAR,
ENGINE CYLINDER FAIRINGS,
WING GAS TANK INSTALLATIONS,
MACHINE GUNS, ETC..

Nakajima 91 *Designed by: Nate Sturman*

ROUNDELS ON TOP & BOTTOM WINGS

W1

W3

AILERONS ON TOP WING ONLY

ADD 1/16" x 1/8" H. DIHEDRAL BRACE ON BOTTOM

1/16" SQ

1/16" RIBS

WING STRUT SUPPORT PLATES

BOTTOM WING TRAILING EDGE

W1

W2

BOTTOM WING PANELS

CRACK HERE

EXTRA 1/16" SQ. @ STABILIZER

FN

ALL 1/16" STOCK

FB

S1

S2

S3

COLOR NOTES:

AIRPLANE LOOKS TO BE SILVER OVERALL IN PHOTOS. FUSELAGE MAY HAVE BEEN PAINTED LIGHT GRAY. BLACK NUMBERS AND TRIM.

FUSELAGE SIDE TRUE SHAPE

TRUE LENGTH WING STRUTS

BOTTOM WING

BOTTOM LONGERONS

TOP LONGERONS

NOSE BLOCKS- 1/16" FIRM

NOSE PLUG

SECOND BLOCK

TOP WING INCIDENCE IS SET BY THIS STRINGER

FLAT BLACK ABOVE LINE

EXHAUST

K 2891

K.2891

GUNS

1

2

3

4

5

6

7

8

REMOVABLE NOSE PLUG

RADIATOR

TRIMMING NOTES:

6" PROP. LITTLE RIGHT & DOWN THRUST. SOME LEFT RUDDER. FLIES RIGHT/LEFT. VERY STABLE. BALANCES 40° TOP WING.

A PSEUDO DIME SCALE .. 16" WINGSPAN

WESTLAND F.7/30

A FIGHTER PROTOTYPE THAT DIDN'T MAKE IT ONE BUILT.

BOB McLELLON SEPT. 1999