

# MAXFAX

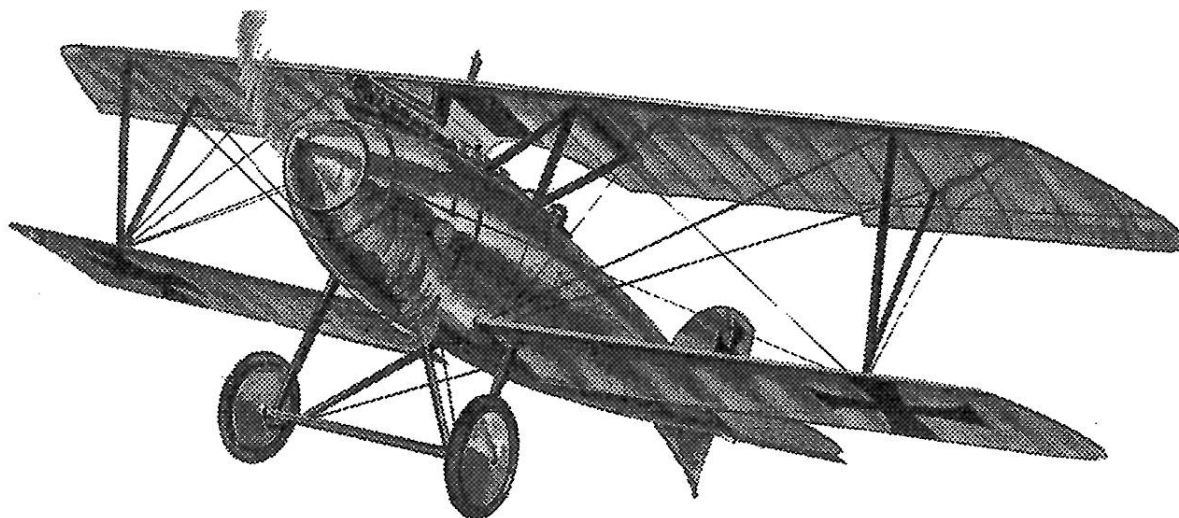
Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

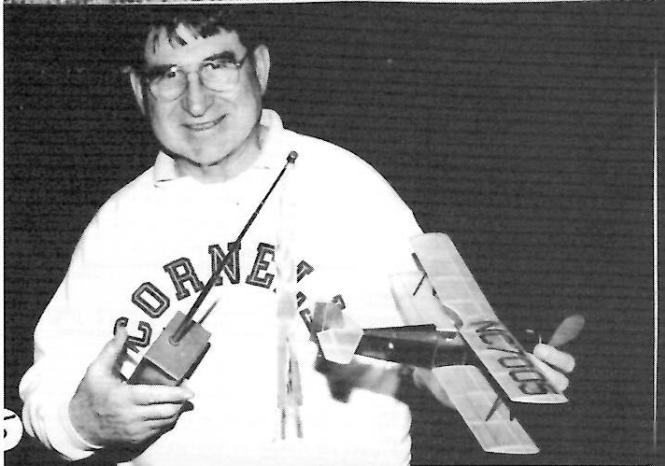
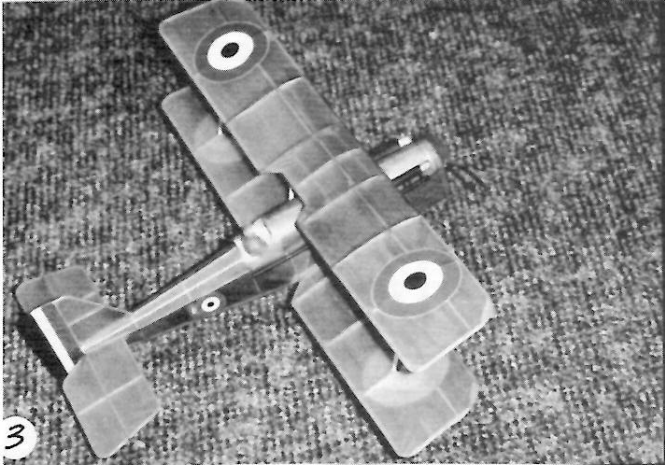
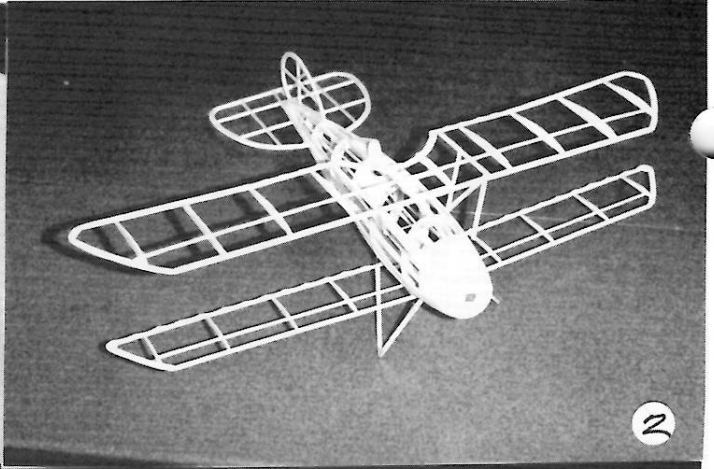
SEPT-OCTOBER 2000

## GUILLOW'S WWI ISSUE



## COMING ATTRACTIONS

- SEPT 23 -2000 DREADED BRAINBUSTER SQUADRON of the Flying Aces Club  
Fall Rubber Scale Contest Petersburg Airport, Petersburg, Virginia  
In conjunction with the Brainbusters Fall Free-Flight Contest  
See list of events and info in this MAXFAX.
- SEPT 23 -24 -2000 BRAINBUSTER FF CONTEST AT PETERSBURG, VIRGINIA  
Contact Abram Van Dover CD 757-596-6104 for info.  
See list of events in this MAXFAX.
- SEPT 23 -24 -2000 FAC CONTEST AT AMA FIELD IN MUNCIE, INDIANA.  
See information in this MAXFAX.
- SEPT 30 - 2000 THE KUDZU FLYING CORPS CONTEST AT RAEFORD, NORTH CAROLINA  
SEE REVISED SCHEDULE OF EVENTS IN THIS MAXFAX  
Note that the Friday evening seaplane events are canceled because of dam damage.  
Questions, directions, maps – call Dave and Marie Rees 919-778-6653.
- OCT 8-2000 AMA DELTA DART WORKSHOP PROGRAM FOR CUB SCOUTS AT THE NBM  
SUNDAY  
FROM 1 TO 4PM  
AYUMA OTA IS LOOKING FOR VOLUNTEERS TO ASSIST WITH THE PROGRAM  
Please contact Ayuma - email – aota@nbm.org to volunteer  
You are welcome to fly free flight models before or and after this program.
- NOV 12 -2000 INDOOR FLYING AT THE NBM 9 AM TO 4PM -- Use one atrium only –  
no RC will be allowed this time due to space limitation.
- DEC 3 -2000 MAXECUTER HOLIDAY DINNER FOR 2000 AT THE BISTRO FRANCAISE SUNDAY EVENING IN GEORGETOWN, D.C.  
More info later or contact Paul Spreigen at -- 202-337-2887  
or Email – paularch@starpower.net



# GUILLOW'S WWI ISSUE AGAIN

Editor: Stew Meyers

I have been building and flying electric micro R/C & slo-flyer scale almost exclusively except for the pilgrimage to Geneseo. The larger (24") Guillow's are ideal for this with the newer R/C gear. I am flying a Nieuport 11, suitably lightened. I won't say much more about that in this Free Flight publication except to say they are back on the hobby shop shelves. The smaller 18" series has not been reissued and therefore is fair game.

This issue then continues with the Guillow's WWI theme featuring the Albatross and Camel. Chuck Wojtkiewicz has let earning a living interfere with the really important stuff in life like building the Camel and writing it up; so, I will give the Camel a wack. Bob Marchese has built the Albatross and has a nice write up on it. We also have a note and pictures from Phil Cox on the N-28. Tom Schmitt again has done the photo pages with help from Nate Sturman on Geneseo. There are contest announcements for Petersburg and Muncie (take your pick). The upcoming Kudzu Kombat rules are clarified and the Maxecuter Holiday diner is reinstated. Filling out the issue is an article from an old Cleveland Modelmaking News & Practical Hobbies Vol. 2, #7, 1934 on making pilot busts. I would like to publish part 1, if someone can find it. I also make another stab at getting the Web address correct.

[www.his.com/~tschmitt](http://www.his.com/~tschmitt)

## PHOTO PAGE

1. Phil Cox also indulges in Guillow WWI aircraft; he sent this photo of his handsome Nieuport 28. See the previous MAXFAX for plans. His note on this is in this issue.
2. Bob Marchese is building the Guillow Albatross; probably finished by now - here are the bones.
3. Stew Meyer's Easybuilt SE-5 is not another one of the growing fleet of WWI Guillow models.
4. Ed Zapolski with his little fun biplane at Essex.
5. Micro-R/C scale is really catching on. Stew had this rubber powered Fleet flying great at the NBM with a single channel rudder system.
6. Don Srull with just one of his many electric powered Micro-R/C flyers. This sort of scale (Stout/Ford?) is mostly sheet blue foam with a three channel system; rudder, elevator and ESC.
7. Kevin Sharbonda with his Luton at Essex.
8. Al Lidberg's latest Mini-XL Old Timer Kit, a 30 inch wing span 1936 Lancer for Free Flight and R/C. 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. Price is \$30 postpaid in US and Canada ;add \$5 for Europe and Pacific Rim Destinations. Contact Al at (602)839-8154 evenings and weekends for a catalog and price list; or if you are on line E:mail at [aalmps@aol.com](mailto:aalmps@aol.com).

## 18 " Guillow WWI models

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

Of this bunch the Albatross and Pfalz are probably best built by the keel method somewhat following Guillow's plans with suitable lightening. I know the Snipe and N-28 had box longerons faired with stringers on the real aircraft but they are so rounded as to possibly best be done with keels as well. The rest are of course best built with longeron boxes. The Bristol is a special case as the Guillow's plan has it way over faired, per the prototype B scouts (only two built). It is easy to convert to a simple box faired to the forward cabine to resemble the more common production C & D models. Of course its best not to compare a Guillow's kit too closely to a good three view.

The Camel, Snipe, N-27, and Fokker D-8 have noses too short to make good rubber subjects, but make great CO2 and electric models. A geared N-20 motor such as the little Kenway run on two or three 50 mah cells is a dynamite power source. A direct drive Micro 4 or K&P00 drive have too small a prop to be effective. The Mini 6 will do, but is overkill and requires a heavier battery. The Kenway with a 5.5" K&P prop and 3 NiMH cells weighs 22 grams and will run for over 6 minutes. Obviously you need a timer for free flight or this can be the basis of a nifty Micro R/C.

I had extensively modified the Halberstadt plans, and then decided that I ended up with a scale Halberstadt, but not a Guillow's model. My rationale in modifying a Guillow's kit is to alter the structure to make it lighter, stronger, and easier to build. But not to ruin the model by making it unrecognizable as a Guillow's kit. Having said all that, the fin on the Halberstadt gets changed to make it less Pfaltz like and the over faired Bristol becomes a slab sided C model which is by far easier to build and lighter.

## Building a "Guillow's" Camel

Stew Meyers

Wings

Guillow's placement of spars and ribs on this 18" series has always amazed me. It's an artifact of mating up with their fuselage construction, I suppose, but not very logical by my lights. Rear spars and interplanes should never intrude into where the aileron is supposed to be. With identical upper and lower construction, the spars should be in the same positions on both. I have redrawn the wings with more logical & lighter construction. The rear spar is in near scale location. The forward spar is still aft of the scale position, since a scale leading edge and airfoil are not used. I established a rib at the cabine and interplane attach points and equally spaced ribs between them. I use the same spacing on the lower wing. This makes the for a reduced spacing to the root

rib. That ain't all bad. Dihedral jigs are glued to the spar and leading edge faces on the outboard panels. I cut the ribs from light 1/16th sheet. All except the root and strut attach could be 1/32nd sheet, but I would add gussets at the trailing edge, if I did this since the glue area would be rather small. I use gussets at the root and dihedral break anyway. A piece of 1/32 packing is added to the top of the rear lower spar to space the 1/32 aluminum wire wing attach. The forward attach is located from the fuselage tubing upon assembly. I laminated the tips but these could easily be sheet. The tip rib can be reduced in camber to aid covering. Simply knock it down with a sanding block on assembly.

The tail is straight forward. I added an extra lamination of 1/32 as I was using rather light wood. Note the stab is slightly enlarged. Carbon pegs will be used to attach the fin to the stab. You may want to hinge the surfaces.

#### Fuselage

The fuselage is a simple transpose from the Guillow's half-shell to a more appropriate longeron box. I did use light sheet forward of former 4. Both side pieces weigh less than a gram and greatly simplify and strengthen the cabine, lower wing, under cart, and motor mounting. I have provided patterns to make both sides since the angles for thrust offset make them different. The alignment strips of 1/16th sq. glued to these pieces makes assembly a snap and adds reinforcement. Don't add the cabine bulkheads until after the basic fuselage box is completed. (You can temporarily use them as assembly jigs if you have not added the cabins to them yet and don't slop cyano on them) The box is assembled upside down; the cabins would get in the way. Drill out the holes for the lower wing mounting after the sides are built but before the alignment strips are added. This allows them to be match drilled over each other with a piece of sharpened tubing. Use longish pieces of brass tubing as alignment rods during box assembly. Glue in the 1.5 inch lengths of aluminum tubing afterwards and add a reinforcing strip and or gussets. Now plug in one lower wing spar joiner in the aft spar mount tube. The wing is still flat and the dihedral angle has not been bent into the wire yet. Using the incidence jig, drill through the root rib using a sharpened piece of music wire. In the forward mounting tube. Remove the wing and glue the aluminum attach wire in this hole and build up a mount for it on the wing root rib. Repeat the procedure with the other wing. Now you can bend the soft aluminum wire normal to the root rib to give the correct dihedral angle. *Shazam!* - removable lower wings with correct incidence and dihedral. Before adding the cabine mount assemblies and turtle decks make up the under cart and fit it in place. Easy to do with a flat fuselage top.

#### Under cart

The attach wires are 1/32 aluminum wire bound to 1/32 x 3/16 basswood with thread. Bend the wires per the drawing. The U/C legs are made from two layers of 1/32 basswood. A 1/32 slit in the top end of the inside layer takes the attach wire. The base of the "vee" has the grain run horizontally in the outer layer. The "vee"

legs are left longer than scale to provide strength during construction. Make slots in the bottom of the fuselage to take the wire attachment assemblies, but don't glue them in yet. With the assembly removed from the fuselage, cyano the attach wires to the top of the legs. Pin the spreader bar to the "vees" with carbon or steel pins. These are left 3/32 exposed to provide anchors for the shock cord. Check alignments and cyano it if all is well. Now slot the "vees" for the 1/32 music wire axle with a saw blade. Cyano a piece of carbon rod across the top of the slot. Now the extra length can be sanded off. Reinforce the "vee" to spreader bar joint with carbon cloth or light fiber glass, keeping the slot clean. Sand to shape and paint. Check by plugging it back into the fuselage slots, but don't glue it in yet. You need to finish the turtle deck.

#### Turtle Decks and Cabines

Glue up the two cabine assemblies and shape the cabins, but don't glue them to the fuselage yet. Slide them into the fuselage against their alignment strips. Notch the fuselage sides to clear the cabins, but don't glue them to the fuselage yet. Add the top fuselage and side formers complete the stringers aft. Cut out paper patterns for the hump, cockpit, and sides. Don't forget to notch for the cabins. Now you can finally glue in the cabins! I would add the motor and batteries now.

#### Motor and Battery

The 5-3/4" K&P prop is near scale. Jam a round tooth pick in the hub and drill it out to make a bush to go on the .047 music wire shaft of the 4.2:1 Kenway. The battery mounts to the firewall with double sided tape and thread. I use a 3 volt CR2 Lithium and a timer. 50 mhr Nicads would also work if you refrain from fully charging them. If you use NiMh cells you need to use a timer. I mount the timer between the lower wing spars. The Kenway mounts to the firewall with 2-56 screws. I tapped the holes and hardened them with cyano.

#### Cowl

To make the cowl front cut a 2-1/4" dia disk of medium 1/16th balsa and drill a 1/8" hole in the center. Reinforce the center hole with scrap plywood about 1/2" square on both sides. Add 3/8" wide 1/8th sheet rings to the front of the disk. Mount the disk on a #4 screw in a hex stand off and mount the stand off in a 3-jaw chuck and turn the cowl front to shape. Finish with dope and or filler or tissue. Cut a 1" dia hole in the disk around the scrap plywood. The shelf can be used to mount a dummy motor. Glue the cowl to the front of the fuselage. The sides of the cowl are made from bond paper.

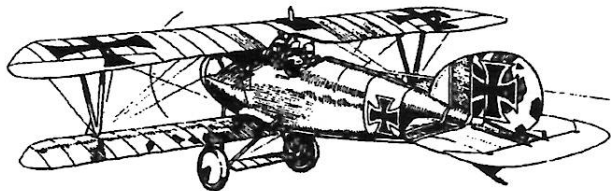
#### Assembly

Assembly is pretty straight forward. I always spot glue everything together with Ambroid before covering to check the fit ups while I can easily rectify them. Plug in the lower wings, now the top wing on the cabins checking for parallelism in plan form and proper dihedral. Fit the interplanes using monofilament pins, check for warps. Add the tail and check for alignment. Add the under carriage. Stand back and admire your work. This is my favorite stage of construction, I haven't screwed up the covering yet!

# Building The Albatross

Bob Marchese

I always liked the WWI series Guillows done in 18" span. Besides the ubiquitous Fokkers and SPADs, this series included some obscure and unusual subjects. One of my favorites in the Albatross D-Va. As an inline engine aircraft, this one has decent nose moments which makes up for the oval cross section. There also is no shortage of interesting color schemes for this one. Mine will be patterned after Obltn. Paul Baumer's gray, red and green plane that sported the large Edelweiss blossom on the side.



One nice thing about Guillow's plans is that they provide drawings most of the print wood parts. This makes it a bit easier to build a long out of production from just the plans. Easier on the pocketbook too, since examples of this series regularly fetch over \$50 on e:Bay. Stew Meyers procured one such kit (not for \$50) and was able to give me a set of plans from his archive. I had a bit of trouble deciding how to proceed with the project, I could either do it "stock" or go for an lightweight flyer. I also considered carving a hardwood plug and using it to form a monocoque fuselage in two half shells like the Nowlen Aero Depredussin kit. Maybe next time. For this one I settled on a mostly stock 1/2 shell construction for the fuse, and lightened flying surfaces with laminated outlines. One thing I've never enjoyed is getting all those crescent shaped pieces on the tail and wing tips to fit correctly.

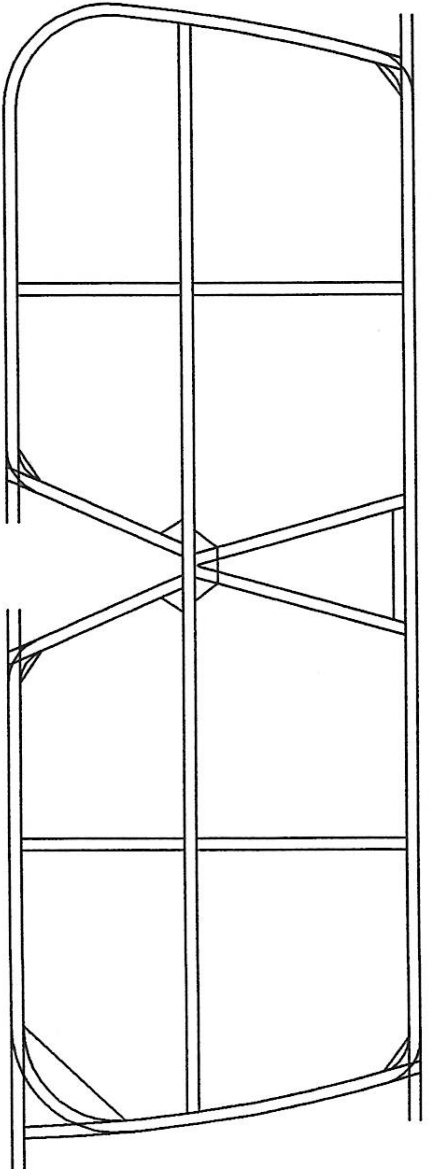
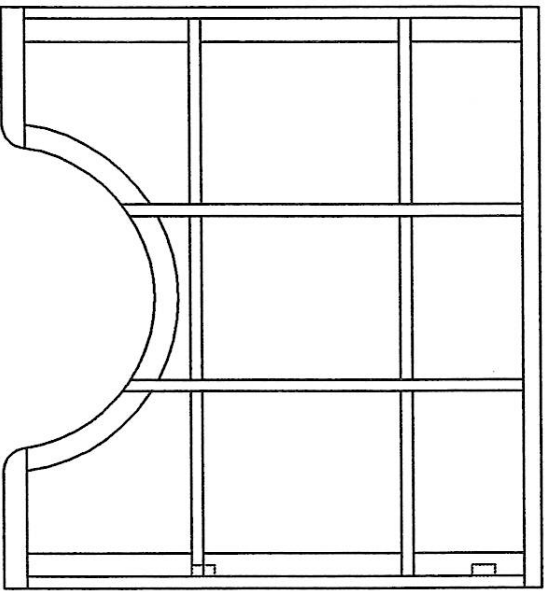
Doing a kit from the plans really reminds you of the missing parts. But except for the vacuum formed canopies on WWII planes and a nice set of decals, I'd substitute most of the plastic bits (like the prop and heavy duty wheels) anyway. I turned the wheels with my dremel tool by laminating several layers of soft 1/32 or 1/20 balsa rings over a 1/64 ply disk. I used my Ufa circle cutter with a fresh blade to cut the balsa. The pin tends to tear the balsa, so I put a small patch of masking tape over the center. This help it survive the cut for the outer circle, and then the inner circle to make a nice clean ring. I laminate these cross grained to the to the ply disk with Ambroid, not CA. The reason I avoid CA at this stage is that it soaks into the balsa and makes it too hard to turn a smooth even shape. Also, I use CA to finish the laminated wheel blanks on a temporary 1/16" brass tube so I can use debonder to remove it turning. Then I replace it with a lightweight aluminum tube.

Let the brass tube extend about 3/4" on each side of the blank so you can shape both sides of the wheel. Make sure the whole thing runs true by slipping it over a piece of music wire held in a pin vise giving it a spin. Make any necessary adjustments and chuck it up securely in your dremel tool. Always wear eye protection when working with one of these. First I turn it down to the desired diameter, then I give the tires their shape with a fine sandpaper stylus. (Don't even think about applying an X-acto knife to them like a hardwood lathe tool, it will ruin your work and could send the knife flying). After shaping you can replace the brass tube with an aluminum one and cover once side with a shallow paper cone to simulate the spoke cover.

The tail surfaces were made pretty much as shown on the plan except that I laminated the curved outline with 4 pieces of 1/16 by 1/32. I sliced strips from a 1/16 sheet with a balsa stripper. I painted them with thinned white glue, stacked them and wrapped them around a balsa form. After drying, lay them over the plan and put the inside structure as shown.

The wing has the most modification. Instead of using all the trailing edge wood shown I trimmed the trailing edge pieces down to about 1/8 width and used a 3/32 square piece for the leading edge. I replaced the two bottom spars on the top wing with a single spar on top about 1/3 of the way back from the leading edge. The ribs were modified a bit: using F2 as a starting point, I cut them with a flat bottom and a bit longer than needed. Then I trimmed them to exact length so they butt up against the trailing edge. Instead of notches in the bottom to receive the struts I put 1/16" square doubles and short aluminum tubes where the struts attach. The struts have wire pins (made out of staples) that slip into the tubes. The plans suggest increasing the dihedral to 1 1/4" on the bottom and 3/4" on top for better flight performance.

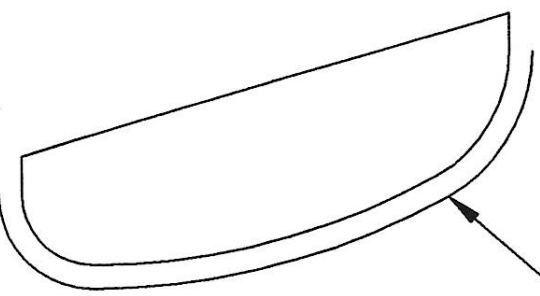
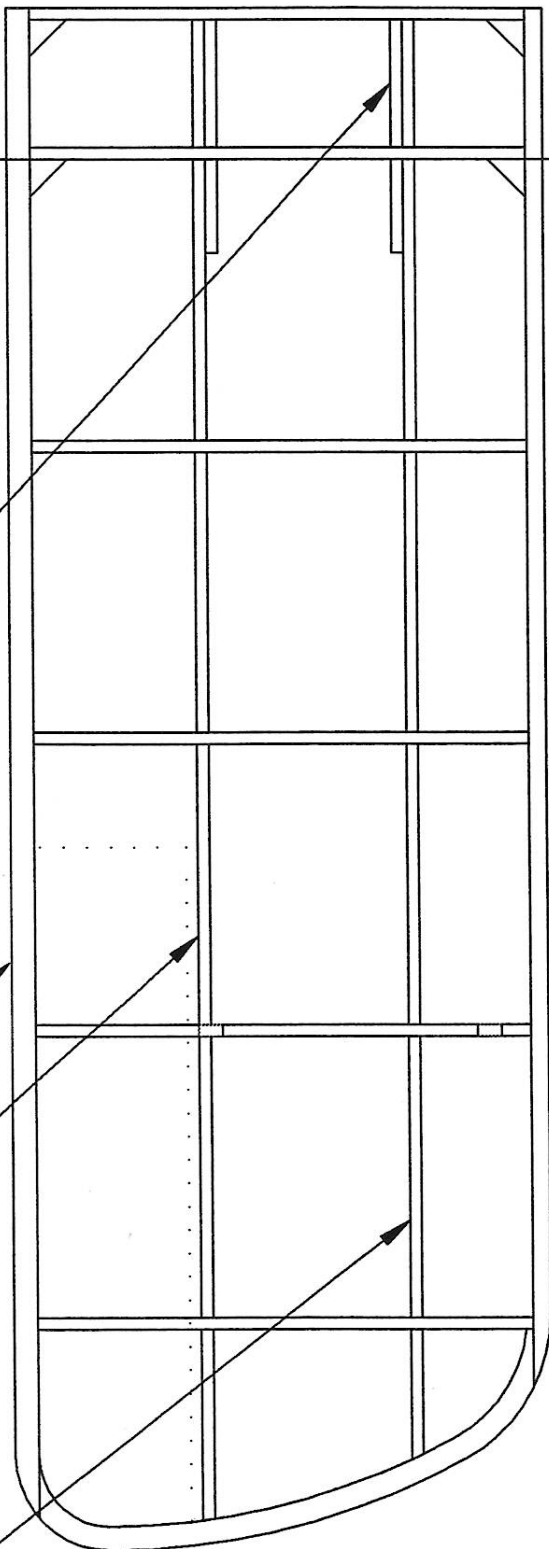
The fuselage was made pretty much as shown on the plans, but using lighter weight wood than I expect you'd have found in the kit. The upper and lower keel pieces were laminated from 2 pieces of 1/16" square. And then followed the directions on the plan. Let the keel and stringer pieces run across the cockpit until then end when you install the cockpit pattern. I replaced the plastic nose cowl with several layers of balsa built up to the same thickness and a removable plywood faceplate that holds the thrust bearing. I also filled in all the stringers between B1 and B2 to make the plane easier to handle during winding. While I was at it I filled in where the cabins and wheel struts attach. I ran three aluminum tubes across the fuselage where the struts attach. Let them protrude out the sides a bit and glue with CA, then sand them flush. Again, these tube receive staple wire in the end of the struts. I find this method allows you to make adjustments during assembly and align everything without using jigs. All the parts weigh 17 grams ready to cover, so I'll have to go easy on the paint if I want it to fly.



Z TOP WING FROM HERE OUTBOARD

3/32 X 1/8 LE

LAM. 4 X 1/32 X 1/16



9

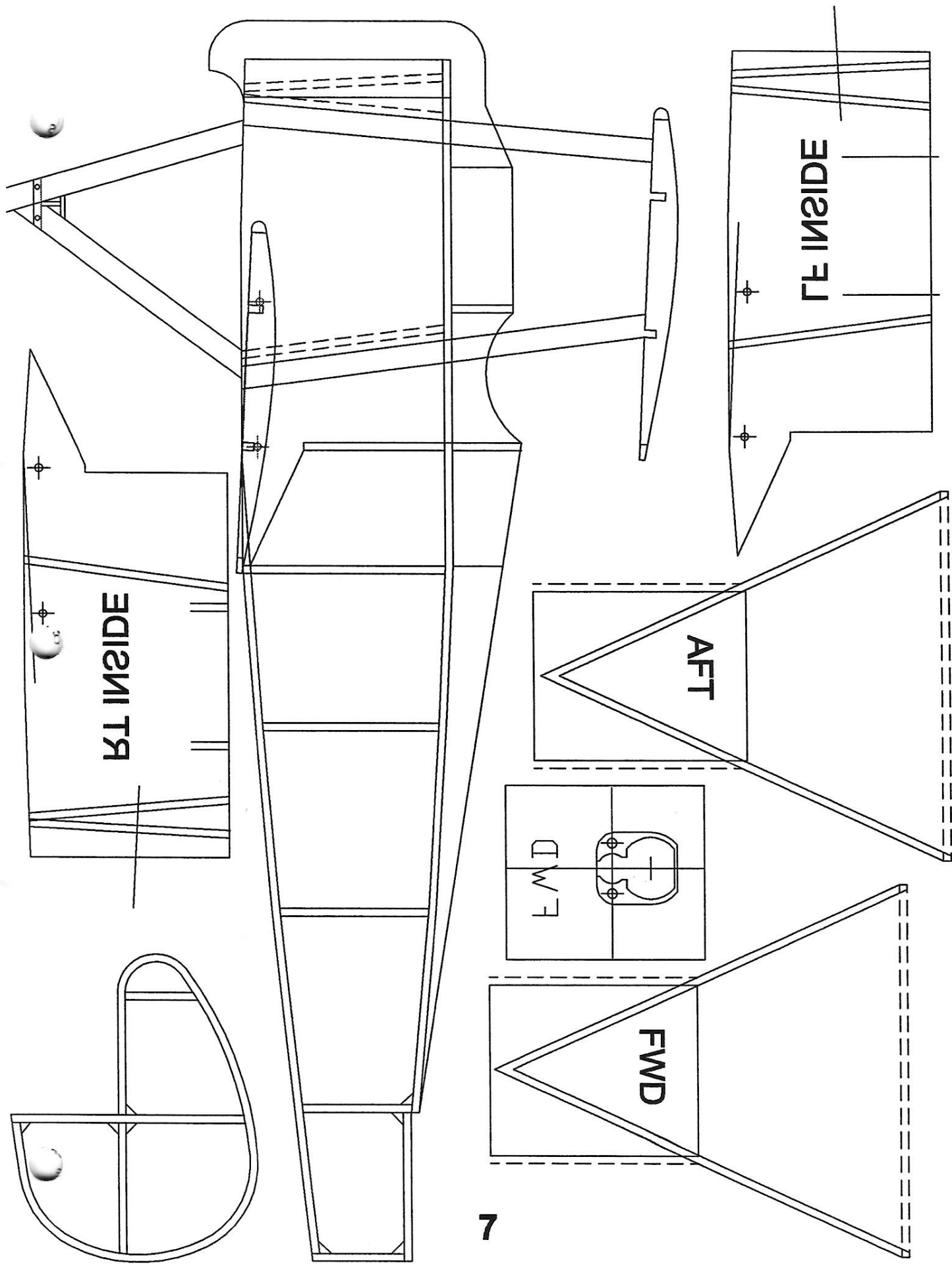


BOT TOP

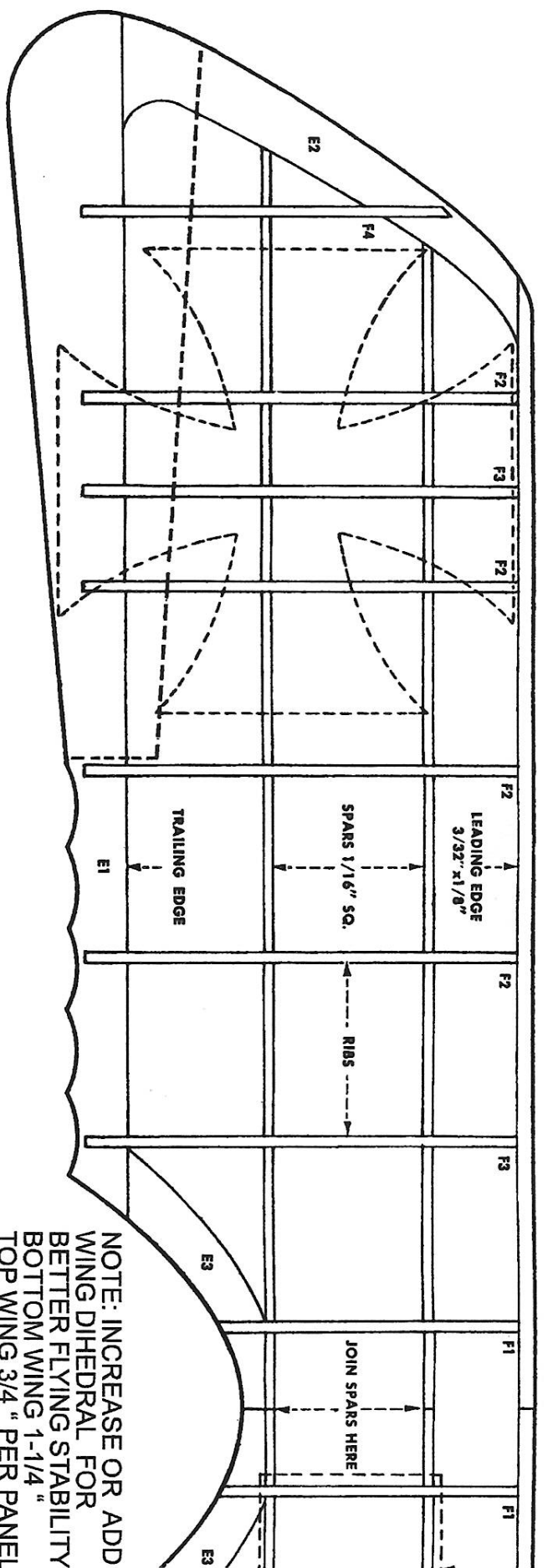
3/32 X 1/16

1/8 X 1/16

1/16 X 1/8

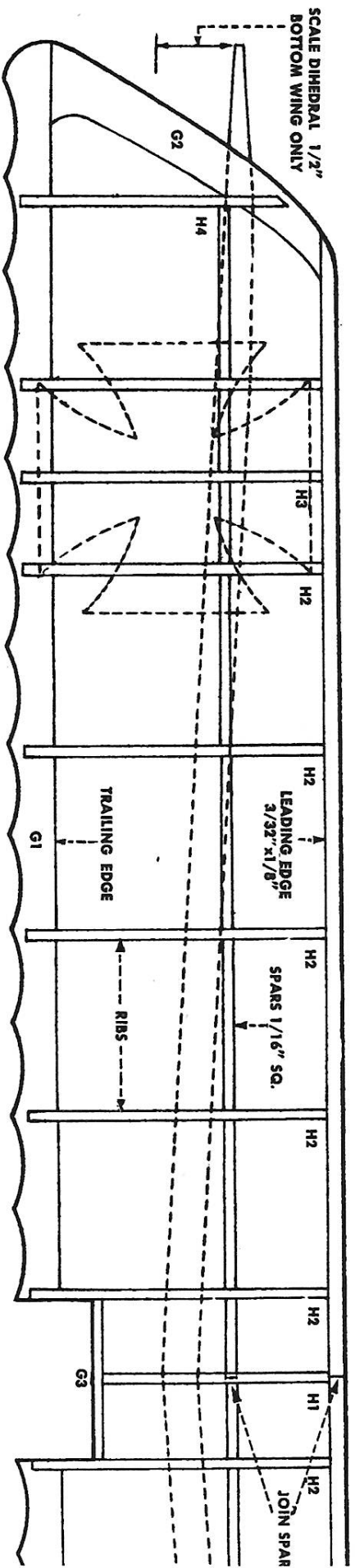


7



NOTE LEADING EDGE TAPER TO WING TIP

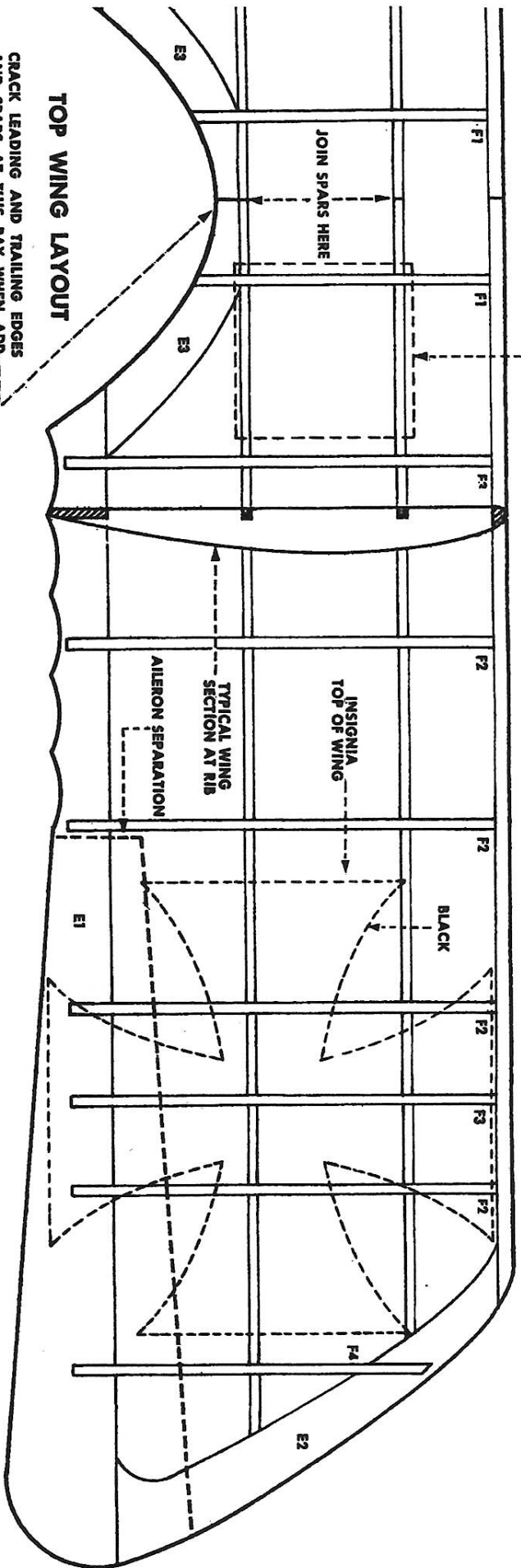
LEADING EDGE—TOP WING



BOTTOM WING LAYOUT



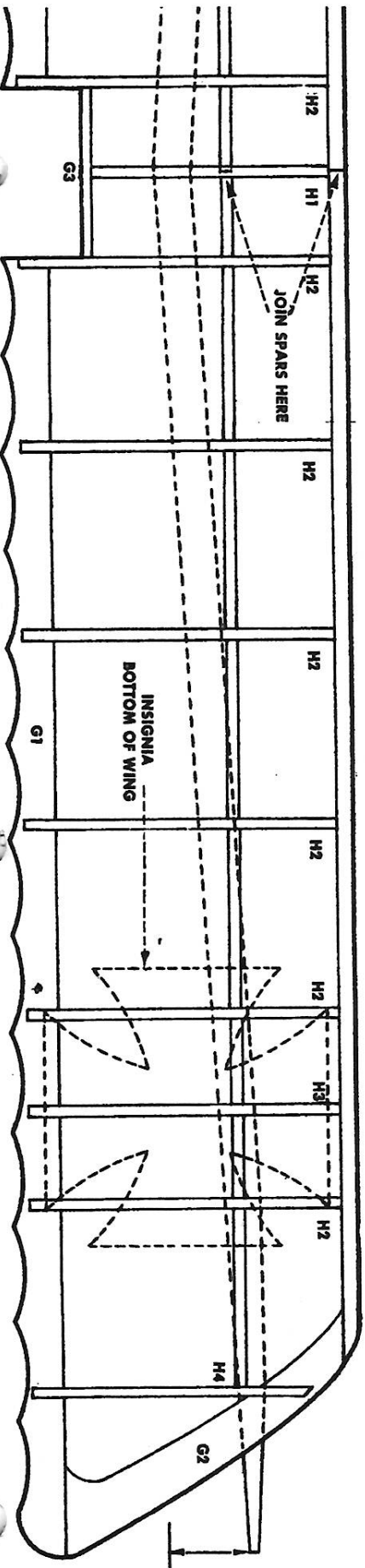
HONEYCOMBED RADIATOR AREA — BLACK



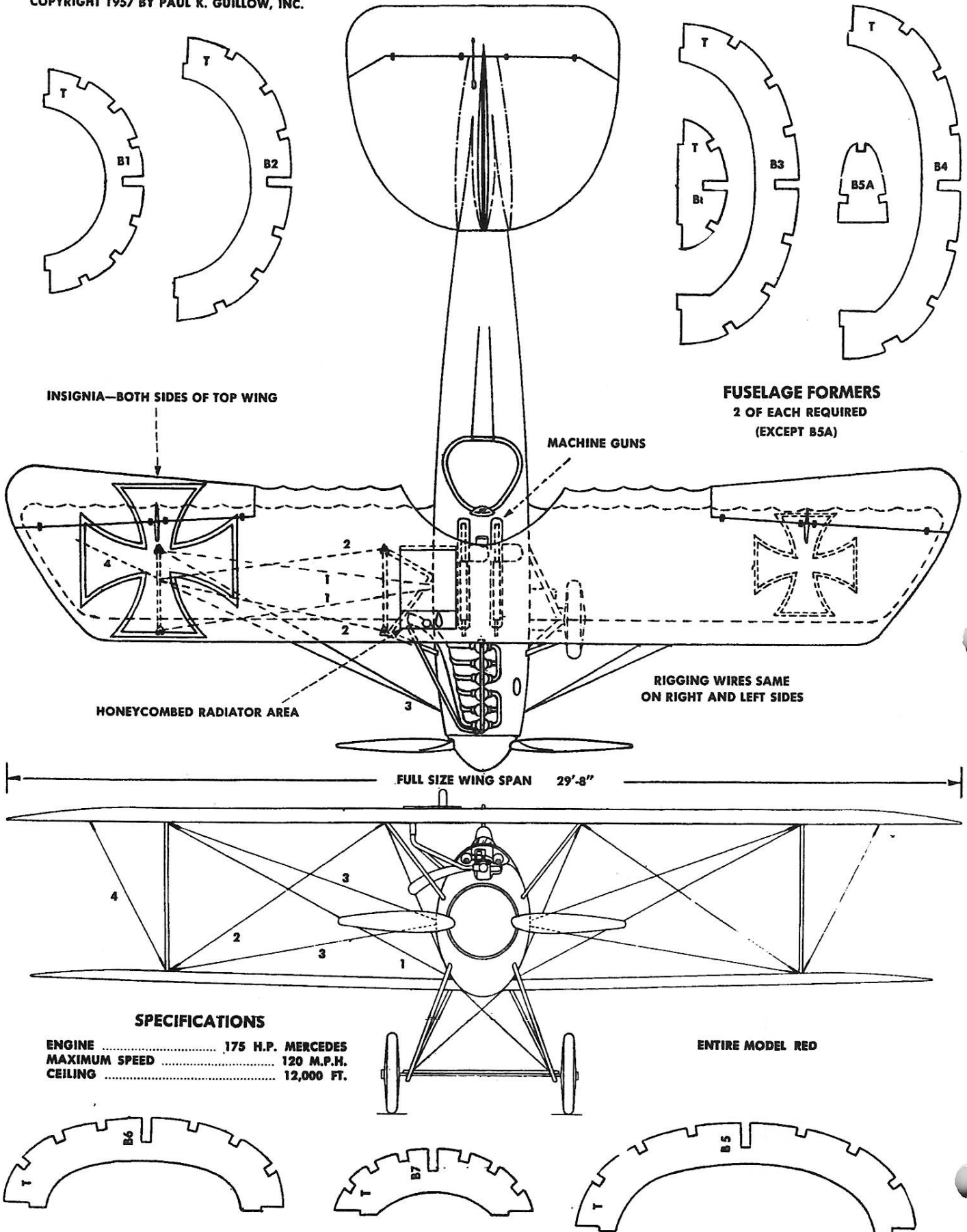
CRACK LEADING AND TRAILING EDGES AND SPARS AT THIS BAY WHEN ADDING WING DIHEDRAL — BOTH WINGS.

TRAILING EDGE—TOP WING

6



BOTTOM WING LAYOUT



**FUSELAGE FORMERS**  
2 OF EACH REQUIRED  
(EXCEPT B5A)

INSIGNIA—BOTH SIDES OF TOP WING

MACHINE GUNS

HONEYCOMBED RADIATOR AREA

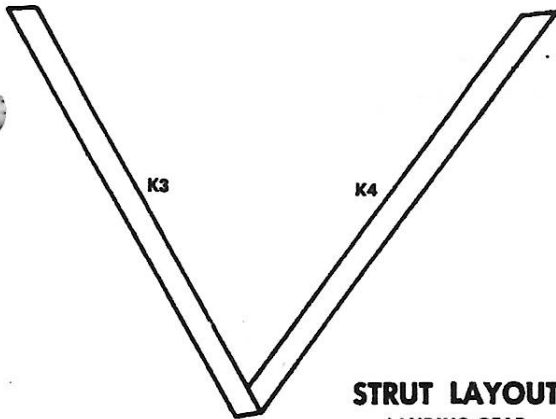
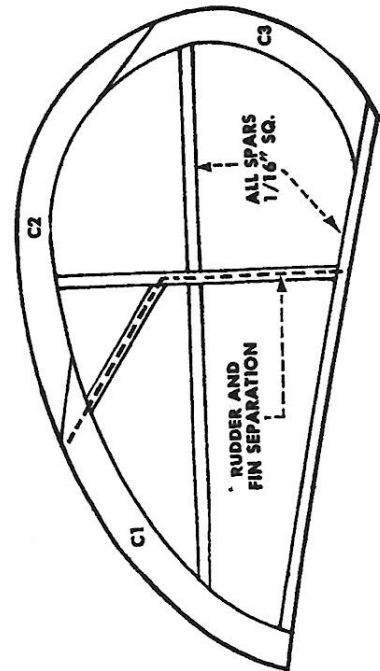
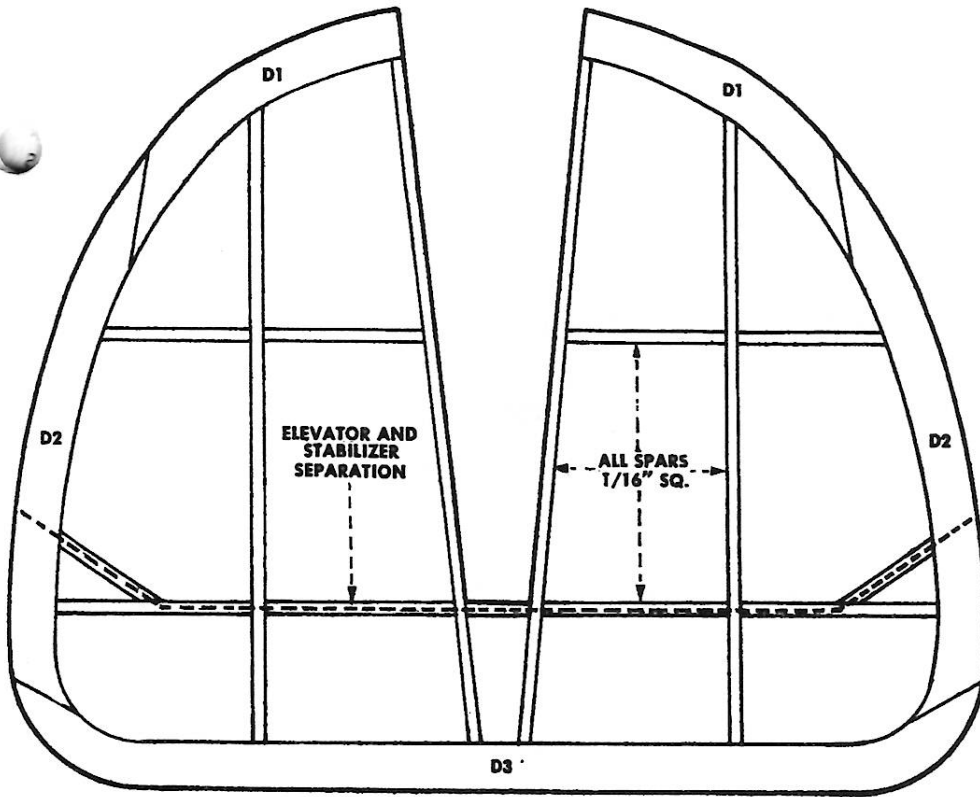
RIGGING WIRES SAME  
ON RIGHT AND LEFT SIDES

FULL SIZE WING SPAN 29'-8"

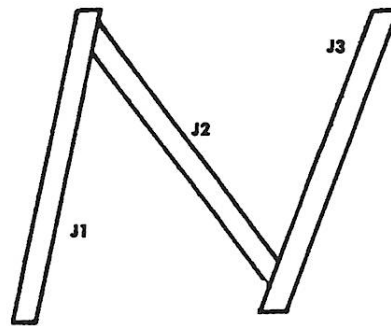
**SPECIFICATIONS**

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MAXIMUM SPEED .....	120 M.P.H.
CEILING .....	12,000 FT.

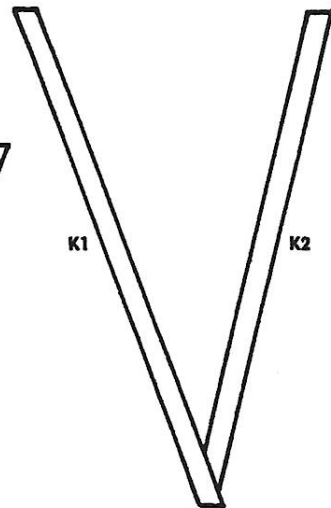
ENTIRE MODEL RED



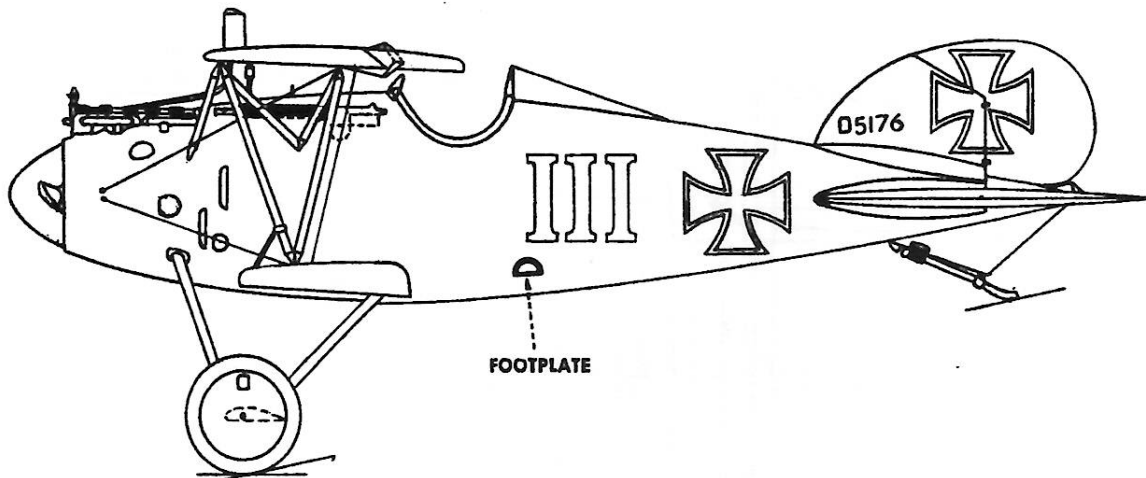
**STRUT LAYOUT**  
LANDING GEAR  
2 REQ.

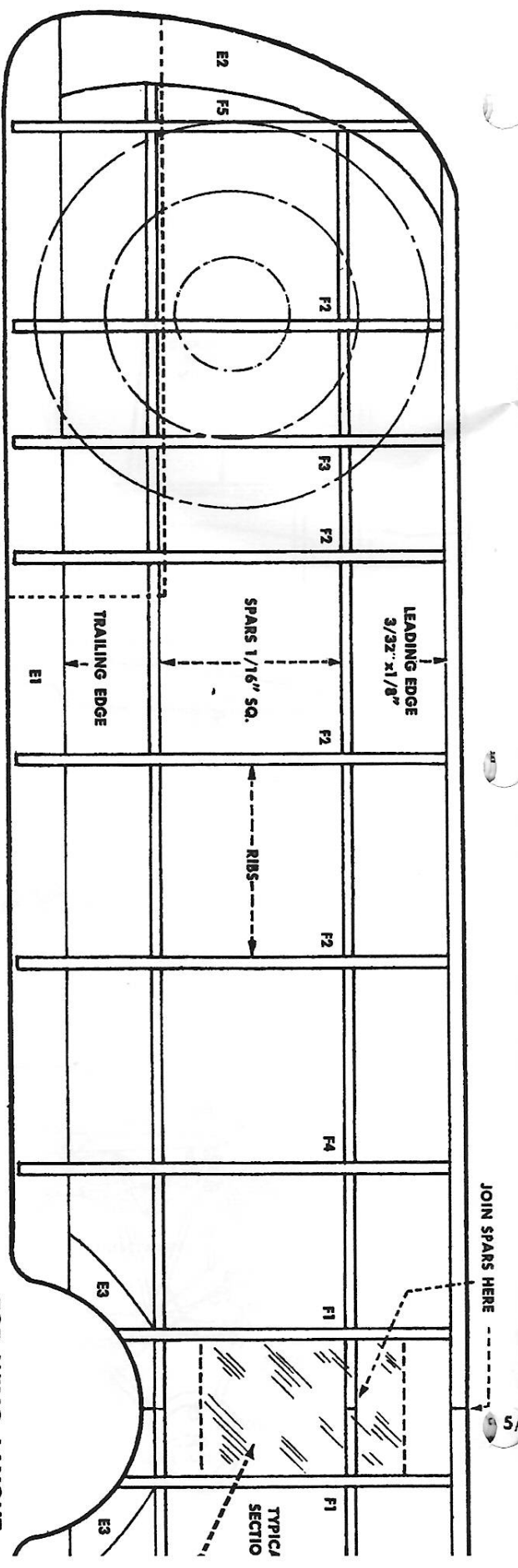


**"N" CABANE STRUT LAYOUT**  
2 REQ.



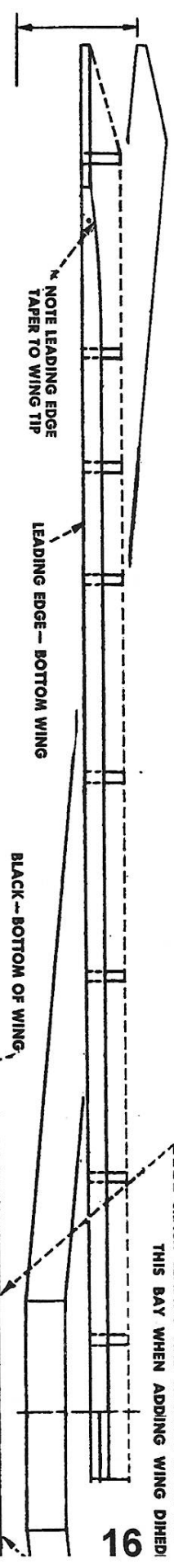
**"V" WING STRUT LAYOUT**  
2 REQ.



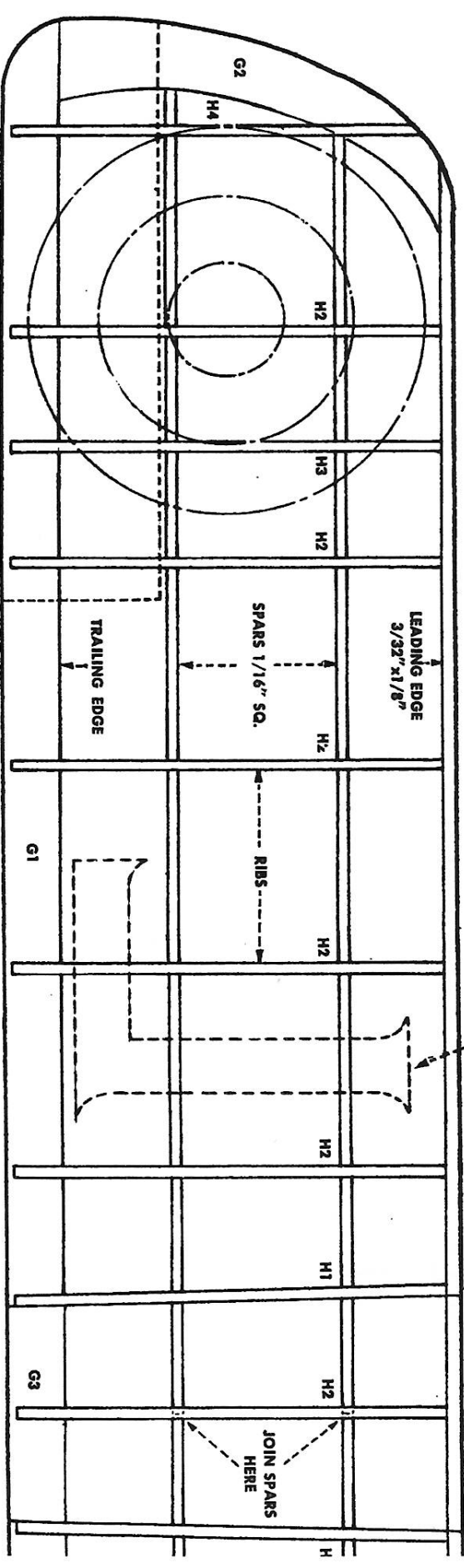


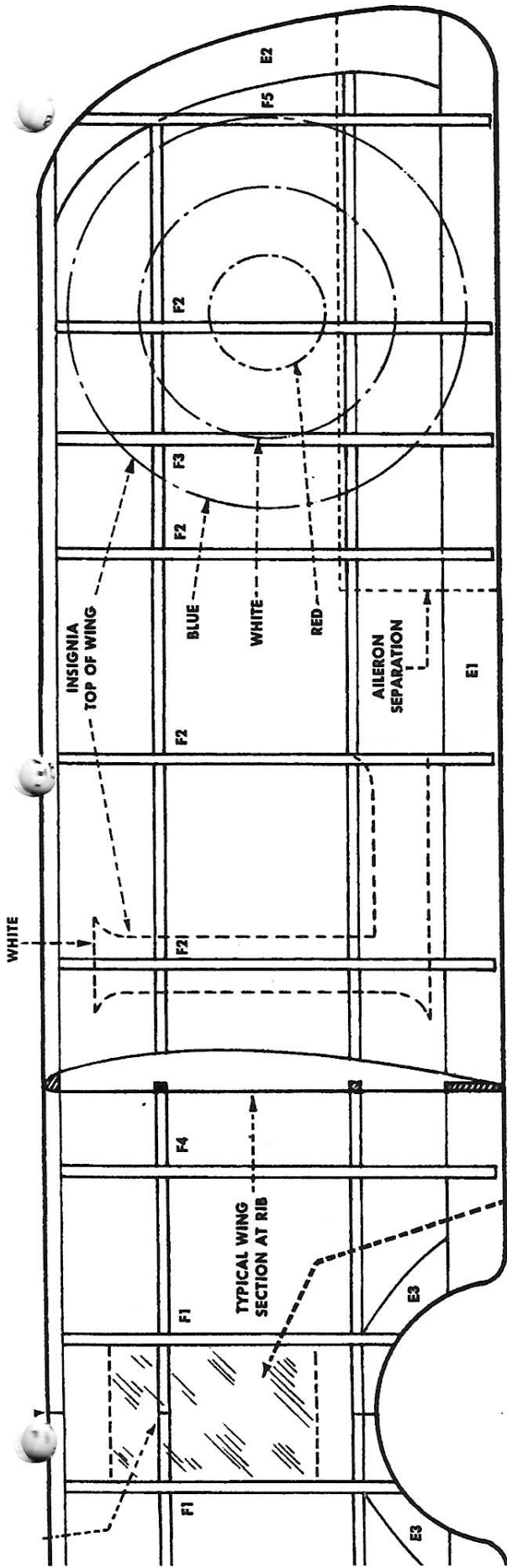
**TOP WING LAYOUT**

CRACK LEADING AND TRAILING EDGES AND THIS BAY WHEN ADDING WING DIHED



16



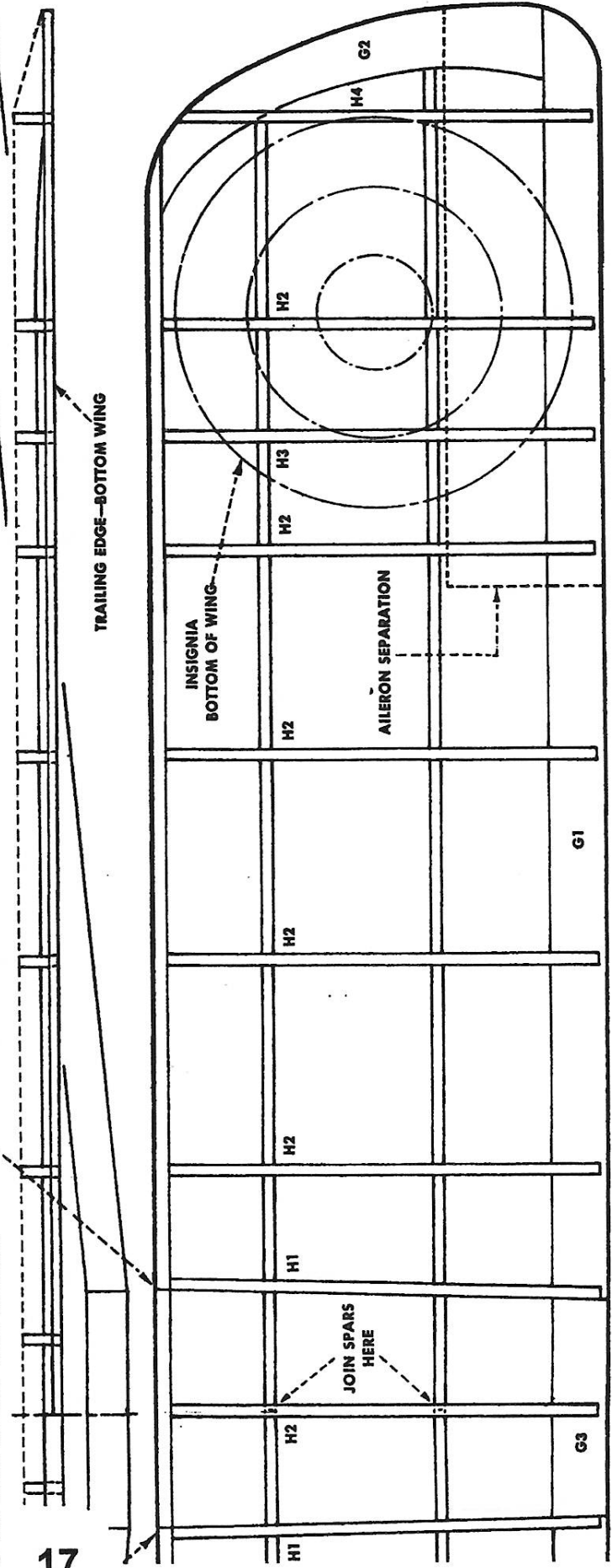


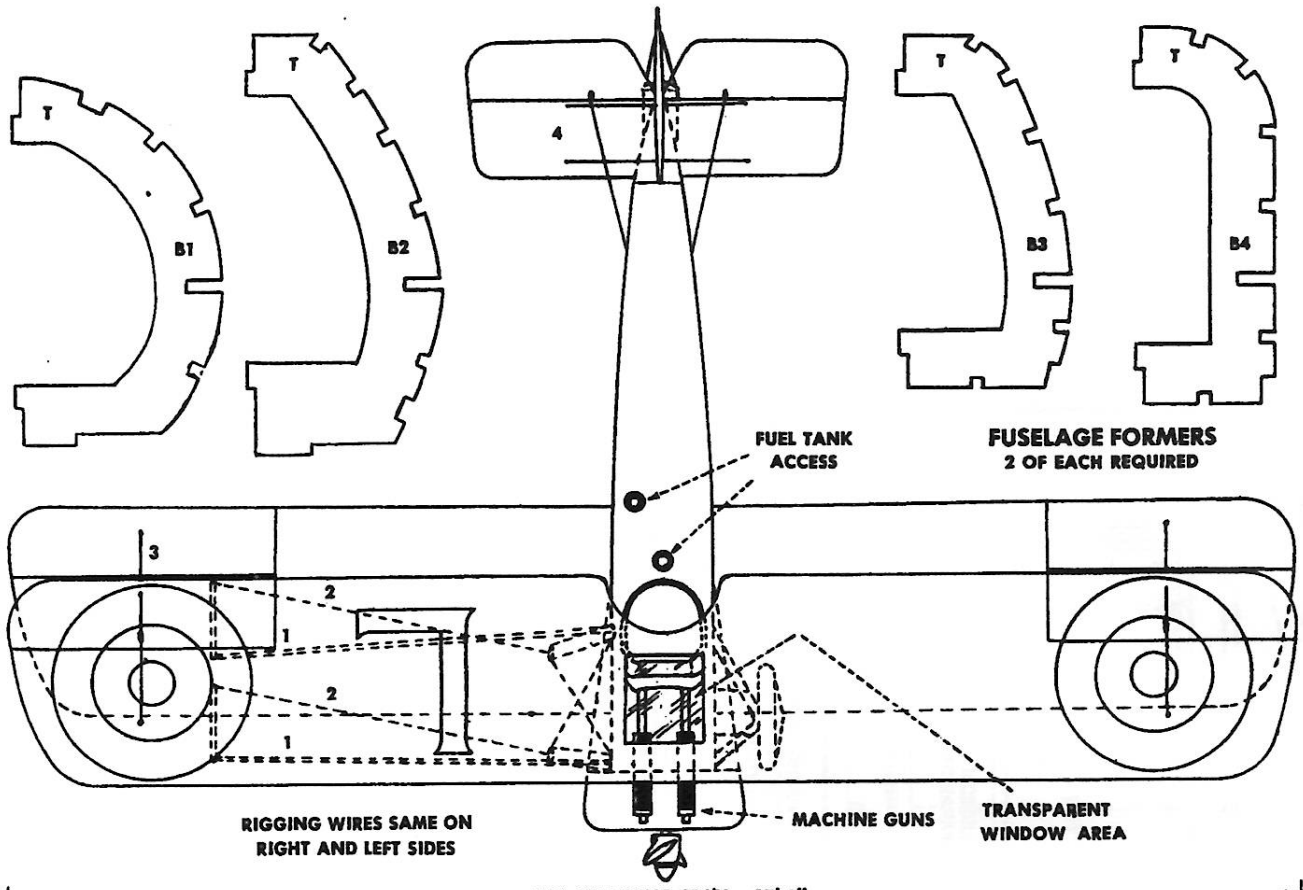
**TOP WING LAYOUT**

COVERING WING WITH TISSUE. COVER ALL OF CENTER SECTION AREA EXCEPT THAT BOUNDED BY DOTTED LINES (TOP AND BOTTOM).

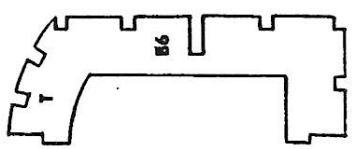
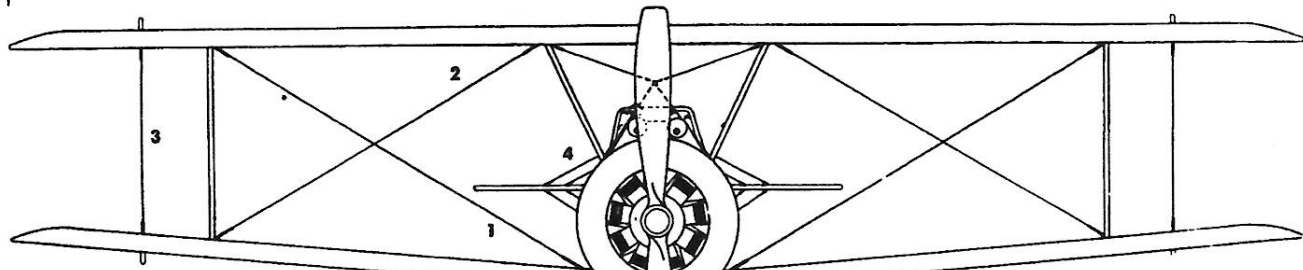
TRANSPARENT WINDOW AREA: COVER ENTIRE WING CENTER SECTION BETWEEN RIBS F1 AND LEADING AND TRAILING EDGES WITH LIGHT CELLULOID—BOTH TOP AND BOTTOM. WHEN

LEADING AND TRAILING EDGES AND SPARS AT IS BAY WHEN ADDING WING DIHEDRAL



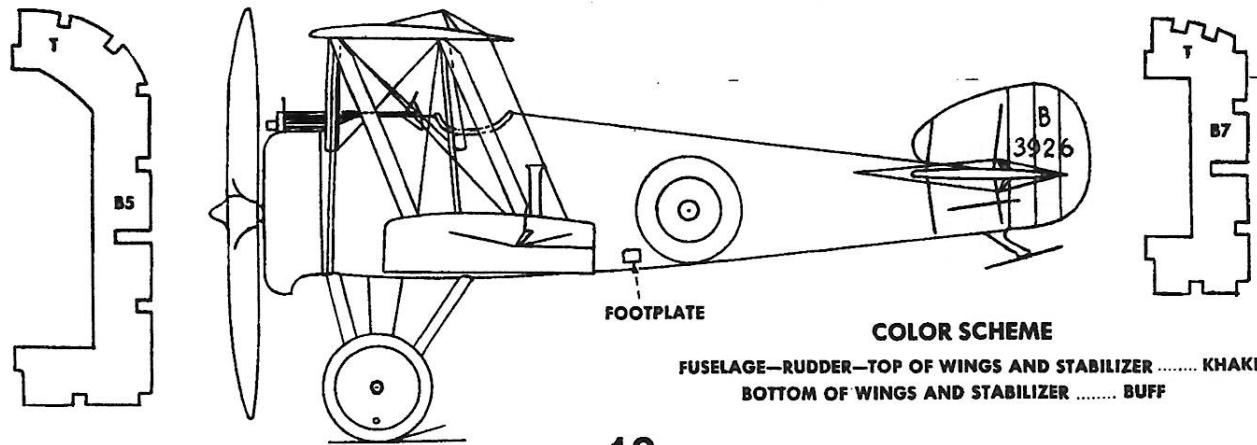


FULL SIZE WING SPAN 27'-6"



**SPECIFICATIONS**

ENGINE .....	130 H.P. CLERGET
MAXIMUM SPEED .....	118 M.P.H.
CEILING .....	24,000 FT.



## A letter on building the N-28

from Phil Cox

I got all excited when I received the July /August news letter on the Guillow's WWI models. Never could figure out why they discontinued that series, since I believe they were one of their best offerings. (Fairchild 24 was a good one also).

Another reason I got excited is because the Nieuport 28 is my all-time favorite WWI airplane. I think the design was well ahead of the time and was graceful and streamlined in appearance. Even though it had some bad characteristics, it still fared pretty well as one of the top-of-the-line fighters. I built one several years ago for rubber power but it turned out way too heavy. I ended up donating it to a hobby shop for a display.

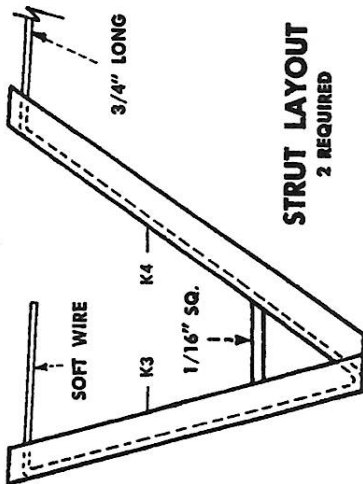
Enclosed are a couple of photos of the second copy I built powered with a TELCO CO2. It turned out much lighter and is a pretty fair flyer - a little tricky to trim. The second version was built much lighter by better choice of wood, laminated wing tips and tail and a lighter finish. The finish was applied by using RIT dye sprayed on with an air brush with FRISKIT paper as masking. It wasn't an easy process! I hand painted the "Hat in the Ring" (94<sup>th</sup> Pursuit) on pressure sensitive mylar and just stuck it on. The number on the wing was a decal. Roundels were tissue.

Here's a couple tips on what I do in building these ships. On the ones that have rounder fuselages, like the 28, 27, Albatross, etc., I use the plan stye half-shell method, but altered. On slab side jobs D7, D8, Bristol Scout etc., I just pick out the top and bottom longerons and on the plan and just build two sides, using top and bottom formers to complete the structure. Wherever there is a weight-saving advantage, I'll laminate wing tips and tails, but will always build lighter in these areas. I usually use copper wire pins to mount cabine and interplane struts and thin brass wire pins to mount the landing gear. Some gusseting is usually necessary in these areas. I never use the plastic cowls, I make them out of balsa and bond paper. As you can see I used Hungerford wheels on my 28.

Another method I use on round bodies is to pin the upper and lower (side view) keels on the plan and cut and glue 1/16" square uprights at each former position (either in front or back of the formers) then I glue the bulkhead halves together making full individual formers. Then I just slip them into the keels up against the 1/16" square upright (I usually start at the front and go to the rear) with glue only in the notch at the keel. After all formers are in place, glue in side keels with a little eyeballing the formers can be squared up with little difficulty and remaining stringers applied. It beats building them the 1/2 shell way. Next project I want to do is the SPAD- I love that one too! Only trouble is too much dihedral ruins the appearance, but—? P.S. I remove the 1/16 uprights with acetone after everything is together.

### OPTIONAL

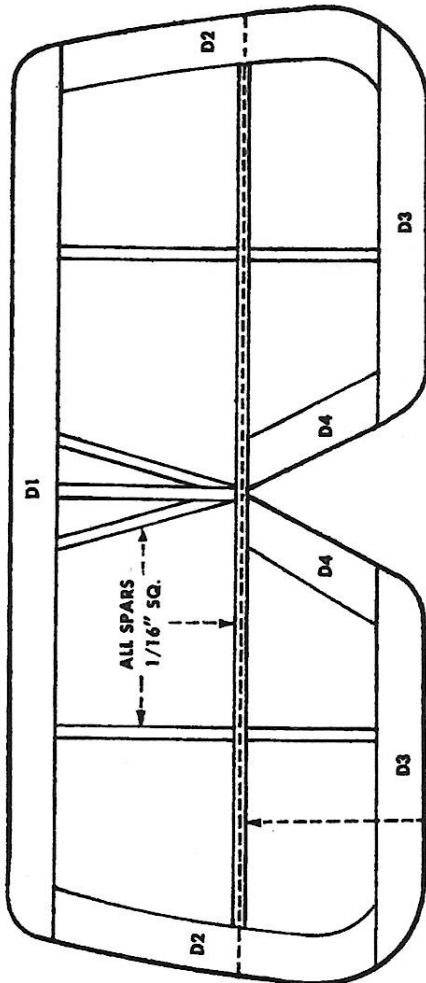
FOR ADDED GEAR STRENGTH, CEMENT SOFT WIRE (NOT IN KIT) TO INSIDE SURFACES OF STRUTS.  
2 REQ.—1 RIGHT, 1 LEFT



### STRUT LAYOUT 2 REQUIRED

WHEN ATTACHING STRUTS TO MODEL, BIND ENDS OF WIRE TIGHTLY TO Balsa FRAME — USE NEEDLE AND THREAD. COAT GENEROUSLY WITH CEMENT.

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



ELEVATOR AND  
STABILIZER SEPARATION

### STABILIZER LAYOUT

**DREADED BRAINBUSTER SQUADRON**  
**of the Flying Aces Club**  
**Fall Rubber Scale Contest**

Petersburg Airport, Petersburg, Virginia  
Saturday 23 September, 2000

In conjunction with the **Brainbusters** Fall Free-Flight Contest

ENTRY FEE: One Measly Buck AMA LICENSE REQUIRED

**MASS LAUNCH EVENTS:**

Number of flights and duration will be at discretion of flight leader.  
No semi-scale models permitted.

12 A.M. HIGH WING AIRCRAFT  
11 A.M. BIPLANES  
1:30 P.M. LOW WING AIRCRAFT  
2:30 P.M. EARL STAHL designed A/C: R.O.G. mass launch  
3:30 P.M. DIME SCALE Any ten center (16 in max span)

**TIMED EVENT:** PEANUT SCALE total of three official flights  
Six attempts for three official flights (over 20seconds)

Flying will end at 4:00 P.M. Prizes will be awarded soon thereafter

Contest Director: Ed Sullivan

Flight Leaders: Bob McLellon (757) 481-0480 (bobmcl@exis.net)  
Jerry Paisley (804) 357-7642 (jerpaisley@earthlink.net)

**BRAINBUSTER'S CONTEST EVENTS**

Following from Brainbusters:

Saturday, 23 Sep, 0800-1700: 1/2 a Gas; 020  
Replica; P-30; Nos Gas Combined; Mulvihill; A-1/A-  
2 combined; Cat Glider; Jr. Free for All.

Sunday, 24 Sep, 0800-1600: Unlimited Rubber one  
flight-Dawn Launch 0800; A Gas; BCD Gas  
Combined; Coupe; Hand Launch Glider, Jr.; Hand  
Launch Glider Sr/OP; OT Rubber; Pee Wee 30; Jr.  
Free for All.



# FLYING ACES OUTDOOR CHAMPIONSHIPS

AMA Sanction # 01170

September 23/24 8:30AM - 4:30 PM

Muncie, Indiana AMA National FlyingSite

Registration: Entry Fee \$10 flies all events. Must be AMA or MAAC members

Certificate Awards to third place created by Dave Livesay

Schedule of events: Co-sponsored by Cloudbusters and Calumet Escadrille

## Saturday Sept. 23

World War I \* 11 AM  
Greve Race \* 1 PM  
FAC Scale  
Golden Age Military \* 3PM  
Dime Scale  
Golden Age Civil  
Embryo  
Old Time Stick \*\*  
Jimmie Allen \*\*  
Two Times No-Cal \*\*\*

## Sunday Sept. 24

World War II \* 11 AM  
Thompson Race \* 1 PM  
Power Scale  
Jumbo Scale  
Peanut Scale  
No Cal Scale  
Modern Civil  
Old Time Cabin \*\*  
Modern Military \* 3 PM  
Erie Daily Times Modelplane \*\*\*\*

\* Mass Launch events. (WW-I multi-wing aircraft only. Golden Age Military must have gear down.)

\*\* Old Time Rubber Events must have all flights turned in by 2:00 PM to allow for fly-offs. Jimmie Allen, EDTM, and Old Time Rubber models must have plan to show that all aspects of the model are built to the plan, wheels, airfoil, fuselage section, etc. (EDTM rules apply)

\*\*\* Two Time No-Cal must be between 31" and 33" w/s. No Foam allowed.

\*\*\*\*Plans & rules for the Erie Daily Times Modelplane (EDTM) are available from FAC GHQ, 3301 Cindy Ln. Erie PA16506 (\$3 postpaid).

Motels in the immediate Muncie area are full.

Here are some motels at a reasonable distance from the field:

Greenville, OH (45 min) Comfort Inn 937-316-5252, Greenville Inn 937-548-3613

Portland, IN (45 min) Hoozier Inn 219-726 7113, New Super 8 219-726-8888

Newcastle, IN (20 min) Raintree Inn 765-521-0100, Holiday Inn Express 765-529-0345,

Newcastle Inn 765-529-1670, All American Inn 765-593-1212

Warren, IN (40 min) Super 8 291-375-4688

Indiana Tourism (for further motel information) 800-289-6646

## **IMPORTANT RULES CLARIFICATION FOR KUDZU 30 SEPT**

### Rules Clarification for the Bill Sheppard Feature Event:

#### Hurst Bowers Electric

1. The model may be any Hurst Bowers design, any scale, but must be electric powered regardless of original power.
2. Scale judging will be based solely on fidelity to the Bowers design. FAC scale judging rules and points. Bring your plans; no other scale doc required.
3. Model must ROG for official flight. Runway will be provided.  
Three official flights allowed; 60 second max flight time, plus up to 15 points awarded by CD for realism of takeoff and flight profile.
4. Scoring is scale score plus flight seconds plus realism points for best flight.

## More Realistic Men's Heads (Concluded)

This article concludes the making of men's heads, or perhaps we should say busts, to be employed with scale model aircraft. The last article only briefly touched the subject and what follows here is Mr. Powell's own explanation.

All head blocks are first cut to the rough outline, as shown by the dotted lines on the first drawing. Then the other smaller detail cuts are laid out on the block and straight cuts are made until the block resembles the first drawing. Be sure and study both views before making any cuts. Sandpaper is used to round off and finish the head. It would be a good idea to have a few good photos of heads in front of you when finishing up the head blocks. If a little care is used when making the first cuts a very good job can be turned out even by a novice at carving or modeling. Try and put some detail in the head, I suggest a bit of 'texture' in the hair, a few wrinkles in coats, shirts, helmets, etc.

The goggles to be used with the helmeted heads of the Commercial-Fighter, and the Mail-Transporter are made separately as small drawing shows. Obviously a better job can be done on the head if the goggles are put in later. A small piece of cellophane is used as glass on the goggles and the straps are simply ribbons, or even bond paper cemented to the goggles. Cement the straps to the back of the helmet—tight enough to hold the goggles in place on the face.

Be sure and fit the glasses to the face before cementing on.

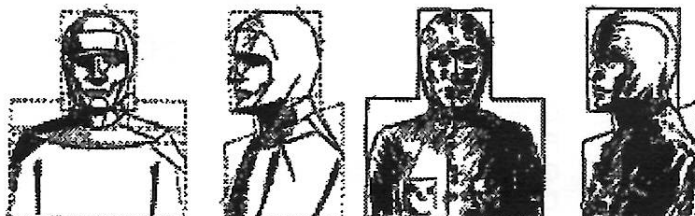
The Transport pilot's head is carved without a visor on the cap—that is a piece of 1/32" balsa, sanded to shape and cemented on after the head is finished. Notice the cap has not got a stiff crown, but is fairly soft. Put the insignia and strap on the cap after visor has been cemented on.

All buttons and insignia are put on after the head is entirely carved, and, in some cases after the painting is done for coloring I would advise a coat or two of paper cement first—then color the head with Tempera colors or opaque water colors—not the transparent water colors. The opaque or Tempera color will cover easily and dry flat and clean. When putting color on the face a realistic job can be done if the flesh tint (mix red, a little yellow and add white until you have the correct color) is put on first and while a bit moist a bit of red-orange is dabbed onto the cheekbone and rubbed in with a gentle circular motion, blending the color. Use the finger tip or a cotton wadding wound around a paint brush. For that matter it may be better to do all the painting on the face with cotton rather than a brush. When coloring the heads get some copies of good paintings in color of heads, notice the different colors used on the face and try to use some of them. **KEEP THE PAINT THIN**, do not try to 'plaster it on'

The two heads described in the last issue have been given a name—the man without the uniform

should be called the Sportsman pilot; the one with the uniform the Transport pilot, the smaller of the two reproduced here the Commercial Fighter pilot and the husky fellow Mail Transporter. We believe you will thank Mr. Powell for the interest he has taken and we extend him our thanks on behalf of all you enthusiasts who appreciate his efforts also.

This article from *Cleveland Modelmaking News & Practical Hobbies Vol. 2, #7, 1934*



Commercial Fighter Pilot

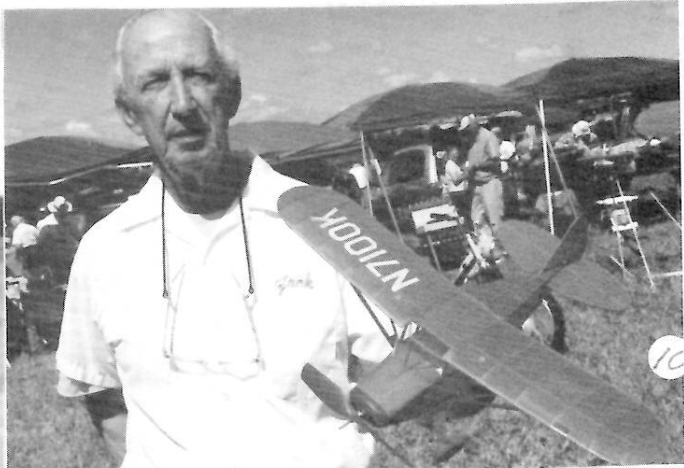


Mail Transporter

### PHOTO PAGE - FAC NATS 2000

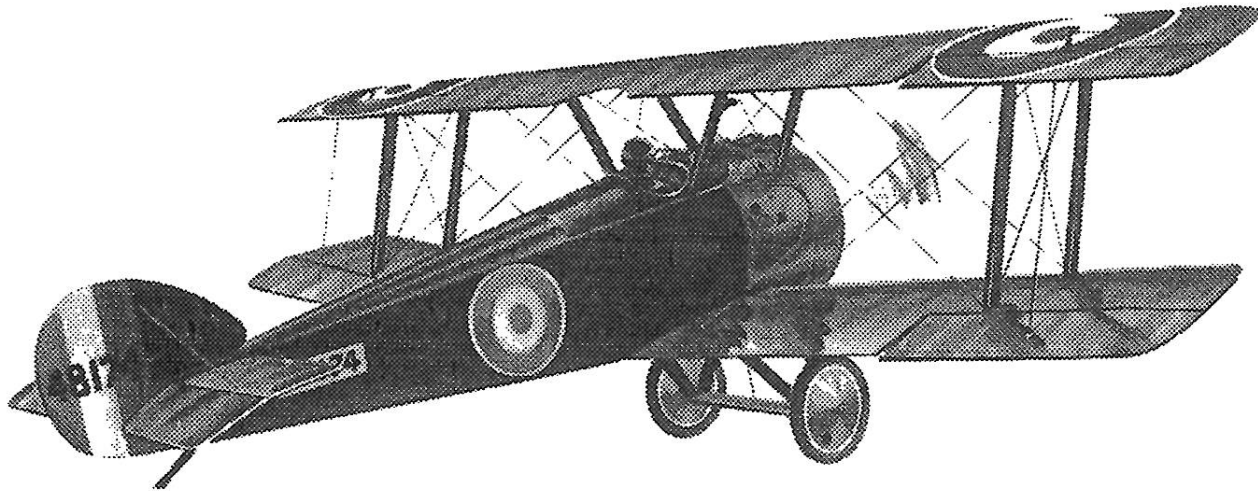
All FAC photos courtesy of Nate Sturman, visiting from Japan.

9. Chris Parent with a beautiful Nieuport 27 constructed from Greg Thomas's terrific custom kit.
  10. Jack Moses poses with his pretty Piper.
  11. Dave Niedzielski, proprietor of Easy Built Models launches a Grumman Avenger from an EasyBuilt kit of course.
  12. Now here is an interesting model of the Payen Flechair by Tom Nallen. Wish I had seen this one fly.
  13. Dan Kranis launching his great looking Jumbo Waco E; look at those pants Bert!
  14. Pres Bruning seen here with his Junkers.
  15. Dave Stott our FAC mentor and doyen with his Giant Taylor Cub.
- Dave really makes painting silver aircraft an art form.
16. Larry Marshall traveled from Quebec City with his nifty Goon.
  17. And Lindsey Smith flew across the big Atlantic pond with Jane to do battle with the Yanks; here he is holding his Old Timer Jimmie Allen Skokie.
  18. Rich Weber with a Nakajima 91 enlarged from Nate Sturman's plan.



MAXFAX 9/10/2000

# GUILLOW'S WWI ISSUE

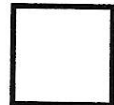


Maxecuter web site: [www.his.com/~tschmitt](http://www.his.com/~tschmitt)

**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

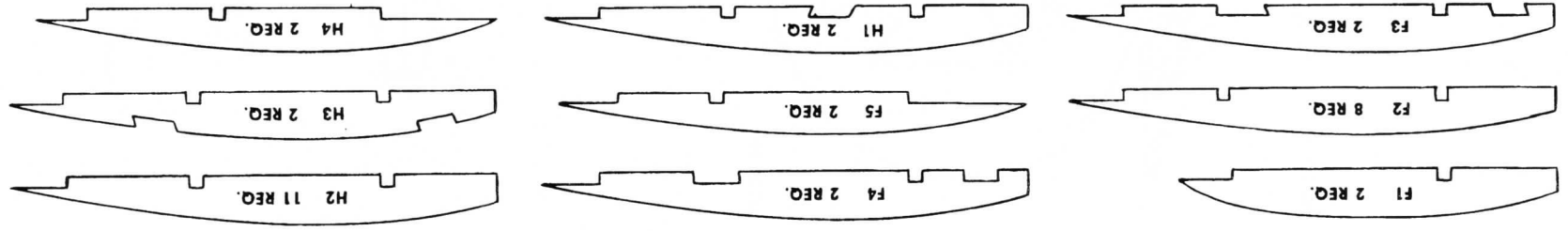
**MEETINGS** - The D.C. MAXECUTERS hold meetings during the winter months at 10 am on the second Saturday of the month at the College Park Airport, the oldest continuously operating airport in the world. When daylight savings time is in effect we meet at 8:00 pm on the first Tuesday of every month at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

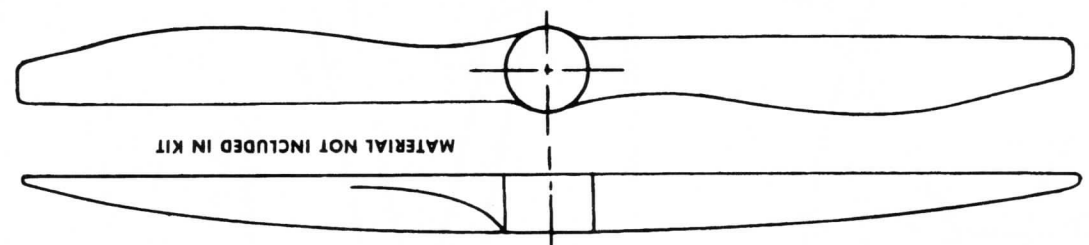
Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

**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.

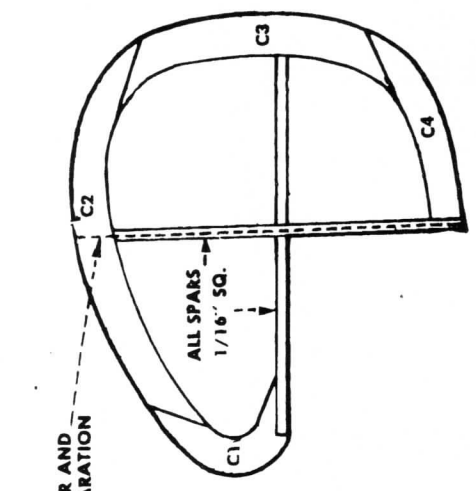
**CONTACTS** - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. [stew.meyers@erols.com](mailto:stew.meyers@erols.com)



WING RIBS



MATERIAL NOT INCLUDED IN KIT



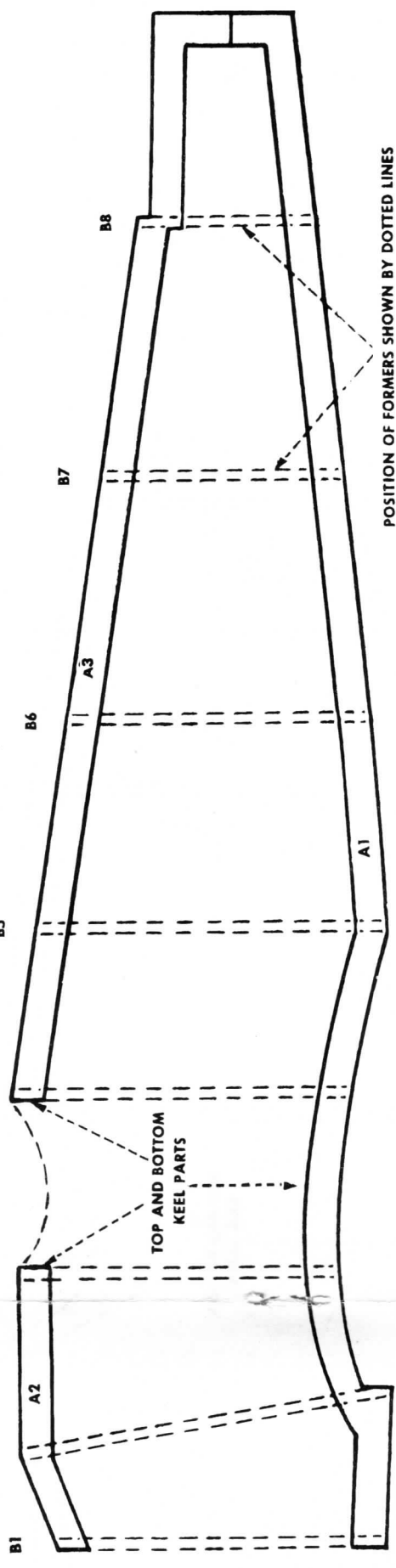
**IMPORTANT!**

COVER ALL LAYOUTS WITH WAX PAPER BEFORE STARTING FRAME CONSTRUCTION. THIS WILL PREVENT PARTS FROM STICKING TO PLAN AFTER CEMENTING FRAMES TOGETHER.

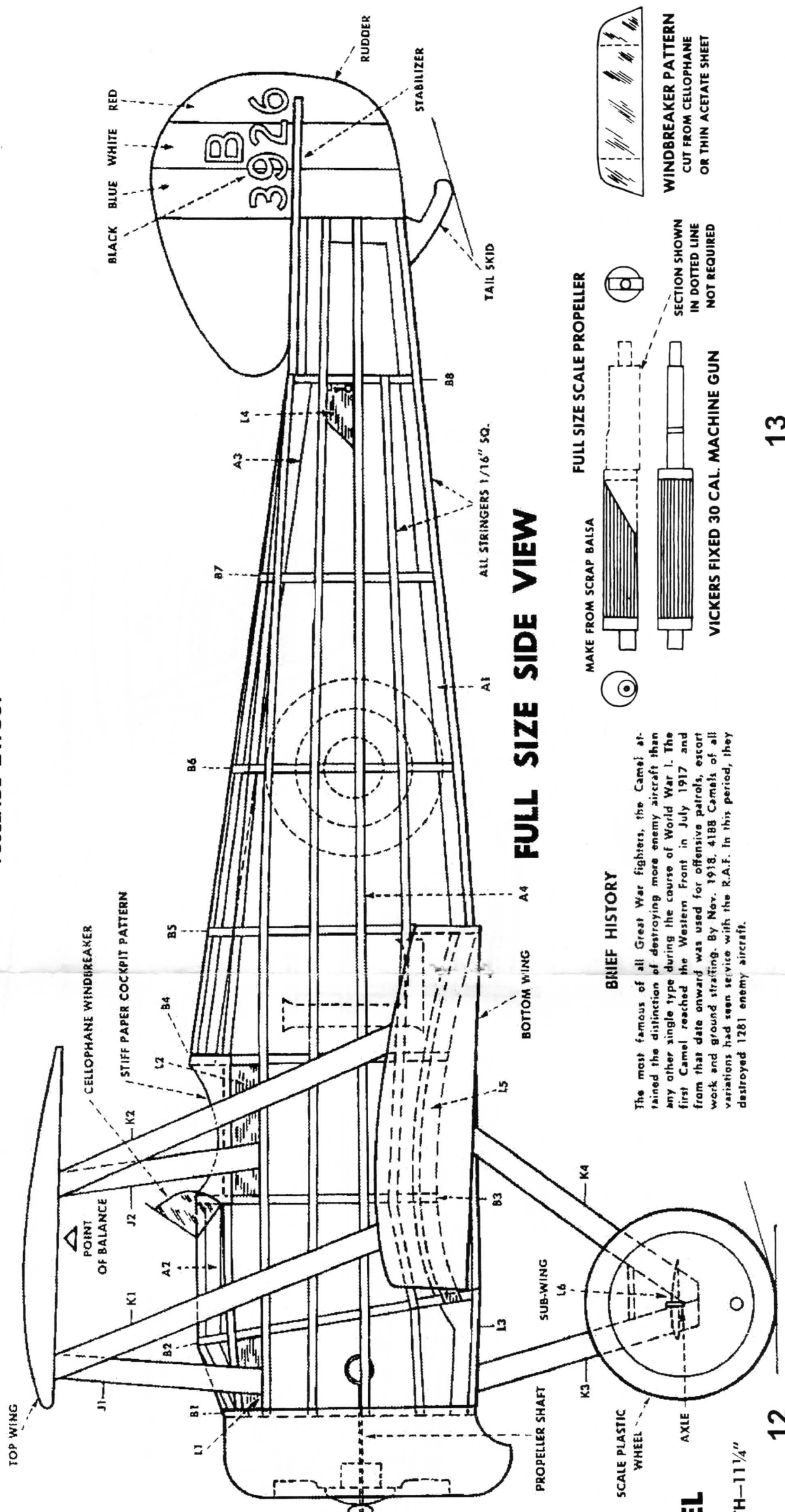
**NOTE: INCREASE OR ADD WING DIHEDRAL FOR BETTER FLYING STABILITY.**

BOTTOM WING—1/4" PER PANEL  
TOP WING—1/2" PER PANEL

TOTAL DIHEDRAL (NOT IN ADDITION TO SCALE DIHEDRAL)



FUSELAGE LAYOUT



FULL SIZE SIDE VIEW

**BRIEF HISTORY**

The most famous of all Great War fighters, the Camel attained the distinction of destroying more enemy aircraft than any other single type during the course of World War I. The first Camel reached the Western Front in July 1917 and from that date onward was used for offensive patrols, escort work and ground strafing. By Nov. 1918, 4188 Camels of all variations had seen service with the R.A.F. In this period, they destroyed 1281 enemy aircraft.



SECTION SHOWN IN DOTTED LINE NOT REQUIRED



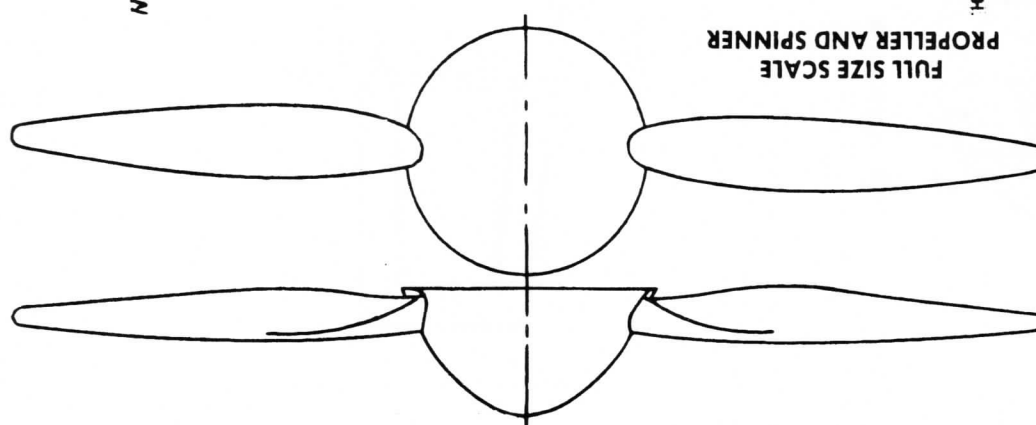
WINDBREAKER PATTERN CUT FROM CELLOPHANE OR THIN ACETATE SHEET

KIT WW-6  
**SOPWITH CAMEL**



WING SPAN—18" App. Scale 5/8" = 1'-0" LENGTH—11 1/4"

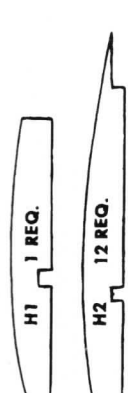
PAUL K. GUILLOW, INC., WAKEFIELD, MASS.



FULL SIZE SCALE  
PROPELLER AND SPINNER



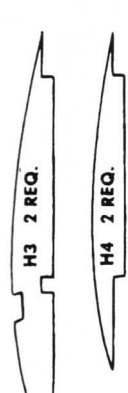
WINDBREAKER PATTERN  
CUT FROM CELLOPHANE  
OR THIN ACETATE SHEET



H1 1 REQ.



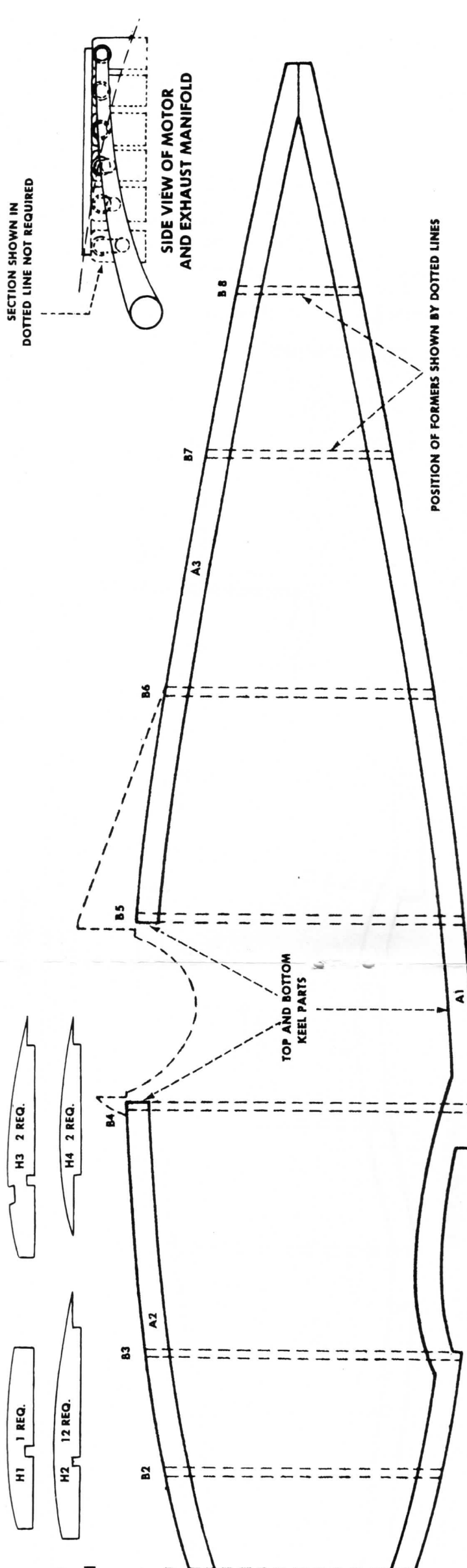
H2 12 REQ.



H3 2 REQ.



H4 2 REQ.

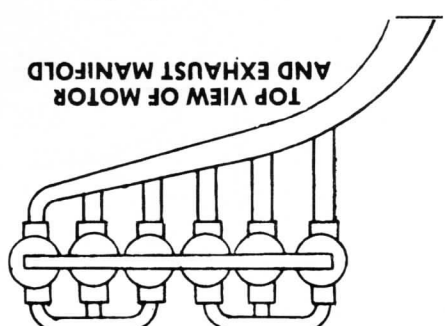


FUSELAGE LAYOUT

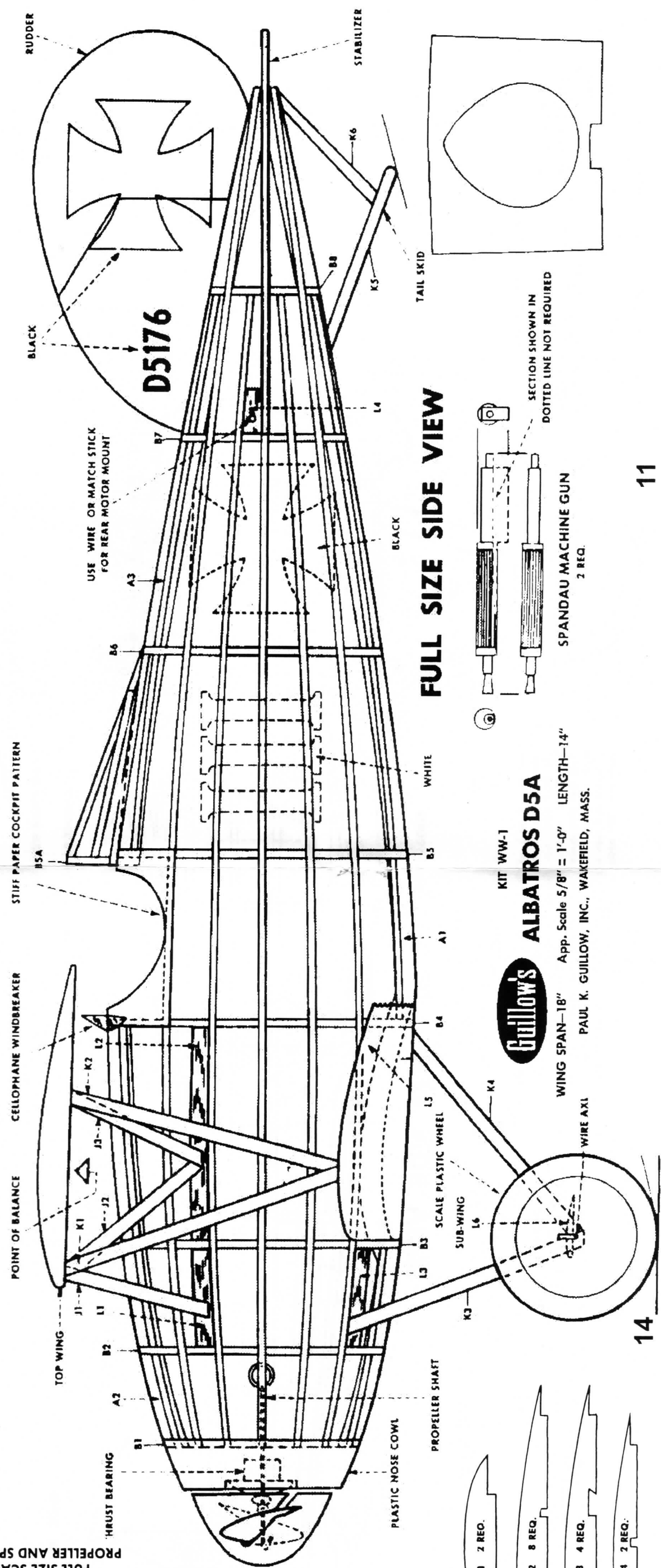
SECTION SHOWN IN  
DOTTED LINE NOT REQUIRED

SIDE VIEW OF MOTOR  
AND EXHAUST MANIFOLD

POSITION OF FORMERS SHOWN BY DOTTED LINES



TOP VIEW OF MOTOR  
AND EXHAUST MANIFOLD



FULL SIZE SIDE VIEW

D5176

USE WIRE OR MATCH STICK  
FOR REAR MOTOR MOUNT

**Gullow's**  
ALBATROS D5A

WING SPAN—18" App. Scale 5/8" = 1'-0" LENGTH—14"  
PAUL K. GULLOW, INC., WAKEFIELD, MASS.

KIT WW-1



SPANDAU MACHINE GUN  
2 REQ.

SECTION SHOWN IN  
DOTTED LINE NOT REQUIRED

TAIL SKID

STABILIZER

RUDDER

PLASTIC NOSE COWL

PROPELLER SHAFT

SCALE PLASTIC WHEEL

WIRE AXI

WHITE

BLACK

BLACK

L4

K5

K6

B8

B7

B6

A3

B5

A1

B4

A2

B3

L3

B2

L1

J1

K1

J2

J3

K2

L2

B1

K3

L4

K4

L5

B4

B5

A1

B5A

STIFF PAPER COCKPIT PATTERN

CELOPHANE WINDBREAKER

POINT OF BALANCE

TOP WING

THRUST BEARING

TOP AND BOTTOM KEEL PARTS

POSITION OF FORMERS SHOWN BY DOTTED LINES

SIDE VIEW OF MOTOR AND EXHAUST MANIFOLD

SECTION SHOWN IN DOTTED LINE NOT REQUIRED

WINDBREAKER PATTERN CUT FROM CELLOPHANE OR THIN ACETATE SHEET

H1 1 REQ.

H2 12 REQ.

H3 2 REQ.

H4 2 REQ.

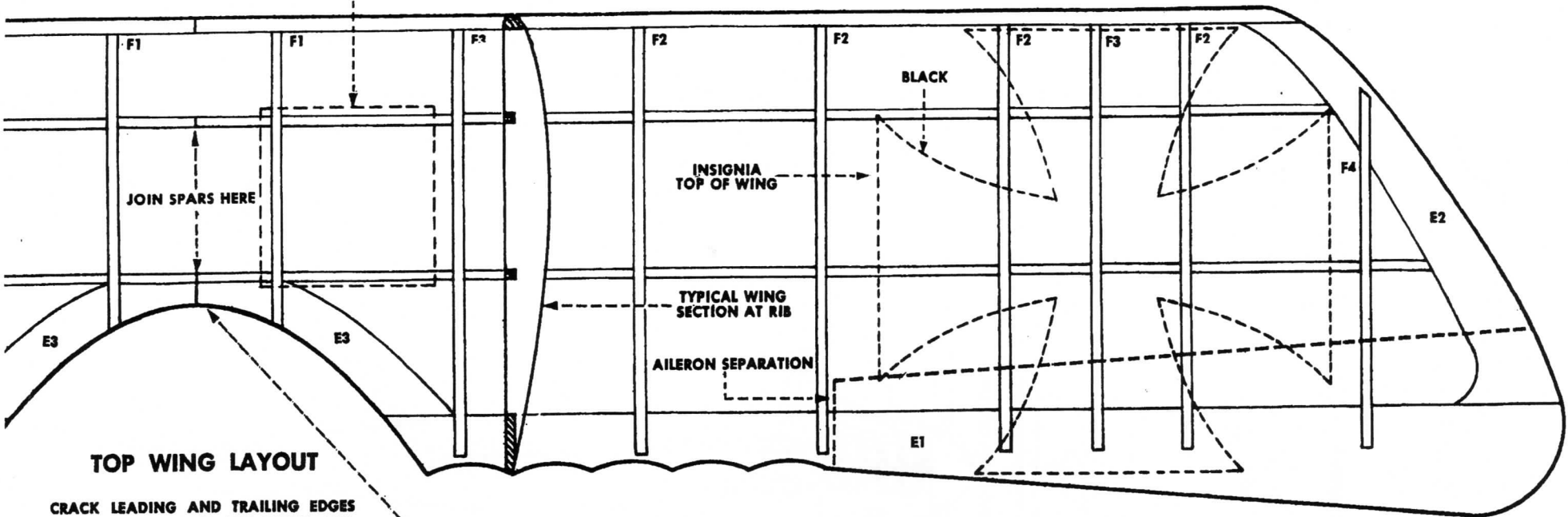
F1 2 REQ.

F2 8 REQ.

F3 4 REQ.

F4 2 REQ.

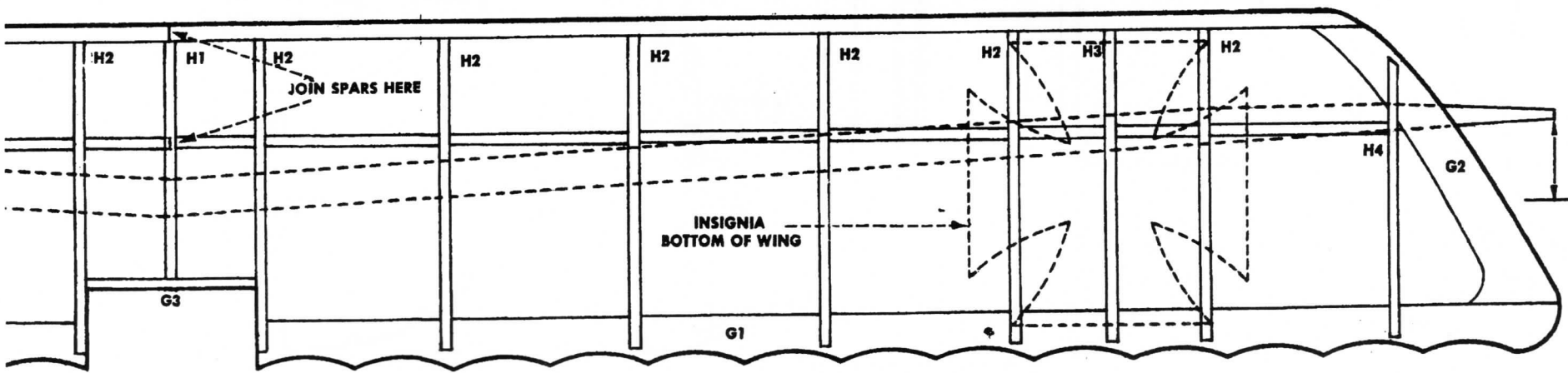
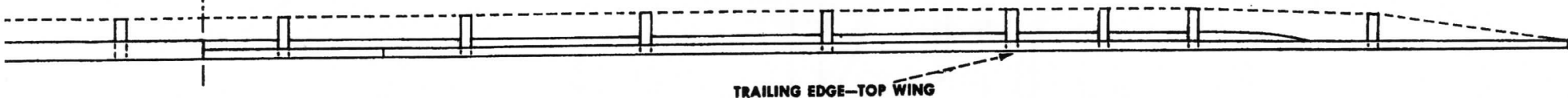
HONEYCOMBED RADIATOR AREA — BLACK



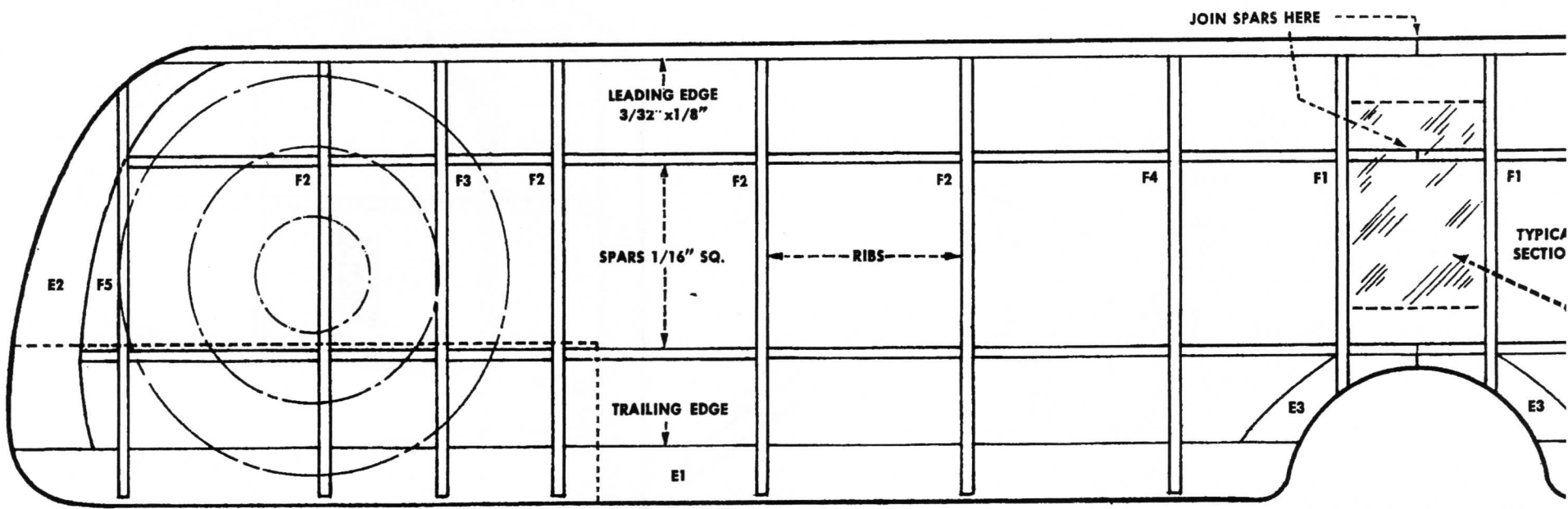
TOP WING LAYOUT

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

9



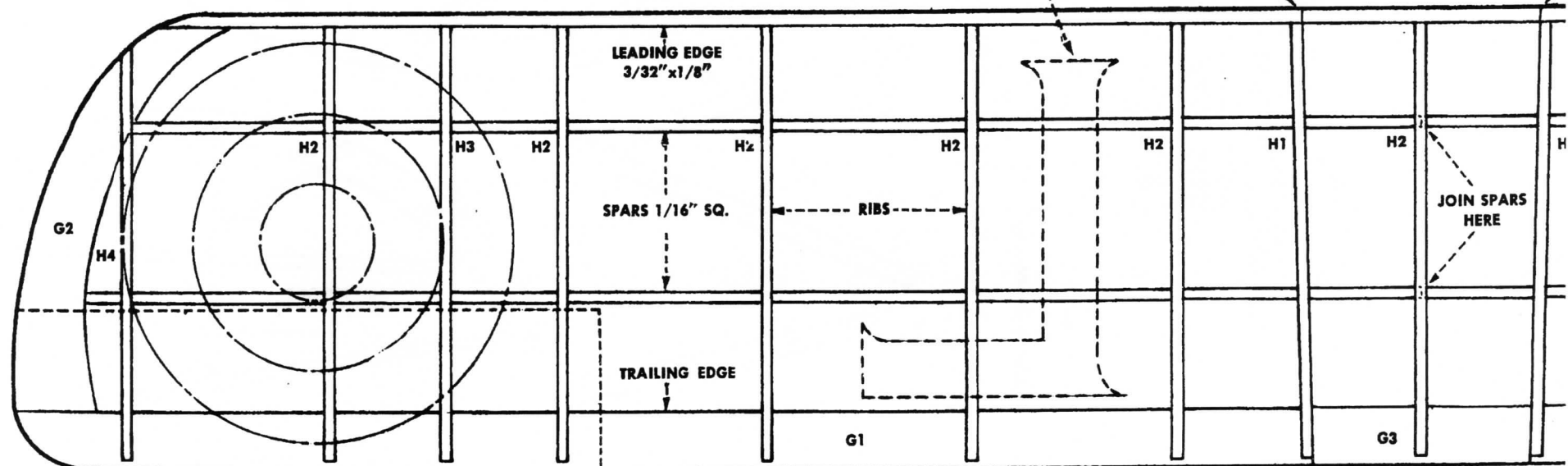
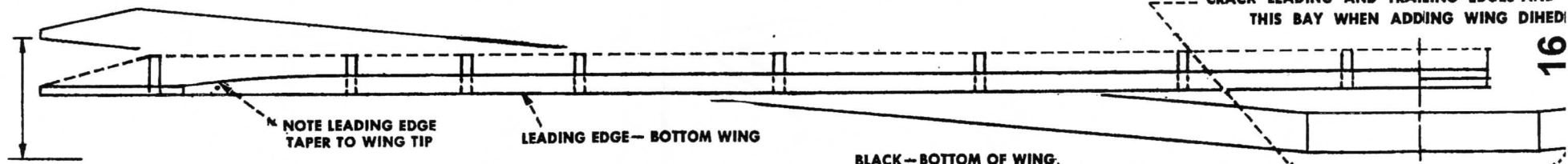
BOTTOM WING LAYOUT

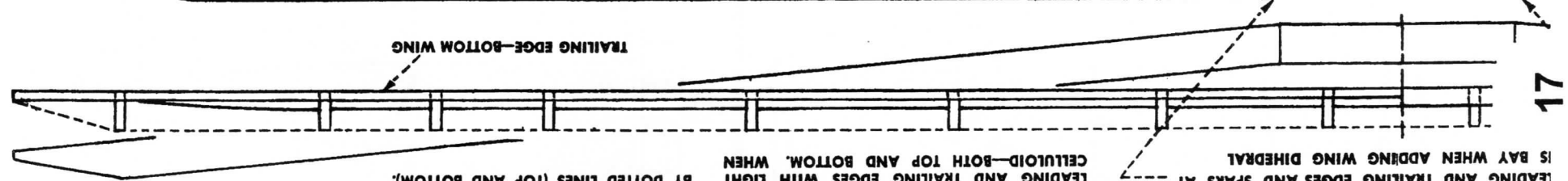
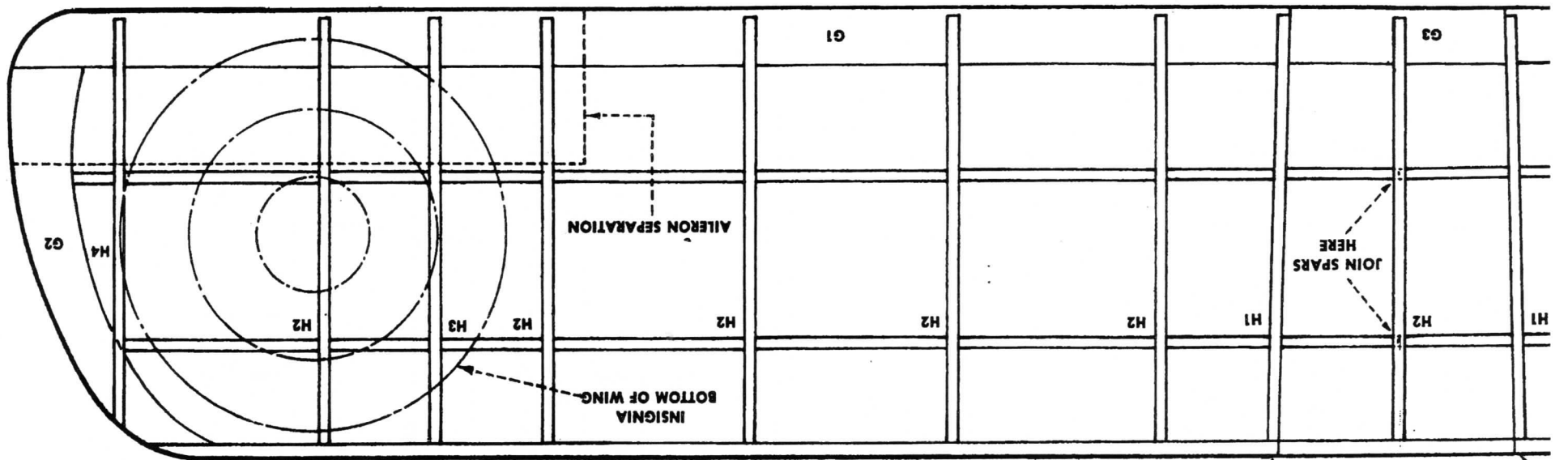


TOP WING LAYOUT

CRACK LEADING AND TRAILING EDGES AND THIS BAY WHEN ADDING WING DIHEDRAL

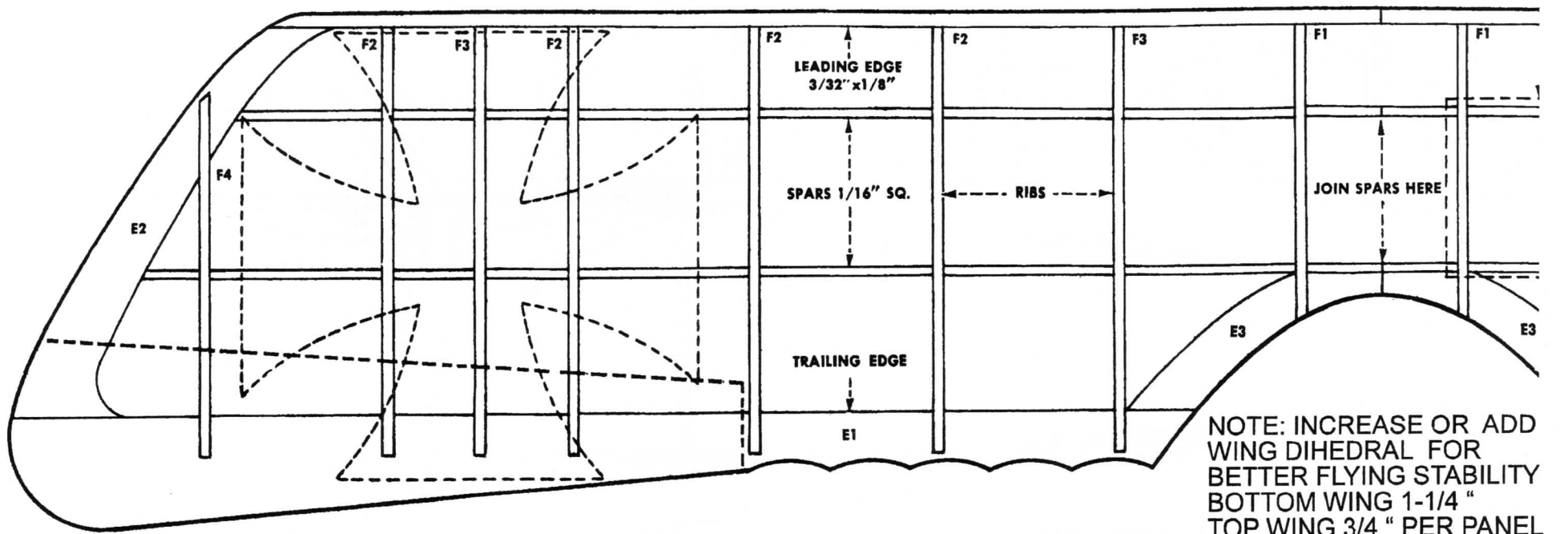
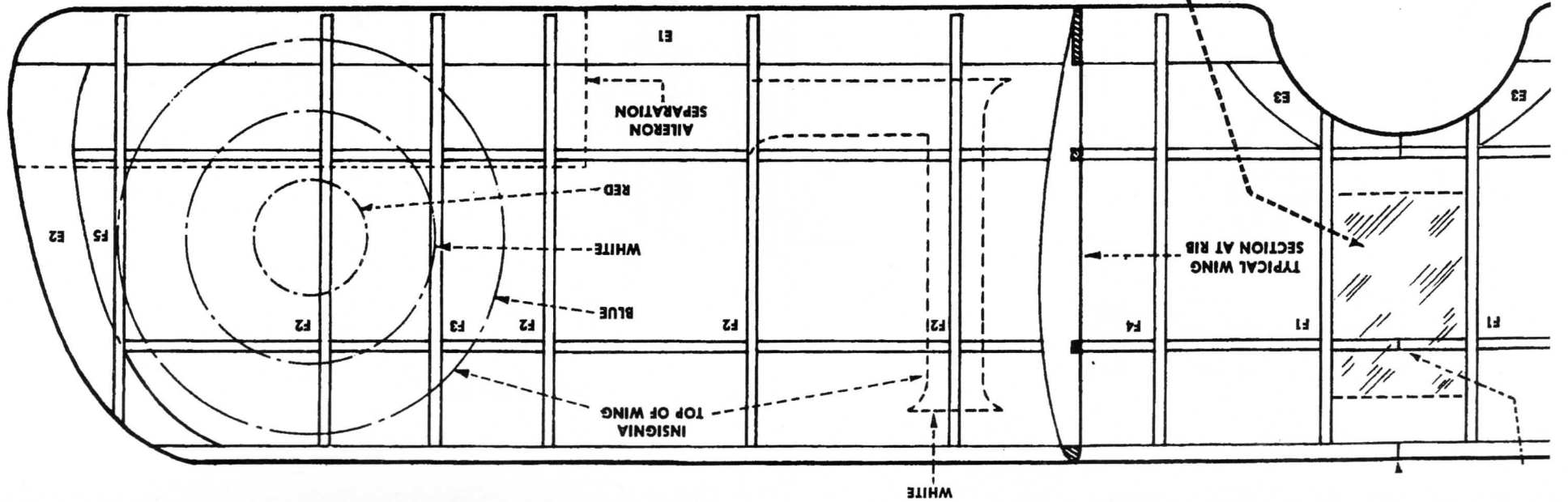
16



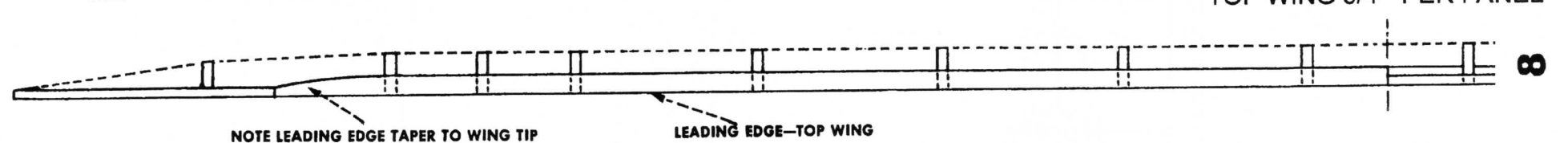


LEADING AND TRAILING EDGES AND SPARS AT IS BAY WHEN ADDING WING DIHEDRAL  
 CELLULOID-BOTH TOP AND BOTTOM, WHEN LEADING AND TRAILING EDGES AND SPARS AT IS BAY WHEN ADDING WING DIHEDRAL  
 WING CENTER SECTION BETWEEN RIBS F1 AND F2  
 TRANSPARENT WINDOW AREA: COVER ENTIRE  
 COVERING WING WITH TISSUE, COVER ALL OF BY DOTTED LINES (TOP AND BOTTOM),  
 CENTER SECTION AREA EXCEPT THAT BOUNDED

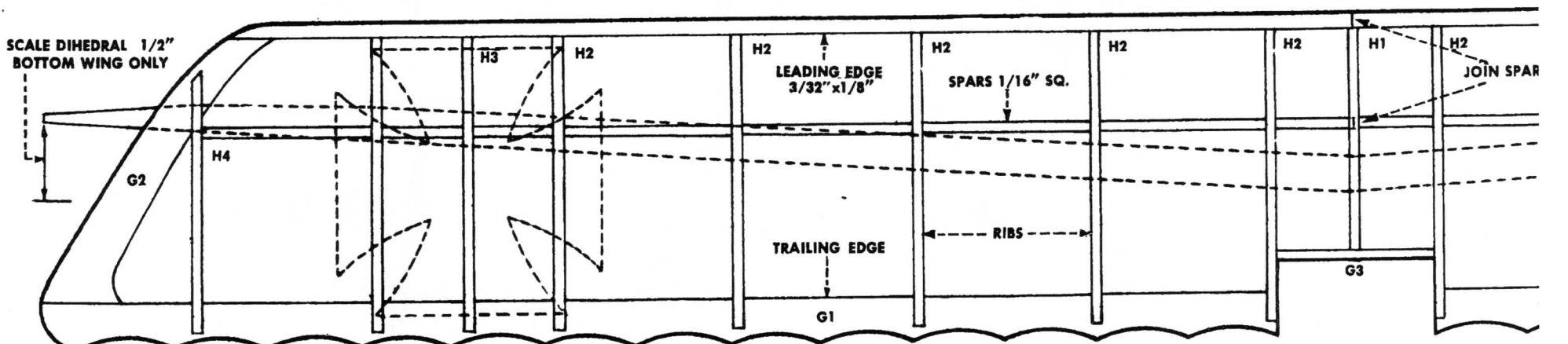
TOP WING LAYOUT



NOTE: INCREASE OR ADD WING DIHEDRAL FOR BETTER FLYING STABILITY  
 BOTTOM WING 1-1/4"  
 TOP WING 3/4" PER PANEL



NOTE LEADING EDGE TAPER TO WING TIP  
 LEADING EDGE-TOP WING



BOTTOM WING LAYOUT