

MAX FAX



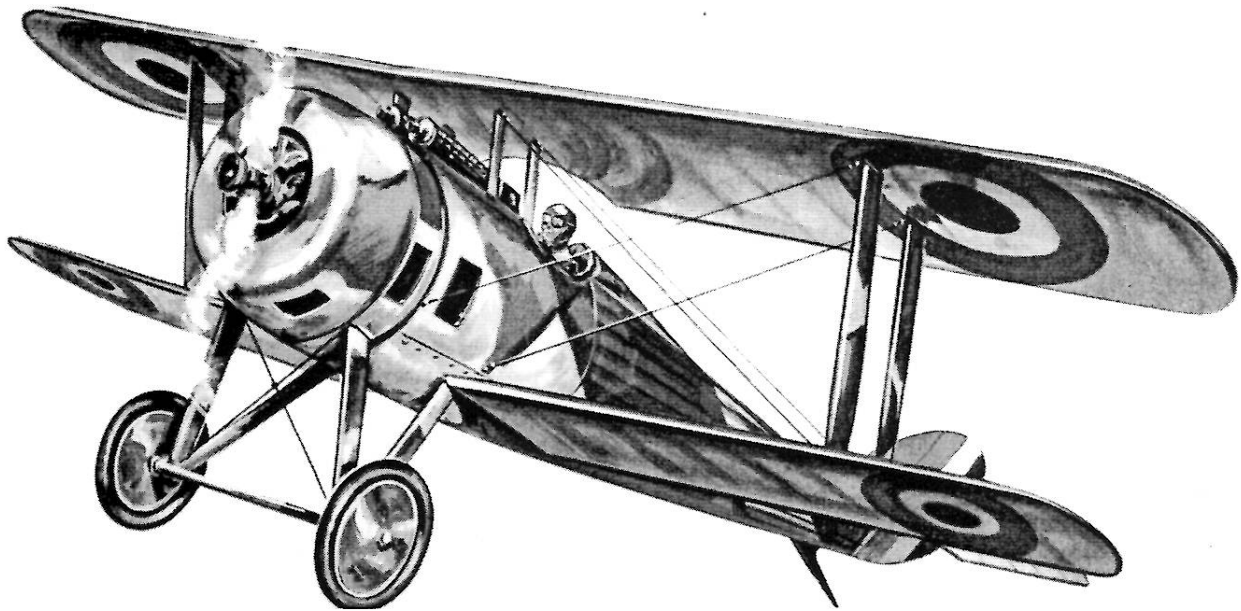
Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

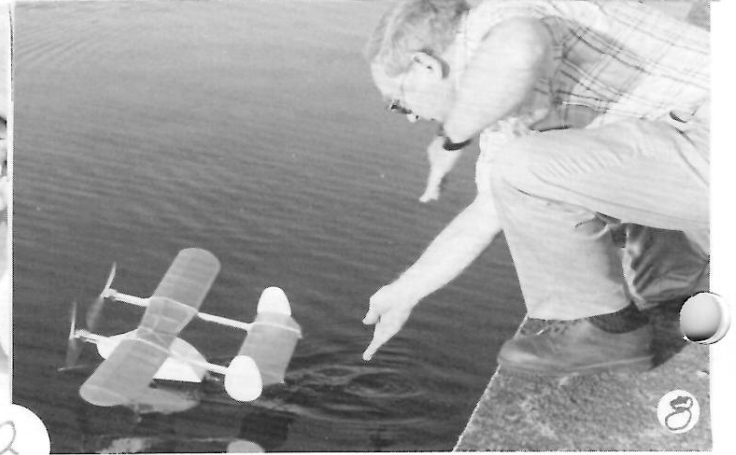
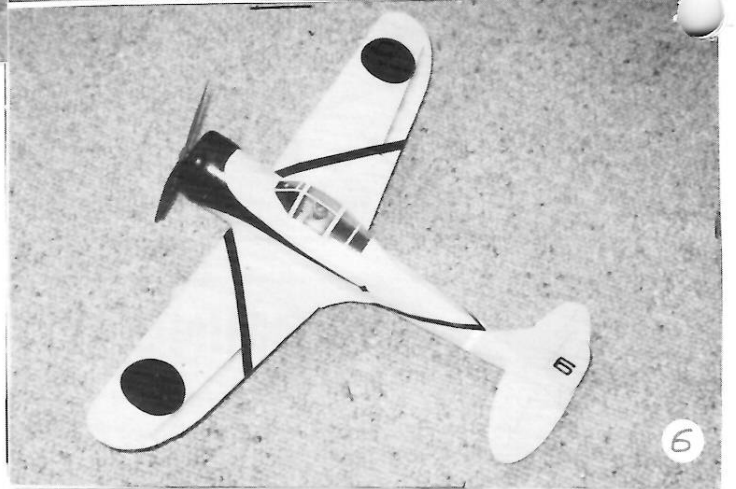
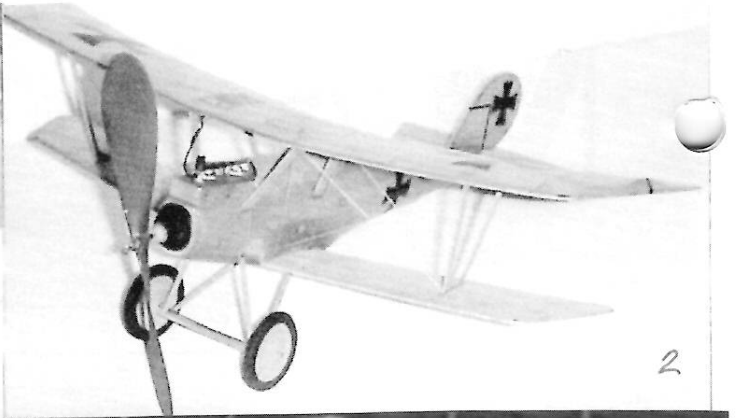
JULY-AUGUST 2000

GUILLOW'S WWI ISSUE



COMING ATTRACTIONS

- JULY 20-23 -2000 FIRST FAC NATS OF THE THIRD MILLENIUM AT GENESEO, NEW YORK
See FAC Newsletter for full details.
- AUGUST ??-2000 MAXECUTER SUMMER FUN FLY CANCELLED.
- SEPT 23 -24-2000 BRAINBUSTER FF CONTEST AT PETERSBURG, VIRGINIA
Contact Abram Van Dover CD 757-596-6104 for info.
- SEPT 23-24 -2000 FAC CONTEST AT AMA FIELD IN MUNCIE, INDIANA.
See FAC Newsletter for details.
- SEPT 30- 2000 THE KUDZU FLYING CORPS CONTEST AT RAEFORD, NORTH CAROLINA
Note that the Friday evening seaplane events are cancelled because of dam damage. Events listed in May-June MaxFax
Questions, directions, maps -- call Dave and Marie Rees 919-778-6653.



GUILLOW'S WWI ISSUE

Editor: Stew Meyers

I have become by default the coordinating editor as well as treasurer of the Maxcuters. I shamelessly solicit material and button hole issue editors. As you may know when an issue slips or an editor finds he can't do an issue at the time, I step in with another Dime Scale Issue or in this case a Guillow's issue.

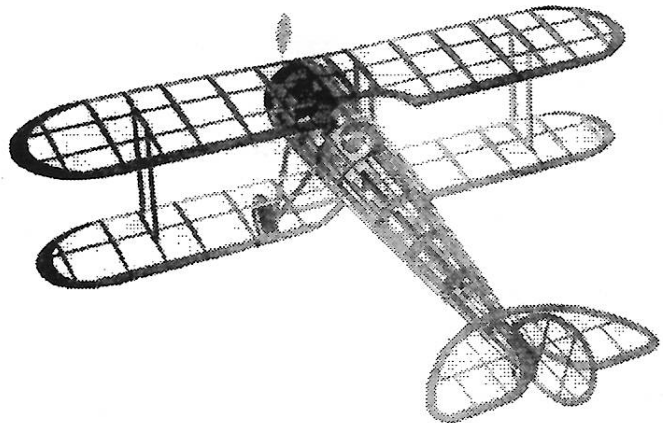
Several issues ago, when Claude Powell sent in his most welcome material and became a guest editor, his Halberstadt plans jarred my memory of the Guillow's Halberstadt kit I had stashed away. I included these plans as well as a list of the twelve 18" WWI models. I find these models fill the 'nostalgia niche' that Dime Scale models do for older generations.

Bob Marchese was going to do the next issue but fell behind. I had seen Kevin's Nieuport 28 and Pfaltz D-3 fly at Essex and approached him about writing them up. I thank him for this contribution and his effort on the last issue. Bob is on the hook for a future article on the Albatros and Chuck Wojtkiewicz is doing a Camel. I hope to get one of the Guillow's series built before Geneseo. Any one out there who would like to write up an article on building, flying, or submit a plan is hereby encouraged.

This issue has plans for the Nieuport 28 and Pfaltz D-3 along with Kevin's construction article, some notes by me on building, an old sketch page, a list of Mindsock Datafiles. (Easily the best source of info, there is one on every Guillow's WWI model.) Check out the new back page that pins down the time of our meetings and has the correct web address for The Maxecuter web site.

18 " Guillow WW I models

✓ WW 1 Albatross D5A	✓ WW 7 Bristol Bullet
✓ WW 2 Nieuport 28	✓ WW 8 Nieuport 27
✓ WW 3 SPAD	✓ WW 9 Fokker D-8
✓ WW 4 Fokker D-7	✓ WW 10 Sopwith Snipe
✓ WW 5 SE-5	✓ WW 11 Pfalz D-3
✓ WW 6 Sopwith Camel	✓ WW 12 Halberstadt CI-2



A Guillow's Class Mass Launch Catagory?

We hope to promulgate this, but don't want it to turn into the contentious rules quagmire that Dime scale has become. You can build 'em like the plan with lighter than Guillow's Grade balsa, or you can modify the structure to be more scale, and/or lighten the heck out of them. Just build them and remember what it was like when they first came out, and have fun!

PHOTOPAGE

1. Kevin Sharbonda seen here with his Guillow Nieuport 28, one of the featured models.
2. Kevin Sharbonda's Pfalz, another Guillow model featured in this MaxFax.
3. Our Editor, Stew has a squadron of Micro R/C flyers including this Eindecker.
4. Steve Fujikawa one of our newer members with his high flying Profile Zero at the NBM.
5. A beautiful model of the Grumman Widgeon by Bob McLellon powered by Hi Line electrics.
6. Lindsey Smith sent us this photo of his Nate also electric powered with a KP-01.
7. Shed a tear, no not for John Lewars, he is fine: but for long gone Shangri-La seen here in background.
8. Shed another tear, no not for Don, but for the loss of the Dave Rees's Kudzu lake for this year and maybe more at Goldsboro.

What ever happened to the Maxecuter summer fun fly?

When we lost Comsat, we became the guests of the Brainbusters at the Petersburg Airport. We scheduled a meet in conjunction with them for Sept 23rd 2000. Then the FAC scheduled the Muncie contest the same weekend. Since so many of us fly at Muncie, we decoupled from the Brainbusters that weekend and looked for another venue. Well we just don't have a site, and it is getting too late to schedule a contest. Thus 2000 is a down year for the Maxecuter contest.

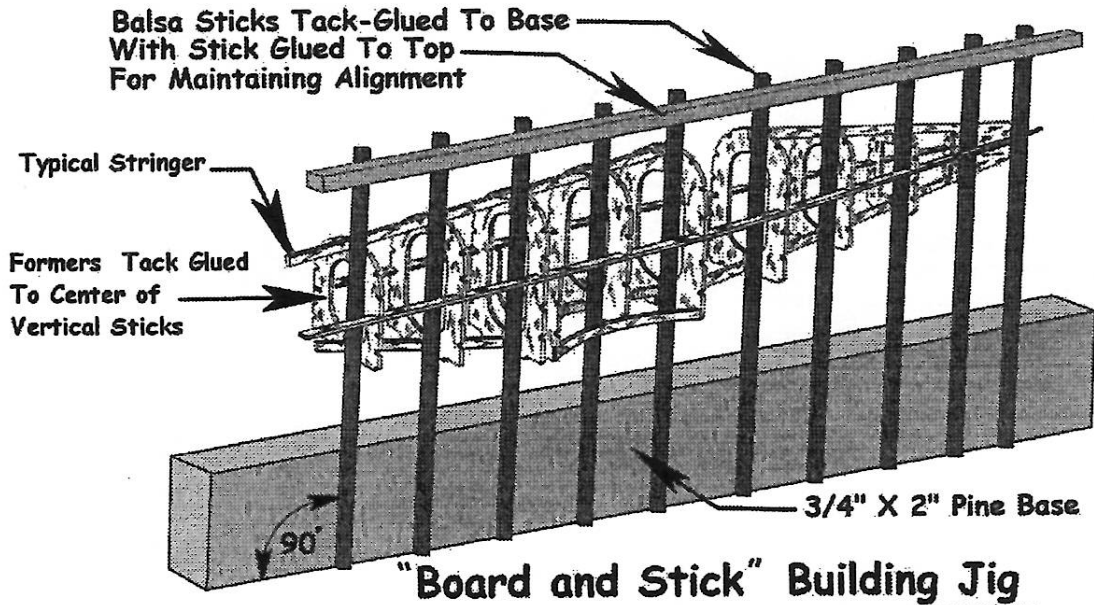
Results of the May 20 Brainbuster Contest

WW-I: 1- D. Rees; 2- Don Reed; 3- P. Daily
G.A.: 1- D. Rees; 2- C. Powell; 3- W. Farrell
WW-II: 1- W. Farrell; 2- P. Daily; 3- Bob Mcllellon
Cadet: 1- W. Farrell; 2- D. Srull; 2- Bob Mcllellon
Dime: 1- C. Powell; 2- D. Rees; 3- Don Reed
P'nut: 1- W. Farrell; 2- Don Reed; 3- Bert, Bert, Bert!
Grand Champion: Wally Farrell

A Guillows Project

By Kevin Sharbonda

This is a construction article describing the building of two models, the Pfalz and the Nieuport Guillows models. Both are WWI models using the plans supplied from the kits and modified to my methods. Typical construction techniques are used with a few variations thrown in and described in detail, with a few drawings for clarification. This is by no means the best way to build a balsa free-flight model, but hopefully another unique and preferably acceptable method to reach a flyable and enjoyable result.



When All The Structure Is Completed To The Fullest Extent, Carefully Remove From Jig And Finish Any Remaining Parts !

Fuselage Construction

I use a technique borrowed from someone, I have no clue who first came up with it but I like it and use it frequently. Especially on circular or elliptical shapes. First obtain a pine stick approximately 1"x2" and 3 to 4 inches longer than the fuselage. Make sure it is straight and true. From the plan view of the profile showing cross-sections either copy or trace the profile and then cut it out making sure to follow the lines as carefully as possible. Now the idea is to transcribe it to the stick. Locate all the sections or formers on the stick because you will use this for making a jig to build up the fuselage on. It must be as accurate as possible to reduce any misalignment of the stringers, formers, wing saddles, motor peg location, reinforcing points for landing gear and so forth. Use a square to mark the lines on the stick and use either the front of the formers or the rear but

whichever side make sure to use the same throughout all the formers and then label them or number them from front to back for reference. Next, strip from 1/8" sheet wood 1/4" wide strips approximately 2" or 3" taller than the fuselage plus the width of the pine stick (fuse=3", stick=2", so make them 7" or 8" long). Tack glue these to the reference lines you just made on the pine stick. Strip a stick 1/4" by 1/8" and an inch or two longer than the fuselage and glue it to the tops of the sticks located on the pine stick at the former locations. You will then tack glue the formers to these to finish laying up the fuselage on the jig. The stringers are then glued to the formers, which hopefully align per plan. My experiences with this part of the construction usually

are 50% hit and miss for the plan being accurate or me transcribing the location of the stringers correctly. So a method I find successful is to simply mark the formers in quarters and then attach them to the sticks using the vertical centerline and horizontal centerline for reference. Then simply eye-ball in the stringers making allowances for any detail requirements per plan. I hope that all works out and you reach a point where you lack a few stringers and are ready to pry the thing off the jig. Only tips I can give are do not go crazy when tack gluing the formers

to the jig. Use just enough glue to hold things together. Too little glue is great cause you can always reglue or add more glue, but too much requires too much force and results in breaking the structure when trying to remove from the jig. Carefully slice the formers from the jig with a razor knife or blade, or crack the glue joints. Once removed, fill in any missing stringers and sheet reinforcing at stress points and attaching areas for landing gear-wings-details-motor peg etc. Stand back and look it over carefully checking plans for all required elements. Now I regress! To lighten the structure I have laminated the formers. Use your favorite method. I simply cut patterns 1/16" smaller than required or the width of whatever size stringers being used. Make sure not to do this to the first formers as they are usually beefed up for cowlings etc. However, for aft formers it is a great way to reduce weight. Typically a 1/32"x1/16" strip wrapped around the form twice and hot-stuffed or white glued and left to dry will suffice. When complete

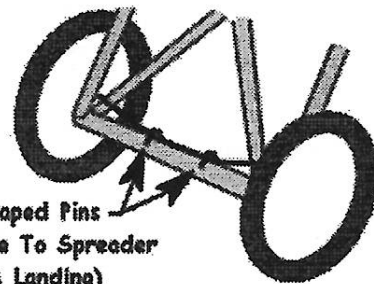
reinforce the former with carbon fiber sheet or tow. Then the stringer can be glued directly to the former thus not having to notch them. Pick all your wood carefully especially stringers so the structure does not come warped or weak on one side. Try to use similar wood for stringers. You might be lucky to find a sheet to strip your wood from that is heavier at one end than the other and use the stiffer end towards the nose for strength, leaving the lighter end for the tail. Another way to lighten the formers is to reduce the size of the sheet wood from 1/16th to 1/32nd and then reinforce again with carbon fiber products. Foam is also a good way to shape compound curves like the nose area. It saves weight and is easy to sand, but take care to protect it from CYA and dope cause they turn it to goo instantly. Just paint the foam with a watered down solution of white glue. A good source for foam is the blue variety used in home construction for insulation. It usually comes 2" thick and 4'x8' sheets. The trash pile at a construction site should provide a lifetime supply and is free. I try to visualize building the model in my mind's eye a couple of times. With a little imagination this can reap many rewards during construction by having pretended to build the model you may head off possible problems and feel much more comfortable and familiar with the subject than when just diving in and hacking out parts with out any preparation.

Wings and Tail

The wings and tail structures are much built per plan. Lighten the structures if you dare. I reduced the sheet ribs to 1/32" except for the ones where struts are attached, or use the cracked rib method calling for 1/16" square sticks top and bottom to outline the rib pattern. Cap the top with a curved sheet piece to form the curve of the airfoil. Gusset where required and reinforce high stress areas like the root ribs and strut attachment points. I like to use the pocket method for strut attachment to the wings. Double up the ribs and simply slide the struts through. When wings are all lined up and checked for incidence and squareness, tack them in place. Again, carbon fiber is a great way to strengthen things with little or no weight gain. Lining the spars on two sides greatly stiffens them. Once the fuse, wings, stab, and rudder are framed up dry fit them all together and check again for weak points which might need beefing up or areas missed requiring sheeting like the cockpit or motor peg cause once it is all covered you'll have to hack up stuff to get back in there to fix it! The double rib method for strut attachment is great because you simply cut the struts a little longer and slide them in. Then adjust as needed by sliding in or out until all the angles are right and glue. I might mention that gluing these areas with ambroid first would enable adjusting if needed because you can soften the glue joints with thinner or acetone. Not so with CYA. Once everything is dry, fit to satisfaction mark the struts where they fit for assembly later with a pencil, and cover everything with tissue.

Landing Gear

When building wheels I use foam wherever possible for weight savings. Turn them on a dremel or drill press. A profile of the wheel can be cut from thin plywood and used while turning, to actually shape the foam or check for correct outline of the wheels. Reinforce the hub area with card stock or balsa or thin plywood discs. Drill out the center and add an



Music Wire U-Shaped Pins
Holding Wire Axle To Spreader
(Under Flex Of A Landing)

Typical Landing Gear Setup

aluminum bearing or hub for the axle to slide into. Paint the foam with thinned white glue and add paint over that once dry. The struts are laminated balsa and thin plywood or just plywood. Make them a little long for adjustments during assembly. You can always trim down if too long but if too short you cannot grow them longer! For gear with an airfoil strut running between the wheels I cut thin music wire and bend into a U shape, then use this to pin the axle to the strut. Pin it in two places, about 1/3rd of the way in from the wheels. This gives the axle enough flex to take some shock on rough landings and is very easy to do. On other gear types with simply an axle running between the wheels use a piece of balsa dowel and glue a music wire axle to it and pin in the same manner. Add any details as you wish, like all other areas of the model you can get as fancy or as simple as you want here.

Detailing

Cover all the completed parts and assemble the plane. For stab and rudder please pre-shrink tissue and apply paint sparingly to save weight. A good way to go is colored tissue sealed with one light coat of lacquer, or Krylon. Another method is to pre-shrink tissue on a frame and paint. Then, carefully cover the stab and rudder pulling out the wrinkles. Add control lines with thin strips of black tissue (takes lots of practice) or ink on with a pen (easier). For the fuselage, I wet cover as much of the structure as possible trying to use as few pieces of tissue as possible. With good quality tissue, you should be able to stretch around 85 to 90 per cent of the curves! Let dry and check for puckers and wrinkles. Try to get out as many as possible because they really detract from the finish and weaken the structure. I would emphasize this that loose tissue really weakens the overall strength of the surfaces. In the tail, it is not a big deal but for main wings and fuselage you want all

the strength the tissue can give. Use your favorite scheme or color of tissue or white tissue and paint as you like. I cover with white tissue, shrink, and then spray on 50/50 dope and thinner mixture with color added (pigment scooped from the bottom of a Floquil color of choice). For silver a great way to go is clear lacquer thinned 50/50 with thinner, a pinch of aluminum powder added shaken, not stirred and sprayed on with an air brush. When finished painting ink on as much of the panels and control lines as you wish. I copy access panels from documentation scaled to fit the model then cut them out and glue on with white glue. Also, use this method for any other details like engines, wing walk areas, radiators, wheel covers, etc. Having an Alps printer really comes in handy for a lot of this. I have pre-shrunk tissue, sprayed it with an adhesive and attached it to the printer paper. I then spray the tissue with a product made by Krylon called Workable Fixative. These fixative sprays is used for charcoal and pencil drawing to keep from smudging and smearing the paper and can be inked on without beading up. Now print right on the tissue using graphics made on the computer. Seal the print with Krylon or thinned dope or lacquer. The ink from the Alps cartridges is waterproof and even comes with white, gold, and silver colors! I have obtained clear and white decal paper and printed decals with this printer as well. A vector drawing program is essential for clear and crisp lines. Freehand from Macromedia is an excellent choice; I also use Paint Shop Pro 6 from JASC Inc. It does scanning, raster and vector drawings and is cheaper than most high-end software programs for paint and drawing on the computer. A good way to accomplish this is to scan three-views or plans and using layers, trace over the scan with vector lines and color fills. The vector drawings can be sized, up and down with no loss in resolution and printed in any size you require. The Alps prints in amazing detail. I have printed writing so small it could not be read without a magnifying glass. If your color documentation is good enough you can scan it into the computer and print it right out on to the tissue or make decals. For more detailed issues on the Alps e-mail me at kevins242@aol.com and I will help in any way I can. There are many resources around on it functions and operation.

Finish detailing the model; do not forget rigging and all the other requirements. Most of all do not get bogged down. I have ruined a few modeling projects myself by worrying over details and over-doing it, taking all the fun out of building a certain project when I should have just quit and packed in some rubber and gone flying.

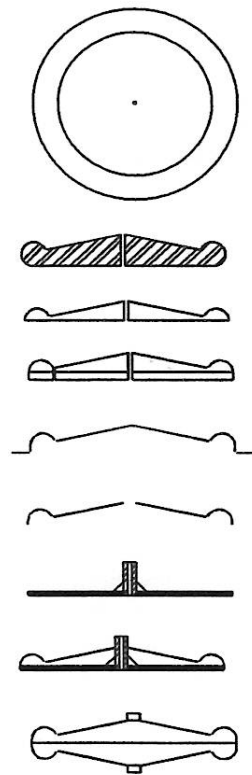
Flying: They both had 8" Peck props and flew on two loops of 3/32" rubber approximately two times longer than the plane. CG as per plan and trim was fairly straight off the board flying with some nose weight needed on the Neuport and additional down thrust. The Pfalz needed only a little side thrust for turn, both fly to the left with thrust aiding the turn.

An Alternate Keel Procedure

Stew Meyers

Kevin mounts the bulkheads to the jig and adds the keels and stringers. The principal difference in the way I do a fuselage jig, is that I mount the vertical keels, slide in the bulkheads and add preformed side keels. Don't glue them up, until you are sure everything is square with the world. Since I came up with my scheme 20 odd years ago, I have gotten smarter. 1/16 sq bass rings may look good, but they are too flexible and lead to split tissue. For the same weight you can make a sheet balsa former that 3-6 times stiffer in the radial direction. Besides cutting the formers undersize and laminating over them is a pain. While I do cut keel notches in the bulkheads, I don't cut stringer notches until assembly so I can make sure they are reasonably straight. I like Kevin's carbon reenforced formers, but go easy; carbon is heavy.

By the way I have sworn off notching the keel. (Weakens it too much) I notch the formers instead; now that I am making them out of sheet. I glue a small locating block on the keel. Just to the front of the position on the top keel and just aft on the bottom. You could just mark it, but I like jigs. You then can twist the formers into position. The cross braces that hold the keel to the frame must be judiciously placed to allow this. If the formers are too close together like B1 & B2 on the Nieuport, don't use a cross brace. No cross brace between B3 & B4 either.

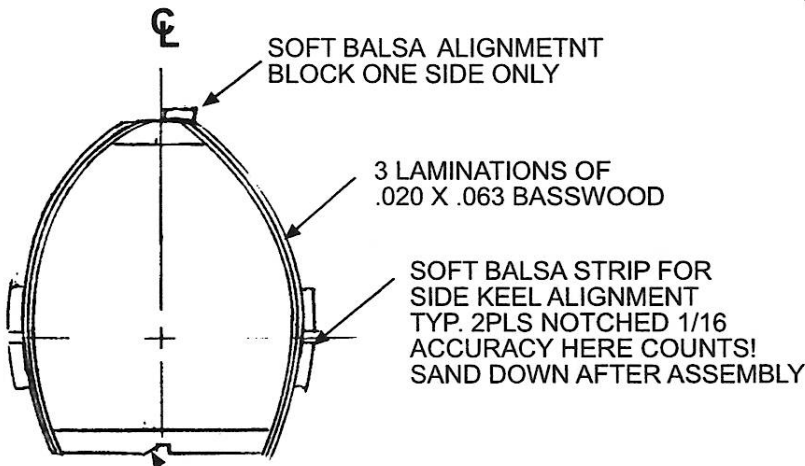
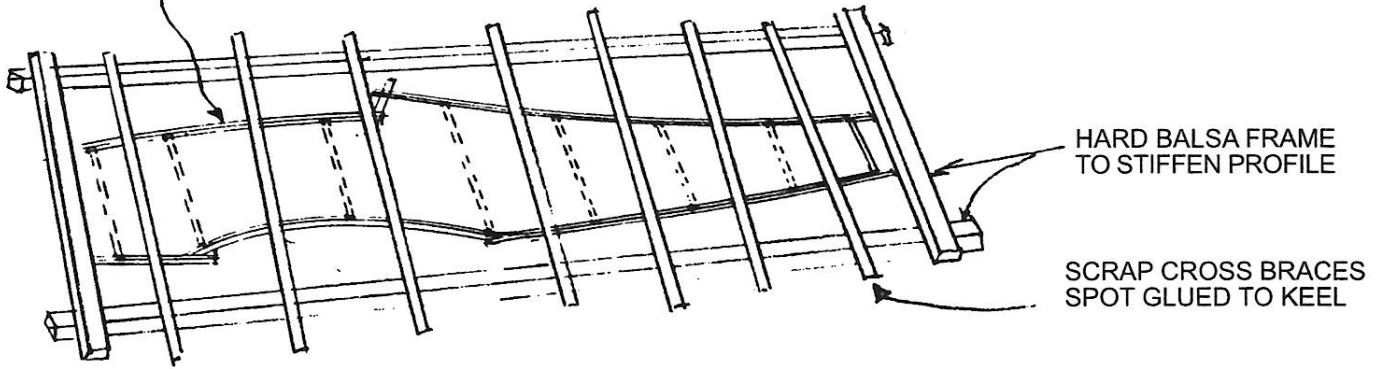


Guilow's Wheels

Stew Meyers

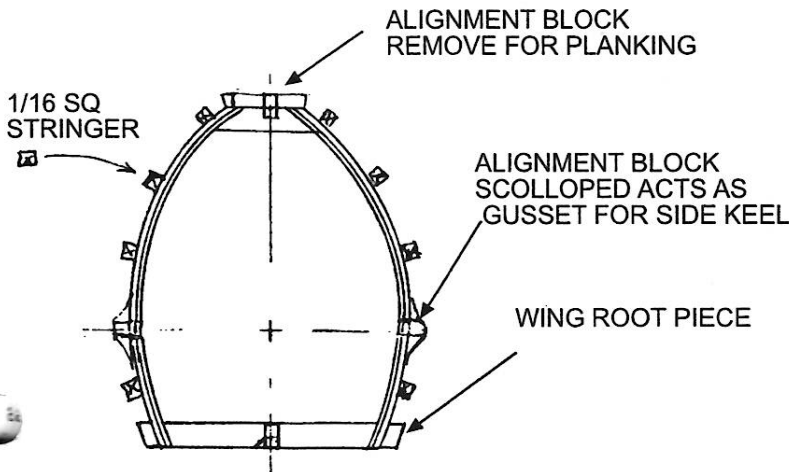
All the 18" WWI series used the same hard plastic 1.5" wheel which is still sold, but is way too heavy 4.5 grams each. I sanded one flat down to the centerline and glued a 1/16th balsa spacer disk on the flat side. I drilled two small vent holes where the tires meet the rim as well as drilling out the axle hole. This is a Vacu-Form mold. Mold two halves. Trim them. Cut a 1/32 balsa disk to just fit inside. Glue a 1/16th OD AL tube vertically in the center of each of the disks and reinforce with small gussets. Glue each disk into a wheel half with thick odorless hot-stuff or R/C 56 type glue. Coat the disks with white glue and glue together on a 1/32 music wire axle. You now have a strong 1 gram wheel which looks better than the original.

FUSELAGE PROFILE KEELS-- LAMINATE OVER PLANS FROM 1/16TH SQ NOTCH INSIDE 1/16 SQ AT FORMER SITES

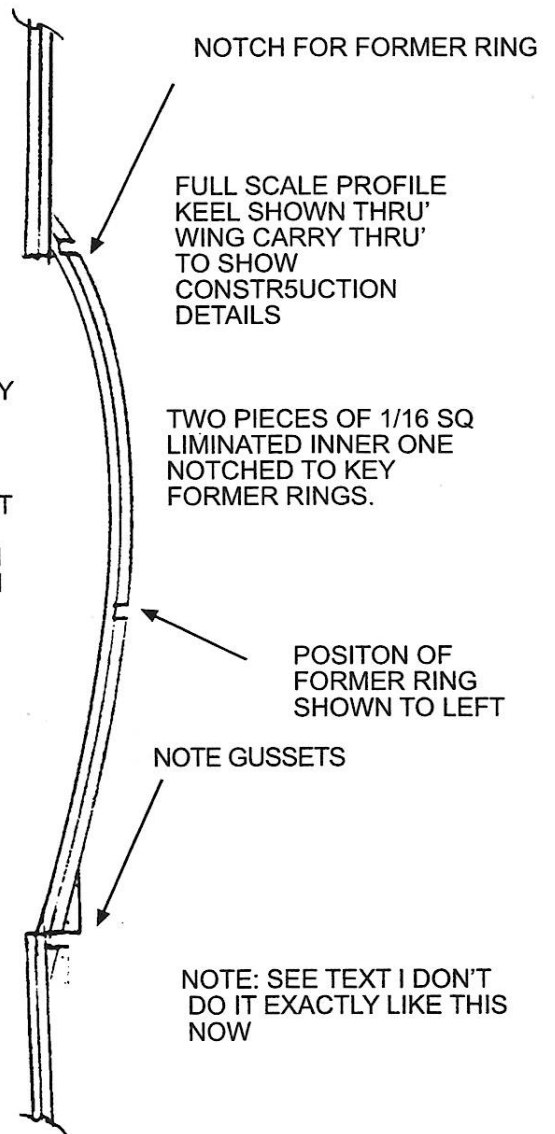


FUSELAGE RING FWD OF COCKPIT
FLAT TOP FOR COCKPIT
FLAT BOTTOM FOR WING

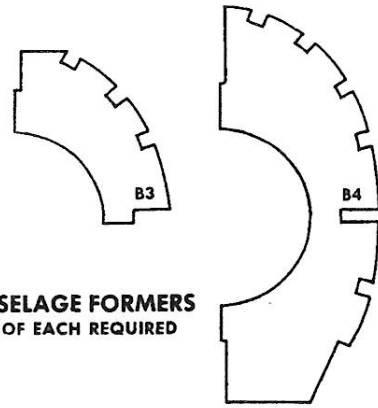
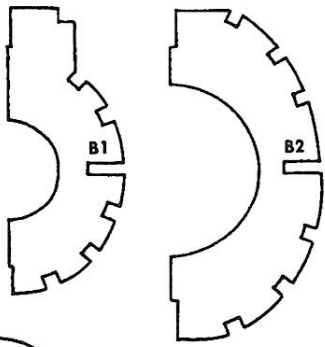
NOTE: NOTCH TO ALLOW KEEL TO FIT FLUSH INTO FLAT FORMER
OTHER FORMER RINGS FEATURE AN ALIGNMENT BLOCK ON THE BOTTOM AS WELL AS THE TOP.
NOTE: SLIGHT BEVEL OPPOSITE ALIGNMENT SIDE TO ALLOW SLIDING INTO PROFILE KEEL.



RING AFTER ASSY



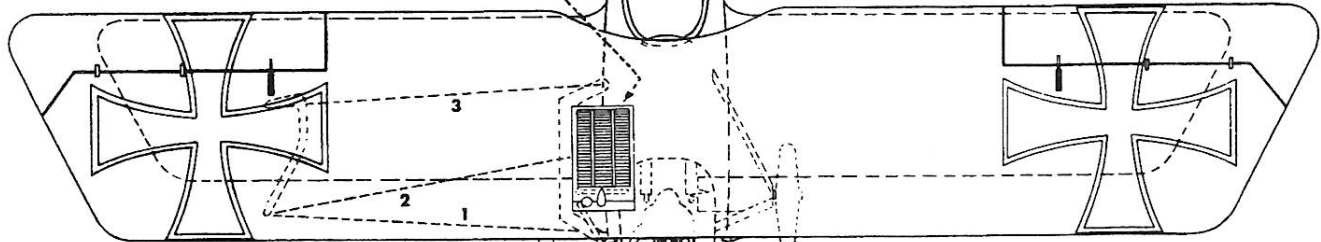
NOTE: SEE TEXT I DON'T DO IT EXACTLY LIKE THIS NOW



FUSELAGE FORMERS
2 OF EACH REQUIRED

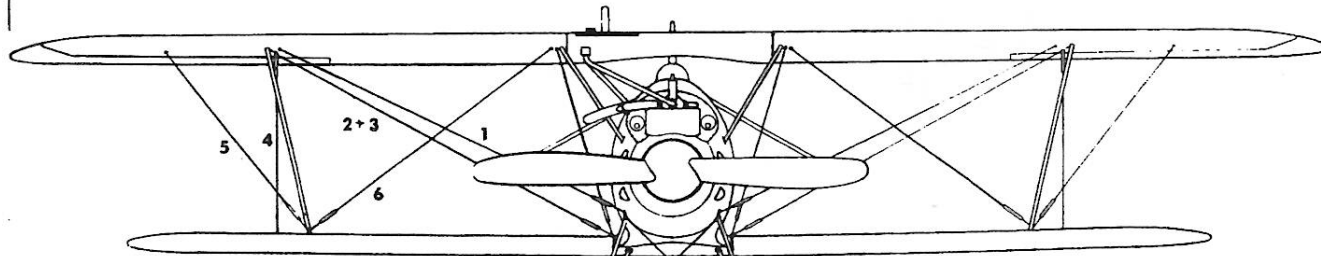
WINDBREAKER PATTERN
CUT FROM CELLOPHANE
OR THIN ACETATE SHEET

WING RADIATOR
- USE DECAL



RIGGING WIRES SAME ON
RIGHT AND LEFT SIDES
NUMERALS INDICATE WIRE LOCATIONS

FULL SIZE WING SPAN 30'-11"

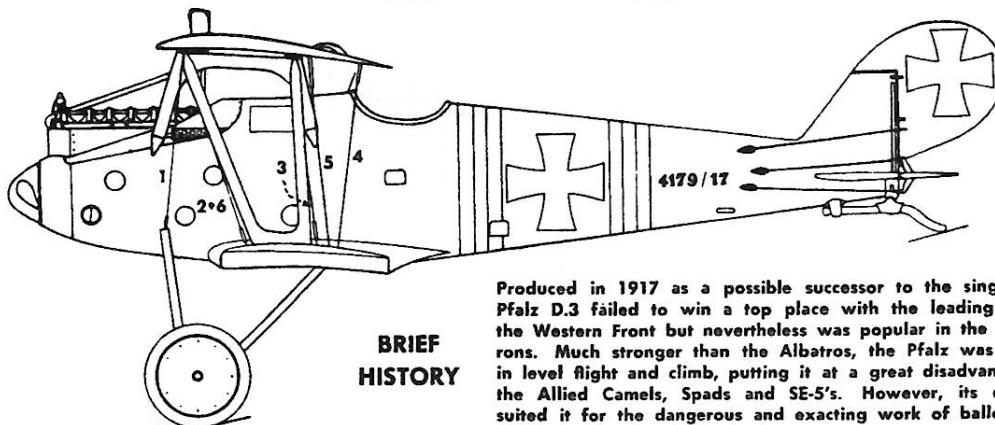


COLOR SCHEME

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

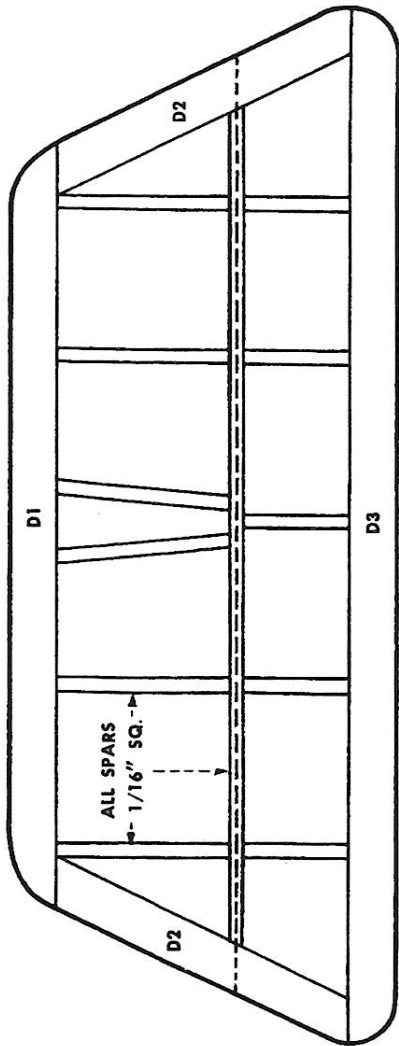
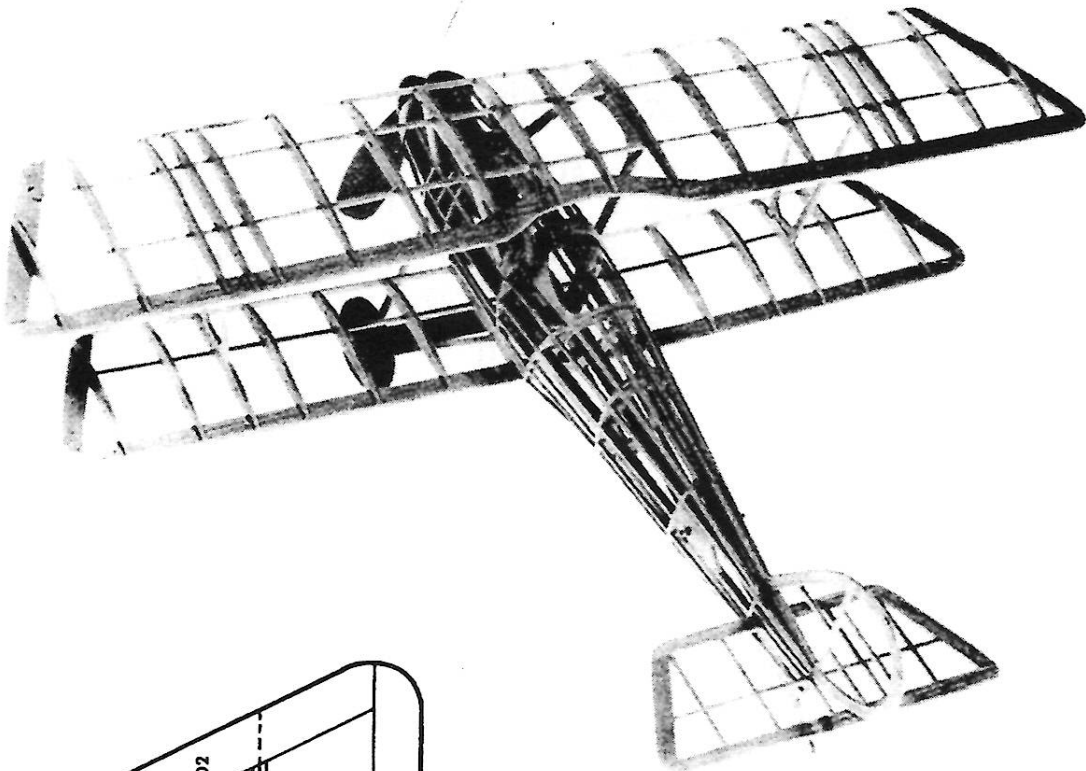
SPECIFICATIONS

ENGINE	160 H.P. MERCEDES
MAXIMUM SPEED	103 M.P.H.
CEILING	17,580 FT.
PURPOSE	SINGLE SEAT SCOUT

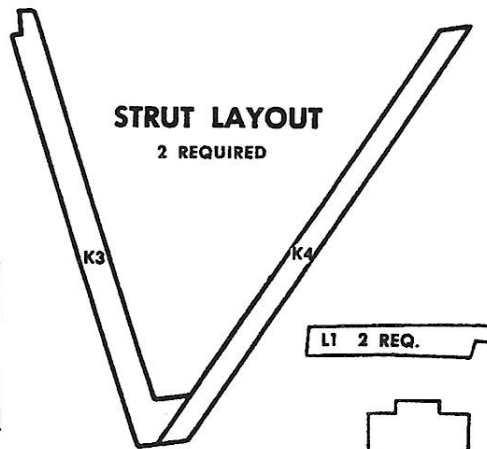


**BRIEF
HISTORY**

Produced in 1917 as a possible successor to the single-seat Albatros, the Pfalz D.3 failed to win a top place with the leading German Staffels on the Western Front but nevertheless was popular in the rank and file squadrons. Much stronger than the Albatros, the Pfalz was considerably slower in level flight and climb, putting it at a great disadvantage when opposing the Allied Camels, Spads and SE-5's. However, its design characteristics suited it for the dangerous and exacting work of balloon-busting where it was flown successfully by leading German Aces.



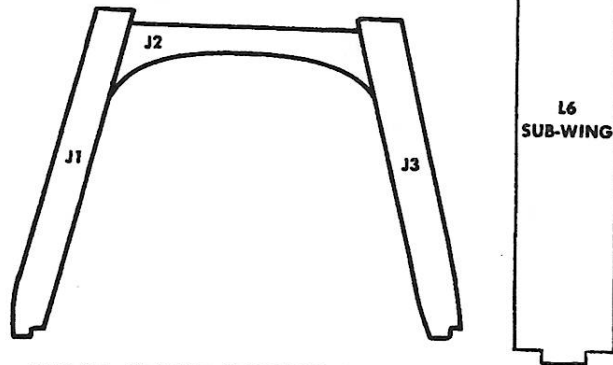
BETTER ENLARGE THIS



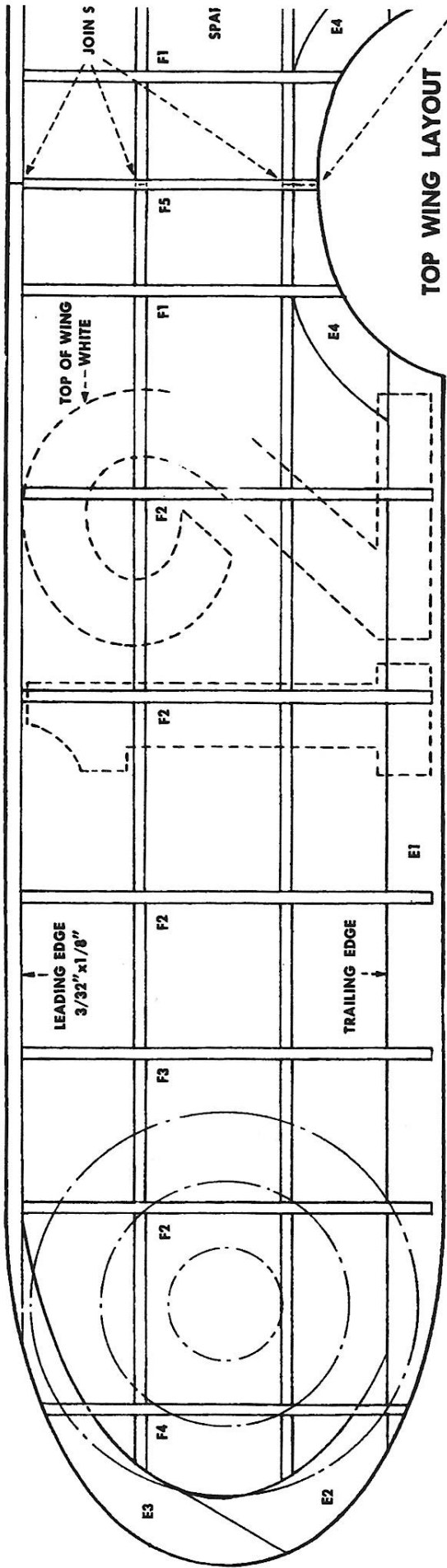
L2 2 REQ.

L3 2 REQ.

L1 2 REQ.

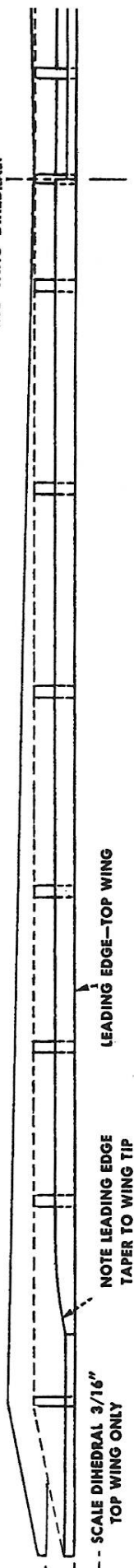


WING STRUT LAYOUTS
2 OF EACH REQUIRED



TOP WING LAYOUT

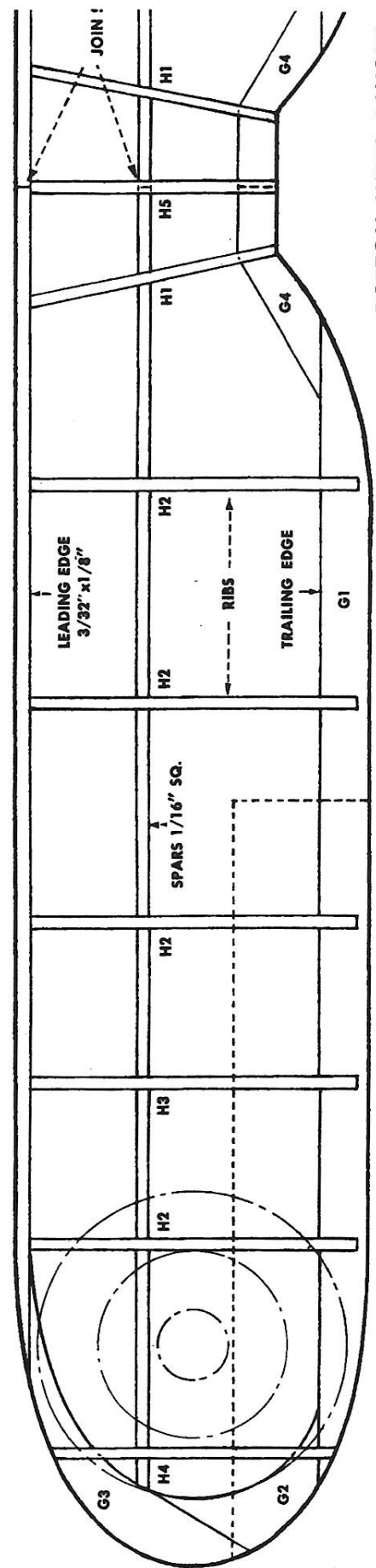
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS RIB WHEN ADDING WING DIHEDRAL.



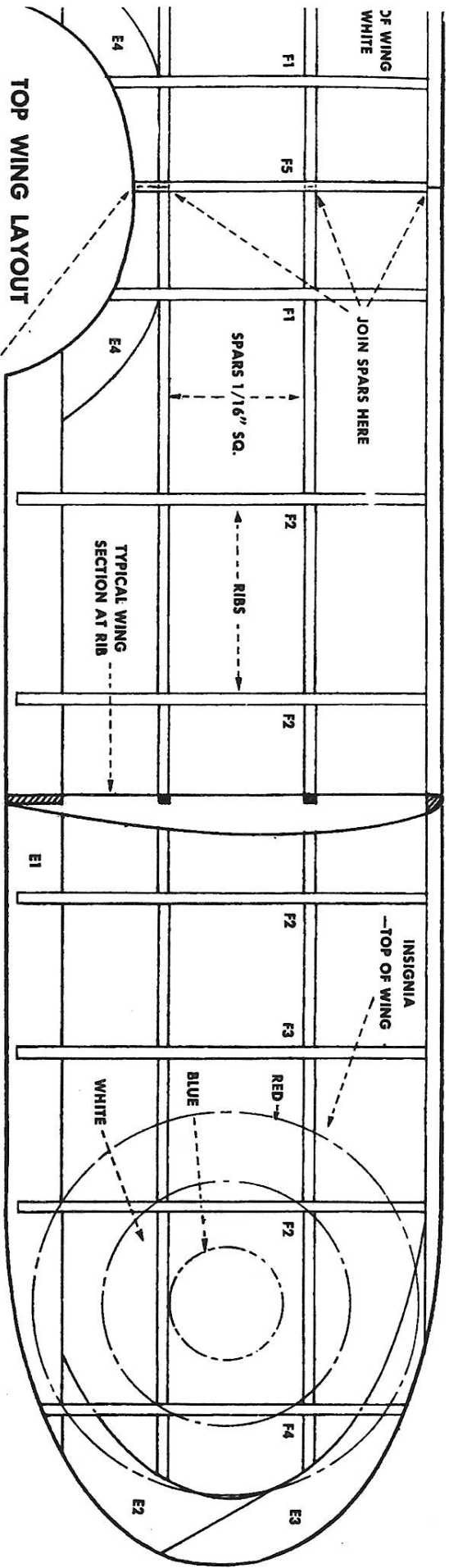
--- SCALE DIHEDRAL 3/16" TOP WING ONLY

NOTE LEADING EDGE TAPER TO WING TIP

LEADING EDGE-TOP WING

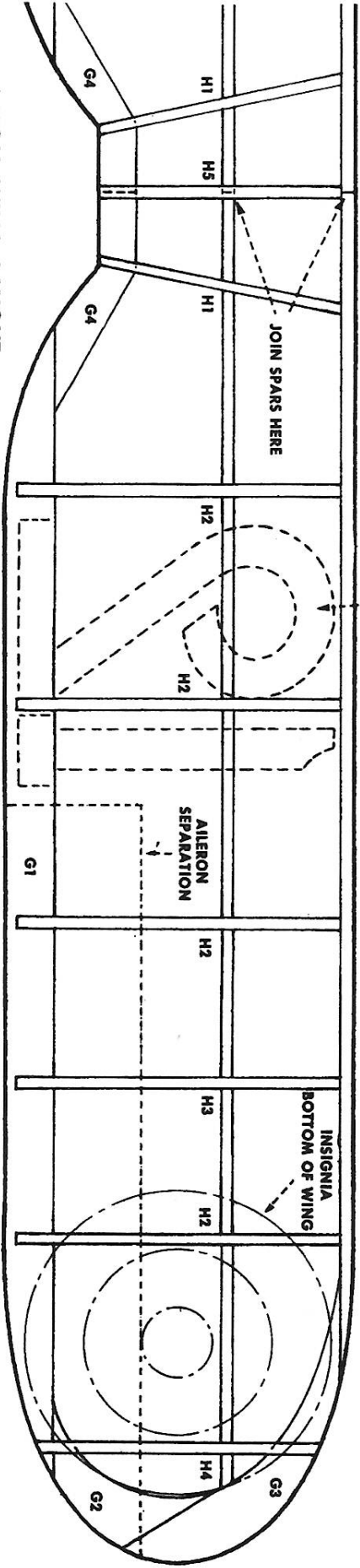
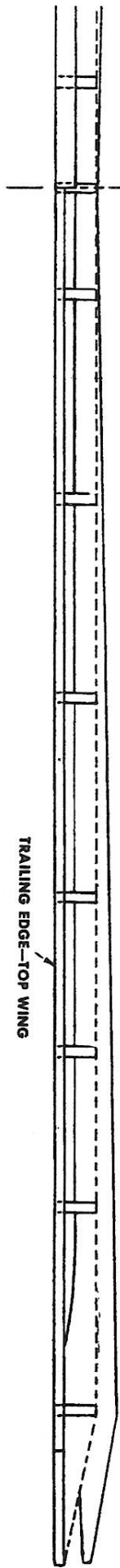


BOTTOM WING LAYOUT

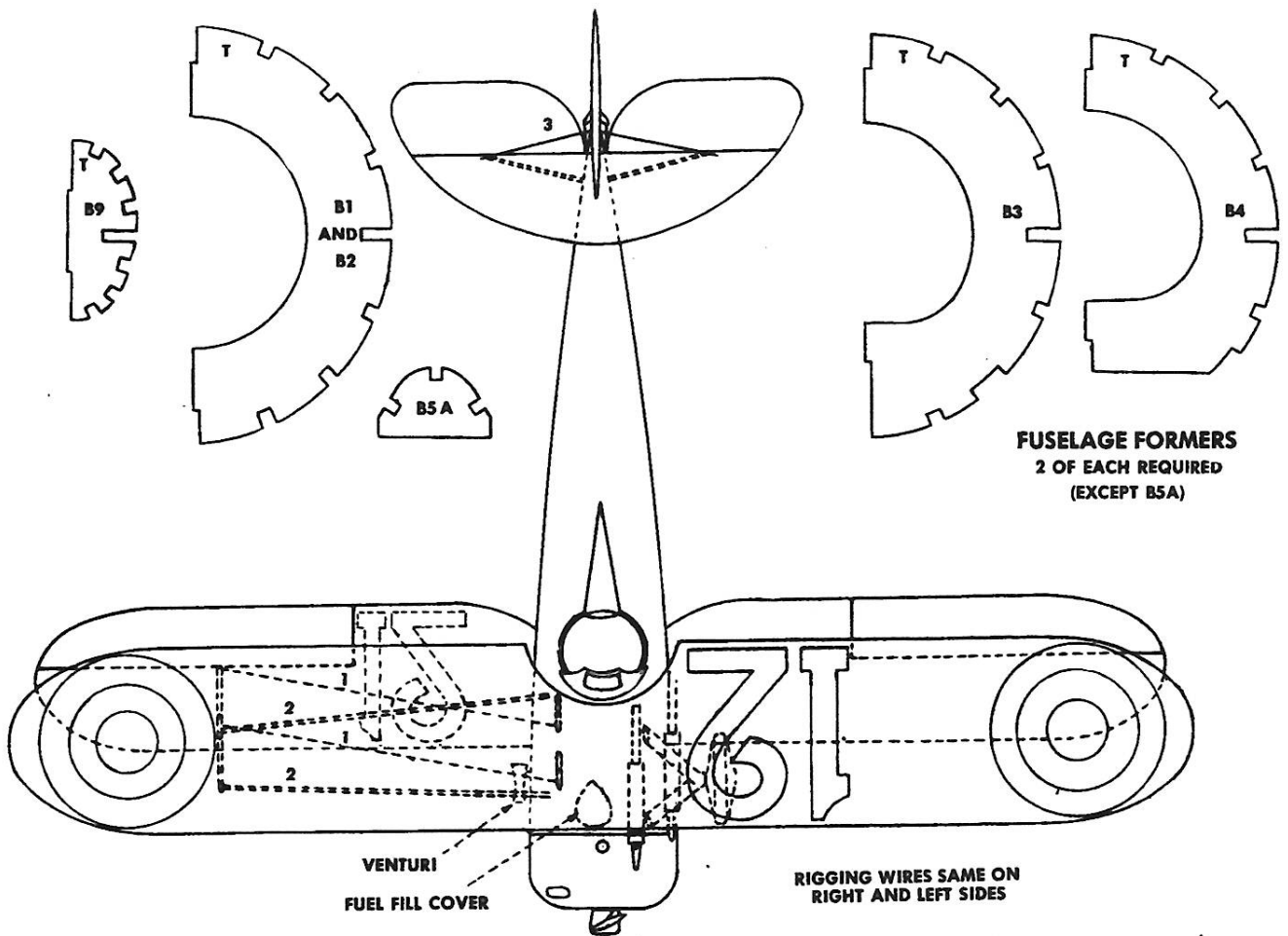


TOP WING LAYOUT

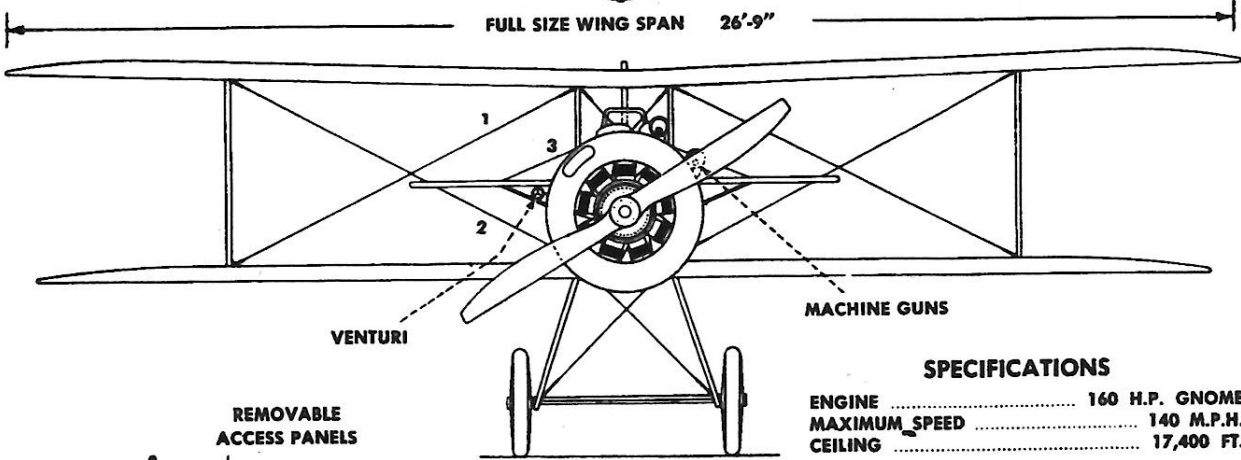
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS RIB WHEN ADDING WING DIHEDRAL.



BOTTOM WING LAYOUT

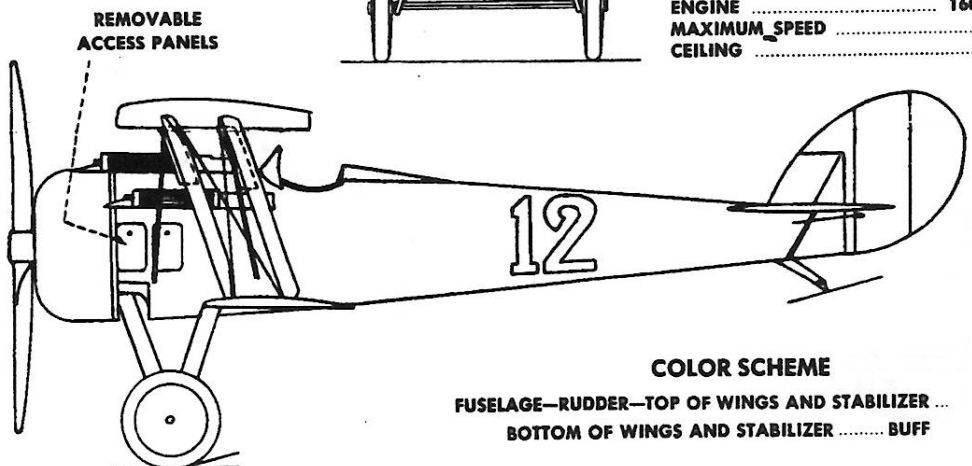


FUSELAGE FORMERS
2 OF EACH REQUIRED
(EXCEPT B5A)



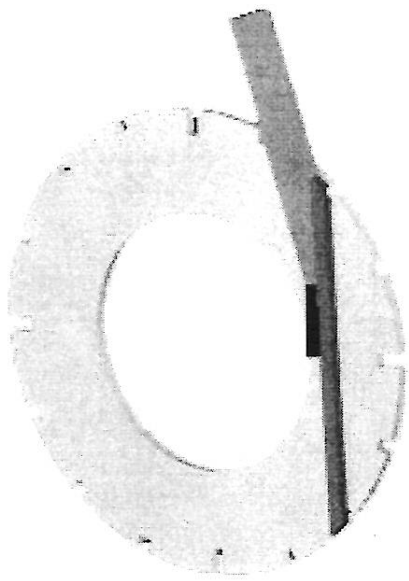
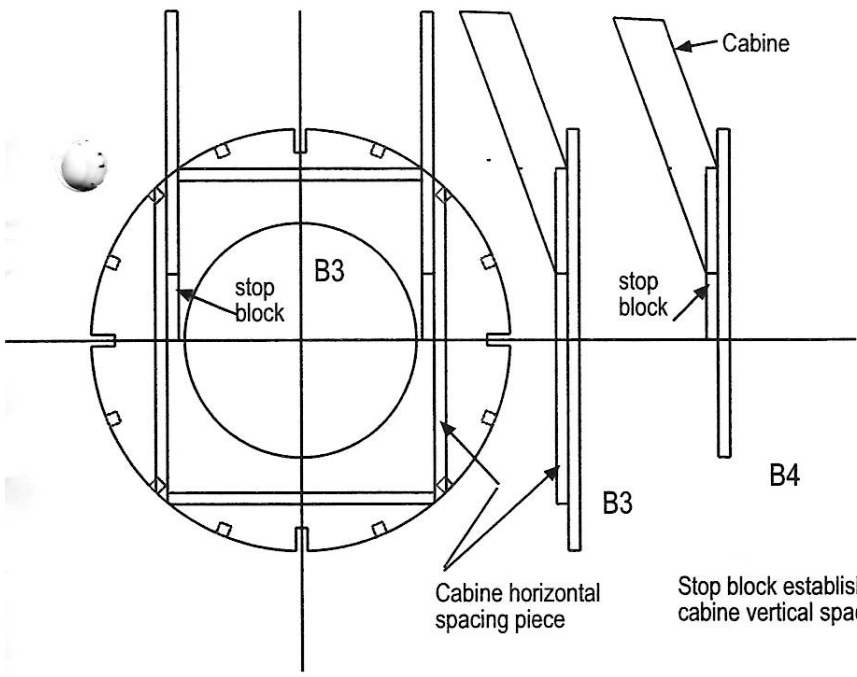
SPECIFICATIONS

ENGINE	160 H.P. GNOME
MAXIMUM SPEED	140 M.P.H.
CEILING	17,400 FT.



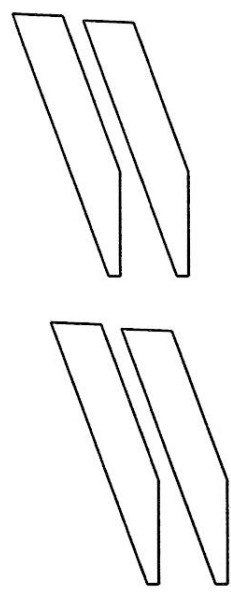
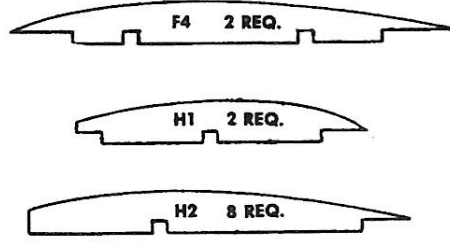
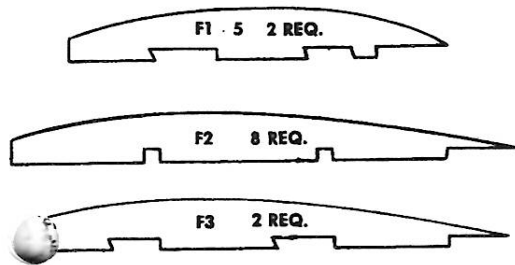
COLOR SCHEME

FUSELAGE—RUDDER—TOP OF WINGS AND STABILIZER ... KHAKI
BOTTOM OF WINGS AND STABILIZER BUFF

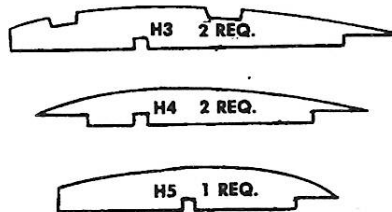
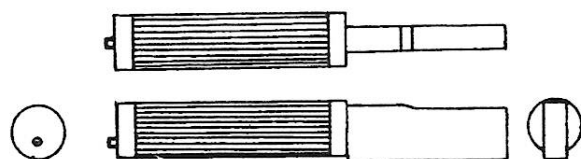


Cabine horizontal spacing piece

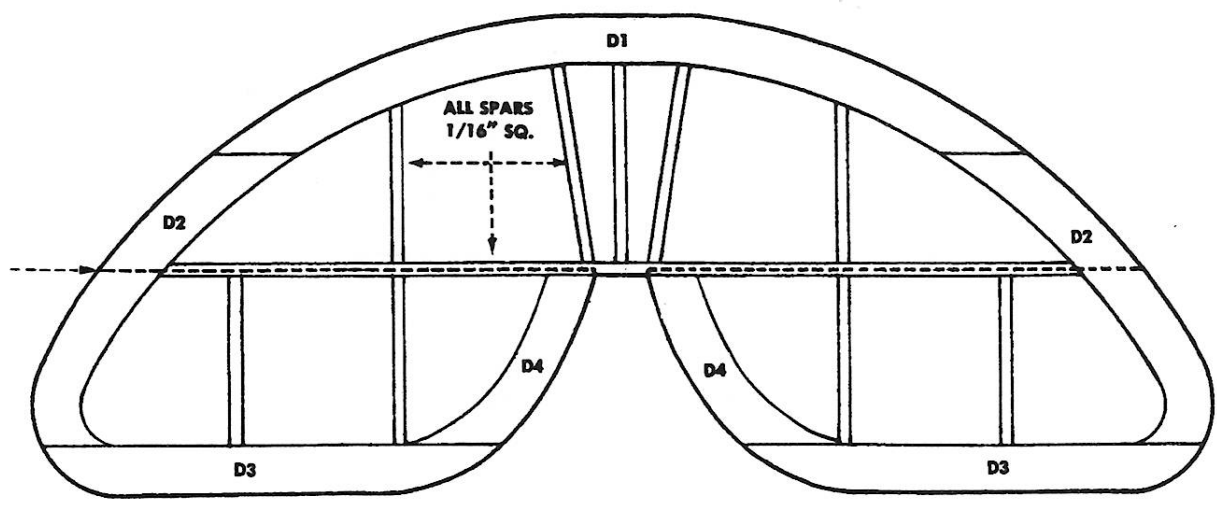
Stop block establishes cabine vertical spacing



WING RIBS

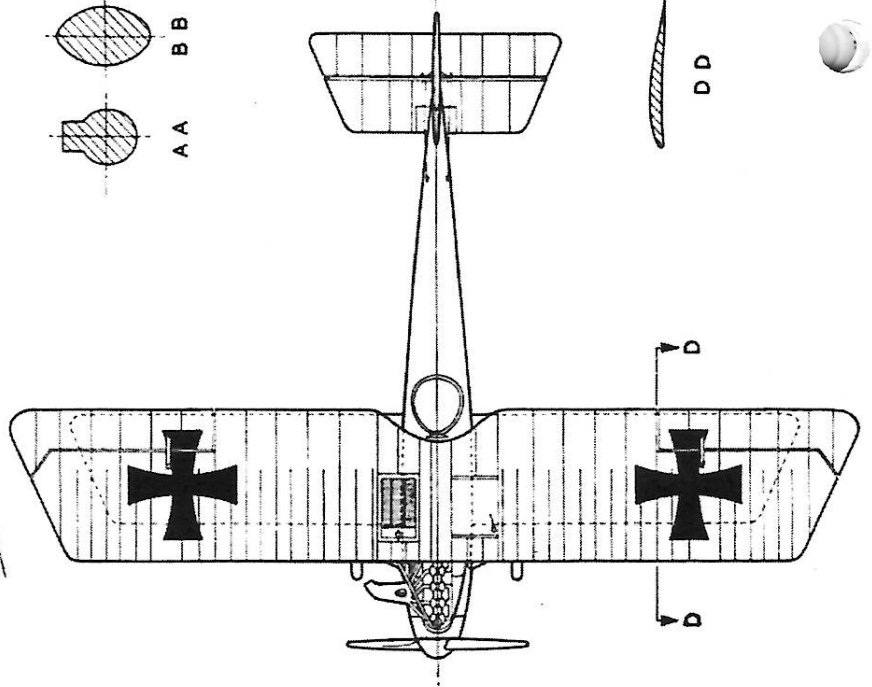
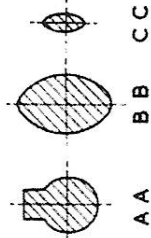
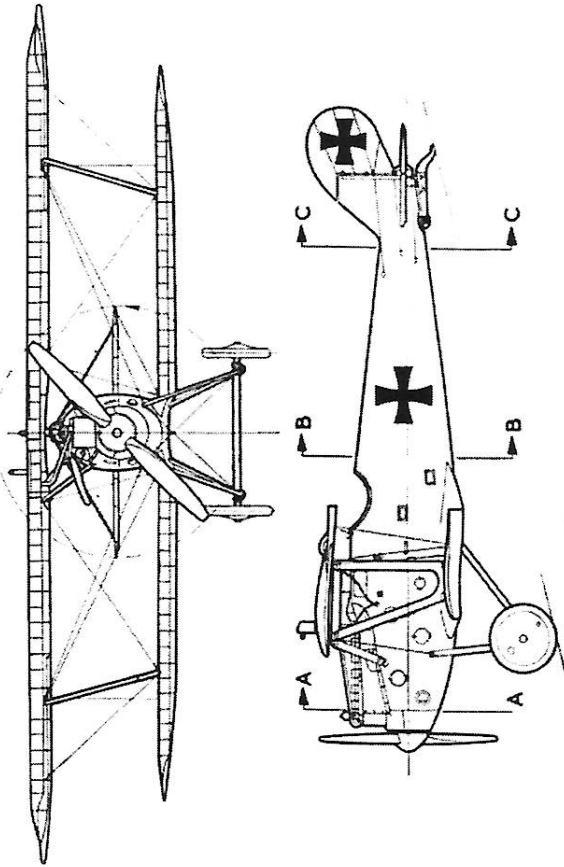


VICKERS FIXED 30 CAL. MACHINE GUN
MAKE FROM SCRAP Balsa

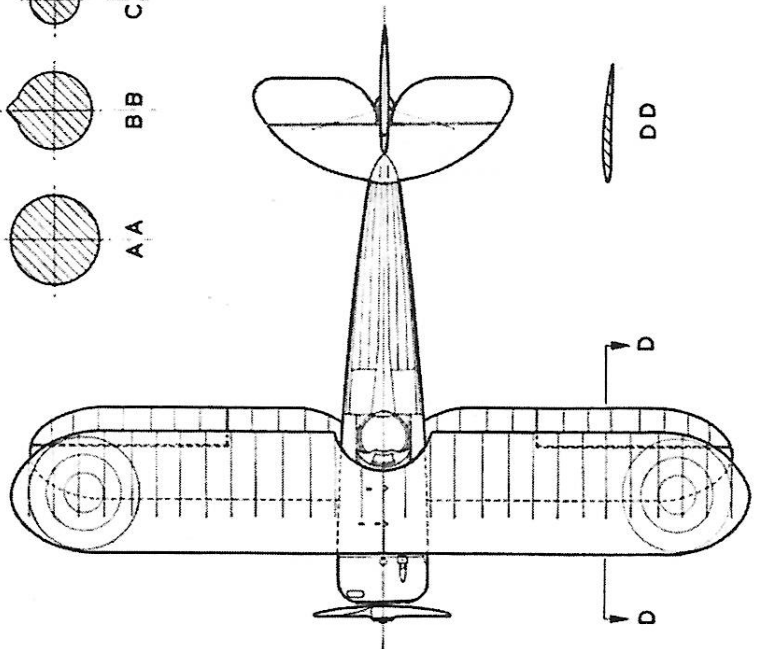
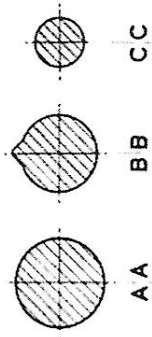
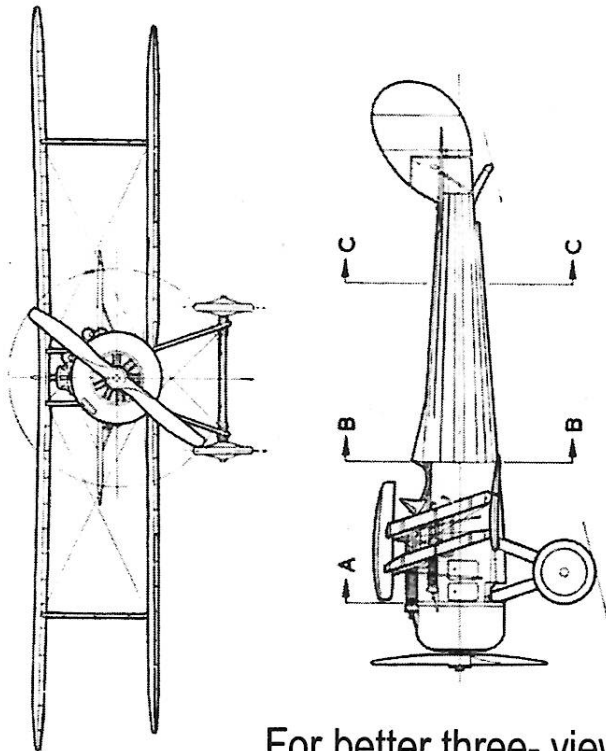


STABILIZER LAYOUT

PFALZ D-III



NIEUPORT 28



For better three- views use Windsock →

Windsock Datafile Index

REGULAR DATA FILES

No. 1 Albatros DIII
No. 2 Sopwith Pup
No. 3 Albatros DV
No. 4 Bristol Fighter
No. 5 Fokker Triplane
No. 6 Sopwith 2F1 Camel
No. 7 Pfalz DIII
No. 8 Spad 7.C1
No. 9 Fokker D.VII
No. 10 SE5a
No. 11 Albatros DII
No. 12 Hanroit HD.1
No. 13 Albatros C.III
No. 14 RAF BE2e
No. 15 Fokker E.III
No. 16 Morane Saulnier Type L
No. 17 LVG C.VI
No. 18 RAF FE2b
No. 19 Albatros D.III (OEF)
No. 20 Nieuport 17
No. 21 Pfalz DIIIa
No. 22 Sopwith Triplane
No. 23 Hannover CL.III
No. 24 RAF RE8
No. 25 Fokker D.VIII
No. 26 Sopwith Camel
No. 27 Halberstadt CL.II
No. 28 AVRO 504K
No. 29 SSW D.III-D.IV
No. 30 SE5
No. 31 Phonix D.I-II
No. 32 SPAD 13C.1
No. 33 Junkers D.I
No. 34 Sopwith 1 1/2 Strutter
No. 35 Rumpler C.IV
No. 36 Nieuport 28
No. 37 Roland D.VI
No. 38 Airco DH10
No. 39 Junkers J.1
No. 40 Ansaldo SV5 A
No. 41 Pfalz D.XII
No. 42 RAF BE2C
No. 43 Halberstadt Cl.IV
No. 44 Bristol Scouts
No. 45 Aviatik D.I
No. 46 Sopwith Snipe
No. 47 LFG Roland D.II
No. 48 Airco DH2
No. 49 LFG Roland C.II
No. 50 Airco DH5
No. 51 AEG G.IV
No. 52 Bristol M.1
No. 53 DFW C.V
No. 54 Sopwith Dolphin
No. 55 Brandenburg W29
No. 56 Vickers FB5
No. 57 Albatros C.I
No. 58 Morane Saulnier N/IV
No. 59 Pfalz E.I-E.VI
No. 60 Sopwith Baby

No. 61 Brandenburg W.1
No. 62 RAF RE5/7
No. 63 Aviatik C.I
No.64 AW FK.8
No.65 Fdh G.III ~ IIIa
No.66 RAF BE12/a/b
No.67 AEG C.IV
No.68 Nieuport 10 ~ 12
No.69 Halberstadt C.V
No.70 Martinsyde Elephant
No.71 LVG C.V
No.72 DH-9
No.73 Friedrichshaffen
No.74 RAF FE8
No.75 AGO C1
No.76 Martinsyde Buzzard
No.77 Albatross CVII
No.78 Caproni CA3
No.79 Rumpler C.1
No.80 1/12 Str. (Single Seat)
No.81 Albatros C.V.

WINDSOCK MINI DATAFILES

1 ALBATROS W4
2 PKZ-2 HELICOPTER
3 LEWIS GUNS
4 Spad A2/A4
5 M/S Type A1
6 VICKERS GUNS
7 Fokker E.IV
8 MARTIN KITTEN
9 SOPWITH TABLOID
10 SPANDAU GUNS
11 FOKKER D.IV
12 DORNIER D.I
13 AW FK.3
14 RUMPLER D.I

CLASSICS OF WW1 AVIATION

1 HALBERSTADT FIGHTERS
2 FOKKER FIGHTERS D.I~D.IV

DATA FILE SPECIALS

1 ALBATROS FIGHTERS
2 FOKKER TRIPLANE
3 SOPWITH PUP
4 GOTHA !
5 NIEUPOINT FIGHTERS 1
6 NIEUPOINT FIGHTERS 2
7 RAF SE5a
8 BRISTOL FIGHTER VOL 1
9 BRISTOL FIGHTER VOL 2
10 ALBATROS EXPERIMENTALS
11 RICHTOFEN
12 VICKERS VIMY
13 FOKKER D.VII ANTH. 1
14 FOKKER D.VII ANTH. 2
15 WWI WARPLANES VOL. 1
16 WWI WARPLANES VOL. 2

WINDSOCK FABRIC SPECIAL

1 VON RICHTHOFEN'S FLYING CIRCUS
2 WW1 BRITISH AEROPLANE COLOURS
3 WWI BRITISH PROPELLERS

More N-28 Building Comments

Stew Meyers

This kit is closer to scale than most of the rest of the series. Since the fuselage is nearly circular, it is best to keep with the original construction suitably lightened. The areas to pay attention to are the cabins and under carriage.

In the case of the u/c they nearly got it right with their soft wire reinforcement. This really is better than hard music wire because it is easier to form and in the case of a hard landing won't take a set that can't be easily removed. If the leg is basswood or Guillow's grade balsa, the wire only needs to extend a half inch into the the leg and into a tube in the fuselage. Fit a tube horizontally behind B2 and B3 to accept the wire. Bind the wire to the upper ends of the legs with thread or carbon cloth. I like to add a scarf of 1/64th ply cross grained at the vee. File a slot in the vee crotch so a piece of .025 music wire can flex upward to spring the gear.

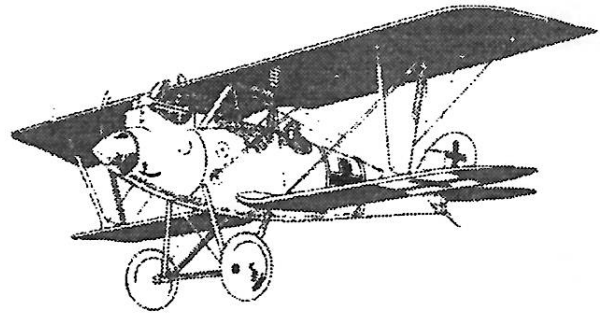
The cabins in the kit are butt glued to stringers. (Boo-Hiss) By moving them in slightly and lengthening them to meet formers B3 & B4 we can mimic full-scale practice and get the load into something solid. Add 1/16th alignment strips to the front of the formers. Add a piece of 1/16 x 1/8 to the inside of rib F1 to accept the upper end of the struts. Set the upper wings parallel to the lower wing (increase the incidence to 2.5° each).

Build the fuselage using a keel laminated from two pieces of 1/16 square. Span the cockpit and wing cutouts with the keel. Add the piece over the wing to the keel during assembly. Don't remove the bottom spanning piece until you are ready to fit the wing. Formers should be light 1/20th or 1/16th sheet. B3 & B4 should be medium 1/16th sheet reinforced as shown. B1 should be moved forward to the tangent point of the cowl, since I doubt you are going to use the kit plastic cowl. The damn things tend to shatter in a crash and make thrust adjustment and rubber access a pain any way. Turn a balsa cowl front and use bond paper for the cylindrical section between B1 & B2. Make a ply disk dummy motor that is removable to provide thrust adjustment and rubber access. Glue the cabins in place before you cover the fuselage sides to get access to where they join B3 & B4.

I would build the bottom wing in one piece per the kit. Keep the spar position and size, but move it to the top; also keep the airfoil shape and LE size. Laminate the tip and root curve from 3 pieces of 1/32 x 1/16 and use 1/16 x 1/8 for the TE. I would dispense with H4 and move the last H2 outboard. Reinforce H3 with 1/32 on each side and drill a hole for mono-filament strut attachment. On the upper wing move the forward spar to the top and keep the rear spar as is. Add gussets at the outboard dihedral break; the 1/8 x 1/16 suffices on the inside. Add 1/16 sq inside F3 for rigging attach points. I like to use a small hoop of .010 MW hotstuffed in place after covering. Two lb test monofilament is my rigging of choice.

PHOTO PAGES

9. The editor of the previous issue, Russ Sandusky with one of his many Profile models.
10. Russ's daughter seen here with a Peck Polymers ROG.
11. Dave Rees in action at Muncie launching a great flying Fox Moth.
12. Bob Marchese is ready for the Fairchild 24 event at the FAC Nats this summer.
13. A beautiful Gee-Bee by Chris Starleaf modified from a Herr Kit and it does fly good.
14. Our west coast miniature aircraft craftsman Otto Kuhni sent thisphoto of his 'Pou'.



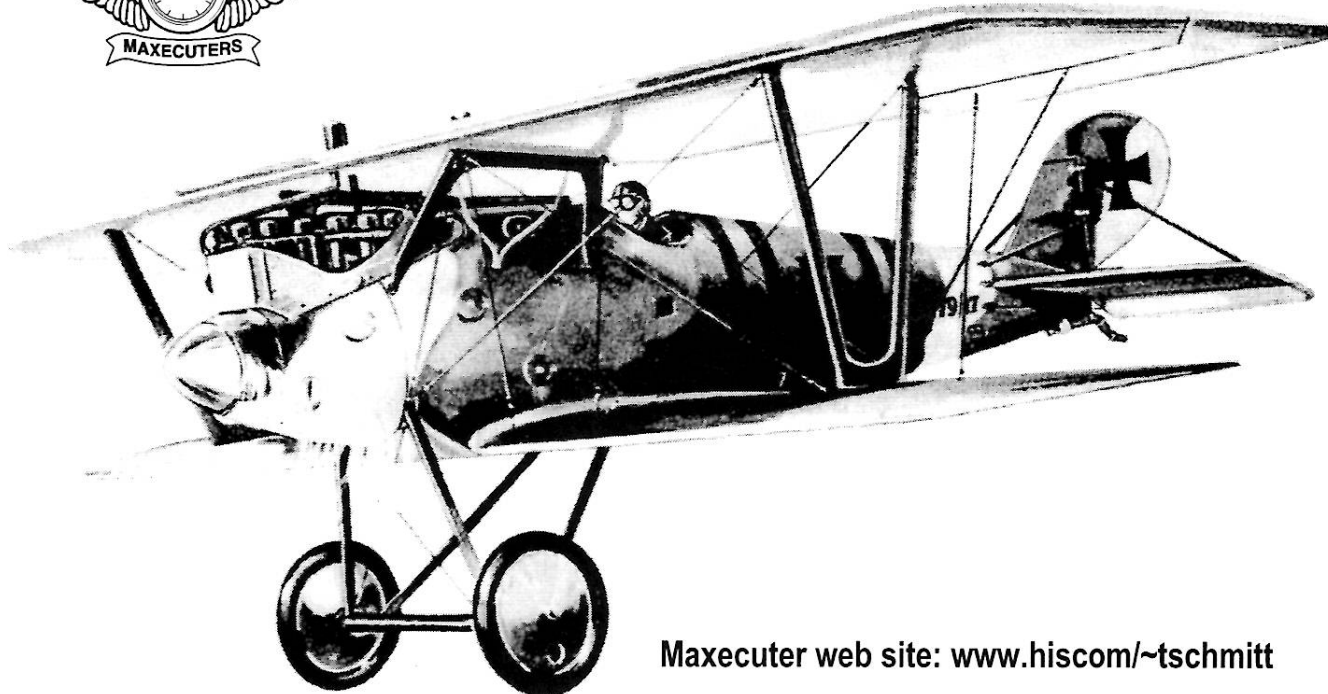
Notes on the Pfaltz

Stew Meyers

Since no fillet is integral with the fuselage, the lower wing attach is not scale; but, I am willing to ignore this. Otherwise, the kit is not bad, it just needs to be lightened up a bit. As usual the cabine and landing gear attachments are weak. The solution is to use soft wire joiners plugged into tubes mounted in the fuselage. If you build as lightly as you should, the model should weigh about an ounce and staple wire is entirely sufficient. Tissue paper rolled on a pin works well as the tube. The forward cabine mount goes on the forward surface of B2 and the forward landing gear mount on the aft surface. Thread bind the tubes to a strip of 1/32 x 1/16 hard balsa and glue the 1/16 side to the bulkhead. The rear cabine mount is supported forward of B5 with a 3/16 x 1/16 spacer and a couple of vertical gussets. The rear landing gear mounts are vertical on B5 just inside of rib H1 and extend down to the bottom of the lower wing. Run some 1/16 sq reinforcements vertically between the cabine and LG attach points. You can now cover the fuselage and then install the cabins into a structurally secure jugged position with a spot of ambroid. Ditto the LG after wing assembly. Move the rear rubber attach one bay forward. Add a strip of 1/16 x 1/8 inside F5 to provide a better wing attach. In addition to using smaller sections of lighter wood you can lose a few ribs in the wings. Make the nose block in two pieces, a round removable piece with the thrust bearing and a semi cylindrical piece attached to the dummy engine. Notes on the N-28 apply.

MAXFAX 7/8/2000

GUILLOW'S WWI ISSUE



Maxecuter web site: www.hiscom/~tschmitt

IMPORTANT NOTE: SUMMER 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: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings during the winter months at 10 am on the second Saturday of the month at the College Park Airport, the oldest continuously operating airport in the world. When daylight savings time is in effect we meet at 8:00 pm on the first Tuesday of every month at the same location.

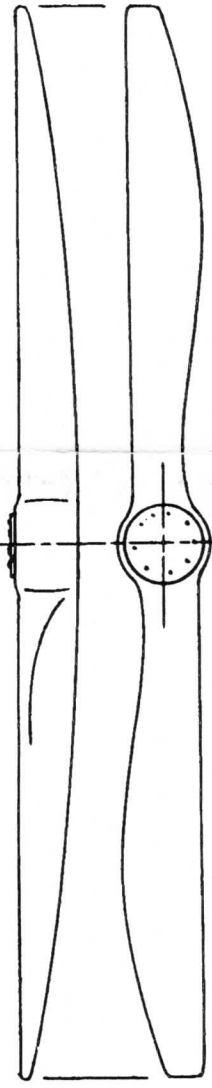
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries.

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.

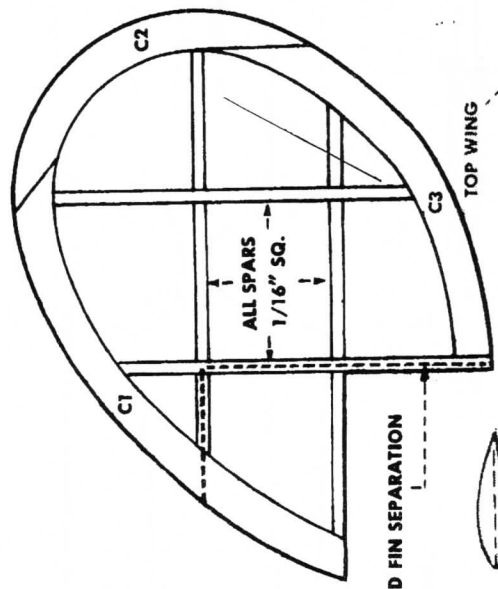
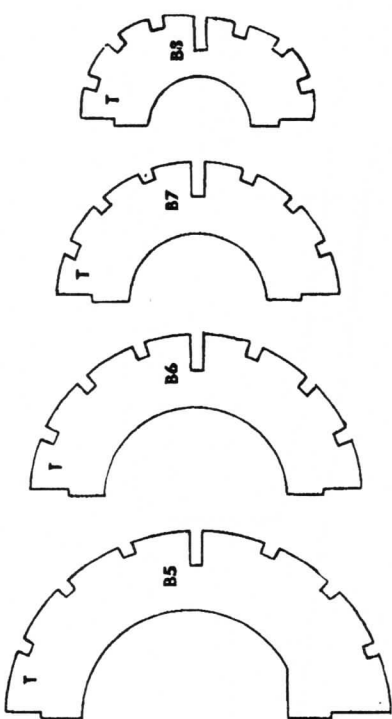
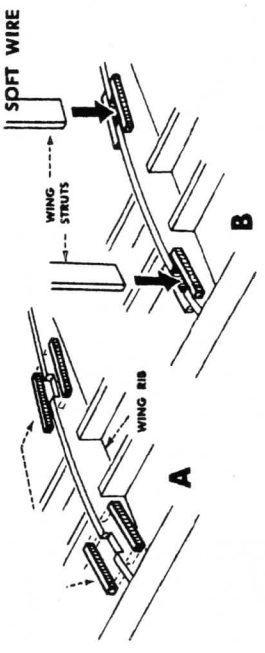
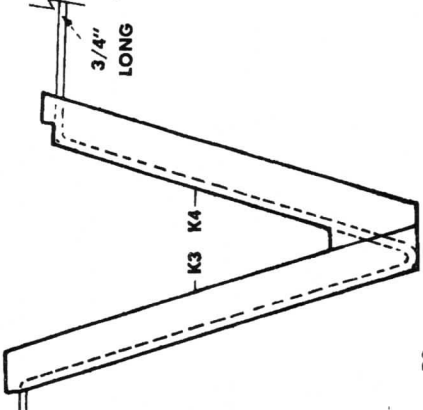
Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

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.

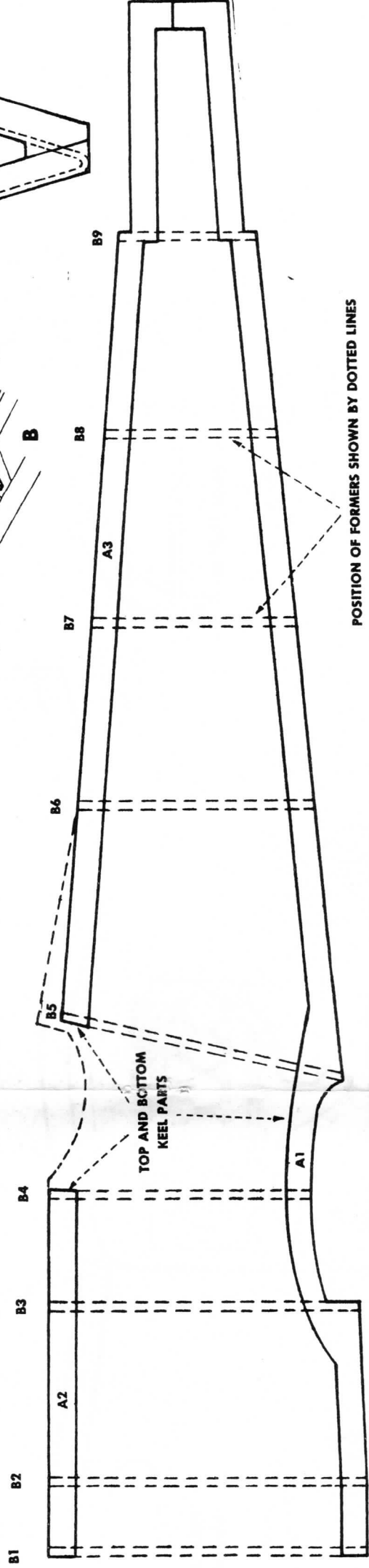
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. stew.meyers@erols.com



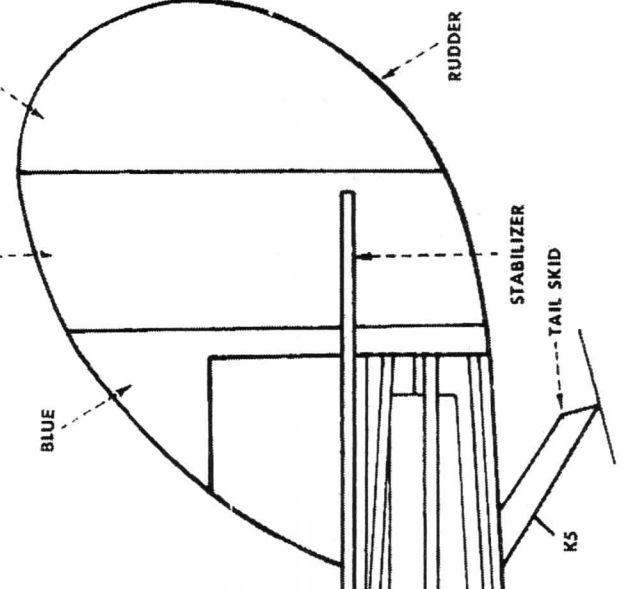
FULL SIZE SCALE PROPELLER
MATERIAL NOT FURNISHED IN KIT



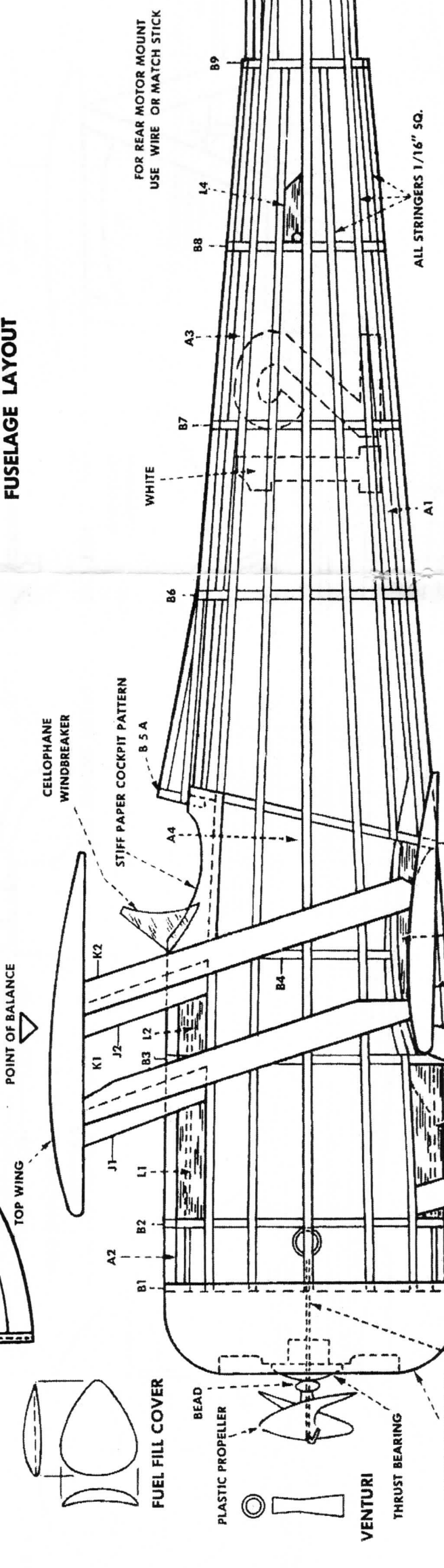
RUDDER AND FIN SEPARATION



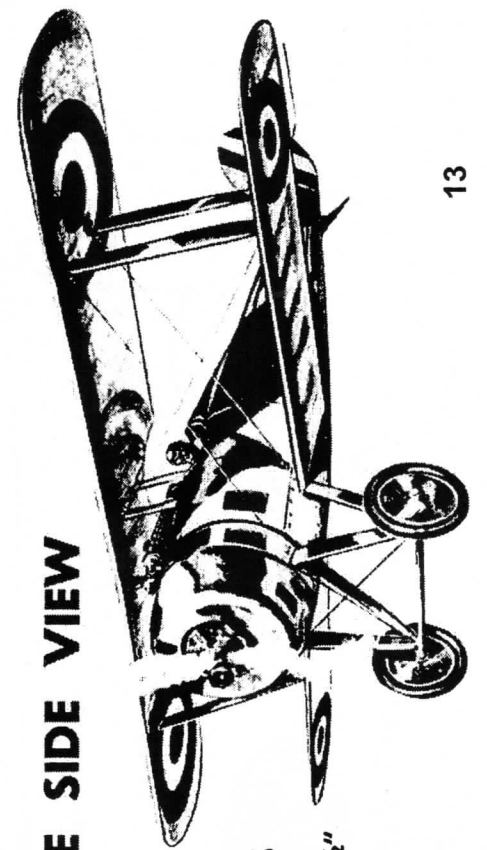
FUSELAGE LAYOUT



POSITION OF FORMERS SHOWN BY DOTTED LINES



FULL SIZE SIDE VIEW



Guilow's
KIT WW-2
FRENCH NIEUPOINT 28
WING SPAN—18" App. Scale 11/16" = 1'-0" LENGTH—13 1/2"

PAUL K. GUILLOW, INC., WAKEFIELD, MASS.

WINDBREAKER PATTERN
CUT FROM CELLOPHANE OR
THIN ACETATE SHEET

SCALE PLASTIC WHEEL

PROPELLER SHAFT

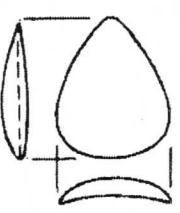
PLASTIC NOSE COWL

THRUST BEARING

VENTURI

PLASTIC PROPELLER

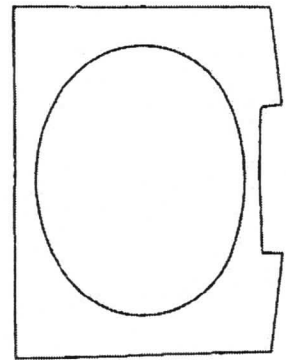
FUEL FILL COVER

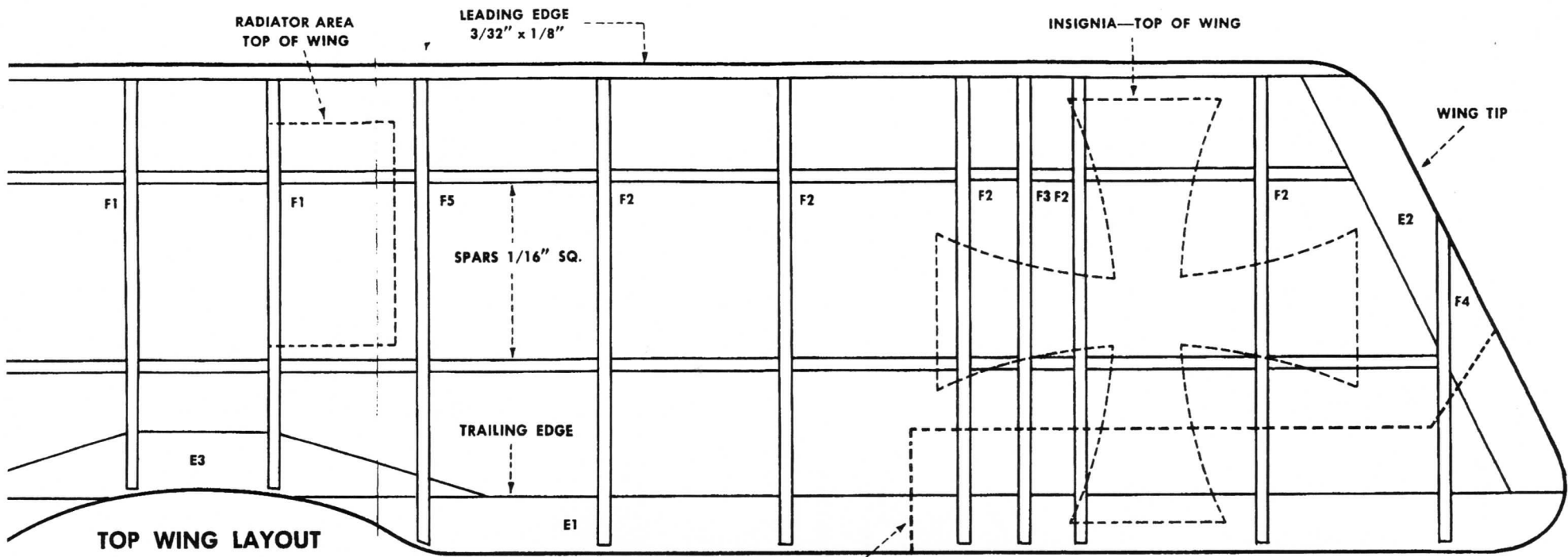


101

42

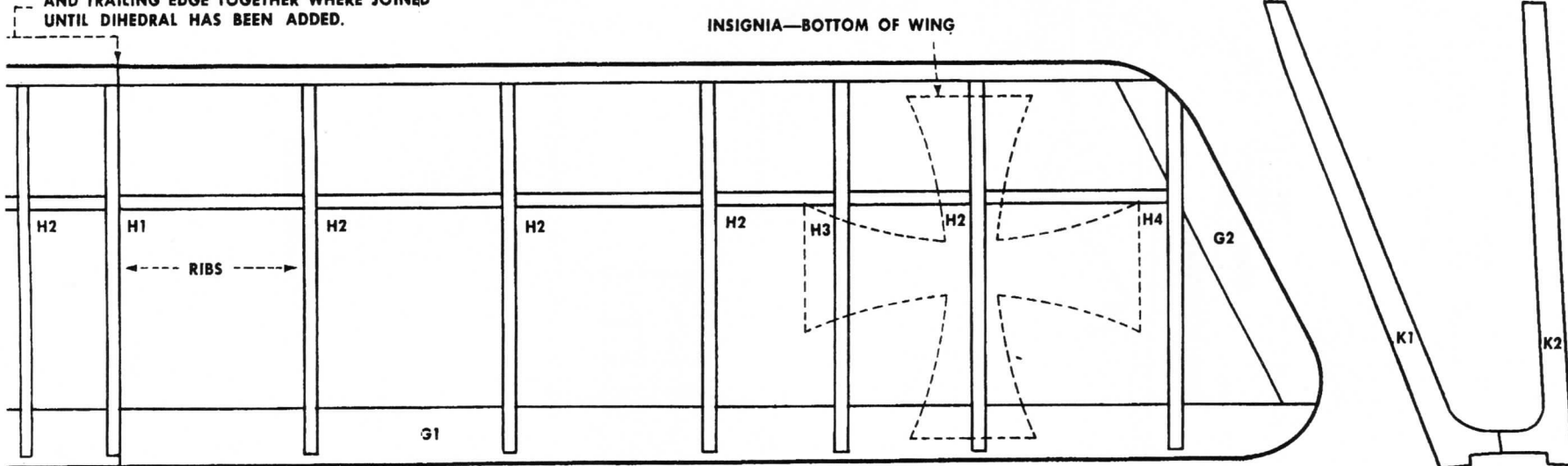
STIFF PAPER COCKPIT PATTERN





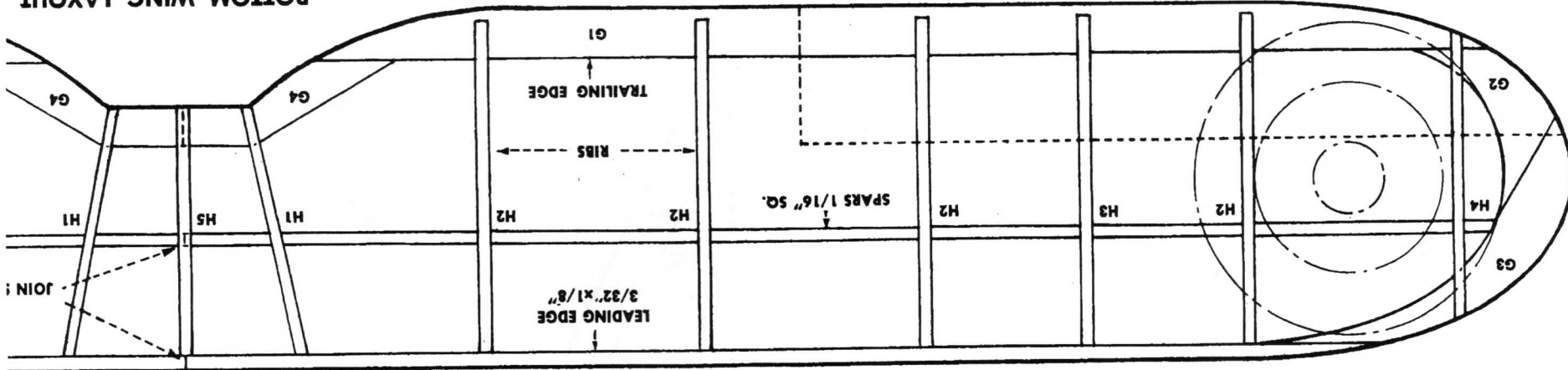
DO NOT CEMENT SPARS AND LEADING EDGE AND TRAILING EDGE TOGETHER WHERE JOINED UNTIL DIHEDRAL HAS BEEN ADDED.

AILERON SEPARATION—TOP AND BOTTOM OF WING



NOTE: INCREASE DIHEDRAL FOR BETTER STABILITY
 BOTTOM WING 1" PER PANEL TOP WING 1.125 PER PANEL

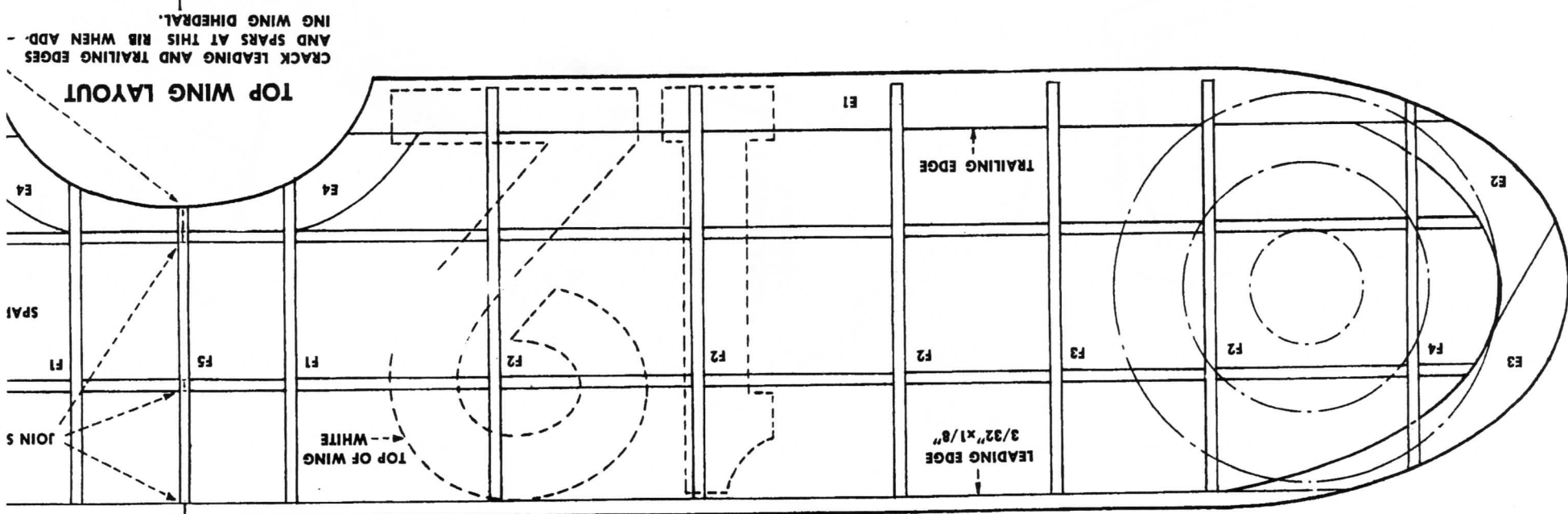
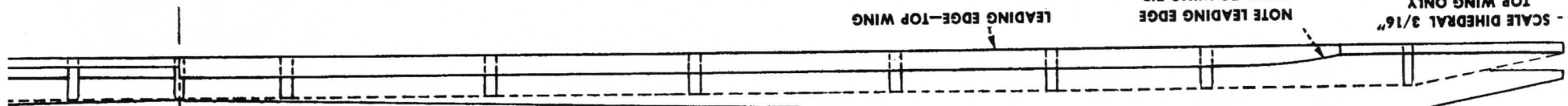
BOTTOM WING LAYOUT

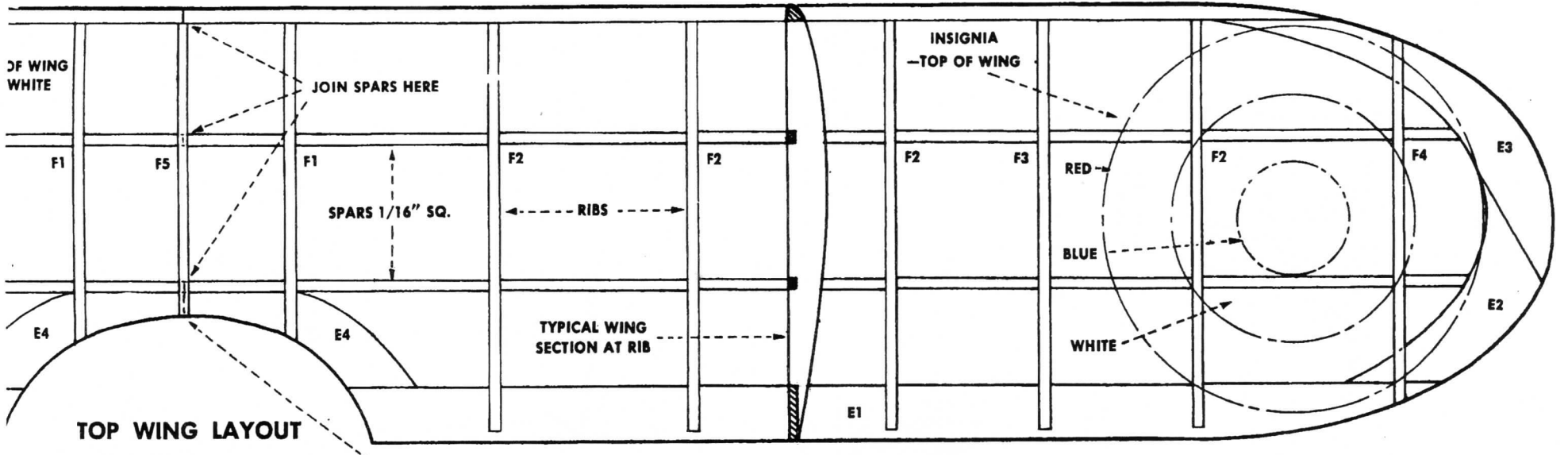


SCALE DIHEDRAL 3/16" TOP WING ONLY

NOTE LEADING EDGE TAPER TO WING TIP

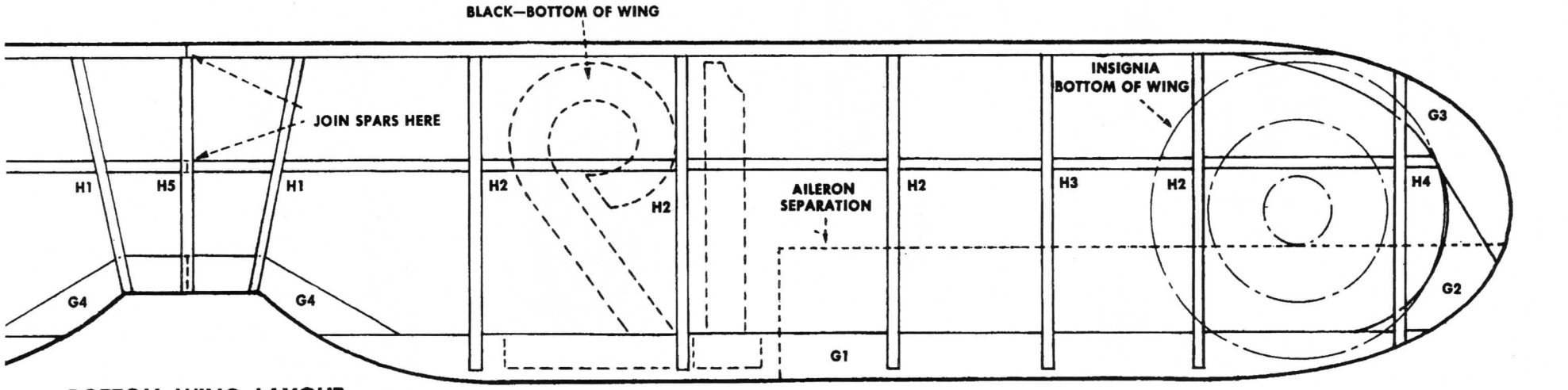
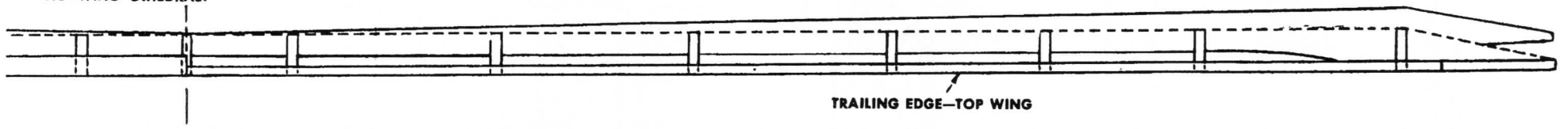
LEADING EDGE—TOP WING



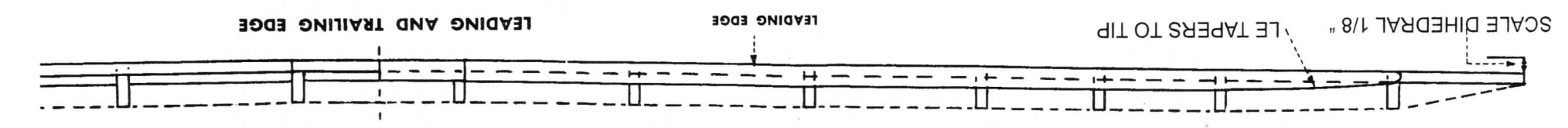


TOP WING LAYOUT

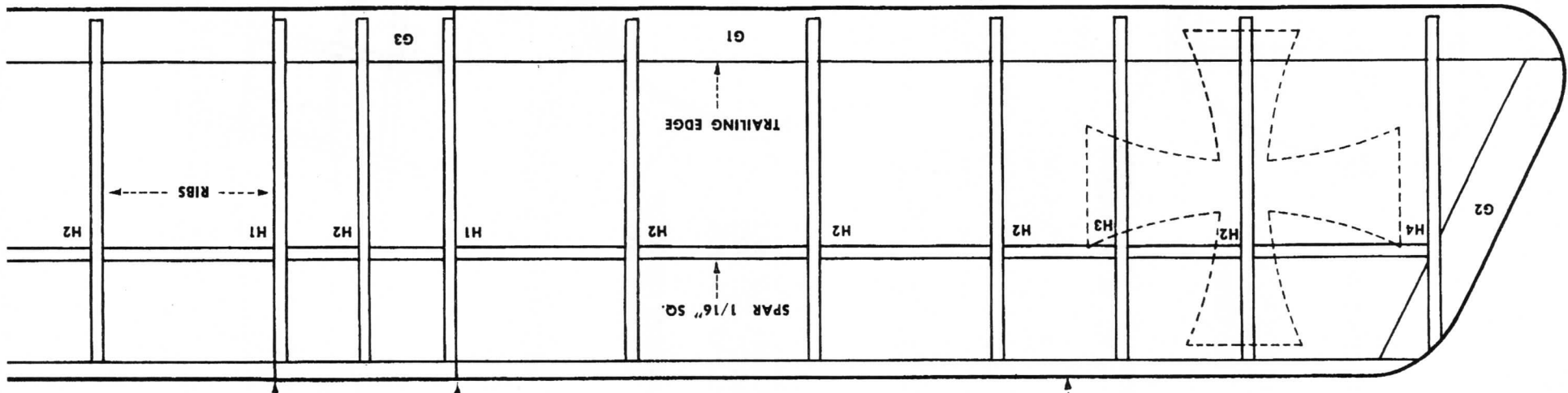
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS RIB WHEN ADDING WING DIHEDRAL.



BOTTOM WING LAYOUT

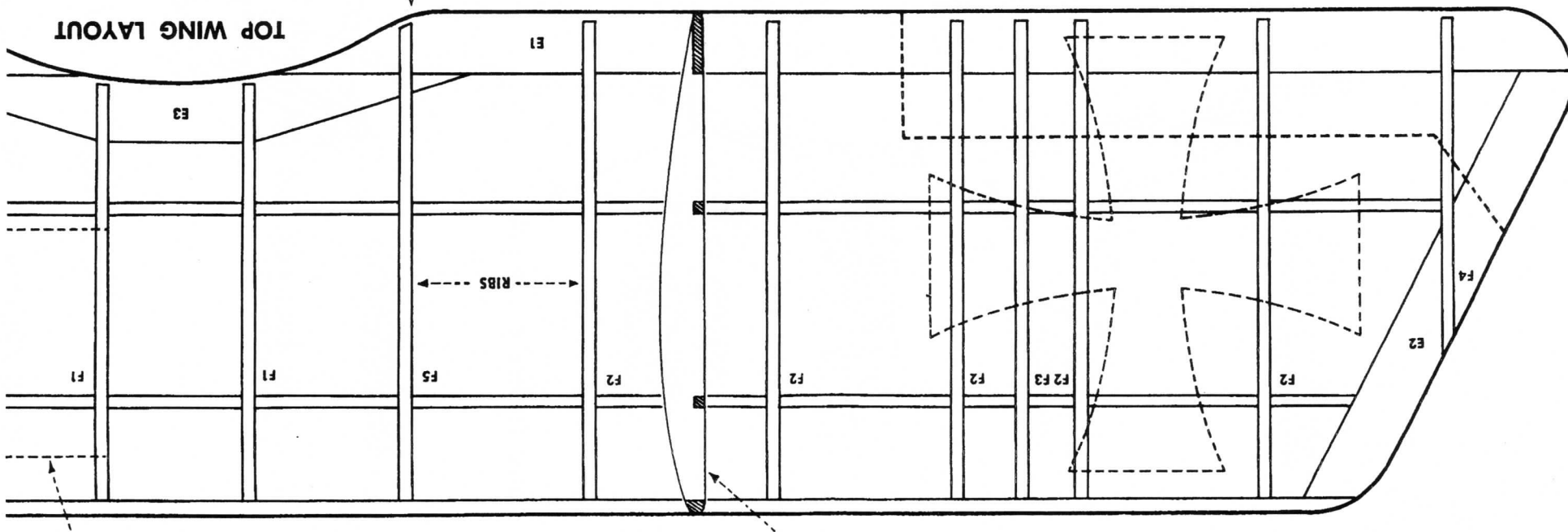


BOTTOM WING LAYOUT



CUT THRU TRAILING EDGE, SPARS AND LEADING EDGE HERE IF ADDING WING DIHEDRAL (NO SCALE DIHEDRAL)

LEADING EDGE 3/32" x 1/8"



TOP WING LAYOUT